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# **SERIOUS HEAD PROTECTION**

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**2014-2015 HELMET GUIDE**



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» SUPERNATIONALS  
LAS VEGAS, 2012

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The world's most advanced FIA8860 helmets designed for the top-level professional racer. Bell's Advanced Series combines an ultra-lightweight aerospace carbon shell made using a high-pressure molding system with a high-performance energy absorbing liner with reinforced Kevlar to deliver state-of-the-art head protection.

## 10 CARBON SERIES

Bell's Carbon Series combines F1 styling, leading edge design, superior ventilation and an advanced energy-management system with a carbon shell made using a high-pressure resin transfer molding system to deliver the best performance to value ratio in motorsports.

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Featuring a contemporary design, ultra-lightweight carbon composite shell construction, E-Max Plus energy system, superior ventilation and outstanding fit, Bell's Pro Series helmets are designed for drivers at all levels of racing who demand industry leading performance, professional features and the latest engineering innovations.

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The thrill of pursuit, the lessons of sportsmanship, and the discipline of strategy: it's all-new and it's all exciting. As a parent, you want to give them the best safety equipment available so that all they have to worry about is being a kid. Bell provides helmets with perfect fit and superior protection for the newest generation to hit the track.

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A perfect choice for classic car enthusiasts, historic car drivers and vintage racers who want to replicate the look of racing champions from the 1950's to the 1980's. Bell's Vintage Series helmets feature the classic Bell look and feel of the era with all of the safety, comfort, and performance of a modern helmet.



2014-2015 HELMET GUIDE

▶ JEG COUGHLIN JR.,  
2013 NHRA PRO  
STOCK CHAMPION

**CHAMPIONS  
WEAR BELL**



# HP7

**Developed in close collaboration with leading F1 drivers, the HP7 is designed to be aerodynamically sleek, light-weight, and as efficient as possible for the intense demands of open cockpit, high-speed forms of racing.**



◀ THE HP7 IS AVAILABLE IN TWO VERSIONS, WITH (LEFT) OR WITHOUT (RIGHT) CHIN SPOILER.



The HP7's shell and shield design have been optimized by moving the pivot points to a lower position to improve acoustic performance, enhance stability and maximize energy management capacities. The Snell SA2010 and FIA8860-2010 certified HP7's ergonomic interior and multi-density comfort foams ensure the best possible fit. Fourteen air intake and extraction channels are strategically placed around the shell and include a duel chamber air intake, increasing ventilation around the head and face. Featuring titanium hardware, optical grade 3MM injection molded shield with Double Screen Anti Fog (DSAF) insert, the HP7 is equipped with a hollow synthetic rubber gasket for improved visor seal and integrated channels in the face piece to install drinking tube and radio microphone systems. Additional chin bar and top gurneys (sold separately) and a rear spoiler are available for customized aerodynamic performance. Available in an all carbon finish in sizes 7 $\frac{1}{8}$  minus (57-) to 7 $\frac{5}{8}$  plus (61+), the helmet takes the SE07 3MM shield and SV SE07 pivot kit, and comes equipped with Hans anchors and fleece lined helmet bag.



# HP5 TOURING



⊗ THE HP5 CAN EASILY BE SWITCHED FROM A SUNPEAK TO A VISOR. BOTH INCLUDED

**The HP5 Touring is intended for racers in closed car environments who want the added protection of the FIA8860 standard. The ultra-versatile HP5 Touring can be used as an all-purpose helmet with shield, open eyepoint helmet with visor peak and with available forced air attachments (sold separately) making it flexible and adaptable to multiple forms of racing. The HP5 Touring can also be used in an ear cup configuration with or without speakers and intercom system (sold separately).**

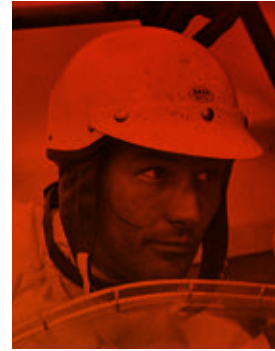
As a forced air model, the HP5 can be used in either side air or top air configuration by using Bell's innovative kit system to maximize ventilation and cooling inside the helmet through internal ventilation channels to increase driver comfort and to prevent shield fogging. The HP5 Touring is homologated to the Snell SA2010 and FIA8860-2010 standards and is available in an all carbon finish in sizes sizes 7 1/8 minus (57-) to 7 7/8 plus (61+). The helmet takes a SE05 3MM shield and SV SE03/05 pivot system. It comes equipped with Hans Anchors, Double Screen Anti Fog Visor insert and fleece lined helmet bag.

