



FITTING INSTRUCTIONS FOR LP0390 LICENCE PLATE BRACKET



This kit contains the items pictured and labelled over page.

Some parts may be shown for clarity of instructions only.

Do not proceed until you are sure all parts are present.

Please read all instructions before proceeding.

**IF IN ANY DOUBT WHEN FITTING OUR PRODUCTS, CONSULT ONE OF OUR DEALERS
OR HAVE FITTED BY A QUALIFIED TECHNICIAN.**

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

In the event of rubber washers being used to hold components onto bolts, these rubber washers can be thrown away.



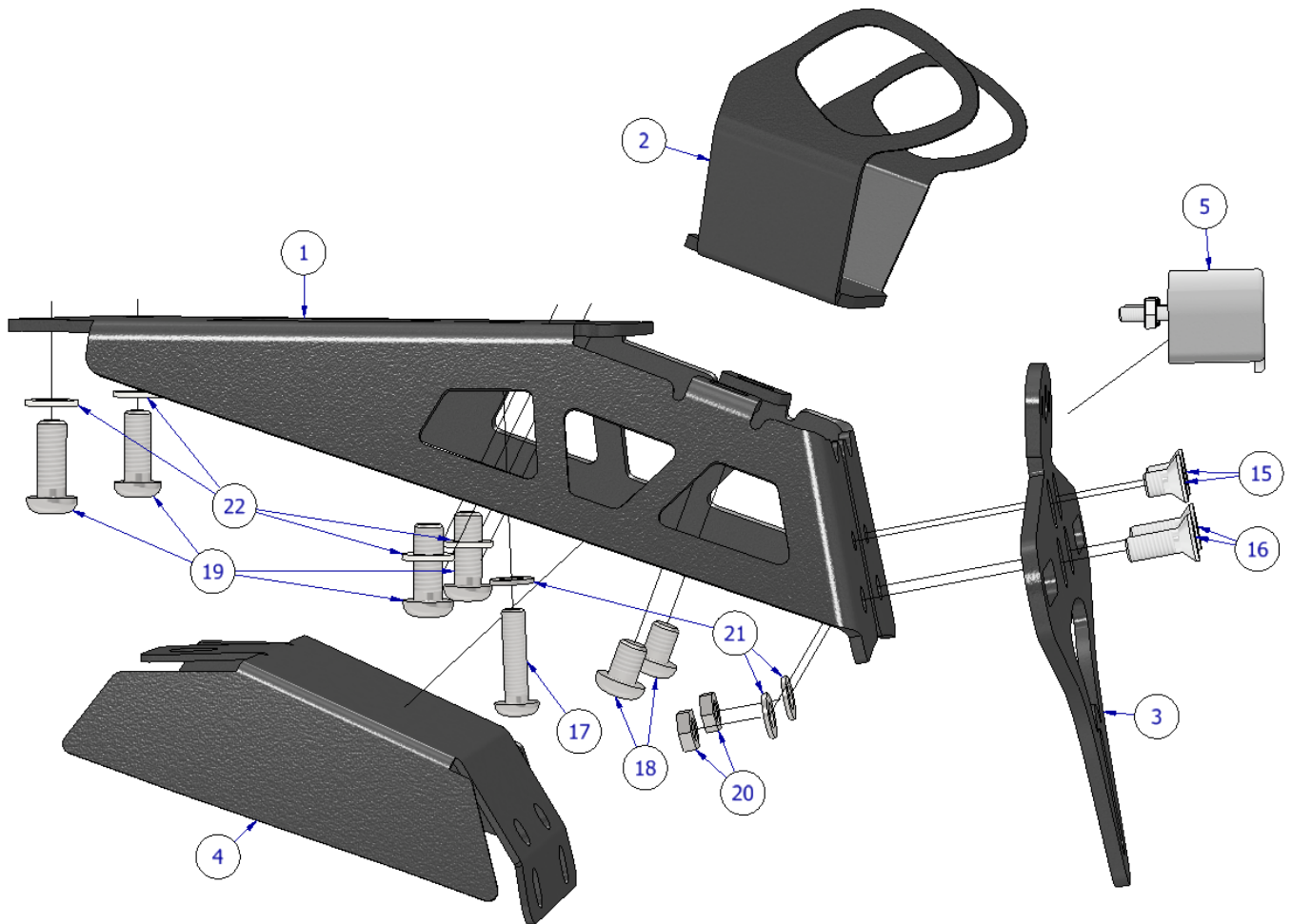
<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
- Set of metric Hex keys to include 3 & 4mm. - Set of metric sockets and wrench. To include 8mm & 10mm. - Cable cutters - Thread locking compound	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

LEGEND

ITEM No.	DESCRIPTION	QTY
COMPONENTS		
ITEM 1	MAIN MOUNTING BRACKET	1
ITEM 2	INDICATOR BRACKET	1
ITEM 3	LICENCE PLATE BRACKET	1
ITEM 4	COVER PLATE	1
ITEM 5	NUMBER PLATE LIGHT	1
ITEM 6	REAR FENDER SPACER	2
ITEM 7	LICENCE PLATE LIGHT CONNECTOR	1
ITEM 8	200mm LENGTH OF HEAT SHRINK	1
ITEM 9	300mm LENGTH OF RUBBER U-CHANNEL	1
ITEM 10	100mm LENGTH OF SELF-ADHESIVE FOAM	1
ITEM 11	RUBBER O-RING	2
ITEM 12	100mm LONG CABLE TIE	2
ITEM 13	SELF-ADHESIVE INDICATOR HEAT SHIELD	2
FASTENERS		
ITEM 14	SELF TAPPING SCREW	2
ITEM 15	M5x8mm COUNTERSUNK BOLT	2
ITEM 16	M5x14mm COUNTERSUNK BOLT	2
ITEM 17	M5x20mm BUTTON HEAD BOLT	1
ITEM 18	M6x8mm BUTTON HEAD BOLT	2
ITEM 19	M6x16mm BUTTON HEAD BOLT	4
ITEM 20	M5 NYLOC NUT	2
ITEM 21	5x10mm FLAT WASHER	3
ITEM 22	6x12mm FLAT WASHER	4

