



2026
COLLECTION
EIGMA EDITION





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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 shields. Tinted shields are used instead of the standard clear shields for display purposes only and are available at Arai dealers. For the latest overview visit www.araihelmet.eu.

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

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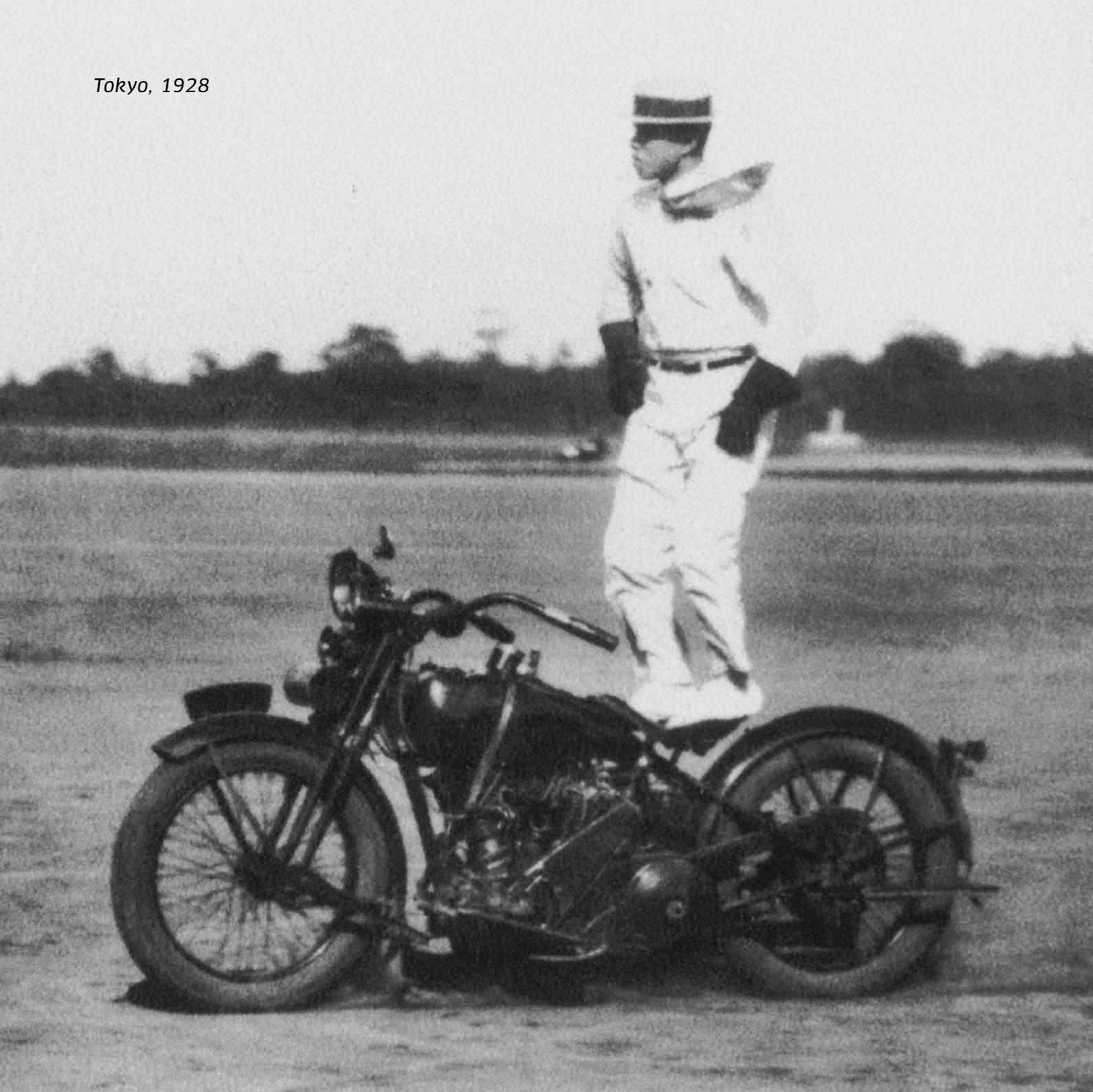


Photo: Peet Cerarads - @trophy_peet



Photo: Gaerne Brown

Tokyo, 1928



**PRIORITY FOR
PROTECTION**



► VALUE

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.

