



FAP0014

**FITTING INSTRUCTIONS FOR FAP0014BK**  
**FRONT INDICATOR ADAPTORS**  
**INDIAN SCOUT 2015-**

Page | 1



PICTURE A



PICTURE B

**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)

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

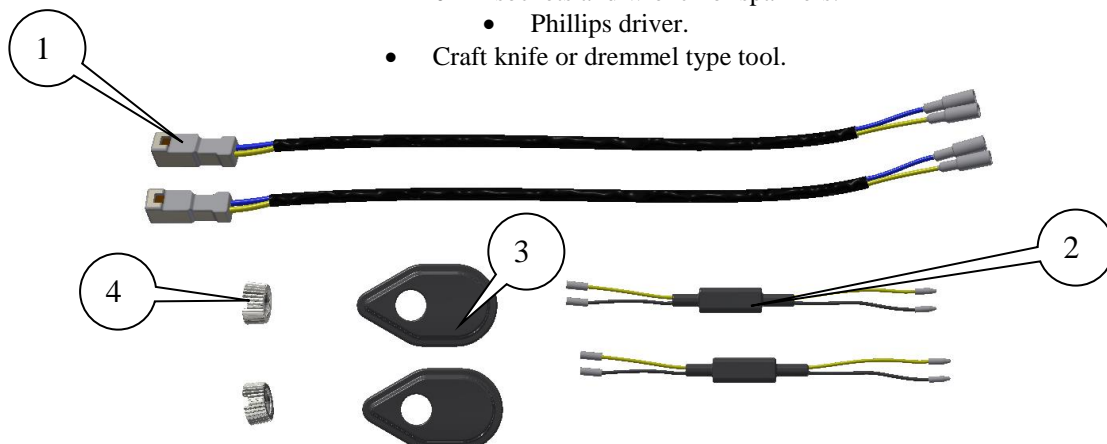
**GENERAL TORQUE SETTINGS**

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

All the above settings are general and the manufacturers setting should be followed unless stated

**TOOLS REQUIRED**

- 5mm Allen key or socket bits.
- 2 x 10mm sockets and wrench or spanners.
  - Phillips driver.
- Craft knife or dremmel type tool.



R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 [www.rg-racing.com](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



FAP0014



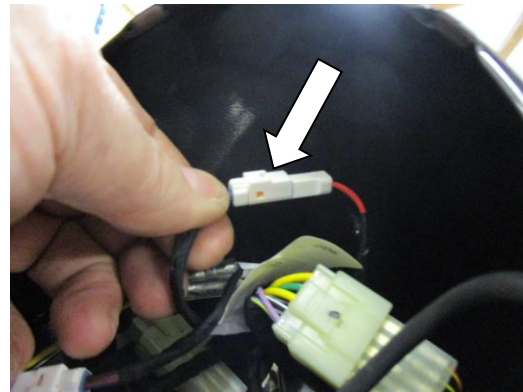
Page | 2

**LEGEND**

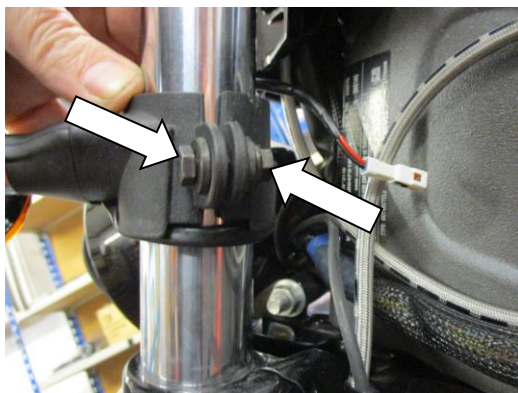
- ITEM 1 = CON0026 INDICATOR CONNECTORS (x2).
- ITEM 2 = RGR0001 RESISTORS (x2).
- ITEM 3 = I0048 INDICATOR INSERTS (x2).
- ITEM 4 = H0063 SPECIAL LOCKING NUTS (x2).
- ITEM 5 = 350mm LENGTH OF HEAT SHRINK (x2).



