



MXTOURER

FIBERGLASS TRICARBOCO

 **100%**  **HAND MADE IN ITALY**

WARNING

Thank you for choosing SUOMY.

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

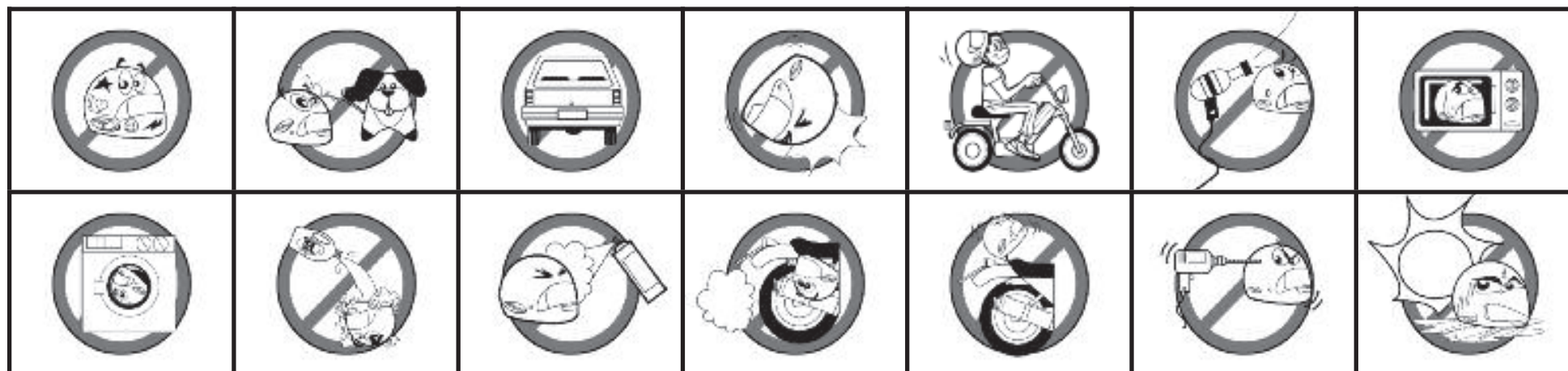
Suomy cannot be held responsible for direct or indirect damages resulting from an incorrect use of the product and/or **for using the helmet in situations that go beyond the normal conditions of use or the modalities indicated in this booklet.**

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.

MX TOURER 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.

FEATURES

- **Possibility of use in both the endure version with a peak, as well as the full version**
- **Total removability of pads and the inner cap made of high quality hypoallergenic fabric with antibacterial treatment.**
- **Neckroll made of synthetic leather.**
- **All parts in contact with the face are easy to wash.**
- **Assembly and disassembly of the inner visor mechanism with quick bayonet.**
- **Inner sun visor**

The Suomy MX TOURER is certified (P) for use in both visor and full versions. This feature allows you to use the helmet in all configurations in full compliance with current safety standards.

To ensure adequate protection, MX TOURER must fit properly and be firmly fastened, so that it cannot be taken off either by pulling or by turning it on your head (see Figure 1). If it is too large it can drop down to cover your eyes or turn sideways while riding, thus preventing proper visibility.

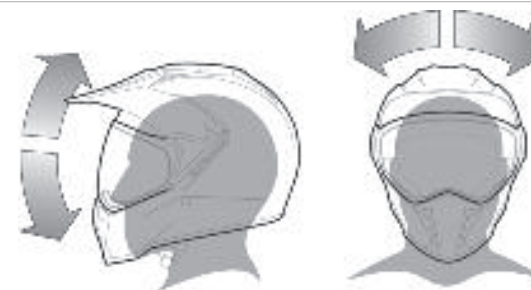


figure 1

GENERAL RULES

Do not use scarves or chin rests that could facilitate the sliding of the strap and the removal of the helmet if it receives a blow.

MX TOURER has been designed to be used with most glasses on the market. In any case it is necessary to check the helmet fit wearing your usual glasses before purchase.

The helmet's function is to reduce stresses on the user's head in the event of receiving a blow; this takes place through the partial destruction and/or deformation of its components (mainly the outer shell and the inner shell made of polystyrene). In this way part of the energy generated by a blow is absorbed by the helmet's components, thus reducing the stresses on the user's head by eliminating or limiting the possibility of the occurrence of a trauma. It is obvious that the protection capacity of the helmet is not infinite and that certain blows may generate stresses so high that the energy absorbed by the helmet is not sufficient to prevent trauma to the user: **no helmet, even if it one of the highest level, can protect your head from the forces generated by all the different types of blows.**

The integrity of the shell and its interior is essential to ensure best performance in terms of safety. MX TOURER is designed to absorb blows through a partial destruction of the shell or some of its parts that could therefore be damaged after a blow even if this damage is not visible. In case of further stresses the helmet may no longer be able to protect you as well as possible.