THE HELMET CAN PROTECT THE RIDER BETTER, NO MATTER THE IMPACT, IF THE IMPACT ENERGY DOES NOT GET INTO THE HELMET.

No matter what kind of helmet you wear, some impacts may be too severe to manage with energy absorption alone.

That's why Arai keeps seeking ways to minimize the energy of impacts getting inside by glancing off the shell surface.

Arai believes that a rounder, stronger, and smoother shell is vital for this. But this is not the only part of making a better helmet for glancing off impact energy.



Arai believes the egg-shaped form, the strongest shape in nature, is the ideal form for better helmet protection. Protecting against outside threats, the testimony of the egg shape has endured and is universal in its protective shape.

THE EGG-SHAPED FORM

Arai pursues the egg-shaped form as we believe it is the ideal shape for better head protection. Using proprietary manufacturing techniques and building on its gains in protection, Arai can maintain a compact, egg-shaped form for glancing off performance while being able to pass impact absorption tests in helmet standards.



The human head is not egg shaped. But if you make the liner thickness uniformly match the non-egg-shape of the head form, then the helmet is no longer egg shaped and cannot exhibit the maximum Glancing Off performance.



The head form has four angular "corners", which require fine tuning of the EPS liner in these areas to maintain Arai's egg-shaped form for drop testing.

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.





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.

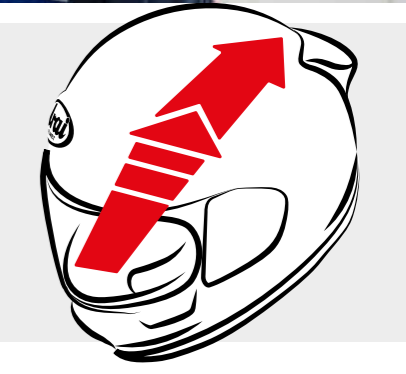
▶ GLANCING OFF WORKS TOGETHER WITH ENERGY ABSORPTION INVISIBLE TO YOUR EYES

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.



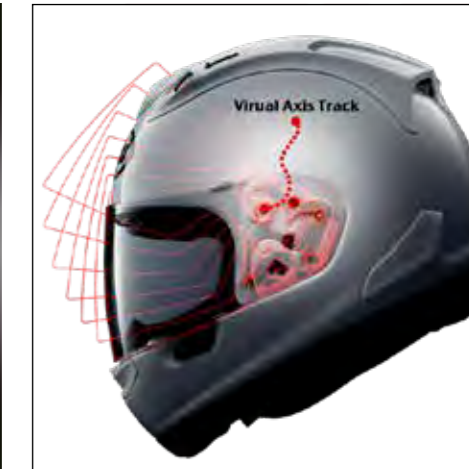
The top of the eye port has a Super Fiber Belt which reinforces the helmet like the bands of a barrel for better protection. This special belt suppresses the spreading of cracks that form when the helmet receives a large impact and improves glancing off.

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.

