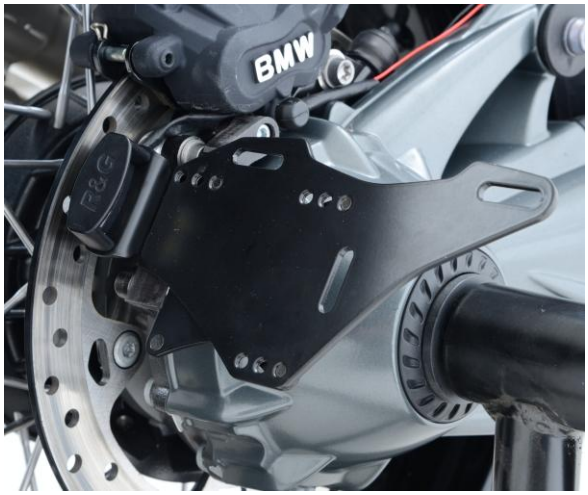
FITTING INSTRUCTIONS FOR LP0161BK LICENCE PLATE BRACKET
BMW R NINE T '14- SHORT VERSION

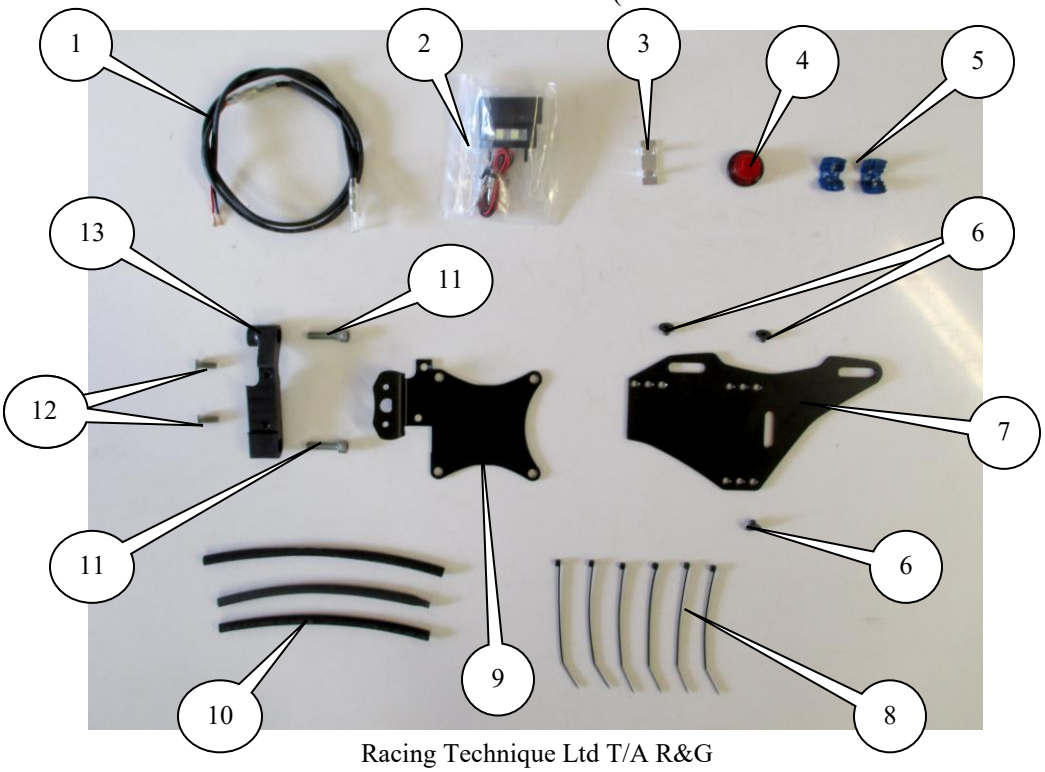




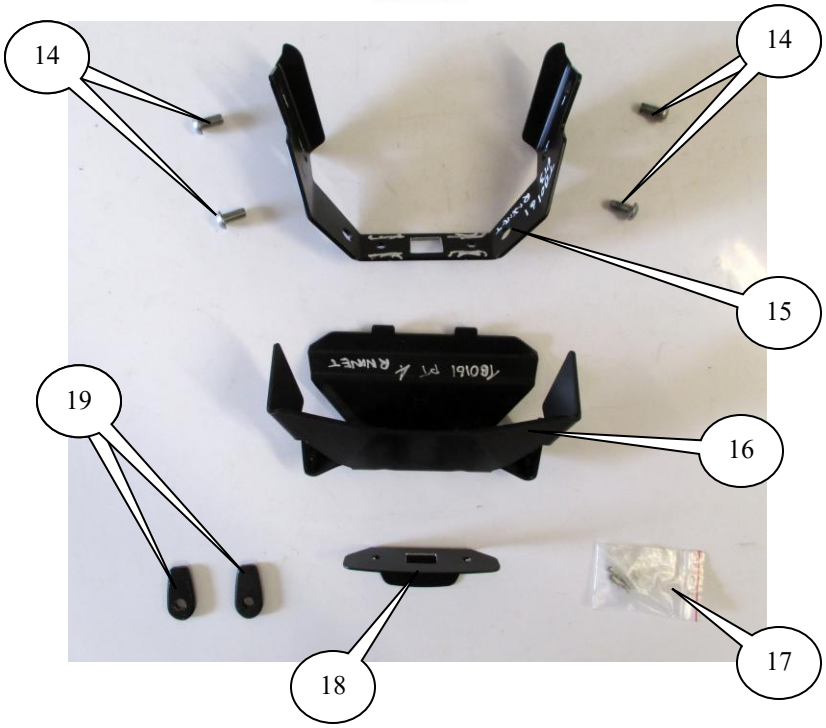
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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)



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LEGEND

ITEM 1 = WIRING EXTENSION (CON0030 – 900mm LONG) (x1).
ITEM 2 = LICENCE PLATE LIGHT LA0002 has been replaced by LA0012. Refer to kit LA0012 for the QR Code for assembly instructions
ITEM 3 = SELF ADHESIVE CABLE CLIPS (x2).
ITEM 4 = REFLECTOR (x1).
ITEM 5 = BLOCK CONNECTORS (CON0002) (x2).
ITEM 6 = M6 x 6mm LONG COUNTERSUNK BOLTS (x3).
ITEM 7 = ADJUSTABLE LICENCE PLATE BRACKET (TB0160 Part 2) (x1).
ITEM 8 = 2.5mm CABLE TIES (x6).
ITEM 9 = MAIN BRACKET (TB0160 Part 1) (x1).
ITEM 10 = 150mm LENGTH OF HEATSHRINK (x3).
ITEM 11 = M6 x 25mm LONG CAP HEAD BOLTS (x2).
ITEM 12 = M5 x 16mm LONG COUNTERSUNK BOLTS (x2).
ITEM 13 = MOUNTING BLOCK (M0393) (x1).
ITEM 14 = M8 x 16mm LONG BUTTON HEAD BOLTS (x4).
ITEM 15 = TAIL LIGHT BRACKET (TB0161 Part 3) (x1).
ITEM 16 = INDICATOR BRACKET / COVER (TB0161 Part 4) (x1).
ITEM 17 = BULLET CONNECTORS (CON0004) (x2).
ITEM 18 = OEM No. PLATE LIGHT COVER (TB0161 Part 5) (x1).
ITEM 19 = INDICATOR ADAPTORS (I0041) (x2).

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*!

