

# RACE-R PRO GP



**⚠ 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.



**SHARK**  
HELMETS

## **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.**


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Thank you for choosing a Race-R Pro GP helmet. The Race-R Pro GP is a top-quality helmet that is ideal for use in urban and extra urban areas. For the Race-R Pro GP, SHARK has invested all of its designing experience in safe headgear for riding two-wheeled motorised vehicles. The helmet complies with international standards but does not purport to guarantee total protection in all circumstances.

Make sure you carefully read all of the following recommendations before using the helmet. Just because you are wearing a helmet does not mean you should neglect driving carefully.

#### Standard:

This Race-R Pro GP SHARK helmet has been approved and conforms to the R 22/05 standard and FMVSS 218. It therefore meets the requirements imposed on all the countries that recognise this standard in their territory.

 **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.



1) Visor

2) Front ventilation

3) Upper ventilation

4) Upper venturi

5) Spoiler

6) Chin ventilation

7) Lateral venturi

8) Visor mechanism

9) Double-D ring

10) Nose mask

11) Chin cover

## A HELMET IN YOUR SIZE

**⚠ 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,

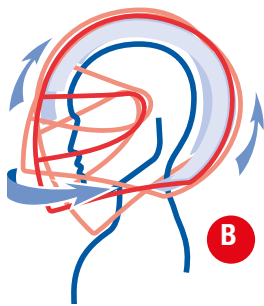
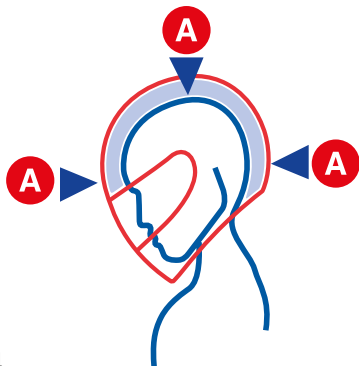
because of different head shapes, this size reference can only be considered as a guide. For maximum protection, it is necessary to check that the helmet is well suited for the shape of your head. When trying a brand new helmet, make sure that your head is pushed into the helmet as far as possible, with 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



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.

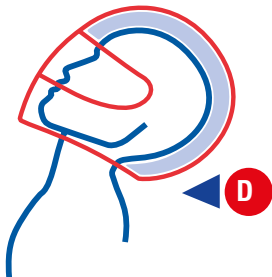
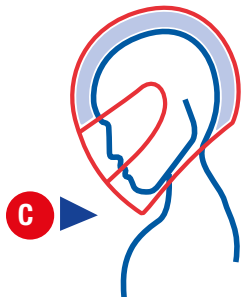
**WARNING!** Never lend your helmet to others without insuring a proper fit in accordance with these instructions.

**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.

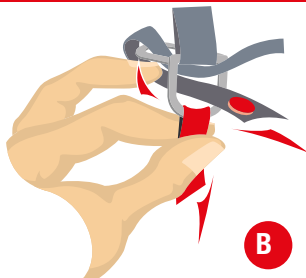
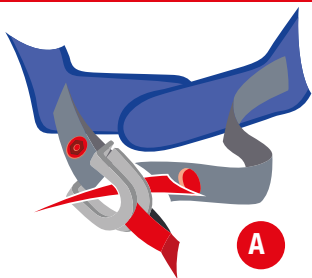
### Sizing (cm)

XS	53/54
S	55/56

M	57/58
L	59/60
XL	61/62



# CHIN STRAP



**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.

Proper use of the chin strap is critical for proper performance of the helmet. Never alter your chin strap in any way. For example, never cut it or add holes, or apply buttons, studs or other items to your chin strap. During the life of your helmet, be sure that the chin strap never suffers any type of abrasion or cut, and that its total length does not change. If it does, replace your helmet.

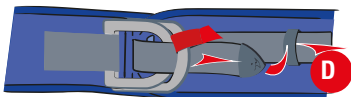
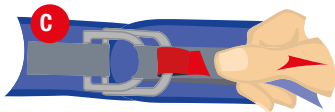
## DOUBLE-D RING

**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.





## 1/ PUTTING ON THE HELMET

To put it on, grab the chinstrap attachments and pull them slightly apart towards the outside to facilitate passage of your head (chins strap released).

