BMW MOTORRAD

Operating instructions

System 7 Evo Carbon helmet



MAKE LIFE A RIDE

WELCOME.

We congratulate you on your choice of a genuine accessory product from our company. We constantly strive to match our accessories product world optimally to customers' needs and preferences and areas of use, so that the products can be of assistance to you on your adventures and in your daily routine.

About these operating instructions

Read these operating instructions before using your new accessory product for the first time. You will find important notes here on operation which will help you to make the most of the technical benefits of our products and to use the products to optimum effect and for the longest possible time.

Suggestions and criticism

If you have questions concerning our products, your authorised BMW Motorrad retailer will be happy to provide advice and assistance.

We hope you enjoy using your new product and that all your journeys will be pleasant and safe

BMW Motorrad.

GENERAL INSTRUCTIONS

01

PREFACE

We congratulate you on your choice of a System 7 Evo Carbon helmet.

The System 7 Evo Carbon helmet continues our 30 years of tradition in helmets. Every new generation of helmet incorporates new technologies and design solutions that reflect our high standards for safety, comfort and design. The System 7 Evo Carbon helmet was tested and perfected in wind tunnels. Consequently, the aerodynamic and acoustic performance of the System 7 Evo Carbon is outstanding.

Of course, the System 7 Evo Carbon helmet has all the proven properties you expect of a BMW Motorrad helmet in terms of safety, comfort and design.

All these properties, our high standards for the quality of the materials used and the care exercised throughout production combine in a premium product designed to meet the highest demands for safety and reliability for riding on public roads.

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.

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

- 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.

SAFETY INFORMATION

02

SAFETY INFORMATION

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.

This helmet complies with the legal and country-specific regulations in all countries in which it is sold.

Do not attempt to make technical changes to this helmet. To ensure adequate protection, this helmet has to be snugly adjusted and securely fitted.

WARNING

Wrong visor and incorrect use
Higher risk of accident
- With the helmet, use only visors approved for N°22R-050608.
- Do not use visors labelled DAYTIME USE ONLY at night or in conditions of poor visibility.
- Do not apply paint, stickers, petrol or other solvents to the helmet. To maintain the good optical quality of the visor and the coatings, do not use solvents, petrol, abrasive pastes or similar products for cleaning. BMW Motorrad recommends using a soft cloth, cold water and mild soap.

ATTENTION

High temperatures can damage the helmet
Damage due to hot rear silencer
- Do not attach the helmet too close to the exhaust system.

WARNING

Under certain circumstances the visor's transparency with the inner visor installed might be slightly less than the 80 % required by the ECE 22.05 standard.
Increased risk of accident when riding at night with the inner visor fitted (as-delivered condition).
- We recommend removing the inner visor for riding at night.

ATTENTION

Hard worktop
Damage to the surface of the helmet
- Use the assembly ring or a clean, soft pad.

6 SAFETY INFORMATION

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.

MIPS SAFETY SYSTEM

03

8 MIPS SAFETY SYSTEM

MIPS SAFETY SYSTEM

MIPS is short for Multi-directional Impact Protection System. This is a safety system for helmets.
This safety system offers extra protection against angled impacts and the resulting rotational forces.
The MIPS low-friction layer decouples the comfort pads to a defined extent from the EPS shell. Elastomer elements permit a defined relative movement between helmet and head to dissipate rotational energy.

AERODYNAMICS

04

10 AERODYNAMICS

AERODYNAMICS

The aerodynamic and aero-acoustic properties of a motorcycle helmet depend heavily on the prevailing airflow conditions. Turbulence can be experienced to a greater or lesser extent, depending on seated position and on the design of the windscreen and the fairing. These fluctuations in air pressure are perceived as sound. If these fluctuations in air pressure occur at the underside of the helmet there is a sharp increase in sound level inside the helmet. The extent to which even an acoustically optimised helmet can reduce this sound is subject to constraints.

