



MODEL

*J 12 F1*

*J 12 K1*



## OWNER'S MANUAL

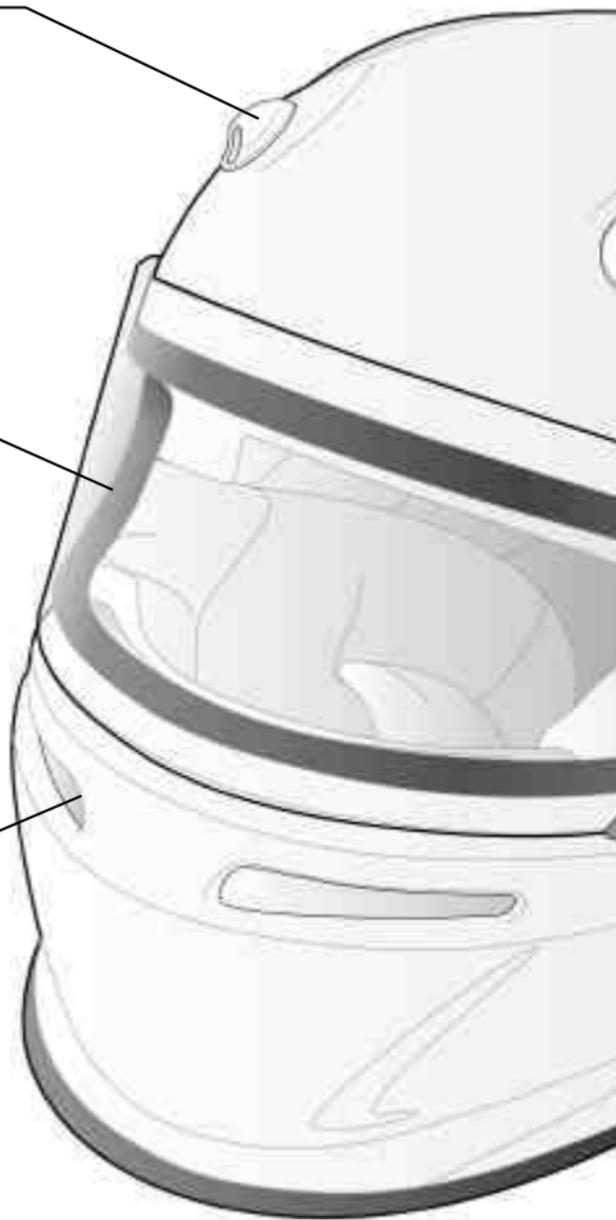
BEFORE USING THE HELMET,  
READ THIS MANUAL CAREFULLY  
AND KEEP IT FOR FUTURE CONSULTATION

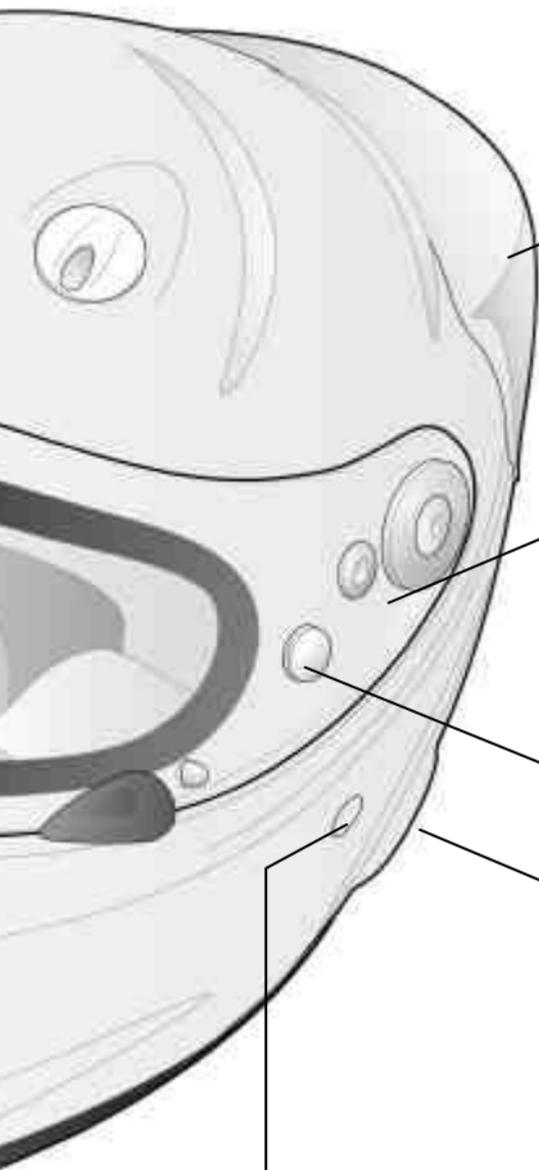
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Thank you for choosing Suomy

