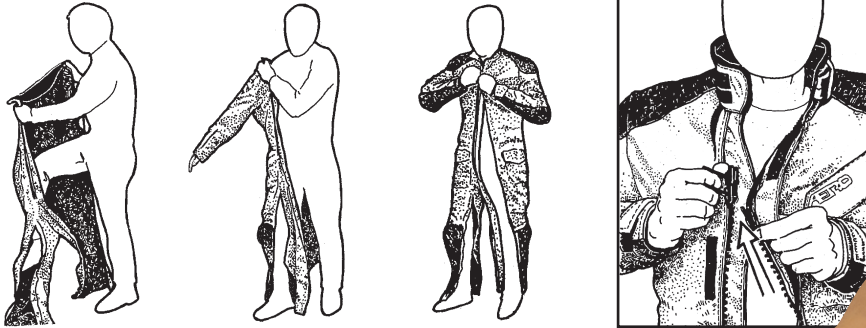


Learning Your New Roadcrafter Classic or R3 Suit: Tips and Helpful Hints

Yes, there is a break in period...Your new suit may feel stiff compared to some other types of clothing. You'll experience improvements in terms of comfort, fit and function the more you ride. (In a few miles, to several thousand miles.)

The best way to put on an R-3 or Roadcrafter Classic suit is to hold it in front of you by its 'chest', one hand on each side of the fully separated main zipper. Then, lower the garment slightly while moving it to the right. Raise your right leg and put it into the right leg of the suit. Next, pull the entire garment upward, release your right hand from the front of the suit and put it into the right sleeve, exactly as you would pull on a jacket. Lastly, your left arm goes (just where you'd expect) into the left sleeve and you are ready to start zipping up (down, actually).



This does take a bit of practice, but it quickly becomes fast and easy. It's the best way to get into a one-piece coverall, with the least amount of bending and contorting, and the garment spends the least amount of time dragging on the ground. That's why its entry zippers are on the 'inside', instead of the outside (as on work coveralls, where the zippers are on the outside of the legs and the front zipper only goes to the crotch). Extra ease is important since your suit is intended for whenever you want more protection than street clothing, fast and with less rigmarole than changing into conventional gear. Perfect for all A to B general riding, commuting and short-hop errands.



To learn the unusual main zipper, which starts nearly under one's chin, practice in front of a mirror a few times to memorize how to hold and engage the two main zipper sliders. The slider 'handles' are captured close together between the thumb and the first two knuckles of your right hand. Your other hand then slides the other side of the zipper end into both sliders. After being fully inserted, release the two slider handles from between your knuckles and grasp only the lower slider's handle. Then zip it downward to about your knee. At that point either lift and bend your left leg slightly to complete the zip, or bend over and zip to the bottom. Most suit wearers seldom (or never) use the snap at the bottom of the zipper.

The removable collar hold-open magnets make it easier to ventilate the suit in hot conditions and are especially useful if you ride a motorcycle with a fairing or windshield, but if your riding climate isn't warm, try removing and putting these magnets on the side of your tool box or refrigerator. Otherwise you might sometimes end up fighting with them as they occasionally try to keep the collar open when you wish to keep it closed. The collar works great without them.

Your new Aerostich suit will wear perfectly when the weather is nice, and will feel even better when the weather is lousy. You may discover that riding places during bad weather, when nobody else is out riding, is fun. It can be satisfying to be on two wheels when everyone else has no idea why you are out there in the first place...much less that you are reasonably comfortable. And if you've ever thought non-riders may consider you slightly 'off' because you enjoyed riding in the first place, wait until you walk into a work place or a grocery store after just riding there through a severe rainstorm. No amount of nice friendly smiling on your part will be enough. So enjoy the ride.

