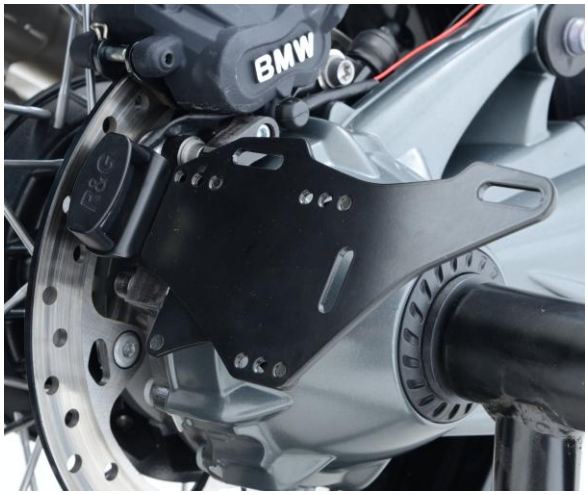
FITTING INSTRUCTIONS FOR LP0160BK LICENCE PLATE BRACKET
BMW R NINE T '14- LONG VERSION

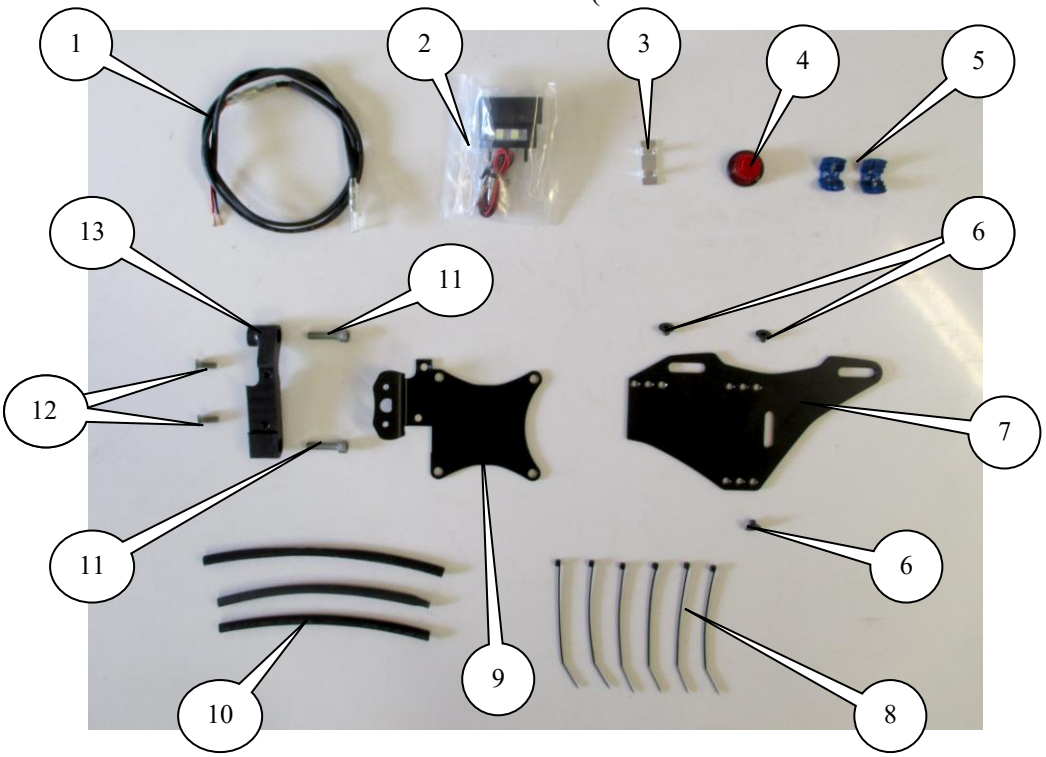




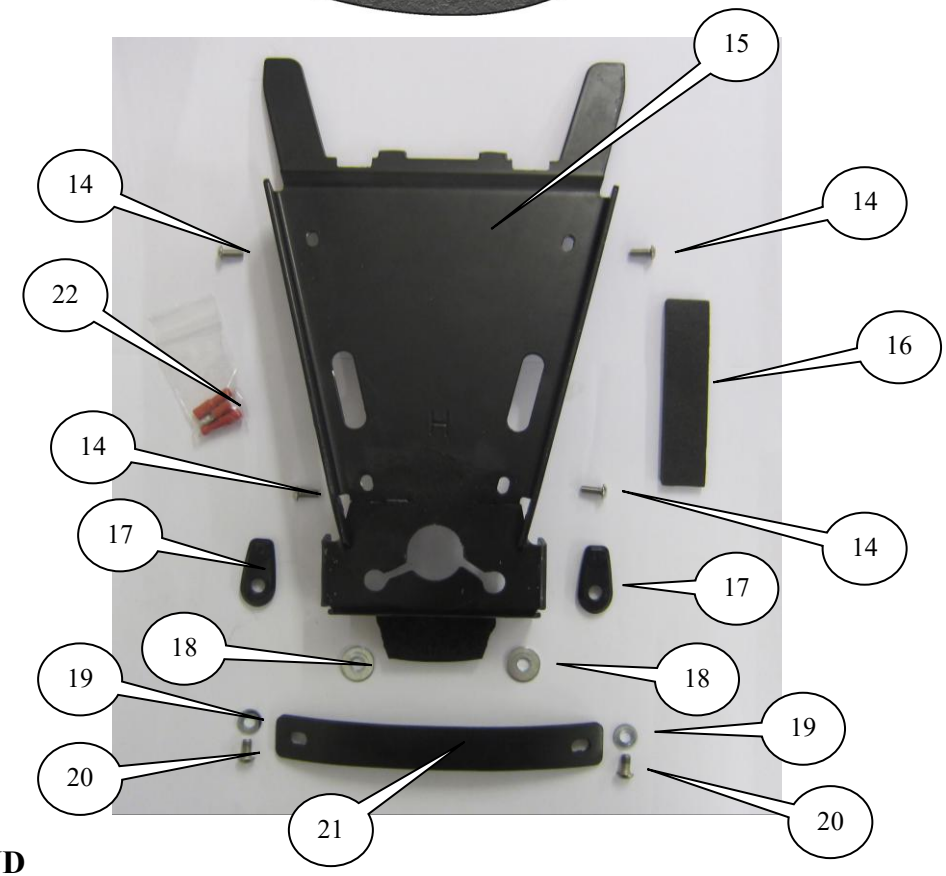
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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)



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LEGEND

ITEM 1 = WIRING EXTENSION (CON0030 – 900mm LONG) (x1).
ITEM 2 = LICENCE PLATE LIGHT LA0002 has been replaced by LA0012. Refer to kit LA0012 for the QR Code for assembly instructions
ITEM 3 = SELF ADHESIVE CABLE CLIPS (x2).
ITEM 4 = REFLECTOR (x1).
ITEM 5 = BLOCK CONNECTORS (CON0002) (x2).
ITEM 6 = M6 x 6mm LONG COUNTERSUNK BOLTS (x3).
ITEM 7 = ADJUSTABLE LICENCE PLATE BRACKET (TB0160 Part 2) (x1).
ITEM 8 = 2.5mm CABLE TIES (x6).
ITEM 9 = MAIN BRACKET (TB0160 Part 1) (x1).
ITEM 10 = 150mm LENGTH OF HEATSHRINK (x3).
ITEM 11 = M6 x 25mm LONG CAP HEAD BOLTS (x2).
ITEM 12 = M5 x 16mm LONG COUNTERSUNK BOLTS (x2).
ITEM 13 = MOUNTING BLOCK (M0393) (x1).
ITEM 14 = M5 x 12mm LONG BUTTON HEAD BOLTS (x4).
ITEM 15 = UNDERSEAT COVER (TB0160 Part 3) (x1).
ITEM 16 = SELF ADHESIVE FOAM STRIP (100mm LONG) (x1).
ITEM 17 = INDICATOR ADAPTORS (I0041) (x2).
ITEM 18 = M6 WASHERS (19mm O/DIA) (x2).
ITEM 19 = M6 WASHERS (14mm O/DIA) (x2).
ITEM 20 = M6 x 8mm LONG BUTTON HEAD BOLTS (x2).
ITEM 21 = RUBBER COVER/TIDY (RC0001) (x1).
ITEM 22 = BULLET CONNECTORS (CON0004) (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*!

