



# AltRider Crash Bars for BMW R 1200 GSW (2014 and Newer) INSTALLATION INSTRUCTIONS

The most up to date instructions can be downloaded from the product page at [altrider.com](http://altrider.com), under the instructions tab.

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Venture On,  
Jeremy LeBreton



Package Contents:  
- Crash bars  
- Hardware kit



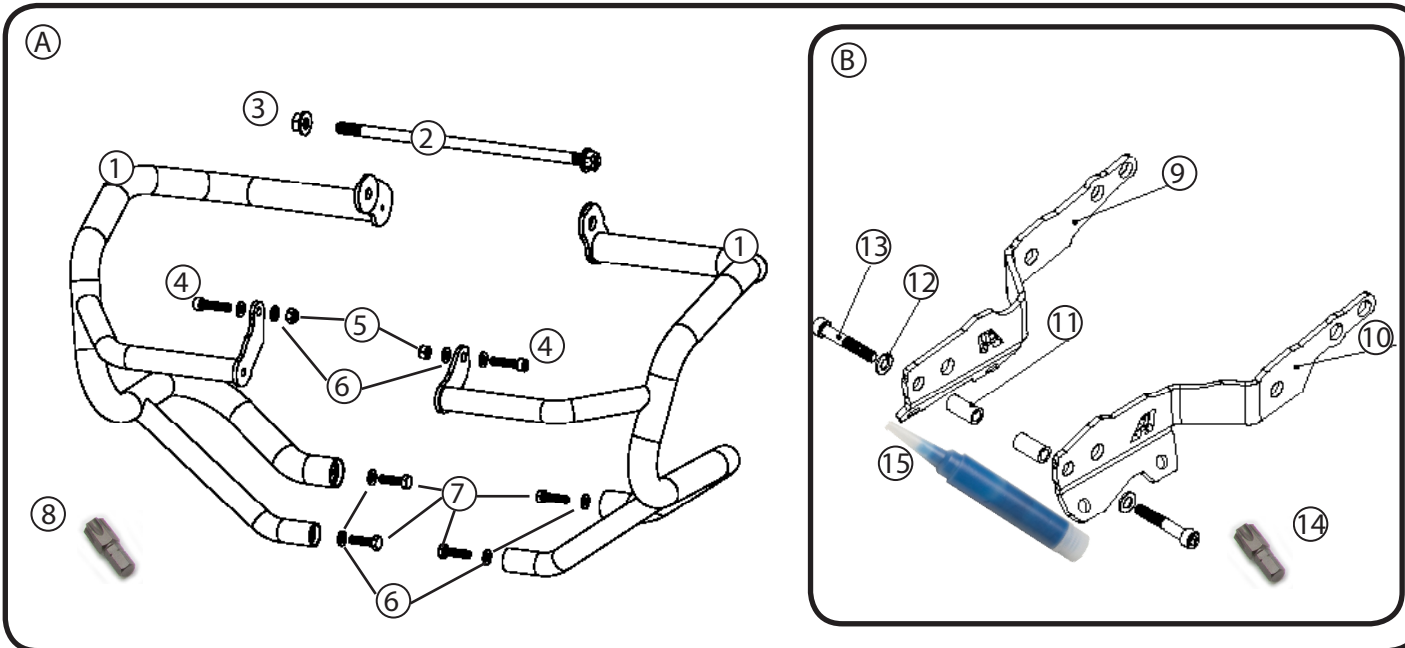
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## Kit:

- (A) Crash Bars Contents**
- ① Crash bars right and left side
  - ② Replacement engine bolt w/nut
  - ③ (1) M12 hex nut
  - ④ (2) M8 x 35mm SH screws
  - ⑤ (2) M8 lock nuts
  - ⑥ (8) M8 washers
  - ⑦ (4) M8 hex head bolts
  - ⑧ T55 Torx driver

