

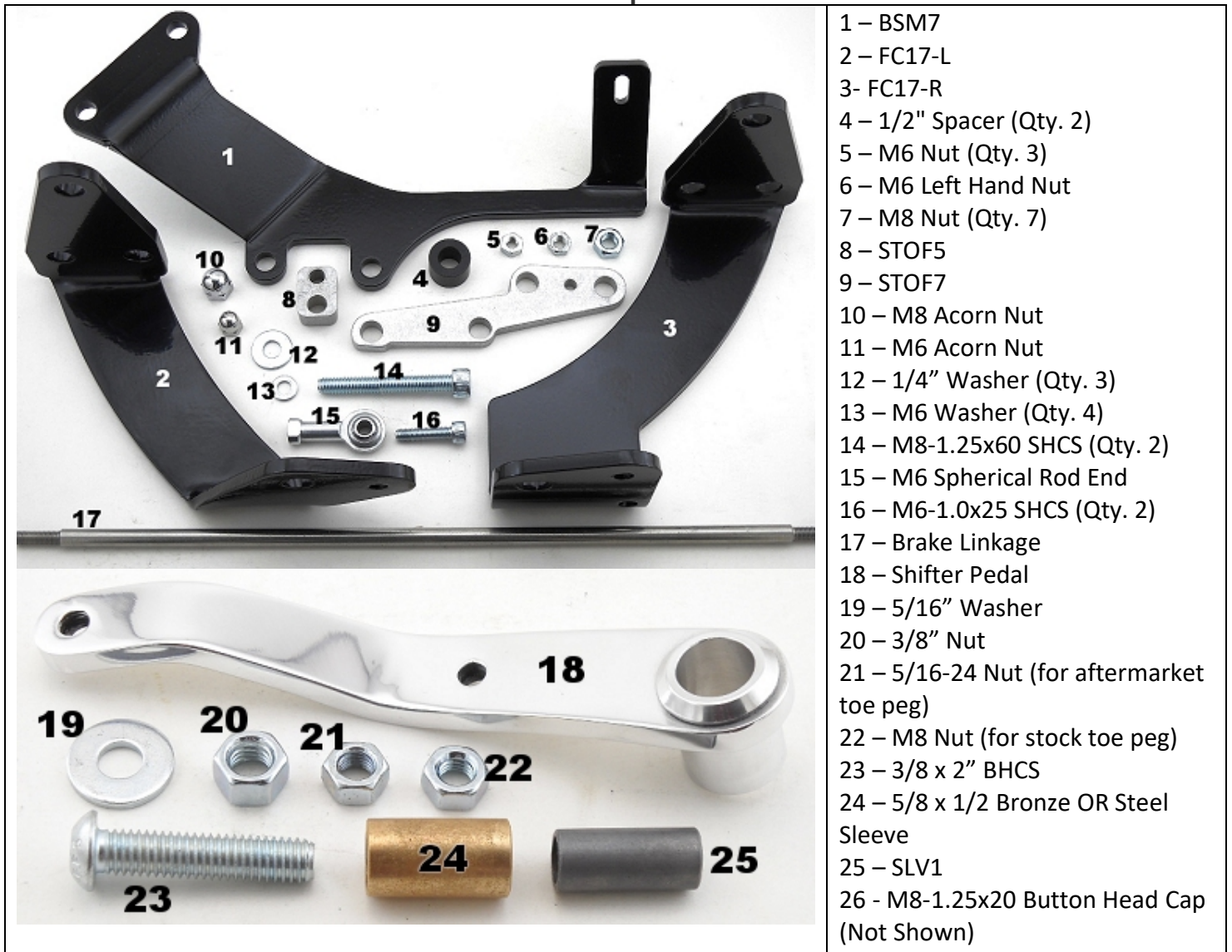
## Installation instructions for FC17 Forward Controls, Triumph Rocket III Roadster & Rocket X

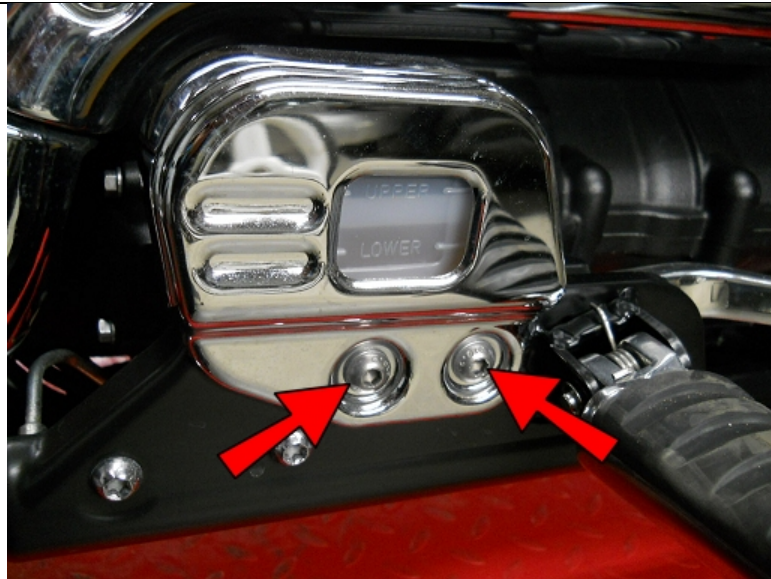
It is highly recommended that you use a thread lock compound such as Loctite brand on all threads to keep them from vibrating loose.

Please read these instructions entirely before starting.

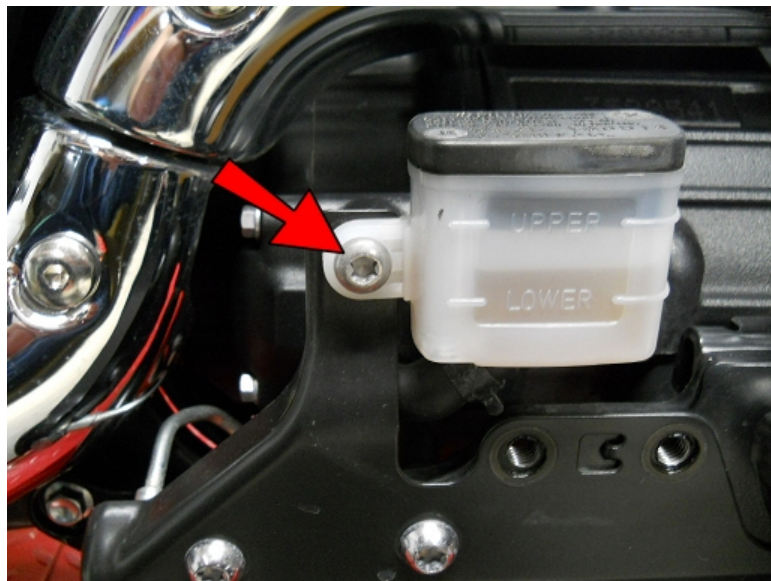
This picture shows the components of the FC17 for the ROADSTER & Rocket X models. Parts will be referred to by the names & numbers shown here. If you are missing anything please email [refinedcycle@gmail.com](mailto:refinedcycle@gmail.com).

### FC17 Components

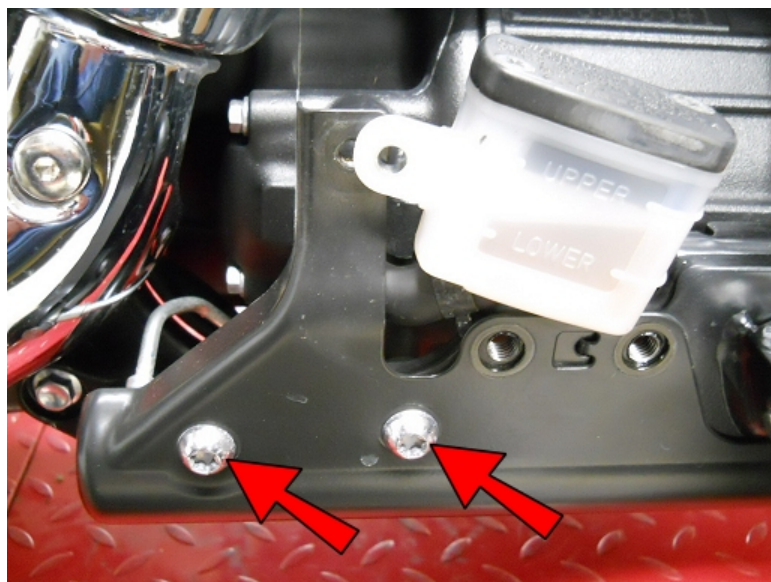




Remove these bolts.

