

SKWAL i3



OWNER'S MANUAL

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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PRECAUTIONS AND RECOMMENDATIONS

1. Even if the helmet meets or exceeds international standards applicable to the manufacture of helmets, always ride with care. The helmet cannot fully protect the user from all possible impacts at high or low speeds. All safety equipment has its limits, and a head injury can occur in an accident, even if a helmet is worn. However, to protect yourself from death or permanent impairment due to a head injury, it is essential that the helmet size fits your head size and that the chinstrap is properly tightened as described in this manual.

2. This helmet is designed to cushion the impact through the partial destruction of the helmet shell and/or of the internal impact absorber. This damage may be invisible. Therefore, if the helmet suffers an impact, even if it is merely dropped on the ground, it must be returned to be inspected, replaced or destroyed, even if it does not appear damaged. If in doubt, and if you are unsure whether this rule applies to the impact in question, contact your supplier before using the helmet again.

3. A helmet, like all products, can deteriorate over time depending on how it is used. Please check the helmet for any signs of deterioration or damage before each use. The size of the helmet must always match the size of your head. If this is not the case, then the helmet has stretched and must be replaced. Never wear a damaged helmet. Even if the helmet is not damaged or deteriorated, it is recommended that you replace it five years after purchase.

4. Do not modify the helmet in any way. Never pierce or cut any part of the helmet. Any modification may damage the helmet, thereby reducing its ability to protect you from an impact.

5. Handle the helmet with care. Never sit on it or throw it on the ground. Never ride with your helmet hanging over any part of your motorcycle.

6. Never use petroleum, petroleum products, chemicals or any other solvent to clean the helmet, shell or visor. Additionally, your helmet should never be exposed to the fumes from these solvents (for example, by leaving it on your motorcycle's fuel tank cap). These chemicals could cause invisible, serious damage to the helmet, thus reducing its ability to protect you.

Only use mild soap, warm water and a soft rag to clean and wipe down the helmet and visor.

7. Never apply paint, stickers or adhesive tape to the shell or visor. These could cause invisible damage to your helmet and thus reduce the helmet's ability to protect you.


8. No modifications to the helmet must affect its original design as manufactured. Accessories must be installed according to the helmet manufacturer's instructions. Only the accessories tested during the helmet certification process guarantee that the helmet's performance, in terms of the protection it provides when fitted with these accessories, remains compliant with its certification.

9. A reduction in hearing, in the field of view, and in head movements will be experienced when wearing the helmet. Please adjust your riding accordingly.

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

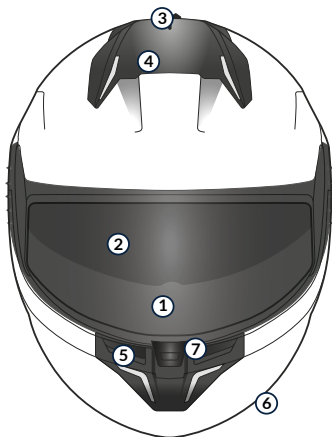
Always keep the helmet away from heat sources, such as the exhaust pipe or the top box of a motorcycle.

11. If you have any comments or questions about the helmet, please contact SHARK or your nearest supplier.

 **CAUTION!** We do not guarantee this product's ability to fully protect the user from all possible high- or low-speed impacts or from potentially life-threatening injuries. The helmet user recognises and acknowledges that there are risks inherent in riding a motorcycle, which risks are not limited to impacts of any kind, at both high or low speeds. By purchasing and using this product, the user expressly, voluntarily and knowingly assumes and accepts these risks and releases SHARK from any and all liability up to the maximum extent permissible by law for any losses that may result.

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- 1) VZ400 visor
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- 5) Lower vent
- 6) Chinstrap:
- 6a) Double D-ring fastener
- 7) Visor gripper and air stream



XS-53/54 cm	S-55/56 cm	M-57/58 cm
L-59/60 cm	XL-61/62 cm	XXL-63/64 cm



⚠ WARNING! When riding in France, the highway code requires the use of safety reflectors (supplied separately in a pouch) positioned in accordance with the appended drawing.

⚠ WARNING! The USA imposes specific regulations; helmets with ECE certification only must not be used in these territories unless also DOTFMVSS 218-certified.

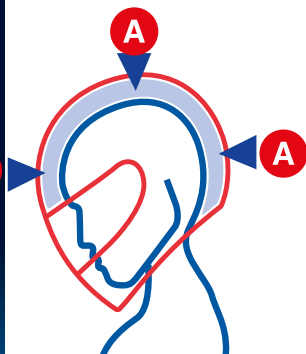


⚠ WARNING! No helmet can fully protect the user from all possible impacts at high or low speeds. However, for effective protection, the helmet must be the right size and the chinstrap must be properly tightened as described in the manual. It is dangerous not to use a helmet that fits properly or not to tighten the chinstrap fastener correctly, as the helmet could come off of your head in the event of an accident, resulting in serious or life-threatening injuries.

CHOOSING THE RIGHT SIZE

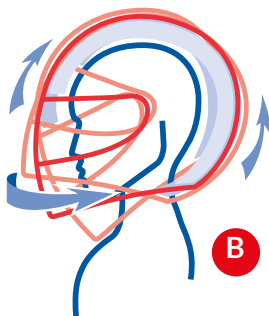
Each helmet size from XS to XXL is designed for a specific head size. To measure your head circumference, wrap a tape measure horizontally around your head, 2.5 cm above your eyebrows. If the measurement falls between two given sizes, try the smaller helmet first.

However, since skull morphologies vary, the size references are given solely to guide you towards choosing the most suitable size for your head. For effective protection, check that the helmet fits your head properly.



When choosing a new helmet, check that your head is firmly seated in the helmet, with the top of the field of view positioned above your eyebrows. Also check that the chinstrap is properly tightened as shown overleaf.

1. Your head must be well encased in the helmet and your cheeks must provide a good hold. If this is not the case, the chosen helmet is too big. In this case try a smaller size. See Fig. A.
2. With the chinstrap properly tightened, make sure that the helmet does not move too much up and down or sideways. You should feel your skin pull on your head and face when you move the helmet. If this is not the case, the chosen helmet is too big. In this case try a smaller size. See Fig. B.



3. With the chinstrap tightened, grab the back of the helmet by the base and try to pull it off your head in a twisting motion.

Then try to remove the helmet by grasping it by the base of the chin guard.

This must be done vigorously. If the helmet starts to come off, the chosen helmet is too big. In this case, try a smaller size.

4. Tilt your head forwards as far as possible. The base of the chin guard should not touch your chest.

See Fig. C.

5. Tilt your head backwards as far as possible. The base of the helmet should not touch your back.

See Fig. D.

Hair must not be rolled or tied up inside the helmet. Do not put anything in/on your hair inside the helmet. Do not add anything to the interior of the helmet to adjust its position on your head.

