X-803

SAFETY AND INSTRUCTIONS FOR USE

CONGRATULATIONS on the purchase of your new helmet.
This helmet has been designed and created to be a modern, high performing product, able to satisfy the most demanding requests as for safety and comfort. This is made possible by the helmet design, its ergonomic, comfort and aerodynamic properties as well as its practical and easy-to-use controls.

SAFETY AND INSTRUCTIONS FOR USE

IMPORTANT
- **Before using the helmet read this booklet and all enclosed documents carefully, in that they contain very important indications on how to use the helmet easily and safely. We recommend you to store it for future reference.**
- **Failure to observe these instructions may reduce the protection provided by the helmet and consequently put your safety at risk.**
- **Do not operate or act in such a way that could compromise or reduce the protection provided by the helmet.**

USING THE HELMET

- The helmet is specifically designed for motorcycle and motorbike use. Therefore, it **must not** be used for different purposes (or different reasons or operations) since, in such cases, it would not guarantee the same protection.
- In case of accident, the helmet represents a protective element, which reduces injuries and head damage.
  Nevertheless, no helmet can guarantee total safety. The helmet reduces the risk or gravity of injuries in case of accidents, but the degree of impacts and the different circumstances may exceed helmet protection. Therefore, ride safely.
- When riding any motorcycle, always wear the helmet properly fastened in order to fully exploit its protection.
- Never wear scarves under the fastening system nor caps of any sort under the helmet.
- The helmet can muffle traffic noises. However make sure that you can hear essential sounds such as horns and emergency vehicle sirens.
- Always keep the helmet away from heat sources like the exhaust muffler, the bag seat or the interior of a vehicle.
- Do not modify nor tamper with the helmet (or part of it) for any reason whatsoever. Any modification and/or change compromise safety requirements and the protection degree of the helmet. The helmet may be no more compliant to homologation standards and therefore could not be used anymore, thus guarantee will be void.
- Use only original accessories and/or spare parts suitable for your specific helmet model.
- Damage resulting from accidental fall may not be visible, or not visible with the naked eye; helmets which received impacts are to be replaced. Always handle your helmet carefully in order not to compromise or reduce its protection degree.
- In case of doubt about the helmet integrity and safety, avoid using it and contact an authorized dealer to let it check.

CHOOSING THE HELMET

1 SIZE

1.1 In order to determine the correct helmet size, try on helmets of different sizes and choose the one which suits best the shape of your head and which you feel firm once worn and fastened, thus ensuring a great comfort.
1.2 Should the helmet be too big, it may slide down covering the eyes or turn slowly to the side while riding.
1.3 Keep it on for a few minutes and make sure there are no points of extreme pressure that may cause pain or headache.

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2 TAKING OFF THE HELMET

2.1 With the helmet on and the strap securely fastened, try to take the helmet off as shown in figure (A). In case of accident the different forces at stake and their various directions may result in helmet rotations or they may even cause the helmet to slip off if it is not securely fastened.

2.2 The helmet should not rotate nor move on the head and should not slide off. Should the contrary happen, adjust strap length or change helmet size. Repeat test.

3 RETENTION SYSTEM

3.1 The retention system (strap) is factory-adjusted at a standard length. Before use, check that it is correctly pre-adjusted.

3.2 Make sure the strap is properly fastened and tightened so as to keep the helmet firmly in place. Anyway, before riding, make sure that the strap is well fastened under the chin, as close as possible to the throat, but without being uncomfortable.

3.3 The correct strap tension should allow normal breathing and swallowing, but without leaving the space of a finger between strap and throat.

⚠ **WARNING**

The button which may be present on the strap only prevent its end from flapping once the strap has been fastened properly.

VISOR

- If the visor is damaged or deeply scratched causing reduced visibility, this means that the protective treatment is probably damaged so the visor is to be replaced.
- The visor can be used for the intended helmet model only.
- Do not paint nor apply stickers.

MAINTENANCE AND CLEANING

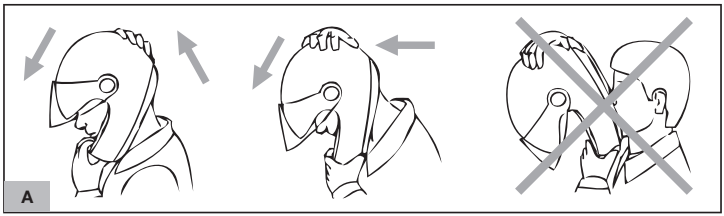
⚠ **WARNING**

Helmet and visor may be seriously damaged by some common substances without the damage being however visible. Use only lukewarm water and mild soap to clean helmet and visor, and then let them dry at room temperature away from sunrays and/or heat sources.

