



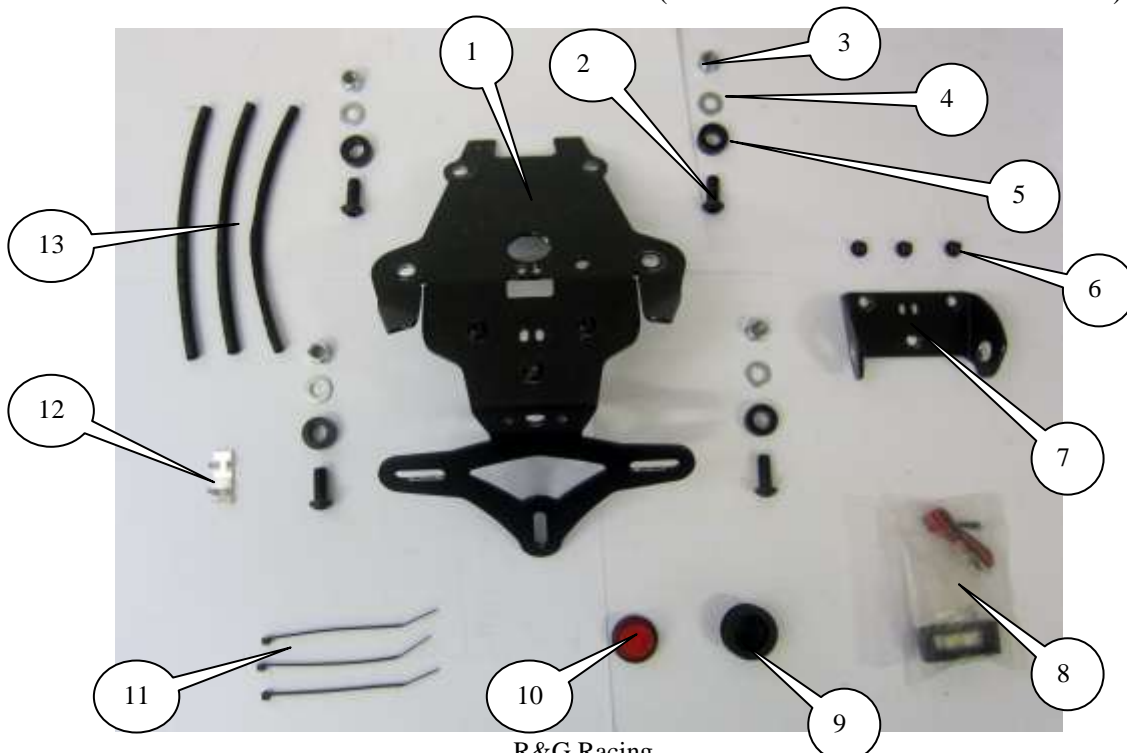
FITTING INSTRUCTIONS FOR LP0146BK LICENCE PLATE BRACKET
HONDA MSX 125 2013- (OEM INDICATORS)



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 = LICENCE PLATE BRACKET (TB0146 Part 1) (x1).
- ITEM 2 = M8 x 20mm LONG BUTTON HEAD BOLTS (x4).
- ITEM 3 = M8 NYLOC NUTS (x4).
- ITEM 4 = M8 WASHERS (x4).
- ITEM 5 = S0668 SPACERS (5.3mm long) (x4).
- ITEM 6 = M6 x 6mm LONG BUTTON HEAD BOLTS (x3).
- ITEM 7 = OEM INDICATOR MOUNTING BRACKET (TB0146 Part 2) (x1).
- ITEM 8 = LA0002 No. PLATE LIGHT ASSEMBLY (x1).
- ITEM 9 = RB0002 RUBBER GROMMET (x1).
- ITEM 10 = REFLECTOR (x1).
- ITEM 11 = 2.5mm CABLE TIES (x3).
- ITEM 12 = SELF ADHESIVE CABLE CLIPS (x2).
- ITEM 13 = 150mm LENGTH OF HEATSHRINK (x3).