Never use a helmet that has sustained a blow, even if no visible damage can be seen; if it receives a blow the helmet must be replaced. It is extremely dangerous to modify the helmet by attaching or gluing something to it. Never cut or puncture the helmet, do not insert screws into it, and do not paint it.

Do not make any changes to the helmet's lining. In particular, the inner polystyrene padding must never be cut or changed: **alterations to the shape of the inner polystyrene shell may affect the helmet's safety characteristics.**

Damaged visors may reduce visibility, especially at night, and they must be replaced immediately with visors which are properly certified in accordance with approval regulations.

Do not paint the visor and/or apply adhesives to it. Never peel off the visor's certification label.

Use only **original** Suomy accessories and spare parts, or those expressly recommended by Suomy for this helmet model: only in this way can reliability, safety and compatibility with the helmet you use be ensured.

The use of non-original components and/or accessories will annul the warranty (see warranty terms on page 32) and may affect the safety requirements.

Only use mild soap and water to clean the shell and allow the helmet to dry at room temperature. Never expose it to heat.

Cleaning of the helmet with benzene solvents or chemicals, or the application of adhesives or paint, may affect the shell's structure, thereby affecting the safety features, without this damage being visible to the user. **Do not apply adhesives, petrol or other chemical solvents to this helmet.**

Use a damp cloth with mild soap only to clean the inner lining. Allow the washed parts to dry at room temperature away from sunlight and never expose them to heat.

Clean the retention system on a systematic basis with warm water and mild soap. **Do not use solvents or other chemicals and do not lubricate it.**

Clean the polycarbonate visor initially by rinsing with lukewarm water, then washing with a normal mild liquid detergent, then drying with a soft and smooth cloth. Handle the visor with care when cleaning to avoid damaging the scratch-proof surface. Do not under any circumstances use solvents, alcohol, benzene, thinner or scouring powder; these materials are corrosive and may reduce the structural strength of the polycarbonate or scratch the surface of the visor, with a consequent reduction of its mechanical and optical properties.

All painted surfaces are subject to natural deterioration due to weathering; in particular colours made with Fluo or UV paint. They may be subject to a faster natural phenomenon of migration which will decrease their intensity. The phenomenon is enhanced when the helmet is exposed to strong light for long periods.

Suomy declines all responsibility in the event of changes to the painted surfaces due to wear and tear phenomena (effects of sunlight, fumes, cleaning detergents, blows, and scratches).

This does not, however, affect SUOMY MX TOURER'S performance and quality.

USE and MAINTENANCE

RETENTION SYSTEM

The structure of the system may vary depending on the countries in which the helmet is marketed in relation to special certification regulations.

Adjust the closing system so that, when the helmet is fastened, the strap presses firmly against the jaw and the following conditions occur:

- it must not be possible to remove the helmet
- when grabbing the helmet at the back and rotating it forwards, it cannot be pulled off and remain firmly on your head

If the helmet tends to slip or swivel freely on your head, check the adjustment of the strap until you get the right pressure and try **moving it again**.

If after repeating this test you are unable to effectively tighten the retention system, refrain from using the helmet.

"D-RING" RETENTION SYSTEM

See Figure 2a

Insert the strap's loose tab into the rings. Pull the terminal until the strap presses firmly against your jaw.

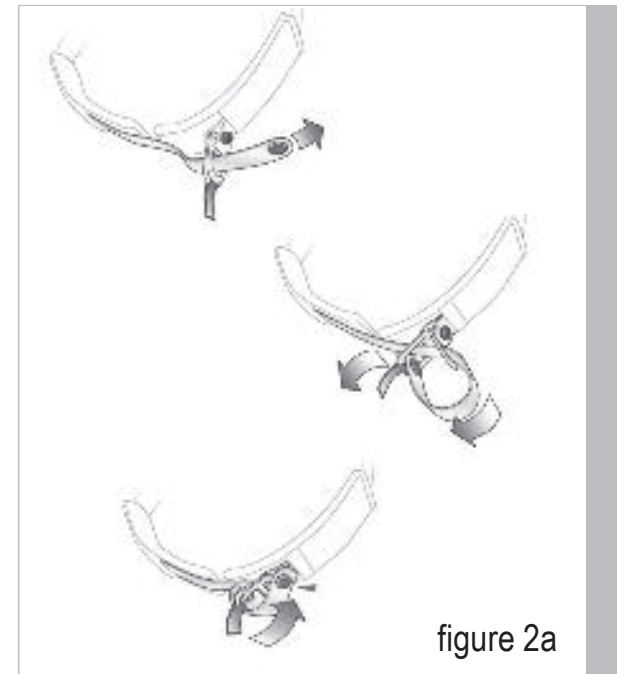
Once you have done this it must no longer be possible to remove the helmet. Check that, by grabbing the back of the helmet and turning it forwards, it cannot be pulled off and stays firmly on your head.

