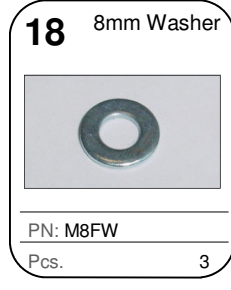
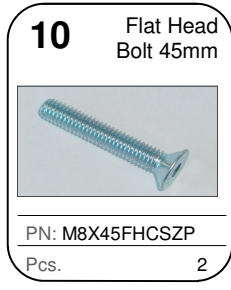
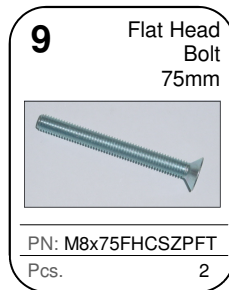
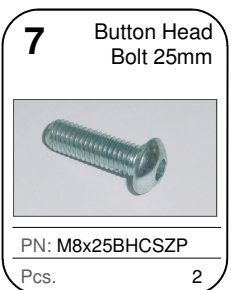
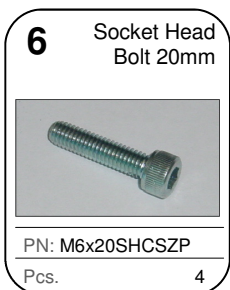
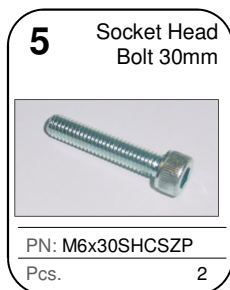
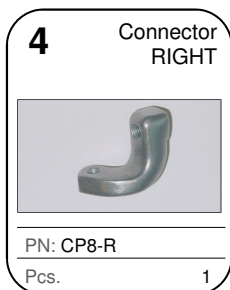
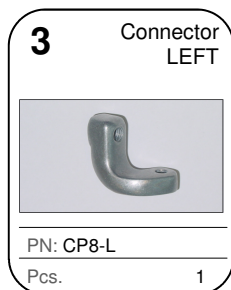
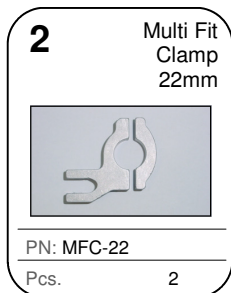


# Barkbusters

## FITTING INSTRUCTIONS

Honda Crosstourer VFR1200X / Varadero XL1000V, NC700X,  
Kawasaki Versys 1000 & Suzuki V-Strom DL650/1000.



**Important:** 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 table. After the first 50km of riding check all screws, bolts and nuts are tightened to the correct torque. We recommend a medium strength liquid thread lock product on all fasteners.

Recommended torque settings

M6	10 Nm (7.4 lbf ft)
M8	23 Nm (17 lbf ft)

**WARNING:** Check there is clearance 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:**

Rideworx inspects all products prior to packaging and strives toward improving its products. Our guarantee is limited to the replacement of defective products. This limited guarantee is in lieu of all other guarantees or warranties implied or expressed. Buyer assumes all risk for any and all damage caused to him/herself, a third party and/or property by virtue of failure of this product. We make no warranty as to products distributed by Rideworx, expressed or implied from our suppliers or third party vendors. This includes, without limitation, any warranties or merchantability and fitness for a particular purpose. All products are offered and designed for use with standard machines. Rideworx makes no claims as to the products effectiveness on modified machines. Rideworx is the sole determiner of abuse, misuse, installation errors and modifications. We assume no liability for any errors in listings, specifications, part numbers, prices or model applications. We reserve the right to change specifications, product descriptions, product quality, pricing and application at any time without notice and without further obligation. These handguards are not designed to prevent injury in the event of an accident or crash. Ensure all controls are free of the handguards each time you ride. Failure to follow the instructions or heed this warning could lead to loss of control of your motorcycle and/or accident, injury or death. By installing and/or using a Rideworx product, you hereby accept and understand these stated terms and conditions and have followed all instructional steps.



