



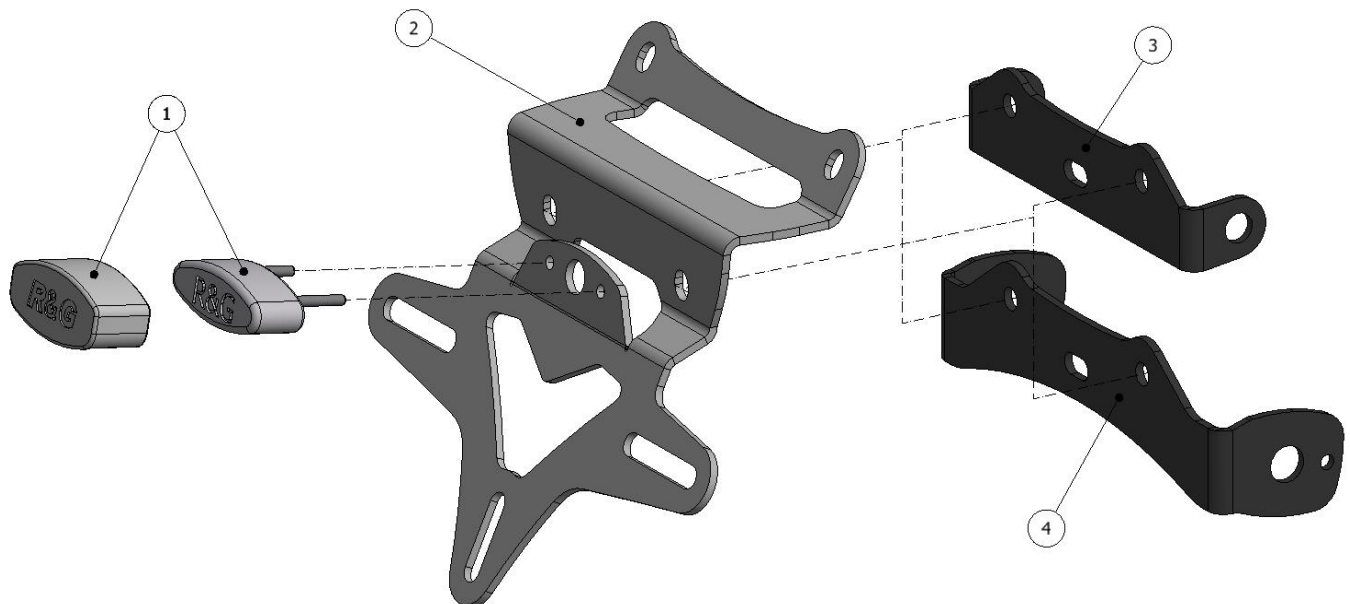
**FITTING INSTRUCTIONS FOR LP0211BK LICENCE PLATE BRACKET**  
**KAWASAKI VULCAN VN900 CUSTOM '07-**

