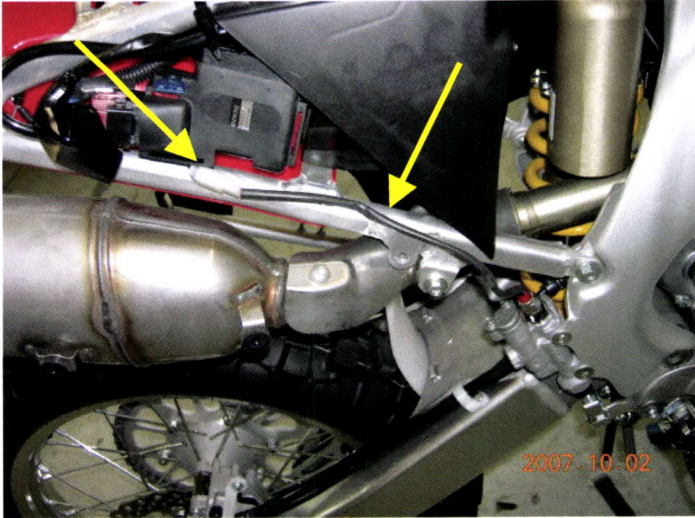




Notes:

35. Reconnect the Rear Brake Switch and secure the wiring to the Subframe with a cable tie. Note: Make sure that the wiring is clear of the exhaust.

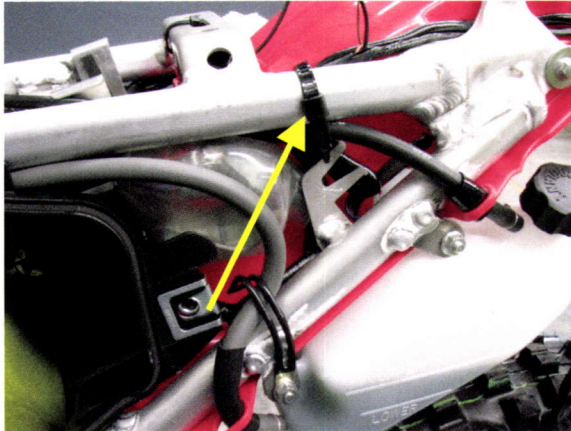


36. Refit the Fuel Tank, Seat and Side Covers in the reverse order of removal.

37. Start the motorcycle and ensure that everything is working correctly.

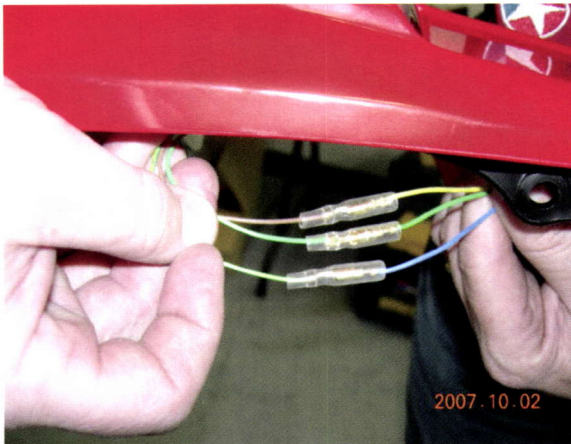
38. Before Test Riding the motorcycle, check to ensure that all wiring is secured and routed where it will not be damaged.

