



Made for riders, by riders



QUANTUM-ST PRO

European Collection

2015

ARAIHELMET.EU



Made for riders, by riders

WE DIDN'T DO IT FIRST.



QUANTUM-ST PRO

WE DID IT BETTER.

Introducing the Arai Pro Shade System. The first visor system good enough for Arai helmets.

At Arai, we won't be rushed in the pursuit of convenience at the expense of protection.

Because we won't compromise the integrity of our helmets. Or our riders.

Now we're proud to introduce the Arai Pro Shade System accessory. Replacing the stock shield on any Arai helmet that uses the SAI type shield, the Pro Shade System reduces excess ambient light in both the down and up positions.

Most important, in every way it performs like an Arai.



- Mounted on clear MAX Vision visor with Pinlock lens
- Protects against sun glare, fogging and misting
- Locks in position
- Enhances aerodynamics, improves stability



CHASER-V PRO



AXCES-II

REBEL

RX-7 GP

FITS ALL ARAI HELMETS
WITH SAI-TYPE SHIELD SYSTEM

TRY NOW!

Enhance any Arai helmet for any ride.

PROSHADE
SYSTEM



THE ARAI DIFFERENCE: OUR UNSURPASSED COMFORT

One of the most distinctive features of an Arai helmet is the comfort it offers. How comfort is experienced is however a very personal matter. Therefore it is very difficult to compare the comfort offered among different helmet brands. Yet, there are strong arguments that indicate that the comfort offered by an Arai helmet is in a class of its own.

The most convincing in this respect are the statements offered by racers. Racing drivers and riders must concentrate themselves for significant amounts of time under extreme conditions. High temperatures, fierce competition, tightly strapped to their seats and still able to focus completely

on racing as fast as possible. That is why for instance Formula 1 racing drivers need that ultimate comfort because nothing may distract their concentration. In fact, F1 drivers may well be the most demanding racers where comfort is an issue. They do not choose a specific helmet brand

for safety performance only. The fit and balance of the helmet is crucial for them as well. What is then the helmet of choice for most of the Formula 1 grid? They prefer Arai. And so should you, as every helmet wearing the Arai name is made by the very same team that builds yours.

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ARAI: A HISTORY

There was a time some 40 years ago when all helmets were similar in their ability to protect the wearer. In retrospective, we have to admit that our product was only average at that time. Mitch Arai, however, became dissatisfied with being just average and wanted Arai to be something more. In 1976, he not only made the decision to "make Arai better", but set his goal to "be the number one helmet in the world".

Number One" can have several interpretations, however; was it most helmets sold, most money made, most racing championships won? The decision was made, and there was a goal set, but there was no plan on how to achieve that goal or even a clear goal. Around that time he saw that the premier helmet in the world had been sold, the original creators gone, and the new offerings from the new company did not seem to improve or advance, yet they were still acknowledged as the best.

MAKING BETTER HELMETS

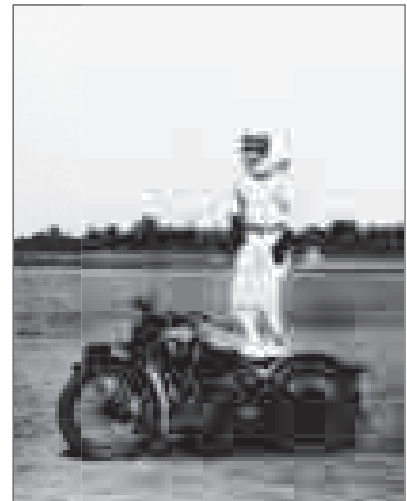
So Mitch Arai set his sights on making better helmets. Not helmets to be sold in high quantities, or helmets just to make the most profit, but helmets that offered more protection as he, like his father, was a rider and wanted to protect himself. Having experience already in building helmets, he knew that shell strength was important in order to resist penetration of sharp

objects and to maintain shape in an impact. He knew a strong, round shell would be better able to glance of an object, diverting energy and minimizing how much direct energy the helmet must deal with. This fact is something he recognized from the very beginning and is still true to this day.

Shell strength is directly related to the shell thickness and consistent shell thickness provided the best chance to maintain shape and withstand big glancing blows. He began by trying to devise methods that would produce more consistent shells, specifically consistent shell thickness, which was extremely difficult at that time, and still is to this day when using the bag molding method. However, bag molding increases the ratio of fiber to resin, producing a stronger shell.

PASSION

Mitch himself experimented for months, into the late hours every night, trying to



Long before helmets were available in Japan, Hirotake Arai showed his skills on a motorcycle.

devise a method to produce consistent shell thickness. More experienced men in the shell molding department dismissed his efforts as a waste of time, but he persisted. After many months, some of these men tired of seeing him struggle and came to appreciate what he was trying to achieve and offered to help him. This was the beginning of "being part of something more". These men joined an effort with a desire to contribute something more out of a passion for their work and a pride in what they produce.

After some progress, it was determined that it was impossible to achieve absolute consistency in shell thickness, so Mitch implemented the double quality control check of every single helmet shell in order to better identify inconsistencies so it they can be corrected. To this day, every single Arai shell is inspected by two individual and separate quality control check points.



Mitch Arai experimented for months, into the late hours every day, trying to devise a method to produce consistent shell thickness. Even today he is an enthusiast rider himself.

Once the shell was brought to a level that satisfied the “shell experts”, attention was directed toward the interior liner. Managing impact energy, slowing the high speed of an impact within the short distance of a helmet's liner, is an extremely difficult task. A strong shell displaced that energy over a wide area and it was the liner's job to manage it. Many materials were considered, but EPS proved to have the best performance across a wide range of temperatures, and to this day is still the best material available to deal with absorbing more impact energy in the smallest space possible, while at the same time adding minimal weight. Arai then furthered helmet performance by pioneering the concept of multi-density liners to better deal with different impact energies in different areas around the helmet, allowing the maximum amount of energy management with the minimum liner thickness.

RACE-TESTED

It was during the experience of developing the new shell moulding process and multi-density liners that Mitch recognized the value of the accumulation of small details, which when combined advanced the performance much more than expected. To this day no small detail is dismissed or taken for granted, as each one plays an important role as a part of the bigger whole.



Freddie Spencer was one of the earliest and most important ambassadors of the Arai brand in Grand Prix racing.

With an improved shell and new multi-density liner, Arai set out to prove their efforts by having racers put their helmets to the test. It soon became apparent that while there was no real plan in place, they certainly were heading in the right direction. Rider protection increased and Arai quickly gained a reputation as being a better helmet. Once the Japanese market was dominated with Arai, sights were set on America, and as they did in Japan they approached riders with the concept of better protection. After convincing a few, just as it happened in Japan, it didn't take long for word to spread about a better helmet from Arai. Soon, Arai was on the world Moto-GP scene, being worn by racers from around the world and winning championships, and Mitch's goal was reached - the Company that bears his family name is acknowledged as producing the #1 helmet in the world.

WE ARE BIKERS TOO

Everyone at Arai take great pride that the #1 stands for protection. It has been said of helmets in the industry that liabilities of manufacturers primarily cease by meeting requirements of applicable standards. However, there are limits to any helmet, while there is no limit to severities of impacts outside of the test lab.



Akihito Arai is just like his father, and grandfather, a spirited rider himself.

We at ARAI are bikers too. So, we have always been after protection for the rider riding on the road, not in a test lab. We have challenged many ideas too. We even invested in making samples of revolutionary ideas, but none of which have been found to be trustworthy as of today.

One such difference is in a foundational basis for Arai shells, referenced as R75. R75 sets a criteria for a shell shape that is rounder and smoother, which is better suited to deal with the realities of an actual crash. Such rounder and smoother shell designs are better able to glance off obstacles, and slide more easily over uneven surfaces, minimizing impact energy that is sent directly into the helmet as well as reducing excessive rotational forces.

THE ARAI DIFFERENCE

In the course of doing the above, however, we have noted that many components of our existing helmets may be enhanced to do better in real world. Each of such may not do much by itself, but improving even small details keeps us moving forward. So, we have kept putting efforts in such enhancements, one after another. In fact, the long history of ARAI has been making of such differences in protection through those efforts.

When protection of helmets in real world are talked about, it has come to be said quite often that there is a difference in ARAI. The accumulations of such numerous efforts must be where such words come from.

HIROTAKE ARAI: A RIDER HIMSELF

The focus on safety is typical for Arai through the many years of the brands existence. The founder of the company, Hirotake Arai, was a hat maker, but although a really enthusiast rider.

In the fifties there were no helmet manufacturers in Japan and as Japan was a closed market, it was very difficult to obtain a proper helmet. No legal standards, no manufacturers but after a few spills Hirotake Arai knew he wanted a good helmet for his own safety and later also for a couple

of friends. It was the start of Arai as a helmet manufacturing business. The next thing was to develop his own testing standards and testing equipment, as no legal standards existed. As a hat maker he knew that people have all different heads, creating a need for a perfect fit of the helmet.

It's important to notice that Hirotake Arai's intention was not to start another commercial business, but to create helmets that were able to protect his fellow riders. It is this drive that is still within the Arai company to this very day.

This interview dating from 1965 shows what an enthusiast rider Hirotake Arai was. It tells the story of one of his journeys, this one leading from Tokyo to Kyushu, a road trip of more than 3.000 kilometres. No express ways in rural Japan in the sixties, only by riding long full days in the saddle he managed to cover such enormous distances. It shows that he was a really driven rider, enjoying motorcycle riding to the full.



THE ARAI DIFFERENCE

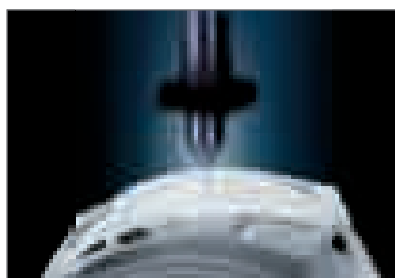
To the untrained eye, all motorcycle helmets may look alike. And even under closer inspection, all helmets on the market appear alike as all of them answer to a national safety standard. Still, there is difference between Arai and other helmet brands.

To be used on public roads, a helmet has to be approved. This might give the impression that the performance of all helmets will be equal, as they all have offer the same approval mark. This is however not true.