OVERVIEW

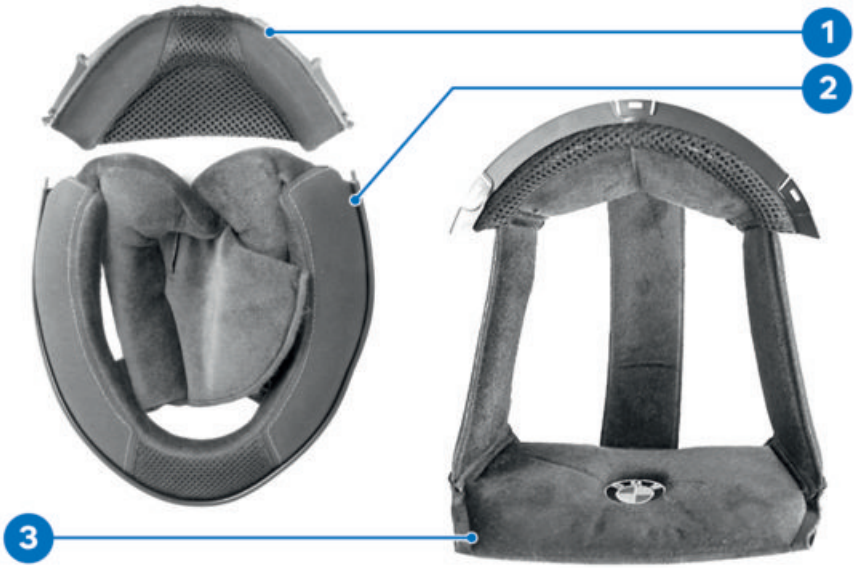
05

EXTERIOR FEATURES OF THE SYSTEM 7 EVO CARBON HELMET



1 System 7 Evo Carbon helmet
2 Vent slider, top (➠ 16)
3 Sun visor (➠ 17)
4 Visor
Inner visor (➠ 21)
5 Visor actuator
6 Chin/visor ventilation (➠ 16)
7 Chinstrap (➠ 16)
8 Visor mechanism (➠ 21)

INTERIOR



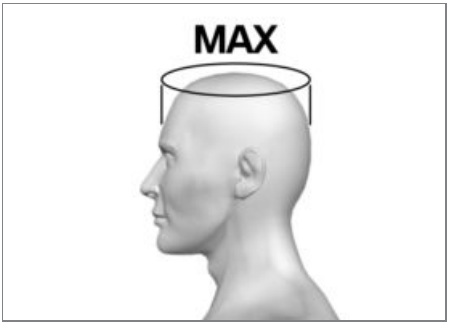
1 Chin spoiler (➠ 17)
2 Cheek pads, left and right (➠ 22)
3 Head pad (➠ 24)

OPERATING

06

SYSTEM 7 EVO CARBON HELMET

Determining helmet size



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

Begin by measuring head circumference with a measuring tape (positioned about the width of a finger above the eyebrows, and round where the head is widest).

The BMW System 7 Evo Carbon helmet is available in the range of sizes from 52/53 to 64/65 (corresponding to the range XS to XXL). The size suitable for you corresponds to measured head circumference. If head measurement results in a value that is between 2 helmet sizes (e.g. 58.5 cm), it is advisable 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.

Operating chin section

WARNING

Danger of injury
The folded up chin bar may close with jerky movements
• Do not ride with the chin bar folded up.

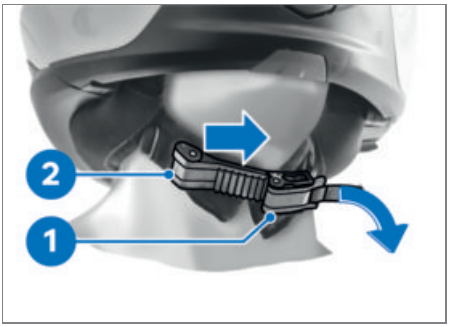


• Pull button **1** forward and swing the chin section with visor **2** up to open.
• Swing chin section with visor **2** down to close.
» The chin section engages with an audible click on both sides.

