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EXPERIENCE MAKES THE DIFFERENCE

THE ARAI DIFFERENCE

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To my fellow riders,

From the very beginning helmets have been much more than just a business for Arai. Started from a need for self-protection, evolving into a pursuit of always improving, even if only by small increments.

Function over style, performance over profit; these have been the guiding principles of Arai for more than 6 decades.

Family owned, the value Arai puts into protection is shared by the people who build the helmets. Great pride in the Arai name and performance is held by all who have a hand in the creation of every helmet.

There is always some room for more protection in any helmet – even if just a little – and Arai's experience has shown that even small improvements can add to an already proven design, increasing performance, even if just a little. Nobody knows how much each small increment can do and some may not be readily visible or definable individually, but our nature has been driving us to go after these opportunities year after year. The accumulation of many such small improvements over time can show remarkable results, even beyond our expectations.

Hirotake
Founder, Arai Helmet, LTD.

Such efforts may not deliver much profit in the short term, but Arai is not in business for the short term.

When considering a new helmet, we want riders to consider the motivation of the company designing and the people building the helmets they trust with their head.



Michio Arai
Owner and CEO of ARAI HELMET, LTD.



EXPERIENCE
MAKES
THE
DIFFERENCE

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SHAPE MATTERS

ONLY FROM ARAI

Just like fingerprints, no two heads are the same; so how could you expect one helmet to fit every head? If you understand the value that a properly fitting helmet has on both the enjoyment of the ride as well as its performance in an impact, you can appreciate the need for more than one interior head shape.

Over the past three decades, Arai has worked with numerous iterations of interior shapes, and as a result of that experience three basic shapes emerged: **Round Oval**, **Intermediate Oval** & **Long Oval**. Having these different options gives every rider the chance to find their ideal fit; and if necessary, they can customize their helmet even further with various head and cheek pads to achieve a fit so comfortable it's like it was made just for them.

Only Arai gives every rider the opportunity to get the best fitting helmet possible.

Perhaps one of the most defining differences separating Arai from every other helmet brand on the market that is immediately apparent from the moment you try one on is Arai's fundamental understanding of the human head shape – or more importantly – head shapes!



ROUND OVAL



INTERMEDIATE OVAL



LONG OVAL



ROUND OVAL

QUANTUM-X

The Round Oval shape was designed for riders whose heads are slightly wider rather than elongated. The Round Oval shape was achieved by using an interior head liner that combines thicker front and rear pads with thinner side pads.

CORSAIR-X, DEFIANT-X, XD-4, DT-X, RAM-X, CLASSIC-V, & VX-PRO 4



INTERMEDIATE OVAL

Our Intermediate Oval shape is our standard interior shape, and was the culmination of years of research measuring every aspect of hundreds of head shapes in the US market. The Intermediate Oval fits the majority of head shapes in the North American markets, and is the head shape upon which all Arai interior shapes are based.



*Corsair-X shown



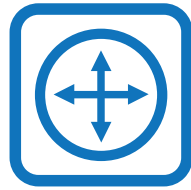
LONG OVAL

SIGNET-X

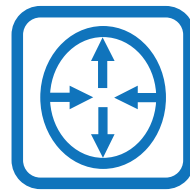
The Long Oval shape was designed for riders with a narrow head and a more pronounced forehead. The Long Oval was created by increasing the space of the EPS liner front to back and decreasing the space side-to-side.



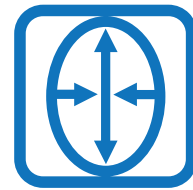
THREE ARAI HELMET SHAPES



ROUND OVAL



INTERMEDIATE OVAL



LONG OVAL

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.

As an ENERGY MANAGEMENT SYSTEM, a helmet's number one job is to manage the energy of an impact it can't predict.

"Facing" A Potential Problem: Some riders are 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, so 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 a while 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.

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.

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 interior shapes – and even different proportions within those – in our various helmet models, working to offer a better fit for more people.

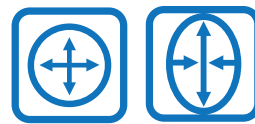
CASE IN POINT: OUR PROCESS.

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-X. 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.



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.

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 a Quantum-X against a Signet-X, 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.



ROUND OVAL

LONG OVAL

INTERIOR LINING THICKNESSES

● STANDARD | ○ OPTIONAL

	Size	HCM* (cm)	Lining Code	CORSAIR-X RC				CORSAIR-X					
				12 mm	10 mm	7 mm	5 mm	12 mm	10 mm	7 mm	5 mm		
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				●						

	Size	HCM* (cm)	Lining Code	SIGNET-X / QUANTUM-X DEFIANT-X / DT-X				RAM-X				XD-4				
				12 mm	10 mm	7 mm	5 mm	12 mm	10 mm	7 mm	5 mm	12 mm	10 mm	7 mm	5 mm	
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				●									

	Size	HCM* (cm)	Lining Code	VX-PRO4			
				12 mm	10 mm	7 mm	5 mm
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				●

*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.