Manufactured by:



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

## Honda NC700X and Varadero XL1000V handlebar weight removal

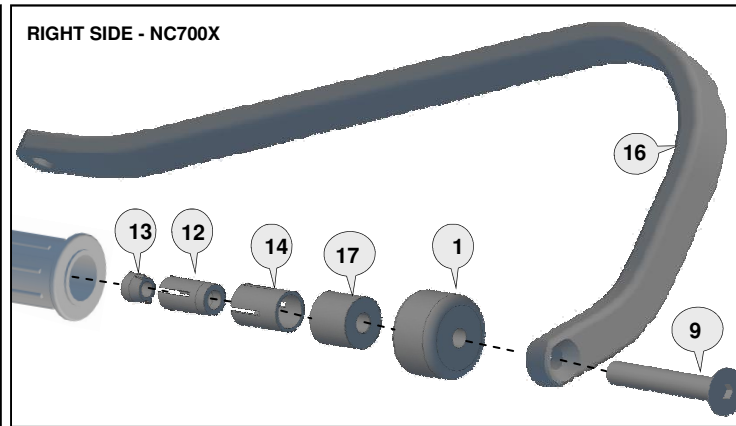
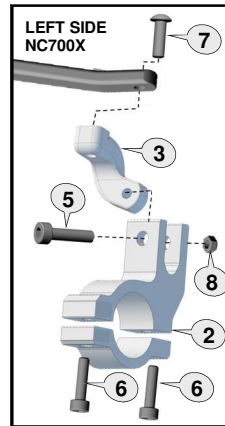
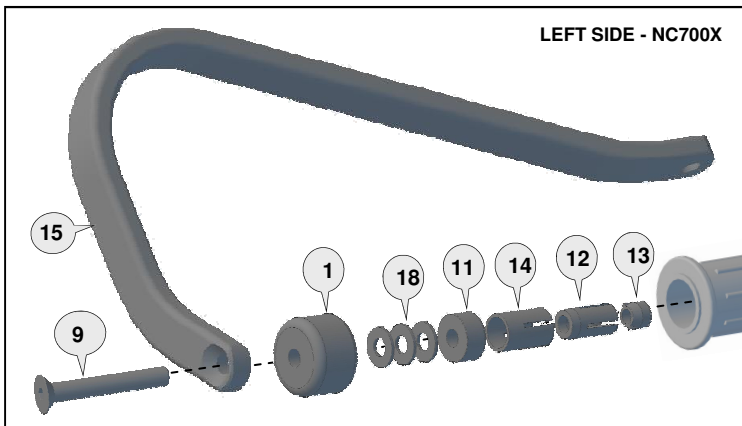
### Remove original handlebar end weight with internal weight parts.

Left side roll back hand grip and depress the two retaining clips through the holes in the handlebar with a screwdriver. There is one top and one bottom. On right side remove throttle twist grip. Leave handlebar weight connected to the internal weight to help with removing the internal parts. Pull on weight while pressing clips through hole. See pictures to right.



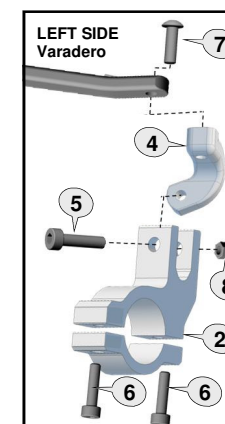
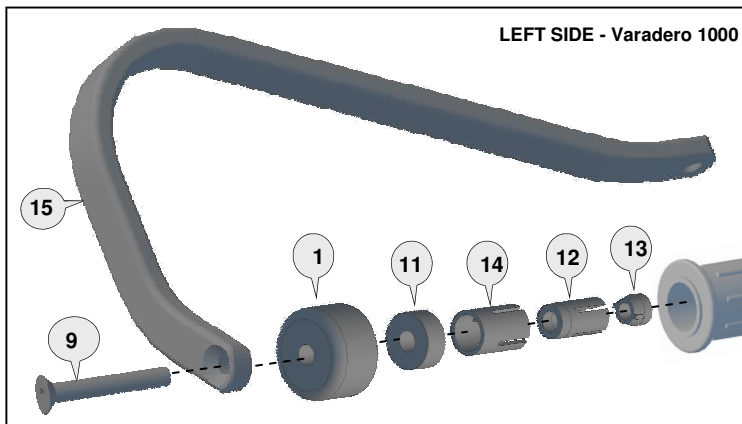
Removed weight parts

