



Made for riders, by riders



*Real World Protection*

*Rounder, Smoother & Stronger Shell*

**R75**  
SHAPE

# THREE GENERATIONS OF PASSION

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**COVER PHOTO:** Helmet shown is a Signet-Q with optional Pro Shade System, which provides a dual benefit to the rider, allowing any Arai (with an SAI shield type) to add the benefit of a drop-down lens for long rides into the setting sun, or to use the lens in the up position as an anti-glare peak.

## 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.

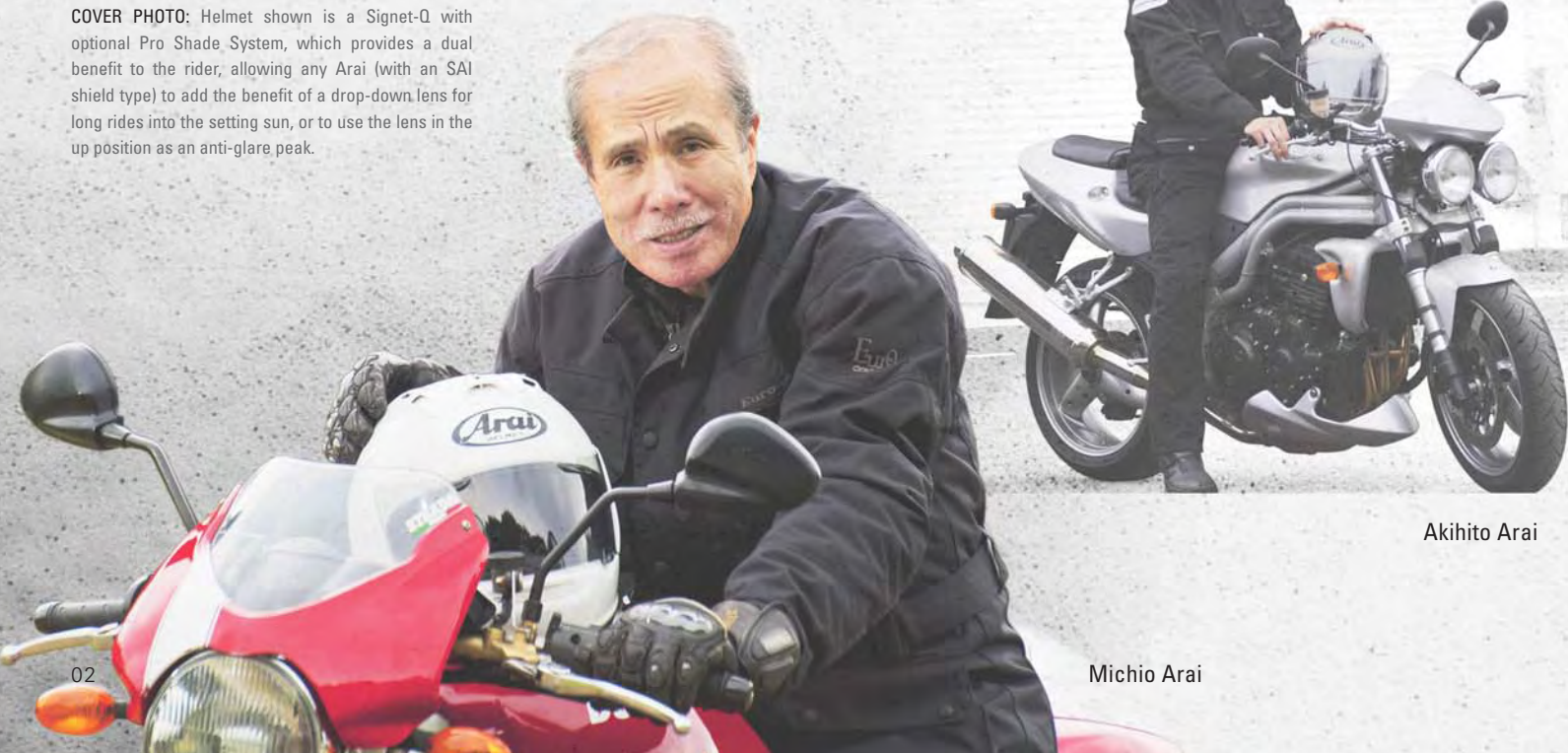
Like: Could you really build a helmet you wouldn't be willing to put on your own head, or the heads of your coworkers and friends?

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.



Akihito Arai

Michio Arai

# ARAI'S BASIC PRINCIPLE



## Emphasizing helmet protection above all else.

### THE ARAI DIFFERENCE:

Our Basic Principle: Protection above all else

Since the day we were founded three generations ago, the same basic principle has driven us: Protection above all. Proper protection devoted to helping you, the rider, in that unpredictable, unforgiving world out there.

And no helmet fad or fashion has ever changed that principle.

Test standards are a good thing. They provide a base by which all manufacturers must comply. However, Arai believes that simply passing the lab tests is not enough. We must consider more than just the required lab test – we must consider the outside world.

### HERE SINCE THE BEGINNING:

Back in the late 1920s and early 1930s when Arai founder Hirotake Arai began his passion with motorcycle riding, there were no motorcycle helmet companies in Japan. Eventually his passion for riding inspired him to design and build a helmet with his own hands. Not to sell, but to wear. He knew a little bit about how to make a good hat – he was a custom hat maker in an era when men wore hats all day. (Think Humphrey Bogart, Clark Gable, Mickey Spillane).

But Mr. Arai not only had to build his own helmet, he had to learn how to make a good helmet, to make sure his helmet could protect him the best way possible. After all, this was his helmet.

Two things happened as a result. One, in that small way Hirotake Arai pretty much created the motorcycle helmet industry in Japan. Two, he set the down the basic principle that would guide his future helmet company from that point on: Protection above all else.

And that basic principle, more than profit and money, has guided Arai ever since.

