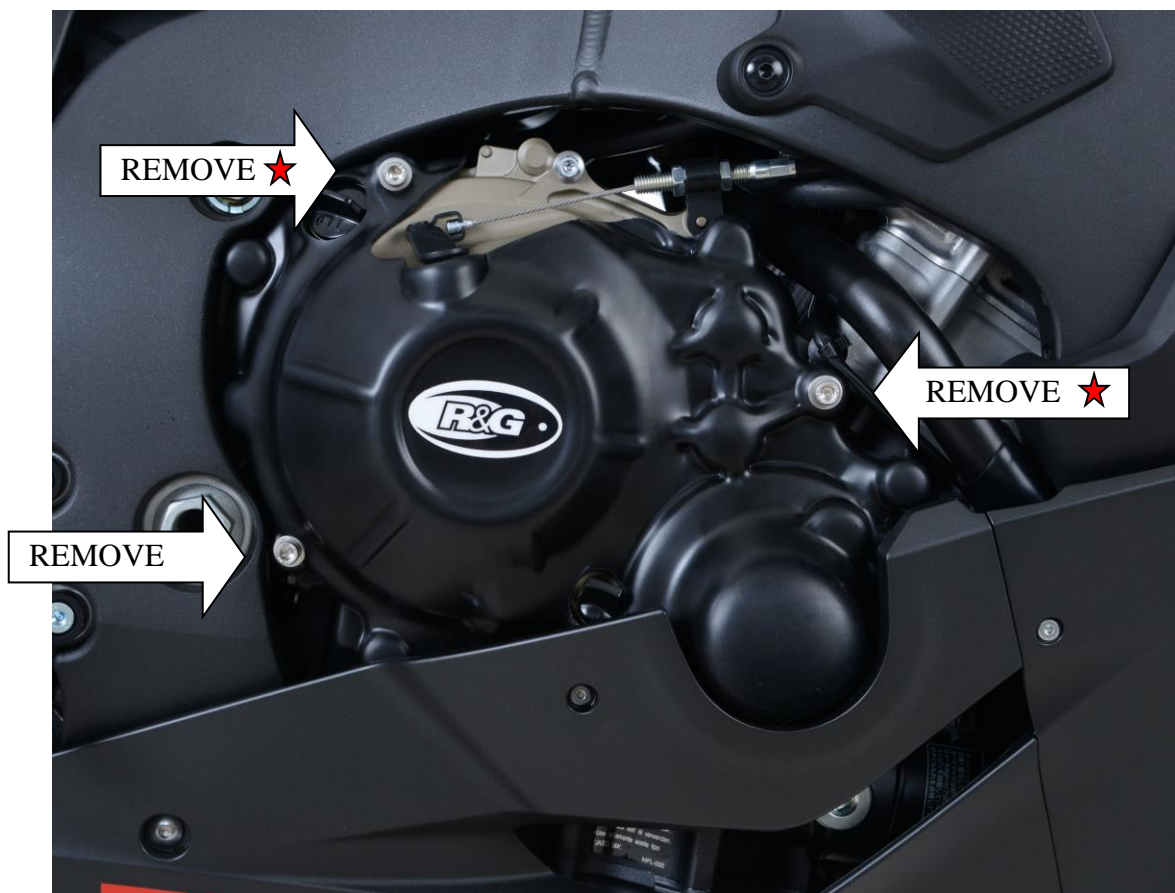




FITTING INSTRUCTIONS FOR ECC0236 RHS CLUTCH COVER
HONDA CBR1000RR, SP & SP2 '17-

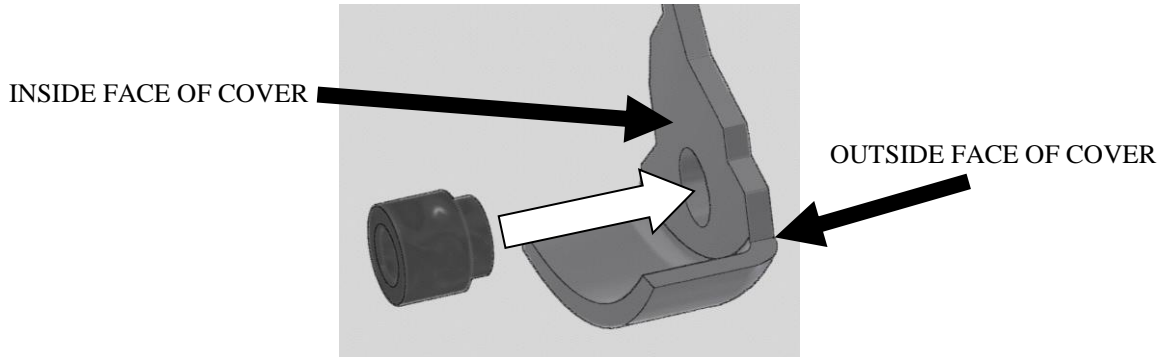


- In this kit there should be:
- 1x Engine Case Cover (ECC0236)
 - 3x M6 x 40mm Long Button Head Bolts
 - 2x Spacers (S0820)
 - 1x Spacers (S1093)
 - 2x M6 Washers

PLEASE READ THESE INSTRUCTIONS FULLY BEFORE STARTING



Please push two supplied spacers (S0820) into the holes marked with a ★ into the cover as indicated below and ensure they are correctly seated before mounting.

