



FITTING INSTRUCTIONS FOR LP0384BK
LICENCE PLATE BRACKET



This kit contains the items pictured and labelled over page.

Some parts may be shown for clarity of instructions only.

Do not proceed until you are sure all parts are present.

Please read all instructions before proceeding.

IF IN ANY DOUBT WHEN FITTING OUR PRODUCTS, CONSULT ONE OF OUR DEALERS
OR HAVE FITTED BY A QUALIFIED TECHNICIAN.

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike.

In the event of rubber washers being used to hold components onto bolts, these rubber washers can be thrown away.



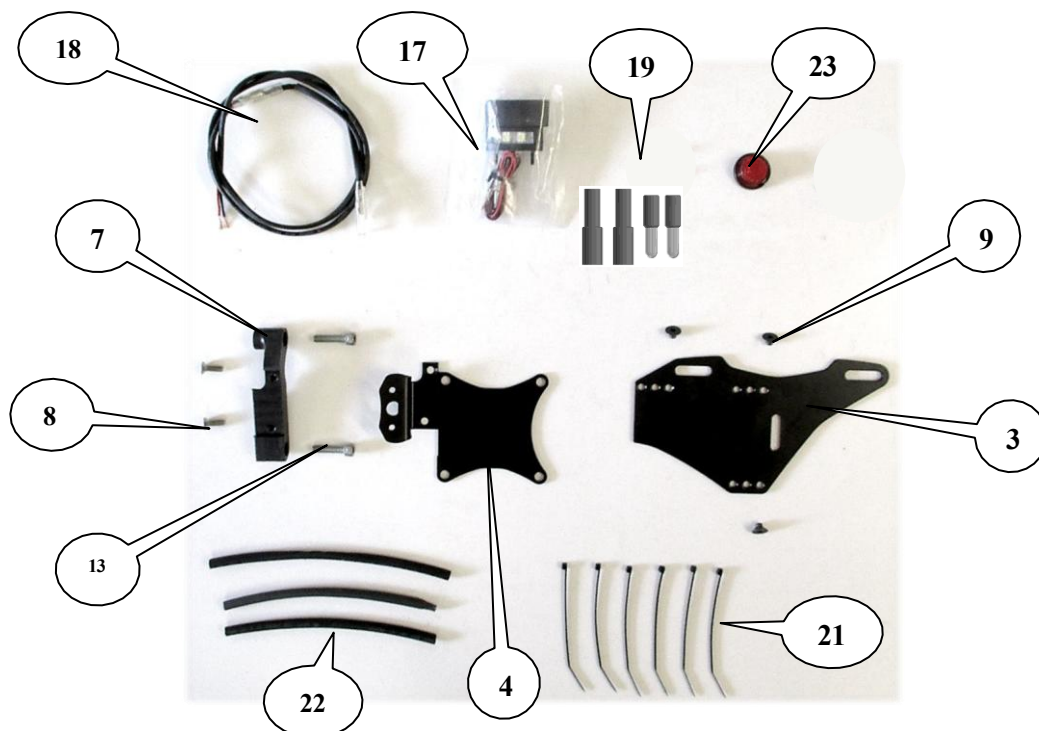
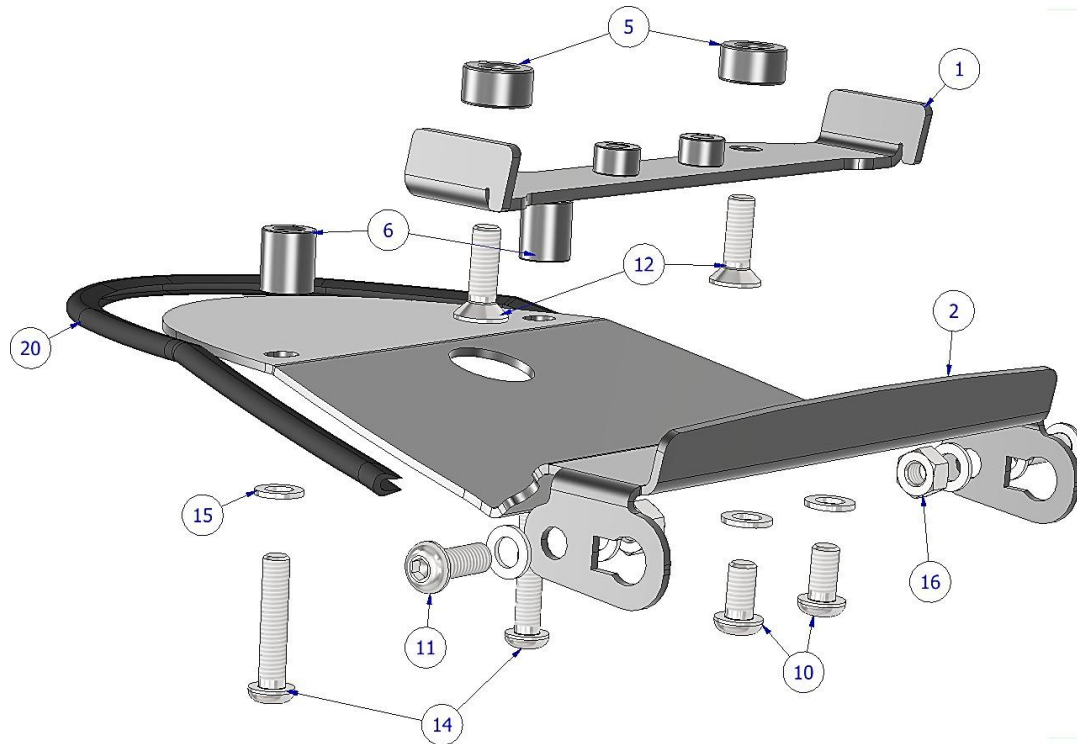
<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
- Set of metric Hex keys to include 5mm & 6mm. - Set of metric sockets and wrench. To include 8mm, 10mm & 12mm. - Cable cutters	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

