



**FITTING INSTRUCTIONS FOR LP0150BK LICENCE PLATE BRACKET**  
**HONDA CRF 250L 2013**

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**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**

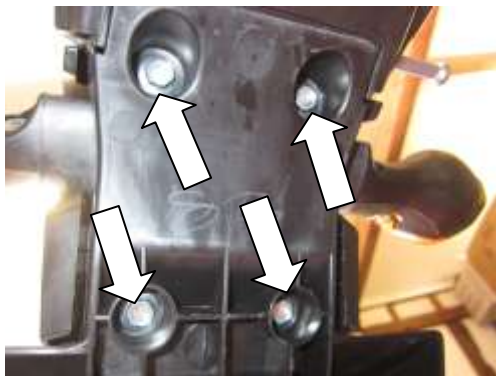
- ITEM 1 = LICENCE PLATE MOUNTING BRACKET (TB0150 PT 1 BK) (x1).
- ITEM 2 = CABLE-COVER/UNDER TRAY (TB0150 PT 2 BK) (x1).
- ITEM 3 = M5x5mm LONG BUTTON HEAD BOLT (BLACK) (x2).
- ITEM 4 = M5 WASHERS (x2).
- ITEM 5 = RUBBER INDICATOR MOUNTING WASHERS (x4).
- ITEM 6 = REAR LIGHT ASSEMBLY (x1).
- ITEM 7 = REFLECTOR (REFL 1) (x1).
- ITEM 8 = MINI INDICATOR CONNECTORS (CON009) (x2).

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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 and 6mm A/F size.
- Socket set to include 10 and 12mm A/F socket and wrench.
  - Electrical pliers/crimps.
  - Small amount of super glue.



PICTURE 1



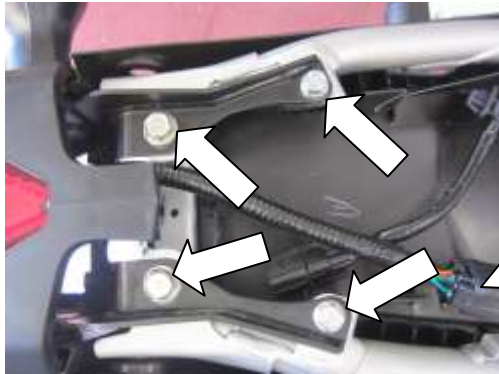
PICTURE 2



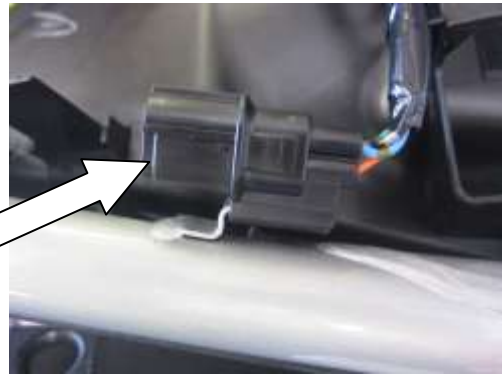
PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6



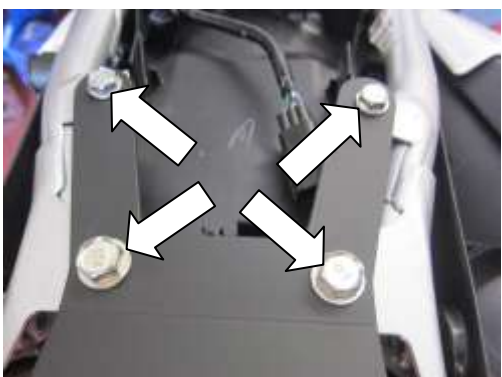
PICTURE 7



PICTURE 8



PICTURE 9



PICTURE 10



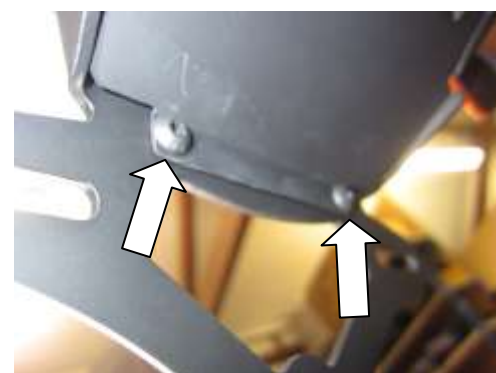
PICTURE 11



PICTURE 12



PICTURE 13



PICTURE 14

### **FITTING INSTRUCTIONS**

- Remove the four bolts arrowed in picture 1 and remove the original cable cover/under-tray.
- Remove the two forward bungee hook bolts that secure the seat as shown in picture 2.
- Remove the seat.
- Remove the two rearward bungee hook bolts as shown in picture 3 and remove the top-hat shaped spacer as shown in picture 4 (for use with mini indicators if required).
- Remove the rear cowling.
- Disconnect the wiring socket arrowed in pictures 5 and 6.
- Remove the four bolts arrowed in picture 5 and remove the original licence plate bracket.
- For wiring connection we suggest cutting and reusing the original plug socket (please see below).
- With the original licence plate bracket removed from the motorcycle cut the wiring loom approximately at the arrow in picture 7.
- Strip the cable shroud back to allow the use of the scotch block electrical connectors from the new rear light assembly. See below for wiring.



