

INSTRUCTIONS D'UTILISATION USER'S INSTRUCTIONS ISTRUZIONI D'USO



apex

DUAL TRICARBOCO RACING ATTITUDE
100% HAND MADE IN ITALY

Thank you for choosing SUOMY.

Designed and manufactured in compliance with the highest qualitative standards specifically for motorcycle use, APEX is certified by the most important Certification Bodies.

Suomy cannot be held responsible for direct or indirect damages resulting from an incorrect use of the product and/or for using the helmet in situations that go beyond the normal conditions of use or the modalities indicated in this booklet.

Before using the helmet, carefully read this manual. Keep it at hand for future reference.

For further information, contact your Distributor or Suomy.

Use this helmet in compliance with the instructions contained in this manual. Compliance with these instructions will make your helmet last longer and will assure maximum product performances.

Modifications and/or alterations to the helmet and/or any of its components shall make the warranty void and may jeopardize the safety requirements or make the product non-compliant with the certification standards.

All the Suomy products are constantly subject to a continual improvement process, that's why Suomy reserves the right to make changes, without prior notice, to the products object of this manual. It is therefore not possible to exercise any rights on the basis of the information, illustrations and descriptions contained in this manual.

APEX was developed and tested to assure, together with the safety features, the best level of comfort and noise reduction during ordinary conditions of use. However, the particular configuration of the vehicle and/or the position of the rider or both factors can entail situations that could not be foreseen during the manufacturing of the product that may generate aerodynamic rustles or hissing sounds.

Suomy therefore cannot be held responsible if this should occur.

APEX is not designed to be used with earphones and/or similar elements.

The internal shell can be totally removed. It is made in excellent anallergic fabric with anti-bacteria treatment.

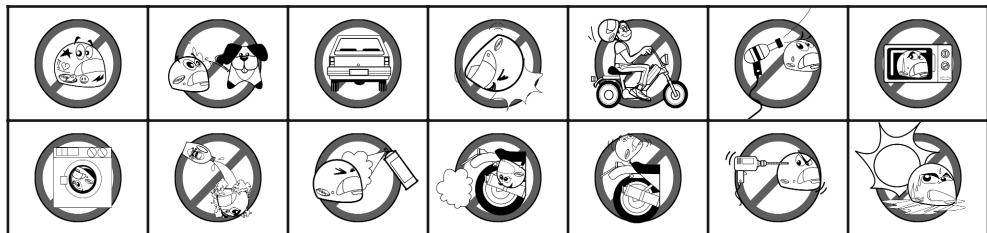
All the parts in contact with the face are easily washable.

Interchangeable side cheek pads, available in different thicknesses to assure the best fit for all head sizes.

The APEX ventilation system, along with the particular shape of the internal polystyrene shell, optimizes outside and inside air flows, fed by air intakes, which exploit the Venturi effect thus optimizing internal ventilation. The back deflector was designed to reduce the vibrations on the helmet, moving as far as possible the "detachment" point of the aerodynamic flow. This limits the vortexes that are formed when a body hits an aerodynamic flow and it also improves the elimination of the flows.

Furthermore, it assures an even distribution and continuous internal ventilation of the shell.

The strap is fitted with a D-ring closure (Suomy patent) made of anti-corrosion stainless steel with strap fastening button. The fastening is in a completely free and accessible area. It is easy to fasten and unfasten even with gloves: when the automatic button is fastened the strap forms a hoop that can be used easily as a «ring» to pull the release tab and unfasten the D-ring closure system.



For maximum safety APEX must fit tightly and be correctly and securely fastened, so it cannot be taken off neither by pulling it nor by rotating it around the head (see figure 1). If it is too big it may slide down over the eyes or turn in a lateral direction due to movement during riding, thus blocking visibility.

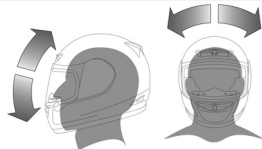


figure 1

Do not use scarves or neck guards which could make the strap slide and the helmet fly off in case of crash.

