



BMW Motorrad

# Operating instructions

## System 7 Carbon helmet

## Abbreviations and symbols



**CAUTION** Low-risk hazard. Non-avoidance can lead to slight or moderate injury.



**WARNING** Medium-risk hazard. Non-avoidance can lead to fatal or severe injury.



**DANGER** High-risk hazard. Non-avoidance leads to fatal or severe injury.



**ATTENTION** Special notes and precautionary measures. Non-compliance can lead to damage to the vehicle or accessory and, consequently, to voiding of the warranty.



**NOTICE** Specific instructions on how to operate, control, adjust or look after items of equipment on the vehicle.



Indicates the end of an item of information.



Instruction.



Result of an activity.



Reference to a page with more detailed information.



Indicates the end of a passage relating to specific accessories or items of equipment.



Tightening torque.



Technical data.

## Many thanks for your trust,

we at BMW Motorrad have been developing helmets since 1985, particularly flipfront helmets. We congratulate you on your choice of a System 7 Carbon helmet.

The System 7 Carbon helmet continues our 30 years of tradition in flipfront helmets. Every new generation of flipfront helmet has new technologies and design solutions which reflect our high standards for safety, comfort and design. Thus the System helmet has been perfected on various BMW vehicle models in BMW's own wind tunnels by our aerodynamics and acoustics experts. Consequently, the System 7 Carbon helmet has the best figures for aerodynamics and acoustics.

Naturally, the System 7 Carbon helmet has all the proven qualities you can expect of a BMW helmet with regards to safety, comfort and design.

All these properties, our high standards for the quality of the materials used and the care with which we select and monitor our suppliers, combine to produce a premium product designed for the highest demands on safety and reliability in traffic.

We at BMW Motorrad are ourselves passionate motorcyclists and are pleased when some of our enthusiasm rubs off on you.

Familiarise yourself with your new helmet so that you can use it safely and confidently in all traffic situations. Please read through these operating instructions; they contain important information on

how to use, maintain and care for your helmet.

We hope that you will enjoy using your System 7 Carbon helmet and that all your journeys will be pleasant and safe

Your BMW Motorrad.

## Safety instructions

This helmet has been manufactured from high-strength materials in accordance with the state of the art. However, no helmet can protect you against all possible injuries.

This BMW motorcycle helmet is designed only for motorcycling – it is not approved for use for other purposes.

Helmet usage and environmental influences give rise to a process of ageing and wear and tear. Consequently, BMW Motorrad recommends replacing the helmet after five years.

If you are involved in a crash or if the helmet is exposed to impact, the helmet's ability to provide its design-base level of protection is no longer ensured. The helmet is designed to absorb

impact energy in the event of a crash. Forces are absorbed via complete or partial destruction of the outer or inner helmet shell. This damage can usually not be detected by the observer. Consequently, the helmet always has to be replaced after a crash or impact. For safety reasons, it is important to render a damaged helmet completely unwearable.

As high temperatures can lead to damage, contact with hot components (e.g., exhaust system, engine) is to be avoided.



### ATTENTION

#### Hard worktop

Damage to the surface of the helmet

- Use the assembly ring or a clean, soft pad.◀



### NOTICE

The helmet must always be taken off such that it cannot drop to the ground. Any damage arising in such a way is not covered by the warranty. In the case of a repair it is best to contact your authorised BMW Motorrad dealer.◀



### WARNING

#### Riding with the sun visor in poor light conditions (night, rain etc.).

Increased risk of accident.

- The sun visor has a light transmittance of approximately 20 %. Only use the sun visor in optimum light conditions.◀

## Aerodynamics and aeroacoustics

### Aerodynamics

The helmet is designed so that it generates practically no lift or downforce, contributes as little wind resistance as possible and, above all, causes no buffeting.

#### NOTICE

The helmet's aerodynamics are also critically affected by the trim and parts mounted on the motorcycle. These can cause turbulence which can significantly interfere with the helmet's aerodynamics.