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# PROVEN SINCE 1954



CELEBRATING  
60 YEARS OF  
INNOVATION



DELIVERING THE  
ULTIMATE IN SAFETY,  
INNOVATION, AND  
FLEXIBILITY, IT'S NO  
WONDER CHAMP-  
IONS HAVE PROUDLY  
WORN BELL FOR  
60 YEARS.



**CARBON SERIES**

» BRAD KESELOWSKI,  
2012 SPRINT CUP CHAMPION

# GP.2 CARBON

***Combining advanced F1 styling, an innovative air intake system for maximum ventilation and leading edge aerodynamic performance, the GP.2 Carbon is a fantastic choice for open wheel, formula racers and karters who demand superior features, ultra lightweight and excellent fit.***

The GP.2 Carbon can be adapted for use in closed car forms of racing with options including ear cups to reduce ambient noise or a top forced air insert to improve ventilation (accessory items sold separately). In the standard open wheel configuration, the aerodynamic performance of the GP.2 Carbon can be customized using Bell's chin bar and top gurney kits to enhance helmet performance and stability at higher speeds. The GP.2 Carbon is homologated to the Snell SA2010 and the FIA8858 standard, and features M6 terminal hardware incorporated into the shell for head and neck restraint devices and takes a 287 SRV 3MM shield and SRV-1 pivot system. The GP.2 Carbon is available in carbon finish only in sizes 7 $\frac{1}{8}$  minus (57-) to 7 $\frac{3}{4}$  (62).

# RS7 CARBON



***Based on the HP7 design and featuring an ultra-lightweight carbon shell using Bell's high-pressure resin transfer molding system, the RS7 Carbon uses an innovative shell and shield design to improve acoustic comfort, aerodynamic performance and energy absorbing capacities. The sleek, aerodynamic design features an advanced ventilation system with 14 intake and extraction channels with carbon air intake covers.***

The RS7 Carbon is available in two variations, non-duckbill (with regular interior) and a version (compatible with ear cups to reduce ambient noise). Both can be adapted for closed car forms of racing with top forced air inserts to improve ventilation (accessory items sold separately). The Snell SA2010 and FIA8858-2010 homologated RS7 Carbon is also designed to work with Bell's chin bar, top gurney and rear spoiler kits to enhance helmet performance and stability at higher speeds. The RS7 Carbon improves shield seal with the hollow synthetic rubber gasket and takes the SE07 3MM shield with Double Screen Anti Fog Insert (DSAF) which features the SV SE07 pivot system with thumb tab on the driver's left side to allow for easy shield operation. Available in carbon finish in sizes 7 $\frac{1}{8}$  (57) to 7 $\frac{3}{4}$  (62), the RS7 Carbon includes M6 terminal hardware for head and neck restraint devices.



**ULTRA SERIES**

**BELL**  
HELMETS



# RS7

***The Bell tradition of developing leading edge, next-generation helmets continues with the RS7. Featuring a lightweight carbon composite shell, advanced styling and redesigned interior, the RS7 provides superior performance.***

Based on the advanced 8860 HP7 model, the RS7 is designed to be aerodynamically sleek, lightweight and as efficient as possible for high speed, open cockpit forms of racing. The Snell SA2010 and FIA8858-2010 certified RS7 has an optical grade injection molded Double Screen Anti Fog (DSAF) shield and improved shield seal with the introduction of a hollow synthetic rubber gasket that prevents air and water from penetrating into the eyepoint. The ventilation system incorporates 14 air intake and extraction channels maximizing airflow throughout the helmet, and is available without chin bar duckbill (front spoiler). Additional chin bar and top gurneys (sold separately) are available to customize the aerodynamic performance of the helmet. The RS7 includes M6 terminal hardware incorporated into the shell for head and neck restraint devices and takes the SE07 3MM shield which features the SV SE07 pivot system with thumb tab on the driver's left side to allow for easy shield operation. The RS7 is available in white and regular matte black finish in sizes 7 1/8 (57) to 7 3/4 (62).



ULTRA SERIES

» STEVE KINSER, 20-TIME WORLD OF  
OUTLAWS SERIES CHAMPION

# DOMINATOR.2

**The Dominator.2 is a worthy successor to the legacy of the original Dominator and is the next evolution in compact, lightweight aerodynamic helmet design and performance.**

Designed for open wheel racers and kart racers who demand aerodynamic stability, outstanding comfort and fit, plus superior ventilation. The Dominator.2 is homologated to the Snell SA2010 standard and includes integrated aerodynamic gurneys, M6 terminal hardware, hollow synthetic rubber gasket seal, SRV-287 visor with thumb tab and SRV-1 pivot system. The Dominator.2 is available in sizes 7 $\frac{1}{2}$  (57) to 7 $\frac{3}{4}$  (62) and comes in white and rubberized matte black.



