



Conventional Handlebar Conversion

By Chris216, RSWasserboxer Forum Community, 16-Jan-2022 [[Link to Forum thread](#)]

I just finished changing the bars on my 1250RS to "conventional" 1 1/8" taper style bars for improved ergonomics. The stock bars (with Helibar risers) were close, but not quite right for me (bars are a subjective fit, so what works for me may be totally wrong for someone else). I went with the 11/8" bars rather than the R's 32 mm bars for a few reasons.

1. Multiple bends available, with the R bars only the one (that I know of).
2. Availability, should you have a bad day on the road, most shops carry at least one bend of the taper style bars.
3. Price, I'm a cheap SOB 😊 and can't bring myself to pay almost \$400 for a set of handle bars.

I went with Rizoma MA009 bars. Rizoma says these have a 55 mm rise. Revzilla \$112

I got the R bar clamps from A&S Cycles, \$75 ea.

- 32 71 8 540 803 left
- 32 71 8 540 804 right

The downside to going this route is there is some fabrication involved.

1. Spacers, I made these from a piece of 1 1/4" 6061 aluminum round stock. I took a small clean up pass on the OD and bored the ID to 1 1/8". I cut them to .85" length and made a cut down the length to allow the spacer to compress when clamped on.
2. Bar end plugs (if you wish to retain the BMW bar end weights). I made these out of 7/8" 6061 round stock.
3. Holes must be drilled in the bars to locate and secure the grips.

Here are the spacers (shown on bars).



Bar end plugs, I drilled and tapped them for 8-1.25 mm to work with the stock hardware. I used JB Weld steel filled 24 hour set epoxy to glue them into the bar ends (forgot to get a pic of this step 🤔).



Next, mock up the handle bars to get the best position. With spacers in place tighten the front of the clamps first and then the back. Just snug the bars so you can rotate them. Mark things so you can repeat this position on final assembly.



Next mock up the grips and controls to get their radial position on the bars, mark where the holes need to be. Make sure to check lever positions at the same time as there can be some interference between the throttle wiring harness and the front brake lever (you only want to drill the locating holes once 😊).



Next take everything back apart and mark the final hole position. I measured the distance between the end of the stock bars (where the bar end weight contacts) and the center of the hole to get the "length". I used a punch to mark the hole and a .136" drill bit. Note the holes need to go through both sides of the bars, so need to be 180 degrees apart. I used a V-block on the drill press to ensure this.



Next reassemble everything, and check that everything is in the right place, correct as necessary. Handle bar clamp torque 19 NM, Levers 8 NM, locating screws snug.



I'm running the Bark Buster Storms as well, and with a minor tweak at the mirrors and a small trim of the extension fairings I added for tank clearance everything works fine.



With the Rizoma MA009 bend the bars are about halfway between stock and with the Helibar risers height wise. They sit back towards the rider an inch or two and the angle is better for my wrists.