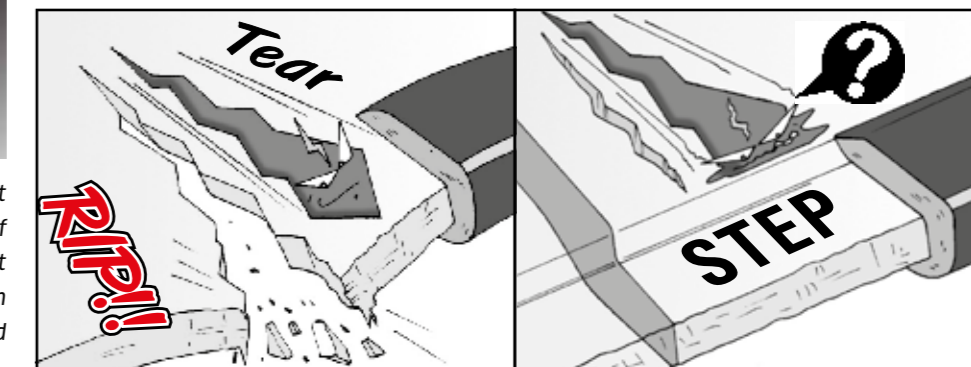
VAS SHIELD



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.

▶ 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.

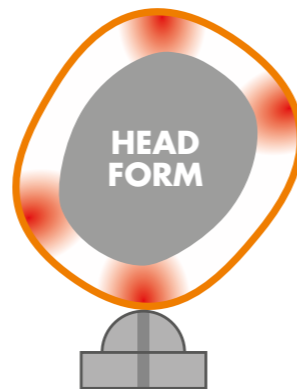
▶ FOR MANY YEARS WE'VE SEEN OUR LINER'S PERFORMANCE TESTED

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.

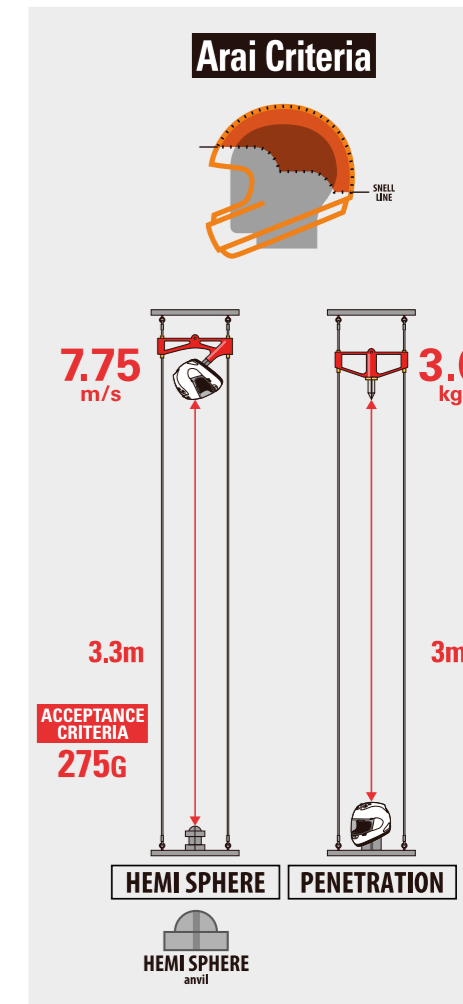


ARAI CRITERIA



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



Arai
HELMET®

2026
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 cLc 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



2026
RX-7V FIM RACING #2

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.

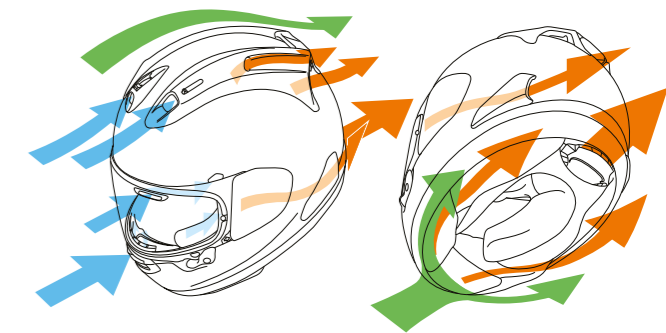
When it comes to head protection, we adhere to the idea that "it is better to do something rather than nothing". We believe that this way of thinking allows us to continue to accumulate small improvements over time that ultimately leads us to a helmet with improved protection. Since 2020, the FIM has 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 120XLT
 Anti-fog lens | Included





Arai
HELMET®

2026
RX-7V EVO



RX-7V EVO

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.

