



FITTING INSTRUCTIONS FOR ECC0339 RHS ENGINE 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 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.

DIGITAL COPIES OF THESE INSTRUCTIONS ARE AVAILABLE FROM:

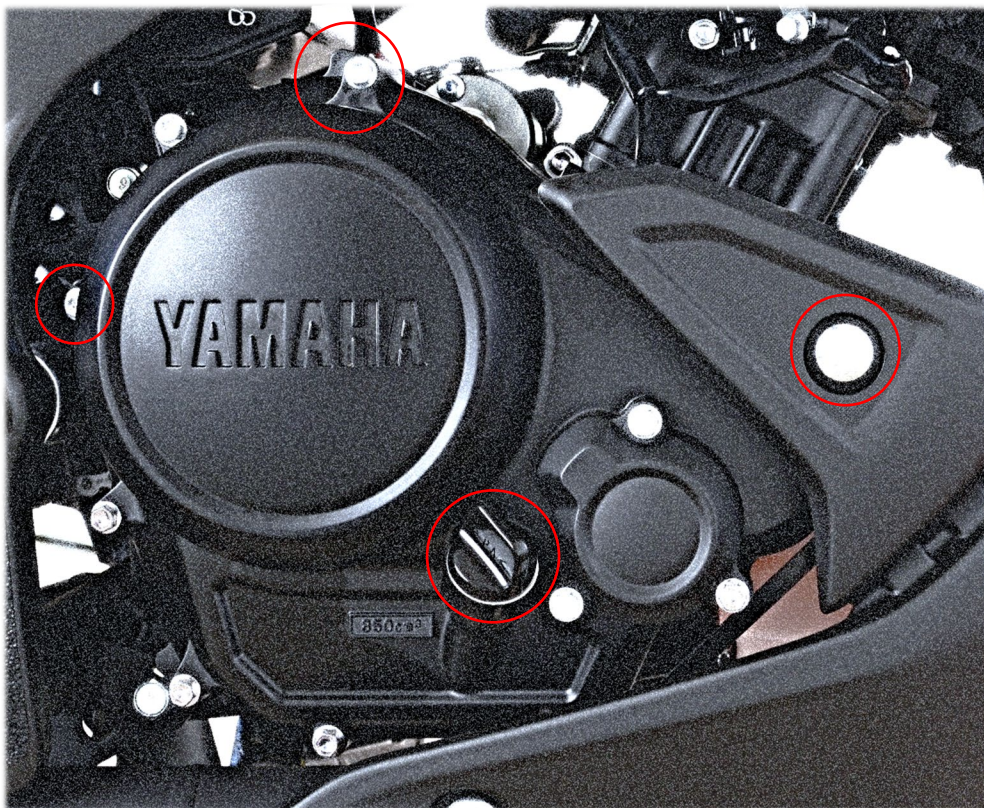
WWW.RG-RACING.COM



<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 M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm</p>

LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	R&G ENGINE CASE COVER WITH SPACERS FITTED (ECC0339)	1
ITEM 2	M6x65mm CAP HEAD BOLTS	3



PICTURE 1



FITTING INSTRUCTIONS

- Start by removing the plastic panel along with the engine case bolts circled in **Picture 1** and the oil filler cap.
- The belly pan may also need to be removed or loosened to allow the engine case cover passed.
- Check all three threaded spacers are fully tightened.
- Offer up the R&G engine case cover and push on until flat to the engine case.
- Push through the supplied 3x M6 bolts.
- To avoid cross threading apply slight lateral pressure to the bolts and rotate counter clockwise, once a click is heard/felt you may begin tightening to your manufacturers specified torque setting (usually around 12Nm)
- Carefully store the OEM engine case bolts.

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Please note:

It is suggested that you check the tightness of the mounting bolts on a regular basis i.e., when cleaning or once a month. 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.

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

R&G RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

R&G

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**NOTICE DE MONTAGE POUR ECC0339 PROTECTION CARTER
MOTEUR 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 LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS
NECESSAIREMENT LA MANIÈRE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISÉES POUR MAINTENIR LES COMPOSANTS SUR
LES BOULONS, ELLES PEUVENT ÊTRE JETÉES.

