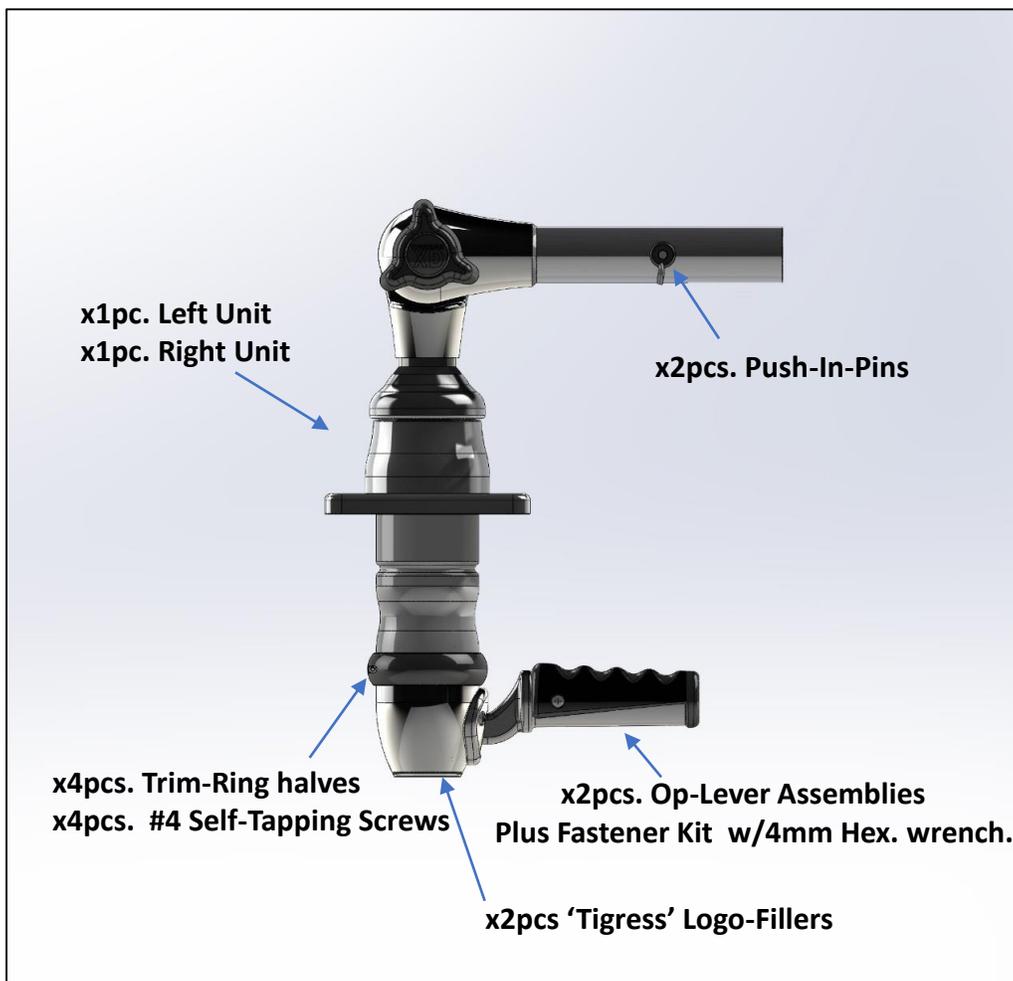




# 'XD' TOP MOUNT

## INSTALLATION INSTRUCTIONS



Phone: (844) 740-1260

Fax: (866) 266-1399

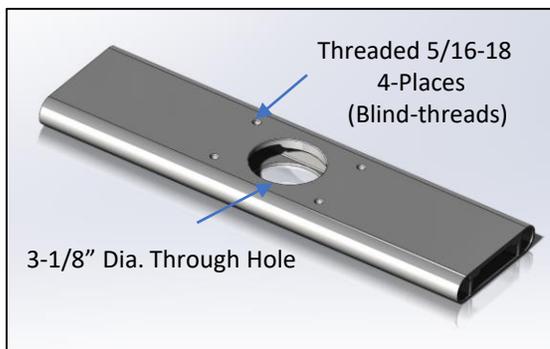
Email: [tigress@easternmetal.com](mailto:tigress@easternmetal.com)

## Installation of your pair of Tigress 'XD' Top Mounts.

When installing your pair of 'XD' Top Mounts on a Canvased T-Top, a mounting plate for both Left/Port and Right/Starbord sides are required and both running fore and aft and between the brace-bars of the T-Top. **(See Figure 1 on Page 4)**

If there are No mounting plates, you can purchase them from your local Tigress dealer and have them welded in! Any Fabricated plates should be strong and welded on at least 3 sides and well braced!

The x4 Holes of any mounting plates need to be square to the T-Top structure so that Outriggers point straight back to the stern.



### TIGRESS MOUNTING PLATES

Part #OOMP-30 (30" Long)

#OOMP-20 (20" Long)

(See PAGE 4)

When installing your pair of 'XD' Top Mounts on a Hard Top. **(See Figure 2 on Page 4).**

## Index.

**What's included in the 'XD' Top Mount Kit - Page 1.**

Pre-Installation, Mounting Plate Notes - **Pages 2 & 4.**

Mounting Holes Template – **Page 3.**

T-Top & Hard Top Mounting Notes – **Page 4.**

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Before you can mount – (Step 1.) **Page 6.**

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Changing the OP-Lever Orientation – (Steps 3-9.) **Pages 6-8.**

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Locking system testing – (Step 13.) **Page 9.**

