

OZONE

SUBLITE

Pilot Manual - EN

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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 or any of our products please check www.flyozone.com, you can also 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

WARNING

- Paragliding 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 weight ranges. Please remember that flying outside of certified 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 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 do not fly, and always add a large safety margin to all your decisions.
- NEVER fly your glider in rain, snow, strong wind, turbulent weather conditions or clouds.
- If you use good, safe judgment you will enjoy many years of paragliding.
- 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 of it with the normal household waste.

Remember, PLEASURE is the reason for our sport!

YOUR SUBLITE

The Sublite is an ultra-light, hike-and-fly, submarine-type competition harness that has proven its exceptional efficiency and ease of use during the X-Alps and other hike & fly races. Weighing just 1.5 kg in size M, it is reinforced in key areas for enhanced durability, while remaining one of the lightest sub-type race harnesses on the market. It benefits from Ozone's extensive R&D experience, with input from top hike & fly pilots and feedback from the X-Alps pilots following the longest and most demanding edition of the race to date.

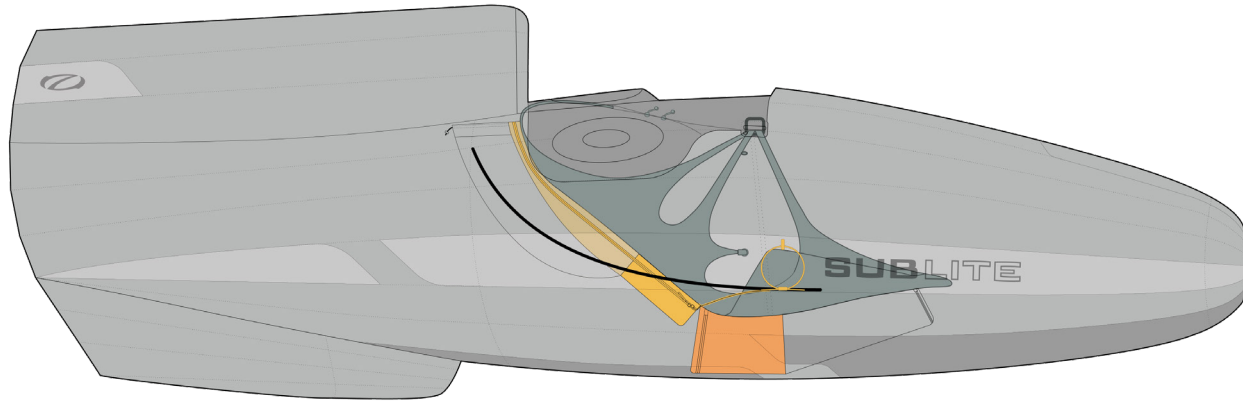
Primarily designed for experienced hike & fly competitors, extreme adventurers, and long-distance flight explorers operating in remote areas, the Sublite features a spacious storage compartment which makes it a great choice for extended bivouac flights where both speed and performance are essential. The option to fly in a seated position enhances manoeuvrability and safety in challenging conditions or during delicate landings. As a submarine-style harness, the Sublite offers a distinctive flight experience best suited to pilots familiar with this type of design. Its compact profile slightly reduces the field of view and changes the back-flight behaviour compared to a standard pod harness, while offering a more aerodynamic and efficient form in return. Experienced pilots will immediately appreciate its precision, handling, and comfort; perfectly aligned with our True Performance philosophy.

The Sublite combines key innovations from the F*Race 2 and Submarine harnesses in an ultra-light yet robust design. Its 3D Dyneema-reinforced chassis saves weight while strengthening critical areas for lasting comfort and durability. PETG and carbon stiffeners along the back and sides further enhance comfort and control.

