

C5

THANK YOU FOR YOUR CONFIDENCE

In our decades of experience in the development and manufacture of motorcycle helmets. We're delighted that you have chosen the SCHUBERTH C5. Every single C5 that leaves our factory has been made with exquisite craftsmanship using state-of-the-art manufacturing techniques.

The C5 features outstanding aeroacoustics and advanced ergonomics. Perfected in our wind tunnel, the aerodynamics ensure stable helmet performance at all times. Of course, the C5 has the proven features of a SCHUBERTH helmet in terms of safety, comfort and design that you can expect. All these features, our high standards for the quality of the materials used, as well as our meticulous craftsmanship, go together to make a quality product designed to offer extremely high standards in safety and reliability on the road – especially on long journeys. The interior, with its new exclusive SCHUBERTH individual concept offers an unparalleled comfort level.

We hope you enjoy your SCHUBERTH C5 and wish you a safe ride.

A. FOR YOUR SAFETY

Please take time to read through this manual carefully so that your helmet protects you properly when riding your motorcycle. In order to ensure that you do not overlook any aspect of the manual that is relevant to your safety, we recommend that you read it in the order in which it appears.

Please pay particular attention to:

 **Caution:** safety instructions

 **Note:** advice

 **Tip:** practical tips

 **Note:**

This helmet has been tested and complies with the United States DOT FMVSS No. 218 Standard and does not conform to any other regulations or standards. It is only legal to use the helmet in countries in which the DOT FMVSS No. 218 Standard is valid.

 **Note:**

We reserve the right to make changes that reflect technical advances and to do so without express notice.

1. SAFETY AND WARNING ADVICE CONCERNING THE HELMET

- ⚠ Motorcycling is associated with particular risks and dangers for the rider and passenger. Wearing a helmet can reduce but not eliminate the risk of serious injuries or death. It is impossible to state precisely what the protective effect of a helmet will be in the event of an accident. All helmets have protective limitations. Even a low speed accident can result in serious or fatal injury. Safe riding techniques, adapted to the particular road and weather conditions, are essential for your safety.
- ⚠ Always fasten the chinstrap before setting off and check that the fastening system and strap are correctly in position.
- ⚠ Never ride with the chinstrap unfastened or incorrectly adjusted. The chinstrap must be correctly positioned and must not come loose when pulled. The fastener is not correctly closed if the chinstrap becomes loose when pulled.
- ⚠ Riding with the chin bar open is only permitted with the corresponding chin bar lock. In the event of an impact, the chin is not protected from injuries.
- ⚠ The full protective function of a helmet can no longer be guaranteed after an accident or impact. Like the crumple zone of a car, the impact energy of a collision is absorbed by complete or partial destruction of the structure of the outer and/or inner shell of the helmet. Because of the way helmets are designed, this damage is rarely visible from the outside. The safety helmet is designed to absorb only one impact. It is therefore essential to replace the helmet after a fall, accident or other violent impact. For safety reasons, the old helmet should be rendered unusable.
- ⚠ The helmet safety mechanism described above can also cause small cracks in the shell when the helmet is dropped from a small height (less than 1 metre).
- ⚠ Any helmet that has been subjected to a violent impact should be replaced.
- ⚠ No helmet can protect the wearer from all impacts.

- ⚠ A helmet can only protect that part of the head that it covers. The visor or face shield is not designed or intended to afford face protection. .
- ⚠ The helmet is not designed or intended to afford any neck protection.
- ⚠ This helmet has been specially developed for motorcycle riding and is unsuitable for other purposes.
- ⚠ Examine the helmet for damage at regular intervals. Small scratches will not impair the protective function of your helmet.
- ⚠ The helmet should be replaced after 5 years of purchase, depending on use and care.
- ⚠ Excessive heat (e.g. exhaust heat) can cause damage to the decoration, the inner EPS shell of the helmet and the interior lining.
- ⚠ Direct contact with motor fuel, thinners or solvents can destroy the structure of the inner and outer shell. Make sure the helmet does not come into contact with such substances, even for cleaning purposes.
- ⚠ Do not apply paint, stickers, petrol or other solvents to this helmet.

2. SAFETY ADVISE CONCERNING SIZE AND FIT

1. To make sure your helmet is the right size, check that :
 - The helmet inner lining fits snugly around your head.
 - The helmet pads press firmly on your head.
 - The cheek pads contact your cheeks.
 - There is no space around your brow under the inner lining. Test this by trying to insert your fingers.

If the helmet does not fit snugly, try on a smaller size or a different model helmet.

2. Check your field of vision when trying on a helmet. Some helmets may obstruct or block your vision when looking left, right, up, or down.

3. Test the helmet fit by placing your hands on each side of the helmet. While holding your head as motionless as possible, try rotating your helmet forward and back and from left to right then up and down. If you can feel the helmet padding sliding on your head, it is too big, try a size smaller or a different model helmet. You should feel the helmet move the skin on your head and face as you try to move the helmet.
4. Test the retention system by doing the following:
 - Put your hands on the back of the helmet and try to push the helmet off by rotating it forward.
 - Put your hands on the front of the helmet above your forehead (or on the chin guard) and try to push the helmet off by rotating backward.

⚠ Warning:

If helmet comes off your head or shifts over your eyes, try another size or another model helmet.

3. SAFETY ADVICE CONCERNING THE VISOR/ SUN VISOR

- ⚠ The protective film used during shipping should be removed before use.
- ⚠ The anti-fog lens is supplied with a protective film. Remove this film before using the helmet for the first time.
- ⚠ Any scratches and/or dirt arising from the use of the visor and/or sun visors significantly impair your vision in any driving situation and thus increase the risk of an accident. For your own safety, replace them or clean them immediately.
- ⚠ Never use a tinted visor with marking "daytime use only" in conditions of poor visibility, at night or in a tunnel!
- ⚠ Benzene, solvent and fuel vapor can cause cracks in the visor. Keep the visor away from such vapors and do not allow these kinds of substances to come into direct contact with the visor! Never place the helmet on the tank of your motorcycle.

- ⚠ Make sure the visor is always in perfect condition. Don't ride when visibility is poor!

4. SAFETY ADVICE CONCERNING MODIFICATIONS/ ACCESSORIES

- ⚠ Never modify your helmet. Original components (in particular on the outer shell, inner shell and restraint system) should not be altered or removed. The fitting of additional parts from other manufacturers that have not been recommended can reduce the protective effect and renders the DOT FMVSS No. 218 Standard, and all warranty and insurance claims invalid.
- ⚠ Use only original parts, replacement parts and accessories that SCHUBERTH has expressly approved for your helmet!
- ⚠ Use of an unapproved visor will void the helmet approval.