WHAT WE LEARNED

The explanation why, is simple: the approval is based on minimum test requirements. For many manufacturers they are satisfied to only meet these minimum test requirements. There is also a limit to the capacity of any given helmet to absorb impacts. However, there is are no limits outside of the test lab. These circumstances just cannot be simulated under test laboratory conditions, as they are much more demanding than any standard.

At Arai we have studied incident data for decades. We have gained an incredible knowledge in our many years of racing on the highest levels. From MotoGP to Formula 1 Arai is the favourite choice of riders and drivers and this offers us a wealth of personal and hands-on data



from our racers. We have learned not to focus on just meeting these laboratory test standards. Standards merely verify that the helmet complies with minimum test requirements. Nothing less, nothing more.

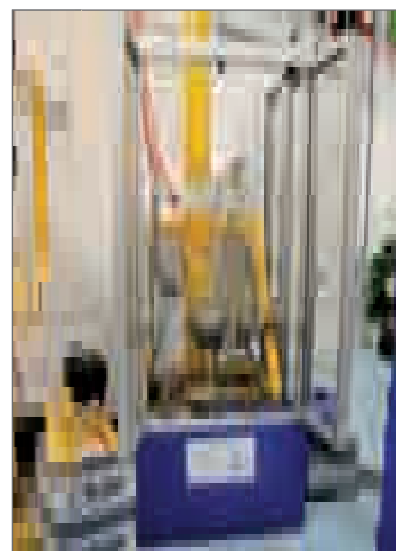
But meeting these standards is not a goal on itself. Not for Arai. For us they are a starting point, a marker for further developing and improving our helmets.

A LITTLE BIT OF PHYSICS

To understand how helmets function, a little bit of physics is helpful. For the laboratory tests, a test speed of only 28 kilometres per hour is used. This is about the speed of a fast

bicyclist. Not a very realistic speed for motorcycle use. And under real world circumstances, there is not limit whatsoever to the severity of a single impact or even multiple impacts. Real world circumstances are simply much more demanding than any test lab standards can simulate.

OK, what would happen if we increase the test speed then to say, 100 kilometres? The results are spectacular: when the speed is increased by a factor 4, the impact energy will



increase with a factor 12! No helmet is able to sustain such a direct impact or guarantee absolute protection. Not even an Arai helmet.

The wearer of the helmet may be moving much faster than the drop speed of the impact tests. Still in the real world, riders walk away from crashes at even much higher speeds. How is that possible? By minimizing the impact energy that is directed into the helmet.

This is realized by letting the helmet to slide over and to glance off objects.



Real world circumstances are much more demanding than any standard simulation.

THE ARAI DIFFERENCE

It's important to know that the impact energies the helmet needs to absorb may be dramatically reduced if it can glance off obstacles and slide across uneven surfaces, diverting impact energies.

SLIDING AND GLANCING OFF ENERGY

There we have it: glancing off and diverting destructive impact energy before it is able to reach the head, and the ability of a helmet to slide more easily over uneven surfaces reveals other



- A rounder shell with a continuous convex curve will glance off and slide more easily after a spill
- A smoother shell will not get hooked on obstacles, will divert direct impact energy and minimize excessive rotational forces
- A stronger shell will withstand penetration and retains its shape under severe pressure

WE KNOW, WE RIDE OURSELVES

At Arai we ride bikes ourselves. Arai's founder, Hirotake Arai was a rider. Our CEO Mr. Mich Arai and his son are riders.

The President of Arai, and many, many of our co-workers are enthusiastic riders. We know what we are talking about. When your own family name is on your helmet, rider protection is what really matters. And we are not afraid to work out and test some extreme design concepts. But at the end of the day none proved to offer the level of protection we demand.

But we learned some remarkable facts during these extensive tests: the importance of individual parts that could be improved for better real world performance. It's a bit like an iceberg. There is much more than meets the eye. Alone one single improved part may not make a significant difference. But when many improved components are accumulated, the final result can be much more than just the sum of the improved parts.



Rounder, smoother and stronger are key

The long history of Arai has shown that this evolutionary development and improvement in protection performance, results in helmets that perform under real world circumstances. They are the result of carefully improving and fine tuning all parts of our helmets to a balanced and comprehensive functioning whole. Our extensive experience has enabled us to better understand helmets. And how to make them perform as good as only an Arai can. That is where Arai makes the difference.



fundamental roles of a helmet outside of the test lab. At Arai we follow three basic principles to realize this goal: we make our outer shells smoother, rounder and stronger for the following reasons:



The helmet must keep on sliding

PRO SHADE SYSTEM

An excellent example of Arai's vision on protection and safety is the development of the PSS, the Pro Shade System. A clever drop-down sunvisor, combined with well known, wide vision Max Vision visor with integrated Pinlock inlay lens.

It is the all-weather solution against sun glare, fogging and misting. The sun visor flips up and down with a flick of the hand and is fixed in position. A much asked question is however, why Arai did not use a build in sun visor. There are three good reasons not to use a build in sun visor:



1. No reduction in thickness of the EPS inner shell is needed. When the visor is build in, the space for it is created by making the EPS liner thinner
2. No weakening of the outer shell. The air space needed for a build in visor and the lack of bonding between the outer shell and the inner EPS liner will weaken the outer shell
3. No operating mechanism needed. The operating system will also need

space that is not available for the EPS liner any more. Furthermore it often contains metal parts within the EPS liner that could be dangerous in case of impacts.

PRO SHADE SYSTEM - LOCKED PEAK

How does the PSS functions when riding?

With the visor in the up position it functions as a peak. The locking mechanism will keep the peak in position. Glare from high sun is filtered out. (Image 1)

When the sun is low, only a subtle dip of the head is needed to reduce ambient light. The PSS will not block the complete field of view, just the part that causes glare. You still have the advantage of a clear view through the clear visor. (Image 2)

Compare it with sun visor in a car, only the PSS functions much faster. Just a dip of the head is all that is needed. No need to take a hand of the handlebars to operate a lever or button. The riders view is not blocked by a full sun visor, the clear part offers a clear view on the road ahead. PSS takes away the glare, not the view on the road and other traffic.

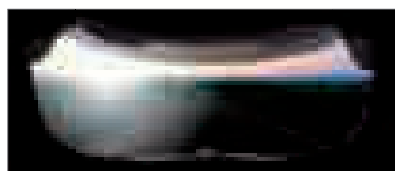


Image 1

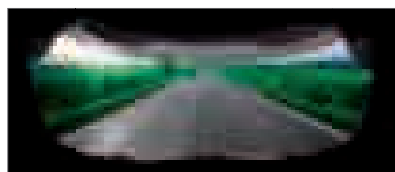


Image 2

PRO SHADE SYSTEM - PULL DOWN

But the clever PSS system offers additional advantages. By simply unlocking the visor and pulling it down it functions as an efficient sun visor. There is no need to carry an additional sun visor. No more changing the visor when the sun goes down and fast switching between sun visor and the clear visor function, especially handy when riding into a tunnel or gallery. The PSS system is a complete package



consisting of the sun peak, Max Vision visor and Pinlock inlay anti-fog lens. This is the real all-weather solution for riding under all weather conditions offering protection against glare and fogging alike. The PSS system has been tested extensively in the wind tunnel and under real world conditions on European road and under European weather conditions. During these test it showed that the PSS didn't increased wind noise and caused no buffeting of the helmet, even at high speeds.

RX-7 RC



The ultimate in Carbon fibre

The Arai RX-7 RC carbon fibre helmet must be one of the most special helmets ever offered to the motorcycling community. Each outer shell consists of no less than eleven carefully applied layers. The technology of the RX-7 RC is based on that of the GP-6 RC car-racing helmet, which was specially developed for Formula 1 use. It consists of an extremely stiff and light carbon fibre outer shell, reinforced with the "Peripherally Belted" construction.

The Arai engineers searched and found a superior carbon fibre quality.

A mixture of aircraft quality premium carbon fibre with Arai's own resin plus Zylon reinforcement, showed to be the perfect mixture for the RX-7 RC Arai outer shell.



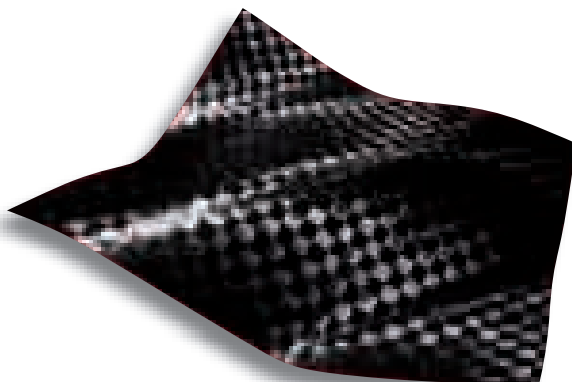
RX-7 RC
Carbon with clear coating



Accessories: PRO Shade System **NEW** see for further details page 9

Rounder, Smoother & Stronger Shell
R75
SHAPE

RX-7 RC features



RC carbon fibre

Each extremely stiff and light outer shell consists of no less than eleven carefully applied layers of premium carbon fibre reinforced with PB-SNC.



Ventilation

Diffuser ventilation system offers enhanced adjustable intake and exhaust ports for increased airflow and reduced wind turbulence. The middle-intake slot creates an accelerated venturi effect for faster venting of stale air. Effective, lower side vents reduce wind noise and prevent buffeting. Three-position chin vent (including demist function). Unique Arai brow vents guide fresh air to the temples and forehead area.



Patented Air Wing®

MotoGP tested and designed to greatly reduce drag, turbulence and buffeting. Resulting in more comfort and additional top-speed. It improves stability of the helmet at high speeds or when braking hard and reduces noise. Adjustable in five different angles of attack positions to suit every riding position.



Facial Contour System

To offer an even better snug fit and enhancing the comfort to the lower jaw, the Facial Contour System (FCS) works with a foam spring support in the cheek pad that compresses and rebounds.



PB (Peripherally Belted)

Consists of a strengthening belt across the helmet, just above the visor opening, to reinforce the forehead area of the shell. It was devised during F-1 helmet development.



Lightweight

A unique feature of the RX-7 RC is its weight. The RX-7 RC is by far the lightest SNELL M2010 approved helmet on the market today, weighing substantially less than its nearest competitor.



Emergency Release System

Allows easier access to an injured rider. By pulling the orange tabs integrated in the pads, the cheek pads slide out. Making helmet removal easier for trained medical personnel and rescuers and minimising the risk of additional injury.



