



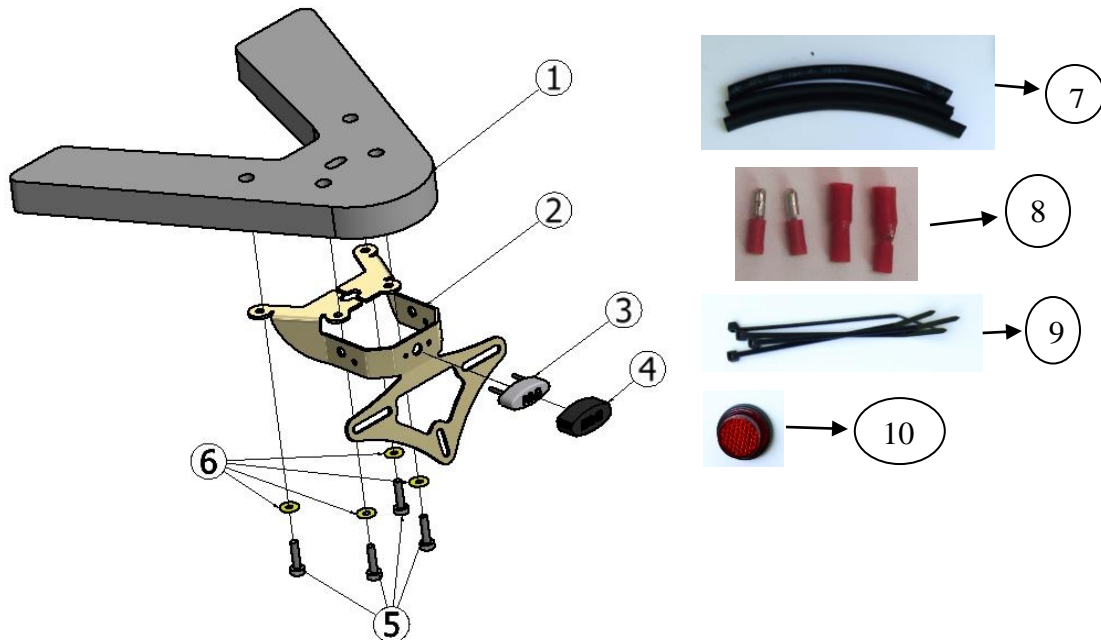
FITTING INSTRUCTIONS FOR LP0200 LICENCE PLATE BRACKET
SUZUKI SV650 A 2016-



THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike.

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)





LEGEND

ITEM 1 = OEM SUB-FRAME (FOR ILLUSTRATION ONLY; NOT SUPPLIED IN THE KIT)

ITEM 2 = LICENCE PLATE BRACKET (TB0200BK) (x1)

ITEM 3 = No. PLATE LIGHT (LA0002) (x1)

ITEM 4 = No. PLATE LIGHT SHROUD (x1)

ITEM 5 = M6x 25mm LONG BUTTON HEAD BOLTS (x4)

ITEM 6 = M6 WASHERS (x4)

ITEM 7 = HEAT-SHRINK TUBES (x3)

ITEM 8 = BULLET CONNECTORS (CON0004) (x3 set)

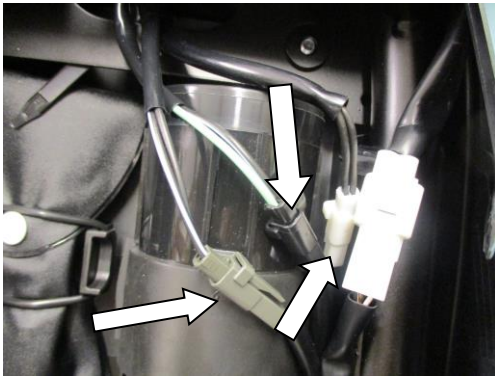
ITEM 9 = CABLE TIES (x3)

ITEM 10 = REFLECTOR (x1)

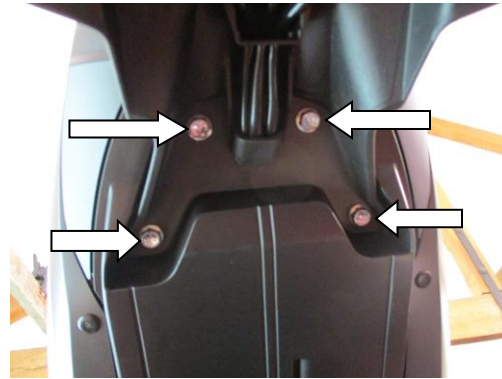
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

