



FITTING INSTRUCTIONS FOR LP0210BK LICENCE PLATE BRACKET
YAMAHA WR450F 2012 - 2015

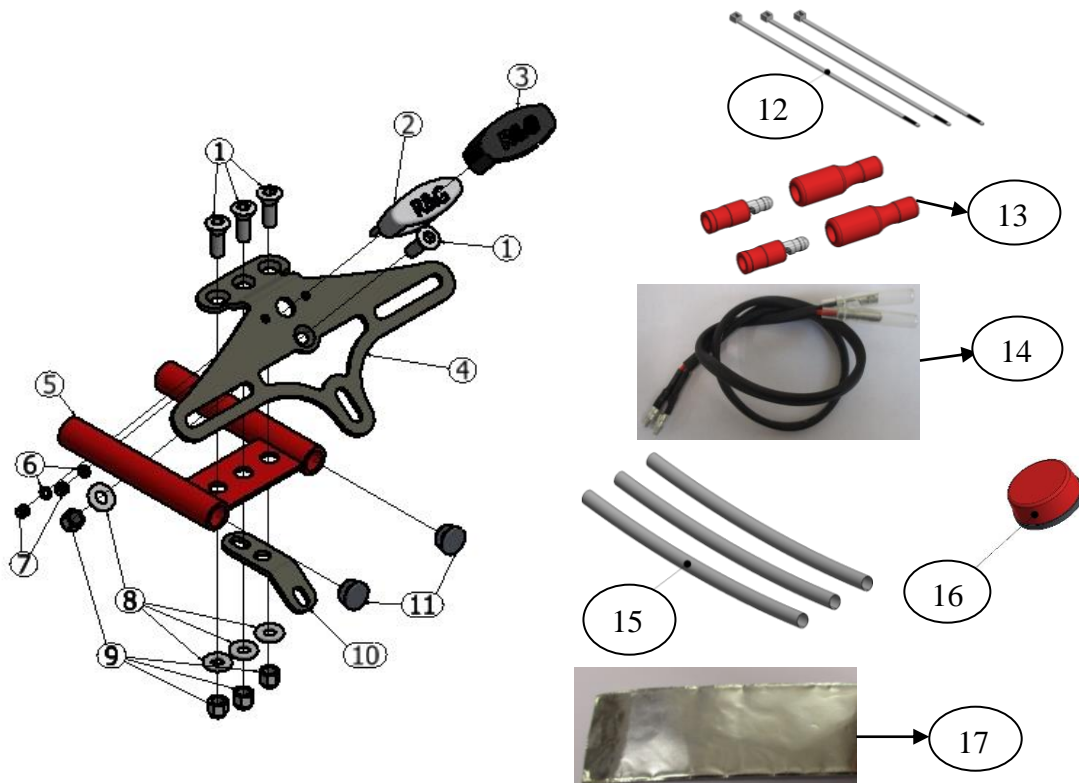
Page | 1



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

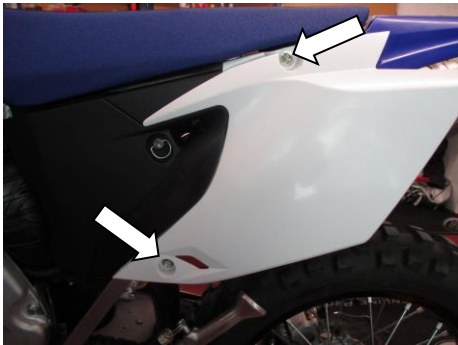
- ITEM 1 = M6 x 15mm Long Countersunk Bolts (x4)
- ITEM 2 = Licence Plate Illuminator (LA0002) (x1)
- ITEM 3 = Licence Plate Illuminator Shroud (x1)
- ITEM 4 = Licence Plate Bracket (TB0210 Part 1) (x1)
- ITEM 5 = OEM tail light bracket (for illustration only, not included in the kit)
- ITEM 6 = M3 Washers (x2)
- ITEM 7 = M3 Nuts (x2).
- ITEM 8 = M6 Washers (x4)
- ITEM 9 = M6 Nyloc Nuts (x4)
- ITEM 10 = Licence Plate Support Plate (TB0210 Part 2) (x1)
- ITEM 11 = Rubber Grommets (RB 80-30-00) (x2)
- ITEM 12 = Cable Ties
- ITEM 13 = Bullet Connectors (CON0004) (x1 set)
- ITEM 14 = Wire Extension (CON0012) (x1)
- ITEM 15 = 180mm Heat Shrink Tubes (x3)
- ITEM 16 = Reflector (x1)
- ITEM 17 = 180mm Heat Resistant Aluminium Tape (x1)

