

EVO-GT

OWNER'S MANUAL



Evo-GT V03_160222

⚠ WARNING!

Carefully read, understand and follow the instructions provided in this manual, and keep it in a safe place for future reference. If you have any doubt whatsoever regarding the use or care of your helmet, please see your retailer for assistance or advice. Failure to follow the warnings and instructions provided herein can result in the failure of the helmet to protect you in an accident, resulting in a head injury or death.

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CONTENTS

WARNINGS and INSTRUCTIONS

1. Always be careful when riding. Even though this helmet meets or exceeds global standards applicable to helmet manufacturing, still it cannot fully protect the user from all possible shocks at both high and low speeds. Every type of safety gear has its limitations, and a head injury is indeed possible in an accident even when a helmet is being worn. Nonetheless, in order to be protected from a fatal accident or permanent disability due to a head injury, the helmet size must absolutely correspond to the size of your head; moreover, the chin strap must be adequately tightened, as indicated in this manual.

2. This helmet has been designed so as to absorb the impact by the partial destruction of the shell and/or internal damper. This damage may not in fact be visible. Consequently, should the helmet be subjected to an impact, even in the event of simply being dropped on the ground, it must be returned for verification, replacement or disposal, regardless of whether any deterioration is apparent. In case of doubt and if you're not sure whether this rule applies to the shock in question, contact your retailer prior to any subsequent use of the helmet.

3. Like all products, a helmet can become deteriorated over time under normal use conditions. Before each use, be sure to inspect the helmet for any sign of deterioration or damage. The helmet size must always correspond to your head size. If such is no longer the case, then the helmet has expanded and you'll need to replace it. Never wear a damaged helmet. Even if the helmet is not damaged or deteriorated, it is recommended to buy a new one every five years.

4. No modification is ever to be made to the helmet. Never drill or cut any helmet component. Even the slightest modification can degrade the helmet and, as a result, reduce its protective capacity in the event of an impact.

5. Handle the helmet with the utmost precaution. Never sit on it or throw it on the ground. Never ride with the helmet dangling on any part of the bike.

6. Never use gasoline, petroleum products,

chemicals or any solvent when cleaning the helmet, the shell or the visor. Moreover, never expose your helmet to the vapours of these solvents (e.g. by leaving it on the plug of your motorcycle gas tank). The helmet may become seriously damaged by these chemical agents, without being readily noticeable, thus compromising your protection. Only use mild soap, warm water and a soft cloth to clean and wipe both the helmet and visor.


7. Never apply paint, decals or adhesive tape onto your shell or visor. These items may damage your helmet, without being readily noticeable, thus reducing your helmet's level of protection.

8. When wearing the helmet, your hearing will be less acute, and both your field of vision and head movements will be constrained. Be sure to adapt your riding to account for this sensory impairment.

9. Dry your helmet at room temperature. Never expose it to a temperature above around 160°F/70°C, which could occur for example if your helmet is left on the passenger seat or in the boot of a car.

Always keep the helmet far from heat sources, such as the bike's exhaust pipe or the top case.

10. For any question or comment regarding your helmet, please contact the SHARK Company or your nearest retailer.

 **We do not guarantee the capacity of this product to fully protect its user against all possible shocks at either high or low speed, or against all potentially fatal injuries. The helmet user hereby acknowledges and recognises the presence of risks inherent in riding a motorcycle, which are not strictly restricted to shocks, regardless of their magnitude, at high or low speed. By purchasing and using this product, the user is expressly assuming and accepting, willingly and knowingly, these risks and moreover discharges the SHARK Company of all liability, up to the maximum limit allowable under the law, for any damage that may occur.**

ANATOMY OF THE HELMET

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- 7) Base seal
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WARNING! The United-States have a specific regulation, the helmets UNECE approved only cannot be used in these territories without the complementary DOT FMVSS 218 approval.

WARNING! For French traffic, the Highway Code requires safety reflectors (supplied separately in a packet) to be fitted in accordance with the enclosed plan.



WARNING! No helmet can protect the wearer from all foreseeable high or low speed impacts. However, for maximum protection, the helmet must be of proper fit and the chin strap must be securely fastened as described in this manual. Failure to have a proper fit and to securely fasten the chin strap is dangerous, as the helmet could come off in an accident, resulting in severe head injury or death.

