

Caribou DIY Top Case Mount with External Latch Assembly Instructions

Tools Required:

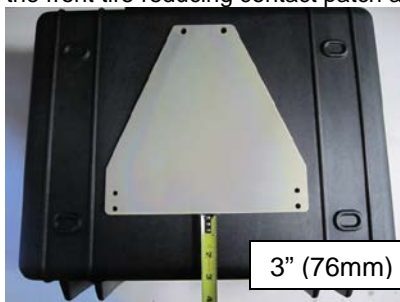
Set of metric wrenches and hex keys, electric drill with 1/4" and 3/8" dia drill bits.

Please consult a qualified motorcycle technician if you have any doubts about your ability to install this product. Read all instructions before starting installation. Make sure the existing motorcycle and exhaust system are completely cool before starting installation. Make sure the motorcycle is secured on a service stand during installation. Each bike is different due to original manufacturing sub-frame tolerances, if there is a problem please call us. Check all fasteners periodically with a wrench, especially after a tip-over or crash. We have very limited key codes available from our lock suppliers, so you may wish to have your locks re-keyed by your locksmith to your specifications for added security.

Parts List:

- 1 Case Backing Plate
- 1 Givi or Motech compatible Latch Plate
- 1 Givi or Motech compatible Compression Latch/Bracket Assembly
- 2 Lower Cleats
- 2 Flange Bushings
- 1 Hardware Packet Consisting of:
 - 2 M8 x 20mm L Button Head Screws
 - 2 M8 Nylock Nuts
 - 2 M8 Washers
 - 2 M6 x 16mm L Button Head Screws
 - 4 M6 x 20mm L Button Head Screws
 - 2 M6 x 25mm Flat Head Screws
 - 8 M6 Nylock Nuts
 - 8 M6 washers
 - 2 keys (1 overmolded, 1 flat)

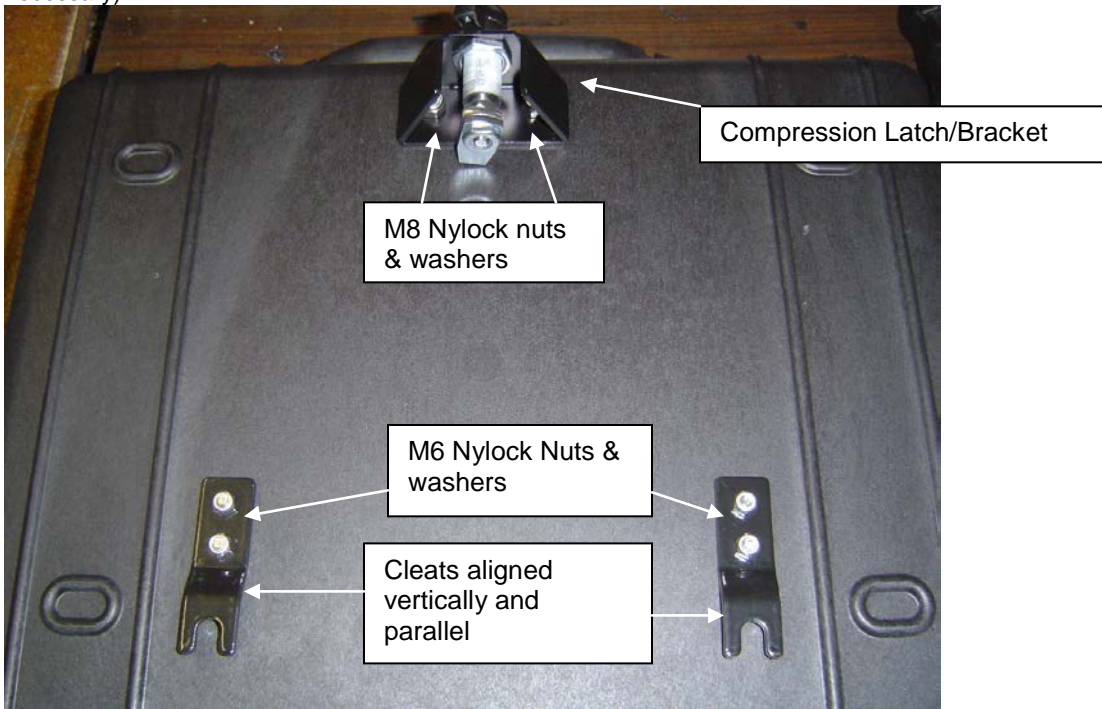
1) Position the plate 3-1/4" (82.5mm) from the bottom of the case as shown and mark the center of the 6 holes. You can of course position the case further forward or further back as desired, but watch for clearance with the seat, grab rails, top loading side pannier lids if used, and other features of the bike. Also carefully consider the bike's handling aspects as you move the case rearward as this will lighten the load on the front tire reducing contact patch area and pressure.



