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EVERYDAY USE

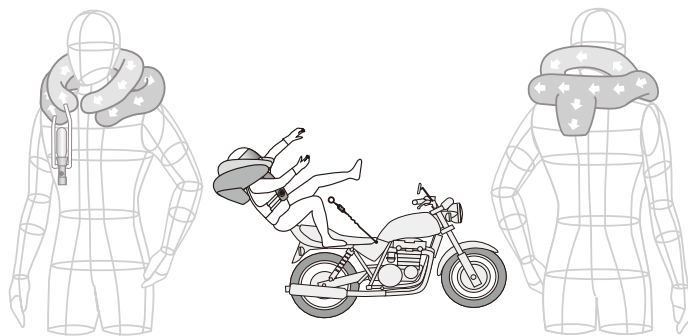
# AIRBAG SYSTEM Manual

※Read carefully before use.



**hit-air**  
SHOCK BUFFERING SYSTEM

## NECK AIRBAG SYSTEM USER'S GUIDE



### Neck airbag

### 《 Y-type Key Box 》

www.hit-air.com

⚠ 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 - ⑤ 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 CO<sub>2</sub> cartridge is activated, it cannot be used again. Remove it from the key box without fail.  
⚠ Use a Hit-Air CO<sub>2</sub> cartridge only. Do not use any other one.

#### ① A CO<sub>2</sub> 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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" (see page 20 to 22)

#### ③ Is there any deterioration of the wire loop or the coiled wire?

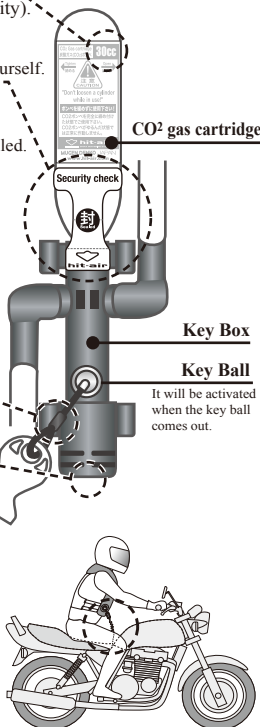
#### ④ A screw hole at the bottom of the key box is visible.

(The setting bolt is removed)

#### ⑤ A coiled wire is set properly.

See "Attaching Coiled wire to Motorcycle" (page 16 to 17)

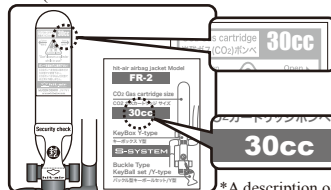
⚠ Be sure to tie a knot tightly.



#### ① The size (capacity) of the cartridge varies from model to model.

Make sure that the size (capacity) shown on the seal attached to the CO<sub>2</sub> cartridge and that shown at the back of the key box cover are the same.

(\*Some model has no size label attached)



\*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"

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

#### ② If the CO<sub>2</sub> 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 CO<sub>2</sub> cartridge is screwed into the key box loosely, it may cause a malfunction. (See "Re-assembling Key Box" in page 25)  
A CO<sub>2</sub> 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 CO<sub>2</sub> 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).

