



FITTING INSTRUCTIONS FOR CP0432BL
AERO CRASH PROTECTORS
YAMAHA YZF-R6 '17- NON-DRILL KIT



Picture A

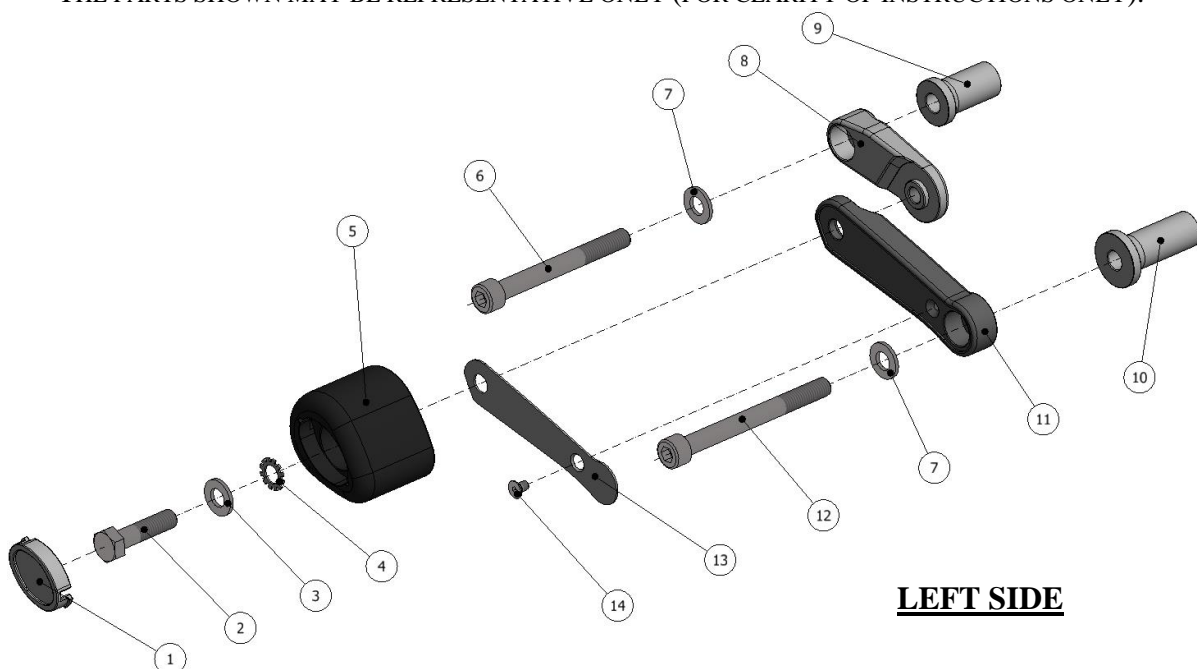


Picture B

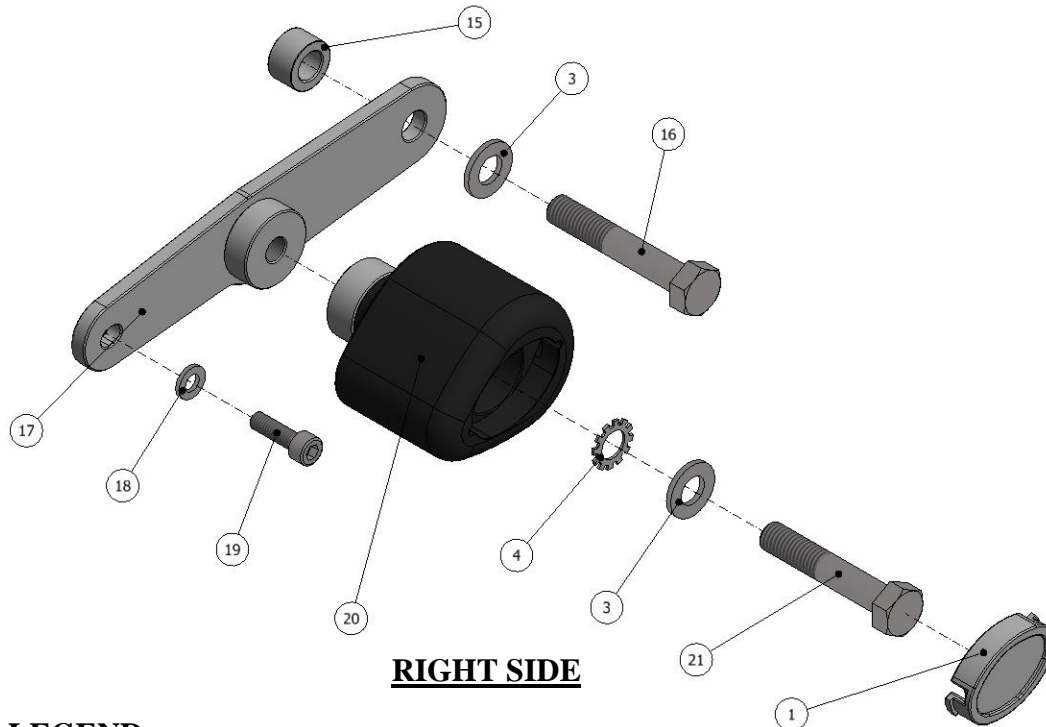
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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