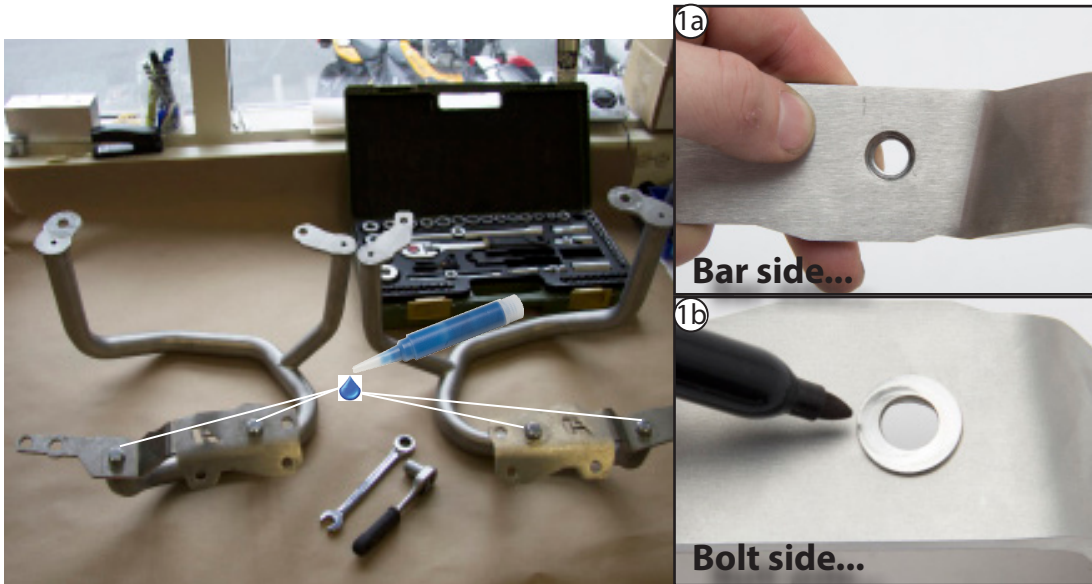
**(B) Bracket Contents**

- ⑨ Right bracket
- ⑩ Left bracket
- ⑪ (2) Spacers
- ⑫ (2) M8 washers
- ⑬ (2) M8 x 50 SH cap bolts
- ⑭ T50 torx driver
- ⑮ Thread locker

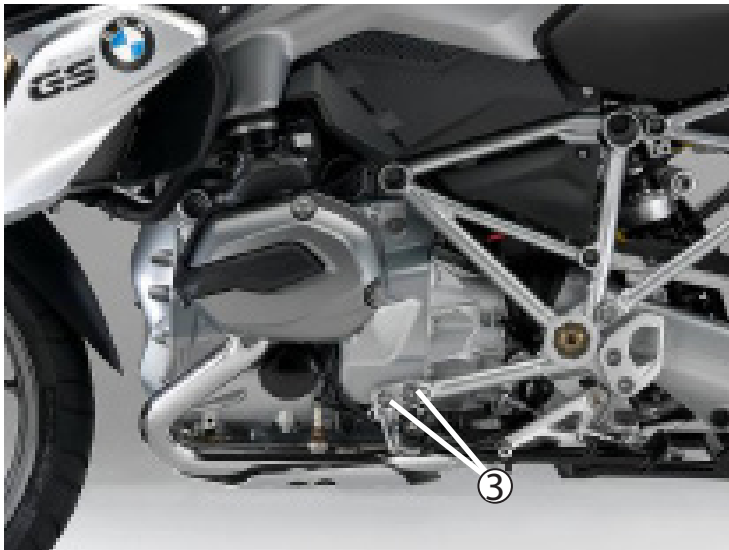
## Recommended tools:

- ① hardware tray
- ② 1/4" ratchet / 1/4" extension
- ③ 1/2" driver / 1/2" extension
- ④ 8mm socket
- ⑤ M6 allen
- ⑥ 13mm wrench (ratcheting preferred)
- ⑦ Thread locker
- ⑧ 18mm socket
- ⑨ torque wrench
- ⑩ 18 mm wrench (to hold engine bolt)





