

Items provided:

- Saddlebags
- ABS rack
- Hardware (26 pc, metric)

A	B	C	D (2)
90mm bolt	95mm bolt	130mm bolt	25mm bolt
washer	washer	washer	big washer
shim	shim	shim	small washer
spacer	spacer	spacer	locknut
washer	washer	washer	
locknut	locknut	locknut	
Left Rear	Left Front	Right Side	Top

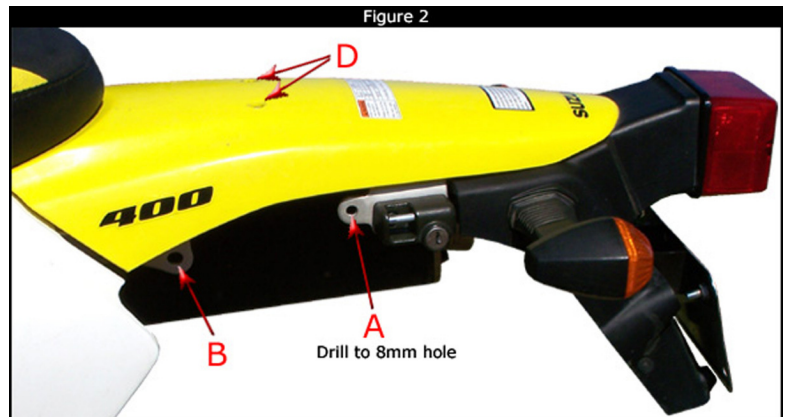
Tools needed:

- Ratchet and Drill
- 8mm drill bit (21/64", 5/16")
- 13mm and 10mm wrench
- 13mm and 10mm socket

Note: Spacers pictured are white for visibility.

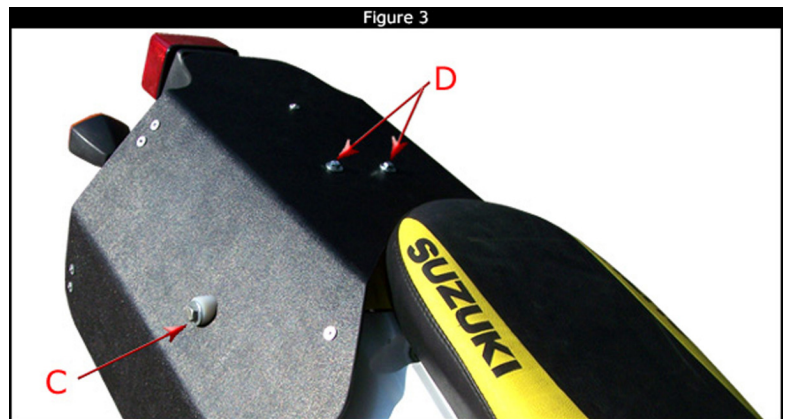
Step 1 - Drill Out Hole:

The first thing that needs to be done is drill out the existing hole in front of the helmet lock, **A**. **This is the only hole that needs to be drilled.** The hole needs to fit the 8mm width of the **A** bolt provided. An 8mm or 21/64" drill bit creates the correct size of hole, but a 5/16" bit is more common and can be used as well. Figure 2 shows the location of the hole to be drilled. Also refer to Figure 2 for the locations where both **D** bolts and the **B** bolt fasten.

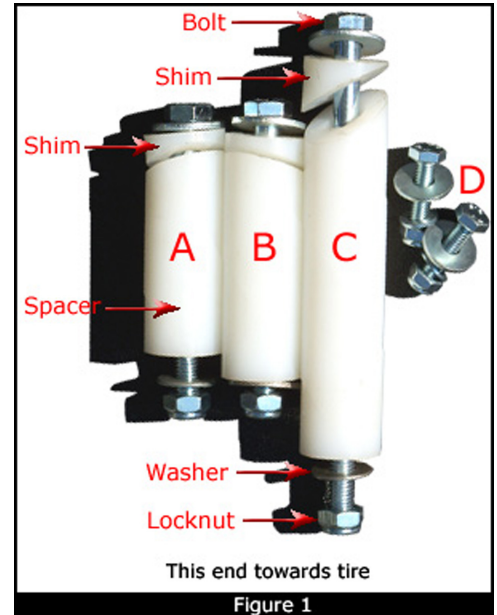


Step 2 - Bolt ABS Rack On:

Place the ABS rack on the rear fender. You will find that the rack will only fit one direction. The top front follows the curve of the seat and the bolt holes will only line up if the rack is positioned this way. Velcro is included as an optional wear strip to protect points of contact with the fender and side panels. For best results, cut velcro to desired lengths and adhere velcro to the motorcycle plastic, not the ABS rack.



Install the **D** bolts first. They have fewer pieces to line up and will help position the rack for the remaining hardware. The bolt head and the big washer should be on the outside of the rack. Install the hardware provided loosely at first until all the bolts have been secured with a locknut. The bolt head, washer, and shim should all be on the outside of the rack for bolts **A**, **B**, and **C**. Notice in Figure 3, the **C** shim has its thickest side on the top with the angled end against the rack. All shims should be positioned this way. The spacers should be placed in between the rack and the subframe with the slanted side facing the rack (Figure 4).



Step 3 - Securing The Rack:

Make sure the washers are placed at the end of each bolt prior to the locknut. The **D** bolts have small washers that are on the bottom side of the rear fender, as seen in Figure 4.

With all of the hardware lined up with the appropriate holes, you can start tightening up the bolts. The spacers will naturally want to rotate so the angled end matches the slope of the rack, although, your assistance may be required. The longer side of the spacer should be on the bottom for proper fit (rotated opposite of the shim).

Step 4 - Securing The Saddlebags:

Fisher Saddlebags™ avoid using straps that can come loose and get caught in the wheel or chain. Instead the saddlebags are secured to the ABS rack with sewn in pockets and turn-buckles.

The top bag is secured by a pocket in the back that slips over the back end of the rack. Since it is sewn to the other two bags, it needs no other fastening devices.

The side saddlebags have a front pocket that slips over the front of the ABS rack. There is a single turn-buckle at the front of each saddlebag on the inside (Figure 5). There are also flaps in the back that secure to the turn-buckles mounted on the rack. Figure 6 shows this in detail.

With the rack bolted on to the subframe, the bags will be easy to put on, though tight upon first install. The simplest way to put the bags on is to:

1. Slip the top bag pocket over the back of rack
2. Secure the front left saddlebag turn-buckle
3. Slip the left saddlebag pocket over the rack
4. Repeat steps 2 and 3 for right saddlebag
5. Fold the back flaps over the 4 turn-buckles and twist each turn-buckle 90 degrees

Additional Information

- To avoid zipper malfunction when bag is full – pull bag opening together before forcing the zipper closed
- Heavy loads are recommended to have a bungee cord help stabilize the bags.
- To clean, wash with a mild soap and water. Avoid harsh chemicals.
- Overloading a motorcycle can impair handling and overtax some components – refer to owner's manual
- One year warranty - <http://www.fishersaddlebags.com/warranty.html>