Page | 2

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

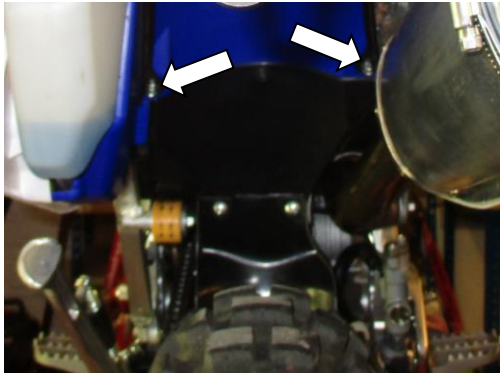
- Set of metric Allen keys to include 4 A/F size.
- Socket set to include 8 and 10mm A/F socket and wrench.
 - Cutting tool
- Small amount of super glue.



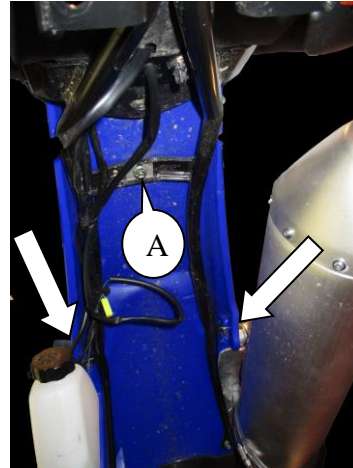
PICTURE 1



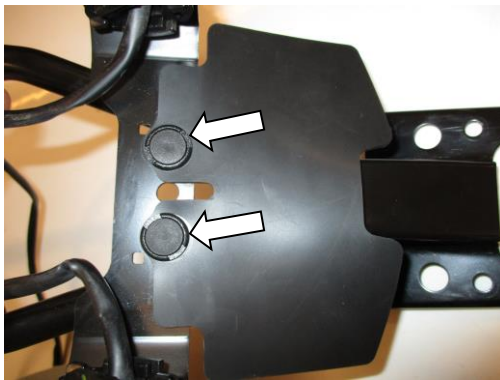
PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