#### ③ 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.

#### ④ 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. (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.



#### ⑤ 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.



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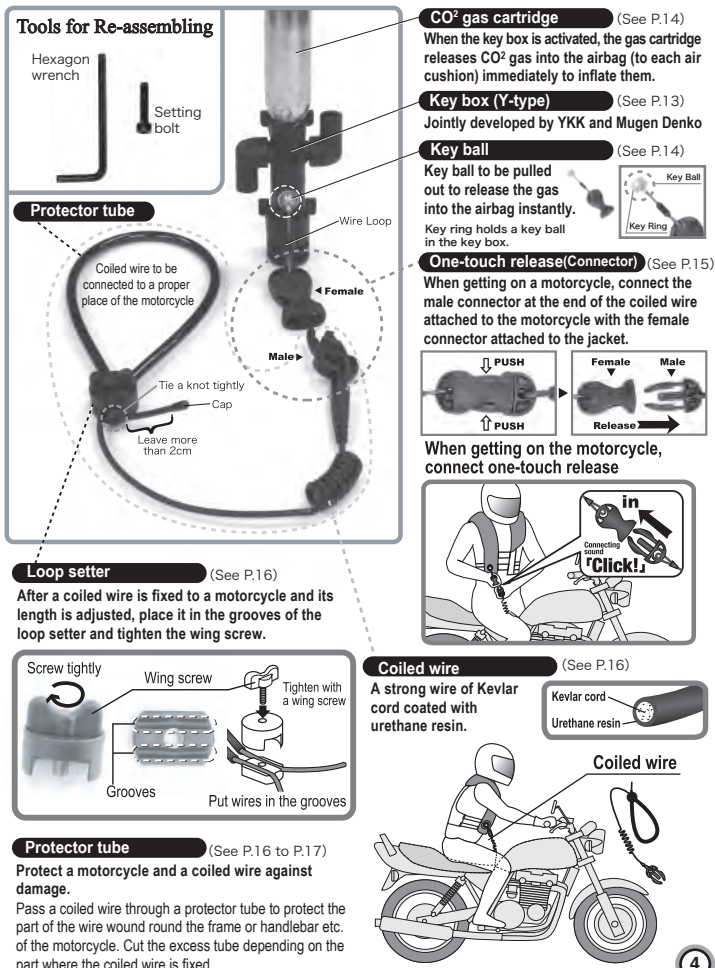
- Thank you for your purchase.  
○For the proper use of the Hit-Air, please read this booklet carefully before use.  
○Please carry this booklet together with "User's Guide for Accessories" whenever you use the Hit-Air.

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## Preface

## Accessories for Hit-Air



## 1 Safety Precautions

Be sure to read this User's Guide carefully before using the jacket with the Hit-Air (shock-buffering system) for proper use and safety and keep it, in the place you can reach anytime (e.g. in the motorcycle).

The marks used in this User's Guide denote as follows.

### WARNING



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

- 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.
- WARNING** 2. The Neck Hit-Air of the right size is to be worn as an outerwear on the upper half of the body.
- WARNING** 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.
- WARNING** 4. Do not take any parts of the Hit-Air apart.
- CAUTION** 5. Remove sharp or 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.
- CAUTION** 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.
- CAUTION** 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.
- CAUTION** 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

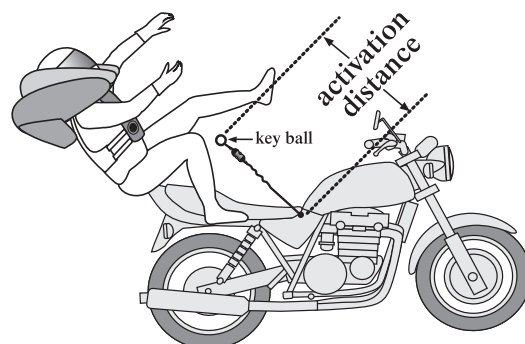
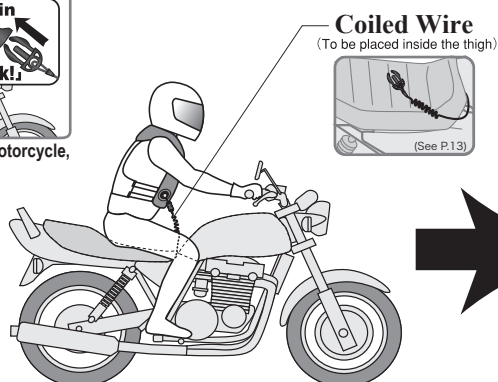


This mark denotes that if the "CAUTION" is ignored, it could result in a physical injury or a material damage.

- CAUTION** 9. 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.
- CAUTION** 10. 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.
- CAUTION** 11. 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 authorize dealer where to sew an emblem.
- CAUTION** 12. Make sure the "coiled wire" is securely attached to the motorcycle. Improper attaching may prevent the function of the Hit-Air.
- CAUTION** 13. Take full responsibility for correct removing and replacing of the Neck Hit-Air inner system.
- CAUTION** 14. Don't use a Neck Hit-Air inner system (shock buffering protection system) separately from the jacket(harness etc.).
- CAUTION** 15. Don't wash a Neck Hit-Air inner system. Remove it from the jacket(harness etc.) and wash the jacket only.
- CAUTION** 16. If a fray, rust or wear is found on the "wire loop" or the "coiled wire" attached to the "key ball", replace it immediately.



When getting on the motorcycle, connect "one-touch release(connector)"



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 4-4 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.