Picture 1



Picture 2



Picture 3



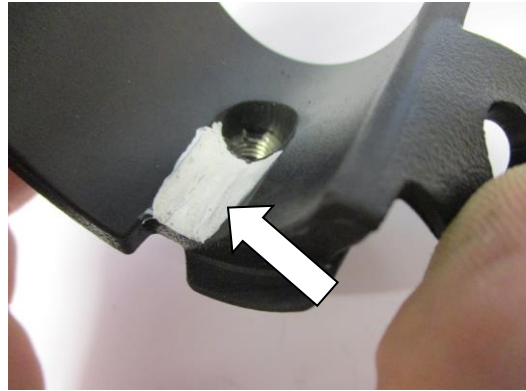
Picture 4



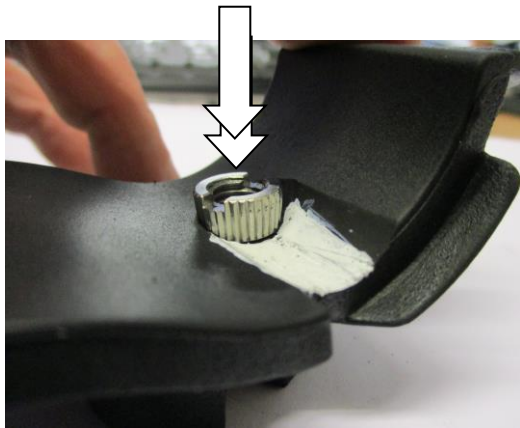
FAP0014



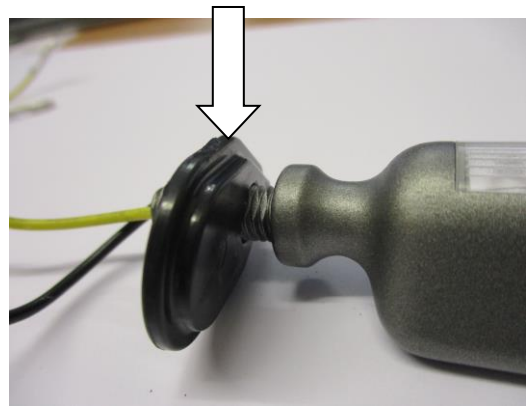
Picture 5



Picture 6



Picture 7



Picture 8



Picture 9



Picture 10





FAP0014

Page | 4

## **FITTING INSTRUCTIONS**

- Remove the bolt arrowed in picture 1 and remove the head light securing ring and pull the head light forward light for to allow access to the wiring.
- Disconnect the two indicator plug sockets as indicated in picture 2, then feed the wiring through the head light housing (please take note of the routing for reassembly).
- Remove the nut and bolt arrowed in picture 3 and remove the indicator housing as shown in picture 4.
- Undo and remove the indicator bolt as shown in picture 5 and then remove the original indicator.
- Using a craft knife or dremmel type tool cut a channel in the original indicator housing for the wiring as shown in picture 6 (highlighted in white for clarity only).
- Press the special locking nut (item 4) into the housing as shown in picture 7 (this may have to be adjusted later).
- Place one of the indicator inserts (item 3) onto the indicator as shown in picture 8.
- Feed the wires through the hole in the indicator housing as shown in picture 9.
- Tighten the indicator into the special nut until it is secure, if the indicator is in the wrong position remove the nut and reposition so when tightened the indicator is in the correct position as shown in pictures 10, A and B.
- Refit the indicator housing as original ensuring the wires follow the original routing.
- Please protect the exposed wiring using the supplied heat shrink (item 5).
- Feed the wiring into the headlight housing as original.
- If using R&G bulb indicators (product code RG370) use the supplied connectors (item 1) to reconnect to the main wiring loom as original.
- If using R&G LED indicators (product code RG371 for standard shape or RG372 for aero style) you will need to fit the supplied resistors (item 2) to achieve the correct flash rate, then use the supplied connectors (item 1) to reconnect to the main wiring loom as original.
- Repeat the above steps for the opposite indicator.
- It is a good idea to test the indicators at this stage if illumination fails, swap the bullet connections around.
- Refit the headlight unit as original ensuring no wires are caught when refitting.
- Please check the operation of indicators and test steering at full lock before riding the motorcycle.

ISSUE 1 14/09/2017 (NSY)

### **CONSUMER NOTICE**

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting



FAP0014

its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

**R&G RACING RETURNS POLICY (NON-FAULTY GOODS)**

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.