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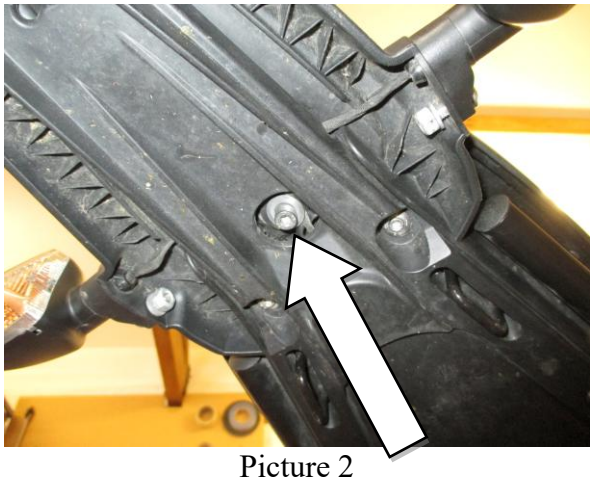
TOOLS REQUIRED

- Set of metric Allen keys to include 3, 4 & 5mm A/F sizes.
- Torx Socket set to include T25, T30, T35 & T40 sockets and wrench.
- 6, 10 & 12mm Spanners.
- Flat headed screwdriver.
- Cable cutters.
- Superglue.

- **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

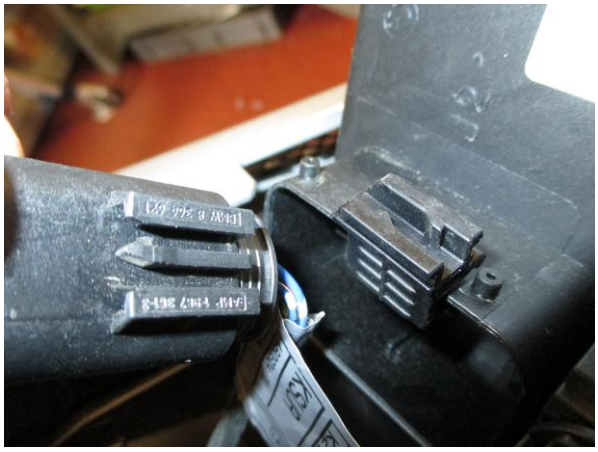


Picture 4

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Picture 5



Picture 6



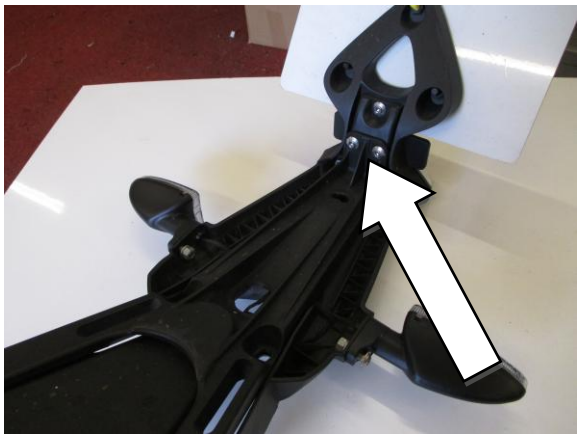
Picture 7



Picture 8



Picture 9



Picture 10

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Picture 11



Picture 12



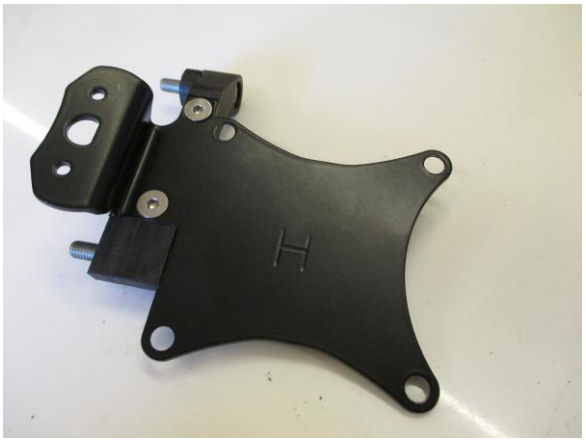
Picture 13



Picture 14



Picture 15



Picture 16

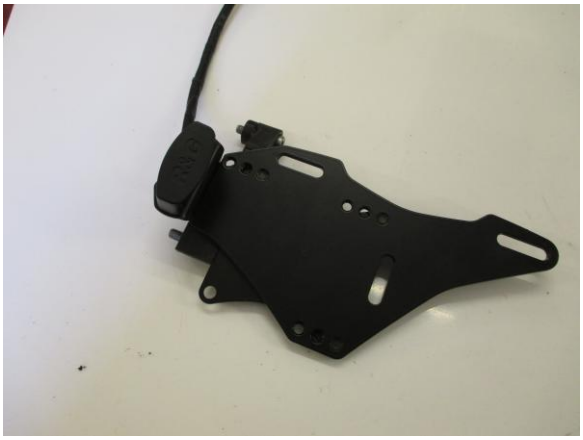
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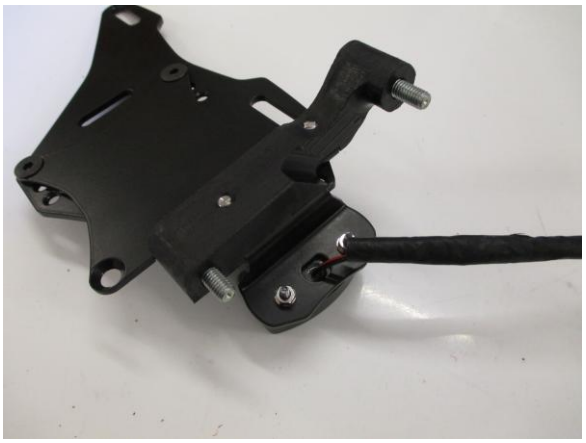
Picture 17



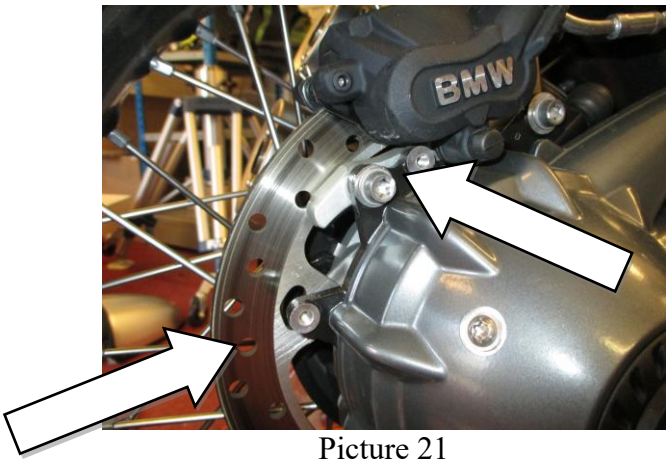
Picture 18



Picture 19



Picture 20

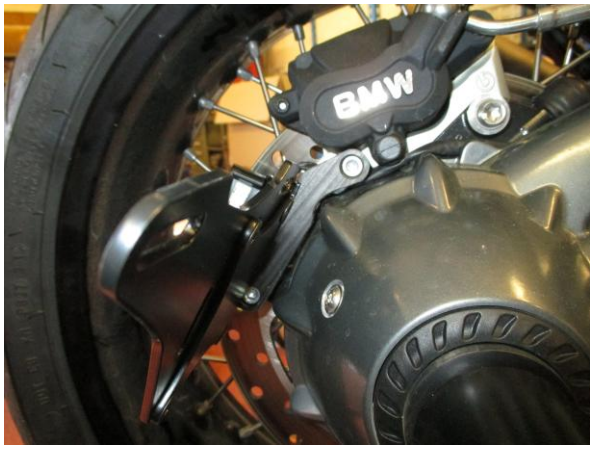


Picture 21



Picture 22

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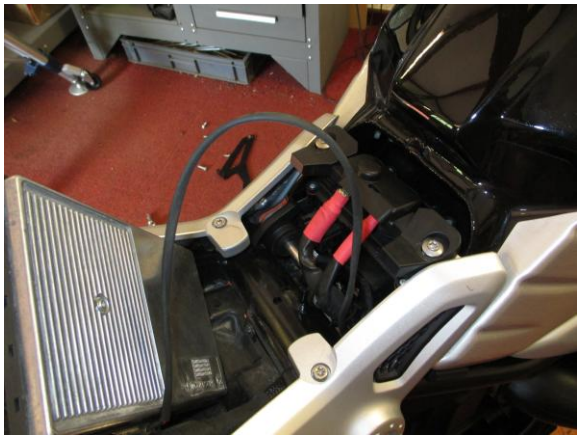
Picture 23



