

AC[®] SCHNITZER

-Fitting Instructions-
Superbike Handlebar
Conversion
- R1200ST -



Part No.: S52120540402

Fitting Instructions



AC Schnitzer Superbike Handlebar Conversion – R1200ST –

1.1 Components Supplied

1 AC Schnitzer Superbike Handlebar Conversion part no.: S52120540402 consisting of:



Fitting Instructions

AC Schnitzer Superbike Handlebar Conversion – R1200ST –

1.2 Tools Required

BMW special tool (see pictures)
 Electric drill and bit Ø3.7mm Ø8mm
 Torx driver Tx10 Tx25 Tx30 Tx45 Tx55
 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
 Insulating tape
 Thread lock (e.g. Loctite)

2. Removing the Standard Handlebar Bridge

- Attach lifting jack (no. 00 1 571) with engine holder (no. 00 1 572) and extension (no. 00 1 575) to the engine (Fig. 1).

- Lift vehicle with engine stand.

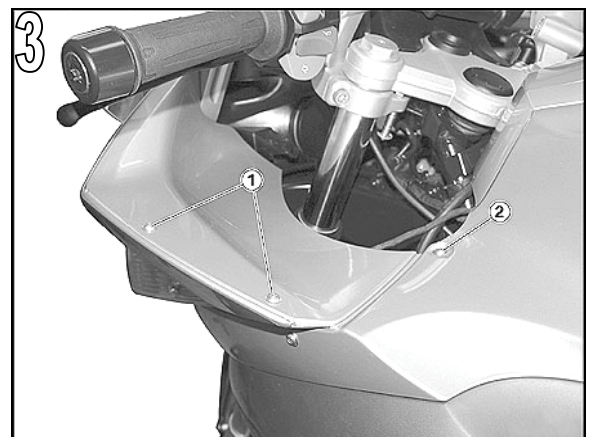
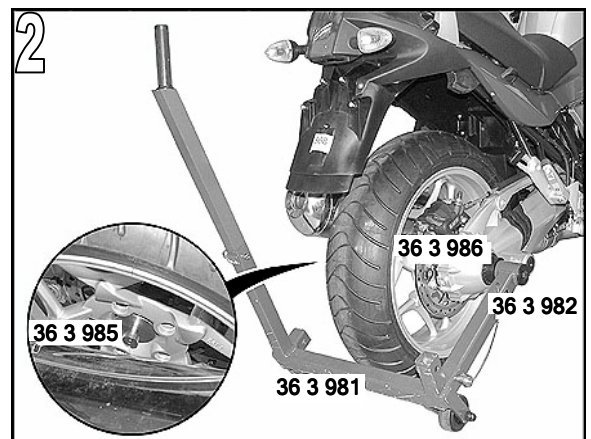
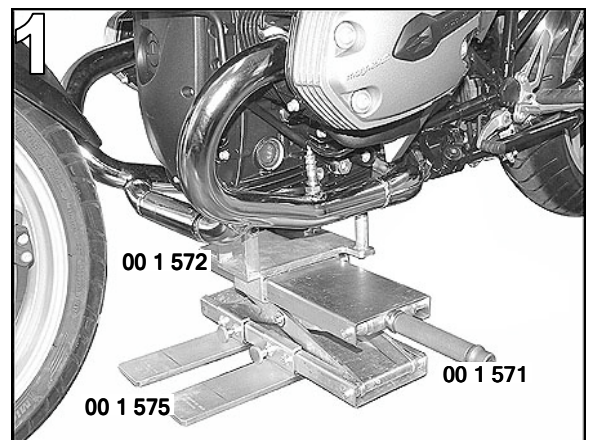
- Press locking knob and remove locking plate (no. 36 3 985) from the auxiliary stand (Fig. 2).
- Push axle holder (no. 36 3 982) onto base stand (no. 36 3 981) and secure with wheel bolt (Fig. 2).
- Push adapter (no. 36 3 986) onto axle holder.
- Set desired height of rear wheel stand using the bolts (Fig. 2).
- Push on locking plate (no. 36 3 985), pressing the locking knob (Fig. 2).

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

- On both left and right sides, remove bolts (1) and screw (2) (Fig. 3).

- Unhook the inner cover at the front first, and on the outside.

- Remove inner cover towards the front.

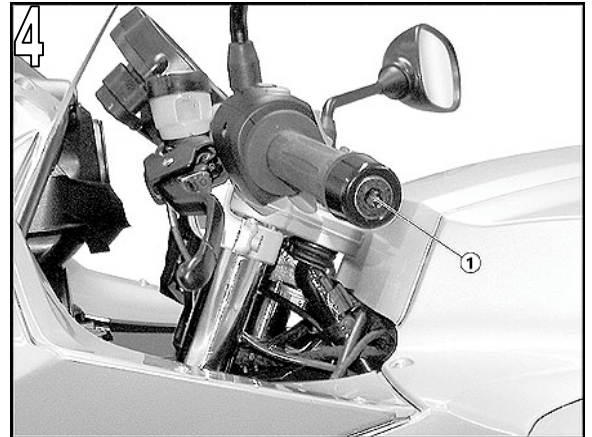


Fitting Instructions

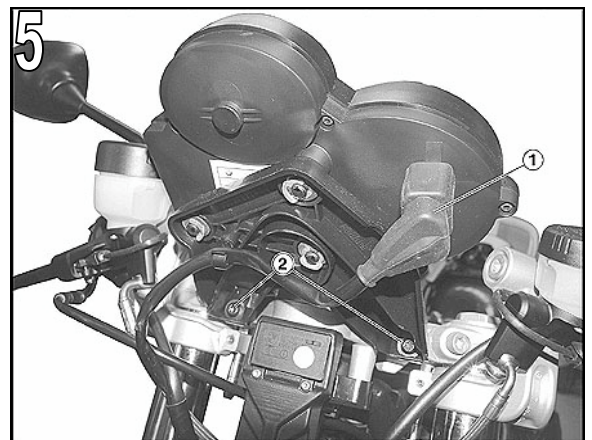
AC Schnitzer Superbike Handlebar Conversion – R1200ST –

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

- On both left and right side, remove screw (1) and remove handlebar weight (Fig. 4).



- Separate plug (1), remove bolts (2) and remove holder with instrument cluster (Fig. 5).



- Remove bolts (1) and remove cover for ring antenna (Fig. 6).

- Separate plug connections for ring antenna and ignition lock holder.

- Cut cable ties at ignition lock and panel holder.



Release left grip unit!

- Remove bolts (1) (Fig. 7).

- 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!!!

