



## INSTALLING YOUR RD BARBACKS...

Please read this completely before you begin. Props to Paul Longo who helped me with a few details here. *Thanks Paul!*

**Note:** Oscar the CNC guy suggests you use Loctite Blue on the metric stainless steel screws for insurance.



**1.** If necessary cut the cable ties that fasten the handlebar control wiring harnesses near the stock bars and at the steering head.

(Note. I admit I had my fairing panels off when I first installed the prototypes because I was doing a brake bleed at the time. Therefore it was very easy to access the cable ties!)



**2.** If you haven't already raised your bars on the fork tubes like I did, remove the wire circlip that holds the bars on. Put the circlip in your parts drawer. You won't be needing this.



**3.** Loosen the socket head cap screws completely and remove the comfort bars from the fork tubes on one side. Place it on some padding like a towel, on top of the fuel tank to avoid scratches. Clean the surfaces of the fork tubes to remove any dirt, grease and oil.



4. Turn your forks all the way to the steering lock on the side you are installing for clearance and slack.

**First!** Slip the barback male post into the comfort bars female clamp on, snug the clamp bolt slightly, just enough so that they don't pull off and you can still adjust them.



5. **\*Second!** Mount the entire handlebar and barback assembly onto the fork tube. You'll find this is much easier than trying to mount the barbacks first and *then* stretching your wires and cables to get the comfort bars onto the barback's post. Repeat steps 1-5 on the other side.

\*Note: I want to suggest that you consider using some sort of protection on your top tripleclamp. When aligning your barbacks and handlebar assembly, you can scratch the clearcoat on the triple. You can find a rubber plastic ring at a hardware store or just use some tape or film on the bottom of the barback to prevent it from marring the surface.



6. Line up the barbacks onto the fork tubes. This is a very snug fit, so be patient. Make sure your barback screws are completely loose. The back may want to "rock" onto the post. This is fine, but try to level it with a tap on the top surface. A good hit with the heel of your hand or a rubber mallet will help slip the barbacks in place on the fork tubes. Once you have the assembly all the way down on the tubes, adjust them so that they are pointing straight ahead (parallel) and snug down the clamp screws just enough to keep them in position. Partially tighten clamp bolts on the bars to allow adjustment.

From here you can rotate the barbacks and handlebars to your liking. Just remember that the machine surface of the barbacks are very keen, and will mar the tripleclamp surface if you don't use protection...be careful but have fun ;)

**Note:** You'll see that the positioning tab on the comfort bars will touch where it meets the barback top surface, and the bottom of the barback also might make some contact with the tapered fork tube cap. The positioning tab acts like a spacer here. For those of you who are adept, some re-fitting could be done for a more custom fit. A fair amount of machining/filing on the comfort bar would be required to do this. There are design improvements that could be done, but that's another subject and another cost... Personally, I'm O.K. with the way it works.



**7. Alignment:** Most people like to align the bar backs parallel and symmetrical, tighten, and then adjust the comfort bars to suit. However, the barbacks have some concentric adjustment on the fork tube. Use your own discretion and adjust the set-up to fit your ergos best. Adjust the barbacks and comfort bars to clear the fuel tank at full steering lock in both directions.

\*If necessary, VERY slightly loosen the hydraulic banjo bolts at the clutch and/or brake master cylinder and rotate the line just enough to clear the left barback, then re-tighten the banjo bolt

**8.** Check wiring harnesses and hydraulic lines for possible points of abrasion and for adequate slack at full steering lock. Re-install new cable ties where necessary.

**9.** Per Paul's instructions, it's suggested that the torque on the fork barback screws, and comfort bar clamps to be 25 Nm (+/-18 ft-lbs). That worked for me. Careful with that wrench Eugene! I had one guy twist the heads of the SS SHC screws...that's too tight!

Since you have 2 socket screws per clamp, you'll want to alter tightening of each screw until the clamp is good and snug.

Torque at your own judgment. I tightened mine down so they don't move without a really good whack on the bars. I'll suggest here that you tighten them down more than that.

When in doubt, use a torque wrench (you do have a torque wrench don't you?!).

I'd say that <18ft-lbs would be about max. AS I mentioned above, there's has been only one person that managed to torque it down so hard that they twisted the head off the SS screw...so, the billet will take it.

