CRASH BARS WITH INTEGRATED SKID PLATE

HUSQVARNA NORDEN 901 · 2022–2026 · NOT THE NORDEN 901 EXPEDITION

Thanks for choosing SRC. This kit pairs left and right crash bars, made from 1-inch tube with a 1/8-inch (3 mm) wall, with an aluminum skid plate. The skid plate's side wings take the place of the bike's black plastic side panels, and the bars bolt to the frame and to the skid plate brackets, so the whole kit works as one structure. Silver (stainless) and black (powder coated) fit the same way. The pictures are stills from SRC's official install video; scan the code below to watch it.

IN THE KIT



Crash bar, left	**× 1**	Crash bar, right	**× 1**
Skid plate (with side wings)	**× 1**	Low bracket, left (rear lower mount)	**× 1**
Low bracket, right (rear lower mount)	**× 1**	Side bracket, left	**× 1**
Side bracket, right	**× 1**	Front upper bracket (top front of the skid plate, by the radiator)	**× 1**
Pin joint (joins the bars at the front)	**× 1**	Aluminum bush 18 × 12 × 20 (low brackets)	**× 2**
Bush (front frame mounts)	**× 2**	End cap (black plug for the front frame mount openings)	**× 2**
Slider guard halves, with 8 screws	**× 4**	M8 × 80 socket head cap screw	**× 2**
M6 × 15 button head screw	**× 2**	M6 washer	**× 2**
Countersunk screws M6 × 10, M6 × 15, M6 × 20, M6 × 25, M8 × 15, M8 × 20	**× 1 set**	Countersunk washers M6 and M8	**× 1 set**

Sizes in mm: screws diameter × length, bushes outside × inside diameter × length. "Stock" means a part already on your bike. Slider guard screws come in a small bag with the guards.

BEFORE YOU START

- Engine cold, bike upright on a stand. A helper makes hanging the crash bars easier.
- **Blue thread locker** (such as Loctite 243) on every SRC screw except the two M8 × 80 cap screws.
- Skid plate and bracket screws are torqued as you go. Leave the crash bar screws snug until step 15.
- Keep every stock screw and bolt in labeled bags. Some go back in.
- **Tools:** Allen keys 5 and 6 mm; tools for the stock fasteners; Phillips screwdriver (slider guards); torque wrench.
- **Time:** About 1 to 2 hours.

SCAN TO WATCH

Official SRC install video
Crash bars + skid plate, Husqvarna Norden 901
youtu.be/2xv8FNfpTNg

REMOVE THE STOCK PARTS

1 **Both sides: remove the black plastic side panels** behind the silver side covers. Take out their screws (left picture) and the plastic rivet underneath (right picture). The skid plate's side wings take their place.



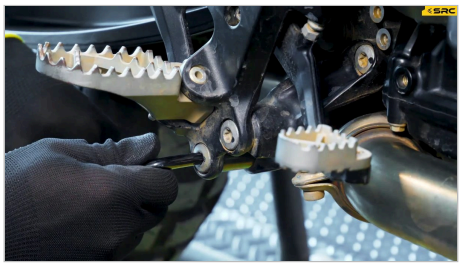
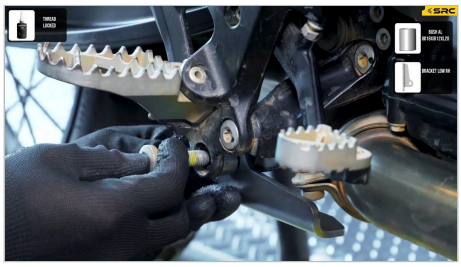

2 **Remove the stock skid plate.** Take out the bolts on each side (left picture), then the bolts underneath (right picture), and lower it away.




SKID PLATE

THREAD LOCKER · TORQUE AS YOU GO

3 **Right side, rear lower mount: fit the right low bracket.** Remove the stock bolt from the frame mount below the footpeg (left picture). Put an aluminum bush 18 × 12 × 20 between the right low bracket and the frame, and refit the stock bolt with thread locker (right picture).

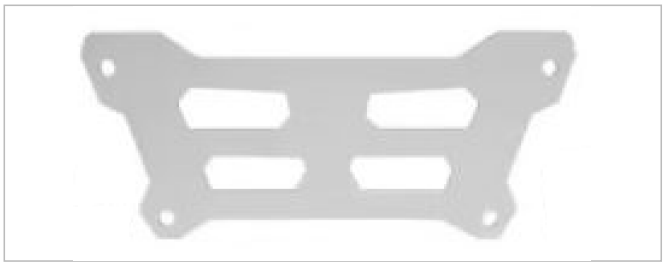
4 **Left side: fit the left low bracket** the same way, with the other aluminum bush and the stock bolt, as shown in the picture. Torque both stock bolts to Husqvarna's service manual values.



