

Drag Specialties & Covington's House of Baggers Hard Saddlebag Conversion

Story by **Jason Mook** – Photos by **Jesse B. Nelson**

One of the many reasons we purchased our Baggers was for the ability to carry what we need in the saddlebags. In the case of this 2000 Road King Classic, the stock leather and plastic saddlebags had seen better days. The owner was looking to freshen up the look of his Bagger, while gaining the ability to lock his saddlebags when necessary; a conversion to hard bags was needed. It used to be a major pain and a big hit to your wallet chasing down all the required hardware and parts needed for a complete set of saddlebags. Drag Specialties has simplified the process, now all the necessary hardware and parts are in one kit. All that's left to choose is a set of saddlebag latch covers. Knowing that a set of stock ones wouldn't do, we sourced Covington's House of Baggers for a set of their Finned Latch Covers in chrome. Covington's Latch Covers add the perfect amount of custom style to the saddlebags where it is needed. To see all the parts available from Covington's, visit www.CovingtonsCustoms.com. For the saddlebag hardware kit from Drag Specialties, visit your local Drag Specialties' Dealer or go to www.DragSpecialties.com.

Difficulty Level: 1/5

Estimated Time to Complete: 2.0 hours



Drag Specialties' Saddlebag Hardware Kit with Covington's House of Baggers' Finned Saddlebag Latch Covers in Chrome.

The 2000 Road King Classic with stock leather bags.

Tool & Supplies Needed

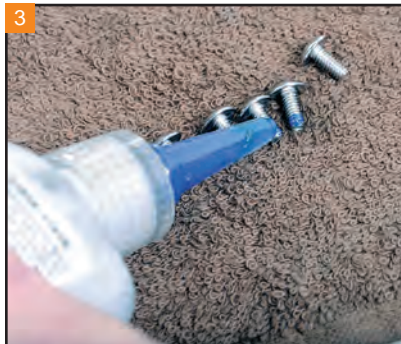
- SAE Wrench Set
- SAE Socket Set
- 1/4" Ratchet Wrench
- Allen Wrenches
- Torx Drivers
- Side Cutters
- Needle Nose Pliers
- Torque Wrench
- Removable (Blue) Thread Locker
- Rubbing Alcohol
- Clean Shop Towels
- Spray Lubricant
- Saddlebag Bottom, Left. OEM #90753-93
- Saddlebag Bottom, Right. OEM #90752-93
- Saddlebag Cover, Left. OEM #90757-93
- Saddlebag Cover, Right. OEM #90756-93
- Tether Strap (2 Required). OEM #53567-93



Insert the support cushions, two per bag, into the channel in the bottom of the saddlebags. A small amount of spray lubricant will help to get the tip of the cushion through the hole in the saddlebag.



Install the bail pin grommets in the holes on the inner side of the bags. The thicker portion of the grommet is on the outside of the bag.



Apply blue thread locker to the hardware for the mounting brackets.



Start the four bolts for the mounting bracket by hand.

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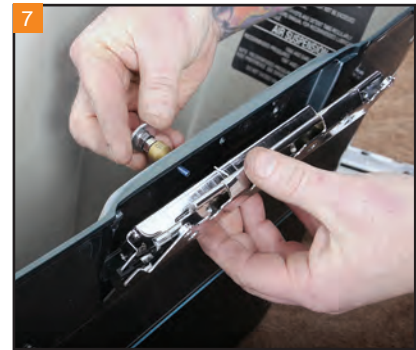
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5 Final tighten the hardware with a T15 Torx driver.



6 Slide the rubber bars over the tabs of the saddlebag latches. The rubber bars are side specific.



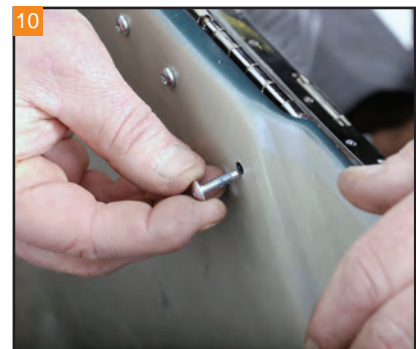
7 Start the two inner bolts to hold the latch to the saddlebag bottom.



