



Bell Auto Racing Helmets

Owner's Manual

⚠️ WARNING!

All forms of motorized sports 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.

IMPORTANT INFORMATION: READ THESE INSTRUCTIONS CAREFULLY

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
- Be properly fastened

ALL SAFETY 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.

LIMITED WARRANTY

Any Bell helmet determined by Bell to be defective in materials or workmanship within one (1) year from the date of original retail purchase, will be repaired or replaced, at Bell Racing'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 shall not be liable for any incidental or consequential damages. Some 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 state to state.

HELMET PERFORMANCE

Each accident scenario is unique. Variations in speed, angle and surface, coupled with differences in individual anatomy, make it impossible to predict the outcome of accidents. Although no one can accurately predict which helmets will prevent injury in which accidents, studies have repeatedly shown that we are much better off with a helmet than without one. An unprotected head, exposed to a blow from as little as a six foot fall, can result in a fatal injury. The helmet only protects those areas of the head which are covered. No helmet can protect the neck or areas of the head not covered by the helmet.

A helmet is designed to help absorb the force of a blow first, by spreading it over as wide of 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 cracking and crushing, 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.

DO'S AND DON'TS

DO NOT attach anything to your helmet, unless authorized by Bell Racing. 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.

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.

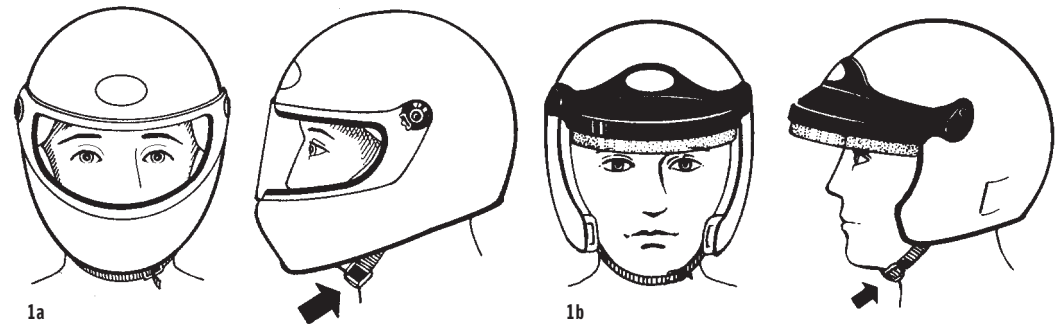
DO wear your helmet properly positioned and securely fastened at all times.

DO store your helmet in a cool, dry place. Exposure to temperatures in excess of 150 degrees Fahrenheit or 65.5 degree 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

The helmet must be properly positioned on your head. The helmet should be worn low on the brow to protect the forehead area. See Diagram 1a & 1b.



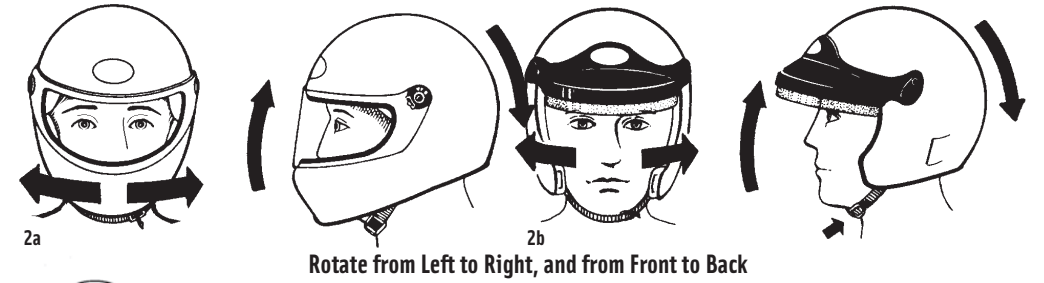
Center Eyes in eyeport. Make sure Chin Strap is snug against throat.

Step 2: FITTING THE HELMET

Put the helmet on. When properly positioned, the helmet must fit your head snugly with uniform, firm pressure all around. It must also touch the top of your head.

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 Diagram 2a & 2b. 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. See Diagram 2a & 2b



Rotate from Left to Right, and from Front to Back



IMPORTANT: IF YOU INTEND TO WEAR A FIRE RETARDANT HOOD OR BALACLAVA UNDER YOUR FULL FACE OR OPEN FACE HELMET, WEAR IT WHEN DETERMINING CORRECT FIT.

Step 4: 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, thread the end through the "D" rings as shown in Diagram 3, then pull it until the strap is snugly against your throat.