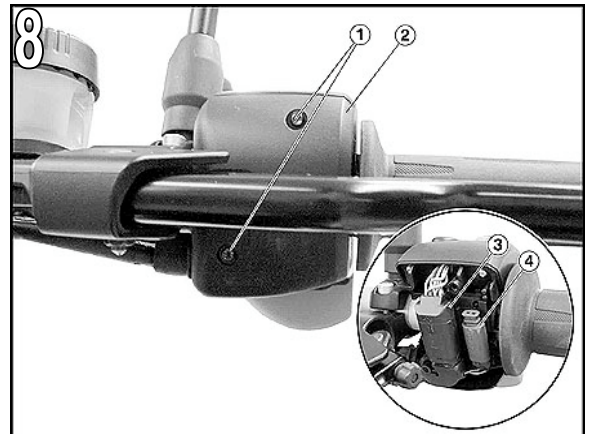
Fitting Instructions

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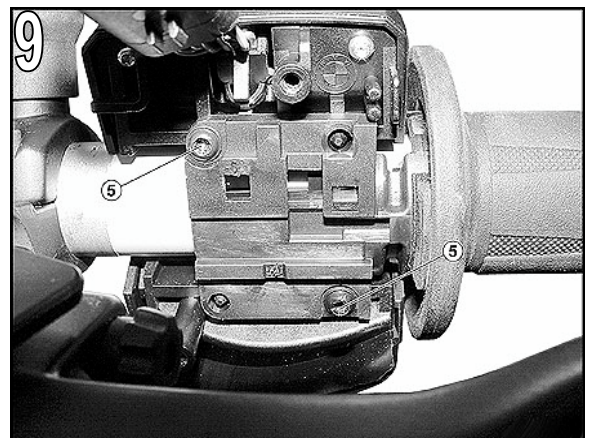
2. Removing ... (cont'd.)

Remove left combi-switch!

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

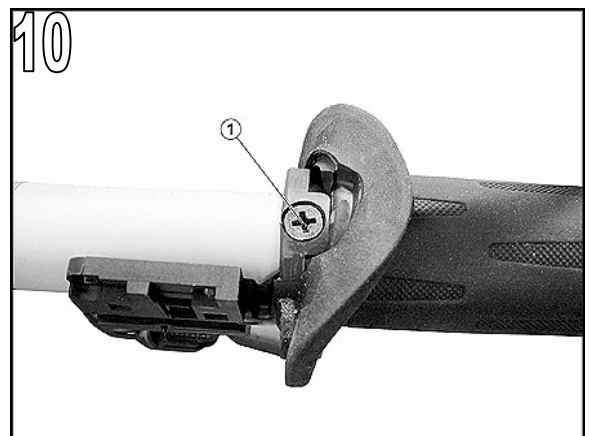


- Remove bolts (5) and remove combi-switch (Fig. 9).



Remove left grip!

- Remove the two bolts (1) at the top and bottom, and pull off grip (Fig. 10).



Remove right grip unit!

- Remove bolts (1) (Fig. 11)(retain for re-use!!)

- 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!!!



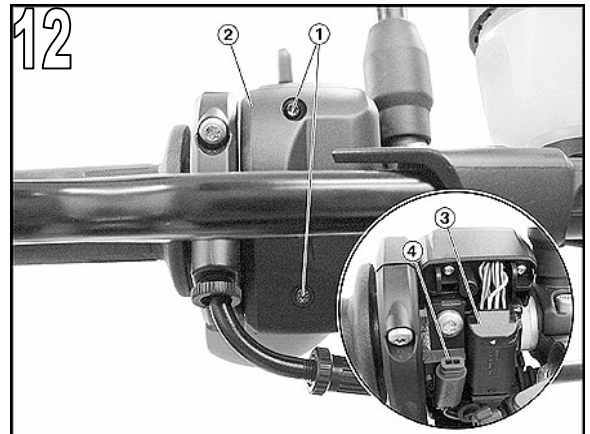
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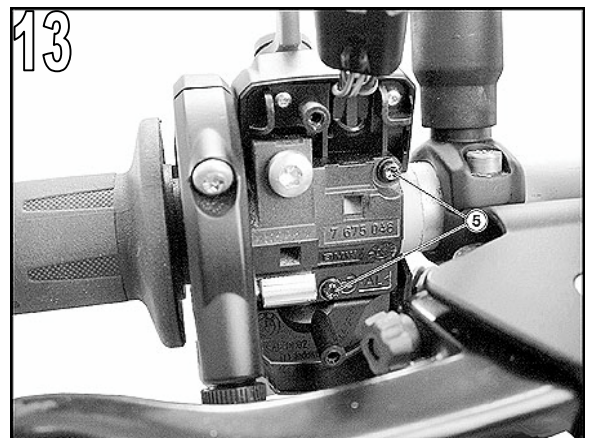
2. Removing ... (cont'd.)

Remove right combi-switch!

- Remove bolts (1), remove cover (2) and separate plugs (3) and (4 – variant, grip heater) (Fig. 12).

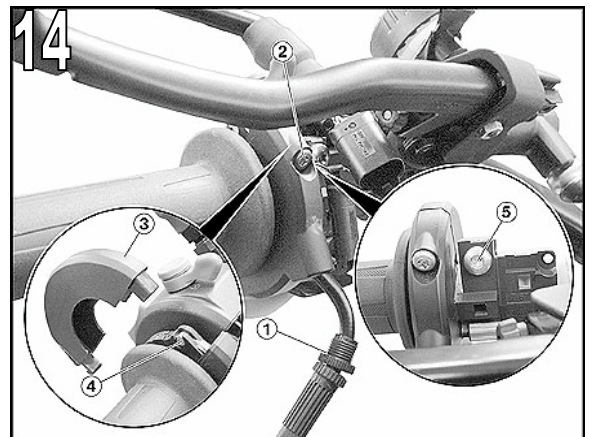


- Remove bolts (5) and combi-switch (Fig. 13).



Remove right grip!

- Release fixing bolt (1) (Fig. 14).
- Remove screw (2) and cover (3) (Fig. 14).
- Release throttle cable (4) and at the bottom unthread from grip unit (Fig. 14).
- Release bolt (5) and pull off grip unit (Fig. 14).



Remove handlebar half!

- Remove locking ring (1) at the adjustment bolt and loosen clamping bolt (2) (Fig. 15).
- Push stub down until the adjustment bolt is exposed.



Fitting Instructions

AC Schnitzer Superbike Handlebar Conversion – R1200ST –

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

- Heat nut (1) (release temperature = 120°C) and remove using a ring spanner and socket head (no. 31 5 603) (Fig. 16).

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

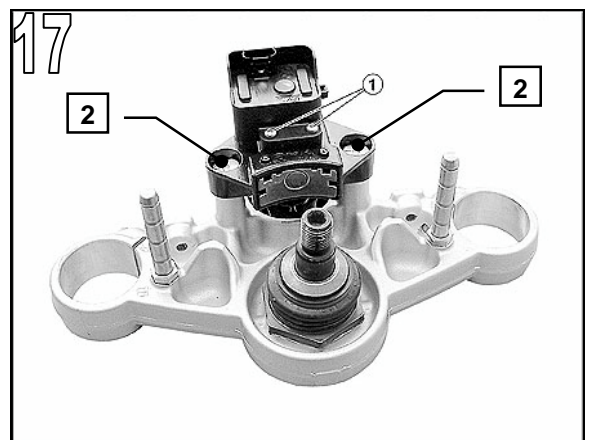
- Loosen clamping bolt (2) and lift fork bridge to remove (Fig. 16).



