



FACTS

ABOUT YOUR NEW HELMET

PLEASE, READ BEFORE WEARING HELMET

VX-PRO³ VX-3

Helmet Specifications Subject to
Change Without Notice.

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

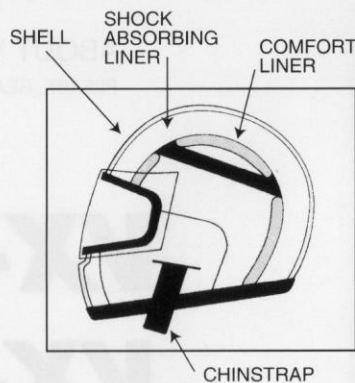
We wish to take this opportunity to thank you for purchasing one of our ARAI helmets. We are confident that it will meet with your satisfaction and we offer this booklet of information to enhance your enjoyment of your new helmet. As the oldest manufacturer of safety helmets in Japan, ARAI has always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

NOTES ON USE

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

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

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



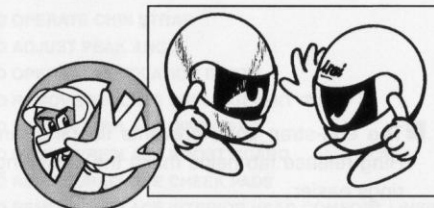
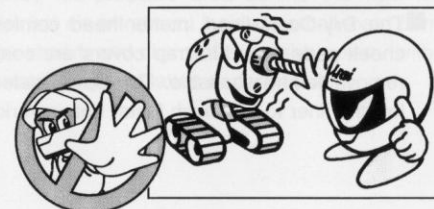
Although your helmet is solidly built, like any fine piece of equipment, it should be handled with care. Dropping onto solid surfaces and other rough handling may damage the painted surface and/or decrease its ability to protect.

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

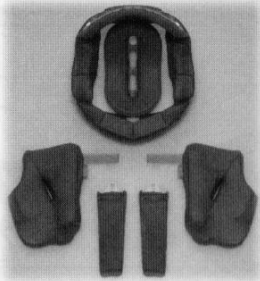
It is extremely dangerous to modify your helmet as it may decrease the ability to protect. For safety's sake, do not drill any holes in the shell or press or cut the shock absorbing liner. Use only ARAI's genuine parts when you replace parts of your helmet.

If painting your helmet, be sure to protect the entire inside of the helmet from the paint spray by masking all openings with paper and tape as paint can adversely effect the shock absorbing liner and plastic components. IMPORTANT: Do not remove any non-replaceable parts; eye-trim, edge-trim, chin straps, E.P.S.(styrofoam)liner, etc., etc. when preparing to paint. It is not possible to reinstall these items properly. Carefully mask trims before painting. Use only air drying paint, not paints that require heat curing.

As is the nature of a good helmet, this helmet is so constructed that the energy of a severe impact is absorbed through partial destruction of the shell and/or liner. Such damage may not be visible to the naked eye. If the helmet suffers such an impact, and any doubt exists as to its further ability to protect, it should either be returned to the manufacturer for competent inspection or discarded and replaced by a new ARAI helmet.



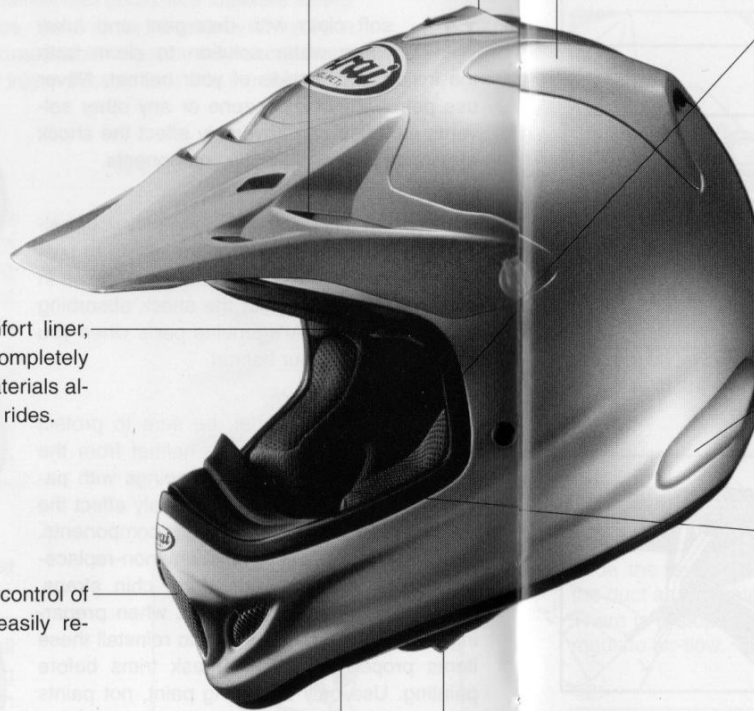
■ Under-peak air intake ports utilize pressurized air from under the peak to force feed air into the helmet interior, which is then exhausted by means of Delta Exhaust Duct 4 and Arai's unique Diffuser ventilation system.



