



2025  
COLLECTION





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

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Photo: Graeme Brown

Tokyo, 1928



**PRIORITY FOR  
PROTECTION**



## ▶ VALUE

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The founder of Arai Helmet was the man who created the first motorcycle helmet in Japan to protect his own head, and as a result, launched the Japanese motorcycle helmet industry.

Arai continues to pursue gains in higher levels of protection, using the harsh reality that the helmets are made for as a source of inspiration.

# THIS IS ARAI



## ▶ THE VALUE OF ARAI

From the very beginning helmets have been much more than just a business for Arai. Started from a need for self-protection, evolving into a pursuit of always improving, even if only by small increments, the accumulation of many such small improvements over time can show remarkable results, even beyond our expectations.

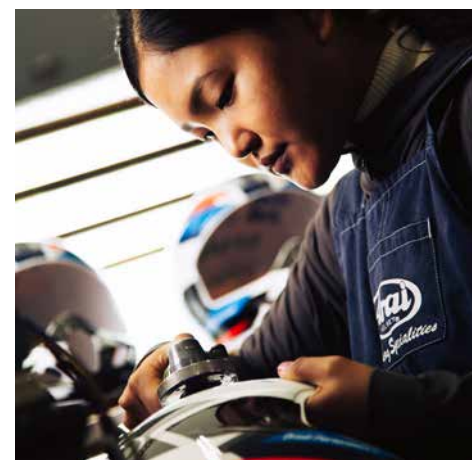
Through Arai's experience, the configuration of the Arai helmet shell has evolved to allow the shell to slide over obstacles that Arai refers to as "Glancing Off".

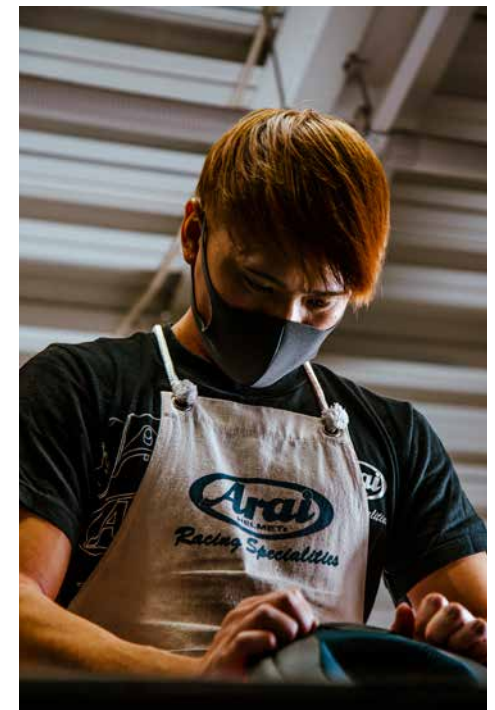
This is why Arai believes that a shell that is involved in an impact should be round, smooth, and strong. At the same time, it is also important to manage airflow for ventilation, stability, and to enhance the rider's endurance and concentration.

This requires some projections on the shell of the helmet. While these projections may conflict with the basic concept for the shell surface to be round and smooth for "Glancing Off", in order to satisfy both, Arai has arrived at the following solution.

Arai does provide ventilation and stability, without compromising the round, smooth and strong shell needed to deal with an impact. The projections that Arai utilize are not integral to the shell. They are designed and mounted to detach when subjected to forces beyond normal use.

Based on over 60 years of experience and achievements, Arai shells not only protect the head in a crash, but also contribute to the comfort and concentration of street riders and racers alike, with a legacy of world championships spanning nearly four decades.





## ▶ PRIORITY FOR PROTECTION

Helmets, made by the dedicated hands of those who work at Arai, have shown examples of supreme protection for decades. The numerous improvements by their experienced hands, and personal desire to further

the protection of riders' heads, are among the many unique reasons Arai helmets perform the way they do. From our very first helmet to those we make today, rider protection remains our first pri-

ority, and we at Arai shall never forget the value of what we have been seeking to protect is priceless.

Photo: Randy Van Maasdijk



**GLANCING OFF**  
IMPACT ENERGY



**PRIORITY FOR PROTECTION**

# HOW DOES A HELMET PROTECT YOUR HEAD

## ▶ HEAD PROTECTION CAN BE CALLED MANAGING IMPACT ENERGY EXCEPT MANAGING THAT ENERGY IS NOT JUST ABSORBING IT

In the event of an impact, energy is created, and the role of a helmet is to 'appropriately manage the impact energy' to protect the rider's head. That energy management is generally achieved by 'absorption' of the impact energy around the head, thus protecting it. The outer shell deforms and the cells of the inner EPS liner crush, and that destruc-

tion manages impact energy by converting it into work. However, the truth is even the best helmet has limits to how much energy it can manage.

On the other hand, the helmet isn't only absorbing energy, but rather in a large crash when the rider's head is repeatedly protected by the helmet, we understand that it's

working to manage impact energy in another important way. That is 'glancing off'. Many people probably don't even realize this, but at the moment a helmet is impacted, if struck off center it can slide on the crash surface, minimizing the impact energy that might otherwise be transferred to the rider's head. Therefore, if not directed toward the center

of the helmet, the head inside can be protected, even with high energy levels and the liner's limited energy absorption ability. Even in extreme crashes we've witnessed 'glancing off' and 'energy absorption' as two halves of energy management that work together to increase the chances of head protection. This holds true for any kind of helmet.

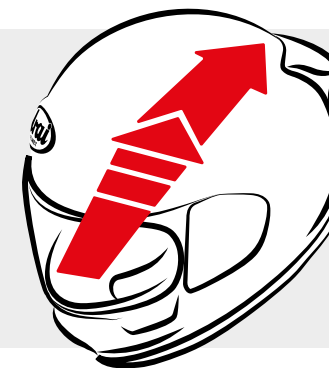
## ▶ GLANCING OFF WORKS TOGETHER WITH ENERGY ABSORPTION INVISIBLE TO YOUR EYES

When we talk about 'Impact absorption ability' there will be a limit regardless of any manufacturing technique employed, because of the limited amount of space between the shell and rider's head necessary to manage impact energy (see below "The Limit of Absorption Ability"). And on a motorcycle, we have to prepare for impacts that far exceed our imagination. So it follows that glancing off is critical for supporting that. Arai's helmet exhibits results due to its strong shell combined with its round smooth surface and achieves the important goal of not letting energy into the helmet. However, helmet standards place their emphasis on impact

absorption and do not show anything about glancing off. Glancing off is the synergy of various elements working together, and there is no set way to impact a helmet to test for it. There is a test for shell strength to resist penetration, though because it's difficult to put numbers to the shell form and such for glancing off, there remains no definition. Any helmet makes use of glancing off, but due to the difficulty in numerically capturing each helmet's difference in ability, there are many cases where safety standards simply don't define glancing off. In addition to passing standards, Arai makes continual efforts to improve our helmets' glancing off ability and pursue gains in head protection.



*In the unlikely event of an impact, the common case is the helmet receiving an impact from an oblique angle, rather than a 90 degree angle. So the obstacle moves past the impact point with the helmet while sliding off the moment the helmet hits at an oblique angle.*



# FORM & STRENGTH



## ▶ THE EVOLUTION OF FORM CONTINUES AS TIME GOES BY

Glancing off cannot be adequately quantified as a basis of head protection. In crashes, an impact can come from any angle at any speed and cannot be prepared for. Also, the exact speed and angle of an impact cannot be replicated 100%. So as for the development of 'glancing off', there's nothing that can be done except to accumulate improvements that we think we should do through experimentation and small adjustments to combat every possibility.

