EXPERIENCE MAKES THE DIFFERENCE

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THE ARAI DIFFERENCE

Hirotake Arai
Founder, Arai Helmet, LTD

To My Fellow Riders,

My father was an inventor of various headgear, as well as a lifelong motorcycle enthusiast since the days before motorcycle helmets. There was no such thing as safety standards either.

But his nature drove him to design and create a helmet for the protection of his own head. This creation of his was the first motorcycle helmet in Japan, which served to plant the first seed of the helmet industry in Japan.

I too am a lifelong rider and in the mid 70's I inherited ownership of Arai Helmet from my father. Over the decades, I have learned that accidents are inevitable. For a rider like me, this is a harsh reality.

To stand against such a reality, I led Arai towards further gains in protection, not just accepting limitations and simply meeting official safety standards as my goal. What I learned early on was that there is no magic wand, no one solution that could deal with the unpredictable severities of the real world.

But, I also noted there is always some room for improvement when all aspects of helmet protection are reviewed. In fact, working on each aspect one by one has been what I have done with Arai ever since I took over ownership of it.

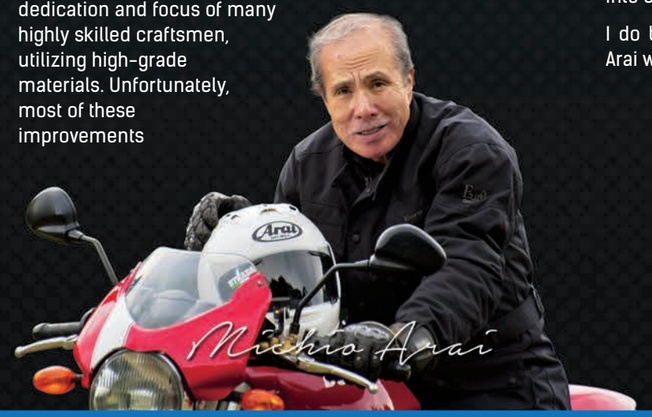
Each singular improvement may not do very much by itself. But, when many improvements are accumulated, the synergy between them has surprised us with supreme performances. Thus, I have come to believe this is the way for Arai to go after gains in protection.

However, to realize such improvements demands the dedication and focus of many highly skilled craftsmen, utilizing high-grade materials. Unfortunately, most of these improvements are not visible from the outside, which is not the best way for quick returns in business.

But even so, I continue going after such improvements, as I believed that it was and still is the best way for Arai. On top of that, I never allow any fashionable features or shapes that would negatively influence the protective capacity of a helmet.

Today, we at Arai come to hear many riders around the world say, "There is a difference in the protection of Arai" .The unique path Arai took must have done something right for riders around the world. Those who make helmets at Arai are also proud of this path they have walked, and the helmets they make reflect the pride and dedication they put into each one.

I do believe the protection born from this background of Arai will serve to protect all riders.



Michio Arai
Owner and CEO of ARAI HELMET, LTD.

Arai HELMET

EXPERIENCE MAKES THE DIFFERENCE

SHAPE MATTERS

QUANTUM®-X

ROUND OVAL

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

CORSAIR®-X

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.

DT-X®

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.

SIGNET®-X

LONG OVAL

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

ONLY FROM ARAI

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!

Just like fingerprints, no two heads are the same; so how could you expect one helmet to fit every head? If good enough is all you're after, then one shape is good enough! But if you understand the value 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 cares enough to go to so much trouble to give every rider the opportunity to get the best fitting helmet possible.

THE ARAI FIT

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.

The first step is understanding how a helmet is supposed to fit. As an ENERGY MANAGEMENT SYSTEM, a helmet's number one job is to manage the energy of an impact it can't predict. (Pretty paint and graphics are just there to make it look good.)

"Facing" A Potential Problem: Some riders get concerned about getting the helmet to fit over their faces. We find many such riders wearing helmets up to two sizes too big. That's because when you can't get the helmet past your cheeks or jaw, you think it's too small, 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.

Start: Get your head measured to get an idea of where to start. The image here shows the proper placement of a measuring tape to get the most accurate measurement.

