



AltRider Hemisphere Saddlebag

INSTALLATION & CARE INSTRUCTIONS

The most up to date instructions can be downloaded from the product page at altrider.com, under the instructions tab.

Dear Rider,
Thank you for choosing AltRider! Whether a seasoned world adventurer or a first time ADV-Newbie, we welcome you to the AltRider experience. You can install your new product with the utmost confidence. AltRider designs, tests, and manufactures all of its products here in the United States. We are proud to do what we do, and honored to present to you the product of our labors.

Enjoy it, show it off, and most of all, RIDE IT!

Venture On,
Jeremy LeBreton



AltRider Hemisphere Saddlebag

Package Contents:
- Saddlebag harness
- Saddlebag drybag

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Rev 0
MADE IN THE USA





Product Overview

- ① Waterproof main compartment insert
- ② Base Holster
- ③ Side compression straps
- ④ Exterior stash pockets
- ⑤ Rear compression straps
- ⑥ Lower attachment straps
- ⑦ Rear Fender strap with hooks
- ⑧ Interior compression sack (inside main compartment)



1



Your Altrider Saddlebag will carry your gear securely and in the correct position for best handling of your motorcycle in even the most challenging conditions. Start by familiarizing yourself with the components of the Saddlebag and 'dry fitting' the saddlebag on your motorcycle. There are three straps that will secure the Saddlebag to the bike - the two side straps attach to your sub frame, main frame or in the case of the KTM 690 (shown one page 1), to the rear tubes of the trellis frame. The idea is to mount the Saddlebag on the bike far enough to the rear to not interfere with the riders' position and not too far back to stress out your rear fender.

Once you have determined your preferred position on the motorcycle, adjust the rear connection strap with coated metal hooks to your rear fender. You should only need to make this adjustment once as it becomes a static connection point. This strap with hooks is what is preventing the Saddlebag from sliding forward, the two lower connection straps in combination with the custom tailored shape are doing the majority of the work. To create and anchor later the front straps will create needed tension.

2



Note: You can use the rear compression straps to attach another small bag BEHIND the Saddlebag - avoid stacking gear on top of the Saddlebag as it can adversely affect handling.

Here you can see correct position of the hooks. The strap has yet to be tightened in this photo. All motorcycle rear fenders are fairly similar but some may need a slight modification of the plastic to allow the hooks to seat themselves onto the fender. If you have a rear rack or prefer to use the passenger grab bars, you can simply feed the strap through and not use the coated metal hooks.

3



The two Lower front attachment straps are intentionally left extra long for use on some motorcycles that do not have an easy mounting frame tube or connection point. On this particular bike, the trellis frame is a perfect mounting point. You want this strap to be as short as possible so that the Saddlebag is as tight as it can be on your bike. These straps are critical to a secure attachment and should be checked frequently. You can trim any excess strap once you have determined the correct position on your particular bike. Use the front straps to create tension on the rear anchor now in place. This creates a tight, narrow, and secure system.

IMPORTANT - Always make sure your straps are tidy and no excess strap is loose or capable of becoming entangled in your chain or interfering with your boot position on the bike.

TIP - On some bikes boots have been known to wear out straps on the lower attachment points. Here we will commonly use a piece of tubing to cover the strap so it does not wear out. This is a great fix for those who do not have a 2nd option for the lower mounting points.

4



Most bikes will require our Heat Shield to defend the saddlebag from the exhaust. Carefully inspect your correctly mounted Saddlebag to determine the best location to mount your Heat Shield. All that is required is an air space or a 'stand off' to allow air to pass through between your bodywork and the exhaust or muffler - thus preventing any damage to the bag and/or bikes fairings from heat.

5



Now that you have successfully mounted your base holster on your bike, insert the Waterproof Main compartment. You are now ready to start packing your gear. Start out by loading the heaviest gear that you will not need during the day and filling the lowest spaces. The last item to pack is your sleeping bag in the supplied Compression sack. Use the 3 compression straps to get your sleeping bag as small as possible, give each strap several tugs as you will be surprised how small your sleeping bag will become as you compress all the air out of it. By running each strap in opposing directions you will create a curved shape out of your sleeping bag; this curve matches the location you are placing it in the saddlebag.

Tip - Obviously your bike will perform differently with your adventure gear stowed and secured versus a 'naked' motorcycle. Set your sag accordingly with the load on the bike and take your time getting used to the handling with gear on. After a few miles, you won't even know it's there and will soon get the hang of exploring the back country without the need for a support vehicle and the ability to camp when you find that perfect spot!

6



Once you have your gear stowed inside the Main compartment, complete at least 3 rolls in the top and use the side release buckles to secure the Main compartment into the Base holster.

TIP - Your sleeping bag and tent are the bulkiest and lightest part of a multi-day trip. These items should always be stowed on top of the main compartment and/or behind the Saddlebag for the best performance of your Saddlebag and the handling of the bike. If you are just going out for the day, stow gear like extra fleece or your rain gear in these locations. Always give them an extra tug for security. The metal cam lock buckles are extremely strong and will not slip on the strap webbings even if they are wet so cinch these down as tight as you possibly can.

7



Stow your trail tools, spare inner tube or auxiliary fuel container in the Exterior Stash pockets. This is the place for all those heavy items that you will need along the trail. These generous spaces are designed to carry those items down low, behind the riders' legs for the best handling of the bike on challenging terrain and also for easy road cruising. Use the side compression straps to close these pockets and also to cinch your load as tightly as possible.

Tip- If you put your spare inner tube in a one gallon zip lock or heavy gauge bag you can sprinkle baby powder on the tube so it slides into the tire much easier and does not destroy the tube from contract with other tools and thousands of off road miles.

IMPORTANT - Do not stow tools or other hard/sharp objects in these pockets without some sort of protective wrap. Tools will vibrate and begin to wear through just about any material if they are loose.

8



Shown here and below is the correct location for an auxiliary dry bag or stuff sack to stow other lightweight yet bulky items like your tent. Use the 2 Rear compression straps to secure **BEHIND** the Saddlebag. As with the interior compression Sack straps, give these two straps extra tugs to ensure you have allowed any air to escape. You will be pleased with how tight the whole kit becomes when you have successfully compressed the load using the compression straps.

IMPORTANT – After the 1st few hundred miles and during your trip the load will settle. Check contents and bag status and re-tighten the straps as necessary. Make this a habit when you stop each time.



CONGRATULATIONS!

You've completed your installation. If at any point you have questions about your installation or have any feed back for us, we'd love to hear it. A downloadable version of these instructions can be found at our web site. www.AltRider.com

After a short test ride, confirm that your straps are secure and the Saddlebag is not interfering with the performance of the motorcycle.

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