CHOOSE YOUR SIZE

Each helmet is designed to correspond to a head measurement (from XS up to XL). To measure your head size, wrap a tape measure horizontally around your head at a height of approximately one inch (2.5cm) above your eyebrows. If your head measurement falls between two sizes, first try on the smaller helmet. However, because of dif-

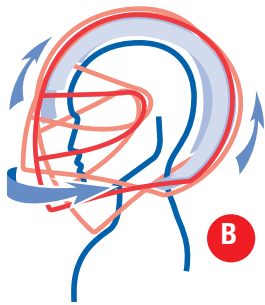
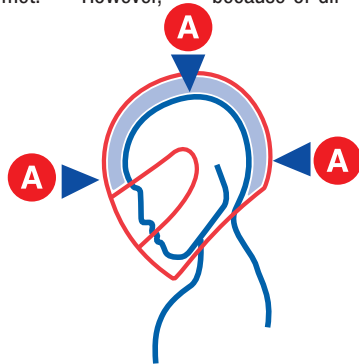
ferent head shapes, this size reference can only be considered as a guide. For maximum protection, it is necessary to check that the helmet is well suited for the shape of your head. When trying a brand new helmet, make sure that your head is pushed into the helmet as far as possible, with the front part just above your eyebrows, and with the chin strap securely fastened as described on the next page.

1. The helmet should feel very snug all around your head and fairly tight on the cheek pads. If not, it is too big for you; select a smaller size.

See figure A.

2. With the chin strap properly fastened (see instructions), be sure that the helmet cannot be moved excessively from side to side or up and down.

You should feel the skin of your head and face being pulled as you



HELMET IN YOUR SIZE

move the helmet. If not, the helmet is too big for you; select a smaller size. See figure B.

3. Grasp the back of the helmet at the base and attempt to pull the helmet off your head. Next, push the helmet upwards from beneath the chin guard. You should push and pull with relatively significant force. If the helmet starts to come off, the helmet is too big for you; select a smaller size.

4. Bend your head forward as far as possible. The chin guard must not touch your chest. See figure C.

5. Bend your head backwards as far as possible. The helmet shell must not touch your back. See figure D.

Never wrap your hair inside the helmet, or place anything in or on your hair inside the helmet. Never insert padding to modify the position of the helmet on the head.

If you have any questions about properly sizing your helmet, see your retailer for assistance.

Each of these tests must be repeated throughout the life of the helmet, as the comfort padding may wear or change over time. If, during the life of your helmet, your helmet does not maintain the correct fit, you must replace the helmet.

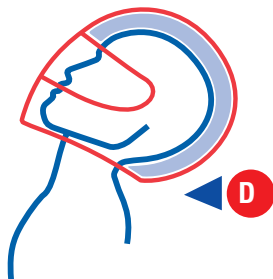
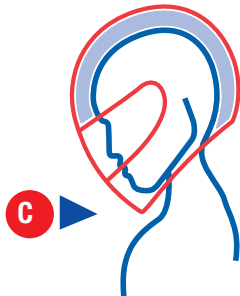
WARNING! Never lend your helmet to others without insuring a proper fit in accordance with these instructions.

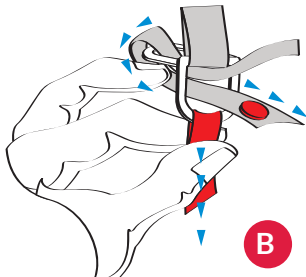
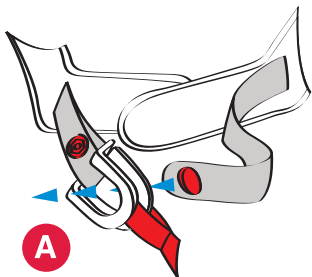
WARNING! If you cannot obtain a proper fit in accordance with these instructions, DO NOT USE THE HELMET. Select a different helmet size or model.