If your motorcycle gives you the ability to adjust the height or the angle of your windscreen, please set the windscreen's height and angle so that you obtain the best possible aerodynamic outcome. Adjust it such that you and your

helmet are outside the critical turbulence zone, or feel a definite airflow on the helmet which ensures fatigue-free riding ◀

### Aeroacoustics

The helmet was developed in BMW's own wind tunnel by aerodynamics and acoustics experts using various models of BMW motorcycle and optimised to ensure that the rider or passenger experiences as little noise as possible (quiet helmet) thus allowing him to concentrate when riding over long distances (safety).

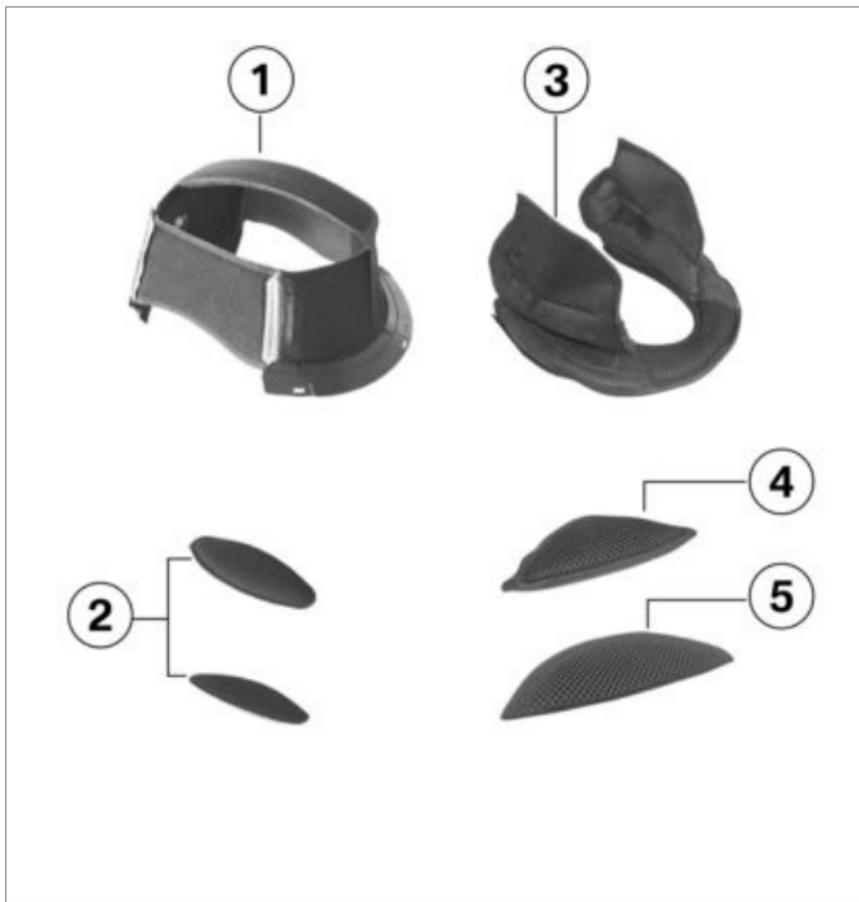
#### NOTICE

Motorcycle model, trim/parts fitted, seated position, body size and clothing all influence the helmet's aeroacoustics. ◀

## System 7 Carbon helmet

- 1 System 7 Carbon helmet
- 2 Head ventilation slide
- 3 Chin bar release for converting to open-faced helmet
- 4 Visor locking/unlocking for visor change
- 5 Vacuum venting
- 6 Sun visor slide
- 7 Chin bar
- 8 Chinstrap with buckle and adjustment
- 9 Chin bar opening button
- 10 Visor/chin ventilation
- 11 Visor with anti-fog inner pane
- 12 Sun visor





## Inner

- 1 Head pad
- 2 Head pads
- 3 Cheek pads with acoustic collar
- 4 Low Noise chin spoiler extension (fitted)
- 5 Air chin spoiler extension (supplied)

