



FITTING INSTRUCTIONS FOR ECC0126R RHS ENGINE CASE COVER
DUCATI PANIGALE 1199 '12-, 1299 '15- & 959 '16-



PICTURE A

R&G RACING

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In this kit there should be
1 x Engine Case Cover (ECC0126R)
3 x M6 x 35mm long Cap Head Bolts
1 x Racing Puck (SK0001SK (already fitted))
2 x PAL Nuts (already fitted)

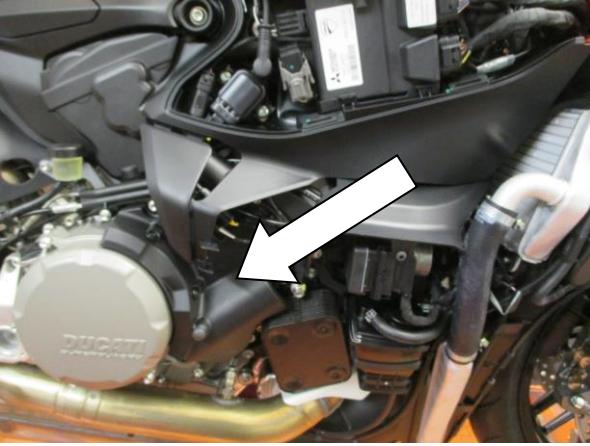
PLEASE READ THESE INSTRUCTIONS FULLY BEFORE STARTING

If fitting to the 1199 '12- & 1299 '15-

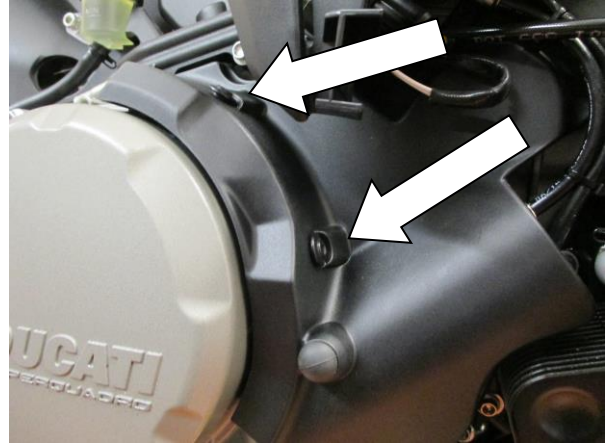
- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- Remove the lower side fairing to allow access to the required bolts.
- Remove the three engine case bolts in positions arrowed above. Hold the cover loosely over the case to help identify the correct ones. DO 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 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 5mm 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 lower side fairing.
- 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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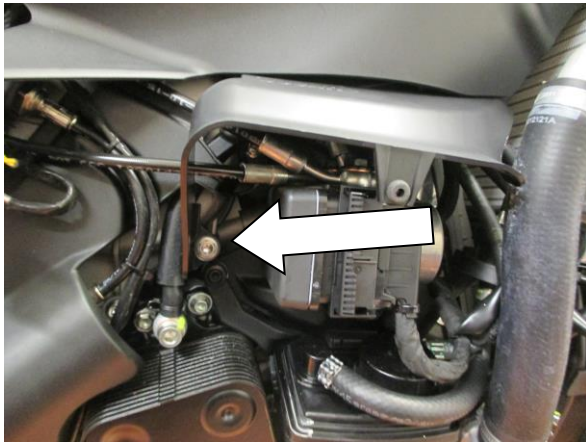
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Picture 1