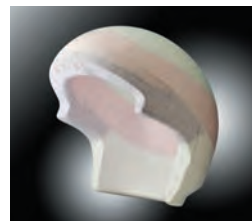
CHEEK PAD THICKNESSES

40mm and 35mm Cheek Pads are available by special request. Please see your local authorized Arai dealer or visit us at the araiamericas.com website.

	Size	CORSAIR-X RC			CORSAIR-X		
		Thicker (mm)	Standard (mm)	Thinner (mm)	Thicker (mm)	Standard (mm)	Thinner (mm)
XS	XS	30	25	20	30	25	20
S	S	30	25	20	30	25	20
M	M	30	25	20	30	25	20
L	L	25	20	15	25	20	15
XL	XL	20	15	-	25	20	15
XXL	XXL	-	-	-	20	15	-
XXXL	XXXL	-	-	-	-	-	-

	Size	SIGNET-X / QUANTUM-X DEFIANT-X / DT-X			RAM-X			XD-4		
		Thicker (mm)	Standard (mm)	Thinner (mm)	Thicker (mm)	Standard (mm)	Thinner (mm)	Thicker (mm)	Standard (mm)	Thinner (mm)
XS	XS	30	25	20	30	25	20	25	20	15
S	S	30	25	20	30	25	20	25	20	15
M	M	30	25	20	30	25	20	25	20	15
L	L	25	20	15	25	20	15	20	15	12
XL	XL	25	20	15	25	20	15	20	15	12
XXL	XXL	20	15	-	20	15	12	15	12	-
XXXL	XXXL	-	-	-	-	-	-	-	-	-

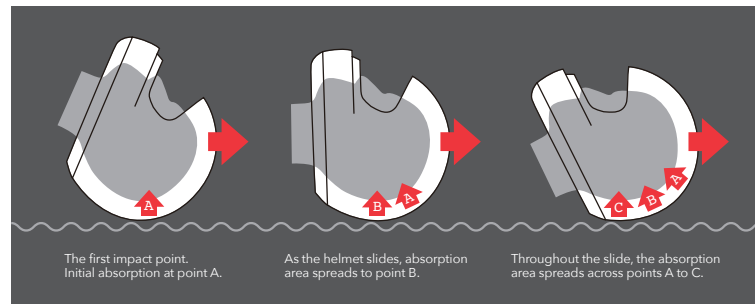
	Size	VX-PRO4			CLASSIC-V			XC-W		
		Thicker (mm)	Standard (mm)	Thinner (mm)	Thicker (mm)	Standard (mm)	Thinner (mm)	Thicker (mm)	Standard (mm)	Thinner (mm)
XS	XS	30	25	20	30	25	20	30	25	20
S	S	30	25	20	30	25	20	30	25	20
M	M	35	30	25	30	25	20	30	25	20
L	L	30	25	20	25	20	15	30	25	20
XL	XL	30	25	20	25	20	15	30	25	20
XXL	XXL	30	25	20	20	15	12	30	25	20
XXXL	XXXL	-	-	-	-	-	-	25	20	15



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.

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.

Racing technologies integrated into every Arai helmet.

KEEP SMOOTHER AND ROUNDER WITHIN THE TEST AREA.

Through decades of experience, Arai has developed a helmet comprised of numerous details that work together to improve the protective capacity of the helmet. 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 previous shield systems requires a high pivot position. This high pivot point falls 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.

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

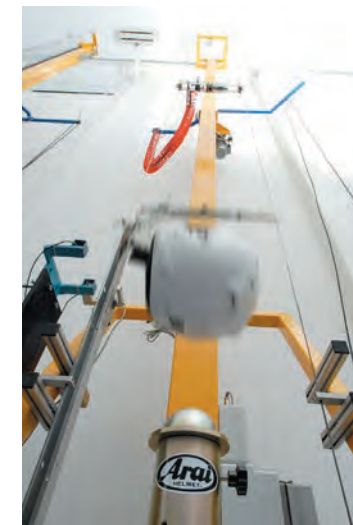


WHAT IS GLANCING OFF AND WHY IS IT SO IMPORTANT TO ARAI?

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 STREET SCENARIOS.

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 minimized 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 street 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 minimize 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.



FORM: A DESIGN THAT DOESN'T DETRACT FROM GLANCE-OFF CAPABILITIES.

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.



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-SNC² and PB-cLc shells utilize the Super Fiber Peripheral Belt to further improve shell rigidity.



