



**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.



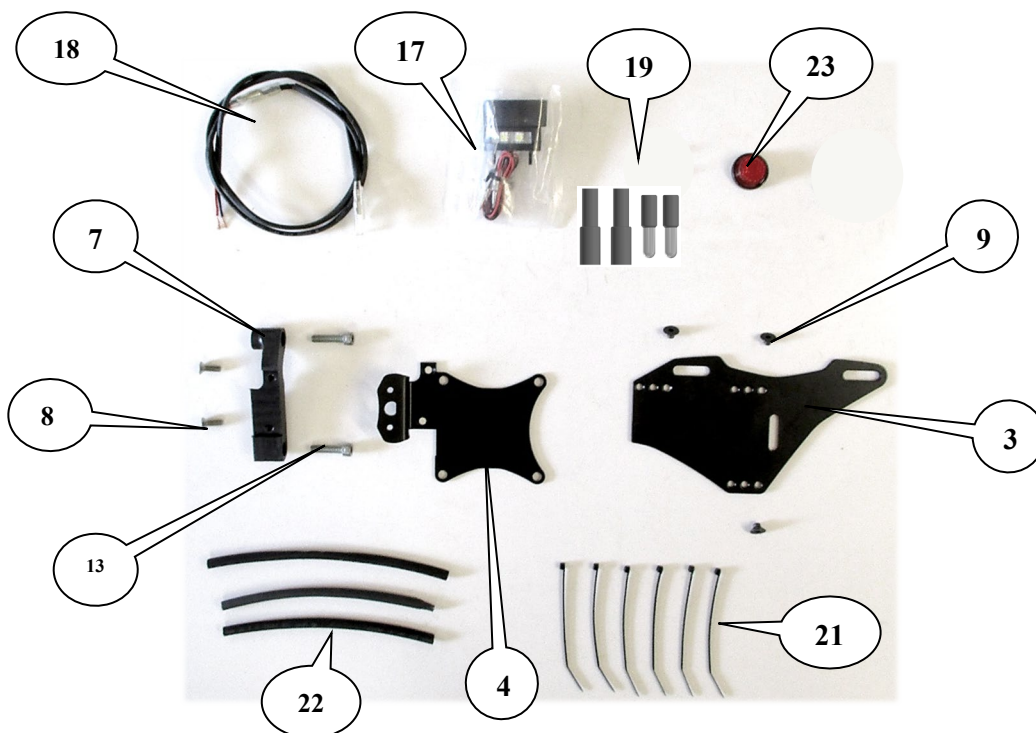
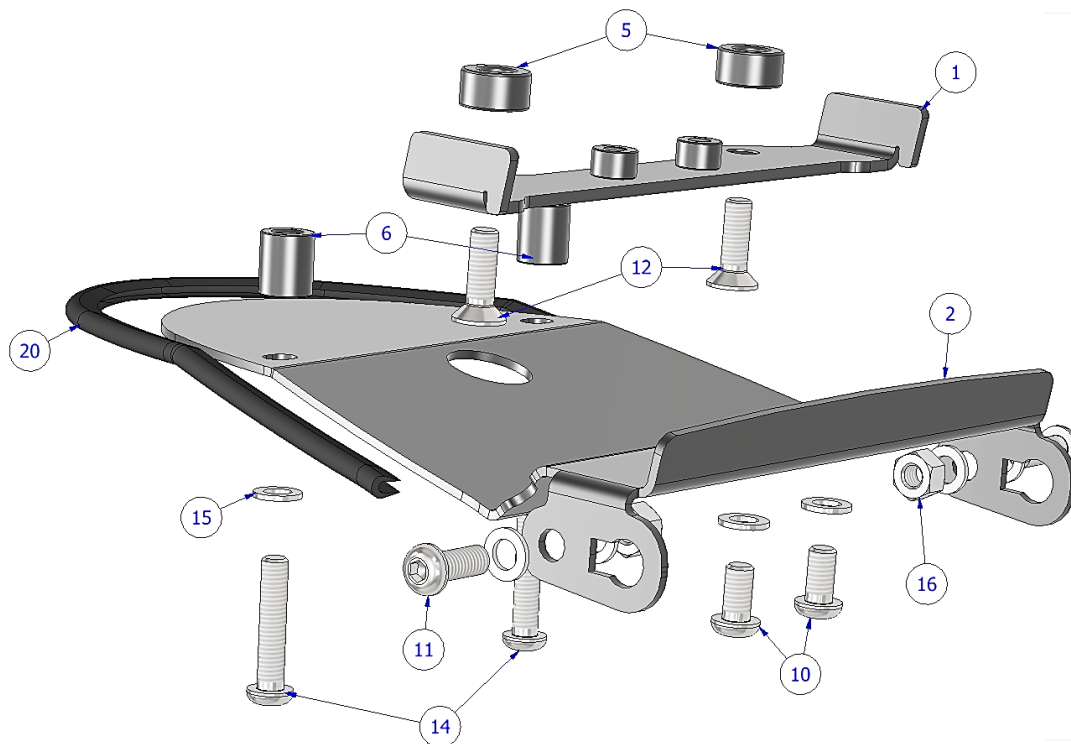
<b><u>TOOLS REQUIRED</u></b>	<b><u>GENERAL TORQUE SETTINGS</u></b>
<ul style="list-style-type: none"> <li>Set of metric Hex keys to include 5mm &amp; 6mm.</li> <li>Set of metric sockets and wrench. To include 8mm, 10mm &amp; 12mm. <ul style="list-style-type: none"> <li>Cable cutters</li> </ul> </li> </ul>	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

