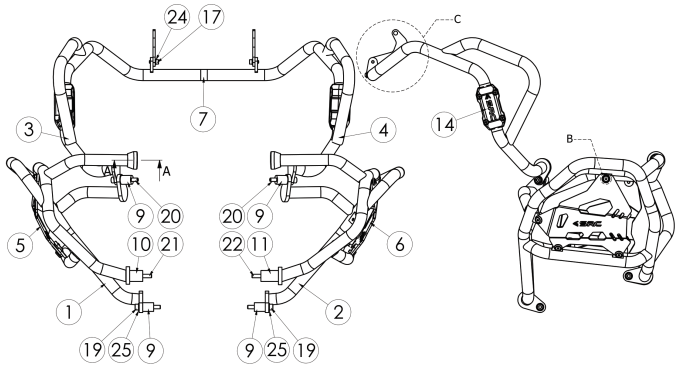
FULL CRASH BAR SET

BMW R 1300 GS

Thanks for choosing SRC. This set of upper and lower crash bars is made from 1-inch stainless steel tube with a 2 mm wall and bolts to the bike's existing mounting points. It comes in silver (electropolished) or black (powder coated); both fit the same way. Letters **A–E** in the drawings mark the work areas shown in step 1; numbers match the parts list.

IN THE KIT



1	Lower crash bar, left	**× 1**	**2**	Lower crash bar, right	**× 1**
3	Upper crash bar, left	**× 1**	**4**	Upper crash bar, right	**× 1**
5	Cover plate, left	**× 1**	**6**	Cover plate, right	**× 1**
7	Pin pipe (joins the upper bars)	**× 1**	**8**	Top plate	**× 2**
9	Aluminum bush 20 × 9 × 25	**× 4**	**10**	Aluminum bush 25 × 9 × 30	**× 1**
11	Aluminum bush 25 × 9 × 40	**× 1**	**12**	M6 tapered bush nut	**× 2**
13	Stopper bush	**× 2**	**14**	Slider guard	**× 2**
15	M6 × 15 countersunk socket screw	**× 8**	**16**	M6 × 15 button head screw	**× 2**
17	M6 × 15 socket head screw	**× 2**	**18**	M6 × 25 socket head screw	**× 2**
19	M8 × 50 socket head bolt	**× 2**	**20**	M8 × 55 socket head bolt	**× 2**
21	M8 × 60 socket head bolt	**× 1**	**22**	M8 × 70 socket head bolt	**× 1**
23	M6 countersunk washer	**× 8**	**24**	M6 washer	**× 4**
25	M8 washer	**× 6**			

Sizes in mm: screws diameter × length, bushes outside × inside diameter × length. "Stock" means a part already on your bike. Cover plates (5, 6) come fitted with screws 15 and washers 23. Slider guard screws come in a small bag.

BEFORE YOU START

- Engine cold, bike upright and supported. A helper makes hanging the bars easier.
- **Blue thread locker** on screws and bolts 16 to 22.
- Leave every bolt snug until step 13, then align and torque.
- The side fairing panels have fragile clips. Pull them off gently, by hand.
- **Tools:** Allen keys 4, 5 and 6 mm; tool for the stock screws; plastic trim tool for the clip rivets; torque wrench.
- **Time:** About 90 minutes.