33. Reconnect the Main Power Relay wiring.

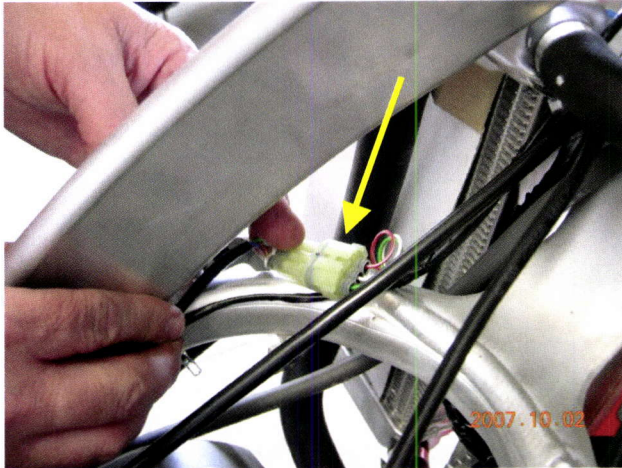


34. Reconnect the Tail Lamp to the Competition Loom, making the following wiring changes:

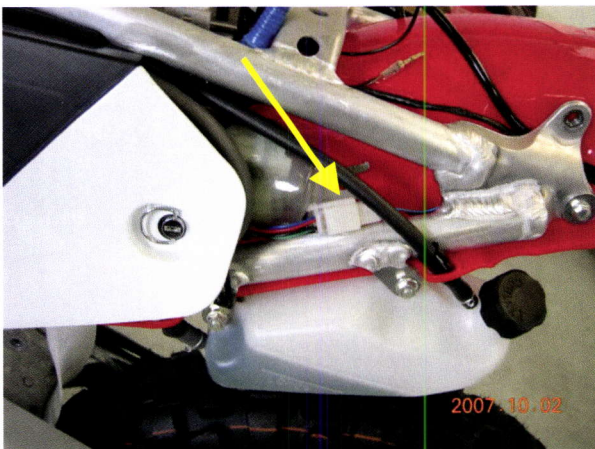
- b. Brown Wire to the Yellow Wire.
- c. Green Wire to the Green Wire.
- d. Green/Yellow Wire to the Blue Wire.



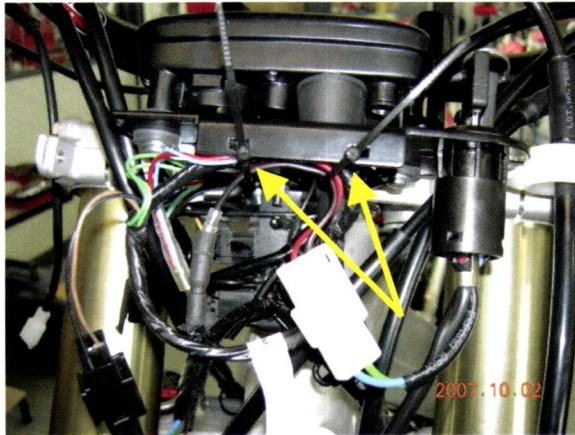
31. Reconnect the Hall Device and secure the Connector to the Main Frame using a Cable Tie.



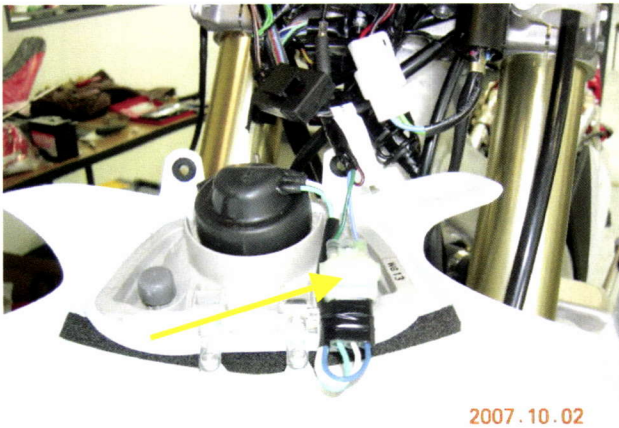
32. Refit the Ignition Lamp Circuit board connector and tuck it back into the Subframe.



