

Installation instructions for FC17 Forward Controls for Triumph Rocket III Standard

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 STANDARD model. Parts will be referred to by the names & numbers shown here. If you are missing anything please email refinedcycle@gmail.com.

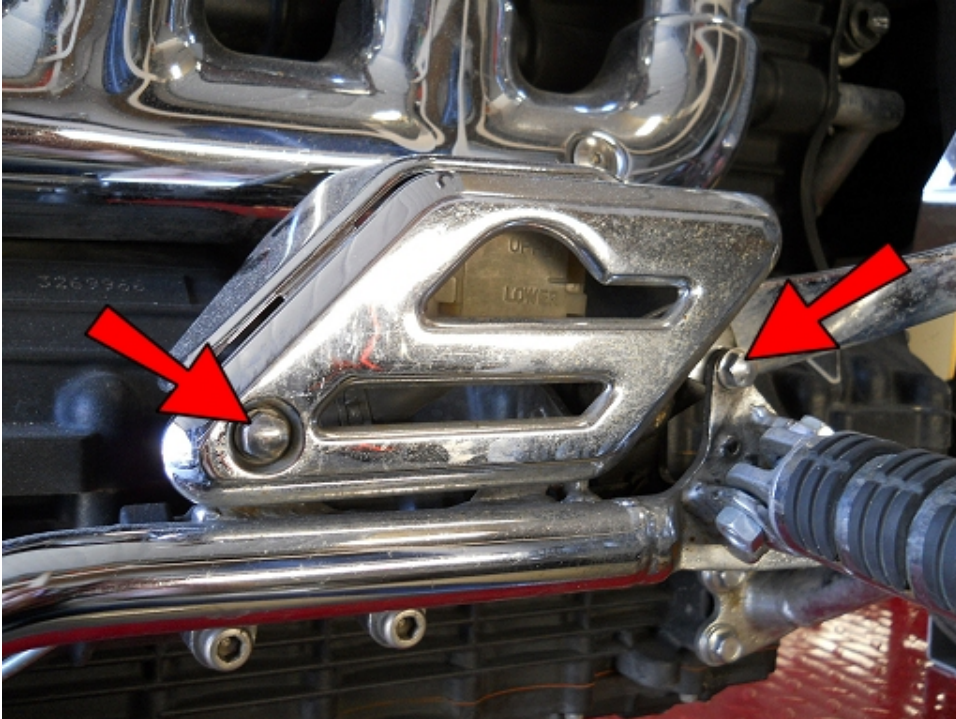
FC17 Components



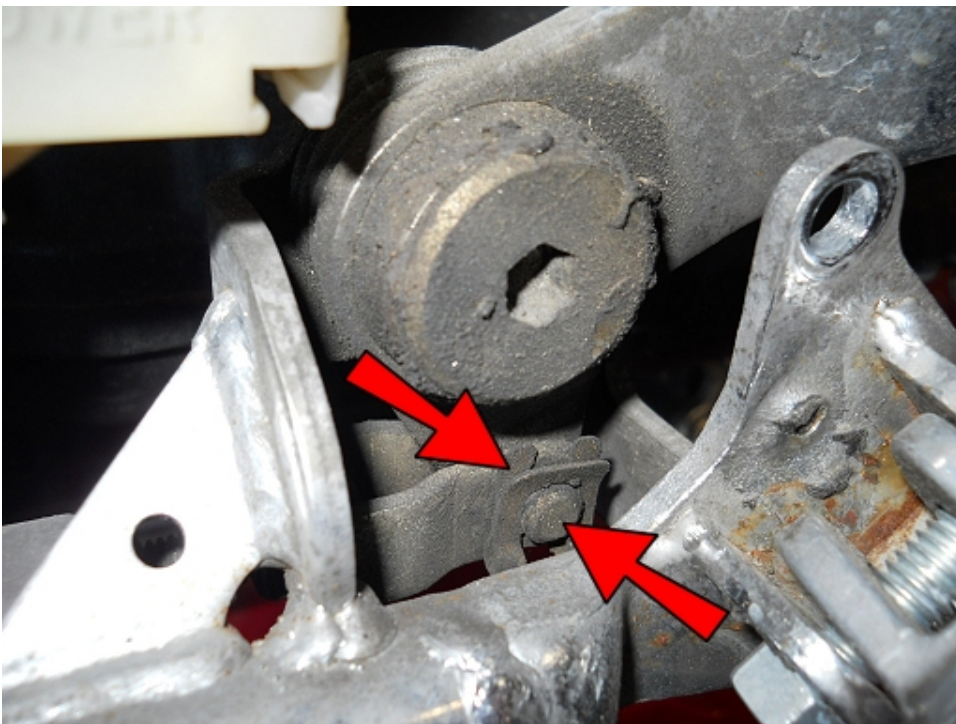
- 1 – BSM8
- 2 – 3/8 x 2" BHCS
- 3 – M8-1.25x30 SHCS (Qty. 2)
- 4 – M6-1.0x40 SHCS
- 5 – M6-1.0x25 SHCS (Qty. 4)
- 6 – M6 Spherical Rod End
- 7 – Shifter Pedal
- 8 – 5/8 x 1/2 Bronze OR Steel Sleeve
- 9 – SLV1
- 10 – M10-1.25 Nut
- 11 – 5/16" Washer
- 12 – 1/4" Washer (Qty. 3)
- 13 – M6 Washer (Qty. 9)
- 14 – ARM17
- 15 – 3/8-16 Nut
- 16 – 5/16-24 Nut
- 17 – M6 Nut (Qty. 7)
- 18 – 1/2" Spacer (Qty. 2)
- 19 – STOF5
- 20 – FC17-L
- 21- FC17-R
- 22 – Shifter Linkage
- 23 – 5/16" Spherical Rod End (Qty. 2)
- 24 – Brake Linkage

Note: Also included but not shown, are two M8-1.25x20 Button Head Cap Screws.

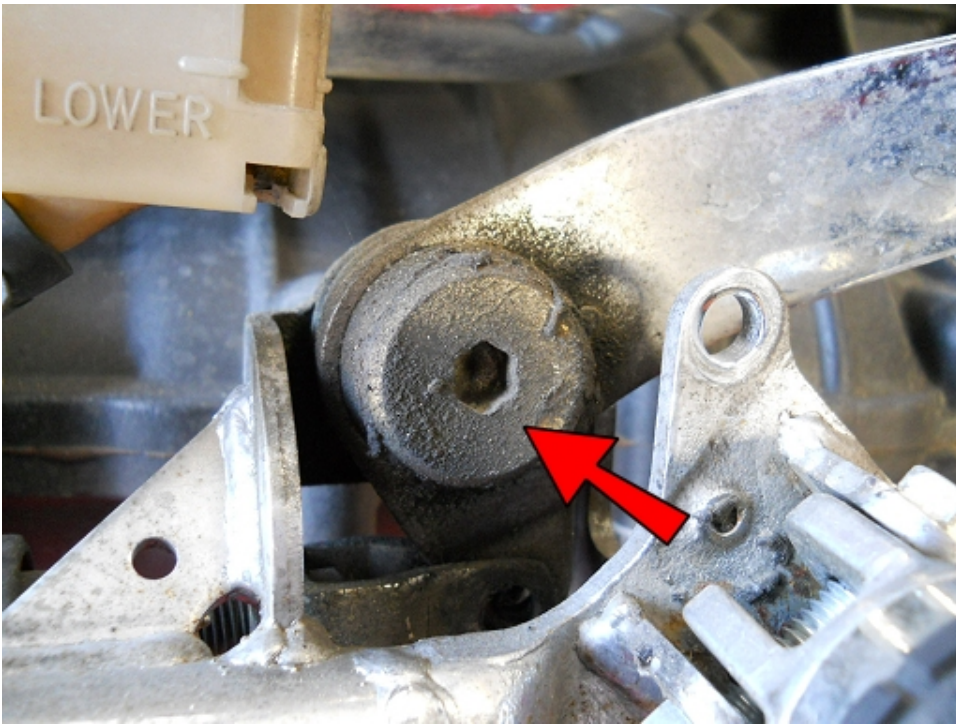
Brake Side....



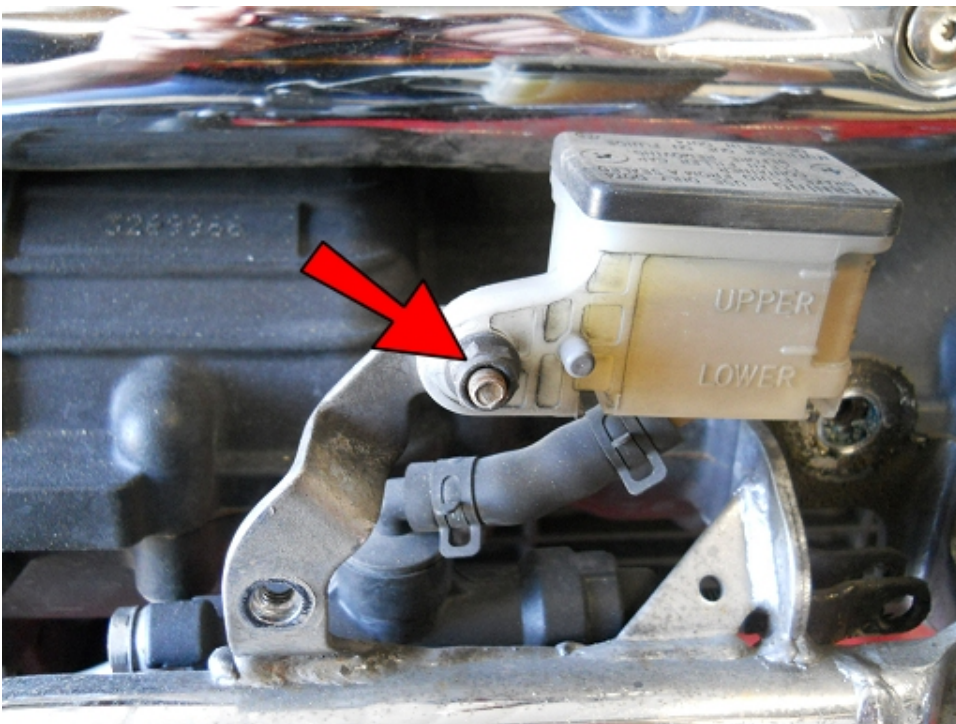
Remove these bolts.



