



**FITTING INSTRUCTIONS FOR LP0268BK TAIL TIDY FOR  
BMW S1000RR 2019-**



**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.**

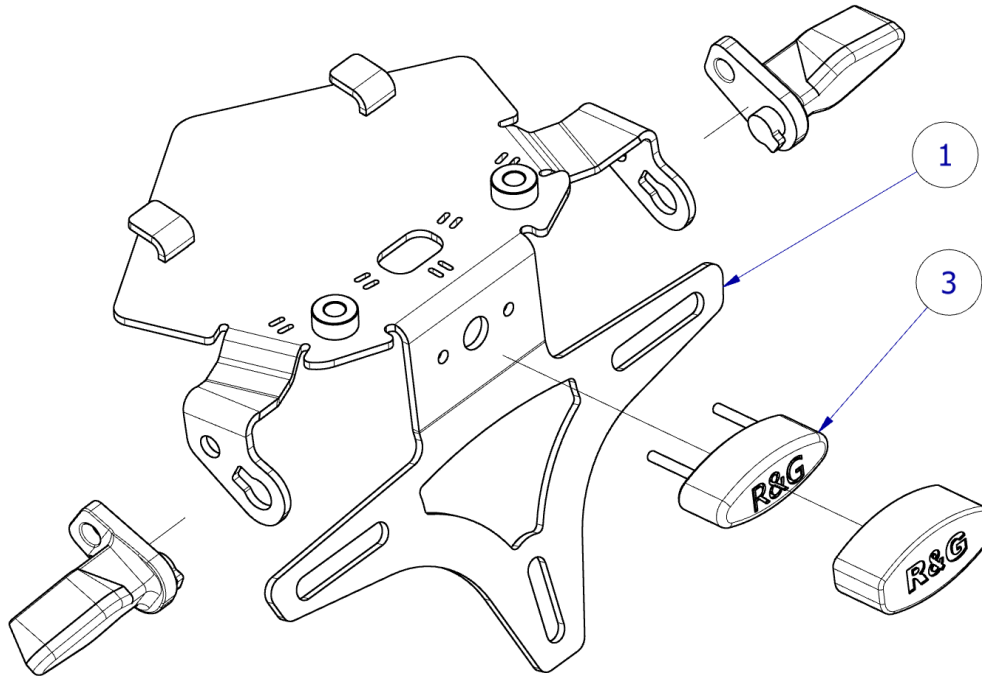
**THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY).**

**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!***

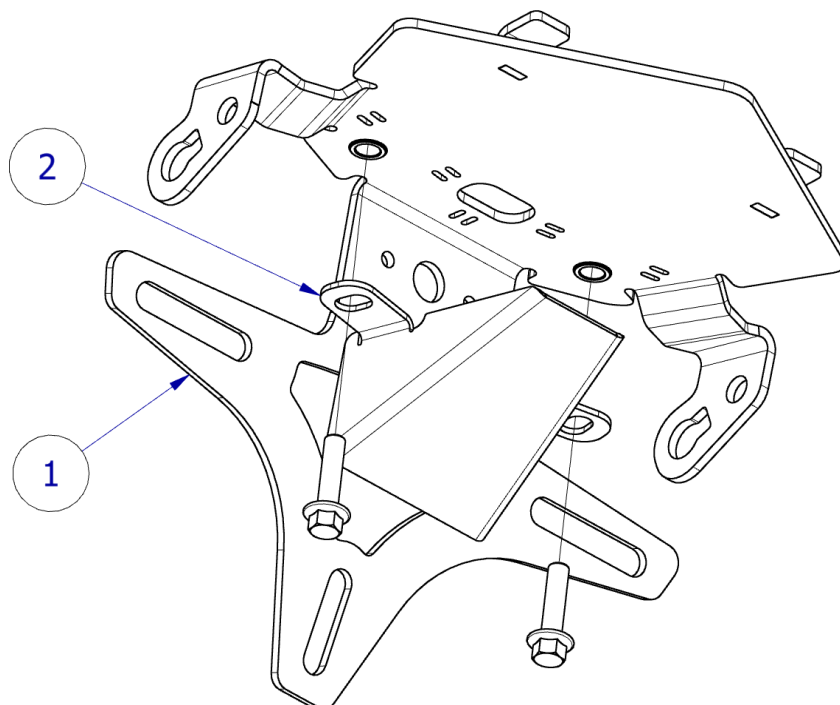
**Digital copies of these instructions are available to download from [www.rg-racing.com](http://www.rg-racing.com)**