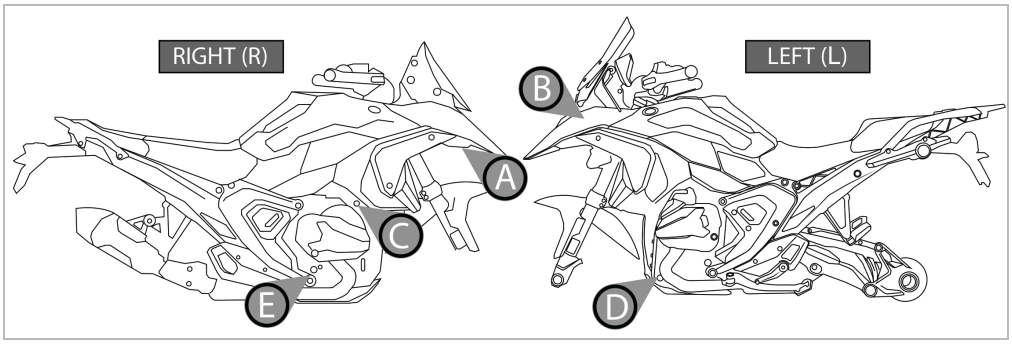
SCAN TO WATCH

Official SRC install video
Crash bar full set, BMW R 1300 GS
youtu.be/duRMsEOizqk

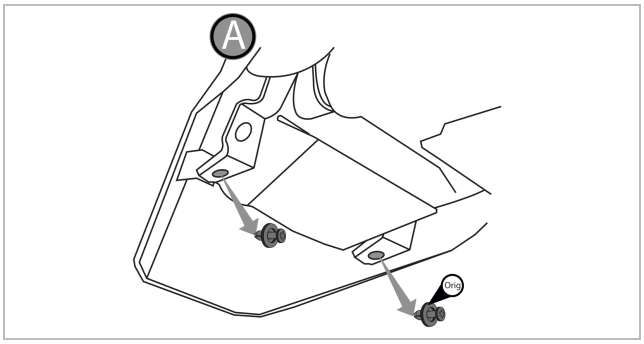
INSTALLATION

SNUG FIRST · TORQUE IN STEP 13

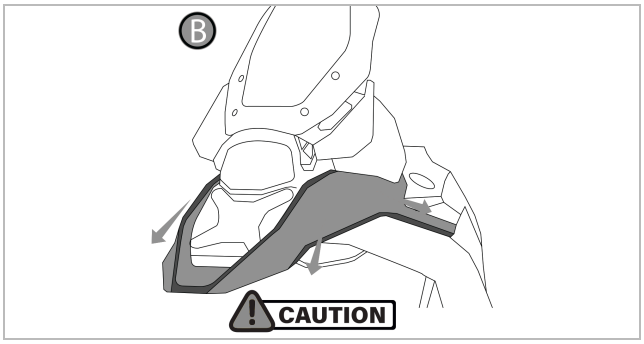
1 **Know your work areas.** A is under the headlight, where the stock clip rivets sit and where the upper bars join at the front. B is the side fairing panel beside the headlight. C is the frame mount for the lower end of each upper bar. D and E are the front and rear mounts of each lower bar. Work on both sides unless a step names one side.



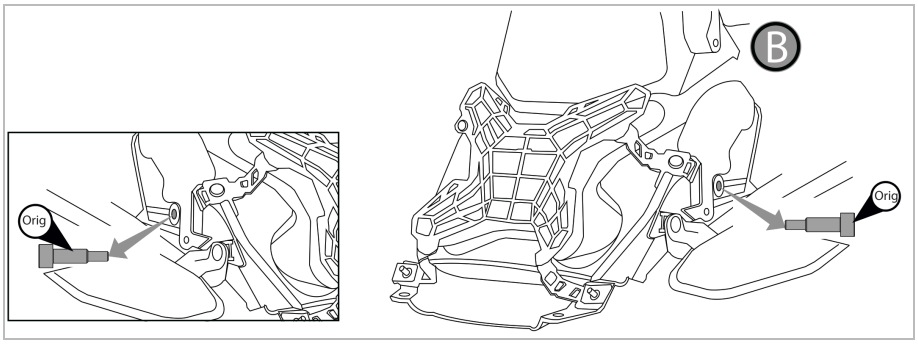
2 **Area A, both sides: remove the stock clip rivets** shown in the picture. Keep them with your stock parts.



