



LP0193

**FITTING INSTRUCTIONS FOR LP0193BK LICENCE PLATE BRACKET**  
**YAMAHA XSR700 '16-**

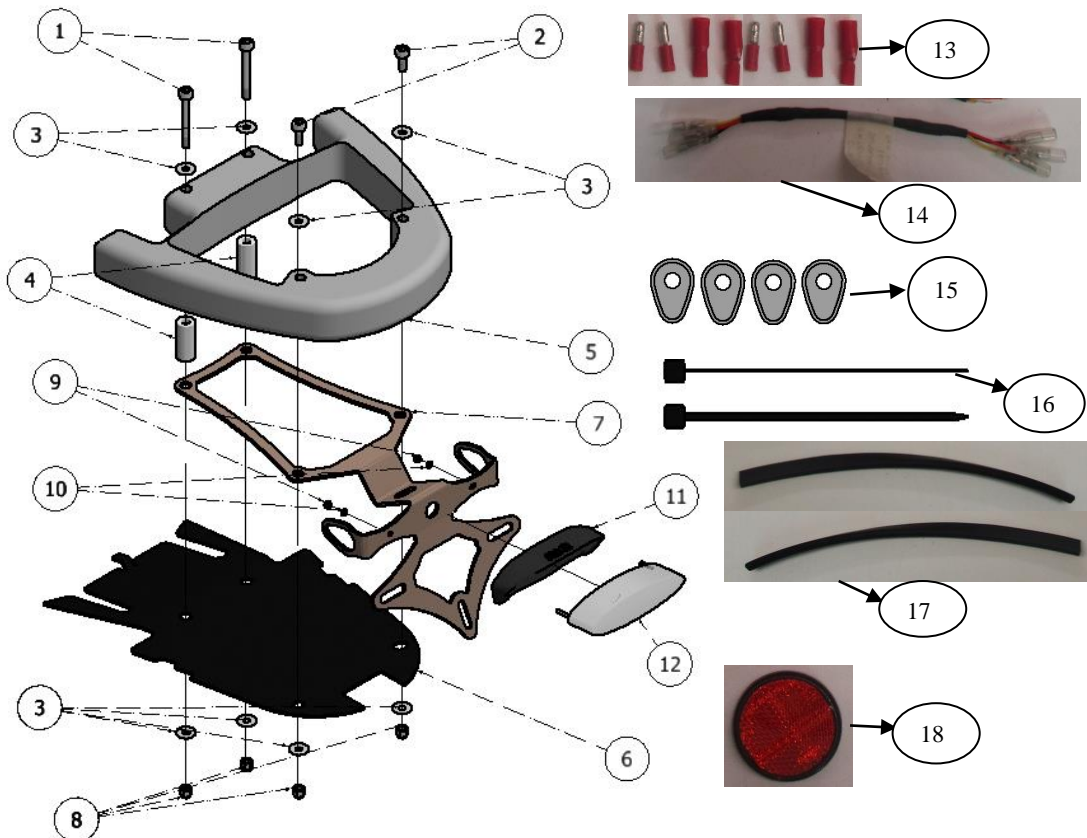
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**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

**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)



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### **LEGEND**

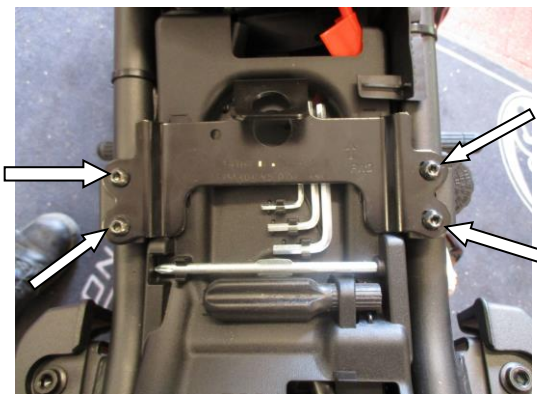
- ITEM 1 = M6 x 50mm BUTTON HEAD BOLTS (x2)
- ITEM 2 = M6 x 15mm BUTTON HEAD BOLTS (x2)
- ITEM 3 = M6 WASHERS (16mm O/DIA) (x8)
- ITEM 4 = SPACER 35mm Long (S0795) (x2)
- ITEM 5 = SUB-FRAME (FOR ILLUSTRATION ONLY)
- ITEM 6 = COVER PLATE (TB0193 Pt.1) (x1)
- ITEM 7 = LICENCE PLATE BRACKET ASSEMBLY (TB0193 Pt.2) (x1)
- ITEM 8 = M6 NYLOC NUTS (x4)
- ITEM 9 = M3 NUTS (x2)
- ITEM 10 = M3 WASHERS (x2)
- ITEM 11 = TAIL LIGHT SHROUD (LA0003 Shroud) (x1)
- ITEM 12 = TAIL LIGHT UNIT (LA0003) (x1)
- ITEM 13 = BULLET CONNECTORS (CON0004) (x4 pair)
- ITEM 14 = WIRE EXTENSION FOR TAIL LIGHT UNIT (CON0041) (x1)
- ITEM 15 = INDICATOR ADAPTORS (I0036) (x4)
- ITEM 16 = 75mm LONG CABLE TIES (x2)
- ITEM 17 = 300mm LONG HEAT SHRINK (x2)
- ITEM 18 = REFLECTOR (x1)
- ITEM 19 = RGS STICKERS (x2)

