



Bonneville/Thruxton A.R.K. Guide



Kit Includes:

1. Hardware
2. 3M Double Sided Tape
3. Jet Kit
4. Carburetor Support Brace
5. 2 x K&N Air Filters
6. Crankcase Breather Filter

Fits The Following Motorcycles:

- Triumph Thruxton
- Triumph Bonneville

Tools Required:

- Standard and Phillips Screwdriver
- 8mm, 12mm deep, 13mm Socket
- 8mm, 13mm, 19mm, 24mm Wrench
- 3mm, 4mm, 8mm Allen
- Pliers
- T3880107 Carb Adjuster Tool
- Torque Wrench

If you have any suggestion on how we can improve our instructions, please email us at info@british-customs.com

This is a high performance product and intended for race use applications! USE AT OWN RISK!

WARNING: Laws concerning this product vary from state/province to state/province. Your state/province may prohibit its use on public roads or restrict its use to novelty, show use, off-road areas, or race facility areas only. In some states/provinces off-road uses are also prohibited. The manufacturer and retailer assume no responsibility for any use or application of this product in violation of any applicable law. Before installing this product, please check your state/province and local/municipal laws and regulations.

WARNING: It is recommended that this kit be installed by a certified Triumph technician, following the Triumph service manual to aid in proper fitting. Verify all torque specs in Triumph service manual.

Other Items We Think You May Like



Quick Release Screws



Air Injection Removal Kit



Fender Eliminator Kit



Predator Exhaust



Bonneville/Thruxton A.R.K. Guide



Step 1:

Start by remove the side covers with a large flat head screwdriver or coin.

Note British Customs machines BC409-001B/C Quick Release Side Cover Screws which is ideal for someone on the go. The screws are knurled for superior finger grip and come in either Black or Chrome Finishes.



Step 2:

Remove seat with a 5mm Allen

Note British Customs machines BC407-001B/C Quick Release Seat Screws which is ideal for someone on the go. The screws are knurled for superior grip and come in either Black or Chrome Finishes.



Step 3:

Remove rubber battery support strap. Use a Phillips screwdriver to remove positive and negative battery cables. Remove Battery.



Step 4:

On the LH side, remove starter solenoid and relays by sliding them off the stock air box mounting pins.

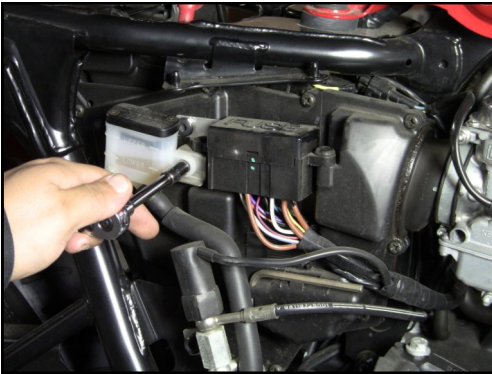


Bonneville/Thruxton A.R.K. Guide



Step 5:

Use an 8mm socket to remove the 3 snorkel mounting bolts, then remove snorkel.



Step 6:

Remove rear brake reservoir bolt by using an 8mm socket.



Step 7:

Remove fuse box by using a 5mm Allen, there should be 2 mounting bolts.

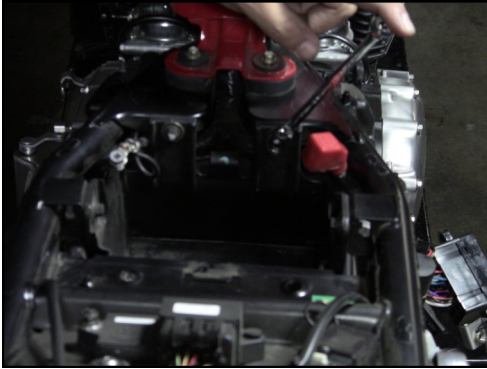


Step 8:

Remove Carb. Heater Control, this is a press fit. If need be use a flat head screwdriver to pry on the mounting tab to remove unit.

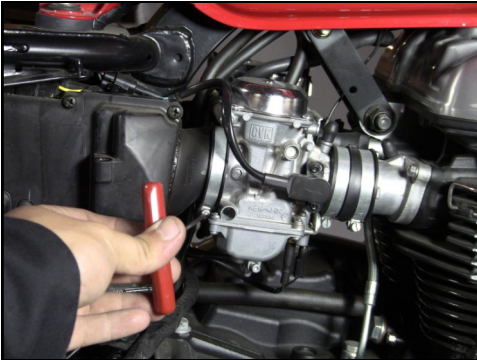


Bonneville/Thruxton A.R.K. Guide



Step 9:

Remove the 4 battery box bolts with a 8mm wrench or socket.



Step 10:

Loosen air box to carburetor boots with a 3mm Allen.



Step 11:

With the clamps loose, you should be able to push the stock air box to towards the rear and off the carburetors.



Step 12:

Remove the crank case breather line off the air box by using pliers. You will be using this line again when we install the air box. You will be supplied with a breather filter.



