



# X-SPIR<sup>®</sup> PRO

THE TRUE RACING HELMET

レーシング サービス

www

SHOEI.COM

FIM HOMOLOGATION

ECE 22.06





**Tested on the track by the world's fastest riders,**

**the X-SPR Pro is a true racing machine.**

**Every detail has been carefully designed, tested and tuned**

**to create this uncompromising masterpiece.**



Marc Márquez

MotoGP

World Champion

Alex Márquez

Moto3, Moto2

World Champion

X-SPR Pro

The True

Racing Helmet

The X-Spirit3 has taken international racing by storm, competing successfully in MotoGP, the world's premier road racing championship.

Its outstanding performance, especially in terms of aerodynamics, allows riders, to focus more on the road. The X-Spirit3 has contributed to a number of victories by the world's best riders, including the MotoGP world champion Marc Marquez.

SHOEI is relentless in its pursuit of excellence, which has led to the development of the all-new X-SPR Pro.

The design of the X-SPR Pro is fully focused on racing. Its design conveys an impression of thrilling atmosphere. The completely new aerodynamic design ensures stabilising airflow even at speeds of over 350 km/h.

The innovative performance of the X-SPR Pro is not limited to its exceptional aerodynamic performance. The new dimensions of the visor ensure an extended vertical field of vision, which is of elementary importance in riding situations with extreme lean angles.

Designed to give its rider a competitive edge, the X-SPR Pro is set to revolutionise the world of racing once again.

X-SPR

SHOEI

THE TRUE RACING HELMET

# BORN FROM RACING







# MADE FOR MOTOGP SPEED

-6% Drag  
-2% Lift

compared to the  
previous model  
X-SPIRIT3

1



The helmet's aerodynamic performance and features are designed to allow the rider to keep their full attention on the track, even at the highest speeds.

The shape of the helmet shell of the X-SPR Pro was developed from scratch with this goal in mind. Its aerodynamic performance was improved compared to the previous model through an intensive revision of all details, more than 150 shape changes were made as a result during wind tunnel testing.

SHOEI's superior technology in helmet shell moulding makes it possible to significantly narrow the lower part of the helmet from the chin area to the rear. Together with the newly designed rear stabiliser and the spoiler wings on the sides, this shaping creates a stabilising effect gentle on the neck muscles.

The newly developed rear stabiliser takes the air in the tunnels at the top left and right, channels it through them and exhausts it at the back of the rear wing. The result is an aerodynamically more balanced helmet shape (patent pending).

In addition, pronounced air-guiding edges on the left and right of the top of the head, combined with the concave top of the stabiliser, provide even better aerodynamics. This area shapes the design of the X-SPR Pro and makes it look stylish and safe in a balanced way.

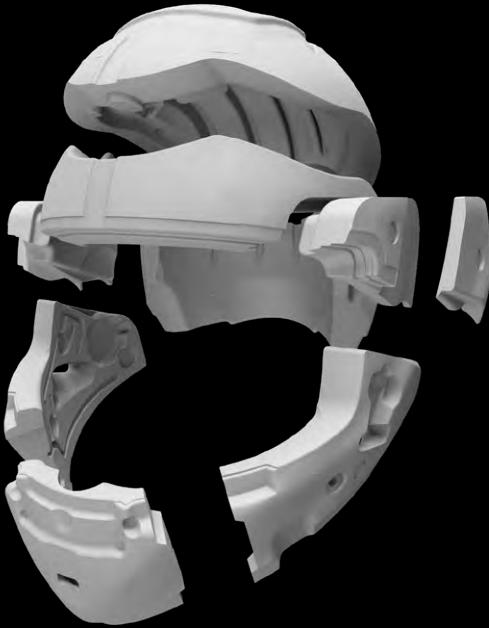
2

Racing-focused styling.  
Stabilizer with integrated  
spoiler wings for controlled  
airflow and enhanced  
directional stability.

X-SPR  
PRO

SHOEI

THE TRUE RACING HELMET



## MULTI-PART LINER

Impact absorption is provided by a multi-part inner liner consisting of polystyrene elements of different densities. In case of a crash, it absorbs the impact energy that was previously distributed over a large area by the high-strength but also flexible outer shell.

Air channels integrated into the EPS liner enable a highly effective supply of fresh, cool air to the rider. Simultaneously, they exhaust warm, used air and moisture from the inside of the helmet.

