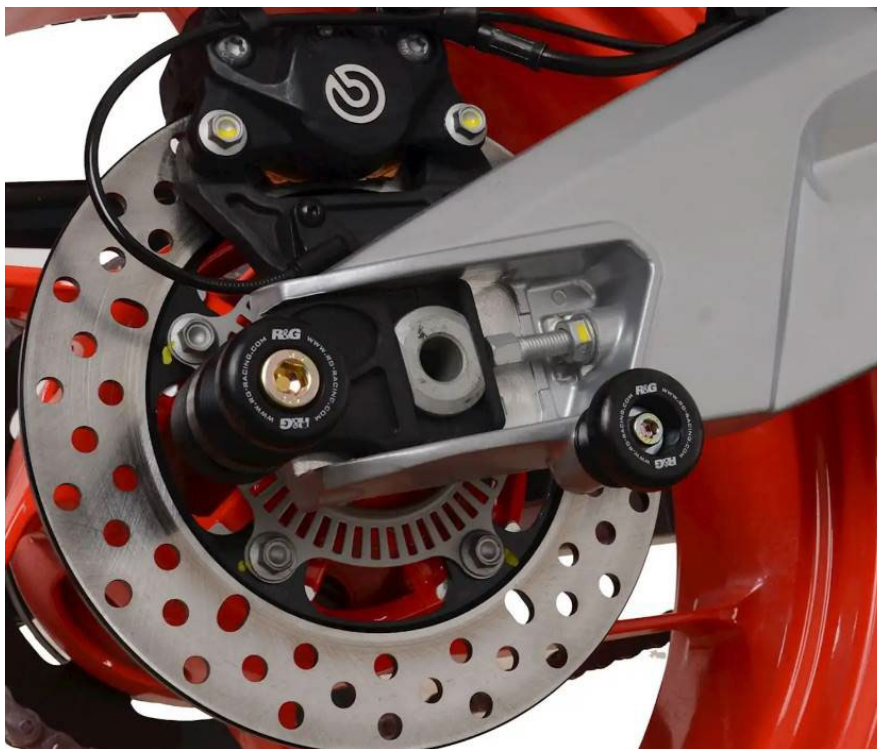




FITTING INSTRUCTIONS FOR CR0085 OFFSET COTTON REELS



**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 NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF
MOUNTING TO THE BIKE.

IN THE EVENT OF RUBBER WASHERS BEING USED TO HOLD COMPONENTS ONTO BOLTS,
THESE RUBBER WASHERS CAN BE THROWN AWAY.

DIGITAL COPIES OF THESE INSTRUCTIONS ARE AVAILABLE FROM:

WWW.RG-RACING.COM

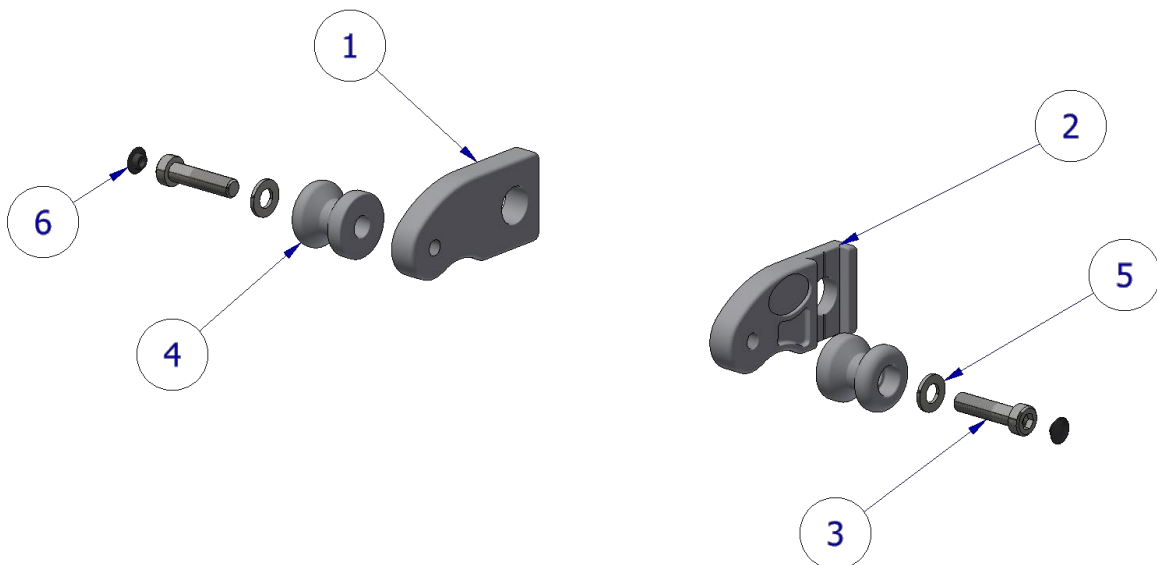


<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • Metric Socket set • Metric Allen key set • Torque wrench 	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	LHS SPINDLE ADJUSTER BLOCK (M0683)	1
ITEM 2	RHS SPINDLE ADJUSTER BLOCK (M0684)	1
ITEM 3	M10 x 45mm BOLT	2
ITEM 4	M10 COTTON REEL (B0300 WITH CS0310 COMP SLEEVE FITTED)	2
ITEM 5	M10 WASHER	2
ITEM 6	M10 FLAT CAP	2

ASSEMBLY DIAGRAM



FITTING INSTRUCTIONS



Please read all instructions before commencing fitting

- Raise rear of bike we suggest lifting from the swing arm, support rear wheel (we suggest using a cup-type paddock stand or blocks of wood) to prevent wheel from dropping when rear spindle is removed.
- Undo the rear spindle nut.
- Remove the rear spindle and remove the original chain adjuster blocks.
- Place rear spindle through the new adjuster block (**Item 2** with the recess to fit the head of the spindle).
- Slide the spindle assembly through swing arm from the left-hand side, rear wheel and brake calliper ensuring new adjuster block sits in the recess as original (as shown in the cover picture).
- Fit the remaining new adjusting block (**Item 1**) over the exposed end of spindle on the LHS.
- Refit the original spindle nut with the original washer and tighten according to the manufacture's instructions and check chain adjustment.
- Fit the new cotton reels (**Item 4**) to the new adjuster blocks using the M10 cap head bolts and washers (**Items 3 and 5**) on both sides as shown in the assembly diagram.
- Fit the bolt covers (**item 6**) to both bolts.

See more R&G products for your Motorcycle in the link below:

[R&G Racing | All Products for Aprilia - Tuareg 660 \(2022\) \(rg-racing.com\)](http://www.rg-racing.com)

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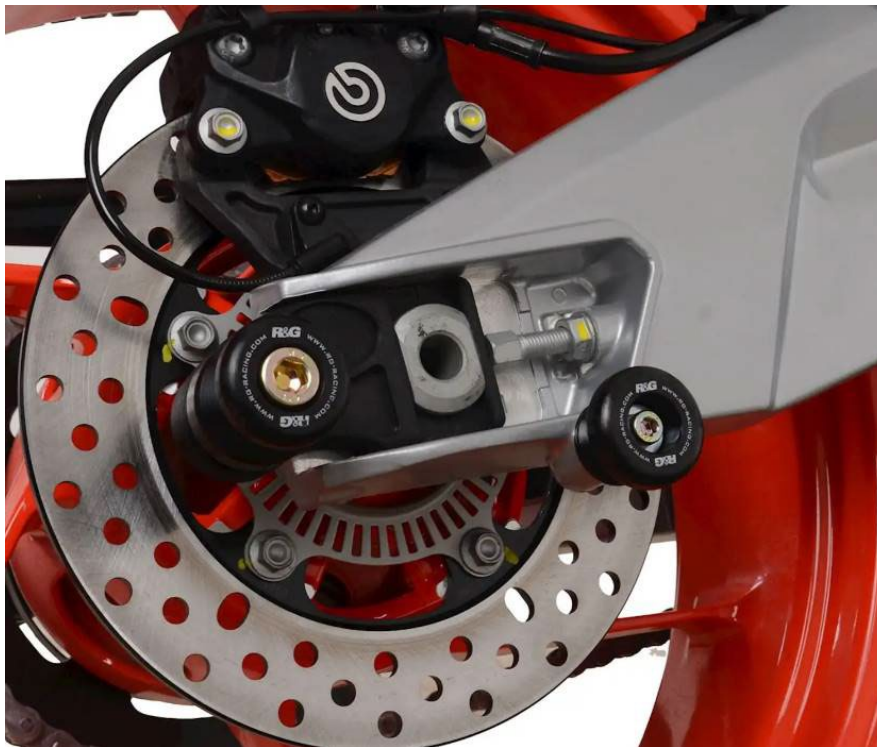
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NOTICE DE MONTAGE POUR CR0085 PROTECTIONS BRAS OSCILLANT



CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETÉS SUR LA PAGE.

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTÉ 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.

