



- **Back Road Equipment
Slider Rear Rack Installation
Instructions HONDA
CRF1000 AFRICA TWIN**

Tools Required:

10 mm socket
Ratchet for 10 mm socket
10 mm combination wrench
4 mm hex wrench
5 mm hex wrench
¼" drill bit
21/64" drill bit
electric hand drill
marking pen
Torque wrench
4 mm hex drive socket
5 mm hex drive socket

- Kit Contents:
- 1 Slider Plate with cam lever
- 2 - mounting brackets
- 4 - pucks
- 4 – 8mm Button Head Screws
- 4 - 1.5" diameter aluminum washer
- 2 - M6 x 25 flat head screws
- 4 – M6 x 40 flat head screws
- 2 – M6 x 35 hex head screws
- 6 - M6 nylock nuts
- 4 - 19 mm OD x 4 mm long round aluminum spacers (short)
- 4 – 19mm x 10 mm round aluminum spacer (long)
- 4 – 22 mm OD stepped spacer (hat shaped)
- 2 – 6 mm flat washer

Do not exceed the OEMs
recommendation for weight on the
rear rack of the motorcycle!!

In order to properly locate the top box it
will be necessary to install, remove and re-
install the BRE rack, please keep this in
mind and read through the instructions
completely before starting the work.



Step 1 Install the 4 short spacers into the holes on the OEM rack as shown.



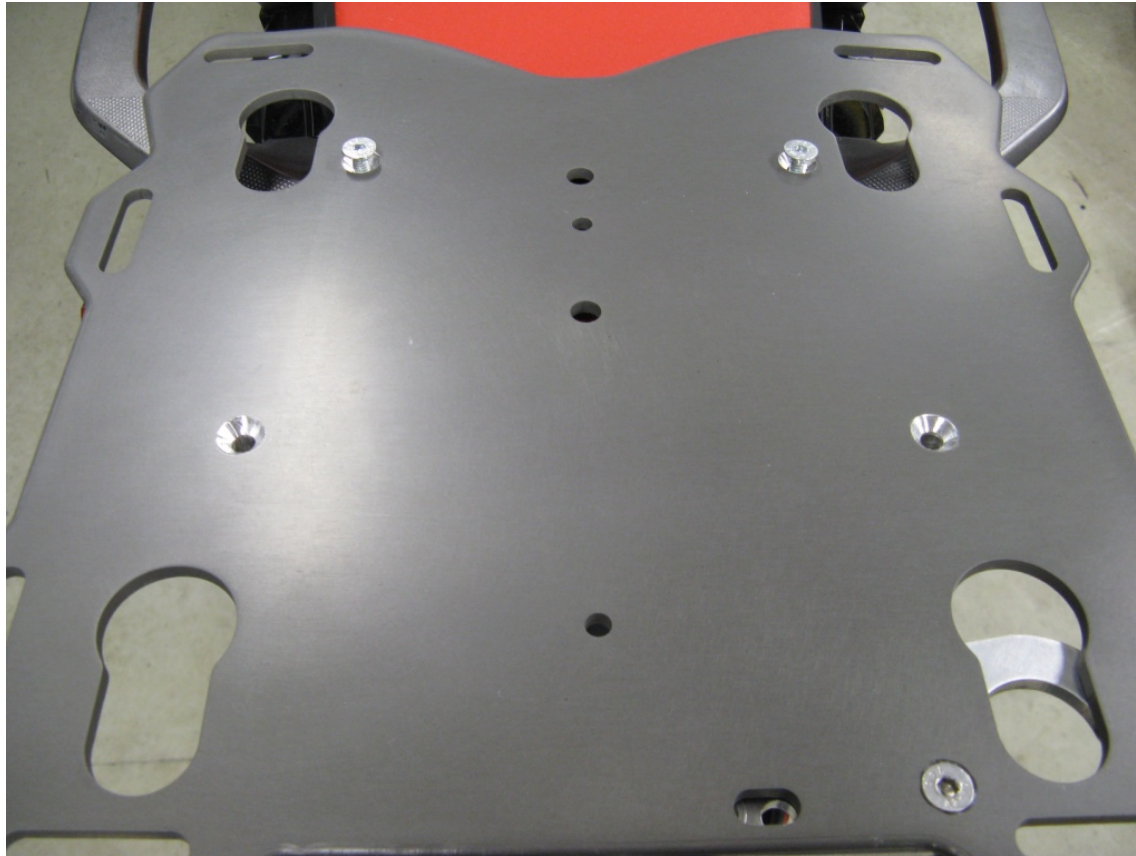
Step 2 Install the mounting brackets as shown. There is a RH and a LH mounting bracket. The counter sunk holes in the brackets go towards the front and outside of the bike. Insert 2 of the long 6mm flat head screws (front) and the 2 flange hex head screws (rear). Go to next step.



