

Barkbusters

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FITTING INSTRUCTIONS for...

- TRIUMPH Tiger 800
- TRIUMPH Tiger 800XC / XCA / XCX
- TRIUMPH Tiger 800XR / XRT / XRX
- TRIUMPH Tiger 1200 Explorer - all (up to '17)

Preparation: Remove original Triumph handguard and metal mounting bracket, if fitted.

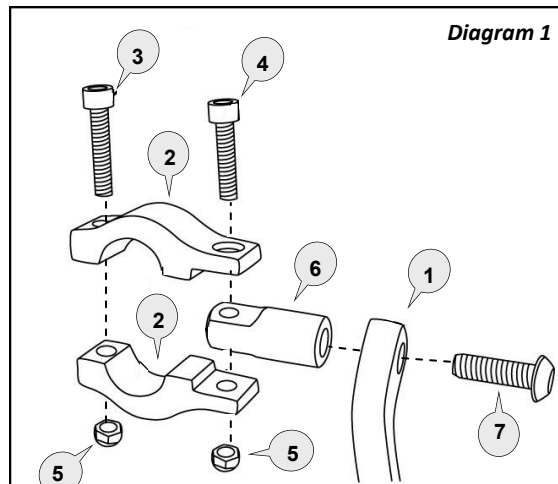


Diagram 1

Fitting Procedure

There are rings machined into the inside of the tapered clamp surface to assist with a correct fit. The rings on both halves of the clamp should line up with each other and be positioned towards the centre of the motorcycle on the left and right side.

Loosely assemble clamp to handlebar as per *Diagram 1*. Attach handguard with applicable parts to the handlebar and also to the clamp connector (6).

Note: Preferred backbone position is horizontal when viewed from side.

Tighten bolts in the following order:

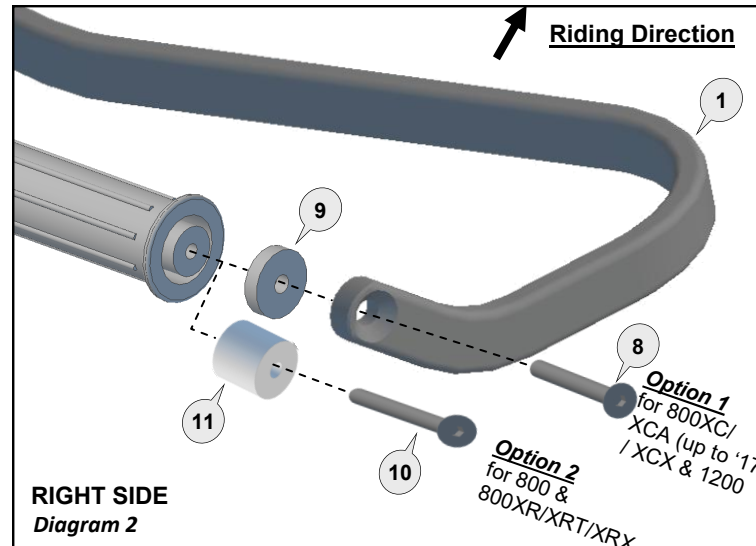
Tighten (8) or (10).

Tighten bolt (7) through the aluminium bar (1) to the clamp connector (6) of the clamp assembly.

Tighten bolt (4) to solidly lock the clamp connector (6) between the clamp saddles (2).

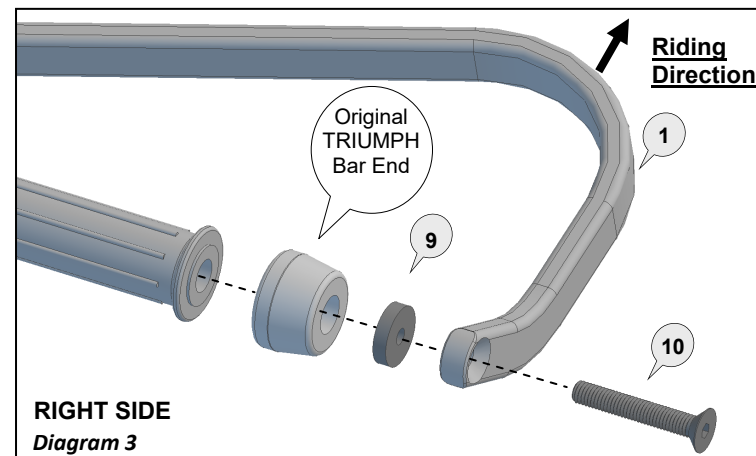
Note: The clamp is designed to allow the nut on bolt (4) to pull into the recessed hole. This eliminates the need for a wrench after the bolt starts to tighten.

