



Experience makes the difference

One Family, Three Generations, All Riders: One Mission

Arai is not a massive company run by rotating boards of directors with equally-rotating missions, all of which have one thing in common: greater profits at reduced costs.

Fact is, we're pretty much the polar-opposite of them in about every way imaginable. Arai is a small family company, driven by the same family, with the same mission, through three generations — **three generations that have all been riders.**

This fact tends to make you look at things differently than big corporations do.

Like: Could you really build a helmet you wouldn't be willing to put on your own head, or the heads of your co-workers and friends?

Or: If your family's name — and your family's honor — are on the front of your helmet, how many corners would you cut? How many shortcuts would you take?

Or: **If cost is the most important element, how much is a head worth?**

That's why our one mission has always been the protection and comfort of riders. To the best of our

ability. Period. We're sorry if that sounds trite. But it's true.

That's why we don't build "Snell" helmets or DOT helmets or any standard's helmets. **We build Arai helmets. We build them to our standards.** Standards we don't think anybody comes close to. (Remember, we answer only to ourselves.)

Our standards are made for the real world, the unpredictable world of distracted drivers. Sharp angles. Things that don't move when you hit them. Things you can't duplicate in a controlled, predictable testing laboratory environment looking for a common denominator.

Our family's rationale is simple: **Standards don't protect you. Helmets do.**

At the end of the day, the choice is yours. There are real differences. But only you will say whether those differences are worth it or not.

We hope you see the difference in Arai, and in the family behind it.

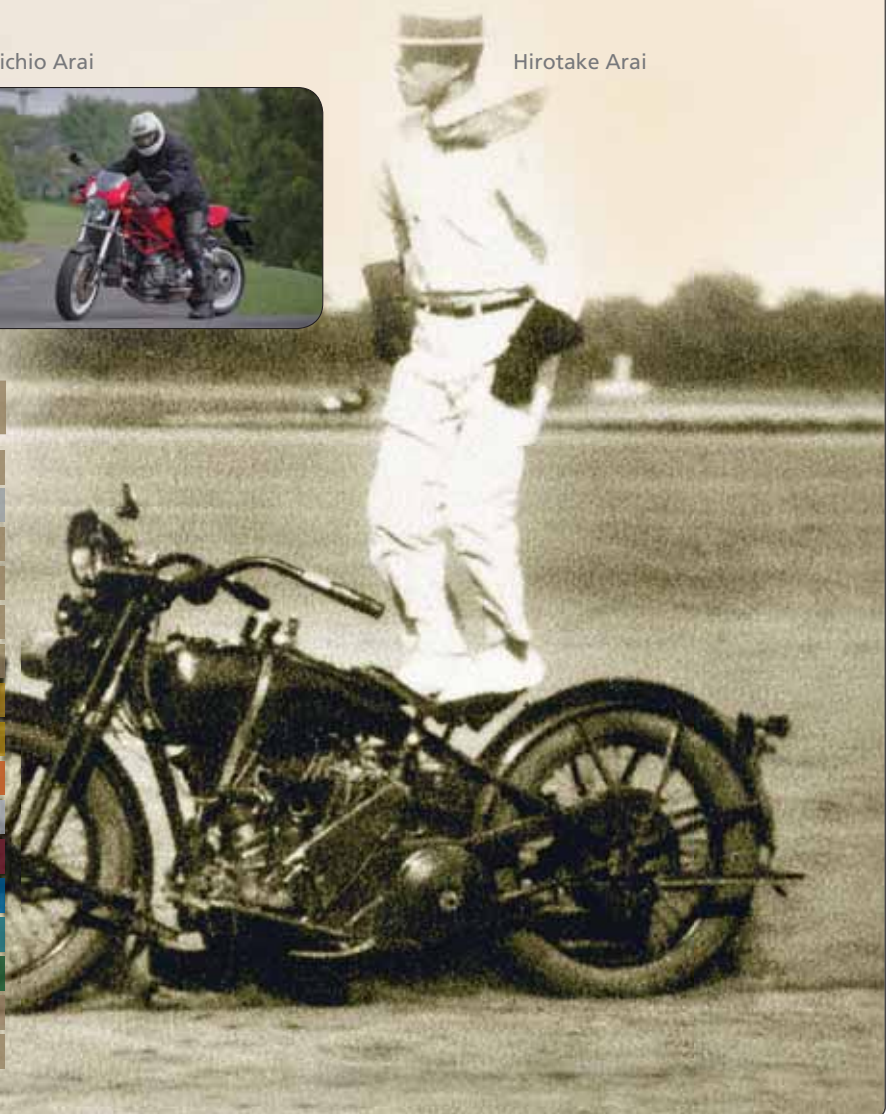
Akihito Arai



Michio Arai



Hirotake Arai



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"Bird's nest" shell thickness inspection



Hand-molding outer shell



Checking shell thickness and weight



Signing an approved shell



One of three wet shell sandings



One of three base paint layers



One of four hand inspections

It is not easy to build an Arai helmet. After more than 50 years, there are still no shortcuts. That is something Mr. Arai stresses to us. Our helmets do not have different prices for different qualities. We build one kind of helmet – our best. We give it one kind of effort — our best. And when you wear it, you will know that we are sending you our best.

We come to our work each day feeling that what separates us from other helmet makers is the care and pride we bring to what we do. That is what makes us *Arai*.

It can take up to five years for one of us to earn the right to create an Arai shell — and each shell can take up to **27 steps**. Each step must be our best, whether it is being made for a Formula-1 or NASCAR® driver, a commuter rider, a MotoGP racer, or a weekend woods rider. That is because at Arai, we have only one standard. As Mr. Arai says, "How can you say that one person's head is worth more than another's?"

We build your helmet by hand. We each have a specific job, yet all of us know every step that goes into building an Arai, and how our individual jobs fit into the final result that you wear. We know how each part fits together because each of us is taught to know, to feel, and to experience the jobs our co-workers do, and what their involvement is in building your helmet. That is how we learn there are no minor parts to an Arai helmet — and there are no minor jobs here.

We are proud to make the helmet you will wear. It is our hope you will feel as proud to wear it.



Hand application of graphics



Hand fitment of interior



Hand fitment of chin vent



Hand fitting of vents



The finishing touch

*"We do not build motorcycle helmets.
We build Arais."*



WHY ARAI?

At Arai, the real difference in our features is not *what* they are, but *why* they are.

THE THREE FOUNDATIONAL DIFFERENCES IN AN ARAI HELMET:

1: An Arai shell is a very strong.

2: An Arai EPS liner is very soft.

3: An Arai helmet has extraordinary comfort and fit.



THE STRONG ARAI SHELL:

Decades of experience, research, testing and comparison led Arai people to conclude that fiberglass-based construction does an ideal job of performing a **motorcycle-helmet shell's main job — spreading impact energy over the widest area through strength, structural integrity and impact-flexibility.** Arai's aerospace fiberglass technology is at the heart of all our shell composites.

Yet Arai never rests. Our research into the use of carbon fiber for our Formula-1 race helmets has given us the opportunity to expand that technology into our cutting-edge Corsair-V motorcycle helmet. As you might expect, though, Arai's carbon fiber is anything but the typical weave found in other helmets (you can read about it on page 12). Instead, it is a combination of the exotic, leading-edge, but proven, materials combined with Arai's superb design skills to deliver a carbon fiber shell that is an **Arai shell** in every way.

THE SOFT ARAI EPS LINER:

Because an Arai shell is so strong, our EPS liners can be very soft (the key reason for an Arai's legendary comfort). Most lesser helmets don't have an Arai's shell strength, so their EPS liners must be made harder to help the shell do its job. And those harder liners can be why the helmets can get so uncomfortable after just a short ride. More importantly, Arai's exclusive one-piece EPS liner is like no other, comprised of as many as *five* material densities (depending on model), all molded into a *single* piece.

Arai pioneered this one-piece technology more than 20 years ago, and is still, to our knowledge, the only helmet offering this liner and its benefits.