Picture 24



Picture 25



Picture 26



Picture 27



Picture 28

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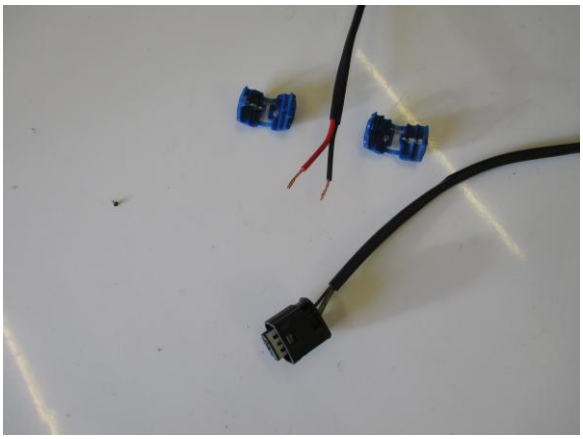
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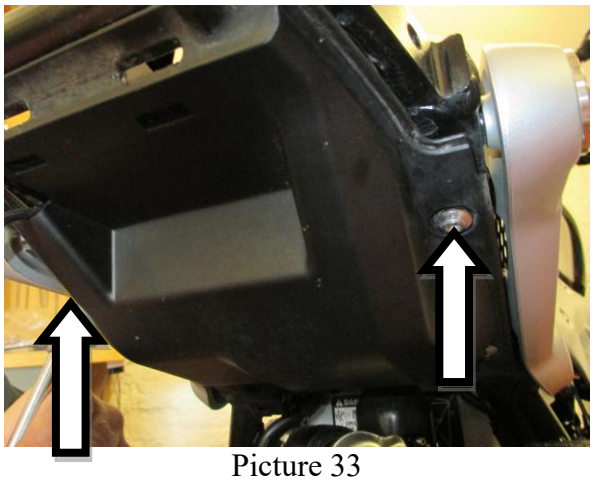
Picture 30



Picture 31



Picture 32



Picture 33



Picture 34

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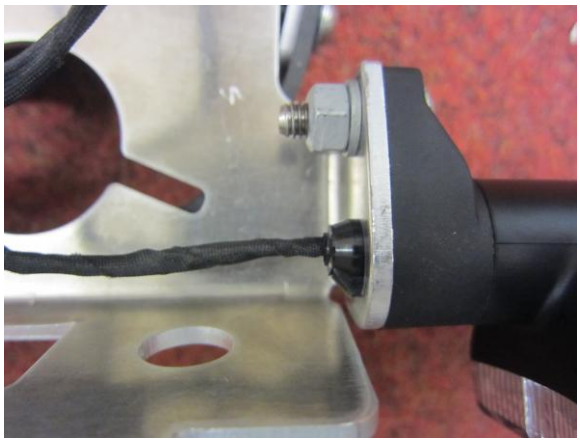
Picture 35



Picture 36



Picture 37



Picture 38

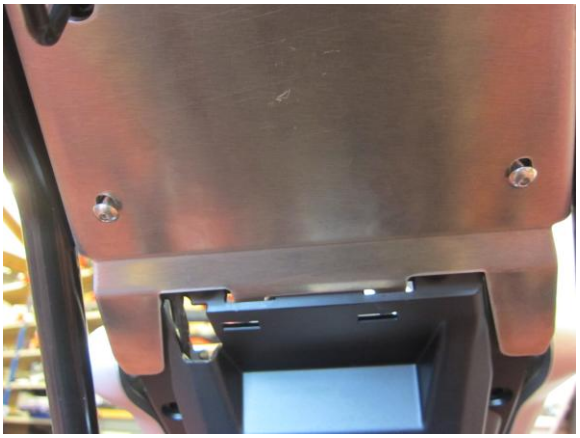


Picture 39

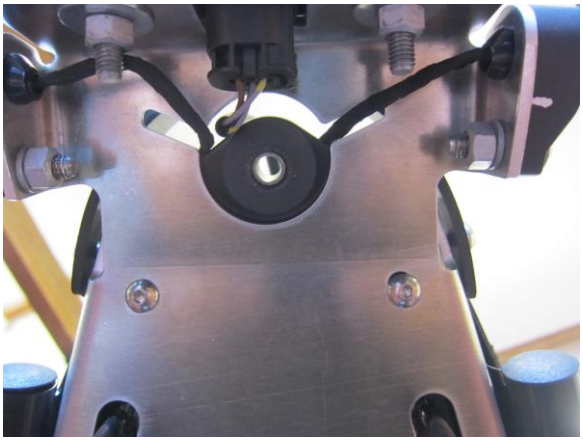


Picture 40

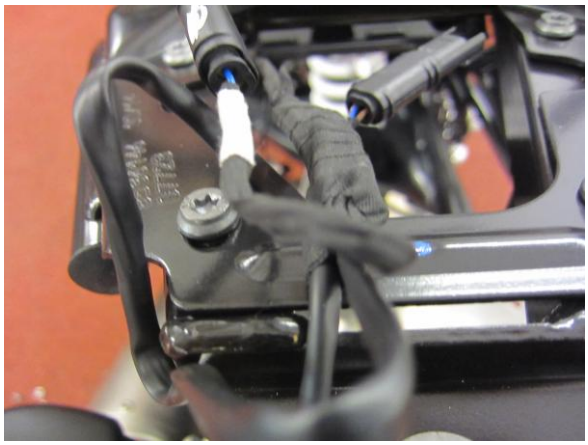
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Picture 41



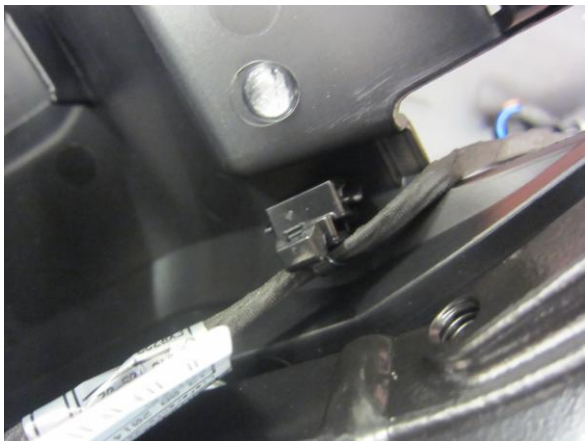
Picture 42



Picture 43



Picture 44



Picture 45



Picture 46

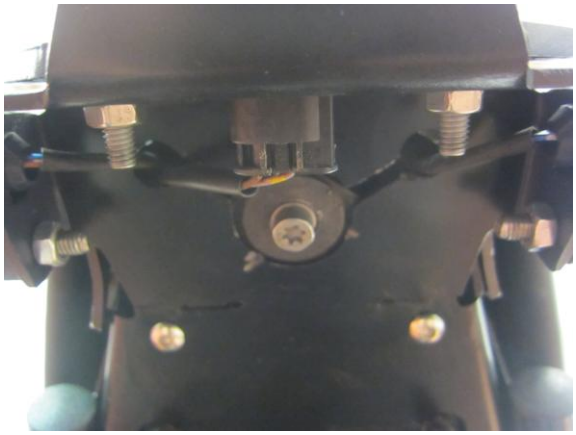
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Picture 47



Picture 48



Picture 49



Picture 50

Please Note – If fitting to a US spec bike with the larger taillight, this will need to be replaced with the smaller EU spec rear light. Connecting this EU spec light up to the US spec wiring loom on the bike can cause a "Brake Light Open Circuit" error with the ECU and a warning light on the dash. This can only be cleared by a BMW technician.

FITTING INSTRUCTIONS

- To fit the R&G tail tidy, remove the pillion seat or rear hump by removing the Torx bolt positioned on the underside of the tail unit, as arrowed in picture 2 and shown removed in picture 1.
- Lift the lever on the rear of the riders seat, gently pull rearwards and remove from the bike, as shown in picture 3.
- Remove the plastic cover above the ECU by unclipping the two prongs at the rear and the push rivet at the front and then lift the ECU up to gain access to the wiring connectors, as shown in picture 4.
- Disconnect the rear wiring loom connector by squeezing the tabs on each side and gently pull off, as shown in picture 5.
- The rear wiring loom connector will remain attached to the ECU. This needs to be disconnected from its mount, as shown in picture 6. *To do this, it is advised to use a small screwdriver to push the plastic prong sideward allowing the connector to slide off the mount.*

