



Luggage racks

Installation with Hepco and Becker components

If you're planning a tour, you'll be needing some luggage. If you're travelling alone, you can use the pillion seat, but space will get a bit tight if your partner is with you.

We've all been there - three days before you set off, you're looking at a pile of "essential" gear spread out on your living room floor. Then you start to wonder how you're going to carry it all. And even after going through it all several times, you've still got a pile of considerable proportions. The solution is side

cases, and perhaps a top box, plus a luggage rack system. Well, there are many different types and sizes of case to choose from. Our enduro is a Honda XR750 Africa Twin, which we are going to equip with aluminium cases for the big tour.

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Your new luggage – all this has to be fitted

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You need to remove the seat etc.

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Fit the lower mount

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Fit the braces

8



Mount the top box rack

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Fit the cases – adjust the mounts if necessary

1 You're going to need plenty of space, as you can see from the photo – and we haven't even started dismantling here! Once you've found yourself a suitable place for this job, it's a good idea to lay down a blanket or similar so that you've got somewhere to put the dismantled parts where they won't get scratched. And before you make a start, we strongly recommend that you take a really thorough look at the installation instructions for your luggage system and check that you have all the right tools.

2 OK, once you've done that you can remove the seat, the side covers and, in our example, the factory-fitted top rack. The cases will be positioned where the turn signals are attached, so you will also need to remove these, as they will be relocated. Now remove the mudguard – this is in order to attach the lower mount (cross-connector), which spans from the left to the right of the bike. Before removing the tail light and the turn signals, you have to disconnect the various connectors – but no need to worry, as they only fit in one position, so it's virtually impossible to make a mistake when reconnecting them.

3 Connect the lower mount (cross-connector) using the screws provided for this purpose. Because you need to carry out final adjustments when you're done, you should initially only hand-tighten the screws.

4 OK, the next bit is slightly tricky because you now need to attach three parts all at the same time. Start by attaching the turn signals to the upper mount and securing the turn signal cables in the brackets on the frame and then

replace the mudguard, the mount and the original top rack.

5 Screw the side carriers and the locking mechanisms to the upper and lower mounts and connect the front retaining brackets of the side carrier underneath the pillion grip.

6 Because you are relocating the turn signals a few centimetres further back, your cables will now be too short. Use the supplied cables to lengthen them and reconnect the lights. After connecting up, check that the turn signals are fully functional before you replace the side covers.

7 To give the whole thing real stability, you need to mount a connecting brace between the footrest wings and the side carriers on both sides. Fasten these braces using the rear screws of the footrest wings. To avoid distorting the footrest wings when you tighten the screws, insert washers under the front screws to compensate for the resulting gap.

8 Screw the top box carrier onto the original rack. To do this, remove the 4 rubber plugs and the screws which are then visible. Now mount the top box carrier using the longer screws supplied. Check that all screws are securely tightened.

9 Check the fit and that the locking mechanism is working properly by attaching the case on one side and pressing the other side into the locking mechanism. If you have any problem engaging the case, undo the locking mechanisms again and re-align them until they function properly. If the key will not turn in the lock, or only with difficulty, this may be an indication that the mechanism is not correctly aligned.

10 And there you have it – a touring enduro. A few final tips on the best way to handle your cases. Make sure they are not too close to the exhaust system. It is essential to test your bike's suspension several times while stationary. In fact, it's best to do it with two people – just to make sure that the cases do not hit anything when the suspension is fully compressed. Incorrect installation can lead to a dangerous riding situation with the risk of an accident. Never overload your bike – always adhere to the permitted gross weight as specified on the vehicle registration certificate. The load must always be evenly distributed, so don't put all the weight towards the back or on one side. When you pack your cases, put heavier items at the bottom, and only put light things in the top box. The cases themselves and the carriers must always be securely locked before you set out on the road. Always comply with the top speed specified by the case manufacturer – this is generally around 80 mph, even in Germany. If you exceed the top speed limit, the cases may cause the rear axle to lift, which takes the weight off the rear wheel and can seriously impair your bike's road holding. And don't forget that your bike is now rather wider at the back – something to bear in mind as you wind your way through traffic queues or pass between bollards...



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Upper mount with turn signals



5

Upper mount with turn signals



6

Lengthen the turn signal cables



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A real pack horse

Please note!

These tips for DIY mechanics contain general recommendations that may not apply to all vehicles or all individual components. As local conditions may vary considerably, we are unable to guarantee the correctness of information in these tips for DIY mechanics. Thank you for your understanding.