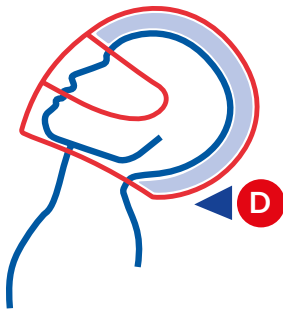
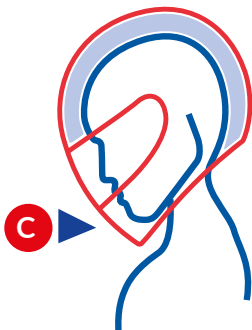
If you have any questions about how to choose the right helmet size, ask your retailer for advice. Each of these steps must be repeated throughout the helmet's life, as comfort foams can change over time. If the helmet no longer fits properly during its life, it should be replaced.



WARNING! Never lend your helmet to someone else without ensuring that it fits that person, by following the instructions in this manual.

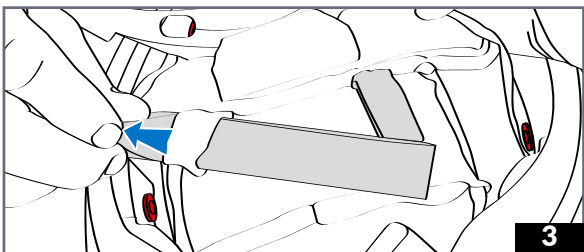
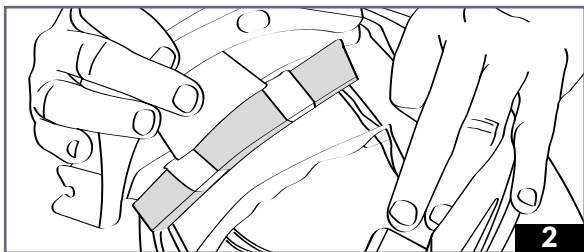
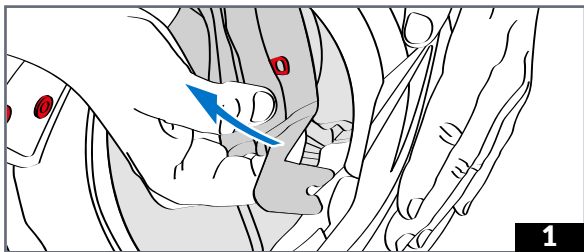


WARNING! If you find the helmet does not fit perfectly after following these instructions, **DO NOT USE IT.** In such a case, choose a different size or model.

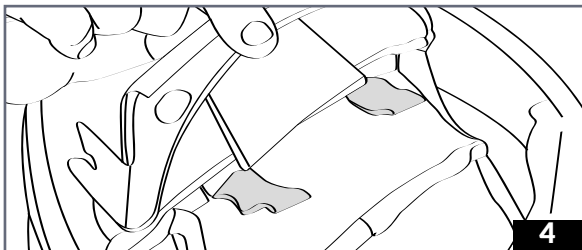


REMOVING THE MORPHO PAD

Your SKWAL i3 features a brand new occipital adjustment system called the «Morpho Pad». This removable and washable strip allows the helmet to be better adjusted to fit your head at the nape of the neck according to your morphology. The strip is positioned behind the comfort liner at the nape of the neck (see images 1 & 2).

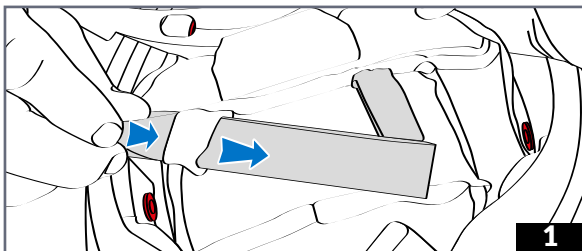


3 - Slide the Morpho Pad through its two securing straps to remove it.

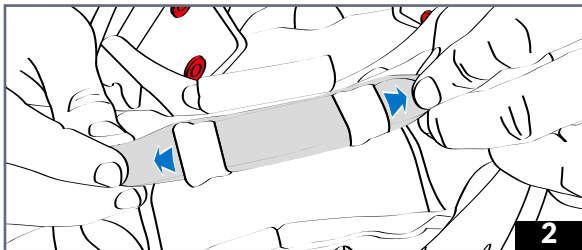


4 - The Morpho Pad has now been removed. The comfort liner can be re-installed, see p. 20.

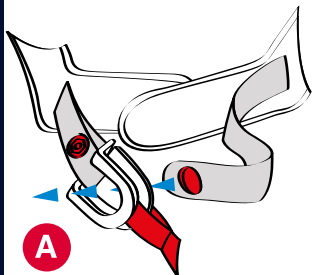
INSTALLING THE MORPHO PAD



1 - Slide the Morpho Pad through its two securing straps.

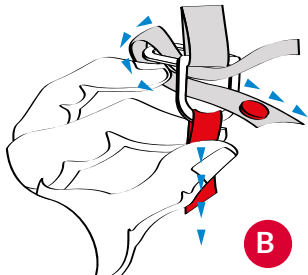


2 - The Morpho Pad is now operational. The comfort liner can be re-installed, see p. 21.



A

⚠ WARNING! Never use the ring as the only way of fastening the chin strap. In order to be properly tightened, the chin strap must pass through the double-D ring straps as instructed. Improper use of the chin strap can cause your helmet to be thrown off in an accident, leaving your head unprotected. Try to pull on the chin strap with your fingers. If the strap loosens in any way, you have not fastened the chin strap properly in the



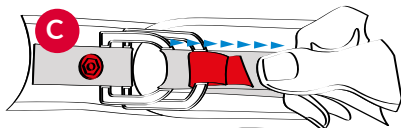
B

double-D ring straps. If this is the case, repeat the steps shown opposite. Never ride with the chin strap unfastened, improperly fastened or incorrectly positioned. Although your cheeks give the impression that the helmet is securely held in place, it would be thrown off in an accident, leaving your head unprotected. If you have any doubts regarding the helmet's fastening system, do not use the helmet. Ask your retailer for advice.

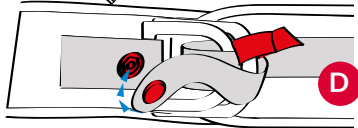
DOUBLE-D RING STRAP

1. Slide the longer part of the chin strap through the two rings, making sure that the comfort pad is properly positioned between the strap and your neck. See Fig. A.
2. Use the end of the chin strap to form a loop around the outer ring and pass it back through the inner ring. See Fig. B.

3. Pull on the end of the strap until the chin strap is tight. The chin strap must be positioned against your neck, not under your chin. It should be as tight as possible without hurting or hindering breathing. See Fig. C.
4. Clip in place the snap fastener at the free end of the strap to prevent the strap from flailing in the air. See Fig. D.



