



SERIOUS HEAD PROTECTION

auto racing helmet

OWNER'S MANUAL



WARNING

All forms of motorized transportation are dangerous. No product can protect the user against all possible or foreseeable accidents, even ones at low speed. No warranty is expressed or implied regarding the products ability to prevent users from injury or death. The user assumes all risks. Take the time to learn what kind of protection you can reasonably expect from your helmet and how to use it properly. For the best possible protection, a helmet must fit properly, be worn properly positioned, and be properly fastened.

ALL PROTECTIVE EQUIPMENT HAS LIMITS

Some very low speed accidents can result in serious injury or death, **EVEN WHILE WEARING A HELMET**. How low is low speed? Cases of death and serious brain injury have been documented at accident speeds below 20 miles per hour / 32 kilometers per hour. Some head injuries cannot be prevented by any helmet. In fact, death or serious brain injury can occur even without a blow to the head, just like scrambling an egg without breaking the shell.

HELMET PERFORMANCE

Each accident scenario is unique. There are too many variables in a collision to predict the outcome. Although no one can accurately predict which helmets will prevent injury in which accidents, studies have repeatedly shown that you are much better off with a helmet than without one. An unprotected head, exposed to a blow from as little as a three foot or one meter fall, can result in a fatal injury.

The helmet only protects areas of the head which are covered. No helmet can protect the neck, body, or areas of the head not covered by the helmet. A helmet is designed to help absorb the force of a blow, by spreading it over as wide an area of the outer shell as possible, and then by crushing the non-resilient energy absorbing inner liner. Damage to the helmet such as shell fracturing or liner compression, caused by an impact is not a sign of a defect in its design or construction. In fact, it is exactly what the helmet is designed to do. If the blow is severe enough, it can overcome the helmet's protective capabilities, resulting in injury or death.

For more information on helmet performance, or to find out what to do if your helmet is significantly impacted, visit our website at www.bellracing.com.

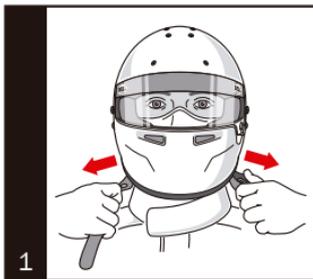
DO'S AND DON'T'S

DO NOT attach anything to your helmet, except helmet accessories authorized by Bell Racing or head and neck restraint systems approved by the FIA or SFI in countries where SFI is approved. Attachments can focus a blow in a small area. Rigid attachments can cause twisting of your head and neck in an accident, which might result in serious injury or death.

Rigid objects attached to the outside of the helmet shell, other than those applied or authorized by the manufacturer, will concentrate the force, increasing the probability of injury.

DO NOT make any modifications to the helmet. To maintain the full efficiency of this helmet, there should not be any alterations to the structure of this helmet or its component parts.

DO use a helmet which is specifically designed for your chosen activity.



DO wear your helmet properly positioned and securely fastened at all times.

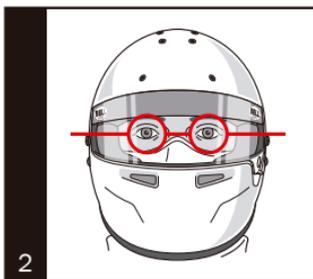
DO store your helmet in a cool, dry place. Exposure to temperatures in excess of 140 degrees Fahrenheit or 60 degrees Celsius can cause damage to the inner liner, resulting in a loss of the helmet's protective capabilities.

PROPER USE OF THE HELMET

Step 1: POSITIONING THE HELMET ON YOUR HEAD

Put the helmet on by grasping the chin strap halves in each hand and pull the helmet on over your head.

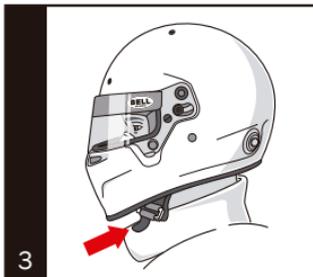
See Illustration 1.



