

## Caribou 35L Deluxe Storm Side Luggage Kit for Hepco Becker Side Luggage Racks Assembly Instructions & User Manual

### Tools Required:

Electric Drill with a 5mm (3/16") dia & 6.4mm (1/4") dia & 9.5mm (3/8") dia extended tip drill bits. A 19mm (3/4") dia spade drill bit.

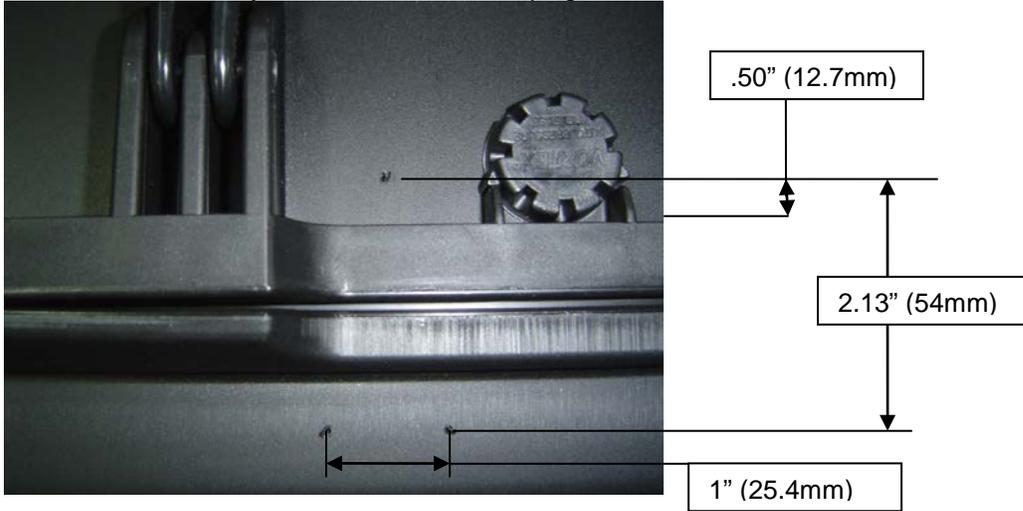
Set of Metric Wrenches and Hex Keys

***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.***

### Parts List:

- 2 Hepco Becker Case Backing Plates
- 2 Hepco Becker Latch Plates
- 2 Hepco Becker Compression Latch/Bracket Assemblies
- 2 Hepco Becker Front Cleats
- 4 Gear retention straps (2 with clip)
- 4 Lanyards
- 1 Hardware Packet Consisting of:
  - 2 3mm (1/8") Thick Front Cleat Bushings (Black Plastic Rectangle)
  - 4 32mm (1.25") Square x 6.4mm (1/4") Thick Black Bushings
  - 4 19mm (3/4" ) OD x 8mm (5/16") ID x 12.7mm (1/2" ) L Round Black Bushings
  - 4 M8 x 40mm L Button Head Screws
  - 8 M8 Nylock Nuts
  - 12 M8 Washers
  - 4 M6 x 20mm L Button Head Screws
  - 4 M6 x 25mm L Button Head Screws
  - 8 M6 Nylock Nuts
  - 12 M6 Regular Washers
  - 4 Keys (2 overmolded, 2 flat, all keyed alike)
- 1 Hardware packet consisting of:
  - 2 Lid locks for 35L Pelican cases
  - 2 Lid lock cam screws
  - 2 Lid lock double-d plates
  - 2 Lid lock strike plates
  - 2 Lid lock cams
  - 4 #10-24x3/4" screws with sealing washers
  - 4 #10-24x5/8" screws with sealing washers
  - 8 #10-24 nylock nuts
  - 4 #8-32 Snap button studs
  - 4 #8-32 nylock nuts
  - 4 Sealing washers
  - 2 #10 washers

1) Measure and mark the location of 3 holes on the latch & handle side of the case as shown below. Note how the hole in the body is centered between the purge valve and handle rib.



2) Drill the two  $3/16''$  (4.8mm) diameter holes in the lid, an extended top drill works best, or make a deep indentation with a punch first. Drill a  $3/4''$  (19mm) dia hole in the body of the case with a spade-type drill bit. Go slow with the spade drill, and once you go through stop it from spinning before pulling it out.



3) Assemble the lid lock into the big hole in the body and apply the double-d plate inside the case. Add some Loc-Tite to the threads on the lock barrel and tighten the big nut. Screw in the small #6 metal screw through the hole in the double-d plate and into the case (a small electric driver works well). Fasten the cam to the end of the lock barrel with the Phillips head screw (use LocTite on this screw).