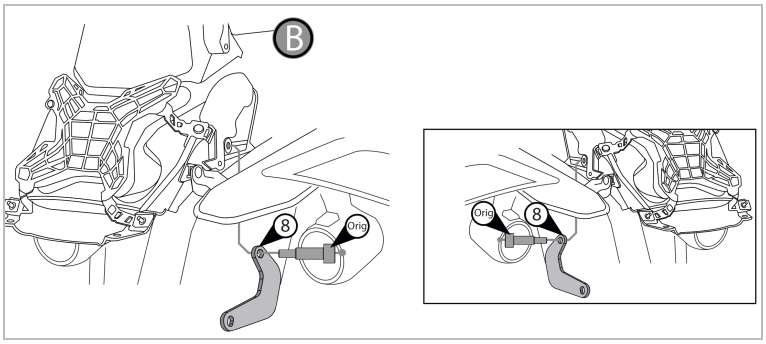
3 **Area B, both sides: remove the side fairing panels** beside the headlight, as shown in the picture. **Caution:** the panel clips are fragile. Work them loose gently and keep the panels somewhere safe.



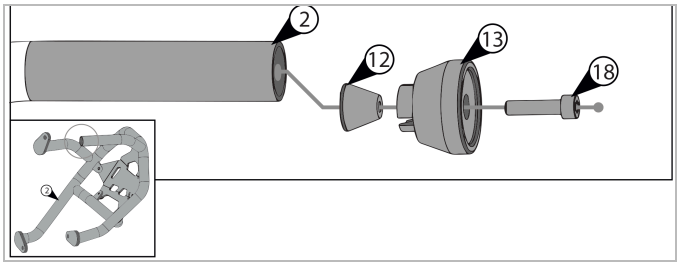
4 **Area B, both sides: remove the stock screw** from the mount beside the headlight, as shown in the picture (the inset shows the other side). Keep the screws; they go back in the next step.

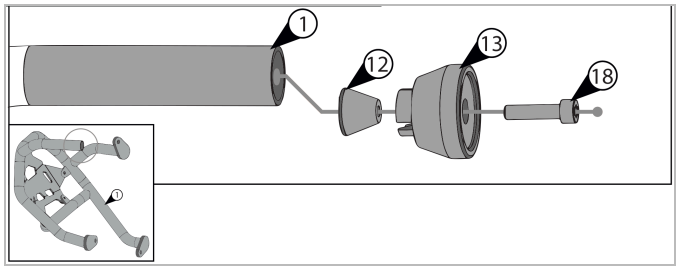


5 **Area B, both sides: fit a top plate (8)** with the stock screw you just removed, as shown in the picture. Leave it snug.

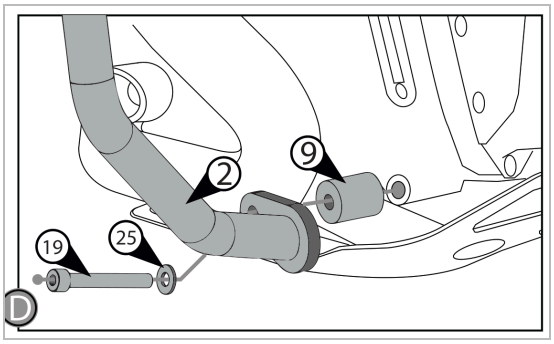


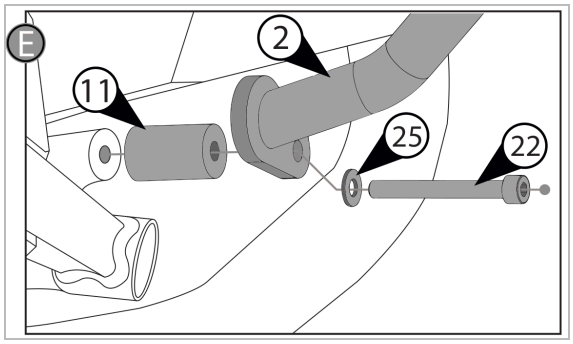
6 **Prepare both lower bars.** The cover plates (5, 6) come already fitted (Detail B at the end of this guide). Fit a stopper into the open tube end circled in each small picture: push in the tapered bush nut (12), then the stopper bush (13), and tighten an M6 × 25 screw (18) through the stopper into the nut (Section A-A at the end of this guide). Right bar in the left picture, left bar in the right picture.



