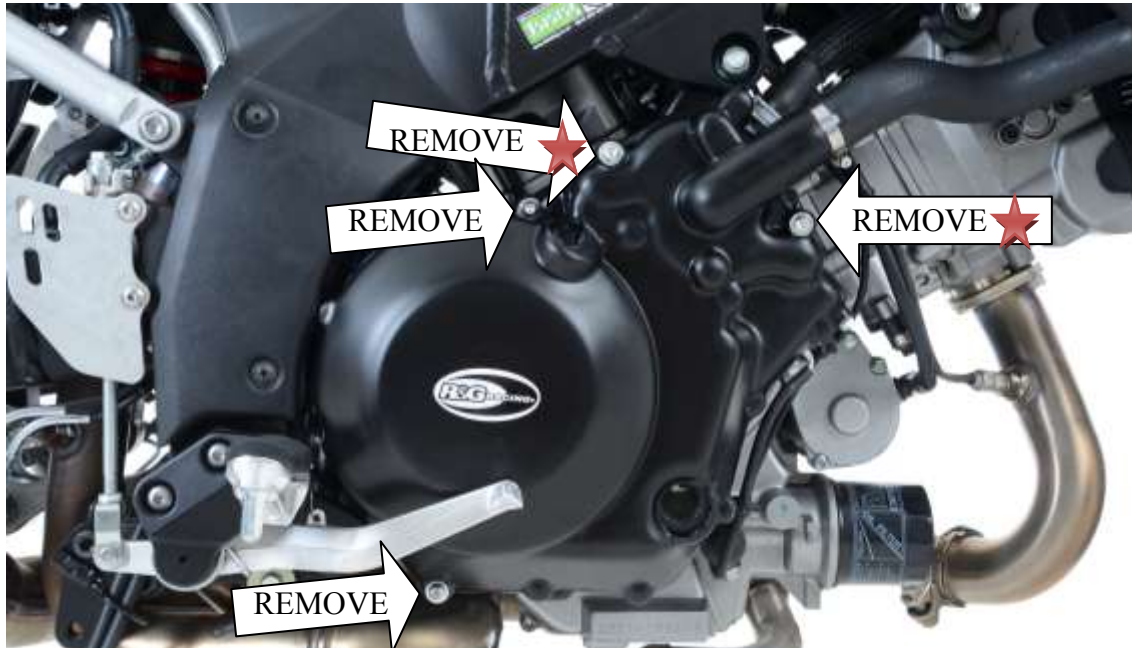




ECC0175

FITTING INSTRUCTIONS FOR ECC0175 RHS ENGINE CASE COVER
SUZUKI V-STROM 1000 (DL 1000) 2014-

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In this kit there should be:

- 1 x Engine Case Cover (PC0175).
- 2 x M6 x 40mm long button head bolts (rear).
- 2 x M6 x 75mm long button head bolt (★front).
- 4 x M6 washers.

PLEASE READ THESE INSTRUCTIONS FULLY BEFORE STARTING



- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- Remove the two master cylinder mounting bolts pictured above left.
- Disconnect the brake lever spring pictured above right (there is no need to remove completely).
- Remove the four engine case bolts arrowed above. Hold the cover loosely over the case to help identify the correct ones. **DO NOT REMOVE ALL OF THE CASE BOLTS.**
- Remove the oil filler cap.
- Offer up the R&G cover to the engine and carefully fit it over the engine casing (you will have to move the brake pedal out of the way). 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.



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- Fit the bolts with washers through the Engine Case Cover and into the engine case (please note the longer bolt positions are labelled with a star).
- 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 Nm (7 Lb ft)** to fully tighten.
- Refit the oil filler cap.
- Refit the master cylinder bolts and heel guard as original.
- Reconnect the brake lever spring as original.
- **Please check the operation of the brake lever 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.

