



LP0199

**FITTING INSTRUCTIONS FOR LP0199BK LICENCE PLATE BRACKET**  
**DUCATI 'X' DIAVEL 2016-**

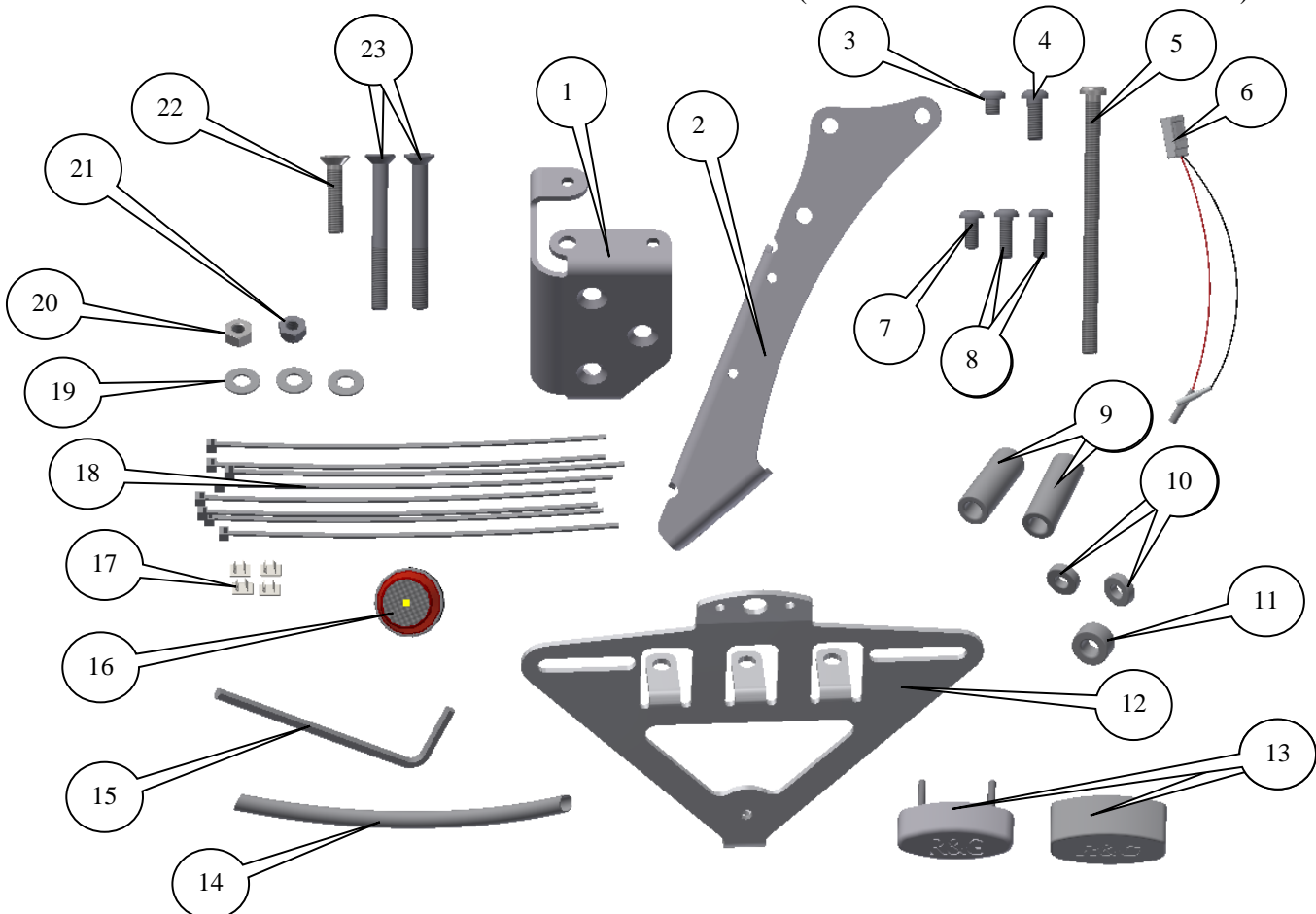
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**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