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

Under the chinstrap, pull each side slightly apart, hold your helmet in the same way as for putting on and remove the helmet.

## 3/ AERODYNAMICS AND ACOUSTICS

The Race-R Pro GP has been carefully designed to offer you the greatest pleasure in use.

The profile of the helmet, its impermeability and the quality of the materials used enable air noise on the crown of the head and aerodynamic turbulence to be filtered as far as possible. In order for the use of your helmet to be as pleasant as possible, it is important for turbulence or air eddies created by the fairings not to impair the aerodynamic qualities of your Race-R Pro GP and/or your size should not cause air eddies to reach the lower part of your helmet.



# TEXTILE PARTS

## THE TEXTILES

The textiles of the Race-R Pro GP let you best appreciate the performance of your helmet. The parts in contact with the skin are made of a fabric that ensures that you have a pleasant contact, good absorption of perspiration and good resistance to ageing. They have undergone Sanitized® treatment by bath. It has a reliable and durable anti-microbial effect against a wide range of bacteria, yeast and micro-moulds.



**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 (about 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.**

## TEXTILE PARTS

### REMOVING THE INTERIOR PARTS

- Turn your helmet over.
- Separate the two parts of the chin strap.
- Disassemble the neck roll, by disengaging the plastic part from its housing (Fig. A).
- Detach the rear part of the lining (Fig. B).
- To finish, release the front lining support, starting with one side (Fig. C) and withdraw the lining.
- Unclip 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 advise.



## REPLACING THE INTERIOR PADDING

- Reposition the cheek pads by passing the chin straps through the slit in the foam (Fig. A) and clip all the studs 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 textile correctly. Reattach the rear part.

- 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.

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## CHIN COVER

Your RACE – R Pro GP is equipped with an exclusive anti-turbulence flap made of two elements (A), which gives you as much insulation as possible from noise, aerodynamic turbulence and cold.

1/A first fixed part in neoprene fabric, which provides a first level of protection.

2/A second removable part, which provides maximum insulation.

To use only the fixed flap, detach the 3 pressure fasteners from the removable flap and withdraw it (B). To put it back in place, simply reattach the 3 pressure fasteners.

## ANTI-FOG MASK

Small mask (summer)

Assembly: the small mask fixes onto the helmet using a bayonet system. Put the mask in front of the 3 support studs and insert them in the housings as well as the straps (C).

Make a horizontal movement towards the right (helmet opposite) to lock it (D). Finish locking by pressing on the straps.

Disassembly:

Make a horizontal movement in the opposite direction as for assembly, then extract the mask from the support studs.



# ANTI-FOG MASK

## ANTI-FOG MASK

Large mask (winter/racing)

**Assembly:** To use the racing anti-fog mask, remove the small mask. Remove the cheek pieces. Fix the upper part to the 3 mask support studs (A). Place a tube in its housing (B). Position the mask attachment around the pressure housing (B). Clip the cheek piece to lock this attachment. Begin the operation again on the other side.

2 air extractors ensure that the air is completely renewed, even in the most extreme conditions.

**Disassembly:**

Remove the cheek pieces. Remove the tubes from their housings. Detach the upper part from the 3 studs and withdraw the mask. Replace the cheek pieces.

**⚠ 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.

## FILTRE ANTI-POLLUTION

An anti pollution filter, removable and with 3 positions, enables the manage went of the air flow.

- Position 0 : maximum air flow (without filter)
- Position 1: air flow filtered
- Position 2 : air flow toward the mouth closed (air directed only toward the visor)

It is recommended to regularly change your filter especially if you ride in a polluted environment. The anti-pollution filters spares are available at your dealer.



# PAD STABILIZER - RECOMMENDATIONS FOR THE SPOILER

## PAD STABILIZER

Your Race-R Pro GP is equipped with a base joint with a container to hold a pad which minimises slippage when pressing on the reservoir (C).

