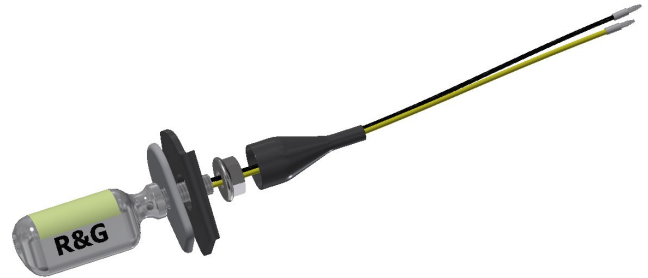




**FITTING INSTRUCTIONS FOR IA/IAS0025 INDICATOR ADAPTORS  
FOR SUZUKI GSX-S1000 2021- FRONT OR REAR**



**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED OVER PAGE.**

SOME PARTS MAY BE SHOWN FOR CLARITY OF INSTRUCTIONS ONLY.

DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

**PLEASE READ ALL INSTRUCTIONS BEFORE PROCEEDING.**

**IF IN ANY DOUBT WHEN FITTING OUR PRODUCTS, CONSULT ONE OF  
OUR DEALERS OR HAVE FITTED BY A QUALIFIED TECHNICIAN.**

PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE  
WAY OF MOUNTING TO THE BIKE.

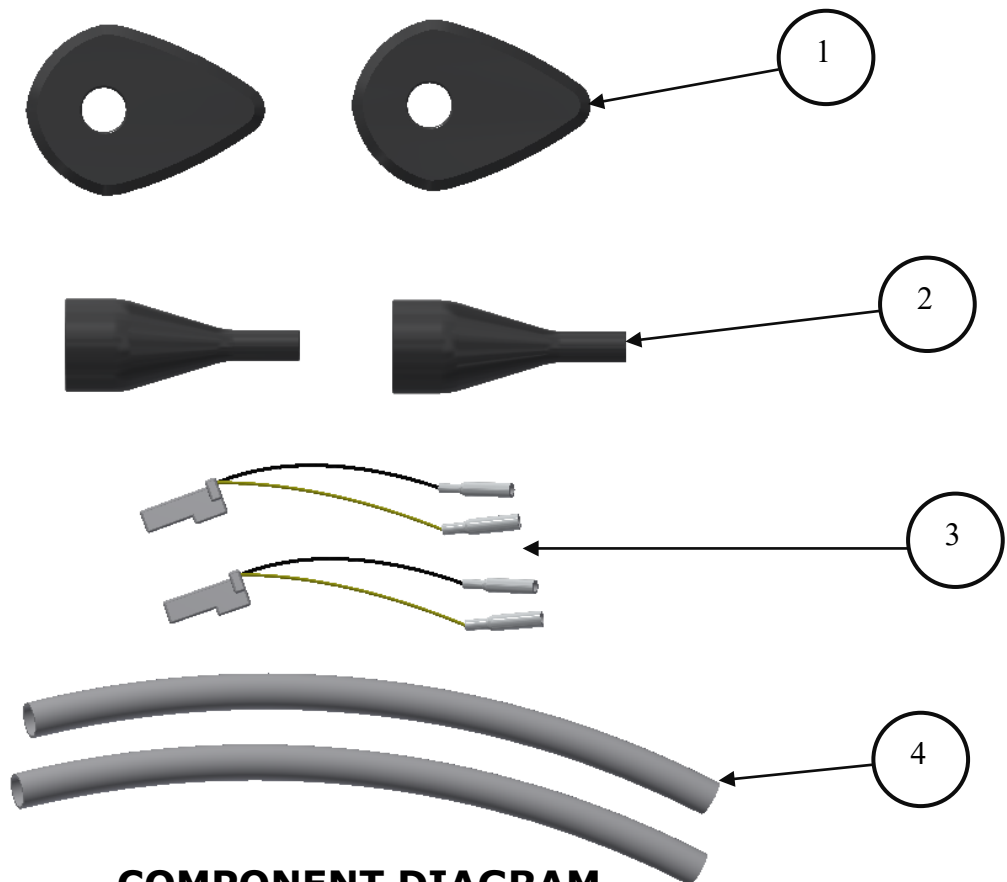
IN THE EVENT OF RUBBER WASHERS BEING USED TO HOLD COMPONENTS ONTO BOLTS,  
THESE RUBBER WASHERS CAN BE THROWN AWAY.

**DIGITAL COPIES OF THESE INSTRUCTIONS ARE AVAILABLE FROM:**

**[WWW.RG-RACING.COM](http://WWW.RG-RACING.COM)**



<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> <li>• Allen key set to include 4 &amp; 5mm A/F.</li> <li>• 8 and 10mm spanners or sockets and wrench.</li> <li>• Small flat bladed driver.                             <ul style="list-style-type: none"> <li>• Phillips driver.</li> <li>• Cable cutters.</li> </ul> </li> </ul>	<p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 20Nm</p> <p>M10 BOLT = 40Nm</p> <p>M12 BOLT = 40Nm</p>



**COMPONENT DIAGRAM**



**LEGEND**

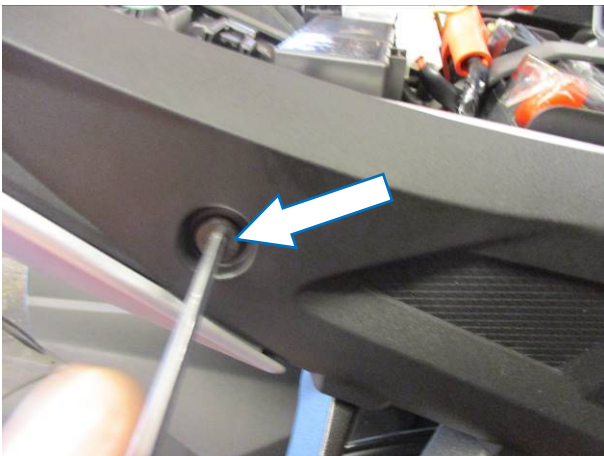
ITEM NO.	DESCRIPTION	QTY
ITEM 1	INDICATOR ADAPTOR PLATES (I0072)	2
ITEM 2	MINI INDICATOR WIRING COVERS (IWC0002)	2
ITEM 3	INDICATOR CONNECTORS (CON0014)	2
ITEM 4	180mm LENGTH OF 666-896 (HEAT-SHRINK)	2



