



FITTING INSTRUCTIONS FOR ECC0397PRO
LHS ALTERNATOR CASE COVER



THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED OVER PAGE.
SOME PARTS MAY BE SHOWN FOR CLARITY OF INSTRUCTIONS ONLY.

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PLEASE READ ALL INSTRUCTIONS BEFORE PROCEEDING.

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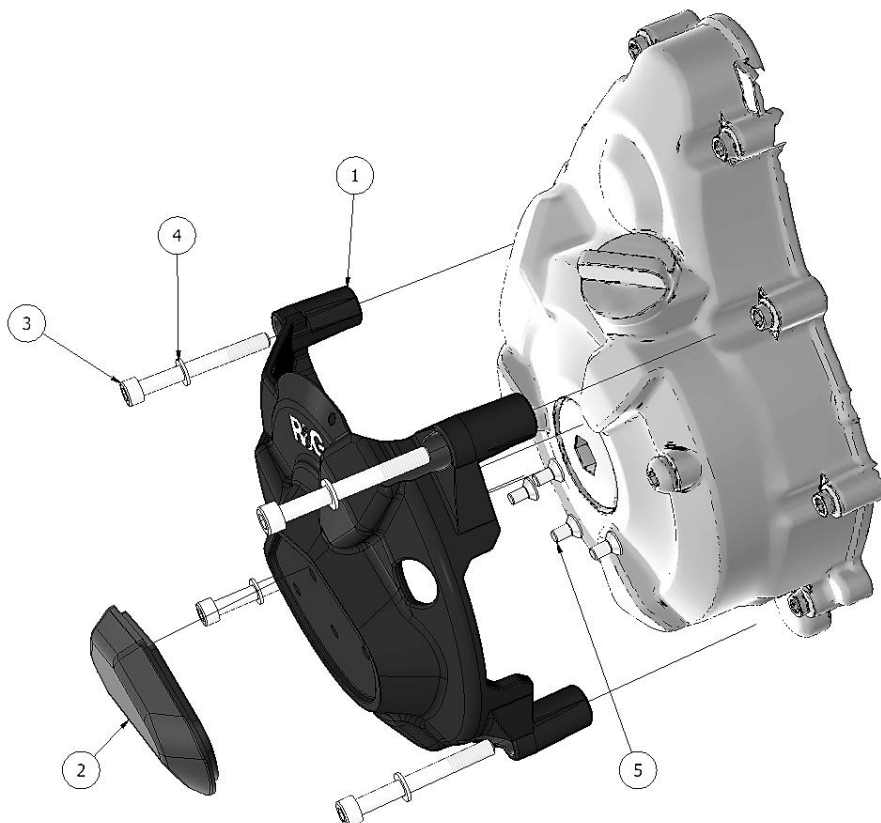
**PLEASE BE AWARE THAT THE PLASTIC SKIDDER IS ASSEMBLED IN POSITION FOR PACKAGING
PURPOSES ONLY. YOU WILL NEED TO REMOVE IT, PLACE 1 DROP OF BLUE THREAD LOCK TO
EACH BOLT AND REASSEMBLE ONTO THE ALUMINIUM ENGINE CASE COVER. DO NOT EXCEED
15NM OF TORQUE.**



<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • Set of Metric Allen keys. • Metric Socket set. • Suitable Torque Wrench. 	<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>

LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	R&G ALUMINIUM ENGINE CASE COVER	1
ITEM 2	SKIDDER ASSEMBLY	1
ITEM 3	M6x55mm CAP HEAD BOLT	4
ITEM 4	12mm OD WASHER	4
ITEM 5	M5x10mm COUNTERSUNK BOLTS	4



