



FITTING INSTRUCTIONS FOR FAP0027BK FOR DUCATI DESERT SLED 2018



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

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!*

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

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

GENERAL TORQUE SETTINGS

- M4 BOLT = 8Nm
- M5 BOLT = 12Nm
- M6 BOLT = 15Nm
- M8 BOLT = 20Nm
- M10 BOLT = 40Nm

TOOLS REQUIRED

- Allen key set
- 10mm Spanner
- Torx Driver set
- Small flat blade screw driver
- Heat gun

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 Email: info@rg-racing.com



This Kit Contains

Item 1 = 2 x CON0015 INDICATOR CONNECTOR

Item 2 = 2 x RUBBER BUNG

Item 3 = 2 x 200MM LENGTH OF HEAT SHRINK

Item 4 = 2 x M8 NYLOC NUTS



Picture 1



Picture 2



Picture 3



Picture 4

R&G

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

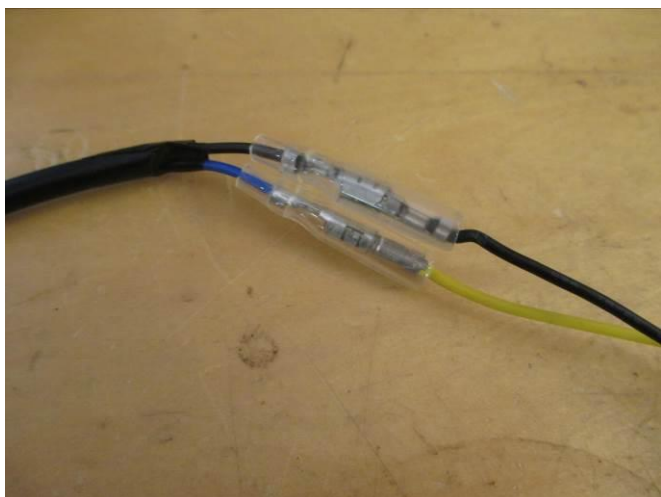
Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



Picture 5



Picture 6



Picture 7



Picture 8

FITTING INSTRUCTIONS

OEM Indicator Removal

- In order to remove the OEM indicators, the connectors underneath the tank must be disconnected. Begin by removing the seat to access the tank mounting bolts.
- Remove the tank infill panel behind the handlebars by gently pulling the tank panel away from the bike on the LHS and RHS sides to pop the locator pins from their rubber grommets.
- Use the same technique pulling up and away from the tank to remove this plastic infill panel from the tank.
- Using the Torx tool remove the two tank mounting bolts at the sides of the tank arrowed in picture 1.
- Remove the two bolts on the rear of the tank using your 8mm socket and ratchet.
- Being careful not to pull on the fuel lines, lift the tank away from the bike by a few inches and support as shown in picture 2. This will reveal the electrical connection housing for the indicators on the RHS of the bike.

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 Email: info@rg-racing.com



- Look for the two connectors labelled L and R as shown in picture 3, after noting the position of each, carefully disconnect by gently pulling the wire while using a small flat blade screw driver to push the plastic locating tab.
- With the indicator wires disconnected, remove the OEM indicator with your 6mm allen key and a 10mm spanner on the hex nut securing the indicator behind the mount.
- While carefully tracing the cable routing of the indicator, pull the OEM indicator away from the bike.
- Repeat for both sides

