

Part Number: CA-BAG

Description: Saddle Bags

Fitment: 2008 Can-Am Spyder

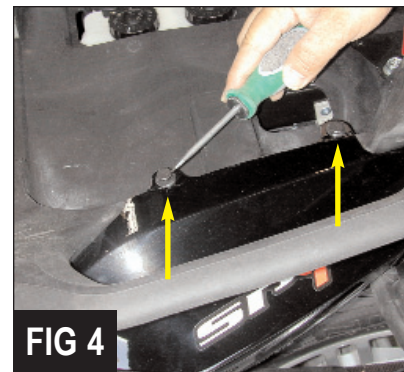
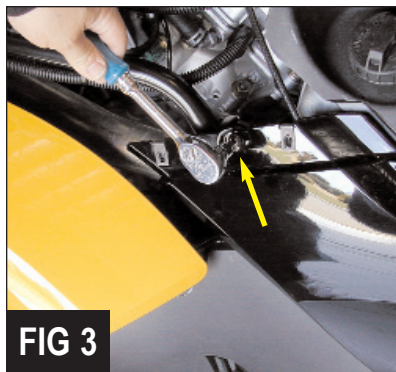
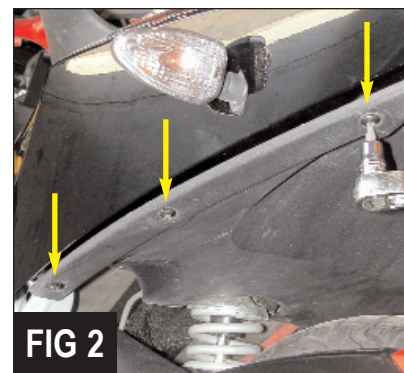
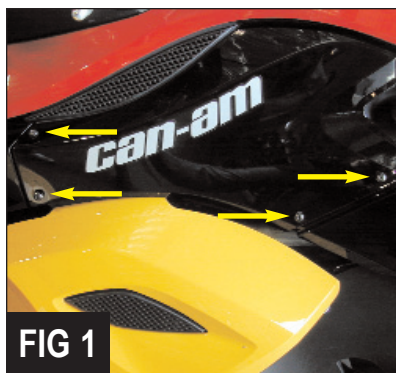
Revision: 2



Tools Required	Parts List	
13mm Open wrench	1 #A01023 Left bag support bracket	12 3/8" Lock washers
17mm Open wrench	1 #A01024 Right bag support bracket	4 3/8" Acorn nuts
2 1/2" Open wrenches	1 #A01025 Right footpeg bracket	6 3/8" Hex head bolts
5/8" Socket or Open wrench	1 #A01026 Left footpeg bracket	6 Zip ties
9/16" Socket or Open wrench	1 #A01027 Right turn signal bracket	4 m8 x 40 Hex head bolts
T-30 Torx wrench	1 #A01028 Left turn signal bracket	4 m8 x 60 Hex head bolts
#1 Phillips screwdriver	2 #P10951 Stainless steel studs	16 m8 Flat washers
Needle nose pliers	2 Turn Signal Covers	8 m8 Nylock nuts
8/32" Allen key	4 Zinc Flat Washers	2 Turn signal extension wire kits
Flathead screwdriver	4 8/32" Socket head cap screws	
	2 3/8-16 x 1 1/4" Hex head bolts	
	8 3/8" Flat washers	

NOTE: We recommend the use of Loctite® or similar thread lock product when assembling parts on your motorcycle.

1. Start by putting your stock seat in the open position.
2. Starting on the left side of the bike, remove the front side panel (*Figure 1*) and the three bolts on the inner fender cover using a T-30 torx wrench (*Figure 2*).
3. Remove the rear side panel using a T-30 torx wrench on the front bolt (*Figure 3*) and a flathead screwdriver on the top two plastic pins. (*Figure 4*) Pull out the side cover and disconnect the turn signal (*Figure 5*).
4. Set the rear side panel on a soft surface. Remove the turn signal with a 17mm open wrench (*Figure 6*).
5. Next you will need to extend the turn signal wire, using the supplied extension wire.
6. Using a #1 Phillips screwdriver, remove the screw on the turn signal housing (*Figure 7*).
7. Remove the lens from the turn signal (*Figure 8*).



8. Next, remove the light bucket by disconnecting the wire harness (*Figure 8*).

9. Remove the wire harness from the turn signal housing and set aside.

10. Next, take the supplied wire harness and route it through the turn signal housing and connect it to the light bucket (*Figure 9*).

NOTE: You need to put a slight bend in the connector with the black wire, to get it to connect properly to the light bucket.

11. Reinstall the light bucket and lens onto the turn signal housing, using the stock bolt.

12. Connect the stock wire harness to the wire harness you just installed onto the turn signal, making sure you connect the black wire to the black wire and the gray wire to the green wire (*Figure 10*).