- Release bolts (1) and remove ignition switch (Fig. 17).

- Drill out manifold bolts (2) with an 8mm bit until the bolt head loosens (Fig. 17).

- Remove ring antenna with ignition/steering lock housing.



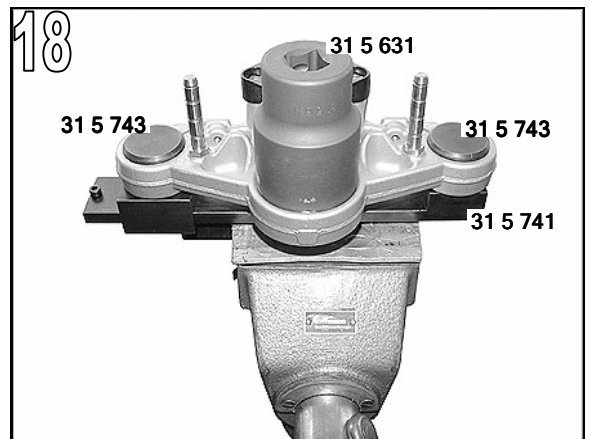
Remove ball joint on fork bridge!

- Clamp retainer (no. 31 5 741) in vice (Fig. 18).

- Attach brackets (no. 31 5 743) to retainer (Fig. 18).

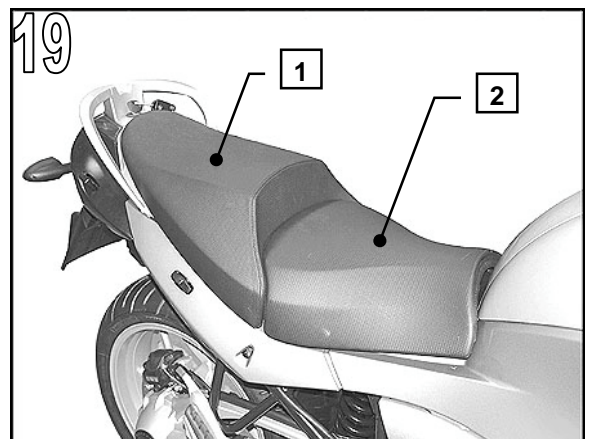
- Place sliding tube bridge in retainer and heat in the area of the bearings (release temperature = 120°C).

- Remove ball joint with socket SW 46 (no. 31 5 631) (Fig. 18).



- Release seat lock with ignition key.

- Remove pillion (1) and rider seat (2) (Fig. 19).



Fitting Instructions

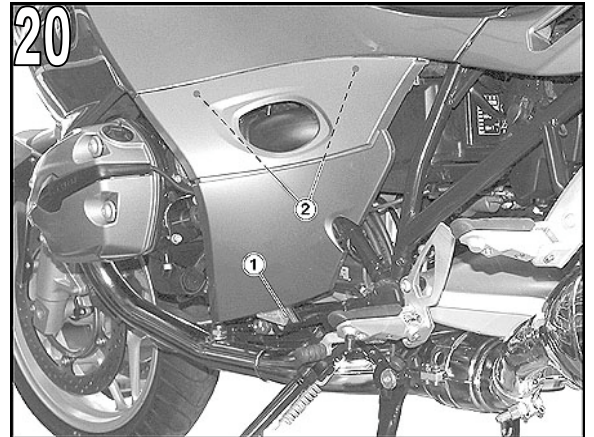
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2. Removing ... (cont'd.)

Lower left panel part!

- Remove bolt (1) and withdraw lower part of panel from the upper rubber holders (2) (Fig. 20).



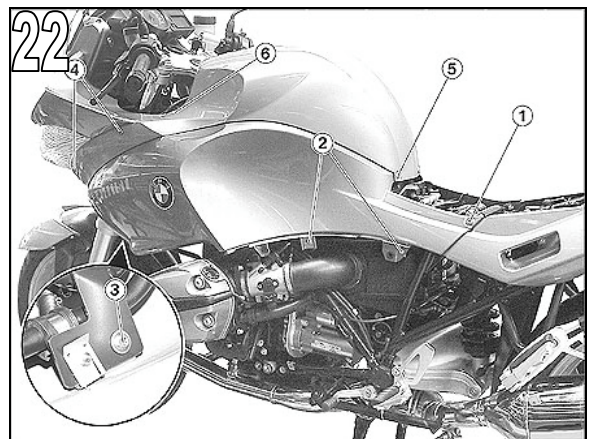
Lower right panel part!

- Remove bolt (1) and withdraw lower part of panel from the upper rubber holders (2) (Fig. 21).



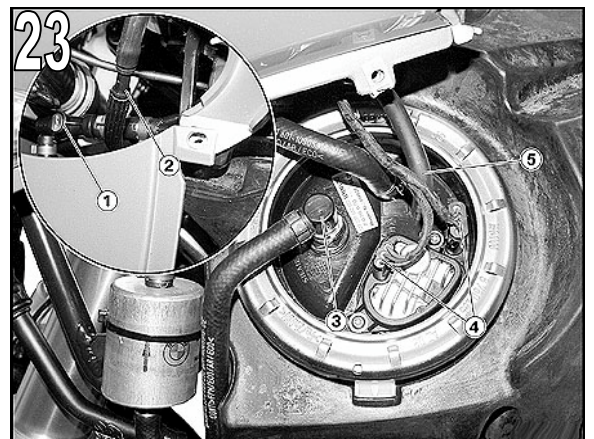
Left and right panel side part!

- Remove bolts (1) to (6) and lift up panel side part (Fig. 22).



Remove fuel tank!

- Separate fast couplings (1) and (3) (Fig. 23).
- Separate plug (4) (Fig. 23).
- Pull off overflow hose (2) (Fig. 23).
- Pull off hose (5) (Fig. 23).



