

# **WUNDERKIND** **CUSTOM**

**Installation manual and safety information**

**Forward control footrest system**



**Indian Chief**

**From model year 2021**

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## 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 completely 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 fairings. Use suitable means to protect all of the surfaces against damage.

### **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.
- When disassembling individual parts, please note which screws are used to fasten them. Keep these parts and screws and unless specified otherwise, reuse when assembling.









Make sure that the motorbike is securely positioned.  
All parts are only pre-assembled for shipment. During installation, all screws must be tightened.



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

Unscrew the brake line of the foot brake cylinder.



Disassemble the original footrest system.



Attach the right baseplate to the frame using the two screws, safety washers and spacer bushings provided.  
Tightening torque 30 Nm



- Baseplate
- Adjusting plate
- Footrest mounting



Position +100 mm forward



Position +125 mm forward



Position +150 mm forward



Attach the adjusting plate onto the baseplate with the screws and safety washers provided.

Tightening torque 22 Nm



Attach the footrest mounting onto the adjusting plate using the screws and safety washers provided.

Tightening torque M6 8 Nm

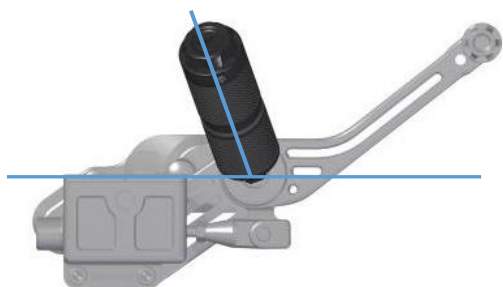
Tightening torque M8 22 Nm

Push the plastic cover into the front exposed screw head.



Firmly screw the brake lever to the reversing lever.  
Tightening torque M5      4 Nm

Screw the joint mount with brake lever, reversing lever (incl. mounting) and brake cylinder bracket onto the footrest mounting as shown.  
Tightening torque M10      32 Nm

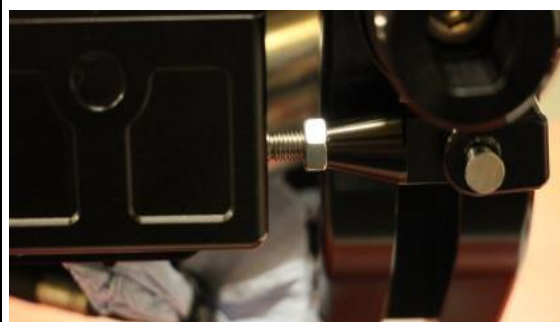


**Caution: Install the joint mount so that the footrest can be retracted backwards easily.**



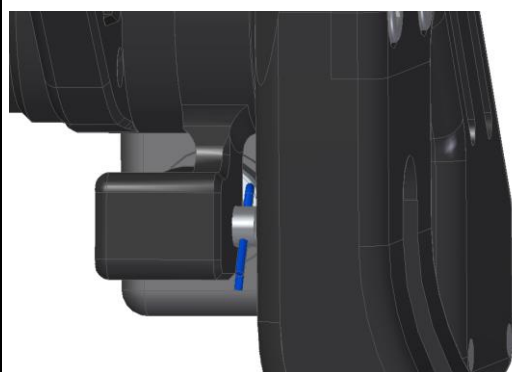
Attach the foot brake cylinder onto the bracket.

Tightening torque 8 Nm



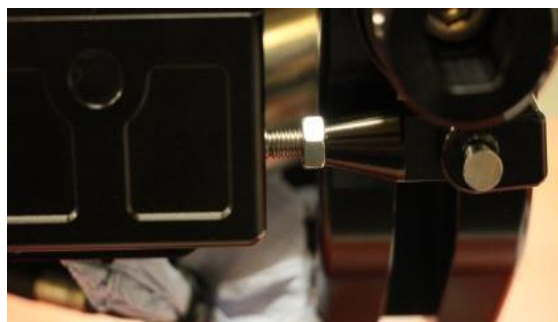
Screw the push rod into the tappet, align and fasten using the nut.

Connect the tappet and reversing lever with a bolt.



Secure the bolt with safety splint pin.





By screwing in and unscrewing the push rod, the position of the brake lever can be adjusted exactly. Then counter the push rod with the nut.