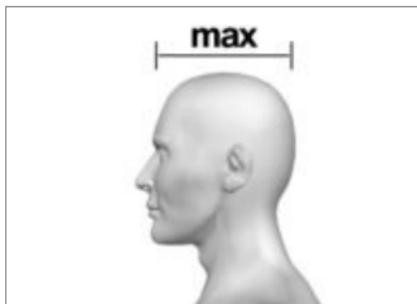
## Inner

- 1 Anti-roll-off neck bands. Wherever possible, we fit our helmets with anti-roll-off neck bands to provide you with the greatest possible safety. As a result of this integrated system, the helmet's protection against twisting on your head considerably exceeds the requirements of the standard.



## System 7 Carbon helmet

### Determining the helmet size



#### NOTICE

Only a correctly sized helmet can provide its protective effect to the fullest extent.◀

Begin by measuring the head size with a measuring tape (positioned about 2 cm above the eyebrows, and round the widest part of the head).

The BMW System 7 Carbon helmet is available in a range of sizes from 52/53 to 64/65 (corresponding to XXS to XXXL). The size suitable for you corresponds to the measured head circumference. If the head measurement results in a value between 2 head sizes (e.g., 59.5 cm), it is recommended to try the smaller size.



#### Decisive fit criteria

- The helmet must fit tightly.
- It must not be possible to turn the helmet sideways.

- Helmet motions when turning forward and backward must be directly noticeable on the scalp.
- The adjustment range of the chinstrap must be sufficient.

### Donning and closing helmet

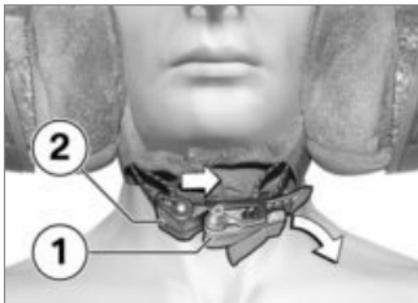


#### WARNING

#### Danger of injury

- The folded up chin bar may close with jerky movements
- Do not ride with the chin bar folded up.◀

- Pull opening button **1** forward and swing chin bar **2** up.



- Hold the helmet by the chin strap at both sides, pull slightly apart and don the helmet.

#### NOTICE

The four-hinge mechanism on the System 7 Carbon helmet is based on the EP 797 935 B1 patent which is the property of Nolangroup S.p.A. ◀

#### WARNING

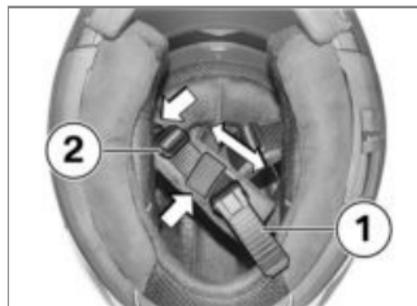
##### Unfastened or loose chin-strap.

Limited protective effect.

- Adjust the length of the chin strap before you use the helmet for the first time so that the chin strap and buckle fits snugly at the neck.
- Always buckle the chin strap correctly before riding off and keep it buckled at all times while riding. ◀
- Position the chinstrap pad correctly, open snap buckle **1** and push latching tab **2** as far into the buckle as possible until the chinstrap is seated snugly at the neck, and at least until the latching tab engages the first detent.
- Close the chin bar, making sure that the chin bar engages audibly at both sides.

#### Adjusting chin strap

- Adjust to the **basic setting** before riding for the first time wearing the helmet.
- Put the helmet on and push the latching tab as far as possible into the buckle.
- Check the fit of the chinstrap and the position of the chin-strap buckle.



- Take the helmet off again to adjust the chinstrap.
- Pull the latching tab **1** out of the securing tab **arrow** and out of the neck strap loop **arrow**.

- Adjust the chinstrap length by shortening or lengthening on the B-ring buckle **2** in the helmet.