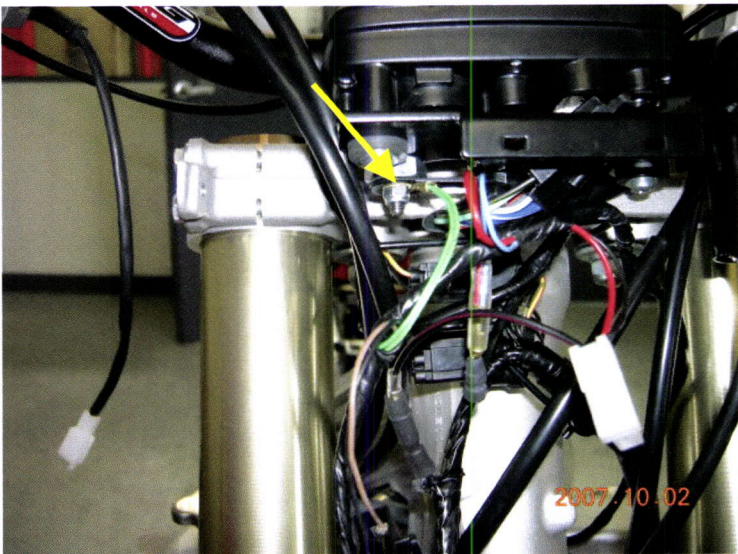
29. Secure the wiring to the Speedo Bracket with small cable ties and secure the Fuse Holder to Main Wiring.



30. Reconnect the Headlight Coupler and Re-install the Headlight.

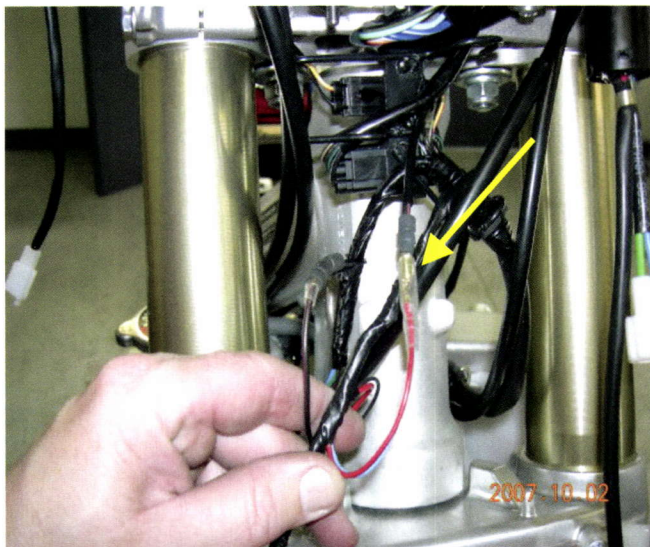


28b. Competition Loom Black/Red to the Black/Red Female Bullet Connector on the Original wiring. Green Earth Lead, with eye Terminal, connected to the Speedo Mounting stud and secured with the original 5mm Nyloc nut.

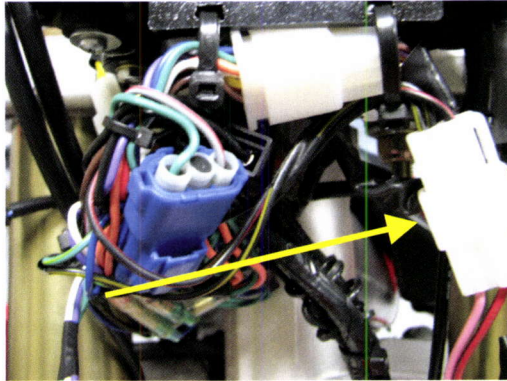


28. Make the Following Wiring changes at the Steering Head –

- a. Red & Blue connector on the Competition Loom to the Black/Red Male Bullet Connector on the Original wiring.



26. Connect the Ignition Switch Coupler.



27. Reconnect the Speedo coupler and refit the Rubber Boot – Make sure the Boot is fitted correctly – Tape the Boot and Wiring to ensure that water cannot enter – NOTE: When removing or refitting the Speedo Coupler it is easier to leave the Speedo on its mounting and, using a small screwdriver, release the plastic locking tab in the coupler.



21. Using a Hacksaw Blade, or similar, cut a slot in the head of the Throttle Stop screw head and remove the screw using a Flat Screwdriver.