# STAR INFUSION

**Based on the Star design platform and built with Bell's air chamber technology, the Star Infusion is the ultimate in forced air helmet technology for closed car forms of racing.**

Developed utilizing feedback from the world's best NASCAR and Sports Car drivers, the Star Infusion is the first model in the industry that can be used as a non-ventilated helmet, side air or top air model through the use of an innovative kit system (top and side air kits included). The Star Infusion V.14 features a redesigned interior that can be adapted for use with ear cups to reduce ambient noise (ear cup accessory items sold separately), and includes M6 terminal hardware, 287 SRV 3MM shield with thumb tab and SRV-1 pivot system. The helmet is homologated to the Snell SA2010 and FIA8858-2010 standards and is available in white and rubberized matte black in sizes 6 $\frac{3}{4}$  (54) to 7 $\frac{3}{4}$  (62).



» SCOTT BLOOMQUIST, OVER 500 DIRT LATE MODEL  
WINS AND NUMEROUS CHAMPIONSHIPS

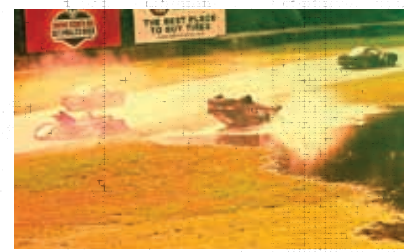
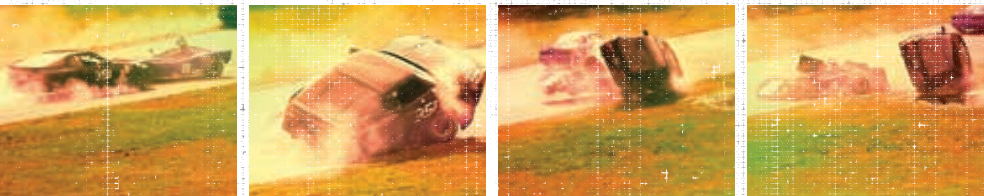




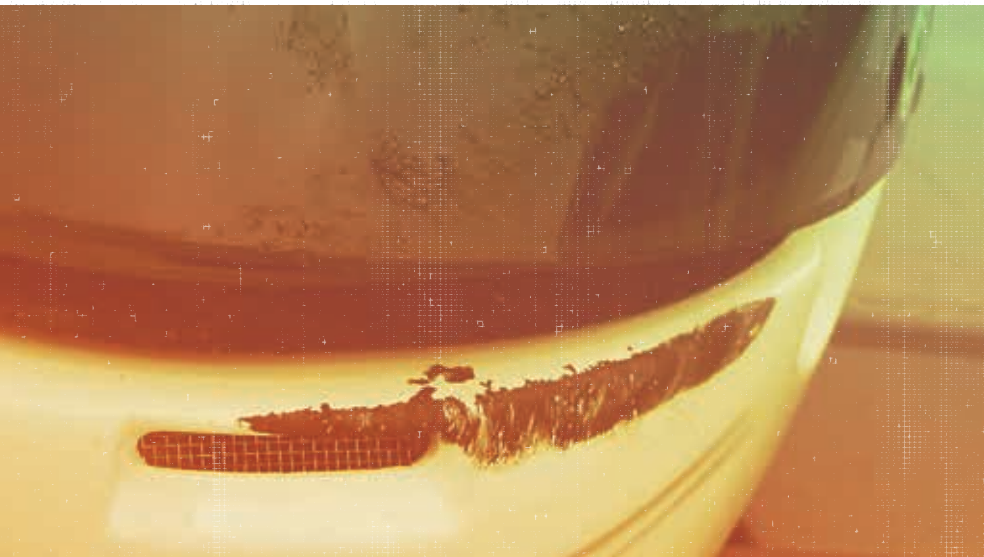
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# **WHEN THE GOING GETS TOUGH, THE TOUGH WEAR BELL.**

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Amateurs and professionals alike understand the risk involved with racing, and so does Bell. We take great pride in making sure drivers who wear our helmets are as safe as possible in all conditions. Bell's continued focus on innovation and protection helps keep you in the race.



