

*OZONE*

***INDY***

Pilot Manual - EN



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# WARNING

- Paragliding/Paramotoring is a potentially dangerous sport that can cause serious injury including bodily harm, paralysis and death. Flying an Ozone harness is undertaken with the full knowledge that paragliding involves such 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 are excluded.
- Be prepared to practice as much as you can - especially ground handling, as this is a critical aspect of paragliding. Poor control while on the ground is one of the most common causes of accidents.
- Be ready to continue your learning by attending advanced courses to follow the evolution of our sport, as techniques and materials keep improving.
- Use only certified paragliders, harnesses with protector and reserve parachutes that are free from modification, and use them only within their certified / recommended weight ranges. Please remember that flying outside of certified / recommended configurations may jeopardise any insurance (e.g. liability, life etc) you have. It is your responsibility as the pilot to verify your insurance cover.
- 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 suitable footwear.
- 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 do not fly, and always add a large safety margin to all your decisions.
- NEVER fly in cloud, rain, snow, strong winds or turbulent weather conditions.
- Respect the environment and look after your flying sites.
- If you need to dispose the harness, do so in an environmentally responsible manner. Do not dispose it with the normal household waste.

***Remember, PLEASURE is the reason for our sport!***

# THANK YOU

Thank you for choosing Ozone.

As a team of free flying enthusiasts, competitors and adventurers, Ozone's 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 Indy or any of our products please check [www.flyozone.com](http://www.flyozone.com). Or contact your local dealer, paragliding school or any of us here at Ozone.

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

Safe Flying!

**Team Ozone**

# YOUR INDY

The Indy paramotor harness has been designed in collaboration with paramotor manufacturers and team pilots. Our primary goal was to develop a universal harness that fits the majority of paramotor frames with an uncomplicated design that prioritises comfort, durability and weight.

The harness incorporates a thoughtful combination of materials to ensure optimal performance. Utilising durable Cordura fabric in the areas that require reinforced strength, whilst employing lighter materials to keep the overall weight of the harness to a minimum.

To enhance the pilot's experience, we have integrated two pairs of pulleys for the speed bar, effectively reducing pressure and providing smooth operation. Additional attachment point allows pilots to customize the pulley position according to their personal preference.

The standard paramotor harness includes a side mounted reserve parachute container that can be mounted either side along with a zipped side pocket. As an option the deployment container can be replaced with an additional zipped pocket at the time of order. This gives the option to use a front container or deck for the reserve, depending on individual needs.

We understand that every pilot is unique, which is why our harness is offered in two sizes with a wide range of adjustments to ensure the best possible fit.

We recommend thoroughly reading the paramotor frame manufacturer's instructions on how to mount the harness onto your specific paramotor frame to ensure proper installation and safe operation.



# PREPARATION - Attaching to the Frame

The Indy has been designed to be attached to a paramotor frame. Please note that these instructions serve as general guide, it is crucial to refer to the paramotor manufacturer's instructions for specific details on installing a harness and any other specific safety precautions.

Attach the upper frame attachment points. There are two different attachment options depending on the design of the frame.



The first method involves using two webbing straps and metal buckles located on the top of the harness. These straps are designed to wrap around the paramotor frame. Always double lock the buckles with the strap.



The second method is to pass the metal bar of the paramotor frame through the pre-made loops of the webbing on the upper attachments. It is essential to refer to the paramotor manufacturer's instructions for specific details regarding the preferred method of attachment and any additional recommendations or considerations.





Attach the Indy's main hang points to the paramotor's swing arm or main connection point. This connection point is designed to bear the load and must be connected using a suitable shackle. It is crucial to ensure that the material used is certified for heavy loads.

Now attach the mid frame attachment straps to the frame, the paramotor manufacturer should indicate the exact point of connection. Ensure to double lock the buckles.



