

# **ATC<sup>®</sup> SCHNITZER**

***-Fitting Instructions-  
Superbike Handlebar  
Conversion  
– R 1200 S –***



***Part No.: S50120640406***

# General Notes!



## AC Schnitzer Superbike Handlebars

### Important Note!

Read these fitting instructions completely before beginning the installation work.  
AC Schnitzer is not liable for damage caused by incorrect installation!

Check goods for completeness and correctness before starting work.  
Later complaints cannot be accepted.

These fitting instructions are intended exclusively for use by authorised AC Schnitzer or BMW dealers. The instructions are directed in all cases at specialist staff trained in BMW vehicles with the corresponding specialist knowledge and tools.

### **WARNING:**

Work on the handlebars carries a safety risk. Faulty work can have serious consequences. Do not carry out the work unless you are confident in these fields of work!

### **Before installation:**

For installation, the vehicle must be adequately secured against falling over or rolling away..

For this we recommend the use of the main stand or an original BMW assembly stand. Keep children and animals away from the working area.

Risk of accident from hanging elements and electrical short circuit! Therefore before starting work, remove all jewellery (chains, watches, rings etc.).

### **After installation:**

After completing the work, carry out a test ride. After the test ride, check all bolt connections for firm seat, and all moving parts for adequate clearance. Also check the function of the electrical system and the theft protection systems.

### **Fitting Time (1 unit = 5 minutes)**

The fitting time is around 18 units), which may vary depending on condition and equipment level of the vehicle.  
(This figure is a recommendation only and is not binding.)

### **Painting time (1 unit = 5 minutes)**

Not applicable.

### **Tools Required**

BMW Special tool (see pictures)  
Electric drill and bit Ø3mm  
Straight slot screwdriver  
Crosshead screwdriver  
Allen key SW 4 SW 6  
Open-ended / ring spanner SW 21  
Ratchet and socket SW 27  
Torque wrench  
Universal or pipe pliers  
Long nose pliers  
Side cutters  
Cutter  
Cable ties or similar  
Thread lock (e.g. Loctite)

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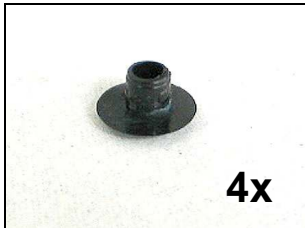
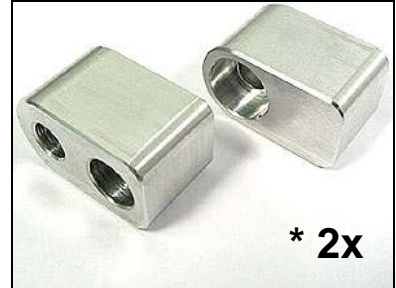
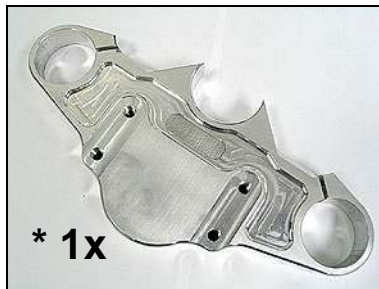
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# Fitting Instructions



## AC Schnitzer Superbike Handlebar Conversion – R 1200 S –

### 1.1 Components Supplied (\* = Parts preassembled on delivery, check torque!) (Pictures = representative images)



# Fitting Instructions

## AC Schnitzer Superbike Handlebar Conversion – R 1200 S –

### 2. Removing the Standard Handlebar Bridge

#### Fit scissor jack

- Mount engine holder (no. 00 1 572) with bolt (1), nut (2) and bolt (3) to the engine (Fig. 1).

- Push scissor jack (no. 00 1 571) with extension (no. 00 1 575) into engine holder (Fig. 1).

- Tighten knurled bolts (4) and raise vehicle with engine stand slightly so that the front wheel still has a slight contact with the ground. (Fig. 1).

#### Note!

**The machine can tip sideways and fall over!!! Secure machine against tipping over!!!**

#### Remove both handlebar weights

- Release bolt (1) and remove handlebar weight (Fig. 2).

#### Release left grip unit!

- Remove bolt (1) (Fig. 3).

