

1. INTRODUCTION

Thank you for purchasing a RoadcrafterLight riding suit, a coverall-type garment that is lightweight and cool enough to be worn over your street clothing yet provide significant impact, abrasion, and foul weather protection. It is about two pounds lighter than the standard Roadcrafter and is designed specifically to meet the year-round requirements of commuting, transportation and utility riders - ideal for use in urban and suburban areas. The quick and easy

zipper arrangement guarantees convenient use and the lighter weight fabric and new design nuances make for an absolutely waterproof one piece riding suit that will wear noticeably cooler than the standard Roadcrafter in all situations. 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 if you have any questions, comments or suggestions.

--- IMPORTANT SAFETY INFORMATION ---

PACEMAKER & CARDIOVERTER DEFIBRILLATOR NOTICE: There are four rare earth magnets in the suit collar that may adversely effect Pacemaker operation. Pacemaker users must have magnets removed before wearing garment: one on each side of the upper chest, and one at each end of the collar. Each magnet is about the size of a dime and is removable from a small pocket. PLEASE CALL US AT 800 222 1994 OR 218 722 1927 IF YOU HAVE QUESTIONS. FOR FURTHER INFORMATION SEE: <http://www.aerostich.com/rare-earth-magnets>.

TEXTILE WARNING: Unlike leather, your suit's nylon fabric will 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 RoadcrafterLight Suit is not a crash-proof riding suit, but it will provide significant abrasion protection when fit, maintained and used properly. Two layers of 200D Air Texturized High Tenacity Nylon protect the shoulders, elbows, seat and knees (one layer on the Ultralight Suit). TF Impact Pad areas also add layers of hook, loop, 500D Cordura Nylon, Volara 30LB semi-rigid foam, and supernyl Nylon fabric...a total of 7 Layers. Overall abrasion resistance is about two thirds that of the standard Roadcrafter.

Our research, testing and experience have shown that in average crash conditions, at speeds under 40-60 MPH, RoadcrafterLight Suits provide a good level of protection. RoadcrafterLight Suits are more sacrificial in crashes than gear constructed of heavier materials, but in most cases they are still repairable after crashes. Please return your suit to us for examination if it has been involved in any significant crash or accident situation. Suits are totaled

and cannot be repaired if the cost exceeds half of the replacement cost.

The lightweight fabrics used in your RoadcrafterLight Suit are very strong but differ in performance from leather in several important ways. The fabric is more "slippery" than leather, so in a crash you will slide a bit further, but roll and tumble less than if wearing leathers. The additional friction generated during a slide may generate sufficient heat to melt the suits fabric and cause burns. Although several hundred crash experiences have been reported by Aerostich suit wearers and 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.

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

3. BREAK-IN

The first few times you wear your RoadcrafterLight 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. WATERPROOF ZIPPERS

Lubrication/Stiffness: New suit zippers may be initially stiff. After 30 days of continual use the zippers will begin to loosen up and become easier to use. Applying a small amount of Teflon Lubricant (#4966) to all zippers (Main, Right Leg, Vent and Pocket Zips) will allow them to slide more freely and be tremendously easier to use. Our experience has been that frequent re-lubrication is not normally required.

Jamming: Zipper sliders jam if the fabric is drawn between the slider and the

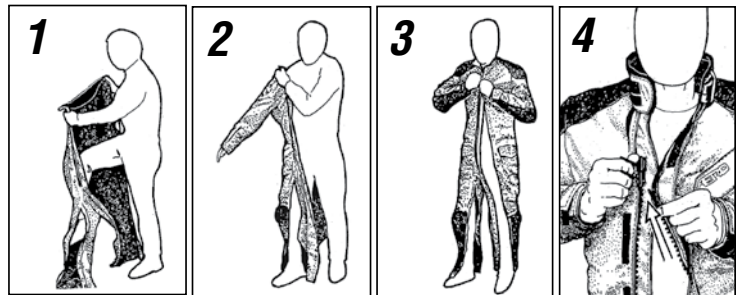
zipper's teeth. This can be caused by a 'ridge' of fabric stiffness directly beneath the row of zipper teeth (caused by an underlying layer of seam sealing tape). To prevent this 'ridge' from jamming the slider, open the zipper fully and locate the stiff edge of the seam tape beneath the fabric. If it is located directly beneath the row of zipper teeth, it may be folded/creased inward, away from the zipper. Making a firm, sharp crease will help the fabric stay permanently in this position and will eliminate the cause of the jamming.

5. DRESSING

Your RoadcrafterLight'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.