⚠ **WARNING**

Never use petrol, thinner, benzene, solvents nor other chemicals which may:

- Irreparably damage the helmet;
- Modify optical properties, reduce mechanical ones and weaken the visor protective treatment.



VISOR

1 DISASSEMBLY

1.1 Open the visor completely.
1.2 Press and hold the visor release button (A) down and slide the visor forward until it clicks (Fig.1).
1.3 Free the visor fastenings (B1 and B2) from their housing (Fig.2).
1.4 Follow the same steps on the other side of the helmet.

2 ASSEMBLY

2.1 Set the visor in open position by placing the visor fastenings (B1 and B2) in line with the housings in the visor mechanism (Fig.3).
2.2 Insert fastening B1 into the provided housing and press the visor against the shell in line with fastening B2. This will push the visor release button (A).
2.3 Slide the visor backwards until the visor release button (A) clicks.
2.4 Follow the same steps on the other side of the helmet.
2.5 Close the visor completely.

3 VISOR MECHANISM ADJUSTMENT

The visor mechanism is equipped with a visor clearance adjusting system that ensures that the visor is lowered effectively against the window trim. This is why the mechanism's support has an upper and lower reference tooth. The helmet is delivered with a correctly adjusted system. When using the helmet, regularly check that the visor adheres perfectly and is in line with the deformable lip of the window trim when it is lowered all the way. If this is not the case, proceed as follows:

3.1 Disassemble the visor (see instructions above) and check in which position of the upper reference C1 and lower reference C2 teeth the mechanism is located (Fig.4).
3.2 Loosen the two screws D1 and D2 on the visor mechanism using a 2.5 mm Allen wrench.
3.3 Lift the mechanism from its support and move it forwards or backwards according to the adjustment to be made. Then lower the mechanism into its support so that the upper C1 and lower C2 adjustment teeth are in the same position.
3.4 Tighten both screws D1 and D2.
3.5 Follow the same steps on the other side of the helmet.
3.6 Assemble the visor (see instructions above).
3.7 Check contact between the visor and the trim.

⚠ WARNING

- Make sure that the mechanisms are working properly. Open and close the visor, making sure that the mechanisms hold it in the different positions. If necessary, repeat the above-mentioned steps.
- Do not use the helmet if the visor has not been assembled properly.
- Do not remove the side mechanisms from the shell.
- Should any of the side mechanisms fail or be damaged, please contact a Nolan-group authorized dealer.

DOUBLE ACTION

In the neutral (central) position, as illustrated in Fig.5, the DOUBLE ACTION device has no effect on normal opening and closing functions of the visor.
The following additional functions can be activated by using the appropriate button.

1 DEFOGGING FUNCTION

1.1 While wearing the helmet, open the visor onto the first click and press the button as shown in Fig.6. Now close the visor.
ⓘ When set in this position, the mechanism keeps the visor open to a minimum to improve circulation of air and facilitate defogging, especially at low speeds or during short stops.
1.2 Press the button as shown in Fig.7 bringing it back to the neutral position, to deactivate the defogging function.

2 VISOR-LOCK FUNCTION

2.1 While wearing the helmet, close the visor and press the button as shown in Fig.7.
ⓘ When set in this position, the closing mechanism on the visor is strengthened so that the likelihood of it accidentally opening will be reduced.
2.2 Press the button as shown in Fig.6 bringing it back to the neutral position, to deactivate the visor-lock function.

⚠ WARNING
- When using the helmet, it is recommended that you limit your use of the visor-lock function, since unexpected events may require you to open your visor immediately.
- In the event of an emergency, the visor-lock function may be disabled by lifting the visor as normal, and pressing slightly harder than usual on the visor flap.

PINLOCK®

(Available as standard or accessory/spare part)

1 PINLOCK® INNER VISOR ASSEMBLY

1.1 Disassemble the visor (see instructions above).
1.2 Make sure that the inner surface of the visor is clean and check that the pin adjustment external levers are turned inwards (Fig.8).
1.3 Place the PINLOCK® inner visor on the visor.
ⓘ The silicone-sealed profile of the PINLOCK® inner visor must be in contact with the inner surface of the visor.
1.4 Insert one side of the PINLOCK® inner visor onto one of the visor pins and hold it in position (Fig.9).