APEX was designed to be used with most of the eyeglasses on the market. In any case check how the helmet fits with the glasses before purchasing it. The function of the helmet is to reduce stress on the user's head in case of crash; this happens through a partial destruction and/or deformation of its components (mostly the external shell and the internal polystyrene shell). In this way, part of the energy generated by the impact is absorbed by the components of the helmet, thus reducing the vibrations on the user's head, eliminating or limiting the risk of traumas. The protection capacity of the helmet is not endless and certain crashes may generate such high stress that even the energy absorbed by the helmet is not enough to protect the user from injuries: no helmet, even top quality helmets, can protect the head against the forces generated by any type of crash.

The integrity of the shell and of the inside is essential to assure maximum performances in terms of safety. APEX was designed to absorb crashes through a partial destruction of the shell or some of its parts that could be damaged after a crash even if it is not readily visibly. If the helmet suffers further stress it might not be able to offer the maximum level of protection.

Do not use a helmet that suffered severe blows even though the damage is not readily visible; if the helmet is damaged it must be replaced.

It is extremely dangerous to modify the helmet by sticking or gluing anything on it. Do not cut or punch the helmet's shell, do not insert screws or paint it.

Do not change the internal lining of the helmet, particularly never cut or change the inside polystyrene padding: changes to the shape of the internal polystyrene shell can affect the safety features of the helmet.

Damaged visors may reduce visibility especially during the night and must be immediately replaced with visors regularly certified according to the standards in force.

Do not apply paint and/or adhesives on the visor. Do not remove the certification label from the visor.

Only use original Suomy accessories and spare parts or those specifically indicated by Suomy for the specific model: this is the only way to assure reliability, safety and compatibility with the helmet used.

The use of non original components and/or accessories make the warranty void (see warranty conditions on page 31) and can affect the safety requirements.

MAINTENANCE

To clean the shell use water and mild soap; let the helmet dry at room temperature, never expose it to heat.

Cleaning the helmet with solvents, petrol by-products or chemical substances, the application of stickers or paint could affect the structure of the shell, thus affecting the safety features, even if the damage is not readily visible.

Do not paint, or apply stickers, petrol or other chemical solvents to this helmet.

To clean the internal lining, just hand wash at 30°C maximum, exclusively using mild soap.

To clean the removable internal lining use a damp cloth and mild soap.

The fabric lining, even if it is part of removable elements, must not be soaked in water when it is applied to or paired with an internal padding, either rigid or soft.

Dry the pieces at room temperature, away from sunlight and without exposing them to heat.

Periodically clean the «D-Ring» retention system with warm water and mild soap. Do not use solvents or chemical detergents and do not lubricate.

Clean the visor as follows:

1. Remove the visor from the helmet (see paragraph VISOR – Removal)
2. Rinse it with running warm water only on the outside
3. Wash the visor with water and mild soap using a soft cloth to remove the dirt
4. Rinse with warm water.
5. Dry the visor with a soft and delicate cloth
6. Put the visor on the helmet (see paragraph VISOR – Assembly)

Verify that the cloth used does not leave any traces that could stick to the surface of the visor after washing.

Do not use paper cloths to clean and dry the visor.

Do not expose the visor to heat to dry.

Do not use particular detergents (prepared solutions, creams, etc.) even if they are classified "specific for visors unless directly marketed by Suomy.

Caution: do not clean the visor inside, because the ANTIFOG MIST RETARDANT (FOGCITY® film) could be damaged and thus affect the duration and efficiency of the visor itself. Suomy therefore, cannot be held responsible if this should occur.

During cleaning operations, carefully handle the visor to avoid damaging the anti-scratch and anti-fog coating. Never use solvents, alcohol, fuels, thinning substances or abrasive powders; these materials are aggressive and could affect the structural resistance of the polycarbonate or scratch the surface of the visor thus damaging the mechanical and optical properties..

Some colourings are made with Fluo UV paints that could be subject to the natural migration phenomenon with a drop in intensity.

The phenomenon could be enhanced when the helmet is exposed for long periods to a particularly intense light. However, this does not affect the performances and the quality of APEX.

Suomy therefore, cannot be held responsible if this should occur.

USER'S INSTRUCTIONS

RETENTION SYSTEM «D-RING»

see figure 2

Insert the free side of the strap in the rings.

Pull the end until the strap presses firmly against the jaw.

