



F*Lite



THANK YOU

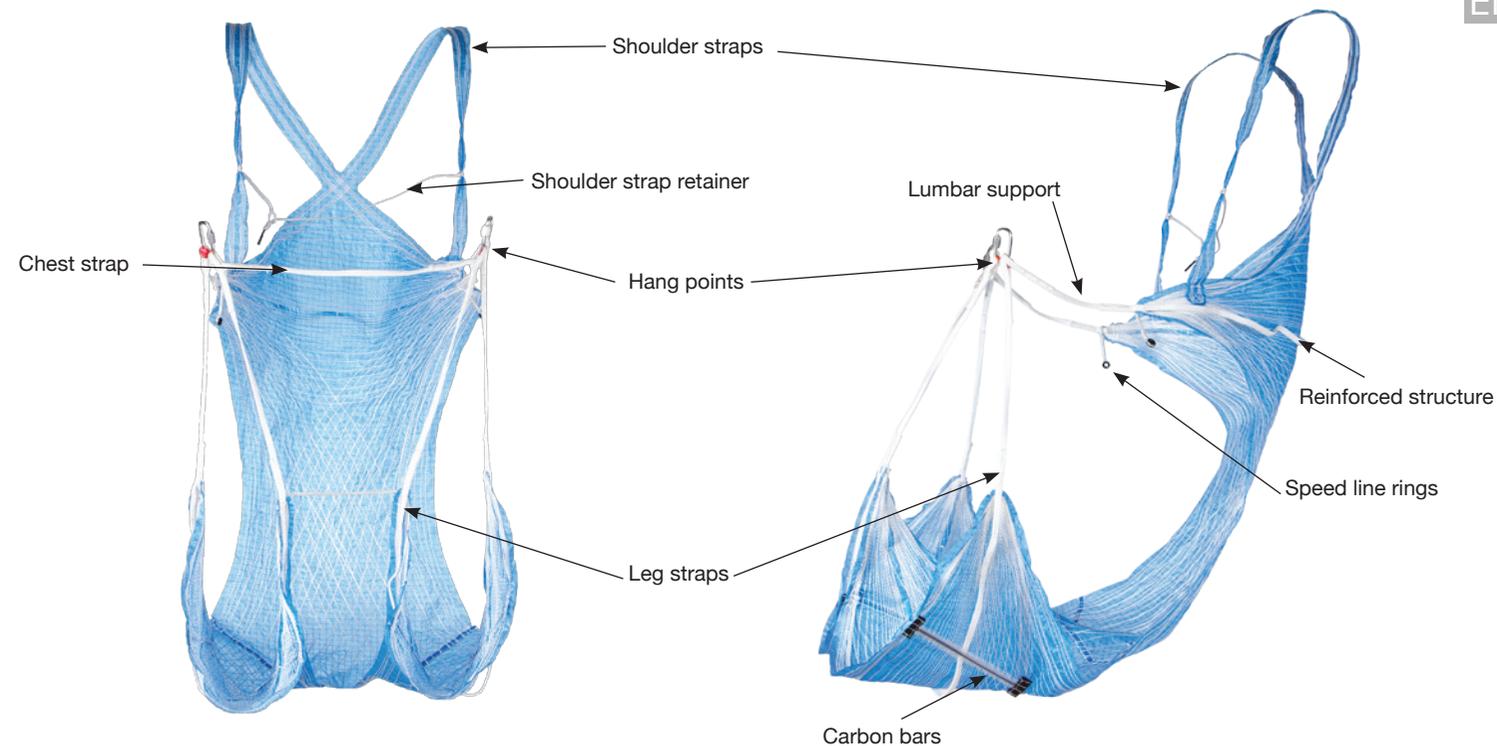
Thank you for choosing Ozone.
 As a team of free flying enthusiasts, competitors and adventurers, our mission is to produce paragliding equipment of the highest quality using cutting edge designs and the best technical materials available.

Our development team is based in the south of France. This area, which includes the sites of Gourdon, Monaco and Col de Bleyne, guarantees us more than 300 flyable days per year. This is a great asset in the development of the Ozone range. We know that quality and value for money are essential considerations when choosing equipment, so to keep costs low and quality high we build all our wings and harnesses in our own production facility. During production all Ozone products undergo numerous rigorous quality control checks. This way we can guarantee that our equipment meets the same high standards that we expect ourselves.

If you need any further information about Ozone, the F*Lite, or any of our products please check www.flyozone.com. Or you can contact your local dealer, paragliding school or any of us here at Ozone.

It is essential that you read this manual before using your F*Lite for the first time.

Safe Flying!
 Team Ozone



WARNING

Paragliding is a potentially dangerous sport that can cause serious injury including bodily harm, paralysis and death.

Flying using Ozone equipment is undertaken with the full knowledge that paragliding involves risks.

As the owner of an Ozone harness you take exclusive responsibility for all risks associated with its use. Inappropriate use and or abuse of your equipment will increase these risks.

Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers is excluded.

Make sure you complete a thorough daily and pre-flight inspection of all of your equipment. Never attempt flying with unsuitable or damaged equipment.