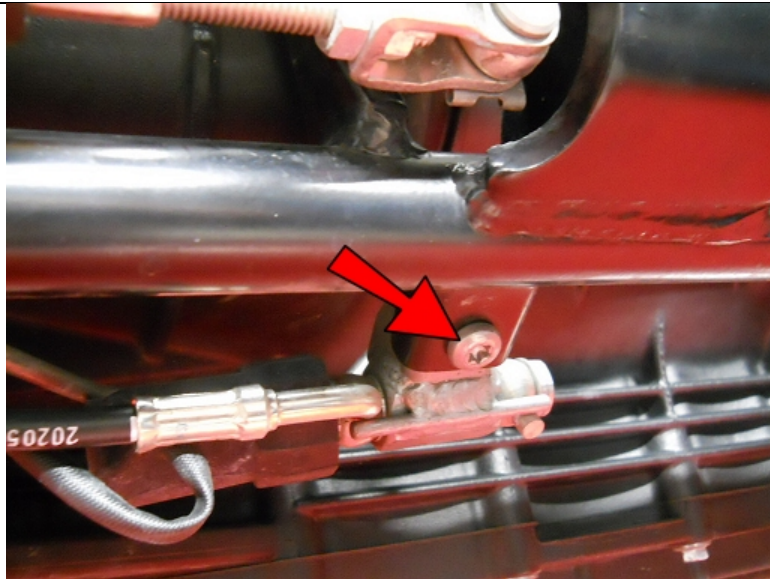


Remove this bolt.

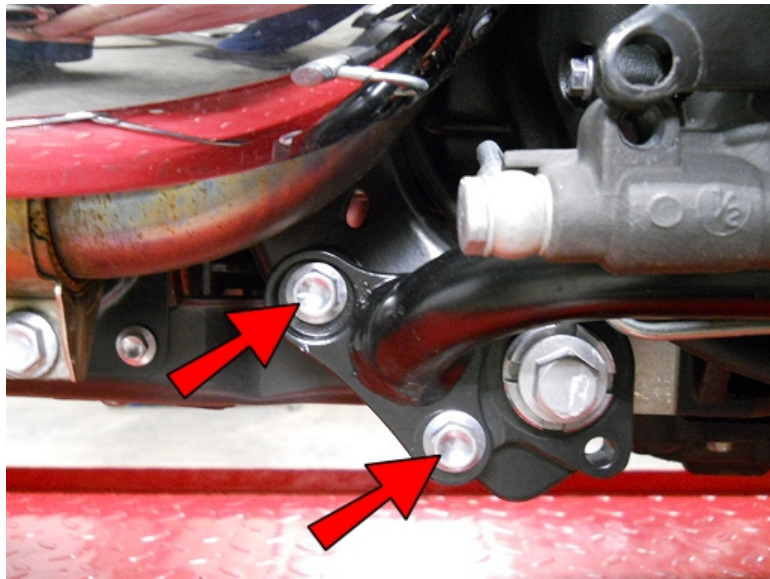


Remove these bolts.

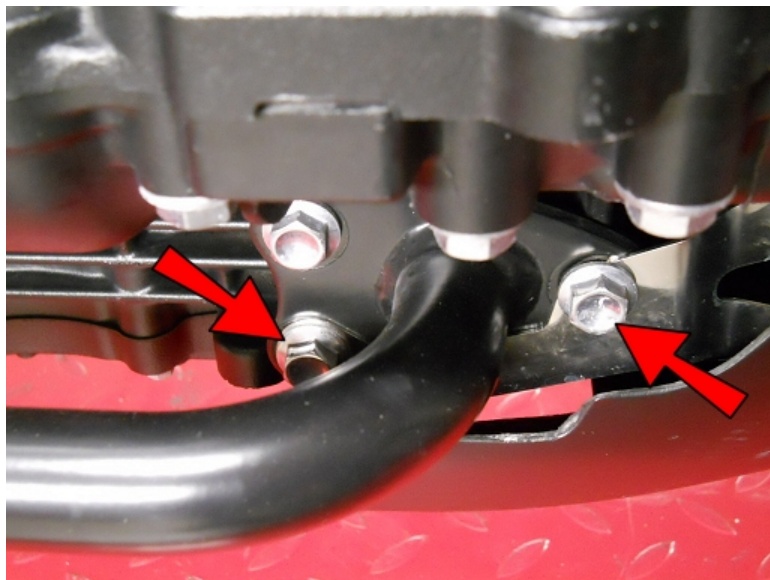




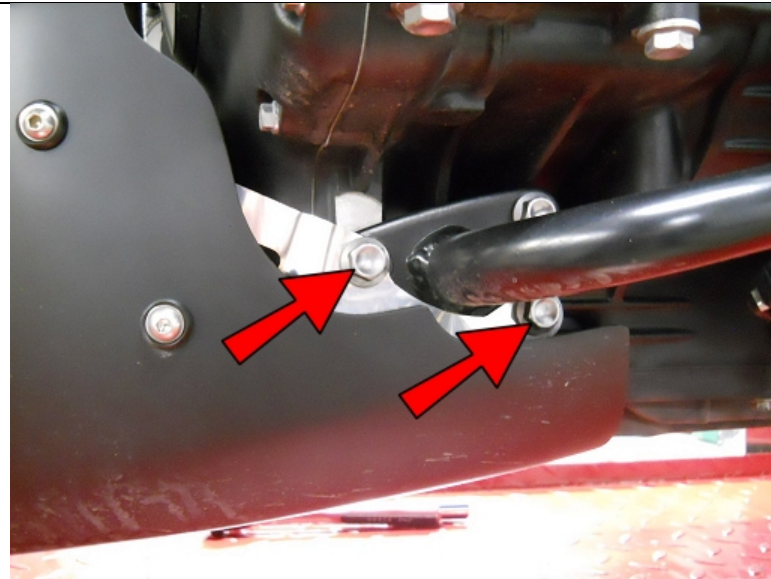
Remove this bolt.



Remove these bolts.



Remove only these 2 bolts.



Go to the shifter side and remove only these 2 bolts and remove the chin spoiler if you have one.

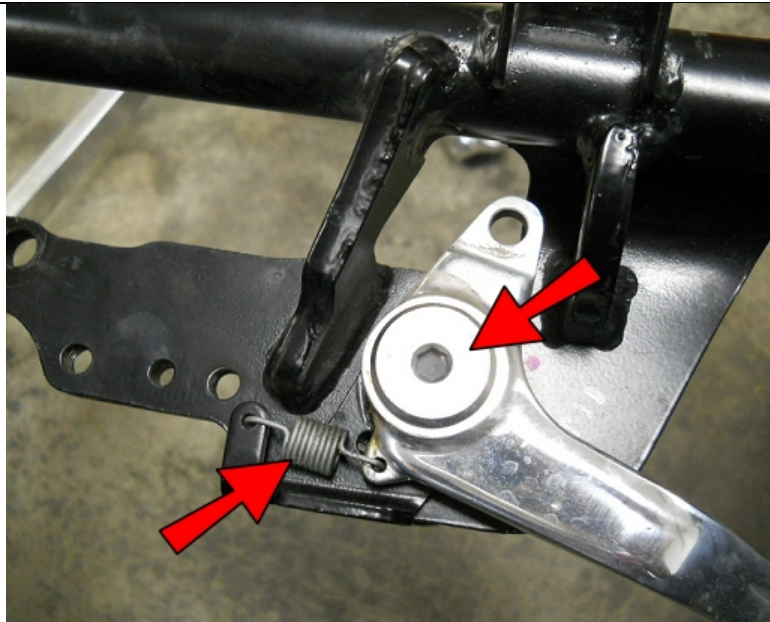


Return to the brake side and remove this last bolt WHILE you support the control assembly with the other hand. If you let it fall you may bend or break the rigid brake line.

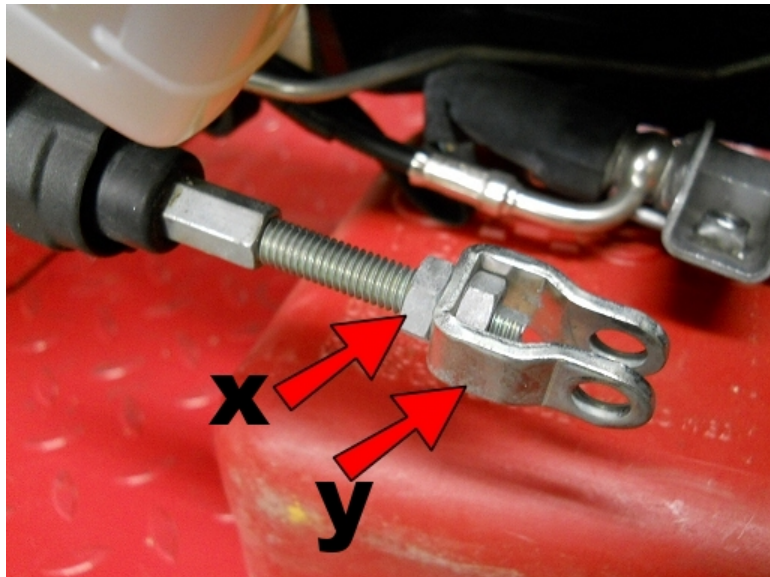


Remove this clip and the clevis pin holding the brake pedal to the master cylinder, then remove the master cylinder from the foot rest assembly.