Closing chinstrap

WARNING

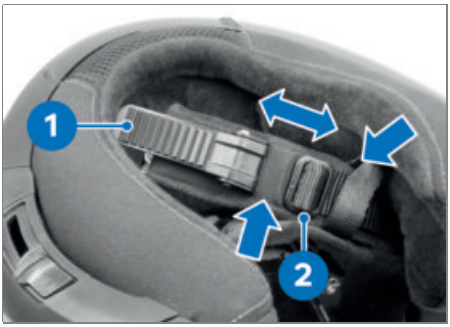
Unfastened or loose chinstrap.
Limited protective effect.
- Adjust the length of the chin strap before you use the helmet for the first time so that the chin strap and buckle fits snugly at the neck.
- Always buckle the chin strap correctly before riding off and keep it buckled at all times while riding.



- 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.

Adjust the chinstrap

- 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 chinstrap buckle.



- Take the helmet off again to adjust the chinstrap.
- Pull latching tab **1** out of securing tab **arrow** and out of the neck band loop **arrow**.
- Shorten or lengthen the chinstrap to suit at B-ring buckle **2** at the helmet end of the strap.

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.

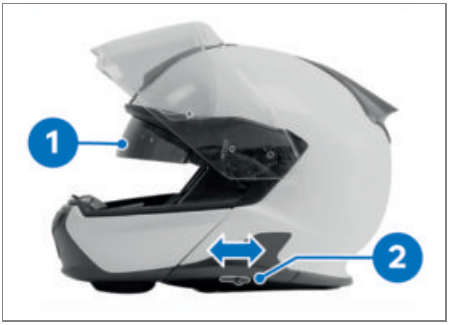
Adjust the air-inlet vent flow

The effect of the ventilation can be perceptibly reduced behind a high windscreen or behind a full fairing on a motorcycle.



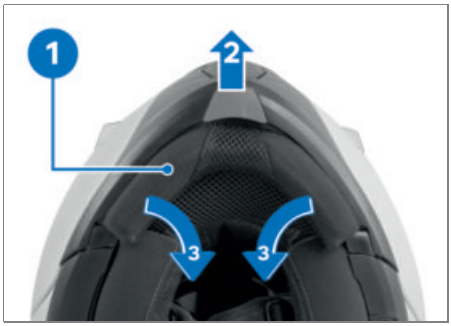
- Open head ventilation by sliding cover for ventilation slot **1** to the rear; close it by sliding the cover forward.
- Open the flow of air for visor ventilation by pressing cover for chin guard **2** at the bottom, close the flow of air by pressing the cover at the top.
- On hot days and for off-roading, cover for chin guard **2** can be eased forward and removed.

Operating sun visor



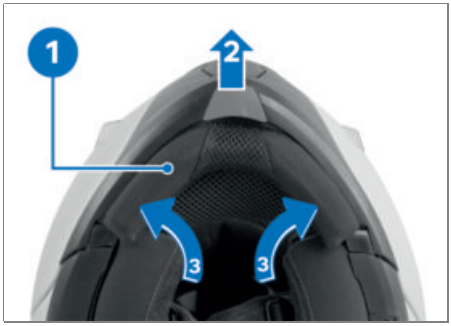
- Slide actuator **2** back to close sun visor **1**.
- Slide actuator **2** forward to open sun visor **1**.

Removing chin spoiler



- Pull button **2** forward and hold it in this position.
- Work chin spoiler **1** in the direction of arrow **3** to remove.

Installing chin spoiler



- Pull button **2** forward and hold it in this position.
- Work chin spoiler **1** in the direction of arrow **3** to install.

Removing the chin bar and visor
Requirement
Chin bar is opened and visor fully closed.