Sizing (cm)

| | |
|---|-------|
| S | 55/56 |
| M | 57/58 |

| | |
|----|-------|
| L | 59/60 |
| XL | 61 |





⚠ WARNING! Never use the strap loop to secure your helmet to your head. In order to be properly fastened, you must thread the strap through the double-D-rings. Failure to properly use the double-D-rings will cause your helmet to become dislodged during an accident, leaving your head completely unprotected and resulting in severe head injury or death. Try to pull down on the chin strap with your fingers. If the strap loosens in any way, you have not properly tightened

the chin strap with the double-D rings. Repeat the steps above. Never ride with the chin strap loose, improperly fastened or improperly positioned.

Even though the comfort padding gives you the impression that the helmet is securely held in place, it will come off in an accident, leaving your head completely unprotected.

If you have any doubt concerning the fastening system of your helmet, do not use the helmet. Contact your dealer for assistance.

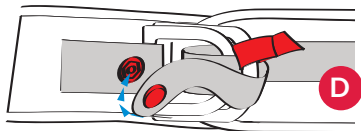
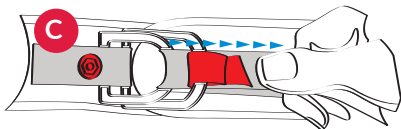
DOUBLE-D RING

A - Slide the long part of the chin strap through the two D rings, positioning the comfort pad correctly between the chin strap and your neck.

B - Then bring the end of the chin strap back through the lower of the two D rings as shown in the diagram.

C - Pull the strap until you feel resistance from the strap and it is held in place under your chin without being too tight, so that you have no difficulty in breathing.

D - Slide the free end of the chin strap into the plastic strap loop on the comfort padding, in order to prevent the strap from fluttering in the wind.



A HELMET THAT CAN CHANGE ITS USE



1/ PUTTING ON THE HELMET

For proper fitting, position the chin guard while in the Jet configuration (i.e. open), then grip it at the level of the chin straps in moving the straps slightly apart to facilitate sliding over the head. While carrying out this movement, you are advised to keep the two sections of the chin strap apart with your thumbs so that they are properly positioned.

Position the protective parts of the chin strap buckle correctly and fasten it in accordance with the recommendations that are appropriate to the versions and country. Check that the tension and therefore the positioning of the helmet are correct for all positions.

2/ REMOVING THE HELMET

Release the chin strap ; hold the two sections slightly apart as for putting the helmet on and remove the helmet.

⚠ WARNING! NEVER move the chin guard to change from a full face to an open face helmet, or vice versa, while in motion on your motorcycle. You can lose control of your motorcycle, resulting in an accident, personal injury or death.

A HELMET THAT CAN CHANGE ITS USE

The Evo-GT is an helmet that can truly change its use; it enables you to have an integral helmet that provides you with all aspects of protection, safety and a waterproof visor while being able to change to the Jet position with a chin section that fits in perfectly with the profile of the helmet. In this configuration, the chin section causes no aerodynamic problems and no instability of weight, and when in the Jet position it passes all the approval tests. Even though it is easy to effect the movement, we advise that you transform your helmet from the Integral to the Jet position or vice versa only when you are stationary.

⚠ WARNING! If you cannot properly fasten your chin strap or obtain the correct fit of your helmet on your head, **DO NOT USE THE HELMET!** See your retailer for assistance.

FULL FACE/OPEN FACE

Switch your helmet from a full face to an open face configuration, in a simple way, by keeping the helmet on your head.



The chin cover must be retract.

Hold the chin bar down, then 2/ press the red ope-

ning button, and finally 3/ Open the chin bar thus unlocked (Fig.A-B).

If this sequence is not respected, the Safe lock system will prevent the opening of the chin-bar. Once done, the screen will slightly go up automatically (AUTO UP). Push the chin protection forward and lift it up.

If you guide it well, the chin protection will push the screen until the top position and will move until the back of the helmet (Fig. B,C). Put your screen in lower position, now you have an open face helmet with a protection screen (Fig. D).



A



B



C



D

OPEN FACE / FULL FACE

OPEN FACE / FULL FACE

This transformation is equally easy. Your visor screen may be in either low or high position; it will slightly go up automatically (AUTO-DOWN). Grab the chinbar while placing your

left hand thumb as per as shown (Fig. A) and tilt it forward (Fig B-C) while drawing aside it slightly. Once the chin section is in the low position, you need to hear 2 “clicks” to carry out its complete locking (Fig D). You can now close your visor screen.