Designed and produced according to the highest quality standards, J12 is certified by the leading approval bodies.

**Before using the helmet, read this manual carefully and keep it for future consultation.**

For clarification or further information, contact your local dealer or Suomy directly

You should always use your helmet in accordance with the instruction of this manual. The respect for the rules in this manual will extend the life of your helmet and guarantee maximum performance.

**Modifications and/or alteration to the helmet and/or its components invalidate the guarantee and may reduce the safety characteristics.**

All Suomy products are constantly submitted to continuing improvement. Suomy S.p.A. therefore reserves the right to modify the product described in this manual without any prior warning. The information, illustrations and descriptions in this manual may not under any circumstances be used as the basis for any claim against Suomy.

J12 is designed specifically for use in Automotive competitions. Suomy S.p.A. declines all liability for any direct or damage caused by using such product which is inappropriate and/or in such situations which are not of normal use in accordance with the procedure described in this leaflet.

Composite fiberglass construction shell with flame resistant surface treatment (F1 version only).

Internal comfort lining, chin strap and trim made of flame resistant certified materials.

The J12 **ventilation system** together with the particular configuration of the internal polystyrene liner improves air flows (supplied by four air intakes) inside and outside the helmet. This guarantees the more uniform and continuous diffusion of the internal air flow.

The chinstrap has a stainless steel resistant to corrosion **D-ring buckle** and a fixing stud (Suomy patent). The stud is positioned in a completely free and accessible area, enabling the release system to be operated easily and comfortably even while wearing gloves.

The particular configuration of the D-ring system (**Suomy patent**) enables the retention system to be released even while wearing gloves: When the press stud is released the chinstrap forms a loop in which can easily used as a "ring" to pull the release tab and unfasten the D-ring system.



To ensure adequate protection, the J12 helmet must fit perfectly and be correctly and firmly fastened in such a way that it cannot be removed by pulling or rotating it on the head. If it is too large, it may slip down over the eyes or twist while you are riding preventing the correct visibility. Only the fire resistant balaclava can be worn under the helmet, do not use scarves or neck bands as these could cause the chinstrap to slip and the helmet to roll off in case of crash.

No helmet can protect the head against the forces generated by any impact. The shell and liner must be intact in order to ensure maximum safety performance. J12 is designed to absorb impact by the partial destruction of the shell or other parts.

The damage caused by the impact may be invisible at sight. In the event of subsequent stresses, the helmet may no longer be able to offer maximum protection. Never use a helmet which has been subjected to impact, even if there is no apparent damage. In the event of impact, the helmet must be replaced.

It is extremely dangerous to modify the helmet by attaching or gluing over it any kind of part. Never cut or perforate the shell of the helmet. Never paint or insert screws.

Never modify the interior of the helmet. In particular, the polystyrene liner must not be cut: alterations to the configuration of the polystyrene inner shell reduce the safety characteristics of the helmet.

Scratched visors are unsafe and not to be used during the night and should be replaced by clear ones. Tinted visors should not be used at night or in any condition that causes poor visibility

## REPAINTING

J12 F1 can be repainted only respecting the following indications: before proceeding to the here below operations remove all the external accessories (visor, screws, vents, etc.).

