



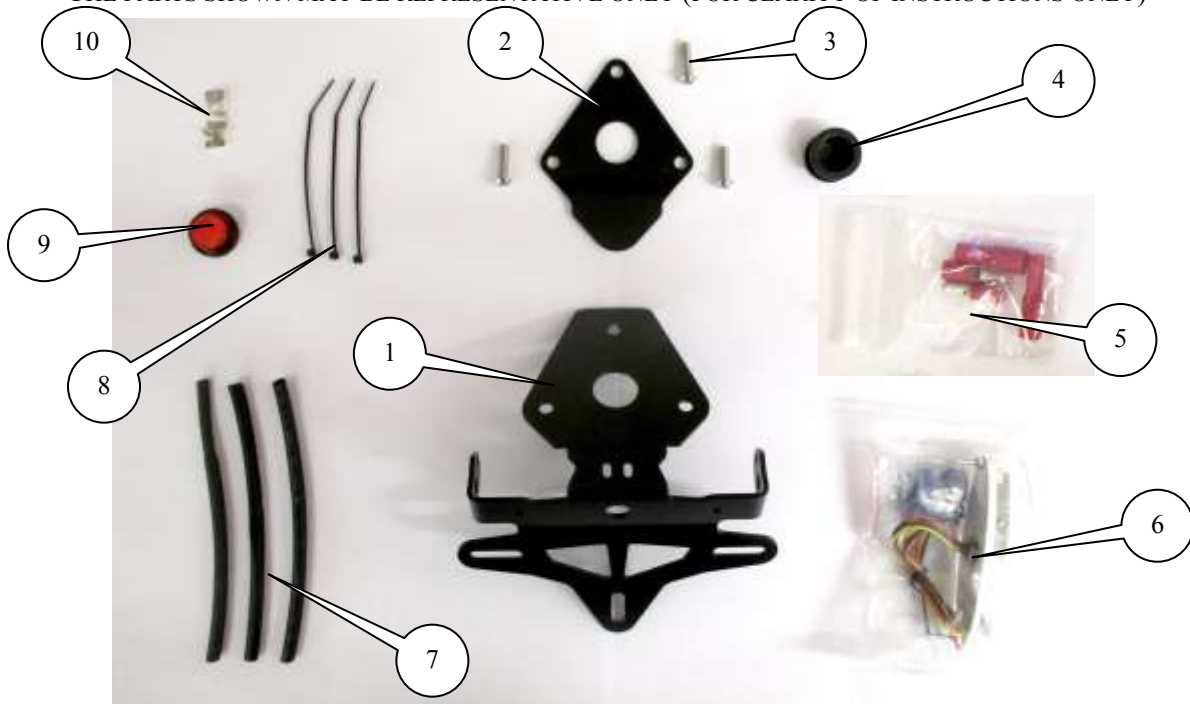
FITTING INSTRUCTIONS FOR LP0170BK LICENCE PLATE BRACKET
EBR 1190 SX & RX '14-



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 = LICENCE PLATE BRACKET (TB0170 PART 1) (x1).
ITEM 2 = BRACKET (TB0170 PART 2) (x1).
ITEM 3 = M6 x 20mm LONG BUTTON HEAD BOLTS (x3).
ITEM 4 = RUBBER GROMMET (RB0002) (x1).
ITEM 5 = Tail/Brake & No. PLATE LIGHT WIRING CONNECTOR (CON004) (x2).
ITEM 6 = LA0003 REAR LIGHT ASSEMBLY (x1).
ITEM 7 = 150mm LENGTH OF HEATSHRINK (x3).
ITEM 8 = 2.5mm CABLE TIES (x3).
ITEM 9 = REFLECTOR (x1).
ITEM 10 = SELF ADHESIVE CABLE CLIPS (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!*

TOOLS REQUIRED

- Set of metric Allen keys to include 4mm A/F sizes.
- Socket set to include 6 & 13mm sockets and wrench.
 - 6 & 12mm Spanner.
 - T30 Torx socket.
- Small amount of superglue.
 - Cable cutters.

