



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.

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.**

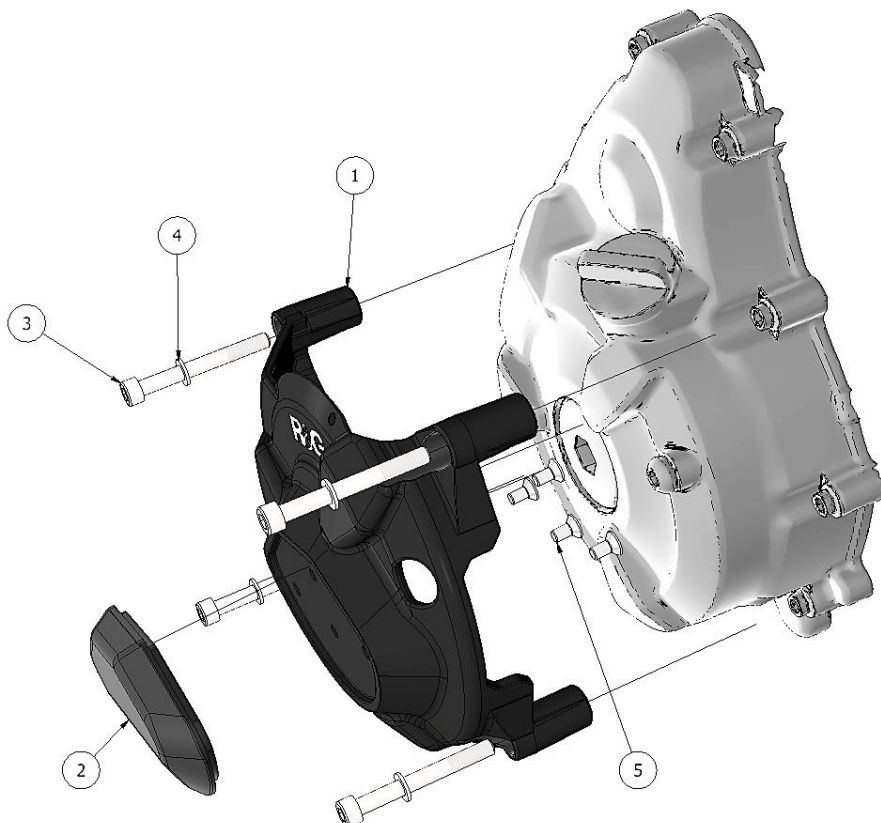
**PLEASE BE AWARE THAT THE PLASTIC SKIDDER IS ASSEMBLED IN POSITION FOR PACKAGING
PURPOSES ONLY. YOU WILL NEED TO REMOVE IT, PLACE 1 DROP OF BLUE THREAD LOCK TO
EACH BOLT AND REASSEMBLE ONTO THE ALUMINIUM ENGINE CASE COVER. DO NOT EXCEED
15NM OF TORQUE.**



