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A portion of the sale of every Leatt-Brace®
worldwide is donated to the Wings for Life
Spinal Cord Research Foundation.
www.wingsforlife.com



Personal Protective Equipment
directive 89/686/eeC



Engineered for Performance
‘the helmet for your neck™,’



“I put everything I had into the Leatt-Brace®, and received so much more in return. I love the idea that what I do changes lives.”

Dr. Chris Leatt
Inventor of the
Leatt-Brace®



Until about 1935, motorcyclists didn't wear helmets – with tragic consequences. Seat belts in cars? It seems strange now, but they only became mandatory for the first time in 1970. Likewise, the neck brace is the most recent safety innovation that will hopefully become simple common sense. Leatt-Brace®'s are lab-designed to fit most drivers: young or old, amateur or professional. Comfortable and adjustable, they also work with most existing karting equipment. But most importantly, they're built and tested to help lessen the risk of injury in your sport. It's just that simple.



Engineered
for performance

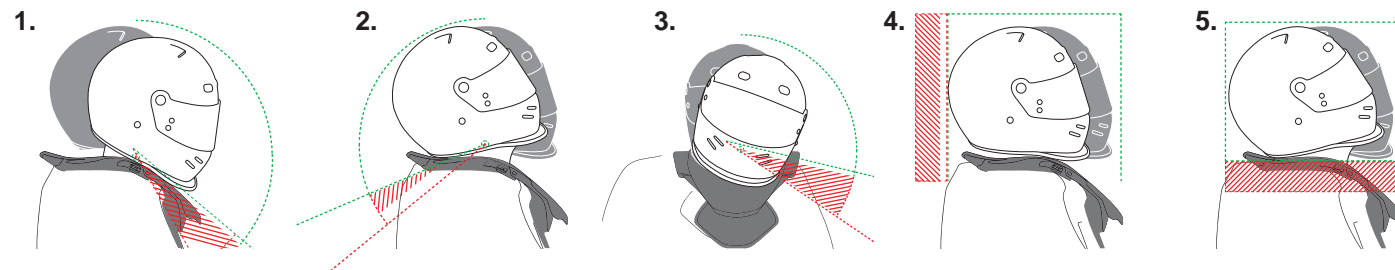
Despite massive technological advances in passive safety, the neck was the one part of the body that remained unprotected. Until now.

The Leatt-Brace® is a truly revolutionary safety system, and the result of years of research and development. It all started in 2002, with Dr. Chris Leatt working together with a team of physicians, surgeons and biomedical engineers. In 2006, further collaboration began with BMW, KTM, the 'Wings for Life' foundation and Munich University.

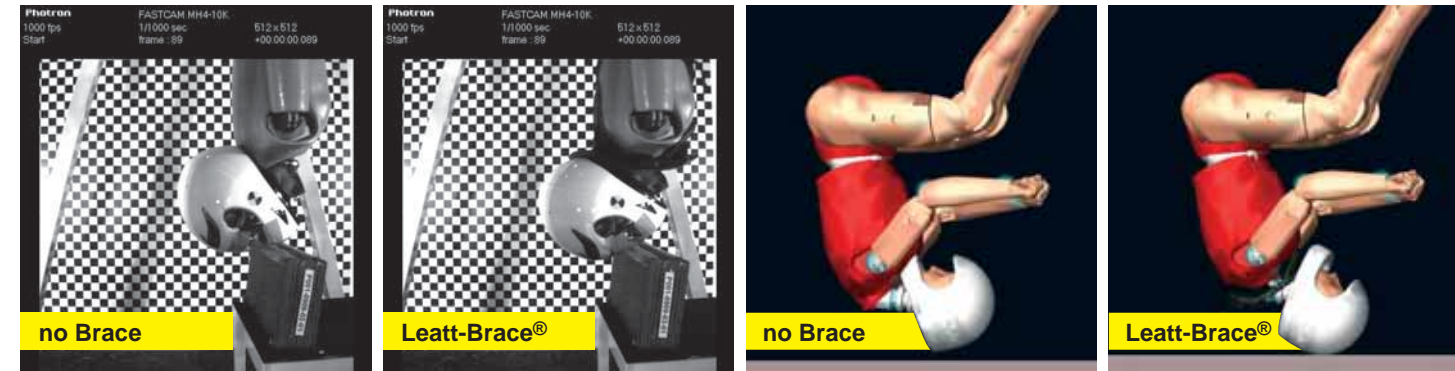
Biomechanical tests were conducted by the Leatt® Lab and the BMW Accident Research Center. The results were meticulously combined with field studies by professional motorcyclists, bicycle riders and medical authorities. And, over the years, the Leatt-Brace® has found some world-class fans.