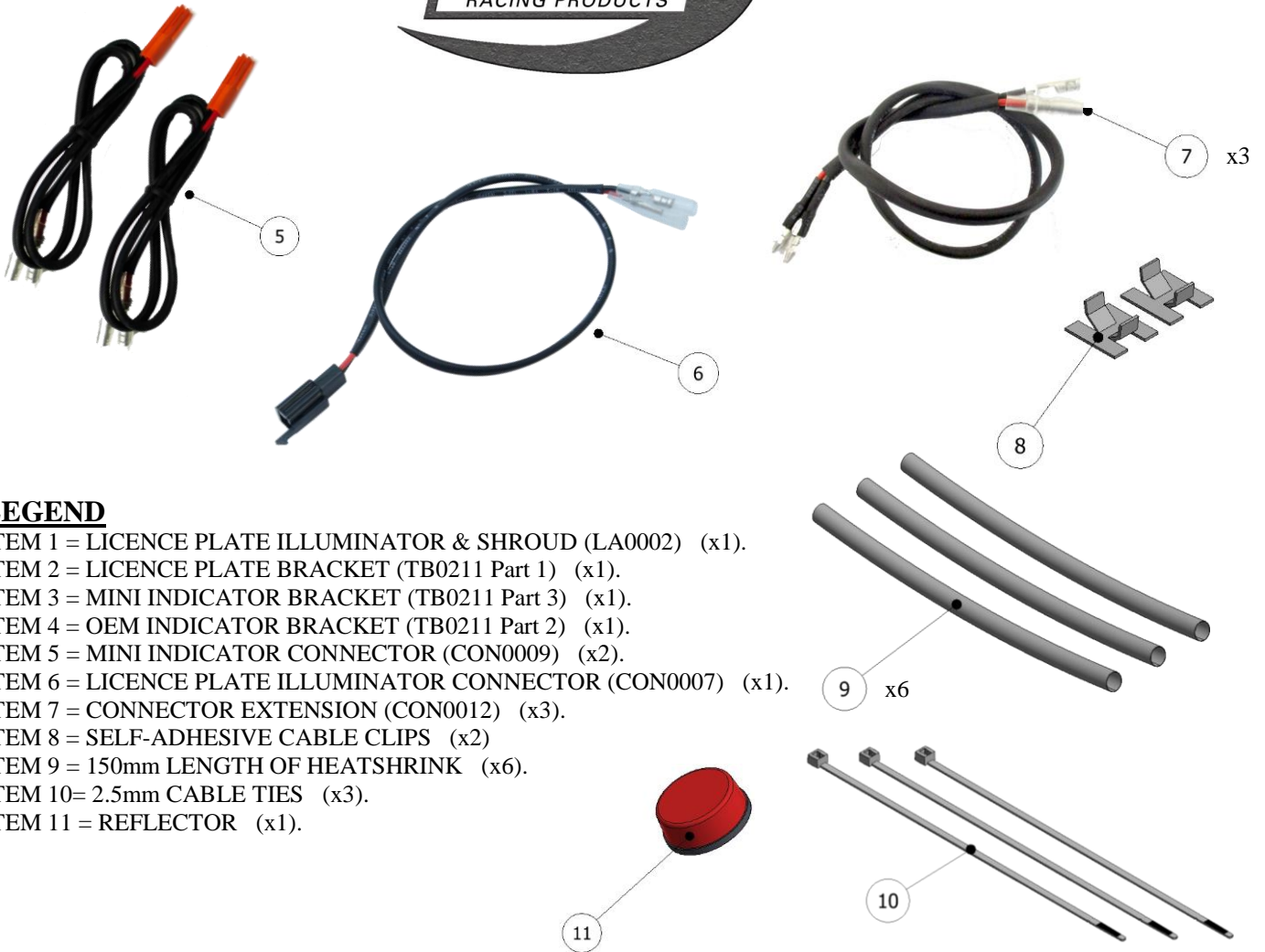


**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

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 ILLUMINATOR & SHROUD (LA0002) (x1).
- ITEM 2 = LICENCE PLATE BRACKET (TB0211 Part 1) (x1).
- ITEM 3 = MINI INDICATOR BRACKET (TB0211 Part 3) (x1).
- ITEM 4 = OEM INDICATOR BRACKET (TB0211 Part 2) (x1).
- ITEM 5 = MINI INDICATOR CONNECTOR (CON0009) (x2).
- ITEM 6 = LICENCE PLATE ILLUMINATOR CONNECTOR (CON0007) (x1).
- ITEM 7 = CONNECTOR EXTENSION (CON0012) (x3).
- ITEM 8 = SELF-ADHESIVE CABLE CLIPS (x2)
- ITEM 9 = 150mm LENGTH OF HEATSHRINK (x6).
- ITEM 10 = 2.5mm CABLE TIES (x3).
- ITEM 11 = REFLECTOR (x1).

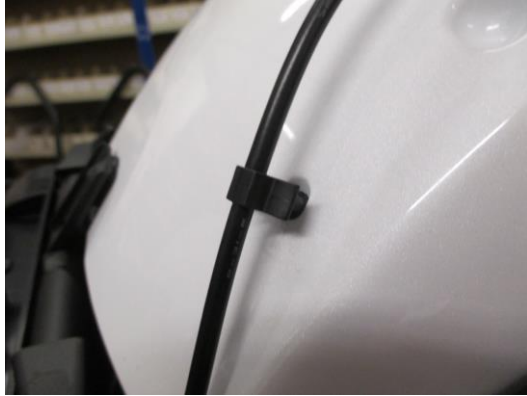
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

**TOOLS REQUIRED**

- Set of metric Allen keys to include 5 & 6mm A/F size.
  - 6, 10, 12 & 13mm spanners or sockets.
  - Cable cutters.

