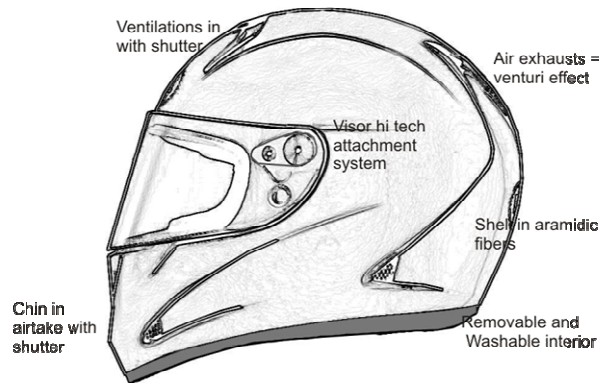


M4R CARBON



THE BEST CHOOSE FOR HI-TECH and ULTRA LIGHT COMFORTABLE TOURING-BIKE

DESIGN highly researched and innovative, but in full compliance with the BELL tradition, involving a high degree of technology. Hand crafted in Italy where the passion of making genuine safety products still remains.

Shell made in carbon fibers, using the most evolved ULM (ULTRA-LIGHT-MULTIAXIAL) MOULDING TECHNOLOGY available, making it possible to achieve an excellent lightweight / strength ratio.

Why Carbon shell:

Carbon fiber, alternatively graphite **fiber**, **carbon graphite** or **CF**, is a material consisting of extremely thin fibers about 0.005–0.010 mm in diameter and composed mostly of carbon atoms. The carbon atoms are bonded together in microscopic crystals that are more or less aligned parallel to the long axis of the fiber. The crystal alignment makes the fiber very strong for its size. Several thousand carbon fibers are twisted together to form a yarn, which may be used by itself or woven into a fabric. Carbon fiber has many different weave patterns and can be combined with a plastic resin and wound or molded to form composite materials such as carbon fiber reinforced plastic (also referenced as carbon fiber) to provide a high strength-to-weight ratio material. The density of carbon fiber is also considerably lower than the density of steel, making it ideal for applications requiring low weight.

The properties of carbon fiber such as high tensile strength, low weight, and low thermal expansion make it very popular in aerospace, civil engineering, military, and motorsports, along with other competition sports. However, it is relatively expensive when compared to similar materials such as fiberglass or plastic. Carbon fiber is very strong when stretched or bent, but weak when compressed or exposed to high shock (eg. a carbon fiber bar is extremely difficult to bend, but will crack easily if hit with a hammer).

M4R Carbon specifics:

EPS liner moulded in 3 different densities to provide maximal chock absorption and passive safety.



AIR VENTS on the front that can be partially closed and rear extractors, which along with the polystyrene shell and air ducts, guarantee a high continuous flow rate of air inside the helmet, even at low speeds. Air vents: on the chinguard to guarantee maximum air circulation inside the helmet, with demisting function.

VISOR: professional racing visor with Class 1 optical properties. Flat injection moulded in 3,2 mm made of thick LEXAN, with OPTIVISION NO FOG+NO DROP ANTIFOG treatment internally and rain water repelling treatment externally. It is also antiscratch and has a UV filter. Can be prepared for attaching tear-off visors.

INTERIOR made of Coolmax fabric and DRY-FAST-DRY non-allergic, sweat-resistant fabric, that can be removed completely and washed for perfect hygiene and comfort. The removable and replaceable cheek pads made in different sizes provide maximum customised comfort.

M4R Carbon version standard with Carry-Bag and additional visor.

BUCKLE double d-ring.

Weight: 1.100 g (\pm 50 g). (Size.M)

HELMET USE

You must always wear a well-fitting helmet, one that fits snugly and that is fastened in such a way that it cannot move from side to side or back and forth. It's important to wear the right sized helmet, one that is neither so small as to be constrictive, nor so large that it might move about while driving. Make sure that the chinstrap is properly fastened and adjusted so that it keeps your helmet in place while driving.

HELMET MAINTENANCE

In case you are involved in an accident, replace the helmet. Damages caused by impacts are not always visible, the inner shell, designed to absorb the impact deforms if compressed and will not absorb further impacts. Use soap and water only to clean your helmet, do not use solvents or petrol, do not apply stickers and do not paint the helmet. Clean the internal padding with soap and water.

VISOR CARE

The visor must be kept clean. If the visor is damaged in such a way that visibility is reduced, replace it with an identical one designed for your helmet. Clean the visor with water and dish-soap, do not use solvents, chemical products or other detergents, as these could damage the visor. Visor marked "day time use only" should not be used during the night or in condition of poor visibility.

Replacement visors for M4 – M5

OPTIVISION Infracol (I.R. Crome + NoDrop + NoFog)

Visor with light gold metallisation (>51% light transmission – very light tinted) approved to ECE22.05 – Infra-red filter of 760nm ca and UV filter of 400nm

External treatment: NoDrop (water repellent), scratch resistant and multilayer Goldcrome coating

Internal treatment: NO FOG - permanent

OPTIVISION NoDrop+ NoFog Clear

Clear visor: approved to ECE22.05 with UV filter of 400nm



External treatment: NoDrop (water repellent), scratch resistant
Internal treatment: NO FOG - permanent

OPTIVISION NoDrop+ NoFog F30

Light tinted visor (>30% light transmission) con with UV filter of 400nm
External treatment: NoDrop (water repellent), scratch resistant
Internal treatment: NO FOG - permanent

OPTIVISION NoDrop+ NoFog F15

Dark tinted visor (>15% light transmission) with UV filter of 400nm
External treatment: NoDrop (water repellent), scratch resistant
Internal treatment: NO FOG - permanent

OPTIVISION GoldCrome Multilayers + NoDrop

Medium tinted visor with GoldCrome coating with UV filter of 400nm
External treatment: NoDrop (water repellent), scratch resistant
Internal treatment: scratch resistant

OPTIVISION BlueCrome+NoDrop

Medium tinted visor with BlueCrome coating with UV filter of 400nm
External treatment: NoDrop (water repellent), scratch resistant
Internal treatment: scratch resistant