



FITTING INSTRUCTIONS FOR ECC0250BK FOR SUZUKI GSX S+R 2017 RHS ENGINE CASE COVER



**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
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

GENERAL TORQUE SETTINGS

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

TOOLS REQUIRED

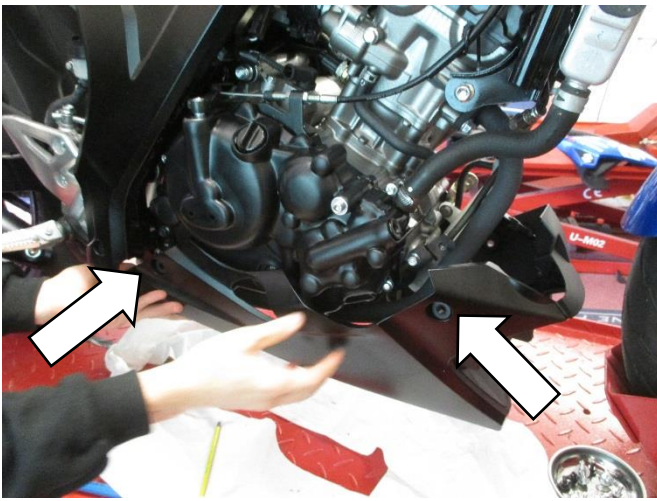
Allen key set to include 4 and 5mm allen keys
Ratchet set to include 8mm and 10mm sockets
Phillips Screwdriver

R&G

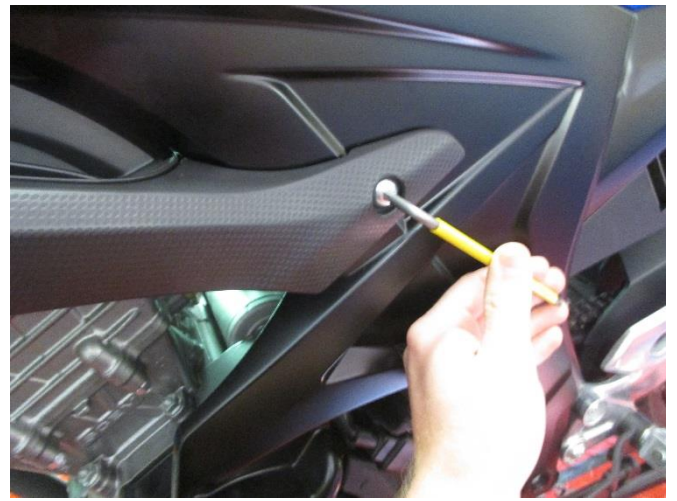
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**This Kit Contains:**

- Item 1 = PC0250 ISSUE 2
- Item 2 = 3 x M6 x 40mm CAP HEAD BOLT STAINLESS
- Item 3 = 1 x M6 x 85mm BUTTON HEAD BOLT STAINLESS
- Item 4 = 2 x M6 x 19mm WASHER
- Item 5 = 1 x S0779 SPACER (REAR R/H CHIN FAIRING SPACER)
- Item 6 = 4 x S0820 SPACERS
- Item 7 = 1 x S0985 SPACER (FORWARD R/H CHIN FAIRING SPACER)
- Item 8 = 2 x M6 x 35mm BUTTON HEAD BOLT STAINLESS
- Item 9 = 3 x M6 WASHER 14mm
- Item 10 = 2 x RGS001 STICKER



