

Caribou Do-It-Yourself Mount Kit for Givi Racks
Assembly Instructions & User Manual for Pelican, Storm, SKB or other cases

Tools Required:

Set of metric wrenches and hex keys

Electric Drill with 1/4" diameter drill bit and 3/8" diameter drill bit with extended tip.

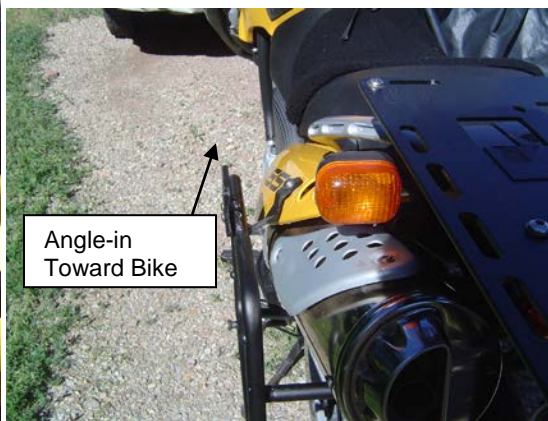
Please consult a qualified motorcycle technician if you have any doubts about your ability to install this product. Read all instructions before starting installation. Make sure the existing motorcycle and exhaust system are completely cool before starting installation. Make sure the motorcycle is secured 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:

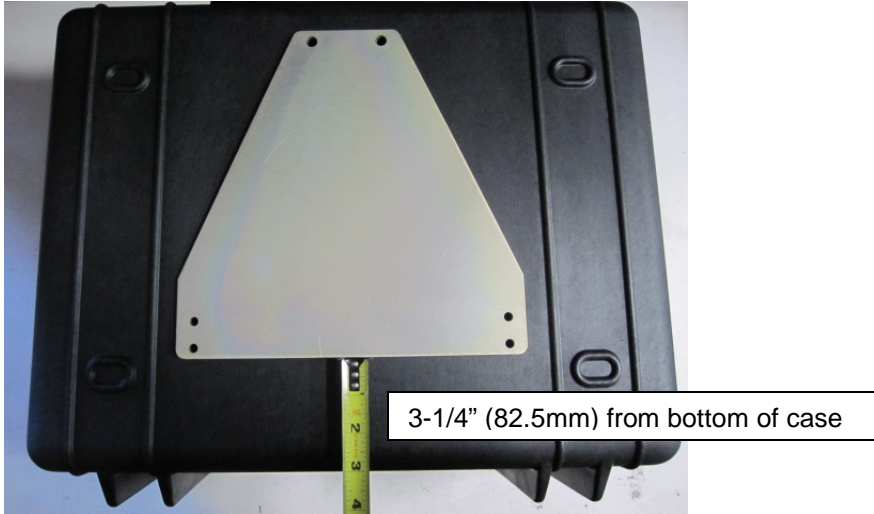
- 2 Case Backing Plates
- 2 Givi Latch Plates
- 2 Givi Compression Latch/Bracket Assemblies
- 4 Lower Cleats
- 1 Hardware Packet Consisting of:
 - 4 M8 x 20mm L Button Head Screws
 - 4 M8 Nylock Nuts
 - 4 M8 Washers
 - 4 M6 x 16mm L Button Head Screws (Substitute Two 25mm L for Versys, V-Strom 650, Yamaha Super Tenere and Triumph Tiger 800 XC)
 - 8 M6 x 20mm L Button Head Screws
 - 12 M6 Nylock Nuts
 - 8 M6 washers
 - For Versys & Tiger 2 5/8" OD x 1/4" ID x 3/8" L Aluminum Spacers
 - For V-Strom 650 & Super Tenere 2 5/8" OD x 1/4" ID x 1/4" L Aluminum Spacers
 - 4 keys (2 overmolded, 2 flat, all keyed alike)

The position of the cases on the Givi 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. The neutral position of the case as shown.

1) Install the Givi Racks onto the bike, and then install the provided Latch Plate onto the Givi rack as shown below (first remove the Givi lugs if present) with the Latch Plates angled in toward the bike. Place the provided aluminum spacers between the latch plate and Givi rack on the non-exhaust side (Versys, Tiger 800, Super Tenere and V-Strom 650 only).



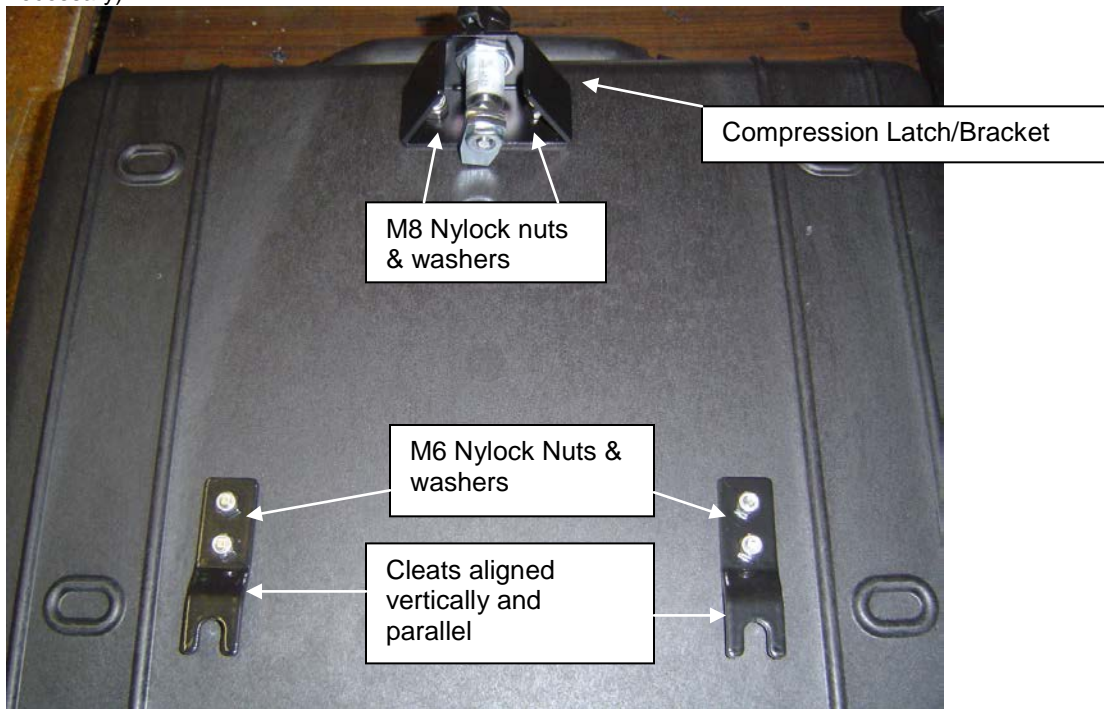
2) Position the plate 3-1/4" (82.5mm) from the bottom of the case as shown and mark the center of the 6 holes.