If the helmet tends to slip or rotate freely on your head, tighten the strap until you get the right pressure and repeat the test.

If after repeating the test you are unable to effectively tighten the retention system, refrain from using the helmet.

Only after checking the correct tension of the strap, attach the free end and lock it onto the release tab with the snap-on button.

The snap-on button only serves to fasten the free end of the strap to prevent any movement while riding. The fastening of the release button does not ensure that the helmet is properly



worn and fastened: the tightness of the strap must only be checked by following the instructions described above.

To **unfasten** the retention system, release the snap-on button and pull the release tab to release the tightening torque.

Pull out the free end of the strap from the "D-Rings".

RETENTION SYSTEM ADJUSTABLE MICROMETRE

See Figure 2b

Adjustment

After adjusting the length of the strap ensure that the free end of the strap is correctly positioned in the adjustment buckle (C).

Closing the strap:

There are eight locking positions that allow easy adjustment and closing of the retention system according to the shape of the user's head.

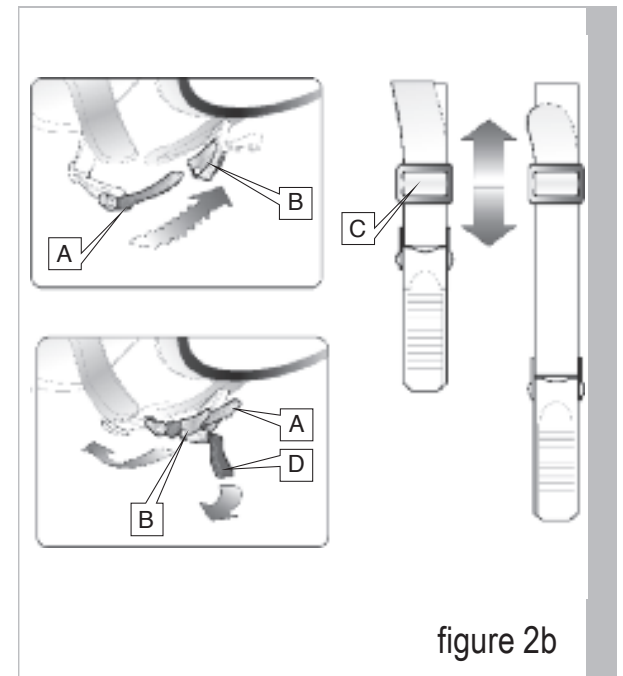
Push the plastic tab (A) into the runner (B) until the strap fully adheres, then press firmly against the jaw. Once it has been closed, pull hard on the strap to make sure it has locked properly. If you are unable to get a tight fit, adjust the length of the strap by sliding the belt through the buckle (C). Repeat until you get the retention system is properly tightened.

Release of the strap:

Detach the plastic tab (A), by pulling the fabric flap (D) located on the tab (B).

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

If the release system does not work properly, refrain from using the helmet and contact Suomy authorized personnel only.



USE and MAINTENANCE

INTERIOR COMFORT FEATURES

The interior comfort features of the Suomy MX TOURER are composed of an upper cap and pads, both fully removable and washable.

They are made of high quality hypoallergenic fabric with antibacterial treatment.

INNER REMOVABLE CAP

See Figure 3 a/b

Removal

The inner cap is attached to the inner shell by means of 7 attachment points, namely:

- two snap-on buttons placed at the back of the helmet and directly inserted in polystyrene (A B)
- two side straps (C-D)
- a frontal attachment system with three constraints inserted into a specific frame fixed directly to the polystyrene using a co-moulding system patented by SUOMY. In order to remove the cap, first pull out the back part by pulling it towards the inside of the helmet until the complete detachment of the attachments A and B. Gently pull until they are completely detached from the part fastened to the polystyrene. Detach the two side straps C and D. Finally, detach the two front frames, one of which is a solid polystyrene frame and the other one which is integrated in the cap, by careful pulling towards the interior of the helmet until the three constraint points (E F G) have been completely freed.