4) Install the strike plate to the lid. Place the two #10 washers on first, then fasten the strike plate with the #10-24 screws, sealing washers and nylock nuts.



**If you purchased the optional case liners, skip step 5 and 6 and follow the instructions for the liners.**

5) Measure 6.5" (165mm) up from the bench top, mark the location of two 3/16" (5mm) dia holes for the lanyards on each side as shown and drill. Install #10-24x5/8" screws with sealing washers into holes in the lid, and install the snap button studs into the holes in the body from inside case. Fasten the snap button stud with #8-32 nylock nuts and sealing washers outside case.



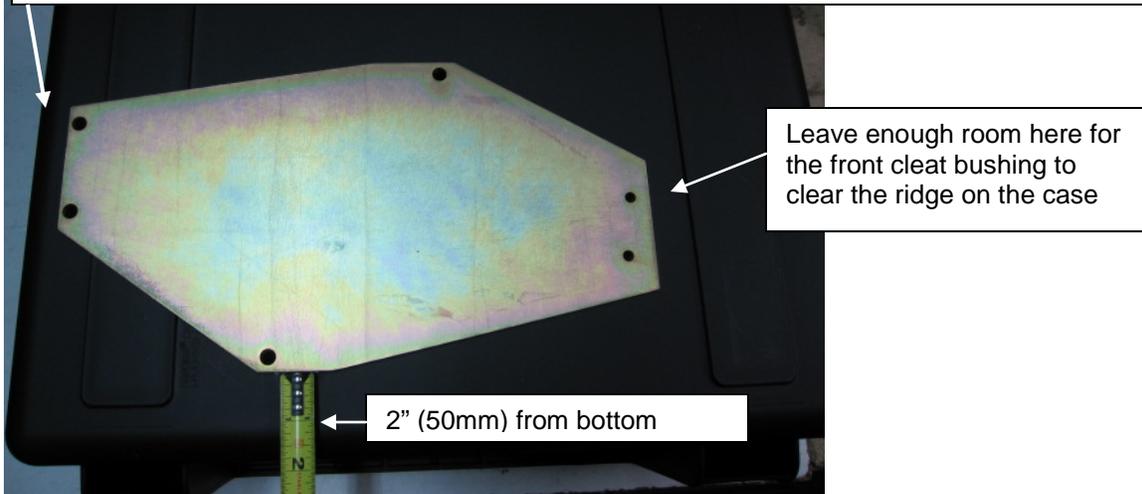
6) Install the lanyards with the #10-24 nylock nuts and snap buttons as shown. Install the gear retention straps with the captive screws and washers (screw these in 1/4" (6mm) below the lip of the body and just inside the radius of the case as shown).



**The position of the cases on the Hepco Becker racks is the installer's responsibility with regard to safety, rigidity, weight distribution, ground clearance in cornering, passenger leg room and comfort, and other considerations. We are not responsible for mis-drilled or damaged cases, so you must have confidence in your ability before proceeding. The recommended position is shown.**

5) Using the backing plate as a template mark onto the back of the case the position of the six holes. Drill the four large holes with a 9.5mm (3/8") diameter drill bit, and drill the two small holes with a 6.4mm (1/4") diameter drill bit. A drill bit with an extended centering tip works best. Shown is the 35 Liter Left Case, the right case is the exact mirror image as shown next page. The Storm 35L (iM2660) is very similar only with raised rectangular protrusions instead of ribs and oval lugs shown.

Position the rear holes exactly vertically on flat area just inside outer radius of the case, **DO NOT** let the holes wash out into the radius or you will have leaks. **DO NOT** place them too close to the raised edge on the back of the case or the latch bracket will not fit.