Picture 1



Picture 2



Picture 3

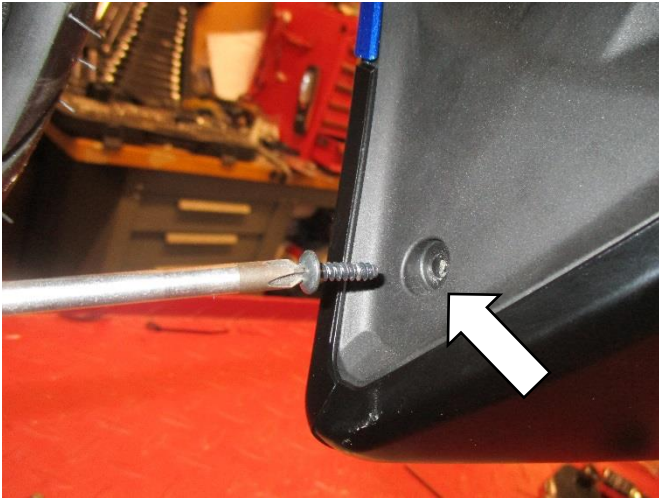


Picture 4

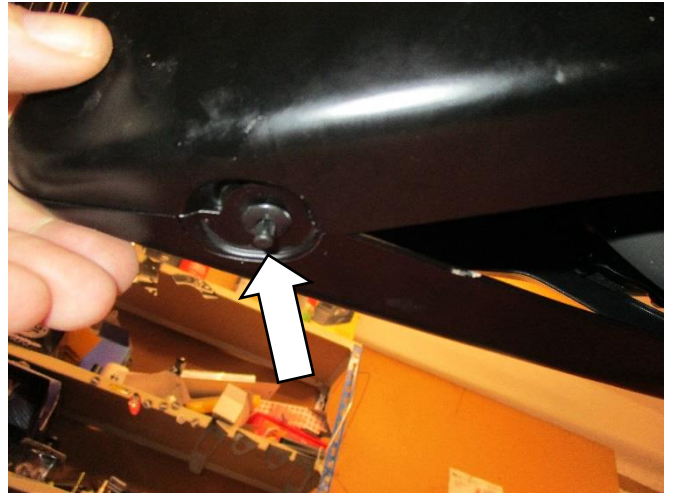
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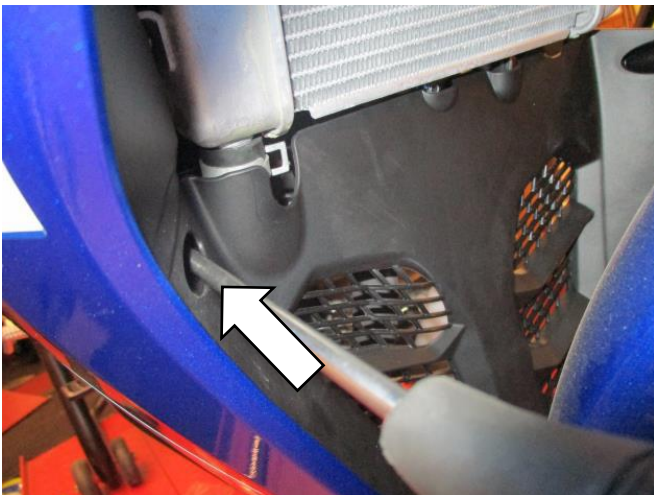
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Picture 5