Step 2: FITTING THE HELMET

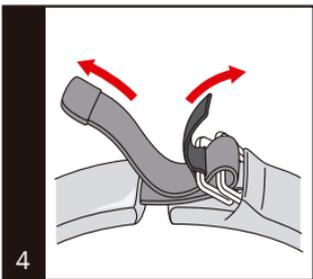
When properly positioned, the helmet should be worn low on the brow, eyes near the center of the eye opening, touching the top of the head with uniform and firm pressure all around – tight without excessive pressure points.

See Illustration 2.



To fasten the chin strap, thread the end of the strap through both d-rings, loop the strap end back through the inner d-ring and pull it comfortably tight against the throat.

See Illustration 3.



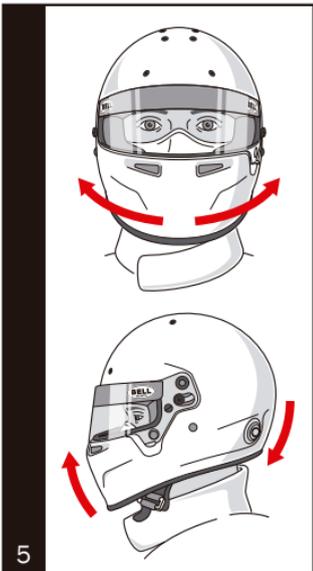
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⚠ WARNING CORRECTLY USING THE CHIN STRAP

A good fit and a properly fastened chin strap are all that keep the helmet on your head during an accident. Make sure the chin strap is correctly fastened and pulled snugly up against your throat each time you wear your helmet. To correctly fasten the strap, buckle the chin strap as shown in Illustration 4, then adjust the side strap until the strap is snugly against your throat.

Step 3: CHECKING THE FIT

Correctly position the helmet on your head and stand in front of a mirror. Gently rotate the helmet first from left to right and then from front to back, as in Illustration 5. If the skin on your brow moves with the helmet as it is rotated, the fit is proper. If the skin on your brow does not move when the helmet is rotated in either direction, the fit is too loose. Try various sizes until you find one that fits correctly. With the helmet properly positioned, and the chin strap fastened, try to remove the helmet from your head. Grasp it securely and make a serious effort to roll it off your head in both the forward and backward directions. If you can remove the helmet or are able to roll the helmet backward far enough to expose your forehead or forward far enough to block your vision, the helmet either fits too loosely or the straps are not properly adjusted.



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If the helmet is too large or if you can still remove the helmet, DO NOT use it and replace with a smaller size.

Repeat steps 1 through 3

If you cannot remove the helmet and it does not roll either backward far enough to expose your forehead or forward far enough to block your vision, you have a proper fit. We recommend fitting the helmet with a head sock or balaclava if you intend to wear one in competition.

TO REMOVE THE HELMET

To remove your helmet, unfasten the chin strap by pulling the red “D” ring tab outward (away from your face) to release the strap tension. See Illustration 4.

To remove your helmet, grasp the chin strap halves in each hand and while pulling outward, lift the helmet from your head. See Illustration 1. Pull outward and lift from your head.

Step 4: TEST DRIVE

Steps 1 through 3 are critical to getting the most out of your helmet. Spend as much time as necessary to satisfy yourself that you have a good fit. Only after successfully completing steps 1 through 3, put on your helmet and wear it for an extended period or take a test drive. If the helmet feels comfortable, remaining firmly in place and the straps remained properly adjusted, your helmet is ready to use. If the helmet feels uncomfortable or moves excessively, go through steps 1 through 3 as necessary to correct the problem. If you are unable to successfully complete all 3 steps, or if the helmet does not fit and feel comfortable, DO NOT continue to use the helmet. Either: Return to the dealer for assistance, or contact Bell Racing for further instructions.

Do not use chin cups or wear the strap on the point of the chin. This will increase the risk of the helmet coming off in an accident.