HELMET FIT: HOW HARD CAN IT BE?

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

The problem is that helmet manufacturers are making helmets to fit a world of people – literally. A world of shapes, angles, widths, bulges, recesses, etc.

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

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

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

DETERMINING YOUR ARAI INTERIOR-SHAPE FIT.

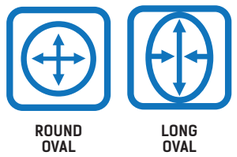
Most North American heads tend to be more oval than round (somewhat longer front-to-back, and narrower side to side). Our different Arai models vary slightly based on that general oval shape to accommodate a much wider fit range.

CASE IN POINT: THE ARAI CORSAIR-X AND SIGNET-X MODELS:

A longstanding successful Arai shape has been the Intermediate Oval (I/O), currently found in our Corsair-X and DT-X model.

Then, because we constantly measure heads to learn where we can improve, we recently measured the head shapes of nearly 750 consumers across the U.S., providing us with the firsthand information that led to the development of our latest Long Oval (L/O) helmet, the Signet-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.

A helmet needs to be tried on in order to determine a proper fit. With a 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

PERFECT FIT

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

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

Currently our three main fit packages – Quantum-X (R/O), Corsair-X (I/O), DT-X (I/O) and Signet-X (L/O) – provide suitably different and unique solutions for the extremes of head shapes, while offering new micro-fitting options to help a few more of the extremes and in-betweens find a better fit.

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

INTERIOR LINERS AND CHEEK PADS.

Optional interior liners and cheek pads of different thicknesses allow you to custom fit your Arai helmet. To order a liner of a different thickness, start with the Lining Code that matches your helmet size, then specify the desired thickness. For example, an optional 5mm liner for a large helmet would be specified as a "III-5mm" liner.

INTERIOR LINING THICKNESSES

● STANDARD | ○ OPTIONAL

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

CORSAIR-X RC

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

CORSAIR-X

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

SIGNET-X/DT-X QUANTUM-X

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

DEFIANT PRO-CRUISE

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

VECTOR-2

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

CT-Z/XC/XCW

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

XD4

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

VX-PRO4

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

*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 PADS

CORSAIR-X RC

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

CORSAIR-X

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

SIGNET-X QUANTUM-X / DT-X

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

DEFIANT/ DEFIANT PRO-CRUISE

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

VECTOR-2

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

CT-Z/XC

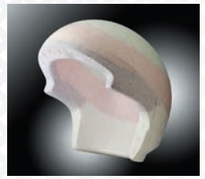
	Thicker (mm)	Standard (mm)	Thinner (mm)
XXS	-	-	-
XS	30	25	20
S	30	25	20
M	35	30	25
L	30	25	20
XL	30	25	20
XXL	30	25	20
XXXL	25	20	15

XD4

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

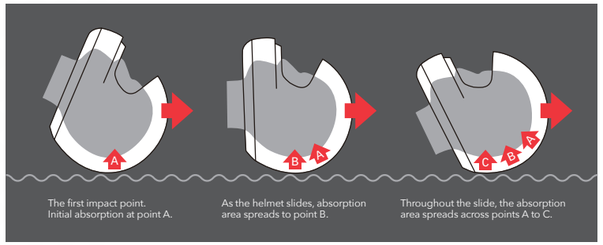
VX-PRO

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



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

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



KINETIC ENERGY.

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

ADVANCED GLANCING OFF CAPABILITY.

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

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

The world's first shield system to get so close to the ideal shell form.

KEEP SMOOTHER AND ROUNDER WITHIN THE TEST AREA.

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

However, even at Arai there are limitations to how round and smooth a helmet can be due to the restrictions of a single-pivot- shield mechanism. The geometry of 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. Through decades of experience, Arai has developed a helmet comprised of numerous details that work together to improve the protective capacity of the helmet.

GLANCING OFF | VAS VARIABLE AXIS SYSTEM

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

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

DIFFERENCES BETWEEN A LABORATORY TEST AND REAL STREET SCENARIOS.

