

Paul Yaffe's Bagger Nation

'15 & Later FLTR Monkey Bars, Levers, Mirrors, & Grips Installation

Story by Jason Mook – Photos by Mela Cosme

A new Bagger is not designed to fit riders of every size; it is designed to fit someone in the 5'8" to 5'10" range. What do you do if you are a taller rider? A personalized riding position translates into greater confidence, control, and comfort. One of the first steps in obtaining the perfect ergonomics is changing handlebars and putting your hands where you want them. If you're looking for handlebars that not only increase comfort but also style, Bagger Nation developed a set of their popular Monkey Bars for 2015 and later Road Glides and Road Kings. Bagger Nation's Monkey Bars are a direct replacement for the stock bars, requiring no change to the hand controls or risers. Monkey Bars are available in a variety of sizes in both chrome and black. Bagger Nation's Speed Freak Grips, Power Mirrors, Racing Levers, and Super Riser Clamp were added to complete the installation. To see all of the products available from Paul Yaffe's Bagger Nation, visit www.BaggerNation.com.

Difficulty Level: 3/5

Estimated Time to Complete: 4.0 hours

PRODUCT



Bagger Nation 10" Black Monkey Bars, Black Racing Levers, Chrome Power Mirrors, and Chrome Speed Freak Grips.

BEFORE



The 2016 Road Glide Special with stock handlebars, grips, mirrors, and levers from the factory.

TOOLS & SUPPLIES NEEDED

1. SAE Wrench Set
2. Metric Wrench Set
3. SAE Allen Wrenches
4. Torx Drivers
5. Small Pick
6. Retaining Ring Pliers
7. 3' Weed-Eater Line
8. Electrical Tape
9. DOT 4 Brake Fluid
10. Thread Locker (Blue)



1 Place the key in the ignition switch. Mash the detent at the bottom of the switch while turning the key counter-clockwise. The ignition switch will lift up and out of the ignition post.



2 With a 7/8" wrench, remove the plastic nut from the ignition post. Lift the remaining pieces from the ignition post.



3 Use a T25 Torx to remove the two bolts holding the speedo/tachometer housing to the nacelle.



4 Lift the housing off the nacelle to access the wiring connectors inside.



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5 Unplug the single connector on the back of the speedometer/tachometer assembly.



6 Disconnect the CANBUS connectors for the handlebar wiring inside the nacelle.



7 Unplug the connector for the TGS (Twist Grip Sensor).



8 With a 12mm wrench, remove the banjo bolts at the clutch and front brake master cylinder. Have a small container ready to catch any brake fluid that may leak out. With the hydraulic lines free, reinstall the banjo bolts with a short section of 3/8" hose.



9 Loosen the four bolts holding the stock top clamp to the handlebar risers with a 1/4" Allen wrench. Maintain control of the handlebars while doing so.



10 Remove the top clamp from the handlebar risers.



11 Lift the stock handlebars up and off the risers. Ensure all internal wiring is clear of the speedometer/tachometer nacelle.



12 Use a T25 Torx to loosen the bolts holding the switch housings together.



13 With a T27 Torx, remove the bolts holding the front master cylinder to the handlebars.



14 Remove the switch housing from the handlebars.



15 Slide the right side grip off the end of the handlebar, exposing the end of the TGS (Twist Grip Sensor).



16 Repeat the process for the left side switch housing and clutch master cylinder.



17 Remove the wiring from the inside of the stock handlebars.



18 Feed the weed eater line through the top holes of the Bagger Nation Monkey Bars. Continue to work the weed eater line through the handlebars until it comes through the hole in the bottom of the bars.



19 Attach the end of the switch housing wiring to the weed eater line using electrical tape.



20 Gently feed the wiring through the openings in the handlebars. The hole at the bottom corner of the handlebars will help when working the wires through.



21 With the wiring ran through the handlebars, bring the switch assembly into position around the handlebars.



22 Reinstall the switch housings loosely around the switches.



23 Bring the master cylinder and clamp in position next to the switch housing.



24 Tighten the hardware for the master cylinder and switch housing with Torx drivers.



25 To remove the stock mirrors, loosen the acorn nut with a 1/2" wrench.



26 Remove the retaining ring from the pivot pin for the clutch lever.



27 Lift the pivot pin from the housing to free the clutch lever.



28 Install the nylon bushing from the stock lever into the Bagger Nation Racing Lever.



29 The small bearing from the stock lever is also reused in the new Racing Lever.



30 Position the Bagger Nation lever in the clutch perch.



31 Reinstall the pivot pin with retaining ring.



32 Repeat the process for the right side switch wiring, including the Twist Grip Sensor.



33 With the TGS installed in the handlebars, slide the right Speed Freak Grip over the end of the handlebar. Ensure the notches in the grip engage the notches in the TGS.



34 Use Torx drivers to tighten the hardware for the switch housing and front master cylinder.



35 The left side Speed Freak Grip comes complete with a stash tube for extra storage.

36



Bring the assembled handlebars back into position on the risers.

37



Apply blue thread locker to the stock top clamp riser bolts. Use these bolts when installing the Bagger Nation Super Riser Clamp.

38



Evenly tighten down the top clamp bolts. Final torque of 16-20 foot/lbs.

39



Tighten the three setscrews in the Super Riser Clamp in order to better secure the handlebars from movement.

40



Reconnect the CANBUS wiring from the handlebar switch housings.

41



Plug in the connector for the Twist Grip Sensor.

42



Bring the speedometer/tachometer housing into position. Plug in the wiring connector into the back of the gauge assembly.

43



Install the housing over the nacelle with the two screws, one for each side. Tighten the screws with a T25 Torx.



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After installing the plastic spacers over the ignition post, tighten the top nut with a 7/8" wrench.



Reconnect the lines for the front brake and clutch master cylinder. Use new crush washers when installing the banjo bolts.



Tighten the banjo bolts with a 12mm wrench. Be sure to bleed the clutch and front brake if necessary.



Position the Bagger Nation Power Mirrors in the stock mirror location. Use a 1/4" Allen to install the mirrors with the included bolts. Use blue thread locker on the hardware.

AFTER



The 2016 Road Glide Special with Bagger Nation 10" OEM Monkey Bars, Power Mirrors, Racing Levers, Speed Freak Grips, and Super Riser Clamp installed.

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OEM Monkey Bars 2015 10" Black, fits 2015 & later Road Glides & Road Kings
(Part # PYO:OEMB-15L-10B)
Speed Freak Grips in Chrome w/Stash Tube, Throttle By Wire Applications.
(Part # PYO:GSF-FBW-C)
Power Mirrors, Chrome.
(Part # PYO:PMP-C)
Racing Levers, Black. Fits 2014 & Later Touring Models with Hydraulic Clutch.
(Part # PYO:RL-14L-B)
Super Riser Clamp 1.25".
(Part # PYO:SRC-1.25)

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