



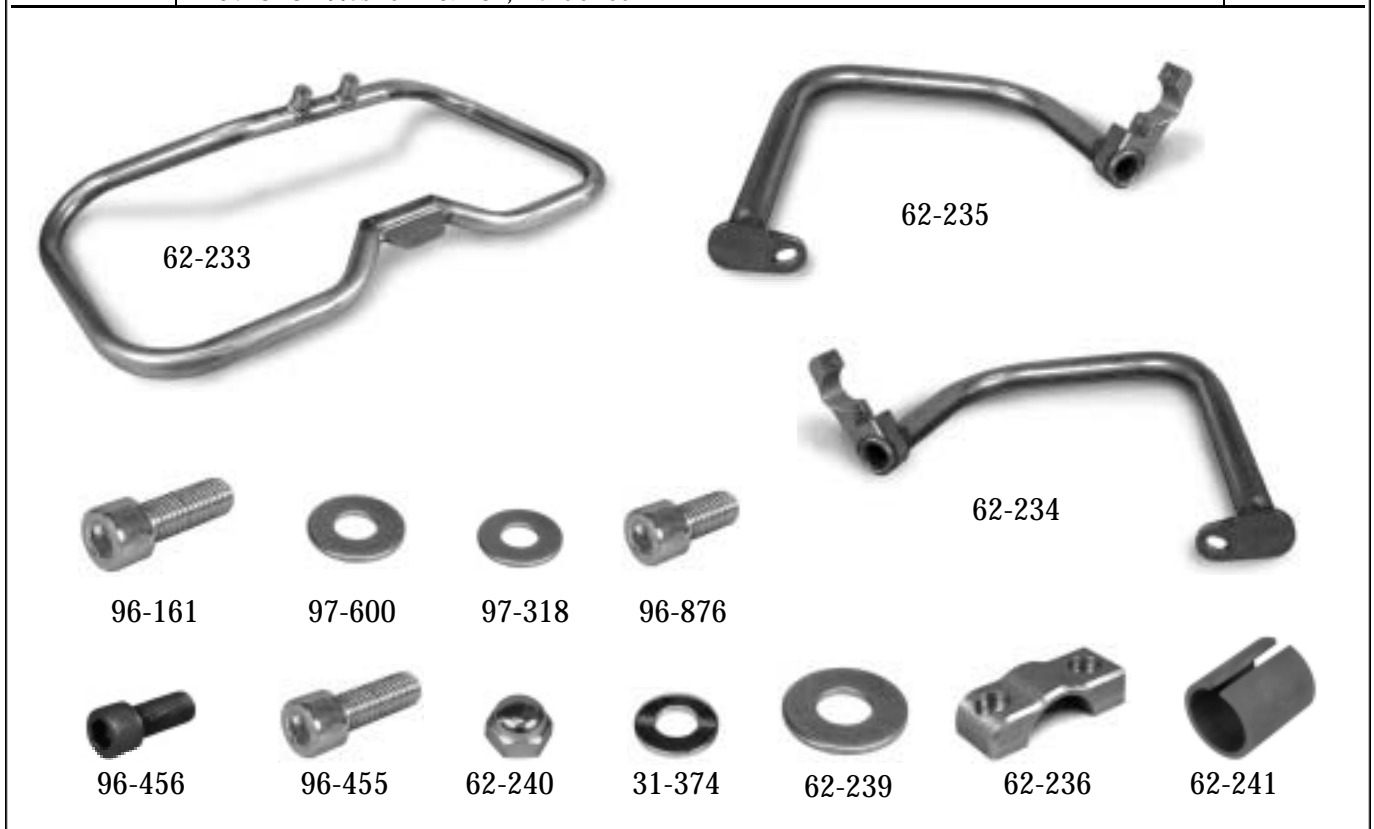
Installation Instructions

Engine Guards - Vintage Chief

Congratulations on the purchase of this Engine Guard Kit for your Indian Vintage Chief. For correct installation and maximum safety, please take the time to read the procedures and carefully follow all instructions.