8 Leaving the two inner bolts loose, it is best to start the two outer bolts for proper alignment of the latch.



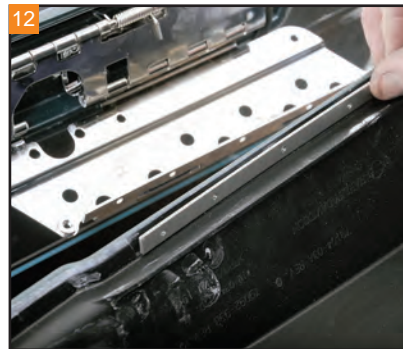
9 Use a T20 Torx to tighten the two inboard bolts.



10 Remove the two outboard bolts from the latch.



11 Position the tether strap with metal insert and reinstall the two outboard bolts.



12 Install the backing plate in the saddlebag lid. Align the five holes in the backing plate with the holes in the saddlebag lid.



13 Start the screws through the latch and lid, then into the backing plate. It is best to get all five screws started before tightening any of them.



14 With all five screws started, use a T15 Torx to tighten them down.



15 Thoroughly clean the gasket channel inside the saddlebag lid with rubbing alcohol.



16 Remove the plastic covering from the adhesive on the weather gasket. Install the gasket in the channel of the lid, applying pressure to ensure the adhesive tape holds.



Trim any excess gasket material with side cutters.



Clean the area of the lid for the wear plates thoroughly with rubbing alcohol.



Remove the protective plastic from the adhesive tape on the back of the wear plate. Position the wear plate on the lid, applying pressure to ensure the adhesive tape holds.



Position the Covington's Finned Latch Cover in place over the saddlebag latch.



From the inside, start the #8 bolt through the latch into the threaded hold of the latch cover. Leave the bolt loose for now, until all the latch cover hardware and lock is installed.



Position the lock assembly in the opening in the latch, aligning the holes in the lock with the threaded holes in the latch cover.



Use blue thread locker on the hardware. Tighten the lock mounting hardware with a Torx driver.



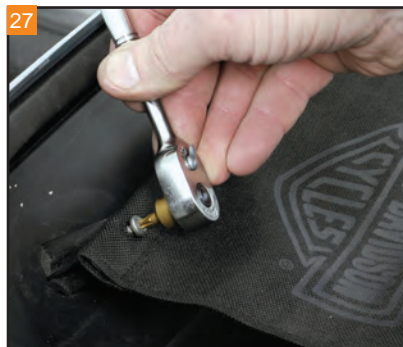
Install the included chrome bolts from Covington's from the outside of the latch cover.



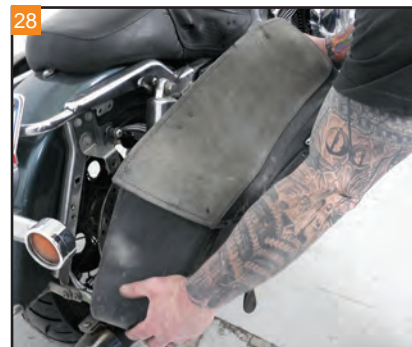
Final tighten the first #8 bolt installed.



Slide the metal bar through the end of the tether strap, aligning the holes in the strap with the holes in the bar.



Use a T20 Torx to tighten the hardware holding the tether strap to the saddlebag lid.



Remove the old saddlebags from the motorcycle.

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Position the assembled hard bag on the saddlebag support bar.



It may be necessary to loosen the brackets for best alignment with the new bags. Use a 7/16" wrench to loosen the bolts holding the brackets.



Ensure good engagement of the bail pin in the receptacle.



Retighten the bolts holding the brackets in place.

DRAG SPECIALTIES
Hardware Kit, Complete –
Hard Saddlebags.
(Part # C1001-C)

See Your Local Dealer.
www.DragSpecialties.com

**COVINGTON'S
HOUSE OF BAGGERS**
Bag Latch Covers,
Finned Chrome, Pair.
(Part # 3501-0862)

580.256.2939
www.CovingtonsCustoms.com

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- Work Performed By -

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AFTER



The 2000 Road King Classic converted to hard saddlebags with Drag Specialties' Hardware Kit and Covington's Chrome Finned Latch Covers.