WUNDERKIND
CUSTOM

Installation and Safety information

Extended forward control kit

Triumph Bonneville Bobber

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 have to 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 motorcyle 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.

Installation manual for Triumph Bonneville Bobber

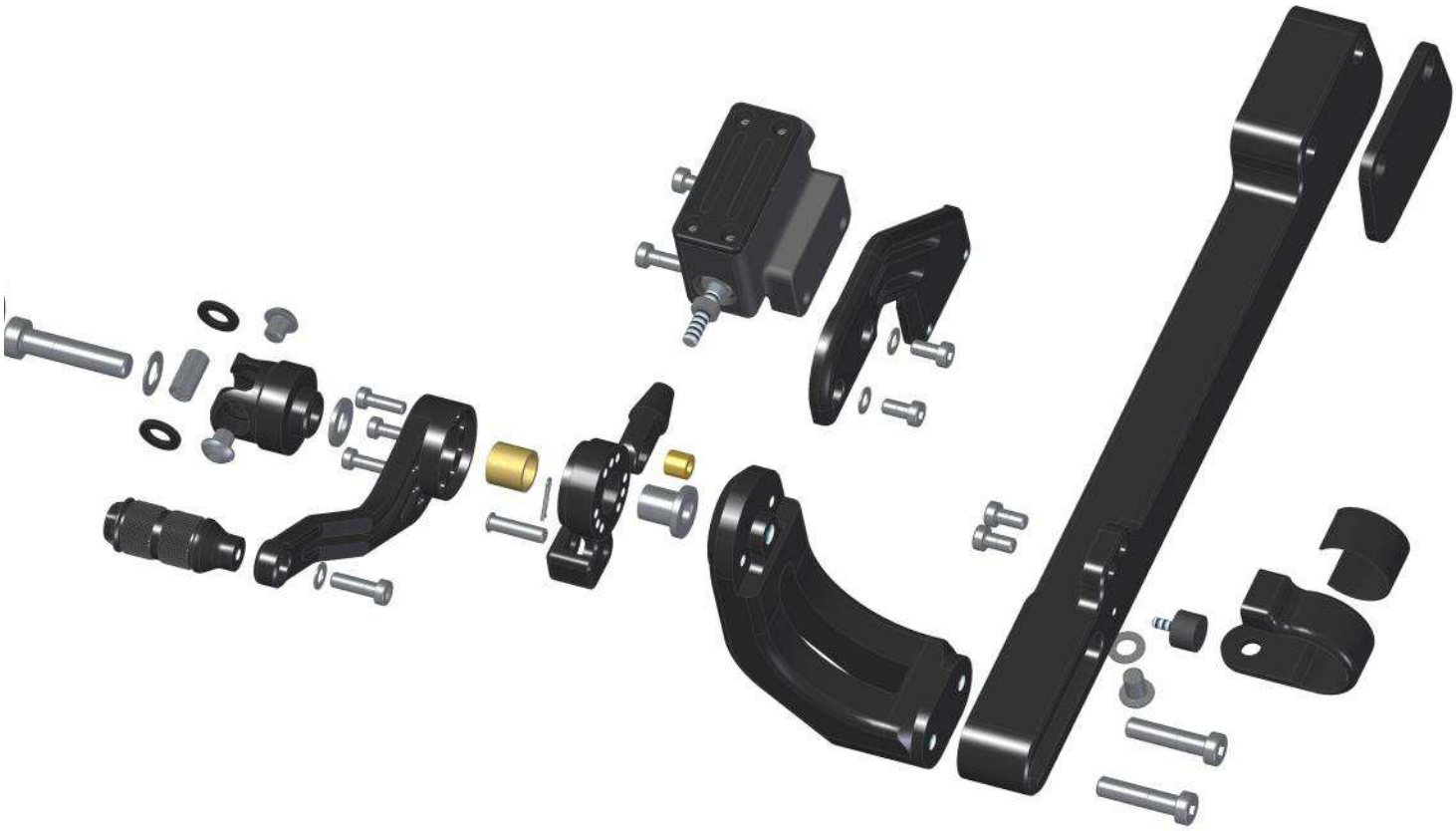
Additional products	Installation time (approx.)	Registration required	Drawing
Handlebar (30 mm higher)	**120 minutes**	**yes**	
Riser (elevation 25 mm)	**40 minutes**	**no**	
Handlebar extension for handlebar modification with original mirror	**5 minutes**	**no**	
Handlebar with riser (55 mm higher)	**150 minutes**	**yes**	
Extended forward control kit	**240 minutes**	**yes**	
Fork sleeves (with indicator)	**120 minutes**	**no**	
Ignition lock bracket (left-hand side)	**30 minutes**	**no**	

