



**FITTING INSTRUCTIONS FOR CP0057BL/WH CRASH PROTECTORS  
YAMAHA R1'02-'03 UPPERS**



**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!*

**NEARSIDE TOP (nearside is the left hand side as you sit on the bike)**

- Remove top engine bolt
- Insert 8.4mm spacer into recess
- Ensure M10 washer is secured under head of bolt. Slide bolt through crash protector (the one without a recess on the back) and tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.

**OFFSIDE TOP**

- Repeat as above, but without spacer. Note: Bobbin with recess on back for offside.

**CONSUMER NOTICE**

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes.

Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products.

On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect.

Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned.

These terms do not affect the Buyer's statutory rights.

**R&G RACING RETURNS POLICY (NON-FAULTY GOODS)**

Returns must be pre-authorized (if not pre-authorized the return will be rejected)

Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor.

Goods must be in re-sellable condition, in the opinion of R&G Racing.

All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase).

The customer must pay any and all carriage charges.

No returns of discontinued products, unless within 14 days of purchase.

This policy does not affect your statutory rights and does not refer to faulty goods.

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## Notice de montage

**CP0057 YAMAHA 1000 R1 02-03**

Le sens de montage n'est pas identique au sens présenté dans l'emballage, merci de suivre les instructions ci dessous.

Dans le cas où les kits sont emballés avec un joint torique, celui-ci doit être retiré avant le montage.

### Conseil de montage:

#### Gauche

- œ Déserrez et enlevez la vis de fixation moteur.
- œ Placez l'entretoise de 8,4 mm dans le renforcement du cadre moteur.
- œ Glissez une rondelle M10 sur la vis de fixation moteur R&G.
- œ Prenez la vis R&G puis glissez le tout dans le tampon n'ayant pas de dégagement usiné à l'intérieur.
- œ Placez le tout sur la moto et serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tournez encore un peu et vous sentirez la compression augmenter, faite un quart de tour. Ne pas trop serrer car cela pourrait abîmer les filetages de la moto. Ne pas exéder 40nm de couple de serrage.

#### Droit (assis sur la moto):

Pour le côté droit répéter la même opération sans l'entretoise .

Note, le tampon à monter est celui ayant un usinage sur l'arrière.

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