

1. INTRODUCTION

Congratulations on your choice of Aerostich Darien Jacket. Your Darien combines the best qualities of an off-road jacket, touring jacket, and street jacket into a single garment. In extreme weather it will be more comfortable than regular riding jackets. It also provides significant impact and abrasion protection. Its look will stay in style, yet won't

bring unwanted attention when traveling. Your Darien is also designed to be easy to wear when not riding.

To insure high performance, comfort and satisfaction from your Darien jacket please read the information below. Feel free to call us at (218) 722-1927 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 Darien jacket is not designed for high speed abrasion protection, or to be used as a substitute for a heavy leather jacket or competition leathers. However, it will provide significant abrasion protection when used properly. All Darien jackets are made from Cordura® Nylon and a GORE-TEX® fabric laminate. This lightweight fabric outperforms denim, ordinary synthetics, and fashion weight leathers. It should not be used for sport riding abrasion protection, but is suited for commuting and touring speeds, depending on pavement type and condition. Low speed crashes will usually only scuff, but as speeds exceed 30-40 MPH, repairs may be required. Please return your jacket to us for examination after an impact or abrasion.

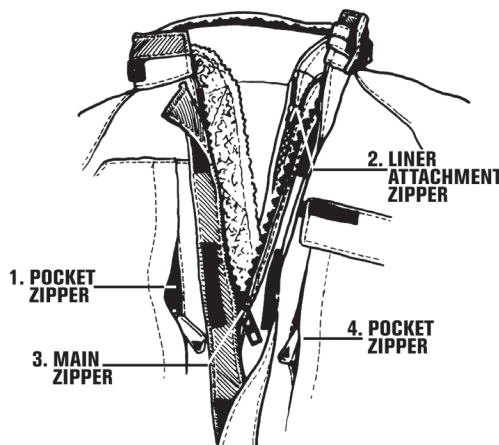
The Cordura® fabric used in your Darien jacket is very strong, but

it differs from leather in several important ways. A great deal of heat is generated by the friction of a slide, so you should wear a long-sleeved shirt to provide thermal insulation between the jacket and your skin. Our research indicates there is a theoretical possibility that the fabric may melt or cause burns. In actual use, no burns have occurred. Cordura® is also more "slippery" than leather, so in a crash you will slide slightly farther, but roll and tumble less. When the fleece liner is in place, abrasion protection is increased. The four standard **TFS** pads and optional back pad also increase the jacket's crash protection. When sliding feet first, the jacket may ride up. This possibility can be reduced (but not eliminated) by adjusting the waist belt for a snug fit.

3. BREAK-IN

Initially, you may find the fabric feels a bit stiff. Riding several hundred miles will help soften and break-in the fabric. There are five closely spaced parallel zippers on the jacket's front.

1. Pocket zipper
2. Liner attachment zipper
3. Main zipper
4. Pocket zipper



When new, some stiffness may be noticeable in this area when the liner is installed, but this will diminish with use. Laundering will shorten the break-in period. (See section 10, Laundering and Care.) You can create a fold across these zippers by manually bending the fabric until it develops a "memory" and is trained to stay in a comfortable position. Of course, you may not notice any of this. This is technically known as "riding rapture", and is not a problem.

4. SIZING AND FITTING:

Darien jackets are offered in size 36 through 54. The oversized parka-type design makes it easy to achieve a functional fit. A looser fit is strongly recommended. The sizes correspond to the men's chest measurement: 36, 38, 40, 42, 44, 46, 48, 50, 52, 54. If you wear a size 40 men's suit, the same size Darien will fit over your street clothes. All of the Darien jacket sizes are generously cut to maximize freedom of movement and allow for layering in colder conditions. This is the best way to insure comfort and accommodate impact pads and the inner jacket. The outer shell should fit like a roomy mountain parka for the

best performance. Adjust the waist belt to reduce the outer jacket's size when the inner jacket is removed. Standing, the waist belt should be slightly lower than your waist. If you raise your arms, or are riding aggressively, the jacket will move up slightly to allow maximum freedom of movement, leaving the waist belt in about the right place. When your arms are naturally at your sides, the sleeves should end about 1" above your knuckles. Custom sleeve length alterations are available.

5. COLD WEATHER USE (20°– 65°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 jacket 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 neck, wrist and waist adjustments to provide a draft free seal. For winter use, leave the inner jacket zipped and snapped in place. For three season all-day touring, it is easier to leave the two parts unattached so the inner jacket can be easily packed (or worn) as needed.