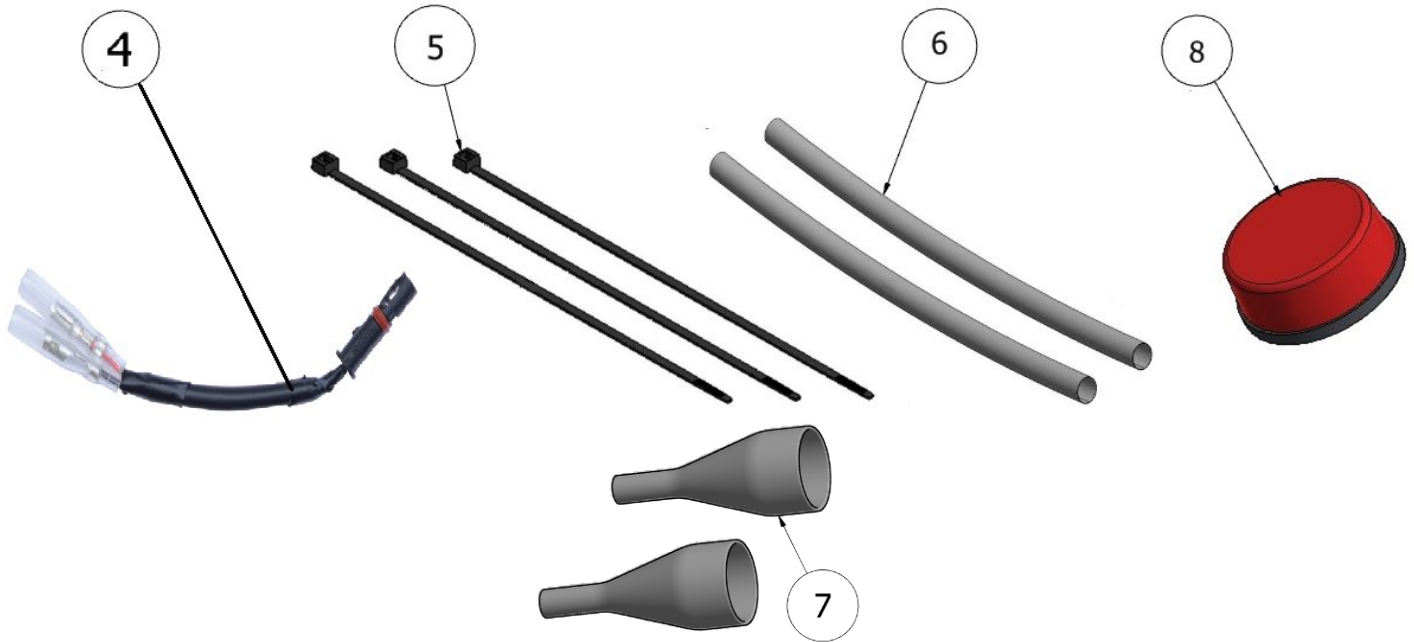
**Assembly Diagram 1**



**Assembly Diagram 2**



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## LEGEND

- ITEM 1 = TB0268 PART 1 - LICENCE PLATE MOUNTING BRACKET  
 ITEM 2 = TB0268 PART 2 - WIRING COVER PLATE  
 ITEM 3 = LA0002 No PLATE LIGHT ASSEMBLY (INCLUDING SHROUD)  
 ITEM 4 = No. PLATE CONNECTOR - CON0018  
 ITEM 5 = 2.5mm CABLE TIES x 100mm LONG (6)  
 ITEM 6 = LENGTH OF HEAT SHRINK  
 ITEM 7 = INDICATOR WIRING COVERS  
 ITEM 8 = REFLECTOR

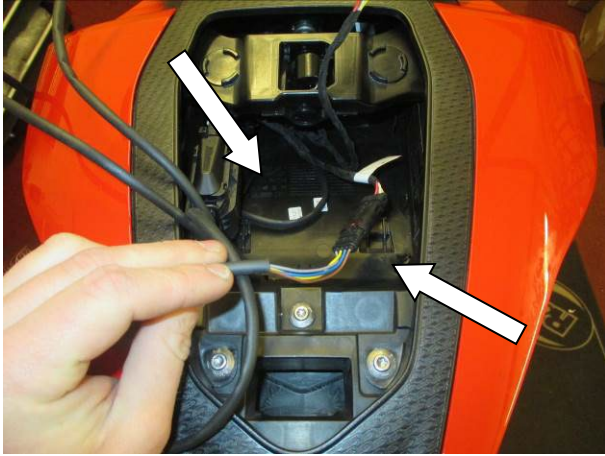
## TOOLS REQUIRED

- T25 Torx tool
- 6mm + 10mm sockets or spanners
- Small amount of superglue or similar adhesive
  - Electrical wire crimps
  - Small flat bladed screw driver
  - Loctite or similar thread locker

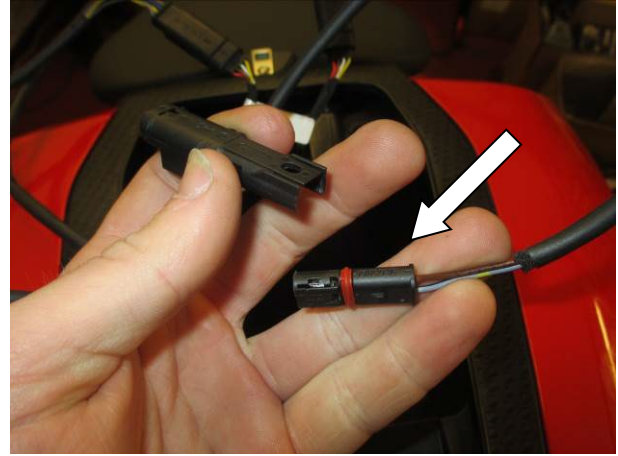
## MAXIMUM TORQUE SETTINGS

- M4 BOLT = 8Nm
- M5 BOLT = 12Nm
- M6 BOLT = 15Nm
- M8 BOLT = 20Nm
- M10 BOLT = 40Nm

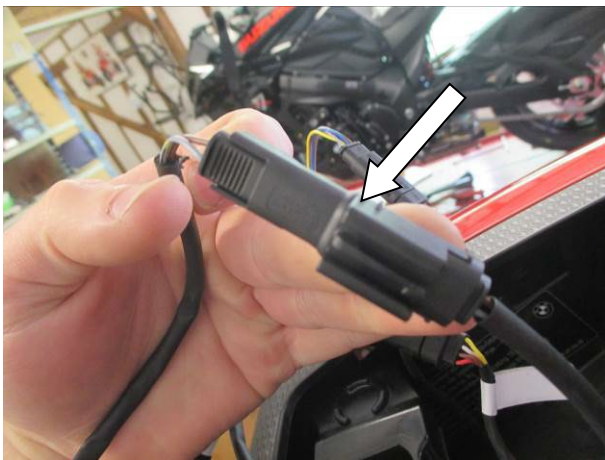
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**Picture 1**