LEGEND

ITEM No.	DESCRIPTION	QTY
ITEM 1	MOUNTING BRACKET (TB0384 PART 1)	1
ITEM 2	COVER PLATE (TB0384 PART 2)	1
ITEM 3	LICENCE PLATE MOUNTING BRACKET (TB0160 PART 1)	1
ITEM 4	LICENCE PLATE LIGHT BRACKET (TB0160 PART 2)	1
ITEM 5	8mm LONG SPACER (S0963)	2
ITEM 6	14mm LONG SPACER (S0657)	2
ITEM 7	MOUNTING BLOCK (M0393)	1
ITEM 8	M5x0.8x16mm COUNTERSUNK BOLT	3
ITEM 9	M6x1.00x6mm COUNTERSUNK BOLT	3
ITEM 10	M6x1.00x12mm BUTTON HEAD BOLT	2
ITEM 11	M6x1.00x16mm BUTTON HEAD BOLT	2
ITEM 12	M6x1.00x20mm COUNTERSUNK BOLT	2
ITEM 13	M6x1.00x25mm CAP HEAD BOLT	2
ITEM 14	M6x1.00x30mm BUTTON HEAD BOLT	2
ITEM 15	M6x12mm WASHER	8
ITEM 16	M6x1.00 NYLOC NUT	2
ITEM 17	LICENCE PLATE ILLUMINATOR (LA0002)	1
ITEM 18	BULLET CONNECTOR EXTENSION (CON030)	1
ITEM 19	LICENCE PLATE LIGHT CONNECTOR (CON004)	1
ITEM 20	RUBBER U-CHANNEL 500mm (SRS0002)	1
ITEM 21	75mm CABLE TIES (CT75)	4
ITEM 22	200mm LENGTH OF HEAT SHRINK (666-896/20)	1
ITEM 23	REFLECTOR (REF3)	1



