

MANUAL



SP1
HYBRID

ENGLISH



SCHUBERTH



Congratulations!

With the SCHUBERTH SP1 Hybrid you have made a great choice. The SP1 Hybrid has been created using the latest development and manufacturing technologies. This helmet is a quality product designed to satisfy the highest demands for safety and performance on the race track and, if properly maintained, will give you lasting pleasure.

We wish you happy and safe racing!

SCHUBERTH

A. HOW TO USE THIS MANUAL CORRECTLY

Please read these instructions carefully to ensure that you obtain maximum enjoyment from your helmet and that it can protect you correctly in the event of an accident. The helmet is designed to reduce the risk of injury caused by accident. However, a helmet cannot offer protection against all health-related consequences of an accident. You should always drive in a manner appropriate to the prevailing weather and visibility conditions.

To ensure that you do not miss any aspect of this manual that is relevant to your safety we recommend that you read the instructions in the order in which they appear in the manual.

Please pay particular attention to the following conventions:

-  **Warning:** Safety notice
-  **Attention:** Note
-  **Tip:** Practical advice



Warning:

This helmet is not designed for use in regular road traffic. It may only be used for motor racing on race tracks that require valid SNELL SA2025, FIA 8859- 2024, FIA 8878-2024, K2025 approval.



Attention:

Owing to the shape of the helmet, which is a function of its design, wearing the helmet may restrict your ability to see and hear normally and may restrict movement in general. Please always take these factors into account when racing and adapt your style so that you do not put your safety or that of others at risk at any time.



Attention:

We reserve the right to make modifications to this product, accessories and images as a result of technical advances - without necessarily stating this expressly - on the images shown in this manual you can see some optional accessories.

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B. CHOOSING THE CORRECT HELMET

Selecting the right size of helmet is an important matter.
The best possible protection in the event of a fall or accident can only be assured if your helmet is the correct size.

Follow the steps below to determine the correct helmet for you:

Step 1: Measure your head size

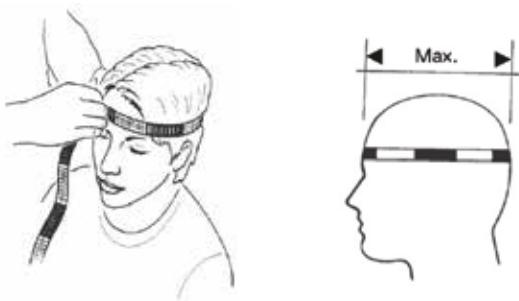
Step 2: Determine the appropriate helmet size

Step 3: Check that the helmet fits correctly

Should you later be uncertain whether you have chosen the correct helmet, please contact SCHUBERTH customer services or your dealer for advice. Your safety is our priority.

1. MEASURE YOUR HEAD SIZE

You can determine your head measurement by placing a flexible metric measuring tape around the top of your head, at a height roughly one finger's width above the eyebrows, so that you obtain the largest circumference. The value obtain is your head size in cm.



2. DETERMINE THE APPROPRIATE HELMET SIZE

The SP1 Hybrid is available in seven basic helmet sizes. These are then divided into a total of 2 shell sizes.

Use the following overview to determine the helmet size best suited to your head size:

Head size, cm	Alpha sizes helmet	Helmet shell size
54	XS	1
55	S	
57	M	
58/59	L	
60/61	L+	2
62	XL	
63	XXL	



Attention:

Should you have any questions concerning SCHUBERTH helmet sizes or require an individual fitting, please contact SCHUBERTH customer services.

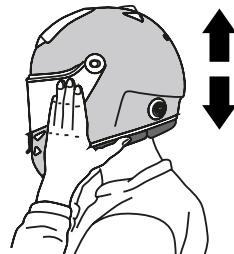
3. CHECK THE FIT OF THE HELMET

With the helmet on and the chin strap fastened and correctly adjusted (this is important; see page 12 for chin strap adjustment), check that your helmet is the right size for you and fits correctly.

Step 1:

Check that all the pads inside the helmet are in firm contact with your head but are not pressing down:

- a) head pads
- b) cheek pads
- c) forehead pad



Step 2:

With the helmet on, grasp it firmly between both hands and move it up and down.

Try twisting the helmet.



Step 3:

With the helmet on, grasp it by the chin section and try to pull it off your head to the rear. If you are able to do so, the helmet is too big or the chinstrap is too loose.



