

**Thanks for Ordering The
Kawasaki Drifter 400/800 Saddlebag Mounting System
from**



READ THIS BEFORE UNPACKING YOUR KIT!

This instruction booklet contains detailed steps for installation of your Drifter 400/800 Saddlebag Mounting system. If you have any questions concerning installation of your Drifter Saddlebag Mounting System, please contact us via e-mail at support@scootworks.com. This will ensure you receive the most prompt and accurate reply.

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Instructions for installation of the Scootworks Drifter 400/800 Saddlebag Mounting System

Tools Needed:

- Phillips screwdriver
- 12mm wrench
- 12mm socket and ratchet
- ½” wrench or socket

Installation of the saddlebag mounting brackets within this system can be a bit tricky, depending on the accessory complement on the target motorcycle. Scootworks wanted to assist you as much as possible with the installation process, and developed this instruction manual. Please read it completely before beginning installation. If there are any steps you feel need improvement in instructions, please email support@scootworks.com and specify the area you are having trouble with.

UNPACKING!

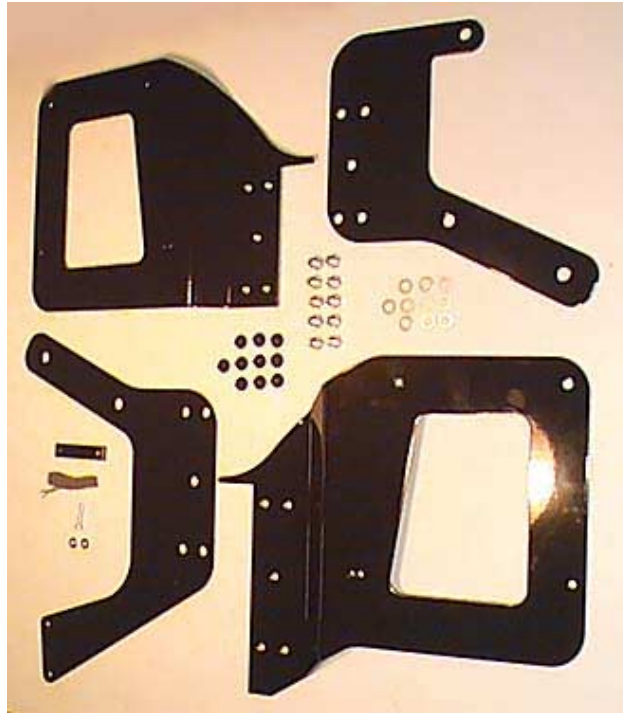
The shipping container and contents must be inspected by the purchaser for damage to goods immediately upon receipt of goods, and a claim must be filed with the carrier if damage is discovered. The purchaser must contact Scootworks within 24 hours from receipt of damaged goods to file a claim, and for further instructions. Your Scootworks Drifter Saddlebag Mounting System will come packed with: 1 LHS mounting bracket, 1 LHL saddlebag mounting plate, 1 RHS mounting bracket, 1 RHL saddlebag mounting plate, 1 small black rectangular clamping bar, 2ea 10-32” x 1” Phillips head screws, 2ea small #10 flat washers, 10ea. 5/16-24 fine thread stainless steel hex head bolts, 10ea. stainless steel 5/16” washers, 10ea. 5/16” black plastic snap-in plugs, 1 short strip of foam backed self adhesive tape, and these printed instructions.

BEGIN INSTALLATION...

1- First, determine the correct installation instructions for the saddle used... Installation difficulty varies, depending on the saddle used on the target motorcycle. Use with the “2-up” saddle requires a bit more patience, since we utilize the same four bolts used by Kawasaki to secure the saddle (plus our clamping system and the RH exhaust mounting bolt).

Why do we use our special clamping system on the LH lower mount, and the exhaust mounting bolt on the RH lower mount? Simple...**stability**. Our bag mounts were first computer designed and tested in a software package that performs a **Finite Element Analysis** test. FEA software allows us to design parts, then abuse them to see what “might” happen in the real world. It shaves a significant amount of time off of the developmental process (and helps us avoid failures in the field and recalls). Once tested, modified, and tested again, we build “hard parts” and put them in the real world for further testing. It was determined that the designs commonly found in the marketplace today would allow for dangerous flexing and twisting with sufficient loading and road “noise (bumps, vibration, etc). Due to the Drifters suspension dynamics, this undesirable flexing could allow the saddlebag components to become entangled with the suspension...and things go downhill rapidly after that! Our design allows for maximum bag loading, and the ability to negotiate the most intense road transients, without the danger of the mounts coming in contact with the suspension components at any time. Our design is expensive to produce, but they are **SAFE** and **STRONG!**