22. Fit the Competition Throttle Screw, supplied in the Parts Kit and tighten.



23. Reassemble in the reverse order ensuring that the Air Intake Tube is refitted correctly and securely.

24. Make sure that the wiring and coolant overflow hoses are not pinched or kinked – CRF250X ONLY.

25. Feed the Competition Loom back through the same path as the Original Loom. Secure with cable ties where required.

20. Raise the Rear Subframe up and secure with an Elastic Strap, as shown.



18. Loosen the two Upper Subframe attaching bolts, but do not remove them.

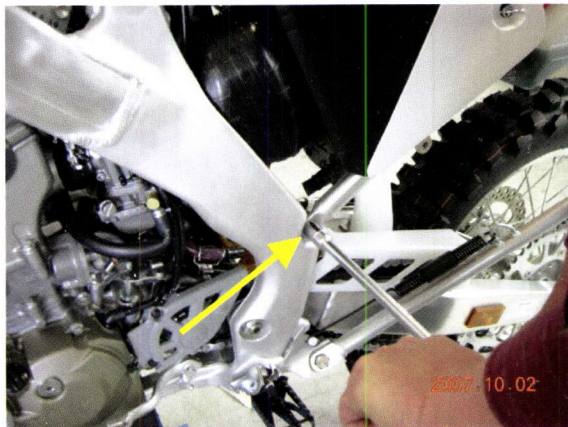


19. Loosen the clamp securing the Air Intake tube to the Carburettor.

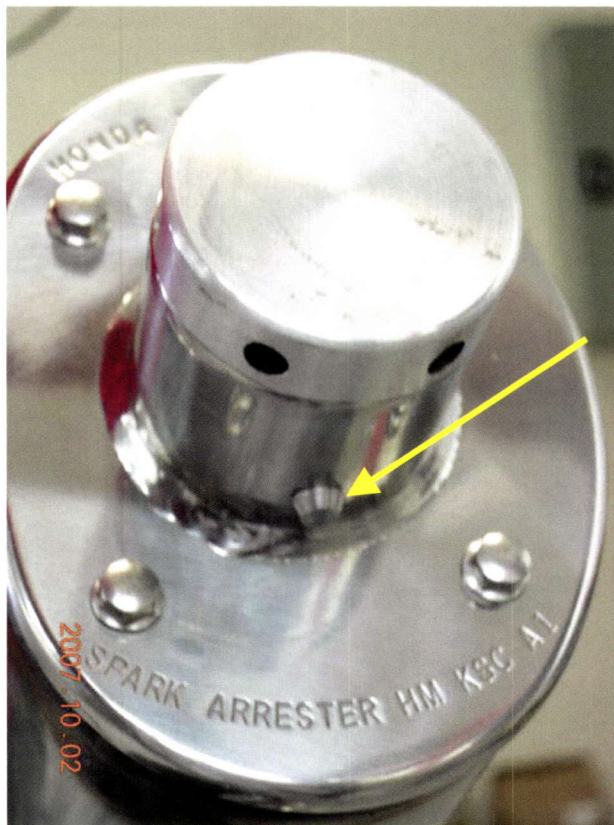
16. The Throttle Stop Screw also needs to be removed – Remove the two bolts securing the Muffler to the Frame, but do not remove the Muffler.



