

# MANUAL



SCHUBERTH

# SR2



# SR2

## 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 SR 2. Each and every SR 2 that leaves our factory has been made with exquisite craftsmanship using state-of-the-art manufacturing techniques. The SR 2 features outstanding aeroacoustics and advanced ergonomics. Perfected in a wind tunnel, the aerodynamics ensure stable helmet performance at all times. Naturally, the SR 2 possesses the tried and tested SCHUBERTH helmet features you have come to expect when it comes to safety, comfort and design. All of these features, our high quality standards for the materials we use, and the meticulous craftsmanship all combine to create a high-quality product designed to meet the highest standards of safety and durability on the road and on the racetrack.

We hope you have plenty of fun with your SCHUBERTH SR 2 and a safe and enjoyable trip at all times.



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
-  **Advice:** practical tips

-  **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.

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

## B. CONTENTS

A. How to use the manual correctly \_\_\_\_\_

B. Contents \_\_\_\_\_

C. The helmet \_\_\_\_\_

1. Standard
2. ECE approval
3. Anatomy the helmet
4. Outer shell
5. Inner shell
6. Aerodynamics
7. Aeroacoustics
8. Wind deflector
9. Chin strap with double-D-fastening
10. Face shield with anti-fog lens
11. Inner lining
12. Ventilation systems
13. Reflective panels

D. Putting on and taking off the helmet \_\_\_\_\_

1. Putting on the helmet
2. Taking off the helmet

E. Before every journey \_\_\_\_\_

1. Checking the helmet
2. Checking the chinstrap
3. Checking the face shield

F. For your safety \_\_\_\_\_

1. Safety advice concerning the helmet
2. Safety advice concerning the face shield
3. Safety advice concerning modifications / accessories

G. Care and maintenance \_\_\_\_\_

1. Outer shell
2. Face shield
3. Inner lining
4. Inlet cowl
5. Storing the helmet

H. Accessories and replacement parts \_\_\_\_\_

1. Accessories and replacement parts
2. Obtaining original SCHUBER TH parts

## C. THE HELMET

### 1. STANDARD

The SR 2 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.

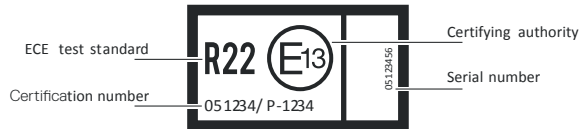
Please note that this SR 2 with ECE approval is not certified for the US A, Canada or any other EU countries. It is only permitted for use in countries where the ECE standard is valid.



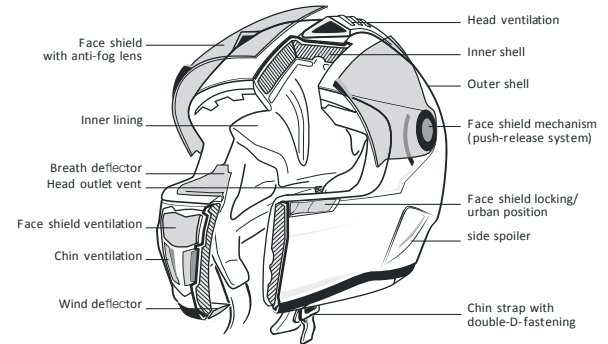
#### Note:

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.

### 2. ECE APPROVAL



### 3. ANATOMY OF THE HELMET



### 4. OUTER SHELL

The outer shell of the helmet combines an optimized aerodynamic design with rigorous protection. It is made from a special fiberglass-reinforced, duroplastic matrix developed by SCHUBERTH, giving the helmet the necessary strength 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.

## C. THE HELMET

### 6. AERODYNAMICS

Even at higher speeds, the helmet exhibits practically no upward lift, has low air resistance, and optimum directional stability.

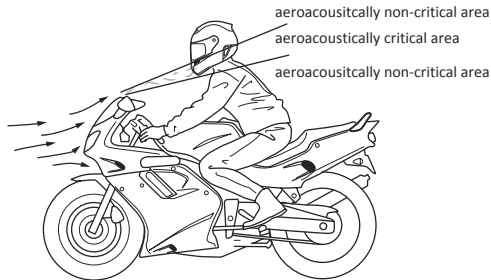


#### Note:

On motorcycles with fairing, strong air turbulence may occur at the edges of the slipstream created by the fairing. This can have a significant impact on the aerodynamics of a helmet.