Picture 6



Picture 7



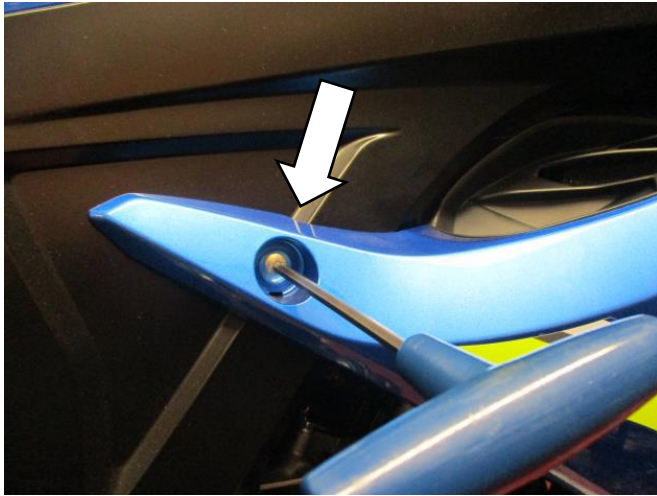
Picture 8



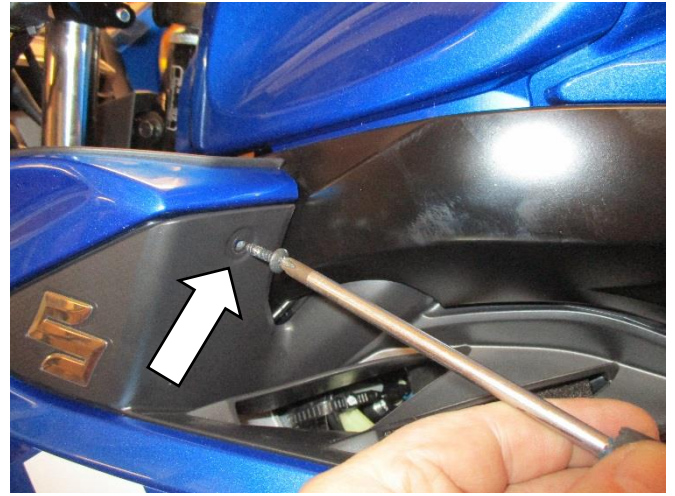
Picture 9



Picture 10



Picture 11



Picture 12



Picture 13



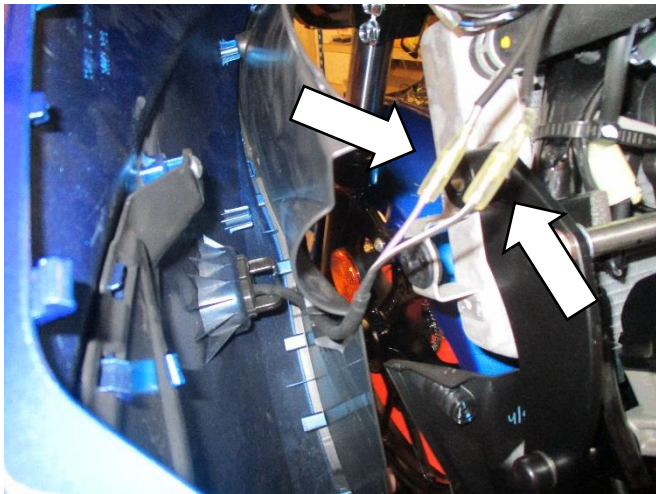
Picture 14



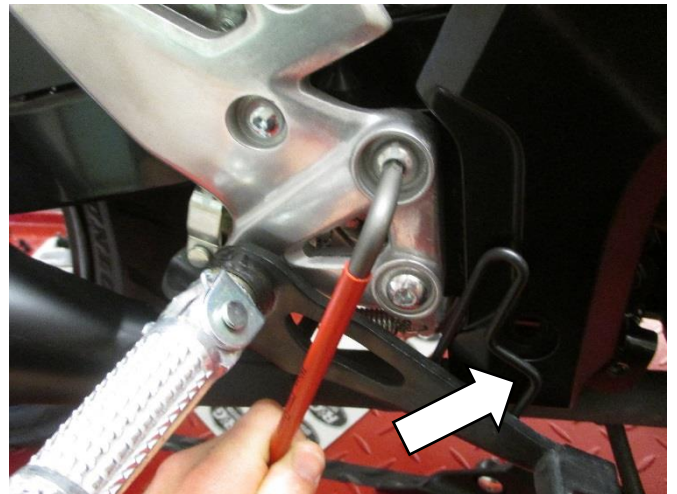
Picture 15



Picture 16



Picture 17



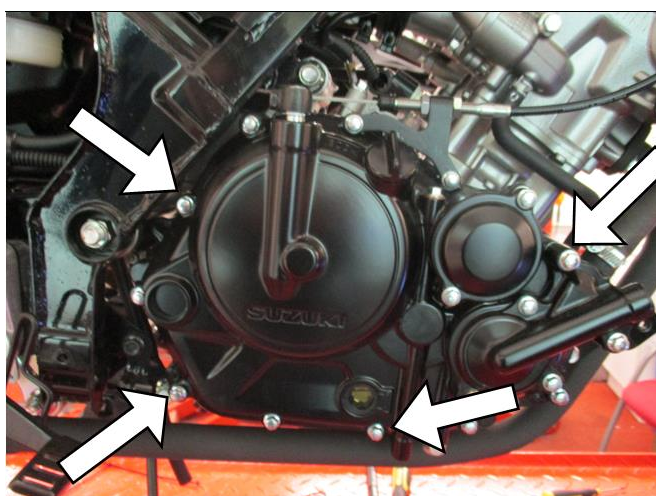
Picture 18



Picture 19



Picture 20



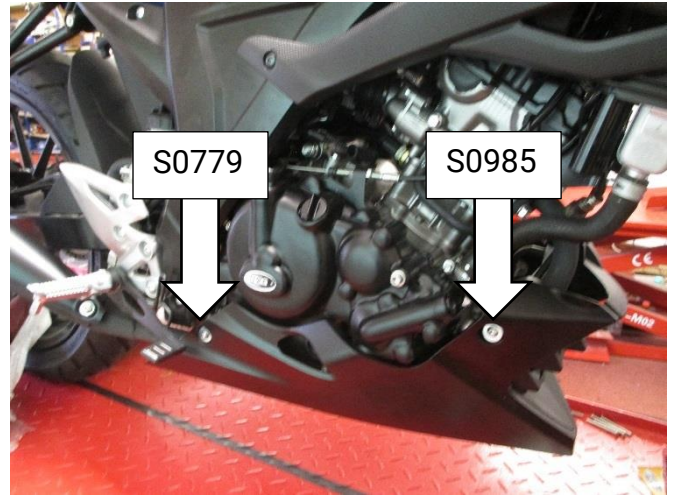
Picture 21



Picture 22



Picture 23



Picture 24

FITTING INSTRUCTIONS

GSX-S Models

- On GSX-S Models the chin fairing must be removed, to do this remove the 4 x Allen head bolts that secure the plastic to the bike as arrowed in picture 1 and remove the fairing piece from the bike.
- Next the upper fairing piece must be removed. This is done by removing 2 x Allen bolts from the upper and lower mounts shown in pictures 2 and 3
- With the panel now loose, you will be able to pull the fairing gently away from the bike as shown in picture 4, releasing it from 2 x rubber grommets found on the upper/front and lower/rear section of the panel.

GSX-R Models

- To fit the ECC the Right side fairing panel must be removed.
- Remove the bolts and push rivets arrowed in Pictures 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16.
- Carefully remove the left-hand side fairing and disconnect the indicator plug sockets as arrowed in picture 17.

For Both Models

- After removing the fairing this will reveal the black frame cover panel, this needs to be loosened by removing the lower bolt arrowed in picture 18.
- You will also need to remove the two foot peg mount bolts to allow access to the engine case, remove as shown in picture 18.
- You can now carefully pull the panel away from the bike enough to fit the engine case cover without removing this frame cover completely.

R&G

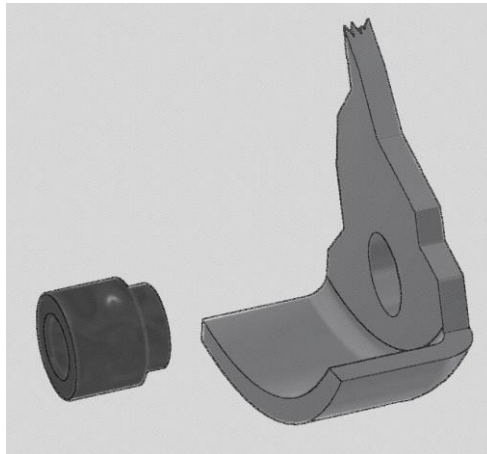
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Assembly

