

**AVA Tech Center Article**  
**Installing Kuryakyn Grips**  
Article by Gary Schill, Photos by Lori Norris

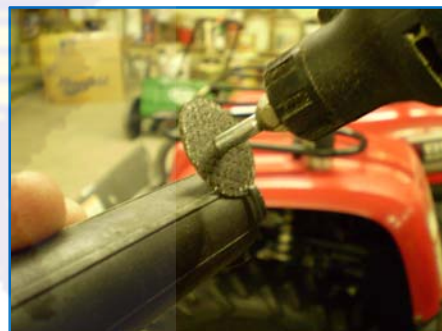
It's probably no secret, for the most part, the stock OEM Kawasaki Voyager XII grips are skinny hard little things that aren't the best for long distance travel. The Kuryakyn ISO grips seem to be the most preferred grip to replace the stock OEMs with, but it is not just a simple remove the stockers and slip on the ISO grips. So, here is how to do that:



**1.** First, remove the stock handlebar end weights and disregard those. You will not be re-using those after the switch. The best way to remove the bar ends, is to use an impact driver with a Phillips end bit and unscrew. The bar end screws may have thread locker on them, so it may take a little persuading to get them loose and off. Shown in the picture here is the accessory Kawasaki grips which are no longer available.

\*\*\*\*\*

**2.** After you remove the bar ends, I took a flat blade screwdriver and worked it into each outside grip end and worked it towards the inside of the grip. I then would give it a squirt of WD40 or similar product while holding the screwdriver up and away from the handlebar so the WD40 could get in there. This is to help loosen the grip from the bars and make it easier to remove. Next up, you will see some raised "fins" (not ribs) on the throttle side grip on the inside and outside of the throttle barrel that will need removed to install the ISO grips (see pic to right). The easiest way I found to remove those "fins" is to take a Dremel type tool with a cutting wheel and simply cut them off. You will need to at least remove the outside "fin" from the throttle grip for the installation to work. NOTE: The ISO grips you are about to install are slightly shorter than the OEMs they replace, so there will be a little space on the inside of each grip that you may want to fill with some kind of spacer. Depending on what that kind of spacer is, determines if you need to take the inside (towards the center of the bars) "fins" off the throttle barrel. I did not cut the inside of the grip "fins" off of mine since they worked in my favor. I cut the ends of my accessory Kawasaki foam hand grips and used a small piece of the foam and the chrome trim ring to take up that space. I hooked the chrome trim ring over the inside "fin" and will show this a little later in the article.



\*\*\*\*\*



**3.** The next thing is to remove the "ribs" that are found on the throttle barrel. Although the ribs are not all that high, it's just enough to cause excessive tightness when trying to slide on the throttle side grip. For this, I again used the Dremel type tool with a barrel sanding attachment. I just went back and forth over each row of ribs until they were pretty well flat. All of this is only necessary on the throttle grip side. The other side of the bar (clutch), you will not need to do any cutting work as it is the plain bar that you will be working with.

\*\*\*\*\*

\*\*\*\*\*

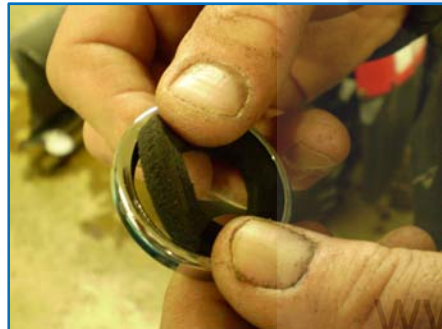
4. Now that the throttle barrel is ready for the grip, let's turn to the clutch side. This side is just the opposite of the fit for the throttle barrel as on this side, the ISO grip is a little too loose fitting. While the pair of Kuryakyn ISO grips comes with their own tube of glue, I preferred to not glue mine on, so I might more easily get them off should I desire at some point. Also, the glue that comes with them warns that you have to be very quick in installing them once the glue is on, and not stop when sliding the grip on with glue. If you stop, that where it stays. I didn't want that, and wanted the option to rotate the grips on the bars after I first put them on to get the rubber pads on the grips positioned just right and feeling comfortable to me. So, you need to enlarge the size of the handlebars so the grips fit more snugly on them. What I did was to simply take high quality electricians tape (not the cheap stuff), and starting at the outside end of the bar, began winding it around the bar in sort of a "barber shop" pole method overlapping each wrap by about one half the diameter of the tape. When I got to the interior bar end, I gave it an extra wrap or two for a little extra tightness and security. You may note in the picture above that it doesn't appear that I wrapped the bar with tape in this manner- I didn't. This was the first try, and it didn't hold the grip from spinning too easily. So I removed the tape and redid it as I described above- but didn't retake the picture of that.



