

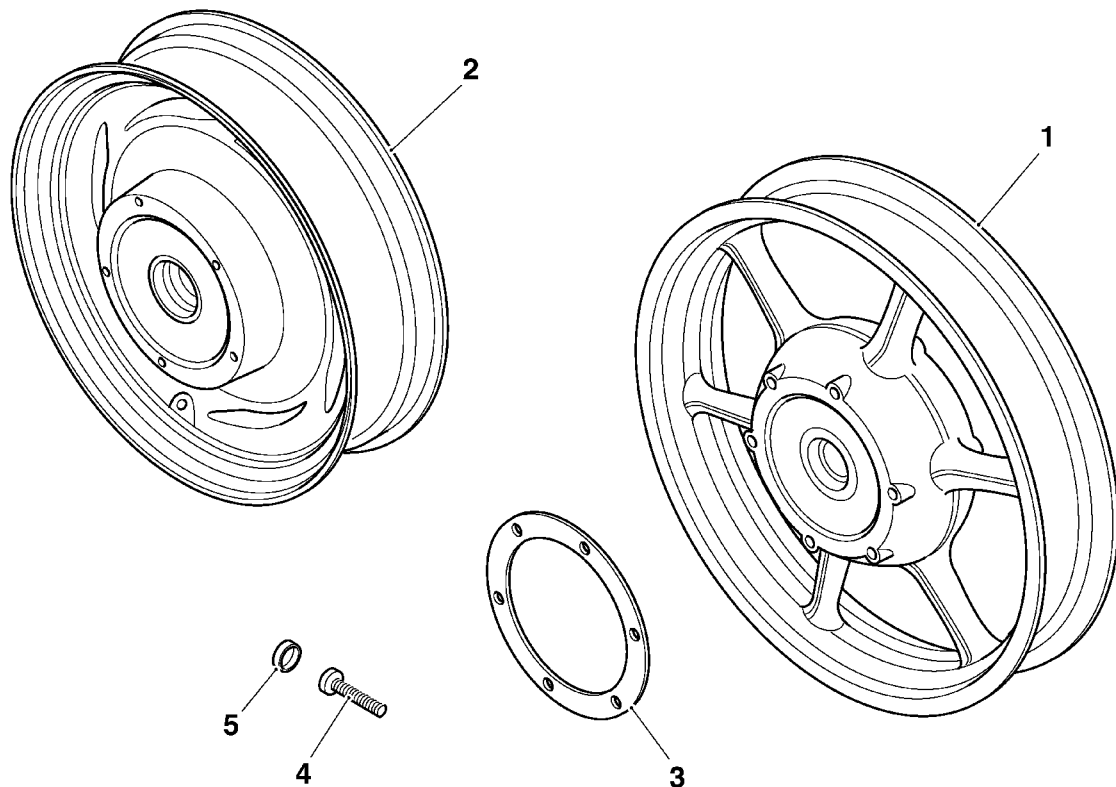
Cast Wheel Kit Fitting Instructions – Bonneville America



! **WARNING:** Always have Triumph approved parts, accessories and conversions fitted by a trained technician of an authorised Triumph Dealer. The fitment of parts, accessories and conversions by a technician who is not of an authorised Triumph dealer may affect the handling, stability or other aspects of the motorcycles operation which may result in an accident causing injury or death.

! **WARNING:** This cast wheel kit is designed for use solely on the Triumph Bonneville America and should not be fitted to any other Triumph model or to any motorcycle of other manufacturers. Fitting this cast wheel kit to any other Triumph model or to any motorcycle of other manufacturers may interfere with the rider and could affect the stability and handling of the motorcycle leading to an accident causing injury or death.

! **WARNING:** Throughout this operation, ensure that the motorcycle is stabilised and adequately supported to prevent the risk of injury from the motorcycle falling.