After this operation, it should not be possible to remove the helmet. Verify that by grabbing it from the back and rotating it to the front it cannot be removed and it is fixed to the head.

If the helmet tends to come off or rotates freely, tighten the strap again until the right pressure is obtained and repeat test.

If after repeating the test you are not able to efficiently tighten the retention system, do not use the helmet.

Only after checking the correct tension of the strap, fix the free end locking it with the automatic stud to the release tab (see figure 2).

The automatic stud is necessary only to fix the free end of the strap to prevent it from flapping while riding.

Fixing the release button does not assure that the helmet is correctly in position and properly fastened: the correct locking of the strap must be verified exclusively following the above paragraphs.

To release the retention system, release the automatic stud button and pull the release tab to loosen the closure. Slide out the free end of the strap from the «D Rings».

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

If the retention system does not work properly, do not use the helmet and contact Suomy authorized personnel only.

CHIN GUARD AIR INTAKE AND FRONT AIR INTAKE

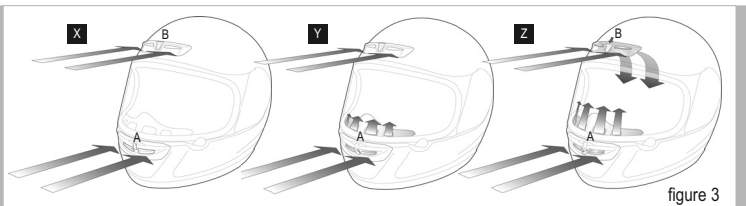
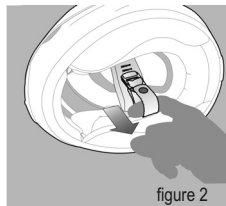
see figure 3

The air flow coming in from the chin guard can be adjusted by using the lever (A) positioned in the central part of the air intake:

- Position (X): lever (A) up - air intake completely closed.
- Position (Y): lever (A) middle position - air intake partially open.
- Position (Z): lever (A) down - air intake completely open.

The air flow coming in from the top/front part of the helmet, can be adjusted by using lever (B) on the upper part of the air intake.

- Position (X): lever (B) up - air intake completely closed.
- Position (Z): lever (B) down - air intake completely open.



BACK AIR DEFLECTOR

see figure 4A and 4B

Removal see figure 4A

The back deflector is fixed to the shell through two-way adhesive tape, to remove it just lift (X) one side and pull upwards firmly. If it is difficult to remove, use a tool (for ex. a screwdriver) and lever on the shell. During this operation protect the point of contact of the tool with the shell with a cloth to avoid damaging or scratching the paint. Do not put the tool in-between the edge of the back deflector and the shell.

We suggest levering using your hands as shown in the illustration.

After removing, before replacing the parts, remove any adhesive (A) or dirt residues (A) from the shell.

Fitting the deflector see figure 4B

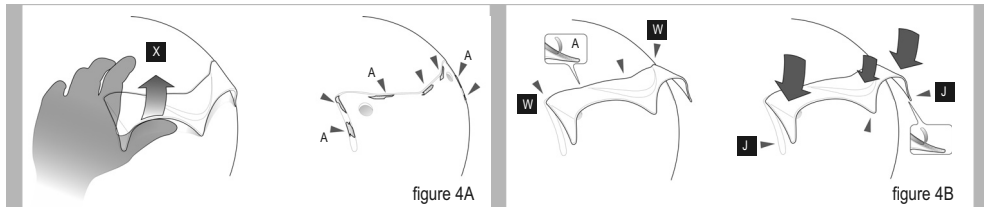
The back deflector is fixed to the shell through two-way adhesive tape, the application surfaces must be perfectly clean (not greasy) and dry to assure effective and reliable gluing.

Before applying, carefully clean the surfaces where the device has to be applied to.

Verify the positioning of the details by applying them on the shell in the correct position, before removing the two-way adhesive protection liner.

The back deflector must be positioned in the proper seat on the back part of the shell. Verify that the side and upper edges of the deflector adhere to the ribbing on the shell. (see fig. 4B). Remove the protection liner (A).