**Picture 2**



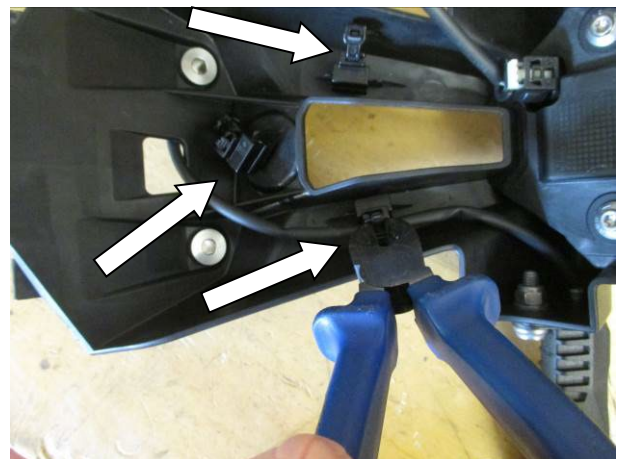
**Picture 3**



**Picture 4**



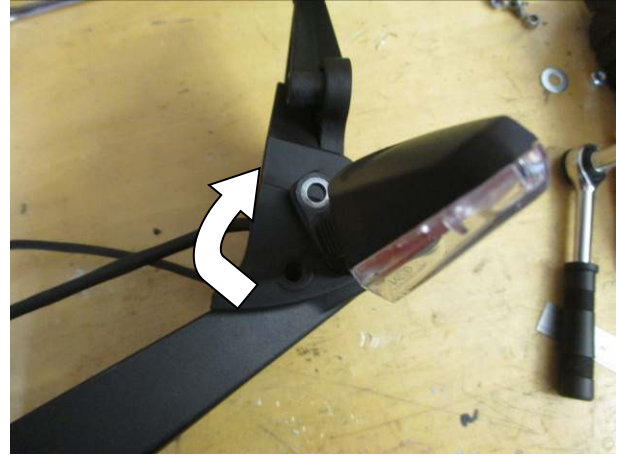
**Picture 5**



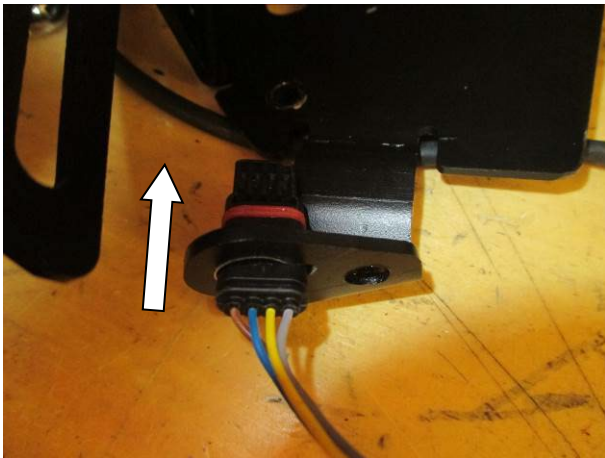
**Picture 6**



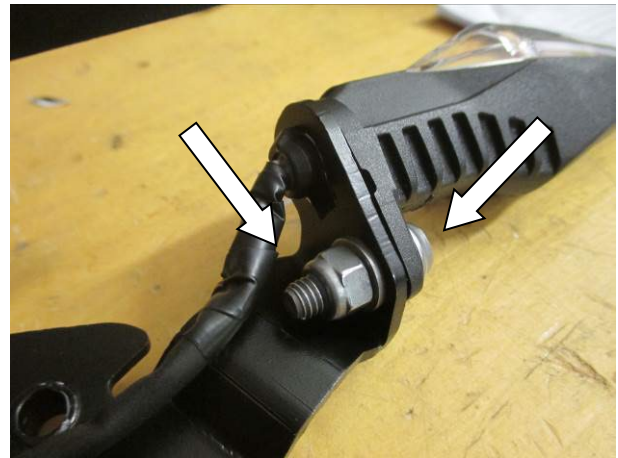
Picture 7



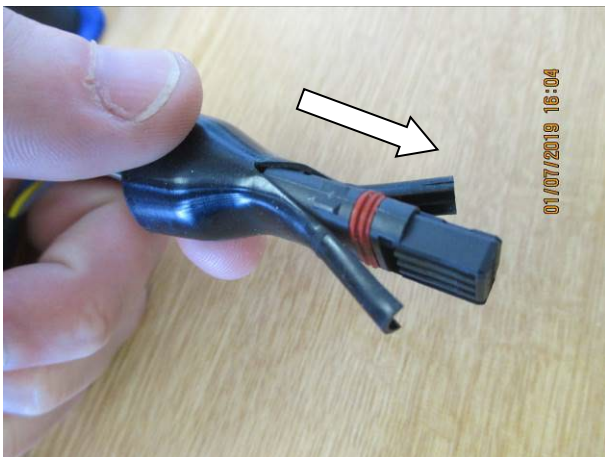
Picture 8



Picture 9



Picture 10



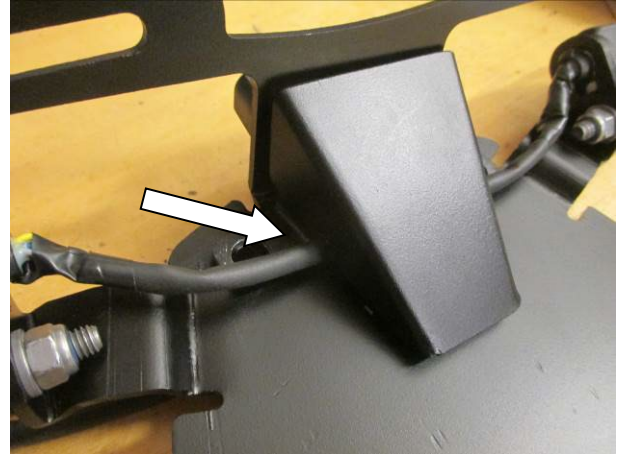
Picture 11



Picture 12



**Picture 13**



**Picture 14**



**Picture 15**



**Picture 16**



**Picture 17**



**Picture 18**



## **FITTING INSTRUCTIONS**

- Remove the rear pillion seat or seat cowl using the key.
- Inside the tail unit, locate the connections for the OEM indicators and licence plate light as shown in **Picture 1**.
- Disconnect these using a small flat bladed screwdriver or similar tool as shown in **Picture 2** and **picture 3**.
- While supporting the OEM tail unit, carefully remove the two bolts arrowed in **Picture 4** ensuring the unit does not drop off the bike.
- Carefully thread the OEM wires through the hole in the motorcycle undertray as you remove the OEM tail unit, making sure to pull gently towards the rear of the motorcycle to slide the locating tabs from the motorcycle undertray.
- The OEM tail unit should now be free of the motorcycle as in **Picture 5**.
- On the underside of the tail unit, cut the cable ties securing the indicator wires to the OEM tail unit as shown in **Picture 6**.
- For each brake light/ indicator unit, use a T25 Torx tool and 10mm Spanner to remove the bolt arrowed in **Picture 7**.
- To remove the brake light/ indicator units, rotate 90° in either direction as shown in **Picture 8** to release the locating tab and thread the wire through the plastic unit.
- The OEM brake light/ indicator assembly will fit to the R&G tail tidy in the same way as they were removed. Attach the indicators by threading the wires through the tail bracket (TB0268 - Item 1).
- Turn the indicator by 180° locking each unit in place and then use the OEM bolt to secure the assembly as shown in **Picture 9** and **Picture 10**.
- To keep the wires tidy, you can use the Indicator wiring covers (item 7) provided by cutting a slot large enough to pass the connector through as shown in **picture 11**, then neatly wrap a small amount of electrical tape over the wire to close the slot as in **picture 12**.
- Slide these covers towards the indicator to hide the exposed indicator wires. Alternatively use electrical tape to cover the wires directly depending on your preference.
- To assemble your R&G licence plate illuminator (item 3) as shown in **Assembly Image 1** on page 2, first thread the red and black wires through the heat shrink (item 6) and heat until wires are neatly covered.
- Next, affix the light shroud to the light assembly using a small amount of adhesive, this shroud will help direct the light towards the licence plate once fitted.

