



FITTING INSTRUCTIONS FOR CP0431BL
AERO CRASH PROTECTORS
YAMAHA YZF-R6 '17- AERO DRILL KIT



Picture A

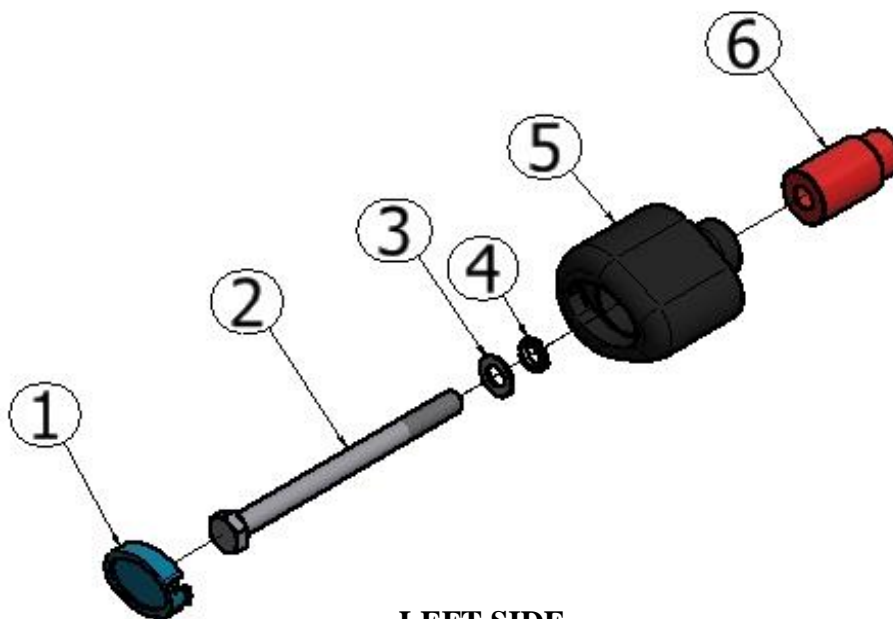


Picture B

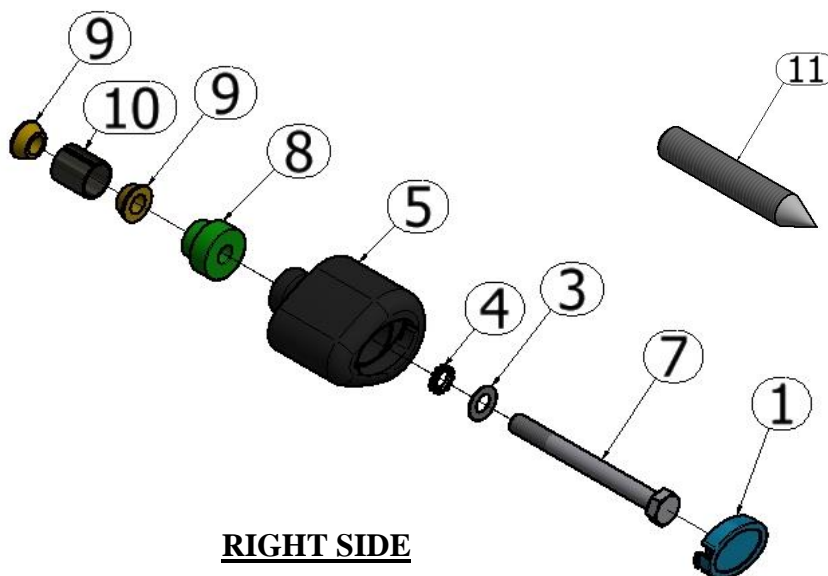
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike.

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY).



LEFT SIDE



RIGHT SIDE

LEGEND

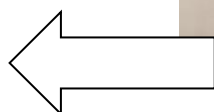
- ITEM 1 = CRASH PROTECTOR CAPS (BC0002) (x2).
 ITEM 2 = M10x1.25x130mm LONG HEX HEAD BOLT (x1).
 ITEM 3 = M10 WASHERS (19mm OD) (x2).
 ITEM 4 = LOCK-WASHERS (LW0001) (x2).
 ITEM 5 = CRASH PROTECTOR (B0431 with CS341) (x2).
 ITEM 6 = LHS BOBBIN SPACER (S0212) (x1)
 ITEM 7 = M10x1.25x100mm LONG HEX HEAD BOLT (x1).
 ITEM 8 = RHS BOBBIN SPACER (S1045) (x1)
 ITEM 9 = OEM CONE SPACERS (Not supplied in the kit; for illustration purpose only)
 ITEM 10 = OEM EXPANDING SLEEVE (Not supplied in the kit; for illustration purpose only)
 ITEM 11 = MARKING TOOL (T0007) (x1).

Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

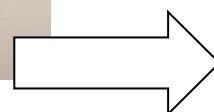
TOOLS REQUIRED

- Socket set to include 4, 5, 6, 7 & 8mm A/F socket and wrench.
 - Socket set to include 17mm socket and wrench.
 - Flat head & Phillips screwdriver.
 - Thin nose pliers.
 - Torque wrench (up to 40N/m).

TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE

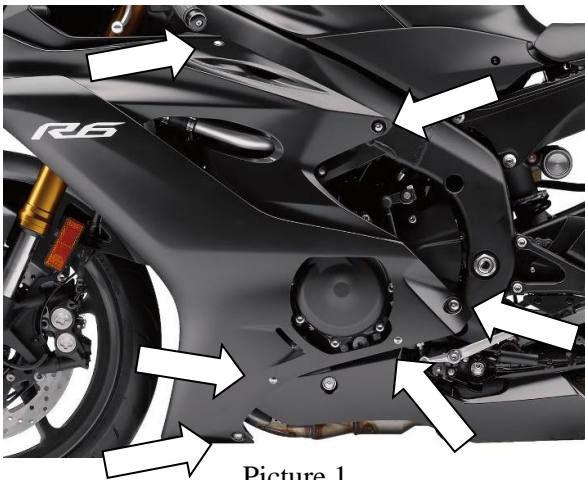


PICTURE C

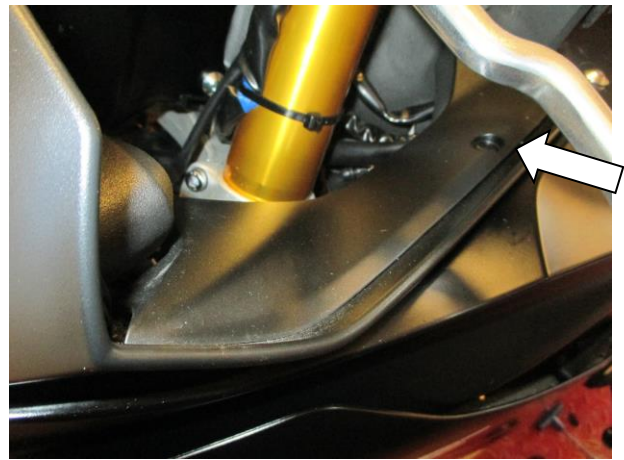


GENERAL TORQUE SETTINGS

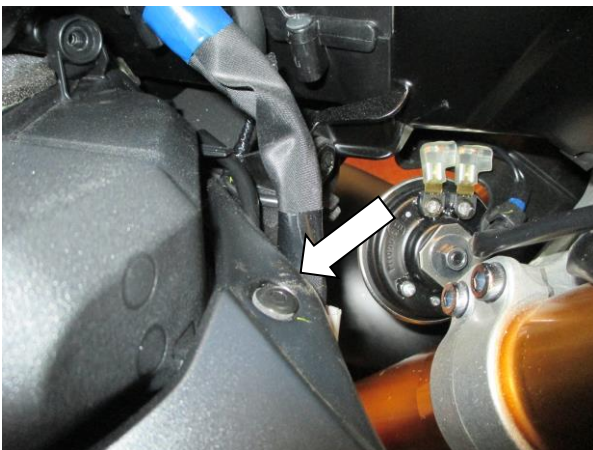
- M4 BOLT = 8Nm
- M5 BOLT = 12Nm
- M6 BOLT = 15Nm
- M8 BOLT = 20Nm
- M10 BOLT = 40Nm