Assembly

Place the cap inside the shell, taking care to align its edges with the edges of the inner shell made of polystyrene. After positioning it, exert an even pressure on the attachment points between the two frames (the one integrated with the cap and the other one inserted into polystyrene) in particular taking care to align the three attachment points [E F G], until they have been fully hooked onto. Align and then attach the two snap-on buttons (A and B), taking care to adhere the neck roll to the shell's profile.

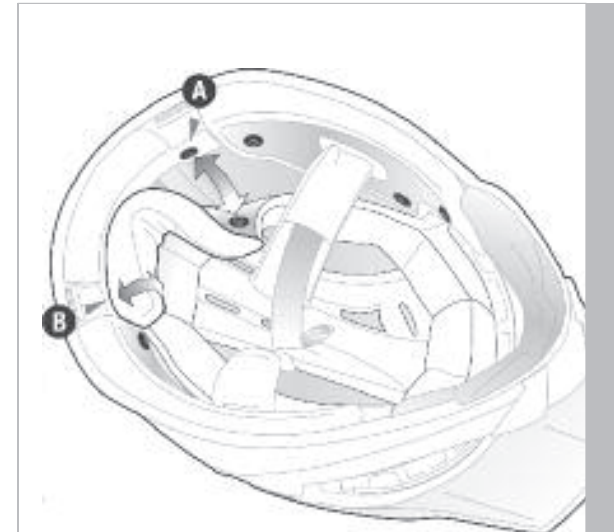


figure 3a

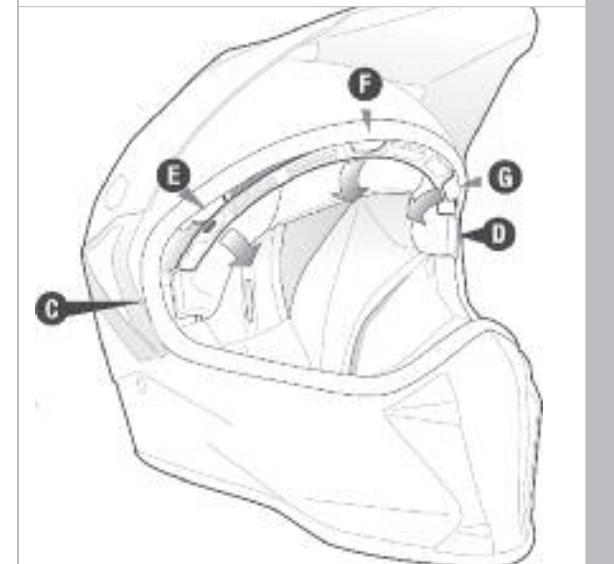


figure 3b

Then press quite hard on the two side straps (C-D) making the profile's interior attach itself to the polystyrene. After fastening, check that the shell is snug inside the helmet (foam padding).

REMOVABLE PADS

See Figure 4a/b

The comfort pads are fastened to the shell by means of 5 attachment points, namely:

- two tabs located respectively at the front and back of the pad, embedded in the hooks inserted in the polystyrene (A B)
- 3 snap-on buttons placed directly on the inner protection pad (C D E).

Removal:

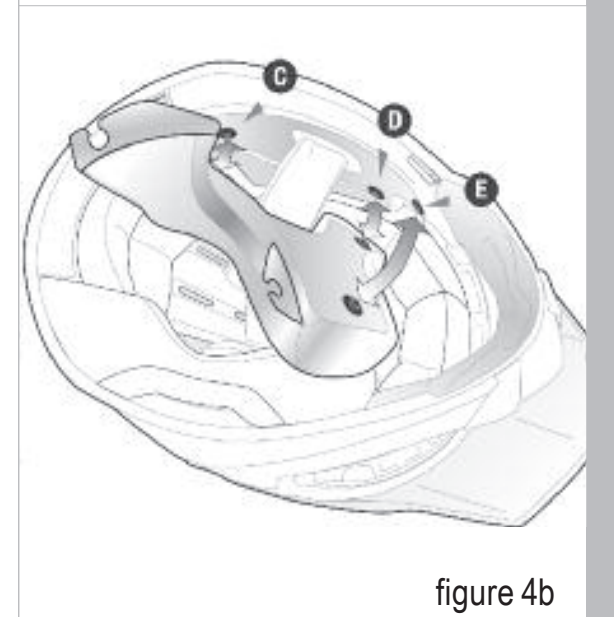
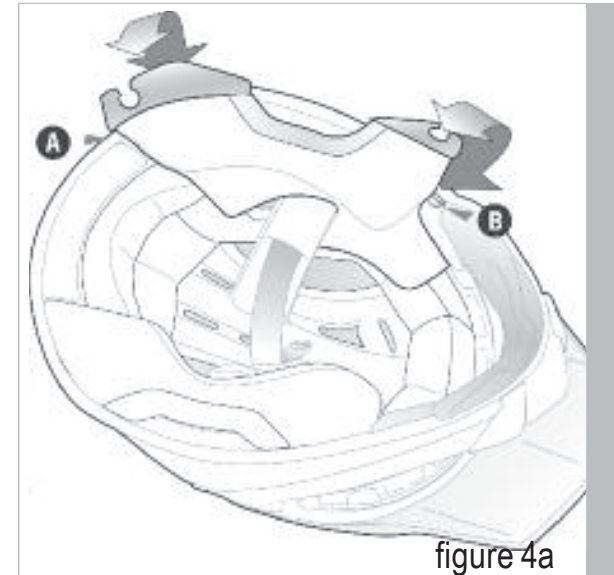
To remove the comfort pads you firstly have to detach the tabs (A B) in the front and rear. of the extracting them from the specific fastening system in the cavity between the polystyrene and the shell.

