FITTING INSTRUCTIONS FOR LP0394 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.

DIGITAL COPIES OF THESE INSTRUCTIONS ARE AVAILABLE FROM

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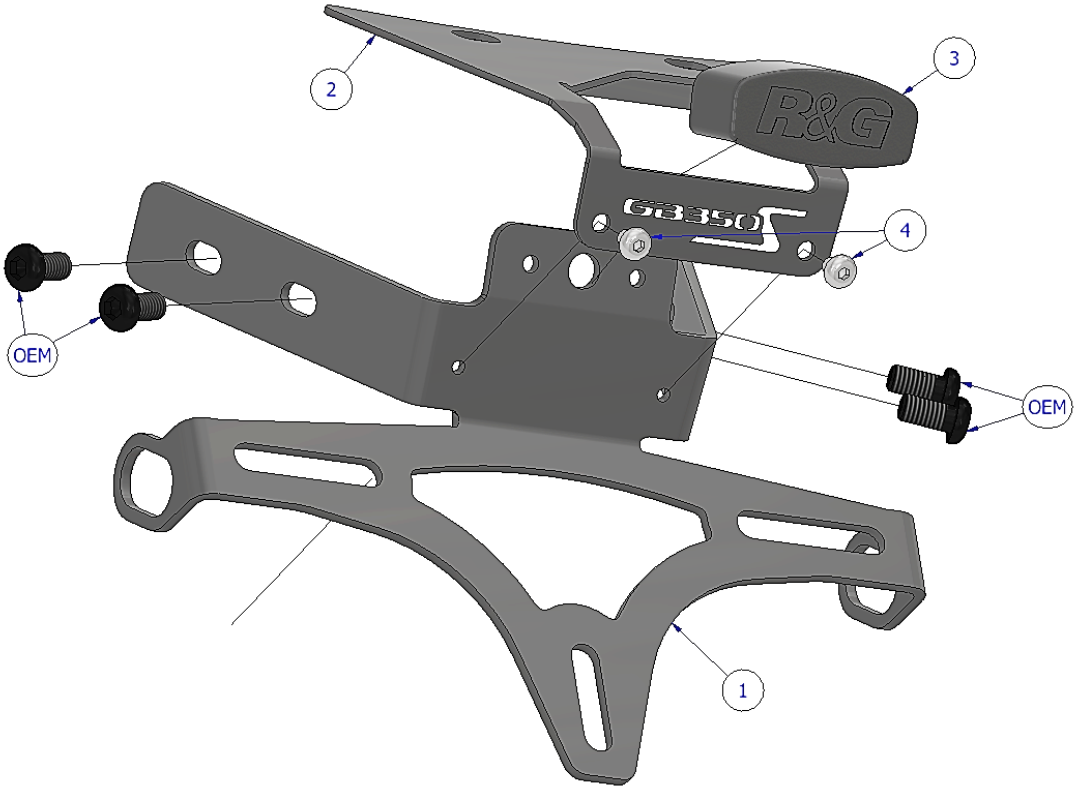
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TOOLS REQUIRED	**GENERAL TORQUE SETTINGS**
• Set of metric Hex keys to include 3mm, 4mm and 5mm. • T30 Torx head tool • Set of metric sockets and wrench. To include 6, 8 & 10mm. • 8mm & 10mm spanners. • Phillips screwdriver.	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

LEGEND

ITEM No.	DESCRIPTION	QTY
ITEM 1	LICENSE PLATE BRACKET (TB0394 PART 1)	1
ITEM 2	COVER PLATE (TB0394 PART 2)	1
ITEM 3	LICENCE PLATE LIGHT LA0002 has been replaced by LA0012. Refer to kit LA0012 for the QR Code for assembly instructions	1
ITEM 4	M4x0.7x5mm BUTTON HEAD BOLT	2
ITEM 5	M6x12mm WASHER	4
ITEM 6	M6x1.00 NYLOC NUT	4
ITEM 7	O-RING (OR0011)	2