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- Next, use the M4 nuts and washers provided with the licence plate illuminator assembly to fix to the tail bracket (Item 1) as shown in **Assembly Drawing 1** on page 2, and use the 6mm tool to secure the nuts.
- Pass the indicator and licence plate illuminator connectors through the square slot in the tail bracket as in **picture 13** and use the provided cable ties (item 5) through the small slots to neaten and secure the wiring neatly to the tail tidy.
- Now take wiring cover (item 2 – TB0268 Part 2) and place it on the underside of the tail tidy as shown in **Assembly Diagram 2** on page 2.
- Ensure the indicator wires pass through the gaps left in the side of the cover plate, as seen in **Picture 14**.
- With Tail Tidy now assembled, push the connectors and wires through the original wiring hole in the motorcycle undertray as seen in **Pictures 15 & 16**.
- Pass the locating tabs on the tail tidy into the tab slots in the motorcycle undertray as shown in **Picture 17**.
- The Tail Tidy can now be affixed to the bike using the OEM tail unit bolts removed in **picture 4**, ensure the bolts pass through the mounts for the cover plate and tail bracket. And into the original tail unit mounting holes as shown in **Picture 18**.
- It is recommended that you use Loctite or similar thread locking fluid when attaching these bolts.
- To connect the tail-light to the original wiring, connect the licence plate light wires to the CON0018 (item – 4) ensuring black to black connection.
- Reconnect the brake light/ indicator units, ensuring the indicators are connected to the corresponding side and route neatly in the same way they were removed.
- Use the remaining cable ties to neaten the wiring and ensure the wire is clear of the seat mounts.
- Connect the Licence plate illuminator to the original wiring loom and test for illumination, if illumination fails, swap the bullet connectors around.
- Fit the licence plate to the bike (it may require drilling).
- Depending on local laws, fit the reflector provided (item 8) to an appropriate location.
- **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.**
- You can now re-fit the pillion seat/ cowl.

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- Retest the licence plate illuminator and all lights before riding.
- At this stage, test all light functionality before riding.

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**NOTICE DE MONTAGE POUR LP0268BK SUPPORT DE PLAQUE**  
**BMW S1000RR 2019-**



**CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETES SUR LA PAGE.**

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTE DES INSTRUCTIONS.

NE PAS PROCÉDER AU MONTAGE TANT QUE VOUS N'ÊTES PAS SÛR QUE TOUTES LES PIÈCES SOIENT PRÉSENTES.

**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 À UN TECHNICIEN QUALIFIÉ.**

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS NECESSAIREMENT LA  
MANIÈRE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISÉES POUR MAINTENIR LES COMPOSANTS SUR LES  
BOULONS, ELLES PEUVENT ÊTRE JETÉES.