**Finally...** Take a ride and see if it was worth the wait...and let me know what you think.

*Regards,*



**Randy**

*aka Rapid Dog*

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**Notice:** Any misunderstood, misused or incorrectly installed motorcycle accessory is a safety hazard that could cause injury or death. It's the rider's responsibility to understand the operation, purpose and intended use for which the particular accessory was produced and for use only when safe to do so and by safe, experienced and responsible riders. You should have the necessary skills, experience and expertise to fit these parts and accessories. If in any doubt, you should seek the assistance of a professional in that particular field.

**Release of Liability:** The purchaser agrees that I (we) the provider (RD Barbacks), does not take responsibility for damage, accident or injury of the purchaser or purchasers vehicle, or other or person(s) or persons' vehicle(s), due to the use of and/or installation of this or any other item made by the provider. Furthermore, satisfaction with this item is not guaranteed. This is strictly a use at your own risk prototype part, manufactured for use and in agreement between purchaser and provider. **Warning: These R1100S barbacks are not approved, sanctioned, designed, nor otherwise suggested to be used for competition racing or racetrack testing. Nor are they tested, certified, or otherwise approved for street use by BMW or any other official body.**



Refer to the website [www.rapidog.net](http://www.rapidog.net) for more input.  
In order to remove the low bars, do the following:

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Note: Low bars **without** ABS require a longer brake hose. This from Joe Cipriano who has low bars...*thanks Joe!*

1. Remove the anti-rotation screw for each bar (under the triple clamp, toward the center). If I remember correctly, they're hex.
2. Loosen the pinch bolts on the bar and the triple clamp. Remove/replace one side at a time.
3. Raise the slider above the triple clamp. There's a wire circlip at the top of the slider - remove and retain.
4. Push the slider down through the triple clamp and the bar. Remove the bar (use a towel to protect the tank/fairing, and just lay the bar on it).
5. Push slider up through the triple clamp (may need to be moved back into alignment, but not much). Make sure there's enough slider over the triple clamp to accept Rapid's bar backs (or the original bars). Snug the triple clamp pinch bolt, but don't tighten fully.
6. Repeat for other side.

You can now move the current bars into position to check for slack. If you can finish the install w/o any additional mods:

7. Install the barback. Don't tighten the pinch bolts.
8. Loosen triple clamp pinch bolt, and push slider up until the circlip notch is above the bar back.
9. Reinstall the circlip, and push the slider down until it stops. The circlips prevent the sliders from sliding out of the clamps (that's why you removed them in step 3). Bottom of bar back should be against top of triple clamp.
10. Tighten all pinch bolts to spec.
11. Repeat for other side.
12. Install bars on bar backs.

Don't try to do both sides at once; the triple clamp starts moving around, and both sliders develop minds of their own. You'll need 3 hands to realign everything. Don't ask me how I know this.

Hope this helps. The whole operation took me 20 minutes - including time to find the darn rotation screws - and I'm a klutz...

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**Joe Cipriano**  
**Chicago, Ill.**  
**'02 R1100SBX**

#### **Updater 05/04/06**

I've done an inquiry at the **Pelicanparts R1100S Tech Forum** and there is a good deal of feedback there now. Do a search for the thread: **Barback Longer Hose Inquisition ...**  
Mentioned is a BMW Parts search that is very useful called **RealOEM.com**.

Also, Here is a quote from one of our members about the throttle cable. It appears that replacement is **not** required:

***"There is no need to add a new throttle cable if you tuck the cable behind the ignition key cylinder. Secure it loosely with a zip tie. If it is allowed to remain in it's normal position it will cause the bike to race.***

***This is one area that was a little unclear when I did my research. I was relieved to know the cable didn't need replacing. - Gary"***

And more on the brake hose for non-ABS low bar bikes:

***"Here is information from Suburban Machinery for their R11S Handlebar Riser Kit: On non ABS models a longer brake hose is required.***

***For Brembo calipers (99 thru Jan 2001) use BMW part # 34-32-2-331-915***

***For BMW EVO calipers (Feb 2001 thru today) use BMW part # 34-32-7-651-553 - Mike"***