1.5 Widen the visor and fasten the other side of the PINLOCK® inner visor to the other pin (Fig.10).
1.6 Release the visor.
1.7 Remove the protective film from the PINLOCK® inner visor and check that the entire silicone-sealed profile of the inner visor adheres to the visor.
1.8 Fit the visor on the helmet (see instructions above).

2 CHECKING AND ADJUSTING THE PINLOCK® INNER VISOR STRETCH

Check the correct PINLOCK® inner visor assembly by opening and closing the visor and making sure that they do not move.
If the PINLOCK® inner visor is not tightly fixed to the visor, simultaneously move both external adjustment levers upwards to increase the stretch (Fig.8). This operation must be carried out gradually. The maximum stretch is achieved when the pin adjustment external levers are turned outwards.

⚠ WARNING

- The presence of dust between the two visors may produce scratches on both surfaces.
- Scratched PINLOCK® visors and inner visors may cause reduced visibility and must therefore be replaced.
- Regularly check the correct stretch of the PINLOCK® inner visor to prevent it from moving and scratching both surfaces.
- If the helmet visor fogs up and/or condensation forms between the visors, check that the PINLOCK® inner visor is both correctly assembled and stretched.
- An excessive and early stretch of the PINLOCK® inner visor may result in excessive adherence against the visor surface and/or permanent deformations with subsequent inability to correctly perform any following adjustments.
- Intense sweating/breathing, the use under particular weather conditions (low temperatures, high humidity, sudden changes in temperature or heavy rain) or intense and prolonged use may affect the performance of the PINLOCK® inner visor and cause fogging or formation of condensation. In such cases, to restore the system efficiency after using the helmet, remove the PINLOCK® inner visor from the helmet visor and let it dry with dry and warm air. The same procedure must be applied to the helmet, in order to dry out humidity in case it has formed up as a consequence of the conditions described above.

3 PINLOCK® INNER VISOR DISASSEMBLY

3.1 Remove the visor equipped with the PINLOCK® inner visor (see instructions above).
3.2 Widen the visor and release the PINLOCK® inner visor from the pins (Fig.10).
3.3 Release the visor.

4 MAINTENANCE AND CLEANING

- Remove the PINLOCK® inner visor from the visor. Using a damp and soft cloth, gently clean it with neutral liquid soap. Remove the soap under running water.
- Dry the visor with dry and warm air without wiping it.
- To keep the features of the visor in good conditions over time, let the helmet dry in a ventilated and dry place with the visor open after use. Keep it away from heat sources and store it in a place away from direct light.
- Do not use solvents or chemical products.

REMOVABLE INNER COMFORT PADDING

The removable comfort padding consists of:
- a liner
- pads of the side cheek pads (right and left)
- strap covering

All components can be completely removed and washed. The cheek pads are also characterised by removable inner expanding foam padding.

1 CHEEK PAD DISASSEMBLY

1.1 Unfasten the chin strap (see relevant instructions).
1.2 Gently pull the red strap in the front area of the pad of the left cheek pad to release the safety lever on its back (Fig.11).
1.3 Hold the front part of the pad of the left cheek pad and turn it upwards to unhook the front and upper hooks on its back (Fig.12).
1.4 Pull the back of the pad of the left cheek pad towards the inside of the helmet to undo the snap fastener on its back (Fig.13).
1.5 Pull the front part of the left cheek pad base upwards until the front fastening “A” of the frame releases from its corresponding plate between the outer shell and the polystyrene cheek pad (Fig.14).
1.6 Completely remove the helmet left cheek pad, by flapping the pad base frame out of the cavity between the outer shell and the polystyrene cheek pad. Then, pull the rear guide of the pad base frame out of its corresponding plate between the outer shell and the polystyrene inner shell.
1.7 Repeat these steps with the right cheek pad padding.
ⓘ Do not remove the polystyrene cheek pads from the helmet shell.

2 DISASSEMBLY OF THE INNER EXPANDING FOAM PADDING OF THE CHEEK PADS

To make it easier to wash the inner comfort padding components, the cheek pads of the helmet are fitted with inner expanding foam padding that can be removed from the fabric lining. To remove the padding, proceed as follows after removing the cheek pads from the helmet (see instructions above).