TOOLS REQUIRED

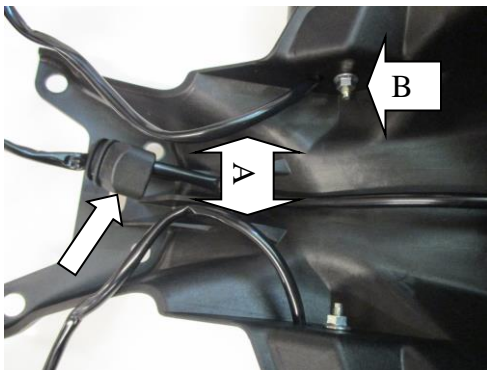
- Metric socket set.
- Allen key set
- 6mm and 8mm spanner
- Small amount of super glue.



PICTURE 1



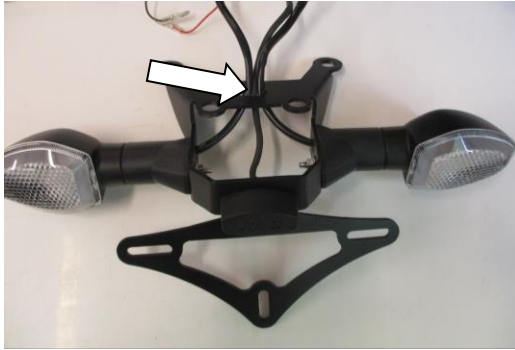
PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6

FITTING INSTRUCTIONS

- Remove the seat using the key.
- Disconnect the three small connectors (Indicators and no. plate light connectors) as shown in picture 1. *Please note the orientation as connectors are to be re-connected at later stage.*
- From below, remove the four bolts securing the OEM tail light unit using 10mm socket and a ratchet. Withdraw the OEM tail unit and its wiring (Shown in Picture 2).
- On the OEM tail unit assembly, slide off the rubber booth and the wiring from the OEM tail unit (Arrowed in Picture 3). Remove the indicator wires from the rubber booth and the guide on the OEM tail unit (Labelled A in picture 3). Remove the rubber booth off completely for re-use at later stage.
- Using an 8mm spanner, remove the nut securing the L/H indicator; nut to be re-used at later stage (Labelled B in Picture 3). Remove the L/H indicator from the OEM tail unit. Repeat the procedure for the R/H indicator.
- From the kit, place the No. Plate Light (Item 3) into the 3 in-line holes in the centre of licence plate bracket (Item 2) (As shown in picture 4). Secure the No. Plate Light unit (Item 3) using washers and nuts provided in the kit. Using a little amount of superglue, attach the shroud (Item 4) onto the no. plate light (Item 3). Cut the heat-shrink tube (Item 7) to a suitable length and feed the wires from the no. plate light (Item 3) through. Using a suitable heating resources, shrink the heat-shrink tube (Item 7). Feed the wires through the centre hole arrowed in picture 4. Crimp male connectors provided from the kit on both wire ends.
- Fit both OEM indicators to the licence plate bracket (Item 2) and secure with the OEM nuts removed earlier. Shown in Picture 5.
- If fitting R&G mini indicators, fit one length of heat-shrink tube (Item 7) to the wires of each indicator and using a suitable heat resource, shrink the heat-shrink tube. Locate the indicator stem and its wires into a larger hole on either side of the license plate bracket and secure with the provided nut. Repeat the procedure to the other indicator.
- Feed all the wiring (indicator and no. plate light wires) through the OEM rubber booth removed earlier. Ensure that the OEM rubber booth is pointing the right direction. Attach the OEM rubber booth with its wiring onto the licence plate bracket (Item 2) as arrowed in picture 5.
- Offer the licence plate assembly onto the sub-frame where OEM tail unit originally mounted. Align the four holes and secure with M6 bolts (Item 5) and M6 washers (Item 6) provided from the kit. Ensure that there are no wires caught between the sub-frame and the licence plate bracket. Tighten the bolts to 15Nm.

