



## OG Highway Peg Crash Bar for Harley-Davidson Bagger Installation (2009 to 2023)

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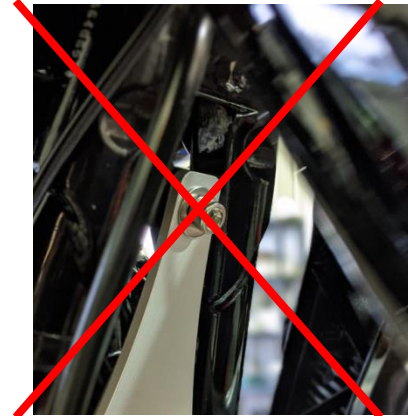
### **IMPORTANT – PLEASE READ!**

All models including newer CVO equipped with 21" front wheels and bikes equipped with after-market fenders must check front fender/crash bar clearance before riding. Crash Bar may not clear at full travel. Please check clearances before riding. We suggest running our 1" fork extensions and/or stiffer forks springs for an easy fix. Feel free to call us if you have any questions.

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1. Before you start your new crash bar installation, you will need to remove your stock Crash Bar from the frame. Please refer to the service manual if needed. You can put away your stock hardware, you will not need it for this installation. We recommend cleaning the rusty frame threads before the installation.
2. Slide in the OG crash bar onto the frame and align it **behind the frame front center tab hole** so you can mount the upper support 3/8-16 x 1" screw & washer (see picture below). You can thread in the locknut behind the tab (engine side) but **DO NOT TORQUE IT YET**. The crash bar now holds onto the bike.



3. Assemble the Clutch side / Left side first. Placing the supplied billet washer/spacer between the frame & the crash bar (refer to picture below) use the supplied 3/8-16 x 1 1/2" screw, washer & lock washer to bolt the bar onto the lower frame support. **DO NOT TORQUE IT YET**. Repeat on the Throttle side / Right side of the bike.



4. Torque all bolts. Recommended Torque 25 ft-lbs, no need for thread-locker here; we recommend using some anti-seize on all bolts.
5. Assemble both billet tips using supplied 3/8-16 x 1" screws. Recommended Torque 15 ft-lbs.



6. **IMPORTANT STEP:** Before going out for a ride with your new crash bar, you must tie down your bike and compressing the front end to ensure there is no contact between your front fender and the crash bar. If there is contact between fender and crash bar please contact us

Note: Replacement billet tips part number: C-AC-01.