Experience makes the difference.

Rounder, Smoother & Stronger Shell
R75 SHAPE


Experience makes the difference.



AraiAmericas.com

## TABLE OF CONTENTS





# GLANCING OFF

## WHAT IS GLANCING OFF AND WHY IS IT SO IMPORTANT TO ARAI?

The role of a helmet is to protect the human head from impact energy. However, the capacity of impact absorption of any helmet is limited, regardless of brand or design. If a helmet can continue moving forward during an impact, some direct energy can be avoided. That is Glancing Off.

## DIFFERENCES BETWEEN A LABORATORY TEST AND REAL STREET SCENARIOS.

A motorcycle helmet's role is to protect the brain from impact energy. At the moment of impact, the helmet stops momentarily, and the outer shell distributes the energy to the soft inner liner. The inner liner acts like a buffer, absorbing the energy as it crushes and thereby slowing the impact speed. Upon post-test examination, the laboratory test helmet reacts differently than one in an actual accident, even though the test is performed in a carefully controlled environment. The world's most strict standard, Snell, has a top speed at the point of impact of 17 MPH. The kinetic energy, however, of a moving object increases in proportion to the square of the speed. Therefore, a street rider traveling at the legal limit can carry more than 10 times the amount of kinetic energy of the toughest standard in the world. No helmet, regardless of brand or design, can be expected to manage such energies.


## GLANCING OFF MEANS KEEPING THE HELMET MOVING TO MINIMIZE IMPACT ENERGY.

A helmet can experience countless types of impacts via an infinite combination of size, direction, speed and energy. Impact energy can be discharged outside the helmet by keeping the helmet moving. By sliding past the impact, the helmet does not have to absorb as much direct energy – an "Exchanged Performance" (glancing exchanged for impact absorption). Arai's focus on Glancing Off enhances this Exchanged Performance to maximize the capacity of the helmet in real-world scenarios.


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 ventilation or aerodynamics may reduce a helmet's ability to avoid digging in or snagging that may allow more impact energy into the helmet or may cause high rotational force.

Weaker shells may deform on impact, possibly catching on obstacles or reducing their ability to slide over uneven surfaces.

## FOCUSING ON GLANCING OFF TO PROTECT THE RIDER'S HEAD.

Knowing there are limits to how much energy a helmet can absorb, the ability to discharge that energy by Glancing Off makes it possible for the helmet to deal with more direct energy. To achieve this, a rounder, smoother and stronger shell is needed. Arai believes that Glancing Off is crucial to the energy-absorbing performance of a helmet. That's why Arai continues to develop and enhance its helmets' Glancing Off capabilities. Only Arai takes this positive position on Glancing Off and actively practices its ongoing development.



## 1. FORM: A DESIGN THAT DOESN'T DETRACT FROM GLANCE OFF PERFORMANCE.

All helmets demonstrate some Glancing Off capability, but only Arai focuses on – and maximizes – Glancing Off as a key design consideration. If a rounder, smoother shell can divert energy by sliding before using any absorption capacity, even large energies can be reduced, and some of the limited energy-absorption capacity can remain in reserve. To Arai, "Glancing Off" is as important as energy-absorption performance.

## 2. SHELL: A STRONG SHELL TO ENHANCE GLANCING OFF.

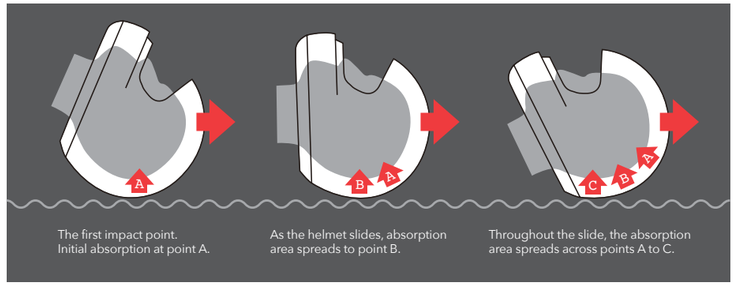
A strong shell is necessary to maintain shape, so as to not catch on an obstacle and deform, allowing energy to enter the helmet. The glass fibers used in Arai shells can cost as much as six times that of standard fiberglass. The proprietary AR mat features specific gravity, rigidity and elastic properties that deliver a 30% lighter shell. More than 20 different materials, such as high-strength organic fibers, are carefully selected. Molded by skilled craftsmen who assemble each shell, one by one, the PB-SNC-2 and PB-cLc shells utilize the Super Fiber Belt to further improve shell rigidity.

## 3. HIGH ENERGY-ABSORBING LINERS ARE DESIGNED TO MAXIMIZE THE PERFORMANCE OF A ROUNDER, SMOOTHER AND STRONGER SHELL.

Arai developed the one-piece, multidensity liner to maximize impact energy absorption in all areas of the helmet, while keeping the size as small as possible. Depending on the location of an impact, the area that absorbs the impact energy can be very limited. A one-piece liner, integrating different densities according to the volume and position of each given area, allows Arai to make the shell shape more like a human head and enables the development of a compact shell structure.

## KINETIC ENERGY.

The kinetic energy can be absorbed by distributing it over a wider area, as the rounder and smoother shell Glances Off surfaces or obstacles.




The first impact point. Initial absorption at point A.

As the helmet slides, absorption area spreads to point B.

Throughout the slide, the absorption area spreads across points A to C.

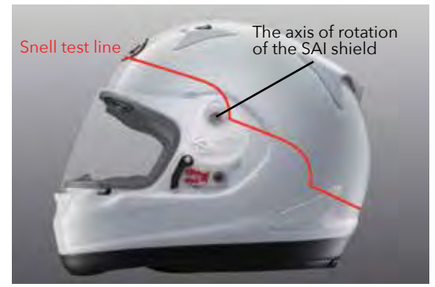
VARIABLE AXIS SYSTEM
VAS

## ADVANCED GLANCING OFF CAPABILITY.

Impact energy can be discharged if the head can keep moving. The basic structure of the human head can be roughly divided into three components: scalp, skull and brain. The role of a motorcycle helmet is to minimize and manage impacts to the brain. Laboratory impact test standards vary somewhat, but generally all define shock absorption levels. Those levels are tested by dropping a helmet with a steel head form from a predetermined height onto a steel anvil. The G meters within the head form measure the G forces sustained in these drop impacts to verify the impact absorption performance. Standards such as Snell set the test criteria quite high to obtain certification approval. Under impact, the helmet acts as a buffer, the outer shell displaces the energy and the inner liner absorbs the energy as it crushes, slowing the impact speed.

