Mounting Instructions for BMW
BMW /5 Type Mount Set

The front sub-frame BM9-912 for the bike attaches with a clamp onto the frame in front of the gas tank. The lower two holes are held in place, by the engine mounting bolts. You will want to remove the nuts from the right side of the bike's engine mounting points. You may need to loosen the nuts on the other side of the bike. Which will allow you to slide more of the bolt over to the right side of the bike, to get enough threads to hold the mount. Some after market kick stands may need to be removed.

To install the rear sub-frame DM5-933, you will need to remove the center stand, the bottom of the sub frame attaches to the center stand mounting points. With the sub frame in place you should be able to see where the other two bolts need to go. You will need to drill out the holes in the frame of the bike to 3/8 inch.

The next step is to install the sidecar. But before you do this, you will want to have the bike sitting at the ride height that it will be at with you on it. The way we normally do this, is to have the rider sit on the part number DMC-70BS in the rear clamp into the sidecar frame. You may want to remove the clamping bolts from the sidecar and slightly spread the clamp to allow our curved boss to slide into it easier. The end that slides into the sidecar can be shortened if desired as long as enough of it goes into the frame past both pinch bolts on the sidecar that secure it. You will want the heim joint on the end of this and the boss used in the front, to be screwed all the way in. Next install our clamp #DMC-45C into the front of the sidecar. Again it is ok to trim this boss should you wish as long as you leave enough on it to go past the clamping bolts on the sidecar. Next slide the boss part #DMC-45BL into the clamp part #DMC-45C. Remove the front strut that comes on the sidecar and install the new shorter strut (same as used on the rear) with the tab for the steering damper on the top (if applicable. Now block up the sidecar so that it sits level both front and back and side to side. We normally do this using a bubble level on the bottom of the sidecar frame. Now hook up the lower mounts using the

5/8″ bolts through the heim joints into the clevis on the bottom of the sub frames. Now it's time to set the toe in on the sidecar. This is done, by placing a straight edge up along/against the sidecar wheel (raise it off the floor so that it contacts the tire more) then use another straight edge along the rear tire of the bike, raised as high as you can for accuracy. Then measure the distance between both straight edges just ahead of the front tire of the bike and behind the rear tire of the mounting pinch bolts, mounting bolts and jam nuts. Recheck toe as it may change with the bolts tight. Now you need to set the lean out of the bike. Lean out is how much the top of the bike is leaning away from the sidecar. This is done so that when going down the road on a crowned road you are sitting up right. The way to do this is to use a carpenter square against one of the tires, (rear if you can but with bags etc. this is not always practical). You will want the top of the square to be about ½ inch away from the tire with the bottom up against the tire. The last thing to do is to hook up the steering damper (if applicable). To do this you will need to remove the rear bolt that holds the fender onto the fork on the right side of the bike. Now take a tap and tap this hole out to 3/8″ 24 TPI. You will not need to drill the hole out just run a tap down it. Tap it all the way through. Screw in the heim joint and use the 3/8 inch bolt taped to the mount, to hold the fender on by running it from the inside of the fender. You can adjust how much dampening effect the damper has to some extent (very limited) by how deep you screw the heim joint in. use the jam nut on the heim joint to keep it from moving once you have it set at the depth you wish to run it at. The other end of the damper mounts onto the tab on the front strut of the sidecar. You may need to move the tab up or down or even bend it a bit. There are just too many variables for us to tell you exactly how it will need to go. Should you not be able to get it to work let us know if a longer or shorter tab would fix the problem and how long you want it and we will make it up for you and get it right out to you. Before riding the bike, double check that all bolts have been tightened. It is also a good idea to check the bolts periodically but they should not ever give you any problem. Should you wish to hook up the brake, we would be glad to tell you one way we often do so but it is hard to explain (but easy to do) and would be best if you phone us. If you have any questions at all, please feel free to email or phone us and we will do our best to help.