You may notice some stiffness in the **TF³** during colder weather (see section 8). If this becomes unacceptable, consider removing the

6. HOT WEATHER USE (80°– 100°F)

In hot weather you can remove the liner, lower the front zipper to mid chest, open the wrist zippers, and open the underarm zippers and the back vent zipper that is under the Scotchlite flap. Using gloves without gauntlets allows 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 in the back vent to obtain the cooling you need without causing excessive ballooning or air drag. If the Polartec® liner is installed, its underarm zippers should be pre-opened so ventilation adjustments can be made using only the underarm zippers in the jacket.

The back vent should always be partially open to release air pressure when the underarm, wrist, or front zippers are open. The collar can be folded down to half-height, and it will develop a permanent crease that will allow it to stay in this position. In very hot conditions, consider wetting your shirt so that you can benefit from the effects

pads to provide more room for insulating clothing. Without the pads, your jacket becomes about a half size larger. Effective layers in very cold conditions may include a long sleeve thermal turtleneck, a flannel or wool long sleeve shirt, a heavy sweater, and an electric vest. On an all-day ride, insulating layers can be removed and packed as the temperature rises, and then re-employed in the afternoon or evening when the temperature begins to drop. An electric vest is an important key to all-day cold weather comfort. Also, practice closing the collar's hook & loop flap in front of a mirror a few times so you can obtain a good seal by touch alone.

of evaporative cooling. This can even be done while riding by the use of a squirt bottle filled with water. Consider adding crushed or cubed ice at gas stops on all-day rides and using it to fully pack some of the jacket's pockets. The chilling effects of the ice will be felt throughout your body as your blood circulates from the cold areas beneath the ice filled pockets. Doing this can keep you cooler for between forty-five minutes and an hour and a half. 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. Wetting a bandanna (or your clothing) will refresh you and increase your alertness on very hot days. The Darien's lack of a built-in lining means less weight and maximum air circulation. Free-hanging impact pads make the Darien cooler because they hold the jacket away from you and permit increased air circulation.

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.

7. WATERPROOFNESS

Your Darien jacket is one of the most waterproof riding jackets available. Inside, all of its seams are factory sealed using Gore-Seam heat applied tape. There are no compromises in the design that limit its ultimate waterproof performance, but fabric care is important for maximum waterproofness in severe conditions. To help your jacket work best in the wet, or after long use and multiple laundering, use a wash-in rellant like Nikwax® or spray its exterior with Scotchgard®, or a similar waterproof preparation. For most riders, about a half a can of one of these products, applied every year or two, will prevent water from saturating the outer weave of the Cordura. This makes the jacket lighter, drier, and more breathable in wet conditions. Just as water beads on the surface of a waxed car finish, spraying your jacket allows water to bead on the surface of the fabric and run off.

Your jacket's pockets may leak slightly through the stitching, or

8. **TF³**

Somewhat like a hydraulic shock on a car or 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 Darien jacket. Slightly more sensitive to temperature than conventional foams, **TF³** performs best between 65°F and 85°F. Fortunately, your body keeps the pads within this temperature range even when the ambient temperature is much warmer or colder. If you leave your jacket outside in freezing temperatures, the **TF³** may become stiff enough to split when flexed sharply; however, it is easy to repair this damage using any brand of contact

through the pocket's zipper. These areas can be sealed with a seam sealing product like Seam Grip or AquaSeal. Sealants are applied directly to the stitching and to the knit zipper tapes. Because this remains visible after the sealant has dried, and because pocket leakage may not be a problem, ride thru some rain and evaluate your requirements before taking this extra step.

In conditions that combine very high temperatures, high humidity and severe rain, you may not feel comfortable. For GORE-TEX® fabric to work best, the climate outside of the jacket must be slightly less hot and humid than the micro-climate that exists between your skin and the inside of the jacket. In other words, at +98°F and 100% humidity, you might be miserable; but at anything less (in temperature, humidity, or both) you will be drier and more comfortable in a Darien than anything else.

cement. Your Darien jacket is one of the few motorcyclist garments using this amazing new high technology impact resistant material. All four pads may be removed from their pockets by first detaching each pocket from the jacket. Pocket openings face the hook & loop attachment strips used to hold that pad in position. For winter riding you may wish to remove the **TF³** entirely, or substitute it with conventional foam.

You should always remove the **TF³** when laundering. Turning the sleeves inside out makes it easier to remove and install the elbow pads.