## Honda NC700X Handguard Installation



Loosely assemble the clamp to the handlebar with clamp connector (3). Attach the handguard backbone with applicable parts to the handlebar end. Attach inner end of backbone to handlebar clamp connector. Position backbone in preferred position and tighten all bolts in the following order: (7), (6), (5) then (9). **Important:** Use the specified torque setting on front page.

## Honda XL1000V Varadero Handguard Installation



Installation is shown for the left side. Repeat for right side with applicable parts.

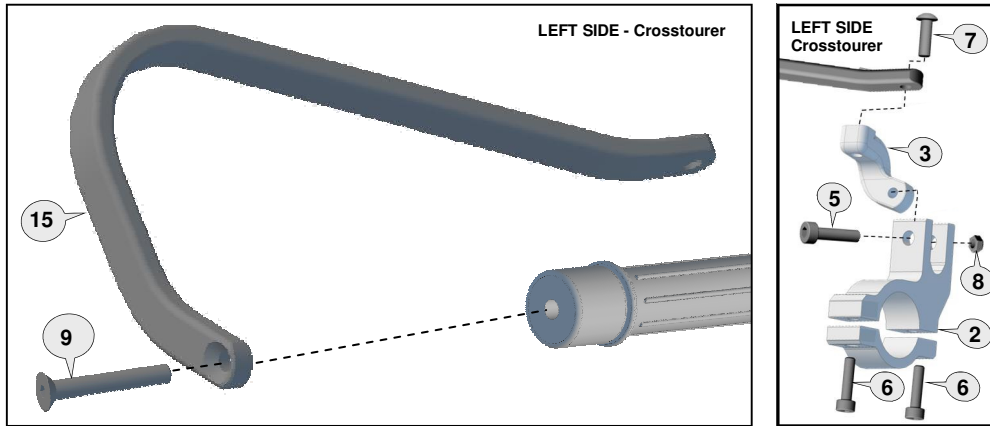
Loosely assemble the clamp to the handlebar with clamp connector (4). Attach the handguard backbone with applicable parts to the handlebar end. Attach inner end of backbone to handlebar clamp connector. Position backbone in preferred position and tighten all bolts in the following order: (7), (6), (5) then (9). **Important:** Use the specified torque setting on front page.



Manufactured by:



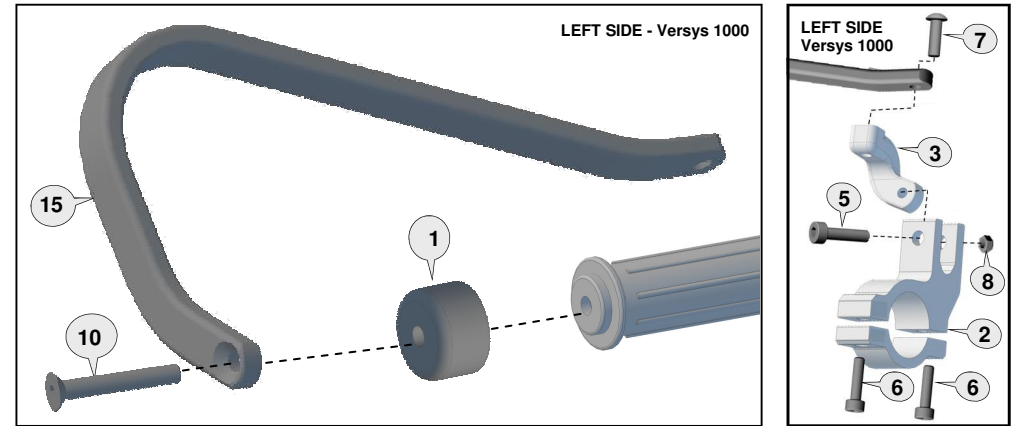
## Honda Crosstourer VFR1200X Installation



Installation is shown for the left side. Repeat for right side with applicable parts.