ECE 22-05 and SNELL M2010 approved

This is one of the few models fully approved to ECE 22-05 and SNELL M2010 standards.

RX-7 GP



Pure racing technology

The Arai RX-7 GP offers features that have never before been available on any other helmet.

The "PB SNC" outer shell with a Peripherally Belt offering incredible rigidity and strength to the already immensely strong SNC (Structural Net Composite) Super Fiber shell construction. Stability of the RX-7 GP is further improved thanks to the adjustable Aero Wing, reducing drag, turbulence and buffeting. With the RX-7 GP Arai has once more set the standard in the premium helmets class.



RX-7 GP
Crutchlow Yellow



Accessories: PRO Shade System **NEW** see for further details page 9

Rounder, Smoother & Stronger Shell
R75
SHAPE

RX-7 GP features



Ventilation

Diffuser ventilation system offers enhanced adjustable intake and exhaust ports for increased airflow and reduced wind turbulence. The middle-intake slot creates an accelerated venturi effect for faster venting of stale air. Effective, lower side vents reduce wind noise and prevent buffeting. Three-position chin vent (including demist function). Unique Arai brow vents guide fresh air to the temples and forehead area.



SNC reinforced shell

Incorporates a structural net reinforcing material embedded between Arai's exclusive Super Complex Laminate layers to further improve shell integrity and impact-force management. Overall helmet weight is reduced, while the centre of gravity is lowered, resulting in better balance and reduced fatigue for more comfort.



Patented Air Wing®

MotoGP tested and designed to greatly reduce drag, turbulence and buffeting. Resulting in more comfort and additional top-speed. It improves stability of the helmet at high speeds or when braking hard and reduces noise. Adjustable in five different angles of attack positions to suit every riding position.



Facial Contour System

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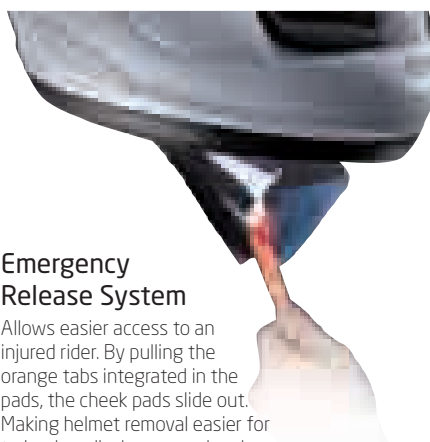
PB (Peripherally Belted)

Consists of a strengthening belt across the helmet, just above the visor opening, to reinforce the forehead area of the shell. It was devised during F-1 helmet development.



5mm "Peel Away"

5mm thick removable foam layer on the ear cups/cheek pads and temple pads. Offering more room if desired without the need to purchase an optional headliner or new pads/ear cups.



Emergency Release System

Allows easier access to an injured rider. By pulling the orange tabs integrated in the pads, the cheek pads slide out. Making helmet removal easier for trained medical personnel and rescuers. Minimising the risk of additional injury.



ECE 22-05 and SNELL M2010 approved

This is one of the few models fully approved to ECE 22-05 and SNELL M2010 standards.



RX-7 GP
Haslam Track



RX-7 GP
Haslam WSBK



RX-7 GP
Hayden Green



RX-7 GP
Hayden Drive



RX-7 GP
Crutchlow Yellow



RX-7 GP
Dani 26



RX-7 GP
Dani 26 Red



RX-7 GP
Rabat



RX-7 GP
Edwards Tribute



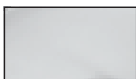
RX-7 GP
Jonathan Rea

Also available:

Black



White



Frost Black



Frost White



QUANTUM-ST PRO



New standard in comfort: the "long oval" shaped Quantum-ST PRO

The new Quantum-ST PRO features the "long oval" head shape. This specific shape offers a longer front-to back distance and a slightly smaller side-to-side distance compared with the standard Arai head shape. This shape offers new levels comfort for many European riders, who will experience that the Quantum-ST PRO will fit them perfectly.

The Quantum-ST PRO is acknowledged as the premium sports-touring helmet, preferred by experienced touring and sports riders alike. The new Quantum-ST PRO edition enhances the strong features of the ST model even further: standard PRO Shade System visor fitted, even more room around the mouth and nose and integrated speaker pockets in the cheek pads for a communication system. Also exclusive to the PRO version is the new "Ecopure" lining material offering new levels of comfort. The Quantum-ST PRO combines racing RX-7 GP technology with the comfort level needed for all day long touring riding.



Quantum-ST PRO
Concept White



NEW

Rounder, Smoother & Stronger Shell
R75
SHAPE

Accessories: PRO Shade System **NEW** see for further details page 9

Quantum-ST PRO features

Long Oval ScLc (Super complex Laminate construction)

40% stronger than standard fibre glass in extension and bending resistance. Two layers of Super Fibre, one middle layer of special fibre. The middle layer consists of a very special material, a very strong and light chemical fibre exclusive to Arai. The Quantum-ST PRO longer shell and interior shape are specially designed for riders whose helmets can cause a painful forehead "hotspot" due to an interior shape that isn't made to fit your longish head. Arai takes comfort and fit to new lengths with Quantum-ST PRO long interior shape. (See page 57).



Ventilation

One-piece rear exhaust extracts hot, damp air from the helmets interior and improves aerodynamics. Three-position chin vent helps in demisting the visor and offers fresh, cool air. Side exhausts create a low pressure behind the rear vent for better hot air extraction, reduced wind noise and prevent buffeting at speed. Neck roll exhaust and brow vents that guide fresh air to the temples and forehead area.



Emergency Release System

Allows easier access to an injured rider. By pulling the orange tabs integrated in the pads, the cheek pads slide out. This offers extra room within the helmet, making helmet removal easier for trained medical personnel and rescuers and minimising the risk of additional injury.



Eco-pure interior

Complete removable interior with unique "Eco-pure" lining material. Very soft touch and feel to the skin with excellent ventilation, anti-bacteria, anti-fouling and deodorant properties. The interior can be adapted to individual demands with different size pads.



More room, more comfort

The Quantum-ST PRO offers a thinner center pad. The result is more room around the nose and mouth area enhancing the famous Arai fit and comfort even more. The Quantum-ST PRO comes standard with a pull down chin spoiler that guides the airflow around the bottom edge of the helmet.



PRO Shade System

Arai answer to the problem of sun glare and visor fogging. The PSS offers an efficient combination of an easy to flip up, lockable sun peak, the wide SAI Max Vision visor and the efficient Pinlock inlay lens. PSS offers protection against sun glare, without effecting the integrity and strength of the helmet shell which could be caused by build-in sun visors.



Facial Contour System

To offer an even better snug fit and enhancing the comfort to the lower jaw, the Facial Contour System (FCS) works with a foam spring support in the cheek pad that compresses and rebounds.



Convenient speaker pocket

Build in communication systems are popular, but the problem is often that the room for a speaker is limited or just not present, causing unpleasant pressure points. The Quantum-ST PRO is equipped with special speaker pockets, offering room for mounting speakers without effecting comfort or fit. (Speaker not included).





QUANTUM-ST PRO
Team Red



QUANTUM-ST PRO
Team Black



QUANTUM-ST PRO
Streak Red



QUANTUM-ST PRO
Streak Blue



QUANTUM-ST PRO
Streak Green



QUANTUM-ST PRO
Streak Black



QUANTUM-ST PRO
Contest Black



QUANTUM-ST PRO
Contest White



QUANTUM-ST PRO
Puro White



QUANTUM-ST PRO
Puro Black



QUANTUM-ST PRO
Concept White



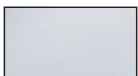
QUANTUM-ST PRO
Concept Black

Also available:

Diamond Black



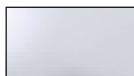
Diamond White



Frost Black



Frost White



Fluor Yellow



REBEL

Dare to be different

There is a strong tendency within the motorcycle community towards simpler, more affordable bikes, without sacrificing anything towards styling or performance.

This has created a whole new segment of often-naked bikes with an unmistakable "street fighter" touch to them.

The Arai "Rebel" helmet is the perfect companion for this new bike segment.

Based on the much praised fit and comfort of the Quantum, the Rebel adds an aggressively styled chin piece to this new concept.



REBEL
Heritage Orange



Accessories: PRO Shade System **NEW** see for further details page 9

Rounder, Smoother & Stronger Shell
R75
SHAPE

Rebel features



Outer shell SFL (Super Fibre Laminate)

This is the basic Arai outer shell and is therefore sometimes referred to as 'Standard Fibre' although it actually is Super fibre. Super fibre provides more comfort than other shell materials, yet is still strong and lightweight.



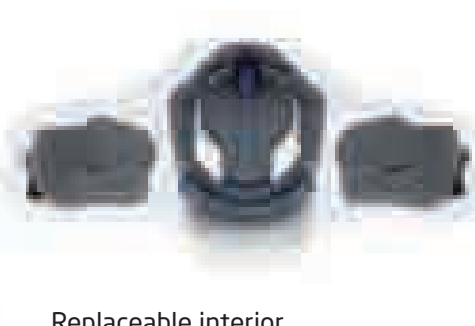
Ventilation

One-piece rear exhaust extracts hot, damp air from the helmets interior and improves aerodynamics. Side exhausts create a low pressure behind the rear vent for better hot air extraction, reduced wind noise and prevent buffeting at speed. Brow vents that guide fresh air to the forehead area.



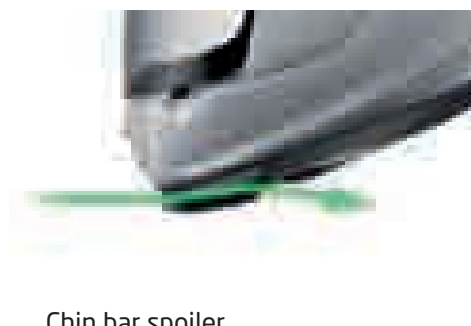
Facial Contour System

To offer an even better snug fit and enhancing the comfort to the lower jaw, the Facial Contour System (FCS) works with a foam spring support in the cheek pad that compresses and rebounds



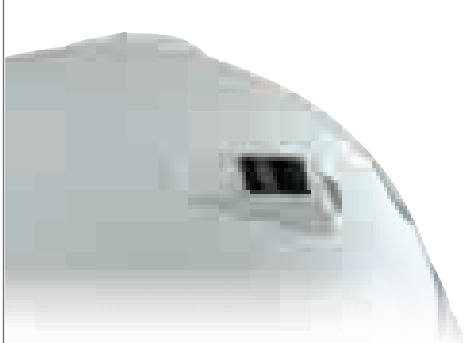
Replaceable interior

Complete removable interiors that may be cleaned with mild soap and lukewarm water rinse well and let it dry for a day, never in direct sunlight or near a stove. Different size thicknesses are available to fit those in-between sizes for a custom fit for every rider.