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Parts Supplied:

- | | | | |
|-----------------------------------|-------|------------------------------|--------|
| 1. Front wheel assembly | 1 off | 4. M8 bolt | 18 off |
| 2. Rear wheel assembly | 1 off | 5. Chrome trim cap | 18 off |
| 3. Flange | 1 off | | |

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FRONT WHEEL

Spoked wheel - removal

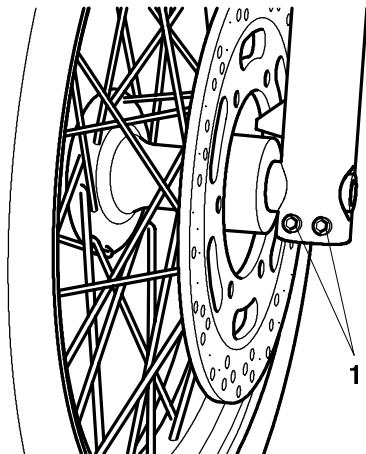
1. Support the motorcycle so that the front wheel is clear of the ground.

NOTE:

- Provided that the front of the motorcycle is raised sufficiently, it is not necessary to remove the front brake caliper to remove the wheel.

2. Remove the front wheel spindle bolt.

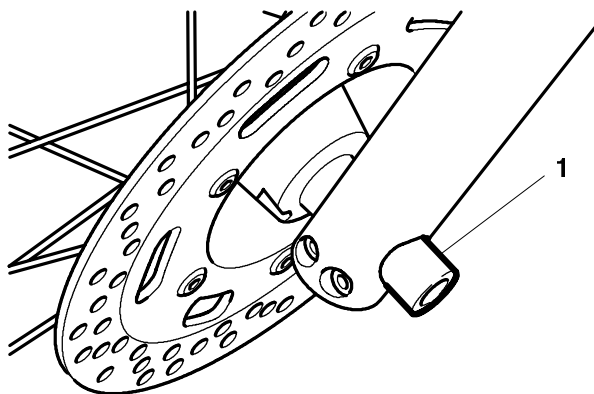
3. Slacken the wheel spindle clamp bolts on both forks.



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1. Spindle clamp bolts

4. Support the wheel and withdraw the spindle.



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1. Wheel Spindle

5. Manoeuvre the wheel out from the forks collecting the speedometer drive at the same time.



CAUTION: With the wheel removed, always support the speedometer cable and drive and do not allow either component to become twisted or to fall onto dirty surfaces.

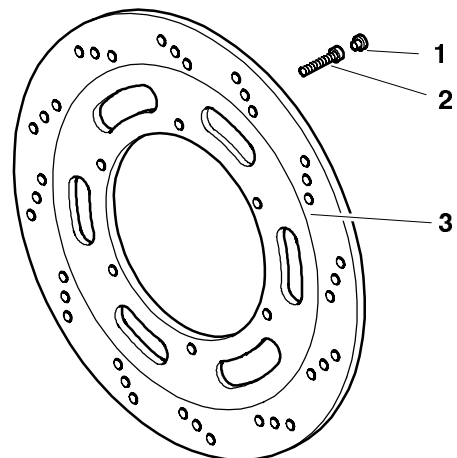
Twisting or falling onto dirty surfaces could lead to premature wear and/or erratic speedometer operation.

6. Recover the spacer from the right side of the hub.



CAUTION: Do not allow the wheel to rest on the brake disc as this could damage the disc. To prevent bearing damage, ensure no dirt enters the wheel bearings whilst the wheel is removed.

7. Remove the trim caps from the disc retaining bolts.



1. Trim cap

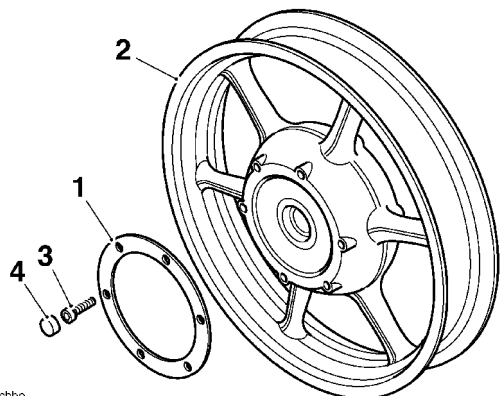
2. Bolt

3. Disc

8. Evenly and progressively slacken the retaining bolts then remove the disc from the wheel. Discard the bolts and trim caps but retain the disc for fitment to the replacement cast wheel.