Position the part on the shell in the correct position, by pressing evenly on the edges; perform this operation from the front part (W) to the back part (J) and never vice versa. During application avoid touching the adhesive tape with your fingers. The removal and following repositioning of the component reduces the effectiveness of the adhesive. Adhesion is immediately effective; the maximum performances of the tape are reached after 24 hours from application. Do not use helmet during this period.



PADDING

The inner padding can be easily removed to be washed or replaced.

Inner central padding: SMALL SHELL – Removal and Fitting

see figure 5

The inner shell (A) is fixed to the helmet through 4 press studs (B).

Removal

Snap open the press studs (B) and remove the inner shell (A). Be very careful when removing the shell, press on the rigid part of the stud and pull slightly towards the inside of the helmet without damaging the press stud.

Caution: to avoid damaging the inner lining, before removing the inner shell make sure all the press studs have been snapped open.

Fitting the shell

Insert the shell (A) inside the helmet checking the assembly direction. Fasten the press studs (B). After fixing the shell and cover make sure the shell is correctly positioned inside the helmet (polystyrene padding).

Inner side padding: CHEEK PADS – Assembly and disassembly

The cheek pads are fixed to the inner lining of the helmet through a mechanism applied to the chin guard that can be enabled without using tools (SUOMY patent).

Removal see figure 6

Push (X) the lever (A) to the back of the helmet until it is released from the lock position.

Lift the lever (A) making it rotate (Y) towards the inside of the helmet until it is completely tilted up.

Grab the cheek pad in the front, push it towards the back of the helmet and at the same time rotate it towards the inside until it is completely out of the chin guard. Pull the cheek pad towards the front of the helmet until the fastening tab is out. Slide out the strap from the hole inside the cheek pad.

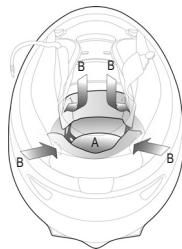


figure 5

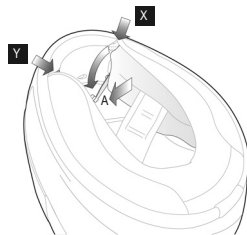


figure 6

Assembly see figure 7

Verify that the locking lever (A) is completely tilted up.

Inset (X) the strap (B) in the hole (C) inside the cheek pad.

Fix the back part of the cheek pad to the fixed part of the internal lining. Verify that the fastening tab (D) is correctly inserted in the specific seat (E).

Push the cheek pad towards the back part of the helmet and at the same time rotate it until it is completely in its seat against the chin guard (F).

Rotate (Y) the locking lever (A) downwards and push it against the lining until it clicks into position.

Verify that the part was assembled correctly by checking that:

- the cheek pad is firmly locked in position
- that the strap is completely free inside the hole and was not blocked under the cheek pad during assembly.

Only the correct assembly of the cheek pad and the correct positioning of the strap will assure the proper operation of the retention system. While using the helmet the lock lever must always be locked into position. If it can't be locked correctly do not use the helmet.

CHEEK PADS Removing the fabric lining

Removal

The lining is fitted to the polystyrene support without using adhesives or mechanical fastening systems. To remove it just slide it out of the support opening the elastic closing edge on the back part.

Fitting the part

Insert the lining on the padding starting from one side and then fitting it onto the opposite. Verify that the lining is correctly fitted to the padding, so that it is pulled tight with no folds.

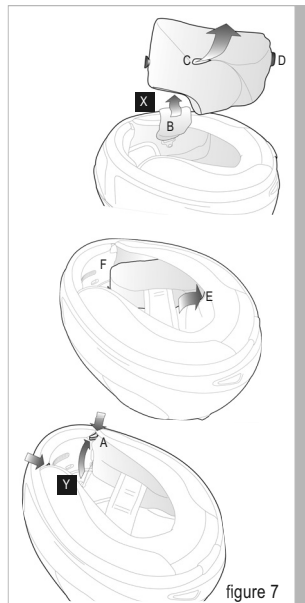


figure 7

VISOR

The visor must be cleaned and controlled periodically. If the visor is dirty and/or has bad scratches on the surface there could be unusual light reflections or deviations, which may jeopardize safety. Immediately replace the visor if there are such problems.