B. CONTENTS

A. For your safety	5
1. Safety and warning advice concerning the helmet	6
2. Safety advice concerning size and fit	7
3. Safety advice concerning the visor / sun visor	8
4. Safety advice concerning modifications / accessories	9
B. Contents	10
C. The helmet	12
1. Standard	12
2. DOT label	12
3. Anatomy of the helmet	13
4. Helmet shell	13
5. Inner EPS shell	14
6. Aerodynamics	14
7. Aeroacoustics	14
8. Additional wind deflector	16
9. Chin bar	16
10. Chinstrap with Micro-Lock ratchet fastener	19
11. Visor with anti-fog lens	21
12. Sun visor	27
13. Inner lining	30
14. Ventilation systems	35
15. Additional safety features	37
D. Putting on the helmet and taking it off	38
1. Putting on the helmet and checking the fit	38
2. Tacking off the helmet	38
E. Before every journey	39
1. Checking the helmet	39
2. Checking the chinstrap	39
3. Checking the visor and sun visor	40

B. CONTENTS

F. Maintenance and care	41
1. Helmet shell	41
2. Chin bar	41
3. Visor and sun visor	41
4. Inner lining	43
5. Ventilation	43
6. Retention system	44
7. Storing the helmet	44
G. Accessories and spare parts	45
1. Communication system	45
2. SCHUBERTH individual concept	46
3. Accessories and spare parts	47
4. Ordering original SCHUBERTH parts	47
H. SCHUBERTH service	48
I. Warranty	49
J. Environmental protection	50
K. How to contact us	51

C. THE HELMET

1. STANDARD

The C5 conforms to the DOT FMVSS No. 218 Standard. The certification applies to USA and all countries that recognize the DOT FMVSS No. 218 standard.

2. DOT-LABEL

DOT-LABEL

(fixed to the rear side of the helmet)



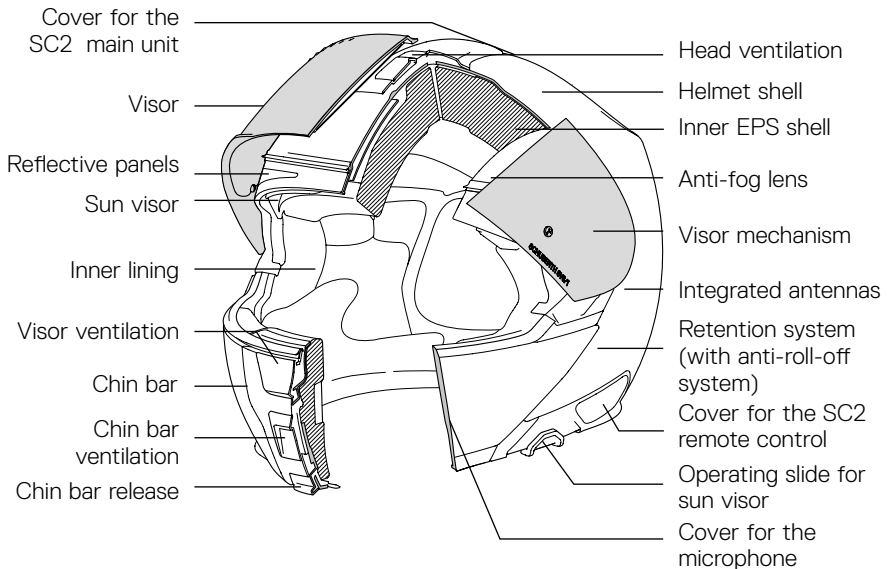
C. THE HELMET

The following visors are approved for the SCHUBERTH C5:

Visor	Designation according to the approval
clear, size 1 and 2	SV6/1/C SV6/2/C
dark smoke, size 1 and 2	SV6/1/D SV6/2/D
HD yellow, size 1 and 2	SV6/1/Y SV6/2/Y
Silver mirrored, size 1 and 2	SV6/1/S SV6/2/S

EN

3. ANATOMY OF THE HELMET



4. HELMET SHELL

The helmet shell of the C5 helmet combines an aerodynamically optimal shape with consistent protection. It consists of a new fiberglass shell from our patented Direct Fiber Technology reinforced with carbon fiber for improved shock absorption strength and lighter weight.

Caution:

The safety helmet is designed to absorb the effects of only one impact. The helmet must be replaced after a fall, accident or any other impact.

5. INNER EPS SHELL

For optimized shock absorption properties, the inner shell of the helmet consists of a new EPS material. The complex multi-segment foam padding of the main body provides better absorption and dissipation of impact forces to give you an higher level of protection. The large side panels ensure that a properly sized helmet fits optimally and comfortably.

6. AERODYNAMICS

The wind noise is low with the C5 during long touring rides. The C5 produces practically no uplift even at speed.

Note:

Please note that the strong currents that can occur as a result of the fairing on faired motorcycles may have a significant effect on the aerodynamic characteristics of a helmet.

7. AEROACOUSTICS

Various features developed in SCHUBERTH's wind tunnel make the helmet notably quiet as far as aeroacoustics are concerned, while providing optimized hearing capability when riding. This enhances concentration, especially at high speeds.

Note:

Aeroacoustic values may vary according to the type of motorcycle, fairing design, seat position and physical size of the rider.

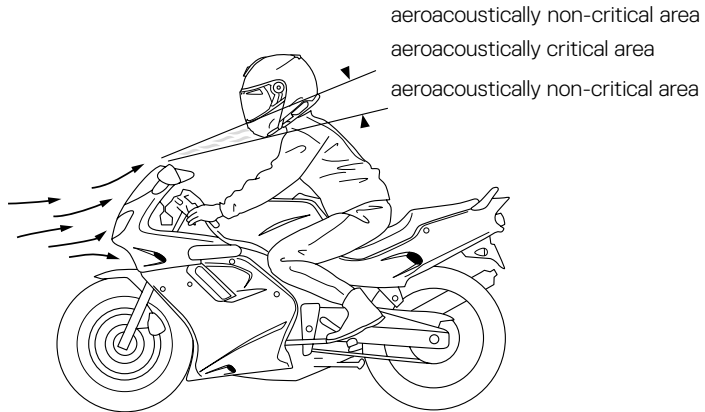
Caution:

As a result of the aeroacoustic optimization of the helmet (and the lower wind noise inside the helmet that comes with it), your actual speed can easily be underestimated. Please do not rely on your sense of hearing to estimate your road speed - always check it using your speedometer.

C. THE HELMET

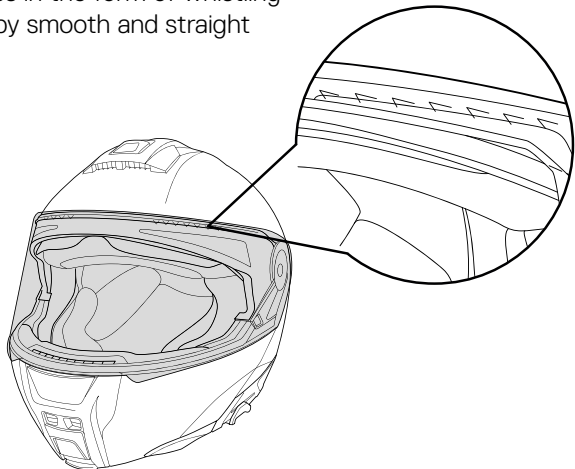
Note:

With faired motorcycles, strong currents occur at the edges of the wind shadow. These may significantly reduce the aeroacoustic performance of the helmet. The motorcycle fairing should be adjusted so that the turbulence created does not reach the bottom surface of the helmet.