Install the trim-Rings – (Steps 14-15.) **Page 9.**

Install the Logo-Filler – (Step 16.) **Page 10.**

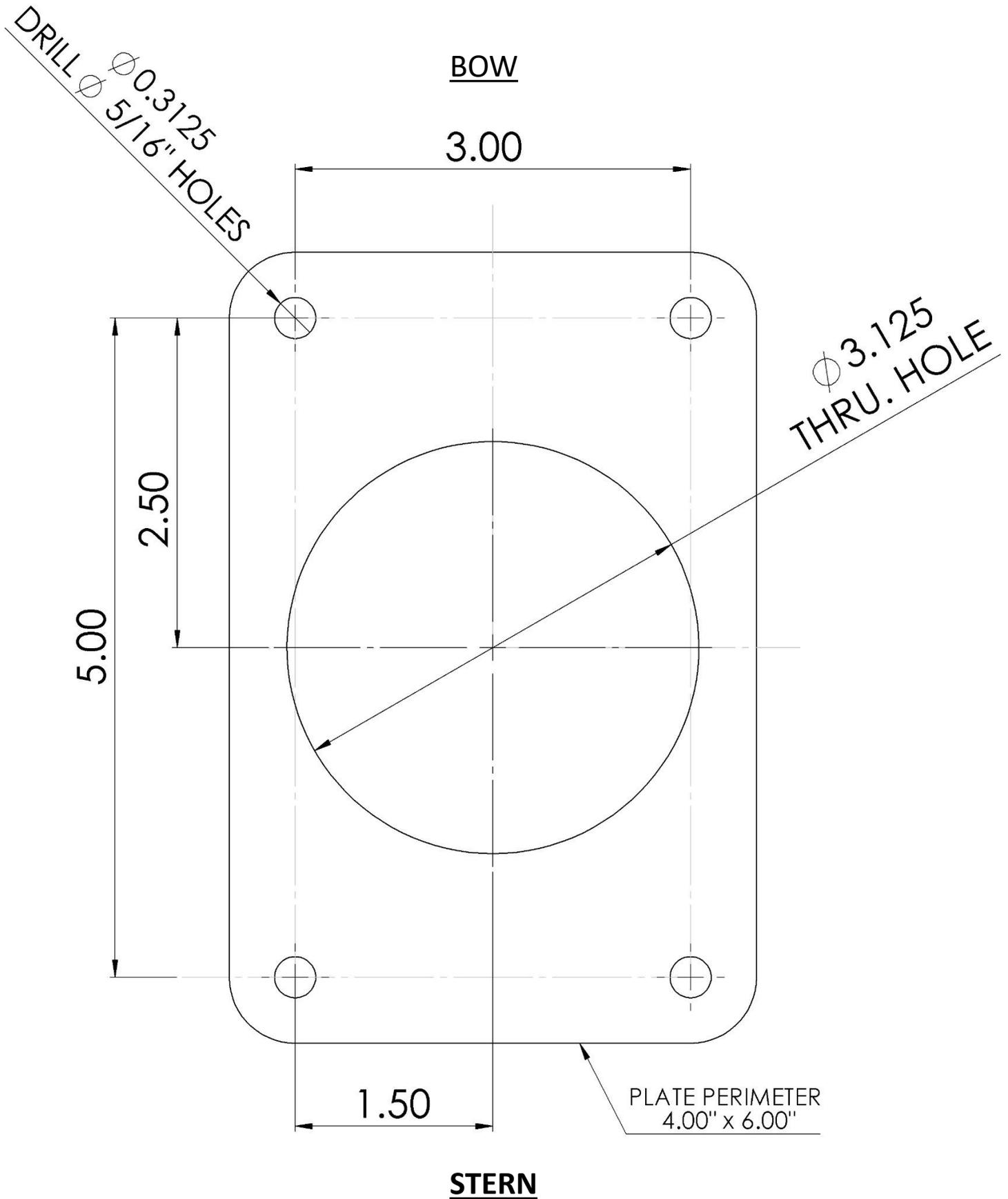
'Extra' Hand Clearance OP-LEVER (Steps 17-25) **Pages 10-12.**

## Cleaning your 'XD' Top Mounts.

After each use rinse off your 'XD' Top Mounts and Outriggers thoroughly with fresh water. Use of a Bio-degradable Mild detergent is acceptable but always rinse off after their use!

**DO NOT USE CAUSTIC CLEANING CHEMICALS or WAXES AS THEY CAN PROMOTE CORROSION AND DAMAGE THE COMPONENTS FINISHES & MATERIALS!**

# XD TOP MOUNT - TEMPLATE



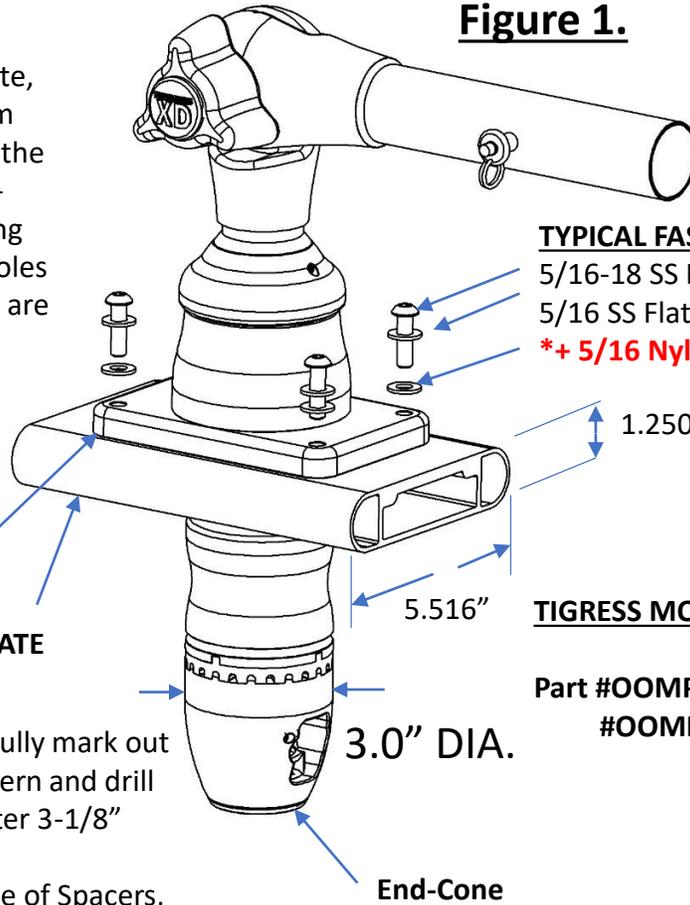
**PLATE & EXTRUSION T-TOP MOUNTING.**

On the underside of the 'XD' Top Mount's plate, put a Bead of silicon around all x4 .315" (8mm dia.) holes, a bead around the large hole and the plates footprint, then carefully enter the End-Cone into and down thru. the 3-1/8" mounting plate hole aligning directly on top of the x4 holes that are pre-placed in the T-Top Canvas. (that are aligned with the mounting plate holes). Slightly grease the suggested Button-Head fasteners threads, install and tighten with a 3/16" Hex Allen key wrench.