Loosely assemble the clamp to the handlebar with clamp connector (3). Remove original handguards and handlebar end bolt. Attach handguard backbone with original weight/expander, internal nut and applicable parts. Attach inner end of backbone to handlebar clamp connector. Set backbone in preferred position and tighten all bolts in the following order: (7), (6), (5) then (9). **Important:** Use the specified torque setting on front page.

## Kawasaki Versys 1000 Installation



Installation is shown for the left side. Repeat for right side with applicable parts.

Loosely assemble the clamp to the handlebar with clamp connector (3). Attach the handguard backbone with applicable parts to the handlebar end. Attach inner end of backbone to handlebar clamp connector. Position backbone in preferred position and tighten all bolts in the following order: (7), (6), (5) then (10). **Important:** Use the specified torque setting on front page.

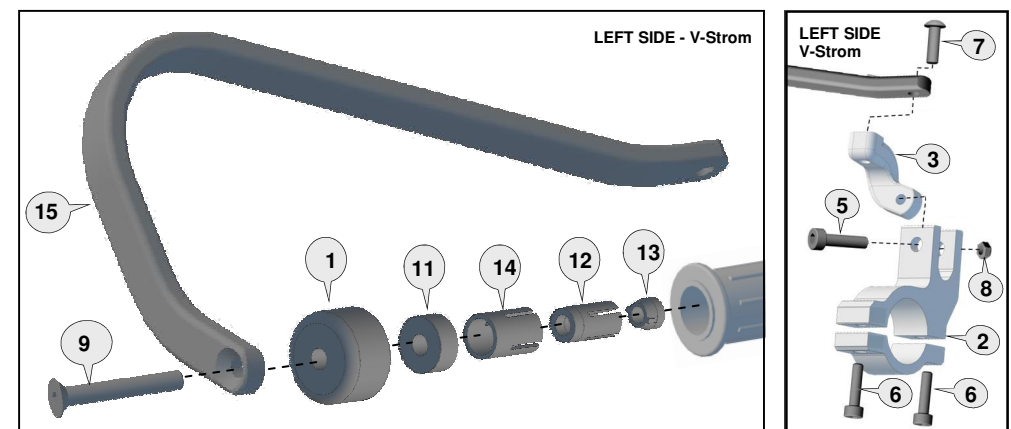
## Suzuki V-Strom DL650/1000 Installation

**Remove original handlebar end weight with internal weight parts.**

Undo screw in weight about three turns, tap screw head in to free up. Pull weight out while using an up and down movement to remove the complete assembly.

Installation is shown for the left side. Repeat for right side with applicable parts.

Loosely assemble the clamp to the handlebar with the clamp connecting part (3). Attach the handguard backbone with applicable parts to the handlebar end. Attach inner end of backbone to handlebar clamp connector. Position backbone in preferred position and tighten all bolts in the following order: (7), (6), (5) then (9). **Important:** Use the specified torque setting on front page.



## **German**

### **Einbaubauanleitung**

Die Montage wird für die linke Seite gezeigt. Wiederholen Sie den Vorgang für die rechte Seite.

Entfernen Sie das ursprüngliche Lenkerendgewicht und die Handprotektoren, falls installiert. Für **Varadero** und **V-Strom** auch alle inneren Lenkergewichte entfernen. **Crosstourer** verwenden Sie die ursprünglichen Lenkergewichte und Innenmutter.

Befestigen Sie die Klemme lose am Lenker. Wählen Sie je nach Motorrad das relevante Klemmenanschlusssteil (3 oder 4) mit Achsversatz entweder nach links oder rechts. **LINKS:** Für Varadero (4), für Versys, V-Strom und Crosstourer (3).