From the scars left by rider impacts, we can gather that the helmet was able to slide past obstacles and not catch or snag because of its smooth surface. In other words, we sur-

mise they exhibited 'glancing off' properties. So, the shape of Arai helmets will be round and smooth to the very end. We have kept the same basic shape since the beginning, and think it alleviates impact energy more so than a shell with an exaggerated shape with hard edges that may catch. Our helmets evolved from a cannonball shape when first introduced, into an egg shape today, to better blend the entire outer surface more smoothly. The current shape of an egg is a simple sphere evolved in nature for survival. Arai also evolved towards the egg shape with the notion to protect the rider's head as much as possible from impacts that might exceed expectations.



*The whole helmet has evolved to receive impact energy with its round surface to address obstacles, and reduce flat facets in the shell.*



## ▶ CONTINUALLY SEEKING THE STRONGEST MATERIALS AND BEST TECHNIQUES AT THE FOREFRONT OF TECHNOLOGY

Shell strength is very important for enhancing 'glancing off'. In a crash, if the shell deforms or is completely destroyed it can no longer slide and will stop and catch on that point. A helmet that can't slide can't maintain its 'glancing off' ability and that impact energy can reach the rider's head.

Since we've decided on being the number one helmet in the world for protection, we've pursued shell strength as well as weight reduction by accumulating improvements that embody the lifeblood of Arai. This evolved into the development of the cLc shell pro-

cess (complex laminate construction) which encompasses both strength and lightness. Although the cost of the material utilized is 6 times higher than conventional fiberglass, Arai exploits its use for a stronger and lighter helmet. To prevent cracks from spreading to the helmet's edge, the critical edges of the shell have a Super Fiber Belt which reinforces these areas like the bands of a barrel. The resin blend as well is evolved through our obsession with strength and weight reduction as we continue to accumulate various improvements.

### SPECIALIZED GLASS FIBER

Arai's top models utilize the same material found in a bulletproof vest in the crown part of the shell, which is expensive but strongest in function to maintain strength, reduce weight, and lower the helmet's center of gravity for reduced rider fatigue. Shell evolution involves more than improvements in construction, material, and manufacturing techniques. Rather, we pursue strength from the shell shape. All elements of shell shape are connected to the function of the helmet.



Between the high strength fibers, special lightweight elastic fibers are sandwiched between, which is the Complex Laminate Construction (cLc). It offers a 20% weight reduction compared to making it with just all the same fiber.



The top of the eye port has a Super Fiber Belt which reinforces the helmet like the bands of a barrel for better protection. This special belt suppresses the spreading of cracks that form when the helmet receives a large impact and improves glancing off.

### R75



Arai helmets have a continuous spherical form maintaining a radius of no less than 75mm; this is where the R75 shell name comes from. Our helmets are designed to avoid protrusions in the shell, which is why aero parts and vents that keep the rider comfortable break off in an impact.

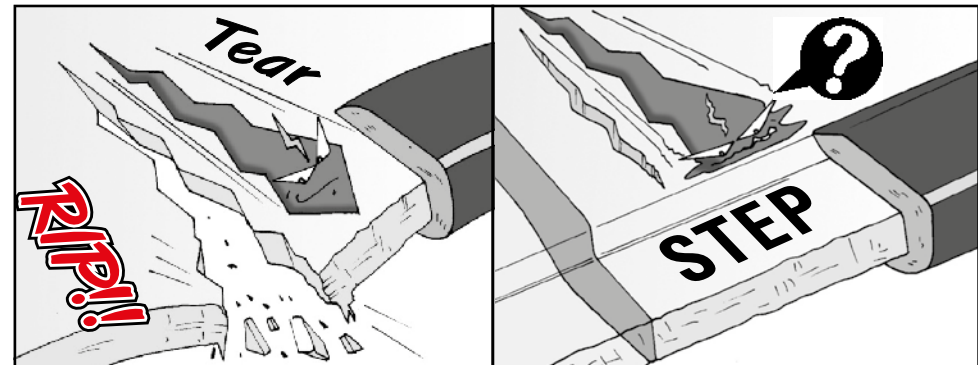
### VAS SHIELD



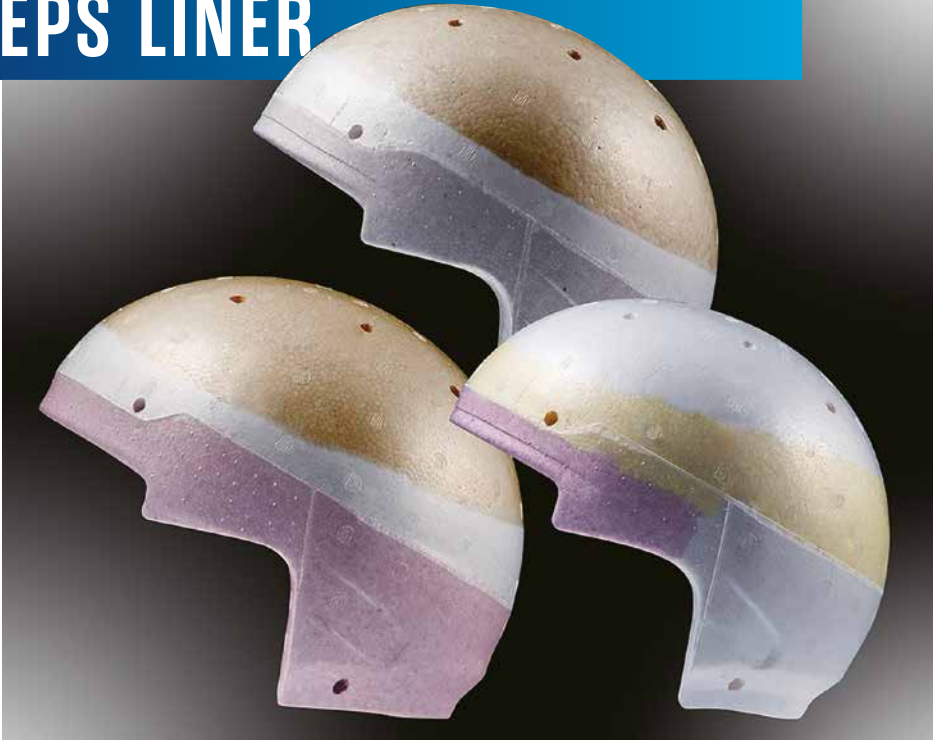
The Variable Axis System (VAS) shield is designed for improved function, but also to increase the continuous smooth shape of the shell, increasing the Glancing Off ability of the helmet.

### HYPER RIDGE

At the bottom of the shell there is a three-dimensional 'Hyper-Ridge', a step in the shell designed to stop the migration of cracks that form when the helmet receives an impact.



# EPS LINER



Arai's proprietary 1PMDL (one piece multi-density liner) is the only one of its kind in the world and offers incredible protection by being fine-tuned to each shell size, in each model and in each head size, with varying EPS densities.

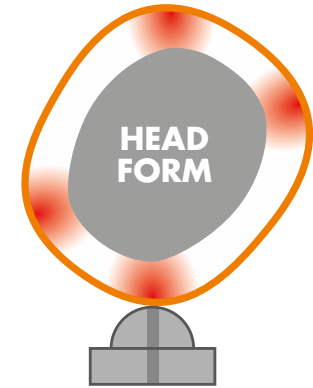
## ▶ FOR MANY YEARS WE'VE SEEN OUR LINER'S PERFORMANCE TESTED

Even the best 'glancing off' ability alone won't protect the rider's head. 'Impact absorption ability' is necessary to pass even the strictest helmet standard in the world. In the impact absorption ability test, the shell surface deforms when it receives an impact with the helmet hitting obstacles of certain angles and shapes.

If the impact surface is narrow, concentrating the impact energy, the EPS liner must naturally be thicker. However, while that makes it easier to pass helmet standards, making the EPS liner thicker only in the necessary places ends up distorting the helmet shape away from 'round and smooth'.

