



Revision: 1.5 - 09/27/2012

Install Time: 30 minutes

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.

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 rear portion of front fender with a towel or other thick, soft cloth.
2. Remove footrest bolts from frame. This will be your mounting point on each side.
3. Remove the plastic cover and the horn from top mount
4. Slide the engine guard carefully into place attaching it to the top mount with the horn by using the supplied M8 x 16mm bolt. Roll the bottom up into place and use the stock hardware to re-attach the foot controls using the aluminum spacers in the top mounts so the guard sits flush.
5. Tighten all the fasteners to factory torque specs using threadlocker and replace the plastic horn cover.

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 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.

Your brakes will always need to be adjusted properly when running an engine guard on the VLX 600. Failure to do so might result in the pedal striking the engine guard. For your safety test all control pedals before entering a roadway.

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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