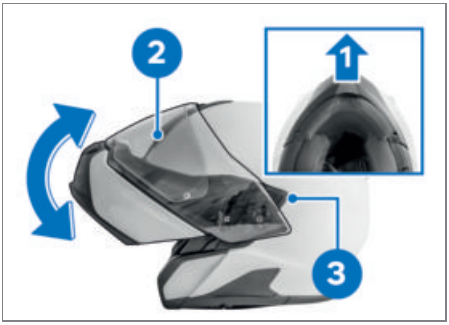
When the System 7 Evo Carbon helmet is used as an open-face, jet helmet with the chin section removed, for legal purposes the sun visor corresponds to the visor. The clear sun visor without tinting (7631 **8 396 998**) is permissible for day and night riding.

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!

Removing the visor makes the chin section easier to remove.

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



- Pull button **1** forward and hold it in this position.
- Half-open chin section with visor **2** to gain access to release buttons **3**.

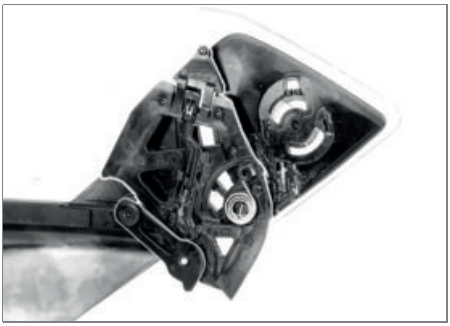


- Depress the release button that is closer to the edge **1** fully in the direction of arrow **2**.
- Push release button **1** in the direction of arrow **3** while at the same time pulling the chin section with visor slightly forward.

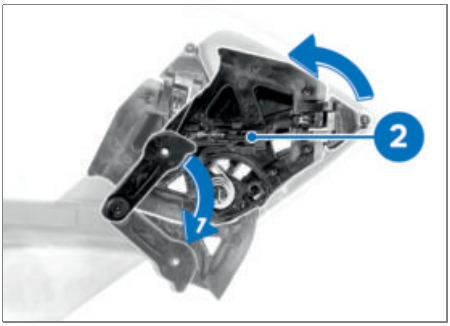
» The chin section with visor is released on one side.

- Repeat this procedure to disengage the lock on the other side.
- Work the chin section with visor forward to remove.

Fitting the chin bar and visor



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



ATTENTION

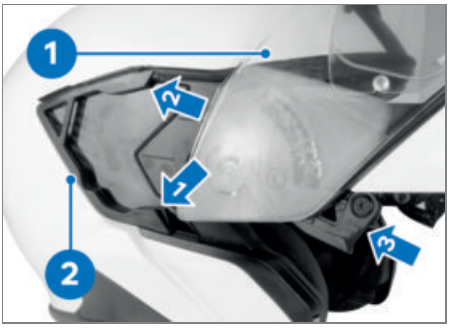
Component damage

Components on the swivel mechanism can become deformed or damaged

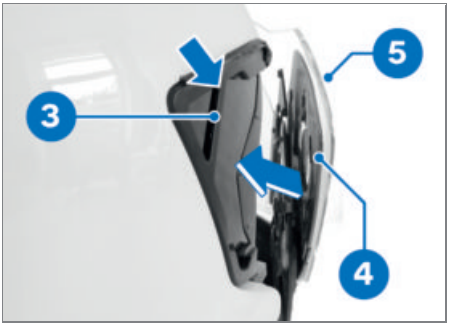
- Only change the position of the swivel mechanism by moving the lever, without applying pressure on the triangle button.

- On each side, move the lever in the direction indicated by the arrow **1** to turn swivel mechanism **2**.

» Swivel mechanism is in the mounting orientation.



- Position chin section with visor **1** in guide **2** of chin-section holder, at the bottom first and then at the top, and then apply pressure at the swivel mechanism to push it backward into the helmet.



- At the same time, slip bridge **3** between locking/unlocking tab **4** and chin-section frame **5**. Chin section with visor **1** must engage with an audible click.
- Fit the visor on the opposite side in the same way.