Bonneville/Thruxton A.R.K. Guide



Step 13:

You are now ready to remove the air box. We just need to make room to remove it. Start by removing the bottom shock eyelet bolts with a 13mm, remove both shocks.

Note Remember to support the bike!



Step 14:

We will now be removing the rear tire. Use a 19mm wrench on the axle nut on the brake side. Use a 24mm wrench on the sprocket side to loosen axle bolt. Use a 8mm socket to bring in both chain adjusters, this will loosen the chain. Remove the already loosened axle bolt, be sure to support the rear tire when pulling the axle out. Walk the chain off the sprocket and remove the rear tire. There should be enough room to pull the air box out.



Step 15:

Remove stock air box.



Step 16:

Install the British Customs Battery Box, tighten down supplied hardware with a 4mm Allen.



Bonneville/Thruxton A.R.K. Guide



Step 17:

With the battery box installed, you will need to re-install the rear wheel and shocks. Start by walking the chain on the sprocket and supporting the rear wheel to line up the axle holes. Install axle bolt, tighten down with a 19mm and 24mm wrench. Torque down to 85Nm.

Note Make sure you adjust the chain to spec.



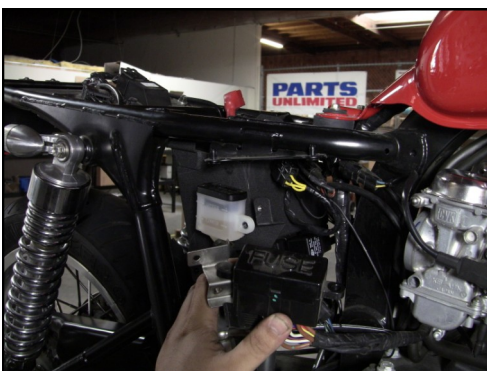
Step 18:

Re-install both shocks with a 13mm. Lower bike onto rear tire to allow load on the shocks. Then torque down to 28Nm.



Step 19:

On the LH side of the battery box, install the starter solenoid and relays on the new mounting pins.

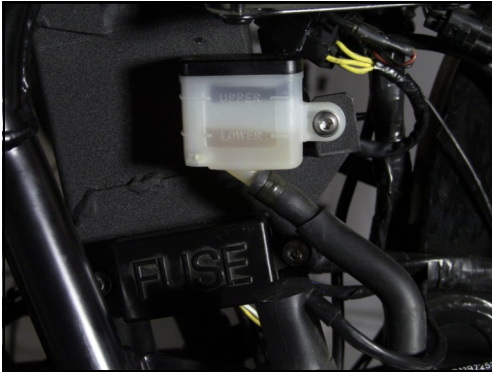


Step 20:

On the RH side of the battery box, you will need to mount the rear brake reservoir and fuse block. Start by taking the fuse block bracket off. The bracket is secured by a black plastic clip, either cut or pry the clip from the fuse block. Using the supplied hardware, install the fuse block into the battery box. Tighten down with a 4mm Allen.

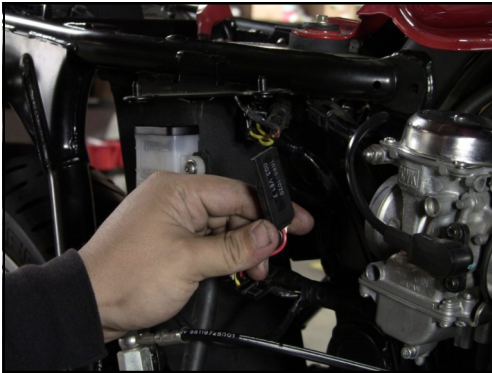


Bonneville/Thruxton A.R.K. Guide



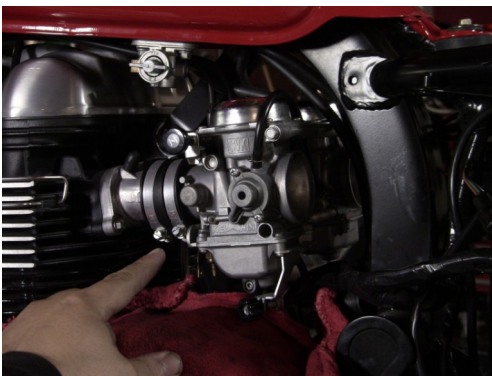
Step 21:

Mount the rear brake reservoir with the supplied hardware into the top threaded bracket on the battery box. Tighten down with a 4mm Allen



Step 22:

You will now need to secure the Carb. Heater Control to the battery box with double sided tape.



Step 23:

You will now need to re-jet the carburetors for the appropriate modifications on the bike.

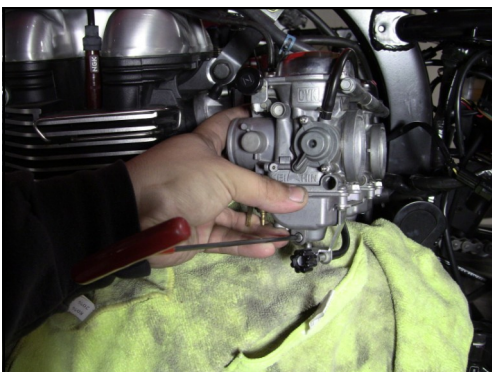
The supplied jet kit includes:

(2) 135 main

(2) 140 main

(2) 42 pilot

Note: Please specify during the time of ordering if you require different jet sizes.