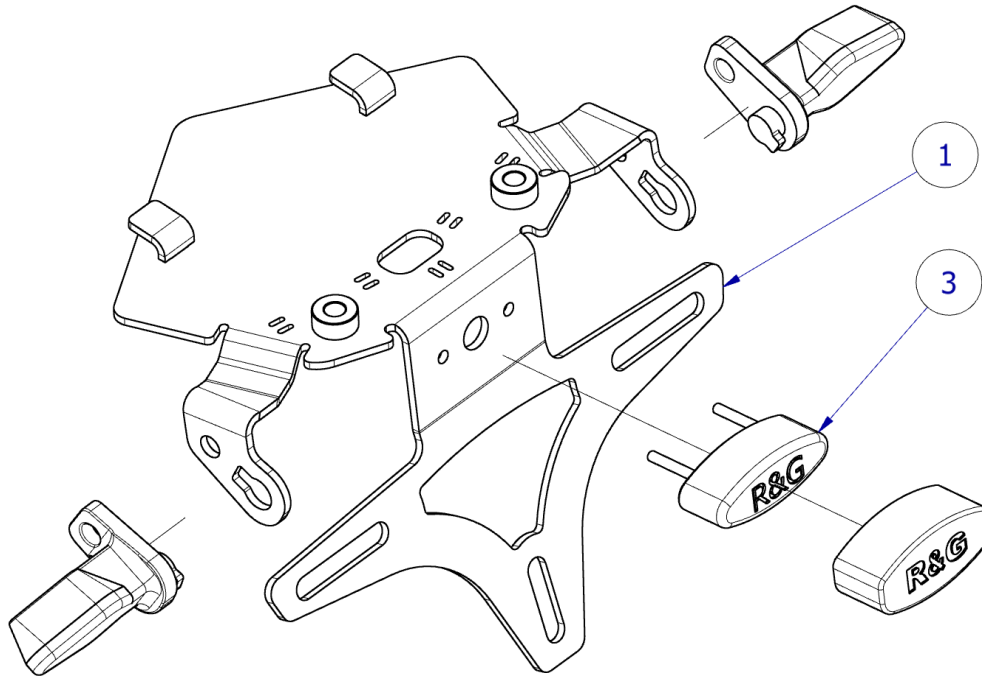
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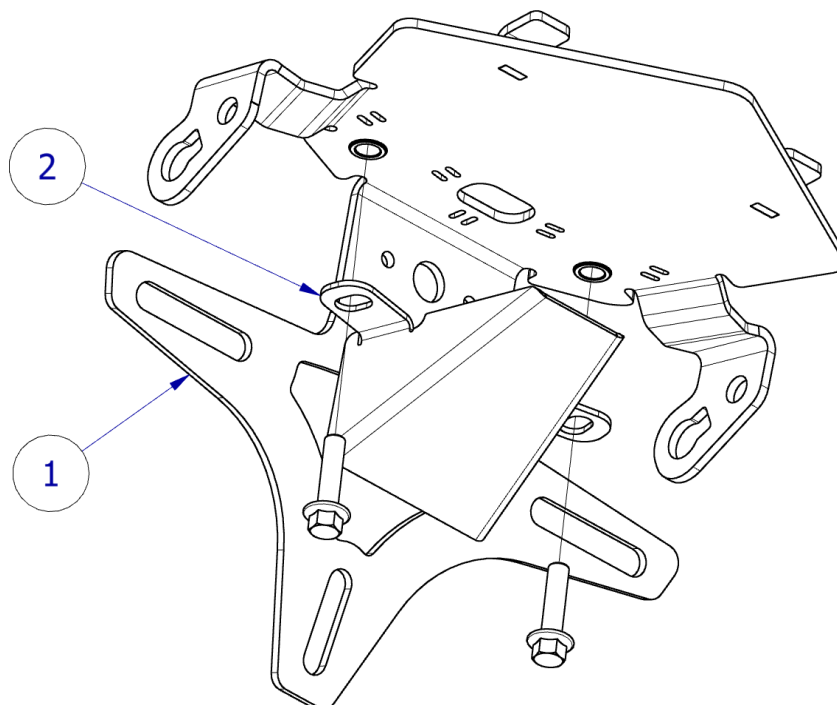
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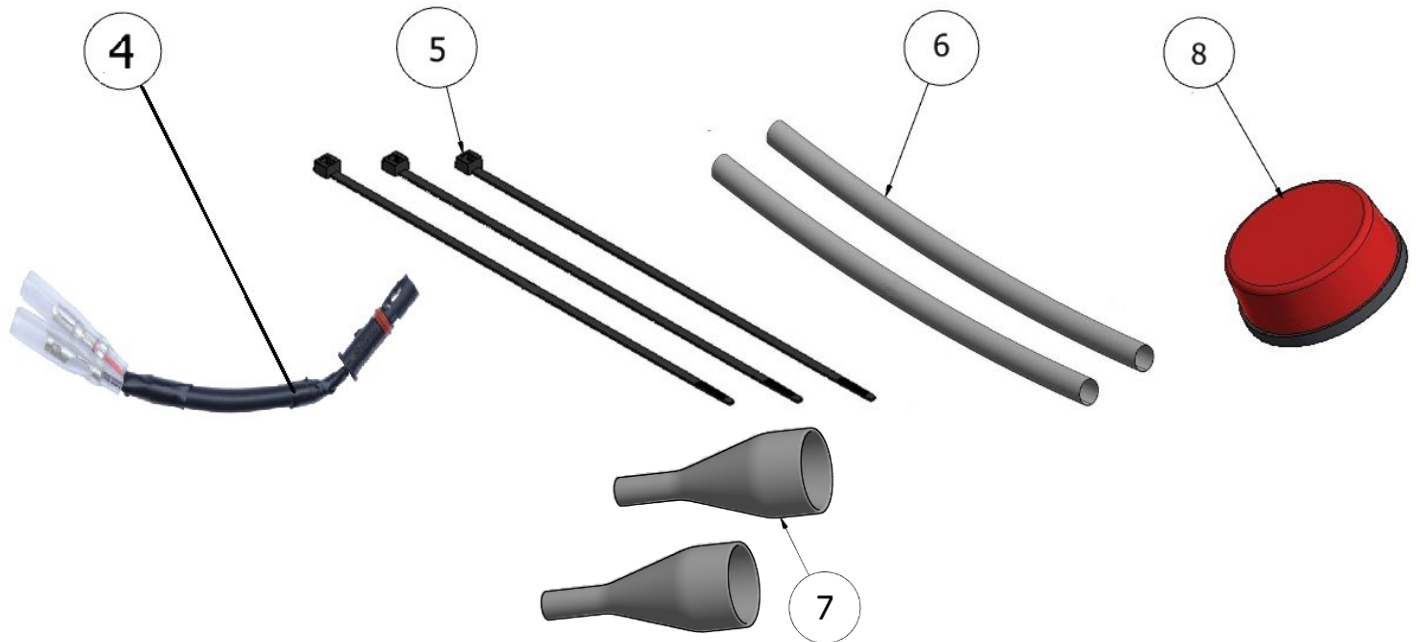
**Schéma d'assemblage 1**



