

THE "BUDMAN" RISER™

Increased riding comfort for your V-Rod Muscle (VRSCF)

Riser Installation Guide

Review the procedure before disassembly to ensure you understand the process.

Note: Low strength (green or blue) 'loctite' is recommended to be used on mounting bolts during assembly. A small amount covering 2-3 threads is generally acceptable. Using too much may cause difficulty for future disassembly.



Note the factory location of the throttle cables and brake hoses.

They must be installed in front of the bars after riser installation, not under!

Electrical wiring will remain inside the bars, the same as the factory configuration.

Step 1:

Remove both left and right side covers and the airbox cover (see below).

NOTE:

This step is intended to avoid scratches to the covers during disassembly & assembly of the components. If you have two people working together to install the riser, removal of the airbox cover may be avoided. It is your choice. However, the left and right side covers should be removed.

Remove Airbox
Cover (optional)



Remove Covers
(Left and Right)

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Step 2:

Remove the headlight assembly by removal of the two allen head bolts at the top fork clamps. Carefully unplug the electrical connectors by squeezing the sides of the plastic plugs. Set the headlight assembly aside. Note: the plastic plugs for the headlight are keyed differently so, they will only fit the respective plug on stock headlight. No worries...

Remove
Headlight
Assembly
8mm bolts
(2 ea)



Step 3:

Before removing the handlebars, it is best to reposition the brake and clutch hoses. This will make installing the bars in the new position easier. This must also be done to increase the hose length for the front brake and clutch to the new bar position.

NOTE:

You will need to “**slightly loosen**” the bolts that hold the banjo fittings to the top of brake and clutch lines. This will allow you to rotate the banjo fitting down for maximum hose slack. Position the hose/fitting approximately 1” (25mm) away from the handlebars. (See photos below)... After adjustment, re-torque the bolts on the brake and clutch lines to **13-15 ft lbs (156-180 in lbs / 17-20 Nm)**.



Approximately
1” - (25mm)



IMPORTANT:

DO NOT LOOSEN THESE BOLTS TOO MUCH, AS TO ALLOW AIR TO GET INTO THE BRAKE OR CLUTCH FLUID LINES OR YOU WILL HAVE TO BLEED THE AIR OUT OF THE SYSTEM....NO FLUID SHOULD LEAK OUT IF THIS IS DONE CORRECTLY.

****THIS IS A VERY EASY PROCESS IF YOU ARE CAREFUL.****

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Remove the two factory bolts currently holding on the handle bars. Avoid damage to the bolts as they will be reused during installation of the riser. A 15mm socket should fit the factory bolts. You will need to be able to move the steering to the right to remove the bolts. (See image below) Leave all cables, wiring, instrument cluster, and brake hoses attached to the handlebars.



NOTE:

Have a helper hold the handlebars or carefully lower them forward out of the way (Usually on a towel on top of the front fender is ok).

Step 4:

Install the new riser in place. (two methods are acceptable):

1) Bolt the riser to the triple clamp, using two 10mm x 1.5 - 50mm long bolts (**hand tight**).

OR

2) First, bolt the riser to the handlebars using the two 10mm x 1.5 - 45mm bolts supplied in the kit (**hand tight**)

NOTE:

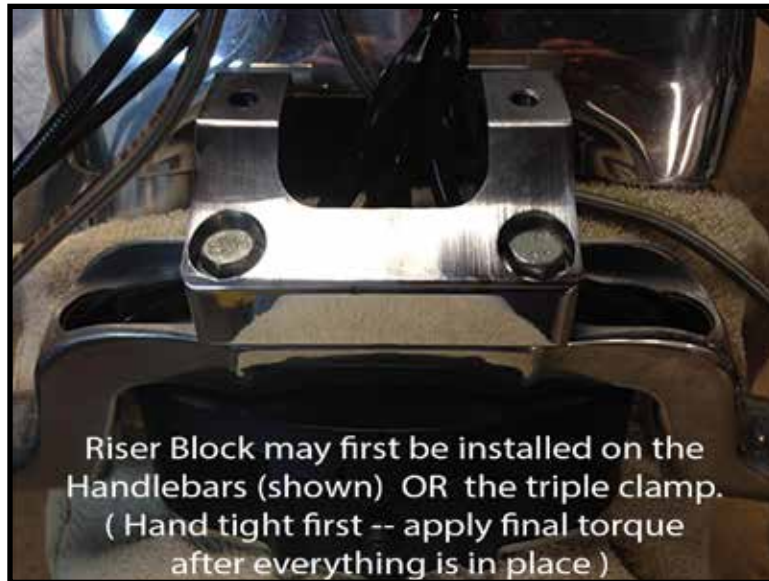
The factory mounting bolts (50 mm long) may be re-used if they are in servicable condition. However they should be installed in the same position holding the riser to the upper triple clamp. The 45mm long bolts included in the kit should be used to hold the handlebars to the riser. Verify the bolts will fully install flush and tight.

IMPORTANT:

Bolts should be clean and dry and a small amount of the 'loctite' should be applied to the threads of the bolts before final installation. Bolts should thread smoothly into the riser. Test fit the bolts in the riser before installation if needed.

