



FAP0013

FITTING INSTRUCTIONS FOR FAP0013BK
FRONT INDICATOR ADAPTORS
HONDA MSX 125 2016-



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

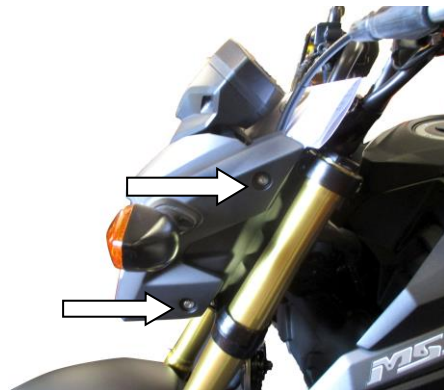
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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

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

- 10mm spanner
- Set of Metric Allen Keys to include 4mm
- Phillips head screwdriver



PICTURE 1



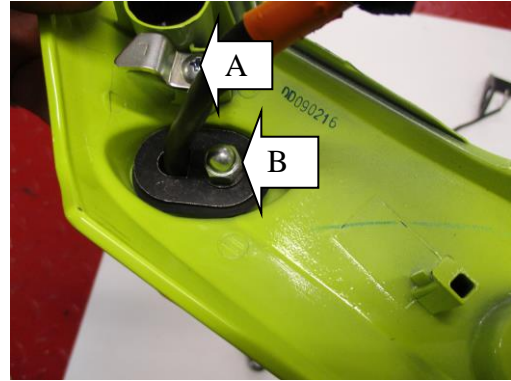
PICTURE 2



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PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6



PICTURE 7



PICTURE 8



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FITTING INSTRUCTIONS

- Remove the two bolts on either side of the front headlight unit which secure it in place, as shown in picture 1.
- Remove the headlight unit, ensuring to disconnect the headlight wiring connectors, as shown in picture 2.
- Remove the indicator connectors as shown in picture 3.
- The coloured plastic sides should now unclip from the main headlight assembly.
- Using a phillip screwdriver, remove the screw (labelled A in picture 4) which hold the indicator wire. Remove the wiring metal bracket.
- Using a 10mm spanner, remove the nut (labelled B in picture 4) which hold the indicator in place. Remove the indicator metal bracket. Remove the rubber from the plastic by squeezing it, pull away the indicator and it's wiring from the plastic panel.
- The mini indicator adaptors can now be fitted. There are four adaptor plates, two for each side. The larger plate with the chamfer goes on the outside of the plastic.
- Fit one of the larger indicator adaptor plates over the threaded end of one of the R&G mini indicators (supplied separately) ensuring the larger flat surface with the chamfer sits against the end of the indicator, as shown in picture 6. Locate the indicator wiring through the hole in the plastic headlight side and locate one of the smaller adaptor plates onto the exposed end of the thread, before fitting the nut and tighten, as shown in picture 7.
- Take one of the wiring connectors supplied in the kit and fit the bullet connectors to the mini indicators bullet connectors. This will then be able to plug straight into the OEM wiring loom using the OEM connector. *(If illumination fails when re-fitting, swap the bullet connectors around). Fit the resistors if required to the bullet connectors from the indicator, if two resistors are required please connect them in series.*
- Re-fit the OEM wiring metal bracket as original to guide the indicator wire.
- Repeat the same stages as above to fit the remaining indicator.
- Re-fit the plastic sides to the headlight unit and connect up all wiring connectors and test the correct operation of all lights before re-fitting. *Please note in order to test the indicators for correct operations, the engine needs to be running.*
- Re-fit the headlight unit and tighten all four bolts.