**Schéma d'assemblage 2**



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## LÉGENDE

- ARTICLE 1 = TB0268 PARTIE 1 - SUPPORT DE MONTAGE DE PLAQUE D'IMMATRICULATION  
 ARTICLE 2 = TB0268 PARTIE 2 - PLAQUE DE COUVERTURE DE CÂBLAGE  
 ARTICLE 3 = LA0002 No ASSEMBLAGE DE FEU DE PLAQUE (INCLUANT LA PROTECTION)  
 ARTICLE 4 = No. CONNECTEUR DE PLAQUE - CON0018  
 ARTICLE 5 = 2.5mm COLLIERS DE SERRAGE x 100mm DE LONG (6)  
 ARTICLE 6 = MANCHON THERMO RÉTRACTABLE  
 ARTICLE 7 = CACHES FILS DE CLIGNOTANTS  
 ARTICLE 8 = RÉFLECTEUR

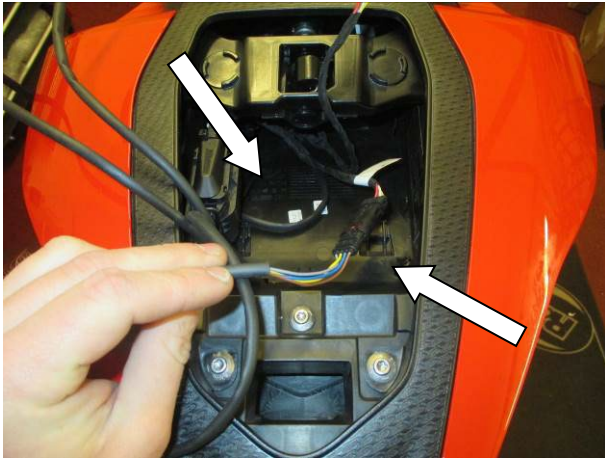
### OUTILS REQUIS

- Clé Torx T25
- Clé à cliquet + douilles 6mm + 10mm
- Un peu de superglue ou adhésif similaire
  - Pincés électriques
  - Petit tournevis plat
- Colle Loctite frein filet similaire

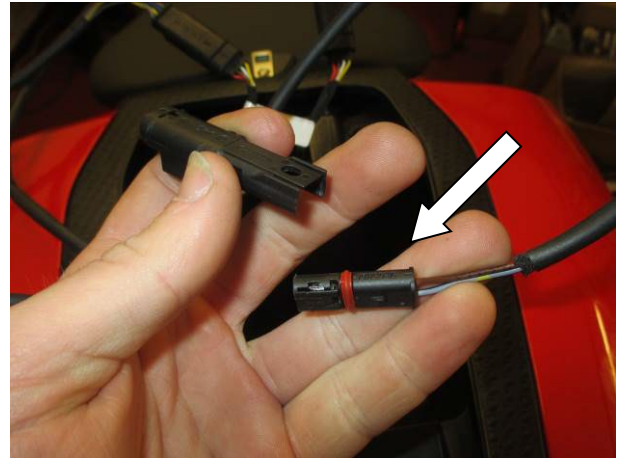
### VALEURS DE SERRAGE MAXIMALES

- M4 BOULON = 8Nm
- M5 BOULON = 12Nm
- M6 BOULON = 15Nm
- M8 BOULON = 20Nm
- M10 BOULON = 40Nm

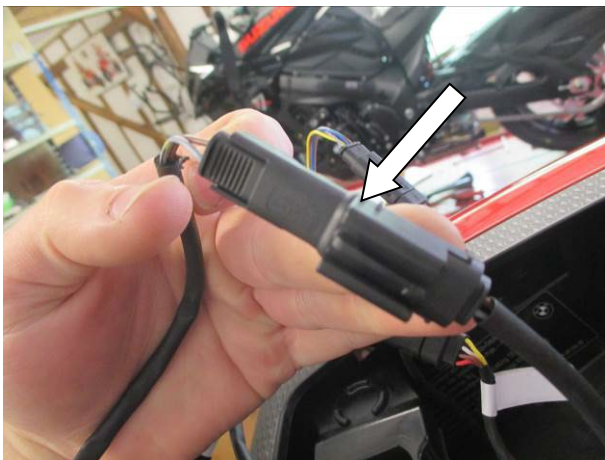
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**Photo 1**