Easy setup is ensured by the ergonomic shoulder strap-and-sleeve system. A removable cockpit and chest pocket provide extra space and quick installation. The reserve container is ideally positioned for quick, easy access, with the reserve bridles connected to the shoulders. All pockets are accessible in flight, with a large rear compartment for extra storage. The envelope uses lightweight, durable materials with reinforced zones and a new airtight magnetic closure. Compact packing is achieved through the ultra-light foam protector and Nitinol frame nose, which also ensures rapid pod inflation.

The Sublite is certified EN 1651-2018 for pilots up to 115kg. The EPP protector is certified with a maximum peak impact of 42g.

PREPARATION - Protection



The Sublite features a certified EN/LTF/CE EPP - expanded polypropylene - under seat protector. Cleverly designed, it offers excellent impact absorption properties despite the low weight and volume.

WARNING: The maximum lifetime of the protector is 10 years from the date of manufacture. During a major impact, the protector deforms to absorb the maximum amount of energy possible, sometimes to the point of destruction. An exceptional event can lead you to retire the protector after only one use.

The protector must be retired when: It is over 10 years old; You have any doubt as to its reliability; Or the external layer is visibly damaged. Destroy retired equipment to prevent further use.

UNDER-SEAT PROTECTION REMOVAL/INSTALLATION

The protection is in place upon delivery, but should you need to remove or replace it, please follow these instructions:

The protector is located in a zipped compartment under the seat. Undo the zip and slide out the protector to remove it.

Installation is the opposite. Ensure the protector is orientated correctly - the edge with the flat part (red arrow) should be orientated uppermost and to the rear during installation.

Ensure the zip is completely closed and positioned correctly around the protector. The zip should be positioned on the rear face, alongside the lower curved edge of the protector.

Do not close the zip so that it creates excessive tension in the rear wall of the pocket, i.e so that the zip is sitting underneath the protector, doing so will affect the comfort of the harness.

PLEASE NOTE: The position of the protection compartment zip has been updated in later versions of the model to avoid this issue.

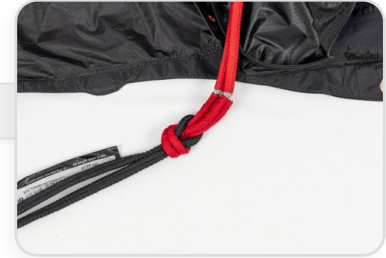


PREPARATION - Parachute Installation

The Sublite features a rear mounted integrated reserve parachute compartment suitable for parachutes with volumes up to 3.6lbs. The compartment will accept most modern lightweight rescue parachutes such as the Angel SQ pro series. It is not suitable for large parachutes or steerable Rogallo types. The harness is delivered with a dedicated deployment bag and shoulder mounted reserve bridles.

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 parachute bridle to the red harness bridles using a suitable connector - stainless 7mm maillon or stronger. Some pilots use a reef knot to save weight.



NOTE: Only short bridled parachutes should be attached to the built in Sublite reserve bridles. If you have a parachute with long Y bridles, these should be attached directly to the shoulder attachment points. Do not attach long parachute Y bridles directly to the built in harness bridles.

WARNING: Use only the dedicated deployment bag supplied with the harness.

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

Fold the parachute into the dimensions of the deployment bag and place it inside. Close the deployment bag by passing the elastic loop through the holes on the deployment bag flaps, there is no particular order necessary. Secure the deployment bag by passing a few cm of the parachute lines looped through the bungee loop.



Place the deployment bag within the harness rescue compartment so the handle exits on the bottom right, near the red loops. We recommend to insert the parachute so that opening of the deployment bag is facing downwards.

Bring both zip sliders to the end of each zip so that they are open, the sliders should be close to the red loops with the parachute handle coming through the middle of them, as shown.





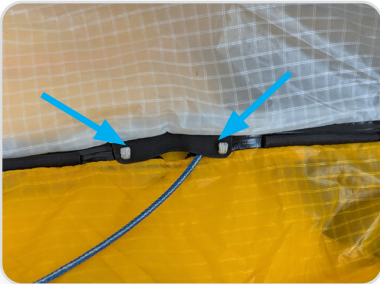
Pass the first lower yellow pin through the tabs on the harness structure alternating the side as you progress. On each side, always start with the red tab first.