Kit Content 62-245

	Part Description	Qty
62-242	Engine Guard, Front, Vintage	1
	62-233 Front Engine Guard	1
	96-161 Screw - 3/8" - 24 x 1" Socket Head, zinc	2
	97-600 Washer - 3/8", hardened	2
	96-876 Screw - 5/16" - 18 x 3/4" Socket Head, zinc	2
	97-318 Washer - 5/16", hardened	2



Parts list continued on page 2

Kit Content 62-245 continued

	Part Description	Qty
62-243	Engine Guard , Rear Right, Vintage	1
	62-234 Rear Engine Guard, Rear Right	1
	62-236 Clamp	1
	96-455 1/2"- 13 x1", Socket Head Screw, zinc	1
	31-374 1/2" ID x 1.00" Flat Washer, chrome	1
	62-240 1/2"-13 Acorn Nut, chrome	1
	96-456 3/8"- 24 x 7/8" Socket Head Screw, zinc	2
	62-241 Rubber Bushing/Damper	1
	62-239 Spacer, 5/16" ID x 1.00" OD x 3/16" thick, zinc	1
62-244	Engine Guard, Rear Left, Vintage	1
	62-235 Rear Engine Guard, Rear Left	1
	62-236 Clamp	1
	96-455 1/2"- 13 x 1", Socket Head Screw, zinc	1
	31-374 1/2" ID x 1.00" Flat Washer, chrome	1
	62-240 1/2"-13 Acorn Nut, chrome	1
	96-456 3/8"- 24 x 7/8" Socket Head Screw, zinc	2
	62-241 Rubber Bushing/Damper	1
	62-239 Spacer, 5/16" ID x 1.00" OD x 3/16" thick, zinc	1
INST 62-245	Installation Instructions	1

Tools Required

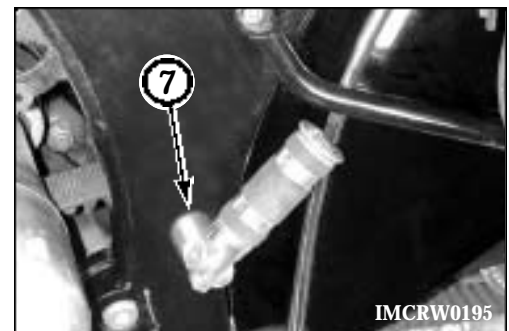
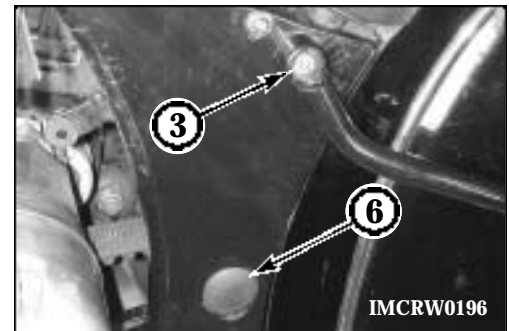
5/16" Allen Wrench	5/32" Allen Wrench	1/4" Allen Wrench	3/16" Allen Wrench	3/8" Allen Wrench	1/2" Socket	Torque Wrench
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Materials Required

Blue Loctite 242

Preparation

- 1 Place the jack under the motorcycle and raise the rear wheel. Motorcycles with an IMC Lowering Kit should remove the upper shock bolt. This lowers the swingarm allowing better access to the lower footpeg/rear guard bolt.
- 2 Using a 3/16" allen wrench, remove 5 screws securing the center fairing and remove both halves of the fairing.
- 3 Using a 1/4" allen wrench remove the screw securing the forward saddlebag mounting bracket.
- 4 Locate the spacer from the kit (62-239) and fit between the frame and the saddlebag mounting bracket.
- 5 Clean the threads of the removed screw, apply Blue Loctite 242 to the first 4 threads and refit. Tighten to 29 foot-pounds.

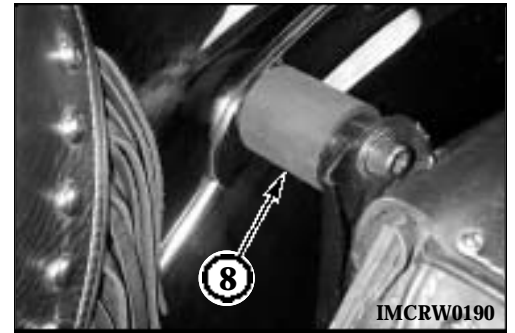


Motorcycles without Passenger Foot-pegs

- 6 Remove the plastic caps covering the foot-peg mounting holes on both sides of the frame.