### PROTECTION ABOVE ALL MEANS

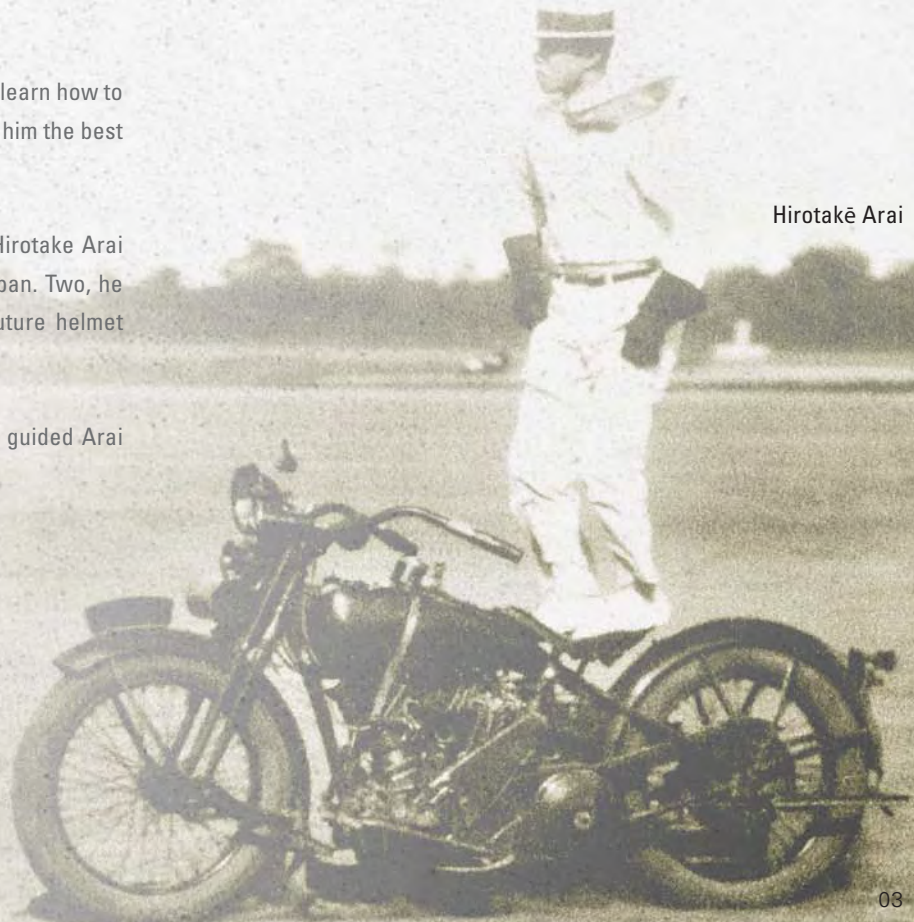
### COMPREHENSIVE ENERGY MANAGEMENT

To Arai, our guiding principle of “Protection Above All” is simple common sense. A helmet must be able to deal with a wide range of issues during an impact on the street or race track. Such potential must be considered when designing and producing a helmet. Protection is king. Not features or gimmicks or colors or style. You can change or improve whatever you want - as long as you never affect job one: protection.

Arai's idea of protection is different than some others in the industry. To us it means comprehensive energy management: attempting to deal with the dynamics of an impact on the street or race track where nothing is controlled - in addition to those specified by the standards in the test lab. The world is not a test lab, so we try to think about how impacts occur in the outside world.

Michio Arai was raised in this environment of comprehensive energy management by his father. It's the same concept he's passing down. Our commitment to this concept is unique to Arai. It's what our customers expect. It's what they get.

Hirotakē Arai



# THE R75 SHAPE

## The Ability to Slide Over & Glance Off Objects to Divert Energies, is a Crucial Helmet Function.

It is important to know that kinetic energy of a moving object increases in proportion to the square of the speed.

Therefore, a street rider, traveling at the legal limit, can carry up to 12 times the amount of kinetic energy than even the world's most strict standard requires. Considering this fact, no helmet, regardless of brand, can be expected to manage such energies.

Nevertheless, history has shown that some helmets have worked well in such extremes, and in fact have performed well at higher race speeds. Such performance suggests another fundamental role of a helmet, beyond test requirements, that works in conjunction with impact absorption, though few acknowledge this fact.

## ARAI has been observing this throughout our long history.

Experience, throughout decades of lessons learned on both the street and track, continue to reinforce a simple truth that a Rounder, Smoother and Stronger Shell is better able to slide across uneven surfaces and glance off obstacles more easily, helping to minimize excess rotational forces. Arai believes in a continuous, convex curve of a minimum radius 75mm - defined by the R75 SHAPE.

Rounder, Smoother & Stronger Shell



## HISTORY

### By Riders for Riders.

Created by an enthusiast and still owned and run by enthusiasts. Three generations of the Arai family. All riders. All demand performance and protection for themselves first, and only then will the family name be put on a helmet made available to other riders who also expect more for themselves.



## COMFORT

### Better Fit, Better Ride.

Knowing how to fit the organic, and seemingly infinite, shapes of the human head might seem impossible at best, but Arai's more than 6 decades of experience provides insight and know-how that defies expectations. You have to experience an Arai fit to fully understand the meaning of true comfort.

Fitting the head shape more closely allows for a better fit in a smaller helmet. A smaller helmet is lighter and quieter (therefore less fatiguing), lasts longer and will perform better in an impact.

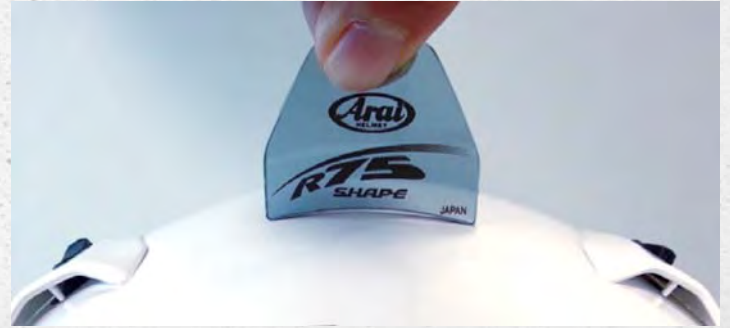
## The R75 Concept

R75 may sound complex, but it is very basic at its roots. A simple tool allows everyone to visual and easily understand it for themselves. The R75 gauge demonstrates how Arai strives to maintain the R75 radius whenever possible. Move the gauge around the shell surface, as long as the two ends of the gauge are touching the surface of the shell conforms to the R75 shape concept.



## The roundness of the shell can be checked with the R75 SHAPE template

R75 SHAPE is one of the most important in-house standards ARAI enforces. ARAI does so to offer protection to wearers. It's not something most standards demand. It's something ARAI demands.



A helmet should be designed to handle the unexpected. It should be able to manage impact energy, but no helmet can be expected to handle all potential impact energy, so avoiding or diverting potential impact energy should also be a key function of a helmet.

\* Arai R75 SHAPE Concept does not apply to area below the test line, attachment area of visor, ventilation ducts and previous open face Classic/m based models.

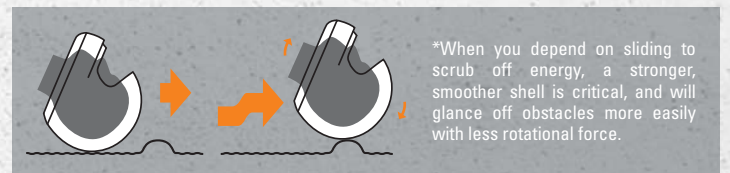
# PROTECTION

## Rounder, Smoother, Stronger Shell.

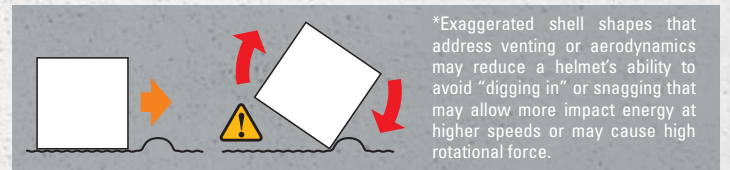
A **ROUNDER SHELL** provides strength in its shape, allowing for the use of less material, making the helmet smaller and lighter.

