



**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.**



<b><u>TOOLS REQUIRED</u></b>	<b><u>GENERAL TORQUE SETTINGS</u></b>
<ul style="list-style-type: none"> <li>• Set of Metric Allen keys.</li> <li>• Metric Socket set.</li> <li>• Suitable Torque Wrench.</li> </ul>	<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>

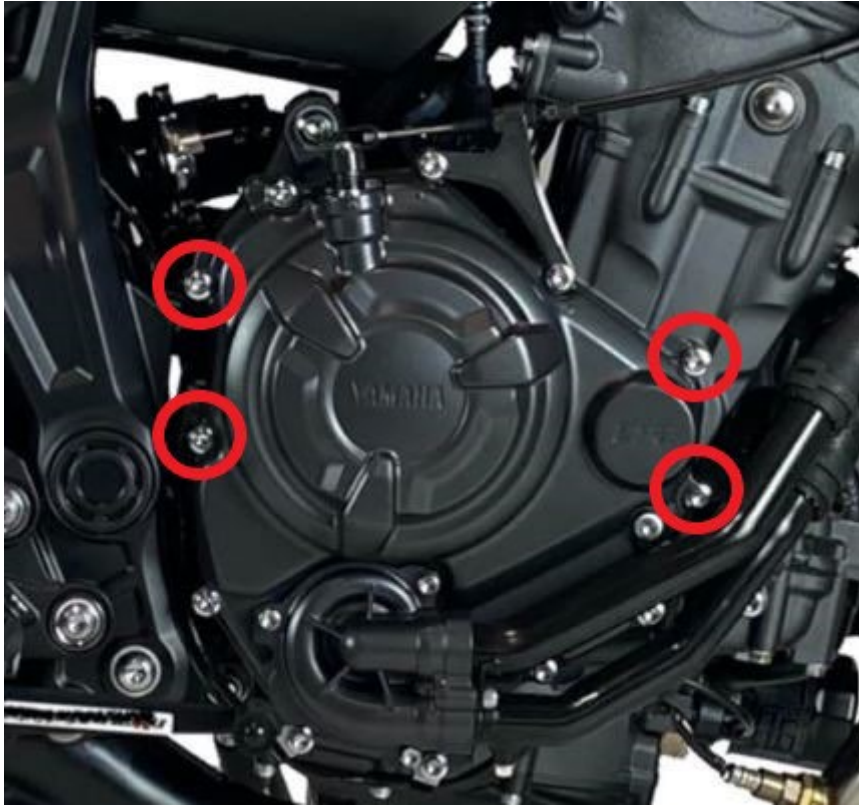
## **LEGEND**

<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>QTY</b>
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	M5x12mm COUNTERSUNK BOLTS	4



**ASSEMBLY DIAGRAM**



**PICTURE 1****FITTING****INSTRUCTIONS**

1. Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
2. Affix the skidder (**ITEM 2**) to the Case cover (**ITEM 1**) using the M5 bolts (**ITEM 5**), ensuring the bolts are torqued to spec shown on page 2.
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.

R&amp;G

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**NOTICE DE MONTAGE POUR ECC0398PRO**  
**COUVERCLE DE 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.  
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 LE CACHE DE PROTECTION EN PLASTIQUE EST UNIQUEMENT  
ASSEMBLÉ POUR L'EMBALLAGE. VOUS DEVREZ LE RETIRER, PLACER 1 GOUTTE DE FREIN  
FILET SUR CHAQUE BOULON ET LE REMONTER SUR LE COUVERCLE DU CARTER MOTEUR  
EN ALUMINIUM. NE PAS DÉPASSER 15 NM DE COUPLE.**