Chin bar spoiler

As the "street" bikes offer a more upright seating position and hardly any wind protection, the chin piece of the Rebel and the pull down chin spoiler are designed to guide the wind around the neck and to improve the aerodynamic, wind cheating properties of the helmet.



Large operating knobs

Large buttons for convenient operation, even with gloves on.



Wide SAI vision

Next generation MotoGP tested Super AdSis "I" visor is extended by 5 mm at both sides and offers the widest peripheral vision in the business for better performance. Ridges along the upper edge of the shell offer a smooth transition between shield and shell.



SuperAdSis LRS (Lever Release System)

Makes visor changes possible in seconds, without tools or removal of the side pods. Cleaning or replacing the shield is easier than ever.



REBEL
Base White



REBEL
Prospect



REBEL
Street Red



REBEL
Street White



REBEL
Command White



REBEL
Command Black



REBEL
Heritage White



REBEL
Heritage Orange



REBEL
Heritage Grey



REBEL
Maxus



REBEL
Mimetic



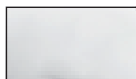
REBEL
Mimetic Green

Also available:

Black



White



Frost Black



Frost White



CHASER-V PRO

The new Chaser-V PRO version offers many additional features, that make this helmet really stand out. It comes standard with PSS (PRO Shade System), the true all weather solution against sun glare and visor fogging. Comfort is further enhanced thanks to the 'Eco-pure' lining while the new chin liner and inner padding offer more room around the nose and mouth area. Together with the new anti-mist spacer, chin spoiler and speaker pocket in the cheek pads the premium Chaser-V PRO sets the standard in its segment.

NEW



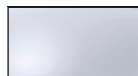
CHASER-V PRO
Diamond White



CHASER-V PRO
Diamond Black

Also available:

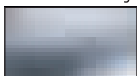
Frost White



Frost Black



Tour Frost Grey



Chaser-V PRO features



Outer shell

SFL (Super Fibre Laminate)

This is the basic Arai outer shell. Super fibre provides more comfort than other shell materials, yet is still strong and lightweight.



Ventilation

Air Conductor rear vent offers higher vacuum for enhanced ventilation. Three-position chin vent (including demist function), lower side vents and build-in neck exhaust increases the flow of fresh air inside the helmet. Unique visor vents guide fresh air to the forehead area without the need for holes in the outer shell and impact absorbing liner.



Facial Contour System

To offer an even better snug fit and enhancing the comfort to the lower jaw, the Facial Contour System (FCS) works with a foam spring support in the cheek pad that compresses and rebounds.



Eco-pure interior

Complete removable interior with unique "Eco-pure" lining material. Very soft touch and feel to the skin with excellent ventilation, anti-bacteria, anti-fouling and deodorant properties. The interior can be adapted to individual demands with different size pads.



More room, more comfort

The Chaser-V PRO offers a thinner center pad. The result is more room around the nose and mouth area enhancing the famous Arai fit and comfort even more.



Convenient speaker pocket

Build in communication systems are popular, but the problem is often that the room for a speaker is limited or just not present, causing unpleasant pressure points. The Chaser-V PRO is equipped with special speaker pockets, offering room for mounting speakers without effecting comfort or fit. (Speaker not included).



PRO Shade System

Arai answer to the problem of sun glare and visor fogging. The PSS offers an efficient combination of an easy to flip up, lockable sun peak, the wide SAI Max Vision visor and the efficient Pinlock inlay lens. PSS offers protection against sun glare, without effecting the integrity and strength of the helmet shell which could be caused by build-in sun visors.



SuperAdSis LRS (Lever Release System)

Makes visor changes possible in seconds, without tools or removal of the side pods. Cleaning or replacing the shield is easier than ever.

CHASER-V

Evolution of a legend

The "Chaser-V" has been redesigned from the ground up in almost every detail. A matter of evolution instead of revolution, to continue the success of the popular and loved Chaser model. New on the Chaser-V is the new, wide aperture and SAI visor offering a better view on the road, improving both safety and convenience. Comfort is significantly updated by the modified ventilation system.



CHASER-V
Blast Yellow



Accessories: **PRO Shade System NEW** see for further details page 9

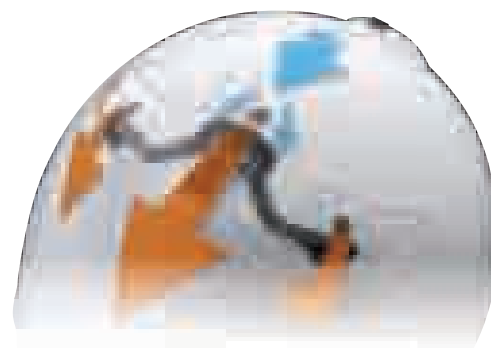
Rounder, Smoother & Stronger Shell
R75
SHAPE

Chaser-V features



Outer shell SFL (Super Fibre Laminate)

This is the basic Arai outer shell. Super fibre provides more comfort than other shell materials, yet is still strong and lightweight.



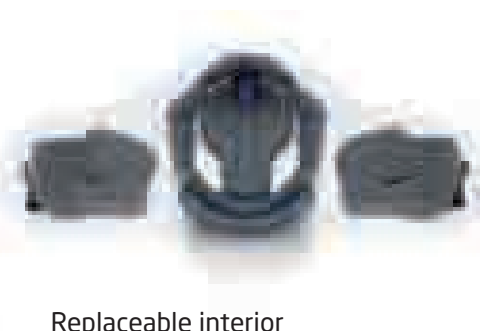
Ventilation

Air Conductor rear vent offers higher vacuum for enhanced ventilation. Three-position chin vent (including demist function), lower side vents and build-in neck exhaust increases the flow of fresh air inside the helmet. Unique visor vents guide fresh air to the forehead area without the need for holes in the outer shell and impact absorbing liner.



Facial Contour System

To offer an even better snug fit and enhancing the comfort to the lower jaw, the Facial Contour System (FCS) works with a foam spring support in the cheek pad that compresses and rebounds



Replaceable interior

Complete removable interiors that may be cleaned with mild soap and lukewarm water rinse well and let it dry for a day, never in direct sunlight or near a stove. Different size thicknesses are available to fit those in-between sizes for a custom fit for every rider.



Three-position chin vent

Three-position chin vent helps in demisting the visor and offering fresh, cool air to the rider.



5mm "Peel Away"

5mm thick removable foam layer on the ear cups/cheek pads and temple pads. Offering more room if desired without the need to purchase an optional headliner or new pads/ear cups.



Wide SAI vision

Next generation MotoGP tested Super AdSis "I" visor is extended by 5 mm at both sides and offers the widest peripheral vision in the business for better performance. Ridges along the upper edge of the shell offer a smooth transition between shield and shell.



SuperAdSis LRS (Lever Release System)

Makes visor changes possible in seconds, without tools or removal of the side pods. Cleaning or replacing the shield is easier than ever.



CHASER-V
Page Red



CHASER-V
Page Silver



CHASER-V
Electric Green



CHASER-V
Electric Red



CHASER-V
Legend White



CHASER-V
Union Jack



CHASER-V
Schwantz '95



CHASER-V
Raw



CHASER-V
Doohan TT



CHASER-V
Crutchlow Yellow



CHASER-V
Spencer Restyle



CHASER-V
Guigliano (Matt)



CHASER-V
Flag UK



CHASER-V
Flag ITA



CHASER-V
Mamola 2015 Black



CHASER-V
Mamola 2015 White



CHASER-V
Blast Yellow



CHASER-V
Blast Red



AXCES-II

Welcome to the world of Arai

Development at Arai is an always-continuing process. A perfect example of this philosophy is the Axces-II, successor to the very popular Axces. For the Axces-II we have constructed a complete new Super fiber (SFC) outer shell, with the proven wide-screen SAI aperture opening.

The Axces-II offers all the famous Arai features, making this new model a tough contender in the popular mid-range price segment.



AXCES-II
Field Silver



Accessories: PRO Shade System **NEW** see for further details page 9

Rounder, Smoother & Stronger Shell
R75
SHAPE

Axcres-II features



Outer shell SFL (Super Fibre Laminate)

This is the basic Arai outer shell. Super fibre provides more comfort than other shell materials, yet is still strong and lightweight.



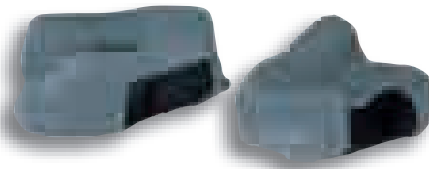
Ventilation

One-piece rear vent increases the flow of hot and damp air out of the helmet. Front duct provides fresh and cool air around the top of the head. Closable chin vent controls the airflow to the chin area. Unique brow vents guide fresh air to the forehead area without the need for holes in the outer shell and impact absorbing liner.



Closable chin vent

The closable chin vent allows control of the flow of fresh cool air into the chin area.



Interior

Replaceable cheek pads. Arai's cheek pads are offered in different thickness sizes, to make a more custom fit possible. They follow the jaw line perfectly, offering a better fit that keeps the helmet in position even at higher speeds.



Comfort

Large operating knobs. Large buttons for convenient operation, even with gloves on.



Hyper Ridge

The 'bumper' is a reinforcement band that circles the bottom of the shell adding strength and lowering the helmet's centre of gravity. Flares out for easier putting on and taking off.



Wide SAI vision

Next generation MotoGP tested Super AdSis "1" visor is extended by 5 mm at both sides and offers the widest peripheral vision in the business for better performance.



SuperAdSis LRS (Lever Release System)

Makes visor changes possible in seconds, without tools or removal of the side pods. Cleaning or replacing the shield is easier than ever.



