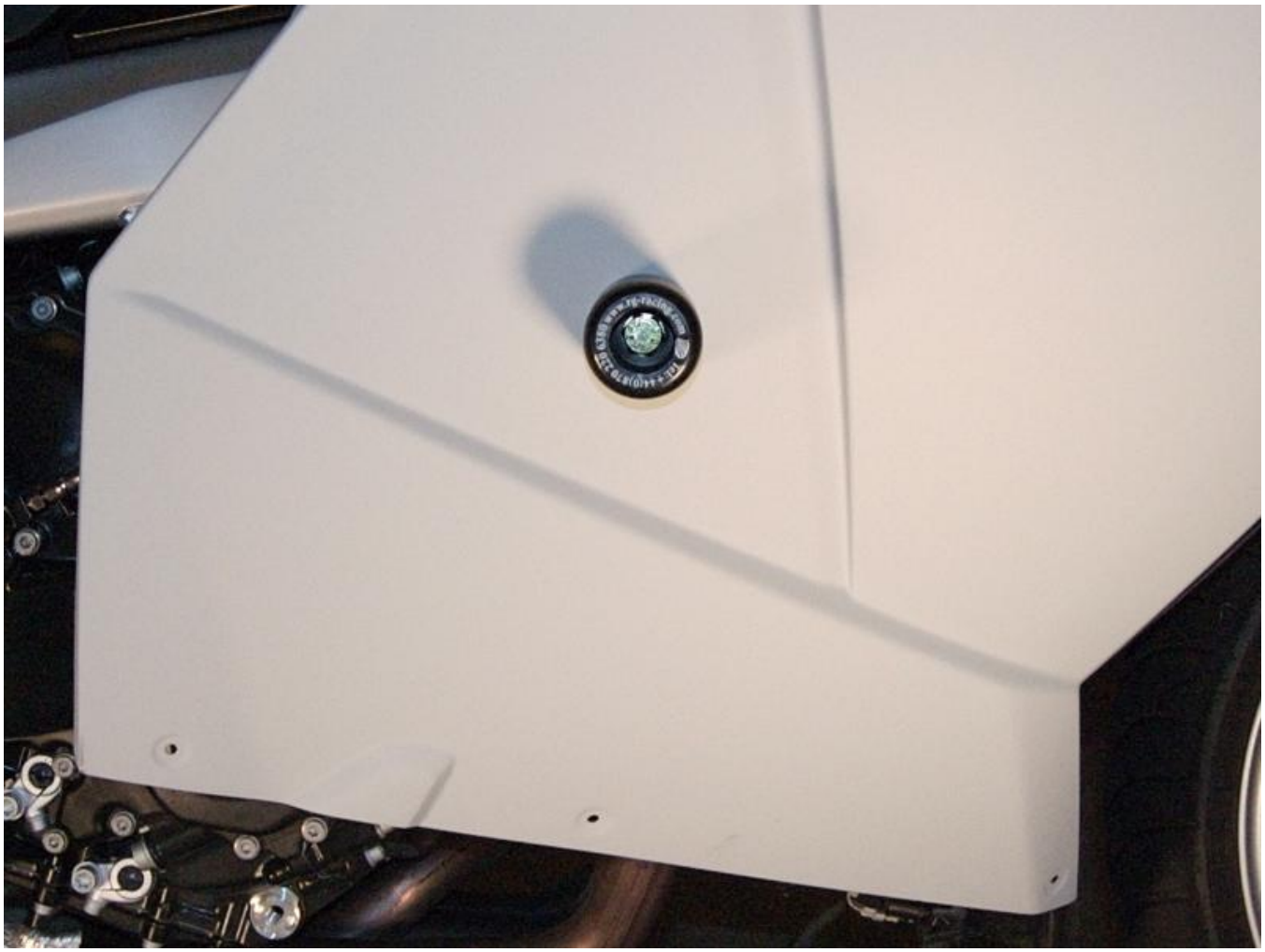
Adapting R&G BMW K1200S Frame Sliders to 2006+ BMW K1200GT

I was interested in finding some way to protect the body panels on my 2006 BMW K1200GT. After searching everywhere, the closest thing I could find was a kit by R&G Racing Products (http://www.rg-racing.com) designed for the K1200S. These are available in the US through Pirate's Lair. (http://piratesk12site.net/).

The K1200S front fork protectors and the rear driveshaft protector were direct bolt-ons. No modifications required.

The frame sliders / front faring protectors are not quite so easy, but they are adaptable.