Turbulators

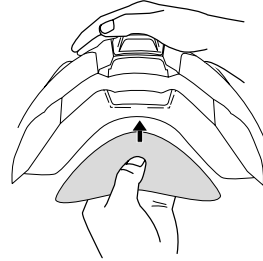
The patented turbulators on the top of the visor also optimise the aeroacoustic properties when riding and prevent acoustic disturbances in the form of whistling sounds that can be created by smooth and straight edges.



8. ADDITIONAL WIND DEFLECTOR

The additional wind deflector prevents the unpleasant effect of the wind created as you ride flowing into the helmet. In addition, the riding noise in the helmet is reduced.

The wind deflector is attached by Velcro strips on the inside of the acoustic collar and can be removed when required to provide an additional flow of fresh air, especially in hot weather.



✓ Tip:

The fit of the bottom of the helmet is extremely important in ensuring that the helmet is as quiet as possible.

9. CHIN BAR

The C5 is equipped with a chin bar that pivots up and can provide a measure of protection from some facial injuries in some accidents. It can pivot up and can be easily opened and closed by means of the operating element located in the middle of the chin bar. The movement of the section required for this is optimized for convenient, smooth operation.

OPERATION

The chin bar can be opened at any time irrespective of the position of the visor or sun visor. The stiff, positive engagement at the end of travel ensures the chin bar remains safely in place when raised.

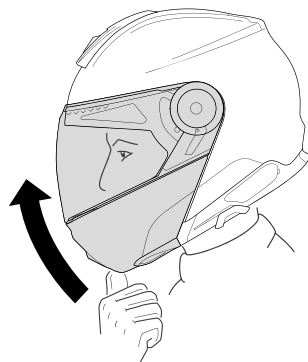
⚠ Caution:

For maximum safety we recommend riding with the chin bar in the closed and locked position. You should never open or close the chin bar while in motion.

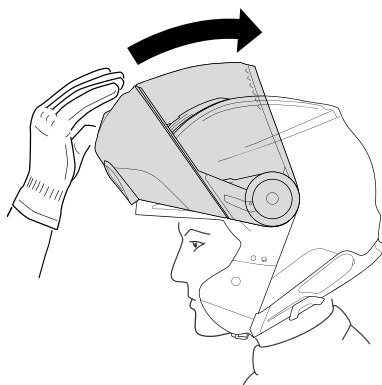
C. THE HELMET

OPENING THE CHIN BAR

1. Open the chin bar by sliding the red button located in the middle of the chin zone forwards in the direction of the arrow as far as it will go, using your thumb.



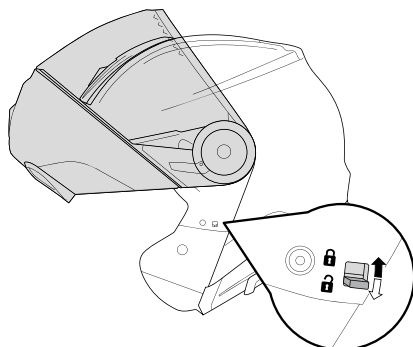
2. The chin bar flips right up.



LOCK AND UNLOCK THE CHIN BAR

The chin bar can be locked and unlocked using the switch. To lock turn the switch upwards (closed lock symbol) and down to unlock (open lock symbol).

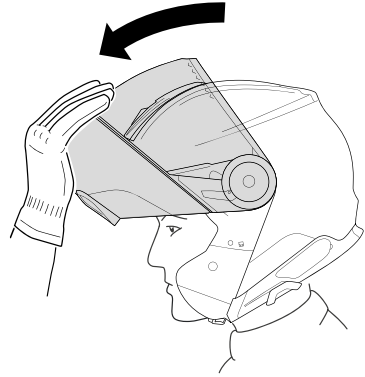
In locked position, the helmet can also be driven with the open chin bar.



EN

CLOSING THE CHIN BAR

To close the chin bar, pivot it down with one hand until both locks audibly engage.



⚠ Caution:

Each time you close the chin bar, check that the locks have engaged properly by pushing the chin bar upwards. If you are involved in accident while the chin bar is down without the locks properly engaged, the chin bar may not afford protection from injury.

✔ Tip:

When using the additional wind deflector, locking the chin bar is easier if you grip the chin pad underneath with a finger of your other hand to help you ease the chin bar over your chin.

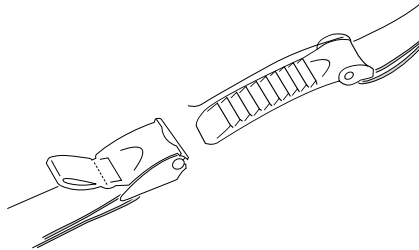
⚠ Caution:

Riding with an open flip-up chin bar is not recommended and could result in severe head injury or death in an accident. Although we do not recommend riding with the chin bar open, if you do ride with it open, it must be locked. It is not permitted to ride with the chin bar only swiveled up.

10. CHINSTRAP WITH MICRO-LOCK RATCHET FASTENERS

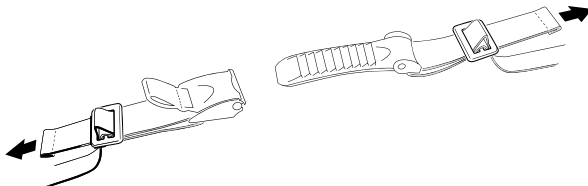
EN

The C5 is fitted with a ratchet strap. This locking system is easy to use and enables you to adjust the chinstrap perfectly to your head every time you put the helmet on.



ADJUSTING THE CHINSTRAP

The length of the chinstrap is adjusted by increasing or reducing the length of strap pulled through the metal buckles. Adjust the length of the chinstrap so that it fits firmly but comfortably under your chin. The chin strap should be fastened tightly under your jaw without causing pain. There must be no slack in the strap, and the strap must be snug up against your jaw. If the retention system is not tight, your helmet may become displaced or dislodged in an accident.



C. THE HELMET



Tip:

Both chin straps are adjustable in length.



Caution:

When adjusting the strap, make sure that the helmet cannot be pulled off in a forward direction with the chinstrap closed.

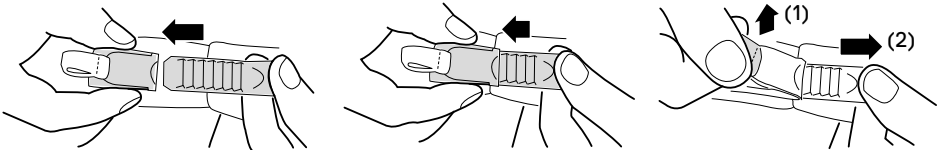


Caution:

Check the adjustment of the chinstrap length at regular intervals.

OPENING AND CLOSING

To close the chinstrap fastener, slide the ratchet tongue step by step into the locking buckle. If you find that the chinstrap fits too loosely around your chin, slide the ratchet tongue one step further into the locking buckle. When adjusting the chinstrap, make sure that it rests firmly but not uncomfortably around your chin. To open the chinstrap, pull the red ribbon on the ratchet fastener upwards to release the locking buckle (1). Then pull the ratchet tongue out of the locking buckle (2).



Caution:

Never ride without making sure that the chinstrap is correctly and snugly fastened and adjusted and properly positioned. If the chinstrap is not correctly adjusted and snugly fastened, the helmet could be displaced in the event of an accident resulting in serious injury or death.



