

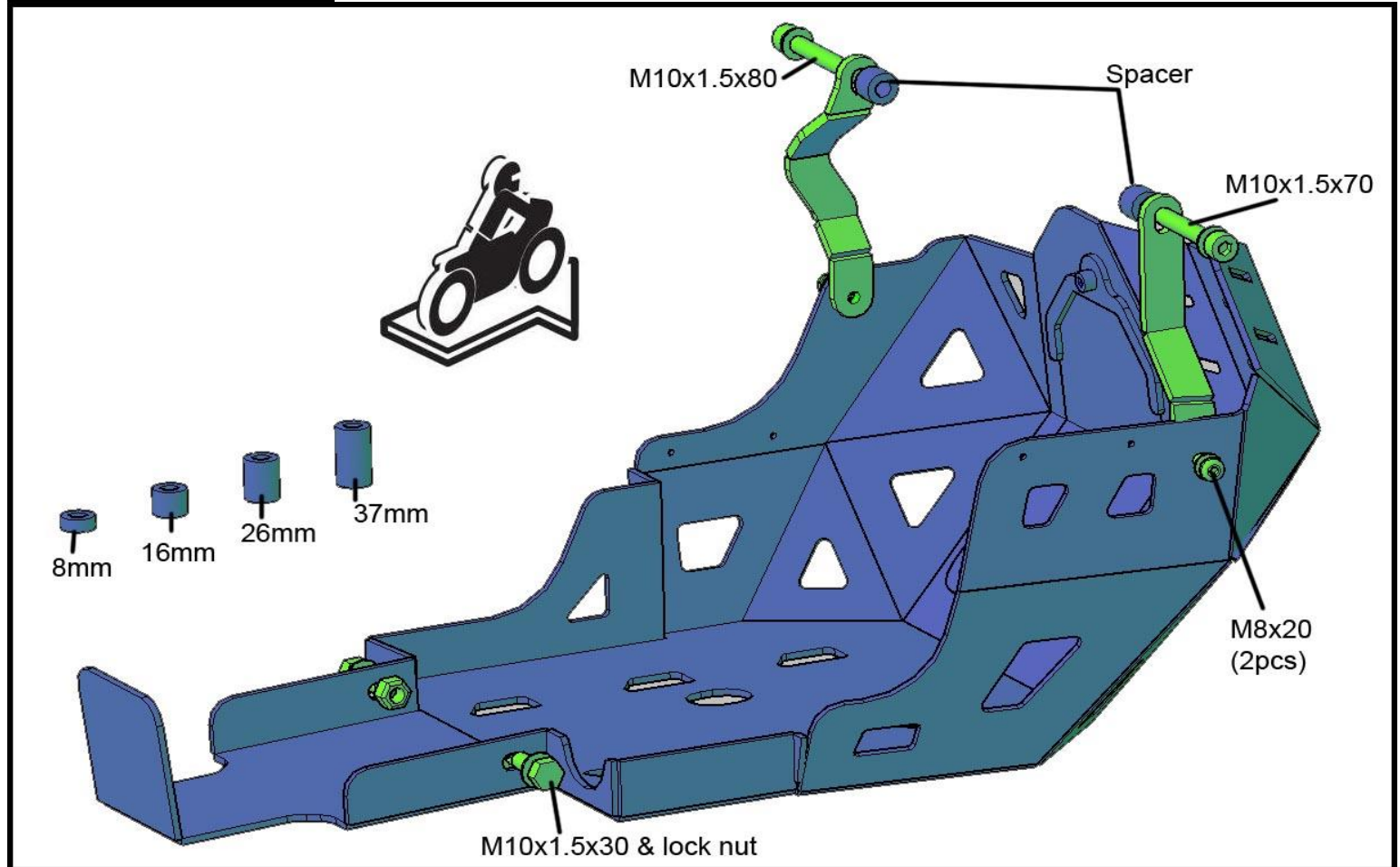
N93-22SP

Thank you for your purchase of **T-Rex Racing** heavy duty skid plate. We are a US company headquarter in Dallas, Texas. Our skid plate has been designed to minimize the damage to your bike. They are made from aircraft grade aluminum CNC laser cut and form for precision. Unlike many of our competitors who rivet the joint at 2-3 places or tig-welded only on the outside, we actually tig-welded the entire length of the joint and on both the inside and outside. The guards are made of thick gage 4mm aircraft grade aluminum and finished in durable black powder coat. Our skid plate features oil drain hole and small opening for easy oil filter replacement. So there is no need to remove the entire skid plate for oil change. Most importantly our skid plate at attached directly or via steel brackets to engine bolts which are the strongest mounts on the bike. We do not reuse the 6mm OEM mounts that used to attach OEM plastic skid plate. Attaching heavy duty aluminum skid plates to these mounts will cause more damage to the engine in case of an impact, possibly cracking the engine case. Please feel free to email us at customerservice@t-rex-racing.com or call 972-243-7868 if you have any question.

Important: T-Rex Racing requires that this product to be installed by a certified technician. It is important that manufacturer torque specification is applied correctly to all the bolts involving with the installation. Please refer