The inside parts (liner and chin straps) must not absolutely be removed. The whole inside part of the helmet must be carefully protected so that it is not altered by the following operations.

All the threaded metallic components originally assembled over the shell must be protected in such a way that no infiltration of any strange material can compromise the performance of the helmet.

The preliminary cleaning of the shell must be done according to the instructions contained in this leaflet (see clause : Maintenance). Do not use gasoline or other solvents that could damage the structure of the helmet. The polishing of the surface must be done with smooth and thin abrasive and must be limited only to the superficial layer of the painting.



**Deeper treatment can compromise the flame-resistant coating and the properties of resistance against the fire.**

For the painting use only acrylic varnish or poliurethanic bi- components painting or poliurethanic painting for the finishing layer.

Painting must not contain diluent because it could damage the structure of the helmet or the layer of the original coating.

The paintings used must dry at room temperature. In any case the helmet and its components must not be submitted to high temperature to dry.

**The surface of the helmet is covered by an anti-fire coating and the use of not suitable painting can compromise the flame-resistant properties of the helmet itself.**



## SPARE-PARTS

To guarantee reliability, safety and compatibility with the helmet, fit only **original Suomy spare parts** and accessories or those suggested by Suomy Spa for the model of helmet concerned.

**Using other than original components and / or accessories invalidates the guarantee (see guarantee terms on page 16) and may reduce the safety specifications.**



## MAINTENANCE

To clean the shell, use water and neutral soap only. Make the helmet dry at room temperature. **Never expose to heat sources.**

**Cleaning the helmet** with solvents, petroleum derivatives or chemicals or applying adhesive or paint could damage the structure or the shell or peak.

This may affect the safety characteristics without being visible to naked eye.

Never apply paints, adhesives, petrol or other chemical solvents to the helmet. In case of repainting, please refer to the instructions on page 05.

To clean the **inside liner**, use a wet cloth and neutral soap only. Make the wet parts dry at room temperature out of direct sunlight and without exposing to heat sources.

Wash the polycarbonate visor with water at room temperature and neutral soap only; dry it with a soft cloth.

When you clean the visor be careful not to damage the surface (antiscratch and mist retardant) coatings. For cleaning purposes users should not use petrol chemical solvents, cleaning agents or scouring powders. The structural strength of the polycarbonate material could be damaged by any of these materials with possibility of loss of optical clarity and mechanical resistance.

Clean the **D-ring retention system** regularly with warm water and neutral soap. Do not use solvents or chemical detergents. Do not lubricate.

Some colours are produced with UV Fluo paint. This may be subjected to natural migration leading to a reduction in brightness. This phenomenon may be accentuated when the helmet is exposed for long periods to particularly bright light. However, this does not compromise the performance or quality of J12. Should this arise, Suomy disclaims all responsibility.



## "D-RING"

Thread the free edge of the chinstrap into the rings (1).

Pull the end until the chinstrap presses firmly against the jaw. Once this has been done, it should no longer be possible to pull the helmet off. Grip at the back and roll the helmet forwards to make sure the helmet does not come off, but remains firmly on the head (2).

If the helmet tends to roll off or twist freely on the head, tighten the chinstrap again until the correct pressure is obtained then repeat the test.

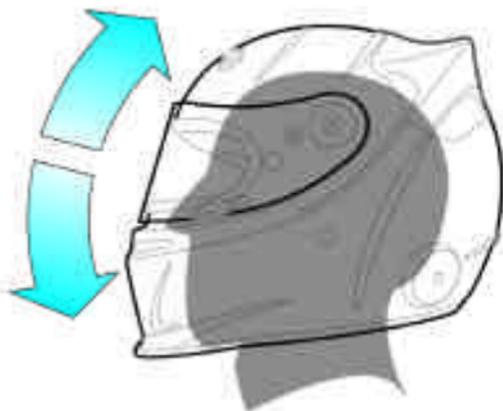
**If the fastening system cannot be effectively tightened even after repeating the test, avoid using the helmet.**



1



2





3

When the chinstrap is tightened correctly, fix the free end in place using the press stud on the release tab (3).

