





It can take up to five years for one of us to earn the right to create an Arai shell. 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. 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 every one of us Arai.



*I am Arai.*



*I am Arai.*



*I am Arai.*



We build your helmet by hand. We each have a specific job, yet all of us know every step that goes into building it, 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.



*I am Arai.*

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We build each Arai helmet as if we're creating it for one of our own family, a brother, a father, a husband, a sister.

Most of us have been here many years because we are proud to be part of Arai and what it stands for. We see a rider wearing our helmet and we hope they know we made theirs to the best of our ability, to protect them, and to make them feel comfortable no matter how long or how far they ride.

Arai is a family-owned company. Even though most of our names are not Arai, we are part of the family because we are as passionate about our work as the Arai family. It is as if our own name is on your helmet.



*I am Arai.*

I am proud to build the helmet you will wear. It is my hope you will feel as proud to wear it.



*I am Arai.*



*I am Arai.*

We wish we could be there when you put on the helmet we made for you, so we can see the smile on your face as you slip it on and feel that there really is an Arai difference.



It is not easy to build an Arai helmet. After 50 years, there are still no shortcuts. That is something Mr. Arai makes us think about. 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 what we send you is our best.

*We do not build a motorcycle helmet.*

*We build an Arai.*

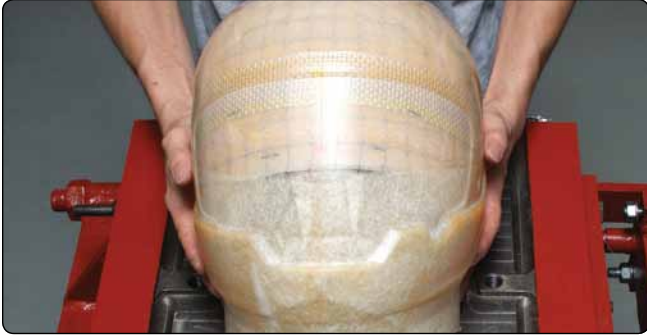
Fact is, helmets have the same basic features that can make them all seem alike. Shell, shell. Faceshield, faceshield. Vent, vent. Same, same.

At Arai, though, the real difference in features is not *What* they are, but **WHY** they are.

That's what really separates us from them: Arai's reasons *why* we do what we do.

Here are just a few of them:

#### **WHY** does Arai still use fiberglass-based shells?



Decades of experience, research, testing and comparison have 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. (However, Arai's R&D study and testing of alternative shell technologies is always ongoing.)

Plus, some newer shell materials have different properties that don't flex as well, or bond together as well, potentially causing problems. Some of them may stop bullets, or make great lightweight fenders. But that's not a helmet's job.

#### **WHY** are Arai's Brow Vents in the faceshield?



We don't think there should be forehead vent holes punched in the shell so close to the biggest hole – the facial opening. The holes also reduce both the shell material and EPS liner in that area, which simply isn't necessary. (And while some others have copied our vents, they've failed to use the ducts to direct air to areas other than your eyes.)

#### **WHY** are Arai's Removable, Replaceable Cheekpads and Interior Comfort Liners so special?



They're not. Except they came from the same five-decade obsession with your comfort and fit as our different interior shapes. Just two more innovations that *give an Arai helmet more of a custom-made fit*. (And two more the others have copied.)

#### **WHY** does this expensive helmet use simple double-sided tape or small screws to fasten its top vents?



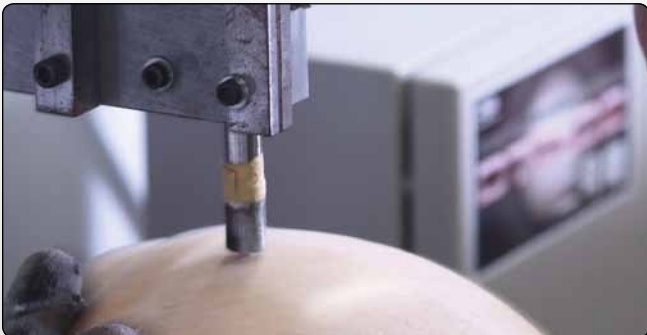
**Frangibility.** So they'll break away more easily from the shell or mounting plate in an impact, instead of possibly catching or snagging a crashing helmet. (That's also why our dirt-helmet chinbars are rounded instead of pointed.)

**WHY** does Arai say it's so obsessive about even the smallest details?



An example: The resin mixes in Arai shells may actually be remixed *several times in a single day* due to outside temperature, humidity and barometric-pressure changes during the day! To allow for more constant resin flow (to maintain shell thickness and balance) and shell-curing time. To deliver a more *consistent* helmet from start to finish.

**WHY** does Arai maintain shell thickness all the way to the bottom?



Many helmet makers reduce shell material at the bottom. (The safety standard organizations don't test there.) Arai maintains shell thickness to the very edge - and then strengthens it! - because we don't think it's a good place to try to save a few dollars or a little weight. Strengthening the bottom 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.