PICTURE 1



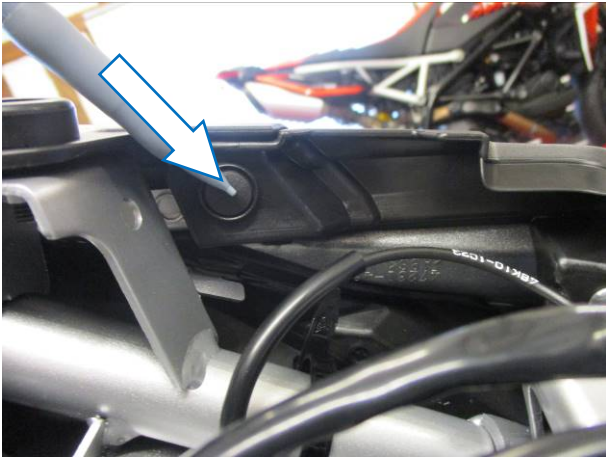
PICTURE 2



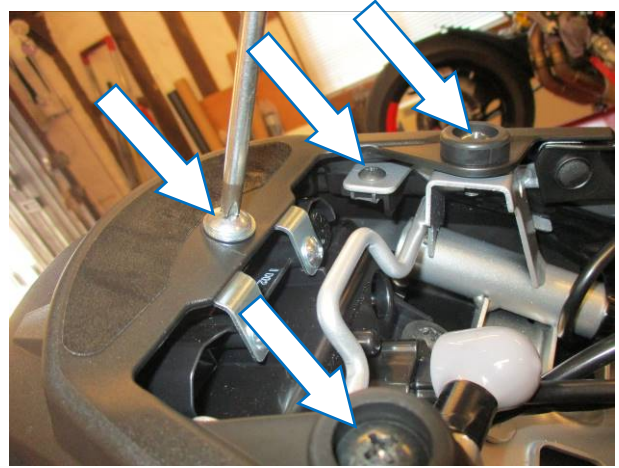
PICTURE 3



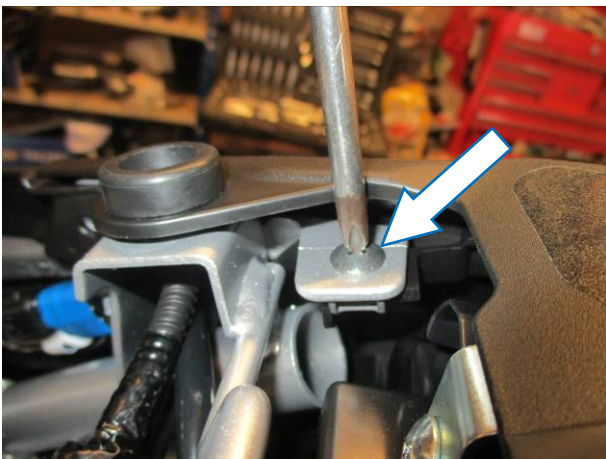
PICTURE 4



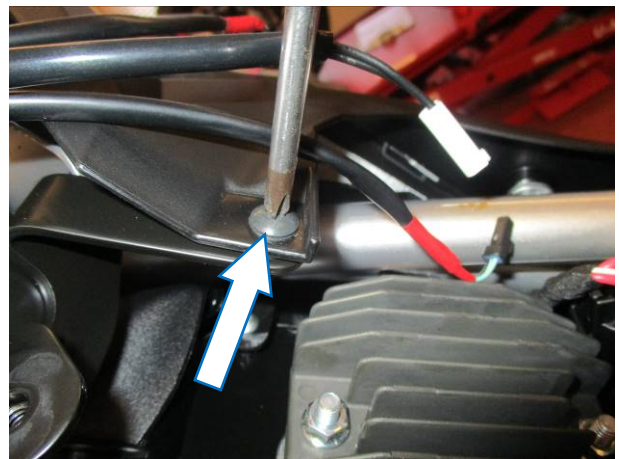
PICTURE 5



PICTURE 6



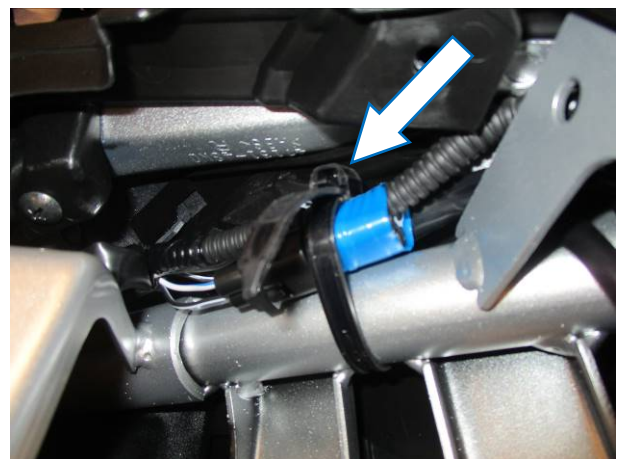
PICTURE 7



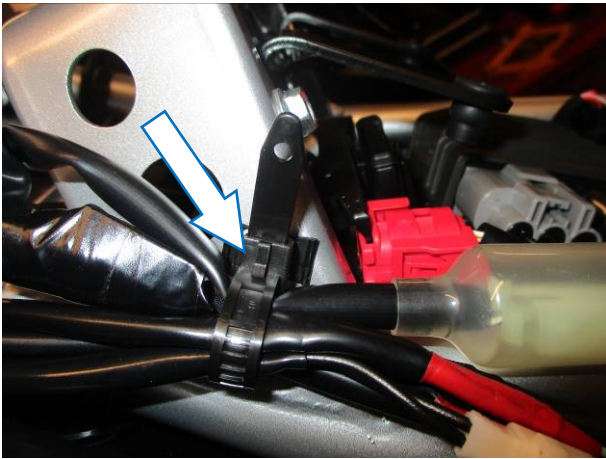
PICTURE 8



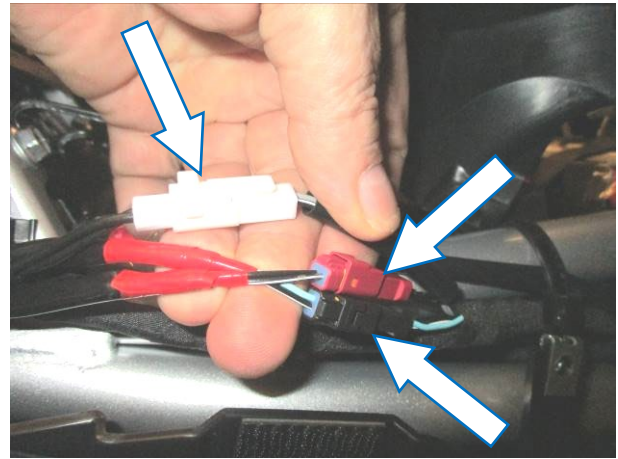
PICTURE 9



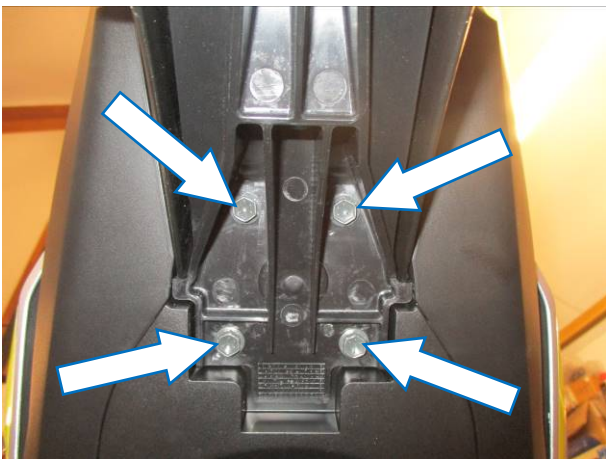
PICTURE 10



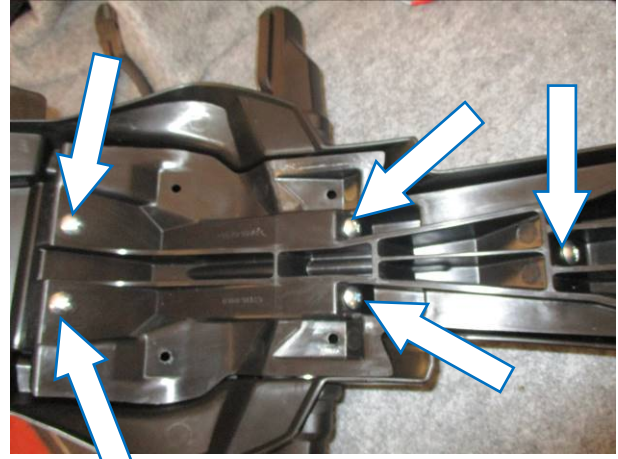
PICTURE 11



PICTURE 12



PICTURE 13



PICTURE 14



PICTURE 15



PICTURE 16



PICTURE 17

### **FITTING INSTRUCTIONS FOR REAR INDICATOR REPLACEMENT**

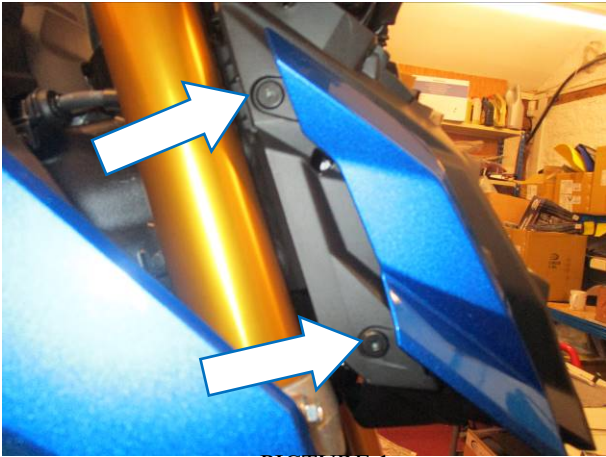
**(PLEASE NOTE YOU MAY BE ABLE TO ACHIEVE FITMENT WITHOUT THE REMOVAL OF THE SEAT COWL IF YOU CAN FOLLOW THE INDICATOR & LICENCE PLATE ILLUMINATOR WIRING AND CAN ACCESS THE WIRING PLUG SOCKETS)**

- Remove the pillion seat using the key.
- Remove the bolt arrowed in **picture 1** and remove the rider seat.
- Remove the two bolts arrowed in **pictures 2** and **3**.
- Remove the two pull rivets arrowed in **pictures 4** and **5**.
- Remove all the bolts and screws arrowed in **pictures 6, 7, 8** and **9**, then carefully remove the seat cowl to allow access to the wiring.
- Release the cable ties arrowed in **pictures 10** and **11**.
- Disconnect the indicator and licence plate illuminator wiring plug sockets arrowed in **picture 12** (please note the wire routing for reassembly).
- Remove the five screws arrowed in **picture 14** and remove the cable cover.
- Undo and remove the nut and spacer arrowed in **pictures 15** and **16**, then remove the indicator.
- Repeat for the other indicator.
