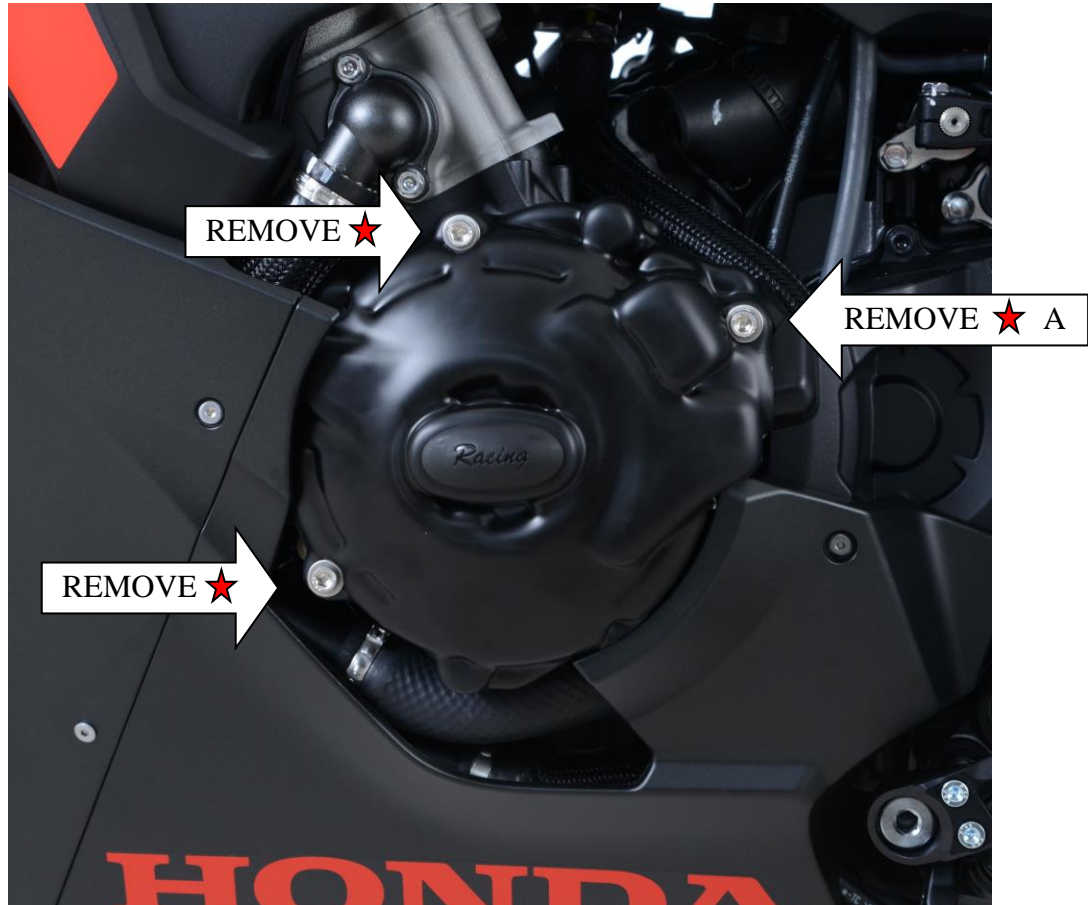




FITTING INSTRUCTIONS FOR ECC0235R LHS ALTERNATOR COVER
HONDA CBR1000RR, SP & SP2 '17-



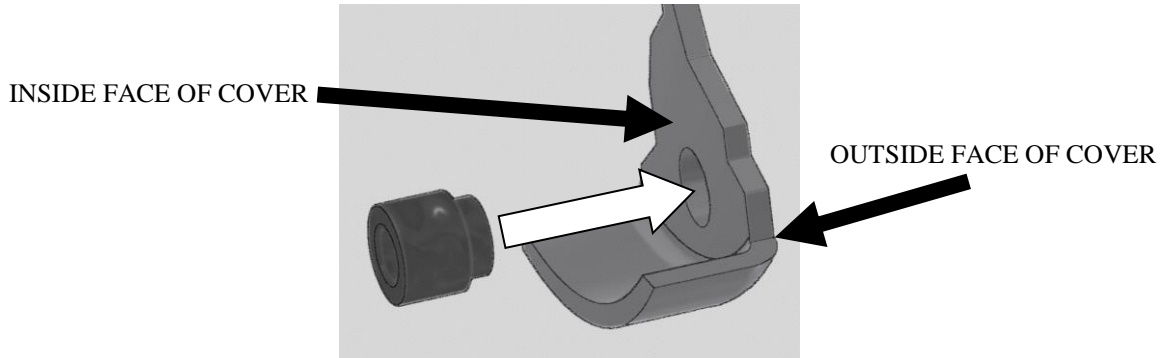
In this kit there should be:

- 1x Engine Case Cover (ECC0235R)
- 2x M6 x 50mm Long Cap Head Bolts
- 1x M6 x 55mm Long Cap Head Bolt
- 2x Spacers (S1068 – 21mm LONG)
- 1x Spacers (S1069 – 26mm LONG)
- 3x M6 Washers
- 1x Racing Puck (SK0001SK (already fitted)).
- 2x PAL Nuts (already fitted).

