

Helmet Specifications Subject to  
Change Without Notice.

Contact to:



**ARAI HELMET, LIMITED**  
12 Azuma-cho, 2-chome  
Ohmiya, Saitama  
Japan 330-0841

**ARAI HELMET (AMERICAS), LIMITED**  
P.O.Box 9485  
Daytona, FL 32120  
U.S.A.

**ARAI HELMET (EUROPE), B.V.**  
P.O.Box 112  
3870 CC Hoevelaken  
The Netherlands



## FACTS

ABOUT YOUR NEW HELMET

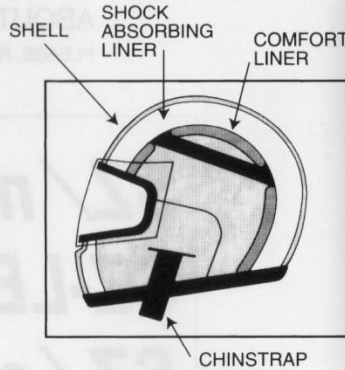
PLEASE, READ BEFORE WEARING HELMET

**SZ/m CLASSIC/m**  
**SZ-LE2 CLASSIC-LE2**  
**SZ/c**

**NOTICE:** ALL PAINTED SURFACES ARE SUBJECT TO CHANGE, OVER TIME, DUE TO ENVIRONMENTAL FACTORS. SUCH CHANGES, SUCH AS FADING, ARE DUE TO THE EFFECTS OF SUN, VAPORS, CLEANING AGENTS, ETC. AND ARE TO BE CONSIDERED AS NORMAL WEAR AND TEAR AND, THEREFOR, NOT SUBJECT TO WARRANTY REPLACEMENT CLAIMS. IT SHOULD BE NOTED BY CONSUMERS CONTEMPLATING THE PURCHASE OF A HELMET WITH FLORESCENT (i.e. "DAY-GLO") SECTIONS TO ITS FINISH THAT THIS TYPE OF FINISH IS PARTICULARLY SUSCEPTIBLE TO EFFECTS OF THIS NORMAL WEAR AND TEAR.

We wish to take this opportunity to thank you for purchasing one of our ARAI helmets. We are confident that it will meet with your satisfaction and we offer this booklet of information to enhance your enjoyment of your new helmet. As the oldest manufacturer of safety helmets in Japan, ARAI has always been in the forefront of the helmet technology and we continue today as one of the leaders in the art and science of making helmets. However, even when built to the best of the current "state of the art", no helmet can guarantee absolute safety. Your helmet's function is to reduce the chance of severity of injury in an accident. Some reasonably foreseeable impacts may exceed any helmet's ability to protect against injury. Please bear this in mind when you ride and ride safely.

NOTES ON USE



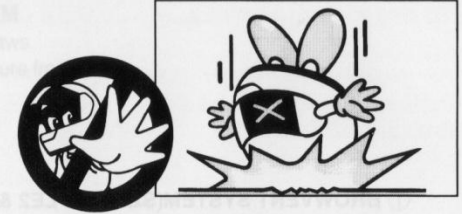
The basic function of the helmet, to protect the head from the effects of a severe blow is accomplished by surrounding the head with a certain amount and type of material and space which work as a shock absorber and buffer. For optimum safety, a substantial amount of material is needed around the head. Therefore, although negligible, some degree of hearing, peripheral vision and physical movement may be sacrificed in order to properly protect your head. Remember this and ride accordingly.

For maximum safety, it is important that your helmet be a snug, comfortable fit on your head. It should not be too large so as to dance around on your head nor so small that it constricts and causes pain. When trying to move the helmet on the head, either in rotation and/or fore & aft, the skin should be pulled by the lining. If the lining slips easily over the skin the helmet is too large.