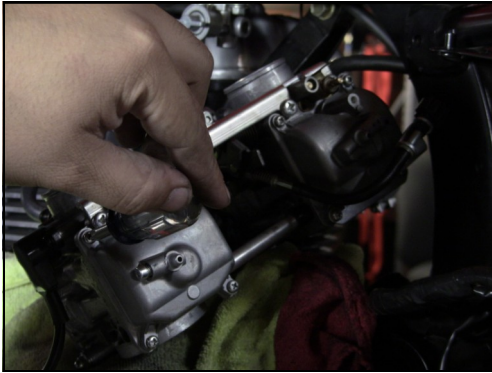


Step 24:

Drain both Carburetor Bowls by using a 3mm Allen on the bowl screw. Use a rag to soak up the fuel. Once drained, tighten down the drain plug.



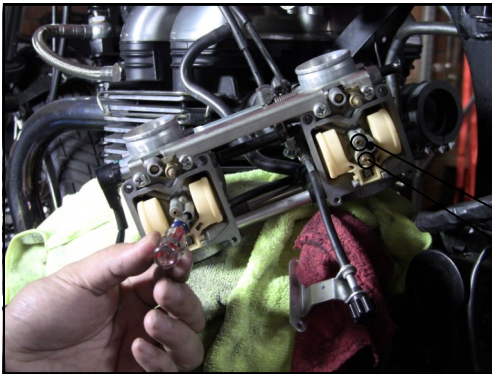
Bonneville/Thruxton A.R.K. Guide



Step 25:

Now you will be removing both bowl plates, start by using a small Phillips screwdriver and remove all 8 bowl screws.

Note Be very careful not to strip these screws, they are a very soft metal. We recommend upgrading your screws to stainless steel. We have a kit available that includes all the hardware necessary to make the change. Part number: BC801-005



Step 26:

With the bowl plates removed, you can now access the main and pilot jets. You will need a few flat head screwdrivers to remove these jets. Install the proper jets for your application. We are using a 140 main and a 42 pilot.

Pilot Jet
Main Jet



Step 27:

After you have changed out the jets, install Carburetor Bowls.



Step 28:

Next you will need to adjust the idle mixture screw. T3880107 is the Carburetor Adjuster Tool which is shown in the picture. You will need to adjust each Carburetor. Start by tightening each side with the tool, back out 2-2.5 turns. Some people find it easy to mark the tool with a Sharpie to keep track of the turns.

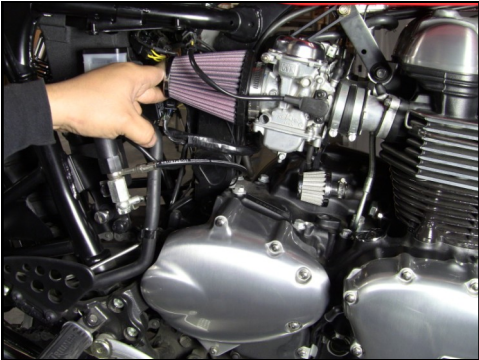


Bonneville/Thruxton A.R.K. Guide



Step 29:

Now you will be install the Carburetor Support Brace, which is supplied in the ARK Kit. On the RH Side use a 12mm socket and 13mm socket on the LH to remove the frame bolt. Mount the Brace hook side on the Carburetor rail and the Brace hole through the frame bolt. Secure factory nut and bolt.



Step 30:

Install both K&N Filters on the Carburetors. Secure with supplied clamps and tighten down with a flat head screwdriver.



Step 31:

Install Crankcase Breather Filter. Start by cutting down the Crankcase line (own preference). We like to keep it short, tucked in underneath the carburetors. Secure filter with supplied clamp.

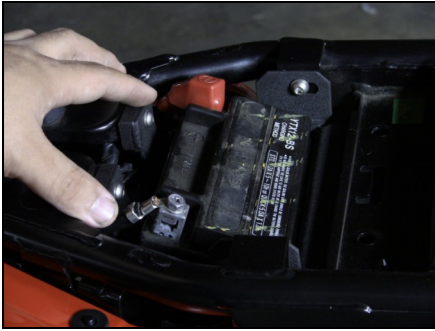


Step 32:

Re-install both side covers.



Bonneville/Thruxton A.R.K. Guide



Step 33:

Re-install battery and positive/negative cables.



Step 34:

Install the stock rubber battery support strap on the British Customs Battery Box.



Step 35:

Install seat.



Step 36:

Verify all connections. Turn petcock to “On” position. To prevent a hard start issue, prime Carburetors by snapping the throttle a few times, be careful not to flood the bike. Pull choke out, start the bike. Check for leaks. Verify idle and road test. Enjoy.

Note: It is best to sync the carburetors for the best running performance.