■ The Dry-Cool® lined interior head comfort liner, cheek pads and chinstrap covers are completely removable and washable. Dry-Cool® materials allow the liner to dry much faster between rides.

■ The closeable chin bar vent gate allows control of airflow into the chin area. It can be easily removed and replaced if desired.

■ The end-strap snap prevents flapping, and a D-Ring release tab helps make the loosening of the rings easier.



■ A subtle shell recess allows the goggle strap to pull the goggle back and against your face, instead of out and away.

■ An enhanced exhaust port is built into the rear neck roll area of the interior EPS liner to enhance hot-air extraction from the interior

■ New Side exhaust-port cowlings produce an increased low-pressure area behind the vent for better hot air extraction. Inside, a small foam dam helps absorb and diminish excessive noise - without sacrificing ventilation performance

■ Removable/Flexible rubber roost guard helps exclude dirt when riding.

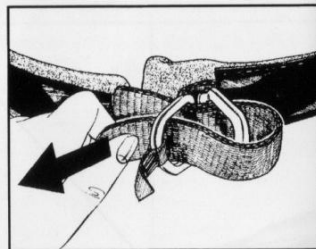
■ New Emergency Release cheek pad design allows easier access to an unconscious rider. The cheek pads slide out easily with the use of the integrated pull-tabs, which helps make helmet removal much easier for trained medical technicians.

CONTENTS OF FOLLOWING PAGES

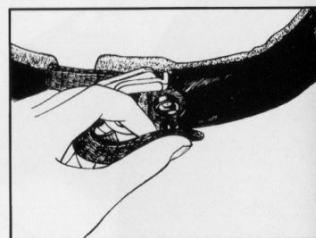
- A** TO OPERATE CHIN STRAP
- B** TO ADJUST PEAK ANGLE
- C** TO OPERATE VENTILATION DUCTS
- D** TO REMOVE/REPLACE CHIN BAR VENT GATE
- E** TO REMOVE/REPLACE DIFFUSERS
- F** TO REMOVE/REPLACE ROOST GUARD
- G** TO REMOVE/REPLACE CHEEK PADS
- H** TO REMOVE/REPLACE INTERIOR HEAD COMFORT LINER
- I** TO REMOVE/REPLACE CHIN STRAP COVERS

A TO OPERATE CHIN STRAP

For proper fastening the chin strap must be routed through the D-rings as illustrated and pulled through them securely.

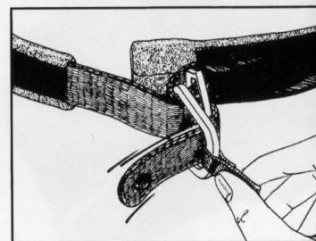


The end-strap snap is provided only to allow the wearer to prevent the end of the strap from flapping in the air-stream.



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

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



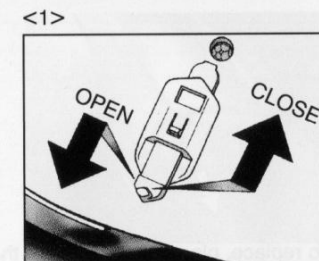
B TO ADJUST PEAK ANGLE

Slightly loosen all three screws of the peak with your fingers(for center screw) or flat blade screwdriver (for side screws) so that the peak can be moved up and down without scratching helmet surface. Put the helmet on and adjust the peak to the desired position. Tighten only the center screw and take helmet off. Slightly tighten side screws and adjust the peak so that its upper edge is close to the helmet surface. Tighten all screws firmly.



C TO OPERATE VENTILATION DUCTS

Pull the slider down to open and push it up to close the duct as illustrated <1>.

