

From: the Mucker (1MUCKER)

I just did the wires-in-the-bars job on Tuesday. I have retained the stock risers and handlebars, but I can't think of anything that would make your setup any different. Here's what I did:

1. If you're going to route the wires into the bars, within the confines of the switches (as I did), carefully open the switch housings and mark the places on the bars where you want to drill the holes for the wires. That would be just inside the inboard wall of each housing, adjacent to the seam of the switch halves. Or if you just want to route the wires into the bars, outside the switch housings, you can drill the holes next to the switches. That would be easier, but it'll leave some of each wire bundle showing, next to the switches.

2. I drilled two holes for the wires to exit the bars between the risers. So make two marks to position the holes between the bars and the top clamp. There is a strengthening web under the center of the top clamp, so making a perfectly centered hole would be more difficult and unwise.

3. Open the headlight and disconnect the switch wires. Remove the switches, master cylinder and LH mirror (it isn't necessary to remove the LH grip assembly).

4. I found that the RH wire hole and the two above the top clamp only needed to be 3/8". But because the LH switch wire bundle has 12 wires (11 where they exit the bars, because the two black wires are joined mid-length), the hole in the LH bar end had to be 3/8" and then opened into an oval shape with a Dremel tool. I don't own a digital camera to record the results, so you'll have to use care to be sure the hole fits under the switch housing and allows the wires to comfortably fit through. Be sure to do a nice job of deburring the holes and paint their edges with something to stop rusting (I used "cold galvanize", which can be bought at any hardware store).

5. Drill two holes through the top clamp directly below the exit holes in the center of the bar. You could just route the wires from the exit holes in the handlebar, rearward and then under the top clamp, but wouldn't that would make this job pretty pointless?

6. I removed the connectors from the three plastic plugs that terminate in the headlight, rather than having to cut them and solder them back together later. Don't forget to make a "map" of each wire's color code and it's position in the plastic end. Remove the individual terminals by inserting a piece of stiff wire next to each terminal (there's a small recess next to each one), from the open end of the plastic body, to depress the little locking tab that holds it in. With the locking tab depressed, the wire and terminal end will pull out. OR you can cut the wires, where they reside in the headlight, and resplice them later. (That's probably easier, but it would offend MY delicate sensibilities)

7. Remove the gray coverings from the wire bundles. Don't just slice it lengthways to remove it. Carefully slip it off the bundles intact (for reasons outlined below).

8. Snaking the wires through the bars is a bit tricky. You can run a strong string through the bars to help escort them through. But, I just taped them

together, staggering the terminals apart about 1". You have to do a neat job and keep bulk at a minimum. Then push the wires through the bars, using a small tweezers to capture each terminal end as it comes to the exit hole.

9. I used some of the original gray plastic sleeving around the wires between the bars and the top clamp, just because it's better looking than rainbow colored, individual wires. Then some more of the sleeving around the wires, from the underside of the top clamp and into the headlight.

10. Install the switch housings, being careful not to pinch the wires and allowing just enough wire inside so it all mounts without bunching. Of course the two pairs of wires that come from the master cylinder and clutch lever will now enter the switch housings through the holes that used to be exits for the big wire bundles.

11. Using the "map" made before, reinstall the wire terminals into the plastic connectors (or splice the cut wires back together- YECH!).

12. Finish reassembly of the rest of the bike.

I didn't watch the clock, but I think it took a few hours to do the job. This isn't one to rush and it isn't for the mechanically squeamish. But the results look very clean.

AND, if you've got an electric garage door opener and want to eliminate having to fumble with the hand held remote as you pull up to the garage, this is a good time to integrate it into the switch assembly on your right handlebar. Get two wires long enough to go from under the seat, along the frame and into the handlebars. Pick up a small "momentary contact" button from Radio Shack. Drill the necessary hole in the face of the switch housing, being careful to locate it where it'll clear the throttle assembly and other stuff in the housing. Install the button and attach the wires. Route the remote wires through the bars with the rest of the wires. Once you route the wires back, along the frame, to the area by the tool kit, open the remote up and solder them to the contacts of the button you usually push to open the door. I also wrapped the remote in clear packaging tape to protect it from water. Now when you pull up to the garage, you just push the button and it opens like the Bat Cave.