

We recommend using # 242 Blue Loc-tite on all bolts during installation.

1. Remove the stock plastic engine guards and lower motor mount bolt. Note: You will re-use the stock nut and washer with the supplied motor mount bolt.
2. Included in the kit are (2) 6mm bolts and (2) washers and (2) spacers. The 6mm bolts and washers will mount the skid plate at the engine guard mount tabs on the CRF250X. On the CRF250R *only one 6mm bolt will be used* and that will be on the left engine guard mount tab. The (2) spacers will be used to fill the space between the skid plate and frame at the motor mounts. Spacers are identical so either spacer can be used on the left or right side. To hold the spacers in place during installation, use a glue stick (as shown) or heavy paste grease. Place the (2) motor mount spacers on both the left and right motor mounts on the frame.
3. Locate (2) aluminum brackets and (2) countersunk 8mm bolts. The (2) brackets are the rear mounts. Position rear brackets in place (as shown) with the open ends pointing straight back.
4. Locate new motor mount bolt (supplied) and skid plate. Once spacers are glued in place and the rear brackets are installed pointing toward the back of the bike, slide skid plate into position coming in from the front of the bike. We have found variances in a few of the bikes that may require you to lightly tap the skid plate into position using the palm of your hand. The majority of the bikes we tried skid plates on, went on normally.
5. Once skid plate is in place and motor mount holes are lined up, install the supplied motor mount bolt and install washer and nut (leave loose for now). Locate (2) 8mm countersunk bolts and start the bolts in the (2) rear brackets. Note: You may have to slide the brackets slightly to get them to align. Start both bolts but leave loose for now. Install the (2) 6mm bolts with washers into the stock engine guard mount tabs at the front of the skid plate.
6. Once all bolts have been started make sure the rear brackets are snug up against the frame's cross tube and that the brackets are pointing straight back.
7. Tightening order: 1. Lower motor mount bolt 2.Engine guard mounts left & right. 3. Rear brackets.
8. *TIP-When removing the oil filter we suggest you loosen the 6mm bolt at the left side engine guard mount tab to gain additional clearance for removal. Remember to tighten the 6mm bolt when finished with oil filter servicing.*