**WHY** does Arai still use Side Pods instead of Pod-Less systems?



Even though pod-less faceshield systems are easier to make - a simple deep, flat recess in the shell surface for the pivot mechanism - Arai's experience tells us these deeply-recessed pockets (some as deep as ½ inch!) aren't a good idea. Either the interior EPS liner must be thinner and harder in the recessed area, or the shell must be larger to accommodate a thicker, softer liner. Mainly though, the deep recesses can have sharper 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 energy can flow more smoothly over the shell. This pod system isn't easy to design, or cheap to build, because it must conform to the shell's difficult compound curves. But it enables the shell do a better job of dispersing impact energy. It also allows a softer and consistent liner thickness so the shell can be smaller and more aerodynamic.

Yes, all this is more expensive and complicated. But we think it's better. And the Arai Way is about better, not cheaper.

### **WHY?**

Why is **every single** Arai shell weighed and documented 3 times?

Why is **every single** Arai shell tested twice?

Why does **every single** Arai craftsman inspect every part of every helmet that is handled?

Why do Arai craftsmen sign their helmets along the line?

### **WHY?**

*Why do you think?*

**WHY** are Arai helmets so expensive?

**You get what you pay for.**

(Or did you think that only applied to the other things you buy.)

## The Evolution Of Arai's Different Interior Shapes

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 search is never-ending.

Even though we know we can't ever build the perfect shape for everyone, we go to the extra time and effort to fit you better than you can get from all those helmet brands that offer just one interior shape for their entire line.

(For the record: Arai doesn't believe optimal comfort and fit can be achieved by trying to cram everybody's head shape into a single interior shape. Worse, if the helmet's shape feels wrong, many riders grab the next larger size to get rid of pressure points. But now you're in the *wrong* size helmet, which can cause new problems like increased noise and the helmet moving around on your head at speed. More importantly, wearing a too-big helmet can cause a secondary impact, or "slap factor, in an impact when your head accelerates slightly inside the helmet before making contact with the all-important EPS liner, potentially increasing the amount of impact energy received by the brain.)

### Understanding Interior Shapes

After years of listening to riders, we've found that real helmet satisfaction depends on your understanding how a helmet is *supposed* to fit.

#### How to know.

**Start:** Get your head measured to get an idea of the size to look for.

**Your Face:** Do *not* be concerned with facial fit. 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 is, 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*. This is why it's important to focus on your head size (crown fit) measurement first. How? With Arai's cheekpads.

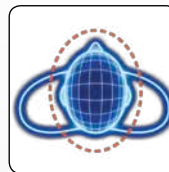
**Cheekpads:** All Arai helmet cheekpads can be replaced with a size that better suits different facial structures. But this fit should be addressed only after the crown size is right. If you have the broad facial structure situation, remove the cheekpads, and then try on helmet sizes until you get that snug crown fit. Then Arai's optional cheekpad thicknesses can fine tune your personal fit.

**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. 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.

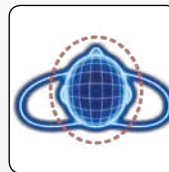
**Snug is good:** For the most comfort, the interior must fit snugly all around the crown of your head. (The crown is the area contacted by a baseball cap's band, for example.) You should feel a firm, even pressure at all the contact points around the interior perimeter, with no tight pressure points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

### Determining Your Interior Shape

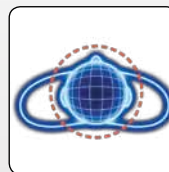
Generally, our North American market interiors have an oval shape orientation (somewhat longer front-to-back, narrower side to side) because most of our heads tend to be more oblong than round. Our different Arai models vary slightly based on that general Oval shape to accommodate a much wider fit range.



**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 and a little wider side-to-side than the Longer Oval). This fit shape lies in the middle area between heads that are 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](http://www.araiamericas.com/default.aspx?pageid=92).

## Arai's "Organic Shell Shape"

**The Arai Philosophy of Shell Shape and Design:** Arai believes that it's difficult to improve on nature, so our 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 of 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 and less bulbous. And it seals better, to further reduce noise.

Unique in a world of mass production, Arai's shell shapes are still meticulously hand-sculpted by Arai's experienced craftsmen, not by computers. Other benefits in addition to the pure organic shell shape are Arai's Hyper-Ridge reinforcing band that circles the shell bottom of most models, not only contributing to shell strength (in an area where many other manufacturers actually trim material), but lowering an Arai's center of gravity, resulting in better balance and reduced fatigue on long rides.



## Common Features



### One-Piece Liner

Arai's EPS liner is like no other, comprised of as many as five material densities (depending on model) 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 materials pieces that are simply fitted or glued together cannot rely on such a high-level support bond.)



### LRS Shield Removal System

Watch a video of racers Nicky Hayden and Kenny Roberts Jr. swapping their Arai faceshields while wearing the helmets and you'll see for yourself how easy Arai's advanced LRS tool-less system really

is. (And check page 5 to see why Arai continues to use sidepods instead of pod-less systems.)