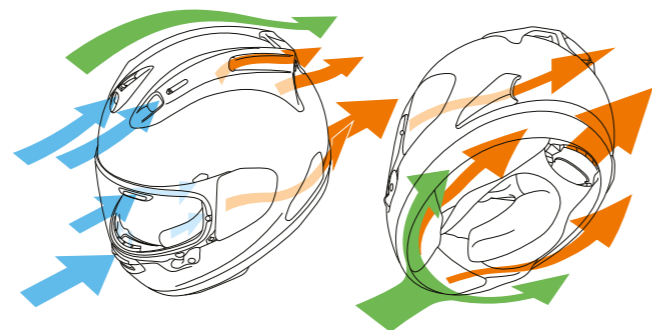
The new RX-7V EVO, apart from accumulated improvements under the skin, looks identical. Because it is. The difference? Everything. And most recently ECE R22-06 approval. But, even after meeting the most recent standard, Arai does not rest and continues to look for new ways to improve rider protection, 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 120XLT
Anti-fog lens | Included

Rounder, Smoother & Stronger Shell
R75
SHAPE

EMERGENCY
TAB

FCS
Facial Contour
System

VAS-V SHIELD
SYSTEM

RX-7V EVO



Black



White



Frost Black (matt)



Diamond White



Diamond Black

NEW 2026



Spectre Violet

NEW 2026



Spectre Cyan

NEW 2026



Okamoto Compass

NEW 2026



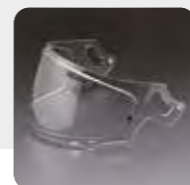
HRC



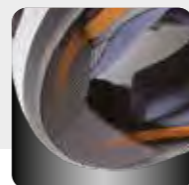
Tsubasa



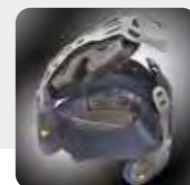
PB SNC²
Outer Shell



VAS V
MV Shield



Chin Cover
(Removable)



Antimicrobial Liner
Material



Facial Contour
System

Available sizes: XS-XXXL



Schwantz Design



Nagashima



Cadalaria Restyle



Doohan Jubilee Restyle



Nakagami GP3



99 Nakano Red



Pedrosa Shogun



Nakasuga4



REA SB3



Haga WSBK



Blade Yellow



Blade Red



Schwantz 30



Maverick



Ogura



Samurai



Nakagami GP2



Hayden Reset (matt)



Takumi (matt)



Tatsuki (matt)



Kiyonari Trico (matt)

PRIORITY FOR PROTECTION

Available sizes: XS-XXXL



2026
QUANTIC



The VAS-V MV Shield Mirror Red is available as an accessory.

QUANTIC

► HIGH-SPEED COMFORT FOR THE LONG HAUL

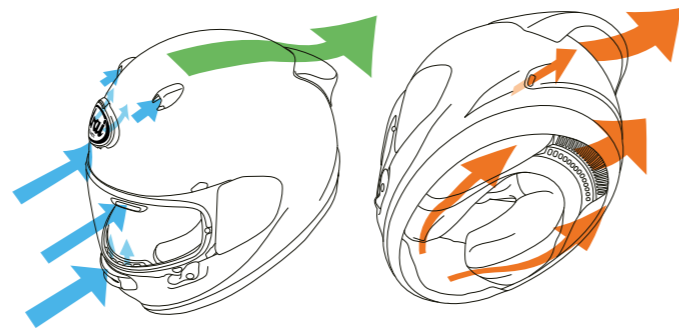
As with every Arai, the Quantic is formed around protection, first and foremost. Manufactured by hand, the outer shell maintains core strength but with a substantial weight reduction.

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 5 mm flare around the base, while the VAS MaxVision™ shield comes with a Pinlock® anti-fog lens 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.