It doesn't maintain a form ideal for making the most of 'glancing off'. Arai's proprietary 1-piece multi-density EPS liner has finely-tuned sections with various densities. It can make the most of its 'glancing off' ability because the EPS density varies according

to the corresponding shell surface, allowing the shell to remain 'round and smooth'. This 1-piece multi-density liner is indispensable for improved results in Arai's strength of the shell shape pursuing 'glancing off' performance.



The head form shape used in helmet testing is somewhat square, so the 'four corners' get tight inside the helmet, and we can see a tendency to make the shell square too.

## ▶ ABSORPTION LINER

The liners used by some other helmet manufacturers may have multiple densities, and have separate pieces with seams where they are assembled, or use a non EPS liner type. All address impact energy in a vertical drop from a set distance in helmet standard tests, where there is no difference in absorption ability. However, it's difficult to manage an impact you cannot foresee on the road or track which could come from any direction. On the other hand, if the liner is 1 piece multi-density, it has unbroken bonds between all

densities and can stop the spread of impact energy more efficiently.

In a crash we can confirm the effective combination of the liner-shell system. Furthermore it exhibits ideal absorption performance in side impacts as well because it's designed with glancing off. The 1PMD liner is the ideal ingredient in impact energy management where it can manage impact energy from any direction and address impacts unknown to the rider.

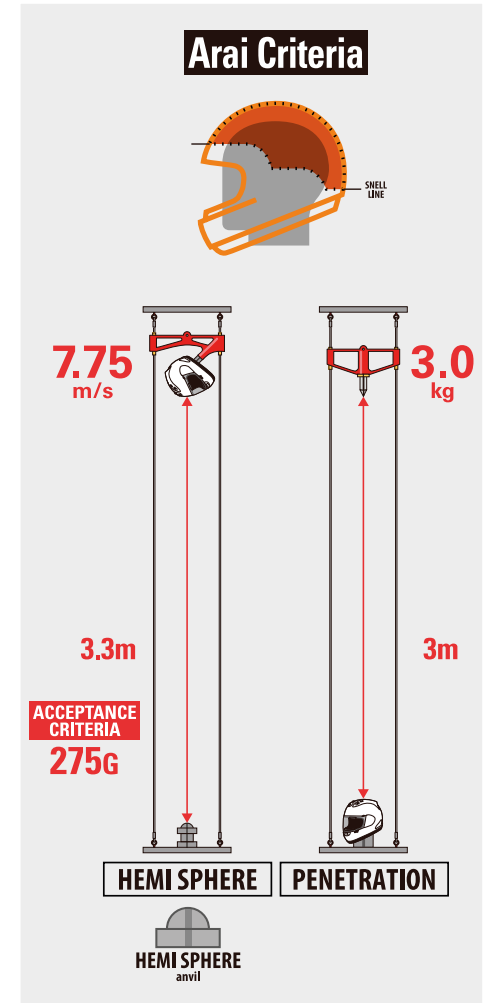


# ARAI CRITERIA



All helmets that are available in the European market must meet the requirements of the mandatory standard. While it's important to meet these requirements, it is not the only goal for Arai for riders' protections. In addition to meeting these requirements, Arai also has in-house criteria to pursue gains in protection for riders.

From the very beginning of the foundation of the Arai Helmet company, which was founded before the existence of mandatory standard in Japan, we have always focused on riders' protection and seeking improvements, even if small. There is no magic wand, or one solution to gain more protection. The only way to improve is by making small improvements one by one, building on our foundation, even at higher and higher costs, trusting that over time all these accumulated improvements would work together, reaching a higher level of protection than before, creating a new base level from which we can improve. Only a three-generation family company of motorcycle riders like Arai can foster this company environment to maintain this dedication to rider protection.



# PRIORITY FOR PROTECTION

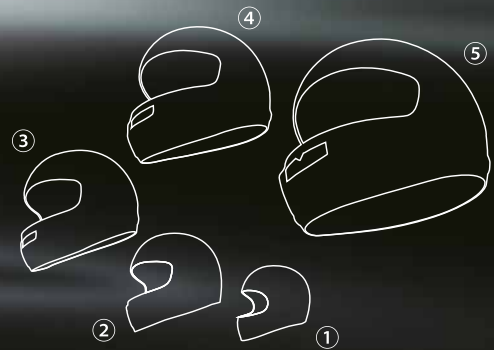




2025  
RX-7V FIM RACING #2



# PRIORITY FOR PROTECTION



## S H E L L E V O L U T I O N S

- 1 First c/c shell: Stronger & Lighter construction for increased riding performance. >
- 2 First shell using Superfiber and AR Matt: Further increasing shell strength while maintaining size and weight. >
- 3 First shell with SNC composite shell: Increasing the mechanical bond of internal materials, again increasing strength without adding weight. >
- 4 First Superfiber Belt Shell forehead only: Reinforcing a critical impact area without additional shell thickness or weight. >
- 5 Z resin shell and Superfiber shell for several area (not only for forehead): Increased material bonding with less resin, SFB added to additional areas for reinforcement with minimal weight gain.

# EVOLUTION OF THE RX-7



**1968**  
RX-7



**1977**  
RX-7 (cLc)



**1981**  
RX-7 (ScLc)



**1988**  
RX-7V



**1990**  
RX-7R



**1991**  
RX-7RR



**1993**  
RX-7RR2



**1995**  
RX-7XX



**2000**  
RX-7RR4



**2003**  
RX-7 Corsair (SNC)



**2008**  
RX-7GP



**2010**  
RX-7RC



**2015**  
RX-7V



**2022**  
RX-7V EVO



**2024**  
RX-7V FIM Racing #2



2025  
RX-7V FIM RACING #2

## ▶ MAKE FASTER, EASIER

Arai is the first to clear the FIM FRHPhe-02 standard. Using the same materials and construction techniques used on the existing RX-7V FRHPhe-01 helmet, Arai was able to develop the new 'RX-7V FIM Racing #2' helmet and become the first helmet maker to become certified to this new standard. As always, we at Arai do not confine ourselves to only categories required by the standards of the time. Instead, we continue our pursuit for gains in protection whenever and wherever we can find it, which is the reason we can meet such a difficult challenge so quickly.

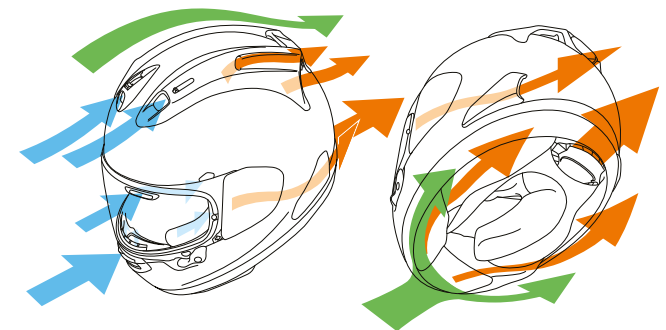
When it comes to head protection, we adhere to the idea that "it is better to do something rather than nothing". We believe that this way of thinking allows us to continue to accumulate small improvements over time that ultimately leads us to a helmet with improved protection. Since 2020, the FIM has made it a requirement that gear must meet the FIM FRHPhe-01 standard. For the sake of elevating rider protection to an even higher level, the FIM established the new FIM FRHPhe-02 standard. According to the FIM, the first helmet recognized by them to

have passed the even more stringent FRHPhe-02 standard was Arai's 'RX-7V FIM Racing #2'. In 2023, the helmet was officially announced to have passed the standard in all shell sizes. In the midst of these stringent new requirements, our helmet was quickly certified and authorized for use. As of 2024, the Arai "RX-7V FIM Racing #2" helmet is the first to be authorized for use in FIM sanctioned races. The FIM and their President, Jorge Viegas, applauded Arai for our efforts in working to elevate rider head-protection.