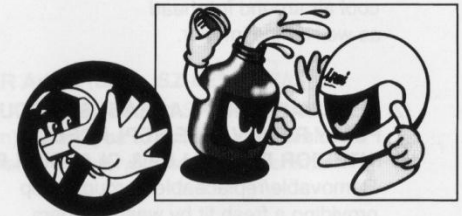
In the event of an accident, you will be subject to impacts that can come from any direction. Some may tend to lift the helmet from your head. Therefore, it is imperative that your chinstrap is securely fastened, keeping your helmet firmly in place whenever you ride.



Although your helmet is solidly built, like any fine piece of equipment, it should be handled with care. Dropping onto solid surfaces and other rough handling may damage the painted surface and/or decrease its ability to protect.



Use soft cloth with detergent and luke-warm water solution to clean both the inside and outside of your helmet. Never use petrol, thinner, benzene or any other solvents as these can adversely effect the shock absorbing liner and plastic components.



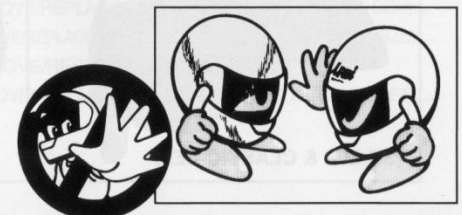
It is extremely dangerous to modify your helmet as it may decrease the ability to protect. For safety's sake, do not drill any holes in the shell or press or cut the shock absorbing liner. Use only ARAI's genuine parts when you replace parts of your helmet.



If painting your helmet, be sure to protect the entire inside of the helmet from the paint spray by masking all openings with paper and tape as paint can adversely effect the shock absorbing liner and plastic components. Use only air drying paint, not paints that require heat curing.



As is the nature of a good helmet, this helmet is so constructed that the energy of a severe impact is absorbed through partial destruction of the shell and/or liner. Such damage may not be visible to the naked eye. If the helmet suffers such 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 by a new ARAI helmet.

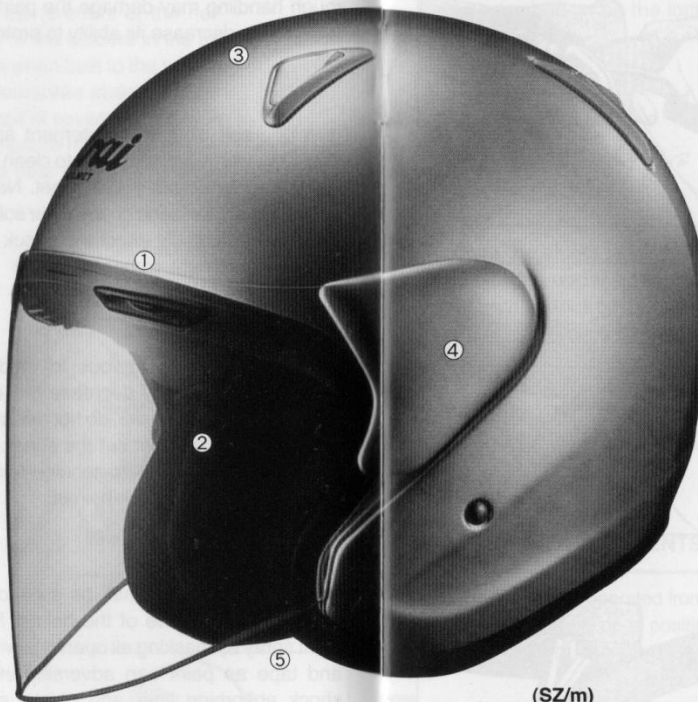


① **BROWVENT SYSTEM(SZ/m, SZ-LE2 & SZ/c)**

Browvent system provides cool air around forehead as well as the interior.

② **REMOVABLE/REPLACEABLE EARCUPS FULLY REMOVABLE/REPLACEBLE INTERIOR PAD(SZ-LE2 & CLASSIC-LE2)**

Removable/replaceable earcups keep providing a fresh fit by washing them when they become dirty, or give you a more custom fit and comfort by allowing you to replace standard cups with optional sizes closer to you individual facial contour. In addition, SZ-LE2 & CLASSIC-LE2 have removable/replaceable interior pad which is washable and replaceable with optional sizes for a more custom fit and comfort.