After installation, ensure that the chin section fits fully in the guide on both sides.
Then check if the lock/release buttons engage correctly on both sides by pulling the closed chin section.

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

MAINTENANCE

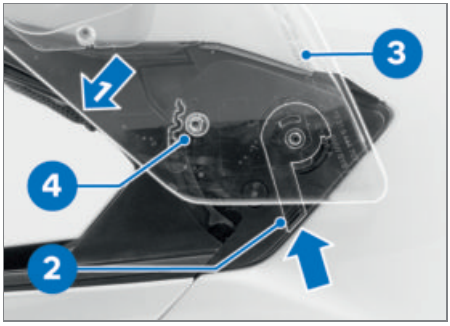
07

VISOR

Removing visor

Requirement

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

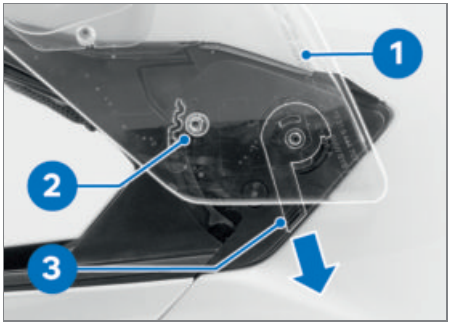


- Operate visor mechanism **2** on both sides to unlock visor **3**.
- Ease visor **3** to the side to disengage it from visor mechanism **2**, noting guide **4** on each side.

Installing visor

Requirement

Visor mechanism is operated.

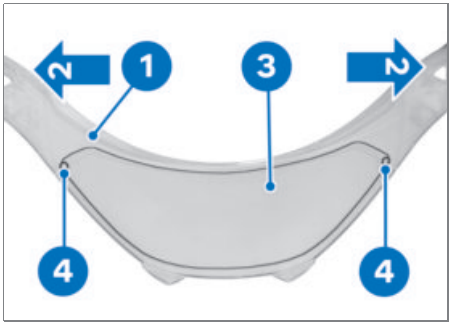


- Hold visor **1** in position, noting guide **2**.
- Insert visor **1** into visor mechanism **3**.
- Lower visor mechanism **3** , making sure that visor mechanism **3** clocks visor **1** correctly.
- Follow the same procedure to install visor **1** on the opposite side.
- Check that visor **1** closes and opens correctly.

INNER VISOR

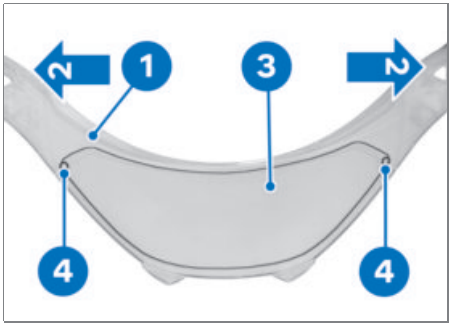
Removing inner visor

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 for the rider, particularly in the rain. It is advisable to dispense with the inner visor if this effect is irritating. Under these circumstances, fit the blanking plugs in place of the pins in the visor.



- Apply enough pressure to visor **1** to overtension it slightly **2**.
- Ease inner visor **3** up slightly at one side and disengage it from pins **4**.
- Remove inner visor **3**.

Installing inner visor



- Thoroughly clean visor **1**.
- Apply enough pressure to visor **1** to overtension it slightly **2**.
- Seat inner visor **3** on one of the pins **4**, then secure the other side as well.

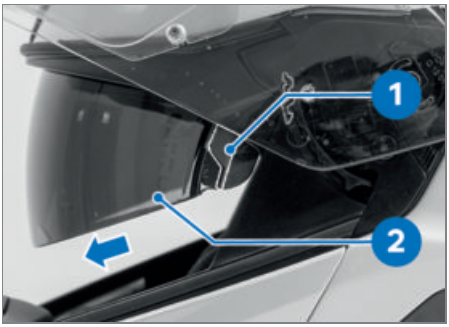
SUN VISOR

Removing sun visor



- Fully open visor **1**.
- Push slider **2** for the sun visor back.