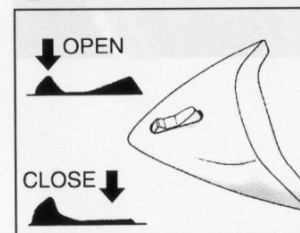


Push the outer side of the switch to open and push the inside of it to close the duct as illustrated <2>.

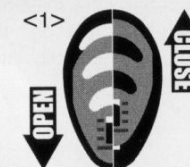
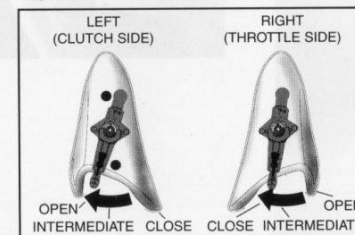
Slide the lever outward to open and inward to close the duct as illustrated <3>.

There is a stop midway in this travel to allow for intermediate air-flow.

<2>



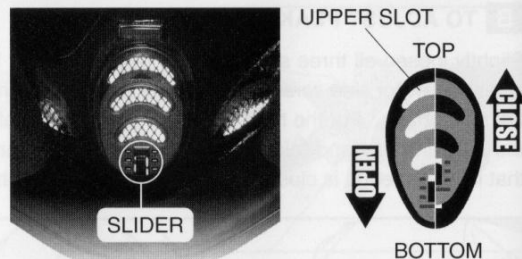
<3>



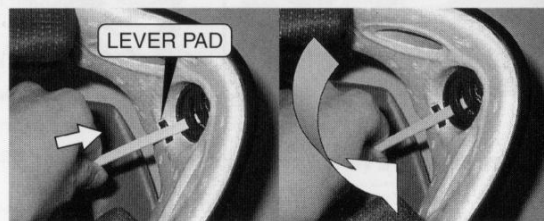
WARNING: Never attempt to adjust ventilation ducts when in motion riding your motorcycle.

D TO REMOVE/REPLACE CHIN-BAR VENT GATE;

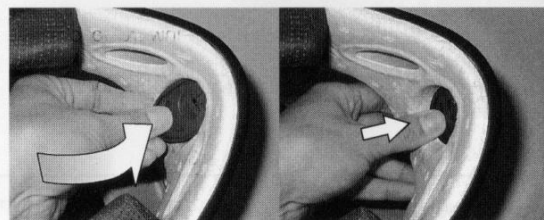
To remove chin-bar vent gate, first slide the gate to fully open position.



Place helmet upside down. Put a thin flat-blade screwdriver into the upper slot of the gate and lever up the gate, using lever pad on the chin liner as illustrated.

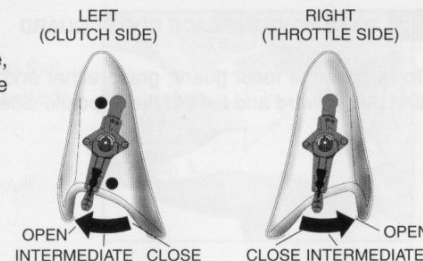


To replace, place bottom side of the chin-bar gate toward the bottom of chin-bar opening, then push the chin-bar gate fully into place as illustrated.

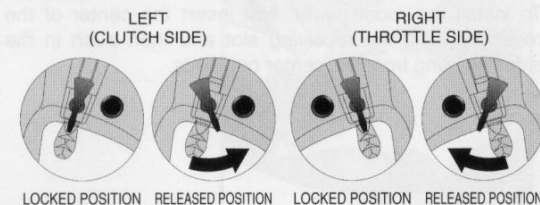


E TO REMOVE/REPLACE DIFFUSERS;

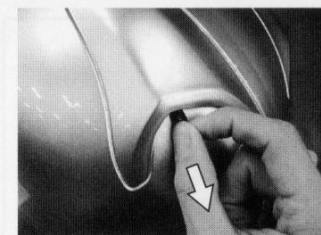
To remove diffusers for cleaning or maintenance, first slide the black open/close lever at each side of the diffuser outward to fully open position.



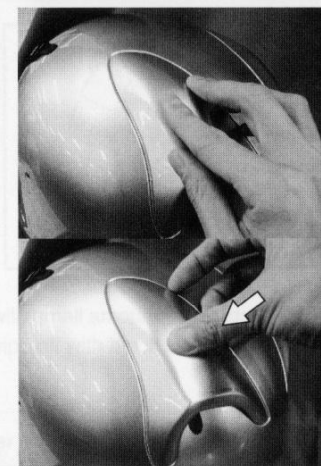
Then slide the red lock lever at each side of the diffuser inward to release lock system.