(SZ/m)

③ **TOP VENT SYSTEM**

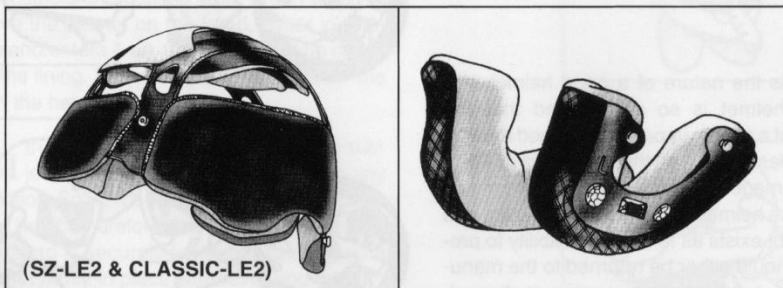
Top vent system draws out hot air and moisture from inside the helmet.

④ **SUPER AdSis (SZ/m, SZ-LE2 & SZ/c)**

Super AdSis (Advanced Shield installation system) allows you to remove the shield in less than a minute with no tools or shims.

⑤ **THE CHINSTRAP END-STRAP SNAP AND A D-RING RELEASE TAB**

The chinstrap end-strap snap prevents flapping, and a D-ring release tab makes the loosening of the rings easier.



(SZ-LE2 & CLASSIC-LE2)

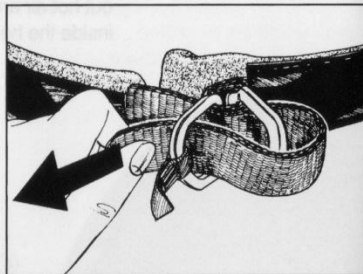
**CONTENTS OF FOLLOWING PAGES**

- A** TO OPERATE CHINSTRAP.....
- B** TO OPEN/CLOSE FACE SHIELD(SZ/m, SZ-LE2 & SZ/c).....
- C** TO OPERATE BROWVENTS(SZ/m, SZ-LE2 & SZ/c).....
- D** TO OPERATE TOP VENTS.....
- E** TO REMOVE/REPLACE FACE SHIELD(SZ/m, SZ-LE2 & SZ/c).....
- F** TO REMOVE/REPLACE SHIELD HOLDING ARMS(SZ/m, SZ-LE2 & SZ/c).....
- G** TO REMOVE/REPLACE EAR CUPS.....
- H** TO REMOVE/REPLACE INTERIOR PAD(SZ-LE2 & CLASSIC-LE2).....

## A TO OPERATE CHINSTRAP.....

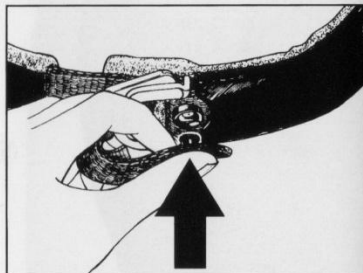
For proper fastening the chinstrap must be routed through the D-rings as illustrated < 1 > and pulled through them securely.

<1>



The end-strap snap is provided only to allow the wearer to prevent the end of the strap from flapping in the air stream < 2 >.

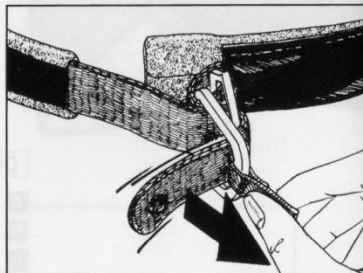
<2>



**WARNING:** It is not part of the retention system and should not be relied upon even when carrying the helmet by the strap as it will release under little stress.

A D-ring release tab is provided to make the loosening of the rings easier. Simply pull as illustrated in < 3 >.