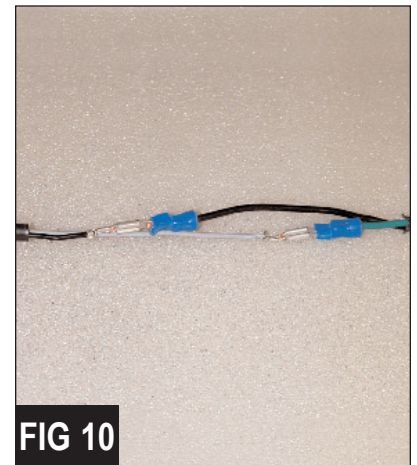
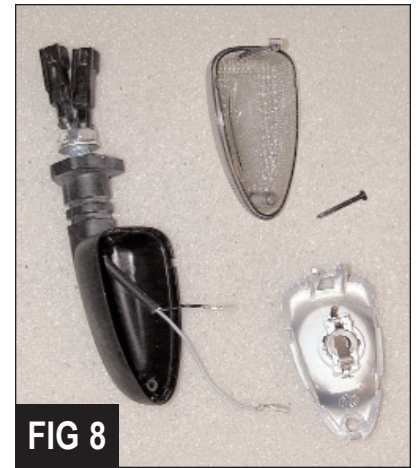
13. Slide the shrink tubing over the connectors and use a heat gun to shrink it into place (*Figure 11*).

14. Next, you will be removing the foot peg hardware. Start by removing the four bolts on the foot peg bracket using a 13mm open wrench (*Figure 12*). Discard the bolts.

15. Remove the "C" clip on the foot peg (*Figure 13*), being careful not to lose the spring and ball bearing. Discard the bearing guide plate (*Figure 14*).

16. Transfer the foot peg to the Corbin bracket, reusing the stock bolt, spring, ball bearing and "C" clip (*Figure 15*).

17. Slide the Corbin mounting bracket into the stock foot peg position. Secure using the two supplied m8 x 60 hex head bolt, two flat washers per bolt and nylock nut (*Figure 16*), using two 1/2" open wrenches. Do not tighten yet.



18. Unclip the turn signal underneath the tail section and install the left side bracket, securing with the supplied m8 x 40 hex head bolts, two flat washers and nylock nuts (Figure 17). Do not tighten yet.

19. Align the Corbin support bracket, to the other two brackets you just installed. Secure the top location with the supplied stainless steel stud and the lower position with the supplied 3/8-16 x 1 1/4" hex head bolt and flat washer (Figure 18). Finger tight the stud first, then the hex head bolt. Use Loctite®.

20. Now, go back and tighten the foot peg mount to 12 ft. lbs. and then the rear bracket under the fender to 12 ft. lbs.

21. Insert the turn signal wiring through the hole in the support bracket (Figure 19). Secure with the stock flat washer and hex head bolt (Figure 20). Use a dot of Loctite® and snug it in place.

22. Zip tie the wiring to the Corbin bracket (Figure 21).

23. Remove the stud and loosen the bottom bolt on the support bracket to get the top position out of the way, so you can reinstall the rear side panel (Figure 22).

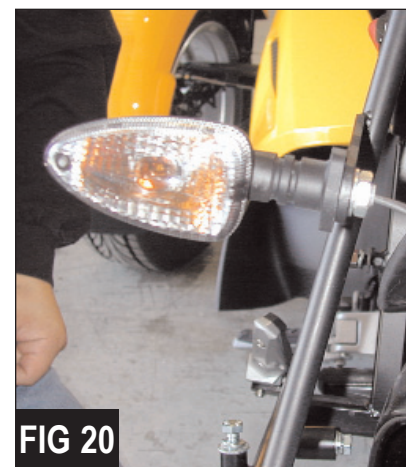
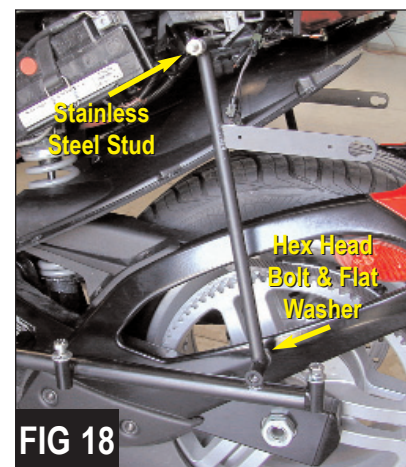
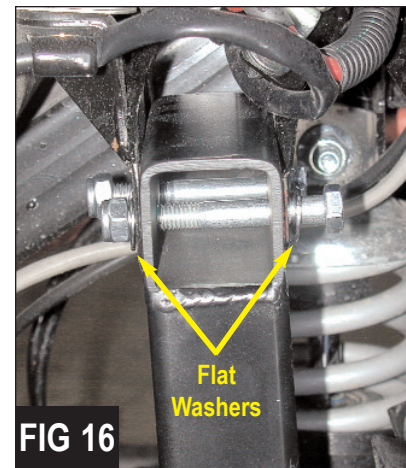
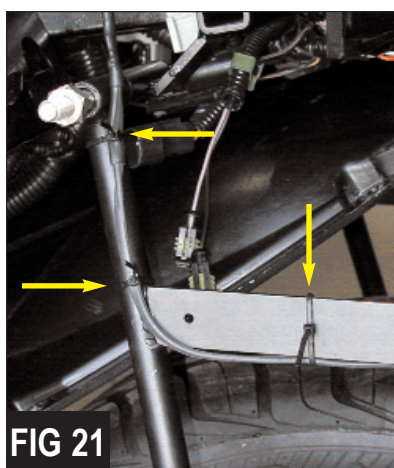
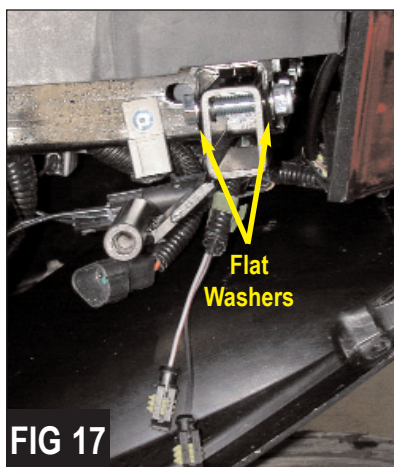
24. Align the rear panel into position and secure the front position with the stock bolt.