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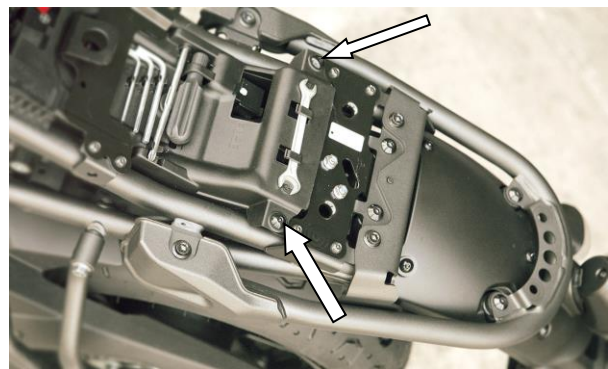
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

### **TOOLS REQUIRED**

- Set of metric Allen keys.
- Phillip Screwdriver
- Metric Socket set.
- Electrical pliers/crimps.



PICTURE 1

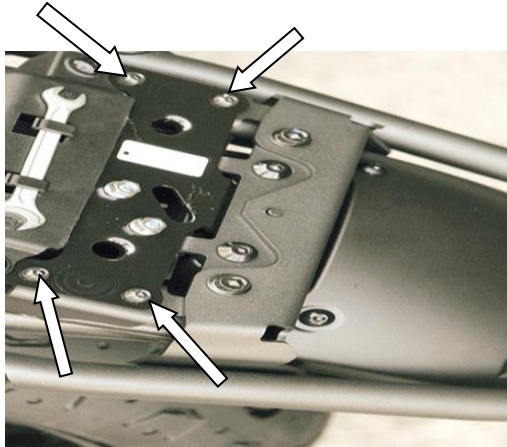


PICTURE 2

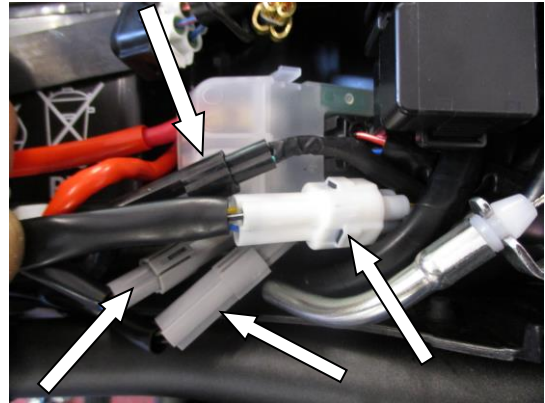


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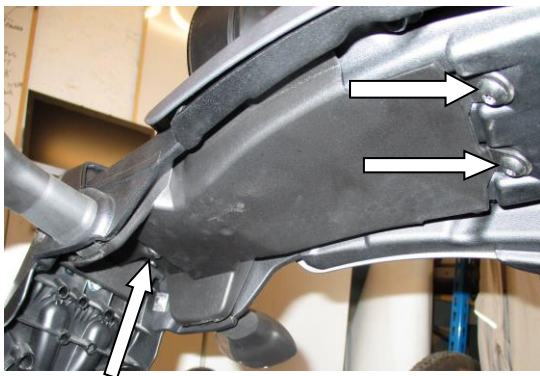
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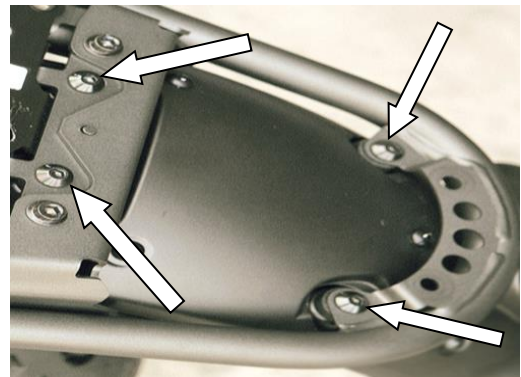
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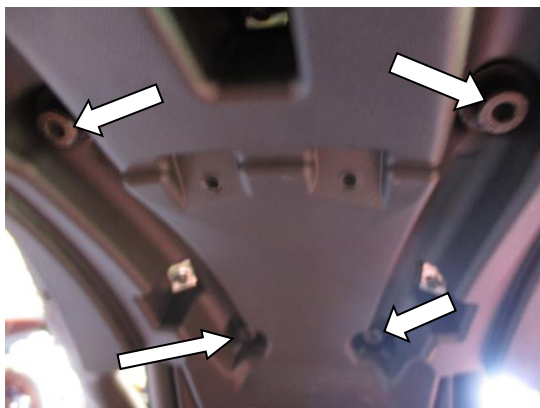
PICTURE 4



