

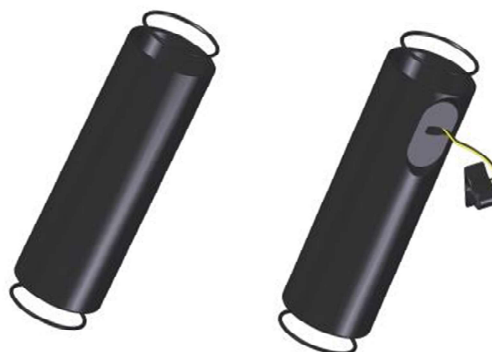
WUNDERKIND CUSTOM



Installation and safety information

Cover fork

With or without indicator



Triumph Bonneville Bobber / Bobber Black

From model year 2017



Caution



Important safety advice:

- Working on motorcycles poses a safety risk. Some work may only be carried out by appropriately qualified personnel. Faulty work can have serious consequences and may pose a threat to life and health. Only undertake installation works if you are sufficiently qualified and have an official workshop manual as well as all relevant service notifications available. Otherwise, we strongly recommend that the installation is carried out or at least checked in a specialist workshop.
- Any work in relation to the installation, removal and tightening torque of original parts should always be carried out in compliance with the workshop manual.
- All screws must be attached with thread-locking fluid. However, this should only be done after the installation is complete.
- It is your responsibility to check the product regularly and to determine if a service or replacement is required.
- Please bear in mind that some products are safety-relevant parts of your vehicle. After a fall or collision, check the product and if there is the slightest indication of damage, you must replace it.
- Some products require registration.
- These products have been designed for a standard vehicle. ABM® Fahrzeugtechnik GmbH makes no warranty or guarantee of any kind for any damages whatsoever arising out of the combination with other component parts not tested by ABM, as a consequence of improper installation or inadequate maintenance.
- Brake fluid may damage painted surfaces and panels. Use suitable means to protect all of the surfaces against damage.

1 Preparation

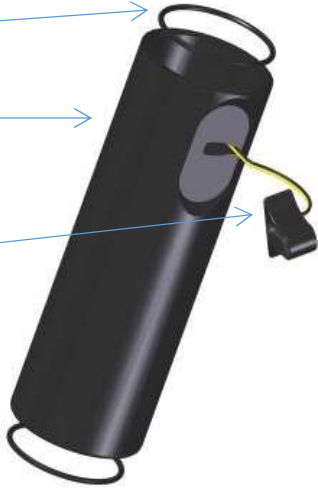
- Please read the entire safety information and installation manual carefully.
- A motorcycle not securely positioned can fall over during the following work. Therefore, make sure that the motorbike is positioned on solid, flat ground and is secured against falling over and rolling away.
- Keep children and pets away from the work area.
- Protect removed parts from damage.
- Please note when disassembling individual parts which screws are used to fasten them. Keep these parts and screws and unless specified otherwise, reuse when assembling.

2 Content and recommended accessories:

Special tool required?	Torque wrench, heatgun	Modification time:	approx. 120 min
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Cover fork with indicator


Content	
No.	Item
4	O-rings (2 mm)
1	Cover left
1	Cover right
1 set	Indicators
1 set	Not shown: Resistor for indicator
4	Heat-shrink solder connector
2	Heat-shrink tubing (1 cm)
2	Heat-shrink tubing (25 cm)
2	O-ring (1 mm)



Cover fork without indicator

(Caution: The original indicators can no longer be mounted between the triple clamps)

Content	
No.	Item
4	O-rings thick (2mm)
2	Cover
2	Not shown: O-ring thin (1 mm)



3 Installation: Cover fork



Use a jack to take the load of the front wheel.

Caution:

Make sure that the motorbike is positioned securely

Disconnect the battery.



Remove the tank as specified in the workshop manual.

Unplug the speedometer.

Loosen both clamp screws of the upper triple clamp.



Loosen the clamp screws of the indicators and disconnect their cables (left).

Cut the indicator cables at a distance of approx. 10 cm to their plugs.

These will be soldered with the resistors provided.



Loosen the nut of the triple clamp.