OPERATION & REPLACEMENT OF FACE SHIELDS

OPERATION

The shield should be opened by placing the thumb of your left hand against the left side edge of the shield (some Bell shields have a molded in flare or tab, others may not) and simultaneously lifting upward on the shield to lift it over the adjustable eccentric button. Practice several times to become familiar with this operation before actual use. To close, simply push downward on the top center of the shield until it comes down as far as possible and snaps into place over the eccentric button. Always check to be sure it has locked in place over the eccentric button.

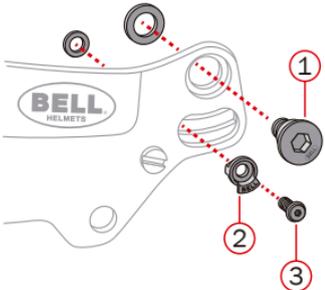
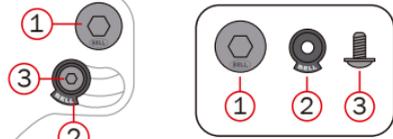
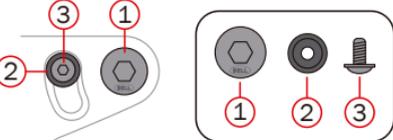
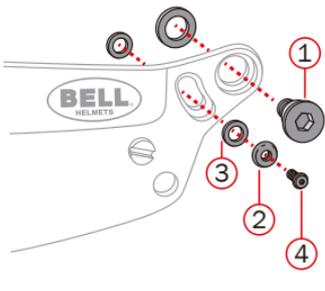
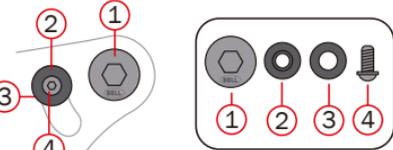
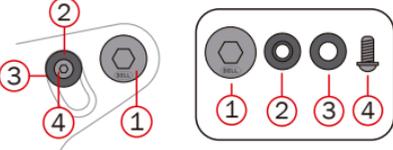
ADJUSTMENT

Adjustment of the eccentric button on the lower left side of the eye opening is possible to fine tune the closing action of the shield. Using a Hex Wrench (included in the box for all full face helmets), loosen the set screw and rotate the button so that the shield latches easily but securely over the button when it is pulled down by the top center edge with one hand. When adjusted to your preference, tighten the set screw.

The shield opens and closes using a using an SV friction tension system that controls how much pressure is needed to open or close the shield.

To adjust the tension on the shield, use the Hex Wrench, 3/32" or 2.4 mm hex wrench to tighten or loosen the set screw to the desired level of tension.

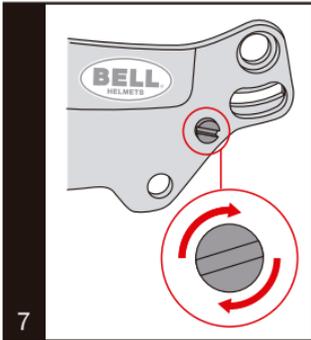
SHIELD REPLACEMENT

Assembly	Parts Description	Shield Type	Helmet Model
		SE07	HP7
		RS7	
	SE07-2	KC7 CMR	
		SE05	HP5
		GT.5	
	SE03	SPORT 5	
		281 SVR	BR1
			SPORT
			R1
		287 SRV	Dominator.2
		K.1 PRO	
		GP2 YOUTH	
	288 SRV	SPORT EV	
	289 SRV	VADOR	
SRV8	M8		