<3>

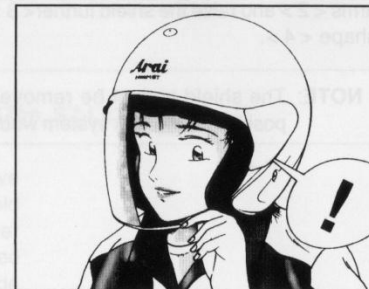


## B TO OPEN/CLOSE FACE SHIELD(SZ/m, SZ-LE2 & SZ/c).....

Pull outward on lower left side of shield to release lock system and then raise shield. The shield can only be opened when the lock system has been so released.

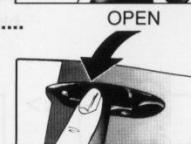


To close the shield smoothly, push down on the middle of the upper edge of the shield. Be sure the shield is locked before you operate your motorcycle.



## C TO OPERATE BROWVENTS(SZ/m, SZ-LE2 & SZ/c).....

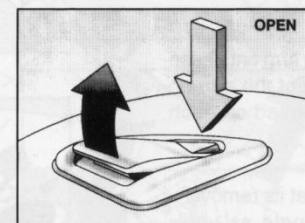
The Browvents are operated from fully closed through intermediate, to fully open positions by simply pulling the lower control down to open, pushing up to close.



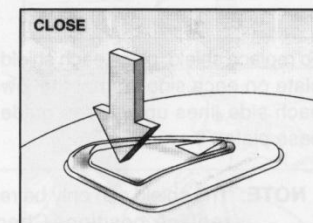
OPEN

## D TO OPERATE TOP VENTS.....

Simply push the switches on each duct to open/close the ducts as illustrated.



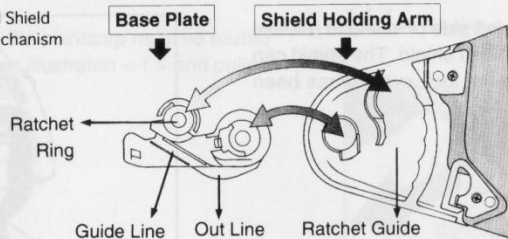
OPEN



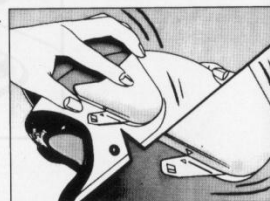
CLOSE

## E TO REMOVE/REPLACE FACE SHIELD(SZ/m, SZ-LE2 & SZ/c).....

Super AdSis (Advanced Shield installation system) mechanism



To remove the shield, first place it in the fully open position < 1 >. Then pull outwards on both shield holding arms < 2 > and raise the shield further < 3 >, past the upper shape < 4 >.



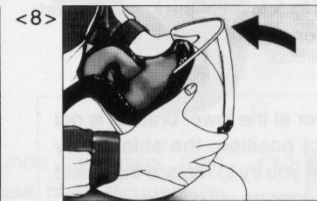
Finally, pull outwards simultaneously and evenly on both shield arms to remove shield assembly from helmet < 5 >.

To replace shield, place each shield holding arm onto base plate on each side so that the lower edge of the arm on each side lines up with the guide line marked on each base plate < 6 >.

**NOTE:** The shield can only be replaced at its remove/replace position. Check its angle as you remove the shield and duplicate it to replace the shield.

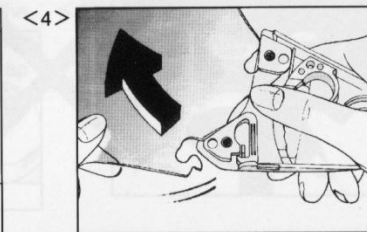
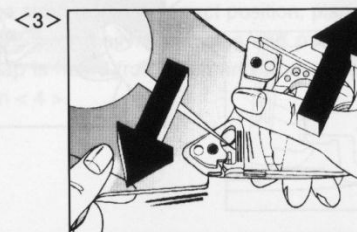
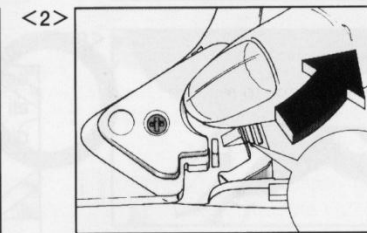
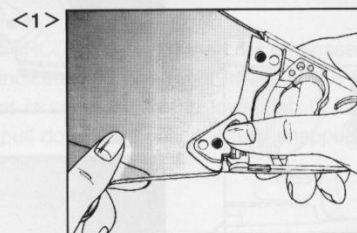
Push firmly inward on the shield holding arms until you hear them click into place < 7 >.