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**

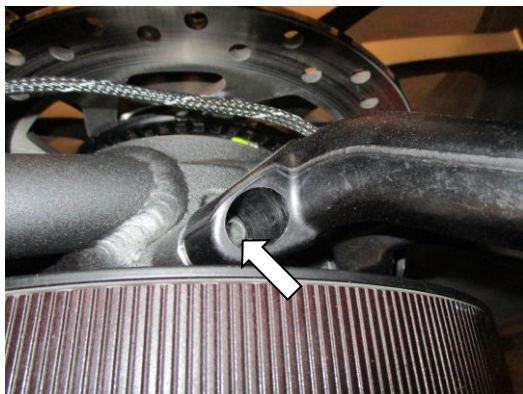
- ITEM 1 = MAIN MOUNTING BRACKET (TB0199BK-PART 1) (x1).
- ITEM 2 = INDICATOR MOUNTING BRACKET (TB0199BK-PART 3) (x1).
- ITEM 3 = M6x5mm BUTTON HEAD BOLT (x1).
- ITEM 4 = M6x15mm BUTTON HEAD BOLT (x1).
- ITEM 5 = M6x100mm BUTTON HEAD BOLT (x1).
- ITEM 6 = LICENCE PLATE ILLUMINATOR CONNECTOR (CON0014) (x1).
- ITEM 7 = M5x12mm BUTTON HEAD BOLT (x1).
- ITEM 8 = M5x16mm BUTTON HEAD BOLTS (x2).
- ITEM 9 = SPACERS (S0962--37mm LONG) (x2).
- ITEM 10 = SPACERS (S0455--4mm LONG) (x2).
- ITEM 11 = SPACER (S0963--8mm LONG) (x1).
- ITEM 12 = LICENCE PLATE MOUNTING BRACKET (TB0199BK-PART 2) (x1).
- ITEM 13 = LICENCE PLATE ILLUMINATOR ASSEMBLY (LA0002) (x1).
- ITEM 14 = 180mm LENGTH OF HEAT SHRINK (x1).
- ITEM 15 = 4mm ALLEN KEY (x1).
- ITEM 16 = REFLECTOR (REFL 1) (x1).
- ITEM 17 = SELF ADHESIVE CABLE CLIPS (x4).
- ITEM 18 = SMALL CABLE TIES (x8).
- ITEM 19 = M6x14mm WASHERS (x3).
- ITEM 20 = M6 PLAIN NUTS (x1).
- ITEM 21 = M6 NYLOC NUT (x1).
- ITEM 22 = M6x30mm COUNTER-SUNK BOLT (x1).
- ITEM 23 = M6x50mm COUNTER-SUNK BOLTS (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 2, 2.5, 3, 4, 5 and 6mm A/F.
  - 6 and 8mm Socket and wrench or spanner.
    - 2 x 13mm spanners.
  - Small amount of super glue.



