



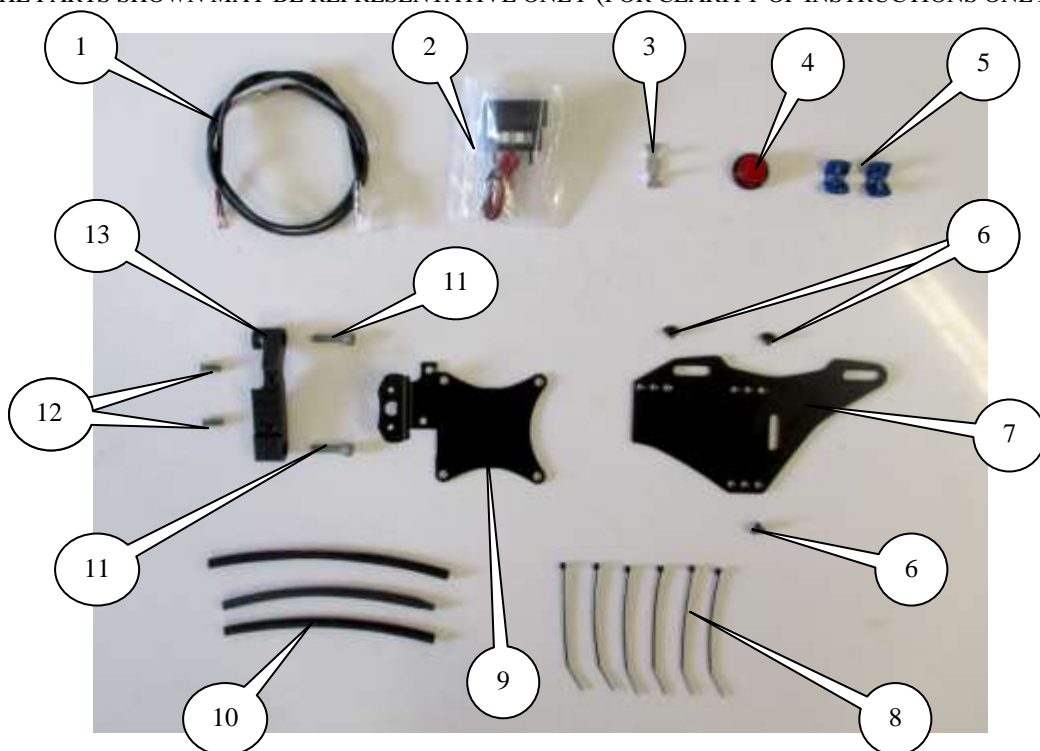
FITTING INSTRUCTIONS FOR LP0160BK LICENCE PLATE BRACKET
BMW R NINE T '14- LONG VERSION

