

# C.O.C CUSTOMS AUSTRALIA.

## Instructions to install Triumph Bobber Springer Seat Kit for Aftermarket Oem & Fox Shocks.



1. Remove these 3 bolts to release the seat and seat bracket. Requires a Torx bit. The tank will need to be raised on 12 litre models.



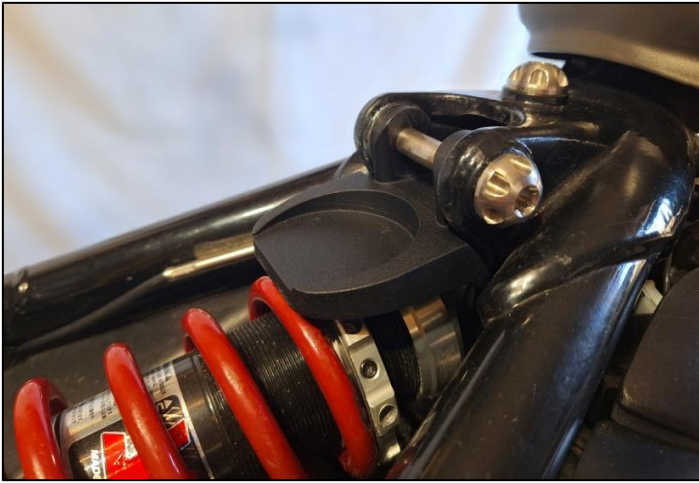
2. Remove the bush from the right hand seat mount hole. It will not be reused.



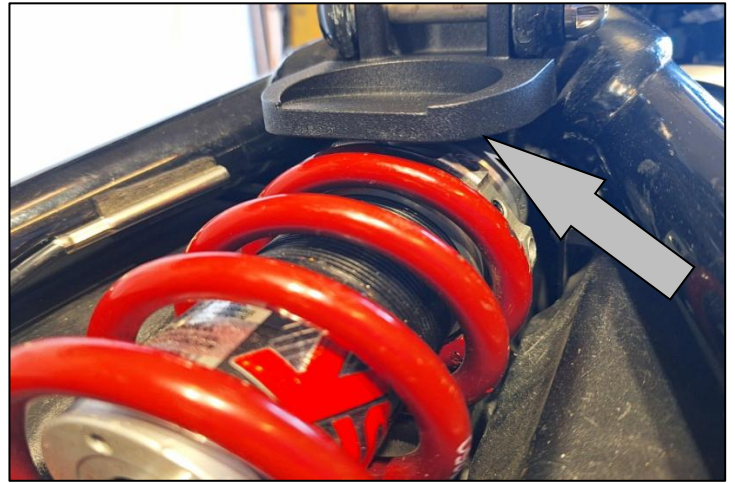
3. 9 Litre tank models only - Insert thin 1/2 nut to the underside of front seat hole, (be careful not to drop it down the centre of your bike) fit original screw with thread-lock to the top few threads only and tighten. For 12 Litre tank models, no screw/nut required, just refit the black cover plug.



4. Swap the old seat bracket for the new seat bracket and adjust to your preferred riding position. The pivot pin bearing is oil-impregnated bronze in composition and does not require additional lubrication.



5. Place spring bottom mount into position on the bike and slide pivot pin through from LHS, fit nut to RHS to hold it in place.



6. Look underneath the mount to see if there is contact between it and any part of the shock (torchlight will be handy). Keep a minimum gap of approx. 1/8in or 3mm between the two. (If gap is larger, leave it at that gap).



7. If gap is too small, remove spring bottom mount and turn set screw out, re-checking until that minimum clearance is achieved. Also see section 14.



8. Put the spring bottom mount, main spring with a bump-stop inserted (see section 9) and seat bracket into one assembly and secure with the pivot pin.

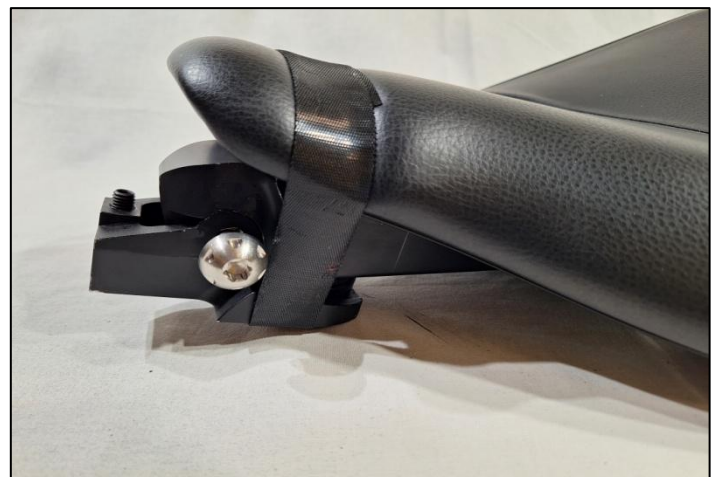
Seat in forward position, large spring only - large bump-stop marked 'F'.

