



## CB500X ENGINE GUARD 2019 – 2023 MODELS

### **IMPORTANT:**

BEFORE COMMENCING WORK ON THE CONVERSION, TAKE TIME TO READ THE INSTRUCTIONS CAREFULLY.

ALL WORK CAN BE CARRIED OUT BY A COMPETENT MECHANIC, BUT IF YOU ARE UNSURE, PLEASE CONTACT US AT [info@rallyraidproducts.co.uk](mailto:info@rallyraidproducts.co.uk) OR A MECHANICAL PROFESSIONAL.

KEEP ALL PARTS THAT ARE REMOVED, THEN IT IS POSSIBLE TO REMOVE OUR KITS AND RETURN THE BIKE TO STANDARD IF REQUIRED.

### **TOOLS REQUIRED FOR THIS INSTALLATION**

M5 ALLEN KEY  
13MM SOCKET  
17MM SOCKET  
10MM SPANNER  
8MM SPANNER  
LOW STRENGTH LOCTITE  
RATCHET STRAP  
GREASE

1. Place bike securely on side stand.  
Remove centre stand if fitted.

2. Using M5 Allen Key or Torx, remove right hand plastic guard from catalytic converter.

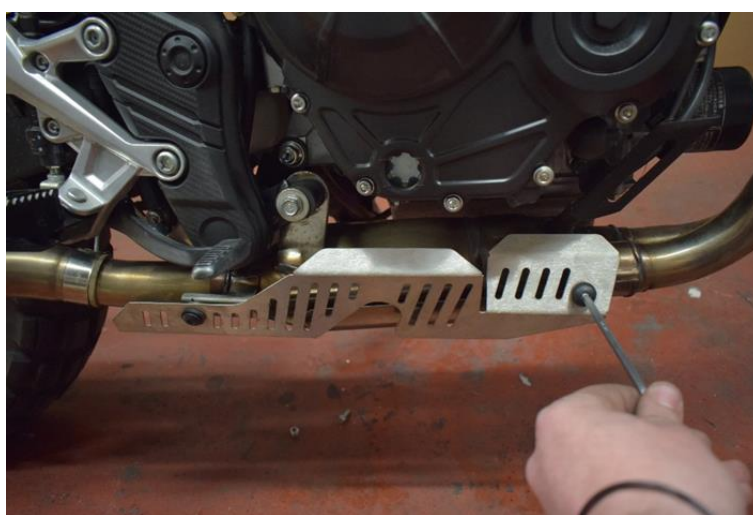


3. Remove rubbers and bushings from plastic guard and fit to stainless guard provided.

**NOTE:** METAL BUSHINGS TO BE FITTED BETWEEN GUARD AND CATALYTIC CONVERTER



4. Using OEM bolts, refit the stainless guard to the catalytic converter using low strength Loctite. Note, your guard may differ from the picture shown.



5. Using 14mm socket, carefully remove engine mount bolt from one side of the bike only. Remove the OEM aluminium washer and replace with billet engine guard mount pointing downwards.

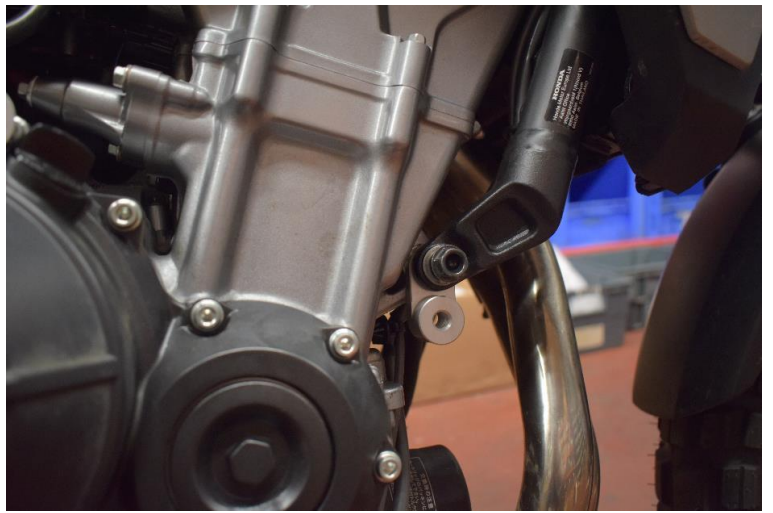
**NOTE:** EACH BILLET MOUNT IS MARKED WITH "L" and "R".

**DO NOT MIX THEM UP.**



6. Apply Loctite and re-insert OEM engine mount bolt through frame and billet mount, taking care not to cross thread the bolt.