These instructions assume that the reader knows how to do basic things like removing the bodywork, using a torque wrench, etc.

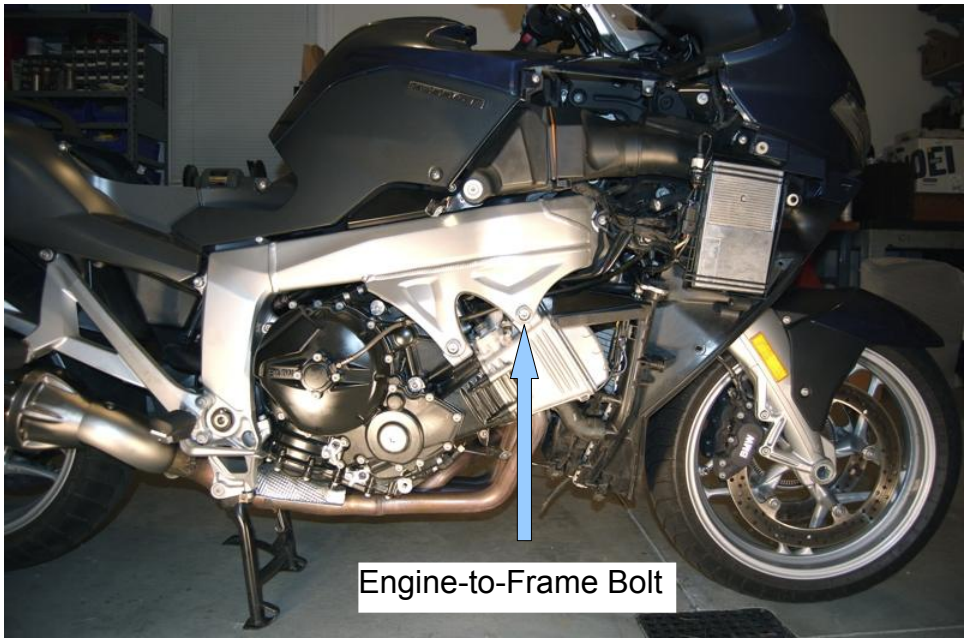


Fork Protectors and Swingarm (Driveshaft) Protectors

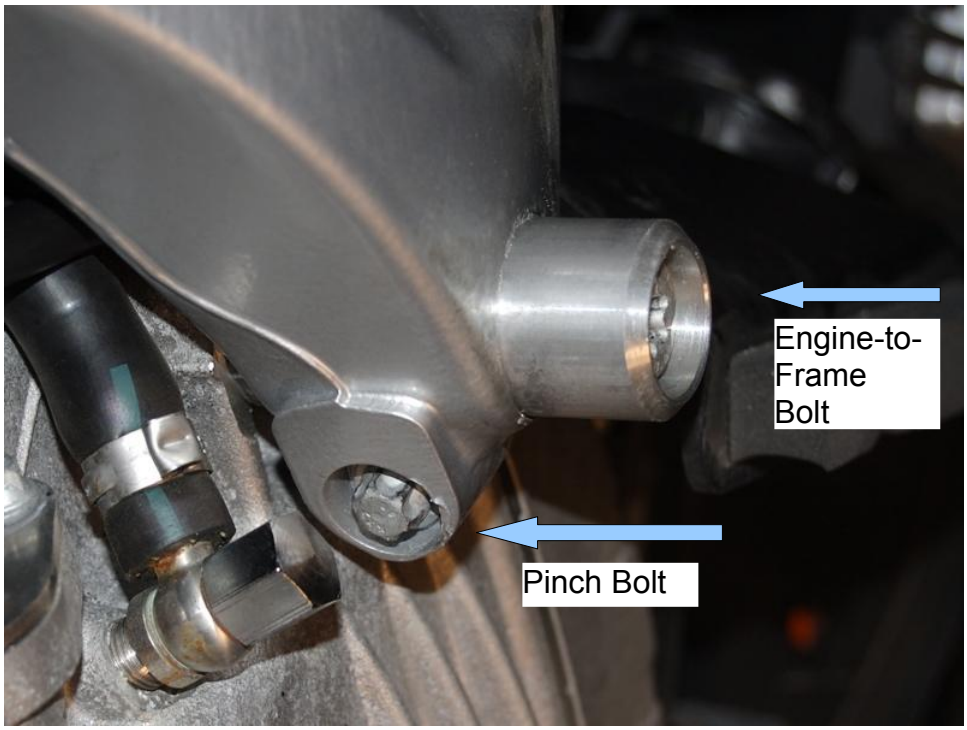
OK, we'll start with the easy stuff first. Here are a couple of photos of the Fork Protectors and Swingarm protectors installed. As mentioned in the introduction, these are direct bolt-ons. Just follow the manufacturer's instructions. Why yes, that is a K1200S carbon fiber front fender. Thanks for noticing!