Seat in forward position, large + small spring - small bump-stop marked 'F'.

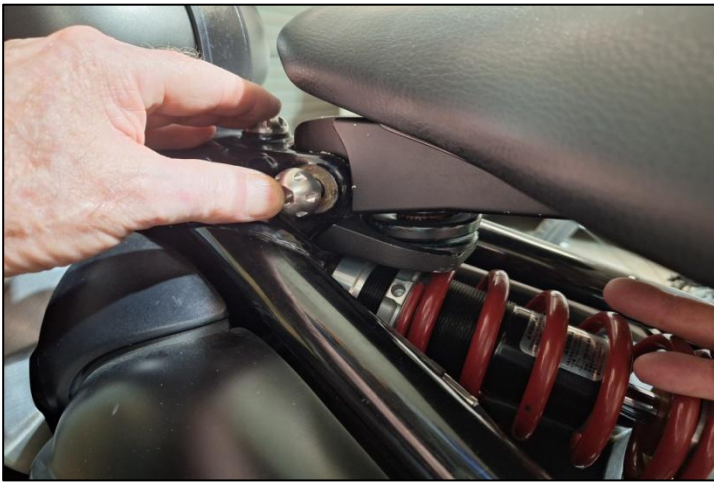
Seat in rearward position, large spring only - large bump-stop marked 'R'.

Seat in rearward position, large + small spring - small bump-stop marked 'R'.

9.



10. Wrap the supplied Velcro strap around the entire seat assembly, firm enough so that everything stays in place when you extract the pivot pin.



11. With pivot pin removed, place seat assembly into position on the bike, insert pivot pin thru LHS of frame, fit nut to RHS of pivot pin. Remove the strap.

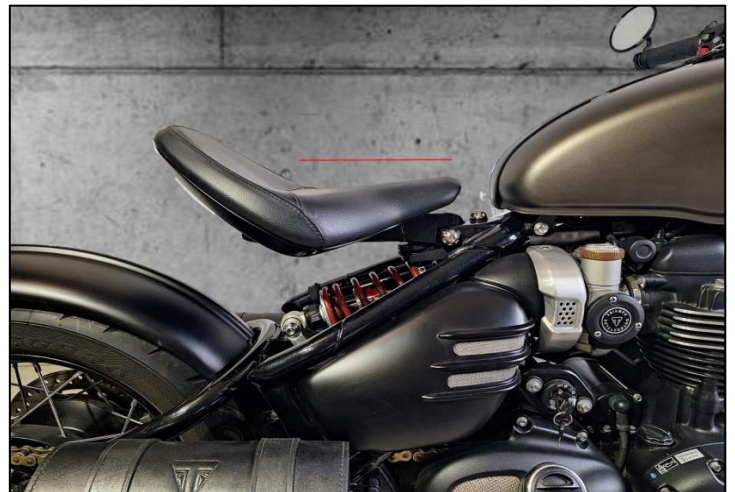


13. To change the spring rate, re-fit the strap, remove seat assembly, remove large bump-stop, insert small spring into the main spring (#1 is softest) insert small bump-stop and retry. Repeat as nec. noting section 12.



15. When completed, remove RHS nut from the pivot pin, apply 2 drops of threadlock to the start of this thread and refit. Don't overdo the threadlock!

12. Sit on the seat. You want it as soft as you can without it compressing to the bump-stop. Hands on bar grips will give a more accurate feel by bringing your weight forward slightly. Bounce on the seat, if you can make it hit the bump-stop it is too soft, go up a spring size. Static testing is not as accurate as a road test so don't spend too much time trying to perfect it in the garage. On the road the rear shock takes the hit first then the springer follows, static testing in the garage means your not getting the effect of the shock taking that initial hit. It may take a few rides to get it right.



14. If the angle of the seat isn't correct when seated, you can change the angle with the set screw provided you adhere to minimum clearance as per section 7. As a guide the seat should be slightly nose-up.

That's it,  
Job done.



### **PARTS LIST.**

1. Seat Bracket.
2. Spring Bottom Mount.
3. Pivot Pin.
4. Springs.
5. ThreadLock.
6. Bump-stops.

### **IMPORTANT NOTES.**

**Don't forget the bump-stop.** Without it the seat may hit the mudguard at full shock compression. That will be bad.

Don't let the seat hit the bump-stop repeatedly; gradual damage to the bump-stop may occur. Use the correct springs for your weight.

If your shock permits you to lower the seat further than is shown in section 14, be aware that the seat may hit the mudguard if you adjust it too low.

It is recommended that you keep your seat riding angle the same as stock.

The spring bottom mount is shipped with the set screw adjusted to approximate that stock seat angle.

These instructions also apply when fitting to Oem and Fox shocks.

#### **TIP:**

If you have difficulty getting hold of a Torx bit, you can get by with a suitably sized flat bladed screwdriver and locking pliers.

