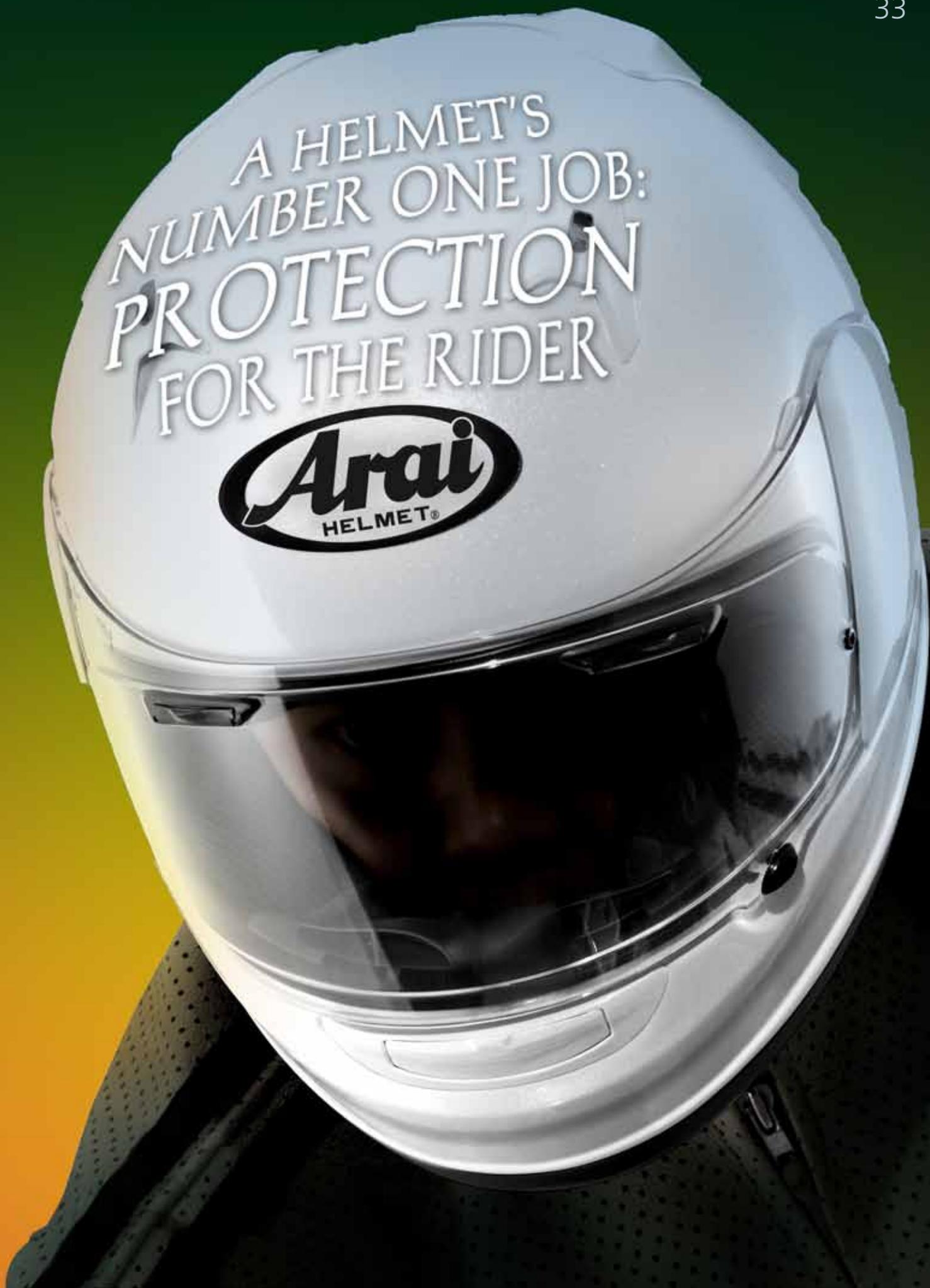


A HELMET'S
NUMBER ONE JOB:
PROTECTION
FOR THE RIDER



ONE FAMILY, THREE GENERATIONS, ALL RIDERS: ONE MISSION

Arai is not a massive company run by rotating boards of directors with equally-rotating missions, all of which have one thing in common: greater profits at reduced costs. Fact is, we're pretty much the polar-opposite of them in about every way imaginable. Arai is a small family company, driven by the same family, with the same mission, through three generations — **three generations that have all been riders.**

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

Like: Could you really build a helmet you wouldn't be

willing to put on your own head, or the heads of your coworkers and friends?