Chainguard cover	**25 minutes**	**no**	
Brake line kit	**200 minutes**	**no**	
Fork covers	**15 minutes**	**no**	
Horn bracket (displaced)	**15 minutes**	**no**	
Sprocket cover	**25 minutes**	**no**	
Brake caliper cover	**20 minutes**	**no**	
Handles	**25 minutes**	**no**	

Frontfender	**25 minutes**	**no**	
Axle cover (front/rear)	**20/25 minutes**	**no**	
Fender with lights	**150 minutes**	**no**	
Lever	**15 minutes**	**no**	
Mirror	**15 minutes**	**no**	
Top yoke/triple clamp nut	**10 minutes**	**no**	
Reflector covers	**10 minutes**	**no**	

2 Content and recommended accessories:

Special tool required?	**Torque wrench, Connection tongs for flat plug,**	**Modification time:**	**approx. 240 min**



3 Installation: Extended forward control kit

Slightly raise the vehicle with a scissor jack.

Caution:
Make sure that the motorbike is positioned securely.

Completely remove the sprocket cover.

Unscrew the brake fluid reservoir.

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

Drain brake fluid at the rear brake cylinder according to the workshop manual.

Tip: Open the banjo bolt at the brake cylinder and let the brake fluid drip into a collecting container.

Cut the cable from the brake light switch (approx. 5 cm after the switch).

Loosen both fixing screws of the original footrest and remove it completely.

Screw the rubber buffer (provided) into the baseplate using thread-locking fluid and hand tighten.

Attach the support bracket with the two screws (provided) to the baseplate.
Torque 25 Nm

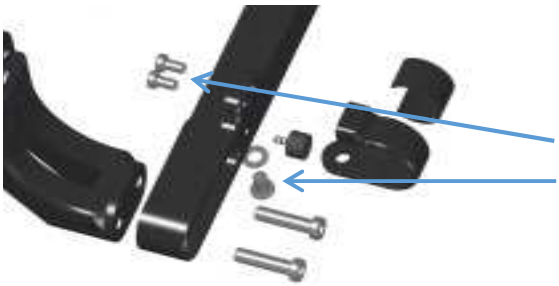
Tip: Attach the holder in the front position.

Lightly mount the baseplate with the two original screws…

…making sure that the distance plate (provided) is also installed between the frame and the baseplate.

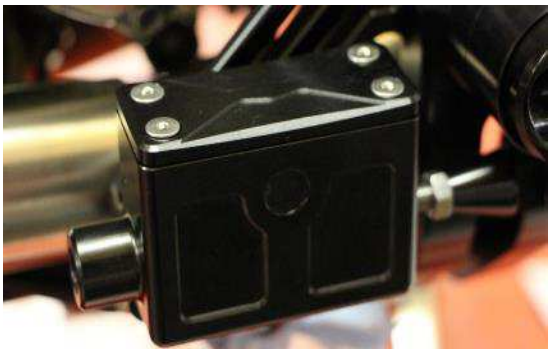
Insert the adhesive rubber into the rounding of the front holder and slide onto the frame at the mounting position at the baseplate.