For your safety please use a smaller size and/or readjust the chin strap.

Step 4:

Grasp the rear of the helmet with both hands and try to rotate it forward over your head.

If you can pull the helmet off your head in this way, the chinstrap is too loose or the helmet is too large.

Readjust the chinstrap or if necessary select a smaller helmet size.



Repeat these steps as often as necessary until you find the helmet size that fits you.

Do not drive until you are sure that the helmet fits correctly. If after driving the helmet is still fitting correctly and the chinstrap is still properly adjusted, then the helmet is the right size for you. If however this is not the case, please repeat the process of selecting the correct size from Step 1 to determine whether this is in fact the correct size for you.

**Warning:**

Never wear a helmet that does not fit properly!

**Attention:**

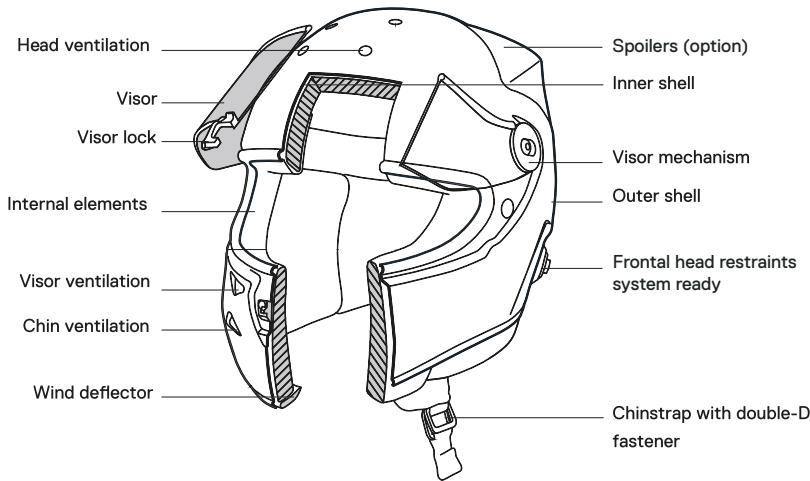
Should you later be uncertain whether you have chosen the correct helmet, please contact SCHUBERTH customer services for advice.

C. THE HELMET

1. STANDARDS

The SP1 Hybrid satisfies the SNELL SA2025, FIA 8859-2024, FIA 8878-2024, K2025 standards. Please note that this SP1 Hybrid is approved for use in motorsport on race tracks only, and NOT for use in regular road traffic.

2. ANATOMY OF THE HELMET



3. OUTER SHELL

The helmet outer shell of the SP1 Hybrid combines look with serious protection. It consists of a special combination of high-quality carbon autoclave cured and aramid fibers that provide the structure necessary to offer the best protection.

4. INNER SHELL

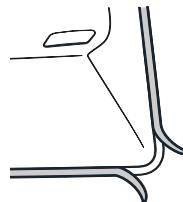
The inner shell of the helmet is made up of multiple parts to provide improved shock absorption. This segmentation offers you the highest degree of safety. Its large side elements ensure that the helmet sits optimally with the greatest possible comfort.

5. SPOILERS AND SCOOPS (optionally available)

To adapt the SP1 Hybrid aerodynamically to open racing cars or karts, additional aerodynamic scoops/spoilers can be fitted to the helmet. The buffeting (juddering of the helmet in the air stream) that occurs at high speeds can also be minimized by using spoilers and scoops .

Assembling

1. The optional parts will be delivered prepared with tape.



2. Pull away both sides of the adhesive tape protective film on all corners of the scoops/spoilers by about 1.5 - 2 cm and tuck the removed protective film away towards the outside.



3. Now place the scoops/spoilers on the helmet so that they lie flat against it. Ensure that the removed foil ends protrude outwards so you can grasp them.



4. Pressing the scoops/spoilers lightly, slowly and carefully pull away the remaining protective film from the tape on each edge.

To remove the scoops/spoilers, pull the scoops/spoilers off the helmet using the required amount of force. Do not use tools. If any traces of adhesive remain on the helmet, please do not use solvents to remove it - instead rub gently away with your fingers.

6. CHINSTRAP/FASTENER SYSTEM

The SP1 Hybrid features the motor racing approved double-D-ring fastener. This design allows the chinstrap length to be adjusted easily and very precisely every time you put the helmet on.