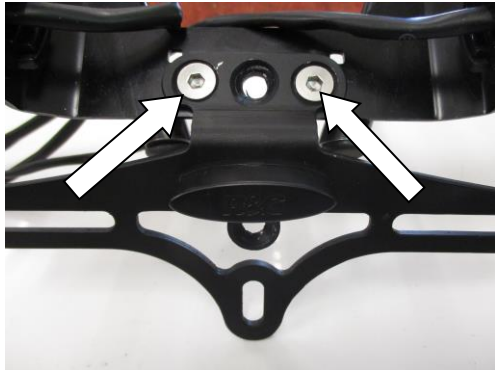
PICTURE 6



PICTURE 7



PICTURE 8



PICTURE 9



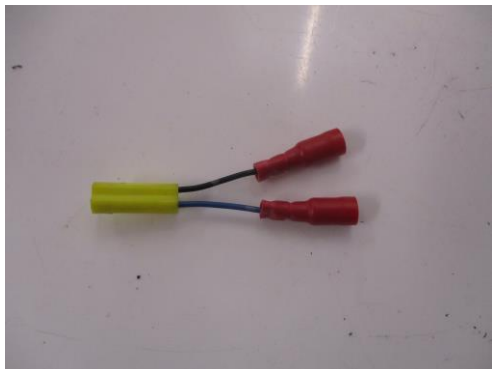
PICTURE 10



PICTURE 11



PICTURE 12



PICTURE 13



PICTURE 14



FITTING INSTRUCTIONS

- Remove the two LHS panel bolts as arrowed in picture 1 using a 10mm socket and a wrench. Unclip the air box cover and remove the LHS panel.
- Remove the two RHS panel bolts as arrowed in picture 2 using a 10mm socket and a wrench. Remove the RHS panel.
- Remove the seat.
- Disconnect both rear indicator connectors (please note the wiring orientation), tail light connector and OEM licence plate illuminator connector.
- The next stage is to remove the OEM tail light bracket assembly. Using an 8mm socket and a wrench, remove the bolts arrowed in picture 3.
- Using a 6mm Allen key from the top and a 10mm socket and a wrench from below, remove the bolt labelled A in picture 4.
- Using a 10mm socket and a wrench remove the two bolts located on both sides of the OEM tail light bracket as arrowed in picture 4. Support the OEM tail light bracket during removal. Gently withdraw the OEM tail light bracket assembly away from the bike and please note the route of the wiring.
- Remove the OEM mud flap from the OEM tail light bracket by unclipping the two push-in pins shown in picture 5.
- In order to fit R&G tail tidy, the OEM tail light bracket has to be modified. Using a suitable cutting tool, please cut the OEM tail light bracket as shown in picture 6. We suggest to cut the tubes flushed against the OEM indicator bracket without damaging the indicator bracket itself. Once cut, we would suggest to paint the tube ends for a protection purposes and insert the two rubber grommets (Item 11) from the kit to both exposed tube ends as shown in picture 7.
- From the kit take the licence plate illuminator (item 2) and the heat shrink tube (item 15). Feed both wires from the licence plate illuminator (item 2) through the heat shrink tube (item 15) and shrink the tube using a suitable heat resource.
- From the kit, take licence plate bracket (Item 4) and the licence plate illuminator (Item 2). Offer the licence plate illuminator and it's wiring through the three-in-line holes on the licence plate bracket (Item 4) and secure with the M3 washers (item 6) and nuts (item 7) provided in the kit. Apply a small amount of superglue on the inside of the licence plate illuminator shroud (Item 3) and fit it over the licence plate illuminator as shown in picture 8.
- Offer the licence plate bracket assembly from above onto the OEM tail light bracket and secure using the two M6 countersunk bolts (item1), M6 washers (item 8) and M6 nyloc nuts (item 9) as shown in picture 9. Tighten the M6 nuts to 15Nm.
- From the kit, take the licence plate support plate (item 10). Feed the licence plate illuminator (item 2) wires through the centre hole of the support plate as shown in picture 10.
- Offer the support plate (item 10) against the licence plate bracket (item 4) and the OEM tail light bracket from below. Align the holes and secure with M6 countersunk bolts (item 1), M6 washers (item 8) and M6 nyloc nut (item 9) on each hole and tighten to 15 Nm. Shown in picture 11.
- Route all the wiring as original and offer the tail light bracket assembly to the bike as original. Secure the assembly with the original bolts removed earlier as shown in picture 12.
- From the kit, take the wire extension (Item 14) and connect the female connectors onto the licence plate illuminator male connectors in this scheme:
 - Extension Red -----→ Illuminator Red
 - Extension Black -----→ Illuminator Black
- Route all the wiring as original and tidy up the wiring under the tail light bracket using cable ties (item 12) provided in the kit.