- Remove the nut from your mini-indicators (not supplied-suggest using **R&G product code RG370=bulb, RG371=LED, RG374=LED or RG372 = Aero shaped LED**
- Place one of the indicator adaptor plates (**item 1**) onto the indicator with the chamfered face towards the indicator lens, then place through the mounting face of the as shown in **picture 17**.
- Clamp the indicator into position with the nut, repeat for the remaining indicator.
- It is a good idea to connect into the wiring loom using the supplied connectors (**item 3**) to check operation at this stage (if illumination fails, swap the bullet connections around). Please note you may require resistors to achieve the correct flash rate (available separately).
- After testing, disconnect the connectors from both indicators.
- Feed the indicator wiring through one of the nut/wiring covers (**item 2**) as shown in **picture 17** (it helps if a small amount of liquid detergent is used) and position the nut cover over the nut (repeat the above for the opposite indicator).
- Fit one length of heat-shrink (**item 4**) over the wires of each indicator so the heat-shrink fits over the stem of the nut/wire cover and gently heat until the heat-shrink contracts to the wiring and nut/wire cover as shown in **picture 17** (repeat the above for the opposite indicator).
- Feed the wiring as original and connect both indicators.
- Refit all the original parts in the reverse order of removal.
- **Please test the indicators, rear light, and licence plate illuminator before riding.**

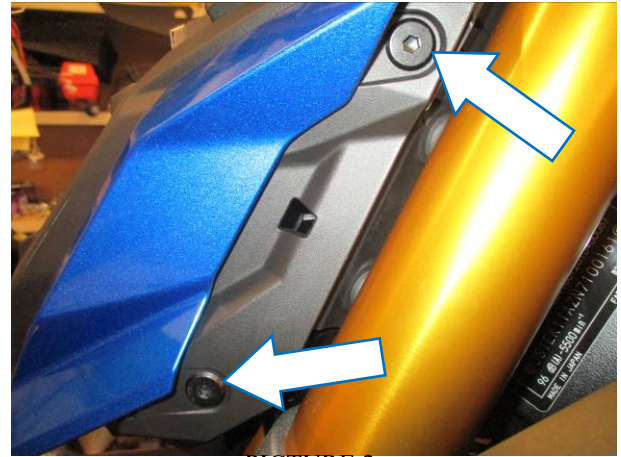
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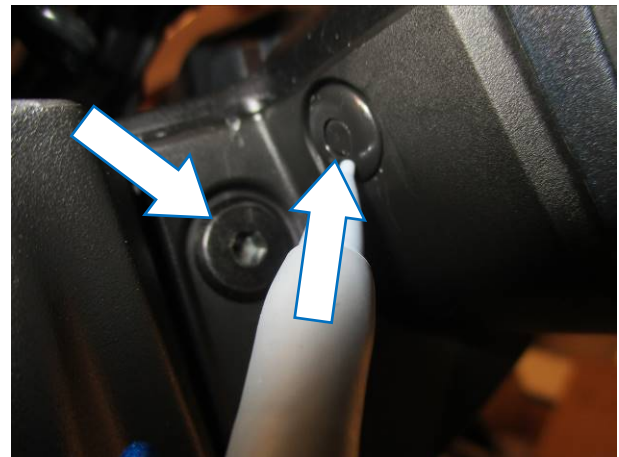
PICTURE 1



