

# 7-2 Re-assembling Key Box

9. Remove air from the Hit-Air. (Photo 9)

To remove all remaining gas from the air cushion, spread the Hit-Air, face down on a flat smooth surface. By pressing down each cushion using your hands, remove gas completely. Do not fold or roll up the Hit-Air to avoid damages inside. It may take time to release all the gas in the air cushion but it is necessary as it cannot be re-assembled if some gas is left inside of air cushion. (Photo 3)

### CAUTION

If some gas is left inside of air cushion, it cannot be re-assembled.

10. Re-pack all air cushions and fasten all buttons and Velcro. (Photo 10)

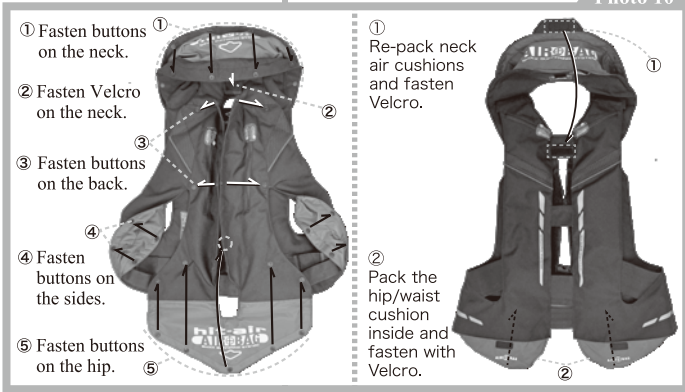


Photo 9



Photo 10

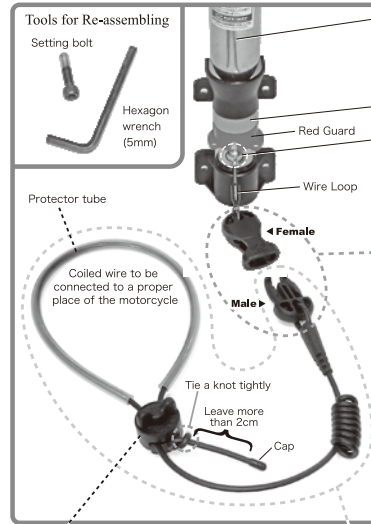
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P.T.O.

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# Preface

# Accessories for Hit-Air

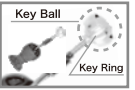


**Hit-Air CO2 gas cartridge** (See P.14)  
When the key box is activated, the gas cartridge releases CO<sub>2</sub> gas into the airbag (to each air cushion) immediately to inflate.

**Key box (B-type)** (See P.12)

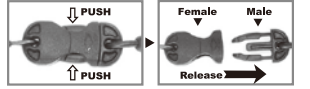
**Key ball** (See P.13)

Key ball to be pulled out to release the gas into the airbag instantly. Key ring holds a key ball in the key box.

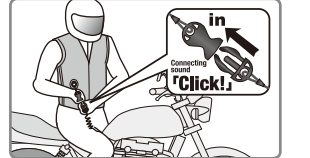


**One-touch release(Connector)** (See P.15)

When getting on a motorcycle, connect the male connector at the end of the coiled wire attached to the motorcycle with the female connector attached to the Hit-Air.

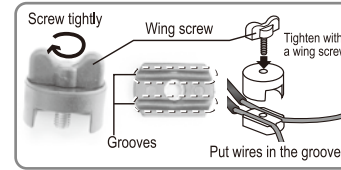


When getting on a motorcycle, connect one-touch release



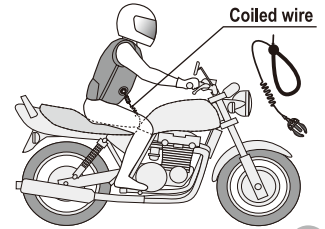
**Loop setter** (See P.16)

After the length of the coiled wire is adjusted and decided, put wires in the grooves of the loop setter and tighten the wing screw to fix them firmly.



**Coiled wire** (See P.16)

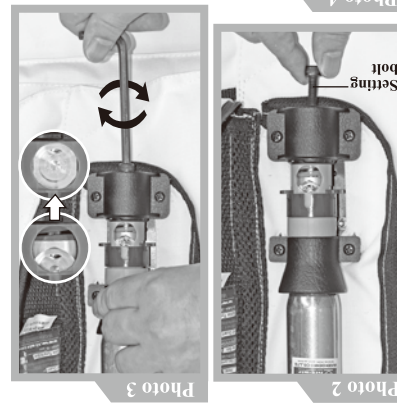
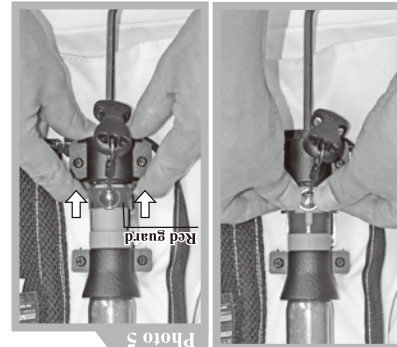
A strong wire of Kevlar cord coated with urethane resin.



**Protector tube** (See P.16)

Protect a motorcycle and a coiled wire against damage. Pass a coiled wire through a protector tube to protect the part of the wire wound round the frame or another proper place of the motorcycle. Cut the excess tube depending on the part where the coiled wire is fixed.

P.T.O.



1. Prepare a set of the hexagon wrench and setting bolt, unused Hit-Air CO<sub>2</sub> gas cartridge. (Photo 1)  
(The hexagon wrench and setting bolt are provided with the Hit-Air)
2. As the CO<sub>2</sub> cartridge for the Hit-Air varies in size (capacity), Choose the right size of the cartridge for the jacket.  
Insert the setting bolt to the bottom of the key box.(Photo 2)
3. Screw the setting bolt by the hexagon wrench. The metal hole of the key box comes down accordingly.(Photo 3)  
As tightening the bolt, the hole for the key ball is coming down. Tighten the setting bolt and/or press down the edge of the ring around the key ball by the finger until the key ball fits in the hole and the red guard comes down.
4. Put the key ball and its metal ring to the metal hole.(Photo 4)  
Insert the key ball with a ring deeply into the hole of the key box.
5. Lower the red guard to check if the key ball is installed correctly. In case the red guard doesn't come down fully, the key ball is not installed correctly.(Photo 5)  
If the red guard 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 finger until the key ball fits in the hole and the red guard comes down.



Photo 1

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**CAUTION** 14. If a fray, rust or wear is found on the "coiled wire" or the "wire loop" attached to the "key ball", replace it immediately.

**CAUTION** 13. Don't wash or launder the Hit-Air (airbag system).

**CAUTION** 12. Make sure the "coiled wire" is securely attached to the motorcycle. Improper attaching may prevent the function of the Hit-Air.

**CAUTION** 11. To avoid any damage to the airbag, do not prick a needle or sew emblems or iron on the Hit-Air. Consult with an authorize dealer where to sew an emblem.

**CAUTION** 10. Keep the Hit-Air by hanging up on a coat hanger. Do not fold or lay anything on it. Avoid high temperature and high humidity.

**CAUTION** 9. To make sure the Hit-Air will function properly, take it to an authorized dealer for a maintenance check, once a year depending on frequency of use.

**CAUTION** This mark denotes that if the "CAUTION" is ignored, it could result in a physical injury or a material damage.