

A Few Notes on Handlebars

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Most motorcycles built prior to or during WWII including BMW, H-D, Triumph, etc. used 1.00-inch (25.4 mm) diameter handlebars. This is also true of the early Urals. Through the 1950s, the British motorcycle industry reduced their handlebars down to 7/8-inch (22.2 mm). The emerging Japanese motorcycle industry adopted this as their standard. Probably 95% off all motorcycles ever built use 7/8-inch bars.

BMW went their own way and adopted 22.0 mm tubing just to be different. Harley-Davidson kept their 1.00-inch pattern.

Ural & Dnepr got really weird. Sometime (1962? 63? 64?) they reduced their bar diameter from 1.00-inch to 25 mm and then stepped that down to about 15/16-inch (~24 mm) on the right side for the twist throttle.

In 2002, Ural finally abandoned their 15/16-inch throttles for nice bits bought-in from Italy. At that point, they stepped down both the left and right ends down to 7/8-inch to accommodate the Italian parts, but the centre section remained 25 mm.

In 2007, the factory adopted bars that are 7/8-inch diameter from end-to-end. Meanwhile, more and more manufacturers are reverting to 1.00-inch (and even 1.25-inch) handlebars for the "phat" cruiser look.

The Ural 25 mm handlebar risers are tough and will usually open up enough to fit a 1.00-inch handlebar. The clutch and brake perches, however, will normally snap if you try to open them enough to fit a 1.00-inch bar. The Russian throttles cannot be made to work with H-D handlebars, but Barnett makes a great 1.00-inch dual=