

Adding Bar Risers to a Spyder ST

Charcol recently added Bar Risers to a 2013 Spyder ST because the owner wanted to sit back a bit further onto a rider's back-rest. The Risers are designed to be used on earlier models, which all have a traditional, continuous handlebar covered by a plastic shroud. From 2013 onwards all models have no continuous handlebar. They have a cast alloy steering head (with some plastic shrouding) with two stub-bars attached to the extreme outside ends for hand-grips.



A very 'laid-back' riding stance!

On older models, you cut off a short length at both ends of the continuous handlebar, and the Risers are supplied with two stub-bars that perfectly fit the Risers and become the new hand-grip pipes. On the newer models you leave the ST hand-grip stub-bars exactly standard... they attach to the "upper" end of the Risers (although in this case the Risers were not used to make the grips higher – just further back). The supplied Riser stub-bars are used on the bottom end of the Risers to attach the Risers to the cast alloy steering head.



Stub-bars protruding on the inside.

In this case, Charcol did not cut the ST stub-bars to suit the width of the Risers... the owner preferred to leave part of the stub-bars sticking out on the inside of the attachment point. He will use these as RAM Mount attachment points, since there are several models designed to suit standard handlebars. It also means that the bars can be restored to standard at any time.



Left side Instrument Cluster rotated slightly.

In order to get the Control Cluster (both sides) rotated to present at the right angle for easy access, it was necessary to grind off the small pip that usually sits in the shaft key-way.

The same applies to the bottom stub-bar, but the four bolts hold it quite securely enough without it.

Note the small gap between the steering-head casting and the lower Riser attachment point – this was used as a convenient channel for wiring looms.

Cutting yourself some slack:

As with the earlier models, The ST needs some extra slack in the electrical cables to span the extra distance to the hand-grips once the Risers are fitted. There is no throttle cable, of course... it's all fly-by-wire, now, so there is just another electrical cable in the loom. Being a semi-auto, there was also no clutch cable and master-cylinder to worry about.

Removing the right-hand side Tupperware panels allows quite easy access to the wiring looms and a few zip-ties need to be cut to allow the wiring loom to fold back toward the bars a bit higher than standard. There is plenty of available slack. The picture shows all front Tupperware removed, but the right side only is necessary.

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Four bolts hold the lower stub-bar securely.



Risers on, left side wiring looms loose.



Risers on, right side wiring looms loose.



Wrapping the wiring looms.