AXCES-II
Field Silver



AXCES-II
Field Green



AXCES-II
Field Blue



AXCES-II
Flow Green (Also available in Blue)
(displayed on Rebel shell)



AXCES-II
Vortex Red



AXCES-II
Vortex Silver
(displayed on Quantum-ST shell)



AXCES-II
Starflag Grey



AXCES-II
Starflag Red



AXCES-II
Starflag Green



AXCES-II
Starflag Blue



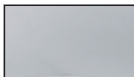
AXCES-II
Sensai

Also available:

Diamond Black



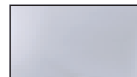
White



Frost Black



Frost White



X-TEND RAM

The X-tend RAM open face helmet offers more: more protection, more comfort and more adjustable ventilation. But also an even better fit without affecting that feeling of freedom and the excellent view only an open face helmet has to offer. The outer shell of the X-tend RAM offers three centimeters extended lower sides for more comfort and added safety. New holders and covered side vent exhaust complete the beautiful design of this outstanding touring helmet.



Outer shell

ScLc (Super complex Laminate construction)

40% stronger than standard fibre glass in extension and bending resistance. Two layers of Super Fibre, one middle layer of special fibre. The middle layer consists of a very special material, a very strong and light chemical fibre exclusive to Arai.



Ventilation

Diffuser system have enhanced intake and exhaust ports to increase airflow efficiency, draw warm and moist air out of the helmets interior and reduce wind turbulence. The middle-intake slot creates an accelerated venturi effect for faster venting of stale air.



Patented Air Wing®

MotoGP tested and designed to greatly reduce drag, turbulence and buffeting resulting in more comfort and additional top-speed. The fixed Air Wing® improves stability of the helmet at high speeds or when braking hard. It also reduces wind noise.



Replaceable interior

Complete removable interiors that may be cleaned with mild soap and lukewarm water. Different size thicknesses are available to fit those in-between sizes for a custom fit for every rider.



Extended sides

The outer shell has sides that are extended by three centimetres for more protection (as most impacts occur on the side of the helmet).



Hyper Ridge

The 'bumper' is a reinforcement band that circles the bottom of the shell adding strength and lowering the helmet's centre of gravity. Flares out for easier putting on and taking off.



Facial Contour System (FCS)

To offer an even better snug fit and enhancing the comfort to the lower jaw, the Facial Contour System (FCS) works with a foam spring support in the cheek pad that compresses and rebounds.



SuperAdSis LRS (Lever Release System)

Makes visor changes possible in seconds, without tools or removal of the side pods. Cleaning or replacing the shield is easier than ever.

Not all models might be available in all markets. For the latest overview visit araihelmet.eu. *Compare all features at page 59

The X-tend open face helmet offers more: more protection and more comfort. But also an even better fit, without affecting that feeling of freedom and the excellent view only an open face helmet has to offer. The outer shell of the X-tend offers three centimeters extended lower sides for more comfort and added safety. New holders and covered side vent exhaust complete the beautiful design of this outstanding touring helmet.

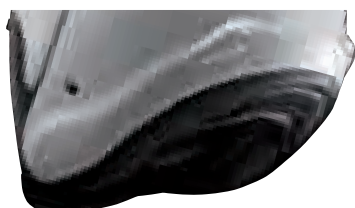


Outer shell SFL (Super Fibre Laminate)

This is the basic Arai outer shell. Super fibre provides more comfort than other shell materials, yet is still strong and lightweight.

Ventilation

Dual Intake designed for increased airflow en lower noise level, guiding fresh, cool air into the interior. One-piece rear exhaust extracts more hot air from the helmets interior and improves aerodynamics.



Neck & Side vent exhausts

An enhanced exhaust port is built into the rear neck roll area to enhance hot-air extraction from the interior. Side vent exhausts produce low pressure behind the rear vent for better hot air extraction, better aerodynamics, reduce wind noise en prevent buffeting at speed.



Replaceable ear cups

Ear cups with their shock absorbing liner are offered in different thickness sizes, to make a more custom fit possible. There is much room around the ear area for better comfort and plenty of space for a communication device.



Extended sides

The outer shell has sides that are extended by three centimetres for more protection (as most impacts occur on the side of the helmet).



Hyper Ridge

The 'bumper' is a reinforcement band that circles the bottom of the shell adding strength and lowering the helmet's centre of gravity. Flares out for easier putting on and taking off.



Facial Contour System (FCS)

To offer an even better snug fit and enhancing the comfort to the lower jaw, the Facial Contour System (FCS) works with a foam spring support in the cheek pad that compresses and rebounds.



Holders

Covers the Arai visor mechanism, while ensuring maximum shell strength and a smooth dispersal of impact energy without deep recesses in the shell surface.

SZ-RAM 4

High profile city helmet

The SZ-Ram 4 is an icon among serious touring riders, motorcycle professionals and daily commuters because of its comfort and fit.

With features that make this helmet what must be the ultimate high profile city helmet. The first choice for riders of fast maxi- and motor scooters and the favorite of dedicated commuters, looking for an open face helmet for urban use.



SZ-RAM 4
Frost White



5mm "Peel Away"

5mm thick removable foam layer on the ear cups/ cheek pads and temple pads. Offering more room if desired without the need to purchase an optional headliner or new pads/ ear cups.



Ventilation

Advanced diffuser system with increased airflow efficiency. Middle-intake slot creates an accelerated venturi effect for faster venting of stale air. Brow vents enter fresh air directly to the forehead area, build-in neck exhaust and side vent exhaust for even more efficient interior ventilation.



Replaceable interior

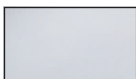
Complete removable interiors that may be cleaned with mild soap and lukewarm water, rinse well and let it dry for a day, never in direct sunlight or near a stove. Different size thicknesses are available to fit those in-between sizes for a custom fit for every rider.

Also available:

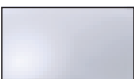
Diamond Black



Diamond White



Frost White



Frost Black



Aluminum Silver



Not all models might be available in all markets. For the latest overview visit araihelmet.eu. *Compare all features at page 59

Rounder, Smoother & Stronger Shell
R75
SHAPE

PENTA

Trial competition

The Arai Penta is an open face trials helmet with a lightweight ventilated shell and adjustable, removable peak. The Penta is used at the highest levels of trials competition.

PENTA
Black



Replaceable ear cups

Ear cups with their shock absorbing liner are offered in different thickness sizes, to make a more custom fit possible. There is much room around the ear area for better comfort and plenty of space for a communication device.



Innovative peak

The Arai peak scavenges and forces air into the forehead vent ports for cooling. Maximum protection against sun glare for better vision.

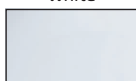


Rear exhaust vents

Draws hot air from the helmet's interior.

Also available:

White



Not all models might be available in all markets. For the latest overview visit araihelmet.eu. *Compare all features at page 59

Rounder, Smoother & Stronger Shell
R75
SHAPE

FREEWAY-2

Cool retro design with today's performance standards

The Freeway-2 fulfils the fundamental functions of a motorcycle helmet for those who like to take it easy and experience the world around them to the full.



Freeway-2
Art



Replaceable ear cups

Ear cups with their shock absorbing liner are offered in different thickness sizes, to make a more custom fit possible. There is much room around the ear area for better comfort and plenty of space for a communication device.



Leatherette interior (Design models only)

A unique feature is the real leatherette interior parts, offering a classic appearance. Made of very supple and soft leather offering a luxurious look and feel to the helmet.



Goggle strap band (Design models only)

When goggles are used, the strap band keeps the goggle strap in place on the back of the helmet, preventing the strap slipping off.

Not all models might be available in all markets. For the latest overview visit araihelmet.eu. *Compare all features at page 59





FREEWAY-2
Freerider



FREEWAY-2
Command White



FREEWAY-2
Beat



FREEWAY-2
Daytona



FREEWAY-2
Cafe Racer



FREEWAY-2
Frost Black

Also available:

Black



Frost White



TOUR-X 4

Ready for anything

The Tour-X 4 must be one of the most versatile helmets ever: adventure, grand touring or off road, no matter the riding conditions, the Tour-X 4 is ready for it. Can be used without visor with goggles, without peak but with visor, any way that suits you.



TOUR-X 4
Desert Sand



TOUR-X 4
Shire Orange

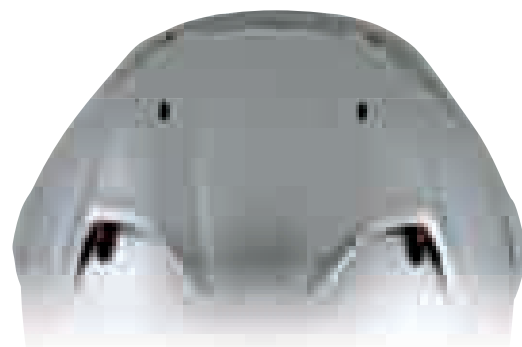
Rounder, Smoother & Stronger Shell
R75
SHAPE

Tour-X 4 features



Versatile options

Your choice: wear the Tour-X 4 with or without peak, with or without visor and combinations of these two. The large visor opening offers plenty of room for motocross-style goggles when riding without visor.



Ventilation

Easy to clean diffusers create a strong venturi vacuum at the rear. Dual intake for increased airflow and lower noise level. Under-peak air intake collects and directs cool air into the helmet. Closable chin vent controls the airflow to the chin area. Inner chin vent shutter prevents debris coming into the helmet in dusty riding conditions. Brow ventilation, lower side vents and neck roll exhaust.



Outer shell SFL (Super Fibre Laminated)

This is the basic Arai outer shell. Super fibre provides more comfort than other shell materials, yet is still strong and lightweight.



Replaceable interior

Complete removable interiors that may be cleaned with mild soap and lukewarm water, rinse well and let it dry for a day, never in direct sunlight or near a stove. Different size thicknesses are available to fit those in-between sizes for a custom fit for every rider.



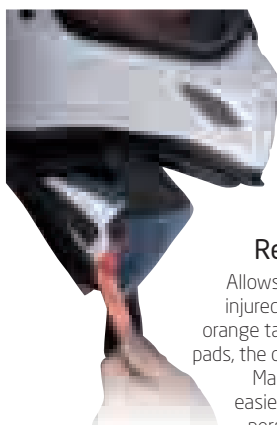
Facial Contour System

To offer an even better snug fit and enhancing the comfort to the lower jaw, the Facial Contour System (FCS) works with a foam spring support in the cheek pad that compresses and rebounds.



