SUPAIR

English

STRIKE 2

User's manual

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Thank you for choosing the STRIKE 2. We are glad to be able to share our common paragliding passion with you.

SUPAIR has been designing, producing and selling free flying equipment since 1984. By choosing a SUPAIR product you benefit from almost thirty years of expertise, innovation and listening. This is also our philosophy : working endlessly to develop better products and to maintain a high quality production.

We hope you will find this user's manual comprehensive, explicit and hopefully enjoyable as well. We advise you to read it carefully.

You will find the latest up to date information about this product on our website **www.supair.com.**
If you have any further questions, feel free to ask one of our retailers for answers. And naturally, the entire SUPAIR team is at your disposal on **info@supair.com.**

We wish you many safe enjoyable flying hours, and happy landings

Team SUPAIR

LIST OF CONTENTS

Introduction

Welcome to the world of paragliding according to SUPAIR, a world of shared passion.

The STRIKE 2 harness is the ideal harness to enter the world of light and performance! Designed on the basis of the Strike X-Alps, it is intended for hike and fly and cross-country pilots. It is therefore intended for experienced pilots who are fully trained in the practice of paragliding.
The design and choice of materials have been designed with the objective of comfort and lightness.

STRIKE 2 harness was certified EN 1651 : 2018 and LTF Nfl II 91/09. Indicating that it meets European and German safety requirements.

After reading this manual, we suggest you to check your harness in static hang-posts to adjust it before your first flight.

The STRIKE 2 is a lightweight harness. Do not fly with shoes with hooks for lacing. They hook and can tear your speedbag.

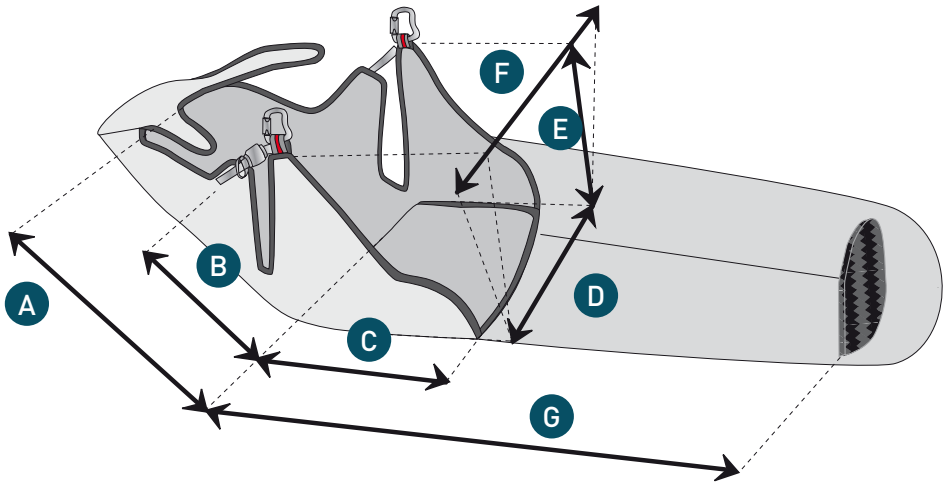
N.B : Three important icons will help you when reading this manual :

 Advice

 Caution !

 Danger !!

TECHNICAL SPECIFICATIONS



- A Back lenght
- B Backrest tilt adjustment
- C Seat length
- D Seat width
- E Carabiners height
- F Carabiners distance
- G Speedbag lenght

	Taille de la sellette	S	M	L	XL
	Pilot size (cm)	155-170	170 -185	180 -195	180 -195
	Pilot weight (mini - maxi) (kg)	50- 80 kg	65 - 85 kg	70 - 100 kg	70 - 100 kg
	Harness weight (+ carabiners+speedbar)(kg)	120 dNa (env 120 Kg)	120 dNa (env 120 Kg)	120 dNa (env 120 Kg)	120 dNa (env 120 Kg)
	Designed for	environ 2,2 kg	environ 2,2 kg	environ 2,2 kg	environ 2,2 kg
	Back lenght (cm)	Paragliding only			
A	Backrest tilt adjustment (cm)	58	65	68	72
B	Seat length (cm)	34,5	36,5	39	41
C	Seat width (cm)	45	45	47	47
D	Carabiners height (cm)	33	33	35	35
E	Carabiners distance (cm)	40	40	42	44
F	Distance entre les points (cm)	38-46	38-46	40-48	40-48
G	Speedbag lenght (cm)	91	96	103	108
	Impact damping system	FOAM BUMP OR INFLATABLE PROTECTION			
	Certification	EN 1651			
	Tandem (Pilot or Passenger)	/			
	Towing	Yes			
	Quick-out carabiners compatibility	No			
	Reserve parachute pocket volume (litre)	S/M : env 4,5L L/XL : env 4,75L			

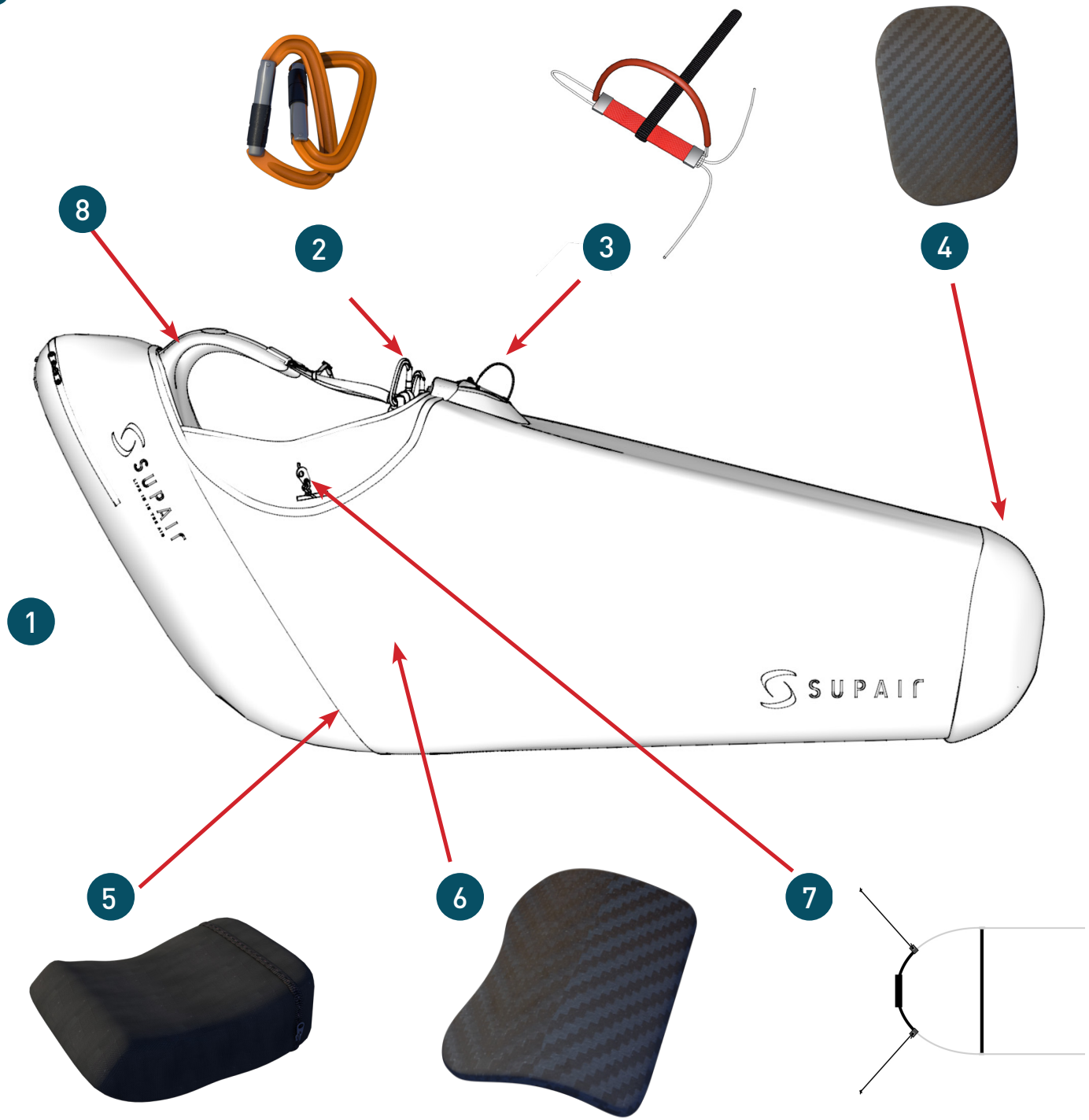
SIZE CHOICE

Choosing your harness size is important. You will find here below a height/weight table that will help you in your size choice. With its hammock architecture and its "lying flat" flying position, we advise you to try out the harness under a hanging device at one of our retailers in order to choose the correct size.

For a complete list of our retailers, please click here : **www.supair.com**

Size **Weight**	1m55	1m60	1m65	1m70	1m75	1m80	1m85	1m90	1m95	2m00	2m05
50											
55	S	S	S	S							
60	S	S	S	S							
65	S	S	S	S							
70	S	S	S		M	M					
75		S		M	M	M		L			
80			M	M	M		L	L			XL
85						L	L	L	L	XL	XL
90					L	L	L	L	L	XL	XL
95						L	L	L	L	XL	XL
100							L	L	L	XL	XL
105										XL	XL
110									XL	XL	XL
120									XL	XL	XL

Preliminary test under hanging device



COMPONENTS LIST

1. Harness
2. Carabiners Grivel Plume
3. Reserve parachute handle
4. Plateau pied carbone speedbag
5. Bump STK2
6. Carbon seat plate
7. Speedbar 2B speedbag light

Options

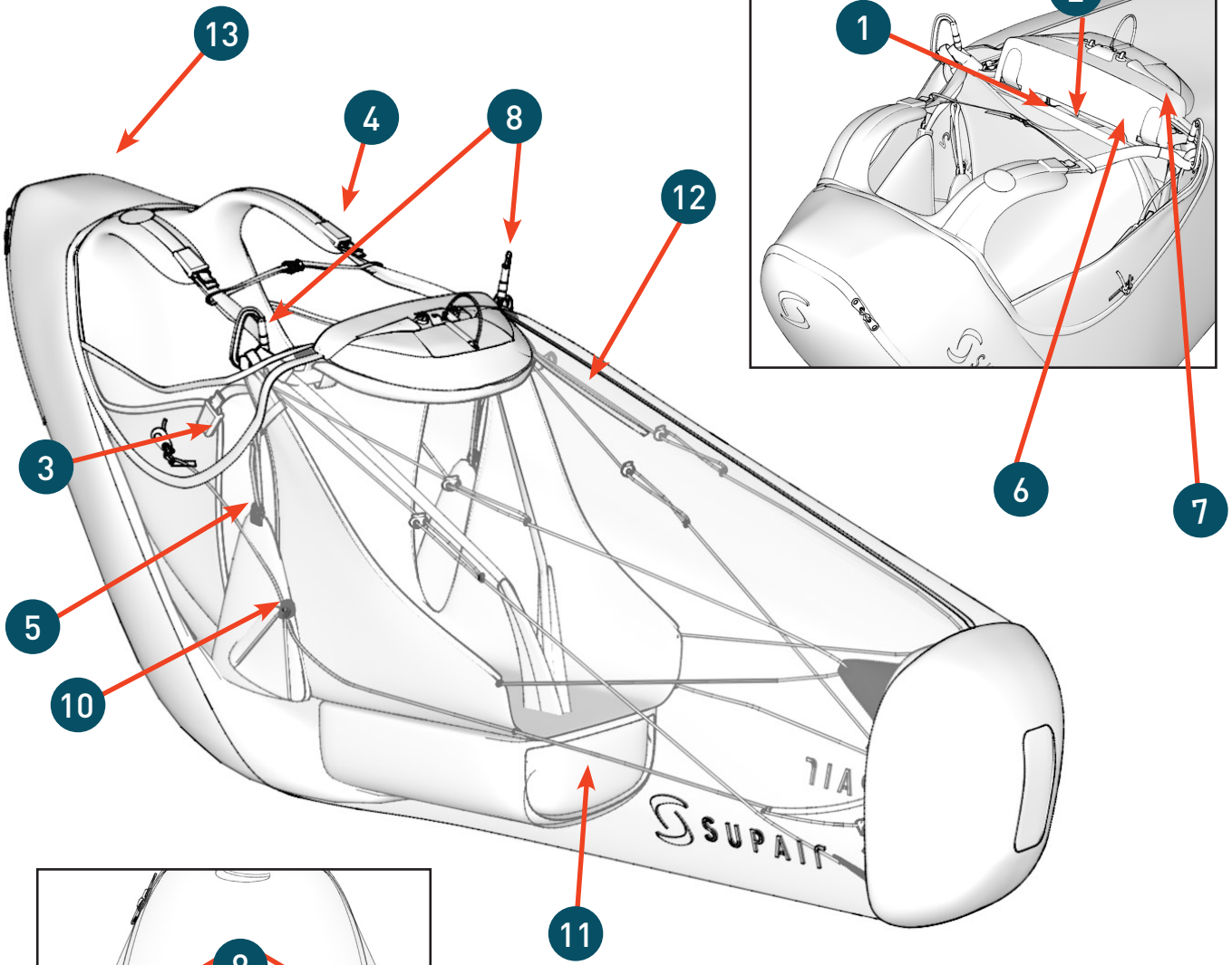
TREK LIGHT BACKPACK
(Ref : SACTREKLIGHT)