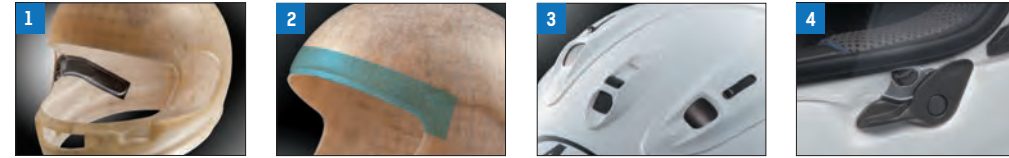
WHITE

1. INTERNAL AIR CHANNEL: Enhanced air exhaust from the eyepoint area, connected via a dedicated air channel to the side cowl vent.

2. PB-SNC² SHELL: Created from super fiber and special synthetic fibers, the lightweight Corsair-X shell provides both superb tensile strength and flexibility characteristics.

3. IC DUCTS: The center IC Duct5 takes in 11% more air and the 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.

4. 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.



BLACK
FROST



ALUMINUM
SILVER



BLACK

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.



RC CARBON





DANI SAMURAI-2
BLACK



DANI SAMURAI-2
BLUE



NAKASUGA-2
FROST



SCOPE
WHITE



SCOPE
BLACK FROST



VINALES-3



SPENCER 40TH
ANNIVERSARY
RED



SPENCER 40TH
ANNIVERSARY
SILVER



NAKAGAMI-2



NAKANO



MAMOLA EDGE
RED



MAMOLA EDGE
WHITE



BRACKET
BLACK FROST



BRACKET
WHITE FROST



BRACKET
FLUORESCENT
YELLOW



HRC



CB
BLACK



CB
RED



FOR MORE DETAILS VISIT
OUR WEBSITE AT ARAIAMERICAS.COM

SEE THE "HONDA COLLECTION" PAGE FOR THE REAR IMAGES

QUANTUM-X

ROUND
OVAL

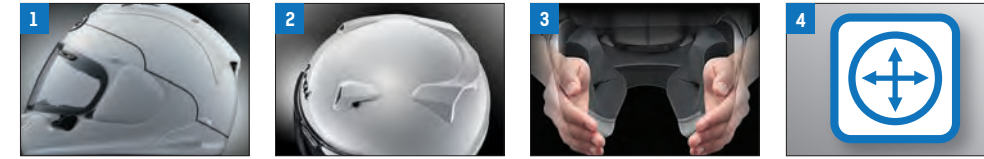


WHITE

- 1. IMPROVED GLANCE OFF ABILITY:** The smooth area around the temple is now larger, increasing its ability to glance off objects more easily.
- 2. QVF AND QVR INTAKE/EXHAUST DUCTS:** The Quantum-X features QVF three-position intake and QVR exhaust ducts for excellent air intake and exhaust performance when riding. Even while fully closed functions as an exhaust vent.

3. FCS® CHEEK PADS: The contoured shape – combined with multiple layers of varying foam densities supported by a 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.

4. ARAI ROUND OVAL SHAPE: The Quantum-X features a new round oval fit package that is designed to deliver a comfortable fit for riders with a round overall head shape.



PEARL
BLACK



DIAMOND
WHITE



DIAMOND
BLACK



BLACK
FROST



ALUMINUM
SILVER



FLUORESCENT
YELLOW



FOR MORE DETAILS VISIT
OUR WEBSITE AT ARAIAMERICAS.COM



ORIENTAL
BLACK FROST



TAKEOFF
RED



TAKEOFF
FLUORESCENT
YELLOW FROST



CLIFF
RED/WHITE**



CLIFF
RED/BLACK
FROST**



XEN
BLUE FROST**



XEN
FLUORESCENT
YELLOW FROST**



XEN
RED FROST**



DRONE
BLACK FROST*



DRONE
RED*



DRONE
FLUORESCENT
YELLOW FROST*



FOR MORE DETAILS VISIT
OUR WEBSITE AT ARAIAMERICAS.COM

*Shown with optional Pro Shade System **Shown on different model



WHITE

1. IMPROVED GLANCE OFF ABILITY: The smooth area around the temple is now larger, increasing its ability to glance off objects more easily.

2. QVF AND QVR INTAKE/EXHAUST DUCTS: The Signet-X features QVF three-position intake and QVR exhaust ducts for excellent air intake and exhaust performance when riding. Even while fully closed functions as an exhaust vent.

3. FCS® CHEEK PADS: The contoured shape – combined with multiple layers of varying foam densities supported by a 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.

4. LONG OVAL FIT PACKAGE: The Signet-X’s longer interior shape is specifically designed for riders whose helmets can cause painful forehead “hotspots” due to interior shapes that aren’t made to fit their longish heads.