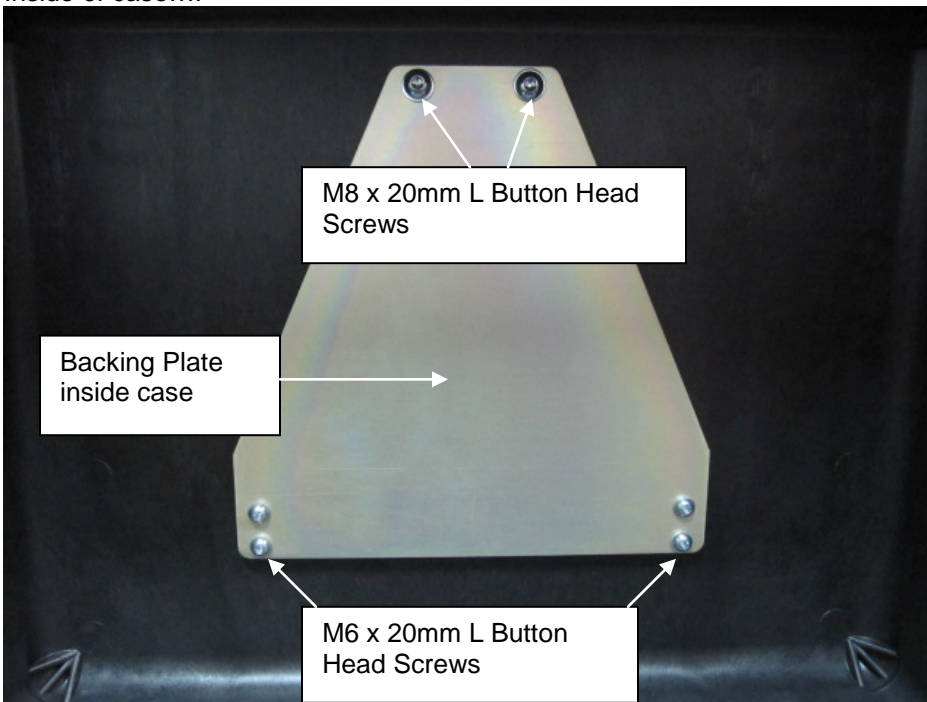
2) Drill the two upper holes with a 3/8" (9mm) diameter drill bit, and drill the lower four holes with a 1/4" (6mm) diameter drill bit. A drill bit with an extended tip as shown below works best.



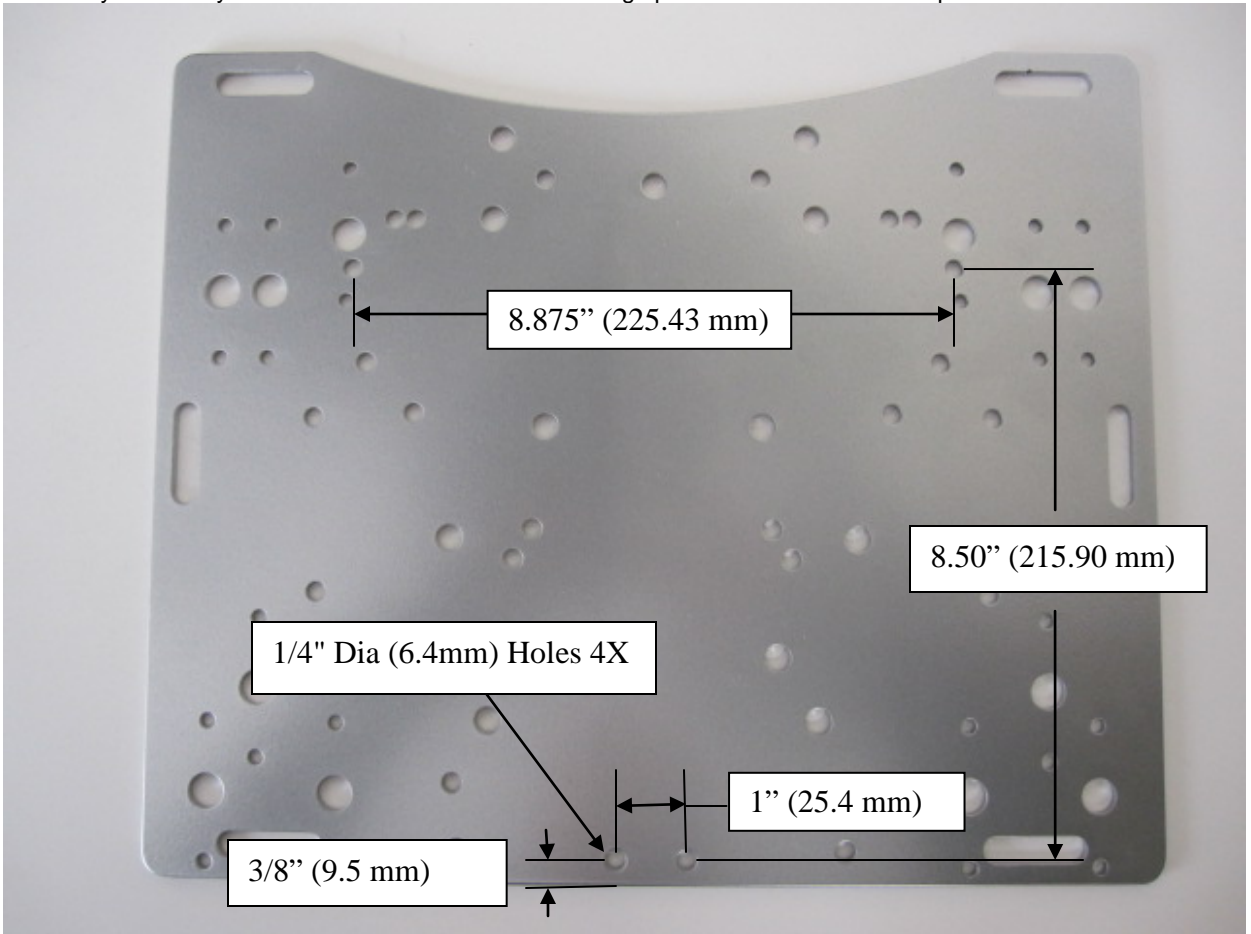
3) Assemble the parts onto each case as shown below (Pelican 1550 shown as example). Remove any plastic shavings from around the holes to allow a complete seal when the bolts are tightened (sealant is not necessary).