2.1 Gently remove the inner expanding foam padding from the fabric lining of the left cheek pad (Fig.15).

2.2 Repeat these steps with the right cheek pad padding.

⚠ **Warning:** once the inner paddings of the cheek pads in expanding foam have been removed, make sure that the back snap button “D”, the fastenings “A” and the NERS safety lever “B” are correctly fastened to the rear frame of the fabric lining of the cheek pads(Fig.16). Otherwise, correctly put them back.

3 DISASSEMBLY OF THE CHIN STRAP COVERING

To remove the chin strap covering from the strap, proceed as follows after removing the cheek pads from the helmet (see instructions above).

3.1 Pull the left covering strap in line with the “hook and loop fastener” to separate it from the chin strap band and then take it off (Fig.17A).
3.2 Repeat these steps with the right covering strap.

4 LINER DISASSEMBLY

4.1 Pull the back of the comfort padding towards the inside of the helmet to unhook the two side buttons on its back from their seats on the rear support fixed to the polystyrene inner shell (Fig.18).
4.2 Unhook the left front flap from the support fixed to the inner shell below the trim of the upper edge of the shell by slightly pulling the comfort padding towards the inside of the helmet (Fig.19). Repeat the same steps for the central front and right front flaps.
4.3. Completely remove the comfort padding from the helmet.

5 LINER ASSEMBLY

5.1 Properly insert the comfort padding into the helmet.
5.2 Slip the left front flap of the liner into its seat by slightly deforming the upper shell sealing edge (Fig.20). Repeat the same steps for the central front and right front flaps.
5.3 Correctly turn up the shell sealing edge and press downwards in line with the three front flaps (left, central and right) until they are fully fastened to the support. Make sure that the front helmet area is as shown in Fig.21.
5.4 Fasten the two side buttons on the back of the rear part of the comfort padding to the corresponding seats on the rear support fixed to the polystyrene inner shell (Fig.18).
5.5 Spread out the inner comfort padding and make it stick to the inner shell by applying pressure first in the upper zone, so that the hook and loop fastener strap on the top of the inside of the shell grips, and then along the circumference.

6 ASSEMBLY OF THE CHIN STRAP COVERING

The right and left chin strap covering are different from each other (Fig.17B).

6.1 After identifying the left covering strap, insert the release mechanism of the chin strap inside of it in line with the free end of the “hook and loop fastener” until it comes completely out from the central slot. Press the free end of the strap over the chin strap band in line with the “hook and loop fastener” and pull the strap to stretch it out completely (Fig.17A).
6.2 Repeat these steps with the right covering strap.
6.3 Make sure the straps are secured by gently pulling them towards the inside of the helmet.
6.4 If the release mechanism is the D-Ring type, check that the anti-fluttering snap button on the left strap only is correctly placed past the two “D-rings” (Fig.17B).

7 ASSEMBLY OF THE INNER EXPANDING FOAM PADDING OF THE CHEEK PADS

7.1 Gently put the inner expanding foam padding inside the fabric lining of the left cheek pad (Fig.15). Carefully spread out the padding while checking that there are no wrinkles in the cheek pad fabric lining.
7.2 Repeat these steps with the right cheek pad padding.

8 CHEEK PAD ASSEMBLY

⚠ **Warning:** take the pad of the left cheek pad and make sure that the back snap button “D”, the fastenings “A” and the NERS safety lever “B” are correctly fastened to the back frame of the fabric lining of the cheek pad (Fig.16).In addition, check that the NERS lever is free to turn; then, place the lever in the opening position.

8.1 Insert the rear guide “C” of the pad base frame in the corresponding plate between the outer shell and the polystyrene inner shell. Then, pull the rear guide of the pad base frame downwards and insert it in its corresponding cavity between the outer shell and the inner polystyrene cheek pad (Fig.22).
8.2 Press the lower part of the left cheek pad to hook the front fastening “A” to its corresponding plate between the outer shell and the polystyrene cheek pad (Fig.14). Then, make sure the pad base frame is correctly placed under the shell edge trim.
8.3 Insert the chin strap in the passageway of the cheek pad padding and press near the rear snap fastener placed on the back to fasten it to the relevant seat on the polystyrene cheek pad (Fig.13).
8.4 Press the pad of the left cheek pad against the polystyrene cheek pad and at the same time turn it inwards to fasten the front and top hooks on its back. (Fig.12).
8.5 Press the safety lever upwards in line with the fastening area of the red strap to turn it towards the cheek pad padding until it reaches its closing position. (Fig.11).