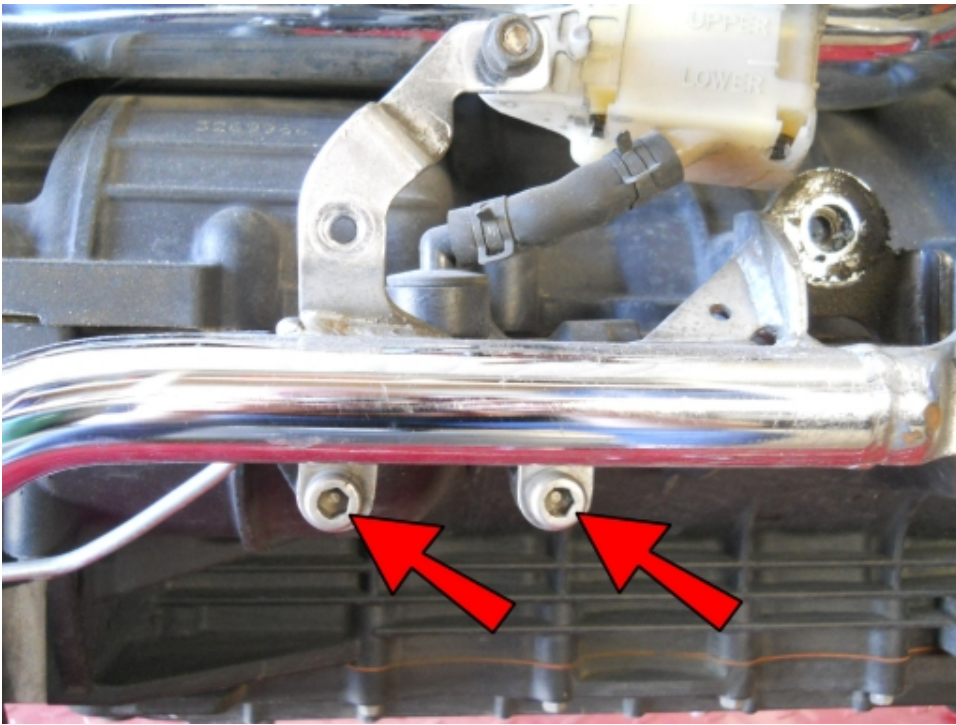
Remove this clip and the clevis pin holding the brake pedal to the master cylinder.



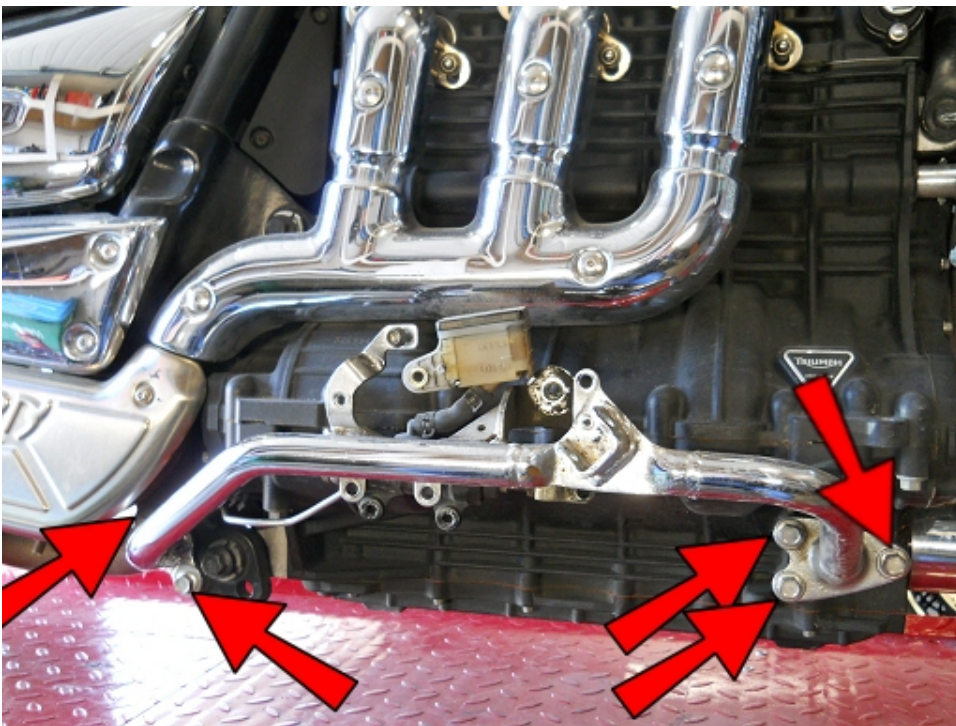
Remove this bolt to remove the brake pedal. Be careful to keep the spring where it is on the brake pedal.



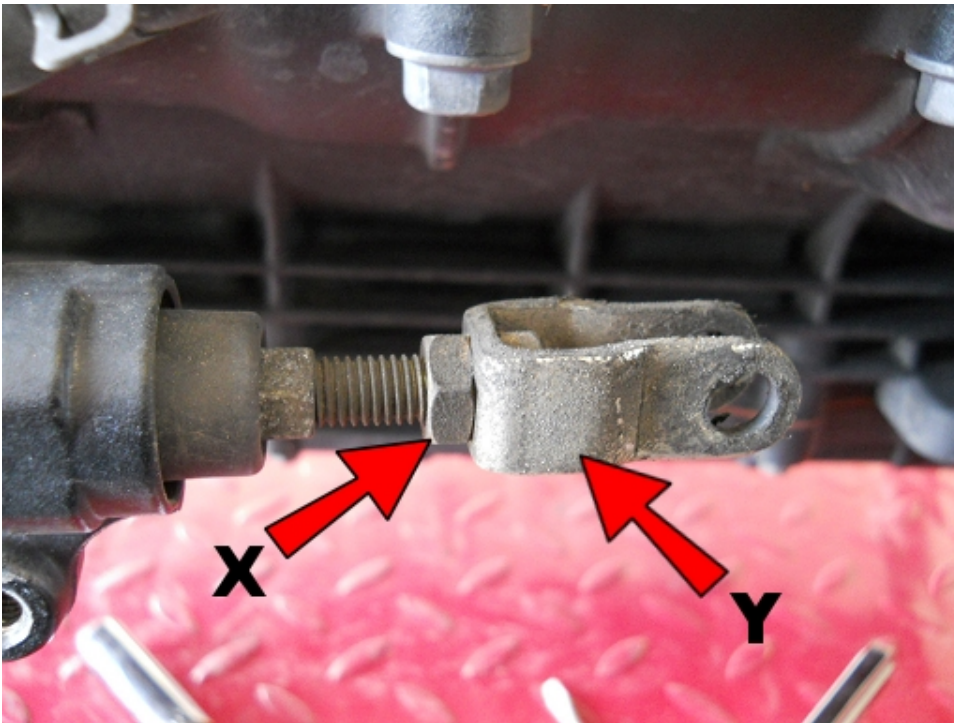
Remove this nut.



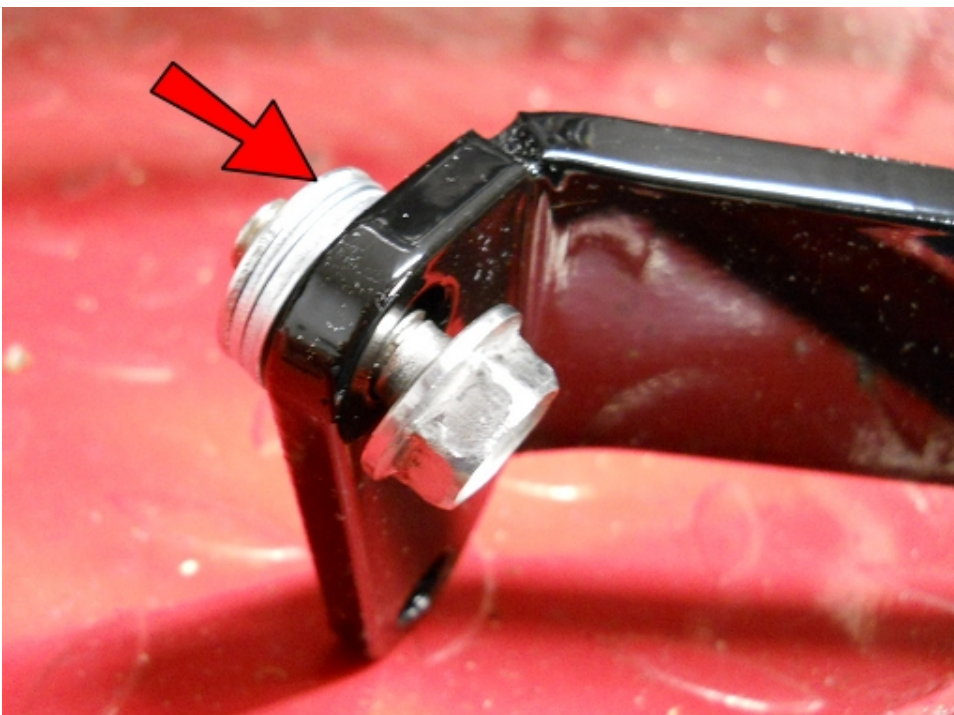
Remove these bolts.