to the service manual for exact number. **Medium strength thread-lock compound** is highly recommended for use on the bolts involved with the installation. All screws, bolts, and nuts need to be checked after driving the first 20 mile (or 30km) to ensure that all are tightened properly. Check for any sign of looseness or irregularity. If found, do not use the system. Contact us promptly. Maintain the speed limit. Note that this online instruction is the most updated version and take precedence over the printed version. **Please keep in mind that when you add "any" extra items to your bike that makes it closer to the ground, you can't lean the same way you used to and expect nothing to touch.**

Note: As a rule of thumb, keep all the bolts loose. Once they are all attached, tighten them to manufacturer's specifications.

PARTS LAY-OUT DIAGRAM:



Video Installation: <https://youtu.be/F0j6lkplgWo>

1. Remove the OEM skid plate.
2. Start with the right side. Remove the bolt at circled location in pic 1.



3. Install the bracket by using the M10 bolt and spacer. Hand-tighten the bolt at this point only.

A. **Use 26mm spacer** if you do not have T-Rex Top and Bottom engine guards.

B. **Use 8mm spacer** if you have T-Rex Bottom engine guards only (No Top EG). The spacer is placed over the Bottom EG bracket and under SP bracket.

C. **Do not use spacer** if you also install T-Rex Top EG (with or without Bottom EG). The SP bracket is placed over the Top EG bracket.