## EVOLUTION OF THE CORSAIR-X: The world´s first shield system to get so close to the ideal shell form.


## KEEP SMOOTHER AND ROUNDER WITHIN THE TEST AREA.




Arai believes that movement of the head allowed by Glancing Off helps divert impact energy. Throughout its long history, Arai has always tried to make helmets rounder, smoother and stronger to protect against potential impacts with energies above those of the standard – and even above what a helmet might be able to deal with directly.

However, even at Arai there are limitations to how round and smooth a helmet can be due to the restrictions of a single-pivot- shield mechanism. The geometry of current shield systems requires a high pivot position. This high pivot point falls within the test area of the standard, across the test boundary lines at the left and right temple area. The shield is attached to the helmet with a mounting/pivot mechanism. To maintain a smooth/flush transition from shield to shell, the shell area where this mechanism attaches must have some depression or recess. Variable Axis System (VAS) is a completely new shield system with a mechanism invented with the sole purpose of minimizing this intrusion, allowing the shell to be made smoother. The new smoother shape is the next generation that aims to further improve on the original mission. Through decades of experience, Arai has developed a helmet comprised of numerous details that work together to improve the protective capacity of the helmet.

FACIAL CONTOUR SYSTEM

# FCS®

## 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® Cheek Pad design 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 cheek pads hindering it.

5mm peel-away custom-fit layer 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 custom-fit temple pads – being phased into future models when possible – in the comfort liner do the same thing.)

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 unfaired bikes.

And, of course, the FCS® design also has Arai's Emergency Cheek Pad 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 cheek pads 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 cheek pad – 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.


### 1. 5MM PEEL-AWAY CHEEK PAD.

The 5mm peel-away cheek pad 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 cheek pad 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.

### 3. EMERGENCY CHEEK PAD REMOVAL SYSTEM.

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



# THE ARAI FIT

## ARAI IS THE ONLY COMPANY OFFERING MULTIPLE INTERIOR-FIT SHAPES TO BETTER ADDRESS THE INFINITE VARIETY OF RIDERS' HEAD SHAPES AND SIZES.

No one pays more attention to the subtle variations and infinite possibilities of the human head shape than Arai. Why? Because it's the secret to getting the best comfort and fit.

## FINDING THE RIGHT SIZE AND FIT.

The first step is understanding how a helmet is supposed to fit. As an ENERGY MANAGEMENT SYSTEM, a helmet's 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.)

**"Facing" A Potential Problem:** Some riders get concerned about getting the helmet to fit over their faces. 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. That's why it's important to focus on your head size. Remove the cheek pads 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:** 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.

**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. Shape and fit can change as helmet models evolve – even from the same brand.

**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.

## 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'd take the measurements for each head, and that would be 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.

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

Arai believes there are discerning enthusiasts with the riding experience and awareness to appreciate the countless benefits of a better-made, better-fitting helmet. And while it was accepted that we could never build the perfect-fitting helmet for everyone, that doesn't mean we can't try.

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.

## DETERMINING YOUR ARAI INTERIOR-SHAPE FIT.

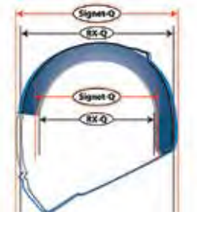
Most North American heads tend to be more oval than round (somewhat longer front-to-back, narrower side to side). Our different Arai models vary slightly based on that general oval shape to accommodate a much wider fit range.

## 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 (L/O) shape to address a larger segment of the U.S. market.

**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.



# PERFECT FIT

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

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

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 direct comparison opportunities for their customers. As a consumer, you are encouraged to seek out one of those dealers and/or request that your dealer make the effort.

## INTERIOR LINERS AND CHEEK PADS.

Optional interior liners and cheek pads 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, 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

● STANDARD | ○ OPTIONAL

| | Size | HCM* (cm) | Lining Code |
|---|---|---|---|
| XXS | XXS | 52 | I |
| XS | XS | 53-54 | I |
| S | S | 55-56 | II |
| M | M | 57-58 | III |
| L | L | 59-60 | III |
| XL | XL | 61-62 | IV |
| XXL | XXL | 63-64 | V |
| XXXL | XXXL | 65-66 | V |

**CORSAIR-X RC**

| | 12 mm | 10 mm | 7 mm | 5 mm |
|---|---|---|---|---|
| XXS | | | | |
| XS | | ○ | ● | |
| S | | ○ | ● | ○ |
| M | ○ | ● | ○ | ○ |
| L | ○ | ○ | ● | ○ |
| XL | | ○ | ● | ○ |
| XXL | | | | |
| XXXL | | | | |

**CORSAIR-X/RX-Q**

| | 12 mm | 10 mm | 7 mm | 5 mm |
|---|---|---|---|---|
| XXS | | | | |
| XS | | ○ | ● | |
| S | | ○ | ● | ○ |
| M | ○ | ● | ○ | ○ |
| L | ○ | ○ | ● | ○ |
| XL | | ○ | ● | ○ |
| XXL | | ○ | ● | ○ |
| XXXL | | ○ | ○ | ● |

**SIGNET-Q/ SIGNET-Q PRO-TOUR**

| | 12 mm | 10 mm | 7 mm | 5 mm |
|---|---|---|---|---|
| XXS | | | | |
| XS | | ○ | ● | |
| S | | ○ | ● | ○ |
| M | ○ | ● | ○ | ○ |
| L | ○ | ○ | ● | ○ |
| XL | | ○ | ● | ○ |
| XXL | | ○ | ● | |
| XXXL | | | | |