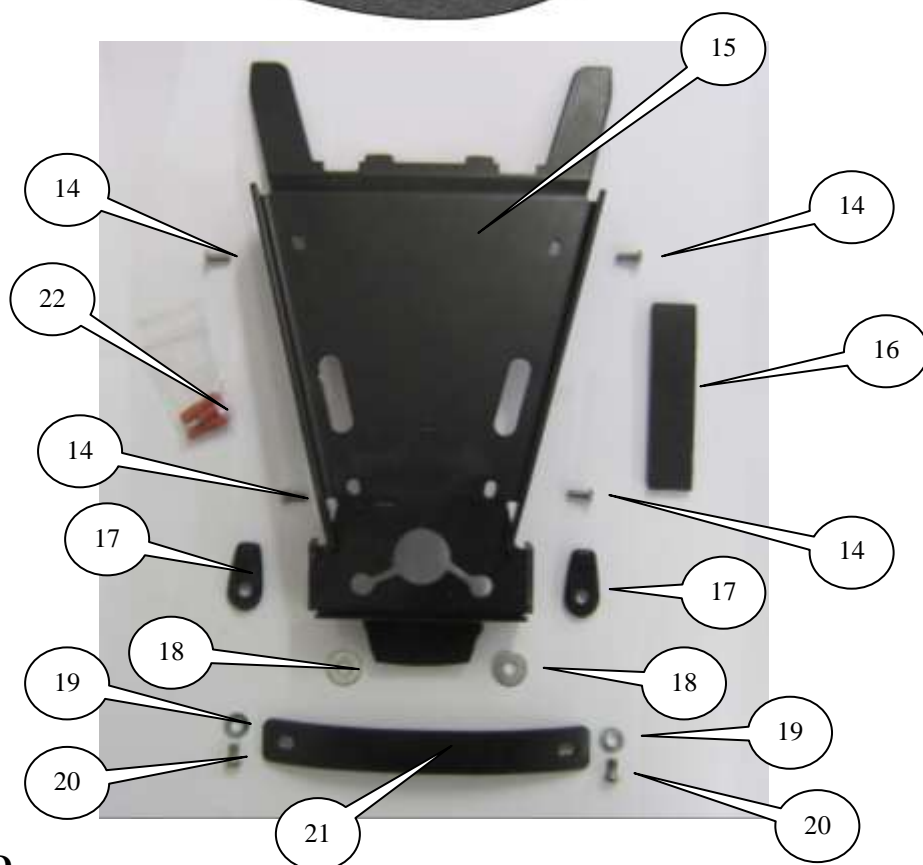


THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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)





LEGEND

- ITEM 1 = WIRING EXTENSION (CON0030 – 900mm LONG) (x1).
- ITEM 2 = LA0002 No. PLATE LIGHT ASSEMBLY (x1).
- ITEM 3 = SELF ADHESIVE CABLE CLIPS (x2).
- ITEM 4 = REFLECTOR (x1).
- ITEM 5 = BLOCK CONNECTORS (CON0002) (x2).
- ITEM 6 = M6 x 6mm LONG COUNTERSUNK BOLTS (x3).
- ITEM 7 = ADJUSTABLE LICENCE PLATE BRACKET (TB0160 Part 2) (x1).
- ITEM 8 = 2.5mm CABLE TIES (x6).
- ITEM 9 = MAIN BRACKET (TB0160 Part 1) (x1).
- ITEM 10 = 150mm LENGTH OF HEATSHRINK (x3).
- ITEM 11 = M6 x 25mm LONG CAP HEAD BOLTS (x2).
- ITEM 12 = M5 x 16mm LONG COUNTERSUNK BOLTS (x2).
- ITEM 13 = MOUNTING BLOCK (M0393) (x1).
- ITEM 14 = M5 x 12mm LONG BUTTON HEAD BOLTS (x4).
- ITEM 15 = UNDERSEAT COVER (TB0160 Part 3) (x1).
- ITEM 16 = SELF ADHESIVE FOAM STRIP (100mm LONG) (x1).
- ITEM 17 = INDICATOR ADAPTORS (I0041) (x2).
- ITEM 18 = M6 WASHERS (19mm O/DIA) (x2).
- ITEM 19 = M6 WASHERS (14mm O/DIA) (x2).
- ITEM 20 = M6 x 8mm LONG BUTTON HEAD BOLTS (x2).
- ITEM 21 = RUBBER COVER/TIDY (RC0001) (x1).
- ITEM 22 = BULLET CONNECTORS (CON0004) (x2).

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, 4 & 5mm A/F sizes.
- Torx Socket set to include T25, T30, T35 & T40 sockets and wrench.
 - 6, 10 & 12mm Spanners.
 - Flat headed screwdriver.
 - Cable cutters.
 - Superglue.