Motorcycles with Passenger Foot-pegs

- 7 From inside the frame and using a ratchet with 3/8" hex bit and 18" extension, remove the passenger foot-peg bolts. Discard the allen bolt (see previous page for photo).

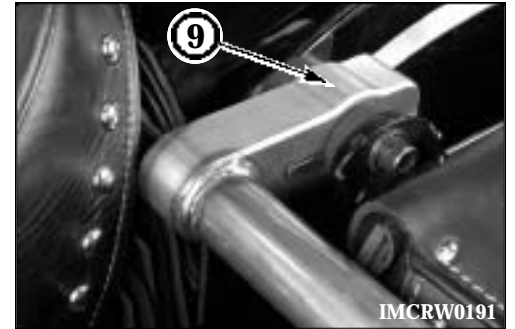


Left Hand Engine Guard

- 8 Fit the rubber bushing/damper (62-241) to the mounting on the saddlebag bracket. Position the split in the rubber at the bottom.

- 9 Position the LH engine guard (62-235) on the left side of the motorcycle, locating the upper bracket over the rubber bushing/damper on the middle saddlebag mounting bracket.

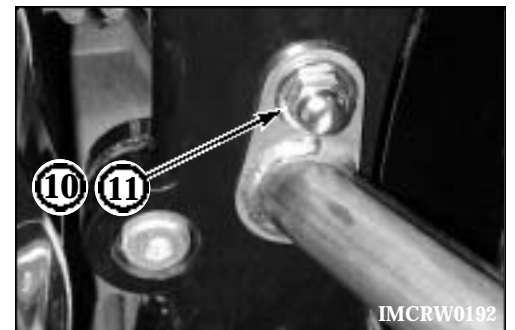
CAUTION: Ensure the split in the rubber bushing/damper is positioned at the bottom when locating the upper bracket.



- 10 Locate the 1/2" x 1" socket head bolt from the kit (96-455) and apply Blue Loctite 242 to the first three threads. From inside the frame, fit the bolt through the hole in the frame and the engine guard bracket.

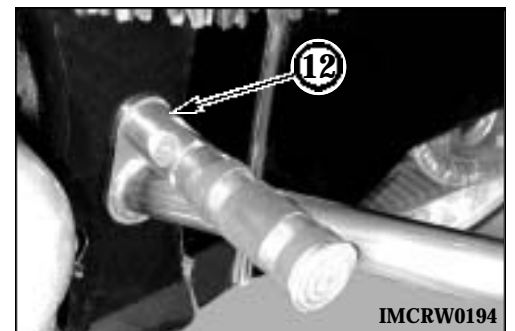
Motorcycles without Passenger Foot-pegs

- 11 Locate the 1/2" washer (31-374) and acorn nut (62-240) from the kit and secure the lower bracket to the frame. Do not fully tighten.



Motorcycles with Passenger Foot-pegs

- 12 Position the foot-peg, locating the pin in the slot on the engine guard bracket. Ensure the foot-peg hinges upwards and tighten the bolt until snug.

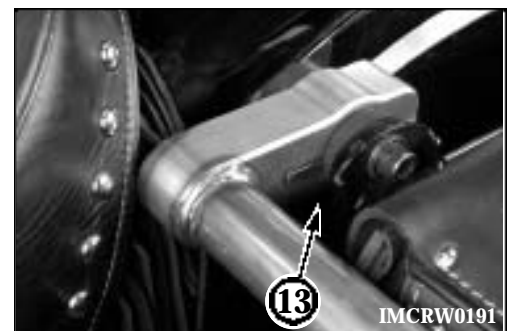


- 13 Locate two 3/8" x 7/8" socket head screws (96-456) from the kit, apply Blue Loctite 242 to the first four threads and secure the engine guard to the saddle bag mount with the clamp (62-236). To ensure correct clamping, tighten the two screws alternately until snug.

- 14 Tighten the lower nut and bolt to 55 foot-pounds and the two upper screws to 40 foot-pounds.

