



Special Helmets and Suits

# USER'S MANUAL

ENG



WINDTUNNEL



SKYDIVING



WINGSUIT



BASE JUMPING



PARAGLIDING



HANG GLIDING

TFX Full face helmet complies to the Helmet Standards:

## XP S 72-600

Helmets for Skydiving and Windtunnel  
European Regulation (EU) 2016/425

+ UNI EN166:2004 Personal Eye Protection

### CERTIFICATE ISSUER:

**ALIENOR CERTIFICATION (2754)**  
Z.A. du Sanital - 21, Rue Albert Einstein  
86100 Chatellerault  
France

## ENg66: 2012 + A1: 2012

HPG for AIRBORNE SPORTS  
European Regulation (EU) 2016/425

+ UNI EN166:2004 Personal Eye Protection

### CERTIFICATE ISSUER:

**SAI Global Assurance Services Ltd. (2056)**  
Partis House, Ground Floor - Davy Av. Knowlhill  
Milton Keynes MK5 8HJ  
United Kingdom

### MANUFACTURER:



www.tonfly.com

Tonfly s.r.o.  
Cintorinska 29/18  
958 03 PARTIZANSKE - SLOVAKIA (EU)

# WARNINGS

Please read the instruction manual carefully.

Ignoring these instructions may reduce the protection which your helmet is designed to provide. The helmet's level of protection is only ensured if it includes all of its original components. Thus, any modification of the product or the removal of one of the original components will cause non-conformity of the delivered material.

- Never fly without a helmet  
Life is too important to risk losing it due to a senseless omission.
- Ensure that the helmet you are using has **EN 966** or **XP S72-600** certifications
- TFX helmet was manufactured in accordance with specific strict regulations:  
**XP S72-600 Standard 10.2016**  
**EN966: 2012+a1: 2012**  
**EN166:2001 PERSONAL EYE-PROTECTION**
- Never trust a helmet without any **EN 966** or **XP S72-600** certification label
- We always recommend flying with a full-face helmet  
A full-face helmet provides the best possible protection.
- Never modify your helmet for any reason
- Handle your helmet and visor with great care.
- Never allow your helmet to fall to the ground
- Always make sure that the helmet's chin strap is properly fastened
- **In case of an accident, even if it is just a minor impact and there is no visible damage, the helmet must be replaced.**

TFX helmet was approved in accordance with **XP S 72-600** Standard for Skydiving and Windtunnel. This helmet meets the basic health and safety requirements. This standard concentrates on Skydiving and Windtunnel properties, which includes shock protection, reduction of defects and the ability to remove the helmet under stress.

TFX helmet was also approved in accordance with **EN 966:2012+A1:2012** standard by the Regulation (EU)2016/425. The helmets are tested and checked in accordance with this standard. They offer shock-absorbing capacity, resistance to penetration by sharp objects, resistance to detachment at impact, resistance in the chin area. HPG class helmets are intended for airborne sports. Class A helmets provide greater protection. Class B helmets provide greater ventilation and better hearing perception. However, they protect your head over a smaller area and provide reduced protection from penetration.

# HELMET USE AND CORRECT FIT

To ensure maximum safety, it is important that your helmet is well fitted and comfortable. It shouldn't be neither too loose and wobble around on your head, neither too tight and press against your forehead or temples, in an uncomfortable way.

A helmet that is too loose may lead to several situations: it will move around and up and down on your head, it could slide and cover your eyes or turn to the sides, when you least want it to. It can be noisy and let in wind; worst of all, it may come off in a crash.

Always make sure that the fastening system (strap) is well fastened and holds the helmet firmly on your head.

The helmet must not be used for other types of sports.

## How to open the Chin Bar



The Chin Bar opens by pushing the button down with your index finger as you lift up the chin bar with your thumb.

## How to open the Visor



The visor opens by pushing the hook out and up with your thumb.

## How to properly fit TFX helmet



Wear the helmet by grabbing it by its inner sides and extend them slightly (Fig. 1)

