

Installing a HondaLine Front Fender Rail Guard

By MrCourtney

The HondaLine accessories are very expensive. But you can't beat the fit and finish compared to aftermarket. I decided to go with the HondaLine Front Fender Chrome Guard after buying one from MC Enterprises - at 1/3 the HondaLine price - and giving up trying to install it. It simply would not install without damaging the fender paint. So if you have more money then sense and bought the Honda Fender Guard, here's some lessons learned. Total time, about 90 minutes although most should be able to do it faster. I had to stop to take pictures.

What you need:

Fender Guard Kit from Honda
12mm Socket and ratchet
Super Glue
A bunch of shop towels or rags
Touque Wrench



The fender guard comes with a set of 8 metal washers and 4 rubber washers. The rubber washers are "super glued" to 4 of the metal washers then assembled with the remaining 4.

The entire unit looks like this when assembled.





Start off by removing the two hex bolts on each side that hold the fender to the fender rails.

Keep these as they will be re-used.

Take a lot of towels or rags and stuff them between the tire and the fender.

The idea is to get the fender off the tire and fender rails so you have room to work and can move the rails around later when reattaching everything.



Remove the 4 inside bolts that hold the fender rails to the tree. Only three are shown here. The left rear bolt (the center arrow) is the most difficult if you have big hands.

Discard these bolts as they will not be needed again.

If you have one of these -
it's a lot better than a
socket and ratchet.

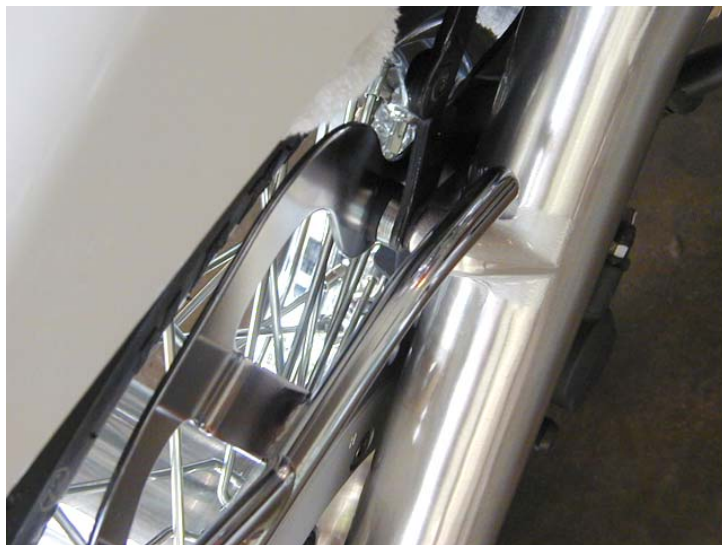


Slide the fender guard
over the fender.

The fender guard
(where the washers
are) goes to the side
closest to the
spokes.

You may have to
adjust the towels so
they are holding up
the fender but not
interfering with the
rails.

The fender rails fit
between the fender
guard and the tree.





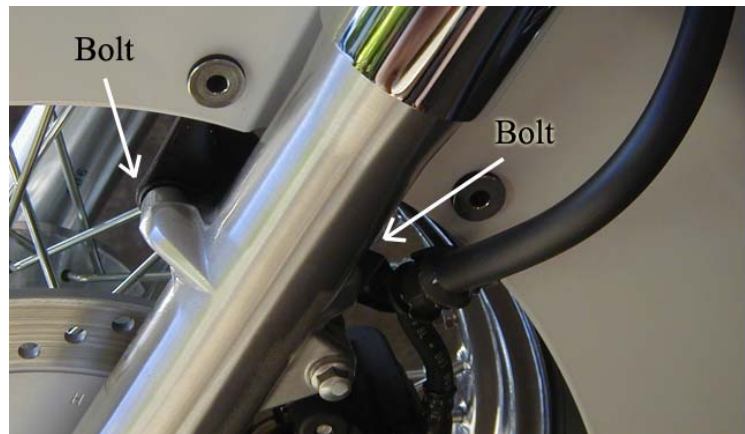
Take the 4 new (longer) bolts that came with the kit and insert them from the spoke side through the fender guard and rails and into the tree.

This is the time consuming part because you have to wiggle everything to line up the holes.

The left rear is the worst because it can be difficult for people with big hands to get in there.

Patience works.

Don't tighten them yet.



Remove the towels, let the fender slide down into position and re-insert the hex bolts that hold the fender to the rail. Don't tighten.

Now move and wiggle things around to get everything aligned and the fender guard into a position that's in-line with the lower edge of the fender.

When you're happy - tighten all the bolts. The 8mm bolts that go into the tree should be torqued to 20 foot-pounds.

You're done.

The insulation tubing is because I'm practicing slow-riding and it protects the engine guards if the bike is dropped.



Finally, this is a nice time to add another touch.

The Aero emblem is available on eBay.