PICTURE 1

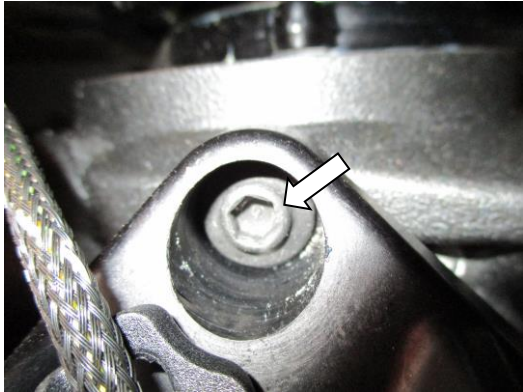


PICTURE 2

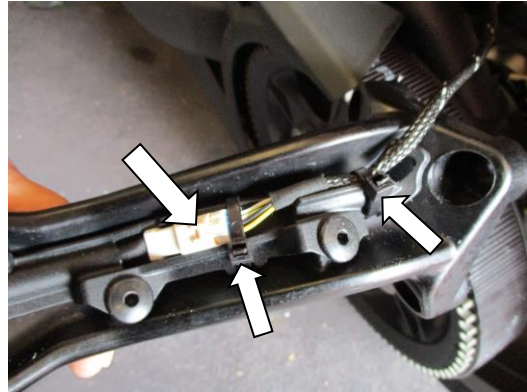


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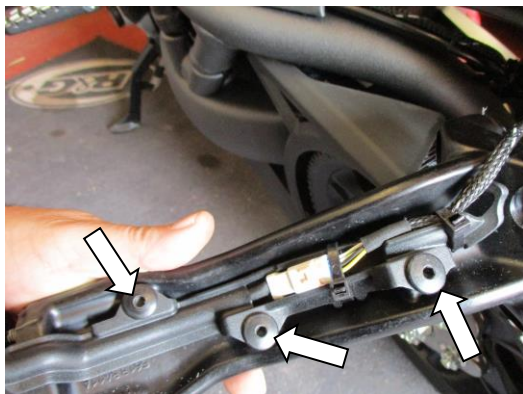
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PICTURE 3