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NOTICE DE MONTAGE POUR FAP0013BK
PLAQUES D'OBTURATION DE REPOSE PIEDS
HONDA MSX 125 2016-



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 ETRE UNIQUEMENT REPRESENTATIVES
(POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT

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

OUTILS REQUIS

- Clé à molette 10mm
- Clés Allen 4mm
- Tournevis cruciforme

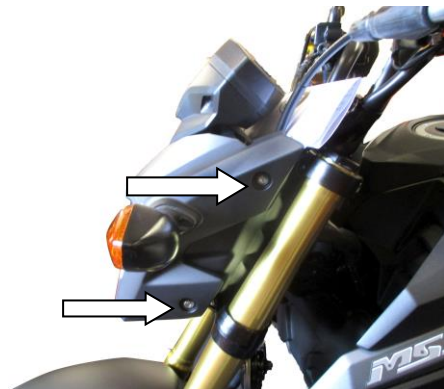


PHOTO 1

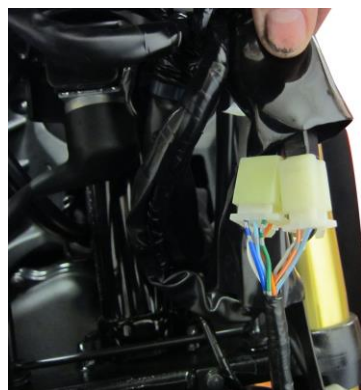


PHOTO 2



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PHOTO 3

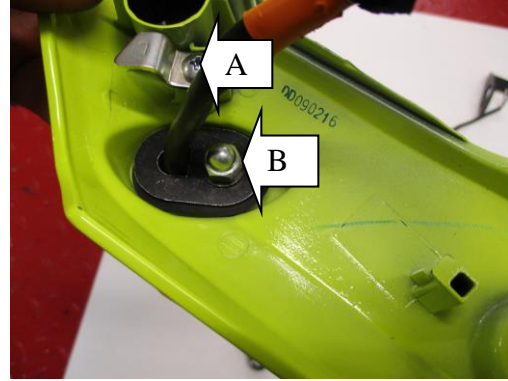


PHOTO 4



PHOTO 5



PHOTO 6



PHOTO 7



PHOTO 8



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NOTICE DE MONTAGE

- Enlever les 2 boulons de chaque coté de l'unité de feu avant qui le fixe en place, voir photo 1.
- Enlever l'unité de feu, en veillant à déconnecter les connecteurs de fils de feu, voir photo 2.
- Enlever les connecteurs de clignotant, voir photo 3.
- Les cotés colorés en plastique doivent à présent être détachés de l'assemblage de feu principal.
- A l'aide d'un tournevis cruciforme, enlever la vis (étiquetée A sur la photo 4) qui maintien le fil de clignotant. Enlever le supports de fils métallique.
- A l'aide d'une clé à molette de 10mm, enlever l'écrou (étiqueté B sur la photo 4) qui tient le clignotant en place. Enlever le support métallique de clignotant. Enlever le caoutchouc du plastique en le serrant, tirer le clignotant et son fil du support plastique.
- Les adaptateurs de mini clignotant peuvent à présent être montés. Il y a 4 plaques d'adaptateur, 2 de chaque coté. La plaque la plus large avec le chanfrein va à l'extérieur du plastique.
- Installer une des plaques d'adaptateur de clignotant sur l'extrémité fileté d'un des mini clignotants R&G (fourni séparément) en veillant à ce que la partie plate plus large avec le chanfrein se place contre l'extrémité du clignotant, voir photo 6. Placer le fil de clignotant dans le trou du coté du phare en plastique puis placer une des petites plaques d'adaptateur de clignotant sur l'extrémité du filetage, avant d'insérer un écrou puis serrer, voir photo 7.
- Prendre un des connecteurs de fils fournis dans le kit et monter les connecteurs sur les connecteurs de mini clignotants. Il se ensuite possible de brancher tout droit dans le faisceau de câble d'origine à l'aide du connecteur d'origine. *(Si l'éclairage échoue lors du remontage, permutez les connecteurs. Monter les résistances si cela est nécessaire sur les connecteurs du clignotant. Si 2 résistances sont nécessaires, svp veuillez les connecter en série.*
- Remonter le support métallique de fils d'origine comme à l'origine pour guider le fil de clignotant.
- Répéter les mêmes étapes que ci dessus pour monter le clignotant restant.
- Remonter les cotés en plastique sur l'unité de phare puis connecter tous les connecteurs de fils avant de tester que chaque feu fonctionne. *Svp, pour tester les clignotants, le moteur doit être allumé.*
- Remonter l'unité de phare puis serrer les 4 boulons.

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