Right Side Frame Slider

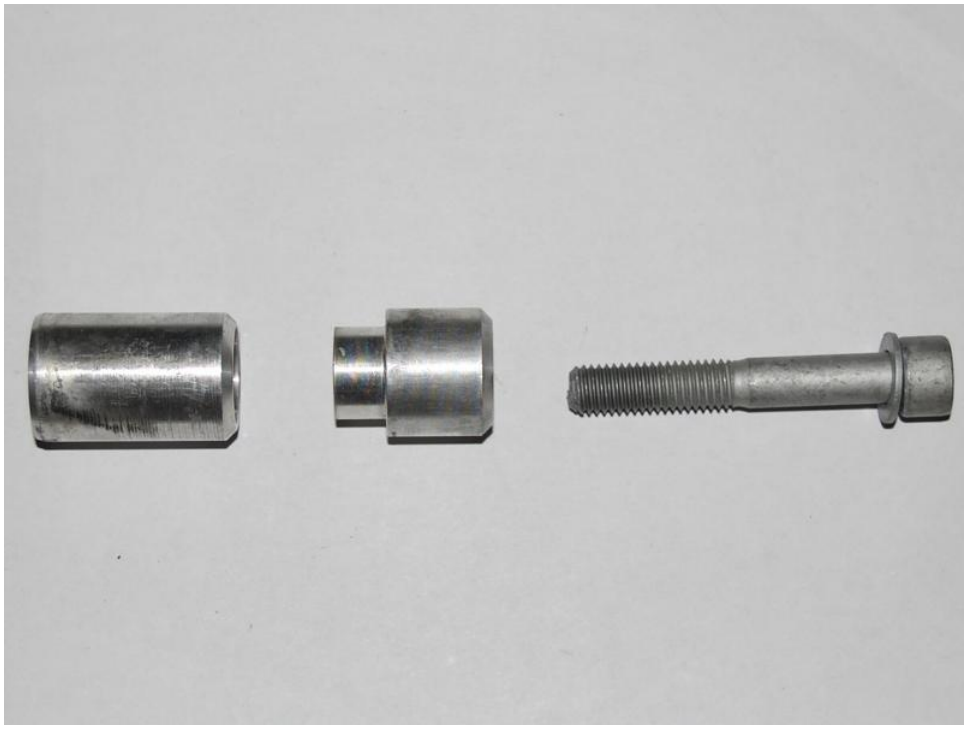
To get started, remove the right and left fairings and the styrofoam insulators. We will be replacing the top engine-to-frame bolt with the one supplied in the kit.



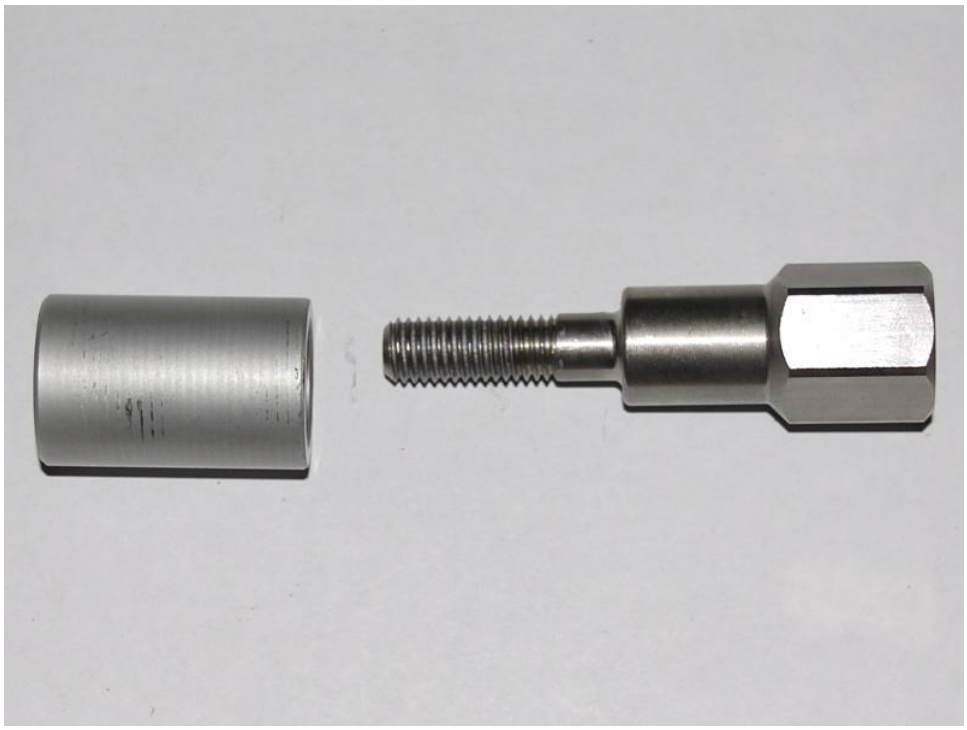
In order to remove the engine to frame bolt, the pinch bolt must first be loosened. It does not have to come out all the way. A special Torx socket would be the best tool to use, but I was able to get it done with a 12-point combination wrench.