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TOOLS REQUIRED

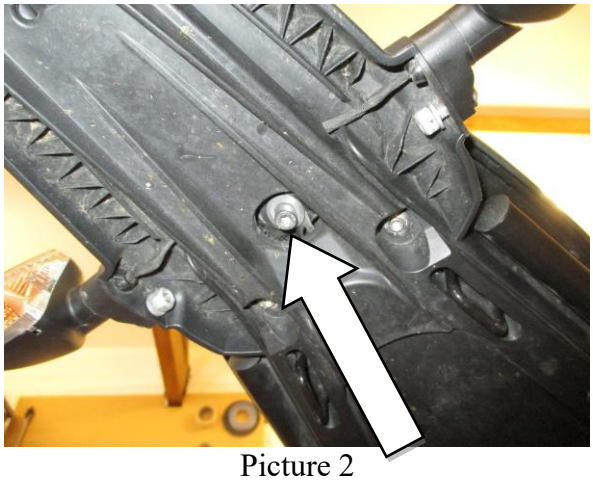
- Set of metric Allen keys to include 3, 4 & 5mm A/F sizes.
- Torx Socket set to include T25, T30, T35 & T40 sockets and wrench.
- 6, 10 & 12mm Spanners.
- Flat headed screwdriver.
- Cable cutters.
- Superglue.

MAXIMUM TORQUE SETTINGS

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



Picture 1



Picture 2



Picture 3



Picture 4

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Picture 5



Picture 6



Picture 7



Picture 8





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Picture 9



Picture 10



Picture 11



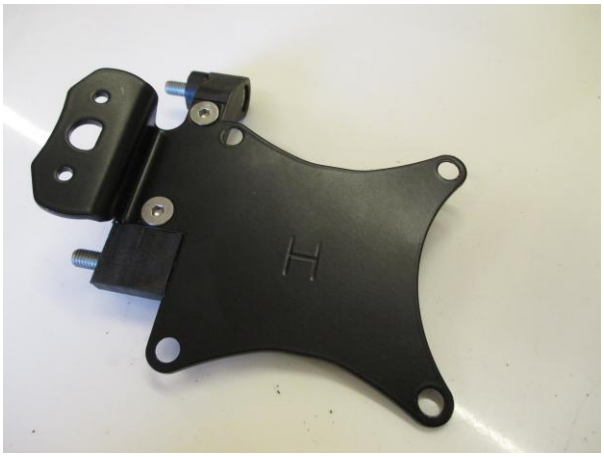
Picture 12



Picture 13



Picture 14

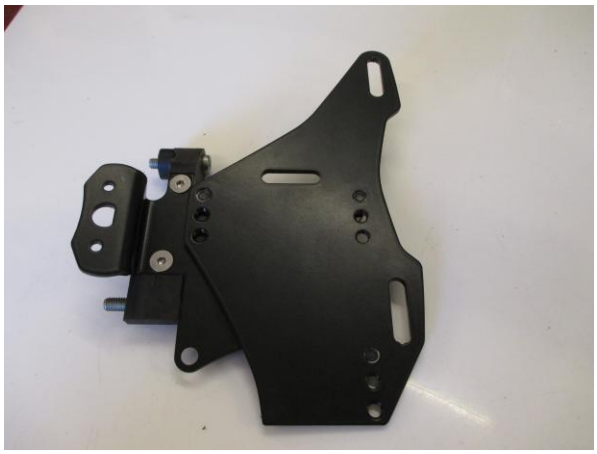


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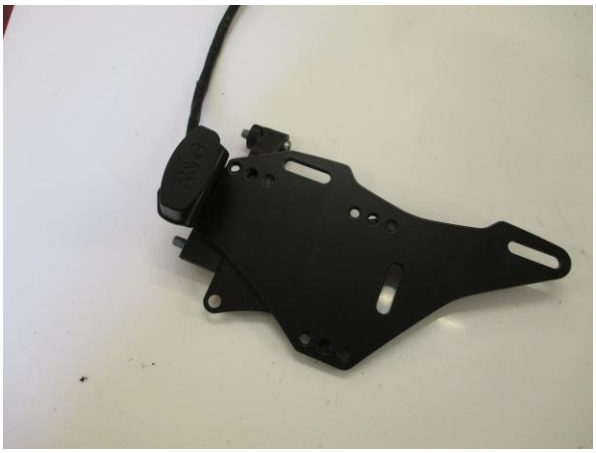
Picture 15