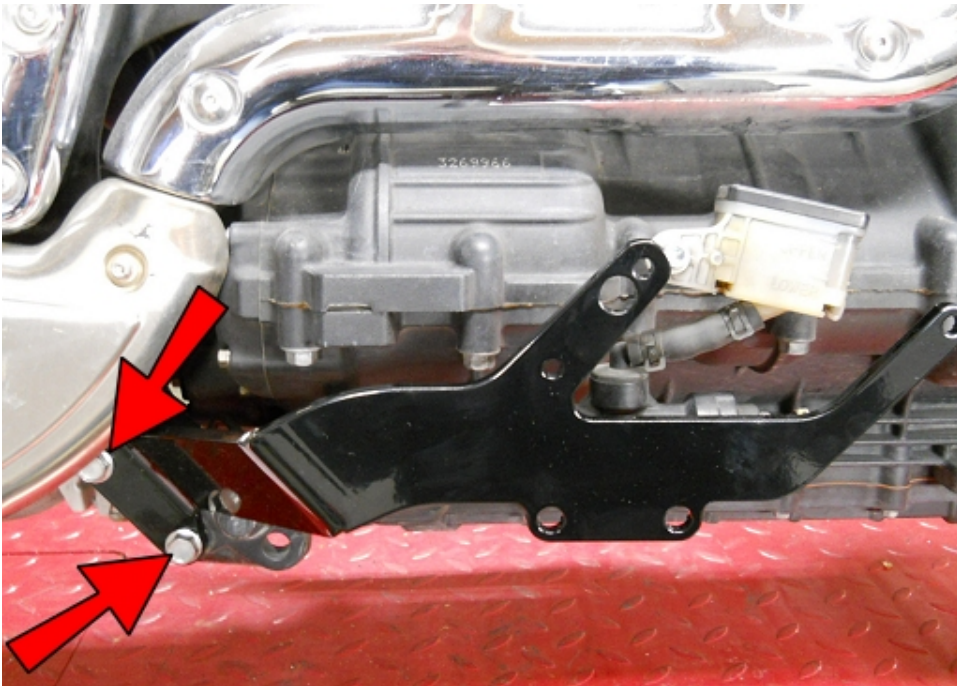
Remove these 5 bolts to remove the stock foot rest mount.



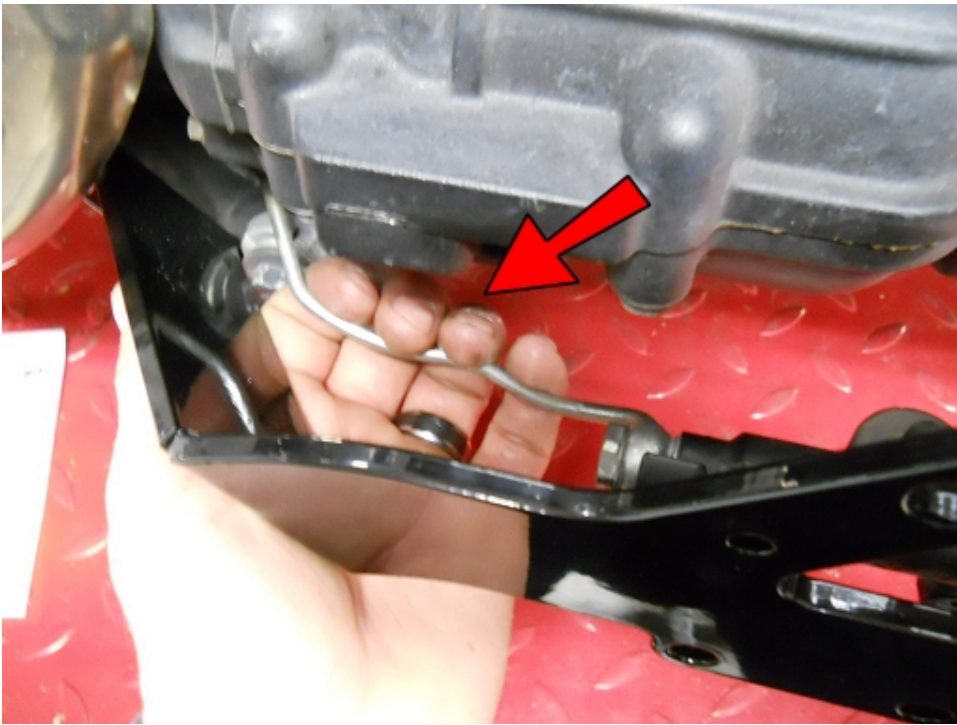
Hold nut (x) with a wrench and the clevis (y) with pliers and remove them both.



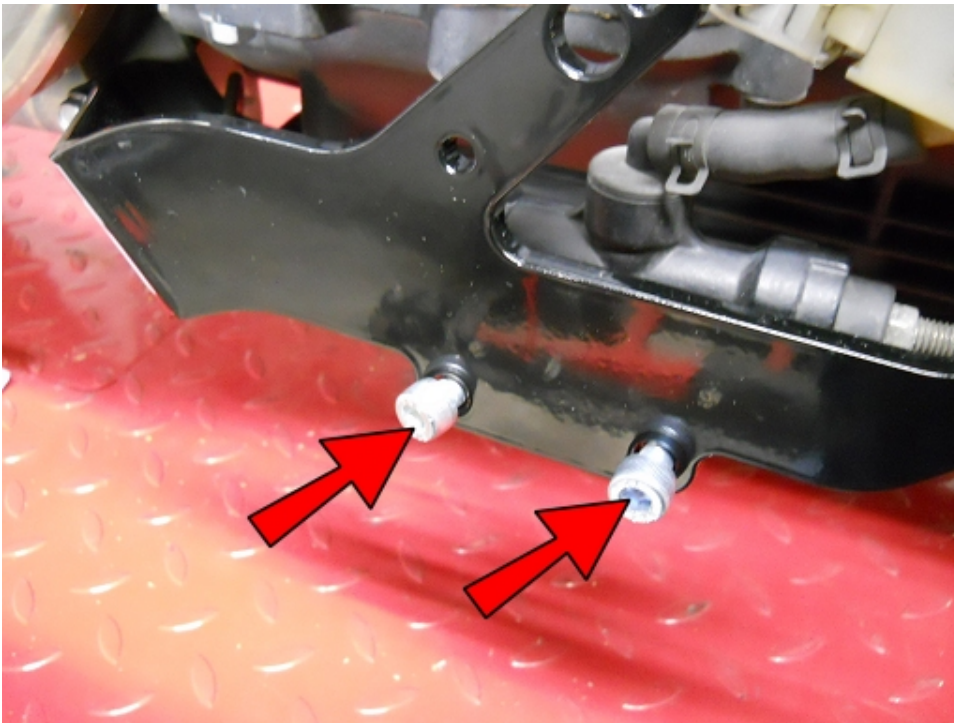
Place one of the original bolts into the top hole of the BSM8 then slide three 1/4" Washers onto the back side of this bolt only.



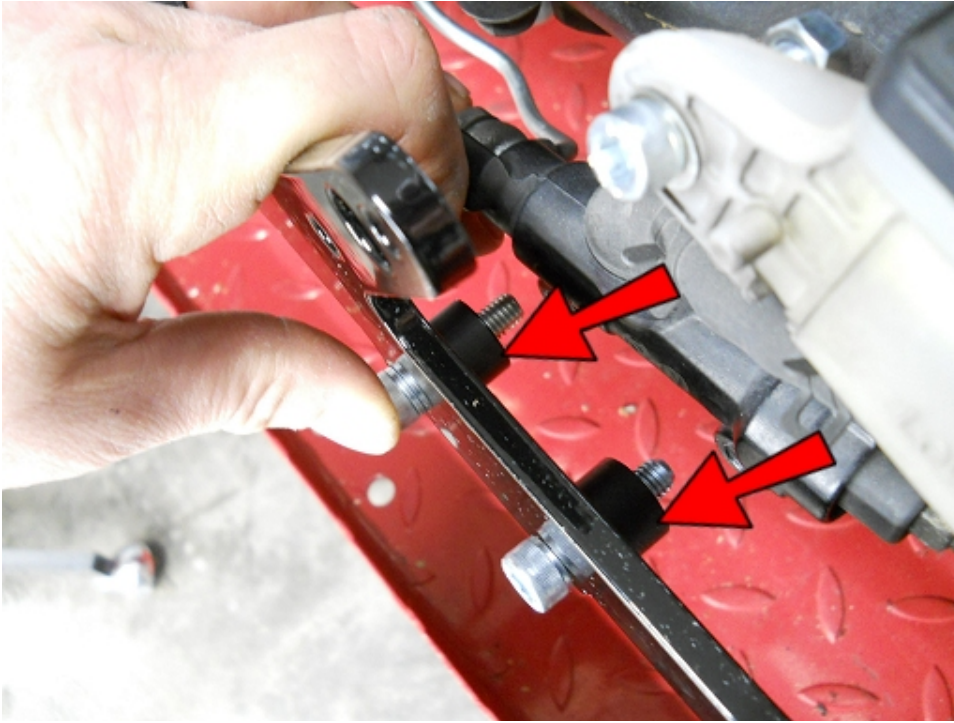
Now insert the other original bolt in the bottom hole and connect the BSM8.



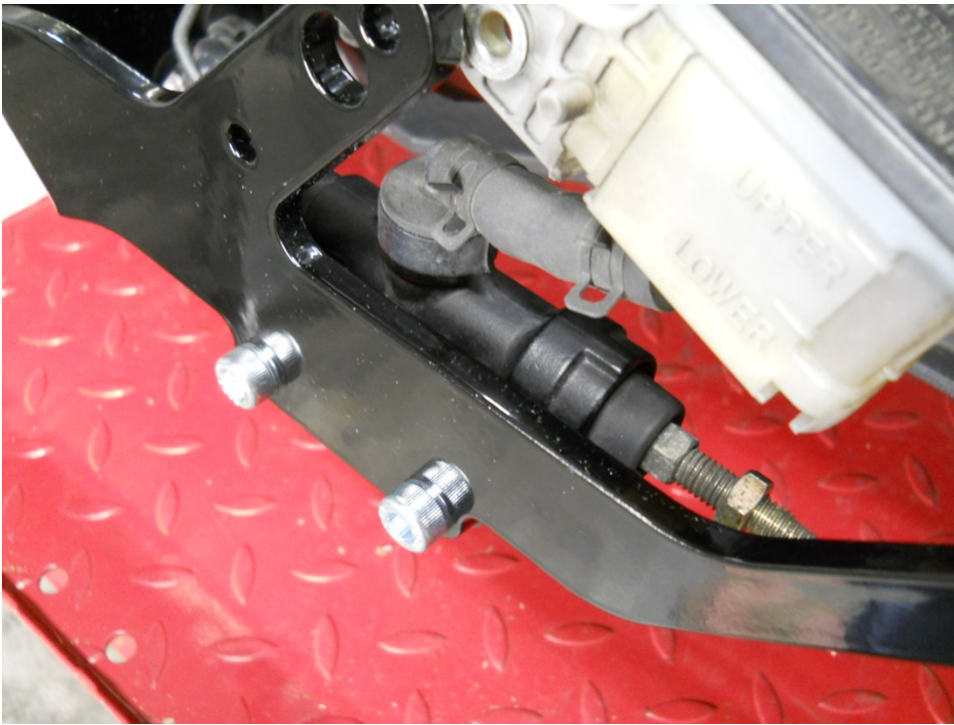
Support the master cylinder in your right hand while you GENTLY and slowly pull the rigid brake line out and back so that it bends to allow the master cylinder holes to line up with the lower holes in the BSM8.



