

Caribou Side Luggage Pannier DIY Kit for SW Motech EVO Racks Assembly Instructions & User Manual

Tools Required:

Set of Metric Hex Keys and Metric Wrenches

Electric drill with 1/4" diameter and 3/8" diameter extended tip 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:

2 Case Backing Plates

2 SW Motech Latch Plates

2 SW Motech 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 30mm L Button Head Screws (2 M6x40mm for V-Strom 650 & Tiger 800 XC)

8 M6 x 20mm L Button Head Screws

4 M6 x 40mm L Flat Head Screws

16 M6 Nylock Nuts

12 M6 Regular Washers

4 M6 Large Fender Washers

For 2011 & earlier V-Strom 650 2 5/8" OD x 1/4" ID x 1/4" L Aluminum Spacers

For 2012 & later V-Strom 650 2 5/8"OD x 1/4" ID x 1/2"L Aluminum Spacers

For Tiger 800 XC 2 5/8" OD x 1/4" ID x 3/8" L Aluminum Spacers

4 Flange Bushings

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.

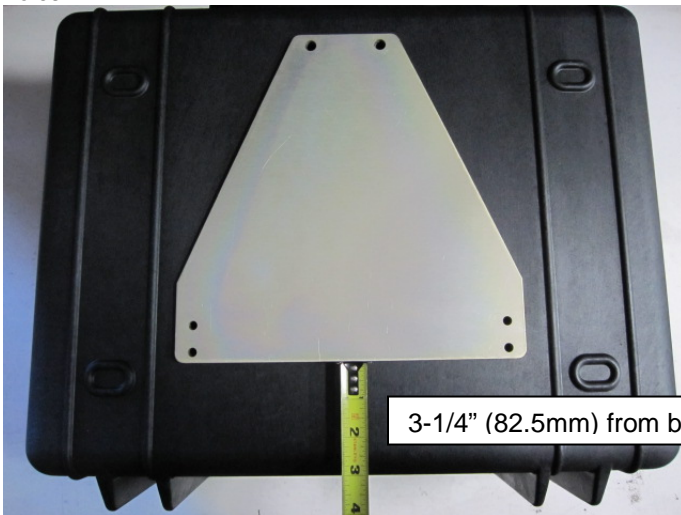
1) Install the Latch Plate onto the top two holes of the rack as shown below with the M6x20mm L button head screws, washers (under the nuts only) and nylock nuts. For the V-Strom 650 and Triumph Tiger 800/XC, install the spacers noted in the above parts list behind the latch plate and use the longer M6x40mm L button head screws. Install the flange bushings to the bottom tube of the rack as shown.



M6 button head screws front side (no washers), Nylock Nuts & washers on back side (add spacers as noted above for DL650 and Tiger 800)

M6 Fender Washer against rack first, then flange bushing, then M6x40mm L flat head screws. Nylock nuts and washers on the back side

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.

