

ATC[®]
SCHNITZER

Superbike Handlebar Conversion



– BMW S 1000 RR –

Part No.:

S50101240406

General Notes!

AC Schnitzer Superbike Handlebars

Important Notes!

These Fitting Instructions must be read carefully before starting work, and do not claim to be complete in relation to every work step. Technical, editorial and content changes are reserved!!
AC Schnitzer bears no liability for damage caused by incorrect installation!

Check goods for completeness and absence of damage before starting work.
Later complaints cannot be accepted.

These Fitting Instructions are intended solely for use by authorised AC Schnitzer or BMW dealers. These Fitting Instructions are in all cases directed at professionals trained in BMW vehicles who have the corresponding specialist knowledge and tools. Knowledge concerning material properties and standards is assumed!

WARNING!

Work on the steering and braking system constitutes a safety risk! Faulty work can have serious consequences!
Do not carry out this work unless you are confident working in these areas!

Before installation:

For installation, protect the vehicle adequately against rolling away or falling over.

We recommend use of the original BMW assembly stand!

Keep children and animals away from the working area!

There is a risk of accident from tripping or electrical short-circuit! Therefore remove all jewellery (chains, watches, rings etc.), and isolate the battery from the on-board network before starting work.

After installation:

After completion of all work, carry out a test ride! After the test ride, check all bolt connections for tightness and ensure that all moving parts have adequate clearance. The function of the electrical system and the theft alarm systems must be checked.

Fitting Time (1 unit = 5 minutes)

The fitting time is around 30 units, which may vary depending on vehicle condition and equipment level. (This value is a recommendation only and is not binding!)

Painting time (1 unit = 5 Minutes)

Not applicable!

Tools Required

- see Page 5

AC Schnitzer Superbike Handlebar Conversion – S1000RR –

1.1 Components Supplied

1 AC Schnitzer Superbike handlebar conversion, part no.: S50101240406 comprising:



211-68714-15 Fork bridge complete, consisting of:

- 1 base plate marked: BM1K
- 1 ignition lock carrier
- 2 clamping block parts, upper/lower
- 2 spacer rollers
- 1 spacer washer
- 4 cover caps
- 10 fixing bolts M8 - M10



232-05224-15 set handlebar ends, consisting of:

- 2 cover caps
- 2 end weights
- 2 spread sleeve
- 2 spread mushroom

Set of handlebar ends **only** available complete.



412-07177-15 set trim supports consisting of:

- 4 cover caps
- 4 washers, black
- 4 sleeve bolts
- 1 washer left / right

Set of trim supports **only** available complete.



119-07182-15 special clutch cable consisting of:

- 1 clutch cable, long version
- 1 knurled adjustment screw

Clutch cable **only** available complete.

AC Schnitzer Superbike Handlebar Conversion – S1000RR –

1.1 Components Supplied

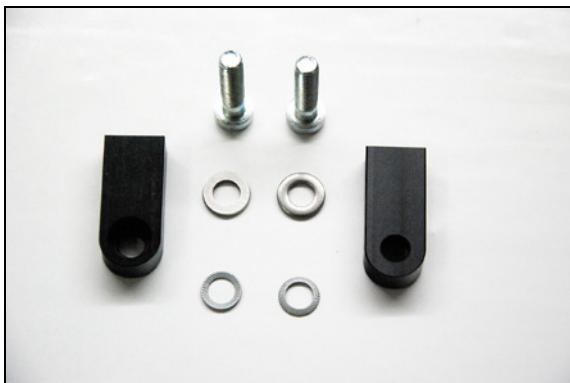


231-07190-15 brake fluid reservoir bracket

Brake fluid reservoir bracket **only** available complete.



430-03330-15 brake fluid hose



222-07191-15 set steering stops consisting of:

-2 steering stops

Set of steering stops **only** available complete



120-37183-11 special steel flexi brake line consisting of:

-1 steel flexi brake line, black sheath

-2 aluminium sealing rings, large

-2 aluminium sealing rings, small

-3 cable ties

Steel flexi brake line **only** available complete

Note: These Fitting Instructions relate only to vehicles with ABS.