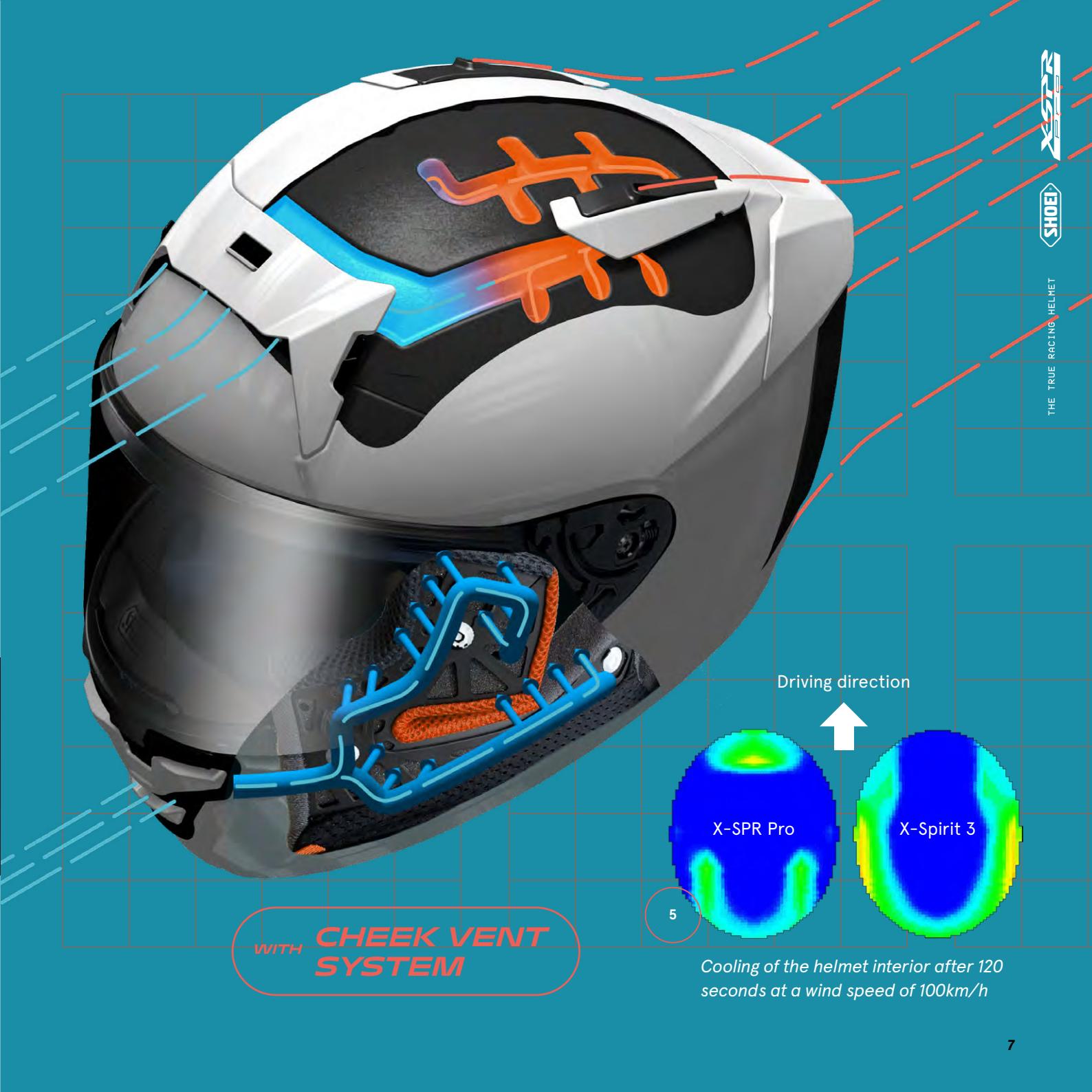
## OPTIMIZED VENTILATION

The positioning of the ventilation inlets is optimised for the highly forward-leaning position of riders in racing use.