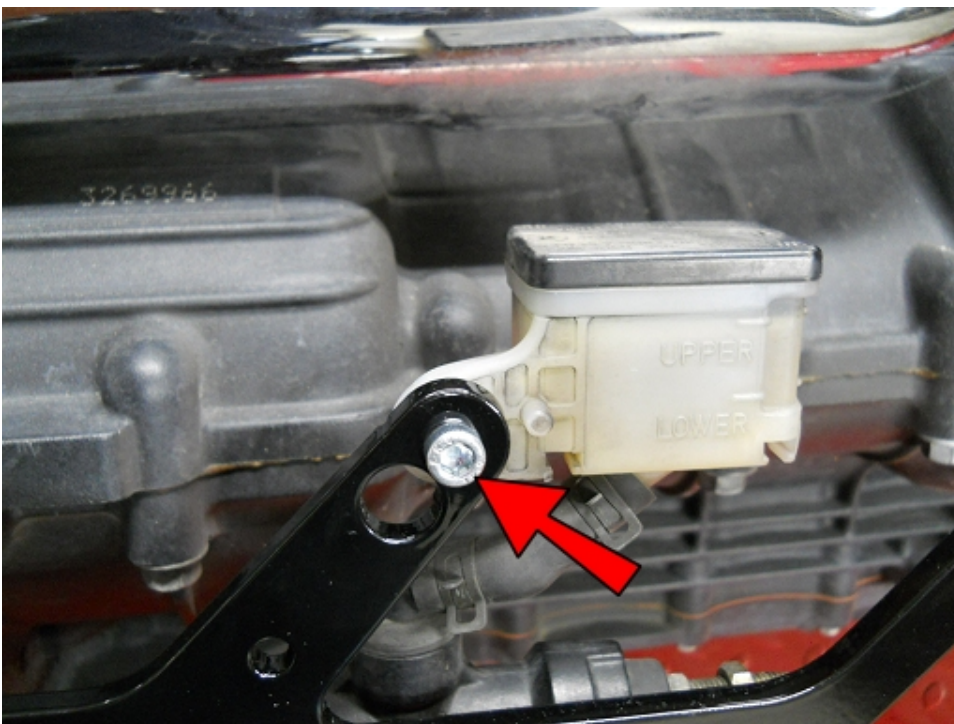
Insert M8-1.25x30 SHCS's into the holes in the BSM8.



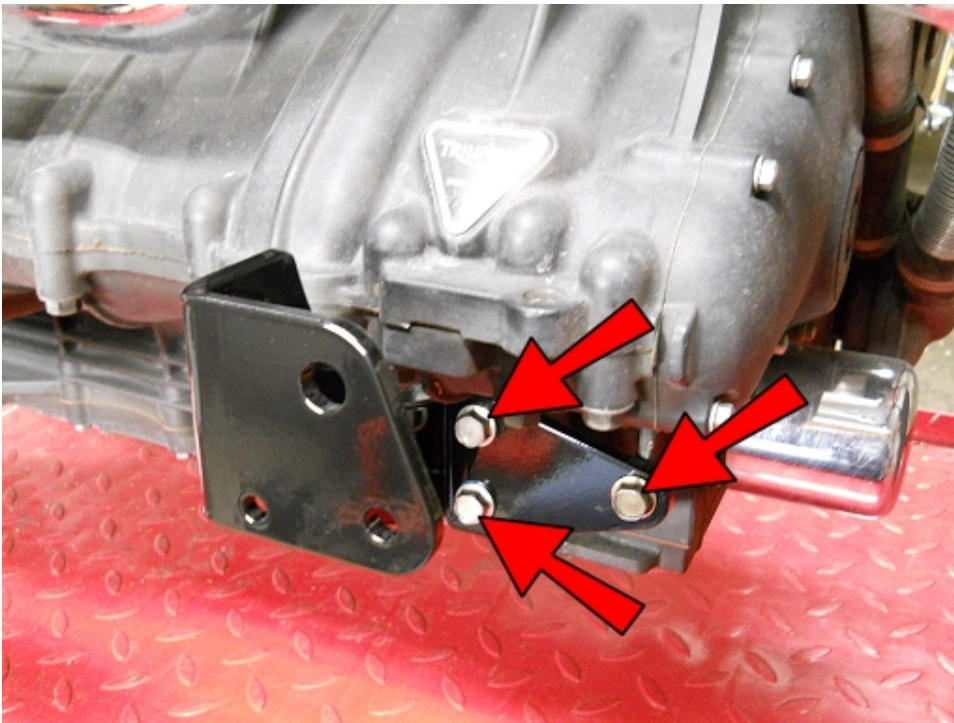
Place 1/2" Spacers on the bolts on the back side.



Connect the master cylinder.

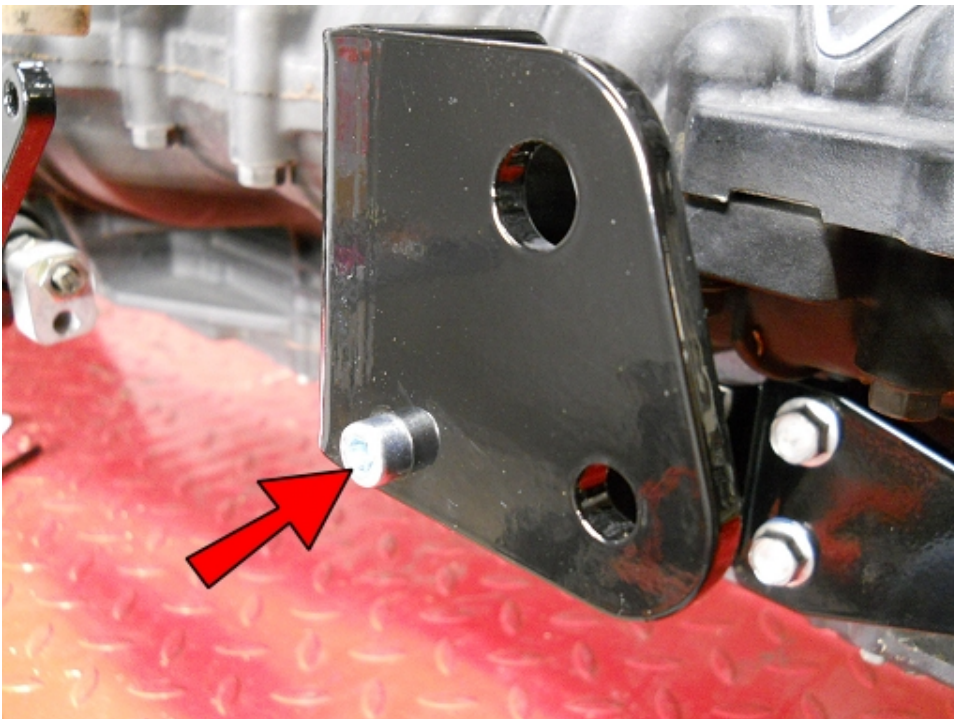


Connect the brake reservoir using an M6-1.0x25 SHCS and secure with an M6 Nut.

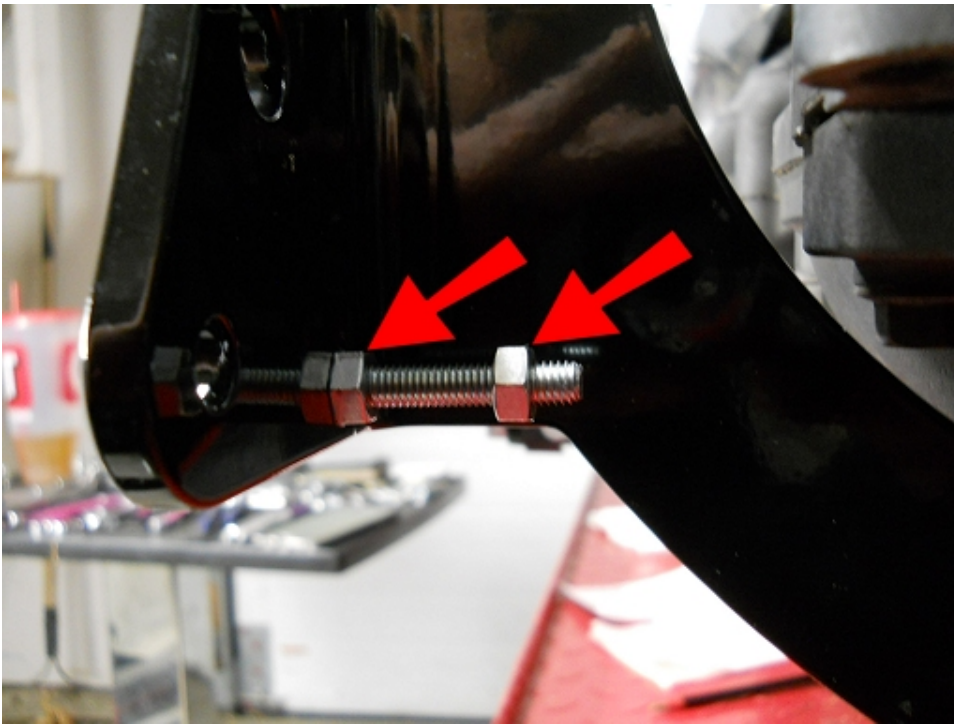


Connect the FC17-R with the 3 original bolts.

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. 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.



Insert an M6-1.0x40 SHCS here.



Secure the M6-1.25x40 SHCS with an M6 Nut, then thread another M6 Nut on at about the location shown.