## ▶ VENTILATION

The combined systems offer excellent and efficient ventilation. Utilizing the same proven system as the RX-7V, the centre duct provides 11% more airflow, with bigger switches for effortless operating. The lowered side-air channels guide air from the cheek pad area to the side ducts. The diffuser is 20 mm longer with improved aerodynamics, and 19% larger intake scoops, both work together with the Air Wing to improve stability. The chin cover blocks air intrusion and draws more air from the mouth area.



**PINLOCK 120**  
MaxVision™ | Included



Available sizes: XS-XXXL



2025  
RX-7V EVO





**Arai**  
HELMET®

RST



Photo: Javi Echevarria

## ▶ SETTING THE STANDARD

The RX-7 has always been the benchmark of Arai's motorcycle racing R&D at the very highest level. Handmade in Japan by a three-generation family company of riders, it is Arai's state-of-the-art helmet.

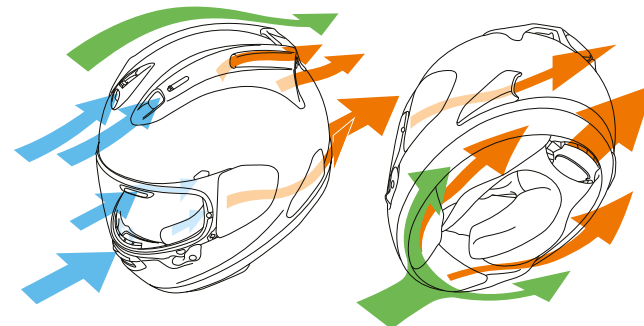
The new RX-7V EVO, apart from accumulated improvements under the skin, looks identical. Because it is. The difference? Everything. And most recently ECE R22-06 approval. But, even after meeting the most recent standard, Arai does not rest and continues to look for new ways to improve rider protection, making us better prepared to meet the next standard when it comes. ECE R22-06 requires a much more stringent testing process than the previous ECE R22-05.

Arai presented the RX-7V EVO and it gained homologation while maintaining its characteristic round, smooth and strong shell design to 'glance-off' and spread impact forces. Or simply put, by being an Arai RX-7V EVO.

There is a difference with Arai. It's the combination of every single piece of design, no matter how large, small or even invisible, working on behalf of the rider. Because what we protect is priceless.

## ▶ VENTILATION

*The combined systems offer excellent and efficient ventilation. Utilizing the same proven system as the RX-7V, the centre duct provides 11% more airflow, with bigger switches for effortless operating. The lowered side-air channels guide air from the cheek pad area to the side ducts. The diffuser is 20 mm longer with improved aerodynamics, and 19% larger intake scoops, both work together with the Air Wing to improve stability. The chin cover blocks air intrusion and draws more air from the mouth area.*



**PINLOCK 120**  
MaxVision™ | Included

*Rounder, Smoother & Stronger Shell*  
**R75**  
SHAPE

**EMERGENCY**  
TAB

**FCS**  
Facial Contour  
System

**IAS-V SHIELD**  
SYSTEM



Black



White



Frost Black (matt)



Diamond White



Diamond Black

**NEW 2025**



Haga WSBK



PB SNC<sup>2</sup>  
Outer Shell



VAS V  
MV Shield



Chin Cover  
(Removable)



Antimicrobial Liner  
Material



Facial Contour  
System

**NEW 2025**



99 Nakano Red

**NEW 2025**



REA SB3

**NEW 2025**



Nakasuga4

**NEW 2025**



Tsubasa

NEW 2025



Nakagami GP3

NEW 2025



Doohan Jubilee Restyle

NEW 2025



Cadalora Restyle

NEW 2025



TT IOM 2025



Schwantz Design



Takumi (matt)



Hayden Reset (matt)



Pedrosa Shogun



Ogura



Kiyonari Trico (matt)



Samurai



Blade Yellow



Blade Red



Tatsuki (matt)



Schwantz 30



Nakagami GP2



MVK Oakley



Maverick



**RX-7V EVO**

**PRIORITY FOR PROTECTION**



*The Dark-Tint Shield is available as an accessory.*



2025  
QUANTIC

# QUANTIC



The Dark-Tint Shield is available as an accessory.

## ► HIGH-SPEED COMFORT FOR THE LONG HAUL

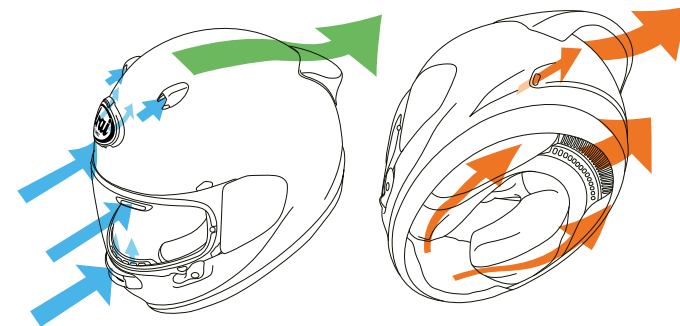
As with every Arai, the Quantic is formed around protection, first and foremost. Manufactured by hand, the outer shell maintains core strength but with a substantial weight reduction.

The smooth, round shape is a key Arai signature and primarily designed to 'glance-off' and spread impact forces. Using the aerodynamic and protective abilities of Arai's full-face helmets and all the experience and know-how earned over millions of road kilometres, the new Quantic slips through the air neatly and efficiently, wrapping its wearer in a cocoon of luxury. It offers a fresh choice for riders that want the very best performance from a helmet - in terms of protection, comfort and ease of wear, day-in-day out - with zero compromise. For easy access on and off the Quantic features a 5mm flare around the base, while the VAS MAX vision shield comes with a Pinlock insert ready to use.

The premium brushed nylon interior is removable and features Facial Contour System (FCS) and neck roll wire pocket. It also features Emergency Release System (ERS). The Quantic will be on the market with the official ECE R22-06 homologation.

## ► VENTILATION

Comprehensive and controllable ventilation is based around 12 ventilation ports: 6 intake, 6 exhaust. The 3D Arai logo feeds cooling air into two central intake points and works well at low speed, alongside dual F1-derived tear duct top intakes, twin brow vents and 2-position sliding air-scoop, filtered chin vent. Hot air is efficiently extracted via the 3-way one-piece rear exhaust/spoiler, twin flush-fit side exhausts (with foam dams to reduce noise) and neck exhaust.



**PINLOCK 120**  
MaxVision™ | Included

Rounder, Smoother & Stronger Shell  
**R75**  
SHAPE

**EMERGENCY**  
TAB

**FCS**  
Facial Contour  
System

**VAS-V SHIELD**  
SYSTEM



Diamond White



Diamond Black



Frost Black (matt)



Fluor Yellow



Modern Grey

NEW 2025



Star

NEW 2025



Supra Red

NEW 2025



Supra Blue

NEW 2025



Supra Yellow



Stars&Stripes



PB e-CLC  
Outer Shell



3D Arai  
logo duct



Air-scoop  
chin vent



Replaceable  
interior



Rear  
exhaust/spoiler



Ray White (matt)



Dark Citizen



Space Red



Space Blue



Abstract Blue



Abstract Red



Mark Red



Mark Yellow



Robotik Red



Robotik Black



Robotik Blue



Mosaic

QUANTIC



**PRIORITY FOR  
PROTECTION**



2025  
CONCEPT-XE

*The VAS-V Shield 2D Clear is available as an accessory.*



CONCEPT  
XE



The VAS-V Shield 2D Clear is available as an accessory.

