



SPARES for ROYAL ENFIELD & AMAL

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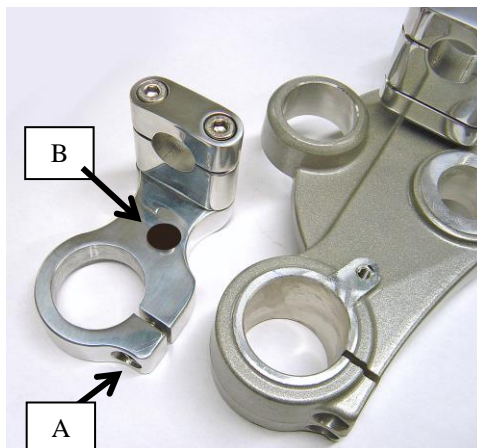
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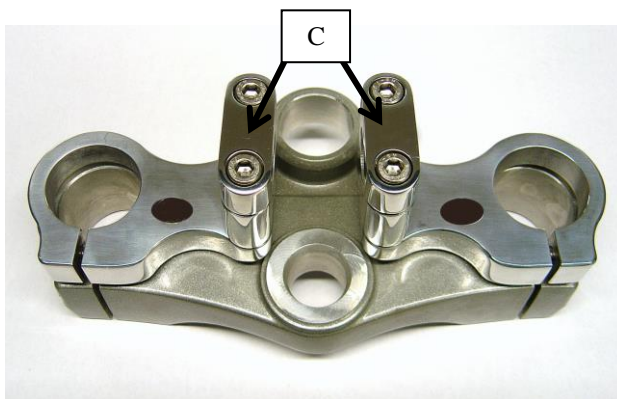
Fitting Guide for **93136** Top Yoke Handlebar Riser – for use with GT Continental 535

1. Cover the fuel tank to protect from possible damage
2. Loosen all handlebar fittings – including switch gear, clutch lever, brake master cylinder and remove handlebar end weights.
3. Working on each clip-on handlebar in turn – loosen the allen headed pinch bolt that pass horizontally through the clip-ons and remove the smaller allen headed bolt that pass vertically through the clip-ons into the fork yoke. Lift the clip-on bar off the fork stanchion.
4. Carefully remove the control levers etc. from each clip-on bar in turn – taking care not to put stress on electrical connections. If the left-hand rubber grip cannot be slid off the bar it may be necessary to cut the grip lengthways. **Note:** take great care removing the master cylinder to avoid any spillage of brake fluid.
5. Still working on one side at a time – offer-up each riser as indicated in the photo opposite, lightly lubricate the bolts threads [A] and loosely tighten both bolts and fit rubber bungs in place [B].
6. Slip the handlebar controls over the new handlebars to be fitted – place the new handlebars in the clamps [C in bottom photo] – lightly lubricate the four handlebar clamp fixing bolts and loosely adjust the bolts to grip the handlebars.
7. Sitting on the bike adjust handlebars as required and tighten the clamp bolts evenly. Fit left hand rubber grip and adjust control levers as required tighten their securing bolts – do not over tighten these bolts.



8. With the engine not running but with ignition switched on, check the function of all switches etc. before riding on the road – take particular care that the front brake is operating satisfactorily and that the throttle snaps shut when the twist-grip is closed on left and right full lock.

9. Secure all fixings for tightness – 8mm bolts (A & C) to be tightened to approx 12 ft/lbs. Recheck all fixings for correct tightness after initial test run.



PLEASE NOTE: it has been found in some applications there are inconsistencies in the alignment of the secondary screw fixings into the top yoke. As these secondary fixings are not required for security or stability when handlebars are fitted rubber bungs have been substituted in revised kits.