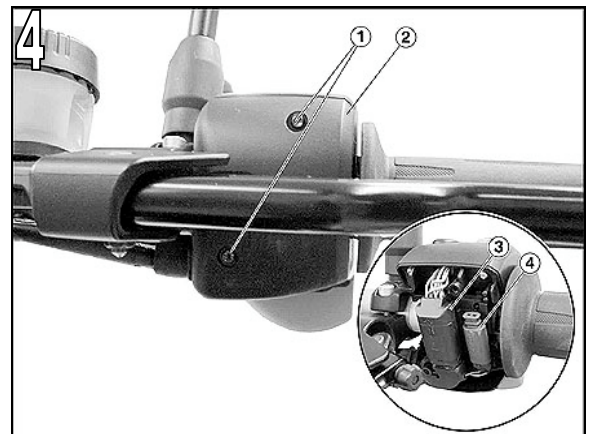
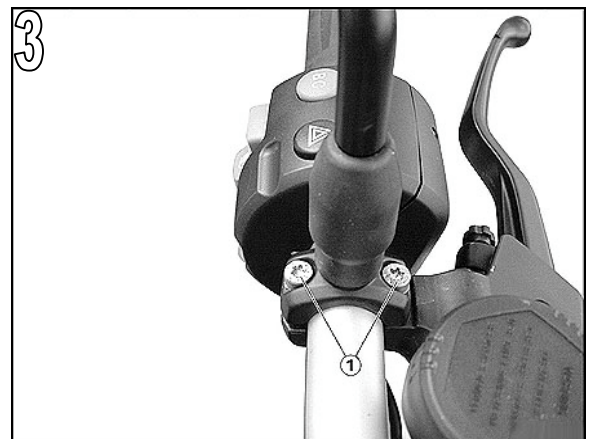
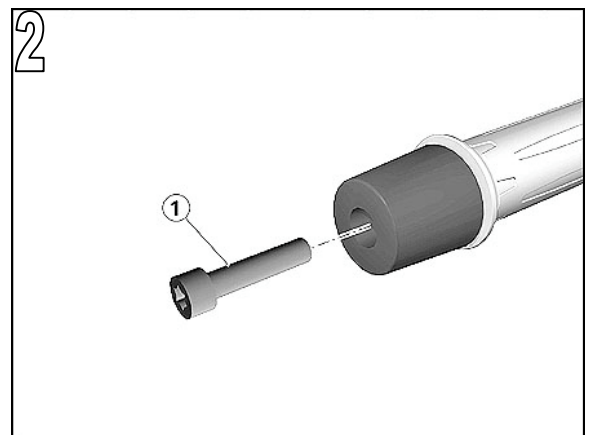
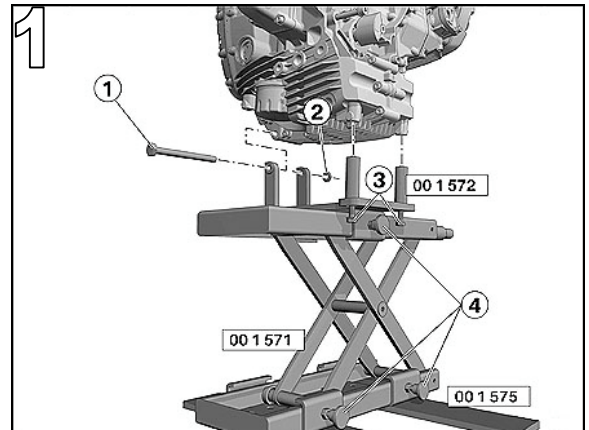
- Remove grip unit and lay to the front.

**Note: Air in the clutch system causes malfunctions! So always lay or suspend the clutch fluid reservoir so that no air can penetrate the pipe system from the reservoir!!! If necessary bleed clutch system at end of work !**

**WARNING: Remove spilt clutch fluid immediately!**

#### Remove left combi-switch!

- Remove bolts (1), remove cover (2) and separate plugs (3) and (4 – variant, grip heater) (Fig. 4).



# Fitting Instructions

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## AC Schnitzer Superbike Handlebar Conversion – R 1200 S –

### 2. Removing ... (cont'd.)

- Remove bolts (5) and remove combi-switch (Fig. 9).

#### Remove left grip!

- Remove the two bolts (1) at the top and bottom, and pull off grip (Fig. 6).