8.6 Check that the fastener and hooks are firmly fastened by slightly pulling the pad of the cheek pad towards the inside of the helmet, then check that it remains adherent to the polystyrene cheek pad.
Warning: the buttons are not fastened until a click is heard. Check that the strap comes out properly from the cheek pad padding.
8.7 Repeat these steps with the right cheek pad padding.

⚠ **WARNING**
- **If your helmet is equipped with the double D-Ring retention system, pull it down as indicated in the attached double D-Ring label.**
- Remove the inner comfort padding only when cleaning or washing is required.
- Never use the helmet if all parts of the inner comfort padding have not been correctly and completely reassembled.
- Delicately hand-wash in lukewarm water (max. 30° C) and neutral soap.
- Rinse with cold water and allow drying at room temperature, away from direct sunlight.
- Never machine-wash the inner comfort padding.
- The inner polystyrene is an easily deformable material. It is apt to change or get partially destroyed to help absorb shocks.
- Do not modify or alter the helmet's internal polystyrene components in any way.
- Clean the inner polystyrene components with a damp cloth only and allow it to dry at room temperature away from direct sunlight.
- Never use tools or equipment of any sort to carry out the steps described above.

NOLAN EMERGENCY RELEASE SYSTEM (NERS)

The Nolan Emergency Release System (NERS) allows the rescue personnel to remove the pads of the cheek pads from the helmet while it is still on the rider's head.
To remove the pad of the left cheek pad from the helmet, unfasten the chin strap and then pull the red strap in the front area of the pad as shown in Fig. 23.
The safety lever placed on the back of the pad of the cheek pad will first release and then, while continuing to pull the red strap, the pad will release from the polystyrene and gradually turn toward the outside of the helmet, leaving its side area free.
Repeat the same step on the right side of the helmet, which can then be more easily removed from the rider's head.

⚠ **WARNING**
- Never pull the red straps of the Nolan Emergency Release System (NERS) while riding.
- Always check that the cheek pads are properly assembled. After using the Nolan Emergency Release System (NERS), check that the cheek pads are not damaged and reassemble them following the instructions above.
- Do not use the Nolan Emergency Release System (NERS) for the routine cheek pad maintenance and cleaning operations.
- Do not remove the stickers shown in Fig.24 from the helmet as they could provide useful information to rescue personnel.
- Should the Nolan Emergency Release System (NERS) fail or be damaged, please contact a Nolangroup authorized dealer.

- Use the Nolan Emergency Release System (NERS) for providing aid only if you have proven expertise and qualifications in the field. If in doubt, call the appropriate emergency personnel.

WIND PROTECTOR AND BREATH DEFLECTOR

(Available as standard or accessory/spare part).

Under certain conditions of use, helmet performance can be improved by using these accessories.

The Wind Protector reduces unpleasant infiltrations of air under the chin. It is hooked to the inner chin guard by means of two snap buttons on its back.
See Fig.25 for assembly and disassembly operations.

The Breath Deflector prevents the formation of condensation on the visor by deflecting the air flow downwards. It is hooked by means of three elastic plates inserted between the front air diffuser and the visor sealing edge.
See Fig.26 for assembly and disassembly operations.

ⓘ The wind protector and breath deflector accessories can be easily removed. Correct assembly of these accessories can be checked by pulling them gently towards the inside of the helmet with thumb and forefinger. If they move, repeat assembly operations.

VENTILATION SYSTEM

The ventilation system of the helmet consists of:

Lower Ventilation System
- It allows ventilation in the mouth area and conveys the air directly on the visor reducing fogging. See Fig.27 for opening and closing operations.
- It allows ventilation in line with the mouth (Fig.28).

Front Ventilation
It allows direct ventilation in the front area of the head, even at low speed.
See Fig.29 for opening and closing operations.

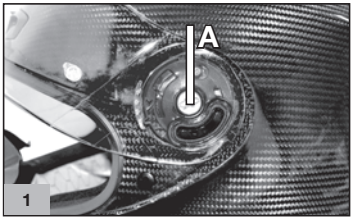
Top Ventilation System
It allows direct ventilation in the top area of the head, even at low speed.
See Fig.30 for opening and closing operations.