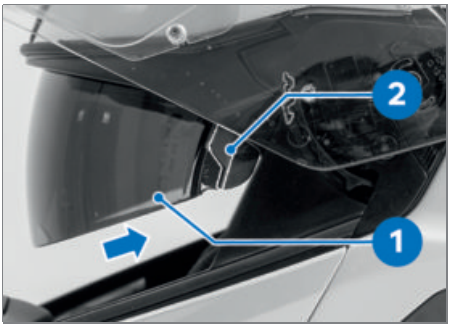
» Sun visor extends.



- Slightly lift left and right retaining lugs **1**.
- Work sun visor **2** in the direction indicated by the arrow to remove.

Installing sun visor

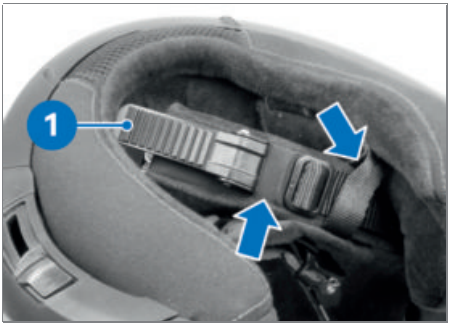
When installing the sun visor, make sure that the sun visor is between the outer and inner shells of the helmet. Check that the mechanism is in full working order and that the sun visor extends and retracts correctly.



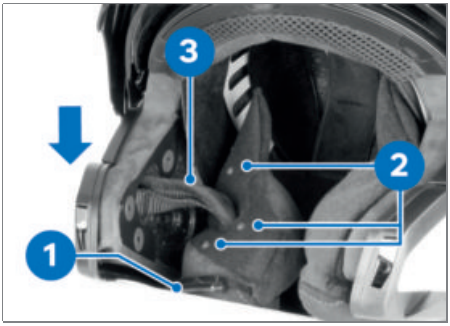
- Insert sun visor **1** insert holder **2** on left and right.

INTERIOR

Removing the cheek/neck pad

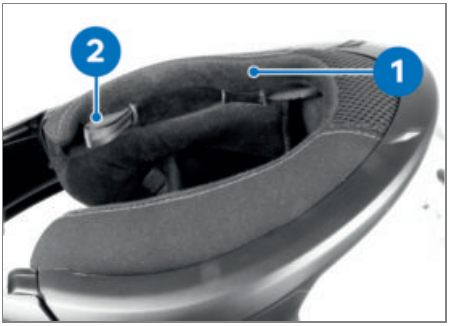


- Pull chinstrap **1** out of the securing tabs **arrow** on left and right and out of the loop of the neck band **arrow**.



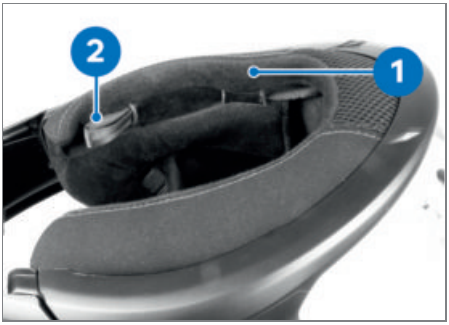
- Pull tab **1** down between the outer shell and the inner shell of the helmet and pass it into the inside of the helmet.

- Disengage stud fasteners **2**.
- Remove chinstrap **3** from the cheek/neck pad.
- Detach the opposite side in the same way.