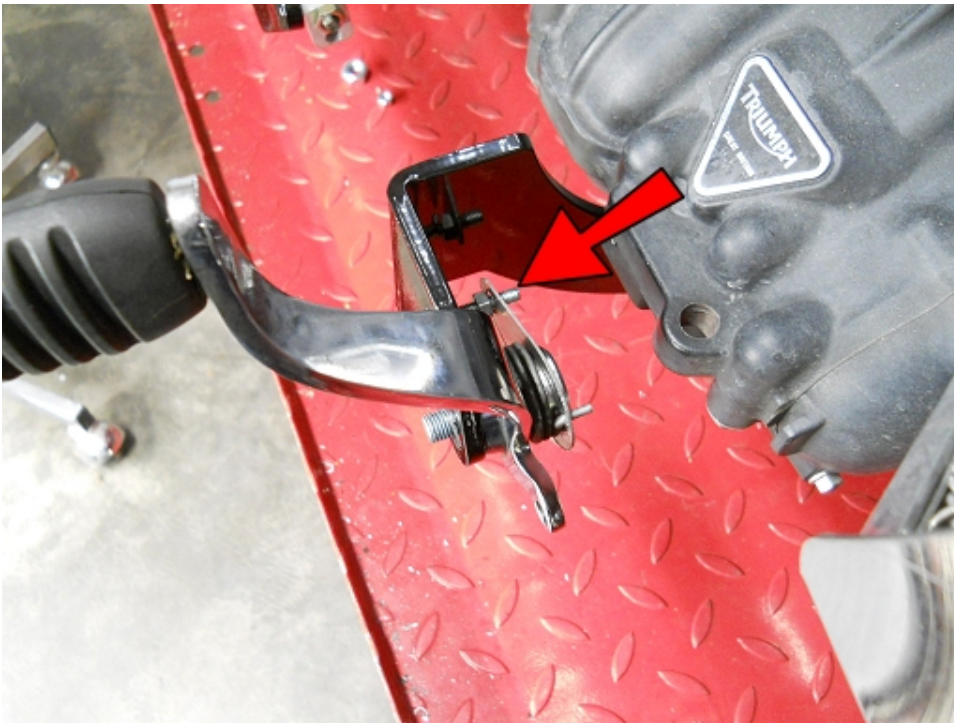
Apply some new grease to the brake pedal bolt.



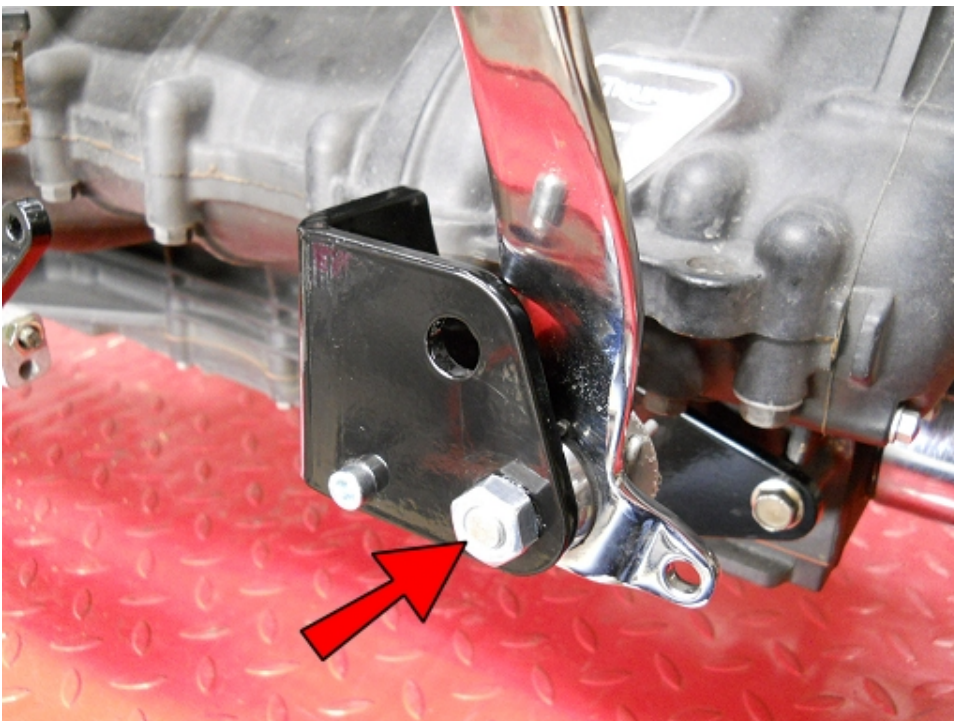
Orient the ARM17 as shown and place it onto the brake pedal hub and insert the spring end into the hole on the ARM17.



Insert the brake pedal bolt into the brake pedal. Note: Make sure the ARM17 doesn't slip between the hub and bolt head or when you tighten it, the brake pedal won't move freely.



Place the brake pedal assembly onto the FC17-R, making sure the small hole in the ARM17 lines up with the M6-1.0x40 SHCS that you installed earlier.



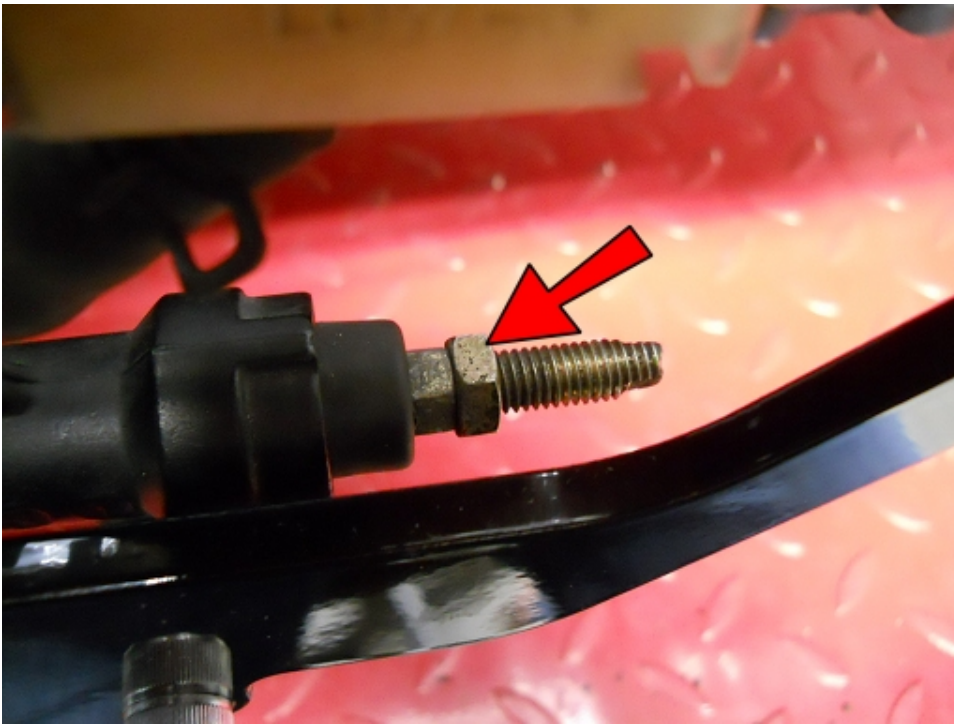
Secure the brake pedal with an M10-1.25 Nut. Note: Test that the brake pedal rotates freely and that the spring returns it to an upright position. If not, the ARM17 is probably pinched between the hub and brake pedal bolt head.



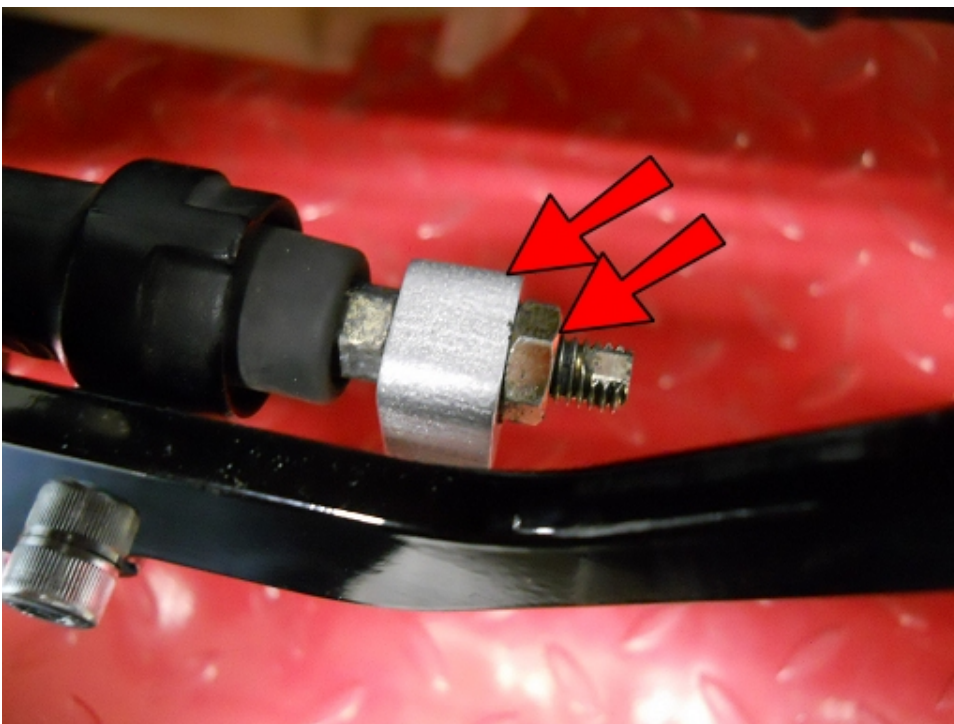
Now secure the ARM17 with another M6 Nut and use 2 wrenches to tighten both nuts against the ARM17.



Install a foot peg. Note: The foot peg bolt acts as a stop for the brake pedal.



Remove this nut if it is still on.