- Remove the four Torx bolts on the underside of the OEM licence plate hanger, as shown in picture 7.
- The OEM licence plate hanger can now be removed from the bike. Gently lower it down onto the rear tyre and feed the previously disconnected wiring connector through the rear subframe, as shown in pictures 8 & 9.
- With the OEM licence plate hanger off the bike, turn it upside down and remove the two Torx bolts, as arrowed in picture 10 and remove the plastic cover on the underside, as shown in picture 11.
- Disconnect the indicator connectors and cut the cable ties holding the wiring in place, as shown in picture 11. *It is a good idea to note which connector's match, to make re-fitting easier and mark the indicators left & right. This is particularly important if using R&G Mini Indicators.*
- Remove the Torx bolt and nut on both indicators, and then twist the indicator mount to remove from the mounting bracket, before feeding the wiring and connector out through the hole, as shown in pictures 12 & 13.
- Remove the two nuts on the mounting threads for the rear light unit, disconnect the wiring connector and remove the rear light from the licence plate bracket, as shown in picture 14. Put these to one side as they will be required when fitting the upper part of the R&G Tail Tidy.
- Take the mounting block (item 13 – M0393) and locate the two M6 x 25mm long cap head bolts (item 11) through both counter bore holes in the side of the mounting block, as shown in picture 15.
- Take the main bracket (item 9 – TB0160 Part 1) and attach this to the mounting block using the two M5 x 16mm countersunk bolts (item 11), as shown in picture 16.
- Take the licence plate bracket (item 7 – TB0160 Part 2) and attach this to the assembly using the three M6 x 6mm long countersunk bolts (item 6) from the rear. This licence plate bracket has been designed to accommodate a variety of styles of licence plate, and can be mounted horizontally or vertically along with being spaced out wider in the horizontal format, as shown in pictures 17 & 18.
- Fit the R&G license plate illuminator (item 2) to the assembly, as shown in picture 19. Use a small amount of superglue to stick the light shroud in position. Fit one length of heatshrink to the wires and tighten the nuts on the rear, as shown in picture 20.
- The tail tidy assembly can now be offered up to the bike and mounted onto the two threaded bosses arrowed in picture 21. Loosely tighten these in place then locate the wiring around the front of the brake calliper and neatly tuck underneath, as shown in picture 22.
- Once located, tighten the two cap head bolts to secure the mounting block in place, taking care to ensure no wires become trapped, as shown in picture 23. *Access to the lower of the two bolts can only be achieved using a 5mm Allen key or T-bar.*
- Remove the Torx bolt that secures the front of the plastic wiring/hose cover that runs along the top arm of the swingarm, as shown in picture 24.
- Gently lift the front of this up to allow access to tuck the wiring into, as shown in picture 25.
- Take the wiring extension (item 1 – CON0030) and feed the end with the bullet connectors attached down alongside the solid brake lines from where the seat is usually located, as shown in picture 26.
- Continue to feed the wiring through, following the brake hose and then connect the bullet connectors to those on the licence plate illuminator, as shown in picture 27.
- To tidy up and hide the wiring extension, position the bullet connectors in the cavity on the rear of the swingarm and use a cable tie to attach it to the ABS wiring which is securely mounted to the swingarm, as shown in pictures 28 & 29. *It is advised that the number plate illuminator wiring should be looped around or shortened in order to prevent any excess wiring hanging out and potentially coming into contact with moving parts of the rear wheel.*
- Along the length of the extension wiring, tuck it up inside the cover for the rear brake hose and then exit at the back, as shown in picture 30. Locate a number of cable ties along its length to hold it securely in position, along with some cable ties to attach it to the rear brake hose, before

refitting the Torx bolt on the rear of the plastic cover. Tighten the bolt, ensuring no wiring becomes trapped, as shown in picture 31.

- The remainder of the wiring extension, with the two exposed cut ends should now sit under the seat with plenty of excess, ready for connecting later.
- As the OEM tail light has an integrated licence plate illuminator, the wiring on the rear loom needs to be split in order to transfer the power along the wiring extension to the R&G number plate illuminator. To do this, strip back the heatshrink by roughly 50mm on the loom nearest to the tail light connector. Take one of the connector blocks supplied (item 5) and position the brown wire alongside the black wire of the extension wire, before closing the connector block and connecting them together. Use the same method to connect the grey/red wire with the red wire of the extension wire using the second connection block, as shown in picture 32. *This will need to be done near/on the bike as the extension wire is already fitted. Alternatively, these same connections could be soldered and protected with heat-shrink supplied.*
- Remove the two Torx bolts that secure the rear of the plastic under-tray to allow it to be gently pulled clear when re-fitting, as arrowed in picture 33.
- Stick the self-adhesive foam (item 16) into position on the new Under-seat Cover (item 15) and trim to suit as shown in picture 34.
- Take the OEM tail light unit and fit it to the Under-seat Cover (item 15 – TB0160 Part 3). Locate the two threaded bosses through the mounting holes, before fitting the two larger M6 washers (item 18) and locknuts on the exposed end of the thread and tighten, as shown in pictures 35 and 36. *Do not connect the rear loom to the light unit at this stage.*
- Fit the rubber cover/tidy (item 21) to the under-seat cover (item 15) using the two M6 x 8mm long button head bolts (item 20) and the two smaller washers (item 19) as shown in picture 37.
- To fit the OEM indicators, locate the wiring connector for the relevant sided indicator through the larger hole on the indicator bracket (item 15). Pull the wiring through and then locate the rubber boss on the rear of the indicator through the hole, before refitting the original Torx bolt and nut, as shown in picture 38.
- To fit the R&G Mini Indicators, the wiring will need to be cut and shut in order to connect the indicators. To do this, take the OEM indicators and cut the wiring so you are left with the connector and a minimum of 50mm of wiring. Strip the ends of these wires and fit the bullet connectors supplied (item 22) in order to match them to the bullet connectors on the R&G Mini Indicators.
- *If fitting R&G Mini Indicators with bulbs, the black wire on the Mini Indicators connects with the blue/red or blue/black wire and the black/white wire on the Mini Indicators connects with the brown wire. No resistors are required for this combination.*
- *If fitting R&G Aero Indicators with LED's the yellow wire on the Aero Indicators connects with the blue/red or blue/black wire and the black wire on the Aero Indicators connects with the brown wire. If using the Aero Indicators, we suggest using them on both the rear and front of the bike, as with just one set the flash rate is increased and resistors may be required to control the rate.*
- Feed the wiring through the hole of one of the indicator adaptors (item 17) and then through the larger hole on the indicator bracket. Feed the flanged nut over the wiring and tighten onto the threaded boss of the indicator.
- Do this for both indicators.
- Place the wiring loom through the hole in the under tray as original (as shown in picture 39).
- Offer the under-seat cover assembly up to the underside of the tail unit, and locate the two tabs on the front into the two slotted holes of the plastic undertray, as shown in pictures 40 & 41. *This can be a little tricky and the plastic may need to be gently pulled downwards in order to get the tabs to slide into place.*
- Once in place, locate the four M5 x 12mm long button head bolts (item 14) through the under-seat cover and into the threaded bosses on the sub-frame and tighten as shown in pictures 41 and 42.

- Re-fit the two original Torx bolts that secure the plastic undertray in place, as shown in picture 33 and tighten.
- Route the wiring as shown in pictures 42, 43 and 44 and secure as shown in picture 45.
- Re-connect the indicator connectors and tail light, and use any remaining cable ties and self-adhesive cable clips (item 3) if necessary to neatly organise the wiring, before reconnecting the rear loom connector to the main loom underneath the ECU, as shown in picture 46. Ensure that this wire along with the wiring extension is positioned over the top of the cross brace on the rear sub-frame, as arrowed in picture 44.
- Re-fit the ECU into place along with the plastic cover on top, locating the two tabs at the rear and the push rivet at the front, as shown in pictures 3, 4 & 47.
- It is advisable at this stage to check for the correct operation of all lights.
- With the wires clear of the locking mechanism, re-fit the riders seat, along with the pillion seat or seat hump, as shown in picture 48 and secure using the original bolt as shown in picture 49.
- Ensure the tail tidy is securely mounted and all bolts are fully tightened.
- 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.
- **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.**

ISSUE 3 23/10/14 (AR)

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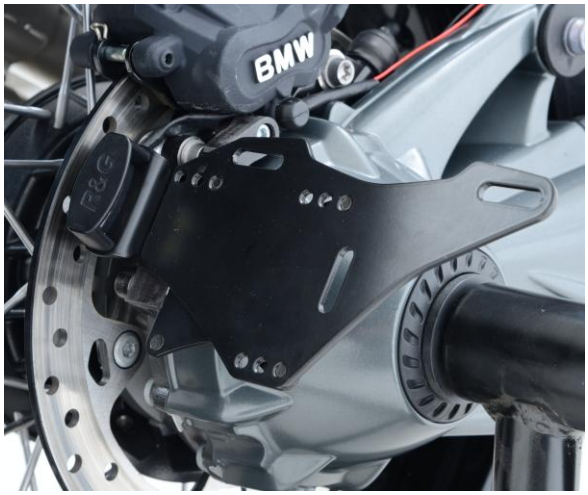
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INSTRUCTIONS DE MONTAGE POUR LP0160BK SUPPORT DE PLAQUE BMW R NINE T '14- VERSION LONGUE

