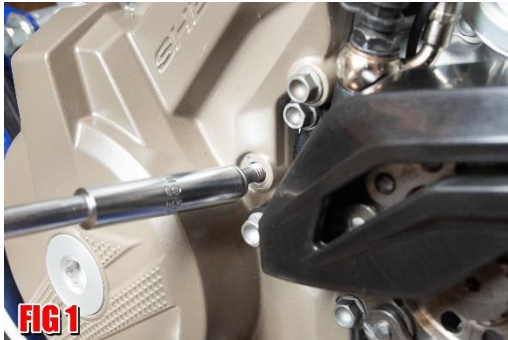


1. Using an 8mm T-Handle or socket, remove the 3 hex bolts in the stater cover that surround the clutch slave cylinder. (FIG 1)
2. Using an 8mm T-Handle or socket, remove the 1 hex bolt on the plastic OEM countershaft sprocket guard. (FIG 2) Then slide the plastic sprocket cover off of the frame post.
3. Using a 10mm T-Handle or socket, remove the bottom subframe bolt. (FIG 3)
4. Using one of the supplied M6x12 hex head bolts, thread it into the clutch slave cylinder where the sprocket guard bolt was removed in step 2. (FIG 4) Tighten to factory spec using an 8mm T-Handle or Socket.
5. Line up the Enduro Engineering Clutch Slave Cylinder Guard to the three mounting holes in the stater cover from the bolts removed in step 1. Thread the provided M6x35 bolts in the top two mounting holes. Thread the provided M6x30 bolt in the bottom mounting hole. (FIG 5) Leave these bolts loose for now.
6. Take the provided knock down bar, line the larger end up with the frame tab with the larger hole and the mounting hole of the subframe with the smaller hole. Insert the provided M8x40 bolt through the subframe and the frame, then with the provided spacer between the knockdown bar and the frame. Thread the provide flange nut on the bolt. (FIG 6) Leave loose for now.

TURN PAGE OVER →→→



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INSTALLATION INSTRUCTIONS

PART NUMBER 13-9024

Quality Off-Road Motorcycle Products

**Enduro
Engineering**

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7. Take the remaining provided M6x12 hex head bolt and thread it through the lower end of the knockdown bar and into the threaded tab of the clutch guard. (FIG 7)
8. Using an 8mm T-Handle or socket tighten the 3 bolts on the clutch guard first (FIG 8), then tighten the bolt through the knockdown bar (FIG 9) into the threaded tab of the clutch guard.
9. Using a 10mm T-Handle or socket and a 12mm closed end wrench, tighten the bolt and nut installed in step 6. (FIG 10)
10. Have fun and enjoy your next ride!

