



**FITTING INSTRUCTIONS FOR ECC0289PRO**  
**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.**

**DIGITAL COPIES OF THESE INSTRUCTIONS ARE AVAILABLE FROM:**

[WWW.RG-RACING.COM](http://WWW.RG-RACING.COM)

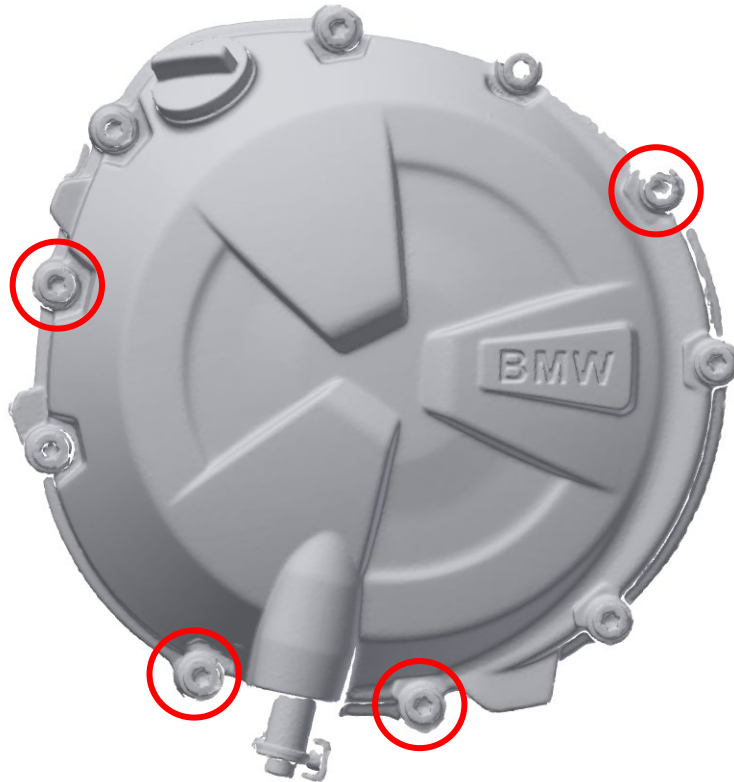


<b><u>TOOLS REQUIRED</u></b>	<b><u>GENERAL TORQUE SETTINGS</u></b>
<ul style="list-style-type: none"> <li>• Set of Metric Allen keys.</li> <li>• Metric Socket set.</li> <li>• Suitable Torque Wrench.</li> </ul>	<p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 20Nm</p> <p>M10 BOLT = 40Nm</p> <p>M12 BOLT = 40Nm</p>

### **LEGEND**

<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>QTY</b>
ITEM 1	CECC0289PRO (R&G ALUMINIUM ENGINE CASE COVER)	1
ITEM 2	ECS0179 (SKIDDER ASSEMBLY)	1
ITEM 3	M6 x 1.00 x 35mm CAP HEAD BOLTS	1
ITEM 4	M6 x 1.00 x 40mm CAP HEAD BOLTS	1
ITEM 5	M6 x 1.00 x 45mm CAP HEAD BOLTS	1
ITEM 6	M6 x 1.00 x 60mm CAP HEAD BOLTS	1
ITEM 7	M6 x 12MM O/D WASHER	4
ITEM 8	M5 x 0.80 x 12mm CSK BOLTS	4

R&G



**PICTURE 1**



**PICTURE 2**



### **FITTING INSTRUCTIONS**

- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- Affix the skidder (**ITEM 2**) to the Case cover (**ITEM 1**) using the M5 bolts (**ITEM 8**), ensuring the bolts are torqued to spec shown on page 2.
- Remove the OEM engine case bolts as highlighted in **PICTURE 1**. DO NOT REMOVE ALL OF THE CASE BOLTS.
- Place an M6 washer (item 7) over each of the provided bolts.
- Ensuring to follow the guide shown in picture 2, use the 4 x bolts (**ITEMS 3, 4, 5 & 6**) provided to secure **ITEM 1** as shown in **PICTURE 2**.
- With a socket wrench 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.
- It is suggested that you check the tightness of the mounting bolts on a regular basis such as when cleaning or once a month.
- R&G will accept no liability if the above procedure and torque settings are not followed.

### **SKIDDER REPLACEMENT**

If your skidder is showing signs of wear and needs replacing, please follow the following steps:

- Remove the 4 x CSK bolts (**ITEM 4**) from the reverse side of engine case cover, this will allow the skidder to be separated from the engine case cover.
- Slot the replacement skidder into the skidder shaped recess on the front of the engine case cover and secure using 4 x CSK bolts supplied with the replacement skidder as shown on **Page 2** of this document.

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### **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.