6A

6B

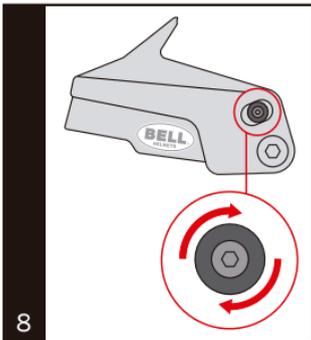
- 1** • Remove the left and right side shield pivot screws using the Hex Wrench, 5/16" or 8mm.
- 2** • Remove the left and right side SV friction screws using the Hex Wrench, 3/32" or 2.4mm.
- 3** • Remove the old shield and if necessary replace and install new pivot and friction washers.
New washers have a self-adhesive side to be applied on the helmet shell – make sure the washers do not cover any of the inserts.
- 4** • Place the new shield over the well centered friction washers and screw in the pivot screws until snug.
DO NOT OVERTIGHTEN as this may damage the screw threads or pivot inserts. Repeat this procedure on the other side.
- 5** • Put the SV friction screw and brake washers back in place.
Adjust the friction tension to the desired level, and then close the shield. Adjustment of the eccentric button may be required.
- 6** • Check the action and function of the replaced shield prior to use, assure the installation was correct.
Other Bell models may have a different shield pivot mechanism than the type listed in this manual. Please refer to bellracing.com if your helmet has a different mechanism or if you need additional assistance.



ADJUSTABLE TEAR-OFF POSTS

Using the Bell Hex Wrench, a coin or a flat head screwdriver, turn the adjustable tear-off posts so the widest part of the posts are toward the center of the face shield. See Illustration 7. Stack the tear-offs to your preference. Rotate the adjustable tear-off posts until the tear-offs are tight, as shown in Illustration 7.

Some models come with tear-off posts pre-installed, while others may require installation (instructions provided). Do not use thread lock under any circumstances especially if using aftermarket tear-off posts as the chemicals can damage the shield.



VISOR PEAK

Open face models come with the visor peak attached and some full face models can be used with a visor peak that attaches to the helmet using the shield pivot screws and SV friction screws. Check the visor peak for even alignment. Use the Hex Wrench to loosen and adjust the peak as needed. **DO NOT OVERTIGHTEN** the screws. Illustration 8.

It is the wearer's responsibility to determine if this helmet affords adequate vision and hearing. We recommend the use of earplugs to reduce the likelihood of permanent damage to your hearing.

EXTERIOR

Your Bell helmet is finished with a tough, high-gloss polyurethane coating which resists scratching (note: some Bell models may have a matte or graphic finish). It can be cleaned with any high quality product used for the care of automotive finishes. We recommend the use of the products contained in Bell's helmet cleaning kit.

INTERIOR

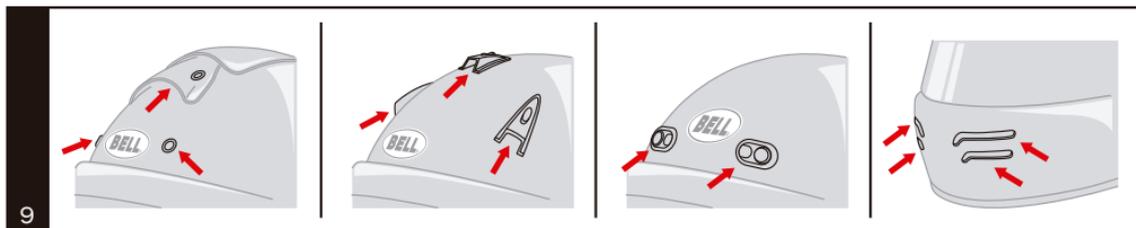
The interior surface of the helmet should only be cleaned with mild soap and water.

⚠ WARNING Do not use solvents or any petroleum based cleaners, as they will damage the helmet's energy absorbing liner. Do not attempt to force dry your helmet with excessive heat. Temperatures in excess of 60 degrees Celsius or 140 degrees Fahrenheit can cause damage.

VENTILATION

Some Bell auto racing helmets have vents for air intake. Some of these vents may be able to be opened and closed externally to maximize or minimize air exchange. To maximize air exchange of any vent, do not block the vent openings. Illustration 9.

⚠ WARNING Some helmets may have air vents which may act as a conduit for vapor, heat or flames in the event of a fire, which could result in severe injury or death.



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PAINTING

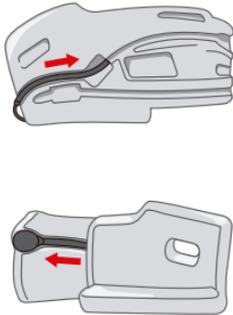
Paint can react with helmet shell and affect its protective capacity. Although the outer shell of the helmet is constructed of thermoset composite materials and finished with polyurethane coating and although it can rhetorically be repainted with high quality air drying acrylic or polyurethane enamel, we recommend caution if the helmet is decorated by an independent painter. Bell acknowledges that helmets are often decorated by independent painters but there are instances of helmets being damaged during the painting process.