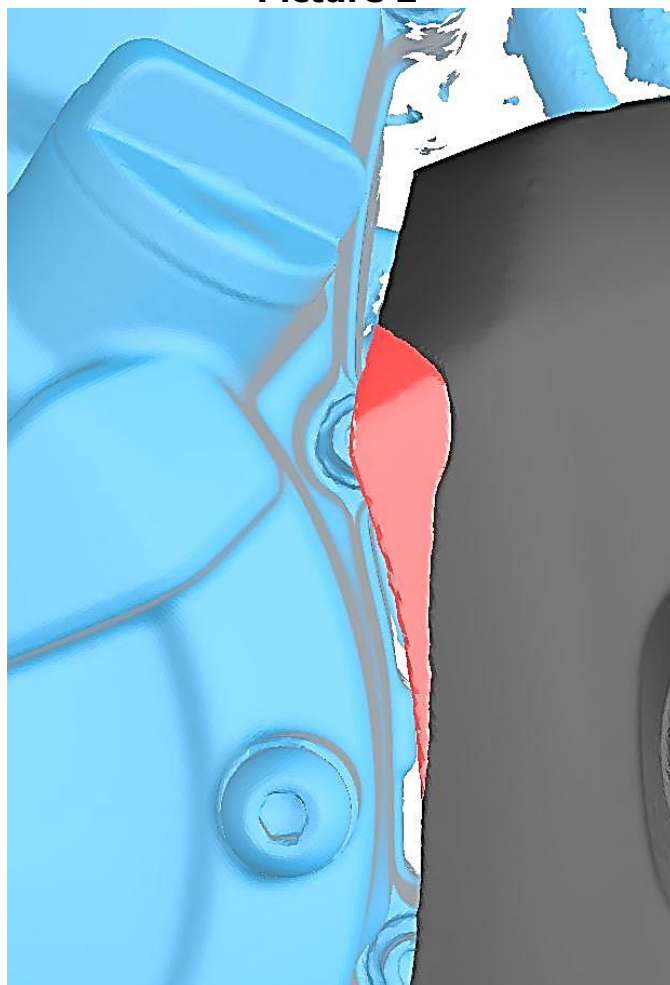
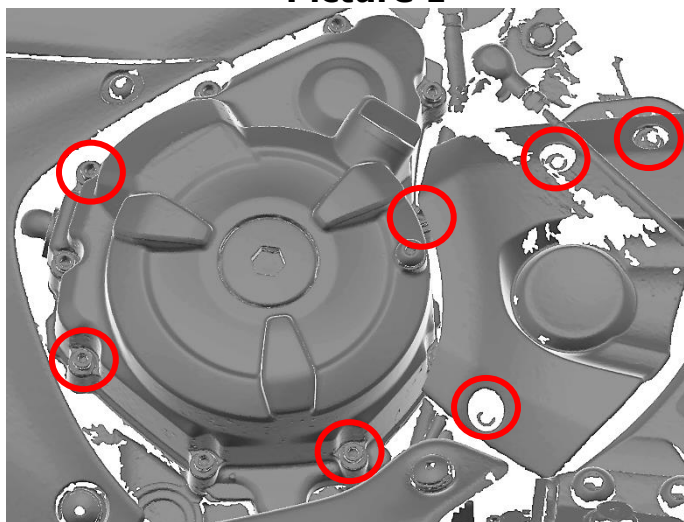
R&G