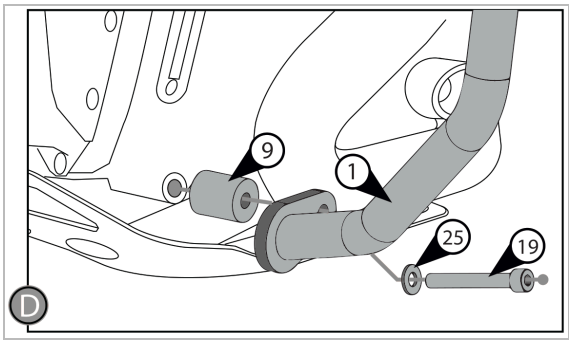


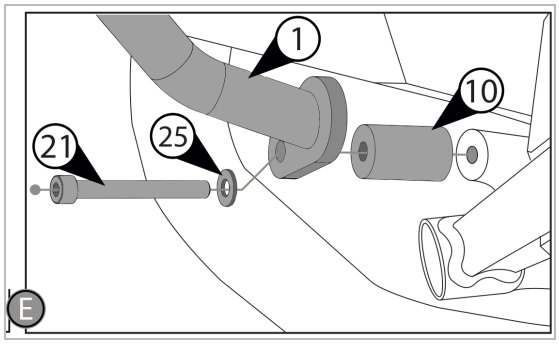
7 **Right lower bar (2), areas D and E.** Hold the bar in place. At **D** (left picture), put an aluminum bush 20 × 9 × 25 (9) between the bar's front mounting tab and the frame, and fit an M8 × 50 bolt (19) with an M8 washer (25). At **E** (right picture), put the aluminum bush 25 × 9 × 40 (11) between the bar's rear tab and the mount, and fit the M8 × 70 bolt (22) with an M8 washer (25).



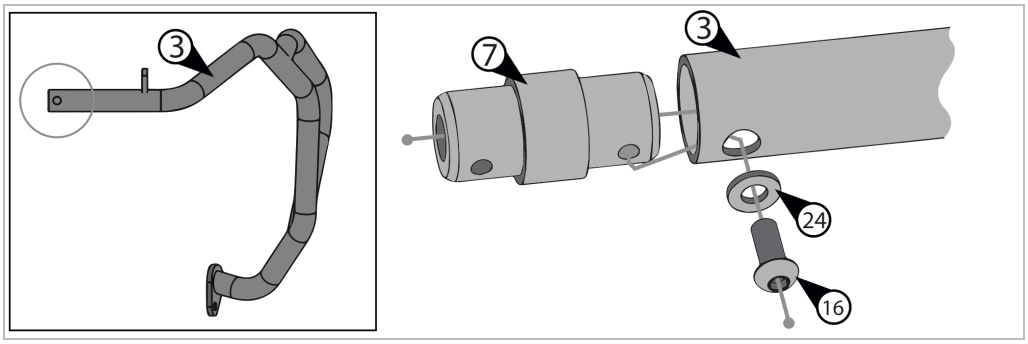


8 **Left lower bar (1), areas D and E.** At **D** (left picture), fit an aluminum bush 20 × 9 × 25 (9), an M8 × 50 bolt (19) and an M8 washer (25), as on the right side. At **E** (right picture), put the aluminum bush 25 × 9 × 30 (10) between the bar's rear tab and the mount, and fit the M8 × 60 bolt (21) with an M8 washer (25).