**MAXIMUM TORQUE SETTINGS**

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



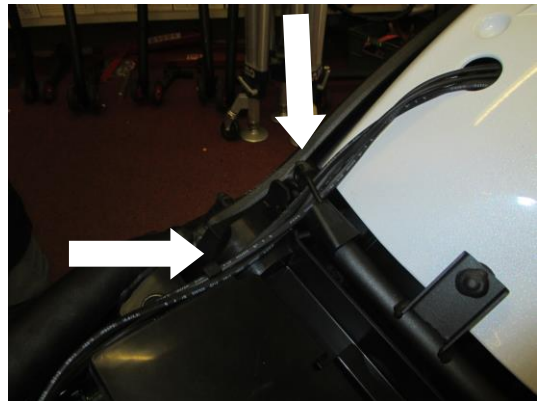
Picture 1



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



Picture 17



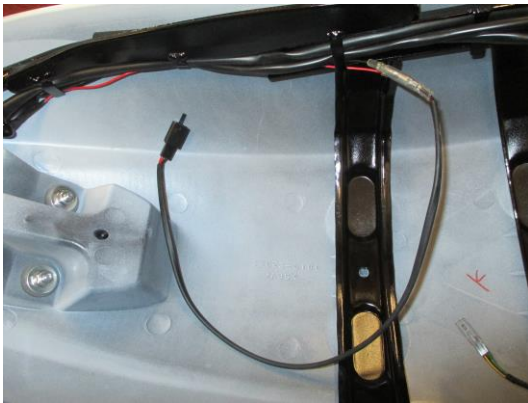
Picture 18



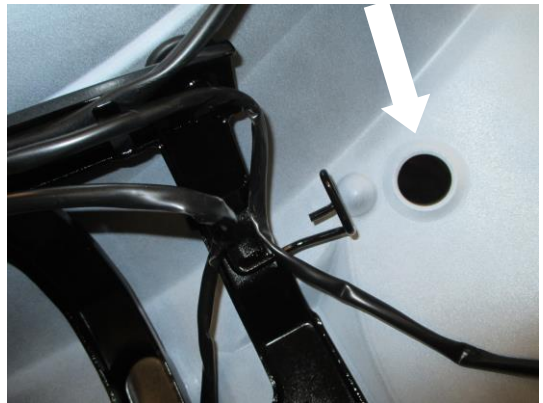
Picture 19



Picture 20



Picture 21



Picture 22



Picture 23



Picture 24





### **FITTING INSTRUCTIONS**

- To fit the R&G tail tidy, remove the seat using the key.
- Remove the plastic cable mount along with the bolt that secures the cable mounting bracket in place, before removing the seat locking cable from the lock mechanism, as shown in pictures 1 & 2.
- Disconnect the four wiring connectors that are located just behind the rear tank mounts, as shown in picture 3.
- Un-hook the wiring from the two mounts within the frame in the positions arrowed in picture 4.
- Remove the two bolts that secure the plastic trim to the side of the rear mudguard on both sides of the bike, as shown in picture 5.
- Remove the two bolts that secure the mudguard to the frame on both sides of the bike, as shown in picture 6. Ensure the rear mudguard is supported whilst removing the last bolt and then slide off the rubber mount on the front and remove the mudguard from the bike, as shown in picture 7.
- Remove the four bolts that mount the OEM licence plate bracket on the underside of the mudguard, as shown in picture 8.
- Un-clip the wiring from the subframe on the underside of the mudguard and feed this out, allowing the OEM licence plate bracket to be removed from the bike, as shown in pictures 9 & 10.
- Take the licence plate bracket (item 2 – TB0211 Part 1) and fit the R&G tail light (item 1 – LA0002) to the bracket, as shown in pictures 11 & 12. Fit one length of heatshrink to the wires, tighten the nuts on the rear and use a small amount of super glue to secure the light shroud in place.
- Connect one connector extension (item 7 – CON0012) to the two bullet connectors on the illuminator wiring and then attach the licence plate illuminator connector (item 6 – CON0007) to the end of the extension.
- Take the R&G tail tidy assembly and fit it to the rear subframe using two of the original mounting bolts on the top mounting holes, as shown in picture 13.