## NOTICE

The chinstrap must be passed through the neck band loops on the left and the right, as otherwise secure seating of the helmet cannot be guaranteed.◀

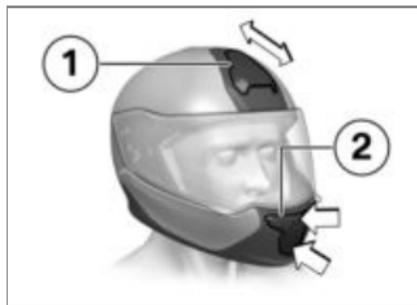
- Adjust the chinstrap length so that the chinstrap fits snugly at the neck when the latching tab is fully inserted.
- The position of the buckle can be changed if it is pressing against your larynx. Do the same on the other side.

## Operating ventilation

### NOTICE

The effect of the ventilation can be perceptibly reduced behind a

high windscreen or behind a full fairing on a motorcycle.◀



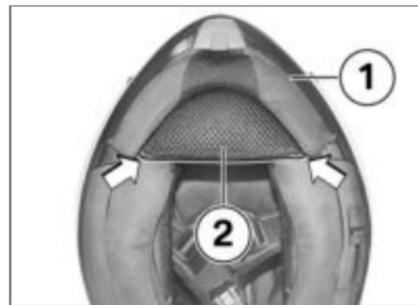
- Push the cover **1** backwards to open the head ventilation and forwards to close it.
- Push the flap **2** down to open the visor ventilation, and up to close it.

## Fastening the chin spoiler extension

### NOTICE

Helmet acoustics and air flow to the face depend on the chin spoiler extension used.

The Low Noise version fitted in the factory provides the best acoustics. Depending on environmental conditions or individual needs and preferences, the Low Noise extension can be removed and replaced with the Air extension supplied.◀



- Open chin bar **1**.
- Align Select the Low Noise or Air chin spoiler extension **2** with the chin spoiler on the left and right **arrow** and press on the Velcro tabs of the Low Noise or Air chin spoiler extension **2**.

- Close the chin bar **1**.

## Removing the chin bar and visor

### Requirement

Chin bar is opened and visor fully closed.

### NOTICE

If the Helm System 7 Carbon is used as a jet helmet with chin bar removed, the sun visor legally corresponds to the visor.

The clear sun visor without tinting (7631 **8 396 998**) is permissible for day and night riding.

The lightly tinted sun visor (7631 **8 568 387**) may only be used during the day.

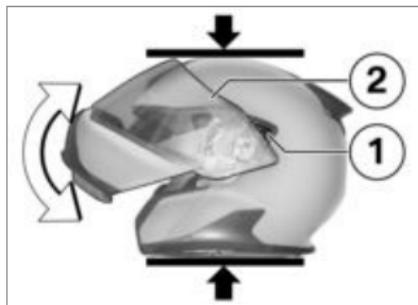
The standard sun visor (7631 **8 568 386**) may not be used when using as a jet helmet!◀

### NOTICE

The removal of the chin bar can be facilitated with the removal of the visor.◀

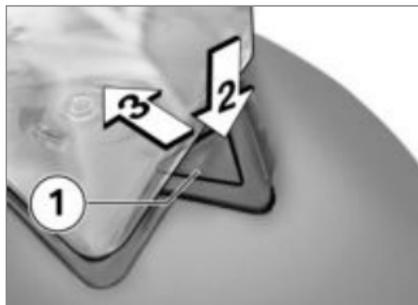
### NOTICE

For your safety, the release buttons are not accessible when the chin bar is closed or fully opened.◀



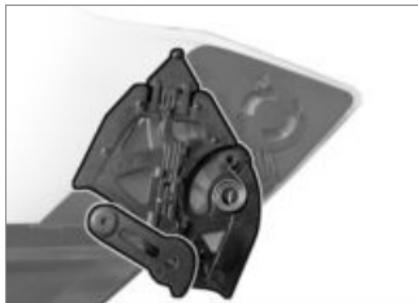
- Fasten helmet in lateral position, e.g. by wedging between the legs.

- Half open chin bar with visor **2** so that the release buttons **1** are accessible.