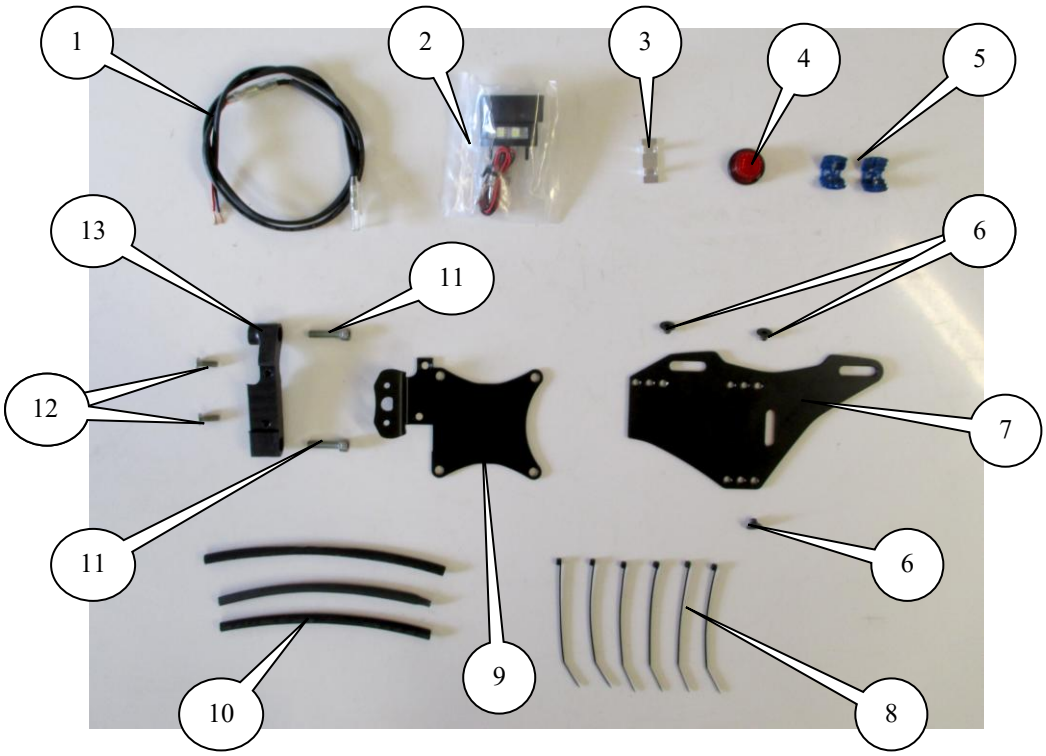




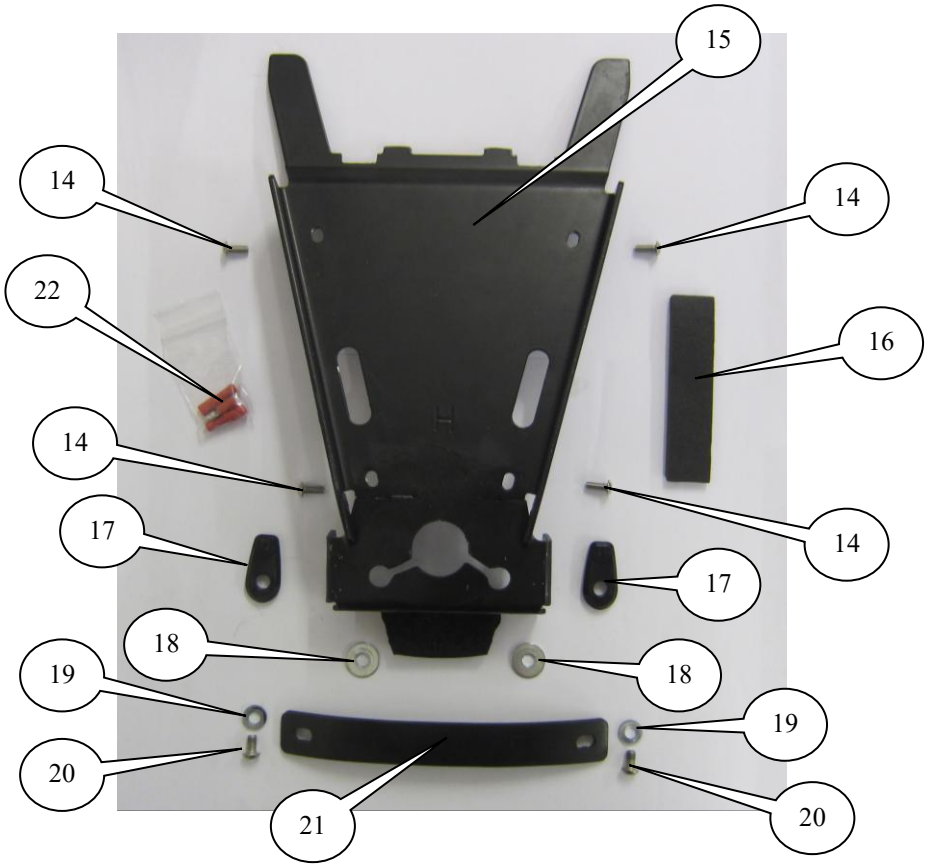
Assurez vous que toutes les pièces soient présentes avant de procéder au montage.

La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pieces sur la moto.

LES PIECES PRESENTEES PEUVENT N'ETRE QUE REPRESENTATIVES, AFIN DE FACILITER ET CLARIFIER LES INSTRUCTIONS DE MONTAGE



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LEGENDE

ARTICLE 1 = EXTENSION DE FIL (CON0030 – 900mm DE LONG) (x1).
ARTICLE 2 = FEU DE PLAQUE LA0002 a été remplacé par LA0012. Consultez le kit LA0012 pour le code QR des instructions de montage.
ARTICLE 3 = CLIPS CABLE AUTOCOLLANTS (x2).
ARTICLE 4 = REFLECHISSANT (x1).
ARTICLE 5 = CONNECTEURS DE BLOC (CON0002) (x2).
ARTICLE 6 = M6 x 6mm BOULONS (x3).
ARTICLE 7 = SUPPORT DE PLAQUE AJUSTABLE (TB0160 Partie 2) (x1).
ARTICLE 8 = 2.5mm COLLIERS DE SERRAGE (x6).
ARTICLE 9 = SUPPORT PRINCIPAL (TB0160 Partie 1) (x1).
ARTICLE 10 = 150mm THERMO RETRACTABLE (x3).
ARTICLE 11 = M6 x 25mm BOULONS (x2).
ARTICLE 12 = M5 x 16mm BOULONS (x2).
ARTICLE 13 = BLOC DE FIXATION (M0393) (x1).
ARTICLE 14 = M5 x 12mm BOULONS (x4).
ARTICLE 15 = CACHE SOUS SIEGE (TB0160 Partie 3) (x1).
ARTICLE 16 = ENTRETOISE (S0759 – 23.50mm de long) (x1).
ARTICLE 17 = M6 x 50mm BOULON (x1).
ARTICLE 18 = SUPPORT CLIGNOTANT (TB0160 Partie 4) (x1).
ARTICLE 19 = M6 x 6mm BOULON (x2).
ARTICLE 20 = CONNECTEURS DE BILLE (CON0004) (x2).
ARTICLE 21 = ADAPTATEURS CLIGNOTANTS (I0041) (x2).

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

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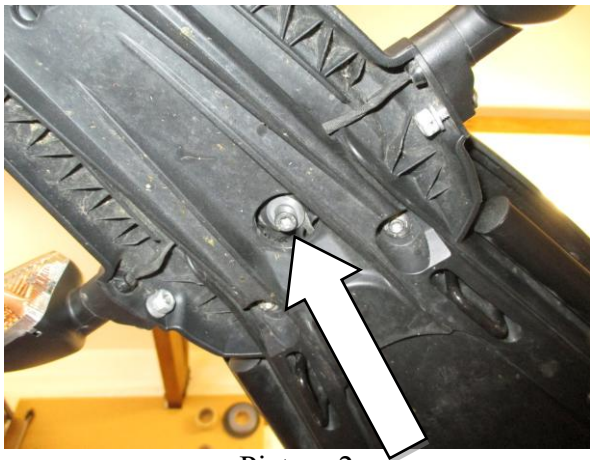
OUTILS REQUIS

- Clés Allen 3, 4 & 5mm.
- Clés Torx T25, T30, T35 & T40.
- Pinces 6, 10 & 12mm.
- Tournevis plat.
- Coupe cable.
- Superglue.