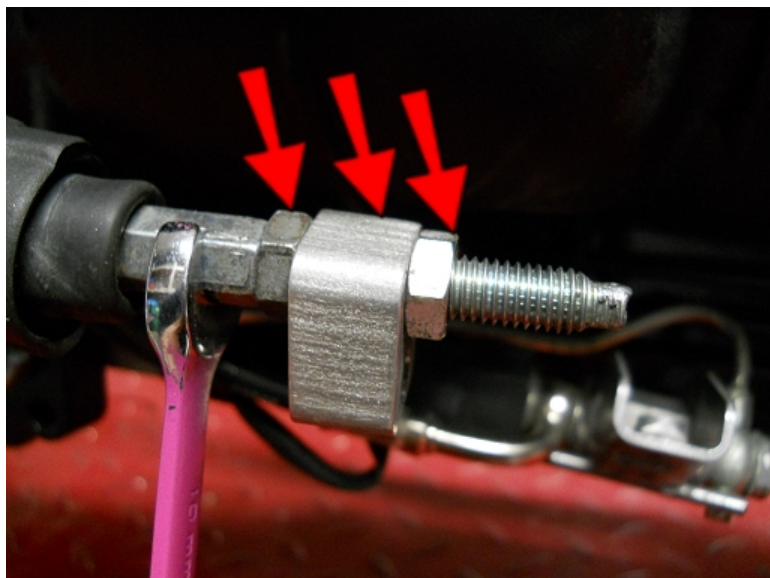




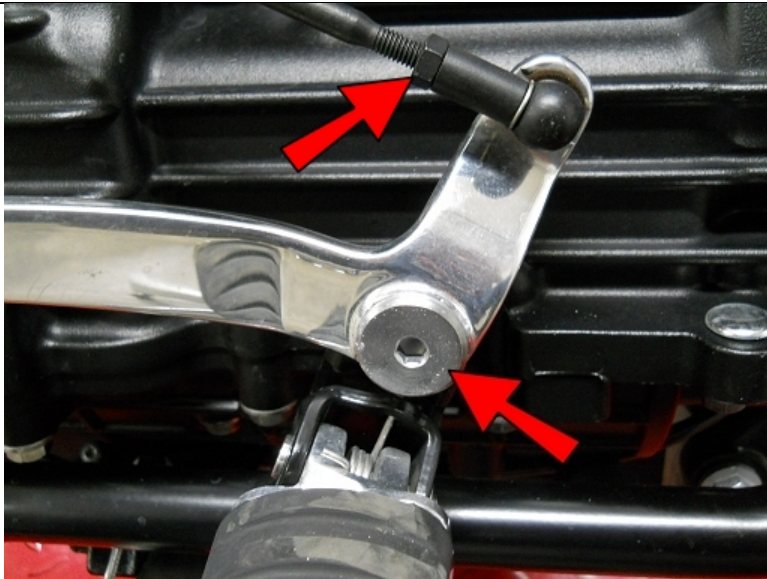
Remove this bolt to remove the brake pedal then remove the spring.



Hold nut (x) with a wrench and the clevis (y) with pliers and remove the clevis but leave nut (x) on the stud. Remove the other nut from the clevis.



Thread the nut all the way to the end and tighten, using a wrench as shown to hold the plunger from twisting. Now slide a STOF5 on and secure with the other nut previously removed from the clevis and tighten. Make sure the STOF5 hangs straight down



On the shifter side, loosen the locking nuts on BOTH ends of the linkage. Note: the nut on one of the ends (it should be the one on the spline arm, not shown) is a left hand thread. Then remove the shifter pedal bolt.

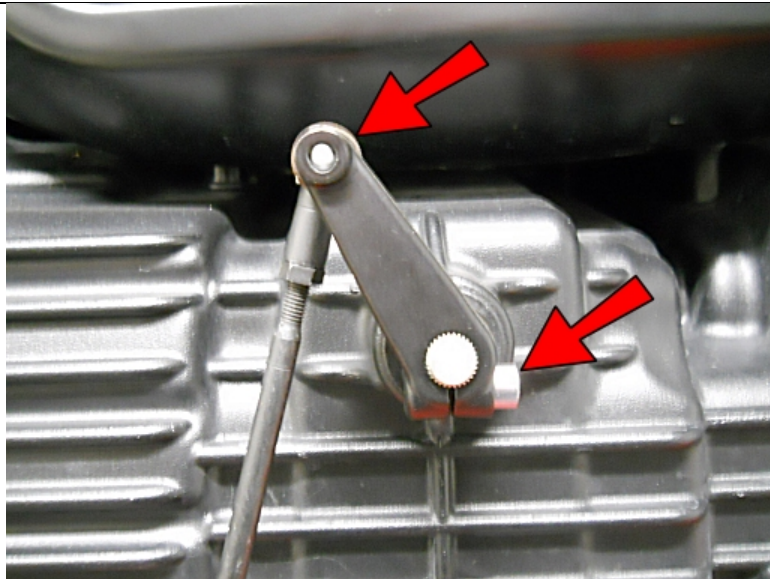


Remove this acorn nut. Note: There is a groove under the little foam pad that holds the stud from turning as you turn the nut. After you loosen the nut a little, you will have to keep the ball joint pressed against the pedal while removing it to hold it in the groove. It may also help to hold the flat of the stud (under the foam pad) with an 8mm wrench while turning the nut.



Now remove the spline clamping bolt, then slide the shifter arm off of the spline. Remove the other ball joint end of the linkage from the shifter arm, again using an 8mm wrench under the foam pad.

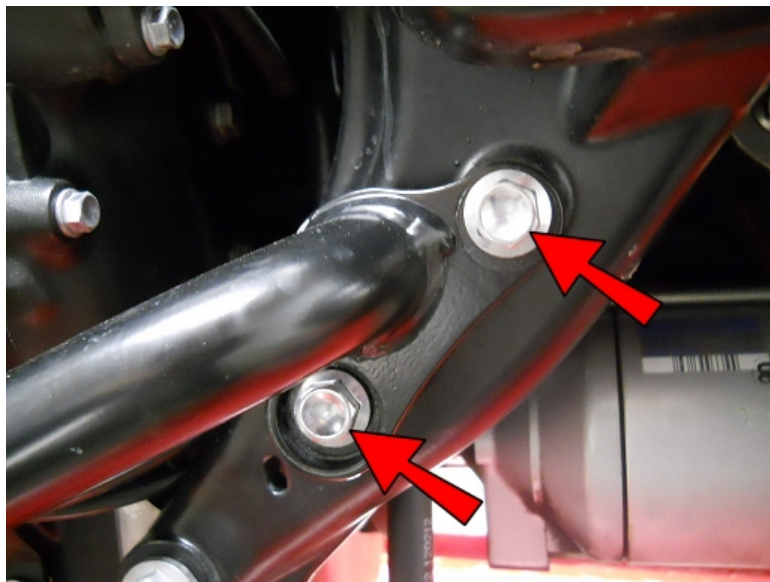




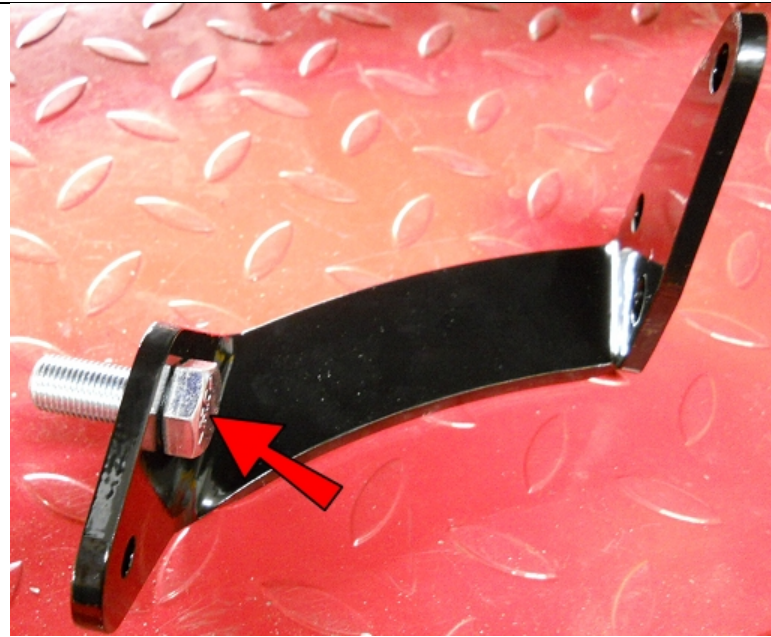
Flip the shifter arm over so the clamping bolt comes in from the rear of the bike and reconnect the ball joint onto the other side, then slide it back onto the spline at about 11:00 o'clock position and secure with the clamping bolt. Note: the end result will basically be a mirror image of how it was originally.



