



**FITTING INSTRUCTIONS FOR ECC0257 LHS GENERATOR COVER**  
**KAWASAKI NINJA 400/250 2018-**

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In this kit there should be:  
 1 x Engine Case Cover (ECC0257).  
 3 x M6x40mm long cap head bolts.

**PLEASE READ THESE INSTRUCTIONS FULLY BEFORE STARTING**

**THIS KIT CONTAINS THE ITEMS PICTURED AND LISTED ABOVE.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

**Digital copies of these instructions are available to download from [www.rg-racing.com](http://www.rg-racing.com)**

**GENERAL TORQUE SETTINGS**

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

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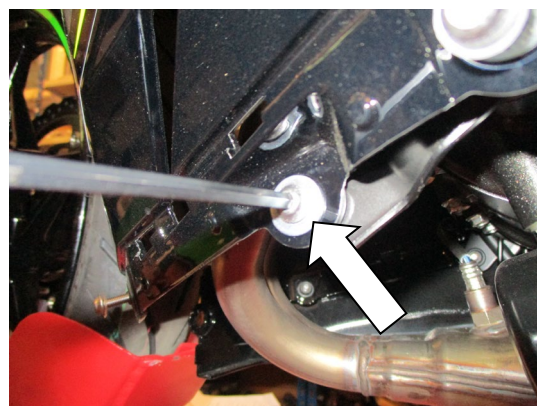
Picture 1



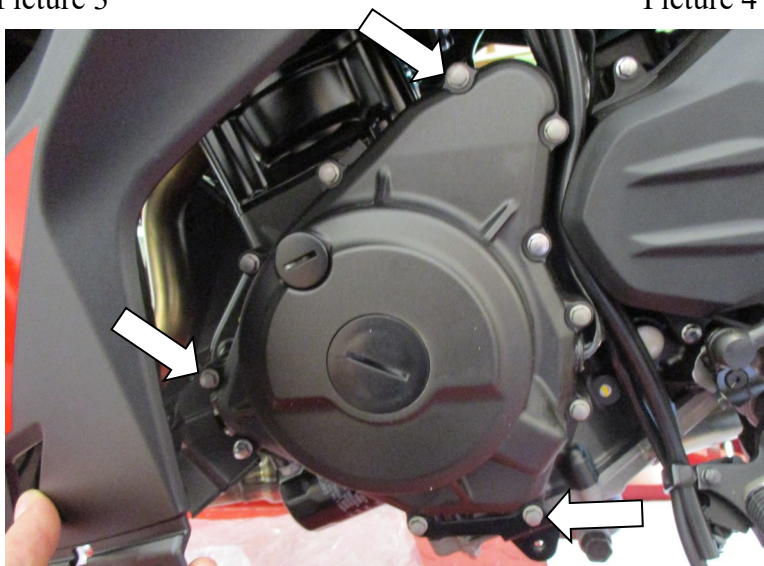
Picture 2



Picture 3



Picture 4



Picture 5



### **Fitting instructions**

- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- Remove the plastic pull rivet arrowed in picture 1.
- Remove the three bolts arrowed in pictures 2 and 3, then remove the lower fairing/belly pan.
- Remove the fairing bolt arrowed in picture 4.
- Gently ease fairing away from the engine and remove the three bolts arrowed in picture 5, hold the cover loosely over the case to help identify the correct ones. **DO NOT REMOVE ALL OF THE CASE BOLTS.**
- Carefully offer up the R&G cover to the engine and carefully fit it over the engine casing. Ensure that the three R&G bolts are lined up with the holes in the engine casing, and then push on as far as it will go.
- Fit the bolts through the Engine Case Cover and into the engine case.
- With a 5mm Allen key tighten the bolts equally so that they pull the cover into place. **DO NOT FULLY TIGHTEN.**
- Finally use a torque wrench set at 10 Nm (7 Lb ft) to fully tighten.
- Refit the fairings as original and refit all the removed bolts and tighten.
- It is suggested that you check the tightness of the mounting bolts on a regular basis i.e. when cleaning, after the first heat cycle of the engine and then once a month.
- NOTE for the cleaning of this product you should only use a soft polishing cloth and a mild general cleaning agent.
- **AVOID HARMFUL CHEMICALS. IF IN DOUBT DO NOT USE AS THEY COULD ALTER THE STRENGTH OF THE COVER.**
- R&G will accept no liability if the above procedure and torque settings are not followed.