- **COUPLES DE SERRAGE MAXIMUM RECOMMANDES**
  - M4 Boulon = 8 Nm
  - M5 Boulon = 12 Nm
  - M6 Boulon = 15 Nm
  - M8 Boulon = 20 Nm



Picture 1



Picture 2



Picture 3

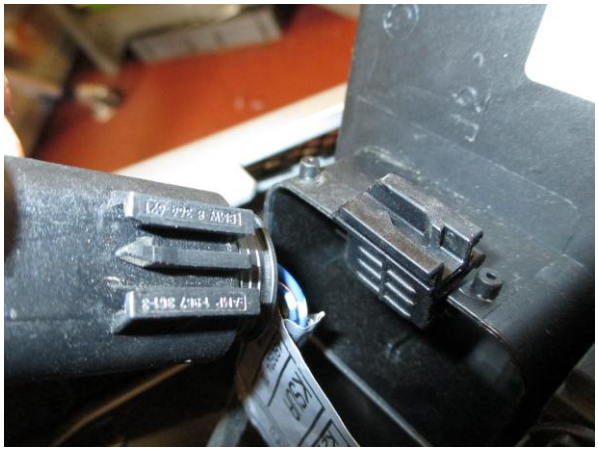


Picture 4

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Picture 5



Picture 6



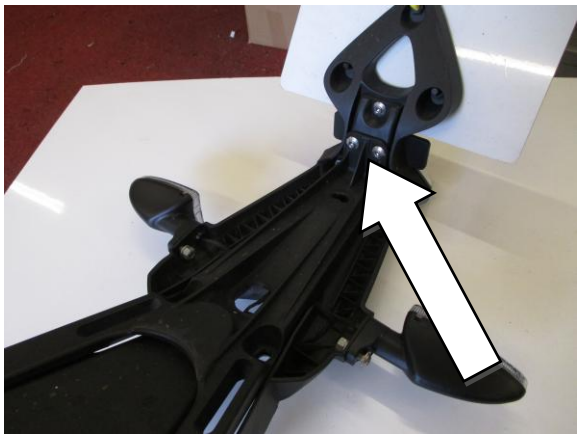
Picture 7



Picture 8



Picture 9



Picture 10

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Picture 11



Picture 12



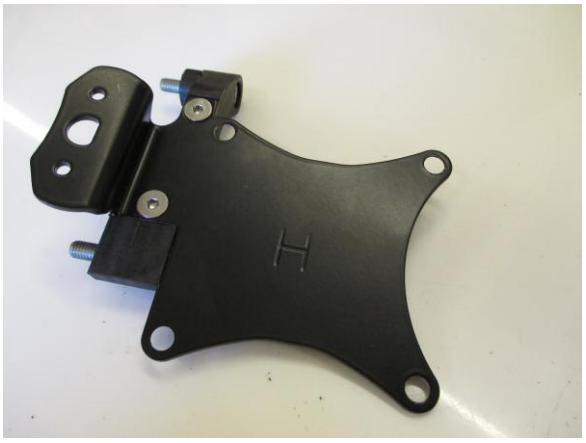
Picture 13



Picture 14



Picture 15



Picture 16

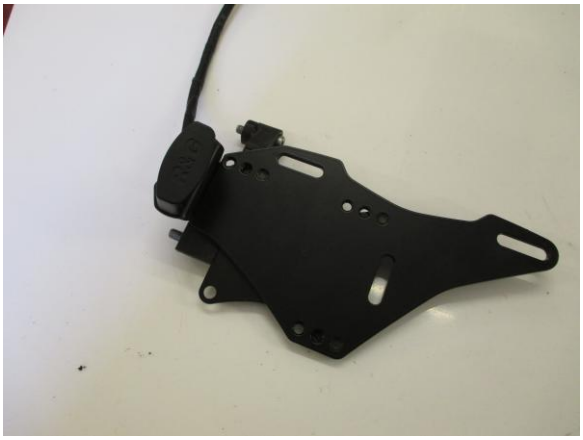
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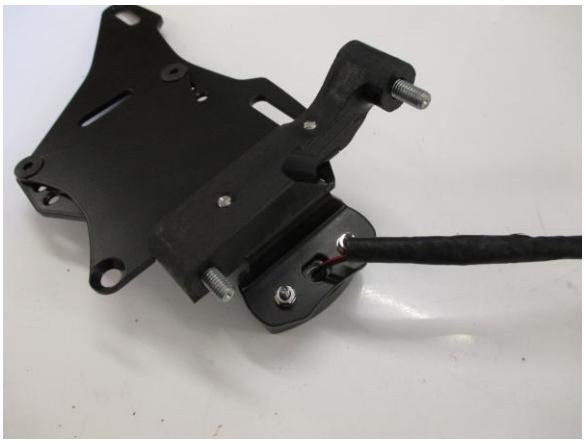
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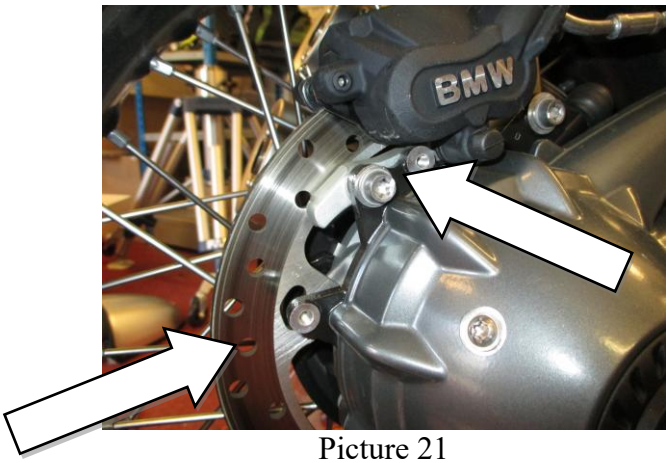
Picture 18



Picture 19



Picture 20

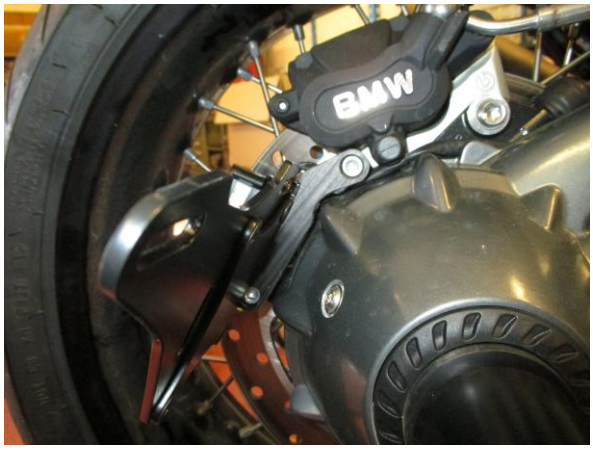


Picture 21



Picture 22

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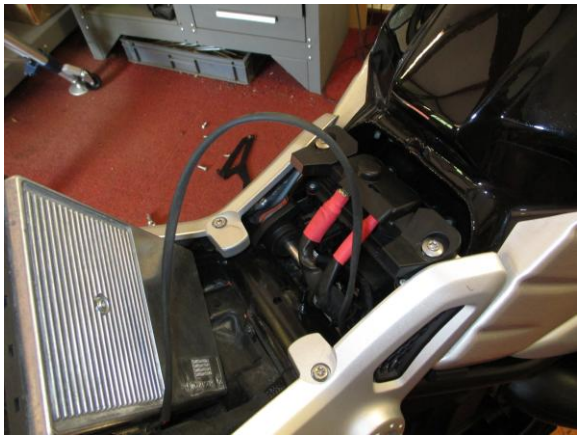
Picture 23



Picture 24



Picture 25



Picture 26



Picture 27



Picture 28

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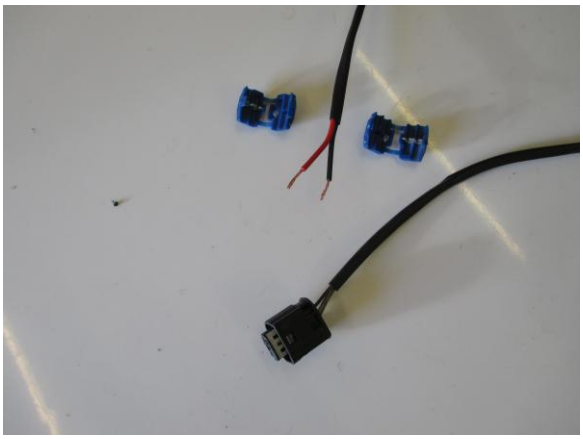
Picture 29