### 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.



### Brow-Vent Channelling 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.



### Shell Construction

Arai's decades of experience, research, testing, comparison and evaluation has concluded that our proprietary aerospace 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).



### Outward-Flaring Hyper-Ridge

The outward flaring produces a larger opening that makes for easier on-off. (Arai believes this will make it easier for more riders to choose the right size helmet in the smallest shell possible.) The Hyper-

Ridge reinforcement band circles the bottom of the shell, adding shell strength, and lowering the helmet's center of gravity which contributes to better overall balance, making the helmet rest easier on your head.



### 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.



### Optional Removable/Replaceable Cheekpads

Arai was again the first to offer optional cheekpads in different thicknesses to permit a more custom fit for individual facial structures than is possible with non-removable pads.

## 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 and then 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

SIZE	HCM*	LINING CODE	Corsair-V				RX-Q				Profile				Vector-2				XC-RAM				XD <sup>3</sup>				VX-PRO <sup>3</sup>			
			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	III	L	□	■	□	L	□	■	□	L	□	■	□	L	□	■	□	L	□	■	□	L	□	■	□				
XL	61-62cm	IV	XL	□	■	□	XL	□	■	□	XL	□	■	□	XL	□	■	□	XL	□	■	□	XL	□	■	□				
XXL	63-64cm	V	XXL	□	■	□	XXL	□	■	□	XXL	□	■	□	XXL	□	■	□	XXL	□	■	□	XXL	□	■	□				
XXXL	65-66cm	V	XXXL	□	■	□	XXXL	□	■	□	XXXL	□	■	□	XXXL	□	■	□	XXXL	□	■	□	XXXL	□	■	□				

### CHEEKPAD THICKNESSES

SIZE	Corsair-V			RX-Q			Profile			Vector-2			XC & XC-RAM			XD <sup>3</sup>			VX-PRO <sup>3</sup>				
	Thicker	Standard	Thinner	Thicker	Standard	Thinner	Thicker	Standard	Thinner	Thicker	Standard	Thinner	Thicker	Standard	Thinner	Thicker	Standard	Thinner	Thicker	Standard	Thinner		
XS	35mm	30mm	25mm	XS	35mm	30mm	25mm	XS	40mm	35mm	30mm	XS	35mm	30mm	25mm	XS	30mm	25mm	20mm	XS	30mm	25mm	20mm
S	35mm	30mm	25mm	S	35mm	30mm	25mm	S	35mm	30mm	25mm	S	35mm	30mm	25mm	S	30mm	25mm	20mm	S	30mm	25mm	20mm
M	35mm	30mm	25mm	M	35mm	30mm	25mm	M	35mm	30mm	25mm	M	35mm	30mm	25mm	M	30mm	25mm	20mm	M	30mm	25mm	20mm
L	30mm	25mm	20mm	L	30mm	25mm	20mm	L	30mm	25mm	20mm	L	30mm	25mm	20mm	L	30mm	25mm	15mm	L	25mm	20mm	15mm
XL	30mm	25mm	20mm	XL	30mm	25mm	20mm	XL	30mm	25mm	20mm	XL	30mm	25mm	20mm	XL	30mm	25mm	15mm	XL	25mm	20mm	15mm
XXL	30mm	25mm	20mm	XXL	30mm	25mm	20mm	XXL	30mm	25mm	20mm	XXL	30mm	25mm	20mm	XXL	30mm	25mm	15mm	XXL	25mm	20mm	15mm
XXXL	25mm	20mm	15mm	XXXL	25mm	20mm	15mm	XXXL	25mm	20mm	15mm	XXXL	25mm	20mm	15mm	XXXL	25mm	20mm	15mm	XXXL	25mm	20mm	15mm

\*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.







Reserved for those riders with no reservations about wanting the best, the absolute state of the art as only Arai can do it.

This is it, the one helmet that stands at the pinnacle of design, fit, and comfort. Improvements and innovations that extend to the smallest details. Built with one goal: to please the advanced rider, and racer, who knows the difference,

who's worn other helmets, who knows what they lack, and who refuses to settle for less anymore. In a world in which few if any of us can ever own the best of something, the Corsair-V is your chance.



#### DF-10 Diffuser

Offers enhanced air inlets to increase airflow efficiency even better than its predecessor. A new 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.



#### Wider Eyeport

The 10mm-wider opening (5mm per side) enhances peripheral vision and the feeling of

"openness" inside the helmet. It uses Arai's "SAI" series faceshield that also fits so flush that it looks almost like a continuation of the shell.



#### Latest-Generation Dry-Cool® Liner

Distinguished by its silver-grey color, Arai's Dry-Cool® liner has repositioned the rear

mounting-snaps closer to the liner bottom for a more secure fit.

#### Patented AirWing®

Arai's exclusive, adjustable Air Wing® 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 riding.



