

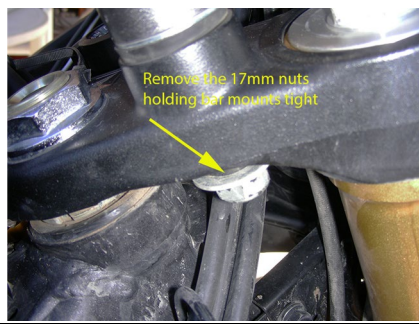
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Installation instructions for Honda CRF1000L AFRICAN TWIN (5528)

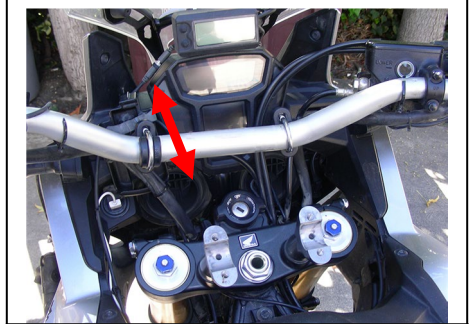
1. **Important Notes:** This kit is designed to be used with the Stock Triple clamps only.
2. Many of the operations required here are in tight quarters, so be patient.
3. Review the photos before starting, so you have an idea of what is being explained.
4. **It's very important to secure the bike on its center stand while you work on it. Its heavy do not let it tip over.**
5. Remove the single forward tank bolt that holds the tank on just behind the head tube, see photo.
6. Remove the 17mm nuts on the bottom of your triple clamp that hold the bar mount perches tight to the triple clamp. This normally will require a long extension with a swivel head as the angle to reach these nuts is a little tricky. Turn the bars slightly side to side to find a spot that gives you the best access to these nuts and a secure fit of the socket to nut.
7. Remove the handlebars from their mounts, and lay them forward gently, wrap with a protective towel if you like.
8. Remove the lower bar mounts paying attention to the rubber cushion and washer that sits between them and the triple clamp.
9. Remove the 30mm main nut that holds your triple tight to the stem, note the amount of torque on this nut, for re-installing.
10. Loosen the 4 upper fork pinch bolts that hold the triple clamp tightly to the forks. Remove one completely to remind yourself those are loose, as it's easy to forget to tighten them up as you reassemble the bike.
11. Remove the cable mount tab on the left side of the frame, near the head tube, to relax cables for triple clamp removal. See photo.
12. Gently lift the triple clamp upward, so it slides off the main stem giving you enough room to view the head tube area where we will be bolting the frame bracket to the frame. Note where any wiring or cables are routed so as not to disturb that routing.
13. The frame bracket is split into two pieces, and has a lip on the upper side that is intended to fit securely over the top of the head tube. It's important that the head tube be clean and free of dirt and grease before you install the frame bracket. Put a rag or towel on each side of the head tube as it's very easy to drop a bolt or Allen key and it always seems to fall into the skid plate making it very difficult to retrieve. **If the frame bracket lips do not drop down flush on top, examine the frame welds. On occasion the frame welds prevent the bracket from dropping all the way down, which is very important. File the weld(s) until the bracket fits flush.**
14. Align the frame bracket so those lips fit properly over the top of the head tube and engage the two bolts using Loc-tite that tighten them but do not tighten yet, just align and engage. It's important to allow all these pieces to find the spot they all align.
15. Start the provided 6x45 Allen bolt with its new washer, into the frame bracket hole that aligns with your stock tank mounting hole, but do not tighten this bolt yet, just align the hole as you did with the frame bracket, so they all tighten up together to find the best spot. If each piece is mounted correctly, especially the lips on the frame bracket, it will all align when you tighten them.
16. Now slowly tighten the frame bracket bolts insuring the gap on both sides remains equal and lips remain in place.
17. Tighten the forward tank bolt now. Examine the alignment of all the parts.
18. Route any extra wires from a GPS unit or other components that might be in this area, so they are not compromised during turning. The frame bracket clears all the stock cables but some add-on component wiring can be compromised if not checked.
19. Reinstall the triple clamp gently as it's critical to get it aligned so it just drops back on without any tools required. Check cables.
20. Torque the 30mm nut to the factory specs and then re-tighten the 4 upper pinch bolts that hold the forks tight to the Triple clamp.
21. Install the Sub-Mount/Bar mount assembly onto the triple clamp, BE SURE to retain those stock rubber cushion and washer that goes between the bottom of the Sub mount and the triple clamp.
22. Tight the Sub mount using the new Fuji lock nuts and thin washers provided. The right side is hard to get to but if you turn the bars slightly you will find one spot where access to this nut is most convenient, or remove the cable guide that's in the way.
23. Remove the upper bar-clamps from the SUB mount assembly and tighten the 8mm head Allen bolts holding the lower perches to the Sub Assembly, using LOC-TITE, once you determine the position you want the bars in. Meaning the lower perches can be reversed to move the bars forward or aft depending on your preferences as the rider.
24. Grease and install the tower pin into the frame bracket hole, it should remain greased and free to float for proper function.
25. Align the Stabilizer carefully so the tower pin flats engage the slot in the stabilizer linkarm, then gently align the two bolts that hold the stabilizer to the sub mount assembly. If you feel any binding or mis-alignment, loosen the tank bolt slightly until the stabilizer goes on smoothly. The tower pin should have the black spacer ring sitting down against the frame bracket. Tighten the tank bolt once everything is aligned.
26. Be sure all cables are routed properly and are not binding anywhere through the full turning radius of the bike.
27. Start the bike and turn the bars full lock left to right and be sure the cables function properly.
28. Double check all that all the bolts are tight before riding the bike.
29. Check your manual for initial stabilizer settings and how to adjust for proper function.
30. If you have any questions, please feel free to call us anytime, as we are here to help you get it on correctly.