- To assemble the engine case cover, take the 4 x S0820 spacers (item 6) and push them into the 4 holes on the rear of the cover as shown in picture 20. It may help to position these and use a bar and soft hammer to push these into place as seen below. Ensure these are seated correctly before proceeding



- Remove the four bolts arrowed in picture 21, noting which hole the long bolt comes from. The rearward bolt is located behind the frame cover which can now be pulled away from the bike for access as shown in picture 19.
- Remove the oil filler cap from the engine case.
- With the spacers in place the R&G engine cover can now be pushed into place over the engine. With the cover aligned push the cover and flex over any tight spots, a swift tap with a soft mallet or palm of the hand may be required.
- With the cover fitted correctly and pushed as far as it will go, use the 3 x 40mm cap head bolts (item 2) with 2 x M6 washers (item 9) to loosely fix the cover to the bike as shown in picture.22. the rear bolt does not require a washer.
- Now use the 85mm bolt and remaining 14mm washer in the remaining hole position and loosely tighten as shown picture 23.
- Now use a torque wrench to tighten the bolts to 10 Nm (7Lb ft)
- Re-fit the oil filler cap
- When refitting the fairing the fairing note that 2 spacers should be used to prevent the engine case cover from touching the fairing. S0779 (item 5) for the rear lower fairing/ belly pan mount, S0985 (item 7) used in the upper forward fairing/ belly pan mount as illustrated in picture 24
- To fix these spacers, use the 35mm button head bolts (item 8) and the 19mm spacer (item 4) in place of the original bolt
- Now the fairings and plastics can be refitted to the bike in the same order they were removed.
- Ensure all fairings are secure and bolts tightened to the recommended torque before riding.
- 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 29/10/2018 (DM)

