



**FITTING INSTRUCTIONS FOR FAP0028BK**  
**BMW F750GS – F850GS 2018**



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)

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**

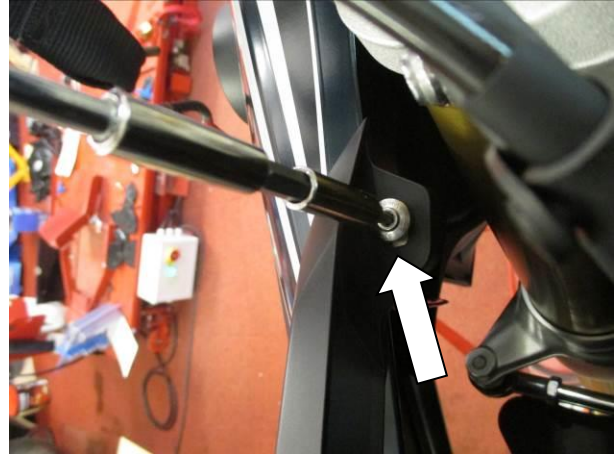
Torx Driver Set  
10mm Spanner  
Heat Gun

**This Kit Contains**

ITEM 1 = 2 x CON0004 INDICATOR ADAPTOR  
ITEM 2 = 2 x RUBBER BUNG (RB50-20-00FG)  
ITEM 3 = 2 x S1070 RUBBER SPACER  
ITEM 4 = 2 x M8 WASHER  
ITEM 5 = 2 x 200mm LENGTH OF HEAT SHRINK (666-896)



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8

## **FITTING INSTRUCTIONS**

### **REMOVING THE OEM INDICATOR**

- Remove the two bolts shown in Picture 1 and Picture 2.
- Using a T30 Torx driver and 10mm spanner, remove the bolt securing the OEM indicator (Shown in Picture 3).
- Trace the indicator wiring back to the connector and disconnect it (Shown in Picture 4).
- Carefully remove the OEM indicator, and gently pull the wiring through.

### **ASSEMBLY**

- To assemble the R&G indicators first use the heat shrink provided (item 5) by threading the wires through the tube (a small amount of dish detergent may help with this) and heating with a heat gun until this shrinks to protect the wires. Be careful not to overheat as this can cause damage to the electrical components.
- Slide one of the rubber spacers (ITEM 3) provided over the wires, and with the OEM indicator removed, the R&G Mini indicator assembly can be threaded through the original indicator hole as shown in picture 6.
- Slide the M8 washer provided (ITEM 4) over the Mini indicator thread, and secure in place using the nut provided.
- If fitting the R&G Mini Indicators, the OEM indicator wiring will need to be “cut and shut” in order to re-use the connectors to connect the R&G Mini Indicators to the wiring loom. This is done by cutting the connectors off the OEM indicators, before fitting the bullet connectors (ITEM 1 - CON0004) to the exposed wiring and connecting to the R&G indicators. Plug it into the original wiring loom (test the indicator at this stage if illumination fails, swap the bullet connections around). You may need to use a resistor, (sold separately) to achieve the correct flash rate.
- Fit the rubber bung (ITEM 2) into the exposed hole (shown in Picture 7).
- And re-fit the two bolts removed (shown in Picture 8).

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R&G

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 [www.rg-racing.com](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)





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**NOTICE DE MONTAGE POUR FAP0028BK**  
**BMW F750GS – F850GS 2018**



LA FAÇON DONT LE KIT EST EMBALLÉ NE CORRESPOND PAS FORCÉMENT À LA FAÇON DE MONTER LES PIÈCES SUR LA MOTO.