# » GT.5 TOURING

**With a lightweight carbon composite shell and pro-style interior for outstanding comfort, the GT5 Touring is always up to the challenge.**



Designed primarily for closed car forms of racing and offering high-end features and performance at an affordable price, the versatile GT5 Touring can be used in any style of racing as a large eyeport helmet with a standard shield or as an open helmet with an adjustable sun peak that combines the feel of an open face with the protection of a full face model (shield and sun peak visor included). Featuring M6 terminal hardware, hollow synthetic rubber gasket seal, SE05 3MM shield with thumb tab and SV SE03/05 pivot system, the GT5 Touring is homologated to the Snell SA2010 and FIA8858-2010 standards and is available in white and regular matte black in sizes 7 1/8 (57) to 7 3/4 (62).

**PRO SERIES**

**INDUSTRY-LEADING PERFORMANCE**  
**LAP AFTER LAP**

The GTX.2 features sleek styling that includes a front chin gurney and integrated rear wing for enhanced aerodynamic stability at higher speeds and is an ideal choice for racers competing in open wheel, open compartment, formula, karting or dirt track forms of racing. The GTX.2 is homologated to the Snell SA 2010 and FIA8858-2010 standards, and is designed with a foam eyepoint gasket, positive visor seal and Venturi air exchange system incorporating rear-facing chin bar vents and rear exhaust vents that combine to enhance ventilation while preventing dust and dirt from entering the helmet. The helmet includes M6 terminal hardware, 287 SRV 3MM shield with thumb tab, SRV-1 pivot system and is available in white and rubberized matte black in sizes 6¾ (54) to 7¾ (62).



**GTX.2**



**GP.2**



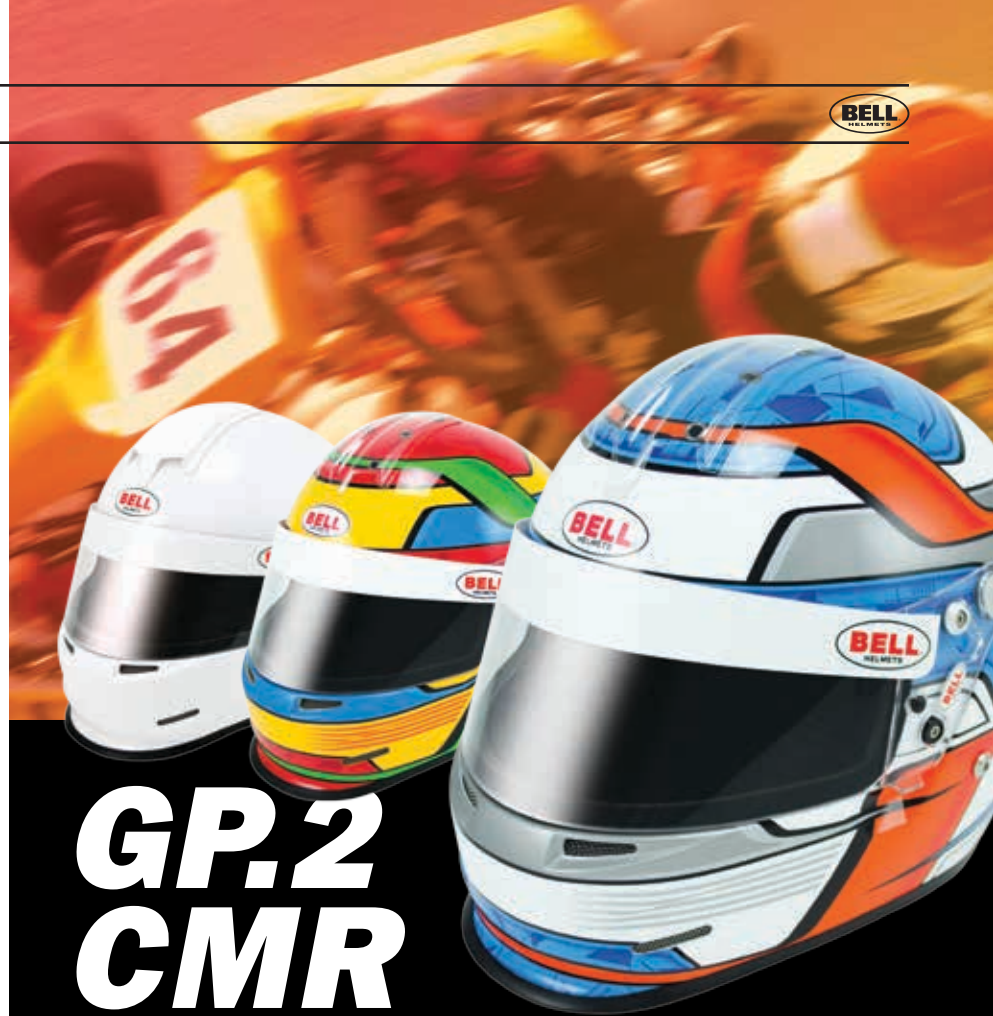
***Incorporating advanced F1 styling, leading edge aerodynamic performance and an innovative air intake and chin bar vent system to maximum airflow, improve ventilation and prevent shield fogging, the GP.2 is designed for formula and open wheel forms of racing.***