QUANTIC



Diamond White



Diamond Black



Frost Black (matt)



Fluor Yellow



Modern Grey

NEW 2026



Flight Red

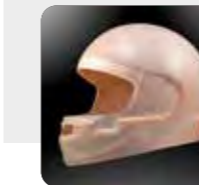
NEW 2026



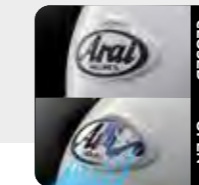
Flight Grey



Swirl Red



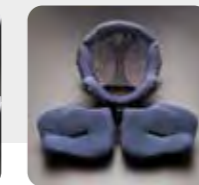
PB e-cLc Outer Shell



3D Arai logo duct



Air-scoop chin vent



Replaceable interior



Rear exhaust/spoiler



Swirl White



Star

Available sizes: XS-XL



Peak Red



Peak Yellow



Supra Red



Supra Blue



Supra Yellow



Nation DE



Nation IT



Nation UK



Nation USA



Mark Red



Mark Yellow



Giu Yellow



Giu Red



Mosaic



Stars&Stripes



Ray White (matt)



Dark Citizen



QUANTIC

PRIORITY FOR PROTECTION



2026
CONCEPT-XE

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

CONCEPT
XE



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

▶ OLD SCHOOL COOL. MINUS THE COMPROMISES

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

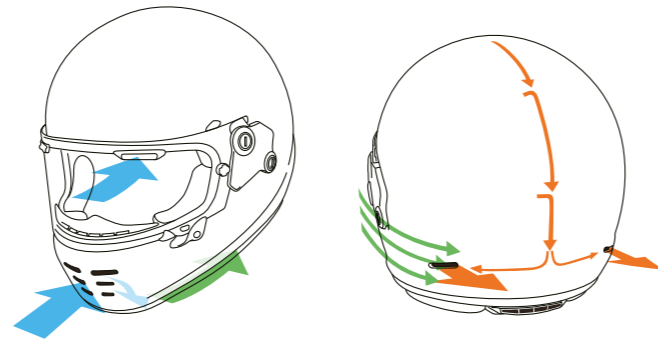
Recalling the simple yet aggressive style of that era, this helmet came from the heart of Arai R&D. They loved the looks, but that was about it. Now, the Arai techs want old-school cool, to fit their style and motorcycle, but they want cool with modern Arai performance.

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.



PINLOCK 120XLT

Anti-fog lens | Included

Rounder, Smoother & Stronger Shell
R15
SHAPE

EMERGENCY
TAB

FCS
Facial Contour
System

VAS-V SHIELD
SYSTEM

CONCEPT-XE



White



Black



Sports Red



Frost Black (matt)



Modern Grey



Sakata



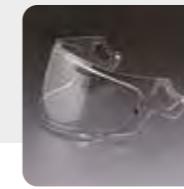
Dusk Orange (matt)



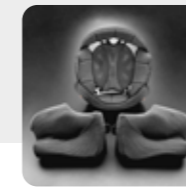
Matt Blue (matt)



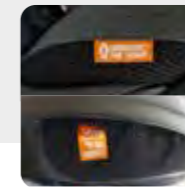
PB e-CLC
Outer shell



VAS V
MV Shield



Replaceable
interior



Emergency Release
System (ERS)



Hidden multi-stage
air channel



Turquoise Blue (matt)



Temu Green



Temu Blue



React Brown



React Blue

CONCEPT
XE



**PRIORITY FOR
PROTECTION**

EVOLUTION OF THE SZ



1988
SZ



1995
SZ-Alpha



1997
SZ-beta



2004
SZ-RAM III



2000
SZ-RAM



2016
SZ-RAM X



1997
SZ-XX



2012
SZ-RAM 4



2018
SZ-R VAS



2024
SZ-R EVO

Available sizes: XS-XL



2026
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.