Picture 2



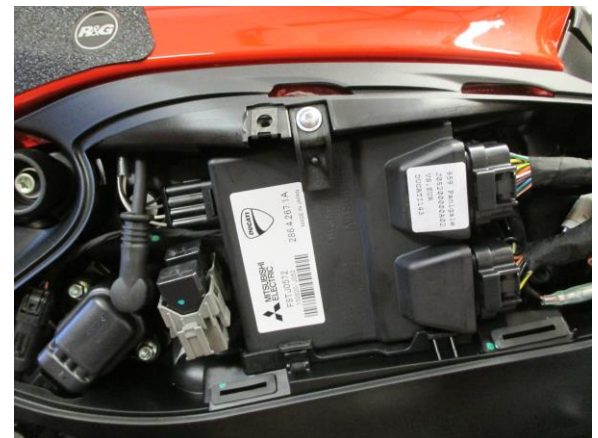
Picture 3



Picture 4



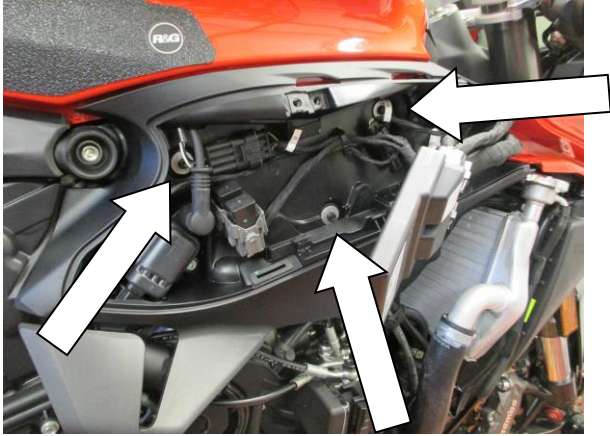
Picture 5



Picture 6

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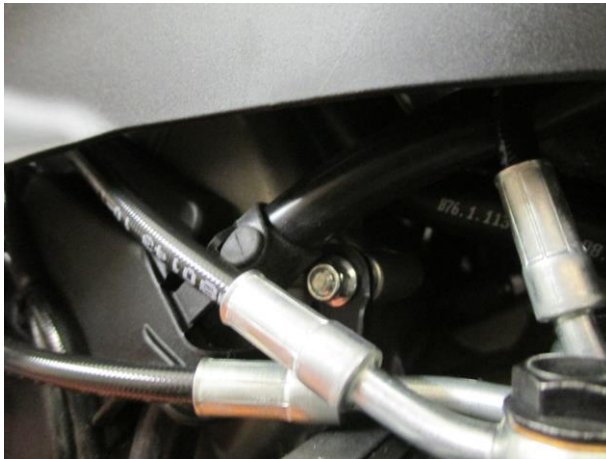
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Picture 7



Picture 8



Picture 9



Picture 10



Picture 11



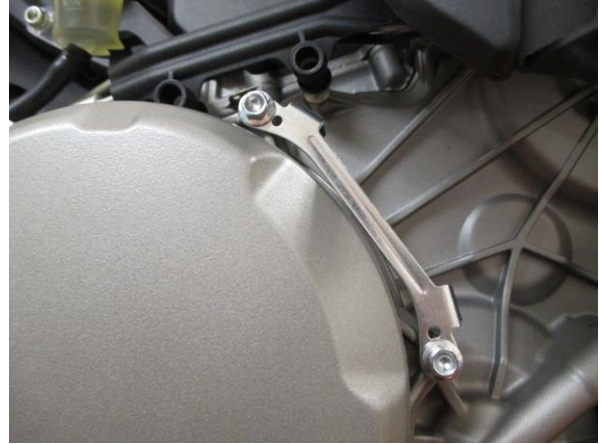
Picture 12

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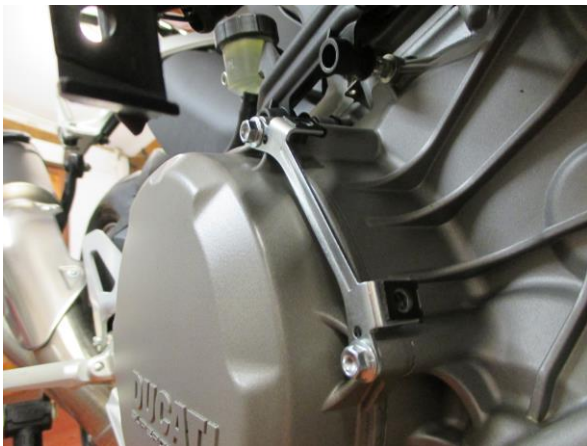
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Picture 13