THE ARAI COMFORT AND FIT

Every helmet has an interior comfort liner. Nobody has one like Arai's. Our comfort liners are a perfect example of Arai's belief that there are no minor parts of an Arai helmet. Our liner is more of a cohesive **system** of integrated and interrelated components designed to actually *cradle* your entire head and face. But even that uniqueness isn't enough. Materials like our exclusive Dry-Cool® liner material, and the new 5mm *peel-away* layers in our side/temple and cheek pads that now allow you to actually **micro-tune the comfort and fit without necessarily having to buy optional liners and pads.** All these are yet more examples of Arai's five-decade obsession with rider comfort and fit, and the lengths we'll go to in our passion to give you a helmet with more of a *custom-made* fit.

Arai Shell Detail 1

In trying to make an Arai shell stronger and better, we're obsessive about even the smallest details. It's what separates handmade artistry from mass-produced mediocrity. Example:



The resin mixes in Arai shells may actually be re-mixed several times in a single *day* because of fluctuations in outside temperature, humidity, and barometric-pressure. Crazy? Maybe. But doing this allows for a more constant resin flow to maintain shell thickness, balance, and shell-curing time, resulting in a more *consistent* helmet

shell throughout. It's not something you'd ever see or know about. But we do. And around here, attention to detail is just as important in the places you can't see. Maybe even more so.

Arai Shell Detail 2

Many helmet makers actually reduce shell material at the bottom of the shell. (The safety-standards organizations don't test there.) But Arai maintains shell thickness to the very bottom — and then *strengthens* it. Why? Because we don't think it's a good place to try to save a few dollars or grams. And strengthening the bottom of an Arai helmet shell also helps to significantly lower the helmet's center of gravity, contributing to a better overall balance, making an Arai rest easier on your head.



“Even after decades of changes and improvements, the job of a motorcycle helmet has not changed.”

Michio Arai, president



Arai Shell Detail 3

Arai's organic shell shapes are integral to our philosophy of shell shape and design: we believe it's hard to improve on nature. So Arai's shell shapes follow the smooth, linear, naturally-reinforcing shape of the egg — one of nature's strongest shapes. And strength is a hallmark of the shell's task. The result is Arai's enhanced

organic shell shape now used on all the latest-generation Arai models. Designed to “flow” better in the wind, it also looks better, conforming more to the head's natural shape: smaller, more aerodynamic, not bulbous. And it seals better, too, to further reduce noise.



We watch out for you. Over and over and over.

Every helmet company inspects their product. But is it serious, or more like a teenager looking over his homework assignment on the way out the door for a date? Here, inspection is serious. Every single Arai helmet is inspected. Not just a couple random “ringers” that make us look good. Every. Single. Arai. Including yours. Inspected at least three times during production.

Four times, counting the completed helmet inspected for fit, finish and detailing prior to packing and shipping.



WHY does Arai still use side pods instead of the popular pod-less systems?



Even though pod-less faceshield systems are easier to make — a simple deep, flat pocket in the shell for the pivot mechanism — Arai's experience tells us these pockets (some as deep as a half-inch!) aren't a good idea. Either the interior's EPS liner must be thinner — and *harder* — in the recessed area, or the helmet

itself must be made *bigger* to accommodate a thicker, softer liner. Mainly though, these deep recesses can have sharper drop-off edges that may impede the desired smooth dispersal of impact energy along the shell's naturally-curved surface.

Arai's pod system needs only a shallow round-edged recess, so impact energy can flow more smoothly over the shell. This pod system isn't easy to design, and it's a very intricate process to build, because it must conform to the shell's very difficult compound curves. But it does enable the shell to do a better job of dispersing impact energy. It also allows for a softer, consistent liner thickness throughout the interior, resulting in a helmet that can be made smaller and more aerodynamic.

Yes, Arai's way is more expensive and complicated. But we think the result is better — and around here, better trumps cheaper.

***“There are no minor parts to an Arai helmet.
Every part contributes to the whole,
and is designed to work with the other features
to improve each other.
That is how we can maximize the performance
of an Arai helmet for our consumer.***

That is the Arai difference.”

At Arai, there is a very big difference in our comfort and fit because we put so much more emphasis on our comfort and fit.

Arai is the only company offering multiple interior-fit shapes to better address the infinite variety of riders' head shapes and sizes.

No one pays more attention to the subtle variations and infinite possibilities of the human head shape than Arai. Why? Because it's the secret to getting the best comfort and fit. And Arai is nothing short of obsessed with putting you into the best fitting, most comfortable helmet possible – because that's who we are.

The Importance of a Helmet's Interior Shape: Because head shape is as important as head size in getting "the perfect fit."

Step One: Finding the Right Size and Fit

The first step is understanding how a helmet is supposed to fit, that it's not like your favorite baseball cap. A helmet is an **ENERGY MANAGEMENT SYSTEM** whose number-one job is to manage the energy of an impact it can't predict. (Pretty paint and graphics are just there to make it look good.)

Start: Get your head measured to get an idea of where to start. The images here show the proper placement of a measuring tape to get the right tape-placement for the most accurate measurement.



Your Face: Do not be concerned at first with getting the helmet to fit over your face. (Facial-fit problems mostly occur in riders with thicker cheeks or jaws. We find many such riders wearing helmets up to three sizes too big. The problem occurs when you can't get the

helmet past your cheeks or jaws, you think "it's too small," and you reach for a bigger size. But your brain's not in your face.) The helmet must fit your head. That's why it's important to focus on your head size (crown fit) measurement first. How? With Arai's cheekpads.

PROPER CROWN FIT AND CHEEKPADS:

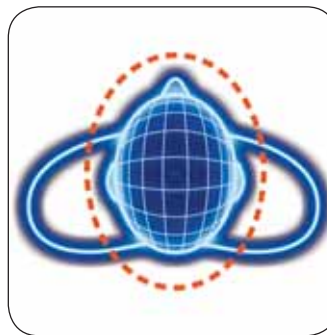
Snug is good: For the most comfort, the interior must fit snugly all around the crown of your head. (The crown is the area contacted by a baseball cap's band, for example.) You should feel a firm, even pressure at all the contact points around the interior perimeter, with no tight pressure points that could become uncomfortable in the future.

Try on different sizes and interior fit shapes until you get the desired crown fit. (If you have that broad facial-structure situation, remove the cheekpads first to keep them from interfering with getting the helmet on. Then try on helmet sizes until you get the proper crown fit.) Once the crown fit is good, Arai's optional cheekpad thicknesses—and our exclusive new 5 mm peel-away micro-fit cheekpad layers—can fine

tune your personal fit to a degree you never thought possible. Just about the closest you can come to wearing a helmet custom fit for your individual face — as only Arai can do it.

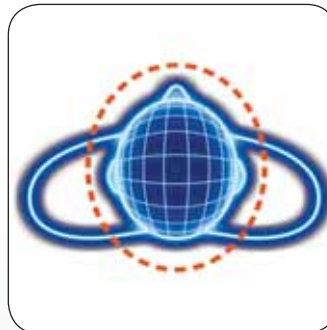
Don't guess size: Try the helmet on for a while before you buy it. Don't think you know your shape or size — make sure. Measuring gets you halfway there; a test fit confirms it. Having a helmet of the same brand, model, and size - even an Arai - may not fit like a current model or size because the evolution of the design process can affect the current size and shape.

Determining Your Arai Interior-Shape Fit

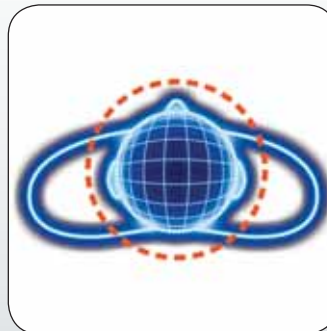


Generally, our North American market interiors have an oval shape orientation (somewhat longer front-to-back, narrower side to side) because most of our heads tend to be more oblong than round. Our different Arai models vary slightly based on that general Oval shape to accommodate a much wider fit range.

LONGER OVAL (Longer front-to-back, more narrow side-to-side). This fit offers additional forehead room for those who find that most helmets have pressure points in the forehead.



INTERMEDIATE OVAL (Not as long front-to-back as the Longer Oval). This fit shape lies in the middle area between heads than the more-pronounced Longer Ovals or more evenly-shaped Rounder Ovals.



ROUNDER OVAL (Even a little shorter front-to-back and a little wider side-to-side). Although still an oval, this shape is for riders whose head shape tends to be a bit rounder than that of a strict Intermediate Oval fit.