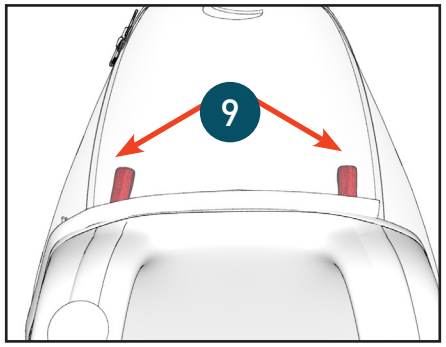
Inflatable protection
(ref : PROGONF)

Dyneema connects
(Ref : MAILCONNECT)

Solo DYNEEMA Risers
(réf. : ELESOLODYNEEMA)

HARNESS OVERVIEW





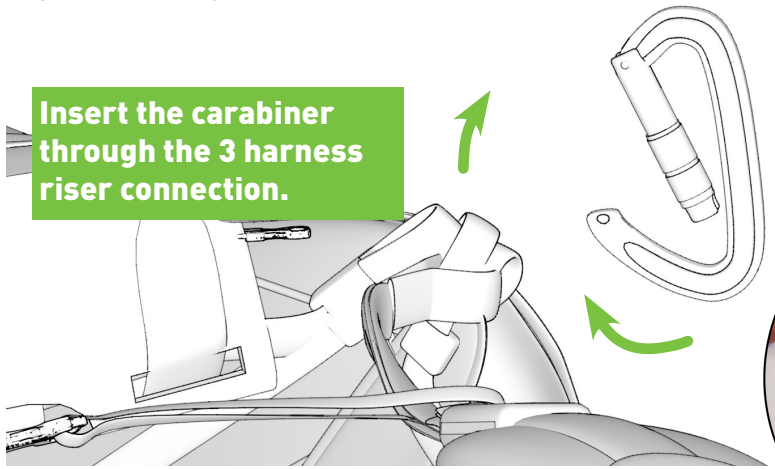
1. Chest strap
2. Chest strap adjustment
3. Backrest angle adjustment
4. Shoulder strap adjustment
5. Lumbar adjustment
6. Reserve parachute pocket
7. Reserve parachute handle
8. Paragliding main hooking points
9. Reserve parachute hooking points
10. Pulleys For speedsystem
11. Bump
12. Small storage pocket
13. Back storage pocket

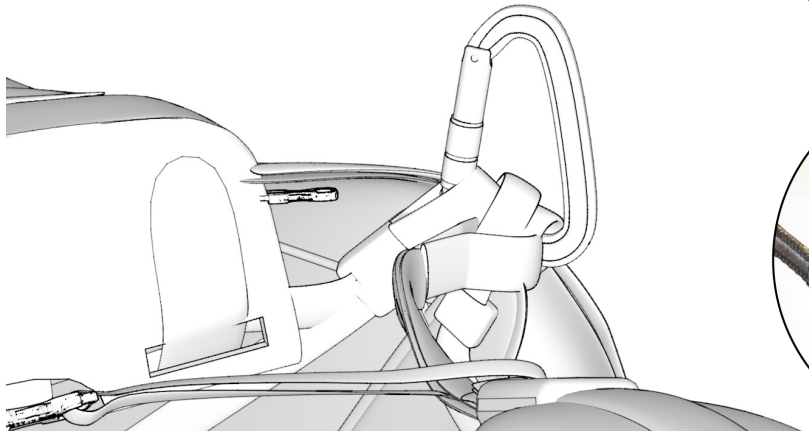
ACCESSORIES ASSEMBLY

Carabiners

Compatible carabiners :

Carabiners Plume Grivel
Réf. : MAILPLUM

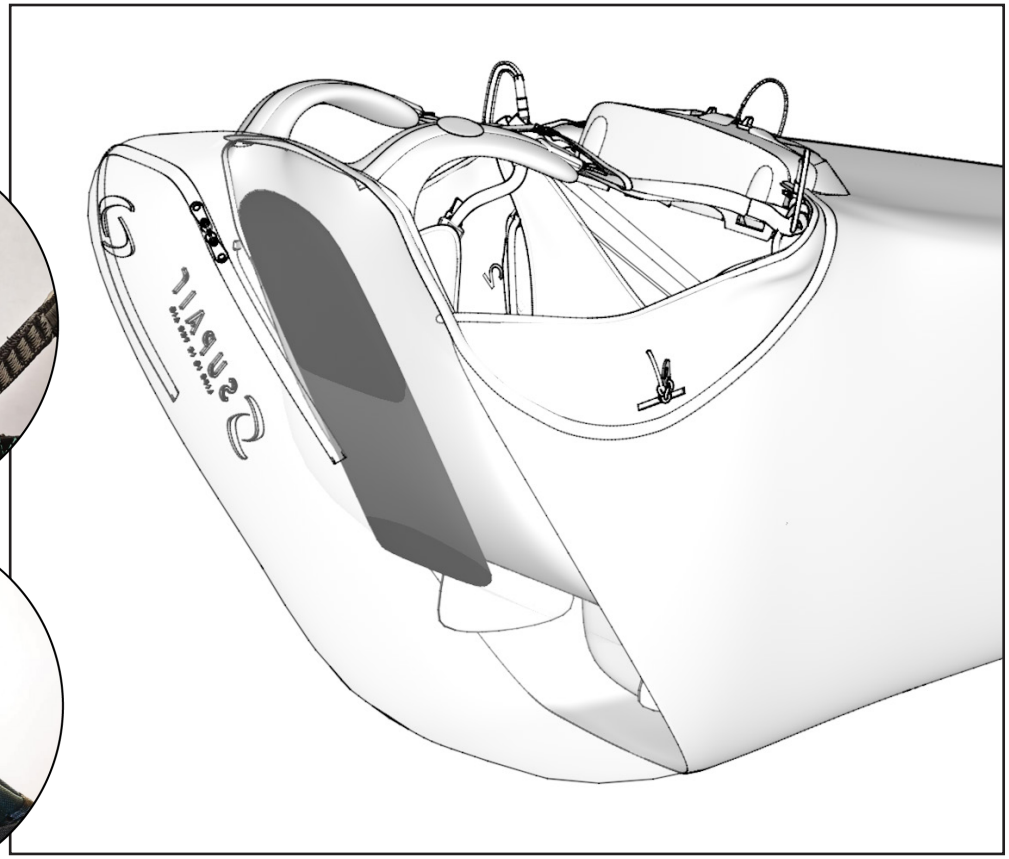




The Strike 2 was designed to also be flown with dyneema connectors (ref: MAILCONNECT). This lightens the material and makes the leg straps fixed as for the X-Alps harness. You will then have to put on the harness like a climbing harness.

Removable protection / comfort plate

1. Open the zip of the rear storage pocket
2. Open the zip of the protection location
3. Slide the plate into its housing and close the 2 zips



The removable protector / comfort plate can be removed for sportier use. The harness then becomes lighter and more compact when stored.

ACCESSORIES ASSEMBLY

Seat plate

The STRIKE 2 harness can be used with or without a seat plate.

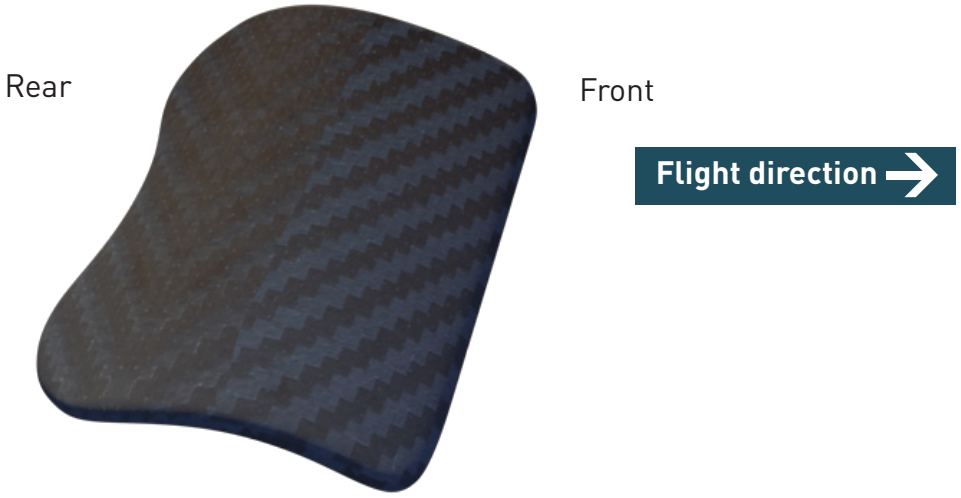
Flying **with** the seat plate gives a stiffer seat and cleaner load transfers. The harness therefore gives more information and is more precise. The seat plate also contributes to a more comfortable seat, without lateral compression.

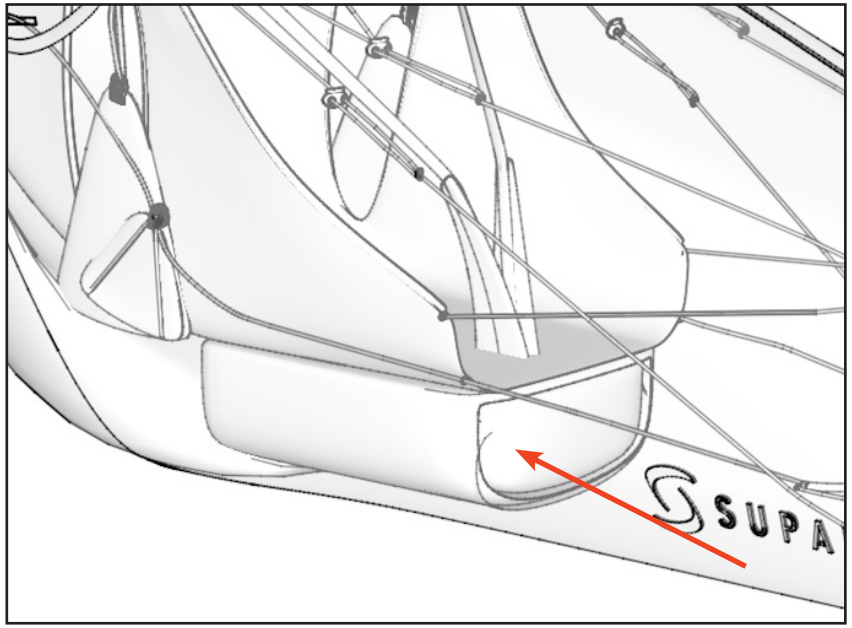
Flying **without** the seat plate makes the seat flexible and slightly raises the attachment points. The harness is therefore more neutral and more stable.
Note that in the event of leaving the wing's flight domain, command precision must compensate for the lack of downforce and precision provided by the plate.

Compatibles Seat plates : S / M : Réf MPPL021 ou L / XL : Réf : MPPL025

Install the seat plate :

1. Open the zip of the pocket located under the seat
2. Open the velcro located under the seat
3. Slide the plate into its housing and close the velcro then the zip





Mise en place des accessoires

The STRIKE 2 harness can be used with a BUMPAIR or an inflatable protection.