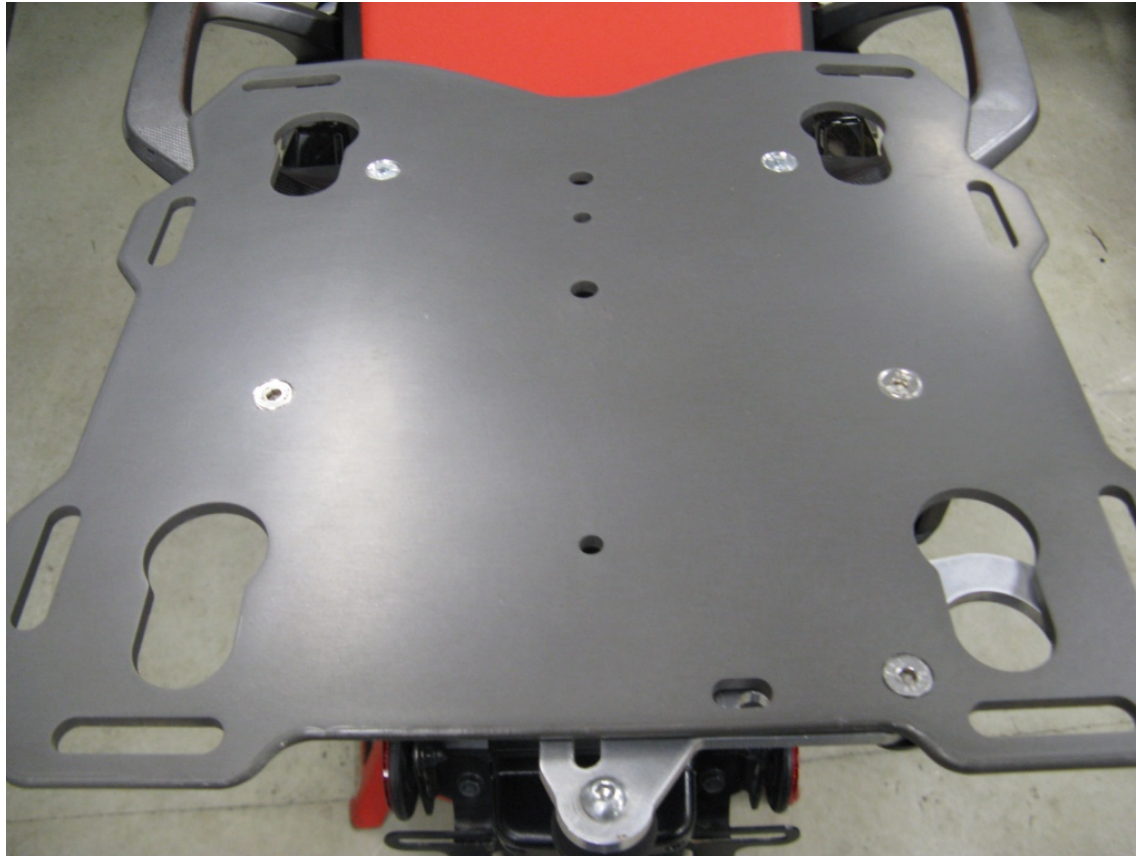
Step 3 Install the 4 hat shaped spacers underneath the OEM rack. These slip over the 4 screws installed in Step 2. The small diameter of the spacer faces upward and slips into the hole in the OEM rack. Install a 6mm lock nut on each of the screws. Do not fully tighten the nuts at this time.



Step 4 Place a long spacer over each of the holes in the mounting brackets as shown.