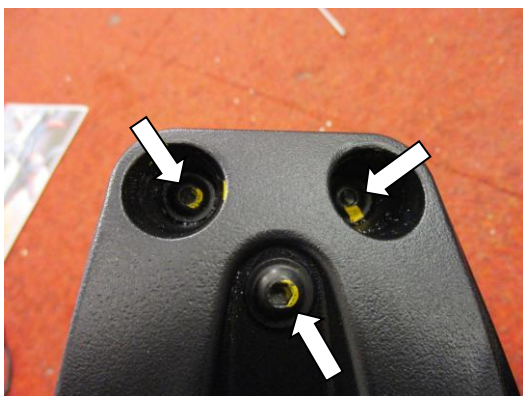
PICTURE 4



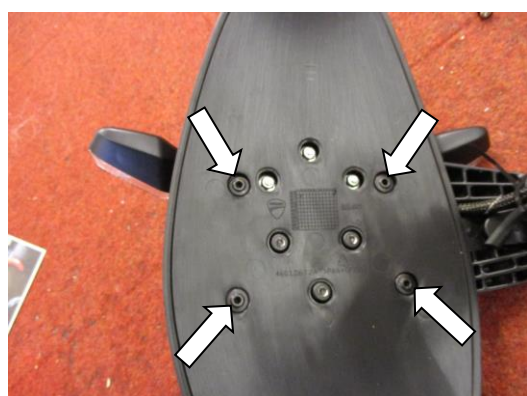
PICTURE 5



PICTURE 6



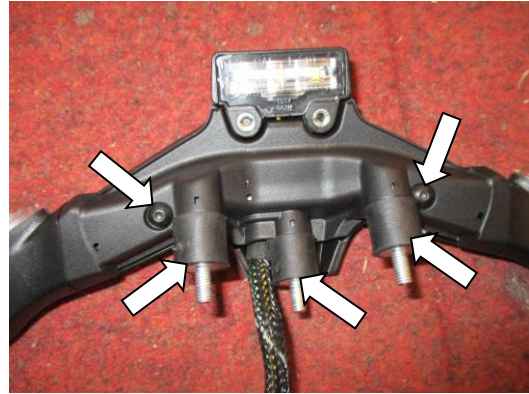
PICTURE 7



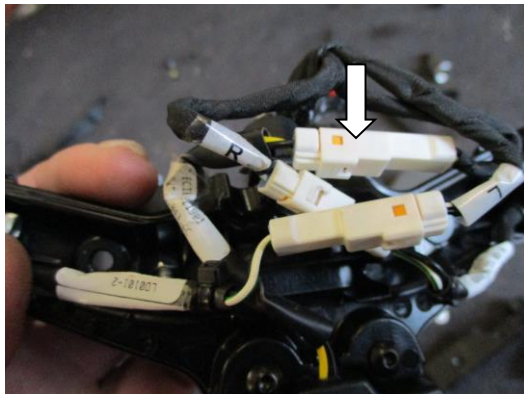
PICTURE 8



PICTURE 9



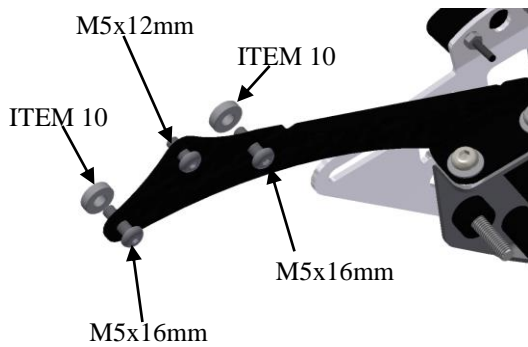
PICTURE 10



PICTURE 11



PICTURE 12



PICTURE 13

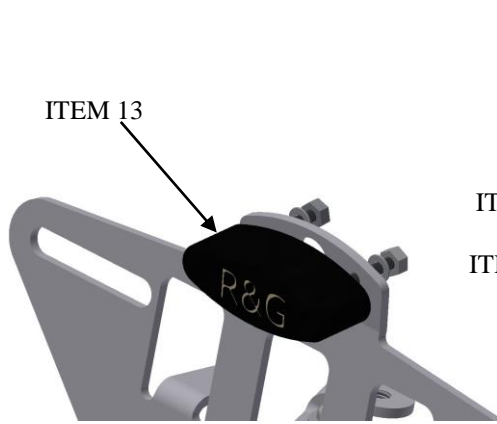


PICTURE 14

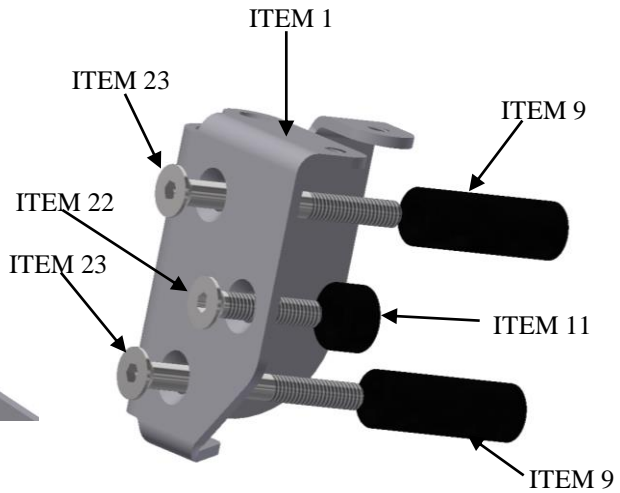


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PICTURE 15



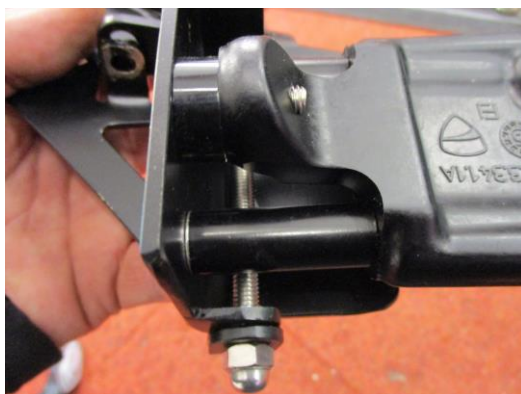
PICTURE 16



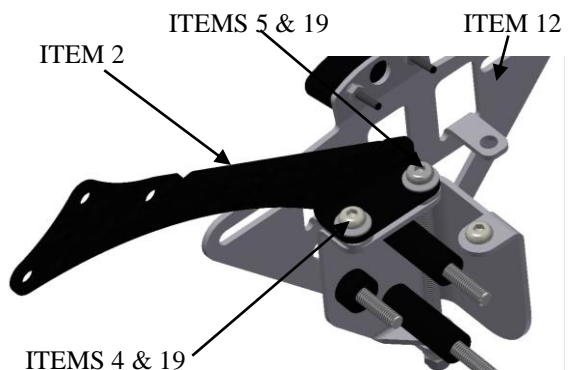
PICTURE 17



PICTURE 18



PICTURE 19

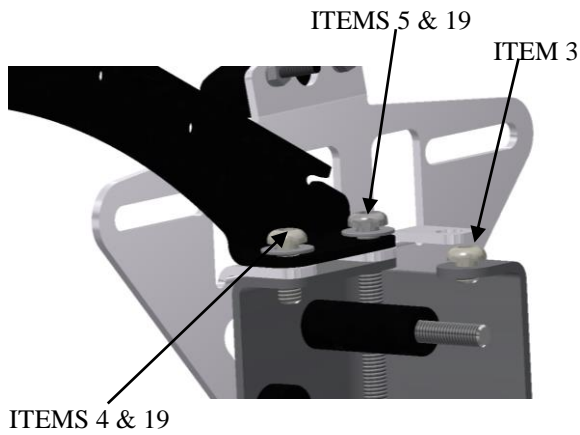


PICTURE 20

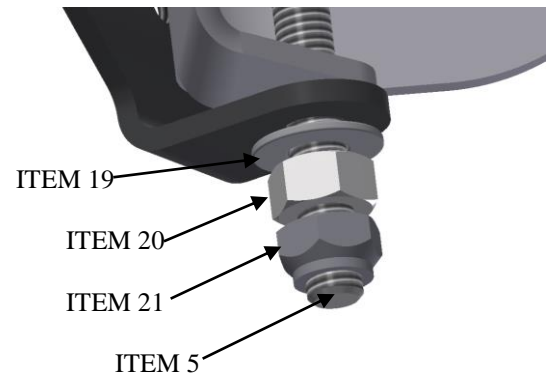


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PICTURE 21



PICTURE 22



PICTURE 23



PICTURE 24



PICTURE 25



PICTURE 26



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### FITTING INSTRUCTIONS

- Remove the three bolts arrowed in pictures 1, 2 and 3.
- Carefully remove the original licence plate assembly (being aware the wiring sub-loom is still connected) and rest on the rear wheel.
- Remove the two cable ties arrowed in picture 4 and disconnect the wiring plug socket arrowed in picture 4.
- Remove the three bolts arrowed in picture 5 and remove all the cable ties holding the wiring loom in position as shown in picture 6, then remove the wiring harness.
- The original licence plate assembly can now be removed.
- Remove the three bolts arrowed in picture 7 and separate the mounting bracket from the licence plate/splash guard bracket.
- Remove the four bolts arrowed in picture 8 and remove the splash guard.
- Remove the three nuts arrowed in picture 9 and remove the indicator/licence plate illuminator.
- Remove the three anti-vibration arrowed in picture 10.
- Remove the two bolts arrowed also arrowed in picture 10 and remove the cable cover to expose the wiring as shown in picture 11.