Fitting Instructions No.: S52120540402 / Issue: 06.03.2008

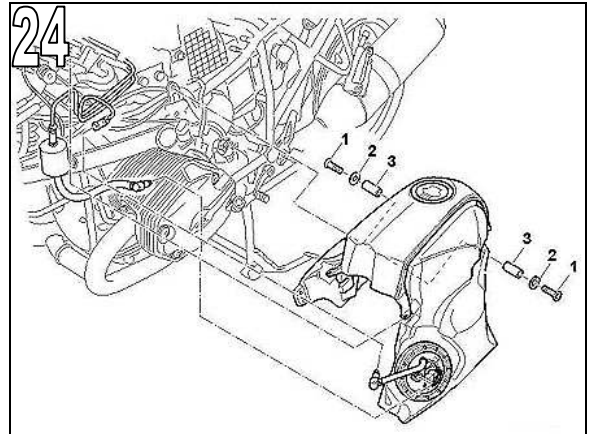
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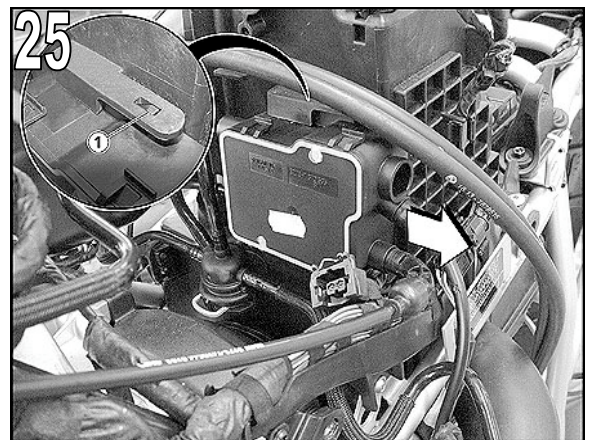
AC Schnitzer Superbike Handlebar Conversion – R1200ST –

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

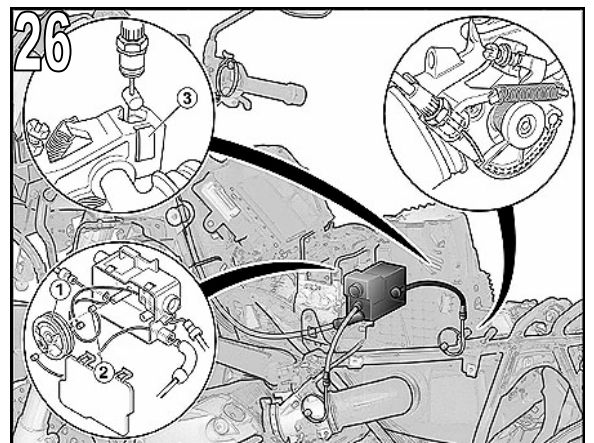
- Remove bolts (1) with washers (2) (Fig. 24).
- Remove bush (3) (Fig. 24).
- Pull fuel tank back and remove.



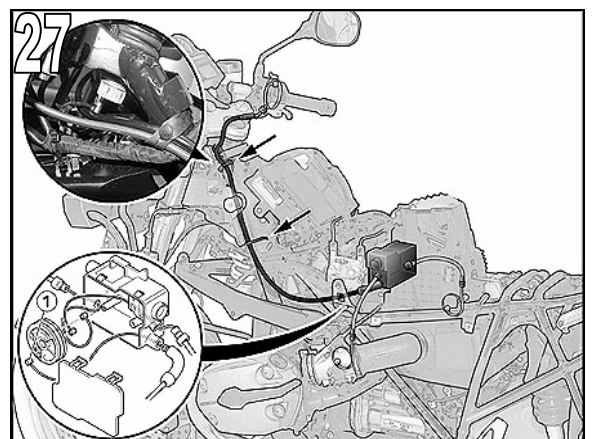
- Lift tab of intake silencer over the lug (1) of the cable distributor and pull the cable distributor to the left off the intake silencer (Fig. 25).



- Remove throttle cable from right throttle valve (Fig. 26).
- Unclip locking (3) plate (Fig. 26).
- Withdraw throttle cable from holder (Fig. 26).



- Remove cover from cable distributor and detach throttle cable (1) at cable plate (Fig. 27).
- Detach throttle cable from frame (arrows) (Fig. 27).
- Remove throttle cable.



Fitting Instructions

AC Schnitzer Superbike Handlebar Conversion – R1200ST –

3. Fitting the AC Schnitzer Superbike Handlebars

- Fit ball joint (1) with socket SW 46 (no. 31 5 631) (Fig. 28).

Tightening torque 230Nm.

- Position ring antenna with ignition/steering lock housing (2) on the spacer bush (3) and fasten using the cap head bolts M8x40mm (4) supplied (Fig. 28).

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.

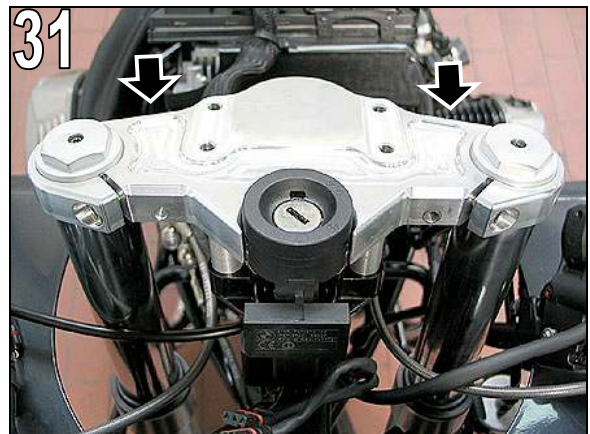
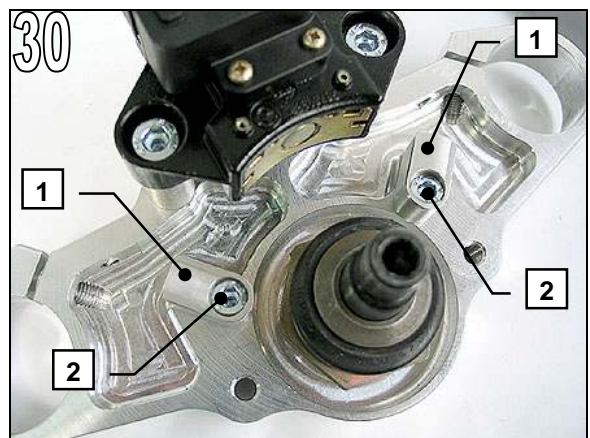
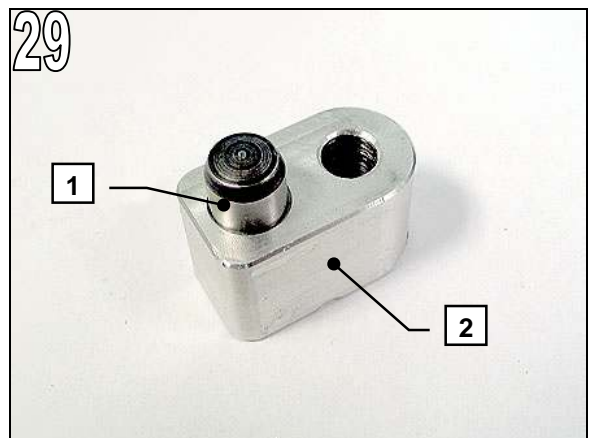
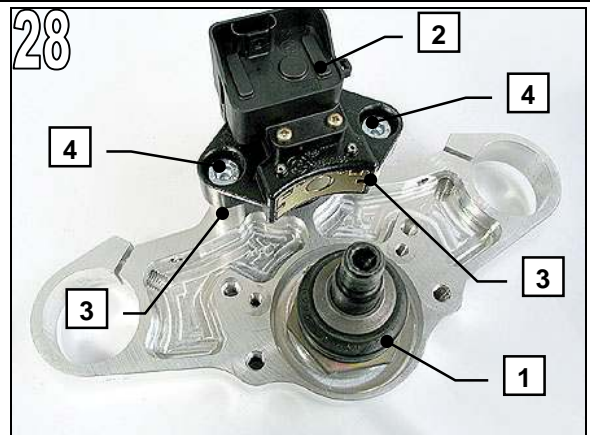
If necessary adjust steering stops until the lock engages, ensuring however that the fork bridge does not hit against the panel!!

