

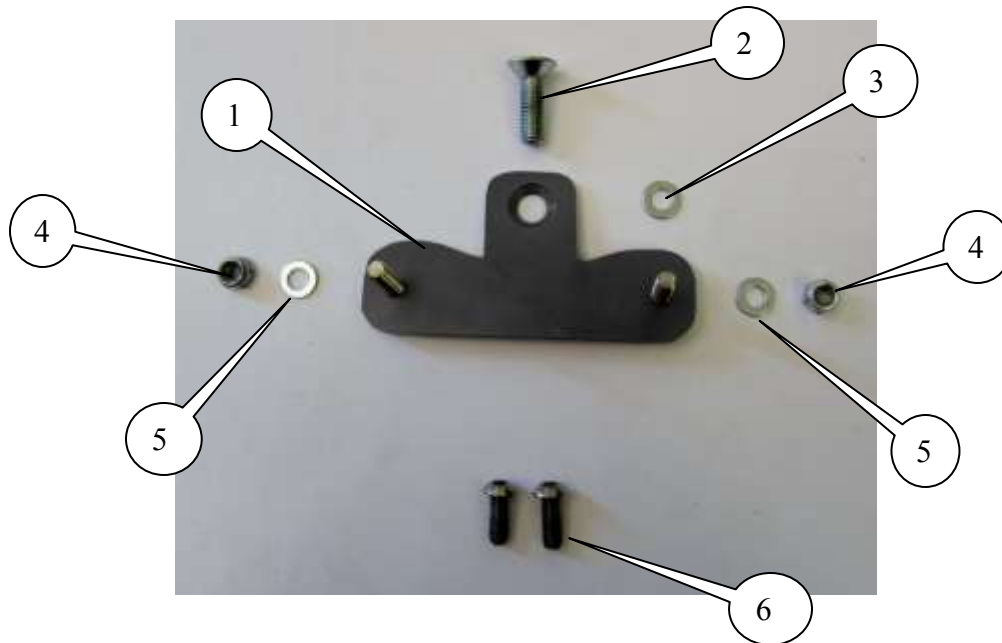


**FITTING INSTRUCTIONS FOR RRB0001BK REGULATOR/RECTIFIER BRACKET TRIUMPH BONNEVILLE, THRUXTON & SCRAMBLER '04-**

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



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



**Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike.**

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!*

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### **TOOLS REQUIRED**

- Socket or spanner set to include 10 and 13mm sockets and wrench.
  - Set of metric Allen keys to include 4mm A/F.
  - Phillips screwdriver.

### **LEGEND**

ITEM 1 = MP0016 MOUNTING PLATE with 2x PEM STUDS (x1).

ITEM 2 = M8 x 16mm LONG COUNTERSUNK HEAD BOLT (x1)

ITEM 3 = S0430 SPACER 2.5mm LONG (x1)

ITEM 4 = M6 NYLOC NUTS (x2)

ITEM 5 = M6 WASHERS (x2)

ITEM 6 = M6 x 16mm LONG BUTTON HEAD BOLT (x2)



PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6



PICTURE 7



PICTURE 8

### **FITTING INSTRUCTIONS**

- Remove the regulator/rectifier by removing the two bolts that secure it in place, as shown in picture 1.
- Remove the two Philips screws that secure the headlamp outer surround, and remove the headlight lens. Carefully support this while disconnecting the electrical connection for the regulator/rectifier, as shown in picture 2.
- Remove the cable from the rear of the headlight and re-fit the headlamp to prevent damage.
- Remove the bolt that secures the horn in place, as shown in picture 3.
- Disconnect the electrical connections on the horn, as shown in picture 4. *It's a good idea to mark on the matching connections, to make re-fitting easier.*
- Place the regulator/rectifier bracket (item 1) in place, and fit the M8 x 16mm Countersunk Bolt in through the top hole and into the frame, as shown in picture 5.



- Fit the hole on the horn mounting plate over one of the protruding threaded studs and the spacer (item 3) over the second, as shown in picture 5.
- Place the regulator/rectifier over the exposed threaded studs (ensuring the wiring exits the unit from the top) and fit a washer and M6 nyloc nut to each stud, as shown in picture 6. These can then be tightened.
- With the horn mounted, the electrical connections on the rear may need to be re-positioned. To do this, loosen the nut, rotate the horn and then re-tighten.
- Re-connect the electrical connections to the horn, as shown in picture 7.
- Route the regulator/rectifier wiring neatly from its new location into the rear of the headlamp and re-fit the connectors together.
- Re-fit the headlamp surround and tighten the two Philips screws,
- Place the two M6 x 16mm Button Head bolts into the plate which no longer mounts the regulator/rectifier, then locate into the threaded holes on the lower yoke and tighten, as shown in picture 8.
- Check the correct operation of the bike and horn and that there are no clearance issues with either the wiring or horn position when full lock is applied.