**PINLOCK 120**  
MaxVision™ | Included

Rounder, Smoother & Stronger Shell  
**R75**  
SHAPE

**EMERGENCY**  
TAB

**FCS**  
Facial Contour  
System

**VAS-V SHIELD**  
SYSTEM

## ▶ OLD SCHOOL COOL. MINUS THE COMPROMISES

The 1980s. Naked motorcycles. An attitude that made you feel different from everybody else. Introducing the Concept-XE.

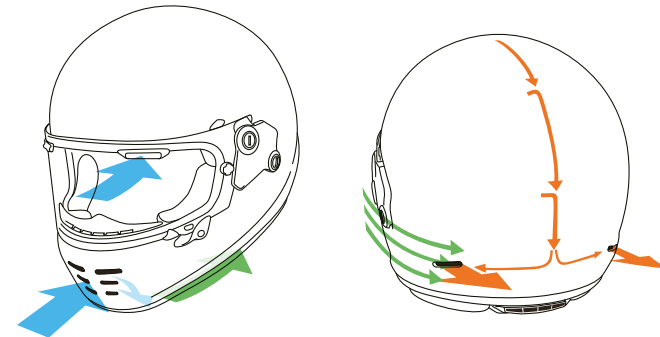
Recalling the simple yet aggressive style of that era, this helmet came from the heart of Arai R&D. They loved the looks, but that was about it. Now, the Arai techs want old-school cool, to fit their style and motorcycle, but they want cool with modern Arai performance.

Concept-XE's brute simplicity is the product of imagination, but make no mistake, while the retro style may grab attention it had to pass Arai's stringent in-house testing. So underneath the aggressive look you'll find a strong, lightweight PB e-CLC shell, with a smooth and round shape, reinforced with Arai's proprietary peripheral belt, to slide across surfaces and glance-off obstacles.

The VAS-VC shield system, with its retro mechanical look, further enhances glancing off performance by lowering the shield pivot point to maximize a smooth upper shell. Although a nod to the past, the Concept-XE is very much a helmet of the present. Ready for a generation of modern riders that demand a new, old style - but with the performance and comfort only an Arai can provide.

## ▶ VENTILATION

The Concept-XE's sleek outer shell hides a secret; Arai's internal ventilation system. Cooling air feeds into the shield brow vents and is drawn through the comfort liner and out three upper crown exhaust holes, via a hidden multi-stage air channel within the EPS liner, by the negative pressure created by the combined Venturi effect of the side exhaust ports and neckroll vent. Up front the six meshed slots close to demist and open for airflow.





White



Black



Sports Red



Frost Black (matt)



Modern Grey

**NEW 2025**



Sakata

**NEW 2025**



Dusk Orange (matt)



Matt Blue (matt)

**NEW 2025**



Turquoise Blue (matt)



Temu Green



PB e-clc  
Outer shell



VAS V  
MV Shield



Replaceable  
interior



Emergency Release  
System (ERS)



Hidden multi-stage  
air channel



Temu Blue



React Brown



React Blue

CONCEPT  
**XE**



**PRIORITY FOR  
PROTECTION**

Available sizes: XS-XL

# EVOLUTION OF THE SZ



**1997**  
SZ-beta



**1995**  
SZ-Alpha



**1988**  
SZ



**2024**  
SZ-R EVO



**2004**  
SZ-RAM III



**2000**  
SZ-RAM



**2018**  
SZ-R VAS



**2016**  
SZ-RAM X



**2012**  
SZ-RAM 4



**1997**  
SZ-XX



2025  
SZ-R EVO

*The VAS-Z Shield BV Dark-Tint is available as an accessory.*







The VAS-Z Shield BV Dark-Tint is available as an accessory.

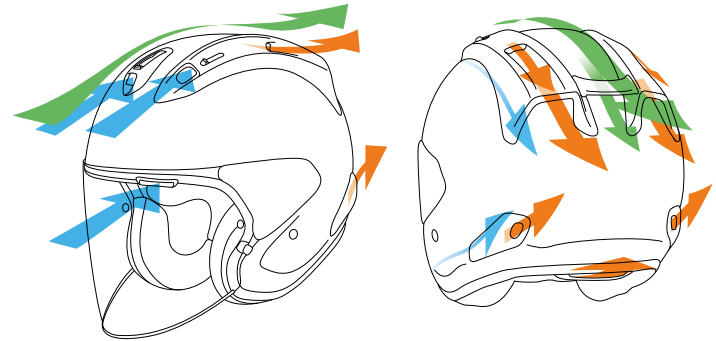
## ▶ SUPREME COMFORT

The SZ-R EVO has become the choice of premium open-face helmets for riding professionals, long-range tourers, and urban commuters alike. It's easy to see why. The combination of protection, light weight, comfort and open, all-round visibility make the SZ a unique, and special, proposition.

Comfort in the SZ-R EVO is supreme over long distances, thanks to interior contact points that cradle the rider's head evenly.

## ▶ VENTILATION

The RX-7V EVO-inspired diffusers are designed for excellent aerodynamics, and work together with the Air Wing to improve stability. Efficiency of the intake scoops (compared to previous models) is increased by 19%. The air intake vents are adjustable through three positions: closed, half open and fully open; they also help to improve sealing for decreased wind noise and water intrusion.



Diamond White

Diamond Black

Frost White (matt)

**PINLOCK** 120  
Included

Rounder, Smoother & Stronger Shell  
**R75**  
SHAPE



Frost Black (matt)



Frost Gun Metallic (matt)



Modern Grey



Matt Blue



Matt Green

## NEW 2025



Pedrosa Shogun



Legante



Mimesis Yellow (matt)



Mimesis White



Temu White



PB-cLc<sup>2</sup>  
Outer shell



Antimicrobial  
Liner material



Multiple-density  
EPS inner shell



Water repellent  
layered ear cups



Chin  
strap





2025  
TOUR - X5



# PRIORITY FOR PROTECTION



**TOUR-X5**

# EVOLUTION OF THE TOUR-X



2003  
Tour-X



2004  
Tour-X2



2008  
Tour-X3



2024  
Tour-X5



1994  
DS



2012  
Tour-X4



The important piece of head protection

## Glancing Off

Seeking to improve the 'Glancing Off' ability of our helmets, we have reached our newest benchmark in the evolution of head protection: the TOUR-X5



### Rounder

The amount of energy that any helmet can absorb is inherently limited and we believe in a crash the only option is to have the helmet glance in a way that directs the impact energy away from the inside of the helmet.

The shell of the TOUR-X5 is designed to be round so that it can more easily 'glance off' impact energy in an actual crash.



### Smoother

When faced with the rare event of an impact, the VAS-A shield system of the TOUR-X5 has been lowered to further improve 'glancing off' ability. So that our helmet may 'glance off' more impacts, even if it is just a slight improvement, the temporal region of the TOUR-X5 has been smoothed out more than on its predecessor. This change further realizes the ideal form for 'glancing off'.



### Stronger

The forehead area of the shell is reinforced by a Super Fiber belt which is similar to the way in which bands strengthen a barrel. Not only that, but the PB-clc2 shell is meticulously assembled using an assortment of materials so that it can be not only strong, but also lightweight. The shells are handmade by our experienced shell experts, carefully arranging each and every piece of material to create an Arai shell.

# TOUR-X5



## ▶ IT'S TIME TO RIDE THE EARTH

The Tour-X5 is a completely redesigned helmet, packed with many features. As with everything from Arai, every improvement is made with a priority for protection, bringing us ever closer to the ideal Arai shape for protection.

The visor system and visor are one of the key changes on the Tour-X5. The VAS-A visor system has been designed to maximise Glancing-Off performance, meaning more surface area to 'glance off' impact energy and makes it easier to switch to other styles, without tools. Choose between Adventure, Off-road and On-road wherever you go.