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

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

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

When you depend on sliding to scrub off energy, a stronger, smoother shell is critical and will glance off obstacles more easily with less rotational force.

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

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

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

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

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

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

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

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

CORSAIR®-X

INTERMEDIATE OVAL

White

1. VAS SHIELD MECHANISM: The Corsair®-X has the Variable Axis System (VAS) incorporating a moving pivot point. By combining the pin trajectory, which is based on an imaginary axis, with the two trajectories of the double pivot point slot, the shield opens and closes smoothly, even with the much lower shield mount position. A dual-function lever releases both the side cover/pod and shield pin for quick and simple shield removal. Compared with the shell of the Corsair-V, the smooth area around the temple is increased by an average of 24mm on the Corsair®-X, increasing its ability to glance off objects more easily.

2. INTERNAL AIR CHANNEL: Enhanced air exhaust from the eyeport area, connected via a dedicated air channel to the side cowl vent. Applicable only for Corsair®-X.

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

4. IC DUCT5: The 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.

5. DIFFUSER TYPE 12: The Type-12 diffusers are 20mm longer than the previous design with three-position air intake closures and a streamlined shape–all to improve stability and reduce noise.

6. 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.

Aluminum Silver

Black Frost

Black

CORSAIR®-X

INTERMEDIATE OVAL


Vinales-2


Doohan TT


Nicky-7


Planet Blue


Planet Black Frost


Planet Red


Ghost Red


Ghost Green Frost


Ghost Blue

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


Nakano


Scope White


Scope Black Frost


HRC


CB Black


CB Grey Frost


CB Red

QUANTUM®-X

ROUND OVAL

White

1. VAS SHIELD MECHANISM: The Quantum-X has the Variable Axis System (VAS) incorporating a moving pivot point. By combining the pin trajectory, which is based on an imaginary axis, with the two trajectories of the double pivot point slot, the shield opens and closes smoothly, even with the much lower shield mount position. A dual-function lever releases both the side cover/pod and shield pin for quick and simple shield removal.

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

3. 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.

4. FCS® CHEEK PADS: The contoured shape – combined with multiple layers of varying foam densities supported by a patented foam "spring" – cradles the face like nothing that has ever come before, even from Arai. The spring makes on-off easier, while helping to block even more wind noise.

5. 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.

6. PRO SHADE SYSTEM COMPATIBLE: The Quantum-X accepts the optional Pro Shade System.

Pearl Black

Diamond White

Diamond Black

Black Frost

Aluminum Silver

Fluorescent Yellow

QUANTUM®-X

ROUND
OVAL

Sting
Red Frost

Sting
Blue

Sting
Black Frost

Competition
Red

Style
Black

Takeoff
Red

Shade
White Frost

Competition
Black Frost

Style
Pink

Takeoff
Fluorescent
Yellow Frost

Shade
Sand Frost

Competition
Blue

Oriental
Black Frost

SIGNET®-X

LONG OVAL

White

1. VAS SHIELD MECHANISM: The Signet-X has the Variable Axis System (VAS) incorporating a moving pivot point. By combining the pin trajectory, which is based on an imaginary axis, with the two trajectories of the double pivot point slot, the shield opens and closes smoothly, even with the much lower shield mount position. A dual-function lever releases both the side cover/pod and shield pin for quick and simple shield removal.

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

3. QVF AND QVR INTAKE/EXHAUST DUCTS: The Signet-X features QVF dual function, three-position intake ducts and QVR three-position exhaust ducts for better flow through performance.

4. FCS® CHEEK PADS: The contoured shape – combined with multiple layers of varying foam densities supported by a patented foam "spring" – cradles the face like nothing that has ever come before, even from Arai. The spring makes on-off easier, while helping to block even more wind noise.

5. LONG OVAL FIT PACKAGE: The Signet-X's longer shell and interior shape are specifically designed for riders whose helmets can cause painful forehead "hotspots" due to interior shapes that aren't made to fit their longish heads.