The press stud fixes the free end of the chinstrap, avoiding it flapping while riding. Fastening the stud does not guarantee that the helmet is worn and attached correctly. The correct tightness of the chinstrap must be verified exclusively through the operations described in the previous paragraphs.



4

To release the retention system, undo the press stud and slacken the tension by pulling the release tab. Unthread the free edge of the chinstrap from the "D-rings".

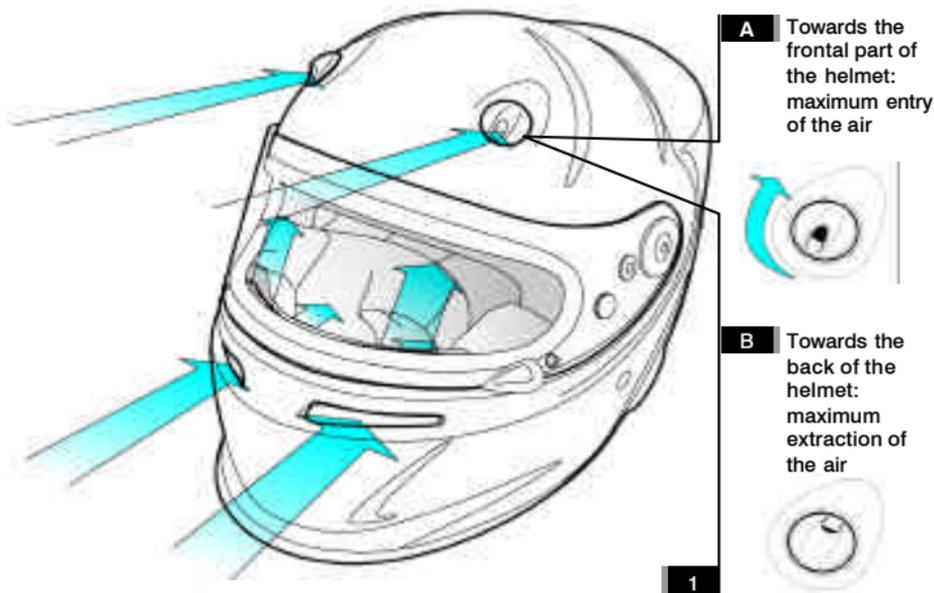
Use the release tab to remove the helmet only! Never use the release tab while riding.

If the release system is not working properly, do not use the helmet.



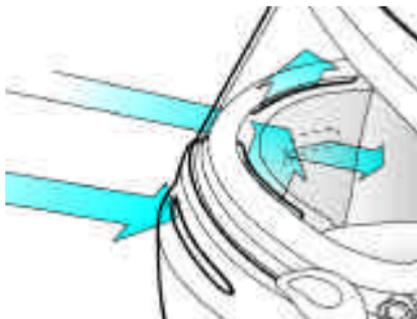
## AIR VENTILATIONS

The upper ventilations can be twisted of 360° in such a way to adjust the air flow while using. In any position the vent is completely open and the air flow is adjusted and regulated only by the direction of the movement. There are two locked position that you can perceive by the click whiler twisting towards two directions:



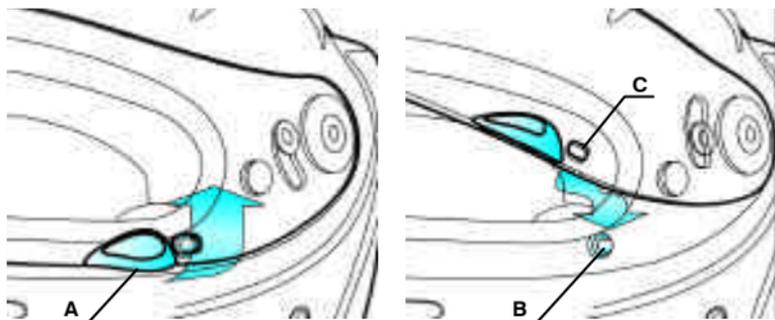
The grills on the back of the helmet make possible a continuing entering of the air in the helmet helping the anti fog on the visor (2).