- **MAXIMUM TORQUE SETTINGS**

- M4 Bolt = 8 Nm
- M5 Bolt = 12 Nm
- M6 Bolt = 15 Nm
- M8 Bolt = 20 Nm



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



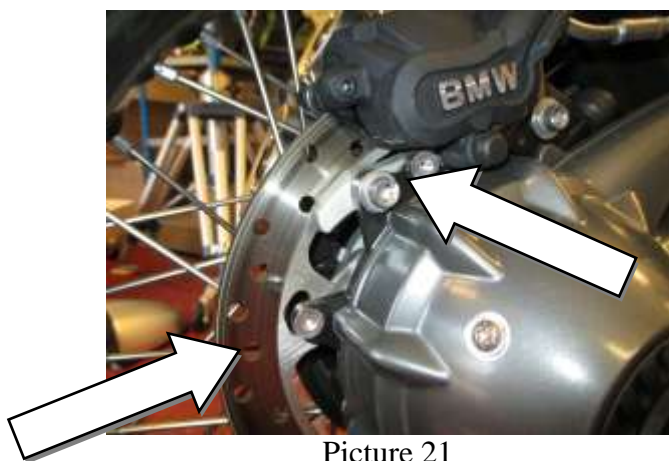
Picture 18



Picture 19



Picture 20



Picture 21



Picture 22



Picture 23



Picture 24



Picture 25



Picture 26



Picture 27



Picture 28



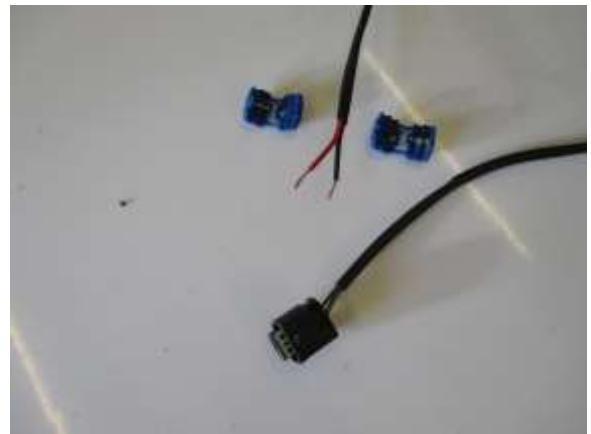
Picture 29



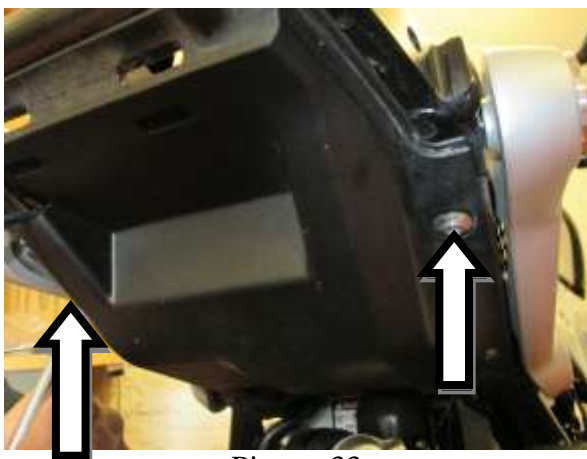
Picture 30



Picture 31



Picture 32



Picture 33



Picture 34



Picture 35



Picture 36



Picture 37



Picture 38



Picture 39



Picture 40



Picture 41



Picture 42



Picture 43



Picture 44



Picture 45



Picture 46



Picture 47



Picture 48



Picture 49



Picture 50

Please Note – If fitting to a US spec bike with the larger taillight, this will need to be replaced with the smaller EU spec rear light. Connecting this EU spec light up to the US spec wiring loom on the bike can cause a “Brake Light Open Circuit” error with the ECU and a warning light on the dash. This can only be cleared by a BMW technician.

FITTING INSTRUCTIONS

- To fit the R&G tail tidy, remove the pillion seat or rear hump by removing the Torx bolt positioned on the underside of the tail unit, as arrowed in picture 2 and shown removed in picture 1.
- Lift the lever on the rear of the riders seat, gently pull rearwards and remove from the bike, as shown in picture 3.
- Remove the plastic cover above the ECU by unclipping the two prongs at the rear and the push rivet at the front and then lift the ECU up to gain access to the wiring connectors, as shown in picture 4.
- Disconnect the rear wiring loom connector by squeezing the tabs on each side and gently pull off, as shown in picture 5.
- The rear wiring loom connector will remain attached to the ECU. This needs to be disconnected from its mount, as shown in picture 6. *To do this, it is advised to use a small screwdriver to push the plastic prong sideward allowing the connector to slide off the mount.*