6. PRO SHADE SYSTEM COMPATIBLE: The Signet-X accepts the optional Pro Shade System.

Pearl Black

Diamond White

Diamond Black

Black Frost

Aluminum Silver

Fluorescent Yellow

SIGNET®-X

LONG OVAL

Focus
Yellow Frost

Focus
Pink Frost

Focus
White Frost

Gamma
Red

Gamma
White Frost

Gold Wing
Red

Striker
Black Frost

El Craneo
Blue Frost

Sense
Red Frost*

Gamma
Yellow

Gamma
Blue

Gold Wing
Silver

Striker
White

El Craneo

Sense
Fluorescent Yellow
Frost*

Finish
Red

Finish
White

Finish
Sand Frost

*Shown on different model

DEFIANT® PRO-CRUISE

INTERMEDIATE OVAL

White

Black Frost

Diamond White

Diamond Black

Aluminum Silver

Fluorescent Yellow

1. PRO SHADE SYSTEM: The Defiant Pro-Cruise comes pre-equipped with Arai's Pro Shade System, providing shade and reducing glare in addition to acting as a peak. A clear Pinlock insert for the Max Vision Brow Vent Pro Shade comes standard in the box and only requires a minute to install.*

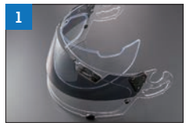
2. COMMUNICATION: The ear pockets of the new Defiant Pro-Cruise have molded pockets to better accept speakers for a more comfortable fit.

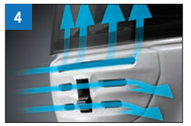
3. IR FRONT-SPOILER EDGE TRIM: Creates a stabilizing downforce, reducing buffeting, lifting, and wind noise that can be generated by the turbulence trapped between your shoulders and the bottom of the helmet.

4. IR CHIN VENT: Offers much more than an aggressive new look. Its two-position operation provides multiple functions with tangible rider benefits.

5. FCS® CHEEK PADS: The contoured shape – combined with multiple layers of varying foam densities supported by a patented foam "spring" – cradles the face like nothing that has ever come before, even from Arai. The spring makes on-off easier, while helping to block even more wind noise.

6. 5MM PEEL-AWAY CHEEK & SIDE-TEMPLE PADS: Arai's exclusive 5mm peel-away surface pads on both sides of the headliner and in the FCS® Cheek Pads give you the option of 5mm more interior width if needed (minimizing the need to purchase optional thickness pads). Yet another level of fit customization no other helmet brand offers.





Trophy
Orange Frost

Trophy
Green Frost

Trophy
Blue Frost

Trophy
Red Frost

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

DT-X®

NEW

INTERMEDIATE OVAL

White

1. VAS SHIELD MECHANISM: The DT-X has the Variable Axis System (VAS) incorporating a moving pivot point. By combining the pin trajectory, which is based on an imaginary axis, with the two trajectories of the double pivot point slot, the shield opens and closes smoothly, even with the much lower shield mount position. A dual-function lever releases both the side cover/pod and shield pin for quick and simple shield removal.

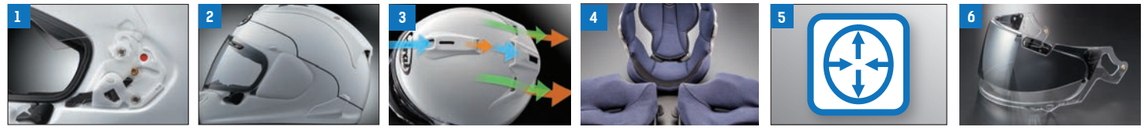
2. IMPROVED GLANCE OFF ABILITY: The smooth area around the temple is now larger, increasing its ability to glance off objects more easily.

3. 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.

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

5. FCS® CHEEK PADS: The contoured shape – combined with multiple layers of varying foam densities supported by a patented foam "spring" – cradles the face like nothing that has ever come before, even from Arai. The spring makes on-off easier, while helping to block even more wind noise.