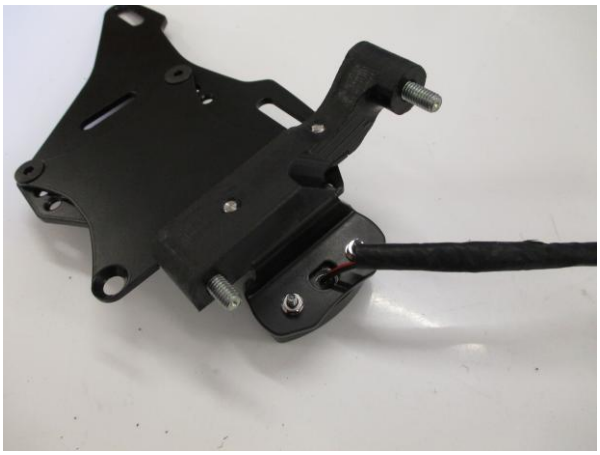
Picture 16



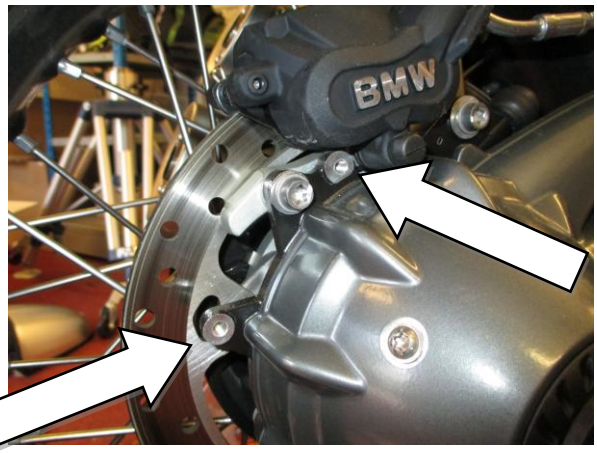
Picture 17



Picture 18



Picture 19

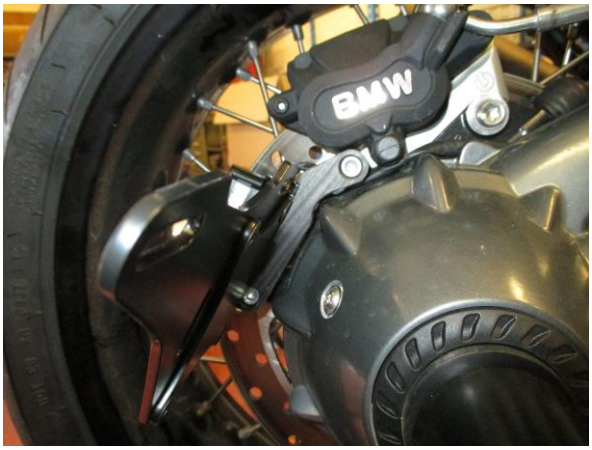


Picture 20



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Picture 21



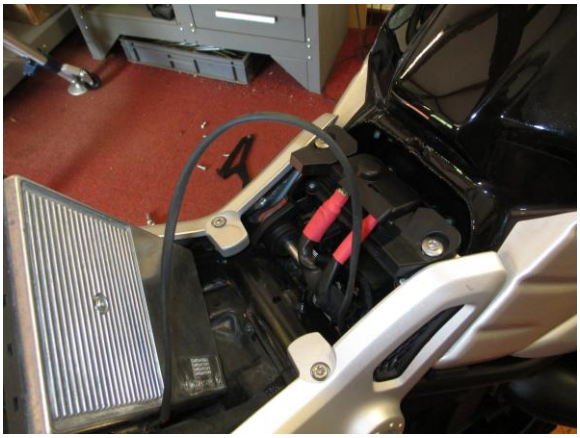
Picture 22



Picture 23



Picture 24



Picture 25



Picture 26



Picture 27

Picture 28

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Picture 29



Picture 30

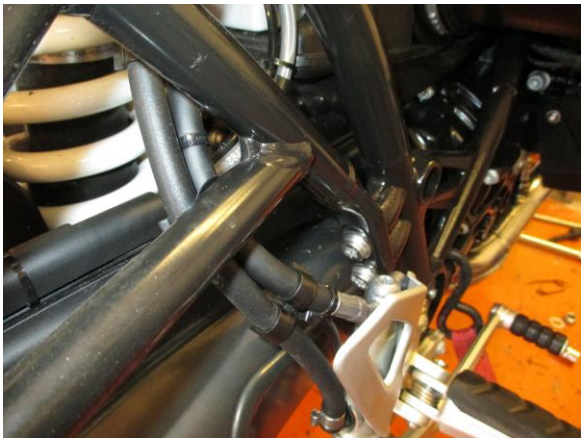


Picture 31



Picture 32





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Picture 33



Picture 34



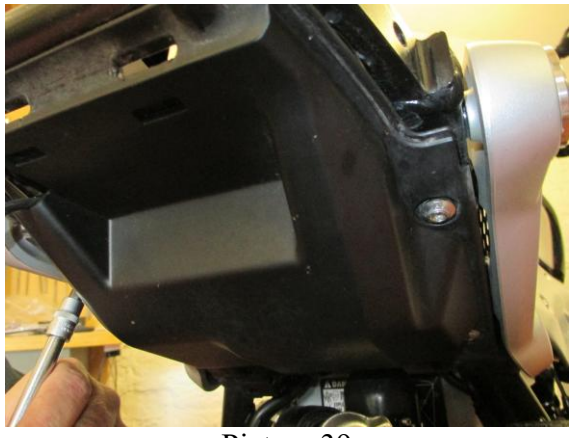
Picture 35



Picture 36



Picture 37



Picture 38



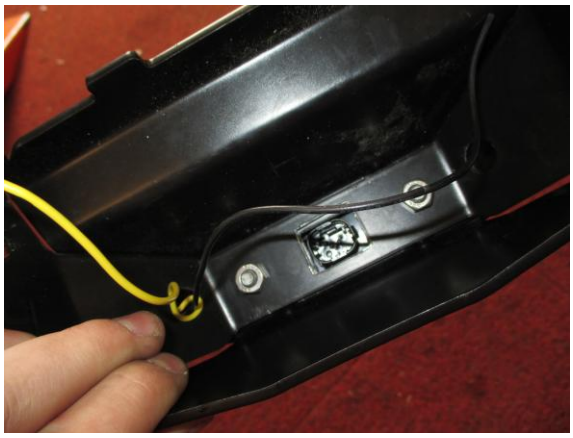
Picture 39

Picture 40

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Picture 41



Picture 42



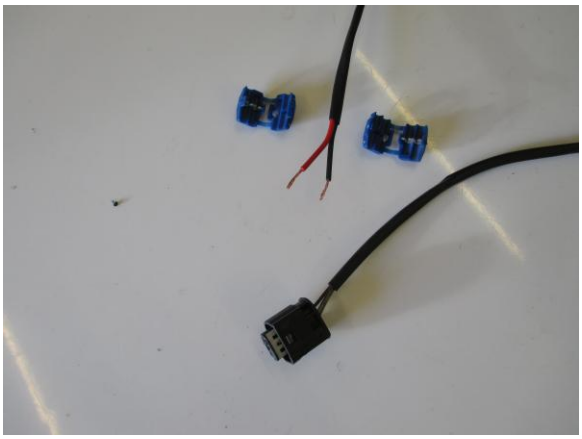
Picture 43



Picture 44



Picture 45



Picture 46

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Picture 47



Picture 48



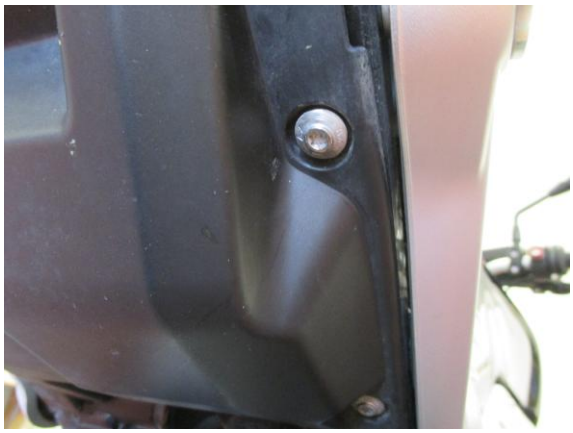
Picture 49



Picture 50



Picture 51



Picture 52

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Please Note – If fitting to a US spec bike with the larger taillight, this will need to be replaced with the smaller EU spec rear light. Connecting this EU spec light up to the US spec wiring loom on the bike can cause a "Brake Light Open Circuit" error with the ECU and a warning light on the dash. This can only be cleared by a BMW technician.

FITTING INSTRUCTIONS

- To fit the R&G tail tidy, remove the pillion seat or rear hump by removing the Torx bolt positioned on the underside of the tail unit, as arrowed in picture 2 and shown removed in picture 1.
- Lift the lever on the rear of the riders seat, gently pull rearwards and remove from the bike, as shown in picture 3.
- Remove the plastic cover above the ECU by unclipping the two prongs at the rear and the push rivet at the front and then lift the ECU up to gain access to the wiring connectors, as shown in picture 4.
- Disconnect the rear wiring loom connector by squeezing the tabs on each side and gently pull off, as shown in picture 5.
- The rear wiring loom connector will remain attached to the ECU. This needs to be disconnected from its mount, as shown in picture 6. *To do this, it is advised to use a small screwdriver to push the plastic prong sideward allowing the connector to slide off the mount.*
- Remove the four Torx bolts on the underside of the OEM licence plate hanger, as shown in picture 7.
- The OEM licence plate hanger can now be removed from the bike. Gently lower it down onto the rear tyre and feed the previously disconnected wiring connector through the rear subframe, as shown in pictures 8 & 9.
- With the OEM licence plate hanger off the bike, turn it upside down and remove the two Torx bolts, as arrowed in picture 10 and remove the plastic cover on the underside, as shown in picture 11.
- Disconnect the indicator connectors and cut the cable ties holding the wiring in place, as shown in picture 11. *It is a good idea to note which connector's match, to make re-fitting easier and mark the indicators left & right. This is particularly important if using R&G Mini Indicators.*
- Remove the Torx bolt and nut on both indicators, and then twist the indicator mount to remove from the mounting bracket, before feeding the wiring and connector out through the hole, as shown in pictures 12 & 13.
- Remove the two nuts on the mounting threads for the rear light unit, disconnect the wiring connector and remove the rear light from the licence plate bracket, as shown in picture 14. Put these to one side as they will be required when fitting the upper part of the R&G Tail Tidy.
- Take the mounting block (item 13 – M0393) and locate the two M6 x 25mm long cap head bolts (item 11) through both counter bore holes in the side of the mounting block, as shown in picture 15.
- Take the main bracket (item 9 – TB0160 Part 1) and attach this to the mounting block using the two M5 x 16mm countersunk bolts (item 11), as shown in picture 16.
- Take the licence plate bracket (item 7 – TB0160 Part 2) and attach this to the assembly using the three M6 x 6mm long countersunk bolts (item 6) from the rear. This licence plate bracket has been designed to accommodate a variety of styles of licence plate, and can be mounted horizontally or vertically along with being spaced out wider in the horizontal format, as shown in pictures 17 & 18.

