

MANUAL



C4PRO



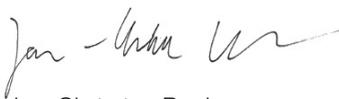
SCHUBERTH

C4^{PRO}

THANK YOU FOR PLACING YOUR TRUST,

In our decades of experience in the development and manufacture of motorcycle helmets. We're delighted that you have chosen the SCHUBERTH C4 PRO. Each and every C4 PRO that leaves our factory has been made with exquisite craftsmanship using state-of-the-art manufacturing techniques. The SR2 features outstanding aeroacoustics and advanced ergonomics. Perfected in a wind tunnel, the aerodynamics ensure stable helmet performance at all times. Naturally, the C4 PRO possesses the tried and tested SCHUBERTH helmet features you have come to expect when it comes to safety, comfort and designed. All these features, the stringent quality requirements we place on the materials used, as well as our meticulous craftsmanship, go together to make a quality product designed to meet extremely high expectations in safety and reliability on the road – especially on long journeys.

We wish you a safe ride.



Jan-Christian Becker
CEO SCHUBERTH GmbH



Thomas Schulz
Product Management SCHUBERTH GmbH

A. HOW TO USE THIS MANUAL CORRECTLY

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
-  **:** see figure

 Caution:

This helmet is not intended for use in the USA and Canada. The helmet has been inspected and approved to the European ECE Standard and therefore does not conform to US and Canadian regulations and requirements. It is only legal to use the helmet in countries in which the European ECE Standard is valid. If you use the helmet in other countries, you will not in the event of injury be entitled to make a claim for compensation before the US or Canadian courts or the courts of other countries not bound by the ECE Standard.

 Caution:

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

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C. THE HELMET

1. STANDARD

The C4 PRO conforms to the ECE-R 22.05 standard. This testing norm guarantees conformity to defined safety standards in respect of impact absorption, visor, retention system and field of vision. The certification applies to all the countries of the European Union and all countries that recognise the ECE standard. It also guarantees conformity with all insurance requirements that are important in the event of a claim.

Please note that this C4 PRO with ECE approval is not certified for the USA, Canada or any other EU countries. It is only permitted for use in countries where the ECE standard is valid.

Note:

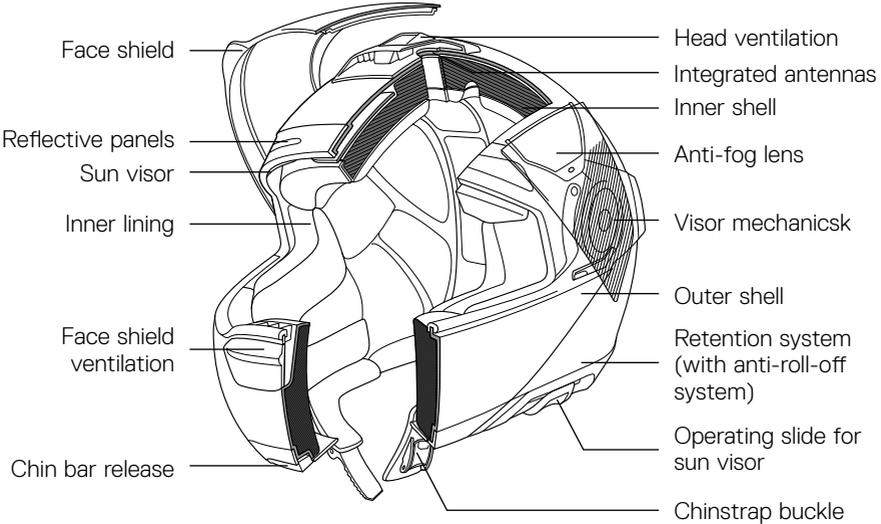
The only SCHUBERTH helmets that it is legal to use in the USA, Canada or other non-EU countries are those with the appropriate approval and technical specifications. Further information and details of sales outlets for these helmets can be found on the internet at:

WWW.SCHUBERTH.COM

2. ECE-APPROVAL



3. ANATOMY OF THE HELMET



4. OUTER SHELL

The outer shell of the C4 PRO helmet combines an aerodynamically optimal shape with consistent protection. It consists of a special glass-fibre reinforced duroplastic matrix developed by SCHUBERTH, which gives the helmet the high level of strength needed for your protection.

⚠ 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 SHELL

For optimised impact absorption properties, the inner shell of the helmet consists of several components. The complex multi-segment foam padding of the main body provides better absorption and dissipation of impact forces and gives you the highest level of safety. The large side panels ensure the helmet sits optimally and comfortably.

C. THE HELMET

6. AERODYNAMICS

Wind noise is low with the C4 PRO, both for race-riding and during long touring rides. The C4 PRO produces practically no uplift even at speed.

