

AC[®] SCHNITZER

-Fitting Instructions-

Front Spoiler

- R nineT -



Part No.: S50121519603

General Notes!



AC Schnitzer Front Spoiler - R nineT

Important Notes!

These Fitting Instructions must be read in full before beginning installation work. 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 dealers.

These Fitting Instructions are in all cases directed at professionals trained in BMW vehicles.

Corresponding specialist knowledge of standards and material properties is assumed.

In all cases, the front spoiler must be fitted to the individual vehicle and any adjustments or retouching work performed before painting.

Fitting

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

We recommend use of the original BMW assembly stand!

After installation

After completion of all work, carry out a test ride. After the test ride, check all bolts for firm seat. Draw the customer's attention to the reduced ground clearance.

Fitting time (1 unit = 5 minutes)

The fitting time is around **12 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)

The painting time is around **12 units**, which may vary depending on component composition.

Tools Required

- BMW special tool (assembly stand)
- Allen key 4mm
- Open-ended/ring spanner SW 10mm
- Open-ended/ring spanner SW 17 mm
- Socket SW 10 mm
- Socket SW 17 mm
- Torx driver
- Medium strength thread lock

Fitting Instructions No.: S50121519603 / Issue: 12.10.2015 RVo

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AC Schnitzer Front Spoiler - R nineT

Chapter	Page
1. Components supplied	4
2. Fitting the AC Schnitzer front spoiler	8
3. Painting instructions	7

Components Supplied



AC Schnitzer Front Spoiler - R nineT

(pictures are symbolic)



1x front spoiler 19603R9T



1x bracket set 19603R9T-H (only available complete!)



1x bolt kit 19603R9T-A (only available complete!)



7x countersunk washers 4575A2

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Fitting Instructions

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AC Schnitzer Front Spoiler - R nineT

2. Fitting the AC Schnitzer Front Spoiler

Note!

The front spoiler cannot be fitted in combination with a main stand. Where applicable, first remove the main stand according to the BMW instructions.

Chock the vehicle securely using a BMW assembly stand or similar against the rear wheel, and secure against rolling or falling with straps. All predrilled fixing holes on the engine spoiler can be enlarged to fit individually. Fit the front brackets (nos. 1 and 2) on the engine block with bolt M10 x 90 mm, washer and M10 nut (Fig. 1).

Mount bracket (no. 3) on the left in the direction of travel as shown; to do this, unscrew the standard Torx bolt and screw on bracket loosely (Fig. 2).

Mount bracket (no. 4) on the right in the direction of travel as shown; to do this, unscrew the standard Torx bolt and screw on bracket loosely (Fig. 3).

Mount bracket (no. 5) on the left in the direction of travel as shown (back); to do this, fit the rubber pipe clip supplied onto the cross brace and attach bracket loosely using the M6 x 20 mm bolt, 6.4 mm washer and self-locking nut (M6) supplied (Fig. 4).



Fitting Instructions

AC Schnitzer Front Spoiler - R nineT

2. Fitting the front spoiler... (continued)

Mount bracket (no. 6) on the right in the direction of travel as shown (back); to do this, fit the rubber pipe clip supplied onto the cross brace and attach bracket loosely using the M6 x 20 mm bolt, 6.4 mm washer and self-locking nut (M6) supplied (Fig. 5).



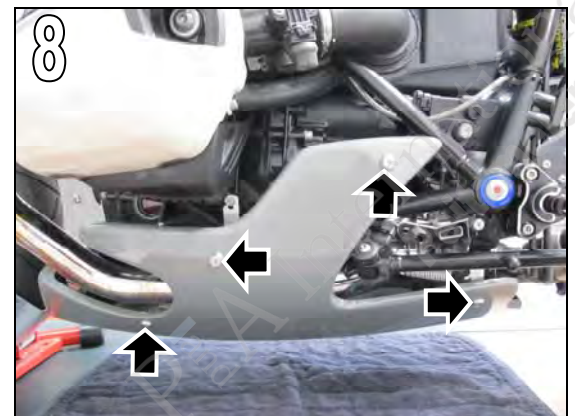
Mount bracket (no. 7) on the left in the direction of travel as shown; to do this, unscrew the fixing bolt of the adjustment motor and remove. Insert bracket between adjustment motor housing and bracket, and attach loosely using the M6 x 25 mm bolt supplied (Fig. 5).