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**NOTICE DE MONTAGE POUR ECC0289PRO**  
**PROTECTION CARTER MOTEUR PRO 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.**

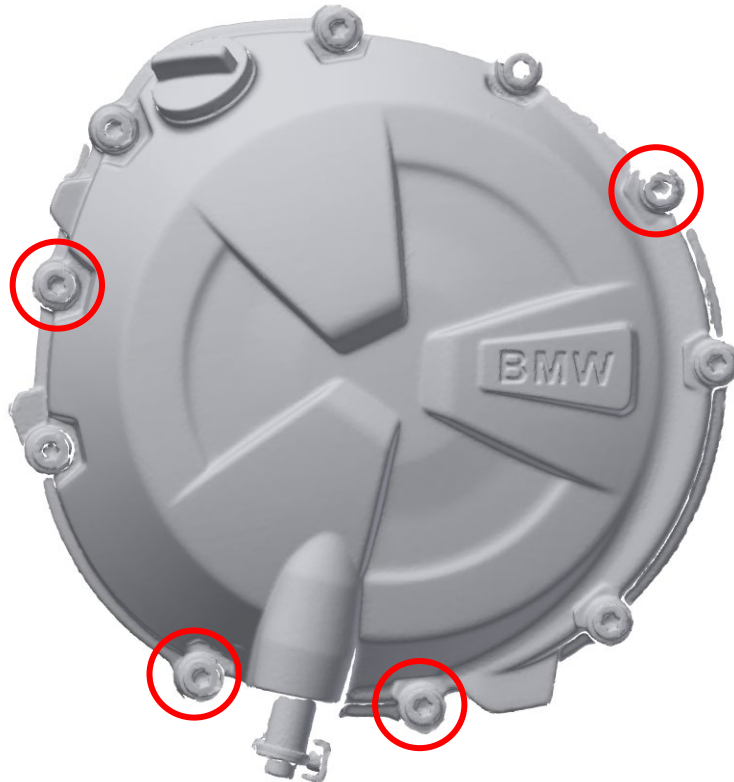
**NOTICE DISPONIBLE AU TÉLÉCHARGEMENT SUR :**  
[WWW.RG-RACING.COM](http://WWW.RG-RACING.COM)



<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	CECC0289PRO (PROTECTION CARTER MOTEUR R&G EN ALUMINIUM)	1
ARTICLE 2	ECS0179 (CACHE DE PROTECTION)	1
ARTICLE 3	M6 x 1.00 x 35mm BOULONS	1
ARTICLE 4	M6 x 1.00 x 40mm BOULONS	1
ARTICLE 5	M6 x 1.00 x 45mm BOULONS	1
ARTICLE 6	M6 x 1.00 x 60mm BOULONS	1
ARTICLE 7	M6 x 12MM RONDELLES	4
ARTICLE 8	M5 x 0.80 x 12mm CSK BOULONS	4



**PHOTO 1**



**PHOTO 2**



### **NOTICE DE MONTAGE**

- Veuillez vous assurer que le moteur soit froid avant de procéder au montage du couvercle R&G.
- Fixez le cache de protection (ARTICLE 2) au couvercle du boîtier (ARTICLE 1) à l'aide des boulons M5 (ARTICLE 8), en vous assurant que les boulons soient serrés conformément aux spécifications indiquées à la page 2.
- Retirez les boulons du carter du moteur d'origine comme indiqué sur la PHOTO 1. N'ENLEVEZ PAS TOUS LES BOULONS DU CARTER.
- Placez une rondelle M6 (article 7) sur chacun des boulons fournis.
- En vous assurant de suivre le guide indiqué sur l'image 2, utilisez les 4 boulons (ARTICLES 3, 4, 5 et 6) fournis pour fixer l'ARTICLE 1 comme indiqué sur l'IMAGE 2.
- À l'aide d'une clé à douille, serrez les boulons de manière égale afin qu'ils mettent le couvercle en place. NE SERREZ PAS COMPLÈTEMENT
- Enfin, utilisez une clé dynamométrique réglée à 10 N/m (7 Lb/ft) pour serrer complètement.
- Il est suggéré de vérifier régulièrement le serrage des boulons de montage, c'est-à-dire lors du nettoyage ou une fois par mois.
- R&G décline toute responsabilité si la procédure ci-dessus et les réglages de couple ne sont pas suivis.

### **CACHE DE RECHANGE**

Si votre cache de protection montre des signes d'usure et doit être remplacé, veuillez suivre les étapes suivantes :

- Retirez les 4 boulons (article 4) de l'arrière du couvercle du carter moteur, cela permettra de séparer le cache de la protection carter moteur.
- Insérez le cache de rechange dans le renforcement en forme de cache à l'avant du couvercle de protection carter moteur et fixez-le à l'aide des 4 boulons fournis avec le cache de remplacement, comme indiqué en page 2 du document.

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