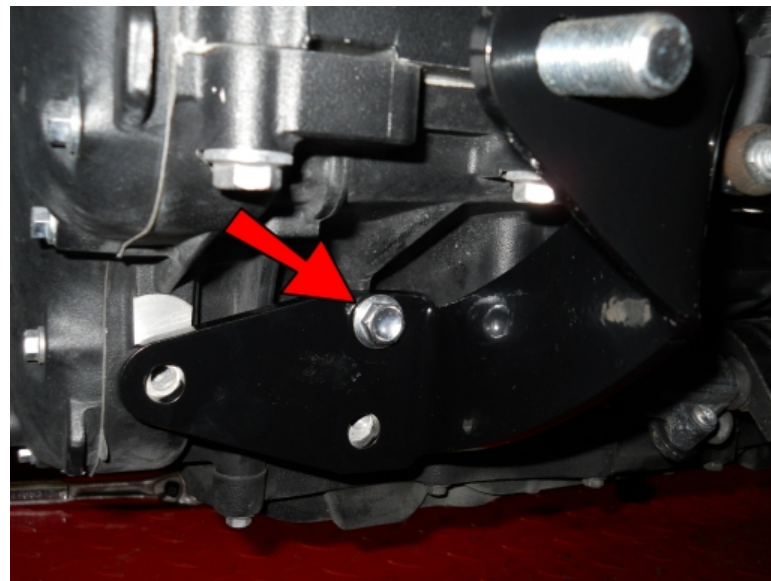
Remove this bolt.



Remove these two bolts, remove the foot rest bar then replace these two bolts back into the same holes and tighten.

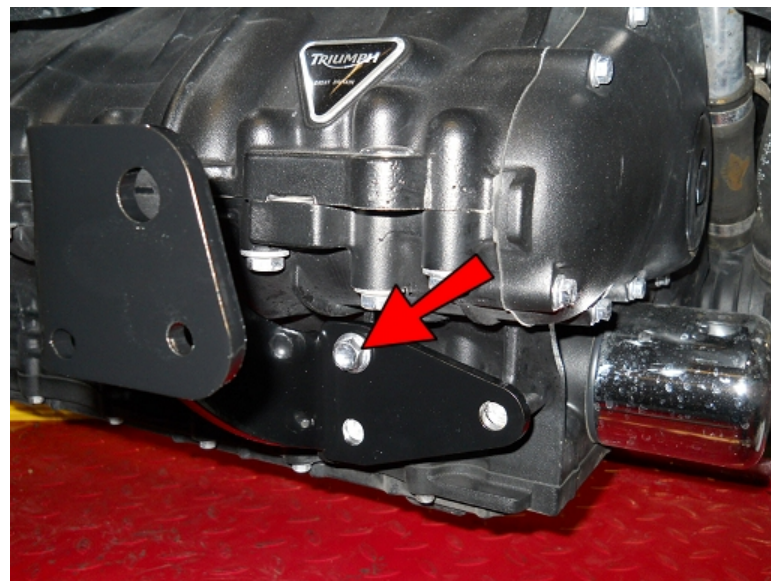


Insert the bolt that will hold your foot peg into the 1/2" hole from the inside as shown.



Loosely thread the top bolt in.

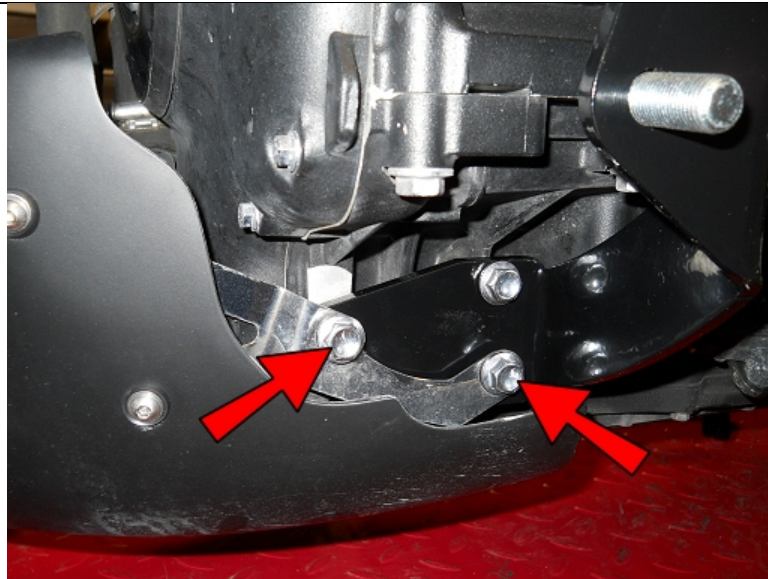
Note: Now that we have added a gusset in the corner for extra strength, it makes the TOP bolt difficult to get a wrench into to tighten, especially on the brake side. If you feel that the TOP bolt is too constricted to tighten the stock bolt, this is where you can use the two supplied M8-1.25x20 Button Head Cap Screws on the TOP of EACH side (Left and Right sides) if you choose.



Loosely thread the top bolt in the other side.

Note: Again, use the supplied M8-1.25x20 Button Head Cap Screw here for easier access.





Replace the chin spoiler if you have one and loosely replace the other two bolts on both sides. Once all 6 bolts are in, tighten all of them.



Turn the ball joint so it faces out.



Clean out any polishing compound that may have built up inside the hub of the Shifter Pedal.



Apply some axle grease or similar, to the SLV1 and 5/8x1/2 Bronze Sleeves.

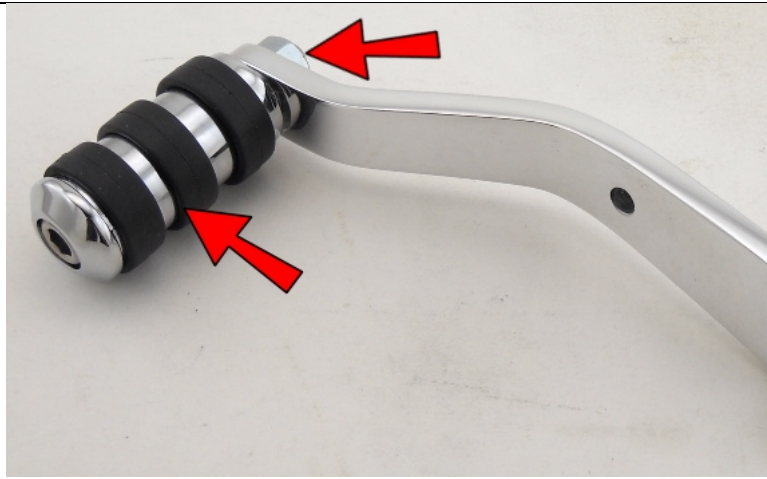


Insert the SLV1 into the 5/8 x 1/2 Bronze Sleeve, then insert the Bronze Sleeve into the Shifter Pedal.

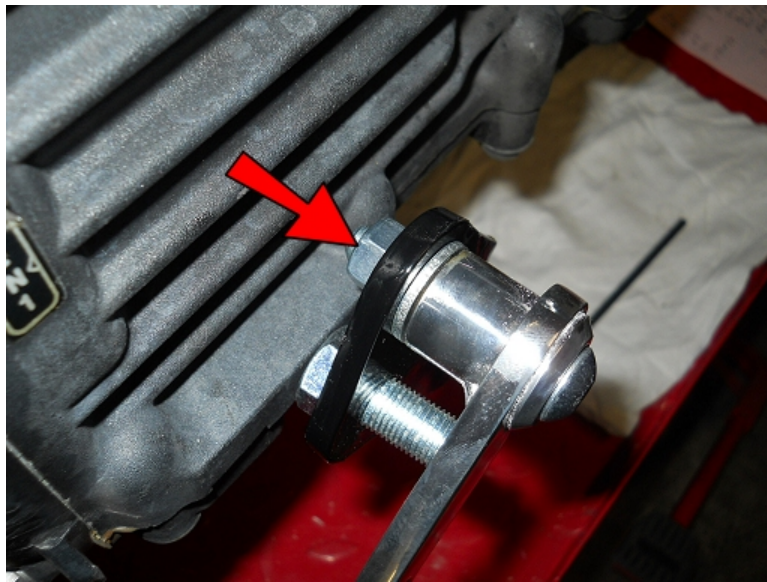


Insert the 3/8 x 2" BHCS into the front and slide a 5/16" Washer onto the back.

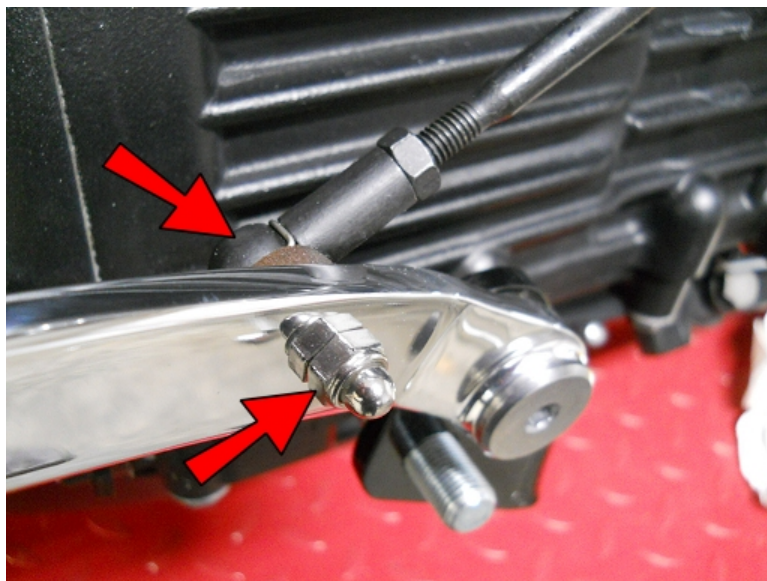




Attach Toe Peg and secure with a 5/16 nut.