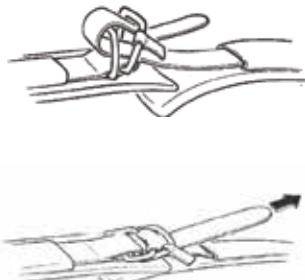


Releasing and opening

- Pull the red tab of the double-D-ring fastener so that the chinstrap becomes loose.
- Grasp the metal eyelets and pull these apart.
- Now thread the end of the strap out of the D-ring fastener.

Fastening and tightening

- Thread the free end of the chinstrap through both of the D-rings then loop it around one and back through the other as shown in the images opposite.
- Pull on the free end of the strap until the chinstrap is tight and positioned closed to the throat.
- Tuck the free end of the chinstrap away.



Warning:

Never drive before having checked that the chinstrap is properly fastened, correctly adjusted and positioned. If the chinstrap is not properly adjusted or fastened, it is possible for the helmet to come loose from your head in the event of an accident.



Warning:

Never unfasten the chinstrap while driving.

7. VISOR

Face Shield

The 3 mm thick visor is 3D injected.

Coating

The anti-scratch coating on the outside of the visor increases its resistance to scratches, thus improving its service life and quality of visibility through the visor. The anti-fog properties of the visor are ensured by the double-layer principle.

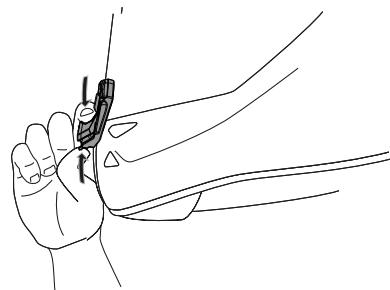


Attention:

When cleaning the visor, avoid hard rubbing or abrasion. Use only a soft, lint-free microfiber cloth.

Opening the visor

Pinch-press the button with your forefinger and thumbs to compress the springs. While maintaining the pressure, gently move the visor with an upward movement to the desired position.



Closing the visor

Pull the visor downwards until it lies on the locking cam (Fig. 1). Pressing downwards (Fig. 2) on the button, the visor can be locked in two positions. To fasten the visor completely, lock the visor in latch position 2 (Fig. 3).

In this position the visor will remain firmly shut even at high speed.

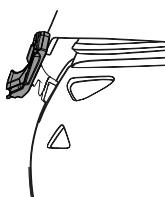
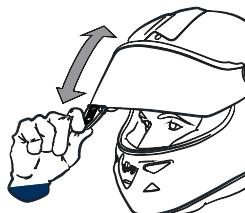


Fig. 1: Open visor ventilation



Fig. 2: Level 1 – Visor ventilation

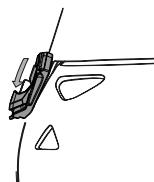


Fig. 3: Level 2 – Fully closed visor

Change of visor

The visor can be fitted and removed easily using a 4 mm hex key wrench.

Please observe the following diagrams:

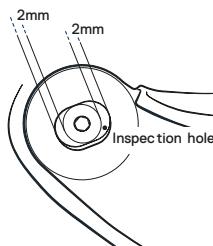
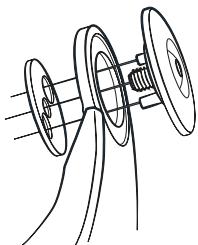
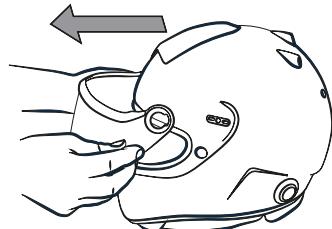
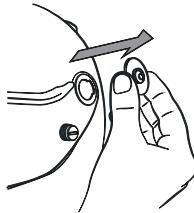
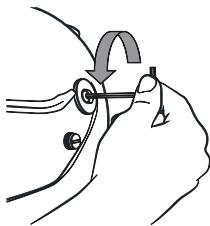


Fig. 1

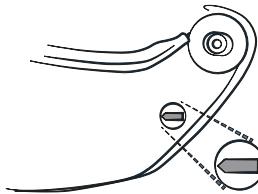
Fig. 2

Fig. 3

When fitting the visor, pay careful attention to adjusting the safety visor mechanism exactly. First fit the visor mechanism as shown in Figures 1 and 2 above, but without tightening the screws completely. Ensure that the inspection hole points forward in the direction of travel. Close the visor completely. Ensure that the locking cam is positioned centrally in the recess of the visor locking element (Fig. 3) to ensure a seal against moisture. Now tighten the two screws in alternation until tight.

