



Installation Instructions >> Engine Case Guards >> Africa Twin 1000

See attached pages for product kit, recommended tools and recommended torque specs.

Important: In case you have purchased our
- Crash Guards Combo
- Ultimate Protection Combo
- or Ultimate Protection Combo MAX

Please note that the first item to install is the crash bars, second is the engine guards, third is the skid plate and the final piece is the upper crash bars. Some installation steps of the crash bars and engine guards merge.



1.

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1. Remove the factory skid plate (if applicable). Using a 12mm socket, remove the bolts shown in the photo.

Make sure to loosen up all the crash bars' bolts and nuts before mounting the engine guards. Completely remove the crash bars through bolts.

For additional help, please watch a video tutorial on our YouTube channel: www.YouTube.com/OutbackMotortek

2. Place on the left hand side engine guard (rider's left side)



2.

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3. Insert the M10 through bolt (upper). You may have to push on the water hose to have complete access to the mounting hole. Make sure that the spacer goes in between the mounting tab and the engine mount tab.

Also insert the M8 through bolt (bottom one). Make sure about the spacer, just as above.



4. Mount the counterpart of the clamp on the reinforcement bar. Insert the two supplied button head Allen bolts. Place on the washers and hand-thread the nyloc nuts.



3.

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5. Hand-thread the button head Allen bolt through the front mounting hole (to accommodate factory skid plate) and the regular Allen bolt through the rear mounting hole. Leave it loose.



6. Move onto the right side (exhaust side) of your Africa Twin. Look underneath the bike. There are two through bolts in the frame.

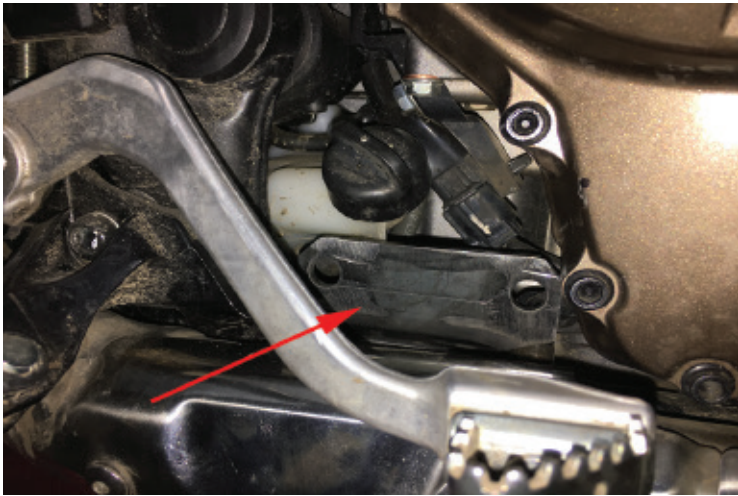
Using two 14mm wrenches, loosen up and remove only the two nuts on the opposite side of the frame. The through bolts will NOT need to be removed.



4.

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7. Grab part No. 4 (parts list attached). Slide this mounting tab with its slots (cut outs) down and place it on the two through bolts.



8. With the rear mounting tab now in place begin hand-threading the supplied flat nut (Part No.7.) on the front through bolt.



5.

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9. Next, put the factory nut back on the rear through bolt by gently hand-threading it and then using two 14mm wrenches to tighten but not all the way. If it remains a bit loose, the engine guard installation will go smoother.



10. Mount the right side engine guard.
Tip: it helps if the through bolts are not pushed all the way through. Leave about 10mm/1/2" thread showing, then make sure the clamp is placed right on the crash bar's upper flange.



6.

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11. Mount the clamp (Part No.1.) and insert the bolts, add the washers and hand-thread the nuts(Part No.8.). Leave it loose.



12. Take the two M8 Allen bolts (Part No.5). We recommend you to use an Allen socket and ratchet extension and hand-thread both bolts once the mounting holes lined up.

Tip: make sure that the mounting tab installed on the frame is loose enough to help you line up the corresponding holes.



7.