- Insert cylinder pins (1) in the steering stops (2) (Fig. 29).

- Attach steering stops (1) to the fork bridge using the cap head bolts M6x20mm (2) supplied (Fig. 30).

- Clean ball joint thread.

- Insert the AC Schnitzer fork bridge from above into the frame front part and the upright tube (Fig. 31).

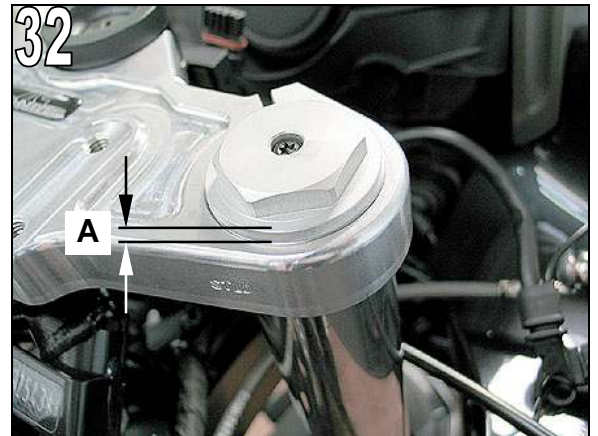


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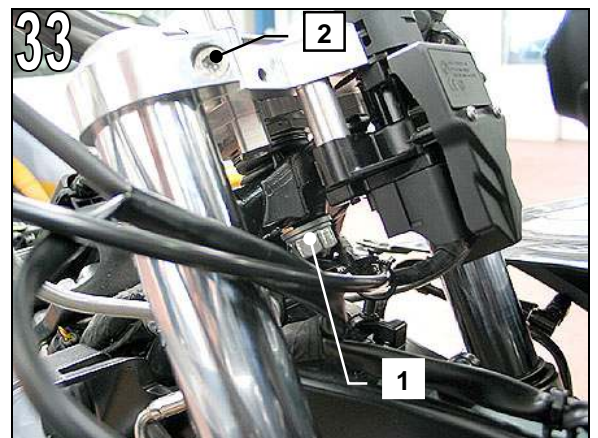
AC Schnitzer Superbike Handlebar Conversion – R1200ST –

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

- Push upright tube into the upper fork bridge until a projection (A) of 3mm is reached (measured from between lower edge of hex head and upper edge of fork bridge) (Fig. 32).



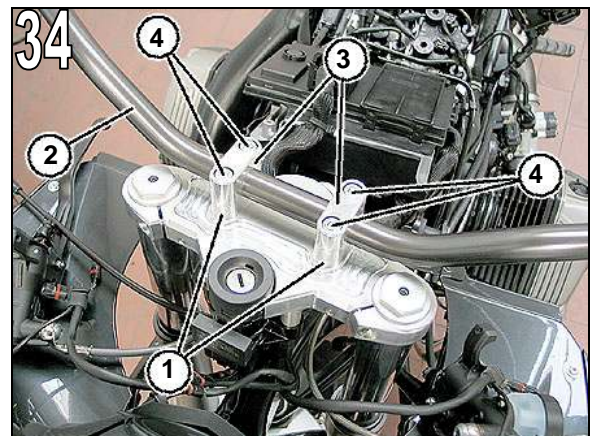
- Tighten nut (1), counterhold with socket (no. 31 5 603) (Fig. 33). **Tightening torque 130Nm.**



- Tighten fork bridge using cap head bolts M8x20mm (2) supplied (Fig. 33). **Tightening torque 25Nm.**

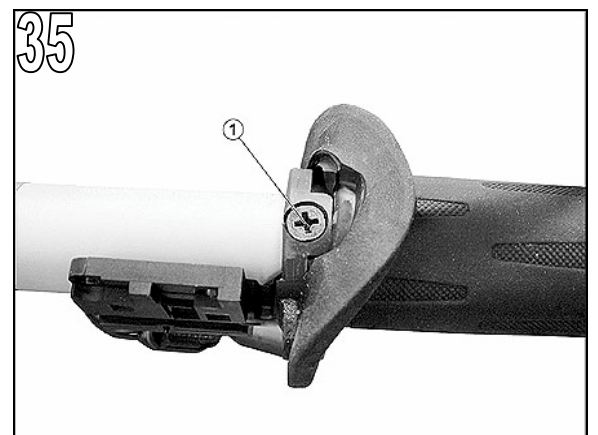
- Insert lower clamp blocks (1) (Fig. 34).

- Place AC Schnitzer handlebar (2) on the clamp blocks (1) (Fig. 34).



- Attach AC Schnitzer handlebar (2) to the upper clamp blocks (3) and cap head bolts M8x45mm (4) (Fig. 34).

- Push left grip onto handlebar, position, mark (2 X) and drill a 3mm hole, then insert screw (1) (Fig. 35).

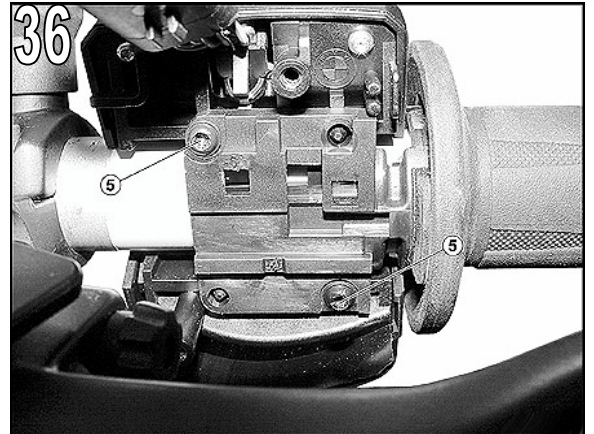


Fitting Instructions

AC Schnitzer Superbike Handlebar Conversion – R1200ST –

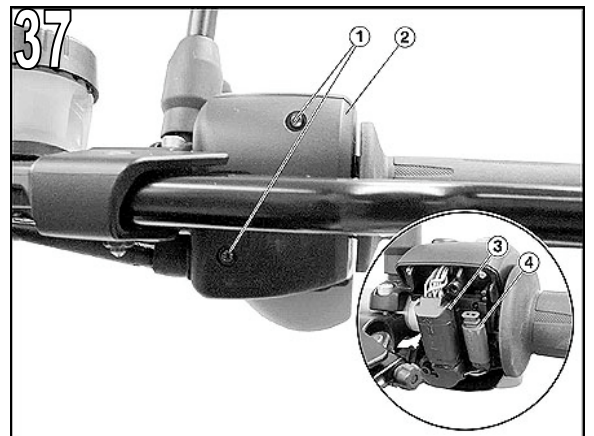
3. Fitting ... (cont'd.)

