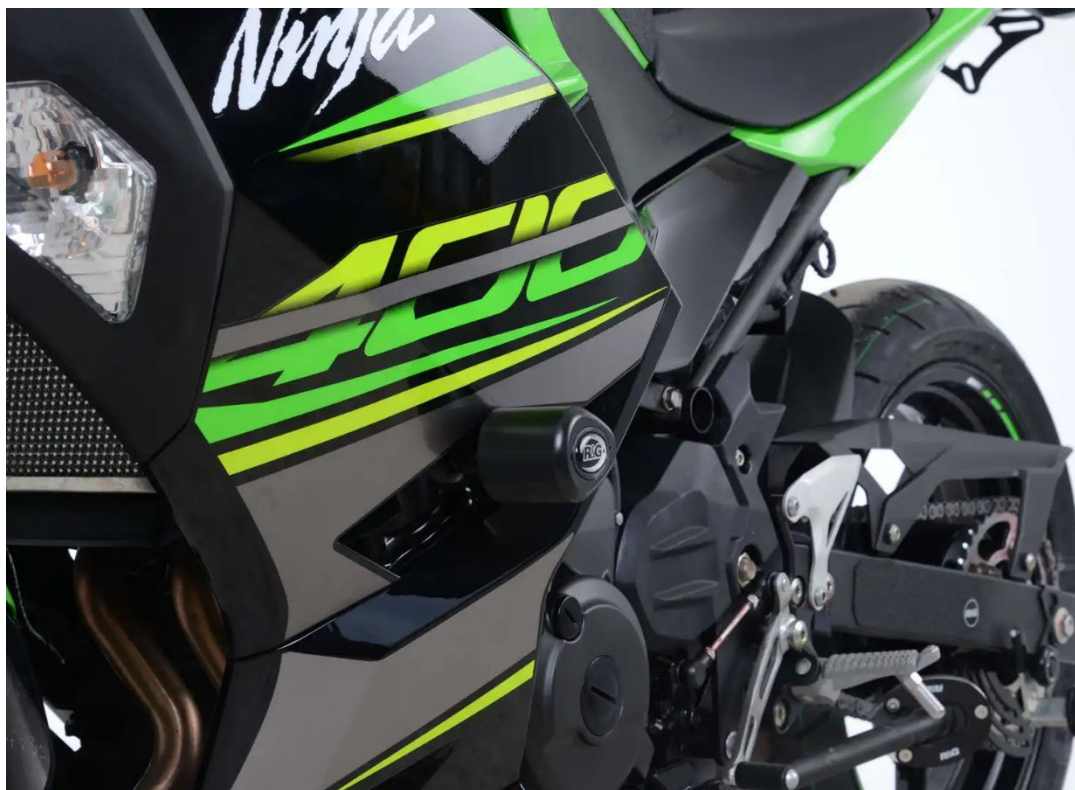




FITTING INSTRUCTIONS CP0444 AERO CRASH PROTECTORS



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



<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • 8, 10, 17mm A/F SOCKET & WRENCH • METRIC HEX KEY BIT SET • TORQUE WRENCH (UP TO 50Nm) • SUITABLE SUPPORT JACK 	<p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 20Nm</p> <p>M10 BOLT = 40Nm</p> <p>M12 BOLT = 40Nm</p>

LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	BOBBIN CAPS	2
ITEM 2	75mm HEX HEAD BOLTS	2
ITEM 3	M10 WASHERS	2
ITEM 4	LOCKING WASHERS	2
ITEM 5	BOBBIN	2
ITEM 6	SPACER 10mm LONG	2
ITEM 7	45mm CAP HEAD BOLTS	2
ITEM 8	M10 x 16mm WASHERS	2
ITEM 9	EXPANDING SPACER	2
ITEM 10	TAPERED NUT	2
ITEM 11	M8 x 8mm BOLTS	2
ITEM 12	M10 NYLOC NUTS	2
ITEM 13	MOUNTING PLATE	2

AERO-STYLE CRASH PROTECTOR ORIENTATION



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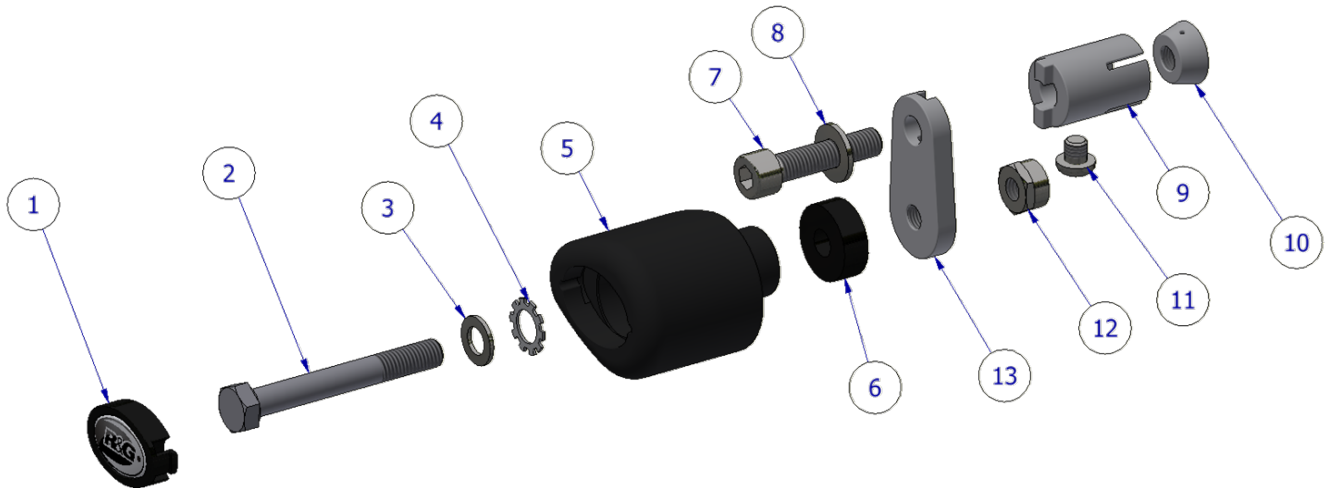
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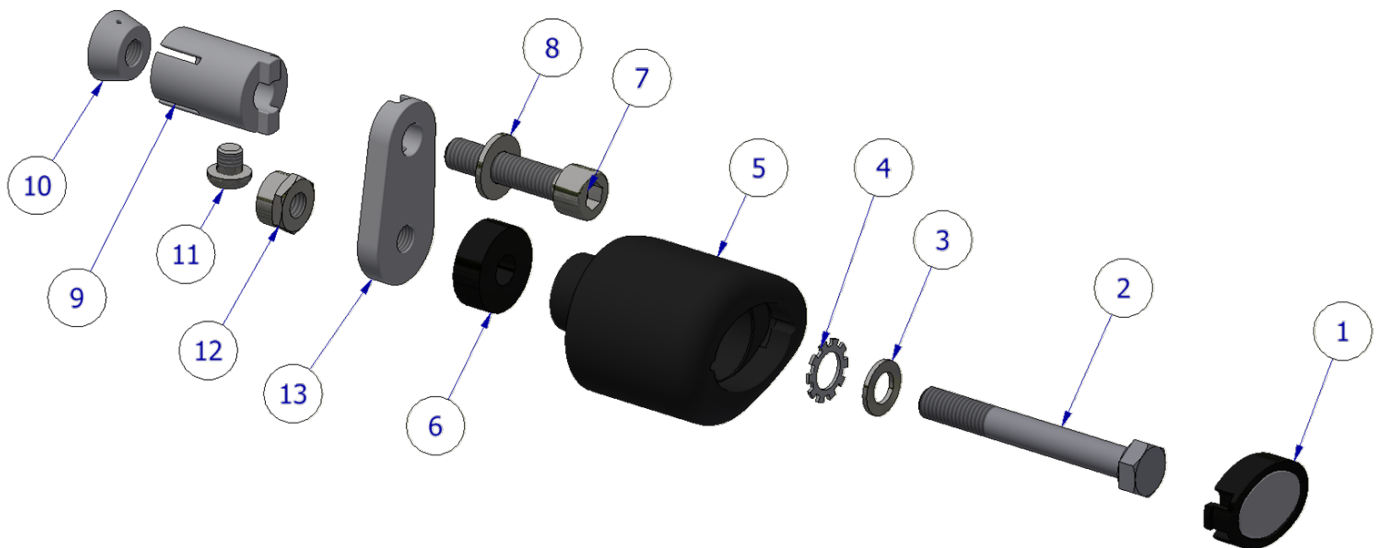