LEGEND

- ITEM 1 = CRASH PROTECTOR CAPS (BC0002) (x2).
 ITEM 2 = M10x1.25x40mm LONG HEX HEAD BOLT (x1).
 ITEM 3 = M10 WASHERS (19mmOD) (x3).
 ITEM 4 = LOCK-WASHERS (LW0001) (x2).
 ITEM 5 = CRASH PROTECTOR (B0063 with CS066) (x1).
 ITEM 6 = M10x1.25x90mm LONG CAP HEAD BOLT (x1).
 ITEM 7 = M10 WASHERS (16mmOD) (x2).
 ITEM 8 = MOUNTING BLOCK LEFT INNER (M0524) (x1).
 ITEM 9 = SPACER (S1049) (39mm LONG) (x1).
 ITEM 10 = SPACER (S1050) (51mm LONG) (x1).
 ITEM 11 = MOUNTING BLOCK LEFT OUTER (M0525) (x1).
 ITEM 12 = M10x1.25x100mm LONG CAP HEAD BOLT (x1).
 ITEM 13 = COVER PLATE (PLATE 0209) (x1).
 ITEM 14 = M5x8mm LONG COUNTERSUNK BOLT (x1).
 ITEM 15 = SPACER (S1051) (10.50mm LONG) (x1).
 ITEM 16 = M10x1.25x60mm LONG HEX HEAD BOLT (x1).
 ITEM 17 = MOUNTING BLOCK RIGHT (M0526) (x1).
 ITEM 18 = M6 WASHERS (14mmOD) (x1).
 ITEM 19 = M6x20mm LONG CAP HEAD BOLT (x1).
 ITEM 20 = CRASH PROTECTOR (B0431 with CS341 & S0255) (x1).
 ITEM 21 = M10x1.25x55mm LONG HEX HEAD BOLT (x1).
 ITEM 22 = 35mm LENGTHS OF SELF-ADHESIVE FOAM (x2). ***NOT SHOWN***

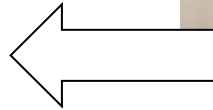
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*



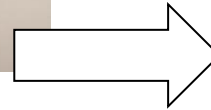
TOOLS REQUIRED

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

TOWARDS REAR
OF BIKE



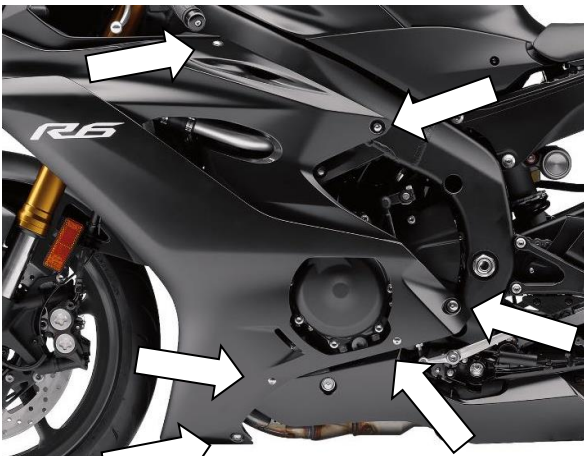
TOWARDS FRONT
OF BIKE



PICTURE C

GENERAL TORQUE SETTINGS

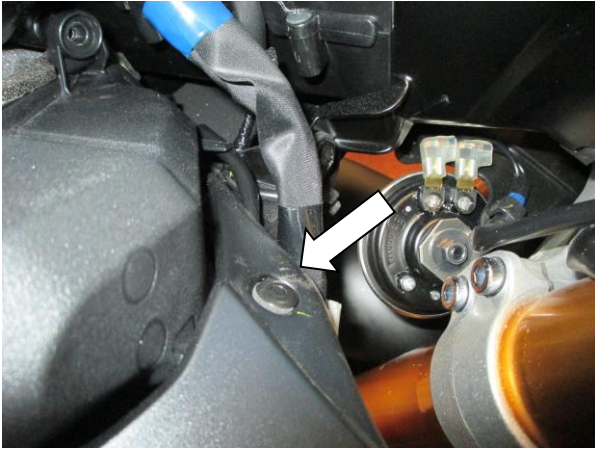
- M4 BOLT = 8Nm
- M5 BOLT = 12Nm
- M6 BOLT = 15Nm
- M8 BOLT = 20Nm
- M10 BOLT = 40Nm
- M12 NYLOC NUT = 40Nm