Once the pin is through the 3 loops on both sides, pull the zip sliders to close the zip. Ensure the zip sliders are secured under the flap at the end of each zip. The end of the yellow cable should be inserted into its sock for a clean finish. Repeat the process for the other side.





To complete the installation of the rescue system, the second pin should secure the handle to the envelope. Bring both zip sliders on the right side of the envelope close together, ensure that the rescue handle passes between them.



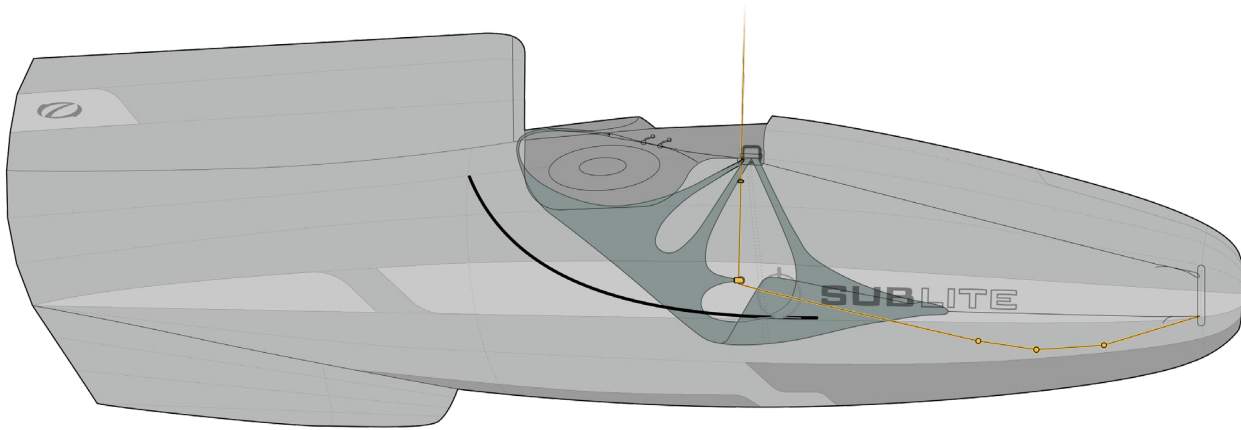
Start to close the zips by a few cm to secure the area around the white loops. Ensure the handle is orientated correctly with the Velcro facing towards the envelope. Pass the two white loops through the holes on the black flap and secure both with the yellow pin. Ensure that the zip teeth remain engaged around this area. Secure the end of the yellow pin within their socks before fully closing the zips and securing the sliders under the flaps. Attach the handle to the Velcro.



The installation is now complete and should look exactly as shown on the right.

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.

PREPARATION - Speed System



The Sublite is delivered with a fitted 3 stage speed bar which should be connected directly to the upper pulley of the risers. **Do not** attach directly to the Brummel hook or any existing speed system lines fitted to the risers. These must be first removed completely before installation.

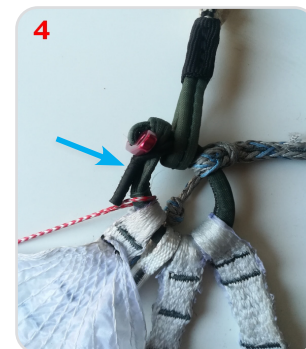
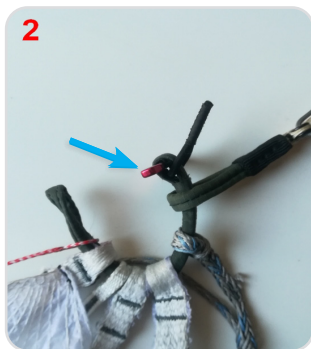
Before installing the speed system the risers should be attached to the main hang points.