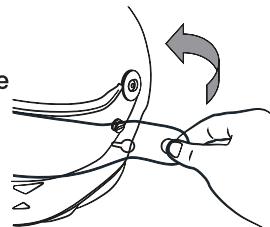
8. TEAR-OFFS

The visor of the SP1 Hybrid is suitable for fitting with tear-off visors. Before fitting the tear-off, check that the tear-off button is in the position shown in the figure:

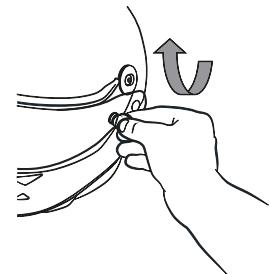


Fitting

1. Pull the tear-off over the tear-off button so that the lenses are situated in the fixing rips of the tear-off-button.



2. Rotating the tear-off button tensions the lenses, which now lie flat against the visor.

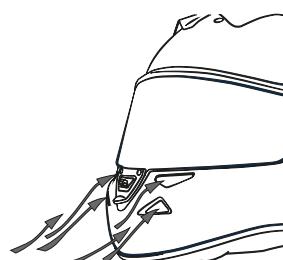


9. VENTILATION SYSTEMS

Ventilation 1 - Multi chin ventilation

The SP1 Hybrid is provided with four air inlets to provide ventilation to the visor and chin areas. The lower air inlets draw fresh air directly towards the mouth. Air entering the upper inlets is guided directly to the inside of the visor.

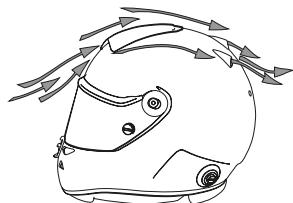
Diverting channels ensure that the airstream ventilate the vision even at low speeds.



Ventilation 2 - head ventilation

The air entering here is guided to the top of the head through a series of channels.

Air exit channels are built into the helmet in the area of the back of the head (aerodynamics kits shown on the figure are optional).

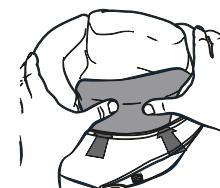


Attention:

In addition to oxygen, under certain environmental circumstances harmful gaseous substances and heat may enter through the ventilation channels, potentially resulting in serious injury to health and, in the worst case, in death.

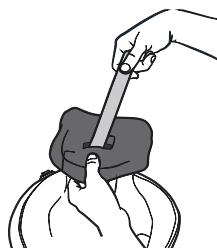
10. INNER LINING

The inner lining of the SP1 Hybrid are made in flame-resistant meta aramid fibers.



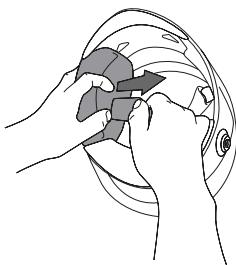
Removing the cheek comfort pads

To loosen the cheek pads from their fittings, carefully pull toward the inside of the helmet.

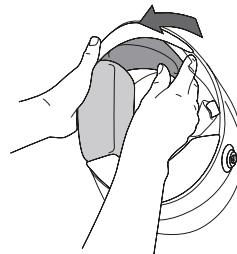


Fitting the cheek pads

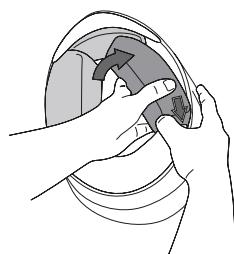
1. Thread the chinstrap through the first cheek pad and position it in the helmet.



2. Align the chin pad in the center of inner shell and fix it on the attached velcro. Ensure that the chin pad rest aligned with cheek comfort pad.



3. Position the second cheek pad first with its rear against the neck pad, and then gradually press this into the gap between the chin pad and the neck pad.



Attention:

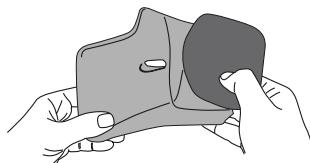
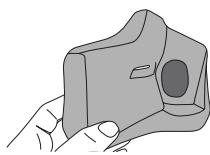
When fitting the pads, remember to thread the chinstrap through the opening provided in the cheek comfort pad.