Picture 1



Picture 2



Picture 3



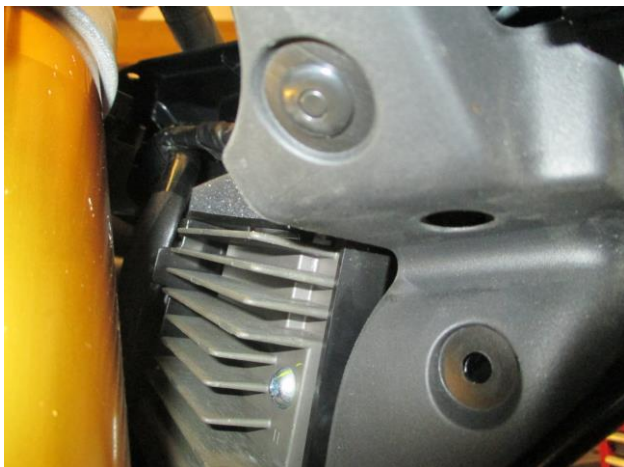
Picture 4



Picture 5



Picture 6



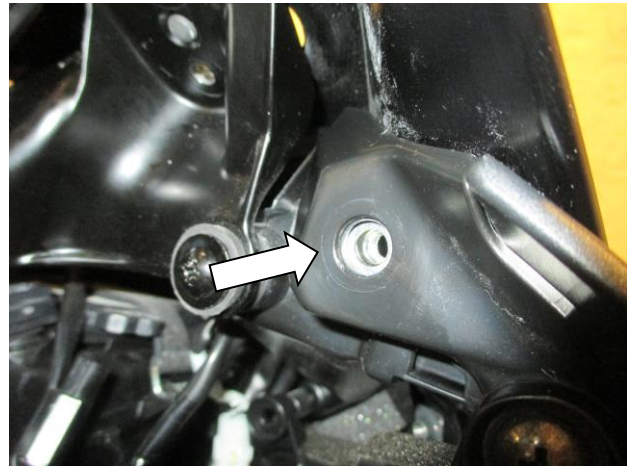
Picture 7



Picture 8



Picture 9



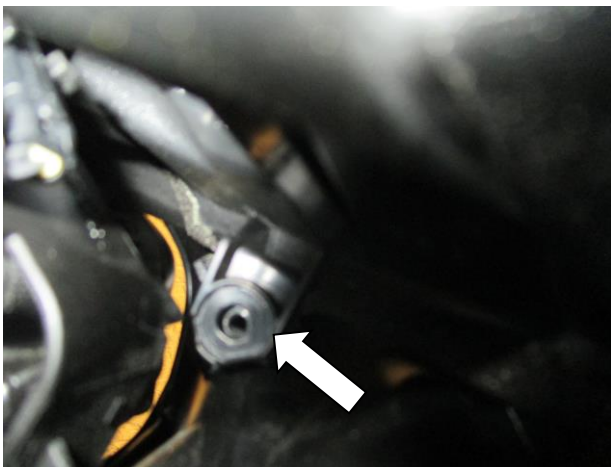
Picture 10



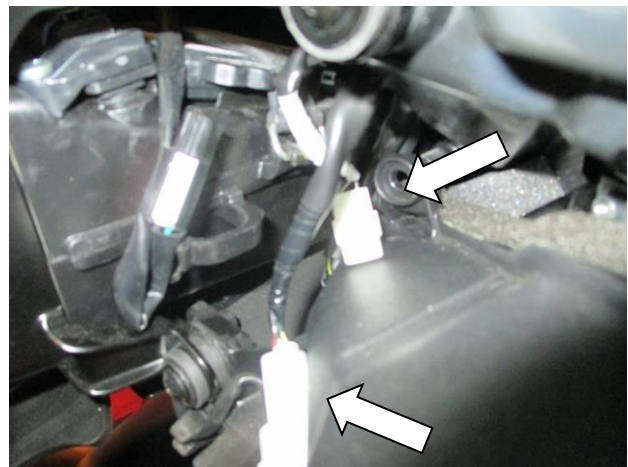
Picture 11



Picture 12



Picture 13



Picture 14



Picture 15



Picture 16



Picture 17



Picture 18



Picture 19



Picture 20



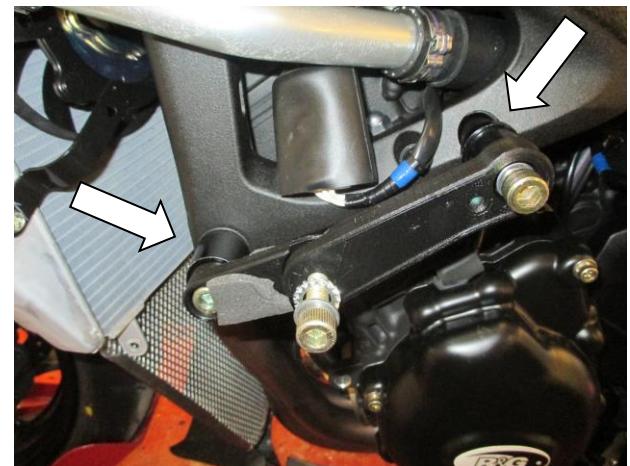
Picture 21



Picture 22



Picture 23



Picture 24



Picture 25



Picture 26



Picture 27



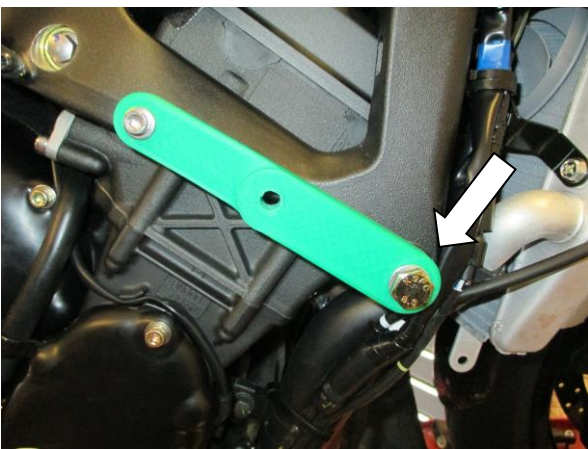
Picture 28



Picture 29



Picture 30



Picture 31



Picture 32



Picture 33



Picture 34

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.



- To fit the left side crash protector, start by removing the two engine/frame bolts from the bike, as arrowed in picture 24.
- Take the inner mounting block (item 8 – M0524) and apply the two strips of self-adhesive foam (item 22) to the front and back of the block to help protect the fairing, as shown in picture 25.
- Assemble the right side crash protector assembly as shown in the exploded diagram on page 1 and offer this up to the bike as shown in picture 24. Loosely tighten both engine mount bolts with the central bolt remaining loose and used to locate the inner and outer mounting blocks together, ensuring the assembly fits together in the centre with a downwards bias.
- Once correctly positioned, fully tighten the front engine mounting bolt to the recommended torque values. Do not exceed 40N/m of torque.
- Remove the bobbin bolt and the rear engine bolt, along with the outer block and spacer, as shown in picture 26, leaving just the front part of the crash protector assembly on the bike.
- Re-fit the left side fairing to the bike, carefully sliding the opening either side of the fitted block, as shown in picture 27.
- The outer block, along with spacer, washer and bolt can be re-fitted to the bike and locating the recess on the rear over the boss on the inner block, before tightening to the recommended torque values. Do not exceed 40N/m of torque.
- The fairing should be fully clear of the fitted blocks and the cover plate (item 13) can now be fitted to the outer block with the M5 x 8mm long countersunk bolt (item 14), as shown in picture 29.