ROADCRAFTERLIGHT ONE PIECE SUIT

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



6. STORING/PACKING

Storing the suit: Use a contoured garment hanger. A wire hanger may damage the shoulder fabric or optional impact padding.

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 thru an arm or leg to prevent theft. Your suit will also store easily in any

saddlebag or 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.

With TF impact armor the suit's rolled-up size is about 12" x 24". Without TF impact armor the RoadcrafterLight packs into a roll approximately (depending on suit size) 6" x 24".

7. WATERPROOFNESS

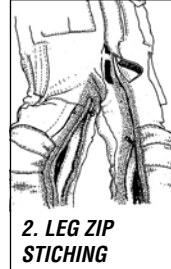
Your RoadcrafterLight Suit is one of the most waterproof riding garments available. Inside, all its seams are factory-sealed using over 30 yards of Gore-Seam® heat applied tape per garment. The complex design requires more of this than any other GORE-TEX® garment in the world. When all the zippers and vents are closed correctly, the RoadcrafterLight is fully waterproof in all rain conditions. If you do find any leaking, check to see that the collar and all zippers flap have been carefully closed. Without TF impact armor installed the suit serves well as a rainsuit. *NOTE: The exterior suit pockets (including the quick access phone pocket) are highly water resistant, but not completely waterproof. Use care when storing electronics or important paperwork in these pockets during wet conditions.*

To help your suit work best after long use and multiple launderings, use a wash-in repellent like Nikwax® or a spray for the exterior of your suit with Scotchgard® or a similar waterproofing preparation. 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 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.

The stitching adjacent to the underarm zips (1) and leg zips (2) can only be hand sealed using Aqua Seal®, Seam Grip®, or other commercially



1. UNDERARM ZIP STITCHING



2. LEG ZIP STITCHING

available seam sealer. *Apply sealer only in a thin line following the stitching. This is not recommended unless you have already experienced problems with leakage.* When using these seam sealing products, make sure they are thin enough to partially soak into the fabric's fibers, thread, and stitching holes. 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 outer stitching on both sides of the right leg zipper (2) and the outer stitching on both sides of the left leg zipper from about 2 inches above the bottom of the hook & loop outer flap to about 4 or 5 inches below the bend in the knee. Furthermore, 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 zips sealed. Aqua Seal® thinned with Cotel® is best applied with a small paint-brush; Seam Grip® tubes come with a syringe applicator.

8. HOT WEATHER USE (80°– 95°F)

On an unfaired bike the suit will be comfortable over normal street clothing from about 60 to 90°F. In dry climates, and worn with only shorts and a T-shirt underneath, add another 5-10°F. Overall, the suit wears approximately ten or fifteen degrees cooler than the standard Roadcrafter. In hot weather, 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 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, staying in position with the snap-down tabs and magnetic positioners. Dressing in shorts and a T-shirt, or very light cotton pants and shirts, is the best way to stay cool in your suit. 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. On all day rides, add crushed or cubed ice at gas stops to fully pack some of the pockets of the suit. The chilling effects will be felt throughout your body as blood circulates from the cold areas beneath the ice filled pockets, keeping you cooler for between 45 and 90 minutes. 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. 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 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. COLD WEATHER USE (45°– 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, position the inner wind flaps behind the entry zippers. In cooler 45-60° conditions your upper chest area may feel cold air more quickly. An optional chest insulation pad (standard or electric) is available if needed.

10. OPTIONAL **TF³** IMPACT PADS

RoadcrafterLight's are outfitted to accept a full array of position adjustable **TF³** impact pad options, including elbow, shoulder, knee, hip, back and chest pads. These optional pad selections will greatly increase the suit's crash protection characteristics when installed correctly. The hook and loop attachment points allow the pads to be adjusted up and down by as much as 2", positioning the pads for optimum protection, comfort and fit. Without the pads, your suit will wear nearly one full size larger.

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

RoadcrafterLight 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. Aerostich suits are the only garments in the world to use this amazing high-technology material. All pads are easy to install and remove using the hook and loop attachment areas. **TF³** pads should always be removed before laundering.

11. ADHESIVE HOOK & LOOP AND SEAM TAPE

To make your RoadcrafterLight as lightweight, cool, and ventilated as possible there is no lining. This unique, highly functional design exposes the seam sealing tape to wear, and also requires the use of adhesive hook & loop to locate the impact pads. The adhesives used in this construction are very reliable and should last the life of the suit, but if a part of the adhesive begins to detach,

repairs are easy: A) If you send it to us for repair, mark the areas that need to be checked. B) If you need adhesive hook & loop or seam tape, call and we will send it to you. The adhesive can be reactivated with heat or solvents, but the easiest way is to simply repair where needed using an adhesive like Seam Grip, or any other general purpose contact cement.