Bringen Sie den Montagerahmen mit den erforderlichen Teilen an den Lenkerklemmenanschluss an. Für **Crosstourer** verwenden Sie nur die Teile (9) und **Versys** verwenden Sie nur die Teile (10) und (1), um den Montagerahmen in das Gewinde am Lenkerende zu schrauben. Ziehen Sie alle Bolzen in folgender Reihenfolge fest an: (7), (6), (5), dann (9) oder (10).

**WICHTIG:** Alle von Rideworx gelieferten Schrauben, Bolzen und Muttern und alle Ersatzteile sollten gemäß den in der Tabelle angegebenen Anzugsdrehmomenten angezogen werden. Nach den ersten 50 gefahrenen Kilometern prüfen Sie bitte alle Schrauben, Bolzen und Muttern auf deren korrektes Anzugsdrehmoment. Wir empfehlen die Verwendung einer mittelfesten flüssigen Schraubensicherung an allen Schrauben.

**WARNUNG:** Es ist wichtig, dass 3 mm Abstand zwischen dem Ende des Gasdrehgriffs und dem Handprotector eingehalten wird, um die freie Bewegung des Gasdrehgriffs zu ermöglichen. Prüfen Sie die Funktion aller Lenker-Armaturen, insbesondere die des Gasdrehgriffs, der Vorderbremse, des Motor-Stopp-Schalters und der Kupplung um sicherzustellen, dass diese ordnungsgemäß und gemäß den Herstellerangaben funktionieren. Nehmen Sie das Motorrad nicht in Betrieb, wenn irgendeine Armatur nicht richtig funktioniert. Prüfen Sie regelmäßig, ob alle Schrauben fest angezogen sind.

## **Spanish**

### **INSTRUCCIONES DE INSTALACIÓN**

La instalación se muestra por el lado izquierdo. Repita para el lado derecho con las piezas necesarias.

Retire el contrapeso original del extremo del manillar y los guardamanos originales si están instalados. **Varadero** y **VStrom** retiran también las piezas internas del contrapeso para dejar el manillar hueco. **Crosstourer** utilice el contrapeso de manillar y tuerca interna originals.

Monte la abrazadera en el manillar sin apretarla. Escoja la pieza de conexión de la abrazadera (3 ó 4) con direccionamiento a izquierda o derecha en función de su motocicleta. **LADO IZQUIERDO:** para Varadero, emplee (4); para Versys, VStrom y Crosstourer, emplee (3).

Instale el eje central del guardamanos con las piezas necesarias y únalo al conector de la abrazadera del manillar. En motocicletas **Crosstourer**, utilice sólo los elemento (9) y **Versys**, utilice sólo los elementos (10) y (1) para instalar el eje central en el extremo del manillar de rosca. Apriete todos los pernos en el siguiente orden: (7), (6), (5) y después (9) ó (10).

**Importante:** Todos los tornillos, bulones y tuercas incluyendo las piezas de reemplazo suministrados por Rideworx deben ajustarse según las especificaciones de torque indicadas en el cuadro. Después de los primeros 50 Km de rodaje, compruebe que todos los tornillos, bulones y tuercas estén ajustados con el torque correcto. Recomendamos aplicar a todos los sujetadores un líquido fijador de rosca de mediana resistencia.

**ADVERTENCIA:** Es importante fijar una luz de trabajo de 3 mm entre el extremo del puño del acelerador y el cubremanos para permitir el movimiento libre del acelerador. Compruebe el funcionamiento de todos los controles del manubrio, especialmente el acelerador, freno delantero, interruptor de paro y embrague para estar seguro de que estén funcionando correctamente y de conformidad con las especificaciones del fabricante original. No utilice la motocicleta si alguno de los controles no está funcionando correctamente. Compruebe periódicamente el ajuste de todos los bulones.

## **Italian**

### **ISTRUZIONI PER IL MONTAGGIO**

Viene illustrata la procedura di installazione per il lato sinistro. Ripetere l'operazione per il lato destro con le parti necessarie.