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



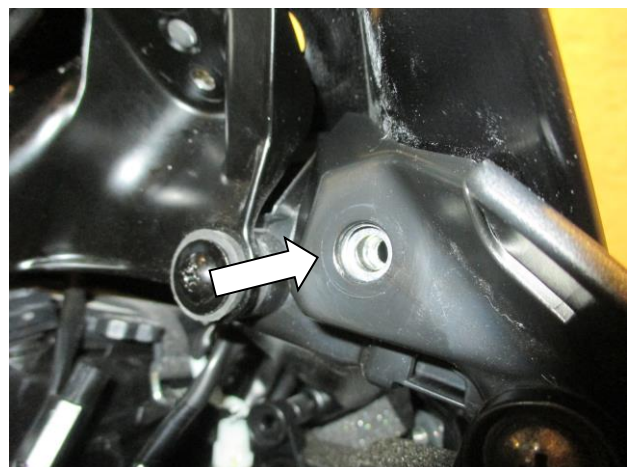
Picture 7



Picture 8



Picture 9



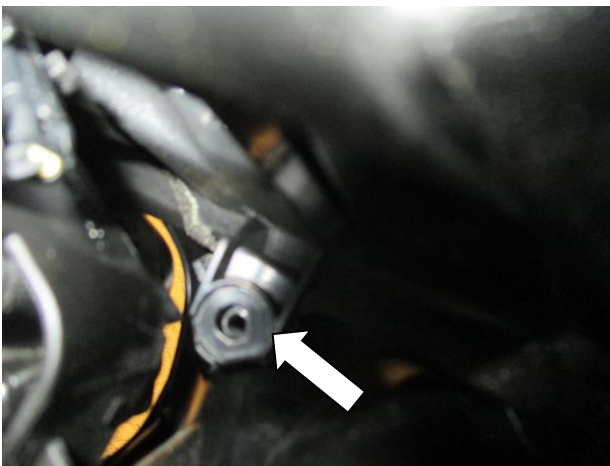
Picture 10



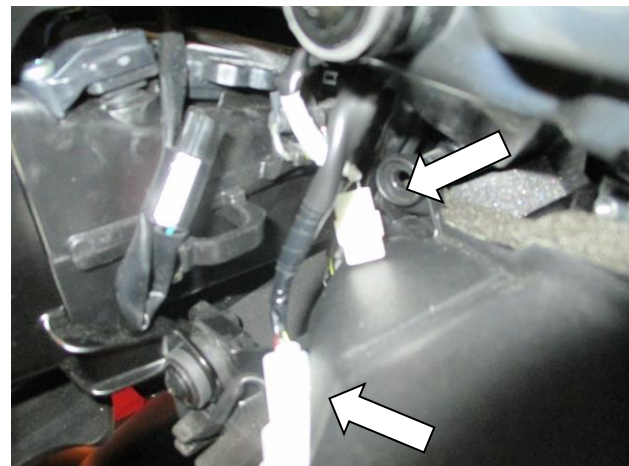
Picture 11



Picture 12



Picture 13



Picture 14



Picture 15



Picture 16



Picture 17



Picture 18



Picture 19



Picture 20



Picture 21



Picture 22



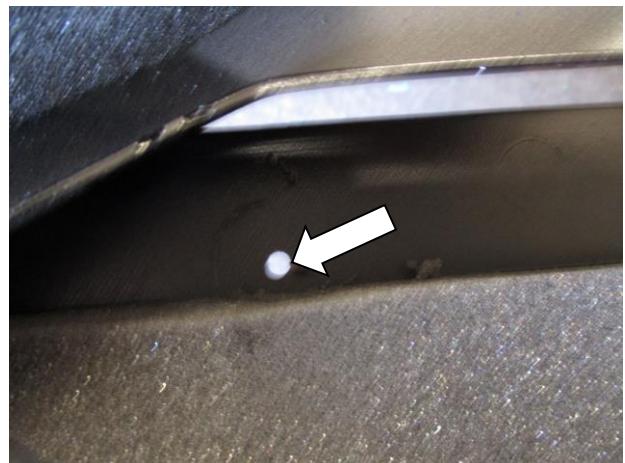
Picture 23



Picture 24



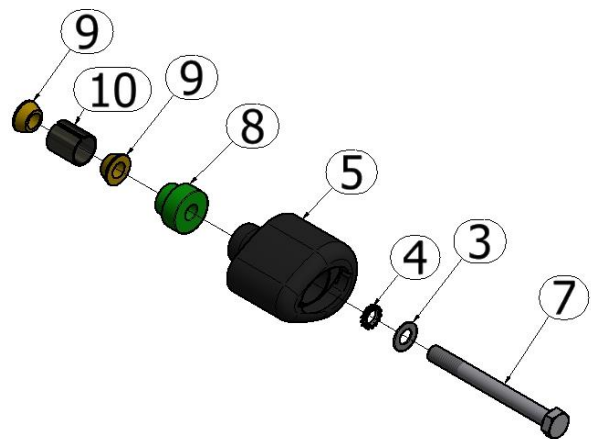
Picture 25



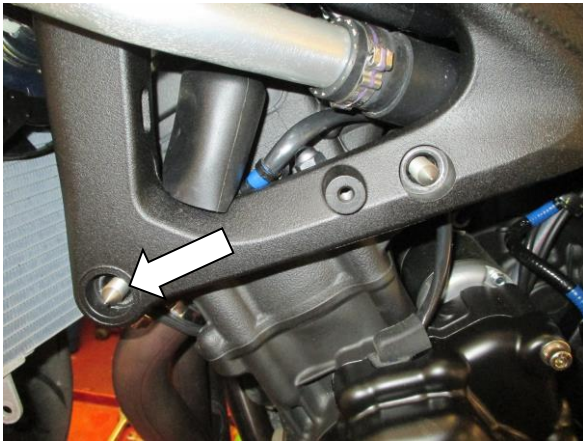
Picture 26



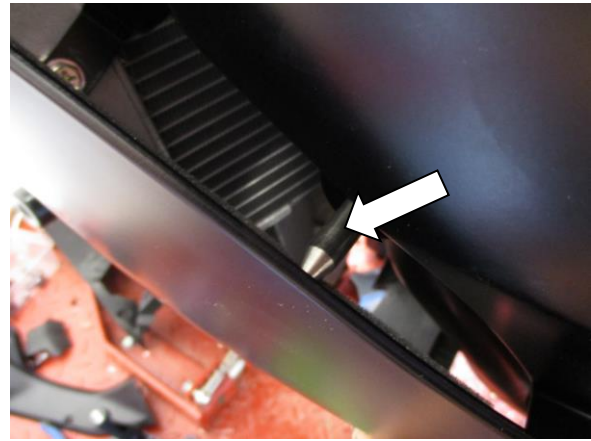
Picture 27



Picture 28



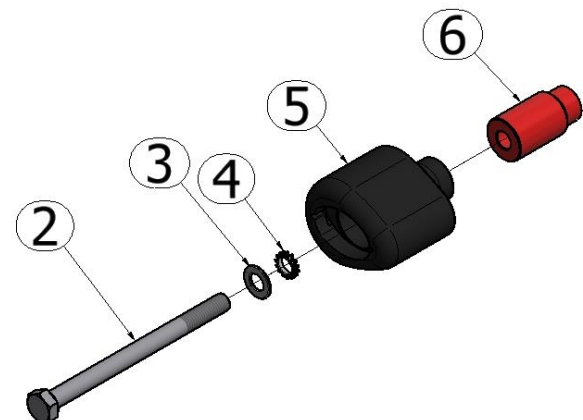
Picture 29



Picture 30



Picture 31



Picture 32

FITTING INSTRUCTIONS

- To remove the left side fairing on the bike, remove the six bolts that are arrowed in picture 1.
- Remove the bolt that secures the rear of the infill panel, as arrowed in picture 2.
- Remove the push rivet on the front corner of the infill panel behind the headlights, as arrowed in picture 3.
- The infill panel can now be removed, as shown in picture 4. *Repeat the above three stages to remove the fairing bolts and infill panel on the right side of the bike.*
- Remove the four push rivets that secure the radiator cowl in place on the left side of the bike, as shown in pictures 5, 6 & 7, before removing the cowl from the bike. *Repeat this procedure to remove the right side radiator cowl.*
- Remove the mirrors from the bike by disconnecting the wiring connector for the indicators and then removing the two nuts that secure the indicator in place, as shown in picture 8.
- Remove the mirror whilst feeding the connector and wiring out from the hole, as shown in picture 9. *Repeat for the other side.*
- On the right side of the bike, remove the bolt that is arrowed in picture 10.



