



**FITTING INSTRUCTIONS FOR ECC0402PRO**  
**RHS OIL PUMP 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.**



<b><u>TOOLS REQUIRED</u></b>	<b><u>GENERAL TORQUE SETTINGS</u></b>
<ul style="list-style-type: none"> <li>• Set of Metric Allen keys.</li> <li>• Metric Socket set.</li> <li>• Suitable Torque Wrench.</li> </ul>	<p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 20Nm</p> <p>M10 BOLT = 40Nm</p> <p>M12 BOLT = 40Nm</p>

### **LEGEND**

<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>QTY</b>
ITEM 1	R&G ALUMINIUM ENGINE CASE COVER	1
ITEM 2	WASHER	4
ITEM 3	M6x35mm CAP HEAD BOLT	4
ITEM 4	M5x12mm COUNTERSUNK BOLTS	4

### **ASSEMBLY DIAGRAM**





### **FITTING INSTRUCTIONS**

1. Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
2. Affix the skidder (**ITEM 2**) to the Case cover (**ITEM 1**) using the M5 bolts (**ITEM 5**).
3. Remove the 4X OEM engine case bolts as highlighted in **PICTURE 1. DO NOT REMOVE ALL OF THE CASE BOLTS.**
4. Use the supplied 4X cap head bolts (**ITEM 3**) and washers (**ITEM 2**) 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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Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.



**NOTICE DE MONTAGE POUR ECC0402PRO**  
**COUVERCLE DE POMPE À HUILE CÔTÉ DROIT**



**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 LE CACHE DE PROTECTION EN PLASTIQUE EST UNIQUEMENT  
ASSEMBLÉ POUR L'EMBALLAGE. VOUS DEVREZ LE RETIRER, PLACER 1 GOUTTE DE FREIN  
FILET SUR CHAQUE BOULON ET LE REMONTER SUR LE COUVERCLE DU CARTER MOTEUR  
EN ALUMINIUM. NE PAS DÉPASSER 15 NM DE COUPLE.**

**NOTICE DISPONIBLE AU TÉLÉCHARGEMENT SUR :**  
[WWW.RG-RACING.COM](http://WWW.RG-RACING.COM)

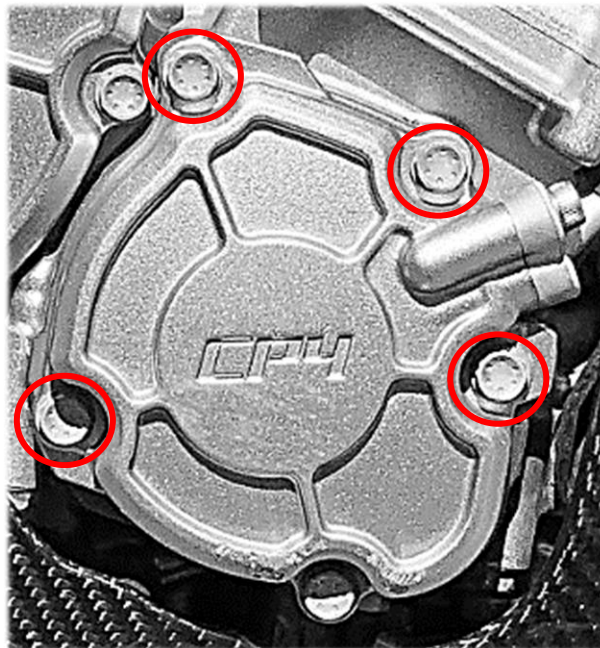


<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
<ul style="list-style-type: none"> <li>• Clés Allen.</li> <li>• Clé métrique.</li> <li>• Clé dynamométrique.</li> </ul>	<p>M6 BOULON = 15Nm</p> <p>M8 BOULON = 20Nm</p> <p>M10 BOULON = 40Nm</p> <p>M12 BOULON = 40Nm</p>

## LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	PROTECTION CARTER MOTEUR R&G EN ALUMINIUM	1
ARTICLE 2	RONDELLE	4
ARTICLE 3	M6x35mm BOULON	4
ARTICLE 4	M5x12mm BOULONS	4

## SCHEMA D'ASSEMBLAGE





### **NOTICE DE MONTAE**

10. Assurez-vous que le moteur soit froid avant de procéder à l'installation du couvercle R&G.
11. Fixez le cache de protection (ARTICLE 2) au couvercle du carter (article 1) à l'aide des boulons M5 (article 5).
12. Retirez les 4 boulons du boîtier moteur d'origine comme indiqué sur la PHOTO 1. NE RETIREZ PAS TOUS LES BOULONS DU CARTER.
13. Utilisez les 4 boulons à tête cylindrique (ARTICLE 3) et les rondelles (ARTICLE 2) fournis pour fixer le couvercle du boîtier moteur à la moto en utilisant le SCHÉMA D'ASSEMBLAGE pour référence.
14. À l'aide d'un outil hexagonal de 5 mm, serrez les boulons de manière égale afin qu'ils mettent le couvercle en place. NE SERREZ PAS COMPLÈTEMENT.
15. Enfin, utilisez une clé dynamométrique réglée à 10 N/m (7 Lb/ft) pour serrer complètement.
16. Il est conseillé de vérifier régulièrement le serrage des boulons de montage, par exemple lors du nettoyage ou une fois par mois.
17. R&G décline toute responsabilité si la procédure et les réglages de couple ci-dessus ne sont pas respectés.
18. Rangez les 4 boulons du carter moteur d'origine.

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