

WHY PACK IT WHEN YOU CAN . . .

RACKITTM

BILLET ALUMINUM CARGO RACKS



Thank you for purchasing the best looking rack in the motorcycle industry. Your new rack is constructed of 6061 billet aluminum and then anodized to give you a high quality and good-looking rack for years of backpack free riding enjoyment.

Instructions: 2013 Honda CRF250L (PMB-01-1209)

Parts list:

1-Top	2-8x15x33 Angled Spacers (Rear)
2-6x15x25 Angled Spacers (Front)	2-6x50 FH
	2-8x60 FH

NOTE: We recommend using a removable thread locking agent on all bolts.

1. The installation of this rack requires drilling holes in your stock fender. This is most easily accomplished with a 5/8" diameter hole saw. If you do not have a hole saw or do not feel comfortable drilling holes in your fender, have the rack installed by your dealer.
2. Cut out the template, carefully following the outer dotted line.
3. Tape the paper template to the fender using the fender contour closest to the seat and the two middle contours.
4. Drill four 1/4" pilot holes using the markings on the template.
5. From the top of the fender, use a 5/8" diameter hole saw to cut the 5/8" diameter holes for the spacers. Use the pilot holes for alignment.
6. Once the holes are drilled, remove the four bolts holding on the rear lighting assembly. These holes will be used to mount your new rack.
7. Install the rack spacers into the holes to verify alignment. Spacers should align with holes used to mount the tail light and license plate bracket. Adjust the holes in the fender slightly if necessary to align.
8. Place the rack on the bike with the 6x15x25 spacers closer to the seat and the 8x15x33 spacers at the rear.
9. Loosely install the rack using the two 6x50 flat head bolts in the front of the rack and the 8x60 flat head bolts in the rear. The rear lighting assembly will need to be moved until the holes in the sub-frame line up with the holes in the rear lighting bracket and the spacers.
10. Evenly tighten the rack top.
11. If desired, you can apply clear silicone between the spacers and fender to prevent water and mud from migrating up around the spacers during wet riding conditions.
12. Make sure that all bolts are tight. Periodically check the mounting bolts to make sure they are tight.

CAUTION: As with all racks on motorcycles, they should not have excess amounts of weight put on them. Excess weight can damage the rear sub-frame of the motorcycle.

