

1. INTRODUCTION

Congratulations on your choice of an Aerostich Classic Roadcrafter Suit, the world's first advanced technology textile riding garment! Your suit is designed to combine the benefits of leathers and rain-suits into a single cover-all-type garment that is lightweight and cool enough to be worn over your street clothing yet provide significant impact, abrasion, and foul weather protection.

The quick and easy zipper arrangement guarantees convenient use for both everyday riding and touring.

To ensure years of performance, comfort and satisfaction from your suit please read the information below. Feel free to call us at (218) 722-1927 or email <service@aerostich.com> if you have any questions, comments or suggestions.

TEXTILE WARNING: Unlike leather, your suit's Cordura® fabric and Ballistics Nylon melt at about 450° F. Contact with superheated exhaust components may damage these fabrics.

POCKET SAFETY WARNING: Tools, cameras, etc. carried in your pockets can injure you during a crash. All pockets were designed to provide additional abrasion layers first and to hold contents second. For safety, do not carry hard or pointed objects in the pockets.

LEGAL NOTICE: These garments are not considered to be personal protective equipment as defined in or within the scope of, the personal protective equipment (EC Directive) regulations 1992 (S.I.1992/3139). No liability will be accepted arising out of these garments' non-compliance with such regulations.

2. ABRASION INFORMATION

Your Aerostich Classic Roadcrafter Suit is not a crash-proof riding suit or a substitute for competition leathers. However, it will provide significant abrasion protection when fit, maintained and used properly.

Our research, testing and experience have shown that in average crash conditions, at speeds under 40-60 MPH, Roadcrafter suits are usually only scuffed. As crash speeds exceed this level, suits may require varying degrees of repair. We have repaired suits which crashed at triple-digit speeds, but like your polystyrene-lined helmet, Roadcrafter suits are designed for only one major impact/abrasion. Please return your suit to us for examination if it has been involved in any significant crash or accident situation.

The lightweight fabrics used in your Roadcrafter Suit are very strong but differ in performance from leather in several important ways. Because a great deal of heat can be generated by the friction of a long slide, you should al-

ways wear a long-sleeved shirt and pants under your suit to provide additional thermal insulation between the suit and your skin. If the suit's fabrics do become hot enough from frictional heating during a slide, our research indicates there is a possibility that they may melt or cause burns. Although several hundred crash experiences have been reported by suit wearers, in actual use no burns have occurred.

On very hot days, many riders safely wear only a T-shirt and shorts under their suits by riding carefully and at slower speeds.

Finally, the nylon fabrics of an Aerostich Classic Roadcrafter Suit are more "slippery" than leather, so in a crash you will slide a bit further, but roll and tumble a bit less than if wearing leathers.

For additional impact and abrasion protection, we recommend using the optional Aerostich Roadcrafter Hip Pads and Back Pad.

3. BREAK-IN

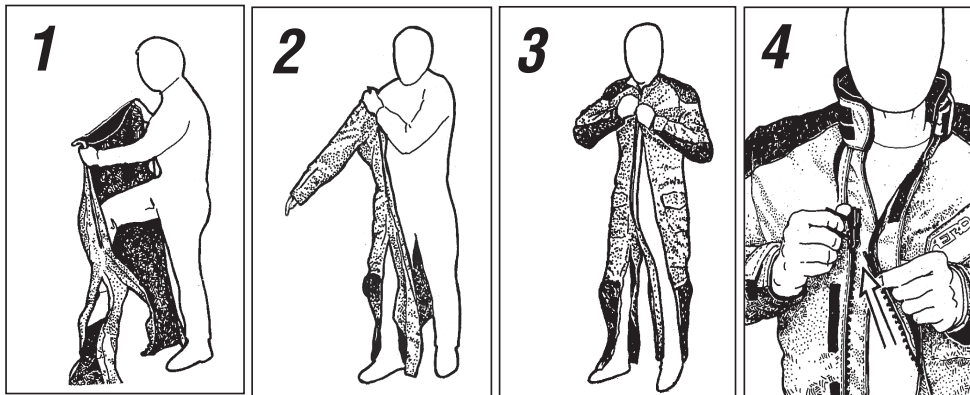
The first few times you wear your Classic Roadcrafter Suit you may find it seems stiff. After a few hundred miles of riding, your suit will break in and

soften at the joints. After you have used your suit for a month or so, it should be fully broken in and molded to fit you comfortably.