Assembly Diagram





FITTING PICTURES



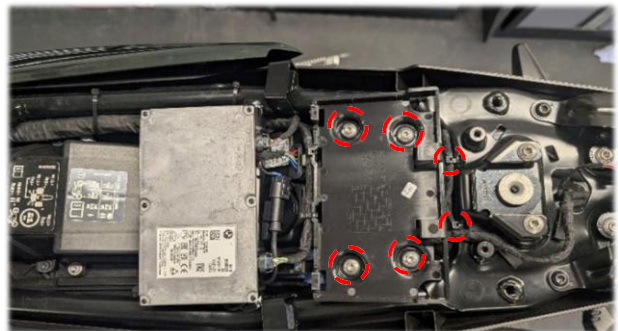
PICTURE 1



PICTURE 2



PICTURE 3



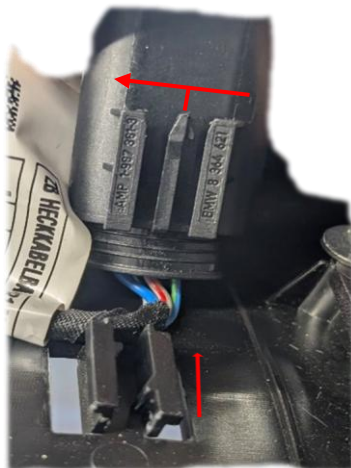
PICTURE 4



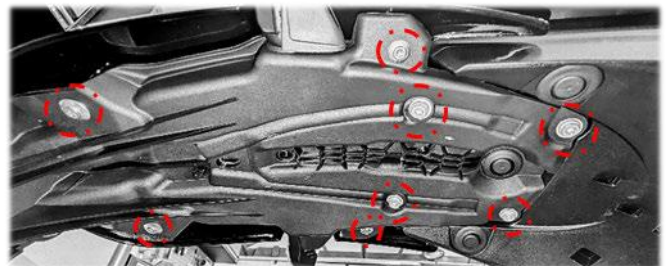
PICTURE 5



PICTURE 6



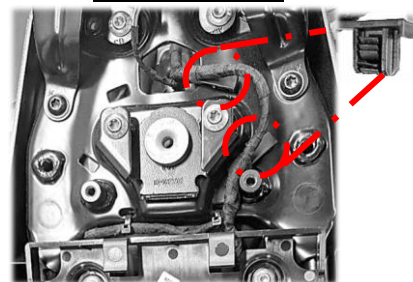
PICTURE 7



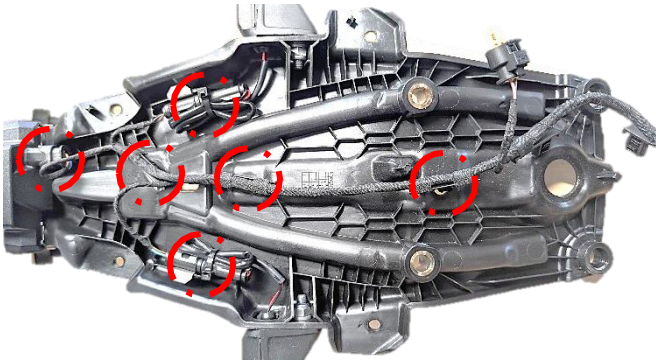
PICTURE 8



PICTURE 9



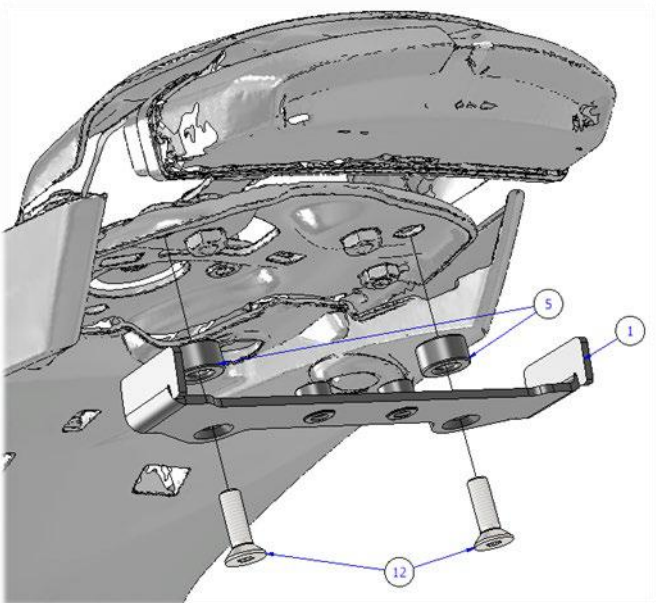
PICTURE 10



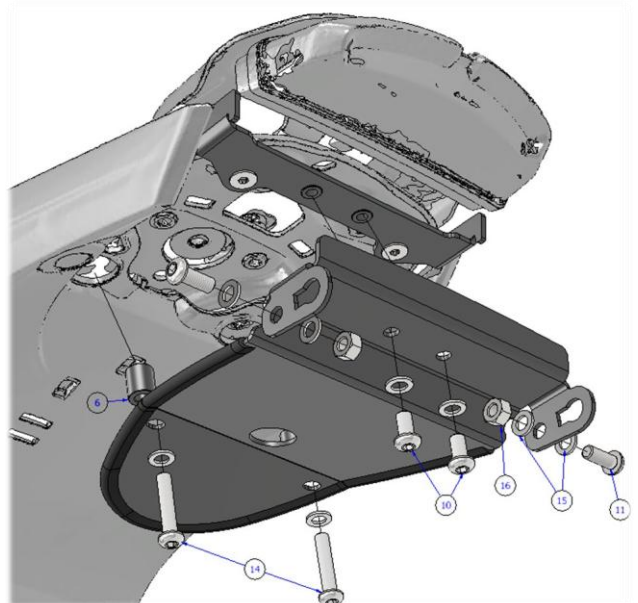
PICTURE 11



PICTURE 12



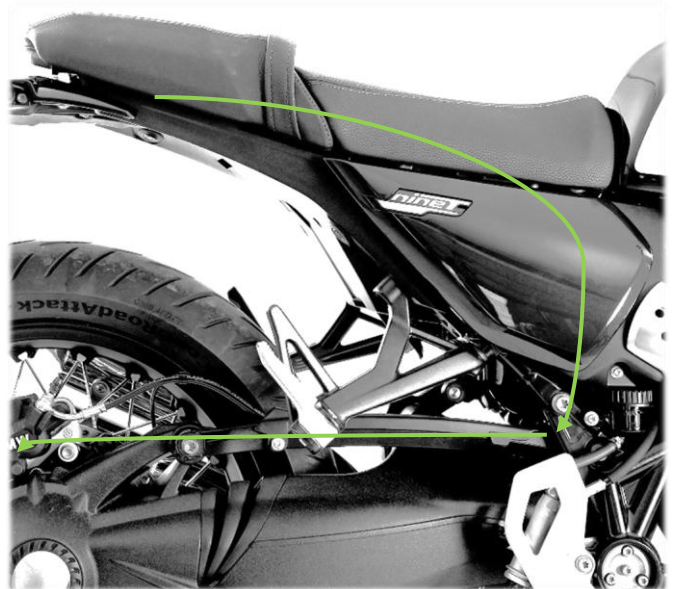
PICTURE 13



PICTURE 14



PICTURE 15



PICTURE 16



Picture 17



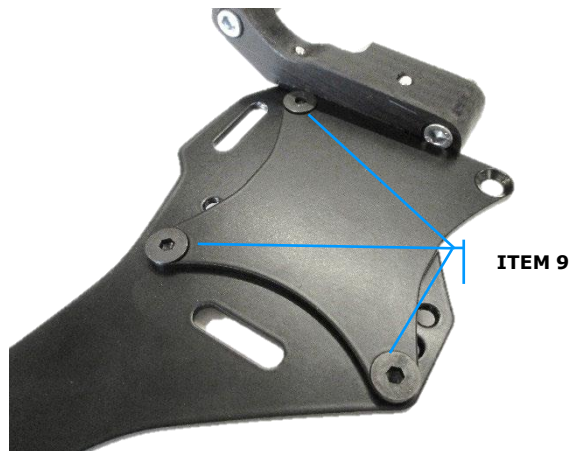
Picture 18



PICTURE 19



PICTURE 20



PICTURE 21



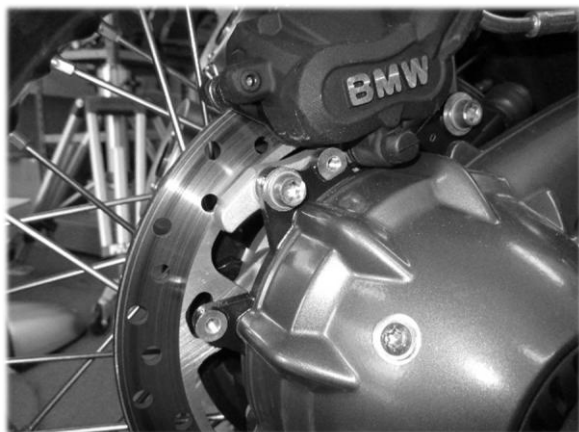
PICTURE 22



PICTURE 23



PICTURE 24



Picture 25



Picture 26



Picture 27



Picture 28

FITTING GUIDE

Disassembly Instructions:

- Firstly, remove the seat unit via the bolt hidden behind the rubber bung pictured in **Picture 1**.
- Once the bolt has been removed, slide the seat backwards and upwards and place to one side.
- Removing the seat unit will expose the telematics control unit. Remove this by releasing the two clips on either side of the front edge of the unit. Then pull forwards and upwards. (See **Pictures 2 & 3**)
- You can then flip the unit upside down, which will expose 4X torx bolts (Seen in **Picture 4**). These will need to be removed to gain access to the connector for the rear sub-loom.
- Once The bolts have been removed, snip the 2X cable ties Also circled in **Picture 4**, then remove the plastic tray.
- Once the plastic tray has been removed, it will expose the connector for the rear sub-loom, which can now be disconnected. (**Picture 5**)
- As seen in **Pictures 6**, using a pick or small flat head screwdriver. Push the tab underneath the still attached, female end of the connector in the direction shown in **Picture 7** and simultaneously slide it backwards away from the open end of the connector.
- Remove the highlighted bolts on the under-tray in **Picture 8**, being careful not to let it drop.
- Once the bolts have been removed, the original tail unit should be hanging (**Picture 9**), this will allow you to access the underside of the clips highlighted in **Picture 10**.
- The Fins on the clips can be pushed in with a flat head screwdriver allowing them to be pulled back through the sub-frame.
- The original tail unit should now be completely free, it should look something like **Picture 11**.
- Remove the highlighted clips and disconnect the 3X wiring connectors.



- Remove the original indicators & sub-loom (wiring inside the original tail unit) for later use.
- Safely store all original components. Excluding: Seat bolt & it's rubber bung, 4X telematics unit tray bolts, indicators & tail-light wiring sub-loom. (These will be re-used with the R&G tail tidy)

Assembly Instructions:

*Please refer to the Exploded/Assembly diagrams on **Page 3***

- Firstly, as shown in **Picture 12**, apply the rubber U-channel (**Item 20**) to the cover plate (**Item 2**). Followed by the OEM indicators, using the supplied bolts, washers & nuts (**Items: 11, 15 & 16**) as shown in **Pictures 12 & 14**.
- Connect the indicators to the sub-loom that was removed earlier, checking that they have been connected the correct way around (Left & Right-hand sides).
- Attach the licence plate light (**Item 17**) to the mounting bracket (**Item 4**) using the supplied nuts & washers.

Fitting Instructions:

- Using the M6 countersunk bolts (**Item 12**) and spacers (**Item 5**), bolt the mounting bracket (**Item 1**) to the subframe.
- Offer up the cover plate & indicator assembly to the mounting bracket, making sure the indicator cables are routed through the slot in the cover plate.
- Insert the wiring up through the large hole in the centre of the subframe and pull through any excess through to make sure none gets crushed between the two panels.
- With the 2X M6x30mm button head bolts (**Item 14**), M6 washers (**Item 15**) and the 14mm long spacers (**Item 6**) to hand, offer up the indicator/cover plate assembly the bike and pass the bolts (with washers) through the cover plate and spacers and thread into the subframe (do not fully tighten). **Picture 14**
- Then take the smaller M6x12mm button head bolts with washers and thread them into the threaded holes on the mounting bracket. (**Picture 14**)
- Re-connect and check the function of the indicators & brake/tail lights.
- Once you have confirmed they are functioning properly, connect the supplied wiring connectors (**Items 18**) to the original licence plate light wiring, by cutting off the original connector and attaching the supplied bullet connectors (**Item 19**).
- Route this wiring down the subframe, then down to the swingarm pivot (more easily achieved if you remove the side panels) and then up through the brake line guide along the swingarm. (There should be two bolts either side of the guide to remove, see **Pictures 15 & 16**)



- Re-attach all original wiring (via the clips & supplied cable ties) panels and seat unit, then cover the seat bolt hole with the original rubber bung (**Pictures 17 & 18**)
- Insert the supplied M6x25mm cap head bolts (**Item 13**) into the mounting block (**Item 7**) shown in **Picture 19** then attach the block to the swingarm shown in **Pictures 25 & 26**.
- Connect the licence plate light's mounting bracket (**Item 4**) using the 2X M5x16mm countersunk bolts (**Item 8**) as shown in **Picture 20**.
- Then connect the licence plate mounting plate using the 3X M6x6mm countersunk bolts (**Item 9**).

*Please Note: The plate can be mounted horizontally or vertically depending on the licence plate size/preferred orientation (see **Pictures 22 & 23**)*

- Use the supplied cable ties to secure the licence plate wiring, taking special care to keep it as far from braking components as possible.

IMPORTANT: FOR SAFETY, ENSURE THE LICENCE PLATE IS PLACED AS HIGH AS POSSIBLE ON THE TAIL TIDY (IT MAY REQUIRE DRILLING). IF FITTING A LICENCE PLATE OF 200MM OR LONGER (INCLUDING ANY SHROUD OR REFLECTOR ATTACHMENT) TO THE BRACKET, BEFORE RIDING, FULLY COMPRESS THE SUSPENSION TO ENSURE NO PART OF THE ASSEMBLY CAN CONTACT THE TYRE WHILE THE VEHICLE IS IN MOTION OR UNDER LOAD. IT IS YOUR RESPONSIBILITY TO CHECK FOR THIS POSSIBILITY AND TAKE AVOIDING ACTION. FAILURE TO CHECK THIS COULD RESULT IN SERIOUS INJURY OR DAMAGE TO THE MOTORCYCLE.

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NOTICE DE MONTAGE LP0384BK
SUPPORT DE PLAQUE



CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETES SUR LA PAGE.

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTÉ DES INSTRUCTIONS.

NE PAS PROCÉDER AU MONTAGE TANT QUE VOUS N'ÊTES PAS SÛR QUE TOUTES LES PIÈCES SOIENT PRÉSENTES.

VEUILLEZ LIRE TOUTES LES INSTRUCTIONS AVANT DE CONTINUER.

**EN CAS DE DOUTE LORS DU MONTAGE DE NOS PRODUITS, CONSULTEZ UN DE NOS
REVENDEURS OU FAITES APPEL À UN TECHNICIEN QUALIFIÉ.**

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS NECESSAIREMENT LA
MANIÈRE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISÉES POUR MAINTENIR LES COMPOSANTS SUR LES
BOULONS, ELLES PEUVENT ÊTRE JETÉES.