Lower the shield past the normal upper stops < 8 >, and test operation. If the shield does not seem to work properly, remove and gently reinstall it again.



## F TO REMOVE/REPLACE SHIELD HOLDING ARMS(SZ/m, SZ-LE2 & SZ/c)

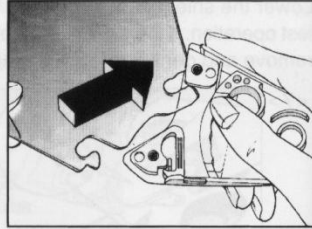
To take the shield holding arms off the shield, remove shield as per previous instruction. Hold the shield/shield holding arm as illustrated < 1 >. Push back the lock lever at the lower bracket of the shield holding arm as illustrated < 2 > until it stops releasing the lock system. Then slide the shield holding arm upward < 3 >, and remove the shield as illustrated < 4 >. Repeat for the other side.



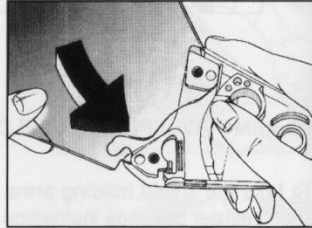
To replace the shield holding arms, first slip the upper slot of the shield into the upper bracket of the shield holding arm < 1 >, next slip the lower slot of the shield into the lower bracket of the shield holding arm < 2 >, then slide the shield holding arm downward until it is fully snapped into place < 3 >. Be sure the lock lever at the lower bracket returns to the correct position as illustrated < 4 >.

**WARNING:** If the lock lever at the lower bracket is not in the correct position, the shield may come off when you try to replace the shield or when you operate your motorcycle.

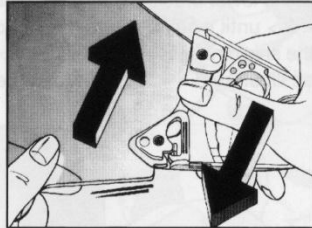
< 1 >



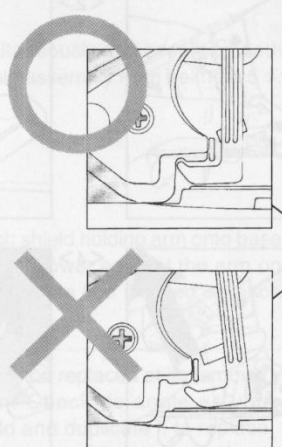
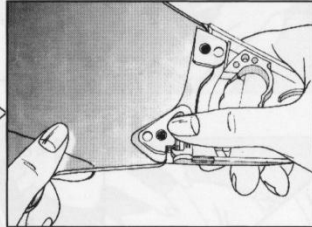
< 2 >



< 3 >

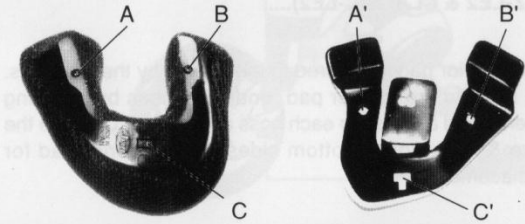


< 4 >



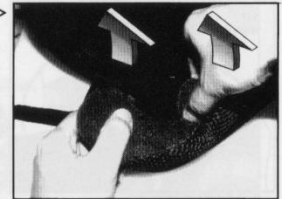
## G TO REMOVE/REPLACE EARCUPS.....

The earcups (1) are secured to their base plates (2) by bosses A&B and tab C.



