WUNDERKIND
CUSTOM

Installation and safety information

Fender with lights

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. Suspensions with a different range must not be mounted.** 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.
- **Before painting, the fender must be fitted and adjusted, where necessary.**
- 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:

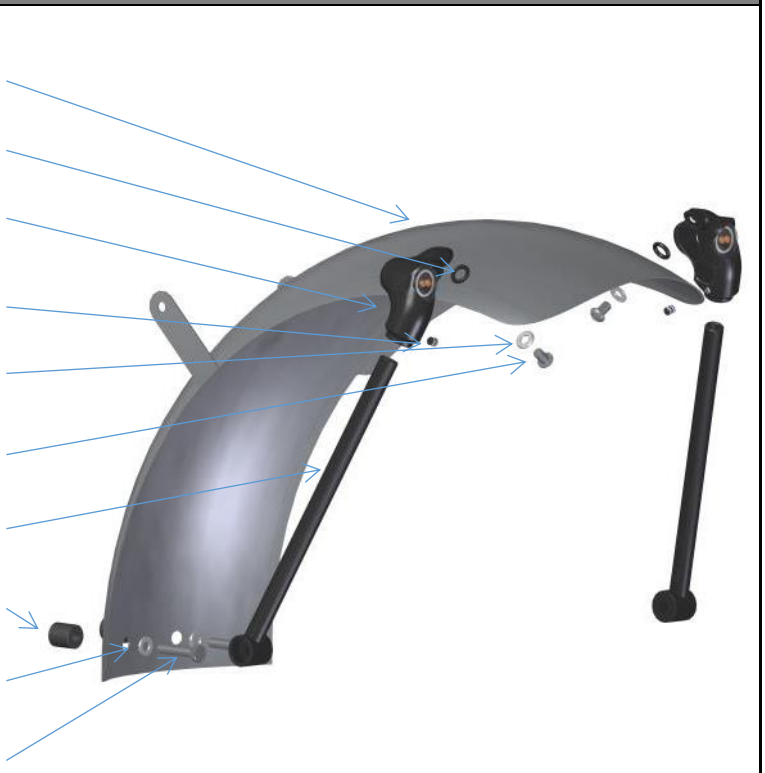
Special tool required?	**Heatgun Torque wrench**	**Modification time:**	**approx. 150 min**

Caution:

- **Before installation, ensure that the suspension is set correctly.**
- **To fasten the number plate, a holder is required.**
- **This kit has been designed for the original tyres and the original spring elements and tested with these.**

Content

No.	Item
1	Fender
2	O-ring
2	Holder with light
2	Thread pin
2	Washer
2	Screw
2	Brace
2	Spacer
2	Washer (original)
2	Screw
	Not shown:
4	Heat-shrink solder connector
2	Heat-shrink tubing
6	Cable tie



3 Installation: Fender with lights

Raise the rear wheel with a jack.

Caution:
Make sure that the motorbike is positioned securely.

Completely remove the chain guard.

Cover the exhaust and frame on both sides with a cloth.

Dismantle the right-hand axle nut with washer and chain adjuster and remove the axle (including the left-hand chain adjuster).

Pull the brake caliper out to the front and carefully place it down.

Take out the rear wheel.

Remove the left side cover.

Loosen and remove the battery-cover.

Disconnect the battery connections, unclip the holder and remove the battery.

Disconnect the plug for the rear lighting and sever the cable after approx. 20cm (towards the fender).

Loosen the six fixing screws of the fender and …

… completely remove it.

Attach the braces with the screws, washers and o-rings…

… to the fender so that they can still be easily turned.

Carefully slide the fender into the swingarm and fasten with the original screws.
(Image shows top right)

(Image shows top left)

Attach the two braces with the chain guard to the swingarm. Attach the chain guard to the in the front at the fender.

Lightly attach the hexagon screws (M6) with the spacer sleeves and the original washers.

Caution:

The spacer sleeves must be aligned to the fender when they are fastened later.

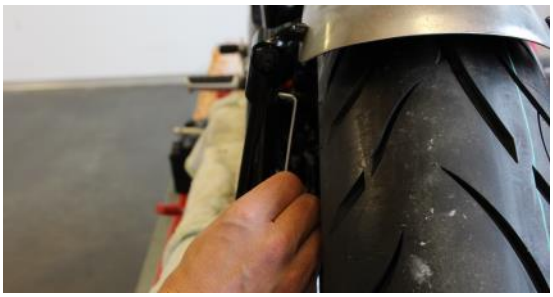
The fender should be easily movable at this stage.

Remount the rear wheel and mount the brake caliper according to the workshop specifications to the swingarm.

Push in the axle (including left-hand chain adjuster) through the swingarm and the rear wheel.

Mount the nut with washer and chain adjuster.
Torque 110 Nm

Align the fender and fasten all screws.
Align the previously mounted spacer sleeves to the fender.



The thread pin on the arm enables further slight adjusting of the fender and the rear lights.

Run both cable harnesses under the swingarm and connect them to the original plugs above the battery.
The setting for the blinking frequency of the LED indicators has to be done by a Triumph dealer.
Attach the cables with the cable ties.

Connection plan:

black:	**Ground**
white:	**Tail light**
brown:	**Brake light**
blue:	**Indicators**

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.

Reattach the battery, side cover and battery cover.

Check the entire lighting system.

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 wheel's freewheel, the spring travel 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 the spring travel and check the brake system for overheating.