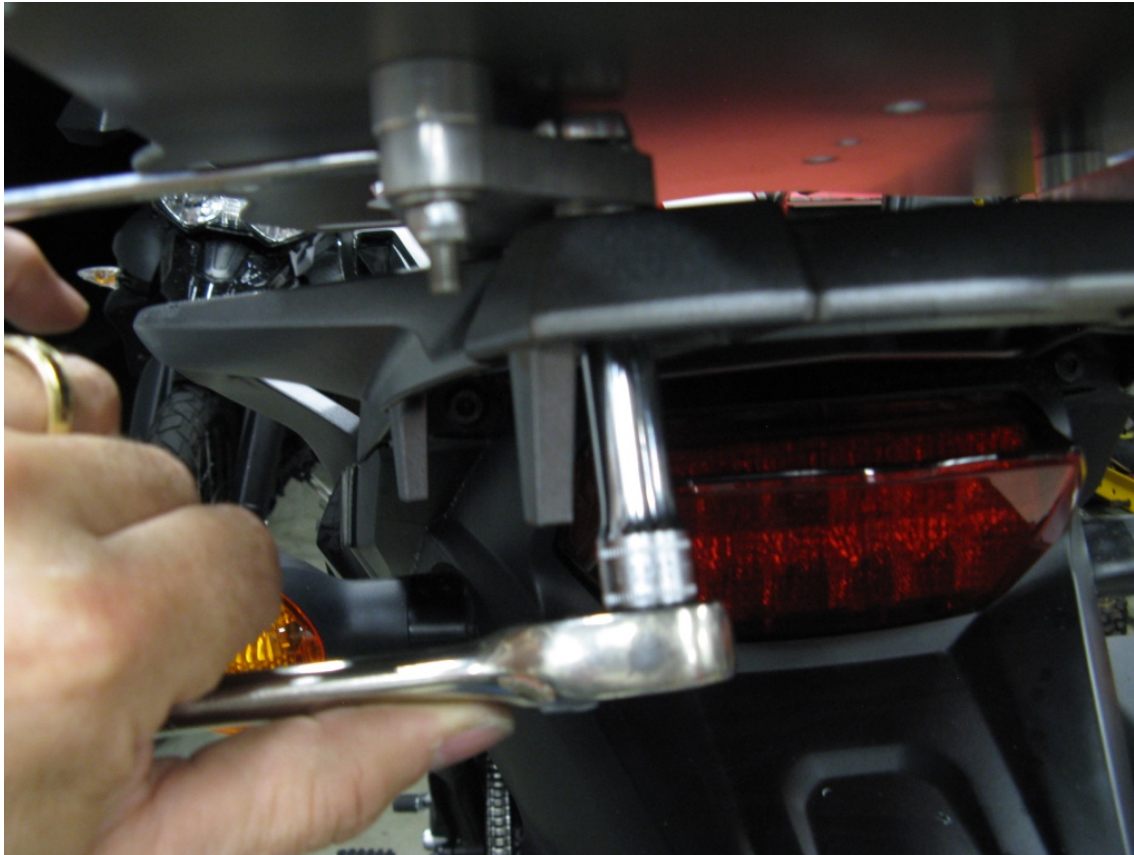
Step 5 Carefully place the plate on top of the spacers and line up the mounting holes. First insert the 2 short flat head screws in the front mounting holes. Hand thread the screws into the threaded holes in the mounting bracket.