9. ADHESIVE HOOK & LOOP AND SEAM TAPE

To make your Darien jacket 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 (without any stitching or snaps that would be visible from the outside of the garment). The adhesives used in the seam tape and hook & loop pad mounts are very reliable and should last the life of the jacket, but if a part of the adhesive begins

10. LAUNDRY AND CARE

Do not dry clean unless clear distilled solvent and spray repellent are used. Machine washing is recommended. Remove **TF³** pads and contents of all pockets. Separate inner and outer jackets. Close all pocket and vent zippers. Wash using the regular cycle, and a "warm" water setting. Use only a mild powder detergent. Run the completed wash/rinse cycle a second time with no soap. Hang dry or machine dry at medium temperature. The hook & loop will pick up lint if you wash the suit with towels, etc. If you use a dryer, do not use any anti-static products. Silicone spray on the zipper teeth will help the sliders move easier, and a wash-in repellent like Nikwax® or a spray-on repellent like Scotchgard

11. 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 jacket requires additional cleaning before being repaired, you will be charged. Some sewing, upholstery or boat cover shops in your

12. FEATURES

1. REAR VENT ZIPPER / AIR PRESSURE RELEASE

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: These zippers are difficult to operate when you are wearing the jacket. Adjust for the temperature you are riding in before putting the jacket on.

2. UNDERARM VENT ZIPPERS

Adjusting only half open will provide sufficient airflow for most conditions. They are also easier to re-close from this position.

3. WRIST ZIPPER AND HOOK & LOOP TABS

The hook & loop tabs 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 in place and use the wrist zippers when putting on and removing the jacket (and also for ventilation adjustments).

4. WAIST BELT

Each side is adjustable separately, and the belt is not removable. Adjust for a snug and draft-free fit. This waist belt design allows comfortable use of a fanny pack.

5. LOWER FRONT POCKETS

These zipper-closed pockets are for secure storage of small light-weight items.

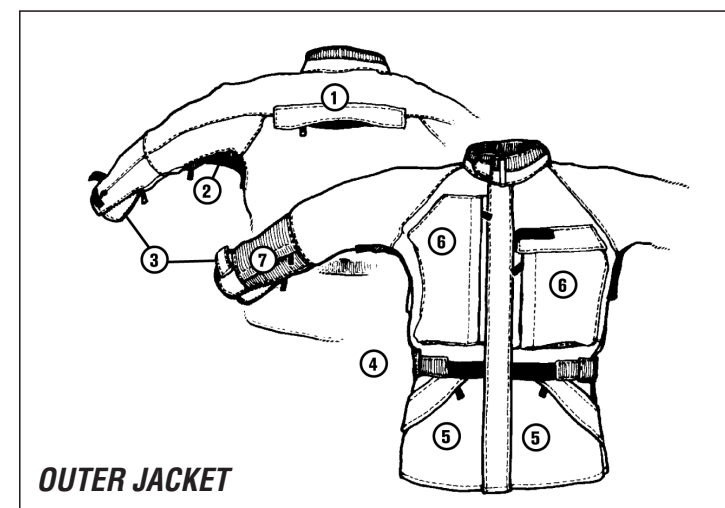
6. UPPER FRONT POCKETS

The vertical zippered sections are for storing larger cargoes such as books, magazines, a liter of water or items needed on your ride like face shield cleaning rags, etc. Behind the reflective logo flap is a small free hanging pocket for a wallet, sunglasses, etc. Behind both upper front

to detach, repairs are easy. If you send it to us, mark the areas that need to be checked. 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 of the other available contact cements and seam sealing products.

or a similar spray will help water to "bead" on the jacket's surface fibers in rainy conditions. After you have ridden thousands of miles in your jacket, spots, stains and accumulated dirt can be difficult or impossible to entirely remove. The following technique may harm the jacket's waterproofness, so consider carefully before beginning. First, spray Clorox prewash on the soiled spots and rub in by hand. Let it stand for 10 minutes. Next, scrub the spots with a brush and a little liquid detergent. Let it 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.

area may be able to patch or repair your jacket. 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 jacket's replacement value the jacket is "totaled", and will not be repaired.



pockets are side entry pockets that can hold rain overgloves for immediate access, or just give you a place to put your hands while standing around talking about motorcycles.

7. 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 your right hand remains on the grip when opening the pocket.