A **SMOOTHER SHELL** slides more easily over uneven ground and glances off obstacles with less potential rotational force.

A **STRONGER SHELL** resists penetration of sharp objects and resists deformation, which could concentrate energy in too small an area. Shell deformation may also allow excessive rotational force.



\*When you depend on sliding to scrub off energy, a stronger, smoother shell is critical, and will glance off obstacles more easily with less rotational force.



\*Exaggerated shell shapes that address venting or aerodynamics may reduce a helmet's ability to avoid "digging in" or snagging that may allow more impact energy at higher speeds or may cause high rotational force.



\*A smoother shell can slide over uneven surfaces more easily and a stronger shell resists deforming and catching on obstacles, thereby minimizing potential rotational forces.

# FCS® FACIAL CONTOUR SYSTEM

At Arai, even a simple cheek pad is anything but simple.



Mr. Arai is fond of saying, “There are no minor parts of an Arai helmet. Each part contributes to the whole, to try to improve the benefits and the experience of wearing an Arai. It is one of the things that make us different.”

The revolutionary, patented FCS® cheekpad system is a prime example of this philosophy of maximizing the contribution of every part of an Arai helmet.

The FCS® design cannot be overemphasized. Its contoured shape, combined with multiple layers of varying foam densities, supported by a patented foam “spring,” cradles the face like nothing that has ever come before - even from Arai.

The FCS® pads’ patented design simultaneously holds the cheek and jawbone firmly for a secure fit, while making gentle contact with the soft areas of the cheek for incredible all-day comfort without excess pressure. And the contoured padding moves out of the way so the helmet can be put on and taken off without the cheekpads hindering it.

5mm peel-away pads add another level of micro-fit customization without the need to purchase extra interior components, underscoring Arai’s attention to all aspects of comfort and fit. (To complete the effort, 5mm peel-away Temple pads - being phased into future models when possible - in the comfort liner do the same thing for micro-fitting the head-shape for the individual rider.)

Another major bonus of the new design is the effect it has on lowering interior noise levels by blocking more wind noise from entering the bottom of the helmet from the turbulent airflow above the shoulders - the main source of wind noise on low-windshield or un-faired bikes.

And of course, the FCS® system also has Arai’s Emergency Cheekpad Release System - yet another Arai innovation now copied by other companies. This groundbreaking Arai advancement was specifically developed to allow easier access to an injured rider by making the cheekpads easier to slide out, making helmet removal easier for trained medical personnel. (Another example of where Arai’s priorities are.)

**The result: In the hands of Arai’s engineers and artisans, a simple cheekpad - a small and common part of every motorcycle helmet - is transformed, combining the multiple benefits of unrivaled comfort and support, reduced wind noise, reduced distraction, easier helmet on/off, and micro-tuned fit ability.**

FCS® is currently available on the Corsair-V, RX-Q, Signet-Q, Defiant, CT-Z, XC, XD4 and VX-PRO3 models.



## 1) 5mm Peel-Away Cheekpad

The 5mm Peel-Away cheekpad layer allows you to micro-tune the fit to your head by giving you 5mm of extra padding that can be removed without the need to buy an optional cheekpad set.

## 2) FCS® Spring Support

Innovative and exclusive spring support adds just the right amount of pressure when needed while being worn, but seamlessly “gets out of the way” when putting on and taking the helmet off.

## 2) Emergency Cheekpad Removal System

Arai’s groundbreaking Emergency Cheekpad Removal System was specifically developed to allow easier helmet removal from an injured rider by trained emergency medical personnel.

# MULTI-DENSITY ONE-PIECE EPS LINERS

## Multi-Density One-Piece EPS Liners: One of Arai's Foundational Features

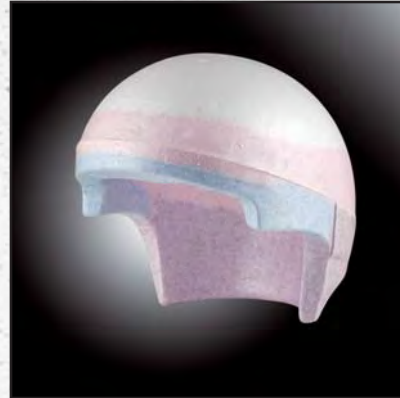
A helmet is, first and foremost, an Energy Management System. Everything else - from ventilation, aerodynamics, and shield systems to radios, Bluetooth, and cool graphics - is secondary. So none of them should ever interfere with the helmet's number one job of impact energy management.

One of the main ingredients in this complex network of integrated components charged with energy management, is the EPS liner.

Given Arai's obsession with rider protection above all else, our EPS liners are one piece, not multiple pieces fitted together with the potential for gaps or poor bonding. One piece. An extremely complex and singular achievement that took years for Arai to develop and perfect. And if that was all that distinguished an Arai liner, it would be major. But it doesn't stop there.

Each Arai EPS liner is multi-density. Various densities throughout the entire liner address specific impact needs. That's one of factors in Arai's unparalleled comfort. In fact, depending on the model, Arai street helmets can have up to four different densities in a single liner. (Our Formula-1 auto racing helmet liners have five.)

The result of Arai's multi-density one-piece EPS liners is an exceptional degree of impact energy management, while keeping the overall size and weight of the helmet to a minimum.



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# THE ARAI FIT: WHY IT'S LIKE NO OTHER

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

**Head shape is as important as head size in getting "the perfect fit."**

That's why 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.

## Finding the Right Size and Fit

The first step is understanding how a helmet is supposed to fit. 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 image here shows the proper placement of a measuring tape to get the most accurate measurement.

# THE ARAI FIT: WHY IT'S LIKE NO OTHER

## Finding the Right Size and Fit (Continued)

**“Facing” A Potential Problem:** Some riders get concerned about getting the helmet to fit over their faces. Facial-fit problems mostly occur in riders with a broader facial structure. We find many such riders wearing helmets up to two sizes too big. That’s because, when you can’t get the helmet past your cheeks or jaw, 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? The trick is to first remove the cheekpads to keep them from interfering with getting the helmet on. Then try on helmet sizes until you get the proper crown fit.

**The Proper Crown Fit And Cheekpads:** Remember, 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. The perimeter pads should be supporting most of the helmet weight, with the top crown pad touching the top of your head and supporting only some of the helmet weight.

Try on different sizes and interior fit shapes until you get the desired crown fit. Then, if necessary, Arai’s optional cheekpad thicknesses - and our exclusive new 5mm peel-away micro-fit cheekpad layers - can fine tune your personal fit to a degree you never thought possible - as only Arai can do it.