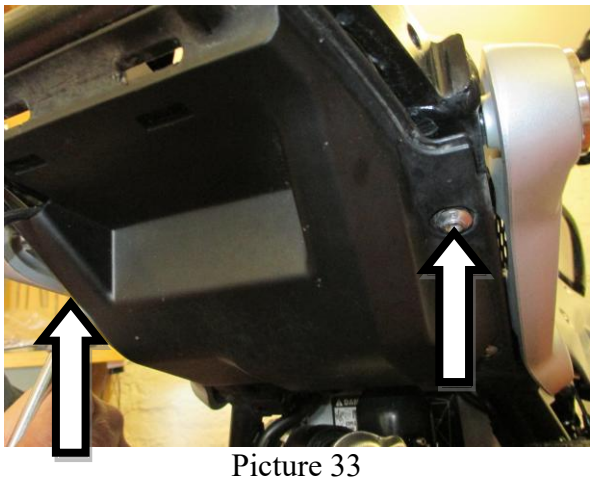
Picture 30



Picture 31



Picture 32



Picture 33



Picture 34

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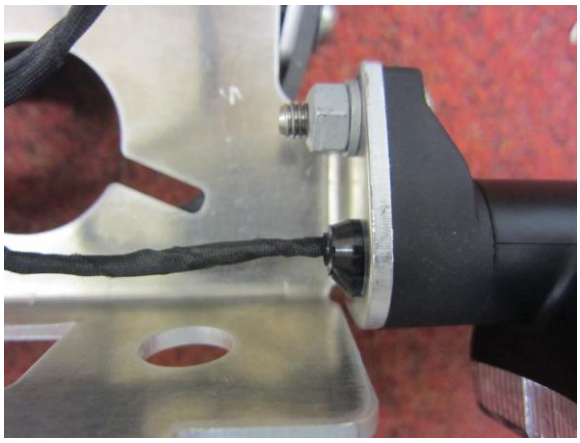
Picture 35



Picture 36



Picture 37



Picture 38

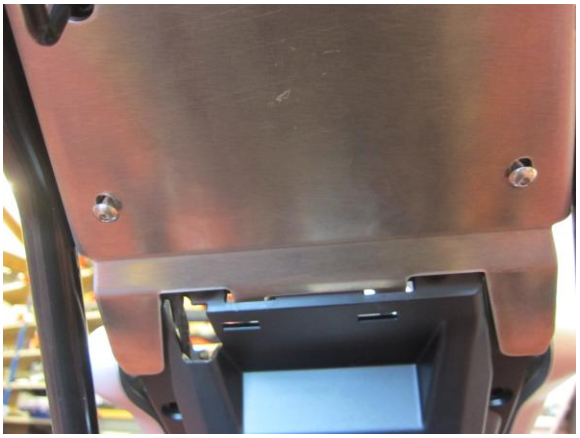


Picture 39

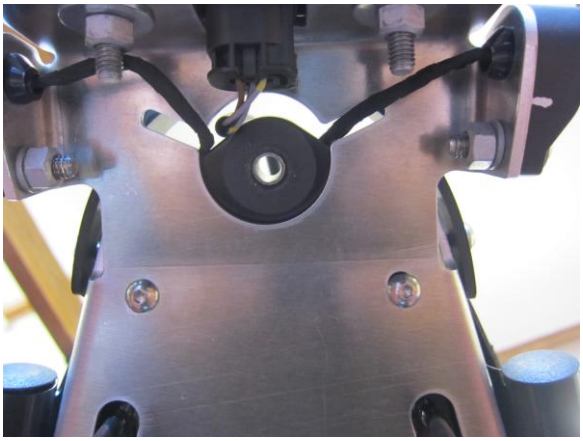


Picture 40

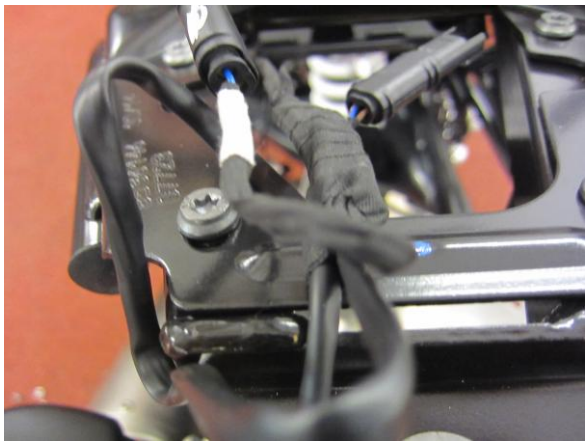
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Picture 41



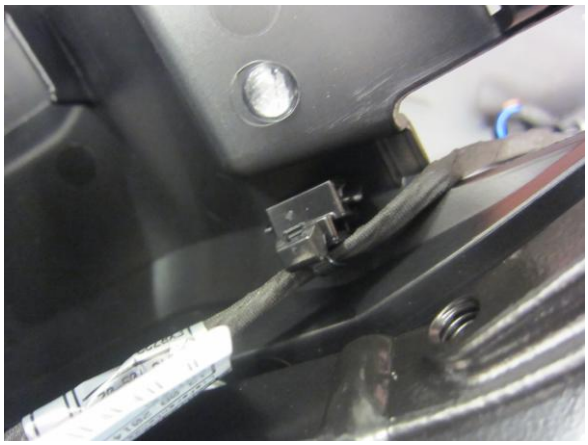
Picture 42



Picture 43



Picture 44



Picture 45



Picture 46

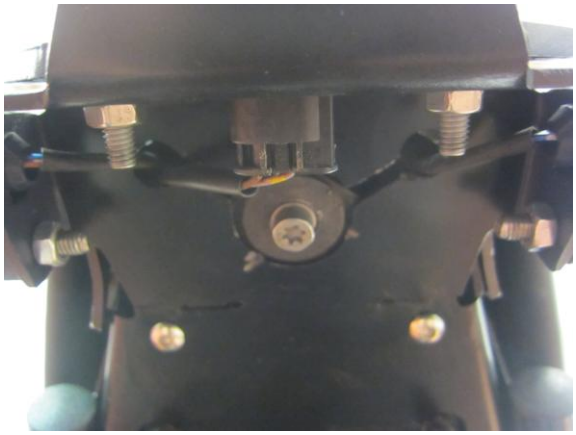
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Picture 47



Picture 48



Picture 49



Picture 50

Please Note – If fitting to a US spec bike with the larger taillight, this will need to be replaced with the smaller EU spec rear light. Connecting this EU spec light up to the US spec wiring loom on the bike can cause a "Brake Light Open Circuit" error with the ECU and a warning light on the dash. This can only be cleared by a BMW technician.

INSTRUCTIONS DE MONTAGE

- Pour monter le support de plaque, enlever le siège passager ou la bosse arrière en enlevant le boulon Torx positionné sous l'unité de support de plaque, voir 2, et montré photo 1.
- Soulevez le levier situé à l'arrière du siège pilote et tirez doucement vers l'arrière afin de le retirer de la moto, voir photo 3.
- Retirer le couvercle de plastique au-dessus de l'ECU en décrochant les deux dents à l'arrière et le rivet-poussoir à l'avant puis lever l'ECU pour accéder aux connecteurs de câblage, voir photo 4.
- Déconnecter le connecteur du faisceau de câble en compressant les onglets de chaque coté et en tirant, voir photo 5.
- Le connecteur de faisceau arrière restera attaché à l'ECU. Il doit être déconnecté de son support, voir photo 6. *Pour cela, il est conseillé d'utiliser un petit tournevis cruciforme pour pousser la petite dent en plastic, permettant au connecteur de se détacher du support.*
- Enlever les 4 boulons Torx au dessous du support de plaque d'origine, voir photo 7.