12. 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.

13. FITTING AND ALTERATIONS

The RoadcrafterLight is available in 25 stock sizes 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. This is a one piece overall design, intended to be loose enough to fit comfortably over street clothes. You should expect to feel some extra roominess in the thighs, seat and lower trunk when standing.

When you have 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 suit will offer. The difference

between 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 1/2" in the sleeve.

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 quickly while in use.

Since all RoadcrafterLight Suits are cut on male grading patterns, and since women often have shorter trunks and longer limbs than a man of the same height, women who are unable to obtain a satisfactory fit with a stock size are encouraged to request alterations. Some standard Roadcrafter alteration services may be available. Call for specifics.

14. LAUNDRY AND CARE

Important -- REMOVE ALL FOUR COLLAR-OPEN MAGNETS BEFORE LAUNDERING. If these magnets are left in garment, they attach themselves to the washer drum so strongly that the suit will be damaged. 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 **TF3** 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 **TF3** 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.

15. 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

Allow entry to your street pants pockets and can also be left open for ventilation.

3. VERTICAL ZIPPERED CHEST POCKET

Suitable for large items. The inner wallet/phone/iPod pocket is positioned to allow easy access to your personal items and to help keep electronics as dry as possible. This pocket is highly water resistant, but is not completely waterproof.

4. RIGHT FOREARM ZIPPERED POCKET

Suitable for keys, sunglasses, toll-road change, face-shield cleaning rags, etc.

5. UPPER CHEST INSIDE ACCESSORIES

Two vertical areas of loop on both sides of the upper chest allow the mounting of optional accessory zipper pockets, chest impact protector, or chest insulation pad.

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. 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.

8. 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 for secure storage. Behind these pockets are side entry "hand" pockets for use while standing around talking about motorcycles.

9. VERTICAL ZIPPERED RIGHT LEG POCKET

Storage for waterproof glove and boot covers, maps, etc. Accessible while astride motorcycle; however, do not use any of the pockets while the motorcycle is in motion.

10. 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).

11. HOOK & LOOP WAIST TABS

Adjust these for best fit and varying thicknesses of undergarments.

12. 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 (and also for ventilation adjustments).

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

14. 3M SCOTCHLITE® REFLECTIVE

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

15. SNAP DOWN COLLAR

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

16. COLLAR OPEN MAGNETS

Removable rare earth magnets in the collar and upper chest hold the collar in the open position to help increase air circulation in warmer conditions.

17. ADJUSTABLE IMPACT PAD POSITIONS

The elbow and knee pads may be located up or down by as much as 2" to position the pads for optimum protection, comfort and fit.



SNAP DOWN TABS



MAGNETIC COLLAR TABS



DUAL ZIPPERED BACK VENT



QUICK ACCESS POCKET



ADJUSTABLE PAD POSITIONS



HIDDEN HELMET HOLDER

16. FINALLY

Your suit is made and supported 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 experience many miles and years of safe, comfortable motorcycling. Good riding!

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.

17. AVAILABLE ACCESSORIES

AEROSTICH TF3 HIP PADS

For maximum protection. Two full-sized TF3 hip pads in shaped pockets that attach with hook & loop. #1053 is a pre-curved, shaped version with a hard shell similar to other TF3 pads. 9 3/4" x 10".

Set #123 \$40.00
Curved Shell Set #1053 \$50.00



AEROSTICH TF5 HIP PADS

About 1/2 the area/size of the TF3 Pads, with high comfort and security. Maintains impact dampening abilities in both high and low impact situations...the perfect response to any kind of impact. These molded visco elastic foam pads provide secure hip protection. 3 3/4" x 5 1/4".

Set (pads only) #1105 \$50.00
TF5 Hip Sleeves #1053 \$30.00



AEROSTICH CHEST INSULATION PAD

CHEST INSULATION PAD

Keep your core warmer, with an easy to install Chest Insulation Pad. Extends the functionality of the RoadcrafterLight into cooler riding conditions. Self-stores in a built-in pocket. Electric or Non-Electric version. Electric version 30 watts, 2.5 amps. Specify SAE, Quicconnect 2, or BMW connection. 16" x 17". Black.

