



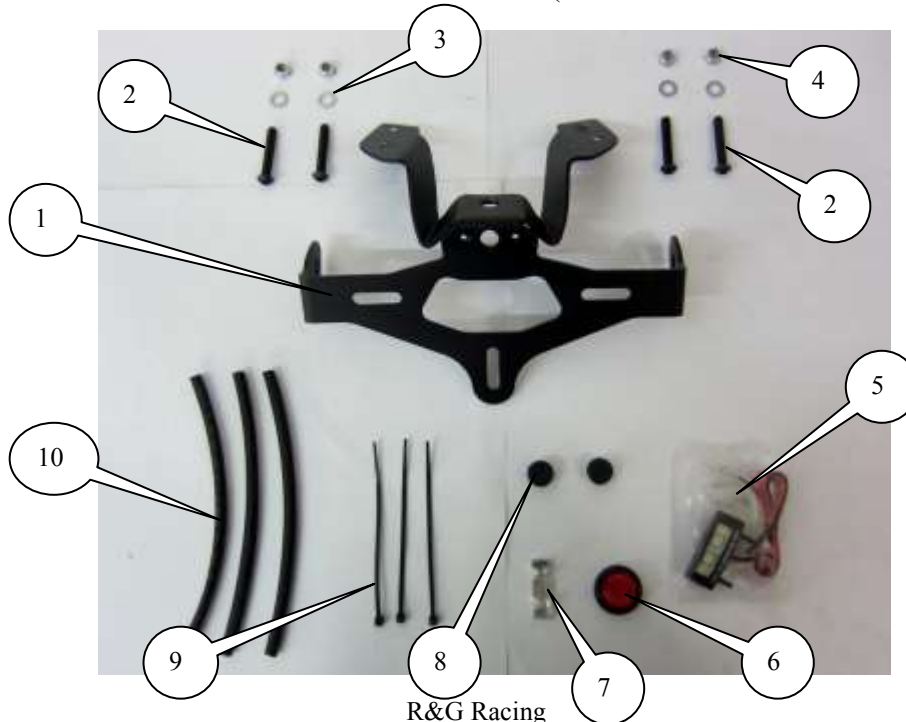
FITTING INSTRUCTIONS FOR LP0131BK LICENCE PLATE BRACKET
MV AGUSTA 675 BRUTALE 2012



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 (TB0131) (x1) (with (4x) S0477 SWAGED IN POSITION).

ITEM 2 = M6 x 25mm LONG BUTTON HEAD BOLT (x4).

ITEM 3 = M6 WASHERS (x4).

ITEM 4 = M6 NYLOC NUTS (x4).

ITEM 5 = LA0002 No. PLATE LIGHT ASSEMBLY (x1).

ITEM 6 = REFLECTOR (x1)

ITEM 7 = SELF-ADHESIVE CABLE CLIPS (x2)

ITEM 8 = RUBBER GROMMET (x2).

ITEM 9 = CABLE TIES (x3)

ITEM 10 = 150mm LENGTH OF HEATSHRINK (x3)

ITEM 11 = CON0004 BULLET CONNECTORS (x4) (*NOT SHOWN*)

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

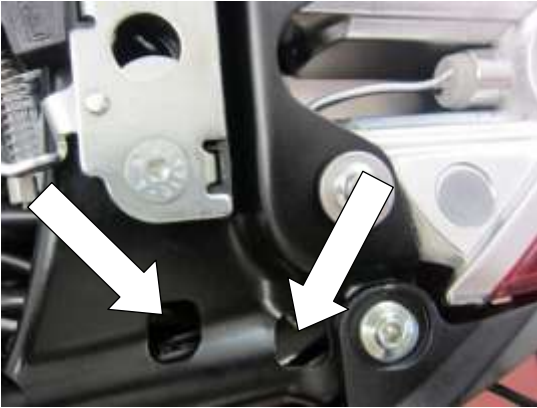
- Set of metric Allen keys to include 3 & 4mm A/F sizes.
 - Electrical pliers/crimps.
 - 6, 8 & 10mm Spanner.
 - Small amount of superglue