6. PRO SHADE SYSTEM COMPATIBLE: The DT-X accepts the optional Pro Shade System.



Black

Black Frost

DT-X®

NEW

INTERMEDIATE OVAL

Guard Red

Guard Green

Guard White Frost

Torrent Black Frost

Flag UK

Edwards Legend White

Torrent White

Flag Italy

Edwards Legend Yellow

VECTOR® 2

INTERMEDIATE OVAL

White

Diamond White

Aluminum Silver

Black Frost

Pearl Black

Fluorescent Yellow

VECTOR® 2

INTERMEDIATE OVAL

1. 5MM PEEL-AWAY SIDE/TEMPLE PAD LAYER: The Vector-2 has a 5mm peel-away layer added to the removable interior comfort liner's side/temple pad, giving you another level of customization.

2. HYPER-RIDGE BAND: This sculpted lower reinforcement band provides stability and a lower center of gravity for a very lightweight feeling. Specifically sized exhaust ports increase airflow while minimizing noise levels. And the larger bottom opening makes for easier on-off.

3. UNIQUE PATENTED CHIN VENT DESIGN: The Vector-2's two-position detent adjustment allows incoming air to be directed to either the facial area for cooling or onto the shield to help clearing if needed.

4. 5MM PEEL-AWAY CHEEK PAD LAYER: Giving you even more ability to craft the perfect fit and comfort for your face, the cheek pads now feature a 5mm peel-away layer for added room if needed.

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

6. TUNED REAR VENT/WING: ACR-2 rear exhaust vent-wing combo: wind-tunnel tuned air inlets markedly improve ventilation performance and helmet stability at speed.


El Camino
Silver


El Camino
Red


El Camino
Blue


Blaze
Black/White
Frost


Blaze
White/Black


Blaze
White/Blue


Blaze
Black/Orange
Frost

CT-Z®

INTERMEDIATE OVAL

1. FCS® CHEEK PAD DESIGN: Arai's patented FCS® Cheek Pad design gives more support over a larger area. It actually wraps under the jaw for extraordinary comfort and stability with minimal pressure.

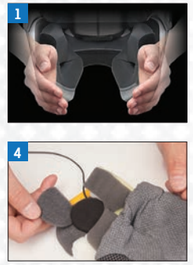
2. VENTED NECK ROLL: Arai's vented neck roll uses the prevailing airflow under the rider's neck to further enhance ventilation by extracting more interior heat and stale air.

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

4. COMMUNICATION: The ear pockets of the CT-Z have molded pockets to better accept speakers for a more comfortable fit.

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

6. FULLY REMOVABLE DRY-COOL® LINER: Arai's Dry-Cool® Liner has removable 5mm peel-away surface pads on both sides of the headliner and in the FCS® Cheek Pads to allow you to achieve a close, custom micro-fit for your head and facial shape.




Diamond
White


Aluminum
Silver


Black
Frost


Diamond
Black

XC®

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's interior.

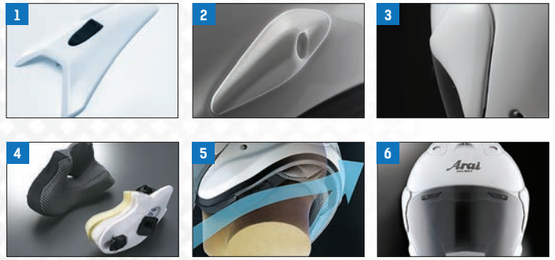
2. SIDE COWL EXHAUSTS: Completing the XC's advanced ventilation package, these exhaust vents further help in quick removal of stale interior air.

3. LOW-PROFILE SHIELD ARMS: The low-profile shield arms on the XC give the helmets a sleeker, more aerodynamic shape that integrates better with the XC's shell design for less air resistance.

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

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

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



Diamond White

Aluminum Silver

Black Frost

Diamond Black

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's interior.

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

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

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

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

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

7. 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 Silver

Gold Wing Red

XD®-4

INTERMEDIATE OVAL

White

Aluminum Silver

1. FCS® CHEEK PADS: Arai's patented FCS® Cheek Pad design delivers comfort and support, and it features our exclusive 5mm peel-away custom-fit layer.

2. 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.

3. 5MM PEEL-AWAY SIDE-TEMPLE PAD: Arai's exclusive peel-away side/temple crown pads give you the option of 5mm more of interior width if needed. Yet another level of fit customization no other helmet brand offers.