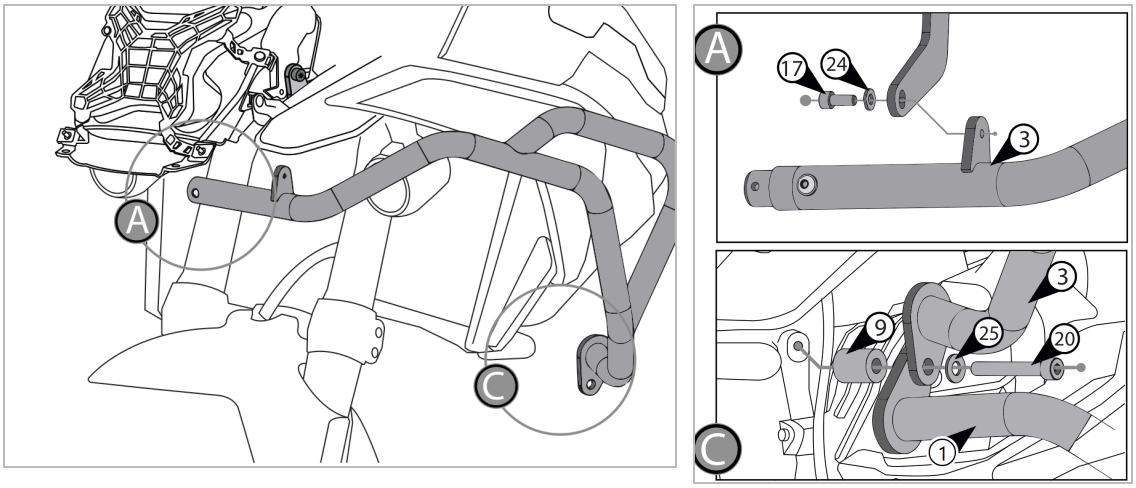




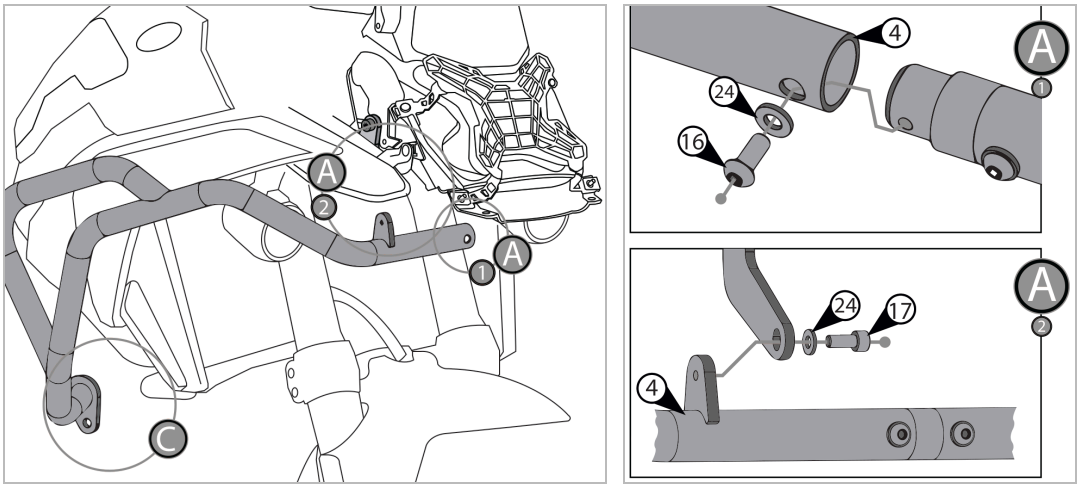
9 **Pin pipe (7) into the left upper bar (3).** Slide one end of the pin pipe into the bar's front end (circled in the small picture) and fix it with an M6 × 15 button head screw (16) and an M6 washer (24), as shown in the picture.