<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

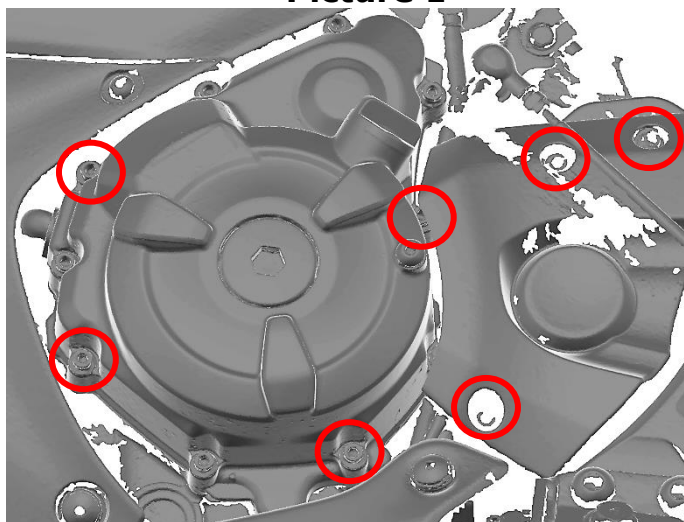


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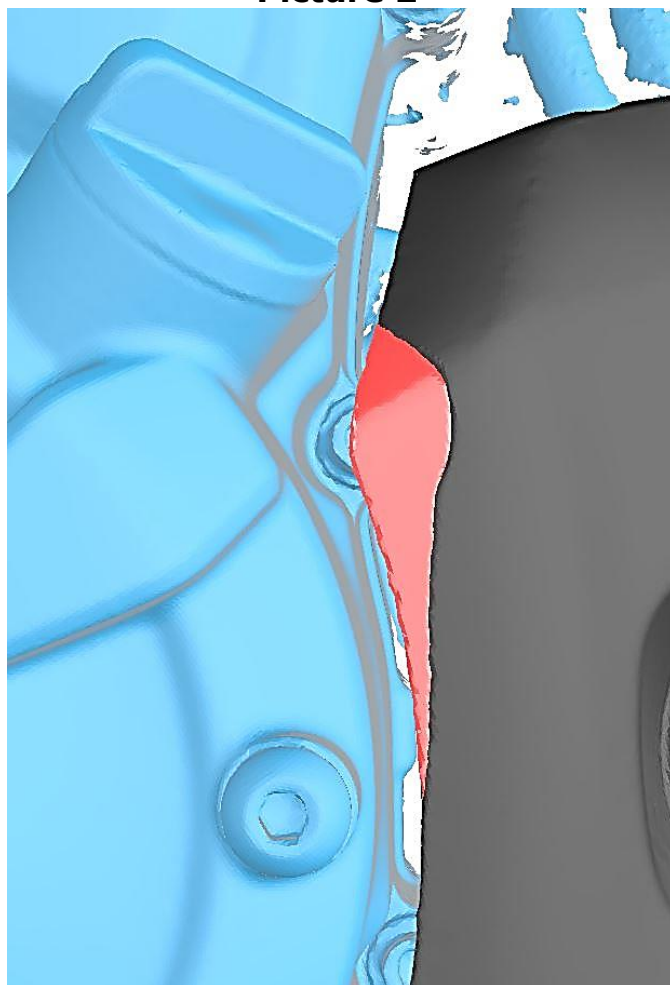
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Picture 1



