



**Micatech Pilot Luggage
Installation Instructions for Side Cases
BMW R1100GS, R1150GS and R1150GS Adventure**

Steps for Installation

- Pre-assemble mounting hardware on the cases
- Remove BMW luggage mounts if installed
- Remove rear turn signals
- Install new turn signals
- Install front mounts
- Install rear mounts
- Relocate charcoal canister
- Install rear support cross brace
- Mount side cases on bike
- Tighten side case mount screws
- Tighten side case black knobs

Tools (These tools are provided in the factory tool kit)

- Phillips screw driver
- 19mm open end wrench
- Torque wrench (9Nm – 20Nm 6ft-lbs – 15ft-lbs)
- 2 mm, 2.5 mm, 3 mm, 4 mm, 5 mm, 6 mm Allen wrenches
- 8 mm hex wrench
- Loctite medium strength #242 (blue)
- Anti Seize compound
- Heat gun, lighter or matches (shrink the “heat shrink” tubes)

Overview

Thank you for purchasing the Micatech Pilot Cases. Please read through the installation instructions before you begin. If you feel this is beyond your capabilities, we recommend you have them installed by your local service center. The installation takes about an hour. Please take your time and call us if you have any questions.

Parts for Case Pre-Assembly

Case Mounting Blocks (3 per case):

- 6 – case mounting blocks
- 6 – black securing knobs
- 6 - locking tabs
- 6 - backing plates
- 24 - M5 x 16 button head screws
- 24 - M5 split washers



Foot Peg Stainless Steel “U” Bracket (1 per case):

- 2 - foot peg “U” brackets
- 4 - M5 nylock nuts
- 4 - rubber backed sealing washers

Case Pre-assembly Instructions

1. Mounting blocks

Note: On the low mount (for rear cross bar), attach the mounting block vertically with the opening (slot) pointing up and slightly rearward. See photo below.

On the two upper mounts, attach the mounting block horizontally with the opening (slot) pointing towards the front. See photo below.



Using the M5 x 16 button head screws, with M-5 split washers, attach the backing plate to the mounting block. With the backing plate inside the case and the case mounting blocks outside the case, assemble loosely, using a 3 mm Allen key. These screws will all need to be tightened after final fit up. See photo below.



After each block is mounted, insert the black securing knob through the locking tab and into the center hole of the case mounting blocks, from inside the case. Use anti seize on the thread of the thumbscrews to prevent corrosion. See photo below.

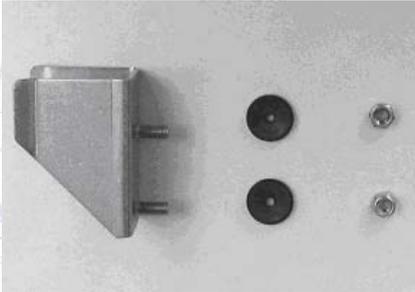


Note: During riding, these screws will secure the cases to your bike. The locking tabs must be backed off (counter-clockwise), allowing the screws to firmly engage the bullet notches on the bike; then the locking tabs will be rotated clockwise to lock the screws in place and prevent them from loosening.



2. Foot peg stainless Steel “U” Brackets

Mount the foot peg bracket to the front of each case with the flat side up, angle side down, using the M-5 Nylock nuts and rubber backed washers, from the inside. Put the rubber side of the washer next to the case. See photo below and photo on page 2 for the correct orientation. These nuts will be tightened, using an 8 mm wrench, after final fit up.



Parts for Bike Mounting Hardware Pre-Assembly

Lower Support Cross Brace

- 1 – Lower support cross brace
- 2 – aluminum bullets
- 4 -- M4x16 button head cap screws

Bike Mounting Hardware Pre-Assembly

1. Lower Support Cross Brace

Using the M4 x 16 button head cap screws, mount the bullets to the lower cross brace as shown in photo below.



Installation Instructions

Put the bike is on the center stand in a level area. Be sure the motorcycle has cooled off as you will be working in the area of the exhaust system. Also, be sure the key is off while performing any maintenance.

Important notice: We recommend applying **Loc-Tite #242** (blue non-permanent) to all threaded bolts during installation. **Do not Loctite the black securing knobs.** We recommend using anti seize on the securing knob threads to prevent corrosion.

Installation note: It is necessary to keep all fasteners loosely attached together, until the bags are test fitted to the mounts. Once everything fits easily, you should then proceed to tighten the fasteners, and remember to use Loc-Tite Blue on all threaded fasteners. When referring to left and right, left is the muffler side and right is the drive shaft side.

Luggage mount removal

Remove the existing mounts if installed. This entails removing the 8mm bolt from the front of the mount and the 6mm bolts from the rear mount.

NOTE, there may be a spacer behind the rear mount, ensure it is removed.

Turn signal replacement

Remove the rear turn signal lens and disconnect the wires from the bulb socket. Be careful as these are small wires and easily broken. Set the lens and the bulb holder aside where they will not get damaged. Using the 19mm wrench remove the nut that retains the turn signal assembly. Carefully remove the turn signal assembly, feeding the wires through the tube. Pull the wires back through the fender opening and remove the washer and nut. Reassemble the turn signal unit (light and lens) and install the washer and nut, and set aside.