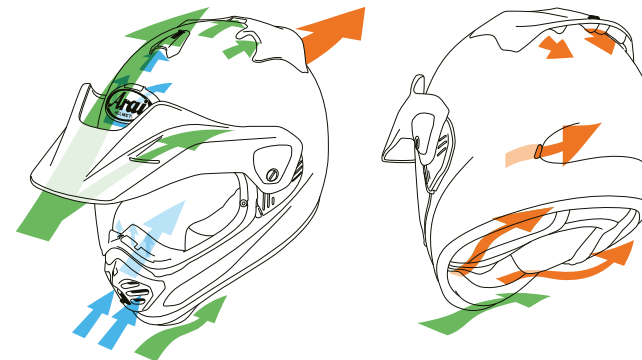
As with any Arai model, ventilation parts like the 3D Logo Duct, AR Spoiler and Delta Duct 6 are designed to break off during an impact for maximum Glancing-Off performance.

It's time to ride the earth with the Arai Tour-X5!



## ▶ VENTILATION

The Tour-X5 has a completely new ventilation system. With a total of three intake vents and five exhaust vents, the ventilation is further improved from the previous generation. Stay cool in any situation.



Optional holder to be available soon

**PINLOCK 120**  
MaxVision™ | Included

Rounder, Smoother & Stronger Shell  
**R75**  
SHAPE

**EMERGENCY**  
TAB

**FCS**  
Facial Contour  
System

# TOUR-X5



White



Black



Frost Black (matt)



Adventure Grey



Flour Yellow

## NEW 2025



Match Multi



Eagle Grey



Aluminium Silver

## NEW 2025



Match Orange

## NEW 2025



Match Blue



PB-cLc<sup>2</sup>  
Outer shell



Innovative  
Peak



Replaceable  
interior



3D Arai  
Logo Duct



VAS  
System

CLOSED  
OPEN

NEW 2025



Match Red



Cosmic Red



Cosmic Fluor Yellow



Cosmic Blue



Discovery Blue



Discovery Red



Discovery White



Discovery Orange (matt)



Discovery Black (matt)



Trail Blue



Trail Yellow



Honda AT Blue



Honda AT Red

*TOUR-X5*

**PRIORITY FOR  
PROTECTION**





2025  
MX-V EVO

MX-T  
EVO

Photo: Albin Media

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PRIORITY FOR PROTECTION



# EVOLUTION OF THE MX



**1981**  
MX



**1985**  
MX Pro



**1991**  
MX-E



**1994**  
MX-A



**1995**  
VX



**1998**  
MX-3



**1999**  
VX-Pro



**2003**  
VX-Pro 2



**2007**  
VX-3



**2014**  
MX-V



**2024:**  
MX-V EVO

# MX-V EVO

Photo: Eva Szabadfi



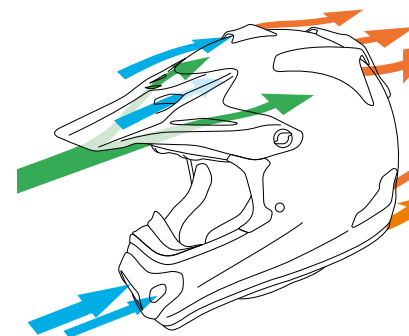
## ▶ ULTIMATE OFF-ROAD EXPERIENCE

The MX-V has gained EVO status and is the new benchmark for MX, Enduro, and off-road use. The round and smooth shape of an Arai helmet works to improve protection. For this reason, no exaggerated edges or protrusions will be part of an Arai helmet shell.

Arai's Priority for Protection: the core design philosophy of producing rounder, smoother and stronger outer shells to improve 'Glancing Off' performance, is key in this attainment, as is the rigorous in-house criteria that all Arai helmets must satisfy.

## ▶ VENTILATION

Riding hard in the dirt, ventilation really matters. Easy to clean diffusers create a strong venturi vacuum at the rear with a centre top vent for increased airflow. Under-peak intakes collect and direct cool air into the helmet. An inner chin vent shutter prevents debris coming into the helmet in dusty riding conditions. Lower side vents also help with hot air extraction for a cooler ride.



NEW 2025



White

Frost Black (matt)

Flame White





Stream Blue



Stream Pink



Battle Yellow



Battle Purple



Track

## NEW 2025



Flame Yellow



Block Pink



Block Black (matt)



Stars&Stripes Dark



Stars&Stripes Fluor Yellow



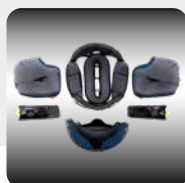
PB-cLc<sup>2</sup>  
Outer shell



Mouth  
vent



Innovative  
peak



Dry-Cool<sup>®</sup>  
liner



Goggle band  
guidance



2025  
CAR HELMETS





## ▶ RACE TESTED

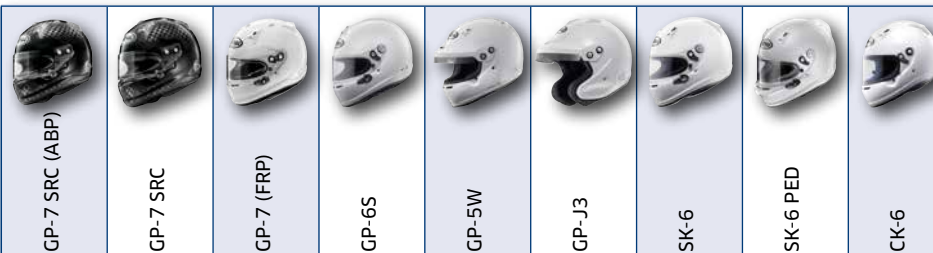
Before we start there is one piece of very important information you must know about Arai's car racing helmets. Whether at the very top in F1 - where we've been since 1984 - or just starting out in karts (and all points in between) we do not make custom 'racing helmets' for drivers. The exact same Arai helmets you see on the track, worn by any driver in any series are available to you directly at your local Arai dealer. All of our car racing helmets, with all of their technical features and detailed functionality are product of a depth of knowledge built on the experience of decades - there are no short cuts. It's as simple as that.

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 4-wheel racing disciplines from Formula 1 to WTCC wear our helmets.



*\*Ventilation ducts not mounted, different options available in the box.*

# CAR HELMETS FEATURES OVERVIEW



	GP-7 SRC (ABP)	GP-7 SRC	GP-7 (FRP)	GP-6S	GP-5W	GP-J3	SK-6	SK-6 PED	CK-6
Outer Shell	SRC*	SRC*	PB-clc2**	PB-clc2**	PB-clc2**	PB-clc2**	PB-clc2**	PB-clc2**	SFL***
Included parts****	•	•							
<b>Ventilation</b>									
Ventilation Ducts	•	•							
<b>Front Ventilation</b>									
Front ventilation scoops	•	•	•	•	•	•	•	•	•
Mouth Shutter	•	•							
<b>Rear Ventilation</b>									
Rear ventilation scoops	•	•	•	•	•	•	•	•	•
<b>Aerodynamics</b>									
PED set (Performance Enhancement Device)	(option)	(option)	(option)	(option)	(option)	(option)	(option)	•	
<b>Shield</b>									
Shield	•	•	•	•	•		•	•	•
Shield aperture	50 mm	64,4 mm	64,5 mm	60 mm	90mm	-	65 mm	90 mm	90 mm
Shield locking lever	•	•	•	•			•	•	
F1 shield tear-off's prep	•	•	•	•			•	•	
<b>Interior</b>									
Removable interior					•				
Fire resistant lining	•	•	•	•	•	•			
Replaceable Center Chin Piece	•	•							
Removable cheek pads In different sizes	•	•	•	•	•	•	•	•	•
<b>Comfort</b>									
Chin air slots	•	•	•	•	•		•	•	•
Enhanced hyper ridge	•	•	•	•		•	•	•	•
FHR prepared	•	•							
FHR prepared M6 Studs			•	•	•	•			
Fire resistant material chin strap	•	•	•	•	•	•			
<b>Arai Features</b>									
Glancing Off	•	•	•	•	•	•	•	•	•
Five times inspected	•	•	•	•	•	•	•	•	•
Washable interior	•	•	•	•	•	•	•	•	•
Handmade	•	•	•	•	•	•	•	•	•
All-day comfort	•	•	•	•	•	•	•	•	•
Penetration tested	•	•	•	•	•	•	•	•	•
Double-D ring device	•	•	•	•	•	•	•	•	•
Smooth shape, better protection	•	•	•	•	•	•	•	•	•
Strong outer shell, soft inner shell	•	•	•	•	•	•	•	•	•
Organic shape	•	•	•	•	•	•	•	•	•
5-year limited warranty	•	•	•	•	•	•	•	•	•
Different outer shells	•	•	•	•	•	•	•	•	•
Arai In-house Test	•	•	•	•	•	•	•	•	•
<b>Approval</b>									
FIA standard 8860-2018	•	•							
FIA 8859-2015 & SNELL SA 2020			•	•	•	•			
SNELL K2020							•	•	
SNELL CMR2016									•

