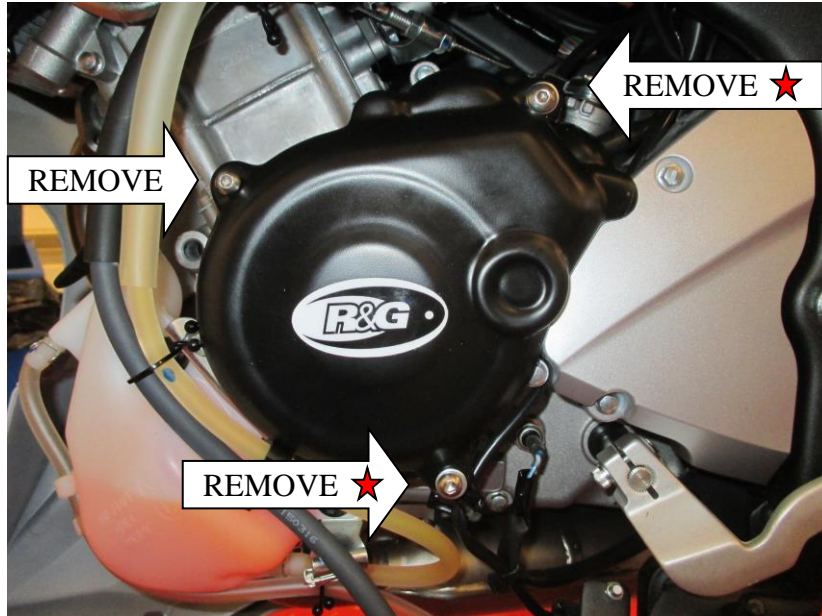




FITTING INSTRUCTIONS FOR ECC0209 LHS CRANKCASE COVER
YAMAHA R125 '08- & MT-125 '14-



- In this kit there should be:
- 1x Engine Case Cover (ECC0209)
 - 2x M6 x 50mm Long Button Head Bolts
 - 1x M6 x 100mm Long Button Head Bolt
 - 2x M6 Washers

PLEASE READ THESE INSTRUCTIONS FULLY BEFORE STARTING



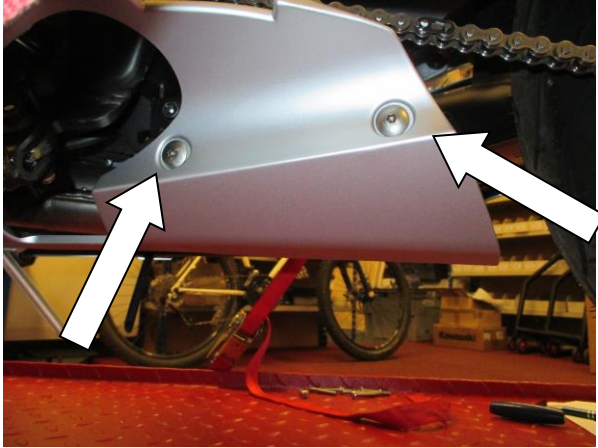
Picture 1



Picture 2

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Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