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

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

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

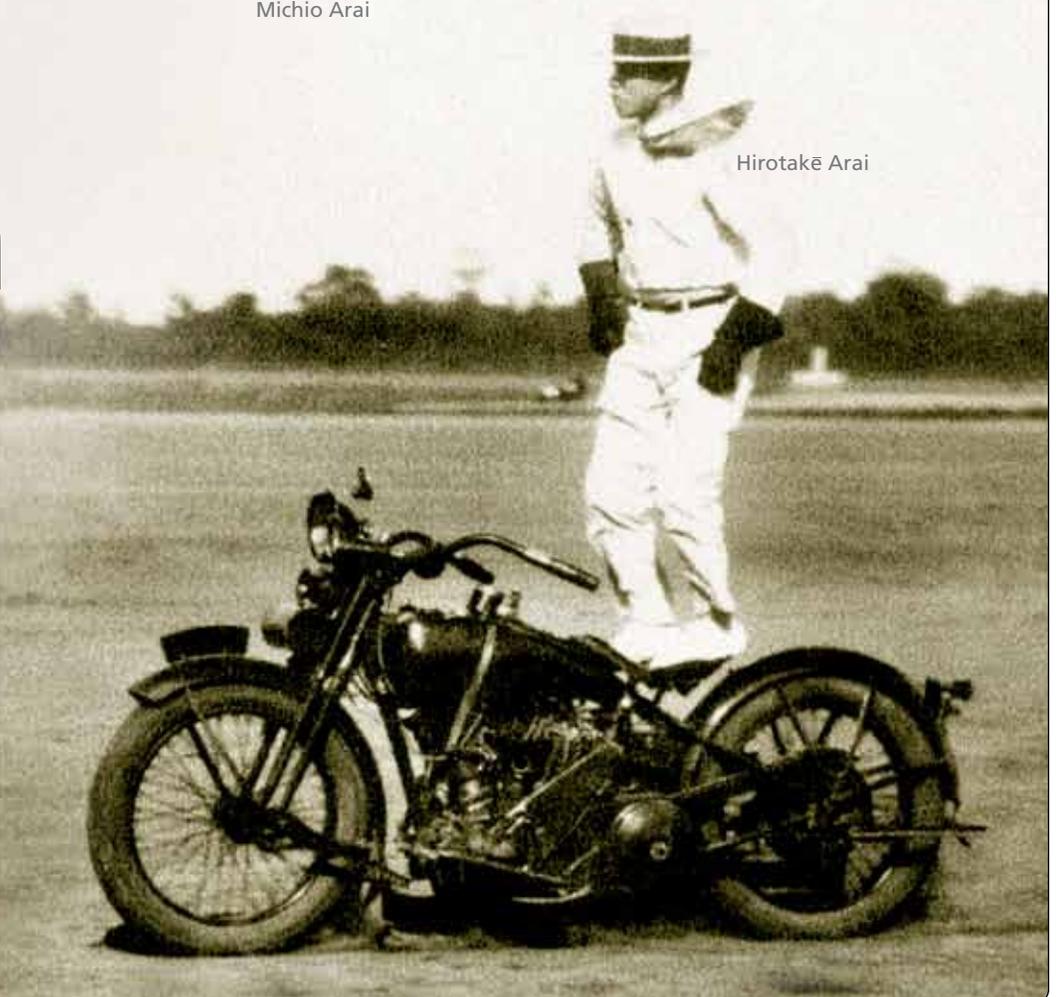
Period.



Akihito Arai



Michio Arai



Hirotakē Arai

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EMPHASIZING HELMET PROTECTION ABOVE ALL ELSE.

THE ARAI DIFFERENCE:

Our Basic Principle: Protection above all else

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

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

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

HERE SINCE THE BEGINNING:

Back in the late 1920s and early 1930s when Arai founder Hirotakē Arai began his passion with motorcycle riding, there were no motorcycle

helmet companies in Japan. Eventually his passion for riding inspired him to design and build a helmet with his own hands. Not to sell, but to wear. He knew a little bit about how to make a good hat – he was a custom hat maker in an era when men wore hats all day. (Think Humphrey Bogart, Clark Gable, Mickey Spillane).

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

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

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

PROTECTION ABOVE ALL MEANS COMPREHENSIVE ENERGY MANAGEMENT

To Arai, our guiding principle of “Protection Above All” is simple common sense. A helmet must be able to deal with a wide range of issues during an impact on the street or race track. Such potential must be considered when designing and producing a helmet. Protection is king. Not features or gimmicks or colors or style. You

can change or improve whatever you want — as long as you never affect job one: protection.

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

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



Continued next page



WHAT ARAI'S "PROTECTION ABOVE ALL ELSE" MEANS TO YOU: Two Examples

We don't think about what we *have* to do — we think about what we *should* do for the riders who put their trust in Arai.

That means that the features and benefits we offer come from a different mindset:

Something as simple as our faceshield **brow vents**. They exist because Arai won't punch vent holes in the helmet shell's critical forehead area (even though the safety standards don't test there). Could we? Of course we could. But Arai looks at things differently. Instead of adding extra holes in the shell, Arai uses the already-existing eye port to provide exceptional ventilation while at the same time maintaining a strong shell. It was not easier or cheaper to do it this way — but it is better. It makes for a better helmet. It makes for a better Arai.

Arai chooses to design and build shells with the same consideration to potential impacts to areas that are outside of the impact testing areas. Arai **reinforces the lower perimeter of the shell** to not only improve shell strength, but to also maintain a lower center of gravity, resulting in less rider fatigue and more neck and shoulder comfort. Some others may look at this as an opportunity to save weight and cost, but we don't think skimping on shell material outside of the designated test area is a good way to try to save a few pennies.

THE ARAI WORKER: EMPOWERED, ENTHUSIASTIC, DEDICATED

Michio Arai: "What our people make here is an expression of themselves, not a product, it's more than that. Arai is more of a studio than a factory."



Each and every Arai helmet is a work of handmade craftsmanship by Arai artisans, not of the cheapest assembly-line hourly wage. (That's one reason an Arai costs more than assembly-line helmets.)

Their pride is obvious in their faces. The care, the concentration. They know that an Arai is not just a helmet, but a tradition. They know their work matters.

Every single Arai helmet shell is officially inspected **two** times during production. Not just a few random samples, every single shell. Every single shell matters because every single customer matters.

"And we ride. So we're not just Arai workers, we're Arai customers, too."

The main ingredient in every Arai helmet isn't fiberglass or carbon or EPS. It's passion.