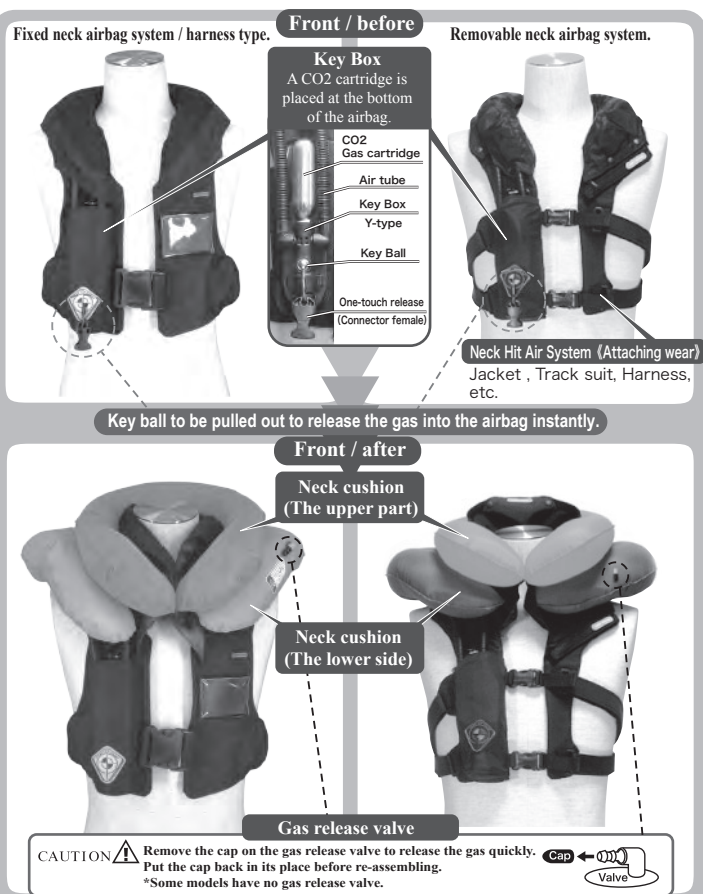
**However, this does not imply or guarantee rider's safety.**

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.

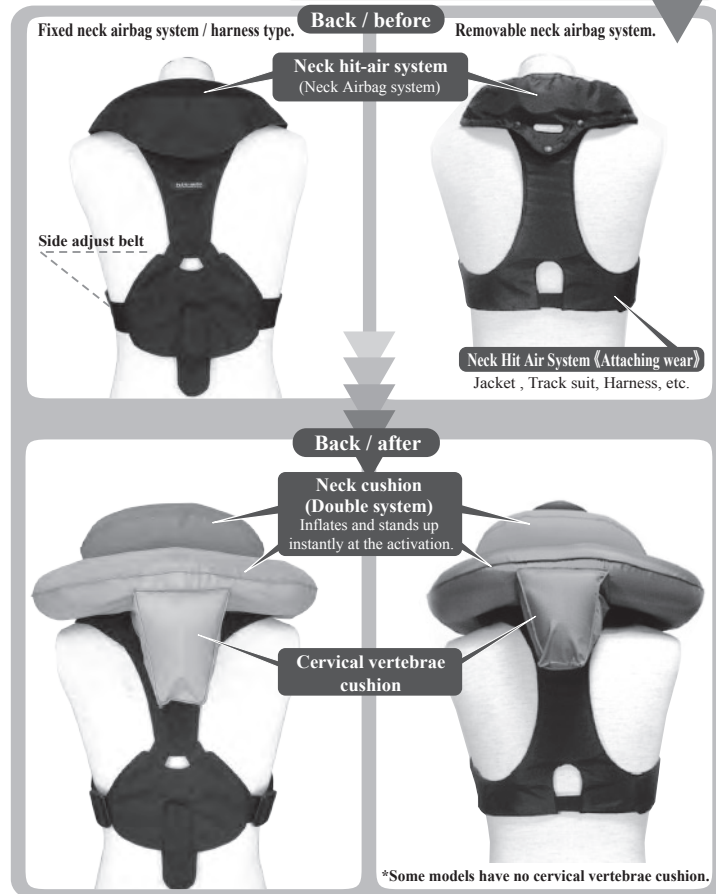
- If the "coiled wire" running from the "key box" to the motorcycle touches an obstacle such as the rider's body, any part of the motorcycle, a whip or any other projecting object, there is a possibility of accidental activation within the "activation distance" by a force strong enough to pull the "key 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 (see 4-4 P13) may activate and inflate the Hit-Air.  
Connect or disconnect the "one-touch release" while you are on the motorcycle.
- Once a gas cartridge is used, it cannot be used again. Buy a new one from an authorized dealer.