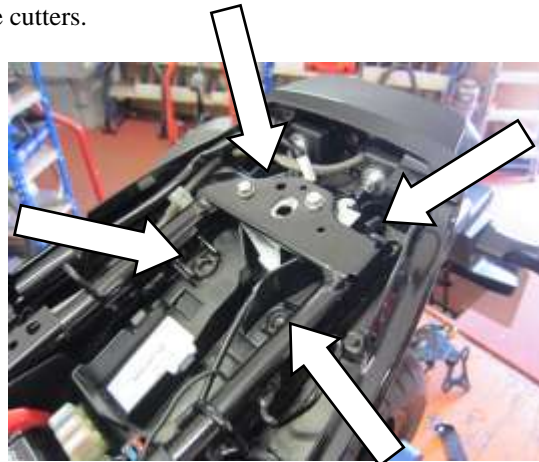
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

TOOLS REQUIRED

- Set of metric Allen keys to include 5mm A/F sizes.
- Socket set to include 12 & 13mm sockets and wrench.
 - 6, 12 & 14mm open-ended spanners.
 - Phillips screwdriver.
 - Small amount of superglue.
 - Cable cutters.



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

FITTING INSTRUCTIONS

- To fit the R&G tail tidy, first remove the pillion seat using the key.
- Remove the connector for the rear part of the wiring loom to the indicators and license plate illuminator and unclip the plastic clips holding the wiring in place, as shown in picture 1.
- Remove the four bolts that secure the license plate hanger in place, as arrowed in picture 2.
- The license plate hanger should now come away from the bike whilst gently guiding the wiring through the hole, as shown in picture 3.
- With the OEM license plate hanger now on a workbench, remove the four screws and push rivet on the underside of the hanger, as shown in picture 4.
- Remove the plastic underside exposing the wiring, as shown in picture 5.
- Disconnect the wiring connectors to the indicators, ensuring to mark them with the matching connectors for re-fitting. Remove the two nuts on the ends of the indicator stalks and remove the indicators from their housing and the license plate hanger, as shown in picture 6.
- With the indicators removed, you should have what is shown in picture 7. *If re-fitting with the OEM indicators, the diamond shaped metal plate will no longer be required.*
- To re-use the OEM part of the loom with the R&G licence plate illuminator, the wiring needs to be cut and fitted with two bullet connectors supplied with the Licence Plate Illuminator. To do this, cut the wiring between the OEM licence plate illuminator and where it connects to the indicator wiring, as shown by the yellow line in picture 8 and fit the connectors.
- Take the R&G Licence Plate Bracket (item 1 – TB0146 Part 1) and fit the R&G license plate illuminator (item 8), as shown in picture 9. 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.
- Fit the rubber grommet (item 9) through the large 20mm diameter hole on the licence plate bracket, ensuring the deep recess is on the underside, as shown in picture 10.
- Loop one of the cable ties through the two slots near where the rubber grommet is fitted, ensuring the ends are on the underside of the licence plate bracket, as shown in picture 11. *Do not tighten at this stage.*
- The R&G licence plate bracket can now be offered up to the underside of the bike. Take the four spacers (item 5 – 5.3mm long) and locate into the four holes on the top side of the license plate bracket (surface which sits against the undertray of the bike when fitted) (a dab of superglue on each spacer will help to hold the spacers in place whilst fitting. Slide the two tabs at the front into the two slots on the plastic undertray, then fit the four M8 x 20mm long button head bolts (item 2) through the four spacers and up into the rear subframe. Locate one M8 washer (item 4) and one M8