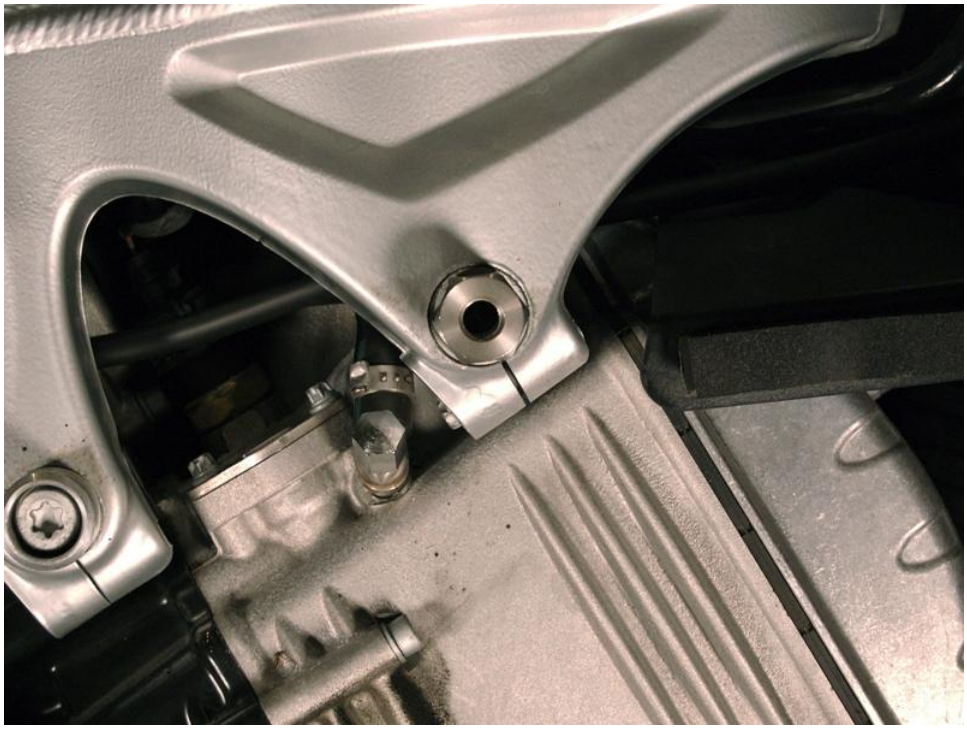
Once the pinch bolt is loosened, remove the engine to frame bolt and the two stock aluminum spacers.



