

**Hit-Air Shock-buffering Protection System**

**安心して安全にご使用いただくために...**  
事故などのアクシデントの際、正しく展開させ、安全性を最大限に引き出すために、事前に知っておいていただく事や守っていただくことがいくつかあります。



**ヒットエア-概要**

- 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, a whip 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 force of approximately 30kg-35kg may activate and inflate the Hit-Air. Connect or disconnect the "one-touch release" while you are on the motorcycle.
- Keep open flames and cigarettes away from the jacket with the Hit-Air as holes or tears caused by them will prevent its function. Keep use at temperatures below 40C/104F as the gas cartridge may burst at a high temperature.
- Once a gas cartridge is used, it cannot be used again. Buy a new one from an authorized dealer.
- The jacket with the Hit-Air is to be used for the rider's safety when riding a motorcycle and not for any other purpose.
- Remove sharp on pointed objects such as pins or pens from the jacket with 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.
- 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.
- Don't wash a Hit-Air System. Remove it from the vest or jacket and wash the vest or jacket only.

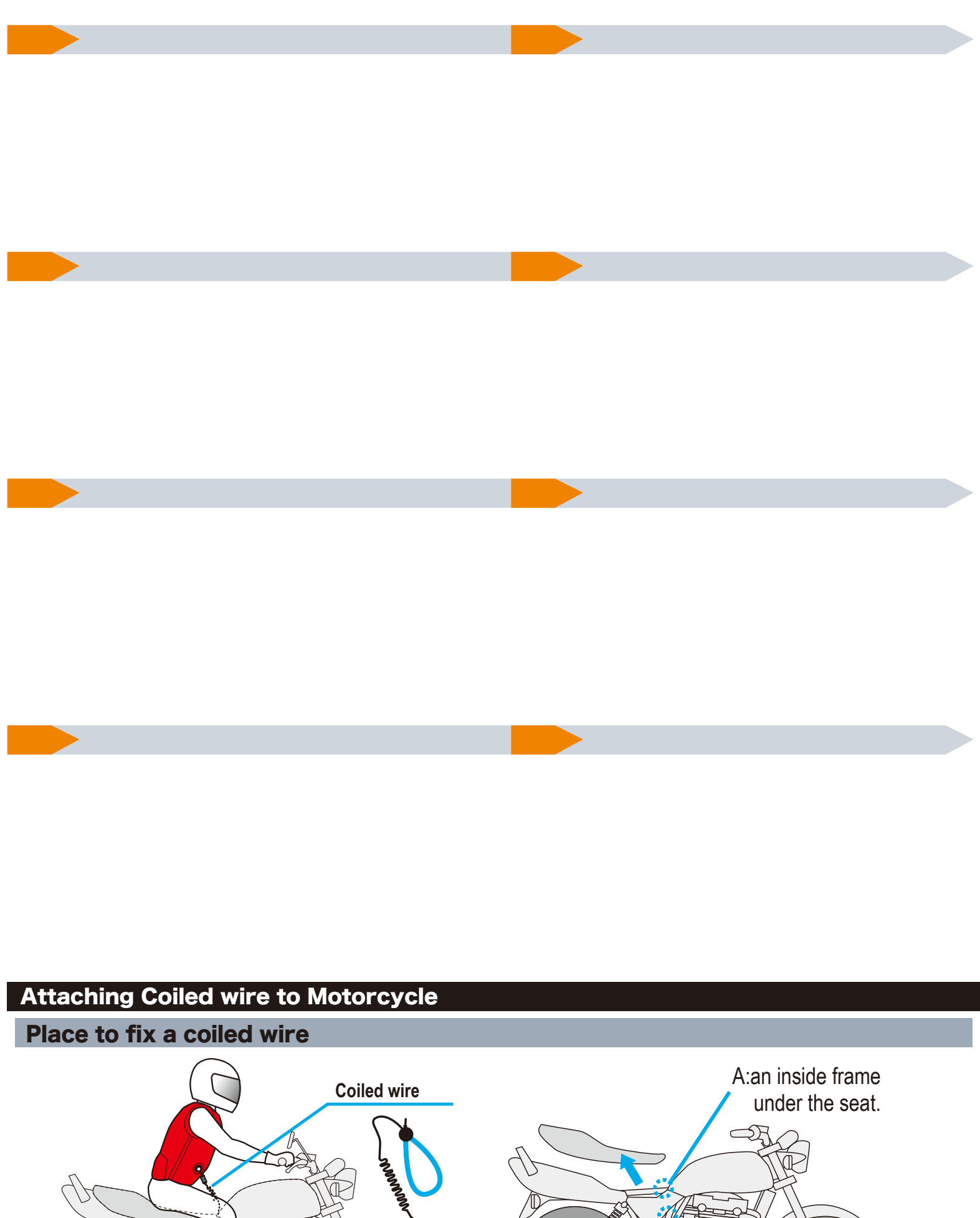
**Be sure to read this page before using and after re-assembling the Hit-Air.**