Assembly

- To assemble the R&G indicators first use the heat shrink provided (item 3) 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. Careful not to overheat as this can cause damage to the electrical components.
- With the OEM indicator removed, the R&G Mini indicator assembly can be threaded through the original indicator hole as arrowed in picture 5.
- The nyloc nut (item 4) should now be threaded over the end of the indicator wires and wound onto the indicator thread and tightened using a spanner while holding the indicator at the correct level.
- Follow the original routing of the OEM indicator under the tank as shown in picture 6, until the plastic connector is close to the electrical connection housing.
- Take the Ducati connector adaptor (item 1) and connect as noted below and shown in picture 7:
 - *BLACK-BLACK and YELLOW-BLUE*
- Once both sides are routed and both adaptors are fitted, each side can be placed back into the original connection housing, ensuring each side is fitted to the corresponding adaptor.
- Test the indicators and all lights for correct function and flash rate.
- If indicators fail to illuminate, swap the connectors.
- Once the indicators are functioning properly, the bike can be reassembled in the same fashion it was taken apart by re-fitting the tank, cover plate and seat unit.
- The final step is to insert the rubber bung (item 2) into the remaining hole left by the OEM indicator arrowed in image 8.
- Check all bolts are torqued correctly and all bodywork is properly fixed.

ISSUE 1 18/10/2018 (DM)

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

R&G RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

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 Email: info@rg-racing.com



NOTICE DE MONTAGE FAP0027BK
DUCATI DESERT SLED 2018



Le kit contient les articles exposés ci-dessous, vérifier 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.

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

LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)

Notice disponible au téléchargement sur www.rg-racing.com

VALEURS DE SERRAGE RECOMMANDEES

M4 BOULON = 8NM
M5 BOULON = 12NM
M6 BOULON = 15NM
M8 BOULON = 20NM
M10 BOULON = 40NM

OUTILS REQUIS

Clé Allen
Clé à molette 10mm
Clé Torx
Tournevis plat
Pistolet à chaleur

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 Email: info@rg-racing.com

**LE KIT CONTIENT :**

Article 1 = 2 x CON0015 CONNECTEUR DE CLIGNOTANT

Article 2 = 2 x BOUCHON EN CAOUTCHOUC

Article 3 = 2 x 200MM LONGUEUR DE MANCHON THERMO RÉTRACTABLE

Article 4 = 2 x M8 ÉCROUS

NOTICE DE MONTAGE**Enlever le clignotant d'origine**

- Pour enlever les clignotants d'origine, les connecteurs situés sous le réservoir doivent être déconnectés. Commencer par enlever le siège pour accéder aux boulons de fixation du réservoir.
- Enlever le panneau de réservoir, derrière le guidon en tirant le panneau de réservoir de la moto du côté gauche et du côté droit pour soulever les onglets de fixation de leurs œillets en caoutchouc.
- Utiliser la même technique pour enlever le panneau interne en plastique du réservoir.
- Utiliser l'outil Torx pour enlever les 2 boulons de fixation du réservoir de chaque côté du réservoir, voir photo 1.
- Enlever les 2 boulons à l'arrière du réservoir en utilisant une clé à cliquet de 8mm.
- Attention à ne pas tirer sur les lignes de carburant, lever le réservoir de la moto de quelques centimètres et supportez le, voir photo 2. Cela va faire apparaître le boîtier électrique des clignotants du côté droit de la moto.
- Cherchez les 2 connecteurs notés L et R, voir photo 3, après avoir noté la position de chacun, déconnecter en tirant doucement sur le fil tout en utilisant un petit tournevis plat pour pousser l'onglet.
- Une fois les fils de clignotant déconnectés, enlever le clignotant d'origine avec une clé Allen de 6mm et une clé à molette 10mm sur l'écrou hexagonal qui fixe le clignotant derrière le support.
- Tout en suivant le chemin du câble de clignotant, tirer le clignotant d'origine de la moto.
- Répéter des 2 côtés.