- Remove the four Torx bolts on the underside of the OEM licence plate hanger, as shown in picture 7.
- The OEM licence plate hanger can now be removed from the bike. Gently lower it down onto the rear tyre and feed the previously disconnected wiring connector through the rear subframe, as shown in pictures 8 & 9.
- With the OEM licence plate hanger off the bike, turn it upside down and remove the two Torx bolts, as arrowed in picture 10 and remove the plastic cover on the underside, as shown in picture 11.
- Disconnect the indicator connectors and cut the cable ties holding the wiring in place, as shown in picture 11. *It is a good idea to note which connector's match, to make re-fitting easier and mark the indicators left & right. This is particularly important if using R&G Mini Indicators.*
- Remove the Torx bolt and nut on both indicators, and then twist the indicator mount to remove from the mounting bracket, before feeding the wiring and connector out through the hole, as shown in pictures 12 & 13.
- Remove the two nuts on the mounting threads for the rear light unit, disconnect the wiring connector and remove the rear light from the licence plate bracket, as shown in picture 14. Put these to one side as they will be required when fitting the upper part of the R&G Tail Tidy.
- Take the mounting block (item 13 – M0393) and locate the two M6 x 25mm long cap head bolts (item 11) through both counter bore holes in the side of the mounting block, as shown in picture 15.
- Take the main bracket (item 9 – TB0160 Part 1) and attach this to the mounting block using the two M5 x 16mm countersunk bolts (item 11), as shown in picture 16.
- Take the licence plate bracket (item 7 – TB0160 Part 2) and attach this to the assembly using the three M6 x 6mm long countersunk bolts (item 6) from the rear. This licence plate bracket has been designed to accommodate a variety of styles of licence plate, and can be mounted horizontally or vertically along with being spaced out wider in the horizontal format, as shown in pictures 17 & 18.
- Fit the R&G license plate illuminator (item 2) to the assembly, as shown in picture 19. 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, as shown in picture 20.
- The tail tidy assembly can now be offered up to the bike and mounted onto the two threaded bosses arrowed in picture 21. Loosely tighten these in place then locate the wiring around the front of the brake calliper and neatly tuck underneath, as shown in picture 22.
- Once located, tighten the two cap head bolts to secure the mounting block in place, taking care to ensure no wires become trapped, as shown in picture 23. *Access to the lower of the two bolts can only be achieved using a 5mm Allen key or T-bar.*
- Remove the Torx bolt that secures the front of the plastic wiring/hose cover that runs along the top arm of the swingarm, as shown in picture 24.
- Gently lift the front of this up to allow access to tuck the wiring into, as shown in picture 25.
- Take the wiring extension (item 1 – CON0030) and feed the end with the bullet connectors attached down alongside the solid brake lines from where the seat is usually located, as shown in picture 26.
- Continue to feed the wiring through, following the brake hose and then connect the bullet connectors to those on the licence plate illuminator, as shown in picture 27.
- To tidy up and hide the wiring extension, position the bullet connectors in the cavity on the rear of the swingarm and use a cable tie to attach it to the ABS wiring which is securely mounted to the swingarm, as shown in pictures 28 & 29. *It is advised that the number plate illuminator wiring should be looped around or shortened in order to prevent any excess wiring hanging out and potentially coming into contact with moving parts of the rear wheel.*
- Along the length of the extension wiring, tuck it up inside the cover for the rear brake hose and then exit at the back, as shown in picture 30. Locate a number of cable ties along its length to hold it securely in position, along with some cable ties to attach it to the rear brake hose, before

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refitting the Torx bolt on the rear of the plastic cover. Tighten the bolt, ensuring no wiring becomes trapped, as shown in picture 31.

