



FITTING INSTRUCTIONS FOR ECC0344R
RHS CLUTCH 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

R&G Racing

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

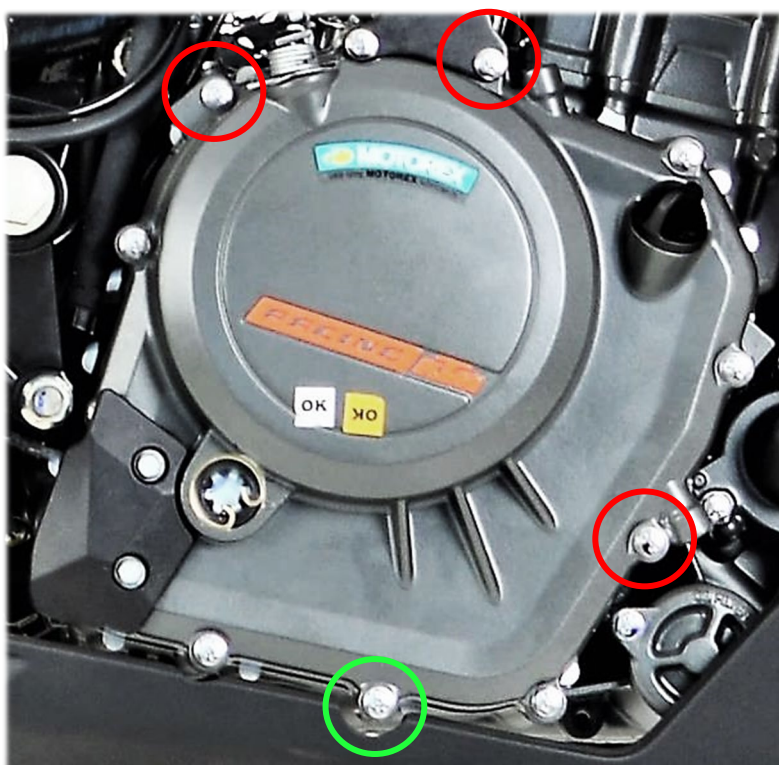
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<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • Set of metric Allen keys • 8mm spanner or socket 	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	ECC0344R - ENGINE CASE COVER (INCLUDING FITTED SPACERS)	1
ITEM 2	M6 x 1.00 x 45mm CAP HEAD BOLTS	4
ADDITIONAL COMPONENTS FOR 390 ADVENTURE ONLY		
ITEM 3	M6 x 1.00 x 45mm BUTTON HEAD BOLT – LOWER ENGINE CASE BOLT	1
ITEM 4	S0379 - 3mm DISC SPACER – RHS – BRAKE LEVER SPACER	1

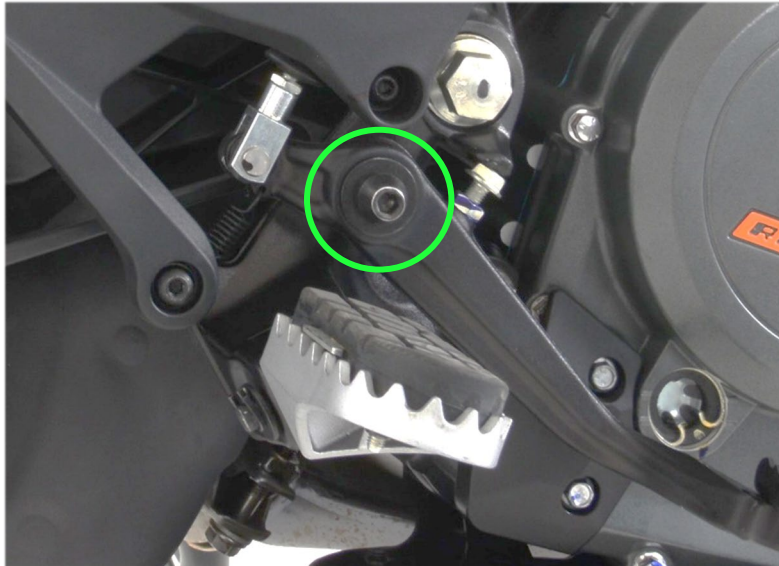
FITTING DIAGRAMS



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FITTING INSTRUCTIONS

Please note: Make sure the engine is cold before proceeding to fit the R&G engine case cover.

ADDITIONAL FITTING INSTRUCTIONS FOR KTM 390 ADVENTURE ONLY

- Firstly, remove the bolts from the right-hand side of the OEM bash plate, this will allow enough flex in the bash plate to get the engine case cover into position.
- Secondly, the rear brake lever will have to be disconnected temporarily while fitting the ECC.
- Please note, the lower engine case bolt (marked in green above) will have to be replaced with the supplied button head bolt (**ITEM 3**), instead of the cap head bolts supplied for other models of KTMs and Husqvarnas.
- Once the instructions below have been followed and the ECC has been installed, if required for spacing between the OEM brake lever & the ECC: Re-install the OEM brake lever with the supplied 3mm spacer (**ITEM 4**) behind the lever and tighten to the correct torque setting with thread locking compound, as described in the service manual.