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



Picture 5



Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



Picture 11



Picture 12



Picture 13



Picture 14



Picture 15



Picture 16

FITTING INSTRUCTIONS

- To fit the R&G tail tidy, remove the pillion seat using the key and slide the seat out from underneath the grab handle, as shown in picture 1.
- Disconnect the wiring for the rear light and indicators that are now accessible, as shown in picture 2.
- On the underside of the tail, remove the three Torx bolts that secure the OEM licence plate hanger in place, as shown in picture 3.
- The OEM licence plate hanger can now be removed from the bike, as shown in picture 4.
- Take the R&G licence plate bracket (item 1 – TB0170 PART 1) and the additional bracket (item 2 – TB0170 PART 2) and fit the large rubber grommet (item 4 – RB0002) through the large hole on both brackets, as shown in picture 5, ensuring the recessed side of the rubber grommet is on the underside of the licence plate bracket and that both brackets sits flat against each other.
- Fit the rear light assembly (item 6 – LA0003) to the licence plate bracket. Fit one length of heatshrink to the wires and tighten the nuts on the rear, as shown in picture 6.
- Feed the wiring through the rubber grommet and loop one of the cable ties through the two slots to secure the wiring, but do not tighten at this stage, as shown in picture 7.

If using the mini indicators

- Fit the indicators of choice to the licence plate bracket (item 1) (R&G mini indicator product code RG370 for bulb type and RG371 for LED type or RG372 for the Aero shaped LED type) as shown in picture 8 (please use the heat shrink provided (item 7) to protect the wiring).

If using the original indicators

- If fitting the OEM indicators, remove the two bolts on the underside of the OEM licence plate hanger to remove the OEM tail light, as shown in picture 9.
- Access can now be gained to remove the nut on the end of the indicators for them to be removed from the hanger, as shown in picture 10.
- Fit the indicators to the licence plate bracket assembly by feeding the indicator wiring through the large hole on the indicator mounts of the tail tidy. Re-fit the original nut and tighten, as shown in picture 11.



- Feed the indicator wiring through the rubber grommet and use the self-adhesive clips (item 10) and the cable tie already fitted to neatly route the wiring, as shown in picture 12.
- The assembly can now be offered up to the underside of the bike. To do this, ensure the holes on both brackets align and offer into position, taking care to ensure the step on the top bracket locates above the plastic lip towards the rear of the hole, as can be seen in picture 15. Once fitted, the licence plate assembly should sit flush with the undertray and hold itself in place whilst the three M6 x 20mm long button head bolts (item 3) are fitted through the three holes and tightened into the bosses on the subframe, as shown in pictures 13, 14 & 15.
- Ensure the tail tidy is located correctly before tightening the three bolts.
- To connect the OEM indicators, simply re-fit the matching connectors together. To connect the R&G mini indicators, connect the bullet connectors with the black wire together and the remaining wires to the brown/yellow wires on the bike.
- To connect the tail light, the wiring and connector from the OEM tail light will need to be “cut & shut”. To do this, cut the three wires on the OEM tail light wiring, leaving about 100mm after the 3-pin block connector. Splice each wire and fit the bullet connector ends to the three wires. These can now be fitted to the tail light wiring as follows – connect the black wire together, the red wire to the red/white wire and the yellow wire to the red/yellow wire. The 2-pin block connector on the bike is no longer required.
- Check for the correct operation of the indicators and license plate illuminator.
- Ensure the tail tidy is securely mounted and all bolts are fully tightened.
- Re-fit the pillion seat in place.
- 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.