Note: **Solid Plate.** Use the supplied template for hole layout/location.

T-TOP CANVAS  
MOUNTING PLATE

**Figure 1.**



- TYPICAL FASTENERS**  
 5/16-18 SS Button-Head (4)  
 5/16 SS Flat Washer (4)  
**\*+ 5/16 Nylon Washer (4)**
- TIGRESS MOUNTING PLATES**  
 Part #OOMP-30 (30" Long)  
 #OOMP-20 (20" Long)

**HARD-TOP MOUNTING.**

For Solid fiberglass Hard-Top mounting, carefully mark out noting/using the supplied hole template pattern and drill the 5/16" Dia. Thru. Holes and the Large center 3-1/8" Diameter hole.

**Soft-Core or Hollow core Tops** require the use of Spacers, Typically are 7/16" in OD and always cut to length so they are flush with Both Top and Bottom Hard-Top Surfaces.

Silicon bead sealing is required as per the above Plate & Extrusion recommendation!

**WEDGE PLATES.**

Silicon sealing beads are required on both faces of the Wedge plates to keep water from Passing through to under the Hard Top!

**Figure 2.**

5/16" S-STEEL THROUGH BOLTING  
**\*+NYLON WASHERS**

SILICON SEALER  
 UNDER PLATE

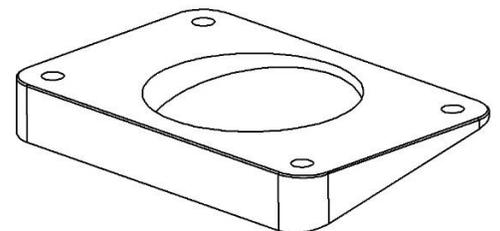
HARD TOP

USE SPACERS FOR SOFT-CORE  
 OR HOLLOW CONSTRUCTION  
 HARD TOPS.

FLAT S-STEEL WASHERS  
 w/SPRING-WASHERS/NUT  
 OR NYLOC NUTS  
**\*+NYLON WASHERS**

**TIGRESS WEDGE PLATES**  
 (optional)

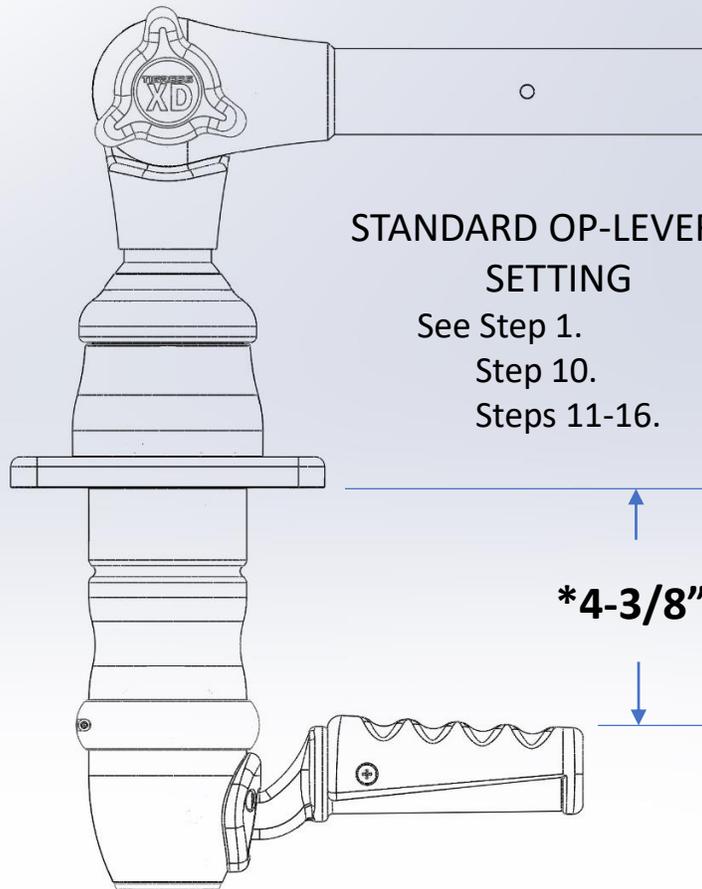
- Part # 88934 (7deg.)  
 # 88936 (9deg.)  
 # 88938 (11deg.)