Pull the rear tab of the pad towards the outside of the helmet until it has been completely detached. Then detach the three snap-on buttons C-D and E.

Assembly

To reassemble the pad, first align the inner snap-on buttons (C and D) and press lightly until they are attached. Do the same with the third button (E). Then insert the two tabs A and B in their specific housings on the protection pad. Ensure the pad's profile is aligned with the one on the helmet's outer shell. Ensure the pad is securely fastened to the helmet.

Before using the helmet, check that the pads and inner cap are positioned correctly and securely fastened to the strap and the shell. Improper positioning and/or ineffective attachment can impact the effectiveness of the retention system: if this occurs refrain from using the helmet.



USE and MAINTENANCE

VISOR

The visor must be periodically cleaned and checked. The presence of dirt and/or deep scratches on the visor's surface may be due to abnormal light reflections or aberrations, which diminish riding safety. Immediately replace the visor if such defects are noticed.

Movement

The visor must only be moved by adjusting the specific lifting flap on the bottom left hand side. Do not move using other areas so as not to cause accidental damage (scratches or grooves) or dirtying the field of view.

Opening the visor: push the visor outwards slightly using the lifting flap to detach the locking tab from its housing in the seal, and then lift it up.

Closing the visor: to lock the visor into position, lower it until the tab is locked within the housing in the seal.

There are two locking positions: an intermediate position and with the visor completely open.

The movement must always be completed up to the locking positions, which can be understood because a slight click can be heard when the visor is properly locked. To unlock the visor from the locked position it is sufficient to move it as described above, by slightly pressing down initially until it is locked into place.

While riding the visor should never be left in the intermediate positions; it must always be in one of the locked positions.

Disassembly

See Figure 5 a/b

To remove the visor you must first remove the outer cover found on the cover of the visor mechanism.

Using a screwdriver, and taking care not to damage the surface of the shell, unfasten the outer shell until it is removed from the cover's constraint points (A-B C). Then lift the visor until the fully open

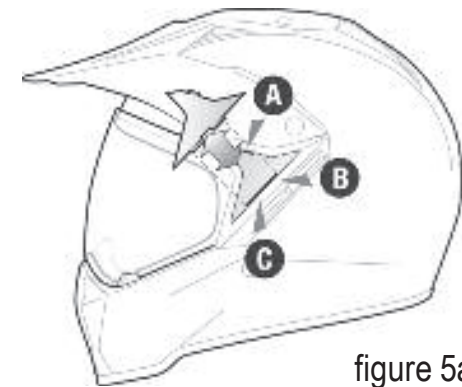


figure 5a

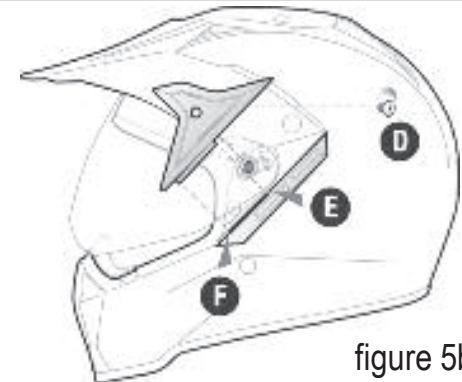


figure 5b

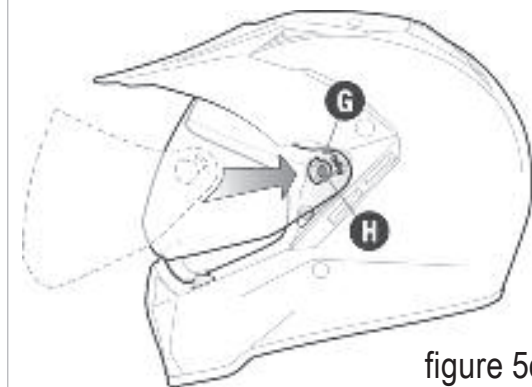


figure 5c

position.