Remove the turn signals from the package. Remove the nut and washer from the end of the turn signal. Feed the turn signal wires through the fender opening, position the turn signal over the fender hole, slide the lock washer and nut over the wires onto the turn signal thread and tighten securely, being careful not to strip the threads.

Slide two of the heat shrink tubes from the turn signal package onto the wires and connect the wires to the factory turn signal wires, two wires per turn signal. Polarity of the wires is not an issue. Turn on the key and verify turn signals work correctly. Ensure a good, tight connection of the space connectors. If necessary, a light squeeze with a pliers will ensure a tight fit.

Slide the heat shrink over the connectors and “shrink” with heat gun, lighter or matches. Excess wire should be secured under the fender with cable ties.



Mount installation

Begin by installing the front mount. The mount is installed with the provided M8 stainless steel socket head cap screw. The pins on the mount should point towards the rear and be “away” from the centerline of the bike. Pins are secured to the .25 thick stainless plate with two M4 x 16 button head cap screws per pin (heads facing up). Stainless plates are secured to the front mounts with two M6 x 16 button head cap screws per plate.

NOTE: Do NOT fully tighten the mount bolt at this time. Only tighten enough to hold the mount in position. The mount will be fully tightened after the side cases are installed.

See illustration for correct orientation.



Right Front Mount



Left Front Mount

Install the left and right rear mount blocks. See the illustration to ensure you are installing the correct mount on the correct side. The “boss” that protrudes down should be towards the front of the motorcycle. These are held in place with four M6 stainless steel socket head bolts. Tighten bolts to 9Nm/6.6ft-lbs.

Next install the rear cross bar using the provided M8x16 stainless steel socket head bolts. Install aluminum pins using two M4 x 16 button head cap screws per pin (heads facing up). Tighten the mount bolts to 20Nm/14.8ft-lbs.



Right Rear Mount:

Relocation of the charcoal canister (U.S. Models only)

Remove the charcoal canister mount clamp from the rear foot peg mount tube and relocate it to the forward rear foot peg mount tube. Remove the bolt retaining the rear charcoal canister mount and discard. Remove the rear bolt from the right front flat (.25 stainless steel plate) from base of bag mount and install the charcoal canister bracket with the provided bolt and spacer. Note that you should rotate the BMW bracket 180 degrees when reattaching to the base of the front mount. Slacken the mount hoses running to the charcoal canister to allow the canister to move forward. Attach charcoal canister front mount to the band



clamp you relocated and tight all hardware. Verify, when the suspension is compressed, that the tire, brake line or brake bleeder does not make contact with the charcoal canister.

Installing the side cases

Ensure the black knobs inside the cases are backed out enough to not interfere with mount sliding on to the pin. Slide the cases onto the mounts. Do not tighten the black knobs inside the cases at this time. You may need to adjust the angle of the front pin mount assembly to correctly align with the case mount. Ensure the cases' forward bracket engages the "boss" on the rear foot peg mount.

NOTE: This bracket helps control lateral movement of the side cases. The bracket may take a slight amount of force to engage the "boss" on the foot peg mount.

Ensure the side case mount screws (inside the case) are snug being careful not to over tighten and strip the treads. Please recheck the case mount screws periodically during each ride.

Tighten the M8 front mount bolt to 20Nm/14.8 ft-lbs once it is properly aligned.

Remove and install the side case several times to ensure the mounts are aligned correctly and the case installs smoothly.

Repeat this process for the side case on the opposite side. After the cases are installed, insert the lower rear support brace in its mounts, ensuring the wing nuts are backed out so they will not interfere with the pin installation.

The side cases tend to droop prior to tightening the black knobs, so it may take some effort to install this brace. After the brace is installed, open the case doors and tighten the mount black knobs (three in each pannier) until you feel them bottom against the mounts, then snug them slightly. Once you have tightened the black knobs, you must now rotate the locking tabs clockwise around the black knobs, until they lock against the inside shoulder of the case mounting blocks. Grasp the case and ensure it will not slide back (to the rear). Close and lock the side case doors.

The locking tabs help prevent the black knobs from loosening while riding. They essentially act as a jam nut. When tightening the black knobs, they must engage into the notch on the stainless steel plate that is found on the mounting pin. Then, by rotating the locking tabs clockwise, they will lock the thumbscrews in place.

IMPORTANT: Never ride your bike without the rear cross bar in place and fully securing your cases by locking them onto the mounting points with the internal knobs and locking tabs. The locking tabs were added to help prevent the black knobs from loosening while riding.

Test ride

Listen and feel for any abnormal sounds or feelings. If you do feel or hear anything abnormal, stop your ride immediately and recheck your installation. Please recheck bolt torque settings on newly installed Micatech Pilot Luggage system fasteners after the first few rides. After this initial period, all side case fasteners should be checked to ensure correct torque at the factory recommended service intervals.

Also, please check the black knob torque periodically. Please ride safe and enjoy your Micatech Pilot Luggage.