- Fit the R&G license plate illuminator (item 2) to the assembly, as shown in picture 19. Use a small amount of superglue to stick the light shroud in position. Fit one length of heatshrink to the wires and tighten the nuts on the rear, as shown in picture 20.
- The tail tidy assembly can now be offered up to the bike and mounted onto the two threaded bosses arrowed in picture 21. Loosely tighten these in place then locate the wiring around the front of the brake calliper and neatly tuck underneath, as shown in picture 22.
- Once located, tighten the two cap head bolts to secure the mounting block in place, taking care to ensure no wires become trapped, as shown in picture 23. *Access to the lower of the two bolts can only be achieved using a 5mm allen key or T-bar.*
- Remove the Torx bolt that secures the front of the plastic wiring/hose cover that runs along the top arm of the swingarm, as shown in picture 24.
- Gently lift the front of this up to allow access to tuck the wiring into, as shown in picture 25.
- Take the wiring extension (item 1 – CON0030) and feed the end with the bullet connectors attached down alongside the solid brake lines from where the seat is usually located, as shown in picture 26.
- Continue to feed the wiring through, following the brake hose and then connect the bullet connectors to those on the licence plate illuminator, as shown in picture 27.
- To tidy up and hide the wiring extension, position the bullet connectors in the cavity on the rear of the swingarm and use a cable tie to attach it to the ABS wiring which is securely mounted to the swingarm, as shown in pictures 28 & 29. *It is advised that the number plate illuminator wiring should be looped around or shortened in order to prevent any excess wiring hanging out and potentially coming into contact with moving parts of the rear wheel.*
- Along the length of the extension wiring, tuck it up inside the cover for the rear brake hose and then exit at the back, as shown in picture 30. Locate a number of cable ties along its length to hold it securely in position, along with some cable ties to attach it to the rear brake hose, before refitting the Torx bolt on the rear of the plastic cover. Tighten the bolt, ensuring no wiring becomes trapped, as shown in picture 31.
- The remainder of the wiring extension, with the two exposed cut ends should now sit under the seat with plenty of excess, ready for connecting later.
- To fit the upper part of the tail tidy, the rear subframe that is used for the pillion footrest and exhaust mount needs to be removed. *Please note that with this removed, an aftermarket exhaust hanger will need to be fitted to replace the exhaust mount.*
- Remove the four Torx bolts on the top of the rear subframe, as shown in picture 32.
- On either side of the rear subframe there are two Torx bolts. Remove these along with the hose clips on the right side, as shown in pictures 33 & 34.
- Remove the remaining Torx bolt that secures the exhaust in place, then lift the rear subframe up and clear of the bike, as shown in pictures 35 & 36.
- Remove the two Torx bolts on either side of the subframe extension, as shown in pictures 37 & 38 and remove from the bike.
- Remove the two Torx bolts that secure the rear of the plastic undertray to allow it to be gently pulled clear when re-fitting, as shown in picture 39.
- Take the OEM tail light unit and fit it to the OEM No. Plate Light Cover (item 18 – TB0161 Part 5), as shown in picture 40.
- Locate the two threaded bosses though the indicator bracket (item 16 – TB0161 Part 4) and then through the tail light bracket (TB0161 Part 3), before fitting the original washers and locknuts on the exposed end of the thread and tighten, as shown in pictures 41 & 42.
- To fit the OEM indicators, locate the wiring connector for the relevant sided indicator through the larger hole on the indicator bracket and then feed it through the holes just behind on the tail light

bracket. Pull the wiring through and then locate the rubber boss on the rear of the indicator through the hole and twist to secure in place, before refitting the original Torx bolt and nut, as shown in picture 43.

- To fit the R&G Mini Indicators, the wiring will need to be cut and shut in order to connect the indicators. To do this, take the OEM indicators and cut the wiring so you are left with the connector and a minimum of 50mm of wiring. Strip the ends of these wire and fit the bullet connectors supplied (item 17) in order to match them to the bullet connectors on the R&G Mini Indicators.
- *If fitting R&G Mini Indicators with bulbs, the black wire on the Mini Indicators connects with the blue/red or blue/black wire and the black/white wire on the Mini Indicators connects with the brown wire. No resistors are required for this combination.*
- *If fitting R&G Aero Indicators with LED's the yellow wire on the Aero Indicators connects with the blue/red or blue/black wire and the black wire on the Aero Indicators connects with the brown wire. If using the Aero Indicators, we suggest using them on both the rear and front of the bike, as with just one set the flash rate is increased and resistors may be required to control the rate.*
- Feed the wiring through the hole of one of the indicator adaptors (item 19) and then through the larger hole on the indicator bracket. Feed the flanged nut over the wiring and tighten onto the threaded boss of the indicator, as shown in picture 45.
- Feed the wiring through the hole on the tail light bracket and then fit the bullet connectors together with those added to the wiring connector, ready to fit.
- As the OEM tail light has an integrated licence plate illuminator, the wiring on the rear loom needs to be split in order to transfer the power along the wiring extension to the R&G number plate illuminator. To do this, strip back the heatshrink by roughly 50mm on the loom nearest to the tail light connector. Take one of the connector blocks supplied (item 5) and position the brown wire alongside the black wire of the extension wire, before closing the connector block and connecting them together. Use the same method to connect the grey/red wire with the red wire of the extension wire using the second connection block, as shown in picture 32. *This will need to be done near/on the bike as the extension wire is already fitted. Alternatively, these same connections could be soldered and protected with heat-shrink supplied.*
- The rear loom can now be reconnected to the main loom with the connector under the ECU.
- Position the rear light assembly up close to the back of the bike and re-fit the tail light connector and indicators connectors, ensuring the wiring is positioned over the rear bar of the subframe, as shown in pictures 47 & 48.
- It is advisable at this stage to check for the correct operation of all lights.
- Ensure the ECU is correctly fitted and re-fit the plastic cover on top, as shown in picture 48.
- With the wires clear of the locking mechanism, re-fit the riders seat, as shown in picture 49.
- Ensure the wiring is all tucked away inside the tail tidy assembly, using cable ties and the self-adhesive clips (item 3) if necessary before offering it up into position, firstly by locating the two tabs into the slots on the plastic undertray and then by loosely fitting the four M8 x 16mm long button head bolts (item 14) through the slots in the side plates and into the subframe, as shown in pictures 50 & 51.
- Ensure there are no wires trapped and the assembly is fitted correctly before tightening all four bolts.
- Re-fit the two original Torx bolts that secure the plastic undertray in place, as shown in picture 52, before tightening.
- Ensure the tail tidy is securely mounted and all bolts are fully tightened.
- Re-fit the licence plate (it may require drilling).
- Depending on local laws, attach enclosed reflector in an appropriate location.

- Test the license plate illuminator and all lights before riding.
- **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.**

ISSUE 2 23/10/14 (AR)

Digital copies of these instructions are available to download from www.rg-racing.com

CONSUMER NOTICE

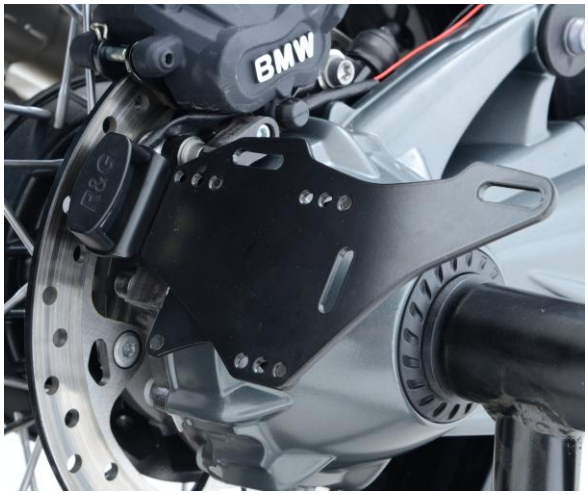
The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

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Returns must be pre-authorised (if not pre-authorised the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