Attach the Shifter Pedal to the FC17-L and secure with a 3/8" Nut.

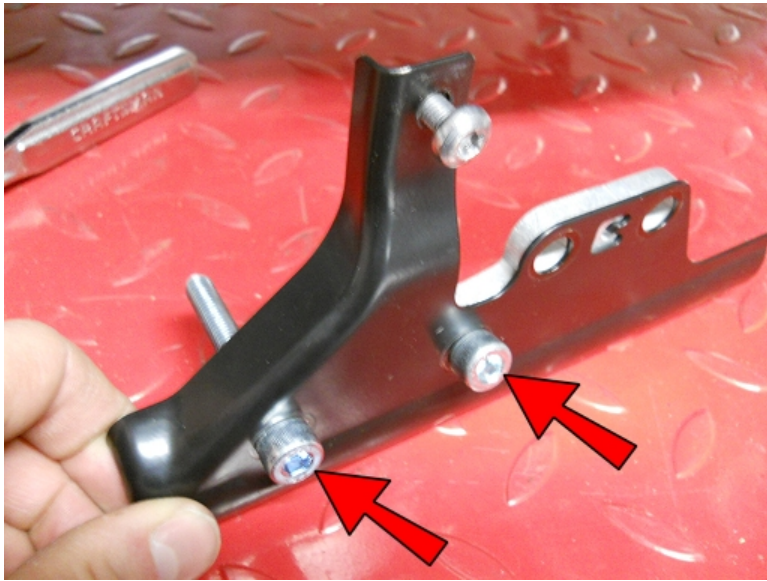


Place the linkage into the shifter pedal and secure with the original acorn nut. Now connect a foot peg. To adjust the pedal height, twist the linkage to raise or lower it to your desired angle. Make sure there is enough Linkage rod threaded in to make a secure connection. IF you still need more rise on the shifter pedal angle, you might not have rotated the shifter arm far enough clockwise on the spline. Remove the linkage, remove the bolt, remove the arm and rotate it clockwise one tooth of the spline and reinstall the bolt. Once you achieve the desired pedal angle, tighten the black lock nuts on both ends of the linkage against the ball joints.

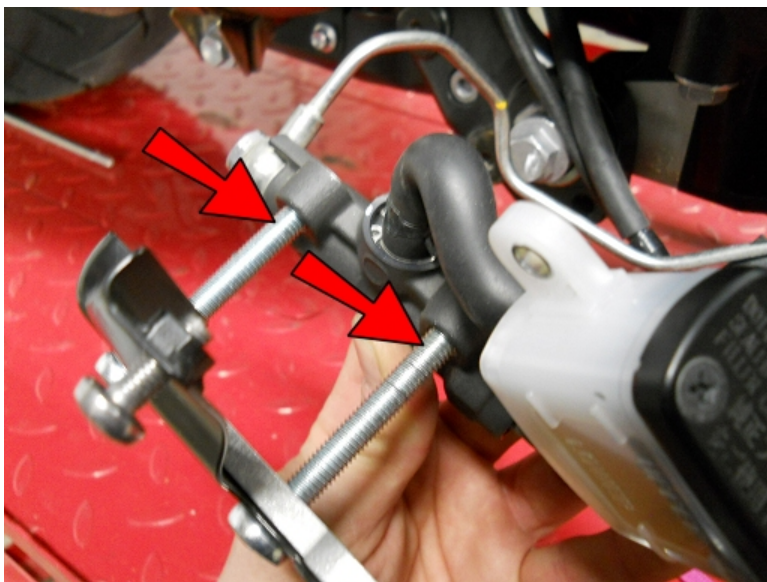
Go back to the Brake Side....



Place the STOF7 onto the inside of the reservoir cover as shown.

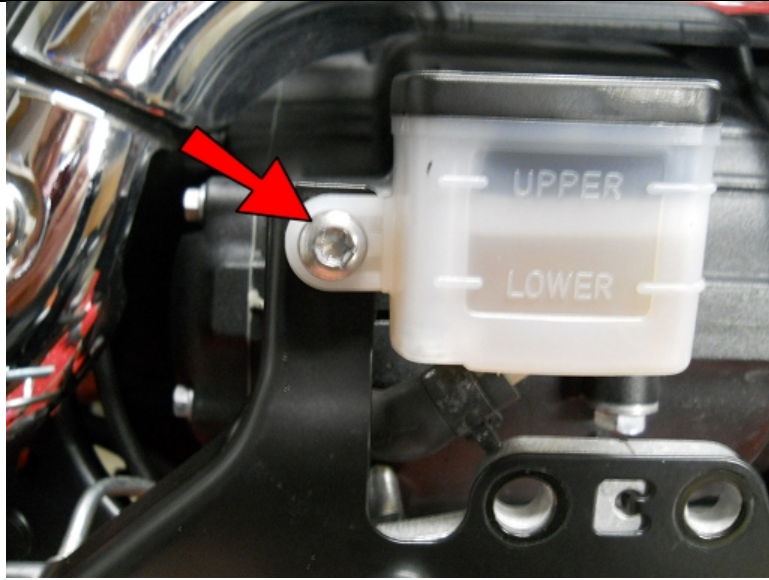


Place M8-1.25x60 SHCS into the bottom holes.

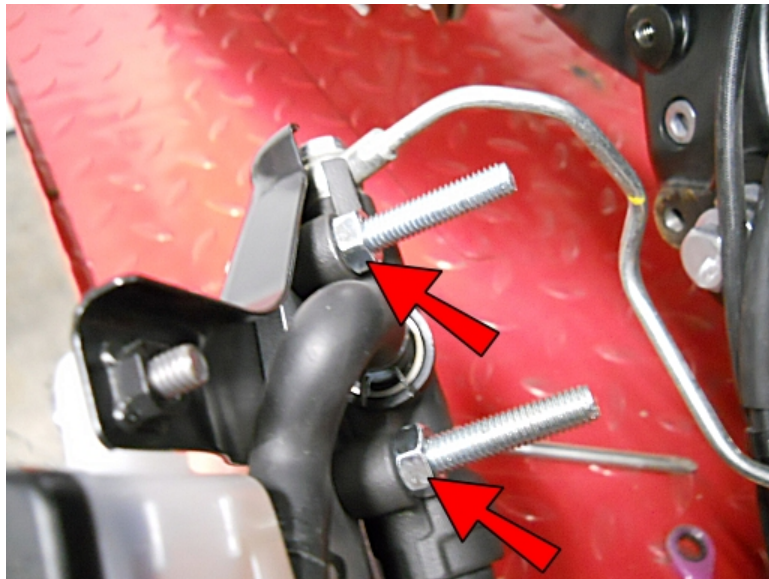


Thread the M8-1.25x60 SHCS all of the way into the master cylinder and tighten.

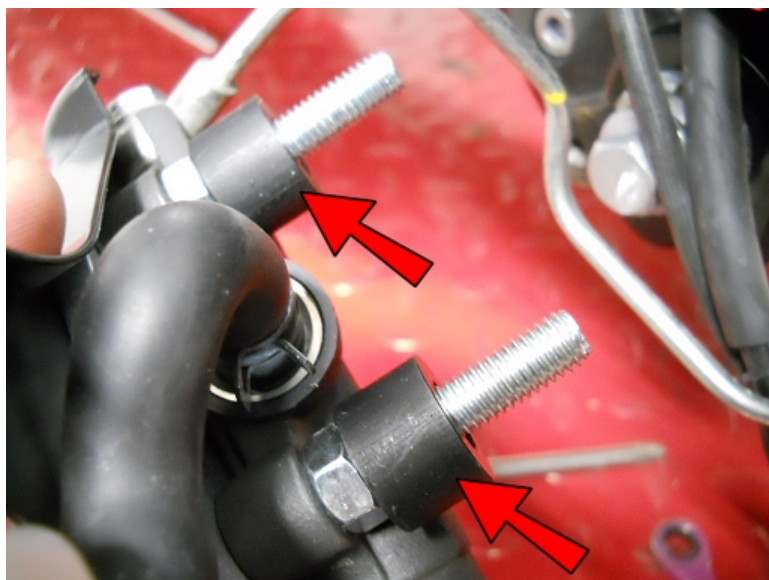




Attach the reservoir.