Tip: Spray some silicone onto the frame beforehand for easier mounting.

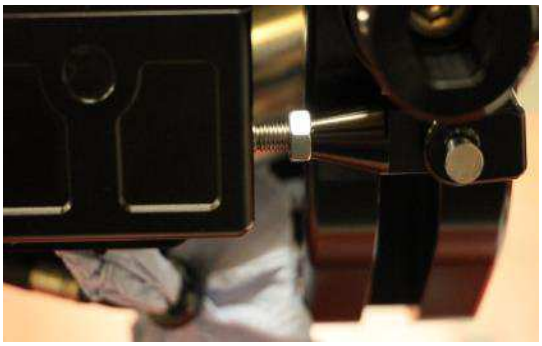


Attach the holder onto the baseplate using the two M6 and M8 screws with locking washers.

Torque 2x M6 screws 10 Nm
Torque 1x M8 screws 15 Nm



Attach the foot brake cylinder onto the baseplate.
Torque 2x M6 screws 10 Nm



Screw the push rod into the link of the brake lever.

Push the bolt through the link…

…and secure with the splint pin.

Insert the new brake light switch (provided) with a seal through the fitting of the original brake line.

Screw on the new brake line with a seal onto the brake light switch.

Torque 15 Nm

Dismount the screw of the bracket (coolant reservoir) and attach the brake line with the provided bracket, …

…screw and spacer to that mounting point.

Original screw obsolete.

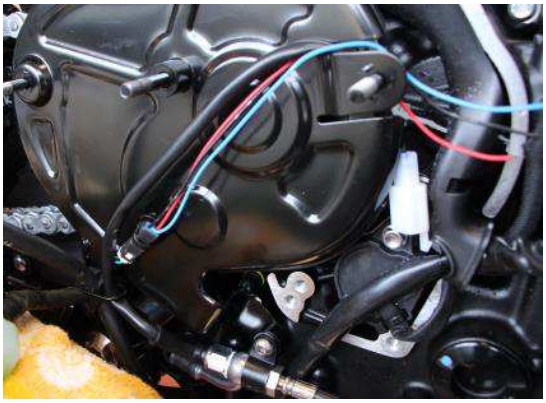
Turn the fitting of the brake line so that…

…it can be screwed onto the brake cylinder using the banjo bolt and seals provided.

Caution: Lay the brake line so that there is sufficient distance to the downpipe.

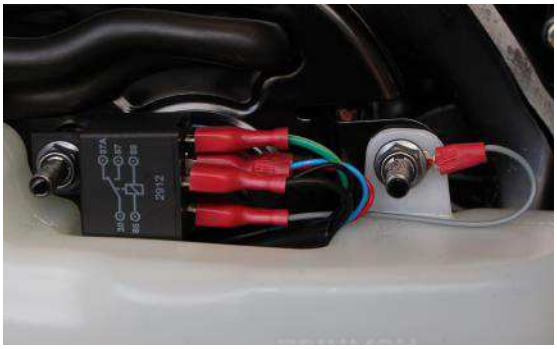
Torque 22 Nm

Bleed the brake system according to the workshop manual.



Lay the cable harnesses of the new brake light switch and the original cutted cable harness as illustrated behind the coolant reservoir.

Reattach the coolant reservoir, making sure that the ring cable lug of the provided ground cable is attached on the right side under the lock nut.