IMPORTANT: The speed system lines must be connected directly to the upper pulley of the risers, do not attach them to the Brummel hook or any existing speed system lines fitted to the risers. Watching the installation process video of the Submarine will help with this step. <https://vimeo.com/760385844?fl=pl&fe=cm>

CONNECTION TO THE WING

Connect the Sublite to the risers of the wing using the integrated XLite Connects at the main hang points. The XLite Connects can be orientated with the T lock in front or behind the main riser loop, either way ensure the A risers are facing to the outside. The example below shows the XLite Connect orientated with the T Lock in front.

1. Open the XLite Connects
2. Place the riser hang loop through the T lock
3. Pass the T lock through the opposite loop of the XLite connect
4. Pull the elastic securer over the T lock so that the tab is facing forward and to the bottom.



The Sublite comes equipped with XLite Connects, these are the only suitable connections. The Sublite cannot be used with any other type of carabiner.

There are no other suitable attachment points for the paraglider risers on the harness.

The speed line is routed through the lower Ronstan pulley located in the lower lumbar region



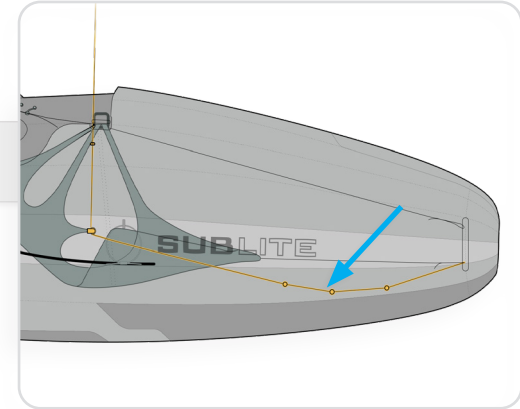
Then through the low friction ring located under the main hang point on the inside of the envelope. It then routes through a small opening in the envelope found next to the main hang point. To route the line through the small hole, we recommend using a piece of plastic or line.

The speed line must now be routed directly through the speed system pulleys. Before doing so remove any existing speed system lines on the risers.

Add the supplied knotted loop to the upper pulley of the speed system. Route the speed line through the top pulley, then the lower pulley before securing it to the knotted loop with a larks foot.



The overall length of the speed bar can be adjusted. To shorten the bar attach the line, with a larks foot to the highest knot, to lengthen use the lower knots. You can move the position of the pre-made knots on the speed line for finer adjustment to your exact needs.

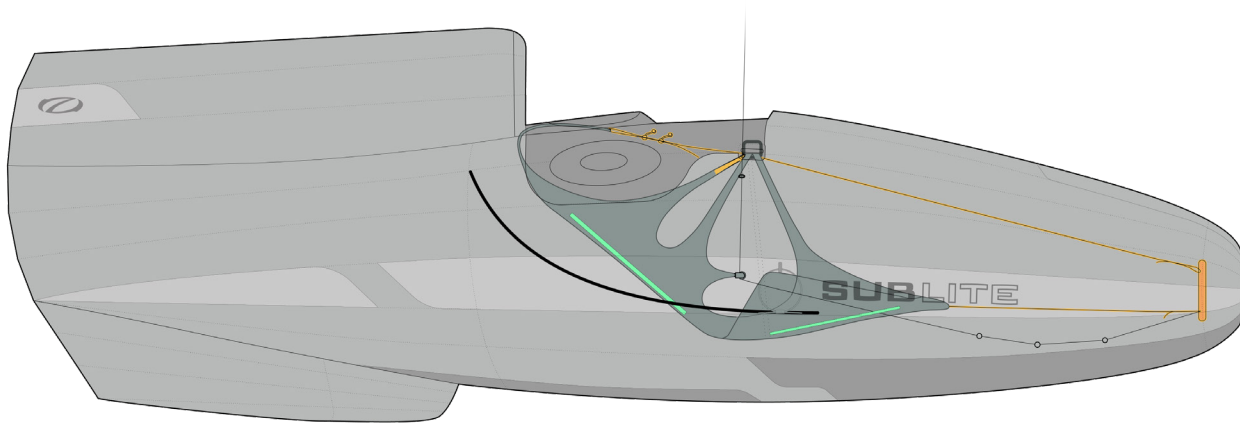


WARNING: The speed bar lines must be of equal length, ensure they are not too short as this will advertently activate the speed system when under tension in the air. Always double-check lengths and symmetry whilst on the ground before flying.