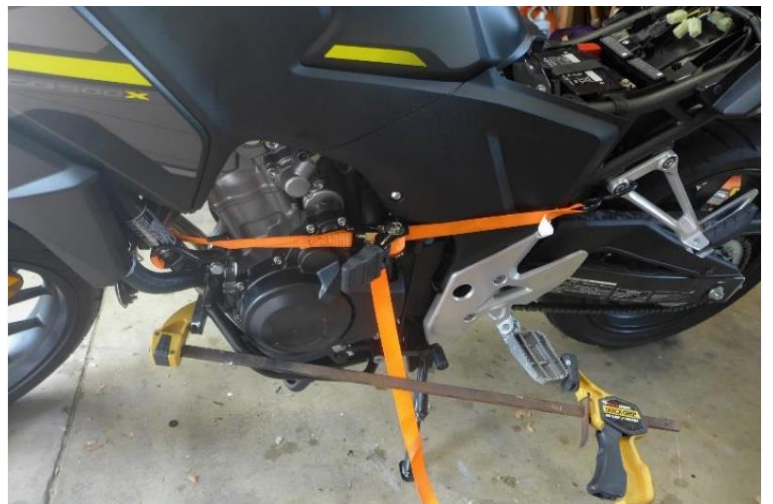
**NOTE:** DO NOT TIGHTEN FULLY



7. Repeat step on other side of bike.

**NOTE:** DO NOT TIGHTEN FULLY.

8. If you find that the bolt holes in the Engine Guard do not align with the frame, or holes in the engine, this is usually because the frame tubes have “sprung” forward. The easiest way to pull them back in line to attach a small ratchet strap from the rear footrest hanger to the lower frame tube, as shown in picture.



9. Lay engine guard under the bike and lift the rear bracket to meet the pivot pin mount as shown.



10. Liberally grease pivot pin and insert from left to right, with long washer on pin, secure with m8 bolt and washer from opposite side.

**NOTE:** DO NOT TIGHTEN FULLY.



11. Carefully lift the front of the engine to meet billet mounts, apply Loctite and secure using M10 X 25 bolt and M10 washer provided.

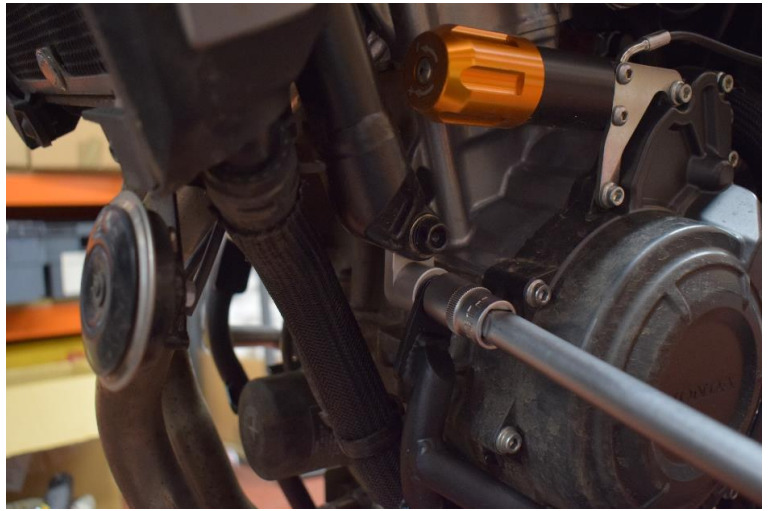
**NOTE:** DO NOT TIGHTEN FULLY.



12. Repeat step on the opposite side of bike

**NOTE:** YOU MAY NEED TO SLIGHTLY ROTATE THE BILLET MOUNTS TO ACHIEVE THE BEST FIT. IF YOU CANNOT ROTATE THEM SLIGHTLY LOOSEN THE 14MM OEM ENGINE BOLT.

13. Once you are happy that everything is aligned, and no bolts are cross threaded, tighten the M10 X 25 bolts used on billet mounts to 35NM on both sides of bike.



14. Tighten 14mm OEM Engine mount bolts to 40NM on both sides of bike.

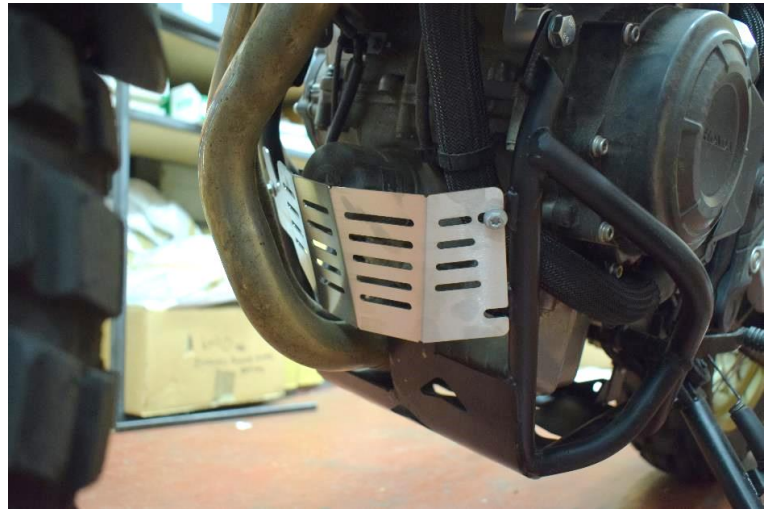
15. Fully tighten pivot pin retaining bolt at the rear of the engine guard using 17mm spanner on left side and 13mm socket/spanner on right, torque to 22nm



16. Fit M6 x 15 screw into r/hand lug on front of Engine Guard, with washer and nyloc on inside, leave undone.



17. Slide Front Cover in from the left side, behind downpipes, and locate into r/hand bolt, with Front Cover on the outside of the lug.



18. Insert both M6 x 15 screws on the left side to locate into Front Cover, use washers & nylon nuts on inside, fully tighten all 3 screws.