- Slide one of the larger diameter 10mm washers (item 3) onto the M10 x 1.25 x 40mm long hex head bolt (item 2) so the washer sits against head of bolt. Slide one serrated locking washer (item 4) over the bolt so it sits against the spacer just fitted.
- Next slide the bolt with washers through the shorter crash protector (item 5) so the head of the bolt and washers go into the counter-bore of the bobbin.
- Locate the bolt through the hole in the outer block into the threaded boss on the inner mounting block, as shown in picture 30.
- 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 right side of the bike, remove the engine/frame mount, as arrowed in picture 31.
- Take the right side mounting block (item 17 – M0526) and locate the M10 x 1.25 x 60mm long hex head bolt (item 16) with one of the larger M10 washers (item 3) through the front mounting hole, before fitting the short spacer (item 15 – S1051 – 10.50mm long) onto the end of the bolt, then position into the front engine/frame mount, as shown in picture 31.
- Take the M6 x 20mm long cap head bolt (item 19) and M6 washer (item 18) and position through the rear mounting hole on the block, before locating into the threaded block on the frame, also shown in picture 31.
- Tighten both these bolts to the recommended torque values. Do not exceed 40N/m of torque.
- Re-fit the right side fairing of the bike and the threaded boss on the mounting block should align with the opening in the fairing, as shown in picture 32.
- Slide one of the larger diameter 10mm washers (item 3) onto the M10 x 1.25 x 55mm long hex head bolt (item 21) so the washer sits against head of bolt. Slide one serrated locking washer (item 4) over the bolt so it sits against the spacer just fitted.
- Next slide the bolt with washers through the remaining crash protector (item B0431) so the head of the bolt and washers go into the counter-bore of the bobbin.



- Locate the bolt through the hole in the outer block into the threaded boss on the inner mounting block, as shown in picture 33.
- 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.
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps into both crash protectors, as shown in picture 34.
- 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 CP0432BL
PROTECTIONS CRASH
YAMAHA YZF-R6 '17- KIT NON PERCÉ



