

CANYON DANCER

FAQs

What size do I need?

Measured bar-end to bar-end, including bar-end weight or caps...

The 28505 Bar Harness II (short) fits bars up to 28 inches wide.

The 32505 Bar Harness II (sport/standard) fits bars up to 32 inches wide.

The 36505 Bar Harness II (x-wide) fits bars up to 36 inches wide.

The 40505 Bar Harness II (xx-wide) fits bars up to 40 inches wide.

NOTE: We are a little generous with our webbing so all of our sizes typically fit bars a little wider (1 to 1.5 inches) than shown here.

Should I buy the Original Bar Harness or the new Bar Harness II?

The Bar Harness II was developed to solve the four main issues encountered with the Original Bar Harness. There are work-a-rounds and techniques that make the Original Bar Harness work just fine for most folks but the Bar Harness II addresses those issues and is even quicker to install, and the same price. 1. The Original Bar Harness would often tend to “scrunch” up the grips if not installed properly or if they were over-tightened or the grips were not properly glued to the bars. 2. In the process of scrunching grips, the cuffs would migrate inward which would move your tie downs closer to body work. ...not always a good thing. 3. The cuffs, in order to clear a wider variety of fairings were made to keep the cross-straps very close to the bars and sometimes that placed them too close to the switchgear, fouling horn and starter buttons. Insufficiently tightened switchgear can be pulled inward which can break the tiny locating pins on some bikes. Once a new bike is assembled, the little pins are no longer necessary, but nevertheless...

On the other hand, many customers have grown accustomed to the Original Bar Harness and still prefer it to the new Bar Harness II. If we are comfortable with what we know works for us, why change? Beats me!

There appears to be glue between the webbing of the cuff that looks like it is coming apart. Should I be concerned?

No. The glue you see is used to keep the webbing together only until it is sewn.

The Bar-Harness won't go on without twisting the cross strap. Is that correct?

Yes. The Bar-Harness and Bar-Harness II cuffs or cups need to be twisted 180 degrees from each other before they are slipped over the grips.

Are the cuffs Velcro'd on?

No. There is no Velcro or hook and loop material used in the Bar-Harness

Is there a way to use the Original Bar-Harness without scrunching my grips?

The problem can be minimized by rotating the cuffs down and forward toward your tie-down points and ALL THE WAY ON so that when you tighten your tie-downs the cuff is already in the final position and won't have a tendency to pull the grips with it. Also keep in mind that the Bar-Harness shouldn't be over-tightened. Compressing the fork spring half way is plenty. By the way... The Bar-Harness II uses a hard Polycarbonate "cup" that eliminates that problem.

I have soft foam grips. Is there any way I can use the Original Bar-Harness without damaging my grips?

We have found that a short piece of PVC pipe slipped over the grips will solve that problem, but the Bar-Harness II doesn't have that problem.

Are there any tips in caring for the Bar-Harness?

Yes. The three "S"s to avoid are... Sun, Solvent and Sharp edges. The sun's ultraviolet rays tend to damage most man made fibers over time, including polyester and nylon. Polyester seems to withstand ultraviolet damage better than nylon which is why we use the more expensive polyester webbing and thread, but your Bar-Harness should last longer than the average motorcycle if it's stored out of the sun and washed only in mild detergents, never solvent. It goes without saying that sharp edges will damage any webbing.

I know that plastic gets brittle and breaks in the sun. Should I worry about the Bar-Harness II?

The Bar-Harness II is made of glass filled injection molded polycarbonate which is very resistant to the sun's UV rays, but to get the longest possible life out of your Bar-Harness II store it out of the sun. The Bar-Harness II also has a built-in safety feature, it has a stainless steel "D" ring molded into the cup that internally connects the webbing to the handlebar. If the cup ever gets damaged or broken there is still a steel backup inside to keep your bike from coming loose.