Questions: Please call us at 218 722 1927 or email <products@aerostich.com>

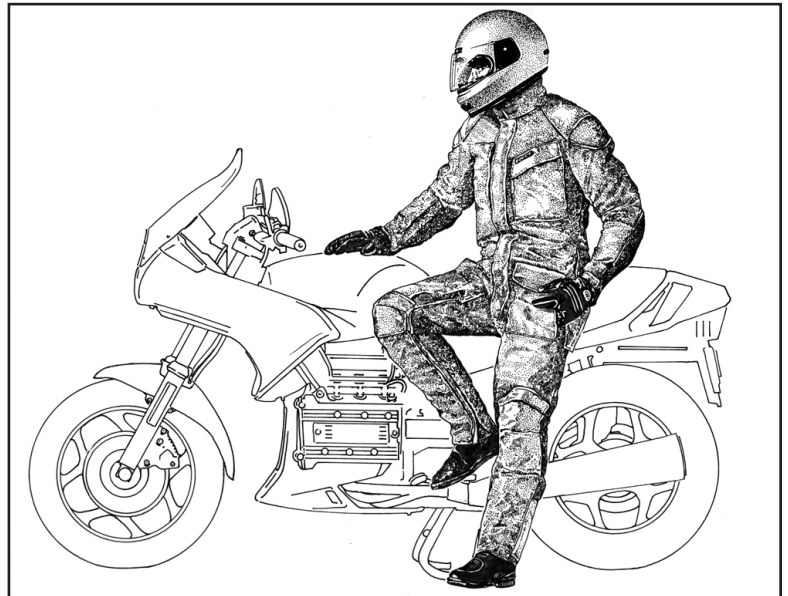


How to Get a Functional, Comfortable **AEROSTICH** One-Piece Suit Fit:

Start with your height and body length...For a person's given overall height, some will have longer-bodies-with-shorter-legs, and others have shorter-bodies-with-longer-legs. And after a suit is sewn and assembled, essentially, there is no simple way to then make your suit's torso length (the distance from crotch to collar) either shorter or longer. A few specialized alterations can help slightly, but they are Band-Aids.

Garage mechanics and others who wear coveralls for a living know a lowish crotch and baggy seat means they'll be able to raise their arms upward fully and comfortably. When you do this arm-raising, the torso section of a riding suit slides upwards about 1.5". The shoulder pads pull it that way. When you lower your arm the torso should slide back downward.

If you are a borderline size, part-way between an 'S' (short) and an 'R' (regular), go with the longer body length of the 'R'. And if you are between an 'R' and an 'L' (long), go with the longer body of the 'L'. Consider the extra body length of an 'R' or an 'L' in each size, which is about 1.3" more than that of an 'S' or an 'R' if you are between lengths and ride a sport bike or want maximum freedom-of-movement. Then adjust/alter leg and sleeve length as needed to your size. For a comfortable coverall fit, with your raised arms out to your side and horizontal (both at the same time), you should still have slight room at the crotch.



The suit's torso, sleeve and leg diameters are exactly the same for each 'S', 'R' and 'L' version of a particular size. For example, the 38S, 38L and 38R dimensions around your body are identical. The circumferences of legs, sleeve and torso are the same.

The suit's leg lengths are correct if, when standing normally, the hem breaks (wrinkles) slightly against the front of your riding boot, just above the foot's arch, and the top edge of the TF knee impact armor cup is positioned near the center of your kneecap. Then, as you sit on your bike, the hem will rise about 1.5" and the knee armor cup will slide upward and center itself over your bent knee.

The suit's sleeves are the correct length if, when standing normally with your arms hanging loosely by your sides, they end about mid-way between your knuckles and your wrist, measured at the back of your hand. The center of the TF impact armor elbow cup should be centered on, or very slightly below, your elbow.

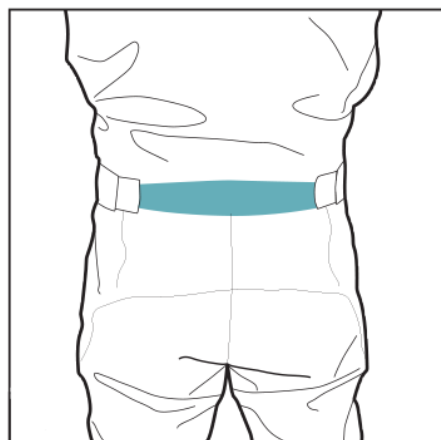
Specialized Motorcycle Configuration Considerations:

For comfort with low handle bars and higher positioned rear set footrests, all one-piece riding suits fit better with the 'Extra Forward Rotated Sleeve' alterations, and may also benefit from an 'ellipse' added to the center of the back. In addition, an 'expanded knee' alteration is available which provides slightly more space for knee armor when knees are bent more sharply.

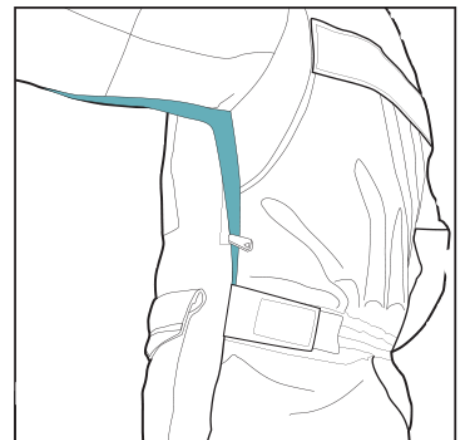
For active off-road riding requiring maximum freedom-of-movement and upper-arm ease, underarm 'V' gussets may be added to increase upper sleeve diameter and provide extra room across upper chest and shoulder areas.



#213 Forward Rotated Sleeves



#206 Back Panel Ellipse



#203 Upper Body 'V' Gusset

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