\* SCR (Super Racing Carbon)

\*\* PB-clc<sup>2</sup> (Peripherally Belted Complex Laminate Construction)

\*\*\* SFL (Special Fibre Laminate)

\*\*\*\* These are the parts included:

- Performance Enhancement Device (PED) kit (spoiler set front and rear)
- Screw Kit (4 x torx, 4 x washer & 1 x pressure plate set)
- Vent kit (7 x Tear Duct, 2 x TDF3, 1 x XDB2)
- Post anchor set
- Torx (T20) screwdriver
- Sticker set (2 x 11cm, 2 x 9cm w/masking film for custom painting, 2 x 5.5cm)

# ACCESSORIES



**RX-7V FIM RACING #2**



**RX-7V EVO**



**QUANTIC**



**CONCEPT-XE**

<b>Shield</b>  VAS-V Shield 2D, Clear	<b>Shield</b>  VAS-V Shield 2D, Semi-Tint	<b>Shield</b>  VAS-V Shield 2D, Dark-Tint	<b>Shield</b>  VAS-V Shield Max Vision w/BV, Clear	<b>Shield</b>  VAS-V Shield Max Vision w/BV, Dark-Tint	<b>Shield</b>  VAS-V Shield Max Vision w/BV, Dark-Tint
<b>Shield</b>  VAS-V Dual-Pane Shield, Semi-Tint	<b>Shield</b>  VAS-V Pro Shade System (PSS)	<b>Shield</b>  VAS-V Pro Shade Ready Shield, Clear	<b>Shield</b>  VAS-V Pro Shade Sunvisor, Tinted	<b>Shield</b>  VAS-V Pro Shade Sunvisor, Mirror Silver	<b>Shield</b>  VAS-V Pro Shade Sunvisor, Mirror Blue
<b>Shield</b>  VAS-V MV Shield, Mirror Silver	<b>Shield</b>  VAS-V MV Shield, Mirror Red	<b>Shield</b>  VAS-V MV Shield, Mirror Blue	<b>Shield</b>  VAS-V MV Shield, Mirror Green	<b>Interior</b>  Pro Breath Mask	<b>Interior</b>  Breath Guard, Black
<b>Interior</b>  Egg-shaped Chin Cover	<b>Tear off</b>  VAS-V Tear Off, Clear (5pc)**	<b>Aerodynamics</b>  Rear spoiler, Clear**	<b>Aerodynamics</b>  Rear spoiler, Tinted**	<b>Aerodynamics</b>  Rear spoiler, White**	<b>Aerodynamics</b>  Rear spoiler, Black**
<b>Aerodynamics</b>  Rear spoiler, Diamond White**	<b>Aerodynamics</b>  Rear spoiler, Diamond Black**	<b>Aerodynamics</b>  Rear spoiler, Frost Black**	<b>Aerodynamics</b>  Rear spoiler, Modern Grey**	<p>*For use on 2D shields only **For use on RX-7V EVO</p>	



**SZ-R EVO**

<b>Shield</b>  VAS-Z I Shield BV, Clear	<b>Shield</b>  VAS-Z I Shield BV, Semi-Tint	<b>Shield</b>  VAS-Z I Shield BV, Dark-Tint	<b>Shield</b>  VAS-Z I Shield BV, Mirror Silver
<b>Shield</b>  VAS-Z I Shield, Mirror Red	<b>Shield</b>  VAS-Z I Shield, Mirror Blue	<b>Shield</b>  VAS-Z I Shield, Mirror Green	<b>Shield</b>  VAS-Z I ProShade Ready, Shield Clear
<b>Shield</b>  VAS-Z I ProShade Sunvisor	<b>Shield</b>  VAS-Z I ProShade Sunvisor XL, Mirror Silver	<b>Shield</b>  VAS-Z I ProShade Sunvisor XL, Mirror Red	<b>Shield</b>  VAS-Z I ProShade Sunvisor XL, Mirror Blue



**TOUR-X5**

<b>Shield</b>  TX5 VAS-A MAX-V, Shield Clear	<b>Shield</b>  TX5 VAS-A MAX-V, Shield Semi-Tint	<b>Shield</b>  TX5 VAS-A MAX-V, Shield Dark-Tint	<b>Shield</b>  VAS-A MAX-V Shield, Lt-Tint Blue
<b>Shield</b>  VAS-A MAX-V Shield, Lt-Tint Green	<b>Shield</b>  VAS-A MAX-V Shield, Lt-Tint Red	<b>Shield</b>  VAS-A MAX-V Shield, Lt-Tint Silver	



**MX-V EVO**

<b>Peak screw set</b>  White	<b>Peak screw set</b>  Black	<b>Peak screw set</b>  Clear
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# ACCESSORIES



 <b>GP-7SRC</b>	<b>Shield</b>  GP-7 Shield, Clear	<b>Shield</b>  GP-7 Shield, Semi-Tint	<b>Shield</b>  GP-7 Shield, Dark-Tint	<b>Shield</b>  GP-7 Shield A/F (Anti Fog), Clear	<b>Shield</b>  GP-7 Shield A/F (Anti Fog) Semi-Tint	<b>Shield</b>  GP-7 Shield A/F (Anti Fog) Dark-Tint	<b>Shield</b>  GP-7 Mirror, Medium Tint/Gold	 <b>GP-5W</b>	<b>Shield</b>  GP-5W Shield, Clear	<b>Shield</b>  GP-5W Shield, Semi-Tint	<b>Shield</b>  GP-5W Shield, Dark-Tint
 <b>GP-7SRC ABP</b>	<b>Shield</b>  GP-7 Mirror, Medium Tint/Silver	<b>Shield</b>  GP-7 Mirror, Medium Tint/Blue	<b>Shield</b>  GP-7 Mirror, Medium Tint/Green	<b>Shield</b>  GP-7 Mirror, Medium Tint/Red	<b>Shield</b>  GP-7 Shield A/F (Anti Fog) (+pink), Clear	<b>Shield</b>  GP-7 Shield A/F (Anti Fog) (+pink) Semi-Tint	<b>Shield</b>  GP-7 Shield A/F (Anti Fog) (+pink) Dark-Tint	<b>Shield</b>  GP-5W Dual Pane Shield, Clear	<b>Shield</b>  GP-5W Dual Pane Shield, Semi-Tint	<b>PED set</b>  GP-PED Set	<b>Screw set</b>  GP-5 Screw set
 <b>GP-7</b>	<b>Shield</b>  GP-7 Dual-Pane Shield, Clear	<b>Shield</b>  GP-7 Dual-Pane Shield, Semi-Tint	<b>PED set</b>  GP-PED Set	<b>Screw set</b>  GP-7 Screw set	<b>Tear Off</b>  GP-7 Tear Off	<b>Interior</b>  GP-7 Chinpad	<b>Studs</b>  FHR studs	<b>Studs</b>  FHR studs	<b>Tear Off</b>  GP-5 Tear Off, 5pc		