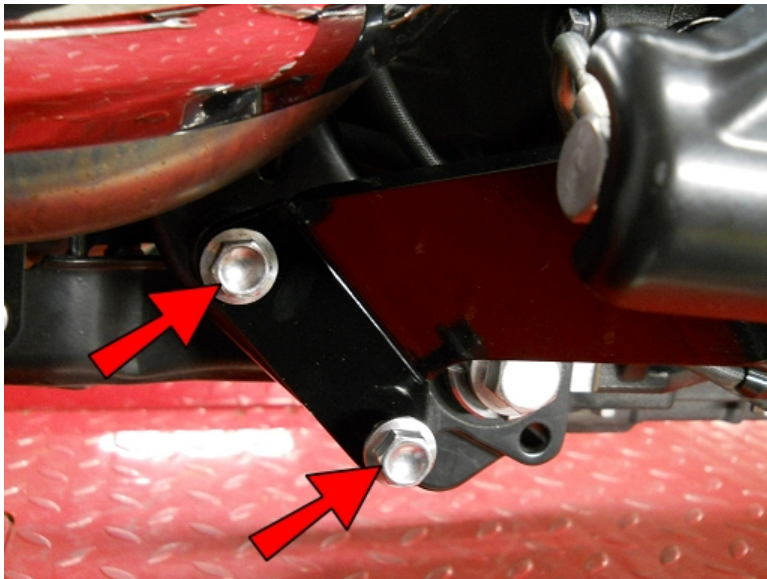
Thread M8 Nuts on and tighten.



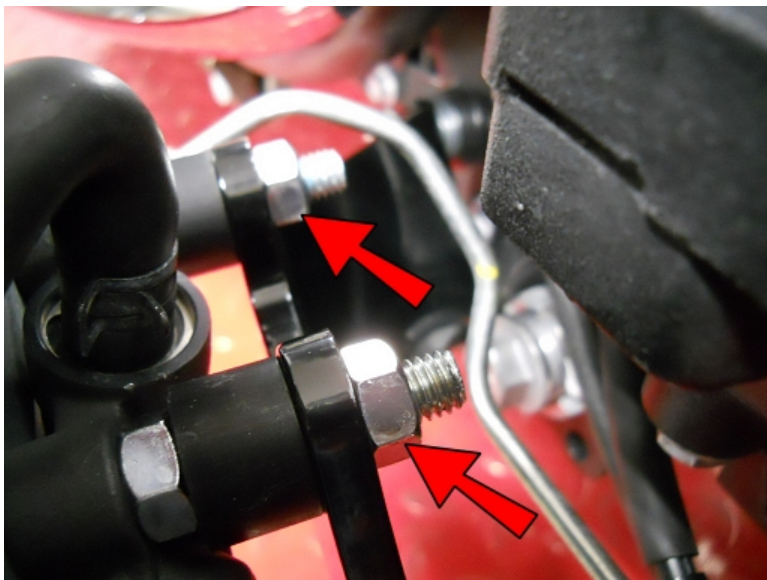
Slide 1/2" Spacers on.



Place one of the original bolts into the top hole of the BSM7, then place three 1/4" Washers onto the back side of it. Note: Do this with this one bolt only.

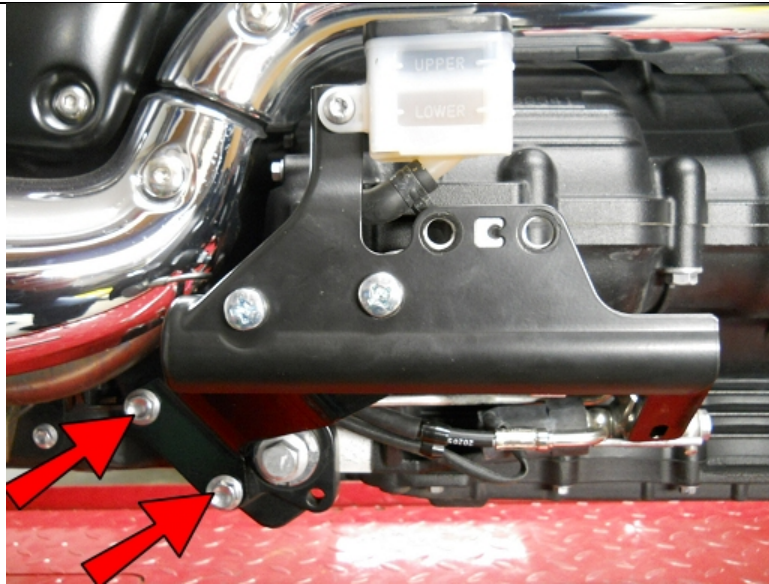


Thread both bolts in ONLY a few turns so that the bracket hangs loose.



Connect the master cylinder assembly to the STOF7 and secure with M8 Nuts.

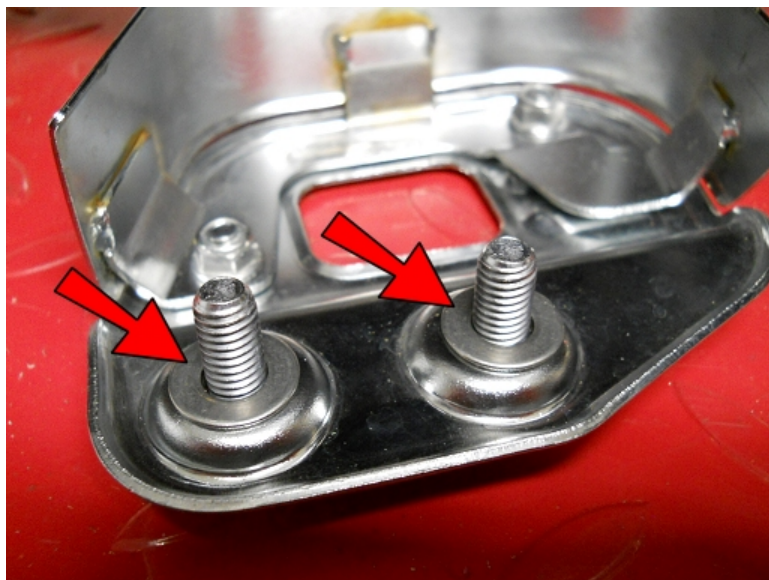




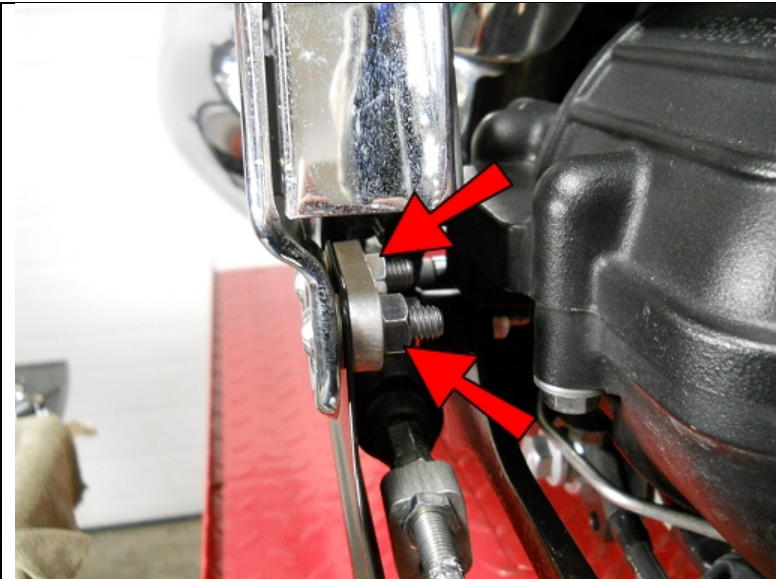
Hold the assembly level and tighten the bolts.



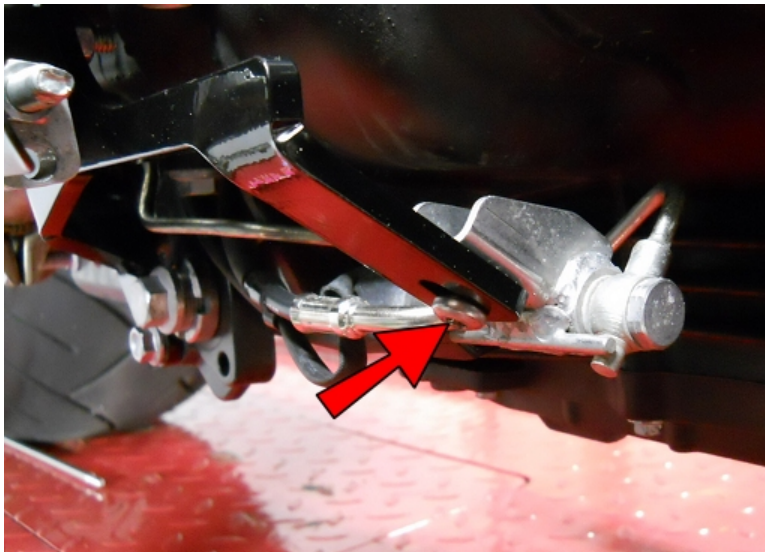
Insert the longer bolts that you removed previously from the master cylinder into the reservoir cover.



