

Installation Instructions:

1. First, Turn off engine and remove key!!!
2. Load motorcycle onto trailer or into truck, placing front wheel against a secure stop (such as the truck cab or a wheel chock). Use of a helper or "spotter" is highly recommended.
3. Lower the side stand or have a helper steady the motorcycle until it is secured.
4. Inspect the Bar-Harness for signs of weakening or fraying of the sewing or webbing. Call us for free replacement if the integrity of the Bar-Harness is compromised in any way.
5. Grasp one cup (see photo) in each hand and pull apart far enough to slip first one cup, then the other, over the
6. handlebar grips. Be sure the cups are on all the way. You will notice it is necessary to rotate either cup 180 degrees toward the front or rear so that the cross straps hang from the bottom of the cups. This will cause a twist in the cross straps, which is normal. Next, pull out on the ends of the straps until they are snug and the cups are all the way on the grips.
7. You will now be able to install your own tie-down hooks into the loops at the ends of the straps.
8. The hooks at the other end of your tie-downs should be secured in such a way as to pull the motorcycle down and forward.
9. CAUTION!!!! PLEASE NOTE that the bolts attaching long bar-end weights (over about 1 inch) may be easily bent. These bolts were never meant to support more than the bar-end weight itself. We recommend that you use caution when tightening your tie-downs or simply remove your bar-end weights while using the Bar-Harness II.
10. The straps should be angled out and away from the vertical position as much as possible to better triangulate the support of the motorcycle.
11. Additional tie-downs are highly recommended and should be attached nearer the rear of the motorcycle (possibly to exposed frame tubes or grab handles). The ideal situation is to tie the weight of the motorcycle downward so as to take the weight of the motorcycle out of the equation, then all the Bar-Harness has to do is keep the bike upright, causing less stress on motorcycle components. You may want to take a look at the Peg-Harness elsewhere on this site.