PEARL
BLACK



DIAMOND
WHITE



DIAMOND
BLACK



BLACK
FROST



ALUMINUM
SILVER



FLUORESCENT
YELLOW





DYNO
YELLOW



LANCE
FLUORESCENT
RED FROST**



STRIKER
WHITE



STRIKER
BLACK FROST



GOLD WING
GREY/BLACK
SEMI-FROST



SHOCKWAVE
BLUE FROST*



SHOCKWAVE
BLACK FROST*



GOLD WING
RED/BLACK



DYNO
RED



DYNO
WHITE FROST



LANCE
FLUORESCENT
YELLOW FROST**



SHOCKWAVE
GREY FROST*



FOR MORE DETAILS VISIT
OUR WEBSITE AT ARAIAmericas.com

*Shown with optional Pro Shade System **Shown on different model



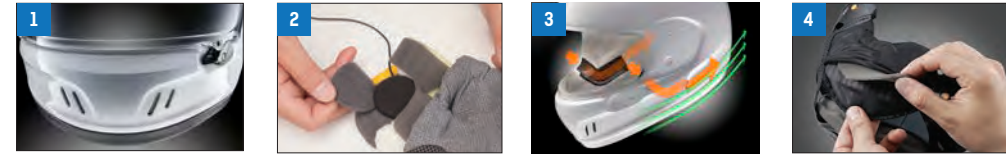
WHITE

1. AGGRESSIVE STYLE: Mouth vents equipped with an internal shutter mechanism so as not to obstruct the clean and aggressive external shell design.

2. COMMUNICATION: The ear pockets have been molded to better accept speakers for a more comfortable fit.

3. INTERNAL AIR CHANNEL: Exhaust ducts behind the cheek pads promote unprecedented airflow inside the helmet in combination with side slit exhaust ports.

4. 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 10mm 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



BLACK
FROST



GUN METALLIC
FROST



MODERN
GREY



DEFIANT-X

INTERMEDIATE
OVAL



DRAGON



DIABLO
RED FROST



CARR
SILVER



SHELBY
BLACK



OUTLINE
RED



CONNECT
RED



CONNECT
GREY



DIABLO
YELLOW FROST



CARR
ORANGE FROST



SHELBY
RED



OUTLINE
BLACK*



FOR MORE DETAILS VISIT
OUR WEBSITE AT ARAIAmericas.com

*Outline Black contains purple color tone.



WHITE

1. DUAL FLOW VENTS: Intake and exhaust flow are maximized for both upright touring riders as well as aggressive sport riders in the tucked riding position.

2. ANTIMICROBIAL LINER: Stays fresher, longer between cleanings, so you can ride more and wash less.

3. FCS® CHEEK PADS: The contoured shape – combined with multiple layers of varying foam densities supported by a 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

4. FIXED COMPONENTS: Chin spoiler and neck roll are permanently affixed to the helmet.



BLACK



BLACK
FROST





PACE
RED



PACE
YELLOW



SHOCK
RED FROST



FLAG
UK



EDWARDS
LEGEND WHITE



PACE
RED/YELLOW



SHOCK
BLUE FROST



FLAG
ITALY



EDWARDS
LEGEND YELLOW



GUARD
RED



GUARD
GREEN



GUARD
WHITE FROST



FOR MORE DETAILS VISIT
OUR WEBSITE AT ARAIAMERICAS.COM



1. COMPLETELY REDESIGNED SHELL AND SHIELD SYSTEM:

The RAM-X features the newly developed VAS-Z shield system, with a lower pivot point that allows the shell to be smoother in the temple area improving the helmet's ability to slide more smoothly should it contact the ground or obstacles, contributing to gains in protection. This lower pivot position is possible due to the dual-pivot assembly, creating a "Variable Axis System" for which the system was named, allowing the shield to function where a single pivot could not.

2. VENTILATION: Utilizing the same diffusers as Arai's flagship Corsair-X model, with a revised stationary aero stabilizer wing to improve helmet stability and further reduce rider fatigue.

3. LIGHTER: Weight reduction was achieved by decades of continual strengthening of the shell and a newly developed Z-compound resin combining multiple resins into one.

4. PRO SHADE SYSTEM: Up, down or in the middle the new shield system adapts to many light conditions without sacrificing helmet impact absorption performance. The Pro Shade's unique design lets air pass through even at high speed.

5. GLASSES COMPATIBLE: Removable foam in the top of the earcup allows the arms of glasses to easily slide into the helmet. The earcups are easy to remove from the helmet and have removable covers for easy washing and access to this removable part.



HONDA COLLECTION

XC-W INTERMEDIATE OVAL

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-W's interior.

2. SIDE COWL EXHAUSTS: Completing the XC-W's advanced ventilation package, these exhaust vents further help in quick removal of stale interior air.

3. COMMUNICATION: The ear pockets of the XC-W have molded pockets to better accept speakers for a more comfortable fit.

4. UNIQUE CHEEK PAD DESIGN: Adding to its distinctive look, the XC-W'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 behind the rider's neck to further enhance ventilation by extracting more interior heat and stale air.

6. 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.



