



FITTING INSTRUCTIONS FOR CP0345BL CRASH PROTECTORS
BMW F800GT 2013

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TOWARDS REAR
OF BIKE

TOWARDS FRONT
OF BIKE



PICTURE 'C'

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

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!*

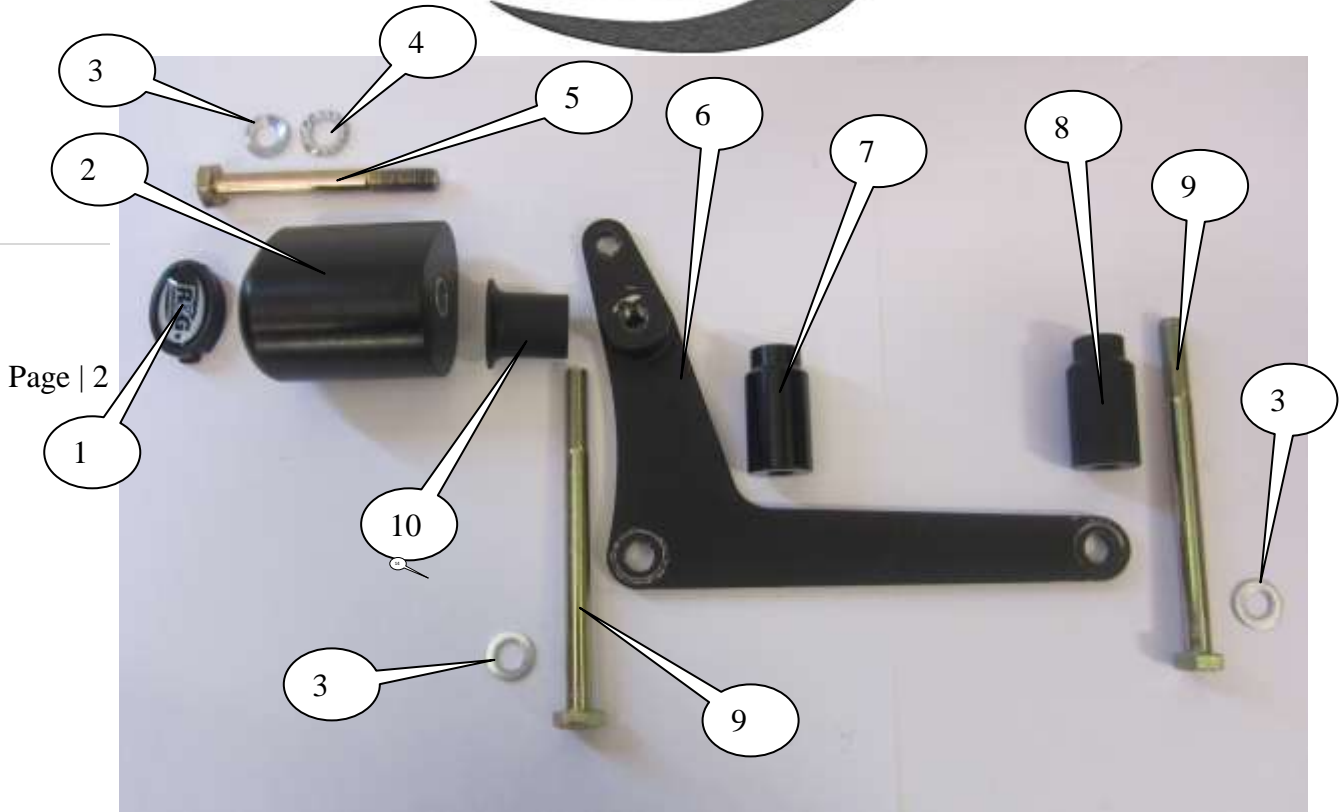
TOOLS REQUIRED

- Socket set to include a 17mm, T25, T27 and T50 Torx bit socket and wrench.
 - Allen key set to include 5mm.
 - 17mm spanner.
 - Dremel or similar kit.
 - Masking tape.
 - Torque wrench (up to 40Nm).