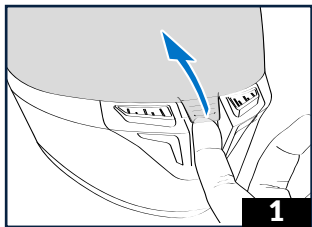
C



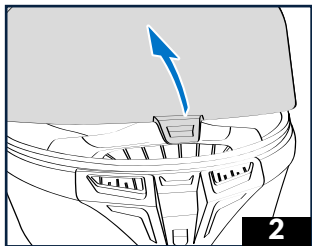
D

REMOVING THE VISOR

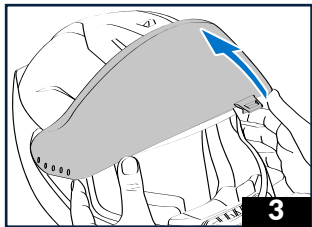
Your SKWAL i3 is equipped with a brand-new quick visor removal system. Press down twice on either side of the visor at the same time to easily release the visor.



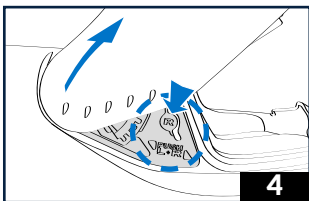
1 - Open the visor by applying pressure under the central visor grip.



2 - Raise the visor.

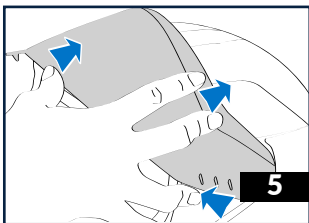


3 - The visor must be opened as far as it will go.



4 - On each of the mechanical side plates, on either side of the visor, locate the button marked «R» on the right side and «L» on the left side.

⚠ WARNING! Don't forget to hold the visor as soon as you have pressed the buttons to release it.



5 - Press the «L» & «R» buttons simultaneously, then use your other fingers on either side to push beneath the visor to remove it towards the back of the helmet. Hold on to the visor at the end of this process.

⚠ WARNING! This brand-new quick visor removal system only works if you carry out these precise, simultaneous operations to prevent any risk of the visor being ripped away while riding.

MAINTAINING THE VISOR

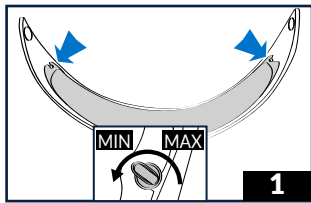
Clean the visor using mild liquid soap, lukewarm water and a soft damp rag only. Allow the visor to dry naturally before reassembling it.

⚠ WARNING! Do not use abrasive cleaning agents, liquids containing ammonia or alcohol.

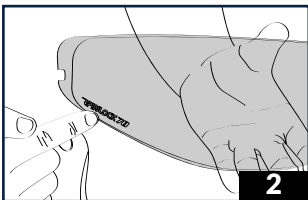
For your own safety, never ride with a visor that does not provide perfect visibility. If your visor no longer provides excellent visibility after a period of use, it must be replaced without fail.

INSTALLING THE PINLOCK®

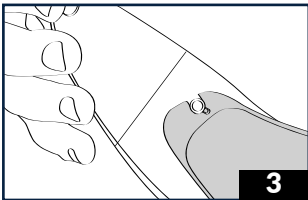
Your SKWAL i3 is pre-designed to fit a PINLOCK®; a flexible plastic lens that absorbs moisture. When fitted against your visor, it offers very effective anti-fog protection. It prevents the formation of micro-droplets that compromise your field of view.



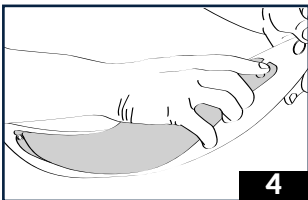
1 - Place the visor on a work surface and on a soft covering. Make sure that the inner surface of the visor is clean. Use a coin to check that the external adjustment levers are positioned inwards (positioned to «INT»).



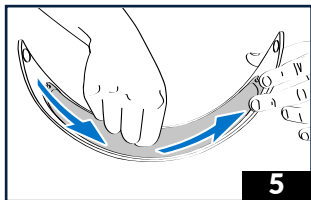
2 - Place the PINLOCK® lens on the visor. The silicone seal of the PINLOCK® lens must be in contact with the inner surface of the visor. The PINLOCK® logo is visible on the outside of the visor.



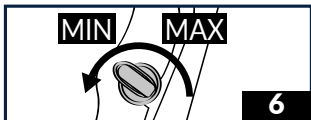
3 - Insert one side of the PINLOCK® lens into one of the two pins at the ends of the visor and hold it in position.



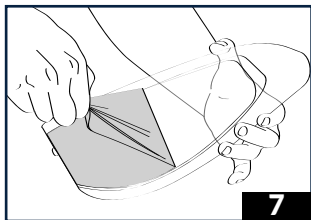
4 - Extend and flex the visor and fit the second side of the PINLOCK® lens into the second pin. Release the visor so that it reacquires its curved shape.



5 - Make sure that the entire silicone seal of the lens is adhered to the visor, otherwise adjust the tension of the lens using the external adjustment levers and a coin.



6 - Turn the 2 levers outwards to increase the tension of the lens (rotate towards «MAX»).



7 - Remove the protective film from the PINLOCK® lens before reinstalling the visor on the helmet.

⚠ WARNING! The protective film may alter the quality of your field of view if it is not removed.

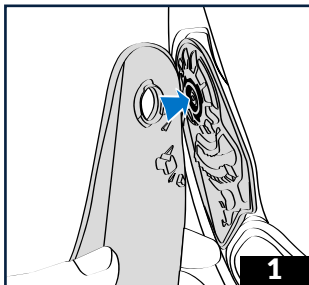
MAINTAINING THE PINLOCK®

Clean the lens using mild liquid soap, lukewarm water and a soft damp rag only. Allow the lens to dry naturally before reassembling it.

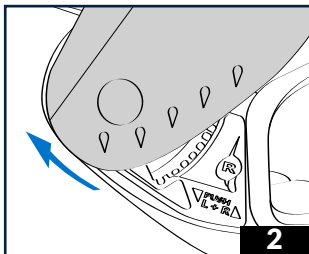
⚠ WARNING! Do not use abrasive cleaning agents, liquids containing ammonia or alcohol.

If your PINLOCK® lens no longer provides excellent visibility after a period of use, it must be replaced without fail.

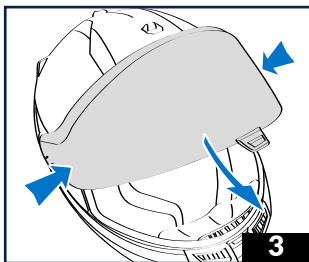
ASSEMBLING THE VISOR



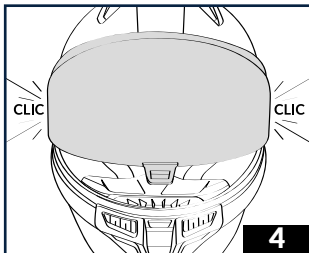
1 - Locate the visor notch system on each of the side plates of the visor mechanism.