**LES PARTIES PRÉSENTÉES PEUVENT ÊTRE UNIQUEMENT REPRÉSENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)**

**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 Torx  
Clé à molette 10mm  
Pistolet à chaleur

**LE KIT CONTIENT :**

ARTICLE 1 = 2 x CON0004 ADAPTATEUR DE CLIGNOTANT  
ARTICLE 2 = 2 x BOUCHON EN CAOUTCHOUC (RB50-20-00FG)  
ARTICLE 3 = 2 x S1070 ENTRETOISE EN CAOUTCHOUC  
ARTICLE 4 = 2 x M8 RONDELLE  
ARTICLE 5 = 2 x 200mm LONGUEUR DE MANCHON THERMO RÉTRACTABLE (666-896)



Photo 1

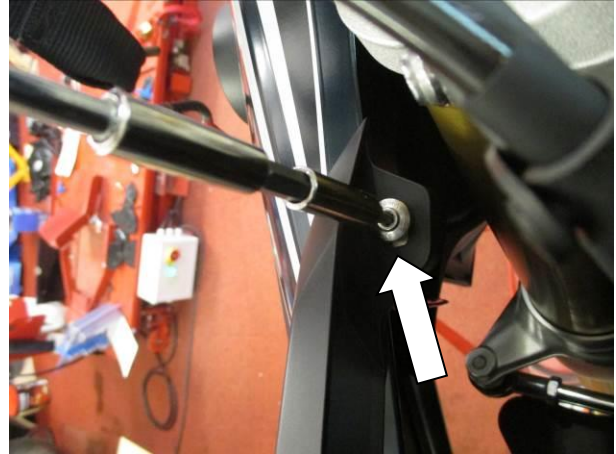


Photo 2



Photo 3



Photo 4



Photo 5



Photo 6





Photo 7



Photo 8

## **NOTICE DE MONTAGE**

### **ENLEVER LE CLIGNOTANT D'ORIGINE**

- Enlever les 2 boulons indiqués sur la photo 1 la photo 2.
- Utiliser une clé Torx T30 et une clé à molette 10mm, enlever le boulon qui fixe le clignotant d'origine (voir Photo 3).
- Tracer le fil de clignotant jusqu'au connecteur puis déconnectez le (voir photo 4).
- Enlever le clignotant d'origine, puis tirer le fil au travers.

### **ASSEMBLAGE**

- Pour assembler les clignotants R&G, commencez pas utiliser le manchon thermo rétractable fourni (article 5) en passant les fils dans le tube (utiliser un peu de détergent pour faciliter la tâche) puis chauffer avec un pistolet à chaleur jusqu'à ce que le manchon soit rétreint, pour protéger les fils. Attention à ne pas surchauffer car cela pourrait endommager les composants électriques.
- Glisser une entretoise en caoutchouc (ARTICLE 3) sur les fils, puis une fois le clignotant d'origine enlevé, l'assemblage de mini clignotant R&G peut être serré dans le trou de clignotant d'origine, voir photo 6.
- Glisser une rondelle M8 fournie (ARTICLE 4) sur le filetage du mini clignotant, puis fixez la position à l'aide d'un écrou fourni.
- Si vous montez les mini clignotants R&G, le fil de clignotant d'origine devra être "coupé puis fermé" pour réutiliser les connecteurs pour connecter les mini clignotants R&G sur le faisceau de câble. Cela s'effectue en coupant les connecteurs des clignotants d'origine, avant de monter les connecteurs (ARTICLE 1 - CON0004) sur l'extrémité du fil puis connectez les aux clignotants R&G. Branchez les dans le faisceau de câble d'origine (Tester le clignotant, si l'éclairage échoue, tournez les connecteurs. Vous aurez peut-être besoin d'une résistance (vendue séparément) pour obtenir le bon niveau d'éclairage.
- Insérer le bouchon en caoutchouc (ARTICLE 2) dans le trou (voir photo 7).
- Enfin, réinsérer les 2 boulons enlevés (voir photo 8).

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**MONTAGEANLEITUNG FÜR FAP0028BK**  
**BMW F750GS – F850GS 2018**



HINWEIS: DIE VERPACKUNG DER TEILE STELLT NICHT DIE REIHENFOLGE DER MONTAGE DAR.

DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG

Hinweis für Kits mit Plastikunterlegscheiben an den Schrauben – *Diese Plastikunterlegscheiben werden nicht für den Einbau benötigt!*

**SIE BENÖTIGEN FOLGENDES WERKZEUG:**

Torx Satz  
10mm Schraubenschlüssel  
Heißluftpistole

**Inhalt des Kits**

ARTIKEL 1 = 2 x CON0004 BLINKER-ADAPTER  
ARTIKEL 2 = 2 x GUMMITÜLLE (RB50-20-00FG)  
ARTIKEL 3 = 2 x S1070 DISTANZHALTER AUS GUMMI  
ARTIKEL 4 = 2 x M8 UNTERLEGSCHLEIBE  
ARTIKEL 5 = 2 x 200mm SCHRUMPFSCHLAUCH (666-896)



Abbildung 1

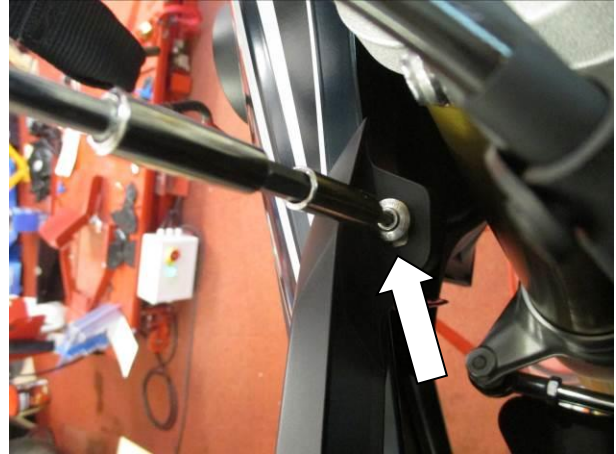


Abbildung 2



Abbildung 3



Abbildung 4



Abbildung 5



Abbildung 6



Abbildung 7



Abbildung 8

## **MONTAGEANLEITUNG**

### **ENTFERNUNG DES ORIGINALBLINKERS**

- Entfernen Sie die zwei Schrauben, die in den Abbildungen 1 und 2 abgebildet sind.
- Entfernen Sie die Schraube, die den Originalblinker befestigt mit einem T30 Torx-Schlüssel und einem 10mm Schraubenschlüssel (siehe Abbildung 3).
- Den Steckverbinder für den Blinker trennen (siehe Abbildung 4).
- Den Originalblinker vorsichtig entfernen und die Kabel durchziehen.

### **ZUSAMMENBAU**

- Die R&G Blinker bauen Sie zusammen wie folgt: Nehmen Sie zuerst den Schrumpfschlauch (Artikel 5) und fädeln Sie die Kabel durch den Schlauch (eventuell etwas Spülmittel hierbei verwenden). Den Schrumpfschlauch mit einer Heißluftpistole erhitzen bis der schrumpft, um somit die Kabel zu schützen. Bitte darauf achten, dass die den Schlauch nicht überhitzen, da dies zu einer Beschädigung der elektronischen Komponenten führen kann.
- Schieben Sie einen Distanzhalter vom Kit (Artikel 3) über die Kabel – da die Originalblinker entfernt wurden, können die R&G Miniblinker-Einheiten in die Öffnungen für die Originalblinker eingesetzt werden – siehe Abbildung 6.
- Die M8 Unterlegscheibe vom Kit (Artikel 4) über das Gewinde des Miniblinkers schieben und mit der mitgelieferten Mutter in Position befestigen.
- Wenn Sie R&G Miniblinker montieren, müssen die original Blinkerkabel abgetrennt und abisoliert werden, um die Kabelverbinder wieder verwenden zu können und die R&G Miniblinker am Kabelbaum anzuschließen. Die Kabelverbinder von den Originalblinkern abschneiden und die Kabelverbindungen (Artikel 1 - CON0004) an den offenen Kabeln anbringen und mit den R&G Blinkern verbinden. Am Kabelbaum anschließen (die Funktion der Blinker überprüfen - falls die Beleuchtung nicht funktionieren sollte, tauschen Sie die Kabelverbinder untereinander). Eventuell benötigen Sie einen Widerstand (separat erhältlich) um die richtige Blitzgeschwindigkeit zu bekommen.
- Montieren Sie die Gummitülle (Artikel 2) in der Öffnung (siehe Abbildung 7).
- Montieren Sie die zwei zuvor entfernten Schrauben wieder (siehe Abbildung 8).

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