ARA HELMETS:
There is a difference
What drives us is you.



BECAUSE YOU CAN'T PREDICT, ARAI PREPARES

There is a saying which has been around for a long time, and it still holds true to this day:

“Tell us how you’re going to crash and we’ll build you a helmet for that crash.”

The truth is, no helmet can protect you against every crash possibility. But impact absorption tests (the ability to handle impact energy), as defined by national and independent helmet standards, are important in establishing criteria for helmet performance.

But differences in protective capabilities can occur — between the standards’ need for consistent, *repeatable* laboratory tests, and what can happen *out there*. Out in the unpredictable world of distracted drivers, fast speeds, and hard, unforgiving objects that a sliding, tumbling helmet and rider might have to deal with numerous times in a single crash.

REAL ACCIDENTS MAY OCCUR AT ANY SPEED

— think 65 mph or more. And because an impact’s kinetic energy is equal to the speed *squared*, more speed means more impact force. So your helmet and head may encounter a lot more impact energy a lot more times at a lot more angles against a lot more surfaces than controlled laboratory standards’ tests — or a helmet company — can possibly predict.

WHAT’S A RIDER TO DO?

Because nobody can **predict** every scenario, Arai’s philosophy is to **prepare** for them as best we can.

Arai believes **shell shape** plays a fundamental role in diverting and reducing impact energy by its ability to smoothly slide over uneven surfaces or glance off obstacles — *before* all that energy gets into the helmet — scrubbing off as much energy as possible before the EPS liner could be forced to deal with a larger single impact. After six decades of experience, untold research and analysis, this is the main reason why Arai insists that our shells be round, smooth and strong. *This is Arai’s Basic Principle of helmet protection.*

SO WHILE SOME HELMET COMPANIES FOLLOW FADS AND FASHION, making shells with exaggerated shell shapes with protrusions that can prevent sliding or glancing, Arai insists that a smooth and compact shell shape that more closely follows the contour of the head is the first step in protecting the head. *Help minimize impact energy transmission by maximizing a shell’s ability to slide.*

Since our very beginning, Arai has been driven by our desire to protect riders in the unpredictable world, not by marketing ideas that simply boost sales. If that means our helmets might appear “old fashioned” to some, so be it.

To Arai, a helmet shell’s main job is to work good, not look good. And we don’t go to all this effort for our benefit.



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

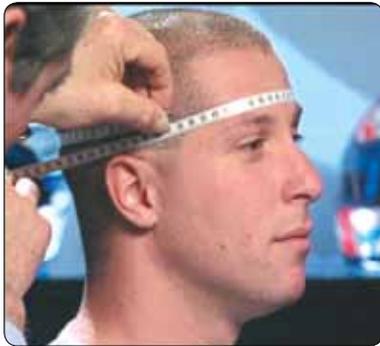
Arai is the only company offering multiple interior-fit shapes to better address the infinite variety of riders' head shapes and sizes.

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

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

Step One: Finding the Right Size and Fit

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



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

Your Face: Do not be concerned at first with getting the helmet to fit over your face. (Facial-fit

problems mostly occur in riders with thicker cheeks or jaws. We find many such riders wearing helmets up to three sizes too big. The problem occurs when you can't get the helmet past your cheeks or jaws, you think "it's too small," and you reach for a bigger size. But your brain's not in your face.) The helmet must fit your head. That's why it's important to focus on your head size (crown fit) measurement first. How? With Arai's cheekpads.

PROPER CROWN FIT AND CHEEKPADS:

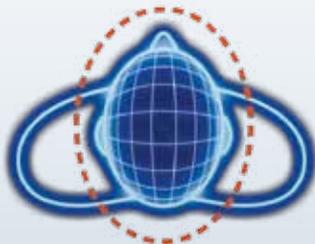
Snug is good: For the most comfort, the interior must fit snugly all around the crown of your head. (The crown is the area contacted by a baseball cap's band, for example.) You should feel a firm, even pressure at all the contact points around the interior perimeter, with no tight pressure points that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

Try on different sizes and interior fit shapes until you get the desired crown fit. (If you have that broad facial-structure situation, remove the cheekpads first to keep them from interfering with getting the helmet on. Then try on helmet sizes until you get the proper crown fit.) Once the crown fit is good, Arai's optional cheekpad thicknesses—and our exclusive new 5 mm peel-away micro-fit cheekpad layers—can fine tune your personal fit to a degree you never thought possible. Just about the closest you can come to wearing a helmet custom fit for your individual face — as only Arai can do it.

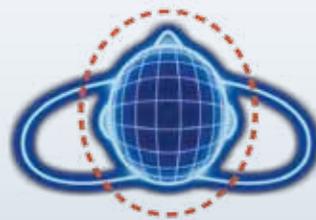
Don't guess size: Try the helmet on for a while before you buy it. Don't think you know your shape or size — make sure. Measuring gets you halfway there; a test fit confirms it. Having a helmet of the same brand, model, and size - even an Arai - may not fit like a current model or size because the evolution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

Determining Your Arai Interior-Shape Fit

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



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



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



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

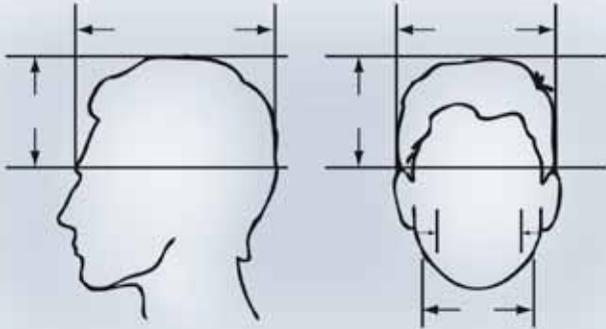
REMEMBER, ARAI MAKES DIFFERENT SHAPE INTERIORS, BUT WHICH ONE IS BEST FOR YOU DEPENDS ON WHICH ONE FITS YOU THE BEST. THE ONLY WAY TO DETERMINE THAT IS TO TRY THEM ALL ON.