Unscrew the middle screw (D) using the special tool provided and unfasten the cover mechanism by pulling it upwards. Unhook the visor by pressing lightly on the outside of the helmet. Repeat these steps on the opposite side.

Assembly:

See Figure 5c

To ensure the best possible functioning of the rotation system, ensure that all parts (pins and their housings on the helmet, locking nuts and accessories, visor surfaces in contact with moving parts) are perfectly clean prior to installation of the visor.

Place the visor on the mechanism so that the rotation housing (G) is inserted into the rotation ring (H). Place the cover above the visor to align the hole in the cover with the one on the shell (D Figure 5b).

Insert the screw B into the hole and tighten it.

Reassemble the outer belt cover, taking care to fit the upper and lower points of constraint in their housings.

Repeat these steps for the opposite side.

Once you have finished the assembly, check that the visor is firmly bound to the helmet, which rotates freely and which locks properly in the locking positions, by repeatedly performing a few opening and closing movements.

If this does not happen and the visor's rotation mechanism does not work properly, refrain from using the helmet and contact Suomy authorised personnel only.

Adjustment

If, after replacement or prolonged use, infiltrations occur on the visor's edges when it is in the fully closed position, it may be necessary to adjust the mechanism which allows the visor to be moved up and down.

Raise the visor until it reaches the fully open position.

Disassemble the outer belt cover as described above.

Slightly loosen the middle screw located below the belt cover (D fig 5b).

Press firmly on the front of the visor, ensuring that it firmly adheres to the edge, and then tighten the screw while continuing to put pressure on the visor. Carry out this procedure on both sides.

USE and MAINTENANCE

VISOR MECHANISM - Replacement

See Figure 6

Removal

After removing the visor as shown in the previous paragraphs, loosen and remove the screw (A); then remove the mechanism from the shell.

Assembly

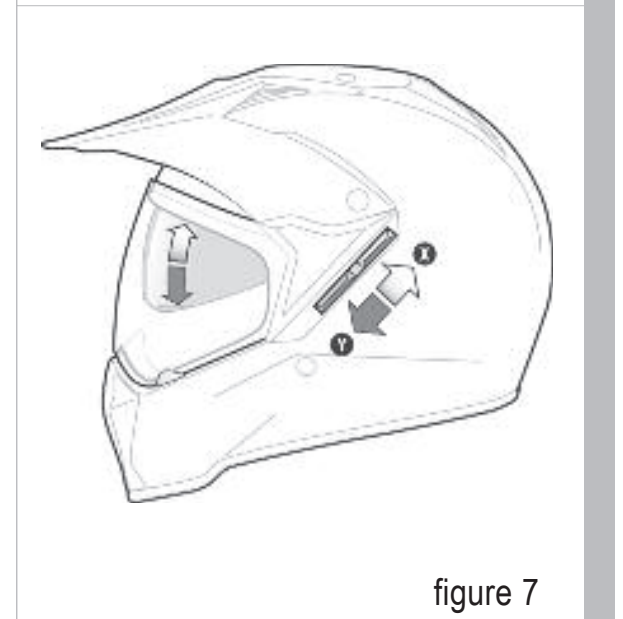
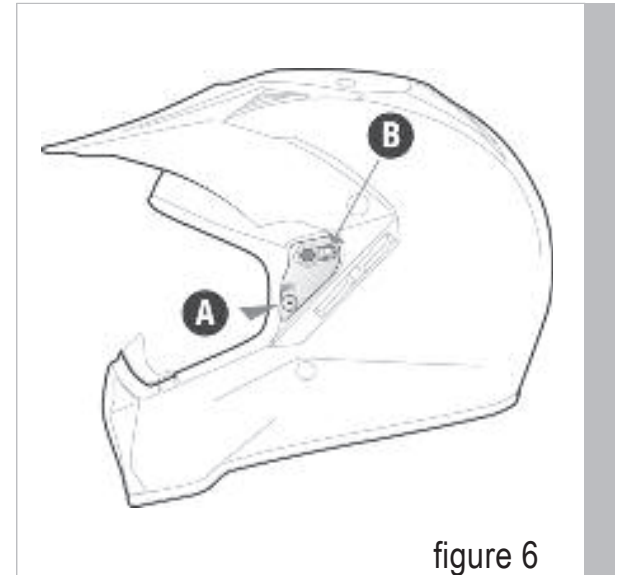
The mechanisms (B) are not interchangeable. Before proceeding you need to identify the respective assembly side; the mechanisms are identified by a letter stamped on the back (L: left side when the helmet is worn - R: right side when the helmet is worn)

Place the mechanism on the cover, insert and tighten the screw (A).