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Step 5:

Install the handlebars back to the riser or triple clamp, (depending on method 1 or 2) using the two additional 10mm bolts. Ensure all wiring inside the bars is in the center of the riser and does not get pinched during installation. The center of the riser is hollow for this purpose. Again, ensure threads are clean and dry, apply a small amount of 'loctite' to the threads of the bolts. Install bolts hand tight at first to confirm proper alignment, then torque to specifications below.

Torque the bolts holding the riser to the triple clamp to 25 ft. lbs. (300 in lbs / 33-34 Nm). Torque bolts holding the handlebars to the riser to 30 ft. lbs (360 in lbs / 40.6 Nm.). **DO NOT OVER-TORQUE! Damage to the threads could result.**

Ensure all wiring is routed down clear in the center of the riser. If the wires seem too tight, you can sometimes get a little more slack by rerouting the wires if needed. There are plugs on the harness down a little lower if you need to unplug them to re-route the wires.

Clutch and brake hoses should go down between the forward surface of the riser and aft of the original cover plate, that is attached to the head-lamp housing - between the fork tubes. Hoses must be in front of the bars and riser block. (See photos below)



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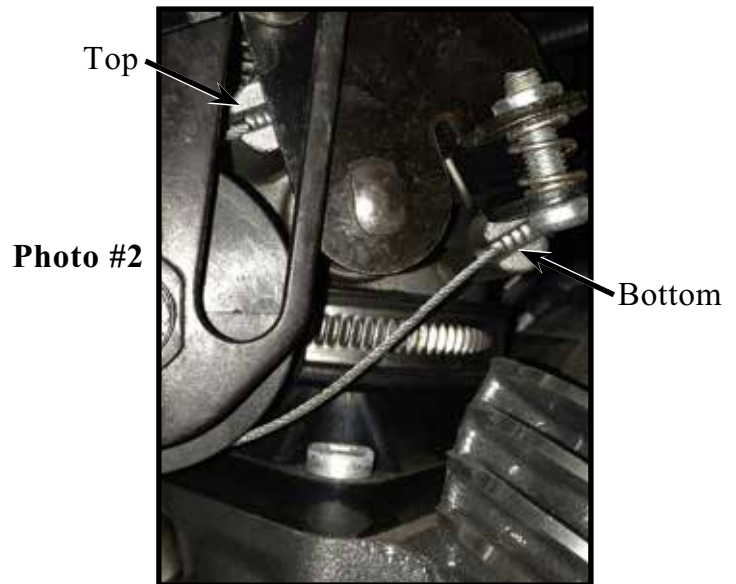
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Step 6:

Throttle Cable Routing:

Two items must be confirmed to ensure proper throttle cable operation after riser installation.

First, under the right front side cover, the throttle cables must be located near the top frame rail and secured with a clamp. A cable clamp is provided in the riser kit to hold them up. This will allow the most cable slack for steering movement. (See photo #1 below).



Second, the throttle cable attachment to the throttle body assembly is not secured by any clamp. Pulling on the cables during installation of the riser could cause either cable sheath to come out of the seat on the throttle body assembly. This could cause damage to the cables, the throttle to not operate properly, or to hold throttle open.

This must be visually confirmed that the cables are seated properly after you install the riser. You will need to open the throttle slightly to see the top cable. (See photo #2 above)

IMPORTANT:

Check for any binding in the steering caused by cables or harnesses when turning fully left and right. Turn several time to make sure all is smooth.

START THE BIKE and check the steering again. Check the throttle cables for binding. The bike should NOT idle up when turning. If this happens, slight adjustments to the throttle cables or routing may be required. If the cables are routed properly this will not be a problem.

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Step 7:

After everything is verified and bolts have been torqued to specification, you are happy with the harness routing, and have confirmed there is not binding (discussed above); the cover plate can be installed. Two screws are provided in the riser block to attach the cover plate. Remove the two screws from the riser block. Hold the cover in position to ensure proper fit. It can be bent slightly if needed to improve the fit. Install the two screws. Locktite is **not** required on the cover screws.



Step 8:

Reinstall headlight assembly, remember to reconnect both plugs!



Reinstall the airbox cover - ensure the two pins are properly seated in the rubber grommets in the front. (If removed in step 1)

Install the side covers. This is best to get all screws started before tightening. Verify the proper throttle, front brake and clutch operations.

Congratulate yourself on a job well done !

Please review the following page.

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Before Operating the Motorcycle:

- Ensure all 4 bolts, (riser and handlebar mounting) are properly torqued.
- Re-check full steering left and right and make sure nothing is binding and throttle operates smoothly in all steering positions.
- Check the front brake for proper operation and feel, before riding. (If air has entered the system the brake will feel spongy or softer than normal.)
- Check clutch for proper disengagement and travel before riding. (If air has entered the clutch system, the clutch may not disengage properly.)

NOTE:

WE RECOMMEND YOU RECHECK THE TORQUE ON THE RISER BOLTS AFTER A FEW HOURS OF RIDING AND AGAIN AFTER ABOUT 1 MONTH.

The applied 'loctite' should prevent the bolts from loosening. The loctite usually takes 1-3 hours to fully cure after the initial torque is applied.

Thank you for purchasing the "Budman Riser". If you are happy with the product please post comments to our 'comments and feedback' page on the website.

Comments are always welcomed on the forum at 1130cc.com, or other related websites.

If you have any questions or issues with the product, please contact us directly at sales@budmanriser.com and we will do whatever we can to make it right.

Thank you, and Ride Safevav