

CM-3 Case Mount Installation Instructions

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OFF-ROAD USE ONLY

Tools required:

- 3, 4, 5, and 6mm hex key
- 10mm socket or box end wrench
- Flat blade screwdriver
- #2 Phillips screwdriver
- Medium-strength thread locker (recommended for all fasteners)

Included with your CM-3 will be a small package of hardware:

- (4) M6x1.00 - 35mm socket bolts
- (4) 16mm OD x 6mm ID spacers
- (8) 25mm long screws, fender washers, & locknuts
- Padlocks, with two sets of keys

1. Clean off the mud that should be under the tail of any proper adventure bike!
2. Remove the passenger seat with the key (don't forget to remove the key!) Remove the rider seat by lifting the rear up, and pulling it rearward.
3. Remove the painted subframe covers that are directly below the seat(s). There are (4x) 3mm bolts, and (2x) 4mm bolts. Two of them are sort-of hidden on top of the subframe, near the rear of the fuel tank.

Underneath each bolt head should be a small clear washer, which is easily lost, so beware. Also be careful not to let the panel drop onto the floor after you remove the last bolt, because it will fall face down...

4. In between the taillight and painted bodywork you removed in step 4, is a black plastic panel, into which the stock Ducati cases mount. It is secured by (3) 5mm bolts at the bottom, and (3) bolts (2x 6mm, 1x 4mm) on the very top, next to the storage compartment. Once you've removed all the fasteners, the panel easily slides out from the bike sideways.

You will not be putting these panels back on the bike, so wrap them up and put them away. You will repurpose all (4x) 6mm and (2x) 4mm bolts in the next step.

5. Locate the black frame mounting brackets for the CM-3 kit, and slide them into the bike. Install the (4x) 6mm bolts from the top and turn them in by hand, being careful that the shoulder of the bolt goes into the bracket. Then install (2x) 4mm bolts in the bottom of the bracket, again making sure that the shoulder for the bolt goes up inside the bracket's mounting hole. Once everything lines up properly, torque the LARGE bolts to 20nm and the SMALL ones to 10nm.

6. OPTIONAL: Re-install the subframe body panels, being careful not to 'trap' the panel under the shoulder of the bolts. Take care not to over-tighten the bolts (8nm maximum).

Some people prefer to leave the easily-damaged subframe bodywork off the bike, leaving the trademark trellis exposed. Doing so only requires the careful re-routing of a few wires behind the subframe, and some well-placed zip-ties to secure them there. It also makes taking the cases on and off the bike easier.

7. On the rear of the passenger footpeg brackets will be two threaded holes with little black plastic caps in them. Remove the caps. If there are no caps in the holes, be sure to thoroughly clean them out, because they're threaded.

8. The small brackets that are included with the CM-3 mount to the footpegs, with the single large tab facing outward. First, put the supplied M6 bolts through the CM-3 bracket, then the spacer, and into the footpeg bracket on the bike. Torque them to 10nm.

9. The (8) screws, washers, & locknuts are provided to mount the case of your choice to your CM-3. The screws and washers are installed inside your cases, with the nuts on the outside. There are (4) holes already provided in the CM-3 which can be used as a pattern for holes into your cases. When deciding a case mounting position, I strongly recommend that you insure the passenger has enough footroom with the cases mounted.

10. When attaching & detaching the cases from the bike, simply take the padlock off the bottom, swing the case upward roughly 45 degrees, so the tabs at the top clear the bracket enough to pull the case free. Take care not to rotate it up too high, as it could hit the painted plastic panel on the bike's subframe.

11. The maximum recommended per case & load weight should total no more than 15kg (33lbs).

I welcome feedback... if you have a problem or suggestion, please e-mail me at sailwa66@gmail.com

Thanks again, and enjoy the ride, TD Graham