#### ***If fitting Mini Indicators***

- To fit the R&G Mini Indicators, fit one length of heatshrink to the wires of each indicator.
- Take the mini indicator bracket (item 3 – TB0211 Part 3) and fit both indicators through the holes on the ends of the bracket, before fitting the nut onto the exposed thread and tightening, as shown in pictures 14 & 15.
- Connect one connector extension (item 7 – CON0012) to each indicator using the bullet connectors fitted and then attach one mini indicator connector (item 5 – CON0009) to the end of the extension for each indicator.
- Take this assembly and offer it up to the previously fitted licence plate bracket and re-use the two remaining OEM bolts and washers to fit to the rear subframe, as shown in picture 16.
- Neatly route all wiring through the large slot in the licence plate bracket, as shown in picture 16.

#### ***If fitting OEM Indicators***

- To remove the OEM indicators, remove the nut from the rear of the indicator and this will allow the indicator to come away from the licence plate bracket, as shown in picture 17.
- Take the OEM indicator bracket (item 4 – TB0211 Part 2) and fit both indicators through the larger holes on the ends of the bracket, ensuring the smaller boss on the indicator locates into the small hole on the bracket, before fitting the nut onto the exposed thread and tightening, as shown in pictures 18 & 19.
- Take this assembly and offer it up to the previously fitted licence plate bracket and re-use the two remaining OEM bolts and washers to fit to the rear subframe, as shown in picture 20.
- Neatly route all wiring through the large slot in the licence plate bracket, as shown in picture 20.
- Feed the wiring neatly along the inside of the rear mudguard/subframe and secure in place using the tabs on the subframe, ensuring the wiring feeds through the hole at the front of the mudguard to access the connectors, as shown in picture 21 and arrowed in picture 22.
- Offer the rear mudguard assembly up to the bike and re-fit, taking care to locate the front rubber mount before re-fitting the original four bolts to secure the mudguard to the frame.



- Re-connect the four wiring connectors to the main loom and test for the correct operation of all lights.
- If illumination fails on any light, re-connect the bullet connectors the other way around.
- With the correct operation of all lights, neatly route the wiring using the wiring mounts attached to the frame in the same way that the original wiring was positioned.
- Re-fit the plastic trim on either side of the rear mudguard using the original bolts and washers and securely tighten.
- Re-fit the cable that operates the locking mechanism in the reverse procedure of how it was removed, ensuring that the mounting bracket is bolted back onto its mount and the cable mount is re-fitted to the mudguard, as shown in pictures 1 & 2.
- Re-fit the seat.
- Ensure the tail tidy is securely mounted and all bolts are fully tightened.
- Check that all wiring is neatly routed on the underside of the mudguard.
- Re-fit the licence plate (it may require drilling).
- Depending on local laws, attach enclosed reflector in an appropriate location.
- Test the licence plate illuminator and all lights before riding.

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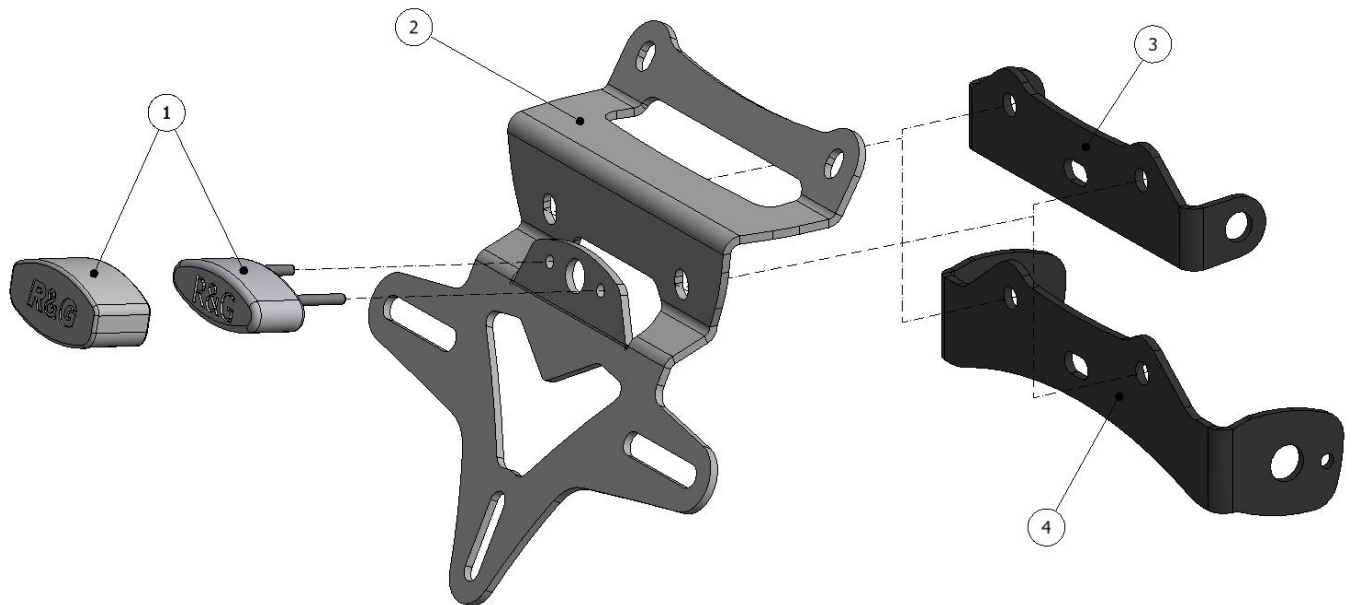
**NOTICE DE MONTAGE POUR LP0211BK SUPPORT DE PLAQUE**  
**KAWASAKI VULCAN VN900 CUSTOM '07-**