25. Slip the turn signal plugs through the rear hole of the panel (Figure 23).

26. Re-align the Corbin bracket and secure it into place with the stainless steel stud (Figure 24).

27. Put the top two plastic plugs back into place on the side panel.

28. Tighten the stud and lower hex head bolt on the Corbin support bracket to 12 ft. lbs. Don't forget to use Loctite®.



29. Plug-in the turn signal, making sure the colors of the wires match (Figure 25).

30. Tuck the wires under the tail section and reinstall the three stock bolts on the inner fender cover (Figure 26). Tighten to 6 ft. lbs.

31. Reinstall the front panel, reusing the stock bolts.

32. Install the supplied turn signal covers, using the supplied 8/32" button head Allen bolts (Figure 27).

33. Align the bags onto the mounting brackets and secure the top two mounting points with a 3/8" flat washer, 3/8" lock washer and 3/8" acorn nuts. Secure the bottom two mounting points with a 3/8-16 x 3/4" hex head bolt, 3/8" flat washer and 3/8" lock washer (Figure 28).

34. Repeat on the other side except when removing the foot peg mount, you also need to remove the bolt on the exhaust pipe (Figure 29). Resecure the exhaust to the Corbin bracket, using the supplied 3/8-16 x 3/4" Hex head bolt, 3/8" lock washer and 3/8" flat washer.

NOTE: When using the stock exhaust pipe, the hanger will mount on the inside of the mounting lug on the Corbin bracket (Figure 30a). This is also true when using the performance Hindle exhaust available from your Can-Am dealer.

When using an aftermarket exhaust, the hanger will often be placed in the center of the canister as it was on this Micron system. When that is true, use the outside of the mounting lug as shown here (Figure 30b).



FIG 23



FIG 24



FIG 25



FIG 26



FIG 27

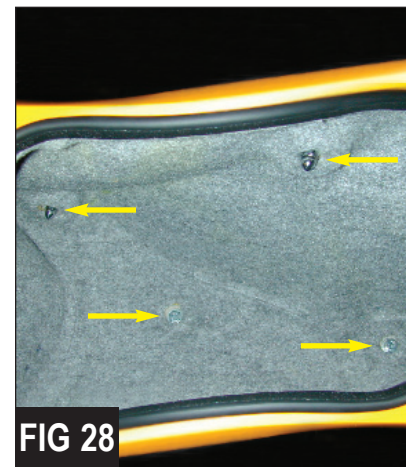


FIG 28

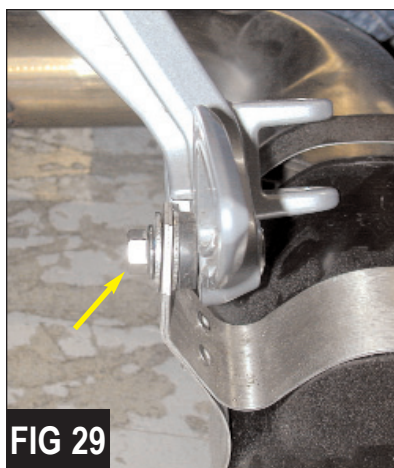


FIG 29

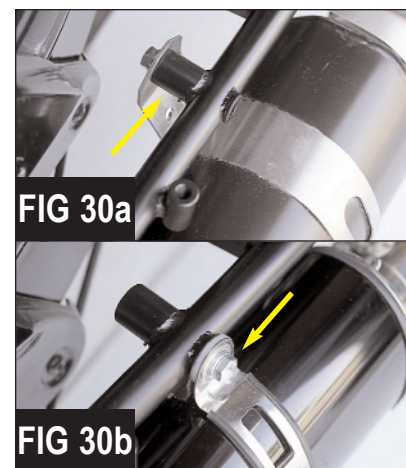


FIG 30a

FIG 30b

Questions? Give us a holler...
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