Specifications, shapes and how to use may change without prior notice.

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 1-6 are confirmed before use as follows:

1. A CO₂ cartridge of the right size (capacity) for the model is installed. The seal attached the cartridge shows its size (capacity).
2. 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) 
   * A CO₂ cartridge is tightly screwed into the key box. 
   * An used/empty cartridge should not be installed.
3. Re-assembling after the activation must be done in accordance with “Re-assembling Key Box” (see page 20 to 22) 
   The key ball must be set only after the used/empty cartridge is removed from the key box.
4. Is there any deterioration of the wire loop or the coiled wire?
5. A screw hole at the bottom of the key box is visible. (The setting bolt is removed)
6. A coiled wire is set properly. 
   See “Attaching Coiled wire to Motorcycle” (page 16 to 17)

Be sure to tie a knot tightly.

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 with no hole at its bottom is usable. (See “Re-assembling Key Box” in page 25)

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)

Caution

If there is no hole - it is an unused cartridge to be installed in the key box for use.

If there is a hole at its bottom, it is an used/empty one and not usable.
Replace it with a new one.

A description of the size label varies from model to model.

- If sizes shown as above are not the same, it may cause a malfunction.
- If the right size for the model is not clear, check it against the Hit-Air catalogue, or visit our website http://www.hit-air.com “Replacement gas cartridge list”

Be sure to read this User’s Guide to use the Hit-Air properly. A maintenance check by an authorized dealer once a year is recommendable for your safety and peace of mind.

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)

- If there are signs of wear and tear, replace it with a new one.
- Replace it with a new one.
- A CO₂ cartridge with a hole at its bottom is unusable.

We recommend you to replace it in every one or two years.

Be sure to tie a knot tightly.

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.

Re-assembling after the activation must be done in accordance with “Re-assembling Key Box”(see page 20 to 22)
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)

Caution

If there is no hole - it is an unused cartridge to be installed in the key box for use.

A CO₂ cartridge with no hole at its bottom is usable.

If there is a hole at its bottom, it is an used/empty one and not usable.
Replace it with a new one.

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” (see page 22 to 25).

The setting bolt is a tool to be used for setting the key ball into the hole of the key box for re-assembling. (see page 23 to 24 in detail).

*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.

Be sure to 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.

Be sure to read this User’s Guide to use the Hit-Air properly. A maintenance check by an authorized dealer once a year is recommendable for your safety and peace of mind.
Table of Contents

1 Safety Precautions 5  
2 General Information 7  
3 Name and Shape 9  
4 Structure 11  
4-1 Function 21  
4-2 Air Cushion 21  
4-3 Hit-Air Structure 22  
4-4 Key Box 23  
4-5 Key Ball 24  
4-6 CO2 Gas Cartridge 26  
5 Using Hit-Air 15  
5-1 One-touch Release 15  
5-2 Connecting Coiled Wire and Neck Hit-Air 15  
5-3 Attaching Coiled Wire to Motorcycle 16  
5-4 Where and how to fix a Coiled Wire 17  
6 Attention after Activation 19  
7 Re-assembling Hit-Air after Activation 20  
7-1 How to Re-assemble 20  
7-2 Re-assembling Key Box 21  
8 Washing 26  
9 How to Store 26  
10 Change 28

Preface

Accessory for Hit-Air

Tools for Re-assembling

1. Hexagon wrench
2. Setting built
3. Wire Loop
4. Protector tube
5. Coil wire
6. Wing screw
7. Grooves
8. Protect a motorcycle against damage.
9. Protect a coiled wire against damage.
10. Cut the excess tube depending on the part where the coiled wire is fixed.

Hit-Air Structure

CO2 gas cartridge

Key ball

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)

Jointly developed by YKK and Mugen Denko

One-touch release (Connector)

When getting on a motorcycle, connect the male connector at the end of the coiled wire attached to the motorcycle with the female connector attached to the jacket.

Key ball to be pulled out to release the gas into the airbag instantly.

One-touch release (Connector)

When getting on a motorcycle, connect the male connector at the end of the coiled wire attached to the motorcycle with the female connector attached to the jacket.

