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product range



protection
beyond your limit...

NOT ALL CRASH PROTECTORS ARE CREATED EQUAL

R&G Racing

began its life in the late 1990s, making precision parts for the aerospace and Formula One industries. As motorcycling enthusiasts, we recognised the need for high-quality crash protection solutions and quickly gained a reputation for market-leading innovation, which remains with us to this day. Now we dedicate our time to building the R&G brand and reputation, focusing on crash protection, cosmetic parts such as licence plate holders ("tail tidies"), workshop items and merchandise. More on these later.

Demand has grown rapidly since the inception of R&G protectors and tail tidies. Inevitably, this has meant that many other companies have started offering apparently similar wares. Many of these are "general accessories" companies, wanting to "tick that box". No other company focuses so strongly on this section of the motorcycle market.



Benefits of choosing R&G Racing

- We are consistently first to market for new machines
- Our products feature class-leading design, looks and functionality
- We offer a huge depth of range, supplied from stock
- Kits have a precision, bespoke fit, with full fitting instructions and customer support.
- Any modifications to the fairing are subtle and mostly hidden by the protector itself.
- All kits have been designed in house and actually fitted to the bikes. We do not take chances and guess what might fit.
- Our products have been tried and tested on road and track for many years, so we can design from experience. We receive regular feedback from the many race teams who use our product year after year.

No compromise

If we do not believe that we can make a protection kit for a particular machine that will perform well, we will not make it. We are only interested in making kits that will work. Linked to this ethos, you will find many kits that require small fairing modifications for mounting – simply because this enables the crash protector to fit direct to the engine mount – the cornerstone of the bike and proven to be the strongest mounting point. Remember, any kit can only be as good as the mounting point! Many companies offer kits which are cheaper, but check the mounting point and/or thickness of material for signs of compromise..

Innovation

We were the first company to use "compression sleeves" inside our crash protectors, and also the first to use heat-treated bolts. Compression sleeves add strength and enable the fitter to torque the bolt correctly. Heat-treated bolts are liable to bend on impact, as opposed to snapping off due to brittleness.

We were also the first company to release clip-on exhaust protectors – the range has now grown to an impressive level, covering most machines.

We recently released a new breed of crash protectors, which we call "Aero" style – the protectors are in keeping with the angular styling of the latest machines, and also feature clip-in end caps to cover the centre of the protector and hide the head of the bolt.

Product Development

We develop our products in conjunction with those in the know – everyday riders, dealers, track schools and racers.

PRODUCT DEVELOPMENT





RACING PARTNERSHIPS

Rider feedback: After being inundated with requests for a lightweight, attractive, easy-to-fit and keenly-priced radiator guard, we brought out a range in 2007, which is going from strength to strength.

Dealer requirements: We offer a holder for the Honda Averta alarm, to use in conjunction with our tail tidy for the CBR1000RR8, so that the fitter does not need to compromise the tail tidy in any way.

Track schools: Our knee sliders were developed with feedback from the California Superbike School in the UK. According to Andy Ibbott (School Director), they offer the best feel of any knee sliders he has used. Also our engine case sliders were tested by the School before release of the first application. As we were happy with the results (abrasion, ground clearance etc.) we proceeded with expanding the range.

Scrutineers are getting very strict regarding toe guards and how much space is left between the guard and the teeth of the rear sprocket. Road Racing hero Ryan Farquhar came to us with a request to make a toe guard which would pass scrutineering, even when the wheel is set a long way back for road racing.

Our new **"Road Racing Toe Guard"** has an unprecedented level of adjustment, has an extended sweep-back to guard the sprocket and is made from an ultra-strong and flexible hybrid high-density polyethylene.

Racing We first sponsored V&M Racing and Sanyo Honda around the turn of the millennium, with riders such as Glen Richards, Chris Vermeulen and the late David Jefferies using and testing our products. Later we supported MSS Discovery Kawasaki, TAS Suzuki, Jamie Robinson..

CRASH PROTECTORS

The latest list of teams and schools putting their faith in our protectors is too long to name, but here are a few examples: California Superbike School (USA and UK), Phase One Endurance, Team Blackhorse Yamaha, Co-Ordit Racing, RunXFun (Italian Track School), VRS Racing, McAdoo Kawasaki, Ryan Farquhar, John Burrows, Esprit Racing world endurance..... you get the picture..