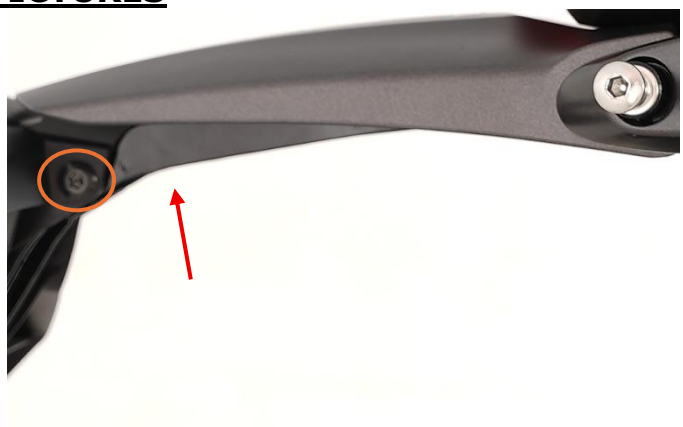
ASSEMBLY DIAGRAM 1



FITTING PICTURES

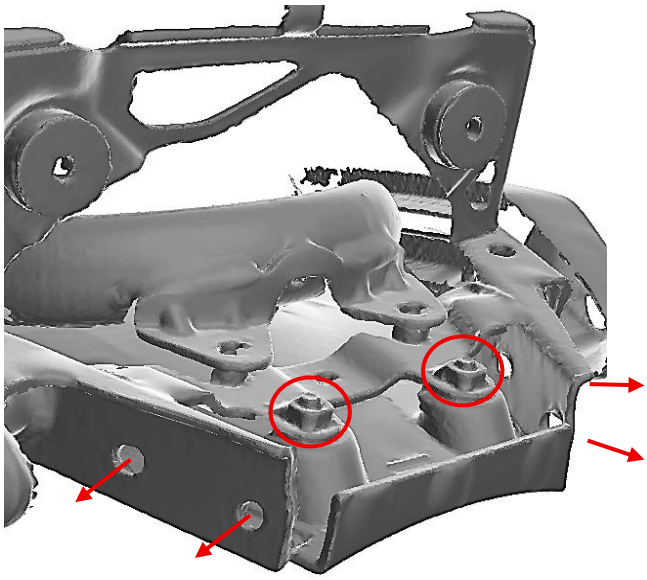


Picture 1

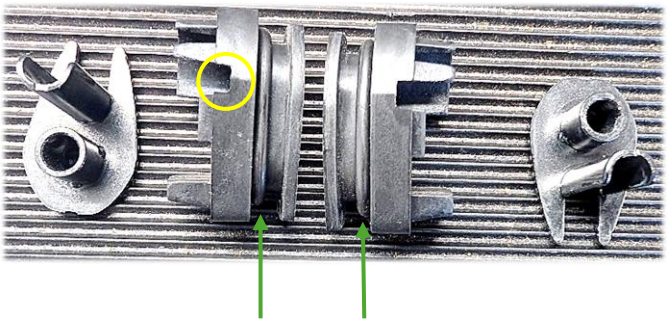


Picture 2

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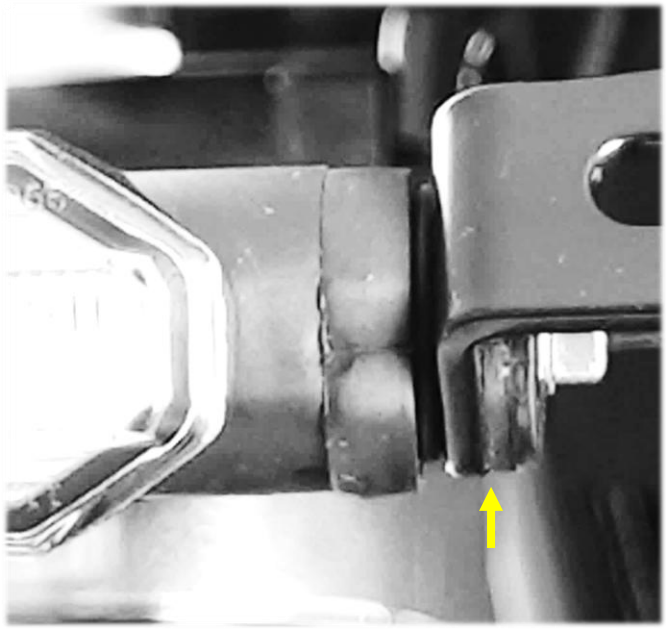