**TIGRESS 'XD' BACKING PLATE. (AL)**  
 (optional, but recommended)

Part # 88932 (5" x 6.25" x .250")

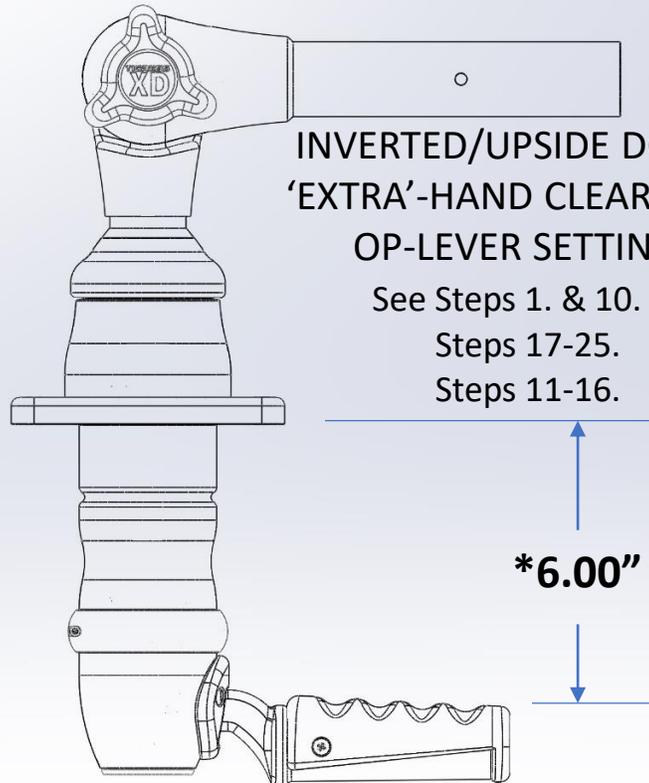
**\* THE RECOMMENDED USE OF NYLON WASHERS UNDER FLAT WASHERS IS TO PREVENT 'MARRING' OF THE ANODIZED ALUMINUM PLATE & ELECTROLYTIC ACTION BETWEEN THE DISSIMILAR METALS!**



**STANDARD OP-LEVER  
SETTING**

See Step 1.  
Step 10.  
Steps 11-16.

\* Minus, applicable Canvas, Mounting plate/Hard Top & wedge plate thicknesses.



**INVERTED/UPSIDE DOWN  
'EXTRA'-HAND CLEARANCE  
OP-LEVER SETTING**

See Steps 1. & 10.  
Steps 17-25.  
Steps 11-16.

\* Minus, applicable Canvas, Mounting plate/Hard Top & wedge plate thicknesses.

**STEP 1. HAS TO BE DONE BEFORE MOUNTING THE TOP MOUNT IN A BOATS T-TOP OR HARD TOP!**

**STEP 1. REMOVING 'TRIM-RINGS'**

Remove the XD TOP MOUNT from the packaging, place on a soft non-marring surface and with a medium sized Posi-drive screwdriver remove both 'Trim-Ring' screws and 'Trim-Rings' from the Top Mount.

Place the parts somewhere safe for later re-assembly.

**2. ONLY DO STEPS 3 TO 9 IF YOU WANT TO CHANGE THE OP-LEVER ORIENTATION RELATIVE TO THE UPPER-ARM/OUTRIGGER !**

**NOTE:**

**STD. IS THE LEVER & UPPER ARM BOTH FACING/POINTING TO STERN!**

**STEP 3. CHANGING THE OP-LEVER ORIENTATION.**

**Note: THIS CAN ALSO BE DONE AFTER MOUNTING IN THE TOWER!**

With a Small flat-bladed screwdriver, remove the Logo Filler Cap from the end of the Stainless-Steel Cone!

**STEP 4. REMOVE THE 7mm NYLOC NUT.**

Using a 11mm Hex Socket undo CCW and completely remove the Nyloc nut, thrust washer and Large Spring from the end of the Cone.



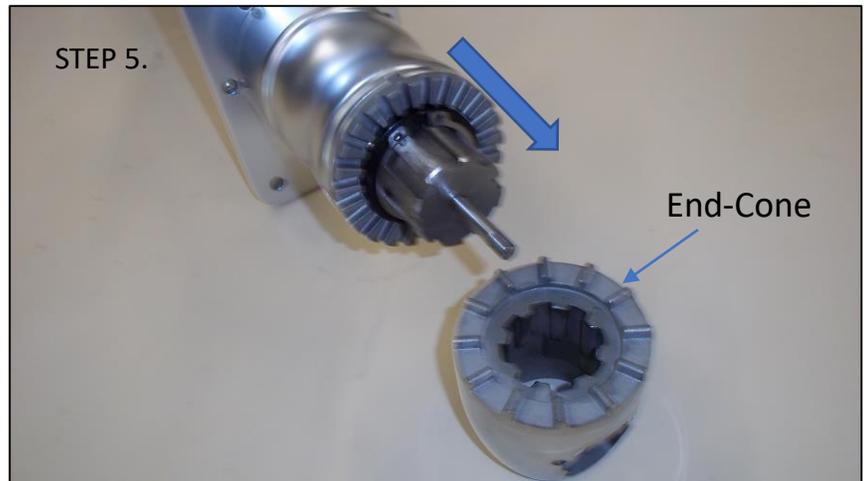
**STEP 4. Continued.**

With the parts shown removed, place them somewhere clean and safe.

**STEP 5. REMOVE THE END CONE.**

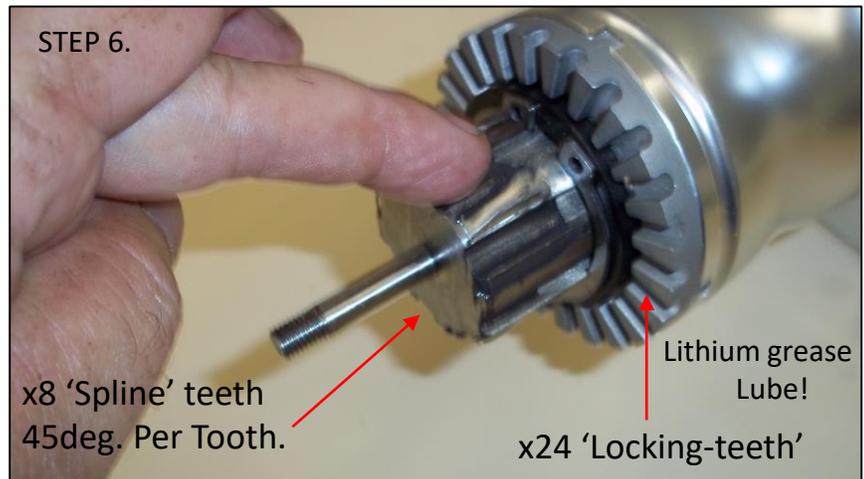
Remove the End-Cone by simply sliding it off of the end of the Top Mount Assembly.