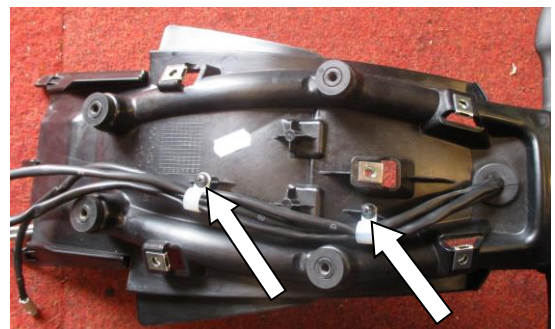
PICTURE 5



PICTURE 6



PICTURE 7



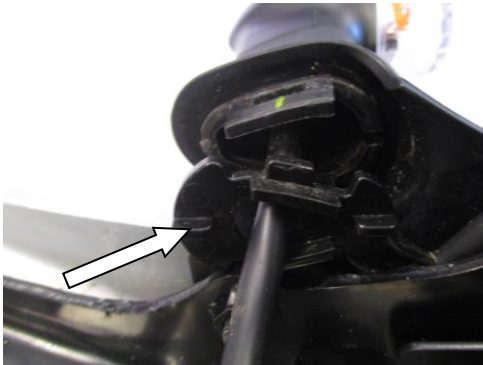
PICTURE 8





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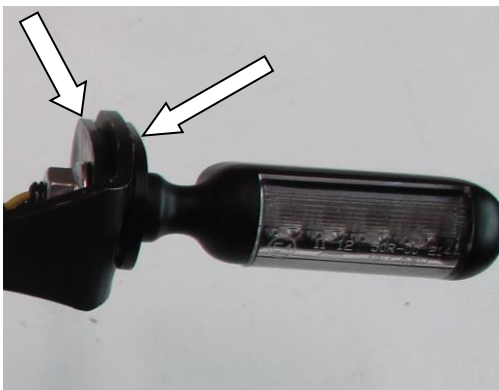
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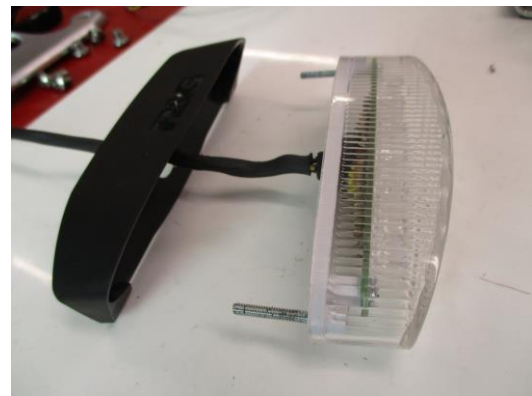
PICTURE 9