- Disconnect the wiring plug socket for the licence plate illuminator as arrowed in picture 11 (it is the one without R or L identifiers).
- Replace the plug socket with the new licence plate illuminator connector (item 6) and route alongside the original wiring loom.
- Before replacing the cable cover, mount the original indicator bracket to the new indicator mounting bracket (item 2) as shown in pictures 12, 13 and 14. Using the two smallest spacers (item 10) and the three M5 button head bolts (items 7 and 8) as shown in picture 13.
- Refit the cable cover as original ensuring the wiring is not squashed or crimped.
- Fit the new licence plate illuminator (item 13) to the new licence plate mounting bracket (item 12) as shown in picture 15 (please use the provided heat shrink (item 14) to protect the wiring).
- **PLEASE NOTE YOU WILL NEED TO GLUE THE LIGHT SHROUD TO THE LED LICENCE PLATE ILLUMINATOR USING A SMALL AMOUNT OF SUPER GLUE.**
- Fit the main mounting bracket (item 1) to the original mounting bracket as shown in pictures 17, 18 and 19, using the three spacers (items 9 and 11) with the three counter-sunk bolts (items 22 and 23) as shown in picture 16.
- Offer the licence plate mounting bracket (item 12) into position on the main mounting bracket (item 1) as shown in pictures 20 and 21, it should slip over the main mounting bracket.
- Offer the indicator mounting bracket into position as shown in pictures 20 and 21, use the longest M6 bolt with washer (items 5 and 19) to locate both parts as shown in pictures 20 and 21 (the bolt goes through the indicator mounting bracket and through the central hole in the licence plate mounting bracket). Use the mid-length M6 bolt with washer (items 4 and 19) in the remaining hole in the indicator mounting bracket.
- Place the last smallest M6 bolt (item 3) into the empty threaded hole in the main mounting bracket as shown in picture 21 (this is to protect the threads only in the riding position). The shortest and mid length bolts may be removed (using the Allen key provided (item 15) to allow licence plate mounting bracket to be swivelled 90 degrees to allow for ease of storage. **Please ensure to reposition before riding.**