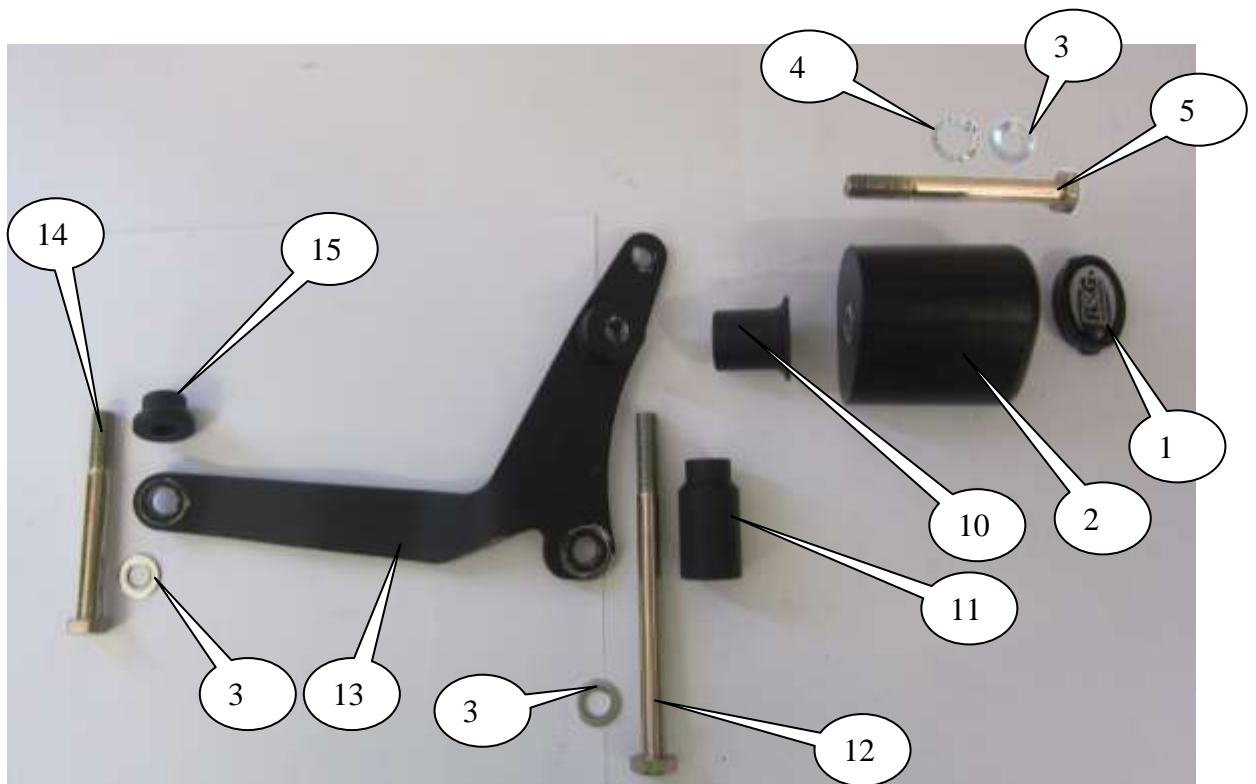
R&G Racing

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

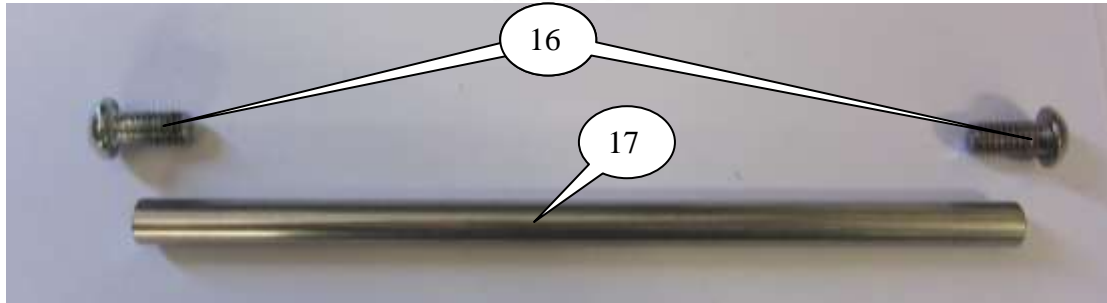
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LEFT HAND SIDE



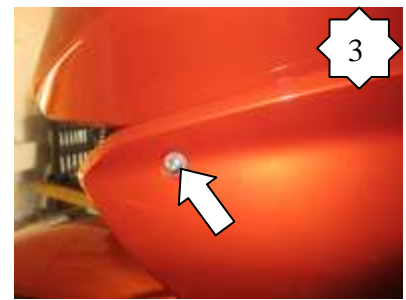
RIGHT HAND SIDE

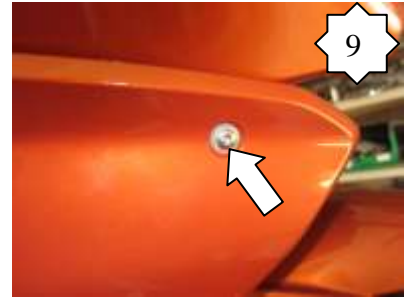
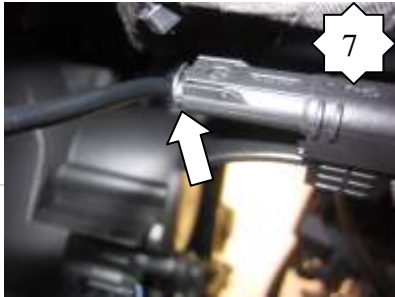


SPANNING BAR

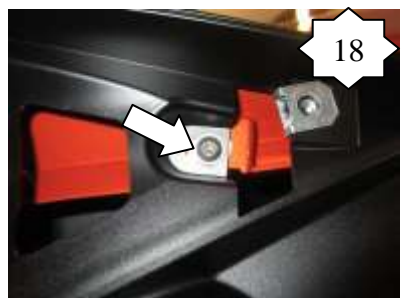
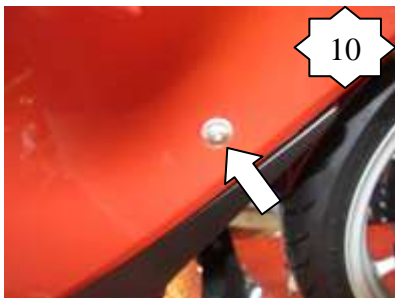
LEGEND