**Don’t guess size:** Try the helmet on for awhile 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. Shape and fit can change as helmet models evolve - even from the same brand.

## Determining Your Arai Interior-Shape Fit

Most North American heads tend to be more oval than round (somewhat longer front-to-back, narrower side to side). Our different Arai models vary slightly based on that general Oval shape to accommodate a much wider fit range.

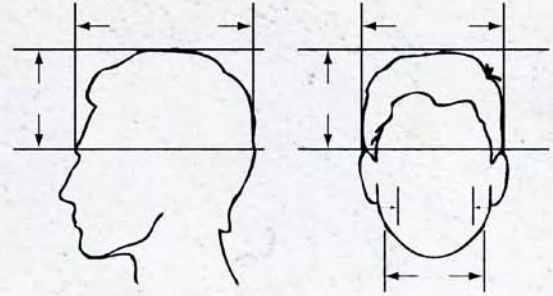
Lastly, we want to mention the role of Measured fit, even though head shape is equally (if not more) important to the best fit. You’ll find an excellent video on getting the right fit on our website at [www.araiamericas.com/thefit](http://www.araiamericas.com/thefit).

## 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 head 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 high volume 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 price-point product, so it’s good enough.

### Good enough isn’t what drives Arai.

Arai believes there are discerning enthusiasts with the riding experience and awareness to appreciate the countless benefits of a better-made, better-fitting helmet. (Arai riders typically ride further than road house to road house.) And while it was accepted that we could never build the perfect-fitting helmet for everyone, that doesn’t mean we can’t try. No matter how time and effort-intensive, and costly. It’s our 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.**

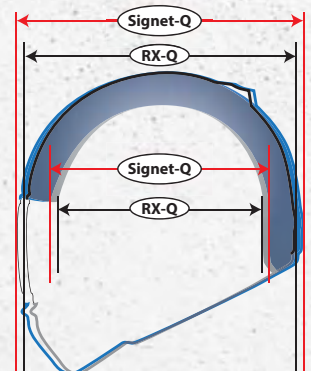
## Case in Point: The Arai RX-Q and Signet-Q models:

A longstanding successful Arai shape has been the Intermediate Oval (I/O), currently found in our RX-Q model.

Then, because we constantly measure heads to learn where we can improve, we recently measured the head shapes of nearly 750 consumers across the U.S. providing us with the firsthand information that led to the development of our latest Long Oval (L/O) helmet, the Signet-Q. We again 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 U.S. 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"

## Arai's Latest "Perfect Fit" Innovation: Microfitting 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.



# 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	HCM* (cm)	Lining Code	CORSAIR-V RC				CORSAIR-V/RX-Q			
				12 mm	10 mm	7 mm	5 mm	12 mm	10 mm	7 mm	5 mm
XXS	<b>XXS</b>	52	I								
XS	<b>XS</b>	53-54	I								
S	<b>S</b>	55-56	II								
M	<b>M</b>	57-58	III								
L	<b>L</b>	59-60	III								
XL	<b>XL</b>	61-62	IV								
XXL	<b>XXL</b>	63-64	V								
XXXL	<b>XXXL</b>	65-66	V								

	SIGNET-Q				DEFIANT				VECTOR 2			
	12 mm	10 mm	7 mm	5 mm	12 mm	10 mm	7 mm	5 mm	12 mm	10 mm	7 mm	5 mm
XXS												
XS												
S												
M												
L												
XL												
XXL												
XXXL												

	CT-Z/XC				XD4				VX-PRO <sup>3</sup>			
	12 mm	10 mm	7 mm	5 mm	12 mm	10 mm	7 mm	5 mm	12 mm	10 mm	7 mm	5 mm
XXS												
XS												
S												
M												
L												
XL												
XXL												
XXXL												

## Cheekpads STANDARD | OPTIONAL

\*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.

	CORSAIR-V RC			CORSAIR-V/RX-Q		
	Thicker (mm)	Standard (mm)	Thinner (mm)	Thicker (mm)	Standard (mm)	Thinner (mm)
XXS	-	-	-	-	-	-
XS	30	<b>25</b>	20	30	<b>25</b>	20
S	30	<b>25</b>	20	30	<b>25</b>	20
M	30	<b>25</b>	20	30	<b>25</b>	20
L	25	<b>20</b>	15	25	<b>20</b>	15
XL	20	<b>15</b>	12	25	<b>20</b>	15
XXL	-	-	-	25	<b>20</b>	15
XXXL	-	-	-	20	<b>15</b>	12

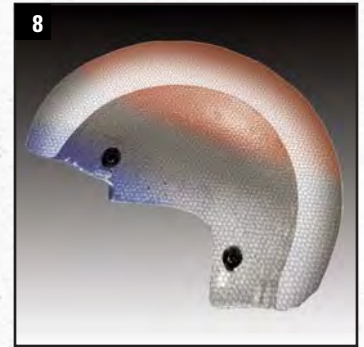
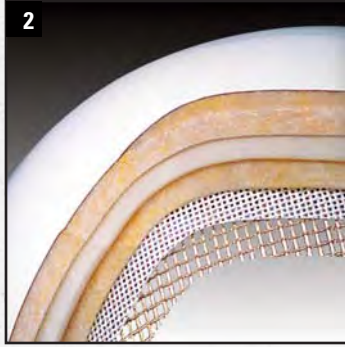
  

	SIGNET-Q			DEFIANT			VECTOR 2		
	Thicker (mm)	Standard (mm)	Thinner (mm)	Thicker (mm)	Standard (mm)	Thinner (mm)	Thicker (mm)	Standard (mm)	Thinner (mm)
XXS	-	-	-	35	<b>30</b>	25	35	<b>30</b>	25
XS	35	<b>30</b>	25	30	<b>25</b>	20	30	<b>25</b>	20
S	35	<b>30</b>	25	30	<b>25</b>	20	30	<b>25</b>	20
M	35	<b>30</b>	25	30	<b>25</b>	20	30	<b>25</b>	20
L	30	<b>25</b>	20	25	<b>20</b>	15	25	<b>20</b>	15
XL	30	<b>25</b>	20	25	<b>20</b>	15	25	<b>20</b>	15
XXL	25	<b>20</b>	15	25	<b>20</b>	15	25	<b>20</b>	15
XXXL	-	-	-	20	<b>15</b>	12	20	<b>15</b>	12

	CT-Z/XC			XD4			VX-PRO <sup>3</sup>		
	Thicker (mm)	Standard (mm)	Thinner (mm)	Thicker (mm)	Standard (mm)	Thinner (mm)	Thicker (mm)	Standard (mm)	Thinner (mm)
XXS	-	-	-	25	<b>20</b>	15	30	<b>25</b>	20
XS	30	<b>25</b>	20	25	<b>20</b>	15	30	<b>25</b>	20
S	30	<b>25</b>	20	25	<b>20</b>	15	30	<b>25</b>	20
M	35	<b>30</b>	25	25	<b>20</b>	15	35	<b>30</b>	25
L	30	<b>25</b>	20	20	<b>15</b>	12	30	<b>25</b>	20
XL	30	<b>25</b>	20	20	<b>15</b>	12	30	<b>25</b>	20
XXL	30	<b>25</b>	20	15	<b>12</b>	-	30	<b>25</b>	20
XXXL	25	<b>20</b>	15	-	-	-	-	-	-

# SHARED FEATURES



## 1) 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 temporal 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.