### 7. AEROACOUSTICS

Various features developed in SCHUBERTH's wind tunnel make the helmet agreeably quiet as far as aeroacoustics are concerned, while providing optimised acoustic feedback when riding. This enhances concentration, especially at high speeds.



#### Note:

Type of motorcycle, fairing and bodywork, riding posture and body size affect the aeroacoustics of the helmet. Motorcycles with fairing may experience air turbulence due to the fairing parts, which affect the aeroacoustics of the helmet.



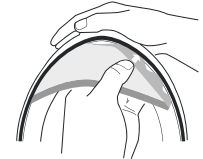
#### Caution:

Type of motorcycle, fairing and bodywork, riding posture and body size affect the aeroacoustics of the helmet. Motorcycles with fairing may experience air turbulence due to the fairing parts, which affect the aeroacoustics of the helmet.

### 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.

Start with one side and then repeat the same procedure on the other side.



#### Advice:

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 collar size, we recommend that you also wear a scarf.

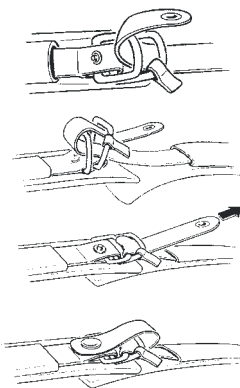
## C. THE HELMET

### 9. CHIN STRAP WITH DOUBLE-D-FASTENING

The double-D- fastener allows for an easy and precise adjustment of the chin strap.

#### Closing the chin strap

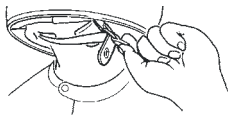
1. Thread the end of the chin strap through the double-D-fastener.
2. Pull the chin strap tight and feed the free end back through the front ring.
3. Pull the free end of the chin strap until it's tight and comfortable on your chin.
4. Take the free end of the chin strap reverse and affix to the press stud.



#### Loosing and opening

Release the press stud and pull on the red lug of the double-D- fastener, so that the chin strap ap is loosened.

Thread the free end of the chin strap out of the double-D-fastener.



#### **A** Caution:

Never ride without a closed and adjusted chin strap, otherwise you risk losing the helmet from your head.

### 10. FACE SHIELD WITH ANTI-FOG LENS

The face shield 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 plate has a HighClear<sup>®</sup> anti-scratch coating on both sides.



#### 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.



#### Note:

The anti-fog lens may only be used in conjunction with the SCHUBERTH main face shield that has been specially designed for this purpose. Other face shields must not be fitted.

#### OPENING THE FACE SHIELD

To open the face shield, place your thumb under one of the finger tabs on one side and then push the shield pane upwards to the desired position.



## C. THE HELMET

### CLOSING THE FACE SHIELD

To close the face shield, grip one of the finger tabs and pull the shield down.



### LOCKING THE FACE SHIELD

To lock the face shield when fully closed, move the operating element towards the rear with a movement of the hand. To release the face shield again, move the operating element back to its original position.



### URBAN POSITION

To ensure sufficient fresh air in the helmet when moving slowly (e.g. city riding), you can set the face shield to the 'urban position' by means of the locking operating element. To set urban position, start with the face shield open and move the operating element towards the rear with a movement of the hand. The catch pins of the face shield engage on the operating element, creating a small gap between the face shield and face shield seal.

### REPLACING THE FACE SHIELD

The face shield can be changed easily and with the convenient push-release system. To replace the face shield, it is helpful to place the helmet on a flat surface or on your lap while seated.

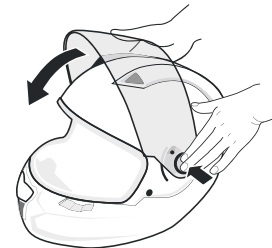
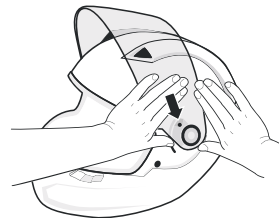
### Removing the face shield

1. Close the face shield. Press the button of the push-release face shield mechanism on one side and hold it down.
2. Move the face shield upwards until it is released from its fixing.
3. Repeat steps one and two above on the opposite side of the face shield.