11. PU EAR CUPS AND SOFT EAR CUPS

The cheek pads of the SP1 Hybrid helmet are compatible with the PU ear cups and soft ear cups for noise reduction.

Soft ear cups assembly

Position the soft ear cup as shown in the picture with the longest side up. Make sure that the Velcro on the soft ear cup and the cheek pad match properly.



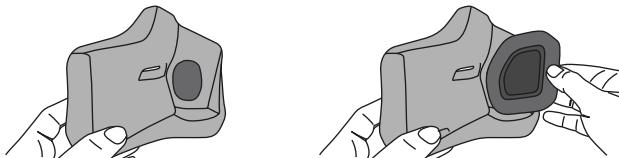
PU ear cups assembly

Position the PU ear cup as shown in the picture by following the position and orientation indicated on the back of the PU ear cup.



Back of the PU ear cups

Make sure that the Velcro on the PU ear cup and the cheek pad match properly. Small adjustments to the position of the PU ear cups are possible within its allocation.



D. PUTTING ON/TAKING OFF THE HELMET

1. PUTTING THE HELMET ON



Attention:

See page 12 on how to operate the double-D-ring fastening.

1. Open the chin strap.
2. Grasp the bottom ends of the chin strap and pull these apart.
3. Now starting from the back of the head, pull the helmet on over your head.
4. Secure the chin strap.
5. Pull the free end of the chinstrap tight until it lies firmly but not uncomfortably tightly under your chin.
6. Ensure that the chinstrap runs under your chin closed to your throat.
7. Check on the correct positioning and length of the chinstrap (see page 12).
8. Do not push the helmet down with extra pressure.

2. TAKING THE HELMET OFF

1. Pull the red tab of the double-D-ring fastener to loosen the chinstrap.
2. Grasp the metal rings and pull these apart.
3. Thread the chinstrap end out of the double-D-ring fastener.
4. Next, grasp the bottom ends of the chinstrap and pull them apart.
5. You can now easily pull the helmet off your head.

E. BEFORE EACH DRIVING SESSION

For your own safety, check the following three points before every driving session:

1. INSPECTING THE HELMET

Regularly inspect your helmet for damage. Small scratches do not affect the protective function of your helmet. Check the black painted EPS shell inside for any white cracks. In case of presence, substitute the helmet.

2. INSPECTING THE CHINSTRAP (with helmet on and fastened)

Step 1:

Check that the chinstrap runs under your chin.

Step 2:

Insert your forefinger under the chinstrap and tug it.

- If the chinstrap is loose against the chin, it has been set too long and must be pulled tighter.
- If the chinstrap yields or comes loose, it has not been properly fastened. Open the chinstrap completely and thread the loose end, as described on pages 12, through the double-D-rings.

Then pull the chinstrap taut and repeat the check.

Step 3:

If your bodyweight has significantly reduced, you should check that your helmet is still the correct size for you (see page 7).



Attention:

After making any correction, repeat the checking procedure.



Warning:

Never drive without a fastened and correctly adjusted chinstrap!



Warning:

Never drive without having first checked the double-D- ring fastening. The chinstrap must not yield. Only when the chinstrap does not yield is the double-D-ring fastener correctly secured.



Warning:

Never drive without having first checked that the chinstrap is correctly positioned.

3. INSPECTING THE VISOR

Before every driving session, check that the visor offers sufficiently good visibility. Remove any marks or dirt before driving (see page 24). Check the visor for mechanical damage and cracks. A severely scratched visor compromises visibility seriously and should be replaced before driving.



Warning:

We advise to never use tinted visors in poor visibility conditions or at night!



Warning:

Scratched and/or dirty visors can severely compromise visibility. Replace or clean these immediately as appropriate to ensure your safety.

F. FOR YOUR SAFETY

1. HELMET SAFETY NOTICE

**Warning:**

Only use a helmet that sits and fits correctly.

**Warning:**

To ensure adequate protection, the helmet must fit snugly and be securely fastened.

**Warning:**

Fasten the chinstrap before every driving session, check the locking system and that the chinstrap is properly positioned.

**Warning:**

Never drive with an open or incorrectly adjusted chinstrap!