LHS & RHS EXPLODED ASSEMBLY VIEW

LHS

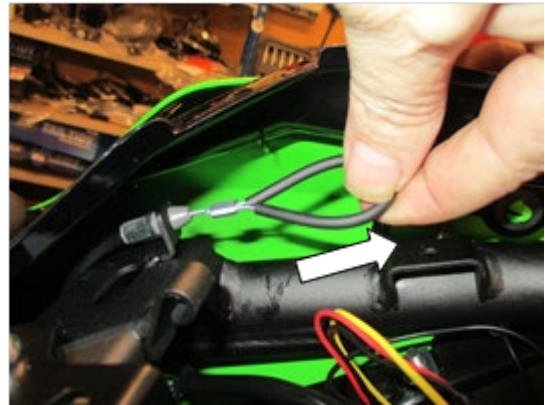


RHS





Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



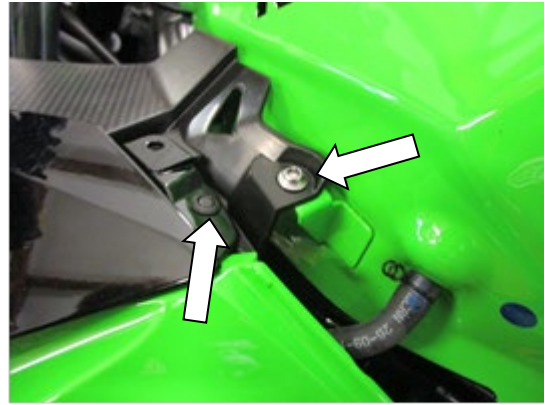
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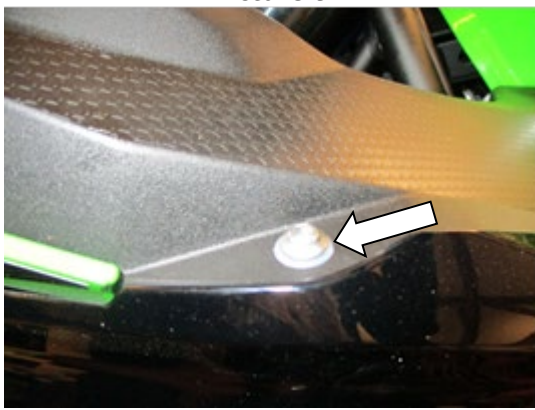
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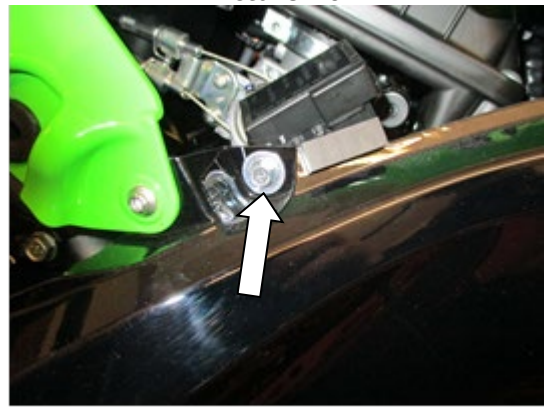
Picture 9