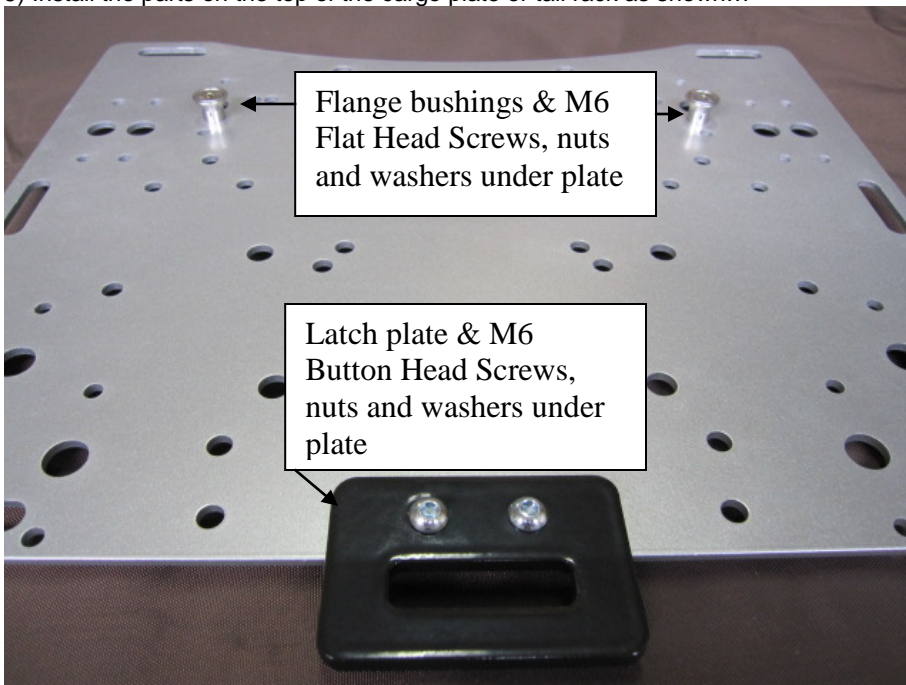
Inside of case....



4) If your cargo plate or tail rack is not pre-drilled for a Givi/Motech footprint, you will need to measure and drill it very accurately with as shown below. A Caribou cargo plate is shown as an example.



5) Install the parts on the top of the cargo plate or tail rack as shown...



With a little practice and familiarity, the case goes on and off the bike very easily. First turn the Compression Latch Knob fully counter-clockwise. Line up the cleats with the flange bushings, and line up the latch bracket with the latch plate. Push case to fully engage the cleats (the latch plate slips inside the latch bracket), and then turn the compression latch clockwise 180 degrees until you feel a solid detent and lock it with the key. The red/black-lobed cam should grab the latch plate through the rectangular hole.

If the compression latch cannot be rotated fully clockwise to detent, check to ensure the cleats are parallel to each other and engaged are all the way onto the flange bushings. If the compression latch still cannot be rotated fully clockwise to detent, or it turns completely without a firm detent, adjust the jam nuts on each side of the red/black-tipped cam with 17mm wrench. Moving the jam nuts upward toward the latch bracket increases force, moving them down toward the end of the threaded shaft decreases force. To remove the case reverse the above sequence, moving the case slowly to avoid banging metal against metal

IMPORTANT! SET YOUR REAR SHOCK TO THE STIFFEST SETTING WHEN LUGGAGE IS LOADED. DO NOT EXCEED THE CARRYING CAPACITY SPECIFIED FOR YOUR BIKE. CHECK ALL FASTENERS PERIODICALLY WITH A WRENCH, ESPECIALLY AFTER A CRASH OR TIP-OVER. PACK THE CASE SUCH THAT THE LID CLOSSES EASILY WITHOUT EXCESSIVE FORCE.

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