FAP0014

**NOTICE DE MONTAGE POUR FAP0014BK**  
**ADAPTATEURS DE CLIGNOTANT AVANT**  
**INDIAN SCOUT 2015-**

Page | 6



Photo A



Photo B

**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 emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.**

**LES PARTIES PRESENTEES PEUVENT ÊTRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)**

**Notice disponible au téléchargement sur [www.rg-racing.com](http://www.rg-racing.com)**

**VALEURS DE SERRAGE RECOMMANDEES**

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

**Tous les réglages ci-dessus et valeurs d'usine doivent être respectés sauf contre-indication**

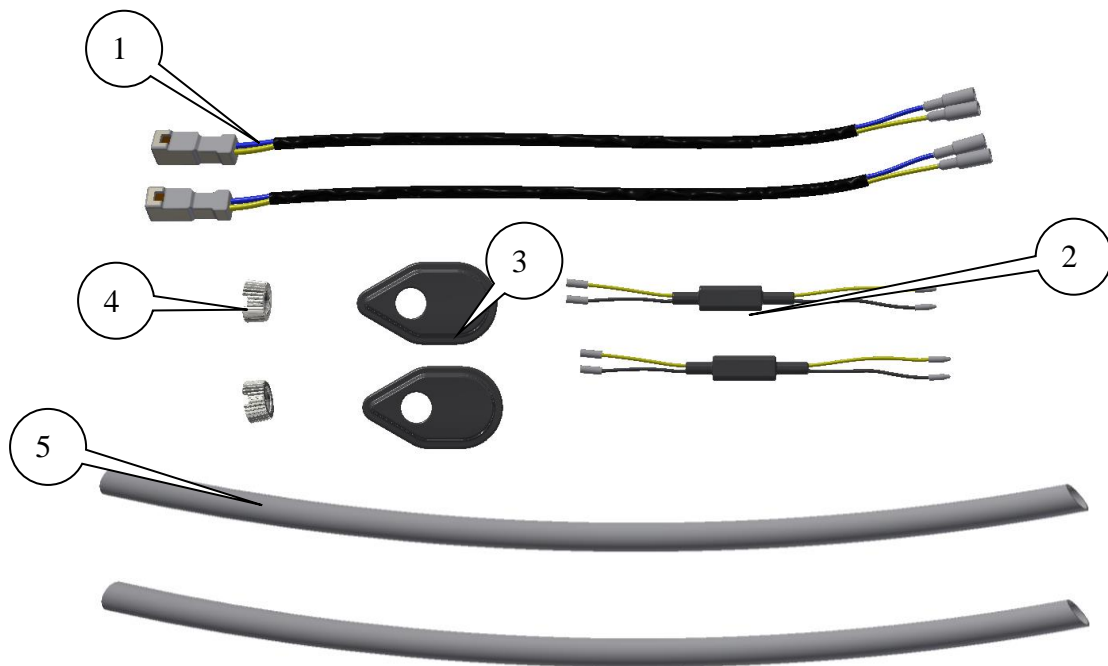
**OUTILS REQUIS**

- Clé Allen 5mm
- Clé à cliquet + douilles 2 x 10mm
  - Tournevis cruciforme
- Papier craft ou outil type dremmel.



FAP0014

Page | 7



**LEGEND**

ITEM 1 = CON0026 INDICATOR CONNECTORS (x2).

ITEM 2 = RGR0001 RESISTORS (x2).

ITEM 3 = I0048 INDICATOR INSERTS (x2).

ITEM 4 = H0063 SPECIAL LOCKING NUTS (x2).

ITEM 5 = 350mm LENGTH OF HEAT SHRINK (x2).