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INSTRUCTIONS DE MONTAGE POUR LP0161BK SUPPORT DE PLAQUE BMW R NINE T '14- VERSION COURTE

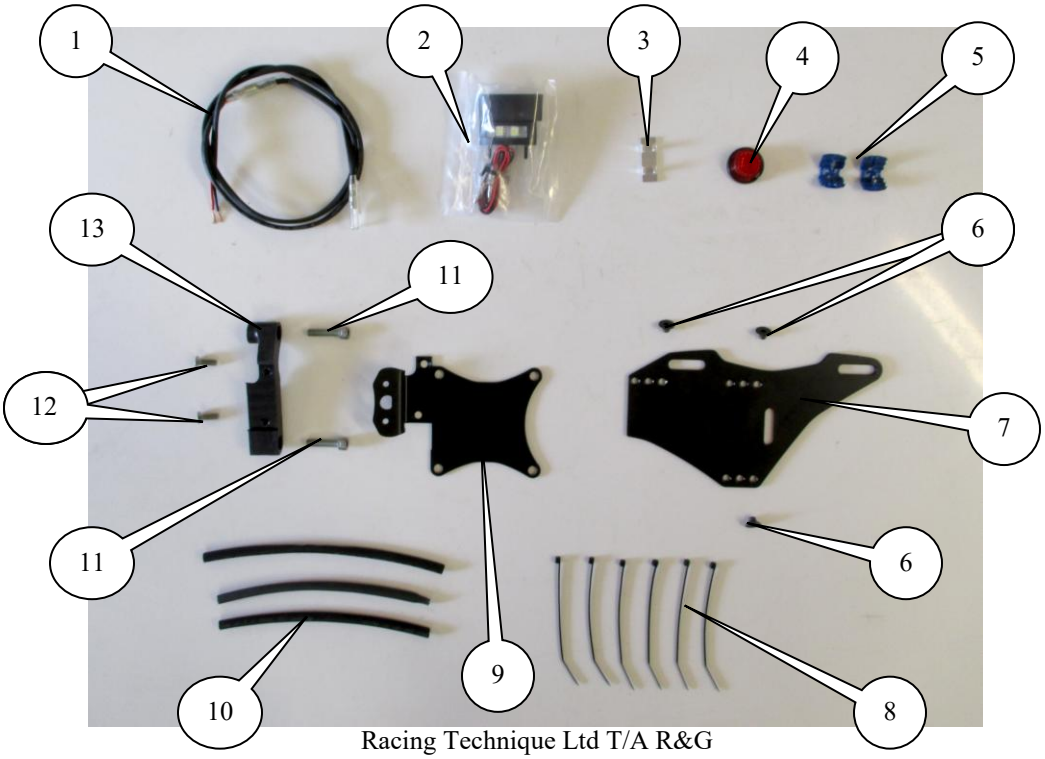




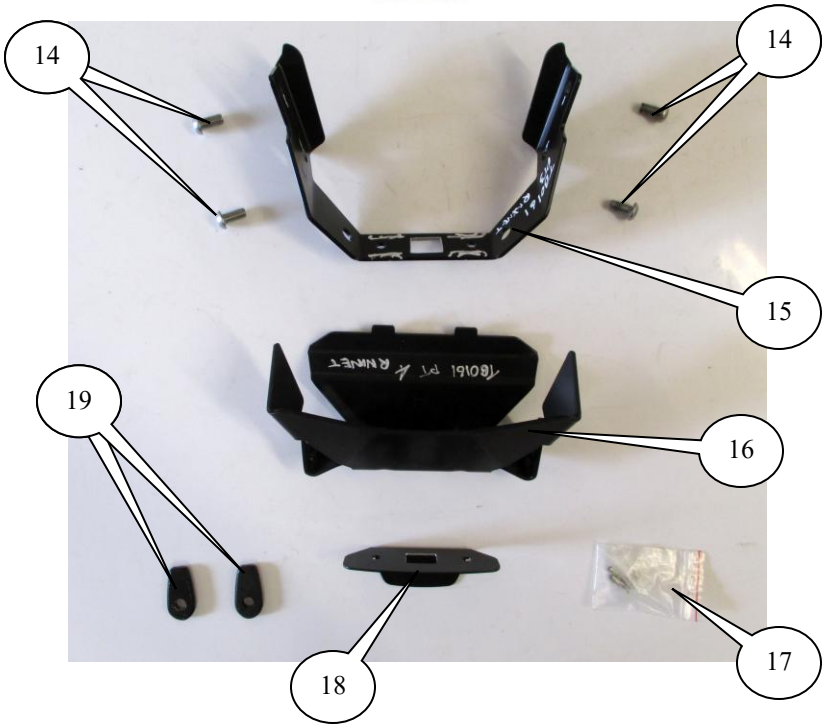
Assurez vous que toutes les pièces soient présentes avant de procéder au montage.

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

LES PIECES PRESENTEES PEUVENT N'ETRE QUE REPRESENTATIVES, AFIN DE FACILITER ET CLARIFIER LES INSTRUCTIONS DE MONTAGE.



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LEGENDE

ARTICLE 1 = EXTENSION FILS (CON0030 – 900mm DE LONG) (x1).
ARTICLE 2 = FEU DE PLAQUE LA0002 a été remplacé par LA0012. Consultez le kit LA0012 pour le code QR des instructions de montage.
ARTICLE 3 = CLIPS AUTOCOLLANTS (x2).
ARTICLE 4 = REFLECHISSANT (x1).
ARTICLE 5 = CONNECTEURS DE BLOC (CON0002) (x2).
ARTICLE 6 = M6 x 6mm BOULONS (x3).
ARTICLE 7 = SUPPORT DE PLAQUE AJUSTABLE (TB0160 Part 2) (x1).
ARTICLE 8 = 2.5mm COLLIERS DE SERRAGE (x6).
ARTICLE 9 = SUPPORT PRINCIPAL (TB0160 Part 1) (x1).
ARTICLE 10 = 150mm THERMO RETRACTABLE (x3).
ARTICLE 11 = M6 x 25mm BOULONS (x2).
ARTICLE 12 = M5 x 16mm BOULONS (x2).
ARTICLE 13 = BLOC DE MONTAGE (M0393) (x1).
ARTICLE 14 = M8 x 16mm BOULONS (x4).
ARTICLE 15 = SUPPORT FEU (TB0161 Part 3) (x1).
ARTICLE 16 = SUPPORT/CACHE CLIGNOTANT (TB0161 Partie 4) (x1).
ARTICLE 17 = CONNECTEURS (CON0004) (x2).
ARTICLE 18 = OEM No. CACHE FEU DE PLAQUE (TB0161 Partie 5) (x1).
ARTICLE 19 = ADAPTATEURS CLIGNOTANTS (I0041) (x2).

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*!

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OUTILS REQUIS

- Clés Allen 3, 4 & 5mm.
- Clés Torx T25, T30, T35 & T40.
- Clé à molette P6, 10 & 12mm.
- Tournevis plat.
- Pince coupante.
- Superglue.

