

Bike-Quip: Installation Guidelines – ST1300 Stainless Steel Crash Bars

Note: Please read ALL these instructions before starting the procedure.

Info:

Depending on which version of replacement bolts are included, you may/will need a 7mm Allen Key (Hex Wrench) in order to fit the replacement bolts – Originals are 8mm socket headed.

It is advisable to remove the panniers prior to commencing this fitting sequence.

Due to the likely movement between the Footrest Hangers and the Rear Sub Frame onto which they are fastened, it is advised that **ONLY THE LOWER/FORWARD BOLT IS REMOVED FIRST – NOT BOTH**

Familiarise yourself with how the Footrest Hangers are bolted to the Rear Sub Frame with 2 bolts per side. These bolts are replaced by the 2 (longer) bolts provided but should be kept in case the Crash Bars are ever removed.

The Adhesive Gaskets (provided) should be affixed to the Crash Bar Mounting Plate. If both bolts are passed through the plate, this will aid the correct orientation of the gasket but bear in mind there will be slight play in the boltholes.

Note: The adhesive side is designed to adhere to the Mounting Plate NOT the Footrest Hangers.

If you use lubricant on the replacement bolts, it is imperative that any excess Hydrocarbon based products **DOES NOT** come into contact with the gaskets as this will cause deterioration/deformation of the rubber.

It is advisable to use a spray bottle and weak liquid soap solution to wet both the adhesive surface of the Gasket and the mounting plate. This will allow a slight movement of the gasket to achieve the desired alignment. Once in the correct orientation, the water can then be displaced by use of a straight edge such as a credit card (overwrapped with a cloth). This will allow full contact of the adhesive and set the gasket in place. We recommend allowing 10 minutes for the adhesive to set.

Fitting:

Once the Gaskets are firmly attached to the respective base plate in the desired position, using an 8mm Allen Key, **loosen both** bolts and then **remove the lower/forward one only**.

*******DO NOT REMOVE BOTH AT ONCE*******

The Crash Bar can then be offered up 'skewed' whilst the first replacement bolt (supplied) is fitted – INSERT ONLY 95% and ensure the Crash Bar can still rotate around this first bolt in order to allow second bolt (original) to be removed. **Take care not to cause scratches when the baseplate is rotated around the first bolt.**

Note: If for whatever reason lubricant is used on the Gasket's outer rubber surface, then any such lubricant **MUST be RUBBER Compatible and NOT HYDROCARBON based** as this will cause the gaskets to deteriorate over time.

Remove the second bolt, rotate the Crash Bar into its final position and then fit the second (replacement) bolt.

Fully tighten both bolts – **Haynes Manual states 42Nm (31ft lb)** using a 7mm Allen Key (as required).

PLEASE – do not rush any aspect of the fitting procedure. Take great care throughout.

Note: On the earlier versions of the Crash Bars, you will notice there is a slight restriction when opening the pannier to its full extent as dictated by the original retainer strap. It is still possible to open to that full extent by careful manipulation of the forward end of the pannier lid against the outer end of the crash bar. This contact was originally incorporated into the design and provides less interference with pillion foot positioning than having the crash bar mounted any further forward. Subsequent designs have a slight bend or kink in the bars to alleviate this contact.

Finally, if you remove the bars for any reason, it is advisable to loosen both bolts **and remove the upper/rear bolt first**. This allows the original bolt to be replaced to maintain alignment between the subframe and the footrest hanger as described earlier.

Ride Safe!