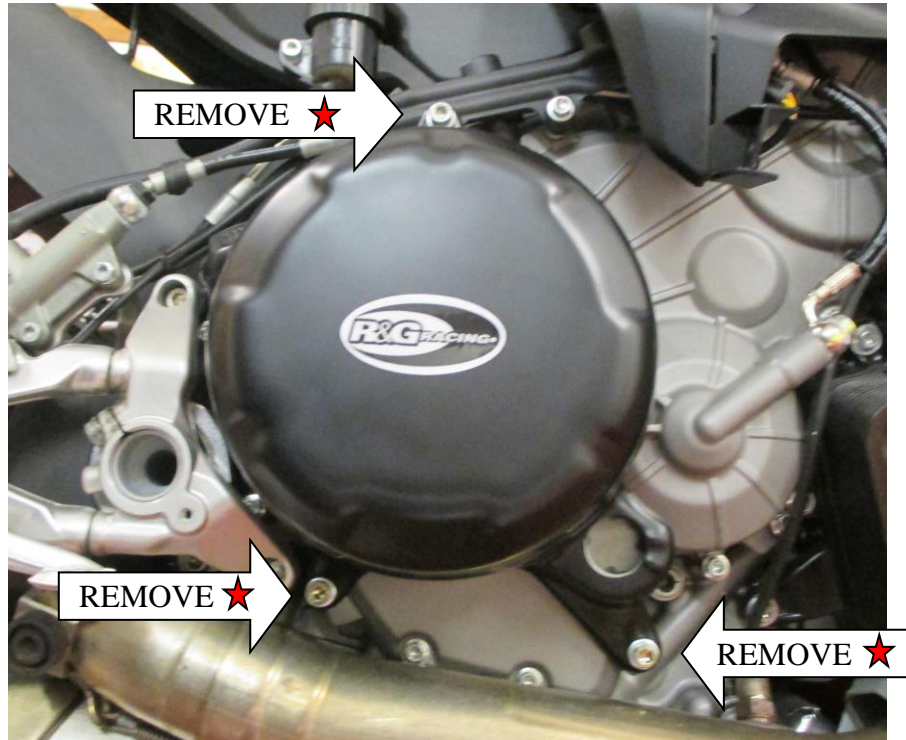




**FITTING INSTRUCTIONS FOR ECC0178 RHS CLUTCH COVER**  
**DUCATI PANIGALE 899 '13-**



In this kit there should be:

- 1 x Engine Case Cover (ECC0178)
- 3 x M6 Washers
- 1 x M6 x 20mm Long Button Head Bolt
- 2 x M6 x 35mm Long Button Head Bolt
- 1 x M6 x 65mm Long Button Head Bolt
- 1 x H0054 Special Nut
- 1 x S0819 Spacer 28mm Long
- 1 x S0885 Spacer 2.5mm Long

**PLEASE READ THESE INSTRUCTIONS FULLY BEFORE STARTING**

**Normal Fitment (without R&G Crash Protector kit fitted)**

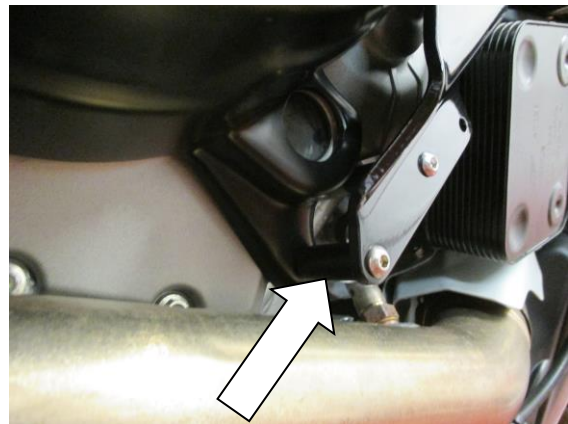
- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- Remove the fairing from the right side of the bike.
- Remove the lower fairing / bellypan half from the right side of the bike
- To fit the R&G clutch case cover remove the three M6 engine case bolts in the positions arrowed above. Hold the cover loosely over the case to help identify the correct ones. DO NOT REMOVE ALL OF THE CASE BOLTS.



- Fit the short spacer (S0885 – 2.5mm long) and the special nut (H0054) supplied in the kit onto the exposed thread on the upper mounting bolt, ensuring the hex headed end faces outwards, before tightening to secure the plastic cable guide in place.
- Offer up the R&G cover to the engine and carefully fit it over the casing. Ensure that the three R&G bolts are lined up with the holes in the engine casing, and then push on as far as it will go.
- Please note the bolts marked with a star in the diagram require washers.
- Fit the two M6 x 35mm long cap head bolts through the lower mounting holes and the M6 x 20mm long cap head bolt through the upper mounting hole of the clutch case cover and into the engine case.
- With a 5mm 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 N/m (7 Lb/ft) to fully tighten.
- Re-fit the lower and then the upper fairings.
- 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.