ISSUE 1 23/05/2018 (NSY)

ISSUE 2 18/05/19 NEW SPACER UPDATE INCL WASHERS REMOVED

ISSUE 3 24/02/2022 38mm CAP HEAD CHANGED FOR 40mm

### **CONSUMER NOTICE**

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

### **R&G RACING RETURNS POLICY (NON-FAULTY GOODS)**

Returns must be pre-authorised (if not pre-authorised 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 Racing. 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 ECC0257**  
**PROTECTION CARTER GAUCHE**  
**KAWASAKI NINJA 400/250 2018-**

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Le kit doit contenir :  
 1 x Protection carter moteur (ECC0257).  
 3 x M6x40mm Boulons.

**LIRE ATTENTIVEMENT LA NOTICE AVANT DE PROCÉDER AU MONTAGE**

**Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.**

**La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.**

**LES PARTIES PRÉSENTÉES PEUVENT ÊTRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)**

**Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, ces rondelles doivent être jetées)**

**Notice disponible au téléchargement sur [www.rg-racing.com](http://www.rg-racing.com)**

**VALEURS DE SERRAGE RECOMMANDÉES**

M4 BOULON = 8Nm

M5 BOULON = 12Nm

M6 BOULON = 15Nm

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M8 BOULON = 20Nm

M10 BOULON = 40Nm

NOTICE DE MONTAGE :

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- Veiller à ce que le moteur soit froid.
- Enlever le rivet indiqué sur la photo 1.
- Enlever les 3 boulons indiqués sur les photos 2 et 3, puis enlever le ventre creux de carénage.
- Enlever le boulon de carénage, voir photo 4.
- Enlever le carénage du moteur puis enlever les 3 boulons, voir photo 5, tenir le couvercle autour du carter pour aider à les identifier. **NE PAS ENLEVER TOUS LES BOULONS DE CARTER.**
- Monter la protection R&G sur le carter moteur. Veiller à ce que les 3 boulons R&G soient alignés up avec les trous du carter moteur, puis poussez jusqu'à la limite.
- Insérer les boulons dans la protection carter moteur puis dans le carter moteur.
- A l'aide d'une clé Allen 5mm, serrer les boulons de façon identique de façon à ce que la cache se mette en place. **NE PAS SERRER COMPLETEMENT.**
- Utiliser une clé dynamométrique à 10 Nm (7 Lb ft) pour bloquer.
- Remonter les carénages de la moto en procédant à l'inverse du démontage, et serrer.
- Nous vous suggérons de vérifier le serrage au moins une fois par mois, lors du nettoyage par exemple.
- NOTE : Pour le nettoyage, vous devriez utiliser uniquement un chiffon doux et un agent nettoyant doux.
- Ne pas utiliser d'agents chimiques qui pourraient altérer l'efficacité de la protection.
- R&G n'acceptera aucune responsabilité en cas de mauvais couple de serrage ou d'utilisation inappropriée d'agents nocifs.

ISSUE 1 23/05/2018 (NSY)

ISSUE 2 18/05/19 NEW SPACER UPDATE INCL WASHERS REMOVED

ISSUE 3 24/02/2022 38mm CAP HEAD CHANGED FOR 40mm



**MONTAGEANLEITUNG FÜR ECC0257 MOTORGEHÄUSE-ABDECKUNG (LINKS)**  
**KAWASAKI NINJA 400/250 2018-**

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Dieser Kit beinhaltet:  
 1 x Motorgehäuse-Abdeckung (ECC0257)  
 3 x M6x40mm Inbusschrauben