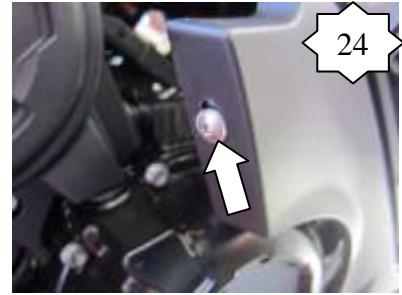
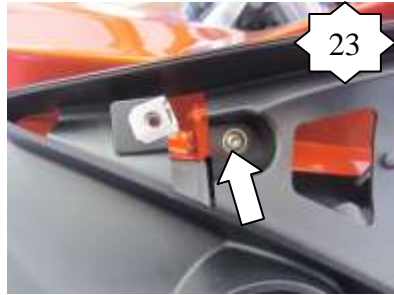
- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
- ITEM 2 = B0061 with CS341 (10mm) (BOTH CRASH PROTECTORS) (x2).
- ITEM 3 = M10 PLAIN WASHERS (x6).
- ITEM 4 = LW0001 (SHAKE PROOF WASHERS) (x2).
- ITEM 5 = M10x1.25x90mm LONG HEX HEADED BOLTS (CRASH PROTECTOR BOLTS) (x2).
- ITEM 6 = MP0071 MOUNTING BRACKET (LHS) (x1).
- ITEM 7 = S0677 MOUNTING BRACKET SPACER (REAR LHS) (48mm LONG) (x1).
- ITEM 8 = S0676 MOUNTING BRACKET SPACER (REAR LHS) (50mm LONG) (x1).
- ITEM 9 = M10x1.5x130mm LONG HEX HEADED BOLTS (R&LHS BRACKET BOLTS) (x2).
- ITEM 10 = S0257 CRASH PROTECTOR SPACERS (R&LHS) (30.5mm LONG) (x2).
- ITEM 11 = S0679 MOUNTING BRACKET SPACER (FRONT RHS) (63mm LONG) (x1).
- ITEM 12 = M10x1.5x145mm LONG HEX HEADED BOLT (RHS FRONT BRACKET BOLT) (x1).
- ITEM 13 = MP0072 MOUNTING BRACKET (RHS) (x1).
- ITEM 14 = M10x1.5x95mm LONG HEX HEADED BOLT (RHS REAR BRACKET BOLT) (x1).
- ITEM 15 = S0678 MOUNTING BRACKET SPACER (REAR RHS) (15mm LONG) (x1).
- ITEM 16 = M8x16mm LONG BUTTON HEAD BOLTS (SPANNING BAR BOLTS) (x2).
- ITEM 17 = SPANNING BAR (EB0074) (426mm LONG) (x1).
- ITEM 18 = TRIMMING TEMPLATES (TP0008 & TP0009) NOT SHOWN.



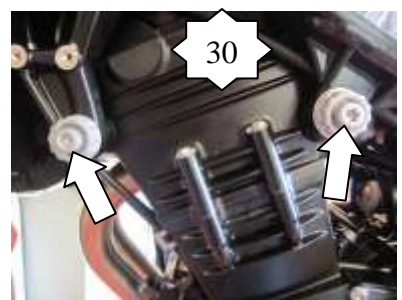
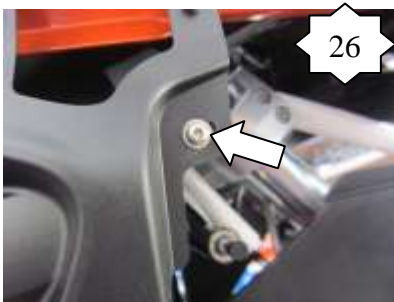


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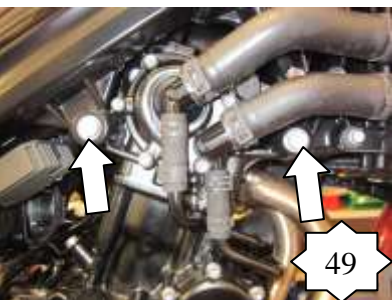
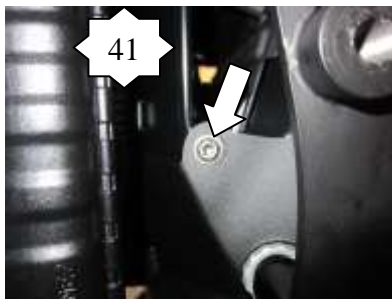
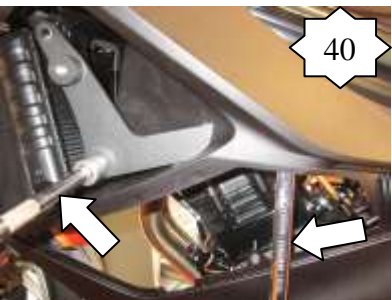


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FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Undo and remove the outer fairing bolts arrowed in pictures 1, 2, 3, 4 and 5.
- Gently ease outer fairing off (please be aware the indicator is still attached).
- Unclip the indicator wire from the cable clip as arrowed in picture 6.
- Disconnect the indicator plug socket arrowed in picture 7 and remove the outer fairing.

Off side (right side as you sit on bike)

- Undo and remove the outer fairing bolts arrowed in pictures 8, 9, 10, 11 and 12.
- Gently ease outer fairing off (please be aware the indicator is still attached).
- Unclip the indicator wire from the cable clip as arrowed in picture 13.
- Disconnect the indicator plug socket arrowed in picture 14 and remove the outer fairing.
- Undo and remove the inner fairing bolts arrowed in pictures 15, 16, 17, 18, 19, 20 and 21.
- Gently pull the inner fairing in direction shown in picture 22 and remove the inner fairing.

Near side (left side as you sit on bike)

- Undo and remove the inner fairing bolts arrowed in pictures 23, 24, 25, 26, and 27.
- Gently pull the inner fairing in direction shown in picture 28.
- The inner fairing will have to be gently pull down and out where it sits under the radiator hoses as shown in picture 29 and remove the fairing.
- Remove the two engine mounting bolts arrowed in picture 30.
- Cut around the out-line of the trimming template (TP0008) and use masking tape to hold in position as shown in picture 31.
- Use a dremel or similar tool to remove the cut-out as shown in pictures 32 and 33 (please note this template is for guidance only and more care taken the better the finished appearance). Use a sharp craft knife or fine emery to deburr the slot.
- Offer the left hand mounting bracket (item 6) into position as shown in picture 34.
- Place one of the M10 washers (item 3) onto one of the M10x130mm long hex headed bolts (item 9) as shown in picture 35.
- Place the bolt and washer through the rearmost hole in the mounting bracket with the mounting bracket engaged through the slot in the inner fairing as shown in picture 35.
- Place the spacer (item 8==50mm long) over the exposed end of the bolt with the smaller diameter away from the mounting bracket as shown in picture 36.
- Offer the inner fairing with the bracket and bolt and spacer into position as shown in pictures 37 and 38 (do not fully engage the bolt 3 or 4 turns will hold it in position).
- Place one of the M10 washers (item 3) onto the remaining M10x130mm long hex headed bolts (item 9) through the forward mounting hole in the mounting bracket as shown in picture 39.
- Place the spacer (item 7==48mm long) over the exposed end of the bolt with the smaller diameter away from the mounting bracket (i.e. pointing towards the motorcycle) as shown in picture 39.
- Gradually and carefully tighten both bolts ensuring the fairing locates properly and is not distorted while tightening. Use a socket on the front bolt and a spanner on the rear bolt as shown in picture 40.
- Refit all the inner fairing bolts shown in pictures 15, 16, 17, 18, 19, 20, 21 and 41.
- Carefully place the spanning bar (item 17) through the space between the engine and radiator as shown in picture 42 and 43.
- Use one of the M8x16mm long button head bolts (item 16) through the top hole in the mounting bracket as shown in picture 43 (the spanning bar should be showing on the right hand side of the bike as shown in picture 44).