Picture 14



Picture 15



Picture 16

If fitting to the 959 '16-

- Please make sure the engine is cold before proceeding with the fitting of the R&G cover.
- Remove the side fairings from the right side of the bike. To do this, remove the row of fairing bolts on either side which attach the lower to the upper fairing, along with the fairing bolts at the rear by the swingarm pivot, the two bolts underneath the bike and the two bolts which are accessible on the inside cowling surrounding the lower radiator.
- To remove the upper fairing, remove the five fairing bolts along with the 2.5mm button head bolt on the inside of the fairing at the front, before gently pulling the fairing out of its locating tabs.
- To fit the engine case cover, the plastic cover that is arrowed in picture 1 needs to be permanently removed from the bike.
- Remove the two bolts that secure the cover to the engine case, as arrowed in picture 2.
- Remove the two bolts that secure the front and rear of the cover for the ABS control unit, as arrowed in picture 3 and as shown being accessed with a long Allen key or T-bar in picture 4.
- Remove the plastic cover from the bike, as shown in picture 5.

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- Remove the plastic clip which is bolted in place and secures the electronic box in place, allowing the electronic box to be gently pulled clear of the bike, as arrowed in picture 6 & 7.
- Remove the three 4mm bolts that are now accessible that secure the plastic panel in place, as arrowed in picture 7.
- With these items unbolted, they can now be gently pulled away from the immediate work area to gain access for the next step, as shown in picture 8.
- Remove the nut that secures the front of the plastic cover that is being removed, as shown in picture 9.
- Remove the wiring connectors from their plastic mounts by sliding them off, as shown in picture 10.
- Access can now be gained to the hex head bolt cap underneath and can now be removed, as shown in picture 11.
- Remove the two 8mm hex head bolt caps which secure the plastic hose guide in place, as shown in picture 12.
- The plastic cover can now be removed from the bike as shown in picture 13 but is a little tricky. *Both mounts need to be lifted clear of the protruding thread of the engine case studs and towards the front there are hose guides which need to be freed from their hoses. Once clear of the studs, gently pull downwards and twist out from the rear, as shown in picture 13. There is a metal insert in the lower mount of the plastic cover, be careful to avoid this contacting and marking the engine case during removal.*
- With the plastic cover removed, the mounting bracket is clearly visible, as shown in pictures 14 & 15.
- Remove the two engine case bolts that secure this in place and remove the bracket.
- Re-fit the lower of the two engine case bolts without the bracket and re-torque the bolt to 10 Nm (7 Lb/ft).
- Re-fit the plastic ABS control unit cover, using the original bolts, as shown in picture 16.
- Relocate the electronics box plastics in place and re-fit the three bolts.
- Re-fit the ECU along with the clip and bolt to secure the top.
- Re-fit the three 8mm hex head bolt caps that secure the plastic hose guide in place.
- Remove the three engine case bolts in positions arrowed above. 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 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.
- Re-fit both the upper and lower fairing.
- 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.

Issue 1 11/02/2016 (AR)

ISSUE 2 10/10/19 CHECKED FOR NEW SPACER UPDATE – NO CHANGES NEEDED BUT UPISSUED TO MARK IT.

