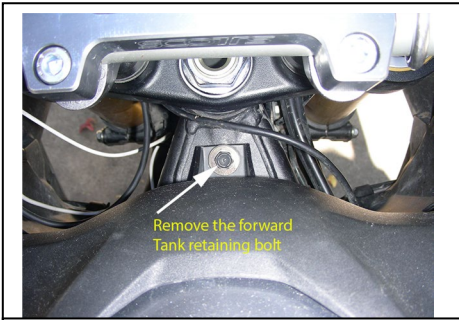


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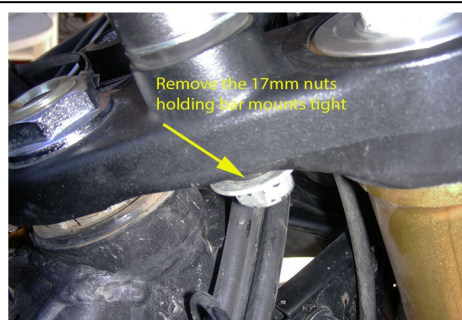
## **Installation instructions for Honda CRF1100L AFRICAN TWIN (5529)**

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. Step by step ensures quality installation.
3. Review the photos before starting, so you have an idea of what is being explained. Some of the photos may not be your exact model but depict the same operational installation.
4. **It's very important to secure the bike on its center stand while you work on it. It's heavy do not let it tip over.**
5. Remove the single forward bolt in front of the tank, just behind the head tube, that is the metal tab for "Air box housing". See the photo. This bracket is going to need slight modifications, which is explained in detail later and in pictures.
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 secures the 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. Those rubber cushions will be re-used upon reassembly.
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. It will also be helpful to remove harnesses that are clipped onto triple clamp brackets for triple clamp removal.
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 front-air-box-tab-mounting-bracket has to be modified slightly to accommodate clearance for our frame bracket mount. The picture shows the 'radius area' of this tab mount that needs to be cut back into an "L" configuration to clear our frame bracket. We used a Dremel drum sanding tool, but any appropriate tool in your tool arsenal is fine, as long as you accomplish the goal.
14. The frame bracket is split into two pieces and has a lip on the inner-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. **It is essential the frame bracket lips seat fully on the head tube. If the frame bracket lips do not drop-down flush on the top tube, examine the frame welds. On occasion the frame welds prevent the bracket from dropping all the way down, which is very important. File any weld(s) or debris that might be preventing this step, until the bracket fits flush on top of the head tube.**
15. Using LOC-TITE on the threads, get the two 6x25 Allen Bolts started through Frame Bracket Ring. Only start them until you have approx 4-5mm gap between the two pieces. This just makes it easier to thread the majority of the Allen Bolts in later, where access is limited due to the tight workspace. You need enough slack in the ring to allow fitment over the head tube properly.
16. Align the frame bracket so the lip fits properly over the top of the head tube, flush, do not tighten yet, just align and snug those bolts up. It's important to allow all these pieces to find the spot they all align and are not binding. This helps insure the proper fit.

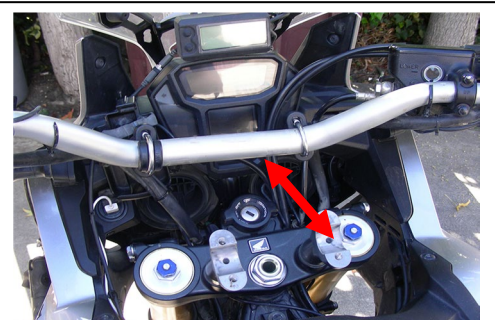
17. Start the provided 6x35 Allen bolt into the frame bracket hole that aligns with your stock front tab mounting hole, but do not tighten this bolt yet, just align the hole as you did with the frame bracket, so they all tighten up together to find the best spot.
18. Now evenly and slowly tighten the frame bracket bolts, ensuring the gap on both sides remains equal and the lip remains flush.
19. Tighten the tab bolt now. Examine the alignment of all the parts as per the instructions above, most importantly being flush.
20. Now install the “tower pin” post, which bolts to the frame bracket covering up the tab bolt you just put in. Using the two 6x20 Allens to secure the tower pin post to the frame bracket. (Loc-tite again). See the photo to help understand this step.
21. Route any extra wires from a GPS unit or other components that might be in this area, so they are not compromised during full lock turning from left to right. Be sure the frame bracket clears all the stock cables as some add-on component wiring can be compromised if not double checked. There is a lot going on up here and its easy to overlook something.
22. Reinstall the triple clamp gently as it’s critical to get it aligned so it just drops back on without any tools required. Re-route all the cables through their respective guides and attachment points and check cables for free movement during full turning lock to lock.
23. 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.
24. 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.
25. Tighten the Sub mount to the triple clamp, 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.
26. Determine which position you prefer the bars to be in for your style of riding. Meaning the lower perches can be reversed to move the bars forward or aft depending on your preference.
27. Remove the upper bar-clamps from the SUB mount assembly. Using Loc-tite, tighten the 10mm Allen bolts with an 8mm Allen wrench, that hold the lower perches to the Base Sub Assembly.
28. Grease and install the tower pin into the frame bracket hole, it should remain greased and free to float for proper function.
29. Align the Stabilizer carefully so the tower pin ‘flats’ engage the slot in the stabilizer link-arm, then gently align the two bolts that hold the stabilizer to the sub mount assembly. Some frames vary, so if you feel any binding or mis-aligning, check the frame bracket position to ensure nothing has moved. Once the stabilizer is in place you can re-install the handlebars.
30. Be sure all cables are routed properly and are not binding anywhere through the full turning radius, both ways, of the bike.
31. Start the bike and turn the bars full lock left and to right and be sure the cables function properly.
32. Double check that all the bolts are tight before riding the bike, remember the upper fork pinch bolts to be tightened.
33. Check your manual for initial stabilizer settings and how to adjust for proper function. Start with softer settings.
34. 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 bolt in front of the tank and just behind the head tube.