**Warning:**

Following any accident or forceful impact on the helmet, the helmet's full protective capacity can no longer be guaranteed. The energy of an impact will be absorbed by a partial or complete destruction of the inner or outer shell structure.

Due to the design of the helmet, such damage is generally not visible to the naked eye. It is essential that the helmet is replaced following any forceful impact. For safety reasons, the old helmet should be rendered unusable.

**Warning:**

Any helmet that has been subjected to a substantial impact must be replaced!

**Warning:**

Depending on how it has been used and cared for, the helmet should be replaced after 5 years.

**Warning:**

Exposure to strong heat sources may result in damage to the helmet and its inner shell.

**Warning:**

Do not allow the helmet to come into contact with gasoline or thinners. No solvents may be used for cleaning the helmet.

2. VISOR SAFETY NOTICE



Warning:

Scratched and/or dirty visors can severely compromise visibility. Replace or clean these as appropriate immediately to ensure your safety.



Warning:

Never use tinted visors in poor visibility conditions or when driving at night.



Warning:

Fuel and solvent vapors can cause cracks to form on the visor. Do not expose the visor to such vapors.



Warning:

Take care to ensure the visor is always in good condition. If visibility becomes compromised you should stop driving.

3. MODIFICATIONS/ACCESSORIES SAFETY NOTICE



Warning:

All forms of modification, including, for example, drilling holes in the helmet shell, pressing or cutting the internal lining or removing original parts, severely compromise the protective properties of the helmet and could in certain circumstances result in serious injury or death in the event of an accident.



Warning:

Original components must not be modified or removed. Attaching additional parts that are not integral to the helmet and not recommended can interfere with the protection of the helmet and will void its approvals.



Warning:

Use only original parts and accessories that have been expressly approved by SCHUBERTH for your helmet.



Warning:

Any modification to the helmet that is not performed or intended by SCHUBERTH will result in the voiding of its approval, including all warranty or insurance claims.

**Warning:**

Never remove helmet components such as the EPS inner shell, chinstrap, fixing rivets/screws or other non-removable internal components.

4. SAFETY NOTICE FOR NEW PAINT

The helmet has been coated with a flame-resistant base layer and paint. Improper re-painting or the application of additional coats on the helmet shell can affect the protective ability of the helmet and lead to the voiding of the FIA and SNELL approvals.

If you paint your helmet, ensure that the inside of the helmet is protected from spray by carefully masking all openings, as the paint and fumes can damage the shock-absorbing EPS (polystyrene) components and plastic parts. Do not dismantle the helmet in order to paint it. Do not remove any permanent components of the helmet such as the EPS, chinstrap, fixing rivets or screws or other non-removable inner parts. Paint droplets that get inside the helmet may impair the performance and protective elements of the inner parts.

**Tip:**

For individual painting, use air-drying acrylic or polyurethane paints. If you have any questions, please contact SCHUBERTH customer services.

**Warning:**

Under all circumstances avoid using heat-curing paints.

5. FRONTAL HEAD RESTRAINTS SYSTEM SAFETY NOTICE

This helmet is authorized for use with frontal head restraints system.

G. MAINTENANCE AND CARE

1. OUTER SHELL

To clean and care for the outer shell you may use water, soap, all common motor vehicle shampoos, cleaners and polishes.



Warning:

Never use automobile fuels, thinners or solvents for cleaning (e.g. brake cleaner).



Attention:

When removing stubborn dirt, never use sharp or pointed objects as these can damage the visor surface and significantly reduce visibility. Never polish the visor, not even when scratches are present on the visor, as this can lead to optical distortions that could result in an accident leading to severe injury or death.

2. VISOR

Use a soft cloth and mild soapy water (<20 °C) to remove soiling on the outside of the visor. To dry the visor, use a lint-free cloth.

Clean the inside of the visor with a soft microfiber cloth only. Do not use any detergents for this. Avoid vigorous rubbing.



Attention:

Use only water for cleaning. Under no circumstances should you clean the visor using gasoline, solvents or window cleaners.



Attention:

Do not apply anti-fog gels to the inner visor. This may result in unwanted reactions that could cause irreparable damage to the inner visor.



Attention:

The visor is susceptible to chemical substances such as solvents and can be damaged by these. Therefore, avoid storing the helmet near aggressive substances (e.g. fuels).