Next attach the lower frame attachment. This webbing needs to pass through the eyelets located inside the harness at the back of the seat plate before attaching to the bottom of the frame (first remove the plastic buckles). The exact point of connection should be indicated by the paramotor frame manufacturer.

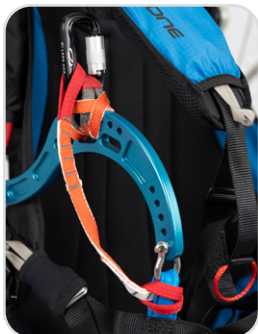




# PREPARATION - Main Hang points

The main hang point loops should be attached to the swing arm to accommodate the carabiners. The loops are made from lightweight yet incredibly strong material with a working load in excess of 2 tonnes. There are two systems available for the various types of frame on the market: The 10mm orange Dyneema loops/safety strap are suitable for most swing arms whilst the 25 mm black webbing is suitable for frames such as Parajet Maverick, Power 2 Fly, and PAP. Please refer to the power unit's manual.

The 10mm orange hang point loops are attached to the swing arm using a double lark's foot knot, and then carabiner should be attached as shown in the provided photo. This serves as the main and only hang point for the wing.



The 10mm hang point also comes with a safety loop, serving as a back up system in the event of swing arm breakage. One end of the safety strap should be attached to the main harness hang point using a lark's foot knot, the other end is secured to the carabiner.

**IMPORTANT:** Refer to the paramotor manual to ensure you are using the correct hang point attachment system.

The 25 mm webbing carabiner straps (black) are suitable for frames such as Parajet Maverick, Power 2 Fly, and PAP. Check your paramotor manual to correctly install the carabiner strap to your frame, as each uses its own system.

The Red / Blue loops are the main attachment points for the carabiner, the grey loops should be attached to the back up attachment point on the swing arm.



First, attach the webbing carabiner strap through the harness hang point loop or around the side lumbar support strap using a larks foot. Then attach the back up loop (grey) to the back up shackle before passing the main hang point loop (red or blue) through the slot. The carabiner can now be attached through the main hang loop.

**IMPORTANT:** The carabiners, main hang point loops and the safety straps have a life span of 5 years from the time of first use. Ozone strongly recommends that you replace them in good time - your safety depends on it.

**IMPORTANT:** The Indy has been tested on following frames: Liberty Paramotors; Parajet Maverick; Power2fly; Macfly, Fly Products, PAP and others

# PREPARATION - Speed System

The Indy is not delivered with a speed bar, to fit one follow this procedure.

Route the free end so that it passes through the pulley located near the hip on the inside of the structure.



The line should then pass through the lower pulley located at the side before routing through the eyelet at the front of the seat plate. Ensure the line runs cleanly between the pulleys to the outside of the structure and ensure it is not entangled.

Attach the speed line and Bungee elastic to the looped corner of the speed bar with a bowline (or other suitable) knot. The speed bar can be retained by the Velcro strap.





There is an additional upper pulley position that can be used instead of the standard position, this is found on the outside of the structure. This changes the geometry of the speed line and is the preferred option for many competition slalom pilots. The Ronstan pulleys can be easily removed and changed positions as desired using a larks foot knot.



Once the speed system has been installed the length of the speed bar needs to be set. This is best done on a static hang point or alternatively it can be done on the ground. Make sure the speed system is not set too short and that it is symmetrical.

Once in the air, and when it is safe to do so, check that you can place your foot on the bar easily and that the system operates smoothly all the way to full speed. Adjust the length accordingly.

**WARNING:** The speed bar lines must be of equal length, ensure they are not too short as this will inadvertently activate the speed system when under tension in the air. Always double-check lengths and symmetry whilst on the ground before flying.

# PREPARATION - Reserve Parachute Installation

The Indy Paramotor harness has a zipped side pocket and a side mounted reserve parachute container. The Indy reserve container is suitable for parachutes with a volume of between 3 and 6ltrs and will accept most modern rescue parachutes including the Angel SQ 140.