NOTICE DISPONIBLE AU TÉLÉCHARGEMENT SUR :
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<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
• Clés Allen 5mm & 6mm. • Clé à cliquet + douilles 8mm, 10mm & 12mm. • Coupe-câble	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

LÉGENDE

ARTICLE No.	DESCRIPTION	QTÉ
ARTICLE 1	SUPPORT DE PLAQUE (TB0384 PART 1)	1
ARTICLE 2	PLAQUE DE COUVERTURE (TB0384 PART 2)	1
ARTICLE 3	SUPPORT DE PLAQUE (TB0160 PART 1)	1
ARTICLE 4	SUPPORT D'ÉCLAIRAGE DE PLAQUE (TB0160 PART 2)	1
ARTICLE 5	8mm ENTRETOISE (S0963)	2
ARTICLE 6	14mm ENTRETOISE (S0657)	2
ARTICLE 7	BLOC DE MONTAGE (M0393)	1
ARTICLE 8	M5x0.8x16mm BOULON	3
ARTICLE 9	M6x1.00x6mm BOULON	3
ARTICLE 10	M6x1.00x12mm BOULON	2
ARTICLE 11	M6x1.00x16mm BOULON	2
ARTICLE 12	M6x1.00x20mm BOULON	2
ARTICLE 13	M6x1.00x25mm BOULON	2
ARTICLE 14	M6x1.00x30mm BOULON	2
ARTICLE 15	M6x12mm RONDELLE	8
ARTICLE 16	M6x1.00 ÉCROU	2
ARTICLE 17	FEU DE PLAQUE (LA0002)	1
ARTICLE 18	EXTENSION DE CONNECTEUR (CON030)	1
ARTICLE 19	CONNECTEUR D'ÉCLAIRAGE DE PLAQUE (CON004)	1
ARTICLE 20	PROFILÉ EN U EN CAOUTCHOUC 500mm (SRS0002)	1
ARTICLE 21	75mm COLLIERS DE SERRAGE (CT75)	4
ARTICLE 22	200mm LONGUEUR DE THERMO RÉTRACTABLE (666-896/20)	1
ARTICLE 23	RÉFLECTEUR (REF3)	1

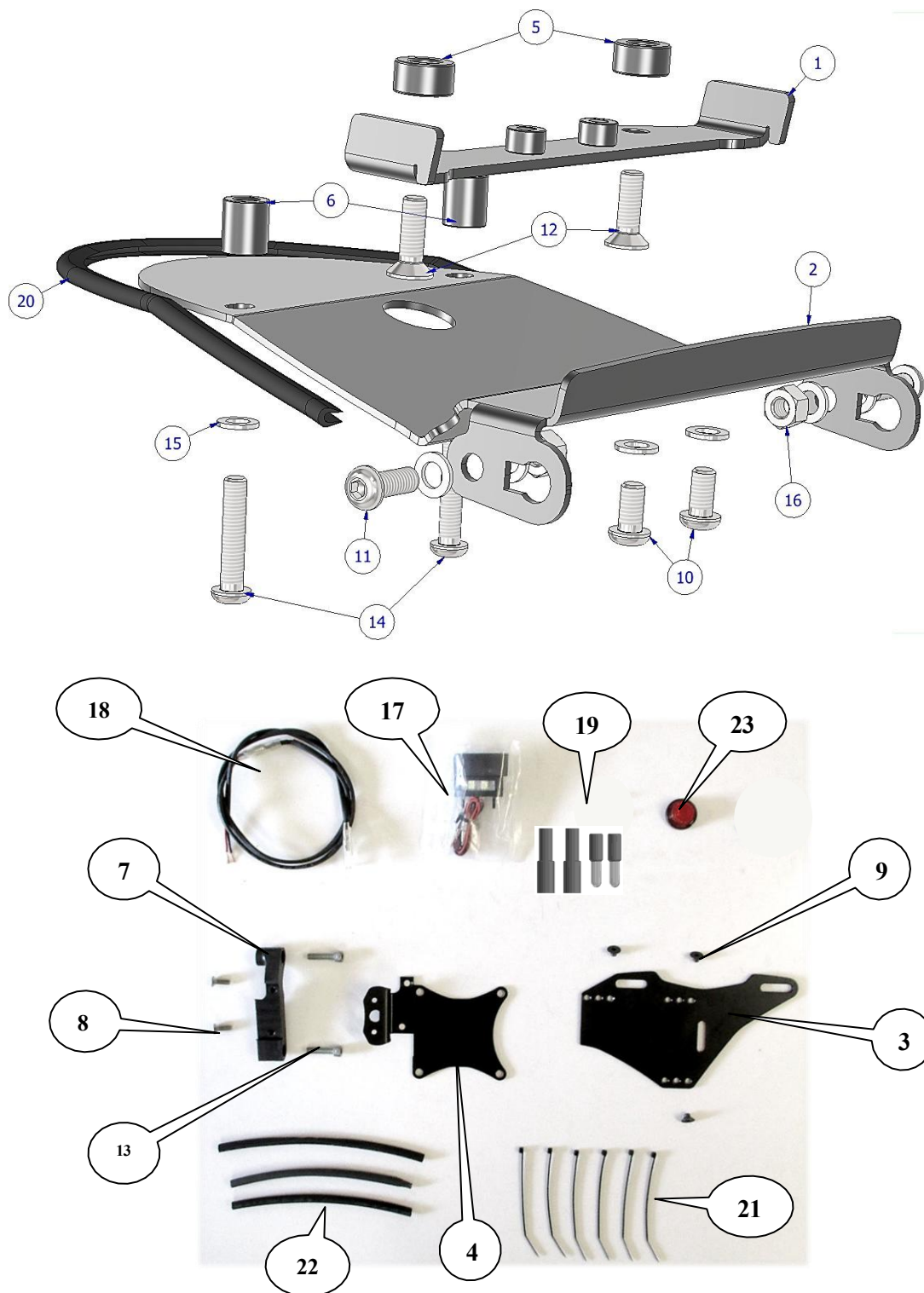
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Schéma d'ensemble