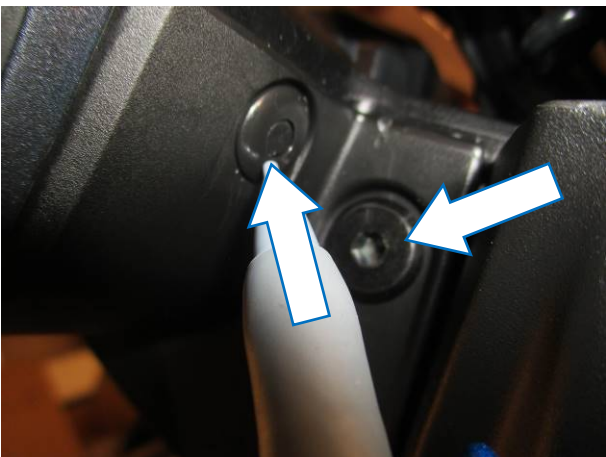
PICTURE 2



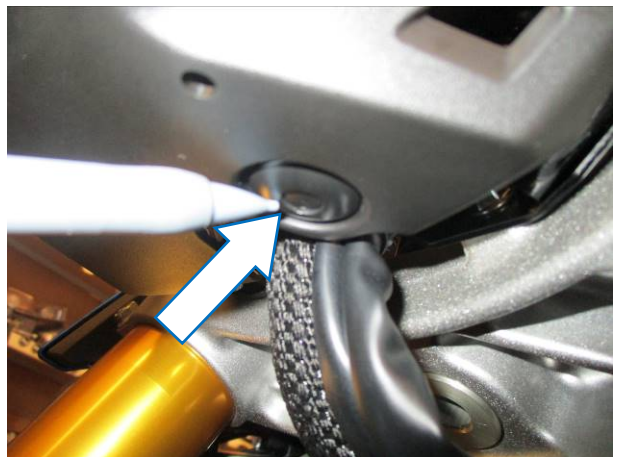
PICTURE 3



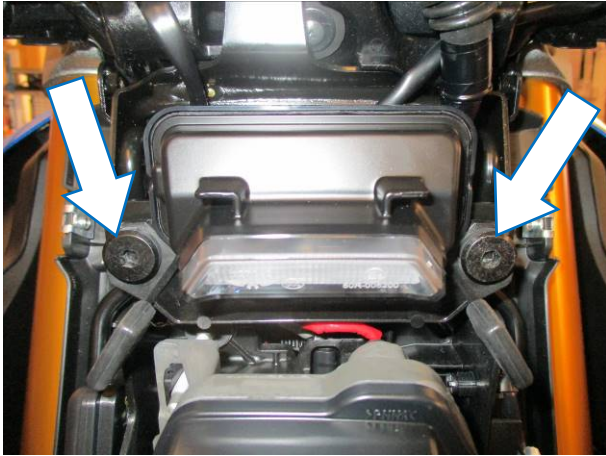
PICTURE 4



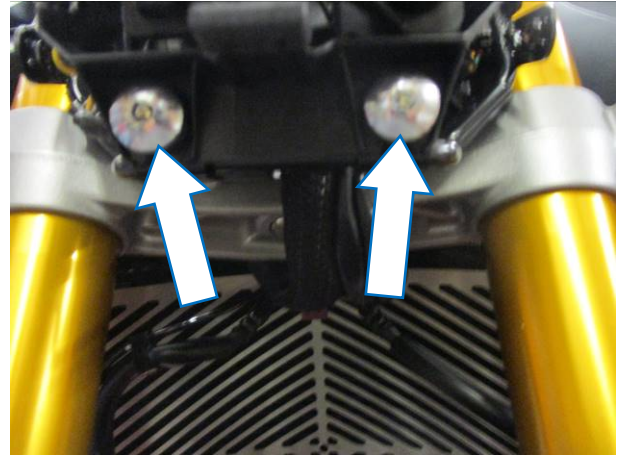
PICTURE 5



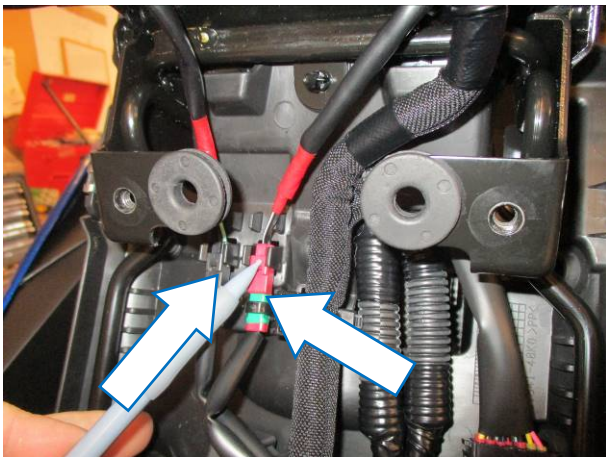
PICTURE 6



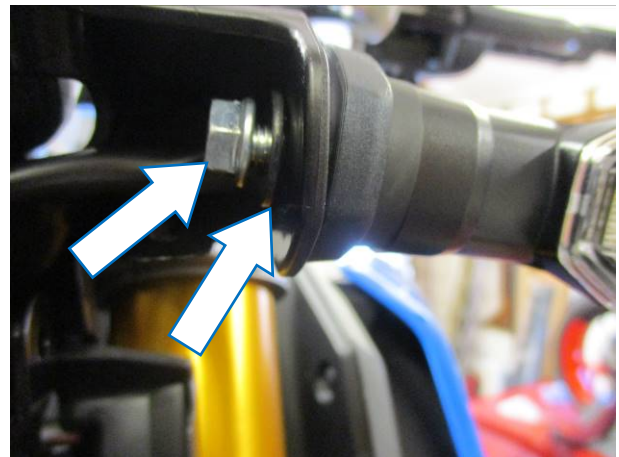
PICTURE 7



PICTURE 8



PICTURE 9



PICTURE 10

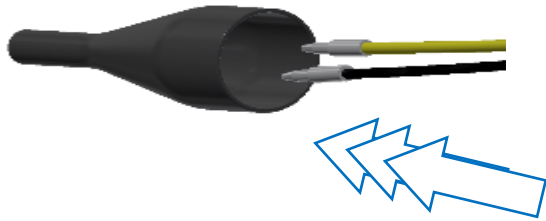


PICTURE 11

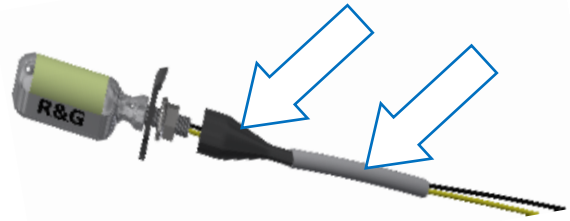


PICTURE 12





PICTURE 13



PICTURE 14

### **FITTING INSTRUCTIONS FOR FRONT INDICATOR REPLACEMENT**

- Remove all the bolts arrowed in **pictures 1** and **2**, then carefully remove both the coloured side cowls.
- Remove all the bolts and push-rivets arrowed in **pictures 3, 4, 5** and **6**, then carefully remove the front facia.
- Remove the bolts arrowed in **pictures 7** and **8**, then carefully remove the lighting unit (you do not have to disconnect from the wiring loom, simply rest on the front fender with a cloth to protect all parts) to allow access to the wiring.
- Disconnect the indicator wiring plug sockets arrowed in **picture 9** (please note the wire routing for reassembly).
- Remove the nut and spacers arrowed in **picture 10**, then remove the indicator.
- Repeat for the remaining indicator.
- Remove the nut from your mini-indicators (not supplied-suggest using **R&G product code RG370=bulb, RG371=LED, RG374=LED or RG372 = Aero shaped LED**
- Place one of the indicator adaptor plates (**item 1**) onto the indicator with the chamfered face towards the indicator lens, then place through the original mounting face of the original licence plate bracket as shown in **picture 11**.
- Clamp the indicator into position with the nut as shown in **picture 12**, repeat for the remaining indicator.
- It is a good idea to connect into the wiring loom using the supplied connectors (**item 3**) to check operation at this stage (if illumination fails, swap the bullet connections around). Please note you may require resistors to achieve the correct flash rate (available separately).
- After testing, disconnect the connectors from both indicators.
- Feed the indicator wiring through one of the nut/wiring covers (**item 2**) as shown in **picture 13** (it helps if a small amount of liquid detergent is used) and position the nut cover over the nut (repeat the above for the opposite indicator).
- Fit one length of heat-shrink (**item 4**) over the wires of each indicator so the heat-shrink fits over the stem of the nut/wire cover and gently heat until the heat-shrink contracts to the wiring and nut/wire cover as shown in **picture 17** (repeat the above for the opposite indicator).
- Feed the wiring as original and connect both indicators.
- Refit all the original parts in the reverse order of removal.
- **Please test the indicators, rear light, and licence plate illuminator before riding.**