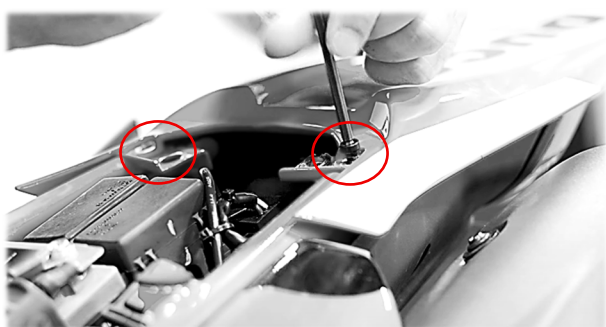


Assembly Diagram





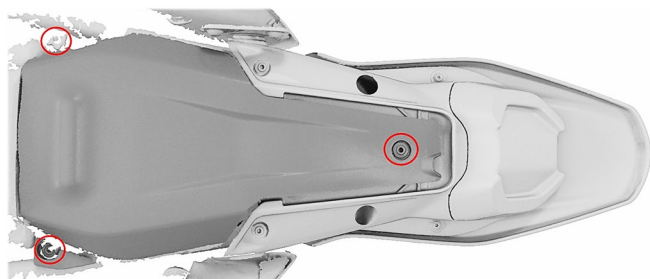
FITTING PICTURES



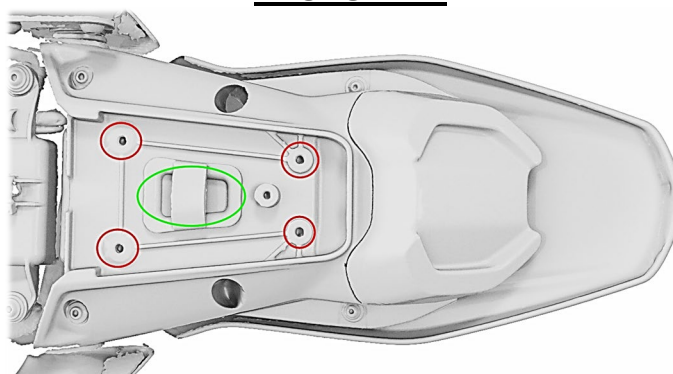
PICTURE 1



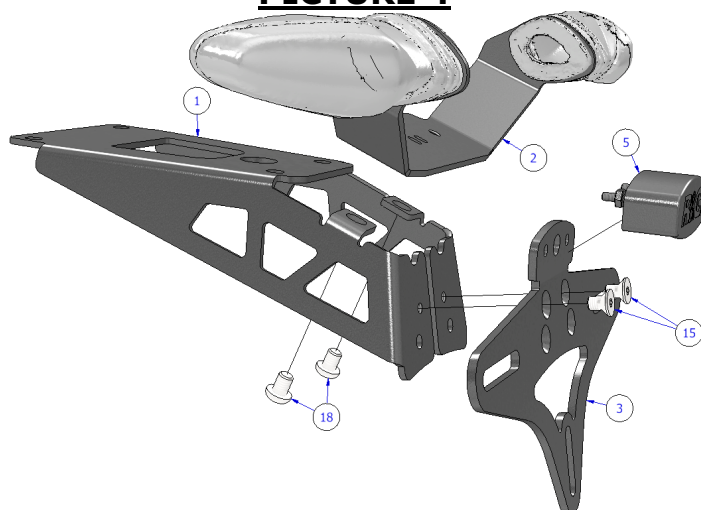
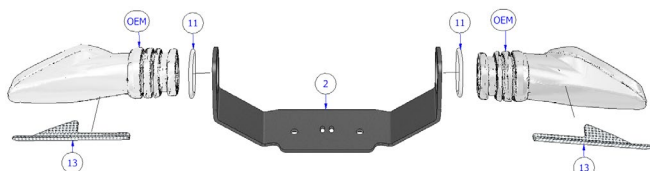
PICTURE 2