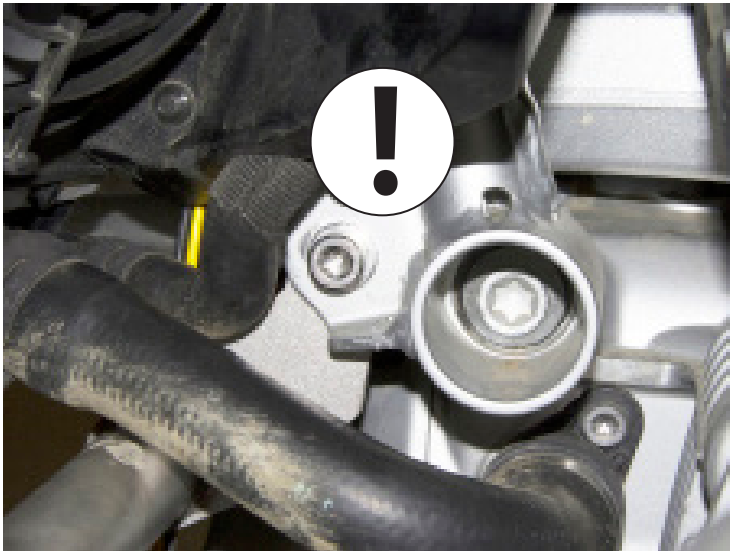
- ① Install brackets to their respective sides of crash bars using (4) M8 hex bolts, (4) M8 washers, and thread locker. Run the bolts all the way down but do not torque them, you want some play while completing the installation. **NOTE: If you plan to install the skid plate, DO NOT leave bolts loose for play. (see above) Use a sharpie and washer to find dead center and install brackets with dead center precision and ignore step 12. With outline of washer you can find dead center with bolts on. Torque these bolts to 25 nm.**
- ② With bike on center stand, remove OEM engine bolt using 18mm socket and T55 driver. Use a 1/4" extension to push the bolt out far enough that you can grab it and remove by hand.



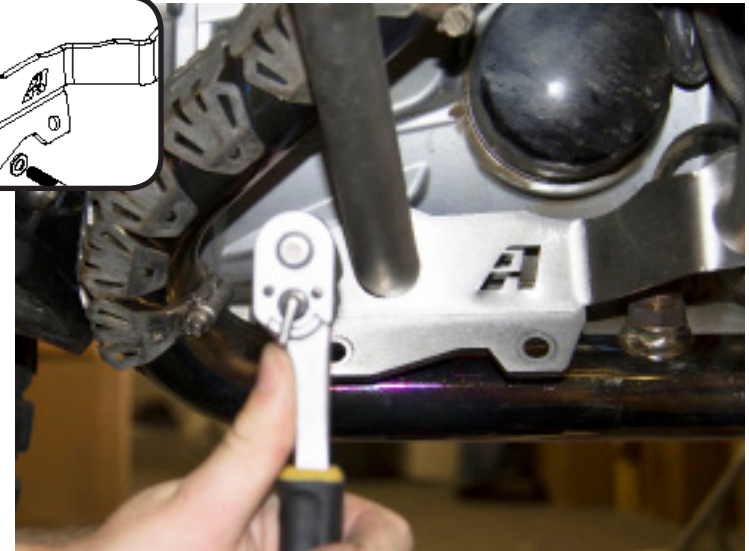
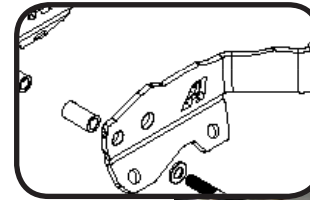
- ③ Using a T50 driver remove the (2) OEM M10 lower engine mount bolts on the left side.



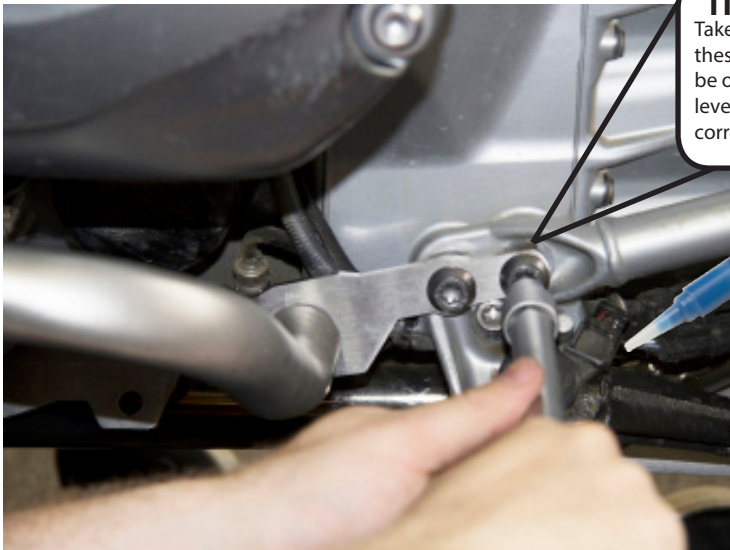
- ④ Hang left side crash bars and insert engine bolt from the left side.



