

Pay attention when the Hit-Air inflated as follows.

1. 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 it is difficult to release the strap of helmet, take the Hit-Air off immediately.
2. Watching around the situation calmly, unzip or release the buckle to take off the Hit-Air.
3. If the scene of accident seems to be dangerous, go to the safe area before taking off the Hit-Air.
4. When the Hit-Air inflated, a feeling of tightness may be felt, but the gas will leak out gradually. Therefore, calm yourself even if the body with the inflated Hit-Air is pressed down by something.
5. If the air cushion is punctured when fully inflated, the gas in all the cushions will immediately escape and the cushions deflate.

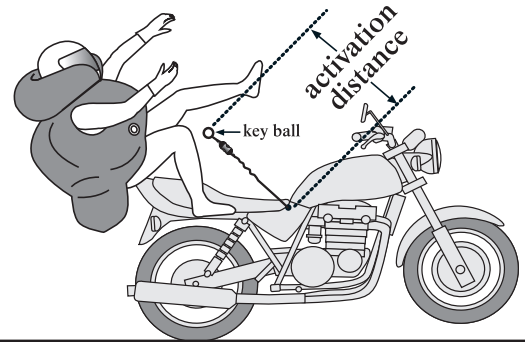
CAUTION ⚠️ 6. If the Hit-Air inflates accidentally for some reason while riding, do not be alarmed. Look for a safe place and take an appropriate action. To continue to ride with the inflated Hit-Air may be dangerous due to the increasing wind resistance etc. Remove it first.

CAUTION ⚠️ 7. If there is an 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 ⚠️ 8. 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 was fully inflated when it was 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 20 to 24).

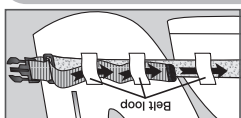
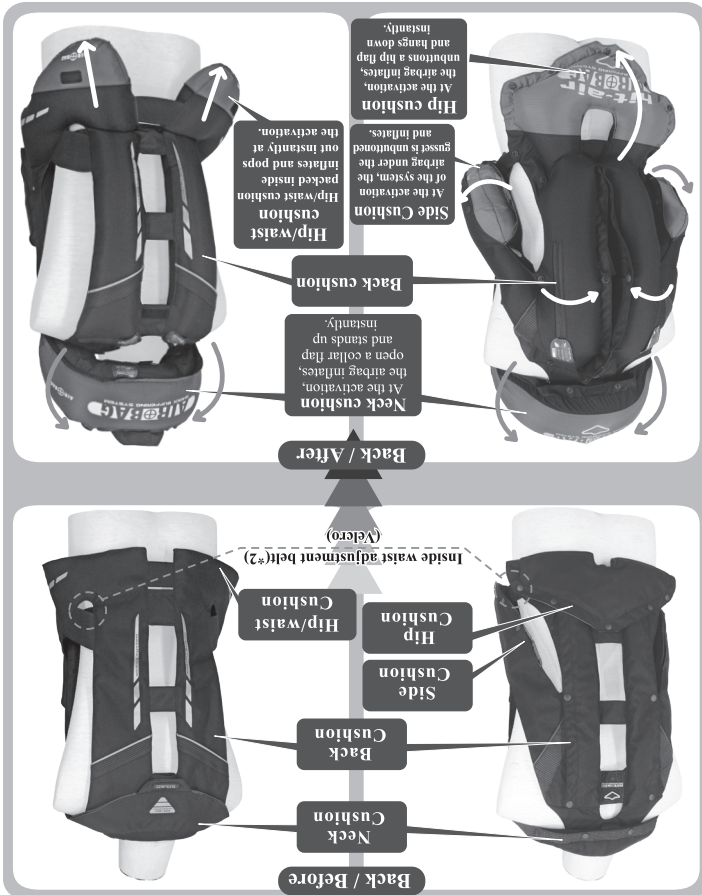


- If the "coiled wire" running from the "key box" to the motorcycle touches an obstacle such as the rider's body, any part of the motorcycle, or any other projecting object, there is a possibility of accidental activation within the "activation distance" by a force strong enough to pull the "key ball" out of the "key box".
- If the rider crashes or falls down together with the motorcycle, unless the "activation distance" is exceeded, the Hit-Air will not be activated.
- The Hit-Air will not protect areas where the inflated air cushion does not cover.
- If the rider wearing the Hit-Air forgets to disconnect the "one-touch release" and goes away from the motorcycle farther than the "activation distance", a certain force (see 4-3 P12) may activate and inflate the Hit-Air. Connect or disconnect the "one-touch release" while you are on the motorcycle.
- Once a Hit-Air CO2 gas cartridge is used, it cannot be used again. Buy a new one from an authorized dealer.

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*Design and shape of model may vary.



*2) For a belt adjustment around your waist, pass the belt through belt loops without fail. If the belt is not kept in the belt loops when the system is activated, it may come off and the function of the airbag (shock buffering) may be impaired. *Although numbers of belt loops vary with models.

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Where and how to fix a coiled wire.

- 1 Wind the protector tube round a frame, adjust its length and cut the excess tube.
- 2 Pass the coiled wire through the protector tube.
- 3 Temporarily fix the coiled wire in the loop setter and adjust its length.
- 4 Determine the length of the coiled wire by standing on the pegs to make the coiled wire fully stretched.
- 5 Fix the wire firmly with the loop setter and tie a knot. After that, cut the wire at 2cm from the knot and cap the cut end.
- 6 End

Place to fix
A: An inside frame under the seat.
B: An outside frame on the right.

Caution ⚠️ Don't fix a coiled wire to any part where it would disturb driving the motorcycle, where it would lead to damage a part of the motorcycle, where it may come off when it is pulled and where it becomes hot (over 60°C) such as the engine or muffler.

Tie a knot
1. Form a ring.
2. Pass through the ring.
3. Knot tightly.
A knot works as a stopper of the wire.

Knot a wire tightly
Leave more than 2cm.
Tighten with a wing screw.
Cap