## SPOILER

The Race-R pro GP is equipped with a spoiler designed to optimise the aerodynamic performance at very high speed. Developed in partnership with our most demanding riders, the spoiler reduces drag, eliminates vibration effects and provides better stability and increased top speed. To remain compliant with the safety standards in force, the spoiler is designed to eject itself in case of a fall or significant mechanical stress. For this reason, please comply with the following usage precautions:

**WARNING!** During the use, the transport or the manipulation of the helmet, certain precautions are to be respected to avoid damaging the spoiler.

The failure to respect these instructions constitutes a cancellation of the guarantee. The cases of fall or tearing are also excluded from the guarantee.

Never try to tear away the spoiler.

Never seize the helmet by the spoiler.

Never press the spoiler (while cleaning, for example).

Never try to depose the anti-chattering part.

Never transport the helmet without its bag (risk of hanging).

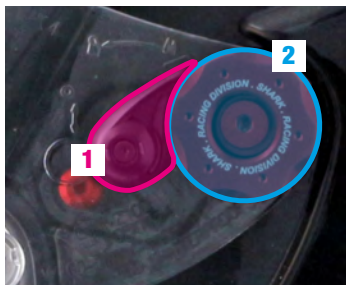
Never transport the helmet in the arm.





## VISOR

- 1 - Visor lock
- 2 - Visor rotation axis
- 3 - Visor lock cam roll

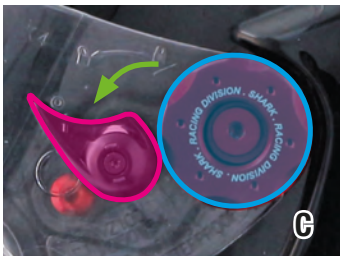
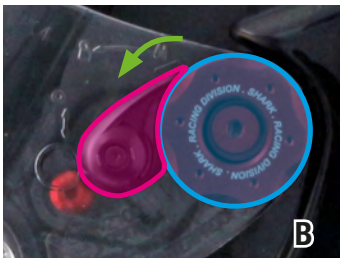


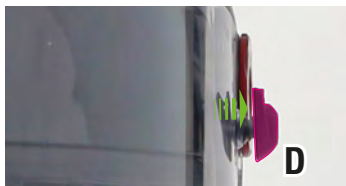
The visor of your helmet RACE-R Pro GP is the result of the research and developments enabling you to benefit from an optical quality visor (optical class 1) and safe of very high level. The external surface has been anti scratch treated to extend of use of your visor. The internal surface has an exclusive anti fog treatment, reactive to be the most efficient. It is therefore recommended to regularly maintain your visor.

## VISOR REMOVAL

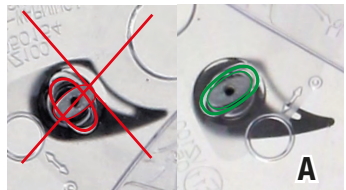


**A** - Position the visor in intermediate position.  
**BCD** - Rotate the visor locks a quarter turn toward the front of the helmet. The lock cam rolls are then released from there grooves.



**D****E** - Pull out the visor from the rotation axis.**E****VISOR ASSEMBLY**

**A** - Check that the lock cam rolls are well in their housings and that the longest part of the visor locks are toward the front of the visor.

**A**

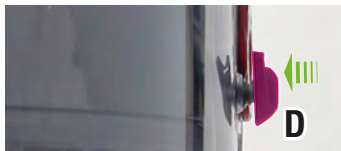
**B** - Insert the visor in its rotation axis and push it backward until clipping.

**B**

**B** - Adjust the visor in intermediate position.

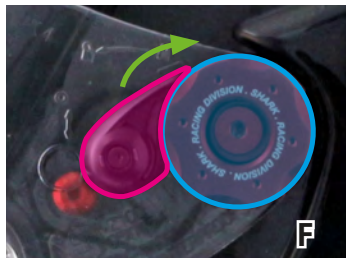
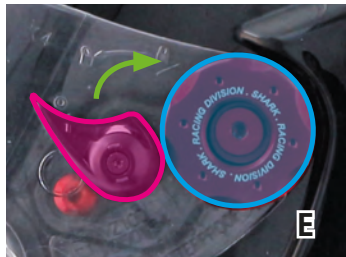
**G**

**C** - Press on the blocker to cling it on the visor, then turn it backward a quarter turn to bring it against the rotation axis in initial position. Repeat the operation on the other side.