PLEASE NOTE: FAILURE TO APPLY THE CORRECT TORQUE TO THIS BOLT COULD CAUSE THE REAR BRAKE TO BIND OR THE LEVER TO DETACH DURING USE.

- To fit the R&G engine case cover, remove the 4 x M6 engine case bolts highlighted in the **Fitting Diagram** on page 2.
- Ensure the pre-fitted threaded spacers in the casing are hand tight against the inside of the **ECC0344R** Engine Case Cover (**Item 1**).
- Hold the Engine Case Cover loosely over the case to help identify the correct bolts if necessary.
ONLY REMOVE THE REQUIRED AMOUNT OF ENGINE CASE BOLTS
- Offer up the R&G engine case cover to the engine and carefully fit it over the casing. Ensure that the bolt holes are lined up with the holes in the engine casing, and then push on until it bottoms out.
- Fit the 4x supplied M6 cap head bolts (**Item 2**) through the engine case cover and into the engine case into the positions shown on the fitting diagram.
- Finally use a torque wrench set at 12 N/m (7 Lb/ft) to fully tighten each bolt.
- 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.

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- AVOID HARMFUL CHEMICALS. IF IN DOUBT DO NOT USE AS THEY COULD ALTER THE STRENGTH OF THE COVER.
- Check all components are secure and all bolts are tight before riding.

R&G will accept no liability if the above procedure and torque settings are not followed.

See more R&G products for your Motorcycle in the link below:

[R&G Racing | All Products for KTM - 390 Adventure \(rg-racing.com\)](https://www.rg-racing.com)

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NOTICE DE MONTAGE POUR ECC0344R
PROTECTION CARTER MOTEUR CÔTÉ DROIT



CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETÉS SUR LA PAGE.

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTÉ 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.

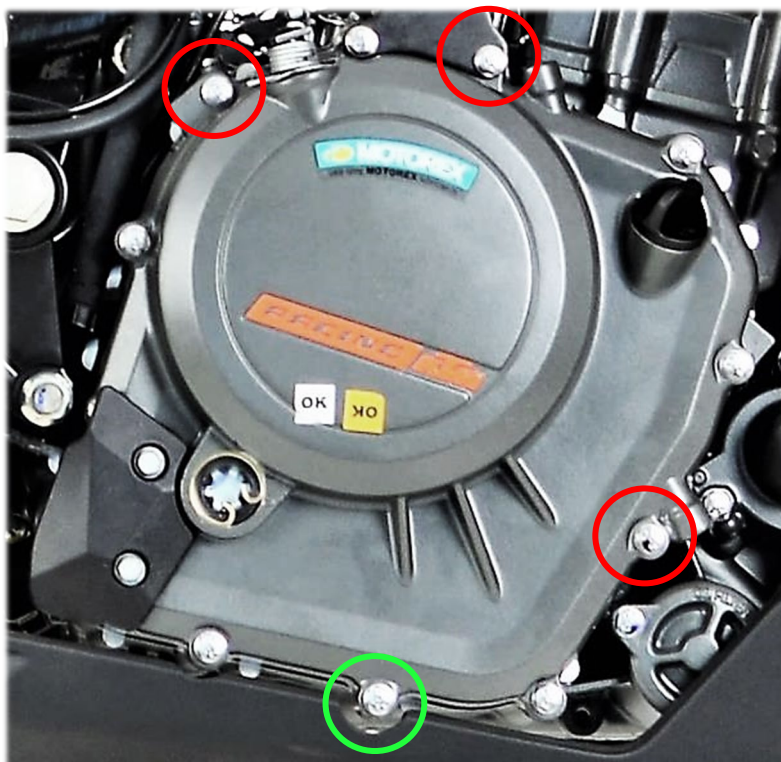
NOTICE DISPONIBLE AU TÉLÉCHARGEMENT SUR :
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<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
<ul style="list-style-type: none"> • Clé Allen • Clé à molette 8mm 	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	ECC0344R - PROTECTION CARTER MOTEUR (INCLUS ENTRETOISES)	1
ARTICLE 2	M6 x 1.00 x 45mm BOULONS	4
COMPOSANTS ADDITIONNELS POUR 390 ADVENTURE UNIQUEMENT		
ARTICLE 3	M6 x 1.00 x 45mm BOULON - BOULOND DE CARTER MOTEUR INFÉRIEUR	1
ARTICLE 4	S0379 - 3mm ENTRETOISE - CÔTÉ DROIT - ENTRETOISE DE LEVIER DE FREIN	1

