



Please note: The bolts for the replaceable Skidder will need to be securely fastened before installing this product to the bike

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

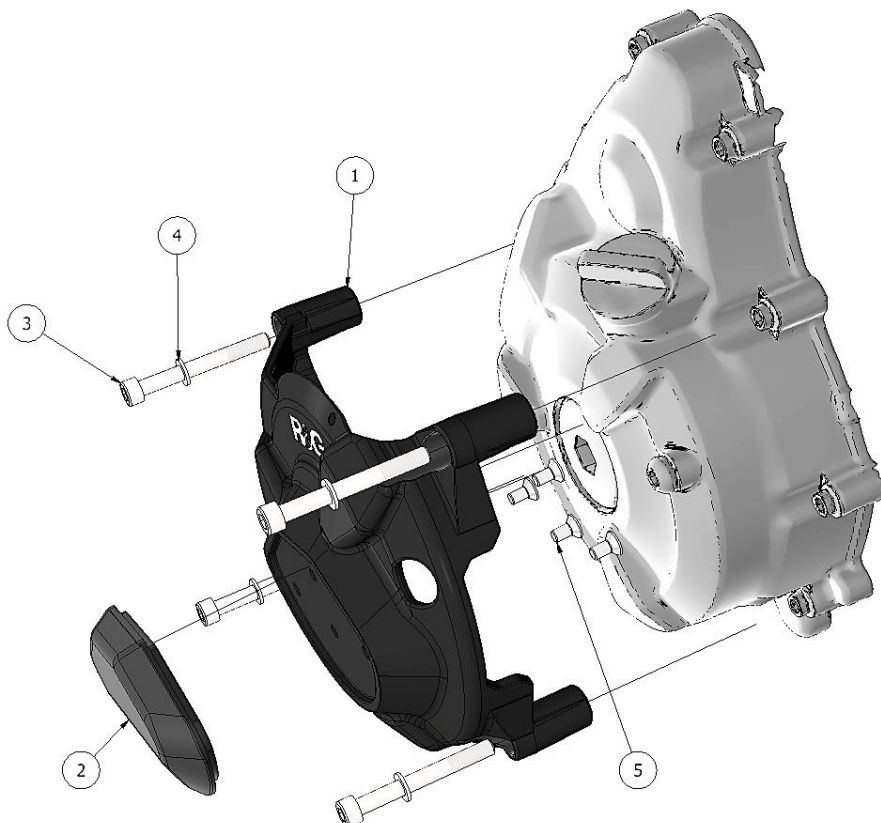
IN THE EVENT OF RUBBER WASHERS BEING USED TO HOLD COMPONENTS ONTO BOLTS,
THESE RUBBER WASHERS CAN BE THROWN AWAY.