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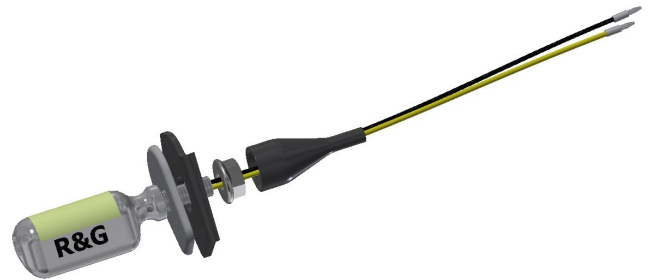
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**NOTICE DE MONTAGE POUR IA/IAS0025**  
**ADAPTATEURS DE CLIGNOTANTS**  
**POUR SUZUKI GSX-S1000 2021- AVANT ET ARRIÈRE**



**CE KIT CONTIENT LES ARTICLES ILLUSTRES ET ETIQUETES SUR LA PAGE.**

CERTAINES PARTIES PEUVENT ETRE PRESENTES UNIQUEMENT POUR LA CLARTE DES INSTRUCTIONS.  
NE PAS PROCEDER AU MONTAGE TANT QUE VOUS N'ETES PAS SUR QUE TOUTES LES PIECES SOIENT  
PRESENTES.

**VEUILLEZ LIRE TOUTES LES INSTRUCTIONS AVANT DE CONTINUER.**

**EN CAS DE DOUTE LORS DU MONTAGE DE NOS PRODUITS, CONSULTEZ  
UN DE NOS REVENDEURS OU FAITES APPEL A UN TECHNICIEN  
QUALIFIÉ.**

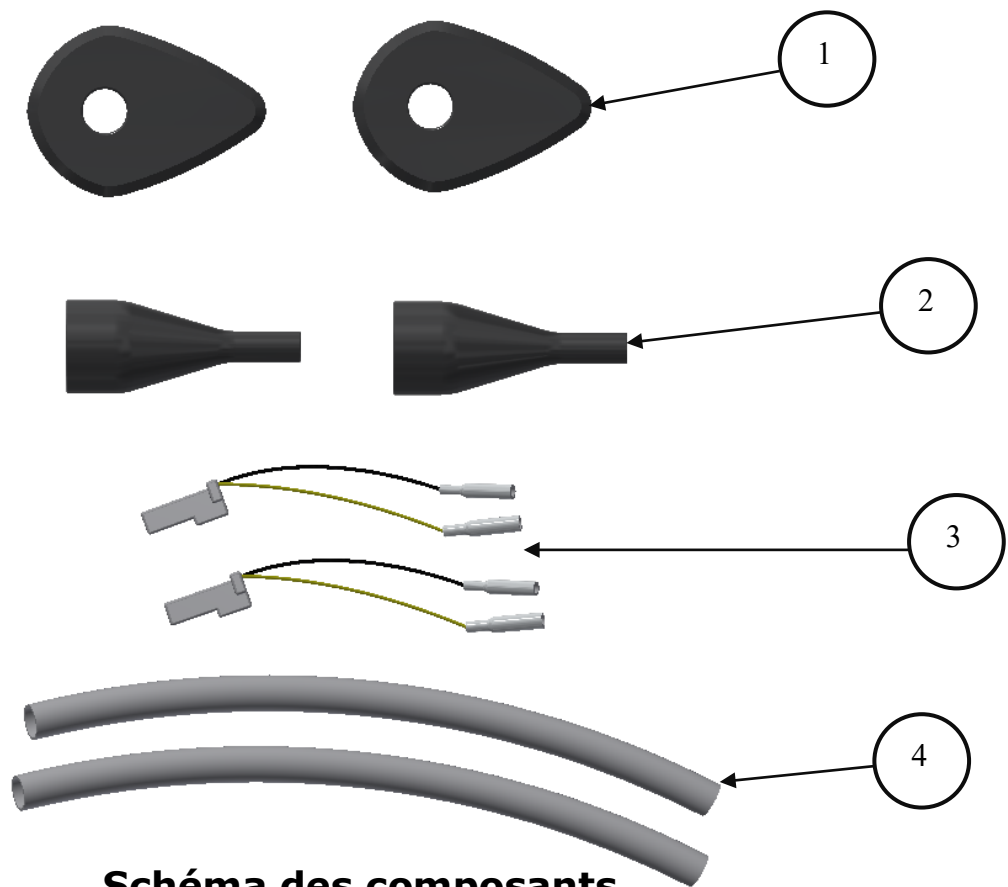
VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLE NE REPRESENTE PAS  
NECESSAIREMENT LA MANIERE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISEES POUR MAINTENIR LES COMPOSANTS  
SUR LES BOULONS, ELLES PEUVENT ETRE JETTES.

**NOTICE DISPONIBLE AU TELECHARGEMENT SUR :**  
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<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
<ul style="list-style-type: none"> <li>• Clés Allen 4 &amp; 5mm.</li> <li>• Clé à cliquet + douilles 8 et 10mm.               <ul style="list-style-type: none"> <li>• Petit tournevis plat.</li> <li>• Tournevis cruciforme.</li> <li>• Pince coupante.</li> </ul> </li> </ul>	<p>M4 BOULON = 8Nm            M5 BOULON = 12Nm            M6 BOULON = 15Nm            M8 BOULON = 20Nm            M10 BOULON = 40Nm            M12 BOULON = 40Nm</p>



**Schéma des composants**



## LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	PLAQUES D'ADAPTATEUR DE CLIGNOTANTS (I0072)	2
ARTICLE 2	CACHE FILS DE MINI CLIGNOTANTS (IWC0002)	2
ARTICLE 3	CONNECTEURS DE CLIGNOTANTS (CON0014)	2
ARTICLE 4	180mm LONGUEUR DE MANCHON THERMO RÉTRACTABLE 666-896	2



PHOTO 1



PHOTO 2

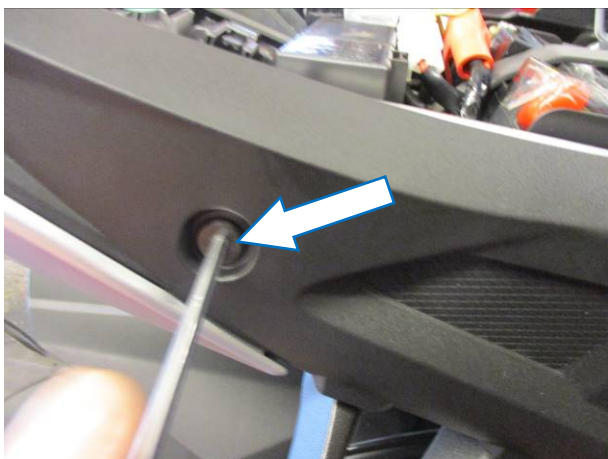


PHOTO 3



PHOTO 4

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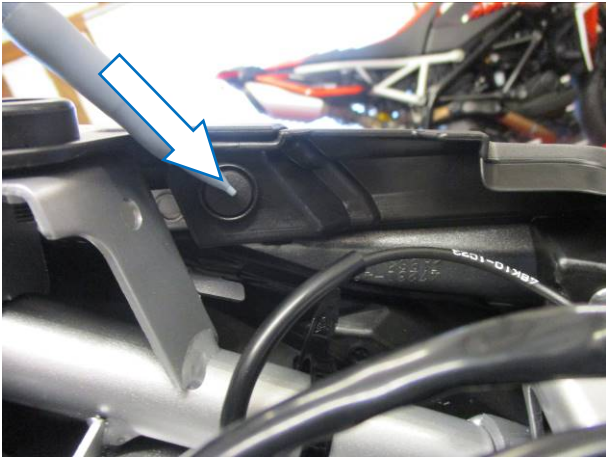