Remove the nuts holding the handlebar mounts on



Remove the top bar mounts and lay the bars forward out of harm's way



Remove any cable mounts and guides like shown, to give the cables more room to remove triple clamp.



Loosen the fork pinch bolts. Remove one completely to remind you later to tighten them back up.



Start the frame bracket bolts so the gap is 4mm or so, to allow for easier installation later.



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. (Frame bracket shown may not be identical to yours).



Modify the front tab mount tab by filing the area marked in white. We used a Dremel drum sanding roll but any appropriate tool to reach the goal is ok.

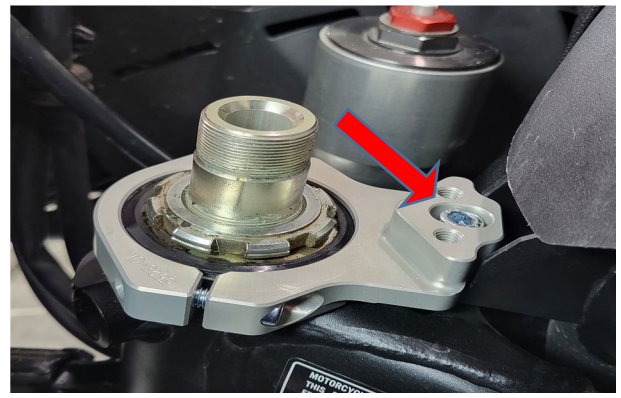


Once the forward tab is filed or ground for clearance it will look like this.





Install the frame bracket, be sure the **inner lips sit down flush** against the head tube and the rear has adequate clearance to the front tab. Do not tighten yet.



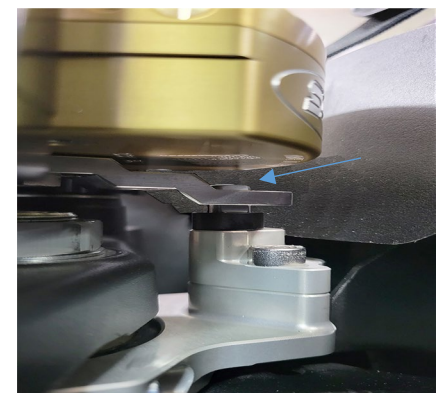
Install the forward bolt and double check the lips remain flush against the head tube. Tighten the 2 frame bracket bolts first then the rearward tab bolt.



Install the tower pin portion to the frame bracket, covering the tab bolt.



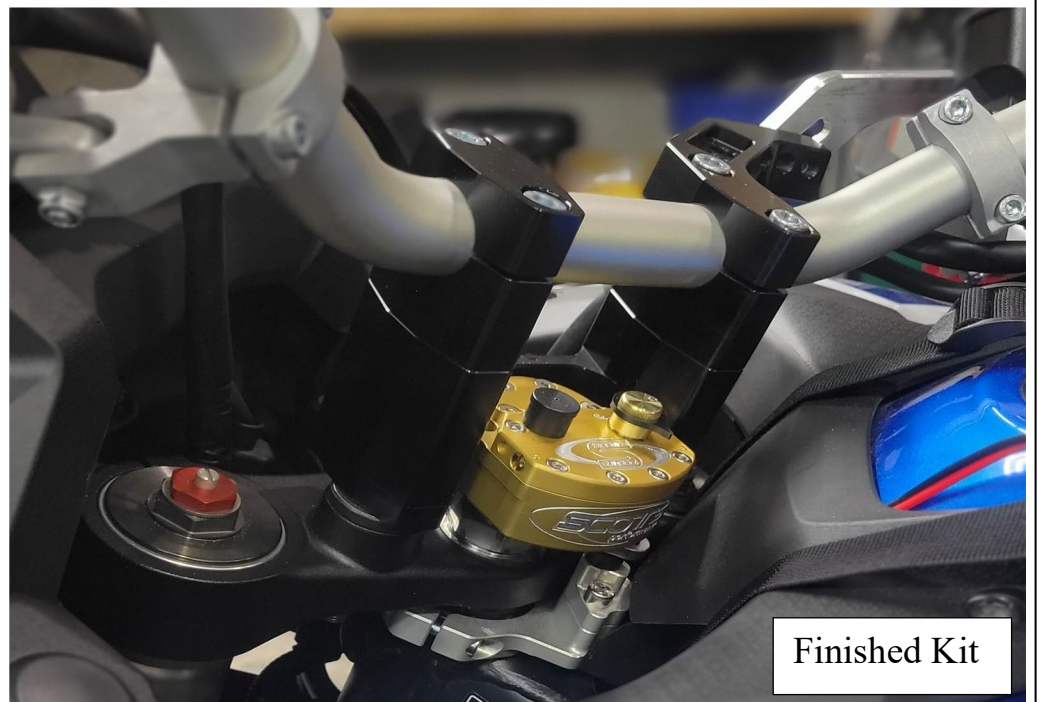
Grease the shaft of the tower pin and install it into the hole as shown.



This shows the tower pin greased and installed at the correct height.



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



Finished Kit