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

5. 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.

Black

Black Frost

Fluorescent Yellow

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.

XD®-4

INTERMEDIATE OVAL

Catch
Red

Catch
Yellow

Distance
Blue

Distance
Red

Distance
Yellow

Distance
Orange

Africa
Twin

Vision
White Frost

Vision
Red Frost

Vision
Black Frost

Vision
Orange Frost

VX-PRO®4

INTERMEDIATE OVAL

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 cLc (complex Laminate construction) method demands precise and time-consuming assembly by master craftsmen from many individual pieces.

3. CHIN BAR VENT GRILL:
Installed on the uniquely rounded chin bar, the stainless mesh grill is now mounted from the outside on the exterior vent cap and can be easily removed for cleaning or damage replacement. The vent cap is also designed to break away from the chin bar in the event of impact.

4. REAR DUCT:
The Air-Through top-rear-duct center brace also functions as a goggle-strap locator. The diffusers can be removed or replaced quickly and easily by removing a single screw on the rear-duct center brace.

5. 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-PRO®4

INTERMEDIATE OVAL

Bogle
Red Frost

Bogle
Yellow Frost

Day Red

Bogle
Blue Frost

Bogle
Orange Frost

Day Blue

Slash
Red

Slash
Blue

Slash
Black Frost

Navy Blue
Frost

Nicky-7

Spike Blue

Shooting Star
Red

Spike Yellow

Shooting Star
Blue

MODELS | AT A GLACE

Features & Benefits

● STANDARD | ○ OPTIONAL

	CORSAIR-X	QUANTUM-X	SIGNET-X	DT-X	DEFIANT PRO-CRUISE	VECTOR-2	CT-Z	XC	XD4	VX-PRO4
PB-SNC² (Peripheral Belting-Structural Net Composite²): Created from Super Fiber and special synthetic fibers, and assembled by Arai experts, the shell provides both superb tensile strength and flexibility characteristics. Like the metal bands used to hold a wooden barrel together, a variety of carefully placed materials, combined with newly-developed resins result in strong shells with less weight.	●		●							
PB-ScLC Construction: The new Peripherally Belted-Super Complex Laminate Construction shell design combines multiple materials and techniques created internally by Arai that deliver both performance and affordability.	●	●	●			●				
ScLc (Super Complex Laminate Construction): 30% stronger than standard fiberglass in extension and bending resistance. Commonly referred to as F.A.S.T. (Fiberglass Aerospace Shell Technology) construction due to its development heritage.					●		●	●	●	
cLc (Complex Laminate Construction): Contains a specially designed felt that is sandwiched between the two layers of Super Fiber Laminate. The felt acts as a reinforcement layer without adding significantly to the weight of the helmet.						●			●	●
Hyper-Ridge: The reinforcement band circles the bottom of the shell, adding strength and lowering the helmet's center of gravity.							●	●	●	●
Outwards-Flaring Hyper-Ridge: Flares out to provide a larger opening so that the helmet is easier to get on and off. The reinforcement band circles the bottom of the shell, adding strength and lowering the helmet's center of gravity.	●	●	●	●	●					
VAS Shield Mechanism: The Variable Axis System (VAS) incorporates a moving pivot point. By combining the pin trajectory, which is based on an imaginary axis, with the two trajectories of the double-pivot point slot, the shield opens and closes smoothly, even with the much lower shield mount position. A dual-function lever releases both the side cover/pod and shield pin for quick and simple shield removal.	●	●	●	●	●					
QVF: The new three position QVF front intake ducts for optimum cooling.		●	●							
QVR: The new QVR rear exhaust ducts with three position sliding lever.		●	●							
Extreme Peripheral View: Wide eye port for enhanced peripheral view.	●	●	●	●	●	●	●	●		
LRS Shield Removal: Allows for shield changing without tools or removal of the side pods.					●	●		●		
De-Mist Lock: Faceshield tab pushes forward to open the shield and help clear any fog that may appear.	●	●	●		●	●				
VAS Shield Latch: The VAS latch captures and securely holds the shield closed to help resist unexpected opening. In addition to the de-mist function, the larger latch allows for intuitive and seamless shield operation, even with heavy gloves.	●	●	●	●						
Pull-Down Air Spoilers: Helps minimize wind noise. Also aids with the extraction of hot air from the face area.	●	●	●		●				●	
Chin Curtain: The new chin curtain accentuates the egg-shaped form of the outer shell. In addition, it blocks the intrusion of turbulent air from the underside of the helmet and increases negative pressure to enhance the function of the chin vent by drawing more air from the mouth area. Works with pull-down spoiler, and, when removed, the pull-down spoiler remains functional.	●	●	●	○						
Cowl Vent Design: Exhausts heat more efficiently. The vents are sculpted into the rear shell shape and work in concert with the AirWing to greatly add lateral helmet stability at speed (Arai test riders reported this benefit is most noticeable when popping up into the airflow when braking).	●	●	●		●		●	●	●	●
Brow Vent Channeling Ventilation: Gives you more cooling air in the temple and/or forehead area without holes in the critical forehead area of the shell or impact-absorbing liner.	●	●	●	●	●	●	●	●	●	