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- We would suggest to 'cut & shut' the OEM licence plate illuminator connector so you can reuse the original plug socket. Take the OEM licence plate illuminator and cut the OEM connectors at least 50mm away from the connector. Peel the wire ends and insert female bullet connectors (item 13) from the kit. Crimp the bullet connectors and ensure that the peeled wire is in contact with the bullet connector. Shown in picture 13.
- Connect the OEM male connector just built to the male connector of the wire extension (item 14) in this scheme:
Extension Red -----→ Connector Blue
Extension Black -----→ Connector Black
- Reconnect the OEM Licence plate illuminator male connector to OEM female connector in the main loom.
- Reconnect all the tail light and indicator connectors as original.
- At this stage we would suggest to check all the lights for correct operations.
- In order to fit the licence plate, the licence plate needs to be protected from hot exhaust gas coming from the exhaust can. Attach the Aluminium foil tape (item 17) at the back of licence plate closest to the exhaust as shown in picture 14.
- Refit the licence plate to the new licence plate bracket (it may require re-drilling).
- **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.**
- Depending on local laws, attach enclosed red reflector (item 16) in an appropriate location.
- Refit the side panels as original
- Refit the seat as original
- **Please test the indicators, rear light and licence plate illuminator before riding.**

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**NOTICE DE MONTAGE POUR LP0210BK SUPPORT DE PLAQUE
YAMAHA WR450F 2012 - 2015**

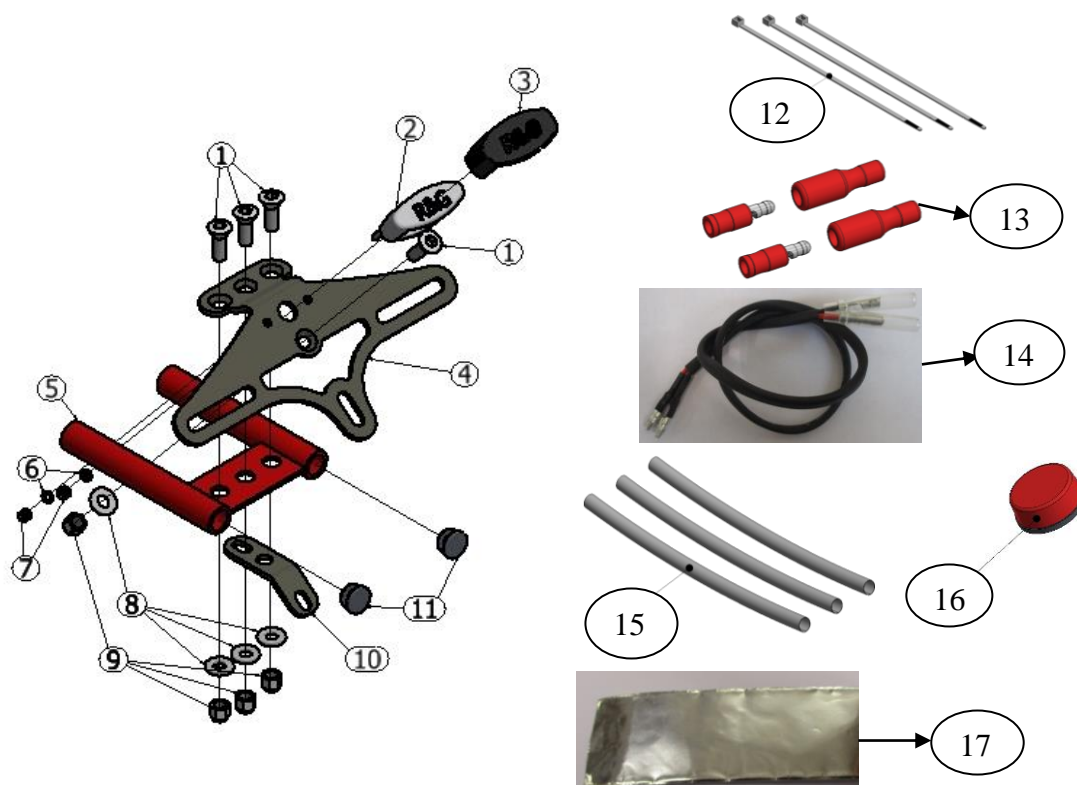
Page | 7



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 REPRESENTATIVES, AFIN DE FACILITER ET CLARIFIER LES INSTRUCTIONS DE MONTAGE)