 **Note:**

Please note that the strong eddy 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 optimised hearing capability when riding. This enhances concentration, especially at high speeds.

 **Note:**

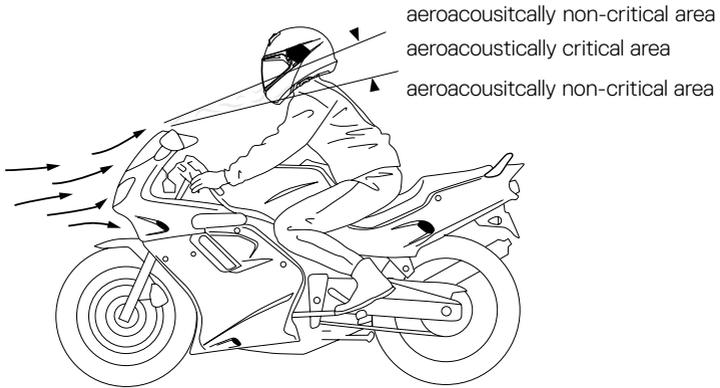
Aeroacoustic values may vary according to the type of motorcycle, fairing design, seat position and physical size of the rider.

 **Caution:**

As a result of the aeroacoustic optimisation 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.

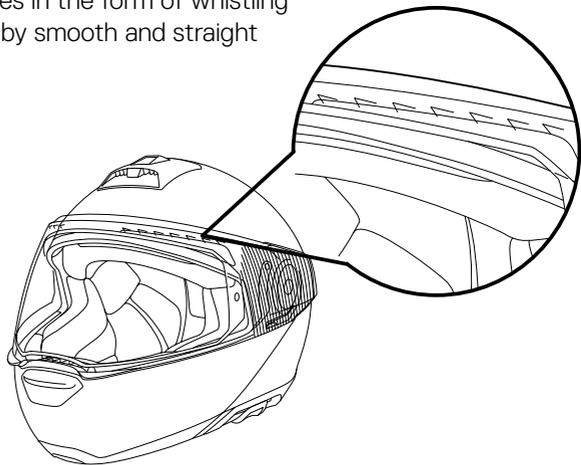
Note:

With faired motorcycles, strong eddy 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 face shield 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.

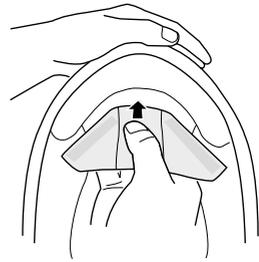


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8. WIND DEFLECTOR

The 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. If you have a smaller neck size, we recommend that you also wear a scarf.

9. CHIN BAR

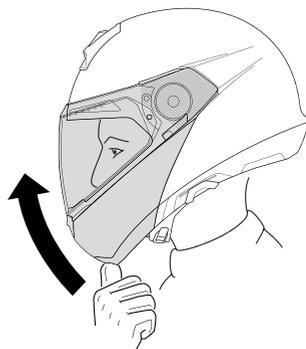
The C4 PRO is equipped with a chin bar that pivots up and can be easily opened and closed by means of the operating element located in the middle of the chin bar. The movement of the section required for this is optimised for convenient, smooth operation.

OPERATION

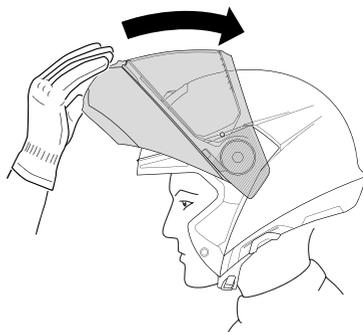
The chin bar can be opened at any time irrespective of the position of the visor or sun visor. The stiff, positive engagement at the end of travel ensures the chin bar remains safely in place when raised.

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.

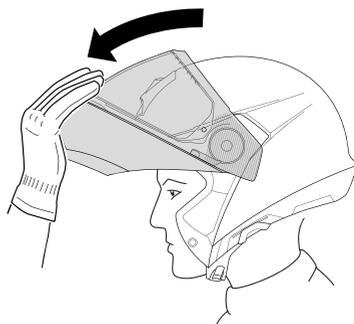


2. The chin section flips right up.



CLOSING THE CHIN BAR

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



C. THE HELMET

Note:

Each time you close the chin bar, check that the locks have engaged properly by pressing the chin bar upwards.

Tip:

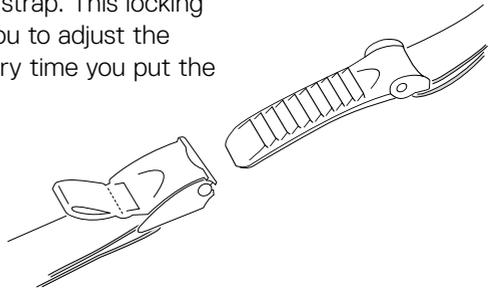
When using the additional adjustable wind deflector, locking the chin bar is easier if you grip the chin pad underneath with a finger of your other hand to help you ease the chin bar over your chin.