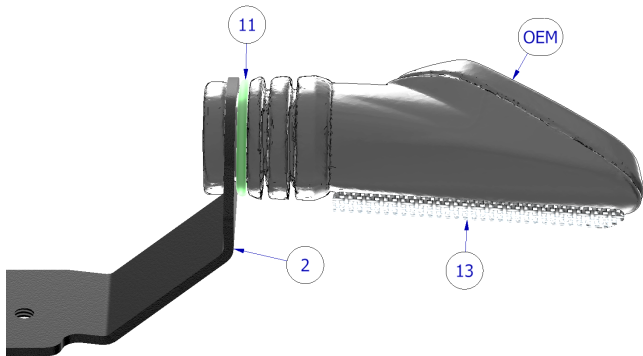


PICTURE 3



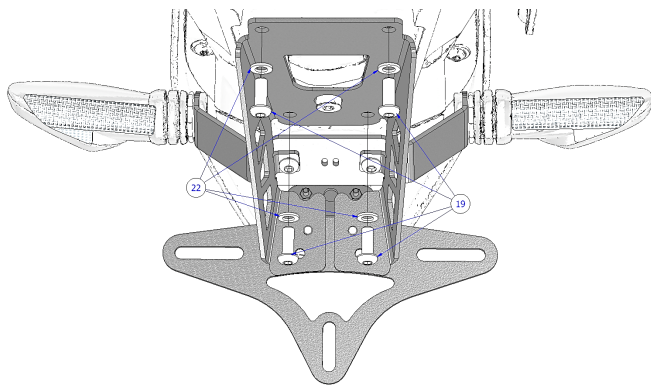
PICTURE 4



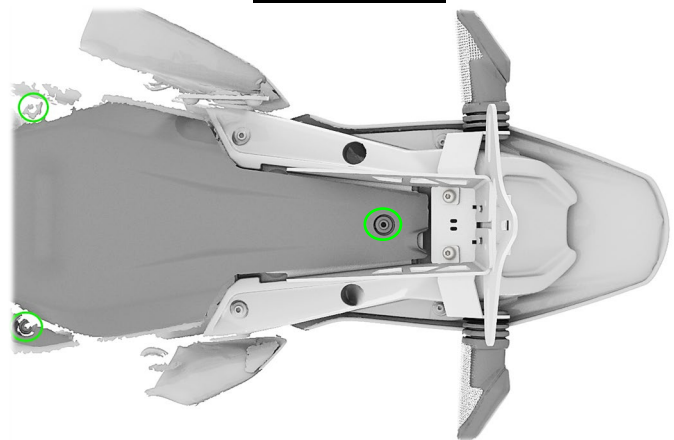


PICTURE 5

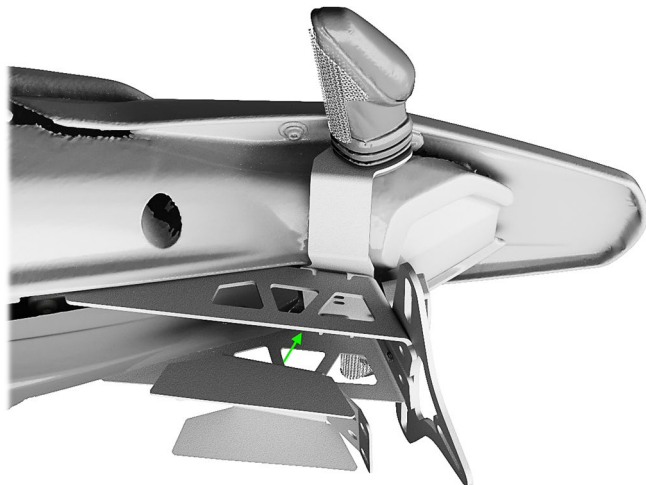
PICTURE 6



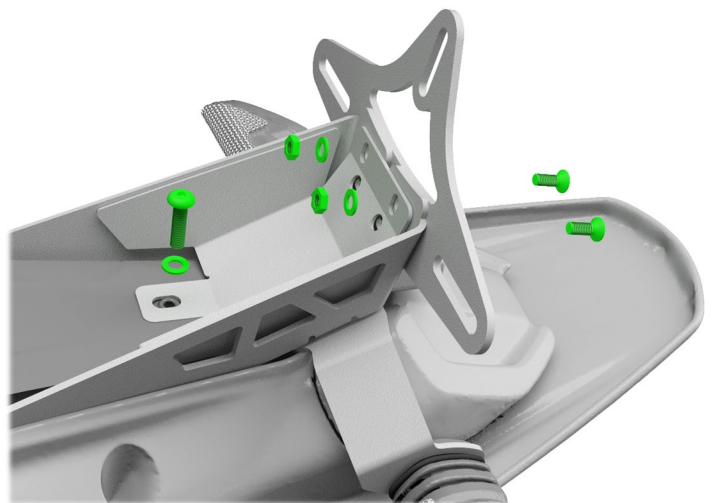
PICTURE 8



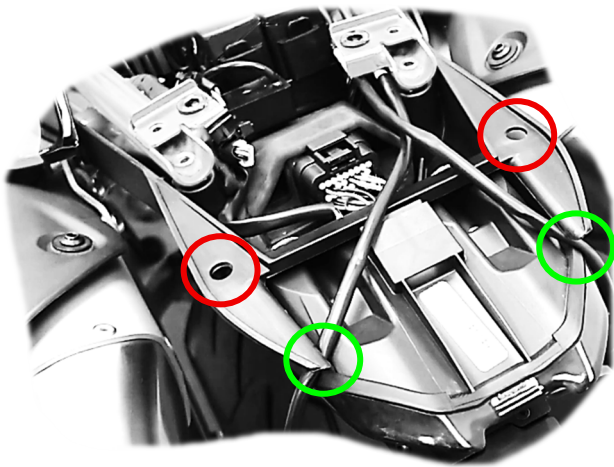
PICTURE 9



PICTURE 10



PICTURE 11

**PICTURE 12****PICTURE 13**

FITTING GUIDE

Disassembly Instructions:

- Firstly, remove the seat unit by removing the two screws either side of the seat and un-popping the front corners at the fuel tank.
- Next remove the rear fender by removing the two bolts that were hidden beneath the seat unit followed by the two bolts on the undertray. (See **Pictures 1 & 2**).
- Lift the rear fender away and keep to one side for later use.
- Remove the 3 bolts on the undertray marked in **Picture 3** then slide the undertray out.
- Next, disconnect all wiring connectors that will be in the location marked in green in **Picture 4**.
- Remove the tail unit by removing the four bolts marked red in **Picture 4**.
- Finally, remove and disassemble the original tail unit you have just removed and keep the indicators/turn signals to one side for later use.
- Re-assemble the tail unit (without the indicators) and store away safely.
- Pull the indicator wiring up through the undertray (carefully cutting any cable ties that may be present) and leave them sitting on top of the area that the rear fender sits.

