









1 Safety Precautions

Be sure to read this User's Guide carefully before using the Hit-Air (airbag system) for proper use and safety, please 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.

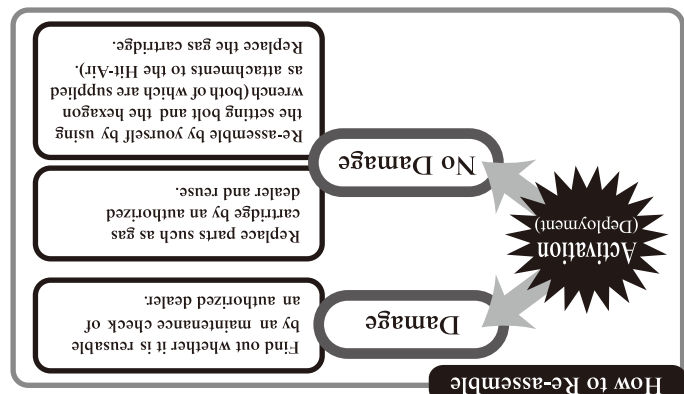
- WARNING**  1. The Hit-Air is to be used for the rider's safety when riding a motorcycle and not for any other purpose.
- WARNING**  2. The Hit-Air of the right size is to be worn as an outerwear on the upper half of the body.
- WARNING**  3. Use the Hit-Air CO2 gas cartridge of the same size and contents 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 or pointed objects such as pins or pens from 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 Hit-Air as holes or tears caused by them will prevent its function. Keep and use at temperatures below 40°C/104°F as the Hit-Air CO2 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 motorcycle. Otherwise, it may cause an accidental activation.
- CAUTION**  8. Inspect the Hit-Air to determine if there is any damage prior to wearing. If there is any damage, consult with an authorized dealer.

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- Zip and close the key box cover. See (P24) Chapter 12
- Install an unused cartridge. See (P24) Chapter 11
- Remove all CO2 gas from the air cushion. See (P23) Chapter 9
- Unscrew the used cartridge. See (P22) Chapter 8
- Set a key ball in the key box by using tools. See (P21 to 22) Chapter 2 to 7
- Get an unused CO2 cartridge and tools for re-assembling ready. See (P21) Chapter 1

Outline of re-assembling by yourself




7-1 How to Re-assemble
We recommend to take the Hit-Air to an authorized dealer for a maintenance check and re-assembling after activation. It can be reused if it is re-assembled in accordance with the following procedure, but unless it is done properly, it may not work. It cannot be re-assembled if it is damaged by the previous activation.


7 Re-assembling Hit-Air after Activation

7-2 Re-assembling Key Box

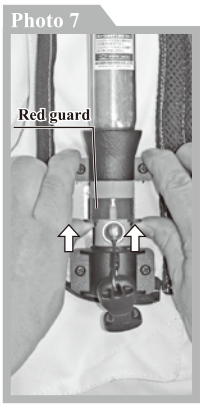
- 6. Unscrew the setting bolt and take it away from the bottom of the key box. (Photo 6)
- 7. Lift the red guard to the upper position. (Photo 7)


CAUTION  If the system activates while the red guard is in the "locked" (down) position, it may cause the system malfunction or damage to the Hit-Air.

8. Unscrew the used gas cartridge by turning anticlockwise. (Photo 8)

CAUTION  After unscrewing the used cartridge, please check if the needle inside of the key box is not damaged. If there is any damage on the needle, please consult with an authorized dealer.

The airbag doesn't work nor inflate if the needle is damaged or deformed.



WARNING  Remove the "setting bolt" from the "key box" without fail. Otherwise the Hit-Air will not be activated.



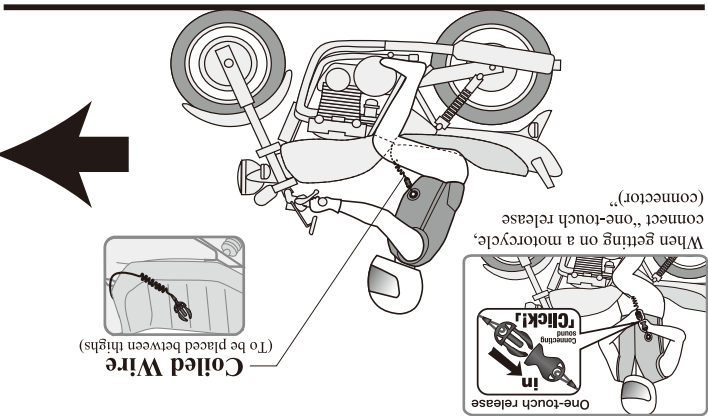
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The Hit-Air (Shock-buffering Protection System) is to be worn as an outerwear when riding a motorcycle. It will be activated immediately after a distance from the rider to the motorcycle exceeds the "activation distance" (*1) when the rider falls off or thrown off the motorcycle. It will be activated at the moment the key ball is pulled out from the key box (see 4-3 P.12). This causes the gas cartridge to release the CO2 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 motorcycle. The Hit-Air will act as a buffer to absorb the shock of impact and reduce the risk of injury to the rider who wears it. However, this does not imply or guarantee rider's safety. The key ball requires considerable strength to be pulled out and will not inflate under 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 motorcycle to the rider's key box on the Hit-Air without any obstacles in between.



2 General Information