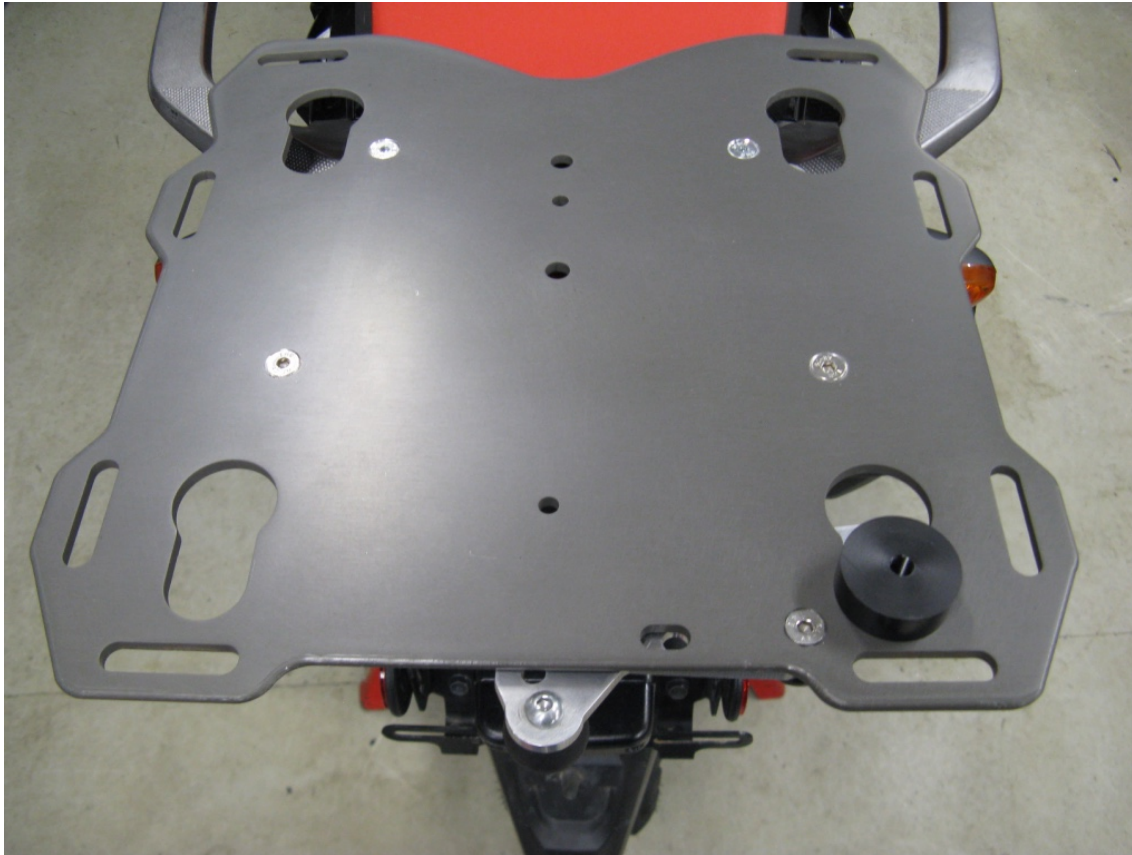
Step 6 Install 2 long flat head screws into the rear mounting holes. Underneath install a 6 mm flat washer on each of the 2 rear screws and a 6 mm lock nut. Tighten the front screws first then and the rear nuts at this time.



Step 7 The mounting brackets are still slightly loose at this time, check the position of the the plate on the bike, adjust the position if necessary (the amount of movement is very small, you are just trying to perfectly square the plate to the bike now.) Using a hex key wrench and 10 mm socket and ratchet tighten the 2 front lock nuts.