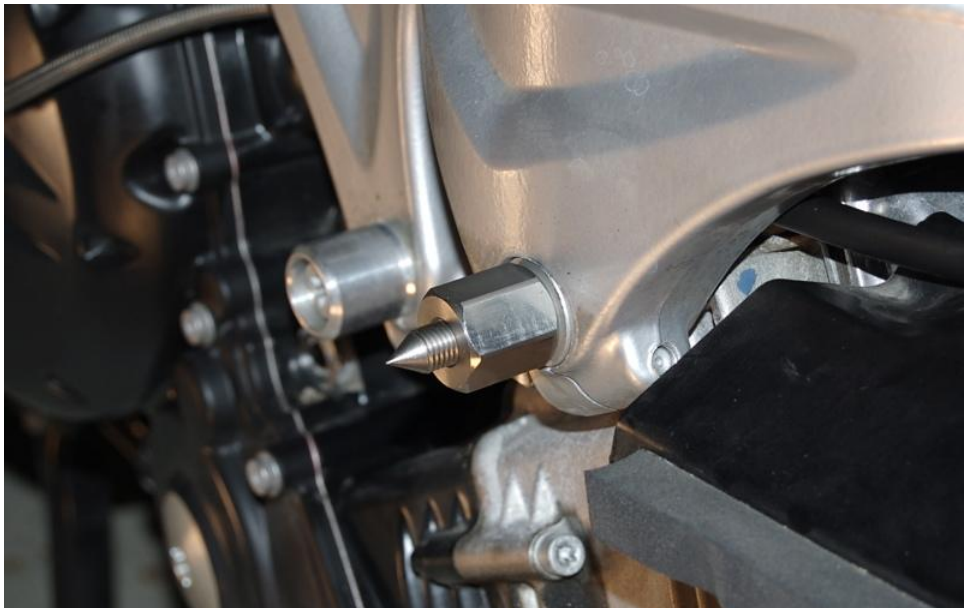
These parts from the kit will be installed in place of the factory bolt and spacers.



This is what the new bolt looks like installed. Torque to manufacturer's specs.



Now we need to mark the inside of the fairing so the hole for the frame slider will line up correctly. The kit comes with a handy threaded punch to mark the spot. Hang the fairing back on the bike and give it a little love tap to mark it.

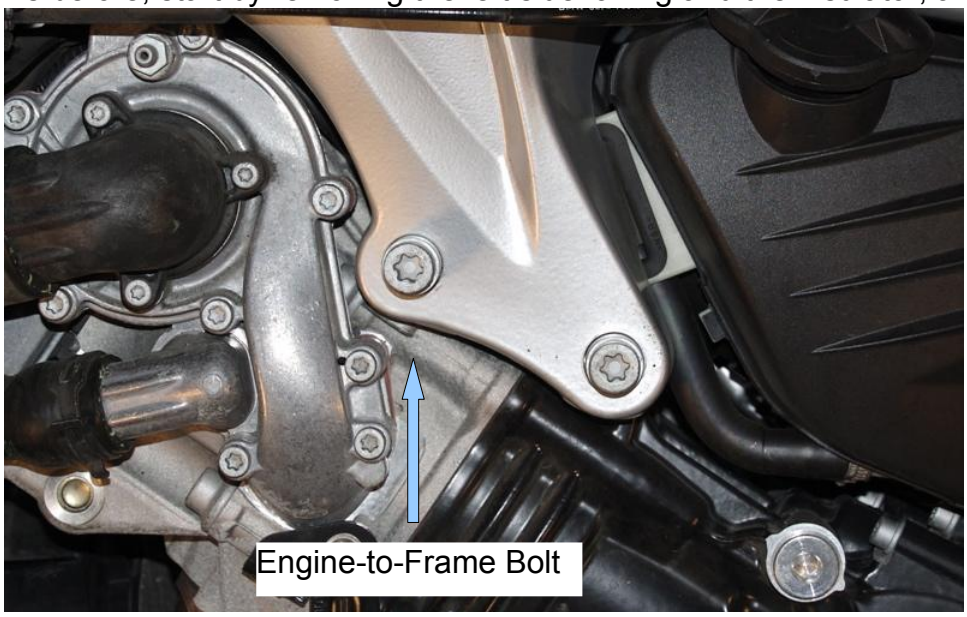


Now we need to cut the fairing for the frame slider. The best way to do this is to first drill a small pilot hole from the inside of the fairing to the outside, using the mark created in our previous step. Then put a couple of layers of masking tape on the outside of the fairing to help prevent the paint from chipping. With a 1.25” hole saw, carefully drill through the fairing from the outside to the inside and this should be the result.

This is what it looks like with the frame slider installed, but it is not complete. The faring on the K1200GT is wider than the K1200S. Therefore, the frame slider is not long enough to make contact with the engine-to-frame bolt. A small spacer must be made to fill this gap and a longer frame slider bolt may be required. I did not have time to make the spacer, so this portion of the project is still incomplete.