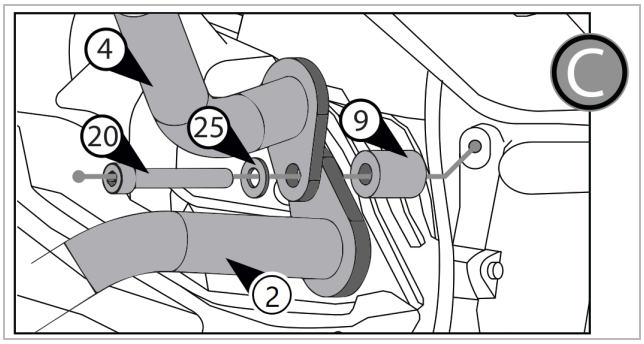
10 **Left upper bar (3).** At **A**, bolt the bar's tab to the top plate with an M6 × 15 socket head screw (17) and an M6 washer (24) (top right picture). At **C**, bolt the bar's lower end to the frame with an M8 × 55 bolt (20) and an M8 washer (25), with an aluminum bush (9) between the bar and the frame (bottom right picture). The left picture shows both points.



11 **Right upper bar (4), area A.** Slide the bar's front end over the free end of the pin pipe (7) and fix it with an M6 × 15 button head screw (16) and an M6 washer (24) (top right picture). Then bolt the bar's tab to the top plate with an M6 × 15 socket head screw (17) and an M6 washer (24) (bottom right picture). The left picture shows both points.

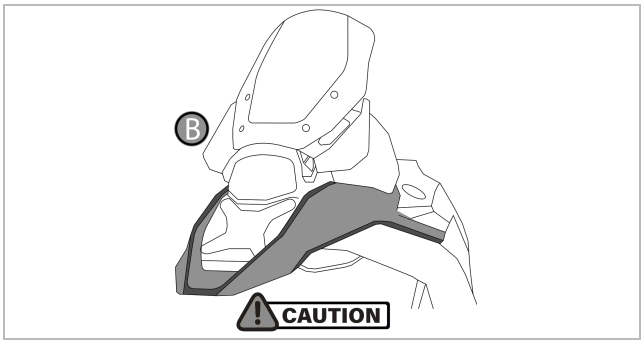


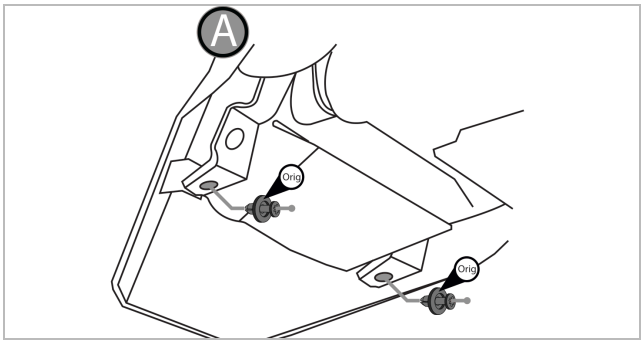
12 **Right upper bar (4), area C.** Bolt the bar's lower end to the frame with an M8 × 55 bolt (20) and an M8 washer (25), with an aluminum bush (9) between the bar and the frame, as shown in the picture.



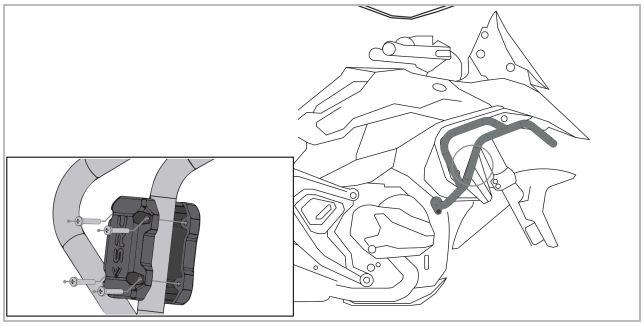
13 **Align and tighten.** Look at the bike from the front and from behind: both sides should sit evenly, with even gaps to the fairing, engine and exhaust. Then tighten every bolt to the values in the table, starting with the lower bars and finishing at the front (A).

14 **Refit the side fairing panels (B)**, then press the stock clip rivets back in at **A**, both sides, as shown in the pictures.





