



**Honda CBR250R
Fender Eliminator Kit
P/N: 680-3110
MADE IN THE USA!**

Kit Contents

Part Number	Description	Quantity	Part Number	Description	Quantity
99-FE-680-3110	Fender Brackets	5	99-Wash8	8mm Washer	5
99-Wash6x15	6x15mm Washer	10	99-LN-8	8mm Locknut	2
99-LN-6	6mm Locknut	6	99-HB-BH8x25	8x25 BH Bolt	2
99-Wash6x12	6x12mm Washer	2	99-HB-BH8x20	8x20 BH Bolt	1
99-HB-6x12	6x12 Bolt	6			

Note: To complete your installation we recommend using DMP Marker Lights and DMP Plate Lights, which are available from your local DMP dealer or www.moto911.com. Make sure bike is turned off during installation. It is highly recommended that the DMP fender Eliminator and marker lights are installed by a certified technician. DMP is not responsible for any part of your motorcycle for any reason. If in any doubt please call us during installation.

1. Unlock and remove rear seat. Once the rear seat has been removed you now have access to the front seat bolts. Remove these two bolts along with the front seat.



2. Remove tail section bolts seen in pictures below.



3. Remove rear frame handles.



4. Remove the fender rivets located under the tail section.



5. Once all the rivets have been removed, you can now remove the harness cover. Lightly squeeze the harness cover and pull one side down at a time.



6. Once the harness has been exposed, unplug the brake light connection, turn signal connections and plate light connections. **Note: Make sure you identify each connection allowing for a smooth reinstall of the brake light, turn signals and plate lights.**



7. The front portion of the tail section snaps into place. You will need to snap the body work out on both sides. On the left hand side, remove the rear seat lock cable. In order to do this, remove the cable cover head from its holder (shown in third picture). This will allow enough slack to use pliers (or fingers) and remove the head of the cable from the key lock. Be careful not to damage any part of your bike, do not force anything.



8. Once the key lock cable has been disconnected, double check to make sure all the bolts holding the tail section have been removed. Begin removing the tail section from behind the bike. Stand behind the bike and lightly separate the tail section while pulling directly back. You will need to guide the tail light through the rubber grommet holders that are attached to the stock fender (shown below). It's safer having someone help during this stage. Be careful not to damage the body work during this process.



9. Remove the three remaining bolts holding the stock fender on the bike.



10. Remove the rubber grommets on the stock fender (pay attention to the way the grommets are facing) and install them on the two L brackets provided by DMP. Make sure the rubber grommets are facing the correct way for install.



11. Remove the two hex flanged bolts underneath the tail section and replace them with two 6x1.00x12 button head bolts with 6x15 (larger 6mm) washers.



12. Assemble the center plate with the back plate using two 6x1.00x12 button head bolts passing through the top (make sure the button head bolts are used as pictured below for proper clearance) and from underneath use two supplied 6x15 (larger 6mm) washers and two 6x1.00 lock nuts. Tighten the hardware.



13. Attach the plate bracket to the back plate using two 6x1.00x12 button head bolts, four 6x15 (larger 6mm) washers and two 6x1.00 lock nuts.



14. Loosely mount the assembled fender kit to the motorcycle using the 8x20 bolt and 8mm washer through the rear hole first. The two forward holes will use the 8x25 bolts with 8mm washers. Make sure the wire harness does not get in the way.



15. Once all three bolts are mounted loosely, make sure the plate is lined up properly and proceed to tighten each bolt in a cross pattern.



16. Route the wire harness to the center of the fender kit.



17. Loosely mount the two L tabs with the rubber grommets to the 8x25mm bolts using two 8mm washers and locknuts. Using the proper size wrench, while holding one tab with one hand (make sure tab is facing the correct direction as shown below) tighten the nut until you can barely turn the tab by hand. Repeat on opposite tab.



18. Now it's time to mount the tail section back on the bike. Holding the tail section so the brake light faces your stomach, stand behind the bike and lightly spread the body and maneuver it around the frame to the proper location. Make sure the L tabs for the lights are lined up properly but do not insert the tabs. Make sure the wire harness and brake light connection is easily accessible through the center of the tail section. If the harness is clear, slide the brake light into the rubber grommets (assistance is recommended) and tighten each nut using one hand to hold the tab. Note: We use lock nuts so it does not take much to tighten these tabs. Do not over tighten or light can be damaged.



19. Plug in the brake light.
20. Using pliers, reinsert the head of the rear seat lock cable back into the key lock housing. Once the head of the cable has been reinserted, press the cable cover head back into its holder.



21. Line the body work up, make sure all tail section mounting locations are aligned and overlapped properly. Snap the body work back into place and install tail section bolts.



22. Mount the frame handles and torque to the recommend OEM torque specifications.



23. Mount the front seat and torque to the recommend OEM torque specifications.



24. Install the tail section body rivets underneath the fender (two of the original rivets removed from the wire harness cover will not be reused).



25. Install turn signals, plate light and rear seat. The remaining hardware will be used to mount your license plate.



For DMP Marker Lights or 685-3110 Kits Read Below

1. Mount the DMP marker lights (be careful not to over tighten).
2. Feed the wires directly through the center wire hole on the bottom of the DMP fender kit (heat shrink tubing is recommend but not required to stay protected from the elements).
3. Beginning with the left marker light, plug the Yellow wire into the previously identified left Positive lead and the Black into the negative lead. Repeat this step with the right turn signal.
4. Bolt your license plate to the fender kit using the DMP supplied plate lights and tighten.
5. Feed the wires through the wire hole on the bottom of the DMP fender kit (heat shrink tubing is recommend but not required to stay protected from the elements).
6. Cut and splice the plate light connector wires using the butt connectors supplied in the kit. White is the Positive lead and Black is Negative.
7. Double check all connectors and make sure there are no wires exposed.
8. If all connections are landed and secure, go ahead and turn on your bike and check that all lights and signals are working properly. Note: Some bikes with multiple sets of marker lights may require a flasher relay.