Picture 3



Item 7

Picture 4



Picture 5



Picture 6

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Picture 7



Picture 8



Picture 9

FITTING INSTRUCTIONS

Disassembly Instructions:

- Remove the seat unit by removing the two bolts either side of the seat, towards the back end of the seat. (circled in **Picture 1**)

- Then pull the seat unit backwards and up to release it from its hooks towards the front of the seat.
- Under the seat you will find a rubber/silicone sleeve which the wiring connectors for the brake/tail light and indicators.
- Disconnect the white connector then all the bullet connectors inside this sleeve.
- Remove the brake/tail light unit via the 2X nuts on the back of the unit, then unhook the shroud from the two side mounts & the top pin, then slide the whole assembly backwards.
- Remove the rearward bolts on the grab handles, leaving the forward mounting bolts in place but loose. (The handles will hang down, be careful not to let them swing down and hit the rear suspension) See **Picture 1.**
- Remove the rear fender via the two bolts that have been exposed by removing the tail light at the top of the fender, then remove the single self-tapping screw on the underside of the fender/tail unit. (Shown in **Picture 2**)
- Unhook the fender at each side then gently lift it away.
- Once the fender has been removed you should see the exposed subframe of the tail unit.
- Firstly, remove the 2X bolts on the underside of the under tray, circled in **Picture 3** this will allow the undertray to flex slightly while removing the original tail unit and fitting the tail tidy.
- Removing the four bolts in the positions shown in **Picture 3** will allow the tail unit subframe to be removed, please hold the unit while removing the final bolts.
- Dismantle the tail unit via the 2X bolts on either side of the frame (Circled orange in **Picture 2**) and remaining self-tapping screws.
- Remove the original indicators and re-assemble for storage.

Assembly of the R&G tail tidy:

*Before assembling this product, ensure all the components within the box are correct by comparing the **legend** and **diagrams**.*

- Fit the original indicators to the R&G tail tidy in the same way they were attached to the original tail unit, except for addition the supplied O-rings (**Item 7**). These are applied to the mounting area and will sit behind the R&G bracket (**Item1**) once fitted. (Please see **Picture 4** marked in green)

Please ensure the drainage hole on the indicators (Seen circled yellow in **Picture 7**) is located on the **underside** of the indicators when fitted.

- Apply the supplied heat shrink to number plate light (**Item 3**) wiring. Then fit the number plate light (**Item 3**) to the R&G tail tidy bracket (**Item 1**) using the supplied nuts and washers then apply the number plate light shroud.
- Once the lighting components have been fitted to the bracket, offer up the assembly to the outside of the subframe as shown in **Picture 6**. Routing the wiring through the centre of the mounts as it was on the original tail unit.
- Using a 5mm allen key and 10mm spanner, loosely apply the 4X OEM bolts you set aside earlier to the mounting points, with the supplied washers and nyloc nuts (**Items 5 & 6**) on the inside of the subframe. **Do not fully tighten at this point.**
- Once the bracket is secure, tidy the wiring using the supplied cable ties and make sure it will not be pinched when tightening the main bracket or when the cover plate is attached.

At this point it is advised to thread in and back out the small M4 bolts into the bracket to make sure the thread is free of powder coat.