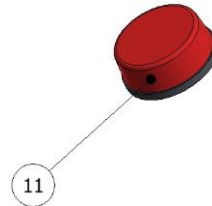
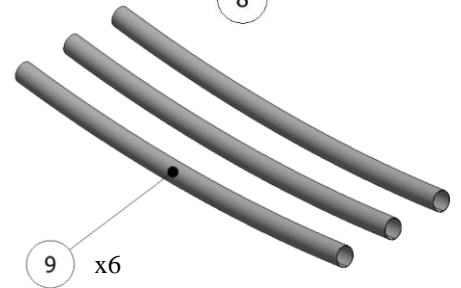
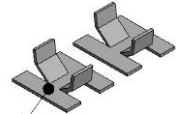


**Assurez vous que toutes les pièces soient présentes avant de procéder au montage.**

**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 = FEU DE PLAQUE & LINCEUL (LA0002) (x1).
- ARTICLE 2 = SUPPORT DE PLAQUE (TB0211 Part 1) (x1).
- ARTICLE 3 = SUPPORT DE MINI CLIGNOTANT (TB0211 Part 3) (x1).
- ARTICLE 4 = SUPPORT CLIGNOTANT D'ORIGINE (TB0211 Part 2) (x1).
- ARTICLE 5 = CONNECTEUR DE MINI CLIGNOTANT (CON0009) (x2).
- ARTICLE 6 = CONNECTEUR DE FEU DE PLAQUE (CON0007) (x1).
- ARTICLE 7 = EXTENSION CONNECTEUR (CON0012) (x3).
- ARTICLE 8 = CLIPS AUTOCOLLANTS (x2)
- ARTICLE 9 = 150mm LONGUEUR DE MANCHON THERMORETRACTABLE (x6).
- ARTICLE 10 = 2.5mm COLLIERS DE SERRAGE (x3).
- ARTICLE 11 = REFLECTEUR (x1).

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

### **Outils requis**

- Clés Allen 5 & 6mm.
- Clés anglaises 6, 10, 12 & 13mm.
- Pince coupante.

### **Couples de serrage recommandés**

- M4 BOULON = 8Nm
- M5 BOULON = 12Nm
- M6 BOULON = 15Nm
- M10 BOULON = 40Nm



#### **NOTICE DE MONTAGE :**

- Pour monter le support de plaque R&G, enlever le siège à l'aide de la clé.
- Enlever le support câble en plastique avec le boulon qui fixe le support de fixation du câble en place, avant d'enlever le câble de blocage de siège du mécanisme de blocage, voir photos 1 & 2.
- Déconnecter les 4 connecteurs de fils placés juste derrière les supports de réservoir arrière, voir photo 3.
- Décrocher les fils des 2 supports dans lesquels le cadre prend position, selon les positions indiquées sur la photo 4.
- Enlever les 2 boulons qui fixent la garniture en plastique du côté du garde boue arrière des 2 cotés de la moto, voir photo 5.
- Enlever les 2 boulons qui fixent le garde boue au cadre des 2 cotés de la moto, voir photo 6. Veiller à ce que le garde boue arrière soit supporté tout en enlevant le dernier boulon puis glisser le support en caoutchouc à l'avant, puis enlever le garde boue de la moto, voir photo 7.
- Enlever les 4 boulons qui fixent le support de plaque d'origine au bas du garde boue, voir photo 8.
- Décrocher les fils du sous-cadre au bas du garde boue puis passez les vers l'extérieur, ce qui permet d'enlever le support de plaque d'origine, voir photos 9 & 10.
- Prendre le support de plaque (article 2 – TB0211 Partie 1) puis monter le feu R&G (article 1 – LA0002) sur le support, voir photos 11 & 12. Appliquer une longueur de thermo rétractable sur les fils, serrer les écrous à l'arrière puis utiliser un peu de superglue pour fixer le linceul de feu en place.
- Connecter une extension de connecteur (article 7 – CON0012) sur les 2 connecteurs des fils de feu puis attacher le connecteur de feu de plaque (article 6 – CON0007) à l'extrémité de l'extension.
- Prendre l'assemblage de support de plaque R&G puis montez le sur le sous cadre arrière à l'aide des 2 boulons de fixation d'origine sur le haut des trous de fixation, voir photo 13.