Diagram 2: For models up to 2017



RIGHT SIDE
Diagram 2

Diagram 3: For 800 models 2018 on



RIGHT SIDE
Diagram 3

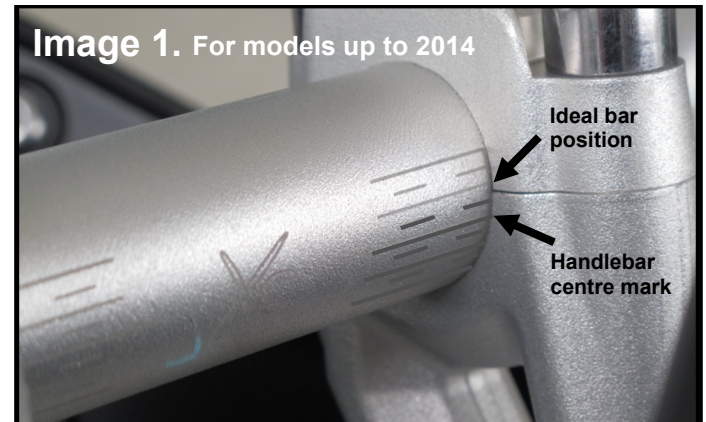


Image 1. For models up to 2014

Ideal bar position
Handlebar centre mark



Image 2.

Fitting Tips for Tiger 800 & 800XC (up to 2014):

1. For best fit the handlebar should be positioned no lower than the centre mark but preferably at two marks above the centre mark. See *Image 1*
2. Position brake hose above the clamp and all cables

1 Aluminium Bar



PN: BAR-V-053
Pcs. 1 Left & 1 Right

2 Clamp Saddle



PN: CS-02
Pcs. 2 Left & 2 Right

3 Socket Head Bolt 30mm



PN: M6x30SHCSZP
Pcs. 2

4 Socket Head Bolt 25mm



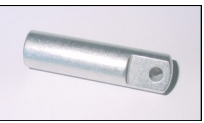
PN: M6x25SHCSZP
Pcs. 2

5 Nylock Nut 6mm



PN: M6LN
Pcs. 4

6 Clamp Connector 60mm



PN: CP4
Pcs. 2

7 Button Head Bolt 25mm




PN: M8x25BHCSZP
Pcs. 2

8 Flat Head Bolt 30mm



PN: M6x30FHCSZP
Pcs. 2

9 Spacer



PN: SP-05
Pcs. 2

10 Flat Head Bolt 45mm

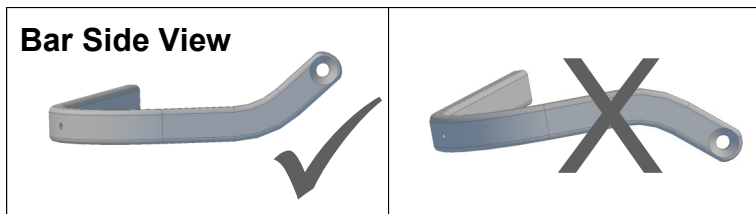


PN: M6x45FHCSZP
Pcs. 2

11 Spacer



PN: SP20
Pcs. 2



Personalise Your Protection
Guard options sold separately

JET JET-003
VPS VPS-003
Storm STM-003
CARBON BCF-003

Recommended Torque Settings	
M6	10 Nm (7.4 lbf ft)
M8	20 Nm (14.8 lbf ft)

CAUTION:

Installation of the handguard is safety-relevant work and can be complicated. We recommend the installation be performed by a motorcycle service technician. Rideworx accepts no liability for damages caused by improper mounting. All screws, bolts and nuts, including all replacement hardware provided by Rideworx, should be tightened to the torque specified in the below table. After the first 50km of riding check

WARNING:

It is important there is a working clearance (approx 3mm) between the throttle grip end and the handguard to ensure a free closing throttle. Check operation of all handlebar controls, specifically the throttle, front brake, kill switch and clutch to ensure they are operating correctly and are in accordance with the OEM specifications. Do not ride the motorcycle if any controls are not operating correctly. Check periodically that all bolts are tight.