5mm "Peel Away"

5mm thick removable foam layer on the ear cups/cheek pads and temple pads. Offering more room if desired without the need to purchase an optional headliner or new pads/ear cups.



Emergency Release System

Allows easier access to an injured rider. By pulling the orange tabs integrated in the pads, the cheek pads slide out. Making helmet removal easier for trained medical personnel and rescuers.

Minimising the risk of additional injury.



Innovative peak

The Arai peak scavenges and forces air into the forehead vent ports for cooling while at the same time using multiple relief-ports to reduce "lifting" at higher speeds.



TOUR-X 4
Flare Red



TOUR-X 4
Flare Blue



TOUR-X 4
Venture



TOUR-X 4
Flare Sand



TOUR-X 4
Detour



TOUR-X 4
Detour Red



TOUR-X 4
Mission Black



TOUR-X 4
Mission Neon



TOUR-X 4
Route White



TOUR-X 4
Route Yellow



TOUR-X 4
Route Green



TOUR-X 4
Route Red

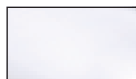
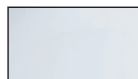
Also available:

White

Black

Frost White

Frost Black



MX-V

Years of experience for the ultimate off road helmet

The MX-V evolved from the much loved VX-3 model. Years of experience can be found in this ultimate off road helmet. The perfect choice for MX, enduro and off road use. Just as found in every Arai helmet, the basic and simple organic shell shape is based on the R75 Shape concept. The absence of exaggerated edges or protrusions on the shell is not a lack of creativity, but a commitment to maintaining the integrity of the shell with real world impact performance.

MX-V
Techno

MX-V
White

Rounder, Smoother & Stronger Shell

R75
SHAPE

MX-V features



Outer shell

ScLc (Super complex Laminate construction)

40% stronger than standard fibre glass in extension and bending resistance. Two layers of Super Fibre, one middle layer of special fibre. The middle layer consists of a very special material, a very strong and light chemical fibre exclusive to Arai.



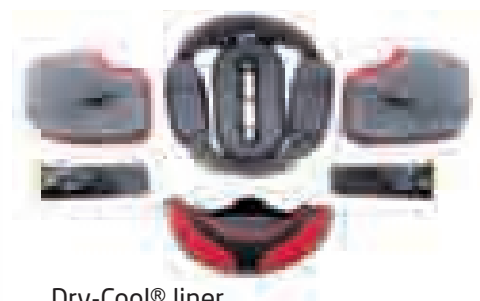
Ventilation

Easy to clean diffusers create a strong venturi vacuum at the rear. Centre top vent for increased airflow. Under-peak air intake collects and directs cool air into the helmet. Inner chin vent shutter prevents debris coming into the helmet in dusty riding conditions. Goggle ventilation and lower side vents.



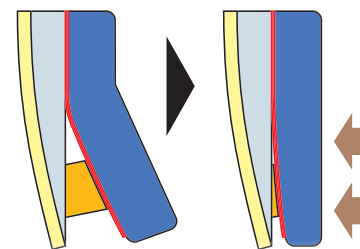
Mouth vent

Mounted from the outside to further improve penetration resistance. The one-piece, stainless steel mesh screen provides a durable barrier against roost while minimizing mud packing. The removable screen is easy to clean.



Dry-Cool® liner

The completely removable and washable Dry-Cool® interior lining is developed for and tested in MotoGP. It uses micro water cells to improve moisture and heat transfer from the head to the airflow and dries much faster than conventional textiles. Keeps your head cooler and dryer during a long ride.



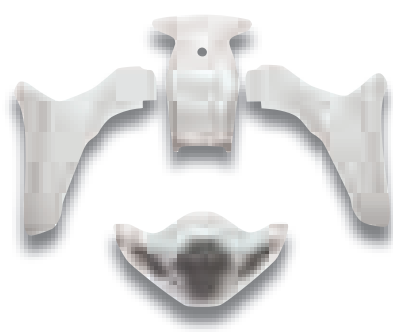
Facial Contour System (FCS)

To offer an even better snug fit and enhancing the comfort to the lower jaw, the Facial Contour System (FCS) works with a foam spring support in the cheek pad that compresses and rebounds



Innovative peak

The Arai peak scavenges and forces air into the forehead vent ports for cooling while at the same time using multiple relief-ports to reduce "lifting" at higher speeds.



Dirt removal

The elongated and rounded peak helps protect the rider from mud or other objects. The going-through vent ducts and removable rear vent also allow you to remove dirt easily.



Goggle band guidance

The eye-opening side trim and ridged vent ducts design allow the goggle band to sit firmly even during hard riding.



MX-V
Scratch



MX-V
Yankee



MX-V
Tip Blue



MX-V
Tip Red



MX-V
Tip-Y Blue



MX-V
Tip Orange

Also available: Frost Black





Photo: Team CLS Kawasaki Monster Energy MXGP

CAR HELMETS



there is a difference








Setting the standard at the forefront of motorsport

Arai has been at the forefront of car racing for many decades and to date many of the world's top drivers competing in all kart- and racing disciplines from Formula 1 to WTCC wear our helmets.

Arai #1 helmet supplier in F1

Most drivers rely on Arai (IN 2014)

ARAI CAR HELMET RANGE

							
	GP-6RC	GP-6 PED	GP-6S	GP-5W	GP-J3	SK-6	CK-6
Approval	FIA 8860-2010 SNELL SAH 2010	FIA 8858-2010 SNELL SAH 2010	FIA 8858-2010 SNELL SAH 2010	FIA 8858-2010 SNELL SAH 2010	FIA 8858-2010 SNELL SAH 2010	SNELL K 2010	FIA CMR 2007
Outer shell material	Carbon	ScLc	cLc	ScLc	cLc	cLc	ScLc
Enhanced hyper ridge	•	•	•		•	•	•
Kevlar® chin strap	•	•	•	•	•		
Chin air slots	•	•	•	•		•	•
Front ventilation scoops	•	•	•	•	•	•	•
Rear ventilation scoops	•	•	•	•		•	•
F1 visor tear-off's prep	•	•	•			•	•
Visor aperture	60mm	60mm	60mm	90mm		60mm	90mm
FHR prepared	plus anchors	•	•	•	•		
Fire resistant lining	•	•	•	•	•		
PED set		•					
Removable cheek pads	•	•		•	•	•	•
Visor locking lever	•	•	•			•	

ScLc Super Complex Laminate Construction
cLc Complex Laminate Construction



CAR HELMETS
GP-6RC (Hans)



CAR HELMETS
GP-6S



CAR HELMETS
GP-6 PED



CAR HELMETS
GP-5W



CAR HELMETS
GP-J3



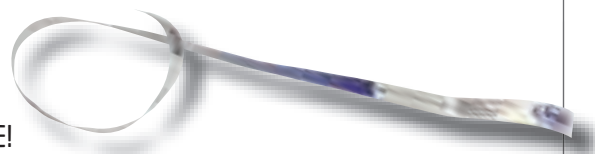
CAR HELMETS
SK-6



CAR HELMETS
CK-6

THE RIGHT SIZE

DON'T GUESS SIZE, MAKE SURE!



Did you know that according to a British research, no less than 60% of motorcycle riders are using a (much) too large helmet?

A better fitting and more comfortable helmet is a better performing helmet. Why? It keeps you more alert, better focused and therefore a better rider. Not just for a few moments but for hours and even days when you enjoy the unique thrill only a motorcycle has to offer. To achieve this perfect fit, different shaped outer shells (in fact different shapes for Europe, the United States and Asia) and different inner shells are needed. Arai offers this incredible choice, complete with replaceable cheek pads and comfort liners for an even more customized fit. We offer so many fit options that it's almost impossible not to achieve a perfect custom fit for every rider.

Don't guess your size, make sure! Your Arai helmet will only perform optimally when you wear the right size. Therefore, Arai strongly urges you to try on the actual Arai model and size helmet that you are considering buying. Why? Because things like the evolution of design technology, the changes in ECE requirements, and Arai's own changes and advancements over the years can result in a different feeling of the current version of the model and size you've always worn. Different Arai models have a different fit due to a longer, intermediate or rounder oval shape of the inner and outer shell. For this reason, one model might fit you better than another, so try them all!

Start with measuring your head to get an idea of the size to look for: measure (in cm) the circumference across the forehead, above the eyes and ears and over the small bump at the back of the head as illustrated, read the size where the tape joins.

Fit the measured size. Focus on your head size (crown fit) measurement first, e.g. the area contacted by a baseball caps' band. Do not be concerned with facial fit at this stage. When you can't get the helmet past your cheeks or jaws, do not think it's too small and reach for a bigger size. The helmet must fit your head!

Please note that every Arai helmet is designed to function at his best when your eyes are positioned in the middle of the visor aperture. Do not pull the helmet downwards by its chin piece when putting the helmet on. This will position the helmet to low against the line of your eyes, unnecessarily obstructing the angle of view.



Correct position of the helmet, eyes level in the aperture

Wrong position of the helmet, eyes too high in the aperture

How? Remove the cheek pads and try on helmet sizes until you get that **snug crown fit**. For the most comfort the interior must fit snugly all around the crown of your head. You should feel some pressure at all the contact points around the interior perimeter, too much pressure could become uncomfortable in the future.

Finally, Arai's optional **cheek pad** thicknesses, and on some models the **replaceable interiors**, can fine-tune your personal fit. All Arai cheek pads can be replaced with a size that better suits your facial structure. But this fit should be addressed only when the crown size is correct.

Besides the replaceable cheek pads, selected models feature the "Peel-away Cheek Pad Layer" and "Peel-away Temple Pad Layer". The pads of these models can be made thinner easily by removing a 5 mm thick peel-away layer for added room if needed. In special cases, Arai helmets can be made to measure by an official Arai dealer or national importer.

HEAD MEASURING



5 MM "PEEL AWAY" CHEEK PAD



ADDITIONAL SIZES

AVAILABLE IN PLAIN COLOURS

Arai provides one size outer shell for each two helmet sizes for most models, adding up to five outer shell sizes within limited models. Most other manufacturers may struggle to reach three different sizes. The advantage of using many outer shell sizes is that the inner liner and exterior will fit exactly right, rather than padding out an outer shell that is too large for its actual size.

