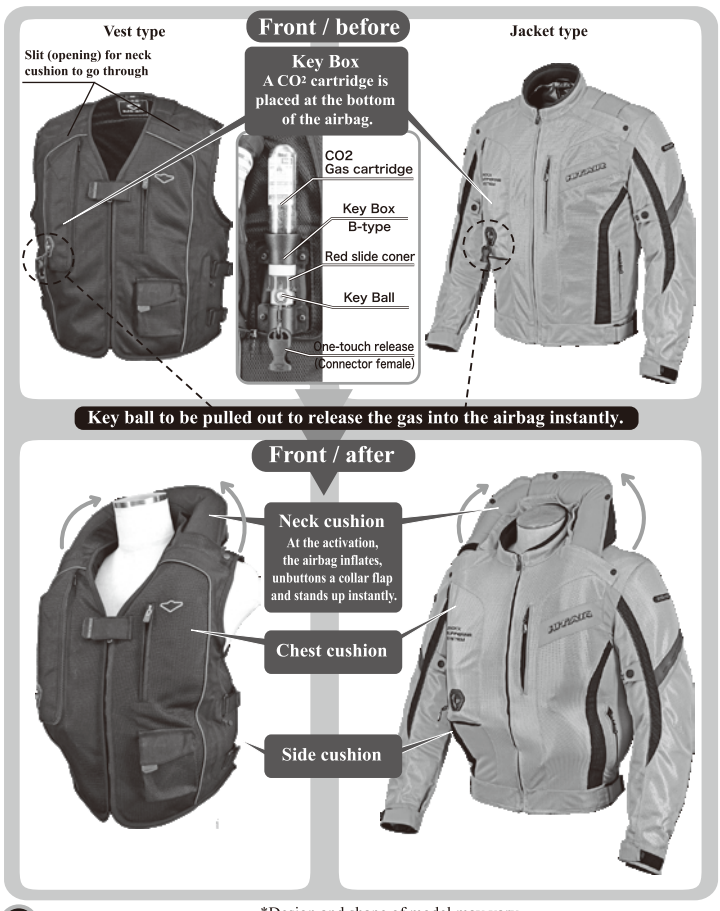


3 Name and Shape



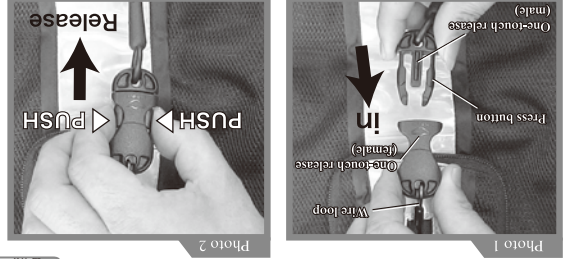
*Design and shape of model may vary.

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WARNING Before riding the motorcycle, make sure the red slide cover on the "key box" is in the "unlocked (up)" position (see page 12, photo 2). If it is in the "locked (down)" position, the Hit-Air will not work properly in case of accident etc.

*Shape and how to use the "one-touch release" may be different from the Photos 1 and 2.



5-2 Connecting Coiled Wire and Jacket with Hit-Air

1. The one-touch release may come in contact with and cause damage to the tank or other part of the motorcycle. If such situation is expected, putting a seal around such parts for protection is recommended.
 2. Hold the female connector and insert the male one.
A clicking sound will confirm that a connection is made properly. Otherwise, it may come off by itself.
 3. Change it for a new one if/when the insertion is not made properly. Using force to connect the one-touch release may cause its malfunction.
 4. When getting off the motorcycle, make sure that the male part does not touch the hot part of the motorcycle, such as the engine or muffler, because the heat could damage the optimal shape of the male part.
- CAUTION**
Use the "one-touch release" for easy connection or disconnection of the "coiled wire" attached to the motorcycle and the "key ball" inserted in the "key box".

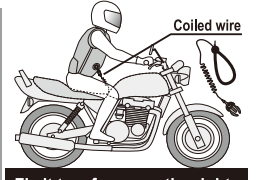
5-1 One-touch Release

5 Using Hit-Air

4-4 Where and how to fix a coiled wire.

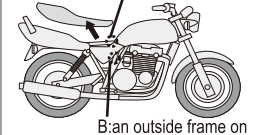
Where and how to fix a coiled wire.

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.
(See the image below.)
- 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** A knot works as a stopper of the wire.
1. Form a ring.
 2. Pass through the ring.
 3. Knot tightly.
- Closely Leave more than 2cm
- 6 End



Fix it to a frame on the right-hand side of the motorcycle.

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.

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1. The air cushions are made of high quality strong urethane film to absorb and reduce the shock of impact as much as possible when they are swollen.
2. The maximum pressure is about 30kpa(0.3kg/cm²) when the air cushion is fully inflated, but gradually decreases as gas comes out of the air cushion.
3. The strength against breakage depends on the material of the jacket the material of the inner tube (urethane) and the strength of the stitch it also depends on the degree of impact, shape or hardness of the object the rider may hit after the Hit-Air inflates.
4. The gas is sent from the "key box" to each air cushion through urethane tubing. The Hit-Air is designed to act as a shock absorber and may break depending on the shape of the object against which it strikes and also the extent of impact given.

4-2 Air Cushion

1. Even if no damage is visible, there may be damages to the air cushion. Therefore, take the Hit-Air to an authorized dealer for a maintenance check to test the air cushion for leaks and inspect its parts to make sure it will function properly in case of an accident.
5. Whenever the Hit-Air is inflated, even if there is no visible damage, we recommend taking the Hit-Air to an authorized dealer for a maintenance check.*1

CAUTION
The Hit-Air may not be repairable in some cases.

4. The Hit-Air may not function properly, if there is a damage to the Hit-Air, cloth of the wear, air cushion, Velcro, zipper, buckle etc. If so, consult with an authorized dealer.

CAUTION
The Hit-Air may not be repairable in some cases.

3. After the airbag is inflated in full, the gas will leak out gradually. Depending on the amount of the pressure given to the airbag by the accident, a feeling of tightness may be felt but gradually subsides.
2. The CO₂ gas cartridge and the "key box" area is covered by an ABS protector with buffer material to protect the rider's breast from the projecting objects in case of an accident.
1. As soon as the "activation distance" is reached, the Hit-Air is activated and the CO₂ gas is sent into the air cushions so that it will provide protection from the shock of impact even before it is fully inflated.

4-1 Function

4 Structure