**D**



**E-F** - Replace the visor locker in closed position to lock the visor.



**WARNING!** Do not force. Check the movement of the visor before using of the helmet.

## ADJUSTMENT OF THE FRICTION FORCE

**1** - The 1.5mm six sides key enables the adjustment of the friction force of your visor. (see photo)



## 2 - Adjustment of visor sealing

Your helmet has been carefully adjusted in factory. You should better not modify this adjustment; however the SHARK patent rotation system gives the possibility to adjust the visor. But we recommend you to contact your retailer to make this operation.

**WARNING!** For your safety, do not ride with a visor that does not guarantee you a perfect visibility.

**WARNING!** If your visor after a period of use, does not guarantee you an excellent visibility, it is absolutely necessary to change it.

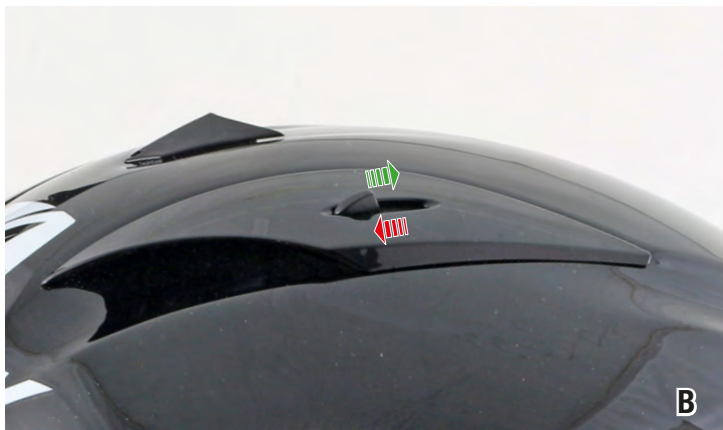
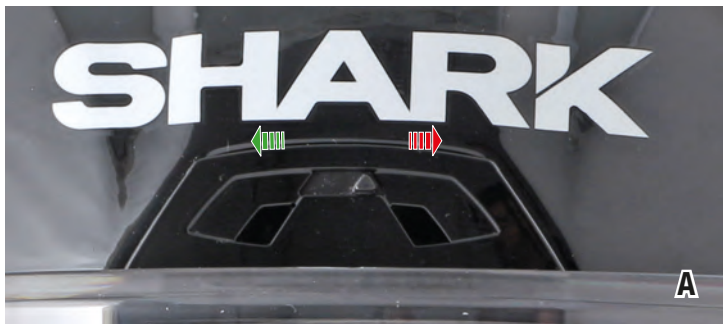
## 3 - Tear off

Your helmet Race-R Pro GP Could be equipped with a tear off kit. Note that the tear off are intend to be used only on a closed track. The visor of Race-R Pro GP is equipped of the necessary supports

Assemble : The supports are mounted on eccentrics, swing them to have them closer. Place the tear off on a clean visor (see photo), once the tear off are positioned on their supports, tension them by exerting a rotation.

**WARNING!** The bad positioning of the tear off can affect your vision and cause risk of accidents.





### FRONT VENTILATION

This front air inlet is set in open or closed position by sliding the cursor from side to side. (See photo)

### TOP VENTILATIONS

These two top ventilations; left side and right side, optimize the air circulation on the surface of the head. When the cursors are in forward position, the ventilations are closed. When the cursors are in backward position, the ventilations are open.

# VENTILATIONS

## FRONT VENTILATION - 2 FONCTIONS

**1** - It ensures the air flow on the internal surface of the visor to limit the risk of mist. This function is ensured permanently with the flap open.

**2** - It also ensures an optimized air inlet to your face. This ventilation has an opening with 2 different positions to adjust depending on your speed and aerodynamics of your 2 wheels.



**SPECIFIC TERMS AND CONDITIONS OF THE SHARK 5-YEAR WARRANTY.** (2 statutory years + 3-year extension at no cost) You recently purchased a SHARK helmet for your safety and leisure. It has been designed with the greatest care to satisfy your every requirement. For your safety, and that of your passenger, be sure to respect all the necessary rules of caution when using your motorcycle. The SHARK 5-YEAR warranty guarantees the initial purchaser that any potential manufacturing fault or material defect will be covered.

