

# Installation Instructions

CA017

Risers



**CA017 HANDLEBAR RISERS**  
**For CAN AM SPYDER RS & RSS Models, 2009-2012**  
**INSTALLATION INSTRUCTIONS**

1. Remove the handlebar end plugs as follows. Loosen the screw at the end of the plug and pry out with a blade screwdriver. Remove the left grip as shown in photo (1) using Windex as a lubricant and a blade screwdriver to work it loose.
2. Remove the instrument visor by lifting up firmly until it pops out of its mounting holes. Remove the instrument cluster as described in the owners manual and shown in photo (2) by inserting a small blade screwdriver in the slot above the cluster as shown and pulling outward on the cluster.
3. Remove the rubber boot that surrounds the handlebars as shown in photo (3) as follows. First remove the two plastic rivets located at the front of the cover. Using a small blade screwdriver pry up on the rivets center pin then pull the entire rivet up and out, then remove the rubber boot.
4. Lay a towel or blanket over the bodywork behind the handlebars to protect it from scratches. Remove the left and right controls from the handlebars as follows. Remove the two 5 mm Allen screws at the front side of each of the controls as shown in photo (4), note the hole at the front of the handlebars and the pin located on the inside of the front half of the control. This pin must align with the corresponding slot in the supplied new handlebar tubes. Turn the bars full left to provide enough slack in the cables on the right side to slide the throttle tube and control off the handlebar. Remove the plastic spacer on the right side of the bars.
5. Remove the clutch master cylinder if it is a manual shift model from the left handlebar. Cut or remove any cable ties holding the hoses and cables together or in place to allow enough slack for the risers.
6. Pull the wires, hoses and cables out to allow enough slack to install the risers and allow slack when the bars are turned left and right. It may not seem that there is sufficient slack but there is and some of the wires need to be pulled on firmly to get the slack desired.
7. Slide the risers onto the handlebars with the notched riser going on the left. The notch should be facing forward to allow for the master cylinder on manual shift models (photo 5A) and on automatic models the notch should be facing the rear. On the right side slide the riser on so that the pinch bolts are facing the same direction as the left riser. Scribe a mark around the handlebars flush with the edge of the riser as shown in photo (5B). Remove the risers and carefully cut off the handlebar tube using a tubing cutter or hacksaw. Use a file or sandpaper to remove any sharp edges from the ends of the bars,
8. Slide the risers back onto the handlebar ends as described earlier. Set the risers back towards the rider at about a 45 degree angle and tighten the lower riser pinch bolt enough to hold it in place.
9. As shown in photo (6), install one of the new handlebar tubes supplied onto the right side control and thru the throttle tube. Align the slot in the new bars with the pin in the control housing. Install and snug the screws on the control. With the bars turned full left place the plastic spacer removed earlier (6A) onto the tube and slide the new bar end with the control into the hole in the riser until it is flush with the far side of the riser then snug the pinch bolt.
10. On the left side turn the steering full right then route the reverse cable thru the hole in the middle of the riser as shown in photo (5C). Next assemble the housing onto the new handlebar again being sure to locate the pin on the front half of the control into the slot in the new handlebar tube and with the reverse cable and lever in place and then reinstall the two 5mm Allen screws into the control housing and make snug. Slide the control and handlebar assembly into the hole in the riser until it is flush with the far side of the riser then snug the upper pinch bolt.

11. On manual shift models referring to photo (7) install the clutch master cylinder and clamp onto the handlebar with the hose and wires in front of the center section of the bars. Using a 14mm box end wrench loosen the master cylinder hose bolt just enough to rotate the fitting forward to clear the handlebars and allow the master cylinder to be rotated to the proper angle then retighten. Adjust the pull back and height of the risers as desired and to be the same both left and right and the controls to be at the proper angle. Tighten the upper and lower pinch bolts securely (16-20 ft. lbs.). Tighten the master cylinder clamp bolts then the control housing screws.
12. Reinstall the left grip again using Windex as a lubricant then the handlebar end plugs. Install the four supplied plastic snap in plugs into the open ends of the tubes at the top and bottom of the risers. Turn the handlebars full lock left and check for sufficient slack in the hose, wires and cables (**It is important that the throttle rotates and returns freely**), readjust as needed. Turn full lock to the right and again check for sufficient slack and the throttles free operation.
13. Reinstall the rubber boot and its plastic rivets the instrument cluster and the visor. Start the engine and check for free operation of all controls, reverse and throttle in ALL positions and make any needed adjustments before riding.









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