Picture 10



Picture 11



Picture 12



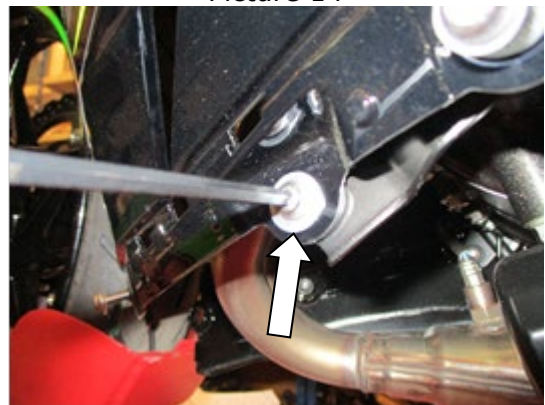
Picture 13



Picture 14



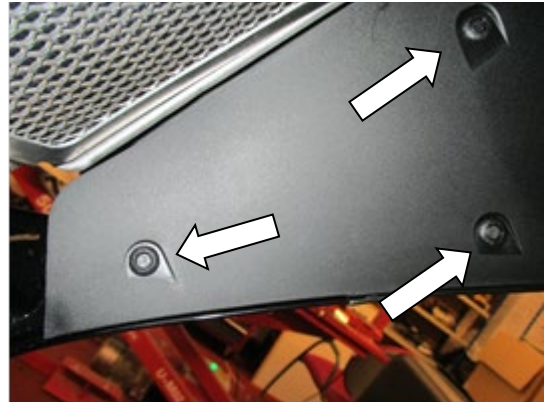
Picture 15



Picture 16



Picture 17



Picture 18



Picture 19



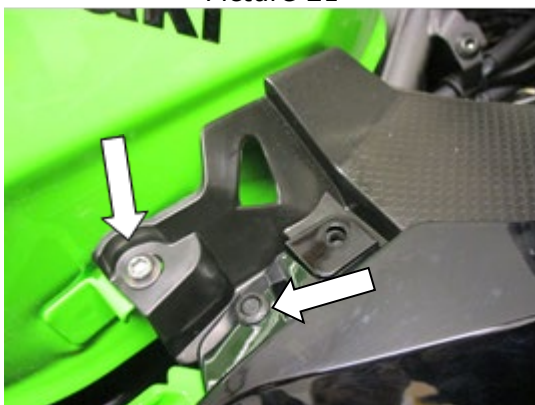
Picture 20



Picture 21



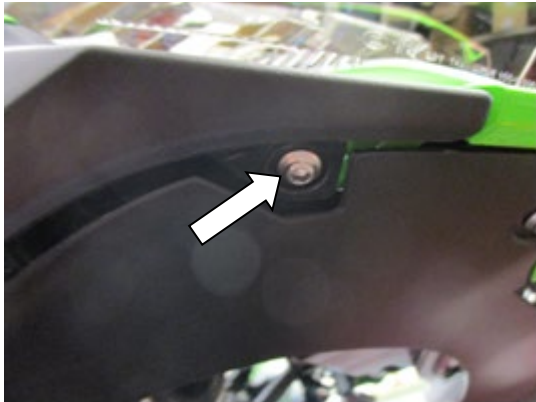
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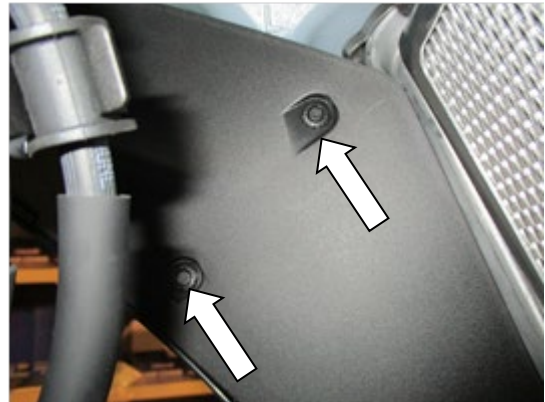
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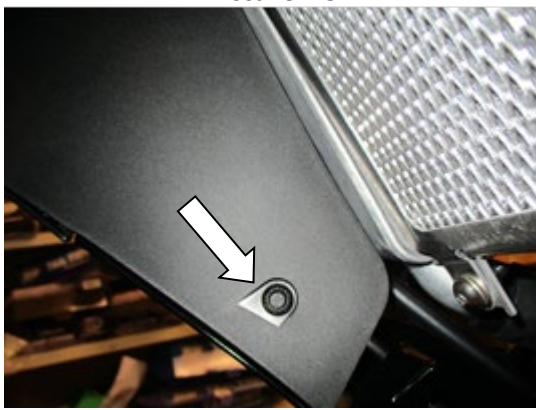
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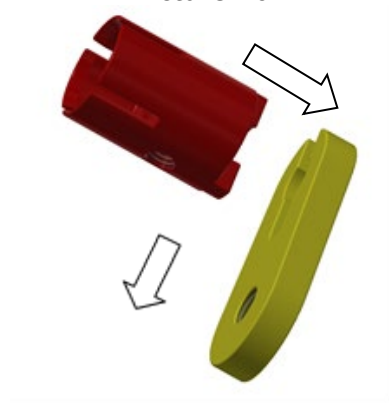
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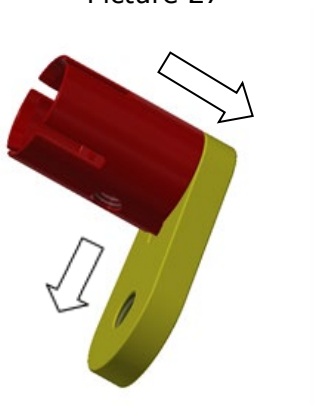
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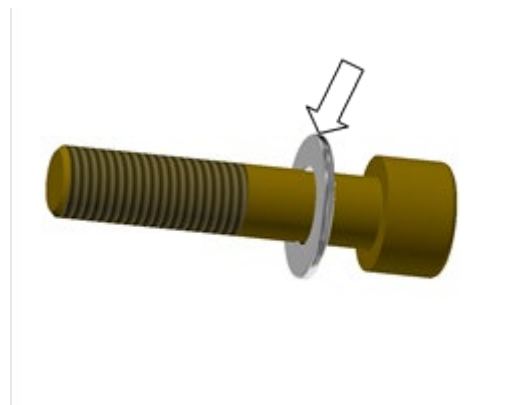
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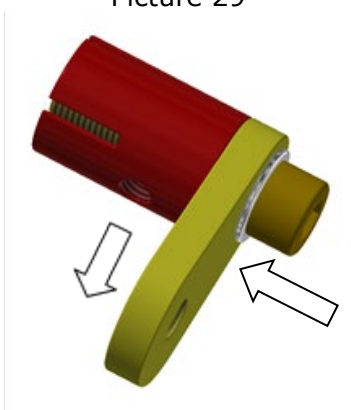
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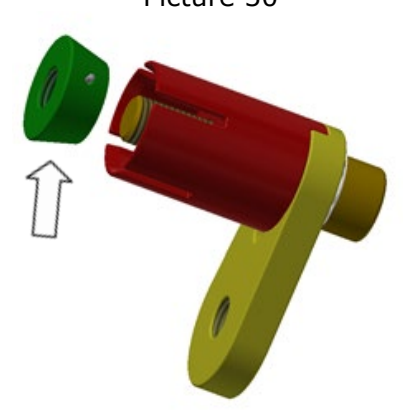
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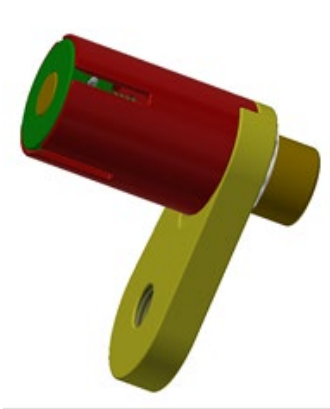
Picture 30



Picture 31



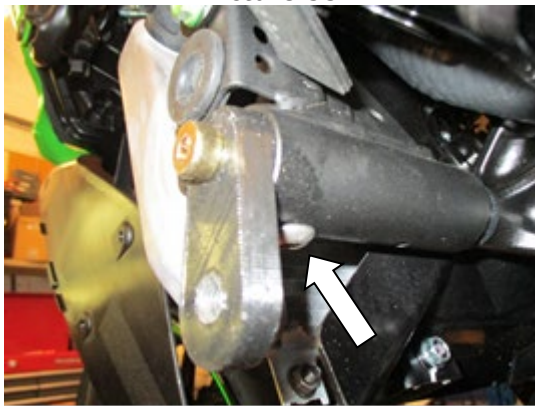
Picture 32



Picture 33



Picture 34



Picture 35



Picture 36



Picture 37



Picture 38

FITTING INSTRUCTIONS

Before removing engine bolts, ensure the bike is upright and supported by a suitable engine stand or jack placed under the sump of the motorbike to support the partial weight of the engine, this will prevent the engine from moving during fitting. DO NOT REMOVE MORE THAN 1 ENGINE BOLT AT ANY TIME.