5 **Fit the skid plate.** Lift it into place and fix it to the low brackets with **M8 × 15** countersunk screws and M8 countersunk washers (left picture), and at the front mounts with **M8 × 20** countersunk screws and M8 countersunk washers (right picture). 6 mm Allen key, thread locker, torque from the table.

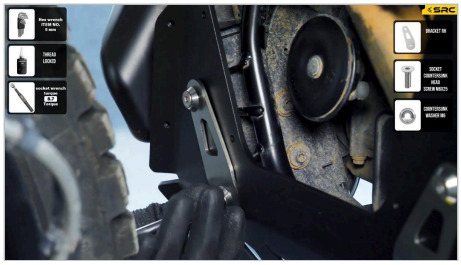



6 **Fit the front upper bracket** (the large flat silver plate, shown in the picture) at the top front of the skid plate, near the radiator. Fix it to the top of the skid plate with the **M6 × 10** countersunk screws and M6 countersunk washers. The same screws also tie it to the bracket behind it that holds the skid plate. Thread locker. SRC's video doesn't show this step.

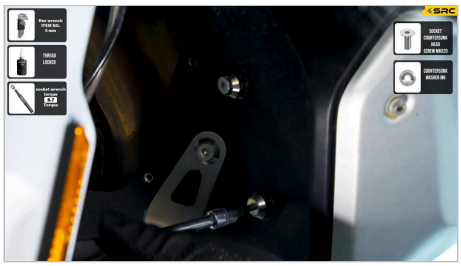


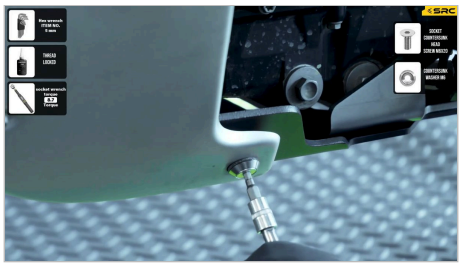
7 **Fit the side brackets** to the skid plate's side wings: left bracket on the left wing (left picture), right bracket on the right wing (right picture). Each takes two **M6 × 25** countersunk screws with M6 countersunk washers. 5 mm Allen key, thread locker.

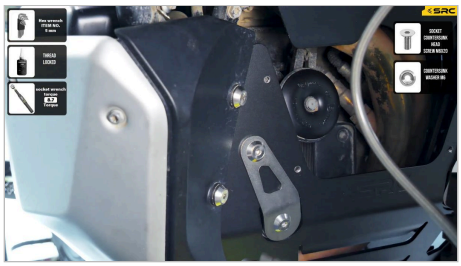




8 **Both sides: fix the side wings to the frame** at the old side panel mounting points with **M6 × 20** countersunk screws and M6 countersunk washers (left picture). Then fix the bottom edge of the silver side cover to the wing with another M6 × 20 screw and washer (middle picture). The right picture shows a finished side. 5 mm Allen key, thread locker.



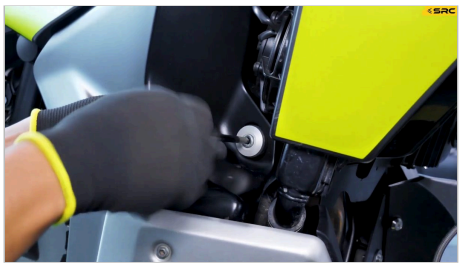


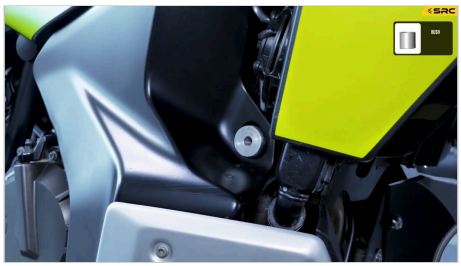


CRASH BARS

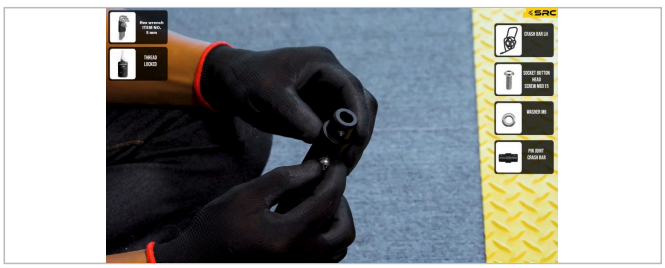
SNUG FIRST · TORQUE IN STEP 15

9 **Both sides: prepare the front frame mounts** beside the tank. Remove the stock bolt (left picture) and push a bush into the mount (right picture). The crash bar's M8 × 80 screw goes through here in place of the stock bolt.