- Refit the outer fairing as original (bolts shown in pictures 1, 2, 3, 4 and 5) ensuring the reconnect the indicator plug socket and clip the wire into position as shown in pictures 6 and 7.
- Take one of the M10x90 hex headed bolt (item 5) and place one of the plain M10 washers (item 3) over the thread up to the head of the bolt as shown in picture 45.
- Take one of the locking washers (item 4) and place against plain washer just fitted as shown in picture 45.
- Place this assembly through either of the crash protectors (item 2) so bolt head and washers go into the counter-bore in the crash protector as shown in picture 45.
- Place one of the spacers (item 10) over the exposed end of the bolt so the larger diameter sits against the crash protector as shown in picture 46.
- Offer this assembly into the threaded hole in the mounting bracket as shown in picture 47.
- Tighten the crash protector bolt until you feel some compression from inside the protector using 17mm socket and wrench (use a 17mm spanner to hold and secure the inboard nut). **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 40Nm of torque. Please ensure the crash protector does not come into contact with the fairing panel as you tighten the bolt).
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 1) into crash protector as shown in picture 48.

Off side (right side as you sit on bike)

- Remove the two engine mounting bolts arrowed in picture 49.
- Place one of the M10 washers (item 3) onto the M10x95mm long hex headed bolt (item 14) as shown in picture 50.
- Place the bolt and washer through the rearmost hole in the mounting bracket.
- Place the spacer (item 15==15mm long) over the exposed end of the bolt with the smaller diameter away from the mounting bracket as shown in pictures 50 and 51.
- Place one of the M10 washers (item 3) onto the M10x145mm long hex headed bolt (item 12) as shown in pictures 52 and 53.
- Place the bolt and washer through the front hole in the mounting bracket as shown in pictures 52 and 53.
- Place the spacer (item 11==63mm long) over the exposed end of the bolt with the smaller diameter away from the mounting bracket as shown in pictures 52 and 53.
- Use one of the M8x16mm long button head bolts (item 16) through the top hole in the mounting bracket as shown in pictures 54 and 55 and tighten both the spanning bar bolts.
- Cut around the out-line of the trimming template (TP0009) and use masking tape to hold in position as shown in picture 56.
- Use a dremel or similar tool to remove the trim as indicated on the template as shown in pictures 56 and 57 (please note this template is for guidance only and more care taken the better the finished appearance). Use a sharp craft knife or fine emery to deburr the panel.
- Offer the inner fairing into position ensuring it is not distorted when tightened (extra trimming may be required).
- Refit all the inner fairing bolts shown in pictures 23, 24, 25, 26, and 27.
- Refit the outer fairing as original (bolts shown in pictures 8, 9, 10, 11 and 12.) ensuring the reconnect the indicator plug socket and clip the wire into position as shown in pictures 13 and 14.
- Take one of the M10x90 hex headed bolt (item 5) and place one of the plain M10 washers (item 3) over the thread up to the head of the bolt as shown in picture 45.
- Take one of the locking washers (item 4) and place against plain washer just fitted as shown in picture 58.



- Place this assembly through the remaining crash protector (item 2) so bolt head and washers go into the counter-bore in the crash protector as shown in picture 58.
- Place the remaining spacer (item 10) over the exposed end of the bolt so the larger diameter sits against the crash protector as shown in picture 59.
- Offer this assembly into the threaded hole in the mounting bracket as shown in picture 60.
- Tighten the crash protector bolt until you feel some compression from inside the protector using 17mm socket and wrench (use a 17mm spanner to hold and secure the inboard nut). **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 40Nm of torque. Please ensure the crash protector does not come into contact with the fairing panel as you tighten the bolt).
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 1) into crash protector as shown in picture 48.

Issue 1 05/07/2013 (NSY)

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INSTRUCTIONS DE MONTAGE CP0345BL PROTECTIONS CRASH
BMW F800GT 2013

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ARRIERE MOTO



AVANT MOTO

PHOTO 'C'

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

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

Outils requis :

- Jeu de clés 17mm, Torx T25, T27 et T50.
 - Clé Allen 5mm.
 - Clé à molette 17mm.
 - Dremel ou un kit similaire