Cast wheel - assembly

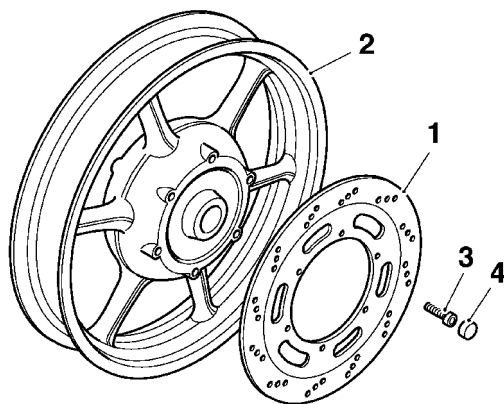
1. Assemble the flange supplied with the kit to the right hand side of the cast front wheel as shown below. There is an arrow on the wheel to denote its rotational direction. Secure the flange to the wheel using six of the M8 bolts supplied with the kit. Tighten the bolts evenly and progressively to a final torque of **22 Nm**. Fit a chrome trim cap from the kit to each retaining bolt.



cbbo

1. Flange
2. Wheel
3. Bolt
4. Trim cap

2. Ensure the disc and wheel surfaces are clean. Assemble the disc to the left hand side of the replacement cast wheel ensuring its marked surface is facing outwards. Secure the disc to the wheel using six of the M8 bolts supplied with the kit. Tighten the bolts evenly and progressively to a final torque of **22 Nm**. Fit a chrome trim cap from the kit to each retaining bolt.



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1. Disc
2. Wheel
3. Bolt
4. Trim cap

Front tyre fitment

NOTE:

- Refer to the tyre information on the last page of these instructions before proceeding to the next step.
1. Fit a new Metzeler ME33T Laser tyre of the size 110/80-18 to the front cast wheel assembly. Ensure that the rotation arrow on the tyre matches the rotational direction of the wheel.

! WARNING: Do NOT fit the tyre and/or inner tube from the original spoked wheel. The tyre and inner tube from the original spoked wheel are not of the correct size and specification for fitment to the cast wheel. Fitment of the original tyre and/or inner tube to the cast wheel may adversely affect handling leading to loss of control or an accident.

2. Seat the tyre on the wheel rim. Inflate to a final pressure of 36 lb/in² (2.5 Bar).

! WARNING: Incorrect tyre inflation will cause abnormal tread wear and instability problems which may lead to loss of control and an accident.

Under-inflation may result in the tyre slipping on, or coming off the rim. Over-inflation will cause instability and accelerated tread wear.

Both conditions are dangerous as they may cause loss of control leading to an accident.

3. Check and if necessary correct the wheel balance.

! WARNING: Accurate wheel balance is necessary for safe, stable handling of the motorcycle. Incorrect wheel balance may cause instability leading to loss of control and an accident.

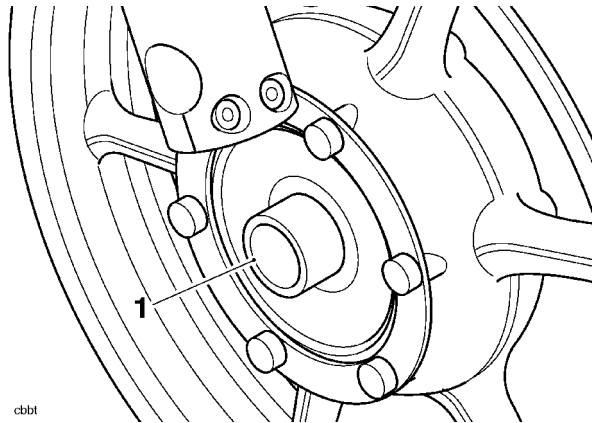
Only use self-adhesive weights. Clip on weights will damage the wheel and tyre resulting in tyre deflation, loss of control and an accident.