17. Remove the two Lower Subframe attaching Bolts.

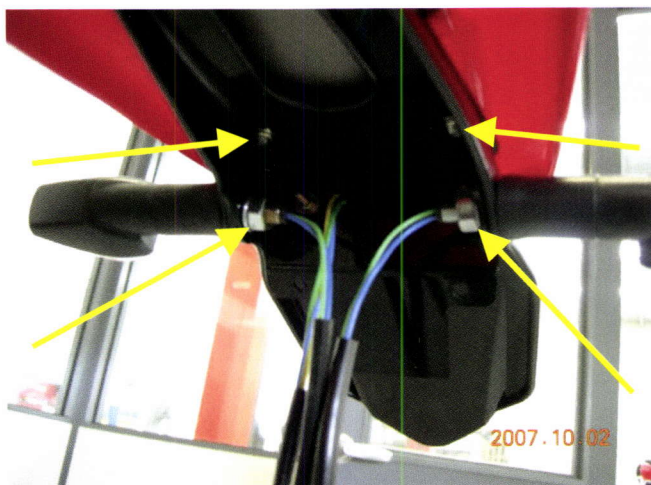


15. Remove the Muffler Restrictor by removing the security bolt that holds it in place – The security bolt will need to be drilled, slotted or ground off to be removed.



14. Remove the Rear Indicators by removing the two 12mm nuts. Remove the License Plate bracket extension by removing the two 5mm Nyloc nuts and cap screw bolts.

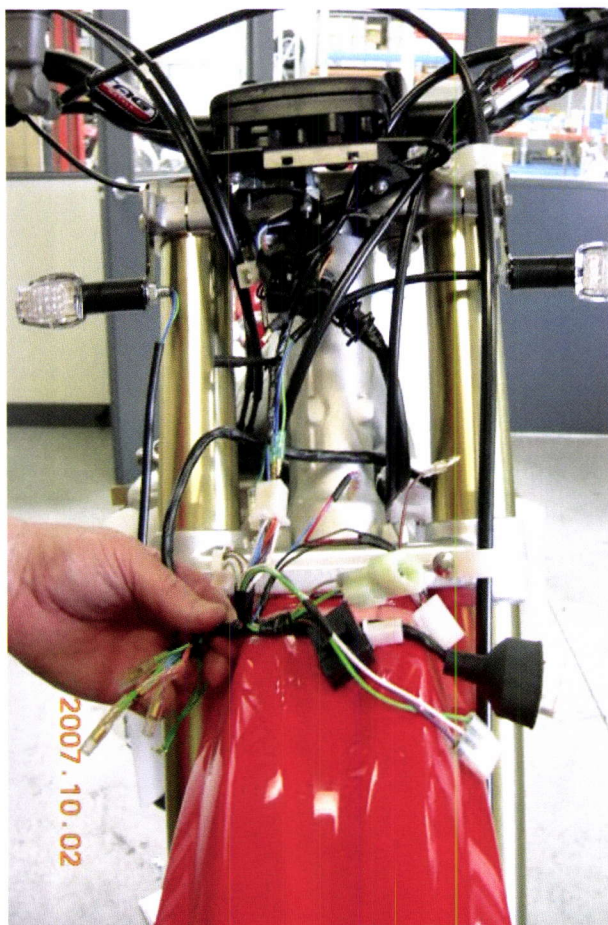
Note: The bracket can be removed but the wiring protector will also have to be removed. Leaving the bracket in place allows the wiring protector to be retained.



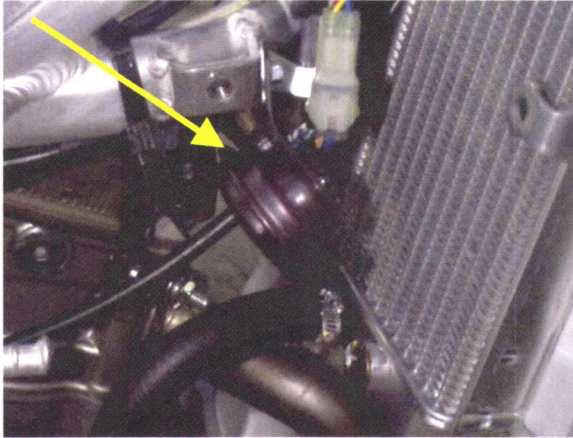
13. Remove the Front Indicators and the Left Hand Combination Switch