Always wear a helmet, gloves and boots.

All pilots should have the appropriate level of license for their respective country and third party insurance.

Make sure that you are physically and mentally healthy before flying.
Choose the correct wing, harness and conditions for your level of experience.

Pay special attention to the terrain you will be flying and the weather conditions before you launch. If you are unsure then don't fly, and always add a large safety margin to all your decisions. Avoid flying in rain, snow, strong wind, and turbulent weather conditions or clouds.

If you use good, safe judgement you will enjoy many years of paragliding.

Remember, PLEASURE is the reason for our sport.

TEAM OZONE

Everyone at Ozone continues to be driven by our passion for flying, our love of adventure and our quest to see Ozone's paraglider development create better, safer and higher performing paragliders.

The paraglider design team is led by David Dagault; Dav has a wealth of experience both in competition, adventure flying and paraglider design. Also on the design team are Luc Armant, Fred Pieri and Russell Ogden. Luc is a top competition pilot and XC addict with a background in naval architecture, he brings a wealth of knowledge and ideas to the design team. Fred is a mathematician, mechanical engineer and vol Biv specialist. Together with Luc he works closely with Dav in the design process. Russ is a top competitor and test pilot, he can usually be found putting the latest creations through a series of test manoeuvres.

Mike Cavanagh is the boss and multiple winner of the UK XC league. When he's not out flying he generally keeps control of the mayhem. Promotion and team pilots are organised by BASE jumping legend and mini wing specialist Matt Gerdes. He works closely with graphic designer Loren Cox. Loren is a keen pilot from Salt Lake city, USA.

Back in the office Karine Marconi, Chloe Vila and Isabelle Martinez run the show. These wonderful ladies look after the ordering system, the dealers, the design team and the general day to day running of the company - without them it would be chaos.

Our manufacturing facility in Vietnam is headed up by Dr Dave Pilkington who works relentlessly manufacturing gliders and producing prototypes as well as researching materials and manufacturing processes for our future products. He is backed up by a superb team managed by Khanh and Phong with over 700 production staff.

YOUR F*LITE

The F*Lite was born out of a simple idea: design the lightest possible paragliding harness. To achieve this, a unique and carefully calculated Dyneema structure reinforces the sailcloth seat for a total weight of only 102.1 grams for the M size.

During more than a year of development, the Ozone R&D Team have worked hard to make this harness not only incredibly light, but also comfortable in flight. The Dyneema thread pattern is far from random, the complex web was based on an algorithm which determines stress patterns in the harness and the pattern was specifically designed to cover these areas of increased load.

The F*Lite is designed specifically for the most serious hike & fly pilots and para-alpinists for whom every gramme matters. Despite its ridiculously low weight the F*Lite is EN load tested to 100kg.

Specifications

Weight: 102.1g (M size)

Materials: Porcher ripstop 27g, Dyneema thread, Dyneema Webbing 7mm

Recommended pilot height:

S - Less than 170cm

M - 170cm – 185cm

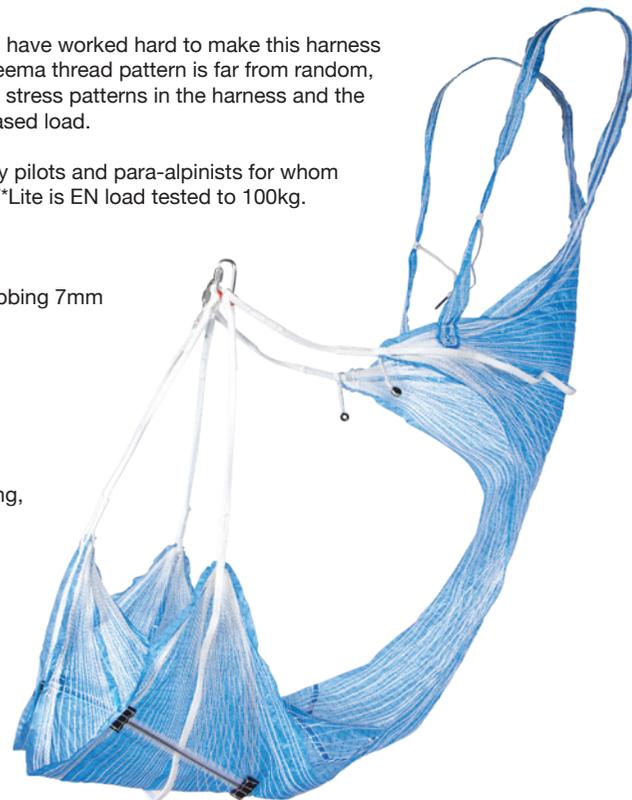
L - More than 185cm

Normal Use

The F*Lite is for hill launching only and is NOT suitable for towing, speed riding or aerobatics.

Certification

The F*Lite is certified EN1651 with a maximum load of 100kg.



PREPARATION

Initial Set Up

Before your first flight, we recommend you to set up the harness in the comfort of your own home so that you become familiar with its functions and characteristics. You should hang the harness from a suitable strong suspension point to check that it is been correctly set up and the flight position is suitable for a comfortable flight.