Photo A

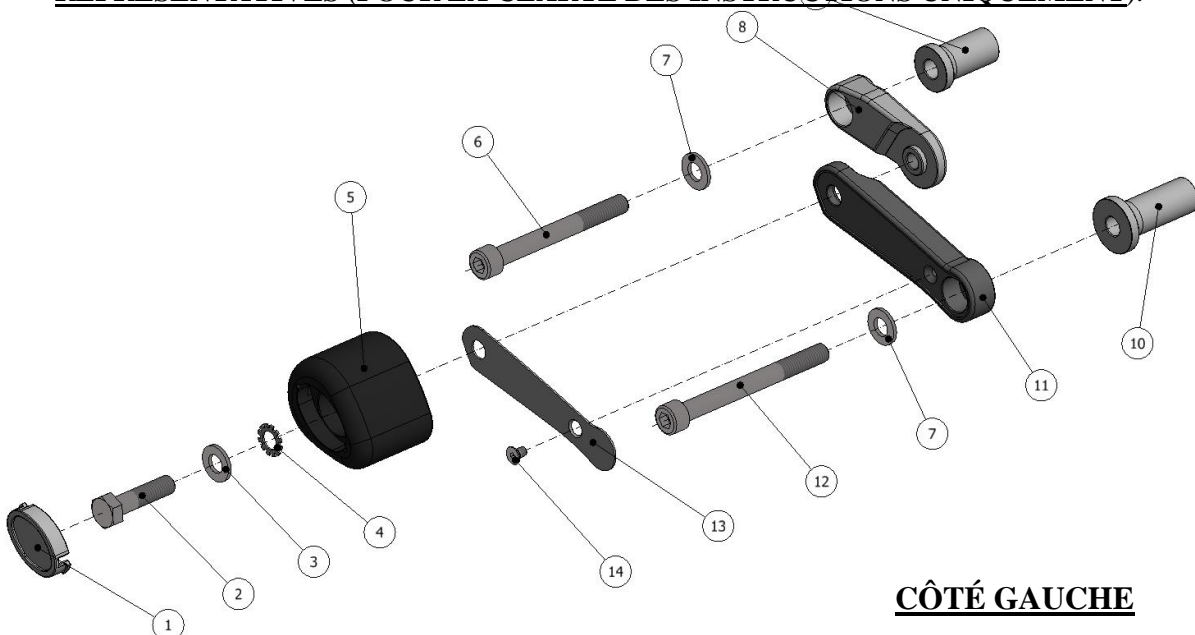


Photo B

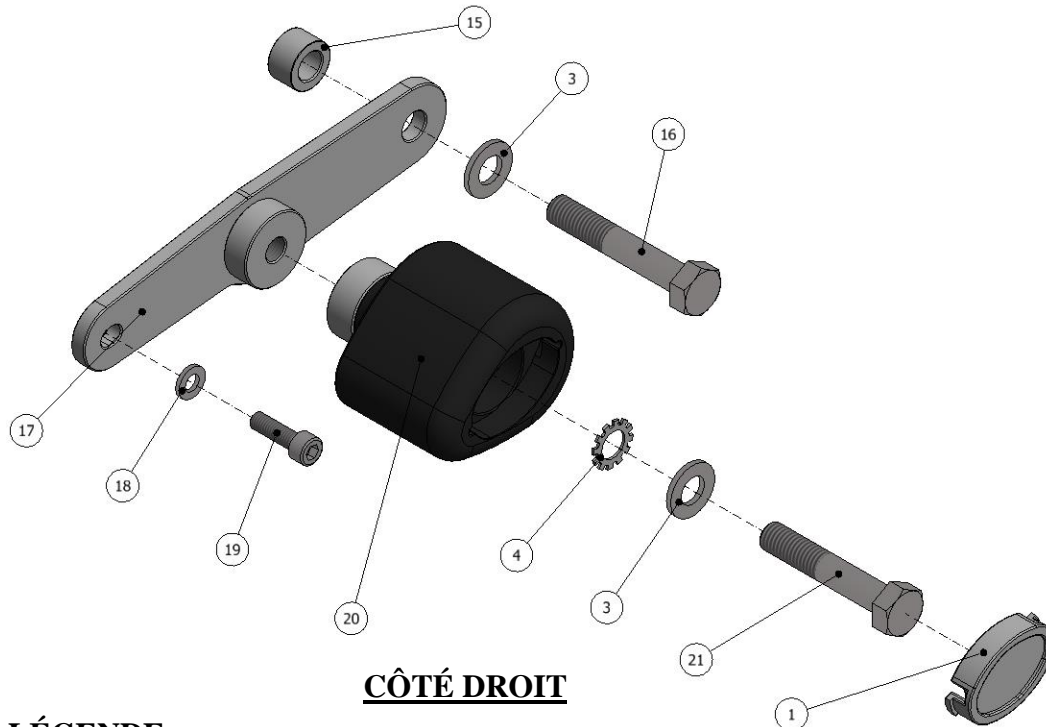
Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.

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

LES PARTIES PRESENTÉES PEUVENT ÊTRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT).