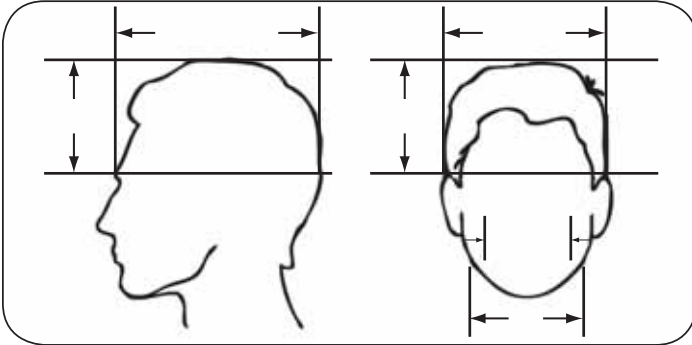
REMEMBER, ARAI MAKES DIFFERENT SHAPE INTERIORS, BUT WHICH ONE IS BEST FOR YOU DEPENDS ON WHICH ONE FITS YOU THE BEST. THE ONLY WAY TO DETERMINE THAT IS TO TRY THEM ALL ON.

Lastly, we want to mention the role of Measured fit, even though head shape is equally (if not more) important to the best fit. You'll find an excellent video on getting the right fit on our website at www.araiamericas.com/default.aspx?pageid=92.

HELMET FIT: HOW HARD CAN IT BE

If helmet companies made helmets individually for every rider, fit would be much less of a problem. They take the measurements for each face and that's it. Perfect.

The problem is that helmet manufacturers are making helmets to fit a world of people — literally. A world of shapes, angles, widths, bulges, recesses, etc. (Snowflakes aren't the only things where no two are alike.)



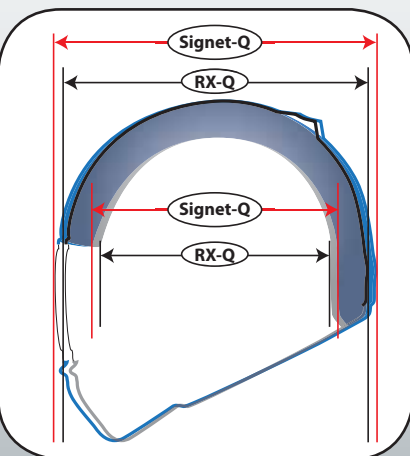
The difference in how helmets are made to fit the world of people is what separates Arai from every other manufacturer.

Helmet making is mostly a function of economics. (Isn't everything?) If you're a lower-end manufacturer some things just aren't economically feasible — like dealing with all those head-shape variables. So you cut costs by making just one interior shape for all your models. It doesn't do much for the comfort and fit of the world of head shapes, but you're selling a lower-priced product, so it's good enough.

Several decades ago Arai realized that the idea of good enough wasn't what drove us.

Arai believed there are discerning enthusiasts with the riding experience and awareness to appreciate the innumerable benefits of a better-made, better-fitting helmet for long stretches in the saddle. (Arai riders typically ride further than from road house to road house.) And while it was accepted that we could never build the perfect fitting helmet for everyone, that didn't mean we couldn't try. No matter how time and effort-intensive, and costly, it was. We had a mission. So for more than three decades, Arai has pioneered different shapes — and even different proportions within those shapes — in our various helmet models, working to offer a better fit for more people.

A Case in Point: The Arai RX-Q and new Signet-Q models



While over the years we've had many different shapes, and various proportions within those shapes, we constantly measure heads to learn where we can improve. A longstanding successful shape has been the Intermediate Oval (I/O), currently found in our RX-Q model.

We recently measured the head shapes of

nearly 750 consumers across the U.S.! It provided us with the firsthand information that led to the development of our latest Long Oval (L/O) helmet, the Signet-Q. We say the latest Long Oval because we don't simply mimic the past, we blend what worked before with what we've learned since, to produce a new shape to hopefully fit more people. We used the Signet model name, which was used years ago and was well known for its very long narrow interior shape, but updated the shape and fit to make sure that this new Signet comes with a new L/O shape that we feel addresses a larger segment of the US market.

Because we have more than one interior shape/fit, riders often ask us to define those shapes and proportions so that they can more easily determine the best helmet for them. And while we have to define these parameters in order to produce our helmets, we don't provide those details because the decision isn't based solely on dimensions.

A helmet needs to be tried on in order to determine a proper fit. With an Arai helmet, regardless of your presumed head shape, a side-by-side test fit, like an RX-Q against a Signet-Q, will give an apples-to-apples comparison to find your best fit. And, not surprisingly, in some cases your "perfect" fit isn't the interior shape you thought, or were told you were.

ARAI'S LATEST "PERFECT FIT" INNOVATION: MICRO-FITTING CHEEK AND SIDE/TEMPLE PADS

Even after laboring over different shapes and dimensions, we recognize there is still an infinite number of shapes that fall between our sizes and interior fits. So Arai takes fitting to an even greater level by incorporating micro-fit pads that allow you to give yourself a little extra room if needed, without having to purchase extra interior options. This allows you to stay in your proper size rather than the traditional solution of moving up a size, which decreases comfort and performance while increasing noise and movement.



Nothing takes the place of an in-person test fit of the actual helmet you're going to buy. You owe it to yourself to make an educated decision, to try on every helmet, not just an Arai, and then make the best decision for you.

Currently our two main fit packages — RX-Q (I/O) and Signet-Q (L/O) — provide suitably different and unique solutions for the extremes of head shapes, while offering new micro-fitting options to help a few more of the extremes and in-betweens find a better fit.

We constantly encourage Arai dealers to stock a size selection of all Arai models to provide a direct comparison opportunity for their customers. As a consumer, we encourage you to seek out one of those dealers and/or encourage your dealer to make the effort.



Brow-Vent Channeling

Brow-vent inner ducts redirect incoming air to the temples instead of the forehead, and around the ear area (missed by many helmet ventilation systems). The stale air is then extracted out the side exhaust cowls. The airflow over the temple artery reportedly also helps

cool the blood flow to the brain area. This simple re-purposing of two existing vent features greatly improves helmet performance and rider comfort.



Patented Dual-Pivot Chinvent

This easy-to-operate, two-position dual-pivot hinge mechanism allows for increased chinvent airflow capacity to two areas: the first position directs air to the face through an activated carbon-coated foam filter; the second sends the air to the faceshield to aid de-fogging.



Unique Cheekpad Design

The cheekpad design allows for the pads be removed and cleaned more easily. They can also be replaced with one of our optional pads of different thicknesses for a more custom fit (another Arai innovation that's now copied by many other helmet makers).

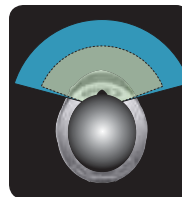
"Customized" cheekpads with a finer made-just-for-you fit are another result of the decades of commitment to every nuance of rider comfort by Arai people.



Shell Construction

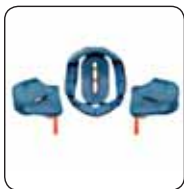
Arai's decades of experience, research, testing, comparison and evaluation has concluded that fiberglass-based construction is ideal for performing a helmet shell's main job – dispersing impact energy over the widest area through strength, structural integrity and impact

flexibility (although Arai's R&D study and testing of alternative shell technologies is always ongoing). The shell utilizes our proprietary aerospace fiberglass to achieve an exceptionally strong, flexible, yet lightweight shell.



Extreme peripheral view

Arai's 10 mm wider eyeport (5 mm each side) enhances peripheral vision for a better view of the world around you. Also gives you a feeling of "openness" inside the helmet. It uses Arai's SAI faceshield that fits so flush it almost looks like a continuation of the shell.



Removable, Washable Liner

Another Arai innovation first introduced in the late '80s, our fully removable, washable, and replaceable interior comfort-liner components also permit micro-fitting of a helmet in between-size scenarios.



One-Piece Liner

Arai's EPS liner is like no other, comprised of several material densities molded into a single piece. Arai pioneered this technology more than 20 years ago and is still, to our knowledge, the only helmet offering this liner and its unique benefit: the direct-fused contact area that each

EPS cell shares with its neighboring cells creates a mutual support. As one is crushed under impact, the surrounding cells assist with the energy absorption. (Liner pieces that are simply fitted or glued together cannot rely on such a high-level support bond.)