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

HELMET FIT: HOW HARD CAN IT BE

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

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



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

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

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

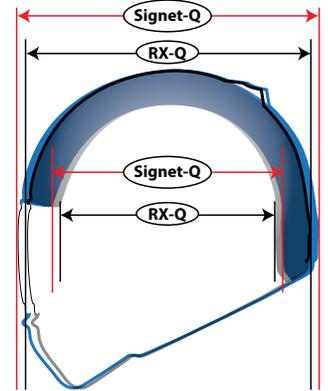
Arai believed there are discerning enthusiasts with the riding experience and awareness to appreciate the innumerable benefits of a better-made, better-fitting helmet for long stretches in the saddle. (Arai riders typically ride further than from road house to road house.) And while it was accepted that we could never build the perfect fitting helmet for everyone, that didn't mean we couldn't try. No matter how time and effort-intensive, and costly, it was. We had a mission.

So for more than three decades, Arai has pioneered different shapes — and even different proportions within those shapes — in our various helmet models, working to offer a better fit for more people.

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

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

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



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

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

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



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

Nothing takes the place of an in-person test fit of the actual helmet you're going to buy. You owe it to yourself to make



an educated decision, to try on every helmet, not just an Arai, and then make the best decision for you.

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

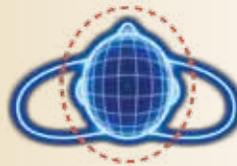
We constantly encourage Arai dealers to stock a size selection of all Arai models to provide a direct comparison opportunity for their customers. As a consumer, we encourage you to seek out one of those dealers and/or encourage your dealer to make the effort.

FEATURES & BENEFITS

	CORSAIR-V	RX-Q	SIGNET-Q	VECTOR-2	CT-Z	XC	XD4	VX-PRO ³
PB-SNC (Peripheral Belting-Structural Net Composite) Originally devised for Arai's Formula-1 helmets, the Peripheral Belt extends across the forehead area of the shell above the eye opening, enhancing the structural integrity while maintaining flexibility, low weight and shell size. Now incorporated into Arai's newest and most advanced shell construction: SNC. Using special proprietary net strands that bond shell layers even more rigidly, SNC lets us reduce shell weight by almost three ounces — while providing a lower center of gravity, resulting in better balance and reduced rider fatigue.	■							
ScLc (Super Complex Laminate Construction) 40% stronger than standard fiberglass in extension and bending resistance. Commonly referred to as F.A.S.T. (Fiberglass Aerospace Shell Technology) construction, due to its development heritage.		■	■		■			
cLc (Complex Laminate Construction) Contains a specially designed felt that is sandwiched between the two layers of Super Fiber Laminate. The felt acts as a reinforcement layer without adding significantly to the weight of the helmet.				■			■	■
Pull Down Airflow Spoilers Helps minimize wind noise. Also aids with the extraction of hot air from the face area.	■	■	■				■	
Extreme Peripheral View 10mm wider eyeport (5mm each side) greatly enhancing peripheral vision.	■	■	■	■				
AirWing (patent pending) Adjustable from track to road conditions. Designed to reduce drag, turbulence and buffeting.	■							
Cowl Vent Design exhausts heat more efficiently. Now "sculpted" into the rear-shell shape, they've been shown to work in concert with the AirWing to greatly add lateral helmet stability at speed (Arai test riders reported this benefit is most noticeable when popping up into the airflow when braking).	■	■	■		■	■	■	■
Hyper-Ridge The reinforcement band circles the bottom of the shell adding strength and lowering the helmet's center of gravity.					■	■		■
Outward Flaring Hyper-Ridge Flares out to provide a larger opening so that the helmet is easier to get on and off. The reinforcement band circles the bottom of the shell adding strength and lowering the helmet's center of gravity.	■	■	■	■				
LRS Shield Removal allows for shield changing without tools or removal of the sidepods.	■	■	■	■	■	■		
De-Mist Lock faceshield tab pushes forward to open the shield and help clear any fog that may appear.	■	■	■	■				
Removable/Replaceable Cheek Pads gives you a more custom fit by enabling you replace standard pads with optional sizes.	■	■	■	■	■	■	■	■
5mm Peel Away Cheek Pad allows customer to step down a size without purchasing an optional cheekpad set.	■	■	■	■	■		■	■
Emergency Release Cheek Pads allows easier access to an injured rider by sliding out via integrated pull tabs built into the underside of the cheek pad.	■	■	■				■	■
FCS Arai's new peel-away FCS cheekpad design is like nothing you've ever felt. And it features our exclusive 5 mm peel-away custom-fit layer.	■	■	■		■	■	■	
Sound Absorbing Ear Pad Foam Layer of foam in ear pocket to help block assorted noises from reaching your ears.	■	■	■		■			
Advanced Dry-Cool Liner uses micro water cells to improve moisture and heat transfer from the head to the airflow, so your head is cooler and dryer after a long ride.	■	■	■		■	■	■	■
Removable/Washable Interior allows for the liner to be removed for easy washing. The liner can also be changed to fit those in between sizes.	■	■	■	■	■		■	■
Non-removable/Washable Interior can be easily cleaned.						■		
Brow Vent Channeling Ventilation gives you more cooling air in the forehead area without holes in the critical forehead area of the shell or impact absorbing liner.	■	■	■		■		■	
Dual Intake/Dual Exhaust Ventilation provides a more directed airflow and exhaust vents are designed to draw a significant volume of air from the helmet's interior.		■	■			■		
FFS (Free Flow System) helps reduce wind noise and turbulence while increasing the exhaust of hot air.	■	■	■	■				
Rear Neck Exhaust Duct is a perforated duct at the base of the lining which aids in the removal of stale air from the helmet interior.	■	■	■	■	■	■	■	■
Chin Vent Shutter is a closable gate behind the center vent that allows the vent to be closed for extreme weather condition.							■	■
Rear Exhaust Channel and Vent adds a racy look while drawing more hot air from the helmet interior.				■				
Delta Duct Toggle Control Ventilation Additional quick open/close upper ventilation, either intake or exhaust.	■					■		■
DF-M Top Mounted Diffuser Vents Medium sized diffusers that can easily be removed or replaced due to damage as a result of harsh offroad environments.							■	■
DF Diffuser has enhanced air inlets to increase airflow efficiency. The middle-intake slot creates an accelerated venturi effect for faster venting of stale air. The center Top Vent has been re-sculpted to provide more air intake; it also has a larger toggle.	■				■			
DDL-4 with a bridged design, the DDL-4 provides outstanding ventilation and aerodynamic stability on the street.		■	■			■		
Removable/Replaceable Vented Neckroll Easily removes and re-installs for thorough washing or replacement if damaged. Also has an additional exhaust port.	■	■	■					