#### 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).



#### Removable/Replaceable Vented Neckroll

Adds yet another stale-interior-air exhaust outlet through via channels in the EPS liner, not to mention making complete helmet cleaning a breeze and, in the case of damage, a snap to replace.



WHITE



ALUMINUM SILVER



BLACK FROST



BLACK



HASLAM WSBK



RUSSELL



AOYAMA-3



DOOHAN

HAGA WSBK  
(RAINBOW)

TAKAHASHI-3

New colors and graphics are added during the year. Visit [www.AraiAmericas.com](http://www.AraiAmericas.com) for the most up-to-date selection.

## Words of the Wise

### **Sport Rider**

"With many innovative features that have been copied over the years, the latest Corsair sports Arai's newest developments in comfort and performance ... its [new wider eyeport makes] a difference in peripheral vision that's very noticeable ... The AirWing® makes a huge difference aerodynamically at triple-digit speeds ..."

### **Cycle World**

"We simply haven't space here to fully describe the many innovations built into the Corsair-V."

### **Super Streebike**

"... it's the stuff dreams are made of."

### **Rider**

"Arai's fifth-generation Corsair-V has so many improvements it's hard to list them all ... Every feature is new or updated."

### **Motorcycle Product News**

"Completely handmade, the Corsair boasts new safety features and ventilation that set it apart from the hoards of helmets on the market ... The fit is incredibly comfortable and secure, and I can definitely notice the difference the wider eyeport and shield make."

### **Inside Motorcycles (Canada)**

"Some things never change at Arai, like building the highest-quality helmets ... The craftsmen and designers at the Arai factory have always prided themselves in making the safest helmets around and the Corsair-V is no exception ... There is something to be said about wearing an Arai; it gives you that warm fuzzy feeling deep inside. This helmet is fantastic from top to bottom... The Corsair-V is about as good as you are going to get, but you are going to pay for it ... If safety is the utmost concern for you, then the price does not matter. I know it would be difficult putting anything else on my head now."



**EDWARDS  
REPLICA #12**



**EDWARDS  
RED #13**



**EDWARDS  
BLUE #14**



**EDWARDS  
BLACK #15**



**HARADA  
SILVER  
MATTE**



**HAYDEN III**



**REA**



**PEDROSA II**



**CRUTCHLOW**



**SPENCER  
ANNIVERSARY**



Ariai's RX-Q is a whole new class of helmet: **The Ultimate Street Helmet.**

Purpose-built to be "the ultimate street helmet." A new benchmark in comfort, quiet, stability and ventilation in a street helmet. Every feature optimized for the conditions, speeds and environment of the real world. Even its name tells you it's special. To anyone familiar with Ariai's model

lineage, the RX prefix is well-known. It began with the original X-7 back in 1979, evolving a few years later into the iconic RX-7 model series that effectively changed the face of helmet design.



**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 the Corsair-V, the RX-Q's

cowlings are larger and more aggressively styled, as lower street speeds require more surface area and a more refined shaping in order to deliver the increased stability. High speed performance is also excellent.



**NEW! 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.



The RX-Q has both a **removable neckroll** and Ariai's (now copied) innovation, the **Emergency Cheek Pad Removal System.**

Both come directly from its Corsair-V "big brother."



**Brow Vent Channeling**

The faceshield Brow Vents, like those of the Corsair-V



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.



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](http://www.AraiAmericas.com) for the most up-to-date selection.



FLAG SERIES ITALY



FLAG SERIES UK



DUETET



TALON BLUE



TALON RED



TALON GREY



ACE BLUE



ACE RED



GLAZE



**URBAN  
BLACK**



**URBAN  
RED**



**ORIENTAL**



**SPENCER  
RE-STYLE  
BLACK**



**SPENCER  
RE-STYLE  
RED**



**VANTAGE**



**MAMOLA**



**GOTHIC**



**DNA WHITE**



**DNA BLACK**

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The Profile's Longer Oval (LO) interior shape was specifically developed to give the most comfort and best fit for longer, narrower head-shapes.



Externally, like all Arais, the Profile's shell shape was hand-sculpted by Arai craftsmen, not a computer. (Arai believes humans solve human problems; computers solve mathematical problems. Our customers are humans.)

Then, the hand-formed model is scanned by the most-advanced Laser Scanner technology to create a production model with the tightest tolerances in Arai's already-legendary history.



#### Ventilation

The Profile's seven intake and exhaust vents are designed to flow and exhaust the maximum amount of

air and are recessed into the shell to reduce drag and wind turbulence.



#### FFS (Free Flow System)

Arai's unique FFS design works with the pull-down spoiler and integrated neckroll design to further reduce wind noise and turbulence while increasing the exhaust of hot air from the facial area.



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**BANDA  
BLUE**



**BANDA  
RED**



**BANDA  
BLACK**



**PASSION  
BLUE**



**PASSION  
RED**



**TRIDENT  
BLUE**



**TRIDENT  
RED**



**TRIDENT  
SILVER**



**DYNAMIC  
BLUE**



**DYNAMIC  
RED**

(Shown on a different model)

(Shown on a different model)

New colors and graphics are added during the year. Visit [www.AraiAmericas.com](http://www.AraiAmericas.com) for the most up-to-date selection.



