WUNDERKIND
CUSTOM

Lever

Design 2Stripes

Installation manual

and

safety information

• www.ab-m.de ••• info@ab-m.de •

Caution

Important safety advice:

- Work undertaken on the clutch and brake system poses a safety risk. This 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 this installation 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.
- To ensure safe functioning of the levers, it is essential that you familiarise yourself with their functioning and adjustment options before driving.
- Depending on the vehicle model, not all adjustment options of the lever may be usable.
- Select an option that suits your needs and make sure that the brake and clutch work properly with this setting.
- Memorise these setting values and check them before every drive, especially if the vehicle was exposed to the access of a third party.
- It is your responsibility to check the product regularly and to determine if a service or replacement is required.
- Please remember that the lever is a safety-relevant part of your vehicle. Check the lever after a fall or collision and immediately completely replace it at the slightest indication of damage. Do not under any circumstances try to repair or straighten a damaged lever.
- The lever is a part with General Operating Permit. Before driving the vehicle in public traffic, check whether your vehicle is listed in the General Operating Permit and all conditions mentioned therein are met.
- This product has been designed and tested 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.

Preparation

- Please read the entire safety information and installation manual carefully.
- Place the motorbike on solid, flat ground and secure it 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.

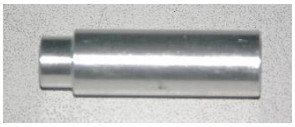
General installation manual lever

General notes

Disassemble the original levers from the vehicle.

Compare the original lever with each new lever.

Add all necessary small parts (e.g. bushings), unless they are included in the delivery, for the new lever.



Triumph Rocket 3 with BH47 and Indian FTR with BH11

Use the mandrel provided (see image) to dismantle the original lever.

Mount the greased original thrust pin in the new adapter and install the lever.

It is imperative to reset the freeplay (see workshop manual).

Always heat the thread pin for setting (thread-locking fluid).

Indian Scout with BH45

Press the bushing provided into the adapter.

Heat the thread pin with a heat gun, remove it from the original lever and screw it into the new adapter (using thread-locking fluid).

Mount the lever and screw the pin into the adapter until it lightly touches the brake piston.

Indian Springfield with BH49 and Chief with BH50

Completely remove the original levers.

Insert the new brake lever and attach as the original. Moisten all sliding surfaces with grease.

General installation manual lever

Indian Springfield and Chief with KH74

Loosen the clutch cable at the adjusting nuts.

Completely remove the original lever.

Clip the clutch cable into the new lever and attach as the original. Moisten all sliding surfaces with grease.

Set the clutch backlash at the cable using the adjusting nuts as per original.

Indian Scout with KH67 and FTR with KH70

Press the bushing provided into the adapter.

Next, mount the clutch lever as per original. Moisten all sliding surfaces with grease.

BMW R18 with BH48/KH73

Completely remove the original lever.

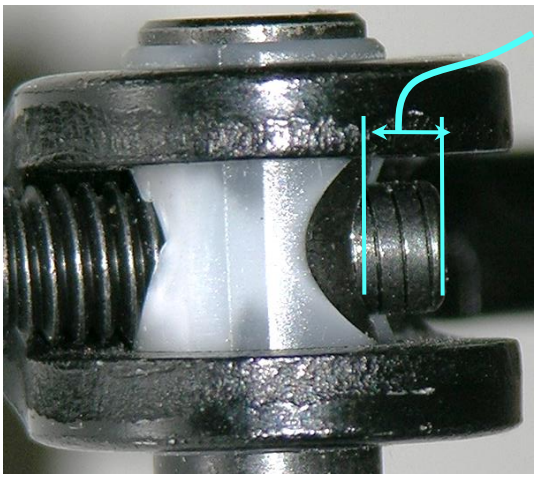
Caution: When disassembling the original lever, make sure that under no circumstances should the brake or clutch piston be pulled out of the cylinder with the thrust pin.

The original collars must not be removed.

Remove the bushing from the original lever and push into the adapter with grease.

General installation manual lever

Carefully disassemble the original lever.



Carefully measure the protrusion at the thrust pin using a calliper and enter the measure below.

Caution: The measures may differ for brake and clutch.

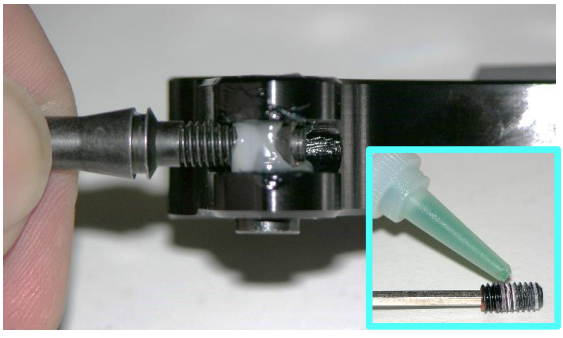
Measure brake: _____ mm

Measure clutch: _____ mm

Lightly heat the safety screw using a heat gun (thread-locking fluid) and remove.

Caution: Only heat the guide pin carefully as the plastic bushing may be damaged when overheated.

Unscrew the push rod from the guide pin and remove both parts from the original adapter.



Moisten the plastic bushing of the guide pin with grease and insert into the new adapter as per original (thread for the safety screw facing downwards).

Screw the thrust pin into the guide pin and set the measure previously determined.

Insert the safety screw with thread-locking fluid (medium firm) and tighten.

General installation manual lever

Next, mount the lever with the original screw and nut.

Triumph Bobber with BH14/KH58

Completely remove the original levers.

Insert the greased brake lever into the handlebar switch and attach as the original.

Remove the brass bushing from the original clutch lever and press into the new adapter with grease.

Clip the clutch cable into the new lever and attach as the original. Moisten all sliding surfaces with grease.

Reset the clutch backlash.

Final check

- After completing the work, check that all components and screws are tight and functioning correctly. Also check the front wheel's freewheel and the functionality of the brake system. The settings and functions of the clutch as well as the correct response of the switches on the brake and clutch must also be checked.
- Afterwards, a test drive must be carried out! After completing the test drive, check that all components and screws are tight and functioning correctly. Re-test the front wheel's freewheel and check the brake system for overheating. Recheck the settings and functions of the clutch as well as the correct response of the switches on the brake and clutch.
- Functional test of the lighting, especially brake light.
- Functional test of the microswitches of all levers.
- Functional test of brake and clutch system for all six adjustment positions.

Care and maintenance

- Do not use any harsh cleaning agents when cleaning the levers (if in doubt, check the tolerability of the cleaning agent at a concealed spot first). Under any circumstances, do not clean the levers directly with a high-pressure cleaner or solvent-based cleaning products.
- The moving parts should be lubricated and preserved with a resin-free, thin oil at regular intervals, especially after longer drives in the rain.
- Regularly check that all parts have a backlash-free fit and that they move smoothly according to the specification of the vehicle manufacturer. Damaged parts must be replaced immediately, otherwise proper functioning cannot be guaranteed and an accident with serious injuries may result.