Featuring M6 terminal hardware for head and neck restraint systems, face piece with recessed areas allowing seamless radio integration and installation, 287 SRV 3MM shield with thumb tab and SRV-1 pivot system, the GP.2 is a fantastic choice for open wheel, formula racers and karters who demand superior features and reliable performance. The GP.2 is homologated to the Snell SA2010 and FIA8858-2010 standards and is available in sizes 6¾ (54) to 7¾ (62). Offering racers an affordable alternative to expensive custom painted helmets, the GP.2 comes in standard white and distinctive red wing and blue wing graphics.



**The GP.2 K is a fantastic choice for karters who demand superior features, light weight, superior ventilation and outstanding fit.**

The GP.2 K is the karting-only version of the GP2 which combines advanced F1 styling, carbon composite shell, high-performance liner, an innovative air intake system for maximum ventilation and leading edge aerodynamic performance. The GP.2 K is homologated to the Snell K2010 standard and features the 287 SRV 3MM shield with thumb tab, SRV-1 pivot system, and pro-style interior with synthetic neck collar for outstanding comfort. Available in white in sizes XXS (54-55) to XL (61-62), the GP.2 K can be used with Bell's aero gurney kits to improve helmet stability.



# GP.2 CMR

Incorporating all of the design, engineering and aerodynamic attributes of the advanced GP2 in a small, compact and ultra-lightweight version, the GP.2 CMR is designed specifically for youth karting. Extremely light, weighing 1185 grams in sizes 54 to 56 and 1230 grams in sizes 57 to 59 (+/- 3%), the GP.2 CMR is a fantastic choice for young racers who need maximum protection but are not ready for adult helmets. The

helmet is homologated to the CMH standard created jointly by Snell and the FIA Institute for use by young kart racers under the age of 18. The GP.2 CMR features the 287 SRV 2MM shield with thumb tab, SRV-1 pivot system and a removable interior with replaceable cheek pads, fit pad and neck collar. The helmet is available in white in sizes 6 1/2 (52) to 7 3/8 (59) and in graphic versions (Hero Kinetic and Blue Kinetic).

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# RACE. WIN. LIVE.

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KEVIN HARVICK,  
NASCAR SPRINT CUP  
SERIES DRIVER

Kevin Harvick

KevinHarvick.com  
@KevinH

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Risom

TIMMY JOHN'S  
RESTAURANT & BREWERY

VEEL

HARVICK  
PROFESSIONAL  
SERVICES

hmv

NASCAR  
PTC

Budweiser



# VADOR

***Designed primarily for use in drag racing, karting and dirt track forms of racing, the aggressively designed Vador incorporates a flat nose design and pilot style shield to create an integrated breath deflector.***

The Vador features a wide chin bar for added frontal protection, integrated rear wing styling, hollow synthetic rubber gasket seal, and M6 terminal hardware for head and neck restraint systems. The helmet is non-vented for added flame protection while incorporating rear-facing chin bar vents that allow air to exchange inside the helmet while preventing dust and dirt from entering the eyeport. The Vador is homologated to the Snell SA2010 standard and includes the 289 SRV 3MM visor with thumb tab and a SRV-1 pivot system and is available in white, rubberized matte black, predator graphic and comes in sizes XXS (54-55) to XL (61-62).





# K.1 SPORT



Utilizing Bell's innovative Dominator chin bar design, the K.1 Sport is a multi-use, full-featured helmet with front aero lip styling. While designed primarily for open wheel racing, the versatile K.1 Sport can be used in all forms of racing and delivers outstanding performance and value. Homologated to the Snell SA2010 standard, the K.1 Sport is pre-drilled for head and neck restraint devices and features full chin, forehead and top vents for maximum ventilation. The K.1 Sport uses a 276 SRV 3MM shield and SRV-2 pivot system, and is available in white, rubberized matte black and circuit graphic in sizes XXS (54-55) to XL (61-62).

# BR1



**The Bell tradition of leading the helmet industry in innovation and superior engineering continues with the BR.1.**

*With aggressive styling and a lightweight composite shell, the Snell SA2010 homologated BR.1 is the first model in the industry that can be used as a traditional helmet, or configured into a side forced air or a top forced air model. By utilizing an innovative kit system (sold separately), racers can now customize the BR.1 to adapt to different forms of racing.*

The helmet is sold in the standard configuration that utilizes rear-facing chin bar vents and a Venturi ventilation system to exchange air inside the helmet while preventing dust and dirt from entering the eyeport. The BR.1 is pre-drilled for head and neck restraint devices, features a 281 SRV 3MM shield, SRV-2 pivot system and is available in white and rubberized matte black in sizes XXS (54-55) to XXL (63).