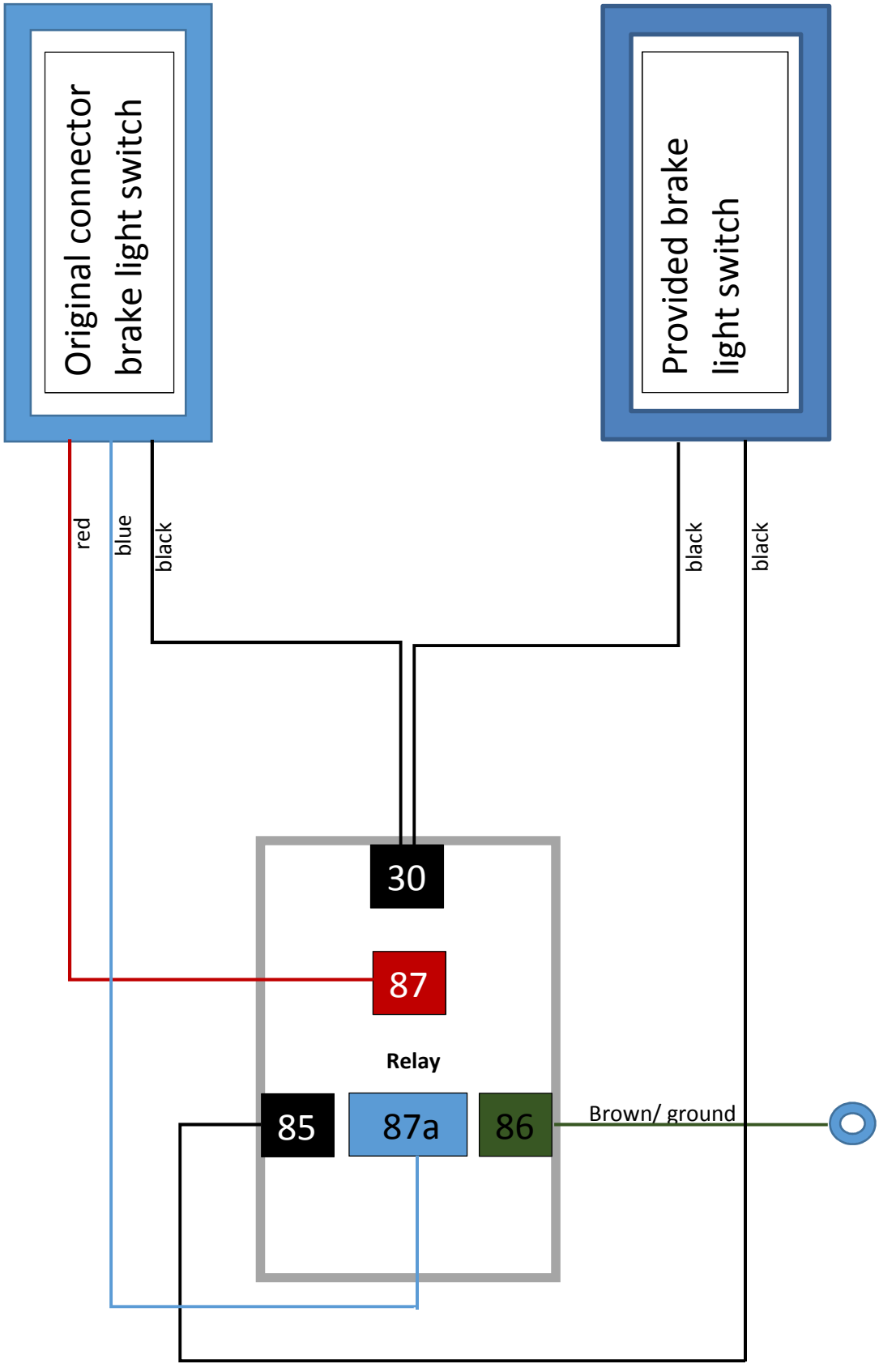
Mount the relay onto the holder where the original brake fluid reservoir was attached.

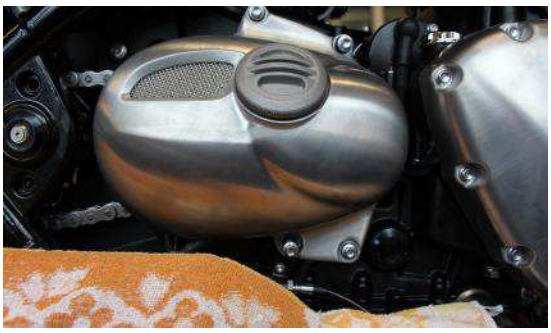
Trim both cable harnesses as required.