- Completely push in the release button near the edge **1** in the direction **2** of the arrow.
- Push release button **1** in the direction of the arrow **3** and pull the supportive chin bar with visor slightly to the front.
- » One side of the chin bar with visor is unlocked.
- Repeat this procedure with the lock on the other side.
- Remove the chin bar with visor towards the front.

## Fitting the chin bar and visor



- The figure shows the correct position of the swivel mechanism for installing the chin bar.

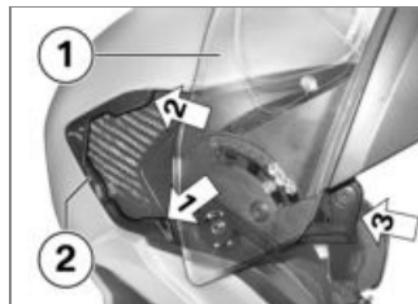


### ATTENTION

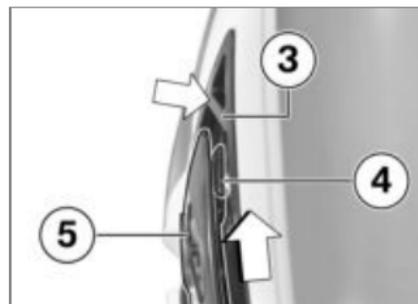
#### Component damage

Components on the swivel mechanism can become deformed or damaged

- Only change the position of the swivel mechanism by moving the lever, without applying pressure on the triangle button.◀
- Operate the lever **1** on both sides to rotate the swivel mechanism **2**.
  - » Swivel mechanism is in the mounting orientation.



- Place the chin bar and visor **1** first down, then up in guide **2** of the chin bar holder and push back at the hinge mechanism.



- As you do this, push the bridge **3** between the locking/unlocking tab **4** and chin bar

frame **5**. You must hear the chin bar and visor **1** engage on both sides.

- Fit the visor on the opposite side in the same way.



#### NOTICE

Ensure that the chin bar is fully seated in the guide on both sides after fitting.

Then check the correct latching of the lock/release buttons on both sides separately by pulling on the closed chin bar.◀

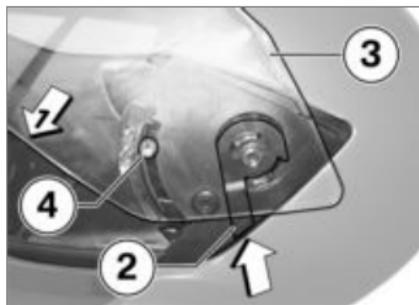
- » The chin bar and visor is now locked and ready for use.

## Visor

### Remove visor

#### Requirement

Chin bar is closed and visor closed one notch **1** down from the fully open position to expose the locking latch.

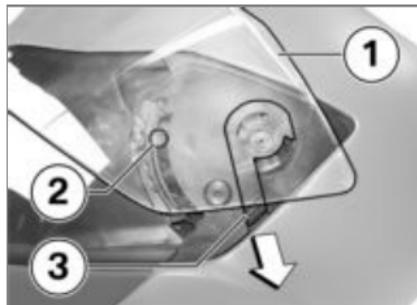


- Operate the visor mechanism **2** on both sides to unlock the visor **3**.
- Remove visor **3** laterally out of the visor mechanism **2** while paying attention to the guide **4** on both sides.

## Install visor

### Requirement

Visor mechanism is operated.



- Position the visor **1** making sure to observe the guide **2**.
- Insert the visor **1** into the visor mechanism **3**.
- Lower the visor mechanism **3** while making sure that the visor mechanism **3** locks the visor **1** correctly.
- Fit the visor **1** in the same way on the opposite side.
- Check that the visor **1** opens and closes correctly.