4. DRESSING

Your Roadcrafter's unconventional zipper arrangement is one of the keys to its convenience as an everyday riding garment; however, some of the steps

needed to put it on quickly and easily are counter-intuitive and may require careful attention for the first few times.



ONE PIECE SUIT

1. Hold with lapels facing you and lower slightly. Insert right leg.
2. Pull on right arm.
3. Pull on left arm and bring main zipper together.
4. Grasp main zipper slides and engage both; lower bottom slide.
5. Pull right leg zipper down; close wrist zippers.
6. To remove suit reverse steps.

TWO PIECE SUIT

1. Hold with lapels facing you and lower slightly. Insert right leg.
2. Pull on right arm.
3. Pull on left arm and bring main zipper together.
4. Bring main zipper together at top of pants, engage both slides and lower only the bottom slide.
5. Close right leg zipper; Close jacket and sleeve zippers.
6. To remove suit reverse steps.

5. SIZING AND FITTING

We offer 46 stock sizes in both one piece and two piece models to insure the most accurate fit possible in a standard size, returnable garment. Your suit will soften and its fit improve after you've worn it a few times, but you should be able to tell if you have the right size by simply trying on the suit over your street clothes and, if necessary, taking a short ride. It is important to remember that the suit should fit and look best when sitting on a motorcycle, not standing in front of a mirror.

Both one and two piece suits work best when loose enough to be used as "coveralls". You should expect to feel some extra roominess in the thighs, seat and lower trunk when standing. The Two Piece Suit pants have a drawstring waist which should be fully loosened when the jacket and pants are zipped together. All Two Piece Suit waist adjustments should be made using the hook & loop waist tabs on the jacket, when the top and bottom are zipped together.

With the right fit, you should be able to raise your arms to a 45° angle, although you may feel some resistance due to the suit's unique tailoring and padding. If you ride a sport bike, and wear a size Regular in street clothing, you may need the extra room that a size Long offers. With your arms raised to the horizontal, the body of your suit moves upward about 1 1/2" and there should not be any tightness in the crotch.

All suits have adjustable hook & loop tabs at the wrist, waist, and lower calf.

You may find it easier to make these adjustments before putting the suit on, or have someone help you make the adjustments while you are in your suit. Your suit may feel "armor-like" compared to most other types of clothing, but this feeling diminishes with use.

Roadcrafter Suits are available in both men's and women's graded sizes. Women's sizes provide shorter trunks, longer limbs and wider hips than a man of the same height, although many women may find a better off-the-rack-fit from a men's size. Additional optional alterations are available for both men and women to achieve an even more precise fit.

The difference between Shorts and Regulars and Longs of the same size (i.e. 38 Reg. to 38 Long.) is about 1 3/4" between the neck and ankle and about 1 1/4" in the sleeve. With your arms hanging naturally at your sides, the sleeves should end about half-way between your wrist and knuckles.

Two Piece Suits run the same as the One Piece version, but may feel slightly bulkier due to the overlapping jacket and pants.

Finally, remember that a looser, baggier fit will always be much more comfortable and versatile than a tighter fit. Your suit was designed to fit like the coveralls that mechanics and painters often wear, not like racing leathers. (If you like your suit's function but dislike its appearance, try to avoid mirrors, plate glass windows, etc.)

6. ONE PIECE VERSUS TWO PIECE

The One Piece Suit was the original design, intended as a commuter's supplement to touring leathers, and the Two Piece was developed due to customer input. The One Piece is simpler, lighter, faster to put on and remove, and looks trimmer. The Two Piece has a few extra pockets and allows the use of the jacket and pants separately. The Two Piece Suit pants are not as useful separately as the jacket, unless suspenders are used to hold them up. (See our Roadcrafter Bib Pants Converter, #126). If you mostly do Saturday/Sunday rides, ride a sport bike, or commute regularly, you should consider the One Piece. If you ride a touring bike or cruiser, take extended trips several times a year or desire the

maximum in dressing versatility, perhaps the more 'traditional' looks of the Two Piece Suit are for you.