LRS Shield Removal

Watch racers Nicky Hayden and Kenny Roberts, Jr. swap Arai faceshields on video while wearing their helmets and you'll see for yourself how easy Arai's LRS tool-less system really is. And if you refer to "Why Arai" on page 4 you'll read why we continue to use side pods when others

have gone to easier-to make pod-less systems.

Optional Interior Liners and Cheekpads

Optional interior liners and cheekpads of different thicknesses allow you to custom fit your Arai helmet. To order a liner of a different thickness, start with the **Lining Code** that matches your helmet size, than specify

the desired thickness. For example, an optional 5mm liner for a large helmet would be specified as a **"III-5mm"** liner

Interior Lining Thicknesses

■ STANDARD □ OPTIONAL

Size	HCH*	LINING CODE	CORSAIR V				CORSAIR V RC				RX-Q				SIGNET-Q				VECTOR 2				XC-RAM				XD ⁴				VX ³ Pro			
			12mm	10mm	7mm	5mm	12mm	10mm	7mm	5mm	12mm	10mm	7mm	5mm	12mm	10mm	7mm	5mm	12mm	10mm	7mm	5mm	12mm	10mm	7mm	5mm	12mm	10mm	7mm	5mm				
XS	53-54cm	I	XS	□	□	□	□	XS	□	□	□	□	XS	□	□	□	□	XS	□	□	□	□	XS	□	□	□	□	XS	□	□	□	□		
S	55-56cm	II	S	□	□	□	□	S	□	□	□	□	S	□	□	□	□	S	□	□	□	□	S	□	□	□	□	S	□	□	□	□		
M	57-58cm	III	M	□	□	□	□	M	□	□	□	□	M	□	□	□	□	M	□	□	□	□	M	□	□	□	□	M	□	□	□	□		
L	59-60cm	IV	L	□	□	□	□	L	□	□	□	□	L	□	□	□	□	L	□	□	□	□	L	□	□	□	□	L	□	□	□	□		
XL	61-62cm	V	XL	□	□	□	□	XL	□	□	□	□	XL	□	□	□	□	XL	□	□	□	□	XL	□	□	□	□	XL	□	□	□	□		
XXL	63-64cm	VI	XXL	□	□	□	□	XXL	□	□	□	□	XXL	□	□	□	□	XXL	□	□	□	□	XXL	□	□	□	□	XXL	□	□	□	□		
XXXL	65-66cm	VII	XXXL	□	□	□	□	XXXL	□	□	□	□	XXXL	□	□	□	□	XXXL	□	□	□	□	XXXL	□	□	□	□	XXXL	□	□	□	□		

* Signet-Q XS is under development, and details were not ready at time of printing.

Cheekpads

	CORSAIR V			CORSAIR V RC			RX-Q			SIGNET-Q			VECTOR 2			XC-RAM & XC			XD ⁴			VX ³ Pro		
	Thicker	Standard	Thinner	Thicker	Standard	Thinner	Thicker	Standard	Thinner	Thicker	Standard	Thinner	Thicker	Standard	Thinner	Thicker	Standard	Thinner	Thicker	Standard	Thinner	Thicker	Standard	Thinner
STANDARD	35mm	30mm	25mm	35mm	30mm	25mm	35mm	30mm	25mm	35mm	30mm	25mm	35mm	30mm	25mm	35mm	30mm	25mm	35mm	30mm	25mm	35mm	30mm	25mm
OPTIONAL	35mm	30mm	25mm	35mm	30mm	25mm	35mm	30mm	25mm	35mm	30mm	25mm	35mm	30mm	25mm	35mm	30mm	25mm	35mm	30mm	25mm	35mm	30mm	25mm
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	25mm	20mm	15mm	25mm	20mm	15mm	25mm	20mm	15mm	25mm	20mm	15mm	25mm	20mm	15mm	25mm	20mm	15mm	25mm	20mm	15mm	25mm	20mm	15mm

* Signet-Q XS is under development, and details were not ready at time of printing.

*HCM (Head Circumference Measurement) should be a starting point only in determining your helmet size. Determining the best possible fit should be from actual test fittings of Arai's various interior fit packages. Changes and updates can affect the standard pad-thickness supplied with your helmet.

Features & Benefits

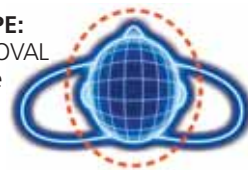
	CORSAIR-V	RX-Q	SIGNET-Q	VECTOR-2	XC-RAM	XC	XD ⁴	VX-PRO ³
PB-SNC® (Peripheral Belting-Structural Net Composite) Originally devised for Arai's Formula-1 helmets, the Peripheral Belt extends across the forehead area of the shell above the eye opening, enhancing the structural integrity while maintaining flexibility, low weight and shell size. Now incorporated into Arai's newest and most advanced shell construction: SNC®. Using special proprietary net strands that bond shell layers even more rigidly, SNC lets us reduce shell weight by almost three ounces — while providing a lower center of gravity, resulting in better balance and reduced rider fatigue.	■							
ScLc (Super Complex Laminate Construction) 40% stronger than standard fiberglass in extension and bending resistance. Commonly referred to as F.A.S.T. (Fiberglass Aerospace Shell Technology) construction, due to its development heritage.		■	■		■			
cLc (Complex Laminate Construction) Contains a specially designed felt that is sandwiched between the two layers of Super Fiber Laminate. The felt acts as a reinforcement layer without adding significantly to the weight of the helmet.				■	■		■	■
Pull Down Airflow Spoilers Helps minimize wind noise. Also aids with the extraction of hot air from the face area.	■	■	■				■	
Extreme Peripheral View 10mm wider eyeport (5mm each side) greatly enhancing peripheral vision.	■	■	■	■				
Patented New AirWing® Adjustable from track to road conditions. Designed to reduce drag, turbulence and buffeting.	■							
Cowl Vent Design exhausts heat more efficiently. Now “sculpted” into the rear-shell shape, they've been shown to work in concert with the AirWing® to greatly add lateral helmet stability at speed (Arai test riders reported this benefit is most noticeable when popping up into the airflow when braking).	■	■	■		■	■	■	■
Hyper-Ridge The reinforcement band circles the bottom of the shell adding strength and lowering the helmet's center of gravity.					■	■		■
Outward Flaring Hyper-Ridge Flares out to provide a larger opening so that the helmet is easier to get on and off. The reinforcement band circles the bottom of the shell adding strength and lowering the helmet's center of gravity.	■	■	■	■				
LRS Shield Removal allows for shield changing without tools or removal of the sidepods.	■	■	■	■	■	■		
De-Mist Lock faceshield tab pushes forward to open the shield and help clear any fog that may appear.	■	■	■	■				
Removable/Replaceable Cheek Pads gives you a more custom fit by enabling you replace standard pads with optional sizes.	■	■	■	■	■	■	■	■
5mm Peel Away Cheek Pad allows customer to step down a size without purchasing an optional cheekpad set.	■	■	■	■			■	
Emergency Release Cheek Pads allows easier access to an injured rider by sliding out via integrated pull tabs built into the underside of the cheek pad.	■	■	■				■	■
FCS NEW. Arai's amazing new peel-away FCS™ cheekpad design is like nothing you've ever felt. And it features our exclusive 5 mm peel-away custom-fit layer.			■				■	
Sound Absorbing Ear Pad Foam Layer of foam in ear pocket to help block assorted noises from reaching your ears.	■	■	■					
Advanced Dry-Cool Liner uses micro water cells to improve moisture and heat transfer from the head to the airflow, so your head is cooler and dryer after a long ride.	■	■	■		■		■	
Removable/Washable Interior allows for the liner to be removed for easy washing. The liner can also be changed to fit those in between sizes.	■	■	■	■	■		■	■
Non-removable/Washable Interior can be easily cleaned.							■	
Brow Vent Channeling Ventilation gives you more cooling air in the forehead area without holes in the critical forehead area of the shell or impact absorbing liner.	■	■	■					
Dual Intake/Dual Exhaust Ventilation provides a more directed airflow and exhaust vents are designed to draw a significant volume of air from the helmet's interior.		■	■			■		
FFS (Free Flow System) helps reduce wind noise and turbulence while increasing the exhaust of hot air.	■	■	■	■				
Rear Neck Exhaust Duct is a perforated duct at the base of the lining which aids in the removal of stale air from the helmet interior.	■	■	■	■	■	■	■	■
Chin Vent Shutter is a closable gate behind the center vent that allows the vent to be closed for extreme weather condition.							■	■
Rear Exhaust Channel and Vent adds a racy look while drawing more hot air from the helmet interior.				■				
Delta Duct Toggle Control Ventilation Additional quick open/close upper ventilation, either intake or exhaust.	■				■			■
DF-M Top Mounted Diffuser Vents Medium sized diffusers that can easily be removed or replaced due to damage as a result of harsh offroad environments.							■	■
DF Diffuser has enhanced air inlets to increase airflow efficiency. The middle-intake slot creates an accelerated venturi effect for faster venting of stale air. The center Top Vent has been re-sculpted to provide more air intake; it also has a larger toggle.	■				■			
DDL-4 with a bridged design, the DDL-4 provides outstanding ventilation and aerodynamic stability on the street.		■	■			■		
Removable/Replaceable Vented Neckroll Easily removes and re-installs for thorough washing or replacement if damaged. Also has an additional exhaust port.	■	■	■					