- Slide engine spoiler below vehicle. Lay soft material on the floor to prevent scratching. (Fig.7)



- Place engine spoiler on vehicle, on the left side screw 4x fixing bolts through the countersunk washers, engine spoiler, brackets and washers into the self-locking nuts supplied. (Fig. 8)



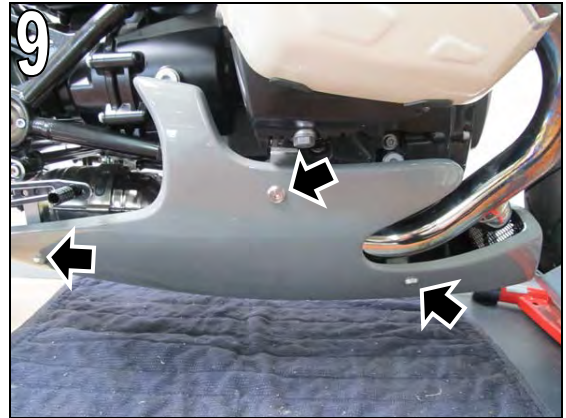
Fitting Instructions

AC
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AC Schnitzer Front Spoiler - R nineT

2. Fitting the front spoiler... (cont'd.)

- On the right side, screw 3x fixing bolts through the countersunk washers, engine spoiler, brackets and washers into the self-locking nuts supplied. (Fig. 9)



- After aligning the front spoiler, fasten all brackets firmly to the vehicle. Ensure there is adequate clearance from all relevant components. Then remove the front spoiler for painting.

- When painting, ensure that the identification marking on the inside of the engine spoiler is not oversprayed.

(Fig. 10)

- Before painting, mask off the mesh insert suitably.



- On definitive installation, ensure that the self-locking nuts supplied in the fitting kit are used.

- Tightening torque 9.5 Nm

- All other bolts which are mounted without self-locking nuts must be coated with medium strength thread lock before definitive installation!

- After a test ride, check all bolts for firm seat and check that the engine spoiler has adequate clearance.



This component must be registered!

Draw the customer's attention to the reduced ground clearance.

Subject to errors and modifications!

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Painting Instructions



Notes on Painting AC Schnitzer Components

General Preparations:

- Before starting work, temper the AC Schnitzer components; to do this, heat the components for 15 minutes to 40° to 50° C, and ensure that the components are placed on suitable supports so that they cannot warp.
- After cooling, clean the components thoroughly with Universal Cleaner (Glasurit no. 541-30).
- Dry sand the components with "red sanding mat" (3M), round off and remove seams and edges with 150 grade abrasive paper.
- Mask off adhesive contact surfaces, rating plates and TÜV markings on the component with masking tape or similar so that no filler residue remains on the area concerned.
- Clean the components thoroughly again with Universal Cleaner (Glasurit 541-30), wipe with a damp sponge (to prevent static charges) and allow to dry.

Filling: **Mixing ratio for filler: 4 parts "filler", 1 part "hardener" and 1 part "thinner"**

Filler (*): Glasurit HS Filler No.: 285-60
Hardener: Glasurit - Filler hardener - very short – No.: 929-28/2
Thinner: Glasurit Thinner No.: 352-91
(*) = for aluminium components use: Glasurit - EPOXY Filler No.: 8011552!

- Mix filler in the ratios given above, and prefill broken and rounded edges and seams twice. Then fill the complete component twice (included edges and seams).
- Heat components to 40° to max. 45° C for one hour and allow to dry.
- Check components for air pores (holes), puncture or cut if necessary and fill using a plastic spatula (Glasurit Ratio No.: 83920) and allow to dry.
- Remove masking tape.

Painting:

- Wet sand complete component with 800 grade abrasive paper.
- Blow dry component with compressed air, then clean with Universal Cleaner (Glasurit no: 541-30).
- Wipe component with a damp sponge (to prevent static charges) and allow to dry.
- Now mask off only the adhesive contact surfaces (not the rating plates and TÜV marking) with masking tape.
- In the painting booth, lightly blow off the component again and carefully wipe with a dust binder cloth.

Mixing ratio for base coat: 1 part "colour" and 1 part "thinner".

Paint (make up as per BMW number): Glasurit - two-component top coat 55 line
Thinner: Glasurit Thinner No.: 352-91

- Apply the mixed paint, depending on shade, in two to four cross sweeps.
- Allow to flash dry for approx. 15 minutes at 20° C (base paint is then completely matt).

Mixing ratio for clear: 2 parts "clear", 1 part "hardener" and 1 part "thinner"

Clear: Glasurit MS clear No.: 923-155
Hardener: Glasurit MS hardener short No.: 929-71
Thinner: Glasurit Thinner No.: 352-91

- Apply the mixed clear in 1½ cross sweeps!
- **Note: Do not use "adhesion promoter" or "softface" (softener).**

Drying:

- AC Schnitzer recommends: Paint the components at the end of the day, and leave to dry overnight at room temperature or for at least 8 hours at max. 30° C. If this is not possible, dry components for 2 hours at 40° to max. 45° (watch for component warping).
- After drying, wet sand any dust inclusions with 2000 grade abrasive paper, and polish complete component.

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