### Fitting the face shield

1. Using both hands, guide the catch pins of the face shield into the recess provided for them in the face shield mechanism.
2. Apply light pressure directed towards the helmet and a closing motion until the face shield engages audibly.
3. Check the functioning of the face shield mechanism by opening it until it hits the end stop and then closing it again.

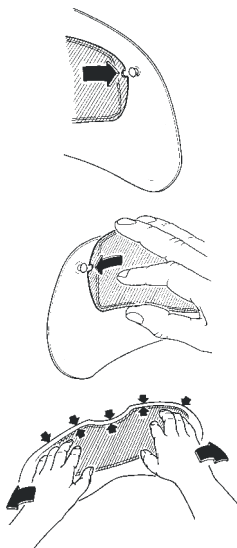


## C. THE HELMET

### ANTI-FOG LENS

#### Fitting

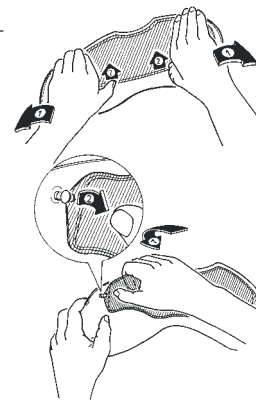
1. Lay the anti-fog lens in the face shield in such a way that one side of it is already slotted into the locking pin.
2. Now grasp the other side of the anti-fog lens by its upper and lower transverse edges and use your index finger to gently press the end of the visor into a slight "S" shape. Now you 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.
4. Check all round the visor to make sure that the anti-fog lens 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.



If the anti-fog lens is not air-tight and the face shield mists up, either the visor is not correctly in place or the pressure on the seal is inadequate. You can regulate the pressure on the seal by adjusting the eccentric locking pins.

#### Removal

1. Before starting to remove the anti-fog 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 anti-fog 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 plates.

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



#### Note:

Due to the high air pressure caused while riding with an open visor, we generally recommend closing the visor to prevent dirt and moisture from getting in.



## C. THE HELMET



### Note:

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



### Caution:

As a result of the double shield 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 misting 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 notice fog inside the helmet again, do not continue using the anti-fog lens; replace it.



### 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.

## 11. INNER LINING

The replaceable inner lining of the SR 2 is washable and ensures both an excellent fit and improved ventilation of the helmet.

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

The complete interior of the helmet is fitted with a skin-friendly, breathable material that both insulates and wicks away moisture.

### REMOVING THE LINING

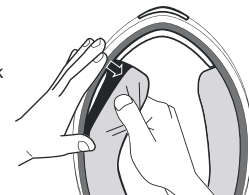


### Note:

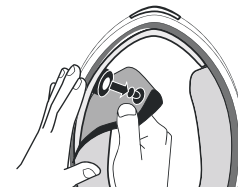
The internal lining is fixed to the inner shell of the helmet by means of a clamp fastening. It can be removed by pulling it gently out.

### Removing the cheek comfort pads

1. Loosen the pins stitched into the cheek pads from the red-marked insertion points on the inner shell.



2. Gently pull the cheek pad away from its fixing.
3. Repeat process for the other cheek pad.



## C. THE HELMET

### Removing the headband cushion

1. Pull the semicircular guide rail of the headband cushion out of the slots of the plastic rail fixed to the inner shell.



2. Pull the retaining strap in the neck area out of the guide slot between the inner and outer shells.



### FITTING THE LINING

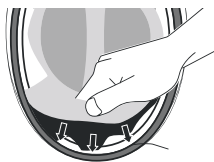
#### Fitting the headband cushion

The semicircular guide rail stitched on to the face side is used for fixing the cushion, aided by the retaining strap situated in the neck area.

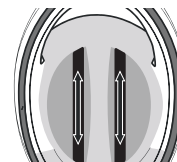
1. Push the semicircular guide rail gradually under the gaps of the plastic rail fixed to the inner shell.



2. Push the retaining strap of the neck cushion gradually into the guide gap between the inner and outer shells.

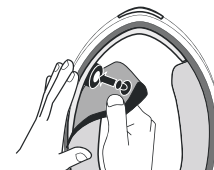


3. Arrange the headband cushion within the helmet ensuring that no air channel is blocked.

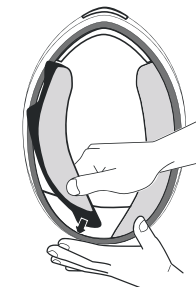


#### Fitting the cheek comfort pads

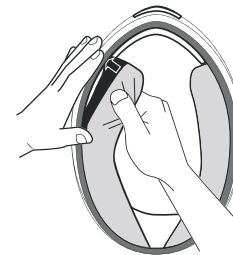
1. Fix the cheek pad with the aid of the red-marked plug-in device.