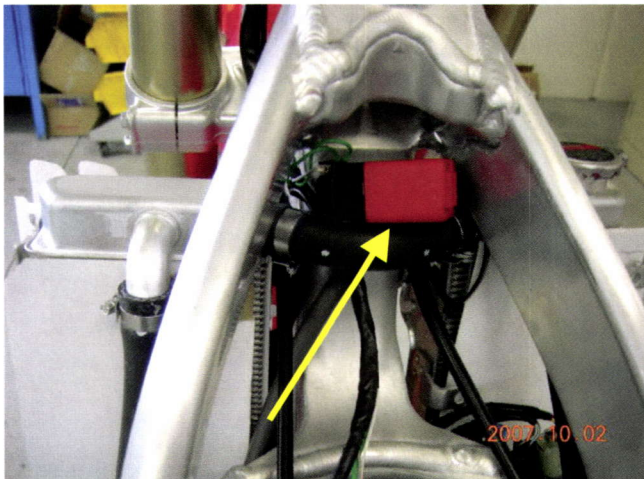
12. Disconnect all Original Harness connectors at the Steering Head – (Behind the Headlight).



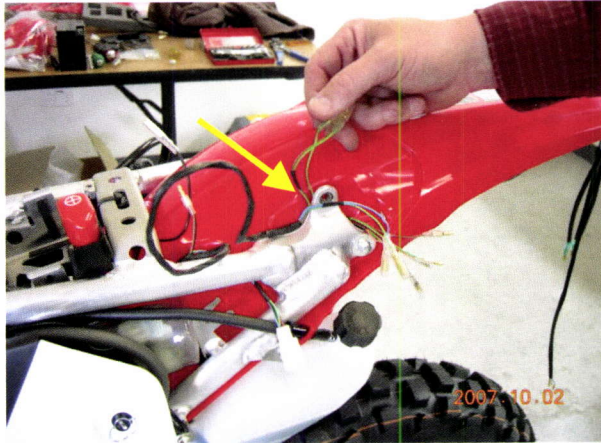
10. Disconnect and Remove the Horn.



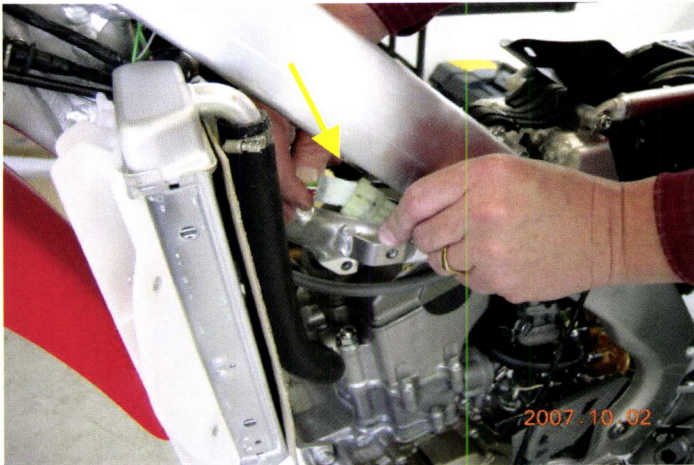
11. Carefully cut the Cable Tie securing the Indicator Flasher Relay to the Upper radiator cooling hose. Unplug the flasher relay.



8. Remove the rest of the Harness by threading it back through the Frame and Fittings by working from the back of the machine to the front.



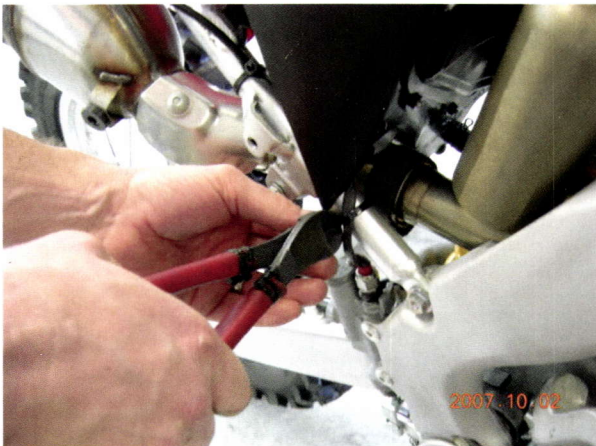
9. Disconnect the Speedometer "Hall Device" 3 Pin coupler



6. Feed the Wiring Harness and Connectors back through the Rear Fender – This needs to be done one at a time. Take care not to pull on the wires or connectors.