Picture 2

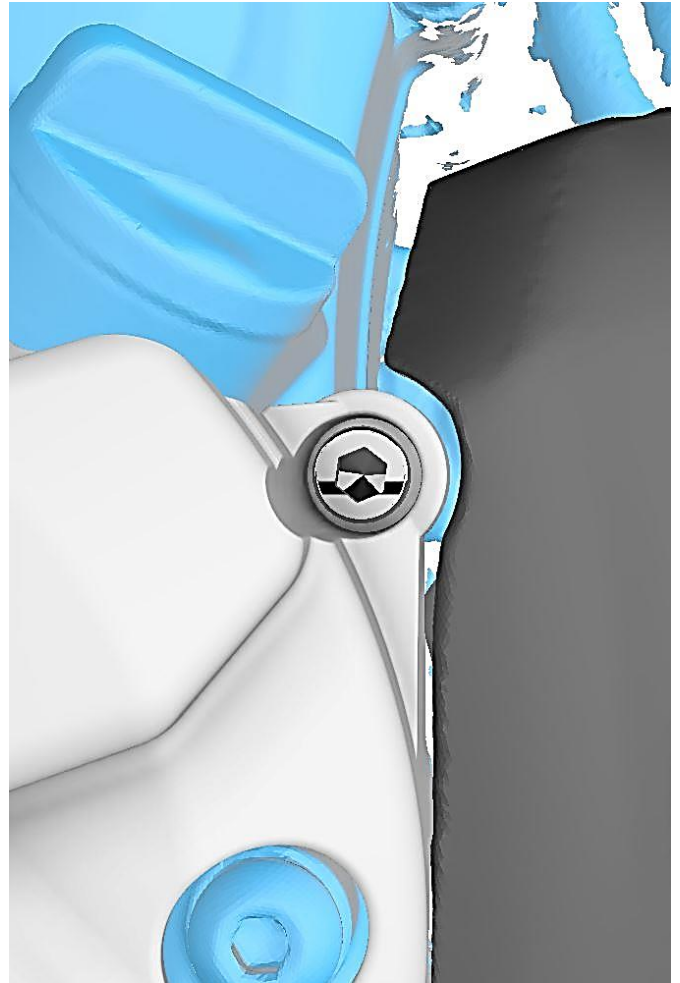




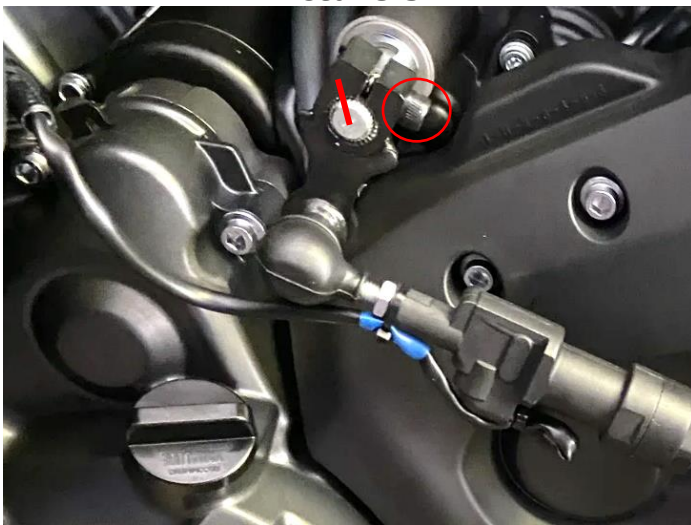
Picture 3



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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NOTICE DE MONTAGE POUR ECC0397PRO
PROTECTION ALTERNATEUR CÔTÉ GAUCHE



CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETES SUR LA PAGE.

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTÉ DES INSTRUCTIONS.

NE PAS PROCÉDER AU MONTAGE TANT QUE VOUS N'ÊTES PAS SÛR QUE TOUTES LES PIÈCES SOIENT PRÉSENTES.

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 À UN TECHNICIEN QUALIFIÉ.

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS NECESSAIREMENT LA MANIÈRE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISÉES POUR MAINTENIR LES COMPOSANTS SUR LES BOULONS, ELLES PEUVENT ÊTRE JETÉES.



NOTICE DISPONIBLE AU TELECHARGEMENT SUR :
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<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
<ul style="list-style-type: none"> • Clés Allen. • Clé métrique. • Clé dynamométrique. 	<p>M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm</p>

LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	PROTECTION CARTER MOTEUR ALU R&G	1
ARTICLE 2	ASSEMBLAGE DE SLIDER	1
ARTICLE 3	M6x40mm BOULON	4
ARTICLE 4	12mm RONDELLE	4
ARTICLE 5	M5x10mm BOULONS	4