PREPARATION:

- Place a suitable jack beneath the engine in a central position using a piece of wood between the jack and engine.

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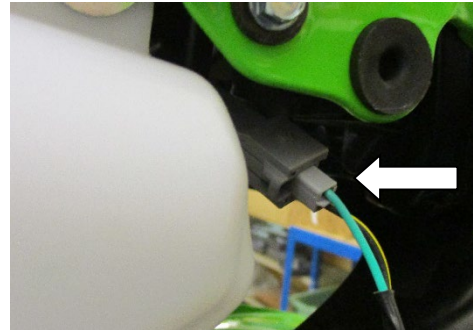
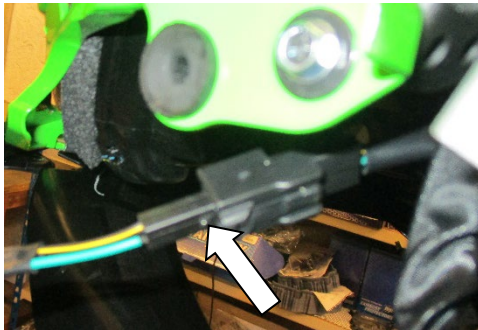
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- Apply very light pressure to the underside of the engine to support the engine during the fitment process. **Assemble the crash protectors before removing the engine bolts to limit the amount of time the engine is partially un-supported.**

INSTALLATION:

- Remove the passenger seat using the key as shown in picture 1.
- Pull the rider seat catch cable and remove the riders seat as shown in picture 2.
- Remove the plastic pull rivet arrowed in picture 3.
- Remove the six bolts arrowed in pictures 4, 5, 6 and 7 and remove the belly pan fairing.
- Remove all the bolts and push rivets arrowed in pictures 8, 9, 10, 11, 12 and 13.
- Unclip the two fuse holders as shown in pictures 14 and 15.
- Remove all the bolts and push rivets arrowed in pictures 16, 17 and 18, then remove the left-hand side fairing (please ensure to disconnect the indicator plug socket as show below).



- Remove all the bolts and rivets arrowed in pictures 19, 20, 21, 22, 23, 24, 25, 26 and 27, then remove the right-hand side fairing (please ensure to disconnect the indicator plug socket as show above).

Left Side (as you sit on bike)

- Fit one of the expanding spacers (item 9) into one of the mounting plates (item 13), the spigots fit into the slot with the threaded hole in the expander facing the main mounting hole as shown in pictures 28 and 29.
- Slide one of the smaller 10mm plain washers (item 8) onto one of the M10x45mm long cap headed bolts (item 7) so the washer sits against head of bolt as shown in picture 30. place the bolt assembly through the unthreaded hole in the mounting plate as shown in picture 31.
- Place the tapered nut into the tapered end of the expander and engage the bolt until the faces just engage as shown in pictures 32 and 33 (the fitted anti-rotation pin will fit into any of the slots in the expanding spacer).
- Place this assembly into the left-hand side frame tube as shown in pictures 34 and 35.
- Place one of the M8 button head bolts (item 11) through the hole in the frame tube and engage into the threaded hole in the expanding spacer as shown in picture 35.
- Tighten the M8 bolt to hold assembly in position and tighten the M10 bolt to expand the spacer into the frame tube.
- Refit the left-hand side fairings and infill panels as original (do not fit the belly pan at this stage).

Right Side (as you sit on bike)

- Fit one of the expanding spacers (item 9) into one of the mounting plates (item 13), the spigots fit into the slot with the threaded hole in the expander facing away from the main mounting hole as shown in pictures 28 and 29.

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- Slide one of the smaller 10mm plain washers (item 8) onto one of the M10x45mm long cap headed bolts (item 7) so the washer sits against head of bolt as shown in picture 30. place the bolt assembly through the unthreaded hole in the mounting plate as shown in picture 31.
- Place the tapered nut into the tapered end of the expander and engage the bolt until the faces just engage as shown in pictures 32 and 33 (the fitted anti-rotation pin will fit into any of the slots in the expanding spacer).
- Place this assembly into the right-hand side frame tube as indicated in pictures 34 and 35.
- Place one of the M8 button head bolts (item 11) through the hole in the frame tube and engage into the threaded hole in the expanding spacer as shown in picture 35.
- Tighten the M8 bolt to hold assembly in position and tighten the M10 bolt to expand the spacer into the frame tube.
- Refit the right-hand side fairings and infill panels as original.
- Refit the belly pan as original.

Both Sides

- Slide one of the larger 10mm plain washers (item 3) onto one of the M10x75mm long hexagon headed bolts (item 2) so the washer sits against head of bolt as shown in picture 36.
- Slide one of the serrated locking washer (item 4) over the bolt so it sits against washer just fitted as shown in picture 36.
- Next slide the bolt with washers through either crash protector (item 5) so head of bolt and washers goes into counter-bore in bobbin as shown in picture 36.
- Slide one of the spacers (item 6=10mm long) over the exposed end of the bolt as shown in picture 36.
- Offer the crash protector assembly up to the threaded hole in either mounting plate (as shown in picture 37) and tighten the bolt as below.
- Tighten the bolt until you feel some compression from inside the protector using 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. Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).
- Place the M10 Nyloc nut (item 12) onto the exposed end of the bolt and tighten as shown in picture 38.
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps (item 1) into both crash protectors.
- Once completed, double check torque settings & the position/orientation of the bobbins then push the bobbin caps (**ITEM 3**) into place and remove the jack.

Please note: *Torque of the engine/bobbin bolts should be checked at regular intervals when doing routine maintenance/servicing.*

ISSUE 2 - 04/09/2024 (MH)

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NOTICE DE MONTAGE POUR CP0444 PROTECTIONS CRASH

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

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MANIERE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISEES POUR MAINTENIR LES COMPOSANTS SUR LES BOULONS, ELLES PEUVENT ETRE JETEES.