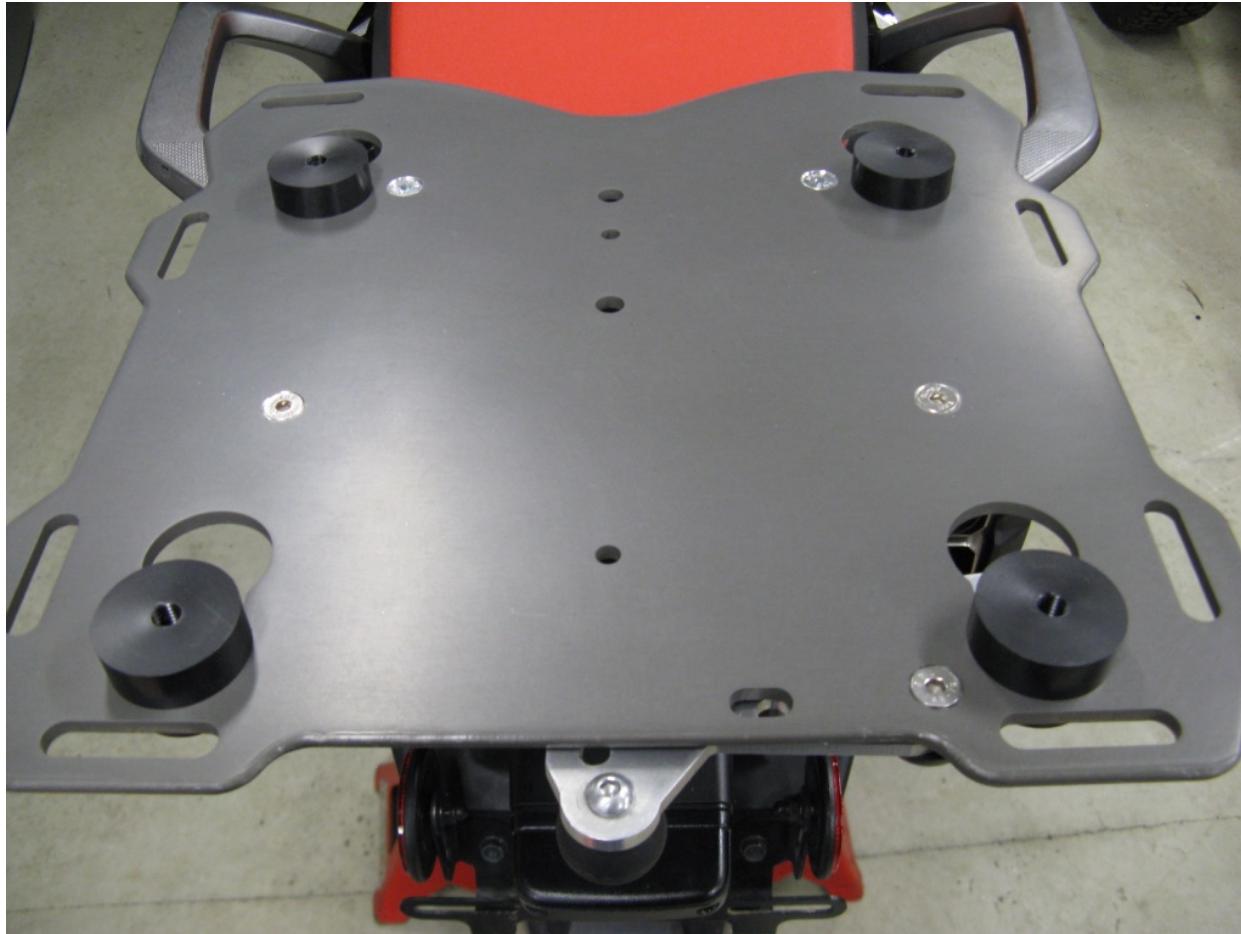


Step 8 Using a 10 mm open end wrench hold the flange hex head screws while tightening the 2 rear 6 mm lock nuts.



Step 9 Install one of the black plastic pucks into the key hole with the cam lever. Lock the puck into place with the cam lever. This will be referred to as the “Master Puck”

Note: Remove the large washer and screw from the puck before putting into the plate. The screws and washers are installed into the pucks for shipment as part of our QA process.



Step 10 Insert the 3 remaining pucks into the keyholes in the plate.



Step 11 Position the box on top of the pucks. Determine the for/aft location (side to side will be determined later). Position the box as far forward as possible without interfering with passenger comfort. Also consider if you will be placing any gear on the seat or if you want to be able to remove the seat with the box in place. Use a marker to mark the master puck location on the box.



Step 10 Place the box on a table or other work surface. Remove the 4 flat head screws and nuts holding the rack onto the mounting brackets.

Place the rack on top of the bottom of the box.



Step 11 Locate the puck marker on the box and align the master puck up with the mark as it was on the bike.

Adjust the box side to side and make any final adjustments to the location.



Step 12 Make certain the plate is positioned on the box where you would like it. A helping hand would be useful during the next few steps but it can be done solo.

With a $\frac{1}{4}$ " drill bit and electric drill use the master puck as a drill guide and drill a pilot hole through the box.



Step 13 Remove the rack from the box. Use the 21/64" drill bit and electric drill to enlarge the 1/4" pilot hole



Step 14 Use the 5/16" button head cap screw and 1 ½" aluminum washer to attach the master puck to the box.



Step 15 Place the rack with the other 3 pucks onto the master puck and latch it into position. Square up the plate and box to each other (last chance).



Step 16 With the ¼" drill bit, use the puck diagonally across from the master puck as a drill guide and drill a second pilot hole in the box.

Make sure the pucks are seated in the keyholes before drilling!!



Step 17 Remove the rack and pucks from the box. Use the 21/64" drill bit and electric drill to enlarge the second 1/4" pilot hole.