**LEGEND**

<b>ITEM No.</b>	<b>DESCRIPTION</b>	<b>QTY</b>
ITEM 1	MOUNTING BRACKET	1
ITEM 2	COVER PLATE	1
ITEM 3	LICENCE PLATE MOUNTING BRACKET	1
ITEM 4	LICENCE PLATE LIGHT BRACKET	1
ITEM 5	8mm LONG SPACER	2
ITEM 6	14mm LONG SPACER	2
ITEM 7	MOUNTING BLOCK	1
ITEM 8	M5x16mm COUNTERSUNK BOLT	3
ITEM 9	M6x6mm COUNTERSUNK BOLT	3
ITEM 10	M6x12mm BUTTON HEAD BOLT	2
ITEM 11	M6x16mm BUTTON HEAD BOLT	2
ITEM 12	M6x20mm COUNTERSUNK BOLT	2
ITEM 13	M6x25mm CAP HEAD BOLT	2
ITEM 14	M6x30mm BUTTON HEAD BOLT	2
ITEM 15	M6x12mm WASHER	8
ITEM 16	M6 NYLOC NUT	2
ITEM 17	LA0002	1
ITEM 18	BULLET CONNECTOR EXTENSION	1
ITEM 19	LICENCE PLATE LIGHT CONNECTOR	1
ITEM 20	RUBBER U-CHANNEL 500mm	1
ITEM 21	75mm CABLE TIES	4
ITEM 22	200mm LENGTH OF HEAT SHRINK	1
ITEM 23	REFLECTOR	1