THE CORSAIR-V

The state of the art in motorcycle helmet design as only Arai can achieve it.

INTERMEDIATE-ROUND OVAL SHAPE:

The Corsair-V has Arai's INTERMEDIATE OVAL (IO) interior fit shape, but one nearer the rounder end of the range. For details, please see *Interior Shapes* on pages 6-7.



PERIPHERAL BELTING & STRUCTURAL NET COMPOSITE



Created for Arai's Formula-1 helmets, the belt extends across the shell's forehead area above the eyepoint opening, enhancing the structural integrity while maintaining flexibility and low weight. It's incorporated into Arai's advanced SNC (Structural Net Composite) shell construction, that uses proprietary net strands that

work like rebar to bond shell layers more securely for even better shell integrity. And SNC reduces the V's shell weight by almost *three ounces* while providing a lower center of gravity for better balance and reduced rider fatigue.

SIDE-VENT EXHAUST PORTS

The sculpted exhaust ports, designed to clear interior air and heat more efficiently, have



also been shown to work in concert with the Corsair-V's AirWing® to greatly add lateral helmet stability at speed.

(Arai test riders have reported this benefit is most noticeable on the track when popping up into the airflow under braking.)

PATENTED AIR WING® & DF-10 DIFFUSER

Arai's exclusive, adjustable AirWing® is designed to greatly reduce drag, turbulence and buffeting. It provides unprecedented aerodynamic performance options via *five* hand-adjustable "attack angle"



positions from full-tuck racing to upright everyday street riding. The DF-10 offers enhanced air inlets to increase airflow efficiency even better than its predecessor. A middle-intake slot creates more negative pressure "pull" for even faster venting of stale air. Larger upper vent toggles work with thick gloves, and the

center Top Vent is re-sculpted for more air intake.

PATENT-PENDING FCS CHEEKPAD DESIGN & EXCLUSIVE 5MM PEEL-AWAY LAYER

FCS uses an innovative and exclusive spring-support built into the cheekpad to add just the right amount of pressure when needed while being worn, but then easily moves out of the



way for easier helmet on-off. The cheekpads feature a 5mm peel-away layer for added room if you need it, giving you even more ability to craft the perfect fit and comfort for *your* face.

LATEST-GENERATION DRY-COOL®

VENTED

NECK ROLL

The fully-removable liner, utilizing Arai's third generation Dry-Cool® material, transfers heat and moisture away from the rider quickly and efficiently so that you stay "dry and cool"; hence the name. The repositioned rear mounting-snaps, closer to the liner bottom, provide a more secure fit. The neck roll is not only removable and replaceable; it adds yet another stale-interior-air exhaust outlet through channels in the EPS liner, not to mention making complete helmet cleaning a breeze and, in the case of damage, a snap to replace.



EMERGENCY CHEEKPAD RELEASE SYSTEM

This now-copied groundbreaking Arai safety innovation was specifically developed to allow easier access to an injured rider by sliding out easily, making helmet removal easier for trained medical personnel. (This gives you a real idea of where Arai's priorities lie).



WHITE



ALUMINUM SILVER



BLACK FROST



BLACK

New colors and graphics are added during the year. Visit www.AraiAmericas.com for the most up-to-date selection.



HASLAM WSBK



AOYAMA-3



TAKAHASHI-3



DOOHAN



DISALVO



NICKY-3 STARS
FROST FINISH



FICTION RED



FICTION BLACK



REA-2



HAGA WSBK



RUSSELL

THE CORSAIR-V RC (Racing Carbon)

So rare, so special, that if you want one, you have to place an order for it.



Sebastian Vettel, 2011 F-1 World Champion

CARBON FIBER FROM ARAI'S FORMULA-1 RACING

There are several carbon fiber motorcycle helmets out there. But none like this one. Based on Arai's F1 GP helmets' GP-6RC technology, it uses the same CF found

on the newest generation of commercial airliners, combined with Arai's own resin plus Zylon reinforcement. So complex, it takes an extremely-skilled Arai shell craftsman an *entire* day to make just one shell.



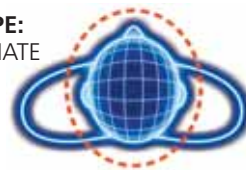
ARAI'S PERIPHERALLY-BELTED CARBON FIBER SNC SHELL CONSTRUCTION

The extremely-stiff and light carbon fiber outer shell, reinforced with Arai's exclusive Peripheral Belt (extending across

the shell's forehead area above the eyeport opening to enhance structural integrity while maintaining flexibility and low weight).

INTERMEDIATE-ROUND OVAL SHAPE:

The Corsair-V RC has Arai's INTERMEDIATE OVAL (IO) interior fit shape, but one nearer the rounder end of the range. For details, please also see *Interior Shapes* on pages 6-7.



DIFFUSER VENTILATION

The DF-10 offers enhanced air inlets to greatly increase airflow efficiency. A middle-intake slot creates more negative pressure "pull" for even faster venting of stale air. Larger upper vent toggles work with thick gloves, and the center Top Vent is re-sculpted for more air intake.



PATENTED AirWing®

Arai's patented, adjustable AirWing® is designed to greatly reduce drag, turbulence and buffeting. It provides unprecedented aerodynamic performance options via *five* hand-adjustable "attack angle" positions from full-tuck racing to upright position.



EXTREME PERIPHERAL VIEW

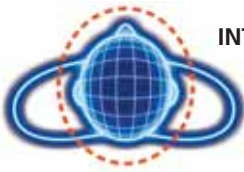
The Corsair-V RC's faceshield has a 10mm-wider opening (5mm per side)



to enhance peripheral vision, delivering a tremendous advantage to both riders on the track and on the street.

The wider opening uses Arai's SAI series faceshield that fits flush to the shell, improving aerodynamics and reducing wind noise.





INTERMEDIATE-ROUND OVAL SHAPE:
The RX-Q has Arai's INTERMEDIATE OVAL (IO) interior shape. For details, please see *Interior Shapes* on pages 6-7.

THE ARAI RX-Q. The Ultimate Street Helmet

A new benchmark in street helmet design: purpose-built to be the *ultimate* street helmet. Every aspect of its exceptional performance is optimized for the conditions, speeds and environment of the *real* world.



MORE AERODYNAMIC UPPER AND SIDE EXHAUST VENT COWLING

Sculpted to enhance stability while increasing exhaust efficiency, the side vent cowls are tailored to the needs

and speeds of the street. Compared to its "racing" brother, the Corsair-V, the RX-Q's cowlings are larger and more aggressively styled since lower street speeds require more surface area and a more refined shaping in order to deliver increased stability. High speed performance is also excellent.

BROW-VENT CHANNELING



VENTILATION

Directs more cooling air to the forehead area without the need to punch holes in the critical forehead

area of the shell or impact-energy-absorbing EPS liner.