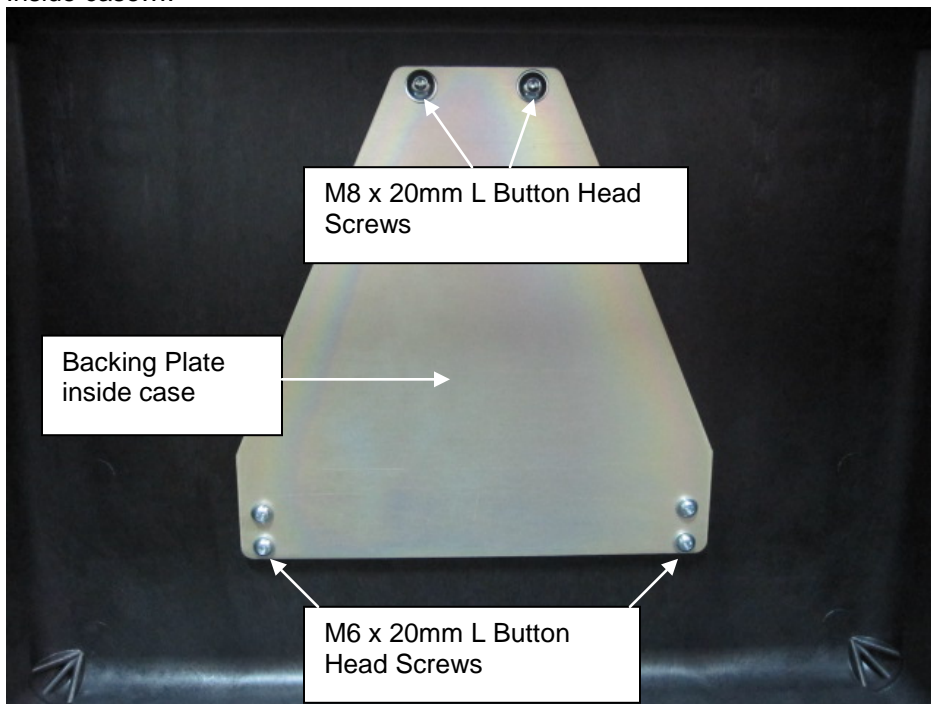
3) Drill the two upper holes with a 3/8" (9mm) diameter drill bit, and drill the lower four holes with a 1/4" (6mm) diameter drill bit. A drill bit with an extended tip as shown below works best.



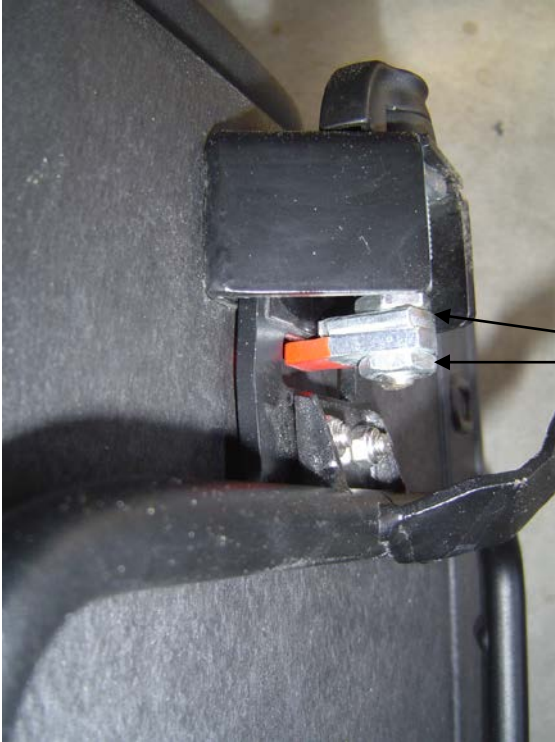
4) Assemble the parts onto each case as shown below (Pelican 35L shown as example). Remove any plastic shavings from around the holes to allow a complete seal when the bolts are tightened (sealant is not necessary).



Inside case....



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 lower cleats with the lower flange bushings on the Givi rack, and line up the latch bracket over the latch plate at the top of the Givi rack. Push down to fully engage the lower cleats, push the case inward toward the bike at the top, and then turn the compression latch clockwise 180 degrees until you feel a solid detent and lock it with the key. The red-lobed cam should grab the latch plate through the rectangular hole.



Adjust jam nuts to provide a firm grip at full turn to detent of the latch

If the compression latch cannot be rotated fully clockwise to detent, check to ensure the lower cleats are pointing down and parallel to each other and are all the way down on the lower 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-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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