**NOTICE DISPONIBLE AU TÉLÉCHARGEMENT SUR :**  
[WWW.RG-RACING.COM](http://WWW.RG-RACING.COM)



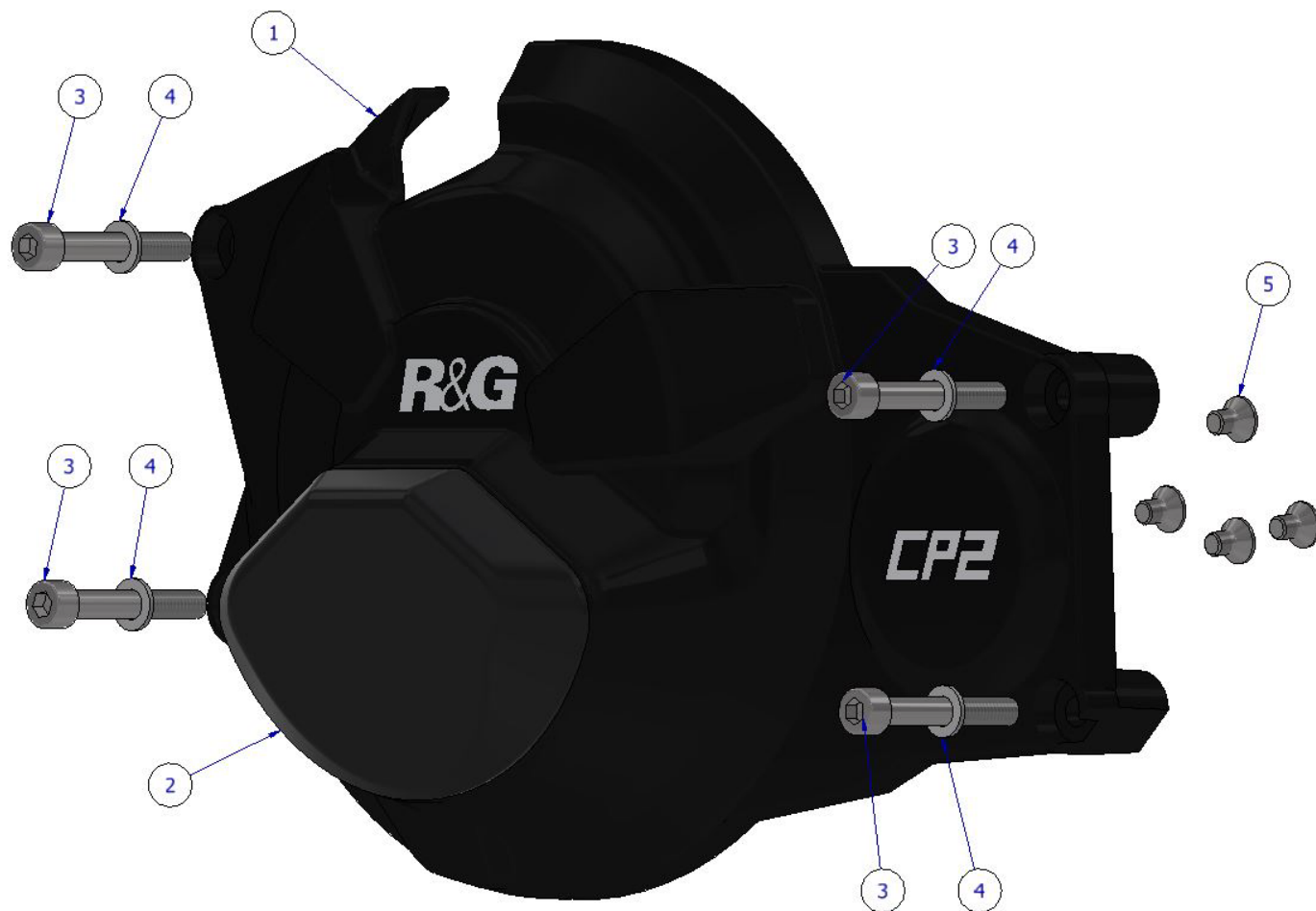
<b><u>OUTILS REQUIS</u></b>	<b><u>VALEURS DE SERRAGE</u></b>
<ul style="list-style-type: none"> <li>• Clés Allen.</li> <li>• Clé métrique.</li> <li>• Clé dynamométrique.</li> </ul>	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