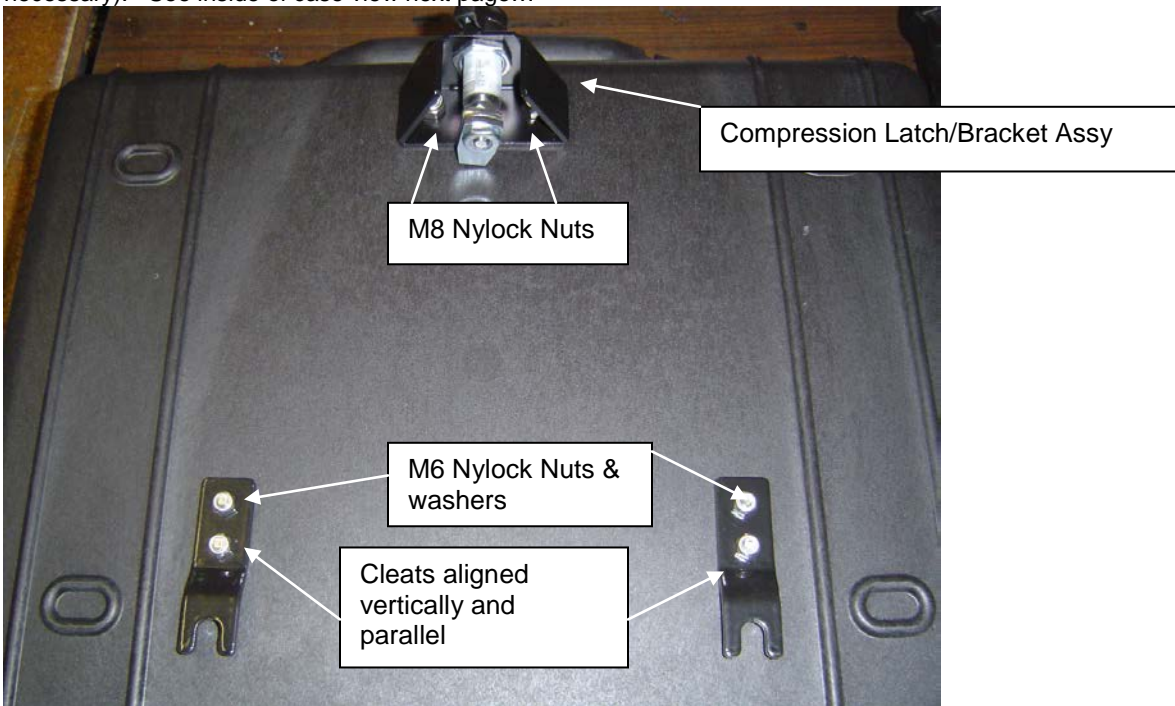


3-1/4" (82.5mm) from bottom of case

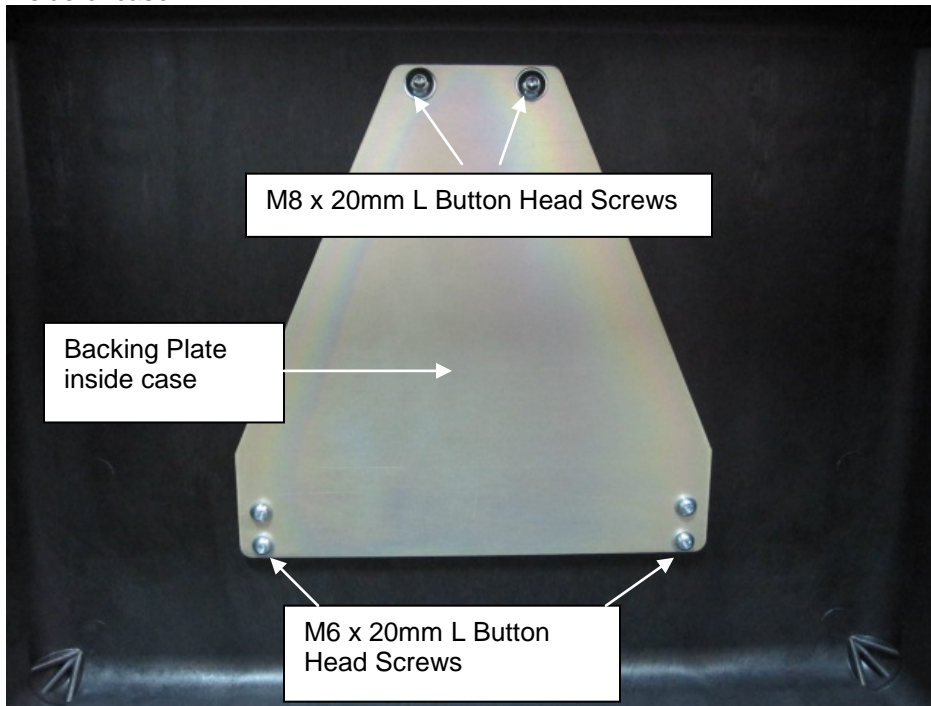
3) Drill the two upper holes with a 3/8" (9mm) diameter drill bit, and drill the lower four holes with a 1/4" (6mm) diameter drill bit. A drill bit with an extended tip as shown below works best.



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). See inside of case view next page...



Inside of 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 flange bushings on the rack and slip the case latch over the latch plate at the top of the rack. Push down to fully engage the lower cleats (check to ensure the cleats are all the way down on the flange bushings), 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/black-lobed cam should grab the latch plate through the rectangular hole.



Adjust jam nuts to provide a firm grip at full 180 degree turn & 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. 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.

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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