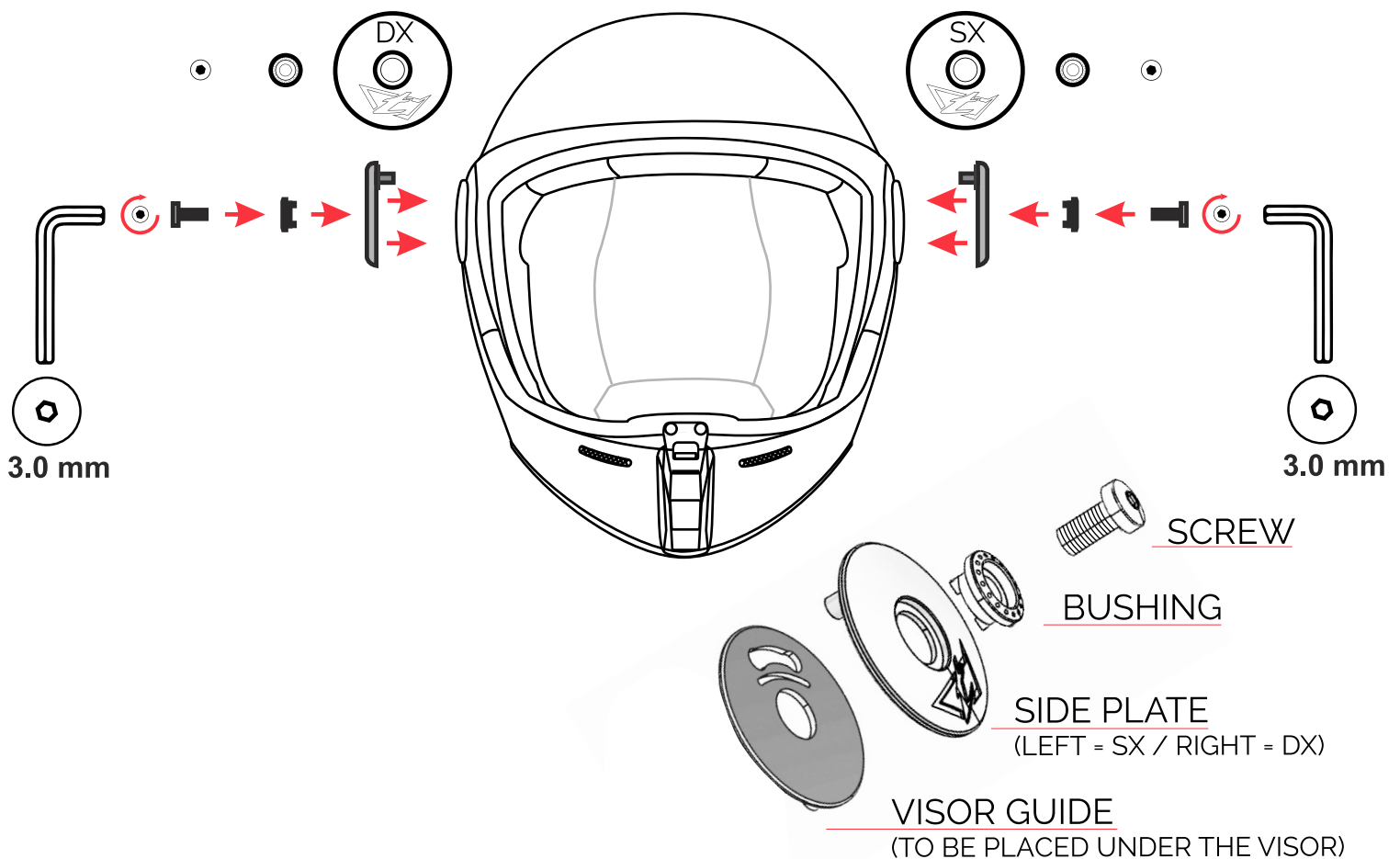
Make sure that the fastening system (straps) is firmly attached (Fig. 2)

Adapt the helmet on your head (Fig. 3)

Slide the chinbar down until you hear a click noise (Fig. 4)

The helmet must be worn so that it does not expose your forehead and does not push uncomfortably against the nape of your neck.

# HELMET COMPONENTS FOR VISOR REPLACEMENT



## HELMET CARE AND MAINTENANCE

High temperatures, such as those typically found in a car exposed to direct sunlight, may deteriorate the helmet's condition over time.

Any changes made to the helmet, in particular any application of paints, adhesives or any use of detergents, chemicals or solvents, may damage the helmet and reduce the level of protection.

Clean your helmet with water, mild soap and using a soft and clean cloth.

Products based on solvents, hydrocarbons or acids shouldn't be used under any circumstances.

Before storing your helmet for extended time, it is necessary to clean it thoroughly.

Keep the helmet away from any source of heat or direct light, in its original packaging and at temperatures between  $-10^{\circ}\text{C}$  and  $+40^{\circ}\text{C}$ .

When traveling, it is recommended that you protect your helmet using the original protective pouch and that you put the helmet into the original box.

Any strike or impact may damage the helmet even if it does not show any clear signs of damage.

A damaged helmet comes with a reduced capacity to protect you from future impacts.

For this reason, if you suspect any helmet of being damaged, you must replace it.

Even a well-maintained helmet deteriorates over time and can no longer guarantee adequate protection, despite appearing to be in a good shape. It is therefore recommended to have it replaced after 3 years of use. Any cracks, loosening parts, deformations, chipping or colour changes represent substantial reasons to have the wear and tear of your helmet checked.

Helmets for children should be replaced when they no longer fit.



IN CASE OF EMERGENCY OR INABILITY TO LIFT THE CHIN BAR WITH ITS MAIN OPENING SYSTEM, **DON'T PANIC**: LOCATE ONE OF THE SIDE HOOKS AND PUSH IT UPWARDS WITH THE HELP OF A SCREWDRIVER.

