

## PRODUCT REVIEW

# T-Rex Racing Engine and Luggage Crash Bars for 2014-2018 BMW R 1200 RT and 2019+ BMW R 1250 RT

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**T**-Rex Racing out of Dallas, Texas, has introduced a novel set of front and rear crash bars for BMW's Wethead (2014+) RT models. Both engine and luggage bars incorporate replaceable skid plates, and the engine guards include integrated fog light mounts, for simplified installation of auxiliary lighting. The best part? The pricing for both sets of US-made bars is less than half of some competing bars from other major brands.

The bars themselves are beefy one-inch steel tubes (rated 177,000 psi tensile strength) powder coated flat black. The replaceable aluminum skid plates are secured to the crash bars with M8 Allen bolts. DIY installation is fairly simple and can be accomplished in approximately 2-3 hours, working

methodically. T-Rex provides written installation instructions with the bars, with links to step-by-step video instructions on YouTube (the videos are very helpful to watch prior to starting the process.) Importantly, none of the RT's plastic fairings need to be modified to accept the bars.

First remove the front fairings from the RT to make room for positioning the engine bars, left side first. The engine bars feature a sturdy 4-point mounting scheme, with two existing bolts on the frame replaced by provided M10 and M8 bolts. All spacers and hardware are included. The bars should be mounted loosely, and then torqued down per the instructions (35 ft./lb. for M10 bolts, and 15 ft./lb. for M8 bolts.) If so equipped, the factory fog lights attach to the engine bar light mounts using the

stock hardware. To install the luggage bars, first the system cases are removed. Starting with the left side, the passenger foot peg pin and bolt are removed, and the bars loosely positioned in place. A series of bolts, spacers, and a clamp bracket are then installed which attach the bars at three spots on the motorcycle. The process repeats similarly (though not exactly) on the right side, and once again all the M8 hardware is torqued down to 15 ft./lb.

Out on the road, I had a passenger confirm that the rear luggage bars did not interfere with her legs at all while seated. While I did not purposefully drop our 2019 R 1250 RT test mule to test their crashworthiness, these bars certainly have the substantial heft and solid feel one would consider more than adequate for a bike of this size and weight. Functionally, their ease of installation, replaceable skid plates, and overall fit and finish are all boons, and at this price, T-Ex Racing's bars for Wethead RTs are an extremely compelling value proposition as well.

*t-rex-racing.com*

*Engine Crash Bars: \$189.95*

*Luggage Crash Bars: \$209.95*

*Product provided by T-Rex Racing for review*



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