

Suburban Machinery Peg Relocators for BMW R 1200/1250 RT

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As you may have read in this past May / June issue of OTL (ref: “Bitten By the GS Bug,”) I recently broke a 17-year streak of riding BMW RTs and replaced my 2015 R 1200 RT with a 2020 R 1250 GS Exclusive. After only a few weeks of familiarity with the GS, I set out on a two-month, 9,200 mile journey across the country. Before I was even halfway through this epic adventure, I already knew I’d be shopping for an RT as soon as I got home. Some reasons were stated in the September / October issue of OTL. But for now, let me praise the GS for its excellent, “roomy” seating position as it arrives stock from the factory.

On the GS, the rider is in a relaxed, neutral posture, with her legs stretched out and her arms level with the bars. It feels like one is sitting “inside” the motorcycle, rather than on top of it. For me, this is the preferred position and sadly, the stock RT definitely doesn’t deliver in this regard. For some mysterious reason, BMW decided that the stock RT should be downright cramped, with its footpegs up high and its handlebars set too low, resulting in a crunched up posture not befitting this regal long-distance touring machine.

Luckily, this flaw is easily remedied by the aftermarket. To achieve the GS’s

stretched out ergonomics, the wethead RT’s bars can be raised via bar risers, Wunderlich and Ilium Works offer these, and its pegs can be lowered by the subject of this article, Suburban Machinery’s DL3W Footpeg Relocation Kit. I have been using this company’s kits since 2009, when I installed my first set on my Hexhead R 1200 RT, and have installed a kit on every RT since, because they are an integral component in achieving proper ergonomics!

Installation is simple: As shown in Figure 1, the primary kit consists of two CNC-machined, clear anodized 6061-T6 aluminum relocators, along with stainless hardware. Start on one side by removing the stock footpeg. This is accomplished by detaching the stock E-clip from the clevis pin, and then lightly tapping the pin upwards. Grab the grey plastic collar and retention spring before finally pulling the pin all the way out and removing the footpeg itself. Install the Suburban Machinery relocater in place of the footpeg in reverse order as shown in Figure 2, using all of the stock components just removed, carefully sliding the long tail of the spring into the hole on the relocater. The footpeg now reinstalls into the relocater via an included cotter pin. Tighten the 3 mm

set screw on the relocater to lock the peg tight in the adapter. Repeat the process for the other side’s footpeg, and you’re done. The whole process takes under 30 minutes working methodically, with common hand tools. The end result (as shown in Figure 3) is that the footpegs now move down 1.45” and forward 0.38,” allowing the legs to stretch down in a very similar posture to the stock GS – no more burning need to constantly disembark to stretch out every hour! Keep in mind that unlike prior RTs, the 2014+ Wetheads do not have adjustable foot brake levers, so depending on your foot size, you may consider installing an aftermarket adjustable lever (such as the 30-600 model made by Ilium Works) after the footpegs are relocated.

After 14 years of combined use, I can vouch for the superlative quality and durability of Suburban Machinery’s products! They look and feel like OEM hardware and hold up just as well. Most importantly, they are the difference between RT riders with sore knees and RT riders who can truly go the distance. The DL3W kit has an MSRP of \$259.95 and is made in USA.

Editor’s note: Suburban Machinery provided the product for evaluation.

Figure 1

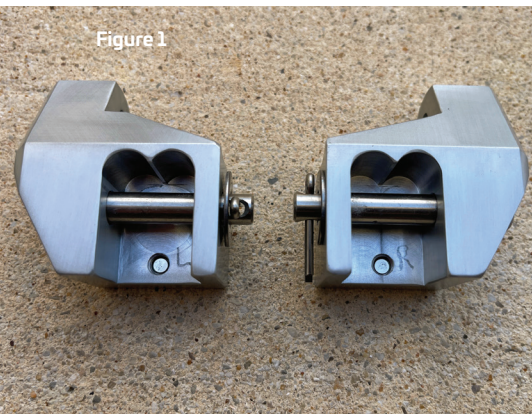


Figure 2



Figure 3