- Position combi-switch and insert bolt (5) (Fig. 36).



- Clip plugs (3) and (4 – variant, heated grip) to combi-switch (Fig. 37).

- Fit cover (2) with bolts (1) (Fig. 37).



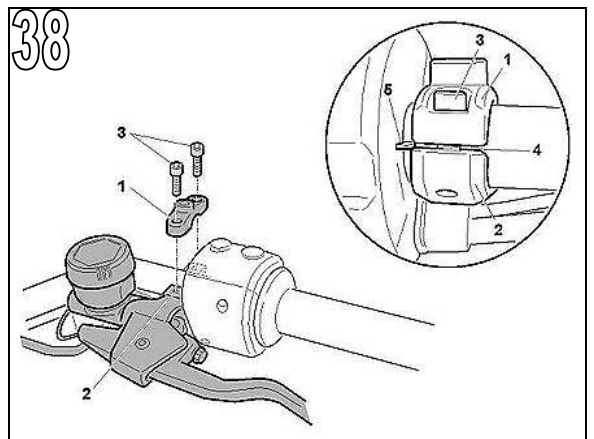
- Fit grip unit.

- Align gap (4) between clamp block (1) and lower part of clamp (2) to the peg (5) (Fig. 38).

Note: Peg (5) must not protrude into the gap, it is merely an alignment aid!!!

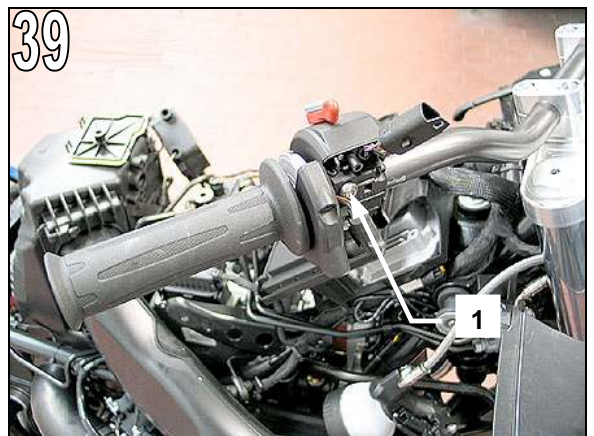
- Fit bolts (3) tighten (Fig. 38).

Tightening torque 8Nm.



- Push right grip onto handlebar (Fig. 39).

- Fit bolt (1) and tighten (Fig. 39).

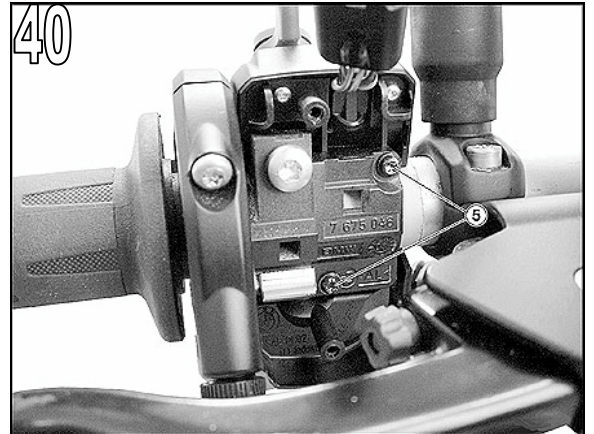


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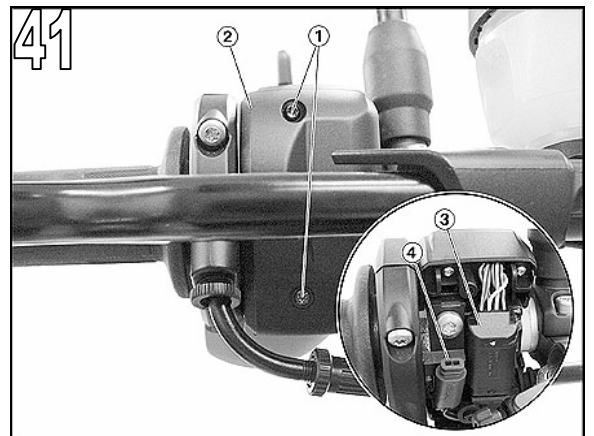
3. Fitting ... (cont'd.)

- Position combi-switch and insert bolts (5) (Fig. 40).

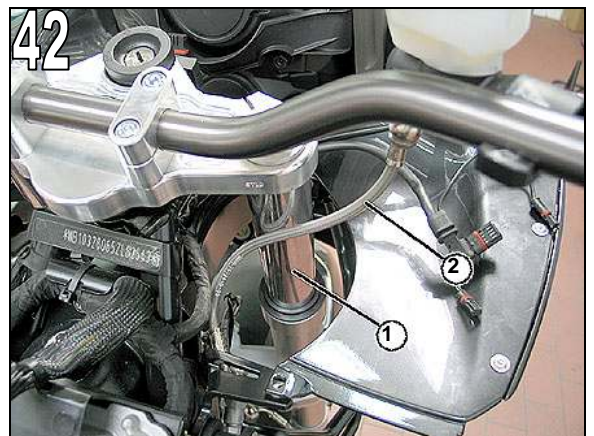


- Clip plugs (3) and (4 – variant, heated grip) to combi-switch (Fig. 41).

- Fit cover (2) with bolts (1) (Fig. 41).



- Thread right grip unit between frame front part and upright tube (1) so that the brake pipe (2) – viewed in the direction of travel – runs in front of the upright tube (Fig. 42).



- Fit right grip unit (Fig. 43).

- Align clamp block (1) and clamp lower part (2) with the gap (4) at peg (5) (Fig. 43).

Note: Peg (5) must not protrude into the gap, it is merely an alignment aid e!!!

- Insert bolt (3) and tighten (Fig. 38).

Tightening torque 8Nm.

