

## Contents:

2 1/4" x 3/8" Bolts x4

2 1/2" x 3/8" Bolts x4

2 3/4" x 3/8" Bolts x4

3/8" Locking Nut x 4

1/2" Spacer x4

3/4" Machined Docking Point

## Installation instructions for CB5400B FXDXT Retro saddlebags on 2006 to 2018 Dynas

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!!!**

In 2006 Harley started using nut plates behind the fender instead of just using nuts. The stock nut plate does not have the rear hole threaded, and we need threads there to mount the bags. There are several solutions to this problem.

Solution 1. Get new nut plates from Harley. If you buy the docking hardware kit for a detachable backrest, Harley kit #53961-06, (about \$40 on ebay), you will get new nut plates in the kit that have the rear tubes threaded. You will also get the chrome recess covers (shown as "C" in photo below) to cover the big hole in the strut that the wires used to go through for the rear turn signals. If you have a detachable backrest, you already have this, and the problem is solved.

Solution 2. Drill out the rear tubes of your existing nut plates. If you drill out the rear tubes with a 3/8" drill bit, you can then use the longer 2 1/2" bolts (or 2 3/4" if needed with a hard mount backrest) from our kit with the included thin locking jam nuts in the rear holes in Step 1. **Bolts must not stick out more than 1/8" past the nut, or they may rub on the tire.**

Solution 3. Remove the nut plates completely. You will then use the 2 1/2" bolts (or 2 3/4" if needed with a hard mount backrest) from our kit with the included thin locking jam nuts on both docking points in Step 1. **Bolts must not stick out more than 1/8" past the nut, or they may rub on the tire.**

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

If using the nut plates from Harley that have both tubes threaded, you will need to use the 2 1/4" bolts, 1/2" chrome spacers (shown as "B" in the photo below), and the 3/4" long docking points ("A" in photo below). You will also have the chrome recess cover (C in photo below) next to the strut on the rear bolt. If you are using a **Harley detachable backrest**, use the longer **2 1/2" bolts** and use the Harley docking points **INSTEAD** of the 1/2" chrome spacers. Make sure to use some blue loctite on the bolts and fully tighten them.

If you are using solution 2 or 3 from above and are NOT using the nut plates from Harley that have both tubes threaded, substitute the longer bolts and thin nuts in step one. Make sure to use the 3/4" long docking points (A in photo below) and the 1/2" chrome spacers (B in photo below). You can use washers in between the 1/2" spacers and the strut if the bolts go more than 1/8" past the nuts.

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  $\frac{3}{4}$ " 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).

Page 1



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!!!!

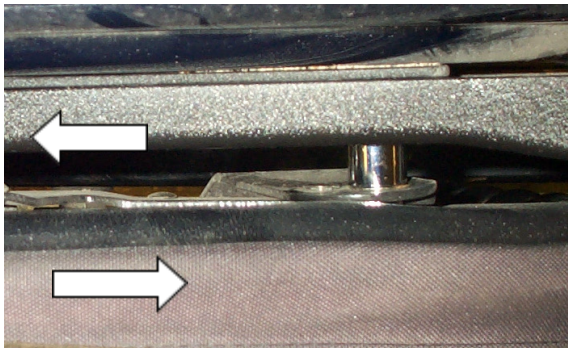


Photo #6  
Correct

Photo #7  
**WRONG!**



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

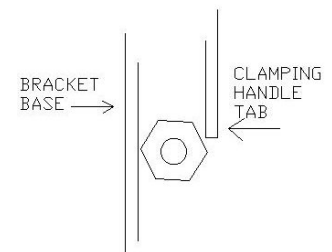
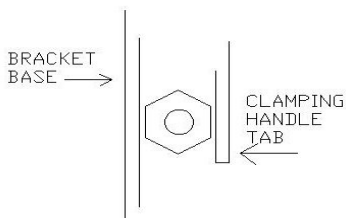
## TO REMOVE BAGS FROM BIKE

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  $\frac{3}{4}$ " 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  $\frac{1}{6}$ th 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 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.

Leather Pros Inc. [www.leatherpros.com](http://www.leatherpros.com) 920-720-0161