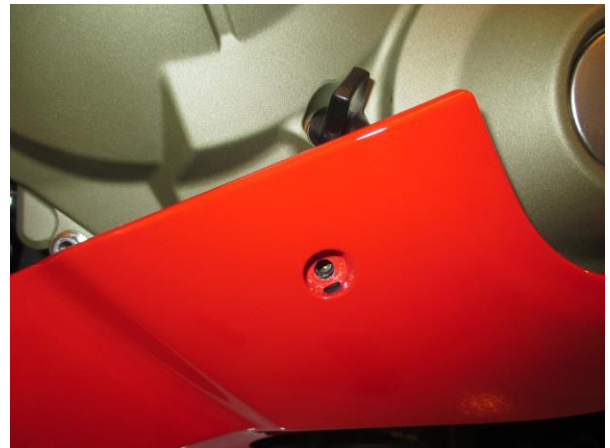


The remaining top hat spacer (S1093) should be fitted into the remaining hole from the outside face of the cover.

PLEASE READ THESE INSTRUCTIONS FULLY BEFORE STARTING



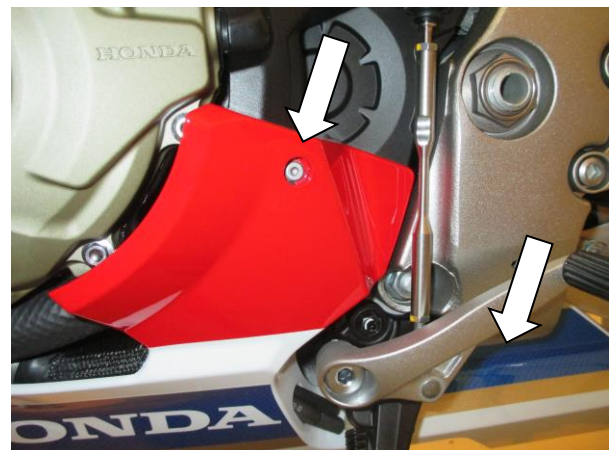
Picture 1



Picture 2



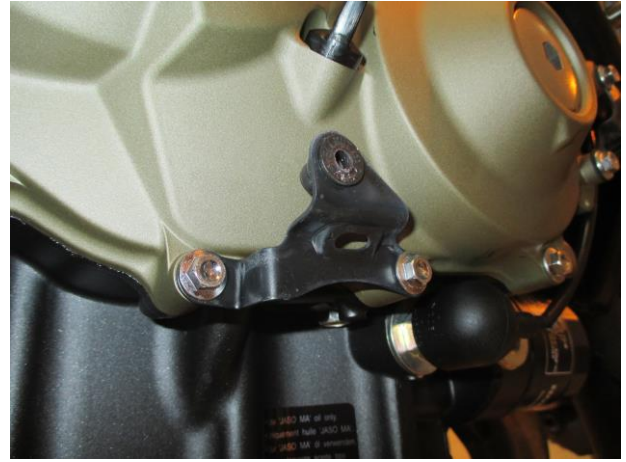
Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8

- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- To fit the engine case cover, the bellypan must first be removed from the motorcycle.
- To do this, start by removing the three bolts on the right side of the bike, as shown in picture 1.
- Remove the bolt in the middle of the belly pan that is shown in picture 2 and at the rear of the bellypan, as shown in picture 3.
- Remove the same five bolts on the left side of the bike, as shown in pictures 4 & 5.
- The bellypan will now be held on with a rubber mount on the left side and clipped onto the side fairings in the oil cooler surround area. From the left side, unclip the bellypan then carefully pull from the rubber mounts, before removing from the bike.
- Remove the oil dipstick and bellypan mounting bracket on the clutch case, as shown in picture 6.
- To fit the R&G engine case cover remove the three M6 engine case bolts in the positions arrowed above. Hold the cover loosely over the case to help identify the correct ones. **DO NOT REMOVE ALL OF THE CASE BOLTS.**
- Fit the three spacers into the three holes in the engine case cover (these should be a tight fit to secure in position while fitting, once tightened they will remain in position). ***The extra hole that is in line with the edge of the fairing is not used.***



- Offer up the R&G cover to the engine and carefully fit it over the casing. Ensure that the three R&G bolt holes are lined up with the holes in the engine casing, and then push on as far as it will go.
- Please note the bolts marked with a star in the diagram require washers.
- Fit the bolts through the Engine Case Cover and into the engine case.
- With a 4mm 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 belly pan bracket over the top of the engine case cover, as shown in picture 8.
- Re-fit the oil dipstick.
- Re-fit the bellypan in a reverse procedure of how they were removed.
- 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.