## 2) 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.

## 3) 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.

## 4) 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 go to [www.AraiAmericas.com](http://www.AraiAmericas.com) to **The Arai Difference** page you'll read why we continue to use side pods when others have gone to easier-to-make pod-less systems.

## 5) Patented Dual-Pivot Chin Vent

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.

## 6) FCS® System

Arai's peel-away FCS® cheekpad design delivers comfort, support and it features our 5mm peel-away custom-fit layer and Emergency Release System.

## 7) Side Vent Cowls

Sculpted to enhance stability while increasing exhaust efficiency, the side vent cowls are tailored to the needs and speeds of the street.

## 8) EPS 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 directly fused contact area that each EPS cell shares with its neighboring cells create 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).

# MODELS AT A GLANCE

## Features & Benefits

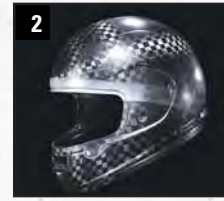
	CORSAIR-V	RX-Q	SIGNET-Q	DEFIANT	VECTOR 2	CT-Z	XC	XD4	VX-PRO3
<b>PB-SNC (Peripheral Belting-Structural Net Composite)</b> The Peripheral Belt extends across the forehead area of the shell above the eye opening, enhancing the structural integrity while maintaining flexibility, low weight and shell size. Incorporated into Arai's most advanced shell, SNC uses proprietary net strands that bond shell layers even more rigidly allowing for the shell weight to be almost 3 ounces less and provide a lower center of gravity.	●								
<b>ScLc (Super Complex Laminate Construction)</b> 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.		●	●	●		●	●		
<b>cLc (Complex Laminate Construction)</b> 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.					●			●	●
<b>Hyper-Ridge</b> The reinforcement band circles the bottom of the shell adding strength and lowering the helmet's center of gravity.						●	●		●
<b>Outwards Flaring Hyper-Ridge</b> 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.	●	●	●	●	●				
<b>Extreme Peripheral View</b> 10mm wider eyeport (5mm each side) greatly enhancing peripheral view.	●	●	●	●	●				
<b>LRS Shield Removal</b> Allows for shield changing without tools or removal of the sidepods.	●	●	●	●	●		●		
<b>De-Mist Lock</b> Faceshield tab pushes forward to open the shield and help clear any fog that may appear.	●	●	●	●	●				
<b>Pull Down Air Spoilers</b> Helps minimize wind noise. Also aids with the extraction of the hot air from the face area.	●	●	●	●				●	
<b>Cowl Vent Design</b> Exhausts heat more efficiently. The vents are sculpted into the rear shell shape and 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).	●	●	●	●		●	●	●	●
<b>Brow Vent Channeling Ventilation</b> Gives you more cooling air in the forehead area without holes in the critical forehead area of the shell or impact absorbing liner.	●	●	●	●	●	●	●	●	
<b>Advanced Intake/Exhaust Ventilation</b> Provides a more directed airflow and the exhaust vents are designed to draw a more significant volume of air from the helmet's interior.	●	●	●	●	●	●	●	●	●
<b>Rear Neck Exhaust Duct</b> Is a perforated duct at the base of the lining which aids in the removal of stale air from the helmet interior.	●	●	●	●	●	●	●	●	●
<b>FFS (Free Flow System)</b> Helps reduce wind noise and turbulence while increasing the exhaust of hot air.	●	●	●	●	●				
<b>IR Front Spoiler Edge Trim</b> creates a stabilizing down force reducing wind noise between the shoulder and the bottom of the helmet.				●					
<b>Chin Vent Shutter</b> Is a closable gate behind the center vent that allows the vent to be closed for extreme weather condition.								●	●
<b>DF-M Top Mounted Diffuser Vents</b> Medium sized diffusers that can easily be removed or replaced due to damage as a result of harsh off-road environments.								●	●
<b>DF Diffuser</b> 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.	●					●			
<b>IC4 Duct Intake</b> vents have a slide-gate closure that seals more completely when closed.				●					
<b>ACR4 Duct</b> Allows air to pass over and through the vent, accelerating exhaust flow when open and reducing drag when closed.				●					
<b>Removable/Replaceable Cheek Pads</b> Gives you a more custom fit by enabling you to replace standard sizes with optional sizes.							●		
<b>FCS® Cheek Pad System</b> A spring support that adds just the right amount of pressure when worn and releases to create extra room when the helmet is removed. The 5mm peel-away micro fit layer offers unparalleled custom fitting.	●	●	●	●	●	●		●	●
<b>Emergency Release Cheek Pads</b> Allow for easier access to an injured rider by sliding out via integrated pull tabs built into the underside of the cheek pad.	●	●	●					●	●
<b>Water Repellant Cheek Pads</b> Advanced material on the cheek pads keep the exposed areas of the cheekpads from absorbing water in wet conditions.				●					
<b>Sound Absorbing Ear Pad Foam</b> A layer of foam in the ear pocket to help block assorted noises from reaching your ears.	●	●	●	●	●	●	●	●	●
<b>Removable/Replaceable Neck Roll</b> Easily removes and re-installs for thorough washing or replacement if damaged.	●	●	●	●	●	●			

# CORSAIR-V RC (RACING CARBON)

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

**1) CARBON FIBER FROM ARAI'S FORMULA-1 RACING:** 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. **2) ARAI'S PERIPHERALLY-BELTED CARBON FIBER SNC SHELL CONSTRUCTION:** The extremely-stiff and light carbon fiber outer shell is reinforced with Arai's exclusive Peripheral Belt (extending across the shell's forehead area above the eyeport). **3) DIFFUSER VENTILATION:** The DF-10 offers enhanced air inlets to 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. **4) AirWing (Patent Pending):** Arai's adjustable AirWing is designed to reduce drag, turbulence and buffeting. **5) FCS® CHEEKPAD SYSTEM:** Arai's patented peel-away FCS® cheekpad design delivers comfort, support and it features our 5mm peel-away custom-fit layer and Emergency Release System.

Sebastian Vettel, 2010, '11, '12, '13 F1 World Champion





The Corsair-V RC has Arai's INTERMEDIATE OVAL (IO) interior fit shape. For details, please see Interior Shapes on pages 7-8.