## LIMITATIONS

If during the warranty period (5 years from the date of purchase) an item covered under the warranty were to occur, SHARK via its sales network agrees to repair or replace any defective components up to the actual helmet purchase value. Any labour costs involved are normally paid by the SHARK network yet must still be submitted for approval prior to carrying out the work. If the repair requires components to be shipped, thereby incurring transport costs, the SHARK network will bear costs up to a limit set as the Post Office shipping rate at normal speed delivery.

## EXCLUSIONS

This warranty only covers problems arising with materials and manufacturing. SHARK cannot under any circumstances be held liable as regards the product in the following cases: Any damage subsequent to:

- 1) a fall or accident,
- 2) a technical modification introduced by the user or a third-party (glue, adhesives, paint, screws, etc.),
- 3) use of or contact with: harmful chemical products (including methylated spirits on the visor treatments), or an intense heat source,
- 4) improper use: atypical conditions (e.g. underwater), lack of maintenance or care,
- 5) ageing due to normal wear of: the inner fabric or foam, the exposed external parts, or the visor (scratches, marks, etc.),
- 6) abnormal and prolonged exposure to ultraviolet light, especially for decorative colours.
- 7) fluorescent colors (paint and/or decal) on some SHARK helmets models may fade with time and when repeatedly exposed to external elements. This is not considered a default and therefore not covered by warranty. Adopt the right reflexes for the preservation of your helmet. Fluorescent colors may alter with time and exposure to light. To diminish such impacts and keep the original colors of your helmet, SHARK Helmets recommends you to store your helmet protected from light and avoid long exposure of your helmet under direct or indirect UV light.

8) Spoiler. Certain precautions are to be respected to avoid damaging the spoiler (see the regarding chapter). The failure to respect these instructions constitutes a cancellation of the guarantee. The cases of fall or tearing are also excluded from the guarantee. Moreover, SHARK cannot subjective considerations related to helmet use as defects covered under the warranty, namely: issues regarding comfort, size, noise or whistling, aerodynamics, etc. SHARK cannot be held liable for the temporary non availability of the helmet while upgrades are being performed to meet the owner's satisfaction. In all circumstances, the maximum warranty period is 5 years. Replacement of a component during this period of validity does not extend the duration of coverage. PROCEDURES When the helmet is sold, the warranty information must be completed:

[https://guarantee.shark-helmets.com/login\\_EN.php](https://guarantee.shark-helmets.com/login_EN.php).

All warranty claims must be filed with the SHARK dealer that sold the helmet. For a warranty claim to be considered valid, the purchaser must notify the dealer of the problem encountered and return the defective helmet, along with the warranty card completed at the time of helmet purchase. This warranty does not deprive in any way the purchaser from exercising the statutory rights granted in national level directives.

The effects of this specific limited warranty shall cease after a period of 5 years from the date of purchase. Once this period has elapsed, should you continue to regularly use the helmet, you would be advised to replace your helmet in order to benefit from optimal protection and comfort. More specifically, certain external factors, like general wear, various types of shocks, could diminish the safety characteristics of this essential piece of protective equipment.

**LIMIT.** SHARK reserves the possibility to undertake work within the terms of this warranty using replacement parts from the most recent version, provided compatibility with the particular model, and moreover is unable to guarantee a perfect match with paint colours or decorative features associated with specific production runs and/or limited editions. In addition, the natural fading of colours over time can cause a mismatch when adapting spare part colours. If SHARK is unable to carry out the repair for technical reasons or due to a component being out of stock, the company hereby agrees to make the customer an advantageous offer, in taking into account the age of the helmet, that consists of either an identical new helmet or an equivalent model manufactured at the time of the repair request should the original model no longer be available.







**LEGAL INFORMATION 22/05:** 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.

**⚠ WARNING!** 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 VZ100 approved under No. E11 050154 / SHARK VZ100 MXV approved under No. E11 050401 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.

"This user's manual and its images can not be considered as contractual. SHARK reserves the right to improve the quality of production. The images contained in this document are SHARK's exclusive property. Any reproduction is forbidden".