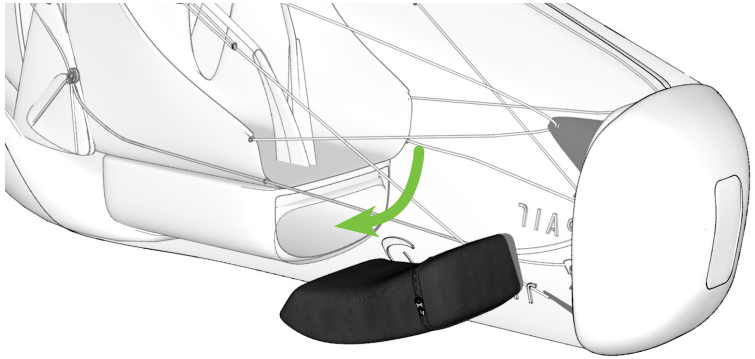
Bumpair

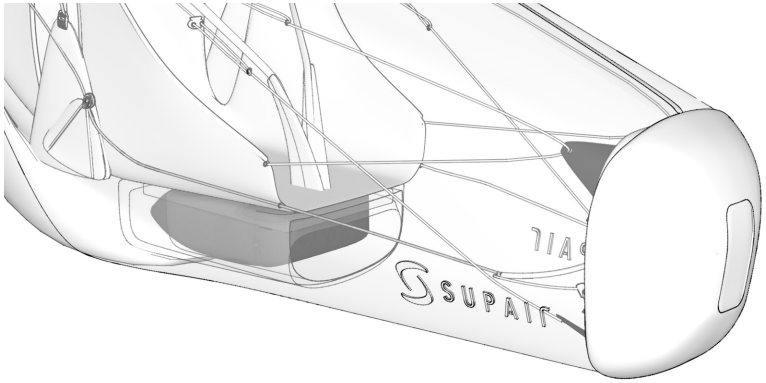
Compatibles Bumpair **: BUMP STK 2**

Réf. : PROBUMPSTK2

Install the bumpair :

1. Open the zip of the pocket located under the seat
2. Open the zip of the bumpair pocket
3. Insert the bumpair then close the 2 zips





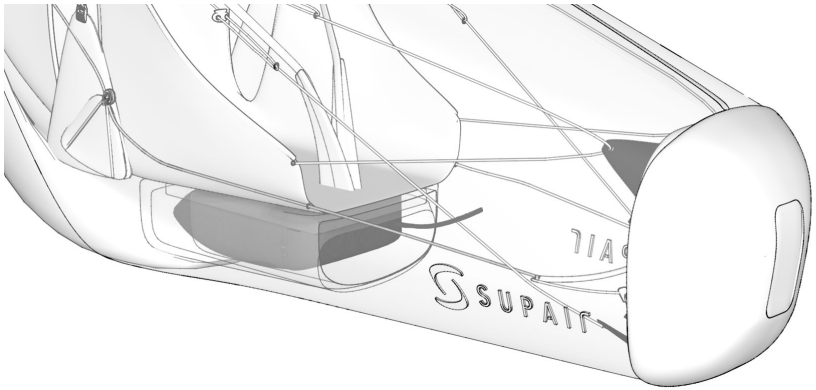
Protection gonflable

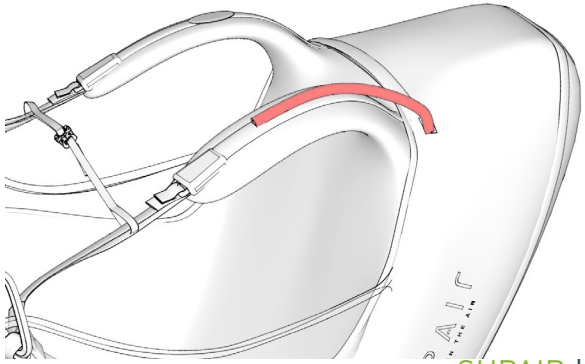
Compatibles protections**: Protection gonflable Strike 2**

Réf. : PROGONF

Install the inflatable protection :

1. Open the zip of the pocket located under the seat
2. Open the zip of the bumpair pocket
3. Insert the bumpair then close the 2 zips
4. Exit the pipe through the outlet on the shoulder





ACCESSORIES ASSEMBLY

Speed-bar system

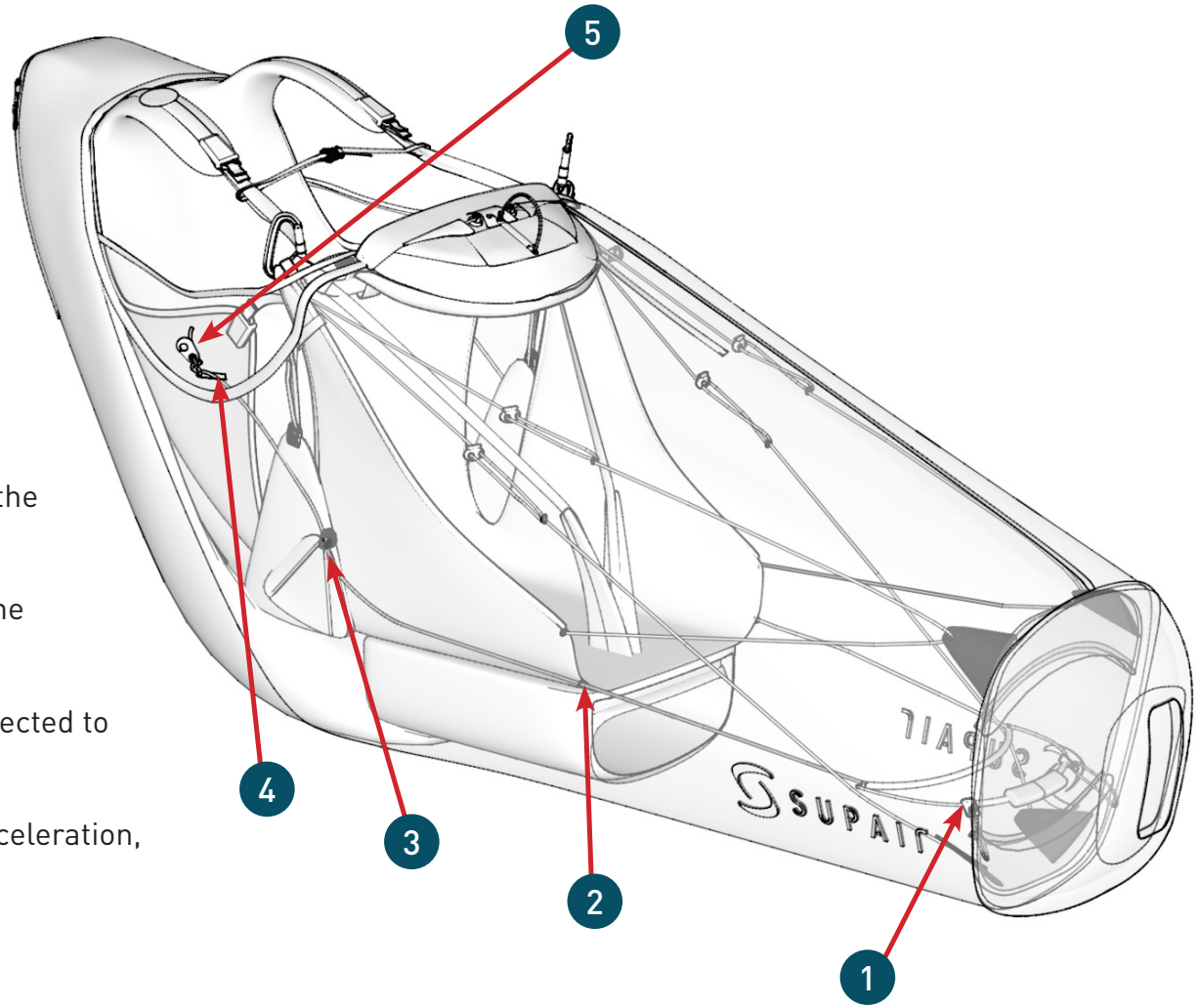
Compatible speed-bar :

2B Light Speedbag : ACCEL2BLIGHTSPBG

Speedbar assembly :

Regarding either side of the harness: :

1. Pass the elastic bands through the triangles of the lower foot plate and tie a maintenance knot.
2. Pass the lines through the guide ring under the seat.
3. Pass the speedbar line through the pulley located on the side of the harness
4. Bring out the line through the opening in the side of the speedbag.
5. Finally, attach a hook to the line so that it can be connected to your paraglider's speedbar system.
6. Check the operation of the speedbar by simulating acceleration, ie by sliding the line.

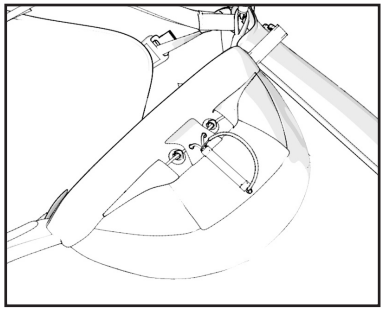


Be careful, make sure the speedbar is not set too short. It could be dangerous. When you are not using the speedbar, the line should not be under tension at your risers.

INSTALLING THE RESERVE PARACHUTE

Thank you for reading the following carefully ! We recommend for the initial rescue parachute assembly and installation to be made by a qualified professional. Reserve parachute folding and installation inside the harness must conform to the specific guidelines found in this manual. We are not responsible for any other use.
The volume of reserve parachutes may vary depending on the folding
We have checked the pocket for compatibility with some of our reserve parachutes. Other parachutes are compatible, which we have not tested here.

Rescue parachute pocket characteristics



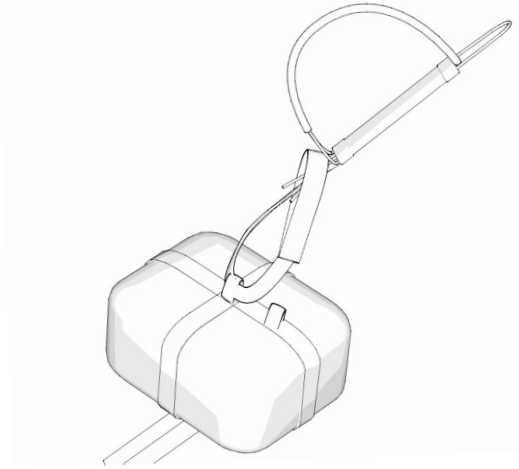
- Flaps fastened with a cable
- Volume 3 to 8 liters
- Adapted to the reserve parachutes SUPAIR, START, SHINE, FLUID and FLUID LIGHT as well as other rescue solo models.

STRIKE 2 Sizes S and M			
Compatible parachutes	S	M	L
SHINE	✓	✓	*
FLUID LIGHT	✓	✓	✓

STRIKE 2 Sizes L and XL			
Compatible parachutes	S	M	L
SHINE	✓	✓	✓
FLUID LIGHT	*	✓	✓

Connecting the handle to the POD

1 Fasten the reserve parachute handle bridle to the middle pod loop via a Lark's head knot connection.



2 Tighten the handle/POD connection securely.

INSTALLING THE RESERVE PARACHUTE

Riser/Harness connection

>> Access to the reserve parachute connection points.

First, open the riser guiding sleeve all the way from top to bottom to access the reserve parachute connection loops. Once the riser guiding sleeve is fully opened, the zipper tab must be located on the same side of the reserve parachute pocket.

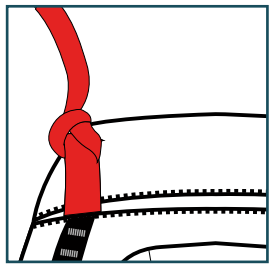
We recommend the use of the risers supplied with the harness to ensure optimal opening of the reserve.

A Fastening the risers to the harness via a Lark's head knot connection.

1 Attach each riser to the shoulder attachment points by making a Lark's knot (loop to loop connection). Use the largest bridle loop ends.

2 Assemble everything correctly.

Make sure for the risers not to be longer than one another.

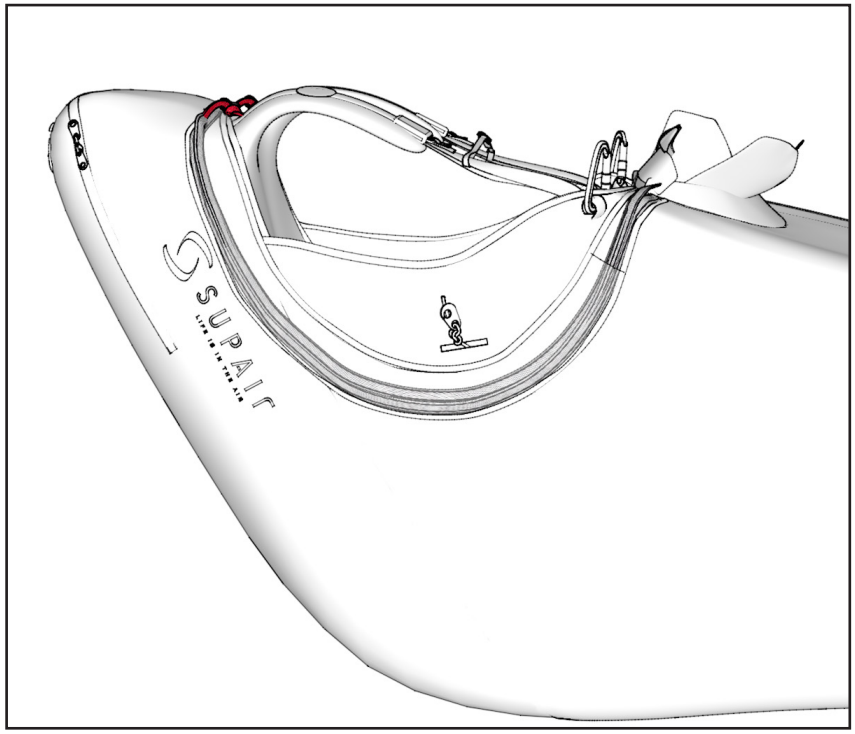


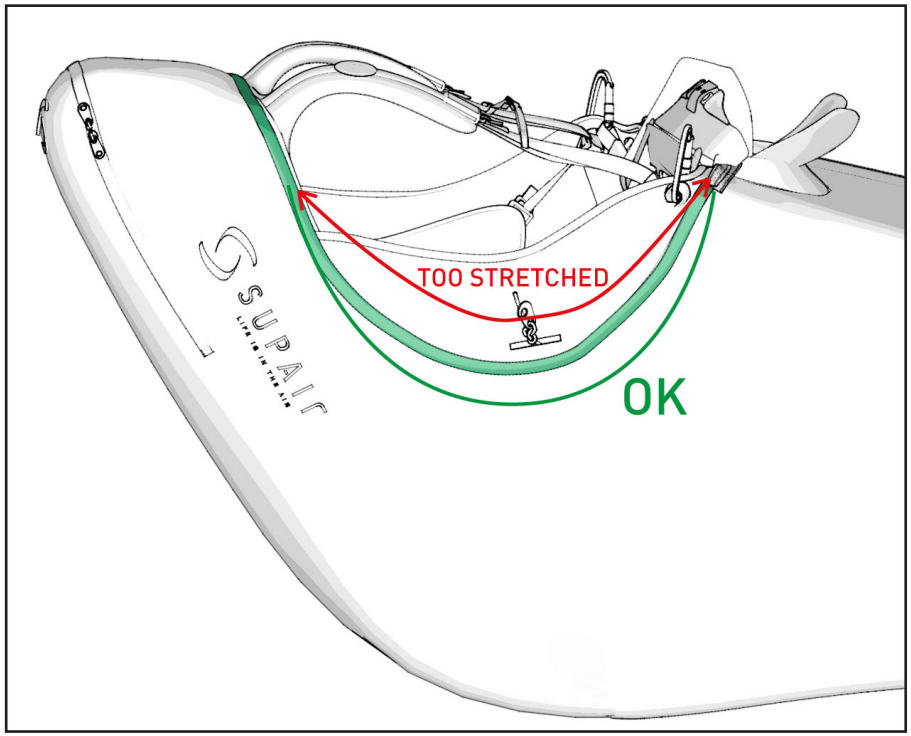
3 Tighten each connection securely.

