



### 1. INTRODUCTION

Congratulations on your choice of an Aerostich Cousin Jeremy Suit. Constructed using traditional waxed cotton fabric, your new suit offers oilskin waterproofness in a comfortable design that provides significant impact, abrasion, and foul weather protection.

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

**CAUTION:** Adjusting or opening zippers for ventilation may result in shifting of the impact armor pads in some crash situations which may decrease pad effectiveness.

**POCKET SAFETY WARNING:** Tools, cameras, etc. carried in your pockets can injure you during a crash. 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. WAXED COTTON FABRIC & ABRASION INFORMATION

Your Cousin Jeremy Suit is constructed from a tightly woven 100% waxed cotton fabric. This fabric is impregnated with a paraffin formula derived from fabric finishes developed in the late 1800's and early 1900's for use in foul weather gear. It is proof against inclement weather but retains some of the breathability of unfinished cotton. When hung in a warm room, or outdoors on a warm day in sunlight, it re-finishes itself and relaxes, so some use marks will fade.

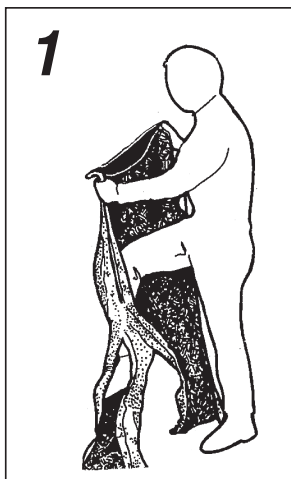
This is not a crash-proof riding suit, but will provide significant abrasion protection when fit, maintained and used properly. The supernyl lining makes it easier to put on and remove, as well as provides pockets for the included shoulder, elbow and knee impact armor. This standard TF3 impact armor, as well as available optional hip and back armor, increase your suit's crash protection. Waxed cotton fabric is more "slippery" than leather, so you may slide slightly farther in a crash, but should roll and tumble less. Low speed crashes will usually only scuff the fabric, but as speeds exceed 25-30 MPH, repairs may be required. Your suit should be returned to us for examination after an impact or abrasion.

### 3. BREAK-IN

The waxed fabric requires no 'break in' but with extended use, weathering and age will develop folds and a unique character as it molds and fits itself to your body.

### 4. DRESSING

The unconventional zipper arrangement of the One Piece Cousin Jeremy Suit 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

Cousin Jeremy 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.

Both one and two piece suits work best when loose enough to be used as "coveralls". 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. 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. Two Piece Suits run the same as the One Piece version, but may feel slightly bulkier due to the overlapping jacket and pants.

With the right fit, you should be able to raise your arms to horizontal, though you may feel slight resistance due to the suit's tailoring and padding. If you ride a sport bike, and wear a 'Regular' (R) in street clothing, you may need the extra room that a 'Long' (L) offers. With your arms raised to horizontal, the body of the garment moves upward about 1 1/2" and if the fit is correct you should not feel 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.

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.

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## 6. ONE PIECE VERSUS TWO PIECE

The One Piece Suit 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. An optional Bib Pants Converter is a convenient add-on to comfortably hold your Cousin Jeremy Two Piece Suit pants up if you prefer to not wear the pants zipped together to the jacket. 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.

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## 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 highly wind resistant, 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 **TFS** 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.

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## 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 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.