Before we get started, let's get acquainted with the various components of your kit. Below is a photo of these various parts. Your new Scootworks Saddlebag mounting system allows you to install the most difficult parts (brackets) only once, yet allows you to easily remove and reinstall the large saddlebag mounting plates and bags very easily and quickly. This allows you to show your beautiful fender when you wish, and only a few minutes later, be ready to take a big trip with your saddlebags in place. Here's the kit:



You'll notice the large parts of your kit are wrapped in paper, to prevent scratching while in transit. The wrapping should be marked as LHS, LHL, RHS, or RHL. In the photo above, the parts are as follows:

- In the upper left hand corner is RHL (Right Hand Large). This is the mount for the right side saddle bag.
- In the upper right hand corner is RHS (Right Hand Small...shown upside down from normal installation). This is the frame mount bracket for the right hand side of the bike.
- In the lower left hand corner is LHS (Left Hand Small). This is the frame mount bracket for the left hand side of the bike.
- In the lower right hand corner is LHL (Left Hand Large). This is the mount for the left side saddle bag.

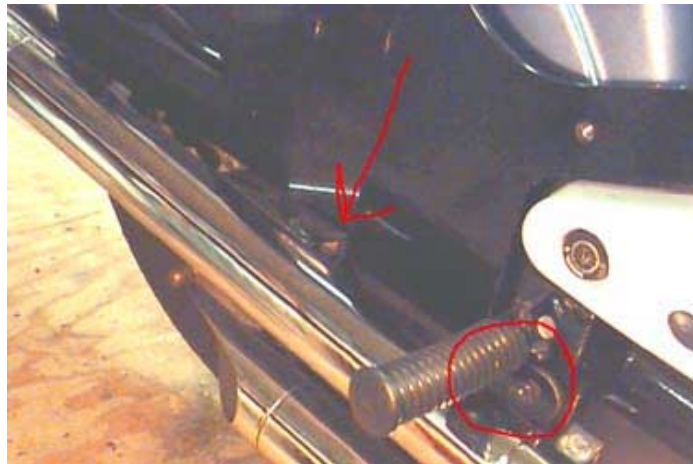
Study the shapes of these parts closely. Now that you're familiar with the bracketry of your new saddlebag mounting system, let's get started!

2. First, we'll tackle the most difficult installation...**use with a 2-up Corbin or OEM Kawasaki dual saddle.** Keep in mind that there are variations in mounting of these saddles from year to year, but these instructions should be able to work you through those issues.

Using a 12mm wrench, remove the 12mm hex head bolt from the exhaust mounting bracket, immediately below the RH passenger footpeg mount (or rubber cover block, if equipped). Place this aside for reuse shortly. Using a 12mm socket, loosen the 2 LH seat bolts VERY loose, and completely remove the 2 RH 12mm seat bolts. This next step may require the use of a friend (extra set of hands!). As in the photo below, pull the saddle towards the RH side of the bike...**HARD**. Slip the RHS mounting bracket's upper mounting tab (has 2 bolt holes) between the seat and frame. Reinstall the 2 12mm bolts, but don't tighten more than a couple of revolutions. (The picture below is of our original one-piece mounting system, but the concept of installing the bracket is the same.)



You'll notice the lower mounting tab is now approximately in position to allow the reinstallation of the 12mm hex head bolt removed from the exhaust mounting bracket earlier. Reinstall this bolt, but leave it loose. You'll see the bolt circled in the photo below...



You'll notice the arrow pointing to the exhaust bracket mounts. Since some users have installed 2-into-2 Exhaust systems like used on a Vulcan Classic, our system was designed to accommodate this style of exhaust. It has been tested with the OEM Kawasaki pipes, Vance & Hines Straight Shots, V&H Classics, V&H Cruisers, Cobra Slashcuts, Cobra Fatty Drags, DG HardChrome, and Roadhouse 2-into-1 pipes. Many subtle modifications were performed to insure maximum compatibility.

Below is a picture of the RHS in place, with the ScootWorks matching black hole plugs installed, for a ride without saddle bags...