Rimuovere i contrappesi di serie del manubrio e i paramani, se montati. Su **Varadero** e **VStrom** rimuovere anche le parti interne dei contrappesi in modo da lasciare il manubrio vuoto. **Crosstourer** usate il contrappeso originale del manubrio ed il bullone interno

Montare il morsetto sul manubrio lasciandolo morbido. Scegliere la parte di giunzione del morsetto (3 o 4) con curva a destra o sinistra, a seconda della moto. **LATO SINISTRO:** su Varadero usare (4), su Versys, VStrom e Crosstourer usare (3).

Montare la struttura del paramani con le parti necessarie e collegarla alla giunzione del morsetto sul manubrio. Su **Crosstourer** usare solo le parti (9) e **Versys** usare solo le parti (10) e (1) per montare la struttura sull'estremità filettata del manubrio. Serrare tutti i bulloni in quest'ordine: (7), (6), (5) poi (9) o (10).

**Importante:** Tutte le viti, i bulloni ed i dadi e tutti i ricambi forniti da Rideworx, dovranno essere stretti alla torsione specificata sulla tabella. Dopo i primi 50km assicuratevi che tutte le viti, i bulloni ed i dadi siano serrati alla torsione giusta. Raccomandiamo un prodotto liquido per serrare la filettatura di media potenza per tutti i bulloni.

**AVVERTIMENTO:** è importante lasciare 3mm di tolleranza tra la manopola dell'acceleratore ed la fine del salvamano per garantire che l'acceleratore si possa chiudere liberamente. Controllate il funzionamento di tutte le leve del manubrio, in particolare l'acceleratore, il freno anteriore, l'interruttore di sicurezza e la frizione per garantirne il buon funzionamento e che si attengano alle specifiche OEM. Non usate la moto se le leve non funzionano correttamente. Periodicamente controllate che i bulloni siano serrati.

## **French**

### **CONSIGNES DE MONTAGE**

L'installation est décrite pour le côté gauche. Répéter l'opération pour le côté droit avec les pièces correspondantes.

Démonter les contrepoids à l'extrémité du guidon et les protège-mains s'ils sont installés. Sur **Varadero** et **V-Strom** démonter également les contrepoids internes pour laisser le guidon à nu. **Crosstourer** Utiliser le contrepoids et l'écrou interne d'origine.

Monter l'attache sur le guidon sans la serrer. Sélectionner la pièce de connexion à l'attache (3 ou 4) avec coude à gauche ou à droite selon votre moto. **CÔTÉ GAUCHE :** sur Varadero utiliser (4) et sur Versys, V-Strom et Crosstourer utiliser (3).

Monter l'armature du protège-mains avec les pièces conformes et le fixer à l'attache. Sur Crosstourer utiliser uniquement les pièces (9) et Versys utiliser uniquement les pièces (10) et (1) pour fixer l'armature à l'extrémité fileté du guidon. Serrer tous les boulons dans l'ordre suivant: (7), (6), (5), puis (9) ou (10).

**Important:** Tous les boulons, les vis, et les écrous fournis par Rideworx doivent être serrés selon les spécifications de serrage de couple fournies. Après les 50 premiers kilomètres, vérifier que tous les boulons, les vis, et les écrous sont serrés au couple correct. Des contrôles supplémentaires devraient aussi être effectués avant et après chaque tour. On conseille l'utilisation d'un produit frein filet mi-fort liquide dans tous les éléments de fixation.

**AVERTISSEMENT:** Il est important de définir un espace de travail de 3 mm entre le bout de la poignée de l'accélérateur et le garde-mains pour assurer une fermeture papillon libre. Vérifier le fonctionnement de toutes les commandes du guidon, en particulier l'accélérateur, le frein avant, le bouton d'arrêt d'urgence et l'embrayage, afin de s'assurer qu'elles fonctionnent correctement et sont en conformité avec les normes et spécifications OEM. Ne pas conduire la moto si une commande ne fonctionne pas correctement. Vérifier périodiquement que tous les boulons sont bien serrés.