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



FITTING INSTRUCTIONS

- Remove the seat and two panels on the tail by removing the two bolts (one above and one below) and gently pulling to release the plastic prongs, as shown in picture 1.
- The three electrical connections for the rear indicators and license plate illuminator can now be disconnected, as shown in picture 2. *It is advisable to mark on each pair of matching connectors in order to make re-connecting easier.*
- The OEM license plate holder is held in place by four bolts, which can be accessed via a long Allen key through the holes in the rear subframe, as arrowed in picture 3.
- With the wires dis-connected, the license plate holder can now be removed from the bike, as shown in picture 4.
- If you intend to use the OEM indicators, then remove these from the license plate holder by removing the four screws that secure the aluminium cover on the underside of the OEM license plate holder, as shown in picture 5.
- Feed the wires out, as shown in picture 6 before removing the four screws that secure the plastic cover in place on the underside of the OEM license plate holder, as shown in picture 7.
- Remove the bolt that secures the indicator in place and feed the wiring out through the hole, as shown in picture 8.
- With the wires now removed, all that is left are two rubber grommets in the OEM license plate holder. Remove these, as shown in picture 9, as they will need to be fitted to the R&G License Plate.
- Take the R&G Licence Plate Bracket (item 1 – TB0131) and fit the license plate illuminator (item 5), as shown in picture 10. Use a small amount of superglue to stick the light shroud in position. *The original license plate illuminator wiring will have to be cut and shut in order to re-use the original wiring plug socket for connection to the R&G license plate illuminator. To do this, we suggest cutting the connector from the original license plate illuminator wiring and fit a bullet connector to each wire, allowing it to connect to the R&G license plate illuminator wiring before checking correct operation (if illumination fails, swap the bullet connections around) (this connection can also be soldered. (Please use the heatshrink (item 10) to protect the new license plate illuminator wires).*
- *If fitting the R&G Mini Indicators, the original indicator wiring will need to be cut and shut in the same way as the license plate illuminator wiring, in order to re-use the original wiring plug socket for connection between the OEM wiring loom and R&G mini indicators*
- Fit the indicators of choice (original or R&G Mini Indicators (RG370)) to the license plate bracket (item 1). To fit the OEM indicators, insert the rubber grommet into the larger hole, feed the cable through and re-fit the original bolt, as shown in picture 11. *If fitting the R&G Mini Indicators, mount through the larger hole and use the two rubber grommets (item 8) to plug the second hole.*
- Cable-tie the wires neatly together on the underside of the tail tidy, as shown in picture 12. The self-adhesive cable clips can also be used, positioned either side.
- Place the tail tidy assembly on the rear wheel and feed the wiring through the opening on the underside of the tail, through the swingarm and then connect the rear light/indicator connectors to the main loom on the bike, by fitting the connectors together which were marked up earlier and check the operation of the indicators and lights. It is important to have two wires through one opening and one through the other opening, as shown in picture 13.
- Tuck the wiring down inside the tail ensuring it is routed neatly and then offer the assembly up to the underside of the tail, as shown in picture 14.
- The swaged spacers that are mounted to the license plate bracket should sit against the rear subframe and clear of any wiring, before fitting the four M6 x 25mm long button head bolts (item 2) from the underside of the license plate bracket, as shown in picture 14. On the top side, one M6

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washer (item 3) and one M6 Nyloc Nut (item 4) need to be fitted to each bolt. These are easily accessible through the side of the subframe. There is a small cutout on the corner of the license plate bracket to allow for the wiring – *please ensure the wiring does not get trapped.*

- With all four bolts in place, these can be tightened evenly. *Please ensure the wires are not trapped.*
- **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.**
- Refit the bodywork, seat unit and 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.