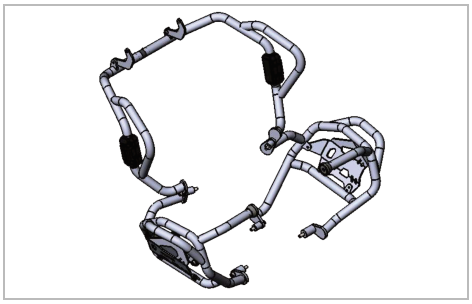
15 **Fit the slider guards (14)** on the upper bars, both sides, with the screws from their small bag, as shown in the picture. Make sure each guard is seated correctly and sits the same on both sides.



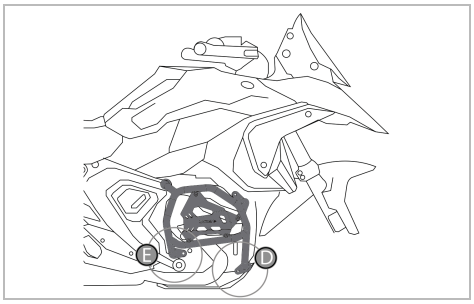
FASTENER	TORQUE
M6 screws (16), (17), (18), thread locker	10 N·m (89 in-lb)
M8 bolts (19), (20), (21), (22), thread locker	23 N·m (17 ft-lb)
Stock screws holding the top plates (8)	BMW service manual values
Stock clip rivets	Press in by hand

FINAL CHECK

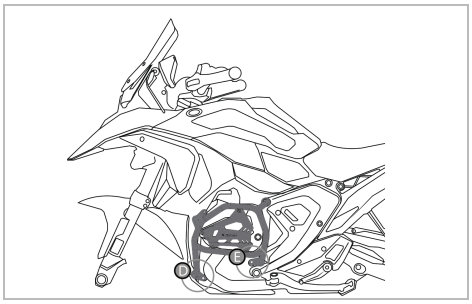
- All bolts torqued; thread locker used where listed.
- Side fairing panels fully clipped in and every clip rivet seated.
- Turn the handlebars lock to lock and work the shifter, rear brake and side stand: nothing touches the bars, and no cables or hoses are pinched.
- Start the engine and let it idle: no rattles or contact with the exhaust.
- Re-check every bolt after the first 30 miles (50 km), then at regular intervals.



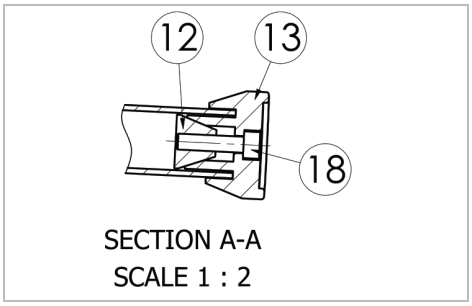
Assembled set



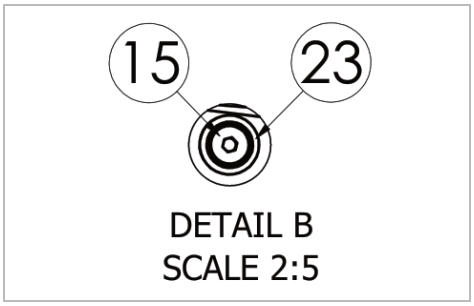
Right side: areas D and E



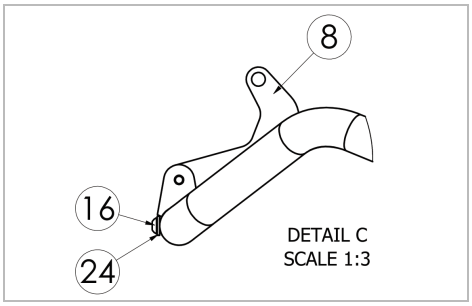
Left side: areas D and E



Section A-A: stopper (12, 13, 18)



Detail B: cover plate screw (15, 23)



Detail C: top plate (8)