## The Brand New Vector-2 SIMPLY SPECIAL

If you want everything an Arai has to offer, but you don't need everything an Arai has to offer, **meet your new helmet.**

The new Vector-2 succeeds our hugely popular less-is-more Vector model, one that quickly became a major seller. Like its predecessor, the Vector-2 is specifically created for riders who don't need all the bells and whistles. But who can't imagine not getting the Arai family's three generations of handmade magic in craftsmanship, protection, performance, comfort and fit.

(The fact that it costs a little less doesn't hurt either.)

**“What becomes immediately obvious is that, while adhering to its less-is-more design intent, the new Vector-2's impressive array of features, benefits, updates and upgrades delivers an Arai Helmet in which more costs less.”**

Everything you need. Nothing you don't.



### **NEW! Exclusive 5mm Peel-away Temple Pad Layer**

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



### **Extreme peripheral view**

Same wider field of side-to-side visibility as our Corsair-V racing helmet.



### **NEW! 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.



### **Tuned rear vent/wing**

NEW ACR-2 rear exhaust vent-wing combo: Wind-tunnel tuned air inlets markedly improve interior ventilation and heat removal.



### **Removable, Washable Liner**

Fully removable, washable, and replaceable interior comfort-liner also comes in optional sizes to micro-fit your helmet to your head.



### **Hyper-Ridge band**

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



**FLUORESCENT  
YELLOW**

**WHITE**

**DIAMOND  
WHITE**

**ALUMINUM  
SILVER**

**DIAMOND  
GREY**

**BLACK FROST**



PEARL BLACK

DIAMOND BLACK

DIAMOND BLUE

RACING RED



ID



MARKER RED



MARKER BLACK



THRILL GREEN

Also Available in White



LAUNCH



NEEVSEY



SCHWANTZ

## New Open Face Series

New XC® Series Redefines Open-Face Helmet Design and Function  
Offers more facial coverage without sacrificing traditional open feel

The new XC series of open-face helmets: yet another example of Arai's decades-long tradition of the improving on what works, not simply change for the sake of unproven change. Arai changes are *functional*. Our design intent has always been singular and unbroken: a better helmet with better protection and performance for the riders who choose it.

This series presents a major improvement: nothing short of redefining how open-face helmets can look—and protect. The most telling feature is the extended coverage in the



Adding to the distinctive look of the XC series, the new cheekpad design is more similar to that of a full-face

helmet, with its full-coverage EPS base and removable covers.



The XC series models have thinner faceshield pods that give the helmets a sleeker, more aerodynamic shape.



Both models have Arai's vented neck roll that uses the prevailing airflow under the rider's neck to further enhance

ventilation by extracting more interior heat and stale air.

lower jaw-cheekpad area- extending  $1\frac{3}{16}$ " forward compared to its previous—and traditional—open-face  $\frac{3}{4}$  helmets. The look itself is advanced. Someone at Arai has compared it to that of "an ancient Greek warrior's helmets with the jaw extensions. Definitely cool. But like everything we do, our primary objective is to build a better helmet."

Technically, that means providing a measure of lower-jaw protection that's been missing from previous open-face helmets that leave that part of the face exposed.

### XC/RAM: The ultimate open face



The new XC/RAM®'s main feature is its upper-vent diffuser system borrowed directly from the top-of-the-line race helmet, the Corsair-V. The advantage is improved airflow and helmet stability.



The fixed Air-Wing® at the diffuser rear reduces lift while providing additional stability at highway speeds.



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



DIAMOND WHITE ALUMINUM SILVER BLACK FROST DIAMOND BLACK

### XC: Standard model



Ventilation is taken directly from the Arai's ultimate-street-helmet RX-Q model's TDF-2 and DDL-4 intake and exhaust vents.



Side cowl exhausts complete the XC's advanced ventilation package.



DIAMOND WHITE



ALUMINUM SILVER



BLACK FROST



DIAMOND BLACK

## Open Face (Limited Edition)

Here are two traditional open-face models that feature the unique convenience and clean lines of a molded-in headset jack for the special J&M Elite Series High-Performance

Integrated Headset (sold separately). Many of the colors are designed to match or complement Honda Goldwing colors.



SZ/c

The Arai SZ series is distinctive for its advanced, pre-curved and super scratch-resistant detachable flip-up faceshield that gives you the convenience of a flip-up shield. And Arai's LRS Shield Removal feature makes tool-less shield changing a snap.



Classic/c

Differs from the SZ only in the flip-shield feature. Traditional open-face helmet styling with snaps for a fixed faceshield. Accommodates optional peaks of either Arai or J&M design.