\*\*\*\*\*



5. Now both side of the handlebars, both the throttle side, and the clutch side are ready for the grips. No, not yet! There is the problem of the space since the grips were a little shorter than stock. Although one probably could get away without a spacer on the clutch side since you will only see a little bit of the chrome handle bar between the end of the inside of the grip and the switches, the throttle side will look more awkward since you will see part of the plastic throttle barrel showing between the end of the grip and that sides switch and lever holder assemblies. Not very attractive. So, now you need something to fill that in. Some have just used a black ring of foam to fill that space, and that is



fine, but since I had my old Kawasaki accessory grips with the chrome ring around the ends of the foam grips, I had a readymade custom spacer. I just cut off the end of the foam grip where the chrome trim ring was slid over the grip. I then inserted that foam ring into the chrome trim ring as pictured to the left. And presto, instant custom spacer! I did this for each side. Next is to place each spacer on the respective side. For the clutch handle side, that is no problem, just slide the spacer with chrome ring right up to the switch housing. The throttle side is just a little different IF you use the chrome rings from accessory grips like I did. I'll explain in the next step.

\*\*\*\*\*

6. If you are just using a foam spacer (and no metal ring around it like I am here), you would have also had to remove the inside throttle barrel wings on the barrel as I have shown here with the red arrow. Refer back to step 2 to do this. But for me, I left these inside barrel fins on (but did remove the outside if you remember), since I could slide the foam spacer with the chrome ring around it over the fin. I had to do this by slightly angling the metal ring with spacer over the fins so I had one side of the metal ring lip on one side of the fin, and the other lip of the ring on the other side of the fin. This I figured would hold my throttle grip from working it's way onto that side too tight and bind or drag on the switch housing causing the throttle not to return. In reality, I don't believe this would be a problem, since the grip fit tight enough on the barrel to not move, but the extra security in knowing the metal chrome ring might hold this from happening was fine with me.



\*\*\*\*\*

\*\*\*\*\*



7. Now it's time to actually install the new ISO grips. First the throttle grip. Your spacer should of course be put on and in place first. Also remove the end cap so air pressure does not prevent you from more easily sliding on the grip. There are 4 allen screws that hold the end caps on each grip. Then I applied a light coat of WD40 and spread it around the plastic throttle barrel to help ease the installation of the new grips. After you get the WD40 all around the barrel, then just slide on the throttle side grip right up to your spacer. Position the rubber grip pads where it feels comfortable to you. I twisted the grip slightly about where I thought it would be for most of the time in normal riding to get the rubber pads where I wanted them. After the WD40 or similar product dries, your grip should be adhered well to the plastic and not slip. As mentioned before, I did not use the glue supplied with the grips, and didn't feel I needed to since the grips went on and stayed tight after the WD40 was dry. I did the same thing for the clutch handle side grip, although it did seem to go on harder, but that was intentional since the first time the grip slipped, so I re-taped it and made the bar diameter larger to hold the grip without gluing. It took quite a bit of pushing and twisting to get it worked on, but finally it was there and not going to slip as before.

\*\*\*\*\*

With both grips slid on the bar ends, it's now time to button things up. Although not shown here, I also opted for the throttle bosses for each grip. Throttle bosses allow you to more easily either rest your hand on the grip while cruising or more easily apply a little throttle without completely having your hand around the grip. If you use the throttle bosses (Kuryakyn Part #'s 6250 right or left (single), or #6253 1 pair for both the right and left), those will go on the end of one or each grip first, followed by the end cap with the 4 allen screws.



\*\*\*\*\*



And there you go! Close up of throttle boss and end cap is on the left, overall picture of the complete installation of grip with throttle boss is on the right. Note the extra custom touch of the colored (blue in this case) of the smooth accent rings on each grip end.

Here is the list of items for using Kuryakyn ISO grips for your Voyager or Goldwing:

- Kuryakyn ISO Grips- For all Kawasaki 1200 Voyagers or Honda Goldwing ('75 to '09 Wings with non heated grips): #6180
- Kuryakyn Throttle Bosses- For above grips. Kuryakyn #6250 for left or right (single), or #6253 1 pair for both the right and left.
- Kuryakyn Smooth Accent Rings- Part# 6264 (black) #6265 (red) #6266 (blue). Also available in knurled accent rings with more colors. See Kuryakyn website for all parts available: <http://www.kuryakyn.com>

