

Piggyback Straps

OFTENTIMES, THE MOST ingenious new products are simple but effective, prompting riders to ask “Why didn’t anyone think of this before?”

Such is the case with the new Piggyback Anchor Straps, which may be the death knell of the venerable bungee cord when it comes to packing luggage on motorcycles.

We’re all familiar with bungee cords: The sharp hooks which threaten paintwork, the fixed lengths which are never quite long or short enough, and the jumble of bungee spaghetti which covers your bags when you’re done packing. And let’s not forget, some bikes don’t have more than a precious few hard points where bungees can be used in the first place. Other than drilling holes in your system cases for “bungee buddy” tie downs or other even less savory solutions, what is one to do?

Enter the Piggyback Anchor Straps, which consist of three main components: A pair of plain 5’ straps, a pair of plain 6’ straps, and a pair of the clever “Piggyback straps” themselves. The Piggyback straps are short straps that each contain two integrated pairs of D-rings made of tough acetyl plastic (Figure 1).

All included straps are 1” flat nylon webbing for increased abrasion resistance, each with a loop at one end so they can be secured to any hard point on the motorcycle, such as a hidden frame rail as shown in Figure 2.

All one has to do to attach the luggage to the motorcycle is to hook and loop a pair of the plain straps somewhere forward of the luggage and the Piggyback straps somewhere rear of the luggage, or vice versa. The plain straps then run over the luggage, loop through the D-rings in the Piggyback straps, and are cinched down firmly until everything is secure.

The unique beauty of this system is that after the first bag is fastened as previously described, there is still a second pair of D-rings open on the Piggyback straps as shown in Figure 3. As such, the traveler can now easily pile on additional luggage using the second set of plain straps to go through the second set of D-rings on the Piggyback straps. Like tying your shoes, it sounds infinitely more complicated than it really is.

To run the Piggyback system through its paces, we tested it on two separate bikes (a naked R1150R and a faired R1150RT) on a month-long cross-country tour in May. The luggage we carried on each bike consisted of one large-sized Cabella’s waterproof duffel bag (30” x 14” x 14”) plus a secondary 30L Seal-Line sack on top that, as shown in Figure 4.

The total strapped luggage per bike hovered around 95 lbs., and the trip itself covered almost 10,000 miles as we explored 22 states in every climate imaginable. Through it all, the Piggyback system handled its primary purposes with aplomb. First, it was easy to find mounting points, even behind plastic body covers on the RT that would have been impossible to access with bungees (as shown in Figure 2).

Second, packing and unpacking the bulky bags daily became a 30-second effort instead of the usual eternal chore. Third, the heavy luggage was completely secure—zero play—because the Piggyback strap system is not encumbered with fixed length cords. Finally, after all the harsh environments we encountered, the straps still look and feel new. An excellent product, and highly recommended for travelers who don’t pack light!

The Piggyback Anchor Straps cost \$24.95 for a set of six straps. Kits are available in black, blue, red, and yellow. Optional “C-Me” reflective straps (sold separately from the kit) wrap around the Piggyback straps with hook and loop tape, for added conspicuity.

—Moshe K. Levy

Piggyback Anchor Straps—www.piggybackstraps.com