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## 9. WATERPROOFNESS, RE-WAXING & LONG-TERM STORAGE

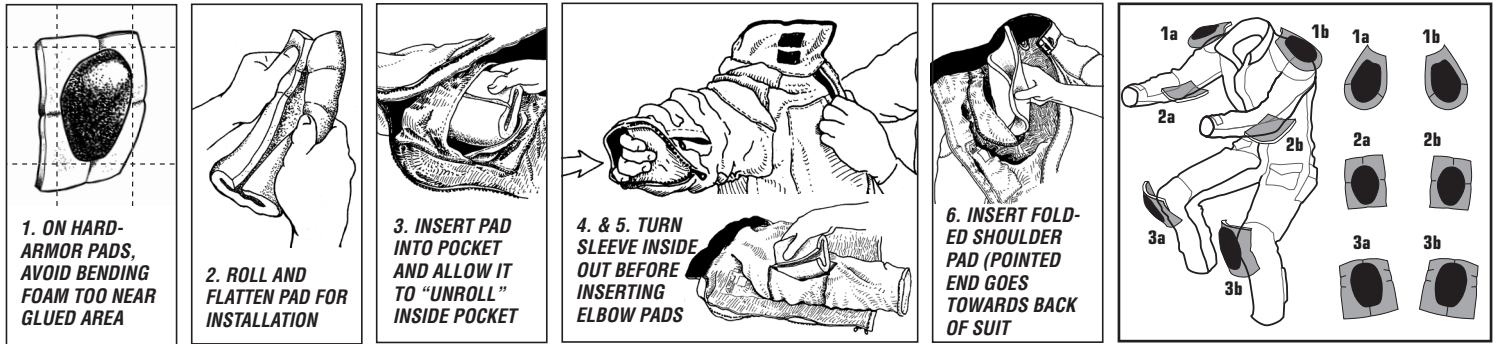
Your Cousin Jeremy Suit is some of the most waterproof riding gear available, but fabric care is important for maximum waterproofness in severe conditions. To help your jacket and pants work best in the wet, or after long use, periodically re-wax with a product made specifically for finishing this material. One type of product is ReProofing Wax (#1122).

Follow the directions supplied with re-waxing preparations. It helps to warm and soften the wax slightly before applying. Placing the wax tin in a pan of warm water for a few minutes before use is a good way to do this. Use fingers to work wax into fabric. Apply extra wax to seams and areas that are dry, worn or creased. After completion, an electric hair drier may be used to help the wax melt into the fabric. Placing the garment in direct sunlight on a warm day will have the same beneficial effect. Re-wax intervals depend on wear and use. Once every one to two years is average. It may not be desirable to re-wax the entire garment. Re-waxing only the primary wear areas may be sufficient for renewing overall waterproof performance.

Note: If waxed cotton items are left for years on a hangar in a warm place, some of the wax will 'flow' downward, leaving less wax on the upper areas. To limit this effect, and to help the wax remain evenly distributed, it is best to roll the suit up. Be positive the suit is completely dry before storing this way.

## 10. TF<sup>3</sup>

Somewhat like a hydraulic shock on a car or a motorcycle, TF<sup>3</sup>'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 Cousin Jeremy Suit. Somewhat more sensitive to temperature than conventional foams, TF<sup>3</sup> 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, TF<sup>3</sup> may become stiff enough to split when flexed sharply; however, it is easy to repair this damage using any brand of contact cement. 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. Before attempting to remove the elbow pads you should turn the sleeves inside out. Refer to illustrations (1a-3b) to identify the position and orientation for the elbow and shoulder armor. The shoulders have a left and right, and elbows have a top and bottom orientation. Armor is available in S, M, and L sizes in TF3 and TF6 versions. Armor may also be made smaller by cutting around outside edges as needed, up to 1", to increase freedom of movement and obtain a better overall fit. If armor is torn it can be re-glued using most contact-type adhesives including Barge Cement or Elmers Contact Adhesive.



**WARNING:** Adjusting or opening wrist (or other) zippers for ventilation may result in shifting of the TF<sup>3</sup> impact pads in some crash situations. This may decrease pad effectiveness or allow an increased injury.

## 11. 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.

(2 locations) Left forearm and left thigh.

### 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.

## 12. 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.

## 13. CLEANING AND CARE

**Do not dry clean or machine wash.** Waxed cotton is a natural fiber. The lining fabric can be hand washed with a mild soap like Woolite or Ivory, using cool water and a sponge or toft cloth. **Air Dry only**, keeping away from heat (radiators, etc...). Wipe of any dirt or grit from the outer waxed fabric with cold water and sponge. Blot stains with a damp cloth and small amount of a mild detergent and warm water. (The oily wax finish effectively repels most stains.) Wetting and wiping fabric should remove stains, but will not remove abrasion marks. After cleaning, re-proofing is recommended. Do not iron. Do not hang near flame. Store in an airy place to dry.