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<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
<ul style="list-style-type: none"> • CLÉ À CLIQUET & DOUILLES 8, 10, 17mm • ENSEMBLE D'EMBOUS DE CLÉS HEXAGONALES MÉTRIQUES • CLÉ DYNAMOMÉTRIQUE (JUSQU'À 50Nm) • CRIC ADAPTÉ 	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	CAPUCHONS DE PROTECTION	2
ARTICLE 2	75mm BOULONS	2
ARTICLE 3	M10 RONDELLES	2
ARTICLE 4	RONDELLES DE BLOCAGE	2
ARTICLE 5	PROTECTION	2
ARTICLE 6	ENTRETOISE 10mm DE LONG	2
ARTICLE 7	45mm BOULONS	2
ARTICLE 8	M10 x 16mm RONDELLES	2
ARTICLE 9	ENTRETOISE EXTENSIBLE	2
ARTICLE 10	ÉCROU CONIQUE	2
ARTICLE 11	M8 x 8mm BOULONS	2
ARTICLE 12	M10 ÉCROUS	2
ARTICLE 13	PLAQUE DE MONTAGE	2

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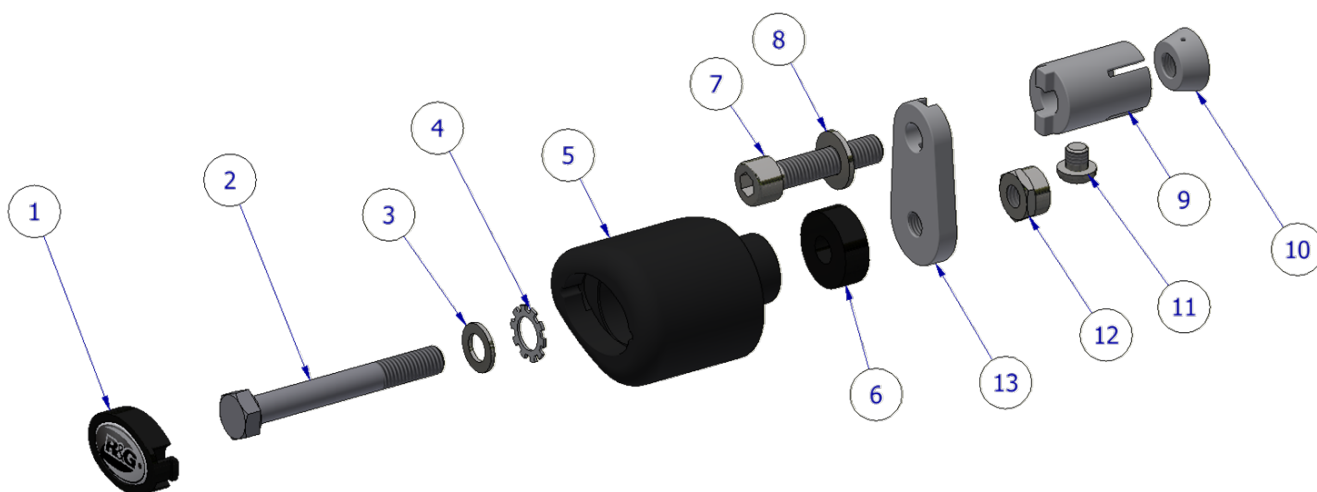


