



Please note: The bolts for the replaceable Skidder will need to be securely fastened before installing this product to the bike

FITTING INSTRUCTIONS FOR ECC0398PRO
RHS CLUTCH CASE COVER



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 BE AWARE THAT THE PLASTIC SKIDDER IS ASSEMBLED IN POSITION FOR PACKAGING PURPOSES ONLY. YOU WILL NEED TO REMOVE IT, PLACE 1 DROP OF BLUE THREAD LOCK TO EACH BOLT AND REASSEMBLE ONTO THE ALUMINIUM ENGINE CASE COVER. DO NOT EXCEED 15NM OF TORQUE.



| <u>TOOLS REQUIRED</u> | <u>GENERAL TORQUE SETTINGS</u> |
|--|--|
| <ul style="list-style-type: none"> • Set of Metric Allen keys. • Metric Socket set. • Suitable Torque Wrench. | <p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 20Nm</p> <p>M10 BOLT = 40Nm</p> <p>M12 BOLT = 40Nm</p> |

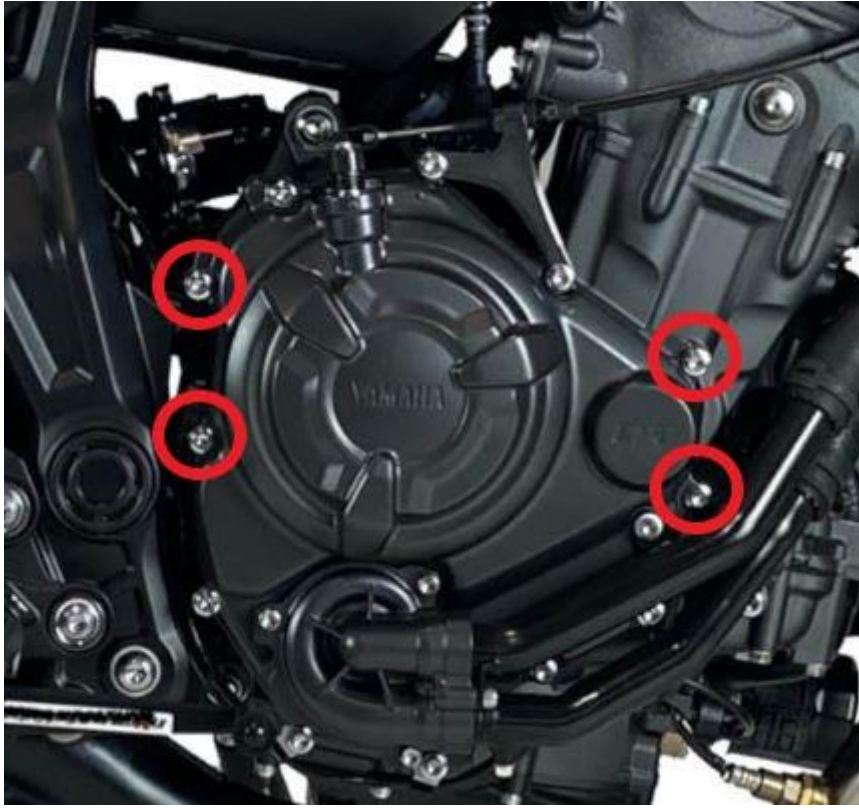
LEGEND

| ITEM NO. | DESCRIPTION | QTY |
|-----------------|---------------------------------|------------|
| ITEM 1 | R&G ALUMINIUM ENGINE CASE COVER | 1 |
| ITEM 2 | SKIDDER ASSEMBLY | 1 |
| ITEM 3 | M6x40mm CAP HEAD BOLT | 4 |
| ITEM 4 | 12mm OD WASHER | 4 |
| ITEM 5 | M5x10mm COUNTERSUNK BOLTS | 4 |



ASSEMBLY DIAGRAM





PICTURE 1

FITTING

INSTRUCTIONS

1. Ensure the skidder (**ITEM 2**) is fitted securely to the Engine Case Cover (**ITEM 1**) using the 4 x countersunk bolts (**ITEM 5**).
2. Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
3. Remove the fairings and OEM engine case bolts as highlighted in **PICTURE 1**. **DO NOT REMOVE ALL OF THE CASE BOLTS.**
4. Using the 4 x cap head bolts (**ITEM 3**) and washers (**ITEM 4**) provided to secure the engine case cover to the bike using the **ASSEMBLY DIAGRAM** for reference.
5. With a 5mm hex tool, tighten the bolts equally so that they pull the cover into place. **DO NOT FULLY TIGHTEN.**
6. Finally use a torque wrench set at 10 N/m (7 Lb/ft) to fully tighten.
7. It is suggested that you check the tightness of the mounting bolts on a regular basis such as when cleaning or once a month.
8. R&G will accept no liability if the above procedure and torque settings are not followed.
9. Store the 4X OEM engine case bolts.