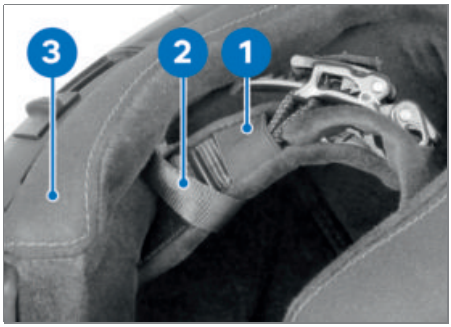


- Pull neck bands **2** out of cheek/neck pads **1** on both sides.
- Remove check/neck pad **1**.

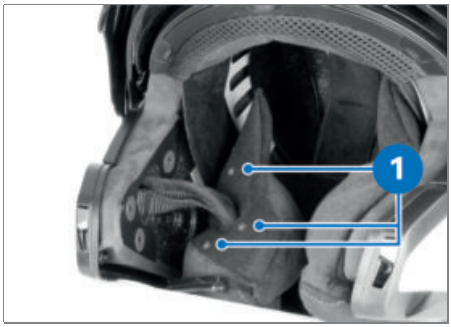
Fitting the cheek/neck pad



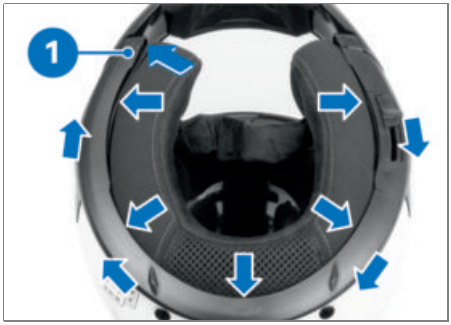
- Lay check/neck pad **1** inside the helmet.
- Use a suitable tool to thread neck bands **2** through cheek/neck pad **1** on each side. Make sure that the neck bands are not twisted.



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

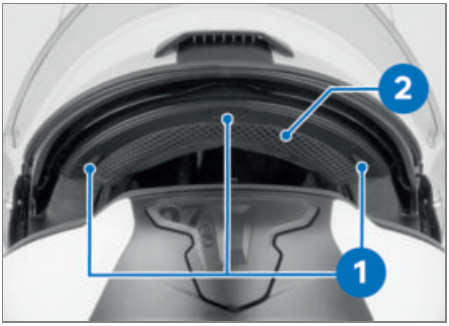


- Close stud fasteners **1** on both sides.

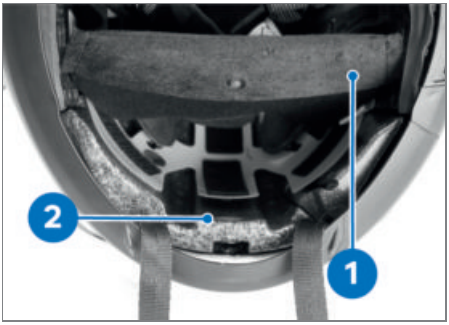


- Slip pin **1** of the welt into the opening between the outer and inner shells of the helmet and push welt **1** firmly into the edge of the helmet all round.
- At the other side of the helmet, insert the still loose pin **arrow** of welt **1** into the opening.

Remove the head pad

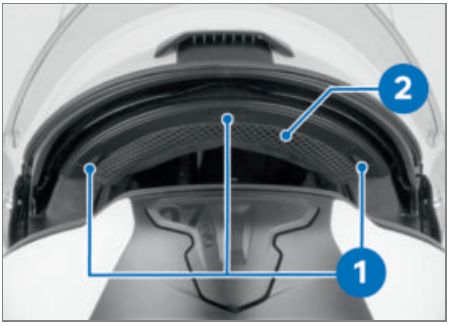


- Carefully ease up retainers **1** and disengage head pad **2**.
- Disengage head pad **2** from the burr fastener element on the centre ridge and remove.