### Common Features of Both Models



Exclusive molded-in jaw to accommodate optional J&M headset



Optional J&M Elite Series Integrated Headset and Peak

#### Shell Construction

Arai's decades of experience, research, testing, comparison and evaluation has led us to conclude that fiberglass-based construction is ideal for performing a motorcycle helmet shell's main job – spreading impact energy over the widest area through strength, structural integrity and impact flexibility. (However, Arai's R&D study and testing of alternative shell technologies is always ongoing.)

**Super Fiber Laminate shell construction—Strong, lightweight, comfortable**

**Arai's exclusive single-piece multiple-foam interior for exceptional comfort**

**Fully washable interior**

**Optional Removable/Replaceable ear cups in different thicknesses for a custom fit**

#### Ventilation-Exclusive Brow Vent

Our exclusive brow vent faceshield brings fresh air in through the shield and directs it into the forehead area. Arai prefers this method rather than punching extra holes in the critical forehead area which reduces both outer shell and inner EPS liner material where they're needed most.

**M style 4-way ventilation system (2 front and 2 rear vents) move cooling air throughout interior, displacing hot stale air**

**Meets or exceeds SNELL and D.O.T. standards.**

**Modified shell design to accept J&M's helmet headset**

-  2009-10 Hot Rod Yellow
-  2008 Caliente Red
-  Medium Red???
-  2006-08 Dark Red
-  2009 Bloodstone Red
-  2009 Monterey Blue
-  2008 Alpine White
-  Pewter Silver
-  2006-08 Titanium Silver
-  2009-10 Mesquite Brown
-  Pearl Black
-  2007-10 Metallic Black

NOTE: Some colors/sizes are in shorter supply than others.

Arai's advanced, critically-acclaimed, genre-busting XD crossover-design street-and-dirt helmet is improved and updated in the XD<sup>3</sup>.



XD means "Crossover Design" because it crosses over into so many riding styles. You can quickly and easily change it for adventure touring, dual-sport, Supermoto competition, commuting, street riding, whatever. Visually, it looks like a dirt helmet, with its peak, uniquely-styled chin bar and the opening

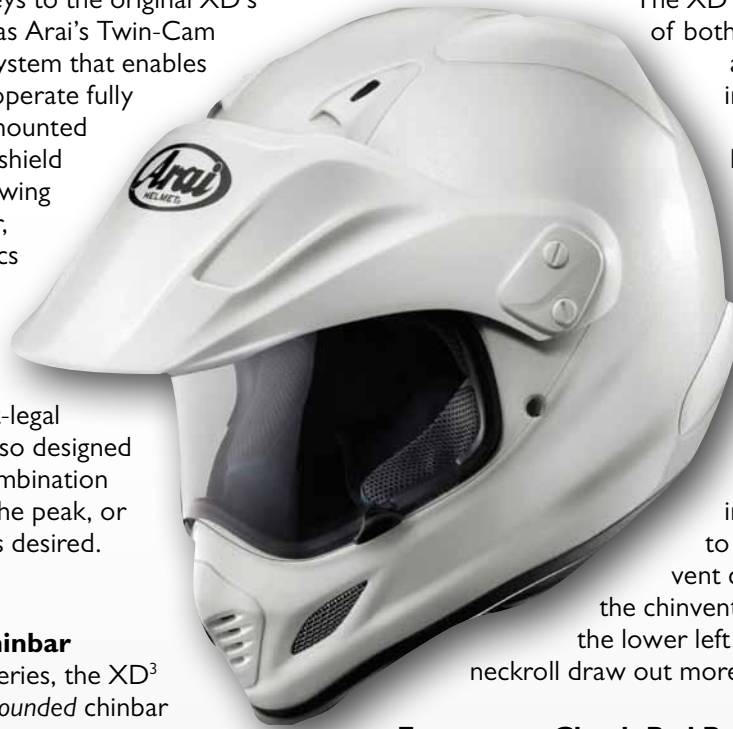
for goggles. But the XD<sup>3</sup> also has a full faceshield like a street helmet, a faceshield that easily slides up under the peak. And you can remove the shield and/or the peak in no time, and then easily re-install either or both whenever you like.



#### Re-Designed Peak

One of the keys to the original XD's uniqueness was Arai's Twin-Cam Shield Pivot System that enables the shield to operate fully beneath the mounted

peak without protruding. The shield stays low when it's raised, allowing the peak to be mounted lower, resulting in better aerodynamics and a better appearance. The XD<sup>3</sup>'s peak has been re-designed for even better stability and airflow – and tested to perform up to street-legal speeds. The shield system is also designed for the shield to be used in combination with the peak, alone without the peak, or with the peak and no shield, as desired.



#### Ventilation

The XD<sup>3</sup>'s ventilation combines the best of both worlds, with a total of 5 intake and 7 exhaust vents. Its features include Arai's diffuser ventilation design first introduced on the RX-7 series road racing helmets – and now arguably Arai's most copied feature. It also uses the front vents from our Profile model, again designed for increased air intake, while retaining the original XD's mouth-vent system that can either provide fresh air around the mouth area, or direct the air upward along the interior surface of the faceshield to help prevent fogging. There are vent controls both inside and outside the chinvent. Additionally, exhaust vents on the lower left and right sides and in the lower neckroll draw out more hot air from inside the helmet.