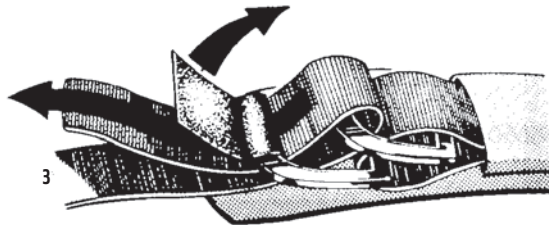
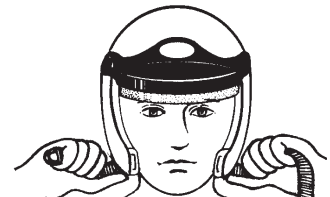


Image of the chin strap & D-rings.

⚠ WARNING!

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.

To unfasten the strap and remove your helmet, pull the "D" ring pull tab outward (away from your face) to release the strap tension. See Diagram 3. Unthread the strap through the "D" rings. To remove your helmet, grasp the chin strap halves in each hand and while pulling outward, lift the helmet from your head. See Diagram 4a & 4b.



Pull Outward and Lift

Step 5: FINAL FIT CHECK

Now, 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. Repeat Steps 1 through 4.

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

Step 6: TEST DRIVE

Steps 1 through 5 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 5, put on your helmet and take a test drive. If, after the test drive, the helmet felt comfortable, remained firmly in place and the straps have remained properly adjusted, your helmet is ready to use. If the helmet felt uncomfortable or moved excessively, go through steps 1 through 5 as necessary to correct the problem. If you are unable to successfully complete all 5 steps, if the helmet does not feel comfortable, if it fits improperly, or if you have any other problems or questions, DO NOT continue to use the helmet.

GENERAL INFORMATION - OPEN FACE HELMETS

Open face models can be used with goggles, which could potentially reduce peripheral vision when worn. Each wearer should determine if there is adequate peripheral vision with the goggles being worn. Goggles are windscreens intended to shield the wearer's eyes from wind, dirt and small flying objects. However, they cannot and do not offer significant protection in heavy impacts.

⚠️ WARNING!

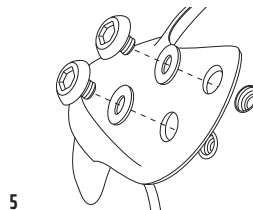
Tinted goggles should NOT be worn at night, or in other conditions of poor visibility.

⚠️ WARNING!

No attachments should be made to the helmet, except reflective tape or those authorized by Bell Racing. Rigid objects attached to the outside of the helmet shell, other than those applied by the manufacturer, will concentrate the force, increasing the probability of injury.

VISOR - OPEN FACE HELMETS

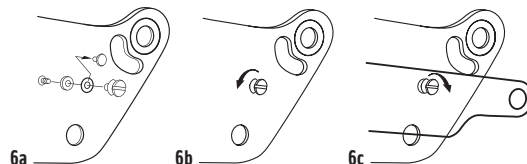
Some Bell open face models come with the visor attached. For those without the visor attached, install the visor screws using a 5/16" or 8mm wrench with washer as shown in Diagram 5. Check the visor for even alignment. Then tighten all four screws – being careful not to over tighten them.



ADJUSTABLE TEAR-OFF POSTS - FULL FACE HELMETS

Some models come with tear-off posts pre-installed in the shield. Other models require the installation of a tear-off post kit with a self-tapping screw. The installation instructions for the tear-off post kit are as follows:

- To install the tear-off post, remove the plug inserted into the hole. On the interior of the shield, place the washer in the counter bore area of the hole and screw in the self-tapping screw until the post is tight. See Diagram 6a
- Using a coin or screwdriver, turn the adjustable tear-off posts so the widest part of the posts are toward the center of the face shield. See Diagram 6b.
- Stack the tear-offs to your preference. Rotate the adjustable tear-off posts until the tear-offs are tight, as shown in Diagram 6c.



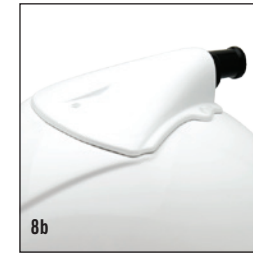
VENTILATION -FULL FACE HELMETS

Some Bell auto racing helmets feature externally operated forehead vents. Slide open to experience maximum air exchange. When closed the helmet still exchanges air, but at a lower rate. See Diagram 7a. Certain Bell auto racing helmet models incorporate an air intake that forces air into the forehead area for ventilation. To maintain maximum air exchange, do not block the openings. See Diagram 7b. Select Bell auto racing helmets feature rear facing vents that draw airflow through the helmet. To maintain maximum air exchange, do not block the openings. See Diagram 7c.