Assemblage

- Pour assembler les clignotants R&G, utilisez le manchon thermos rétractable fourni (article 3) en passant les fils dans le tube (l'utilisation d'un liquide détergent facilitera la manœuvre) puis chauffer à l'aide d'un pistolet à chaleur, pour rétreindre la protection destinée à protéger les fils. Attention, ne pas surchauffer, car cela pourrait occasionner des dommages sur les composants électriques.
- Une fois le clignotant d'origine enlevé, l'ensemble du mini clignotant R&G peut être passé dans le trou d'origine du clignotant, voir photo 5.
- L'écrou Nyloc (article 4) doit maintenant passer sur l'extrémité des fils de clignotant et être serrés sur le filetage du clignotant à l'aide d'une clé à molette tenant le clignotant au bon niveau.
- Suivre le chemin du clignotant d'origine sous le réservoir, voir photo 6, jusqu'à ce que le connecteur en plastique soit proche du boîtier de connexion électrique.
- Prendre l'adaptateur de connecteur de la DUCATI (article 1) et connectez le comme présenté ci-dessous, voir photo 7:
 - *NOIR-NOIR et JAUNE-BLEU*
- Une fois que les 2 côtés sont route et que les 2 adaptateurs sont montés, chaque côté peut être replacé dans le boîtier de connexion d'origine, en veillant à ce que chaque côté soit monté sur l'adaptateur correspondant.
- Tester les clignotants et les feux pour vérifier leur fonctionnement et leur niveau d'éclairage.
- Si les clignotants ne s'allument pas, tournez les connecteurs.

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 Email: info@rg-racing.com



- Une fois que les clignotants fonctionnent correctement, la moto peut être réassemblée de la même façon qu'elle a été démontée, en remontant le réservoir, le couvercle et l'unité de siège.
- La dernière étape consiste à insérer le morceau de caoutchouc (article 2) dans le trou restant laissé par le clignotant d'origine, voir image 8.
- Vérifier que tous les boulons soient correctement serrés et que le carénage soit correctement fixé également.

ISSUE 1 18/10/2018 (DM)

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

R&G RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

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 Email: info@rg-racing.com



MONTAGEANLEITUNG FÜR FAP0027BK FÜR DUCATI DESERT SLED 2018



ALLE KIT-TEILE SIND UNTEN ABGEBILDET UND GEKENNZEICHNET. BEVOR SIE MIT DER MONTAGE BEGINNEN, ÜBERPRÜFEN SIE, DASS ALLE TEILE VORHANDEN SIND.

Hinweis: Die Verpackung der Teile stellt nicht die Reihenfolge der Montage dar.

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

DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG

Eine digitale Version dieser Montageanleitung kann auf folgender Seite heruntergeladen werden: www.rg-racing.com

MAX. ANZUGSDREHMOMENTE:

M4 SCHRAUBE = 8Nm
M5 SCHRAUBE = 12Nm
M6 SCHRAUBE = 15Nm
M8 SCHRAUBE = 20Nm
M10 SCHRAUBE = 40Nm

SIE BENÖTIGEN FOLGENDES WERKZEUG:

- Satz Inbusschlüssel
- 10mm Schraubenschlüssel
- Torx-Schlüssel Satz
- Schraubenzieher (flach)
- Heißluftpistole