PINLOCK 120XLT
Anti-fog lens | Included



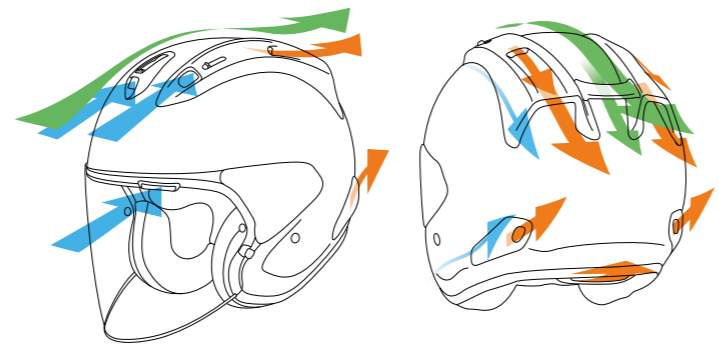
► SUPREME COMFORT

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.



SZ-R EVO



Pedrosa Shogun



Matt Green



Legante



Temu White

NEW 2026



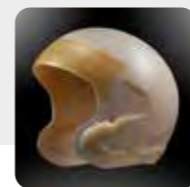
Tsubasa



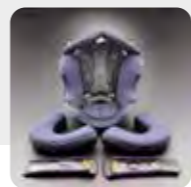
Mimesis White



Mimesis Yellow (matt)



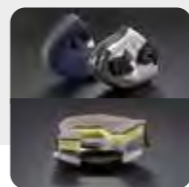
PB-cLc²
Outer shell



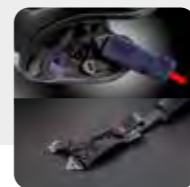
Antimicrobial
Liner material



Multiple-density
EPS inner shell



Water repellent
layered ear cups



Chin
strap

PRIORITY FOR PROTECTION

Available sizes: XS-XL



2026
TOUR-X5

PRIORITY FOR PROTECTION



TOUR-X5

EVOLUTION OF THE TOUR-X



Rounder



Smoother



Stronger

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



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.

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'.

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 hand-made by our experienced shell experts, carefully arranging each and every piece of material to create an Arai shell.

TOUR-X5

Photo: Motels Turkey

▶ 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.

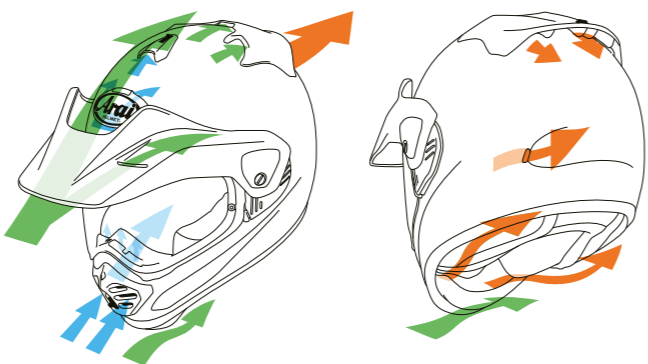
The visor system and visor are one of the key changes on the Tour-X5. The VAS-A visor system has been designed to maximise Glancing-Off performance, meaning more surface area to 'glance off' impact energy and makes it easier to switch to other styles, without tools. Choose between Adventure, Off-road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

TOUR-X5



NEW 2026



NEW 2026

NEW 2026



PB-cLc² Outer shell

Inovative Peak

Replaceable interior

3D Arai Logo Duct

VAS System

Anodize Red

Anodize Yellow

Available sizes: XS-XL

PINLOCK 120XLT
Anti-fog lens | Included

Rounder, Smoother & Stronger Shell
RTE
SHAPE

EMERGENCY
TAB

FCS
Facial Contour System



Nation IT



Nation US



Nation DE



Nation UK



Match Red



Match Orange



Match Multi



Match Blue



Print Multi



Print Red



Print Black



Trail Yellow



Trail Blue



Discovery Blue



Discovery Black (matt)