REMOVAL

We have designed your helmet to make this operation very easy:

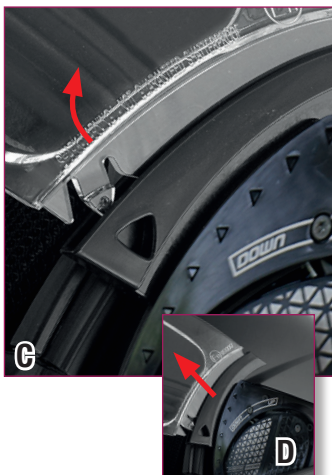
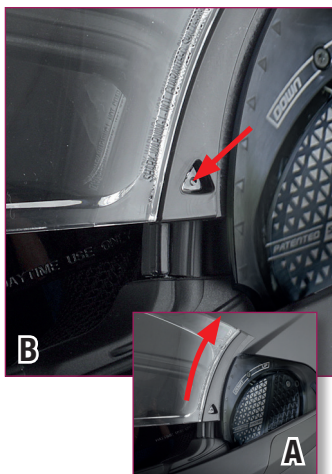
- Move the visor to the high position (Fig. A);
- Apply pressure to the catches using a screwdriver or similar pointed instrument (Fig. B);
- Pivot the visor (Fig. C); it will come out of its support without any difficulty (Fig. D).

⚠ WARNING! If you are not sure that you properly replaced the visor, do not use the helmet. The visor could suddenly and without warning become detached from the helmet while riding, causing you to lose control of your motorcycle, resulting in an accident, personal injury, or death. Contact your retailer for any assistance or advice.

⚠ WARNING! While riding at highway speeds, do not ride with an open visor and do not try to open the visor. The visor could become dislodged, leaving your eyes and face unprotected. In addition, your head could be pulled to the side. These events could cause you to lose control of your motorcycle, resulting in an accident, personal injury or death.

⚠ WARNING! Tinted or dark visors should never be used at night or under poor visibility conditions as they reduce your ability to see. Never ride with a fogged visor.

⚠ WARNING! If your visor no longer provides you with clear visibility after a period of service, you must immediately replace it. Never ride with your vision obscured in any way. Always ride with perfect visibility.



VISOR SCREEN

REPLACEMENT

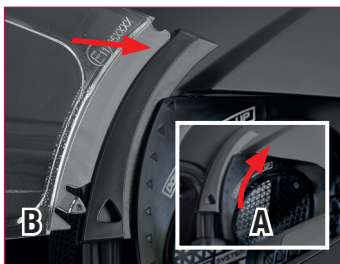
- Both of the visor supports must be in the high position (Fig. A).
- Position the visor, starting with the upper fixing lug (Fig. B).
- Rotate the visor on its supports until a “click” is heard, blocking it on both side (Fig. C); your visor is then in place: before you use it, check that it is properly in place and functioning perfectly.

⚠ WARNING! If you are not sure that you properly replaced the visor, do not use the helmet. The visor could suddenly and without warning become detached from the helmet while riding, causing you to lose control of your motorcycle, resulting in an accident, personal injury, or death. Contact your retailer for any assistance or advice.

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THE SUN SHIELD

The Evo-GT is equipped with an Integral sun shield with external controls.



⚠ WARNING! This sun shield can be used only in bright glare and when you are not riding in an area in which you risk having a sudden change in visibility (a tunnel, for example). In all situations of reduced visibility, at the beginning or end of the day, at night, when it is raining or foggy, etc. the sun shield must be kept in the high position so that your vision is not impaired.

WARNING! Do not try to raise lower or adjust your sun shield while riding. You could lose control of your motorcycle, resulting in an accident, personal injury or death. Even if the manipulation of the sun shield is easy, never operate while riding.

The sun shield is operated using the button in the upper ventilation.

When the sun shield is lowered, the button is in a forward position; to raise it, move the button toward the back.

To ensure its protection and lengthen its lifespan, the external surface of the Evo-GT sun shield has been given an anti-scratch treatment. To maintain and clean it, please follow the same instructions as for the external surface of the visor.