Caution:

Never ride with the chin bar raised.

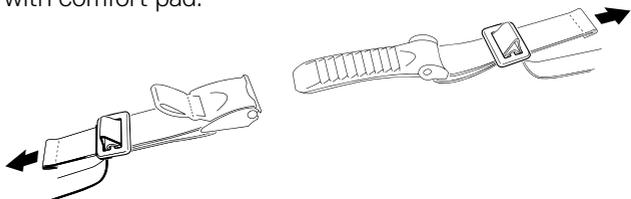
10. CHINSTRAP WITH MICRO-LOCK RATCHET FASTENERS

The C4 PRO 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 and fix the end of the strap using the retaining loop with comfort pad.



⚠ Caution:

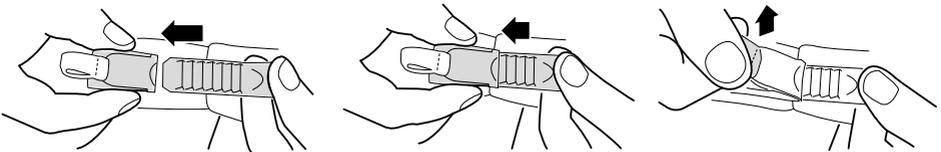
When adjusting the strap, make sure that the helmet cannot be pulled off in a forward direction with the chinstrap closed.

⚠ 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. Then pull the ratchet tongue out of the locking buckle.

**⚠ Caution:**

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

⚠ Caution:

Never open the chinstrap while riding.

C. THE HELMET

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.

⚠ Note:

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

⚠ Note:

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

OPENING THE FACE SHIELD

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



FACE SHIELD (INCLUDING URBAN POSITION)

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

- When you push the face shield open, it may well travel beyond the urban position
- but it is easy to find this position by moving it downwards again. The face shield mechanism requires no additional lubrication. The face shield can be operated at any time irrespective of the position of the sun visor.

CLOSING THE FACE SHIELD

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

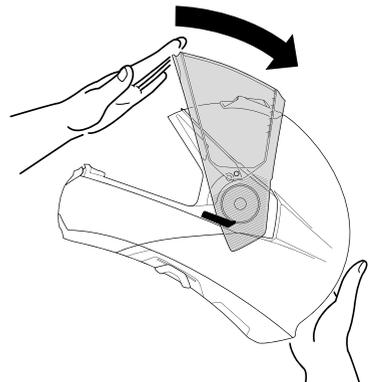


REPLACING THE VISOR SHIELD

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

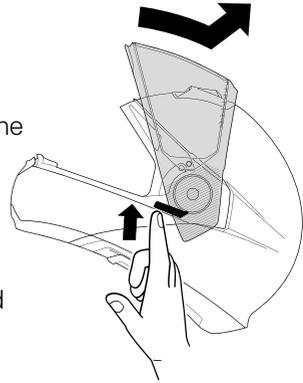
Removing the face shield

1. Move the face shield into the uppermost locked position.



C. THE HELMET

2. Press the spring underneath the face shield mechanism on one side towards the face shield opening, then do the same with the spring on the other side.



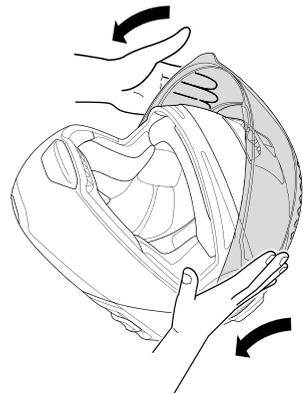
3. Move the face shield upwards until it is released from the face shield mechanism.

Installing the face shield

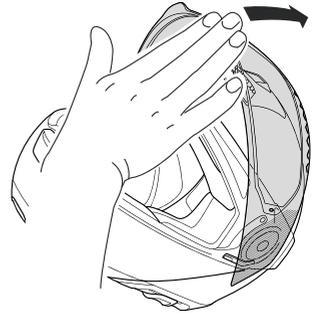
1. Using both hands, guide the face shields locking studs into the respective recesses in the face shield mechanism.



2. The face shield will then audibly lock into place when you press it gently towards the helmet with a simultaneous closing movement.