COUPLES DE SERRAGE RECOMMANDES

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



Photo 1

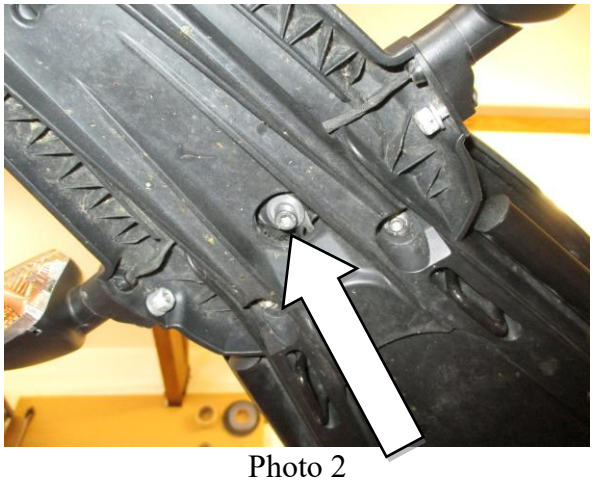


Photo 2



Photo 3



Photo 4

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Photo 5



Photo 6



Photo 7



Photo 8





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Photo 9



Photo 10



Photo 11



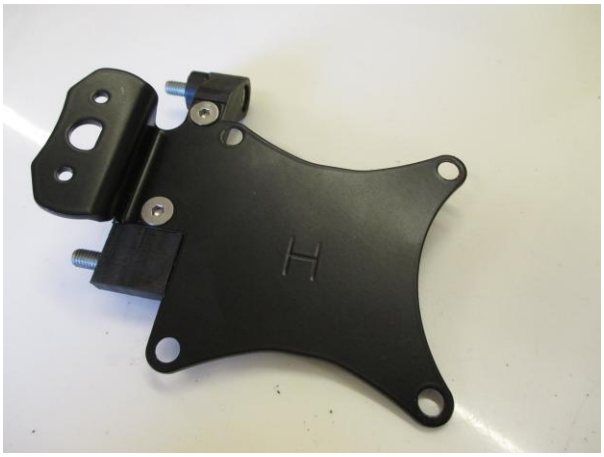
Photo 12



Photo 13



Photo 14



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Photo 15



Photo 16

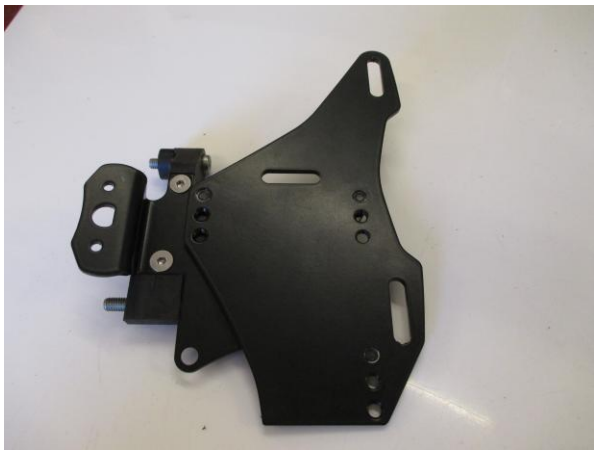


Photo 17

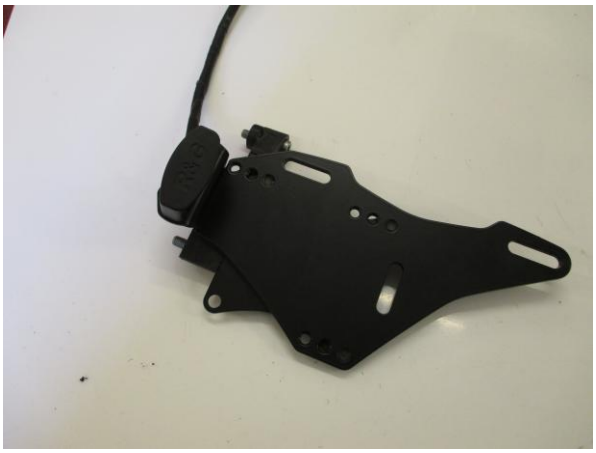


Photo 18

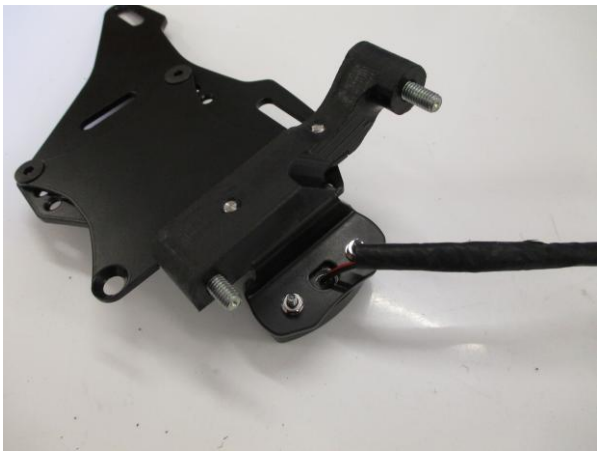


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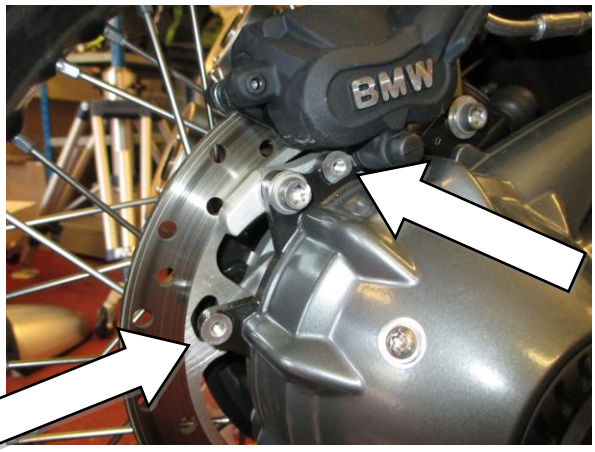