Photo 1



Photo 2





FAP0014

Page | 8

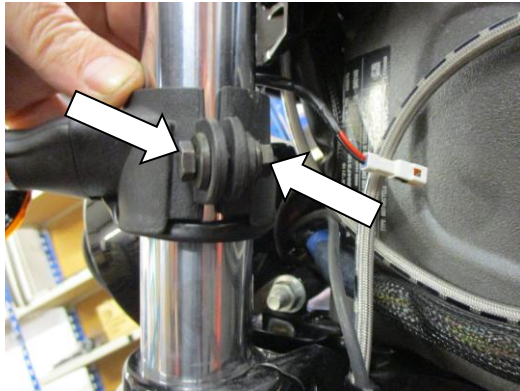


Photo 3



Photo 4



Photo 5

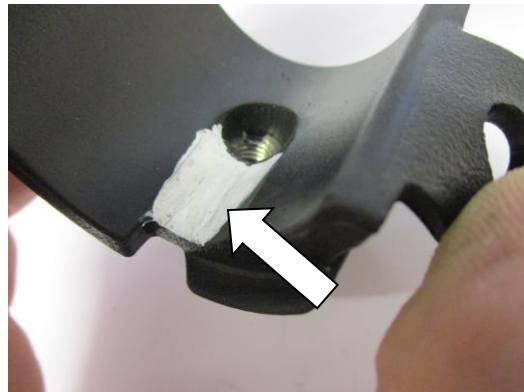


Photo 6

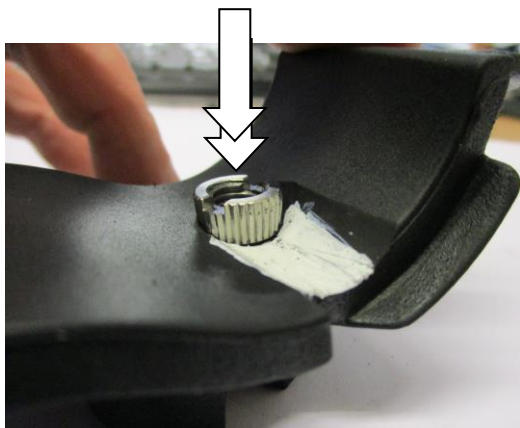


Photo 7

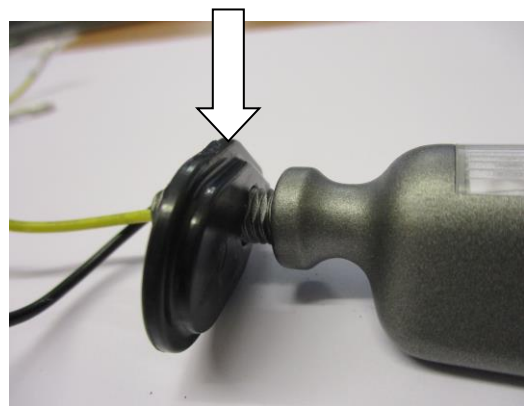


Photo 8





FAP0014

Page | 9

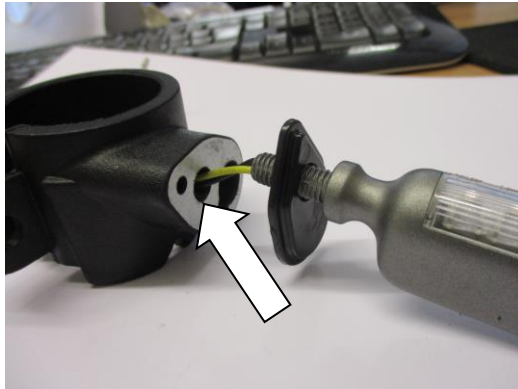


Photo 9



Photo 10

### **NOTICE DE MONTAGE:**

- Enlever le boulon indiqué sur la photo 1 puis Enlever la bague de fixation du feu feu puis tirer le feu vers l'avant pour accéder au fil.
- Déconnecter les 2 prises de clignotants comme indiqué sur la photo 2, puis passer le fil dans le boîtier de feu (prenez des notes pour faciliter le réassemblage).
- Enlever l'écrou et le boulon indiqués sur la photo 3 puis enlever le boîtier de clignotants, voir photo 4.
- Défaire et enlever le boulon de clignotants, voir photo 5 puis enlever le clignotant d'origine.
- Utiliser du papier craft ou outil type dremmel pour couper une chaîne dans le boîtier de clignotant d'origine, voir photo 6 (surligné en blanc pour la clarté uniquement).
- Presser l'écrou de blocage spécial (article 4) dans le boîtier, voir photo 7 (il pourra être ajusté plus tard).
- Placer un insert de clignotants (article 3) sur le clignotant, voir photo 8.
- Passer les fils dans le trou du boîtier de clignotants, voir photo 9.
- Serrer le clignotant dans l'écrou spécial jusqu'à ce qu'il soit correctement fixé, si le clignotant est en mauvais position, enlever l'écrou puis repositionnez le de façon à ce que le clignotant soit en bonne position lorsqu'il est serré, voir photos 10, A et B.
- Remonter le boîtier de clignotants comme à l'origine, en veillant à ce que les fils suivent le chemin d'origine.
- Protéger les fils exposés en utilisant le manchon thermo rétractable fourni (article 5).
- Passer les fils dans le boîtier de feu, comme à l'origine.
- Si vous utilisez les clignotants à ampoule R&G (code produit RG370) utiliser les connecteurs fournis (article 1) pour reconnecter le faisceau de câble principal, comme à l'origine.
- Si vous utilisez les clignotants à LED R&G (code produit RG371) pour type standard ou RG372 pour type latéral) vous devrez monter les résistances fournies (article 2) pour obtenir le bon niveau d'éclairage, puis utilisez les connecteurs fournis (article 1)