GOLD WING
RED/BLACK



GOLD WING
GREY/BLACK
SEMI-FROST



GOLD WING
BLUE/BLACK



GOLD WING
GREY/BLACK
SEMI-FROST

SIGNET-X



GOLD WING
RED/BLACK

SIGNET-X



HRC

CORSAIR-X



AFRICA
TWIN

XD-4



CB
RED

CORSAIR-X



CB
BLACK

CORSAIR-X



CB
GREY FROST

CORSAIR-X



FOR MORE DETAILS VISIT
OUR WEBSITE AT ARAIAMERICAS.COM



WHITE



BLACK



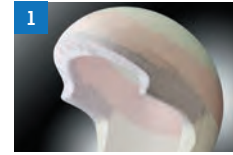
BLACK
FROST

1. ONE-PIECE, MULTI-DENSITY EPS LINER: Optimized from decades of research and development for maximum protection throughout the entire liner.

2. FOCUS ON PROTECTION: With a focus on protection, even our retro ¾ gets our peripherally-belted (PB-cLc) shell, providing tremendous strength in an incredibly small and lightweight package.

3. VENTILATION: This smooth, retro helmet is actually fully ventilated: air enters via three intakes, flows over the head and exits through a multi-staged channel that leads to all-new Venturi exhaust ports.

4. BUTTON CLOSURE GOGGLE STRAP HOLDER: Completing the 'old school' look is the faux stitched leather goggle strap holder, that helps keep your goggle straps from sliding up the helmet when riding.



GUN
METALLIC FROST



COPPER
FROST



MODERN
GREY



GROOVY
WHITE



GROOVY
BROWN FROST



GROOVY
TAN FROST





WHITE



BLACK



ALUMINUM
SILVER



BLACK
FROST



FLUORESCENT
YELLOW

1. EXHAUST PORTS & SHELL SHAPE: These top-diffuser-vent ports nearly double the XD-4'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.

2. 5MM PEEL-AWAY SIDE-TEMPLE PAD: Arai's exclusive peel-away side/temple crown pads give you the option of 10mm more of interior width if needed. Yet another level of fit customization no other helmet brand offers.

3. BROW VENT FACESHIELD: Brow vents in the XD-4 faceshield provide airflow to the temple area of the head.

4. FULLY REMOVABLE/REPLACEABLE/WASHABLE INTERIOR: Arai's Dry-Cool® technology keeps you drier and cooler (hence the name) for greater long-haul comfort.



WARNING: Although the XD-4-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 XD-4 shield is tinted, light entering through the vent slots may distract the wearer.

CONFIGURATION A



CONFIGURATION B



CONFIGURATION C



GO CONFIGURE: The XD-4 offers three distinct configurations depending on rider preference or riding conditions. Change the look every time you ride — or even during the same ride.



FOR MORE DETAILS VISIT
OUR WEBSITE AT ARAIAMERICAS.COM

WARNING: The visor/peak supplied with the XD-4 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.



VISION
RED FROST



CATCH
RED



CATCH
YELLOW



AFRICA
TWIN



DEPART
WHITE/BLUE



DEPART
BLACK/SILVER
FROST



VISION
BLACK FROST



VISION
WHITE FROST



VISION
ORANGE FROST



FOR MORE DETAILS VISIT
OUR WEBSITE AT ARAIAMERICAS.COM



WHITE

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 PB-cLc (Peripherally Belted Complex Laminated 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. 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.

6. EMERGENCY RELEASE SYSTEM: The revised Emergency Release Cheek Pad system has the release tab repositioned and is easier to access by rescue staff.