VENTILATION -FORCED AIR HELMETS

Certain Bell auto racing helmets for closed-car applications are designed to introduce airflow into the helmet from an external source (NOT INCLUDED). Bell offers helmets that allow the user to install a side forced air or top forced air insert that allows airflow to be forced into the helmet from the external source. See Diagram 8a and 8b.



⚠ WARNING!

Some Bell models 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!

OPERATION & REPLACEMENT OF FACE SHIELDS-FULL FACE HELMETS

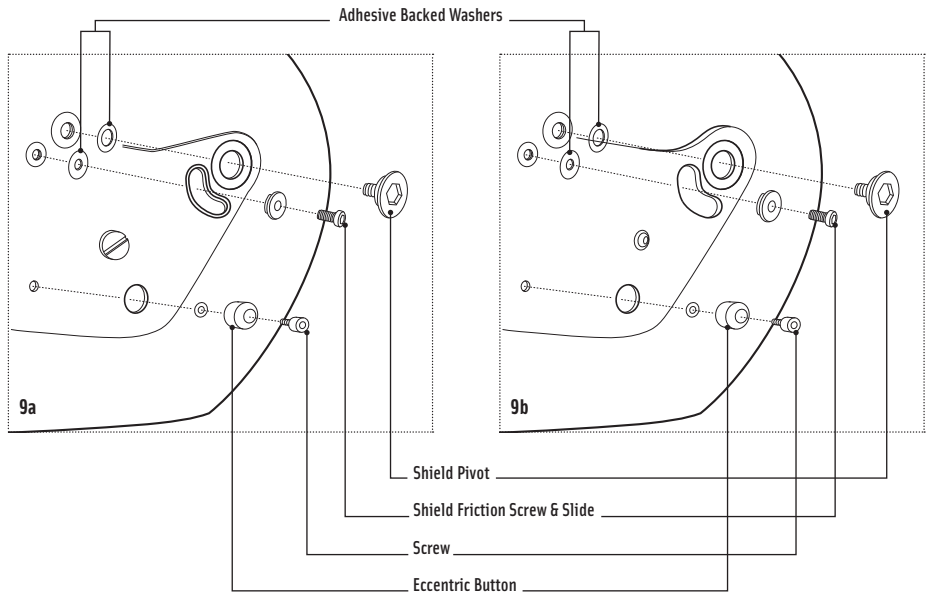
OPERATION:

Shields on most Bell auto racing helmets are opened by placing the thumb of your left hand against the left side edge of the shield (some have a tab that is molded into the shield) and simultaneously prying outward and lifting upward on the shield to lift it over the adjustable eccentric button (cam-lock). 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 snaps into place over the eccentric button. Always check to be sure it has locked 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. See Diagram 9a for an SRV-1 pivot system (287 shield) and Diagram 9b for an SRV-2 pivot system (276 and 281 shield). Using a 3/32" hex wrench, 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.



SHIELD REPLACEMENT-SRV-1 & SRV-2 PIVOT SYSTEM

- 1) Remove the left and right side shield pivots using either a 5/16" or 8mm hex wrench.
- 2) Remove the left and right side friction screws using either a 3/32" or 2.4 mm hex wrench.
- 3) Remove the old shield and reinstall the adhesive backed washers (if needed), making sure the washers do not cover any of the inserts. See Diagram 9a or 9b.
- 4) Place the shield back on the helmet and screw in the pivots first, until they are snug (DO NOT over-tighten as this may damage the insert).
- 5) Re-install the friction sliders and the shield friction screws. Adjust the friction tension to the desired level, and then close the shield.
- 6) Adjust the eccentric button if necessary, by following the instructions for adjustment.
- 7) Check the action and function of the replaced shield prior to driving, to assure that installation was correct.

NOTICE: It is the driver's responsibility to determine if this helmet affords adequate vision and hearing. Bell recommends the use of earplugs to reduce the likelihood of permanent damage to your hearing.

D-RING KIT

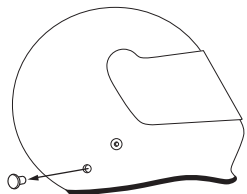
Bell sells a D-ring kit for drivers who use a helmet restraint strap. The D-ring kit includes instructions for location and installation of the D-ring.

⚠ WARNING!