REMOVABLE/WASHABLE LINER AND NECK ROLL



The neck roll is not only removable and replaceable; it adds yet another stale-interior-air exhaust outlet through channels in the EPS liner — not to mention making complete helmet cleaning a breeze and, in the case of damage, a snap to replace.

EXCLUSIVE 5MM PEEL-AWAY CHEEKPAD LAYER & EMERGENCY CHEEKPAD RELEASE SYSTEM

Giving you even more ability to craft the perfect fit and comfort for your

face, the cheekpads now feature a 5mm peel-away layer for added room if needed.



These are part of Arai's now-copied, groundbreaking

Emergency Release-System safety innovation specifically developed to allow easier access to an injured rider by sliding out easily, making helmet removal easier for trained medical personnel.



WHITE

DIAMOND WHITE

ALUMINUM SILVER

SILVER FROST

DIAMOND GREY

BLACK FROST

PEARL BLACK

DIAMOND BLACK

DIAMOND BLUE

FLUORESCENT YELLOW

New colors and graphics are added during the year. Visit www.AraiAmericas.com for the most up-to-date selection.



DUETET



VANTAGE



DAWN



SCARAB



ACE BLUE



ACE RED



DNA WHITE



DNA BLACK



MAMOLA



GLAZE



ORIENTAL
MATTE BLUE



ORIENTAL



FLAG SERIES
UK



FLAG SERIES
ITALY



DECO



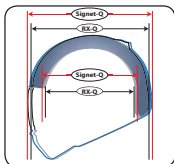
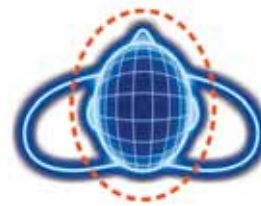
VIBE

THE BRAND NEW SIGNET-Q

Arai takes comfort to new lengths
Exclusive to North America

LONG OVAL SHAPE

The RX-Q has Arai's LONG (IO) interior shape. For details, please see *Interior Shapes*, pages 6-7.



THE FIT YOU'VE BEEN MISSING

The new Signet-Q's longer shell and interior shape are specifically designed for riders whose helmets can cause a painful forehead "hotspot" due to an interior shape that isn't made to fit your longish head. So the Signet-Q

will fit and feel like *nothing* you've ever worn. This illustration shows the interior-shape difference between the new Signet-Q and its Q-series stable mate, the RX-Q. (Please see pages 6-7 for complete story.) You just have to try it on to believe it!

NEW FCS CHEEKPAD SYSTEM*



Arai's amazing new peel-away FCS™ cheekpad design delivers comfort, support, and fit like nothing you've ever felt. And it features

our exclusive 5 mm peel-away custom-fit layer and Emergency Release System.



5 MM PEEL-AWAY SIDE-TEMPLE PAD*

Arai's exclusive peel-away side/temple crown pads give you the option of 5 mm more interior width if needed. Yet another level of fit customization no other helmet brand offers.



PINLOCK MAX VISION® FACESHIELD*

Exclusive Pinlock 100% Max Vision® faceshield included. (Details on page 27)

*Can be retrofitted to the RX-Q model.



BROW-VENT CHANNELING VENTILATION

Directs more cooling air to the forehead area without the need to punch holes in the critical forehead area of the shell or impact-energy-absorbing EPS liner.



MORE AERODYNAMIC UPPER AND SIDE EXHAUST VENT COWLING

Sculpted to enhance stability while increasing exhaust efficiency,



the side vent cowls are tailored to the needs and speeds of the street. Compared to its "racing" brother, the Corsair-V, the RX-Q's cowlings are larger and more aggressively styled since lower street speeds require more surface area and a more refined shaping in order to deliver increased stability. High speed performance is also excellent.

REMOVABLE/WASHABLE LINER AND NECK ROLL

The neck roll is not only removable and replaceable; it adds yet another stale-interior-air exhaust outlet through channels in the EPS liner — not to mention making complete helmet cleaning a breeze and, in the case of damage, a snap to replace.



New colors and graphics are added during the year. Visit www.AraiAmericas.com for the most up-to-date selection.



FLASH BLUE



FLASH RED



MASK BLACK



MASK RED



TARGET
Shown on a different model



RACER RED



RACER BLACK



LAUREL



SUPERSTAR BLACK



SUPERSTAR RED

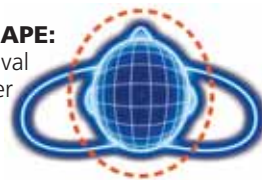
New colors and graphics are added during the year. Visit www.AraiAmericas.com for the most up-to-date selection.

THE VECTOR-2

Arai's "basic" helmet is anything but. We call it *Less is More*, but like everything from Arai, our emphasis is on *More*.

INTERMEDIATE-ROUND OVAL SHAPE:

The Vector-2 has Arai's Intermediate Oval Interior fit shape, but one slightly closer to the rounder end of the range. For details, please see *Interior Shapes*, pages 6-7.



TUNED REAR VENT/WING

ACR-2 rear exhaust vent-wing combo: Wind-tunnel tuned air inlets markedly improve ventilation performance and helmet stability at speed.

HYPER-RIDGE BAND

This newly-sculpted lower reinforcement band provides stability and a lower center of gravity for a very lightweight feeling. Specifically-sized exhaust ports increase airflow while minimizing noise levels. And the larger bottom opening makes for easier on-off.



Unique Chinvent Design

The Vector-2 has a chinvent design that is unique to it alone. Functionally, its two-position detent adjustment allows incoming air to be directed to either the facial area for cooling, or onto the shield to help clearing if needed.



REMOVABLE, WASHABLE LINER

Fully removable, washable, and replaceable interior comfort-liner also comes in optional



sizes to micro-fit your helmet to your head.

EXCLUSIVE 5MM PEEL-AWAY CHEEKPAD LAYER

Giving you even more ability to craft the perfect fit and comfort



for your face, the cheekpads now feature a 5mm peel-away layer for added room if needed.

EXCLUSIVE 5MM PEEL-AWAY SIDE/TEMPLE PAD LAYER

The Vector-2 also adds the new 5mm peel-away layer to the removable interior comfort liner's side/temple pad, giving you another level of customization no other helmet brand offers.



FLUORESCENT YELLOW

WHITE

DIAMOND WHITE

ALUMINUM SILVER

DIAMOND GREY

BLARNEY

BLACK FROST

DIAMOND BLACK

DIAMOND BLUE

PEARL BLACK

RACING RED

CLASSIC STAR



ID



MARKER RED



MARKER BLACK



THRILL GREEN



THRILL WHITE



LAUNCH



NEEVSEY



SCHWANTZ



BROC PARKES-3



BRIGHT



STRIPE



STAGE

XC® SERIES REDEFINES OPEN-FACE HELMET DESIGN AND FUNCTION

Gives you more facial coverage without sacrificing traditional open-face helmet feel

XC/RAM: The ultimate open face



DIFFUSER VENTILATION WITH AIRWING®

The XC/RAM®'s upper-vent diffuser system is from our top-of-the-line race helmet, the Corsair-V. The advantages are greatly-improved airflow and helmet stability. A non-adjustable version of Arai's patented Air-Wing® on the diffuser rear reduces lift while providing additional stability at highway speeds.



LRS SHIELD REMOVAL SYSTEM

Our LRS removal system makes shield changing super-easy without tools or hassles.



THINNER FACESHIELDSIDE PODS

The thinner side pods on the XC series give the helmets a sleeker, more aerodynamic shape that integrates better with the shell design for less air resistance.



VENTED NECKROLL

Arai's vented neck roll uses the prevailing airflow under the rider's neck to further enhance ventilation by extracting more interior heat and stale air.



UNIQUE CHEEKPAD DESIGN

Adding to its distinctive look, the XC's cheekpad design is similar to that of a full-face helmet, with its full-coverage EPS base and removable covers.



ORGANIC SHELL SHAPE

Follows the smooth, linear naturally-reinforcing shape of the egg — one of nature's strongest shapes. The shape "flows" better in the wind, conforming more to the head's natural shape — smaller and less bulbous — and seals better to further reduce wind noise.

FULLY REMOVABLE LINER

The XC/RAM also has Arai's premium fully-removable Dry-Cool® liner.