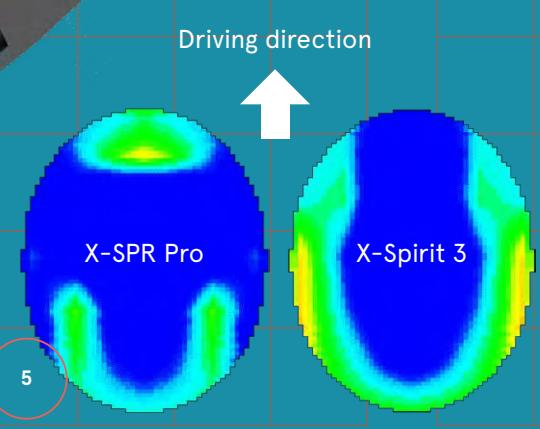
A near doubling of the number of ventilation openings of the cheek pad ventilation system already used in the predecessor model ensures cooling and effective moisture management in the lower area of the helmet. A noticeable gain in comfort during extreme or prolonged use, such as long-distance races.

With three air inlets in the chin area (1), four air inlets in the forehead area (2) and six air outlets in the area of the rear stabiliser (3+4), the ventilation system of the X-SPR Pro is even more efficient than that of the previous model.





WITH **CHEEK VENT  
SYSTEM**



*Cooling of the helmet interior after 120 seconds at a wind speed of 100km/h*

X-SPR

SHOEI

THE TRUE RACING HELMET



1

Modular padding  
with individual  
fitting options

## INDIVIDUAL MODULAR PADDING

NEW POCKET  
SYSTEM



## HYDRATION

The inside of the chin bar is prepared for the installation of a hydration system. The optional feed tube, in conjunction with a common mouthpiece such as the CAMELBAK® Big Bite Valve, enables fluid intake to maintain concentration in hot temperatures or during endurance races.

The center pad modules (1) of the X-SPR PRO offer extensive adjustment options for the fitting of the helmet.

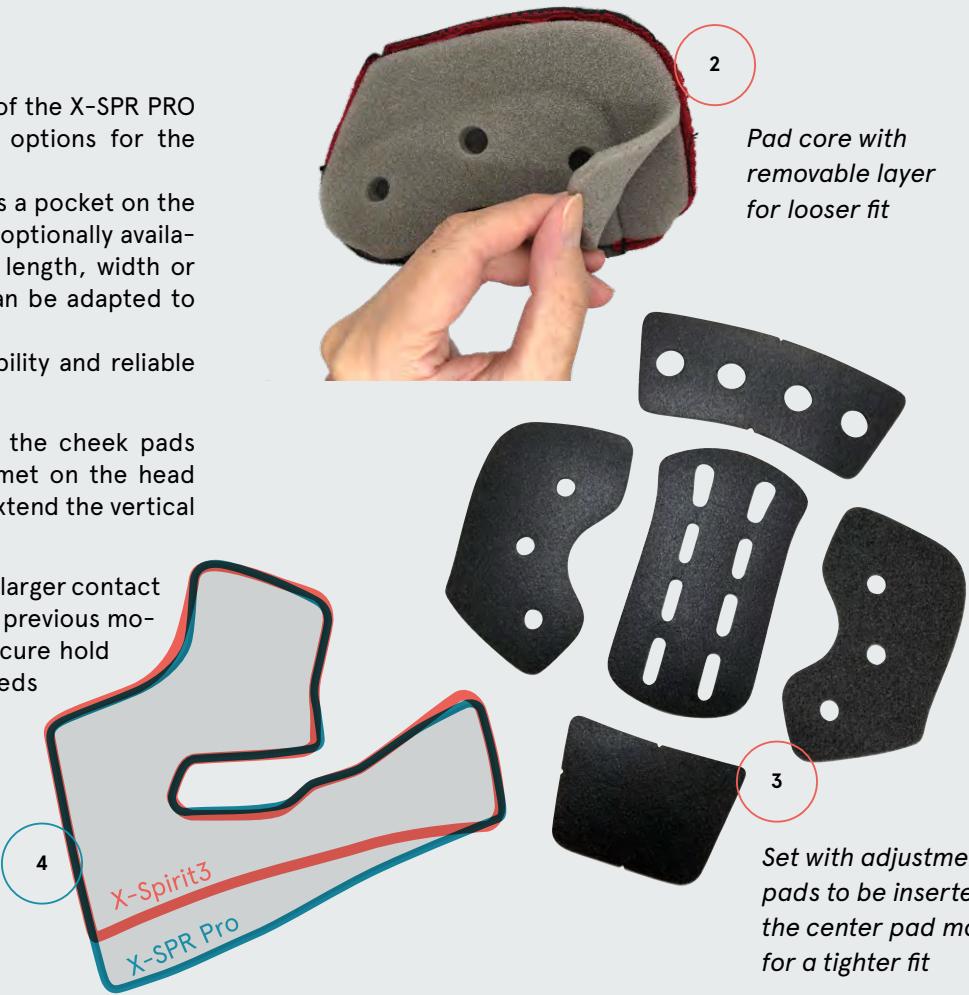
Each of the pad modules has a pocket on the back. With removable (2) or optionally available insertable pads (3), the length, width or height of the helmet's fit can be adapted to individual needs.