Thank you for using the Hit-Air.  
For your safety, peace of mind and correct use of your airbag jacket, make sure that items ❶-❹ are confirmed before use as follows:

**Caution** ⚠ Unless the Hit-Air is set correctly, it may not work or may cause a malfunction.  
 ○ Once a CO2 cartridge is activated, it cannot be used again. Remove it from the key box without fail.  
 ○ Use a Hit-Air CO2 cartridge only. Do not use any other one.

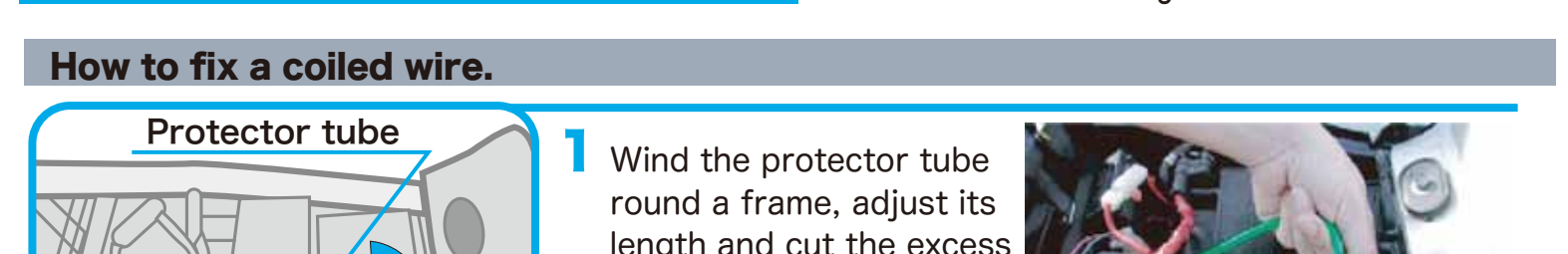
- A CO2 cartridge of the right size (capacity) for the model is installed.**  
 The seal attached the cartridge shows its size (capacity). The size (capacity) of the cartridge varies from model to model. Make sure that the size(capacity) shown on the seal attached to the CO2 cartridge and that shown at the back of the key box cover are the same. (Some model has no size label attached)  
  
**Caution** ⚠ If sizes shown as above are not the same, it may cause a malfunction.  
 \*A description of the size label varies from model to model.
- Sealed properly (No damage to the seal)**  
 \*No seal is attached in case re-assembling is done by yourself.  
 Unused CO2 cartridge and the key box are properly sealed at the time of shipment. (\*The key ball is set)  
 \*The right size (capacity) cartridge for the model is installed.  
 \*A CO2 cartridge is tightly screwed into the key box.  
 \*An used/empty cartridge should not be installed.  
**Caution** ⚠ Re-assembling after the activation must be done in accordance with "Re-assembling Key Box".  
 The key ball must be set only after the used/empty cartridge is removed from the key box.  
 If the CO2 cartridge and the key box are not sealed or if the seal attached is torn at the time of the purchase of a new product, remove the cartridge and make sure that there is no hole at its bottom (at the screw end)  
 If there is no hole - it is an unused cartridge to be installed in the key box for use.  
**Caution** ⚠ If a CO2 cartridge is screwed into the key box loosely, it may cause a malfunction.  
 \* A CO2 cartridge with no hole at its bottom is usable.  
 \* A CO2 cartridge with a hole at its bottom is unusable.  
 \*An unused cartridge is to be installed in accordance with "Re-assembling Key Box".
- The red slide cover is lifted to the "unlocked"(up) position. (Only B-type, it is not in Y-type.)**  
 Make sure that the red slide cover is not in the "locked(down)" position and the key ball is not set as yet. The red slide cover is a tool to confirm that the key ball is set properly during the course of re-assembling. It should always be in the "unlocked(up)" position except during the course of re-assembling.  
**Caution** ⚠ The activation while the red slide cover is in the "locked(down)" position, may cause damage or a malfunction to the Hit-Air.
- Is there any deterioration of the wire loop or the coiled wire?**  
 If there are signs of wear and tear, replace it with a new one. We recommend you to replace it in every one or two years.
- A screw hole at the bottom of the key box is visible. (The setting bolt is removed)**  
 Make sure that the setting bolt has been removed from the key box. The setting bolt is a tool to be used for setting the key ball into the hole of the key box for re-assembling.  
**Caution** ⚠ The Hit-Air will not be activated if the setting bolt remains in the key box. Make sure that the setting bolt is removed from the key box before using the Hit-Air.
- A coiled wire is set properly.**  
  
