

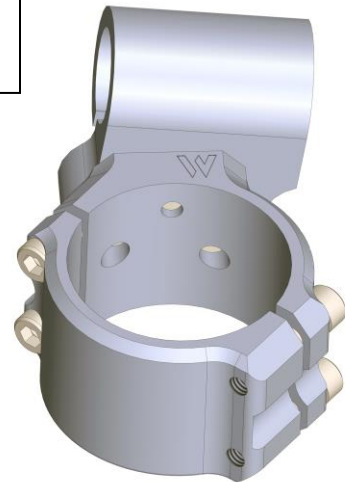


**Clipon Riser Instructions**    **Ninja EX250 '08-13**  
**Ninja EX300 '13-14**  
**Ninja EX400 '18**

**WARNING** Installation and use of some Woodcraft Technologies, Inc. products will change the response of the motorcycle to rider control inputs. Failure of the rider to adapt to these changes may cause loss of control, and serious injury or death. Improper installation, and/or failure to comply with all warnings and instructions may cause loss of control and serious injury or death. **DO NOT INSTALL OR USE ANY WOODCRAFT TECHNOLOGIES, INC. PRODUCTS IF YOU ARE UNABLE TO DO SO IN COMPLIANCE WITH ALL INSTRUCTIONS AND WARNINGS. SEEK THE ASSISTANCE OF AN EXPERIENCED TECHNICIAN.**

- 1) Completely remove your stock grips, controls and clipon assembly.
- 2) Most OEM controls have anti rotation pins, which require you to drill holes in the handlebars for proper installation. Measure the diameter of the holes in the stock handlebars and select the appropriate drill bit.
- 3) Slide the controls loosely into place, noting that the grips should end right where the plastic end plug meets the aluminum. Mark the location for the anti rotation pins and drill the holes for them. Test the control assemblies to be sure that they are able to be securely tightened and that everything moves freely.
- 4) Install the four 6x20mm socket cap clamping bolts on each clipon and secure the main clipon body on the fork tube, finger tight.

This picture shows a right clipon assembly. The right clipon will have the "W" on the right side of the clamp.



- 5) Install the riser portion to the clipon base. **VERY IMPORTANT: Use loctite on all three of the countersunk bolts** (two 8mm and one 6mm) to secure the riser to the base of the clipon. Allow the loctite to dry and fully set before use.
- 6) Install the handlebar and controls into each clipon. Sit on the motorcycle and orient the bars in the position that you are most comfortable. Snug them in place and then rotate the handlebars lock to lock.

- 7) Re-position the banjo bolt at the master cylinder to avoid the brake line contacting the gauge cluster at full lock. We have found that the line needs to move about 60 degrees (see photo below). **IMPORTANT NOTE: The front brakes must be bled after the brake line has been repositioned to ensure that there is no air in the brake line.**



**WARNING - VERY IMPORTANT** : Ensure that the cables, hoses and all control parts do not contact any part of the motorcycle and that you have full ability to manipulate the controls throughout the entire range of steering. Also, be sure that the throttle returns freely after being fully opened throughout the entire range of steering. **FAILURE TO HEED THESE WARNINGS MAY CAUSE LOSS OF CONTROL OF MOTORCYCLE AND SERIOUS INJURY OR DEATH. DO NOT OPERATE THE MOTORCYCLE IF THERE ARE ANY INTERFERENCE ISSUES WITH EITHER THE MOTORCYCLE PARTS OR YOUR BODY, OR WITH A THROTTLE THAT DOES NOT RETURN FREELY.**

- 8) Before fully tightening the four mounting bolts, you should finger tighten the bolts so that the gap between the two halves of the clipon is even on both sides. Next, snug all four bolts by hand with an allen wrench. For final torque, first tighten the two forward bolts and then fully tighten the two rear bolts. Finally, re-check the tightness of all bolts one more time after you ride.

**IMPORTANT - MUST READ** : After tightening all fasteners according to instructions and to industry-standard torque specs\*, attempt to force each unit to slip on fork tube. **ANY ABILITY OF A CLIP-ON TO SLIP CAN CAUSE LOSS OF CONTROL AND SERIOUS INJURY OR DEATH. NEVER OPERATE MOTORCYCLE WITH A SLIPPING CLIP-ON.**

