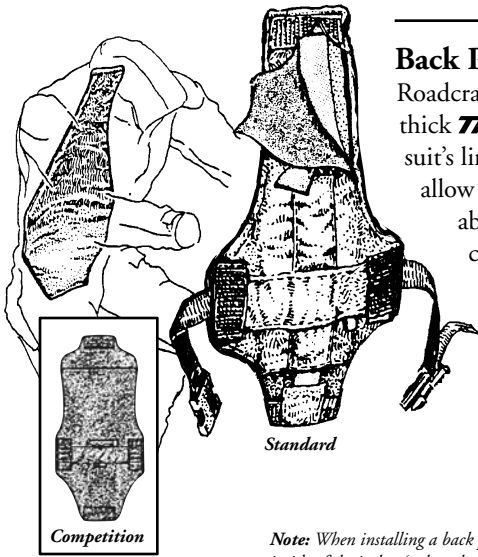


**Accessories, Alterations, & Repairs for One & Two Piece Suits**



**Back Pads**

Roadcrafter back pads provide additional impact and abrasion protection. They are made of half inch thick **TF<sup>3</sup>** bonded to .040 Polypropylene, and both are contained in a pocket of fabric that matches the suit's lining. The back pad attaches to the suit with hook and loop hook at four points, and is shaped to allow freedom of movement. It does not make the suit feel warmer, but slightly reduces the room available for wearing insulating clothing. A pocket centered over the spine (but on the outside of the pad) carries two additional layers of polypropylene for greater protection of this area. The Standard Back Pad is more for everyday riding, with a contour cut for total freedom of movement. The Competition Pad is slightly stiffer and covers a larger protective area. A removable two inch wide quick release belt permits the pad to be worn conventionally. (When the back pad is attached by hook and loop this belt is not required.) Four pieces of adhesive loop are included so the back pad can be attached to the lining of another garment. For the correct size for your Roadcrafter Suit see the sizing chart at [www.aerostich.com](http://www.aerostich.com) or call 800-222-1994 for assistance.

**Standard #129 \$75.00**  
**Competition #1491 \$120.00**

*Note: When installing a back pad on two piece Roadcrafter suits, the bottom of the pad will attach either to the inside of the pants ( when the suit is zipped together ) or to the inside of the jacket ( when the jacket is worn alone ).*

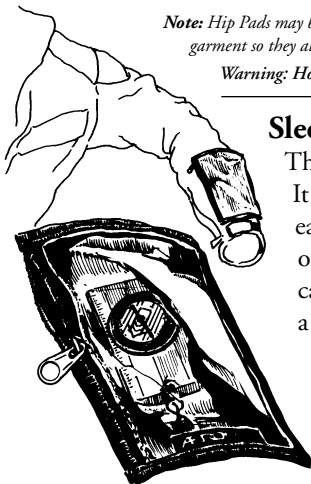
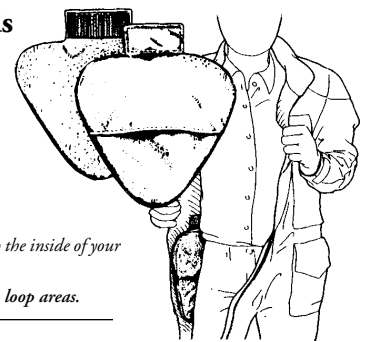
**Hip Pads**

Roadcrafter hip pads are made of half inch thick **TF<sup>3</sup>** and are carried in a pocket of lining matching fabric. They are shaped to give good coverage, and attach to the suit using hook and loop. Hip pads provide protection to an area that just about always takes an impact in a crash. They are slightly more noticeable to wear than the back pad, but if you fall..... ..fall... ..fall..... Competition model is pre-curved and has a hardshell.

**Standard #123 \$35.00/Set**  
**Competition #1053 \$45.00/Set**

*Note: Hip Pads may be further attached using two additional lower hook areas. To use the optional lower hook areas, apply adhesive loop sections to the inside of your garment so they align with the lower hook areas on the hip pads.*

*Warning: Hook sections are abrasive and exposed sections can damage inner fabric unless they are removed, covered, or attached to loop areas.*



**Sleeve Window Pocket**

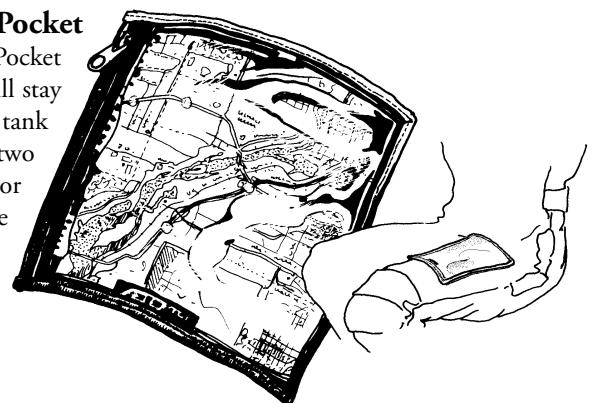
This is a 6" by 4" clear vinyl pocket that attaches with hook and loop to the left sleeve of all Roadcrafter suits. It can be easily added or removed whenever needed. A small self repairing coil zipper along the long side makes it easy to use. It's perfect for carrying directions you need to read on the way, like to a great party, a rally campground, or new cycle shop. Carry your keys here and you can keep your eyes on 'em at all times. Put a compass here and you can keep it farther away from the bike for more accurate readouts. Carry a wristwatch here for timechecks. Or for a parking lot ticket. Or how about a "get out of jail free" card for your next speeding arrest. A very handy pocket. Includes four sections of adhesive hook and loop for mounting anywhere. Cordura backside color is black.