In either suit, walking into a grocery store on a warm day to buy a loaf of bread and a quart of milk, while wearing a hot-and-heavy-looking armor-padded suit...or going into an office building for an appointment looking like a road-grimed Power Ranger, (and sometimes dripping wet if it's raining), takes real guts. And confidence. You won't 'profile' well to everyone. But you'll ride more and be safer. Feel free to call if you need assistance choosing the Roadcrafter Suit version that is best for your needs.

7. COLD WEATHER USE (30°– 60°F)

Dressing in layers will provide the most comfort and flexibility in cold conditions, but do not add so much insulation that your freedom of movement is restricted. Your suit is 100% windproof, so for maximum warmth, take care to close all of the vent zippers, main zippers, and wrist zippers. Set the hook & loop ankle, neck and wrist adjustments to provide a draft-free seal. For maximum effectiveness, take care to position the inner wind flaps behind the entry zippers.

You may notice some stiffness in the **TF3** foam during colder weather (see section 10). If this becomes unacceptable, consider removing the pads to provide more room for adding insulating clothing underneath. Without armor, your suit will become nearly one full size larger.

Effective layers in very cold conditions may include thermal long underwear and matching long sleeve turtleneck top, jeans or wool pants, flannel or

wool long sleeve shirt, heavy sweater, electric vest, fleece jacket and fleece pants, etc. On an all-day ride, outer layers of insulation can be removed and packed as the temperature rises, and then re-employed in the afternoon or evening when the temperature begins to drop. On the Two Piece Suit, an electric vest power cord can exit through the side entry zipper flap in the pants or between the pants and jacket in the front. One Piece Suit owners should use the hidden pass-thru port that exits on the inside of the left hand warming pocket, or the side entry zipper flap for this wire.

Both a fleece jacket and an electric vest are important keys to all-day cold weather comfort. Also, take extra care closing the main zipper flap and collar hook & loop. The first few times you may want to practice closing the collar tab in front of a mirror so you can obtain a good seal when you need to.

8. HOT WEATHER USE (80°– 95°F)

In hot weather you can open your suit fully for air circulation by lowering the main front zipper to mid-chest, opening the wrist zippers, opening the underarm zippers, opening the back vent zipper that is under the Scotchlite® and snapping the legs to allow the leg zippers to be raised to the knee. Using gloves without gauntlets will allow wind to enter the sleeves when the wrist zippers are opened. Experiment with only opening the underarm zippers part way and adjusting the two sliders on the back vent to obtain the cooling you need without causing excessive ballooning or air drag.

The back vent should always be partially open to release air pressure if the underarm, wrist, or front of the suit zippers are open. The Ultrasuede® collar can be folded down to half-height and will develop a permanent crease that will allow it to stay in this position. Dressing in shorts and a T-shirt, or very light cotton pants and shirts, is the best way to stay cool in your suit. Remember that

your suit was designed to be quickly and easily removed for any stop longer than a few minutes.

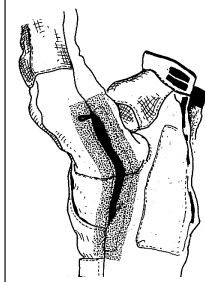
In very hot conditions, consider wetting the clothing under your suit so that you can benefit from the effects of evaporative cooling. This can be done while riding by the use of a squirt bottle filled with water. On all day rides, consider adding crushed or cubed ice at gas stops to fully pack some of the pockets of the suit. The chilling effects of the ice will be felt throughout your body as blood circulates from the cold areas beneath the ice filled pockets. Doing this can keep you cooler for between 45 and 90 minutes, and your skin and clothing will not get wet since the melting ice leaks to the outside of the pockets and both drips and evaporates away. Remember that in desert conditions it is better to remain covered up and drink plenty of fluids to help avoid dehydration. A wet bandanna, or wetting the collar of your suit will also refresh you and increase your alertness on very hot days.

WARNING: Adjusting or opening wrist (or other) zippers for ventilation may result in shifting of the **TF3** impact pads in some crash situations. This may decrease pad effectiveness or allow an increased injury.