Setting the length of the speed bar 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 over a series of flights.

NOTE: Watching the installation process video of the Submarine will help with this process.
<https://vimeo.com/760385844?fl=pl&fe=cm>

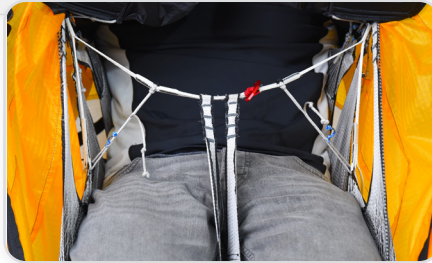
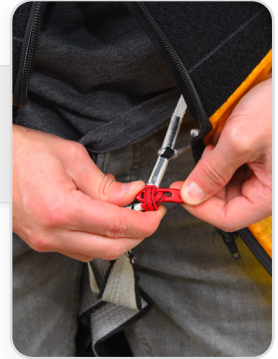
FITTING & ADJUSTMENTS



Before your first flight, we recommend to suspend the harness from a suitably strong point to check that it fits you correctly and to 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 reclined position.



To put the harness on first step inside the fixed right leg strap and then put the shoulder straps over your shoulders. Ensure that your arms pass under the shoulder strap before pushing through the arm holes of the envelope. Double check that your arms have passed within the shoulder strap. Then close the left side leg /chest strap, the red T lock must pass through the red loop.

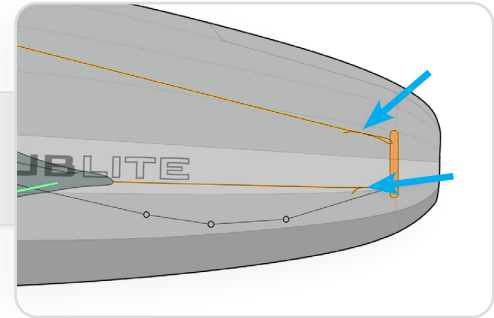


Do up the chest zip, all the way to the top to form an airtight seal.



POD ADJUSTMENT

The length of the pod and angle of the foot plate can be adjusted using the knots on the pod lines. Adjust the larks foot attachments as required. The harness is sensitive to the weight distribution, if the harness is too nose up, weight should be transferred forwards, if too nose down weight should be moved rearwards. This can be achieved by shifting your body position by adjusting the length of the pod and shoulder straps or by moving additional weight such as drinking water, ballast etc.



SHOULDER STRAPS

The length of the shoulder straps can be modified using the spliced 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. Pull the line to tighten. Pull the loop to release.



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. For a more upright position tighten the lumbar support by pulling the white line upwards. To release for a more reclined position pull the blue line upwards.