Discovery Orange (matt)



Honda AT Blue



Honda AT Red



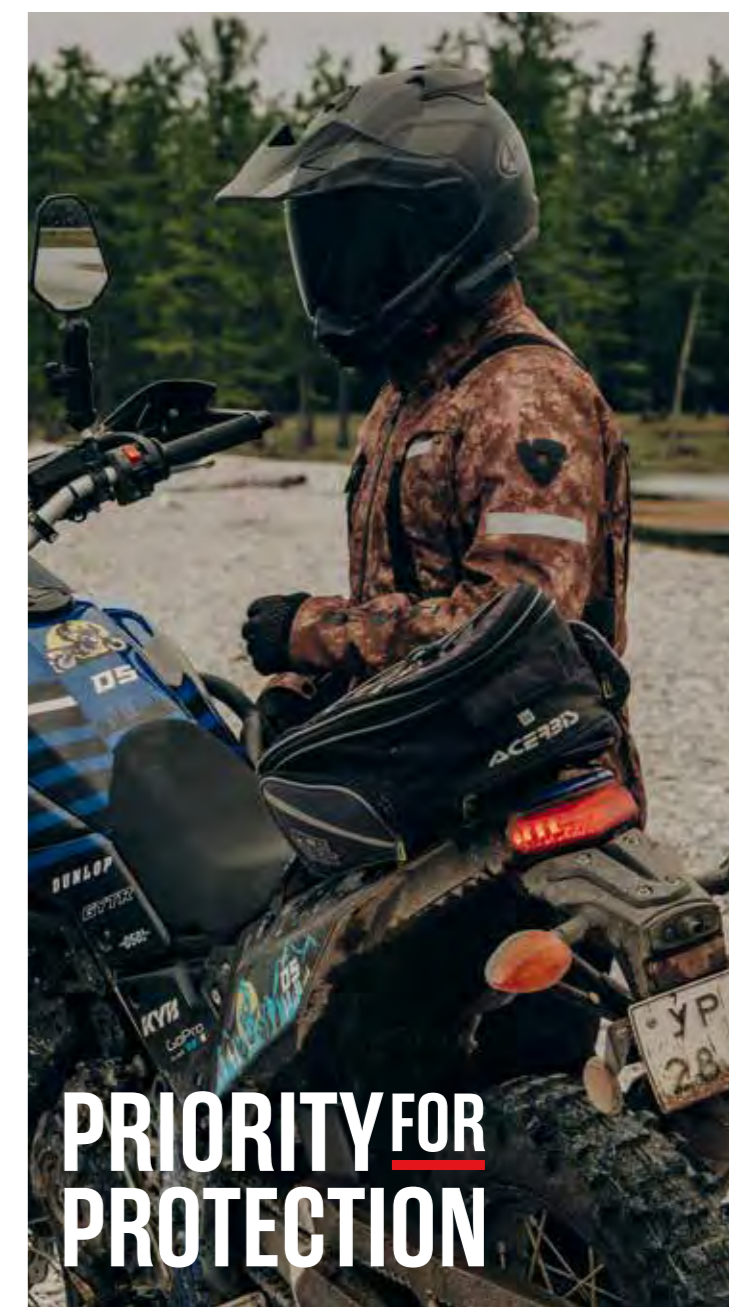
Cosmic Red



Cosmic Fluor Yellow



Cosmic Blue



PRIORITY FOR PROTECTION



2026
MX-V EVO

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: Peet Gerards - @trophy_peet

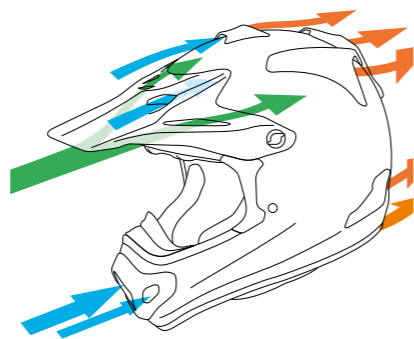
▶ ULTIMATE OFF-ROAD EXPERIENCE

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 air 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.