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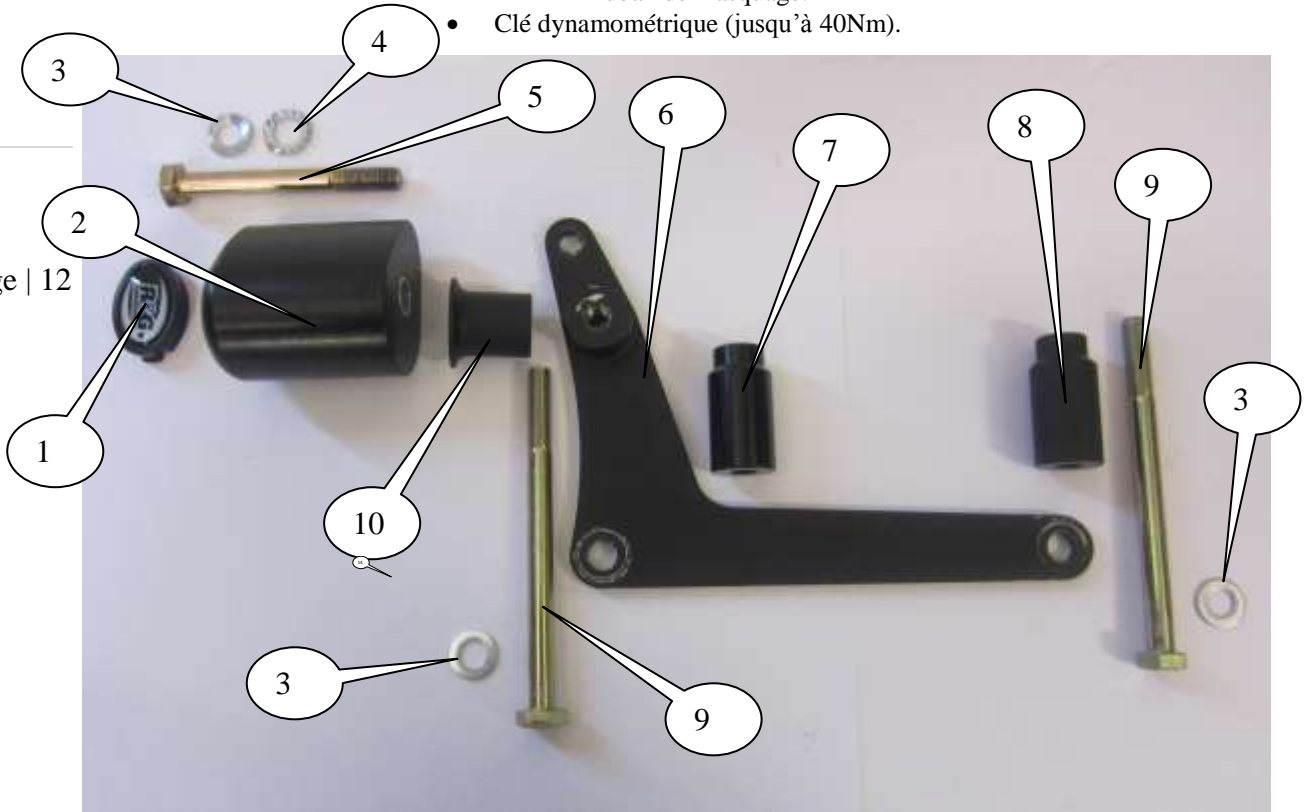
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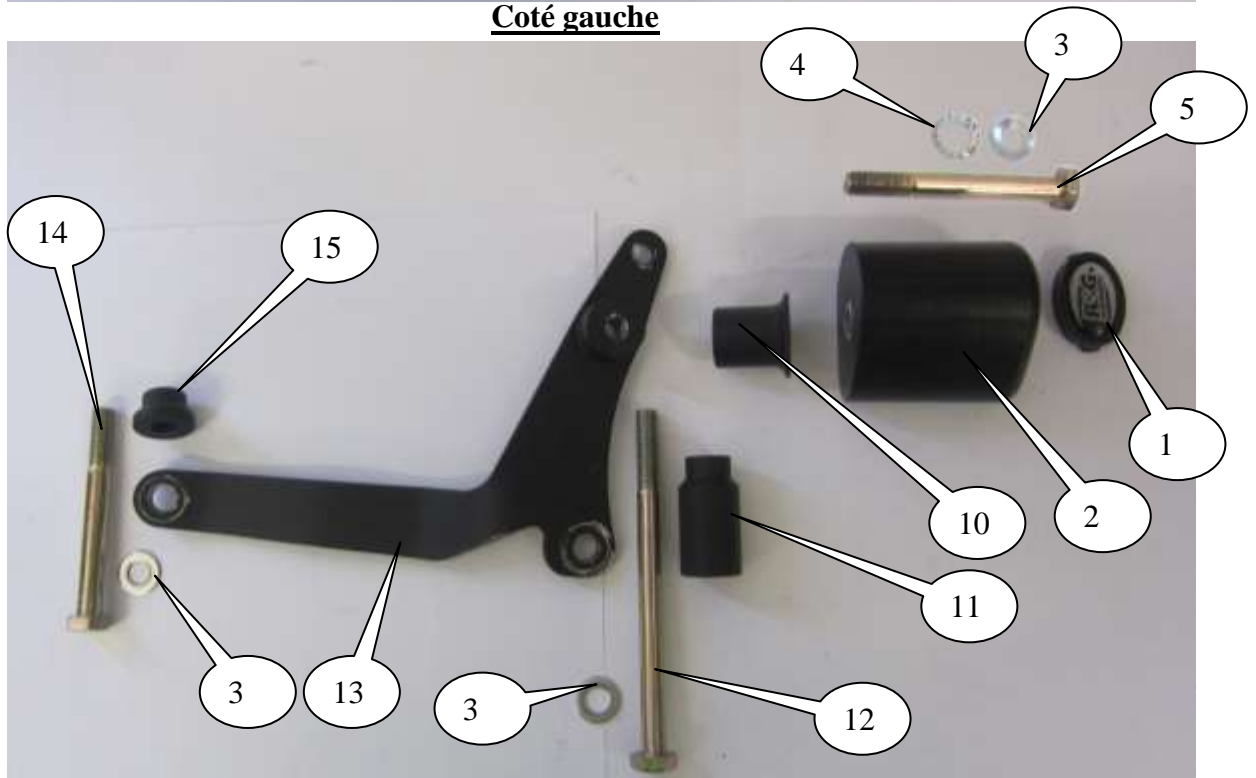


- Ruban de masquage.
- Clé dynamométrique (jusqu'à 40Nm).

