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Instructions to install Triumph Bobber Springer Seat Kit.



1. Remove these 3 bolts to release the seat and seat bracket. Requires a Torx 50 bit. The rear of the tank will need to be raised on 12 litre tank models.



2. Remove the chrome bush from the RH seat mount hole and apply a smear of grease to the outside circumference and re-insert.



3. Using supplied locknut, re-install seat bracket top bolt, it has no further use other than cosmetic.



4. Remove the 2 nuts and washers securing the seat bracket to the seat.



5. Fit the new seat bracket to the seat and adjust to your preferred riding position. Place tape on the nosing as shown for protection during installation.



6. The spring base mount sits on the shock upper casing, against the centre flange and level with the bike. Do a dry test run first. (OEM shock shown).



7. Clean top of shock to remove any grime. Peel off adhesive backing, position it onto shock. You will not be able to re-adjust its position once in place, accuracy is recommended! (FOX shock shown).



8. Open up the clamp and wrap it around the shock and base mount. It's easier to thread the strap into the worm screw if you do it on top of the mount.



9. Once thread is just started rotate the clamp so the screw is to the side, ensure strap fits into the recess on top of the spring base mount and tighten firmly.



10. Place the main (large) spring into the circular cut-out in the top of the spring base mount.

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

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

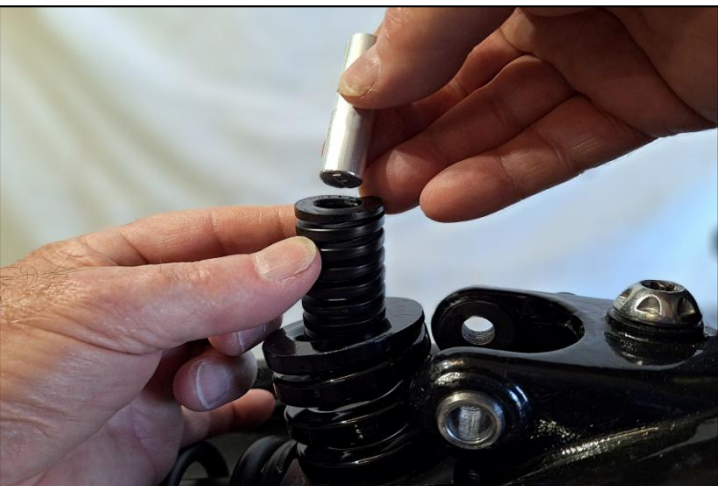
Seat in rearward position, large spring only - large bump-stop marked 'R'.

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

11. Select the correct bump-stop according to the info above and place it into the spring centre hole.



13. Insert a suitably sized screwdriver through this hole to hold the seat assembly in place temporarily. It's quicker and less fiddly.



15. To change it, remove the seat, (don't dis-lodge the spring), remove bump-stop, insert small spring (start with lowest #) into the main spring, insert the correct bump-stop and retry. Repeat if nec. noting section 14.



12. Keeping the rear of the seat low, place the seat assembly over the spring, then raise the seat rear and line up the bracket hole with the bike chassis holes.

14. 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. If you can make it hit the bump-stop it is too soft, go up a spring size. Static testing is ok but not as accurate as a road test so don't spend too much energy trying to perfect it in the garage, you need to bring the rear shock into play to get a true feel. 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.



16. When finished fit the 2 front bolts. Right bolt insert and tighten (no grease or thread-lock). Left bolt plus supplied washer, apply grease to top part of shaft and both sides of washer, apply thread-lock to thread, insert and tighten till firm (still allowing seat rotation).



PARTS LIST.

1. Seat Bracket.

2a. Spring Base Mount (OEM shock).

OR

2b. Spring Base Mount (FOX shock).

3. Spring Base Clamp.

4. Springs.

5. Bump-stops.

6. ThreadLock.

IMPORTANT NOTES.

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

Take care when removing the seat that you don't knock the springs down into the centre of the bike. Also bad. Place one hand around the springs as you lift the seat off with your other hand. Stuff rags both sides of the shock just in case.

After 1st ride and periodically, re-check tightness of the base clamp screw.

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

Read the first note again. IMPORTANT!!!