<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

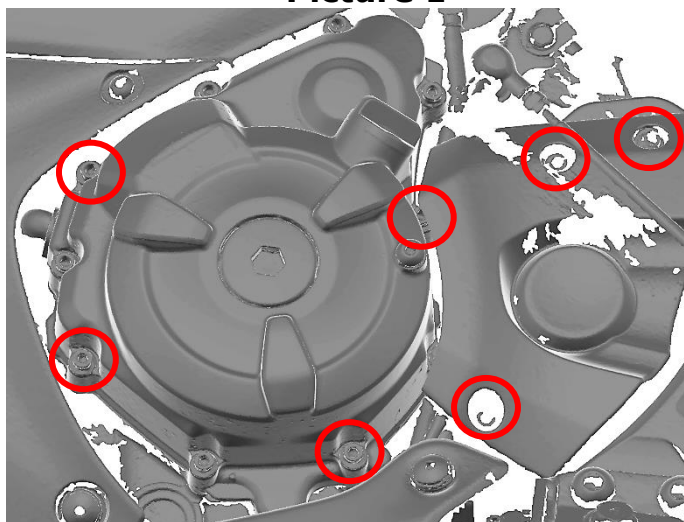


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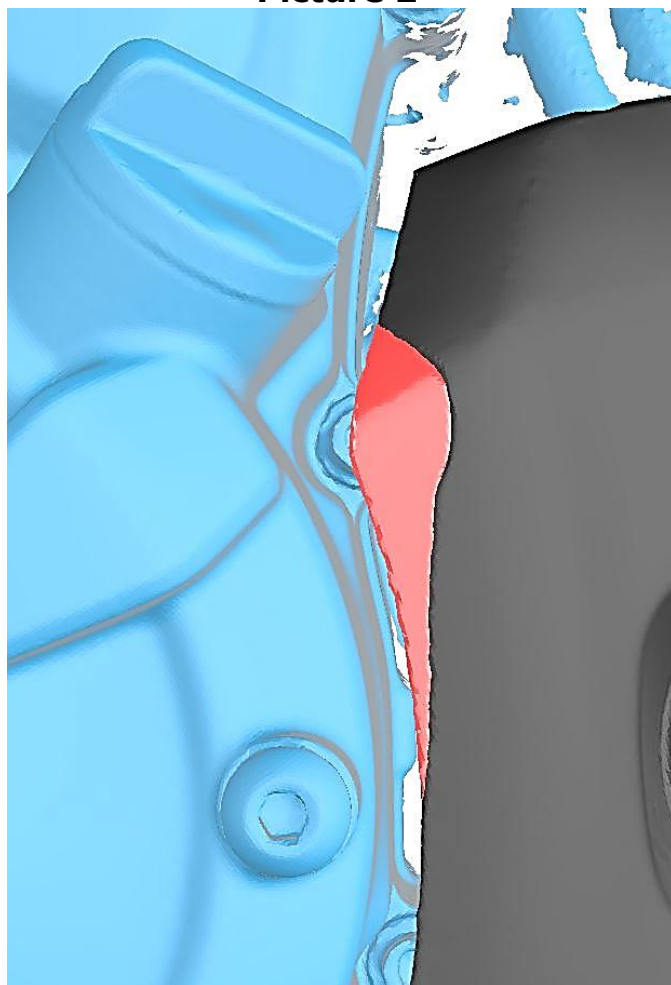
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Picture 1



Picture 2

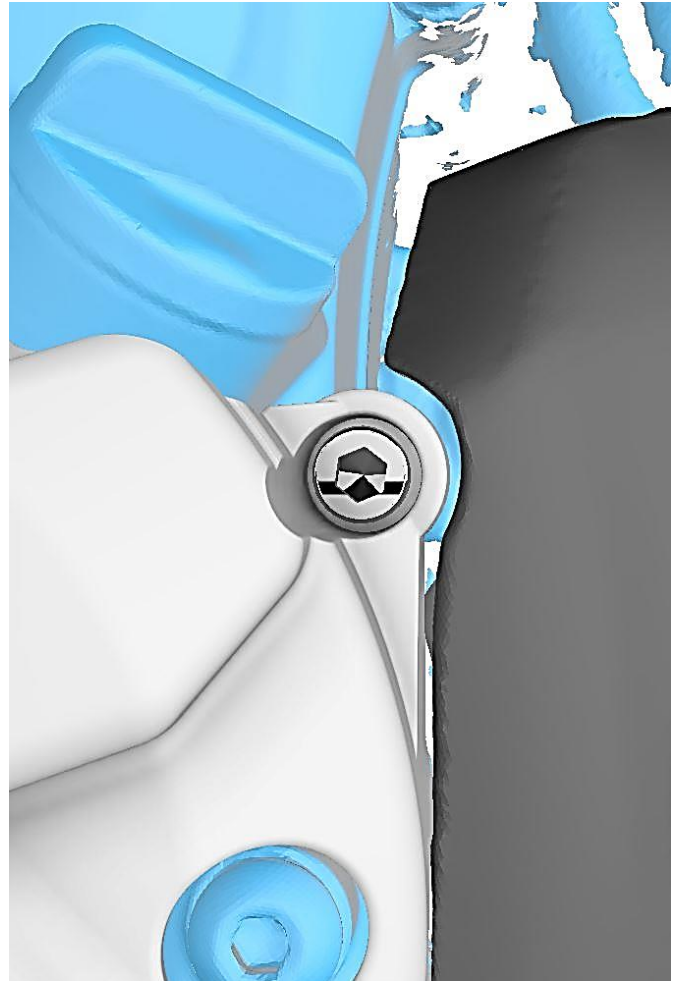




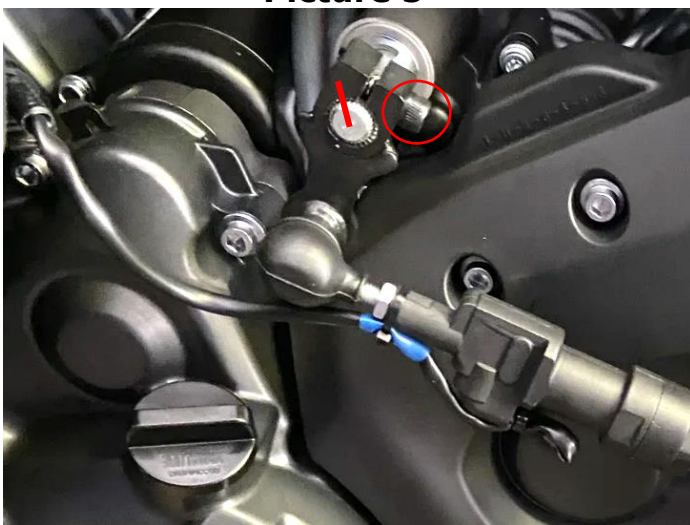
Picture 3



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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