## **LÉGENDE**

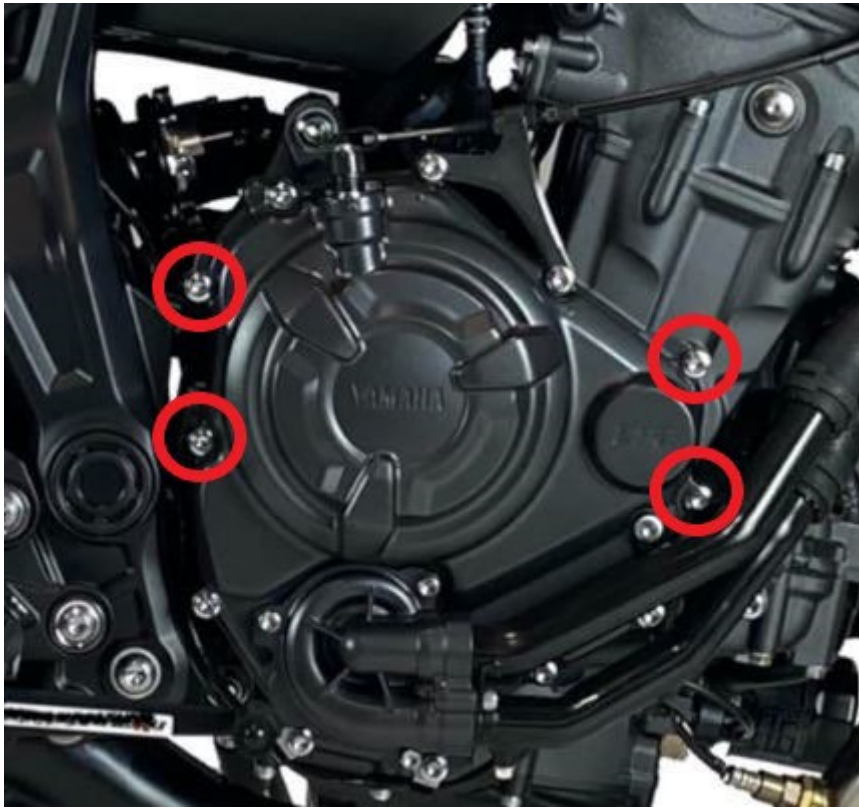
<b>ARTICLE NO.</b>	<b>DESCRIPTION</b>	<b>QTÉ</b>
ARTICLE 1	PROTECTION CARTER MOTEUR R&G EN ALUMINIUM	1
ARTICLE 2	CACHE DE PROTECTION	1
ARTICLE 3	M6x40mm BOULON	4
ARTICLE 4	12mm RONDELLE	4
ARTICLE 5	M5x12mm BOULONS	4



**SCHÉMA D'ASSEMBLAGE**







**PHOTO 1**

### **NOTICE DE MONTAGE**

10. Assurez-vous que le moteur soit froid avant de procéder à l'installation du couvercle R&G.
11. Fixez le cache (ARTICLE 2) au couvercle du boîtier (ARTICLE 1) à l'aide des boulons M5 (ARTICLE 5), en vous assurant que les boulons soient serrés conformément aux spécifications indiquées à la page 2.
12. Retirez les carénages et les boulons du boîtier moteur d'origine comme indiqué sur la PHOTO 1. **NE RETIREZ PAS TOUS LES BOULONS DU CARTER.**
13. À l'aide des 4 boulons à tête cylindrique (ARTICLE 3) et des rondelles (ARTICLE 4) fournis, fixez le couvercle du carter moteur à la moto en utilisant le SCHÉMA D'ASSEMBLAGE pour référence.
14. À l'aide d'un outil hexagonal de 5 mm, serrez les boulons de manière égale afin qu'ils mettent le couvercle en place. **NE SERREZ PAS COMPLÈTEMENT.**
15. Enfin, utilisez une clé dynamométrique réglée à 10 N/m (7 Lb/ft) pour serrer complètement.
16. Il est conseillé de vérifier régulièrement le serrage des boulons de montage, par exemple lors du nettoyage ou une fois par mois.
17. R&G décline toute responsabilité si la procédure et les réglages de couple ci-dessus ne sont pas respectés.
18. Rangez les 4 boulons du carter moteur d'origine.

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