The Leatt-Brace® helps protect against:



1. Hyperflexion: over-bending of the head in forward direction. **2. Hyperextension:** over-bending of the head in rearward direction. **3. Lateral Hyperflexion:** over-bending of the head to one side. **4. Posterior Hypertranslation:** extreme movement of head and helmet, rearward on the neck. **5. Coupled Axial Loading:** Helps prevent axial loading only when the axial forces act in combination with other mechanisms.





Why choose Leatt®



A unique cut out-section helps to ensures the brace and helmet have minimal contact with the collarbone.

Our braces are built around you

- Patented Alternative Load Path Technology™ helps reduce forces on the spine, and helps to disperse energy away from critical areas, during impact. This principle is pivotal to the Leatt-Brace® design, and a world first.
- Padding is biomechanically designed to cushion the chin.
- The thoracic member is engineered to help keep the brace in position, so it doesn't tilt forward or backwards during an impact.
- The rear-upper support acts as a 'crumple-zone', giving way under a severe load.



- CE certified: Personal Protective Equipment directive 89/686/EEC
- Two red-colored release clips identify emergency openings to paramedics.
- Universal bolt heads require a single adjustment wrench, and are also compatible with most multi-tools.
- The Leatt-Brace® is made using only high quality materials like Kevlar®, Carbon, fiberglass reinforced plastic, and shock-absorbing Biofoam (Biofoam is also fully replaceable and machine-washable.)
- Maximum adjustability is achieved through six independent adjustment points.
- Every product has been chemically tested and certified, so it's free of lead or other harmful additives.
- Our braces are adaptable for use with most body armor and chest protectors.



The Leatt-Brace® includes an engineered fracture point in the Thoracic strut. In an emergency, this replaceable part is designed to snap.



Kart

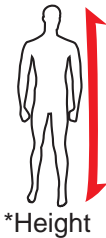
The Kart brace is made from Injection molded fibreglass reinforced, polyamide resin and is more adjustable than any other kart brace.
Approx. weight: 900g ± 50g

Sizes:
S: 0100330016
M: 0100330015

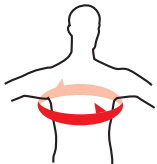


Chest circumference.....		21.6 - 33.5	33.9 - 35	35.4 - 37	37.4 - 43.3+
Height.....		55 - 85	86 - 89	90 - 94	95 - 110+
3'6" - 4'7"	106 - 139	sml			
4'7" - 5'1"	140 - 155	sml	sml/med		
5'1" - 5'4"	156 - 163	sml	sml/med	med	
5'4" - 5'5"	164 - 166	sml	sml/med	med	med
5'6" - 5'7"	167 - 169	sml	sml/med	med	med
5'7" - 5'8"	170 - 172	sml	sml/med	sml/med	med
5'8" - 5'9"	173 - 175	sml	sml	sml/med	med
5'9" - 5'10"	176 - 178	sml	sml	sml/med	med
5'10" - 5'11"	179 - 181	sml	sml	sml/med	med
5'11" - 6'	181 - 183		sml	sml/med	med
6' - 6'1"	183 - 185			sml/med	med
6'1" - 6'3"+	185 - 190+				med