PHOTO 5



PHOTO 6

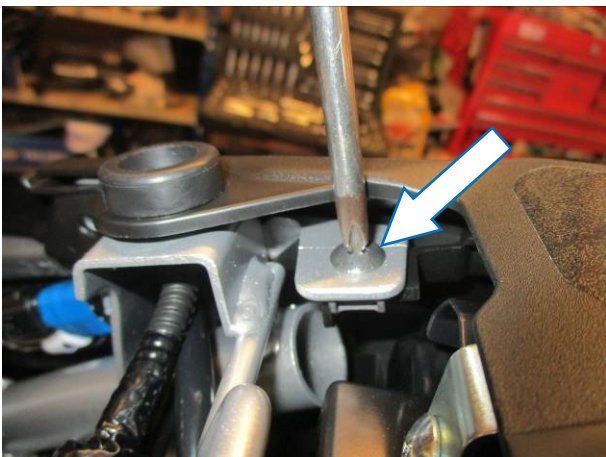


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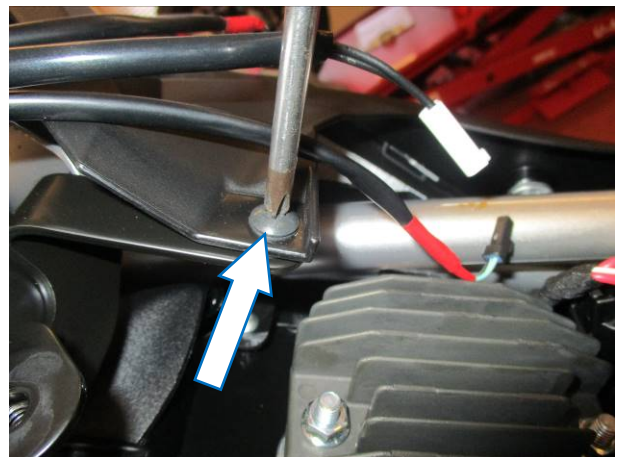


PHOTO 8



PHOTO 9

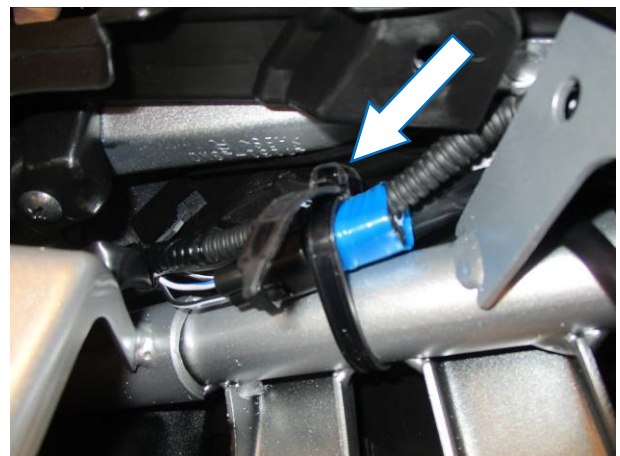


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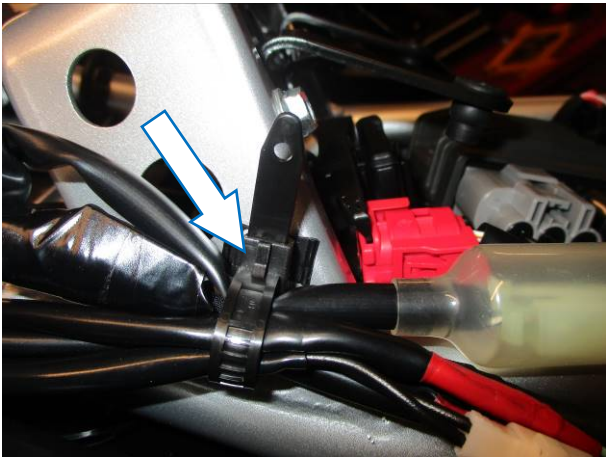


PHOTO 11

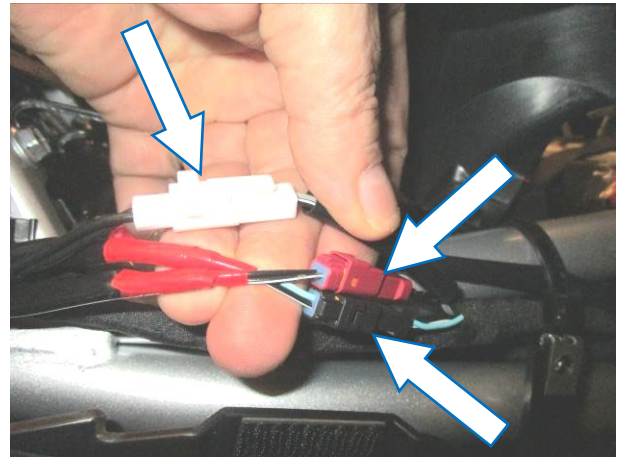


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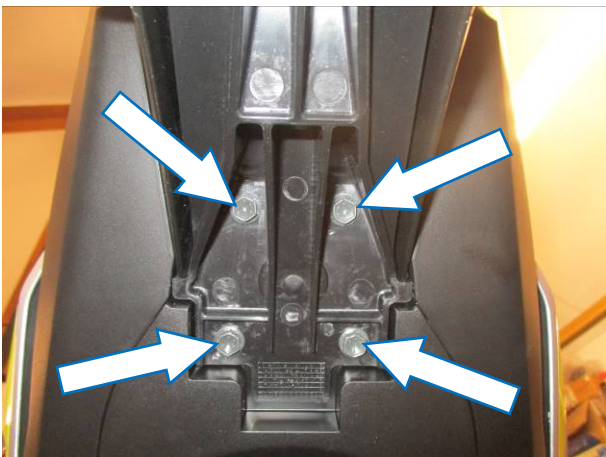


PHOTO 13

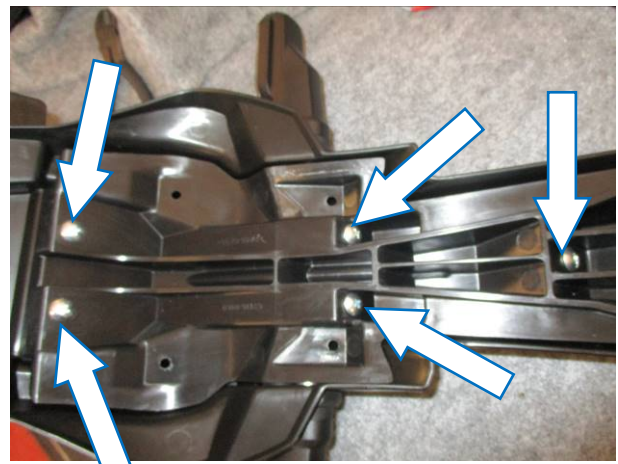


PHOTO 14



PHOTO 15



PHOTO 1



PHOTO 17

**NOTICE DE MONTAGE POUR LE REMPLACEMENT DU CLIGNOTANT ARRIÈRE**  
**(VEUILLEZ NOTER QUE VOUS POURRIEZ ÊTRE EN MESURE DE RÉALISER LE MONTAGE SANS**  
**ENLEVER LE CAPOT DE SELLE SI VOUS POUVEZ SUIVRE LE CÂBLAGE DE FEU DE CLIGNOTANT ET**  
**DE LA PLAQUE D'IMMATRICULATION ET ACCÉDER AUX PRISES DE CÂBLAGE).**