BLACK
FROST



VX-PRO⁴

INTERMEDIATE
OVAL



BARCIA - 2



NAVY BLUE
FROST



BOGLE
RED FROST



BOGLE
YELLOW FROST



DAY
RED



SPRINT



BOGLE
BLUE FROST



BOGLE
ORANGE FROST



DAY
BLUE



COMBAT



PURE



MACHINE



SLASH
RED



SLASH
BLUE



SLASH
BLACK FROST



FOR MORE DETAILS VISIT
OUR WEBSITE AT ARAIAMERICAS.COM

Features & Benefits

● STANDARD | ○ OPTIONAL

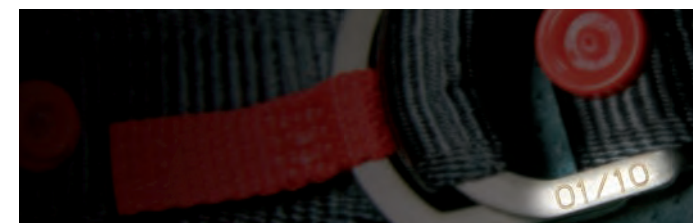
	CORSAIR-X	QUANTUM-X	SIGNET-X	DEFIANT-X	DT-X	XD-4	VX-PRO4	RAM-X	CLASSIC-V	XC-W
PB-SNC² Shell: the Peripherally Belted Structural Net Composite Square shell is created from Super Fiber and special synteheic fibers assembled by Arai experts, and provides superb tensile strength and flexibility and also features Arai's newly developed resins resulting in even more strength with less weight.	●									
PB-ScLc² Shell: the new Peripherally Belted Super Complex Laminate Construction Square shell combines multiple materials and techniques created internally by Arai over more than 6 decades of experience that deliver both performance and affordability.		●	●	●				●		
PB-cLc² Shell: the new Peripherally Belted Complex Laminate Construction Square shell builds on Arai's cLc ² Shell by adding the Peripheral Belt which reinforces the forehead area adding vital protection and the newly developed resin for even more weight reduction.					●					
PB-cLc Shell: the Peripherally Belted Complex Laminate Construction reinforces Arai's cLc shell for more strength and weight reduction adding more to Arai's accumulation of incremental improvements over decades of experience to pursue gains in protection.						●	●			
cLc² Shell: the Complex Laminate Construction Square shell is the accumulation of years of Arai's experience in expert shell making, handmade with over 25 individual pieces bound by Arai's new proprietary resin.									●	
cLc Shell: the 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.										●
VAS Shield Mechanism: the Variable Axis System (VAS) incorporates a moving pivot point allowing for a lower shield mount position. A dual-function lever releases the cover plate and shield pin for quick shield removal.	●	●	●	●	●			●		
VAS Shield Demist Latch: this innovative latch captures and securely holds the shield closed to help resist unexpected opening. The demist function allows the shield to be opened just a bit while still fastened and is larger to allow for intuitive and seamless shield operation.	●	●	●	●	●					
VAS Max Vision BV Shield: this shield features brow vents and a cavity to receive the Pinlock lens insert and provides better visibility for all types of riding.	●	●	●	●	●					
Pinlock Lens Insert: this clear fog mitigating lens insert is made of a special material by Pinlock to absorb moisture and enhance visibility in all conditions.	●	●	●	●	○	○		●		
Pro Shade System: this shield system offers a convenient external shade to block ambient light, while functioning as an aerodynamic peak in the raised position.	○	○	○	○	○			●		
ES Chin Curtain: this curtain accentuates the egg-shaped form of the shell and blocks turbulent air from entering the underside; works with pull-down spoiler.	●	●	●	○	○					
Pull Down Spoiler: helps to minimize wind noise and turbulence, this movable piece under the chin also aids with the extraction of hot air from the rider's face.	●	●	●			●				
FCS[®] Cheek Pad Design: Arai's patented Facial Contour System adds just the right amount of support; the 5mm peel-off layer offers unparalleled custom fitting.	●	●	●	●	●	●	●			●
FCS[®] Ear Cup Design: similar to Arai's FCS cheek pad but made for Arai's open face Classic-V and Ram-X models, this also features the 5mm peel-off layer.								●	●	
Emergency Release Cheek Pads: these allow for easier access to an injured rider by sliding out via integrated pull tabs built into the cheek pad underside.	●	●	●			●	●			
Removable Neck Roll Pad: this removable pad allows easier cleaning and replacability along the rider's neck for sound insulation and comfort.	●	●	●	●			●			
Anti Microbial Interior Lining: exclusive liner with anti microbial material stays fresher between cleanings. Available in blue except for the Classic-V in black.	●	●	●	●	●			●	●	
Dry Cool Interior Lining: for all day comfort this moisture wicking material keeps you cool and minimizes the buildup of sweat.						●	●			
Brushed Nylon Interior Lining: very comfortable soft material provides all day comfort for those long rides.										●
Outward-Flaring Hyper Ridge: flares out to provide a larger opening for easier ingress and egress; the reinforcement band circles the bottom of the shell adding strength and lowering the helmet's center of gravity.	●	●	●	●	●			●		
Hyper Ridge: the reinforcement band circles the bottom of the shell adding strength and lowering the helmet's center of gravity.						●	●		●	●
Brow Vents: gives you more cooling air in the temple and forehead area without holes in the critical forehead section of the shell or impact absorbing liner.	●	●	●	●	●	●		●		●
Cowl Exhaust Vent: exhausts heat more efficiently; these vents are sculpted into the rear shell shape for optimal aerodynamic characteristics.	●	●	●			●	●	●		●
Diffuser Type 12: these newly developed air diffusing top vent covers are 20mm longer than the previous design to imrove stability and airflow.	●							●		
QVF Series Top Vents: the three position front intake duct provides optimal cooling and aerodynamics.		●	●	●						
QVR Series Top Vents: this rear exhaust duct features a three position sliding lever and stabilizing aerodynamics for a smoother ride.		●	●	●						
Chin Vent Shutter: this closable gate in front of the center vent allows the rider to block out extreme weather conditions. Can be opened in warmer weather.	●	●	●		●	●	●			
Removable Peak: this adjustable sun-blocking piece shields your eyes from glare.						●	●			●

WARRANTY/WARNINGS

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. Most recently, the date-of-manufacture can be found etched on the metal D-ring on the chin strap.