**2**



## VISOR

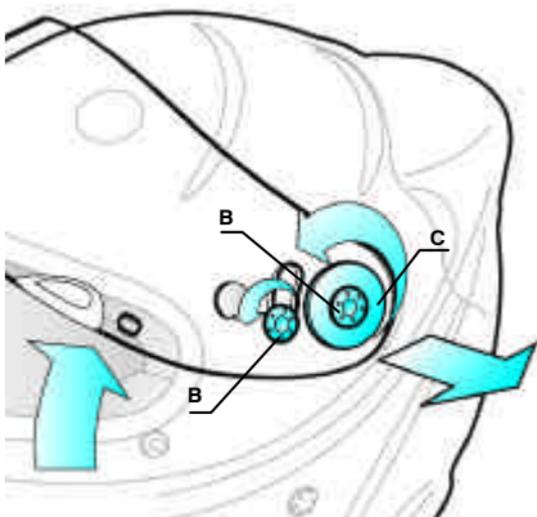
To open the visor slightly push on the lever **A** towards the outside to release the pivot **B** from the **C** position and move to the upright position. To lock the visor lower it so that the pivot **B** is inserted inside the **C** position.



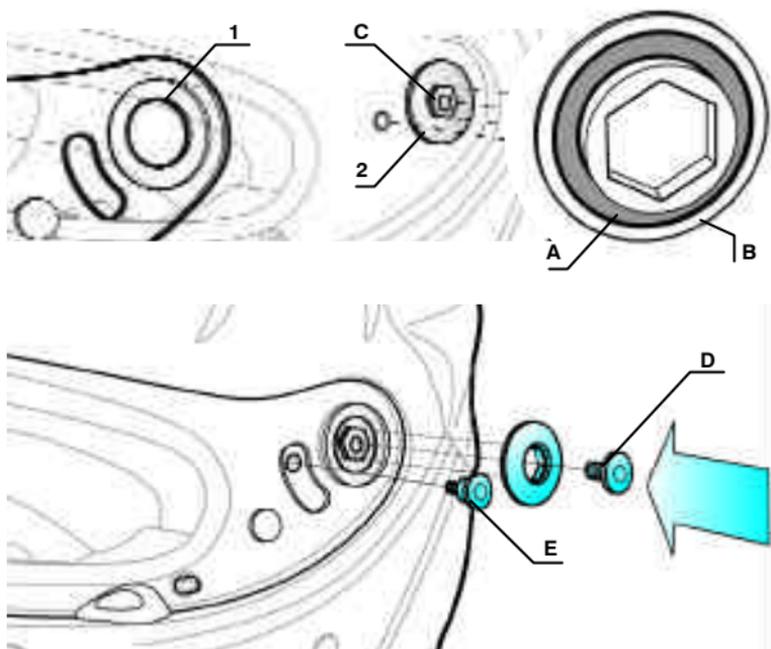
## REMOVAL OF THE VISOR

1

To remove the visor, pull it up. Use an hexagonal key of 6 mm to remove the pivot **B** and the rings **C**.



## HOW TO ASSEMBLE THE VISOR



To ensure the good operation of the rotation system of the visor, before proceeding to the assembling of the visor, make sure that all the parts (pivots, components for fixing and accessories) are removed and perfectly clean.

Put the visor on the helmet in such a way that the center 1 fits to the disc 2. Make sure that the rubber trim A is placed on the fixing ring B. Put the fixing ring B so that the hexagonal space fits to the part C on the helmet. Insert the screw D without screwing it completely. Repeat the same operation on the other side. Adjust the screws of fixing D of the pivot so that the visor can move freely.