INSTALLING THE RESERVE PARACHUTE

Place the risers inside the sleeve

The harness is delivered with solo dyneema risers. The risers sleeve is designed to work only with this model.





1 - Place the risers inside their guiding/protective sleeve connected alongside the harness. Risers mustn't be too stretched.

- Bring them out through the reserve parachute container

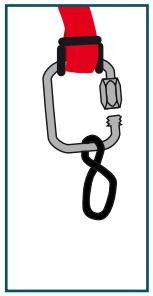
2 - Use the Zip to close the sleeve until the left shoulder strap

INSTALLING THE RESERVE PARACHUTE

Reserve parachute/risers

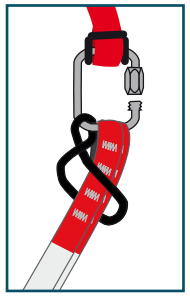
One (1) square 7mm Maillon Rapide® will be needed + two (2) flexible toric rings.

1



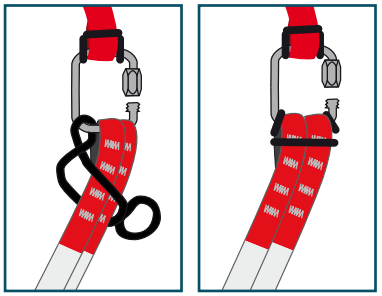
- Open the 7mm square Maillon Rapide®
- Push the maillon through the risers loops
- Push the maillon through the plastic ring
- Twist

2

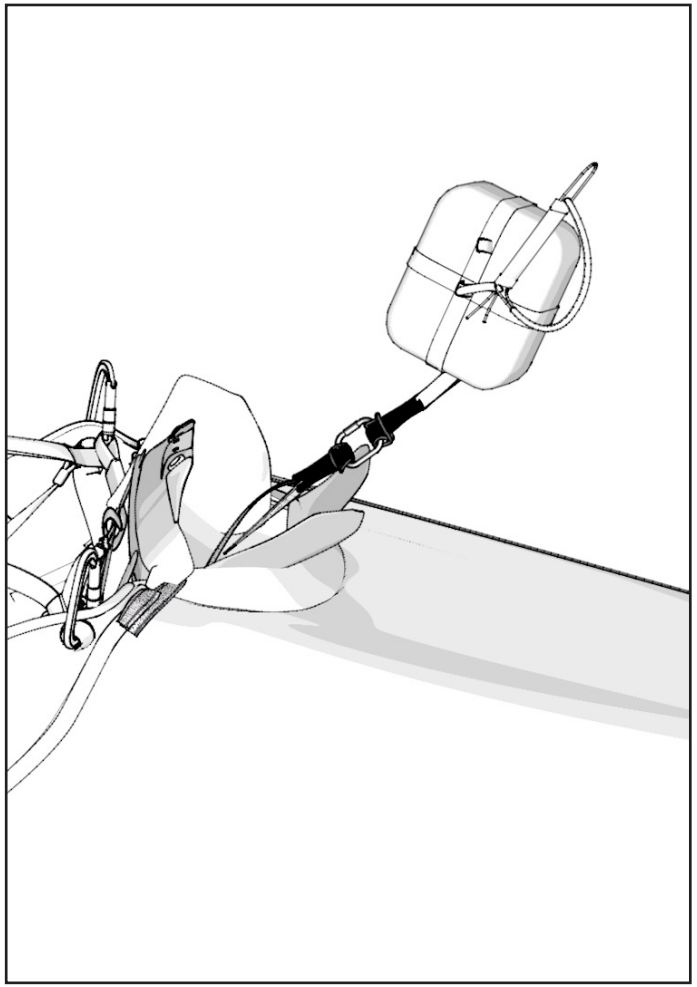


- Push the two riser ends through the toric ring loop.
- Push the maillon through the riser loop

3 4



- Give a second twist to the plastic ring.
- Push the buckle through the maillon.



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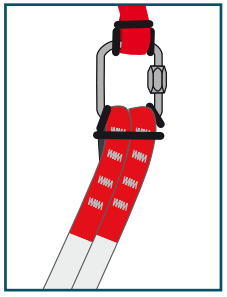


- Tidy up the assembly.
- Be certain for the riser end loops to be securely fastened.
- Close the Maillon Rapide® tightly by hand.
- Tighten using pliers and making a ¼ turn.

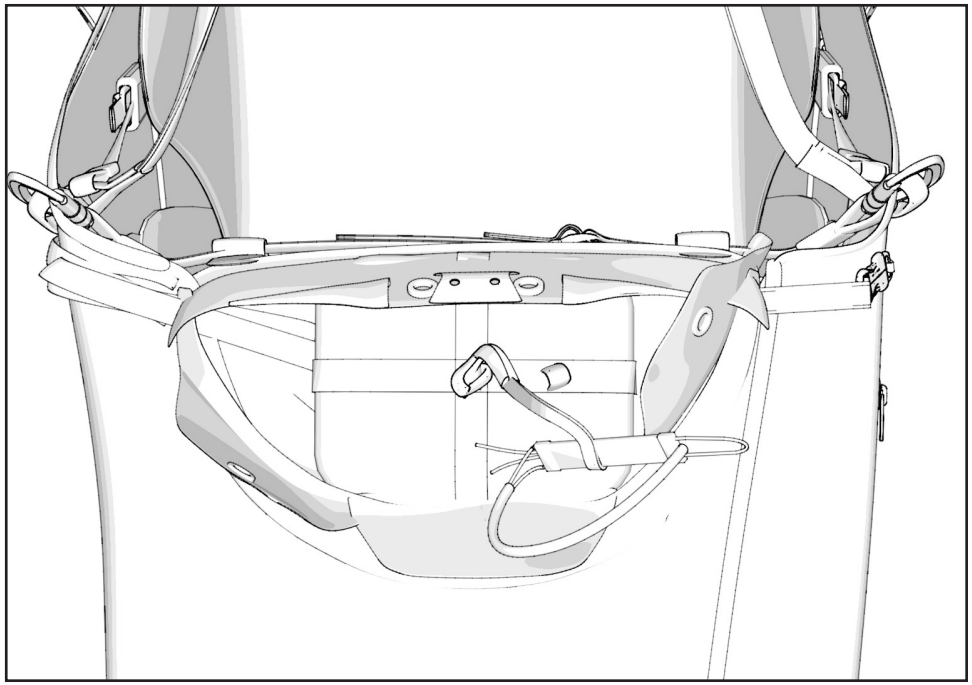
INSTALLING THE RESERVE PARACHUTE

Installing the reserve parachute in its container

Thank you for reading the following carefully ! We recommend for the initial rescue parachute assembly and installation to be made by a qualified professional.

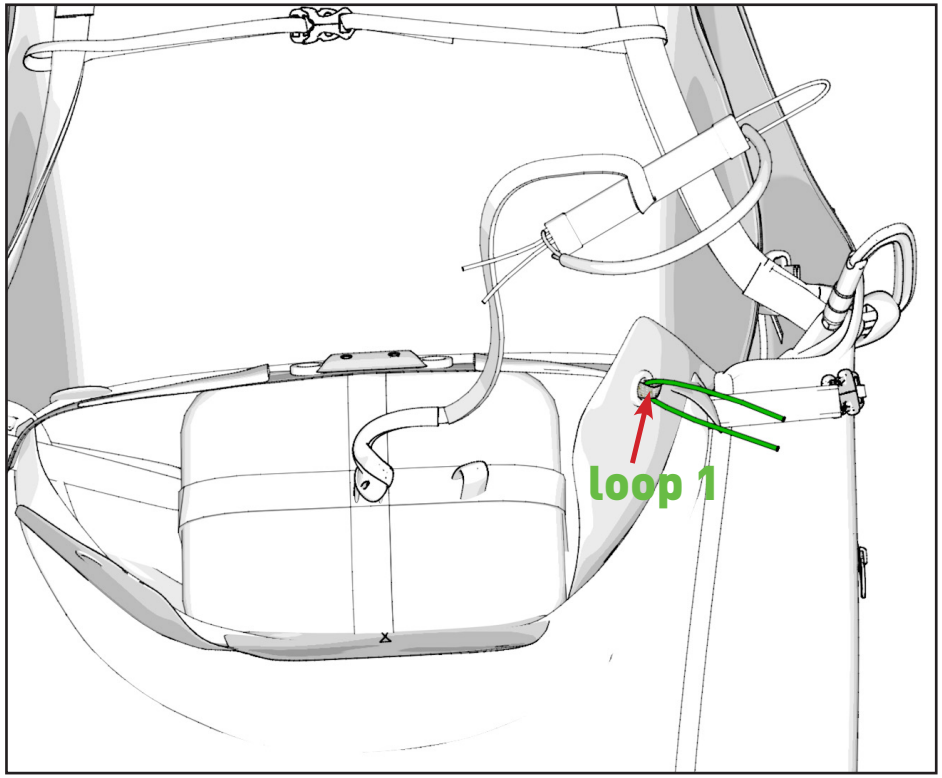
Reserve parachute folding and installation inside the harness must conform to the specific guidelines found in this manual.

