



**ECC0402PRO**

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

**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.**

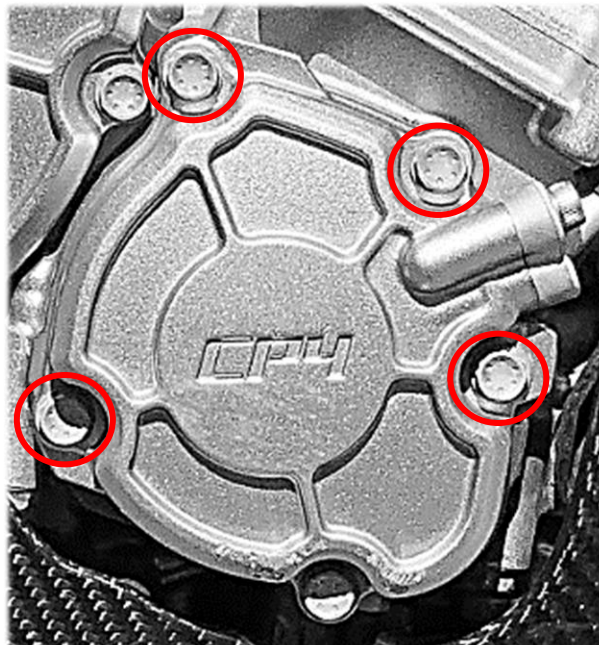


<b><u>TOOLS REQUIRED</u></b>	<b><u>GENERAL TORQUE SETTINGS</u></b>
<ul style="list-style-type: none"> <li>• Set of Metric Allen keys.</li> <li>• Metric Socket set.</li> <li>• Suitable Torque Wrench.</li> </ul>	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

### **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**

1. Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
2. Make sure the countersunk bolts on the inside of the case cover are tight.
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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R&G

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

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**  
**PROTECTION POMPE À HUILE CÔTÉ DROIT**

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

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTE 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.

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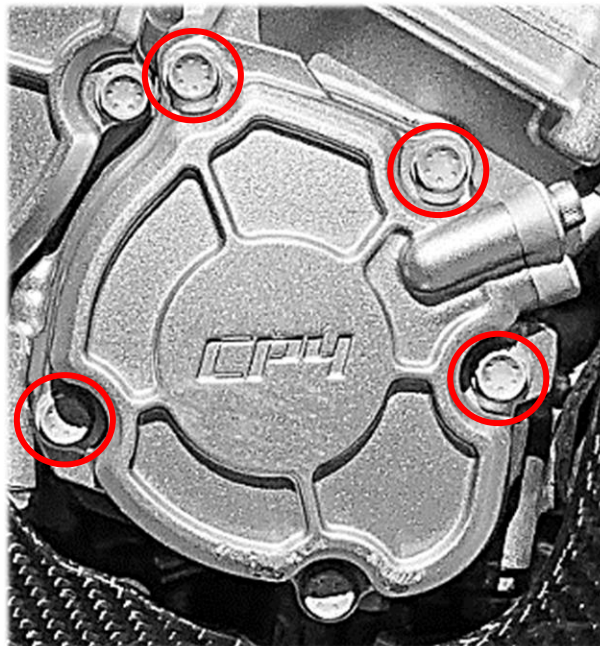
**NOTICE DISPONIBLE AU TELECHARGEMENT SUR :**  
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<b><u>OUTILS REQUIS</u></b>	<b><u>VALEURS DE SERRAGE</u></b>
<ul style="list-style-type: none"> <li>• Clés Allen.</li> <li>• Clé métrique.</li> <li>• Clé dynamométrique.</li> </ul>	M4 BOULON = 8Nm M5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

### **LÉGENDE**

<b>ARTICLE NO.</b>	<b>DESCRIPTION</b>	<b>QTÉ</b>
ARTICLE 1	PROTECTION CARTER MOTEUR ALU R&G	1
ARTICLE 2	RONDELLE	4
ARTICLE 3	M6x35mm BOULON	4

### **SCHÉMA D'ENSEMBLE**



### **NOTICE DE MONTAGE**

1. Veuillez vous assurer que le moteur soit froid avant de procéder au montage du couvercle R&G.
2. Assurez-vous que les boulons à tête fraisée à l'intérieur du couvercle du boîtier soient bien serrés.
3. Retirez les 4 boulons du carter moteur d'origine comme indiqué sur l'IMAGE 1. NE RETIREZ PAS TOUS LES BOULONS DU CARTER.



4. Utilisez les boulons à tête cylindrique 4x fournis (ARTICLE 3) et les rondelles (ARTICLE 2) fournis pour fixer le couvercle du carter moteur sur la moto en utilisant le SCHÉMA D'ASSEMBLAGE pour référence.
5. 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.
6. Enfin, utilisez une clé dynamométrique réglée à 10 N/m (7 Lb/ft) pour serrer complètement.
7. Il est suggéré de vérifier régulièrement le serrage des boulons de montage, par exemple lors du nettoyage ou une fois par mois.
8. R&G n'acceptera aucune responsabilité si la procédure ci-dessus et les réglages de couple ne sont pas suivis.
9. Rangez les 4 boulons du carter moteur d'origine.

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