Remove the forward tank bolt



Remove the nuts holding the handlebar mounts on



Remove the top bar mounts and lay the bars forward out of harms way



Remove the cable mount on the left side, below this label, to give the cables room to remove triple clamp



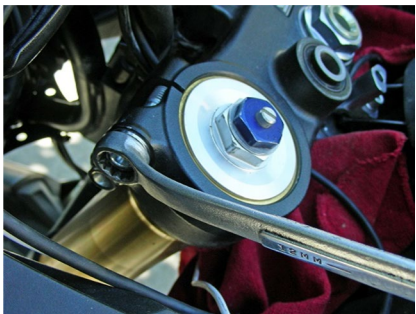
Remove the 30mm nut holding your triple clamp tight to the steering tube



Lift the triple clamp up just high enough to install the new frame bracket.



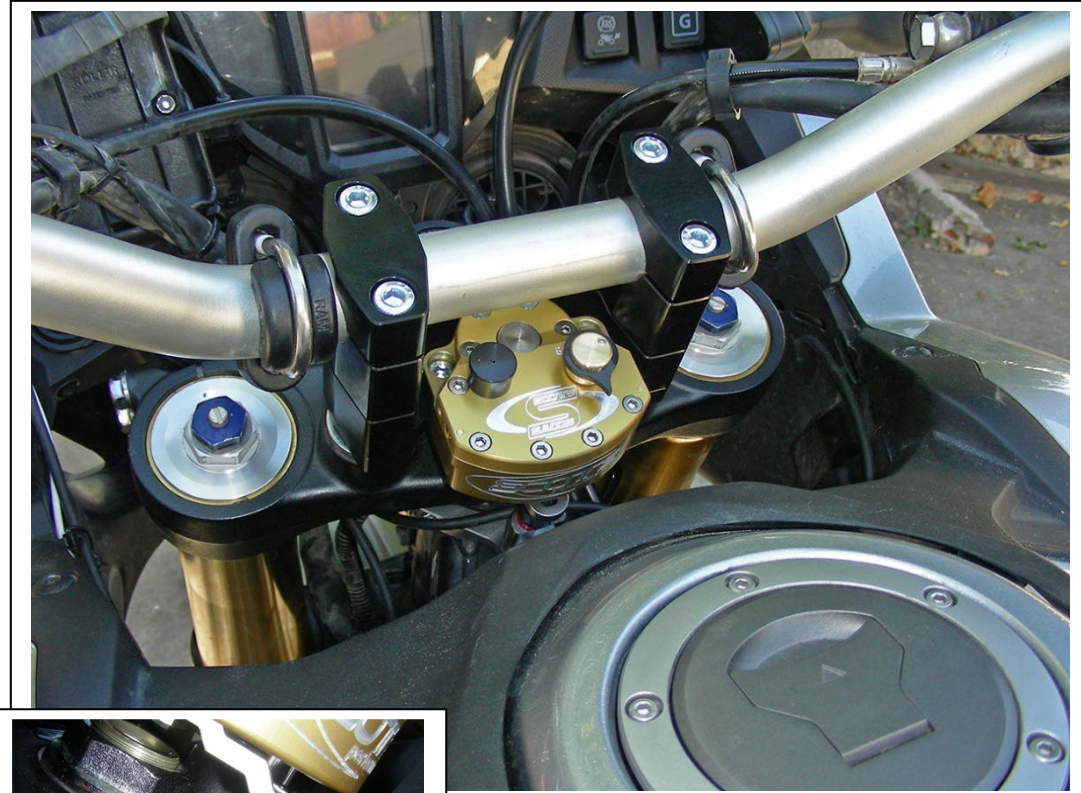
Tighten the bolts so the gap remains equal on both sides and the tank bolt should not be tight yet.



Don't forget to tighten the fork pinch bolts after triple clamp goes back on.



Retain stock rubber/washer between the Sub assembly and triple clamp



Tower pin greased & installed correctly