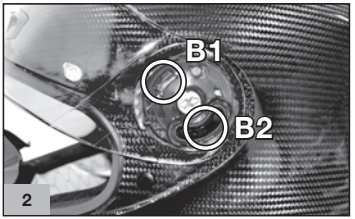
Side Ventilation
It allows continuous air recirculation in the mouth and visor area (Fig.31).

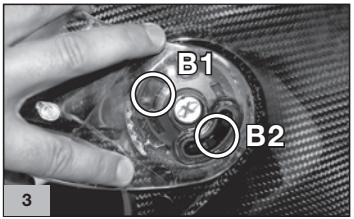
Rear Ventilation System
It allows warm and stale air to flow out ensuring an optimum comfort inside the helmet (Fig.32 – Fig.33).

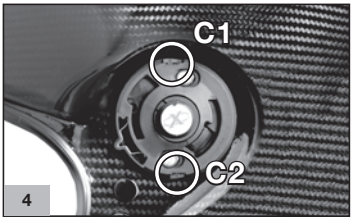
ADJUSTABLE STABILITY DEVICE (ASD)

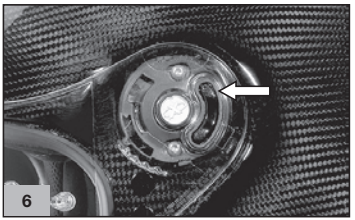
An innovative adjustable aerodynamic spoiler is integrated in the rear part of the shell. The product of extensive wind tunnel testing and vast racetrack experience, the spoiler optimises the helmet's aerodynamics during riding, improving stability at high speeds and helping the venting of hot air from the interior through outlet vents integrated directly in the spoiler.
Its profile, and thus its aerodynamic performance, can be adjusted to one of two available configurations to better suit different riding positions and styles (Fig.34).

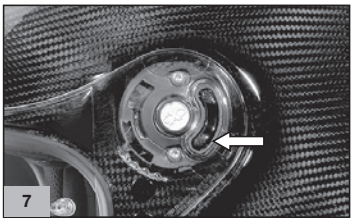


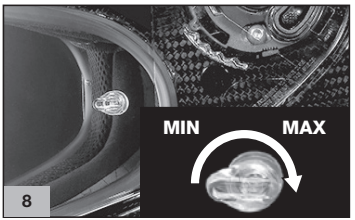












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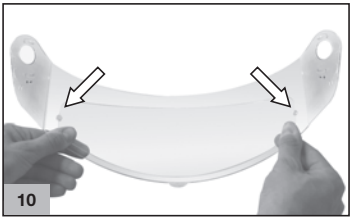

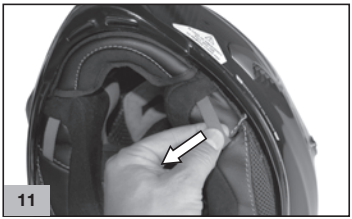

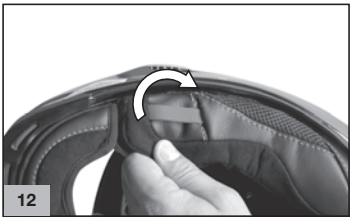

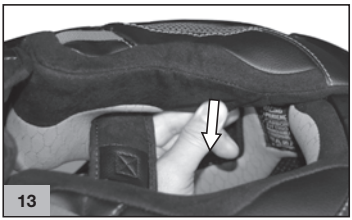

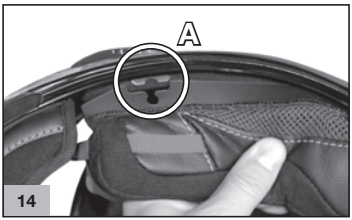

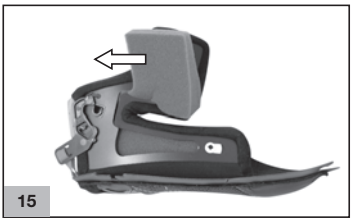

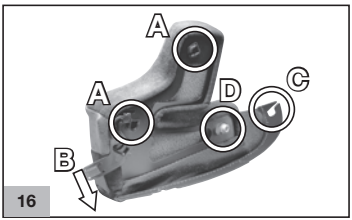

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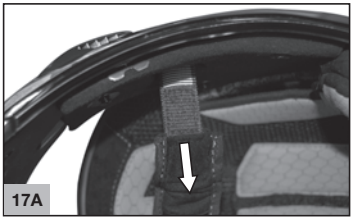