Connect the complete electrical system according to the diagram (see drawing) using the provided cable lugs.

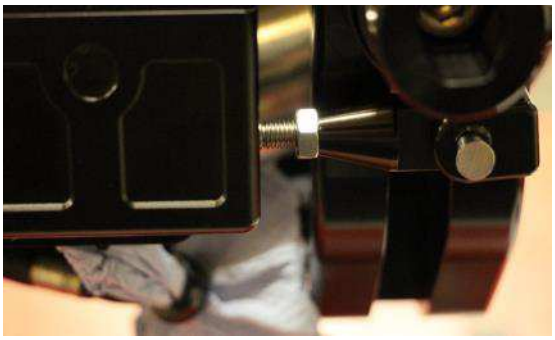
Attach the baseplate.

Torque 38 Nm





Reassemble the cover and all removed parts on the right side.



By changing the position of the push rod, the height of the foot brake lever can be finely adjusted.
Afterwards lock the push rod with the nut.

If, however, the desired result cannot be achieved in this manner, the height of the pedal can be adjusted on the lever itself.
After dismounting always tighten the screws and use a thread locking fluid.

Torque M5 screws 5 Nm

Torque M10 screws 35 Nm

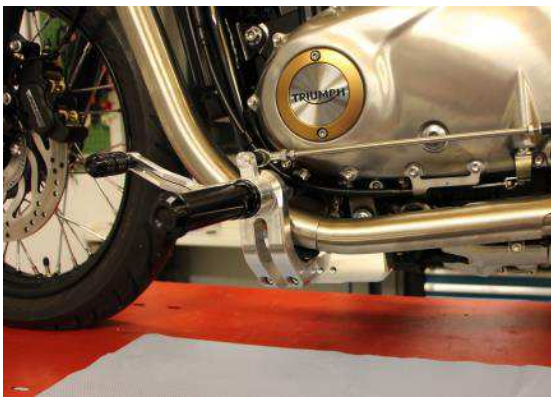
Attach the footrest with the threaded bush, the plastic washers and two screws (use thread locking fluid).

Torque 12 Nm

Screw the pedal onto the brake lever.
Torque 10 Nm

Remove the complete footrest system on the left-hand side as shown in the illustration.

Unscrew both nuts from the original shift linkage and screw onto the provided.



Attach the new system to the frame using the original screws.

Torque 38 Nm

Attach the support bracket onto the baseplate, as on the right side.

Torque 25 Nm

Tip: Mount the bracket in the front position.

Screw on the shift linkage on both hinges, adjust the height of the gear lever and lock with nuts.

If, however, the desired result cannot be achieved in this manner, the height of the pedal can be adjusted on the lever itself.
After dismounting always tighten the screws and use a thread locking fluid.
Torque M5 screws 5 Nm
Torque M10 screws 35 Nm

Screw the pedal onto the brake lever.
Torque 10 Nm

Attach the footrest with the threaded bush, the plastic washers and two screws (use thread locking fluid).
Torque 12 Nm

Reassemble all removed parts.

Depending on the system's setting, the side stand adapter must also be installed.

Torque 12 Nm

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 all the work has been completed, make sure you check the complete electrical system.
- After completing the work, check that all components and screws are tight and functioning correctly. Also check the rear wheel's 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.
- CAUTION: An incorrectly set gearshift or brake can lead to defects.
- Check the freedom of access of the rear brake.
- *Moisten all screws with thread-locking fluid and re-check everything for tightness and freedom of access of all moving parts.*
- ***No liability is accepted for any damage arising from the improper assembly of the product.***