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- nyloc nut (item 3) over the exposed end of each thread and tighten evenly, as shown in pictures 12 & 13. *The licence plate should now be located securely in place.*
- *To fit the OEM indicators take TB0146 Part 2 (item 7) and fit the OEM indicators through the holes on either side before re-fitting the original nut. The indicators are left and right sided (the easiest way to get this correct is by ensuring the text on the lens is the correct way up and the Phillips screw on the indicator is on the underside), as shown in picture 14.*
 - Take the indicator bracket assembly and offer up to the underside of the tail tidy. The three holes should locate over the three exposed threads. Take the three M6 x 6mm long button head bolts (item 6) and insert through the three holes in the indicator bracket and tighten into the three threaded holes on the licence plate bracket, before tightening evenly. *The bracket should now be securely mounted.*
 - Feed the indicator wiring and licence plate illuminator wiring through the rubber grommet and up into the rear section of the bike. Use the previously mounted cable tie to secure the wires together, before tightening and trimming any excess, as shown in picture 15.
 - Using the cable ties and self-adhesive clips supplied, neatly tie any extra wiring together.
 - Connect the wiring connectors to the OEM rear loom previously removed. The rear licence plate illuminator will fit to the rear loom using newly fitted bullet connectors, whilst the indicators will connect directly using the original bullet connectors on the OEM loom. Re-connect to the bikes main loom and check the correct operation of all lights (*if illumination fails on any connector, swap the bullet connections around*).
 - Re-fit the pillion seat.
 - Re-fit licence plate (it may require drilling).
 - **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.**
 - Depending on local laws, attach enclosed reflector in an appropriate location.
 - Test the license plate illuminator and all lights before riding.

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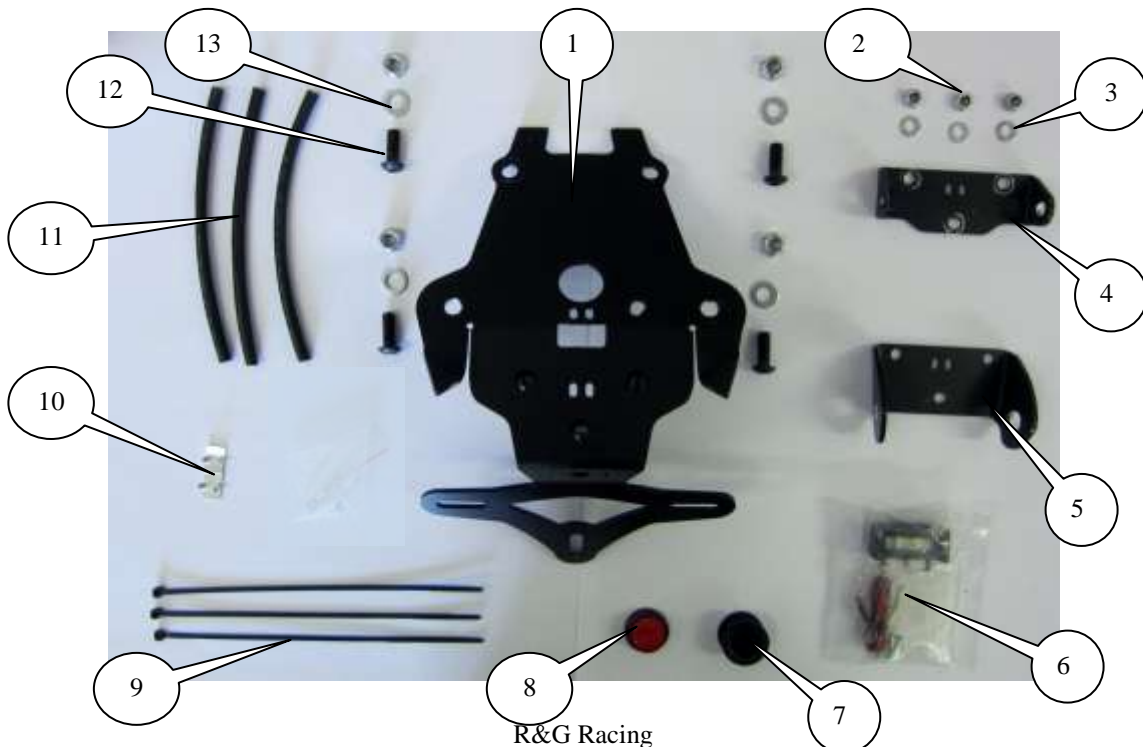
INSTRUCTIONS DE MONTAGE POUR LP0146BK SUPPORT DE PLAQUE
HONDA MSX 125 2013-