Caution:

Never open or adjust the chinstrap while riding.

11. VISOR WITH ANTI-FOG LENS

The visor is a fog-free double-lens visor. By fixing the inner anti-fog lens using eccentric pins, the two visor panes are pre-tensioned together and are thereby sealed. An insulating air cushion is thus formed between the visor's main plate – i.e. the outer plate – and the inner plate, which prevents any fogging up of the inner plate.

COATING

The main visor has an anti-scratch coating.

⚠ Caution:

The helmet should never be used to hold gloves or any other objects as this may damage the scratch-sensitive anti-fog lens.

⚠ Caution:

The anti-fog lens is supplied with a protective film. Remove this film before using the helmet for the first time.

⚠ Caution:

The visor is supplied with a protective foil. Remove this foil before using the helmet for the first time.

OPENING THE VISOR

To open the visor, use your thumb to push the visor up using one of the finger tabs situated to the left and right of the visor, and move it to the desired position.



VISOR (INCLUDING CITY POSITION)

The second position (city position) locks in place more firmly, providing greater resistance when the visor is in this position. This makes it easier to lock the visor in the city position, especially while riding.

C. THE HELMET

Open the visor for this purpose

- the city position is usually skipped
- but it is easy to find this position by moving it downwards again. The visor mechanism requires no additional lubrication. The visor can be operated at any time irrespective of the position of the sun visor.

CLOSING THE VISOR

To close the visor, grip the finger tabs at top left and right and press the visor down with one movement until it audibly locks into place.



MEMORY FUNCTION

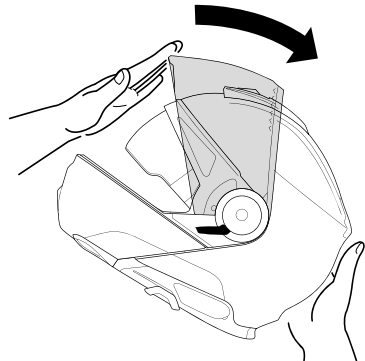
The new Visor Memory System™ is our patented visor mechanism that maintains the last visor position when you open the chin bar. If you ride with open visor and you decide to open the chin bar, the visor will remain open when you close again the chin bar. If the visor was closed, it will automatically close when you close the chin bar.

REPLACING THE VISOR

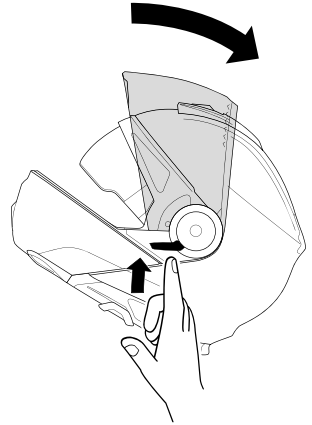
Changing the visor is easy to do without tools using the convenient EasyChange mechanism. To replace the visor, it is helpful to place the helmet on a flat surface or on your lap while seated.

Removing the visor

1. Move the visor into the highest locked position.



2. Operate the spring elements on the right and left below the visor mechanism in the direction of the visor opening.
3. Move the visor back until it is released from the visor mechanism.



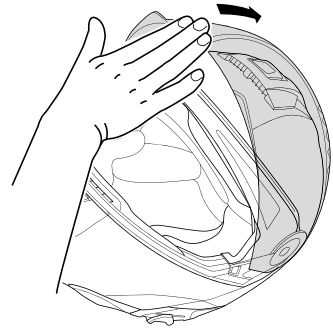
Installing the visor

1. Using both hands, guide the visor locking studs into the respective recesses in the visor mechanism.
2. The visor will then audibly lock into place when you press it gently towards the helmet with a simultaneous closing movement.



C. THE HELMET

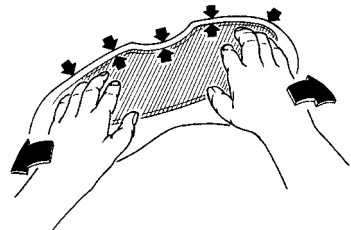
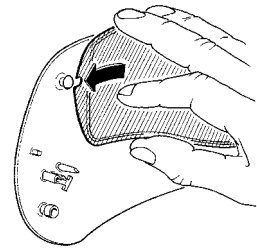
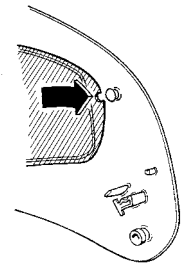
3. Check the function of the visor mechanism by closing the visor once and opening it as far as possible.



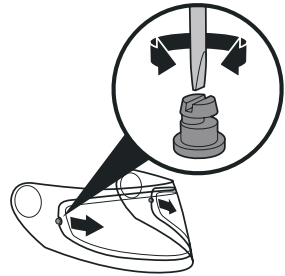
ANTI-FOG LENS

Fitting

1. Remove the visor from the helmet.
2. Use the notch to help position one side of the anti-fog lens on one of the eccentric holding pins. Make sure that the silicone seal is facing the visor.
3. Carefully bend the visor just enough that the notch is guided onto the other eccentric holding pin on the opposite side of the anti-fog lens. To do this, you will need to bend the end of the anti-fog lens into a slight S-shape.
4. Check all around the anti-fog lens to make sure that it fits tightly and evenly against the visor. Only if this is the case will the anti-misting properties function properly.

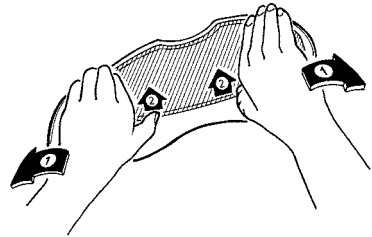


5. Ensure that the anti-fog lens sits snugly on the visor. If this is not the case, the tension on the anti-fog lens can be increased or decreased, as necessary, by turning the eccentric holding pin.

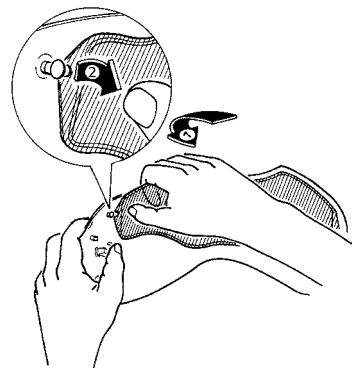


Removal

1. Before starting to remove the antifog lens, first lay the visor on a soft, clean cloth so that its top edge is facing you.
2. To reduce the pretensioning of the antifog lens slightly if necessary, use the balls of your thumbs to carefully bend the visor sufficiently apart while applying pressure with your thumbs to release the anti-fog lens and move it approx. 2–3 mm forward.



3. Now grip the back of the anti-fog lens with your index and middle fingers and lift it off the visor. In this position you can easily remove the anti-fog lens from the locking pin with your thumb.



4. You can now remove the anti-fog lens from the visor.

C. THE HELMET

Caution:

To avoid scratching the visor, never remove or fit the anti-fog lens unless the visor unit is clean and dry.

When fitting the anti-fog lens, check that neither dust nor moisture are able to get between the two surfaces.

When removing or fitting the anti-fog lens, it is always best to lay the visor unit on a clean, dry cloth.