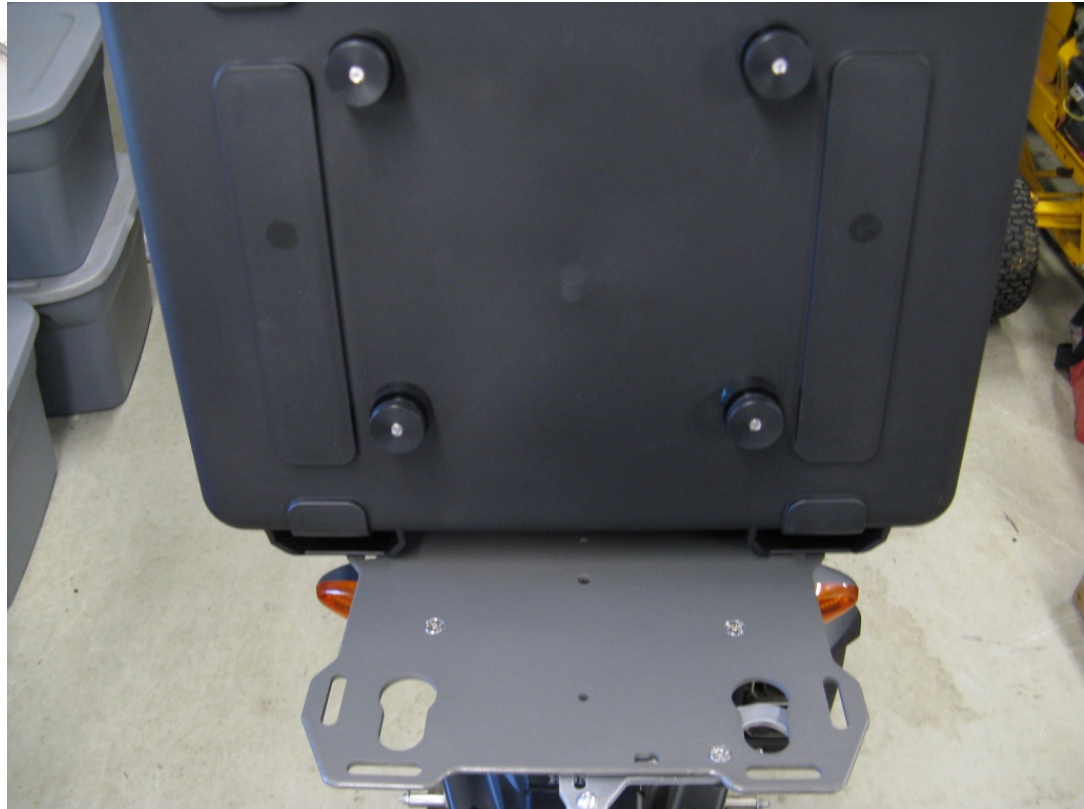


Step 18 Bolt the second puck to the box. Place the rack on the box and latch it into position. With the $\frac{1}{4}$ " drill bit use the 2 remaining pucks as drill guides and drill the last 2 pilot holes.

Make sure the pucks are seated in the keyholes before drilling!!

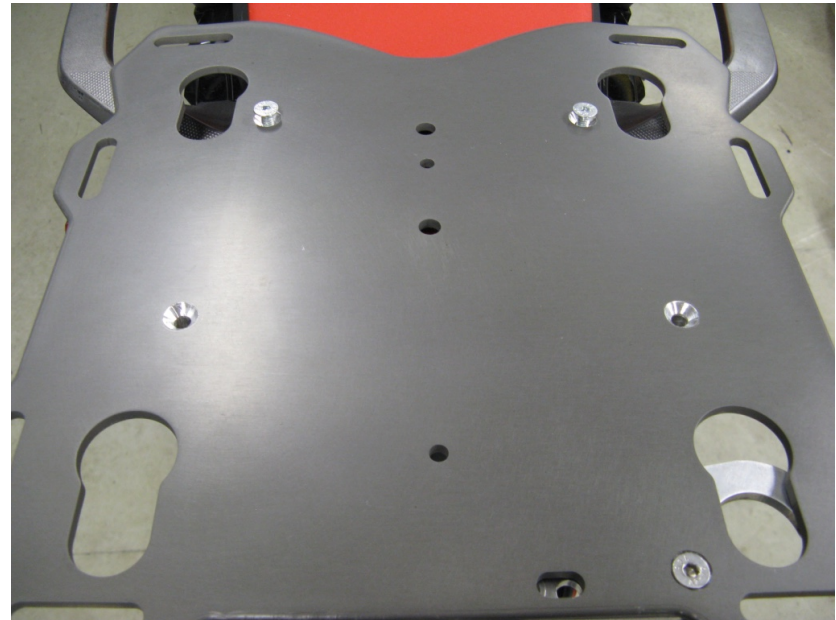


Step 19 Remove the rack and pucks from the box. Use the 21/64" drill bit and electric drill to enlarge the last 2 1/4" pilot holes.