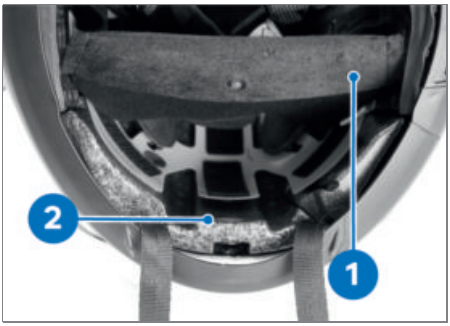


- Disengage head pad **1** from the burr fastener elements and stud fastener **2** and remove.

Installing head pad



- Insert head pad **2**.
- Secure head pad **2** in retainers **1**.
- Secure the burr fastener elements to the centre ridge.



- Secure head pad **1** in stud fastener **2** and in the burr fastener elements.

ACCESSORIES

08

SPARE PARTS AND COMMUNICATION SYSTEM

Spare parts

Cheek/head 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 BMW Motorrad System 7 Evo Carbon helmet.

BMW Motorrad communication system

The System 7 Evo Carbon helmet can be fitted with a fully integrated wireless Bluetooth communication system by your authorised BMW Motorrad dealer.
The helmet's ECE 22/05 homologation applies also with the communication system installed, so the helmet is compliant with all the safety criteria set out in this standard.
Details on the BMW Motorrad communication system are available on request from your authorised BMW Motorrad retailer, or you can visit **bmw-motorrad.com**.

CARE

09

CLEANING THE 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 solution of soap in water or with BMW helmet cleaner.

It is possible to use cleaning agents that contain alcohol.

CLEANING THE INTERIOR

- Hand-wash the head pad at max. 30 °C.
- Use only a mild solution of soap in water and then allow to dry slowly in the air.

CLEANING 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 solution of soap in water or with BMW visor cleaner.
- Remove stubborn foreign matter (e.g. dried remains of insects) from the visor by laying a wet cloth on the surface to soften the deposits and then wiping off.
- Use a lint-free cloth for drying.

CLEANING INNER VISOR

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

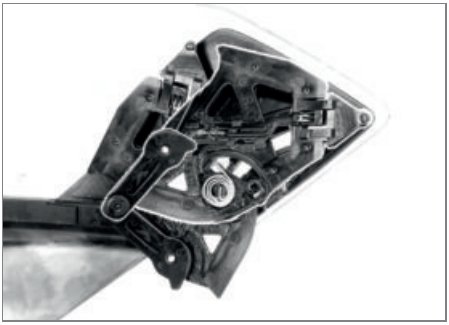
- Apply talc to the visor seal yearly at the beginning and the end of the season.

Installation tool
Talcum powder

STORING THE SYSTEM 7 EVO CARBON HELMET

- After intensive cleaning, a ride in the wet or a lengthy trip in cold weather, the inner visor needs a certain length of time to regenerate. During this time the inner visor can absorb only a very small amount of moisture, if any, from the wearer's exhalations. Leaving the inner visor in a dry, airy place helps speed up the reactivation process. When the helmet is not in use (storage) the visor has to be left open at all times to allow moisture to escape from inside.
- A milky coating that can form during a lengthy period of disuse can be wiped off with a slightly damp, fine microfibre cloth.

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.

TECHNICAL DATA

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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 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.
Interior	Interior completely removable
	Chinstrap with snap buckle and integrated neck bands to further improve the helmet's anti-roll-off behaviour.
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
	Head ventilation by slide control
Helmet sizes	52/53 XS
	54/55 S
	56/57 MS
	58/59 ML
	60/61 L

	62/63 XL
	64/65 XXL

NATIONAL-MARKET VERSIONS AND ECE LABEL

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ECE R 22/05

The BMW Motorrad System 7 Evo Carbon helmet is approved in accordance with the currently valid standard ECE R 22/05. This standard also applies for the 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 BMW Motorrad System 7 Evo Carbon helmet offered in France is complaint with ECE R 22/05. Reflective stickers for France are available from your authorised BMW Motorrad dealer.

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.
Errors and omissions excepted.

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Order No.: 76 31 8 829 304
11/2021, 1st edition, 01