Jointly developed by YKK and Mugen Denko

Coiled wire

A strong wire of Kevlar cord coated with urethane resin.

Loop setter

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.

CAUTION

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

2. Keep the Neck Hit-Air by hanging up on a coat hanger. Do not fold or lay anything on it. Avoid high temperature and high humidity.

3. To avoid any damage to the airbag, do not prick a needle or sew emblems or iron on the Neck Hit-Air. Consult with an authorized dealer where to sew an emblem.

4. The Neck Hit-Air is to be used for the rider’s safety when riding a motorcycle and not for any other purpose.

5. The Neck Hit-Air of the right size is to be worn as an outerwear on the upper half of the body.

6. Use the gas cartridge of the same size and contents as before when replacing and confirm that there are no holes or tears in its seal.

7. Do not take any parts of the Hit-Air apart.

8. Remove sharp on pointed objects such as pins or pens from the Neck 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.

9. Keep open flames and cigarettes away from the Neck 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 gas cartridge may burst at a high temperature.

10. 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.

11. Inspect the Hit-Air to determine if there is any damaged prior to wearing. If there is any damage, consult with an authorized dealer.

WARNING

1. The Neck Hit-Air is to be used for the rider’s safety when riding a motorcycle and not for any other purpose.

2. The Neck Hit-Air of the right size is to be worn as an outerwear on the upper half of the body.

3. Use the gas cartridge of the same size and contents as before when replacing and confirm that there are no holes or tears in its seal.

4. Do not take any parts of the Hit-Air apart.

5. Remove sharp on pointed objects such as pins or pens from the Neck 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.

6. Keep open flames and cigarettes away from the Neck 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 gas cartridge may burst at a high temperature.

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.

8. Inspect the Hit-Air to determine if there is any damaged prior to wearing. If there is any damage, consult with an authorized dealer.

CAUTION

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

2. Keep the Neck Hit-Air by hanging up on a coat hanger. Do not fold or lay anything on it. Avoid high temperature and high humidity.

3. To avoid any damage to the airbag, do not prick a needle or sew emblems or iron on the Neck Hit-Air. Consult with an authorized dealer where to sew an emblem.

4. The Neck Hit-Air is to be used for the rider’s safety when riding a motorcycle and not for any other purpose.

5. The Neck Hit-Air of the right size is to be worn as an outerwear on the upper half of the body.

6. Do not take any parts of the Hit-Air apart.

7. Remove sharp on pointed objects such as pins or pens from the Neck 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.

8. Keep open flames and cigarettes away from the Neck 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 gas cartridge may burst at a high temperature.

9. 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.

10. Inspect the Hit-Air to determine if there is any damaged prior to wearing. If there is any damage, consult with an authorized dealer.

WARNING

1. The Neck Hit-Air is to be used for the rider’s safety when riding a motorcycle and not for any other purpose.

2. The Neck Hit-Air of the right size is to be worn as an outerwear on the upper half of the body.

3. Use the gas cartridge of the same size and contents as before when replacing and confirm that there are no holes or tears in its seal.

4. Do not take any parts of the Hit-Air apart.

5. Remove sharp on pointed objects such as pins or pens from the Neck 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.

6. Keep open flames and cigarettes away from the Neck 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 gas cartridge may burst at a high temperature.

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.

8. Inspect the Hit-Air to determine if there is any damaged prior to wearing. If there is any damage, consult with an authorized dealer.

This mark denotes that if the "WARNING" is ignored, it could result in death or a serious injury to the user of this product.

This mark denotes that if the "CAUTION" is ignored, it could result in a physical injury or a material damage.
The Neck Hit Air (Shock–buffering Protection System) is to be worn as an outerwear when riding a motorcycle.

It will be activated/inflated 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 P13). 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 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 be released easily 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.

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.

*Design and shape of model may vary.
4-1 Function

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.

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.

3. After the airbag (air cushion) is inflated in full, the gas will leak out gradually.

4. The gas is sent from the “key box” to each air cushion through urethane tubing.

5. The “key ball” is designed to act as a shock absorber and may break depending on the style of the object against which it strikes and also the extent of impact given.