**Be sure to tie a knot tightly.**  
 Tie a knot tightly to fix a coiled wire to the motorcycle. A knot works as the stopper to prevent the wire coming off when the Hit-Air is activated.  
**Caution** ⚠ Without a knot, the wire may come off the Hit-Air at its activation and the airbag will not inflate.  
 ▶ See "Attaching Coiled wire to Motorcycle"

**Re-assembling Key Box**



**Attaching Coiled wire to Motorcycle**

**Place to fix a coiled wire**



**How to fix a coiled wire.**

- Protector tube**  
 1 Wind the protector tube round a frame, adjust its length and cut the excess tube.
- Coiled wire**  
 2 Pass the coiled wire through the protector tube.
- Wing screw Loop setter**  
 3 Temporarily fix the coiled wire in the loop setter and adjust its length.  
 Put wires in the grooves
- Coiled part at full stretch**  
 4 Determine the length of the coiled wire by standing on the pegs to make the coiled wire fully stretched.
- Tighten with a wing screw**  
 5 Lastly, fix the wire firmly with the loop setter, knot it tightly, cut it leaving 2cm and cap the cut end.  
**Be sure to tie a knot tightly.**  
 1. Form a ring. 2. Pass through the ring. 3. Knot tightly.  
 Leave more than 2cm  
 A knot works as a stopper of the wire.  
**Caution** ⚠ Without a knot, the wire may come off the Hit-Air at its activation and the airbag will not inflate.
- Put the seat back.**  
 6 Put the seat back.

**How to adjust the length of a coiled wire.**

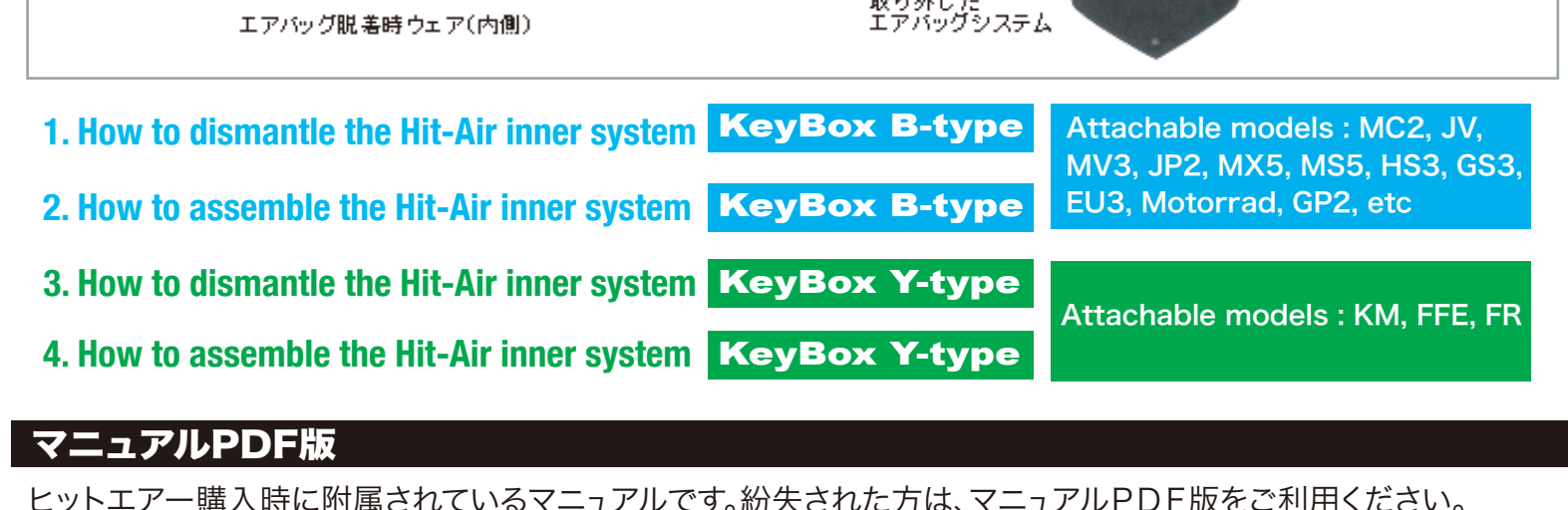
Stand up on the pegs so as to make the coiled wire fully stretched.