LEGENDE

ARTICLE 1 = M6 x 15mm Boulons (x4)

ARTICLE 2 = Feu de plaque (LA0002) (x1)

ARTICLE 3 = Linceul de feu de plaque (x1)

ARTICLE 4 = Support de feu de plaque (TB0210 Part 1) (x1)

ARTICLE 5 = Support de feu de plaque d'origine (Pour illustrer uniquement, non inclus dans le kit

ARTICLE 6 = M3 Rondelles (x2)

ARTICLE 7 = M3 Ecrous (x2).

ARTICLE 8 = M6 Rondelles (x4)

ARTICLE 9 = M6 Ecrous (x4)

ARTICLE 10 = Plaque de support de plaque (TB0210 Partie 2) (x1)

ARTICLE 11 = Œillets en caoutchouc (RB 80-30-00) (x2)

ARTICLE 12 = Colliers de serrage

ARTICLE 13 = Connecteurs (CON0004) (x1 set)

ARTICLE 14 = Extension de fil (CON0012) (x1)

ARTICLE 15 = 180mm Manchons thermo rétractables (x3)

ARTICLE 16 = Réflecteur (x1)

ARTICLE 17 = 180mm Ruban Alu résistant à la chaleur (x1)

Page | 8

NOTEZ QUE SI LES KITS SONT EMBALLES AVEC DES RONDELLES EN CAOUTCHOUC SERVANT A TENIR LES COMPOSANTS, CES
RONDELLES DOIVENT ETRE JETTES.

Outils requis

- Jeu de clés Allen 4mm.
- Clé à pipe 8 et 10mm.
 - Outil coupant
- Un peu de superglue.