CAUTION 4. The Neck 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. The Neck Hit-Air may not be repairable in some cases.

CAUTION 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 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.

4-2 Air Cushion

1. The air cushions are made of high quality strong urethane film to absorb and reduce the shock of impact as much as possible. Moreover, the Hit-Air structure can be used for 36 months in a year except for the repair of the car. The quality of the Hit-Air is the same as that of the car.

2. The maximum pressure is about 350kPa (0.25kg/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. After the airbag (air cushion) is inflated in full, the gas will leak out gradually.

WARNING 1. Do not take the “key box” apart or remove any parts.

4-3 Hit-Air structure

The Neck Hit-Air inner system (air cushion) is fastened to the wear with Velcro. Polyurethane film inside the air cushion inflates and absorbs the shock of impact.

4-4 Key Box (Y-type)

With a tensile strength of approximately 30kg-35kg by the “coiled wire”, the “key ball” comes out of the “key box”. Then a needle in the “key box” is activated and punctures the seal of the gas cartridge to inflate the Hit-Air instantly.

WARNING 1. Do not take the “key box” apart or remove any parts.

4-5 Key Ball (Y-type)

The “key ball” holds a compression spring and an interlocking needle in the “key box”. When the system is activated, the “key ball” comes out of the “key box” and a needle in the “key box” is released and punctures the gas cartridge to inflate the Hit-Air immediately.

WARNING 1. Keep and use at the temperature below 40°C/104°F. Do not keep in the car where the temperature may go up high.

WARNING 2. Do not give the car multilayer a strong shock.

WARNING 3. Do not heat the car.

WARNING 4. Do not let corrosion form on the surface of the car.

WARNING 5. Confirm that the used gas cartridge is empty of gas before disposing.

WARNING 6. Do not cut or puncture the gas cartridge.

WARNING 7. The size (capacity) of the gas cartridge varies from model to model. Install the designated size (capacity) for the model. Visit http://www.hit-air.com “Replacement Gas Cartridges list” to find out the right size for the jacket.

CAUTION 8. Use the gas cartridge for the Hit-Air only, and not for any other purpose.

CAUTION 9. Use a Hit-Air CO2 gas cartridge only. Do not use any other one.

CAUTION 10. Keep the gas cartridges out of the reach of children.

CAUTION 11. Once the gas cartridge is installed, don’t attempt to turn, loosen or remove it.

CAUTION 12. Do not cut or puncture the gas cartridge once used. Change it to a new one. Yes, the seat at the bottom of an used car cushion is pierced with a hole. Observe the followings to avoid an explosion.

WARNING 1. Keep the gas cartridges out of the reach of children.

WARNING 2. Do not give the car multilayer a strong shock.

WARNING 3. Do not heat the car.

WARNING 4. Do not let corrosion form on the surface of the car.

WARNING 5. Confirm that the used gas cartridge is empty of gas before disposing.

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WARNING 1. Keep the gas cartridges out of the reach of children.

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CAUTION 12. Do not cut or puncture the gas cartridge once used. Change it to a new one. The seat at the bottom of an used car cushion is pierced with a hole. Observe the followings to avoid an explosion.
5 Using Hit-Air

5-1 One-touch Release
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”.

CAUTION
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.
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.

5-2 Connecting Coiled Wire and Neck Hit-Air

○ Hold both sides of the female part of the “one-touch release” into which insert the mele connector (Photo 1).
○ Before getting off the motorcycle, press the press button of the “one-touch release” for disconnection (Photo 2).

![Image](51x51.png)

Female Male
One-touch release
Release

Photo 1
Photo 2

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

5-3 Attaching Coiled Wire to Motorcycle

Where and how to attach the “coiled wire” to the motorcycle varies with the motorcycle.

1. Fix the “coiled wire” not in use on the part of the motorcycle, to avoid the “coiled wire” touching the heated engine etc., obstructing rider’s movement, coiling around the wheel and causing damages to it or the motorcycle.