Picture 1



Picture 2

#### **Fitment with R&G Crash Protector kit (CP0358)**

- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- Remove the fairing from the right side of the bike.
- Remove the lower fairing / bellypan half from the right side of the bike
- To fit the R&G engine case cover remove the three M6 engine case bolts in the positions arrowed on page 1. Hold the cover loosely over the case to help identify the correct ones. DO NOT REMOVE ALL OF THE CASE BOLTS.



- To fit the clutch case cover with the crash protector kit already fitted, remove the crash bobbin, bobbin spacer and the right brace plate (bent plate which is mounted with three bolts at the bottom, as shown in picture 2) from the right side of the bike.
- Offer up the R&G cover to the engine and carefully fit it over the casing. Ensure that the three R&G bolts are lined up with the holes in the engine casing, and then push on as far as it will go.
- Please note the bolts marked with a star in the diagram require washers.
- Fit the M6 x 65mm long cap head bolt through the upper mounting hole and the M6 x 35mm long cap head bolt through the lower, rearward mounting hole of the clutch case cover and into the engine case.
- On the lower, forward mount, re-fit the right brace plate, using the original bolts and spacers, but replace the 40mm long spacer arrowed in picture 2 with the 28mm long spacer (S0819) supplied in the kit, ensuring it sits between the clutch case cover and right brace plate.
- With a 4 & 5mm Allen key tighten the bolts equally so that they pull the cover into place. **DO NOT FULLY TIGHTEN.**
- Re-fit the spacer and crash protector bobbin to the crash protector assembly as previously removed and ensure all bolts are fully tighten to the requirements on the original instructions.
- Finally use a torque wrench set at 10 N/m (7 Lb/ft) to fully tighten.
- Re-fit the lower and then the upper fairings.
- 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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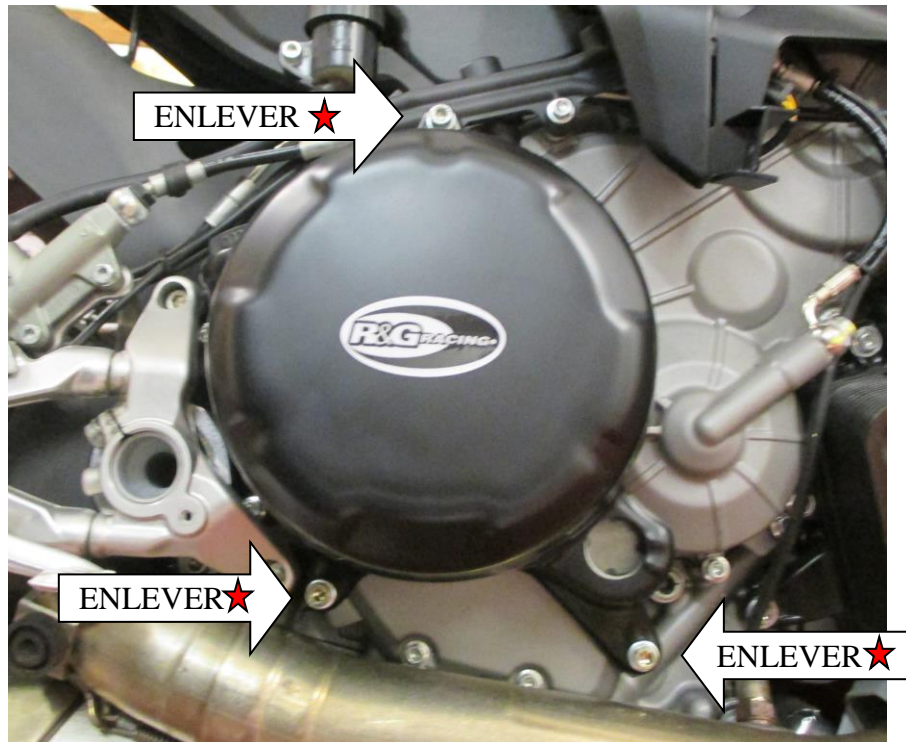
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**Instructions de montage pour ECC0178 Protection Carter Moteur (coté droit)**  
**DUCATI PANIGALE 899 '13-**



Le kit doit contenir :