AC Schnitzer Superbike Handlebar Conversion – S1000RR –

1.1 Components Supplied



221-65456-15 AC Schnitzer "Streetbike" aluminium handlebar
- marking "0439"-

not shown:

1 cable tie CX 9
1 part certificate
1 sticker

1.2 Tools Required

Electric drill and bits Ø 3.5, 4, 7 & 8.5 mm
Torx drivers, various sizes
Straight slot screwdriver
Cross-slot screwdriver
Open-ended/ring spanners, various sizes
Allen keys SW 4,5,6,8
Ratchet and sockets, various sizes
Torque wrench
Brake bleeder
Jack
Cable ties

Fitting Instructions

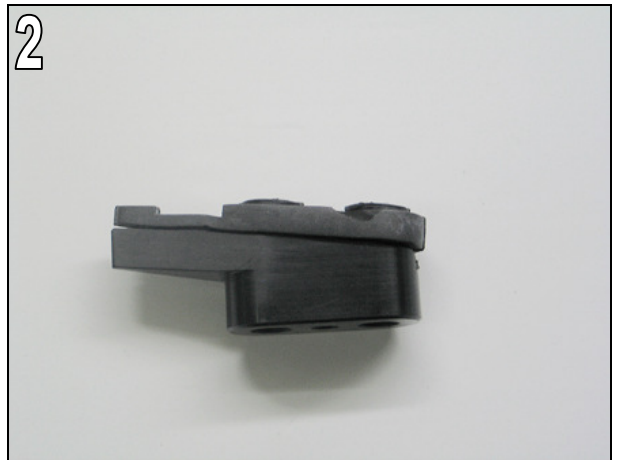
AC Schnitzer Superbike Handlebar Conversion – S1000RR –

2. Removal / Fitting

- Before starting work, park vehicle securely and secure against rolling away or falling over.
- Remove both mirror fixing nuts (both sides), remove mirror upwards to the inside and remove rubber mounting (Fig. 1).



- Place rubber mounting on trim lifter supplied. Note that the trim lifters are side-specific. Ensure that the contour matches that of the base mounting (Fig. 2).



- Lay trim lifter with rubber mounting between carrier and trim as shown. To do this, carefully lift the trim.
 - Push on mirror from above, and attach using the sleeve nuts and washers supplied.
- After tightening, if necessary release all trim screws to correct unevenness in trim positioning.
- Warning:** Longer sleeve nuts at the back in the direction of travel! Remove front standard trim support where necessary (not shown). Push on black cover caps supplied. (Fig. 3)!



- At the driver's seat bench, pull a soft clean cloth as far around the rear edge as possible (Fig. 4).



Fitting Instructions

AC Schnitzer Superbike Handlebar Conversion – S1000RR –

2. Dismantling / Fitting ... (continued)

- As shown, pull driver's seat forwards and release exposed fixing bolts on right and left with a Torx driver. Remove driver's seat and store safely. (Fig. 5) (Later tightening torque: 2.5Nm)
- Disconnect battery negative terminal, cover terminal.



- Remove wind deflector on both sides by releasing and removing the two fixing bolts, and removing the wind deflector with rubber sleeves from the bushes. Ensure left (L) and right (R) are correctly allocated when reinstalling (Fig. 6).



- Remove lower trim parts on both sides. Start from the bolt accessible from the cooler compartment (Fig. 7).



- Release and remove outer bolts on side trim right and left, and remove the lower side trim panels. To remove, separate plug connection for power supply to direction indicator (Fig. 8).



Fitting Instructions

AC Schnitzer Superbike Handlebar Conversion – S1000RR –

2. Dismantling / Fitting ... (continued)

- Release and remove fixing bolts for upper side trim on both sides, remove trim and store safely. On dismantling, note guide holder, remove side trim towards the front (Fig. 9)!



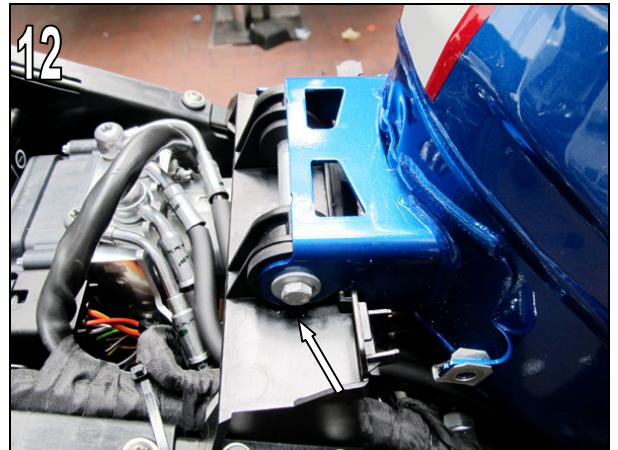
- Release fixing bolts for upper tank cover and remove upper tank cover (Fig. 10).