2 - Hold the visor in its raised position in front of the side plates and bring it to rest against the visor step on either side.



3 - The visor locks into place by pressing on either side of the visor and moving it downwards in a circular motion.



4 - An audible «click» confirms that the visor is locked in position.

⚠ WARNING! Do not use the helmet if you are not sure that you have properly reinstalled the visor. While riding, the visor could suddenly and unexpectedly detach from the helmet, causing you to lose control of your motorcycle and resulting in an accident, injury or death. We recommend contacting your retailer for assistance and advice.

If you are riding at high speed, do not open the visor. It could come off and leave your eyes and face unprotected.

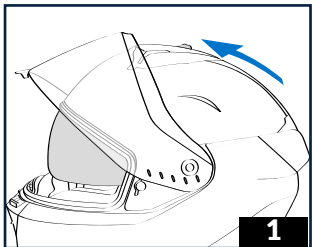
Your head could also be pulled back or to the side, causing you to lose control of the motorcycle, resulting in an accident, injury or death.

⚠ WARNING! Tinted or coloured visors must never be used at night or in poor visibility conditions as they impair your vision. Never ride with a fogged up visor.

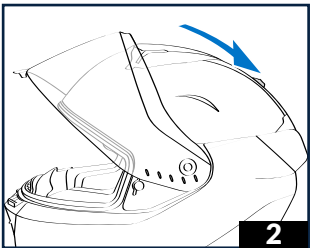
⚠ WARNING! If your visor no longer provides excellent visibility after a period of use, it must be replaced without fail. We recommend that you always ride with optimal visibility.

HANDLING THE SUN VISOR

Your SKWAL i3 is equipped with an integrated sun visor with anti-fog treatment for comfort in sunny and humid weather. It is operated by the button integrated into the upper vent.



1 - The sun visor is in the lowered position when the button is positioned forwards.



2 - To retract the sun visor, move the button backwards.

MAINTAINING THE SUN VISOR

To ensure its protection and prolong its life, the outer surface of the sun visor has been treated with an anti-scratch and anti-fog coating.

For maintenance and cleaning, please follow the same advice as for the outer visor.

WARNING! Do not handle the sun visor while riding. You could lose control of the vehicle, causing an accident, injury or death. Even though the sun visor is easy to handle, do not operate it while riding.

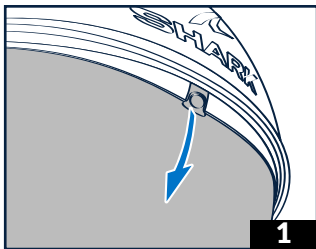
The sun visor must never be used at night or in poor visibility conditions as it impairs your view. Never ride with a fogged up sun visor.

WARNING! Never use the sun visor by itself for protection without the outer visor. You should always ride with the outer visor in the lowered position as described in the previous chapter.

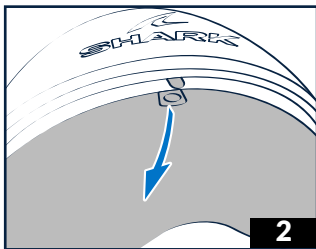
WARNING! If the outer visor and/or sun visor no longer provide excellent visibility after a period of use, it/they must be replaced without fail. We recommend that you always ride with optimal visibility.

REMOVING THE SUN VISOR

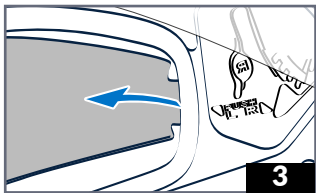
Lower the sun visor completely using the upper control (see p.14).



1 - Gently pull the sun visor downwards by hand to visually release its central attachment.



2 - Remove the central fixing pin with a screwdriver or any other pointed instrument.

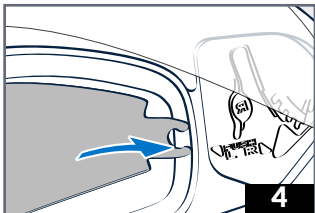


3 - Un-clip the sun visor sideways from one side and then the other by pulling it towards you and keeping it straight.

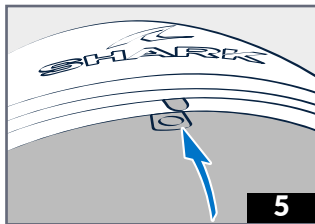
INSTALLING THE SUN VISOR

Perform the removal operations in reverse order as follows.

Bring the sun visor handling button into the down position; slide it towards the front of the helmet (see p.14).



4 - Re-clip the sun visor sideways on one side and then on the other.

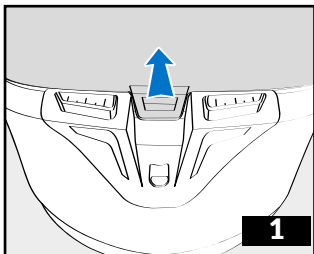


5 - Using a screwdriver or a pointed instrument of any kind, press the central fixing pin from the inside and then re-clip the sun visor by raising it slightly.

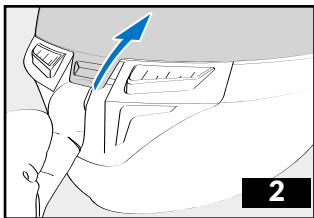
⚠ WARNING! Do not use the helmet if you are not sure that you have properly reinstalled the sun visor. While riding, the sun visor could suddenly and unexpectedly detach from the helmet, causing you to lose control of your motorcycle and resulting in an accident, injury or death. We recommend contacting your retailer for assistance and advice.

AIR STREAM

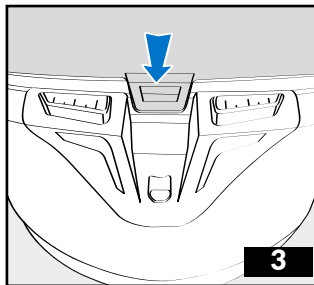
For more everyday comfort, the visor lock mechanism of the SKWAL i3 helmet has been designed to offer an additional "air stream" adjustment notch that guarantees continuous ventilation that is much appreciated in hot weather.



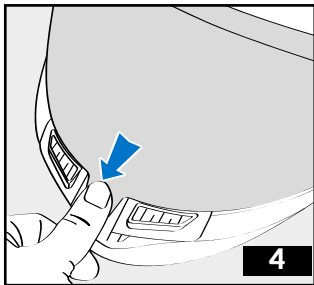
1 - Open the visor; lift the visor by the central visor grip.



2 - Raise the visor as far as it will go.