AVAILABLE IN XS TO XL



# CORSAIR-V

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



WHITE



ALUMINUM SILVER



BLACK FROST



BLACK



**1) 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. **2) SIDE-VENT EXHAUST PORTS:** The sculpted exhaust ports, designed to clear interior air and heat more efficiently. **3) AIRWING (Patent Pending) & DF-10 DIFFUSER:** Arai's exclusive, adjustable AirWing is designed to reduce drag, turbulence and buffeting. It provides unprecedented aerodynamic performance options via five adjustable positions. The DF-10 offers enhanced air inlets to 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. **4) 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. **5) LATEST-GENERATION DRY-COOL VENTED NECK ROLL:** The fully removable liner, utilizing Arai's Dry-Cool material, transfers heat and moisture away from the rider quickly and efficiently. The neck roll is not only removable and replaceable; it adds yet another stale-interior-air exhaust outlet through channels in the EPS liner. **6) EMERGENCY CHEEKPAD RELEASE SYSTEM:** This now-copied groundbreaking Arai innovation was specifically developed to allow easier access to an injured rider by sliding out, making helmet removal easier for trained medical personnel. This gives you a real idea of where Arai's priorities lie.



The Corsair-V has Arai's INTERMEDIATE OVAL (IO) interior fit shape. For details, please see Interior Shapes on pages 7-8.

AVAILABLE IN XS TO XXXL



# CORSAIR-V

RACER REPLICAS



DANI-3



DANI-3  
RED



DiSALVO



EDWARDS  
PATRIOT



HARADA  
TOUR



HASLAM  
WSBK-2





# CORSAIR-V

RACER REPLICAS



MAMOLA-3



NAKAGAMI



NICKY-4  
FROST



REA-3



RUSSELL  
WHITE FROST



RUSSELL

# RX-Q



WHITE

## The Ultimate Street Helmet.



- 1) MORE AERODYNAMIC UPPER & 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.
- 2) 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 the impact-energy-absorbing EPS liner.
- 3) REMOVABLE/WASHABLE LINER & 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. **4) EXCLUSIVE 5MM PEEL-AWAY CHEEKPAD LAYER & EMERGENCY CHEEKPAD RELEASE SYSTEM:** 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 specifically developed to allow access to an injured rider by sliding out, making helmet removal easier for trained personnel.



DIAMOND WHITE



ALUMINUM SILVER



SILVER FROST



DIAMOND GREY



BLACK FROST



PEARL BLACK



DIAMOND BLACK



DIAMOND BLUE

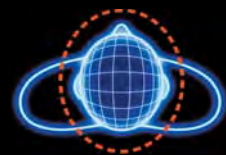


FLUORESCENT YELLOW



The RX-Q has Arai's INTERMEDIATE OVAL (IO) interior fit shape. For details, please see Interior Shapes on pages 7-8.

AVAILABLE IN XS TO XXXL



# RX-Q

THE ULTIMATE STREET HELMET



DNA BLACK



DNA WHITE



FLAME



ELECTRIC  
RED



ELECTRIC  
GREEN

# RX-Q

THE ULTIMATE STREET HELMET



STREAK



ORIENTAL



ORIENTAL  
MATTE BLUE



UK FLAG



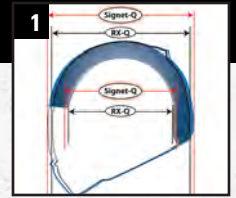
ITALY FLAG



# SIGNET-Q



WHITE



## The Long Oval Signet-Q



**1) THE FIT YOU'VE BEEN MISSING:** The 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 their longish head. This illustration shows the interior-shape difference between the Signet-Q and its Q-series stable mate, the RX-Q. (Please see pages 7-8 for complete story.) **2) FCS® CHEEKPAD SYSTEM:** Arai's peel-away FCS® cheekpad design delivers comfort, support and it features our 5mm peelaway custom-fit layer and Emergency Release System. **3) 5 MM PEEL-AWAY SIDE -TEMPLE PAD:** Arai's 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. **4) PINLOCK MAX VISION FACESHIELD:** Exclusive Pinlock 100% Max Vision faceshield included. (Details on page 47) **5) 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. **6) 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. **7) REMOVABLE/WASHABLE LINER AND NECK ROLL:** The neck roll 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.



DIAMOND WHITE



ALUMINUM SILVER



SILVER FROST



SAPPHIRE SILVER



DIAMOND GREY



DIAMOND BLUE



DIAMOND BLACK



BLACK FROST



PEARL BLACK



FLUORESCENT YELLOW



The Signet-Q has Arai's LONG (LO) interior shape. For details, please see Interior Shapes on pages 7-8.

AVAILABLE IN XS TO XXL



# SIGNET-Q

THE LONG OVAL SIGNET-Q



ABRAHAM



US FLAG  
BLACK FROST



UK BLACK JACK  
FROST



ZERO  
RED



ZERO  
SILVER



HYDRA  
FROST



BOMB



# SIGNET-Q

THE LONG OVAL SIGNET-Q



LAUREL



FLASH  
BLUE



FLASH  
RED



BASILISK



TARGET



TROPIC  
FROST

# DEFIANT



WHITE



## The Bold New Defiant



New look. Bolder. *Defiant*. Aggressive chinvent design. New IR Front Spoiler Edge Trim creates a stabilizing down force, reducing buffeting, lifting and wind noise. *Defiant*. Although much more aggressive on the outside than its siblings, it has all of the internal attributes that set Arai apart.

**1) R75 SHAPE:** Arai's rounder, smoother, stronger shell. Get the whole story on pages 4-5. **2) NEW IR FRONT SPOILER EDGE TRIM:** Creates a stabilizing down force, reducing buffeting, lifting, and wind noise that can be generated by the turbulence trapped between your shoulders and the bottom of the helmet. **3) NEW IR NECKROLL PAD:** Has an improved shape to flow more air to the bottom of the helmet at lower speeds for enhanced rider comfort. **4) NEW IR CHINVENT:** Offers much more than an aggressive new look. Its two-position operation provides multiple functions with tangible rider benefits. **5) FCS® CHEEKPAD SYSTEM:** Its contoured shape, combined with multiple layers of varying foam densities, supported by a patented foam "spring," cradles the face like nothing that has come before - even from Arai. The spring makes on-off easier, while helping to block even more wind noise. **6) 5MM PEEL-AWAY CHEEK & SIDE-TEMPLE PADS:** Makes complete helmet cleaning a breeze and Arai's exclusive 5mm peel-away surface pads on both sides of the headliner and in the FCS® cheek pads give you the option of 5mm more interior width if needed (minimizing the need to purchase optional thickness pads). Yet another level of fit customization no other helmet brand offers. **7) REMOVABLE/WASHABLE LINER AND NECK ROLL:** Makes complete helmet cleaning a breeze and, in the case of damage, a snap to replace.



DIAMOND  
WHITE



ALUMINUM  
SILVER



BLACK  
FROST

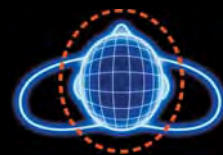


DIAMOND  
BLACK



The Defiant has Arai's INTERMEDIATE OVAL (IO) interior fit shape. For details, please see Interior Shapes on pages 7-8.