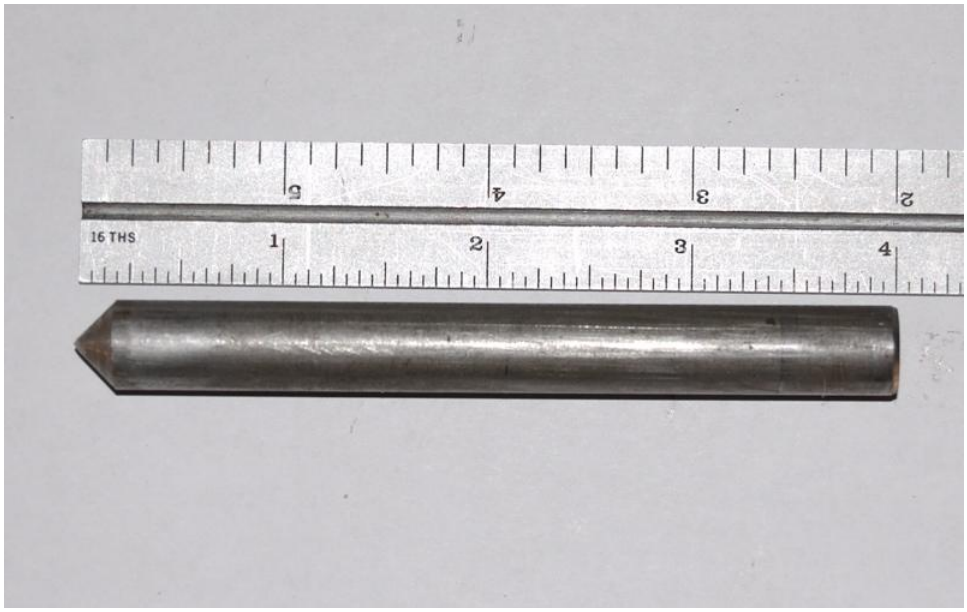
Left Side Protectors

The process for the left side is similar to the right side, with just a few minor changes.
As before, start by removing the left side fairing and the insulator, and this is what you'll see.

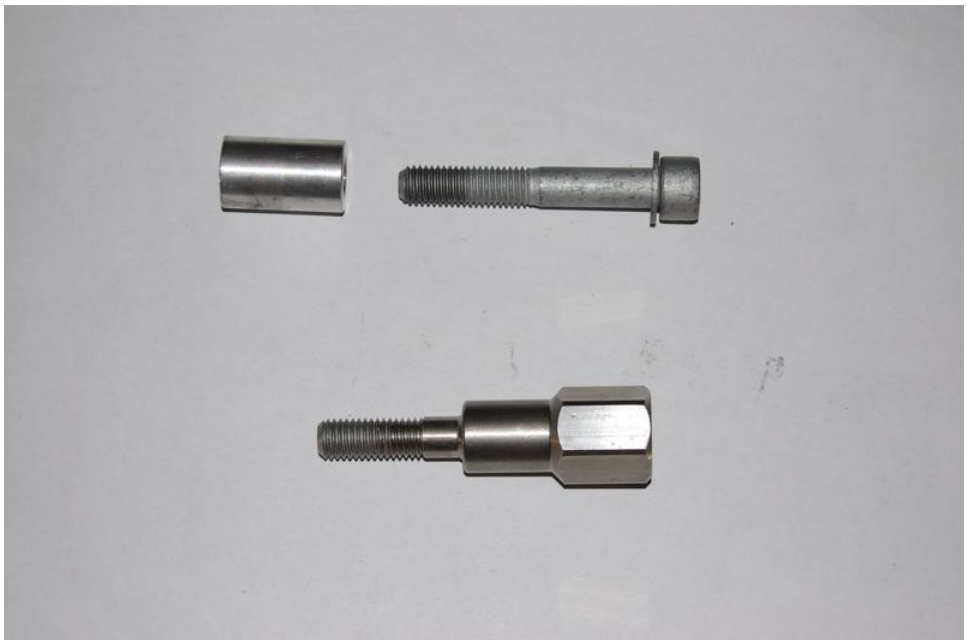


Remove the upper engine-to-frame bolt. Don't install the bolt from the kit yet, because we need to mark the inside of the fairing and the threaded punch that comes with the kit is not long enough.

I made this punch to replace the engine-to-frame bolt temporarily in order to mark the inside of the fairing. As you can see, it is about 4 inches long. The diameter is .434” and it fits the hole perfectly. Once the hole is marked, drill using the same technique as the right side.



Note that the left side engine-to-frame bolt from the kit has a larger head than the factory bolt. Therefore, the hole in the styrofoam insulator will need to be enlarged.



Here's the left slider installed. We have the same situation here as we did on the right side. The slider is not long enough to make contact with the engine-to-frame bolt, so a spacer and a longer slider bolt will be required here as well.