### Neck hit-air system



### Removable Neck Hit-Air system.

Fasten/unfasten with Velcro or the fastener to/from the wear.  
Neck Hit Air System (Attaching wear)  
Jacket, Track suit, Harness, etc.





### 4-1 Function

1. As soon as the "activation distance" is reached, the Hit-Air is activated and the CO<sub>2</sub> 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 CO<sub>2</sub> 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. Depending on the extent of the shock given to the airbag by the accident, a feeling of tightness may be felt to start with, but gradually subsides. In case of difficulty in breathing, remove the cap of the gas release valve (see illus.) or take the Neck Airbag off to relieve a pressure.  
\*Some models have no gas release valve.



◀ To relieve a pressure, unfasten the front fastener and the buckle and move both ends of the air cushion backwards.

**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

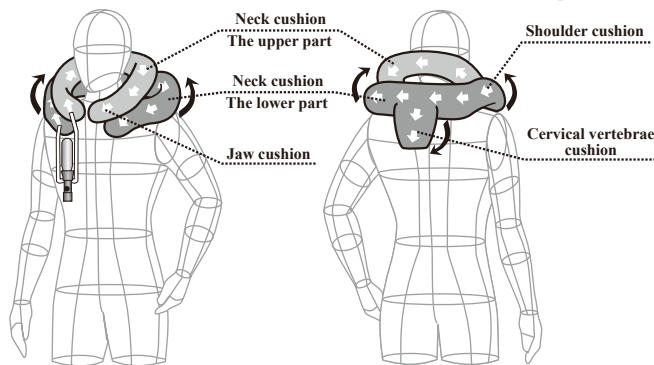
\*1 Even if no damage is visible, there may be damages to the air cushion. Therefore, take the Hit-Air to an authorized dealer for a maintenance check to test the air cushion for leaks and inspect its parts to make sure it will function properly in case of an accident.

### 4-2 Air Cushion

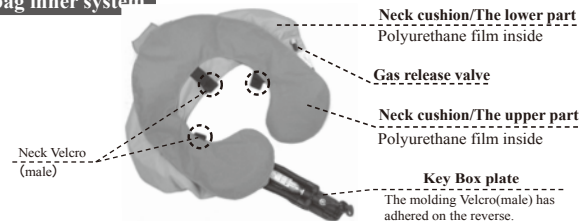
1. The air cushions are made of high quality strong urethane film to absorb and reduce the shock of impact as much as possible when they are swollen.
  2. The maximum pressure is about 35kpa(0.25kg/cm<sup>2</sup>) when the air cushion is fully inflated, but gradually decreases as gas comes out of the 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.

### 4-3 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.



#### Neck airbag inner system

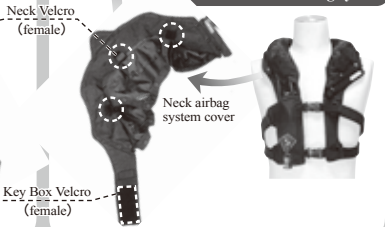


The inner system is fastened with Velcro.

#### Fixed neck airbag system



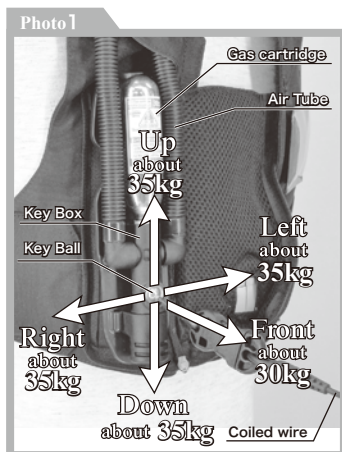
#### Removable neck airbag system



### 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. The "key ball" can be pulled out from any direction (Photo 1).