- ⑤ Install the (1) M8 bolt, (2) washers, and (1) lock nut to the top front mount using an M6 driver and 13mm wrench. The crash bar mount should be situated on the inside of the bike frame.



- ⑥ Install the M8 x 50mm bolt with washer, and spacer into the front mount position of the lower bracket. Use anti-seize. Do not torque all the way.

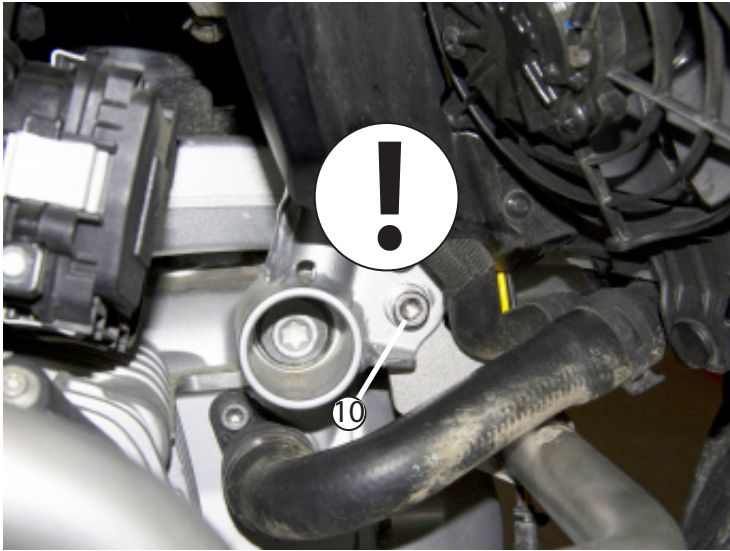
**TIP:**

Take caution when re-installing these bolts as the frame might be out of place. If necessary, leverage on the frame to get correct alignment.

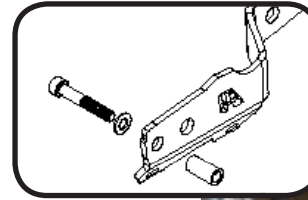
- ⑦ Reinstall the (2) OEM M10 bolts using a T50 driver and clean bolt threads, chase threads in engine, apply thread locker, reinstall and do not tighten all the way. Go back to front and upper M8 bolts in step 5 and 6 and torque to 10 nm or torque. Return to the (2) OEM M10 bolts and torque to 55 nm or torque.



- ⑧ Remove the (2) OEM M10 bolts from frame spar (refer to step 3 for example image). Hang right side crash bars and begin to thread the 2nd M12 nut to hold bars hanging in place. NOTE: front upper mount should be positioned inside the frame.



- ⑨ Install the (1) M8 bolt, (2) washers, and (1) lock nut to the top front mount using an M6 driver and 13mm wrench. The crash bar mount should be situated on the inside of the bike frame.



- ⑩ Install the M8 x 50 mm bolt with washer, and spacer into the front mount position of the lower bracket. Use anti-seize. Do not torque all the way.



**TIP:**  
Take caution when re-installing these bolts as the frame might be out of place. If necessary, leverage on the frame to get correct alignment.

- ⑪ Reinstall the (2) OEM M10 bolts using a T50 driver and clean bolt threads, chase threads in engine, apply thread locker, reinstall and do not tighten all the way. Go back to the front and upper M8 bolts in step 9 and 10 and torque to 10 nm or torque. Return to the (2) OEM M10 bolts and torque to 55 nm or torque.



- ⑫ Using a 13mm wrench, tighten all (4) M8 hex bolts holding bars to brackets on each side.



- ⑬ Using two 18 mm sockets, tighten the M12 engine bolt and then torque to 85 nm. Thread locker is not needed on this step because the nut is a locking type nut.



- ⑭ After riding for 100 - 500 miles check all fasteners to make sure they are at the correct torque setting.

## CONGRATULATIONS!

**You've completed your installation. If at any point you have questions about your installation or have any feed back for us, we'd love to hear it. A downloadable version of these instructions can be found at our web site. [www.AltRider.com](http://www.AltRider.com)**

**After 5 hours of riding, or 100 miles, check all the fasteners on the assembly to ensure they are tightened to spec.**

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