For ultimate fit, highest stability and reliable protection.

The variable attachment of the cheek pads allows the angle of the helmet on the head to be changed, in order to extend the vertical field of vision.

The cheek pads with a 16.5% larger contact surface (4) compared to the previous model ensure an even more secure hold of the helmet, even at speeds of more than 350km/h.

*High-speed stability by cheek pads with +16% increased contact area*



## E.Q.R.S

For gentle helmet removal in the case of an accident, the X-SPR PRO is equipped with the Emergency Quick Release System.

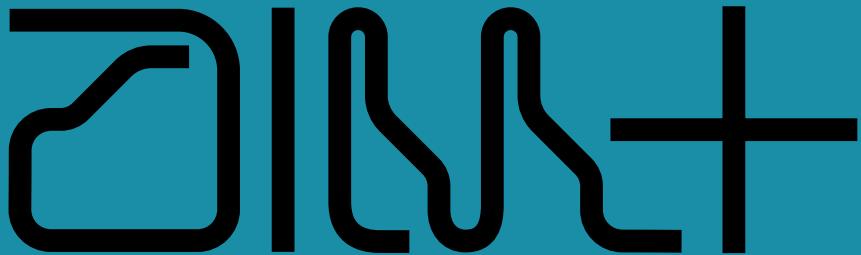
Red, easy-to-reach loops allow first aiders to remove the cheek pads with little effort and then remove the helmet from the victim's head more easily.





FIM HOMOLOGATION

ECE 2206



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## HELMET SHELL

The outer shell of the X-SPR PRO is made of the proven multi-composite material AIM+ and resists even the hardest impacts with its light weight.

The impact energy generated in a collision is absorbed by the multi-part EPS liner of the X-SPR PRO.

The helmet meets the requirements of the latest homologation standard for motorbike helmets ECE-R 22.06 as well as the requirements of the FIM homologation.

SHOEI's outstanding skills in helmet shell moulding allow the design of a filigree, complex outer shell that combines lightness and stability, attractiveness and safety in an incomparable way.

4 helmet shell sizes  
(XS-S | M | L | XL-XXL) for an  
optimal relationship between  
helmet size and  
rider size





THE CURRENT  
GRAPHICS OF  
THE SEASON AT  
[WWW.SHOEI-  
EUROPE.COM](http://WWW.SHOEI-EUROPE.COM)

# COLORS AND GRAPHICS



– White



– Matt Black



– Black



# CWR-F2R VISOR

The newly designed and two-dimensionally shaped visor CWR-F2R (1) offers a larger field of vision and thus ideal viewing conditions on a racing motorbike at extreme lean angles.

The combined pins of the PINLOCK® visor also provide the fastening knob for the tear-off films and are now located significantly further back and thus outside the field of vision. The knob can be rotated eccentrically and ensures optimum tensioning of the tear-off films.

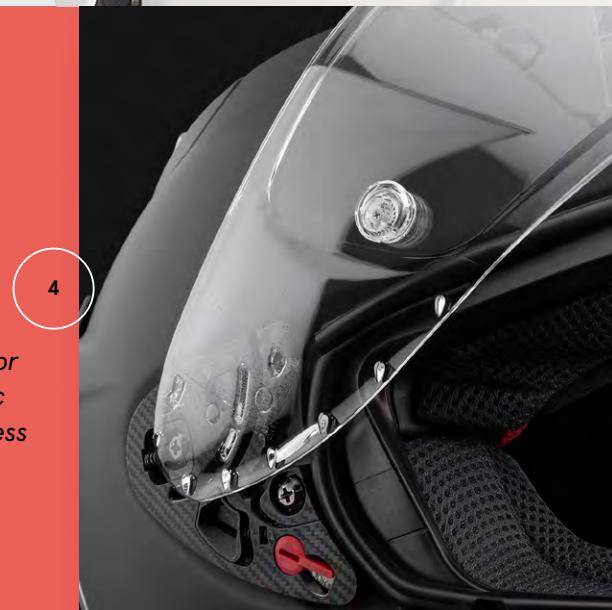
In addition, the visor, with its high-quality optics, has also become 5 mm larger vertically. The result is an unrestricted view when using the PINLOCK® visor. Not only racers appreciate this promising and safety-relevant feature.

