



**FITTING INSTRUCTIONS FOR ECC0184 LHS ENGINE COVER**  
**YAMAHA R25 '14- & R3 '15-**



- In this kit there should be:
- 1x Engine Case Cover (ECC0184)
  - 3x M6 x 35mm Long Button Head Bolts
  - 2x M6 Washers

**PLEASE READ THESE INSTRUCTIONS FULLY BEFORE STARTING**



Picture 1



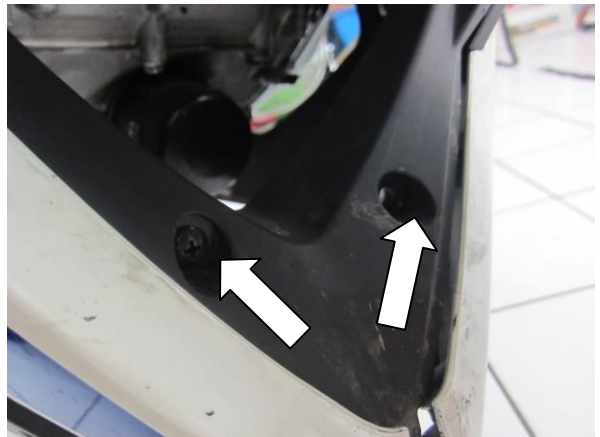
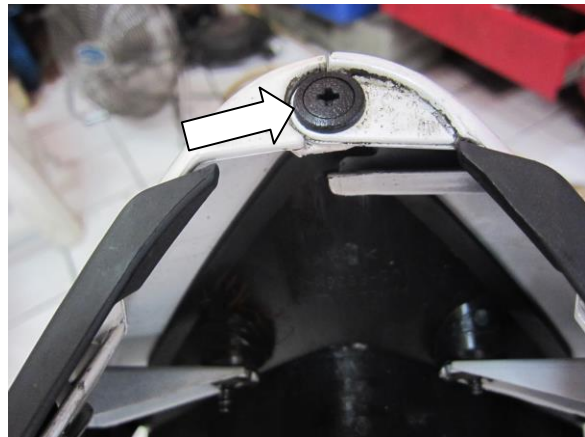
Picture 2



Picture 3



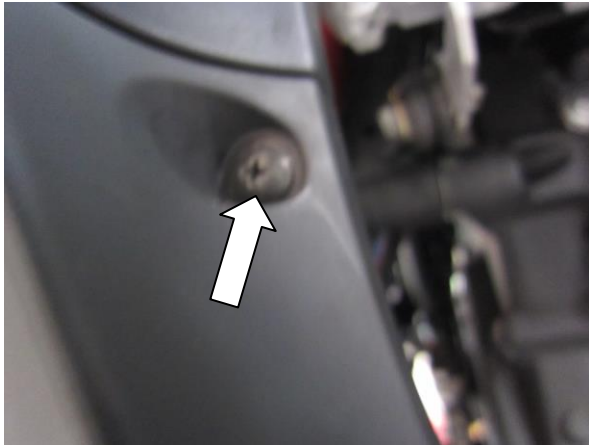
Picture 4



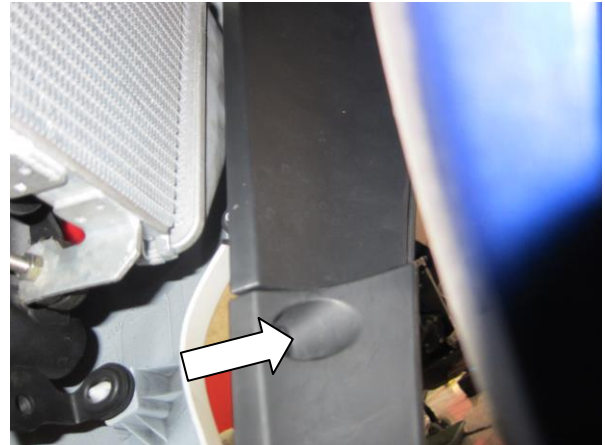


Picture 5

Picture 6



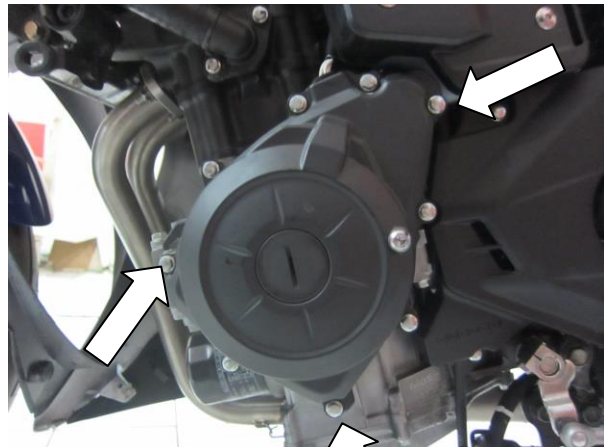
Picture 7



Picture 8



Picture 9



Picture 10

- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- Remove the two bolts arrowed in pictures 1 and 2 and remove the left hand side plastic infill panel.
- Remove the two bolts arrowed in picture 3 and remove the plastic seat/frame panel.
- Remove the bolts and plastic rivets arrowed in pictures 4 thru 9 and carefully remove the left hand side fairing.