1



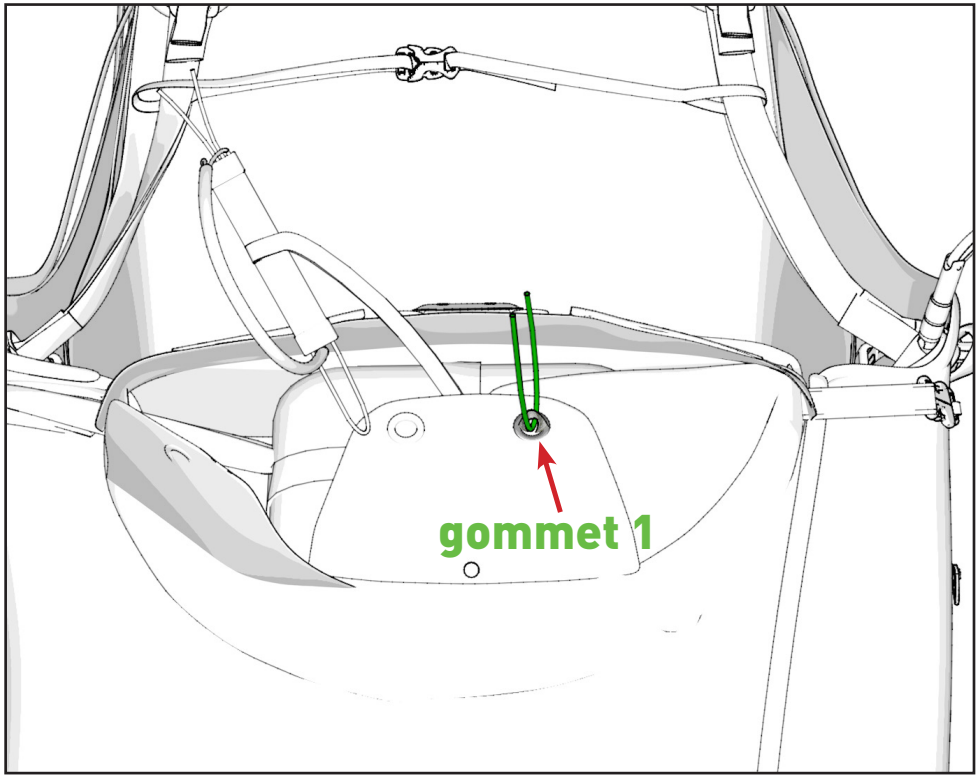
INSTALLING THE RESERVE PARACHUTE

Installing the reserve parachute in its container



2

Pass the folding rod through the loop number #1

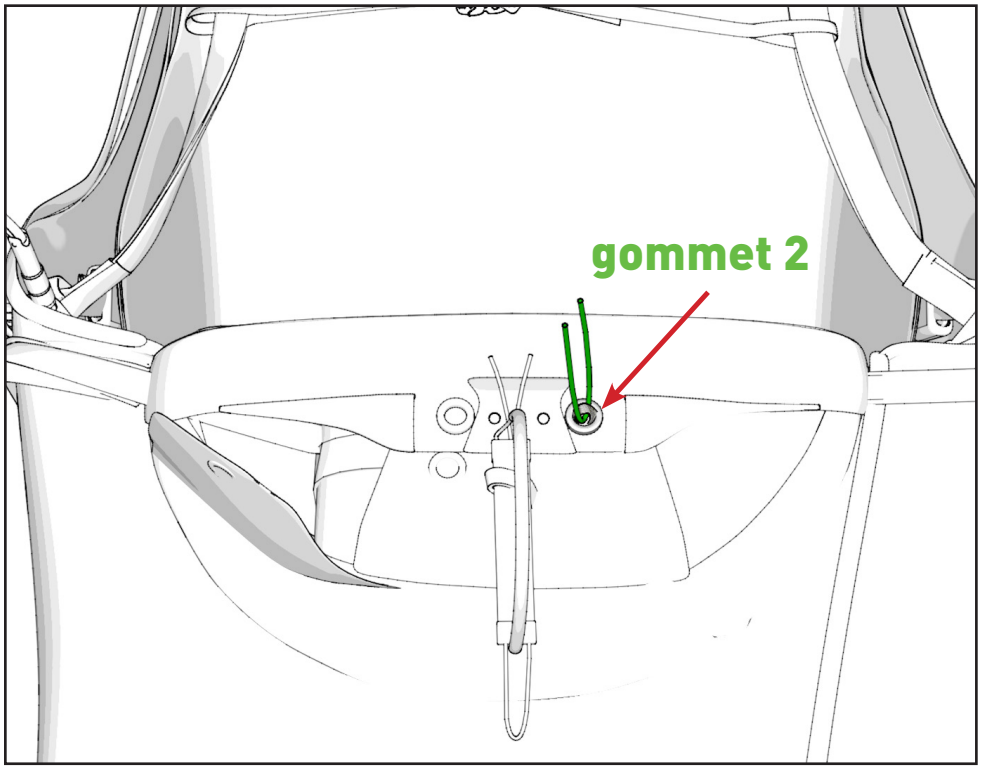


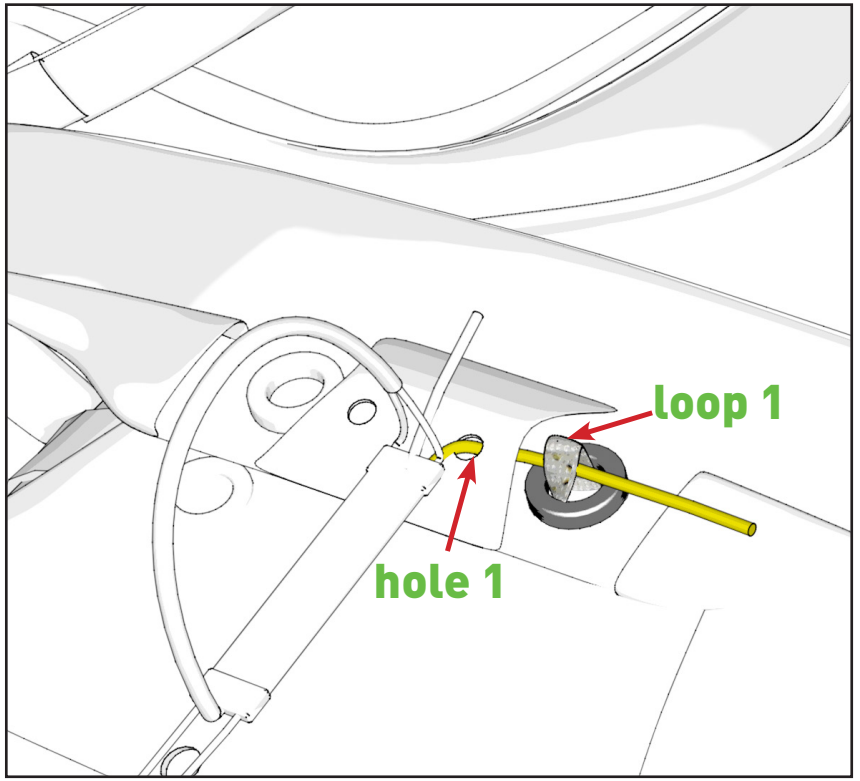
3

Using the rod, pass the loop #1 through the gommet #1

INSTALLING THE RESERVE PARACHUTE

Installing the reserve parachute in its container





4

Using the rod, pass the loop #1 through the gommet #2

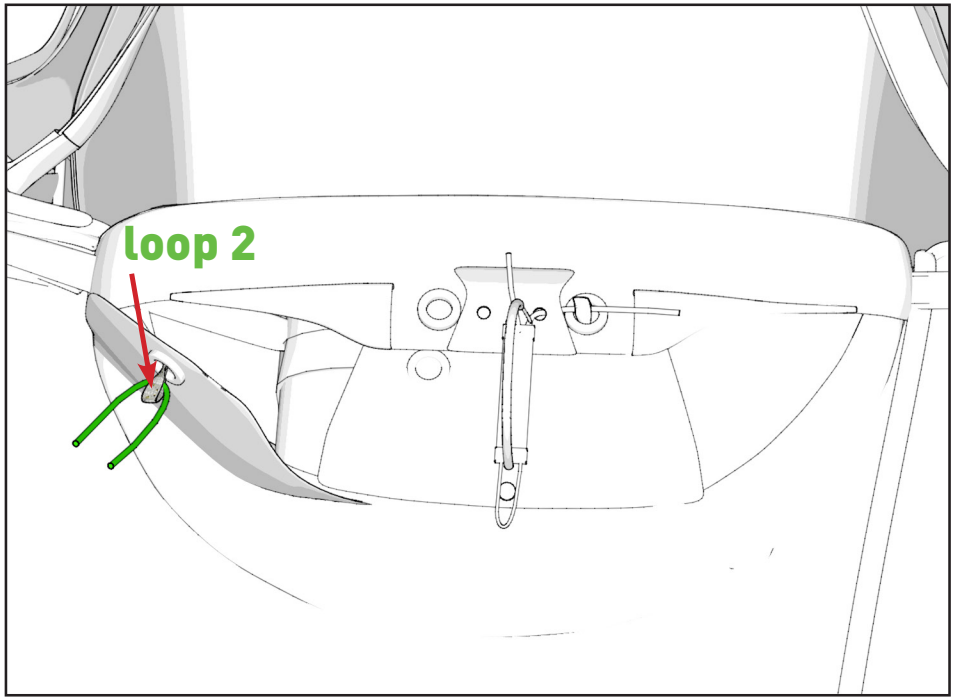
5

- Pass the first rod through hole #1 and then throught loop #1 to lock it

- Remove the folding rod

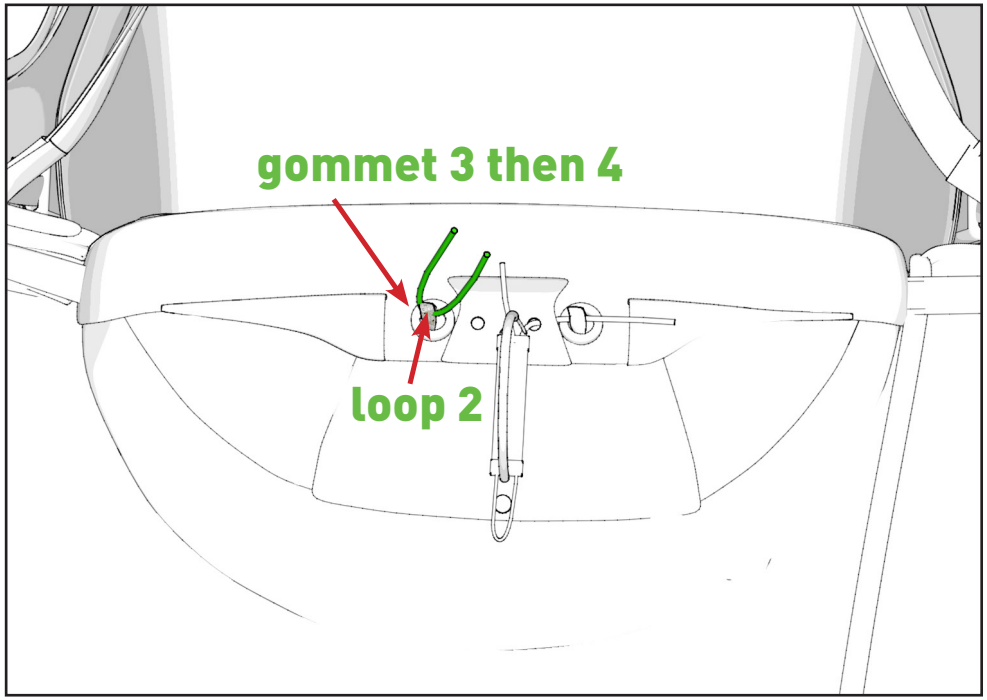
INSTALLING THE RESERVE PARACHUTE

Installing the reserve parachute in its container



6

Pass the folding rod through the loop number #2

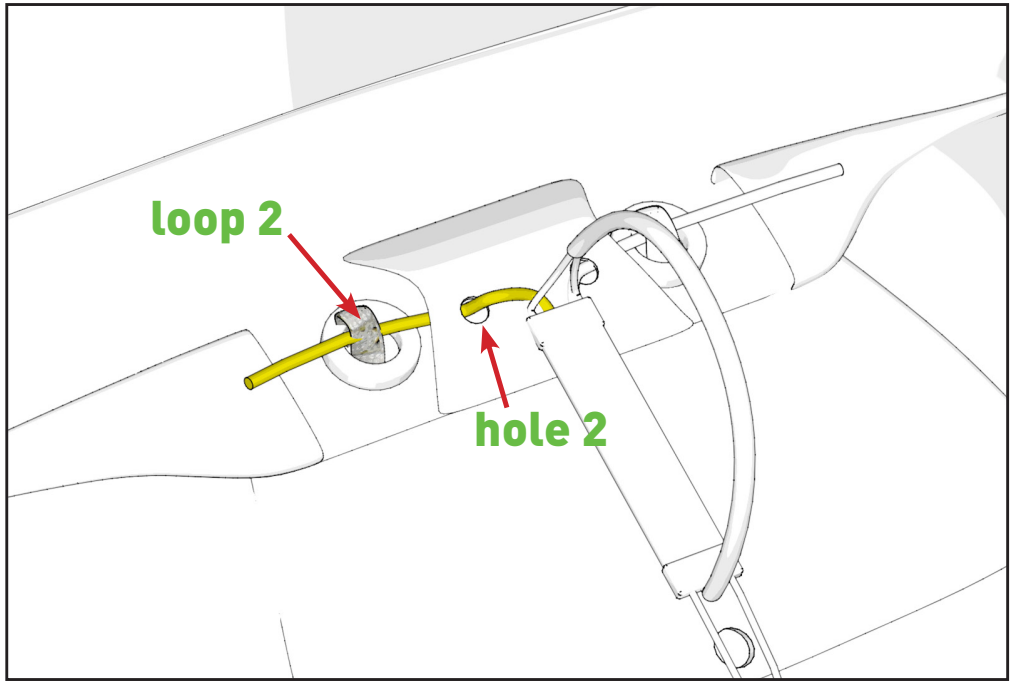


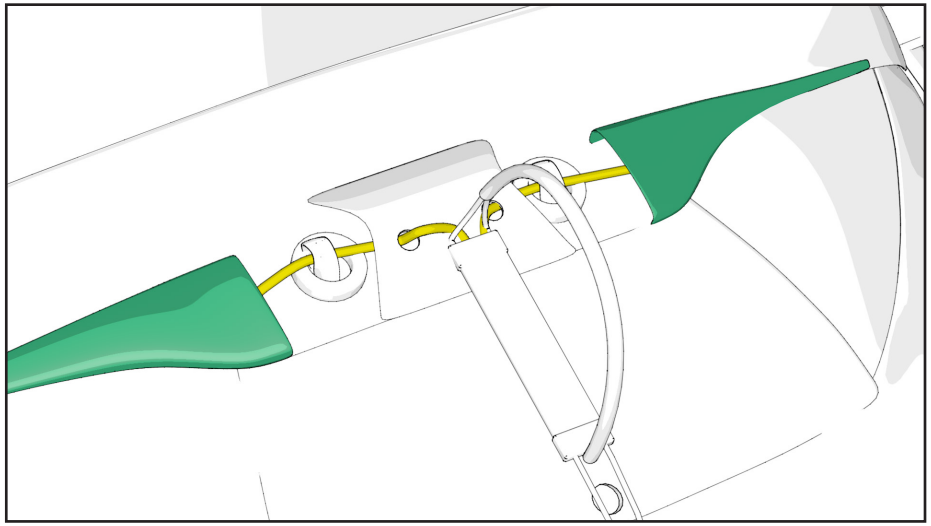
7

Using the rod, pass the loop #1 through the gommet #3 then #4

INSTALLING THE RESERVE PARACHUTE

Installing the reserve parachute in its container





8

- Pass the second rod through hole #2 and then throught loop #2 to lock it

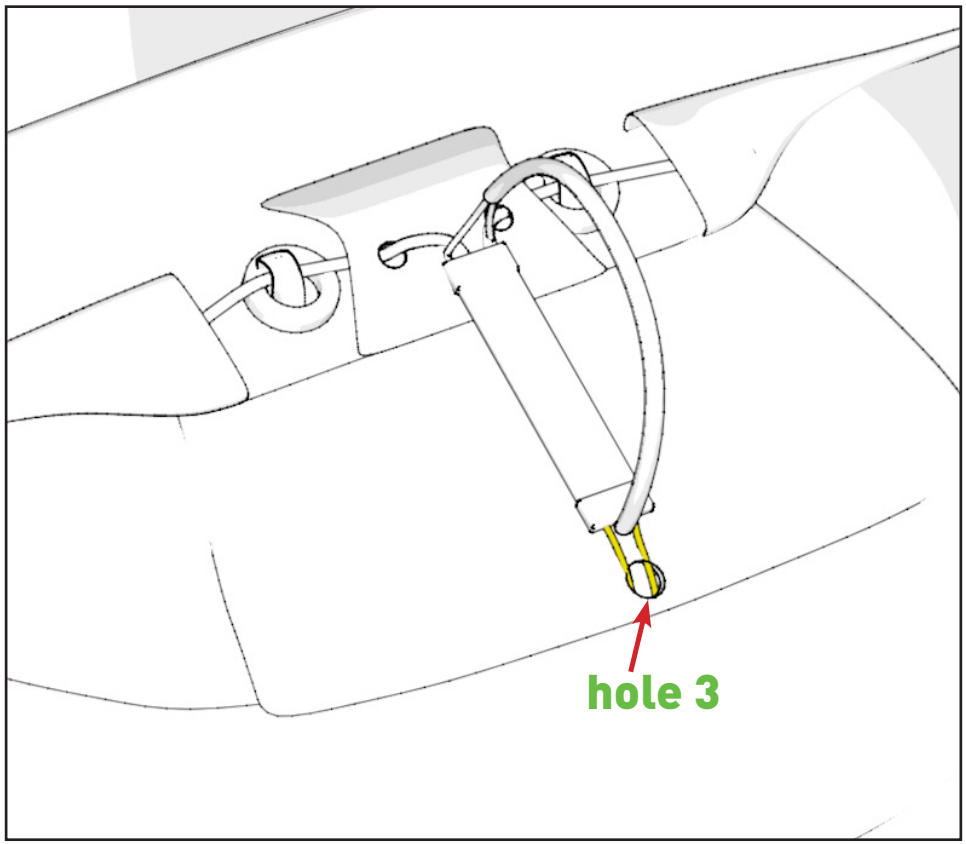
- Remove the folding rod

9

Insert the rod in their respective sleeve

INSTALLING THE RESERVE PARACHUTE