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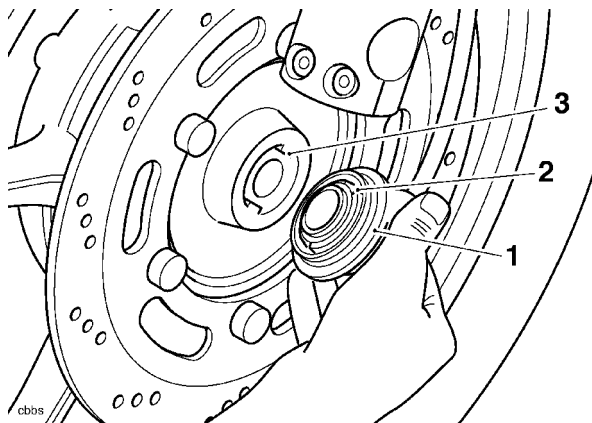
Cast wheel - installation

1. Lubricate the lips of the wheel bearing seals with a smear of multi-purpose grease.
2. Position the wheel between the forks and fit the spacer to right side of the wheel.



1. Spacer

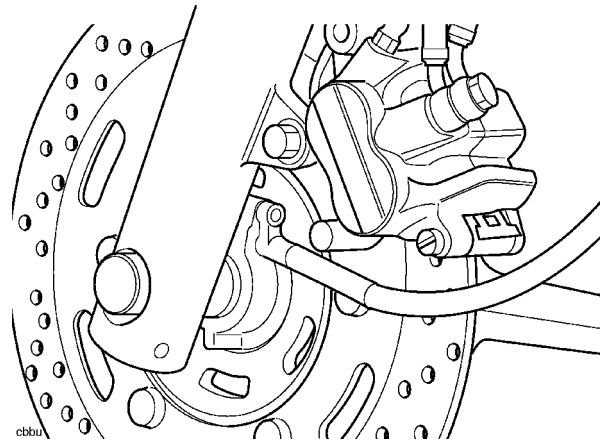
3. Align the speedometer drive gear cut-outs with the driveplate tabs and fit the drive to the right side of the wheel.



1. Speedometer drive
2. Drive cut-outs
3. Driveplate tabs

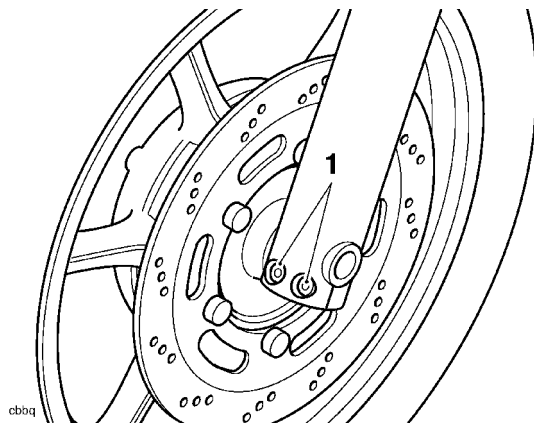
4. Align the wheel to the fitted position and insert the spindle from the left-hand side.
5. On the right-hand side, fit the bolt to the spindle and tighten to **60 Nm**.
6. Lower the motorcycle to the ground and park on the side stand.

7. Ensure the speedometer drive is positioned as shown below.



Speedometer drive position

8. Pump the front forks a few times then tighten the spindle clamp bolt to **20 Nm**.



1. Spindle clamp bolts

REAR WHEEL

Spoked wheel - removal

1. Support the motorcycle so the rear wheel is raised clear of the ground.
2. Slacken the rear wheel spindle nut.
3. Unscrew the rear brake caliper mounting bolts and slide the caliper assembly off the disc.

NOTE:

- Support the caliper to avoid placing any strain on the brake hose.