- Retirer la selle passager à l'aide de la clé.
- Retirez la vis fléchée sur la photo 1 et retirez la selle pilote.
- Retirez les deux boulons fléchés sur les photos 2 et 3.
- Retirez les deux rivets fléchés sur les photos 4 et 5.
- Retirez tous les boulons et vis fléchés sur les photos 6, 7, 8 et 9, puis retirez délicatement le capot de selle pour permettre l'accès au câblage.
- Relâchez les serre-câbles fléchés sur les photos 10 et 11.
- Débrancher les prises de câblage de l'éclairage de clignotant et de la plaque d'immatriculation fléchées sur la photo 12 (veuillez noter le cheminement des fils pour le remontage).
- Retirez les cinq vis fléchées sur la photo 14 et retirez le cache-câbles.
- Dévisser et retirer l'écrou et l'entretoise fléchés sur les photos 15 et 16, puis retirer le clignotant.
- Répétez l'opération pour l'autre clignotant.
- Retirez l'écrou de vos mini-clignotants (non fournis – nous suggérons d'utiliser le code produit R&G RG370=ampoule, RG371=LED, RG374=LED ou RG372 = LED de forme aérodynamique).
- Placer l'une des plaques adaptatrices de clignotant (article 1) sur le clignotant avec la face chanfreinée vers la lentille de clignotant, puis passer à travers la face de montage de clignotant comme indiqué sur la photo 17.
- Fixez le clignotant en position avec l'écrou, répétez l'opération pour le clignotant restant.
- Il est judicieux de se connecter au faisceau de câbles à l'aide des connecteurs fournis (article 3) pour vérifier le fonctionnement à ce stade (si l'éclairage tombe en panne, intervertissez les connexions). Veuillez noter que vous aurez peut-être besoin de résistances pour obtenir le niveau d'éclairage correct (disponible séparément).
- Après le test, débranchez les connecteurs des deux clignotants.
- Faites passer le câblage de clignotant à travers l'un des couvercles d'écrou/câblage (article 2) comme indiqué sur la photo 17 (cela aide si une petite quantité de détergent liquide est utilisée) et positionnez le couvercle d'écrou sur l'écrou (répétez ce qui précède pour l'autre clignotant).
- Placer une longueur de gaine thermo rétractable (article 4) sur les fils de chaque clignotant de façon à ce que la gaine thermo rétractable s'adapte sur la tige du cache écrou/fil et chauffer doucement jusqu'à ce que la gaine thermo rétractable se contracte sur le câblage et le cache écrou/fil comme le montre la photo 17 (répétez ce qui précède pour l'autre clignotant).
- Alimentez le câblage comme d'origine et connectez les deux clignotants.

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- Remontez toutes les pièces d'origine dans l'ordre inverse de la dépose.
- Veuillez tester les clignotants, le feu arrière et l'éclairage de plaque d'immatriculation avant de rouler.