Note: Keep the Upper-Arm still !

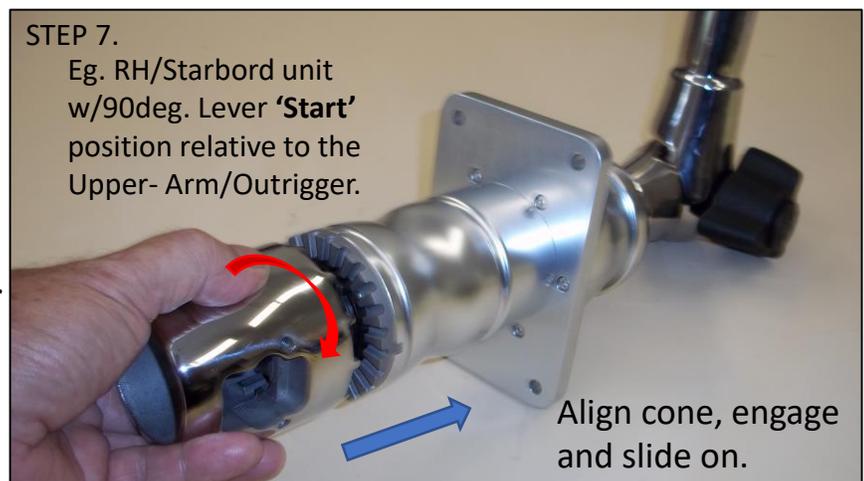
**STEP 6. ADD A LITTLE LUBE!**

Smear some extra Marine grade lithium type grease onto the x8 'Spline' teeth shown!

You can also apply some grease to the x24 'Locking-Teeth' recesses shown!

**STEP 7. OP-LEVER ORIENTATION.****YOU HAVE x8 CHOICES OF OP-LEVER ORIENTATION!**

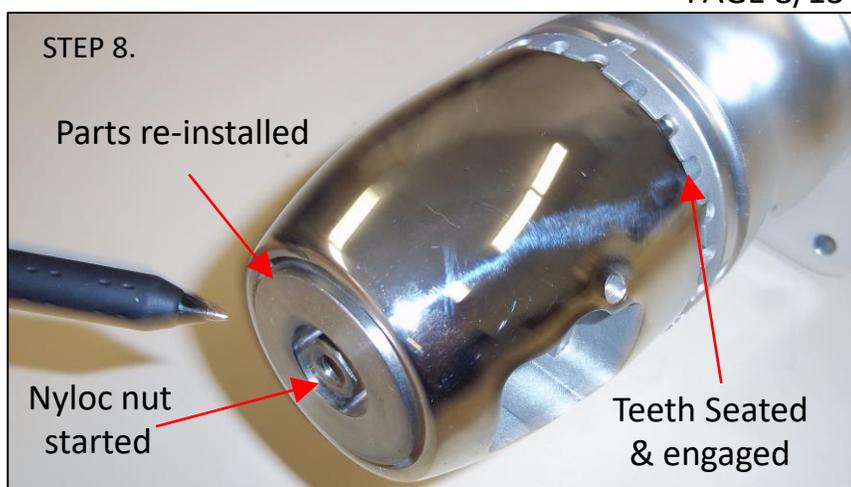
Simply turn the End-Cone, align and Engage with the x8 'Spline' teeth to suit your particular Towers configuration. Shown is a 90deg Op-Lever turn (CW) relative to the Upper-Arm/Outrigger of the RH/Starbord Top Mount.



**STEP 8. Fully Slide on the End-Cone.**  
**Ensure the Teeth are Fully Seated!**  
**CHECK THAT THE UPPER ARM DIDN'T MOVE!**

**Re-install the Parts removed in STEP 4.**

- Insert the Large Spring.
- Install the Thrust Washer.
- Thread on the 7mm Nyloc nut. CW.



**STEP 9. Setting the 7mm Nyloc Nut.**

Using a **11mm Hex socket wrench.**

**Important Note:**

The nut isn't done up tight, it is **only** set so that **1/16" – 3/32"** of stud end-threads are showing from the nut end!

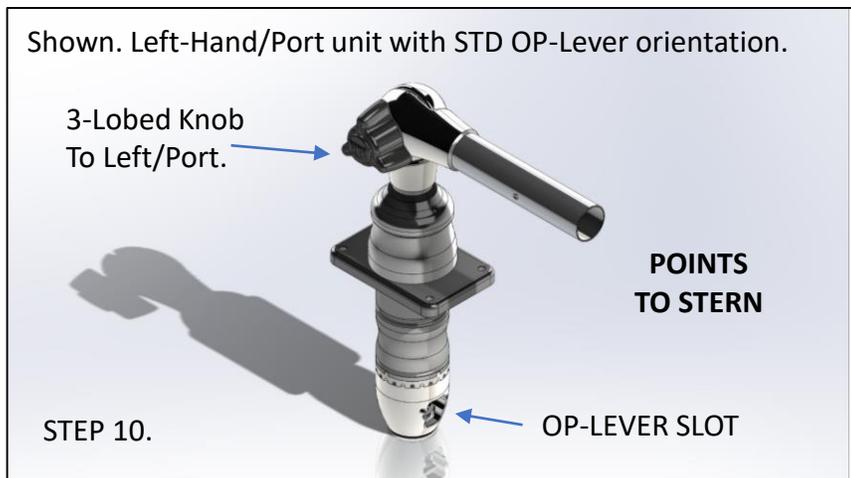


**STEP 10. INSTALL THE MOUNTS IN THE TOWER.**

If you changed the Lever orientation for both LH/RH units (Step 3. thru. 9) on a workbench..

**Then next Refer to Page 4 PLATE & EXTRUSION T-TOP MOUNTING.**

Then after install undertake Steps 11 – 17.