2. Push the retaining strap of the cheek pad into the guide gap between the inner and outer shells. Begin with the lower part of the pad.



3. Push the retaining strap with a gentle pressure towards the shell into the guide gap between the inner and outer shells.

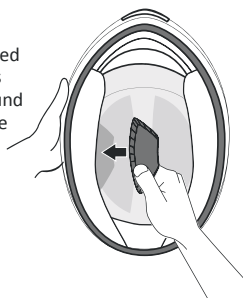


4. Repeat steps 1-3 with the other cheek comfort pad.

## C. THE HELMET

### EAR-PADS

The ear pads supplied as standard can be positioned individually in the ear area of the helmet by means of a Velcro-type fitting. For stronger padding around the ears, pads with other thicknesses are available as accessories.



#### ⚠ 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!

#### 🖐 Note:

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

## 12. VENTILATION SYSTEMS

### VENTILATION DEVICE 1 – FACE SHIELD SETTING

The SR 2 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.

### VENTILATION DEVICE 2 – FACE SHIELD VENTILATION

To ventilate the face shield, the SR 2 is provided with an inlet in the chin area. Irrespective of riding posture, around 80–90 % of the central airstream flows directly into this inlet when open. A deflector ensures that the air current ventilates the face shield effectively even at low road speeds. You can open and close the inlet by pushing the vent upwards or downwards.



### VENTILATION SYSTEM 3 – HEAD VENTILATION

To provide ventilation to the surface of the head, two air inlet fairings are fitted on the upper side of the helmet shell. Air entering these inlets is guided effectively via channels to the top of the head. The advanced cushion system inside the helmet allows direct contact between incoming air and the head, making the collection and removal of heat from the interior through the air outlet vents on the rear of the helmet and in the embedded mesh fabric in the neck area. The helmet vents can be opened or closed by sliding the vent slats. The intensity of ventilation will vary depending on the driving speed and sitting position.



## C. THE HELMET

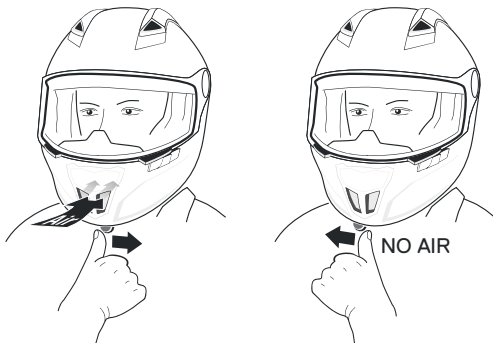
### VENTILATION DEVICE 4 – INTERIOR AIR EXTRACTION

The SR 2 is equipped with a constant air extraction system. Air present in the interior and entering via the ventilation is guided via channels towards the rear of the helmet. The reduced pressure present to the rear of the helmet ensures a constant suction of the air from the inside through the air outlets under the spoiler and in the special mesh material in the neck cushion ensuring a comfortable temperature inside the helmet.



### VENTILATION DEVICE 5 – CHIN VENTILATION

The chin vent can be opened and closed with the controller on the chin. The chin vent lets you regulate the amount of fresh air around the chin at all times. The air flowing through the fresh air intake is directed through the vents into the comfort cheek pads so that moisture and heat inside of the pads is effectively diverted out of the helmet.



### 13. REFLECTIVE PANELS

Together with the silver reflective strips located laterally at the back of the neck pad, the two reflective panels integrated into the left and right areas under the visor plate help make the motorcycle rider more noticeable on the road, especially in conditions of poor visibility. If the helmet is plain (no decoration), the SCHUBERTH name also appears on the front and back of the helmet in a 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 THE HELMET ON AND TAKING IT OFF

1. Open the chinstrap.
2. Take hold of the lower ends of the chinstrap and pull these apart.
3. It will now be easy to put the helmet on.
4. Close the chin strap by threading the free end of the strap through the double-D fastener, pull taut and fasten.
5. Make sure the chinstrap passes under the chin and fits firmly.



### Note:

Check the correct position and length of the chin strap regularly.