Finally slide back the black open/close lever inward to intermediate position, and pull the black lever down/backwards to remove the diffuser on each side.



To replace diffusers, place diffuser on helmet (contour of each diffuser will match the recess of the helmet shell) and push on the center of the diffuser until it snaps home. Repeat for the other side. Be sure the diffusers are fully secured to the helmet shell and the red lock levers are in the locked position.



F TO REMOVE/REPLACE ROOST GUARD

To remove the roost guard, grasp either end of the edge and pull upward and toward the opposite side.



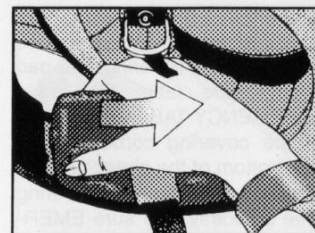
To install the roost guard, first insert the center of the roost guard in the receiving slot and then push in the sides working from the center outwards.



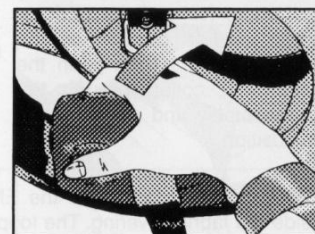
G TO REMOVE/REPLACE CHEEK PADS

When first servicing the cheek pads, it is suggested that you do only one at a time so that the other can be used as reinstallation guide.

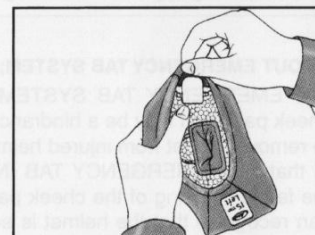
To remove cheek pads first undo chin strap, then pull pad toward the rear of the helmet.



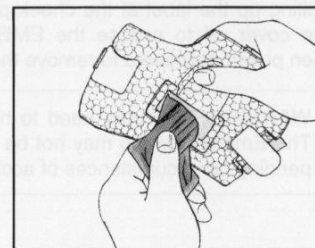
Then inward to release and slide it off the strap.



To take off fabric covering for washing, peel the cover off over the exposed plastic tab until all the fabric is on the face side surface.



Then draw the cover through the opening by grasping the rectangular collar and pulling.



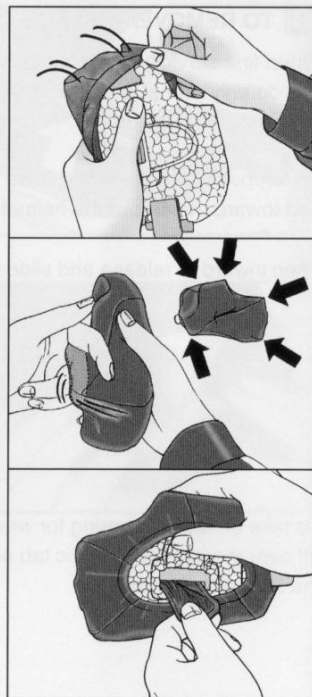
To wash the fabric covering, put them into lukewarm water with small amount of laundry soap and wash gently by hand. Rinse well with a fresh water and wipe off with a soft cloth. Dry them in the shade at ambient temperature.

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

To replace fabric covering, ensure it is turned right side out, and stretch the covering over pad so that the label that says **EMERGENCY TAB INSIDE** sewn on the covering comes at the front bottom of the cheek pad assembly, and adjust the covering to lie smoothly. Be sure **EMERGENCY TAB** lies straight along the bottom foam of the pad assembly and is covered by the fabric covering. Then push the rectangular collar through the pad assembly and adjust into final position.



"EMERGENCY TAB IN SIDE" LABEL
EMERGENCY TAB



WARNING; Do not leave the **EMERGENCY TAB** outside the fabric covering. The looped tab may be caught by projecting objects when riding.