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Picture 1

Picture 2

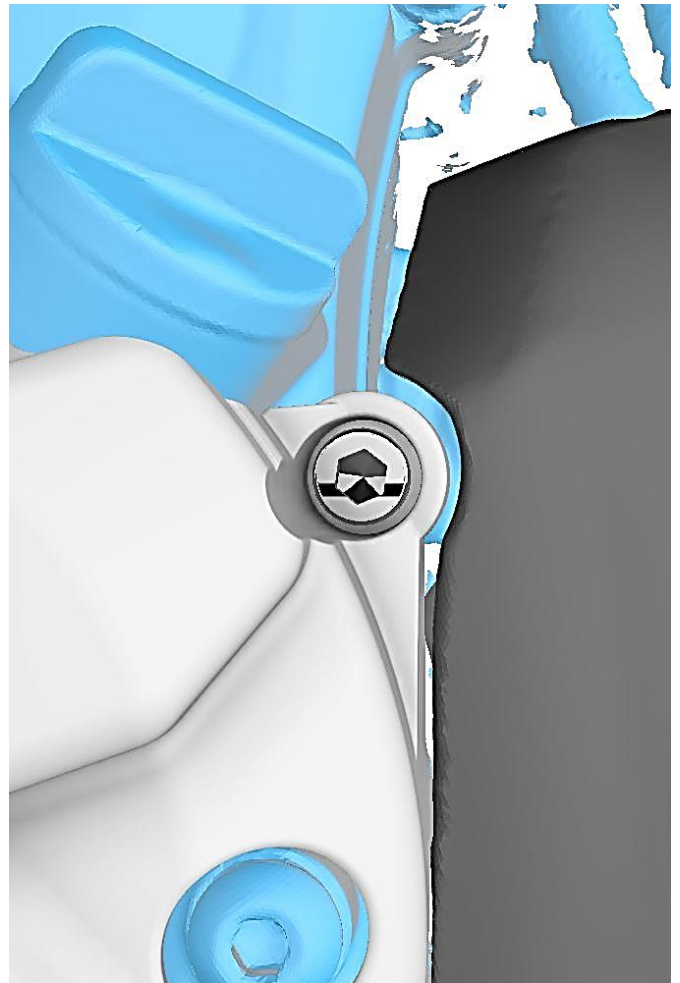




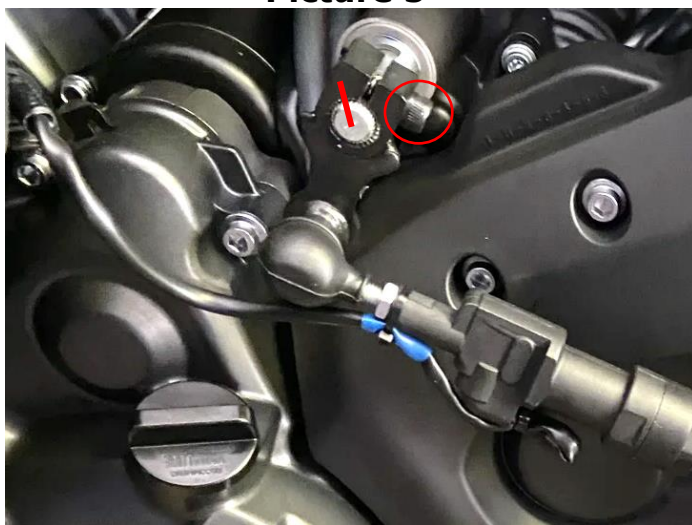
Picture 3



Picture 4



Picture 5





FITTING INSTRUCTIONS

- Ensure the skidder (**ITEM 2**) is fitted securely to the Engine Case Cover (**ITEM 1**) using the 4 x countersunk bolts (**ITEM 5**).
- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- Remove the fairings, front sprocket cover and OEM engine case bolts as highlighted in **PICTURE 1. DO NOT REMOVE ALL OF THE CASE BOLTS.**

Please note: *The gear linkage will have to be detached to remove the front sprocket cover via the shaft seen in **Picture 5** by removing the pinch bolt circled in red. If there is no existing alignment marks on the splines, draw on your own alignment mark so that you can refit the linkage in the same position on the splines that it was removed from.*

If not refitted in the same position as it was removed from, the gear lever will sit in a higher or lower position than it was in originally.

- Following the guide on **Picture 3**, Using the 4 x cap head bolts (**ITEM 3**) and washers (**ITEM 4**) provided to secure the engine case cover to the bike.
- With a 5mm hex tool, 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 such as when cleaning or once a month.
- R&G will accept no liability if the above procedure and torque settings are not followed.
- Using a Dremel or file, remove material from the front sprocket cover shown in **Picture 2**, until there is a few millimetres of clearance between the case cover and front sprocket cover. (Similar to **Picture 4**)
- Once you have test fitted and are happy with the clearance, fully refit the front sprocket cover, making sure that the overflow lines/wiring is tucked behind the tab on the inside of the front sprocket cover so the wiring/lines do not get caught up in the chain/sprocket.
- Refit the fairing panels and gear linkage.
- Store the 4X OEM engine case bolts.