CAUTION
2. A clicking sound will confirm that a connection is made properly. Otherwise, it may come off when it is stretched then the Hit-Air will not be activated.
3. If the “coiled wire” is not attached to the motorcycle properly, it may come off when it is stretched then the Hit-Air will not be activated.
4. Replace the “coiled wire” when it is stretched.

A strong wire of Kevlar cord coated with urethane resin.

Coiled Wire

Coiled Wire
 Protector tube
Connector(male)

Kevlar cord
Urethane resin

Loop setter

Protector tube

Protect a motorcycle and a coiled wire against damage.

Pass a coiled wire through a protector tube to protect the part of the wire wound round the frame or handlebar etc. of the motorcycle. Cut the excess tube depending on the part where the coiled wire is fixed.

5-4 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. Lastly, fix the wire firmly with the loop setter, knot it tightly, cut it leaving 2cm and cap the cut end.

A wire fixed to the neck of the handle. Standing on the scooter the and the wire is at full stretch.

A strong wire of Kevlar cord coated with urethane resin.

A wire fixed to the seat. Standing on the ground and the wire is at full stretch.

A strong wire of Kevlar cord coated with urethane resin.

A wire fixed to the rear seat. Standing on the rear step in a half crouching position and the wire is at full length.

How to adjust the length of a coiled wire.

Get on the motorcycle with both hands at handlebars and stand up on the pegs, so as to make the coiled wire fully stretched after its length is adjusted.

Standing with the coiled portion of the wire fully stretched.

Standing with a slack wire.

This may cause a delay of activation.

This may cause a malfunction of the airbag.

Scooter example 1
Scooter example 2
Scooter example 3

A wire fixed to the neck of the handle. Standing on the scooter the and the wire is at full stretch.

A wire fixed to the seat. Standing on the ground and the wire is at full stretch.

A wire fixed to the rear seat. Standing on the rear step in a half crouching position and the wire is at full length.

Where to adjust and fix a coiled wire may vary depending on the size and make of the motorcycle as shown above.

<table>
<thead>
<tr>
<th>Scooter example 1</th>
<th>Scooter example 2</th>
<th>Scooter example 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>A wire fixed to the neck of the handle. Standing on the scooter and the wire is at full stretch.</td>
<td>A wire fixed to the seat. Standing on the ground and the wire is at full stretch.</td>
<td>A wire fixed to the rear seat. Standing on the rear step in a half crouching position and the wire is at full length.</td>
</tr>
<tr>
<td>To hold the free end of a coiled wire while it is not in use.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

17 18
Attention after Activation

Pay attention when the Neck Hit-Air is inflated as follows.

1. The Neck Hit-Air system is designed to protect the wearer’s neck, so when it is inflated, there will be some pressure around the neck. If there is any difficulty in releasing the helmet’s chin-strap, unfasten the front fastener and the buckle and move both sides of the air cushion backwards (see illus.) to relieve a pressure.

2. Watching around the situation calmly, unzip and release the buckle to take off the jacket.

3. If the scene of accident seems to be dangerous, go to the safe area before taking off the jacket.

4. When the Neck Hit-Air is 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 jacket 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 upset. Look for a safe place and take an appropriate action.

To continue 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 is fully inflated when it is 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 25).

7-2 Re-assembling Key Box

Re-assembling Key Box

1. Get tools for re-assembling ready (Picture 1). Get an unused CO2 cartridge, a hexagon wrench and a setting bolt ready.

2. Unscrew the used gas cartridge by turning anticlockwise. (Picture 2)

CAUTION
As the CO2 cartridge for the Neck Hit Air varies in size (capacity), choose the right size of the cartridge matching the size of the model.

3. To remove all remaining gas from the air cushion, spread the Hit Air, face down on a flat, smooth surface.

By pressing down the air cushion all over patiently, the gas will be removed almost completely.

Do not fold or roll up the Hit Air to avoid damages inside. (Picture 3)

CAUTION
If the gas left remaining in any of the air cushion, it cannot be re-assembled.

CAUTION
If the cap on the gas release valve is removed after the activation of the system, put it back to its place.