 **WARNING** Paint penetrating into the interior of the helmet can affect the performance of the helmet liner and other components. In no case(s) should the helmet be dismantled during painting or should paint that requires heat curing be used. Only paint your helmet once you have determined your proper size. Custom painted helmets cannot be returned or exchanged. Custom paint services are available through Bell Racing and specific information is available on the Bell Racing website.

HEAD AND NECK RESTRAINT ANCHOR HARDWARE

Select Bell models come equipped with anchor hardware for specific head and neck restraint systems. Bell models homologated to certain Snell, SFI, and FIA standards have M6 terminal hardware installed in the shell and have been tested and homologated so they are compatible with approved head and neck restraint device anchor systems. If the Bell model you select does not have M6 terminal hardware installed in the shell or is not pre-drilled for anchor installation, it is not compatible for use with a head and neck restraint device. The proper installation and selection of the head and neck restraint device anchor system is the responsibility of the consumer and they assume all risks.

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RADIO INSTALLATION

On select full face models, Bell has designed recessed areas into the face piece assembly installed in the front chin bar area of the helmet to allow for the installation of radio boom microphones without damaging the interior. Bell recommends installing the radio boom microphone on the back side of the face piece (side facing the shell). There is a specific area in the front of the face piece designed to accommodate the radio microphone by removing the soft foam piece in the center of the face piece assembly. Proper installation of radio equipment is the responsibility of the consumer and they assume all risks.

Illustration 10.

INSPECTION SERVICE

Helmets should at a minimum be inspected closely after an accident. On the outside of the helmet, you should look for signs of delamination or surface cracking and exposed composite material under the paint finish. On the inside of the helmet, you should look under the foam fit pad to determine if you see any signs that the helmet's inner liner has been damaged or compressed. However, even the most thorough self-inspection can fail to detect signs of damage. Since helmet damage is not always visible following an accident, it is always best to replace your helmet once it has been subject to a significant impact. If you lose consciousness, suffer a concussion, or sustain other internal or external head injury from a racing accident, we recommend replacing the helmet. If you've owned your helmet for less than five (5) years, Bell Racing will examine the helmet at no cost and provide you with a written report of the damage and an estimate of the cost to repair the helmet and return it to a like new condition. Repairs will only be performed with your approval and only if the helmet can be returned to its original condition. Bell reserves the right to refuse to repair helmets which have been altered by the owner or any third party.

All returns for inspection or repair must be authorized and approved by Bell Racing in advance. Even if your helmet has not been impacted, we recommend that it be replaced every five (5) years to take advantage of advances in helmet design and construction.

LIMITED WARRANTY

Any Bell Racing auto racing helmet determined by Bell Racing to be defective in materials or workmanship within two (2) years from the date of original retail purchase, will be repaired or replaced, at Bell's option, free of charge when received at Bell Racing, freight prepaid, together with proof of purchase.

This warranty is expressly in lieu of all other warranties. Any implied warranties of merchantability or fitness for a particular purpose are limited to the same duration as this express warranty. Bell Racing shall not be liable for any incidental or consequential damages. Some countries / states do not allow the exclusion or limitation of implied warranties, incidental or consequential damages, so the above limitations and exclusions may not apply to you.

This warranty does not cover damage resulting from misuse, abuse, neglect, alteration, failure to perform maintenance as instructed or unauthorized repair or service. This warranty does not cover any representation or warranty made by dealers beyond the provisions of this warranty. You must establish proof of purchase to obtain warranty service or replacement. This warranty gives you specific legal rights, and you also have other rights, which vary from country to country or state to state. All product returns must be approved and authorized by Bell Racing in advance. Please contact Bell Racing if you have any questions about your Bell auto racing product.

www.bellracing.com