- Slide the cover plate (**Item 2**) over the number plate light unit then rotate down onto the subframe.
- Once in place, loosely thread in the 2X small M4 bolts (**Item 4**)
- Followed by the 2X OEM bolts on the top of the cover plate.
- Re-attach the OEM brake/tail light using the original nuts & washers.
- Swing the 2X grab handles back up to their mounting points and insert the original bolt and spacer, then re-tighten all 4 grab handle bolts.
- Re-attach the 2X OEM under tray bolts your removed earlier to their original positions.
- Connect the brake/tail light, indicators & number plate light to the original loom.
- Re-attach the seat unit using the original mounting bolts.

IMPORTANT: IF FITTING A FULL-SIZE LICENCE PLATE AND PLACING IT LOW DOWN ON THE LICENCE PLATE MOUNT, THERE IS A POTENTIAL CHANCE THE LICENCE PLATE COULD HIT 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 1 18/07/2025 (TB)

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NOTICE DE MONTAGE LP0394 SUPPORT DE PLAQUE



CE KIT CONTIENT LES ARTICLES ILLUSTRES ET ETIQUETES SUR LA PAGE.

CERTAINES PARTIES PEUVENT ETRE PRESENTES UNIQUEMENT POUR LA CLARTE DES INSTRUCTIONS.

NE PAS PROCEDER AU MONTAGE TANT QUE VOUS N'ETES PAS SUR QUE TOUTES LES PIECES SOIENT PRESENTES.

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 A UN TECHNICIEN QUALIFIÉ.

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLE NE REPRESENTE PAS NECESSAIREMENT LA MANIERE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISEES POUR MAINTENIR LES COMPOSANTS SUR LES BOULONS, ELLES PEUVENT ETRE JETEES.

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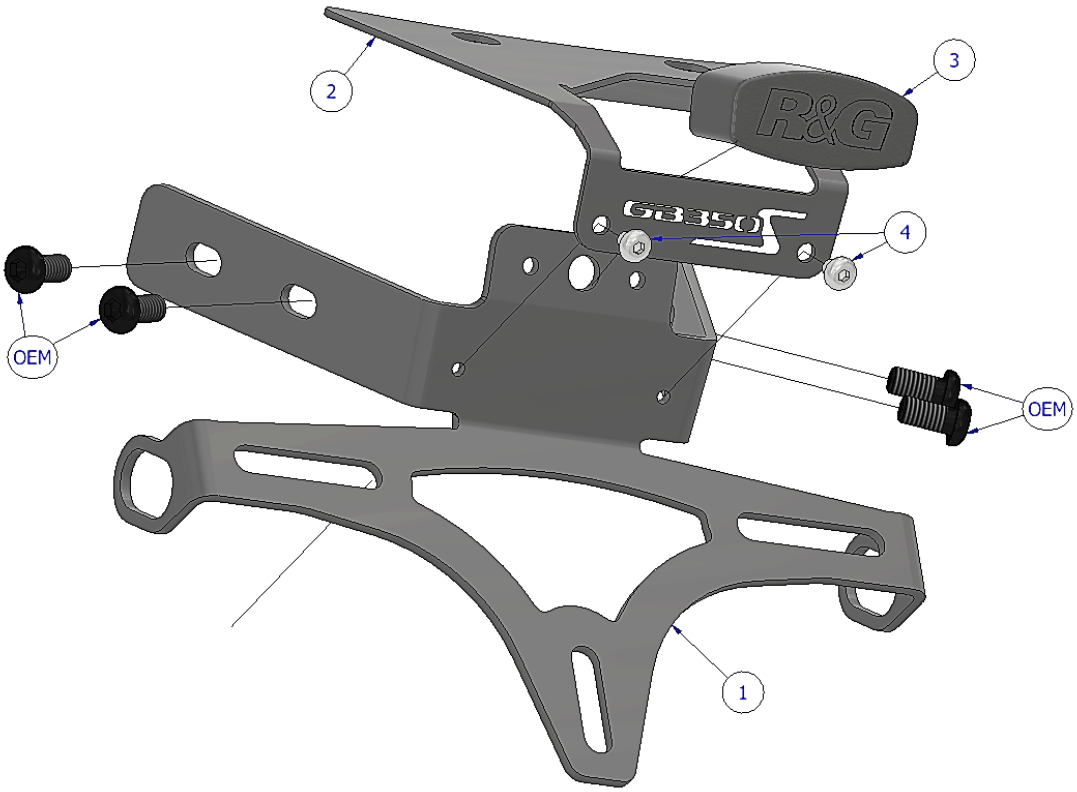
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OUTILS REQUIS	**VALEURS DE SERRAGE**
• Clés hexagonales 3mm, 4mm & 5mm. • Clé Torx T30 • Clé à cliquet + douilles 6, 8 & 10mm. • Clé à molette 8mm & 10mm. • Tournevis cruciforme.	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