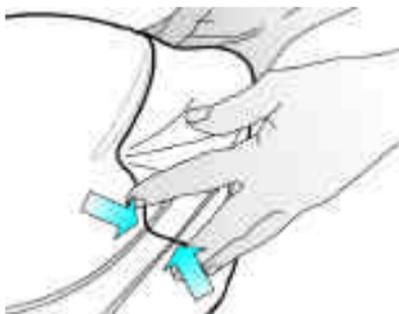
The presence of deep scratches on the surface of the visor can cause strange reflex of light that decrease the safety while driving. Replace the visor in such a case.

## BACK SPOILER

The function of the back spoiler is only aerodynamics, the application or not of this one does not modify the structural characteristics of the helmet.

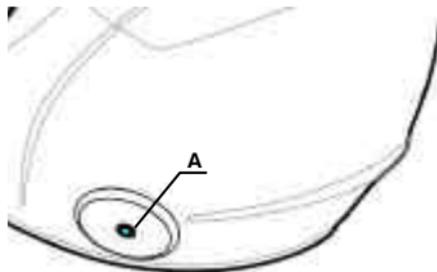
The fixing is done with a bi-tape, the surface of application must be perfectly cleaned and dry to guarantee the effective fixing of the part. To verify the positioning of the spoiler on the helmet remove the protection film from the bi-adhesive tape, eventually use a pencil to mark the position before defining the correct position. Make a pressure on the edge of the spoiler on the surface of the helmet.

During the application avoid to touch the bi - tape with fingers. The fixing is immediate the best performance of the bi-tape are obtained after 24 hours by the application. Do not use the helmet during such a period.

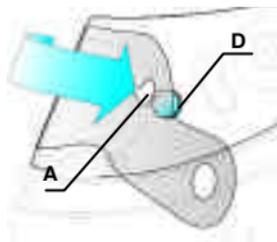
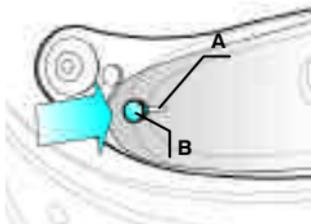
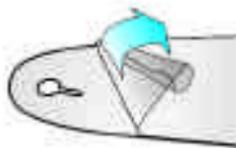


## HANS DEVICE (Head and Neck Support)®

J12 F1 is homologated to be used with **Hans system**. On the back of the shell there are two treated holes (A) M5 to insert the Hans device system. To assemble it follow carefully the instructions contained in the leaflet of the manufacturer.



## "TEAR-OFF" LENS



Before putting the tear-off lens remove the film of protection on one side to be placed on the visor.

Put the part A in the part B.

Pull the the film so that you can insert the part C in part D and press the film on the visor to remove the air.

It is possible to put more than one film over the other following the same operations.

## TERMS

The guarantee enters into force from the date of the purchase, which must be proved by the receipt (invoice, tax receipt or other document unambiguously proving the date of purchase issued by the seller of the product).

Any job undertaken in fulfilment of the guarantee does not extend the guarantee, which remains in any case valid for two years from the date of the purchase.

The product must not have been modified and / or altered. The presence of non-original accessories and / or even minimal modifications to the products invalidates the guarantee immediately and absolves Suomy Spa of all responsibility.

The guarantee is invalidated when:

- ≠ **The product is modified, repainted or decorated with stickers**
- ≠ **original components are replaced with non-original parts**

Damage deriving from the following are excluded from the guarantee:

- ≠ **negligent treatment**
- ≠ **normal product wear**
- ≠ **repairs performed by the customer, third parties or other persons not part of Suomy Spa organisation**
- ≠ **Using products which are inappropriate and/or in situations other than those of normal use in accordance with the procedures described in this leaflet**

## VALIDITY

Suomy Spa guarantees the product against non-conformities for a period of two years from the date of purchase and undertakes to repair the product (or component) or replace it (at the exclusive discretion of Suomy Spa) without costs for either parts or labour.

Some colours are produced using UV Fluo paints. Those may be subject to natural migration leading to a reduction in brightness. The phenomenon may be accentuated when the helmet is exposed for long periods to particularly bright light.

**Should this arise, Suomy declines all responsibility. The phenomenon does not, however, compromise the performance or quality of J12.**