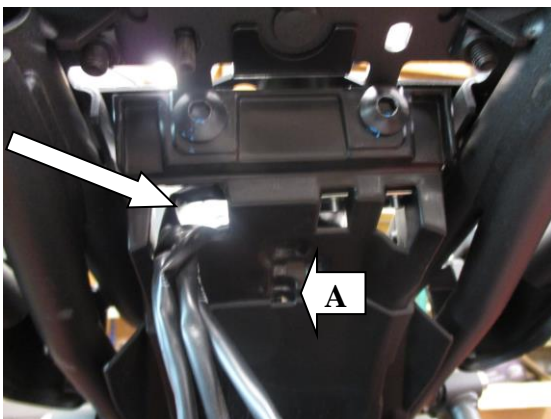
PICTURE 10



PICTURE 11



PICTURE 12



PICTURE 13

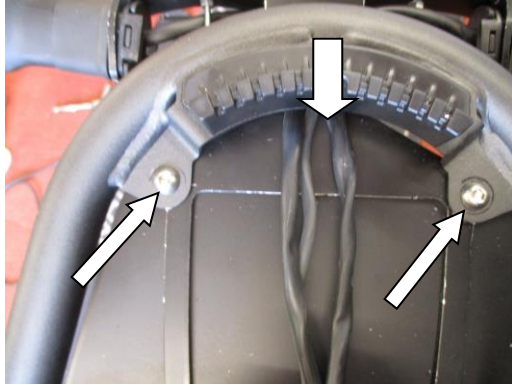


PICTURE 14

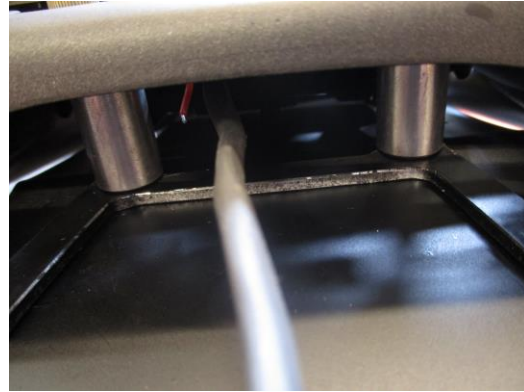


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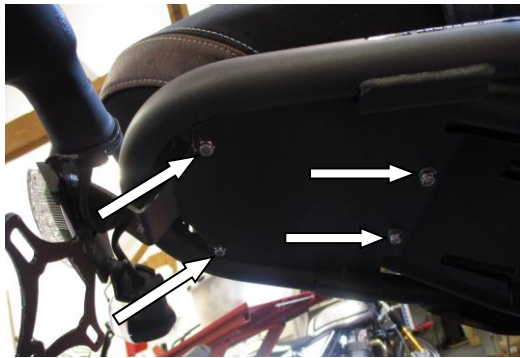
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PICTURE 15



PICTURE 16



PICTURE 17

### **FITTING INSTRUCTIONS**

- Remove the seat using the key.
- Remove the four bolts that hold the seat catch as arrowed in picture 1 using 4mm Allen key. Remove the seat catch.
- Remove the two bolts that hold the tool holder as arrowed in picture 2 using 4mm Allen key. Remove the tool holder tray.
- Remove the four bolts that hold the seat lock mechanism as arrowed in picture 3 using 4mm Allen key. Remove seat lock mechanism (It is not necessary to detach the cable and remove the seat lock mechanism completely).
- Disconnect the 4 electrical connectors (tail light, L/H indicator, R/H indicator and no. plate light connectors) as arrowed in picture 4. Please note the orientation of the connectors for re-fitting at later stage.
- Remove the 3 bolts that hold the undertray cover as arrowed in picture 5 using 5mm Allen key. Remove the undertray cover.
- Remove the four main bolts that hold the tail unit assembly as arrowed in picture 6 using 6mm Allen key. From below, using a 6mm Allen key hold still the four button head shape nuts while the four main bolts are being loosen, this is to stop the nuts from turning (Arrowed in picture 7). Please keep the tail unit assembly supported during removal as it may drop and cause damage to the wiring loom. Gently retract the whole tail unit assembly and the wiring loom away from the sub-frame/ bike.

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- Remove the two nuts that hold the rear OEM tail light assembly (located on the bottom of the tail light unit) using 10mm socket and a ratchet. Remove the OEM tail light unit.
- Remove the 5 button head bolts that hold the rear mudguard (located on top of the mudguard) using 4mm Allen key. Remove the rear mudguard.
- Remove the two plastic clips that secure the wire bundle (shown in picture 8) using a suitable phillip screwdriver.

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If using the original indicators

- Remove the spreader/location plate arrowed in picture 9.
- Gently squeeze the indicator stem and remove the indicator with its wiring.
- Repeat the procedure for the other indicator.
- Fit the original indicators to the new licence plate brackets (item 7) and re-fit the spreader.
- Feed the indicator wires through the centre hole of the licence plate bracket as shown in picture 10.

If fitting R&G mini indicators (R&G product code RG370=bulb, RG371=LED or RG372 = Aero LED

- If fitting the R&G Mini Indicators, the OEM indicator wiring will need to be “cut and shut” in order to re-use the connectors to connect the R&G Mini Indicators to the wiring loom. This is done by cutting the connectors off the OEM indicators at suitable length, and to crimp a male bullet connector (item 13) to both exposed wires. Crimp female bullet connector (Item 13) on both R&G mini indicator wires and join the two connections by connecting the male and female connectors together. Plug it into the loom to check at this stage (if illumination fails, swap the bullet connections around). (Please use the heat-shrink (item 17) to protect the new indicator wires).
- It is a good idea at this point to turn the ignition on and check for the correct operation of all lights.
- Use the indicator adaptors (item 15) as arrowed in pictures 11 (use one adaptor either side of the bracket).