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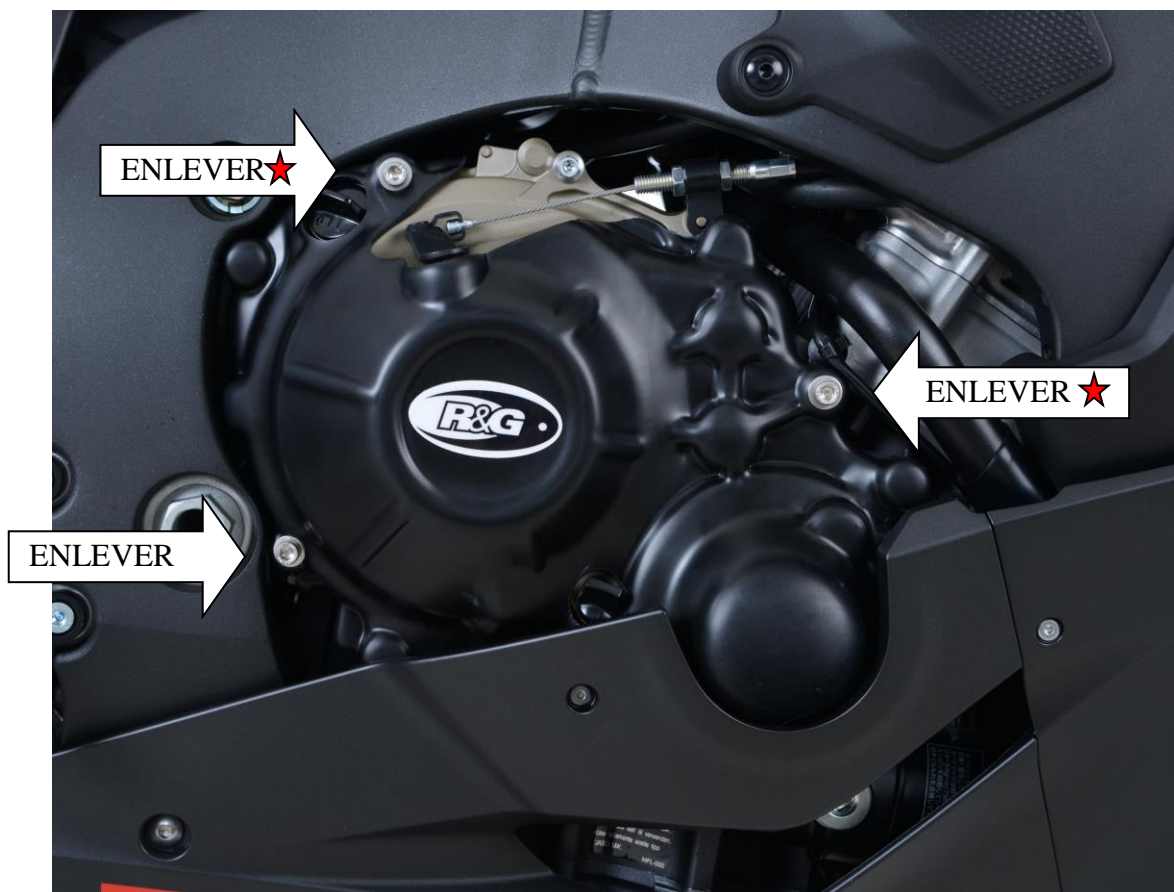
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NOTICE DE MONTAGE POUR ECC0236
PROTECTION CARTER MOTEUR CÔTÉ DROIT
HONDA CBR1000RR, SP & SP2 '17-