Cast Wheel Kit Fitting Instructions – Bonneville America

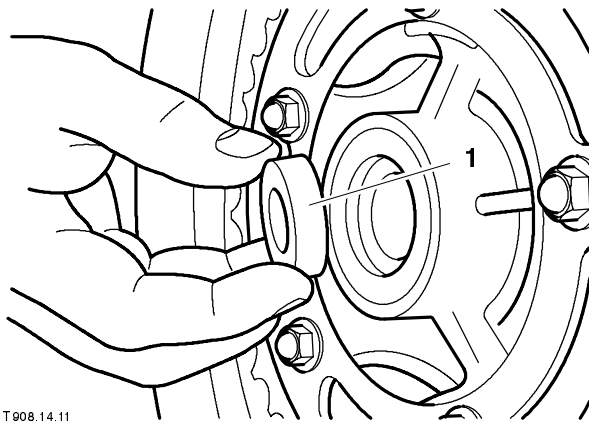


- Remove the spindle nut and washer then support the wheel and withdraw the spindle.

CAUTION: Do not fully release the chain adjusters before removing the wheel spindle. A fully released adjuster bolt can drag on the wheel spindle during removal resulting in a scored and damaged spindle.

- Lower the wheel to the ground and collect the brake caliper mounting plate.
- Disengage the chain from the rear sprocket and hang it on the swinging arm.
- Manoeuvre the wheel out of position and recover the spacers from the left side of the hub and sprocket coupling.

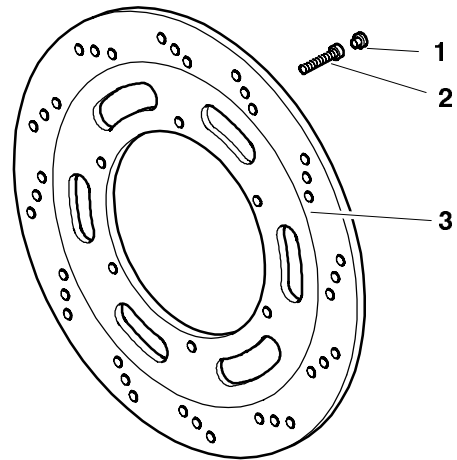
CAUTION: Do not allow the wheel to rest on the brake disc as this could damage the disc. To prevent bearing damage, ensure no dirt enters the wheel bearings whilst the wheel is removed.



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- Spacer

- Remove the trim caps from the disc retaining bolts.

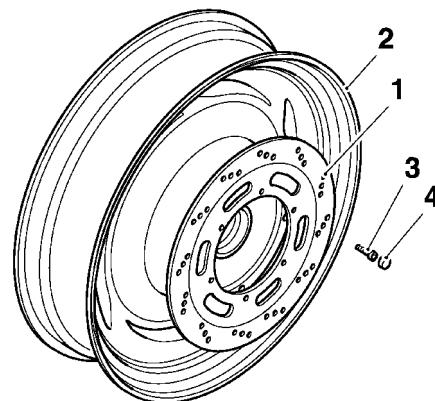


- Trim cap
- Bolt
- Disc

- Evenly and progressively slacken the retaining bolts then remove the disc from the wheel. Discard the bolts and trim caps but retain the disc for fitment to the replacement cast wheel.

Cast wheel - assembly

- Ensure the disc and wheel surfaces are clean. Assemble the disc to the replacement cast wheel ensuring its marked surface is facing outwards. Secure the disc to the wheel using six of the M8 bolts supplied with the kit. Tighten the bolts evenly and progressively to a final torque of **22 Nm**. Fit a chrome trim cap from the kit to each retaining bolt.



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- Disc
- Wheel
- Bolt
- Plug

Rear tyre fitment

NOTE:

- Refer to the tyre information on the last page of these instructions before proceeding to the next step.
1. Fit a new Metzeler ME880 tyre of the size 170/80 B15 to the rear cast wheel assembly. Ensure that the rotation arrow on the tyre matches the rotational direction of the wheel.



WARNING: Do NOT fit the tyre and/or inner tube from the original spoked wheel. The tyre and inner tube from the original spoked wheel are not of the correct size and specification for fitment to the cast wheel. Fitment of the original tyre and/or inner tube to the cast wheel may adversely affect handling leading to loss of control or an accident.

2. Seat the tyre on the wheel rim. Inflate to a final pressure of 36 lb/in² (2.5 Bar).



WARNING: Incorrect tyre inflation will cause abnormal tread wear and instability problems which may lead to loss of control and an accident.