WARNING! If your visor and/or sun shield no longer provide you with excellent visibility after a period of service, it is absolutely essential for you to replace them. We advise you always to ride with perfect visibility. Never use sunshield as unique protection, without the main visor. You must always ride with visor down as described in previous section.

REMOVAL

A/ Removal

- Place the sun visor in its low position.
- Move the sun visor as indicated by the arrow to release the hook (Fig. A).
- Gently pull the sun visor downward (Fig. B).
- Detach the sun visor by the side (Fig. C).

REPLACEMENT

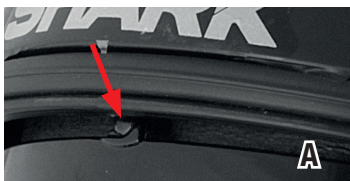
Carry out the above operation in reverse order:

- Move the handling button to the low position;
- Clip the sun shield on at one side and then the other (Fig. D).
- Using a screwdriver or similar pointed instrument, apply pressure to the central fixing button and then clip the sun shield back on by lifting it slightly (Fig. E).

WARNING! If you are not sure that you properly replaced the sun shield, do not use the helmet.

The sun shield could suddenly and without warning become detached from the helmet while riding, causing you to lose control of your motorcycle, resulting in an accident, personal injury, or death. Contact your retailer for any assistance or advice.

NEVER ride with the sun shield as eye protection. You must always ride with the visor in the lowered position, as described in the previous section.



TEXTILE PARTS

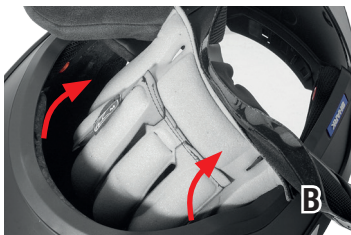
REMOVING THE INTERIOR PARTS

We advise you to carry out this operation with the helmet in the Jet configuration.

- Turn your helmet over.
- Separate the two parts of the chin strap.
- Detach the back part of the headgear to remove it from its casing (Fig. A).
- Disassemble the neck pad by releasing the hook on one side and then the other (Fig. B).
- To complete the operation, unclip the front of the head section, starting with one side (Fig. C) and remove the head section.
- Fasten the two cheek pads (Fig. D) and slide them along the chin straps to extract them.

⚠ WARNING! The interior padding is critical to maintain the correct fit of the helmet on your head. If you have any doubt whatsoever regarding the removal or replacement of the interior padding, **DO NOT USE YOUR HELMET.** Contact your retailer for assistance or advice. **NEVER** use your helmet with any part of the interior padding removed. The helmet will not protect you in an accident.

⚠ WARNING! The polystyrene lining and interior padding are critical to properly fit your helmet on your head. An improper fit could cause your helmet to become dislodged in an accident, leaving your head unprotected and resulting in severe head injury or death. If you are not sure that you properly replaced the comfort padding, **DO NOT USE YOUR HELMET.** Contact your retailer for assistance or advice.



REPLACING THE INTERIOR PADDING

- Reposition the cheek pads by passing the chin straps through the slit in the foam (Fig. A) and unfasten Velcro from the two cheek pads (Fig. B).

- Start the operation by sliding the plastic tabs of the front of the head section in its housing beginning with one side (Fig. C).

- Position the padding correctly inside the top of the helmet.

- Raise the cheek pad by inserting the back piece and then replacing the hooks on the side parts one after the other (Fig. D). Check that the headgear has been placed in the right direction.

⚠ WARNING! The interior padding is critical to maintain the correct fit of the helmet on your head. If you have any doubt whatsoever regarding the removal or replacement of the interior padding, **DO NOT USE YOUR HELMET.** Contact your retailer for assistance or advice. **NEVER** use your helmet with any part of the interior padding removed. The helmet will not protect you in an accident.

⚠ WARNING! The polystyrene lining and interior padding are critical to properly fit your helmet on your head. An improper fit could cause your helmet to become dislodged in an accident, leaving your head unprotected and resulting in severe head injury or death. If you are not sure that you properly replaced the comfort padding, **DO NOT USE YOUR HELMET.** Contact your retailer for assistance or advise.



