

MachinartMoto Mudsling for BMW R1200R

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BMW RIDERS CAN BE A FICKLE BUNCH.

On one extreme we have some hardcore GS off-roaders who view a filthy bike as a badge of honor, and on the other we have the quintessential sport-tourers who Q-tip the grooves in their tires as though they were prepping a sterile operating room. For the latter types, MachineartMoto offers the Mudsling rear fender, essentially a forward-facing mudguard that prevents the rear tire

cleanup much easier. Installation is an easy 15 minute affair with common hand tools.

We begin with the bike on the center-stand on level ground.

First, the two T25 Torx bolts holding the underside of the stock fender liner are removed. There is a pretty strong thread-locker on these bolts from the factory, so be patient in this process. Once removed, if you want to play it safe, take the seat off of the motorcycle, and use the longer replacement bolts included with the Mudsling to drive in from the top side of the thread boss, cleaning out any remaining thread-locker. Slide the Mudsling in place between the rear tire and the

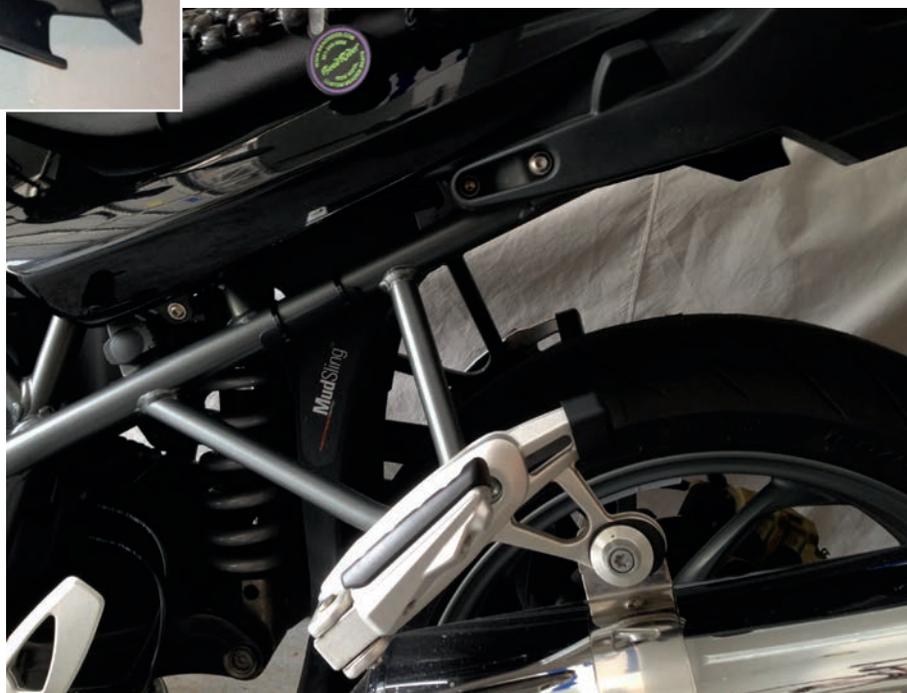
rear shock, and with the same included longer T25 Torx bolts (and rubber washers), snug the Mudsling gently into place, but do not tighten down just yet.

Next, gently finesse the Mudsling to get as much clearance as you can between the rear tire and the OEM rear shock cover. Due to production differences between motorcycles, some R1200R owners have found that there is very little clearance. In those rare cases, the OEM rear shock cover must be cut or removed to make room for the Mudsling. Since the stock R1200R shock cover cannot be detached without removing the entire rear shock from the motorcycle, most owners just cut the cover off with a small saw or Dremel. Note that once the Mudsling is in place, the OEM cover serves no functional purpose anyway. (Our mule accepted the Mudsling and OEM shock cover with plenty of clearance as



from throwing rocks, tar and debris onto the rear shock, battery, swingarm and surrounding components, areas that are notoriously difficult to access and keep clean. For the purposes of this test, we're using our 2013 R1200R test mule, although Mudslings are available for a variety of different BMW's (including GSs!).

The R's stock setup as shown in Figure 1 includes a cover for the rear shock of approximately 4" width, while everything else surrounding and behind the shock is completely exposed. The idea here is to place the Mudsling—about 8" wide as shown in Figure 2—between the rear tire and the rear shock in order to completely block this area off, thereby preventing potentially expensive damage and making



The MachinartMoto Mudsling helps prevent debris from damaging motorcycle components.

shown.)

At this point the Mudsling is held in place loosely but positioned for maximum clearance. The two T25 Torx are now tightened down, and two zip ties per side (included) are used to secure the Mudsling's lateral wings to the frame rail.

Once in place as shown in Figure 3, the Mudsling performs its duties faithfully, and aesthetically blends in nicely. The 3.2mm thick high-impact ABS plastic material should last the life of the bike, and its matte finish perfectly matches the R1200R's factory black appearance. The shock, battery, swingarm, and all the nooks and crannies in the open area in front of the rear wheel are kept safe and clean. The benefits are especially pronounced in inclement weather, where the 'Sling does an admirable job of reducing the muddy splatter that always could wind up everywhere after only a few miles. Cleanup of the Mudsling is via soap and water, and it shines like new with a quick wipe of Armor All. Ultimately, the Mudsling is perfect for the fastidious BMW rider, preventing a mess in the first place and reducing any remaining cleanup to a bare minimum.

Machineart Moto – Mudsling MS-12R for BMW R1200R – MSRP \$129.00

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