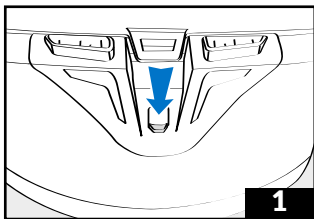


3 - Lower the visor until the central visor grip comes to stop (without forcing) against its lock button.

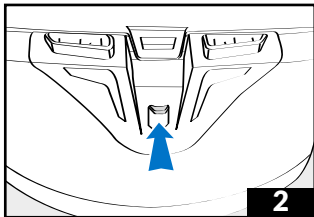


4 - To close the visor completely, lower it by pressing the visor grip on the lock button.

LOWER VENT

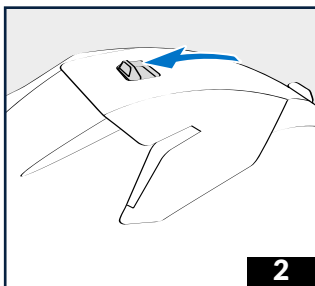
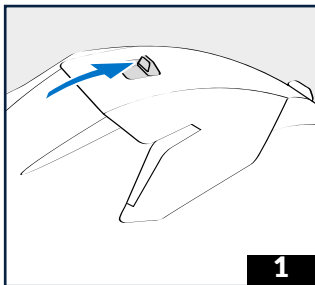


1 - To open the lower vent, move the slider to its bottom position.



2 - Return the slider to its top position to close the vent.

UPPER VENT

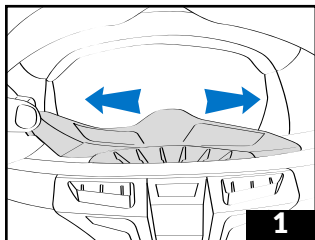


1 & 2 - To use the upper vent, move the button backwards (open) (1); forwards (closed) (2).

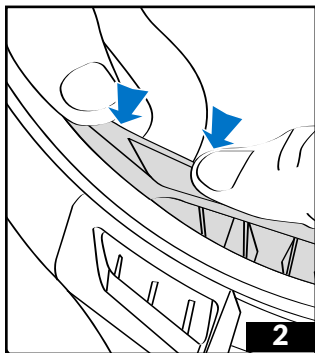
⚠ WARNING! Do not operate the vents while riding. You could lose control of your motorcycle, causing an accident, injury or death.

ANTI-FOG MASK

helmet is equipped with a removable anti-fog mask.



1 - Move it sideways in translation for installation or removal.



2 - Make sure that the anti-fog mask is correctly clipped into place.


CLEANING THE INTERIOR

The inner fabric parts are washable. To avoid causing damage, please closely follow the instructions below:

The cheek pads and comfort liner must be washed by hand in lukewarm soapy water (at approx. 30°). Do not use aggressive detergents. Instead, use either a small dose of a mild detergent or household soap. Fabrics and foams must be completely dry before use. Drying must take place at room temperature. Never iron the fabric parts. For leather-like or fabric parts that are integral with the safety components, use a sponge or rag slightly dampened with a little household soap, then rinse with clean water.


Avoid using too much water on polystyrene components.

It is important to check that all interior parts are completely dry before using the helmet.

 **WARNING!** Damage to the interior foams will compromise the proper fit of your helmet. If it no longer fits your head, the helmet can come off, leaving your head unprotected and causing serious and potentially life-threatening injuries.

FABRICS

Comfort foams and fabrics used for the Skwal i3 will allow you to fully appreciate the performance of your helmet. The parts that come into contact with your skin are made of a fabric that guarantees a pleasant feel, good absorption of perspiration and good resistance to ageing. Our fabrics in contact with the skin are treated to limit the spread of bacteria, and thus reduce bad odours.

 **WARNING!** Although selected for their resistance and durability, all parts of the inner lining are subject to normal wear and tear depending on how you care for and maintain your helmet, how long it is used for, and the acidity of your perspiration. If you notice any ageing, we recommend replacing your interior liners in order to keep your helmet perfectly clean and comfortable over time.

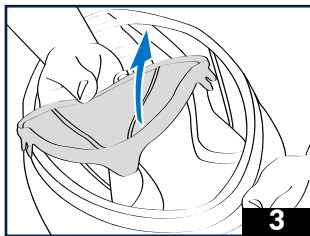
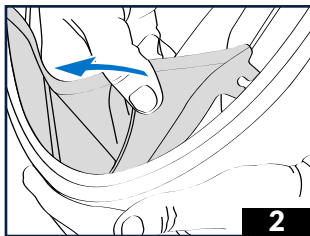
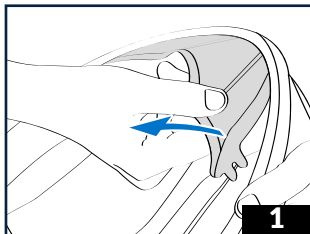
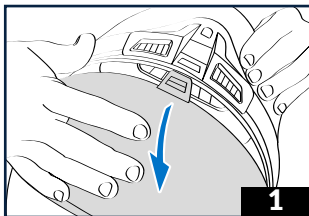
Your retailer can provide replacement parts, as well as optional cheek pads of varying thicknesses and densities if the standard choice does not fit the morphology of your face.

 **WARNING!** Every time you put on your helmet, check that it fits your head properly.

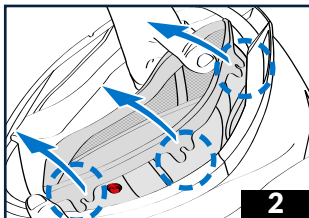
**REMOVING THE ANTI-FOG
BREATH GUARD**

The breath guard strongly reduces air turbulence and contributes to ensuring that the helmet remains perfectly soundproof. However, it can be removed as follows :

One side at a time and then centrally, pull the guard towards you to release it from its location (1 to 3).

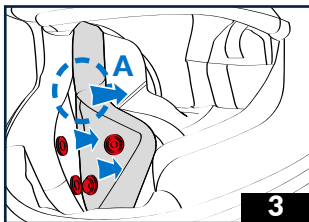
**REMOVING THE CHEEK PADS**

1 - Open the main visor.



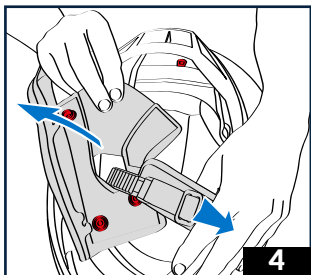
2 - Turn the helmet over and undo each cheek pad, one after the other.

Un-clip each cheek pad from each of its 3 fixing slots in the following order: the rear end, then the middle, and finally the front. Pull into the helmet.