- USING THE SCOTCH BLOCK CONNECTORS SUPPLIED RE-ATTACH THE REAR LIGHT WIRING (WE SUGGEST CUTTING CONNECTOR FROM THE ORIGINAL REAR LIGHT UNIT AND SPLICING TO THE NEW R&G REAR LIGHT UNIT (IT CAN ALSO BE SOLDERED) AS DETAILED BELOW).
  - OEM WIRES-----R&G NEW REAR LIGHT AND INDICATOR WIRES
  - GREEN-----BLACK=EARTH/RETURN
  - BLACK-----YELLOW=SIDE AND LICENCE PLATE ILLUMINATOR
  - GREEN/YELLOW-----RED=BRAKE LIGHT
  - BLUE CONNECTOR-----RHS INDICATOR
  - ORANGE CONNECTOR-----RHS INDICATOR
- Fit the new rear light (item 6) to the new licence plate bracket (item 1) as shown in pictures 8 and 9.
- Use the original bolts and secure the new licence plate bracket as shown in picture 10.
- If using mini's (R&G mini indicator product code RG370 for bulb type and RG371 for LED type).
- Refit the rear cowling as original.
- Place two of the rubber washers onto the indicator stem.
- Use the top-hat shaped spacer as arrowed in picture 12 on the indicator and fit into the rearmost mounting hole as shown in picture 12 and tighten if the indicator is facing in the wrong direction remove one of the rubber washers and retry, if still incorrect remove both the rubber washers.
- Reconnect the wiring plug socket and check the operation of all lights.
- Refit the seat as original.
- Fit the new cable cover/under-tray using the two bolts with washers as shown in pictures 13 and 14.
- Fit licence plate to new licence plate bracket (it may require drilling or renewing).
- **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.**
- Depending on local laws, attach enclosed red reflector (item 10) in an appropriate location.
- **Please test the indicators, rear light and licence plate illuminator before riding.**

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**INSTRUCTIONS DE MONTAGE POUR LP0150BK SUPPORT DE PLAQUE  
HONDA CRF 250L 2013**

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**Assurez vous 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 PIECES PRESENTEES PEUVENT N'ETRE QUE REPRESENTATIVES, AFIN DE FACILITER ET CLARIFIER LES INSTRUCTIONS DE MONTAGE.





### **LEGENDE**

- ARTICLE 1 = Support de plaque (TB0150 PT 1 BK) (x1).  
ARTICLE 2 = Protège câble/passage de roue (TB0150 PT 2 BK) (x1).  
ARTICLE 3 = M5x5mm Boulon (Noir) (x2).  
ARTICLE 4 = M5 Rondelles (x2).  
ARTICLE 5 = Rondelles de caoutchouc de clignotants (x4).  
ARTICLE 6 = Assemblage feu de plaque (x1).  
ARTICLE 7 = Réfléchissant (REFL 1) (x1).  
ARTICLE 8 = Connecteurs mini clignotants (CON009) (x2).

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NOTEZ QUE SI LES KITS SONT EMBALLES AVEC DES RONDELLES EN CAOUTCHOUC SERVANT A TENIR LES COMPOSANTS, CES RONDELLES DOIVENT ETRE JETEES.

### **Outils requis**

- Jeu de clés Allen 3 et 6mm A/F size.
  - Jeu de clés 10 et 12mm.
- Pince / sertissages électriques.
  - Un peu de super glue.