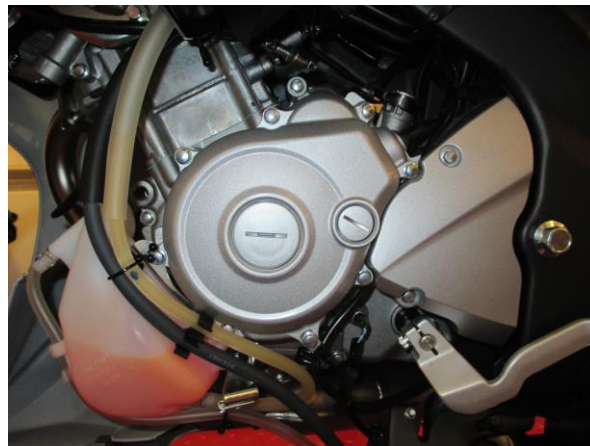
Picture 8



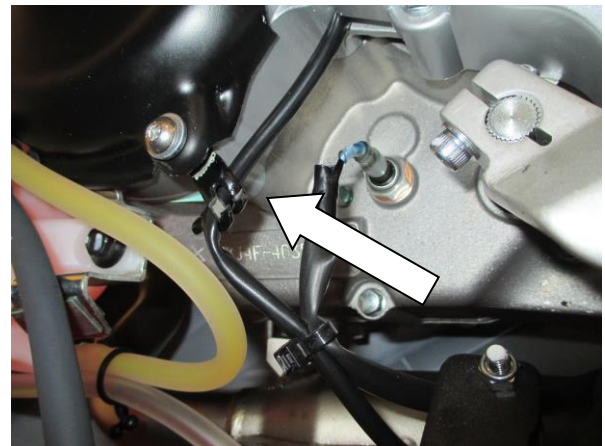
Picture 9



Picture 10



Picture 11



Picture 12

If fitting to the MT-125 '14-

- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- To fit the R&G engine case cover remove the three M6 engine case bolts in the positions arrowed above. Hold the cover loosely over the case to help identify the correct ones. **DO NOT REMOVE ALL OF THE CASE BOLTS.**
- Offer up the R&G cover to the engine and carefully fit it over the casing. Ensure that the three R&G bolts are lined up with the holes in the engine casing, and then push on as far as it will go. (*The hose and hose clips at the front of the engine case will need to be held clear whilst fitting*).
- Please note the bolts marked with a star in the diagram require washers.
- Fit the bolts through the Engine Case Cover and into the engine case. *Position the longest bolt through the top mounting hole.*
- With a 4mm Allen key tighten the bolts equally so that they pull the cover into place. **DO NOT FULLY TIGHTEN.**
- Finally use a torque wrench set at 10 N/m (7 Lb/ft) to fully tighten.



- It is suggested that you check the tightness of the mounting bolts on a regular basis i.e. when cleaning or once a month.
- NOTE for the cleaning of this product you should only use a soft polishing cloth and a mild general cleaning agent.
- AVOID HARMFUL CHEMICALS. IF IN DOUBT DO NOT USE AS THEY COULD ALTER THE STRENGTH OF THE COVER.
- R&G will accept no liability if the above procedure and torque settings are not followed.

If fitting to the R-125 '08-

- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- To fit the R&G Engine Case Cover, the fairing needs to be removed. To do this, start by removing the three bolts shown and arrowed in picture 1 and remove the side fairing from the bike.
- Remove the four bolts that mount the lower fairing in place, as arrowed in pictures 2 & 3, before removing from the bike.
- Remove the two bolts that secure the black side infill panel in place, as shown in picture 4. Once removed, this part can be rotated outwards and clear of the side of the tank (it will still be attached underneath the seat).
- Remove the two bolts shown in pictures 5 & 6 and the two push rivets on the underside, as shown in picture 7 that attach the white internal panel in place.
- Remove the two bolts that are shown in pictures 8 & 9 on the black plastic piece, in order to access below the panel.
- Carefully pull the rear of the panel outwards to gain access to a push rivet that fits the white internal panel to the mounting bracket, as shown in picture 10. Remove this push rivet and the white internal panel can come clear of the bike.
- The engine case can now be clearly accessed.
- To fit the R&G engine case cover remove the three M6 engine case bolts in the positions arrowed above. Hold the cover loosely over the case to help identify the correct ones. DO NOT REMOVE ALL OF THE CASE BOLTS.
- Offer up the R&G cover to the engine and carefully fit it over the casing. Ensure that the three R&G bolts are lined up with the holes in the engine casing, and then push on as far as it will go. (*The hose and hose clips at the front of the engine case will need to be held clear whilst fitting*).
- Please note the bolts marked with a star in the diagram require washers.
- Fit the bolts through the Engine Case Cover and into the engine case. *Position the longest bolt through the top mounting hole and ensure the hose clip is re-fitted to the lower rear bolt.*
- With a 4mm Allen key tighten the bolts equally so that they pull the cover into place. DO NOT FULLY TIGHTEN.
- Finally use a torque wrench set at 10 N/m (7 Lb/ft) to fully tighten.
- Re-fit the fairings in a reverse procedure of how they were removed.
- It is suggested that you check the tightness of the mounting bolts on a regular basis i.e. when cleaning or once a month.
- NOTE for the cleaning of this product you should only use a soft polishing cloth and a mild general cleaning agent.
- AVOID HARMFUL CHEMICALS. IF IN DOUBT DO NOT USE AS THEY COULD ALTER THE STRENGTH OF THE COVER.
- R&G will accept no liability if the above procedure and torque settings are not followed.

