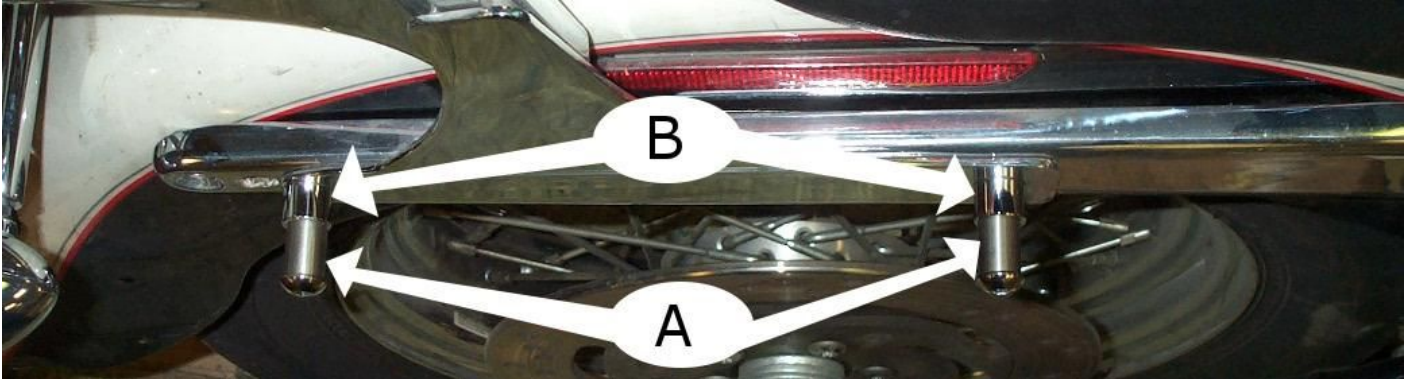


Installation instructions for CB5500B series saddlebags (FXDXT Retro bags) on 02 and newer Softails

For all models, The turn signals must be relocated OFF the strut. Check with your local Harley dealer, or greatbikegear.com for a relocation kit for your bike. **DO NOT USE BOLTS NOT INCLUDED IN THIS KIT!!!! THESE BOLTS ARE REQUIRED TO GIVE THE "LIP" AT THE END OF OUR DOCKING SLEEVE TO PREVENT THE BAGS FROM SLIDING OFF. THE PLASTIC BACK IS ALSO MOLDED FOR THESE BOLTS, NOT HEX HEAD BOLTS!!!**

Step 1. STARTING ON THE RIGHT SIDE OF THE BIKE:

Remove the two strut bolts that are 9 1/4" apart, and replace them with the enclosed 2 1/4" bolts, 3/4" docking points (A) and 1/2" chrome spacers (B) as shown in the photo below. If using a **Harley detachable backrest**, use the longer **2 3/4" bolts** in this kit and use the Harley docking points **INSTEAD** of the 1/2" spacers. Use some blue Loctite on the threads and tighten fully.



Step 2 Repeat for left side of bike..

TO PUT THE BAGS ON THE BIKE

Step A. These bags are made with a locking / safety lever on the inside of the bags that can be padlocked to the adjacent D-ring to lock the bags to the bike (padlocks not included). This lever must be lifted up as shown in photo #4 to be able to put the bags on, or take them off. With this lever in the up position, lift the clamping lever all the way up and forward as shown in photo #5 and position the bag onto the 3/4" small spacers. **The saddlebag bracket needs to be all the way against the bigger chrome spacers (or HD docking points if using HD detachable backrest or rack) of both mounting points (see photos 6 & 7).**