- Release front fuel tank fixing bolts and remove (Fig. 11).
(Later tightening torque: 5 Nm)



- Release rear fuel tank fixing bolts and remove (Fig. 12).
(Later tightening torque: 5 Nm)

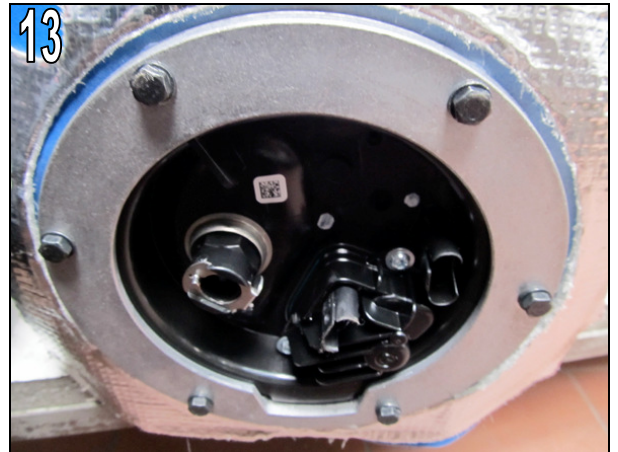


Fitting Instructions

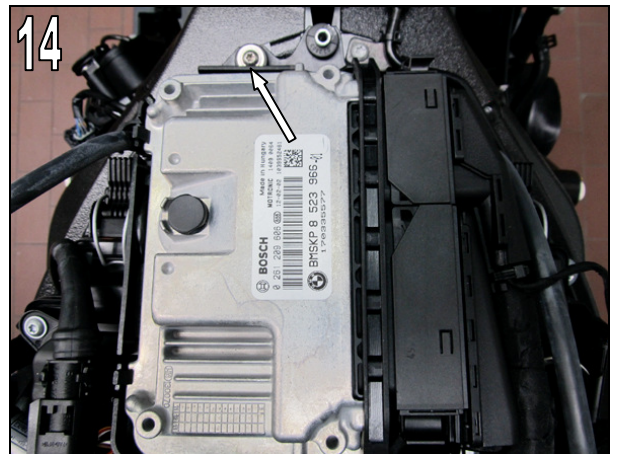
AC Schnitzer Superbike Handlebar Conversion – S1000RR –

2. Dismantling / Fitting ... (continued)

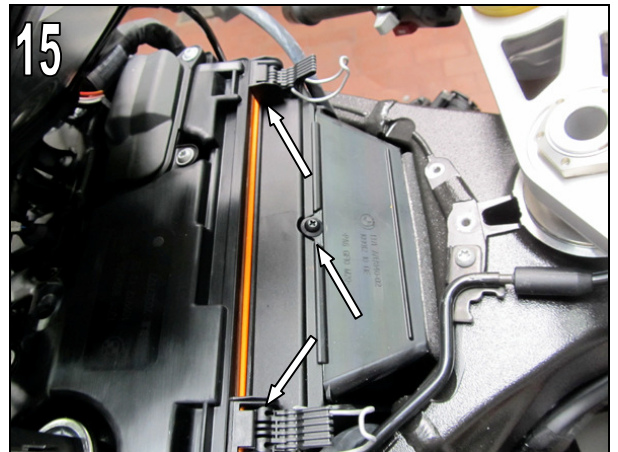
- Lift fuel tank, separate power supply, press lock on fuel pressure line and remove line from connection. Remove fuel tank and store safely, protecting the fuel pump plug from damage (Fig. 13).



- Remove engine control unit fixing bolt, raise control unit (Fig. 14)!



- Open retaining frame locking clips, detach spread rivet from intake frame and remove (Fig. 15).



- Remove intake frame, remove retaining frame. Cut fixing cable ties on brake line and remove, ensuring that no residue enters the intake tract (Fig. 16).



Fitting Instructions

AC Schnitzer Superbike Handlebar Conversion – S1000RR –

2. Dismantling / Fitting ... (continued)

- Detach brake fluid reservoir from bracket, release fixing bolts on brake pump and remove (Fig.17).
- Lay brake fluid reservoir and brake pump aside at the front, and secure with adhesive tape or similar.

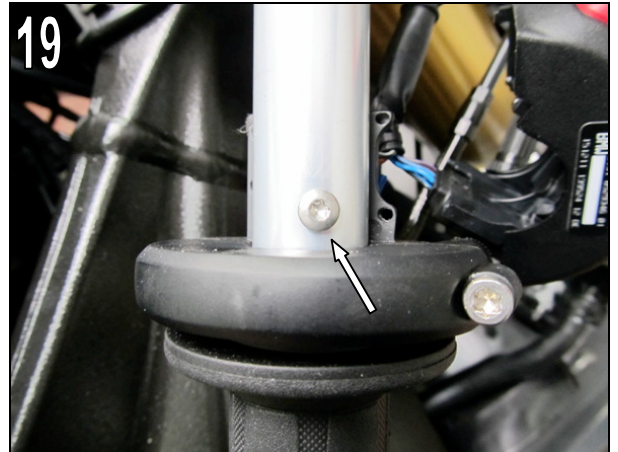
**WARNING: Brake fluid can damage painted surfaces!!!
Protect painted surfaces from damage with suitable means.**