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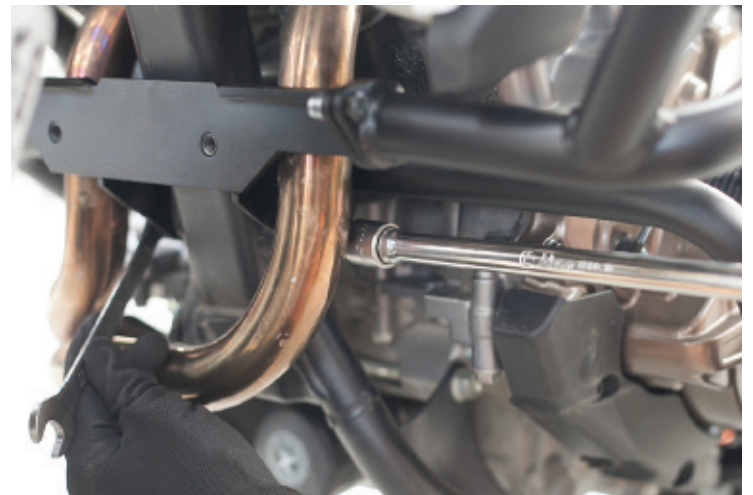
13. Once all the bolts have been hand-threaded, you can begin preparing for the next step.

Take a ratchet, extension and a 17mm socket and place the socket on the upper hex bolt, while on the nut side you're holding against using a 17mm wrench.

Tip: an extra helping hand comes useful now to properly tighten both through bolts.



14. Repeat the same on the bottom through bolt using 13mm socket and wrench.



8.

15. Final step: make sure to tighten all the bolts and nuts to the required torque specs. This step includes the crash bars' bolts and nuts as well. Important: check every bolt and nut again after riding at least 150kms/100miles.



9.

Congratulations! You've completed installing your Outback Motortek product.



Should you have any question regarding the installation, please contact us at info@outbackmotortek.com

or call toll free at 1 877 931 3636

Important note! Outback Motortek recommends its customer to install their products by a certified, experienced motorcycle mechanic. Outback Motortek assumes no liability for any accident, injury, death, loss, or other claim related to or resulting from the use of its products. In no event shall Outback Motortek be liable for incidental or consequential damages relating to or resulting from the use of its product or any of its parts.

10.

Hardware and recommended tools

1. 2x clamp
2. M8 through bolt +washer+nyloc nut
3. M10 through bolt +washer+nyloc nut
4. Rear mounting tab
5. 3x M8 Allen bolts
6. 1x M8 button head Allen bolt
7. Flat nut
8. 4x button head Allen bolts +washers+ nuts
9. 13mm hex socket
10. 17mm hex socket
11. 17mm wrench
12. 2x 14mm wrench
13. 13mm wrench
14. 10mm wrench
15. Ratchet+extension
16. M4 Allen key
17. M5 Allen key
18. M6 Allen key
19. Optional ratchet+extension



11.

Table a. General bolt tightening torques in Nm (max. permissible)

Bolt diameter	Bolt Class (according to DIN 267)					
	5.6	5.8	6.8	8.8	10.9	12.9
M5	2.5	3.5	4.5	6	8	10
M6	4.5	6	7.5 <small>5.5 ft lb</small>	10 <small>7.4 ft lb</small>	14 <small>10.3 ft lb</small>	17
M8	11	15 <small>11.1 ft lb</small>	18 <small>13.3 ft lb</small>	24 <small>17.7 ft lb</small>	34 <small>25.1 ft lb</small>	40
M10	23	30 <small>22.1 ft lb</small>	36 <small>26.6 ft lb</small>	47 <small>34.6 ft lb</small>	66 <small>48.7 ft lb</small>	79
M12	39	52 <small>38.4 ft lb</small>	62 <small>45.7 ft lb</small>	82 <small>60.5 ft lb</small>	115	140
M14	62	82	98	130	180	220
M16	94	126	150	200	280	340
M18	130	174	210	280	390	470

12.