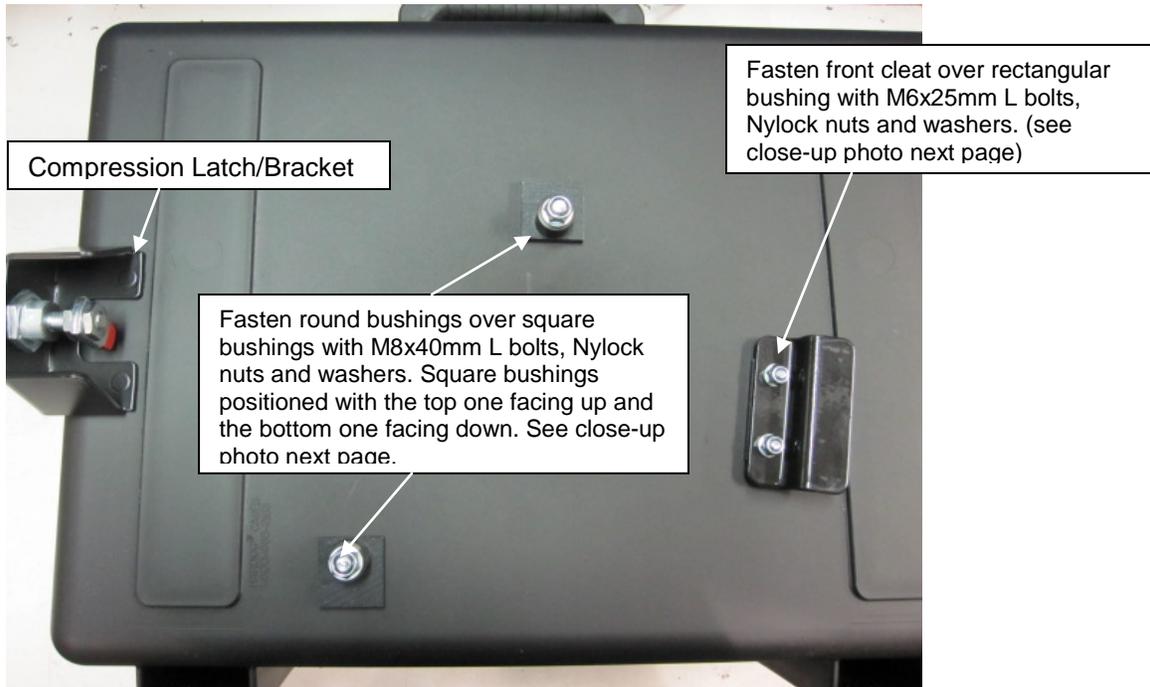


Left case pre-drilled....

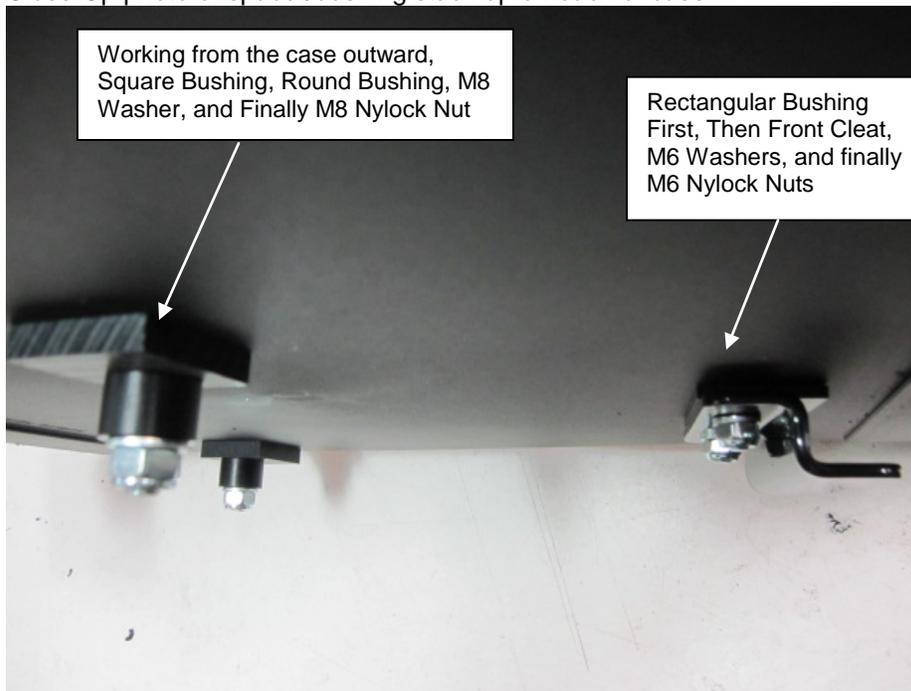


1) Assemble the parts onto the back of each case as shown in the photos below. Remove any plastic shavings from around the holes to allow a complete seal when the bolts are tightened (sealant is not necessary).