- Le support de plaque d'origine peut maintenant être enlevé de la moto. Abaissez le doucement sur le pneu arrière et passer le connecteur précédemment déconnecté à travers le passage de roue arrière, voir photos 8 & 9.
- Une fois le support de plaque enlevé de la moto, mettez le à l'envers et enlevez les 2 boulons Torx, photo 10, puis enlever le cache plastic au dessous, voir photo 11.
- Déconnecter les connecteurs de clignotants et couper les colliers de serrage qui tiennent les fils en place, voir photo 11. *Il est bon de noter les coordinations de connecteurs, pour faciliter le remontage, et marquer les clignotants gauche et droite. Cela est particulièrement important si vous utilisez des mini clignotants R&G.*
- Enlever le boulon Torx et l'écrou des 2 clignotants, puis déformez le support clignotant pour l'enlever du support de fixation, avant de passer les fils et le connecteur à travers le trou, voir photos 12 & 13.
- Enlevez les 2 écrous sur les filetages de fixation pour l'unité de feu arrière, déconnecter le connecteur de fil et enlever les feux arrière du support de plaque, voir photo 14. Mettez-les de coté car ils seront utiles par la suite.
- Prenez le bloc de fixation (article 13 – M0393) et placer les deux boulons M6 x 25mm (article 11) à travers les deux trous du contre alésage du bloc de fixation, voir photo 15.
- Prendre le support principal (article 9 – TB0160 Partie 1) et attachez le au bloc de fixation en utilisant les 2 boulons M5 x 16mm (article 11), voir photo 16.
- Prendre le support de plaque (article 7 – TB0160 Partie 2) et attachez le à l'assemblage en utilisant les 3 boulons M6 x 6mm (article 6) depuis l'arrière. Ce support de plaque a été conçu pour s'adapter à plusieurs types de plaque d'immatriculation, et peut être monté horizontalement et verticalement, avec des espaces plus larges à l'horizontale, voir photos 17 & 18.
- Monter le feu de plaque R&G (article 2) sur l'ensemble, voir photo 19. Utiliser un peu de superglue pour coller le faisceau de feu en position. Placer une longueur thermo rétractable sur les fils et serrer les écrous à l'arrière, voir photo 20.
- L'assemblage de support de plaque peut maintenant être monté sur la moto, et fixé sur les 2 trous filetés, voir photo 21. Serrer légèrement, placer les fils vers l'avant du cale pied de frein, et cachez les soigneusement en dessous, voir photo 22.
- Une fois placé, serrer les 2 boulons pour fixer le bloc de fixation en place, en faisant attention à ce qu'aucun fil ne soit pincé, voir photo 23. Vous ne pouvez accéder au plus bas des 2 boulons que si vous utilisez une clé Allen 5mm ou une T-bar.
- Enlever le boulon Torx qui fixe l'avant du couvercle de câblage / tuyau en plastique qui se situe le long de l'arbre supérieur du bras oscillant, voir photo 24.
- Soulevez-le doucement depuis l'avant pour pouvoir rentrer les fils à l'intérieur, comme sur la photo 25.
- Prendre l'extension de fil (article 1 – CON0030) et passer l'extrémité avec les connecteurs attachés au bas le long des lignes de freins solides d'où le siège est habituellement placé, voir photo 26.
- Continuez de passez les fils au travers, suivant la durite de frein puis connecter les connecteurs à ceux du feu de plaque, voir photo 27.
- Pour bien fixer l'extension de fils, positionner les connecteurs de billes dans la cavité sur l'arrière du bras oscillant, et utiliser un collier de serrage pour l'attacher au fil ABS, qui est correctement fixé au bras oscillant, comme sur les photos 28 & 29. *Il est conseillé que le fil de feu de plaque soit enroulé autour ou raccourci pour éviter que toute partie dépassante ne puisse potentiellement entrer en contact avec des parties mobiles de la roue arrière.*
- Le long de la longueur de l'extension de fils, glissez les à l'intérieur du couvercle pour le flexible de frein arrière puis la sortie de derrière, voir photo 30. Placer des colliers de serrage le long, pour tenir correctement la position, avec quelques colliers pour les attacher au

flexible de frein arrière, avant de remettre le boulon Torx à l'arrière de la couverture plastic. Serer le boulon, en veillant à ce qu'aucun fil ne puisse être pincé, voir photo 31.

- Le reste de l'extension de fils, avec les 2 ouvertures doivent à présent se placer sous le siège, avec beaucoup d'excès, permettant une connexion ultérieure.
- Prendre l'unité de feu de plaque d'origine et monter le sur le couvercle sous siège (article 15 – TB0160 Partie 3). Placer les 2 patrons filetés à travers les trous de fixation, avant de monter les rondelles d'origine et écrous de blocage sur l'extrémité du filetage, puis serrer, voir photo 32. *Ne pas connecter le faisceau arrière à l'unité de feu à ce stade.*
- Comme l'unité de feu d'origine possède un feu de plaque intégré, le fil du faisceau arrière doit être divisé pour transférer la puissance de l'extension de fil au feu de plaque R&G. Pour cela, dénuder les thermo rétractable d'environ 50mm sur le faisceau le plus proche du connecteur de feu de plaque. Take one of the connector blocks supplied (item 5) and position the brown wire alongside the black wire of the extension wire, before closing the connector block and connecting them together. Utiliser la même méthode pour connecter le fil gris/rouge avec le fil rouge de l'extension de fil en utilisant le second bloc de connexion, voir photo 33. *Cela devra être fait à coté/sur la moto étant donné que l'extension de fil est déjà installée. Ces mêmes connexions peuvent également être fermées avec la thermo rétractable fournie.*
- Enlever les 2 boulons Torx qui fixent l'arrière du passage de roue plastic pour lui permettre d'être tiré doucement lors de la réinstallation, voir photo 34.
- Positionner la couverture sous siège et placer les 2 onglets à l'avant dans les 2 trous du passage de roue, voir photos 35 & 36. *Cela peut être délicat et le plastic peut être tiré doucement vers le bas pour pouvoir mettre les onglets en place.*
- Une fois en place, placer les 4 boulons M6 x 12mm (article 14) à travers la couverture sous siège et dans les patrons filetés sur le sous cadre, avant d'engager le filetage à 2 tours. *Laissez libre à ce stade, pour positionner les fils.*
- Remettre les 2 boulons Torx d'origine qui fixent le passage de roue en place, voir photo 37, avant de serrer.
- Pour monter les clignotants d'origine, placer le connecteur de fil pour le clignotant à travers le trou le plus large du support de clignotant (article 18 – TB0160 Part 4). Tirer le fil au travers puis placer le patron en caoutchouc sur l'arrière du clignotant à travers le trou et déformer un peu pour fixer en position, avant de remettre le boulon Torx d'origine et l'écrou, voir la photo 38.
- Pour monter les minis clignotants R&G, le fil doit être coupé puis fermé pour pouvoir connecter les clignotants. Pour cela, prendre les clignotants d'origine et couper le fil pour laisser un minimum de 50mm de fil. Dénudez les extrémités de ces fils et monter les connecteurs fournis (article 20) pour les accorder aux connecteurs des mini clignotants R&G.
- *Si vous installez les minis clignotants R&G avec ampoules, le fil noir sur les mini clignotants se connecte avec le bleu/rouge ou bleu/noir et le noir/blanc sur les mini clignotants se connecte avec le marron. Il n'y a pas besoin de résistance.*
- *Si vous montez des clignotants R&G latéraux avec LED, le fil jaune se connecte avec le bleu/rouge ou le bleu/noir et le noir se connecte avec le fil marron. Si vous utilisez les clignotants latéraux, nous vous suggérons de les utiliser de les utiliser à l'avant et à l'arrière de la moto, afin d'obtenir une luminosité identique, et non pas une plus accentuée que l'autre, ce qui nécessiterait une résistance pour équilibrer cette luminosité.*
- Passer les fils à travers le trou d'un des adaptateurs de clignotants (article 21) puis à travers le trou le plus large sur le support de clignotant. Passer l'écrou à bride sur le fil et serrer sur le filetage du clignotant, voir photos 39 & 40.
- Faire cela pour les 2 clignotants et le résultat doit être similaire au visuel de la photo 41.

- Prendre l'assemblage et posez le sur la roue arrière de la moto tout en passant le fil à travers l'arrière du sous-cadre pour les connecteurs, à placer avec le reste du fil dans le sous cadre arrière, voir photos 42 & 43. *Prenez note que les fils de clignotants et le feu de plaque doivent être passés entre le couvercle sous le siège et l'axe arrière du sous cadre en position indiquée sur la photo 43.*
- Reconnecter les connecteurs de clignotants et le feu de plaque, et utiliser les colliers de serrage restants et les clips de câble autocollants (article 3) si nécessaire, pour organiser les fils avant de connecter le connecteur de faisceau arrière au faisceau principal sous l'ECU, voir photo 44. Veiller à ce que ce filet l'extension soient positionnés sur le haut du croisillon du sous cadre arrière, voir photo 45.
- Remettre l'ECU en place avec le couvercle en plastic sur le dessus, en plaçant les 2 onglets à l'arrière et le rivet à l'avant, voir photos 45 & 46.
- Vérifier que l'ensemble des feux de la moto fonctionnent.
- Une fois les fils écartés du mécanisme de blocage, remettre le siège du pilote, et le siège passager ou la bosse, voir photo 47.
- L'assemblage support de clignotant toujours sur la roue arrière, placer le boulon M6 x 50mm (article 17) à travers le trou central et placer l'entretoise (article 16 – S0759 – 23.50mm de long) sur l'extrémité du filetage, voir photo 48.
- Monter cet ensemble sous la moto, en passant les fils de clignotant dans le sous cadre arrière puis placer l'entretoise et le boulon dans le trou central dans le couvercle au dessous puis placer le boulon dans le patron fileté au dessous du siège passager, avant de serrer légèrement, voir photo 49.
- Veiller à ce qu'aucun fil ne soit pincé, avant de passer les 2 boulons M6 x 6mm (article 19) à travers les trous dans le support de clignotant puis serrer dans le couvercle sous siège, voir photo 49.
- Veiller à ce que le support de plaque soit correctement monté avant de serrer les 3 boulons, et les 4 boulons M5 x 12mm précédemment montés sur le dessous du couvercle sous siège, voir photo 50.
- Veiller à ce que le support soit correctement fixé et que tous les boulons soient complètement serrés.
- Remettre la plaque d'immatriculation (peut nécessiter un perçage).
- Selon la loi locale, monter les réflecteurs (article 10) aux emplacements appropriés.
- Revérifiez que les clignotants et les feux de plaque fonctionnent bien avant de prendre la route.

ISSUE 3 23/10/14 (AR)

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