# M4



Aggressively styled, the M.4 is a multi-featured helmet that can be used in all forms of racing. With a lightweight composite shell and large eyeport, the M.4 is a great choice for racers who wear eyeglasses or those who prefer a wider field of vision. Featuring a comfortable interior fit and maximum ventilation with full chin bar, forehead and top vents, the M.4 includes a 281 SRV 3MM shield, SRV-2 pivot system, is pre-drilled for head and neck restraint devices and is homologated to the Snell 2010 standard. Available in white and rubberized matte black, the M.4 features the largest size range of any Bell model and is available in sizes XXS (54-55) to 4XL (67-68).



# MAG.1 RALLY



**Rally racing is one of the most challenging forms of racing, putting drivers through difficult and extreme conditions including snow, ice, asphalt and gravel. Developed to help drivers meet these challenges, the Mag.1 Rally features a lightweight composite shell, superior comfort and fit, removable cheek pads and a high quality intercom system with boom microphone and ultra-thin speakers.**

Based on the Sport Mag, the Mag.1 Rally offers exceptional value at an affordable price. The Snell SA2010 and FIA8858-2010 homologated helmet comes equipped with a pre-installed communication system and Hans Anchors, so it is rally-ready right out of the box. The white Mag.1 Rally is available in small, medium, large and extra-large and comes with a visor peak.



**The Bell tradition of building high quality open face helmets with classic styling lives on in the Sport Mag.**

With open top and ventilation, the helmet is designed for racers who enjoy the feel of an open face helmet and demand value and quality at an affordable price. The Snell SA2010 homologated Sport Mag comes pre-drilled for head and neck restraint devices and a visor peak with sunscreen to help shield the eyes from excess sunlight. Featuring removable and replaceable cheek pads for a custom fit, the helmet is available in white, gloss black and orange (for boat racing) and in sizes S (57) to 4XL (67-68).



# SPORT MAG

# SPORT EV



**An extended vision helmet with an extra-large eyeport, the Sport EV has been designed for the sportsman or entry level racer who wants enhanced visibility.**

The all-purpose, full-face Sport EV features the largest eyeport in the Bell Line and includes forehead vents and rear-facing chin bar vents to keep dust and dirt from entering the helmet. The Venturi ventilation system creates a vacuum to allow air to exchange inside the helmet to increase cooling and prevent shield fogging. The Sport EV takes a 288 SRV 3MM shield which features the SRV-1 pivot system with thumb tab on the driver's left side to allow for easy shield operation. The helmet is Snell SA2010 homologated, pre-drilled for head and neck restraint devices and is available in sizes S (57) to XXL (63) in standard colors including white and matte black.



# SPORT

**The all-purpose Sport helmet is an outstanding value with classic Bell styling at an affordable price.**

Features include a comfortable interior, lightweight composite shell, standard size eyeport, E-Max multi-density liner and superior ventilation with chin bar, forehead vents and top vents. The Sport helmet comes with a 281 SRV 3MM shield and SRV-2 pivot system and is homologated to the Snell SA2010 standard. It is pre-drilled for use with a head and neck restraint device and is available in white, gloss black and graphic designs (Patriot and Rebel) in sizes S (57) to XXL (63). An orange color non-vented chin bar version of the Sport is available for boat racing.



**THEIR HELMETS  
MAY BE SMALL,  
BUT THEIR  
DREAMS  
ARE NOT.**

**YOUTH SERIES**



# GP.2 YOUTH



Built specifically for kids, the GP2 Youth is a fantastic choice for young racers who demand great styling, superior features and excellent fit in a smaller, lightweight configuration. The GP2 Youth is SFI 24.1 homologated and incorporates the styling of the adult GP2, with features including front aero chin bar, a lightweight composite shell, direct flow upper and lower chin bar vents and a front air intake that forces air into the helmet's vent system for maximum cooling and ventilation. The SFI 24.1 standard is designed for the younger racers who are too small for an adult helmet but still need the protection of a purpose-designed racing helmet that is fire retardant. The standard is accepted by various youth and karting organizations including the Quarter Midget Association of America (QMA). The helmet includes a 287 SRV 3MM shield and the SRV-1 pivot system. The GP2 Youth is available in sizes 4XS (51-52) to XS (56), and in colors including metallic silver, metallic pink, flat black, orange and metallic black for youth boat racing.