Operation see figure 8

Operate the visor by using the lifting lever (A). Do not open it using other areas to avoid causing accidental damages (scratches or lines) or dirtying the field of vision.

Opening the visor: slightly push (X) the lifting lever outwards (A), to release the lock lever from its seat in the gasket and lift upwards.

Closing the visor: to lock the visor in position, lower it (Y) until the lever (A) is blocked inside its seat in the gasket.

There are two locking positions: completely closed and completely open.

There are no intermediate locking positions, because APEX has a friction system (W). It locks the visor in any position; they depend on the speed. When the vehicle is moving the visor must be completely closed.

While riding the motorcycle the visor must never be left in the opening positions; it must always be locked in the locking positions.

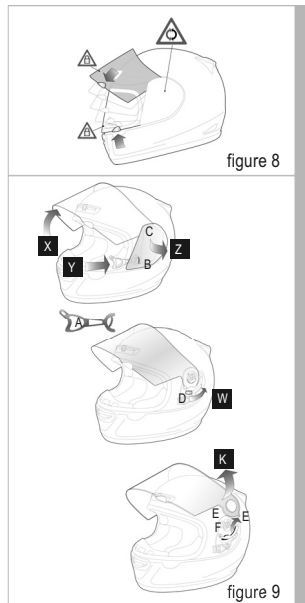
Removal see figure 9

Lift (X) the visor until it is completely opened.

Insert (Y) in the opening (lower part) between cover and shell, the key (A) supplied with the helmet

Press and enable the internal mechanism (B) to remove the cover kit; remove (Z) the cover kit (C). Turn (counter-clockwise - W) the plastic lever (D) that blocks the visor, until it clicks, this means it is now possible to remove it. Remove (K) the visor, by unlocking the tabs (E) from the seats of the visor mechanism (F).

Repeat the operation on the opposite side.



Fitting the visor see figure 10

To assure the proper operation of the rotation system of the visor, before fitting the visor back on, verify that all the parts (pins and seats on helmet, fastening rings and relating accessories, visor surface in contact with the moving parts) are perfectly clean.

The fastening ring nuts must be fitted following the application direction indicated by a letter on the moving back part (L: left side with helmet on – R: right side with helmet on).

With plastic tab lifted up, position the visor on the mechanism so that the tabs (A) and the visor rotation hole (B), are correctly inserted in the visor rotation mechanism seat (C). Insert (X) the seats of the rotation hole (B) on the visor in the rotation mechanism. Verify that all the visor tabs are correctly inserted in the mechanism and only after rotating (clockwise - Y) the plastic lever into locking position.

When the visor is completely closed, reinsert (Z) the cover (D) paying attention to insert the upper tab (E) in its seat (F). After inserting it slightly press the cover kit until it clicks. Now the cover kit is correctly inserted.

Repeat the operation on the opposite side.

After completing this operation verify that the visor is tightly fixed to the helmet, that it rotates freely and that it locks correctly into the locking positions.

If this doesn't happen and the rotation mechanism of the visor doesn't work correctly, do not use the helmet and contact authorized Suomy personnel only.

Adjustment see figure 10

If, after replacing or using the helmet for a long period of time, there should be leaking from the edges of the visor when it is completely closed, it might be necessary to adjust the visor's operation mechanism.

Lift the visor until it is completely opened.

Remove the cover kits, as specified in the previous paragraph, leaving the visor on the helmet.

Loosen the upper screw (G) and the lower screw (H) without removing them and without removing the mechanism.

Lower the visor to the closing position and keep it inserted in the mechanism during the rotation.

When the visor is lowered and blocked in closing position, press on the front part and then on the sides, so that the rubber gasket on the shell completely adheres to the visor for its entire length.

Fasten the lower screw (H) and upper (G) on one side. Re-check the position and fasten both screws on the opposite side.

Reposition the cover kits as specified in the previous paragraphs.

TEAR-OFF VISORS

see figure 11

Before applying the "TEAR-OFF" visor, remove (X) the protection film from the side that touches the visor's surface.

Insert the loop (A) in the pin (B).

Pull the free side of the tear-off visor until the opposite loop (C) is inserted (Y) in the opposite pin (D), pressing it against the helmet's visor to eliminate the air below guaranteeing the complete adhesion of the visor itself.