CÔTÉ GAUCHE



CÔTÉ DROIT

LÉGENDE

- ARTICLE 1 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).
 ARTICLE 2 = M10x1.25x40mm BOULON (x1).
 ARTICLE 3 = M10 RONDELLES (19mm OD) (x3).
 ARTICLE 4 = RONDELLES DE BLOCAGE(LW0001) (x2).
 ARTICLE 5 = PROTECTION CRASH (B0063 with CS066) (x1).
 ARTICLE 6 = M10x1.25x90mm BOULON (x1).
 ARTICLE 7 = M10 RONDELLES (16mm OD) (x2).
 ARTICLE 8 = BLOC DE MONTAGE INTÉRIEUR GAUCHE (M0524) (x1).
 ARTICLE 9 = ENTRETOISE (S1049) (39mm DE LONG) (x1).
 ARTICLE 10 = ENTRETOISE (S1050) (51mm DE LONG) (x1).
 ARTICLE 11 = BLOC DE MONTAGE EXTÉRIEUR GAUCHE (M0525) (x1).
 ARTICLE 12 = M10x1.25x100mm BOULON (x1).
 ARTICLE 13 = COUVERCLE (0209) (x1).
 ARTICLE 14 = M5x8mm BOULON (x1).
 ARTICLE 15 = ENTRETOISE (S1051) (10.50mm DE LONG) (x1).
 ARTICLE 16 = M10x1.25x60mm BOULON (x1).
 ARTICLE 17 = BLOC DE MONTAGE DE CÔTÉ DROIT (M0526) (x1).
 ARTICLE 18 = M6 RONDELLES (14mm OD) (x1).
 ARTICLE 19 = M6x20mm BOULON (x1).
 ARTICLE 20 = PROTECTION CRASH (B0431 avec CS341 & S0255) (x1).
 ARTICLE 21 = M10x1.25x55mm BOULON (x1).
 ARTICLE 22 = 35mm MOUSSE AUTOCOLLANTE (x2). ***NOT INDIQUÉ***

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.
 - Tournevis cruciforme.
 - Pince à nez mince.
- Clé dynamométrique (à 40N/m).