**WARNING** ⚠ 1. Do not take the "key box" apart or remove any parts.



#### Key box structure

##### CO<sub>2</sub> gas cartridge

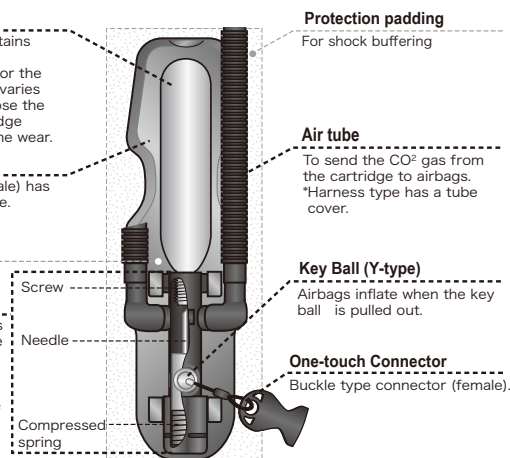
The gas cartridge contains CO<sub>2</sub> gas. As the CO<sub>2</sub> cartridge for the jacket with the Hit Air varies in size (capacity), choose the right size of the cartridge matching the size of the wear.

##### Key box plate

The molding Velcro(male) has adhered on the reverse.

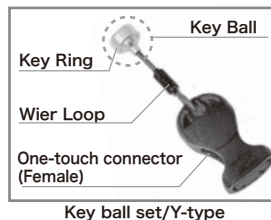
##### Key box (Y-type)

When the key ball comes out of the key box, the compressed spring pushes up the needle which punctures the seal of the CO<sub>2</sub> cartridge to release the gas into the airbag system.



### 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 seal of the gas cartridge to inflate the Hit Air immediately. The "key ball" and the "key ring" are integrated parts.



### 4-6 CO<sub>2</sub> Gas Cartridge

- The gas cartridge contains CO<sub>2</sub> gas.
- When the "key ball" is released from the "key box", a needle punctures the seal of the gas cartridge to let the gas go into each air cushion.
- Screw the CO<sub>2</sub> cartridge fully into the bottom until it cannot go any further. Otherwise, a needle in the "key box" may not puncture the seal of the CO<sub>2</sub> cartridge and Hit-Air may not be activated properly.
- Do not reuse the gas cartridge once used. Change it to a new one. The seal at the bottom of an used cartridge is pierced with a hole.

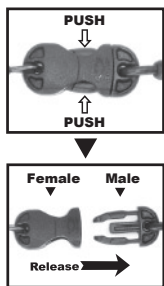
Observe the followings to avoid an explosion

- 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 cartridge a strong shock.
- WARNING** ⚠ 3. Do not heat the cartridge.
- WARNING** ⚠ 4. Do not let corrosion form on the surface of the cartridge. If corrosion is noticed, replace it immediately.
- 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 CO<sub>2</sub> 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. Screw the CO<sub>2</sub> cartridge fully until it seats firmly in the key box but do not over tighten.

## 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. 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.

## 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 male connector (Photo 1).
- Before getting off the motorcycle, press the press button of the “one-touch release” for disconnection (Photo 2).

Photo 1

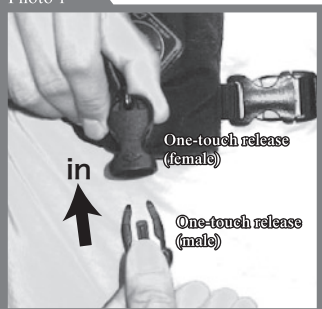
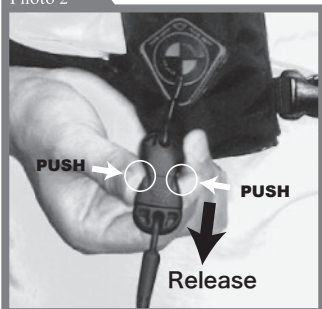


Photo 2



\*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. The rider’s movement when riding also varies. Taking these into consideration, decide the length of the “coiled wire” and the part of the motorcycle where it is to be attached (see page 17 to 18). Improper attaching may cause an accidental activation of the Hit-Air when the rider touches the “coiled wire” with some force.

**WARNING** 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. If such problem is foreseeable, remove the “coiled wire” from the motorcycle.

**CAUTION** 2. Due to the elastic nature of the “coiled wire”, the “key ball” or the “one-touch release” may hit the fuel tank or other part of the motorcycle causing damages when the Hit-Air is activated.