LEGENDE

ARTICLE No.	DESCRIPTION	QTÉ
ARTICLE 1	SUPPORT DE PLAQUE PRINCIPAL (TB0394 PART 1)	1
ARTICLE 2	PLAQUE DE COUVERTURE (TB0394 PART 2)	1
ARTICLE 3	FEU DE PLAQUE LA0002 a été remplacé par LA0012. Consultez le kit LA0012 pour le code QR des instructions de montage.	1
ARTICLE 4	M4x0.7x5mm BOULON	2
ARTICLE 5	M6x12mm RONDELLE	4
ARTICLE 6	M6x1.00 ÉCROU	4
ARTICLE 7	JOINT TORIQUE (OR0011)	2

SCHÉMA D'ENSEMBLE 1



PHOTOS DE MONTAGE



Photo 1

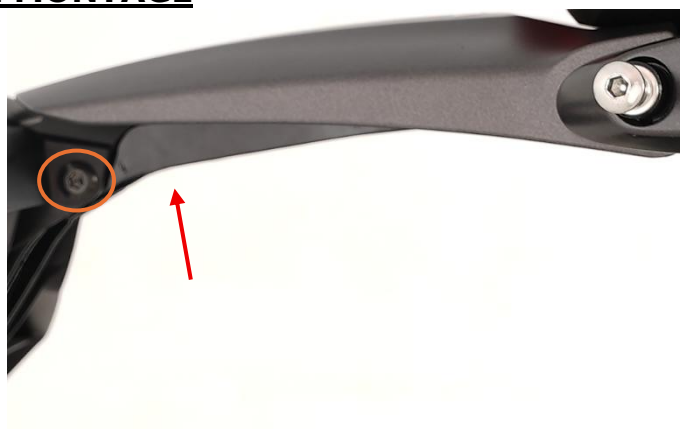
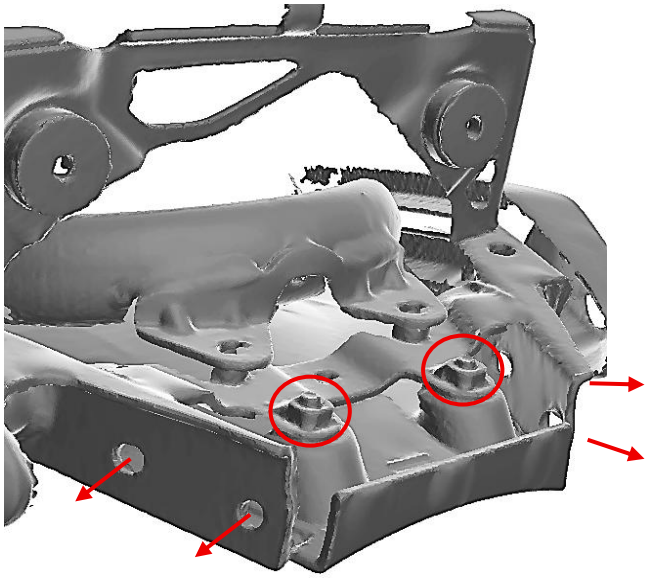
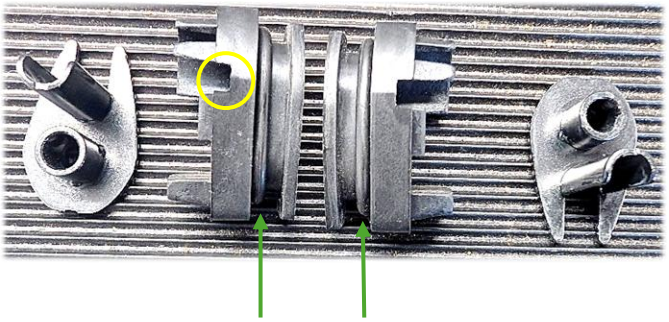