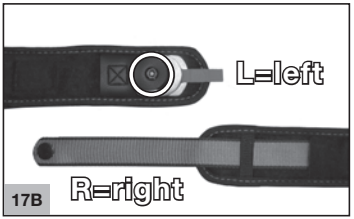

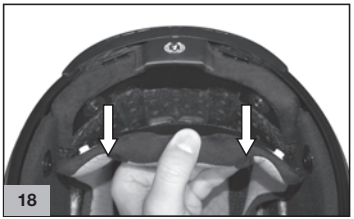

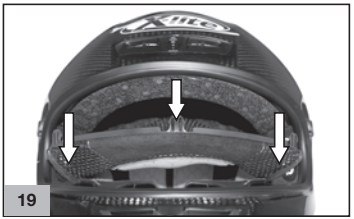

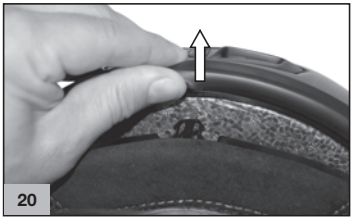

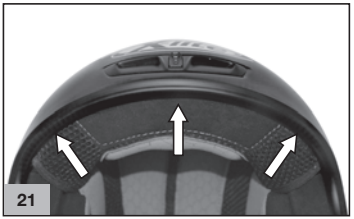

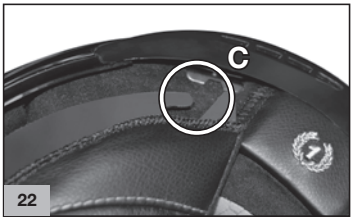

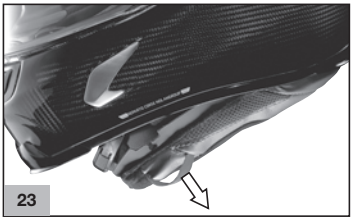

FIG.

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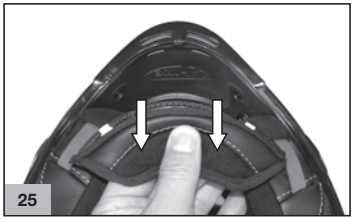
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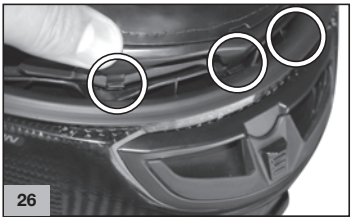
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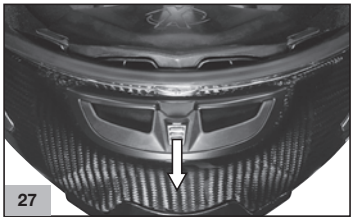
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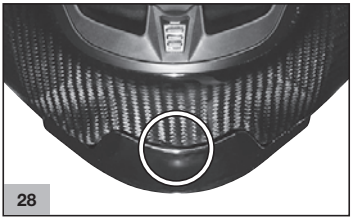
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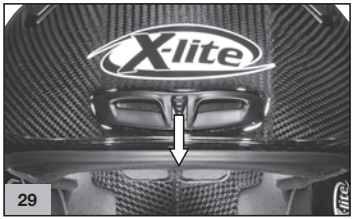

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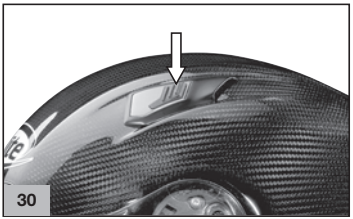
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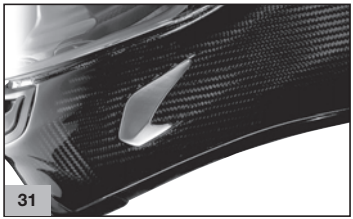
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FIG.


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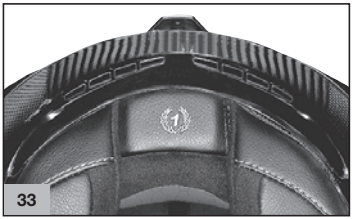
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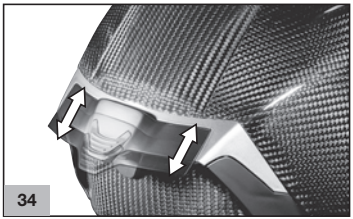
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