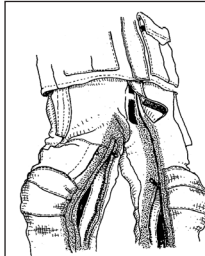
9. WATERPROOFNESS

Your Roadcrafter Suit is one of the most waterproof riding garments available. Inside, all its seams are factory-sealed using over 30 yards of Gore-Seam® heat applied tape per garment. The complex design requires more of this than any other TLTex® garment in the world. Nevertheless, your suit's convenient zipper entry and ventilation systems required several compromises that limit its ultimate waterproof performance. If you ride behind a windshield or fairing, or rarely find yourself riding all day in extremely hard rains, you will probably never experience any leaks. Depending on the motorcycle type, severity of rain, wind strength and direction relative to the road, and the amount of other traffic, your suit should keep you dry in all conditions for a minimum of an hour to an hour and a half. After this interval, depending on conditions, it may begin to leak slightly at both underarm zips and at one or both leg zips on the inside of the thighs. If you find it leaking at the chest, check to see that the collar and front zipper flap have been carefully closed.

The stitching adjacent to the underarm zips (1) and leg zips (2) can only be hand sealed using Seam Grip®, or other commercially available seam sealer. Apply sealer only in a thin line following the stitching. This is not recommended, unless you have already expe-



1. UNDERARM ZIP STICHING



2. LEG ZIP STICHING

rienced problems with leakage. When using these seam sealing products, make sure they are thin enough to partially soak into the fabric's Cordura® fibers, thread, and stitching holes. Seam Sealer can be thinned with Cotel (#340) and the result applied with a plastic syringe. Use two coatings, and allow the sealer to dry between applications.

If needed, use this technique to seal the outer stitching around the perimeter of both underarm zips (1) and the knit zipper tape; also, the outer stitching on both sides of the right leg zipper (2) from the top (inner thigh) to 4 or 5 inches below the bend in the knee; also, the outer stitching on both sides of the left leg zipper from about 2 inches above the bottom of the Cordura®/hook & loop outer flap to about 4 or 5 inches below the bend in the knee. Furthermore, the pant to jacket zipper stitching on the jacket of Two Piece Suits, and the collar to jacket stitching on all suits may require external sealing against leakage in extremely severe conditions. Save doing these areas until you have used the suit with only the underarm and inner thigh zip areas sealed.

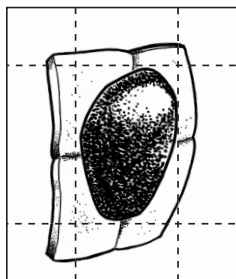
To help your suit work best after long use and multiple launderings, use a durable wash-in repellent like Nikwax® or a spray for the exterior of your suit with Scotchgard® or a similar waterproofing product. For most riders, an entire can of one of these products applied every year or two will prevent water from saturating the outer weave of the Cordura® or Ballistic Nylon and make the suit drier, lighter, and more breathable in wet conditions. Just as water beads up on a waxed car finish, spraying your suit allows water to bead up on its surface and run off easily. Note: your suit's pockets may leak slightly in severe conditions.

10. TF³

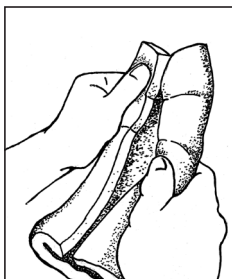
Somewhat like a hydraulic shock on a car or a motorcycle, TF³'s remarkable characteristic of stiffening in a high-speed impact yet remaining soft and moldable for comfort make it the perfect pad material for your Roadcrafter Suit. Somewhat more sensitive to temperature than conventional foams, TF³ performs best between 65° and 85°F. Fortunately, your body keeps the pads in this temperature range even when the ambient temperature is much warmer or colder. If you do leave your suit outside in freezing temperatures, TF³ may become stiff enough to

split when flexed sharply; however, it is easy to repair this damage using any brand of contact cement. Your Roadcrafter Suit is the only garment in the world to use this amazing new high-technology material. All six pads are easily removable from pockets in the lining. For winter riding, you may wish to remove them or substitute conventional foam in their place.

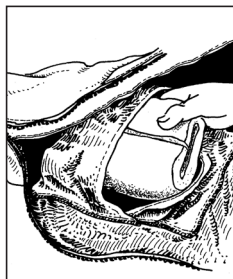
You should always remove the TF³ when laundering. Before attempting to remove the elbow pads you should turn the sleeves inside out.