Photo 2

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Article

Photo 3

Photo 4

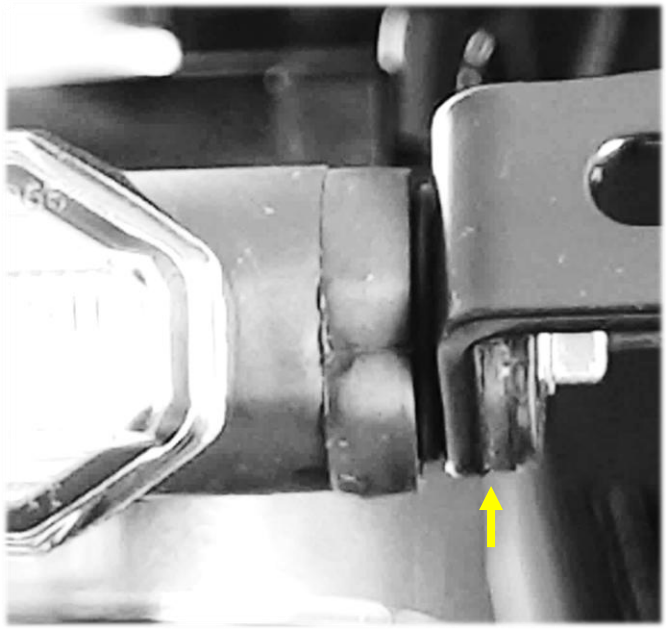




Photo 5

Photo 6

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Photo 7



Photo 8



Photo 9

NOTICE DE MONTAGE

Notice de démontage :

- Retirez la selle en dévissant les deux boulons situés de chaque côté, vers l'arrière (entourés sur la photo 1).
- Tirez ensuite la selle vers l'arrière et vers le haut pour la dégager de ses crochets, vers l'avant.

- Sous la selle, vous trouverez un manchon en caoutchouc/silicone contenant les connecteurs du feu stop/arrière et des clignotants.
- Débranchez le connecteur blanc, puis tous les connecteurs à cosses rondes à l'intérieur de ce manchon.
- Retirez la selle à l'aide des deux écrous situés à l'arrière, puis décrochez le carénage des deux supports latéraux et de la goupille supérieure, puis faites glisser l'ensemble vers l'arrière.
- Retirez les boulons arrière des poignées de maintien, en laissant les boulons de fixation avant en place, mais desserrés. (Les poignées pendent ; veillez à ne pas les laisser tomber et heurter la suspension arrière) Voir photo 1.
- Retirez le garde-boue arrière à l'aide des deux boulons rendus visibles en retirant le feu arrière en haut du garde-boue, puis retirez la vis autotaraudeuse située sous le garde-boue/l'embase. (Voir photo 2)
- Décrochez le garde-boue de chaque côté, puis soulevez-le délicatement.
- Une fois le garde-boue retiré, vous devriez voir le sous-châssis de l'embase.
- Commencez par retirer les deux boulons situés sous le plateau inférieur (entourés sur la photo 3). Cela permettra au plateau inférieur de fléchir légèrement lors du retrait de l'embase d'origine et de la pose du support arrière.
- Retirez les quatre boulons aux emplacements indiqués sur la photo 3 pour retirer le sous-châssis de l'embase. Veuillez maintenir l'embase pendant le retrait des derniers boulons.
- Démontez l'arrière à l'aide des deux boulons situés de chaque côté du cadre (entourés d'orange sur la photo 2) et des vis autotaraudeuses restantes.
- Retirez les clignotants d'origine et remontez-les pour le stockage.