THE CORSAIR-V

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



INTERMEDIATE-ROUND OVAL SHAPE:
The Corsair-V has Arai's INTERMEDIATE OVAL (IO) interior fit shape. For details, please see Interior Shapes on pages 6-7.
AVAILABLE IN XS TO XXXL



PERIPHERAL BELTING & STRUCTURAL NET COMPOSITE

Created for Arai's Formula-1 helmets, the belt extends across the shell's forehead area above the eyeport opening, enhancing the structural integrity while maintaining flexibility and low weight. It's incorporated into Arai's advanced SNC (Structural

Net Composite) shell construction, that uses proprietary net strands that work like rebar to bond shell layers more securely for even better shell integrity.



SIDE-VENT EXHAUST PORTS

The sculpted exhaust ports, designed to clear interior

air and heat more efficiently.

AIR WING (Patent Pending) & DF-10 DIFFUSER

Arai's exclusive, adjustable AirWing is designed to reduce drag, turbulence and buffeting. It provides unprecedented aerodynamic performance options via five hand-adjustable positions. The DF-10 offers enhanced air inlets to increase airflow efficiency. A middle-intake slot creates more negative pressure "pull" for even faster venting of stale air. Larger upper vent toggles work with thick gloves, and the center Top Vent is re-sculpted for more air intake.



FCS (Patent Pending) CHEEKPAD DESIGN & EXCLUSIVE 5MM PEEL-AWAY LAYER

FCS uses an innovative and exclusive spring-support built into the cheekpad to add just the right amount of pressure when needed while being worn, but then easily moves out of the way for easier helmet on-off. The cheekpads feature a 5mm peel-away layer for added room if you need it, giving you even more ability to craft the perfect fit and comfort for *your* face.



LATEST-GENERATION DRY-COOL VENTED NECK ROLL

The fully removable liner, utilizing Arai's Dry-Cool material, transfers heat and moisture away from the rider quickly and efficiently. The neck roll is not only removable and replaceable; it adds yet another stale-interior-air exhaust outlet through channels in the EPS liner.



EMERGENCY CHEEKPAD RELEASE SYSTEM

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



WHITE



ALUMINUM SILVER



BLACK FROST



BLACK



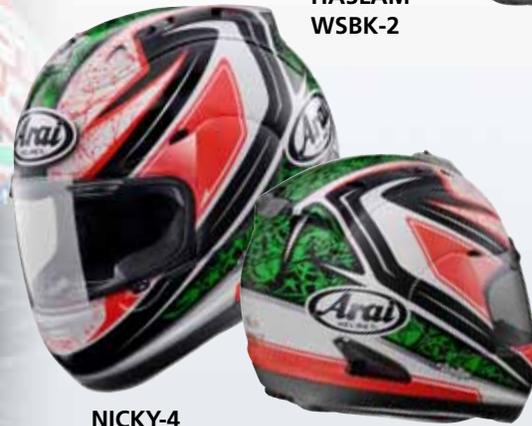
DANI-3



DANI-3 RED



HASLAM
WSBK-2



NICKY-4



TAKAHASHI-3



DiSALVO



EDWARDS PATRIOT



MAMOLA 3



NAKAGAMI



AOYAMA-3



FICTION BLACK



RUSSELL
WHITE FROST



FICTION RED



REA-2

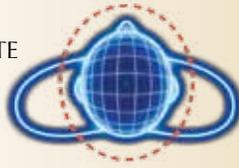


RUSSELL

INTERMEDIATE-ROUND OVAL SHAPE:

The Corsair-V RC has Arai's INTERMEDIATE OVAL (IO) interior fit shape. For details, please also see Interior Shapes on pages 6-7.