The visor mechanism of the X-SPR PRO is also equipped with a newly developed release lock mechanism (2). By activating this function, the release lever on the base plate is blocked, thus minimising the risk of the visor coming loose in the event of a crash.

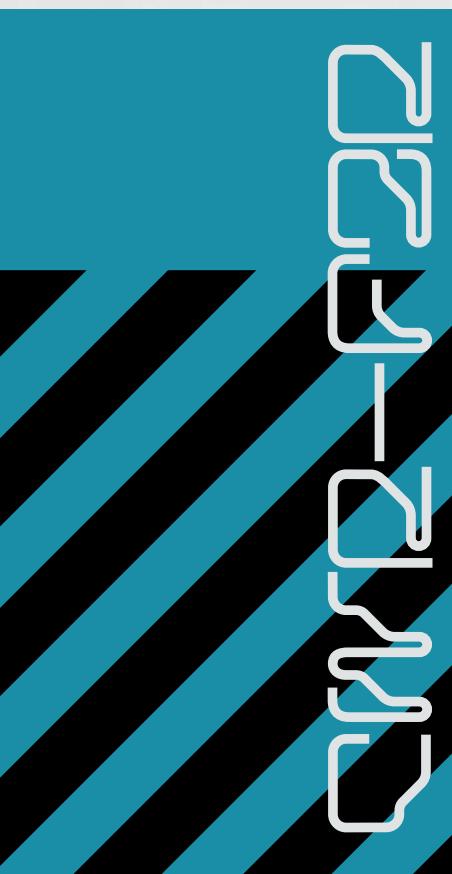
An additional safety slide (3) prevents the visor from the visor from opening in the event of an impact.



*Two-dimensionally shaped visor with central locking mechanism and additional safety slide*



*Vortex generators for higher aerodynamic performance and less noise pollution*



**Clear**  
CWR-F2  
Art.-Nr. 17 39 000 1  
CWR-F2R (Racing)  
Art.-Nr. 17 40 000 1

**Light Smoke**  
CWR-F2  
Art.-Nr. 17 39 002 1  
CWR-F2R (Racing)  
Art.-Nr. 17 40 002 1

**Dark Smoke\***  
CWR-F2  
Art.-Nr. 17 39 003 1  
CWR-F2R (Racing)  
Art.-Nr. 17 40 003 1



**HD Yellow\***  
CWR-F2  
Art.-Nr. 17 39 011 1  
CWR-F2R (Racing)  
Art.-Nr. 17 40 011 1

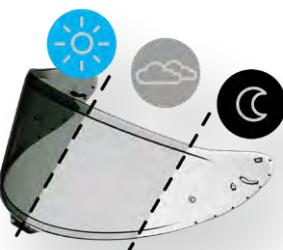
**Spectra Silver\***  
CWR-F2  
Art.-Nr. 17 39 004 1

**Spectra Blue\***  
CWR-F2  
Art.-Nr. 17 39 005 1



**Spectra Gold\***  
CWR-F2  
Art.-Nr. 17 39 006 1

**Spectra Rainbow\***  
CWR-F2  
Art.-Nr. 17 39 010 1



**Photochromic\***  
CWR-F2  
Art.-Nr. 17 39 012 1

Dynamically adapts  
to changing light  
conditions



**PINLOCK® EVO**  
CWR-F2  
Art.-Nr. 17 39 100 0

**Transitions**

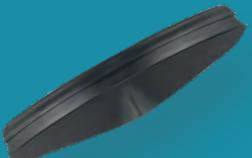
\* Does not comply with the current ECE 22.06 homologation regulation