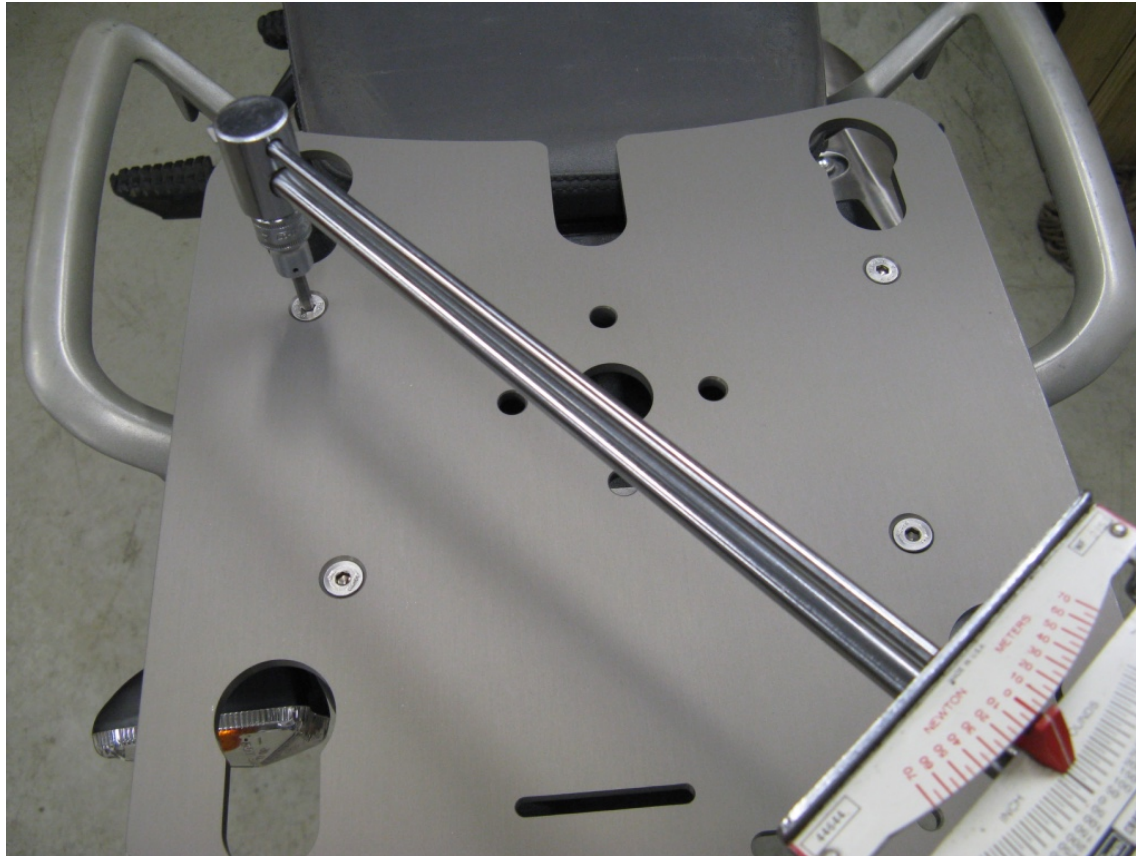


Step 20 Install all pucks onto the box using the 1 ½" aluminum washers and 5/16" button head cap screws.

Lightly snug the puck screws at this time, later they will be fully tightened.



Step 22 Re-install the plate on the spacers and mounting brackets. Redo steps 4, 5 & 6.



Step 23 Torque the 4 screws to 110 inch pounds. Be sure to hold the nylock nuts with a 10 mm wrench while tightening the rear screws.



Step 24 Install the box onto rack and latch it into place with the cam lever.



Step 25 Torque the puck screws to 108 in. lbs.



That completes the installation process. Test ride the motorcycle and then check all the fasteners for tightness. Also check the fasteners again after 1000 miles and at every oil change after that.

For security a 3/16" pad lock can be used to lock the cam lever in the closed position.

Thank You