ORIENTATION DE LA PROTECTION CRASH



VUE D'ENSEMBLE CÔTÉ GAUCHE & DROITE

GAUCHE



DROITE

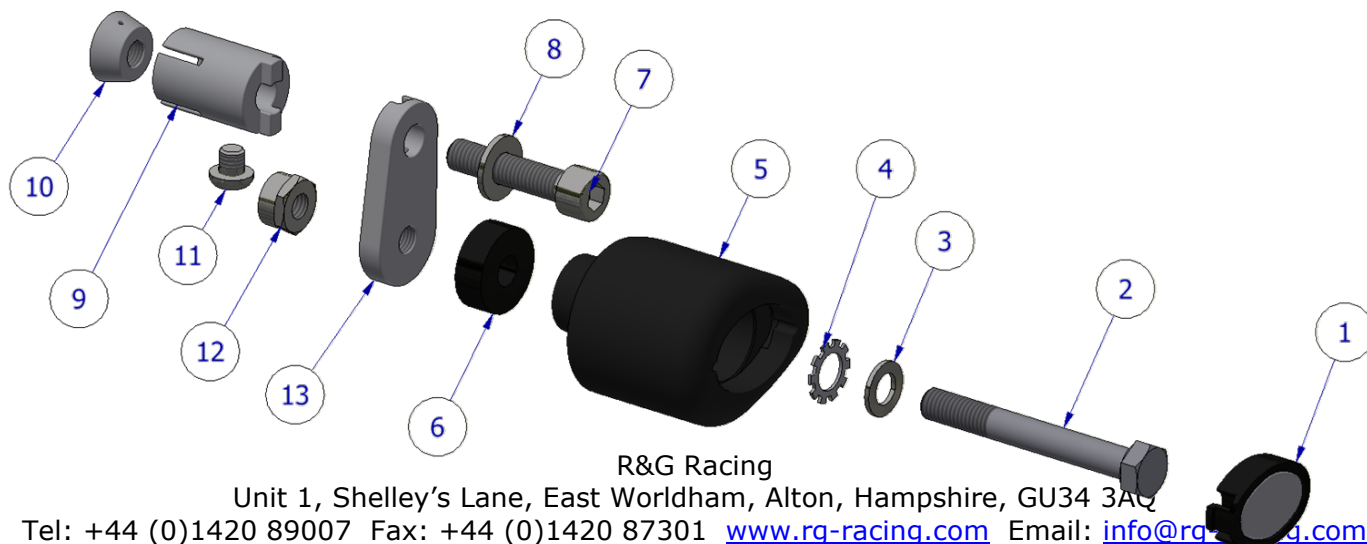




Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8

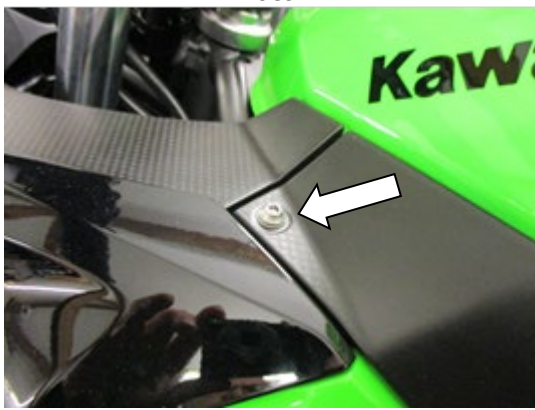


Photo 9

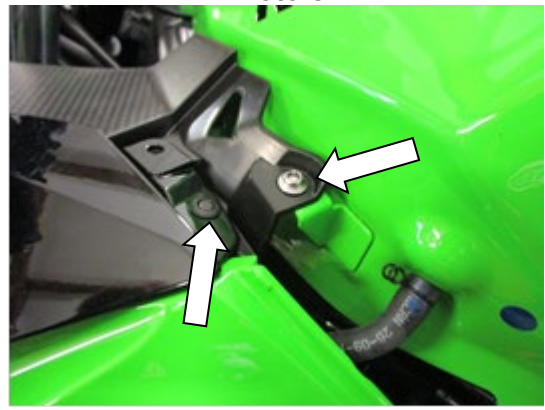


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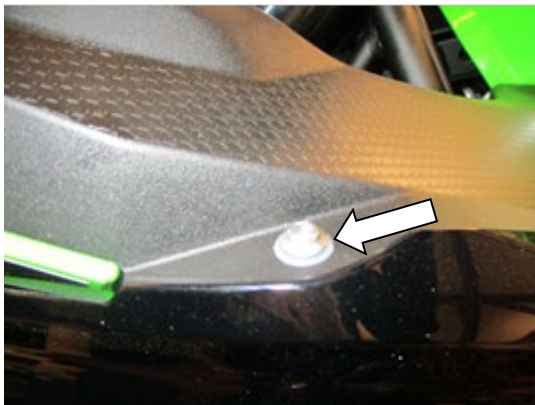