**STEP 11. INSTALLING OP-LEVERS.**  
**Only after the Mounts are installed!**

Insert the OP-Lever's into the opening of the End-Cone. Slide in all the way until the Pivot-Housing touches the End-Cone.

Lightly Pre-lube the fastener threads and finger start both into the End-Cone.



**STEP 12. TIGHTEN 5mm FASTENERS.**

Using the supplied 4mm Hex wrench, tighten up both of the Levers 5mm fasteners.

Don't overtighten or you can strip the Hex drive of the fastener!

**STEP 13. LOCKING SYSTEM TESTING.**

To test the locking system **1.** Simply pull down on the Black OP-Lever grip as far as it goes, when holding it down it disengages the locking teeth and enables turning of the End-Cone by **2.** swinging the OP-Lever either direction which turns the Upper Arm assembly..thus an Outrigger too!

Visually check that the locking teeth clear each other as the End-Cone turns. (There is always a slight gap between). Re-engagement of the Locking teeth in any of the 24 Locking positions is done by letting go of the OP-Lever.

Note: If the OP-Lever doesn't return all the way back up..it is because the Locking teeth didn't align.

**Just Simply push on the Side of the Lever until the Teeth re-engage!**

**STEP 14. INSTALL THE TRIM RINGS.**

Engage both of the Trim Ring halves with the groove in the Lower Body.

They only go on one way up and a 1/16" gap will always be visible.

You can rotate them to your preferred position.

**STEP 15. INSTALL (2) SELF-TAPPING SCREWS**

With a small Posi-drive screwdriver install both of the Trim-Ring screws that you had removed in Step 1.

**DO NOT OVERTIGHTEN OR YOU WILL STRIP THE TRIM-RING THREADS!**



**STEP 16. PUSH IN THE LOGO FILLER**

Align the Logo Text to the desired orientation and Push in with your thumbs Making sure it seats evenly all around!

**NOTE: IF IT DOESN'T PUSH IN ALL THE WAY UP TO THE END-CONE FACE.. IT IS BECAUSE THE 7mm NUT WASN'T SET DEEP ENOUGH IN STEP 9. = RESET IT.**

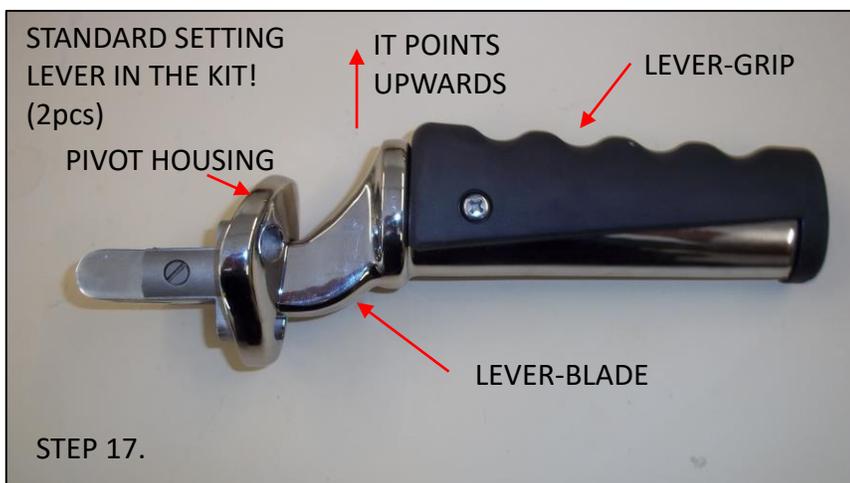
**'EXTRA' HAND CLEARANCE OP-LEVER.**

Especially in thick Hard Top mounting applications and when Wedge Plates are also installed, by Inverting the Lever Handle it increases the Hand-Clearance under the Hard Top by an extra 1-5/8" over the STD Lever setting!

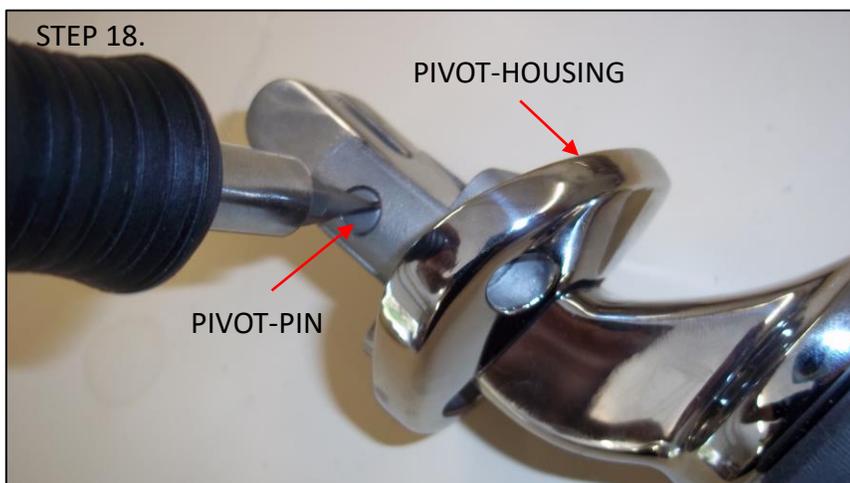
Follow Steps 17 thru. 26 . To convert from an STD Clearance Setting to an 'Extra' clearance setting!

**STEP 17. STD OP-LEVER SETTING.**

SHOWN IS THE STD LEVER SETTING!  
BOTH OP-LEVER ASSEMBLIES IN THE 'XD' TOP MOUNT KIT ARE SET THIS WAY!