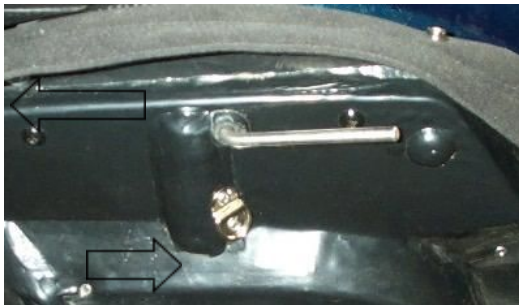


Photo #4



Photo #5

Step B. With the bracket in position, push the clamping lever all the way down. It should take about 25 lbs. of pressure to do this and you should feel a "clunk" when the bracket reaches over-center (similar to a vice grip). Be sure and read the "ADJUSTMENTS" section for proper operation. **The brackets will need to be adjusted as they break in, and periodically for the life of the bags.**

Step C. Double check position of bracket, it should look like photo #6, if it looks like photo #7, go back to step A.
IF BRACKET IS NOT CLAMPED IN CORRECT POSITION, THE BAGS WILL RUB ON SUSPENSION!!!!

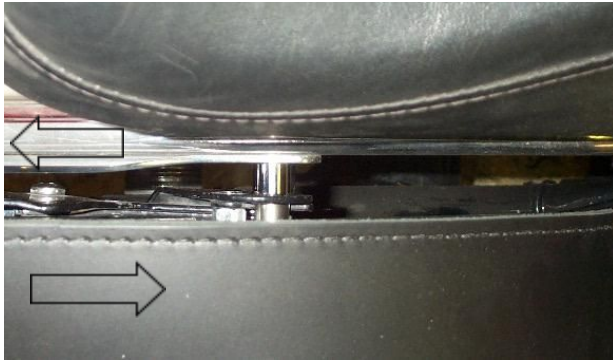


Photo #6
Correct



Photo #7
WRONG!

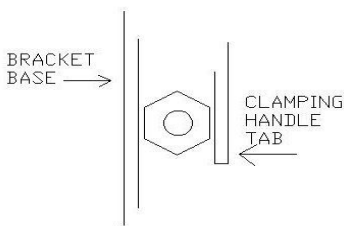
Step D. Push the locking / safety lever on the inside of the bag to the down position.

TO REMOVE BAGS FROM BIKE

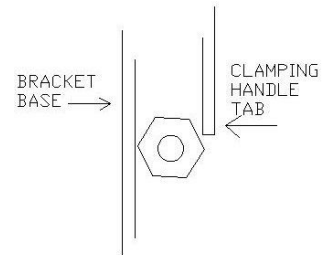
Open the bag and lift up the locking / safety lever. Lift the clamping lever up and all the way forward. Pull the bag away from the bike. It will take a little practice to do this smoothly, as the bolt heads are slightly larger than the 3/4" spacers that the brackets clamp onto, and the bracket hole will catch on the bolt head lip if not centered.

ADJUSTMENTS

The brackets are built with a special 6 sided turnbuckle to adjust the clamping pressure. The clamping handle is made with a tab, that prevents the turnbuckle from loosening when closed, (see drawing below, left). To adjust the pressure, lift the clamping handle and think of the 6 sided portion of the turnbuckle as a nut on the eye-bolt that attaches it to the clamping handle. If you unscrew the "nut", you increase the pressure. The opposite decreases the pressure. When adjusting, you need to first loosen the locking nut, then rotate the turnbuckle in 1/6th of a turn increments to keep the flat side of the turnbuckle parallel with the bracket base (as shown in the left drawing). If it is not parallel (as shown in the right drawing), the clamping handle will bind up and not close properly. The clamping pressure is adjusted close at the factory but every bike is different and yours may need adjusting. Re-check the clamping pressure after a few miles and periodically as they



"break-in". **CAUTION- You only want about 25 pounds of pressure to close the clamping lever. If you adjust it tighter, it will be VERY difficult to lift the handle to remove the bags, and you may damage the mechanism. Re-tighten the locking nut when finished. This locking nut is to prevent the turnbuckle from turning when the handle is up.** The only other adjustment is the bolt that holds the eye-bolt to clamping handle. If it gets excessively loose



over time, you can tighten it by slipping a 1/2" wrench in-between the bracket and the bag, and use a #3 phillips on the bolt head.

PUT THESE INSTRUCTIONS BACK IN THE POUCH AND KEEP FOR FUTURE REFERENCE.