Locking the reserve parachute handle



10

Insert the curved end of the rod into hole 3 to lock the handle.

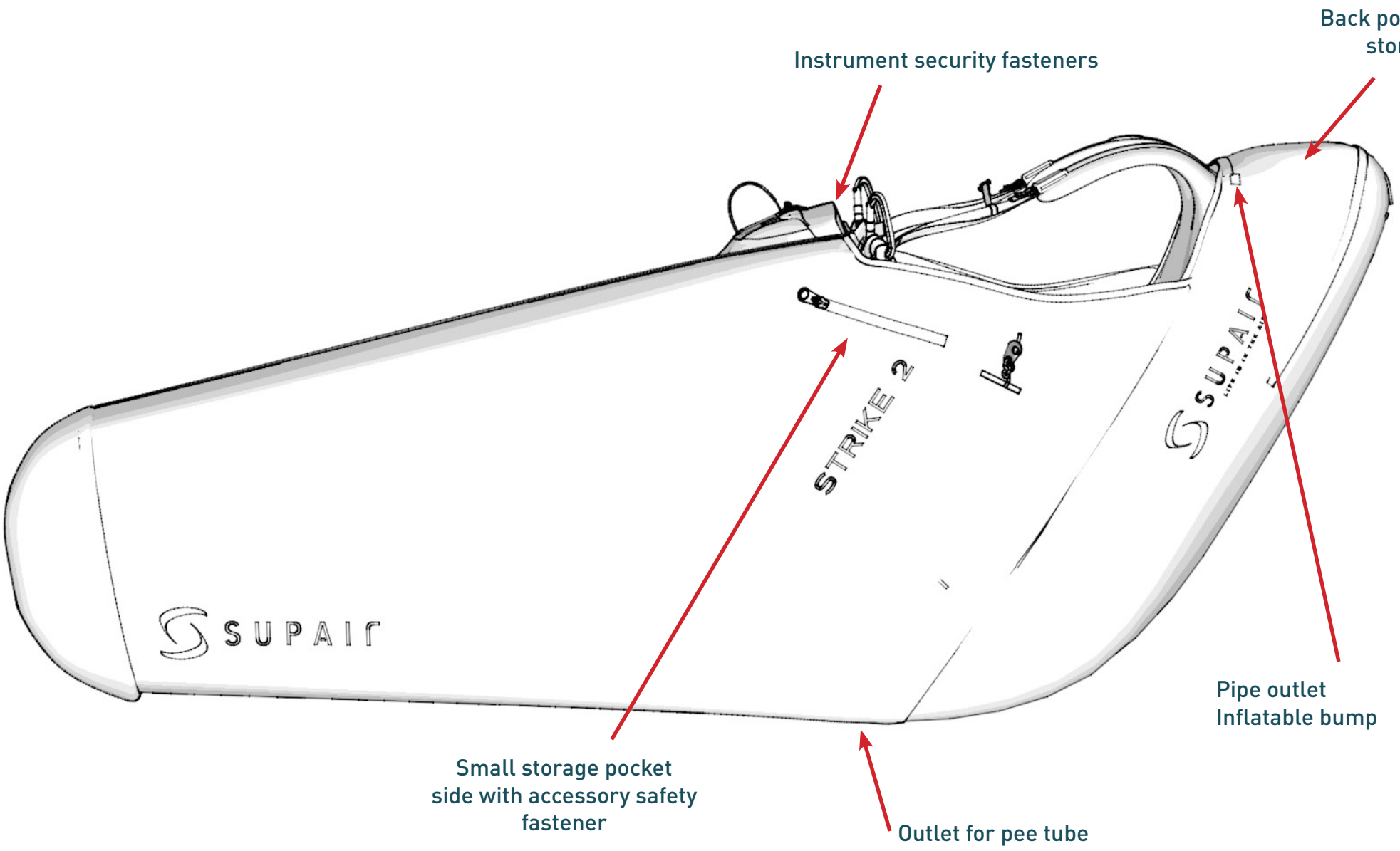
Mandatory extraction test procedure

Check the completed installation during a hang-test.

Have the installation checked by a professional outfit.
As the volume of the folded parachute may vary, check the proper functioning of the parachute pocket during an extraction test. It is necessary to perform this test every 6 months.

Note :
Conducting and extraction test does not imply deploying the reserve parachute which will stay inside its POD.

PACKING AND TIPS

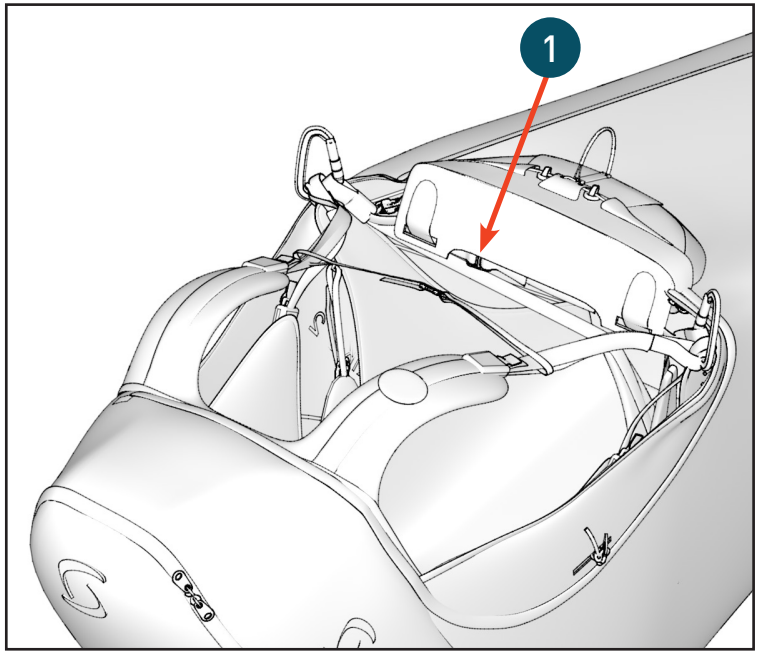


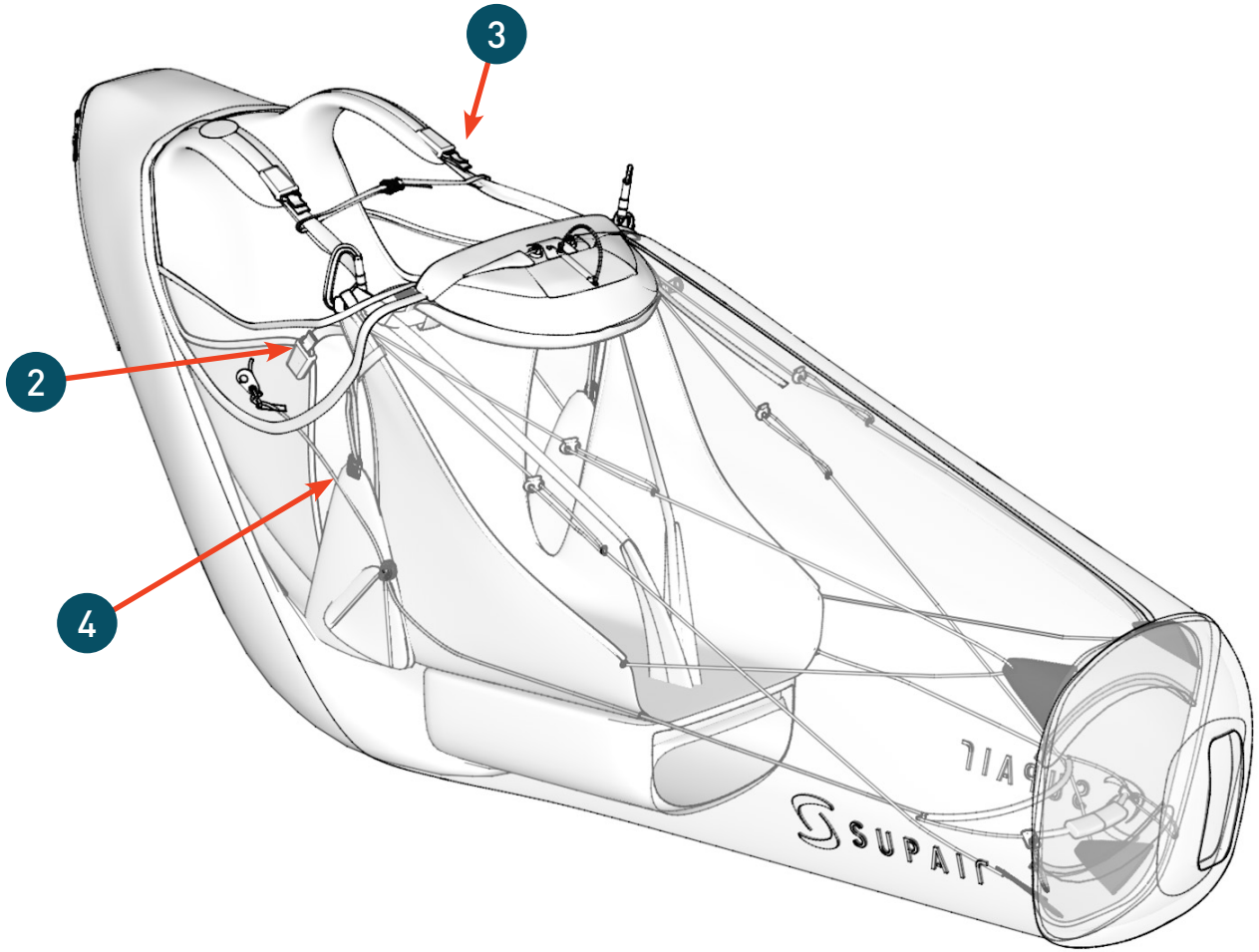
ADJUSTING THE HARNESS

Adjusting the harness prior each takeoff is vital.

The various adjustments.

1. Adjusting the chest strap
2. Adjusting the backrest
3. Adjusting the shoulder straps
4. Leg straps adjustment

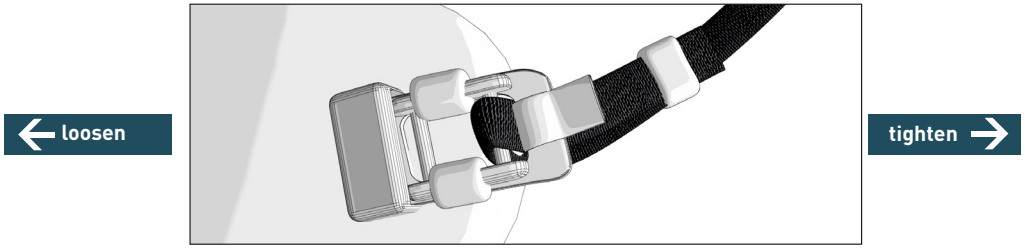




ADJUSTING THE HARNESS

Adjusting the harness

Without strap tension, first adjust the backrest incline at the desired angle.
- Tightening will bring the backrest at a more vertical angle (recommended posture for beginners).
- Loosening the backrest will tilt the back support rearward.