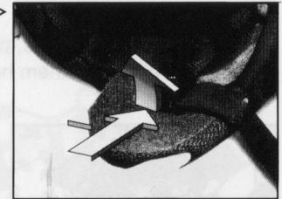
TO REMOVE EARCUPS first undo chinstraps, then remove bosses A&B from its base plate by grasping upper part of earcup on one side and pulling toward you until a snap is heard, then do the other side of the same earcup < 1 >.

< 1 >



When both sides are free, push lower part of earcup forward and pull upward to release tab C < 2 >. The earcup can now be washed and dried before replacing it in the helmet.

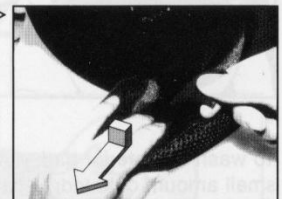
< 2 >



**WARNING:** Never use petrol, thinner, benzene or any other solvents

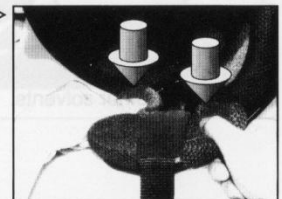
TO REPLACE EARCUP (note that the L&R embossed on the cup bases indicate Left and Right inside of the head when the helmet is worn), push the lower tab C into its receptacle and pull downward until it is fully snapped into place < 3 >.

< 3 >



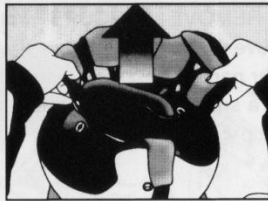
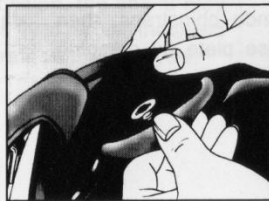
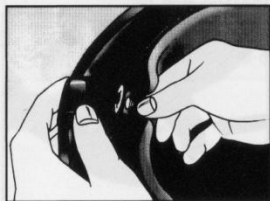
Ensuring that the strap is in the correct position, place the two top tabs A&B over their receptacles and push them home until a snap is heard from each and work the strap fully into position < 4 >.

< 4 >

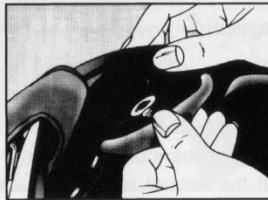
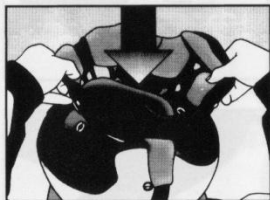


## H TO REMOVE/REPLACE INTERIOR PAD (SZ-LE2 & CLASSIC-LE2).....

The interior pad is secured to the helmet by the 4 bosses. To remove the interior pad, undo 4 bosses by grasping interior pad as close to each boss as possible. Observe the fore & back, top & bottom sides of the interior pad for replacement.



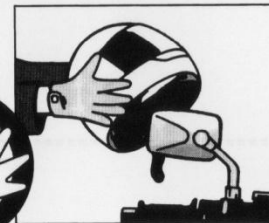
To replace the interior pad, place the 4 bosses over their receptacles and push them home.



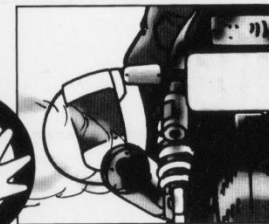
To wash the interior pad, put it into lukewarm water with small amount of laundry soap and wash gently by hand. Rinse well with fresh water and wipe off with a soft cloth. Dry it in the shade at ambient temperature.

**WARNING:** Never use petrol, thinner, benzene or any other solvents.

Do not "park" helmet on mirror stalks or sissy bars to avoid damage to liner.



Do not carry helmet on the motorcycle's helmet lock while riding to avoid exhaust pipe burns, tire abrasion, and strap damage.



Keep helmet out of the reach of pets to avoid the interior being chewed like a shoe, or scratched, like a sofa, as all too often happens. Such damage can be irreparable.



Do not expose helmets to solvents including gasoline, or their fumes to avoid damage to shields, small plastic components and interior.