Where to adjust and fix a coiled wire may vary depending on the size and make of the motorcycle as shown above.  
 ▶ 車種別 伸縮ワイヤー取付例

**ヒットエア-ジャケット・ベストのシステム脱着方法**

The outer jacket or vest only can be washed after the airbag system is removed. (The airbag system should not be washed)  
 As the airbag system is simply fastened to the jacket by means of buttons, fasteners and/or Velcro, it can be removed easily by unfastening them.  
 The gas will not leak out of the unused gas cartridge, even if it is removed from the airbag system at the same time(If/when the key ball comes out of the key box, a needle in the key box punctures the seal of the gas cartridge to inflate the airbag system)  
 \*See PDF file.



- How to dismantle the Hit-Air inner system** **KeyBox B-type** Attachable models : MC2, JV, MV3, JP2, MX5, MS5, HS3, GS3, EU3, Motorrad, GP2, etc
- How to assemble the Hit-Air inner system** **KeyBox B-type**
- How to dismantle the Hit-Air inner system** **KeyBox Y-type** Attachable models : KM, FFE, FR
- How to assemble the Hit-Air inner system** **KeyBox Y-type**

**マニュアルPDF版**

ヒットエア-購入時に付属されているマニュアルです。紛失された方は、マニュアルPDF版をご利用ください。

**airbag jacket hit-air jacket and Vest**

Attachable Vest: MC2, JV, MV3, etc  
 Attachable Jacket: JP2, MX5, MS5, HS3, GS3, EU3, Motorrad, etc

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**KeyBox Y-type hit-air Jacket and Vest**

Attachable Vest: KM  
 Attachable Jacket: FFE, FR

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**airbag system protector all-in-one airbag**

**KeyBox B-type All-in-one airbag / Harness type**

Attachable Model: MLV, MLV-R, MLV-Y

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**neck airbag Neck airbag / Harness type**

Attachable Model: NW

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**着用する エア-バッグ**  
 ヒットエア-エアバッグジャケット

ヒットエア-マニュアル

ヒットエア-概要

使用前と再生後に必ずチェック

- 1.モデル指定のカートリッジボンベ
- 2.カートリッジボンベ封印シール
- 3.赤ガードが上げた状態
- 4.ワイヤールース、伸縮ワイヤーの劣化
- 5.キーボックス底のネジ穴が見える
- 6.伸縮ワイヤーが正しくセット

**メンテナンスチェック**

エア-バッグ(キーボックス)再生

伸縮ワイヤー-取付方法と位置

伸縮ワイヤー-取付位置

伸縮ワイヤー-取付方法

伸縮ワイヤー-の長さ調節

エア-バッグシステム脱着方法

キーボックスB型システム取外し

キーボックスB型システム取付け

キーボックスY型システム取外し

キーボックスY型システム取付け

マニュアルPDF版

ジャケット・ベスト/キーボックスB型

ジャケット・ベスト/キーボックスY型

一体型エア-バッグ/ハーネス

首部エア-バッグ