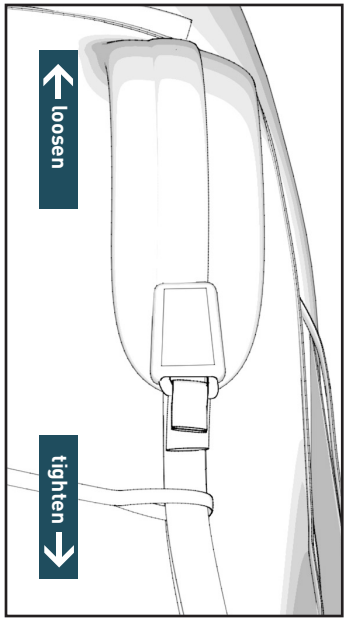
Adjusting the chest strap :

The distance to consider corresponds to the length between the middle points at the bottom of each carabiner.
The ideal distance varies between paragliding wing models.
Adjust your harness's chest strap according to the wing manufacturer's recommendations.

Tightening the chest-strap provides more stability but less piloting efficiency while increasing the risk of riser twisting.

On the contrary loosening the strap provides more efficiency but can be dangerous in turbulent aerology (increased risk of falling towards the collapsed side of your glider).

To get a "standard" adjustment, the two red marks located on the Safe-T-Bar and on the chest adjustment strap should be matched together.



Lumbar support
This setting allows the lower back support to be adjusted to your liking.
The tighter the setting, the more elongated the flight position. If you loosen this adjustment the position will be more upright.

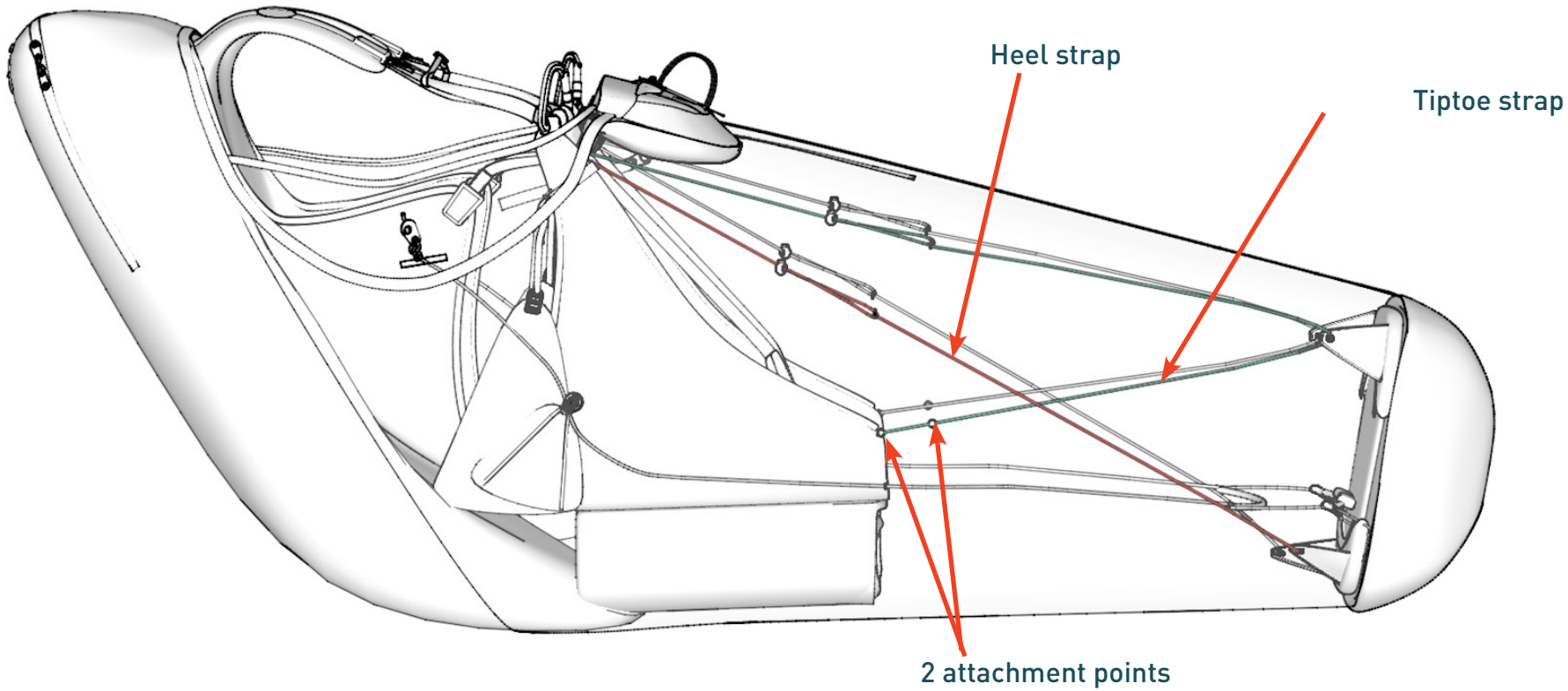
Adjust the shoulder straps length using the trimmers

The pressure on the shoulder straps contributes to general comfort in flight. It must be precise: not too tight nor too loose. The upper area of the straps must offer enough support to maintain your torso in a comfortable position.

ADJUSTING THE HARNESS

Speedbag adjustments

Speedbag lenght
Your legs must be stretched, wedge yourself well at the bottom of the harness.



1. Loosen the straps
2. Adjust the heel strap
3. Adjust the toe strap

If the adjustment is too long or too short, move the attachment points.

CONNECTING THE WING TO THE HARNESS

Connection wing - harness

Without twisting the risers, connect them to the harness attachment loops using the self-locking carabiners.

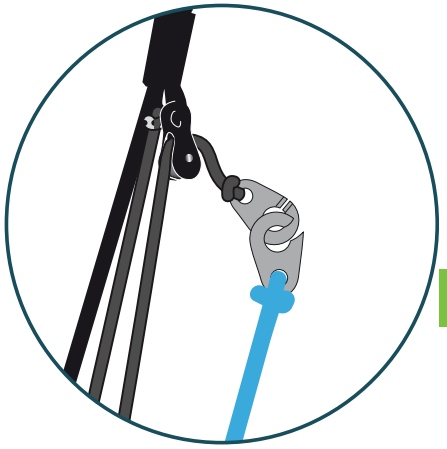
Check for the risers to be properly positioned and untwisted. The «A» risers must be located at the front and facing the flight direction (see diagram).

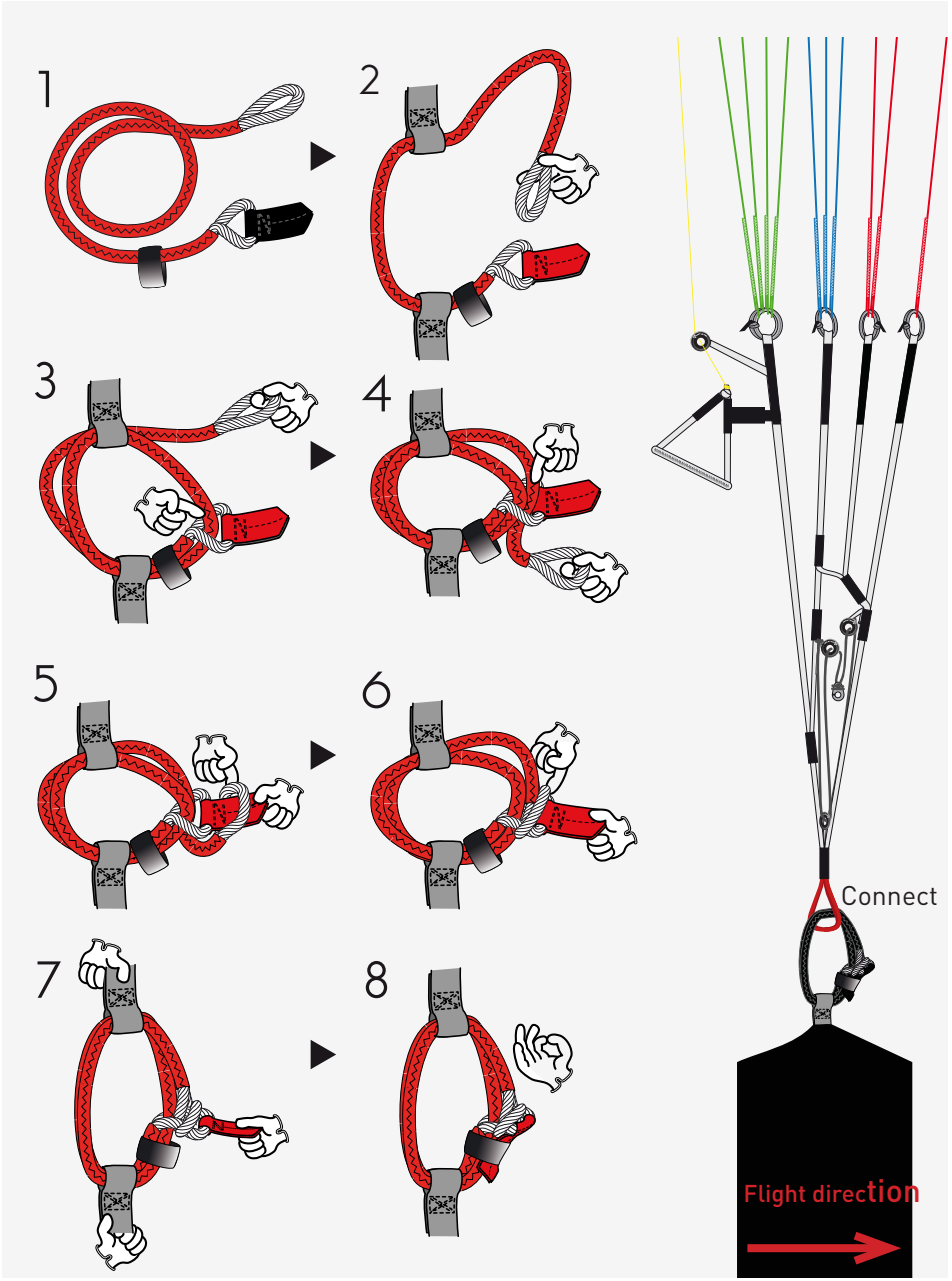
Lastly, check for the main self-locking carabiners to be fully closed and locked in place.

Installing the accelerator

Install the accelerator by following the previous instructions.
Connect it to the wing using the split hooks.
Once the accelerator/speedbar is connected, adjust its length according to your measurements.

For correct use, there must not be any tension at the split-hook level when the accelerator/speedbar line is fully relaxed.

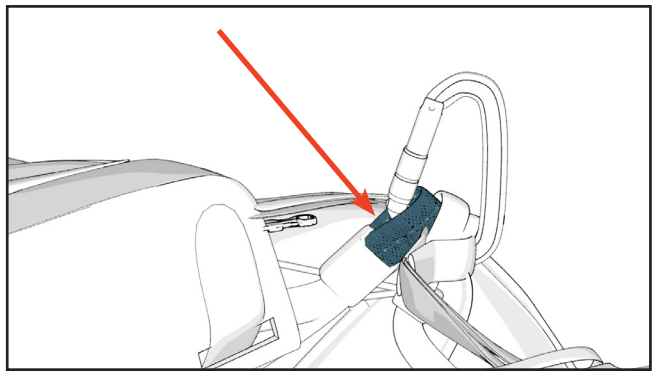




INSTALLATION IN THE HARNESS

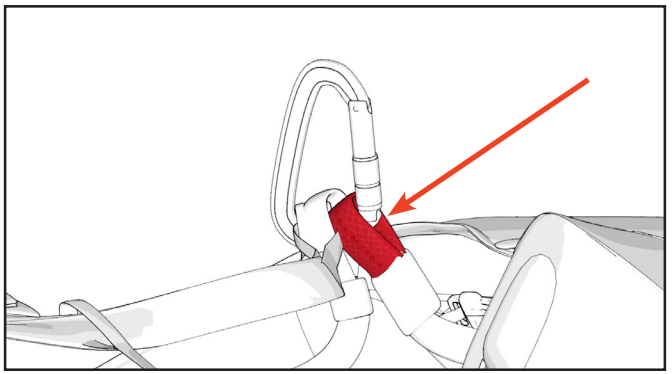
1. Thread the harness straps through the shoulders.

2. Close the chest strap on the right side by passing the strap through the Plum carabiner and do not forget to lock the fingers by screwing the safety.



A color coding key is in place on the chest strap with correspondence on the fasteners.