#### **Fitting note!**

Move grip to desired position, mark fixing points on the AC Schnitzer handlebar (2x) and drill a 3 mm hole at each. Attach grip using the standard screws (1). However ensure that there is no contact with other components at full lock. In contrast to standard, the brake and clutch lines are laid **in front of** the fork bar in the direction of travel (between frame and bar).

#### Remove right grip unit!

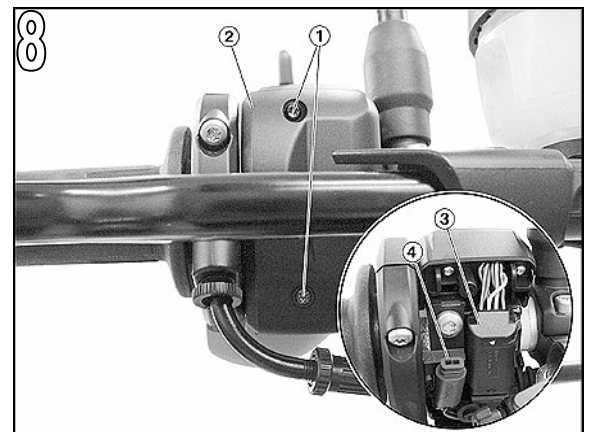
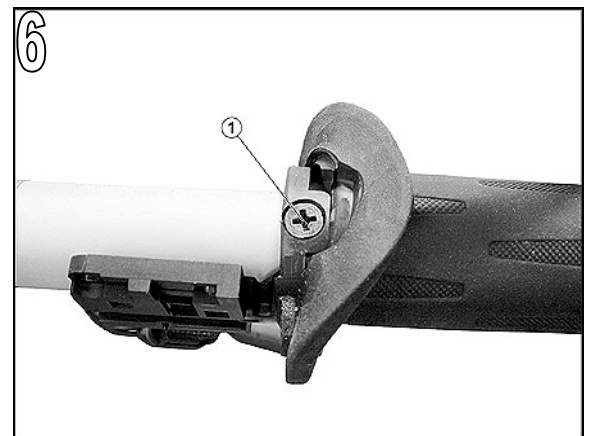
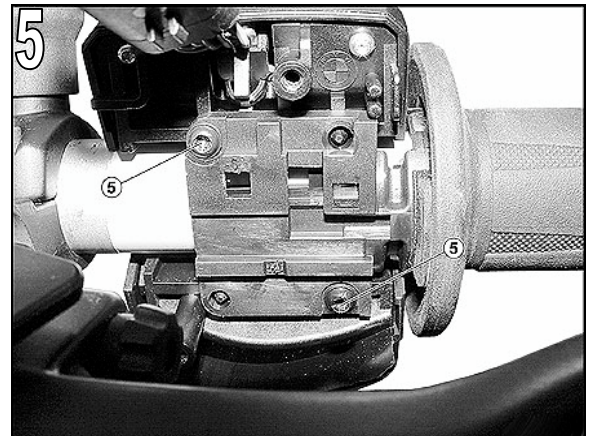
- Remove bolt (1) (Fig. 7).
- Remove grip unit and lay to the front.

#### **Note!**

**Air in the brake system causes malfunctions! So always lay or suspend the brake fluid reservoir so that no air can penetrate the pipe system from the reservoir!**

#### Remove right combi-switch

- Remove bolts (1), remove cover (2) and separate plugs (3) and (4 – variant, grip heater) (Fig. 8).



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# Fitting Instructions

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## AC Schnitzer Superbike Handlebar Conversion – R 1200 S –

### 2. Removing ... (cont'd.)

- Remove bolts (5) and combi-switch (Fig. 9).