NOTICE DISPONIBLE AU TÉLÉCHARGEMENT SUR :
WWW.RG-RACING.COM

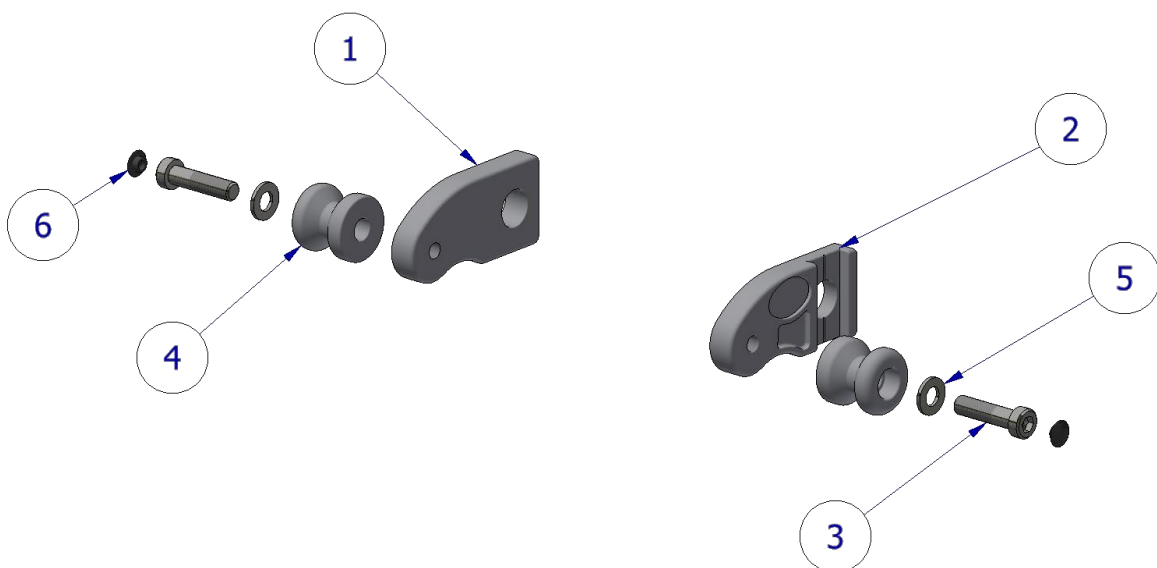


OUTILS REQUIS	VALEURS DE SERRAGE
<ul style="list-style-type: none"> • Clé métrique • Clé Allen • Clé dynamométrique 	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	BLOC DE RÉGLAGE D'AXE CÔTÉ GAUCHE (M0683)	1
ARTICLE 2	BLOC DE RÉGLAGE D'AXE CÔTÉ DROIT (M0684)	1
ARTICLE 3	M10 x 45mm BOULON	2
ARTICLE 4	M10 PROTECTION (B0300 AVEC CS0310 MANCHE COMP AJUSTÉE)	2
ARTICLE 5	M10 RONDELLE	2
ARTICLE 6	M10 CAPUCHON PLAT	2

SCHÉMA D'ENSEMBLE



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NOTICE DE MONTAGE

Veillez lire toutes les instructions avant de commencer le montage

- Soulevez l'arrière de la moto, nous vous suggérons de le soulever à partir du bras oscillant, de soutenir la roue arrière (nous vous suggérons d'utiliser un support de paddock de type coupelle ou des blocs de bois) pour empêcher la roue de tomber lorsque l'axe arrière est retiré.
- Dévisser l'écrou de fusée arrière.
- Retirez l'axe arrière et retirez les blocs de tendeur de chaîne d'origine.
- Placer l'axe arrière à travers le nouveau bloc de réglage (article 2 avec l'évidement pour emboîter la tête de l'axe).
- Faites glisser l'ensemble de l'axe à travers le bras oscillant depuis le côté gauche, la roue arrière et l'étrier de frein en vous assurant que le nouveau bloc de réglage repose dans l'évidement comme d'origine (comme indiqué sur l'image de couverture).
- Montez le nouveau bloc de réglage restant (Article 1) sur l'extrémité exposée de l'axe du côté gauche.
- Remontez l'écrou d'axe d'origine avec la rondelle d'origine et serrez selon les instructions du fabricant et vérifiez le réglage de la chaîne.
- Montez les nouvelles bobines de protection (Article 4) sur les nouveaux blocs de réglage à l'aide des boulons à tête cylindrique M10 et des rondelles (Articles 3 et 5) des deux côtés comme indiqué sur le schéma de montage.
- Montez les cache-boulons (article 6) sur les deux boulons.

Voir plus de produits R&G pour votre moto via ce lien :

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