Assembly Instructions:

- Clean the back surface of both of the indicator/turn signals using your choice of cleaning solution followed by the supplied alcohol wipe.
- Take the self-adhesive heat shields (**13**) and gently flex them in your hands to make them more malleable and warm up the adhesive.



- Before removing the backing on the self-adhesive heat shields, check you have the correct side and orientation, offering them up to the bracket as seen in **Picture 5** if necessary.
Please note: You may trim the heat shields with a good quality set of scissors if necessary.
- Carefully stick the heat shields to the underside of the indicators where they will be closest to the exhausts. Make sure they are applied evenly without creases or overlapping any edges as this will cause premature failure.
- Next stretch the rubber O-rings (**11**) over the indicators/turn signals, making sure they sit in the larger of the 3 grooves seen in **Picture 5**.
- Apply the supplied heat shrink to the number plate light (**5**) wires.
- As seen in **Picture 6** attach the number plate light to the number plate bracket using the supplied nuts & washers.
- Then affix the number plate bracket (**3**) to the main mounting bracket (**1**) using a small amount of thread locking compound on the two 8mm M5 countersunk bolts (**15**) in the upper two mounts. (See **Picture 6**)
- Next, loosely attach the indicator bracket to the main mounting bracket using the 8mm M6 button head bolts (**18**), making sure to apply a small amount of thread locking compound.
Leaving the bracket loose at this point will allow you to make minor adjustments in the angle of the bracket once the assembly has been mounted to the bike.
- Use the supplied cable tie to secure the number plate wiring to the two slots in the centre of the indicator bracket (making sure that the head of the cable tie is on the under side of the bracket).
- With the 16mm M6 bolts (**19**) and M6 washers (**22**) close to hand. Offer the assembly up to the bike passing the number plate light connector through the rubber strap and into the undertray. Then thread in the bolts into the subframe one by one and fully tighten. (**Picture 8**)
- At this point you can adjust the indicator bracket and then fully tighten the bolts.
- Slide the undertray back into its original position, using the two original bolts fix the bottom in place as shown in **Picture 9**.
- Then offer up the cover plate (**4**) and fix in place using the 14mm M5 countersunk bolts (**16**), washers (**21**) & nyloc nuts (**20**) as shown in **Pictures 10 & 11**.
- Use the supplied 20mm M5 button head (**17**) and remaining M5 washer (**21**) in the last hole on the cover plate, making sure to apply some thread locking compound.
- Now that the indicators are in position, route their wiring up through the panel gap beneath where the rear fender will sit (marked green in **Picture 12**).
- Re-connect the indicators back onto the wiring loom and test to make sure they are the correct way around.



- Tidy the wiring using the supplied cable ties and neatly tuck away somewhere it won't be pinched or worn through.
- Stick the supplied self-adhesive foam to either the inside face of the fender that sits against the rear light unit or vice versa. Making sure it is stuck far enough back that it won't be easily seen. (See **Picture 13**)
- Re-attach the rear fender with the supplied spacers and self-tapping screws. Applying the spacers in the positions marked in red in **Picture 12**. The re-use the original bolts for the rear fender's forward mounts.
- Finally, re-fit the seat unit using the original bolts.

IMPORTANT: FOR SAFETY, ENSURE THE LICENCE PLATE IS PLACED AS HIGH AS POSSIBLE ON THE TAIL TIDY (IT MAY REQUIRE DRILLING). IF FITTING A LICENCE PLATE OF 200MM OR LONGER (INCLUDING ANY SHROUD OR REFLECTOR ATTACHMENT) TO THE BRACKET, BEFORE RIDING, FULLY COMPRESS THE SUSPENSION TO ENSURE NO PART OF THE ASSEMBLY CAN CONTACT THE TYRE WHILE THE VEHICLE IS IN MOTION OR UNDER LOAD. IT IS YOUR RESPONSIBILITY TO CHECK FOR THIS POSSIBILITY AND TAKE AVOIDING ACTION. FAILURE TO CHECK THIS COULD RESULT IN SERIOUS INJURY OR DAMAGE TO THE MOTORCYCLE.

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NOTICE DE MONTAGE LP0390 SUPPORT DE PLAQUE



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CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTÉ DES INSTRUCTIONS.

NE PAS PROCÉDER AU MONTAGE TANT QUE VOUS N'ÊTES PAS SÛR QUE TOUTES LES PIÈCES SOIENT PRÉSENTES.

VEUILLEZ LIRE TOUTES LES INSTRUCTIONS AVANT DE CONTINUER.

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MANIÈRE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISÉES POUR MAINTENIR LES COMPOSANTS SUR LES
BOULONS, ELLES PEUVENT ÊTRE JETÉES.

