

WILLIE & MAX BAGS

Saddle and tool bags that go the distance

Hot XL

WHO SAYS YOU CAN'T HAVE YOUR CAKE AND eat it, too? Just because you don't ride a Touring bike doesn't mean you can't have bags. Dita, who you may remember from a previous install article, rides a 2002

Sportster. Even with lowered shocks and seat, the bike was still too tall, so she upgraded to a set of 10-1/2" Burly Slammers. The point is that her Sportster is perfect for her, except for a severe lack of storage space. That's not something she has to live with anymore, thanks to the wide array of offerings from Willie & Max.

For her main storage needs, Dita chose the Willie & Max Black Jack Compact Slant saddlebag set (#59588-00/\$174.99). Designed and produced in Wisconsin, the Black Jack throw-over bags are made with 12-ounce, UV- and water-resistant black vinyl. Just turn back to page 66 to get reacquainted with what riding in Wisconsin can look like. Yeah, these bags are made to handle that. Hidden quick-release buckles secure the top flap while visible black belt-style buckles allow you to increase capacity. A plastic-lined interior maintains the bag's shape and prevents sagging while zip-off yokes atop each bag allow them to be easily removed and carried by the removable handles. Each

bag measures 12" long x 9-1/2" tall x 5-1/5" deep, providing plenty of daily and weekend capacity while not overpowering the look of the Sporty.

The new saddlebags require the use of saddlebag supports. We opted for a kit from Harley-Davidson (#90799-94D/\$99.95), which matches the chrome on the fender struts. The idea is to prevent the saddlebags from con-

TOOLS NEEDED

- Blue Loctite
- Phillips screwdriver (#2)
- 5/16" Allen
- T-27 Torx
- T-40 Torx
- Wire cutters
- 1/2" open-end wrench
- 3/4" socket
- 1/2" drill bit
- Electric drill
- Torque wrench (in-lbs.)
- Torque wrench (ft-lbs.) ■

Our 2002 Sportster is at Rob's Dyno Service, so Dita can install a set of Willie & Max saddlebags. We have a jack under the bike to take the weight off the rear shocks.



2 Our new chrome shock covers needed to be drilled out to 1/2" to fit the top shock bolt.

tacting the swingarm and brake caliper and rotor.

To further increase her Sportster's practicality, Dita also ordered a Willie & Max Black Jack tool bag (#59590-00/\$49.99) to mount onto her National Cycle windshield. Made of matching UV- and water-resistant black vinyl, the tool bag also features hidden quick-

release buckles and adjustable black belt buckles for the top flap. The new Black Jack tool bag allows Dita to keep any on-bike essentials separate from the things she needs on any particular trip in her saddlebags.

As mentioned earlier, Dita's 2002 Sportster is rockin' a set of Burly Slammer shocks, and we didn't run

into any clearance issues. The only difference you might find with stock or other brand shocks is the washer arrangement on the top shock mount. Dita did this project herself at Rob's Dyno in Gardener, Massachusetts. Follow along to see how she turned her Sportster into a multicapable Sportster tourer.



3 Dita uses a T-40 Torx and a 1/2" wrench to remove the fender strut support bolt. We'll reuse the stock little washer under the nut, but not the stock bolt.



4 Dita removes the right rear shock's top bolt. The stock bolt and cover are not reused, but the two washers are. If your bike has a spacer between the shock and frame, you'll reuse it.



5 The new bolt Dita got with the H-D bracket kit goes through the chrome H-D bracket first. Make sure you have the bracket orientated correctly.



6 Next on is the small stock washer that was under the stock bolt.



7 The kit's new chrome shock top cover goes on next.



8 The stock large washer that was under the stock shock top cover goes on next. Dita then puts some blue Loctite on the bolt's threads if there's none on it as supplied.



9 Dita inserts the bolt assembly into the top of the shock (and stock spacer, if you have one) and threads it in a little using her fingers. Use the jack to align the holes in the shock and frame if needed.



10 Using a 3/4" socket, Dita snugs the bolt, but she doesn't torque it just yet.



11 Dita then slips the stock small washer, if your bike had one, onto the H-D bracket kit's correct new bolt. She then puts some blue Loctite onto the bolt's threads.



12 Dita then slips this bolt through the kit's chrome bracket to secure it to the fender strut cover. She threads the bolt into the strut cover all the way in.



13 After threading the stock nut onto the end of the new bolt, Dita uses a 1/2" wrench and T-40 Torx to torque the strut cover bolt to 96-156 in.-lbs. She then torques the top shock bolt to 21-35 ft.-lbs.



14 Once she has done the same to the left shock, Dita uses a #2 Phillips screwdriver to remove the rear seat bolt on the pillion pad.



15 Dita also has to loosen this bolt using a T-27 Torx, so the pillion pad can be removed by pulling it back and off. You don't have to remove this bolt.



16 Once Dita has the bags evenly draped over the rear fender, she secures the bags to their brackets by wire-tying them or using some hook and loop strips, so the bags are removable.



17 This zipper allows you to unzip the bags from the top strip and take them with you.



18 As for the front bag, if you're going to install it on vertical supports, you'll need to send the supplied hook and loop straps through the back of the bags.



19 Dita decided to mount the bag onto her windshield. It can also be mounted to the fork tubes, but don't cover the headlight. Also, don't have it too low or the front fender will hit it when you hit a bump.



20 Here's how the finished install looks! AIM

SOURCES

WILLIE & MAX
800/558-7755
DowcoPowerSports.com