

REVIEWS

» MSR XPLORER SUMMIT DUAL SPORT PANTS

Compared to street-only pants, off-road and dual-sport pants tend to be lighter, more comfortable and less abrasion resistant. They also tend to be designed for the younger MX crowd, with no vents, no pockets, gaudy colors and sometimes, low quality.

A few years ago, Klim stepped in and brought us high quality, functional off-road pants with subdued designs, good vents and usable pockets. I've been happily wearing Klim pants ever since, but despite their overall high quality, I've blown out the seat stitching in my last three pairs.

Rather than drop another \$200 on a fourth pair, I did some searching and found MSR's Xplorer Summit pants. MSR is clearly going after the same demographic, equipped with large zippered thigh

vents, roomy pockets and subtle (adult?) color patterns. Top-shelf materials are used throughout, including ballistic grade fabric in high wear areas, accordion material in the knees for easier bending, and full grain leather on the lower legs for protection from hot pipes.

The MSR Xplorer Summit are at least as comfortable and functional as the Klim pants they replaced. After a full season of riding they are still in like-new condition, and even the seat stitching is holding up fine.

For 2018, the color options have changed from that shown here. MSR Xplorer Summit pants retail for \$150, but are often heavily discounted on the internet, unlike some of the competition.

—Jim Stanley

●●●●● Malcolm Smith Racing
msracing.com

MSR Xplorer Summit Dual Sport Pants



» Giant Loop COYOTE SADDLEBAG

Based, Oregon, based Giant Loop specializes in saddlebags and accessories that attach directly to the stock rear fender of various motorcycles, without need for a metal rack. The horseshoe-shaped bags drape over the rear fender and seat, which is an ingenious, simple and effective design. In most cases, they can be mounted with zero modifications to the motorcycle.

The Coyote model is a 39-liter midsize dual-sport saddlebag; about the right size for a short moto-camping trip. By following common packing advice for motorcycle travel, all the stuff you truly need should fit. For larger bikes and more fitment options, Giant Loop also offers the 68-liter Great Basin saddlebag (\$450). For shorter trips there's the 12-liter MoJavi bag (\$199). To add even more space, 3.5-liter Possibles Pouches (\$50) or 17-liter Rogue Dry Bag (\$85) strap right onto the various saddlebags.

We mounted the Coyote on a Honda XR650R, loaded it up and hit the road. Installation was straightforward and only took a few minutes. We were skeptical that the supplied fender hooks

would keep the bag on in rough off-road riding, but they handled everything thrown at them. If the top straps aren't tight, the bag may flop around a bit and hit you in the rear, easily solved by yanking harder on all the straps. The only complaint is that some of the straps are extra stiff, making cinching them down harder than it should be.

The Coyote includes an aluminum guard to keep it off the exhaust and three drybags sized to fit inside the main bag—one down each side, plus one across the top. Previous designs had a large zipper, but the current model uses a drybag-type roll closure on top. This makes accessing the contents a bit more difficult, but roll closures don't leak water, break or foul with dirt, like zippers sometimes do. In addition to keeping water out, the internal drybags can be also be filled with ice and beverages, potentially making you very popular on long, hot rides.

The Coyote saddlebag securely carries gear over the harshest terrain, without



Giant Loop Coyote Saddlebag

interfering with motorcycle operation, exactly as intended. Giant Loop bags are waterproof, American-made, with sturdy military-spec materials and construction, and feature a limited lifetime warranty. We highly recommend these quality saddlebags, in whichever size your adventures require. \$360.

—Jim Stanley

●●●●● Giant Loop
giantloopmoto.com

» Ilium Works VERSATILE HIGHWAY PEGS

Ilium Works' Versatile Highway Pegs add a new dimension of functionality to the usually dowdy task of finding an alternate place to rest your feet on long rides. These pegs are designed to mount on 25mm diameter engine guards and include sleeves for mounting to 22.5mm bars. These diameters are popular on factory and aftermarket engine guards for BMW's R-Series motorcycles, as well as many other brands.

At first glance, these pegs boast an impressive amount of mechanical engineering. The peg body consists of a beefy end

bracket assembly that houses a ball joint, which in turn is attached to a clevis bracket and the main peg shaft. This arrangement allows a nearly infinite variety of mounting positions, since the ball joint swivels 360 degrees on its axis. The main peg shaft, which holds a 5.5 by 2.25-inch dimpled rubber foot pad, can also rotate 90 degrees for additional fine tuning. As a result, the pegs can be mounted on either vertical or horizontal bars, including those with compound angles, so finding the perfect position for each individual rider is no longer an

impossibly frustrating task.

Quality of construction and materials is first-rate. The peg body components are all CNC machined 6061 aluminum alloy, and all included hardware is stainless steel. Available finishes include clear anodized or black anodized. Overall weight is a substantial 1.5 pounds per peg.

Installation is straightforward. First, locate a mounting location that achieves the rider's comfort requirements without compromising the bike's lean angle. An easy way to do this is to place the motorcycle on

its center stand, sit on the bike, and prop your feet up with stationary, stackable objects. Blocks of wood or buckets work well. Find the optimal position, and mark the section closest to it on your engine guards. When a final location is identified, the four 10-32, 3/8-inch Allen head bolts holding the peg's mounting bracket assembly are tightened gently, and then a 1/4-inch set screw in the center of the mounting bracket cap is tightened to touch the bar underneath, plus another 1/4 turn. The four 3/8-inch Allen bolts are then tightened to final spec.

Ensure that both pegs are mounted symmetrically, for maximum comfort.

Per Ilium's instructions, I used blue Loctite on the Allen bolts, and after 9,500 miles of testing everything is still rock solid. I deliberately tried to move the pegs out of place, including by standing on them with my full body weight, but they never budged and the foot pad's grippy rubber material didn't wear at all. Though pricy, these highway pegs offer an unmatched combination of quality and functionality. \$315.

—Moshe K. Levy

●●●●● Ilium Works
iliumworks.com



Ilium Works Versatile Highway pegs