Inches
cm



*Height



*Chest circumference
right below the arms

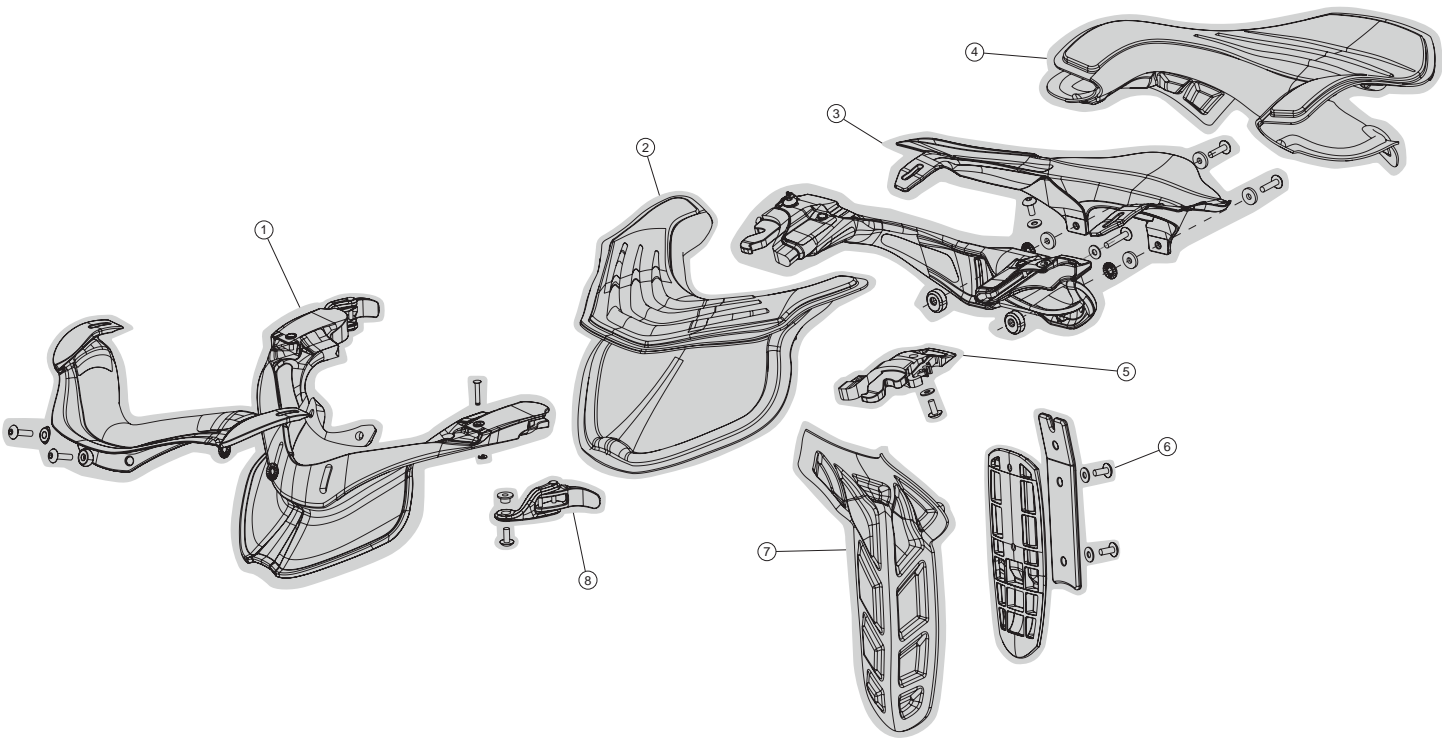
ft cm

*sml/med refers to either a medium on the smallest setting or a small on the biggest setting

Kart Spareparts

Hinge pack:	4300030052
Padding pack:	4300330054
Velcro pack:	4300030035
Spacing pin pack small 0mm:	4300030036
Spacing pin pack medium 10mm:	4300030037
Spacing pin pack large 20mm:	4300030038
Spacing pin pack XL 30mm :	4300030039
Back brace pack small:	4300330049
Back brace pack medium:	4300330051
Front brace pack small:	4300230040*
Front brace pack medium:	4300230042*
Thoracic pack:	4300330056*
Bolt pack w/allen wrench:	4300230105

*(Same as GPX Club black)



Parts/Components List	Nr.
Back Brace Pack	3
Bolt Pack	All bolts on Brace
Front Brace Pack	1
Hinge Pack	8 (pair)
Padding Pack	2 + 4 + 7
Spacing Pin	5 (pair)
Thoracic Pack	6
Velcro Pack	All Velcro pcs. on Brace



Leatt® Leisure Wear



Leatt® Team unisex hoodie.
Available in black.

Sizes:

S:	500030110
M:	500030111
L:	500030112
XL:	500030113
XXL:	500030114



Leatt® Team unisex T-shirt.
Available in white, black and grey.

Sizes:	White	Grey	Black
S:	500030085	500030075	500030065
M:	500030086	500030076	500030066
L:	500030087	500030077	500030067
XL:	500030088	500030078	500030068
XXL:	500030089	500030079	500030069



The Leatt® Lab

Based in Cape Town, South Africa, this is the Leatt Corporation's heart of safety. Here our products are put to the test - again and again and again.

The lab is home to biomedical engineers and industrial designers, who work in collaboration with teams from the University of Munich, BMW, KTM and 'Wings for Life'. At the heart of the operation is Dr. Chris Leatt himself.

In fact, the only dummy you'll find here is the crash test variety. It's put through numerous tests a week simulating different types of impact scenarios.

We also inspect every Leatt-Brace® returned to us after an impact. If it's crumpled, snapped or fractured then we know it's done its job. That's because our products are designed to absorb and disperse the force that would otherwise be transferred to the rider. Broken braces are always better than broken people.