**BITTE LESEN SIE DIE MONTAGEANLEITUNG DURCH, BEVOR SIE MIT DER MONTAGE BEGINNEN:**

**ALLE KIT-TEILE SIND UNTEN ABGEBILDET UND GEKENNZEICHNET. BEVOR SIE MIT DER MONTAGE BEGINNEN, ÜBERPRÜFEN SIE, DASS ALLE TEILE VORHANDEN SIND.**

**Hinweis: Die Verpackung der Teile stellt nicht die Reihenfolge der Montage dar.**

Hinweis für Kits mit Plastikunterlegscheiben an den Schrauben – *Diese Plastikunterlegscheiben werden nicht für den Einbau benötigt!*

DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG

**Eine digitale Version dieser Montageanleitung kann auf folgender Seite heruntergeladen werden: [www.rg-racing.com](http://www.rg-racing.com)**

**ANZUGSDREHMOMENT:**

M4 SCHRAUBE = 8 NM  
 M5 SCHRAUBE = 12NM  
 M6 SCHRAUBE = 15NM  
 M8 SCHRAUBE = 20NM  
 M10 SCHRAUBE = 40NM



### **Montageanleitung**

- Bitte unbedingt darauf achten, dass der Motor kalt ist, bevor Sie mit der Montage der R&G Abdeckung beginnen.
- Entfernen Sie die Plastikniete, die in Abbildung 1 gekennzeichnet ist.
- Entfernen Sie die drei Schrauben, die in den Abbildungen 2 und 3 markiert sind, dann entfernen Sie die untere Verkleidung / das Verkleidungsunterteil.
- Entfernen Sie die Verkleidungsschraube, die in Abbildung 4 mit einem Pfeil gekennzeichnet ist.
- Die Verkleidung vorsichtig vom Motorrad entfernen, und die drei Motorschrauben, die in Abbildung 5 gekennzeichnet sind entfernen. Um die richtigen Schrauben identifizieren zu können, halten Sie die Abdeckung an das Gehäuse. **ENTFERNEN SIE NICHT ALLE SCHRAUBEN AM MOTORGEHÄUSE.**
- Die R&G Abdeckung an den Motor ansetzen und vorsichtig am Gehäuse anbringen. Achten Sie darauf, dass die drei Öffnungen für die Schrauben mit den Bohrungen im Motorgehäuse ausgerichtet sind, dann die Abdeckung soweit wie möglich eindrücken.
- Setzen Sie die mitgelieferten Schrauben durch den Motorgehäusedeckel in das Motorgehäuse ein.
- Ziehen Sie die Schrauben mit einem 5mm Inbusschlüssel gleichmäßig an, sodass sie die Abdeckung in Position ziehen. **NICHT FESTZIEHEN.**
- Benutzen Sie einen Drehmomentschlüssel, der auf 10 N/m (7 Lb/ft) eingestellt ist, um die Schrauben festzuziehen.
- Montieren Sie die Verkleidungen wie ursprünglich wieder und montieren und befestigen Sie alle zuvor entfernten Schrauben wieder.
- Es wird empfohlen, die Festigkeit der Schrauben in regelmäßigen Abständen zu kontrollieren.
- **HINWEIS:** Bei der Reinigung dieses Produkts benutzen Sie nur ein weiches Poliertuch und ein mildes Putzmittel.
- **VERMEIDEN SIE SCHÄDLICHE CHEMIKALIEN. IM ZWEIFELSFALL NICHT BENUTZEN, DA SIE DIE FESTIGKEIT DER ABDECKUNG VERÄNDERN KÖNNEN.**
- R&G übernimmt keine Haftung, wenn die obengenannten Schritte nicht eingehalten werden oder die angegebenen Anzugsdrehmomente nicht angewendet werden.