Fitting the Tail Light

- From the kit, take the Tail light unit (Item 12) and its shroud (Item 11). Insert the tail light into the shroud by aligning the two studs at the back of the tail light into the two holes provided on the shroud. Mount the whole assembly into the licence plate bracket (Item 7) and secure with M3 washers (Item 10) and M3 Nuts (Item 9). Tighten the M3 nuts (Item 9)
- Feed the wire through the centre hole on the License Plate bracket (Item 7) together with the L/H and R/H Indicator wires (Picture 10).
- Cut the Heat-shrink tube (Item 17) into a suitable length and feed the three wires through, please leave at least 50mm of wires uncovered by the heat shrink tube as bullet connector are needed to be attached to it. Using a suitable heating resources, shrink the heat-shrink tube.
- Using suitable tool, install the male bullet connectors onto the exposed wiring from the tail light unit. Crimp the bullet connector, check for tightness and make sure the exposed wire is in contact with the bullet connector. Repeat this procedure to all three wires.
- Plug in the wire extension from the kit (Item 14) onto the tail light male bullet connectors just fitted. The connectors are to be connected in the orientation below:  
Extension wire Yellow -----→ Tail light Yellow  
Extension wire Red -----→ Tail light Red  
Extension wire Black -----→ Tail light Black

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- We suggest to cut the OEM male rear light connector approximately 50mm from the plug socket. Strip back the wires to allow female bullet connectors to be fitted. Fit and crimp the female connectors over each OEM wires (Yellow, Blue/Red and Black)
- Bring the whole assembly towards the rear sub-frame of the bike (coming from below as illustrated on the first page of this manual). Feed all the wires through the initial hole on the left hand side of the OEM undertray (arrowed in Picture 13). Support the assembly onto the sub-frame at this stage and be aware of trapped wires. Please make sure that there is enough slack within the wires as they can get damaged under tension.
- Mount the base cover plate (Item 6) below the licence plate bracket assembly (Item 7) with its catch inserted into the centre hole located on the OEM undertray unit (labelled A in picture 13 and arrowed in picture 14)
- Insert the two M6 x 15mm bolts (Item 2) with M6 washers (Item 3) through the two holes located on the back of the subframe (Arrowed in picture 15). Secure the assembly with M6 washer (Item 3) and M6 nyloc nut (Item 8) on each bolt. Do not fully tighten the nuts at this stage. Please make sure that the wiring is positioned in the same orientation as shown in picture 15.
- Insert the two Spacers (Item 4) between the sub-frame and the licence plate bracket assembly as orientated in picture 16. Insert an M6 x 50mm bolt (Item 1) with M6 washer (Item 3) through the hole where the spacer is aligned to on the sub-frame. Ensure the bolt is gone through the spacer and the spacer is sandwiched between the sub-frame and the licence plate bracket (item 7). Secure the assembly with M6 washer (Item 3) and M6 nyloc nut (Item 8). Repeat the procedure for the other M6 x 50mm bolt (Item 1).
- Locate the wiring in the centre between the two spacers as shown in picture 16.
- Tighten the four nyloc nuts using suitable tools to  $\pm 15$  Nm (Picture 17)
- Reconnect all the indicator wiring plug sockets and check operation (if illumination fails, swap the bullet connections around).
- Connect the tail light wire extension (Item 16) to the male bullet connectors fitted in the OEM female rear light connector removed earlier. Plug in as orientated below:
  - OEM YELLOW -----→ RED (TAIL LIGHT)
  - OEM BLUE/RED -----→ YELLOW (TAIL LIGHT)
  - OEM BLACK-----→ BLACK (TAIL LIGHT)
- Plug the OEM male rear light connector back in into the female connector in the main loom.
- Tidy the loom with cable ties provided from the kit
- OEM number plate connector light is no longer in use as the tail light unit (Item 12) comes with built-in LED license plate lights.
- Fit licence plate to the new licence plate bracket (Item 7) (it may require re-drilling).
- **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 Seat lock mechanism, tool holder and seat catch as original.