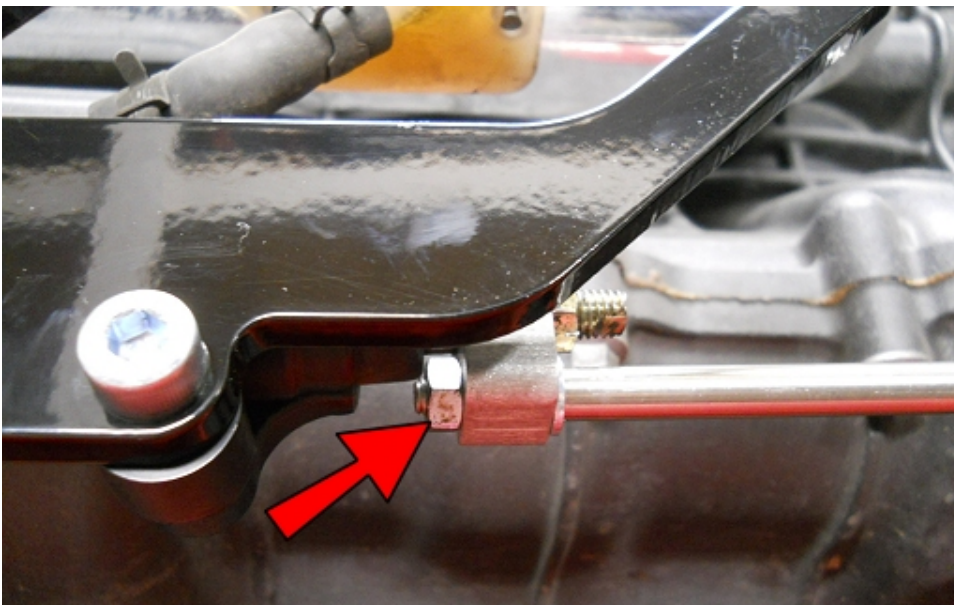


Place a STOF5 onto the master cylinder plunger and secure with the nut you removed previously. Note: Use 2 wrenches; one on the plunger to keep it from twisting and one on the nut, and make sure the STOF5 is very tight. Note: It is ok if the plunger turns while you are tightening it. Just turn it when you are done so the STOF5 hangs straight down.

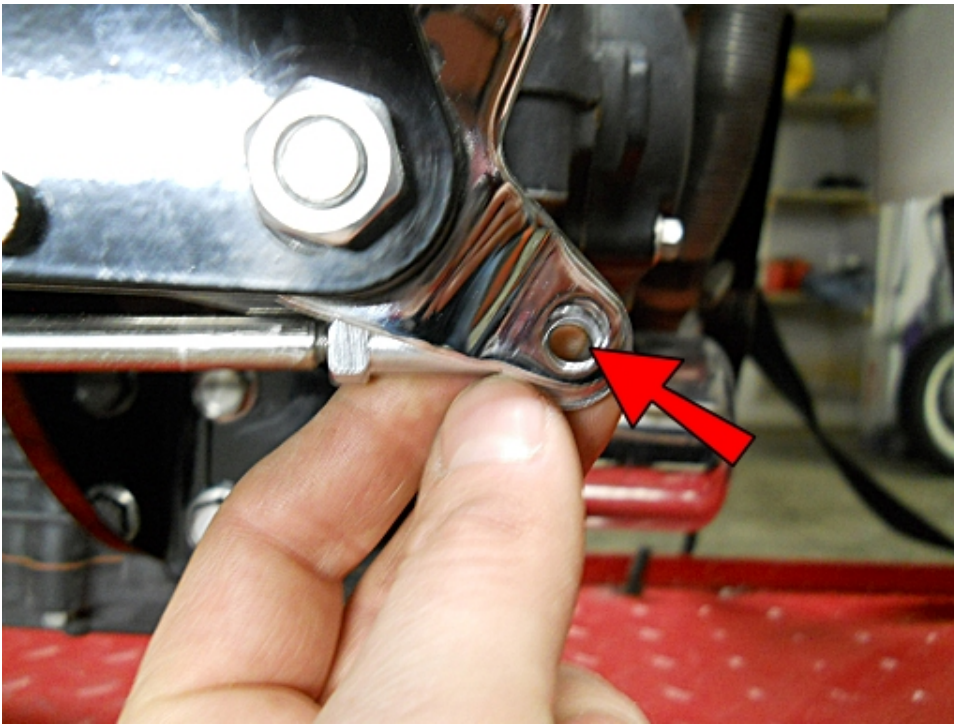
Because the bends on the black steel parts (parts 1 & 21) may vary slightly, you may need one or zero washers to create the proper length of the Linkage. Start with 1 washer as stated below, but adjust as needed.



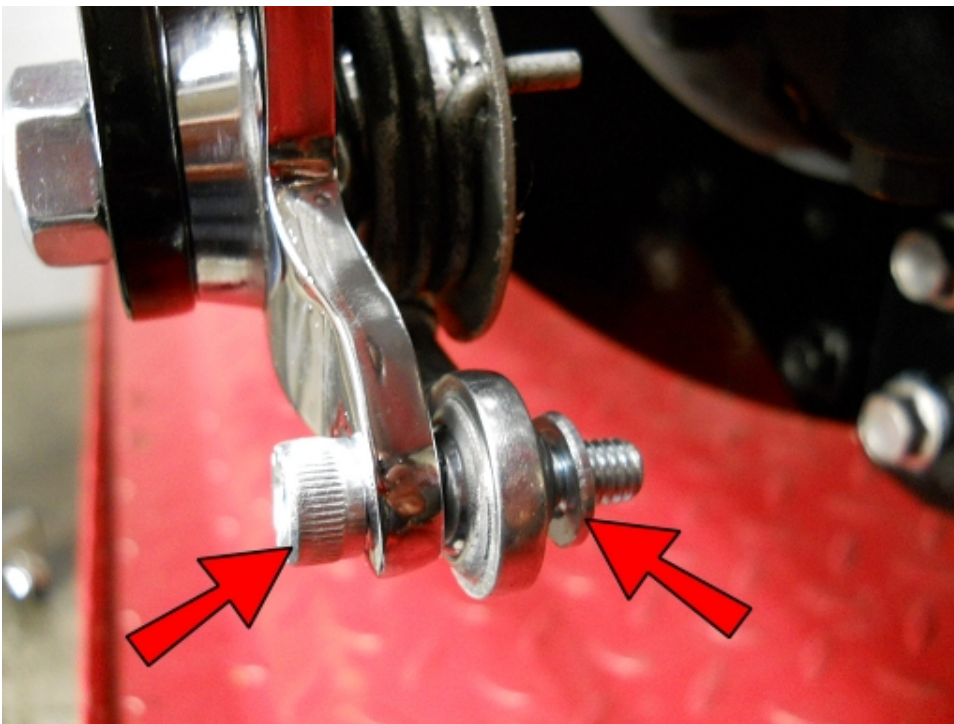
Place an M6 Washer onto one end of the Brake Linkage and thread an M6 Spherical Rod End onto the other end.



Place the washer end of the linkage into the STOF5 and secure with an M6 Nut. Note: Hold the end of the linkage near the STOF5 with pliers while tightening the M6 Nut.



Thread the Spherical Rod End on or off a little, to line up the holes.



Insert an M6-1.0x25 SHCS from the front and place an M6 Washer onto the back.



Secure with an M6 Nut.



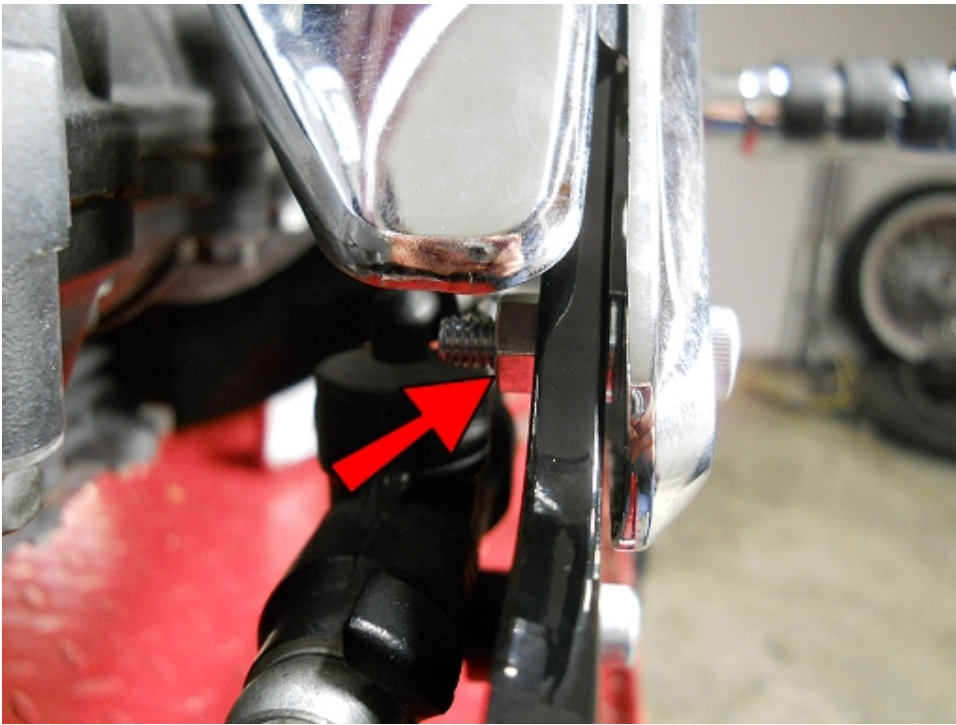
Place an M6 Washer onto another M6-1.0x25 SHCS.



Insert it into the front of the brake reservoir cover, then place three M6 Washers onto it.

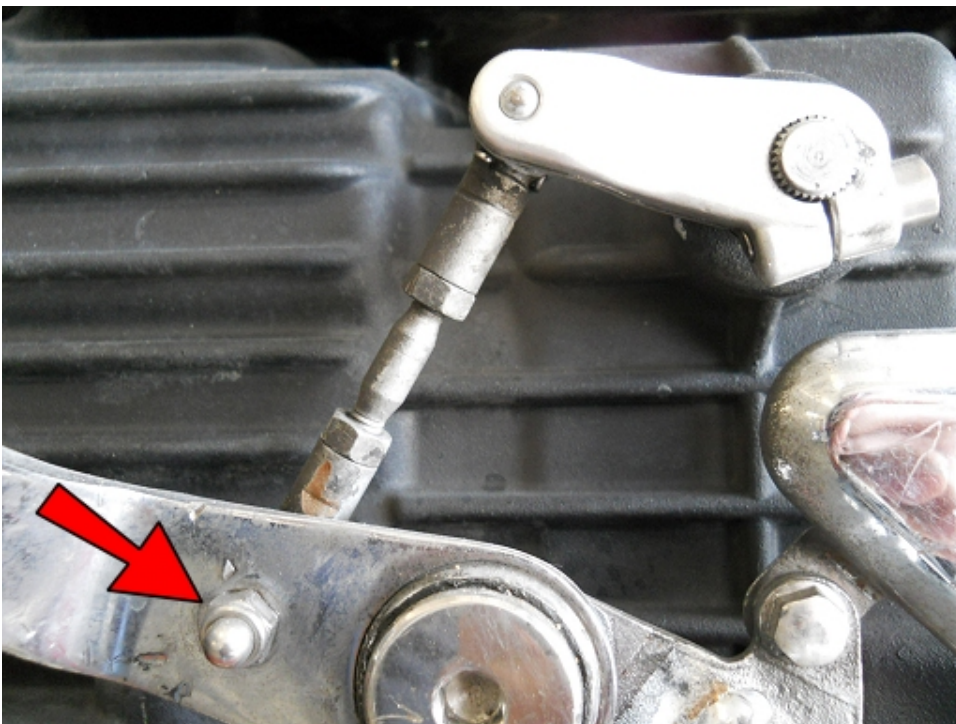


Place the brake reservoir cover onto the BSM8 by inserting the M6-1.0x25 SHCS into the hole and line up the other hole, with the tab behind the BSM8, and secure with the original bolt.