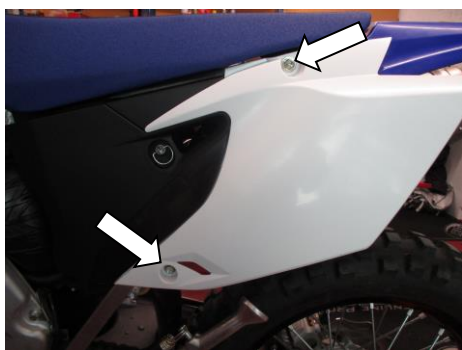


PHOTO 1



PHOTO 2

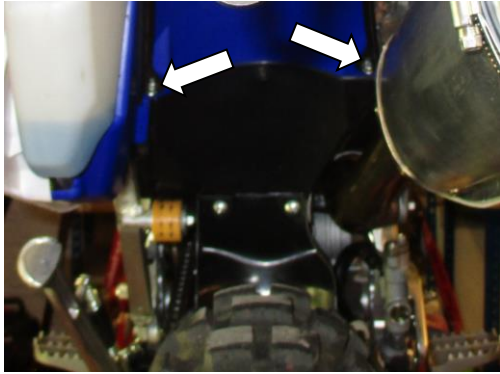


PHOTO 3

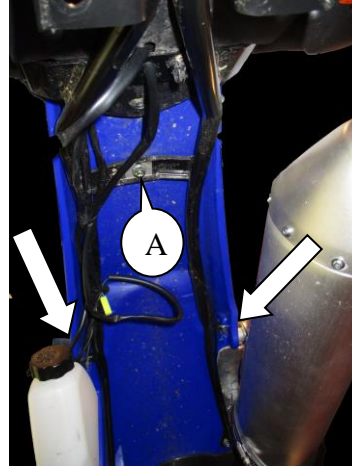


PHOTO 4

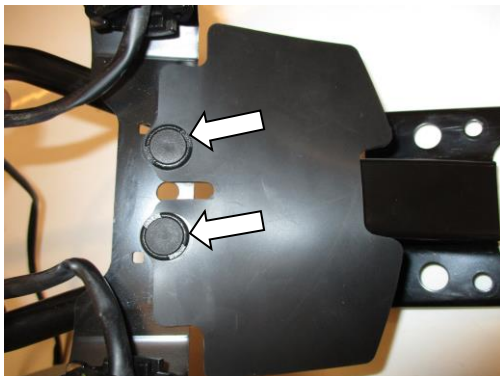


PHOTO 5



PHOTO 6



PHOTO 7



PHOTO 8

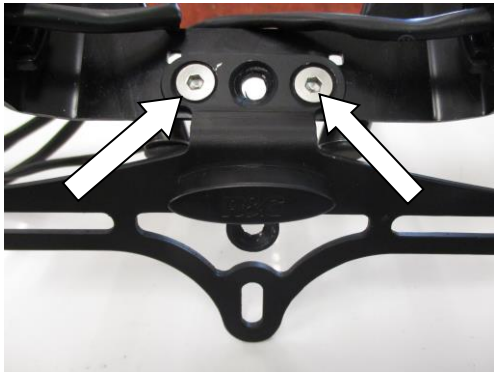


PHOTO 9

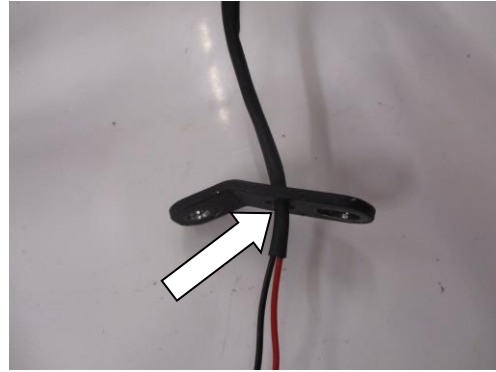


PHOTO 10



PHOTO 11



PHOTO 12

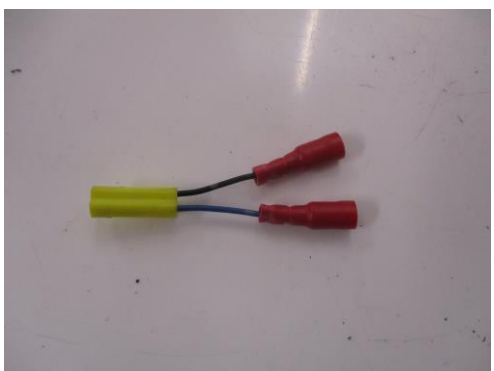


PHOTO 13



PHOTO 14



NOTICE DE MONTAGE :