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<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
• Clés hexagonales 3mm & 4mm . • Clé à cliquet + douilles 8mm & 10mm. • Pince coupante • • Composé de blocage de filetage	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

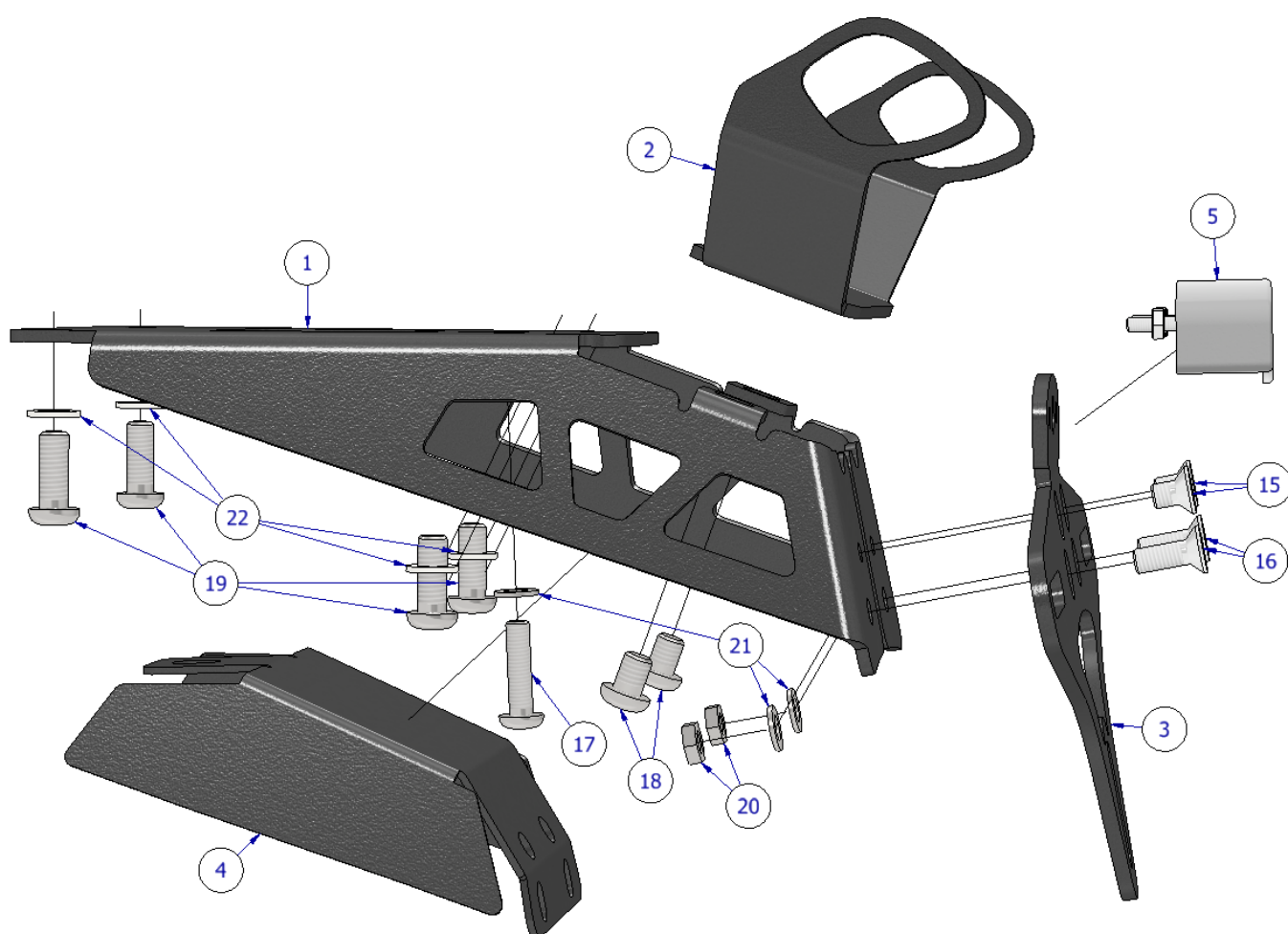
LÉGENDE

ARTICLE No.	DESCRIPTION	QTÉ
COMPOSANTS		
ARTICLE 1	SUPPORT DE PLAQUE PRINCIPAL	1
ARTICLE 2	SUPPORT DE CLIGNOTANT	1
ARTICLE 3	SUPPORT DE PLAQUE	1
ARTICLE 4	PLAQUE DE COUVERTURE	1
ARTICLE 5	FEU DE PLAQUE	1
ARTICLE 6	ENTRETOISE DE GARDE-BOUE ARRIÈRE	2
ARTICLE 7	CONNECTEUR DE FEU DE PLAQUE	1
ARTICLE 8	200mm LONGUEUR DE THERMO RÉTRACTABLE	1
ARTICLE 9	300mm LONGUEUR DU PROFILÉ EN U EN CAOUTCHOUC	1
ARTICLE 10	100mm LONGUEUR DE MOUSSE AUTOCOLLANTE	1
ARTICLE 11	JOINT TORIQUE EN CAOUTCHOUC	2
ARTICLE 12	100mm COLLIER DE SERRAGE	2
ARTICLE 13	BOUCLIER THERMIQUE AUTOCOLLANTE DE CLIGNOTANT	2
ATTACHES		
ARTICLE 14	VIS AUTOTARAUDÉE	2
ARTICLE 15	M5x8mm BOULON	2
ARTICLE 16	M5x14mm BOULON	2
ARTICLE 17	M5x20mm BOULON	1



ARTICLE 18	M6x8mm BOULON	2
ARTICLE 19	M6x16mm BOULON	4
ARTICLE 20	M5 ÉCROU	2
ARTICLE 21	5x10mm RONDELLE PLATE	3
ARTICLE 22	6x12mm RONDELLE	4