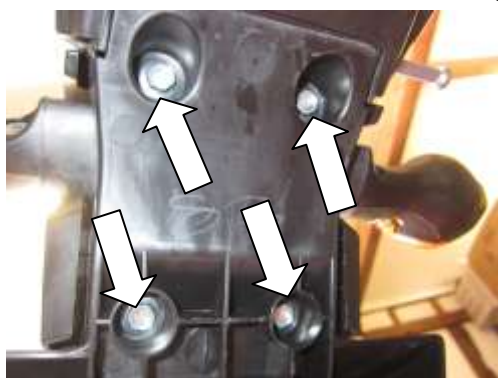


PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



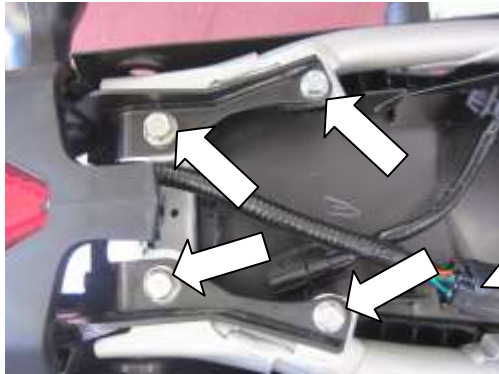


PHOTO 5

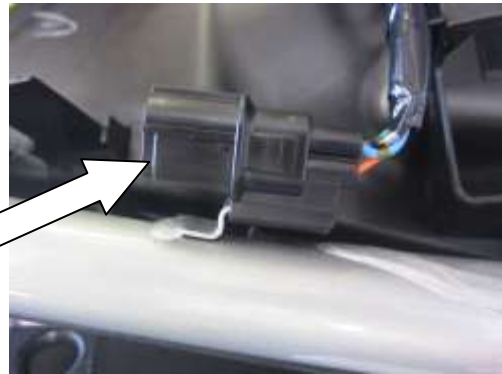


PHOTO 6



PHOTO 7



PHOTO 8



PHOTO 9

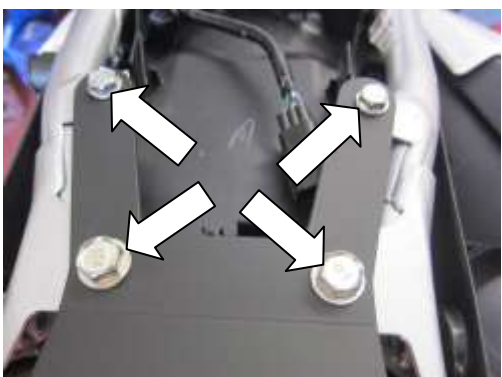


PHOTO 10



PHOTO 11



PHOTO 12



PHOTO 13



PHOTO 14

### **INSTRUCTIONS DE MONTAGE**

- Enlever les 4 boulons fléchés sur la photo 1 et enlever la protection câbles / Sous plateau.
- Enlever les 2 deux boulons de crochet élastique avant qui fixent le siège (Photo 2).
- Enlever le siège.
- Enlever les 2 deux boulons de crochet élastique arrière (Photo 3) et enlever l'entretoise en forme de chapeau (Photo 4) (pour utiliser des mini clignotants si nécessaire).
- Enlever le capot arrière.
- Déconnecter la prise (Photos 5 et 6).
- Enlever les 4 boulons fléchés sur la photo 5 puis enlever le support de plaque d'immatriculation d'origine.
- Pour connecter le fils, nous vous suggérons de couper et réutiliser la prise d'origine (Voir ci dessous).
- Une fois le support de plaque d'origine enlevé de la moto, couper le linceul de lumière approximativement selon la photo 7.
- Dénudez le linceul de câble arrière pour permettre l'utilisation des connecteurs bloc scotch électriques du nouvel assemblage feu de plaque. Voir ci-dessous pour le câblage.

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- En utilisant connecteurs bloc scotch fournis, rattacher le fil arrière (Nous vous suggérons de couper le connecteur de l'unité de feu arrière d'origine et de l'épisser à la nouvelle unité de feu arrière R&G (Peut aussi être soudé) comme détaillé ci dessous).
  - Fils d 'origine-----R&G Nouveau feu arrière et fils de clignotant.
  - Vert-----Noir=Terre/Retour
  - Noir-----Jaune=Coté et éclairage de plaque d'immatriculation
  - Vert/Jaune-----Rouge=Feu stop
  - Connecteur bleu----Clignotant droit
  - Connecteur orange----Clignotant droit
- Monter le nouveau feu arrière (ARTICLE 6) sur le nouveau support de plaque (ARTICLE 1) (Photos 8 et 9).
- Utiliser les boulons d'origine puis fixer le nouveau support de plaque (Photo 10).
- Si vous utilisez les mini clignotants (Code produit RG370 pour type ampoule et RG371 pour LED).
- Remettre en place le capot arrière comme à l'origine.
- Placer 2 des rondelles en caoutchouc sur les souches de clignotants.
- Utilisez l'entretoise en forme de chapeau (Photo 12) sur le clignotant et dans le trou de fixation le plus en arrière (Photo 12) puis serrer. Si le clignotant est dans la mauvaise direction, enlever une des rondelles en caoutchouc et réessayer. Si ce n'est toujours pas correct, enlevez les 2 rondelles de caoutchouc.
- Reconnecter la prise de câblage et vérifiez que les feux fonctionnent.
- Remettre le siège comme à l'origine.
- Monter la nouvelle protection câble / Sous plateau en utilisant 2 boulons avec rondelles (Photos 13 et 14).
- Remettre la plaque d'immatriculation (peut nécessiter un perçage).
- **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.**
- Selon la loi locale, monter les réflecteurs (article 10) aux emplacements appropriés.
- Revérifiez que les clignotants et les feux de plaque fonctionnent bien avant de prendre la route.