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



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LEGENDE

- ARTICLE 1 = SUPPORT DE PLAQUE (TB0146 Part 1) (x1).
ARTICLE 2 = M6 ECROU NYLOC (x3).
ARTICLE 3 = M6 RONDELLES (x3).
ARTICLE 4 = SUPPORT DE FIXATION DE MINI CLIGNOTANT (TB0146 Partie 3) (x1).
ARTICLE 5 = SUPPORT DE FIXATION DE CLIGNOTANT D'ORIGINE (TB0146 Partie 2) (x1).
ARTICLE 6 = LA0002 No. ASSEMBLAGE FEU DE PLAQUE (x1).
ARTICLE 7 = RB0002 OEILLET DE CAOUTCHOUC (x1).
ARTICLE 8 = REFLECHISSANT (x1).
ARTICLE 9 = 2.5mm SERRES CABLES (x3).
ARTICLE 10 = CLIPS AUTOCOLLANTS (x2).
ARTICLE 11 = 150mm LONGUEUR DE THERMO RETRACTABLE (x3).
ARTICLE 12 = M8 x 20mm BOULONS (x4).
ARTICLE 13 = M8 RONDELLES (x4).
ARTICLE 14 = M8 ECROUS NYLOC (x4).

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

Outils requis

- Jeu de clé Allen 5mm.
- Pincés 6, 12 & 14mm.
- Tournevis cruciforme.
- Un peu de superglue.
- Coupes câbles.



Photo 1

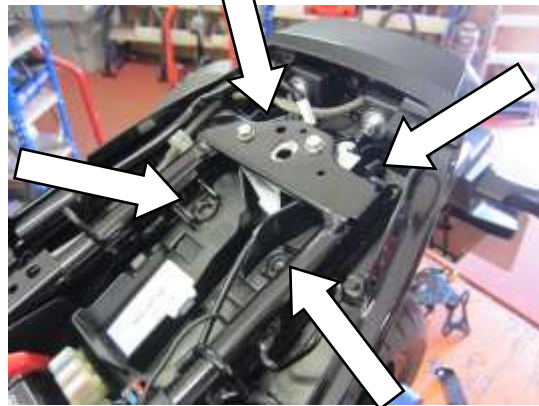


Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16

INSTRUCTIONS DE MONTAGE

- Enlever le siège passager avec une clé.
- Enlever le connecteur pour la partie arrière du faisceau de câble aux clignotants puis déclipser les clips de plastic tenant les fils en place (Photo 1).
- Enlever les 4 boulons qui fixent le support de plaque en place (Photo 2).
- Le support de plaque doit maintenant se détacher de la moto tout en guidant les fils dans le trou (Photo 3).
- Avec le support de plaque d'origine placé sur l'établi, enlever les 4 vis et le rivet poussoir du passage de roue du support (Photo 4).
- Enlever le passage de roue en plastic exposant les fils (Photo 5).
- Déconnecter les connecteurs de fils aux clignotants, en marquant bien les connecteurs correspondant pour le remontage. Enlever les 2 écrous sur les extrémités des tiges de clignotant puis enlever les clignotants de leur emplacement et le support de plaque (Photo 6).
- Une fois les clignotants enlevés, vous devez avoir ce qui est indiqué sur la photo 7. Si vous réinstallez les clignotants d'origine, *la plaque métallique en forme de losange ne sera plus requise.*
- Pour réutiliser la partie d'origine du faisceau avec le feu de plaque R&G, les fils ont besoin d'être coupés et installés avec les 2 billes de connecteur fournis avec le feu de plaque. Pour cela, couper les fils entre le feu de plaque d'origine et où il se connecte aux fils de clignotants, comme indiqué par la ligne jaune sur la photo 8 et monter les connecteurs.
- Prendre le support de plaque R&G (Article 1 – TB0146 Partie 1) et monter le feu de plaque R&G (Article 6 - Photo 9). Utiliser un peu de superglue pour coller le linceul de lumière en position. Poser une longueur de thermo rétractable sur les fils puis serrer les écrous à l'arrière.
- Poser la bague en caoutchouc (Article 7) à travers le trou de 20mm de diamètre sur le support de plaque, en vous assurant que le creux soit sur le passage de roue (Photo 10).
- Boucler un des attaches de câble pour les 2 slots a coté d'où il y a la bague en caoutchouc est installée, en vous assurant que les extrémités soient sur le passage de roue du support de plaque (Photo 11). Ne pas serrer à ce stade.
- Le support de plaque R&G peut être monté au dessous de la moto, en glissant les 2 languettes à l'avant dans les 2 slots du passage de roue en plastic, puis insérer les 4 boulons M8 x 20mm (Article 12) dans les 4 trous de fixation et dans le sous cadre arrière. Placer une rondelle M8