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# RUSH

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Bell is proud to have partnered with Ron Howard on his feature film, *Rush*. We supplied our Star Classic helmets to assist in their painstaking efforts to accurately and safely recreate 1970s Formula 1.

Our helmets were "period correct" not because they looked vintage, they're simply what champions wore. And still do.



# STAR CLASSIC



**Designed to replicate the look of the 1970's, the Star Classic is an updated version of the original Bell Star helmet, featuring a recreation of the Star II flip up visor first introduced in 1975.**



**The original, introduced in 1966, was the world's first full-face motorsports helmet and represented a quantum leap in helmet technology.**

The Star Classic reintroduces the Bell Star shape and design from the seventies. The Star Classic features lightweight carbon composite shell technology, duel sided positive visor seal, M6 terminal hardware for head and neck restraint devices and removable/replaceable cheek pads. Produced to meet the most current Snell SA2010 and FIA8858-2010 safety standard using modern production techniques and composite materials, The Star Classic uses the 3MM Star Classic shield and pivot system and is available in white in sizes S (57) to XL (61-62).

## XFM-1 CLASSIC



The original XFM-1 was the first lightweight carbon composite helmet produced by Bell and was the next evolution in full-face helmets designed exclusively for auto racing. The XFM-1 Classic is an updated version of that famous Bell open wheel, narrow eyepoint helmet first introduced in 1979 and worn by racing champions from the late 1970's and 1980's. Featuring the traditional XFM-1 shape and detent style shield with duel lock down buttons, the XFM-1 Classic is Snell SA2010 and FIA8858-2010 homologated and uses the 3MM XFM-1 Classic shield and detent pivot system. With lightweight carbon composite shell, M6 terminal hardware for head and neck restraint devices and removable/replaceable cheek pads, the XFM-1 Classic is available in white in sizes S (57) to XL (61-62).



## 500-TX



An updated version of the legendary Bell open face 500-TX with the iconic shape and design that originated in the 1950's in Bell, California. The original 500-TX had the distinction of being the first helmet certified to the Snell standard and was the helmet of choice for all forms of racing in the 1950's and 1960's including Formula 1, Indy Car, USAC, Can-Am, Trans-Am, NHRA and NASCAR. The Snell SA2010 and FIA8858-2010 homologated 500-TX Classic is based on the Snell 68 version with the 520 snap-on visor. While the original 500-TX features a fiberglass shell, the modern version features a lightweight carbon composite shell, M6 terminals for head and neck restraint devices and comfortable interior with removable/replaceable cheek pads. The 500-TX Classic comes with the 520 visor peak and is available in white in sizes S (57) to XL (61-62).

## SHIELDS | PIVOT KITS | RATINGS | HANS

	SHIELD/VISOR	PIVOT KIT	RATINGS	HEAD/NECK ANCHORS
<b>ADVANCED SERIES</b>				
<b>HP7</b>	DSAF SE07 3MM	SV SE07	SA2010/FIA8860-2010	HANS ANCHORS
<b>HP5 TOURING</b>	DSAF SE05 3MM	SV SE03/05	SA2010/FIA8860-2010	HANS ANCHORS
<b>CARBON SERIES</b>				
<b>GP.2 CARBON</b>	287 SRV 3MM	SRV-1	SA2010/FIA8858	M6 TERMINAL
<b>RS7 CARBON</b>	DSAF SE07 3MM	SV SE07	SA2010/FIA8858	M6 TERMINAL
<b>ULTRA SERIES</b>				
<b>RS7</b>	DSAF SE07 3MM	SV SE07	SA2010/FIA8858	M6 TERMINAL
<b>DOMINATOR.2</b>	287 SRV 3MM	SRV-1	SA2010/SAH2010	M6 TERMINAL
<b>STAR INFUSION</b>	287 SRV 3MM	SRV-1	SA2010/FIA8858	M6 TERMINAL
<b>PRO SERIES</b>				
<b>GT.5 TOURING</b>	SE05 3MM	SV SE03/05	SA2010/FIA8858	M6 TERMINAL
<b>GTX.2</b>	287 SRV 3MM	SRV-1	SA2010/FIA8858	M6 TERMINAL
<b>GP.2</b>	287 SRV 3MM	SRV-1	SA2010/FIA8858	M6 TERMINAL
<b>KART SERIES</b>				
<b>GP.2 K</b>	287 SRV 3MM	SRV-1	K2010	NON-DRILLED
<b>GP.2 CMR</b>	287 SRV 2MM	SRV-1	CMR2007	NON-DRILLED
<b>RACER SERIES</b>				
<b>VADOR</b>	289 SRV 3MM	SRV-1	SA2010/FIA8858	M6 TERMINAL
<b>K.1 SPORT</b>	276 SRV 3MM	SRV-2	SA2010	PRE-DRILLED
<b>BR.1</b>	281 SRV 3MM	SRV-2	SA2010	PRE-DRILLED
<b>M4</b>	281 SRV 3MM	SRV-2	SA2010	PRE-DRILLED
<b>SPORT SERIES</b>				
<b>MAG.1 RALLY</b>	MAG VISOR	MAG SCREW KIT	SA2010/FIA8858	HANS ANCHORS
<b>SPORT MAG</b>	MAG VISOR	MAG SCREW KIT	SA2010	PRE-DRILLED
<b>SPORT EV</b>	288 SRV 3MM	SRV-1	SA2010	PRE-DRILLED
<b>SPORT</b>	281 SRV 3MM	SRV-2	SA2010	PRE-DRILLED
<b>YOUTH SERIES</b>				
<b>GP.2 YOUTH</b>	287 SRV 3MM	SRV-1	SFI 24.1	M6 TERMINAL
<b>VINTAGE SERIES</b>				
<b>STAR CLASSIC</b>	STAR CLASSIC 3MM	STAR PIVOT	SA2010/FIA8858	M6 TERMINAL
<b>XFM-1 CLASSIC</b>	XFM-1 CLASSIC 3MM	XFM-1 PIVOT	SA2010/FIA8858	M6 TERMINAL
<b>500.TX</b>	500-TX VISOR	500-TX SCREW KIT	SA2010/FIA8858	M6 TERMINAL

