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WARNING! Engine guards are in no way intended to provide bodily protection for the rider and/or passenger. The motorcycle operator assumes all responsibility for any effect this product may have on motorcycle handling. Engine guards are for cosmetic use only. No warranties or guarantees regarding personal safety are expressed or implied. Unlike the driver floorboards, which fold up if they contact the ground while leaning excessively in a corner, these engine guards will not fold up. In point of fact, these engine guards can, and under the proper circumstances will, lift the motorcycle off the road causing potential loss of control if the motorcycle is leaned too aggressively in a corner.

**INCLUDED IN THE KIT:**

(1) M8-.20 x 90mm Hex Cap Bolt	(2) <del>3/8" Flat Washer X-Thick</del>
(1) M8-.20 x 70mm Hex Cap Bolt	(1) Engine Guard
(2) M8 Flat Washer	

**INSTRUCTIONS:**

1. Protect the rear portion of the front fender with a towel or other thick, soft cloth. Remove the OEM engine guards if they have been installed on the motorcycle. Your new Barons engine guard will fasten to the frame at the same points as the OEM guard and will use the same hardware.
2. Or, if OEM engine guards are not present, remove the 14mm bolts from the underside of the drivers footpeg mounts.
3. Remove the 12mm upper engine mount bolts located on both sides of the frame. Replacement bolts are included with your new engine guard.
4. Position the engine guard so that the lower brackets point towards the rear of the motorcycle, and slide the engine guard into the space between the front wheel and the frame.
5. Raise the guard until the holes in the lower mounting brackets align with the vacated bolt holes beneath the drivers footpegs. Due to production line tolerances in both the motorcycle and the engine guard, the mounting brackets may be too wide or too narrow for the frame. If this is the case, remove the guard from the motorcycle. Place the guard on a flat, firm surface. Insert a towel or other protective material between the guard and the surface. Using a rubber mallet or a block of wood and a hammer, tap the lower brackets until they are correctly spaced.
6. Insert the large washers (supplied with the guard) between the rear face of the lower bracket and the frame. The washer fills the space between the lower mounting bracket and the footpeg mount. Reinsert the 14mm bolts and finger tighten.
7. Rotate the guard until the holes in the upper mounting brackets align with the empty holes on each side of the frame.
8. Insert the replacement 13mm bolts, along with their washers, and tighten securely. Tighten all other nuts and bolts securely.
9. Remove the protection on the front fender and you're ready to ride. CAUTION!!! You must re-tighten all four of the engine guard mounting bolts after 100 miles of riding!

**Care & Cleaning:** Engine guards take the full brunt of the worst of what the weather in your area has to offer, making it critical that proper and complete cleaning take place on a weekly basis, or corrosion will occur which is not covered by warranty! Proper cleaning procedure would be to use a product like Simple Green, LOC, Salt-Away or similar. Mix a strong batch and apply it liberally with a soft towel or soft nylon brush to the entire

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surface of the engine guard. Be sure to get the solution on all sides of the mounting brackets. Corrosives are an invisible killer of chrome and you need to perform this procedure often.

**Attachments to Engine Guard:** When attaching items like highway pegs to your engine guard you should be aware that clamps can break the chrome surface, and this will be an area where corrosion will more easily occur. Baron recommends placing a layer of electrician or duct tape around the bar prior to installing and tightening highway peg clamps

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