### 2. TAKING OFF THE HELMET

1. Open the chin strap by pulling on the red lug of the double-D fastener and pulling the strap out from the metal eyes.
2. Grasp the ends of the chinstrap and pull the chinstrap ends apart.
3. The helmet can now be removed easily from the head.



### Advice:

To avoid scratching any objects on which you place the helmet when you take it off, we recommend closing the chinstrap 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.

### 2. CHECKING THE CHINSTRAP

#### (WITH HELMET ON AND FASTENED)

1. Check that the chinstrap passes under your chin.  
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 firmly 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

Before every ride, check that the visor is fit for function and that it offers sufficiently good vision. Any dirt should always be removed before you ride.

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

**⚠ Caution:**  
A heavily scratched face shield considerably interferes with visibility and should be replaced if necessary before riding.

**⚠ Caution:**  
Stop riding if visibility is poor.

## F. FOR YOUR SAFETY

### SAFETY ADVICE

#### 1. 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.

## F. FOR YOUR SAFETY

- ⚠ No helmet provides absolute protection from all conceivable impacts. 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 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. CONCERNING THE FACE SHIELD

- ⚠ The protective film used during shipping should be removed before use.
- ⚠ Any scratches and/or dirt arising from the use of the face shield significantly impair your vision in any driving situation and thus increase the risk of an accident. For your own safety, replace it or clean it immediately.
- ⚠ Never use a tinted face shield in conditions of poor visibility, at night or in a tunnel!
- ⚠ Benzene, 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. 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 SCHUBER TH has expressly approved for your helmet!
- ⚠ 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.

## G. CARE AND MAINTENANCE

### 1. OUTER SHELL

Use water and a pH-neutral soap to clean and maintain the helmet shell.



#### 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. FACE SHIELD

#### 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 inside surface of the face shield 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.



#### Note:

Only use tepid water (< 20 °C) for cleaning. Never on any account clean the face shield 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.



#### Advice:

Stubborn dirt on the outer surface of the face shield (e.g. dried-on insect remains) can be easily removed by covering the closed visor with a moist or wet cloth and allowing the dirt to soften for around 30 minutes to 1 hour.



#### 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.

### 3. INNER LINING

The inner lining of the SR 2 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.



#### Advice:

If required (e.g. during a break in a journey), the headband can be hung out to dry over the mirror.

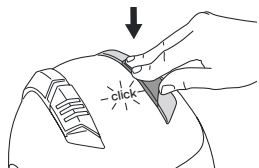
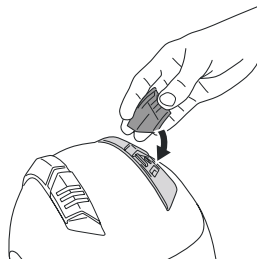
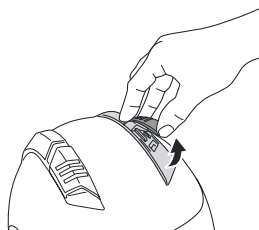
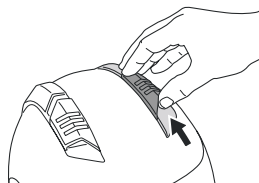


## G. CARE AND MAINTENANCE

### 4. INLET COWL

The air inlet cowl must be removed before cleaning:

1. Slide the operating elements of the inlet cowl to the rearmost position.
2. Then grip the outer edge of the operating element and release it by gently pressing it out of the grooves.
3. Clean the inlet cowl and mechanisms.
4. To reattach, insert the inlet cowl into the grooves of the ventilation mechanism and push it in until you hear it click into place.



## H. ACCESSORIES AND SPARE PARTS

### 5. STORING THE HELMET

Store the helmet in a dry, well-ventilated and stable location. 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.

### 1. ACCESSORIES AND SPARE PARTS

You will find a summary of all of the available accessories and spare parts on the internet.



#### Note:

When replacing the cheek pads, the Anti-Roll-Off System must be properly joined to the chinstrap. For this purpose, the clips on the free ends of the neck-bands – as shown in the illustration below – must enclose the corresponding ends of the chinstrap and the neckbands must not be twisted or knotted.



#### Caution:

For safety reasons, all other parts of the helmet should be replaced by the SCHUBERTH Repair Service only.

### 2. ORDERING ORIGINAL SCHUBERTH PARTS

Original SCHUBERTH parts and accessories are available from your dealer.