**DEFIANT/ DEFIANT PRO-CRUISE**

| | 12 mm | 10 mm | 7 mm | 5 mm |
|---|---|---|---|---|
| XXS | ○ | ● | ○ | |
| XS | | ○ | ● | |
| S | | ○ | ● | ○ |
| M | ○ | ● | ○ | ○ |
| L | ○ | ○ | ● | ○ |
| XL | | ○ | ● | ○ |
| XXL | | ○ | ● | ○ |
| XXXL | | ○ | ○ | ● |

**VECTOR-2**

| | 12 mm | 10 mm | 7 mm | 5 mm |
|---|---|---|---|---|
| XXS | ○ | ● | ○ | |
| XS | | ○ | ● | |
| S | | ○ | ● | ○ |
| M | ○ | ● | ○ | ○ |
| L | ○ | ○ | ● | ○ |
| XL | | ○ | ● | ○ |
| XXL | | ○ | ● | ○ |
| XXXL | | ○ | ○ | ● |

**CT-Z/XC**

| | 12 mm | 10 mm | 7 mm | 5 mm |
|---|---|---|---|---|
| XXS | | | | |
| XS | | ○ | ● | |
| S | | ○ | ● | ○ |
| M | ○ | ● | ○ | ○ |
| L | ○ | ○ | ● | ○ |
| XL | | ○ | ● | ○ |
| XXL | | ○ | ● | ○ |
| XXXL | | ○ | ○ | ● |

**XD4**

| | 12 mm | 10 mm | 7 mm | 5 mm |
|---|---|---|---|---|
| XXS | | | | |
| XS | | ○ | ● | |
| S | | ○ | ● | ○ |
| M | ○ | ● | ○ | ○ |
| L | ○ | ○ | ● | ○ |
| XL | | ○ | ● | ○ |
| XXL | | ○ | ● | |
| XXXL | | | | |

**VX-PRO**

| | 12 mm | 10 mm | 7 mm | 5 mm |
|---|---|---|---|---|
| XXS | | | | |
| XS | | ○ | ● | |
| S | | ○ | ● | ○ |
| M | ○ | ● | ○ | ○ |
| L | ○ | ○ | ● | ○ |
| XL | | ○ | ● | ○ |
| XXL | | ○ | ● | |
| XXXL | | | | |

## CHEEK PADS

***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-X RC**

| | Thicker (mm) | Standard (mm) | Thinner (mm) |
|---|---|---|---|
| XXS | – | – | – |
| XS | 30 | 25 | 20 |
| S | 30 | 25 | 20 |
| M | 30 | 25 | 20 |
| L | 25 | 20 | 15 |
| XL | 20 | 15 | - |
| XXL | – | – | – |
| XXXL | – | – | – |

**CORSAIR-X/RX-Q**

| | Thicker (mm) | Standard (mm) | Thinner (mm) |
|---|---|---|---|
| XXS | – | – | – |
| XS | 30 | 25 | 20 |
| S | 30 | 25 | 20 |
| M | 30 | 25 | 20 |
| L | 25 | 20 | 15 |
| XL | 25 | 20 | 15 |
| XXL | 25 | 20 | 15 |
| XXXL | 20 | 15 | - |

**SIGNET-Q/ SIGNET-Q PRO-TOUR**

| | Thicker (mm) | Standard (mm) | Thinner (mm) |
|---|---|---|---|
| XXS | – | – | – |
| XS | 35 | 30 | 25 |
| S | 35 | 30 | 25 |
| M | 35 | 30 | 25 |
| L | 30 | 25 | 20 |
| XL | 30 | 25 | 20 |
| XXL | 25 | 20 | 15 |
| XXXL | – | – | – |

**DEFIANT/ DEFIANT PRO-CRUISE**

| | Thicker (mm) | Standard (mm) | Thinner (mm) |
|---|---|---|---|
| XXS | 35 | 30 | 25 |
| XS | 30 | 25 | 20 |
| S | 30 | 25 | 20 |
| M | 30 | 25 | 20 |
| L | 25 | 20 | 15 |
| XL | 25 | 20 | 15 |
| XXL | 25 | 20 | 15 |
| XXXL | 20 | 15 | 12 |

**VECTOR-2**

| | Thicker (mm) | Standard (mm) | Thinner (mm) |
|---|---|---|---|
| XXS | 35 | 30 | 25 |
| XS | 30 | 25 | 20 |
| S | 30 | 25 | 20 |
| M | 30 | 25 | 20 |
| L | 25 | 20 | 15 |
| XL | 25 | 20 | 15 |
| XXL | 25 | 20 | 15 |
| XXXL | 20 | 15 | 12 |

**CT-Z/XC**

| | Thicker (mm) | Standard (mm) | Thinner (mm) |
|---|---|---|---|
| XXS | – | – | – |
| XS | 30 | 25 | 20 |
| S | 30 | 25 | 20 |
| M | 35 | 30 | 25 |
| L | 30 | 25 | 20 |
| XL | 30 | 25 | 20 |
| XXL | 30 | 25 | 20 |
| XXXL | 25 | 20 | 15 |

**XD4**

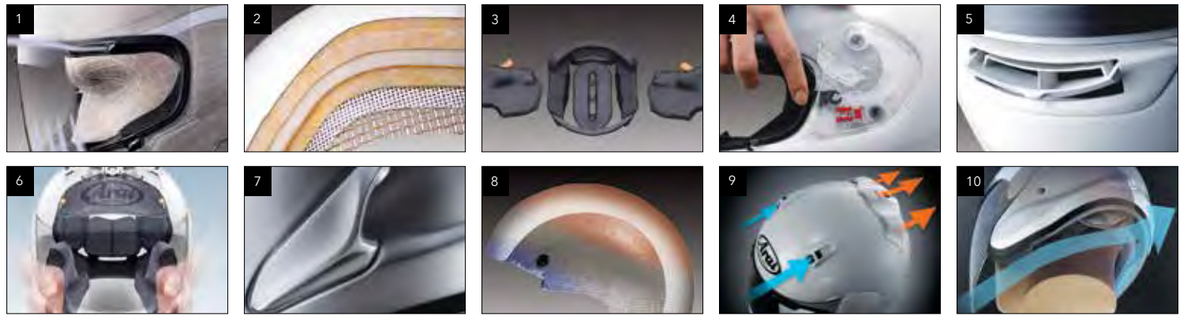
| | Thicker (mm) | Standard (mm) | Thinner (mm) |
|---|---|---|---|
| XXS | – | – | – |
| XS | 25 | 20 | 15 |
| S | 25 | 20 | 15 |
| M | 25 | 20 | 15 |
| L | 20 | 15 | 12 |
| XL | 20 | 15 | 12 |
| XXL | 15 | 12 | - |
| XXXL | – | – | – |