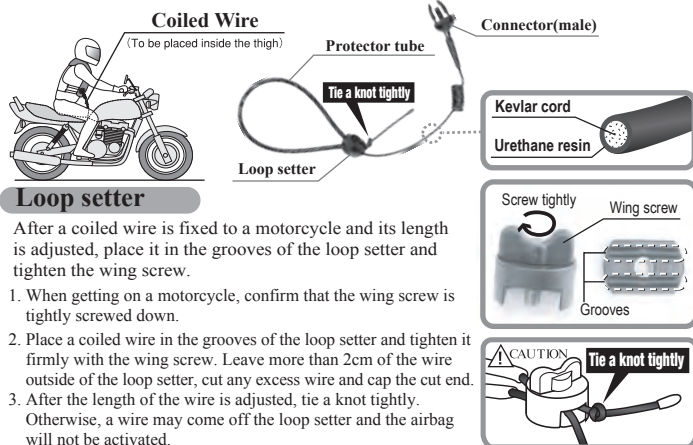
3. If the “coiled wire” is not attached to the motorcycle properly, it may come off when it is stretched then the Hit-Air will not be activated.

4. Replace the “coiled wire” when wear, burns, peeling or cracks are found.

\*Do not use the coiled wire other than the one supplied by an authorized dealer.

### 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.

1. When getting on a motorcycle, confirm that the wing screw is tightly screwed down.
2. Place a coiled wire in the grooves of the loop setter and tighten it firmly with the wing screw. Leave more than 2cm of the wire outside of the loop setter, cut any excess wire and cap the cut end.
3. After the length of the wire is adjusted, tie a knot tightly. Otherwise, a wire may come off the loop setter and the airbag will not be activated.

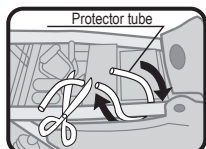
### Protector tube

Protect a motorcycle and a coiled wire against damage.

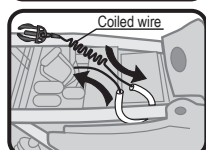
Pass a coiled wire through a protector tube to protect the part of the wire wound round the frame or handlebar etc. of the motorcycle. Cut the excess tube depending on the part where the coiled wire is fixed.

## 5-4 Where and how to fix a coiled wire.

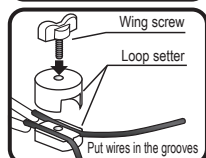
### Where and how to fix a coiled wire.



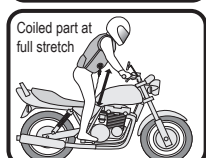
- 1 Wind the protector tube round a frame, adjust its length and cut the excess tube.



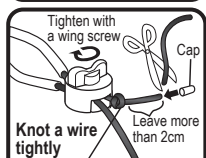
- 2 Pass the coiled wire through the protector tube.



- 3 Temporarily fix the coiled wire in the loop setter and adjust its length.



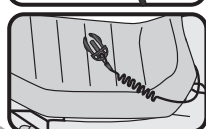
- 4 Determine the length of the coiled wire by standing on the pegs to make the coiled wire fully stretched.



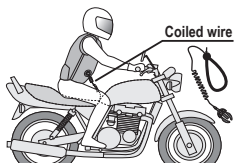
- 5 Lastly, fix the wire firmly with the loop setter, knot it tightly, cut it leaving 2cm and cap the cut end.

**Tie a knot** A knot works as a stopper of the wire.

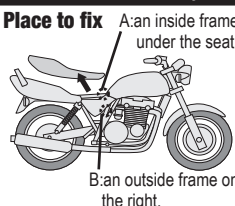
1. Form a ring.
2. Pass through the ring.
3. Knot tightly.



- 6 Put the seat back.



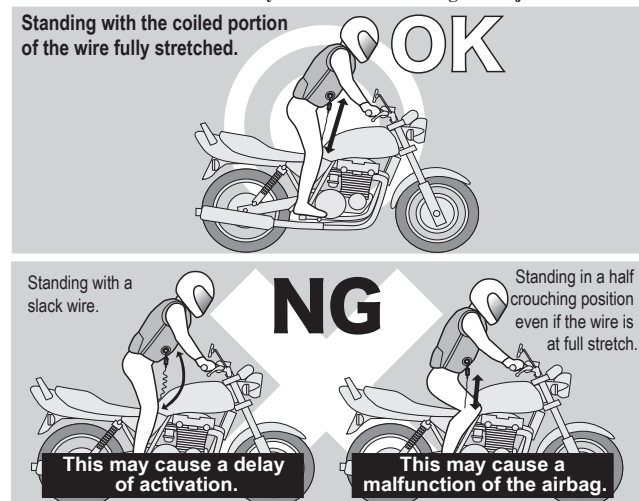
Fix it to a frame on the right-hand side of the motorcycle.