- Remove right combiswitch cover; to do this, release screw through opening with a TX8 driver and remove. Also release and remove two exposed fixing bolts. Remove combiswitch and lay aside (Fig. 18). (Later tightening torque of fixing bolts: 0.5 Nm)



- Release and remove throttle hand control fixing screw (Fig. 19). (Later tightening torque of fixing screw: 2 Nm)



- Release left side combiswitch by folding up the rubber lip of the hand grip, releasing and removing the exposed fixing bolt. (Fig. 20). (Later tightening torque of fixing screw: 2 Nm)

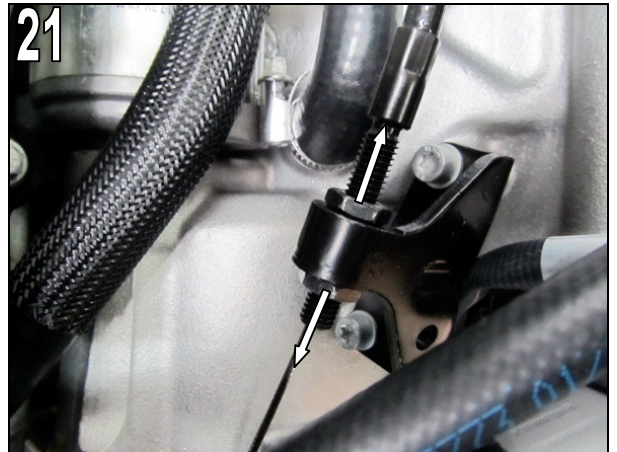


Fitting Instructions

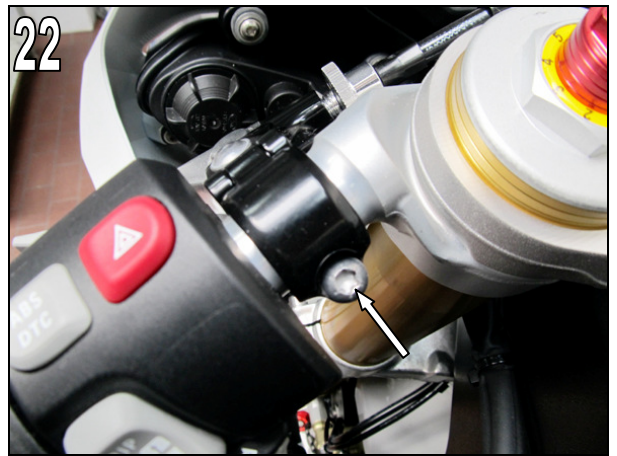
AC Schnitzer Superbike Handlebar Conversion – S1000RR –

2. Dismantling / Fitting ... (continued)

- Release adjustment nuts on bracket and turn nuts as far as possible in the direction of the arrow, or remove from thread. If necessary, screw in knurled screw on clutch hand lever fully. Remove clutch cable from holder and then unthread from release lever (Fig. 21).



- Turn adjustment knurled screw with slot to the front, remove clutch cable from hand lever. Unscrew clutch knurled screw from clutch fitting (no longer required). Release and remove fixing screw from clutch fitting, and remove clutch fitting from handlebar stub (Fig. 22).



- Raise vehicle at front with jack or similar (below manifold, with rubber support) and release load on front wheel. Release central nut (SW 36). Counterhold fork at left handlebar stub. Now detach both handlebar stubs at the fork bar and move down slightly (approx. 15mm), then twist to front (approx. 30°) (Fig. 23)!



- Carefully pull out throttle hand control and remove, then lay aside (Fig. 24).