Schéma d'ensemble





PHOTOS DE MONTAGE

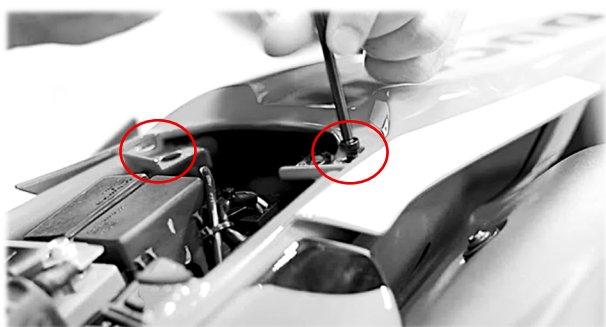


PHOTO 1



PHOTO 2

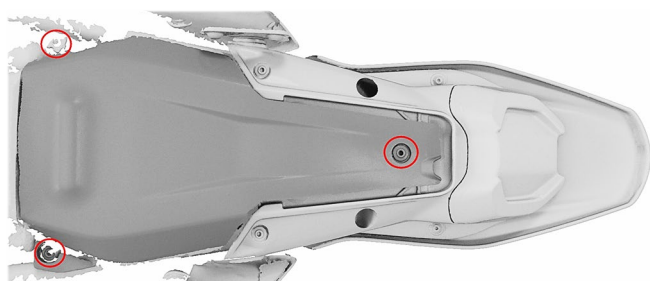


PHOTO 3

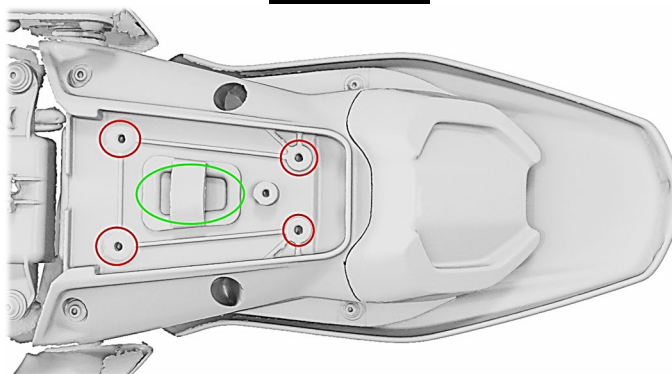
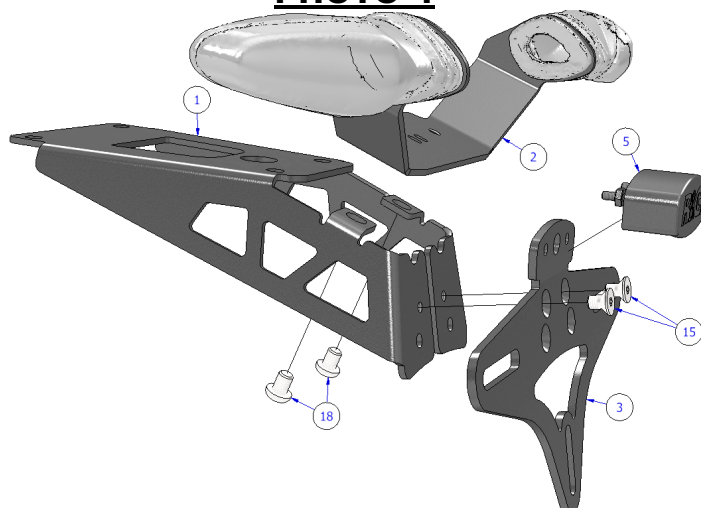
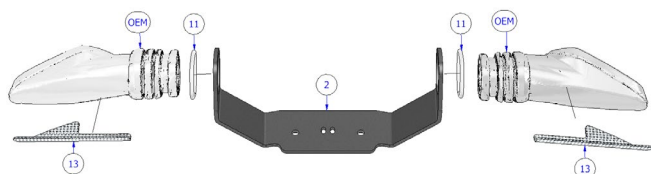