- Fit the remaining washer (item 19) onto the exposed end of the longest bolt, then the M6 plain nut followed by the M6 Nyloc nut as shown in picture 22.

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- Tighten the upper nut (item 20) until there is no movement and then lock in position using the locking nut (item 21). Finally ensure all bolts are secure.
- Offer the complete assembly into a position so the main wiring socket can be reconnected as shown in picture 26.
- Connect the new licence plate illuminator to the wiring connector (item 6). It is a good idea to check the operation of all lights at this stage, if the licence plate illuminator fails to work please swap the bullet connectors and retry.
- Secure the original wiring loom and the licence plate illuminator wires using the cable ties (item 18) and self-adhesive cable clips (item 17) as shown in pictures 23, 24 and 25.
- Refit the cable harness as original and using the cable ties secure all wiring as original.
- Fit the entire assembly onto the rear wheel hub as original and secure using the original bolts, please ensure the wiring cannot come into contact with the chain, brake disc or any moving parts when in operation.
- Re-fit the licence plate (it may require 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 OR DAMAGE.**
- Refit both seats.
- Depending on local laws, attach enclosed red reflector (item 16) in an appropriate location.
- **Please test the indicators, rear light and licence plate illuminator before riding.**

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

ISSUE 1 04/05/2016 (NSY)

ISSUE 2 05/08/2019 (FB)

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**NOTICE DE MONTAGE POUR LP0199BK SUPPORT DE PLAQUE  
DUCATI 'X' DIAVEL 2016-**

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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)**