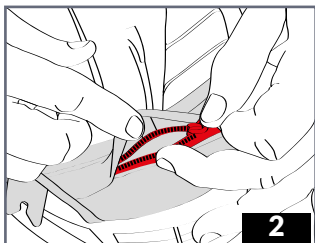
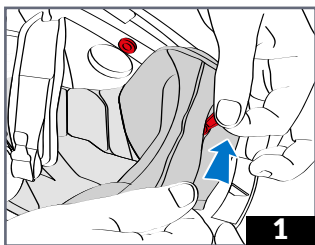
3 - Turn the helmet over again to more easily undo two front snap fasteners, one side velcro fastener and one rear snap fastener on each cheek pad. Hold the two velcro surfaces on either side in place as much as possible in order to gently loosen the area (A).

REMOVING THE CHEEK PADS

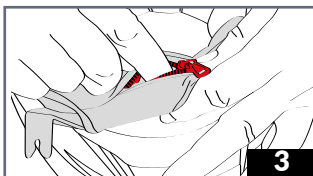


4 - Completely remove each of the cheek pads from the inside by sliding them onto each end of the chinstrap while turning the helmet over if necessary.

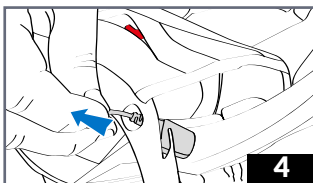
REMOVING THE COMFORT LINER



1 & 2 - Open the zippered pocket at the back of the helmet protecting the end of the USB charging cable.

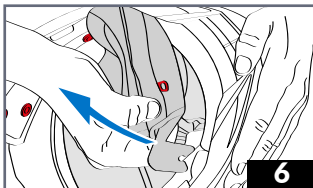
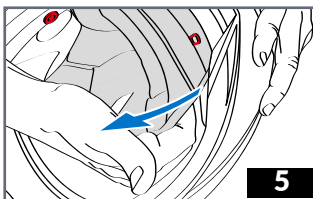


3 - Remove the charging end from its pocket while unclipping the comfort liner.

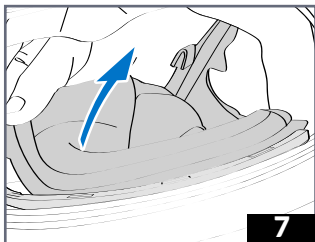


4 - Unthread the charging end through the hole in the comfort liner.

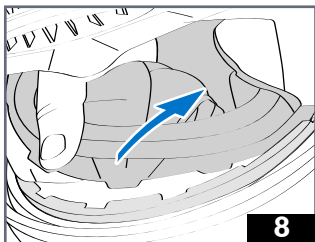
⚠ WARNING! Do not pull too hard on the cable end to remove it, as this may damage it.



5 & 6 - Slide your hand underneath the back of the comfort liner and pull it towards you on both sides to release the comfort liner from its two clip fasteners.

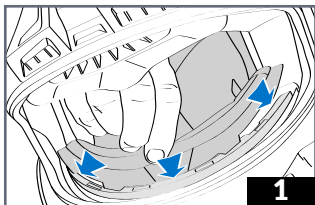


7 - Un-clip the front part of the comfort liner, clip by clip, by pulling inwards starting from either of the two ends.

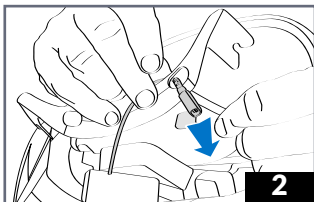


8 - The comfort liner is completely detached and can now be removed.

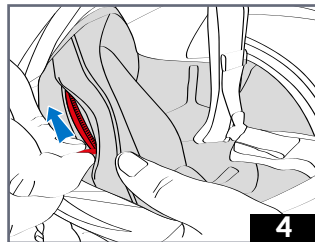
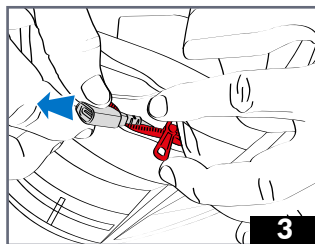
ASSEMBLING THE INTERIOR



1 - Slide the comfort liner into the helmet. Check that it has been reinserted the right way around. Reposition the front of the comfort liner. Clip the five clips into their slots. Start with the middle clip which must be slid over the arrow shown on the comfort liner support, then one by one the next four side clips.



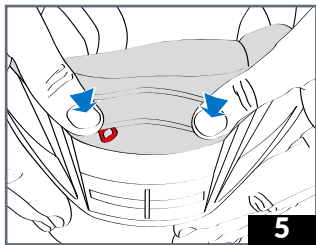
2 - Before repositioning the back of the comfort liner, pass the USB cable through the hole in the plastic backing.



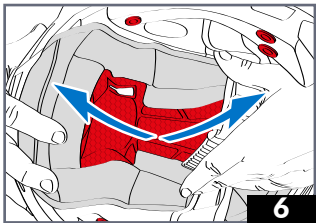
3 & 4 - Pull the USB cable end out of its slot, then slide it back into its pocket and close the zip.

⚠ WARNING! Do not pull too hard on the cable end to reposition it inside its slot, as this may damage it.

ASSEMBLING THE INTERIOR (CONTINUED)



5 - Reposition each of the two comfort liner clips to face their slot on one side and then the other and press them into place.

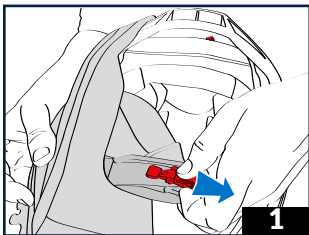


6 - Check that the comfort liner is properly repositioned and is stretched from the front to the back of the helmet.

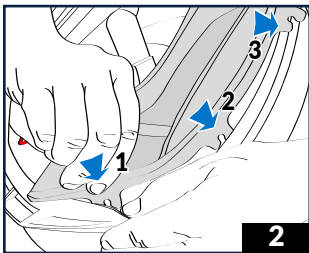
WARNING! The positioning of the interior is critical to how the helmet fits your head. If you have any doubts about how the interior was removed or reinstalled, do not use your helmet. Contact your retailer for assistance and advice. Never use a helmet without any one of its interior parts, as it will not protect you in the event of an accident.

WARNING! The cap and the interior comfort liner are made to fit perfectly on your head. In the event of an accident, a helmet that does not fit you may come off, leaving your head unprotected and causing serious or even life-threatening injuries.

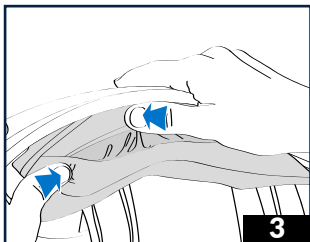
POSITIONING THE CHEEK PADS



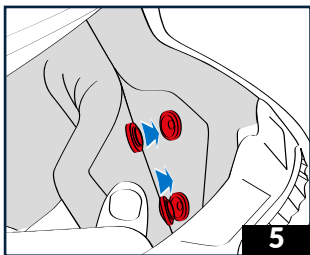
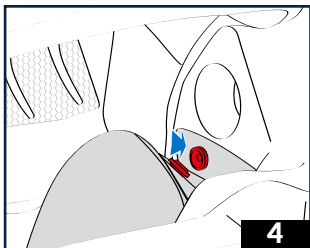
1 - Thread the corresponding chinstrap end through each of the cheek pads. Use the red snap fasteners to guide you in identifying in which direction the cheek pads must be reinserted.