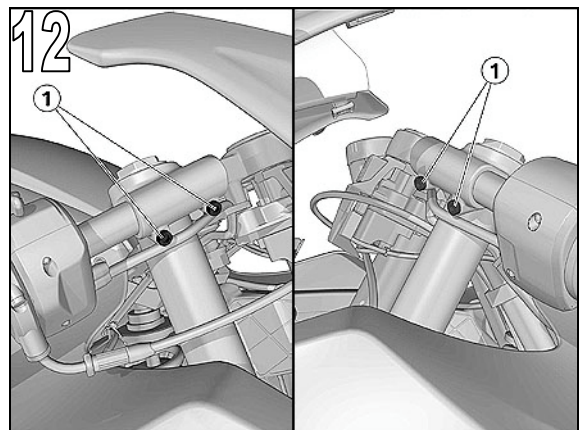
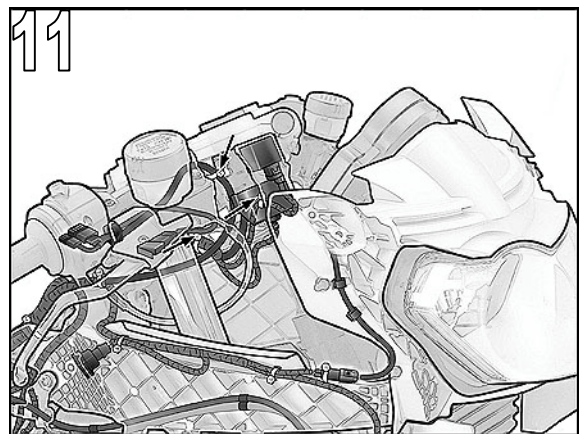
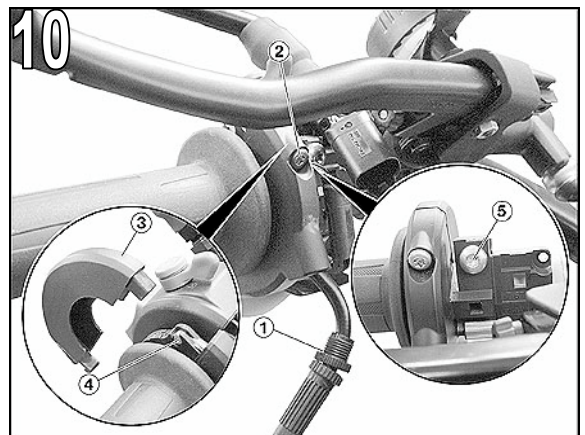
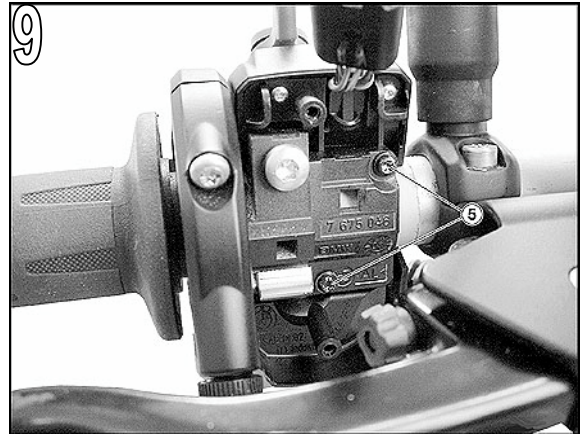
#### Remove right grip

- Release fixing bolt (1) (Fig. 10).
- Remove screw (2) and cover (3) (Fig. 10).
- Release throttle cable (4) and at the bottom unthread from grip unit (Fig. 10).
- Release bolt (5) and pull off grip unit (Fig. 10).

#### Remove handlebar half

- Release cable tie (arrows) at ignition switch (Fig. 11).

- Remove clamping bolt (1) and pull handlebar half to the outside (Fig. 12).



# Fitting Instructions

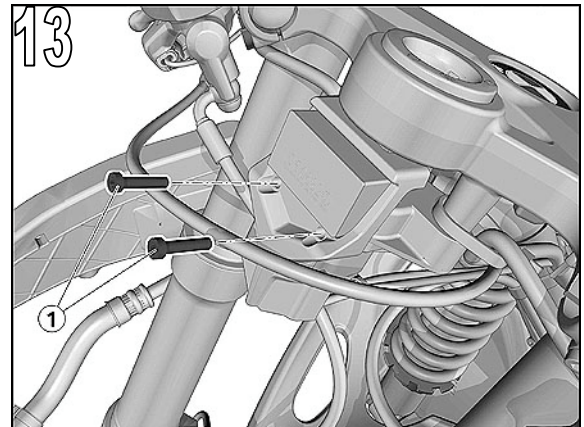
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## AC Schnitzer Superbike Handlebar Conversion – R 1200 S –

