

IDI HANDLE BARS FOR BMW K RANGE -- K1200R, K120RS, K1200S, K1300R, K1300S (also fit the R1200S)

Thank you for purchasing the IDI handle bars. We recommend that your dealer fit these bars but if you wish to fit them yourself the procedure is fiddly but relatively easy. While the bars are made to exacting standards they do need to be fitted correctly and IDI cannot accept responsibility for how the fitting is done or any mishap due to incorrect fitting or adjustment. Making any modifications to your motorcycle or fitting any accessories should always be followed with a check to ensure your controls are not affected. In the case of new bars or changes to bars you should check that the steering travel is free and there are no cable obstructions.

1. General information

You will need a torx driver set and a torque wrench. The kit comes with a spacer for the end cap if needed and two new stainless steel nuts and bolts for models prior to 2007 where the left grip was secured with sheet metal screws. The bar with one set of holes is the right side and the bar with two sets is the left side. The off-set of the bars is 25mm and no cable changes are needed nor do you need to extend any of the hydraulic lines (brake and clutch lines).

2. Changing out the bars

- a) Unbolt and remove the bar end caps.
- b) Unbolt the two bolts that secure the levers. Remove the lever assemblies and move them out of the way. Secure them with a tie or rubber band if needed. Keep them roughly upright.
- c) On the right side (throttle side) there is a plastic cover on the grip that is held on by one or two screws (depending on your model). These are small torx head screws and you may need a flash light to see them and look under the bar. Remove these and the cover keep these in a secure location as they tend to run away when you are not looking. With the cover off you will see a through bolt that secures the grip to the bars. Remove it. On earlier K1200 this may be a clamping bolt which you just need to loosen.



- d) At this point the grip should be loose relative to the bar. Don't slide it off yet. There are wires that go to the grips. It is better not to disconnect these but rather snip the cable ties so they have more slack. Also you may need to snip the one that goes further back and ties to the frame.
- e) The 1300 bar has a bracket that connects to the yoke with a rubber grommet. Unbolt this.
- f) There should now be enough room to slide the grip off the bar. We did note that on some K1200 models there wasn't quite enough slack in the cables to do this. If that is the case take out the two pinch bolts in the yolk and slide the bar inwards until you have enough space to take the grip off the bar.
- g) Remove the bar fully.
- h) Do the same procedure for the right side. The plastic cover isn't a mirror of the throttle side but is held on by small screws. Again, if needed, use a flash light to find and remove them.

- i) On the K1200 up to 2007 the left grip (clutch side) is held on by two sheet metal screws that self tap into the steel tube handle bar. They are found by peeling back the rubber at the inner. One on top and one underneath. Remove them.
- j) Remove the left side bar.
- k) Slide the new bars in to the yokes and replace the yoke pinch bolts. Don't tighten them.
- l) Decide on the position you want. Although they rotate fully upright, back a bit or forward are recommended.
- m) If you find there is enough harness slack you can slide the grips back on. If not take the bars out, partially slip the grips on and then fit the bars into the yokes. It's a bit of a juggle just don't brake the wires.



- n) Tighten the yoke pinch bolts to 13 Nm torque.
- o) Loose fit the lever clamps.
- p) Move the grip on the bars and locate the bar holes and insert the bolt and tighten. Don't over tighten. There are 3 through hole bored into the bar. This allows for different grip positions depending on the position of the bar you chose.



- q) Put the plastic covers back on the grips. Ensure that the wire harness fit right. (The plastic cap grips it) and secure them with the small screws. Note: be wary of over tightening as these just go into plastic and the threads are very easy to strip. Go about ¼ turn after you feel it getting tight.
- r) At this point position your levers and tighten the two securing bolts. Position the mirrors on the R bikes.
- s) Move the steering fully left and right to check how the brake and clutch cables move.
- t) Check the wiring harness to the grips too. Use wire ties reposition if needed.
- u) Replace the bar end caps.
- v) Note. On the 1300 range the original bars have an additional rubber mounted link to the yoke. This is not used with the new bars. All tests IDI conducted found that a vibration damper isn't need on solid aluminum bars.

