WUNDERKIND CUSTOM

Installation and safety information

Extended forward control kit

Indian Scout Bobber

From model year 2018

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 fairings. 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, brake fluid**	**Modification time:**	**approx. 180 min**

3 Installation: Extended forward control kit

Slightly raise the vehicle with a jack.

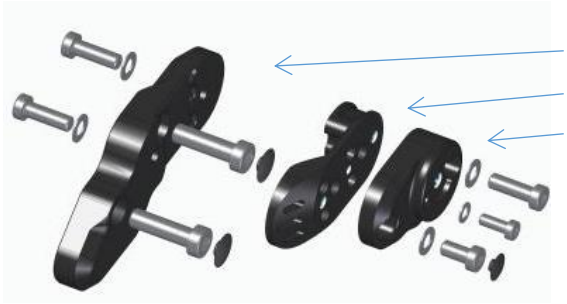
Caution:
Make sure that the motorbike is positioned securely.

Cover manifold and exhaust with a cloth or towel.
Remove the bracket of the brake line.

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

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

Loosen both fastening screws of the original footrest and remove the complete unit.



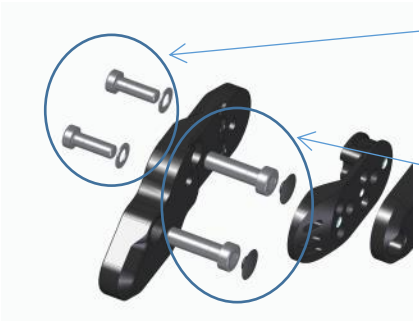
- Baseplate
- Adjusting plate
- Footrest mounting

Before installing the baseplate, the desired position must be set as follows.

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

Screw the baseplate to the frame with the screws provided.

Use thread-locking fluid.

Tightening torque 32 Nm

Push the plastic cover into the screw heads.

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

Tightening torque M6 9 Nm

Tightening torque M8 22 Nm

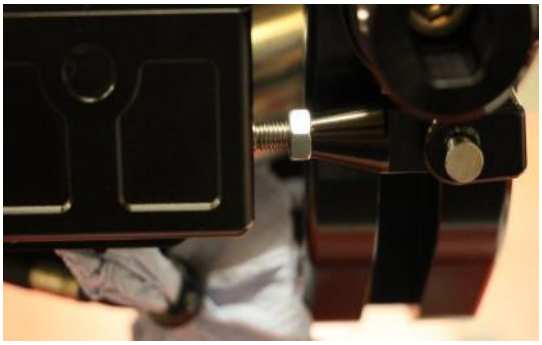
Push the plastic cover into the exposed screw head.

Screw the joint mount with brake lever, reversing lever (with bearing) and brake cylinder bracket onto the footrest mounting as shown.

Tightening torque M10 32 Nm

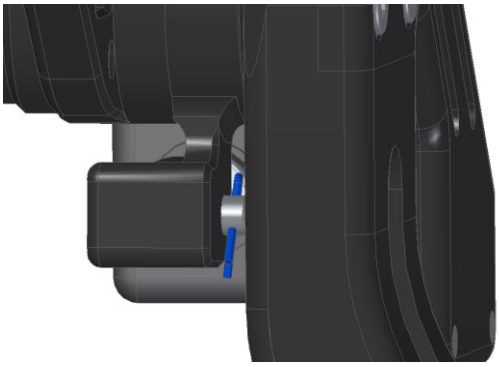
Attach the brake cylinder onto the bracket.

Tightening torque 9 Nm

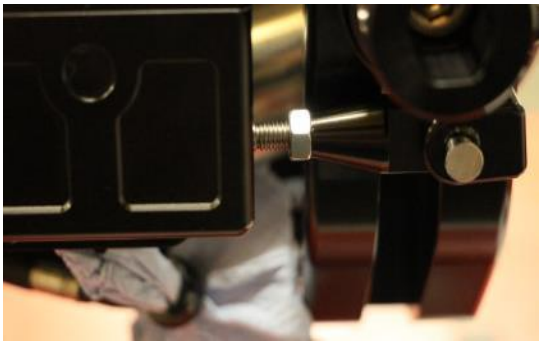


Screw the push rod into the link of the brake lever.

Push the bolt through the link.



Secure the bolt with the splint pin.



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

Bigger changes can be achieved with the removal of the lever and its twist 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 with the threaded bush, the plastic washers (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 10 Nm

Adjust footrests and tighten the inside screws (M8).
Tightening torque 12 Nm

Attach the cover with the thread pin.

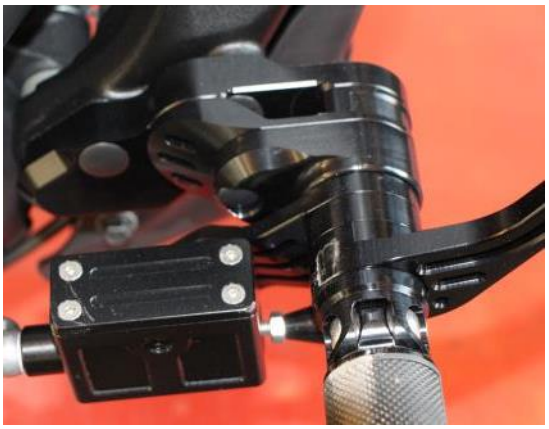
Attach the brake line with the banjo bolt provided using new seals to the brake cylinder as shown.

Tightening torque 18 Nm

Bleed the brake system according to the workshop manual.

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

Loosen both fastening screws of the original footrest and remove the complete unit.



Attach the gear side in the same position as the brake side.

Use thread-locking fluid.

Screw in the shift linkage into both of the original ball heads. Set height of the gear lever and counter with the nuts.

Caution: When installing in the middle or foremost position, the threaded rod should be reinforced using the threaded socket, if possible.

Attach the complete linkage onto both levers.

Counter the threaded rod and socket with the nut and slide on the cover.

Bigger changes to the lever position can be achieved with the removal of the lever and its twist to the reversing lever. During the subsequent installation, note the following tightening torques:

Tightening torque M5	5 Nm
Tightening torque M10	35 Nm

Screw the pedal onto the lever.

Tightening torque 10 Nm

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

Tightening 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.