**VX-PRO**

| | Thicker (mm) | Standard (mm) | Thinner (mm) |
|---|---|---|---|
| XXS | – | – | – |
| XS | 30 | 25 | 20 |
| S | 30 | 25 | 20 |
| M | 35 | 30 | 25 |
| L | 30 | 25 | 20 |
| XL | 30 | 25 | 20 |
| XXL | 30 | 25 | 20 |
| XXXL | – | – | – |



# 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 repurposing 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 have 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 The Arai Difference page on AraiAmericas.com, you'll read why we continue to use side pods when others have gone to easier-to-make pod-less systems.

*Does not apply to Corsair-X and Vector-2

**Does not apply to Corsair-X

## 5. PATENTED DUAL-PIVOT CHIN VENT

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

## 6. FCS® SYSTEM

Arai's peel-away FCS® Cheek Pad design delivers comfort and support. 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 three and even four different densities and the unique benefits they bring.
The directly fused contact area that each EPS cell shares with its neighboring cells creates 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.)

## 9. ADVANCED INTAKE/EXHAUST VENTILATION

Arai's advanced intake/exhaust ventilation provides a more directed airflow. The exhaust vents are designed to draw a more significant volume of air from the helmet's interior.

## 10. REAR NECK EXHAUST DUCT

A perforated duct at the base of the lining aids in the removal of stale air from the helmet interior.

# PRO SHADE

RX-Q model, shown with optional Pro Shade System





## *Enhance your ride.*

The Arai Pro Shade System replaces the faceshield of any current Arai full-face helmet available for either the VAS or SAI shield systems. When raised, the external lens works like a peak, minimizing glare when the sun is higher in the sky. Lowering the lens reduces the amount of light entering the helmet, particularly beneficial when the sun is lower in the sky. The lens can be quickly and easily raised and lowered by the rider depending on riding conditions. The external lens is designed to break away easily in the event of impact and does not compromise the energy management capability engineered into the helmet shell.

**1. MAX VISION BROW VENTED SHIELD:** The Pro Shade System comes installed on a Max Vision Brow Vented shield, providing an excellent field of view and maintaining the benefits of Arai's Brow Vent intake ducts. Available for either VAS- or SAI-type shields (VAS Max-V PSS shield shown). **2. TO RAISE SHADE:** Easily lift at the center with your thumb, then lock by pushing back to secure both pivots. **3. TO LOWER SHADE:** Simply pull shade forward at the center to disengage locks at both pivot points, then lower shade. **4. LONG SHADE AVAILABLE:** Upgrade your original Pro Shade shield with longer tint, silver or blue mirror lens options.

*The Pro Shade System not only offers a quick, convenient shade to block ambient light, but also acts as an aerodynamic peak to block sudden bursts of light with a subtle dip of your head, allowing your hands to stay on the bars, right where they need to be.*



# PINLOCK

**VAS MAX VISION BROW VENT SHIELD**
For VAS faceshields on the Corsair-X. Three shield options available (clear insert sheet only).


Clear Normal


Semi-Smoke (Sunny Weather)


Smoke (Intense Sunshine)


Clear Insert Sheet

**MAX VISION INSERT WITH BROW VENT – OFFERS COMPLETE FIELD-OF-VIEW COVERAGE.**
For Arai SAI "Extreme Peripheral View" faceshields: Corsair-V, RX-Q, Signet-Q, Defiant and Vector-2 models.


Clear Normal


Yellow (High-Contrast Vision)


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)

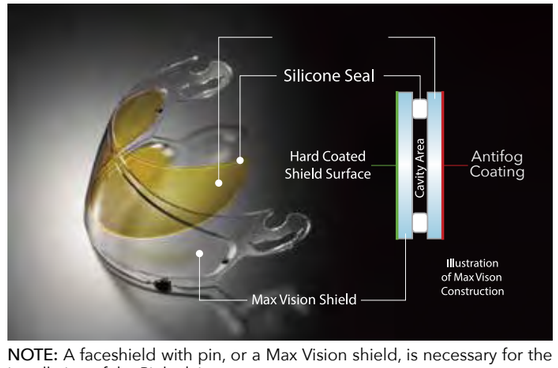
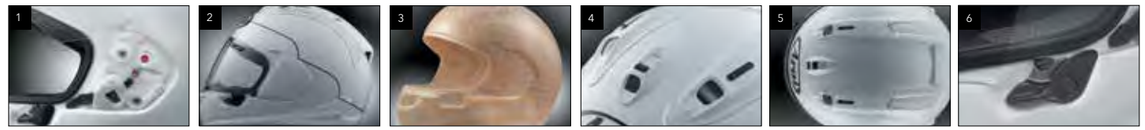


Illustration of Max Vison Construction

**NOTE:** A faceshield with pin, or a Max Vision shield, is necessary for the installation of the Pinlock insert.

# CORSAIR®-X

**1. VAS SHIELD MECHANISM:** The Corsair®X has the new Variable Axis System (VAS) incorporating a moving pivot point. By combining the pin trajectory, which is based on an imaginary axis, with the two trajectories of the double pivot point slot, the shield opens and closes smoothly, even with the much lower shield mount position. A dual-function lever releases both the side cover/pod and shield pin for quick and simple shield removal. **2. IMPROVED GLANCE OFF ABILITY:** Compared with the shell of the Corsair-V, the smooth area around the temple is increased by an average of 24mm on the new Corsair-X, increasing its ability to glance off objects more easily. **3. PB SNC² SHELL:** Created from super fiber and special synthetic fibers, the lightweight Corsair-X shell provides both superb tensile strength and flexibility characteristics. **4. IC DUCT5:** The new center IC Duct5 takes in 11% more air and the new Type-12 diffuser intakes each take in 19% more air than the previous designs. All use a three-position slide gate to improve sealing for reduced noise and water intrusion. **5. DIFFUSER TYPE 12:** The new Type-12 diffusers are 20mm longer than the previous design with three-position air intake closures and a streamlined shape – all to improve stability and reduce noise. **6. IMPROVED SHIELD LATCH:** The VAS latch captures and securely holds the shield closed to help resist unexpected opening. In addition to the de-mist function, the larger latch allows for intuitive and seamless shield operation, even with heavy gloves.