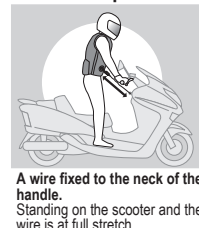
**Caution** Don't fix a coiled wire to any part where it would disturb driving the motorcycle, where it may come off when it is pulled and where it becomes hot (over 60°C) such as the engine or muffler.

### 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.

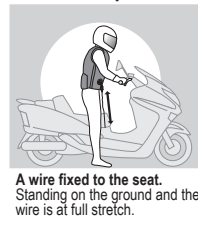


#### Scooter example 1



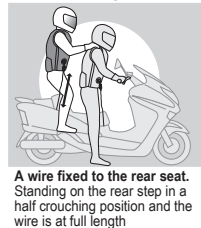
A wire fixed to the neck of the handle. Standing on the scooter and the wire is at full stretch

#### Scooter example 2



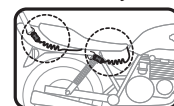
A wire fixed to the seat. Standing on the ground and the wire is at full stretch.

#### Scooter example 3



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.



### [sold separately] Connector holder

To hold the free end of a coiled wire while it is not in use.



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 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.

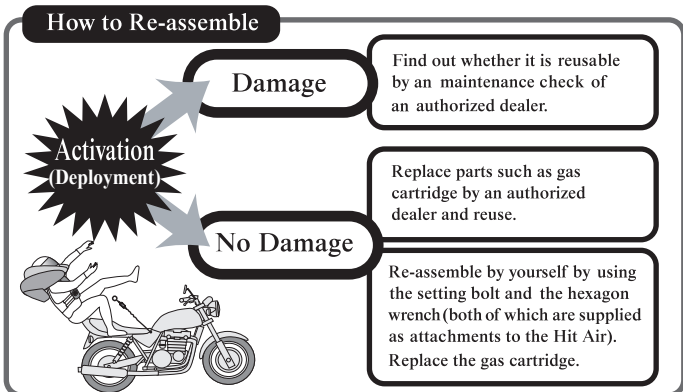
**CAUTION** 8. Be aware of the points listed below when attempting to re-assemble the Hit-Air by yourself after it is activated.

- Whether it has external damages(holes, scratches,tears etc.)
- Confirm that the airbag 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).

### 7-1 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.



#### Outline of re-assembling by yourself

- Get an unused CO<sub>2</sub> cartridge and tools for re-assembling ready. See <P21>Chapter1
- Unscrew the used cartridge. See <P21>Chapter2
- Remove all CO<sub>2</sub> gas from the air cushion. See <P21>Chapter3
- Set a key ball in the key box by using tools See <P22-23>Chapter4-7
- Put the air cushion in the wear. See <P23-25>Chapter8-16
- Install an unused cartridge. See <P25>Chapter17
- Put on the key box cover See <P25>Chapter18

### 7-2 Re-assembling Key Box

#### Re-assembling Key Box

1. Get tools for re-assembling ready(Picture 1).  
Get an unused CO<sub>2</sub> cartridge, a hexagon wrench and a setting bolt ready.

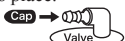
2. Unscrew the used gas cartridge by turning anticlockwise. (Picture 2)

**CAUTION** As the CO<sub>2</sub> 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.



#### Picture 1

Get tools for re-assembling ready  
Setting bolt (attachment) -----  
Hexagon wrench (attachment) -----  
Unused CO<sub>2</sub> gas cartridge (option) -----

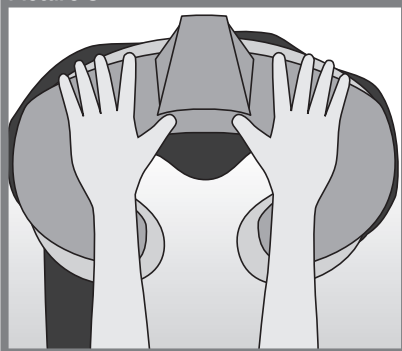
#### Picture 2

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

Open  
はずす

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

#### Picture 3



P.T.O.

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.)

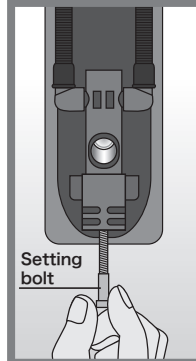
5. When it becomes too tight by hand, tighten it further with the hexagon wrench until the inside hole is placed at the center of the outside hole. (Picture 5)

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.