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NOTICE DE MONTAGE POUR ECC0250BK POUR SUZUKI GSX S+R 2017
PROTECTION CARTER CÔTÉ DROIT



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)

Notice disponible au téléchargement sur www.rg-racing.com

VALEURS DE SERRAGE RECOMMANDÉES

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

OUTILS REQUIS

Clés Allen 4 et 5mm
Clés à cliquet 8mm et 10mm
Tournevis cruciforme

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**LE KIT CONTIENT :**

- Article 1 = PC0250 VERSION 2
Article 2 = 3 x M6 x 40mm BOULON INOXYDABLE
Article 3 = 1 x M6 x 85mm BOULON INOXYDABLE
Article 4 = 2 x M6 x 19mm RONDELLE
Article 5 = 1 x S0779 ENTRETOISE (ENTRETOISE DE CARÉNAGE ARRIÈRE DROITE)
Article 6 = 4 x S0820 ENTRETOISES
Article 7 = 1 x S0985 ENTRETOISE (ENTRETOISE DE CARÉNAGE AVANT DROITE)
Article 8 = 2 x M6 x 35mm BOULON INOXYDABLE
Article 9 = 3 x M6 RONDELLE 14mm
Article 10 = 2 x RGS001 STICKER

NOTICE DE MONTAGE**Modèles GSX-S**

- Sur le modèle GSX-S, le carénage avant doit être enlevé, pour cela enlever les 4 boulons qui fixent le plastique à la moto comme sur la photo 1 puis enlever la pièce de carénage de la moto.
- Ensuite, la pièce de carénage supérieure doit être enlevée. Cela s'effectue en enlevant les 2 boulons des supports supérieurs et inférieurs, voir photos 2 et 3
- Une fois le carénage desserré, vous pourrez tirer le carénage de la moto, voir photo 4, le libérant des 2 rondelles de caoutchouc situées sur la section supérieure/avant et inférieure/arrière du panneau.

Modèles GSX-R

- Pour monter la protection, le carénage droit doit être enlevé.
- Enlever les boulons et rivets, voir photos 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16.
- Enlever le carénage gauche et déconnecter les prises de clignotant, voir photo 17.

Pour les 2 modèles

- Après avoir retiré le carénage, le panneau noir de cadre sera visible et devra être desserré en enlevant les boulons inférieurs et intermédiaires, voir photo 18.
- Vous devrez également retirer les 2 boulons de support repose pied pour permettre l'accès au carter moteur, voir photo 18.
- Vous pouvez à présent tirer suffisamment le panneau pour monter la protection carter moteur sans enlever ce cadre complètement.

R&G

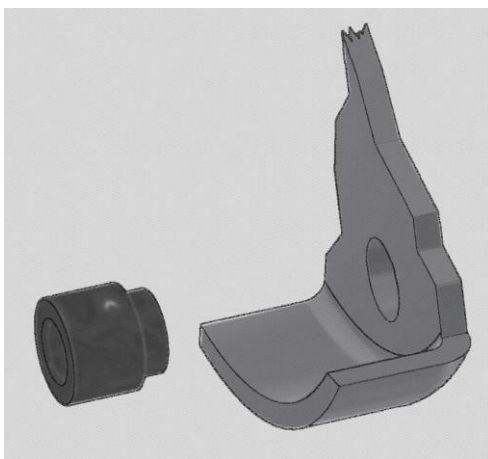
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Assemblage

- Pour assembler la protection carter moteur, prendre les 4 entretoises S0820 (article 6) puis poussez les dans les 4 trous à l'arrière du cache, voir photo 20, pour faciliter leur positionnement. Ensuite, utiliser une barre ainsi qu'un maillet pour les pousser en place comme ci-dessous. Veiller à ce qu'elles soient correctement placées avant de procéder.