PHOTOS DE MONTAGE



PHOTO 1

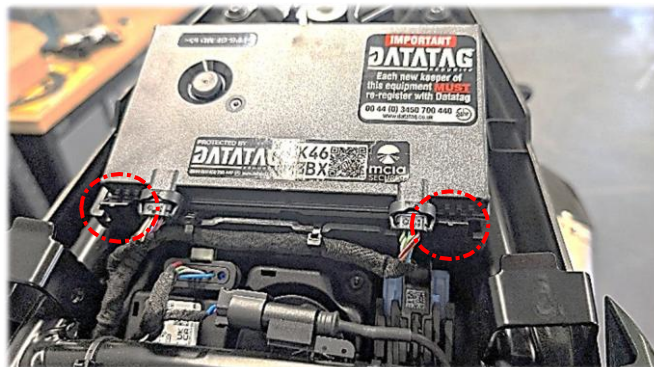


PHOTO 2



PHOTO 3

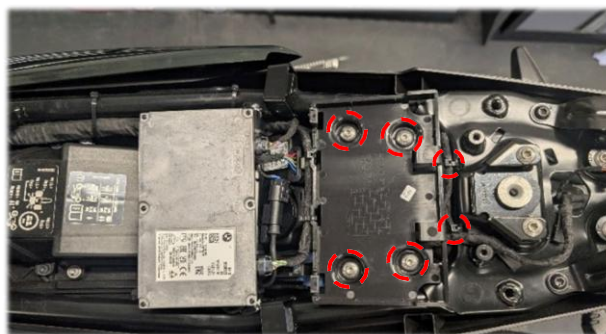


PHOTO 4



PHOTO 5



PHOTO 6

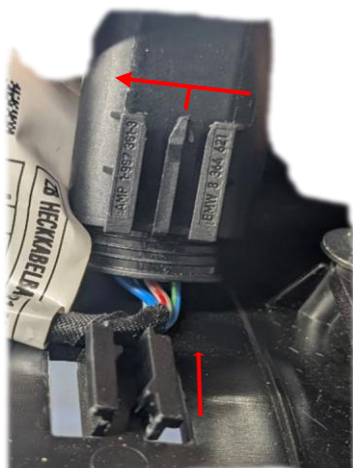


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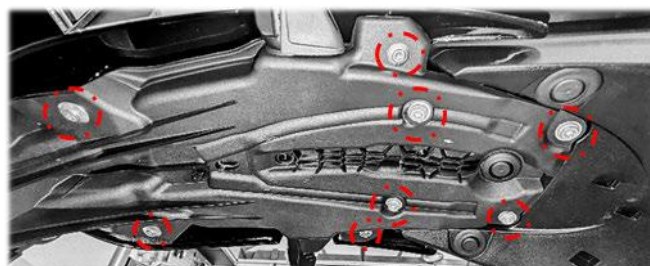