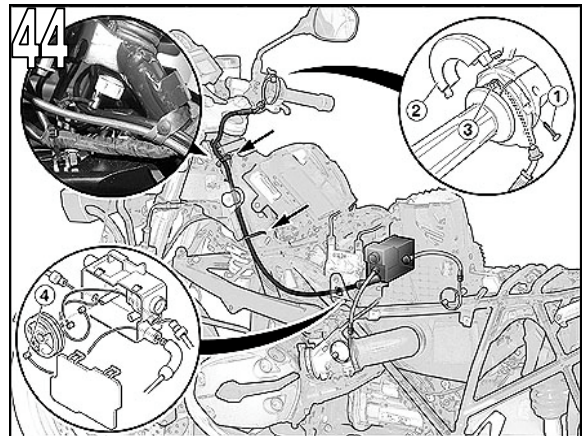


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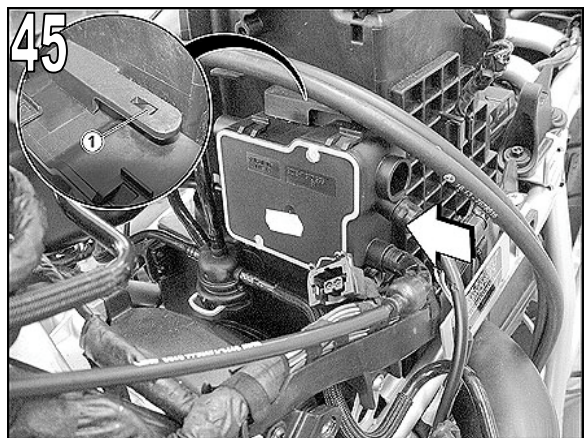
3. Fitting ... (cont'd.)

- Thread in the throttle cable supplied and attach to frame (arrows) (Fig. 44).
- Attach throttle cable (4) to cable plate (Fig. 44).
- Fit cover of cable distributor (Fig. 44).
- Attach throttle cable (3) to accelerator grip (Fig. 44).
- Place cover (2) on hand fitting (Fig. 44).
- Insert bolt (1) (Fig. 44).

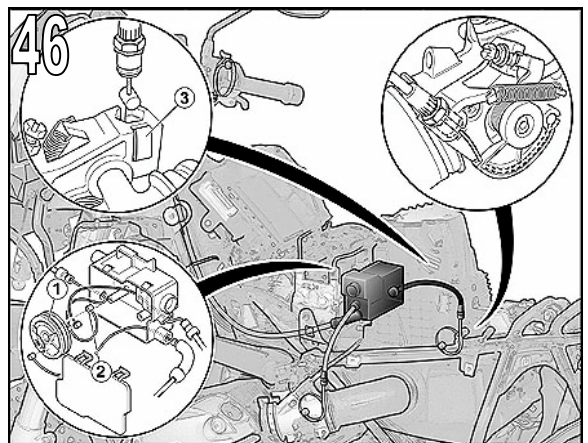


Note: Incorrect laying of lines and Bowden cables can cause these to kink and chafe, and hence cause malfunctions. Ensure that lines and Bowden cables are laid and fixed correctly!!!

- Push cable distributor into holder from the left until the lug (1) engages in a tab (Fig. 45).



- Attach throttle cable to right throttle valve connector (Fig. 46).
- Push throttle cable into holder until the locking plate (3) engages (Fig. 46).
- Attach throttle cable to right throttle valve (Fig. 46).



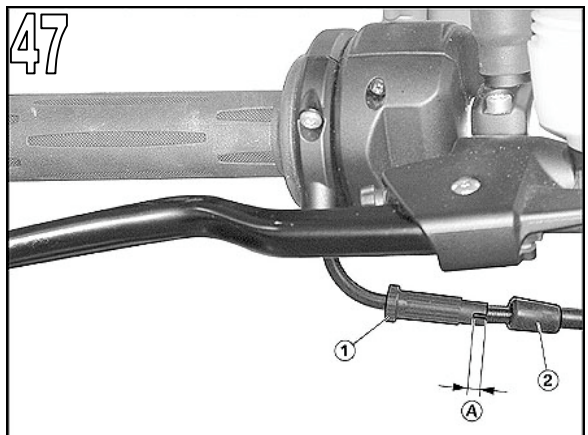
Adjust throttle cable!

Note: Check/adjust throttle cable play with the engine cold.

- Remove protective cap (2) from cable holder (Fig. 47).
- Set throttle grip in rest position, adjust total play (A) between throttle cable and cable holder to correct dimension (Fig. 47).
- Set play by twisting the adjustment screw and lock with knurled nut (1) (Fig. 47).

Play setting for throttle grip Bowden cable max 0.5 mm

- Push protective cap (2) over cable holder (Fig. 47).



Fitting Instructions

AC Schnitzer Superbike Handlebar Conversion – R1200ST –

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

- From behind push fuel tank into the holder on the frame, watching for the cables from the fuel pump and level indicator (Fig. 48).

Note: Ensure that no cables and hoses are crushed between the fuel tank and the frame!!!

- Check the correct position of the rubber bushes between the fuel tank and the frame (Fig. 48).

- Insert bush (3) in tank (Fig. 48).

- Attach fuel tank with bolt (1), rubber washer and washer (2) (Fig. 48).

Tightening torque 19Nm.

- Check O-rings on fast couplings (1) and (3) for damage, replace if necessary (Fig. 49).

- Lock fast couplings (1) and (3), push on hoses (2) and (5) and connect plug (4) (Fig. 49).