Note:

In view of the strong air pressure acting when travelling with an open visor, we recommend riding with a closed visor at all times to prevent any dirt or moisture from getting inside the helmet.

Note:

Never press the locking pins out with your fingers as they may break.

Caution:

As a result of the double lens structure, there is a possibility of greater light reflection in the face shield, especially when riding at night. As a rule, such light reflection is regarded as uncritical due to the absence of fog with this type of visor. However, if this light reflection should cause you difficulties – because of particular sensitivity to it, for example – you should refrain from using the anti-fog lens.

Caution:

If moisture is present in or has penetrated the airtight area between the two plates, you should remove the anti-fog lens immediately in order to prevent any interference with visibility. Do not re-fit it until both plates are completely dry (we recommend air-drying). If you should subsequently detect any further penetration of moisture, the anti-fog lens should not be used on any account and must be replaced.

Safety Note

Check before each journey that the visor and sun visor mechanism are functioning correctly and that the visor and sun visor will provide good visibility. Any dirt should be removed before setting off. Check the visor and sun visor for physical damage and cracks. Severely scratched or scuffed visors will seriously impair visibility and should be replaced before setting off on a journey.

⚠ Caution:

Petrol, solvent and fuel vapors can cause cracking of the visor. Make sure that the visor is never exposed to such vapors! Never place the helmet on the tank of your bike.

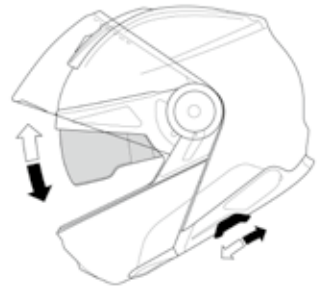
12. SUN VISOR**SUN VISOR**

The sun visor has a scratch-resistant coating and uses a special polycarbonate to ensure effective protection against harmful UV radiation.

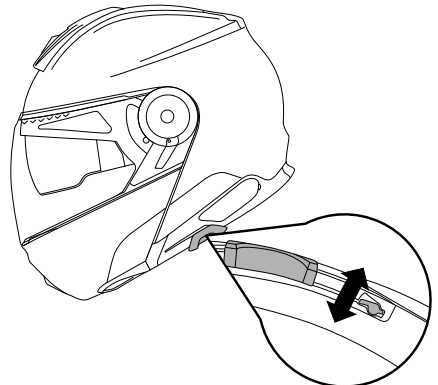
Operation

The sun visor is operated by means of the slide positioned on the left in the chin area, which is easy to use even when wearing gloves. Moving the slide towards the back lowers the sun visor, moving it forwards retracts the sun visor inside the inner helmet shell and locks it in position.

The sun visor can be operated irrespective of the position of the visor.



The maximum opening position of the sun visor can be set using the limiter. The limiter is on the running edge of the sun visor slider.



C. THE HELMET



Note:

Only use the slide to operate the sun visor.



Caution:

Never ride in the dark or in conditions of poor visibility with the sun visor down. Always raise the sun visor before entering a tunnel.



Caution:

Riding without the visor or with an open visor can result in injury to the eyes and face from pebbles, dust, insects and other small flying objects.

The sun visor, when lowered, will offer a certain amount of protection from light impacts from pebbles, insects and other small flying objects.

REPLACING THE SUN VISOR

The sun visor can be replaced without tools.



Tip:

To avoid fingerprints and scratches, use a soft, clean cloth (we recommend a microfibre cloth) to hold the sun visor when removing or installing it.



Tip:

Changing the sun visor is easier when the chin bar is open and locked in place. It is also helpful if you place the helmet on a flat surface or on your lap while seated.

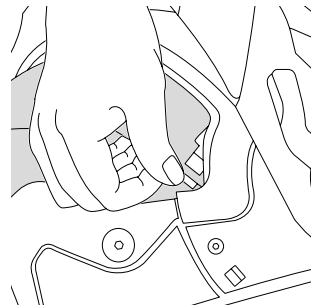


Note:

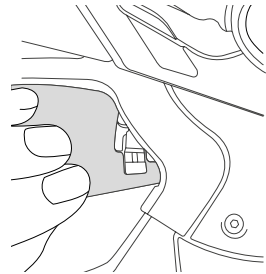
Try to prevent the sun visor coming into contact with the helmet's inner shell when removing or fitting it.

Removing the sun visor

1. Open and lock the chin bar in place.
2. Pivot the sun visor down.
3. Hold the sun visor with one hand and press the latch backwards until it disengages. Repeat this step on the other side.

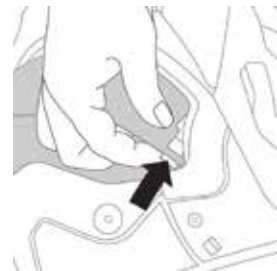


- 4. Press the retaining element inwards out of the sun visor. Repeat this step on the other side.
- 5. Move the slider of the sun visor slightly forward.
- 6. Press the sun visor inwards on both sides and remove it downwards.



Fitting the sun visor

- 1. Bring the slider of the sun visor to the three-quarter position.
- 2. Slide the sun visor behind the the latch. Repeat this step on the other side.
- 3. Hold the sun visor with one hand and with the other hand push the slider backwards.
- 4. Press the latch forward with your fingers until it clicks into place. Repeat this step on the other side.
- 5. To be on the safe side, make a functional check of the sun visor operating mechanism.



C. THE HELMET

13. INNER LINING

The interchangeable, washable and seamless inner linings of the C5 ensures a secure and comfortable fit, as well as improved helmet ventilation.

The high-comfort cheek pads ensure that the helmet fits comfortably around the cheeks, and the head pad provides an optimal fit all around the head.

The head pad sits comfortably on the head without covering the ventilation channels.

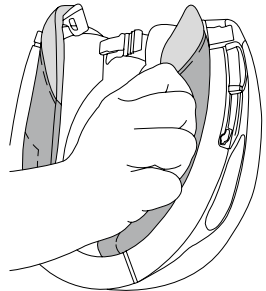
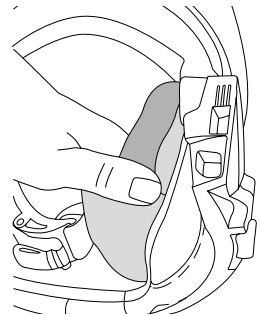
The internal lining consists of skin-friendly materials throughout, particularly in areas that come in contact with the head. A soft, breathable material known as Interpower®, which is fast-drying and conducts heat efficiently is used for the padding, as well as a special anti-bacterial low-odour fabric.

Thanks to the new SCHUBERTH individual concept you have the possibility to optimize the fit of the helmet to increase comfort. For this purpose, we offer different head and cheek pads. For more information please visit our website www.schuberth.com.