It is possible to apply more than one tear-off visor by overlapping them following the above operations.

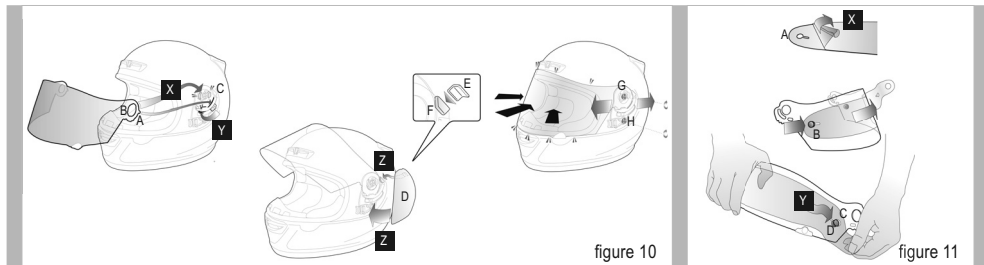


figure 10

figure 11

VISOR MECHANISM**Removing the mechanism**

After removing the visor as indicated in the paragraphs above, loosen and remove the screws that fix the mechanism, afterwards remove it from the shell.

Assembly

The mechanisms are not interchangeable. Before proceeding it is necessary to identify the correct assembly side; the mechanisms are identified by a letter stamped on the back side (L: left side with helmet on – R: right side with helmet on)

Position the mechanism on the shell, insert screws and tighten.

After fitting the parts verify that the mechanisms are positioned correctly and tightly fixed to the shell. Then fit the visor and adjust as indicated in the above paragraphs.

After fitting the mechanism verify that the visor is tightly fixed to the helmet, that it rotates freely and that it locks correctly into the locking positions.

If this doesn't happen and the rotation mechanism of the visor doesn't work correctly, do not use the helmet and contact authorized Suomy personnel only.

NOSE GUARD

see figure 12

Removing guard

The nose guard clicks into position between the shell and the internal lining of the chin guard. To remove it just pull (X) upwards. Carefully remove the nose guard.

Fitting the guard

Position the nose guard centring it on the visor's opening, inserting the tabs (A) between the shell and the chin guard lining. Press firmly on the nose guard near the tabs (A) until the lower edge of the nose guard is completely fitted on to the edge of the shell.

If these conditions are not verified and the nose guard does not adhere to the edge of the shell or is not correctly positioned, do not use the helmet and exclusively contact authorized Suomy personnel.

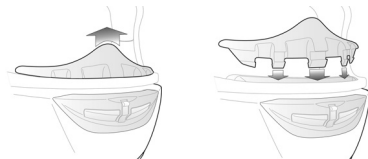


figure 12

CONDITIONS

The warranty is valid from the purchasing date of the product and must be proven by the receipt (invoice, receipt or any document that unequivocally identifies the purchasing date as for example, payment through MAC card or credit card), issued by the person selling the item.

The interventions carried out under warranty do not extend the duration of the warranty which is still of two years from the purchasing date. The product must not have been modified and/or changed: the presence of non-original accessories and/or any, even small, changes to the product, entail the immediate cancellation of the warranty terms and the release of any responsibilities on Suomy's behalf.

The warranty is void when:

- The product has been modified, poorly painted, decorated with stickers
- Original parts have been replaced with other parts;

The Warranty does not cover damages resulting from:

- Incorrect use or non-compliant with the recommendations and requirements indicated in this manual;
- Ordinary wear of the product;
- Repairs made by the customers or third parties or by personnel not belonging to the Suomy S.p.A. Organization;
- Incorrect use of the product and/or use of the product in situations that do not comply with the purposes the product has been designed for or with the modalities indicated in this manual

VALIDITY

Suomy guarantees exclusively the helmet and its components for a period of two years from the purchasing date as regards conformity defects. Suomy undertakes to repair the defective product (or one of its part) or to replace it (at Suomy S.p.A.'s discretion), with no extra charge for the parts and the labour.

The warranty does not cover the alterations of the painted surfaces resulting from natural wear and tear phenomena (effect of sunlight, vapours, detergents, crashes, scratches).