Photo 20



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Photo 21

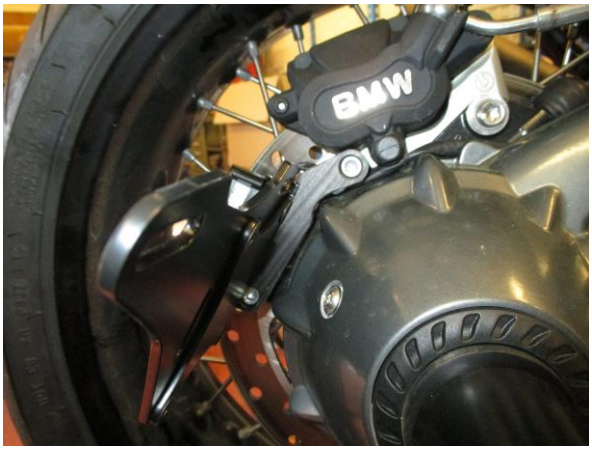


Photo 22



Photo 23



Photo 24

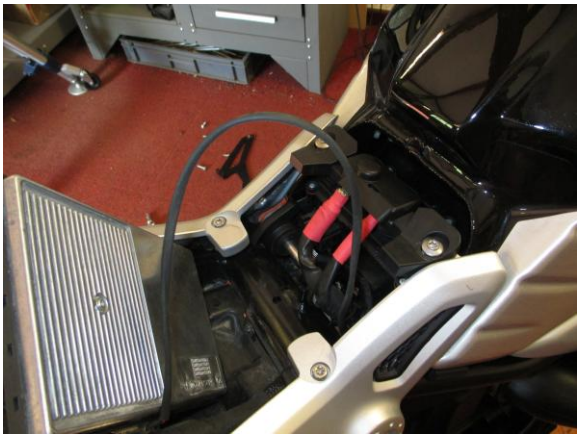


Photo 25



Photo 26



Photo 27

Photo 28

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Photo 29



Photo 30

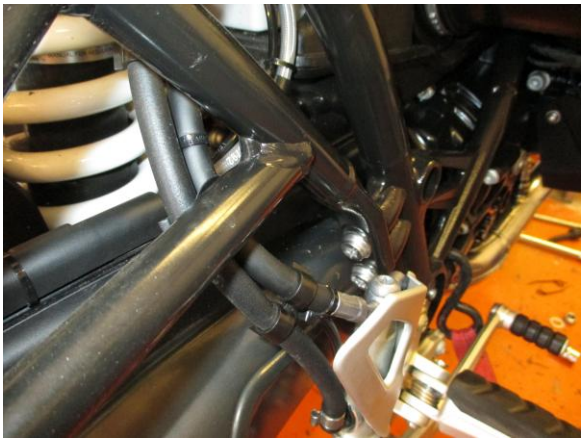


Photo 31



Photo 32





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Photo 33



Photo 34



Photo 35



Photo 36



Photo 37

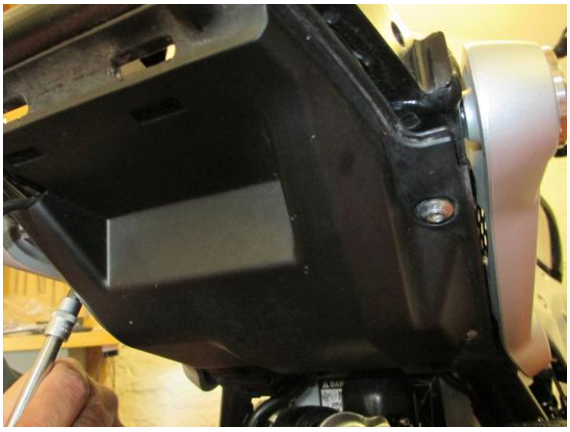


Photo 38



Photo 39

Photo 40

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Photo 41

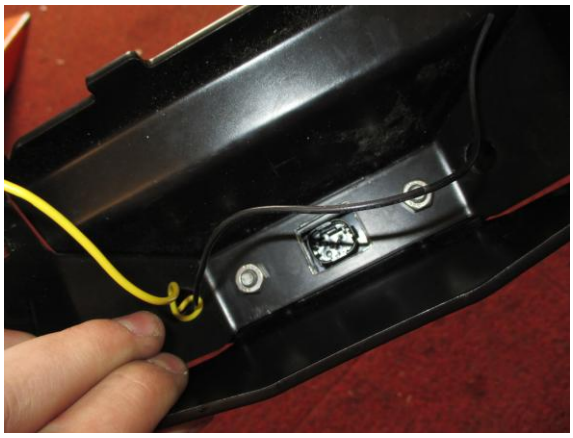


Photo 42



Photo 43



Photo 44



Photo 45

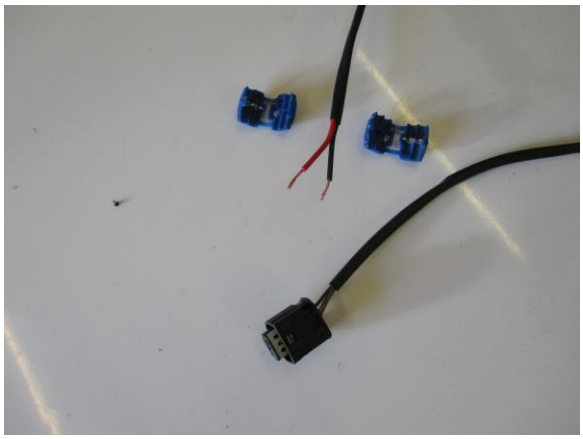


Photo 46

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Photo 47



Photo 48



Photo 49



Photo 50



Photo 51

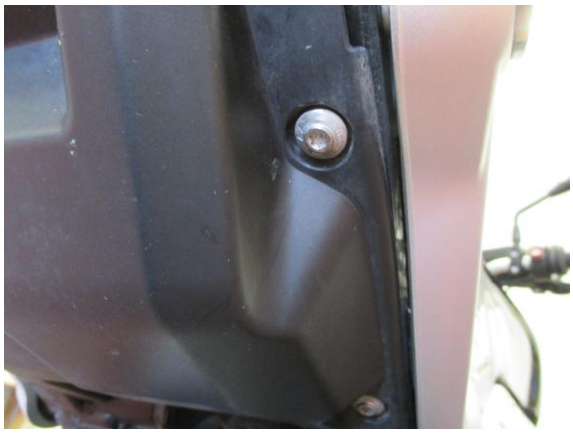


Photo 52

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Please Note – If fitting to a US spec bike with the larger taillight, this will need to be replaced with the smaller EU spec rear light. Connecting this EU spec light up to the US spec wiring loom on the bike can cause a "Brake Light Open Circuit" error with the ECU and a warning light on the dash. This can only be cleared by a BMW technician.

INSTRUCTIONS DE MONTAGE :

- Pour monter le support de plaque, enlever le siège passager, en enlevant le boulon Torx positionné sous l'ensemble support de plaque, voir photo 2 et montré une fois enlevé sur la photo 1.
- Soulever le levier sur l'arrière des sièges, tirer vers l'arrière avant de les retirer de la moto, voir photo 3.
- Enlever le cache plastic au dessus de l'ECU en déclippant les 2 dents à l'arrière et le rivet à l'avant, avant de soulever l'ECU pour pouvoir accéder au connecteur de fils, voir photo 4.
- Débrancher le connecteur du faisceau de câbles à l'arrière en appuyant sur les languettes de chaque côté et tirez doucement, voir photo 5.
- Le connecteur de fils arrière restera attaché à l'ECU. Il doit être déconnecté de son support, comme sur la photo 6. *Pour cela, il est conseillé d'utiliser un petit tournevis pour pousser la dent en plastic, pour permettre au connecteur de s'enlever du support.*
- Enlever les 4 boulons Torx au dessous du support de plaque d'origine, voir photo 7.
- Le support de plaque d'origine peut à présent être enlevé de la moto. Glissez le vers le bas, en le posant sur le pneu arrière et passer les connecteurs de fils précédemment déconnectés à travers le passage de roue arrière, voir photos 8 & 9.
- Une fois le support de plaque d'origine enlevé de la moto, tournez le à l'envers puis enlever les 2 boulons Torx, voir photo 10 et enlever le cache plastic au dessous, voir photo 11.
- Déconnecter les connecteurs de clignotants et couper les colliers de serrage qui fixent les fils en place, voir photo 11. *Il est bon de noter les coordinations de connecteurs, pours simplifier le remontage et marquer les clignotants gauche et droite. Cela est particulièrement important si vous utilisez des mini clignotants R&G.*
- Enlever le boulon Tor et l'écrou sur les 2 clignotants, puis tordre le support clignotant pour l'enlever du support de fixation, avant de passer les fils et connecteurs dans le trou, voir photos 12 & 13.
- Enlever les 2 écrous sur les filetages de fixation pour l'unité de feu arrière, déconnectez les connecteurs de fils puis enlever le feu arrière du support de plaque, comme sur la photo 14. Mettez les de coté car ils seront réutilisés pour monter le partie supérieure du support R&G.
- Prendre le bloc de montage (article 13 – M0393) et placer les 2 boulons M6 x 25mmlts (article 11) dans les 2 trous de contre alésage du coté du bloc de montage, voir photo 15.
- Prendre le support supérieur (article 9 – TB0160 Partie1) et attachez-le au bloc de fixation en utilisant les 2 boulons M5 x 16mm (article 11), comme sur la photo 16.
- Prendre le support de plaque (article 7 – TB0160 Partie 2) et attachez le à l'ensemble en utilisant les 3 boulons M6 x 6mm (article 6) de l'arrière. Ce support de plaque a été conçu pour que vous puissiez installer la plaque d'immatriculation de votre choix, quelque soit le type, horizontalement ou verticalement, avec des espaces plus larges à l'horizontal, voir photos 17 & 18.

