‘XD’ TOP MOUNT

INSTALLATION INSTRUCTIONS

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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](image)

**TIGRESS MOUNTING PLATES**

Part #OOMP-30 (30”Long)
Part #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)*.

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**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!**
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.

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!

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

* 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.

*4-3/8”*

* 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.

*6.00”*

* 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.**

a. Insert the Large Spring.
b. Install the Thrust Washer.
c. 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 of 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 ½ 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 1st 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 1/8th 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.