PLEASE READ THESE INSTRUCTIONS FULLY BEFORE STARTING

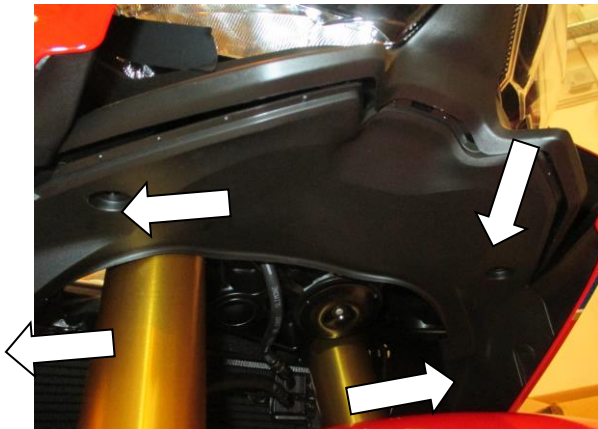


Please push the supplied spacers into the appropriate holes in the cover as indicated below and ensure they are correctly seated before mounting.



The longer spacer should be fitted into the hole marked 'A' in the top picture.

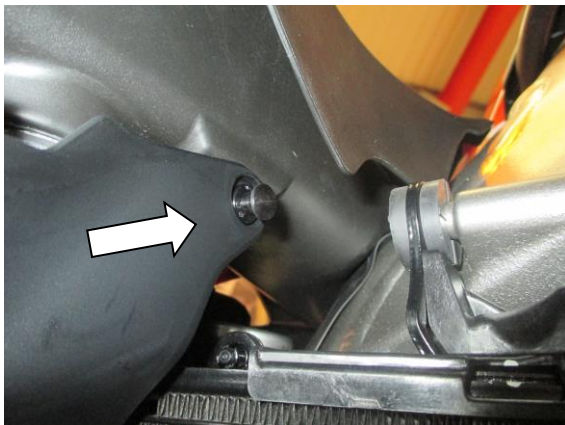
PLEASE READ THESE INSTRUCTIONS FULLY BEFORE STARTING



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



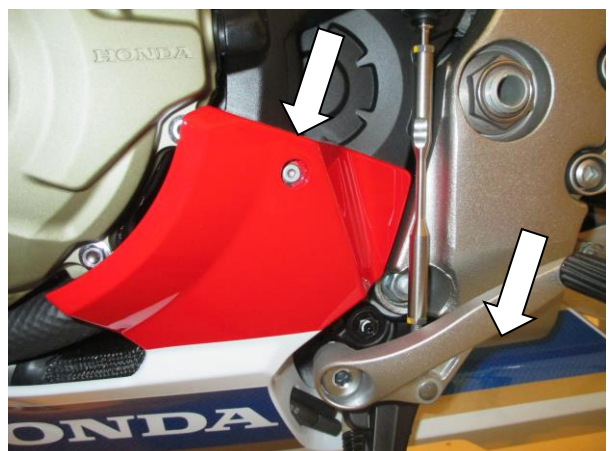
Picture 7



Picture 8



Picture 9



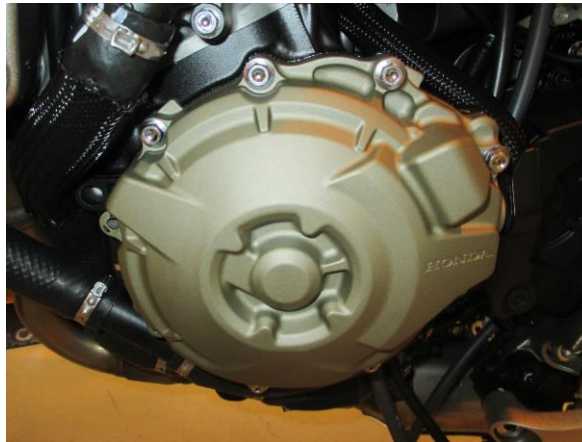
Picture 10



Picture 11



Picture 12



Picture 13

- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- To fit the engine case cover, both side fairings and the bellypan must first be removed from the motorcycle.
- To do this, start by removing the plastic panel under the nose of the bike by removing the four plastic fasteners with a Phillips screwdriver, as arrowed in pictures 1 & 2.
- Remove this plastic panel from the motorcycle.
- To remove the right side fairing, start by removing the push/pull rivet that secures the inside black plastic in place in the area around the top of the radiator, as arrowed in picture 3. Simply pull the rivet head to remove the rivet.
- Remove the three bolts that secure the lower edge of the fairing to the bellypan, as shown in picture 4.
- Remove the two bolts that secure the top edge of the fairing to the nose, as shown in picture 5.
- Remove the bolt that secures the fairing to the black plastic that covers the intake tunnel, as shown in picture 6.