Attention:

Even moist lens cleaning cloths are – despite recommendations to the contrary – often not suitable for cleaning visors, as the

substances these contain are often harmful to the visor surface. Avoid using these cloths.



Attention:

Even when badly soiled, never soak the outer surface of the visor in water, as this will severely reduce its surface hardening and thus resistance.



Tip:

Stubborn soiling on the outside of the visor (e.g. dried insect remains) can be easily removed by leaving the visor in its closed position, covered by a slightly damp cloth for 1/2 to 1 hour and then wiping off.

3. INNER LINING

To clean the interior lining, use a mild hand soap solution (e.g. with an ordinary mild cleanser). Apply the cleanser using a moist sponge or cloth by dabbing or rubbing lightly. Do not rinse the interior. Next, remove the soap suds by pressing a dry absorbent cloth on the pads. Repeat these steps with clean water. When drying the interior of the helmet, make sure it is well ventilated.

4. FASTENING SYSTEM

The double-D-ring fastener is maintenance-free.



Warning:

Do not oil or grease the metal parts of the fastening system

5. STORAGE



Attention:

Store the helmet in a dry place that is protected against moisture, humidity and heat. Always place the helmet so that it cannot fall onto the floor. Damage occurring in this way is not covered by the warranties. Ensure that no fuel, solvents or other aggressive substances are stored near the helmet since these could cause damage to the visor.



Attention:

The helmet is not a toy and must be kept out of reach of children and pets. Should it be damaged, the helmet could be rendered irreparable and lose its protective function, which in the event of an accident could result in severe injury or death.



Tip:

To allow better ventilation, store the helmet with the visor open. Let your helmet dry after use before storing into a bag.

H. RECYCLING DETAILS



Attention:

All SCHUBERTH helmets are made with different percentages of composite materials. These materials may not be easily disposable and/or properly recycled.

We recommend considering changing your helmet at least every 5 years (depending on the helmet's conditions) or earlier in case of collisions and damages. In order to ensure a correct disposal of the helmet, please refer to your local guidelines and to the nearest disposal center, or dispose the helmet in the non-recyclable waste.

I. SCHUBERTH SERVICE

1. CUSTOMER SERVICES

Should you have requests, questions, problems or criticisms, please refer to your local dealer.

2. SAFETY CHECK

Check the helmet for visible damage and/or items that have become detached before every driving session. If necessary you can send your SP1 Hybrid to your local dealer for a free inspection (if under warranty).

Please contact your representative via our customer services hotline in this respect. If you wish us to give your helmet a safety check, send the helmet to your local dealer postage paid. In all cases please state the date, the place and the store name where the helmet was purchased and the reason for sending it. Please be aware that safety checks do not fall within the scope of our usual repair service and that they are subject to a longer processing time.

3. WARRANTY

When used for its intended purpose, your helmet is guaranteed for 2 years from the date of purchase. Should warranty work be necessary, this will be carried out by our repair service.

The original purchase receipt must be presented as a condition for any warranty claim. Please keep your original receipt carefully. When making a warranty claim, supply the original receipt (or a copy) together with the helmet.

The granting of a proper replacement or repair does not extend the original warrantee period. Complaints must be made immediately, and no later than 10 days from the date of purchase. Defects that cannot be detected within this period even by careful inspection, should be submitted to us in writing immediately after they are discovered.

Please contact your dealer to coordinate the return of the helmet and provide a detailed description of the fault. SCHUBERTH reserves the right to check the serial number when honoring a warranty claim.

The decision on whether faulty parts are repaired, replaced or a credit issued shall be at the sole discretion of SCHUBERTH.

No warranty claim exists in particular for:

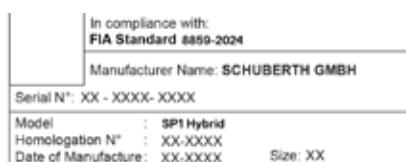
- improper use and overuse of the product
- modification of the product by the customer or a third party
- non-observation of our product recommendations and safety notices
- normal wear and tear e.g. peeling of paint or other damage to the outer shell caused by ordinary wear or deliberate damage.

J. FIA LABEL

The FIA label is placed inside the helmet on the EPS shell. Under no circumstance should it be removed, damaged or modified.

In case of the label being damaged and/or not readable, please contact your dealer immediately.

Please note that this helmet is approved for use in motorsport only, and shall NOT be used in regular road traffic.





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