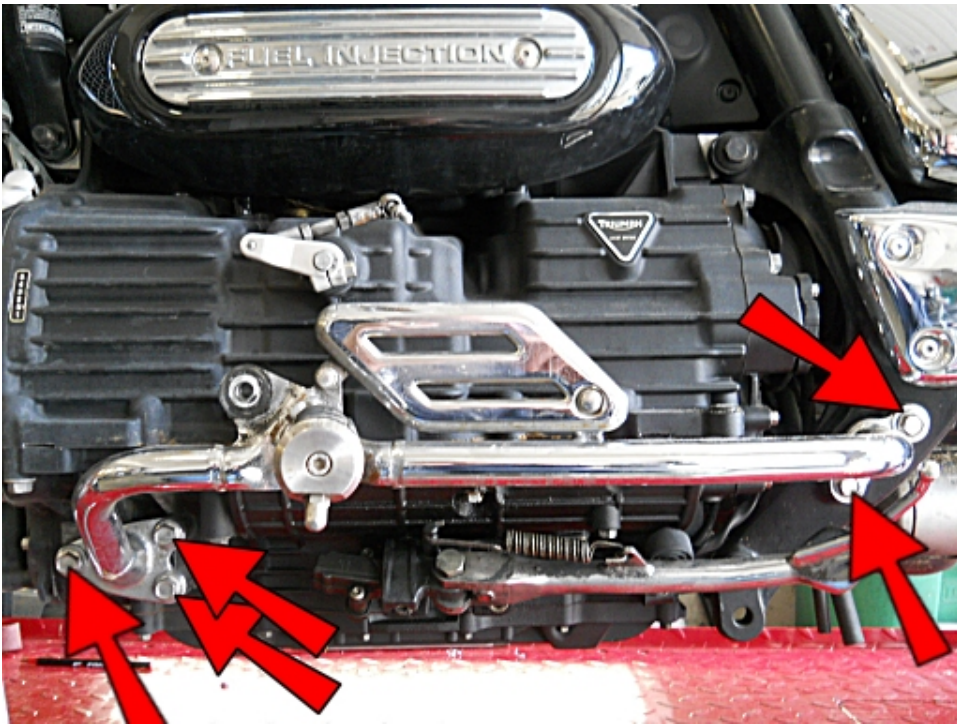


Now secure the other bolt with an M6 Nut.

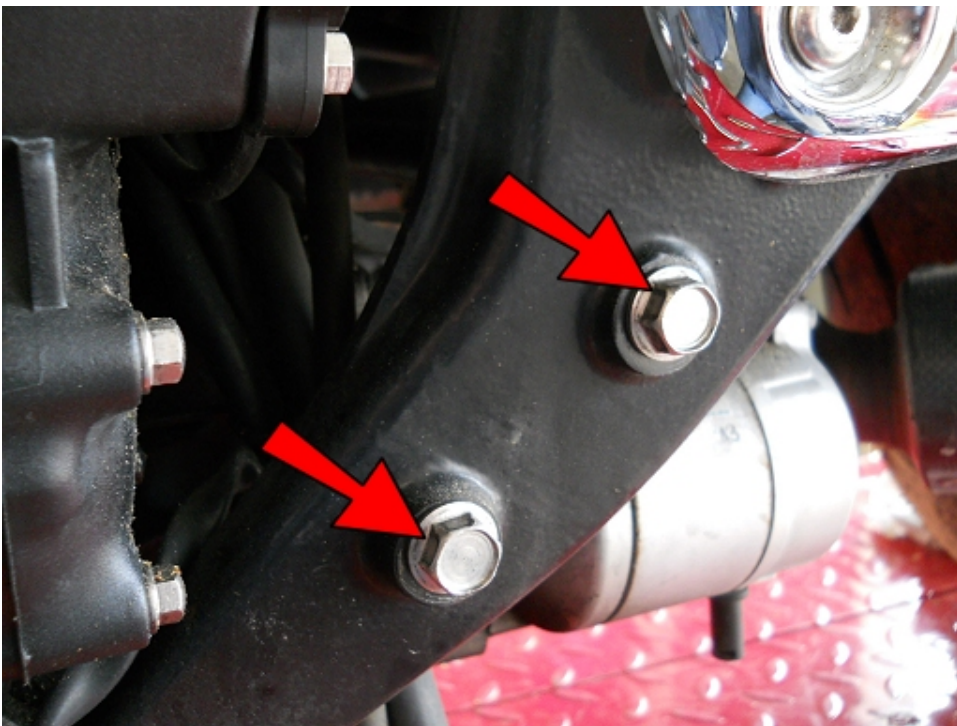
Shifter Side....



Remove this acorn nut. Note: After you loosen the nut a little, you will have to hold the flat of the stud (under the foam pad if there is one) with an 8mm wrench while turning the nut.



Remove these 5 bolts to remove the foot rest bar.



Replace these 2 bolts back into the rear holes and tighten.



Completely remove the shifter arm 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.



Thread 5/16 Spherical Rod Ends all of the way onto the new Shifter Linkage.



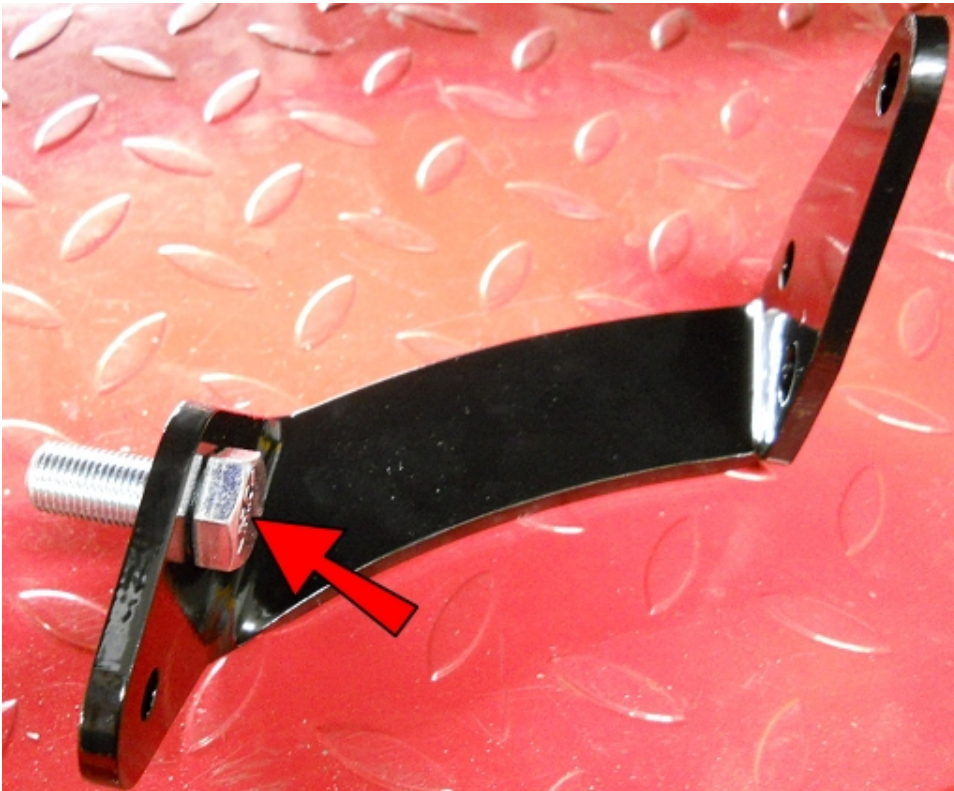
Insert an M6-1.0x25 SHCS into an M6 Washer, then into one of the Rod Ends.



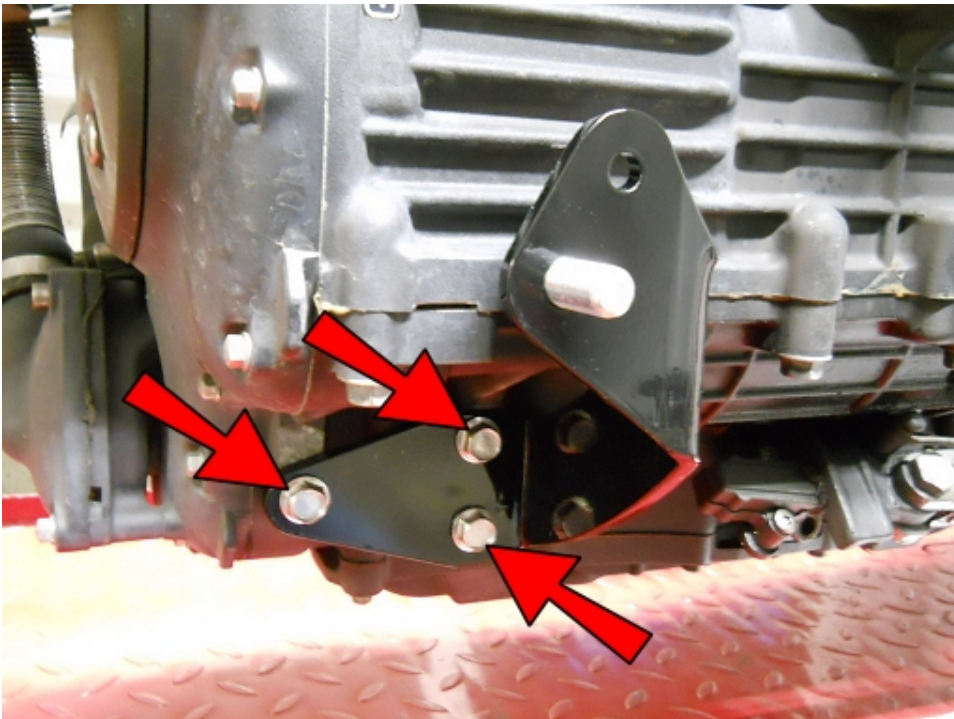
Now connect that end to the shifter arm as shown.