- The remainder of the wiring extension, with the two exposed cut ends should now sit under the seat with plenty of excess, ready for connecting later.
- As the OEM tail light has an integrated licence plate illuminator, the wiring on the rear loom needs to be split in order to transfer the power along the wiring extension to the R&G number plate illuminator. To do this, strip back the heatshrink by roughly 50mm on the loom nearest to the tail light connector. Take one of the connector blocks supplied (item 5) and position the brown wire alongside the black wire of the extension wire, before closing the connector block and connecting them together. Use the same method to connect the grey/red wire with the red wire of the extension wire using the second connection block, as shown in picture 32. *This will need to be done near/on the bike as the extension wire is already fitted. Alternatively, these same connections could be soldered and protected with heat-shrink supplied.*
- Remove the two Torx bolts that secure the rear of the plastic under-tray to allow it to be gently pulled clear when re-fitting, as arrowed in picture 33.
- Stick the self-adhesive foam (item 16) into position on the new Under-seat Cover (item 15) and trim to suit as shown in picture 34.
- Take the OEM tail light unit and fit it to the Under-seat Cover (item 15 – TB0160 Part 3). Locate the two threaded bosses through the mounting holes, before fitting the two larger M6 washers (item 18) and locknuts on the exposed end of the thread and tighten, as shown in pictures 35 and 36. *Do not connect the rear loom to the light unit at this stage.*
- Fit the rubber cover/tidy (item 21) to the under-seat cover (item 15) using the two M6 x 8mm long button head bolts (item 20) and the two smaller washers (item 19) as shown in picture 37.
- To fit the OEM indicators, locate the wiring connector for the relevant sided indicator through the larger hole on the indicator bracket (item 15). Pull the wiring through and then locate the rubber boss on the rear of the indicator through the hole, before refitting the original Torx bolt and nut, as shown in picture 38.
- To fit the R&G Mini Indicators, the wiring will need to be cut and shut in order to connect the indicators. To do this, take the OEM indicators and cut the wiring so you are left with the connector and a minimum of 50mm of wiring. Strip the ends of these wires and fit the bullet connectors supplied (item 22) in order to match them to the bullet connectors on the R&G Mini Indicators.
- *If fitting R&G Mini Indicators with bulbs, the black wire on the Mini Indicators connects with the blue/red or blue/black wire and the black/white wire on the Mini Indicators connects with the brown wire. No resistors are required for this combination.*
- *If fitting R&G Aero Indicators with LED's the yellow wire on the Aero Indicators connects with the blue/red or blue/black wire and the black wire on the Aero Indicators connects with the brown wire. If using the Aero Indicators, we suggest using them on both the rear and front of the bike, as with just one set the flash rate is increased and resistors may be required to control the rate.*
- Feed the wiring through the hole of one of the indicator adaptors (item 17) and then through the larger hole on the indicator bracket. Feed the flanged nut over the wiring and tighten onto the threaded boss of the indicator.
- Do this for both indicators.
- Place the wiring loom through the hole in the under tray as original (as shown in picture 39).
- Offer the under-seat cover assembly up to the underside of the tail unit, and locate the two tabs on the front into the two slotted holes of the plastic undertray, as shown in pictures 40 & 41. *This can be a little tricky and the plastic may need to be gently pulled downwards in order to get the tabs to slide into place.*
- Once in place, locate the four M5 x 12mm long button head bolts (item 14) through the under-seat cover and into the threaded bosses on the sub-frame and tighten as shown in pictures 41 and 42.

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- Re-fit the two original Torx bolts that secure the plastic undertray in place, as shown in picture 33 and tighten.
- Route the wiring as shown in pictures 42, 43 and 44 and secure as shown in picture 45.
- Re-connect the indicator connectors and tail light, and use any remaining cable ties and self-adhesive cable clips (item 3) if necessary to neatly organise the wiring, before reconnecting the rear loom connector to the main loom underneath the ECU, as shown in picture 46. Ensure that this wire along with the wiring extension is positioned over the top of the cross brace on the rear sub-frame, as arrowed in picture 44.
- Re-fit the ECU into place along with the plastic cover on top, locating the two tabs at the rear and the push rivet at the front, as shown in pictures 3, 4 & 47.
- It is advisable at this stage to check for the correct operation of all lights.
- With the wires clear of the locking mechanism, re-fit the riders seat, along with the pillion seat or seat hump, as shown in picture 48 and secure using the original bolt as shown in picture 49.
- Ensure the tail tidy is securely mounted and all bolts are fully tightened.
- Re-fit the 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.

ISSUE 3 23/10/14 (AR)

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