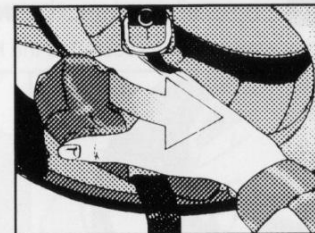
ABOUT EMERGENCY TAB SYSTEM;

The **EMERGENCY TAB SYSTEM** is to smoothly remove cheek pads that may be a hindrance when rescuers attempt to remove helmet from injured helmet wearers. With the label that says **EMERGENCY TAB INSIDE** which is sewn on the fabric covering of the cheek pad at each side, rescuers can recognize that the helmet is equipped with the **EMERGENCY TAB** and can get access to the tab at each side by pulling up the label at the cheek pad covering and peeling the cover off to expose the **EMERGENCY TAB** which is then pulled downward to remove the cheek pad.

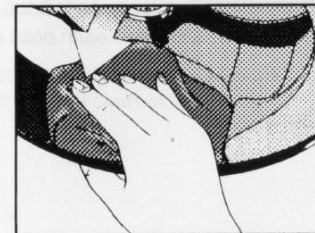
WARNING; Rescuers need to have sufficient knowledge and training about this system. The Emergency Tab may not be an effective measure to securely remove cheek pads depending on circumstances of accident or condition of injured wearers.

To replace pad in helmet (note that "Left & Right" labels indicate the side of the head the pad is on when the helmet is worn), slip pad onto strap.

Then place the large uncovered tab toward the rear of the helmet and push it under the main padding.



Push pad fully into place until small covered front tab snaps fully home. Push the rest of the pad firmly into place as necessary.

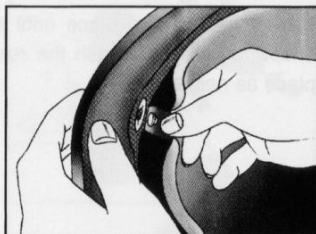


H TO REMOVE/REPLACE INTERIOR PAD

The interior pad is secured to the helmet by the 4 bosses



To remove the interior pad, undo 4 bosses by grasping interior pad as close to each boss as possible.



Observe the fore & back, top & bottom sides of the interior pad for replacement.



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

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

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



Replaceable interior pad is available in 4 thicknesses. Select your size for a more custom fit and comfort with reference to the standard comfort padding thickness chart at the below.

I TO REMOVE/REPLACE CHINSTRAP COVERS

To remove chinstrap covers, first, remove cheekpads as per previous instruction.

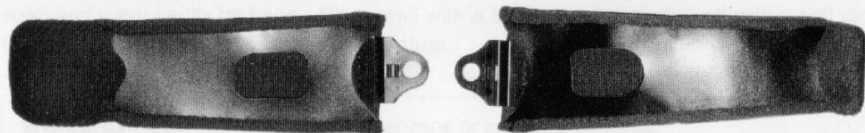
Remove plastic chinstrap anchor cover from the steel chinstrap anchor and slide the cover off the chinstrap.



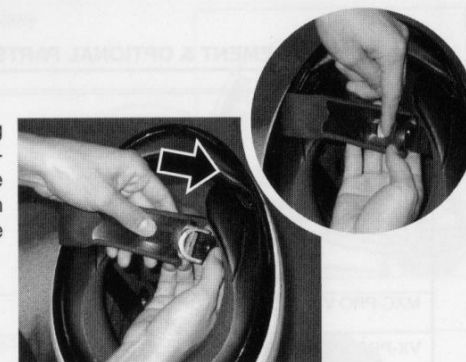
Note the right and left, inside and outside of the chinstrap covers for replacement.

left chinstrap cover (D-Ring side)

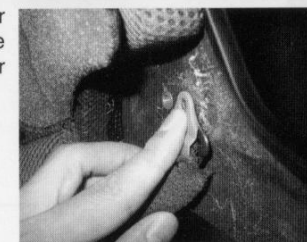
right chinstrap cover (long side)



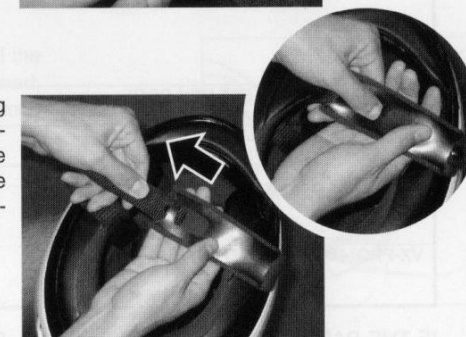
To replace the left chinstrap cover (D-Ring side), ensure the female Chinstrap End-Strap Snap side of the chinstrap and the leatherette-side of the chinstrap cover both face outward, slip chinstrap cover onto the chinstrap.