- To fit the R&G engine case cover remove the three M6 engine case bolts in the positions arrowed in picture 10. Hold the cover loosely over the case to help identify the correct ones. **DO NOT REMOVE ALL OF THE CASE BOLTS.**
- Offer up the R&G cover to the engine and carefully fit it over the casing. Ensure that the four R&G bolts 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 fairings as 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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**Instructions de montage pour ECC0184 Carter Moteur coté gauche**  
**YAMAHA R25 '14- & R3 '15-**



**Le kit doit contenir :**

- 1 x Protection carter moteur (ECC0184)
- 3x M6 x 35mm Boulons
- 2x M6 Rondelles

**Bien lire ces instructions avant de procéder au montage:**



Photo 1



Photo 2



Photo 3



Photo 4

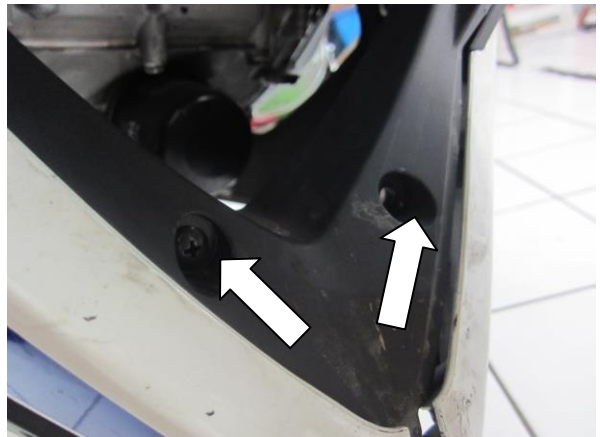
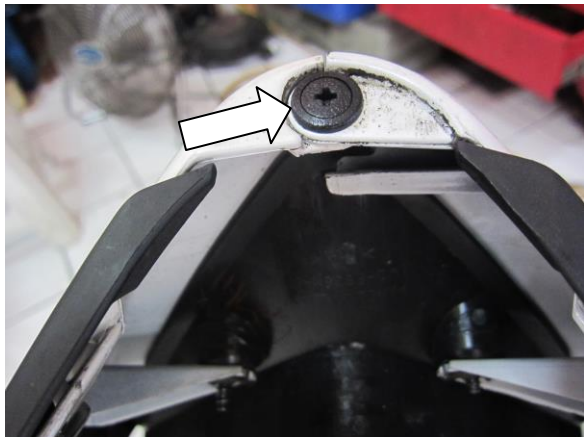




Photo 5

Photo 6

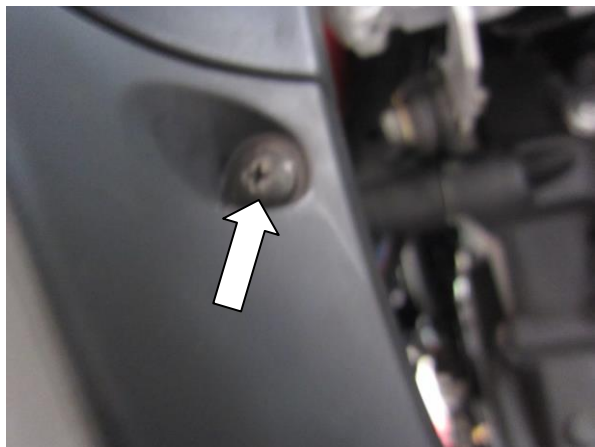


Photo 7

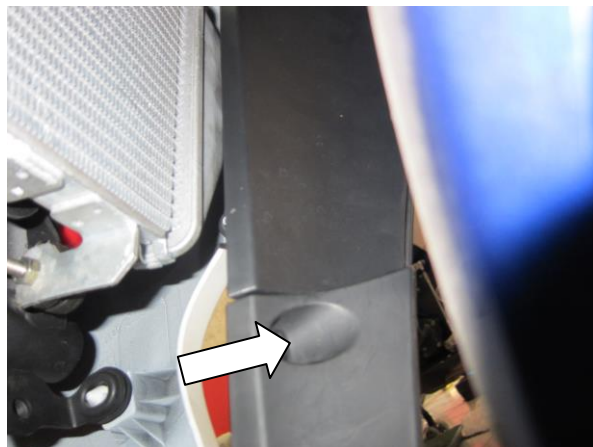


Photo 8



Photo 9

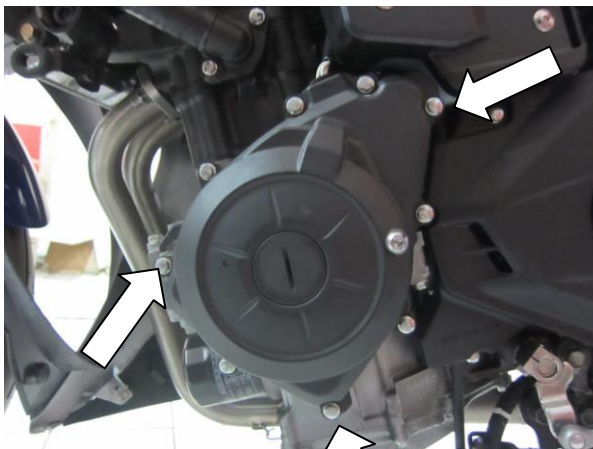


Photo 10

- Assurez-vous que le moteur soit froid..
- Enlever les 2 boulons indiqués sur les photos 1 et 2 puis enlever le cache du coté gauche.
- Enlever les 2 boulons indiqués sur la photo 3 puis enlever le siège plastic/cache cadre.
- Enlever les boulons et rivets indiqués sur les photos 4 à 9 puis enlever délicatement le carénage coté gauche.



- Pour monter la protection carter moteur R&G, enlever les 3 boulons M6 dans les positions indiquées sur la photo 10. Tenir le couvercle autour du carter pour aider à identifier les bons trous. NE PAS ENLEVER TOUS LES BOULONS DE CARTER.
- Mettre la protection R&G en place sur le carter moteur. S'assurer que les 4 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 une rondelle.
- Passer les boulons à travers la protection carter moteur puis 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 Nm (7 Lb ft) pour bloquer).
- Remettre les carénages comme à l'origine.
- 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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