

# CRAVEN



# EQUIPMENT

MANUFACTURERS OF CLASSIC

MOTORCYCLE LUGGAGE

**Bike – BSA, D7/10/14/B175, 1959-70**

**The correct rack for these bikes is a 'W' rack**

The fitting kit is designed to mount the rack to the motorcycle and also has the provision to hold panniers should you require it.

**Included in the fitting kits:-**

Main fitting kit

Part Number	Quantity	Description
P399	2	Support arm BSA D7/10/14, Triumph T20B
P477	2	Straight leg 5-13/16 centres
P374	1	Support arm left hand BSA D7/10/14, Triumph T20B
P299	1	Rubber bush outer plate & topbox clip
P437	4	7/8 or 15/16 tube clip
P203	4	Support arm clamp, flat
P204	2	Support arm clamp, saddle
P493	2	Flat bracket, twist to be inserted to suit bike
B116	2	Spacer 8x15x10
FHS820	8	M8x20 hex set, stainless steel
FHS825	6	8x25 hex set, stainless steel
FHS830	2	M8x30 hex set (1 1/4")
FNN8	16	M8 Nyloc Nut, stainless steel
S19-3Q	32	Plain washer, 5/16, stainless
FHN8	2	M8 half nut
P374A	1	Support arm right hand BSA D7/10/14, Triumph T20B

Second fitting kit

Part Number	Quantity	Description
-------------	----------	-------------

The Old Town Maltings, Broad Street, Bungay. NR35 1EE  
email contact@CravenS.org.uk - www.CravenS.org.uk  
TELEPHONE +44 (0)1986 891096

# CRAVEN



# EQUIPMENT

## MANUFACTURERS OF CLASSIC

## MOTORCYCLE LUGGAGE

P146	1	Support arm for pannier, left hand, D7/10/14/B175, 1959-70
P147	1	Support arm for pannier, right hand, D7/10/14/B175, 1959-70
FHS820	2	M8x20 hex set, stainless steel
FNN8	2	M8 Nyloc Nut, stainless steel
S19-3Q	4	Plain washer, 5/16, stainless

Pannier fittings - To fit the panniers use kit **KPanTop** (2 sets per pannier) and one of two lower fixing kits. New panniers are supplied with **KPanBottom** kits that bolt the pannier to the lower stay and is not therefore readily removable; **KLock** is an optional extra kit that attaches the pannier to the stay using a lock so that the pannier is quickly detachable.

Top boxes do not need any parts, other than a rack as they include the fittings to attach it to the rack.

### Fitting the rack:- General notes

Identify the brackets and their respective fastenings; note that some brackets, especially the long support arms, are frequently handed.

Loosely attach the brackets to the bike and then to the rack. Threads should be lubricated before assembly. Brackets may occasionally need to have a twist put in them or bending a little in order to line them up. As they are all in stainless there is no surface coating to damage.

Finally tighten the nuts and bolts, which are metric and stainless.

### Fitting the rack:- Specific notes about your kit

#### Main kit

It is quite straight forward to fit the rack to the bike, remove the seat and attached the loop stays as shown in Fig 3, also attached the long support arms to the bolts for the top of the shock absorbers. Now attach the short straight supports to the long arms and then attach the rack and tighten the nuts up.

#### Secondary fitting kit

The Old Town Maltings, Broad Street, Bungay. NR35 1EE  
email [contact@CravenS.org.uk](mailto:contact@CravenS.org.uk) - [www.CravenS.org.uk](http://www.CravenS.org.uk)  
TELEPHONE +44 (0)1986 891096

# CRAVEN



# EQUIPMENT

MANUFACTURERS OF CLASSIC

MOTORCYCLE LUGGAGE

This is hold panniers and is only required when holding panniers. Remove the pillion footrest mounts. Attach the P146 & P147 to each side and refit the footrests. Now using the nuts & bolts attach to the W rack along the outside edge against the skates on the bottom.

### **Fitting the panniers:-**

---

#### **DO NOT**

You must NOT fit the quickly detachable locks with the key facing upwards, the key must always be horizontal or facing downwards otherwise the panniers can come loose and fall off.

---

The panniers should be mounted as far forward and as low as is practical to aid stability.

Hold the pannier in place and note or mark the position on the pannier for one of the top rubber mounts. Use a piece of masking tape to protect the finish and stop the drill sliding about. Drill two 5mm clearance holes using the bracket (P298) as a template. The drill bit must be sharp and glass fibre will blunt it fairly quickly. Attach the top fitting to the pannier and attach it to the rack, mark the position for the second mount. Repeat the process above for the rear mount. This method will ensure that the second mounting will be more likely to be in the correct position. See Fig 2 & Fig2a for what it should look like.

Choose a suitable location for the lower fixing, mark the position on the support arm, remove pannier and drill hole(s) in the support arm. Attach the bracket to the arm, fit the pannier and mark the holes on the pannier. The bolted on bracket should have the long edge mounted on the pannier and short edge on the rack. With the quickly detachable fitting kit (see fig 2b) the lock should be on the pannier (P206) and the L bracket (P205) on the bike. Remove pannier again, drill holes, fit bracket and test, fit pannier to bike, ride off into the sunset. Upon return realize that the bike looks silly with only one pannier and fit the other one by repeating the above.

The Old Town Maltings, Broad Street, Bungay. NR35 1EE

email [contact@CravenS.org.uk](mailto:contact@CravenS.org.uk) - [www.CravenS.org.uk](http://www.CravenS.org.uk)

TELEPHONE +44 (0)1986 891096

# CRAVEN



# EQUIPMENT

MANUFACTURERS OF CLASSIC

MOTORCYCLE LUGGAGE

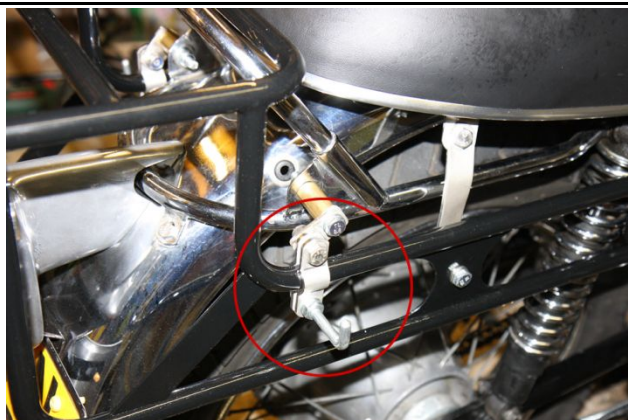


Fig 1(gold spacer & bike not included)



Fig2 (left)  
(R, bottom)



Fig 2a (R, top) Fig 2b



Fig 3



Fig 4

The Old Town Maltings, Broad Street, Bungay. NR35 1EE  
 email [contact@CravenS.org.uk](mailto:contact@CravenS.org.uk) - [www.CravenS.org.uk](http://www.CravenS.org.uk)  
 TELEPHONE +44 (0)1986 891096

# CRAVEN



# EQUIPMENT

MANUFACTURERS OF CLASSIC

MOTORCYCLE LUGGAGE

The Old Town Maltings, Broad Street, Bungay. NR35 1EE  
email [contact@CravenS.org.uk](mailto:contact@CravenS.org.uk) - [www.CravenS.org.uk](http://www.CravenS.org.uk)  
TELEPHONE +44 (0)1986 891096