

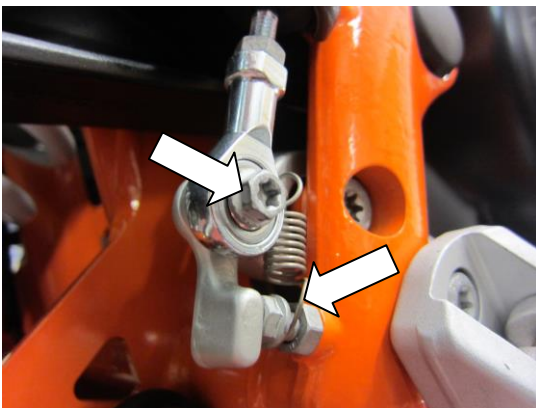


FITTING INSTRUCTIONS FOR ECC0138 RHS ENGINE CASE COVER
KTM 690 DUKE 2012-

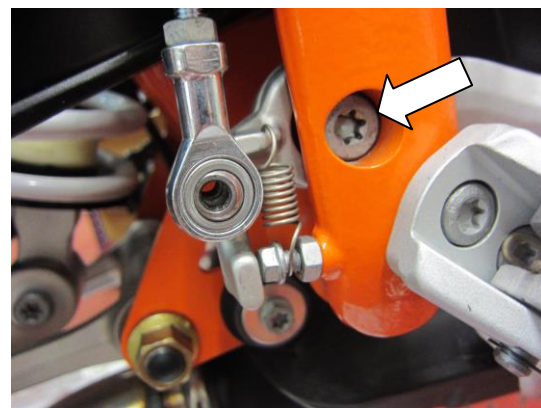
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PICTURE 1



PICTURE 2



PICTURE 3

In this kit there should be
1 x Engine Case Cover (ECC0138).
3 x M6x35mm long button head bolts.

R&G RACING

Unit 1 Shelleys Lane, East Worldham, Alton, Hants GU34 3AQ
Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



PLEASE READ THESE INSTRUCTIONS FULLY BEFORE STARTING

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- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- Remove the oil filler cap.
- Disconnect the spring arrowed in picture 2.
- Remove the bolt arrowed in picture 2 to disconnect the ball joint.
- Remove the gear brake lever (you will need to remove the bolt arrowed in picture 3 and use a spanner on the nut on the inboard side of the bolt).
- Remove the three engine case bolts arrowed above in picture 1. Hold the cover loosely over the case to help identify the correct ones. **DO NOT REMOVE ALL OF THE CASE BOLTS.**
- Offer up the R&G cover to the engine and carefully fit it over the engine casing. Ensure that the three R&G bolt holes are lined up with the holes in the engine casing, and then push on as far as it will go.
- With a 4mm 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 nm (7 Lb ft) to fully tighten.
- Refit the brake lever, ball joint and the oil filler cap.
- 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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Instructions de montage pour ECC0138 Protection carter moteur coté droit
KTM 690 DUKE 2012-

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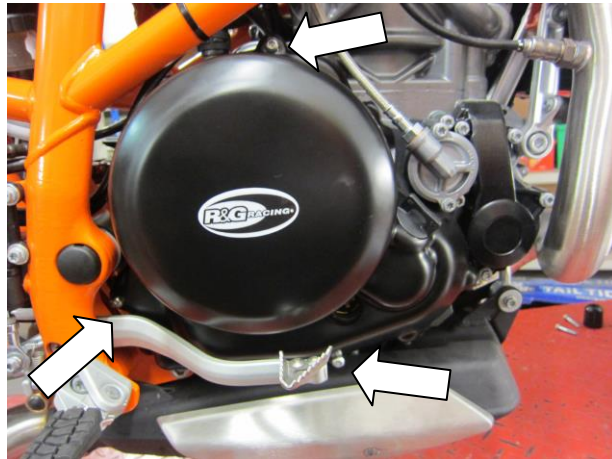


PHOTO 1

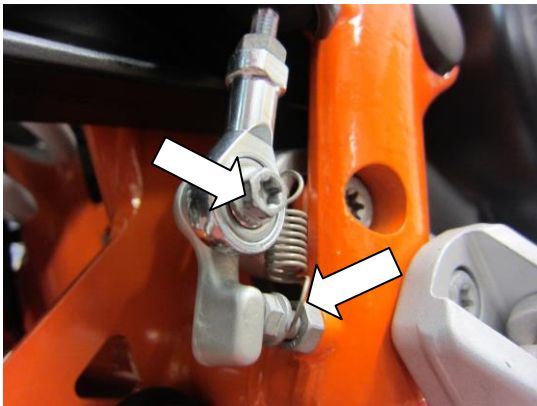


PHOTO 2

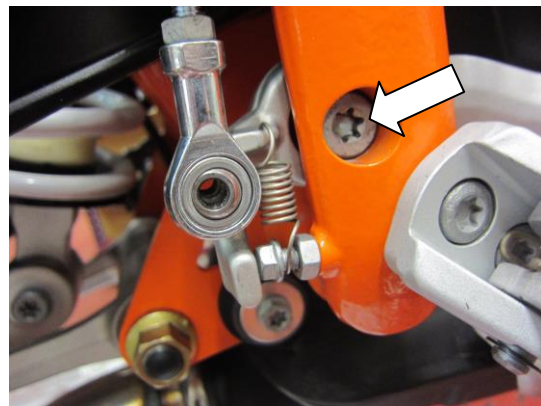


PHOTO 3

Le kit contient:

- 1 x Protection carter moteur (ECC0138).
- 2 x M6x35mm Longs boulons à tête ronde

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Lire les instructions avant de commencer

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- Assurez-vous que le moteur soit froid.
- Remettre le capuchon de refroidisseur d'huile.
- Décrochez le ressort (Photo 2).
- Enlever le boulon (Photo 2) pour décrocher la rotule.
- Enlever le levier de frein (vous devrez pour cela retirer le boulon (Photo 3) puis utiliser pince sur l'écrou du coté intérieur du boulon).
- Enlever les 3 boulons de carter moteur fléchés en photo 1. Tenir le couvercle autour du carter pour aider à les identifier. NE PAS ENLEVER TOUS LES BOULONS DE CARTER.
- 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.
- Serrer les boulons avec une clé Allen de 4mm 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.
- Remonter le levier de frein, la rotule et le capuchon de refroidisseur d'huile.
- 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 ALTERER L'EFFICACITE DE LA PROTECTION.
- R&G n'acceptera aucune responsabilité en cas de mauvais couple de serrage ou d'utilisation inappropriée d'agents nocifs.
- R&G will accept no liability if the above procedure and torque settings are not followed.

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