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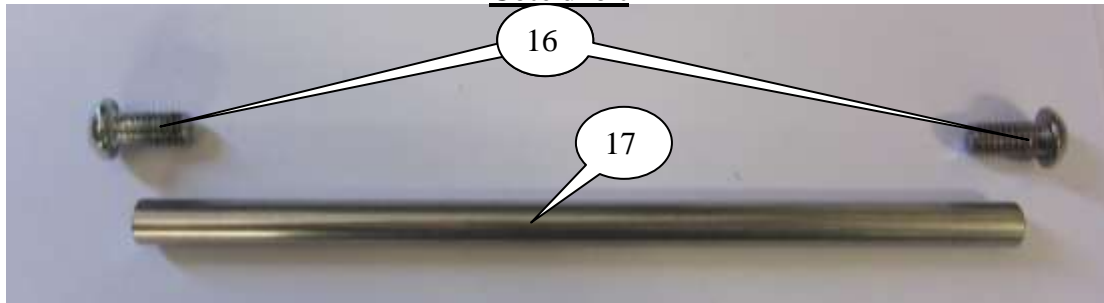


Coté gauche





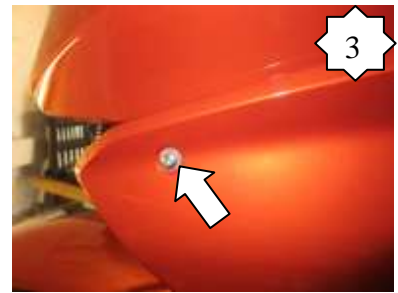
Coté droit

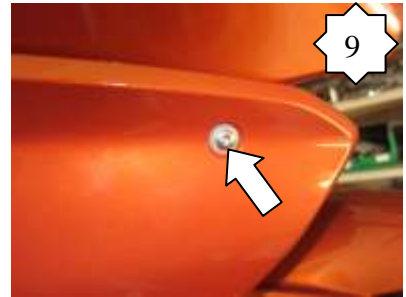


Axe

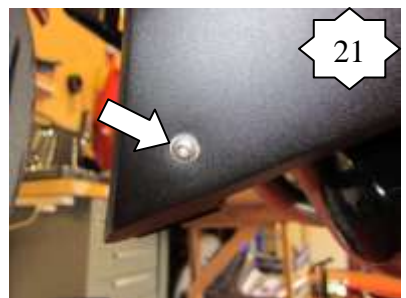
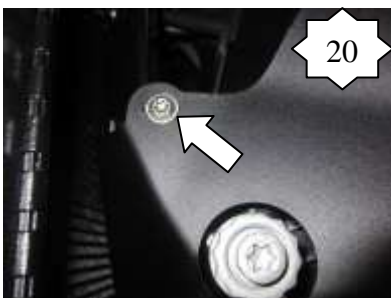
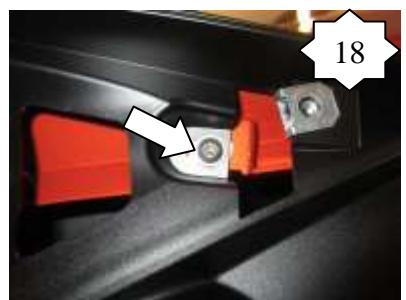
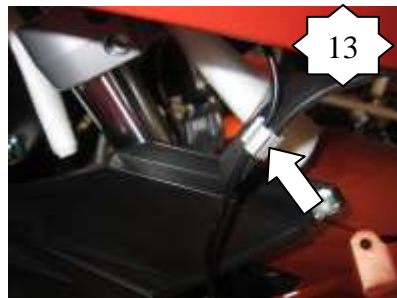
LEGENDE

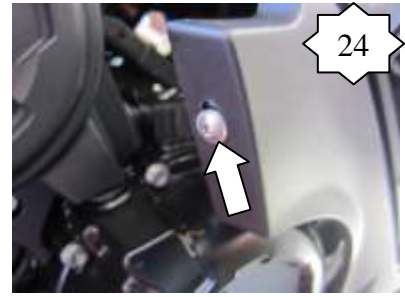
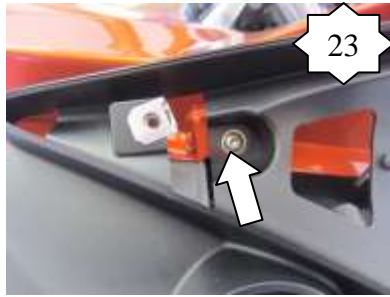
- ARTICLE 1 = BC0002 Capuchons de protection crash (x2).
- ARTICLE 2 = B0061 avec CS341 (10mm) (Les 2 protections crash) (x2).
- ARTICLE 3 = M10 Rondelles plates (x6).
- ARTICLE 4 = LW0001 (Rondelles plates) (x2).
- ARTICLE 5 = M10x1.25x90mm Boulons (Boulons de protection crash) (x2).
- ARTICLE 6 = MP0071 Support de fixation (gauche) (x1).
- ARTICLE 7 = S0677 Entretoise de support de fixation (Arrière gauche) (48mm de long) (x1).
- ARTICLE 8 = S0676 Entretoise de support de fixation (Arrière gauche) (50mm de long) (x1).
- ARTICLE 9 = M10x1.5x130mm Boulons (Boulons de support gauche et droite) (x2).
- ARTICLE 10 = S0257 Entretoises de protection crash (coté gauche et droite) (30.5mm de long) (x2).
- ARTICLE 11 = S0679 Entretoise support de fixation (Avant droite) (63mm de long) (x1).
- ARTICLE 12 = M10x1.5x145mm Boulon (Boulon de support avant droit) (x1).
- ARTICLE 13 = MP0072 Support de fixation (droit) (x1).
- ARTICLE 14 = M10x1.5x95mm Boulon (Boulon du support arrière droit) (x1).
- ARTICLE 15 = S0678 Entretoise du support de fixation (Arrière droit) (15mm de long) (x1).
- ARTICLE 16 = M8x16mm Boulons (Boulons d'axe) (x2).
- ARTICLE 17 = Axe (EB0074) (426mm de long) (x1).
- ARTICLE 18 = Modèle de découpe (TP0008 & TP0009) non indiqué.