Using more outer shell sizes also prevents that for a small size head, a very large outer shell is used with a very thick inner liner. Or a small outer size shell with a very thin inner liner for a large head. In both cases the result is a helmet that

is not in proportion with the rider, offering a curious sight.

Arai also offers different sizes starting with size XXXS (Astro-Light) to XXXL (Quantum-ST PRO) offering a perfect fitting helmet for almost any head size, also because many interior parts are changeable. And when even these different sizes are not sufficient, Arai is able to have the helmet individually modified to special requests by our craftsmen for a complete custom fit.

The models in our additional size range are available in plain colors.



SZ-LIGHT
Frost Black (XXS)



ASTRO-LIGHT
Diamond Black (XXXS-XXS)



QUANTUM-ST PRO
Diamond White (XS-XXXL)



X-TEND
White (XS-XXXL)



VX-PRO JUNIOR
Black (XXS)



CK-6
White (XXS-L)

FULL FACE MODELS



RX-7 GP



QUANTUM-ST PRO



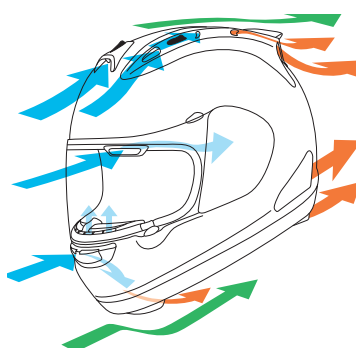
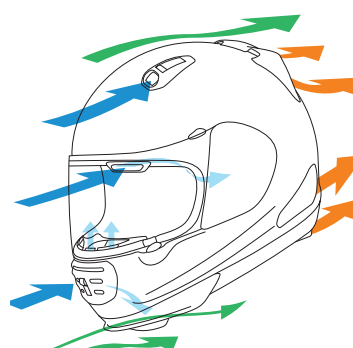
REBEL



CHASER-V / PRO



AXCES-II

6 Intake ports / 7 Exhaust ports
RX-7 RC / RX-7 GP5 Intake ports / 5 Exhaust ports
Quantum-ST PRO5 Intake ports / 6 Exhaust ports
Rebel4 Intake ports / 5 Exhaust ports
**Chaser-V / PRO
Axces-II**

OPEN FACE / OFF ROAD MODELS



SZ-RAM 4



X-TEND RAM



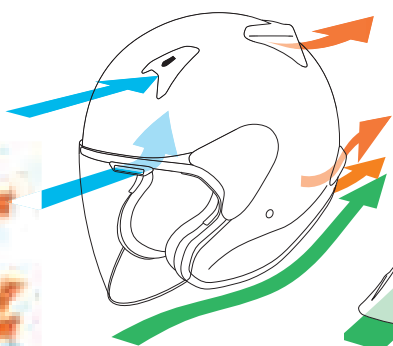
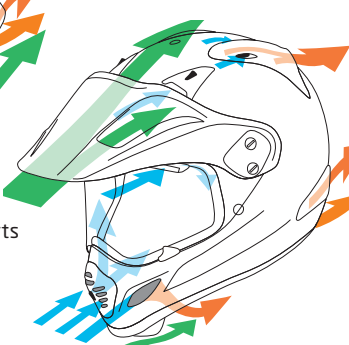
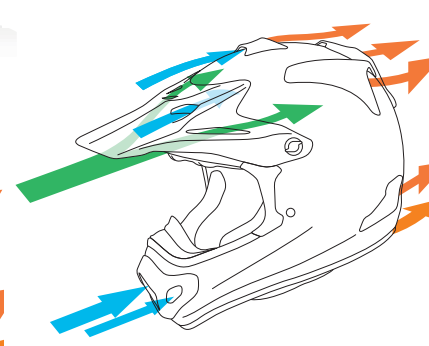
X-TEND



TOUR-X 4



MX-V

5 Intake ports / 7 Exhaust ports
SZ-RAM 4 / X-TEND RAM4 Intake ports / 5 Exhaust ports
X-TEND7 Intake ports / 6 Exhaust ports
TOUR-X 46 Intake ports / 8 Exhaust ports
MX-V

SHIELD

SAI Shield



RX-7 RC / RX-7 GP / CHASER-V /
REBEL / AXCES-II

The 10mm wider opening, compared with the previous generation, enhances peripheral vision and the feeling of "openness" inside the helmet.

PRO SHADE SAI Shield

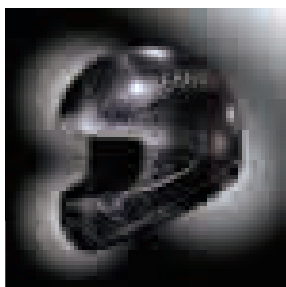


QUANTUM-ST PRO / CHASER-V PRO

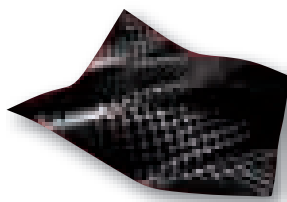
The PSS offers the all-weather solution against sun glare, excess ambient light and fogging. The sun visor flips up and down with a flick of the hand and is fixed in position. The advantages of the PSS system: no reduction in thickness of the inner shell, no weakening of the outer shell and no need for an operating system containing metal parts. When the sun is low, only a subtle dip is needed to reduce ambient light. The PSS will not block the complete field of view, just the part that causes glare. No more need to change your dark smoke visor when the sun goes down.

SHELL CONSTRUCTION

CFC Carbon Fiber Composite

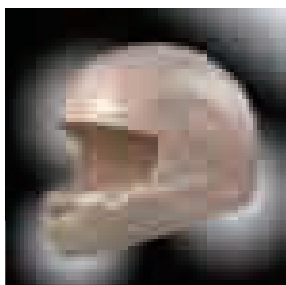


RX-7 RC



Exclusive technology developed internally by Arai for the GP-6RC F-1 helmet utilizes carbon fiber found in the latest generation of commercial airlines, and is bonded with Arai's proprietary resins and is reinforced with a band of incredibly super fiber belt specifically oriented to disperse energy loads laterally across the shell surface. In the forehead area, this band increases shell strength without adding thickness or weight, and allows the use of a thinner EPS liner which greatly enhances the upward field of view – especially appreciated in a full racing tuck!

PB-SNC Peripherally Belted Structural Net Composite

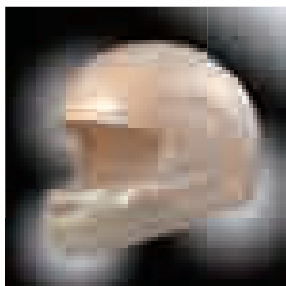


RX-7 GP

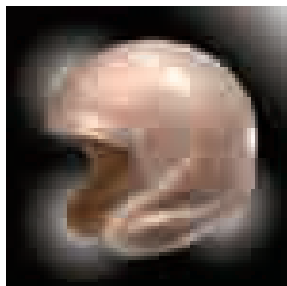


Arai's proprietary (super fiber belt) Peripheral Belt, borrowed from our F-1 technology, maximizes shell strength and flexibility while maintaining low weight. Positioned across the top of the eyeport, this band allows the use of a thinner EPS liner which greatly enhances the upward field of view – especially appreciated in a full racing tuck! The Structural Net Composite adds a physical bond to the resin bond of the many layers of fibers and reinforcing materials within the shell.

SCLC Super Complex Laminate Construction

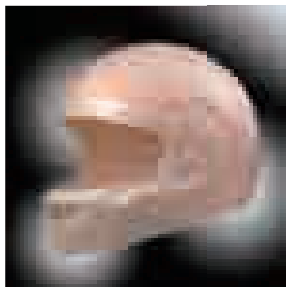


QUANTUM-ST PRO / X-TEND RAM / SZ-RAM4 / MX-V / ASTRO-LIGHT

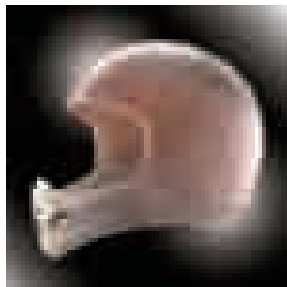


The latest aerospace fibers, with 30% more strength in extension & bending resistance than standard fiberglass comprises the majority of the SCLC shell. While considerably more expensive than most fiberglass (and in fact more than many Carbon Fiber materials), this "Super Fiber" provides incredible flexibility and strength, which maximizes shell integrity. A specially designed "mechanically expanded fiber mat," sandwiched between the inner and outer layers of Arai's proprietary Super Fiber Laminates, is used to reinforce and bond these two Super Fiber layers without adding significant weight to the helmet.

SFL Special Fiber Laminate



CHASER-V / TOUR-X 4 / X-TEND / REBEL / AXCES-II / FREEWAY-2 /
CHASER-V PRO / PENTA / SZ-LIGHT / VX-PRO JR



Strict quality controlled construction using special fiber layers, crowded with fibers right to the shell surfaces and bonded with special resins formulated by Arai, to disperse impact energy over the widest possible area – the shell's main job – through strength, structural integrity and impact flexibility.

PULL DOWN AIR SPOILER

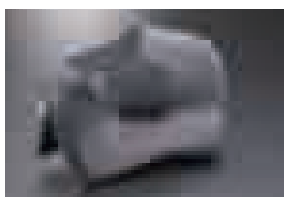
Helps minimize wind noise and also aids with the extraction of hot air from the face area. Provides additional deflection of road debris away from neck.



Available on: RX-7 RC / RX-7 GP / QUANTUM-ST PRO / REBEL / TOUR-X 4 / ASTRO-LIGHT

Fixed Air Spoiler: CHASER-V PRO

INTERIOR MATERIALS



Dry-Cool®

Arai's Dry-Cool® material transfers heat and moisture away from the rider quickly and efficiently.

Available on: RX-7 RC / RX-7 GP / X-TEND RAM / TOUR-X 4 / MX-V / SZ-RAM 4 / ASTRO-LIGHT / SZ-LIGHT / VX-PRO JUNIOR



Eco-pure®

New exclusive "Eco-pure" liner with anti-microbial material stays fresher between cleanings.

Available on: QUANTUM-ST PRO / CHASER-V PRO



Brushed Nylon

Soft, smooth and plush, yet durable offers a balance of all the desirable qualities necessary in a helmet lining material.