Bigger changes to the brake lever can be achieved by removing the lever and twisting it to the reversing lever. For subsequent assembly, please observe the tightening torque:

Tightening torque M5            5 Nm



Attach the footrest with the threaded bush, the plastic washers, spring washer (moisten with grease) and both screws (M8).

**Caution: Attach the joint mount so that the footrest is versatile and can be retracted backwards easily.**

Tightening torque 12 Nm

Screw the pedal onto the brake lever.

Tightening torque 8 Nm



Adjust footrests with the inside screw (M8).

Tightening torque 12 Nm

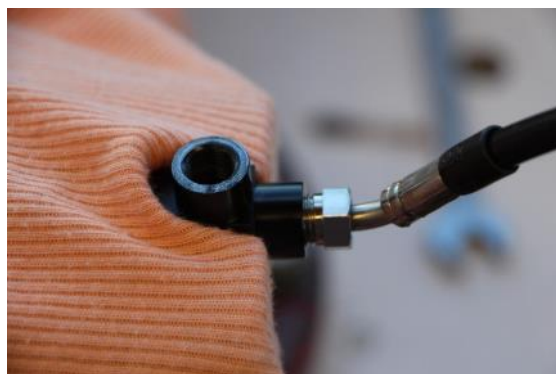
Attach the cover with the thread pin.



Remove the cable tie holder from the rectifier holder.



Release the plug from the holder.



Screw the brake line provided into the manifold.



Attach the original brake line with new seals onto the manifold.



Place the spacer plate provided onto the holder...



... and mount the manifold with the screw and nut provided.

Align and tighten both lines.  
Tightening torque 18 Nm

*Tip: To tighten the brake lines, remove the manifold from the holder again.*

## Installation manual



Screw the 90° connection onto the foot brake cylinder using two new seals.

Tightening torque 18 Nm

The brake line can be twisted slightly using suitable pliers. Make sure there is sufficient distance to the rectifier.

Bleed the brake system according to the workshop manual.



Reattach all previously removed parts and double-check their function.



Remove the original shift linkage.



Unscrew the two nuts from the original shift linkage and screw them onto the one provided.



Remove the ball joint from the gear lever.

Unscrew the entire left side of the original footrest system.



Attach the left baseplate to the frame using the two screws, safety washers and spacer bushings provided.

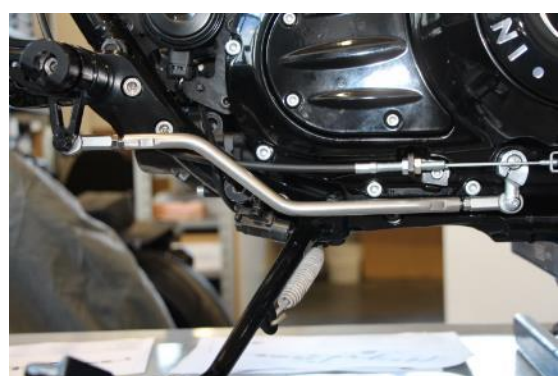
Tightening torque M10      30 Nm



Fully attach the gear side in the same position as the brake side.



Observe all torques according to the brake side.



Screw the two original ball joint heads onto the shift linkage.

Mount the front ball joint head onto the reversing lever and set the desired height of the gear lever.

Tightening torque 8 Nm

Counter the shift linkage with the two nuts.



**Caution: When mounted into mid or front position, one or two extensions must be used to mount the gear change rod.**

**Screw these completely onto the gear change rod and fasten.**



Bigger changes to the brake lever can be achieved by removing the lever and twisting it to the reversing lever. During the subsequent installation, note the following tightening torques:

Tightening torque M5	5 Nm
Tightening torque M10	35 Nm



Attach the footrest joint with the threaded bush, the plastic washers (moisten with grease) and both screws (M8).

Tightening torque M8	12 Nm
Screw the footrest onto the joint.	
Tightening torque M8	12 Nm
Screw the pedal onto the gear lever.	
Tightening torque M6	10 Nm
Use thread-locking fluid.	



Reassemble all removed parts.

- 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 carried out! After completing the test drive, the tightness of all screw connections must be checked, as well as the adequate free travel 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.
- CAUTION: Please note that with a forward control footrest system, the floor and inclination clearance may be smaller than with the original unit.