#### ***Si vous montez des mini clignotants***

- Pour monter les mini clignotants R&G, appliquer une longueur de manchon thermo rétractable sur les fils de chaque clignotant.
- Prendre le support de mini clignotant (article 3 – TB0211 Partie 3) puis monter les 2 clignotants dans les trous aux extrémités du support, avant d'insérer l'écrou sur le filetage exposé et de serrer, voir photos 14 & 15.
- Connecter une extension de connecteur (article 7 – CON0012) à chaque clignotant à l'aide des connecteurs montés, puis attacher un connecteur de mini clignotant (article 5 – CON0009) sur l'extrémité de l'extension de chaque clignotant.
- Prendre l'ensemble et montez le sur le support de plaque monté précédemment, et réutiliser les 2 boulons d'origine restants et les rondelles pour les placer sur le sous-cadre arrière, voir photo 16.
- Organiser les fils à travers la fente large du support de plaque, voir photo 16.

#### ***Si vous montez les mini clignotants d'origine***

- Pour enlever les clignotants d'origine, enlever l'écrou de l'arrière du clignotant et cela permettra au clignotant de s'extraire du support de plaque, voir photo 17.
- Prendre le support de clignotant d'origine (article 4 – TB0211 Partie 2) puis monter les 2 clignotants dans les trous plus larges aux extrémités du support, en veillant à ce que le patron plus petit du clignotant se place dans le petit trou du support, avant d'insérer l'écrou sur l'extrémité et de serrer, voir photos 18 & 19.
- Prendre l'ensemble et montez le sur le support de plaqué précédemment monté puis réutiliser les 2 boulons d'origine restants ainsi que les rondelles pour les monter sur le sous-cadre arrière, voir photo 20.
- Organiser les fils à travers la fente large du support de plaque, voir photo 20.





- Passer les fils à l'intérieur du sous cadre / Garde boue arrière puis fixer en place à l'aides des onglets du sous-cadre, en veillant à ce que les fils passent dans le trou à l'avant du garde boue pour accéder aux connecteurs, voir photo 21 et 22.
- Monter l'assemblage de garde boue arrière sur la moto, en veillant à correctement placer le support en caoutchouc avant de réinsérer les 4 boulons d'origine pour fixer le garde boue au cadre.
- Reconnecter les 4 connecteurs de fils au faisceau principal puis tester que tous les feux fonctionnent correctement.
- Si l'éclairage échoue sur un des feux, reconnecter les connecteurs dans le sens inverse.
- Une fois que l'ensemble des feux fonctionnent , organiser les fils à l'aides des supports de fils attachés au cadre de la même façon que les fils d'origine étaient positionnés.
- Remonter la garniture en plastique de chaque coté du garde boue arrière en utilisant les boulons d'origine et rondelles puis serrer pour fixer.
- Remonter le câble de mécanisme de blocage en réalisant le process inverse de la façon dont il a été enlevé, en veillant à ce que le support de fixation soit correctement boulonné sur son support et que le support câble soit remonté pour le garde boue, voir photos 1 & 2.
- Remonter le siège.
- Veiller à ce que le support de plaque soit correctement fixé et que tous les boulons soient complètement serrés.
- Vérifier que tous les fils soient correctement organisés au dessous du garde boue.
- Re Remettre la plaque d'immatriculation (peut nécessiter un perçage).
- Selon la loi locale, monter les réflecteurs (article 16) aux emplacements appropriés.
- **Revérifiez que les clignotants et les feux de plaque fonctionnent bien avant de prendre la route.**

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