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FITTING INSTRUCTIONS FOR ECC0398PRO
RHS CLUTCH CASE COVER



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PURPOSES ONLY. YOU WILL NEED TO REMOVE IT, PLACE 1 DROP OF BLUE THREAD LOCK TO
EACH BOLT AND REASSEMBLE ONTO THE ALUMINIUM ENGINE CASE COVER. DO NOT EXCEED
15NM OF TORQUE.**



<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • Set of Metric Allen keys. • Metric Socket set. • Suitable Torque Wrench. 	<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>

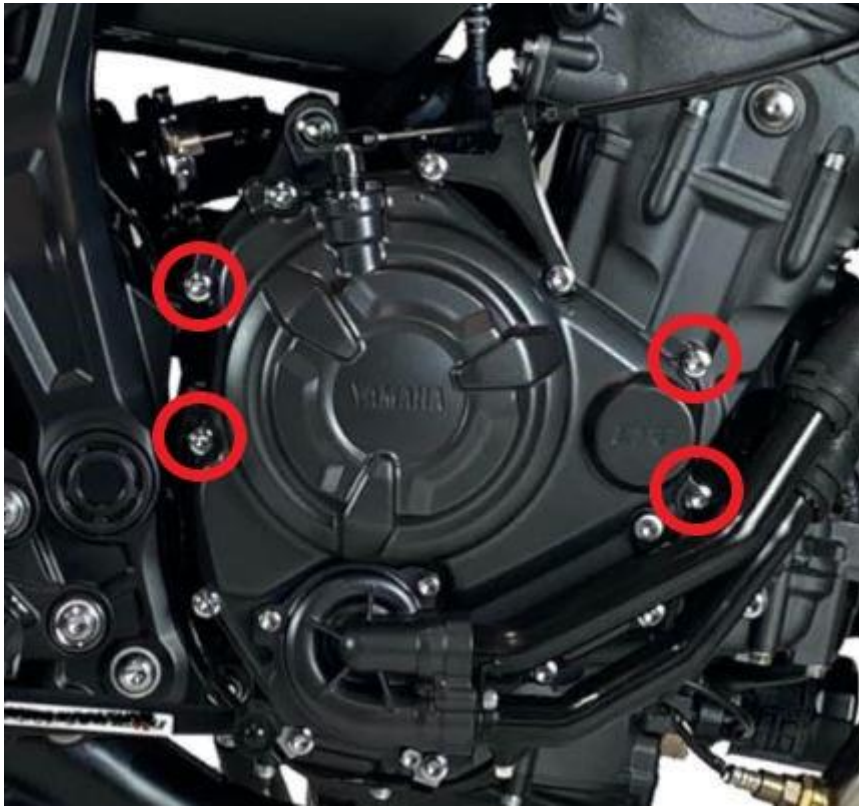
LEGEND

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ITEM 1	R&G ALUMINIUM ENGINE CASE COVER	1
ITEM 2	SKIDDER ASSEMBLY	1
ITEM 3	M6x40mm CAP HEAD BOLT	4
ITEM 4	12mm OD WASHER	4
ITEM 5	M5x10mm COUNTERSUNK BOLTS	4



ASSEMBLY DIAGRAM



**PICTURE 1****FITTING****INSTRUCTIONS**

1. Ensure the skidder (**ITEM 2**) is fitted securely to the Engine Case Cover (**ITEM 1**) using the 4 x countersunk bolts (**ITEM 5**).
2. Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
3. Remove the fairings and OEM engine case bolts as highlighted in **PICTURE 1**. **DO NOT REMOVE ALL OF THE CASE BOLTS.**
4. Using the 4 x cap head bolts (**ITEM 3**) and washers (**ITEM 4**) provided to secure the engine case cover to the bike using the **ASSEMBLY DIAGRAM** for reference.
5. With a 5mm hex tool, tighten the bolts equally so that they pull the cover into place. **DO NOT FULLY TIGHTEN.**
6. Finally use a torque wrench set at 10 N/m (7 Lb/ft) to fully tighten.
7. It is suggested that you check the tightness of the mounting bolts on a regular basis such as when cleaning or once a month.
8. R&G will accept no liability if the above procedure and torque settings are not followed.
9. Store the 4X OEM engine case bolts.



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