The D-ring kit sold by Bell Racing should not be used as an attachment anchor for head and neck restraint devices and should only be used with a helmet restraint strap.

HEAD AND NECK DEVICE ANCHOR ATTACHMENT INSTRUCTIONS

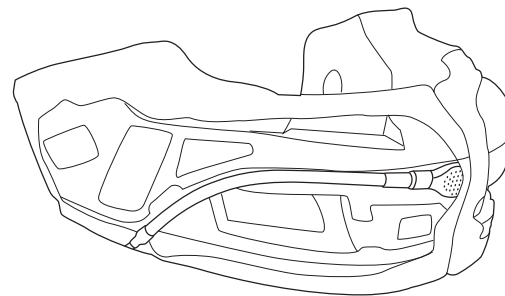
On select models certified to the Snell SA-HR standard, Bell installs hardware in the helmet shell that is designed to be used with Head and Neck Restraint Device anchor systems. Please note: the Snell SA-HR certification is accepted as a valid standard by the FIA for racing helmets to be used in conjunction with Head and Neck Restraint Devices. For other models certified to the Snell SA standard, Bell pre-drills holes for the consumer so they can install Head and Neck Restraint Device anchor systems. To install the anchor systems, simply remove the screw from each side of the Snell SA-HR certified helmets or remove the plug from each side of the Snell SA certified helmets and follow the anchor instruction guide provided by the Head and Neck Restraint Device manufacturer. The proper installation of the Head and Neck Restraint Device anchors is the responsibility of the consumer and they assume all risks. See Diagram 10.



10

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. The recess allows customers to install radio boom microphones into the face piece without cutting the material. To install the radio, simply remove the face piece on the side of the helmet you want to install the boom microphone. Bell recommends installing the boom microphone on the back side of the face piece (side facing the shell). See Diagram 11. There is a specially designed area in the front of the face piece that accommodates the radio microphone by simply removing the soft foam piece in the center of the face piece assembly. Once the radio is installed into the recess area of the face piece, re-install the face piece assembly into the chin bar area of the helmet. Proper installation of radio equipment is the responsibility of the consumer and they assume all risks.



11

REPLACEMENT INSERTS AND AERODYNAMIC KITS

Specific Bell models are designed to allow customers to install inserts to customize their helmet for specific racing applications. These inserts can be installed using small screws that are provided with the original inserts that come with the helmet or in the aftermarket kits that can be purchased. The Star Infusion is designed to allow customers the flexibility of using the helmet in a top air configuration or side air configuration. The Star Infusion is sold in a top forced air configuration. See Diagram 12a & 12b. The BR-1 helmet is designed to be used as a non-forced air helmet with a venturi air exchange system featuring rear facing ventilation, top air configuration or side air configuration. The BR-1 is sold in a non-forced air configuration. See Diagram 12c, 12d & 12e. The GTX.2 is sold with an integrated rear wing that can be removed or replaced. See Diagram 12f. In addition, Bell Racing sells aftermarket aerodynamic kits that help prevent helmet buffeting and lift in high-speed, open-car forms of racing. The kits include chin bar gurneys, top helmet gurneys and rear spoilers.



12a



12b



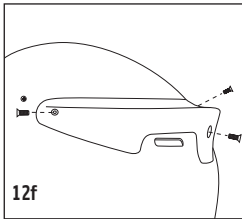
12c



12d



12e



12f

EXTERIOR

Your Bell helmet is finished with a tough, outer coating which resists scratching. It can be cleaned with any high quality product used for the care of automotive finishes.

INTERIOR

The interior surface of the helmet can 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 150 degrees Fahrenheit can cause damage.

PAINTING

Because the outer shell of the helmet is constructed of thermoset, composite materials, and finished with a polyurethane coating, it can be easily repainted with most high quality paints. Contact Bell Racing's Customer Service Department if you have any questions. Only paint your helmet once you have determined that you have the proper size. Custom painted helmets cannot be returned or exchanged.

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 de-lamination 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 either replace your helmet once it has been subject to a severe impact, or return it to Bell Racing for a thorough inspection. 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. Even if your helmet has not been impacted, we recommend that it be replaced periodically, every five (5) years, to take advantage of advances in helmet design and construction.

⚠ WARNING!

IMPORTANT WARNING ABOUT PRODUCT LIMITATIONS

Unfortunately, some accidents result in head injuries that cannot be prevented by ANY helmet. Depending on the type of impact, even a very low speed accident can result in serious injury or death. Be sure you've read this manual to insure proper use, fit, and care of your helmet.