## Inner visor

### Remove inner visor pane



#### NOTICE

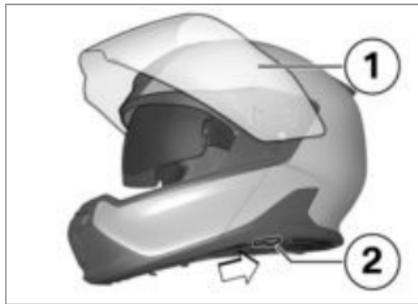
Approximately 4 % of light passing through a medium of a different density is reflected. This effect occurs at the outer visor and also at the inner visor. Increased inward reflection is the result. This can be a source of irritation, particularly in the rain or at night. It is advisable to dispense with the inner visor if this effect is irritating. Under these circumstances, fit the dummy plugs in place of the eccentric pins in the visor. ◀



- The tip **arrow** shows the direction of the eccentric's force.
- Turn the pin on the opposite side in the same way until the silicone seal is seated evenly against the visor.

## Sun visor

### Removing the sun visor



- Fold up visor **1** fully.
  - Push slide **2** for the sun visor back.
- » Sun visor extends.



- Slightly lift retaining lug **1** on the left and on the right.
- Remove the sun visor **2**.

### Fitting the sun visor



- Insert the sun visor **1** on the left and right between the bracket **2**.

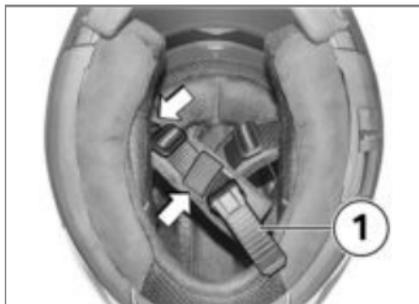


#### NOTICE

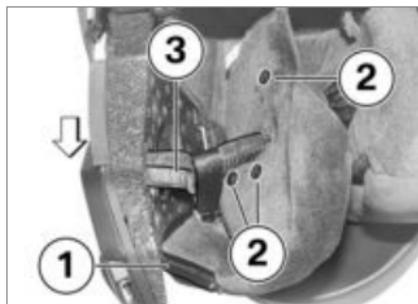
When installing the sun visor it must be observed that the sun visor is installed between outer and inner helmet shell. Check the mechanics and/or extending and retracting the sun visor. ◀

## Interior

### Removing the cheek/neck pad



- Pull the chinstrap **1** out of the securing tab **arrow** on the left and right and out of the neck strap loop **arrow**.

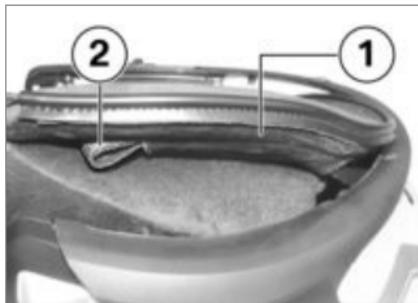


- Pull tab **1** between helmet outer shell and inner shell downwards and guide into the inside of the helmet.
- Undo press-studs **2**.
- Remove chinstrap **3** from the cheek/neck pad.
- Detach the opposite side in the same way.



- Pull the anti-roll-off neck straps **1** from the cheek/neck pad **2**.

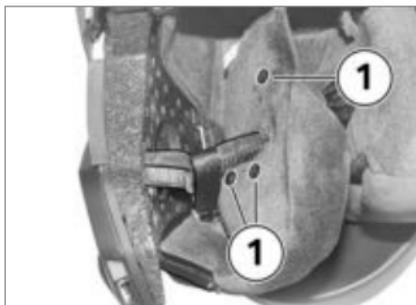
## Fitting the cheek/neck pad



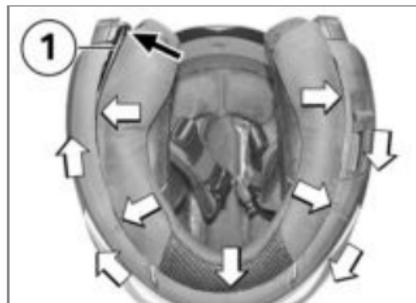
- Lay the cheek/neck pad **1** in the helmet.
- Use a suitable tool to thread the neck bands **2** through the cheek/neck pad **1** on both sides. Make sure that the neck bands are not twisted.