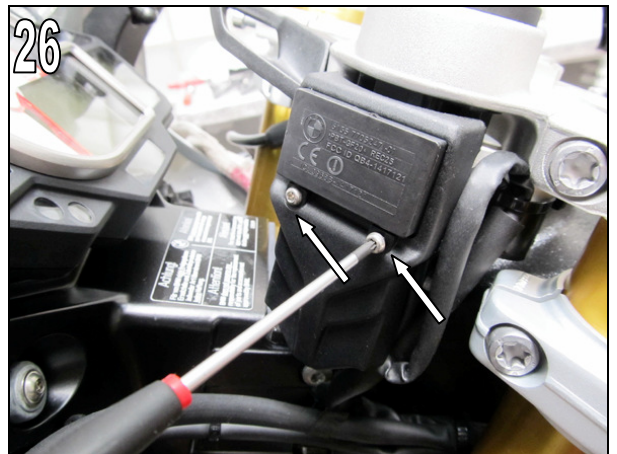
AC Schnitzer Superbike Handlebar Conversion – S1000RR –

2. Dismantling / Fitting ... (continued)

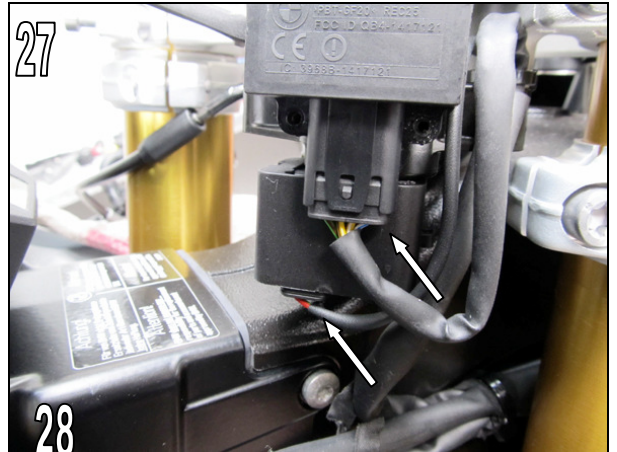
- Carefully pull out electrical unit on left side and remove.
Warning: Do not extend cables! If necessary wait for 2 working steps! (Fig. 25).



- Turn fork to left stop, release and remove ignition lock cover (Fig. 26).



- Carefully separate exposed plug connections, cut cable ties at fork bridge, remove fork bridge upwards. Remove handlebar stub upwards, where applicable now pull electrical unit from handlebar stub. (Fig. 27).



- Lay fork bridge aside. Ensure that the ring antenna is not damaged (Fig. 28).



Fitting Instructions

AC Schnitzer Superbike Handlebar Conversion – S1000RR –

2. Dismantling / Fitting ... (continued)

- Now release input control line, watching for escaping brake fluid which must be neutralised immediately with suitable means. Extract brake pump complete with brake line forwards from the vehicle and lay safely aside. Hold ring line end higher than brake pump level. On removal, do not activate brake lever! (Fig. 29).



- Remove ignition steering lock fixing bolts; predrill bolts centrally with a 4 mm bit to at least 5 mm depth, then drill out to 8.5 mm ensuring that the ignition lock is not damaged. Do not rest ignition lock on ring antenna when drilling out. Remove drill swarf with compressed air (wear protective goggles!) (Fig. 30).



- Lay cleaned ignition lock on fork bridge supplied and fit spacer sleeves, attach with standard washers and bolts supplied. Use thread lock. (Tightening torque: 20 Nm) After fixing, make screw head unusable with a 7 mm drill (Fig. 31).



- Lay spacer ring supplied centrally on steering tube (Fig. 32).



Fitting Instructions

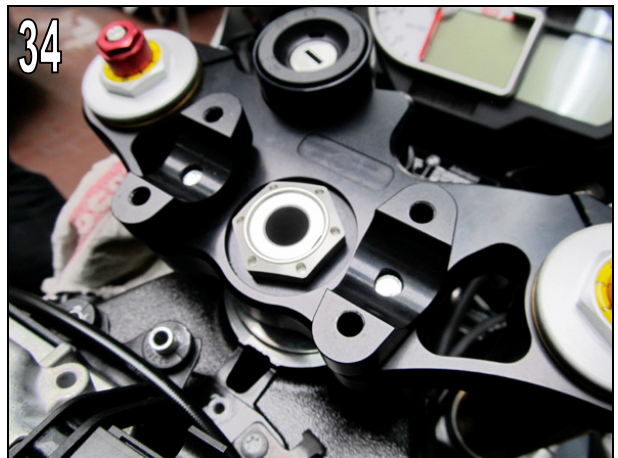
AC Schnitzer Superbike Handlebar Conversion – S1000RR –

2. Dismantling / Fitting ... (continued)

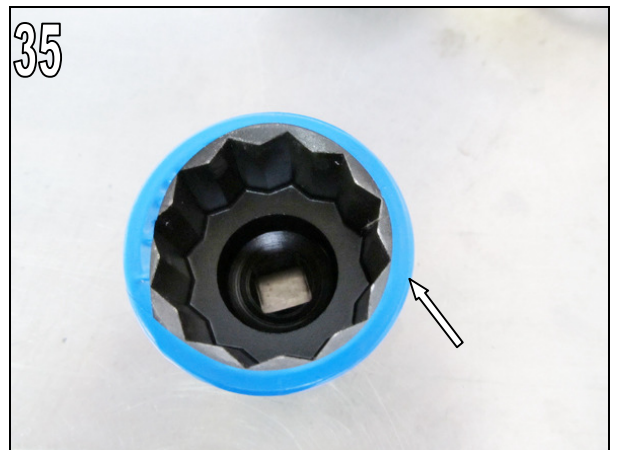
- Before fitting the fork bridge supplied, ensure that the cables of the electrical units are laid in front of the fork bar; separate with textile tape if necessary. Lay throttle cable outside fork bar. (Fig. 33).