REMOVING THE INNER LINING

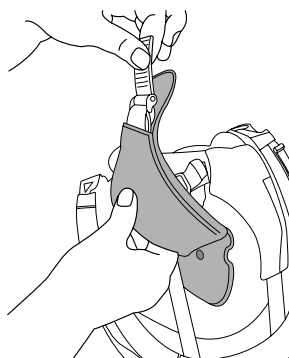
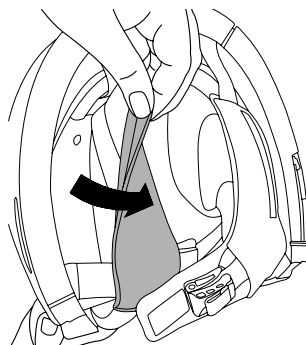
REMOVING NECKROLL

1. Open the chin bar.
2. Undo the plastic hooks on the front tabs of the neckroll. To do this, pull the cheek pad slightly inside and and press the end of the neckroll upwards.
3. Repeat step 2 on the other side.
4. Grasp one side of the neckroll and pull it backwards until the neckroll is released from the fixation.
5. Loosen the piping completely and pull it out of the fixation on the other side as well.



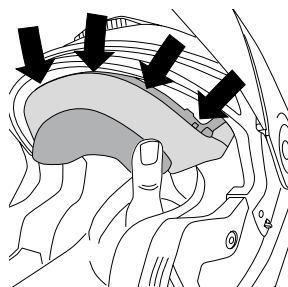
REMOVING CHEEK PAD

1. Open the chin strap.
2. Loosen the cheek pads by pulling the three pins out of the corresponding plug-in devices.
3. Loosen the velcro connection to the head pad.
4. Open the velcro fastener.
5. Pull the chin strap out of the cheek pad pocket and remove the cheek pad.
6. Repeat step 2 to 5 for the removal of the cheek pad on the other side.



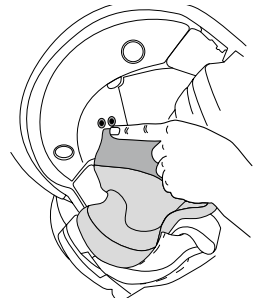
REMOVING HEAD PAD

1. Loosen the pins of the forehead padding and pull it out of the 4 holders.



C. THE HELMET

2. Loosen all 4 pins of the upper head pad as well as the 2 pins of the left and right side pads.
3. For the side pads, also loosen the the velcro connection to the cheek pads.

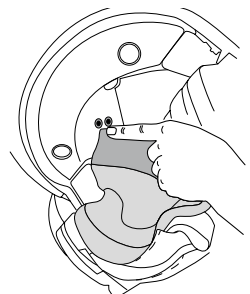
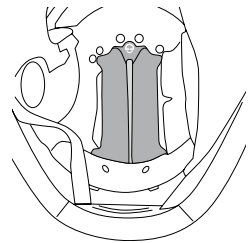


4. Loosen the 2 pins of the back pad.
Attention, here you must additionally loosen the back pin of the cheek pad.

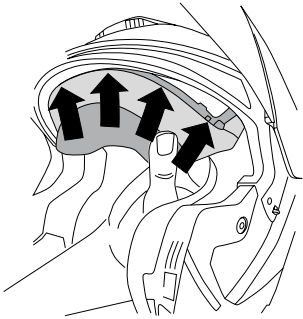
INSTALLATION INNER LINING

INSTALLATION HEAD PAD

1. Connect the 4 pins of the head pad with the corresponding plug-in devices.
2. Connect the 2 pins of the side pad with the corresponding plug-in devices. Please note the marking of the right and left side pad.



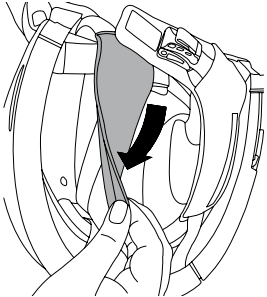
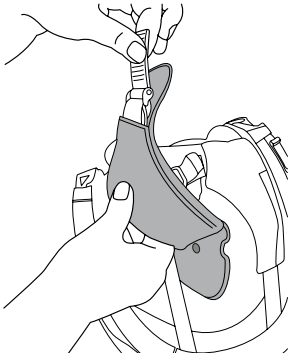
- 3. Fasten the forehead pad to the 4 holders and connect the pins with the corresponding plug-in devices.



- 4. Connect the 2 pins of the back pad with the plug-in devices. Press the open end over back pin of the cheek pad.

INTALLATION CHEEK PAD

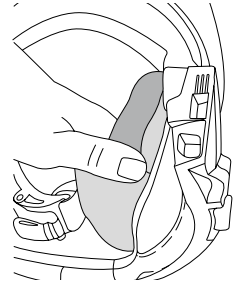
- 1. Loosen the velcro.
- 2. Slide the chin strap through the cheek pad pocket.
- 3. Close the Velcro fastener. Make sure that the tape is not twisted.
- 4. Connect the pins of the cheek pads with the corresponding plug-in devices.
- 5. Carefully place the cheek pad over the velcro strip of the side pad.
- 6. Repeat points 1 to 5 for the installation of the cheek pad on the other side.



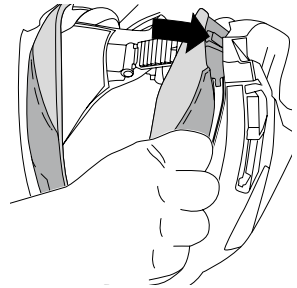
C. THE HELMET

INSTALLATION NECKROLL

1. Insert the piping on one side.
2. Position the piping all the way around in the closing edge.



3. Insert the piping on the other side in.
4. Pull the cheek pad a little inwards and fasten the hooks on the right and left side.



🖐️ Note:

Ensure that the Anti Roll-Off System straps are not twisted.

⚠️ Caution:

Never ride when parts of the inner lining have been removed.

⚠️ Caution:

Excessive heat (e.g. exhaust heat) can cause damage to the inner lining!

⚠️ Caution:

To avoid damage to the inner EPS lining and inner shell, do not hang the helmet over the mirrors or handlebar grips or anything else.

14. VENTILATION SYSTEMS

EN

VENTILATION DEVICE 1 – VISOR SETTING

The C5 has a visor that adjusts to several positions. Depending on your road speed and the tendency of the visor to mist up, open the visor sufficiently wide to stop it from misting up but so that it still protects your eyes from excessive draft.

City position

In the second locking position, the visor is automatically in city position. Air entering through the bottom gap flows over the inside of the visor and escapes through the opening at the top.

VENTILATION DEVICE 2 – VISOR VENTILATION

The C5 features an air inlet in the chin bar for visor ventilation. Air flows through the open air inlet regardless of riding position. A deflector ensures that the air current ventilates the visor effectively even at low road speeds. Press on the ventilation unit to open or close the air inlet.



VENTILATION SYSTEM 3 – CHIN VENTILATION

The chin ventilation provides centered air supply. The incoming air is cleaned with a dust filter as well. The chin ventilation can be opened and closed by moving the slider up or down.

✓ Tip:

The dust filter can be cleaned or replaced if necessary.



C. THE HELMET

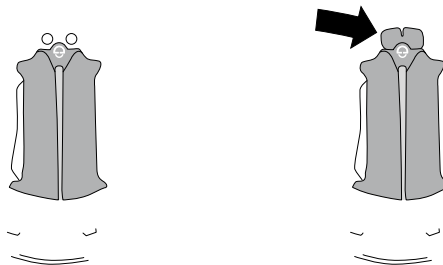
VENTILATION SYSTEM 4 – HEAD VENTILATION

There is a large air inlet cowl with a three-stage adjustable ventilation system on the top of the helmet shell for ventilating the top of your head. Air entering the helmet through this inlet cowl is directed via channels to the top of the head. Inside the helmet, the head padding system enables direct contact between incoming air and the surface of the head, thereby conducting the heat away from the inside of the helmet quickly. The ventilation is adjusted by means of a slide on the air inlet cowl that is easy to operate even when wearing gloves. Moving the slide backwards to the first locking position produces partial ventilation, moving it further back opens the air inlet to its full extent.