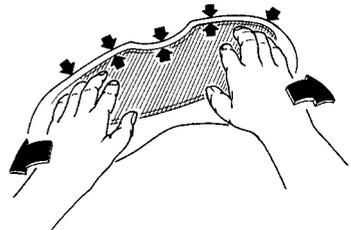
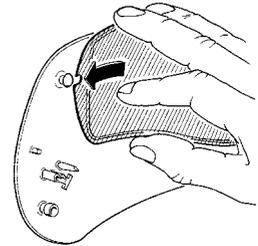
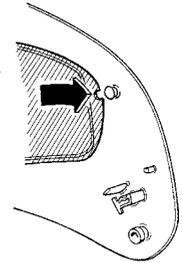
3. Check the function of the visor mechanism by closing the visor once and opening it as far as possible.



ANTI-FOG LENS

Fitting

1. Lay the anti-fog lens in the face shield in such a way that one side of it is already slotted into the locking pin.
2. Now grasp the other side of the antifog lens by its upper and lower transverse edges and use your index finger to gently press the end of the visor into a slight "S" shape. Now you can easily guide the slot over the locking pin and release the anti-fog lens into place.
3. The anti-fog lens should now be positioned in the face shield with its lower edge parallel to the lower edge of the face shield. If you need to change the positioning of the anti-fog lens, use the balls of your thumbs to gently bend the face shield apart until the inner visor can be adjusted as required.

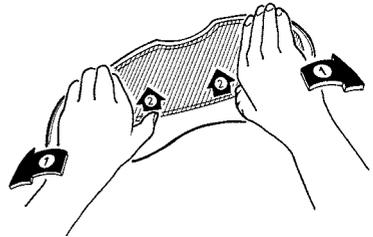


C. THE HELMET

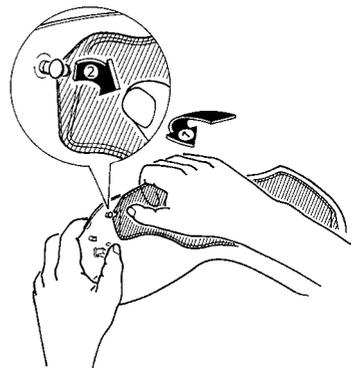
4. Check all around the anti-fog lens to make sure that it fits tightly and evenly against the face shield. Only if this is the case will the anti-misting properties function properly.
5. If you have not done so already, remove the protective film from the anti-fog lens.

Removal

1. Before starting to remove the antifog lens, first lay the face shield 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 face shield 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 face shield. 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 face shield.



 **Note:**

To avoid scratching the face shield, 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 face shield unit on a clean, dry cloth.

 **Note:**

In view of the strong air pressure acting when travelling with an open face shield, we recommend riding with a closed face shield 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.

C. THE HELMET

Safety note

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

⚠ Caution:

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

12. SUN VISOR

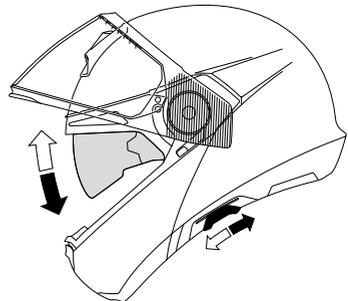
SUN VISOR

The sun visor is scratch-resistant 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 face shield.



The maximum opening position of the sun visor can be set in a choice of two latched positions using the limiter. The limiter is on the running edge of the sun visor slider.

**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 face shield or with an open face shield can result in injury to the eyes and face from stones, dust, insects and other flying objects. The sun visor, when lowered, will offer a certain amount of protection from light impact from stones or insects but does not provide protection against all hazards.

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:**

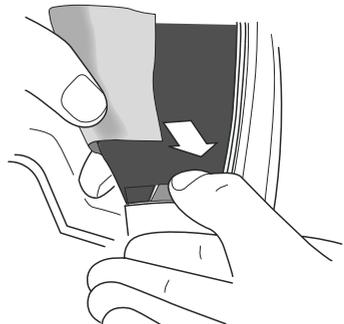
Changing the sun visor is easier when the chin section is open and locked in place. It is also helpful if you place the helmet on a flat surface or on your lap while seated.

**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 section in place.
2. Pivot the sun visor down.
3. Bend the middle snap connection with locating pegs gently outwards until the sun visor is released from the visor holder.
4. Repeat this step for the other side.



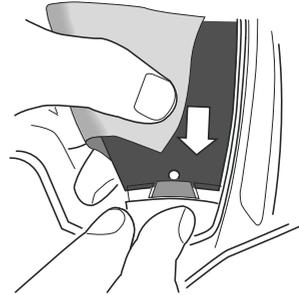
C. THE HELMET

✔ Tip:

The sun visor holders should remain in the lower position while you install the visor.

Fitting the sun visor

1. Put the sun visor between the snap connections and fit it on to the locating pegs on one side and then on the other.
2. Position the sun visor between helmet inner and outer shell and lower it with the operating slide.
3. For safety, check that the sun visor mechanism is functioning correctly.



13. INNER LINING

The interchangeable, washable and seamless inner lining of the C4 PRO ensures a secure and comfortable fit, as well as improved helmet ventilation.

