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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 guaranties regarding personal safety are expressed or implied.

INCLUDED IN THE KIT:

(2) M10 x 25mm Hex Cap Screw	(2) 3/8" Flat Washer
(2) M10 Flat Washer	(2) 3/8-16 Jam Nut
(2) 3/8-16 x 3/4" Hex Head Bolt	

INSTRUCTIONS:

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.

To install the engine guard:

1. Protect the rear portion of the front fender with a towel or other thick, soft cloth.
2. Remove the OEM engine guards if they have been installed on the motorcycle.
Or, if OEM engine guards are not present,
Remove the two lower engine mount bolts. These bolts are located on the inside of the right and left frame rails, and will be replaced with the longer 10mm bolts included with your new engine guard.
3. 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.
4. Raise the guard until the upper V" mount is located between the frame rails.
Note: Your new Barons engine guard is equipped with a unique upper V" mount clamp. This clamp becomes a cradle for the upper frame supports when it is inserted between the frame rails.
5. Rotate the engine guard until the lower mounting brackets are aligned with the lower engine mount holes. 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 new 10mm bolts and washers, and finger tighten only.
7. Tighten each 3/8" bolt in the upper clamp evenly by using a 9/16" socket or a wrench. Snug down each bolt until it draws the front of the upper clamp into contact with the upper frame supports, then adjust these bolts accordingly to achieve equal spacing between each floorboard and the lower engine guard rail.
8. Tighten the jam nuts against the washers to lock each bolt in place.
CAUTION! It is critical that you do not over-tighten these bolts.
Tighten all remaining nuts and bolts securely. If necessary, slightly loosen rear brake line banjo bolt and rotate banjo fitting for clearance with engine guard. Tighten banjo bolt and check brake for proper operation.
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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