Modern motorcycles are designed to weigh as little as possible. The downside of this is that there are very few places you can mount crash protectors on the machine which have enough strength to take a direct impact without breaking.

Many companies make crash protectors which fit onto completely unsuitable places on a bike, such as 6mm fairing screw holes, laterally-mounted bracketry (which could fold on impact and damage the engine) or unsupported frame spars, which could easily bend or break. In our experience, the only place on most modern bikes capable of dissipating these kinds of forces is the point where the frame meets the engine: the cornerstone of the bike.

Our kits are not **"fairing protectors"** or **"frame protectors"** – **they are bike protectors**, which work best as a set, and while they can't work miracles, they are going to shift the odds in favour of making substantial



Ducati frame-mount kit



Our protectors have no gimmick features, such as rotating or alloy heads. Rotating heads help to keep a crashing bike moving, which is the last thing we want! Alloy heads could create a spark and ignite spilling fuel. They also have a habit of shearing off or digging into the tarmac and flipping the bike. Ours use a special grade of high-density polyethylene, which has been proven to scrub speed and wear evenly. They are fitted with compression sleeves running through the inside, for added strength and to enable the bolt to be torqued and hold tight. All of our replacement bolts are heat-treated, making them unlikely to shear or snap on impact. Kits feature precision-machined aluminium spacers where needed, meaning a perfect fit every time and removing the need to flex the fairing upon fitting.



Latest generation Aero-style crash protectors

CBR600RR after lowside crash with our Aero Crash Protectors but no R&G Engine Case Protection!



Engine Case Covers:

Developed in collaboration with race teams and tested in the R&G Racing Suzuki GSX-R Trophy our engine case covers give you strength, durability and good looks. Slimline for maximum ground clearance, ultra lightweight and protecting one of the most vulnerable parts of the machine, these could save you £s in the event of an accident... ever seen the repair cost of a holed engine casing?

Fork Protectors:

do you know the cost of replacing fork legs and callipers, which can easily be damaged in even a minor spill? Inspired by the off-road market, fork protectors are an inexpensive means of protecting these major parts and are very simple to install, with no permanent modification to the bike. Many supermoto race and track organisers now insist on these, in order to protect the surface of race tracks.



Engine Case Sliders:

Our engine case sliders are made from the same high-density polyethylene which is famously used in our Crash Protectors. Given its proven wearing properties, why try to re-invent the wheel? Another similarity is that we again use compression sleeves within the product, so that the replacement engine screws can be torqued accurately. These products often save substantial engine damage and have kept many endurance teams in the running. They work perfectly in tandem with our Crash Protectors, which cannot always save engine casings on their own.



Swingarm Protectors:

everything we said about Fork Protectors applies to this product too – except, of course, we are talking about protecting another major chassis part – your swingarm. Due to modern construction methods, aluminium swingarms are regularly written off, despite some damage looking minimal – don't let your customer put his/her bike at risk!



Cotton Reels: traditional paddock stand bobbins have two distinct disadvantages: they are small, making them harder to locate onto paddock stand hooks, and, being made of aluminium, they quickly look old and tatty. Our Cotton Reels are large and easy to locate, marrying up perfectly with our Paddock Stand Hooks.

They are hard-wearing and made of our usual high-density polyethylene. In most crash scenarios they are also extremely useful at protecting expensive swingarms, featuring compression sleeves and heat-treated bolts, designed to be more likely to bend than to snap.



Rear Spindle Sliders:

These are Cotton Reels which are mounted to a stainless steel bar, running through the rear axle of the motorcycle. The machine can be lifted, using a paddock stand in conjunction with our Paddock Stand Hooks, and the Spindle Sliders are designed to offer protection to the swingarm in the event of a crash. We make Spindle Sliders for machines with dual swingarms as well as single-sided ones. When using the product on a single-sided swingarm, it is advisable to use our Paddock Stand Hooks (code SH0001), as they feature an extra-long bar, to enable correct lateral weight distribution.



Bar End Sliders are specially-machined, weighted bar ends, with nylon end caps. The steel body of the Bar End Slider does not normally come into contact with the tarmac – just the nylon end cap, making it another crash protector. R&G Bar End Sliders are developed bespoke for each bike and designed to minimise high-speed wobble by offering a subtle damping effect. They also retain their good looks much better than original bar ends and let's not talk about cheap aftermarket bar ends, which leave hands numb from vibration!