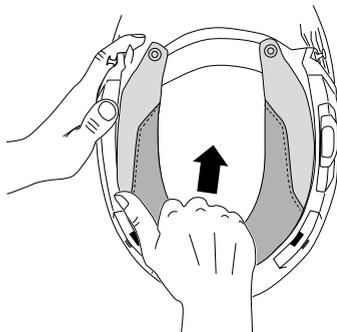
The high-comfort cheek pads ensure that the helmet fits comfortably around the cheeks, and the head pad provides an optimal fit all around the head. The head pad sits comfortably on the head without covering the ventilation channels.

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 Coolmax®, which is fast-drying and conducts heat efficiently is used for the padding, as well as a special anti-bacterial low-odour fabric.

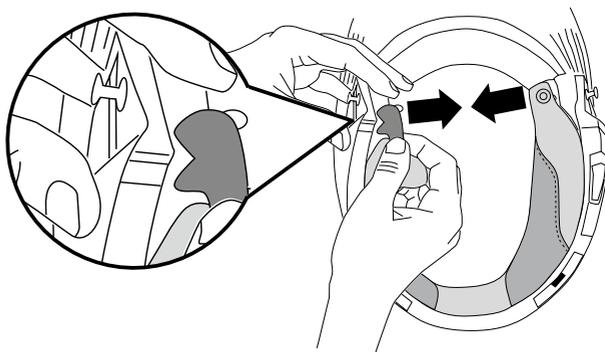
REMOVING THE INNER LINING

REMOVING NECK PAD

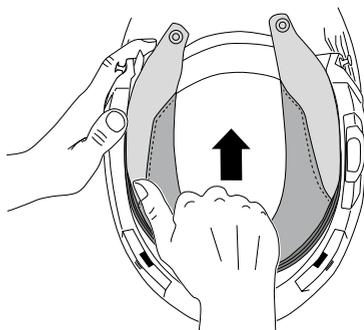
1. Undo the buttons on the front tabs of the neck pad. Detach the neck pad from its fixing and pull it in the direction of the arrow.



2. Undo the plastic hooks between the helmet shell and the inner lining on the front tabs of the neck pad.



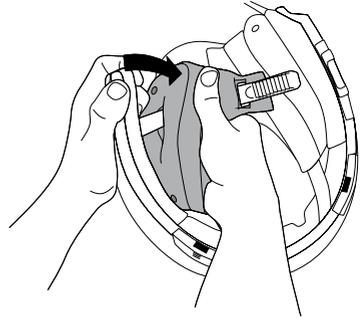
3. Remove the neck pad in the direction of the arrow



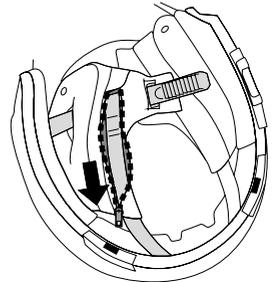
C. THE HELMET

REMOVING CHEEK PAD

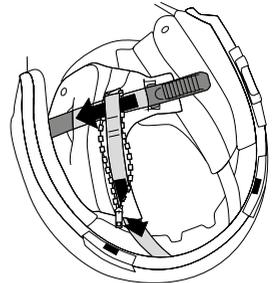
1. Remove the cheek pad by pulling the three snaps out of the red plugs and sockets.



2. Unzip the zipper.



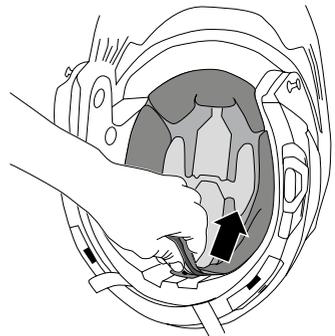
3. Thread the chinstrap through the neck band loop and pull them both out of the cheek padding.



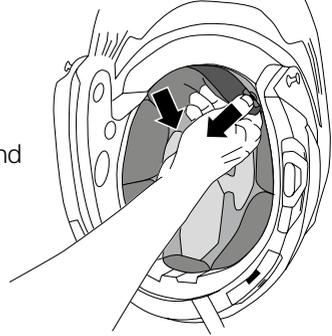
4. Repeat points 1 to 3 to dismantle the cheek pad on the other side.

REMOVING HEAD PAD

1. Undo the button at the back of the head pad.



2. Undo the two buttons in the forehead area and remove the head padding.



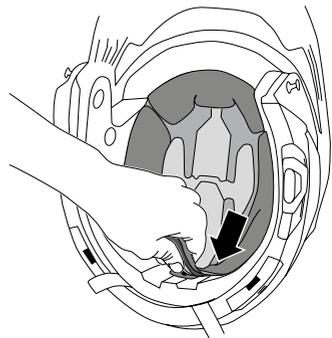
INSTALLATION INNER LINING

INSTALLATION HEAD PAD

1. Using the red pins, attach the head padding to the two connectors in the forehead area and the one at the back of the helmet.