OK, now that the RHS is installed (but still loose!), let's move around to the LH side. Locate the LHS, and the strip of foam tape. Notice the area circled in red below. That is where the lower clamping block is attached. Remove the backing from the self adhesive foam strip, and install it on the back side of the LHS, in the area where the lower clamping block will be attached. This will help protect your bike's lower frame from being scratched by the LHS, when installed.



Remove the 2ea 12mm seat bolts from the LH side. Pull the saddle towards the LH side..**HARD!** Slip the LHS mounting bracket's upper mounting tab (the part with 2 large holes) between the saddle and frame. Insert the two 12mm bolts, and tighten only about 2 revolutions. You'll notice that this is a very tight fit, but don't be alarmed...it's FAR more stable than trying to attach to the outside of the saddle mount.

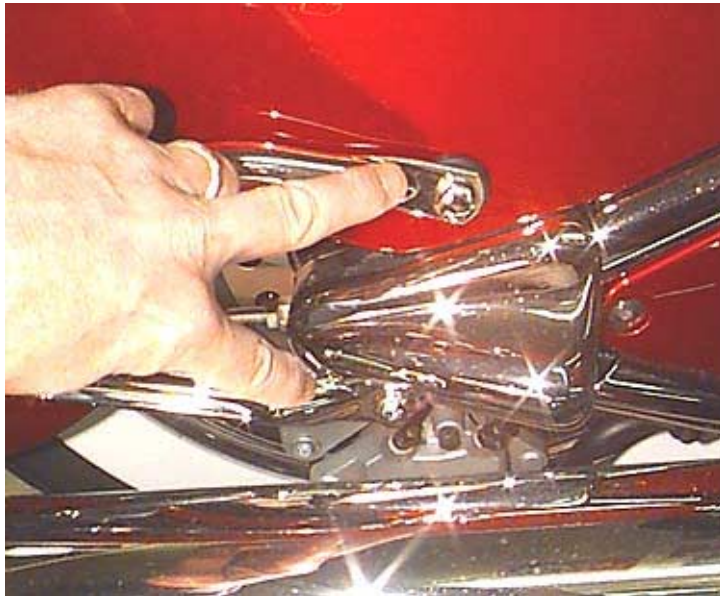
Locate the clamping block. Insert the 10/32 x 1" phillips head bolts into the #10 flat washers, and through the outer small holes in the lower portion of the LHS mount. Place the clamping bar on the INSIDE of the frame, opposite the 10/32 mounting bolts. Thread the bolts into the bar, and tighten them evenly. Finally, tighten the 4 12mm bolts in the saddle evenly, from side to side. Notice the lower clamp in the photo below (seen here with the complete assembly in place, used with a Corbin Solo saddle).



3. OK, let's move on to the simpler installations... Next, the Corbin Solo saddle. The installation for this saddle is MUCH easier, though it does require the use of all 4 12mm bolts supplied with the motorcycle when new. The OEM saddles use 2ea 12mm bolts on each side, while the Corbin solo only uses 1 bolt on each side. Often, when the OEM saddle is removed and the Corbin is installed, the owner may loose or discard the other 2 bolts. If so, you'll need 2 10mm x 1.25mm thread pitch bolts, about the same length as the ones used to secure your Corbin saddle. If you can't locate these at your local hardware store or local Kawasaki dealer, contact Scootworks at support@ScootWorks.com.

Remove the Corbin Solo saddle. Install the LHS and RHS mounting brackets (become familiar with their appearance in step #2 above). Install the mounts completely, using only the front bolt in each of the upper mounts, and secure the bottom as in step #2 above. Don't tighten the bolts yet. Install your Corbin solo saddle. You may find that you have to spread the pan a bit, but it's flexible and will slip over the mounts. Install the remaining bolts in your Corbin solo saddle, through the rear holes in the LHS and RHS, and tighten all bolts completely.

4. Now, let's move on to the easy saddle...the Kawasaki solo! Remove the saddle and saddle mounting brackets. Place the saddlebag mount against the frame, aligning the upper holes where the OEM saddle mounts were installed. Now, place the saddle mount on top of saddlebag bracket, install the two saddle bracket bolts through the saddle bracket, then through the saddlebag mount, and finally into the frame. Leave these loose for the moment. Secure the bottom of the mounts as per step #2 above. Tighten the saddle mounting bolts, and reinstall the saddle. Wow...that was easy ☺ . Some customers have reported that the 4 original bolts (w/12mm heads) were just a little too short to easily install through the Kawasaki solo's mounting brackets *and* our LHS and RHS mounting brackets. No problem... notice the bolts I'm pointing to in the photo below. They secure the rear bumper on the Drifter. These are much longer than is necessary for the bumper attachment. Simply trade places with the bolts in the Kawasaki saddle brackets, and you're in business!