### 2. Removing ... (cont'd.)

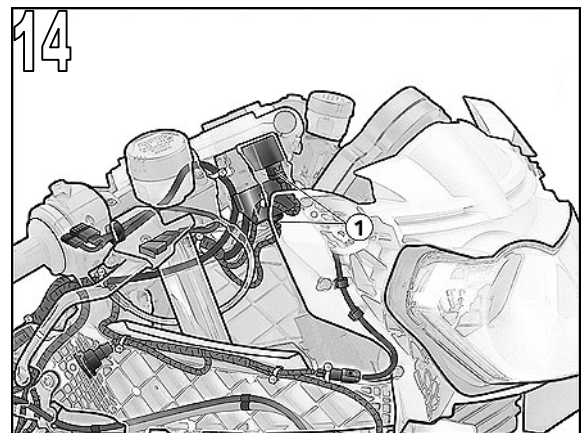
#### Remove cover cap for steering lock housing

- Remove bolts (1) and remove cover cap (Fig. 13).



#### Remove fork bridge

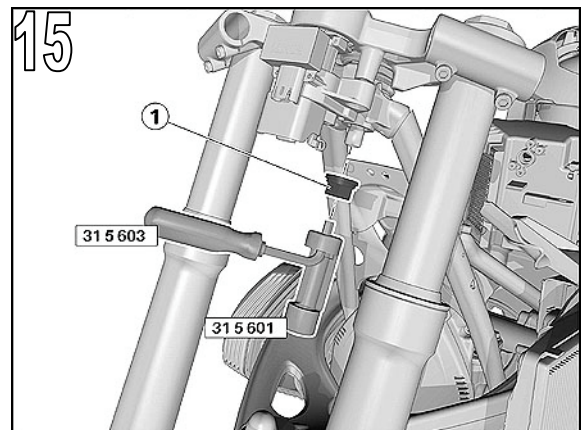
- Separate plug (1) ring antenna and ignition switch (Fig. 14).
- Release cable tie at ignition lock.



#### Fitting note!

Use new cable ties.

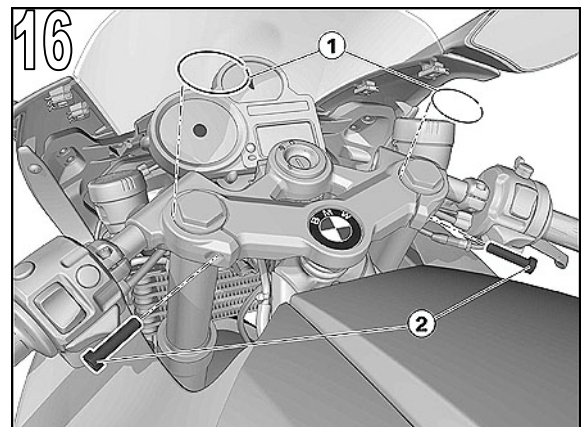
- Heat nut (1) (**release temperature = 120°C**) and remove using a ring spanner and socket (no. 31 5 603) (Fig. 15).



#### Note!

**When heating the nut (1), ensure there is no damage to the cable or similar; if necessary protect components with a shield.**

- Remove retainer (1), loosen clamping bolt (2) and push upright tube down out of fork bridge (Fig. 16).



- Remove fork bridge.

#### Fitting note!

Keep retainer (1) for re-use.

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# Fitting Instructions

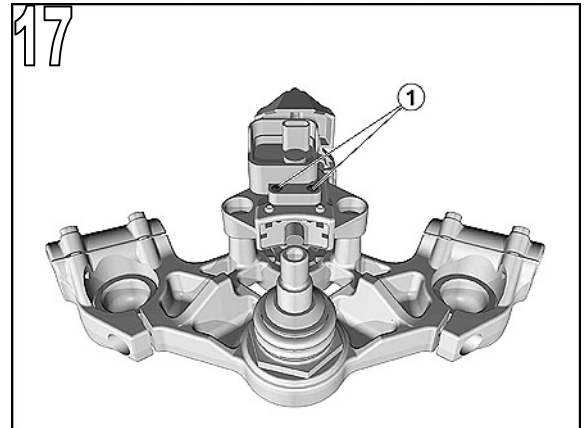
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## AC Schnitzer Superbike Handlebar Conversion – R 1200 S –