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- To connect R&G license plate illuminator, the original wiring needs to be 'cut & shut'. To do this, cut the wiring connector off the OEM tail light illuminator along with approximately 100mm of wiring. Peel end of each wire off and crimp female bullet connectors provided (Item 8). Connect the female bullet connectors just fitted to male connectors already fitted to the R&G license plate illuminator in this scheme:
 - Connector black (+) -----→ Illuminator Red
 - Connector black (-) -----→ Illuminator BlackPlease swap the bullet connectors over if lights fail to illuminate.
- To connect R&G mini indicators, the original wiring needs to be 'cut & shut'. To do this, cut the wiring connector off the OEM indicator along with approximately 100mm of wiring. Peel end of each wire off and crimp female bullet connectors provided (Item 8). Connect the female bullet connectors just fitted to male connectors already fitted to the R&G mini indicator in this scheme:
 - Right hand side Indicator:
 - Connector Green (+) -----→ Indicator Yellow
 - Connector Black/white (-) -----→ Indicator Black
 - Left hand side Indicator:
 - Connector Black (+) -----→ Indicator Yellow
 - Connector Black/white (-) -----→ Indicator BlackPlease swap the bullet connectors over if lights fail to illuminate.
- Reconnect all the license plate illuminator and indicator connectors as original.
- At this stage, it is advisable to check operation of all lights.
- Tidy all the wires using cable ties (Item 9) provided in the kit.
- Refit licence plate (it may require drilling).
- Depending on local laws, attach enclosed red reflector (Item 10) in an appropriate location.
- **IMPORTANT: IF FITTING A FULL-SIZE LICENCE PLATE AND PLACING IT FAR DOWN ON THE LICENCE PLATE HANGER, THERE IS A SMALL CHANCE OF THE LICENCE PLATE HITTING THE BACK WHEEL UNDER HEAVY LOAD AND OVER LARGE BUMPS IN THE ROAD. IT IS YOUR RESPONSIBILITY TO CHECK FOR THIS POSSIBILITY AND TAKE AVOIDING ACTION. FAILURE TO CHECK THIS COULD RESULT IN SERIOUS INJURY**
- Refit seat.
- Test the indicators (turn signals), licence plate light and licence plate bracket before riding.

GENERAL TORQUE SETTINGS

M4 BOLT = 8Nm
M5 BOLT = 12Nm
M6 BOLT = 15Nm
M8 BOLT = 20Nm
M10 BOLT = 40Nm

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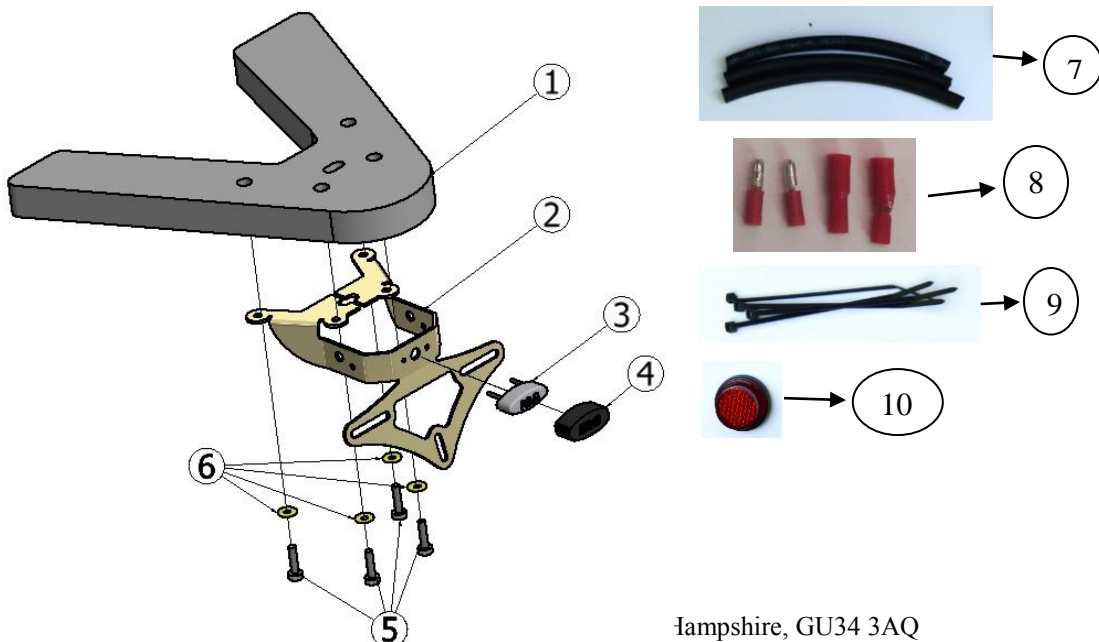
**NOTICE DE MONTAGE POUR LP0200 SUPPORT DE PLAQUE
SUZUKI SV650 A 2016-**



Assurez vous que toutes les pièces soient présentes avant de procéder au montage.

La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.

Les pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.