We recommend using the long-bridled versions of our parachutes, if you have a short bridled parachute then you will need additional harness bridles and an additional connector (sold separately).

**WARNING:** Ozone strongly recommends that the reserve parachute system is installed by a qualified professional. Always seek experienced advice if you have any doubts, your safety depends on it.

Attach the reserve parachute handle to the deployment bag using a larks foot knot. We recommend attaching the handle to the attachment point in the middle of the deployment bag, do not attach it to one of the side attachment points.





If using a short bridled parachute, attach the harness bridles to the parachute's bridle using a suitable connector (not supplied). Use pliers but do not over-tighten.

**NOTE:** You must check that the length between the handle and the container does not allow entanglement with the parachute lines.

Place the deployment bag into the parachute container with the rescue handle positioned towards to lower side (near flap 3).

Pay attention to the bridle, it should exit by the top end of the deployment bag in the correct orientation for a left or right side attachment.



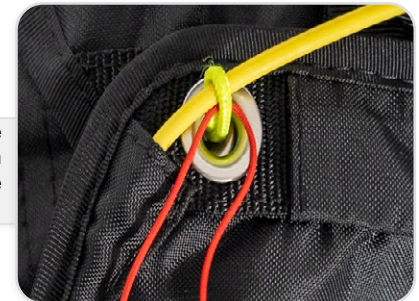
Close the container flaps in numerical order, use suitable pieces of magic string or plastic to pull the yellow loops on through the eyelets.



Close the final flap with the strap of the handle exiting through the middle.



Secure the yellow pins through the yellow loops with the handle correctly positioned as shown. Put the ends of the yellow pins in the flap provided. Ensure the assisting magic string or plastics are removed from the pin loops.







The ends of the parachute handle should be neatened behind the appropriate flaps.



The reserve pocket needs to be zipped into the side of the harness and locked with the plastic buckles to prevent the zips from becoming undone.



Connect the bridles to the dedicated shoulder attachment points using suitable connectors (not supplied). Ensure the mailons are done up tightly, use pliers but do not over-tighten.



**Please note;** short bridle parachutes must be attached to the harness bridles (sold separately). If you have a parachute with long Y bridles, these should be attached directly to the shoulder points.



The bridles MUST be routed to the outside of the harness and any parts of the power unit. The bridles should be stored within the bridle covers and secured with the Velcro.

**WARNING:** Make sure to perform a practice throw from a static hang point. Not only does this ensure the correct functioning of your deployment system it also allows you to become more familiar with the installation process.

# FITTING

Before your first flight, we recommend to suspend the paramotor with the harness installed from a suitably strong point to check that it fits you correctly and so that you become familiar with the features and adjustments. You can set the shoulder adjustment-straps to find the best fit, and adjust the lumbar support so that they leave you in a comfortably position. Only ever suspend from carabiners attached to the main hang points.

To put the harness on first place the shoulder straps over your shoulders.



Fasten the leg straps. Ensure there is an audible click and that they are properly secured. Repeat for the other leg.

Attach the T lock chest strap buckles, ensuring both are seated correctly with an audible click.





The shoulder strap retainer clip should now be fastened.

# ADJUSTMENTS

## SHOULDER STRAPS

The length of the shoulder straps can be modified using the adjustment tabs. Adjust the shoulders whilst standing up with the harness on so that they are comfortably snug. Whilst suspended in the seated position ensure the straps are comfortable and supportive, they should not be too tight nor too loose.



## LUMBAR SUPPORT

The Lumbar support should be adjusted for a comfortable flying position. Precise adjustments can be made in the air so that your lower back is completely supported and there is no tension in your stomach muscles. Be sure to adjust the lumbar supports carefully, setting them too loose will result in a very reclined position in the air.

**WARNING:** Make sure any adjustments are symmetrical. If you make a change, take your time to find the position that suites you best, only make small adjustments each time.

