



## KLIPHANGER BARS FOR 2008+ FLH

**INCLUDED IN BOX:**

KlipHanger Bars  
Instruction Sheet

**NOTE:**

Always refer to model appropriate service manual for procedures and torque specifications. Protect all painted surfaces.

**QUESTIONS?**



**EMAIL:**  
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There are two options for line routing for these handlebars. New hydraulic lines can be purchased to follow the stock routing procedures set by Harley-Davidson OR the steps below will allow a rerouting of the hydraulic lines to keep the stock ones installed.



FIG 1



FIG 2



FIG 3



FIG 4



FIG 5

1. Remove the seat and disconnect the negative battery terminal
2. Remove the windshield
3. Remove the ignition switch knob and the fairing cap (Fig 1)
4. Remove the passing lamps
5. Remove the outer fairing
6. Disconnect the five components that are attached to the main harness bundle on the right side of the frame neck (Fig 2 and Fig 3)
7. Remove the fairing mount studs and set the lower fairing skirt aside (Fig 4)
8. Remove the clutch and brake master cylinders from the handlebar and carefully set them aside without removing the lines (Fig 5)
9. Unplug the handlebar wiring from their connectors under the center fairing bracket
10. Remove the switch housings from the handlebar and set them aside
11. Rotate the inner fairing assembly forward by gently lifting the fairing and tilting it forward just past center
12. Install longer hydraulic lines OR continue to the rerouting procedure on page 2.



## INSTRUCTION SHEET



### HYDRAULIC LINE REROUTING PROCEDURE:

13. Remove all zip ties that are holding the hydraulic clutch and brake lines under the fairing
14. Unplug the ignition switch and route that connector and the fairing cap connector around the handlebar to the right side of the frame neck (Fig 6)
15. Unplug the 2-place connector under the hydraulic lines (Fig 7)
16. Release the front brake and clutch line from the retainer on the right side frame neck (Fig 8)
17. Remove the body fastener that holds the retainer to the neck and unclip the retainer from the frame (Fig 9)
18. Route the wire bundle that was disconnected in step 6 to the outside of the two hydraulic lines so that the lines are tucked up against the frame and reinstall the retainer (Fig 10)
19. Loosely install a zip tie around the newly rerouted lines to the small ignition harness (Fig 11)

### KLIP HANGER ASSEMBLY:

1. Set handlebar components on a soft cloth or in a holding fixture  
**Note:** Test fit the knuckles to choose your stub bar angle. If the small bore is angled up, the final wrist position will be straighter than if they are angled down. The small bore fasteners must be down when assembled.
2. Install the knuckles onto the U handlebar and align the wiring slots, then lightly torque the supplied 1/4-28 fasteners to hold the knuckles in place

3. Install the stub bars into the small bore and align the wiring slots and torque the supplied fasteners to 140-155 in-lbs making sure the bar with the notches is on the right side

### WIRING SUGGESTIONS:

4. There is no need to modify the throttle sensor harness. The bundle will fit through the handlebars. (Fig 12)
5. Using the Namz wire extension kit (part number 2120-0369) The switch wires can also be installed without splicing (Fig 13)
  - a. It is possible to wire the bars without installing the extension kit first. The plugs come through the lower wiring hole about 1 inch.
6. Guide the wires through the stub bar, the knuckle, the handlebar and out of the wiring hole at the bottom of the U handlebar

### FINAL INSTALLATION:

7. Install the handlebars in the clamp and torque to specification
8. It is possible to rotate the banjo fittings on the master cylinders without losing fluid. Carefully loosen and rotate the banjo fittings on the master cylinders to maximize usable length of the hydraulic lines (Fig 14 and Fig 15)
9. Reinstall all components in reverse order referencing a model appropriate service manual for procedures and torques specifications
10. Set your wrist angle and then torque the large bore fasteners to 140-155 in-lbs