NOTICE DISPONIBLE AU TÉLÉCHARGEMENT 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. 	<p>M4 BOULON = 8Nm</p> <p>M5 BOULON = 12Nm</p> <p>M6 BOULON = 15Nm</p> <p>M8 BOULON = 20Nm</p> <p>M10 BOULON = 40Nm</p> <p>M12 BOULON = 40Nm</p>

LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	PROTECTION R&G CARTER MOTEUR R&G INCLUANT ENTRETOISES (ECC0339)	1
ARTICLE 2	M6x65mm BOULON	3

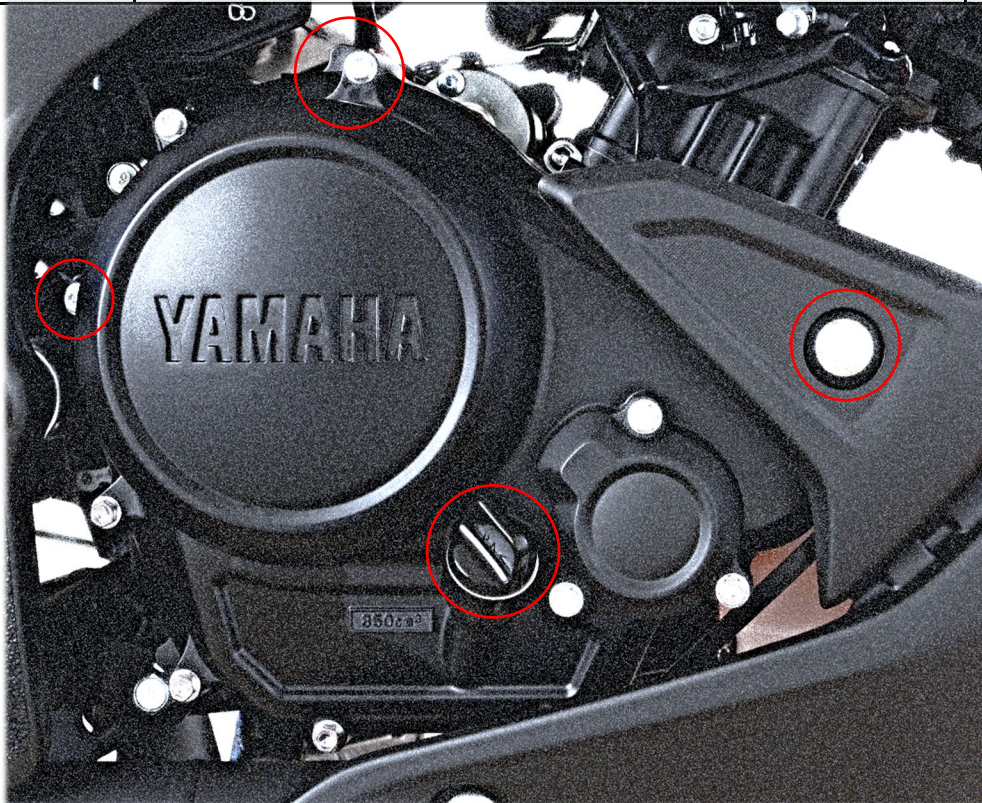


PHOTO 1

R&G



NOTICE DE MONTAGE

- Commencez par retirer le panneau plastique ainsi que les boulons du carter moteur entourés sur la Photo 1 et le bouchon de remplissage d'huile.
- Le sabot moteur peut également devoir être retiré ou desserré pour permettre le passage du couvercle du carter moteur.
- Vérifiez que les trois entretoises filetées soient bien serrées.
- Présentez le couvercle du carter moteur R&G et poussez-le jusqu'à ce qu'il soit à plat sur le carter moteur.
- Insérez les 3 boulons M6 fournis.
- Pour éviter le filetage croisé, appliquez une légère pression latérale sur les boulons et tournez dans le sens antihoraire, une fois qu'un clic se fait entendre/ressentir, vous pouvez commencer à serrer au réglage de couple spécifié par votre fabricant (généralement autour de 12 Nm)
- Rangez soigneusement les boulons du carter moteur d'origine.

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