### 2. Removing ... (cont'd.)

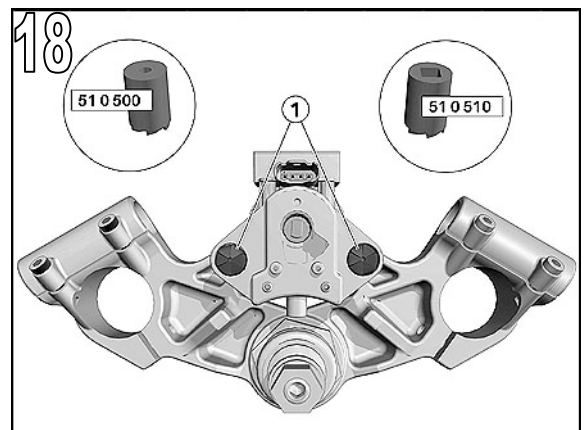
#### Remove ignition switch

- Remove screws (1) and remove ignition switch (Fig. 17).



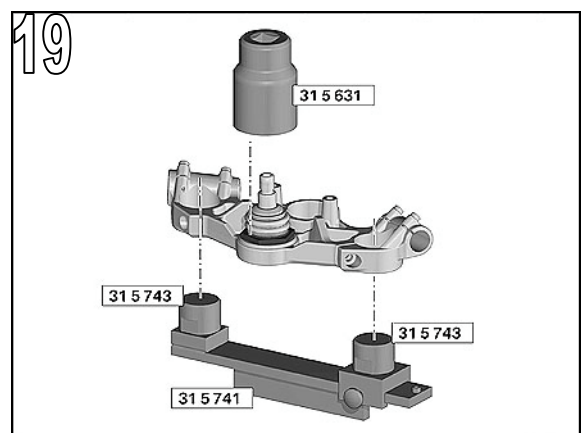
#### Remove ring antenna and ignition/steering lock housing

- Pre-drill manifold bolts (1) with a hole bush (no. 51 0 500) and then drill out until the bolt head comes loose (Fig. 18).



#### Remove ball joint on fork bridge (Fig. 19)

- Clamp retainer (no. 31 5 741) in vice.
- Attach brackets (no. 31 5 743) to retainer.
- Place fork bridge in retainer (no. 31 5 741).
- Heat fork bridge in the bearing area, taking care not to overheat the steering lock (**release temperature 120°C**).
- Remove ball joint with socket (no. 31 5 631).



# Fitting Instructions

## AC Schnitzer Superbike Handlebar Conversion – R 1200 S –

### 3. Fitting - AC Schnitzer Superbike Handlebars

- Fit ball joint (1) to the AC Schnitzer fork bridge using socket (no. 31 5 631) (Fig. 20).

**Tightening torque 230Nm.**

- Position ring antenna with ignition/steering lock housing (2) on the spacer bush (3) and fasten using the cap head bolts M8x45mm and washers Ø6.4x16mm (4) supplied (Fig. 20).

Insert bolts with thread lock (e.g. Loctite)! **Tightening torque 20Nm.**

**Note!**

For insurance reasons, it is essential that the socket head of the fixing bolt (4) of the ignition/steering lock is rendered useless with a 7mm drill.

After completing the fitting work, function test the ignition lock.

The steering stops are asymmetrical. If the steering angle is not sufficient for the lock to engage, the steering stops can be swapped over. If necessary adjust steering stops until the lock engages.

- Clean ball joint threads.

- Insert the AC Schnitzer fork bridge (1) from above into the frame front part and the upright tube (2) (Fig. 21).

- Push upright tube into the upper fork bridge until a projection (A) of 2mm is reached (Fig. 22).