**Photo 2**



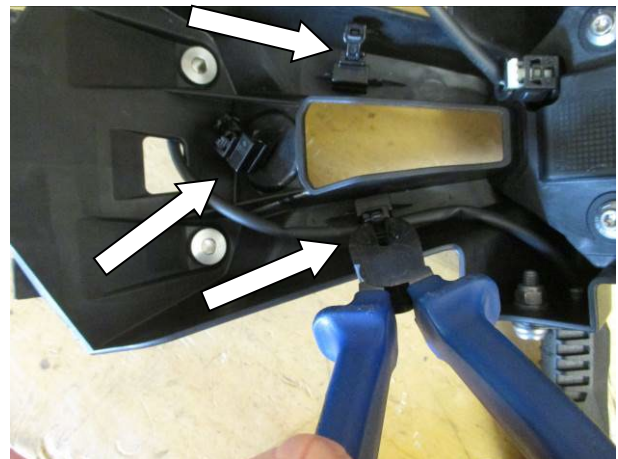
**Photo 3**



**Photo 4**



**Photo 5**



**Photo 6**



Photo 7

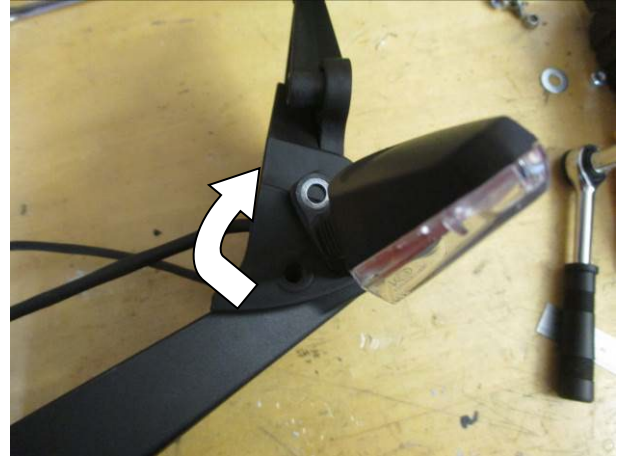


Photo 8

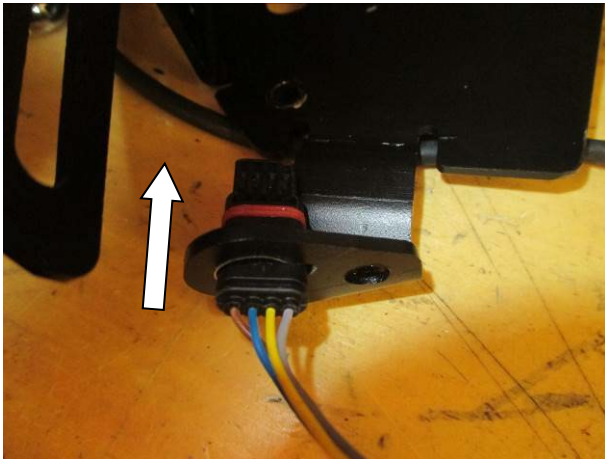


Photo 9

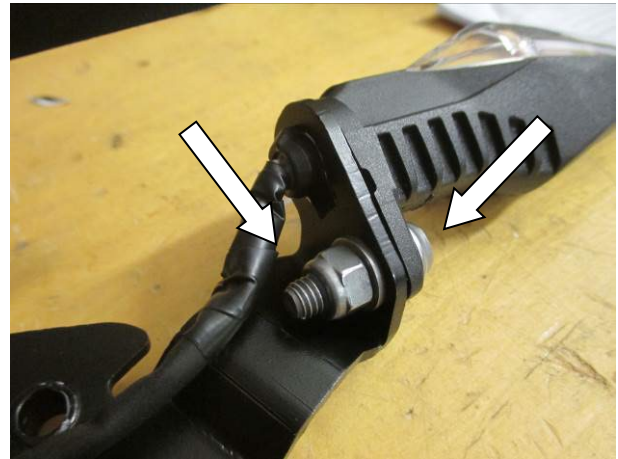


Photo 10

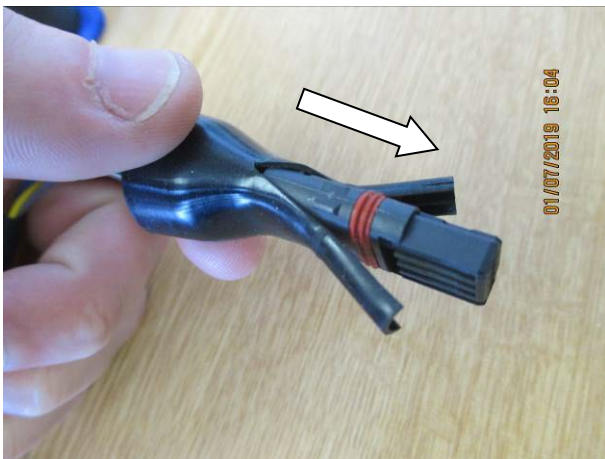


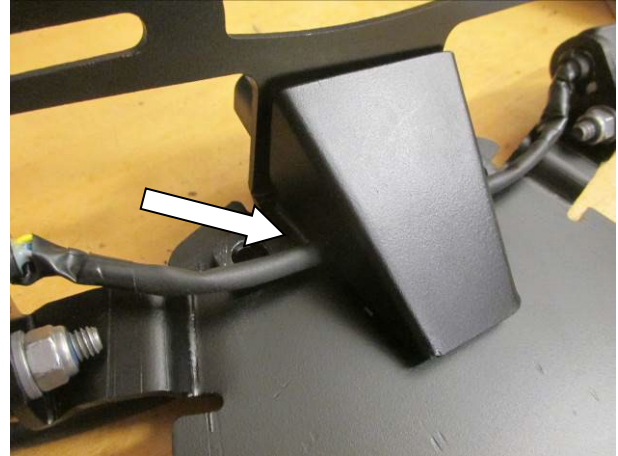
Photo 11



Photo 12



**Photo 13**



**Photo 14**



**Photo 15**



**Photo 16**



**Photo 17**



**Photo 18**



## **NOTICE DE MONTAGE**

- Déposer la selle passager arrière ou le capot de selle à l'aide de la clé.
- À l'intérieur de l'unité de queue, localisez les connexions des clignotants d'origine et l'éclairage de la plaque d'immatriculation comme indiqué sur la photo 1.
- Déconnectez-les à l'aide d'un petit tournevis à lame plate ou d'un outil similaire, comme indiqué sur la photo 2 et la photo 3.
- Tout en soutenant l'unité de queue d'origine, retirez soigneusement les deux boulons fléchés sur la photo 4 en vous assurant que l'unité ne tombe pas de la moto.
- Enfilez soigneusement les fils d'origine à travers le trou du passage de roue de la moto lorsque vous retirez l'embase d'origine, en veillant à tirer doucement vers l'arrière de la moto pour faire glisser les languettes de positionnement du passage de roue de la moto.
- L'unité d'origine d'origine devrait maintenant être libre de la moto comme sur la Photo 5.
- Sur le dessous de l'unité de queue, coupez les attaches de câble fixant les fils de clignotant à l'unité de queue d'origine comme indiqué sur la Photo 6.
- Pour chaque unité de feu stop/clignotant, utilisez un outil Torx T25 et une clé de 10 mm pour retirer le boulon fléché sur la photo 7.
- Pour retirer les feux de freinage/clignotants, faites pivoter de 90° dans l'une ou l'autre direction comme indiqué sur la photo 8 pour libérer la languette de positionnement et faites passer le fil à travers l'unité en plastique.
- L'ensemble feu stop/clignotant d'origine s'adaptera au support arrière R&G de la même manière qu'ils ont été retirés. Fixez les clignotants en enfilant les fils à travers le support arrière (TB0268 - Article 1).
- Tournez le clignotant à 180° en bloquant chaque unité en place, puis utilisez le boulon d'origine pour fixer l'ensemble comme indiqué sur la Photo 9 et la Photo 10.
- Pour garder les fils bien rangés, vous pouvez utiliser les couvercles de câblage de clignotant (article 7) fournis en découpant une fente suffisamment grande pour faire passer le connecteur comme indiqué sur la photo 11, puis enroulez soigneusement une petite quantité de ruban électrique sur le fil pour fermer la fente comme sur la photo 12.
- Faites glisser ces couvercles vers le clignotant pour masquer les fils exposés du clignotant. Vous pouvez également utiliser du ruban électrique pour couvrir les fils directement selon vos préférences.

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- Pour assembler votre feu de plaque d'immatriculation R&G (article 3) comme indiqué dans l'image d'assemblage 1 à la page 2, enfitez d'abord les fils rouge et noir à travers la gaine thermo rétractable (article 6) et chauffez jusqu'à ce que les fils soient soigneusement recouverts.
- Ensuite, fixez le carénage du feu à l'ensemble d'éclairage à l'aide d'une petite quantité d'adhésif, ce carénage aidera à diriger l'éclairage vers la plaque d'immatriculation une fois installé.