Offset Cotton Reels: On some of the latest sports machines, there are no paddock stand bobbin screw holes (e.g. YZF-R125), or there is a risk of the standard exhaust hitting anything protruding from the paddock stand bobbin screw holes (GSXR600/750K8- and ZX10-R '08-) under extreme suspension travel. Offset Cotton Reels are our solution to this. They mount from the back axle and still enable the user to check and maintain chain alignment, while placing the Cotton Reel rearwards of the swingarm. The Cotton Reels can be separated from the black anodised aluminium mounting plate, so they can be used for rear wheel removal.

R&G RACING PRODUCTS

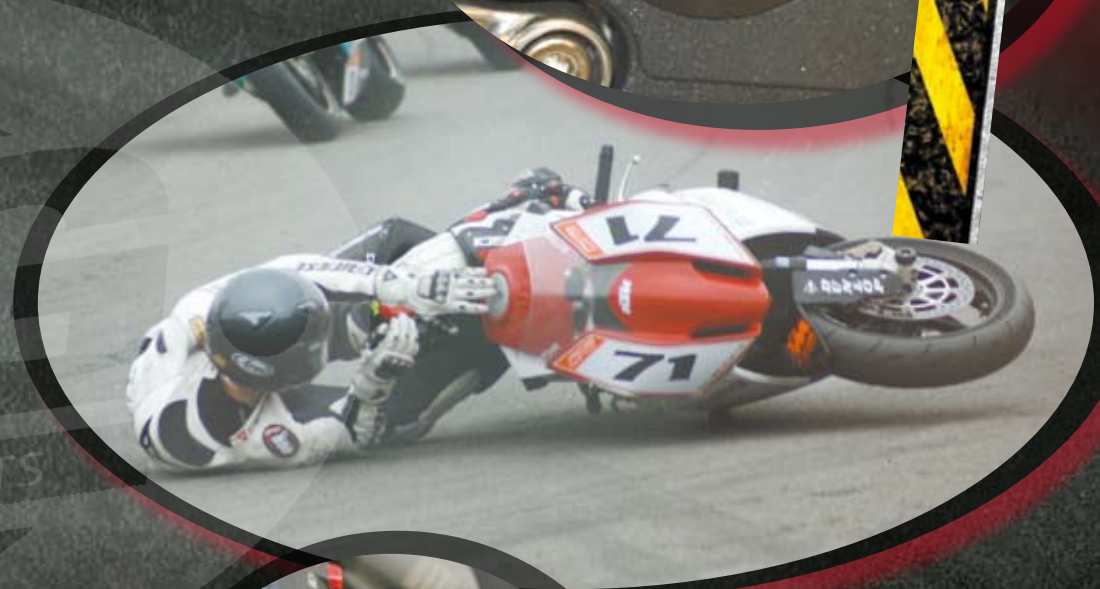
Exhaust Protectors:

another product invented by R&G Racing. The range has gradually expanded to encompass a standard oval cover, supermoto-style round and oval bands, a protector which complements the angles of the tri-oval exhaust cans, and a hexagonal band, fitting the Akrapovic hexagonal can, as well as that of the standard YZF-R6

'06-'08. Fitting takes a few minutes and is accomplished by way of a stainless steel jubilee clip which encircles the exhaust can and is cushioned by a high-temperature soft band.



Frame Plugs: customers can now easily smarten up their machines with these neat little innovations from R&G!



Radiator Guards:

by popular demand from road racers and the general public alike, we have released a range of lightweight, pressed aluminium radiator guards. Fit is optimal and the quality speaks for itself – no ugly joins here! Both flat and curved radiators are catered for, as are oil coolers. Most applications are available in black or titanium colour. As used by many BSB and British Superstock teams.



Gloves: R&G Racing offer deluxe lightweight leather gloves, with kevlar protection, supplied in black and having additional feature of an articulated knuckle section and double-thickness palm.



Tail Tidies:

With a rapidly-growing range, R&G Tail Tidies are one of the products most closely associated with R&G Racing. You have probably seen our Tail Tidy for the CBR1000RR '08 onwards, as it is has proven to be one of our most successful models.