White

Based on Arai's F1 GP helmets' GP-6RC technology, the Corsair-X RC uses the same carbon fiber found on the newest generation of commercial airliners, combined with Arai's own resin plus Zylon reinforcement.

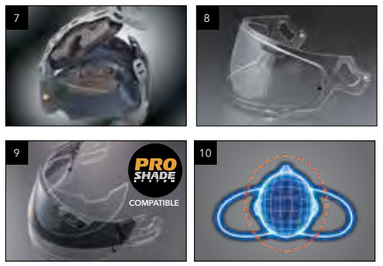
Corsair-X RC

Aluminum Silver

Black Frost

Black

# CORSAIR-X®




**7. ECO-PURE LINER:** The fully removable Eco-Pure comfort liner helps maintain a neutral pH level close to the skin, while the new soft frame material features removable temple padding and removable/replaceable crown pad for a customized fit. **8. VAS MAX-V (BV) SHIELD:** VAS Max Vision shield is standard to provide better visibility for all types of riding. A clear Pinlock insert is standard with the Corsair-X. **9. VAS PRO SHADE SYSTEM COMPATIBLE:** This model accepts the optional VAS Pro Shade System. **10. INTERMEDIATE OVAL SHAPE:** With a slightly longer interior than the previous Corsair-V, the Corsair-X offers an Intermediate Oval shape to fit more people more comfortably.

Haslam Black* †

Myers

Doohan Star-2*

Nicky-6

Statement White

Statement Black

Russell-2

Vinales

Spencer 30th Anniversary

Curve Blue

Curve Red


Hayes X-15

Dani-4

Nakasuga

KR-1 Yellow

KR-1 Red

Rea-4*

*Shown on different model

†Shown with optional smoke race shield

# RX-Q


White

**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 temple 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 also adds yet another stale-interior-air exhaust outlet through channels in the EPS liner. **4. EXCLUSIVE 5MM PEEL-AWAY CHEEK PAD LAYER & EMERGENCY CHEEK PAD RELEASE SYSTEM:** The cheek pads 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. **5. PRO SHADE SYSTEM COMPATIBLE:** This model accepts the optional Pro Shade System.


Diamond White

Diamond Grey

Diamond Black

Aluminum Silver

Black Frost

Pearl Black

Fluorescent Yellow

# RX-Q

Groove Red

Groove Orange Frost

Conflict Red

Conflict Blue

Electric Red

Electric Green

75 Retro White

Flame

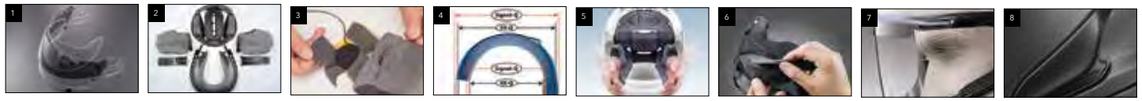
75 Retro Black Frost

# SIGNET-Q PRO TOUR


White

## *More features, straight out of the box.*

**1. PRO SHADE SYSTEM:** The Signet-Q Pro-Tour comes pre-equipped with Arai's Pro Shade System, providing shade and reducing glare in addition to acting as a peak. A clear Pinlock insert for the Max Vision Brow Vent Pro Shade comes standard in the box and only requires a minute to install.* **2. ECO-PURE LINER:** The Signet-Q Pro-Tour also includes a new exclusive liner with "Eco-Pure" antimicrobial material, so it stays fresher between cleanings. **3. COMMUNICATION:** The ear pockets of the new Signet-Q Pro-Tour have molded pockets to better accept speakers for a more comfortable fit. **4. THE FIT YOU'VE BEEN MISSING:** The Signet-Q's longer shell and interior shape are specifically designed for riders whose helmets can cause painful forehead "hotspots" due to interior shapes that aren't made to fit their longish heads. The illustration below shows the interior-shape difference between the Signet-Q and its Q-series stable mate, the RX-Q. **5. FCS® CHEEK PADS:** Arai's peel-away FCS® Cheek Pad design delivers comfort and support, and it features our 5mm peel-away custom-fit layer and Emergency Release System. **6. 5MM PEEL-AWAY SIDE-TEMPLE PAD:** Arai's peel-away side-temple crown pads give you the option of 5mm more of interior width if needed. Yet another level of fit customization no other helmet brand offers. **7. BROW-VENT CHANNELING VENTILATION:** Directs more cooling air to the temple area without the need to punch holes in the critical forehead area of the shell or impact-energy-absorbing EPS liner.
**8. 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.




Black Frost

Diamond White

Diamond Black

Aluminum Silver

Fluorescent Yellow



*Only use a clear Pinlock lense. Never use color or tinted lenses with the Pro Shade System.