R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 [www.rg-racing.com](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



FAP0014

pour reconnecter le faisceau de câble principal, comme à l'origine.

- Répéter les étapes supérieures pour le clignotant du côté opposé.
- Il est judicieux de tester les clignotants à ce stade du montage. Si l'éclairage échoue, tournez les connecteurs.
- Remonter l'unité de feu comme à l'origine en veillant à ce qu'aucun fil ne soit écrasé lors du remontage.
- Vérifiez le fonctionnement du volant en toute sécurité avant de conduire la moto.

ISSUE 1 14/09/2017 (NSY)

#### **CONSUMER NOTICE**

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

#### **R&G RACING RETURNS POLICY (NON-FAULTY GOODS)**

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.



FAP0014

**MONTAGEANLEITUNG FÜR FAP0014BK**  
**VORDERE BLINKERADAPTER INDIAN SCOUT 2015-**

Page | 11



ABBILDUNG A



ABBILDUNG B

**ALLE KIT-TEILE SIND UNTEN ABGEBILDET UND GEKENNZEICHNET. BEVOR SIE MIT DER MONTAGE BEGINNEN, ÜBERPRÜFEN SIE, DASS ALLE TEILE VORHANDEN SIND.**

**Hinweis: Die Verpackung der Teile stellt nicht die Reihenfolge der Montage dar.  
DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG**

**Eine digitale Version dieser Montageanleitung kann auf folgender Seite heruntergeladen werden: [www.rg-racing.com](http://www.rg-racing.com)**

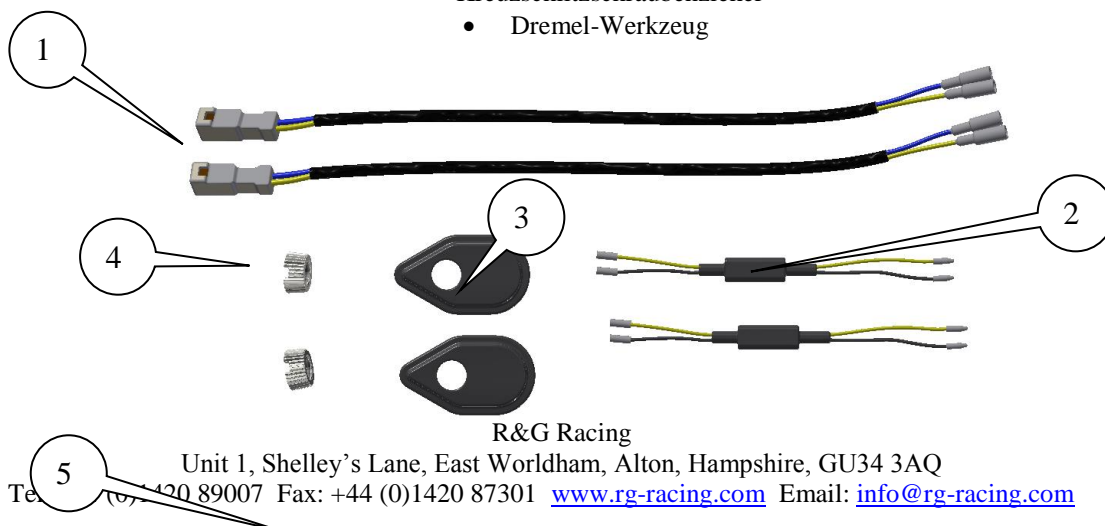
**MAX. ANZUGSDREHMOMENTE:**

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

Die oben angegebenen Anzugsdrehmomente sind allgemeine Einstellungen – Sofern nicht anders angegeben, die vom Hersteller empfohlenen Anzugsdrehmomente anwenden.