MX-V EVO



NEW 2026

NEW 2026

NEW 2026



White



Frost Black (matt)



Stingray Red



Stingray Yellow



Stingray Pink

NEW 2026



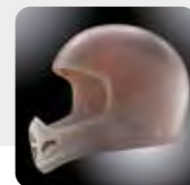
Van Beveren Black



Jump



Peak Red



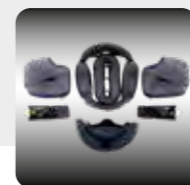
PB-cLc²
Outer shell



Mouth
vent



Innovative
peak



Dry-Cool®
liner



Goggle band
guidance



Peak Yellow



Peak Multi

MX-V EVO



Stream Blue



Stream Pink



Flame Yellow



Flame White



Battle Yellow



Battle Purple



Track



Stars&Stripes Dark



Stars&Stripes Fluor Yellow

PRIORITY FOR PROTECTION



2026
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.



GP-7SRC ABP*
FIA standard 8860-2018
Suited for open cockpit racing, because of its Advanced Ballistic Protection properties.

GP-7SRC*
FIA standard 8860-2018
Wide eye port for closed cockpit racing.

GP-7 (FRP)
FIA 8859-2015 & SNELL SA 2020

GP-6S
SNELL SA2020

GP-J3
SNELL SA2020

GP-5W
SNELL SA2020

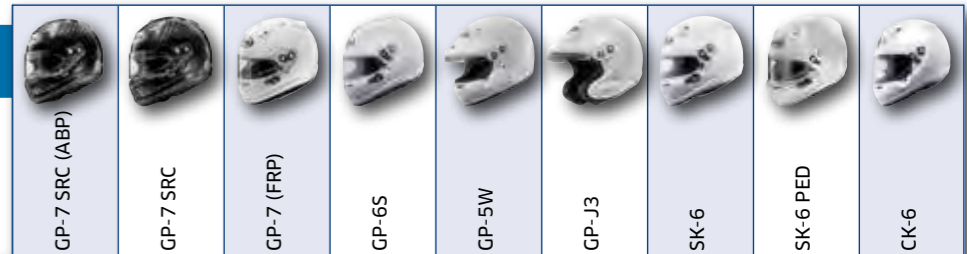
CK-6
SNELL CMR2016

SK-6
SNELL K2020

SK-6 PED
SNELL K2020

*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****	•	•							
Ventilation									
Ventilation Ducts	•	•							
Front Ventilation									
Front ventilation scoops	•	•	•	•	•	•	•	•	•
Mouth Shutter	•	•							
Rear Ventilation									
Rear ventilation scoops	•	•	•	•	•	•	•	•	•
Aerodynamics									
PED set (Performance Enhancement Device)	(option)	(option)	(option)	(option)	(option)	(option)	(option)	•	
Shield									
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	•	•	•	•			•	•	
Interior									
Removable interior					•				
Fire resistant lining	•	•	•	•	•	•			
Replaceable Center Chin Piece	•	•	•						
Removable cheek pads In different sizes	•	•	•	•	•	•	•	•	•
Comfort									
Chin air slots	•	•	•	•	•		•	•	•
Enhanced hyper ridge	•	•	•	•	•	•	•	•	•
FHR prepared	•	•							
FHR prepared M6 Studs			•	•	•	•			
Fire resistant material chin strap	•	•	•	•	•	•			
Arai Features									
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	•	•	•	•	•	•	•	•	•
Approval									
FIA standard 8860-2018	•	•							
FIA 8859-2015 & SNELL SA 2020			•	•	•	•			
SNELL K2020							•	•	
SNELL CMR2016									•

* SCR (Super Racing Carbon)
 ** PB-cLc² (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)

Specifications are subject to change.



▶ **CONTACT**

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