ARRIERE MOTO



AVANT MOTO

PHOTO C

VALEURS DE SERRAGE RECOMMANDES

M4 BOULON = 8Nm
 M5 BOULON = 12Nm
 M6 BOULON = 15Nm
 M8 BOULON = 20Nm
 M10 BOULON = 40Nm
 M12 ÉCROU = 40Nm

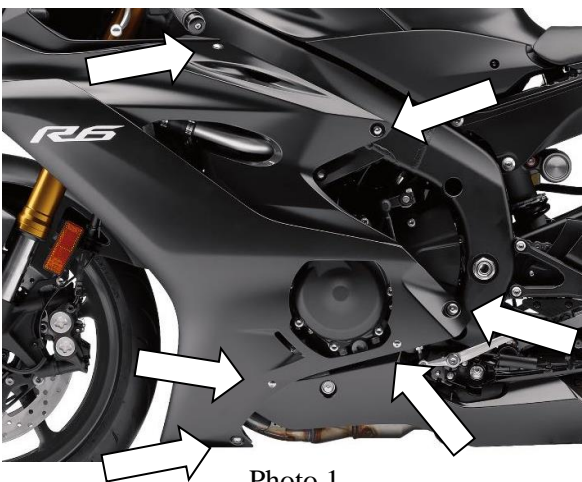


Photo 1

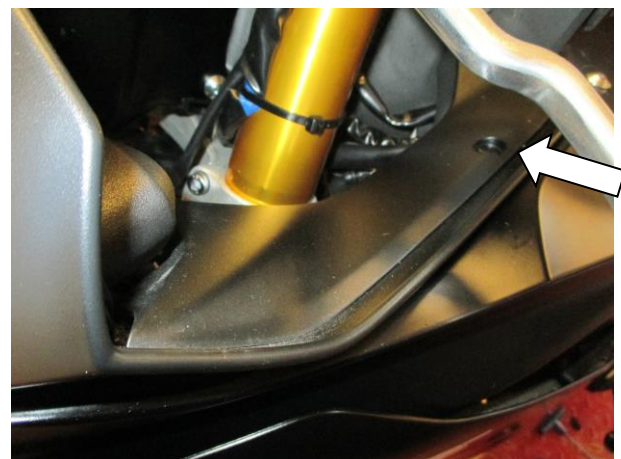


Photo 2

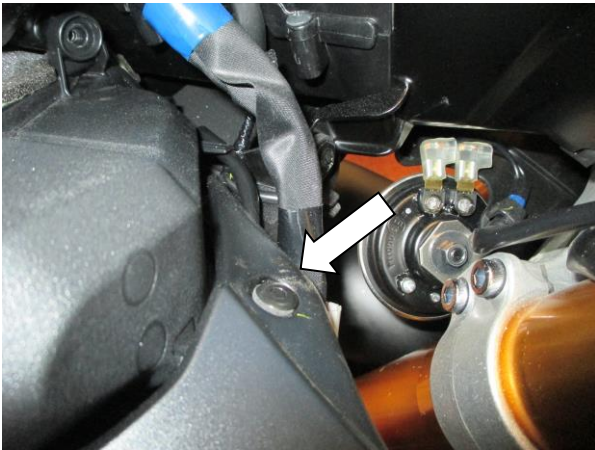


Photo 3



Photo 4



Photo 5



Photo 6

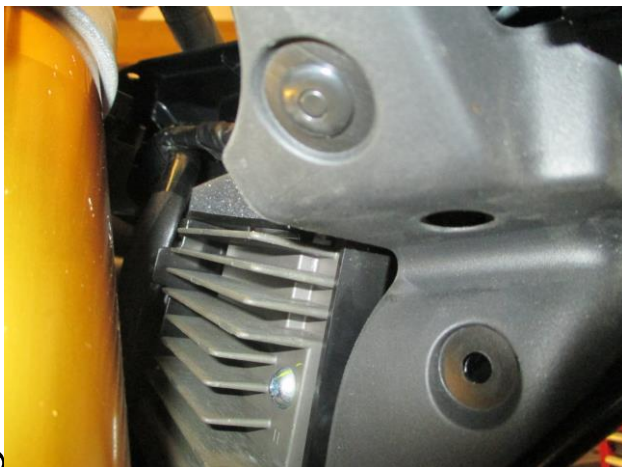


Photo 7



Photo 8



Photo 9

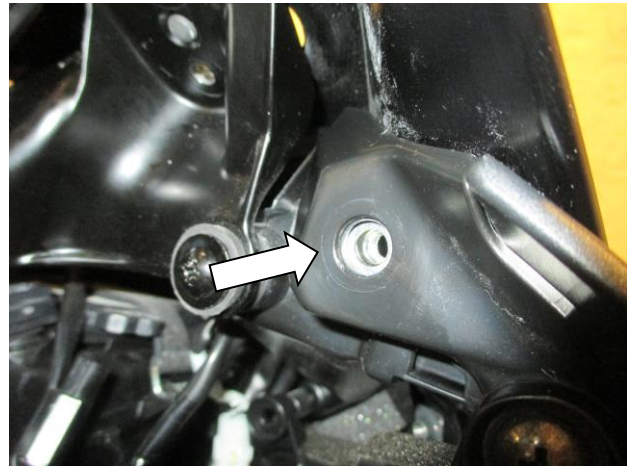


Photo 10



Photo 11



Photo 12

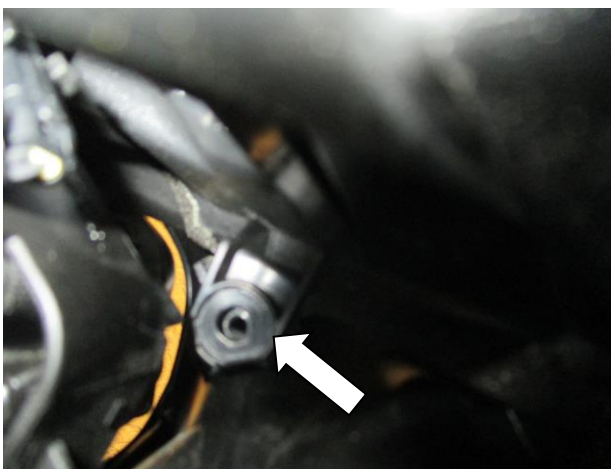


Photo 13

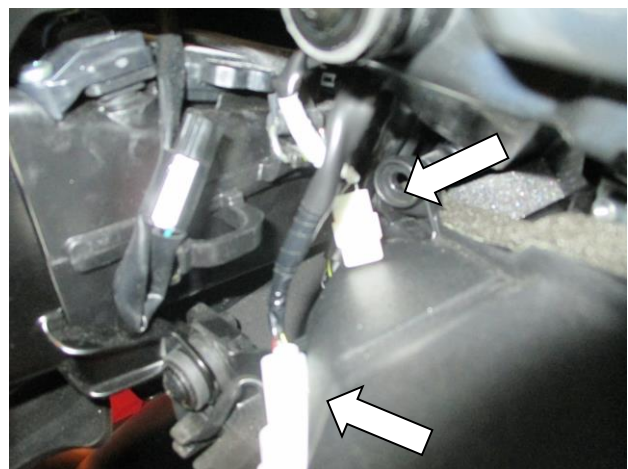


Photo 14



Photo 15



Photo 16



Photo 17



Photo 18



Photo 19



Photo 20



Photo 21



Photo 22



Photo 23

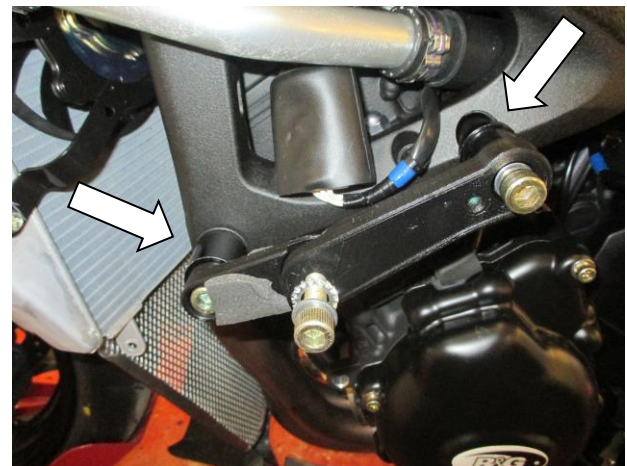


Photo 24



Photo 25



Photo 26



Photo 27



Photo 28



Photo 29



Photo 30

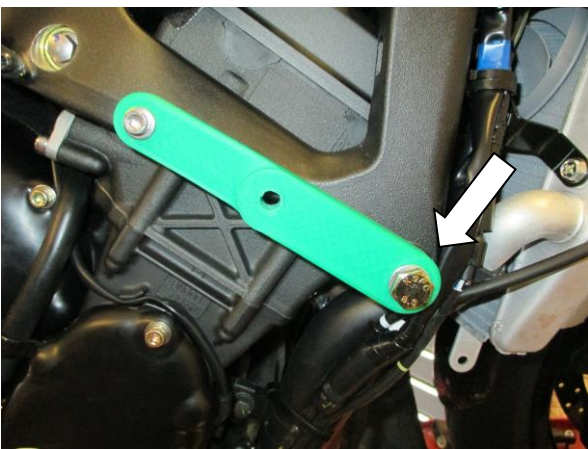


Photo 31



Photo 32



Photo 33



Photo 34

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.
- Pour monter la protection crash du côté gauche, commencez par enlever les 2 boulons moteur/cadre de la moto, voir photo 24.
- Prendre le bloc de montage interne (article 8 – M0524) et applique les 2 bandeaux adhésifs (article 22) sur l'avant et l'arrière pour protéger le carénage, voir photo 25.
- Assemble la protection crash du côté droit, voir le schéma en page 1, puis montez-la sur la moto, voir photo 24. Serrer légèrement les 2 boulons de support moteur avec le boulon central restant desserré et usé, pour place les blocs de montage internes et externes ensemble, en veillant à ce que l'ensemble soit solidaire au centre avec un biais descendant.
- Une fois correctement positionné, serrer complètement le boulon de fixation moteur avant, aux valeurs de serrage recommandées. Ne pas excéder 40N/m.
- Enlever le boulon de bobine et le boulon moteur arrière, avec le bloc externe et l'entretoise, voir photo 26, en laissant juste la partie avant de l'ensemble de la protection crash de la moto.
- Remonter le carénage gauche du côté gauche de la moto, en glissant le côté ouvert du bloc, voir photo 27.
- Le bloc externe, avec l'entretoise, la rondelle et le boulon, peuvent être remontés sur la moto, puis placer le creux situé à l'arrière, sur le patron du bloc interne, avant de serrer aux valeurs recommandées. Ne pas excéder 40N/m de couple.
- Le carénage doit être libéré de tous ses supports, et le couvercle (article 13) peut à présent être monté sur le bloc externe avec un boulon M5 x 8mm (article 14), voir photo 29.