#### Rounded Chinbar

Like the VX Series, the XD<sup>3</sup> has a unique *rounded* chinbar shape with less protrusion, making it potentially less likely than a sharply-pointed chinbar to catch

and dig in during a spill. The oval form is based on the egg, long known for its extremely-strong and efficient, natural shape. **See page 7 for more details on Arai's important Organic Shell Shape design philosophy.**

#### Emergency Cheek-Pad Release System

Yet another ARAI innovation, first introduced on the VX-Pro<sup>3</sup> dirt helmet. From Arai's decades-long commitment to rider safety comes the first *Emergency Cheek-Pad Release Design* created specifically for motorcycle helmets. Developed to allow easier access to an injured rider, the XD<sup>3</sup>'s cheek-pads slide out easily via the integrated pull-tabs built into the underside of the cheek-pad - which makes helmet removal much easier for trained medical technicians.



FLUORESCENT  
YELLOW WHITE

DIAMOND  
WHITE

ALUMINUM  
SILVER

BLACK  
FROST

BLACK

DIAMOND  
BLACK

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**CONTRAST  
WHITE**



**CONTRAST  
SILVER**



**CONTRAST  
BLACK  
FROST**



**CONTRAST  
BLACK**



**ADVENTURE  
WHITE  
FROST**



**ADVENTURE  
GREY**



**ADVENTURE  
RED**



**VAN DEN BOSCH  
SILVER**



**VAN DEN BOSCH  
RED**



**VAN DEN BOSCH  
BLUE**





## What the magazines have to say about the VX-PRO<sup>3</sup>.

### Dirt Rider

“What we really think about when we put on a helmet are safety and confidence. And every one of us feels that when wearing an Arai ... Rating: 95”

### Motocross Action

“The MXA wrecking crew had never given a helmet a five-star rating. Now we have. This is the best helmet ever tested.”

“★★★★★”

### Cycle News

“The VX-Pro (DC) was already considered by many, including us, as the off-road helmet by which all others should be judged, but, somehow, Arai found ways to improve upon it with the new VX-Pro<sup>3</sup> helmet.”



### 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

at the same time using multiple relief-ports to reduce “bucketing” at higher speeds. (Under-peak “forehead” vent-ports are another much-copied Arai innovation.)



### Chinbar Forward Tilt

The VX-PRO<sup>3</sup> has been redesigned with an additional 11 mm of forward tilt in the upper

chinbar nose area, giving you more room and a more open feeling while retaining the VX-Series' minimized protrusion.



### Emergency Cheekpad Release System

From Arai's decades-long commitment to building helmets that do more for rider 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-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.

### Top-Mount Ventilation Diffuser

The PRO<sup>3</sup> is the first dirt helmet with our diffuser ventilation system. (Arai introduced the first diffuser-mounted motorcycle helmet on our original RX-7 road-race model – an innovation that's now one of our most-copied features.)



### 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.

### Rounded Chinbar

Arai's VX Series' dirt helmets have a unique rounded chinbar shape with less protrusion, making it less likely to catch and dig in during a spill than. The oval form is based on the egg, long known for its extremely-strong and efficient shape.



WHITE



ALUMINUM SILVER



BLACK FROST





MOTION  
BLUE



MOTION  
GREY



MOTION  
ORANGE



CRUTCHLOW  
MONSTER



WARFARE



RUSSELL



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

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

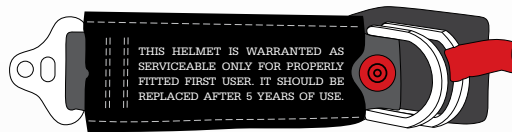
It has come to our attention that some online sellers are marketing Arai helmet models from other countries. Helmets from other markets are not designed to meet U.S. DOT specifications, and interior shapes are not designed for the U.S. market and may be very uncomfortable.

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

## 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. The Warranty and date information can be found on your chinstrap or on the sewn in label tag on some models (as shown on the chinstrap illustration above). The date-of-manufacture (month / year) is on the opposite strap, so, for example 08/08 means that the helmet was manufactured August 2008.

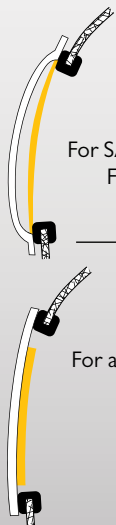


registered e-dealer®

\*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.



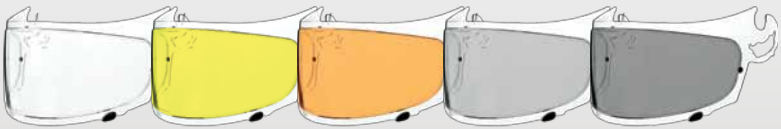
Arai believes in the Snell Safety Standards. Learn more at [www.smf.org](http://www.smf.org). Check [www.AraiAmericas.com](http://www.AraiAmericas.com) under the applicable model for certification information.