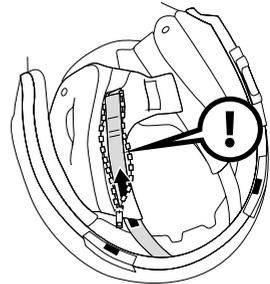
2. Insert the plastic retention flaps with round holes over the pins sewn into the rear section of the cheek pad and affix them using the red snaps.



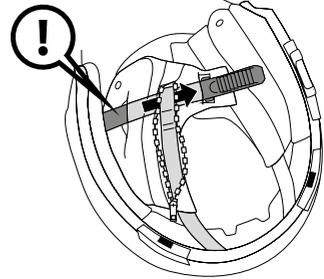
C. THE HELMET

INSTALLATION CHEEK PAD

1. Push the strap through the neck strap channel as far as the chinstrap padding opening.

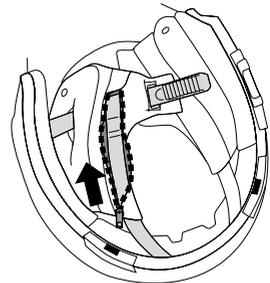


2. Thread the chinstrap through the cheek pad and then through the neck band loop.

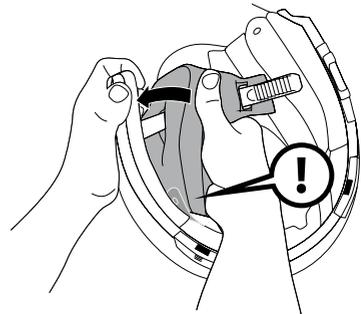


3. Zip up the zipper

4. Mount the cheek pad using the three pins on the red plugs and sockets. Ensure that the head strap cushion's plastic strap with the round holes is inserted over the rear cheek cushion pin.

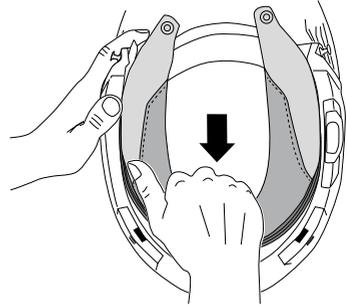


5. Repeat points 1 to 4 to mount the cheek pad on the other side

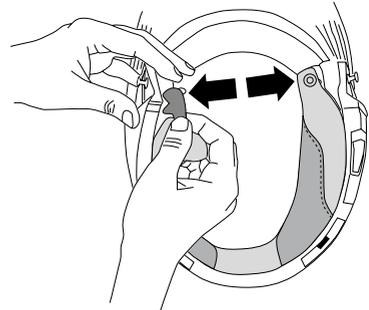


INSTALLATION NECK PAD

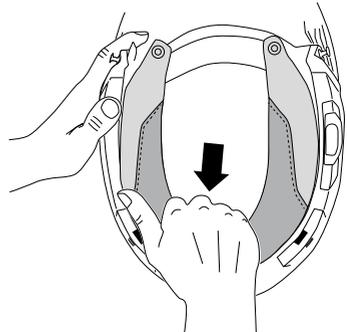
1. Feed the neck pad into the tracks on each side



2. Attach the plastic hooks between the helmet shell and the lining



3. Relocate the neck pad onto its fixing between the helmet shell and lining, and do up the buttons on the front tab of the neck pad.



Note:

Ensure that the A.R.O.S. 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!

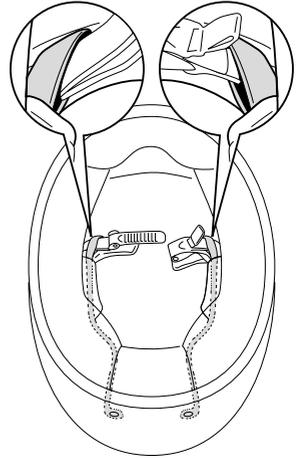
C. THE HELMET

 **Note:**

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

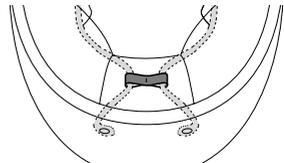
 **Note:**

When replacing the cheek pads, the Anti-Roll-Off System must be properly joined to the chinstrap. For this purpose, the loops on the free ends of the A.R.O.S. straps – as shown in the illustration below – must enclose the corresponding ends of the chinstrap and the A.R.O.S. straps must not be twisted or knotted.



 **Note:**

For size 54/55 helmets, also ensure that the A.R.O.S. straps are always threaded through the additional loops in the back of the neck area.