- The fairing can now be removed. Gently unclip the lower corner of the side fairing from the front of the bellypan and work your way along the edge, unclipping the fairing tabs from the slots in the bellypan as you go along, as shown in picture 7.
- At the top rear corner of the fairing, where it meets the frame, there is a plastic prong that fits into a rubber mount that needs to be lifted upward to release, as shown in picture 8.



- With this out, the fairing should be free to slide forward and out to remove from the motorcycle. *Picture 9 shows the final plastic mounting points on top of the intake tunnels that the fairing needs to be removed from and the inner radiator cowling plastic will come away with the fairing.*
- Repeat the above procedure to remove the fairing on the left side.
- Remove the four bolts that secure the bellypan in place, as shown in pictures 10, 11 & 12, before gently pulling the bellypan off its rubber mount from the left side of the bike and remove from the bike, as shown in picture 13. Access can now be gained to the engine case.
- 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).
- 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 the longest bolt fitted in the position marked "A".
- 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 bellypan and fairings 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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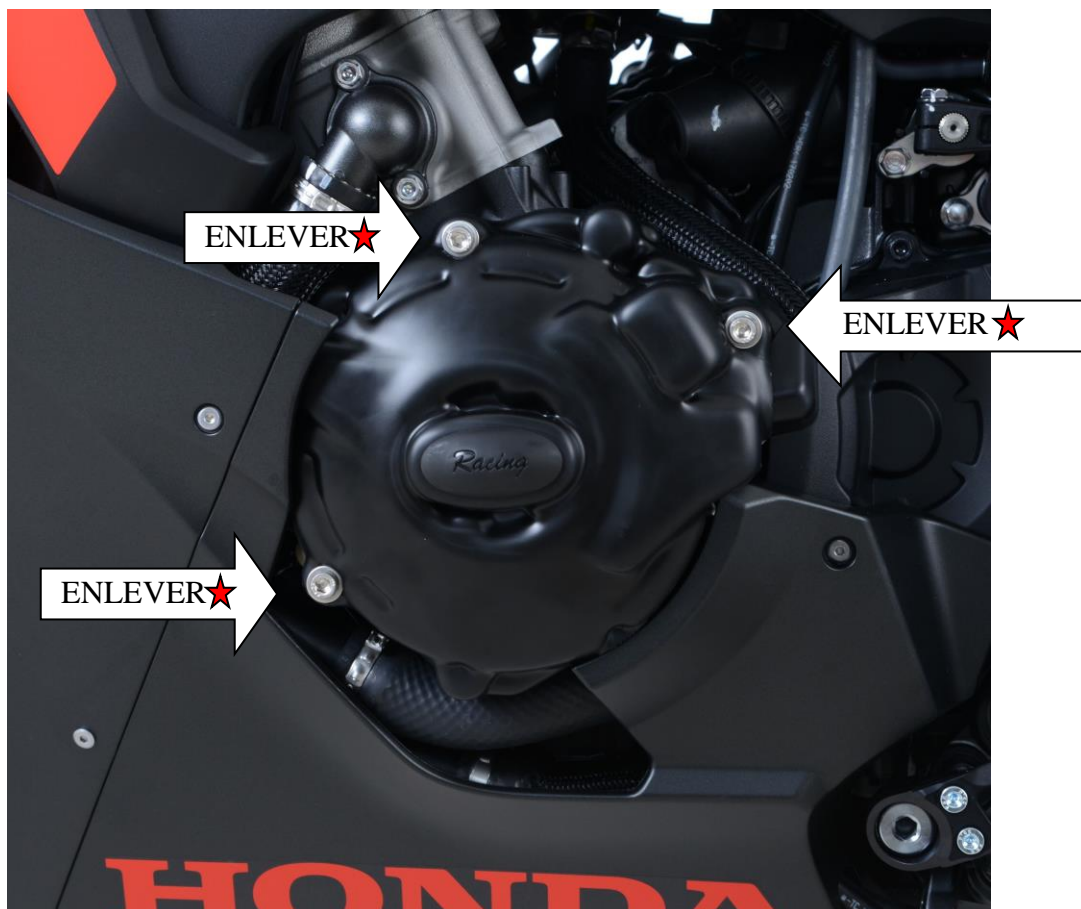
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NOTICE DE MONTAGE POUR ECC0235R PROTECTION ALTERNATEUR CÔTÉ GAUCHE
HONDA CBR1000RR, SP & SP2 '17-