Notice d'assemblage :

Avant d'assembler ce produit, assurez-vous que tous les composants de la boîte sont corrects en comparant la légende et les schémas.

- Montez les clignotants d'origine sur le support arrière R&G de la même manière qu'ils étaient fixés sur le support d'origine, à l'exception des joints toriques fournis (article 7). Ceux-ci sont appliqués sur la zone de montage et se placent derrière le support R&G (article 1) une fois installés. (Voir la photo 4 en vert.)
  Veuillez vous assurer que le trou de drainage sur les clignotants (entouré en jaune sur la photo 7) soit situé sous les clignotants une fois installés.

- Appliquez la gaine thermorétractable fournie sur le câblage de l'éclairage de plaque d'immatriculation (article 3). Fixez ensuite l'éclairage de plaque d'immatriculation (article 3) au support de fixation arrière R&G (article 1) à l'aide des écrous et rondelles fournis, puis appliquez le carénage de l'éclairage de plaque d'immatriculation.
- Une fois les composants d'éclairage fixés au support, présentez l'ensemble à l'extérieur du sous-châssis, comme illustré sur la photo 6. Faites passer le câblage par le centre des supports, comme sur le sous-châssis d'origine.
- À l'aide d'une clé Allen de 5 mm et d'une clé plate de 10 mm, fixez sans serrer les 4 boulons d'origine mis de côté précédemment sur les points de fixation, avec les rondelles et écrous nyloc fournis (articles 5 et 6) à l'intérieur du sous-châssis. Ne serrez pas complètement à ce stade.
- Une fois le support fixé, fixez le câblage à l'aide des serre-câbles fournis et assurez-vous qu'il ne sera pas pincé lors du serrage du support principal ou de la fixation de la plaque de protection.

À ce stade, il est conseillé de visser et de dévisser les petits boulons M4 dans le support pour s'assurer que le filetage soit exempt de revêtement en poudre.

- Faites glisser la plaque de protection (article 2) sur l'éclairage de la plaque d'immatriculation, puis faites-la pivoter vers le bas sur le sous-châssis.
- Une fois en place, vissez sans serrer les deux petits boulons M4 (article 4).)

- Ensuite, vissez les 2 boulons d'origine sur le dessus du cache.
- Remontez le feu stop/arrière d'origine à l'aide des écrous et rondelles d'origine.
- Remettez les 2 poignées de maintien sur leurs points de fixation et insérez le boulon et l'entretoise d'origine, puis resserrez les 4 boulons des poignées de maintien.
- Remettez les 2 boulons d'origine du plateau inférieur retirés précédemment à leur emplacement d'origine.
- Raccordez le feu stop/arrière, les clignotants et l'éclairage de plaque d'immatriculation au faisceau d'origine.
- Remontez la selle à l'aide des boulons de fixation d'origine.

IMPORTANT : SI VOUS INSTALLEREZ UNE PLAQUE D'IMMATRICULATION DE GRANDE TAILLE ET LA PLACEREZ BAS SUR LE SUPPORT, IL Y A UN RISQUE QUE LA PLAQUE D'IMMATRICULATION FRAPPE LA ROUE ARRIÈRE SOUS UNE LOURDE CHARGE ET SUR DE GROSSES BOSSES. IL EST DE VOTRE RESPONSABILITÉ DE VÉRIFIER CETTE POSSIBILITÉ ET DE PRENDRE LES MESURES D'ÉVITEMENT. LE NON-RESPECT DE CE POINT PEUT ENTRAÎNER DES BLESSURES GRAVES.

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