# SPARE PARTS & ACCESSORIES

## PADS



Chin-Curtain\*  
Art.-Nr. 19 02 016 0



Chin Spoiler  
Art.-Nr. 19 02 021 0



Breath Guard  
Art.-Nr. 19 01 004 0



Air Mask 6  
Art.-Nr. 19 03 019 0



Tear-offs CWR-F2R  
(Set / 5 pieces)  
Art.-Nr. 19 03 016 0



Button Set CWR-F2R  
for Tear-offs  
Art.-Nr. 19 03 017 0



Hydration Tube  
Art.-Nr. 19 03 018 0



On/Off-Valve  
Art.-Nr. 19 03 020 0



Big Bite Mouthpiece  
Art.-Nr. 19 03 021 0



Protective Cap  
Art.-Nr. 19 03 022 0



Helmet bag  
Art.-Nr. 19 04 005 0



Racing Bag  
Art.-Nr. 19 04 008 0



Helmet Repair Ring  
Art.-Nr. 19 03 012 0



Centerpad set

XS-S: Art.-Nr. 18 03 539 0

M: Art.-Nr. 18 03 540 0

L: Art.-Nr. 18 03 541 0

XL: Art.-Nr. 18 03 542 0

XXL: Art.-Nr. 18 03 543 0



### Cheekpads

31 mm: Art.-Nr. 18 03 535 0  
35 mm: Art.-Nr. 18 03 536 0  
39 mm: Art.-Nr. 18 03 537 0  
43 mm: Art.-Nr. 18 03 538 0



### Centerpad sides

F5 mm: Art.-Nr. 18 03 544 0  
F9 mm: Art.-Nr. 18 03 545 0



### Centerpad front

F5 mm: Art.-Nr. 18 03 546 0  
F9 mm: Art.-Nr. 18 03 547 0



### Centerpad rear

S5 mm: Art.-Nr. 18 03 548 0  
S9 mm: Art.-Nr. 18 03 549 0  
M5 mm: Art.-Nr. 18 03 550 0  
M9 mm: Art.-Nr. 18 03 551 0  
L5 mm: Art.-Nr. 18 03 552 0  
L9 mm: Art.-Nr. 18 03 553 0  
XL5 mm: Art.-Nr. 18 03 554 0  
XL9 mm: Art.-Nr. 18 03 555 0



### Neckpad

S9 mm: Art.-Nr. 18 03 556 0  
S13 mm: Art.-Nr. 18 03 557 0  
M9 mm: Art.-Nr. 18 03 558 0  
M13 mm: Art.-Nr. 18 03 559 0  
L9 mm: Art.-Nr. 18 03 560 0  
L13 mm: Art.-Nr. 18 03 561 0  
XL9 mm: Art.-Nr. 18 03 562 0  
XL13 mm: Art.-Nr. 18 03 563 0



### Chin strap cover

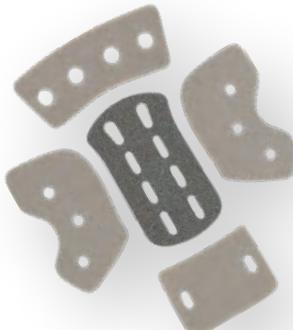
Art.-Nr. 18 03 564 0



### Ear pads

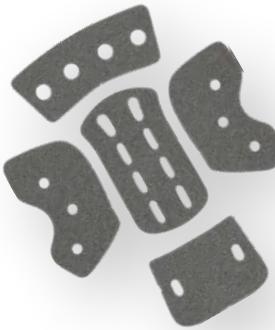
Art.-Nr. 18 03 398 0

## INDIVIDUAL ADJUSTMENT



### Adjustment pads „Full Set Soft“

Helmet size XS/S: Art.-Nr. 18 03 566 0  
Helmet size M: Art.-Nr. 18 03 568 0  
Helmet size L: Art.-Nr. 18 03 570 0  
Helmet size XL/XXL: Art.-Nr. 18 03 572 0



### Adjustment pads „Full Set Hard“

Helmet size XS/S: Art.-Nr. 18 03 565 0  
Helmet size M: Art.-Nr. 18 03 567 0  
Helmet size L: Art.-Nr. 18 03 569 0  
Helmet size XL/XXL: Art.-Nr. 18 03 571 0



### Comfort layer for cheekpads (2 mm)

Hard: Art.-Nr. 18 03 573 0  
Soft: Art.-Nr. 18 03 574 0



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