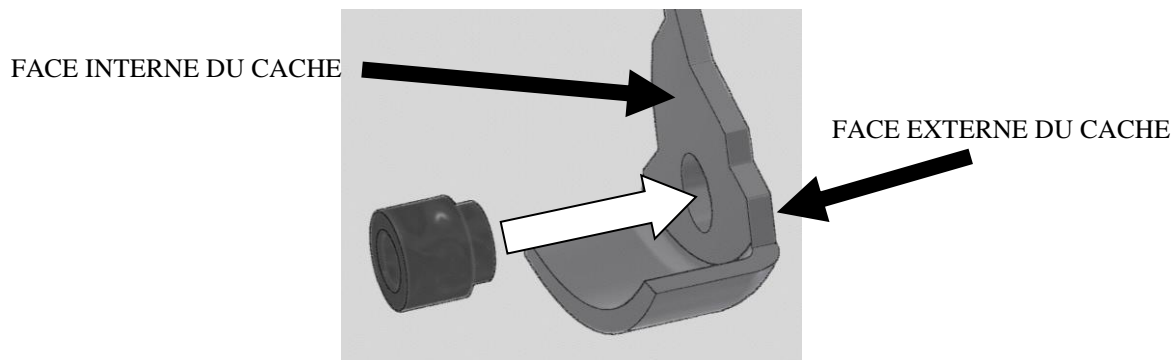


- Le kit doit contenir :
- 1x Protection carter moteur (ECC0236)
 - 3x M6 x 40mm Boulons
 - 2x Entretoises (S0820)
 - 1x Entretoises (S1093)
 - 2x M6 Rondelles

LIRE L'ENSEMBLE DES INSTRUCTIONS AVANT DE COMMENCER



Pousser 2 entretoises (fournies) (S0820) dans les trous marqués d'une étoile ★ dans le cache comme indiqué ci-dessous et veiller à ce qu'elles soient correctement calées avant le montage



L'entretoise restante (S1093) doit être insérée dans le trou restant de la face externe du cache.

LIRE L'ENSEMBLE DES INSTRUCTIONS AVANT DE COMMENCER



Photo 1



Photo 2



Photo 3

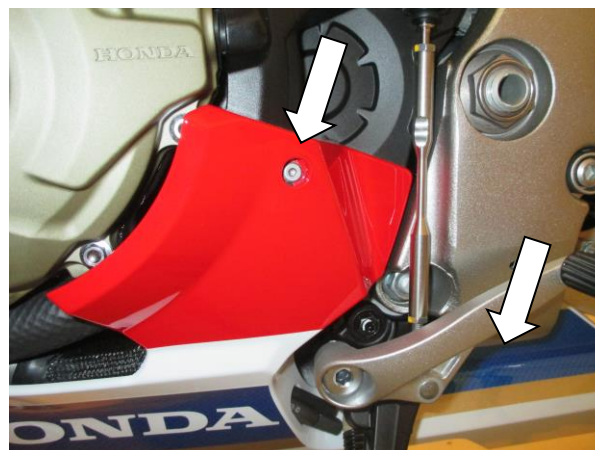


Photo 4



Photo 5



Photo 6



Photo 7



Photo 8

- Assurez-vous que le moteur soit froid.
- Pour monter la protection carter moteur, le carénage ventral doit être retiré de la moto.
- Pour cela, commencer par enlever les 3 boulons du côté droit de la moto, voir photo 1.
- Enlever le boulon au milieu du carénage ventral, qui est indiqué sur la photo 2 et à l'arrière du carénage ventral, voir photo 3.
- Enlever les mêmes 5 boulons du côté gauche de la moto, voir photos 4 & 5.
- Le carénage ventral sera tenu par le support en caoutchouc du côté gauche et cliqué sur les carénages latéraux dans l'espace entourant le refroidisseur d'huile. Du côté gauche, déclipper le carénage ventral puis retirez le de ses supports en caoutchouc, avant de l'enlever de la moto.
- Enlever la jauge d'huile et le support de carénage ventral du carter d'embrayage, voir photo 6.
- Pour monter la protection R&G, Enlever les 3 boulons M6 de carter moteur dans les positions indiquées ci-dessus. Tenir le couvercle autour du carter pour aider à les identifier. **NE PAS ENLEVER TOUS LES BOULONS DE CARTER.**
- Insérer les 3 entretoises dans les 3 trous de la protection carter moteur (cela devrait être juste pour fixer la position lors du montage, une fois serrées elles fixeront la position). Le trou supplémentaire présent dans l'alignement avec le bord du carénage ne sera pas utile.

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- 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.
- Notez que les boulons marqués par une étoile requièrent des rondelles.
- Insérer les boulons dans la protection carter moteur et dans le carter moteur.
- Serrer les boulons avec une clé Allen de 4mm, pour qu'ils placent la protection en place. **NE PAS SERRER COMPLETEMENT.**
- Utiliser une clé dynamométrique à 10 N/m (7 Lb/ft) pour serrer.
- Remonter le support de carénage ventral sur le haut de la protection carter moteur, voir photo 8.
- Remonter la jauge d'huile.
- Remonter le carénage ventral en procédant à l'inverse de la façon dont il a été démonté.
- 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.

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