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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• • • *J-Pegs are intended for show use only.* • • •

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 ½" 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 ⅜" threaded holes through the ½" holes.
   e. Mark the outline of the final holes.
      *Use care to avoid cross-threading. Use **no** lubricants.*
      I. Temporarily insert one of the ½" 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 ⅜".
      *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 ½" 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