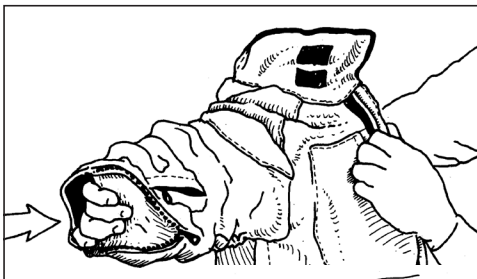
1. ON HARD-ARMOR PADS, AVOID BENDING FOAM TOO NEAR GLUED AREA



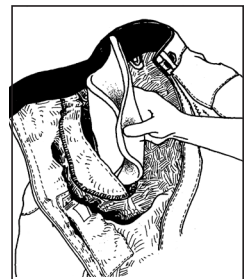
2. ROLL AND FLATTEN PAD FOR INSTALLATION



3. INSERT PAD INTO POCKET AND ALLOW IT TO "UNROLL" INSIDE POCKET



4. & 5. TURN SLEEVE INSIDE OUT BEFORE INSERTING ELBOW PADS



6. INSERT FOLDED SHOULDER PAD (POINTED END GOES TOWARDS BACK OF SUIT)

11. MISCELLANEOUS

Storing the suit: Use a contoured garment hanger. A wire hanger may damage the shoulder pads.

Packing your suit: A convenient way to temporarily store your suit when not wearing it is to carry a bungee cord. Roll the suit up with the arms and legs inside, then bungee it to the seat of your bike. Consider running a light cable

lock through an arm or leg to prevent theft. Your suit will also store easily in any saddlebag. It fits neatly in one of our Courier Bags and some larger tank bags. Rolling your suit into a tight bundle and stuffing it between your tire and the ground can also serve as temporary storage in some situations.

12. LAUNDRY AND CARE

Machine wash recommended. Do not dry clean unless clear distilled hydrocarbon solvent is used for rinsing and spray DWR (Durable Water Repellent) is applied to fabric before drying. Remove **TFS** pads and contents of all pockets before washing. Close all main zippers, pockets and vent zippers. Wash on a warm permanent press cycle (105° F/40° C) using a small amount of liquid detergent. Run the complete wash/rinse cycle a second time with no soap. Do not use powder detergents or any products that contain fabric softeners, conditioners, stain removers or bleach as they will affect garment performance. Do not wash with other heavily soiled clothing. Line dry or machine dry on a warm, gentle cycle. Once dry, tumble dry your garment for 20 minutes to reactivate the DWR treatment on the outer fabric. Do not use any anti-static spray. If unable to tumble dry, iron the dry garment on gentle setting (warm, no steam) by placing a towel between the garment and the iron in order to help reactivate the DWR treatment. Reinsert the **TFS** pads. Your suit's hook & loop fastener will pick up lint if you wash the suit with towels, etc. When the factory applied DWR treatment can no longer be reactivated (after long use

and many wash/dry cycles), apply a new water-repellent treatment (available as a pump-spray or wash-in product) to the garment's outer fabric. This will help water to "bead" on the suit's surface fibers in rainy conditions. Silicone spray or Aerostich Zipper Lube on the zipper chain will help the slider move easier.

After you have put thousands of road miles on your suit, spots, stains and accumulated dirt may be difficult or impossible to entirely remove, but the following technique may be useful (it may, however, compromise your suit's waterproofness). First, spray Clorox® prewash on the soiled spots and rub in by hand. Let stand for 10 minutes. Next, scrub the spots with a brush and a little liquid detergent and let stand for another 10 minutes before washing normally. For individual oil stains, waterless hand cleaner can be worked into the spot by hand and rinsed out thoroughly with very hot tap water.

Several suit owners have successfully dyed their light colored suits black using commercially available fabric dyes following the package instructions.

13. EXCHANGES AND REPAIRS

Please send all items insured and prepaid. Include your name, address, a daytime phone number and the reason for the return. Exchanges and returns for refund must be in new condition. Returns for repairs must be clean. If your suit requires additional cleaning before being repaired, you will be charged.