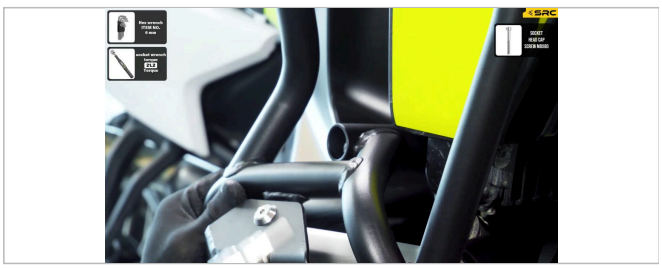




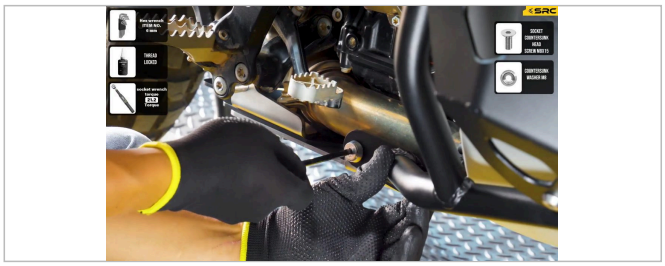
10 **Fit the pin joint into the left crash bar.** Slide one end into the bar's front end and fix it with an **M6 × 15** button head screw and an M6 washer, with thread locker, as shown in the picture.



11 **Hang the left crash bar.** Put an **M8 × 80** cap screw through the bar's upper mount into the front frame mount and leave it snug (6 mm Allen key, no thread locker), as shown in the picture.



12 **Fix the lower end of the bar** to its low bracket with an **M8 × 15** countersunk screw and an M8 countersunk washer, with thread locker, as shown in the picture. Leave it snug.



13 **Hang the right crash bar** the same way: slide its front end over the pin joint, fit its M8 × 80 cap screw at the front frame mount (left picture), then fix the pin joint with the second **M6 × 15** button head screw and M6 washer, with thread locker (right picture).

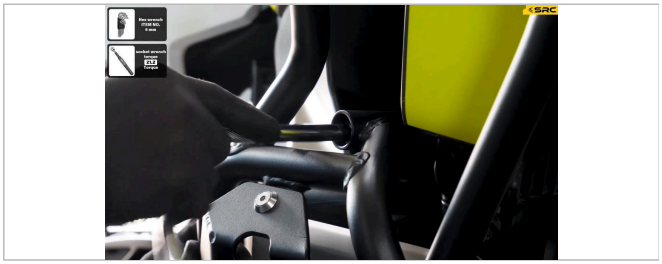




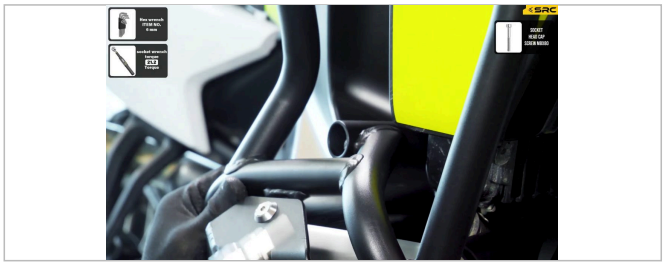
14 **Fix the lower end of the right bar** to its low bracket with an **M8 × 15** countersunk screw and an M8 countersunk washer, with thread locker, as shown in the picture. Leave it snug.



15 **Align and tighten.** Check from the front and from behind that both bars sit evenly, with even gaps to the bodywork, tank and exhaust. Then torque the crash bar screws to the table values: the lower M8 × 15 screws, the M6 button head screws, and last the M8 × 80 cap screws (picture).



16 **Fit the end caps.** Press a black end cap into the open tube end at each front frame mount, over the head of the M8 × 80 cap screw, halfway between the tank and the skid plate. The picture shows the open tube end before the cap goes in.



17 **Fit the slider guards** on the upper bars, both sides. Clamp the two halves around the tube and tighten their screws with a Phillips screwdriver, as shown in the picture. Make sure each guard sits the same on both sides.



FASTENER	TORQUE
M8 countersunk screws (skid plate, crash bar lower ends), thread locker	21 N·m (15.6 ft-lb)
M8 × 80 cap screws (front frame mounts)	21 N·m (15.6 ft-lb)
M6 countersunk screws (front upper bracket, side brackets, side wings), thread locker	8.7 N·m (77 in-lb)
M6 × 15 button head screws (pin joint), thread locker	8.7 N·m (77 in-lb)
Stock bolts at the low brackets	Husqvarna service manual values
Slider guard screws	Snug, by hand

FINAL CHECK

- All screws torqued; thread locker used where listed.
- Black end caps pressed into both front frame mount openings.
- Silver side covers firmly fixed to the skid plate wings.
- Turn the handlebars lock to lock and work the shifter, rear brake and side stand: nothing touches the bars or skid plate, and no cables or hoses are pinched.
- Start the engine and let it idle: no rattles, and nothing touches the exhaust.
- Re-check every screw after the first 30 miles (50 km), then at regular intervals.