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NOTICE DE MONTAGE POUR ECC0126R PROTECTION CARTER MOTEUR DROITE DUCATI PANIGALE 1199 '12-, 1299 '15- & 959 '16-

Le kit doit contenir :

- 1 x Protection Carter Moteur (ECC0126R)
- 3 x M6 x 35mm Boulons
- 1 x Palet de course (SK0001SK (déjà monté))
- 2 x PAL Ecrous (déjà monté)

LIRE CES INSTRUCTIONS AVANT DE PROCÉDER AU MONTAGE

Si le montage s'effectue sur 1199 '12- & 1299 '15-

- Assurez-vous que le moteur soit froid.
- Enlever le carénage latéral inférieur pour avoir accès aux boulons.
- Enlever les 3 boulons de carter moteur fléchés ci-dessus. 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 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 5mm 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 carénage latéral inférieur.
- 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 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.

Si le montage s'effectue sur 959 '16-

- Assurez-vous que le moteur soit froid.
- Enlever les carénages latéraux du côté droit de la moto. Pour cela, enlever la rangée de boulons de chaque côté qui fixent le carénage inférieur au carénage supérieur, avec les boulons de carénage à l'arrière au niveau du pivot de bras oscillant, les 2 boulons au dessous de la moto et les 2 boulons qui sont accessibles à l'intérieur du capot entourant le radiateur inférieur.
- Pour enlever le carénage supérieur, enlever les 5 boulons de carénage de même que le boulon de 2.5mm à l'intérieur du carénage avant, avant de retirer le carénage de ses goujons.
- Pour monter la protection carter moteur, le cache en plastique indiqué sur la photo 1 doit temporairement être extrait de la moto.
- Enlever les 2 boulons qui fixent le cache du carter moteur, voir photo 2.
- Enlever les 2 boulons qui fixent l'avant et l'arrière du cache de l'unité de contrôle ABS, voir photo 3, pour cela utilisez une longue clé Allen ou barre en T, voir photo 4.

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- Enlever le cache plastique de la moto, voir photo 5.
- Enlever le clip plastique qui fixe la boîte électronique en place, permettant à cette boîte d'être extraite de la moto, voir photo 6 & 7.
- Enlever les 3 boulons 4mm qui sont à présent accessibles et qui fixent le cache en plastique en place, voir photo 7.
- Une fois ces articles desserrés, ils peuvent être extraits de la zone de travail pour libérer l'accès nécessaire à la prochaine étape, voir photo 8.
- Enlever l'écrou qui fixe l'avant du cache plastique qui est en train d'être enlevé, voir photo 9.
- Enlever les connecteurs de fils de leurs supports plastique en les glissant, voir photo 10.
- L'accès est maintenant possible au boulon du dessous, et peut être enlevé, voir photo 11.
- Enlever les 2 boulons 8mm qui fixent le guide de tuyau plastique en place, voir photo 12.
- Le cache plastique peut maintenant être enlevé de la moto, voir photo 13 cela peut être assez difficile. Les 2 supports doivent être levés et éloignés du filetage qui dépasse *des goujons de carter moteur et vers l'avant il y a des guides de tuyaux qui doivent être libérés de leur tuyau. Une fois cela effectué, tirez doucement vers le bas et tordez légèrement vers l'arrière, voir photo 13. Il y a un insert métal sur le support inférieur du cache plastique, faites attention à éviter qu'il touche et marque le carter moteur pendant la manœuvre.*
- Une fois le cache plastique enlevé, le support de fixation est visible, voir photos 14 & 15.
- Enlever les 2 boulons de carter moteur qui le fixent en place et enlevez le support.
- Remonter le plus bas des 2 boulons de carter moteur sans le support puis resserrez le boulon à 10 Nm (7 Lb/ft).
- Remonter le cache d'unité de contrôle ABS, à l'aide des boulons d'origine, voir photo 16.
- Replacer les boîtiers électroniques en position puis réinsérez les 3 boulons.
- Remonter l'ECU avec le clip et le boulon pour fixer le haut.
- Réinsérez les 3 boulons 8mm qui fixent le guide de tuyau en place.
- Enlever les 3 boulons de carter moteur fléchés ci-dessus. 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 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.
- Remettre le carénage supérieur et inférieur.
- 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 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.

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