4. Insert a setting bolt into the hole at the bottom of the key box and tighten up by hand (Picture 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. (Picture 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.

Picture 1
Get tools for re-assembling ready

Setting bolt (attachment) ————

Hexagon wrench (attachment) ————

Unused CO2 gas cartridge (option) ————

Picture 2
Unscrew the used cartridge to remove from the key box as indicated in the seal attached to the cartridge.

Picture 3
The seal at the bottom of the used cartridge is pierced with a hole.

Picture 4
Picture 5
Picture 6

Unscrew the used cartridge. See (P21) Chapter 2

Remove all CO2 gas from the air cushion. See (P21) Chapter 3

Set a key ball in the key box by using tools See (P22-23) Chapter 4-7

Put the air cushion in the wear. See (P23-25) Chapter 8-16

Install an unused cartridge. See (P25) Chapter 17

Put on the key box cover See (P25) Chapter 18

How to Re-assemble

We recommend to take the Neck Hit-Air once activated to an authorized dealer for a maintenance check and re-assembling.

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.

How to Re-assemble

Find out whether it is reusable by a maintenance check of an authorized dealer.

Replace parts such as gas cartridge by an authorized dealer and reuse.

Re-assemble by yourself by using the setting bolt and the hexagon wrench (both of which are supplied as attachments to the Hit Air). Replace the gas cartridge.
7-2

7. Remove the setting bolt. (Picture 7)
Loosen the “setting bolt” by the 5 mm hexagon wrench to remove it.

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

8. Confirm that the gas is not left remaining in the upper and lower air cushions. Then pack the back side of the air cushion first. (Picture 8)

9. Fold the projecting portion of the lower air cushion upwards and inwards. (Picture 9)

10. Fold inwards the upper and lower air cushions together but never roll them up together. (Picture 10)

**CAUTION**
Rolling up of the upper and lower cushions together may cause malfunction of the system.

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**Re-assembling**

15. In accordance with items 12-14 of page 20, pack and fasten buttons of the cover of the cartridge side. (Picture 15)

16. Untwist/unravel the Neck Hit-Air to put it in good shape as a whole. (Picture 16)

17. Install an unused gas cartridge of the right size. (“see page 2 12-14”)
Screw an unused gas cartridge until it is firmly seated, do not over tighten. If there is a problem with fitment, consult with an authorized dealer.

**CAUTION**
As the CO2 cartridge for the Neck Hit-Air varies in size (capacity), choose the right size of the cartridge matching the size of the wear.

18. Fasten the Neck Airbag System to the wear by a fastener or Velcro (see Picture 18).
Let the female part of the one-touch release out through the hole of the key box cover and put on the key box cover. (Specification of the key box cover varies and some have no key box cover).

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**Washing**

1. The Neck Hit-Air system should not be washed/laundered.
2. It should not be dipped in the water.
3. It should be dried in the shade if it gets wet.

- **Removable Neck Hit-Air system.**
  - The Neck Hit-Air system (shock-buffering protection system) should not be washed or laundered.
  - Take it out from the wear and wash or launder the wear only in accordance with the washing instruction.

- Wipe the surface of the Neck Hit-Air inner system with a damp cloth to remove stains.

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**How to Store**

For longer life and safety, avoid the following conditions:
1. High temperature. (Under the direct sunlight, in the closed automobile, near the heater or open flames, etc.)
2. Exposure to rain or extreme moisture, including steam and high humidity
3. Storing items on top of the Hit-Air System / Jacket
4. Leaving jacket within the reach of children, pets or other animals
5. Folded or rolled up (Hang up on a coat hanger is preferable)

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**Change**

If a problem listed below is found on the Neck Hit-Air, consult with an authorized dealer to change or repair/replace.

1. The jacket (cloth) or inner fabric (cloth) or inner fabric (cloth, mesh) becomes frayed or is torn and inner tubing (white polyurethane film) is exposed.
2. A crack or rust is found on the “key box” or on the gas cartridge.
3. The “coiled wire” or the “wire loop” gets scraped and frays.
4. Considerable change of color or deterioration of material.