7. Disconnect the Rear Brake light Switch and carefully cut the Cable Tie holding it to the Rear Subframe.

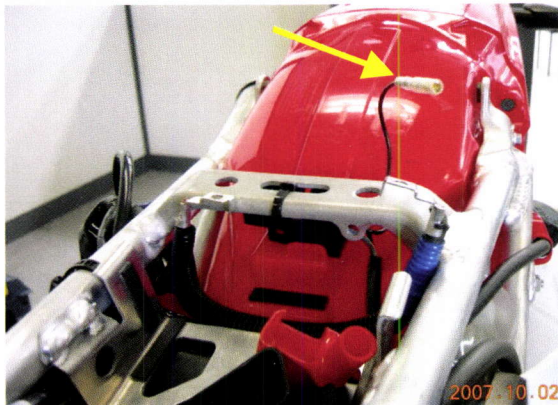


5. Unplug the Rear Lights and disconnect the Main Power Relay, but leave the Relay attached to the Frame.

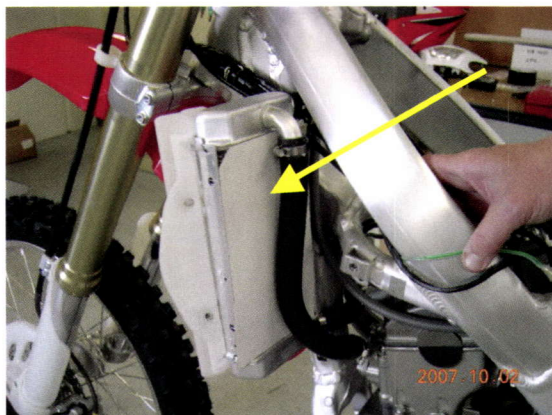
Connectors



Relay Power



3. **NOTE:** Before continuing, cover the Radiator Cores with cardboard to avoid damage to the fins during Competition preparation.



4. Disconnect and remove the Battery



Fitting the Competition Wiring Harness and preparing your CRF for Off Road Competition use:

1. Set the motorcycle up on a solid, flat surface and ensure that you have adequate lighting, correct tools and the necessary skills to carry out the following procedures
2. Remove the Fuel tank, Seat and Side Covers following the instructions in the Owner's Manual that was supplied with your CRF





2008 CRF-X Competition Preparation Guide

IMPORTANT NOTES:

COMPLETING THE FOLLOWING STEPS WILL RENDER YOUR CRF-X ILLEGAL FOR ON-ROAD USE. THESE STEPS SHOULD ONLY BE FOLLOWED FOR OFF-ROAD COMPETITION USE.

THE FOLLOWING STEPS WILL HELP YOU TO REMOVE THE DIRECTION INDICATORS, HORN, EXHAUST & THROTTLE RESTRICTORS.

AFTER COMPLETION OF THESE STEPS, THE FOLLOWING COMPONENTS WILL STILL OPERATE:

- SPEEDOMETER
- IGNITION SWITCH
- REAR BRAKE LIGHT SWITCH - (Front Brake Switch will not operate Brake Light).
- TAIL LAMP
- HEADLAMP (Low Beam Only).
- IGNITION "ON" LAMP
- ELECTRIC START

ANY OTHER MODIFICATIONS, NOT COVERED IN THIS GUIDE, REQUIRE MORE ADVANCED TECHNICAL SKILLS AND EXPERTISE AND SHOULD ONLY BE CARRIED OUT BY A SUITABLY QUALIFIED TECHNICIAN.