Le kit doit contenir :

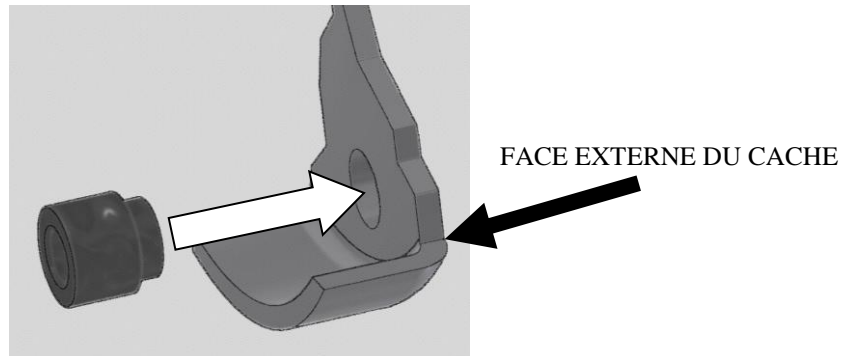
- 1 x Protection carter moteur (ECC0235R)
- 2x M6 x 50mm Boulons
- 1x M6 x 55mm Boulons
- 2x Entretoises (S1068 – 21mm de long)
- 1x Entretoises (S1069 – 26mm de long)
- 3x M6 Rondelles
- 1x Palet Course (SK0001SK (déjà monté)).
- 2x Écrous PAL (déjà monté).

Bien lire ces instructions avant de procéder au montage



Pousser les entretoises fournies dans les trous correspondants du cache, comme indiqué ci-dessous puis veiller à ce qu'elles soient correctement placées avant de fixer.

FACE INTERNE DU CACHE



La plus longue entretoise doit être placée dans le trou marqué 'A' sur la photo du haut.