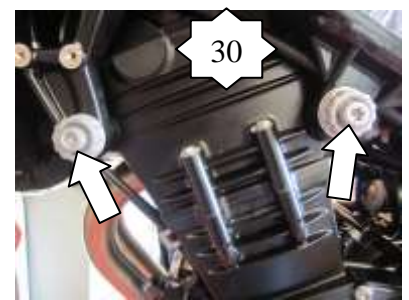
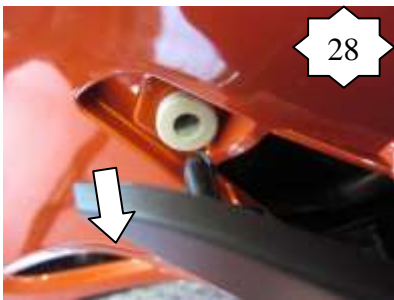
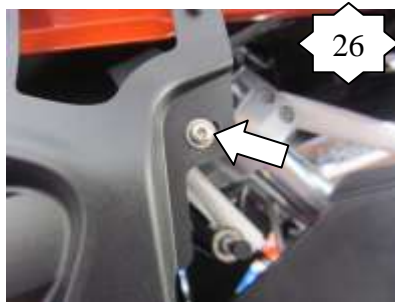


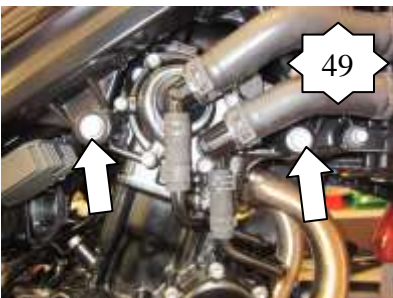
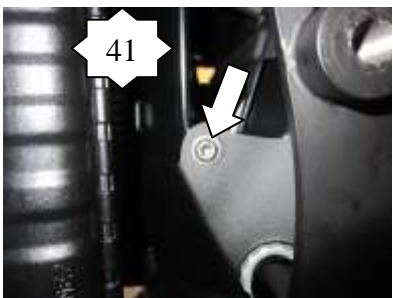
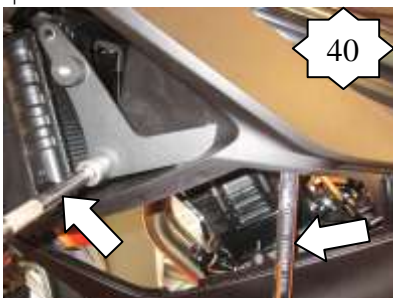
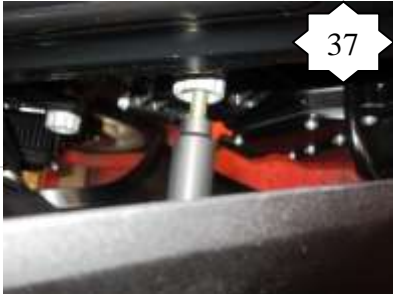
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INSTRUCTIONS DE MONTAGE

Coté gauche assis sur la moto

- Enlever les boulons du carénage extérieur (photos 1, 2, 3, 4 et 5).
- Extraire doucement le carénage (attention, le clignotant est toujours attaché).
- Déclipser le fil de clignotant du clip de câble (Photo 6).
- Déconnecter la prise de clignotant (Photo 7) et enlever le carénage extérieur

Coté droit assis sur la moto

- Enlever les boulons de carénage extérieur (photos 8, 9, 10, 11 et 12).
- Extraire doucement le carénage (attention, le clignotant est toujours attaché).
- Déclipser le fil de clignotant du clip de câble (Photo 13).
- Déconnecter la prise de clignotant (Photo 14) et enlever le carénage extérieur
- Enlever les boulons de carénage interne (Photos 15, 16, 17, 18, 19, 20 et 21).
- Tirer doucement le carénage interne dans la direction indiquée sur la photo 22 puis enlever le carénage interne.

Coté gauche assis sur la moto

- Enlever les boulons de carénage interne (Photos 23, 24, 25, 26, et 27).
- Tirer doucement le carénage interne dans la direction indiquée sur le photo 28.
- Le carénage interne devra être tiré doucement vers le bas et où il se trouve sous les tuyaux de radiateur (Photo 29) puis enlever le carénage.
- Enlever les 2 boulons de support moteur (Photo 30).
- Couper autour du hors-ligne du modèle de découpe (TP0008) et utiliser le ruban de masquage pour tenir la position (Photo 31).
- Utilisez un outil dremel ou similaire pour enlever la découpe (photos 32 et 33) (veuillez noter que ce modèle est à titre indicatif seulement) et plus vous le ferez avec soin, meilleur sera le résultat). Utilisez un couteau tranchant ou bien émeri pour ébarber la fente).
- Mettre le support de fixation coté gauche (ARTICLE 6) en position (Photo 34).
- Placer une des rondelles M10 (ARTICLE 3) sur un des boulons M10x130mm (ARTICLE 9) (Photo 35).
- Placer le boulon et la rondelle à travers le trou le plus reculé dans le support de fixation avec le support de fixation à travers la fente dans le carénage intérieur (Photo 35).
- Placer l'entretoise (ARTICLE 8==50mm de long) autour de l'extrémité du boulon avec le plus petit diamètre à une distance du support de fixation (Photo 36).
- Poser le carénage intérieur avec le support, boulon et entretoise en position (photos 37 et 38 (NE PAS ENGAGER COMPLETEMENT LE BOULON, 3 ou 4 tours fixeront la position).
- Placer une des rondelles M10 (ARTICLE 3) sur le boulon M10x130mm restant (ARTICLE 9) à travers le trou de fixation le plus en avant du support de fixation (Photo 39).
- Placer l'entretoise (ARTICLE 7==48mm de long) autour de l'extrémité du boulon avec le diamètre le plus court à une distance du support de fixation (qui est orienté vers la moto) (Photo 39).
- Serrez soigneusement et petit à petit les 2 boulons en veillant à ce que le carénage se place proprement et ne soit pas déformé lors du serrage. Utiliser une clé pour le boulon avant et une clé à molette pour le boulon arrière (Photo 40).
- Remettre tous les boulons de carénage interne (photos 15, 16, 17, 18, 19, 20, 21 et 41).
- Placer délicatement l'axe (ARTICLE 17) à travers l'espace entre le moteur et le radiateur (Photos 42 et 43).
- Utiliser un des boulons M8x16mm (ARTICLE 16) à travers le trou du haut dans le support de fixation (Photo 43) (L'axe doit être visible du coté droit de la moto (Photo 44).