WHITE



ALUMINUM SILVER



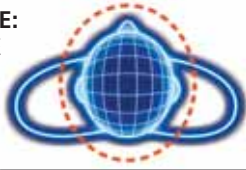
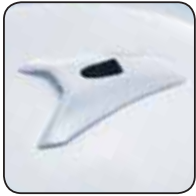
BLACK FROST



DIAMOND BLACK

INTERMEDIATE-ROUND OVAL SHAPE:

The XC Series has Arai's INTERMEDIATE OVAL (IO) interior shape. For details, please see *Interior Shapes* on pages 6-7.

**XC: Standard model****TDF-3 FRONT VENT**

Working with the DDL-4 exhaust vents, the TDF-3 front vent is new and designed to further improve intake airflow to the XC's interior.

**SIDE COWL EXHAUSTS**

Completing the XC's advanced ventilation package, these exhaust vents (also on the XC-RAM) further help in quick removal of stale interior air.

**THINNER FACESHIELD SIDE PODS**

The thinner side pods on the XC series give the helmets a sleeker, more aerodynamic shape that integrates better with the XC's shell design for less air resistance.

**UNIQUE CHEEKPAD DESIGN**

Adding to its distinctive look, the XC's cheekpad design is similar to that of a full-face helmet, with its full-coverage EPS base and removable covers.

**VENTED NECKROLL**

Arai's vented neck roll uses the prevailing airflow under the rider's neck to further enhance ventilation by extracting more interior heat and stale air.

**ORGANIC SHELL SHAPE**

Follows the smooth, linear naturally reinforcing shape of the egg — one of nature's strongest shapes. The shape "flows" better in the wind, conforming more to the head's natural shape — smaller and less bulbous — and seals better to further reduce wind noise.

DDL-4 VENTILATION

Directly from Arai's RX-Q model — the Ultimate Street Helmet — the XC's DDL-4 exhaust vents are designed to maximize airflow at real-world street speeds.



DIAMOND WHITE

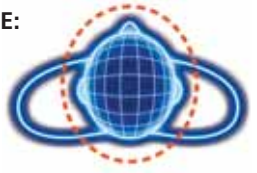
ALUMINUM SILVER

BLACK FROST

DIAMOND BLACK

INTERMEDIATE-ROUND OVAL SHAPE:

The new XD⁴ has Arai's INTERMEDIATE OVAL (IO) interior shape. For details, please see *Interior Shapes* on pages 6-7.

**BRAND NEW XD4**

Arai did the only thing possible to this groundbreaking, critically-acclaimed street-and-dirt crossover helmet — We made it even better.

**NEW EXHAUST PORTS & SHELL SHAPE**

These new top-diffuser-vent ports nearly *double* the XD⁴'s airflow, while its new shell shape provides better aerodynamic stability at higher street speeds in concert with its high-flow peak and new side cowl vents.

NEW LARGER SIDE COWL VENTS

The new larger, sculpted vents improve ventilation efficiency as well as

helmet stability on your head at speed.

**NEW CHINVENT**

The new vent has more intake ports for improved airflow. And like

its predecessor, the vent's chinbar is *rounded* — with less protrusion — making it less likely to catch and dig in during a spill, than most other designs. Its oval form is actually based on the egg's, long known for its extremely-strong and efficient shape.

**FCS CHEEKPAD SYSTEM**

Arai's amazing new patent-pending FCS™ (*Facial Contour Support*) cheekpad design delivers comfort, support and fit like nothing you've ever felt. And it features our

exclusive 5 mm peel-away custom-fit layer.

5 MM PEEL-AWAY SIDE-TEMPLE PAD

Arai's exclusive peel-away side/temple crown pads give you the option of 5 mm more interior width if needed. Yet another level of fit customization no other helmet brand offers.

**NEW BROW VENT FACESHIELD**

Arai has added our trademark Brow Vents to the new XD⁴ faceshield, providing



airflow to the temple area of the head.*

FULLY REMOVABLE/REPLACEABLE/WASHABLE INTERIOR

Includes Arai's patented *Dry-Cool*®



technology to keep you drier and cooler (hence the name) for greater long-haul comfort.

EMERGENCY CHEEKPAD RELEASE SYSTEM

From Arai's decades-long commitment to building helmets that do more for riders comes this major innovation: the very first Emergency Release Cheekpad design created specifically for motorcycle helmets. Developed to allow easier access to an injured rider, the XD⁴'s cheekpads slide out easily — via the integrated pull-tabs built into the underside of the cheekpad — making helmet removal much easier for trained medical personnel.



GO CONFIGURE The XD4 offers three distinct configurations depending on rider preference or riding conditions. Some examples (left to right): With peak and no faceshield for off-road riding with goggles; With peak and faceshield for adventure touring, or off-road riding for riders who wear eyeglasses; Faceshield and no peak for a unique street-bike look. Change the look every time you ride, or even during the same ride.





EXPLORE WHITE



EXPLORE SILVER



EXPLORE ORANGE



EXPLORE BLACK



BLACK



BLACK FROST



FLUORESCENT YELLOW



WHITE



ALUMINUM SILVER

New colors and graphics are added during the year. Visit www.AraiAmericas.com for the most up-to-date selection.

NOTE: The visor/peak supplied with the XD4 helmet is not suitable for high-speed use. At such speeds air catching a side or main surface of the peak may cause difficulty in returning the head to a forward and/or level position. To understand and prepare for this possible effect, you should first try to experience it at low speeds, gradually increasing speed so that you will know what to expect and determine when the peak should be removed for higher-speed riding.

The VX-Pro³

More innovation, more protection, more ventilation, more of everything you expect from an Arai

INTERMEDIATE-ROUND OVAL SHAPE:

The VX-Pro³ has Arai's INTERMEDIATE OVAL (IO) interior shape. For details, please see *Interior Shapes* on pages 6-7.



ROUND INSTEAD OF RIDGED SHELL

The current fad of helmet shells having exaggerated ridges and creases molded into the shell runs counter to Arai's philosophy. We believe a smooth surface is better at helping the shell do the job it's made for: quickly and smoothly dissipating impact energy. And, like our Rounded Chinbar below, it's also less likely to catch and dig in during a spill. Bottom line: Arai is driven by rider safety, not fads. What's "cool" isn't as important as what's better.



ROUNDED CHINBAR & STAINLESS GRILL

The VX-PRO³ chinbar design continues with Arai's unique rounded shape with less protrusion, making it less likely to catch and dig in during a spill, than most other designs. The oval form is

actually based on the egg's, long known for its extremely-strong and efficient shape. The expanded Stainless Steel mesh provides a strong barrier against roost, with a smooth surface to resist the buildup of mud & debris.



EMERGENCY CHEEKPAD RELEASE SYSTEM

From Arai's decades-long commitment to building helmets that do more for riders comes this major innovation: the very first

Emergency Release Cheekpad design created specifically for motorcycle helmets. Developed to allow easier access to an injured rider, the VX-PRO³'s cheekpads slide out easily via the integrated pull-tabs built into the underside of the cheekpad — making helmet removal much easier for trained medical personnel.



TOP-MOUNT VENTILATION DIFFUSER

Technology borrowed from our high-speed road-racing helmets, these large ventilation ducts utilize low pressure areas behind the vent to draw strong airflow through the helmet for truly

impressive ventilation performance, even at moderate speeds on tighter tracks. Designed to be frangible in the event of an impact, these vents will breakaway easily so as not to interfere with the helmet's #1 job of impact energy management.

CHINBAR FORWARD TILT

The VX-PRO³ chinbar is close-in for a reason: to maintain the rounded shell shape for better strength, and to also



incorporate a design that provides excellent room so you don't feel too "confined." Once you have a chance to ride in the VX-PRO³ you'll wonder why you ever thought you needed more room.

PEAK DESIGN

The PRO³'s radical peak design actually scavenges and forces more air into the forehead vent-ports for improved cooling, while using multiple relief-ports to reduce "bucketing" at higher speeds.

(Under-peak "forehead" vent-ports are another much-copied Arai innovation.) The peak is attached with plastic screws designed



to shear off if impact forces become too great in order to enhance impact-energy management and to prevent snagging & twisting. The peak is also made from extremely flexible material to minimize snagging.

