

J-Peg Highway Pegs

Designed for BMW® K1200LT Motorcycles

Installation Instructions



J-Peg Parts List

| Qty. | Description |
|------|--|
| 2 | J-Pegs |
| 4 | ½" Stainless Steel Shoulder Bolts |
| 2 | Peg Mounting Plates (marked "L" & "R") |
| 2 | 5/16" Compression Springs (taped into Peg Mounting Plates) |
| 2 | 5/16" Chromed Detent Bearings |
| 1 | ¼" Hex Key (Allen Wrench) |
| 1 | Loctite® Threadlocker 242® capsule (0.5 ml) |

CVM Touring Accessories

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Install the left side J-Peg.

1. Confirm that all listed parts are included in the kit.
2. Pull the original "tip over protection bar."
 - a. Remove black plastic wing.
(2 screws on bottom of the wing)
 - b. Remove Intermediate Fairing.
(2 screws on bottom, one on rear)
 - c. Unclip the 2 body nuts from the Intermediate Fairing.
 - d. Extract tip-over protection bar.
(1 bolt [5mm] on front bar mount)
Pull bar to remove. Tapping on bars will ease removal.
3. Install the peg mounting plate.

Do not remove the tape holding spring in the plate yet!

 - a. Locate the left plate.
Each plate will be marked on top as a Left or Right side & with an arrow pointing to the front of the bike.
 - b. Insert the mounting plate in the tip-over bar mounting.
A very light coating of lubricant & tapping will ease insertion.
 - c. Secure with the original 5mm bolt from **Step 2d**.
*Some mounts will need the hole lengthened slightly if the threaded hole is slightly out of alignment when the plate is fully seated. **Make certain the plate is FULLY seated before doing such a modification!***
4. Install Intermediate Fairing removed in **Step 2b**.
(2 screws on bottom, one on rear)
5. Re-clip the 2 body nuts removed in **Step 2c** to the Intermediate Fairing.
The plate has machined recesses to provide space for clip movement & flex after mounting.

6. Modify black plastic wings removed in **Step 2a** to create openings to mount J-Pegs.
The minor body alignment differences between bikes require custom fitting.
 - a. Cut out the included Template & tape to the **bottom** of the wing.
The curve shows the edge between the flat surface & round-over.
Mark the centers for the 2 holes and remove the template.
Save the templates for future replacement wings.
 - b. Drill a 1/2" hole through the **bottom surface only** at each of the 2 centers.
 - c. Mount the wing snugly in position without using any screws.
 - d. Trim to completely expose each of the 3/8" threaded holes through the 1/2" holes.
 - e. Mark the outline of the final holes.
*Use care to avoid cross-threading. Use **no** lubricants.*
 - I. Temporarily insert one of the 1/2" bolts into the front hole & mark around the shoulder.
 - II. Temporarily mount a J-Peg in the rear hole & mark around the riser collar.
 - f. Remove bolts and trim, leaving an extra 1/16" to allow normal flex. Final sizes should be approx. 5/8" & 1 3/8".
*The larger hole **will** cut through the round-over. This will be the only clearly visible edge so make a smooth cut!*
7. Install the black plastic wings. (2 screws on bottom of the wing)

8. Mount the J-Peg.
The 2 stop positions of the J-Peg are held with a spring & bearing detent mechanism. Use care in assembly – while inverted, the spring & bearing are held in place by the viscosity of the grease packing.
 - a. Make certain all threading is clean & free of debris.
Apply no lubricants to the threaded parts. Lubricants will cause threadlocker failures.
 - b. Remove tape from 5/16" hole containing spring & grease packing on the bottom of the mounting plate.
If the detent spring drops, add grease packing to top off the hole.
 - c. Slide a 1/2" shoulder bolt through the J-Peg bottom so that the threads extend out the top of the silver sleeve.
 - d. Apply a small amount of threadlocker to the threads.
 - e. Place a bearing in the grease packing over the spring in the mounting plate.
 - f. Carefully thread the J-Peg & bolt into the tapped hole closest to the bearing, then tighten.
*The collar must press the bearing into the hole & compress the spring. If the bearing does not follow into the hole, it will **damage the mounting plate**. Do **not** attempt to set the bearing on one of the collar detent holes and then try to "find" the spring hole.*
 - g. Rotate the J-Peg until the indentation for the logo roundel would be just fully visible from above.
This should expose the other tapped hole between the 2 "horns" at the J-Peg end. The shoulder bolt cylinder rides the arc between.
 - h. Apply threadlocker to the other bolt and tighten into the remaining tapped hole.
9. Repeat Steps 2 - 8 for the right side J-Peg.
10. Enjoy your J-Pegs!

Be safe! Open or close the J-Pegs only when the engine is not running. Never adjust accessories when in traffic or when in motion.

For Show Use Only