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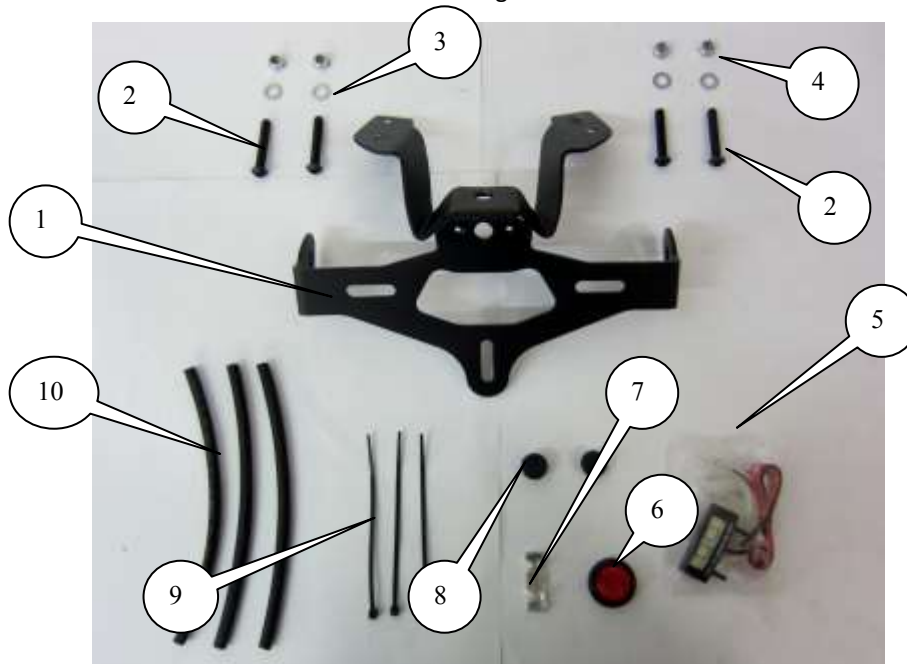
Instructions de montage
LP0131BK Support de plaque
MV AGUSTA 675 BRUTALE 2012



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.

Les pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.



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LEGENDE

ARTICLE 1 = Support de plaque (TB0131) (x1) ((4x) S0477 en position).

ARTICLE 2 = M6 x 25mm boulons à tête ronde (x4).

ARTICLE 3 = M6 Rondelles (x4).

ARTICLE 4 = M6 Ecrous en nyloc (x4).

ARTICLE 5 = LA0002 No. Assemblage feux de plaque (x1).

ARTICLE 6 = Réfléchissant (x1)

ARTICLE 7 = Attaches câbles autocollants (x2)

ARTICLE 8 = Manchons en caoutchouc (x2).

ARTICLE 9 = Attaches câbles (x3)

ARTICLE 10 = 150mm Thermo rétractables (x3)

ARTICLE 11 = CON0004 Connecteurs (x4) (*non indiqués*)

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

Outils requis

- Clé Allen 3 & 4mm
- Pince à sertir
- Clés 6, 8 & 10mm
- Un peu de superglue



Photo 1



Photo 2

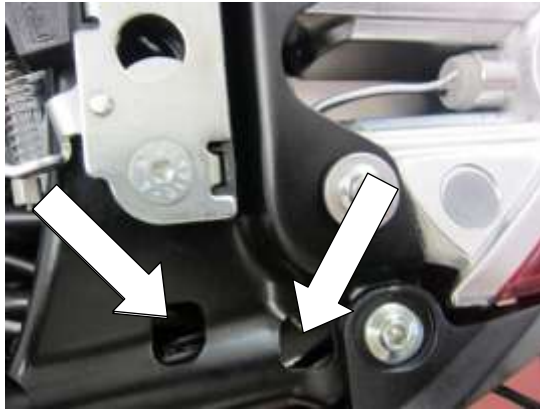


Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Instructions de montage:

- Enlever le siège et 2 écopes sur le support en retirant les 2 boulons (1 au dessus / 1 en dessous) et tirer doucement pour libérer les pattes en plastique (Photo 1).
- Les 3 connections électriques pour les clignotants arrière et les feux de plaque peuvent à présent être déconnectés (Photo 2). Il est conseillé de marquer chaque paire de connecteurs pour les reconnecter plus facilement.
- Le support de plaque d'origine est fixé par 4 boulons, auxquels on peut accéder via une longue clé Allen à travers les trous dans le sous cadre arrière (Photo 3).
- Avec les fils déconnectés, le support de plaque d'origine peut à présent être enlevé de la moto, (Photo 4).
- Si vous comptez utiliser les clignotants d'origine : Enlevez-les du support en enlevant les 4 vis qui fixent la protection en aluminium au dessous du support de plaque d'origine (Photo 5).
- Faites passer les câbles dedans (Photo 6) avant d'enlever les 4 vis qui fixent la protection plastique en place au dessous du support de plaque d'origine (Photo 7).
- Enlever le boulon qui fixe le clignotant en place et passer les fils à travers le trou (Photo 8). Une fois les fils enlevés, il ne reste que 2 manchons en caoutchouc dans le support de plaque d'origine. Enlevez les (Photo 9), car ils doivent être posés sur le support de plaque R&G.
- Prendre le support de plaque R&G (Article 1 – TB0131) et installer les feux de plaque (Article 5), (Photo 10). Utiliser un peu de super glue pour coller le linceul de lumière en position. Les fils d'origine de la plaque devront être coupés et fermés pour pouvoir réutiliser la prise pour la connexion aux feux de plaque R&G. *Pour cela, nous vous suggérons de couper le connecteur des fils des feux de plaque d'origine et de mettre un connecteur sur chaque fil, permettant de connecter les feux de plaque R&G. Vérifier que les feux fonctionnent correctement (en cas de défaillance,, permuter les connecteurs).*
- *La connexion peut également être soudée.* (Utiliser la thermo rétractable (Article 10) pour protéger les fils de feux de plaque).
- *Si vous utilisez les mini clignotants R&G, les fils de clignotants d'origine devront être coupés et fermés de la même façon que pour les fils de feux de plaque, pour pouvoir réutiliser la prise d'origine pour la connexion entre le faisceau de câblage d'origine et les mini clignotants R&G.*
- Installer les clignotants de votre choix (d'origine ou mini clignotants R&G (RG370)) sur le support de plaque (Article 1). Pour installer les clignotants R&G, insérer le manchon en caoutchouc dans le gros trou, passer le câble à travers et remettre le boulon d'origine (Photo 11). *Si vous utilisez les mini clignotants R&G, montez les à travers le trou le plus large et utiliser les 2 manchons en caoutchouc (Article 8) pour brancher le 2e trou.*
- Attacher les fils ensemble au dessous du support de plaque (Photo 12). Les serre-câbles autocollants peuvent aussi être utilisés, de chaque côté.
- Placer l'assemblage de support de plaque sur la roue arrière et passer les fils à travers l'ouverture en dessous du support, à travers le bras oscillant puis connecter les connecteurs de feux/clignotants arrière au faisceau principal sur la moto, en installant les connecteurs ensemble selon le marquage qui a été fait plus tôt dans le montage. Il est important d'avoir 2 fils à travers une ouverture et 1 à travers l'autre ouverture (Photo 13).
- Rentrer les fils vers le bas à l'intérieur du support, en vous assurant qu'ils soient parfaitement alignés, puis monter l'ensemble à la face inférieure de la queue (Photo 14).
- Les entretoises serties qui sont montées au support de plaque devraient se placer contre le sous cadre arrière et dégagées de tout fil, avant de placer 4 boulons à tête ronde M6 x 25mm (Article

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2) depuis le dessous du support de plaque (Photo 14). Sur la partie supérieure, posez une rondelle M6 (Article 3) et un écrou en Nyloc M6 (Article 4) sur chaque boulon. Ceux-ci sont accessibles à travers le sous cadre. Il y a une petite coupure dans le support pour permettre le passage de câbles – S’assurer que les fils ne seront pas pincés.

- Les 4 boulons en place peuvent être serrés, en faisant attention à ce que les fils ne soient pas écrasés.
- **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.**
- Réinstaller le carénage et la plaque (peut nécessiter un perçage).
- Selon la loi locale, placer les réfléchissants aux emplacements adéquats.
- Tester les feux de plaque ainsi que l’ensemble des feux avant de prendre la route.

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