



FAP0020

**FITTING INSTRUCTIONS FOR FAP0020BK**  
**FRONT INDICATOR ADAPTORS**  
**SUZUKI GSX 250R '17-**

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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).

**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 keys or socket bits.
  - 10 & 12mm spanner.



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## **FITTING INSTRUCTIONS**

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- Disconnect both front indicator bullet connectors located behind the fairing.
- Remove the nut that holds the indicator in place from the inside of the fairing. Repeat the procedure to the opposite side of front indicator.
- Locate one indicator adaptor to either side R&G mini indicator stem and feed all the wires through in process.
- Offer the new R&G indicator to either side of the fairing as original and secure using the nut provided. Repeat the procedures to the opposite side of front indicator.
- In order to achieve correct flash rate. A resistor (RGR0002) is required to use on each indicator (*Resistors are sold separately*). Connect the indicator's male bullet connectors to the resistor's female connectors in this scheme  
Indicator YELLOW -----→ Resistor YELLOW  
Indicator BLACK -----→ Resistor BLACK
- Connect the resistor's male bullet connectors to the female bullet connectors on the main loom in this scheme
  1. Left indicator  
Resistor YELLOW -----→ Main loom BLACK  
Resistor BLACK -----→ Main loom BLACK/ WHITE
  2. Right indicator  
Resistor YELLOW -----→ Main loom GREEN  
Resistor BLACK -----→ Main loom BLACK/ WHITEIf lights fail illuminate please swap the connectors around
- Check all indicators for correct operations before riding.

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**NOTICE DE MONTAGE POUR FAP0020BK**  
**ADAPTATEURS DE CLIGNOTANT AVANT**  
**SUZUKI GSX 250R '17-**

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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 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).**

**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**

- Clés Allen 5mm.
- Clés plates 10 & 12mm.



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## **NOTICE DE MONTAGE:**

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- Déconnecter les 2 connecteurs de clignotants avant placés derrière le carénage.
  - Enlever l'écrou qui fixe le clignotant en place depuis l'intérieur du carénage. Répéter la procédure pour le clignotant avant du côté opposé.
  - Placer un adaptateur de clignotants d'un côté de la tige du mini clignotants R&G puis passer tous les fils à travers en même temps.
  - Monter le nouveau clignotant R&G d'un côté du carénage comme à l'origine puis fixer à l'aide de l'écrou fourni. Répéter la procédure pour le clignotant avant opposé.
  - Pour obtenir le bon niveau d'éclairage, une résistance (RGR0002) est nécessaire pour chaque clignotants (*Résistances vendues séparément*). Connecter les connecteurs de clignotants mâme sur les connecteurs de clignotants femelle selon ce schema :
    - Clignotant JAUNE -----> Résistance JAUNE
    - Clignotant NOIR -----> Résistance NOIR
  - Connecter les connecteurs de résistanc mâle sur les connecteurs femelles du faisceau principal, selon ce schéma :
    3. Clignotant Gauche
      - Résistance JAUNE -----> Faisceau principal NOIR
      - Résistance NOIR -----> Faisceau principal NOIR/BLANC
    4. Clignotant droit
      - Résistance JAUNE -----> Faisceau principal VERT
      - Résistance NOIR-----> Faisceau principal NOIR/BLANC
- Si l'éclairage échoue, tournez les connecteurs.
- Vérifier que tous les feux fonctionnent avant d'utiliser la moto.

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