

# Scaggs MotoDesigns

THE ADVENTURE MACHINE SHOP

Thank you for purchasing a  
Honda CRF450L Billet Adv Rack

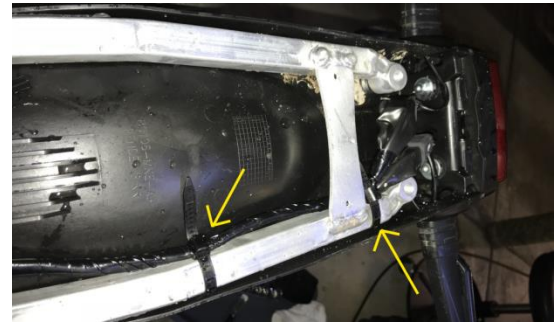
Mounting is easy!!

1. Using a 10mm socket, remove the 2 seat bolts located towards the rear of the seat. Slide the seat rearward, while pulling up slightly to remove it from the bike.
2. The CRF450L has both an inner (black) and outer (red) rear fender. Using a Phillips screwdriver, remove the two forward screws in the outer rear fender revealed after removing the seat. These screws hold down the front of the fender. Once the screws are removed, pull upward on the front of the outer rear fender, popping the fender off the plastic posts, and allowing it to slide forward.
3. The outer rear fender locks into the inner fender with a large hooked tab at the rear (pictured). To remove the outer fender, slide it as far forward as possible while lifting from the center. The fender should bend in a slight arc, unlocking the hook at the rear.
4. Using a 10mm socket, remove the 4 bolts located underneath the rear fender that attach the aluminum license plate bracket to the rear sub-frame. Be careful when removing the two forward bolts, as they will also release two grommets that act as spacers/washers against the fender.



**hooked tab that locks the underside of the outer fender into the rear fender**

- Remove the two wire-ties (pictured) that hold the rear lighting wire bundle to the subframe and allow the inner fender to hang down.



location of the 2 wire ties to remove

- Slip the aluminum bracket (pictured) between the two sub-frame rails where they are the farthest apart and slide the bracket towards the rear of the bike until it locks in between the rails. The small threaded holes should align with the two holes in the frame's thin cross-member. Insert the M4x10mm screws into the small threaded holes, through the cross-member, using a 2.5 mm Hex to drive the screws. If desired, this bracket can be welded to the frame for additional strength.



aluminum bracket

- With the aluminum bracket installed, slip and align the outer (red) fender into the side plastics at the location where the seat bolts would install, and allow it to rest over the rear sub-frame. From underneath the bike, you can use a short  $\frac{1}{4}$ " drill bit to translate the hole locations up through the aluminum bracket and sub-frame onto the underside of the outer fender. Once marked, remove the outer fender from the bike. I recommend using a Step Drill (pictured) to open the holes in the fender to the correct size for the spacers of  $\frac{3}{4}$ " or 19mm. The step drill cannot be used to translate the holes from the bike to the fender.



step drill

- Once the holes are opened to  $\frac{3}{4}$ " in the fender, everything can be re-assembled.
- There are two different lengths of spacers and screws in the kit. Use the shorter 19.5mm tall spacers for the front two holes with 35mm length screws. The longer 22 mm spacers and 40mm screws will go to the rear.

This rack is ready for the installation of a Rotopax Pack mount and or Givi Monokey Topcase Mounting kit. The locking lug will bolt to the rear most  $\frac{1}{4}$ " holes in the rack which are 1" apart. Bolt the 2 t-shaped lugs to the  $\frac{1}{4}$ " front holes about 9" apart. These Lug kits are available at [ScaggsMotoDesigns.com](http://ScaggsMotoDesigns.com)

I have included 2 M6x60mm bolts to bolt a RotoPax Pack mount directly to the top of the rack. Remember the retaining threads are in aluminum, so don't over torque the bolts, or install with an impact wrench.  $\frac{1}{8}$  to  $\frac{1}{4}$  turn past snug will be sufficient. Check, and retighten occasionally. The round universal mounting flange that comes with the pack mount will not be used in this application.