Photo 11



Photo 12



Photo 13



Photo 14



Photo 15

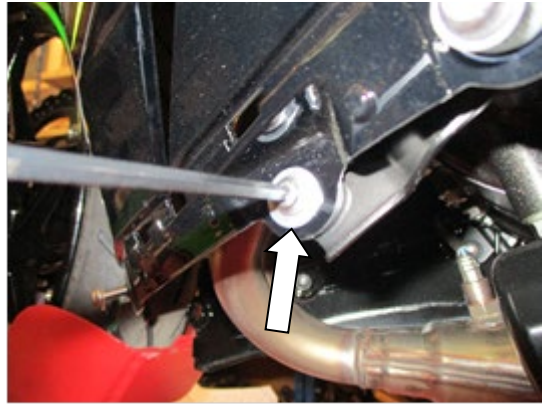


Photo 16



Photo 17

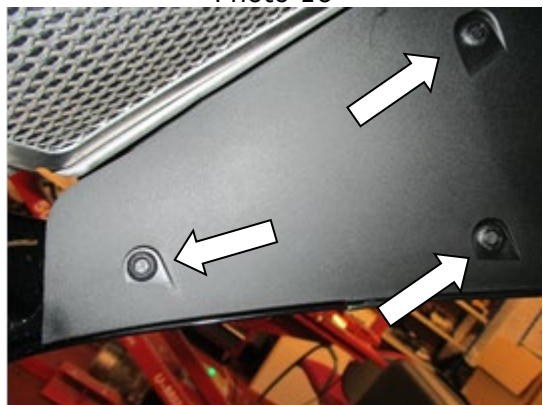


Photo 18



Photo 19



Photo 20

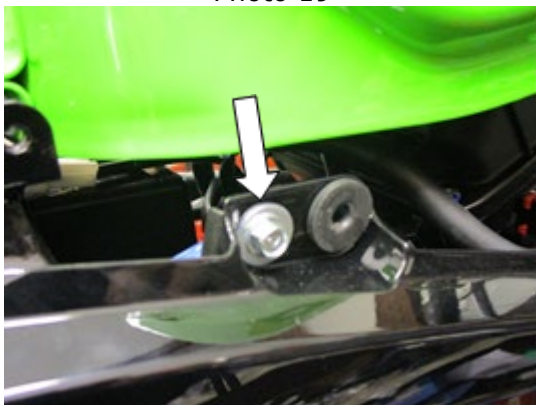


Photo 21



Photo 22

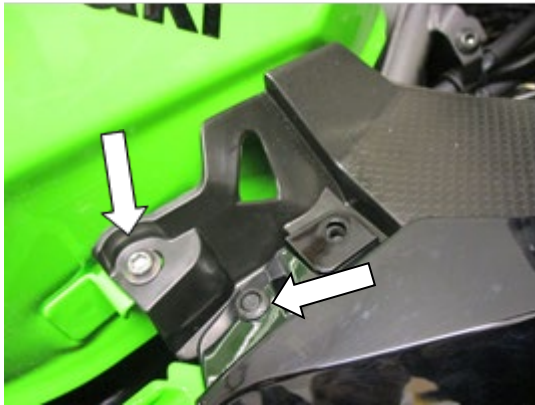


Photo 23



Photo 24



Photo 25



Photo 26

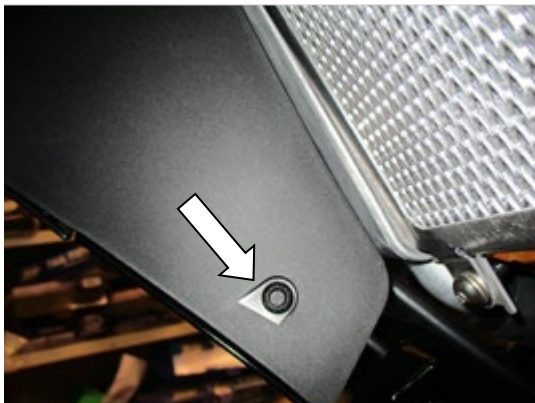


Photo 27

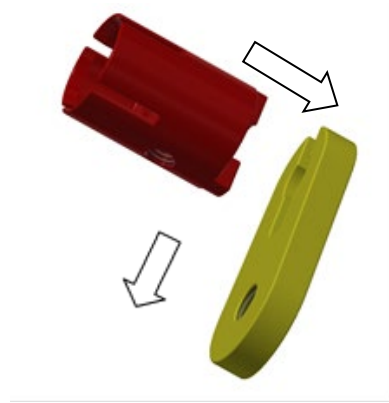


Photo 28

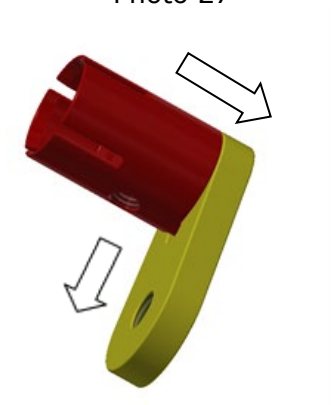


Photo 29

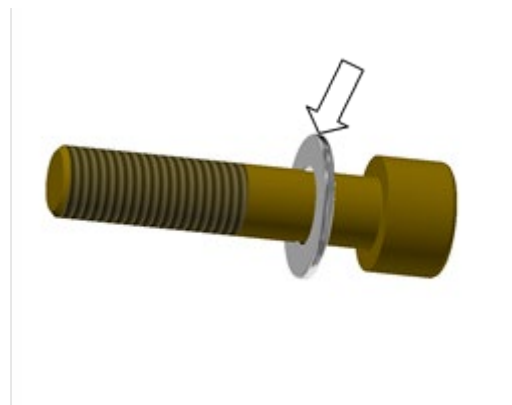


Photo 30

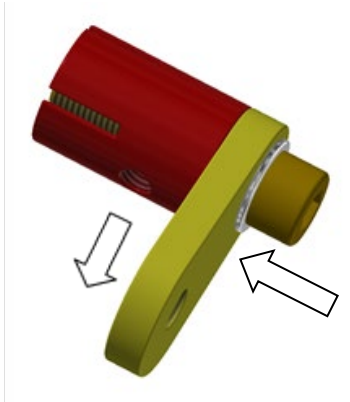


Photo 31

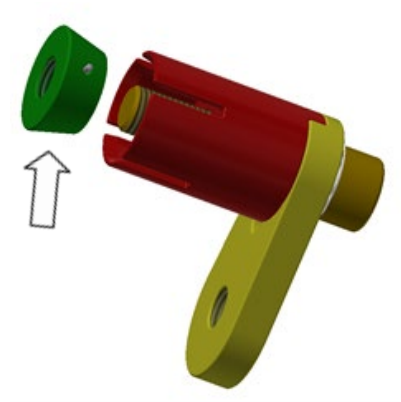


Photo 32

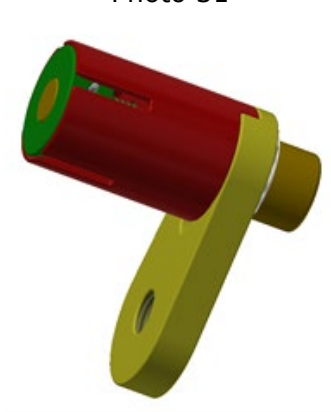


Photo 33



Photo 34

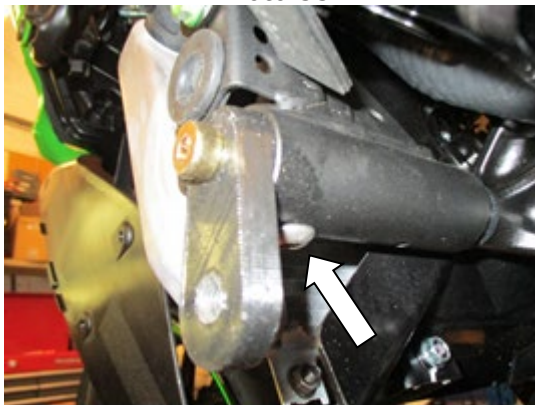


Photo 35



Photo 36

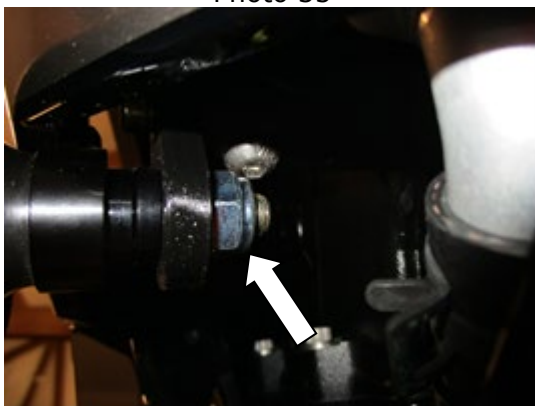


Photo 37



Photo 38



NOTICE DE MONTAGE

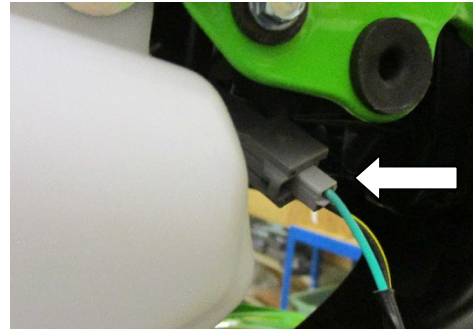
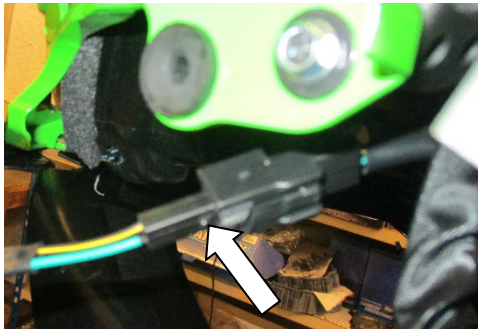
Avant de retirer les boulons du moteur, assurez-vous que la moto soit en position verticale et soutenue par un support moteur ou un cric approprié placé sous le carter de la moto pour supporter le poids partiel du moteur, cela empêchera le moteur de bouger pendant le montage. NE RETIREZ PAS PLUS D'UN BOULON DU MOTEUR À LA FOIS.

PRÉPARATION:

- Placez un cric adapté sous le moteur en position centrale en utilisant un morceau de bois entre le cric et le moteur.
- Appliquez une très légère pression sur le dessous du moteur pour soutenir le moteur pendant le processus de montage. Assemblez les protections crash avant de retirer les boulons du moteur pour limiter la durée pendant laquelle le moteur est partiellement sans support.

INSTALLATION :

- Retirez la selle de passager à l'aide de la clé comme indiqué sur la photo 1.
- Tirez sur le câble de verrouillage de la selle pilote et retirez la selle pilote comme indiqué sur la photo 2.
- Retirez le rivet de traction en plastique fléché sur la photo 3.
- Retirez les six boulons fléchés sur les photos 4, 5, 6 et 7 et retirez le carénage du sabot moteur.
- Retirez tous les boulons et les rivets poussoirs fléchés sur les photos 8, 9, 10, 11, 12 et 13.
- Déclipez les deux porte-fusibles comme indiqué sur les photos 14 et 15.
- Retirez tous les boulons et les rivets poussoirs fléchés sur les photos 16, 17 et 18, puis retirez le carénage latéral gauche (veillez à débrancher la prise de la prise du clignotant comme indiqué ci-dessous).