**LEGENDE**

- ARTICLE 1 = SUPPORT DE FIXATION PRINCIPAL (TB0199BK-PART 1) (x1).
- ARTICLE 2 = SUPPORT DE FIXATION CLIGNOTANT (TB0199BK-PART 3) (x1).
- ARTICLE 3 = M6x5mm BOULON (x1).
- ARTICLE 4 = M6x15mm BOULON (x1).
- ARTICLE 5 = M6x100mm BOULON (x1).
- ARTICLE 6 = CONNECTEUR FEU DE PLAQUE (CON0014) (x1).
- ARTICLE 7 = M5x12mm BOULON (x1).
- ARTICLE 8 = M5x16mm BOULONS (x2).
- ARTICLE 9 = ENTRETOISES (S0962--37mm DE LONG) (x2).
- ARTICLE 10 = ENTRETOISES (S0455--4mm DE LONG) (x2).
- ARTICLE 11 = ENTRETOISE (S0963--8mm DE LONG) (x1).
- ARTICLE 12 = SUPPORT DE FIXATION PLAQUE (TB0199BK-PARTIE 2) (x1).
- ARTICLE 13 = ASSEMBLAGE FEU DE PLAQUE (LA0002) (x1).
- ARTICLE 14 = 180mm MANCHON THERMORETRACTABLE (x1).
- ARTICLE 15 = 4mm CLE ALLEN (x1).
- ARTICLE 16 = REFLECTEUR (REFL 1) (x1).
- ARTICLE 17 = CLIPS AUTOCOLLANTS (x4).
- ARTICLE 18 = COLLIERS DE SERRAGE (x8).
- ARTICLE 19 = M6x14mm RONDELLES (x3).
- ARTICLE 20 = M6 ECROUS (x1).
- ARTICLE 21 = M6 ECROU (x1).
- ARTICLE 22 = M6x30mm BOULON (x1).
- ARTICLE 23 = M6x50mm BOULONS (x2).

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

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### OUTILS REQUIS

- Clés Allen 2, 2.5, 3, 4, 5 et 6mm.
  - Clés à douille 6 et 8mm.
  - Clé à molette 2 x 13mm.
  - Un peu de super glue.

### NOTICE DE MONTAGE

- Enlever les 3 boulons indiqués sur les photos 1, 2 et 3.
- Enlever l'assemblage de feu de plaque d'origine (faire attention à ce que le sous faisceau soit toujours connecté) et reste sur la roue arrière.
- Enlever les 2 colliers de serrage indiqués sur la photo 4 puis déconnecter la prise de fils, voir photo 4.
- Enlever les 3 boulons indiqués sur la photo 5 puis enlever tous les colliers de serrage qui fixent le faisceau de câbles en position, voir photo 6. Enfin, enlevez le harnais de câbles.
- L'assemblage de feu de plaque d'origine peut maintenant être enlevé.
- Enlever les 3 boulons indiqués sur la photo 7 puis séparer le support de fixation du support de plaque/garde boue.
- Enlever les 4 boulons indiqués sur la photo 8 ainsi que le garde boue.
- Enlever les 3 écrous indiqués sur la photo 9 puis le feu de plaque/clignotant.
- Enlever les 3 anti-vibration indiqués sur la photo 10.
- Enlever les 2 boulons indiqués sur la photo 10 et enlever le cache câble pour exposer les fils, voir photo 11.
- Déconnecter la prise de câbles du feu de plaque, voir photo 11 (la seule sans identifiants R ou L).
- Remplacer la prise par le nouveau connecteur de feu (article 6) et ranger le faisceau d'origine.
- Avant de remettre le cache câble, monter le support clignotant d'origine sur le nouveau support de fixation (article 2), voir photos 12, 13 et 14. En utilisant les 2 plus petites entretoises (article 10) et les 3 boulons M5s (articles 7 et 8), voir photo 13.
- Remonter le cache câble comme à l'origine, en veillant à ce que les câbles ne soient pas pincés/.
- Monter le nouveau feu de plaque (article 13) sur le nouveau support de fixation (article 12) voir photo 15 (Utiliser le manchon thermo rétractable fournie (article 14) pour protéger les fils).
- **VOUS DEVREZ COLLER LE LINCEUL DE FEU SUR LE FEU DE PLAQUE A L'AIDE DE LA SUPER GLUE.**
- Monter le nouveau support de fixation (article 1) sur le nouveau support de fixation, voir photos 17, 18 et 19, à l'aide des 3 entretoises (articles 9 et 11) avec les 3 boulons (articles 22 and 23) voir photo 16.
- Monter le support de fixation (article 12) en position sur le support de plaque principal (article 1) voir photos 20 et 21, il devrait glisser sur le support principal.
- Monter le support de fixation clignotant en position, voir photos 20 et 21, utiliser le boulon M6 le plus long avec rondelle (articles 5 et 19) pour placer les 2 parties, voir photos 20 et 21 (le boulon va dans le support de fixation clignotant et dans le trou central du support de fixation de plaque). Utiliser le boulon M6 mi longueur avec rondelle (articles 4 et 19) dans le trou restant du support de fixation clignotant.
- Placer le boulon M6 restant (article 3) dans le trou vide du support de fixation principal, voir photo 21 (pour protéger les filetages uniquement en position de pilotage). Le boulon le plus court et mi longueur doivent être enlevés (à l'aide d'une clé Allen fournie (article