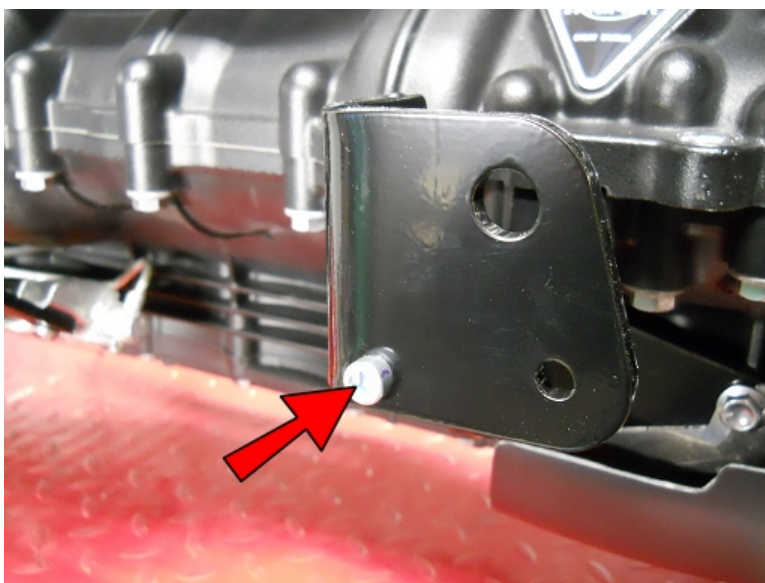
Place the original washers onto the bolts.



Connect the reservoir cover to the master cylinder cover and secure with M8 Nuts.

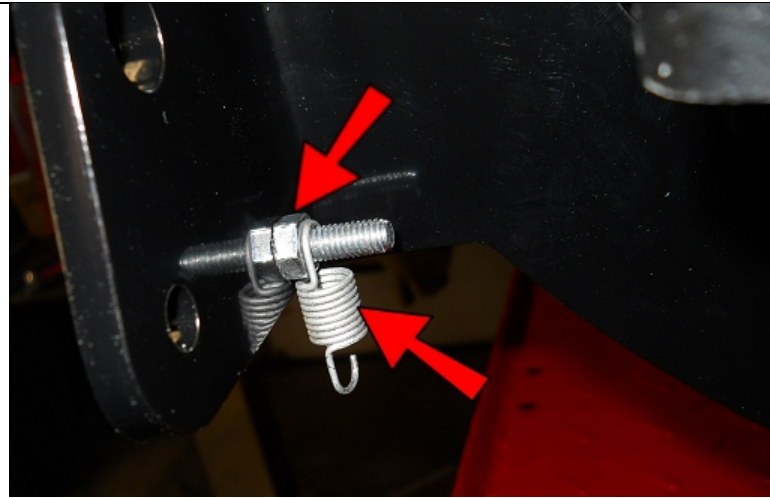


Connect the ABS module with the original bolt.

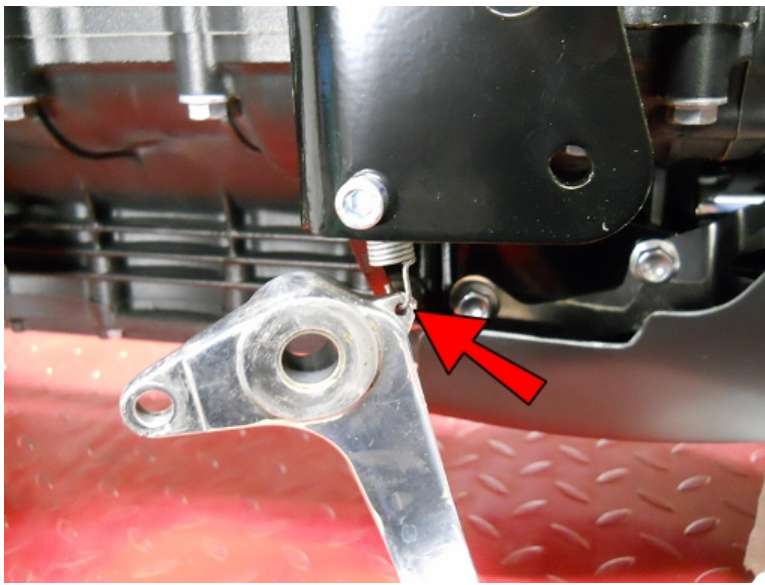


Insert an M6-1.0x25 SHCS here.

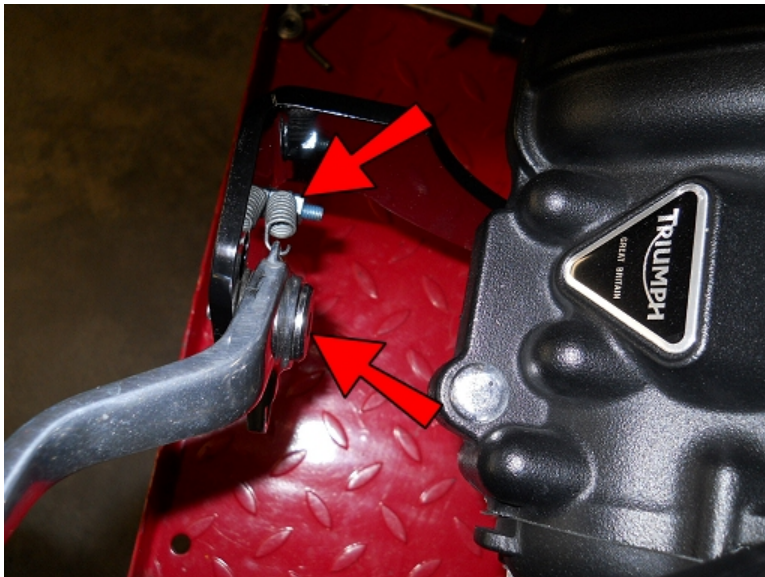




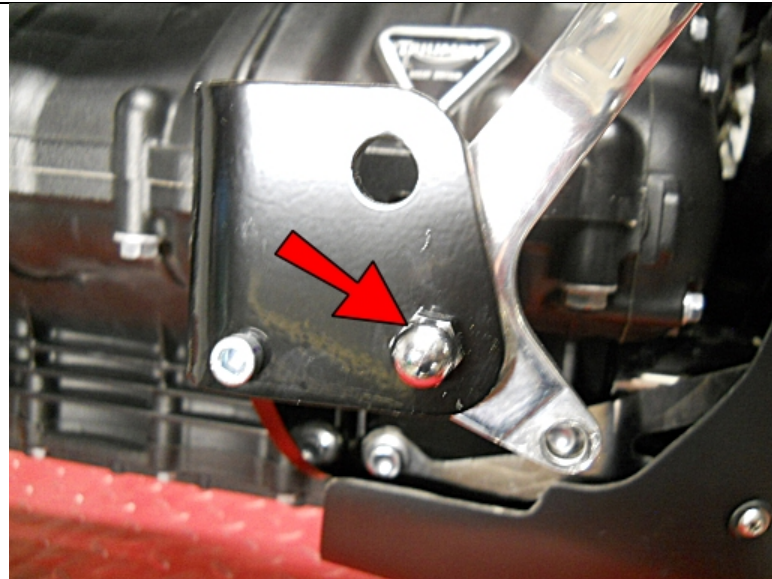
Secure the M6-1.0x25 SHCS with an M6 Nut and hang the brake pedal spring on here.



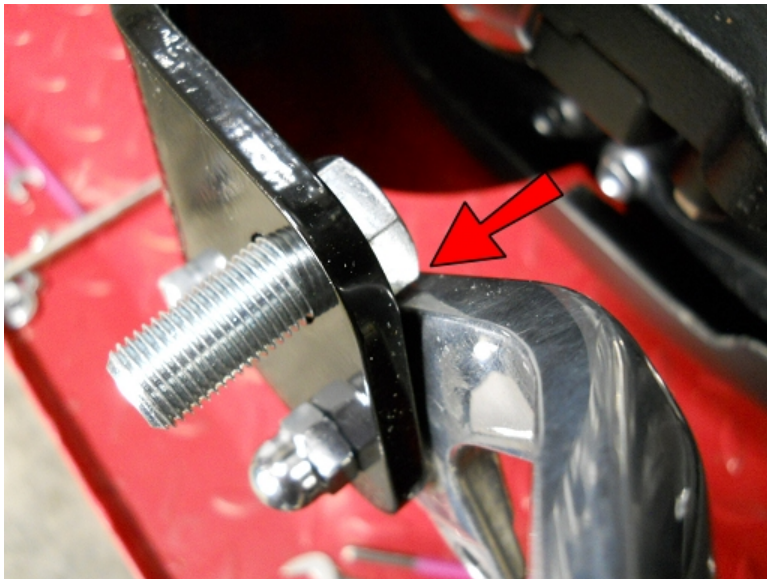
Hang the brake pedal on the spring.