Right Hand Engine Guard

The instructions for the right hand engine guard are the same as the left hand side.

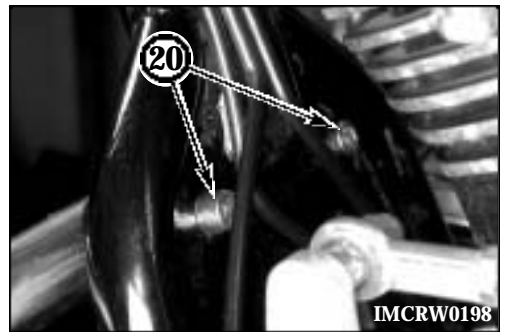
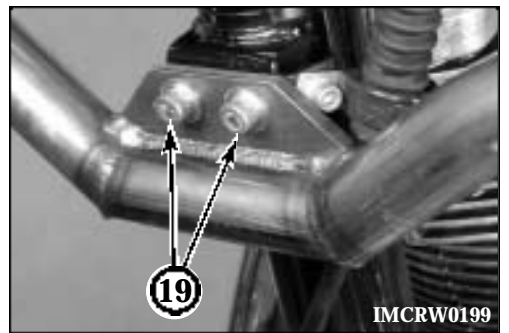
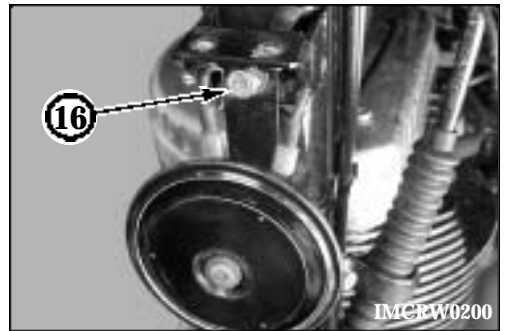
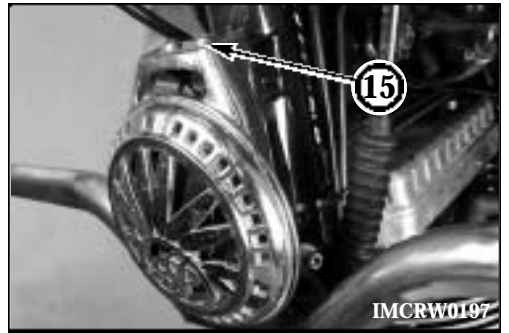


Front Engine Guard

- 15 Using a 5/32" allen wrench remove the two screws securing the horn cover.
- 16 Using a 1/2" socket remove the nut and washer securing the horn. Disconnect the electrical connectors and remove the horn.
- 17 Locate the two 5/16" socket head screws and washers (96-876 & 96-318) from the kit. Fit the washers to the screws and apply Blue Loctite 242 to the first 4 threads.
- 18 Locate two 3/8" socket head screws and washers (96-161 & 97-600) from the kit. Fit the washers to the screws and apply Blue Loctite 242 to the first 4 threads.
- 19 Position the front engine guard on the frame and fit the upper 5/16" screws, finger tight.
- 20 Fit the lower 3/8" screws from inside the frame, finger tight.
NOTE: Route the clutch cable outside the engine guard.
- 21 Tighten the upper screws to 40 foot-pounds and the lower screws to 75 foot-pounds.
- 22 Clean the threads of the horn stud and apply Blue Loctite to the first three threads. Reposition the horn, reconnect the electrical connectors and refit the 1/2" nut and washer. Tighten to 20-24 foot-pounds.
- 23 Clean the threads of the removed horn cover screws and apply Blue Loctite 242 to the first 4 threads. Reposition the horn cover and refit the screws. Tighten to 8 foot-pounds.

Refit

- 24 Clean the threads of the center fairing screws, apply blue Loctite to the first 3 threads and refit the center fairing. Tighten the screws to 6-9 inch-pounds.



Engine guards/Highway bars may offer some limited leg and cosmetic motorcycle protection under some circumstances (motorcycle falls over at low speed or stopped position). They are not made for or intended to provide protection from bodily injury in a collision with another vehicle or any other object.