# SIGNET-Q PRO TOUR


Splash Red*


Splash Yellow*

Scheme Green

Scheme Blue


Tactical White


Tactical Green Frost

*Shown on different model

# SIGNET-Q

White

Diamond White

Aluminum Silver

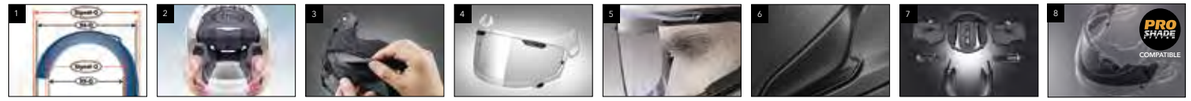
Diamond Black

Black Frost

Fluorescent Yellow



**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 painful forehead "hotspots" due to interior shapes that aren't made to fit their longish heads. This illustration below shows the interior-shape difference between the Signet-Q and its Q-series stable mate, the RX-Q. **2. FCS® CHEEK PADS:** Arai's peel-away FCS® Cheek Pad design delivers comfort and support, and it features our 5mm peel-away custom-fit layer and Emergency Release System. **3. 5MM PEEL-AWAY SIDE-TEMPLE PAD:** Arai's peel-away side-temple crown pads give you the option of 5mm more of 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. **5. BROW-VENT CHANNELING VENTILATION:** Directs more cooling air to the temple 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 & 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. **8. PRO SHADE SYSTEM COMPATIBLE:** This model accepts the optional Pro Shade System.




Sakata

Abraham

US Flag Black Frost

Hydra Frost

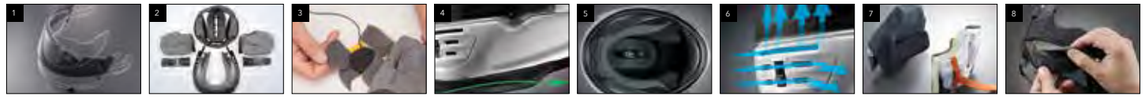
Zero Red

# DEFIANT PRO-CRUISE

White

*More benefits. Better protection. Only from Arai.*

**1. PRO SHADE SYSTEM:** The Defiant Pro-Cruise comes pre-equipped with Arai's Pro Shade System, providing shade and reducing glare in addition to acting as a peak. A clear Pinlock insert for the Max Vision Brow Vent Pro Shade comes standard in the box and only requires a minute to install.* **2. ECO-PURE LINER:** The Defiant Pro-Cruise also includes an exclusive liner made with Eco-Pure antimicrobial material, so it stays fresher between cleanings. **3. COMMUNICATION:** The ear pockets of the new Defiant Pro-Cruise have molded pockets to better accept speakers for a more comfortable fit. **4. NEW IR FRONT-SPOILER EDGE TRIM:** Creates a stabilizing downforce, reducing buffeting, lifting and wind noise that can be generated by the turbulence trapped between your shoulders and the bottom of the helmet. **5. NEW IR NECK ROLL PAD:** Has an improved shape to flow more air to the bottom of the helmet at lower speeds for enhanced rider comfort. **6. NEW IR CHIN VENT:** Offers much more than an aggressive new look. Its two-position operation provides multiple functions with tangible rider benefits. **7. FCS® CHEEK PADS:** The 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 spring makes on-off easier, while helping to block even more wind noise. **8. 5MM PEEL-AWAY CHEEK & SIDE-TEMPLE PADS:** 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.




Black Frost

Diamond White

Diamond Black

Aluminum Silver

Fluorescent Yellow

*Only use a clear Pinlock lense. Never use color or tinted lenses with the Pro Shade System.

# DEFIANT PRO-CRUISE

Mimetic Green Frost

Mimetic Yellow

Bold Red Frost

Bold Orange Frost

Mantiz Red

Timeline White

Mantiz Orange

Timeline Black

Timeline Red

# DEFIANT

Black Frost

**1. R75 SHAPE:** Arai's rounder, smoother, stronger shell. Get the whole story on pages 4 and 5. **2. NEW IR FRONT-SPOILER EDGE TRIM:** Creates a stabilizing downforce, 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 NECK ROLL 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 CHIN VENT:** Offers much more than an aggressive new look. Its two-position operation provides multiple functions with tangible rider benefits. **5. FCS® CHEEK PADS:** The 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 spring makes on-off easier, while helping to block even more wind noise. **6. 5MM PEEL-AWAY CHEEK & SIDE-TEMPLE PADS:** 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 of 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:** Water-repellent liner and neck roll make complete helmet cleaning a breeze and, in the case of damage, is a snap to replace. **8. PRO SHADE SYSTEM COMPATIBLE:** This model accepts the optional Pro Shade System.


Base White Frost

Base Orange Frost

Jolly Roger-2 Frost

# 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. 5MM PEEL-AWAY SIDE/TEMPLE PAD LAYER:** The Vector-2 has a 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 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 CHIN VENT 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. 5MM PEEL-AWAY CHEEK PAD LAYER:** Giving you even more ability to craft the perfect fit and comfort for your face, the cheek pads now feature a 5mm peel-away layer for added room if needed. **5. TOP VENT:** The 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.
**7. PRO SHADE SYSTEM COMPATIBLE:** This model accepts the optional Pro Shade System.


Diamond White

Aluminum Silver

Black Frost

Pearl Black

Fluorescent Yellow

# VECTOR-2

Twist Orange Frost

Aergerter*

Hawk Green Frost

Twist Blue

Twist Black Frost

Hawk Red

Hawk Blue

Stint Red

Stint Yellow

Schwantz 95 Frost

Crutchlow Frost



*Shown on different model

# CT-Z

*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® CHEEK PAD DESIGN:** Arai's patented FCS® 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 during 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:** 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.


Diamond White

Aluminum Silver

Black Frost

Diamond Black



# XC

*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 CHEEK PAD DESIGN:** Adding to its distinctive look, the XC's cheek pad design is similar to that of a full-face helmet, with its full-coverage EPS base and removable covers. **5. VENTED NECK ROLL:** 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.


Diamond White

Aluminum Silver

Black Frost

Diamond Black

# 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® CHEEK PADS:** Arai's patented FCS® Cheek Pad design delivers comfort and 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. CHIN VENT:** 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 of 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 keeps you drier and cooler (hence the name) for greater long-haul comfort. **8. EMERGENCY CHEEK PAD RELEASE SYSTEM:** Developed to allow easier access to an injured rider, the XD4's cheek pads slide out easily – via the integrated pull-tabs built into the underside of the cheek pads – making helmet removal much easier for trained medical personnel.


Aluminum Silver

Black Frost

Black

Fluorescent Yellow

# XD4

**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.
**WARNING:** 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 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.