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

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.

WARNING: IF IT SOUNDS TOO GOOD TO BE TRUE, IT PROBABLY IS!



Common sense suggests that you can't buy a brand new, real Arai, for \$200 or less. So, if you see an advertisement that appears to defy logic, walk away and hold onto your money.

We don't have eyes on the entire internet, but we've heard stories and even found a few examples of unscrupulous websites offering "Arai Helmets" at ridiculously low prices. Most of these sites use real Arai images, without license or permission, to lure you in. Some then switch to an image of the real helmet you're buying hoping that you won't notice. Check out the above photos of a real Arai next to a fake sold online.

Additionally, we have heard of other sites that look legitimate and show dozens of real Arai images, offering crazy low prices – but for that price you have to wait for a special bulk purchase direct from Arai. They take your money and tell you to wait. Eventually, after months, you get tired of waiting and press for information at which time you are told that Arai wouldn't make the deal. It is then up to you to get your pre-payment back.

Arai produces to order, through established wholesale distributors only, who then sell through established retail dealers from stock.

Therefore, we encourage everyone to be alert and use common sense when purchasing an Arai.

WARNING: 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.

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.

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



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



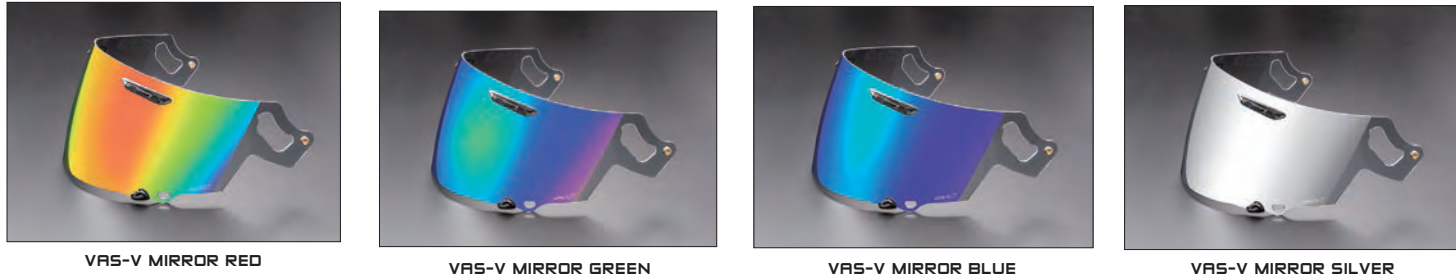
FOR MORE DETAILS VISIT OUR WEBSITE AT ARAIAMERICAS.COM

SHIELD SYSTEMS



VAS-V MAX VISION BROW VENT MIRRORED SHIELDS

For VAS faceshields on the Corsair-X, Signet-X, Quantum-X, Defiant-X and DT-X.