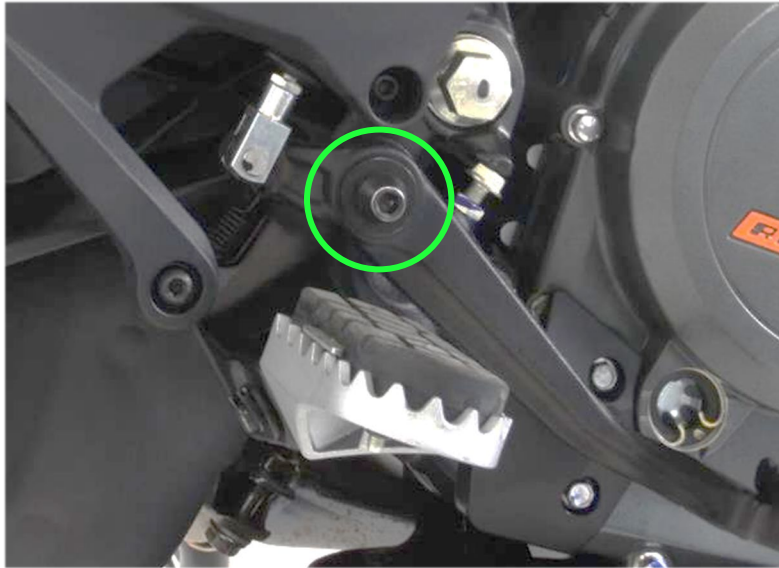
SCHÉMAS DE MONTAGE



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NOTICE DE MONTAGE

Note: Assurez-vous que le moteur est froid avant de procéder au montage du couvercle du carter moteur R&G.

INSTRUCTIONS DE MONTAGE SUPPLÉMENTAIRES POUR KTM 390 ADVENTURE UNIQUEMENT

- Tout d'abord, retirez les boulons du côté droit de la plaque de base d'origine, cela permettra suffisamment de flexion dans la plaque de base pour mettre le couvercle du carter du moteur en place.
- Deuxièmement, le levier de frein arrière devra être temporairement déconnecté lors du montage de la protection.
- Veuillez noter que le boulon inférieur du carter moteur (marqué en vert ci-dessus) devra être remplacé par le boulon à tête ronde fourni (ARTICLE 3), au lieu des boulons à tête cylindrique fournis pour les autres modèles de KTM et Husqvarnas.
- Une fois que les instructions ci-dessous ont été suivies et que la protection a été installée si nécessaire pour l'espacement entre le levier de frein d'origine et la protection : réinstallez le levier de frein d'origine avec l'entretoise de 3mm fournie (ARTICLE 4) derrière le levier et serrez selon le couple de serrage recommandé, avec du frein-filet, comme décrit dans le manuel d'entretien.

NOTE : LE FAIT DE NE PAS APPLIQUER LE BON SERRAGE À CE BOULON POURRAIT ENDOMMAGER LE FREIN ARRIÈRE, ET PROVOQUER SON DÉTACHEMENT PENDANT L'UTILISATION.

- Pour monter le couvercle du carter moteur R&G, retirez les 4 boulons M6 du carter moteur mis en évidence sur le schéma de montage à la page 2.
- Assurez-vous que les entretoises filetées préinstallées dans le carter soient serrées à la main contre l'intérieur du couvercle de carter moteur ECC0344R (article 1).
- Tenez le couvercle du carter du moteur sans serrer sur le carter pour aider à identifier les bons boulons si nécessaire.

NE RETIRER QUE LES BOULONS DE CARTER MOTEUR QU'IL EST NÉCESSAIRE DE RETIRER

- Présentez le couvercle du carter moteur R&G sur le moteur et placez-le soigneusement sur le carter. Assurez-vous que les trous des boulons soient alignés avec les trous du carter du moteur, puis poussez jusqu'à ce qu'ils soient en butée.

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- Montez les 4 boulons à tête cylindrique M6 fournis (article 2) à travers le couvercle du carter moteur et dans le carter moteur dans les positions indiquées sur le schéma de montage.
- Enfin, utilisez une clé dynamométrique réglée à 12 N/m (7 Lb/ft) pour serrer complètement chaque boulon.
- Il est conseillé de vérifier régulièrement le serrage des boulons de fixation, c'est-à-dire lors du nettoyage ou une fois par mois.
- REMARQUE : pour le nettoyage de ce produit, vous ne devez utiliser qu'un chiffon de polissage doux et un produit de nettoyage doux.
- ÉVITEZ LES PRODUITS CHIMIQUES NOCIFS. EN CAS DE DOUTE, NE PAS LES UTILISER CAR ILS POURRAIENT ALTÉRER LA RÉSISTANCE DE LA PROTECTION.
- Vérifiez que tous les composants soient sécurisés et que tous les boulons soient bien serrés avant de rouler.

R&G décline toute responsabilité si la procédure ci-dessus et les réglages de couple ne sont pas suivis.

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