



**FITTING INSTRUCTIONS FOR CG0030BK**  
**CHAIN GUARD**



**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.



<b><u>TOOLS REQUIRED</u></b>	<b><u>GENERAL TORQUE SETTINGS</u></b>
<ul style="list-style-type: none"> <li>• 3mm, 4mm &amp; 5mm A/F ALLEN TOOLS</li> <li>• 8-12MM SPANNER</li> <li>• TORX SET</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	3mm ALUMINIUM CHAIN GUARD	1
ITEM 2	20mm BUTTON HEAD BOLT	1
ITEM 3	16mm BUTTON HEAD BOLT	2
ITEM 4	WASHER	3

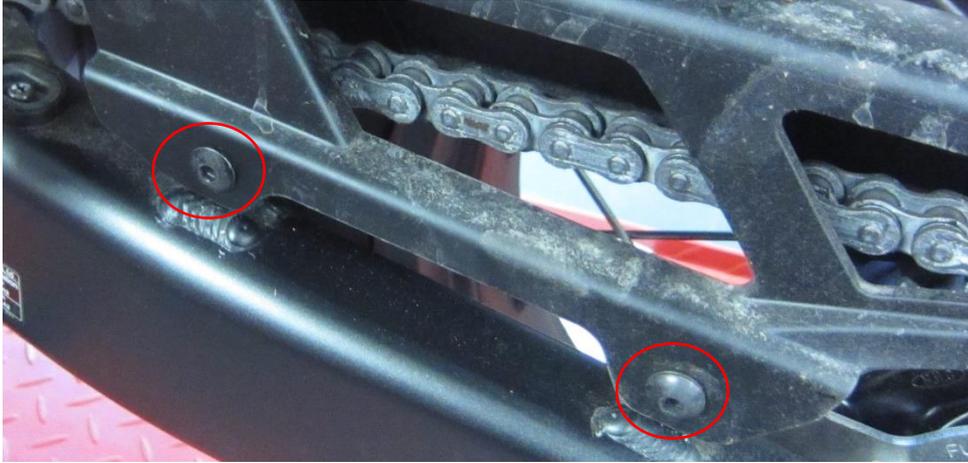
**FITTING PICTURES**

Picture 1





Picture 2



## **FITTING INSTRUCTIONS**

- 1) Remove the plastic OEM chain guard by removing the three bolts & nut shown in **Picture 1 & 2**.
- 2) Using the two supplied 16mm bolts with washers, thread them through the chain guard in the front two positions and into the mounting lugs on the swingarm one by one.  
*It is recommended to use a thread locking compound at this stage.*
- 3) Then using the remaining 20mm bolt and washer, insert it into the rearward position and thread through the mounting lug and into the OEM nut.
- 4) Tighten all three to the correct torque settings using the OEM torque settings for the bolts used.

**Please note:** Remember to check the torque setting when performing routine maintenance (cleaning/servicing chain).

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**NOTICE DE MONTAGE POUR CG0030BK**  
**PROTECTION CHAÎNE**



CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETÉS SUR LA PAGE.  
CERTAINES PIÈCES PEUVENT ÊTRE INDIQUÉES UNIQUEMENT POUR LA CLARTÉ DES INSTRUCTIONS.  
NE PAS CONTINUER AVANT D'ÊTRE SÛR DE LA PRÉSENCE DE TOUTES LES PIÈCES.  
VEUILLEZ LIRE TOUTES LES INSTRUCTIONS AVANT DE CONTINUER.  
EN CAS DE DOUTE LORS DE L'INSTALLATION DE NOS PRODUITS, CONSULTEZ UN DE NOS  
REVENDEURS OU FAITES INSTALLER PAR UN TECHNICIEN QUALIFIÉ.

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS  
NÉCESSAIREMENT LE MODE DE MONTAGE SUR LE VÉLO.

EN CAS D'UTILISATION DE RONDELLES EN CAOUTCHOUC POUR MAINTENIR LES COMPOSANTS  
SUR LES BOULONS, CES RONDELLES EN CAOUTCHOUC PEUVENT ÊTRE JETÉES.

**NOTICE DE MONTAGE 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 3mm, 4mm &amp; 5mm</li> <li>• CLÉ À MOLETTE 8-12MM</li> <li>• CLÉ TORX</li> </ul>	BOULON M4 = 8Nm BOULON M5 = 12Nm BOULON M6 = 15Nm BOULON M8 = 20Nm BOULON M10 = 40Nm BOULON M12 = 40Nm

### **LÉGENDE**

<b>ARTICLE NO.</b>	<b>DESCRIPTION</b>	<b>QTÉ</b>
ARTICLE 1	3mm PROTÈGE-CHAÎNE EN ALUMINIUM	1
ARTICLE 2	20mm BOULON	1
ARTICLE 3	16mm BOULON	2
ARTICLE 4	RONDELLE	3

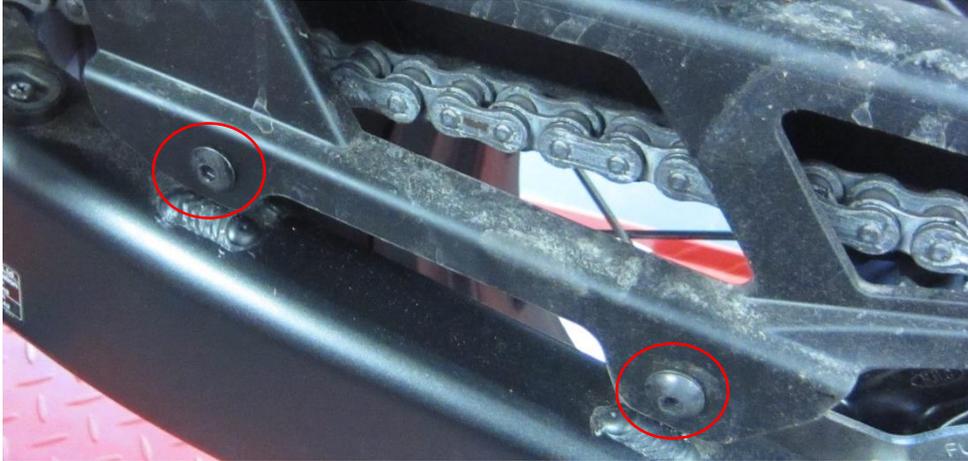
### **PHOTOS DE MONTAGE**

Photo 1





Photo 2



## **NOTICE DE MONTAGE**

- 1) Retirez le protège-chaîne d'origine en plastique en retirant les trois boulons & écrous indiqués sur les **Photos 1 & 2.**
- 2) À l'aide des deux boulons de 16 mm fournis avec rondelles, vissez-les un par un à travers la protection chaîne dans les deux positions avant et dans les pattes de montage du bras oscillant. Il est recommandé d'utiliser un frein-filet à ce stade.
- 3) Ensuite, à l'aide du boulon et de la rondelle restants de 20 mm, insérez-le en position arrière et vissez-le à travers la patte de montage et dans l'écrou d'origine.
- 4) Serrez les trois boulons au couple correct en utilisant les réglages de couple d'origine pour les boulons utilisés.

**Note :** Pensez à vérifier le réglage de couple lors de l'entretien courant (nettoyage/entretien de la chaîne).

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