AVAILABLE IN XXS TO XXXL



# DEFIANT

THE BOLD NEW DEFIANT



ASTEROID  
GREEN



ASTEROID  
RED



CHOPPER



BASE  
ORANGE FROST



BASE  
WHITE FROST



JOLLY ROGER-2  
FROST

# DEFIANT

THE BOLD NEW DEFIANT



CHRONUS  
BLACK



CHRONUS  
GREEN



CHRONUS  
RED



CHRONUS  
YELLOW



CHARACTER  
BLACK



CHARACTER  
RED



# VECTOR-2



WHITE

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



- 1) **EXCLUSIVE 5MM PEEL-AWAY SIDE/TEMPLE PAD LAYER:** The Vector-2 has the new 5mm peel-away layer added to the removable interior comfort liner's side/temple pad, giving you another level of customization.
- 2) **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.
- 3) **UNIQUE PATENTED CHINVENT DESIGN:** The Vector-2's 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.

- 4) **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.
- 5) **TOP VENT:** The new ACF-2 front intake vent incorporates a sliding door that closes the oversized intake opening completely. At the same time the outer gate closes the intake opening, an inner plate slides over and closes the hole in the shell. The ACF-2 is now available as an accessory part.
- 6) **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.



DIAMOND WHITE



ALUMINUM SILVER



DIAMOND GREY



DIAMOND BLUE



DIAMOND BLACK



BLACK FROST



PEARL BLACK



RACING RED



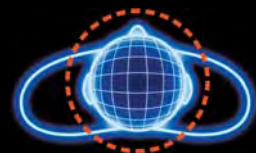
FLUORESCENT YELLOW

LESS IS MORE - EMPHASIS ON MORE



The Vector-2 has Arai's INTERMEDIATE-ROUND OVAL Interior fit shape. For details, please see Interior Shapes on pages 7-8.

AVAILABLE IN XXS TO XXXL



# VECTOR-2

LESS IS MORE - EMPHASIS ON MORE



HAWK  
BLUE



HAWK  
RED



HAWK  
GREEN FROST



# VECTOR-2

LESS IS MORE - EMPHASIS ON MORE



CONTEST  
RED



CONTEST  
SILVER



GIUGLIANO  
FROST



BLARNEY



DOOM



LOOP



BLOSSOM  
FROST



LEGEND  
WHITE



NAKASUGA



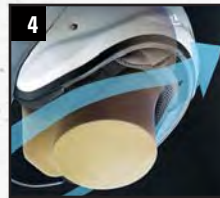
SCHWANTZ  
RE-STYLE

# CT-Z



DIAMOND WHITE

Arai takes cruiser/touring helmet comfort and design to a whole new place. A place you'll really want to visit, and never leave.



**1) FCS® CHEEKPAD DESIGN:** Arai's patented new FCS® (Facial Contour System) Cheek Pad design gives more support over a larger area. It actually wraps under the jaw for extraordinary comfort and stability with minimal pressure. **2) DUAL PIVOT SHIELD:** The Dual Pivot shield mechanism allows the shield to rotate up and back so it tucks neatly under the peak. This allows for a very low peak profile, reducing drag or bucketing at higher street-legal speeds. **3) ADJUSTABLE PEAK:** The peak shields your eyes from the harsh sun glare from those long rides into the sun. And because Arai sweats even the tiniest details to make your ride better, there's also a matte-black band under the peak's leading edge to further reduce glare.

**4) VENTED NECK ROLL:** Takes advantage of existing airflow from around the rider's neck to further enhance helmet ventilation by extracting more heat build-up from the interior. **5) UPPER VENT SYSTEM WITH AIRWING (Patent Pending):** Diffuser ventilation technology from our Corsair-V race helmet gives you superb airflow and hot air extraction. The fixed AirWing reduces lift and increases aerodynamic stability at highway speeds. **6) FULLY REMOVABLE DRY COOL LINER:** Arai's Dry Cool Liner has removable 5mm peel-away surface pads on both sides of the headliner and in the FCS® cheek pads to allow you to achieve a close, custom micro-fit for your head and facial shape.



ALUMINUM  
SILVER



BLACK  
FROST

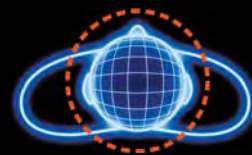


DIAMOND  
BLACK



The CT-Z has Arai's INTERMEDIATE-ROUND OVAL Interior fit shape. For details, please see Interior Shapes on pages 7-8.

AVAILABLE IN XS TO XXXL



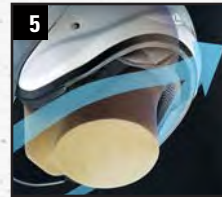
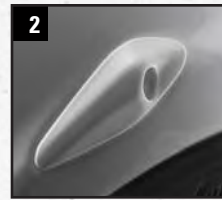
# XC



DIAMOND WHITE



Redefines open-face helmet design and function



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

**1) TDF-3 FRONT VENT:** Working with the DDL-4 exhaust vents, the TDF-3 front vent is designed to further improve intake airflow to the XC's interior. **2) SIDE COWL EXHAUSTS:** Completing the XC's advanced ventilation package, these exhaust vents further help in quick removal of stale interior air. **3) LOW PROFILE SHIELD ARMS:** The low profile shield arms on the XC give the helmets a sleeker, more aerodynamic shape that integrates better with the XC's shell design for less air resistance.

**4) 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. **5) 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. **6) 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. **7) 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.



ALUMINUM SILVER



BLACK FROST



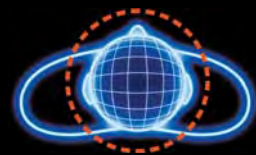
DIAMOND BLACK

REDEFINES OPEN-FACE HELMET DESIGN & FUNCTION



The XC has Arai's INTERMEDIATE-ROUND OVAL Interior fit shape. For details, please see Interior Shapes on pages 7-8.

AVAILABLE IN XS-XXXL



# XD4



WHITE

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



**1) FCS® CHEEKPAD DESIGN:** Arai's patented FCS® (Facial Contour Support) cheekpad design delivers comfort, support and it features our exclusive 5mm peel-away custom-fit layer. **2) LARGER SIDE COWL VENTS:** The larger, sculpted vents improve ventilation efficiency as well as helmet stability on your head at speed. **3) CHINVENT:** The vent has more intake ports for improved airflow. **4) EXHAUST PORTS & SHELL SHAPE:** These top-diffuser-vent ports nearly double the XD4's airflow, while its shell shape provides better aerodynamic stability at higher street speeds in concert with its high-flow peak and side cowl vents. **5) 5MM PEEL-AWAY SIDE-TEMPLE PAD:** Arai's exclusive peel-away side/temple crown pads give you the option of 5mm more interior width if needed. Yet another level of fit customization no other helmet brand offers. **6) BROW VENT FACESHIELD:** Brow vents in the XD4 faceshield provide airflow to the temple area of the head.\*

**7) FULLY REMOVABLE/REPLACEABLE/WASHABLE INTERIOR:** Arai's Dry-Cool technology to keep you drier and cooler (hence the name) for greater long-haul comfort. **8) EMERGENCY CHEEKPAD RELEASE SYSTEM:** 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.