Electric #241 \$97.00
Non-Electric #242 \$32.00



SELF-STORE POCKET

AEROSTICH CHEST IMPACT PAD

Added security and protection to your chest area with this dual-layer TF4 Impact Pad that attaches easily to the integrated loop sections of the RoadcrafterLight. Lightweight, breathable, visco-elastic torso security. 12" x 12". Black.

#238 \$75.00



AEROSTICH BACK PADS

These full length back protectors provide higher levels of protection for kidneys, spine and coccyx areas. They are fully fitted for all Aerostich suits and jackets using integrated hook & loop mounts, or can be worn in another garment with the included, but detachable, belt. Both are made to withstand multiple hard impacts while being very lightweight and comfortable. Specify suit size. The Standard is more for everyday riding applications, it's contour cut for total freedom of movement. The Competition is a slightly stiffer back protector with an impact protection system similar to the Standard pad, but covering a larger area. S, M, L.

(A) Competition #1491 \$120.00
(B) Standard #129 \$75.00



TF3 PAD SET

Set of shoulder, elbow and knee TF3 impact pads for the RoadcrafterLight and UltraLight Suits.

#298 \$100.00



AEROSTICH ZIPPERED SLEEVE POCKETS

Zippered pockets attach with hook to the upper chest internal loop accessory area of the RoadcrafterLight. Also fit the sleeve of all Darien jackets and Roadcrafter suits. Safe secure and accessible storage. The Map Pocket (#152) has a clear, durable window for easy viewing of stashed items. 6.5" x 4.5".

Map Pocket #152 \$25.00
Zippered Pocket #1380 \$25.00



AEROSTICH LIGHTWEIGHT EMERGENCY BOOT RAINCOVERS

Practical and lightweight, these ripstop nylon raincovers self-store in a pocket that secures via hook and loop to the inside shin area of the RoadcrafterLight Suit. The integrated storage makes them super easy to put on and ensures they are always ready when you need them. 7" x 6.5". M (7-9), L (10-12), XL (13-14).

#401 \$57.00



TO PLACE AN ORDER OR FOR PRODUCT QUESTIONS CALL 218 722 1927 OR EMAIL <SERVICE@AEROSTICH.COM>

Notes on the RoadcrafterLight

The Waterproof Zippers

The new waterproof main zippers don't close or open quite as easily as the original non-waterproof type. Neither do the updated more water-and-draft-resistant pocket and vent zippers. The plastic coating on the zipper tape can get 'sticky', especially in very hot weather. Both zipper types loosen up with use, but still are never quite as easy to operate as the old zips.

Lubrication

Applying some teflon lubricant will help the waterproof zippers work easier without damaging the fabric or zippers. The microscopic teflon particles embed in the zipper for greatly decreased slider friction. We recommend DuPont Teflon Multi-Use Lubricant (#4966).

Waterproof zipper tolerances are much tighter than those of a non-waterproof zipper. Because of their closer tolerances, one has to be more careful when operating them. Take time (a moment) to be deliberate, especially when lining up the sliders at the top, and when starting the zipper.

Regarding Abrasion

The lightweight Roadcrafter is about 2/3rds as abrasion resistant as the standard Roadcrafter. It is made from the exact same fabric used in the Darien Light Jackets and Darien Light Pants. It is made to be as light as possible for riding at street speeds, and to be just sacrificial enough so that a hard street crash will 'total it out', while hopefully leaving the wearer principally uninjured, and able to continue to a destination.

Although standard Roadcrafter's are much lighter and less abrasion resistant than leathers, over the years we learned that standard Roadcrafters were also a little over-built for the kinds of crashes many street riders were experiencing. Thirty years ago, nobody had any idea about the crash-worthiness of synthetic textile riders garments...so we erred a little on the 'more protective' side. Over time it became clear that we could use something a little lighter, so we did...first with the Darien jacket and pants and now the Roadcrafter.

If a rider is doing occasional higher speed sport rides, or track days, they should wear (at minimum) a standard Roadcrafter or Darien. But if they are almost entirely riding for utility, commuting, urban travel and transportation, and at legal speeds, a Roadcrafter light may meet their needs better. Particularly in hotter and wetter environments.

Collar Magnets

For riding in warmer weather, the collar magnets work exceptionally well to hold the collar down and aid in ventilation. For riding in cooler temperatures, or if you often adjust the velcro tab on the Ultrasuede® collar to maintain a tight seal, you may find it easier to semi-permanently remove the rare-earth magnets from the collar tabs.

Break In

Takes forever. 1000 miles and everything starts loosening up. 10,000 and everything should be about 'right'.

- Mr. Subjective 07-2011