## 14. 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 repair must be clean. If your pants require additional cleaning before being repaired, you will be charged. Some sewing, upholstery, or boat cover shops in your area may be able to patch or repair your pants. If needed, call us, and we will send any materials you require (such as fabrics, reflective material, zippers, etc.). If major repairs are required, we will contact you with a quote before beginning work. If repair costs exceed half the pants replacement value the pants are "totaled", and will not be repaired.

## 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 7 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! For additional information or to leave a review about your Cousin Jeremy suit, visit our website at [www.aerostich.com](http://www.aerostich.com).

**LIMITED GUARANTEE:** To the original purchaser, Aero Design & Manufacturing Company, Inc., guarantees all Aerostich manufactured 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.



## AVAILABLE ACCESSORIES

### AEROSTICH RIDERWEAR TF<sup>3</sup> HIP PADS

For maximum protection. Two full-sized TF<sup>3</sup> hip pads in shaped pockets that attach with hook & loop. #1053 is a pre-curved, shaped version with a hard shell similar to other TF<sup>3</sup> pads. 9"x10".

Set #123 \$45.00  
Curved Shell Set #1053 \$55.00



### AEROSTICH RIDERWEAR TF<sup>5</sup> 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 1/4"x5 1/4".

Set (pads only) #1105 \$50.00  
TF5 Hip Sleeves #1110 \$30.00



### AEROSTICH RIDERWEAR CHEST INSULATION PAD

Keep your core warmer, with an easy to install Chest Insulation Pad. Extends the functionality 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, Quiconnect 2, or BMW connection. 16"x17". Black.

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



SELF-STORE POCKET

### AEROSTICH RIDERWEAR CHEST IMPACT PAD

Added security and protection to your chest area with this dual-layer TF<sup>6</sup> Impact Pad that attaches easily to the integrated loop sections inside the suit. Lightweight, breathable, visco-elastic torso security. 12"x12". Black.

#238 \$75.00



### WAX REFINISHING COMPOUND

Waxed-cotton and oil-skin clothing need the occasional re-treatment to enhance the fabric's water shedding properties. Goes on easily and with no mess. Once applied, it cures to a smooth, non-sticky water repellent coating that will not attract dirt. More durable than other treatments and doesn't smell funny or rub off. 1.5 oz. tin.

#1122 \$8.00



### AEROSTICH RIDERWEAR 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 \$125.00  
(B) Standard #129 \$85.00



### TF<sup>3</sup> PAD SET

Set of shoulder, elbow and knee TF<sup>3</sup> impact armor. #144 \$70.00



### AEROSTICH RIDERWEAR 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"x4.5".

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



### AEROSTICH RIDERWEAR 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. The integrated storage makes them super easy to put on and ensures they are always ready when you need them. 7"x6.5". M (7-9), L (10-12), XL (13-14).

#401 \$57.00



### AEROSTICH RIDERWEAR WAXED COTTON MESSENGER BAGS

A functional merging of the style and waterproofness of Waxed Cotton, with the exceedingly useful features and detailed quality of Aerostich Messenger Bags. Four sizes: Letter (9"x3.75"x9"/12"), Dispatch (12"x7"x12"/18"), Courier (12"x7"x18"/23"), Parcel (14"x9"x18"/26"). Black, Brown, Green, or Orange.

Letter Bag #9290 \$107.00  
Dispatch Bag #9291 \$137.00

Courier Bag #9292 \$147.00  
Parcel Bag #9293 \$157.00



TO PLACE AN ORDER OR FOR PRODUCT QUESTIONS CALL 218 722 1927 OR EMAIL <[SERVICE@AEROSTICH.COM](mailto:SERVICE@AEROSTICH.COM)>