- 1 x Protection carter moteur (ECC0178)
- 3 x M6 Rondelles
- 1 x M6 x 20mm Boulon
- 2 x M6 x 35mm Boulon
- 1 x M6 x 65mm Boulon
- 1 x H0054 Ecou
- 1 x S0819 Entretoise 28mm de long
- 1 x S0885 Entretoise 2.5mm de long

Bien lire ces instructions avant de procéder au montage:

**Installation normale (sans le kit de protection crash R&G)**

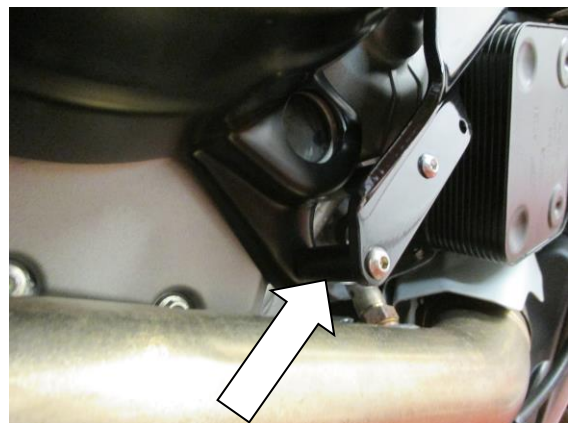
- Assurez-vous que le moteur soit froid.
- Enlever le carénage du coté droit de la moto.
- Enlever le carénage inférieur du coté droit de la moto
- Enlever les 3 boulons de carter moteur fléchés ci-dessus. Tenir le couvercle autour du carter pour aider à les identifier. NE PAS ENLEVER TOUS LES BOULONS DE CARTER.



- Insérer **short spacer (S0885 – 2.5mm long)** and the l'écrou spécial (H0054) fourni dans le kit, sur le boulon supérieur, en veillant à ce que l'extrémité hexagonale soit orienté vers l'extérieur, avant de serrer pour fixer le guide plastique de câble en place.
- Mettre la protection R&G en place en faisant bien attention. S'assurer que les 3 boulons R&G soient alignés avec les trous, puis, une fois cela vérifié, pousser la protection jusqu'à la limite.
- Note : Les boulons marqués d'une étoile sur le schéma requièrent des rondelles
- Insérer les deux boulons M6 x 35mm dans les trous de fixation inférieurs et le boulon M6 x 20mm dans le trou de fixation supérieur de la protection carter moteur puis dans le carter moteur.
- Serrer les boulons avec une clé Allen de 5mm de façon égale pour que la protection se mette en place. **NE PAS SERRER COMPLETEMENT.**
- Utiliser une clé dynamométrique à 10 Nm (7 Lb ft) pour bloquer.
- Remettre le carénage inférieur puis le carénage supérieur.
- 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.



Picture 1



Picture 2

#### **Installation avec kit de protection R&G (CP0358)**

- Assurez-vous que le moteur soit froid.
- Enlever le carénage du côté droit de la moto.
- Enlever le carénage inférieur du côté droit de la moto
- Enlever les 3 boulons de carter moteur fléchés ci-dessus. Tenir le couvercle autour du carter pour aider à les identifier. **NE PAS ENLEVER TOUS LES BOULONS DE CARTER.**
- Enlever la bobine de protection crash, l'entretoise de la bobine et la plaque d'entretoise droite (tôle pliée montée avec 3 boulons au bas, voir photo 2) du côté droit de la moto.

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- Mettre la protection R&G en place en faisant bien attention. S'assurer que les 3 boulons R&G soient alignés avec les trous, puis, une fois cela vérifié, pousser la protection jusqu'à la limite
- Note : Les boulons marqués d'une étoile sur le schéma requièrent des rondelles
- Insérer le boulon M6 x 65mm dans le trou de fixation supérieur et le boulon M6 x 35mm dans le trou inférieur le plus en arrière du carter d'embrayage et dans le carter moteur.
- Sur le support inférieur avant, remettre la plaque d'entretoise droite, en utilisant les boulons d'origine et entretoises, mais remettre l'entretoise 40mm, voir photo 2 avec l'entretoise 28mm (S0819) fournie dans le kit, en veillant à ce qu'elle se place entre la protection carter d'embrayage et la plaque d'entretoise droite.
- Serrer les boulons avec une clé Allen de 4 et de 5mm de façon égale pour que la protection se mette en place. NE PAS SERRER COMPLETEMENT.
- Remettre l'entretoise et la bobine de protection sur l'assemblage de protection comme enlevé précédemment, puis veiller à ce que les boulons soient tous correctement serrés aux couples recommandés dans les instructions.
- Utiliser une clé dynamométrique à 10 Nm (7 Lb ft) pour bloquer.
- Remettre le carénage inférieur puis le carénage supérieur.
- 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.

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