- Monter le feu de plaque R&G (article 2) sur l'assemblage, comme sur la photo 19. Utiliser un peu de superglue pour coller le faisceau en position. Poser un bandeau thermo rétractable sur les fils et serrer les écrous à l'arrière, voir photo 20.
- L'assemblage support de plaque peut maintenant être positionné sur la moto et monté sur les 2 patrons filetés, voir photo 21. Serrer les en place puis placer les fils autour de l'avant de l'étrier de frein et cachez les soigneusement, voir photo 22.
- Une fois placé, serrer les 2 boulons pour fixer le bloc de fixation en place, en veillant à ce qu'aucun fil ne puisse être pincé, voir photo 23. *L'accès au bas des 2 boulons est uniquement possible à l'aide d'une clé Allen 5mm ou une T-bar.*
- Enlever le boulon Torx qui fixe l'avant du cache plastic de fil/tuyau qui longe le bras supérieur du bras oscillant, voir photo 24.
- Poussez le doucement à l'avant pour pouvoir accéder et mettre les fils dedans, voir photo 25.
- Prendre l'extension de fils (article 1 – CON0030) et passer les extrémités avec les connecteurs attachés vers le bas le long des lignes de freins d'où le siège se situe normalement, voir photo 26.
- Continuer à passer les fils au travers, suivant le suivant le tuyau de frein, puis brancher les connecteurs de balle à ceux du feu de plaque d'immatriculation, voir photo 27.
- Pour ranger et cacher l'extension de câblage, positionner les connecteurs de bille dans la cavité à l'arrière du bras oscillant et utiliser un collier de serrage pour la fixer au câblage de l'ABS qui est solidement fixé au bras oscillant, voir photos 28 & 29. *Il est conseillé que le câblage de feu de plaque d'immatriculation soit enroulé autour ou raccourci afin d'éviter qu'aucun bout ne puisse trainer et entrer en contact avec les pièces mobiles de la roue arrière.*
- Le long de l'extension de câblage, mettez le dans le cache pour le flexible de frein arrière puis la sortie à l'arrière, voir photo 30. Placer des colliers de serrage pour un bon maintien de la position, avant de remettre le boulon Torx à l'arrière du cache plastic. Serrer le boulon, en veillant à ce qu'aucun fil ne puisse être pincé, voir photo 31.
- Le reste de l'extension de câblage, avec les 2 extrémités coupées devrait à présent se placer sous le siège, avec beaucoup de longueur, pour connecter plus tard.
- Pour installer la partie supérieure du support de plaque, le passage de roue arrière qui est utilisé pout le repose pied passager et le support d'échappement doivent être enlevés. Notez qu'une fois le support enlevé*, vous devrez remplacer le support d'échappement.*
- Enlever les 4 boulons Torx sur le haut du passage de roue, voir photo 32.
- De chaque coté du passage de roue, il y a 2 boulons Torx. Enlevez les et les clips également du coté droit, voir photos 33 & 34.
- Enlever le boulon Torx restant qui fixe l'échappement en place, puis soulevez les passage de roue arrière, voir photos 35 & 36.
- Enlever les 2 boulons Torx de chaque coté de l'extension de passage de roue, voir photos 37 & 38 puis enlevez le de la moto.
- Enlever les 2 boulons Torx qui fixent l'arrière du passage de roue plastic pour lui permettre d'être tiré lors de la réinstallation, voir photo 39.
- Prendre l'unité de feu de plaque d'origine et mettez le sur le cache de feu de plaque (article 18 – TB0161 Part 5), voir photo 40.
- Placer les 2 patrons à travers le support de clignotant (article 16 – TB0161 Partie 4) puis à travers le support de feu (TB0161 Partie 3), avant de remettre les rondelles d'origine et les écrous de blocage sur l'extrémité du filetage puis serrer, voir photos 41 & 42.
- Pour monter les clignotants d'origine, placer le connecteur de fils pour le clignotant à travers le trou le plus large sur le support de clignotant puis passez le dans les trous juste derrière sur le

support de feu de plaque. Tirer les fils à travers et placer le patron de caoutchouc sur l'arrière du clignotant à travers le trou. Fixer la position, avant de remettre le boulon Torx d'origine ainsi que l'écrou, voir photo 43.

- Pour monter les minis clignotants R&G, le fil devra être coupé et fermé pour pouvoir connecter les clignotants. Pour cela, prendre les clignotants d'origine et couper le fil en laissant un minimum de 50mm et le connecteur. Dénudez les extrémités de ces fils et monter les connecteurs billes fournies (article 17) afin de les faire correspondre aux connecteurs billes sur les mini clignotants R&G.
- *Si vous montez les minis clignotants R&G type ampoule, le fil noir des minis clignotants R&G se connecte avec le rouge/bleu ou bleu/noir et le fil noir/blanc sur les minis clignotants se connecte avec le fil marron. Aucune résistance n'est nécessaire pour cette combinaison.*
- *Si vous montez les clignotants latéraux R&G avec le fil LED jaune, il se connecte avec le bleu/rouge ou bleu/noir et le fil noir se connecte avec le marron. Si vous utilisez les clignotants latéraux, nous vous suggérons de les utiliser aussi bien à l'arrière qu'à l'avant de la moto, car avec un seul des deux, le niveau de luminosité va être plus fort et des résistantes seraient alors nécessaires pour contrôler ce niveau.*
- Passer les fils à travers le trou d'un des adaptateurs de clignotants (article 19) puis à travers le trou le plus large sur le support de clignotant. Passer l'écrou à bride sur le fil et serrer sur le filetage du clignotant, voir photo 45.
- Passer les fils à travers le trou dans le support de feu puis placer les connecteurs ensemble avec ceux ajoutés aux connecteurs de fils.
- Comme l'unité de feu d'origine possède un feu de plaque intégré, le fil du faisceau arrière doit être divisé pour transférer la puissance de l'extension de fil au feu de plaque R&G. Pour cela, dénuder les thermo rétractable d'environ 50mm sur le faisceau le plus proche du connecteur de feu de plaque. Take one of the connector blocks supplied (item 5) and position the brown wire alongside the black wire of the extension wire, before closing the connector block and connecting them together. Utiliser la même méthode pour connecter le fil gris/rouge avec le fil rouge de l'extension de fil en utilisant le second bloc de connexion, voir photo 33. *Cela devra être fait à coté/sur la moto étant donné que l'extension de fil est déjà installée. Ces mêmes connexions peuvent également être fermées avec la thermo rétractable fournie.*
- Le faisceau arrière peut maintenant être reconnecté au faisceau principal avec le connecteur sous l'ECU.
- Positionner l'assemblage de feu arrière proche de l'arrière de la moto et remettez le connecteur de feu de plaque et les connecteurs de clignotants, en veillant à ce que les fils soient placés sur l'axe arrière du sous cadre voir photos 47 & 48.
- Vérifier que l'ensemble des feux de la moto fonctionnent.
- Veillerà ce que l'ECU soit correctement monté puis remettez le couvercle plastic sur le dessus, voir photo 48.
- Une fois les fils écartés du mécanisme de blocage, remettre le siège du pilote, voir photo 49.
- Assurez vous que tous les fils soient bien rangés dans l'assemblage de support de plaque, et utiliser les colliers de serrage restants et les clips de câble autocollants (article 3) si nécessaire, avant de mettre le tout en position : Premièrement en plaçant les 2 onglets dans les fentes sur le passage de roue plastic puis en serrant plaçant les 4 boulons M8 x 16mm (article 14) à travers les fentes dans les plaques latérales et dans le sous cadre, voir photos 50 & 51.
- Veiller à ce qu'aucun fil ne soit pincé et que l'assemblage soit correctement monté avant de serrer les 4 boulons.

- Remettre les 2 boulons Torx qui fixent le passage de roue en plastic en place, voir photo 52, avant de serrer.
- Veiller à ce que le support soit correctement fixé et que tous les boulons soient complètement serrés.
- Remettre la plaque d'immatriculation (peut nécessiter un perçage).
- Selon la loi locale, monter les réflecteurs (article 10) aux emplacements appropriés.
- Revérifiez que les clignotants et les feux de plaque fonctionnent bien avant de prendre la route.

ISSUE 2 23/10/14 (AR)

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