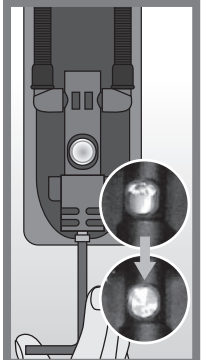
**Make sure that the key ring is completely settled down into the hole of the key box. (See Good Example)**

**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

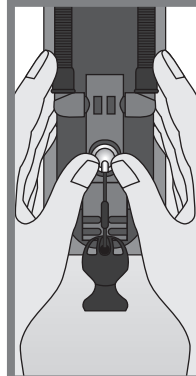
#### Picture4



#### Picture5



#### Picture6



P.T.O.

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.

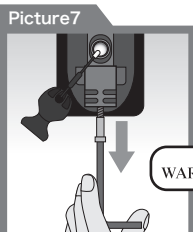
#### Re-packing Air Cushion

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)

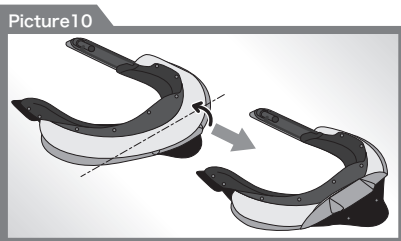
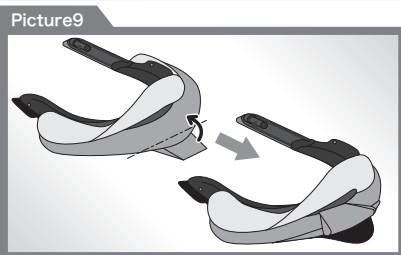
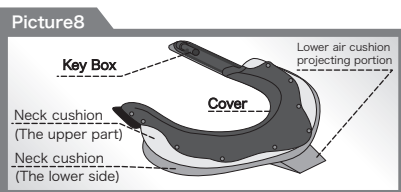
10. Fold inwards the upper and lower air cushions together but never roll them up together.  
(Picture 10)

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



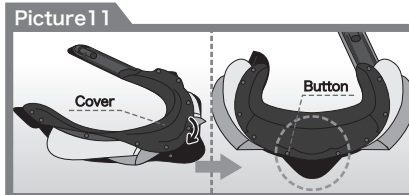
**WARNING** ⚠

Remove the setting bolt without fail.

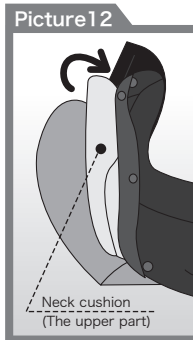


P.T.O.

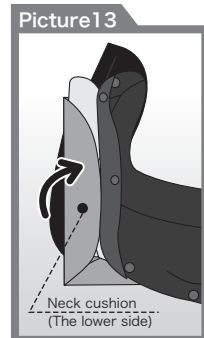
11. Fasten the center back button and pack the center portion of the upper and lower air cushions.  
(Picture 11)



12. Fold inwards the upper cushions of the opposite side of the cartridge.  
(Picture 12)

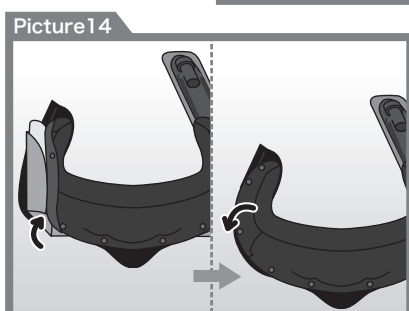


13. Fold inwards together with the lower cushion.  
(Picture 13)



14. Fold inwards and pack the portion of the air cushion bulged out of the cover and fasten buttons.  
(Picture 13)

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



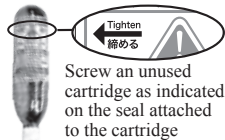
P.T.O.

## 7-2 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)

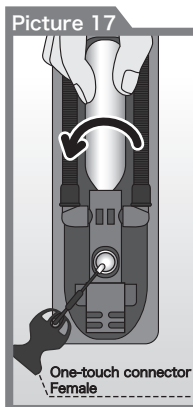
16. Untwist/unravel the Neck Hit-Air to put it in good shape as a whole.  
(Picture 16)

17. **Install an unused gas cartridge of the right size\*.** (Picture 17)  
(\*see page 2 ①-②)  
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).



END

## 8 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.

Neck hit-air inner system



## 9 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)

## 10 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.