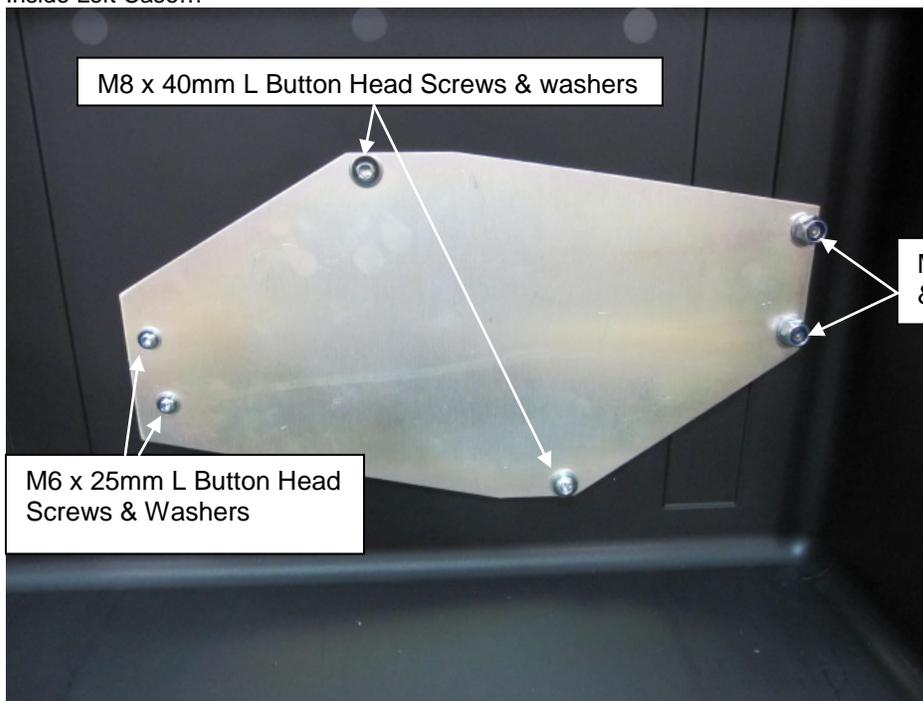
Left Side....



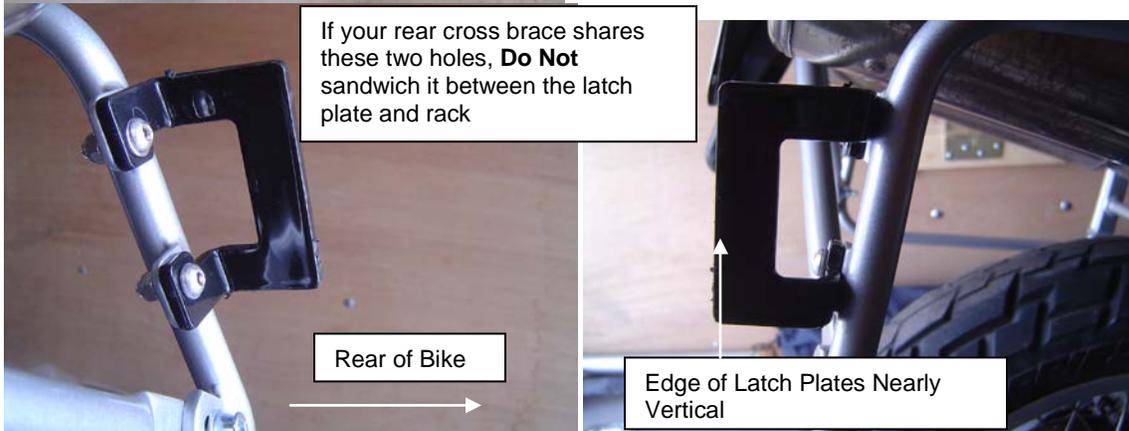
Close-Up photo of spacer/bushing stack up on back of case...



Inside Left Case...



3) Install the Latch Plates onto the two holes at the back of the rack using M6 x 20mm L Button Head Screws, Washers and Nylock Nuts as shown below. Latch Plates are Right/Left Specific.



5) 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 front cleat with the front tube of the rack, line up the round bushings to the insides of the upper and lower rack tubes, and slip the case latch over the latch plate at the back of the rack. Bump the case forward with the palm of your hand. **Be Careful To Not Push The Bike Forward Off the Center or Side Stand!** Turn the wing knob on the compression latch clockwise 180 degrees until you feel a solid detent and lock it with the key.



If the compression latch cannot be rotated fully clockwise to detent, check to ensure the front cleat is engage with the front rack tube and the latch is all the way forward on the latch plate. 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-tipped cam with 17mm wrench. Moving the jam nuts upward toward the latch bracket increases

force, moving them toward the end of the threaded shaft decreases force. Adjust the jam nuts and lock grip force as needed to account for wear. 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 CLOSES EASILY WITHOUT EXCESSIVE FORCE.***

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