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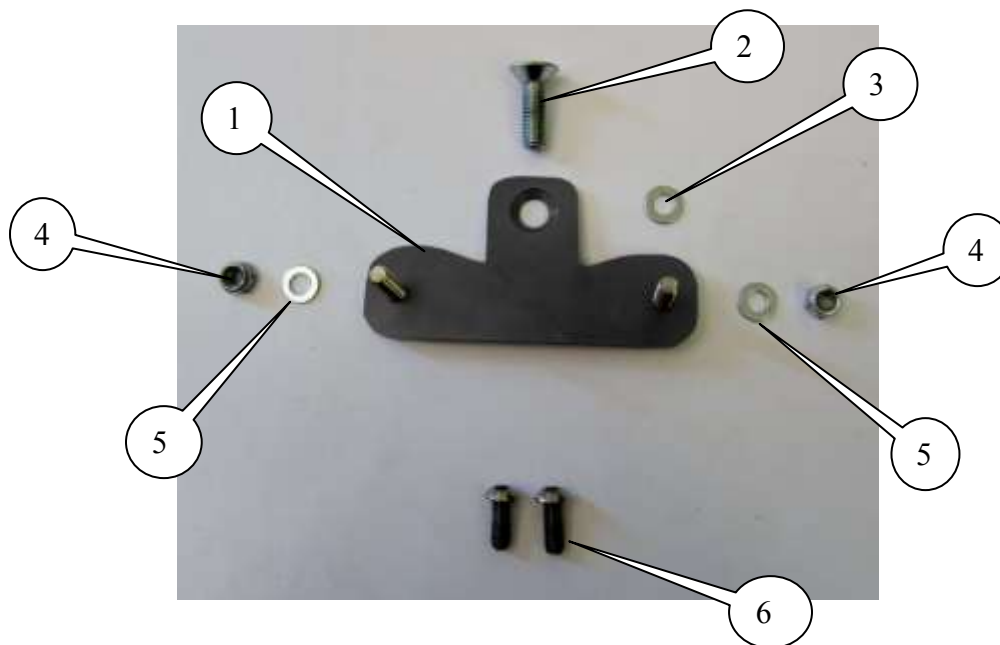


### **Instructions de montage**

RRB0001BK Régulateur/support  
TRIUMPH BONNEVILLE, THRUXTON & SCRAMBLER '04-



LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.





Les pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.

**La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.**

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 et pinces, 10 et 13mm
  - Clés Allen 4mm
  - Tournevis.

#### **LEGENDE**

ARTICLE 1 = MP0016 Plaque de montage with 2x Gougeons (x1).

ARTICLE 2 = M8 x 16mm Long boulon à tête ronde (x1)

ARTICLE 3 = S0430 Entretoise 2.5mm de long (x1)

ARTICLE 4 = M6 Ecrous en Nyloc (x2)

ARTICLE 5 = M6 Rondelles (x2)

ARTICLE 6 = M6 x 16mm Long boulon à tête ronde (x2)



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 5



PHOTO 6



PHOTO 7



PHOTO 8

### **Instructions de montage**

- Retirer le régulateur / redresseur en enlevant les 2 boulons qui fixent le tout en place (Photo 1).
- Enlever les 2 vis qui fixent the le tour du projecteur, puis enlever la lentille de phare. Tenir l'ensemble tout en déconnectant la connexion électrique pour le régulateur / redresseur, (Photo 2).
- Enlever le câble de l'arrière du projecteur principal et réinstaller le projecteur principal pour empêcher qu'il ne s'abîme.
- Enlever le boulon qui fixe la corne en place (Photo 3).
- Déconnecter les connexions sur la corne (Photo 4). Il est bon de marquer les connexions correspondantes, pour faciliter le remontage.
- Placer le support de régulateur / redresseur (Article 1) en place, et installe le boulon M8 x 16mm à travers le trou supérieur et dans le cadre, avant de serrer (Photo 5).

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)



- Passer le trou dans le support de montage de la corne autour d'un des goujons dépassant et la rondelle (Article 3) autour du second (Photo 5).
- Placer le support de régulateur / redresseur autour des filetages dépassant des goujons (en vous Assurant que le câblage soit dégagé du haut) puis passer une rondelle et un écrou M6 en Nyloc sur chaque goujon (Photo 6). Ceux-ci peuvent être serrés.
- Avec la corne montée, les connexions électriques arrière peuvent avoir à être repositionnées. Pour ce faire, desserrer l'écrou, tourner la corne puis re-serrer.
- Rebrancher les connexions à la corne (Photo 7).
- Faire proprement passer le câblage régulateur / redresseur de sa nouvelle place dans l'arrière de la lampe principale puis réinstaller les connecteurs ensemble.
- Réinstaller la lampe principale autour puis serrer les 2 vis.
- Placer les 2 boulons à tête ronde M6 x 16mm dans la plaque qui ne monte plus le régulateur / redresseur puis placer les dans les trous sur la culasse inférieure puis serrer (Photo 8).
- Vérifier que tout fonctionne sur la moto et la corne de la moto et qu'il n'y a pas de jeu que ce soit avec le câblage ou la position de verrouillage lorsque la corne globale est montée.

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