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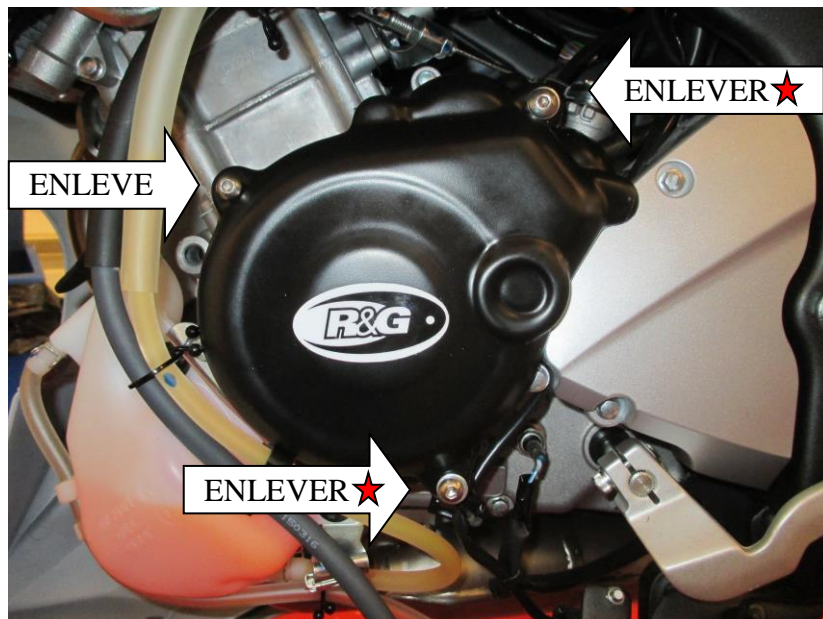
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NOTICE DE MONTAGE ECC0209 PROTECTION MOTEUR COTE GAUCHE
YAMAHA R125 '08- & MT-125 '14-



Le kit doit contenir:

- 1x Protection carter moteur (ECC0209)
- 2x M6 x 50mm Boulons
- 1x M6 x 100mm Boulon
- 2x M6 Rondelles

Bien lire ces instructions avant de procéder au montage :



Photo 1



Photo 2

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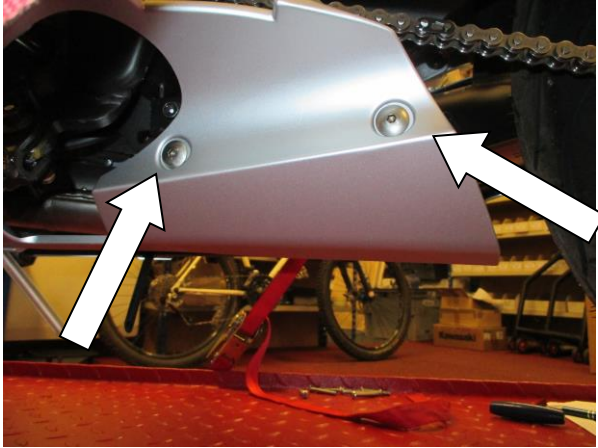


Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10

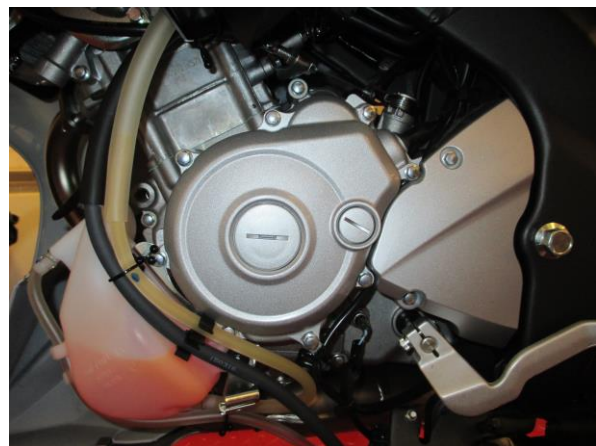


Photo 11

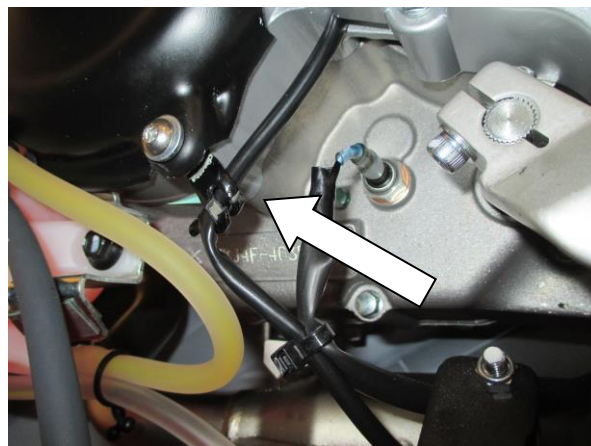


Photo 12

Si installation sur MT-125 '14-

- Assurez-vous que le moteur soit froid.
- Pour monter la protection carter moteur R&G, enlever les 3 boulons M6 dans les positions indiquées ci dessus. Tenir le couvercle autour du carter pour aider à identifier les bons trous. **NE PAS ENLEVER TOUS LES BOULONS DE CARTER.**
- Mettre la protection R&G en place en faisant bien attention. S'assurer que les 3 boulons R&G soient alignés avec les trous, puis, une fois cela vérifié, pousser la protection jusqu'à la limite. *(Les tuyaux et colliers de serrage à l'avant du boîtier du moteur devront être tenus à l'écart).*
- Notez que les boulons marqués d'une étoile sur le schéma requièrent une rondelle.
- Passer les boulons à travers la protection carter moteur puis dans le carter moteur. *Positionner le boulon le plus long dans le trou de fixation supérieur.*
- Serrer les boulons avec une clé Allen de 4mm, pour qu'ils placent la protection en place. **NE PAS SERRER COMPLETEMENT.**
- Utiliser une clé dynamométrique à 10 Nm (7 Lb ft) pour bloquer).



- Nous vous suggérons de vérifier le serrage au moins une fois par mois, lors du nettoyage par exemple.
- NOTE: Pour le nettoyage, vous devriez utiliser uniquement un chiffon doux et un agent nettoyant doux.
- Ne pas utiliser d'agents chimiques qui pourraient altérer l'efficacité de la protection.
- R&G n'acceptera aucune responsabilité en cas de mauvais couple de serrage ou d'utilisation inappropriée d'agents nocifs.

Si installation sur R-125 '08-

- Assurez-vous que le moteur soit froid.
- Pour monter la protection carter moteur, le carénage doit être enlevé. Pour cela, commencez par enlever les 3 boulons indiqués sur la photo 1 et enlevez le carénage latéral de la moto.
- Enlever les 4 boulons qui fixent le carénage inférieur en place, voir photos 2 & 3, avant de l'enlever de la moto.
- Enlever les 2 boulons qui fixent le panneau interne noir en place, voir photo 4. Une fois enlevé, cette partie peut être tournée vers l'extérieur et éloignée du réservoir (elle sera toujours attachée sous le siège).
- Enlever les 2 boulons indiqués les photos 5 & 6 et les 2 rivets au dessous, voir photo 7 qui attache le panneau blanc interne en place.
- Enlever les 2 boulons indiqués sur les photos 8 & 9 sur la pièce noir plastique, pour accéder au panneau de dessous.
- Tirer l'arrière du panneau vers l'extérieur pour accéder au rivet qui joint le panneau blanc interne au support de fixation, voir photo 10. Enlever ce rivet et le panneau blanc interne peut s'extraire de la moto.
- Le carter moteur est à présent accessible.
- Pour monter la protection carter moteur R&G, enlever les 3 boulons M6 dans les positions indiquées ci dessus. Tenir le couvercle autour du carter pour aider à identifier les bons trous. **NE PAS ENLEVER TOUS LES BOULONS DE CARTER.**
- Mettre la protection R&G en place en faisant bien attention. S'assurer que les 3 boulons R&G soient alignés avec les trous, puis, une fois cela vérifié, pousser la protection jusqu'à la limite. (*Les tuyaux et colliers de serrage à l'avant du boîtier du moteur devront être tenus à l'écart.*)
- Notez que les boulons marqués d'une étoile sur le schéma requièrent une rondelle.
- Passer les boulons à travers la protection carter moteur puis dans le carter moteur. *Passez le boulon le plus long dans le trou de fixation supérieur et veiller à ce que le collier de serrage soit remonté sur le boulon inférieur arrière.*
- Serrer les boulons avec une clé Allen de 4mm, pour qu'ils placent la protection en place. **NE PAS SERRER COMPLETEMENT.**
- Utiliser une clé dynamométrique à 10 Nm (7 Lb ft) pour bloquer).
- Remonter les carénages en procédant à l'inverse de leur sens de montage.
- Nous vous suggérons de vérifier le serrage au moins une fois par mois, lors du nettoyage par exemple.
- NOTE: Pour le nettoyage, vous devriez utiliser uniquement un chiffon doux et un agent nettoyant doux.
- Ne pas utiliser d'agents chimiques qui pourraient altérer l'efficacité de la protection.
- R&G n'acceptera aucune responsabilité en cas de mauvais couple de serrage ou d'utilisation inappropriée d'agents nocifs.

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