The finish is almost identical to the original hanger and **dealers and riders continually comment on the perfect fit – "it looks like original equipment"** is what we hear,

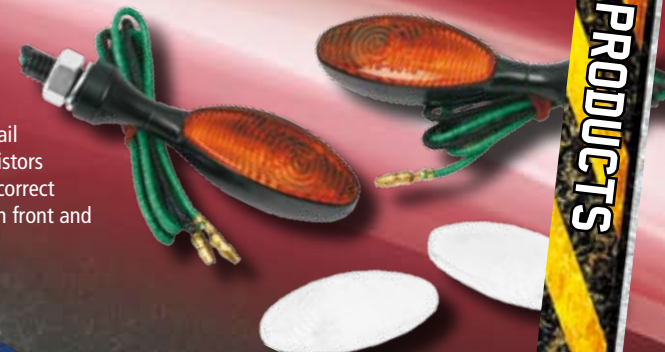


although we know it looks better. Note there are no permanent modifications to the machine...

While the Speed Triple 2008 onwards and CBR1000RR Tail Tidies are made of a hard resin and are in response to the bikes needing changes in the undertray sections, most other bikes are able to use an anodised aluminium Tail Tidy, such as the one pictured below.



Micro Indicators: supplied with a choice of amber or clear lenses, our Micro Indicators (code **RG370**) use bulbs and are compatible with all of our Tail Tidies. It is advisable to purchase our Resistors too (code **RGR0001**) in order to ensure correct synchronisation of flashing speed between front and rear indicators.



Exhaust Hangers:

Made from anodised aluminium, we offer Exhaust Hangers for solo riding in black or silver finish. If you are going to tidy up the back end of the machine with an R&G Tail Tidy, then it makes sense to finish the job with a race-style exhaust hanger. The range is large and is developing all the time

TAIL TIDIES

Simply unbolt the original hanger and replace with our Tail Tidy, with no modifications to bodywork. Most models are capable of using either the original indicators or micro versions such as R&G RG370. In the case of the KTM RC8 [below], you cannot use the original indicators, so we offer two choices - a Tail Tidy with our micro indicators or a Tail Tidy with pre-drilled holes, for your choice of micro indicators.



RACING TRACKDAY WORKSHOP SAFETY

Toe Guards: We offer Toe Guards in a CNC-machined billet alloy finish, as well as a new Road Racing Toe Guard (pictured), which is made from hybrid high-density polyethylene (see Product Development section, earlier in this brochure).

There are also bespoke applications for BMW S1000RR, R6 '03-'05/Daytona 675/ Street Triple and for Honda NC30/NC35.



Brake & Clutch Reservoir Protectors:

the finishing touch for the confirmed R&G fan - they not only look great, but they have the added functions of minimising brake fluid spillage on track and preventing strong sunshine from heating up the brake fluid in the main reservoir.
R&G code CRP001



Dust Covers

Paddock Stand Hooks:

Code: SH0001
 Features 12mm gauge round pins, suitable for Micron and Scorpion rear stands and R&G Cotton Reels/ Spindle Sliders.

Code SH0002
 Features square pins and fits perfectly into Harris rear stands and R&G Cotton Reels / Spindle Sliders.

MERCHANDISE AND ACCESSORIES

Knee Sliders: "The best I have ever used", according to Andy Ibbott, of the California Superbike School. R&G Knee Sliders are available in black or white and are the favoured sliders of countless race teams worldwide, as well as the whole California Superbike School (UK) staff.
R&G codes KS0001BK (black) and KS0001WH (white).

Ear Protectors: At last, custom-moulded earplugs at an affordable price - the user can mould them at home in just 15 minutes. There is even enough silicone for a test run before the real thing!
R&G code MEP0001.

Handlebar Top Straps:
R&G code ST0001BL is a heavy-duty strap mechanism that is run across the handlebar of the motorcycle and is adjustable for all widths. **Ratchet straps (our code ST0699)** can be attached to each end of the top strap, for secure attachment of the machine to a trailer or inside of a van. By compressing the forks, the bike becomes ultra stable during transport.



Superbike Outdoor Covers:
 Our heavy-duty Superbike Outdoor Cover is fully waterproof and elasticated. It has slots at the front and rear wheel positions, for fitting a lock through, and has clips underneath, in two positions, to stop the cover from billowing in the wind. Proudly displaying the R&G logo, it also has other features, such as an extra padded section to protect the bike's fuel tank.



Key rings



Umbrellas



Deluxe Helmet Bag
 - featuring soft fleece lining, one inner pocket, two outer pockets and two R&G logos, this bag is ideal for protecting expensive crash helmets.

T-Shirts