LEGENDE

- ARTICLE 1 = SOUS CADRE D'ORIGINE (POUR ILLUSTRER UNIQUEMENT, NON FOURNI)
- ARTICLE 2 = SUPPORT DE PLAQUE (TB0200BK) (x1)
- ARTICLE 3 = No. FEU DE PLAQUE (LA0002) (x1)
- ARTICLE 4 = No. LINCEUL DE FEU DE PLAQUE (x1)
- ARTICLE 5 = M6x 25mm BOULONS (x4)
- ARTICLE 6 = M6 RONDELLES (x4)
- ARTICLE 7 = TUBES THEMO RETRACTABLES (x3)
- ARTICLE 8 = CONNECTEURS (CON0004) (x3 set)
- ARTICLE 9 = COLLIERS DE SERRAGE (x3)
- ARTICLE 10 = REFLECTEUR (x1)

Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées!*

OUTILS REQUIS

- Clé métrique
- Clés Allen.
- Clés à molette 6, 8 mm
- Un peu de super glue.

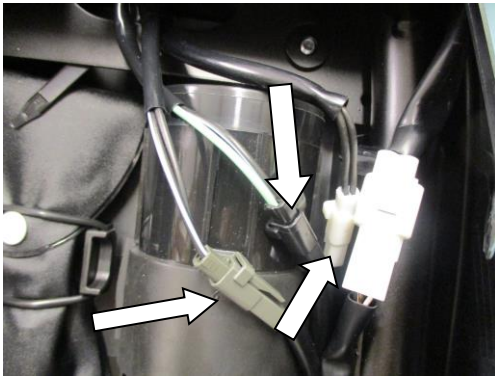


PHOTO 1

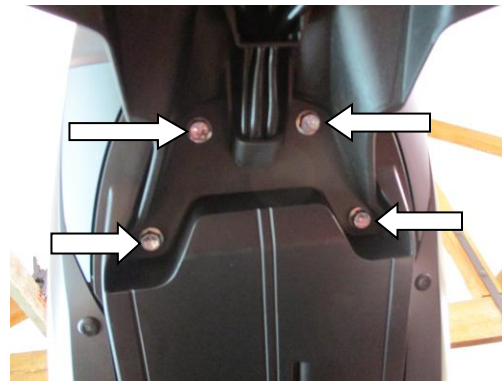
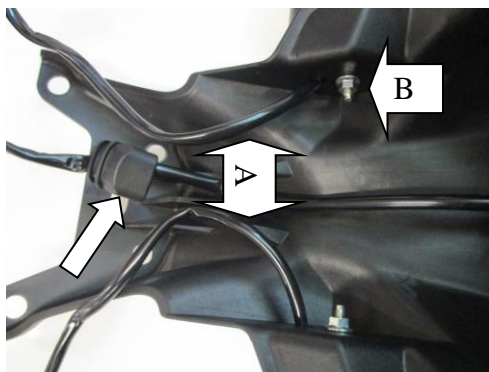