Features & Benefits

● STANDARD | ○ OPTIONAL

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

WARRANTY

ARAI'S 5-YEAR WARRANTY.

All Arai helmets are warranted against defects in materials and workmanship and are serviceable only for the properly fitted first user for five years from date of first use, but no more than seven years from date of manufacture. It should be replaced within five years of first use. Throughout the years, Arai has recorded the manufacture date on helmets in a standard month/year format (00/00).

While the manufacture date has always been recorded on the chinstrap, as it is a permanent part of the helmet, the position on the chinstrap has changed over the years for various reasons. Therefore, the date-of-manufacture can be found in one of three positions on the chinstrap set:

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

If it sounds too good to be true, it probably is. 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 sights 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 these photos of the real Arai next to a fake someone purchased online.

However, there are other sights that look legitimate and shows dozens of real Arai images, offering crazy low prices – but for that price you have to wait for a special bulk purchase. They take your money and tell you to wait. Then when you finally get tired of waiting after months, and you press hard enough, they tell you Arai wouldn't make the deal and they will return your money. Some get their money back, but some had to challenge the charge with their credit card company to get the money returned. However, because it was so long after the original charge, it can be difficult.

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.

So, we encourage everyone to be alert and use common sense. No one is going to lose money selling Arai helmets for 25% of the real price. No matter what they say, Arai does not make special bulk sales to anyone for any reason. Arai produces to order, through wholesale importers who then sell to legitimate dealers. Anyone promoting or suggesting otherwise is running a scam.

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.

IMPORTANT WARNING: BUYING FROM OTHER COUNTRIES.

Each world market requires different helmet standards. Never purchase helmets from outside your market as they may not comply with legally required standards for your country, not to mention the fact that their interior fit may not have been designed for your market and as a result may be very uncomfortable.

Helmets purchased from outside a given market are not eligible for after-sales service or warranty claims. Arai and its authorized agents cannot endorse the continued use of a noncertified helmet.

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

SNELL

SHIELD SYSTEMS

VAS MAX VISION BROW VENT MIRRORED SHIELDS

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

Red

Green

Blue

Silver

VAS MAX VISION BROW VENT SHIELD

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

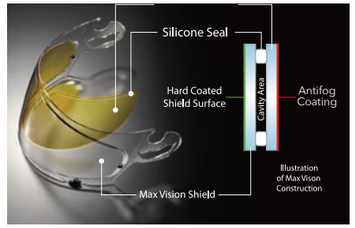
Clear Normal

Light Smoke (Sunny Weather)

Smoke (Intense Sunshine)

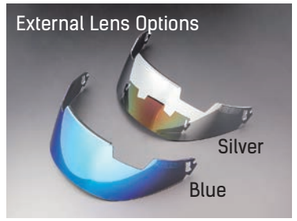
Clear Insert Sheet

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



PRO SHADE SYSTEM | VAS

Quantum-X model, shown with optional Pro Shade System



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 seperately).

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, 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.