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15) pour permettre au support de fixation principal de pivoter à 90 degrés pour permettre l'entreposage. **Veiller au bon repositionnement avant de prendre la route.**

- Insérer la rondelle restante (article 19) sur l'extrémité fileté du boulon, puis l'écrou M6 suivi d'un écrou M6, voir photo 22.
- Serrer l'écrou supérieur (article 20) jusqu'à ce qu'il ne bouge plus, puis bloquer sa position avec un écrou de blocage (article 21). Veiller à ce que tous les boulons soient fixés.
- Monter l'assemblage complet en position de façon à ce que la prise de câble principale puisse être reconnectée, voir photo 26.
- Connecter le nouveau feu de plaque pour que le connecteur de fil (article 6). Il est judicieux de vérifier que tous les feux fonctionnent à ce stade. Si le feu de plaque ne fonctionne pas, tournez les connecteurs puis réessayer.
- Fixer le faisceau de câbles principal et les fils de feu de plaque en utilisant les colliers de serrage fournis (article 18) et clips câble autocollants (article 17) voir photos 23, 24 et 25.
- Remonter le harnais de câble comme à l'origine et utiliser les colliers de serrage pour fixer les fils comme à l'origine.
- Monter l'assemblage sur le moyeu de roue arrière comme à l'origine puis fixer à l'aider des boulons d'origine, veiller à ce que le fil ne puisse pas être en contact avec la chaîne, le disque de frein ou toute autre partie de la moto lors de son usage.
- Pour enlever le support de plaque d'origine et accéder aux fils, il est plus simple d'enlever le boulon inviolable, voir photo 6.
- Enlever le boulon inviolable en utilisant l'outil fourni (article 11), placer l'outil sur la tête du boulon en veillant à ce que les vis de blocage soient alignées avec la portion la plus épaisse du boulon puis serrer les vis de blocage en utilisant la clé Allen fournie (Article 12).
- Utiliser une clé à douille ou à molette sur l'outil et enlever le boulon (si cela échoue, le boulon peut être enlevé en perçant la tête du boulon).
- Déconnecter les prises de fils, voir photo 8.
- Enlever les 4 boulons, voir photo 9.
- Enlever les 2 boulons, voir photo 10.
- Déclipser le passage de roue en plastique des onglets d'emplacement, voir photos 11 et 12 puis abaisser le passage de roue (vous devrez passer la trousse d'outil dans la fente du sous cadre arrière) jusqu'à ce qu'il repose sur la roue arrière.
- Une fois le passage de roue abaissé, enlever les 2 vis, voir photo 13.
- Enlever les fils en prenant note de leur organisation.
- Enlever le support de fixation plaque d'origine tout en passant tous les fils dans les trous du passage de roue.
- Remettre le siège et la plaque (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, attachez le réflecteur (article 16) fourni à son emplacement approprié
- **Vérifiez que les clignotants et les feux de plaque fonctionnent bien avant de prendre la route.**

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**COUPLES DE SERRAGE RECOMMANDÉS :**

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

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