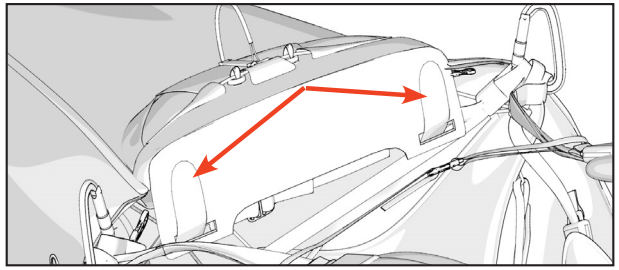
3. Close the chest strap on the left side by passing the strap through the Plum carabiner and do not forget to lock the fingers by screwing the safety.



4. Close the inner quick buckle of the speedbag on the right side

5. Close the outer quick buckle on the left side of the speedbag

6. Close the parachute pocket retaining velcro around the chest strap



FLIGHT BEHAVIOR

On take-off, the STRIKE 2 harness allows excellent mobility thanks to its lightness and its structure without seat plate.
Once in the air, the lightness of the harness is forgotten and the comfort takes over.
The harness is quite stable and the piloting is very intuitive.

The STRIKE 2 will allow you to exploit the full potential of your glider, no matter how demanding it is.
Lightness, comfort, ease of use and small size make the STRIKE 2 the ideal harness for hike and fly and for cross country flying in a light version!

In the event of turbulence, the harness can be flown seated, with the legs bent, it remains easy to handle and comfortable, allowing you to deal with a possible flight incident.

To discover your new harness, we advise you to make your first flights in calm conditions on a site you are used to.

FLIGHT PHASES

Pre-Flight control

- Check that the harness and the carabiners are not damaged..
- Make sure that the reserve parachute safety cables to ride through the closing tabs keeping the reserve rescue pocket flaps closed.
- Check that your personal settings haven't changed.
- Check that all zippers and buckles are closed.
- Check that the speedbar is correctly connected and set up.
- Check that none of the glider lines or any object comme into contact with the reserve parachute handle(s).
- Make sure that the self-locking carabiners are locked and connected to the paraglider.

Take-off

After a thorough weather conditions analysis, when the decision to fly has been taken, put your harness on and follow the next steps

- Lock the chest strap.

Takeoff maintaining a vertical posture and push yourself inside the harness but only once away from the ridge.

Do not release your hands from the brakes when you are close to terrain.

FLIGHT PHASES

In flight

Once up in the air, the STRIKE 2 behaviour is stable and instinctive.
Please set the distance between the two carabiners according to aerology and to the wing manufacturer's recommendations.

Speedbar use

We recommend a cautious speed-bar use due to the increased risk of major partial or full frontal collapses.
Use the speed-bar/accelerator (transitions) only when far away from the ridge and in calm weather conditions as the wing becomes more sensitive to turbulence when accelerated. If you feel a loss of tension in the speed-bar/accelerator, stop pushing it and apply a light brake pressure on the toggles to prevent the glider from experiencing a potential frontal collapse.

Warning ! Do not apply pressure on the speed-bar with your feet to push yourself inside the harness (it is not a foot-rest) : risk of a full frontal collapse !!!
To use the speed-bar, maintain one foot on the footrest then with the other, place your foot onto the centering space and push the first bar.

Landing

Straighten yourself in your harness and adopt a running posture to dissipate the horizontal speed.
Always be certain to have enough altitude to make a landing approach corresponding to the weather conditions of the moment and terrain. During the landing approach, never make hasty maneuvers. Always land upwind in a standing posture and be ready to run upon touchdown if necessary.
During your final approach, use as much airspeed as possible based on the weather conditions of the moment, then gradually reduce the glider air speed by pushing the toggles all the way down until contact with the ground is made. **Beware not to brake too soon and too rapidly and too deep which could lead to a stall and a dangerous landing.**
During high wind speed landings, turnaround and face the wing as soon as ground contact is made and move toward the wing while braking symmetrically to deflate it. **Do not land in a seated position as it is dangerous.**

USING THE RESERVE PARACHUTE

Throwing the reserve parachute

We strongly advise you to check frequently the location of the reserve parachute handle location. To do this, we recommend that you lower your right hand following the risers. This movement should be done without looking. By doing so, you will maximize your chances of a rapid extraction if something went wrong and throwing the reserve parachute was called for.

Estimate your AGL (Altitude Above Ground Level), which if high enough may make it worth trying to bring your wing back to a normal flying configuration. If in doubt, quickly deploy your emergency parachute.

Deploying a rescue parachute should be done only in an emergency.

With a strong, lateral and then vertical tug, pull the handle towards you and then throw the parachute away from you (including the container and its handle) toward a clear unobstructed area of the sky. As soon as the parachute deploys, bring as much of the glider as possible toward you by pulling as symmetrically as possible on the "C" or "D" risers or on the toggles/brakes.
Be prepared to land by adopting an upright position, with knees together and legs slightly bent. Prepare to roll down with pivoting shoulders in a paragliding fall (PLF).

TOWING

To takeoff under tow, you must be equipped with a quick release specially designed for the task.
Connect the tow bridle to the wing riser loops with a Dyneema adaptor with a resistance greater or equal to 300kg. The tow bridle will then be fastened by using a lark's head knot or an adapted metal link. To complete the installation, follow the tow bridle reales manufacturer's recommendations.
Before towing, you should consult with a competent towing outfit about safety recommendations.

MANDATORY CONTROLS

Mandatory biannual inspection :

- Ascertain parachute deployment functionality by pulling the handle to activate a clean POD extraction sequence
- Inspect the harness for wear and tear

Annual check :

An annual deployment and repacking of the reserves parachutes must be conducted by competent and certified personnel.

CARE

Harness cleaning and maintenance

It is a good idea to clean your harness from time to time. We recommend using a brush and soft solvents only (soap or mild cleaning agents). Rinse thoroughly. Never use aggressive chemicals such as strong solvents which could be harmful to the harness's fabric, webbings, stitching and weaken its integrity.

The zip fasteners should be lubricated from time to time, using a silicon spray.
If you regularly use your harness in a dusty environment (dirt, sand, etc...), we advise you to regularly check and maintain your carabiners and buckles : clean them with a mild detergent, then blow dry them fully but **DO NOT LUBRICATE !**
Prior to using them, conduct a thorough carabiners and buckles checkup to insure their full functionality.
If you use your harness in a marine/sandy/salty environment, pay particular attention to your gear and follow a rigorous care/maintenance routine.

Storage and transport

When not in use, your harness should be stored inside your paragliding backpack, in a dry, cool and clean place, protected from UV exposure. If your harness is wet, please dry it thoroughly before storing.
For transport, protect the harness from any mechanical or UV deterioration (use a bag). Please avoid long transports in wet conditions.

Life span

Once every two (2) years, a thorough harness inspection must be conducted :

- Webbing wear and tear (no excessive wear, no rip beginning, no unwanted folds)
- Buckles and carabiners (functionality, wear and tear).

The threads and fabric used for the manufacturing of the STRIKE 2 were specifically selected for their quality and resilience levels. However, in particular instances such as long term UV exposure, abrasion, contact with damaging chemicals, general wear and tear, the harness will need to be inspected at a professional certified repair facility. Safety comes first!

The self-locking carabiners are NEVER to be used for any activities other than paragliding.
Supair advises to replace the carabiners every 5 years or after 500 hours of use.

Independently of the pre-flight check-out, you have to open and unfold your rescue parachute once every year.

CARE

Repair

In spite of using the highest quality products to manufacture the STRIKE 2, it is possible for your harness to deteriorate through general use. If showing any sign of wear and tear, it should be sent for inspection and/or repairs at a professional certified facility.

SUPAIR now offers an extended warranty period reaching beyond the product standard protection plan against manufacturing defects. Please contact us either by telephone or by e-mail **sav@supair.com** in order to receive a quotation..

Hardware & Parts

- CarabinersPlume Grivel (réf : MAILPLUM)
- Connects dyneema (réf : MAILCONNECT)
- Carbon seat plate (ref S/M : MPPL021 et L/XL : MPPL025)
- Speedbag carbon plate (réf : S/M : MPPL010 et L/XL : MPPL024)
- Handle (Réf : POISTK2)
- Speedbar Split-hooks (réf : MPPM050)

Materials

Fabrics
- Skytex 38g Black
- Aquatech light stretch
- Light fabric 100 D Black

Webbings
- Dyneema webbing 12 mm
- Polyamide webbing 15 mm

Recycling

We have minimized our manufacturing footprint by carefully selecting environmentally friendly materials; most of our components are recyclable.

If you estimate that your STRIKE 2 has reached the end of it life span, you can separate plastics from metals and recycle them according to your community rules in effect. As for the fabric itself, contact your local authorities to find out how to proceed to discard it.

WARRANTY

SUPAIR takes the greatest care in its products design and manufacturing and hence offers a five (5) year limited warranty from the date of purchase against manufacturing defects or flaws occurring during normal use. Any damage or degradation resulting from incorrect or abusive use, abnormal exposure to aggressive factors, including, but not limited to; high temperature, intense sun exposure, high humidity etc, will invalidate this warranty.

DISCLAIMER

Paragliding is an activity requiring specific skills and sound judgement. Learn how to fly within the environment of a certified paragliding school. Carry an insurance policy with you in addition to you pilot certification. Always mind and gauge your personal skills relative to the elements you want to be flying in. Better be safe than sorry ! SUPAIR can not be held responsible for your paragliding decisions or activities.

This SUPAIR product has been designed exclusively for paragliding. Any other activity such as skydiving or BASE jumping is absolutely forbidden.

PILOT'S GEAR

It is essential for you to wear a suitable head protection (certified paragliding helmet), boots and right clothing for the activity. Moreover, carrying a reserve parachute connected to your harness in flight is highly recommend.

BUMPAIR Shock Absorber

The harness you have just purchased has a BUMPAIR type shock absorber.
This protection is intended to protect you against potential impacts. It complies with EU Regulations 2016/425 relating to personal protective equipment (PPE) and certified by expert following protocol SP-002 12/2016.

The shock absorber UE conformity of your harness is certified by the following laboratory: ALIENOR CERTIFICATION n ° 2754, Z.A. du Sanital, 21 Rue Albert Einstein, 86100 Chatellerault, FRANCE

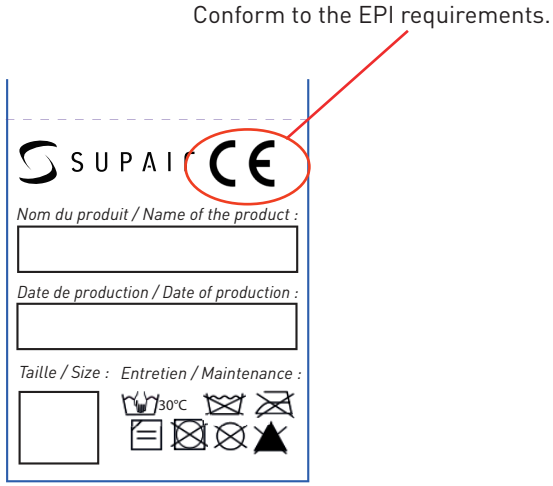
The storage, transport and maintenance of the BUMPAIR is the same as it is for the harness. The inspection of the protector is the same as it would be for the harness.

Please note that no shock absorber can guarantee total protection against injury. The back protector does not prevent potential injuries to the spine and/or pelvis. In addition, only the parts of the body covered by the shock absorber are likely to benefit from adaquate protection against possible impacts.

Please note that the performance of the equipment can be dangerously affected by any modification made or improper use of the shock absorber, and negatively affect the proper functionality of the protector which must be whole and properly installed. You must check that all is in order prior each flight:
-The correct installation of the BUMPAIR shock absorber.
-The BUMPAIR seams and overall condition of the fabrics - look for holes, tears, snags ....

The protection can have a five (5) year lifespan under normal use conditions.
Warning! Following a major hard landing would justify the protector to be discarded.

Label meaning :



If your BUMPAIR is damaged, have it inspected and repaired at a professional qualified facility or contact us at sav@supair.com

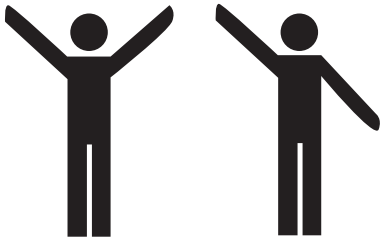
The test results and the EU declaration of conformity can be found at: www.supair.com

IN CASE OF AN INCIDENT

Call for help after an accident

Emergency call numbers	
EUROPE / INDIA	112
USA / CANADA	911
CHINA / JAPAN	119
NEPAL	101
IRAN	112
AUSTRALIA	000
NEW ZEALAND	111

Help needed?



Flashlight SOS :

SERVICE BOOK

This page will help you keep record of your STRIKE 2 scheduled maintenance.

Purchase date	
Owner's name :	
Name and stamp of the shop :	

☐ Care
☐ Resale

Date	

Workshop's name/ Buyer's name

☐ Care
☐ Resale

Date	

Workshop's name/ Buyer's name

☐ Care
☐ Resale

Date	

Workshop's name/ Buyer's name

☐ Care
☐ Resale

Date	

Workshop's name/ Buyer's name

DESIGNED
IN ANNECY

100% MADE
IN EUROPE

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