- Ensuite, utilisez les écrous et rondelles M4 fournis avec l'ensemble de l'éclairage de plaque d'immatriculation pour le fixer au support arrière (article 1) comme indiqué sur le schéma d'assemblage 1 à la page 2, et utilisez l'outil de 6 mm pour fixer les écrous.
- Faites passer les connecteurs des clignotants et de l'éclairage de la plaque d'immatriculation à travers la fente carrée du support arrière comme sur la photo 13 et utilisez les serre-câbles fournis (article 5) à travers les petites fentes pour ajuster et fixer soigneusement le câblage au support arrière.
- Prenez maintenant le couvercle du câblage (article 2 - TB0268 partie 2) et placez-le sur le dessous du support arrière comme indiqué dans le schéma d'assemblage 2 à la page 2.
- Assurez-vous que les fils de clignotant passent à travers les espaces laissés sur le côté de la plaque de recouvrement, comme indiqué sur la photo 14.
- Une fois le support assemblé, poussez les connecteurs et les fils à travers le trou de câblage d'origine dans le passage de roue de la moto comme indiqué sur les photos 15 et 16.
- Faites passer les languettes de positionnement sur le support arrière dans les fentes de languette du passage de roue de la moto comme indiqué sur la Photo 17.
- Le support peut maintenant être fixé à la moto à l'aide des boulons de l'unité de queue d'origine retirés sur la photo 4, assurez-vous que les boulons passent à travers les supports de la plaque de couverture et du support de queue. Et dans les trous de montage de l'unité de queue d'origine comme indiqué sur la photo 18.
- Il est recommandé d'utiliser de la Loctite ou un frein-filet similaire lors de la fixation de ces boulons.
- Pour connecter le feu arrière au câblage d'origine, connectez les fils de l'éclairage de la plaque d'immatriculation au CON0018 (article - 4) en assurant une connexion noir à noir .
- Reconnectez les unités de feux stop/clignotants, en vous assurant que les clignotants soient connectés au côté correspondant et acheminez-les soigneusement de la même manière qu'ils ont été retirés.
- Utilisez les attaches de câble restantes pour ranger le câblage et assurez-vous que le fil soit dégagé des supports de siège.
- Connectez le feu de plaque d'immatriculation au faisceau de câbles d'origine et testez l'éclairage. Si l'éclairage échoue, échangez les connecteurs.

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- Montez la plaque d'immatriculation sur la moto (cela peut nécessiter un perçage).
- Selon les lois locales, installez le réflecteur fourni (article 8) à un endroit approprié.
- **IMPORTANT : SI VOUS MONTEZ UNE PLAQUE D'IMMATRICULATION DE GRANDE TAILLE ET LA PLACEZ BIEN EN BAS SUR LE SUPPORT DE PLAQUE D'IMMATRICULATION, IL Y A UN RISQUE QUE LA PLAQUE D'IMMATRICULATION FRAPPE LA ROUE ARRIÈRE SOUS UNE CHARGE LOURDE ET SUR DE GROSSES BOSSES SUR LA ROUTE. IL EST DE VOTRE RESPONSABILITÉ DE VÉRIFIER CETTE POSSIBILITÉ ET DE PRENDRE DES MESURES POUR ÉVITER. NE PAS VÉRIFIER CELA POURRAIT ENTRAÎNER DES BLESSURES GRAVES.**
- Vous pouvez maintenant remettre en place la selle/capot passager.
- Testez à nouveau le feu de plaque d'immatriculation et tous les feux avant de rouler.
- À ce stade, testez toutes les fonctionnalités d'éclairage avant de rouler.

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