## LEG STRAPS

Leg straps should be adjusted whilst in a standing position so that they are not too loose nor too tight. If the leg straps are too loose you will find it difficult to rotate into the seated position after take off and if they are too tight you will find it difficult to run. As a general guide, adjust so that you are able to comfortably slide your hand behind the leg straps.



## CHEST STRAP

The setting of the chest strap is very sensitive, only small adjustments have a significant impact on the feel in flight. It is possible to adjust to make the adjustment in the air but it is safer to do so on the ground. For less roll response and less glider feedback tighten the chest strap, for more roll response and more feedback release the adjustment tab. Refer to the manual supplied with your wing, do not fly outside of the recommended chest strap settings.

## SEAT PLATE EXTENSION

This adjustment will position the seat plate extension plank in most comfortable angle. During launch and landing the extension plank will shift together with the seat plate, thus not requiring any additional tuning.



# FEATURES

## ***SIDE POCKET***

The zipped side pocket is available during flight and you can store smaller items inside, such as keys, telephone, etc. It can be mounted on the left or right side, interchangeably with the reserve parachute container.



## ***UNDER SEAT POCKET***

A larger under seat pocket is available for items that do not need to be accessed during flight.



# USE AND MAINTENANCE

## CONNECTION TO THE WING



Please see above for connection details with the power unit. If free flying with the Indy, attach the wing's risers to the carabiners at the main hang points. The A risers should be facing to the outside.

If you change the carabiners ensure that they are of a suitable dimension and fit correctly.

**There are no other suitable main attachment points on the harness.**

## PRE-FLIGHT CHECKS

Before take off it is important to carry out a thorough pre-flight check.

- Ensure the parachute pins are correctly in place
- Visual check of structural webbing looking for any obvious damage
- Visual check of the carabiners looking for cracks or any signs of fatigue
- Risers connected correctly to the carabiners without twists
- Speed system attached and not tangled around the webbing
- Ensure all pockets are closed and zipped up
- Leg / Chest strap done up correctly
- Shoulder strap retainers fastened correctly
- Double check your leg straps



## **PARACHUTE DEPLOYMENT**

If you are in the unfortunate situation of needing to throw your reserve, do so with conviction:

### **Look; Reach; Pull; Throw.**

- Look at the handle, grab it and pull so the retaining pins are released. The parachute can only be thrown with the right hand.
- Pull out the deployment bag, it is best to pull towards the outside so that the parachute extracts sideways from the pocket, pulling the handle upwards may not allow the parachute to release properly. Know your equipment and adapt your technique accordingly.
- Throw the parachute away from you as hard as you can into clear space, not towards your wing. It is important at this stage to remember to LET GO of the handle. Aim to throw with the direction of airflow to aid a fast opening and against the direction of rotation.
- If after throwing the parachute does not deploy (possible in low energy emergencies e.g. parachutal stall), grab the reserve bridle and give it a strong pull. This will help encourage the parachute to open faster.
- As the parachute deploys, the next stage is to concentrate on disabling the paraglider. There are several ways to do this – B line stall; rear riser stall; gathering the canopy by working up the A lines until you have the material in your hands or using the brakes to stall the wing. The best technique depends entirely on the situation. The most important thing to remember is to completely disable the wing so that it does not act against the parachute and cause a down-plane. Whichever method you choose do so symmetrically, you do not want the paraglider to start rotating, this could cause the paraglider to fly into and effectively disable the parachute.
- Due to the position of the reserve bridle hang points on most harness, deploying the reserve parachute tends to automatically put you in to the PLF position (legs down), if you are not, do everything you can to get yourself into this position so you can absorb the landing impact with your legs.
- Always use a PLF when landing under emergency situations or under a rescue parachute.

## **TOWING**

The Indy is suitable for towing. The tow bridles should be attached to the main carabiners, if you have any doubts ask a qualified towing instructor or see the operating instructions supplied with your tow release system.