**SIE BENÖTIGEN FOLGENDES WERKZEUG:**

- 5 mm Inbusschlüssel
- 2 x 10 mm Steckschlüssel oder Schraubenschlüssel
- Kreuzschlitzschraubenzieher
- Dremel-Werkzeug





FAP0014

Page | 12



### **LIEFERUMFANG**

- ARTIKEL 1 = CON0026 VERBINDUNG FÜR DIE BLINKER (x2)
- ARTIKEL 2 = RGR0001 WIDERSTÄNDE (x2)
- ARTIKEL 3 = I0048 BLINKEREINSÄTZE (x2)
- ARTIKEL 4 = H0063 SPEZIELLE SICHERUNGSMUTTER (x2)
- ARTIKEL 5 = 350mm SCHRUMPFSCHLAUCH (x2)



Abbildung 1

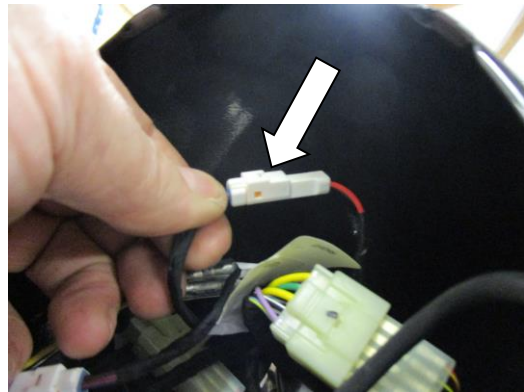


Abbildung 2

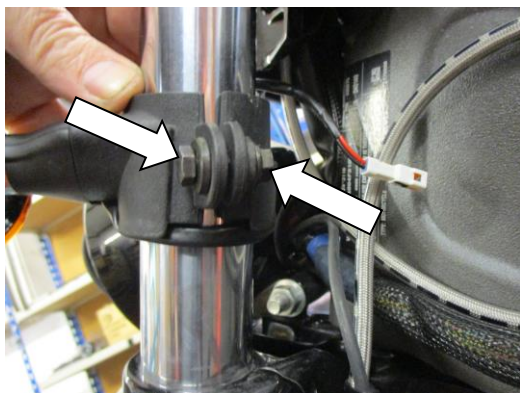


Abbildung 3



Abbildung 4





FAP0014



Abbildung 5

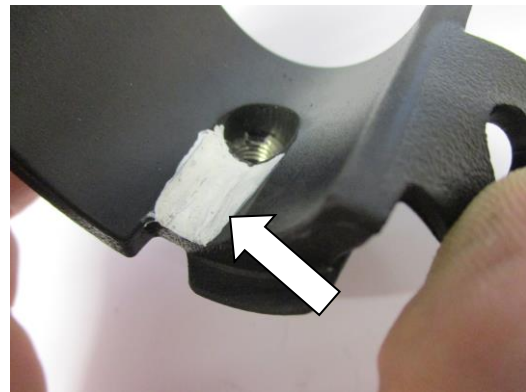


Abbildung 6

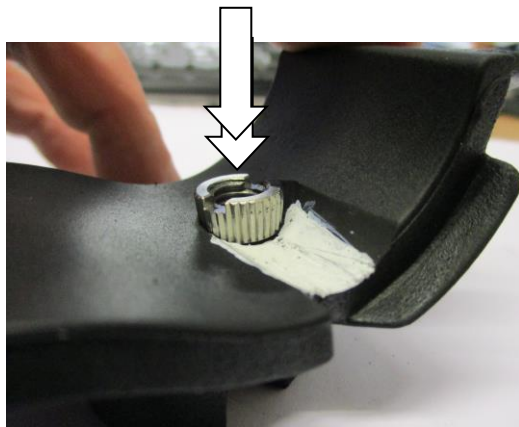


Abbildung 7

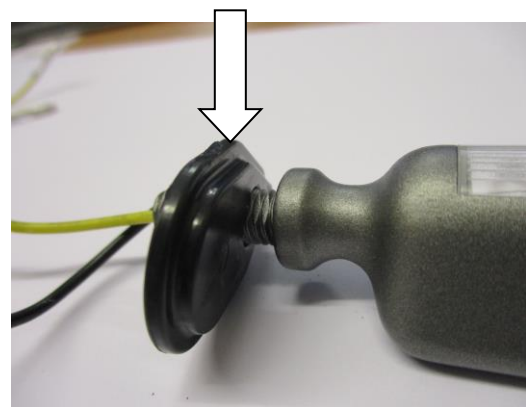


Abbildung 8



Abbildung 9



Abbildung 10

### MONTAGEANLEITUNG



FAP0014

Page | 14

- Entfernen Sie die Schraube, die in Abbildung 1 gekennzeichnet ist, sowie den Sicherungsring für den Frontscheinwerfer – dann den Frontscheinwerfer nach vorne ziehen, um Zugang zu den Kabeln zu ermöglichen.
- Trennen Sie die zwei Steckverbinder für die Blinker, wie in Abbildung 2 gezeigt, dann führen Sie die Kabel durch das Gehäuse für den Frontscheinwerfer (bitte die Verlegung der Kabel notieren).
- Entfernen Sie die Mutter und die Schraube, die in Abbildung 3 gekennzeichnet sind, und entfernen Sie das Gehäuse für den Blinker (siehe Abbildung 4).
- Lösen und entfernen Sie die Schraube für den Blinker (siehe Abbildung 5), dann den original Blinker entfernen.
- Benutzen Sie ein Tapeziermesser oder Dremel-Werkzeug, um einen Kanal im original Blinkergehäuse zu schneiden wie in Abbildung 6 abgebildet (weiß markiert für Klarheit).
- Die spezielle Sicherungsmutter (Artikel 4) ins Gehäuse reindrücken wie in Abbildung 7 abgebildet (muss evtl. später neu positioniert werden).
- Einen Blinkereinsatz (Artikel 3) am Blinker anbringen – siehe Abbildung 8.
