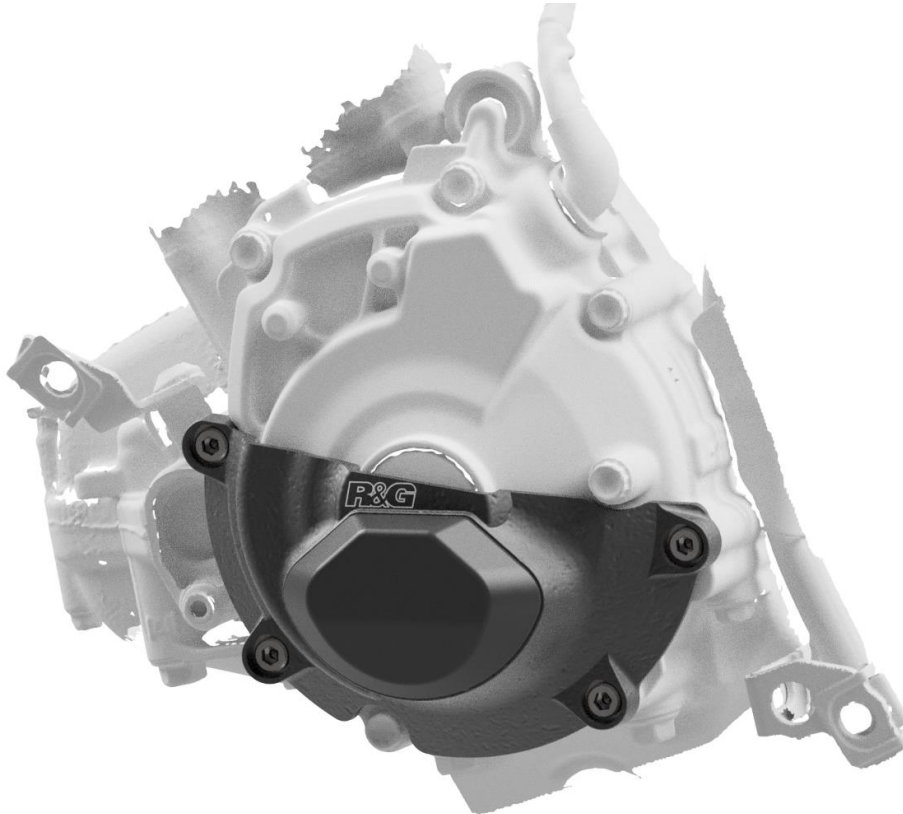




**FITTING INSTRUCTIONS FOR ECC0400PRO**  
**LHS ENGINE CASE COVER**



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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.**

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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.**

**DIGITAL COPIES OF THESE INSTRUCTIONS ARE AVAILABLE FROM:**

[WWW.RG-RACING.COM](http://WWW.RG-RACING.COM)

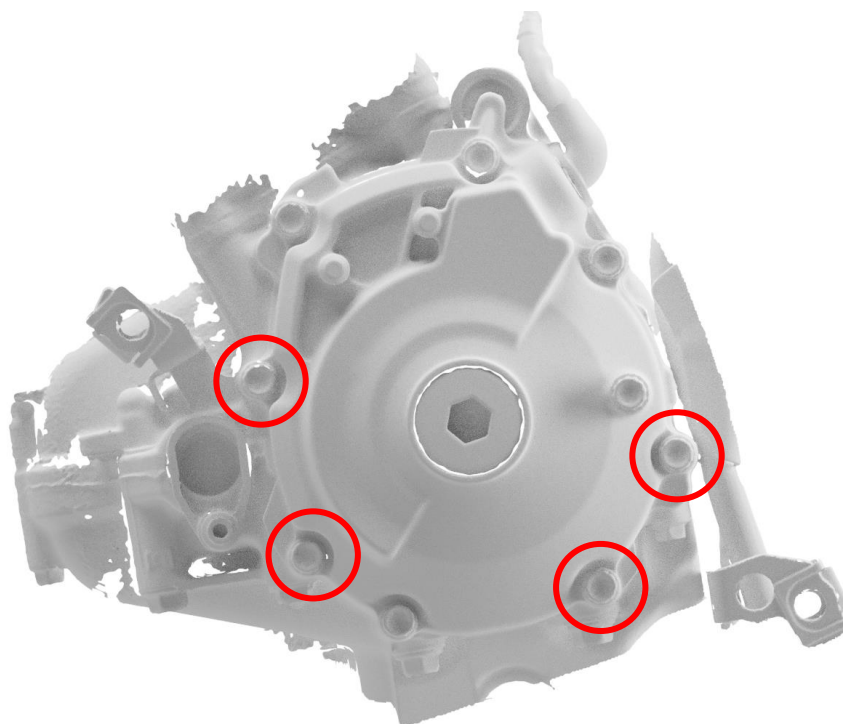
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<b><u>TOOLS REQUIRED</u></b>	<b><u>GENERAL TORQUE SETTINGS</u></b>
<ul style="list-style-type: none"> <li>• Set of Metric Allen keys.</li> <li>• Metric Socket set.</li> <li>• Suitable Torque Wrench.</li> </ul>	<p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 20Nm</p> <p>M10 BOLT = 40Nm</p> <p>M12 BOLT = 40Nm</p>