Position plastic chinstrap anchor cover over the steel anchor and push the cover in the anchor until the tab on the back of the cover snaps fully home.



To replace the right chinstrap cover (long side), ensure the cap side of Chinstrap End-Strap Snap (Arai logo impressed) on the chinstrap and the leatherette-side of the chinstrap cover both face outward, slip chinstrap cover onto the chinstrap.



Position chinstrap anchor cover over the anchor and push the cover until the tab on the back of the cover snaps fully home.



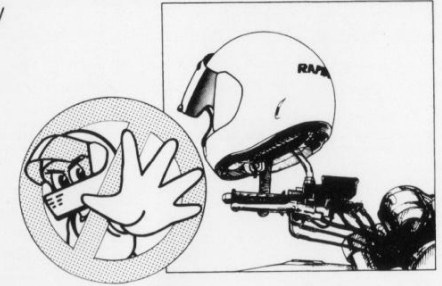
Replace the cheekpads as per previous instruction

ARAI REPLACEMENT & OPTIONAL PARTS LIST FOR MODEL;VX-PRO³ & VX-3

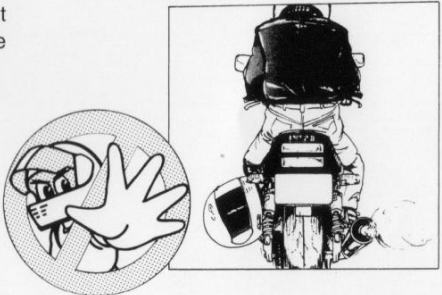
| PARTS | COLOR or SIZE | PART# |
|----------------------------------|----------------------|-------|
| VX-PRO ³ PEAK | WHITE | 2001 |
| | ALUMINUM-SILVER | 2003 |
| | WINDHAM-RED | 2026 |
| | WINDHAM-BLUE | 2027 |
| | WINDHAM-GOLD | 2028 |
| | NARITA-3 RED | 2040 |
| | NARITA-3 BLUE | 2041 |
| | NARITA-3 BLACK | 2042 |
| | NARITA-3 YELLOW | 2043 |
| | NARITA-3 ORANGE | 2044 |
| MXC-PRO VX-PRO PEAK SCREW SET | WHITE | 2480 |
| | CLEAR | 2483 |
| VX-PRO ³ INTERIOR PAD | II 12mm (for XS/S) | 4200 |
| | II 10mm (for XS/S) | 4201 |
| | II 7mm (for XS/S) | 4202 |
| | II 5mm (for XS/S) | 4203 |
| | III 12mm (for M/L) | 4204 |
| | III 10mm (for M/L) | 4205 |
| | III 7mm (for M/L) | 4206 |
| | III 5mm (for M/L) | 4207 |
| | IV 12mm (for XL/XXL) | 4199 |
| | IV 10mm (for XL/XXL) | 4208 |
| | IV 7mm (for XL/XXL) | 4209 |
| | IV 5mm (for XL/XXL) | 4210 |
| VX-PRO ³ CHEEKPAD SET | 12mm | 4400 |
| | 15mm | 4401 |
| | 20mm | 4402 |
| | 25mm | 4403 |
| | 30mm | 4404 |
| | 35mm | 4405 |
| CHINSTRAP COVER SET DRY-COOL | | 3599 |
| VX-PRO BREATH GUARD | | 2356 |
| GOGGLE STRAP HOLDER | WHITE | 2175 |
| | BLACK | 2176 |
| VX-PRO CHINVENT INNER CLOSER | | 2349 |
| DELTA DUCT-4 | WHITE | 1880 |
| | ALUMINUM-SILVER | 1882 |
| | TINT | 1903 |
| VX-PRO ³ DIFFUSER SET | WHITE | 4150 |
| | ALUMINUM-SILVER | 4152 |
| | TINT | 4153 |

IF THE PART YOU NEED IS NOT LISTED, PROBABLY DUE TO BEING FROM A DESIGN INTRODUCED AFTER THIS BOOKLET WAS PRINTED, CONTACT YOUR ARAI DEALER OR THE NEAREST ARAI REPRESENTATIVE OFFICE LISTED ON THE BACK COVER FOR CURRENT AVAILABILITY.

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



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



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



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