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- Refit seat.
- Depending on local laws, attach enclosed red reflector (item 18) in an appropriate location.
- **Please test the indicators, rear light, no. plate light and brake light before riding.**

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#### **GENERAL TORQUE SETTINGS**

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

ISSUE 1 18/04/2016 (HH)

#### **CONSUMER NOTICE**

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**NOTICE DE MONTAGE POUR LP0193BK SUPPORT DE PLAQUE**  
**YAMAHA XSR700 '16-**

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**Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.**

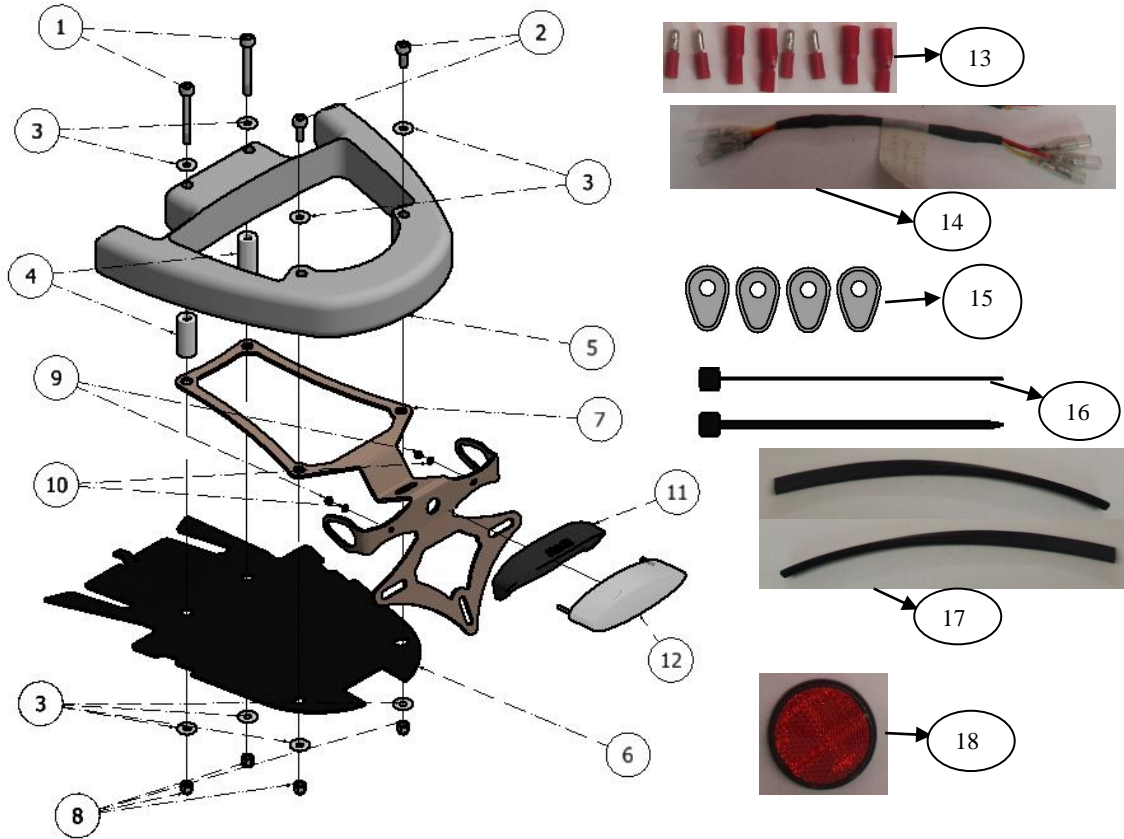
**LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIÈCES SUR LA MOTO**  
**LES PARTIES PRESENTÉES PEUVENT ÊTRE UNIQUEMENT REPRESENTATIVES**  
**(POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)**

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**LEGENDE**

- ARTICLE 1 = M6 x 50mm BOULONS (x2)
- ARTICLE 2 = M6 x 15mm BOULONS (x2)
- ARTICLE 3 = M6 RONDELLES (16mm O/DIA) (x8)
- ARTICLE 4 = ENTRETOISE 35mm de long (S0795) (x2)
- ARTICLE 5 = SOUS CADRE (POUR ILLUSTRER UNIQUEMENT)
- ARTICLE 6 = PLAQUE DE COUVERTURE (TB0193 Pt.1) (x1)
- ARTICLE 7 = ASSEMBLAGE SUPPORT DE PLAQUE (TB0193 Pt.2) (x1)
- ARTICLE 8 = M6 ECROUS (x4)
- ARTICLE 9 = M3 ECROUS (x2)
- ARTICLE 10 = M3 RONDELLES (x2)
- ARTICLE 11 = LINCEUL DE FEU (LA0003 Faisceau) (x1)
- ARTICLE 12 = UNITE DE FEU (LA0003) (x1)
- ARTICLE 13 = CONNECTEURS (CON0004) (x4 pair)
- ARTICLE 14 = EXTENSION DE FIL POUR UNITE DE FEU (CON0041) (x1)
- ARTICLE 15 = ADAPTATEURS CLIGNOTANTS (I0036) (x4)
- ARTICLE 16 = 75mm COLLIERS DE SERRAGE (x2)
- ARTICLE 17 = 300mm MANCHON THERMO RETRACTABLE (x2)
- ARTICLE 18 = REFLECTEUR (x1)

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

#### OUTILS REQUIS

- Clés Allen.
- Tournevis cruciforme
- Jeu de douilles.
- Pincés électriques / à sertir.