- Check lower clamping block bolts for firm seat, lay fork bridge on steering tube, insert fork bars in openings and slide on fork bridge as far as the spacer ring. Lightly grease fixing nut (preferably with Optimoly TA). Fit washer and tighten nut by hand (Fig. 34).



To tighten the lock nut, use a 12-sided socket. Depending on design, fit film tape to flange to prevent damage to the anodized coating (Fig.35).



- Tighten lock nut to 100 Nm, if necessary get a second person to hold the front wheel (Fig. 36)!



Fitting Instructions

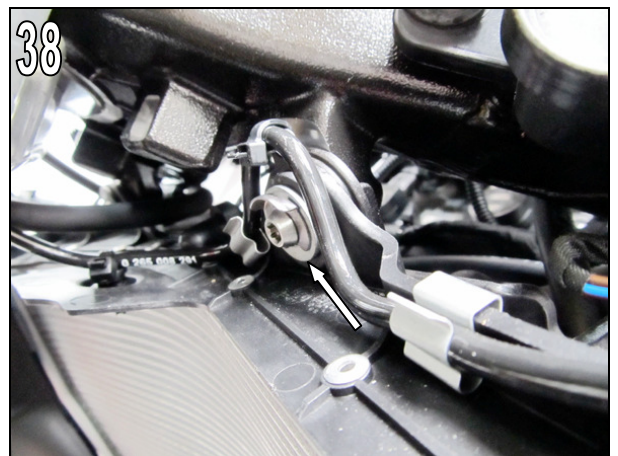
AC Schnitzer Superbike Handlebar Conversion – S1000RR –

2. Dismantling / Fitting ... (continued)

- Move fork to and fro carefully several times without crushing cables or lines. Then coat bolts with medium-hard thread lock and tighten with form-fit tool (socket with securing pin). (Fork bridge to upright tube: 20 Nm). Fit plug to ignition lock, attach cable with cable ties as per standard, refit cover. (Fig. 37).

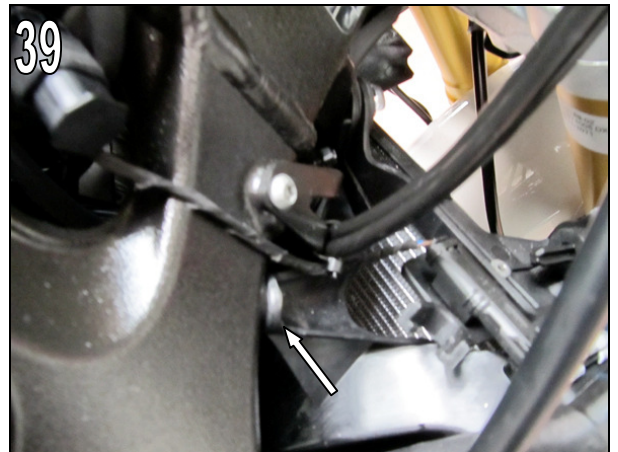


- On both sides, remove radiator fixing clip and remove washer (Fig. 38).

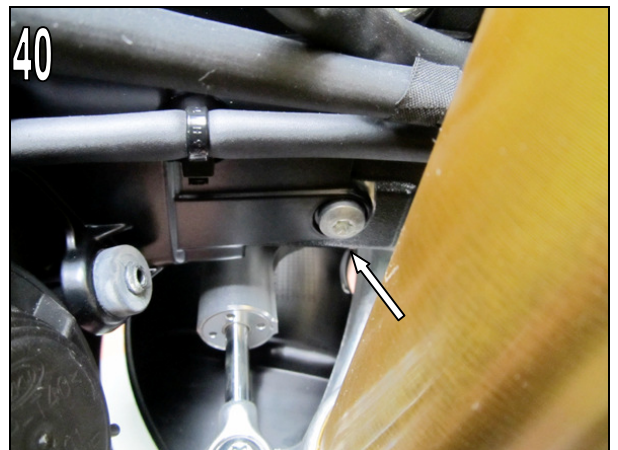


- Release screw, carefully move radiator body forward and remove throttle cable from standard guide as shown and attach to bracket (Fig. 39).