Disclaimer:

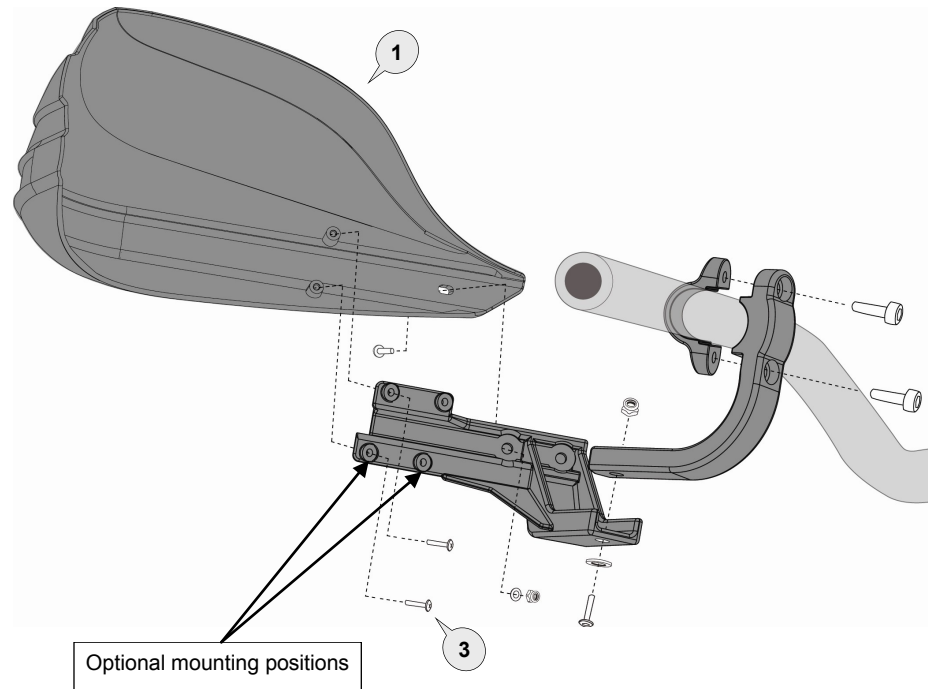
A failure to follow these fitting instructions could cause serious injury, death or property damage. These handguards are intended solely for use with motorcycles/ATV/snowmobiles/scooters that have not been modified. They are not designed to prevent injury or death while riding or in an accident or crash. The user must ensure that all controls are free of the handguards every time that they ride. By installing and/or using this product you acknowledge that you accept these terms and have followed the fitting instructions.



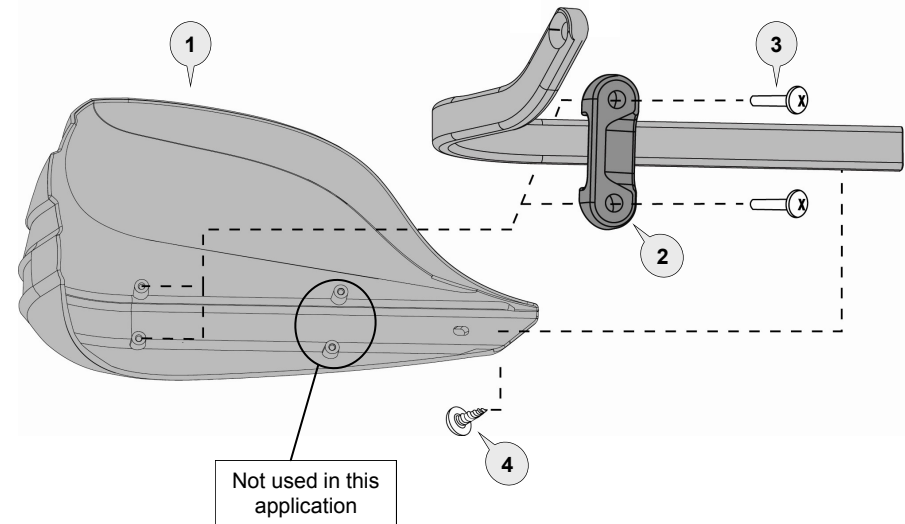
Phone: +61 (0)2 4271 8244
Email: info@barkbusters.net
Web: www.barkbusters.net



Option for fitting with **Single Point Handlebar Mount**



Option for fitting with **Aluminium Backbone**





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Check operation of all handlebar controls, specifically the throttle, front brake, kill switch and clutch to ensure they are operating correctly and are in accordance with the OEM specifications. Do not ride the motorcycle if any controls are not operating correctly. Check periodically that all bolts are tight.

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Email: info@barkbusters.net
Web: www.barkbusters.net

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