1 Safety Precautions

Be sure to read this User's Guide carefully before using the jacket with the Hit-Air (shock-buffering system) for proper use and safety and keep it, in the place you can reach anytime (e.g. in the motorcycle).

The marks used in this User's Guide denote as follows.

WARNING This mark denotes that if the "WARNING" is ignored, it could result in death or a serious injury to the user of this product.

WARNING 1 . **The jacket with the Hit-Air is to be used for the rider's safety when riding a horse and not for any other purpose.**

WARNING 2 . **The jacket with the Hit-Air of the right size is to be worn as an outerwear on the upper half of the body.**

WARNING 3 . **Use the gas cartridge of the same size and contents as before when replacing and confirm that there are no holes or tears in its seal.**

WARNING 4 . **Do not take any parts of the Hit-Air apart.**

CAUTION 5 . Remove sharp on pointed objects such as pins or pens from the jacket with the Hit-Air or from the underwear before wearing. They may damage the air cushion before or at the time of the activation and prevent the function of the Hit-Air.

CAUTION 6 . Keep open flames and cigarettes away from the jacket with the Hit-Air as holes or tears caused by them will prevent its function. Keep and use at temperatures below 40℃/104℉ as the gas cartridge may burst at a high temperature.

CAUTION 7 . Disconnect the Hit-Air from the "coiled wire" at the "one-touch release (connector)"before dismounting the horse. Otherwise, it may cause an accidental activation.

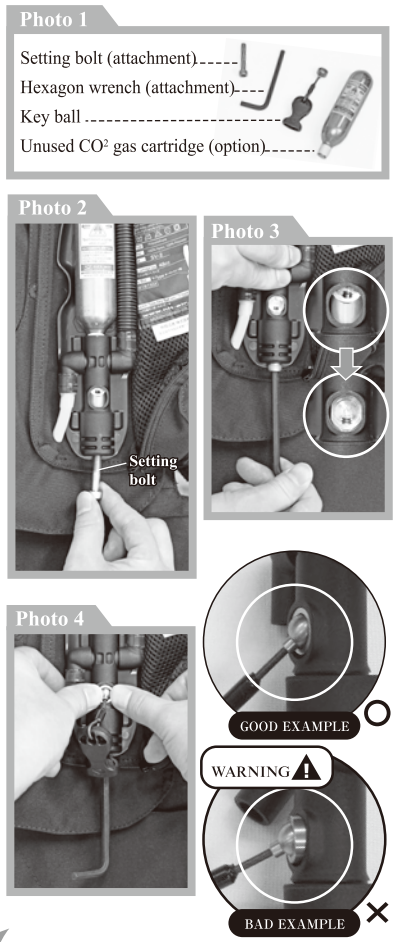
CAUTION 8 . Inspect the Hit-Air to determine if there is any damaged prior to wearing. If there is any damage, consult with an authorized dealer.

7-2 Re-assembling Key Box

1. Get tools for re-assembling ready (Photo 1)
   Get an unused CO^2 cartridge, a hexagon wrench and a setting bolt ready