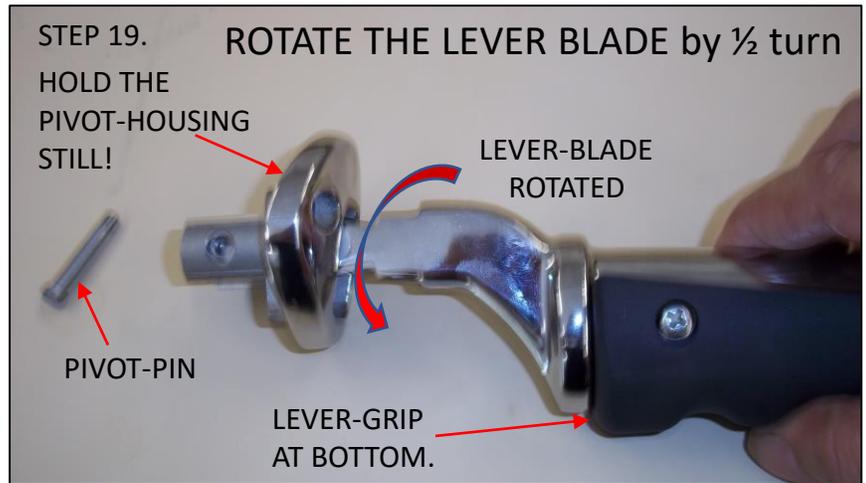
**STEP 18. REMOVE THE PIVOT-PIN.**

With a Medium sized Flat bladed screwdriver, undo (CCW) and completely remove the Pivot-Pin from the Pivot-Housing and set it aside!

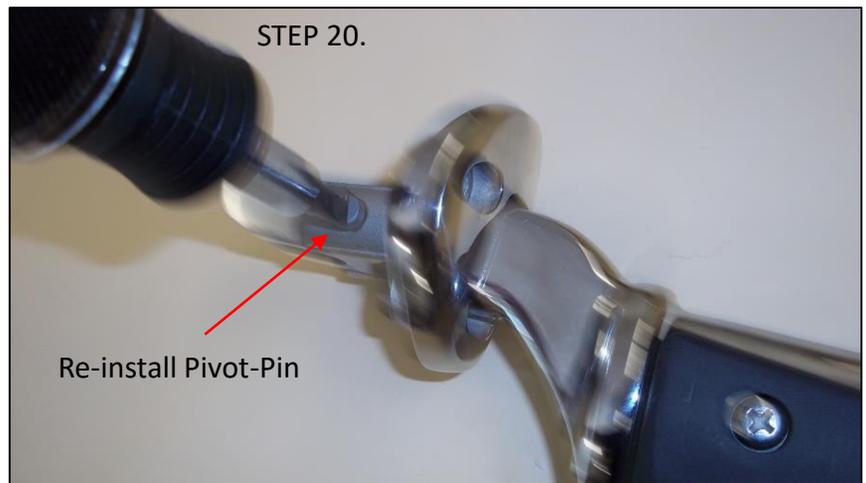


**STEP 19. SLIDE OUT & ROTATE.**

- i. Pull the LEVER-BLADE Out of the Pivot-Housing.
- ii. Holding the Pivot Housing still, Rotate the Lever Blade ½" turn (180deg.) as shown.
- iii. Completely slide the Lever-Blade back in to re-align for the Pivot-Pin and the white Lever bushing. The Black Lever-Grip will now be temporarily at the Bottom.

**STEP 20. INSTALL THE PIVOT-PIN.**

Re-install the Pivot-Pin from the Counterbored side of the Pivot-Housing and tighten it up (CW). The Head will end up being flush with the body!

**STEP 21. CHANGE LEVER GRIP POSITION.**

With a medium Posi-drive screwdriver Undo and remove both side fasteners From the OP-Lever Assembly.

**STEP 22. SLIDE BACK THE LEVER-GRIP**

Hold the Pivot-Housing tightly with one hand and with your other hand Pull the Lever-Grip in the direction shown all the way until the Lever-Grip comes off the Lever-Blade.

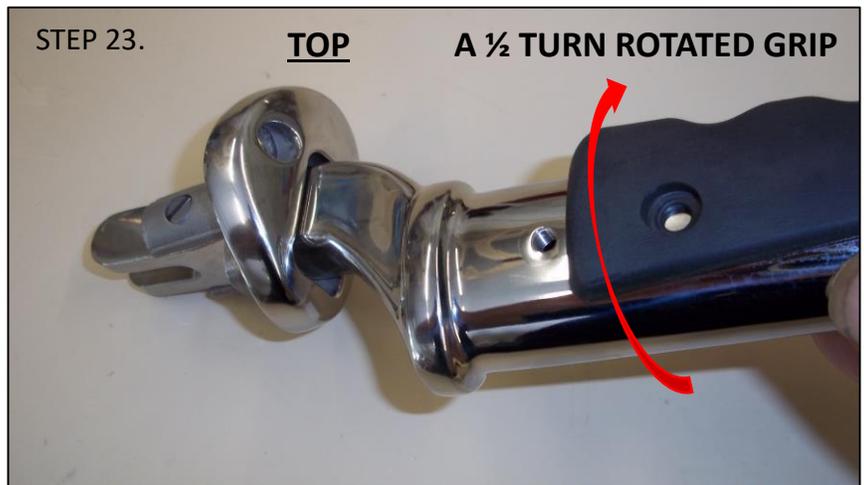
**CAUTION:**  
**DO NOT USE LEVERS OR SCREWDRIVERS TO PRY OFF OR DAMAGE WILL OCCUR!**  
**NO VICE CLAMPING EITHER!**

If anything use a Wooden drift and 'Bump' the end of the Lever-Grip!