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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

ISSUE 1 01/07/2014 (NSY)

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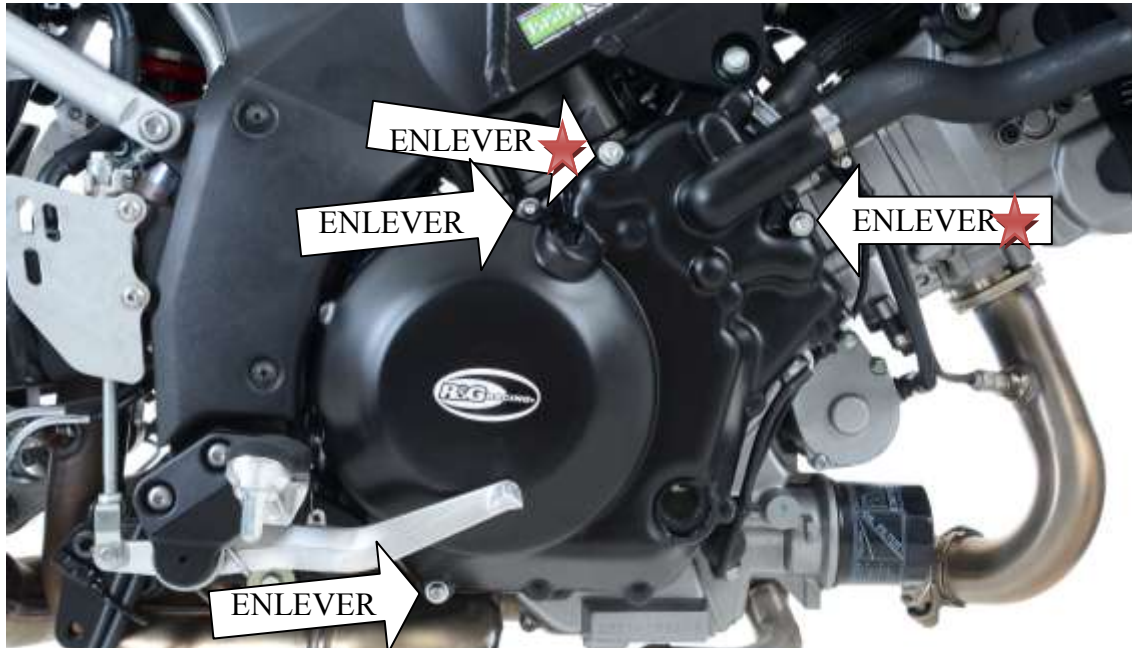
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Instructions de montage pour ECC0175 Protection carter moteur droit
SUZUKI V-STROM 1000 (DL 1000) 2014-

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Le kit doit contenir :

- 1 x Protection carter moteur (PC0175).
- 2 x M6 x 40mm Boulons (arrière).
- 2 x M6 x 75mm Boulons (avant). ★
- 4 x M6 Rondelles.

Bien lire ces instructions avant de procéder au montage:



- Assurez-vous que le moteur soit froid.
- Enlever les 2 boulons de fixation du maître cylindre, indiqués en haut à gauche.
- Déconnecter le ressort de levier de frein indiqué au dessus à droite (pas besoin de l'enlever complètement).
- Enlever les 4 boulons de carter moteur fléchés ci dessus. Tenir le couvercle autour du carter pour aider à identifier les bons trous. **NE PAS ENLEVER TOUS LES BOULONS DE CARTER.**
- Enlever le capuchon de remplisseur d'huile.
- Mettre la protection R&G en place en faisant bien attention (Vous devrez déplacer la pédale). 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

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- Passer les boulons avec rondelles dans la protection carter moteur puis dans le carter moteur (Notez que la position du boulon le plus long est indiquée par une étoile).
- 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 le capuchon de remplisseur d'huile.
- Remettre les boulons de maître cylindre et le garde talon comme à l'origine.
- Reconnecter le ressort de levier de freins 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.

Ces instructions de montage sont disponibles au téléchargement sur www.rg-racing.com

COUPLES DE SERRAGE RECOMMANDES

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

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