- Enlever les 2 boulons de panneaux du coté gauche, voir photo 1 à l'aide d'une clé de 10mm. Déclipser le cache de boîtier d'air puis enlever le panneau du coté gauche.
- Enlever les 2 boulons de panneau du coté droit, voir photo 2 à l'aide d'une clé de 10mm. Enlever le panneau du coté droit.
- Enlever le siège.
- Déconnecter les 2 connecteurs de clignotants arrière (Notez l'orientation des fils), le connecteur de feu du support et le connecteur de feu de plaque d'origine.
- La prochaine étape est d'enlever l'assemblage de support de plaque d'origine. Utiliser une clé de 8mm, enlever les boulons indiqués sur la photo 3.
- Utiliser une clé Allen 6mm par le haut et une clé 10mm par dessous, enlever le boulon étiqueté A sur la photo 4.
- Utiliser une clé 10mm pour enlever les 2 boulons placés des 2 cotés du support de plaque, voir photo 4. Supporter le support de plaque d'origine pendant le démontage. Retirer doucement l'assemblage de support de plaque d'origine de la moto, et svp notez l'organisation des fils.
- Enlever le rabat de boue d'origine du support de feu de plaque d'origine en déclippant les 2 rivets indiqués sur la photo 5.
- Pour monter le support de plaque R&G, le support de feu de plaque d'origine doit être modifié. A l'aide d'un outil de coupe adéquat, couper le support de feu de plaque d'origine, voir photo 6. Nous vous suggérons de couper les tubes purgés contre le support de clignotant d'origine sans abimer le support de clignotant. Une fois coupé, nous vous suggérons de peindre les extrémités de tubes pour les protéger, puis insérer les 2 œillets en caoutchouc (Article 11) du kit sur les 2 extrémités de tubes, voir photo 7.
- Prendre le feu de plaque du kit (article 2) et le manchon thermo rétractable (article 15). Passer les 2 fils du feu de plaque (article 2) dans le manchon thermo rétractable (article 15) puis rétreindre le manchon à l'aide d'une source de chaleur.
- Prendre le support de plaque du kit (Article 4) et le feu de plaque (Article 2). Monter le feu de plaque et ses fils dans les 3 trous alignés du support de plaque (Article 4) puis fixer avec les rondelles M3 (article 6) et les écrous (article 7) fournis dans le kit. Appliquer un peu de superglue à l'intérieur du linceul de feu de plaque (Article 3) puis monter le sur le feu de plaque, voir photo 8.
- Monter l'assemblage de support de plaque, depuis le dessus, sur le support de feu de plaque d'origine puis fixer à l'aide des 2 boulons M6 (article 1), rondelles M6 (article 8) et écrous M6 (article 9) voir photo 9. Serrer les écrous M6 à 15Nm.
- Dans le kit, prendre le support de plaque (article 10). Passer les fils dans le feu de plaque (article 2) dans le trou central du support de plaque, voir photo 10.
- Monter le support de plaque (article 10) contre le support de plaque (article 4) et le support de feu de plaque d'origine pas le dessous. Aligner les trous et fixer avec des boulons M6 (article 1), rondelles M6 (article 8) et écrou M6 (article 9) sur chaque trou puis serrer à 15 Nm. Voir photo 11.
- Organiser les fils comme à l'origine puis monter le support de feu de plaque sur la moto comme à l'origine. Fixer l'ensemble avec les boulons d'origine enlevés plus tôt, voir photo 12.
- Dans le kit, prendre l'extension de fil (Article 14) et connecter les connecteurs femelles sur les connecteurs male du feu de plaque, selon ce schéma :

Extension Rouge -----→ Feu Rouge
Extension Noir -----→ Feu Noir

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- Router les fils comme à l'origine puis serrer les fils sous le support de feu de plaque à l'aide de colliers de serrage (article 12) fournis dans le kit.
- Nous vous suggérons de « couper puis fermer » le connecteur de feu de plaque d'origine de façon à pouvoir réutiliser la prise. Prendre le feu de plaque d'origine puis couper les connecteurs d'origine à au moins 50mm du connecteur. Dénuder le fil puis insérer les connecteurs femelles (article 13) du kit. Sertir les connecteurs puis veiller à ce que le fil pelé soit en contact avec le connecteur. Voir photo 13.
- Connecter le connecteur male tout juste monté, au connecteur male de l'extension de fil (article 14) selon ce schéma :
 - Extension Rouge -----> Connecteur Bleu
 - Extension Noire -----> Connecteur Noir
- Reconnecter le connecteur male du feu de plaque d'origine au connecteur femelle d'origine du faisceau principal.
- Reconnecter le feu de support de plaque et connecteurs de clignotant comme à l'origine.
- A ce stade, il est judicieux de vérifier le bon fonctionnement de l'ensemble des feux.
- Pour monter la plaque d'immatriculation, elle doit être protégée des gaz d'échappement chauds émis par le pot d'échappement. Attacher le ruban en feuille d'aluminium (article 17) au bas de la plaque, sur la partie la plus proche du pot d'échappement, voir photo 14.
- Remettre la plaque d'immatriculation (peut nécessiter un perçage).
- .
- **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.**
- Selon la loi locale, monter les réflecteurs (article 16) aux emplacements appropriés.
- Remettre les carénages comme à l'origine.
- Remettre le siège comme à l'origine.
- **Revérifiez que les clignotants et les feux de plaque fonctionnent bien avant de prendre la route.**

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