- Remove the three bolts that secure the right side headlight unit in place, as arrowed in pictures 11, 12 & 13.
- Disconnect the two large white wiring connectors, as shown in pictures 14 & 15.
- The right side headlight unit can now be removed from the bike, as shown in picture 16.
- *Repeat the above four stages to remove the left side headlight unit, as shown in picture 17 (there is only one large white connector to disconnect).*
- The front fairing can now be removed (this is a little tricky and may require a second person). The fairing is held on by four yellow plastic clip mounts, as shown in pictures 18, 19 & 20. These need to be squeezed together whilst the fairing is gently pulled in order to release from their mounts. The best way to do this is by using long nose pliers or a screwdriver to squeeze the clip from inside the fairing, whilst an assistant gently pulls the fairing from the front in the immediate area around each clip.
- Once removed, access can be gained to the final two fairing bolts. Remove these, as shown on the right side in picture 21.
- The fairings can now be removed, by unclipping towards the front, releasing the yellow clip that is shown in picture 22 and removing from the bike, as shown in picture 23.
- Remove the fairing on the right side of the bike as well.
- Starting from the RHS of the bike, remove the engine mounting bolt arrowed in Picture 24. Remove the bolt and expanding spacers assembly from the frame.
- From the kit, take marking tool (Item 11) and insert it to the RHS engine mount so that the point on the end sits roughly against where the fairing panel sits when refitted to the motorcycle, as shown in Picture 25.
- Re-fit the fairing panel to the motorcycle and gently press the panel in towards the marking tool to leave an impression on the panel. Remove the fairing from the motorcycle and there will be a mark on the inside. Using a 28mm hole-saw cutter; very carefully drill a pilot hole on the marked point (Only drill pilot hole), as shown in Picture 26. Please note that a section of the infill fairing foam will need to be cut to show a clear impression on the plastic panel.
- Re-fit the fairing to the motorcycle, ensuring the marking tool is positioned within the centre of the drilled hole. Once satisfied, carefully open the hole using the 28mm hole saw cutter. Debur the hole using a sharp knife or emery paper taking care not to mark the outside of the fairing.
- Remove the marking tool.
- Re-fit the fairing to the motorcycle as shown in Picture 27.
- Ensure the fairing is correctly positioned on all its mounting points before following the reverse procedure of removal to re-fit all mounting bolts.
- The crash protector can now be fitted. Slide one of the M10 washers (Item 3) then follow by one lock washer (Item 4) onto the M10 x 100mm long hex head bolt (Item 7).
- Insert one of the bobbins (Item 5) over the exposed thread so that the washer (Item 3) & lock washer (Item 4) just fitted sit inside the counter-bore of the bobbin. Ensure that the lock washer (Item 4) sits against the bobbin.
- Insert the RHS bobbin spacer (Item 8) over the exposed thread so that the big end of the spacer sits against the bobbin.
- Locate the OEM cone spacers and the sleeve over the exposed thread as original as shown in Picture 28.
- Offer the whole bobbin assembly towards the RHS engine mount as original.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a



quarter turn. Do not over tighten as damage can occur to the bike. Do not exceed 40N/m of torque.

- On the LHS of the bike, remove the engine mounting bolt and insert the marking tool (item 11) to the LHS engine mount as shown in Picture 29. Ensure that the point on the end sits roughly against where the fairing panel sits when refitted to the motorcycle.
- Re-fit the fairing panel to the motorcycle and gently press the panel in towards the marking tool (As shown in Picture 30) to leave an impression on the panel. Remove the fairing from the motorcycle and there will be mark on the inside. Using a 28mm hole-saw cutter; very carefully drill a pilot hole on the marked point (Only drill pilot hole), as shown in Picture 31.
- Re-fit the fairing to the motorcycle, ensuring the marking tool is positioned within the centre of the drilled hole. Once satisfied, carefully open the hole using the 28mm hole saw cutter. Debur the hole using a sharp knife or emery paper taking care not to mark the outside of the fairing.
- Remove the marking tool.
- Re-fit the fairing to the motorcycle.
- Ensure the fairing is correctly positioned on all its mounting points before following the reverse procedure of removal to re-fit all mounting bolts.
- The crash protector can now be fitted. Slide one of the M10 washers (Item 3) then follow by one lock washer (Item 4) onto the M10 x 130mm long hex head bolt (Item 2).
- Insert one of the bobbins (Item 5) over the exposed thread so that the washer (Item 3) & lock washer (Item 4) just fitted sit inside the counter-bore of the bobbin. Ensure that the lock washer (Item 4) sits against the bobbin.
- Insert the RHS bobbin spacer (Item 6) over the exposed thread so that the big end of the spacer sits against the bobbin. Full bobbin assembly shown in picture 32.
- Offer the whole bobbin assembly towards the LHS engine mount as original.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not over tighten as damage can occur to the bike. Do not exceed 40N/m of torque.
- Fit crash protector caps (item 1) into both crash protectors.
- At this stage ensure that both sides crash protectors are correctly mounted and the components fitted match the exploded diagram shown on page 1.
- Re-fit the headlights, nose fairing, mirrors and infill panels in a reverse procedure of the first 16 steps.
- Ensure the fairings are correctly fitted and that the crash protectors are securely tightened before riding.

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NOTICE DE MONTAGE POUR CP0431BL
PROTECTIONS CRASH
YAMAHA YZF-R6 '17- KIT PERCÉ



Photo A

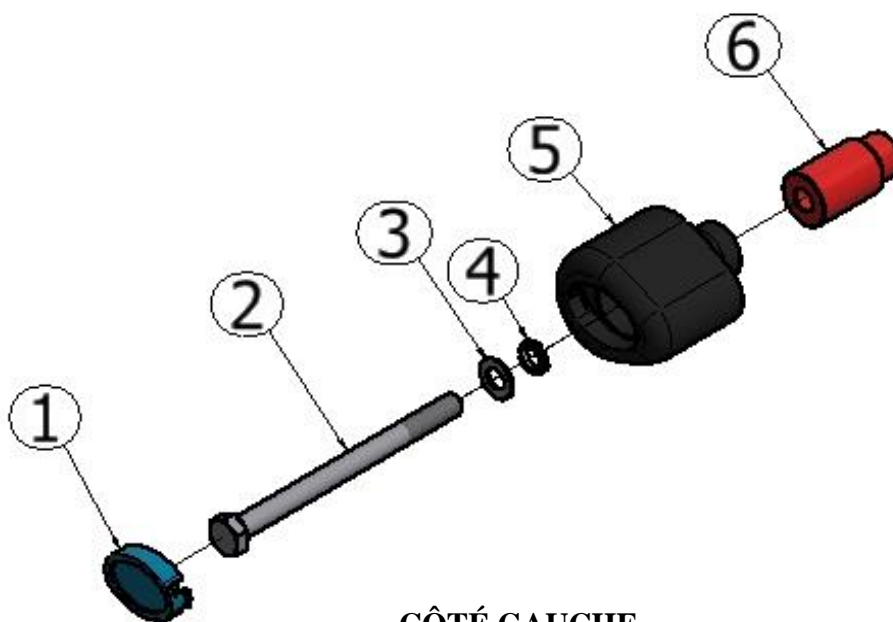


Photo B

Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.