## SIZING



**Proper helmet fit is vital to the performance of a helmet during an impact. For the helmet to perform properly, it must stay securely on the head.**

Measuring the head is only a starting point for the entire sizing procedure. Due to varying shapes, heads that are apparently the same size when measured by a tape may not necessarily fit the same size helmet. Measure the circumference of the head at a point approximately one inch above the eyebrows in front, and at a point in the back of the head that results in the largest possible measurement. Take several measurements. The largest measurement is the one you want to try on first.

STANDARD SIZE	HAT SIZE	INCHES	CENTIMETERS
<b>4XS</b>	<b>6<sup>3</sup>/<sub>8</sub></b>	<b>20<sup>1</sup>/<sub>16</sub></b>	<b>51</b>
<b>3XS</b>	<b>6<sup>1</sup>/<sub>2</sub> - 6<sup>5</sup>/<sub>8</sub></b>	<b>20<sup>1</sup>/<sub>2</sub> - 20<sup>7</sup>/<sub>8</sub></b>	<b>52 - 53</b>
<b>2XS</b>	<b>6<sup>3</sup>/<sub>4</sub> - 6<sup>7</sup>/<sub>8</sub></b>	<b>21<sup>1</sup>/<sub>4</sub> - 21<sup>5</sup>/<sub>8</sub></b>	<b>54 - 55</b>
<b>XS</b>	<b>7</b>	<b>22</b>	<b>56</b>
<b>S</b>	<b>7<sup>1</sup>/<sub>8</sub></b>	<b>22<sup>3</sup>/<sub>8</sub></b>	<b>57</b>
<b>M</b>	<b>7<sup>1</sup>/<sub>4</sub> - 7<sup>3</sup>/<sub>8</sub></b>	<b>22<sup>3</sup>/<sub>4</sub> - 23<sup>1</sup>/<sub>4</sub></b>	<b>58 - 59</b>
<b>L</b>	<b>7<sup>1</sup>/<sub>2</sub></b>	<b>23<sup>5</sup>/<sub>8</sub></b>	<b>60</b>
<b>XL</b>	<b>7<sup>5</sup>/<sub>8</sub> - 7<sup>3</sup>/<sub>4</sub></b>	<b>24 - 24<sup>3</sup>/<sub>8</sub></b>	<b>61 - 62</b>
<b>2XL</b>	<b>7<sup>7</sup>/<sub>8</sub> - 8</b>	<b>24<sup>3</sup>/<sub>4</sub> - 25<sup>1</sup>/<sub>4</sub></b>	<b>63 - 64</b>
<b>3XL</b>	<b>8<sup>1</sup>/<sub>8</sub> - 8<sup>1</sup>/<sub>4</sub></b>	<b>25<sup>5</sup>/<sub>8</sub> - 26</b>	<b>65 - 66</b>
<b>4XL</b>	<b>8<sup>3</sup>/<sub>8</sub> - 8<sup>1</sup>/<sub>2</sub></b>	<b>26<sup>3</sup>/<sub>8</sub> - 26<sup>3</sup>/<sub>4</sub></b>	<b>67 - 68</b>





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