# **Assembly Diagram**

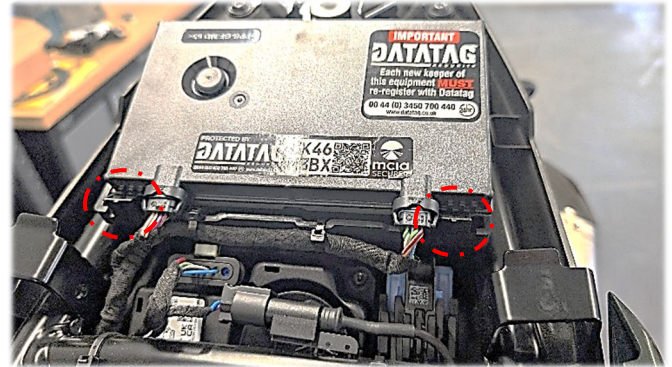




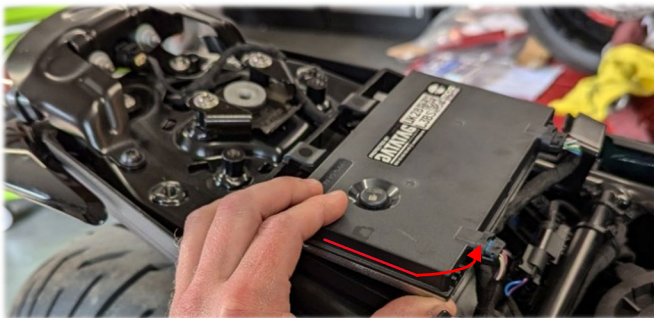
## **FITTING PICTURES**



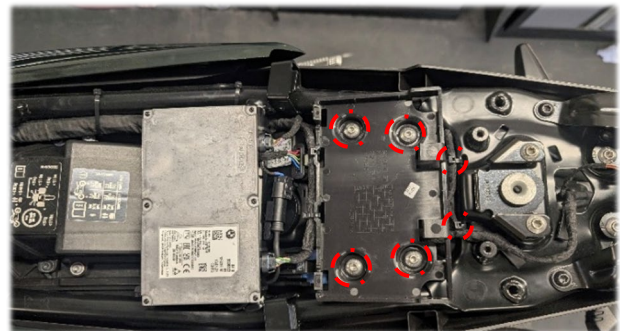
**PICTURE 1**



**PICTURE 2**



**PICTURE 3**

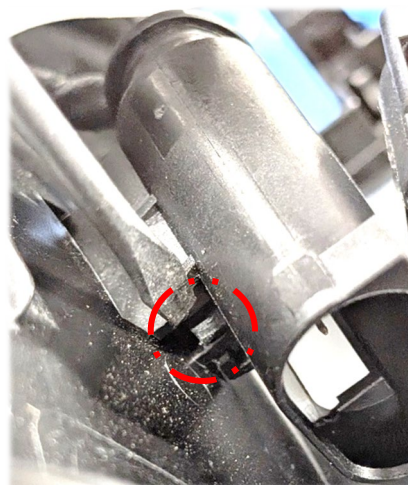


**PICTURE 4**

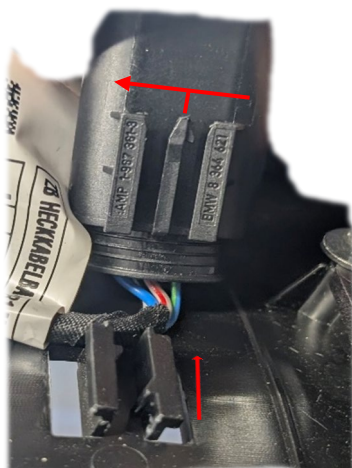




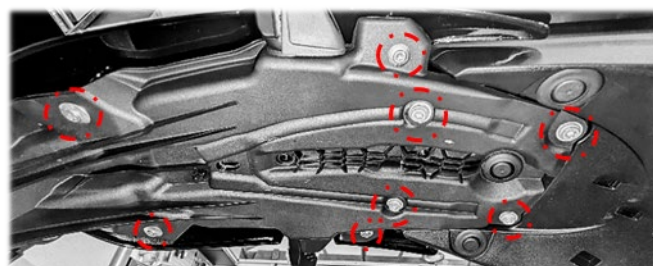
**PICTURE 5**



**PICTURE 6**



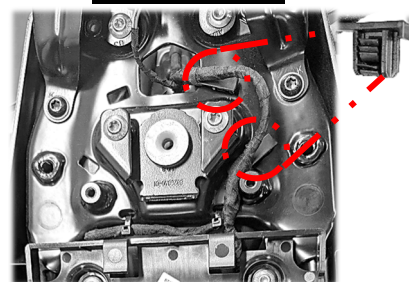
**PICTURE 7**



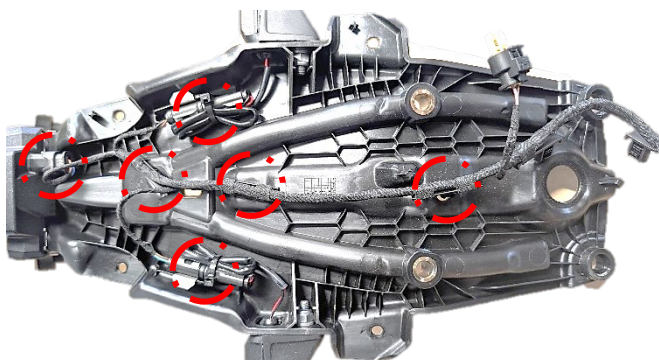
**PICTURE 8**



**PICTURE 9**



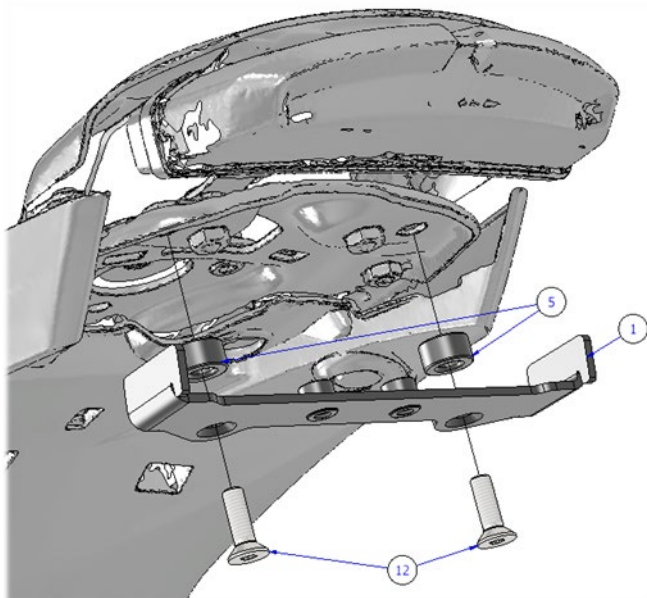