### **LEGEND**

<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>QTY</b>
ITEM 1	CECC0400PRO (R&G ALUMINIUM ENGINE CASE COVER)	1
ITEM 2	ECS0183 (SKIDDER ASSEMBLY)	1
ITEM 3	M6 x 1.00 x 30mm CAP HEAD BOLTS	4
ITEM 4	M6 x 12mm O/D WASHER	4
ITEM 5	M5 x 0.80 x 10mm CSK BOLTS	4



**PICTURE 1**



### **FITTING INSTRUCTIONS**

- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- Remove the OEM engine case bolts as highlighted in **PICTURE 1**. DO NOT REMOVE ALL OF THE CASE BOLTS.
- Place an M6 washer (**Item 4**) over each of the provided bolts.
- Use the 4x M6 bolts (**Item 3**) provided to secure the engine case cover to the case.
- With a socket wrench 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.

### **SKIDDER REPLACEMENT**

If your skidder is showing signs of wear and needs replacing, please follow the following steps:

- Remove the 4 x CSK bolts (**Item 5**) from the reverse side of engine case cover, this will allow the skidder to be separated from the engine case cover.
- Slot the replacement skidder into the skidder shaped recess on the front of the engine case cover and secure using 4 x CSK bolts supplied with the replacement skidder.

ISSUE 2 – 14/05/2024 (MH)

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**FITTING INSTRUCTIONS FOR ECC0401PRO**  
**RHS CLUTCH CASE COVER**



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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>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**

<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>QTY</b>
ITEM 1	R&G ALUMINIUM ENGINE CASE COVER	1
ITEM 2	WASHER	3
ITEM 3	M6x35mm CAP HEAD BOLT	2
ITEM 4	M6x65mm CAP HEAD BOLT	1

**ASSEMBLY DIAGRAM**





### **FITTING INSTRUCTIONS**

1. Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
2. Remove the 3X OEM engine case bolts as highlighted in **PICTURE 1. DO NOT REMOVE ALL OF THE CASE BOLTS.**
3. Use the supplied 3 x cap head bolts (**ITEM 3 & 4**) and washers (**ITEM 2**) provided to secure the engine case cover to the bike using the **ASSEMBLY DIAGRAM** for reference.  
*The longer 65mm bolt should be on the mounting point with the longer standoff*
4. With a 5mm hex tool, tighten the bolts equally so that they pull the cover into place. **DO NOT FULLY TIGHTEN.**
5. Finally use a torque wrench set at 10 N/m (7 Lb/ft) to fully tighten.
6. It is suggested that you check the tightness of the mounting bolts on a regular basis such as when cleaning or once a month.
7. R&G will accept no liability if the above procedure and torque settings are not followed.
8. Store the 3X OEM engine case bolts.

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



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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>	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

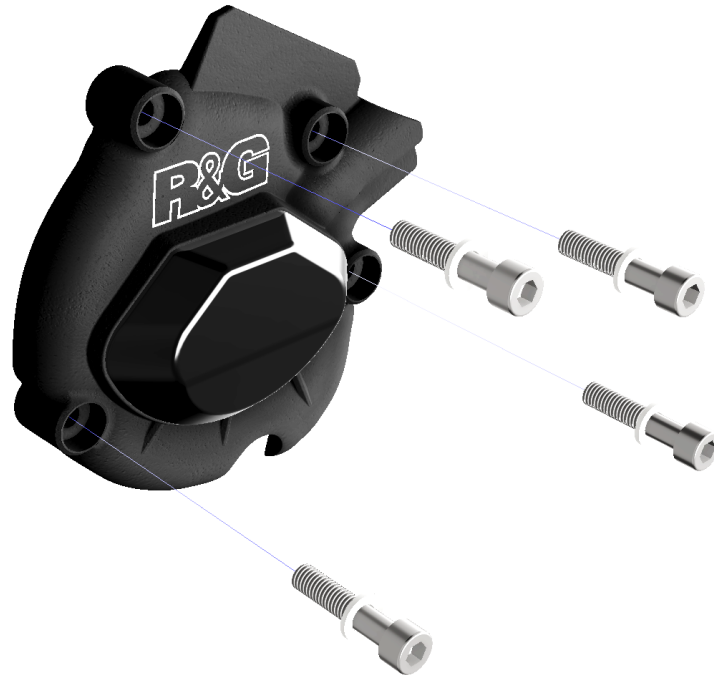
### **LEGEND**

<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

### **ASSEMBLY DIAGRAM**







### **FITTING INSTRUCTIONS**

9. Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
10. Make sure the countersunk bolts on the inside of the case cover are tight.
11. Remove the 4X OEM engine case bolts as highlighted in **PICTURE 1. DO NOT REMOVE ALL OF THE CASE BOLTS.**
12. 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.
13. With a 5mm hex tool, tighten the bolts equally so that they pull the cover into place. **DO NOT FULLY TIGHTEN.**
14. Finally use a torque wrench set at 10 N/m (7 Lb/ft) to fully tighten.
15. It is suggested that you check the tightness of the mounting bolts on a regular basis such as when cleaning or once a month.
16. R&G will accept no liability if the above procedure and torque settings are not followed.
17. Store the 4X OEM engine case bolts.

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