First of all the harness must be orientated so that the 7mm Dyneema reinforced structure, and the carbon bars under the legs are facing to the outside. Do not attempt to fly the harness inside out, you risk damaging the carbon bars and yourself! Check that all straps are free from twists. Double check the shoulder straps around the hang points as they can easily become tangled in this area.

There are 2 ways to put the harness on;

1. Place the shoulder straps on each shoulder as usual, then lift up the chest/leg straps from between your legs and join the red attachment points to the corresponding red attachment points of the Lumbar supports. Add a suitable connector through the red tags (see below) and the wing's risers.
2. Stepping through the leg/chest straps. If using Big Link Lites you may find that leaving the F*Lite attached to your wing is more convenient. In this case, one at a time, step through the chest and leg straps before pulling the shoulder straps into place. Make sure your legs go through the leg straps correctly and not through the side of the harness. The carbon bars should sit under your thighs. Attach the shoulder strap retainer by passing the knot through the loop.

It is not recommended to use the step through method if you are using crampons as you risk severely damaging the harness. Instead use method 1 or remove the crampons before putting the harness on.

Adding Connections

Add suitable carabiners or Big Link Lites to the main hang points (Red loops). Ensure that you include both the Lumbar support and the Leg strap hangpoints on each side and that the connection passes through both red tags and all four loops as shown in the images.



Adjustments

The only possible adjustment is the length of the shoulder strap retainer, no other adjustments are possible. To adjust, move the knot on the retainer line to the desired position.

Speed bar

To fit a speed bar, route the speed system lines through the ring located on the side of the harness. Make sure that the line passes to the outside of all straps and adjustments.

Ensure the speed bar lines are of equal length, double check that they are not too short as this may inadvertently activate the speed system when under tension in the air. Double check on the ground before flying.

Reserve Parachute

The F*Lite does not have an integral reserve parachute container. To fit a reserve parachute you must use a separate, 3rd party front-mounted container (not supplied). The reserve bridles should be attached to the main carabineers, use the same carabineers used for the paraglider risers, using extra carabineers for the reserve bridles can put extra load and strain on the suspension points during deployment and is therefore not recommended.

WARNING: Big Link Lites are only suitable for connecting paraglider risers to the harness. They MUST NOT be used to attach reserve parachutes. Hard dynamic shock loads may cause complete failure resulting in serious injury or death.



CARE AND MAINTENANCE

The F*Lite will last many years and many flights if looked after correctly, however it is an ultra-light product that is fragile and not designed for misuse or hard treatment. Take extra special care of the F*Lite and treat it gently. To keep your harness clean and airworthy, please note the following:

- Avoid excessive exposure to UV, heat and humidity.
- Pack the harness dry and store in a cool dry place, take care to not damage the carbon bars.
- Never drag or skim your harness along the ground.
- Keep your harness clean of dirt, oils and any corrosive substance.

Use water and a cloth to clean if necessary.

Inspection

For safety, routine inspection of all of your equipment is vitally important. Ozone recommends a service interval of 3 months in addition to the usual thorough pre-flight checks.

For inspection, visually check the stitching, webbing and all structurally important areas. Pay particular attention to the webbing around the hang point area and the carbon bars as this is where abrasion/damage is most likely.

If you find any damage or if you are in any doubt make sure the harness is checked by a professional. Other than replacing damaged carbon bars, the harness is not serviceable in any other way. If your F*Lite is damaged then it should be replaced. Do not attempt to make repairs yourself and do not attempt to fly with a damaged harness.

If you are unable to contact your dealer then you can contact us directly at info@flyozone.com.

OZONE QUALITY GUARANTEE

At Ozone we take the quality of our products very seriously, all our equipment is made to the highest standards in our own manufacturing facility. Every product manufactured goes through a stringent series of quality control procedures and all the components used to build your harness are traceable. We always welcome customer feedback and are committed to customer service. We will always undertake to fix problems not caused by general wear and tear or inappropriate use. If you have a problem with your F*Lite please contact your dealer/distributor who will be able to decide upon the most appropriate course of action. If you are unable to contact your dealer then you can contact us directly at info@flyozone.com.

Summary

Safety is paramount in our sport. To be safe, we must be trained, practised and alert to the dangers around us. To achieve this we must fly as regularly as we can, ground handle as much as possible and take a continuous interest in the weather. If you are lacking in any of these areas you will be exposing yourself to more danger than is necessary.

Take very special care of your F*Lite, it is delicate and must be treated as such. When landing do not skim across the ground or you will damage the harness, always get your legs down and do your utmost to preserve the F*Lite.

Respect the environment and look after your flying sites.

If you need to dispose of the F*Lite, do so in an environmentally responsible manner. Do not dispose of it with the normal household waste.

Finally, RESPECT the weather, it has more power than you can ever imagine. Understand what conditions are right for your level and equipment and stay within that window.

Happy flying & enjoy your F*Lite.
Team Ozone



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Inspired by Nature, Driven by the Elements

WWW.FLYOZONE.COM