4. Move to the left side and remove the bolt at circled location in pic 2.

5. Install the bracket by using the M10 bolt and spacer. Hand-tighten the bolt at this point only.

A. **Use 37mm spacer** if you do not have T-Rex Top and Bottom engine guards.

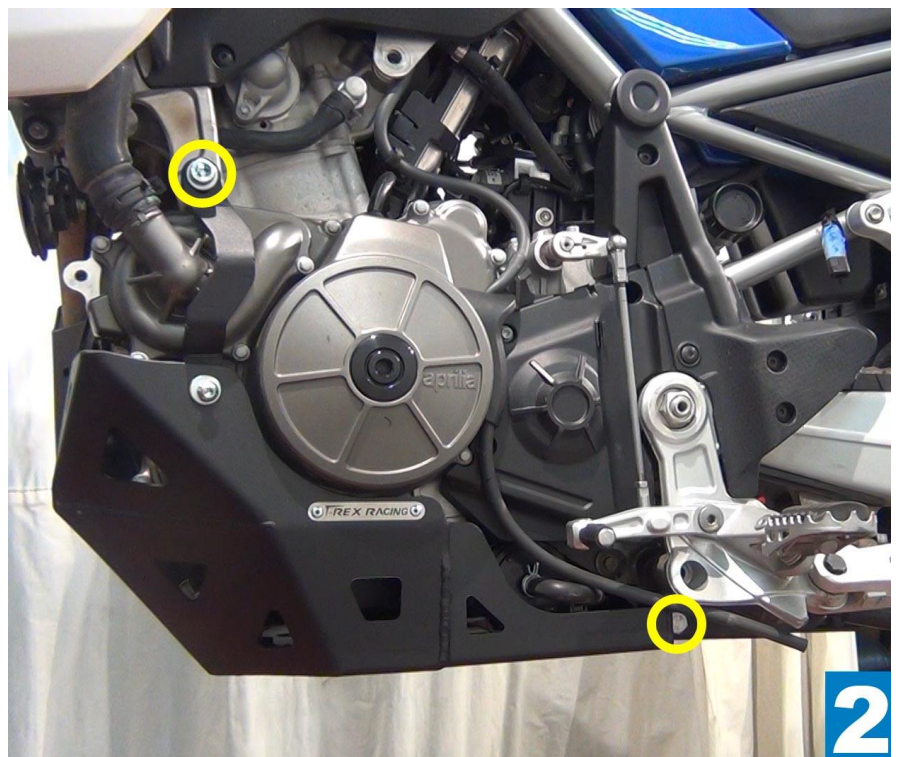
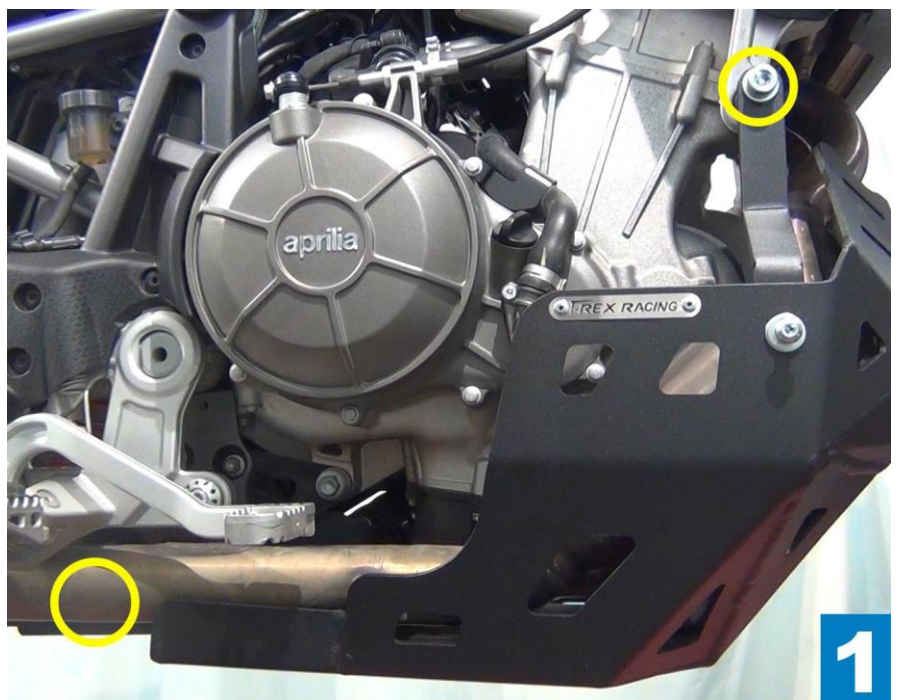
B. **Use 16mm spacer** if you have T-Rex Bottom engine guards only (No Top EG). The spacer is placed over the Bottom EG bracket and under SP bracket.

C. **Use 8mm spacer** if you also install T-Rex Top EG (with or without Bottom EG), the spacer is placed over the Top EG and under SP bracket.

6. Install the skid plate by using the M8 and M10 bolts.

7. Tighten the M8 bolts to about 15ft/lb.

8. Tighten the M10 bolts to about 35ft/lb.



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