- Remettre le carénage extérieur comme à l'origine (boulons indiqués sur les photos 1, 2, 3, 4 et 5) en veillant à bien reconnecter la prise de clignotant et clipser le fil en position (photos 6 et 7).
- Prendre un des boulons M10x90 (ARTICLE 5) et placer une des rondelles M10 (ARTICLE 3) autour du filetage sur le fil jusqu'à la tête du boulon (Photo 45).
- Prendre une des rondelles de blocage (ARTICLE 4) et placez là contre la rondelle plate tout juste installée (photo 45).
- Placer cet ensemble à travers la protection crash (ARTICLE 2) de façon à ce que la tête du boulon et les rondelles aillent dans le contre alésage de la protection crash (Photo 45).
- Placer une des entretoises (ARTICLE 10) autour de l'extrémité du boulon de façon à ce que le diamètre le plus large se place contre la protection crash (Photo 46).
- Monter cet ensemble sur le trou fileté dans le support de fixation (Photo 47).
- Serrer le boulon jusqu'à ce que vous sentiez une légère compression, avec une clé de 17mm (utiliser une pince 17mm pour tenir et fixer l'écrou vers l'intérieur). **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Ne pas trop serrer, au risque d'abîmer la moto. Pas plus de 40 Nm de couple.
- Assurez-vous que la protection crash ne rentre pas en contact avec le carénage lorsque le boulon est serré.
- Mettre le sticker en caoutchouc dans le creux de la protection crash.
- Mettre le capuchon de protection (ARTICLE 1) dans la protection crash (Photo 48).

Coté drois assis sur la moto

- Enlever les 2 boulons du support moteur (Photo 49).
- Placer une des rondelles M10 (ARTICLE 3) sur le boulon M10x95mm (ARTICLE 14) Photo50.
- Placer le boulon et la rondelle à travers le trou le plus reculé dans le support de fixation.
- Placer l'entretoise (ARTICLE 15==15mm de long) autour de l'extrémité du boulon avec le plus petit diamètre à une distance du support de fixation (photos 50 et 51).
- Placer une rondelle M10 (ARTICLE 3) sur le boulon M10x145mm (ARTICLE 12) (photos 52 et 53).
- Placer le boulon et la rondelle à travers le trou avant dans le support de fixation (photos 52 et 53).
- Placer l'entretoise (ARTICLE11==63mm de long) autour de l'extrémité du boulon avec le plus petit diamètre à une distance du support de fixation (photos 52 et 53).
- Utiliser un des boulons M8x16mm (ARTICLE 16) à travers le trou du haut dans le support de fixation (photos 54 et 55) puis serrer les 2 boulons d'axe.
- Couper autour de la ligne de rupture du modèle de découpe (TP0009) et utiliser le ruban de masquage pour tenir la position (Photo 56).
- Utiliser un dremel ou un outil similaire pour enlever la garniture comme indiqué sur le modèle (Photos 56 and 57 (veuillez noter que ce modèle est à titre indicatif seulement) et plus vous le ferez avec soin, meilleur sera le résultat). Utilisez un couteau tranchant ou bien émeri pour ébarber la fente).
- Mettre le carénage intérieur en position en veillant à ce qu'il ne soit pas déformé une fois serré (Une rognure peut exceptionnellement être nécessaire).
- Remettre tous les boulons de carénage interne (photos 23, 24, 25, 26, et 27).
- Remettre le carénage extérieur comme à l'origine (boulons indiqués sur les photos 8, 9, 100, 11, 12) en veillant à bien reconnecter la prise de clignotant et clipser le fil en position (photos 13 et 14).
- Prendre un des boulons M10x90 (ARTICLE 5) et placer une des rondelles M10 (ARTICLE 3) autour du filetage jusqu'à la tête du boulon (Photo 45).

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- Prendre une des rondelles de blocage (ARTICLE 4) et placez là contre la rondelle plate tout juste installée (photo 58).
- Placer cet ensemble à travers la protection crash (ARTICLE 2) de façon à ce que la tête du boulon et les rondelles aillent dans le contre alésage de la protection crash (Photo 58).
- Placer l'entretoise restante (ARTICLE 10) autour de l'extrémité du boulon de façon à ce que le diamètre le plus large se place contre la protection crash (Photo 59).
- Monter cet ensemble sur le trou fileté dans le support de fixation (Photo 60).
- Serrer le boulon jusqu'à ce que vous sentiez une légère compression, avec une clé de 17mm (utiliser une pince 17mm pour tenir et fixer l'écrou vers l'intérieur). **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Ne pas trop serrer, au risque d'abîmer la moto. Pas plus de 40 Nm de couple.
- Assurez-vous que la protection crash ne rentre pas en contact avec le carénage lorsque le boulon est serré.
- Mettre le sticker en caoutchouc dans le creux de la protection crash.
- Mettre le capuchon de protection (ARTICLE 1) dans la protection crash (Photo 48).

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