Slide the shifter arm back onto the spline at about the 11:30 clock position and secure with the clamping bolt.



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



Attach the FC17-L with the original bolts.

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



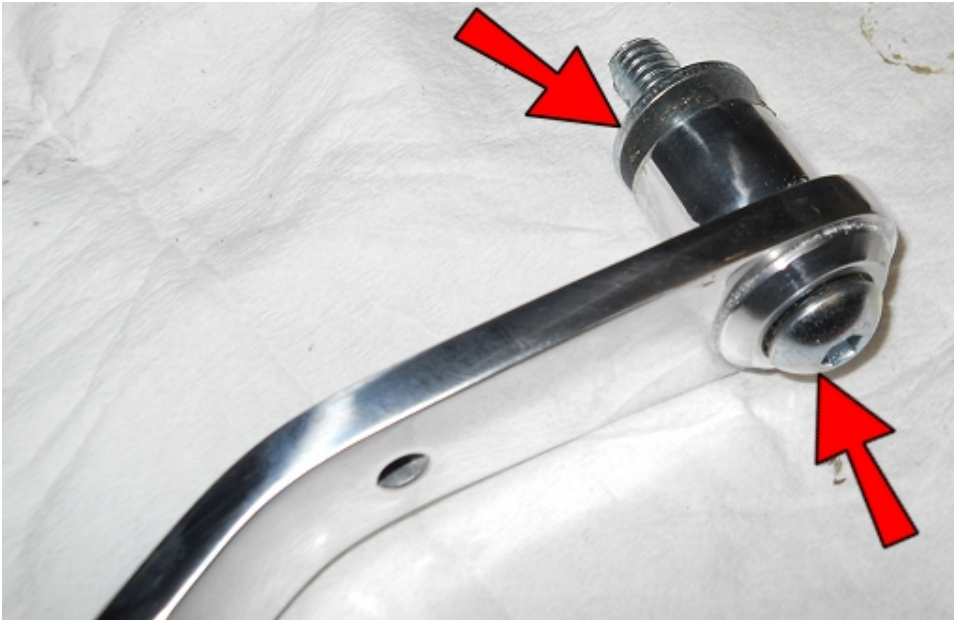
Clean out any polishing compound that may have built up inside the hub of the Shifter Pedal.



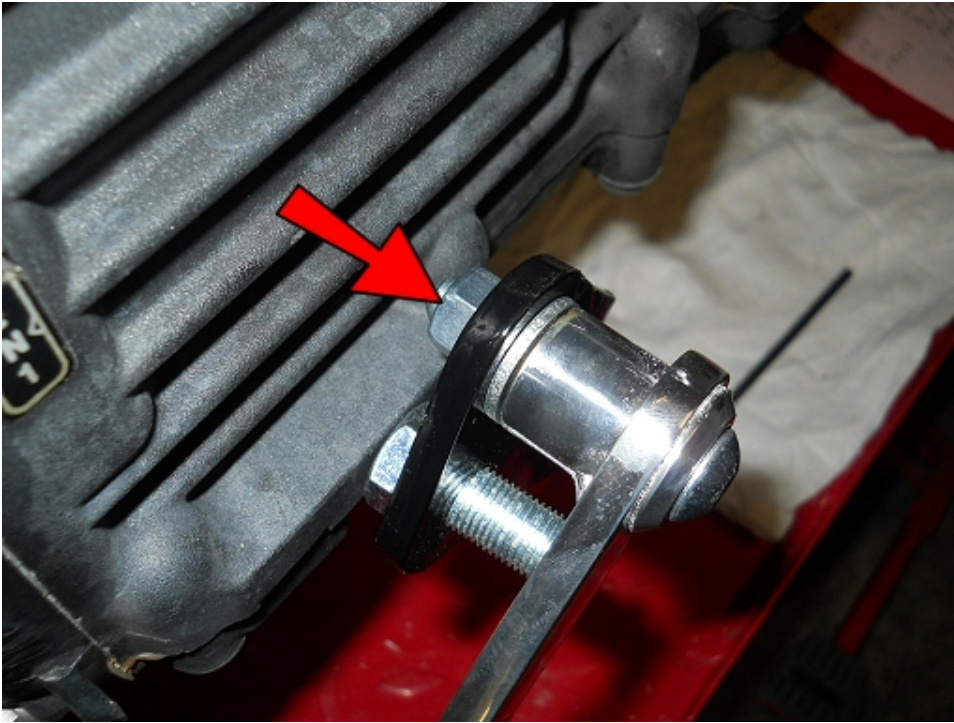
Apply some grease to the SLV1 and 5/8x1/2 Bronze Sleeves.



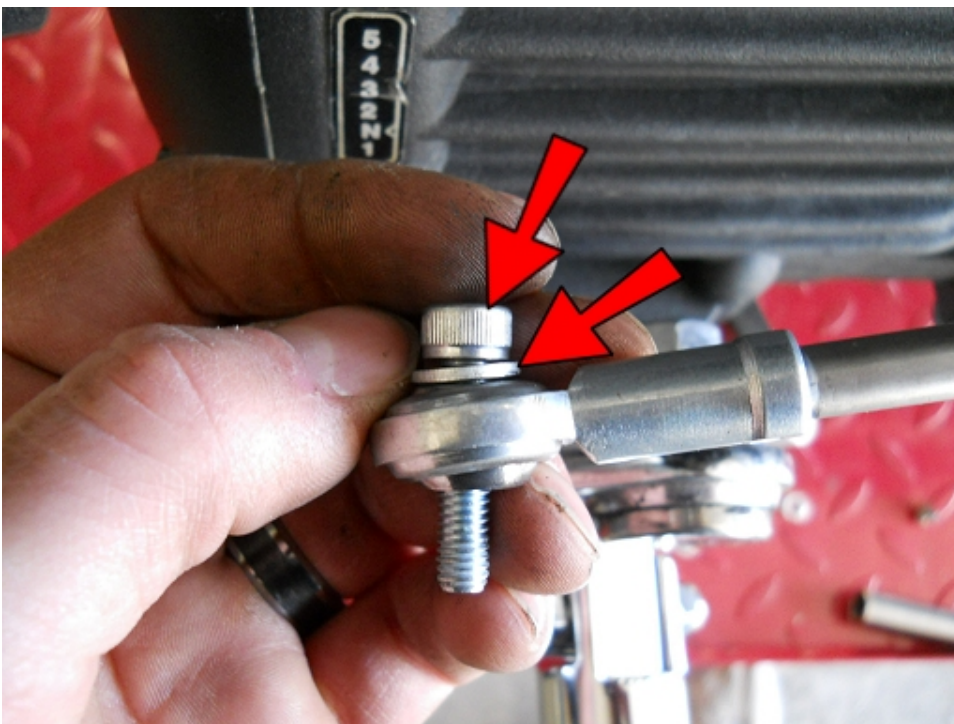
Insert the SLV1 into the 5/8x1/2 Bronze Sleeve, then insert the Bronze Sleeve into the Shifter Pedal.



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



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

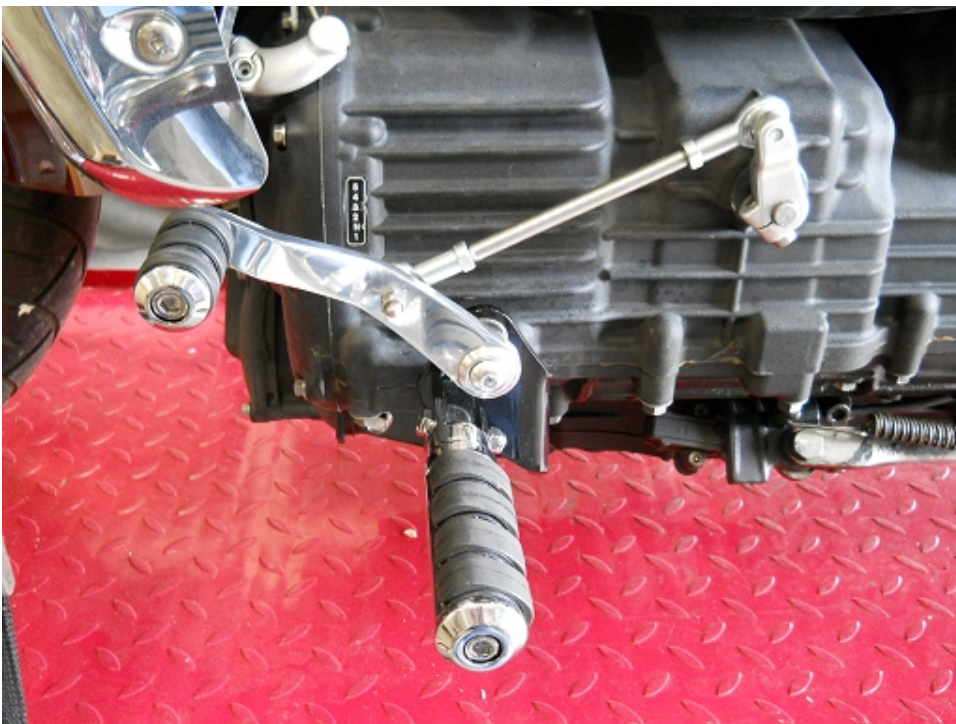


Insert an M6-1.0x25 SHCS into an M6 Washer, then into the other Rod End.

Note: To adjust the pedal height, remove the end connected to the shifter pedal and 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 clamping bolt, remove the arm and rotate it clockwise one tooth of the spline and reinstall.



Insert that bolt into the Shifter Pedal and secure with original acorn nut.



Attach a toe peg and secure with a 5/16" nut, then attach a foot peg.

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!