ISSUE 1 16/10/14 (AR)

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

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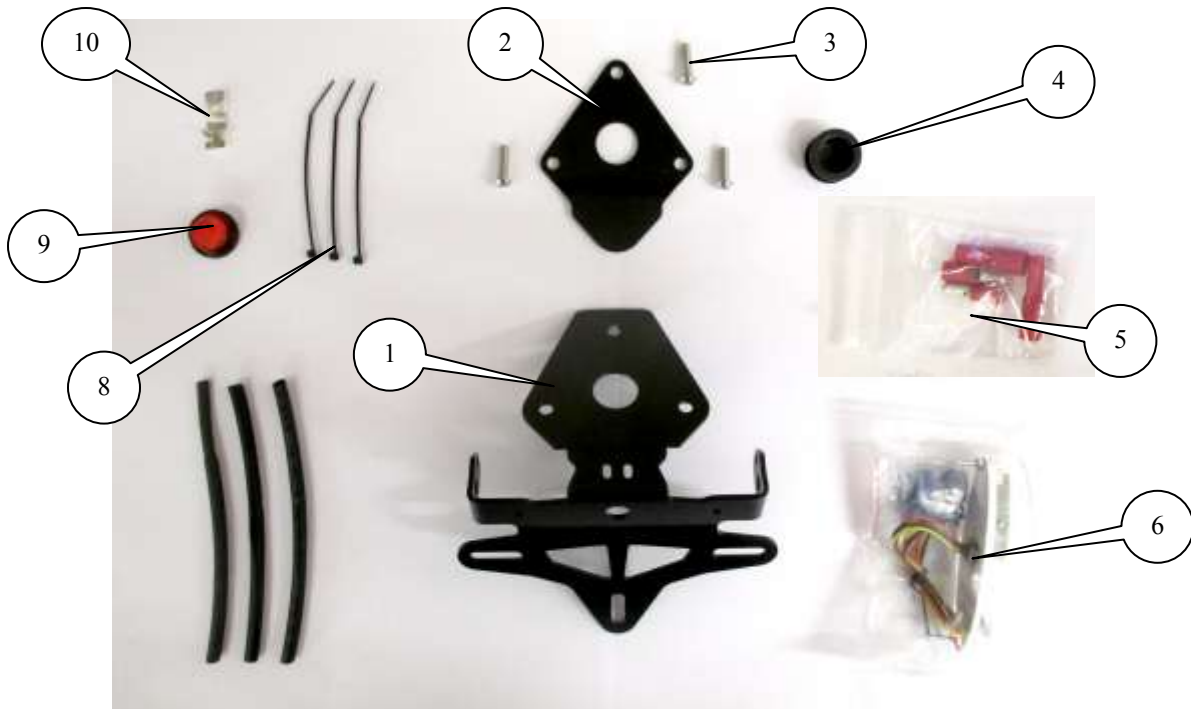
**INSTRUCTIONS DE MONTAGE POUR LP0170BK SUPPORT DE PLAQUE
EBR 1190 SX & RX '14-**



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



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LEGENDE

- ARTICLE 1 = SUPPORT DE PLAQUE (TB0170 PARTIE 1) (x1).
- ARTICLE 2 = SUPPORT (TB0170 PARTIE 2) (x1).
- ARTICLE 3 = M6 x 20mm BOULONS (x3).
- ARTICLE 4 = RONDELLE DE CAOUTCHOUC (RB0002) (x1).
- ARTICLE 5 = Arrière/Frein & No. CONNECTEUR FEU DE PLAQUE (CON004) (x2).
- ARTICLE 6 = LA0003 ASSEMBLAGE FEU ARRIERE (x1).
- ARTICLE 7 = 150mm BANDEAU THERMO RETRACTABLE (x3).
- ARTICLE 8 = 2.5mm COLLIERS DE SERRAGE (x3).
- ARTICLE 9 = REFLECTEUR (x1).
- ARTICLE 10 = CLIPS AUTOCOLLANTS (x2).

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

OUTILS REQUIS

- Jeu de clés Allen 4 mm
- Clés à douille 6 & 13mm.
- Clé à molette 6 & 12mm
 - Clé TorxT30.
- Un peu de superglue.
- Pince coupante.