## **EXTERNAL PARACHUTE CONTAINER**

An additional parachute container (not included) may be added to the Indy. Use the main carabiners to secure the container and parachute bridles.

## **WATER LANDING**

After a water landing you should remove the reserve parachute, back comfort foam and seat plate and allow to dry. If you land in salt water it is necessary to thoroughly clean the harness and all parts with fresh clean water ensuring that all traces of salt are removed. Before reassembly make sure that the harness and all components are completely dry.

**IMPORTANT:** In the case of a water landing, the natural buoyancy of the harness can cause the pilot to be turned face down in the water. It is recommended to immediately undo all straps and swim away from the harness taking care to not become entangled within the lines.

## **CARE**

The Indy will last you many flights and many years if looked after correctly. 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.
- Never drag your harness, especially when landing.
- Keep your harness clean of dirt and away from any oils or other corrosive substance.
- Use water and a cloth to clean.

## **INSPECTION**

For safety, routine inspection of all of your equipment is vitally important. Ozone recommends a service interval of 12 months in addition to the usual 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 under the carabiner, as this is where abrasion is most likely. The reserve parachute system should be checked every 6 months and the parachute repacked according to the manufacturer's recommendation. If you find any damage or if you are in any doubt make sure the harness checked by a professional.

## **DISPOSAL**

When the harness comes to the end of its useful life, remove all the metal parts and dispose the rest in an environmentally friendly manner.

# TECHNICAL SPECIFICATIONS

	<b>M</b>	<b>L</b>
Pilot height (cm)	155-180	175-210
Harness weight (kg)*	2.4	2.76
Zippered side pocket (kg)	0.0945	0.0945
Side rescue container	0.1585	0.1585
Seat plate width (cm)	37	41

\*Harness weight is measured without carabiners, rescue container and side pocket

## OPTIONS

**Full Option:** Carabiners Edelrid Foras, zippered side pocket, side rescue container, safety straps, carabiner loops, light seat plate and 2 x Ronstan speed bar pulleys.

**Basic Option:** 2 x zippered side pocket, safety straps, carabiner loops, light seat plate and 2 x Ronstan speed bar pulleys

## MATERIALS

### Fabric

Ripstop poly, Recycled poly 450D ripstop, Bluesign certified Nylon 70D ripstop

### Main webbing

Gurth and Wolf 25mm Polyamide.

### Buckles

Edelrid Cobra aluminium

### Carabiners

Edelrid Foras

## CERTIFICATION

The Indy is certified EN 1651:2018+A1:2020 with a maximum load of **120kgs**.

# OZONE QUALITY GUARANTEE

At Ozone we take the quality of our products very seriously. Our harnesses are made to the highest standards in our own manufacturing facility. Every harness manufactured goes through a stringent series of quality control procedures and all the components used are traceable. We always welcome customer feedback and are committed to customer service. Ozone guarantees all of its products against manufacturer's defects or faults. Ozone will repair or replace any defective product free of charge. Ozone and its distributors provide the highest quality service and repair, any damage to products due to wear and tear will be repaired at a reasonable charge.

If you are unable to contact your dealer then you can contact us directly at [info@flyozone.com](mailto: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.

Every year many pilots get hurt launching; don't be one of them. Launching is the time that you are most exposed to danger so practice it lots. Some launch sites are small and difficult and conditions aren't always perfect. If you're good at ground handling you'll be able to confidently and safely launch whilst others struggle...practice as much as you can. You'll be less likely to get hurt and more likely to have a great day's flying.

Respect the environment and look after your flying sites. When the harness comes to the end of its useful life, remove all the metal parts and dispose the rest in an environmentally friendly manner.

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

Happy flying & enjoy your Indy.  
Team Ozone



*INSPIRED* BY NATURE, *DRIVEN* BY THE ELEMENTS

**FLYOZONE.COM**

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