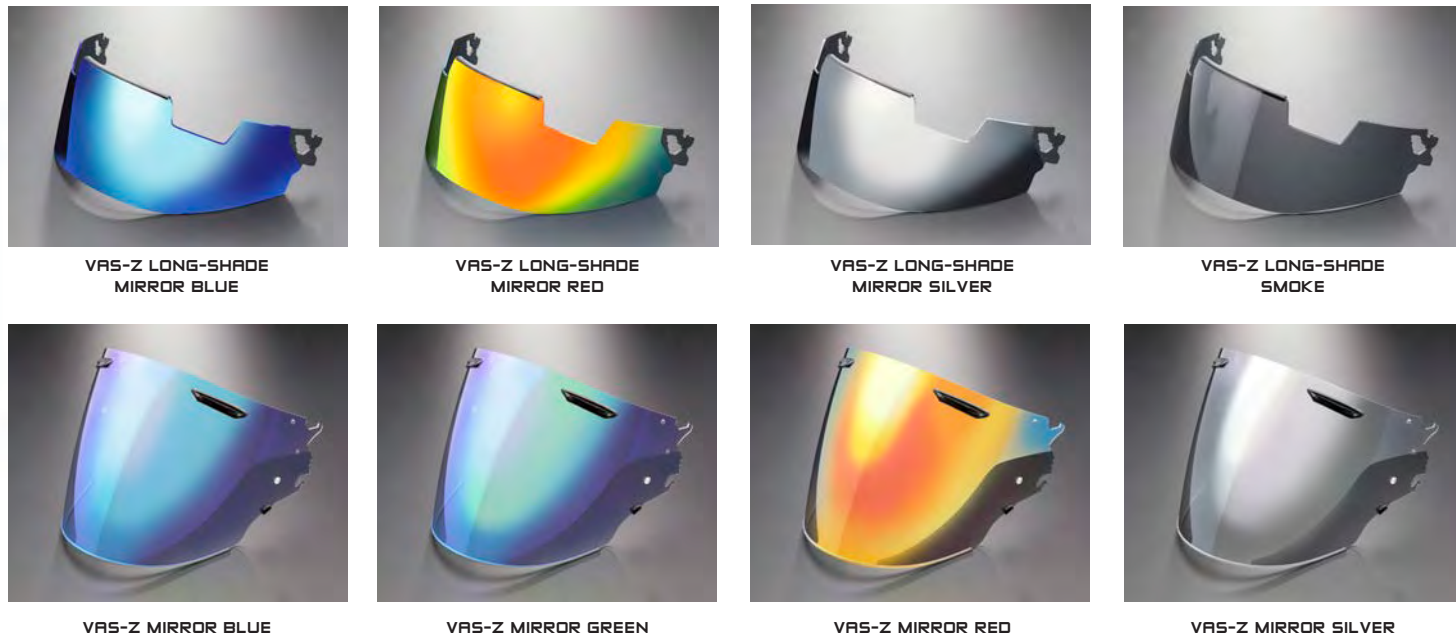
VAS-V MIRROR RED

VAS-V MIRROR GREEN

VAS-V MIRROR BLUE

VAS-V MIRROR SILVER

RAM-X SHIELDS SYSTEM | VAS-Z



VAS-Z LONG-SHADE MIRROR BLUE

VAS-Z LONG-SHADE MIRROR RED

VAS-Z LONG-SHADE MIRROR SILVER

VAS-Z LONG-SHADE SMOKE

VAS-Z MIRROR BLUE

VAS-Z MIRROR GREEN

VAS-Z MIRROR RED

VAS-Z MIRROR SILVER

XD-4 ANTI-FOG SHIELD

XD-4 brow vent shield with anti-fog laminated film available in clear, light smoke, and dark smoke.



ANTI-FOG CLEAR

ANTI-FOG LIGHT SMOKE

ANTI-FOG DARK SMOKE



FOR MORE DETAILS VISIT OUR WEBSITE AT ARAIAMERICAS.COM

SHIELD SYSTEMS

VAS-V MAX VISION BROW VENT SHIELD

For VAS faceshields on the Corsair-X, Signet-X, Quantum-X, Defiant-X and DT-X. Three shield options available (clear insert sheet only).



CLEAR NORMAL

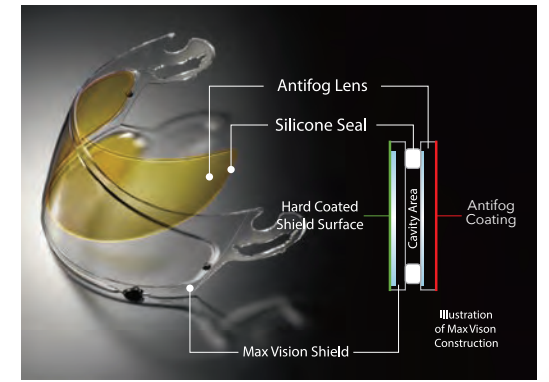
LIGHT SMOKE (SUNNY WEATHER)

SMOKE (INTENSE SUNSHINE)

CLEAR INSERT SHEET



NOTE: A faceshield with pin, or a Max Vision Shield, is necessary for the installation of the pinlock insert.



PRO SHADE SYSTEM | VAS-V



QUANTUM-X MODEL, SHOWN WITH OPTIONAL PRO SHADE SYSTEM



EXTERNAL LENS OPTIONS



PRO SHADE SYSTEM

The Pro Shade System can be purchased either as a complete system, with the standard (80mm tall) dark smoke external lens installed, or just the Pro Shade ready base shield with pivot mechanism to allow you to purchase your external lens of choice (sold separately).

ENHANCE YOUR RIDE.

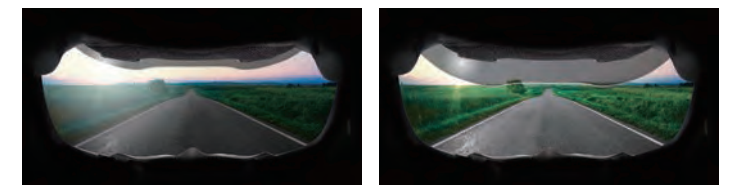
The Arai Pro Shade System shields are available for either the VAS or SAI shield system and will replace the faceshield of any current Arai full-face helmet.

ARAI PRO SHADE SYSTEM FOR VAS EQUIPPED ARAI HELMETS

The Arai Pro Shade System for VAS-equipped Arai helmets (Corsair-X, Signet-X, Quantum-X, Defiant-X, and DT-X) 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.

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, which is 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.



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.



EXPERIENCE MAKES THE DIFFERENCE

V
E
S



Specifications subject to change at any time without notice. Helmet colors are as accurate as possible subject to the limitations of the printing process. Images: Drew Ruiz, ColorBlind, Cudby, Bonnier Motorcycle Group.
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