La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.

LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT).

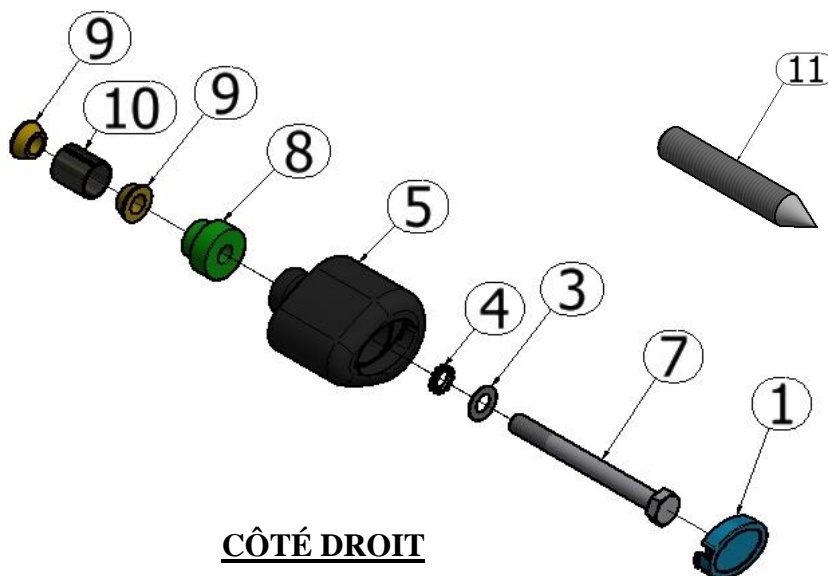


CÔTÉ GAUCHE

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CÔTÉ DROIT

LEGENDE

ARTICLE 1 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).

ARTICLE 2 = M10x1.25x130mm BOULON (x1).

ARTICLE 3 = M10 RONDELLES (19mm OD) (x2).

ARTICLE 4 = RONDELLES DE BLOCAGE (LW0001) (x2).

ARTICLE 5 = PROTECTION CRASH (B0431 avec CS341) (x2).

ARTICLE 6 = ENTRETOISE DE BOBINE GAUCHE (S0212) (x1)

ARTICLE 7 = M10x1.25x100mm BOULON (x1).

ARTICLE 8 = ENTRETOISE DE BOBINE DROITE (S1045) (x1)

ARTICLE 9 = ENTRETOISES CONIQUES D'ORIGINE (Non fourni dans le kit; pour illustrer uniquement)

ARTICLE 10 = MANCHON D'ORIGINE (Non fourni dans le kit; pour illustrer uniquement)

ARTICLE 11 = OUTILS DE MARQUAGE (T0007) (x1).

Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées.*

OUTILS REQUIS

- Clé à cliquet 4, 5, 6, 7 & 8mm
 - Clé à molette 17mm
- Tournevis plat et cruciforme
 - Pince à nez mince.
- Clé dynamométrique (à 40N/m).