PHOTO 4



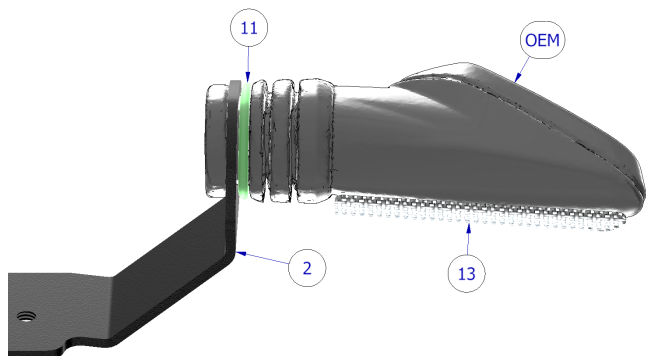


PHOTO 5

PHOTO 6

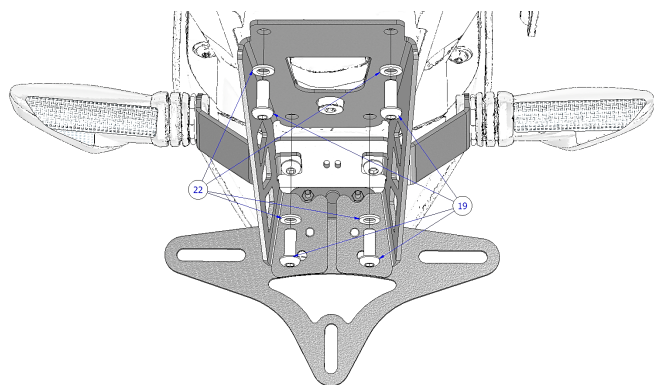


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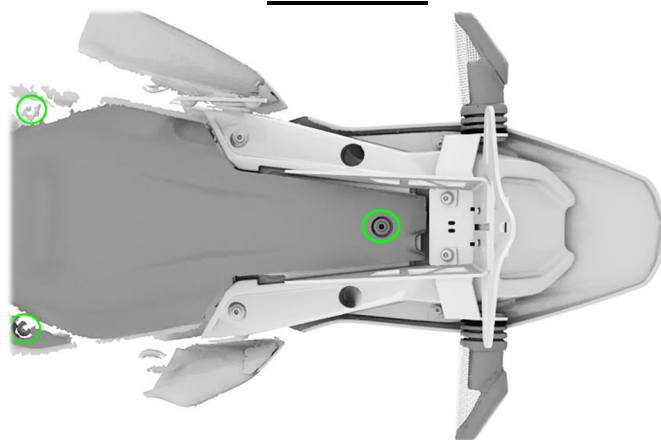


PHOTO 9

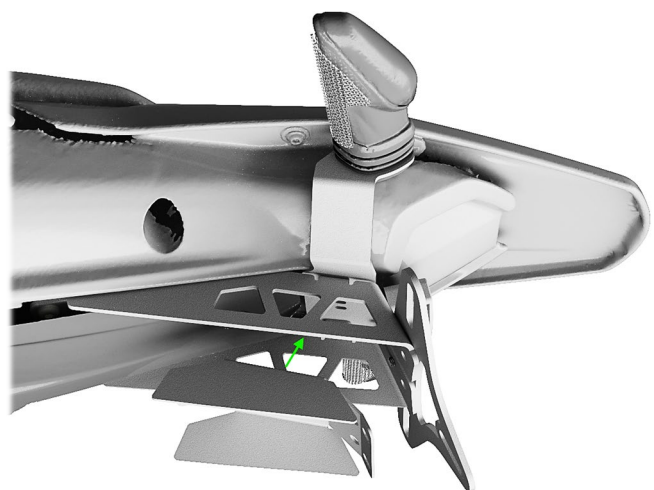


PHOTO 10

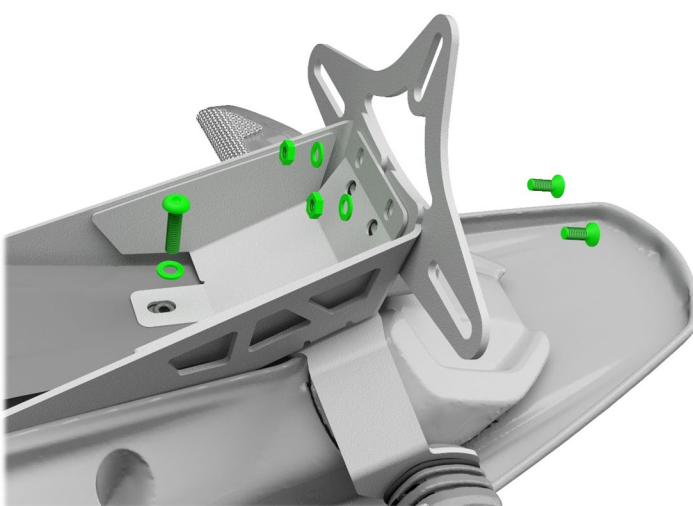
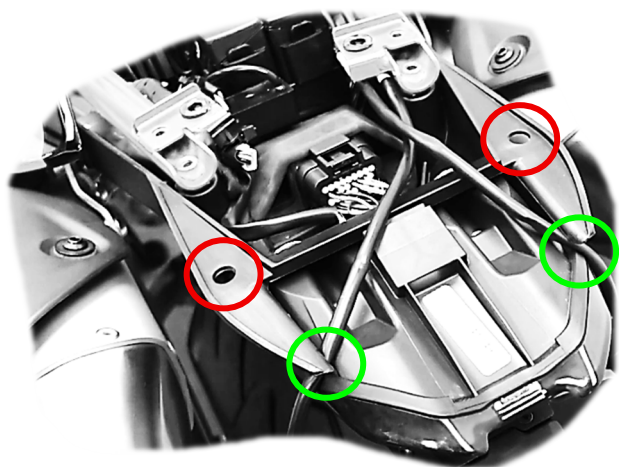


PHOTO 11

**PHOTO 12****PHOTO 13**

NOTICE DE MONTAGE

Notice de démontage :

- Tout d'abord, retirez la selle en dévissant les deux vis de chaque côté et en dégageant les coins avant du réservoir.
- Retirez ensuite le garde-boue arrière en dévissant les deux boulons cachés sous la selle, puis les deux boulons du passage de roue (voir photos 1 et 2).
- Soulevez le garde-boue arrière et conservez-le pour une utilisation ultérieure.
- Retirez les trois boulons du passage de roue (indiqués sur la photo 3), puis faites glisser ce dernier vers l'extérieur.
- Débranchez ensuite tous les connecteurs de câblage qui se trouveront à l'emplacement indiqué en vert sur la photo 4.
- Retirez le bloc arrière en dévissant les quatre boulons (indiqués en rouge sur la photo 4).
- Enfin, démontez le bloc arrière d'origine et conservez les clignotants pour une utilisation ultérieure.
- Remontez le bloc arrière (sans les clignotants) et rangez-le en lieu sûr.
- Tirez le câblage de clignotant vers le haut à travers le passage de roue (en coupant soigneusement les attaches de câble éventuellement présentes) et laissez-les reposer sur la zone où se trouve le garde-boue arrière.