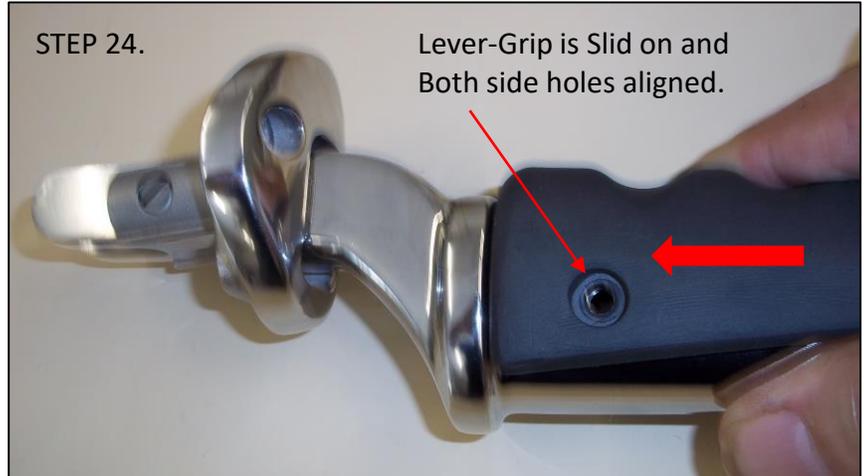


**STEP 23. ROTATE LEVER-GRIP TO TOP**

With the Lever-Grip detached, Rotate it  $\frac{1}{2}$  turn (180deg.) to the Lever-Blade as shown.

**STEP 24. SLIDE LEVER-GRIP BACK ON.**

Slide it all the way back on from the open-ended end which in turn re-engages the 'Inner-Nose' feature back into the Lever-Blades opening!  
Both of the side fastener holes should be in alignment!

**STEP 25. RE-INSTALL SIDE FASTENERS.**

Lube the threads of the Side fasteners and re-install and Hand tighten them!

**STEP 26. INSTALL THE OP-LEVER IN THE 'XD' TOP MOUNT**

With the XD Top Mount already installed in the T-Top or Hard Top follow:  
**STEPS 11-16. to complete the install!**



## UPPER-ARM ADJUSTMENT

The UPPER-ARM Adjusts In **10 Degree Increments**. It Starts from the Horizontal/Laydown Rest position.

### 1. UNDO THE KNOB.

If an Outrigger is installed, then 1<sup>st</sup> support the Arm. Undo the 3-Lobed knob CCW approx.

**1-1/4 to 1-1/2 turns.**

### 2. DETENT ACTION.

**(w/KNOB undone 1-1/4 to 1-1/2 turns CCW)**

In this knob setting you will noticeably feel a Detent action as you alter the Upper-Arm angle, this is so you know where each of the 10 degree index positions are as they click by!

This is the ideal approach at changing Upper-Arm & Outrigger angle and less likelihood that the Locking teeth aren't correctly aligned before retightening the knob!

### 3. RETIGHTEN THE KNOB (CW – Clockwise).

At the desired Upper-Arm angle, retighten the 3-Lobed knob. Hand Tight is sufficient.

Note. A Spring washer will start compressing as you tighten the last 1/8<sup>th</sup> turn of the Knob.

## UNLOCKING, OUTRIGGER DEPLOYMENT & LOCKING – In 15 Degree Increments.

### 1. UNLOCKING.

**PULL DOWN** on the Black OP-LEVER until it stops! **HOLD that position!**

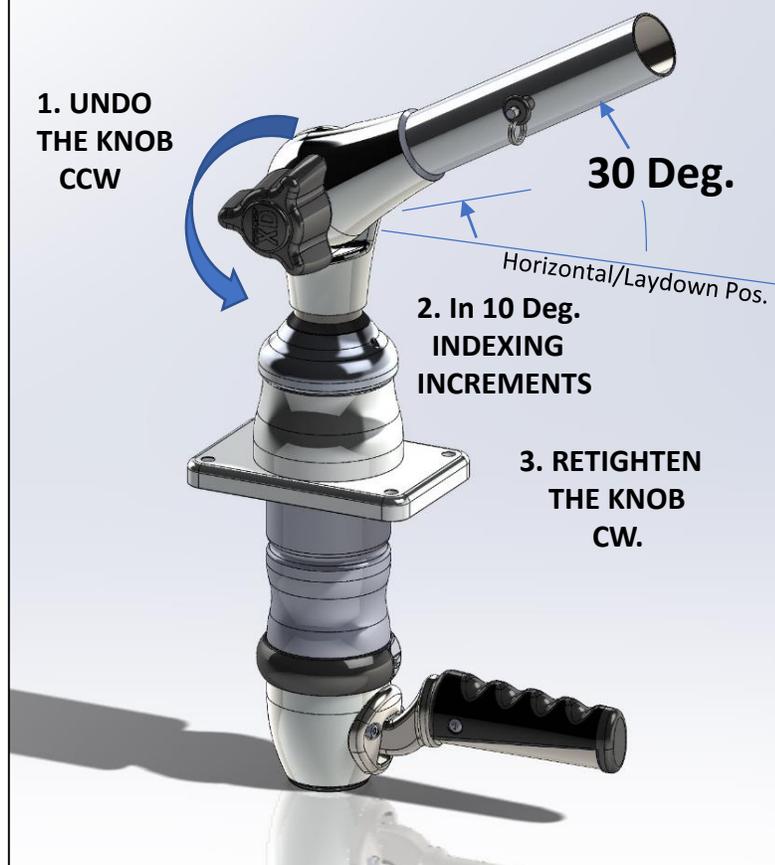
2. **SWING OUT** the OP-LEVER to the LEFT (for Port) When either using the actual Outrigger as a reference position for your preferred Trolling position/angle or the OP-Levers actual position relative to the Tower,

3. **RELEASE** ....once you have deployed just **RELEASE** pressure on the OP-Lever and the integral Return-Spring will re-engage the Locking teeth.

**Notes:** The OP-LEVER will return to the Level position if the Locking systems teeth are correctly engaged! If the Lever has lots of UP/DOWN movement then just push the side of the OP-LEVER and it will engage!

4. **RETURN OP-LEVER TO THE RUN POSITION.** Perform 1 thru. 3 but Swing the OP-Lever in the opposite direction Back to the OP-Levers Run Position.

**Example.** The Left/Port unit's Upper-Arm is set to 30 degrees from Horizontal position.



**Example.** The Left/Port unit's Upper-Arm is deployed OUT 45 degrees to the Tower.