THE TEXTILES

The Evo-GT make it easy for you to appreciate fully the performance of your helmet.

The parts in contact with the skin are made in a fabric that is guaranteed to feel pleasant, to absorb perspiration well and to resist wear satisfactorily. We treat surfaces to limit the risk of mould and bacteria.

⚠ WARNING! Although they are selected for their quality of resistance and satisfactory wear, all the interior padding is subject to normal wear depending on use and care and maintenance, the length of use and also the degree of acidity of your perspiration. If you note any wear, we advise you to replace the interior padding in order to keep your helmet perfectly clean and comfortable.

Your SHARK supplier can propose you with replacement parts and also offer you cheek pads of different thicknesses and densities, should the standard selection not correspond to the contours of your face.

CLEANING THE INTERIOR

The interior textile parts are washable; it is important to follow the instructions below scrupulously to avoid damaging them:

The cheek pads and head section must be hand washed in warm, soapy water (maximum 30°).

Do not use aggressive detergents but either a product for delicate materials in low dilution or household soap.

It is essential to dry textile and foam parts completely before using them. They must be dried at room temperature. Never iron textile parts. For parts with a leather appearance or textiles attached to safety elements, use a slightly damp sponge or cloth and household soap and rinse with clean water.

Avoid allowing too much water to come into contact with polystyrene parts.

EASY FIT



Your SHARK have been designed to provide additional comfort for eyeglasses wearers with the SHARK EASY FIT.

VENTILATIONS INSIDE THE HELMET.

The upper air intakes (Fig. A) allows air to enter onto the upper part of the head and thus renew the air in the head section.

The channels incorporated in the internal shock absorbers facilitate the circulation of air over the surface of the head.

The quality and design of the textile comfort parts contribute to the proper distribution of air.

The position of the upper ventilation system is designed to optimise the effectiveness of its intake of air. Depending on the type of your motorbike, the fairing may reduce the effectiveness of these ventilations.

The ventilation is in the open position when the tongue is pushed backwards and closed when the tongue is pushed forwards.

LOWER VENTILATION.

The principal function of this air intake (Fig. C-D) is to direct a flow of fresh air over the interior surface of the visor in order to limit the risk of misting.

The fresh air diffused cuts off contact with the hot air emitted by breathing or even by the head inside the helmet.

To open (Fig. C) or close (Fig. D) the lower ventilation, press the button as indicated.


WARNING! Do not open or close any vents while operating your motorcycle. You could lose control of your motorcycle, resulting in an accident, personal injury or death.



AIRVENTS/CHIN COVER

AIRVENTS

As a complement to the defogging ventilation, it is possible to use an air vent to spray air around the chin. These 2 types of ventilation may be used in tandem or independently. To open (Fig. A) or close (Fig. B) the aeration system, simply move the tab one way or the other.


 **WARNING!** Avoid handling the ventilation while riding. You're at risk of losing control of your bike, thus causing an accident, bodily injuries or even death.



ANTI-TURBULENCE CHIN COVER

To make proper use of the anti-turbulence chin cover, pull the grip as indicated in order to deploy it (Fig. C).

To retract this chin cover, place the tab back into its initial position. The two magnetized parts serve to maintain the support (Fig. D).

 **WARNING!** Avoid adjusting this tab while riding. You're at risk of losing control of your bike, thus causing an accident, bodily injuries or even death.





This helmet was specifically designed for motorcycle use. It is not to be subjected to any technical modification.

In order to offer an adequate level of protection, this helmet has to be properly adjusted and securely fitted. Any helmet which has been subjected to a severe impact must be replaced.

CAUTION: Do not apply any paint, stickers, petrol or any other solvent to this helmet. Caution: Do not apply any paint, stickers, petrol or any other solvent to this helmet. Only the visors, SHARK VZ250 approved under No. E11 050687 must be used with this helmet. This visor is made of injected polycarbonate. To keep the good optical quality of the visor and the coatings do not use any solvent, petrol, abrasive paste or similar products for cleaning. We advise to use a soft rag with cool water and mild soap. Visors printed "DAYTIME USE ONLY" must not be used at night or in poor visibility conditions.

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