ALUMINUM  
SILVER



BLACK FROST



BLACK



FLUORESCENT  
YELLOW



\*Warning: Although this XD4 faceshield will fit earlier XD versions, do not install this shield on any earlier model. Please see page 47 for full explanation.

The XD4 has Arai's INTERMEDIATE-ROUND OVAL Interior fit shape. For details, please see Interior Shapes on pages 7-8.

AVAILABLE IN XS TO XXL



# XD4

XD4 - 3 DISTINCT CONFIGURATIONS



**GO CONFIGURE** The XD4 offers three distinct configurations depending on rider preference or riding conditions. Change the look every time you ride, or even during the same ride.

**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.



# XD4

XD4 - 3 DISTINCT CONFIGURATIONS



DIAMANTE  
BLACK/WHITE



DIAMANTE  
BLACK/WHITE/  
GOLD



DIAMANTE  
RED/WHITE



DIAMANTE  
BLACK/BLUE



EXPLORE  
WHITE



EXPLORE  
BLACK



EXPLORE  
SILVER



EXPLORE  
ORANGE



# VX-PRO<sup>3</sup>



WHITE

**1) ROUND INSTEAD OF RIDGED SHELL:** 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 is also less likely to catch and dig in during a spill. **2) ROUNDED CHINBAR & STAINLESS GRILL:** The VX-PRO<sup>3</sup> chinbar design continues with Arai's unique rounded shape with less protrusion, making it less likely to catch and dig in during a spill. The expanded Stainless Steel mesh resists rust and provides a smoother surface to minimize the mud build-up. **3) EMERGENCY CHEEKPAD RELEASE SYSTEM:** Developed to allow access to an injured rider, the VX-PRO<sup>3</sup>'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. **4) TOP-MOUNT VENTILATION DIFFUSER:** These large ventilation ducts utilize low pressure areas behind the

More innovation, more protection, more ventilation.



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. **5) CHINBAR FORWARD TILT:** The VX-PRO<sup>3</sup> chinbar is close-in 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." **6) PEAK DESIGN:** The PRO<sup>3</sup>'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. 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 and twisting. **7) INTERIOR:** The head comfort liner and cheekpads are fully removable, washable and replaceable. They use Arai's Dry-Cool material for superior heat transfer and reduced drying time. A removable/washable/replaceable chinstrap cover completes Arai's total package of interior washability.



ALUMINUM SILVER



BLACK FROST



BLACK

MORE OF EVERYTHING YOU EXPECT FROM AN ARAI



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

The VX-PRO<sup>3</sup> has Arai's INTERMEDIATE-ROUND OVAL (I/O) interior fit shape. For details, please see Interior Shapes on pages 7-8.

AVAILABLE IN XS TO XXL



# VX-PRO<sup>3</sup>

MORE OF EVERYTHING YOU EXPECT FROM AN ARAI



NITROUS  
BLUE



NITROUS  
ORANGE



NITROUS  
RED



NITROUS  
YELLOW



EDGE  
ORANGE



EDGE  
BLUE



EDGE  
RED



EDGE  
GREEN

# VX-PRO<sup>3</sup>

MORE OF EVERYTHING YOU EXPECT FROM AN ARAI



CURRENT



PRIDE  
BLACK



PRIDE  
BLUE



PRIDE  
ORANGE

# WARRANTY & OTHER IMPORTANT INFO

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



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.*

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.

## Buying an Arai Helmet Online

\*On-line shoppers take care to be sure they are dealing with an Authorized Arai e-commerce retailer. These dealers have agreed to follow guidelines to help customers make the best purchase possible - even long distance. Learn about these guidelines, and verify Authorized Arai dealers, by visiting: [www.araiamericas.com/e-dealer](http://www.araiamericas.com/e-dealer).

## Important Note and Warning: Buying From Other Countries

**WARNING:** Each world market requires different helmet standards. Never purchase helmets from outside your market as it may not comply with legally required standards for your country, not to mention the fact that its interior fit may not have been designed for your market and as a result may be very uncomfortable.

Helmets purchased from outside a given market are not eligible for after sales service or warranty claims, as Arai and its authorized agents cannot endorse the continued use of a non-certified helmet.

## Max Vision Insert with Brow Vent - Offers Complete Field-of-View Coverage

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



Clear Normal

Yellow (High Contrast Vision)

Lightly Tinted (Sunny Weather)

Dark Tinted (Intense Sunshine)

## Standard Insert - Offers Normal Field-of-View Coverage

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



Clear Normal

Yellow (High Contrast Vision)

Orange (All Weather Types)

Lightly Tinted (Sunny Weather)

Dark Tinted (Intense Sunshine)

## XD Insert - Offers Normal Field-of-View Coverage

For Arai XD Series models, including XD4 (insert will fit below the brow vents)



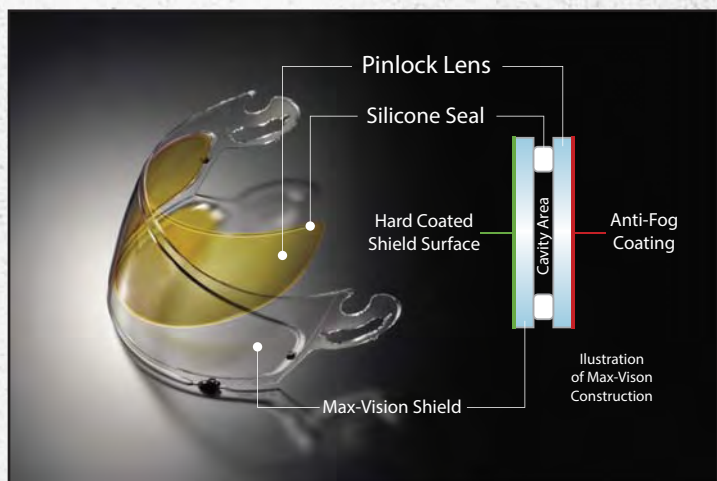
Clear Normal

Yellow (High Contrast Vision)

Orange (All Weather Types)

Lightly Tinted (Sunny Weather)

Dark Tinted (Intense Sunshine)



**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.





AraiAmericas.com



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## A HELMET'S NUMBER ONE JOB: PROTECTION FOR THE RIDER



*"What our people make here is an expression of themselves, not a product.  
That's why the main ingredient in every Arai helmet isn't fiberglass or carbon or EPS.  
It's passion. Passion for excellence. Passion for riders."*

*Michio Arai, President, with a group of Arai artisans*

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