PHOTO 2



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PHOTO 3

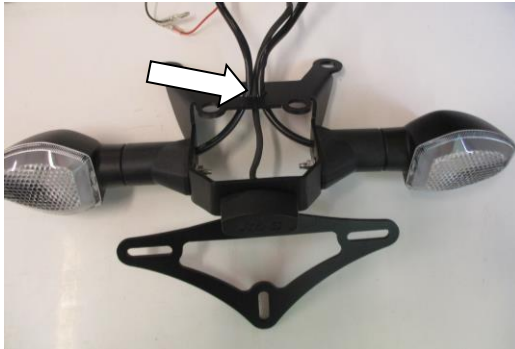


PHOTO 4



PHOTO 5

PHOTO 6

NOTICE DE MONTAGE

- Enlever le siège à l'aide de la clé.
- Déconnecter les 3 petits connecteurs (Clignotants et connecteurs de feu de plaque) voir photo 1. *Svp, notez l'orientation car les connecteurs doivent être reconnectés un peu plus tard.*
- Par dessous, enlever les 4 boulons qui fixent l'unité de feu de plaque d'origine en utilisant une clé de 10mm et un cliquet. Rétracter l'unité de support de plaque d'origine et son fil (voir Photo 2).
- Sur l'assemblage de support de plaque d'origine, glisser la cabine en caoutchouc et le fil d'unité de support de plaque d'origine (voir Photo 3). Enlever les fils de clignotant de la cabine en caoutchouc et le guide sur l'unité de support de plaque d'origine (Noté A sur la photo 3). Enlever la cabine en caoutchouc pour la réutiliser plus tard.
- Utiliser une clé 8mm pour enlever l'écrou qui fixe le clignotant coté gauche. L'écrou sera réutilisé plus tard (noté B sur la photo 3). Enlever le clignotant gauche de l'unité de support de plaque d'origine. Répéter la procédure pour le clignotant droit.
- Dans le kit, placer le feu de plaque (Article 3) dans les 3 trous alignés au centre du support de plaque (Article 2) (Voir photo 4). Fixer l'unité de feu de plaque (Article 3) en utilisant les rondelles et écrous fournis dans le kit. Utiliser un peu de superglue, attacher le linceul (Article 4) sur le feu de plaque (Article 3). Couper le tube thermo rétractable (Article 7) à la bonne longueur puis passer les fils de feu de plaque (Article 3) dedans. Utiliser une source de chaleur adéquate pour rétreindre le tube thermo rétractable (Article 7). Passer les fils dans le trou central, voir photo 4. Sertir les connecteurs mâles fournis dans le kit sur les 2 extrémités de fils.
- Monter les 2 clignotants d'origines sur le support de plaque d'origine (Article 2) puis fixer les écrous d'origine enlevés plus tôt, voir Photo 5.
- Si vous montez les mini clignotants R&G, positionner une longueur de tube thermo rétractable (Article 7) sur les fils de chaque clignotant et utiliser une source de chaleur adéquate pour rétreindre le tube thermo rétractable. Placer la tige de clignotant et ses fils dans le trou plus large de chaque coté du support de plaque puis fixer avec l'écrou fourni. Répéter la procédure pour l'autre clignotant.

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- Passer tous les fils (de clignotants et de feu de plaque) dans la cabine en caoutchouc d'origine enlevée plus tôt. Veiller à ce que la cabine en caoutchouc d'origine soit orientée dans la bonne direction. Attachez la avec ses fils sur le support de plaque (Article 2), voir photo 5.
- Monter l'assemblage de support de plaque sur le sous-cadre où l'unité de support de plaque d'origine était montée à l'origine. Aligner les 4 trous et fixer les boulons M6 (Article 5) et les rondelles M6 (Article 6) fournies dans le kit. Veiller à ce qu'il n'y ait aucun fil pincé entre le sous-cadre et le support de plaque. Serrer les boulons à 15Nm.
- Pour connecter le feu de plaque R&G, le fil d'origine doit être "coupé puis fermé". Pour cela, couper le connecteur de fil du feu de plaque d'origine en laissant approximativement 100mm de fil. Dénuder chaque extrémité et sertir les connecteurs femelles fournis (Article 8). Connecter les connecteurs femelles aux connecteurs mâles déjà montés sur le feu de plaque R&G selon ce schéma :

Connecteur noir (+) -----→ Feu rouge

Connecteur noir (-) -----→ Feu noir

Si l'éclairage échoue, tournez les connecteurs.

- Pour connecter les minis clignotants R&G, le fil d'origine doit être "coupé puis fermé". Pour cela, couper le connecteur de fil du feu de plaque d'origine en laissant approximativement 100mm de fil. Dénuder chaque extrémité et sertir les connecteurs femelles fournis (Article 8). Connecter les connecteurs femelles aux connecteurs mâles déjà montés sur le feu de plaque R&G selon ce schéma :

Clignotant droit :

Connecteur vert (+) -----→ Clignotant jaune

Connecteur noir/blanc (-) -----→ Clignotant noir

Clignotant gauche :

Connecteur noir (+) -----→ Clignotant jaune

Connecteur noir / blanc (-) -----→ Clignotant noir

Si l'éclairage échoue, tournez les connecteurs.

- Reconnecter le feu de plaque et les connecteurs de clignotant comme à l'origine.
- A ce stade du montage, il est bon de vérifier que chaque feu fonctionne.
- Serrer les fils à l'aide des colliers de serrage (Article 9) fournis dans le kit.
- Réinstaller le siège et la plaque (peut nécessiter un perçage).
- Selon la loi locale, placer les réfléchissants (article 10) aux emplacements adéquats.
- **IMPORTANT: Si vous installez une grosse plaque, il y a un risque que la plaque entre en contact avec la roue arrière en cas de choc sur la route (bosse, grosse charge etc...). Il est de votre responsabilité de vérifier que cela ne puisse pas se produire. Ne pas effectuer ces vérifications peut entraîner des dommages ainsi que des blessures graves pour le pilote.**
- Réinstaller le siège
- Tester le feu de plaque, les clignotants, ainsi que l'ensemble des feux avant de prendre la route.

COUPLES DE SERRAGE RECOMMANDES

- M4 BOULON = 8Nm
- M5 BOULON = 12Nm
- M6 BOULON = 15Nm
- M8 BOULON = 20Nm

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