**Note!**

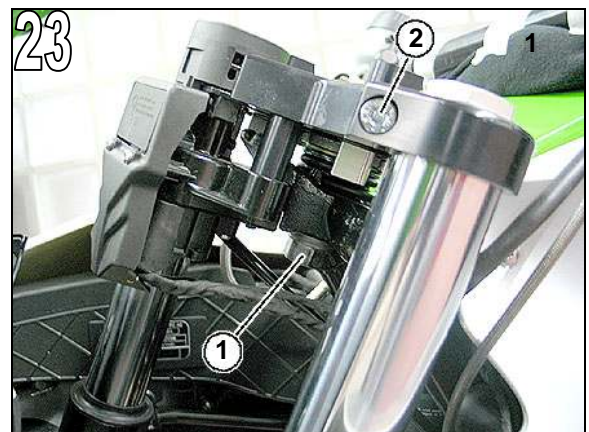
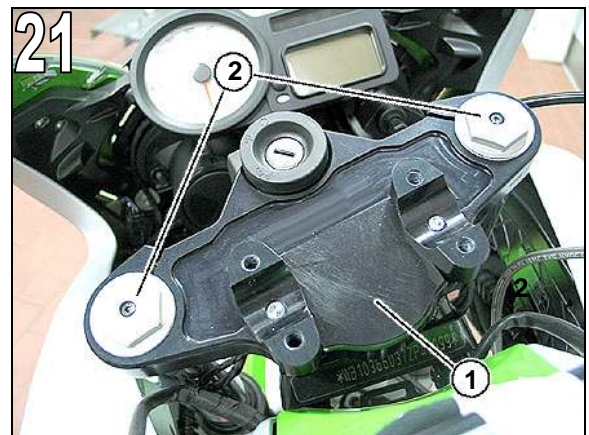
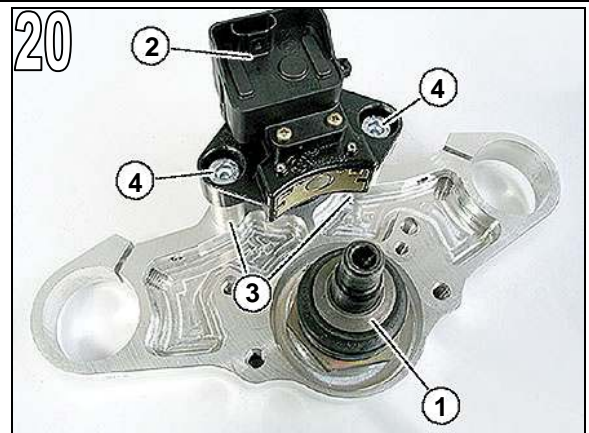
Measured between lower edge of hex head and upper edge of fork bridge.

- Tighten nut (1), counterhold with socket (no. 31 5 603) (Fig. 23).

**Tightening torque 130Nm**

- Tighten fork bridge using cap head bolts M8x20mm (2) supplied (Fig. 23).

**Tightening torque 25Nm**



# Fitting Instructions

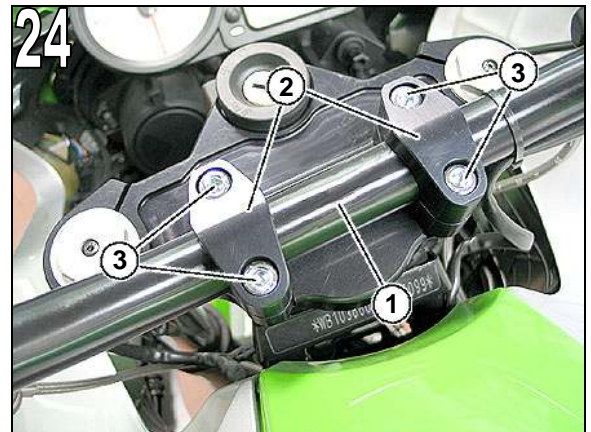
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## AC Schnitzer Superbike Handlebar Conversion – R 1200 S –

### 3. Fitting ... (cont'd.)

- Place the AC Schnitzer handlebar (1) on the fork bridge in the desired position, and fasten using the clamping blocks (2) and cap head bolts M8x30mm (3) supplied (Fig. 24).

**Tightening torque 20 Nm**



- Cover screw heads using the caps (1) supplied (Fig. 25).

- Affix the AC Schnitzer sticker (2) supplied onto the fork bridge (Fig. 25).

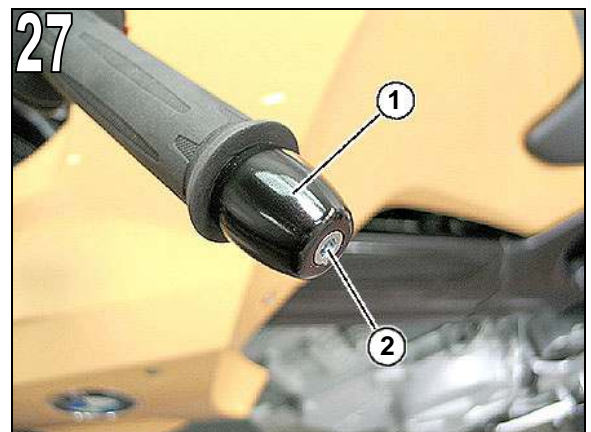


**Install grip and hand clutch control on the left, hand brake control and throttle control, in reverse order (see Pages 5 to 7)! Ensure that there is a gap of 3 - 5 mm between the hand controls and the E-unit to avoid contact between the controls and the panel!!**



- Attach wires for the combi-switches to the steering rod using the cable ties (1) supplied (Fig. 26).