**PICTURE 10**



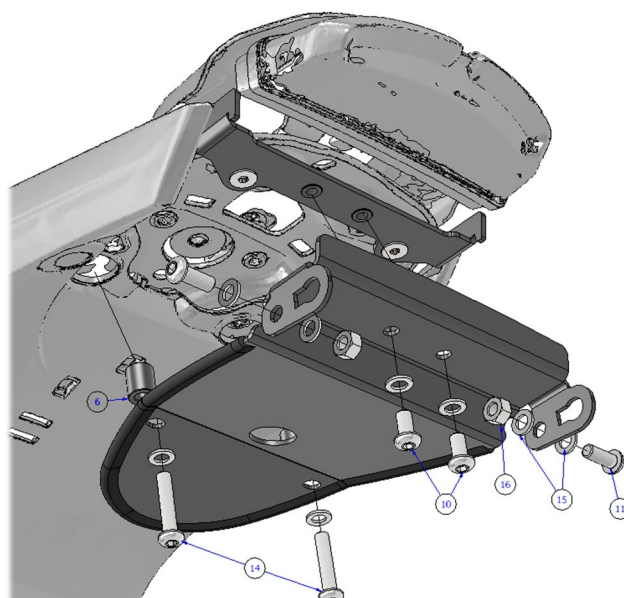
**PICTURE 11**



**PICTURE 12**



**PICTURE 13**

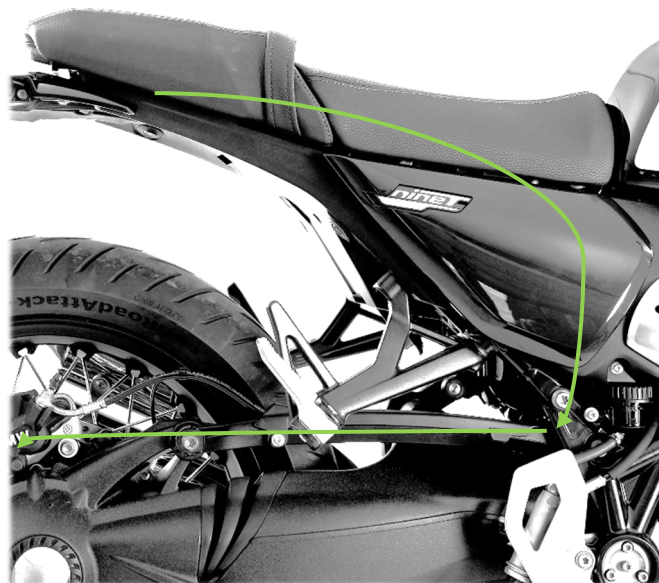


**PICTURE 14**





**PICTURE 15**



**PICTURE 16**



**Picture 17**



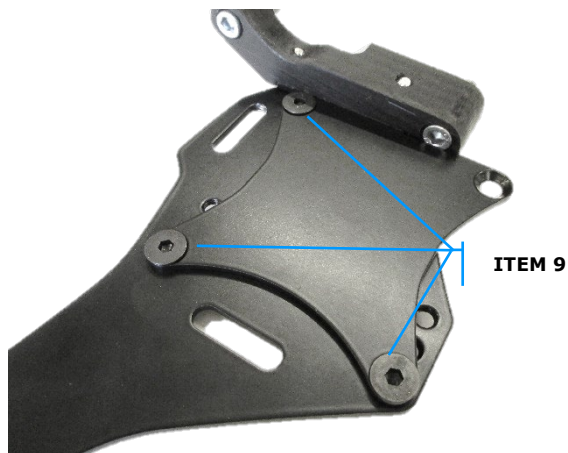
**Picture 18**



**PICTURE 19**



**PICTURE 20**



**PICTURE 21**



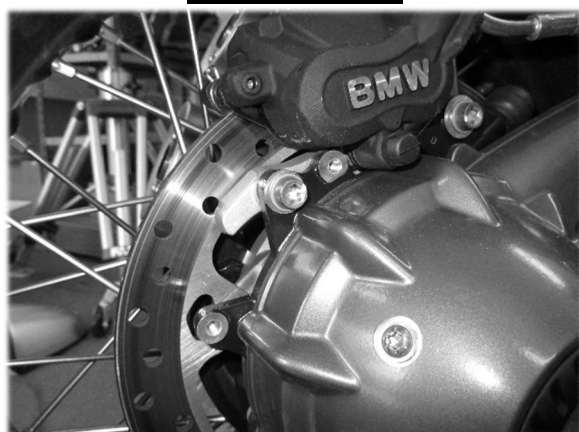
**PICTURE 22**



**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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