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#### NOTICE DE MONTAGE

- Enlever le siège à l'aide de la clé.
- Enlever les 4 boulons qui fixent la prise de siège, voir photo 1, utiliser une clé Allen 4mm. Enlever le support de fixation siège.
- Enlever les 2 boulons qui fixent le porte outil, voir photo 2, utiliser une clé Allen 4mm. Enlever le plateau porte-outil.
- Enlever les 4 boulons qui fixent le mécanisme de blocage du siège, voir photo 3, en utilisant une clé Allen 4mm. Enlever le mécanisme de blocage du siège (Il n'est pas nécessaire de détacher le câble ni d'enlever le mécanisme de blocage complet).
- Déconnecter les 4 connecteurs électriques (feu de plaque, clignotant gauche, clignotant droit et connecteurs de feu de plaque) voir photo 4. Notez l'orientation des connecteurs pour faciliter leur remontage ultérieur.
- Enlever les 3 boulons qui fixent le cache de passage de roue, voir photo 5, en utilisant une clé Allen 5mm. Enlever le cache de passage de roue.
- Enlever les 4 boulons qui fixent l'unité d'assemblage, voir photo 6, en utilisant une clé Allen 6mm. Par dessous, utilisez une clé Allen 6mm Allen pour maintenir les 4 écrous de boulons pendant que les 4 boulons principaux sont desserrés. Cela est fait pour empêcher les écrous de tourner (voir photo 7). Continuez à support l'unité d'assemblage pendant le démontage, car s'il tombe, il pourrait endommager le faisceau de câble. Eloigner toute l'unité d'assemblage et le faisceau de câbles de la moto.
- Enlever les 2 écrous qui fixent l'assemblage de feu d'origine (placé au dessous de l'unité de feu) en utilisant une clé 10mm et un cliquet. Enlever l'unité de feu d'origine.
- Enlever les 5 boulons qui fixent le garde boue arrière (placé sur le dessus du garde boue) en utilisant une clé Allen 4mm. Enlever le garde boue arrière.
- Enlever les 2 clips plastique qui fixent le faisceau de fils (voir photo 8) en utilisant un tournevis cruciforme.

#### Si vous utilisez les clignotants d'origine

- Enlever la plaque d'écartement indiquée sur la photo 9.
- Appuyez doucement sur la tige de clignotant et retirez le clignotant avec son câblage.
- Répétez la procédure pour l'autre clignotant.
- Monter les clignotants d'origine sur les nouveaux supports de plaque (article 7) puis remonter l'écarteur.
- Passer les fils de clignotants dans le trou central du support de plaque, voir photo 10.

#### Si vous installez les mini clignotants R&G (R&G code produit RG370=ampoule, RG371=LED ou RG372 = LED latérale

- Si vous montez les mini clignotants R&G, les fils de clignotant d'origine devront être « coupés et fermés » pour réutiliser les connecteurs pour connecter les mini clignotants R&G sur le faisceau de câbles. Cela s'effectue en coupant les connecteurs de clignotants

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d'origine à longueur adéquate, et pour sertir un connecteur mâle balle (article 13) sur les 2 fils.

- Sertir un connecteur femelle (Article 13) sur les 2 fils de clignotants R&G et joignez les 2 connections en connectant les connecteurs male et femelle ensemble. Brancher dans le faisceau pour vérifier le fonctionnement à ce stade (si l'éclairage échoue, tournez les connecteurs). (Utiliser la thermo rétractable (article 17) pour protéger les fils).
- Mettez le contact pour vérifier que tous les feux fonctionnent.
- Utilisez les adaptateurs de clignotants (article 15) voir photos 11 (utiliser un adaptateur de chaque coté du support).

