



**FITTING INSTRUCTIONS FOR ECC0156 RHS CLUTCH COVER**  
**KTM 1190 ADVENTURE '13- 1290 Super Duke R '14-**



In this kit there should be:

- 1x Engine Case Cover (ECC0156)
- 1x M6 x 35mm long button head bolt
- 1x M6 x 40mm long button head bolt
- 1x M6 x 100mm long button head bolt
- 3x M6 Washers

**PLEASE READ THESE INSTRUCTIONS FULLY BEFORE STARTING**

- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- 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.
- Remove the brake lever/master cylinder bolt as shown by the grey arrow above. This will allow the brake lever to drop down allowing access to fit the R&G Engine Case Cover.
- Offer up the R&G cover to the clutch 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 bolts through the Engine Case Cover and into the engine case ensuring the longest 100mm long bolt is located in position "A", 40mm bolt located in position "B" and the shortest 35mm long bolt located in position "C".
- With a 3mm 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.
- It is suggested that you check the tightness of the mounting bolts on a regular basis i.e. when cleaning or once a month.
- Refit the brake lever / master cylinder bolt and check for the correct operation of the rear brake.
- 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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**Instructions de montage pour ECC0156 Protection Carter Moteur coté droit**  
**KTM 1190 ADVENTURE 2013- 1290 Super Duke R '14-**



Le kit doit contenir :

- 1 x Protection carter moteur (ECC0156)
- 1x Boulon M6 x 35mm
- 1x Boulon M6 x 40mm
- 1x Boulon M6 x 100mm
- 3x Rondelles M6

Bien lire ces instructions avant de procéder au montage:

- Assurez-vous que le moteur soit froid.
- Pour installer la protection R&G, retirer les 3 boulons M6 de carter moteur dans les positions indiquées ci dessus. Tenir le couvercle autour du carter pour aider à les identifier. **NE PAS ENLEVER TOUS LES BOULONS DE CARTER.**
- Enlever le boulon de levier de frein / maître cylindre comme indiqué par la flèche grise au dessus.
- Cela permettra au levier de frein de descendre, permettant l'accès nécessaire à l'installation de la protection.
- 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.
- Passer les boulons dans la protection carter moteur et dans le moteur.
- En veillant à ce que le long boulon de 10mm soit placé comme sur "A", le boulon de 40mm comme sur "B" et le boulon le plus court de 35mm en position "C".
- Serrer les boulons avec une clé Allen de 3mm de façon égale pour que la protection se mette en place. **NE PAS SERRER COMPLETEMENT.**

R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 [www.rg-racing.com](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



- Utiliser une clé dynamométrique à 10 Nm (7 Lb ft) pour bloquer.
- Nous vous suggérons de vérifier le serrage au moins une fois par mois, lors du nettoyage par exemple.
- Remettre le boulon de levier de frein / maître cylindre et vérifier la bonne connexion du feu arrière.
- 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.