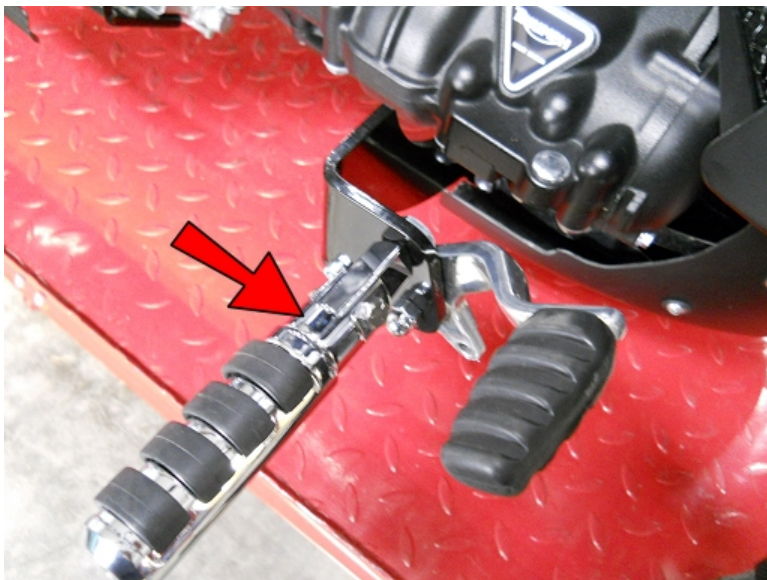
Attach the brake pedal to the inside of the FC17-R, then secure the spring with another M6 Nut.



Secure the brake pedal with an M8 Acorn Nut.

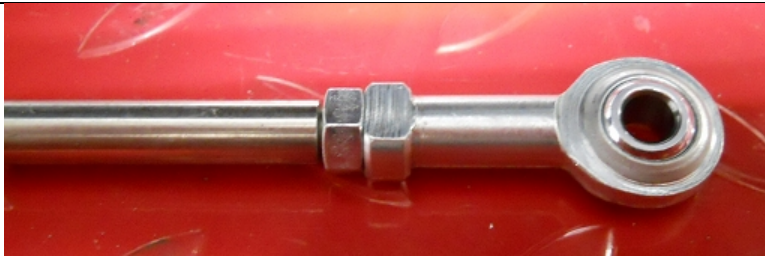


Insert a foot peg bolt so that the flat of the hex head rests against the brake pedal and NOT a point of the hex head, otherwise it will make the pedal sit too low. Note: If you are using any kind of round head, it's fine.



Connect a foot peg, being careful to keep the flat of the hex head as flat against the brake pedal as possible. Each foot peg is different but after adjusting, make sure all connections are tight.





Thread an M6 Nut and a Spherical Rod End onto the RIGHT hand threaded end of the Brake Linkage.

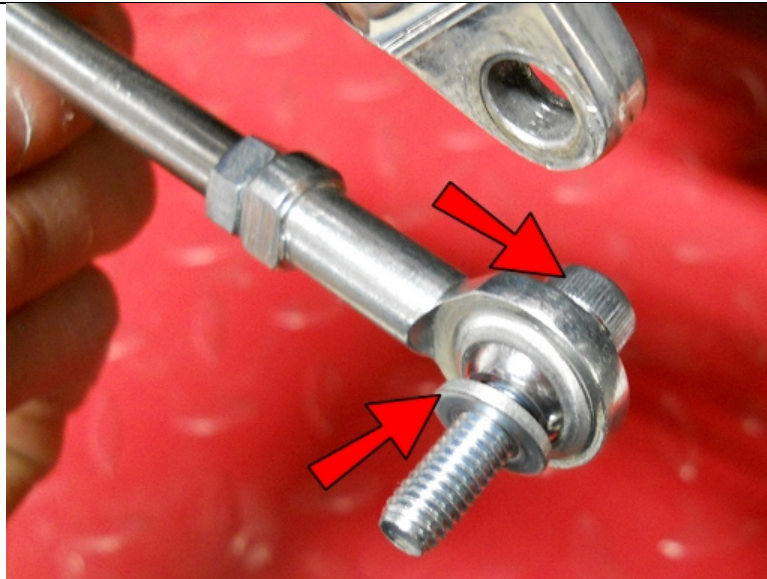
Because the bends on the black steel parts (parts 1 & 3) may vary slightly, you may need two, one or zero washers to create the proper length of the Linkage. Start with 2 washers as stated below, but adjust as needed.



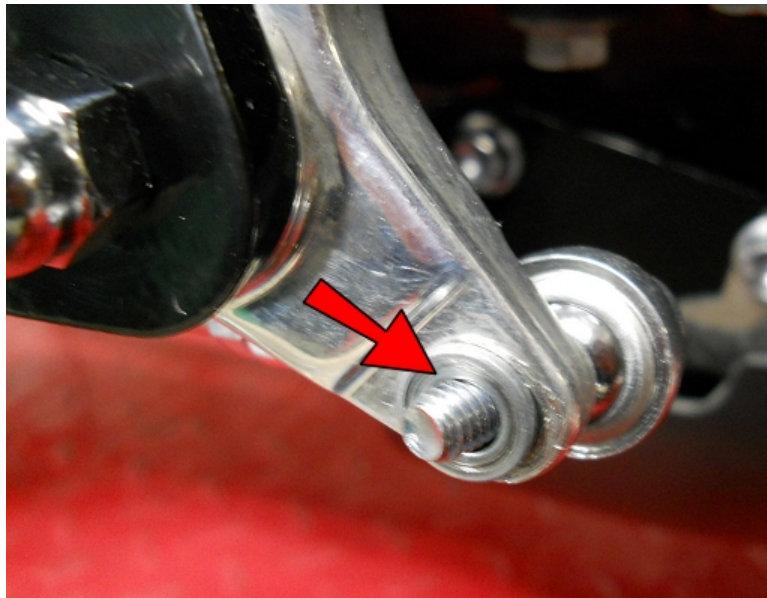
Slide two M6 Washers onto the LEFT hand threaded end of the Brake Linkage.



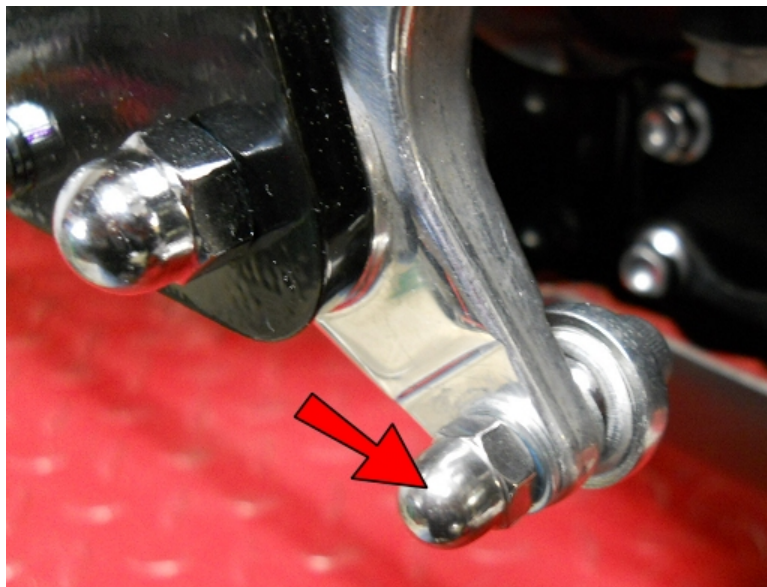
Insert the LEFT hand threaded end of the Brake Linkage into the STOF5.



Insert an M6-1.0x25 SHCS into the Spherical Rod End, then slide an M6 Washer on.

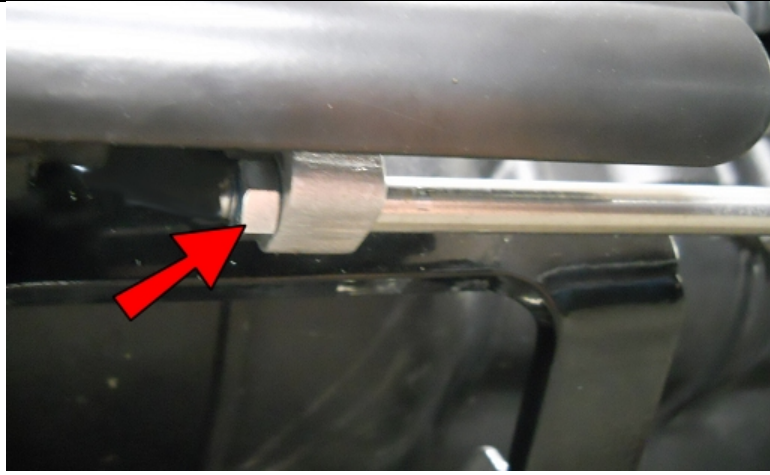


Place it into the brake pedal, then slide another M6 Washer on. Note: make sure the holes line up so that you are not putting tension on the brake, which might cause the brakes to not release fully. If you need to make fine adjustments such as one washer instead of two at the rear of the linkage or adjust the Spherical Rod End, do so. You want it to have no play, but also no pre-tension on the master cylinder plunger.



Secure with an M6 Acorn Nut.





Secure the rear of the linkage with an M6 Left Hand Nut. Note: hold the linkage just in front of the STOF5 with pliers while tightening the nut.

That's it! It is recommended that at this point you double check that ALL connections are tight and take the bike for a test ride and make any other adjustments necessary for the optimal position of your shifter and brake pedals.

Enjoy the ride!