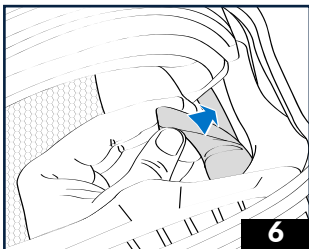
2 - Clip each of the three clips per cheek pad into their slots, starting with the rear clip, then the middle clip and finally the front clip.



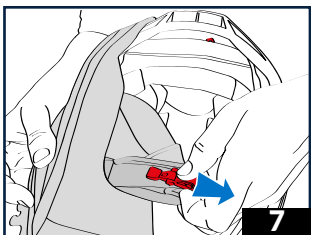
3 - Apply pressure on both sides of the cheek pad to ensure that it is firmly secured.



4 & 5 - Turn the helmet over to access the front of each cheek pad and refit each of the three snap fasteners: one at the back and two snap fasteners at the front.

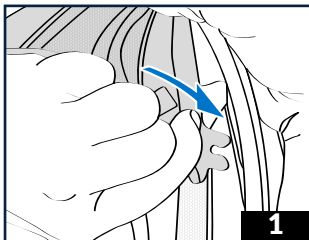


6 - Reassemble the two velcro parts.



7 - Give both ends of the chinstrap a final tug to make sure that they are clear of each cheek pad.

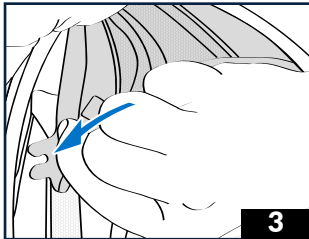
INSTALLING THE ANTI-FOG BREATH GUARD



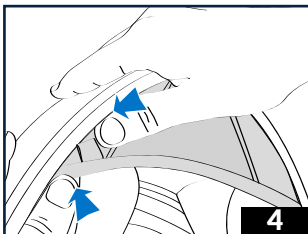
1 - Slide one of the two side clips into its slot.



2 - Slide the central plastic backing of the breath guard between the shell and the EPS.



3 - Slide the second side clip into its slot.



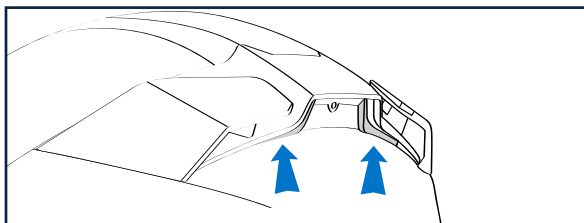
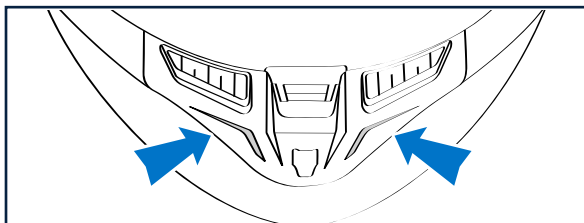
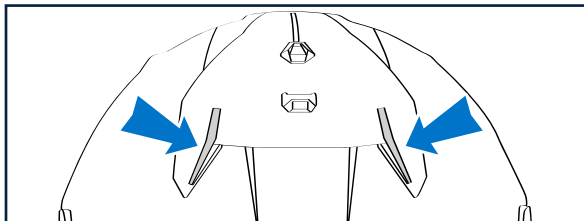
4 - Apply pressure on both sides of the breath guard to ensure that it is firmly secured.

⚠ WARNING! The positioning of the interior is critical to how the helmet fits your head. If you have any doubts about how the interior was removed or reinstalled, do not use your helmet.

Contact your retailer for assistance and advice. Never use a helmet without any one of its interior parts, as it will not protect you in the event of an accident.

LEDS

Your SKWAL i3 helmet is equipped with an LED (Light-Emitting Diode) light system.



We recommend fully charging the battery before first use, see p.26 - 27.

Check that your country's legislation does not place restrictions on the use of LEDs.

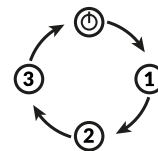
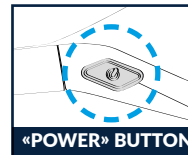
⚠ WARNING! This helmet comes with an LED system that can be switched off. Important: ride carefully and follow the highway code in force.

MODES OF OPERATION

The LED system has 3 modes of operation:

- 1 - Smart brake lights
- 2 - Position lights + smart brake lights
- 3 - Flashing position lights + smart brake lights

To cycle through the modes, press the **"Power"** key.
With each press the system switches to the next mode.



«POWER» BUTTON	MODES	FUNCTION
MODE ON & 1 1 PUSH of 2 seconds	<ul style="list-style-type: none"> • Switching on the lighting system • Smart Brake Lights 	<ul style="list-style-type: none"> • The lighting system comes on with indication of the battery level on start-up (4) • The LEDs of the chin guard and the upper ventilation are off. • Smart brake lights are activated. The LED lights activate and flash only when braking is detected. <ul style="list-style-type: none"> o With moderate braking there is slow flashing(5) o With emergency braking there is rapid flashing(6) • The luminous intensity of the LED lights is maximum, whatever the intensity of the braking, whether moderate or intense(7)
MODE 2 1 PUSH of 1 second	<ul style="list-style-type: none"> • Position Lights + Smart Brake Lights 	<ul style="list-style-type: none"> • All the LED lights are on and shine steadily(8) • Smart brake lights are activated. The LED lights are permanently lit and they flash when braking is detected.
MODE 3 1 PUSH of 1 second	<ul style="list-style-type: none"> • Flashing Lights + Smart Brake Lights 	<ul style="list-style-type: none"> • All the LED lights are on and flashing, including those of the brake lights, when not braking (9) • Smart brake lights are activated. The LED lights flash more intensely when braking is detected.
OFF MODE 1 PUSH of 4 seconds	<ul style="list-style-type: none"> • Switching off the LED lighting system 	<ul style="list-style-type: none"> • Shutdown of the lighting system

(1) LEDs: Light-Emitting Diodes

(2) The maximum duration of use observed in Flashing lights mode is 12 hours.

(3) The observed average charging time for a 100% charged battery is approximately 3 hours.

(4) See "Battery indicators" section of the user manual.

(5) The flash frequency of the brake light LED lights on moderate braking is 3 flashes per second.

(6) The flash frequency of the brake light LED lights on emergency braking is 5 flashes per second.

(7) Brightness of the brake light LEDs in Smart Brake Lights mode is: maximum.