- Fit the handlebar end weights (1) supplied and attach with bolt (2) (Fig. 27).



# Fitting Instructions

## AC Schnitzer Superbike Handlebar Conversion – R 1200 S –

### 4. Test/adjust throttle cable (Fig. 28 – 29)

(Test/adjust throttle cable play with cold engine)

- Remove rider's seat.
- Connect BMW Motorcycle Battery Charger (no. 61 1 581), (no. 61 1 583), (no. 61 1 585) to the vehicle.
- Connect BMW Motorcycle Diagnostic System, switch on and run.
- In the BMW Motorcycle Diagnostic System, retrieve the test "Throttle valve mechanics". For this retrieve "Test Functions" in "Toolbox General".
- Release lock nut (1).
- Remove protective cover (3) from cable holder.
- Unscrew adjustment screw (2) until the display on the BMW Motorcycle Diagnostic System switches to "Open".
- Slowly screw the adjustment screw (2) back in again to establish the switching point of the diagnostic system.

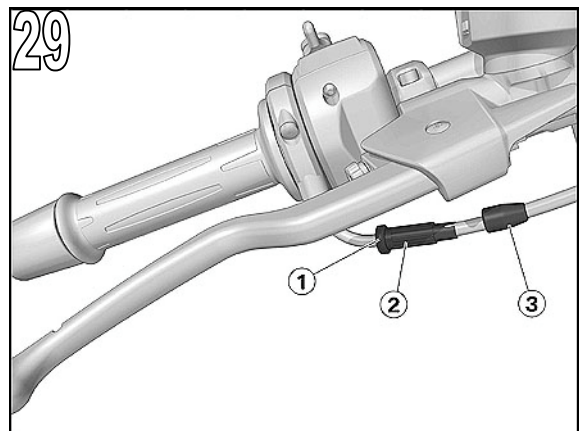
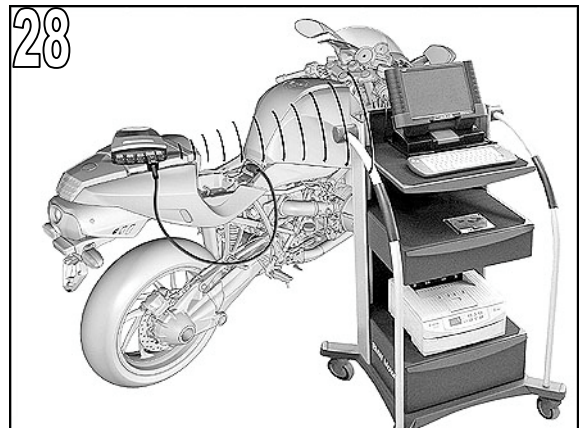
#### Note!

**When twisting the adjustment screw, activate the throttle control repeatedly. This releases the load on the throttle cable.**

- From this switch point, screw in the adjustment screw (1) and set the throttle cable play in this way.

#### Setting the throttle Bowden cable play: Screw in adjustment screw 4 – 5 turns

- Lock with lock nut (1).
- Push protective cap (3) over cable holder.
- Then check for perceptible play on the throttle control in all handlebar positions.
- Remove BMW Motorcycle Diagnostic System and battery charger from the vehicle.



### 5. Final check of work performed

Check or perform the following points:

- Ensure that the objective of the work has been achieved.
- Ensure that all operating media are filled up and the fluids have the correct level; if necessary bleed brake system to BMW Repair Instruction.
  - Ensure that all screw connections released are correctly tightened again.
- Ensure that the lighting and signalling system functions correctly and the vehicle is safe to ride.
  - Ensure that all cables, wires and fluid lines are laid without stress.
    - Set time on display.
    - Carry out test ride.

#### Note!

**After the test ride, check all bolts for a firm seat. Function test the steering lock!**

- Point out the modified seating position and driving behaviour to the customer!

Subject to errors, technical developments and modifications!

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