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Here is the pictoral on the Kury grips installation
By CeeAre

- Parts required:
- Kuryakyn KU 6240 Universal mid length 1" Iso Grips
 - Throttle Boss (KU 6250) (Optional)



- Denatured Alcohol (other solvents will probably work just as well, but this stuff worked GREAT for removing the old glue and doing NO damage to anything else.)
- Box cutter/razor knife/something real sharp
- Rag
- Hacksaw (maybe...see step # 7)



Warning: The instructions tell you to do the clutch side first, then the throttle side. This is WRONG! Prep both sides and dry fit both sides at the same time BEFORE APPLYING ANY GLUE!

Step 1:
Unscrew (lefty loosey, righty tighty) end cap from throttle side. (The nylon threaded nub actually broke off when I did this, but no big deal, you won't be reusing it anyway.
In fact, when you dry fit the throttle side on, if it does NOT fit closely to the starter/kill switch housing you may want to cut the threads down/off anyway.)

NOTE: pictures are a little out of sequence here, but it won't matter.

Step 2:
Split rubber OEM grips, being careful to NOT cut into the throttle sleeve underneath.



Step 3:
Pull grip and chrome grommet off of throttle sleeve.
(Here is the pic of doing the same thing on the clutch side.)



Here is what you will be left with (I temporarily glued the threaded nipple back on the throttle sleeve for illustration...again, it will NOT be needed.)



Step 4:
Clean off old glue with denatured alcohol. Note that an old pair of under shorts serves as an EGGSELENT rag for this use!



Step 5:
Remove grip from clutch side. End cap simply pulls straight off, split rubber OEM grip and pull it off, taking the chrome grommet on the end with it.
With enough brute force, you can simply pull the end cap off and FORCE the grip off, but it is MUCH easier if you split it.





Clean handlebar with solvent.

Step 6:

Dry fit both grips on for positioning.

Note: the opening on one of the grips is slightly larger than the other...the larger goes on the throttle side. If one goes on too easy, and the other doesn't want to go on at all, you have them reversed!

Step 7:

Not necessarily necessary!

Note that there is a plastic sleeve included:



This is a spacer to trim to fit (hence the "maybe" about the hacksaw at the beginning of this) and put into the end of the clutch side grip if the positioning of your turn sig housing prevents you from putting the new grip on all the way, thereby preventing the rubber inserts from being properly supported. I did NOT need this on my bars. Instructions on how to measure for trimming are included and clear. If you have stock bars with the turnsig housing in the OEM position, you will not need this spacer.

Step 8:

Starting with the THROTTLE SIDE, apply a SMALL amount of glue (less is more...you MAY want to get these back off for some reason someday, and they are not typically subjected to torque stress anyway. Several members have elected to not use glue at all, or to just use cheap hairspray to make it "tacky". Two tubes provided, I only used 1/2 tube per grip) to the last 1 1/2" of the throttle housing and a small amount to the inside of the throttle grip.



Step 9:
Push grip onto throttle side WHILE SITTING ON THE BIKE AND IMMEDIATELY ADJUST GRIP TO COMFORT BY TWISTING AWAY FROM YOU (i.e. DECELERATING). Glue sets up FAST!

Step 10:
Repeat steps 8 and 9 for clutch side.



Optional Throttle Boss

Tools Required: 3/32" Allen wrench

Brothers (and/or Sisters), if you can't follow the supplied instructions on this one, ya got NO BIDDNESS ridin' NO DANG MORTNER SICKLE!

Take the four short screws out of the end cap of the Kury grip, stick the Throttle Boss in, insert the provided 4 longer screws that come with the Throttle Boss going through the slotted, adjustable receivers and adjust to taste before tightening. The higher you set the Throttle Boss, the higher the speed at which it will be comfortable, the lower you set it, the lower the speed at which it will be comfortable.



The Finished Key



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