PHOTO 8



PHOTO 9

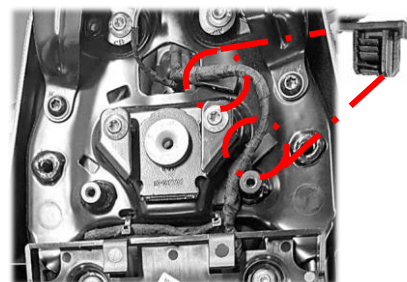


PHOTO 10

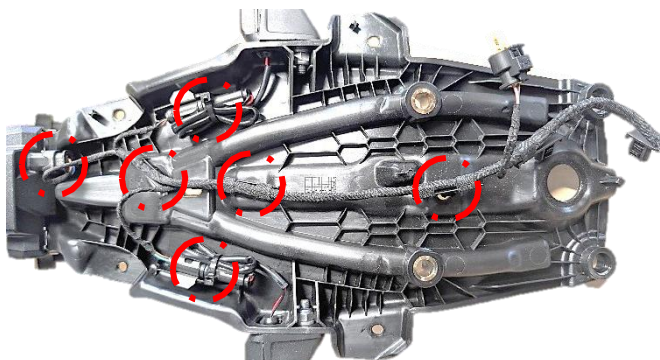


PHOTO 11



PHOTO 12

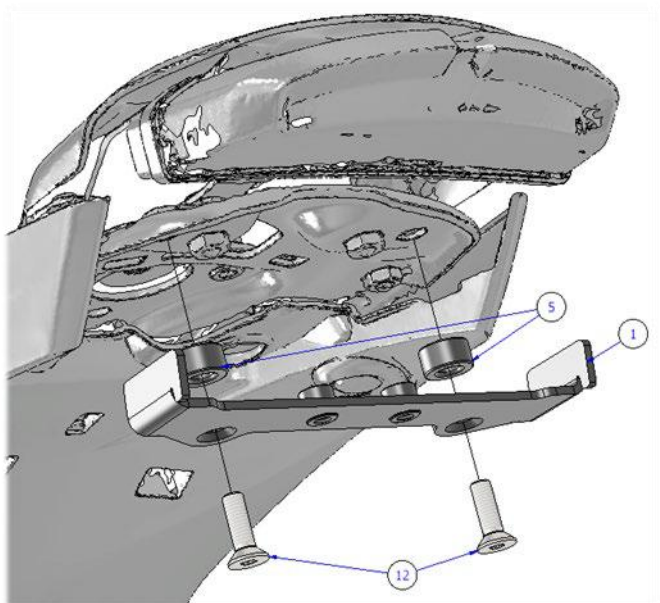


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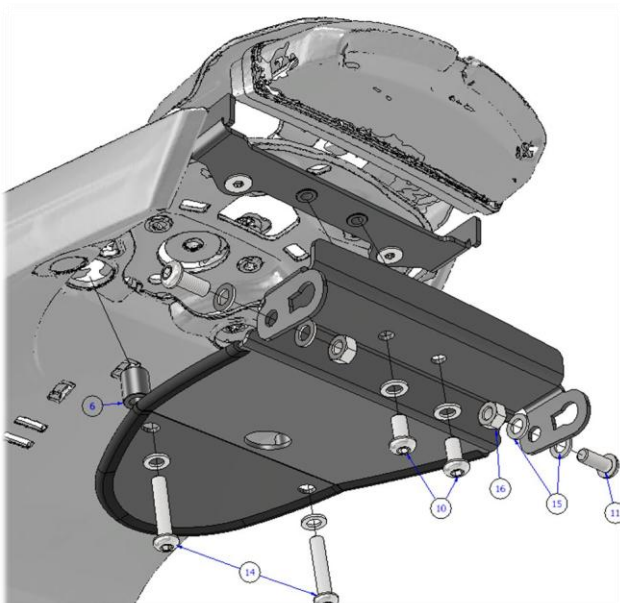


PHOTO 14



PHOTO 15

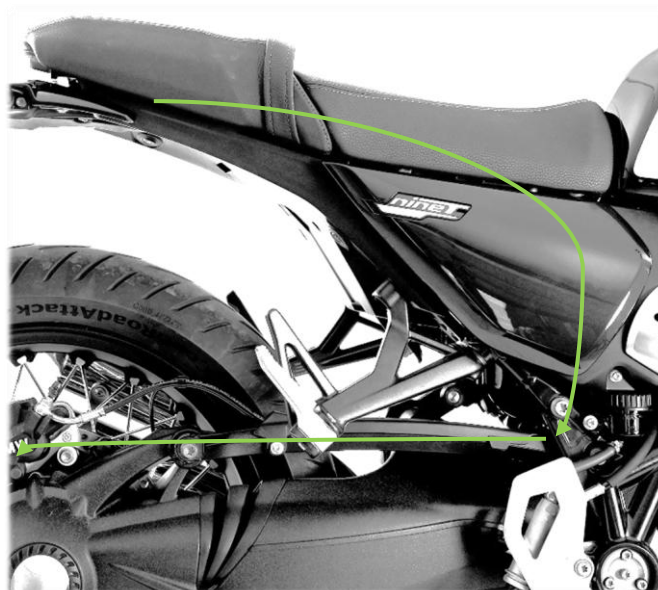


PHOTO 16



Photo 17



Photo 18



PHOTO 19



PHOTO 20

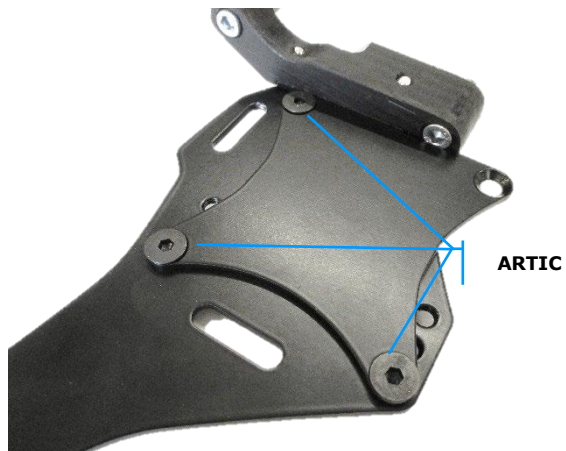


PHOTO 21



PHOTO 22



PHOTO 23

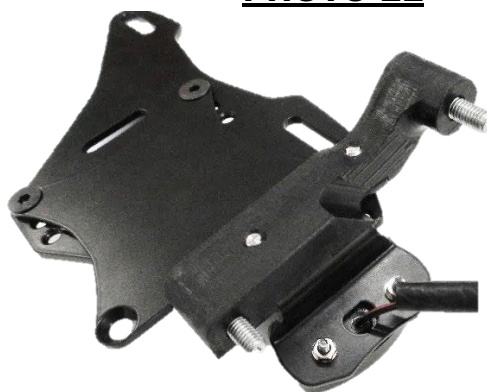


PHOTO 24

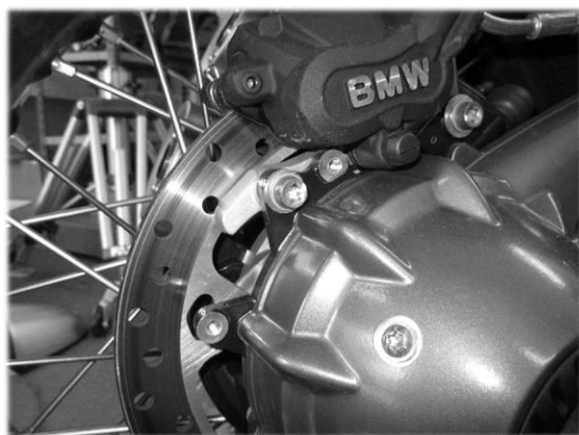


Photo 25



Photo 26

**Photo 27****Photo 28**

GUIDE DE MONTAGE

Notice de démontage :