- Enlever les 4 boulons indiqués sur la photo 21, en notant le trou correspondant au long boulon. Le boulon le plus reculé est place derrière le cache cadre qui peut à présent être retiré de la moto pour permettre l'accès, voir photo 19.
- Enlever le bouchon de réservoir d'huile du carter moteur.
- Une fois les entretoises en place, le cache moteur R&G peut maintenant être poussée en position sur le moteur.
- Une fois le cache aligné, poussez le cache et pliez-le sur les endroits exigus. Pour aider, vous pouvez tapoter avec la paume de la main ou à l'aide d'un maillet doux.
- Une fois le cache en place correctement et poussé jusqu'au fond, utiliser les 3 boulons 40mm (article 2) avec 2 rondelles M6 (article 9) pour fixer le cache sur la moto, voir photo 22. Le boulon arrière ne nécessite pas de rondelle.
- A présent, utiliser un boulon 85mm et la rondelle 14mm restante dans le trou restant, puis serrer légèrement, voir photo 23.
- Utiliser une clé dynamométrique pour serrer les boulons à 10 Nm (7Lb ft).
- Remettre le bouchon de réservoir d'huile.
- Lorsque vous remettez le carénage, notez que les 2 entretoises doivent être réutilisée pour éviter que la protection carter moteur ne touche le carénage. S0779 (article 5) pour le support carénage inférieur arrière, S0985 (article 7) utilise dans sur le support carénage supérieur avant, voir photo 24
- Pour serrer cette entretoise, utiliser le boulon 35mm (article 8) et l'entretoise 19mm (article 4) à la place du boulon d'origine.
- Les carénages et plastiques peuvent être remontés sur la moto de la même façon qu'ils ont été retirés.
- Veiller à ce que les carénages et boulons soient serrés selon les valeurs de serrage recommandées avant de prendre la route.
- Nous vous suggérons de vérifier le serrage au moins une fois par mois, lors du nettoyage par exemple.
- NOTE : Pour le nettoyage, vous devriez utilise 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 non-respect de la procédure énoncée ci-dessus, ou si les valeurs de serrage recommandées ne sont pas respectées.

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MONTAGEANLEITUNG FÜR ECC0250BK SUZUKI GSX S+R 2017
MOTORGEHÄUSE-ABDECKUNG (RECHTS)



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

ANZUGSDREHMOMENT

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

SIE BENÖTIGEN FOLGENDES WERKZEUG

Satz Inbusschlüssel mit 4 und 5mm Inbusschlüsseln
Steckschlüsselsatz mit 8mm und 10mm Steckschlüsseln
Kreuzschlitzschraubenzieher

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**Inhalt des Kits:**

- Artikel 1 = PC0250 AUSGABE 2
- Artikel 2 = 3 x M6 x 40mm INBUSSCHRAUBE
- Artikel 3 = 1 x M6 x 85mm INBUSSCHRAUBE
- Artikel 4 = 2 x M6 x 19mm UNTERLEGSCHEIBE
- Artikel 5 = 1 x S0779 DISTANZHALTER (HINTERE VERKLEIDUNG RECHTS)
- Artikel 6 = 4 x S0820 DISTANZHALTER
- Artikel 7 = 1 x S0985 DISTANZHALTER (VORDERE VERKLEIDUNG RECHTS)
- Artikel 8 = 2 x M6 x 35mm INBUSSCHRAUBE
- Artikel 9 = 3 x M6 UNTERLEGSCHEIBE 14mm
- Artikel 10 = 2 x RGS001 AUFKLEBER

MONTAGEANLEITUNG**GSX-S Modelle**

- Bei GSX-S Modellen muss das untere Verkleidungsteil entfernt werden: Entfernen Sie die 4 x Inbusschrauben, die das untere Verkleidungsteil am Motorrad befestigen – siehe Abbildung 1 – und entfernen Sie das Verkleidungsteil vom Motorrad.
- Danach muss das obere Verkleidungsteil entfernt werden, indem Sie die 2 x Inbusschrauben von den oberen und unteren Halterungen entfernen (siehe Abbildungen 2 und 3).
- Das Verkleidungsteil von den 2 Gummitüllen vorne/oben und hinten/unten lösen, und vorsichtig vom Motorrad entfernen (siehe Abbildung 4).

GSX-R Modelle

- Um die Motorgehäuse-Abdeckung montieren zu können, muss die rechte Seitenverkleidung entfernt werden.
- Entfernen Sie die Schraube und Plastiknieten die in den Abbildungen 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 gekennzeichnet sind.
- Die rechte Seitenverkleidung vorsichtig entfernen und die Steckverbinder für die Blinker entfernen (siehe Abbildung 17).