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 Email: info@rg-racing.com

**Inhalt des Kits**

Artikel 1 = 2 x CON0015 VERBINDUNG FÜR DIE BLINKER

Artikel 2 = 2 x GUMMISTOPFEN

Artikel 3 = 2 x 200MM SCHRUMPFSCHLAUCH

Artikel 4 = 2 x M8 SELBSTSICHERNDE MUTTER

MONTAGEANLEITUNG**Entfernung der Originalblinker**

- Um die Originalblinker entfernen zu können, müssen die Verbindungen unter dem Tank getrennt werden. Fangen Sie an, indem Sie den Sitz entfernen, um an die Montageschrauben für den Tank zu gelangen.
- Entfernen Sie das Verkleidungsstück am Tank hinter dem Lenker, indem Sie den Tank an beiden Seiten vorsichtig vom Motorrad wegziehen, sodass die Fixierstifte sich von ihren Gummitüllen lösen.
- Die gleiche Methode anwenden – nach oben und weg vom Tank – um das Verkleidungsteil aus Kunststoff vom Tank zu entfernen.
- Benutzen Sie einen Torx-Schlüssel, um die zwei Montageschrauben an den Seiten des Tanks zu entfernen – siehe Abbildung 1.
- Entfernen Sie die zwei Schrauben hinten am Tank mit einem 8mm Steckschlüssel.
- Den Tank ca. 5 cm vom Motorrad wegziehen und stützen – siehe Abbildung 2– bitte hierbei besonders vorsichtig sein und darauf achten, dass die Kraftstoffleitungen nicht rausgezogen werden. Danach sehen Sie das Gehäuse für die Elektronik-Verbindungen für die Blinker an der rechten Seite des Motorrades.
- Orten Sie die zwei Verbindungen, die mit L und R gekennzeichnet sind, wie in Abbildung 3 abgebildet. Notieren Sie Position der Verbindungen, bevor Sie sie trennen (das Kabel wegziehen während Sie die Führungslasche mit dem kleinen Schraubenzieher drücken).
- Wenn die Kabel getrennt sind, entfernen Sie den Originalblinker mit dem 6mm Inbusschlüssel und einen 10mm Schraubenschlüssel an der Sechskantmutter, die den Blinker hinter der Halterung sichert.
- Den Originalblinker vom Motorrad entfernen.
- Diesen Vorgang an beiden Seiten ausführen.

Zusammenstellung

- Um die R&G Blinker montieren zu können, zuerst den Schrumpfschlauch (Artikel 3) anbringen, indem Sie die Kabel durch den Schlauch (etwas Spülmittel kann hierbei hilfreich sein) führen und anschließend den Schrumpfschlauch mit einer Heißluftpistole erhitzen und schrumpfen. Bitte darauf achten, dass Sie den Schlauch nicht überhitzen – dies kann zu einer Beschädigung der elektronischen Komponenten führen!.
- Nachdem die Originalblinker bereits entfernt sind, kann die R&G Mini-Blinker Einheit in die Öffnung für die Originalblinker eingefädelt werden – siehe Abbildung 5.
- Die selbstsichernde Mutter (Artikel 4) sollte nun über das Ende der Blinkerkabel gefädelt und am Gewinde der Blinker angebracht werden – mit einem Schraubenschlüssel befestigen, während Sie die Blinker in der richtigen Höhe halten.
- Die Verlegung des Originalkabels bis unter dem Tank zurückverfolgen – siehe Abbildung 6 – bis die Plastikverbindung sich in der Nähe des Gehäuse für die Elektronik-Verbindungen befindet.
- Den Ducati Verbindung-Adapter Artikel 1) nehmen und wie unten angegeben sowie in Abbildung 7 abgebildet verbinden :
 - *SCHWARZ-SCHWARZ und GELB-BLAU*

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 Email: info@rg-racing.com



- Sobald die Kabel an beiden Seiten verlegt sind und beide Adapter montiert sind, kann jede Seite wieder in das jeweilige Originalgehäuse für die Verbindungen eingesetzt werden – bitte darauf achten, dass jede Seite an dem entsprechenden Adapter montiert ist.
- Überprüfen Sie die Funktion der Blinker und Beleuchtung sowie die korrekte Blitzgeschwindigkeit.
- Falls die Blinker nicht funktionieren sollten, tauschen Sie die Verbindungen untereinander.
- Wenn die Blinker ordnungsgemäß funktionieren, kann das Motorrad wieder zusammengebaut werden, indem Sie den Tank, die Verkleidungsteile und den Sitz wieder anbringen.
- Anschließend den Gummistopfen (Artikel 2) in die übrige Öffnung vom linken Blinker – siehe Abbildung 8.
- Stellen Sie sicher, dass alle Schrauben mit dem richtigen Anzugsdrehmoment festgezogen wurden, und dass alle Verkleidungsteile ordnungsgemäß fixiert sind.

AUSGABE 1 18/10/2018 (DM)

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

R&G RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

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 Email: info@rg-racing.com