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NOTICE DE MONTAGE POUR ECC0398PRO
PROTECTION CARTER D'EMBRAYAGE CÔTÉ DROIT**CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETES SUR LA PAGE.**

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTE DES INSTRUCTIONS.

R&G

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NE PAS PROCEDER AU MONTAGE TANT QUE VOUS N'ETES PAS SUR QUE TOUTES LES PIECES SOIENT PRESENTES.

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 A UN TECHNICIEN QUALIFIÉ.

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLE NE REPRESENTE PAS NECESSAIREMENT LA MANIERE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISEES POUR MAINTENIR LES COMPOSANTS SUR LES BOULONS, ELLES PEUVENT ETRE JETEES.

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

| <u>OUTILS REQUIS</u> | <u>VALEURS DE SERRAGE</u> |
|---|---|
| <ul style="list-style-type: none"> • Clés Allen. • Clé métrique. • 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 | PROTECTION CARTER MOTEUR ALU R&G | 1 |
| ARTICLE 2 | ASSEMBLAGE DE SLIDER | 1 |
| ARTICLE 3 | M6x40mm BOULON | 4 |
| ARTICLE 4 | 12mm RONDELLE | 4 |
| ARTICLE 5 | M5x10mm BOULONS | 4 |

SCHÉMA D'ASSEMBLAGE



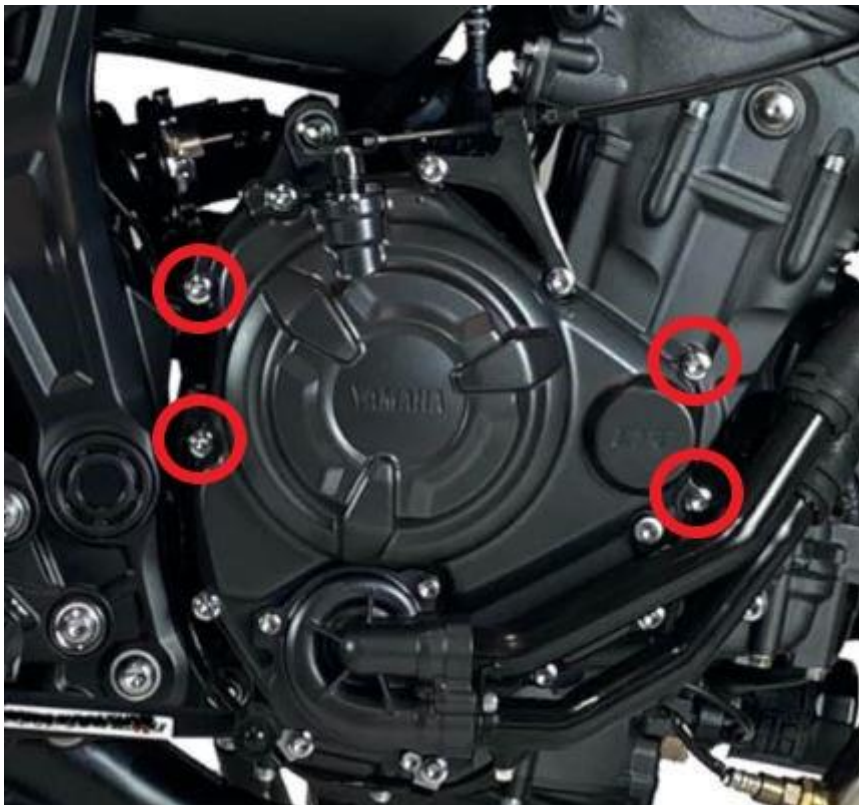


PHOTO 1

NOTICE DE MONTAGE

1. Assurez-vous que le slider (article 2) soit solidement fixé au couvercle du carter du moteur (article 1) à l'aide des 4 boulons à tête fraisée (article 5).
2. Veuillez-vous assurer que le moteur soit froid avant de procéder au montage du couvercle R&G.
3. Retirez les carénages et les boulons du carter moteur d'origine comme indiqué sur l'IMAGE 1. **NE RETIREZ PAS TOUS LES BOULONS DU CARTER.**
4. Utilisez les 4 boulons à tête cylindrique (ARTICLE 3) et les rondelles (ARTICLE 4) fournis pour fixer le couvercle du carter moteur à la moto en utilisant le SCHÉMA D'ASSEMBLAGE comme référence.
5. Avec une clé hexagonale de 5mm, serrez les boulons de manière égale afin qu'ils mettent le couvercle en place. **NE SERREZ PAS COMPLÈTEMENT.**
6. Enfin, utilisez une clé dynamométrique réglée à 10 N/m (7 Lb/ft) pour serrer complètement.
7. Il est suggéré de vérifier régulièrement le serrage des boulons de montage, par exemple lors du nettoyage ou une fois par mois.
8. R&G n'acceptera aucune responsabilité si la procédure ci-dessus et les réglages de couple ne sont pas suivis.
9. Rangez les 4 boulons du carter moteur d'origine.



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