- Retirez tous les boulons et rivets fléchés sur les photos 19, 20, 21, 22, 23, 24, 25, 26 et 27, puis retirez le carénage latéral droit (assurez-vous de débrancher la prise du clignotant comme indiqué ci-dessus).

Côté gauche (Quand vous êtes assis sur la moto)

- Insérez l'une des entretoises expansibles (article 9) dans l'une des plaques de montage (article 13), les ergots s'insèrent dans la fente avec le trou fileté de l'extenseur face au trou de montage principal comme indiqué sur les photos 28 et 29.
- Faites glisser l'une des plus petites rondelles plates de 10 mm (article 8) sur l'un des boulons à tête cylindrique M10x45 mm (article 7) de manière à ce que la rondelle repose contre la tête du boulon comme indiqué sur la photo 30. Placez l'ensemble de boulons dans le trou non fileté de la plaque de montage comme indiqué sur la photo 31.

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 Email: info@rg-racing.com



- Placez l'écrou conique dans l'extrémité conique de l'extenseur et engagez le boulon jusqu'à ce que les faces s'engagent comme indiqué sur les photos 32 et 33 (la goupille anti-rotation installée s'insère dans l'une des fentes de l'entretoise expansible).
- Placez cet ensemble dans le tube de cadre côté gauche comme indiqué sur les photos 34 et 35.
- Placez l'un des boulons à tête ronde M8 (article 11) dans le trou du tube de cadre et engagez-le dans le trou fileté de l'entretoise extensible comme indiqué sur la photo 35.
- Serrez le boulon M8 pour maintenir l'ensemble en position et serrez le boulon M10 pour étendre l'entretoise dans le tube de cadre.
- Remontez les carénages et les panneaux de remplissage côté gauche comme d'origine (ne montez pas le sabot moteur à ce stade).

Côté gauche (Quand vous êtes assis sur la moto)

- Insérez l'une des entretoises expansibles (article 9) dans l'une des plaques de montage (article 13), les ergots s'insèrent dans la fente avec le trou fileté de l'extenseur tourné à l'opposé du trou de montage principal comme indiqué sur les photos 28 et 29.
- Faites glisser l'une des plus petites rondelles plates de 10 mm (article 8) sur l'un des boulons à tête cylindrique M10x45 mm (article 7) de manière à ce que la rondelle repose contre la tête du boulon comme indiqué sur la photo 30. Placez l'ensemble de boulons dans le trou non fileté de la plaque de montage comme indiqué sur la photo 31.
- Placez l'écrou conique dans l'extrémité conique de l'extenseur et engagez le boulon jusqu'à ce que les faces s'engagent comme indiqué sur les photos 32 et 33 (la goupille anti-rotation installée s'insère dans l'une des fentes de l'entretoise expansible).
- Placez cet ensemble dans le tube de cadre côté droit comme indiqué sur les photos 34 et 35.
- Placez l'un des boulons à tête ronde M8 (article 11) dans le trou du tube de cadre et engagez-le dans le trou fileté de l'entretoise extensible comme indiqué sur la photo 35.
- Serrez le boulon M8 pour maintenir l'ensemble en position et serrez le boulon M10 pour étendre l'entretoise dans le tube de cadre.
- Remontez les carénages et les panneaux de remplissage côté droit comme d'origine.
- Remontez le sabot moteur comme d'origine.

Les 2 côtés

- Faites glisser l'une des plus grandes rondelles plates de 10 mm (article 3) sur l'un des boulons à tête hexagonale M10 x 75 mm de long (article 2) de sorte que la rondelle repose contre la tête du boulon comme indiqué sur la photo 36.
- Faites glisser l'une des rondelles de blocage dentelées (article 4) sur le boulon de sorte qu'elle repose contre la rondelle qui vient d'être installée comme indiqué sur la photo 36.
- Faites ensuite glisser le boulon avec les rondelles à travers l'un des protections crash (article 5) de sorte que la tête du boulon et les rondelles pénètrent dans le contre-alésage de la protection comme indiqué sur la photo 36.
- Faites glisser l'une des entretoises (article 6 = 10 mm de long) sur l'extrémité exposée du boulon comme indiqué sur la photo 36.
- Placez l'ensemble de protection crash sur le trou fileté de l'une des plaques de montage (comme indiqué sur la photo 37) et serrez le boulon comme indiqué ci-dessous.
- Faites glisser l'une des plus grandes rondelles plates de 10 mm (article 3) sur l'un des boulons à tête hexagonale M10 x 75 mm de long (article 2) de sorte que la rondelle repose contre la tête du boulon comme indiqué sur la photo 36.
- Faites glisser l'une des rondelles de blocage dentelées (article 4) sur le boulon de manière à ce qu'elle repose contre la rondelle qui vient d'être installée, comme indiqué sur la photo 36.

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- Faites ensuite glisser le boulon avec les rondelles à travers l'une des protections crash (article 5) de manière à ce que la tête du boulon et les rondelles pénètrent dans le contre-alésage de la protection, comme indiqué sur la photo 36.
- Faites glisser l'une des entretoises (article 6 = 10 mm de long) sur l'extrémité exposée du boulon, comme indiqué sur la photo 36.
- Placez l'ensemble de la protection crash sur le trou fileté de l'une des plaques de montage (comme indiqué sur la photo 37) et serrez le boulon comme indiqué ci-dessous.
- Serrez le boulon jusqu'à ce que vous ressentiez une certaine compression de l'intérieur de la protection à l'aide d'une douille et d'une clé de 17 mm. **VEUILLEZ NOTER QUE LA PROTECTION CRASH DOIT ÊTRE POSITIONNÉE COMME SUR LA PHOTO « C » AVEC LA PLUS GRANDE EXTRÉMITÉ VERS L'AVANT DE LA MOTO.** Tournez un peu plus pour que vous sentiez la compression augmenter légèrement. Appliquez ensuite un quart de tour. Serrez à 40 Nm de couple (ne dépassez pas ce chiffre, car cela pourrait endommager la moto et le boulon).
- Placez l'écrou Nyloc M10 (article 12) sur l'extrémité exposée du boulon et serrez comme indiqué sur la photo 38.
- S'ils ne sont pas déjà installés, placez les stickers dans le creux des deux capuchons de protection crash.
- Placez les capuchons de protection crash (article 1) dans les deux capuchons de protection crash.
- Une fois terminé, vérifiez les réglages de couple et la position/orientation des bobines, puis poussez les capuchons de bobine (article 3) en place et retirez le cric

Note : *Le couple de serrage des boulons du moteur/bobine doit être vérifié à intervalles réguliers lors de l'entretien/réparation de routine.*

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