

Buell Blast - OEM Handguard Installation:

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1. OEM Parts:

Item	Description	Qty	Retail
A05016.8CXVB	Screw, M5-8x16 Phil Truss	4	2.00
C0064.1AJ	Brake Pivot Shaft	1	11.95
C0065.1AJ	Clutch Pivot Shaft	1	10.50
C0066.1AJ	Pivot Shaft Riser	2	2.15
CD0001.T	Nut, Clutch Lever Assy	2	1.15
N0007.1AJMBP	Wind Deflector, Hand, LH	1	16.60
N0017.1AJMBP	Wind Deflector, Hand, RH	1	16.60
N0053.1AJ	Plug, Handlebar (Bar End)	2	1.85

2. OEM Suppliers:

- Retail price in Georgia totaled \$79.13 (including \$5.18 tax).
- Discount price (20% off Retail) from Chicago Harley totaled \$67.66 (including (\$8.50 shipping).
- American Sport Bike totaled \$68.00 (including \$6.60 shipping); Kit/Part # 17111

www.granitemountainhd.com

www.ChicagoHarley.com

www.americansportbike.com/shoponline/ccp0-prodshow/17111.html

3. OEM Supplier Selection:

I ended up ordering from American Sport Bike (ASB) due to recommendations from the Buell Blast user group and Chicago Harley's credit card policy (they only ship to the billing address). I placed my order online 19Nov, they shipped UPS GND (from CA) and charged my account on 20Nov (out of state, no sales tax), and I received delivery on 27Nov (in GA).

4. Tools Used:

Note: I did this install away from home with little more than my on bike tool kit.

- 4.1. Screwdriver (+ and - 'stubbies')
- 4.2. 10 mm open end wrench
- 4.3. 10 mm socket and ratchet driver (borrowed)
- 4.4. Adjustable ('crescent') open end wrench
- 4.5. 'Banger' (I had no hammer; used a pry-bar)
- 4.6. Butane Lighter
- 4.7. Screw
- 4.8. Locking Pliers (Vise Grips)
- 4.9. Loctite Blue (242 Removable)

5. Installation:

5.1. Bar End Removal:

Used a 'stubby' flat-head (-) screwdriver. Rolled or pushed back the grip to avoid damage. Starting with a finer edge screwdriver (or other tool) and switching to a 'fatter stubby' might make this easier. In my opinion you are likely to damage the bar end getting it out (at least nicking the edges).

5.1.1. Brake Side:

The Brake side pried out relatively easily.



5.1.2. Clutch Side:

The Clutch side snapped off leaving a challenge. After inserting a screw and attaching clamping pliers, the bar end came out easily.

NOTE: If I had to do this again, I'd probably 'screw' both sides!



5.2. Bar End Installation:

5.3. This ending up being my biggest challenge. Unfortunately, I don't have pictures, 'cause my hands were otherwise engaged! You'll have to use your imagination!

5.3.1. The new bar ends have two 'barbs' and more than a little bit of interference fit with the handlebars inner diameter. Certainly without securing the handlebars, a lot of the 'banging' energy gets dissipated vibrating other things instead of seating the bar ends.



(Old bar end on right)

5.3.2. What finally worked for me: Heating up (softening) the barbs with a butane lighter; particularly the leading barb. Keep the bar end aligned (i.e. not 'cocked' to one side) to avoid shearing the second barb (yes, this started to happen to me). I was amazed at the pounding this little part was able to take! Once the first barb is in, the second barb is relatively easy. 'Bang' until seated!

5.4. Hardware Removal and Replacement

5.4.1. Brake Side:

Very straight forward. Un-bolt the old, bolt on the new.



Note: Locktite applied to the Pivot Shaft Riser.



5.4.2. Clutch Side:

Very straight forward. Un-bolt the old, bolt on the new. Socket was needed on bottom side due to obstructions.



Note: The Clutch Pivot Shaft is different from the Brake Pivot Shaft.

5.5. Handguard Installation

- 5.5.1. The handguards snap over the bar ends, slip over the top and bottom pivot shafts and screw into place; Locktite was applied.



6. Timeframe:

This was a leisurely install completed in a couple hours even with all the ‘challenges’ and photos. In hindsight, applying what I know now, this could be completed in well under an hour.

7. Summary:

Again, the biggest challenge is getting the new bar ends installed. The rest of the installation is truly ‘just bolting it on’.