Bien lire ces instructions avant de procéder au montage

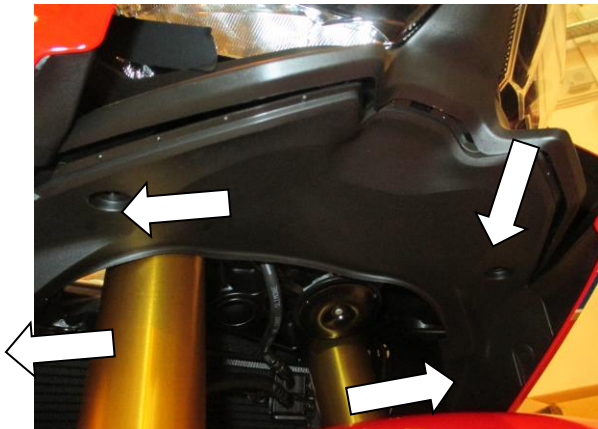


Photo 1



Photo 2

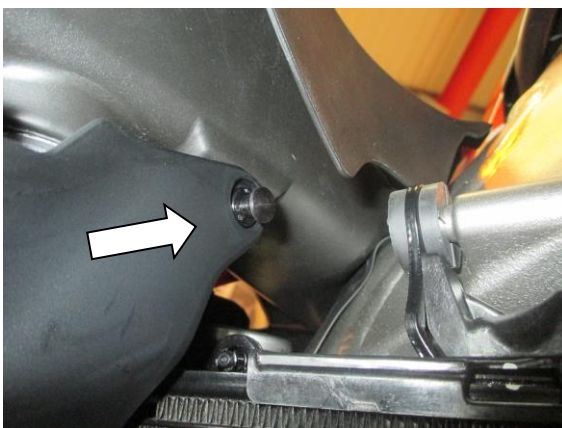


Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9

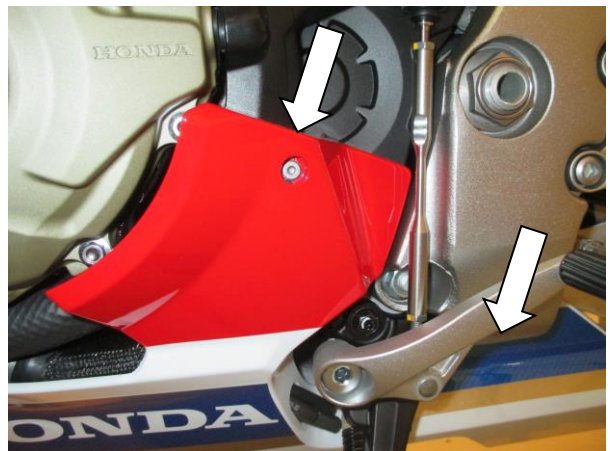


Photo 10

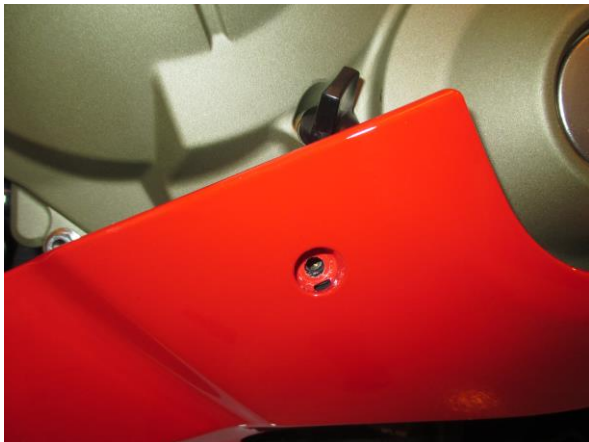


Photo 11



Photo 12



Photo 13

- Assurez-vous que le moteur soit froid.
- Pour monter la protection carter moteur, les 2 carénages latéraux et le ventre de carénage doivent être enlevés de la moto.
- Pour cela, commencez par enlever le panneau en plastique sous le nez de la moto en enlevant les 4 attaches rapides à l'aide d'un tournevis cruciforme, voir photos 1 & 2.
- Enlever ce panneau plastique de la moto.
- Pour enlever le carénage du côté droit, commencez par enlever le rivet qui fixe le plastique interne noir en place autour du haut du radiateur, voir photo 3. Tirer simplement la tête du rivet pour l'enlever.
- Enlever les 3 boulons qui fixent le bord inférieur du carénage au ventre de carénage, voir photo 4.
- Enlever les 2 boulons qui fixent le bord supérieur du carénage au nez, voir photo 5.
- Enlever le boulon qui fixe le carénage au plastique noir qui cache le tunnel d'admission, voir photo 6.
- Le carénage peut maintenant être enlevé. Déclipser le coin inférieur du carénage latéral de l'avant du ventre de carénage et poursuivre le long du bord, en dépliant les onglets de carénage de leur fente, voir photo 7.
- Dans le coin arrière supérieur du carénage, à l'endroit où il y a contact avec le cadre, il y a une pointe en plastique placée dans le support caoutchouc qui doit être levée pour être libérée, voir photo 8.

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- Une fois libéré, le carénage doit être libre de glisser vers l'avant pour être enlevé de la moto. La *Photo 9* montre les points de fixation finaux sur le haut des tunnels d'admission dont le carénage doit être enlevé et le capot de radiateur interne viendra avec le carénage.
- Répéter la procédure ci-dessus pour enlever le carénage du côté gauche.
- Enlever les 4 boulons qui fixent le ventre de carénage en place, voir photos 10, 11 & 12, avant de tirer le ventre de carénage du support caoutchouc du côté gauche de la moto puis enlevez le de la moto, voir photo 13. L'accès au carter moteur est maintenant possible.
- Pour monter la protection carter moteur, enlever les 3 boulons moteur M6 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 3 entretoises dans les 3 trous de la protection carter moteur (L'ajustement sera certainement juste, mais une fois serrées elles tiendront en position).
- Mettre la protection R&G en place en faisant bien attention. S'assurer que les 3 boulons R&G soient alignés avec les trous, puis, une fois cela vérifié, pousser la protection jusqu'à la limite.
- Notez que les boulons marqués d'une étoile sur le schéma requièrent des rondelles.
- Insérer les boulons dans la protection carter moteur et dans le carter moteur, avec le plus long boulon inséré dans la position marquée "A".
- Serrer les boulons avec une clé Allen de 5mm, pour qu'ils placent la protection en place. **NE PAS SERRER COMPLETEMENT.**
- Utiliser une clé dynamométrique à 10 Nm (7 Lb ft) pour bloquer).
- Remonter les carénages en procédant à l'inverse de la façon dont ils ont été enlevés.
- 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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