(8) Luminous intensity of LEDs in Position Lights mode: standard.

(9) Frequency & luminous intensity of the LEDs in Flashing Lights mode: 1 flash per second at maximum intensity.

AUTO ON-OFF (SYSTEM STANDBY)

The LED system automatically switches to standby when it no longer senses any movement.

The system wakes up from standby mode automatically as soon as it senses movement.

AUTO ON-OFF		
	MODE DESCRIPTION	MODE ACTIVATION INDICATORS
AUTO-OFF	If the system does not detect any movement for 60 seconds , it automatically switches to standby.	The brake lights flash once.
AUTO-ON	As soon as movement is detected, the system automatically wakes up from standby mode and resumes the last selected operating mode.	The brake lights flash twice.
POWER OFF	After 72 hours of inactivity, the system automatically switches from standby mode to shutdown mode. The system must be restarted using the power button.	

BATTERY INDICATORS

The battery level is shown each time the system is switched on and when it exits standby mode (AUTO ON/OFF) by a sequence of LED flashes.

When the battery level nears 0%, it can still be switched back on, however your helmet will turn off almost instantly. You will then have to put it back on charge.


BATTERY LEVEL INDICATORS	
LEVELS	NUMBER OF LED FLASHES
0 - 30% (Low battery level)	2
30 - 70% (Intermediate battery level)	3
70 - 100% (High battery level)	4


BATTERY CHARGE INDICATORS


When you plug in your helmet to charge the battery (see p.30), an indicator will show the charge level as follows:

CHARGE INDICATORS		
	NUMBER OF LED FLASHES	NOTES
BATTERY CHARGING	1	1 flash every 10 seconds
BATTERY CHARGED TO 100%	1	The rear brake lights come on for 3 seconds and then the system switches off automatically.

 **WARNING! The battery has a two-year warranty.**

 **WARNING! The battery is a consumable item. It will gradually lose its charging capacity after repeated use and after a certain time. If the battery charge lasts an extremely short time, the battery is likely reaching the end of its life and you should contact your retailer for assistance.**

 **WARNING! This system is powered by a non-replaceable battery. Do not try to open the mechanism or remove the battery as this will damage the product.**

 How to dispose of this product.
(Waste electrical and electronic equipment. Applicable in the European Union and other European countries with separate collection systems).

This symbol on the product or its literature indicates that it should not be disposed of at the end of its life with other household waste. To prevent any risk to the environment or human health as a result of uncontrolled disposal, separate it from other types of waste and recycle it in a responsible manner. This will promote the sustainable reuse of material resources.


Private individuals are advised to contact the distributor who sold them the product or to ask their local council where and how

the product can be disposed of so that it can be recycled in an environmentally-friendly manner.

Companies are advised to contact their suppliers and read the terms of their sales contract. This product should not be disposed of with other commercial waste. Please contact your nearest recycling centre to collect the battery.

In order to preserve the battery and prolong its life, please follow these tips:

- we recommend not waiting until the battery is completely discharged before recharging
- store your helmet in a cool place between 5°C/48°F and 20°C/61°F when not in use.

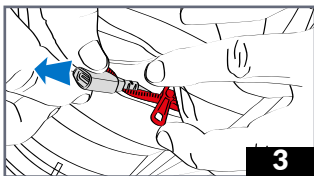
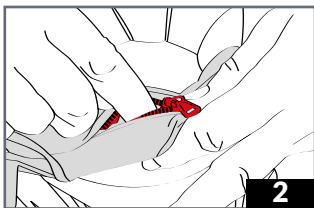
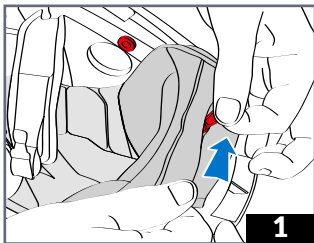
 **WARNING: prolonged periods of non-use will damage the batteries. If you are not intending to use your LED system or your helmet for more than 2 months, it is imperative that you store your helmet with a battery charge level between 30 & 70%. During this period of inactivity, please check the battery charge level and if necessary perform a recharge cycle.**

CHARGING THE LEDS

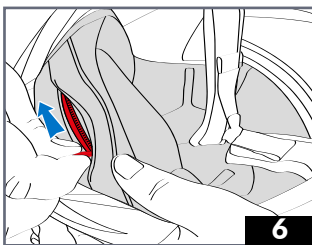
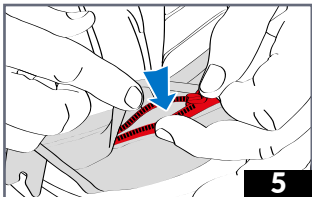
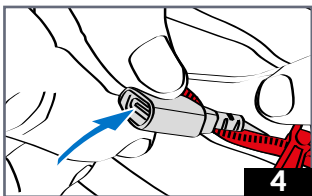
To charge the LED system, remove the micro USB-C cable end from its storage pocket in the neck protection (1 to 3).

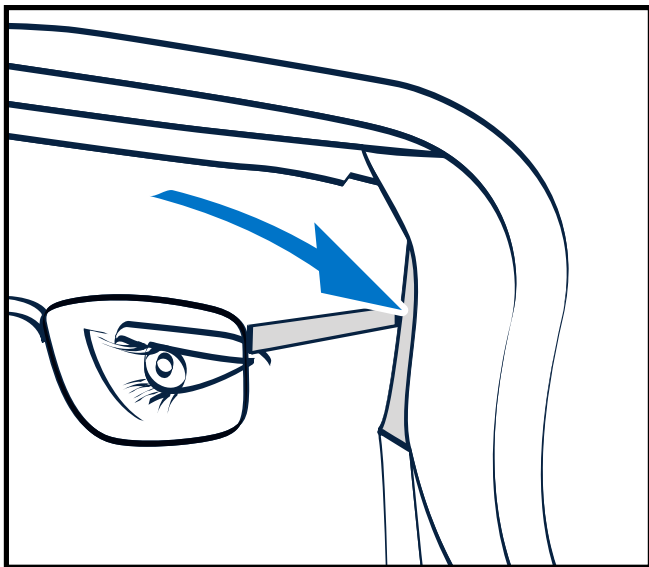
Connect and charge using the supplied charging cable. This cable can be connected to a powered USB port or to a mains adapter (not supplied).

The charging time for a fully charged battery is approximately 3 hours.



Once fully charged, return the charging end to its storage pocket (4 to 6).





EASY FIT

Your SHARK Skwal i3 has been designed to provide additional «comfort» for spectacle wearers with the SHARK EASY FIT.

The cheek pad design allows the temples of the spectacles to easily pass.

LEGAL INFORMATION:

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. Only the visors, which have been approved N° E11 060888 and marketed under SHARK's reference VZ400 can 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 warm water and mild soap. Visors printed "DAYTIME USE ONLY" must not be used at night or in poor visibility conditions.