INTERIOR

The head comfort liner and cheekpads are fully-removable, washable and replaceable. They use Arai's exclusive Dry-Cool[®] material for superior heat transfer and drying time — making washing or swapping liners between motos a snap. A



removable/washable/replaceable chinstrap cover completes Arai's total package of interior washability.



WHITE



ALUMINUM SILVER



BLACK FROST

*NOTE: Some graphic designs, currently those with a white rubber edge trim, come with a grey interior.

New colors and graphics are added during the year. Visit www.AraiAmericas.com for the most up-to-date selection.



MOTION
BLUE



MOTION
GREY



MOTION
ORANGE



SALMINEN
STAR



MULTI
BLUE



RESOLUTION
YELLOW



WARFARE



RUSSELL



BRISK
RED



PRIDE
BLACK



PRIDE
BLUE



PRIDE
ORANGE

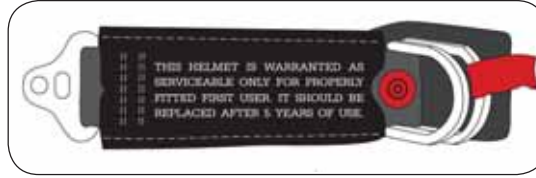
New colors and graphics are added during the year. Visit www.AraiAmericas.com for the most up-to-date selection.

Arai's 5-Year Warranty - The Best In The Industry

Warranty

All Arai helmets are warranted against defects in materials and workmanship, and are serviceable only for the properly fitted* first user for 5 years from date of first use, but no more than 7 years from date of manufacture. It should be replaced within 5 years of first use.

Throughout the years, Arai has recorded the manufacture



date on helmets in a standard month/year format (00/00). While the manufacture date has always been recorded on the chinstrap, as it is a permanent part of the helmet, the position on the chinstrap has changed over the years for various reasons. Therefore, the date-of-manufacture can be found in one of four positions on the chinstrap set:



Laser engraved on the metal D-Ring buckle itself.



Printed on a white tag, sewn to the long side of the strap, just at the end of the cover.



Impressed into the black vinyl cover of the chinstrap, on the D-Ring side.

Perhaps the ultimate demonstration of a company's faith in its product is how strongly it is willing to warranty it. **For 14 years, Arai was the only helmet company we know of that offered a warranty longer than one year. Arai's was, and is, a full 5-year warranty.**

But even a helmet as good as an Arai won't last forever. Like most major helmet manufacturers, Arai subscribes to the Snell Memorial Foundation benchmark of five years as the suggested usable lifespan of a motorcycle helmet. Why? Think of a helmet in terms of your body. No matter how good it may look, or how well you take care of it, age still takes its toll. Even with minimal use, a helmet is affected by things like the acids and oils in sweat, haircare products, pollution, exposure to UV

rays, etc. At about the five-year mark, helmet interiors begin to show wear and/or deterioration, which should serve as an alert to its overall condition. The helmet's fit may begin to feel a little "loose", not as snug as it once did. This unseen aging and deterioration of the EPS liner and fiberglass shell can affect the helmet's ability to perform in an impact as it was originally designed. If a helmet suffers an impact and any doubt exists as to its further ability to protect, it should either be returned to the manufacturer for competent inspection or discarded and replaced.

These are the reasons to replace your helmet after five years. Of course, if your helmet becomes less than snug in fit, or damaged, it should be replaced before the five-year mark.

Important Note & Warning: Buying From Other Countries

It has come to our attention that some online sellers are marketing Arai helmet models from other countries. Helmets from other markets are not designed to meet U.S. DOT specifications, and since their interior shapes are not designed

for the U.S. market, they may be very uncomfortable. Many of these helmets have designs or features that are not offered in the U.S. market, so accessory parts and/or service may not be available. **Also, the U.S. warranty does not apply to products purchased from other markets.**



*Consumers who buy a new Arai helmet via Mail Order or Internet should look for the "Registered Arai e-Dealer" logo (shown above) to be sure they're dealing with a retailer who has agreed to adhere to the strict Arai guidelines

for customer sizing, fit, and service. If this logo is not prominently displayed on the site, it is not a registered Arai site. As a result, neither Arai nor the consumer can be assured that helmets sold by non-registered mail order, phone, or Internet retailers are properly fitted and sized, and delivered in original, as-new condition, Arai cannot and does not extend its warranty to helmets purchased through these non-registered channels.



STANDARD INSERT
Offers normal field-of-view coverage.

For SAL faceshields: Profile, Vector, and Quantum-2 models.

For previous SAL faceshield-equipped models.



XD INSERT
Offers normal field-of-view coverage.

For Arai XD Series models.

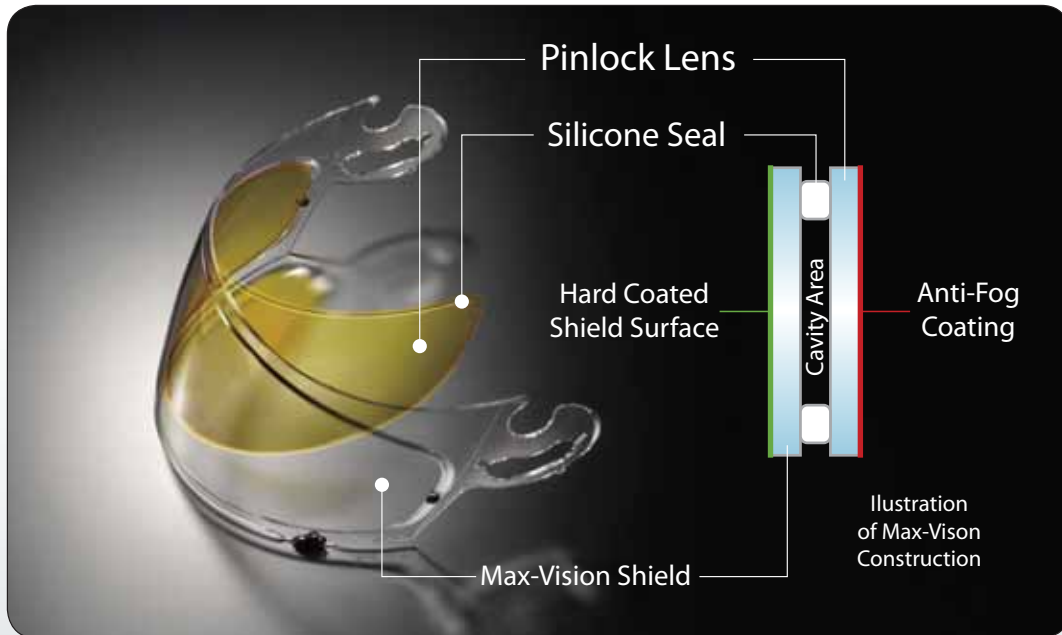


MAX VISION INSERT with BROW VENT
Offers complete field-of-view coverage.

For Arai SAI "Extreme Peripheral View" faceshields: Corsair-V, RX-Q, Signet-Q, and Vector-2 models.



Note: A faceshield with pin, or a MaxVision shield, is necessary for the installation of the Pinlock insert.



XD4 Model Faceshield Usage

WARNING: Although the XD4-model shield will fit earlier XD versions, **DO NOT INSTALL THIS SHIELD ON ANY EARLIER XD MODEL.** As there are no receiving ducts for this shield's Brow Vents in earlier XD helmets, debris, insects, etc., might enter through the vents and interfere with the wearer's vision and /or damage the eyes. Further, if the XD4 shield is tinted, light entering through the vent slots may distract the wearer.



Arai believes in the Snell Safety Standards. Learn more at www.smf.org. Check www.AraiAmericas.com under the applicable model for certification information.

ARAI HAS EARNED ALL 13 AWARDS IN 13 YEARS.*



*What does that
tell you?*



www.AraiAmericas.com

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Specifications subject to change without notice.
Helmet colors are as accurate as possible subject to
the limitations of the printing process.

*Arai received the highest numerical scores among helmet brands in the proprietary J.D. Power and Associates U.S. Motorcycle Helmet Satisfaction StudiesSM from 1999-2010. Tied with another brand in 2011. The 2011 U.S. Motorcycle Helmet Satisfaction Study is based on responses from 4,820 purchasers of new 2009 and 2010 model-year motorcycles who provided information about their most recent helmet purchase experience and helmet use. The study was fielded between August and October 2010.