After assembly, check that the mechanisms are in place and securely fastened to the shell. Then install the visor and adjust it as described above.

Once you have finished the assembly, check that the visor is securely fastened to the helmet, that it turns freely and locks properly in the locking positions.

If this does not happen and the visor's rotation mechanism does not work properly, refrain from using the helmet and contact Suomy authorised personnel only.



SUN VISOR

The inner sun visor, as well as the outer visor, should be regularly cleaned and checked. The presence of dirt and/or deep scratches on the surface of the visor may be due to abnormal light reflections or aberrations, which diminish riding safety. Immediately replace the visor if such defects are found.

Movement

See Figure 7

MX TOURER has a retractable sun visor which can slide into the gap between the outer shell and the polystyrene. There is no intermediate locking point between the positions of the visor when it is fully closed or fully open.

The movement of the inner sun visor is carried out using the button located at the back on of the MX Tourer, on the left (See Figure 7).

Pressing the button in one of the two directions X and Y respectively determines the opening or reinsertion of the visor inside the helmet.

The movement must always be completed until the final positions of the button are reached.

Disassembly

Figure 8 Removing a / b

To disassemble, position the sun visor in the open position (visor lowered) using the relevant button (see visor movement).

Once the fully open position is reached, in order to disassemble you have to remove the position lock by pressing quite firmly in the (X) direction until reaching a rotation where the upper edge of the visor reaches over the upper edge of the helmet (A). Once the rotation has gone beyond the locking point, all you need to do is press firmly on both sides towards the outside of the helmet until the fork is fully detached, with its rotation fulcrum positioned inside the shell on the right side of the helmet (the side without the movement button), and up to the total detachment of the lever (b) from the mechanism (c) on the left side (the side with the movement button), and therefore the removal of the visor.

This operation must be performed on both sides but taking care to slide the visor firstly from the side with the movement button, and only then from the other side.