PHOTO 1

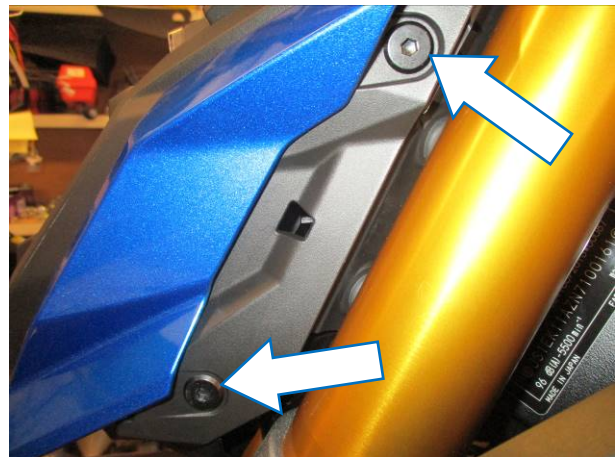


PHOTO 2



PHOTO 3



PHOTO 4

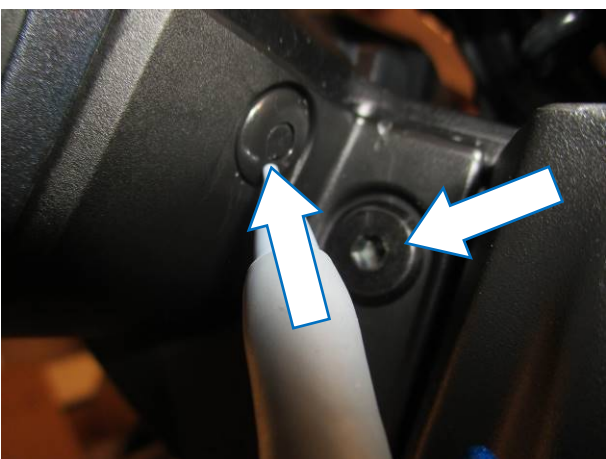


PHOTO 5

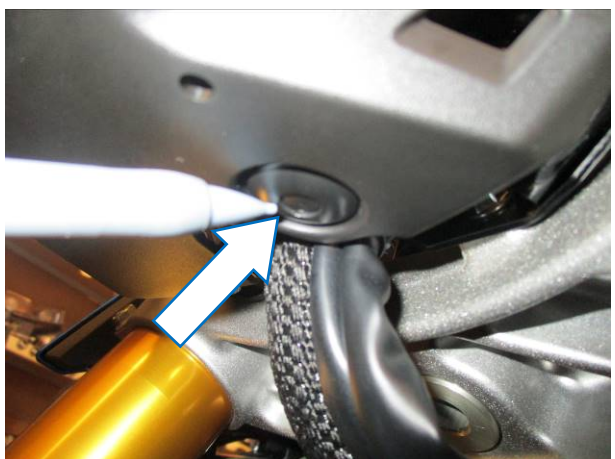


PHOTO 6

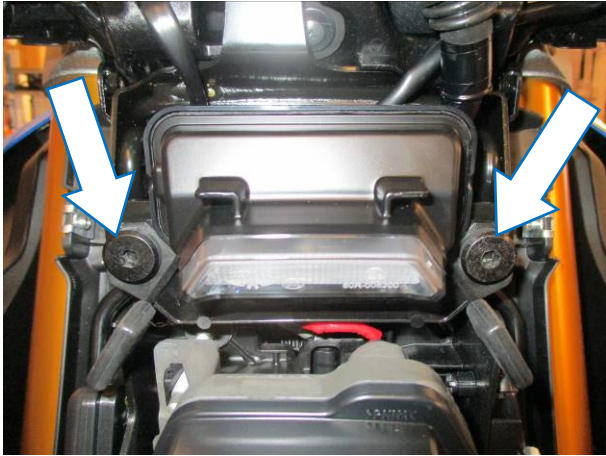


PHOTO 7

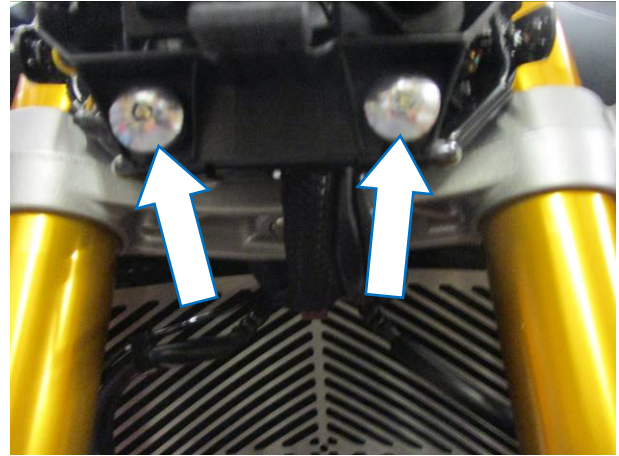


PHOTO 8

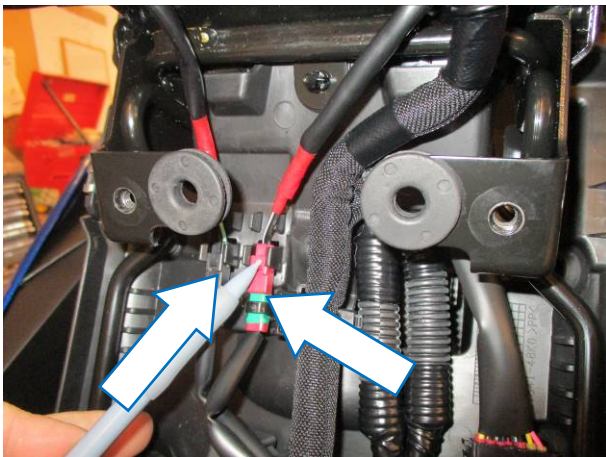


PHOTO 9

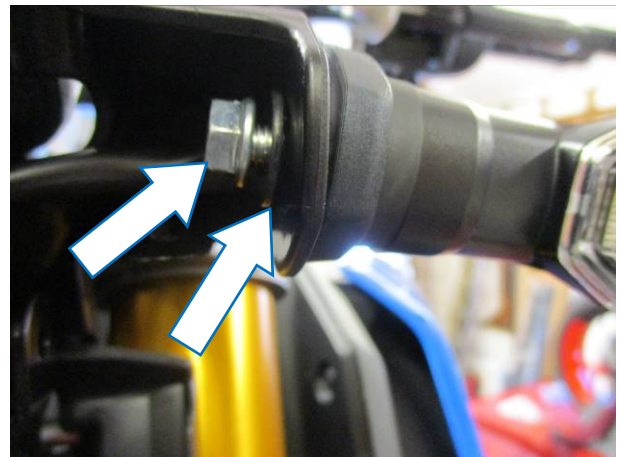


PHOTO 10



PHOTO 11



PHOTO 12

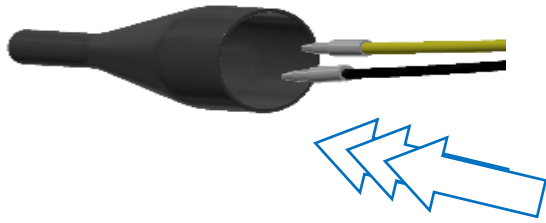


PHOTO 13

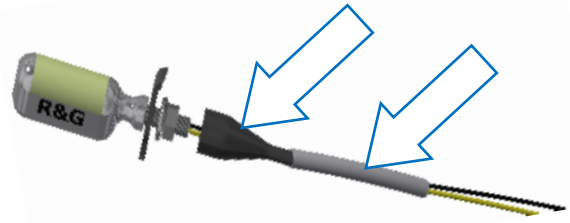


PHOTO 14

### **NOTICE DE MONTAGE POUR LE REMPLACEMENT DU CLIGNOTANT AVANT**

- Retirez tous les boulons fléchés sur les photos 1 et 2, puis retirez soigneusement les deux capots latéraux colorés.
- Retirez tous les boulons et rivets fléchés sur les photos 3, 4, 5 et 6, puis retirez délicatement la planche de bord avant.
- Retirez les boulons fléchés sur les photos 7 et 8, puis retirez délicatement le bloc d'éclairage (vous n'avez pas besoin de vous déconnecter du faisceau de câbles, il suffit de reposer sur le garde-boue avant avec un chiffon pour protéger toutes les pièces) pour permettre l'accès au câblage.
- Débrancher les prises de câblage des clignotants fléchées sur la photo 9 (veuillez noter le cheminement des fils pour le remontage).
- Retirez l'écrou et les entretoises fléchés sur la photo 10, puis retirez le clignotant.
- Répétez l'opération pour l'autre clignotant.
- Retirez l'écrou de vos mini-clignotants (non fournis - suggérez d'utiliser le code de produit R&G RG370=ampoule, RG371=LED, RG374=LED ou RG372 = LED de forme aérodynamique).
- Placez l'une des plaques adaptatrices de clignotant (article 1) sur le clignotant avec la face chanfreinée vers la lentille de clignotant, puis placez-la à travers la face de montage d'origine du support de plaque d'immatriculation d'origine comme indiqué sur la photo 11.
- Fixez le clignotant en position avec l'écrou comme indiqué sur la photo 12, répétez l'opération pour l'autre clignotant.
- Il est judicieux de se connecter au faisceau de câbles à l'aide des connecteurs fournis (article 3) pour vérifier le fonctionnement à ce stade (si l'éclairage tombe en panne, intervertissez les connexions). Veuillez noter que vous aurez peut-être besoin de résistances pour obtenir le niveau d'éclairage correct (disponible séparément).
- Après le test, débranchez les connecteurs des deux clignotants.
- Faites passer le câblage de clignotant à travers l'un des couvercles d'écrou/câblage (article 2) comme indiqué sur la photo 13 (cela aide si une petite quantité de détergent liquide est utilisée) et positionnez le couvercle d'écrou sur l'écrou (répétez ce qui précède pour l'autre clignotant).
- Fit one length of heat-shrink (**article 4**) over the wires of each indicator so the heat-shrink fits over the stem of the nut/wire cover and gently heat until the heat-shrink contracts to the wiring and nut/wire cover as shown in **photo 17** (repeat the above for the opposite indicator).
- Feed the wiring as original and connect both indicators.
- Refit all the original parts in the reverse order of removal.
- Please test the indicators, rear light, and licence plate illuminator before riding.



- Placer une longueur de gaine thermo rétractable (article 4) sur les fils de chaque clignotant de façon à ce que la gaine thermo rétractable s'adapte sur la tige du cache écrou/fil et chauffer doucement jusqu'à ce que la gaine thermo rétractable se contracte sur le câblage et le cache écrou/fil comme le montre la photo 17 (répétez ce qui précède pour l'autre clignotant).
- Alimentez le câblage comme d'origine et connectez les deux clignotants.
- Remontez toutes les pièces d'origine dans l'ordre inverse de la dépose.
- Veuillez tester les clignotants, le feu arrière et l'éclairage de plaque d'immatriculation avant de rouler.

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