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July 2006

Double Strike Against Boredom AC Schnitzer's Sprintstar R 1200 S and Twinstar F 800 S

A double strike against boredom – BMW has developed two machines in which only one thing counts: "Sport, Sport, Sport". True to this motto, the AC Schnitzer designers and engineers set to work on the R 1200 S and F 800 S. Top of the priority list was the systematic extension of the sporting line.

Sporting riding without carrying the whole weight on your lower arms is the wish of many riders. To meet this wish, a Superbike handlebar conversion has been developed which with its tapered handlebars and full black anodizing not only looks sophisticated but also ensures sporting performance with very little strain on the rider. This handlebar conversion has been adapted for both the Sprintstar and the Twinstar. The Superbike handlebar conversion includes all components necessary for fitting.

The aerodynamics have also been taken further. In the Twinstar F 800 S, the original handlebar fairing has been supplemented with a keel with side parts for full covering. It fits neatly on the standard cover. Engine cooling is ensured by refined air openings.

To match, an engine spoiler has been developed for the R 1200 S that gives the most sporting BMW ever an even more racetrack appearance and recalls the old "Boxer Cup" times.

Weight optimisation is often decisive. AC Schnitzer has developed a forged wheel set for the new boxer and four-cylinder models which in the set weighs just between 7.3 kg (R 1200 S) and 8 kg (K models). The central mass lowering and low wall weight guarantee even more precise steering. The die-forged wheel gives maximum stability.

The name of the new wheel which replaces the AC Schnitzer V-Performance wheel, is: ACS 1 forged.

To give the necessary deep note, there are high performance racing exhaust systems made completely from titanium or stainless steel, which in track use provide that powerful extra thrust. Street-legal exhaust systems with removable sound insert, with and without catalyst, are included in the range and give the new AC Schnitzer models the final visual and acoustic touch on the road.

Further sporting accessories are the crash pad for the end drive of the R 1200 S which can also be used e.g. on the R 1200 ST. Essential for the track is the "hard part", which was developed in collaboration with Touratech. Familiar from enduro racing, the hard part protects the steering stops, wishbones and forks in a crash.

Still in development but coming soon is the adjustable AC Schnitzer footrest system for the R 1200 S. Adjustable over a wide range, it brings the rider's feet further back and higher.



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Working with partner WP Suspension, AC Schnitzer has developed for the R 1200 S a suspension which is tailored specially to the racetrack but can also be used in everyday riding. The fully adjustable suspension components go one step further than standard suspension, and meet the highest requirements for performance.

For the F 800 , two different suspensions have been produced with WP Suspension. As well as the sports suspension, an important alternative is a rear spring strut which clearly reduces the height of the F 800 S and in combination with the Superbike handlebar conversion forms a great ergonomics package for riders of both sexes who need a lower seating height.

Other components are still in development and will shortly be available as usual from BMW Motorcycle dealers or directly from AC Schnitzer, tel. 0241 5688-300 or e-mail info@ac-schnitzer.de.

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