- Reattach radiator, refit washers, clips and bolt.



- On both sides, release air guide fixing bolt and remove (no longer required) (Fig. 40).

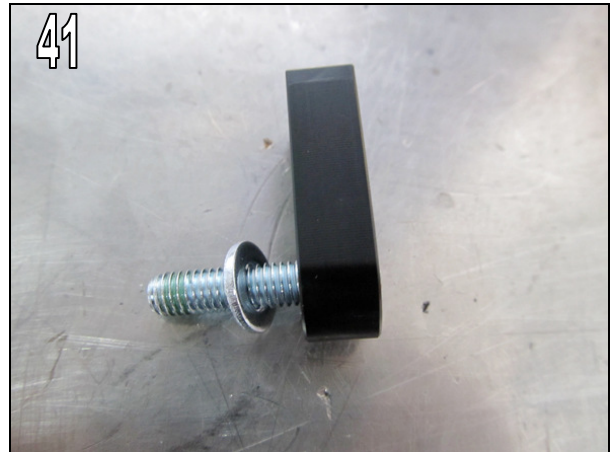


Fitting Instructions

AC Schnitzer Superbike Handlebar Conversion – S1000RR –

2. Dismantling / Fitting ... (continued)

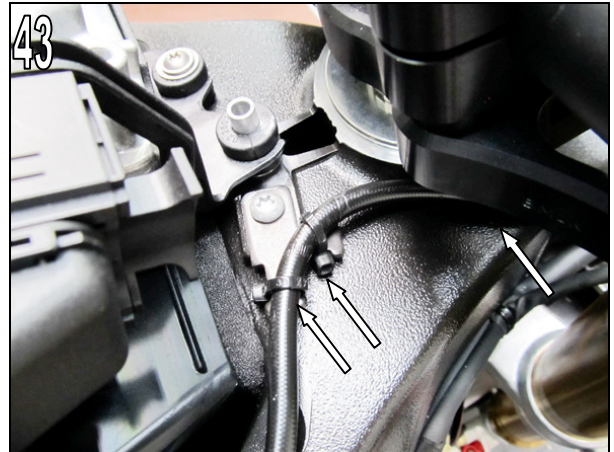
- Prepare the steering stops supplied as shown and coat with medium-hard thread lock (Fig. 41).



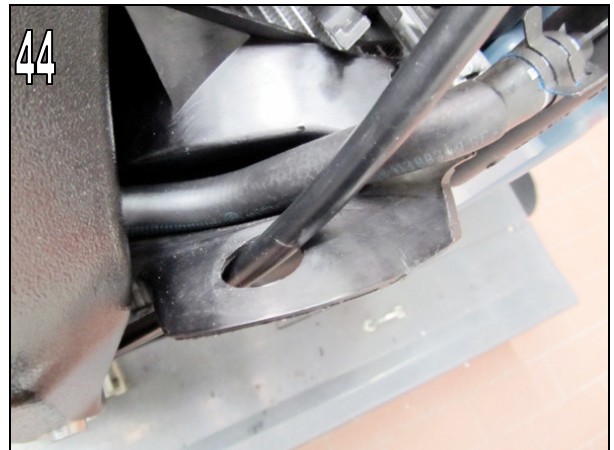
- Fit prepared steering stop to exposed thread on air guide right and left, and secure horizontally. Now check steering lock function; steering lock engages in left position! If necessary, adjust steering stop! (Fig. 42).



- Thread in the steel flexible brake line supplied with the round end from the back to the front, apply the square connection to the ABS module, and tighten. Use new sealing rings with sealing lip supplied. (Tightening torque: 24Nm). Lay brake line to the front following the same path as standard. Re-attach brake line neatly to the clips previously released, or secure with cable ties. Pass the end of the brake line below the fork bridge. Close intake tract, reinstall control unit. (Fig. 43).



- In the wind deflector, drill a 20 mm diameter hole; thread through clutch cable supplied and route suitably (Fig. 44).