14. VENTILATION SYSTEMS

VENTILATION DEVICE 1 – FACE SHIELD SETTING

The C4 PRO has a face shield that adjusts to several positions. Depending on your road speed and the tendency of the face shield to mist up, open the face shield sufficiently wide to stop it misting up but so that it still protects your eyes from excessive draft.

Urban position

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

VENTILATION DEVICE 2 – INLET VENT IN CHIN AREA (face shield ventilation)

The C4 PRO features an air inlet in the chin section for visor ventilation. Air flows through the open air inlet regardless of riding position. A deflector ensures that the air current ventilates the face shield effectively even at low road speeds. Press on the ventilation unit to open or close the air inlet.



VENTILATION SYSTEM 3 – HEAD VENTILATION

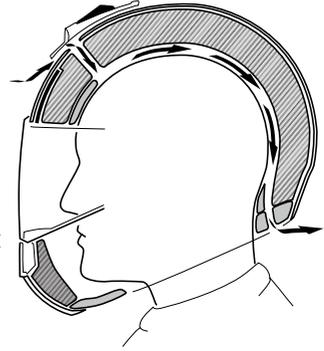
There is a large air inlet cowl with a three-stage adjustable ventilation system on the top of the helmet shell for ventilating the top of your head. Air entering the helmet through this inlet cowl is directed via channels to the top of the head. Inside the helmet, the head padding system enables direct 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.



C. THE HELMET

VENTILATION DEVICE 4 – INTERIOR AIR EXTRACTION

The C4 PRO 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 neck pad and forehead area make the motorcyclist more visible. With solid-colour helmets (no decals) the SCHUBERTH logo on the back of the helmet is also made of reflective film.

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.

D. PUTTING THE HELMET ON AND TAKING IT OFF



Note:

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

1. PUTTING ON THE HELMET

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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.
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 section is securely locked by pressing it up from below.



Caution:

Never ride with the chin bar raised!

D. PUTTING THE HELMET ON AND TAKING IT OFF

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.

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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.

E. BEFORE EVERY JOURNEY

3. CHECKING THE FACE SHIELD AND SUN VISOR

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

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

⚠ Caution:

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

⚠ Caution:

Stop riding if visibility is poor.

F. FOR YOUR SAFETY

1. SAFETY ADVICE CONCERNING THE HELMET

- ⚠** Motorcycling is associated with particular risks and dangers for the rider and passenger. These risks and dangers can be reduced, but not eliminated completely, by wearing a helmet. It is impossible to state precisely what the protective effect of a helmet will be in the event of an accident. Safe riding techniques, adapted to the particular road and weather conditions, are essential for your safety.
- ⚠** To provide adequate protection, the helmet must fit well and be securely fastened.
- ⚠** 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.
- ⚠** 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 provides absolute protection from all conceivable impacts. This helmet has been specially developed for motorcycle riding and is unsuitable for other purposes.

F. FOR YOUR SAFETY

- ⚠ 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 to 7 years, depending on use and care. Although the outer shell is in principle capable of a longer service life, the occurrence of material fatigue and wear to other components, as well as the overall action of the helmet and the unknown conditions in which the helmet has been used, make it advisable for your own safety to replace the helmet after this period of use.
- ⚠ Excessive heat (e.g. exhaust heat) can cause damage to the decoration, the inner 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.

2. SAFETY ADVICE CONCERNING THE FACE SHIELD/ SUN VISOR

- ⚠ The protective film used during shipping should be removed before use.
- ⚠ Any scratches and/or dirt arising from the use of the face shield 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 face shield or sun visor in conditions of poor visibility, at night or in a tunnel!
- ⚠ Benzine, solvent and fuel vapour can cause cracks in the face shield. Keep the face shield away from such vapours and do not allow these kinds of substances to come into direct contact with the face shield! Never place the helmet on the tank of your motorcycle.
- ⚠ Make sure the face shield is always in perfect condition. Don't ride when visibility is poor!

3. SAFETY ADVICE CONCERNING MODIFICATIONS/ ACCESSORIES

- ⚠** 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 ECE certification and all warranty and insurance claims invalid.
- ⚠** Use only original parts, replacement parts and accessories that SCHUBERTH has expressly approved for your helmet!

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G. MAINTENANCE AND CARE

1. OUTER 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 face shield, since they can cause damage to the visor and its coating.

 **Note:**

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 SECTION

Please check the functionality of the chin part 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 section lock. Repairs may only be carried out by the SCHUBERTH Repair Service.

3. FACE SHIELD AND SUN VISOR

OUTER SURFACE OF THE FACE SHIELD

Use a soft cloth and a mild soap solution (< 20 °C) to remove dirt from the outside of the face shield. To dry the face shield, 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 face shield or sun visor with petrol, solvent, a window or glass cleaner or other cleaning agents containing alcohol.