SUMMER AND WINTER ADJUSTMENT FLAPS

The ventilation of the C5 can also be adjusted to suit the seasons, weather conditions or your personal preferences. While you will prefer the cooling air current to flow directly on to your head in summer in autumn/winter you can reduce the volume of incoming cold air, or divert it, by covering the ventilation channels with the flaps of the head pad. To do so, raise the head pad and fold out the fabric flaps located behind the front section..



VENTILATION DEVICE 5 – INTERIOR AIR EXTRACTION

The C5 is equipped with an innovative air extraction system. Fresh air flowing in through the head vent is directed via the air channels in the inner shell to the back of the helmet. The reduced pressure that prevails at the back of the helmet ensures that the air is constantly sucked out through the air vents and special netting material fitted to the neck pad, thus guaranteeing a pleasant climate inside the helmet.



15. ADDITIONAL SAFETY FEATURES

REFLECTIVE PANELS

Black reflective patches on the neckroll and forehead area make the motorcyclist more visible. With solid-colour helmets (no decals) the SCHUBERTH logo on the back and the SCHUBERTH lettering in front of the helmet are also made of reflective foil. In addition, there is a reflective application on the wind deflector, which provides better visibility when driving with the open chin bar.

Note:
Keep the reflective safety areas clean.

Note:
When riding in France, local law requires that further reflective safety stickers be attached to the front, back and both sides of the helmet.

Note:
Please note the information on the handling of the chin strap.

D. PUTTING THE HELMET ON AND TAKING IT OFF

1. PUTTING ON THE HELMET AND CHECKING THE FIT

1. Open and lock the chin bar. Make sure the sun visor is retracted into the helmet shell.
2. Open the chinstrap and chinstrap comfort pad.
3. Pull apart the lower ends of the chinstrap.
4. It will now be easy to put the helmet on.
5. Fasten the chinstrap and the chinstrap comfort pad.
6. Make sure the chinstrap passes under the chin and fits snugly.
7. Swing the chin bar down until you hear both locks close.
8. Check that the chin bar is securely locked by pressing it up from below

2. TAKING OFF THE HELMET

1. Open and lock the chin bar. Make sure the sun visor is retracted into the helmet shell.
2. Open the chinstrap.
3. Grasp the ends of the chinstrap and pull the chinstrap ends apart.
4. The helmet can now be removed easily from the head..
5. Close the chin bar.

✔ **Tip:**

To avoid scratching any objects you might place the helmet on, we recommend closing the chin-strap after you have taken the helmet off.

E. BEFORE EVERY JOURNEY

For your safety, check the following points before every journey:

1. CHECKING THE HELMET

Check the helmet regularly for damage. Small superficial scratches will not impair the protective function of your helmet. In the case of more serious damage (cracks, dents, flaking and cracking paint, etc.), the helmet should no longer be used.

EN

2. CHECKING THE CHINSTRAP

(WITH HELMET ON AND FASTENED)

1. Check that the chinstrap passes under your chin.
2. Slip your index finger under the chinstrap and pull.
If the chinstrap is loose under the chin, it is too long and needs to be tightened.
If the chinstrap loosens when you pull it, it is not properly fastened. Undo the chinstrap completely and try fastening it again. Repeat the test.
3. If you are unable to fasten the chinstrap so that it fits snugly against the chin, check that your helmet is still the right size for you.



Note:

Repeat the test after each adjustment.



Caution:

Never ride with the chinstrap unfastened or incorrectly adjusted. The chinstrap should fit correctly and should not become loose when pulled. The fastener is not correctly closed if the chinstrap becomes loose when pulled.

3. CHECKING THE VISOR AND SUN VISOR

Before every journey, check that the mechanisms of the visor and sun visor are working properly and that the visor and sun visor will provide sufficiently clear visibility. Any dirt should be removed before riding.

Check the visor and sun visor for physical damage and cracks. A badly scratched visor will considerably impair your vision and should be replaced before setting off on a journey.

⚠ Caution:

Never use tinted visor or sun visor in conditions of poor visibility, when riding at night or in a tunnel.

⚠ Caution:

Stop riding if visibility is poor.

F. MAINTENANCE AND CARE

1. HELMET SHELL

To clean the helmet shell, you can use water, soap or one of the commonly available motorcycle shampoos, cleaners, polishes, plastic cleaners or cleaning fluids. Using water and soap is usually sufficient. Make sure when using the other cleaning materials that these do not come into contact with the visor, since they can cause damage to the visor and its coating.

⚠ Caution:

Never use motor fuel, thinners or solvents to clean the helmet. These substances can cause serious damage to the helmet with no external signs. The full safety function of the helmet can then no longer be guaranteed.

2. CHIN BAR

Please check the functionality of the chin bar at regular intervals.

⚠ Caution:

Alterations to the strap buckle are not permitted. In particular, you should not oil or grease the metal components of the chin bar lock. Repairs may only be carried out by the SCHUBERTH Repair Service.

3. VISOR AND SUN VISOR

OUTER SURFACE OF THE VISOR

Use a soft cloth and a mild soap solution (< 20 °C) to remove dirt from the outside of the visor. To dry the visor, use a lint-free cloth and apply gentle pressure.

ANTI-FOG LENS

The Anti-fog lens must only be cleaned with a soft cloth, which may be slightly dampened if required (we recommend a microfibre cloth). Do not use any cleaning agents.

SUN VISOR

The sun visor should only be cleaned with a soft and, if necessary, slightly damp cloth (we recommend a microfibre cloth). Do not use any cleaning agents.



Note:

Only use tepid water (< 20 °C) for cleaning. Never on any account clean the visor or sun visor with petrol, solvent, a window or glass cleaner or other cleaning agents containing alcohol.



Note:

The visor should not be soaked in water even if it is very dirty on the outside, as this will severely reduce the surface hardness and thus the durability of the anti-fog/anti-scratch coating.



Note:

The visor should not be completely closed when not in use (particularly during periods of storage), as the moisture contained on the inside cannot escape if closed and will largely be absorbed by the anti-fog/anti-scratch coating. This can lead to a reduction in the lifespan of the coating. Ideally, position the visor in the third locking setting above the city position.



Note:

Never attach labels, adhesive tape or stickers to the visor or sun visor.

✓ Tip:

Stubborn soiling on the outside of the visor (e.g. dried-on insect residue) is easy to remove if you cover the closed visor with a damp cloth for a few minutes to soften the deposits. Repeat this procedure if required.

👉 Note:

Always avoid temperatures above 40 °C and high humidity when choosing a place to store the visor, as these conditions can cause damage to the visor.