Notice d'assemblage :

- Nettoyez la surface arrière des deux clignotants avec la solution nettoyante de votre choix, puis la lingette imbibée d'alcool fournie.
- Prenez les écrans thermiques autocollants (13) et pliez-les délicatement entre vos mains pour les rendre plus malléables et chauffer l'adhésif.



- Avant de retirer le film protecteur des écrans thermiques autocollants, vérifiez que vous ayez le bon côté et le bon sens, en les présentant au support, comme illustré sur la photo 5, si nécessaire.

Note : Vous pouvez couper les boucliers thermiques avec un ensemble de ciseaux de bonne qualité si nécessaire.

- Collez soigneusement les protections thermiques sous les clignotants, au plus près des pots d'échappement. Assurez-vous qu'elles soient appliquées uniformément, sans plis ni chevauchements, car cela pourrait entraîner une défaillance prématurée.
- Étirez ensuite les joints toriques en caoutchouc (11) sur les clignotants, en veillant à ce qu'ils soient bien positionnés dans la plus grande des trois rainures (photo 5).
- Appliquez la gaine thermorétractable fournie sur les fils de l'éclairage de plaque d'immatriculation (5).
- Comme illustré sur la photo 6, fixez l'éclairage de plaque d'immatriculation au support à l'aide des écrous et rondelles fournis.
- Fixez ensuite le support de plaque d'immatriculation (3) au support de montage principal (1) à l'aide d'une petite quantité de frein-filet sur les deux boulons à tête fraisée M5 de 8 mm (15) des deux supports supérieurs. (Voir photo 6)
- Fixez ensuite sans serrer le support de clignotant au support principal à l'aide des boulons à tête ronde M6 de 8 mm (18), en veillant à appliquer une petite quantité de frein-filet.
- Laisser le support libre à ce stade vous permettra d'ajuster légèrement son inclinaison une fois l'ensemble monté sur la moto.
- Utilisez le serre-câble fourni pour fixer le câblage de la plaque d'immatriculation aux deux fentes centrales du support de clignotant (en veillant à ce que la tête du serre-câble soit placée sous le support).
- Mettez à portée de main les boulons M6 de 16 mm (19) et les rondelles M6 (22). Approchez l'ensemble de la moto en passant le connecteur de l'éclairage de plaque d'immatriculation dans la sangle en caoutchouc et dans le passage de roue. Vissez ensuite les boulons un par un dans le sous-châssis et serrez à fond (Photo 8).
- Vous pouvez alors ajuster le support de clignotant, puis serrer à fond les boulons.
- Remettez le passage de roue dans sa position d'origine et fixez le fond à l'aide des deux boulons d'origine, comme illustré sur la photo 9.
- Soulevez ensuite la plaque de protection (4) et fixez-la à l'aide des boulons à tête fraisée M5 de 14 mm (16), des rondelles (21) et des écrous nyloc (20), comme illustré sur les photos 10 et 11.
- Utilisez la vis à tête bombée M5 de 20 mm (17) et la rondelle M5 restante (21) fournies dans le dernier trou du couvercle, en veillant à appliquer du frein-filet.



- Une fois les clignotants en place, faites passer leur câblage par l'espace du panneau, sous l'emplacement du garde-boue arrière (marqué en vert sur la photo 12).
- Rebranchez les clignotants sur le faisceau de câbles et vérifiez qu'ils soient dans le bon sens.
- Rangez le câblage à l'aide des serre-câbles fournis et rangez-le soigneusement dans un endroit où il ne risque pas d'être pincé ou usé.
- Collez la mousse autocollante fournie sur la face intérieure du garde-boue qui touche le bloc optique arrière, ou inversement. Assurez-vous qu'elle soit bien en retrait pour être invisible (Voir photo 13).
- Refixez le garde-boue arrière à l'aide des entretoises et des vis autotaraudeuses fournies. Posez les entretoises aux emplacements indiqués en rouge sur la photo 12.
- Réutilisez ensuite les boulons d'origine pour les fixations avant du garde-boue arrière.
- Enfin, remontez la selle avec les boulons d'origine.

IMPORTANT : POUR VOTRE SÉCURITÉ, ASSUREZ-VOUS QUE LA PLAQUE D'IMMATRICULATION SOIT PLACÉE LE PLUS HAUT POSSIBLE SUR LE SUPPORT ARRIÈRE (UN PERÇAGE PEUT ÊTRE NÉCESSAIRE). SI VOUS MONTEZ UNE PLAQUE D'IMMATRICULATION DE 200 MM OU PLUS (Y COMPRIS LES FIXATIONS DE CARÉNAGE OU DE RÉFLECTEUR) SUR LE SUPPORT, AVANT DE CONDUIRE, COMPRIEZ COMPLÈTEMENT LA SUSPENSION POUR VOUS ASSURER QU'AUCUNE PIÈCE DE L'ENSEMBLE NE PUISSE ENTRER EN CONTACT AVEC LE PNEU LORSQUE LE VÉHICULE EST EN MOUVEMENT OU SOUS CHARGE. IL EST DE VOTRE RESPONSABILITÉ DE VÉRIFIER CETTE POSSIBILITÉ ET DE PRENDRE LES MESURES À PRENDRE POUR L'ÉVITER. LE NON-RESPECT DE CETTE VÉRIFICATION PEUT ENTRAÎNER DES BLESSURES GRAVES OU DES DOMMAGES À LA MOTO.

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