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(Article 13) et un écrou Nyloc M8 (Article 14) autour de chaque filetage puis serrer de façon égale (Photos 12 & 13). La plaque d'immatriculation peut maintenant être placée bien en place.

- *Si vous installer les clignotants d'origine, prenez la partie 2 TB0146 (Article 5) et monter les clignotants d'origine à travers les trous de chaque coté avant de remettre l'écrou d'origine. Les clignotants sont marqués gauche et droit (La façon la plus simple d'identifier correctement est de s'assurer que le texte de l'objectif est le haut de manière correcte et la vis cruciforme sur l'indicateur est sur la face inférieure*
- *Si vous installez les minis clignotants R&G, prenez la partie 3 TB0146 (Article 4) et monter les mini clignotants à travers les trous d'un coté avant d'insérer l'écrou sur le coté inverse. (Utiliser la thermo rétractable (Article 11) pour protéger les fils de clignotant (Photo 15).*
- Prendre la configuration choisie et le à la queue de support. Les 3 trous doivent être en face des 3 filetages exposés. Prendre une rondelle M6 (Article 3) et un écrou Nyloc M6 (Article 2) et montez les à chaque filetage exposé, avant de serrer de façon égale. Le support doit être bien fixé à présent.
- Passer les fils de clignotant et le fils de feu de plaque à travers la bague de caoutchouc et dans la section arrière de la moto. Utiliser le serre câble monté précédemment pour serrer les fils ensemble, avant de serrer et rogner tout accès (Photo 16).
- En utilisant les serres câbles et clips autocollants fournis, serrer nettement tout ce qui dépasse de fils ensemble.
- Connecter les connecteurs de fils en au faisceau arrière principal précédemment enlevé. Le feu de plaque arrière se montera au faisceau arrière en utilisant les billes de connecteurs qui viennent d'être installées tandis que la configuration du clignotant se connecte directement à l'aide des billes de connecteurs d'origine au faisceau d'origine. Reconnecter le faisceau principal de la moto et vérifier que tous les feux fonctionnent (Si il y a un dysfonctionnement, permutez les billes de connecteurs).
- Remettre le siège passager.
- Remettre la plaque d'immatriculation (peut nécessiter un perçage).
- **IMPORTANT: Si vous installez une grosse plaque, il y a un risque que la plaque entre en contact avec la roue arrière en cas de choc sur la route (bosse, grosse charge etc...). Il est de votre responsabilité de vérifier que cela ne puisse pas se produire. Ne pas effectuer ces vérifications peut entraîner des dommages ainsi que des blessures graves pour le pilote.**
- Selon la loi locale, monter les réflecteurs (article 10) aux emplacements appropriés.
- Vérifiez que les clignotants et les feux de plaque fonctionnent bien avant de prendre la route.

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