Under-inflation may result in the tyre slipping on, or coming off the rim. Over-inflation will cause instability and accelerated tread wear.

Both conditions are dangerous as they may cause loss of control leading to an accident.

3. Check and if necessary correct the wheel balance.

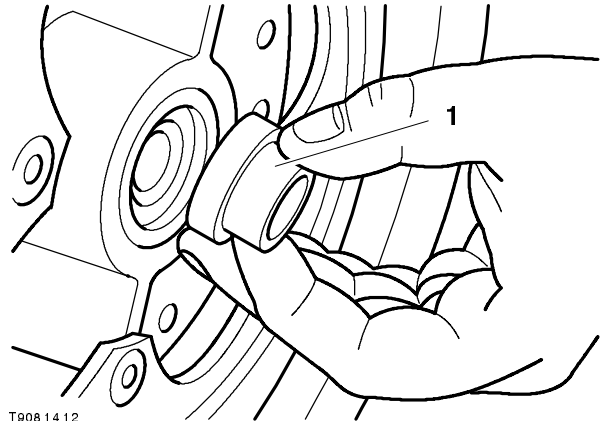


WARNING: Accurate wheel balance is necessary for safe, stable handling of the motorcycle. Incorrect wheel balance may cause instability leading to loss of control and an accident.

Only use self-adhesive weights. Clip on weights will damage the wheel and tyre resulting in tyre deflation, loss of control and an accident.

Cast wheel - installation

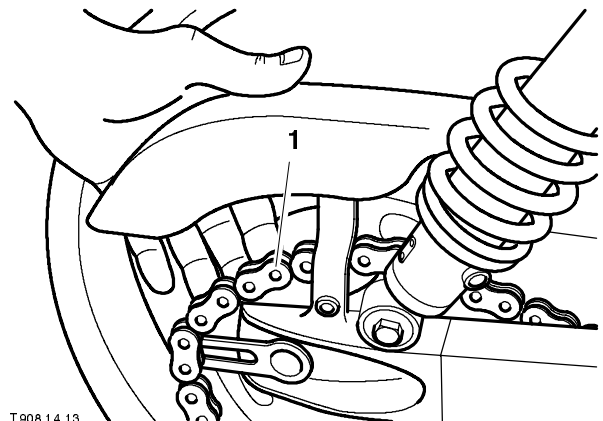
1. Lubricate the lips of the wheel bearing seals with a smear of multi-purpose grease.
2. Fit the spacers to the left side of the wheel and the sprocket coupling.



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1. Spacer

3. Position the wheel in between the swinging arm and engage the chain with the sprocket.



T908.14.13

1. Chain

4. Fit the brake caliper mounting plate locating its slot on the swinging arm lug.
5. Lift the wheel into position, ensuring the spacers and caliper mounting plate remain correctly positioned, and insert the spindle.
6. Fit the washer and nut to the spindle and hand-tighten.

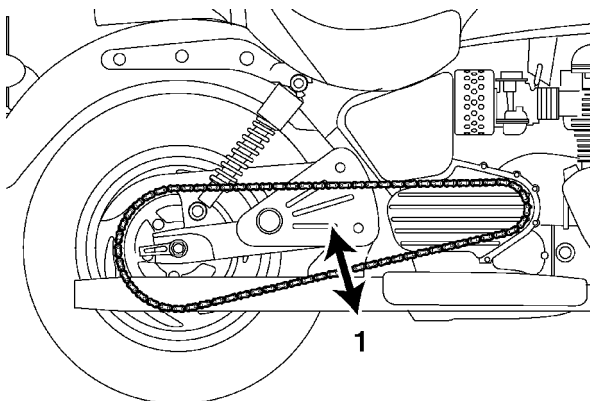
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- Slide the caliper into position, ensuring the pads pass either side of the disc, and tighten its mounting bolts to **28 Nm**. Operate the brake pedal a few times to ensure the pads are in firm contact with the disc.
- Rotate the rear wheel to find the position where the chain has least slack.