ARRIERE MOTO

AVANT MOTO



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PHOTO C

VALEURS DE SERRAGE RECOMMANDES

M4 BOULON = 8Nm
M5 BOULON = 12Nm
M6 BOULON = 15Nm
M8 BOULON = 20Nm
M10 BOULON = 40Nm

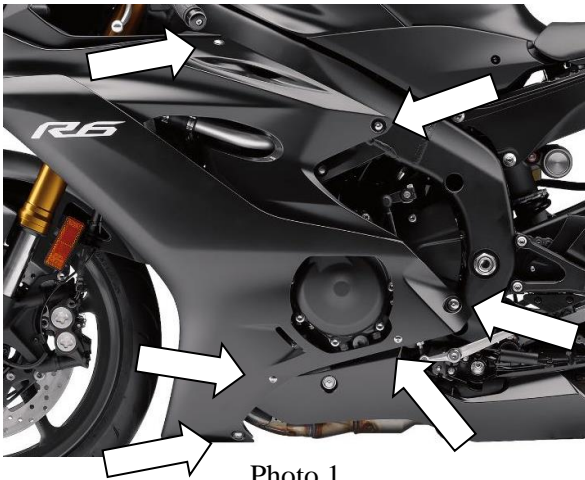


Photo 1

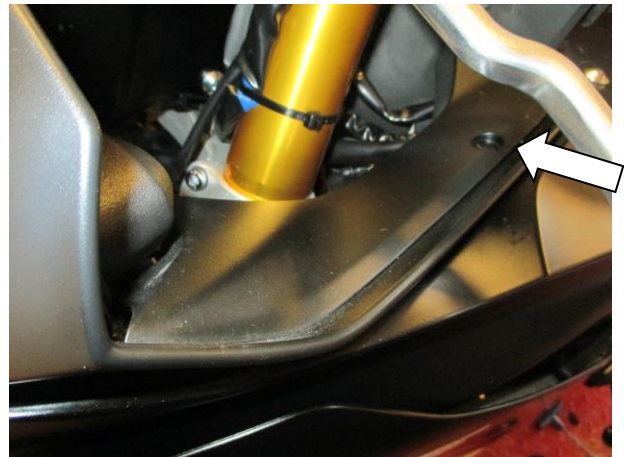


Photo 2

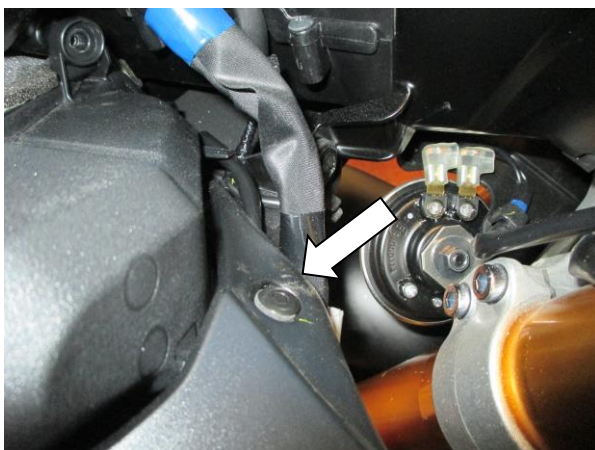


Photo 3



Photo 4



Photo 5



Photo 6

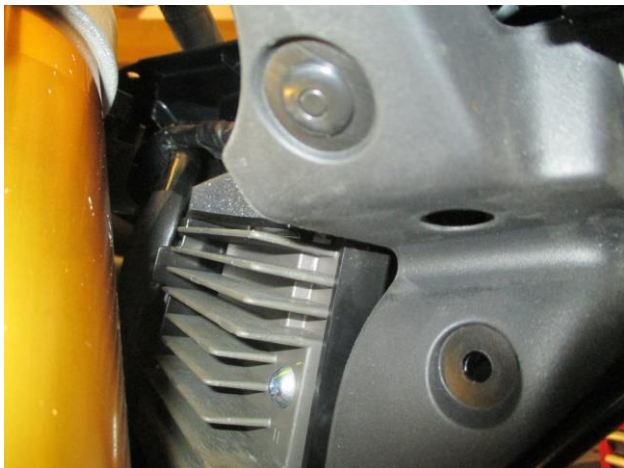


Photo 7



Photo 8



Photo 9

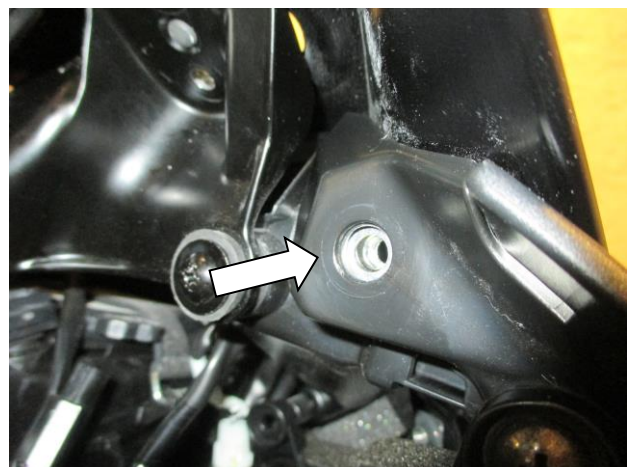


Photo 10



Photo 11



Photo 12

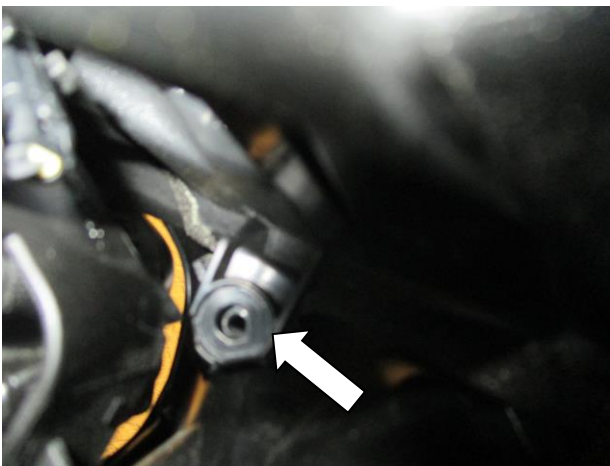


Photo 13

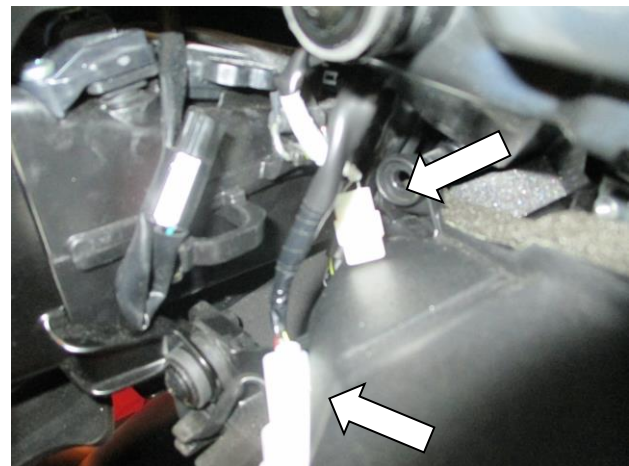


Photo 14



Photo 15



Photo 16



Photo 17

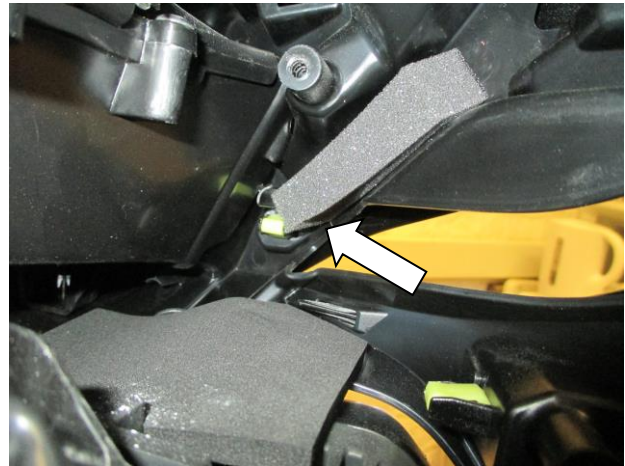


Photo 18



Photo 19



Photo 20



Photo 21



Photo 22



Photo 23



Photo 24



Photo 25

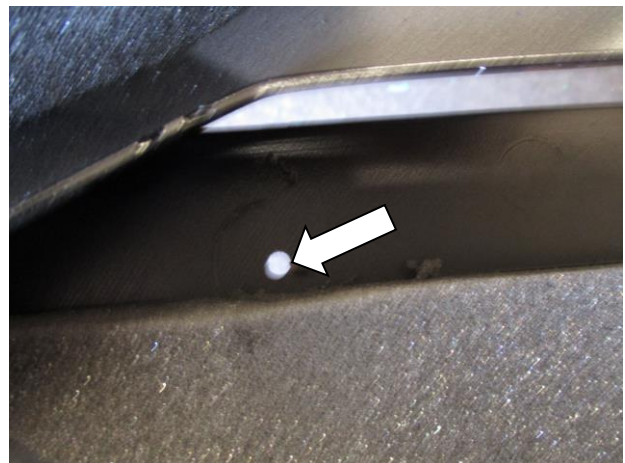


Photo 26



Photo 27

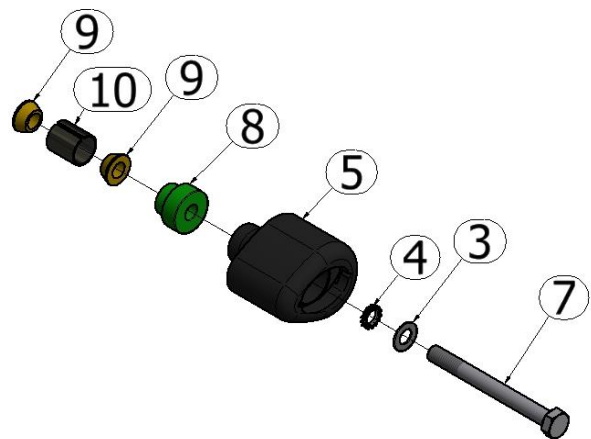


Photo 28

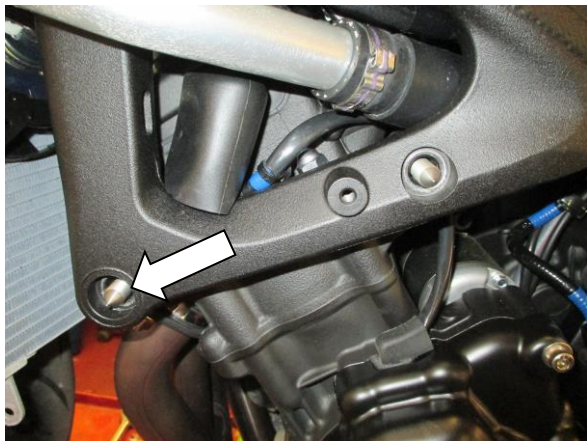


Photo 29

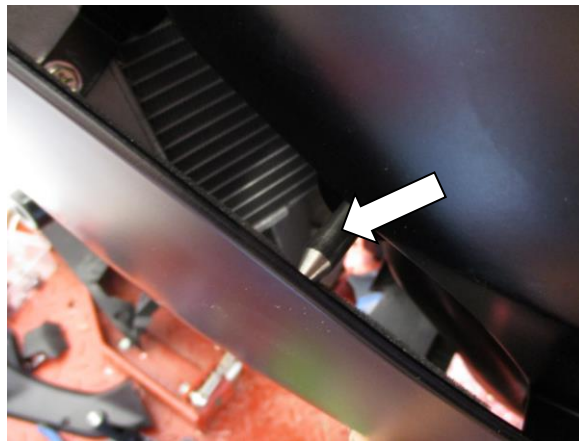


Photo 30



Photo 31

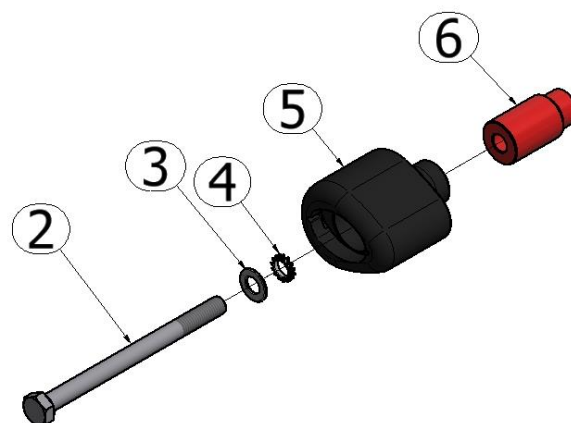


Photo 32

NOTICE DE MONTAGE:

- Pour enlever le carénage du côté gauche de la moto, enlever les 6 boulons indiqués sur la photo 1.
- Enlever le boulon qui fixe l'arrière du panneau interne, voir photo 2.
- Enlever le rivet dans le coin avant du panneau interne derrière les phares, voir photo 3.
- Le panneau interne peut maintenant être enlevé, voir photo 4. *Répéter les 3 étapes du dessus pour enlever les boulons de carénage et le panneau interne du côté droit de la moto.*
- Enlever les 4 rivets qui fixent le capot de radiateur en place du côté gauche de la moto, voir photos 5, 6 & 7, avant d'enlever le capot de la moto. *Répéter cette opération pour enlever le capot de radiateur du côté droit.*
- Enlever les rétroviseurs de la moto en déconnectant le connecteur de fils de clignotants puis en enlevant les 2 écrous qui fixent le clignotant en place, voir photo 8.
- Enlever le rétroviseur tout en passant le connecteur et les fils à l'extérieur par le trou, voir photo 9. *Répéter l'opération de l'autre côté.*
- Du côté droit de la moto, enlever le boulon indiqué sur la photo 10.