Caution:

Take care not to scratch the triple clamp.



Remove the clutch cable holder and unclip the cable.

Remove the rubber cable tie at the handlebar.

Place a towel for protection onto the frame behind the triple clamp.

Tip: Remove the headlight.



Carefully pull the triple clamp off the yoke and place onto the towel.

Remove both indicators and the clamps for the clutch cable.

Tip: Clean the fork above the lower triple clamp. This facilitates assembling the cover.



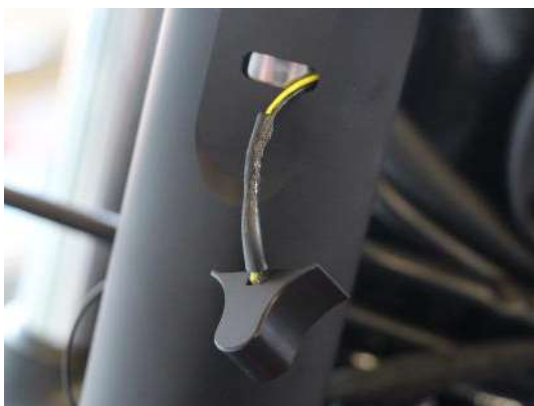
Slide an O-ring (2mm diameter) onto each fork tube down to the lower triple clamp.



Only for cover with indicator:

Slide a piece of heat-shrink tubing (1 cm) onto each indicator cable and shrink directly on the housing.

Lead the cable through both cover openings and guide it through the notch at the inner backside.



Carefully slide the cover onto the fork tube.

Only for cover with indicator:

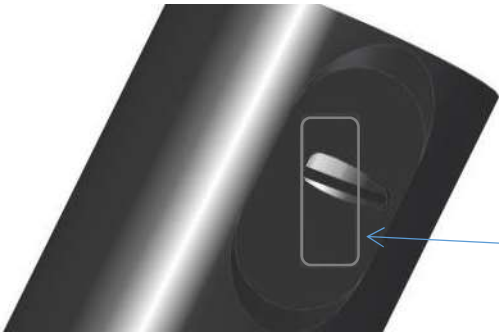
Caution:

The narrow area of the hole for the cables must point towards the driver.



Only for cover with indicator:

Carefully pull in the indicator at the cable end...



Only for cover with indicator:

... and stick it to the panel using the adhesive tape provided.

Caution:

Align the indicators towards the engraving on the adhesive area. (Image shows left side).



Slide an O-ring onto both fork tubes down to the cover.

Caution:

The diameter of the O-rings must be selected according to the distance of the triple clamps.

We recommend to initially use the O-rings provided with a diameter of 2 mm.



Carefully slide the triple clamp onto the fork.

Align the cover in direction of travel.



Attach the yoke nut.

Torque 65 Nm

Caution:

When tightening the nut make sure that a maximum of 1.5 turns of the nut result in a tightening of the O-rings. If the pretension is too high, the thinner O-rings must be used.



Cover both indicator cables with the long heat-shrink tubing and shrink using a heatgun.

Run both cables in such a way that they can be connected with the resistors provided at the frame triangle (left). Solder the resistors to the cables of the original plugs using the heat-shrink solder connectors provided and connect the plugs.

Reconnect the battery and speedometer. Assemble the clutch cable and the tank and attach the rubber cable ties to the handlebar.

Mount the headlight and check the function of the complete lighting system.



Description of the heat-shrink solder connectors

The tin is melted with a heatgun and a secure contact is ensured. Furthermore, the connector shrinks with inside adhesive and thus ensures impermeability. The transparent heat-shrink tubing enables a visual control of the connection.

4 Final check

- All electric wires must be laid in a manner which prevents them from bending or getting pulled during spring deflection movements and which adequately protects them against rubbing.
- After completing the work, check that all components and screws are tight and functioning correctly. Also check the rear wheels freewheel and the functionality of the brake system. Afterwards, a test drive must be done! After completing the test drive, the tightness of all screw connections must be checked, as well as the adequate freedom of access of all moving parts. Re-test the rear wheel's freewheel and check the brake system for overheating.

