



Revision: 1.7 - 07/27/2010

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.

**INCLUDED IN THE KIT:**

(4) M10-1.25 x 60mm Hex Head Bolt	(1) 3/8" x 5/8" Rubber Washer
(4) M10 Flat Washer	(1) 5/16" Flat Washer X-Thick
(1) M8x150 Hex Head Bolt	(1) Engine Guard
(1) M8 Flat Washer	

**INSTRUCTIONS:**

**VTX1300 R/S Installation:**

1. Protect rear portion of front fender with a towel or other thick, soft cloth.
2. Remove front footrest bolts from frame. These will be your mounting points on each side.
3. Install lower bolt on each side through engine guard and tighten finger tight.
4. Swing engine guard up into place so that upper mounting hole aligns with upper footrest mount hole.
5. Tighten all mounting bolts.
6. **CAUTION!!!** You must re-tighten all four of the engine guard mounting bolts after 100 miles of riding!

**VTX1300 C Installation:**

1. Protect rear portion of front fender with a towel or other thick, soft cloth.
2. Remove both footrests from frame. These will be your mounting points for the new engine guard.
3. Separate right footrest bracket by removing small bolt between the two larger mounting bolts and removing brake pedal pivot bolt.
4. Replace brake pedal pivot bolt with new supplied bolt and flat washer. The thick washer and rubber washer go between the brake pivot and foot rest bracket at the threaded end of pivot bolt.
5. Install lower bolt on each side through engine guard and tighten finger tight. The guard goes on the outside of left footrest bracket and between the two halves of right bracket.
6. Swing engine guard up into place so that upper mounting hole aligns with upper footrest mount hole.
7. Align brake pivot bolt with threaded hole on outer footrest bracket. Make sure to use Loctite on this bolt. Tighten all mounting bolts.
8. **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

Our install guides provide a basic outline on the proper installation of our products. Further tuning and/or fitment may be required. Barons bears no responsibility on installation costs associated with this product.  
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**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 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.**

**No warranties or guaranties 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.**

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