8. LEFT SLEEVE WINDOW POCKET (NOT SHOWN)

This is an optional 6" by 4" clear vinyl zippered pocket that attaches with hook & loop to all Darien jackets. It can be easily added or removed whenever needed. It's perfect for carrying directions you need to read on the way. Put a compass here and you can keep it farther away from the bike for more accurate readouts. Carry a wristwatch here for time checks. The hook & loop and Cordura® backside color is black.

12. FEATURES CONTINUED

9. UNDERARM VENT ZIPPERS

When needed, open before riding and use outer jacket vent zippers to control airflow.

10. LOWER FRONT POCKETS

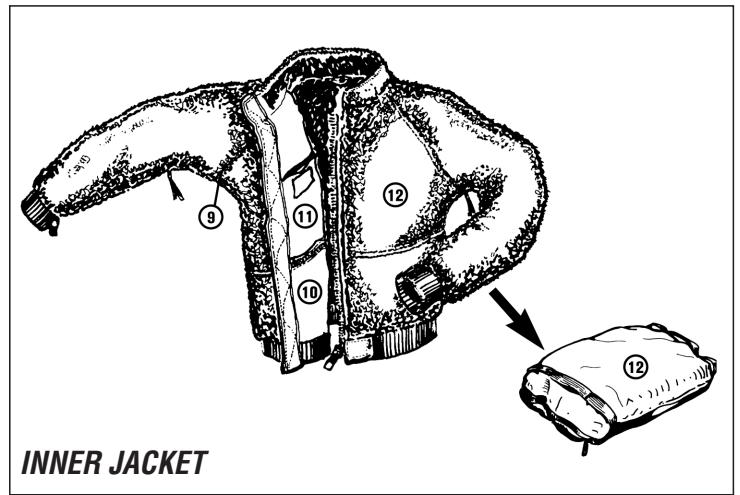
For your hands or for dry storage of medium sized items.

11. UPPER FRONT POCKETS

For glasses, checkbook, maps, etc. Also a dry storage pocket.

12. LOWER POCKET/STORAGE POUCH

For dry storage of large, flat items. Also for storing and carrying the jacket itself. Stuff entire jacket into pocket while turning pocket inside out and you end up with a pillow or bag containing the liner. The two built-in webbing straps allow it to be carried like a fanny pack using any belt or bungee. Threading your straps/bungees through the webbing also helps it to be attached to your bike more securely. Do not leave the inner jacket stuffed for more than a few days, or it will look wrinkly for a long time unless you launder it. The fashion police are everywhere.



13. REVERSIBILITY

The liner is reversible and can be worn either way. It is slightly warmer with the black nylon side out and the fleece side toward you.

The liner fits into the Darien outer jacket with the black nylon side towards you and the fleece side towards the outer jacket.

14. ABOUT THE NAME "DARIEN"

A year after our first Darien prototype was complete, another company came out with a similar three quarter length leather touring jacket called the "Dakar". We were anxious to go ahead, but the Darien's final development and introduction had to be postponed because of the success of our Roadcrafter one and two piece suits. Our resources were (and are) limited, so the Darien's release was delayed for several years. The leather Dakar jacket is named after a town in Africa that is the finish line of a tough race. We wanted a name that indicated the All-American origin of our jacket, conveyed motorcycling adventure, and sounded close enough to the name Dakar to invite comparison.

The Darien Jungle is an unbelievably hot swampy area in Eastern Panama of about a hundred miles in length. It is located between Columbia and the Canal. It is considered impassable by any type of vehicle. It is also the last incomplete section in the great Pan American Highway (a civil engineering project of the 20th Century), which was supposed to be a paved road from Alaska to the bottom of South

America. Political changes have made it unlikely that this last missing section, known as the "Darien Gap", will ever be completed. A few adventurous motorcyclists have challenged this jungle. In the 60's Danny Liska walked through, shipping his bike around. In the 80's round the world traveler Helge Pedersen loaded his R 80G/S BMW in a canoe and paddled it thru. So did Ed Culberson, except he spent a bit more time hacking out an overland path for his R 80G/S BMW. Others have gone through, but they all had lots of help from the people living in the area. Some riders have died there, as these men almost did. All three have written about their adventures. Both Ed and Helge helped test and refine this jacket.

So if you like grandiose highway projects leading to adventurous places; if you need a strong jacket for facing extreme weather and unimaginable adversity; then you'll understand why we named this jacket Darien. It honors the still-incomplete Pan American Highway and the riders who have challenged it's Darien Gap.

14. FINALLY

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

your jacket 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.