#### Montage du feu arrière

- Prendre l'unité de feu de plaque du kit (Article 12) et son faisceau (Article 11). Insérer le feu de plaque dans le faisceau en alignant les 2 goujons au bas du feu de plaque dans les 2 trous présents dans le faisceau. Monter l'assemblage complet dans le support de plaque (Article 7) puis fixer à l'aide des rondelles M3 (Article 10) et écrous M3 (Article 9). Serrer les écrous M3 (Article 9).
- Passer le fil dans le trou central du support de plaque (Article 7) avec les fils de clignotants gauche et droit (Photo 10).
- Couper le manchon thermo rétractable (Article 17) à longueur adéquate et passer les 3 fils dedans. Laisser au minimum 50mm de fils non couverts pas le manchon thermo rétractable car le connecteur vient se place sur l'extrémité. A l'aide d'une source de chaleur adéquate, rétreindre le manchon thermo rétractable.
- A l'aide d'un outil adéquat, installer les connecteurs mâles sur l'extrémité des fils de l'unité de feu de plaque. Sertir le connecteur, vérifier le serrage et veiller à ce que le fil soit en contact avec le connecteur. Répéter la procédure pour les 3 fils.
- Brancher dans l'extension de fil du kit (Article 14) sur les connecteurs mâle de feu. Les connecteurs doivent être connectés comme cela:  
Extension fil jaune -----> Feu arrière jaune  
Extension fil rouge -----> Feu arrière rouge  
Extension fil noir -----> Feu arrière noir
- Sur le faisceau principal, nous suggérons de couper le connecteur de feu arrière (le connecteur le plus large) environ 50mm de la prise. Dénudez les fils pour permettre aux connecteurs mâles d'être montés. Monter et sertir les connecteurs mâle sur chaque fil d'origine (jaune, bleu/rouge, noir).
- Porter tout l'assemblage vers le sous cadre arrière de la moto (en partant du dessous comme indiqué sur la 1ère page de ce manuel). Passer tous les fils dans le trou initial du coté gauche du passage de roue d'origine (voir Photo 13). Supporter l'assemblage sur le sous cadre à ce stade et faire attention aux fils qui pourraient se faire pincer. Veiller à ce qu'il y ait assez de mou pour éviter les tensions.
- Monter la plaque de cache (Article 6) au dessous de l'assemblage de support de plaque (Article 7) avec son attache insérée dans le trou central placée sur le passage de roue d'origine (étiqueté A sur la photo 13, et indiqué sur la photo 14)
- Insérer les 2 boulons M6 x 15mm (Article 2) avec rondelles M6 (Article 3) dans les 2 trous placés au bas du sous cadre (voir photo 15). Fixer l'assemblage avec rondelle M6 (Article 3) et écrou M6 (Article 8) sur chaque boulon. Ne pas serrer complètement les écrous à ce stade. Veiller à ce que le fil soit positionné de la même façon que sur la photo 15.
- Insérer les 2 entretoises (Article 4) entre le sous cadre et l'assemblage de support de plaque, comme orienté sur la photo 16. Insérer un boulon M6 x 50mm (Article 1) avec une rondelle M6 (Article 3) dans le trou où l'entretoise est alignée avec le sous cadre.

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Veiller à ce que le boulon passe bien par l'entretoise et que l'entretoise soit prise en sandwich entre le sous cadre le support de plaque (article 7). Fixer l'assemblage avec une rondelle M6 (Article 3) et un écrou M6 (Article 8). Répéter la procédure pour l'autre boulon M6 x 50mm (Article 1).

- Placer le fil au centre entre les 2 entretoises, voir photo 16.
- Serrer les 4 écrous en utilisant les outils adéquats à  $\pm 15$  Nm (Photo 17).
- Reconnecter toutes les prises de fils et vérifier le fonctionnement (si l'éclairage échoue, tournez les connecteurs).
- Connecter l'extension de fil (Article 14) sur les connecteurs mâle installés sur le faisceau principal. Brancher comme cela :

JAUNE D'ORIGINE -----→ ROUGE (FEU ARRIERE)  
BLEU / ROUGE D'ORIGINE -----→ JAUNE (FEU ARRIERE)  
NOIR D'ORIGINE -----→ NOIR (FEU ARRIERE)

- Le connecteur de feu de plaque d'origine ne fonctionne plus car l'unité de feu arrière (Article 12) est livré avec des feux de plaque LED.
- Monter la plaque d'immatriculation sur le nouveau support de plaque (Article 7) (cette opération 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.**
- Remonter le mécanisme de blocage du siège, le porte outil et la prise de siège comme à l'origine.
- Remettre le siège.
- Selon la loi locale, attachez le réflecteur (article 13) fourni à son emplacement approprié
- **Vérifiez que les clignotants et les feux de plaque fonctionnent bien avant de prendre la route.**

### COUPLES DE SERRAGE RECOMMANDÉS :

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

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