- Glisser une des rondelles 10mm (article 3) sur le boulon M10 x 1.25 x 40mm (article 2) de façon à ce que la rondelle se place contre la tête du boulon. Glisser une rondelle de blocage crantée (article 4) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Glisser le boulon et ses rondelles dans la protection crash la plus courte (article 5) de façon à ce que la tête du boulon et ses rondelles se placent dans le contre alésage de la bobine.
- Insérer le boulon dans le trou du bloc externe dans le patron fileté du bloc de montage interne, voir photo 30.
- 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 droit de la moto, enlever le support moteur/cadre, voir photo 31.
- Prendre le bloc de montage du côté droit (article 17 – M0526) puis insérer un boulon M10 x 1.25 x 60mm (article 16) avec une rondelle M10 (article 3) dans le trou de fixation avant, puis insérer une petite entretoise (article 15 – S1051 – 10.50mm de long) sur l'extrémité du boulon puis positionnez le dans le support moteur/cadre, voir photo 31.
- Prendre le boulon M6 x 20mm (article 19) et la rondelle M6 (article 18) puis positionnez le dans le trou de fixation arrière du bloc, avant de le placer dans le bloc fileté du cadre, voir photo 31.
- Serrer ces 2 boulons aux valeurs de serrage recommandées. Ne pas excéder 40N/m de couple.
- Remonter le carénage du côté droit de la moto et le patron fileté sur le bloc de montage doit s'aligner avec l'ouverture dans le carénage, voir photo 32.
- Glisser une rondelle 10mm (article 3) sur le boulon M10 x 1.25 x 55mm (article 21) de façon à ce qu'elle se place contre la tête du boulon. Glisser une rondelle de blocage crantée (article 4) sur le boulon de façon à ce qu'elle se place contre l'entretoise tout juste insérée.
- Glisser ensuite le boulon et ses rondelles dans la protection crash restante (article B0431) de façon à ce que la tête du boulon et les rondelles se placent dans le contre alésage de la bobine.



- Insérer le boulon dans le trou du bloc externe et dans le patron fileté du bloc de montage interne, voir photo 33.
- 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).
- Si cela n'est pas déjà fait, placez les stickers dans le creux de chacune des 2 protections.
- Insérer les capuchons de protection crash dans les protections crash, voir photo 34.
- 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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