Well..almost...make sure your mounting bolts DO NOT protrude over the suspension as circled in the photo below!



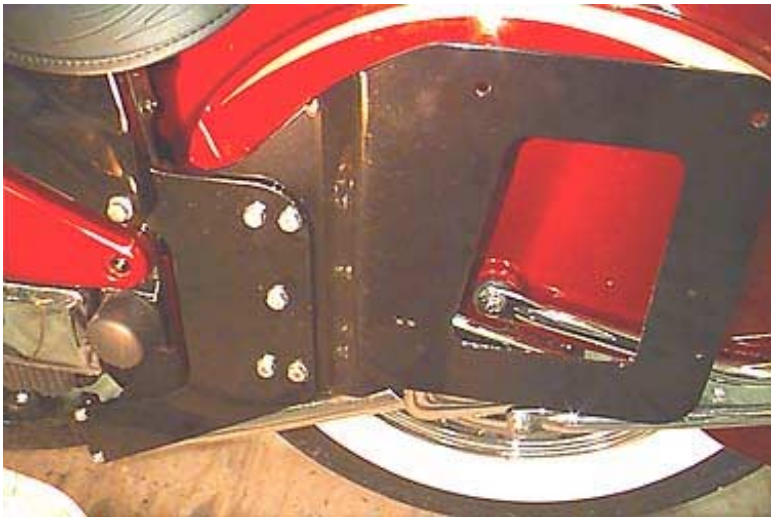
5. Now that the brackets (LHS and RHS) are installed, it's time to mount the main bag brackets (LHL and RHL). Look in your hardware package and locate the 10 stainless steel hex head bolts and matching washers. Locate the RHL bag mount (reference the photo on page 3, step #1). Place this behind the RHS, insert the bolt/washer assemblies through the holes in the RHS, and tighten securely with 1/2" wrench or socket. The RHL should attach to the RHS, bend outward (away from the fender), then bend again and become parallel to the rear fender.

Locate the LHL bag mount (reference the photo on page 3, step #1). Place this behind the LHS, insert the bolt/washer assemblies through the holes in the RHS, and tighten securely. The LHL should attach to the LHS, bend outward (away from the fender), then bend again and become parallel to the rear fender.

Once completed, the offset of the mounting system should look as seen in the photo below. The LHL bracket offsets further to the left, the RHL bracket offsets further to the right, providing ample clearance for the rear suspension. Below is a picture of the LHL when installed. Notice the clearance between the LHL and the fender.



Below is a picture of the LHL from the side, showing the stainless steel mounting hardware in place.



Before use, check for ample clearance between bag mounts LHL and RHL, as seen in the first picture on page 8, above. Due to minor variations in frame weld thickness, bend angles, etc, it may be necessary to make a minor “tweak” in the initial position, once all is tightened well. Grasp the brackets firmly, as seen in the photo below, and make any necessary adjustments upon initial installation.



6. Finally, install the bags of your choice. The brackets are predrilled for the factory Kawasaki bags, but provide holes for nylon tie straps or leather cord commonly used with Willie and Max (and similar) bags to control bag movement in the wind. Throw over type bags are easily installed, by unlacing the crossover strap, folding it down behind each bag, punching small holes in the backs of the bags (and through the crossover strap, if necessary), and attaching them with ¼-20 bolts. Most any bag can be easily adapted to these brackets.

Here’s a picture of the final product, with Corbin solo and Kawasaki F&S bags installed. Let’s ride!



Note for all saddle versions: When installing the LHS and RHS, the bracket should lay flat against the frame, where the two top saddle holes are located on each side. Since these frames are hand welded, occasionally a weld will protrude behind the bracket far enough to not let it mount smoothly against the frame. Simple file or grind the weld slightly, touch up with black paint, and install the bracket.

When used with F&S or Cobra rectifier covers: drill a small hole through the chrome cover, aligned with the top bolt of the lower mounting point of the LHS mount. This will allow the LHS to be installed *and* retain the rectifier cover.

7. Enjoy your Scootworks Drifter Saddlebag Mounting System! Any questions? Email ScootWorks Tech Support at support@ScootWorks.com with any questions or comments that you might have.