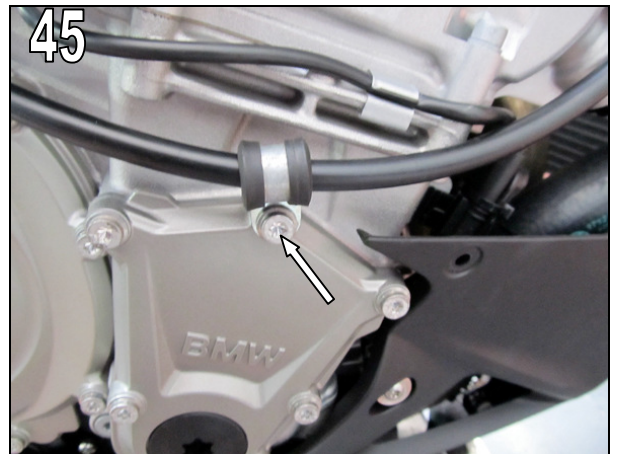


Fitting Instructions

AC Schnitzer Superbike Handlebar Conversion – S1000RR –

2. Dismantling / Fitting ... (continued)

- Attach clutch cable as shown using clip supplied (Fig. 45).



- Attach clutch cable to activation lever on gearbox. Screw knurled screw supplied into hand control fully except for 5 mm and attach clutch cable to hand control. Attach clutch cable to bracket and set basic dimension as shown. Tighten both adjustment nuts (Fig. 46).



- Insert handlebar flush into left electrical unit. Push hand throttle flush onto right side of handlebar. Lay handlebar in lower part of clamping block, attach loosely but centrally, without movement, to clamping block upper part with fixing bolts supplied. Attach clutch fitting to handlebar with approx. 3 mm spacing from electrical unit, and align (Fig. 47).



- Align throttle control flush to handlebar end, if necessary fit electrical unit loosely and check operation of both electrical units (left & right), correct position if necessary.
 - Mark position through fixing holes of both fixing bolts using a fine felt-tip pen or similar (Fig. 48).
 - Release upper clamp block, pull handlebars out of electrical unit on left and throttle control on right.



Fitting Instructions

AC Schnitzer Superbike Handlebar Conversion – S1000RR –

2. Dismantling / Fitting ... (continued)

- On both sides of the handlebar, drill **one** through hole of 3.5 mm diameter. On the right, top side of the handlebar, countersink drill hole as shown (Fig. 49). Insert handlebar into electrical unit on left, on right push on throttle control. Place handlebar in clamping block lower part, align and secure loosely with clamping block upper part (final fixing after alignment and clearance check). Definitively secure left electrical unit. Fit clutch fitting, align and definitively secure. Tighten throttle handle control and finally definitively secure electrical unit on right.



- Prepare the handlebar end weights supplied as shown and coat Allen bolt with medium-hard thread lock (Fig. 50).



- Insert end weights in handlebar and tighten. Ensure the weights are firmly seated. The throttle hand control must return automatically to the starting position after activation; if necessary mount end weight slightly further from throttle control (Fig. 51).



- Screw end cap covers into rubber mount. Do **not** coat the rubber with silicone spray, grease or similar, as the weights may come off as a result! Dampening with water is adequate (Fig. 52).



Fitting Instructions

AC Schnitzer Superbike Handlebar Conversion – S1000RR –

2. Dismantling / Fitting ... (continued)

- At the brake pump unit, remove standard input control line. Beware of leaking brake fluid!! Protect painted components from brake fluid! Connect brake pump to brake line previously laid using new seals, and tighten. (Tightening torque: 24 Nm). Mount brake pump as shown approx. 3 mm away from electrical unit; attach bracket supplied to upper fixing bolt and to storage reservoir, and align. Depending on position selected, shorten standard hose or use longer hose supplied. Ensure clearance of the brake fluid reservoir on full steering lock! (Fig. 53).



- Refit all attachments to vehicle. When mounting the fuel tank, ensure that the sealing ring is not distorted; replace if necessary. (Fig. 54).



After assembly, check clearance of all components and realign if necessary. Attach cable harnesses of electrical units to handlebar with cable ties. Ensure that no electrical lines are caught or stretched! After clearance check, release clamping block screws one side at a time, coat with thread lock and tighten to 27 Nm.

Finally push on cover caps supplied.

- Affix AC Schnitzer sticker at the corresponding position in the fork bridge (for identification). (Fig. 55).



Carry out final work:

- In principle all tightening torques and procedures specified by BMW apply!
- These Fitting Instructions are an aid to the work to be performed.
- **Bleed complete brake system in accordance with manufacturer's specifications.**
- Check function of steering lock (handlebar only locks to left!) If necessary, adjust steering stop!
- Carry out a function test on the entire electrical system including lights.
- Carry out a test ride! Then check all bolts for firm seat!
- This component must be registered! After conversion, the vehicle must be presented to an officially accredited test centre or similar.
- Ensure adequate clearance between moving parts.
- Ensure that all cables, wires and fluid lines are laid without tension!
- Inform customer of modified seat position, modified centre of gravity and new riding behaviour!
- **Subject to errors, technical development and modification!**