### MAX VISION INSERT

Offers complete field-of-view coverage.

For SAL faceshields (Arai Corsair-V, RX-Q & Vector-2)  
For SAL faceshields (Profile, Vector & Quantum-2)  
For Previous SAL faceshield equipped models



Clear  
Normal use

Yellow  
High contrast  
vision

Orange  
All weather types

Light tinted  
Sunny weather

Dark tinted  
Intense sunshine

### STANDARD INSERT

Offers normal field-of-view coverage.

For all applicable Arai SAL faceshield-equipped models.



### XD INSERT

Offers normal field-of-view coverage.

For Arai XD Series models.



## One Family, Three Generations, All Riders: One Mission

Arai is not some massive corporation run by rotating boards of directors with rotating missions, all of which have one thing in common: more profits and cheaper production costs.

Fact is, we're pretty much the polar-opposite in every way possible. 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 the big guys do.

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

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.

**That's why we don't build Arai helmets to meet any safety standards; we build them to exceed the**

**standards.** At Arai, safety standards like Snell or DOT are our baseline, not our goal. Why? Because standards create *minimum* criteria. And while many helmet makers design their helmets to meet those minimums, **“good enough” has just never been good enough around here.** Not for us, not for the riders we serve. (Remember, we answer only to ourselves.)

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

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

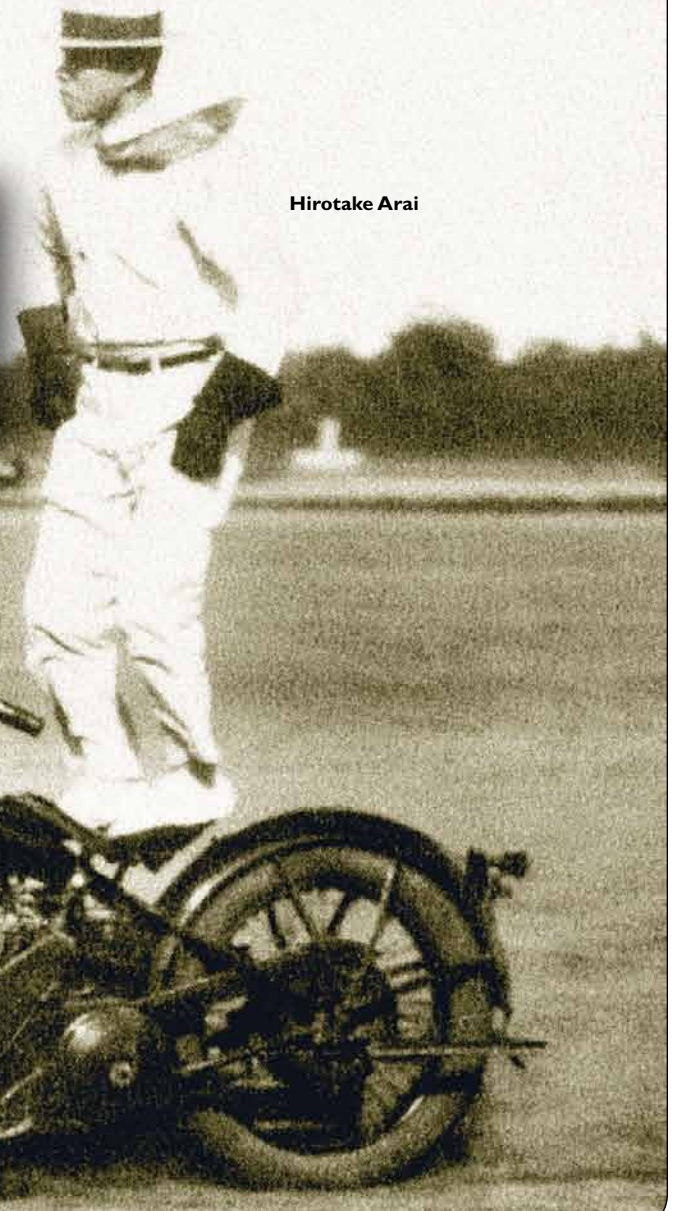
We hope you see the difference in Arai, and in the three generations of the family behind it.



Akihito Arai



Michio Arai



Hirotake Arai

# HOW MANY OF THESE WILL IT TAKE TO CONVINCING YOU THERE REALLY IS A DIFFERENCE?



Arai has earned all 12 awards in 12 years.\*  
No other brand has even one.  
That ought to get you thinking.



[www.AraiAmericas.com](http://www.AraiAmericas.com)

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Photos by Kevin Wing and Rick Menapace

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 1999-2010 U.S. Motorcycle Helmet Satisfaction Studies.<sup>sm</sup> The 2010 U.S. Motorcycle Helmet Satisfaction Study is based on responses from more than 4,800 purchasers of new 2009 model-year motorcycles who provided information about their most recent helmet purchase experience and helmet use. The study was fielded August through October 2009.