Beide Modelle

- Nachdem die Verkleidung entfernt ist, sehen Sie die schwarze Rahmenverkleidung. Lösen Sie die Rahmenverkleidung, indem Sie die untere Schraube entfernen (siehe Abbildung 18).
- Die zwei Montageschrauben für die Fußrasten-Halterung müssen auch entfernt werden, um Zugang zum Motorgehäuse zu ermöglichen (siehe Abbildung 18).
- Das Verkleidungsteil kann nun etwas vom Motorrad weggezogen werden, um somit die Motorgehäuse-Abdeckung zu montieren.

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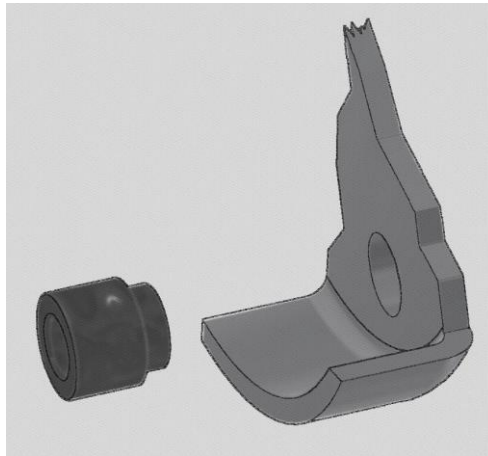
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Montage

- Um die Motorgehäuse-Abdeckung montieren zu können, nehmen Sie die 4 x S0820 Distanzhalter (Artikel 6) und setzen Sie sie in die 4 Öffnungen hinten an der Abdeckung ein (siehe Abbildung 20). Diese können Sie mit einem Schonhammer in Position bringen. Bitte stellen Sie sicher, dass sie richtig in Position sind, bevor Sie die Montage fortsetzen.



- Entfernen Sie die vier Schrauben, die in Abbildung 21 gekennzeichnet sind (die Position der jeweiligen Schraube notieren). Die hintere Schraube ist hinter der Rahmenverkleidung positioniert – diese kann vom Motorrad weggezogen werden, um den Zugang zu ermöglichen (siehe Abbildung 19).
- Entfernen Sie den Öleinfüllstutzen vom Motorgehäuse.
- Die R&G Motorgehäuse-Abdeckung kann nun montiert werden. Mit dem Motor ausrichten und anbringen (eventuell mit einem Schonhammer oder der Handinnenfläche vorsichtig eindrücken).
- Nachdem die Abdeckung richtig montiert ist / soweit nach möglich eingedrückt wurde, diese mit den 3 x 40mm Inbusschrauben (Artikel 2) und 2 x M6 Unterlegscheiben (Artikel 9) lose befestigen wie in Abbildung.22 abgebildet. An der hinteren Schraube benötigen Sie keine Unterlegscheibe.
- Die 85mm Schraube und die übrige 14mm Unterlegscheibe an der übrigen Öffnung positionieren und lose befestigen – siehe Abbildung 23.
- Benutzen Sie einen Drehmomentschlüssel, der auf 10 N/m (7 Lb/ft) eingestellt ist, um die Schrauben festzuziehen.
- Montieren Sie den Öleinfüllstutzen wieder.
- Bei der Wiedermontage der Verkleidung müssen die zwei 2 Distanzhalter montiert werden, um zu verhindern, dass die Motorgehäuse-Abdeckung die Verkleidung berührt. S0779 (Artikel 5) an der vorderen unteren Verkleidung montieren und S0985 (Artikel 7) oben am unteren Verkleidungsteil (siehe Abbildung 24).
- Die Distanzhalter mit den 35mm Inbusschraube (Artikel 8) und 19mm Unterlegscheiben (Artikel 4) befestigen anstelle der Originalschraube.
- Die Verkleidungen können nun wieder am Motorrad montiert werden.
- Stellen Sie sicher, dass alle Verkleidungen ordnungsgemäß befestigt sind, und dass alle Schrauben mit dem empfohlenen Anzugsdrehmoment festgezogen wurden, bevor Sie mit dem Motorrad fahren.
- Es wird empfohlen, die Festigkeit der Schrauben in regelmäßigen Abständen zu kontrollieren.
- HINWEIS: Bei der Reinigung dieses Produkts benutzen Sie nur ein weiches Poliervelours 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 29/10/2018 (DM)

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