

STEPS TO FOLLOW TO SEND A CYLINDER

1. Send the cylinder to be repaired **completely disassembled (without valves, threaded rods etc.)** together with the **new piston**, in a box.

If you do not have a new piston, you can:

- Ask Airsal to supply it by specifying the MOTORCYCLE'S MODEL and YEAR OF MANUFACTURE, so that it can be correctly identified.
- Specify the finished size of the cylinder or the exact size of the piston. In this case Airsal cannot provide a guarantee of the tolerance.

2. Include a note inside the box with **your contact details** (name, address, ID number, telephone, e-mail) or customer number if you have one.

Please note: If this is the first time you send us a cylinder, please send an e-mail to inma@airsal.com, with your details: name, address, ID number, telephone, e-mail, **before sending the package**. This will expedite the reception process.

3. Send the package, with the postage paid, to the following address:

AIRKIT S.A. (AIRSAL)
Ronda Font Grossa 1-3
P.I. La Gavarra
08540 CENTELLES (Barcelona)
Tel: 938 813 800

4. Once the package has been received and entered into our system, you will receive a confirmation e-mail with a code assigned to your cylinder. The system prioritises repairs strictly by order of arrival and repair stages to be carried out and we are therefore unable to offer an emergency service.
5. Once the repair has been completed, we will e-mail you an invoice and bank details so that you can make a transfer (we do not accept PayPal, cash on delivery or credit cards). Upon request we can send you a transport price quotation. Please send a copy of the payment by e-mail to inma@airsal.com, in order to speed up the dispatch of the package. Airsal will not be held responsible for any loss or damage caused during shipping.

WE CAN REPAIR:

- Single nickel-silicon coated aluminium cylinders WITHOUT an integrated cylinder head.
Cylinders often have small porosities after repair. These pores do not affect the proper functioning of the cylinder.

WE CANNOT REPAIR:

- Iron cylinders with nickel-silicon coating.
- Aluminium cylinders with chrome plating that require welding.
- Cylinders with large pores or porous areas.
- Severely damaged cylinders that require significant reconstruction work involving welding (broken exhaust port, broken cylinder neck, shattered exhaust barrel, etc.).
- Cylinders with seizures in multiple places where material has been removed in the transfer and exhaust area.
- Cylinders with more than the maximum recommended wear must have an oversize piston in order to proceed with the repair. If this is the case, we will contact you to inform you.
- For technical reasons, requests to increase the diameter of the cylinder can only be accepted if we foresee that the cylinder neck will have a minimum thickness of 2mm and a sufficiently thick intake, exhaust and transfer wall.

You can check our updated repair prices on our website.

www.airsal.com/repairs