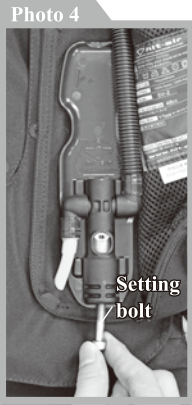
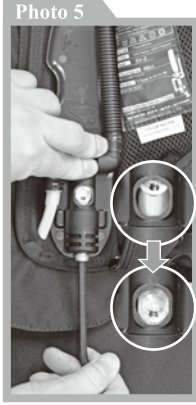


4. Insert a setting bolt into the hole at the bottom of the key box and tighten up by hand (Photo 4). (As tightening the bolt, the hole for the key ball goes down.)



5. 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 5)



6. Set the key ball in the hole (Photo 6). 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.

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CAUTION ⚠ 14. If a fray, rust on wear is found on the "wire loop", replace it immediately.

CAUTION ⚠ 13. Don't wash or launder the Hit-Air system/all-in-one airbag.

CAUTION ⚠ 12. Make sure the "coiled wire" is securely attached to the saddle. 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 jacket with the Hit-Air. Consult with an authorize dealer where to sew an emblem.

Avoid high temperature and high humidity.

CAUTION ⚠ 10. Keep the Hit-Air by hanging up on a coat hanger. Do not fold or lay anything on it.

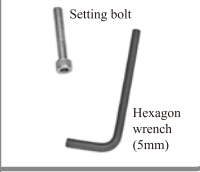
CAUTION ⚠ 9. To make sure the Hit-Air will function properly, take it to an authorized dealer for a maintenance check, once a year depending on frequency of use.

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

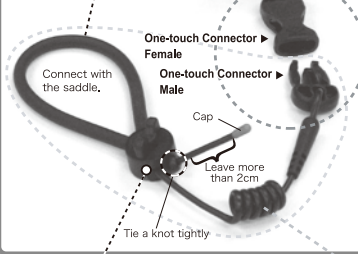
Preface

Accessories for Hit Air

Tools for Re-assembling

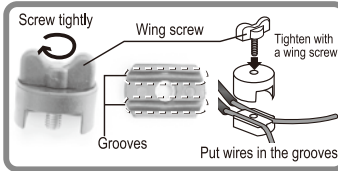


Protector tube



Loop setter (See P.16)

After a coiled wire is fixed to a motorcycle and its length is adjusted, place it in the grooves of the loop setter and tighten the wing screw.



Protector tube (See P.16)

Made of such non-slippery materials as rubber or silicon to avoid abrasion of the part where the wire is tied.

CO₂ gas cartridge (See P.14)

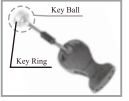
When the key box is activated, the gas cartridge releases CO₂ gas into the airbag (to each air cushion) immediately to inflate them.

Key box (Y-type) (See P.12)

Jointly developed by YKK and Mugen Denko

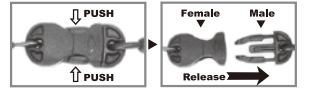
Key ball (Y-type) (See P.13)

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 horse, connect the male connector at the end of the coiled wire attached to the saddle with the female connector attached to the jacket.



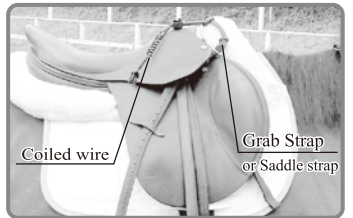
When getting on a horse, connect one-touch release

Coiled wire (See P.16)

A strong wire of Kevlar cord coated with urethane resin.



Tie a coiled wire to the center of the saddle holder attached to the saddle, or to the saddle strap (our own product).

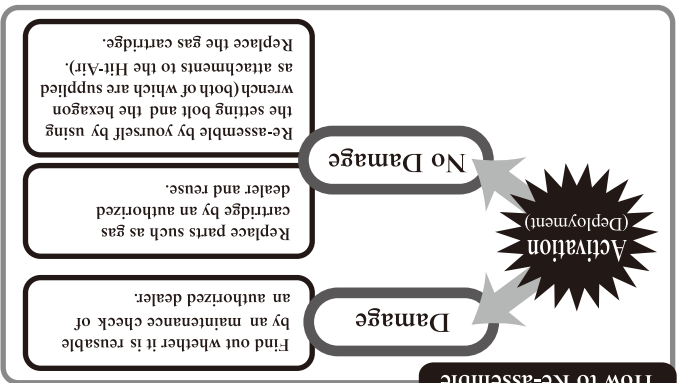


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- Get an unused CO₂ cartridge and tools for re-assembling ready. (See (P22)Chapter 1)
- Unscrew the used cartridge. (See (P22)Chapter 2)
- Remove all CO₂ gas from the air cushion. (See (P22)Chapter 3)
- Set a key ball in the key box by using tools (See (P23 to 24)Chapter 4 to 9)
- Install an unused CO₂ cartridge. (See (P25)Chapter 10)
- Put on the key box cover (See (P25)Chapter 11 to 12)

Outline of re-assembling by yourself



How to Re-assemble

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

7-1 How to Re-assemble