AVAILABLE IN XS TO XL

**THE CORSAIR-V RC (Racing Carbon)**

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



Sebastian Vettel, 2011 F-1 World Champion

CARBON FIBER FROM ARAI'S FORMULA-1 RACING

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

**ARAI'S PERIPHERALLY-BELTED CARBON FIBER SNC SHELL CONSTRUCTION**

The extremely-stiff and light carbon fiber outer shell is reinforced with Arai's exclusive Peripheral Belt (extending across the shell's forehead area above the eyeport).

shell's forehead area above the eyeport).

DIFFUSER VENTILATION

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

**AirWing (Patent Pending)**

Arai's adjustable AirWing is designed to reduce drag, turbulence and buffeting.

**FCS CHEEKPAD SYSTEM**

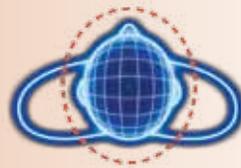
Arai's peel-away FCS cheekpad design delivers comfort, support and it features our 5 mm peel-away



custom-fit layer and Emergency Release System.



THE ARAI RX-Q. The Ultimate Street Helmet



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



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.

BROW-VENT CHANNELING VENTILATION



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



REMOVABLE/WASHABLE LINER AND NECK ROLL

The neck roll is not only removable and replaceable; it adds yet another stale-interior-air exhaust outlet through channels in the EPS liner.



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

The cheekpads now feature a 5mm peel-away layer for added room if needed. These are part of Arai's now copied, groundbreaking



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



WHITE



DIAMOND WHITE



ALUMINUM SILVER



SILVER FROST



DIAMOND GREY



BLACK FROST



PEARL BLACK



DIAMOND BLACK



DIAMOND BLUE



FLUORESCENT YELLOW



UK FLAG



ITALY FLAG



VIBE



STREAK



DAWN



SCARAB





ORIENTAL



ORIENTAL MATTE BLUE



DECO



DNA WHITE



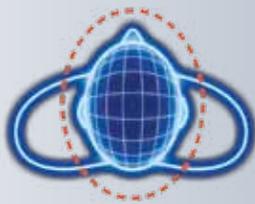
DNA BLACK



LONG OVAL SHAPE

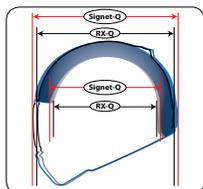
The Signet-Q has Arai's LONG (LO) interior shape. For details, please see Interior Shapes, pages 6-7.

AVAILABLE IN XS TO XXL



THE "LONGER" SIGNET-Q

Arai takes comfort and fit to new lengths "The American Helmet" Exclusive to North America



THE FIT YOU'VE BEEN MISSING

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

the Signet-Q and its Q-series stable mate, the RX-Q. (Please see pages 6-7 for complete story.)

FCS CHEEKPAD SYSTEM



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

5 MM PEEL-AWAY SIDE-TEMPLE PAD



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

PINLOCK MAX VISION FACESHIELD



Exclusive Pinlock 100% Max Vision faceshield included. (Details on page 31)

BROW-VENT CHANNELING VENTILATION

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



MORE AERODYNAMIC UPPER AND SIDE EXHAUST VENT COWLING

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



are tailored to the needs and speeds of the street.

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.



WHITE

DIAMOND WHITE

ALUMINUM SILVER

SILVER FROST

SAPPHIRE SILVER



DIAMOND GREY

DIAMOND BLUE

DIAMOND BLACK

FROST BLACK

PEARL BLACK



LAUREL



TARGET



BASILISK



ABRAHAM



US FLAG
BLACK FROST



TROPIC
(FROST FINISH)





FLASH BLUE



FLASH RED



MASK BLACK



MASK RED



RACER RED



SUPERSTAR BLACK



RACER BLACK



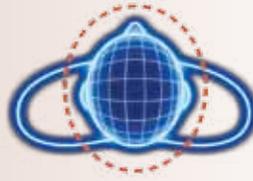
SUPERSTAR RED



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

THE VECTOR-2

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



INTERMEDIATE-ROUND OVAL SHAPE: The Vector-2 has Arai's Intermediate Oval Interior fit shape. For details, please see Interior Shapes, pages 6-7. AVAILABLE IN XXS TO XXXL



EXCLUSIVE 5MM PEEL-AWAY SIDE/TEMPLE PAD LAYER

The Vector-2 has the new 5mm peel-away layer added to the removable interior comfort liner's side/temple pad, giving you another level of customization.

HYPER-RIDGE BAND

This newly-sculpted lower reinforcement band provides stability and a lower center of gravity for a very lightweight



feeling. Specifically-sized exhaust ports increase airflow while minimizing noise levels. And the larger bottom opening makes for easier on-off.



UNIQUE PATENTED CHINVENT DESIGN

The Vector-2's two-position detent adjustment allows incoming air to be directed to either the facial area for cooling, or onto the shield to help clearing if needed.



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.



TOP VENT

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



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.



FLUORESCENT YELLOW



WHITE



DIAMOND WHITE



ALUMINUM SILVER



DIAMOND GREY



BLACK FROST



DIAMOND BLACK



DIAMOND BLUE



PEARL BLACK



RACING RED



**BLOSSOM
(FROST FINISH)**

DOOM

LOOP



**GUIGLIANO
(FROST FINISH)**

**CLASSIC
STAR**

PHIL READ WHITE





NAKASUGA



STAGE



BRIGHT



STRIPE

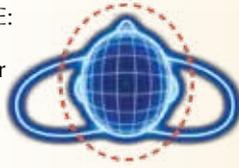


BLARNEY



SCHWANTZ

INTERMEDIATE-ROUND OVAL SHAPE:
The CT-Z has Arai's Intermediate Oval Interior fit shape, but one slightly closer to the rounder end of the range. For details, please see Interior Shapes, pages 6-7. AVAILABLE IN XS TO XXXL



THE BRAND NEW 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 want to leave.