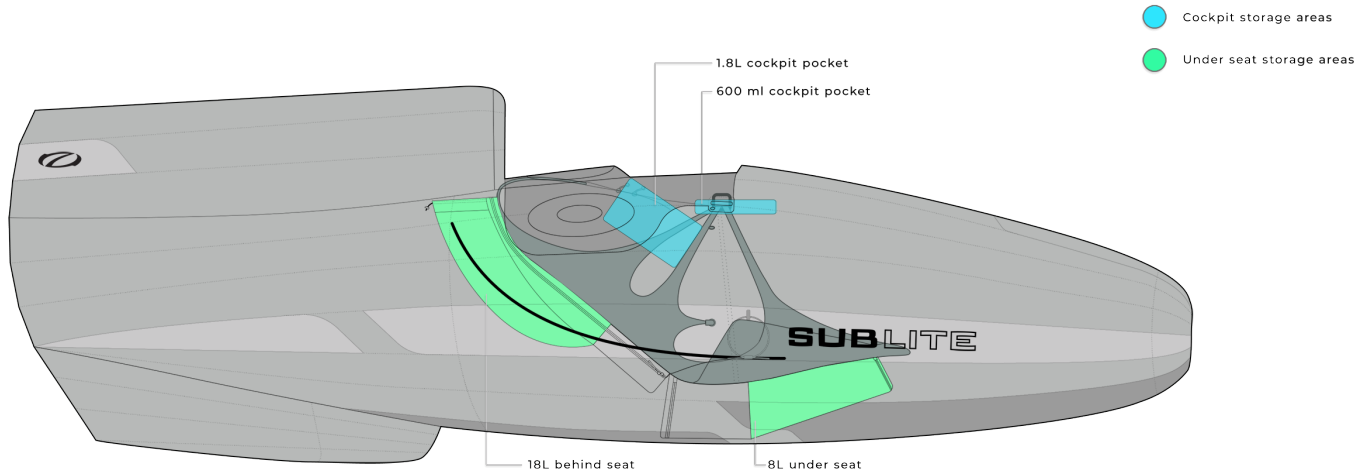
ABS ADJUSTMENT

The ABS can be adjusted with the spliced adjustment straps. For less roll response and less glider feedback shorten the adjustments, for more roll response and more feedback release the adjustments. Ensure both are set symmetrically.



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.

STORAGE & FEATURES



The Sublite features a good amount of storage space: The high volume main rear pocket includes an integrated hydration bladder sleeve. Further storage space is available within the front part of the protection pocket under the seat. The cockpit and chest area also has some smaller pockets which are accessible in the air.

REAR POCKET

The large volumed rear pocket has ample room for equipment such as the glider rucksack, drinking water, walking poles and other accoutrements.



UNDER SEAT POCKET

Further storage space is available under the seat in the front of the protector compartment.

AIR - ACCESSIBLE POCKETS

Two zipped chest and side pockets are accessible in flight. The right chest pocket features a zipped opening at the bottom, useful for routing battery cables.





HYDRATION SYSTEM

A dedicated sleeve for a drinking water bladder can be found in the rear pocket. There is no access hole for the tube, it should be routed through the neck opening.

URINE EXTRACTION SYSTEM

The Sublite includes a urine extraction system for a pee tube in the form of a hole found on the right side next to the main hang point.



CHANGING THE ENVELOPE

In the event of Irreparable damage or when the envelope comes to the end of it's natural life (e.g after excessive exposure to UV), the envelope can be easily replaced.



Remove the exterior parachute handle from the Velcro, remove the pins and open up the reserve zipped opening. It is not necessary to fully remove the parachute from parachute container itself so the internal pins can remain in place.

Undo the main hang points - pull the free end of the XLite Connect through the hole in the envelope and from the inside slide off the pod and harness structural loops taking careful note of their order and exact positions. Fully remove the XLite connect, these should be re-used on the replacement envelope.



Remove the shoulder strap from the envelope's shoulder channel, it is held in position by Velcro.





Undo the Larks foot knot that holds the foot plate to the nose webbing of the envelope.

Undo the knots of the foot plate lateral lines on both sides, marking the position of the knots for future reference. Undo the larks foot knot and remove these lines from the nose cone. All pod lines should be re-used with the replacement pod.



Installation of the new envelope is the exact reversal of the removal process.

Ensure to place the shoulder straps through the shoulder channel of the envelope and that the structural webbings are routed correctly on the XLite Connects. Always perform a static test to ensure the installation of the new envelope is correct before flying.

USE AND MAINTENANCE

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 and the zips around the parachute container are closed
- