

Lightning Forward Controls Kit and Yamaha Highway Bar?

Many Vstar 1100 classic owners find that the floor boards would be more comfortable if they were another four inches forward on the bike. This is what this kit does. The Lightning forward control kit is really a bit of a misnomer. It's really a small set of parts that move the floorboards on the VStar Classic 1100 ahead by three inches, to where they should be for long legged comfort. It's just two powder-coated bars, an extension for the rear brake cylinder, and some new bolts and spacers. However, combined with my new Corbin saddle and a set of Pro One pullback risers, I found that this combination transformed the comfort of the bike for me on the long haul. (for reference I'm 5' 11", 180 pounds, with a 34 inseam)

Installation is a doodle, but once you've fit them you have to be careful about ordering other accessories around the front end. They may foul on the boards. A case in point is the Yamaha highway bars. They now hit the boards when you try to install them.

All is not lost however and, in fact, I find that the angle of the bars after converting them is more pleasing than the original setup. There is no interference with the fenders or steering clearances, and no welding involved. You just have some measuring and cutting to do, and a few holes to enlarge. The emphasis is on the measuring here folks. Not like my old buddy who used to say "damn - I've cut this thing three times now, and it's still too short."

Here we go ...

Extra hardware needed:

Two large chrome washers (one inch)
Four 10mm x 1.25 x 40mm bolts and three locking nuts.
Two 8mm x 1.25 x 40mm bolts (maybe)
Two 3cm spacers for the 8mm bolts (maybe)

The right (pipe) side is more complicated, but we are going to do it first, so that we can ensure an identical angle on the left side afterward. The right side board is mounted to a much longer and bulkier bracket. This is because it incorporates the rear brake pedal hydraulics actuation. You have a narrower option for the placement of the bars on this side.

Begin by unbolting the right floorboard from the forward control bar. There's no need to disconnect the brake, just swing the unit clear. Check the welds on the faces that will mesh with the highway bar bracket. Mine needed to be filed down a bit to get a nice fit. Next undo the two bolts up by the steering head that take the upper end of the highway bars. (keep the bolts in a zip bag, labeled, in case you ever remove the bars.) **WARNING:** do not unbolt both sides at once, or the front cylinder will drop out or alignment.

Now offer up the bar to the bottom end. You'll see that you have to cut the highway bar bracket between the two holes. You'll only have one bolt hole at the bottom, but keep the piece you cut off, so that you can shape it and use it as a spacer for the rear bolt. (Uncut the bracket would be

angled down quite a bit, so although you could try to retain the two hole setup by drilling new holes, you would end up grinding away most of the tail end regardless)

Once you test fit the bars into the bottom end you'll see that the front hole at the top needs to be stretched downwards to allow for the bars swinging forward. A bigger washer would cover this up or, as in my case, a bracket for the air horn covers it anyway. I just lucked out there. That's it for fitting. Loosely bolt in the bars at the top with the supplied longer chromed bolts. Offer up the floorboard assembly, and bolt in the bottom front bolt with one of the longer 10mm bolts you bought. (You'll need to cut it to length, but the next size down is a bit small.) Now, shape the piece you cut off the bottom of the highway bars and it will be a perfect spacer for the rear bolt, which now has no bracket between the floor board mount and the forward control bar. Add on the locking nuts to the floorboard bolts and you're all set.

The rod to the rear brake cylinder will now be out of line. They supply two spacers and new buttonhead bolts, but I have Roadhouse pipes, which also came with spacers, and the combined effect did not work. I needed to make up spacers and then use longer 8mm bolts to remount the brake cylinder. You'll have to judge that one yourself. That's it. Tighten it all up and that side is done. The left side is much easier.

On the left now we unbolt the floorboard and, along with the shifter hardware, move it all to one side. Again, no need to unhook anything extra. Remove the two – much longer – bolts from the top end by the steering head. Fit the highway bar with the new chrome bolt to the rear hole only. Now you can swing the bars into place at the bottom and check for the angle of the bars relative to the right side. Get a friend to help you hold this all in place and mark for your cut off to the bottom bracket as before. I found that I could actually slot the back end of the bracket to clear the rear most bolt on this side.

Now remove the bar, make your cuts, and remount it. You can carefully measure the amount of stretch needed to the front/top hole now. Once that's marked remove the bar again and enlarge that hole. You should now be able to mount the bars at the top with the supplied chrome bolts and the two small spacers they send as well, offer up the floorboards and bolt the bars in at the bottom/front with one of the longer 10mm bolts and locking nut. Fashion up your spacer from the left over piece and fit the final longer 10mm bolt. It will not get a nut on the back, as there is no room. Guess what? It's a done deal. All you need now is a nice set of pegs to hang off your fine looking highway bars and you'll be profiling with the best of them. Well done.

Here's a fews pics for clarification:



Left side all completed angle

Right side bolt layout showing clearance



Right side bolt close up

I hope this helps some of you.

Compliments of:

Beezer Chris, ISRA # 6408

Hole stretch and air horn bracket.