AUSGABE 1 23/05/2018 (NSY)  
 ISSUE 2 18/05/19 NEW SPACER UPDATE INCL WASHERS REMOVED  
 ISSUE 3 24/02/2022 38mm CAP HEAD CHANGED FOR 40mm



**FITTING INSTRUCTIONS FOR ECC0418 ENGINE 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.



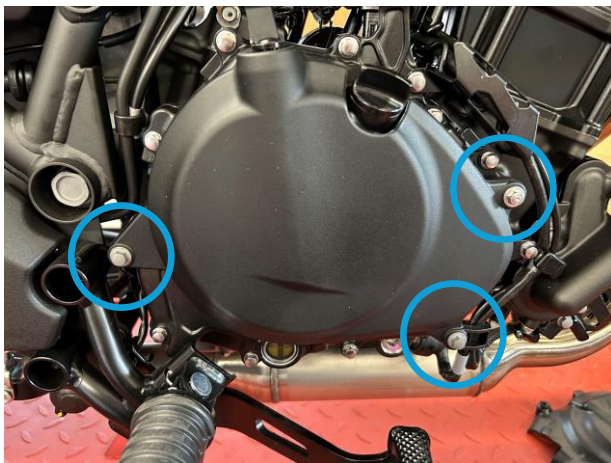


<b><u>TOOLS REQUIRED</u></b>	<b><u>GENERAL TORQUE SETTINGS</u></b>
<ul style="list-style-type: none"> <li>• Set of Metric Allen keys.</li> <li>• Metric Socket set.</li> <li>• Suitable Torque Wrench.</li> </ul>	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

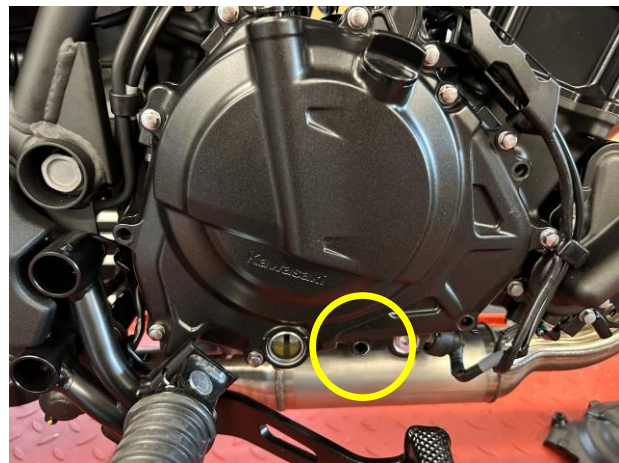
### **LEGEND**

<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>QTY</b>
ITEM 1	R&G ENGINE CASE COVER WITH SPACERS FITTED (ECC0414)	1
ITEM 2	M6 x 35mm LONG CAP HEAD BOLTS	4
ITEM 3	M6 WASHER	1

### **FITTING PICTURES**



Picture 1



Picture 2



Picture 3



Picture 4

### **FITTING INSTRUCTIONS**

- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- To fit the R&G Engine Case Cover, the OEM Cover needs to be removed. To do this, remove the 3x bolts circled in **picture 1**.
- To fit the R&G engine case cover remove the 1x M6 engine case bolts in the position arrowed in **picture 2**. DO NOT REMOVE ALL OF THE CASE BOLTS.
- Remove the oil filler cap.
- Install one of the M6 x 35mm bolts (**Item 2**) and M6 washers (**Item 3**) into the engine case in the location circled in **Picture 3**.
- Offer up the R&G cover to the engine and carefully fit it over the casing. Ensure that the 3x R&G bolts are lined up with the holes in the engine casing, and then push on as far as it will go.
- Fit the bolts through the Engine Case Cover and into the engine case, with a 5mm Allen key 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 & re-fit the oil filler cap. It is suggested that you check the tightness of the mounting bolts on a regular basis i.e., when cleaning or once a month.
- NOTE for the cleaning of this product you should only use a soft polishing cloth and a mild general cleaning agent.
- AVOID HARMFUL CHEMICALS. IF IN DOUBT DO NOT USE AS THEY COULD ALTER THE STRENGTH OF THE COVER.
- R&G will accept no liability if the above procedure and torque settings are not followed.

ISSUE 1 - 10/05/2024 (MH)



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