NOTE:

- Always check/adjust the drive chain freeplay at the point where the chain has least slack.
- Lower the motorcycle to the ground and park it on the sidestand.
 - The vertical movement of the drive chain midway between the sprockets should be 20–30mm.



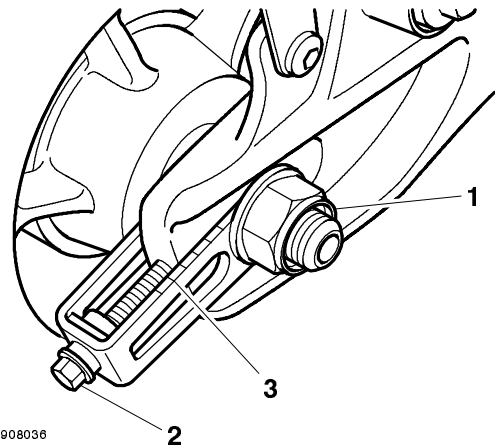
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1. Drive chain freeplay measurement point

- Adjust the drive chain freeplay by rotating the adjuster bolts. Rotate the bolts clockwise to increase chain freeplay and anti-clockwise to reduce freeplay. **Use the alignment marks on the adjusters to ensure equal adjustment and keep the adjusters in firm contact with the bolt shoulders during adjustment.**



WARNING: If the adjusters are not equally set, the wheel alignment will be incorrect. This will adversely affect the handling of the motorcycle which could result in an unsafe riding condition, leading to a loss of control and an accident.



- Wheel spindle nut
- Adjuster bolt
- Alignment mark

- When the freeplay is correctly set, tighten the rear wheel spindle nut to **85 Nm**.
- Rotate the rear wheel and recheck the freeplay. Readjust if necessary.
- On completion, rotate the adjuster bolts anti-clockwise until their shoulders are in firm contact with the adjusters.
- Recheck the front and rear tyre pressures and adjust if necessary to 36 lb/in² (2.5 Bar) front and rear.

IMPORTANT TYRE INFORMATION

All Triumph motorcycles are carefully and extensively tested in a range of riding conditions to ensure that the most effective tyre combinations are approved for use on each model. It is essential that approved tyre combinations are used when purchasing replacement tyres as the use of non approved tyres or approved tyres in non approved combinations may lead to motorcycle instability. Always refer to the owner's handbook data section for details of approved tyres and tyre combinations or ask your authorised Triumph dealer.



WARNING: The use of tyres other than those listed in the specification section of the owner's handbook may adversely affect handling leading to loss of control or an accident.

Use the recommended tyre option only in the combination given in the owner's handbook.

Do not mix tyres from different manufacturers.



WARNING: Always check tyre pressures before riding when the tyres are cold. Operation with incorrectly inflated tyres may affect handling leading to loss of control and an accident.



WARNING: Operation with excessively worn or damaged tyres will impair stability and handling leading to loss of control or an accident.



WARNING: Triumph motorcycles must not be operated above the legal road speed limit except in authorised closed course conditions.

Operation at high speed in closed course conditions should only be undertaken by riders experienced in, and trained for such conditions.



When tyres are replaced, allow time for the tyre to seat itself to the rim (approximately 24 hours). During this seating period, ride cautiously as an incorrectly seated tyre could cause loss of control or an accident. Initially, the new tyre will not produce the same handling characteristics as the worn tyre and the rider must allow adequate riding distance (approximately 100 miles) to become accustomed to the new handling characteristics.

After both 24 hours and 100 miles, the tyre pressures should be checked and adjusted and the tyre examined for correct seating and rectified as necessary.

Use of a motorcycle when not accustomed to its handling characteristics may lead to loss of control and an accident.



WARNING: Operation with excessively worn tyres or damaged/defective wheels is hazardous and will adversely affect traction, stability and handling which may lead to loss of control or an accident.

Check the tyres for cuts, imbedded nails or other sharp objects. Replace any that are damaged or worn.

Check the wheel rims for cracks, splits, kerb damage, dents and deformation and replace any that shows signs of being defective.