The CT-Z replaces the XC-RAM model. If desired, riders who bought a RAM can add the optional peak/shield combination to their existing XC-RAM.



FCS CHEEKPAD DESIGN

Arai's new FCS (Facial Contour System) Cheek Pad design gives more support over a larger area. It actually wraps under the jaw for extraordinary comfort and stability with minimal pressure.



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.



ADJUSTABLE PEAK

The peak shields your eyes from the harsh sun glare from those long rides into the sun. And because Arai sweats even the tiniest details to make your ride better, there's also a matte-black band under the peak's leading edge to further reduce glare.



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.



UPPER VENT SYSTEM WITH AIRWING (Patent Pending)

Diffuser ventilation technology from our Corsair-V race helmet gives you superb airflow and hot air extraction. The fixed AirWing reduces lift and increases aerodynamic stability at highway speeds.



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



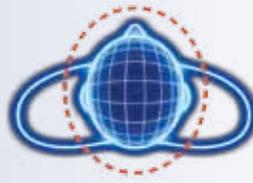
DIAMOND BLACK

ALUMINUM SILVER

BLACK FROST

XC SERIES REDEFINES OPEN-FACE HELMET DESIGN AND FUNCTION

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



INTERMEDIATE-ROUND OVAL SHAPE: The XC has Arai's Intermediate Oval Interior fit shape, but one slightly closer to the rounder end of the range. For details, please see Interior Shapes, pages 6-7. AVAILABLE IN XS TO XXL



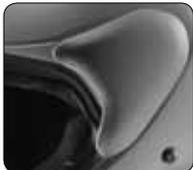
TDF-3 FRONT VENT

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



SIDE COWL EXHAUSTS

Completing the XC's advanced ventilation package, these exhaust vents further help in quick removal of stale interior air.



THINNER FACESHIELD SIDE PODS

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



UNIQUE CHEEKPAD DESIGN

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



VENTED NECKROLL

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



ORGANIC SHELL SHAPE

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



DDL-4 VENTILATION

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



WHITE



ALUMINUM SILVER

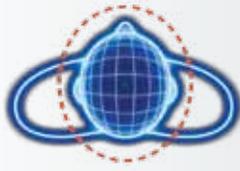


BLACK FROST



DIAMOND BLACK

INTERMEDIATE-ROUND OVAL SHAPE:
The new XD4 has Arai's INTERMEDIATE OVAL (IO) interior shape. For details, please see Interior Shapes on pages 6-7.
AVAILABLE IN XS TO XXL



XD4

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



FCS CHEEKPAD SYSTEM

Arai's patent-pending FCS (Facial Contour Support) cheekpad design delivers comfort, support and it features our exclusive 5 mm peel-away custom-fit layer.



LARGER SIDE COWL VENTS

The larger, sculpted vents improve ventilation efficiency as well as helmet stability on your head at speed.



CHINVENT

The vent has more intake ports for improved airflow.



EXHAUST PORTS & SHELL SHAPE

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



WHITE

5 MM PEEL-AWAY SIDE-TEMPLE PAD

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



BROW VENT FACESHIELD

Brow vents in the XD4 faceshield provide airflow to the temple area of the head.*



FULLY REMOVABLE/ REPLACEABLE/WASHABLE INTERIOR

Arai's Dry-Cool technology to keep you drier and cooler (hence the name) for greater long-haul comfort.



EMERGENCY CHEEKPAD RELEASE SYSTEM

Developed to allow easier access to an injured rider, the XD4's cheekpads slide out easily — via the integrated pull-tabs built into the underside of the cheekpad — making helmet removal much easier for trained medical personnel.



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



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

* **WARNING:** Although this XD4 faceshield will fit earlier XD versions, DO NOT INSTALL THIS SHIELD ON ANY EARLIER MODEL. Please see page 31 for full explanation. Thank you.



FLUORESCENT YELLOW



BLACK FROST



ALUMINUM SILVER



BLACK



DIAMANTE
RED/WHITE



DIAMANTE
BLACK/WHITE



DIAMANTE
BLACK/BLUE



DIAMANTE
BLACK/WHITE/GOLD



EXPLORE BLACK



EXPLORE ORANGE



EXPLORE WHITE

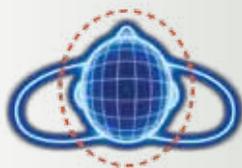


EXPLORE SILVER



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

AVAILABLE IN XS TO XXL



The VX-Pro³

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



ROUND INSTEAD OF RIDGED SHELL

We believe a smooth surface is better at helping the shell do the job it's made for: quickly and smoothly dissipating impact energy. And, like our Rounded Chinbar below, it is also less likely to catch and dig in during a spill.



ROUNDED CHINBAR & STAINLESS GRILL

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

The expanded Stainless

Steel mesh provides a strong barrier against roost, with a smooth surface to resist the buildup of mud & debris.

EMERGENCY CHEEKPAD RELEASE SYSTEM



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

TOP-MOUNT VENTILATION DIFFUSER

These large ventilation ducts utilize low pressure areas behind the vent to draw strong airflow through the helmet for truly impressive ventilation performance, even at moderate speeds on tighter tracks.

Designed to be frangible in the event of an impact, these vents will breakaway easily so as not to interfere with the helmet's #1 job of impact energy management.



WHITE

CHINBAR FORWARD TILT

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

incorporate a design that provides excellent room so you don't feel too "confined."