4. INNER LINING

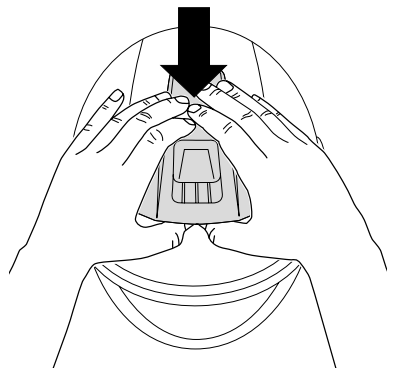
The inner lining of the C5 can be removed completely. The neckroll, head and cheek pads can be washed by hand using a mild soap solution (e.g. with highly diluted standard mild detergent) at a maximum temperature of 30 °C. Allow the lining to dry at room temperature and with good ventilation.

5. VENTILATION

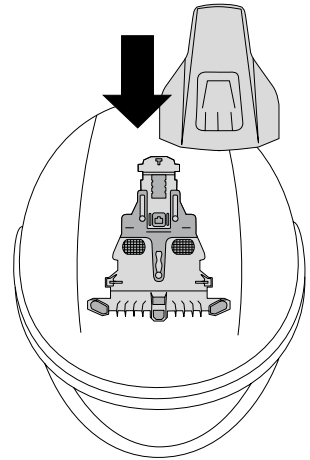
VENTILATION COWL

When necessary, the head ventilation system's air inlet cowl can be removed to clean the ventilation mechanism and ventilation grille.

1. Set the slider of the ventilation hood to the rear.
2. Slightly lift the ventilation hood at the front and pull it forward until the ventilation hood is released from the helmet shell.



3. After cleaning, attach the ventilation hood by placing it on the bracket and pushing it forward under slight pressure until it clicks into place
4. To ensure optimum ventilation, operate the ventilation slide.



6. RETENTION SYSTEM

The components of the retention system do not require maintenance. You should, however, regularly inspect the retention system for damage.

7. STORING THE HELMET

Store the helmet in the helmet bag supplied in a dry, well-ventilated and stable place. Always position the helmet so that it cannot fall to the floor. Damage that occurs in this way is not covered by the warranty.



Note:

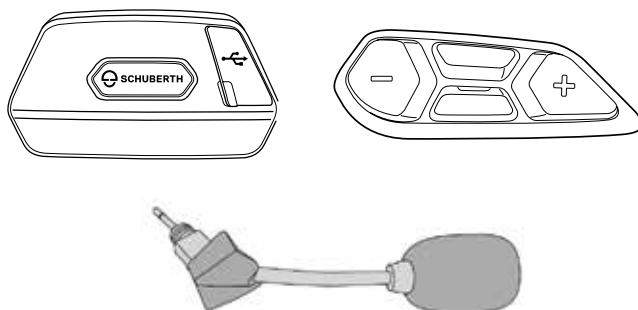
Store the helmet out of the reach of children and animals.

G. ACCESSORIES AND SPARE PARTS

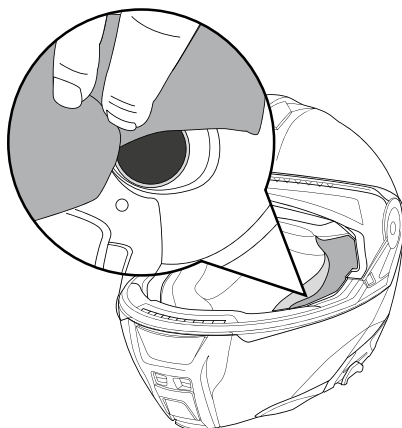
1. COMMUNICATION SYSTEM

Your C5 comes with pre-installed HD speakers and 3 antennas for Bluetooth Intercom, Mesh Intercom and FM Radio - ready for the use of the brand new SC2 communication system.

EN



The HD speakers are behind the cheek pads.



You can find out more about the SC2 System from your specialist dealer and at **WWW.SCHUBERTH.COM**

2. SCHUBERTH INDIVIDUAL CONCEPT

To develop the inner linings of the C5 SCHUBERTH used a scientific approach commissioning a Study to the "HOHENSTEIN INSTITUT FOR TEXTILINNOVATION". The result is an interior that optimally fits head shapes from round to oval, which make up more than 98% of the population. SCHUBERTH's claim is to offer everyone a perfect fit. That's why the SCHUBERTH individualization concept was introduced with the C5, allowing the fit to be customized.

In the case of an extremely oval head shape, you have the option of adjusting the head padding by installing thicker side pads and thinner back padding. In the case of an extremely round head shape you can use thinner side pads and a thicker back pad. This head pad customization is available for the sizes M to XL. For all sizes, we also offer the option of optimizing the fit in the cheek area with two different cheek pads. The "Sport" cheek pads provide a more aggressive and stable fit and the "Comfort" cheek pads provide a softer and loose fit.

Round head custom fit



Oval head custom fit



For further information on the SCHUBERTH individualization concept, please visit our website WWW.SCHUBERTH.COM.

3. ACCESSORIES AND SPARE PARTS

An overview of all available accessories and spare parts can be found on the Internet at **WWW.SCHUBERTH.COM**

We recommend that you only use original SCHUBERTH accessories and spare parts for your SCHUBERTH helmet as they are specially adapted to your helmet model.

⚠ Caution:

For safety reasons, all other parts of the helmet should only be replaced by your specialist dealer.

4. ORDERING ORIGINAL SCHUBERTH PARTS

Please contact your specialist dealer for original SCHUBERTH accessories and replacements. To find your nearest SCHUBERTH specialist dealer, please go to **WWW.SCHUBERTH.COM**

H. SCHUBERTH SERVICE

Please contact your dealer if necessary, or you can call our service center directly. Find your local dealer as well as the contact details for our service center on the SCHUBERTH website at **WWW.SCHUBERTH.COM**

I. WARRANTY

Please check your statutory warranty entitlement in your country.

You can also enjoy the benefits of the “5 YEARS SCHUBERTH STANDARD GUARANTEE”. Register your C5 on the internet at **WWW.SCHUBERTH.COM** to enjoy the privileges of your extended guarantee.

Should there be a problem with your product, please contact your dealer directly or through his service address, or you can call our service centre directly. If you return the product, please provide an accurate description of the fault. Please enclose a copy of your receipt if you have not yet registered for the “5 YEARS SCHUBERTH STANDARD GUARANTEE

You can register at any time.



J. ENVIRONMENTAL PROTECTION



The symbol of the crossed-out trashcan indicates that this electrical or electronic equipment must not be disposed of with household waste at the end of its service life, but must be taken for separate collection. There are free collection points for waste electrical and electronic equipment in your area and, if necessary, other collection points for the reuse of the equipment. You can obtain the addresses from your city or local government. If the old electrical or electronic equipment contains personal data, you are responsible for deleting this data by yourself before returning it. If possible, please remove old batteries or rechargeable batteries from the old device before returning it for disposal. Please avoid the generation of waste from electrical or electronic equipment as much as possible, e.g. by giving preference to products with a longer service life or by reusing old electrical equipment instead of disposing.

K. HOW TO CONTACT US

HEADQUARTERS

Phone

+49 (0)391 8106-0

Address

SCHUBERTH GmbH
Stegelitzer Straße 12
39126 Magdeburg
Germany

Internet

WWW.SCHUBERTH.COM

EN