COUPLES DE SERRAGE MAXIMUM

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



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



Photo 15



Photo 16

INSTRUCTIONS DE MONTAGE

- Enlever le siège passager à l'aide de la clé et glissez le en dehors de la poignée, voir photo 1.
- Déconnecter les fils du feu arrière et les clignotants qui à présent sont accessibles, voir photo 2.
- Sous le support, enlever les 3 boulons qui fixent le support de plaque d'origine, voir photo 3.
- Le support de plaque d'origine peut à présent être retiré de la moto, voir photo 4.
- Prendre le support de plaque d'origine (article 1 – TB0170 PARTIE 1) et le support additionnel (article 2 – TB0170 PARTIE 2) et monter la rondelle de caoutchouc (article 4 – RB0002) à travers le trou le plus large sur les 2 supports, voir photo 5, en veillant à ce que le coté creux de la rondelle de caoutchouc soit sur au dessous du support de plaque et que les 2 supports soient à plat l'un contre l'autre.
- Monter l'assemblage de feu arrière (article 6 – LA0003) sur le support de plaque. Appliquer une longueur de thermo rétractable aux fils et serrer les écrous à l'arrière, voir photo 6.
- Passer les fils à travers la rondelle de caoutchouc et encerchez un des colliers de serrage à travers les 2 fentes pour fixer les fils, mais ne pas bloquer pour le moment, voir photo 7.

Si vous montez les minis clignotants R&G :

- Monter les clignotants de votre choix sur le support de plaque (article 1) (R&G code produit RG370=Ampoule, RG371=LED ou RG372 = LED latérale) voir photo 8 (Utilisez la gaine thermo rétractable fournie (article 7) pour protéger les fils du nouveau clignotant).

Si vous utilisez les clignotants d'origine :

- Si vous remontez les clignotants d'origine, enlever les 2 boulons au bas du support de plaque d'origine pour enlever le feu d'origine, voir photo 9.
- Vous avez maintenant l'accès pour enlever l'écrou sur l'extrémité des clignotants pour pouvoir les enlever du support, voir photo 10.
Monter les clignotants sur le support de plaque en passant les fils de clignotant à travers le trou le plus larges sur les supports de clignotants. Remettre l'écrou d'origine puis serrer, voir photo 11.



- Passer les fils de clignotant à travers la rondelle de caoutchouc et utiliser les clips autocollants (article 10) et le collier de serrage déjà installé pour ranger correctement les fils, voir photo 12.
- L'ensemble peut à présent être monté au dessous de la moto. Pour cela, veillez à ce que les trous des 2 supports soient alignés et assurez-vous que le pas sur le support supérieur se place sur la lèvre en plastic vers l'arrière du trou, comme sur la photo 15. Une fois installé, la plaque d'immatriculation doit affleurer avec le passage de roue et tenir seule en place pendant que vous insérez les 3 boulons M6 x 20mm (article 3) dans les 3 trous, voir photos 13, 14 & 15.
- Assurez-vous que le support de plaque soit correctement installé avant de serrer les 3 boulons.
- Pour connecter les clignotants d'origine, reconnectez simplement les connecteurs complémentaires ensemble. Pour connecter les mini clignotants R&G ensemble, connectez les connecteurs avec le fil noir et les fils restants aux fils marron/jaune sur la moto.
- Pour connecter le feu arrière, le fil et le connecteur de l'unité d'origine devront être « coupés puis fermés ». Pour cela, couper les 3 fils du feu d'origine, en laissant à peu près 100mm après le bloc de connecteur à 3 broches. Raccorder chaque fil et monter un connecteur sur l'extrémité de chacun des trois fils. Ceux-ci peuvent maintenant être montés sur le câblage des feux arrière comme suit – connecter les fils noirs ensemble, le fil rouge au fil rouge/blanc et le fil jaune au fil rouge/jaune. Le connecteur de bloc à 2 broches sur la moto n'est plus utile.
- Vérifiez que les clignotants et les feux de plaque fonctionnent bien.
- Veillez à ce que le support de plaque soit correctement fixé et que tous les boulons soient serrés.
- Remettre le siège passager en place.
- Remettre la plaque d'immatriculation (cela peut nécessiter un perçage).
- Selon la loi locale, monter les réflecteurs (article 10) aux emplacements appropriés.
- Vérifiez que les clignotants et les feux de plaque fonctionnent bien avant de prendre la route.

ISSUE 1 16/10/14 (AR)

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