Mesh Red

Mesh Blue

Mesh Orange

Mesh Sand Frost

Mesh Yellow

Flare Orange

Flare Red

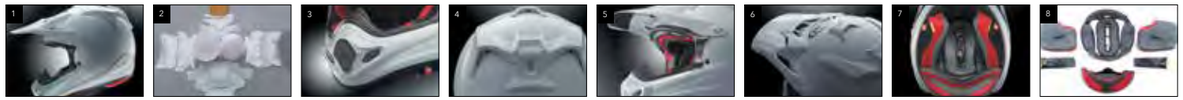
Flare Sand Frost

Flare Blue

# VX-PRO4

*The latest expression of the ultimate off-road helmet.*

**1. A SMOOTH INSTEAD OF RIDGED SHELL:** The shell itself is consistently round and smooth, maintaining the R75 Shape concept in areas above the acknowledged test line and influencing those below the test line. Here, the rounded chin bar maintains the same compact shell length as the previous model, the VX-Pro3. The result is less protrusion, which has proven to be less likely to catch and dig in during a spill. **2. SHELL MATERIAL:** In order to maximize performance, we precisely assemble the shell from multiple proprietary components. Super Fiber, one of the primary materials, costs up to six times more than standard fiberglass but provides 30% higher tensile strength and increased penetration resistance. The cLc (complex Laminate construction) method demands precise and time-consuming assembly by master craftsmen from many individual pieces. **3. CHIN BAR VENT GRILL:** Installed on the uniquely rounded chin bar, the stainless mesh grill is now mounted from the outside on the exterior vent cap and can be easily removed for cleaning or damage replacement. The vent cap is also designed to break away from the chin bar in the event of impact. **4. REAR DUCT:** The Air-Through top-rear-duct center brace also functions as a goggle-strap locator. The diffusers can be removed or replaced quickly and easily by removing a single screw on the rear-duct center brace. **5. GOGGLE-STRAP LOCATOR:** The Goggle-Strap Locator keeps the goggle strap in position even during aggressive, competitive riding. The top-rear-duct center brace and the side port cowlings also assist in keeping the strap in position on the side and back areas. **6. IMPROVED PEAK:** The peak is 14mm longer and 5mm wider than the previous model for improved ability to deflect roost and flying debris. To compensate for increased lift, the air outlets on the improved peak have been made larger as well. **7. EMERGENCY RELEASE SYSTEM:** The revised Emergency Release Cheek Pad system has the release tab repositioned and is easier to access by rescue staff. **8. REMOVABLE NECK ROLL:** The removable neck roll allows easy and convenient cleaning of the helmet.




White

Black Frost

# VX-PRO4

Trophy Girl Red*

Dazzle Dirt

Barcia Black

Barcia Orange

Dazzle Neon

Dazzle Orange

Barcia Green Frost

Sly Yellow Frost

Dazzle Blue

Dazzle Red



*Trophy Girl Blue, Green, Orange and Yellow to be available mid-2016

# MODELS
AT A GLANCE

## Features & Benefits

● STANDARD | ○ OPTIONAL

| Features & Benefits | CORSAIR-X | RX-Q | SIGNET-Q | SIGNET-Q PRO-TOUR | DEFIANT | DEFIANT PRO-CRUISE | VECTOR-2 | CT-Z | XC | XD4 | VX-PRO4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **PB-SNC² (Peripheral Belting-Structural Net Composite²)** Created from super fiber and special synthetic fibers, and assembled by Arai experts, the shell provides both superb tensile strength and flexibility characteristics. Like the metal bands used to hold a wooden barrel together, a variety of carefully placed materials, combined with newly developed resins result in strong shells with less weight. | ● | | | | | | | | | | |
| **ScLc (Super Complex Laminate Construction)** 30% stronger than standard fiberglass in extension and bending resistance. Commonly referred to as F.A.S.T. (Fiberglass Aerospace Shell Technology) construction due to its development heritage. | | ● | ● | ● | ● | ● | | ● | ● | | |
| **cLc (Complex Laminate Construction)** Contains a specially designed felt that is sandwiched between the two layers of Super Fiber Laminate. The felt acts as a reinforcement layer without adding significantly to the weight of the helmet. | | | | | | | ● | | | ● | ● |
| **Hyper-Ridge** The reinforcement band circles the bottom of the shell, adding strength and lowering the helmet's center of gravity. | | | | | | | | ● | ● | ● | ● |
| **Outwards-Flaring Hyper-Ridge** Flares out to provide a larger opening so that the helmet is easier to get on and off. The reinforcement band circles the bottom of the shell, adding strength and lowering the helmet's center of gravity. | | ● | ● | ● | ● | ● | ● | | | | |
| **VAS Shield Mechanism** The new Variable Axis System (VAS) incorporates a moving pivot point. By combining the pin trajectory, which is based on an imaginary axis, with the two trajectories of the double-pivot point slot, the shield opens and closes smoothly, even with the much lower shield mount position. A dual-function lever releases both the side cover/pod and shield pin for quick and simple shield removal. | ● | | | | | | | | | | |
| **Extreme Peripheral View** Wide eye port for enhanced peripheral view. | ● | ● | ● | ● | ● | ● | ● | | | | |
| **LRS Shield Removal** Allows for shield changing without tools or removal of the side pods. | | ● | ● | ● | ● | ● | ● | | ● | | |
| **De-Mist Lock** Faceshield tab pushes forward to open the shield and help clear any fog that may appear. | ● | ● | ● | ● | ● | ● | ● | | | | |
| **VAS Shield Latch** The VAS latch captures and securely holds the shield closed to help resist unexpected opening. In addition to the de-mist function, the larger latch allows for intuitive and seamless shield operation, even with heavy gloves. | ● | | | | | | | | | | |
| **Pull-Down Air Spoilers** Helps minimize wind noise. Also aids with the extraction of the hot air from the face area. | ● | ● | ● | ● | ● | ● | | | | ● | |
| **Chin Curtain** The new chin curtain accentuates the egg-shaped form of the outer shell. In addition, it blocks the intrusion of turbulent air from the underside of the helmet and increases negative pressure to enhance the function of the chin vent by drawing more air from the mouth area. Works with pull-down spoiler, and, when removed, the pull-down spoiler remains functional. | ● | | | | | | | | | | |
| **Cowl Vent Design** 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). | ● | ● | ● | ● | ● | ● | | ● | ● | ● | ● |
| **Brow Vent Channeling Ventilation** Gives you more cooling air in the temple and/or forehead area without holes in the critical forehead area of the shell or impact-absorbing liner. | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | |
| **FFS (Free Flow System)** Helps reduce wind noise and turbulence while increasing the exhaust of hot air. | ● | ● | ● | ● | | | ● | | | | |
| **IR Front-Spoiler Edge Trim** Creates a stabilizing downforce, reducing wind noise between the shoulder and the bottom of the helmet. | | | | | ● | ● | | | | | |
| **Chin Vent Shutter** Is a closable gate behind the center vent that allows the vent to be closed for extreme weather conditions. Removable if more airflow is desired in extremely hot conditions. | | | | | | | | | | ● | ● |