**#152 \$25.00**  
**Heavy Duty Sleeve Pocket (not shown) #1332 \$30.00**

**Thigh Window Pocket**

The same idea as the sleeve pocket, but sized to take road maps. The Thigh Window Pocket is easy to attach and remove, closes with a full length self repairing zipper, and it will stay in place on your suit's left thigh. Some rides require a map, and if you are not using a tank bag to hold one, then this will work. (Using a tank bag and this pocket lets you keep two maps in view at the same time. This is handy for high speed long distance traveling or when coming off a long highway onto the street network of an unfamiliar city.) The pocket can fold and be carried inside the suit's chest pocket when not in use. Routes or directions can be drawn onto the clear vinyl with a grease pencil and erased later, without marking the map carried inside. Includes four sections of adhesive hook and loop for mounting anywhere. Cordura backside color is black.

**Standard Size (8.5" x 9.5") #153 \$27.00**  
**Narrow Size (8.5" x 6.5") #143 \$25.00**  
**Tank-top magnet mount (sleeve not included) #194 \$35.00**



## Aerostich Forward Lean Ellipse

This lined Cordura panel quickly zips into place using the existing jacket-to-pant connection zippers on two piece Roadcrafter suits. The result allows greater forward lean and a more comfortable fit on some sport bikes. Increases the suit's torso length by about 1.5". Black only. **#124 \$30.00**



## Roadcrafter Bib Pants Converter

The Bib Pants Converter connects to the zipper around the waist of the pants, making them easier to wear when not attached to your jacket. Wide, adjustable elastic shoulder straps and deep side cutouts permit a good fit and free movement. They're better and easier than trying to jury rig suspenders. Although the jacket can't be attached to the pants when using the Bib Converter, our unique easy on/off arrangement is retained. In even suit sizes, 34-52. Fabric and colors will match your Roadcrafter Suit. Black, Blue, Grey, Red, or Hi-Viz Lime Yellow Cordura.

**#126 \$57.00**

## Alterations for One & Two Piece Suits

*Custom altered Roadcrafter suits are not returnable for refund or exchange. An additional \$50.00 is charged for each alteration to existing garments.*

### 1. Custom Sleeve Length

Above elbow, below elbow, or a combination of both. Depending on garment, up to 3". Price includes both sleeves. **#201 \$60.00**

### 2. Custom Leg Length

Above knee, below knee or a combination of both. Depending on garment size, new or existing construction, up to 3". Price includes both legs. (Length adjustment of rise is not available.) **#202 \$60.00**

### 3. Upper Body Gusset

A "V" shaped panel from the waist to the sleeve on each side of the suit meets another "V" shaped panel from the elbow to the armhole, providing additional shoulder and arm ease. Very effective for narrow handlebars and forward riding positions, as well as athletic builds. For both one and two piece suits. Add up to 2" at each side. **#203 \$60.00**

### 4. Built In Ellipse

A 2" panel is installed across the lower back and tapers to each side, increasing the forward lean of the suit. Provides greater length in the torso for sport bike riders. Tilts the torso forward 5 degrees compared to standard suits. (For one piece suits only. Available as a separate zip-in panel for two piece suits at \$30.00; see suit accessories in the Riderwarehouse Catalog.) **#206 \$60.00**

### 5. Additional Forward Rotated Sleeves \*

All suit sleeves are optimized for most sport-standard riding positions. This alteration adds even more for 'extreme' riding positions (like GSXR, YZF, etc...). About forty pieces changed to reposition front/chest/arms. Makes a comfort difference on supersport and 'race-replica' bikes. One piece suits only. **#213 \$85.00**

### 6. Jacket Hem Flair

A gusset on each side, sewn from the waist tab, that widens to an additional 11/2" on each side at the jacket hem. Provides a looser fit around the hips. **#208 \$50.00**

### 7. Custom Abrasion Ballistic Colors

Call for availability and samples, as some colors are in short supply. We usually can offer about a dozen choices in addition to the four standard colors. Sold in complete sets only. **#204 \$60.00\***

*\* New Construction Only*

## Crash and other repairs for One and Two Piece Suits

### 1. Other Repairs

Broken zippers, torn linings, melted Ballistics, and other repairs of this nature are estimated based on the materials and labor required. Replacing a zipper or some hook and loop is usually between \$30 and \$60, but we will contact you with an estimate before performing any work. Repairs are completed and the suit is returned in 10 - 30 days.

### 2. Crash Repairs

Between twenty and forty miles per hour the suits usually sustain less than \$250 of damage. Between forty and seventy miles per hour the suits usually sustain between \$250 and \$500 of damage. Between seventy and one hundred miles per hour the suits usually sustain \$500 or more in damage. These figures are only estimates. The actual amount of damage varies depending on the circumstances of each accident. The suit is a "total" and cannot be repaired if the price of the repairs exceeds half of the price of a new suit. You will be contacted with an itemized estimate of repairs needed, based on time and materials, before work is begun. Repairs requiring sewing work are completed and the suit is returned in approximately 10 - 30 days.