Some sewing, tailoring, tent or awning shops in your area may be able to patch or repair your suit. If needed, call us, and we will send any materials you require (such as suit fabrics, reflective material, zippers, etc.). If major repairs are required we will contact you with a quotation before beginning work.

14. FEATURES

1. REAR VENT ZIPPER/AIR PRESSURE RELEASE/POCKET

There are two sliders on this zipper (one at each end when closed). To open partially, slide each slider to the center of the zipper. This prevents the back vent from billowing. *Note: The rear vent zippers are difficult to operate when you are wearing the suit. Adjust for the temperature you are riding in before putting on the suit.*

2. SIDE ENTRY ZIPPERS

These zippers allow entry to your street pants pockets and can also be left open for ventilation.

3. VERTICAL ZIPPERED CHEST POCKET

Suitable for large items such as winter gloves, maps, etc.

4. RIGHT FOREARM ZIPPERED POCKET

Suitable for keys, sunglasses, face-shield cleaning rags, etc. Toll road change can also be kept in this pocket and should not fall out if the right hand remains on the twist grip when opening the pocket.

5. INNER CHEST POCKET

For wallet, checkbook, and miscellaneous, etc.

6. OUTER CHEST POCKET

Open sides allow the pocket to expand without drawing tight across the chest and also functions as an "epaulet" to hold gloves, etc.

7. LOWER FRONT POCKETS

These are double pockets. The outer pocket is hook & loop sealed and the top of the pocket folds over with the flap. These are good for secure storage of items not frequently needed while actually riding but needed before and after riding, and at brief stops. Behind these pockets are side entry pockets that give you a place to put your hands while standing around talking about motorcycles.

8. VERTICAL ZIPPERED RIGHT LEG POCKET

Suitable for storage of waterproof glove and boot covers, maps, etc. This pocket is accessible while sitting on your motorcycle; however, do not use any of the pockets while the motorcycle is in motion.

9. WRIST ZIPPERS AND HOOK & LOOP FLAPS

The hook & loop flaps adjust the wrist for a wind-tight seal (with the wrist-zipper closed) to the exact circumference of your wrist. Once adjusted, it is easier and faster to leave the hook & loop flap in place and use the wrist zippers when putting on and removing the suit (and also for ventilation adjustments).

10. HOOK & LOOP WAIST TABS

Adjust these for best fit and varying thicknesses of undergarments.

11. HOOK & LOOP ANKLE ADJUSTMENT TABS

These can be adjusted in two positions: for boots, leave the tabs in the wide setting; for low shoes, the narrow setting. The snap may be used to prevent the zipper from gradually opening due to ankle movement.

12. HOOK & LOOP FOR ATTACHMENT OF OPTIONAL MAP POCKET.

13. 3M SCOTCHLITE® REFLECTIVE

(3 locations) following car headlights will pick up the ankle tabs first.

14. SNAP DOWN COLLAR

Small snaps hold the collar in the 'down' position for increased comfort in warm and dry conditions.

15. HELMET HOLDER

A mini-carabiner clip under the left front outer 'logo' pocket-flap for holding a helmet. Especially useful when (for example) carrying saddlebags to a motel room.

15. FINALLY

Your suit was made by hand by a team of experts who are proud of the quality built into each garment. You can expect your suit to last 5 to 10 years or 50,000 to 100,000 miles. We hope that you'll enjoy your suit and will experi-

ence many miles and years of safe, comfortable motorcycling. Good riding! For additional information or to leave a review about your Roadcrafter, visit our website at www.aerostich.com.

LIMITED GUARANTEE: To the original purchaser, Aero Design & Manufacturing Company, Inc., the manufacturer and seller of Aerostich Riderwear products, guarantees all Aerostich RiderWearHouse products against defects in materials and workmanship for two full years. Since no Aerostich product is indestructible this guarantee does not cover: ordinary wear, soiling and aging; or damage due to contact with superheated components, misuse or accidents. Repairs due to normal wear and tear over time or accidents will be done at a reasonable charge.

MONEY-BACK SATISFACTION: If you are dissatisfied with any RiderWearHouse Catalog product in any way, you have 30 days from the date of delivery to return the item in an undamaged and unsoiled condition for a full refund, by prepaid delivery to: Aero Design and Manufacturing Company, Inc., 8 South 18th Avenue West, Duluth, Minnesota, 55806.