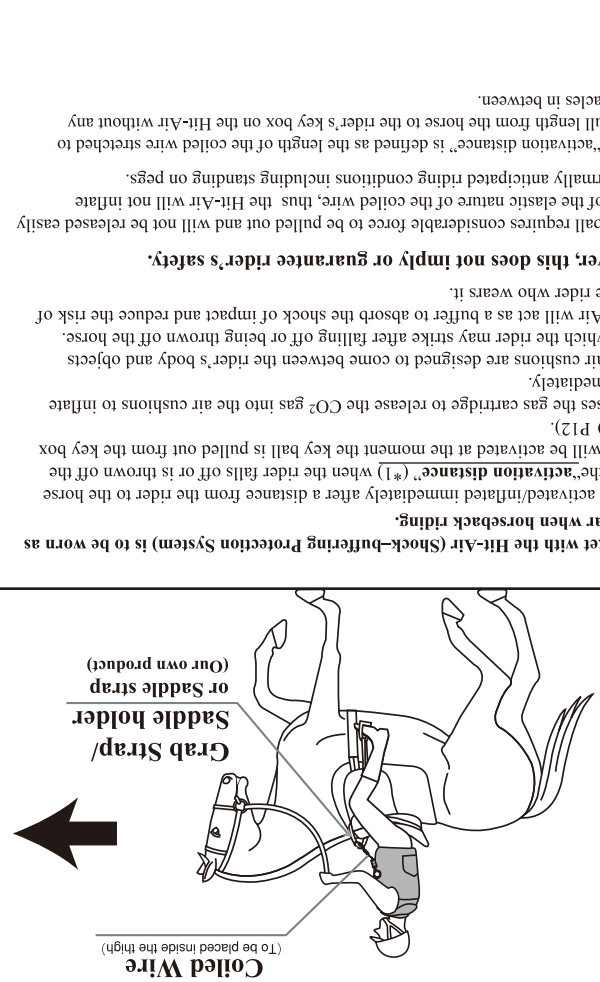
   CAUTION
   As the CO^2 cartridge for the jacket with the Hit Air varies in size (capacity), choose the right size of the cartridge matching the size of the wear.
2. Insert a setting bolt into the hole at the bottom of the key box and tighten up by hand (Photo 2).
   (As tightening the bolt, the hole for the key ball goes down.)
3. When it becomes too tight by hand, tighten it further with the hexagon wrench until the inside hole is placed at the center of the outside hole. (Photo 3)
4. Set the key ball in the hole (Photo 4)
   Insert the "key ball" with a ring deeply into the hole of the "key box".
   If it is blocked by the ring and does not come down, tighten or loosen the "setting bolt"and/or press down the edge of the ring around the key ball by the fingernail until the "key ring" fits in the hole.
   Make sure that the key ring is completely settled down into the hole of the key box.
   (See Good Example)

   WARNING
   If not, (See Bad Example), the key ball may come out spontaneously or with a slight pull to cause unwanted activation of the Hit Air



P.T.O.

2 General Information



The jacket with the Hit-Air (Shock–buffering Protection System) is to be worn as outerwear when horseback riding.

It will be activated/inflated immediately after a distance from the rider to the horse exceeds the"**activation distance**" (*1) when the rider falls off or is thrown off the horse. It will be activated at the moment the key ball is pulled out from the key box (see 4-3 P12).
This causes the gas cartridge to release the CO^2 gas into the air cushions to inflate them immediately.
Inflated air cushions are designed to come between the rider's body and objects against which the rider may strike after falling off or being thrown off the horse. The Hit-Air will act as a buffer to absorb the shock of impact and reduce the risk of injury the rider who wears it.

However, this does not imply or guarantee rider's safety.

The key ball requires considerable force to be pulled out and will not be released easily because of the elastic nature of the coiled wire, thus the Hit-Air will not inflate under normally anticipated riding conditions including standing on pegs.

(*1) The "activation distance" is defined as the length of the coiled wire stretched to its full length from the horse to the rider's key box on the Hit-Air without any obstacles in between.

6 Attention after Activation

Pay attention when the Hit-Air is inflated as follows.

CAUTION 1 . A hissing sound of the gas coming out of the gas cartridge into the air cushion or the end of theco1l wire tapping a horse may excite the horse.

2 . The Hit-Air is designed to provide protection especially to the wearer's neck, so when it is inflated, there will be some pressure around the neck, and if there is difficulty in releasing the helmet's strap, open the front buckle immediately.

3 . Look around the scene carefully, unzip and release the buckle to take off the jacket.

4 . If the scene of accident seems to be dangerous, go to a safe area before taking off the jacket.

5 . When the Hit-Air is inflated, a feeling of tightness may be felt, but the gas will leak out gradually.
Therefore, remain calm even if the body with the inflated jacket is pressed down by something.

6 . If the air cushion is punctured when fully inflated, the gas in all the cushions will immediately escape and the cushions deflate.

CAUTION 7 . If the Hit-Air inflates accidentally for some reason while riding, do not be alarmed. Look for a safe place and take an appropriate action.

CAUTION 8 . If there is external damage to the Hit-Air due to its activation, take it to an authorized dealer for a maintenance check and to replace the gas cartridge. In cases of extreme damages externally or internally, it may not be repairable.

CAUTION 9 . Be aware of the points listed below when attempting to re-assemble the Hit-Air by yourself after it is activated.

- ○ Whether it has external damages (holes, scratches, tears, etc.)
- ○ Confirm that the airbag is fully inflated when it is activated
- ○ Confirm that the gas cartridge to be replaced is the correct size and unused.

Go over the points listed above and if there are no problems, re-assemble the Hit-Air carefully at your own risk. It may not work as designed if there are external or internal damages.
For further details for re-assembling see Chapter 7, (Pages 21 to 25).