

The original turn signals and the original rear/brake light are exchanged for Kellermann Bullet DG (rear light/turn signal combination).



During the conversion, the flashing frequency changes drastically, so that the turn signals have to be retrained. Instructions on this at the end.

-----  
**DISCLAIMER:**

*The following description is a field report of my conversion in a private environment. I am not liable for errors in this description, nor for errors made by the user when using my description.*

*If you are unsure about your ability to implement this description, then give the conversion to a motorcycle workshop of your choice.*

-----

**Required components:**

- 2x Kellermann Bullet DG (combination turn signal/ rear light/ brake light)
- 3D Printing Parts (see below) Recommendation: Filament PETG Black matt
- Screws & nuts, washers:
  - 2x Inbus M6 x 20; 2x M6 Mutter - A2 (Niro)
  - 3x Inbus M5 x 15; 3x washer (large) ; 3x threaded bushings (for hot press-fitting)
- Loctite (or similar) threadlocker

1) Disassemble the turn signal/taillight rear unit See link from Brogue Motorcycles :

<https://www.youtube.com/watch?v=lrW4mJZSbuc>

All other disassembly and assembly steps can also be seen there.

2) Print the parts from the file : **Triumph-Kellermann.zip**

- 2x motorcycle indicators-adapter-Inbus ( print with supports !)
- 1x part: Abdeckung Rückscheinwerfer
- 1x part: Abdeckung-Gegenhalter



- 3) Press 3x threaded bushings hot into the cover
- 4) Remove the taillight, taillight holder and original turn signals from the rear unit.
- Rear light 3 screws
  - Holder: Rubber gasket & 2 screws near the turn signal
- 5) Mount the Kellermann bullet indicators with the motorcycle indicators adapters. Use the supplied nuts & some threadlocker.  
Make sure the correct alignment & a tight mounting
- 6) Attach the pre-mounted turn signals to the rear unit. Use the 2x M6 x 20 & 2x M6 nut with threadlocker. Make sure the connection is sufficiently tight
- 7) Attach the rear light holder to the rear unit by inserting the rubber seal and screwing it with 2 screws (near the turn signal). (see video) The metal bushings are no longer used
- 8) Insert the printed > Abdeckung Rückscheinwerfer < through the rubber gasket instead of the taillight.
- 9) Use the > Abdeckung-Gegenhalter < as well as the 3x M5 x 15; 3x washer & threadlocker to attach the cover

**The parts assembly is now complete .**

## ***Triumph Speedmaster / Bobber***

### ***Project: Replacing the original rear turn signals on the Kellermann Bullet 100 DG***

---

10) The wiring is done according to the enclosed instructions of the Kellermann Bullet turn signals.

<u>Colours:</u>	<u>Kellermann:</u>	<u>Triumph</u>
• Mass	Black:	Black
• Turn signals +	Grey:	White (right turn signal – marked red)
• Brake light +	Red-Grey	green/violet
• Rear light +	White-Grey	Yellow

Before shifting, the turn signals should be tested for function.



11) Reattach the complete rear unit to the motorcycle as shown in the video from Brogue Motorcycles.

12) Test the correct functioning of the Kellermann Bullet turn signals

13) Note: The two parts: “motorcycle indicators adapter” can also be used for the front turn signals.

#### 14) Adjustment of the flashing frequency

(Triumph – water-cooled motorcycles of newer design)

The flashing frequency will have changed a lot after the replacement (very quickly).

The turn signals must therefore be retrained.

Resistors or any other flasher relay are not necessary.

Procedure Adjust and teach flashing frequency:

- Ignition off
- Press and hold the "I" button (left handlebar arm) !
- Ignition on – wait until "Type" can be read in the display
- "I" - Release button
- Use the "I" button to change the type – (Type 4 worked fine)
- "I" – long press the button (save)
- ignition off; - Ignition on
- Turn on the turn signals and check the flashing frequency.