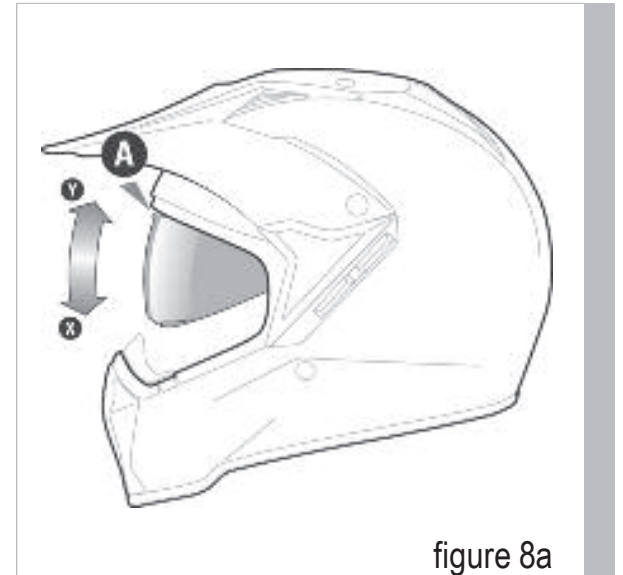


figure 8a

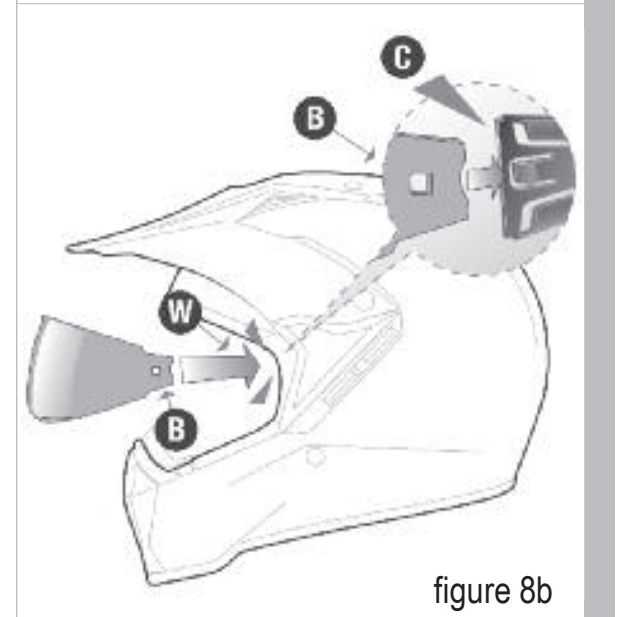


figure 8b

USE and MAINTENANCE

Assembly

See Figure 8 a / b

To ensure the best possible functioning of the visor, ensure that all parts (pins and their housings on the helmet) are perfectly clean.

Before inserting the visor ensure the external movement is in the open position (visor lowered).

Position the sun visor, taking care to align the fork with its rotation fulcrum inside the shell on the right side of the helmet. Then press very firmly towards the inside of the helmet until the fork's inner insert is completely inserted. Then press down on the left side so that the tab (B) is inserted in the mechanism's hollow cone (C). Then press firmly in the (W) direction until it is completely attached to the inner mechanism. A click can be heard when it is correctly inserted. Slightly rotate the visor in the direction of insertion until it enters the shell's profile. Then try out some movements using the specific button to check that it is working properly.

Once you have finished the assembly, check that the visor is securely fastened to the helmet, that it turns freely and locks properly in the locking positions. If this does not happen and the visor's rotation mechanism does not work properly, refrain from using the helmet and contact Suomy authorised personnel only.

PEAK

Disassembly/Reassembly

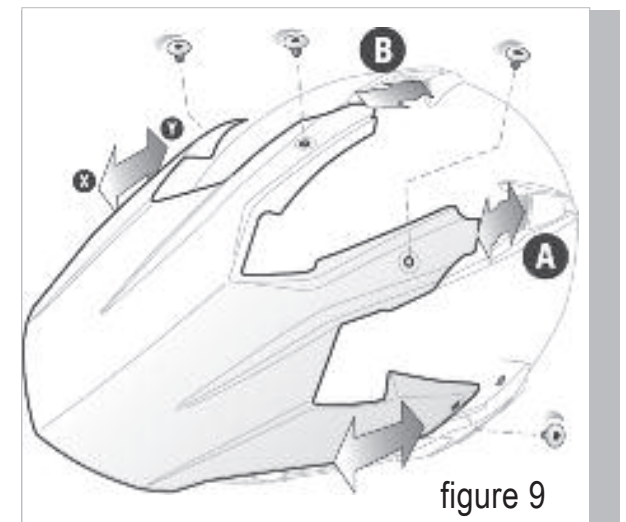
See Figure 9

Loosen and remove the four screws on the sides and in the middle of the peak.

Then remove the peak by pulling it towards the front of the helmet (x direction), ensuring you detach it from the constraint of the rear air intakes (A B).

To reassemble the peak you must firstly position the visor, ensuring you insert the two ends (A/B) inside the air intakes located on the shell, and then pressing quite firmly in the (Y) direction on the front part of the cover until it is fully attached. Then align the holes on the peak with the threaded bushes and tighten the screws using the special tool provided.

For disassembly and reassembly of the peak, always use the special tool that comes with the helmet.



REPLACEMENT WITH A CARTER FOR TRANSFORMATION INTO A FULL-FACE HELMET

See Figure 10a / b

The MX TOURER can be transformed into a full-face helmet by removing the peak and replacing it a specific cover.

To carry out this transformation, you must first remove the peak following the instructions in the section: PEAK Disassembly / Reassembly figure 9

After removing the peak you have to mount the two covers A and B and the small covers on the sides of the shell.

Mounting the cover

To mount the covers you must first position them, ensuring you insert the two ends (C/D) inside the rear air intakes located on the shell, and then pressing quite firmly in the (Y) direction on the front part of the cover until it is attached to the front air intakes.

Then align the holes on the cover with the threaded bushes and tighten the screws (E and F) using the special tool provided.

Removing the cover

To remove the cover, you must firstly remove its screws (E and F) using the special tool that comes with the helmet.

Then press firmly on the outside of the helmet (X), thus allowing the detachment of the cover from the front air intake, and then remove the cover from the rear air intake.

Protection covers on the sides

See Figure 11

After removing the peak you have to mount the two small protection covers over the two holes on the side. Align the small protection covers with the profile of the visor movement cover mechanism and tighten the screws using the special tool provided.

For all these operations, use a suitable tool to tighten the screws.