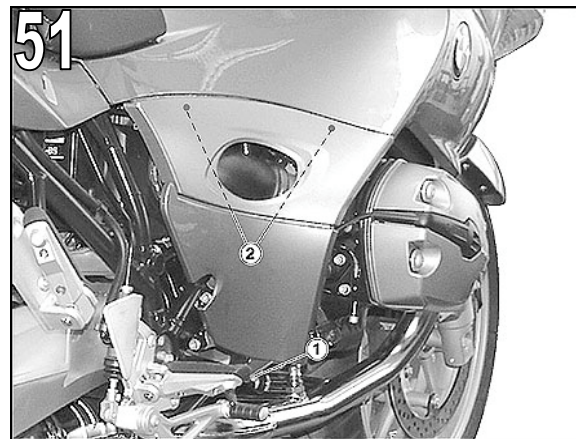
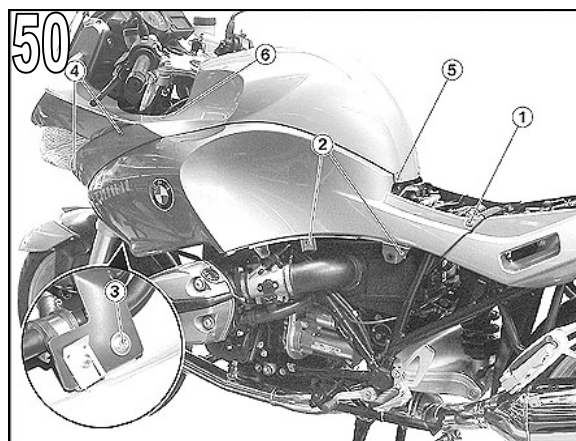
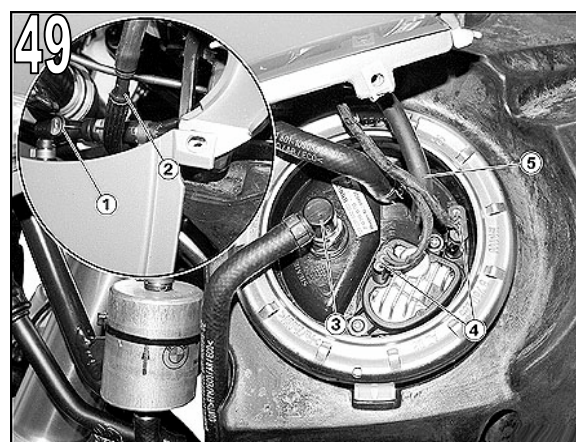
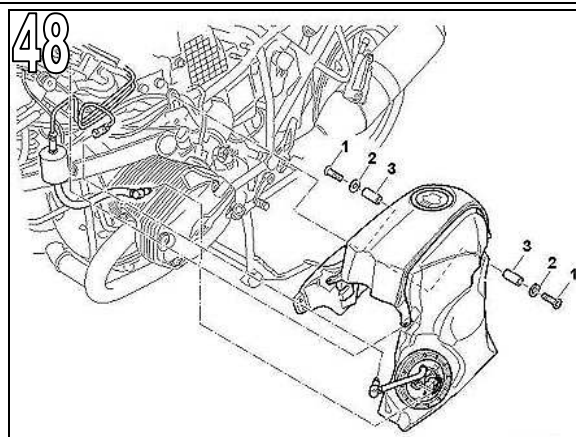
Notes: Even a slight contact with the unlocking pin of the coupling bush can lock this. If the fast coupling in this state is assembled under high force, the O-rings can be damaged and leak. Assemble the fast coupling for the fuel line with the lock open/compressed!!!

- Position both the left and right panel side parts from above, checking that the holder is correctly positioned (magnifying glass) (Fig. 50).

- Insert panel side part in the holder on the centre of the tank cover (Fig. 50).

- Fit bolts (1) to (6) (Fig. 50).

- Insert right lower panel part in the upper rubber holders (2) and insert the bolt (1) (Fig. 51).



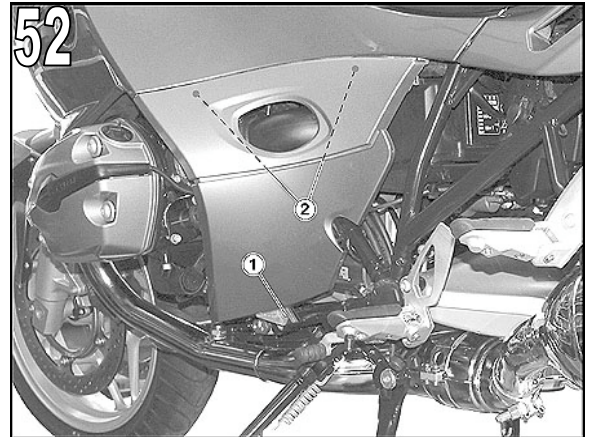
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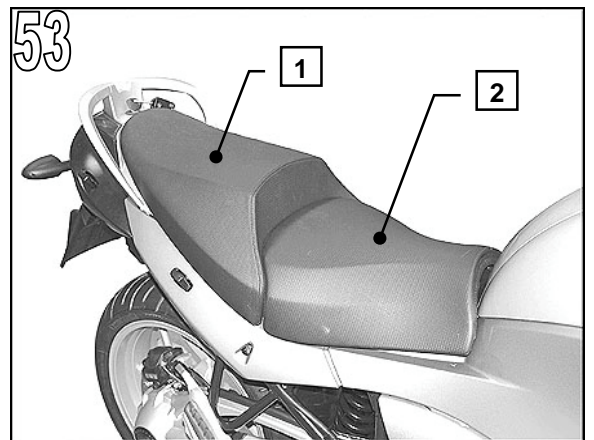
3. Fitting ... (cont'd.)

- Insert left lower panel part in the upper rubber holders (2) and insert the bolt (1) (Fig. 52).



- Insert front of rider's seat (2) in the seat height adjuster (Fig. 53).

- Fit pillion (1) and press down at rear until the seat base lock engages (Fig. 53).

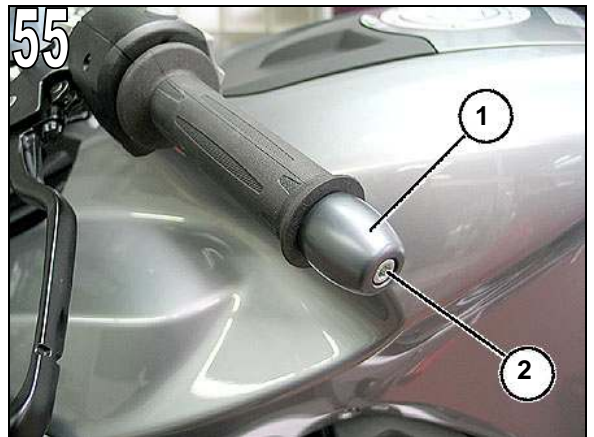


- Fit instrument cluster with holder and attach with standard bolts (2) (Fig. 54).

- Connect plug (1) and attach cable to holder (Fig. 54).



- Fit handlebar end weights (1) supplied and attach with bolt (2) (Fig. 55).



Fitting Instructions No.: S52120540402 / Issue: 06.03.2008

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Fitting Instructions

AC Schnitzer Superbike Handlebar Conversion – R1200ST –

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

- On both left and right, attach inner cover, first pushing the tongue of the bolt (2) below the tank cover, then hooking in the cover at the front (Fig. 56).

- Insert bolts (1) and (2) (Fig. 56).

- Establish the position of the handlebar and grip units to the windshield, and tighten all fixing bolts (Fig. 57). Insert clamping bolts (cap head bolts M8x45mm) of handlebar (Fig. 34) with thread lock (e.g. Loctite)!

Note: Brake or clutch levers must not touch the windshield (Fig. 58).

Bikes of the modelyear 2007 can have a non correct fitting brake pipe . In that cases we recommend to use a brake pipe from the BMW R1200R

- Affix the AC Schnitzer sticker (1) supplied in the recess provided on the fork bridge (2) (Fig. 59).

4. Final Work

- Bleed clutch system if required according to BMW Repair Instruction!!! Check brake and clutch fluid levels!!!

- Ensure that all cables and fluid lines are laid stress-free!

- Carry out a test ride.

- After the test ride, check all bolts for firm seat. Function test the steering lock, adjusting the stops if necessary!!

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

Subject to errors, technical developments and modifications!