## Features & Benefits

● STANDARD | ○ OPTIONAL

| Features & Benefits | CORSAIR-X | RX-Q | SIGNET-Q | SIGNET-Q PRO-TOUR | DEFIANT | DEFIANT PRO-CRUISE | VECTOR-2 | CT-Z | XC | XD4 | VX-PRO4 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **DF-M Top-Mounted Diffuser Vents** Medium-sized diffusers that can easily be removed or replaced due to damage as a result of harsh off-road environments. | | | | | | | | | | ● | |
| **Diffuser Type 12** The new Type-12 diffusers are 20mm longer than the previous design with three-position air intake closures and a streamlined shape – all to improve stability and reduce noise. | ● | | | | | | | | | | |
| **DF Diffuser** Has enhanced air inlets to increase airflow efficiency. The middle-intake slot creates an accelerated venturi effect for faster venting of stale air. The center top vent has been resculpted to provide more air intake; it also has a larger toggle. | | | | | | | | ● | | | |
| **IC Duct5** The new center IC Duct5 takes in 11% more air and the new Type-12 diffuser intakes each take in 19% more air than the previous designs. All use a three-position slide gate to improve sealing for reduced noise and water intrusion. | ● | | | | | | | | | | |
| **IC4 Duct Intake Vents** Have a slide-gate closure that seals more completely when closed. | | | | | ● | ● | | | | | |
| **ACR4 Duct** Allows air to pass over and through the vent, accelerating exhaust flow when open and reducing drag when closed. | | | | | ● | ● | | | | | |
| **Removable/Replaceable Cheek Pads** Give you a more custom fit by enabling you to replace standard sizes with optional sizes. | | | | | | | | | ● | | |
| **FCS® Cheek Pad Design** A spring support adds just the right amount of pressure when worn and releases to create extra room when the helmet is removed. The 5mm peel-away layer offers unparalleled custom fitting. | ● | ● | ● | ● | ● | ● | ● | ● | | ● | ● |
| **Emergency-Release Cheek Pads** Allow for easier access to an injured rider by sliding out via integrated pull tabs built into the underside of the cheek pads. | ● | ● | ● | ● | ● | ● | | | | ● | ● |
| **Water-Repellent Cheek Pads** Advanced material on the cheek pads keeps the exposed areas of the cheek pads from absorbing water in wet conditions. | | | | | ● | | | | | | |
| **Sound-Absorbing Ear-Pad Foam** A layer of foam in the ear pocket to help block assorted noises from reaching your ears. | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| **Removable/Replaceable Neck Roll** Easily removes and re-installs for thorough washing or replacement if damaged. | ● | ● | ● | ● | ● | ● | ● | | | | ● |
| **Eco-Pure Liner** New exclusive liner with "Eco-Pure" antimicrobial material stays fresher between cleanings. | ● | | | ● | | ● | | | | | |
| **Pro Shade System** Offers a quick, convenient shade to block ambient light, while functioning as an aerodynamic peak in the raised positioning, helping to block sudden bursts of light. Long sun-visor available. Compatible options available to fit Arai models using either the VAS or SAI shield systems. | ○ | ○ | ○ | ● | ○ | ● | ○ | | | | |
| **VAS Max Vision (BV) Shield** VAS Max Vision shield is standard to provide better visibility for all types of riding. A clear Pinlock insert is standard with the Corsair-X. | ● | | | | | | | | | | |
| **SAI Shield** The latest generation of Arai's Super AdSis shield system, designed for the new 10mm wider eye port. Removes and installs in seconds. | | ● | ● | ● | ● | ● | ● | | | | |
| **SAI Max Vision Pinlock Shield** Combines enhanced field of view of the SAI eye port with a full eye-port cavity to accept the Pinlock 100% Max Vision antifog lens. | | ○ | ● | ● | ● | ● | ○ | | | | |

# WARRANTY

## ARAI'S 5-YEAR WARRANTY.

All Arai helmets are warranted against defects in materials and workmanship and are serviceable only for the properly fitted first user for five years from date of first use, but no more than seven years from date of manufacture. It should be replaced within five 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 three positions on the chinstrap set:


*Laser-engraved on the metal D-Ring buckle itself.*


*Printed on a white tag sewn to the side of the strap at the end of the cover.*


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

## WARNING:

No helmet can protect the wearer against all foreseeable impacts. Nothing is a substitute for safe riding practices.

## 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, cleaners, polishes, 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, as well as unseen aging and deterioration of the EPS liner and fiberglass shell can affect the helmet's ability to perform as it was originally designed in an impact. 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.

Online 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. To find an authorized Arai dealer, visit ***araiamericas.com.***

## IMPORTANT WARNING: BUYING FROM OTHER COUNTRIES.

Each world market requires different helmet standards. Never purchase helmets from outside your market as they may not comply with legally required standards for your country, not to mention the fact that their 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. Arai and its authorized agents cannot endorse the continued use of a noncertified helmet.

SNELL

*All Arai motorcycle helmets meet Snell standard in addition to mandated DOT standard. For further information on Snell standard, check* ***smf.org.***