- Enlever les 3 boulons qui fixent l'unité de phare du côté droit en place, voir photos 11, 12 & 13.
- Déconnecter les 2 connecteurs blancs et larges, voir photos 14 & 15.
- L'unité de phare du côté droit peut à présent être enlevée de la moto, voir photo 16.
- *Répéter les 4 étapes du dessus pour enlever l'unité de phare du côté gauche, voir photo 17 (Il n'y a qu'un connecteur blanc et large à déconnecter).*
- Le carénage avant peut maintenant être enlevé (c'est un peu compliqué, vous pouvez éventuellement avoir besoin d'une 2e personne). Le carénage est tenu par 4 supports clips plastique jaune, voir photos 18, 19 & 20. Ils doivent être pressés ensemble pendant que vous tirez doucement le carénage afin de le libérer de ses supports. La meilleure façon de le faire est d'utiliser de longues pinces à nez ou un tournevis pour presser le clip depuis l'intérieur du carénage, pendant qu'une deuxième personne tire le carénage pulls de l'avant au niveau de chaque clip.
- Une fois enlevé, l'accès aux 2 derniers boulons de carénage est possible. Enlevez les, voir photo 21.
- Les carénages peuvent maintenant être enlevés, en déclipsant depuis l'avant, et en libérant le clip jaune indiqué sur la photo 22 puis enlevez le de la moto, voir photo 23.
- Enlever le carénage du côté droit de la moto.
- En partant du côté droit de la moto, enlever le boulon de fixation moteur visible sur la Photo 24. Enlever le boulon et les entretoises d'extension du cadre.
- Dans le kit, prendre l'outil de marquage (Article 11) et insérez le dans le support moteur du côté droit de façon à ce que le point sur l'extrémité se place contre l'endroit où se place le panneau de carénage lorsqu'il sera remonté sur la moto, voir Photo 25.
- Remonter le panneau de carénage sur la moto et presser légèrement le panneau contre l'outil de marquage pour laisser une marque sur le panneau. Enlever le carénage de la moto et il y aura une marque à l'intérieur. Utiliser une scie trou de 28mm ; Percer un trou pilote sur le point marqué (seulement un trou pilote), voir Photo 26. Notez qu'il y a une section de la mousse de carénage interne qui doit être coupée pour laisser une impression Claire sur le panneau plastique.
- Remonter le carénage sur la moto, en veillant à ce que l'outil de marquage soit positionné au centre du trou percé. Une fois satisfait, ouvrir le trou en utilisant une scie trou. Ebarber le trou en utilisant un couteau bien aiguisé ou du papier Emery, en faisant bien attention à ne pas marquer le carénage extérieur de la moto.
- Enlever l'outil de marquage.
- Remonter le carénage sur la moto, voir photo 27.
- Veiller à ce que le carénage soit correctement positionné sur tous ses points de fixation avant de suivre la procédure inverse du démontage pour réinsérez tous les boulons de fixation.
- La protection crash peut à présent être montée. Glisser une des rondelles M10 (Article 3) suivie d'une rondelle de blocage (Article 4) sur le boulon M10 x 100mm (Article 7).
- Insérer une des bobines (Article 5) sur le filetage visible de façon à ce que la rondelle (Article 3) et la rondelle de blocage (Article 4) tout juste insérée se place à l'intérieur du contre alésage de la bobine. Veiller à ce que la rondelle de blocage (Article 4) se place contre la bobine.
- Insérer l'entretoise de bobine droite (Article 8) sur le filetage visible de façon à ce que la grosse extrémité de l'entretoise se place contre la bobine.
- Insérer les entretoises coniques d'origine et le manchon sur le filetage visible, voir Photo 28.
- Monter l'ensemble de la bobine contre le support moteur droit comme à l'origine.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour.



Serrer à 40Nm de couple (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon).

- Du côté gauche de la moto, Enlever le boulon de fixation moteur, puis insérer l'outil de marquage (article 11) sur le support moteur gauche, voir Photo 29. Veiller à ce que le point sur l'extrémité se place à l'endroit où le panneau de carénage se placera lorsqu'il sera remonté sur la moto.
- Remonter le panneau de carénage sur la moto et presser légèrement le panneau contre l'outil de marquage (voir Photo 30) pour laisser une trace sur le panneau. Enlever le carénage de la moto et une marque sera laissée à l'intérieur. Utiliser une scie trou de 28mm ; percer un trou pilote sur le point de marquage (seulement un trou pilote), voir Photo 31.
- Remonter le carénage sur la moto, en veillant à ce que l'outil de marquage soit positionné au centre du trou percé. Une fois satisfait, ouvrez le trou en utilisant une scie trou de 28mm. Ebarber le trou en utilisant un couteau bien aiguisé ou du papier Emery, en faisant bien attention à ne pas marquer le carénage extérieur de la moto.
- Enlever l'outil de marquage.
- Remonter le carénage sur la moto.
- Veiller à ce que le carénage soit correctement positionné sur tous ses points de fixation avant de suivre la procédure inverse du démontage pour réinsérez tous les boulons de fixation.
- La protection crash peut à présent être montée. Glisser une des rondelles M10 (Article 3) suivie d'une rondelle de blocage (Article 4) sur le boulon M10 x 130mm (Article 2).
- Insérer une des bobines (Article 5) sur le filetage visible de façon à ce que la rondelle (Article 3) et la rondelle de blocage (Article 4) tout juste insérée se place à l'intérieur du contre alésage de la bobine. Veiller à ce que la rondelle de blocage (Article 4) se place contre la bobine.
- Insérer l'entretoise de bobine droite (Article 6) sur le filetage visible de façon à ce que la grosse extrémité de l'entretoise se place contre la bobine. Voir photo 32.
- Monter l'ensemble de la bobine contre le support moteur gauche comme à l'origine.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Serrer à 40Nm de couple (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon).
- Insérer les capuchons de protection crash (article 1) dans chacune des 2 protections.
- A ce stade, vérifier que les 2 protections crash soient correctement montées et serrées, et que l'ensemble corresponde au schéma présent sur la page 1.
- Réinstaller les phares, le nez de carénage, les rétroviseurs et panneaux internes en procédant à l'inverse des 16 premières étapes.
- Veiller à ce que les carénages soient correctement installés, et les protections correctement serrées, avant de prendre la route.

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