- Guide the chinstrap **1** into the helmet through the neck bands **2** and cheek/neck pad **3** on both sides.

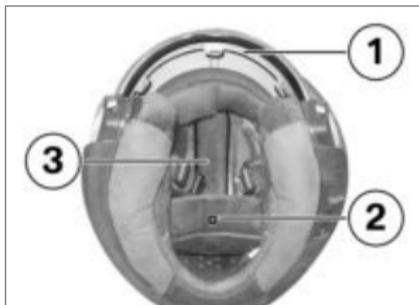


- Close the press-studs **1** on both sides.



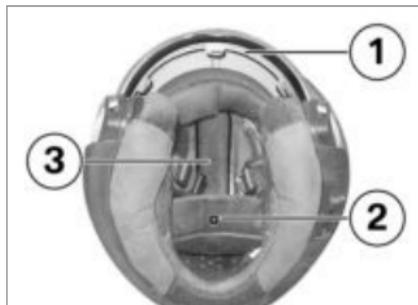
- Push the walt pin **1** into the opening provided between the outer and inner shells of the helmet and push the walt **1** firmly into the edge of the helmet all round.
- Insert walt **1** pin **arrow** not yet positioned into the opening provided on the other side of the helmet.

## Remove the head pad



- Undo the retainers **1** and press-stud **2**.
- Detach the Velcro tabs from the centre ridge and remove the head pad **3**.

## Installing head pad



- Place the head pad **3** in the helmet and fasten the central ridge to the Velcro tabs.
- Fasten the press-stud **2** and retainers **1**.

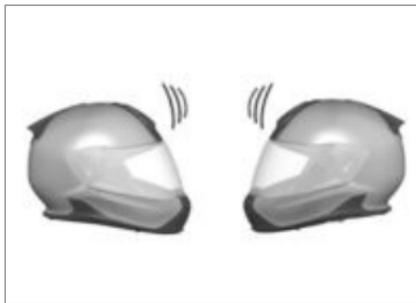
## Spare parts and communication system

### Spare parts

Cheek/neck pads are available in various sizes.

Your authorised BMW Motorrad dealer will be glad to provide the latest information about tested equipment complying with the standards and approved by BMW for your System 7 Carbon helmet.

## BMW Motorrad communication system



The System 7 Carbon helmet can be fitted with the wireless communication system by your BMW Motorrad retailer.

The helmet's ECE 22/05 homologation also applies with the system installed, so the helmet is compliant with all the safety criteria set out in this standard.

### Special features of the communication system:

- Complete integration into the helmet.
- A number of simultaneous wireless connections to each helmet are possible.
- Operating time: 10 to 12 hours.
- A2DP - standard for connections to music sources (stereo).

## Cleaning outer helmet shell

### ATTENTION

#### Use of unsuitable cleaning agents

Paint damage

- Do not apply fuel or solvents to the helmet outer shell. ◀
- Clean the helmet outer shell with a mild soap solution or with BMW helmet cleaner.

### NOTICE

It is possible to use cleaning agents that contain alcohol. ◀

#### Cleaning the inside

- Hand-wash the pad at no more than 30 °C.
- Use only a mild solution of soap in water and then allow to dry slowly in the air.

## Cleaning the visor

### ATTENTION

#### Use of unsuitable cleaning agents

Damage to the scratch protection (Antiscratch coating)

- Do not use fuel, solvents, window/glass cleaners or any other cleaning agents containing alcohol on the visor. ◀
- Clean the visor with a soft cloth and a mild soap solution or with BMW visor cleaner.
- Soften up stubborn dirt on the visor (e.g. dried on insect remains) by laying a wet cloth over it and then wiping it away.
- Use a lint-free cloth to dry.

#### Cleaning inner visor and sun visor

- Use only water or a mild solution of soap in water to clean

the inner visor and sun visor. Never attempt to apply an anti-fogging gel or spray or other similar products as they would cause irreparable damage.

## Maintaining the visor seal

- Wipe the visor seal with talcum each year at the start and end of the season.