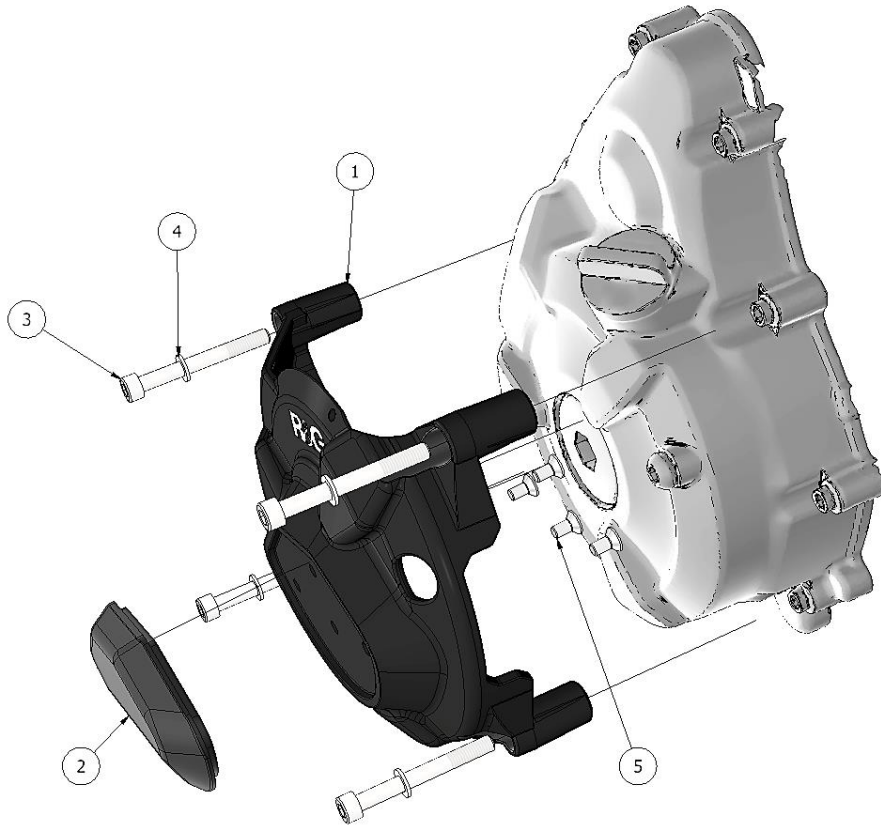


Photo 1

Photo 2

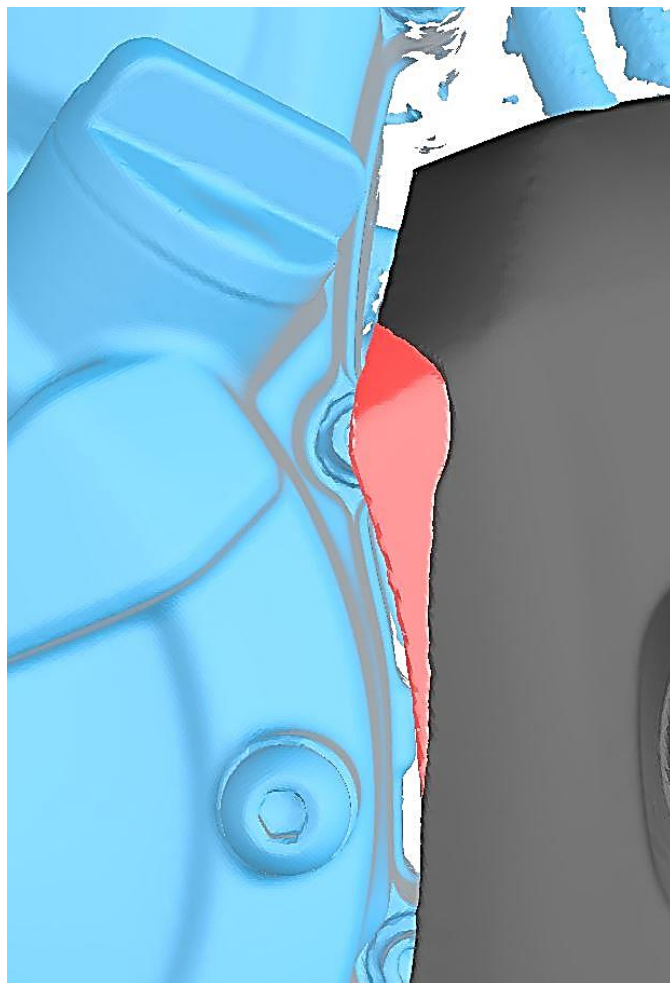
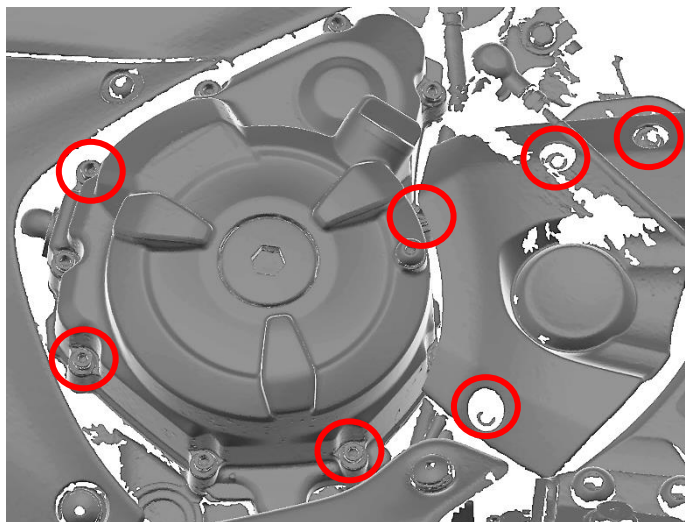