- Führen Sie die Kabel durch die Öffnung im Blinkergehäuse, wie in Abbildung 9 abgebildet.
- Den Blinker in die spezielle Mutter eindrehen, so dass er sicher befestigt ist. Wenn der Blinker in der falschen Position ist, entfernen Sie die Mutter und positionieren Sie sie neu, so dass der Blinker nach dem Eindrehen richtig positioniert ist – siehe Abbildungen 10, A und B.
- Montieren Sie das Blinkergehäuse wie ursprünglich wieder und achten Sie darauf, dass die Kabel auch wie ursprünglich verlegt werden.
- Bitte benutzen Sie den mitgelieferten Schrupfschlauch (Artikel 5), um die Kabel zu schützen.
- Führen Sie die Kabel ins Gehäuse für den Frontscheinwerfer wie ursprünglich wieder.
- Wenn Sie R&G Glühbirnen Blinker (Artikel RG370) montieren, benutzen Sie die mitgelieferten Verbindung (Artikel 1), um die Kabel am Kabelbaum wie ursprünglich wieder anzuschließen.
- Wenn Sie R&G LED Blinker (Artikel RG371 = Standardform oder RG372 = Aero Typ) müssen die mitgelieferten Widerstände (Artikel 2) montiert werden, um die richtige Blitzgeschwindigkeit einstellen. Benutzen Sie die mitgelieferten Verbindungen (Artikel 1), um die Kabel am Kabelbaum wie ursprünglich wieder anzuschließen.
- Wiederholen Sie diese Schritte, um den Blinker an der anderen Seite anzubauen.
- Es empfiehlt sich, zu diesem Zeitpunkt die Funktion der Blinker zu überprüfen – falls die Blinker nicht funktionieren sollten, tauschen Sie die Verbindungen untereinander.
- Montieren Sie die Frontscheinwerfer-Einheit wie ursprünglich wieder – bitte hierbei darauf achten, dass die Kabel beim Einbau nicht eingeklemmt werden.
- Bitte die Funktion der Blinker prüfen und die Lenkung beim vollen Einschlag testen, bevor Sie mit dem Motorrad fahren.

AUSGABE 1 14/09/2017 (NSY)

#### CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

#### R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 [www.rg-racing.com](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)