- Commencez par retirer le siège à l'aide du boulon caché derrière le bouchon en caoutchouc (photo 1).
- Une fois le boulon retiré, faites glisser le siège vers l'arrière et le haut, puis mettez-le de côté.
- Le retrait du siège expose l'unité de commande télématique. Pour la retirer, détachez les deux clips situés de chaque côté du bord avant de l'unité. Tirez ensuite vers l'avant et le haut (voir photos 2 et 3).
- Vous pouvez ensuite retourner l'unité, ce qui exposera quatre boulons Torx (photo 4). Ceux-ci devront être retirés pour accéder au connecteur du faisceau secondaire arrière.
- Une fois les boulons retirés, coupez les deux serre-câbles (également entourés sur la photo 4), puis retirez le plateau en plastique.
- Une fois le plateau en plastique retiré, le connecteur du faisceau secondaire arrière est exposé, et vous pouvez maintenant le débrancher (Photo 5).
- Comme illustré sur la photo 6, utilisez un pic ou un petit tournevis plat. Poussez la languette située sous l'extrémité femelle du connecteur, toujours fixée, dans le sens indiqué sur la photo 7, tout en la faisant glisser vers l'arrière, loin de l'extrémité ouverte du connecteur.
- Retirez les boulons mis en évidence sur le plateau inférieur (photo 8), en veillant à ne pas les laisser tomber.
- Une fois les boulons retirés, l'embase d'origine devrait être suspendue (photo 9), ce qui vous permettra d'accéder au dessous des clips mis en évidence sur la photo 10.
- Les ailettes des clips peuvent être enfoncées à l'aide d'un tournevis plat, ce qui permet de les retirer à travers le sous-châssis.
- L'embase d'origine devrait maintenant être complètement libérée, comme sur la photo 11.

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- Retirez les clips en surbrillance et débranchez les 3 connecteurs de câblage.
- Retirez les clignotants et le faisceau secondaire d'origine (câblage à l'intérieur du boîtier arrière d'origine) pour une utilisation ultérieure.
- Rangez soigneusement tous les composants d'origine. À l'exception de : la vis de selle et son bouchon en caoutchouc, les 4 vis du plateau de l'unité télématique, le faisceau secondaire des clignotants et des feux arrière. (Ces éléments seront réutilisés avec le support arrière R&G).

Notice d'assemblage :

Veuillez vous référer aux schémas éclatés/d'assemblage à la page 3

- Tout d'abord, comme illustré sur la photo 12, fixez le profilé en U en caoutchouc (article 20) sur la plaque de protection (article 2). Fixez ensuite les clignotants d'origine à l'aide des boulons, rondelles et écrous fournis (articles 11, 15 et 16), comme illustré sur les photos 12 et 14.
- Connectez les clignotants au faisceau secondaire précédemment retiré, en vérifiant le bon sens de connexion (côtés gauche et droit).
- Fixez l'éclairage de plaque d'immatriculation (article 17) au support de montage (article 4) à l'aide des écrous et rondelles fournis.

Notice de montage :

- À l'aide des boulons à tête fraisée M6 (article 12) et des entretoises (article 5), fixez le support de montage (article 1) au sous-châssis.
- Présentez l'ensemble plaque de protection et clignotants au support de montage, en veillant à ce que les câbles des clignotants passent par la fente de la plaque de protection.
- Insérez le câblage par le grand trou au centre du sous-châssis et tirez dessus pour éviter tout excès de câblage afin d'éviter tout écrasement entre les deux panneaux.
- Munissez-vous des deux boulons à tête bombée M6 x 30 mm (article 14), des rondelles M6 (article 15) et des entretoises de 14 mm (article 6), présentez l'ensemble clignotant/plaque de protection à la moto, passez les boulons (avec rondelles) à travers la plaque de protection et les entretoises, puis vissez-les dans le sous-châssis (sans serrer complètement) (Photo 14).
- Ensuite, prenez les boulons à tête bombée M6 x 12 mm plus petits avec rondelles et vissez-les dans les trous filetés du support de montage (Photo 14).
- Rebranchez et vérifiez le fonctionnement des clignotants et des feux stop/arrière.
- Une fois que vous avez confirmé qu'ils fonctionnent correctement, connectez les connecteurs de câblage fournis (article 18) au câblage d'éclairage de la plaque d'immatriculation d'origine, en coupant le connecteur d'origine et en fixant les connecteurs fournis (article 19).

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- Acheminez ce câblage le long du sous-châssis, puis jusqu'au pivot du bras oscillant (plus facile à réaliser en retirant les panneaux latéraux), puis remontez par le guide de la durite de frein le long du bras oscillant (Il devrait y avoir deux boulons à retirer de chaque côté du guide, voir photos 15 et 16).
- Rebranchez tout le câblage d'origine (à l'aide des clips et des serre-câbles fournis), les panneaux et la selle, puis recouvrez le trou de la selle avec le bouchon en caoutchouc d'origine (photos 17 et 18).
- Insérez les boulons à tête cylindrique M6 x 25 mm fournis (article 13) dans le bloc de montage (article 7) illustré sur la photo 19, puis fixez le bloc au bras oscillant illustré sur les photos 25 et 26.
- Connectez le support de fixation de l'éclairage de plaque d'immatriculation (article 4) à l'aide des deux boulons à tête fraisée M5 x 16 mm (article 8), comme illustré sur la photo 20.
- Connectez ensuite la plaque de montage de la plaque d'immatriculation à l'aide des trois boulons à tête fraisée M6 x 6 mm (article 9).

Note : La plaque peut être montée horizontalement ou verticalement en fonction de la taille de la plaque d'immatriculation/de l'orientation préférée (voir photos 22 et 23).

- Utilisez les serre-câbles fournis pour fixer le câblage de la plaque d'immatriculation, en veillant particulièrement à le maintenir aussi loin que possible des composants de freinage.

IMPORTANT : SI VOUS MONTEZ UNE PLAQUE D'IMMATRICULATION DE GRANDE TAILLE ET LA PLACEZ BIEN EN BAS SUR LE SUPPORT DE PLAQUE D'IMMATRICULATION, IL Y A UN RISQUE QUE LA PLAQUE D'IMMATRICULATION FRAPPE LA ROUE ARRIÈRE SOUS UNE CHARGE LOURDE ET SUR DE GROSSES BOSSES SUR LA ROUTE. IL EST DE VOTRE RESPONSABILITÉ DE VÉRIFIER CETTE POSSIBILITÉ ET DE PRENDRE DES MESURES POUR ÉVITER. NE PAS VÉRIFIER CELA POURRAIT ENTRAÎNER DES BLESSURES GRAVES.

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