PEAK DESIGN

The PRO³'s radical peak design actually scavenges and forces

more air into the forehead vent-ports for improved cooling,



while using multiple relief-ports to reduce "bucketing" at higher speeds. The peak is attached with plastic screws designed to shear off if impact forces become too great, in order to enhance impact-energy management and to prevent snagging and twisting.

INTERIOR

The head comfort liner and cheekpads are fully removable, washable and replaceable. They use Arai's Dry-Cool material for superior heat transfer and drying time. A removable/washable/replaceable chinstrap cover completes

Arai's total package of interior washability.



ALUMINUM SILVER



BLACK



BLACK FROST

*NOTE: Some graphic designs, currently those with a white rubber edge trim, come with a grey interior. New colors and graphics are added during the year. Visit www.AraiAmericas.com for the most up-to-date selection.



EDGE RED



EDGE BLUE



EDGE GREEN



EDGE ORANGE



CURRENT





RESOLUTION
YELLOW



MULTI BLUE



PRIDE
ORANGE



BRISK RED



PRIDE
BLUE



PRIDE
BLACK



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

Warranty

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



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



Laser engraved on the metal D-Ring buckle itself.



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



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

Even a helmet as good as an Arai won't last forever.

Like most major helmet manufacturers, Arai subscribes to the Snell Memorial Foundation benchmark of five years as the suggested usable lifespan of a motorcycle helmet. Why? Think of a helmet in terms of your body. No matter how good it may look, or how well you take care of it, age still takes its toll. Even with minimal use, a helmet is affected by things like the acids and oils in sweat, haircare products, pollution, exposure to UV rays, etc. At about the five-year mark, helmet interiors begin to show wear and/or deterioration, which should serve as an alert to its overall condition. The helmet's

fit may begin to feel a little "loose", not as snug as it once did. This unseen aging and deterioration of the EPS liner and fiberglass shell can affect the helmet's ability to perform in an impact as it was originally designed. If a helmet suffers an impact and any doubt exists as to its further ability to protect, it should either be returned to the manufacturer for competent inspection or discarded and replaced.

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

Important Note & Warning: *Buying From Other Countries*

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

Many of these helmets have designs or features that are not offered in the U.S. market, so accessory parts and/or service may not be available.

Also, the U.S. warranty does not apply to products purchased from other markets.

*Consumers who buy a new Arai helmet via Mail Order or Internet should look for the "Registered Arai e-Dealer" logo (shown here) 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 e-dealer

registered Arai site. As a result, neither Arai nor the consumer can be assured that helmets sold by non-registered mail order, phone, or Internet retailers are properly fitted and sized, and delivered in original, as-new condition, Arai cannot and does not extend its warranty to helmets purchased through these non-registered channels.



STANDARD INSERT

Offers normal field-of-view coverage.

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



XD INSERT

Offers normal field-of-view coverage.

For Arai XD Series models.



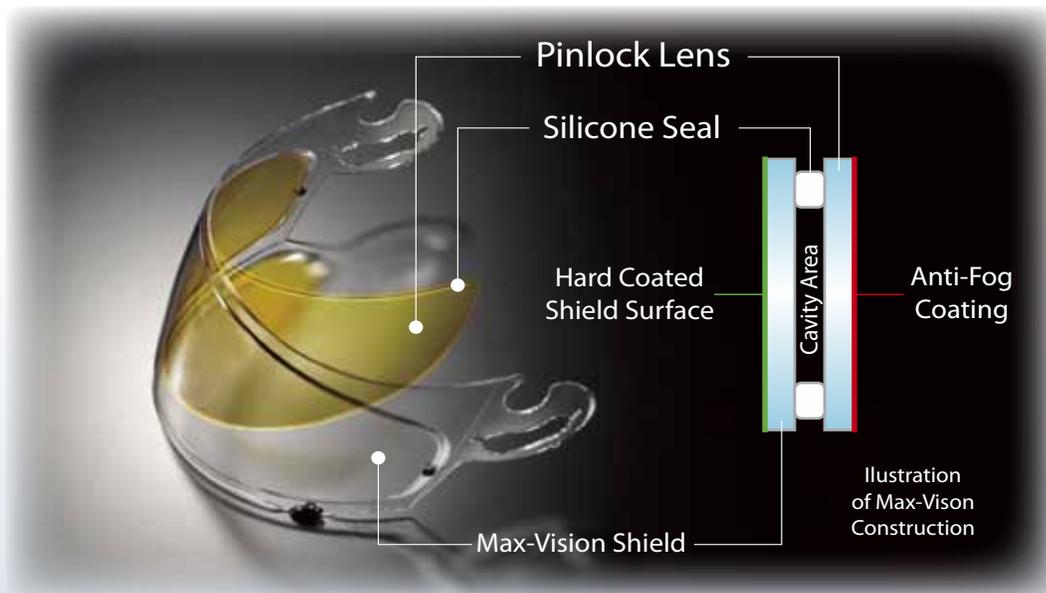
MAX VISION INSERT with BROW VENT

Offers complete field-of-view coverage.

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



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



XD4 Model Faceshield Usage

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



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

A Helmet's Number One Job: Protection For The Rider



www.AraiAmericas.com

Thanks to models/riders: Bob Burns, Brian Gibbons, Emi Kirschner,
Art McDonnell, Steve Snyder

Thanks to the dealers who supplied bikes: Eurosports, Quakertown, PA;
Matto Cycles, Pottsville, PA; Hermy's Cycle Shop, Port Clinton, PA

All action images: Rick Menapace

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