Installation tool

Talcum powder

## Storing the System 7 Carbon helmet

- The inner visor needs some time to reactivate fully, i.e. to dry out fully, after intensive cleaning, a ride in the rain or a long ride in cold weather. The

inner visor can absorb moisture over its entire volume to prevent the surface misting over. This means that the inner visor can absorb much more moisture and is thus significantly more effective than a simple anti-fogging coating. The inner visor can absorb none, or only a little, moisture from the rider's breath in this time. Storing in a dry, well-ventilated place speeds up the inner visor's reactivation process. If the helmet is not to be used (stored), the visor must be opened so that moisture inside the helmet can escape.

## Storing the chin bar with the visor



### ATTENTION

#### Component damage

Swivel mechanism is damaged

- The removed chin bar must be stored or transported with the swivel mechanism twisted to protect the triangle button.
- Damaged or bent triangle buttons may not be installed. It is best to consult your BMW Motorrad retailer for a repair. ◀

- The figure shows the position of the swivel mechanism when storing or transporting with the chin bar and visor removed.

## Helmet

Helmet outer shell	The helmet shell is 100 % carbon fibre with a duroplastic matrix cured in a prepreg process. The best impact damping values with the best possible weight advantage can be achieved by this complex production method.
Helmet weight	Small helmet shell (up to 58/59)
	1590 $\pm$ 50 g
	Large helmet shell (up to 60/61)
	1680 $\pm$ 50 g
Helmet inner shell	Impact-absorbing inner shell made of EPS (expanded polystyrene), consisting of two cheek pads and a two-part main shell made of two foams of different densities (multidensity shell) for optimum absorption characteristics.

Inner	Fully removable interior made of moisture-trans- porting DuPont Coolmax and Alcantara.
	Chinstrap with snap buckle and integrated neck bands to further improve the helmet's anti-roll-off behaviour.
	Two different chin spoilers: low-noise version (standard, screwed-on); an Air chin spoiler ex- tension is also supplied to be simply swapped without the need for a tool for warmer days.
Chin bar	Chin bar with central opening button and four- hinge mechanism. The chin bar can also be easily and quickly released and removed with a press- stud on the left-hand and right-hand sides. The helmet is also approved as an open-faced helmet.
	Stainless steel chin bar locks, cable action
Visor	Outer visor has scratch-proof coating on both sides
	Curved three-dimensionally, optical quality class 2
	Inner visor made from hydrophilic material with anti-fogging properties

Sun visor	Integrated, with scratch-proof surface, 100 % UVA and UVB protection
	Scratch-proof coating on both sides
	Operated by means of a slide control on the left edge of the helmet
	Continuously adjustable
Ventilation	Visor ventilation via centrally arranged rocker switch
	Fresh air to front or head through sliders, ventilation via opening in the neck area

## **ECE R 22/05**

The System 7 Carbon helmet is approved to the currently valid standard ECE R 22/05 and significantly exceeds its requirements. This standard also applies for England (UK).

The helmet does not comply with US regulations and requirements. Its use is permitted only in countries in which the European ECE standard applies. Use in other countries does not justify claims before courts in the USA or other countries not bound by the ECE standard.

## **ECE R 22/05 France**

The System 7 Carbon helmet sold in France is approved to standard ECE R 22/05 and is additionally fitted with reflecting stickers.

## **JIS - standard**

These instructions for use also apply to the versions of the System 7 Carbon helmet that satisfy the requirements of the Japanese standards.

## **Restriction on approval in USA**

This helmet is not compliant with the applicable DOT standard and therefore cannot be worn for motorcycling in traffic in the USA.

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## **Disclaimer**

Depending on the scope of equipment or accessories of your product from BMW Motorrad but also in the case of country-specific versions, deviations from the details described or illustrated in this booklet may occur. No claims will be entertained as a result of such discrepancies.

Dimensions, weights, fuel consumption and performance data are quoted to the customary tolerances.

The right to modify designs, equipment and accessories is reserved.

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