 <b>GP-6S</b>	<b>Shield</b>  GP-6 Shield, Semi-Tint	<b>Shield</b>  GP-6 Shield, Dark-Tint	<b>Shield</b>  GP-6 Shield A/F (Anti Fog) Semi-Tint	<b>Shield</b>  GP-6 Shield A/F (Anti Fog) Dark-Tint	<b>Shield</b>  GP-6 Shield Dual Pane, Semi-Tint
 <b>SK-6</b>	<b>Shield</b>  GP-6 (VPR) Shield, Mirrorized Gold	<b>Shield</b>  GP-6 (VPR) Shield, Mirrorized Silver	<b>Shield</b>  GP-6 (VPR) Shield, Mirrorized Blue	<b>Shield</b>  GP-6 (VPR) Shield, Mirrorized Green	<b>Shield</b>  GP-6 shield Lock Kit
	<b>PED set</b>  GP-PED Set	<b>Screw set</b>  GP-6 Screw set	<b>Tear Off</b>  GP-6 Tear Off, Clear	<b>Studs</b>  FHR studs	

 <b>CK-6</b>	<b>Shield</b>  CK-6 Shield, Clear	<b>Shield</b>  CK-6 Shield, Semi-Tint	<b>Shield</b>  CK-6 Shield, Dark-Tint
 <b>CK-6</b>	<b>Shield</b>  CK-6 Shield A/F (Anti Fog), Semi-Tint	<b>Shield</b>  CK-6 Shield A/F (Anti Fog), Dark-Tint	<b>Shield</b>  CK-6 Shield, Mirrorized Red/Orange
 <b>CK-6</b>	<b>Shield</b>  CK-6 Shield, Mirrorized Blue	<b>Shield</b>  CK-6 Shield, Mirrorized Green	<b>Screw set</b>  CK-6 Screw set
	<b>Tear Off</b>  CK-6 Tear Off, 5pc		

 <b>GP-J3</b>	<b>Studs</b>  FHR studs
---	--



### Five times inspected

Each Arai helmet goes through five separate quality-control departments: after the shell is made, after painting and graphic completion, after assembly and two in-process inspections.



### Washable interior

The premium quality interior of any Arai helmet can be easily cleaned, in place, with mild soap and lukewarm water.



### Handmade

It can take up to five years for our experts to earn the right to create an Arai shell. Each shell can take up to 27 steps and to build one Arai helmet will take about 18 man-hours.



### All-day comfort

All-day comfort with the Arai interior fit and shape together with the finest liner materials and the extensive ventilation system. And thanks to the perfect balance and weight distribution of the helmet, you hardly notice you are wearing an Arai.



### Penetration tested

All Arai helmets are penetration tested, although not required by European helmet standards. The Arai penetration test is performed with a 3kg test cone that strikes from a height of 3m on the helmet.



### Double-D ring device

The flat and D-shaped rings fit smooth against the chin. No moving parts, no corrosion problems and just pulling the tab is enough to loosen the fastener.



### Smooth shape, better protection

The smooth outer shell of Arai helmets is designed to glide without unnecessary resistance. You don't want to decelerate your helmet more than necessary. That's why all Arai vents and ducts are designed to break off during an impact.



### Strong outer shell, soft inner shell

Arai uses a very strong outer shell to spread impact forces and a soft inner shell to absorb remaining energy. The multiple-density EPS inner shell is made using a unique technology of combining three to five densities in various areas as a single component.



### Organic shape

The organic shape of an Arai outer shell offers a more natural appearance, seals better and conforms more to the head's natural shape for improved comfort, fit and to help minimize wind turbulence.



### 5-year limited warranty

All Arai helmets are warranted against defects in materials and workmanship, and are serviceable only for the properly fitted first user for 5 years from date of first use, but no more than 7 years from date of manufacture.



### Different outer shells

Unlike many other manufacturers Arai provides one size outer shell for each two-helmet sizes for most models. Together with different shaped outer shells for different models it is almost impossible not to find the fit you are looking for.



### Arai In-house Criteria

Arai helmets are designed to meet the stringent Arai In-house criteria, in addition to the mandatory ECE standard.

# MOTORCYCLE HELMETS FEATURES OVERVIEW



	Racing #2	RX-7V FIM	RX-7V EVO	Quantic	Concept-XE	SZ-R EVO	Tour-X5	MX-V EVO
Outer shell construction	PB-SNC <sup>2</sup>	PB-SNC <sup>2</sup>	PB-SNC <sup>2</sup>	PB e-CLC	PB e-CLC	PB-CLC <sup>2</sup>	PB-CLC <sup>2</sup>	PB-CLC <sup>2</sup>
Variable Axis System (VAS)	VAS-V	VAS-V	VAS-V	VAS-V	VAS-V	VAS-Z1	VAS-A	VAS-A
<b>Ventilation</b>								
Free Flow System (FFS)	•	•	•	•	•			
Eyeport air channel	•	•	•		•			
Hidden multi-stage air channel								
<b>Front ventilation</b>								
3D Arai logo duct				•			•	•
Center top vent - intake				•			•	•
Dual intake				•				
Diffuser system	•	•	•		•			•
Brow vents**	•	•	•	•	•			•
Three position chin vent	•	•	•	•	•			•
Inner chin (bar) vent shutter					•			•
<b>Rear ventilation</b>								
Neck exhaust vent	•	•	•	•	•			•
One-piece rear exhaust with spoiler function				•				•
Removable three-piece rear exhaust				•				•
Side exhausts	•	•	•	•	•			•
<b>Aerodynamics</b>								
Pull Down Chin Spoiler	•	•	•					•
Air Wing* adjustable**								
Air Wing* non-adjustable**	•	•	•					•
Diffuser Extension-2 (DF-X2) - Rear spoiler	•	•	Option					
<b>Shield</b>								
VAS Max Vision Shield	•	•	•	•	•			•
New shield latch lever	•	•	Option	Option	Option			
PRO Shade System**	Option	Option	Option	Option	Option			
Pinlock insert lens included	•	•	•	•	•			•
<b>Interior</b>								
Antimicrobial Liner material	•	•	•	•	•			•
Dry-Cool* Liner**								
Premium brushed nylon Liner material				•				
Replaceable Cheek Pads/Ear cups	•	•	•	•	•			•
Replaceable Interior				•	•			•
Replaceable Chinstrap covers	•	•	•	•	•			•
Replaceable Neckroll	•	•	•	•	•			•
Speaker pockets	•	•	•	•	•			•
Facial Contour System (FCS)	•	•	•	•	•			•
5mm "Peel Away" Ear cups/Cheek pads	•	•	•	•	•			•
5mm "Peel Away" Temple pad	•	•	•	•	•			•
Thin centre pad for more room in front area	•	•	•	•	•			•
Water resistant layered Ear cups								•
Removable slit for glasses								•
<b>Comfort</b>								
Emergency Release System (ERS)	•	•	•	•	•			•
Breath guard	•	•	•	•	•			•
Chin Cover (fixed)				•	•			
Egg Shaped Chin Cover (removable)	•	•	•	Option			Option	
5mm wider Base				•			•	
Intercom accommodation				•			•	
Neckroll wire pocket				•			•	
<b>Approval</b>								
ECE R22-06	•	•	•	•	•		•	•
FIM FRHPhe-02	•	•						
<b>Sizing</b>								
XS-XL	XS-XXXL	XS-XXXL	XS-XXXL	•	•		•	•

\*\* Innovated and exclusively offered by Arai

Specifications are subject to change.



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