Photo 3

Photo 4

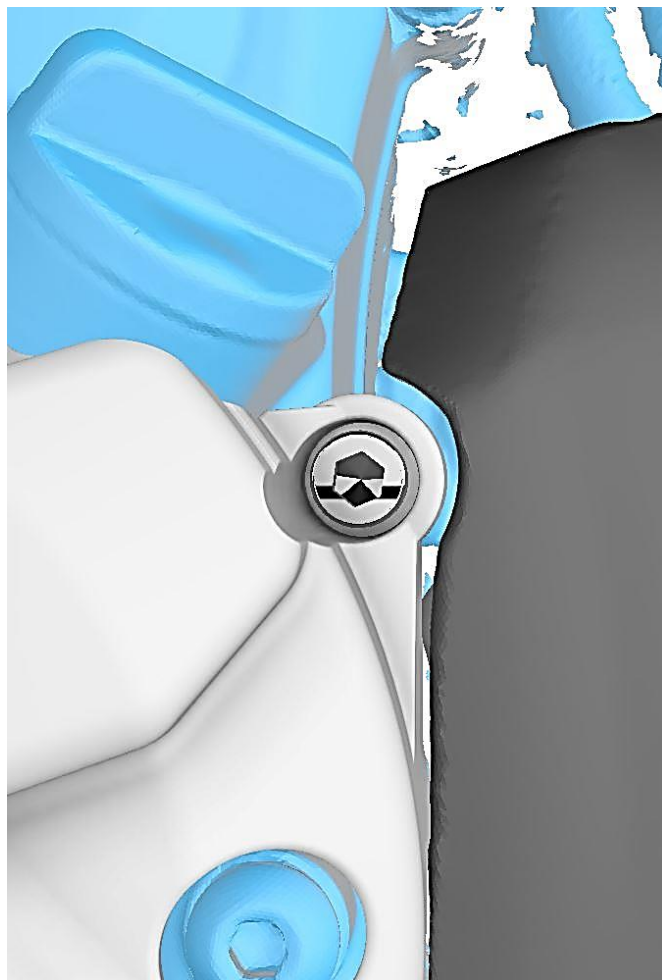
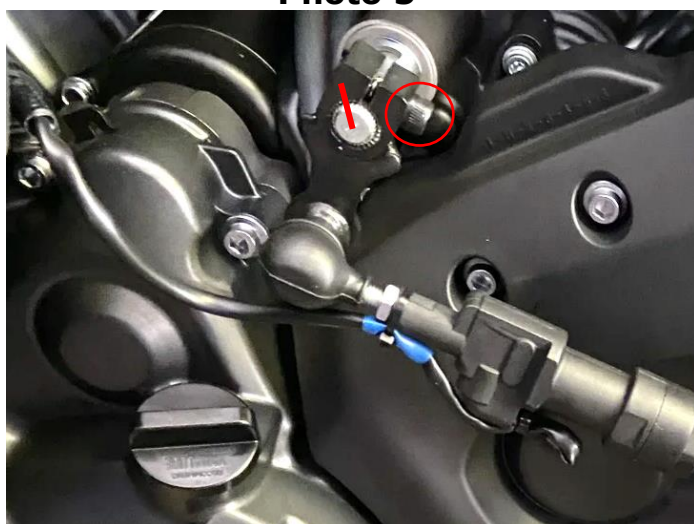


Photo 5



NOTICE DE MONTAGE



- Assurez-vous que le slider (article 2) soit solidement fixé au couvercle du carter du moteur (article 1) à l'aide des 4 boulons à tête fraisée (article 5).
- Veuillez-vous assurer que le moteur soit froid avant de procéder au montage du couvercle R&G.
- Retirez les carénages et les boulons du carter moteur d'origine comme indiqué sur l'IMAGE 1. NE RETIREZ PAS TOUS LES BOULONS DU CARTER.

Note : *Il faudra démonter la tringlerie de vitesse pour retirer le cache pignon avant via l'arbre visible sur la photo 5 en retirant la vis de pincement entourée en rouge. S'il n'y a pas de marques d'alignement existantes sur les cannelures, dessinez votre propre marque d'alignement afin de pouvoir remettre la tringlerie dans la même position sur les cannelures d'où elle a été retirée.*

S'il n'est pas remonté dans la même position que celle d'où il a été retiré, le levier de vitesses se trouvera dans une position plus haute ou plus basse qu'il ne l'était à l'origine.

- En suivant le guide de l'image 3, en utilisant les 4 boulons à tête cylindrique (ARTICLE 3) et les rondelles (ARTICLE 4) fournis pour fixer le couvercle du carter moteur à la moto.
- Avec un outil hexagonal de 5 mm, serrez les boulons de manière égale afin qu'ils mettent le couvercle en place. NE SERREZ PAS COMPLÈTEMENT.
- Enfin, utilisez une clé dynamométrique réglée à 10 N/m (7 Lb/ft) pour serrer complètement.
- Il est suggéré de vérifier régulièrement le serrage des boulons de montage, par exemple lors du nettoyage ou une fois par mois.
- R&G n'acceptera aucune responsabilité si la procédure ci-dessus et les réglages de couple ne sont pas suivis.
- À l'aide d'un Dremel ou d'une lime, retirez le matériau du couvercle du pignon avant illustré sur l'image 2, jusqu'à ce qu'il y ait quelques millimètres d'espace entre le couvercle du boîtier et le couvercle du pignon avant (Similaire à l'image 4).
- Une fois que vous avez effectué le test d'installation et que vous êtes satisfait du jeu, remontez complètement le couvercle du pignon avant, en vous assurant que les conduites/câblage de trop-plein soient rangés derrière la languette à l'intérieur du couvercle du pignon avant afin que les câbles/lignes ne se coincent pas dans la chaîne/le pignon.
- Reposer les panneaux de carénage et la tringlerie de vitesse.
- Rangez les 4 boulons du carter moteur d'origine.

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