Available on: CHASER-V / X-TEND / REBEL / FREEWAY-2 / PENTA / AXCES-II

MICRO FIT INTERIOR

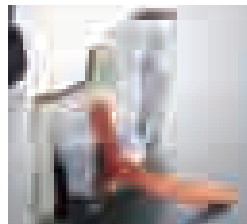
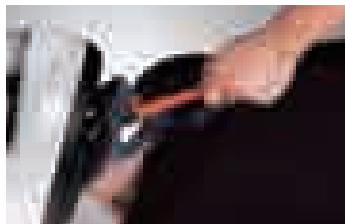


Arai's peel-away temple crown pads give the option of 5 mm more interior width* if needed.

*See fitting details in Head Shapes on page 57.

Available on: REBEL / CHASER-V / QUANTUM-ST PRO / SZ-RAM 4 / CHASER-V PRO

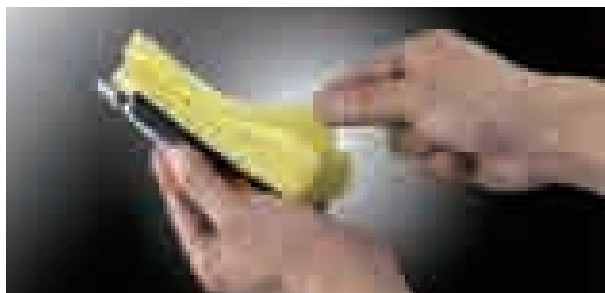
EMERGENCY CHEEKPAD RELEASE SYSTEM



This now-copied, groundbreaking Arai innovation was specially developed to allow easier access to an injured rider's head by making helmet removal easier for trained medical personnel.

Available on: RX-7 RC / RX-7 GP / QUANTUM-ST PRO / MX-V / TOUR-X 4

MICRO FIT CHEEK PADS

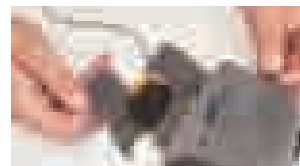


Giving even more ability to craft the perfect fit and comfort, the cheekpads now feature a 5 mm peel away layer for added room if needed.

Available on: RX-7 RC / RX-7 GP / QUANTUM-ST PRO / MX-V / CHASER-V PRO / CHASER-V / REBEL / SZ-RAM 4 / TOUR-X 4

SPEAKER POCKET

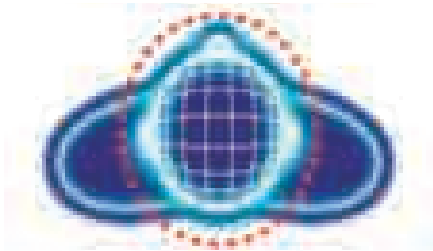
The ear pockets of the new Quantum-ST PRO models have molded pockets for speakers providing a more comfortable fit.



Available on: QUANTUM-ST PRO / CHASER-V PRO

HEAD SHAPES

All
(Except QUANTUM-ST PRO)



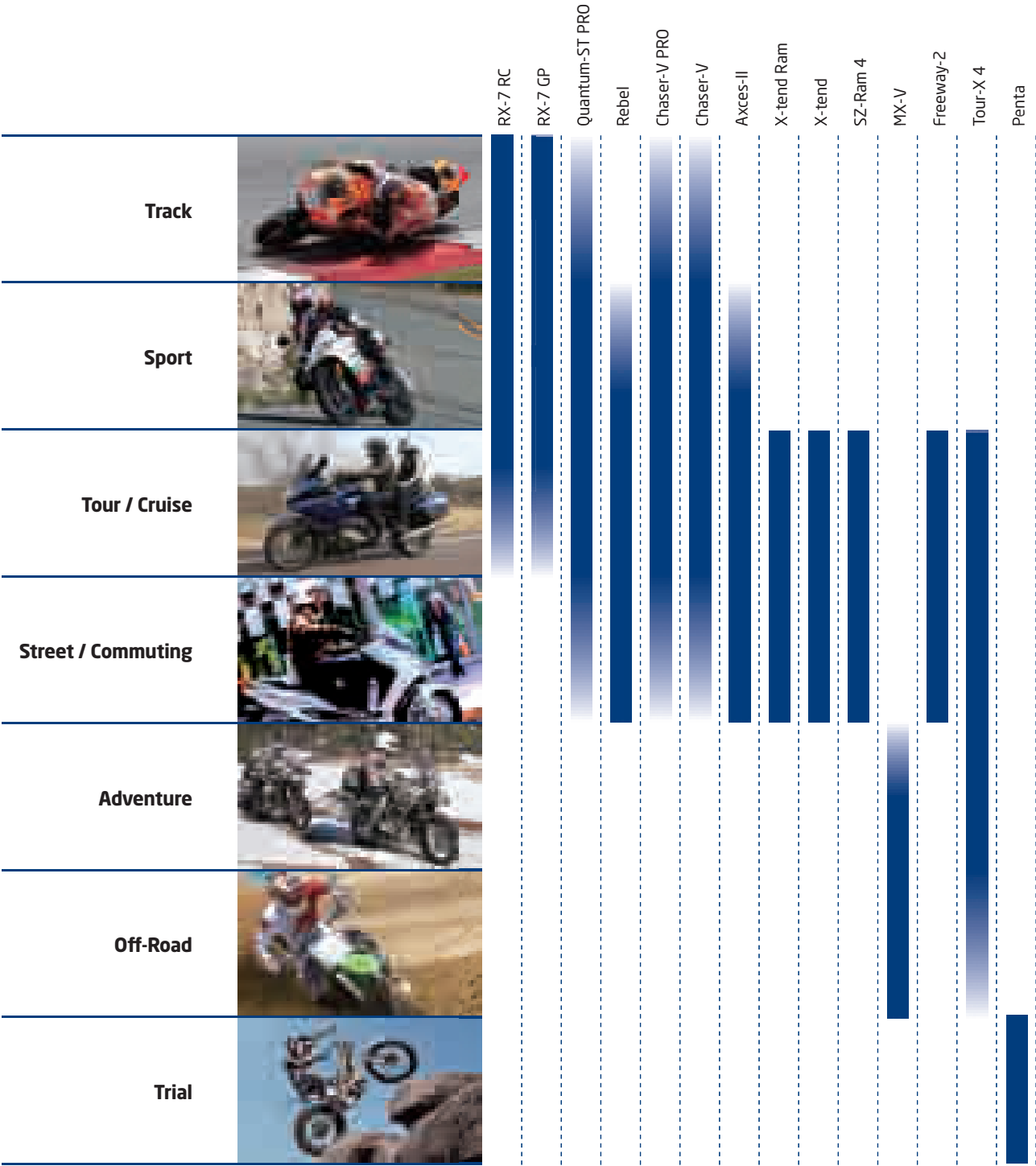
Intermediate Oval
Slightly longer front to back than Round Oval, like an Asian head.

QUANTUM-ST PRO



Long Oval
Longer front-to-back and a little thinner side-to-side than Intermediate Oval.

APPLICATION





FEATURES	RX-7 RC	RX-7 GP	Quantum-ST PRO NEW	Rebel	Chaser-V PRO NEW	Chaser-V	Axces-II	X-tend Ram	X-tend	SZ-Ram4	Freeway-2	Penta	Tour-X 4	MX-V	Astro-light	SZ-Light	VX-Pro Junior
Outer shell																	
Construction	RC	PB-SNC	ScLc	SFL	SFL	SFL	SFL	ScLc	SFL	ScLc	SFL	SFL	SFL	ScLc	ScLc	SFL	SFL
Ventilation																	
Free Flow System (FFS)	•	•	•	•	•	•											
Front ventilation																	
Center top vent	•	•			•	•	•	•		•				•			•
Dual intake			•	•					•				•	•	•	•	•
Diffuser system	•	•						•		•							
Removable Diffusers													•				
Standard brow vents**				•	•	•	•	•	•	•			•		•	•	
Brow vents extended to temple area**	•	•	•														
Three position chin vent	•	•	•	•	•	•	•						•		•		
Inner chin (bar) vent shutter													•	•			
Rear ventilation																	
Neck exhaust vent	•	•	•	•	•	•		•	•	•			•	•	•		
One-piece rear exhaust			•	•	•	•	•		•						•		•
Removable three-piece rear exhaust														•			
Rear exhausts												•				•	
Side exhausts	•	•	•	•	•	•		•	•	•			•	•	•		•
Aerodynamics																	
Pull Down Chin Spoiler	•	•	•	•									•		•		
Fixed Chin Spoiler					•												
Patented Air Wing® adjustable**	•	•															
Patented Air Wing® non-adjustable**								•		•							
Visor																	
PRO Shade System** (SAI Max Vision Visor)			•		•												
SAI Wider Peripheral Vision Visor	•	•		•		•	•										
Pinlock insert lens included	•	•	•	•	•	•							•				
Interior																	
Eco-Pure			•		•												
Dry-Cool® Liner**	•	•						•		•			•	•	•	•	•
Leatherette interior parts (only design models)											•						
Replaceable interior	•	•	•	•	•	•		•		•			•	•	•	•	•
Replaceable Cheek Pads	•	•	•	•	•	•	•	•	•				•	•	•		•
Speaker pockets			•		•												
Facial Contour System (FCS)	•	•	•	•	•	•		•	•				•	•			
Replaceable Ear cups										•	•	•				•	
5mm "Peel Away" Ear cups/Cheek pads	•	•	•	•	•	•				•			•	•			
Replaceable Neckroll	•	•	•														
Replaceable chinstrap covers	•	•	•					•		•			•	•			•
Thin centre pad for more room in front area			•		•												
Comfort																	
Emergency Release System (ERS)	•	•	•										•	•			
Breath guard	•	•	•	•	small									•			
Approval																	
ECE 22-05	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
SNELL M2010/2015	•	•	•														
Sizing																	
Size XXXS-XXS															•	XXS	XXS
Size XS-XXL		•		•	•	•	•	•		•	•	•	•	•			
Size XS-XXXL			•						•								
Size XS-XL	•																

** Innovated and exclusively offered by Arai



RX-7 RC

All rights reserved. The photographs and information contained herein are protected by copyright. Not all models might be available in all markets. Some helmets in this brochure are shown with tinted visors. Tinted visors are used instead of the standard clear visors for display purposes only and are available at Arai dealers. For the latest overview visit www.araihelmet.eu.

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