**Note:**

The face shield 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 face shield 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 face shield in the third locking setting above the urban position.

**Note:**

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

G. MAINTENANCE AND CARE



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 face shield, as these conditions can cause damage to the face shield.

4. INNER LINING

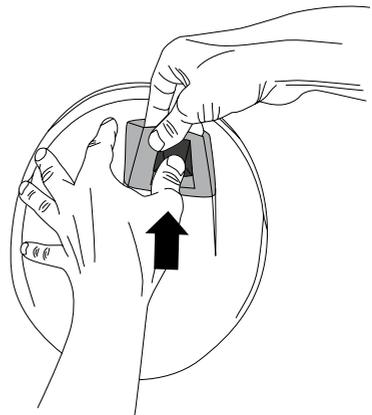
The inner lining of the C4 PRO can be removed completely. The head and cheek pads can be washed by hand using a mild soap solution (e.g. with highly diluted standard mild detergent) at a maximum temperature of 30 °C. Allow the lining to dry at room temperature and with good ventilation.

5. VENTILATION

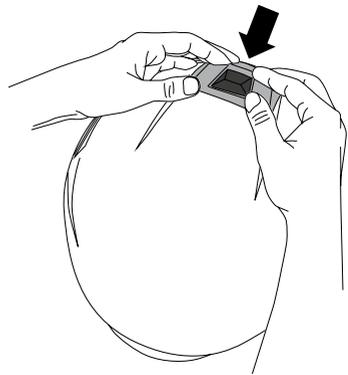
VENTILATION COWL

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

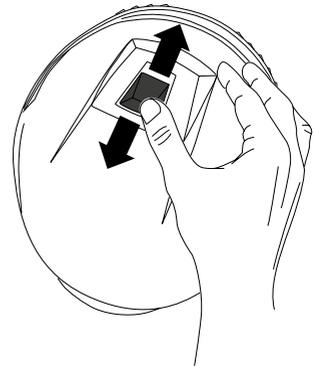
1. To do this, gently lift the ventilation hood and firmly press against the ventilation slider from behind until the ventilation cowl detaches from the helmet shell.



- 2. After cleaning, re-attach the ventilation cowl by sliding it into the mechanism and applying pressure until it clicks back into its original position.



- 3. Then use the ventilation slider to set to an optimum position for ventilation.



6. RETENTION SYSTEM

The metal components of the retention system do not require maintenance.

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.

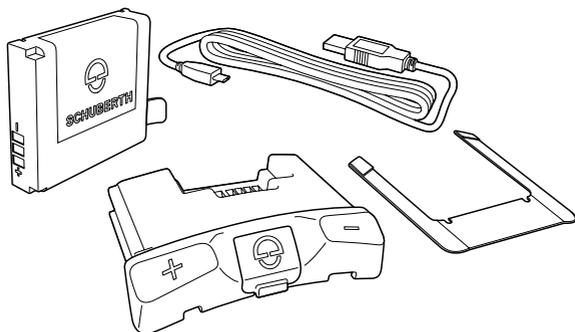
 **Note:**

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

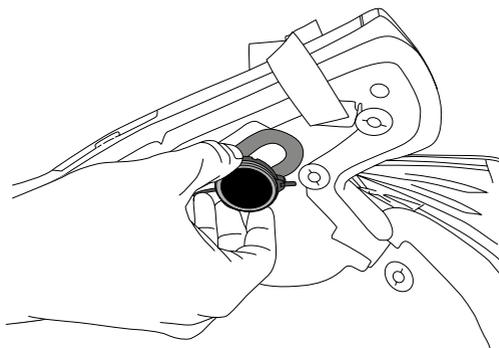
H. ACCESSORIES AND SPARE PARTS

1. COMMUNICATION SYSTEMS

Your C4 PRO comes with pre-installed microphone and headset so that it is ready for use with the SC1 System.



The headset speakers are behind the cheek padding and can be repositioned if necessary.



You can find out more about the SC1 System from your specialist dealer and at **WWW.SCHUBERTH.COM**

⚠ Caution:

The installation of a communication system (including basic headsets) constitutes a modification to the helmet. For this reason it is necessary for any communication system and headset intended for installation into a specific model of helmet to be tested and approved in line with the ECE-R 22.05 European helmet standard, otherwise the helmet's approval and compliance with insurance requirements become invalid on installation.

Evidence of approval in line with ECE-R 22.05 in connection with a specific communication system is only valid if certified by an official regulatory office of an EU member state. Any other form of information from these or other institutions (e.g. on the general suitability of communication systems for use in motorcycle helmets) is of no relevance and the helmet will lose its approval.

2. 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.

3. 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**

I. SCHUBERTH SERVICE

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

J. 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 C4 PRO 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.

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K. HOW TO CONTACT US

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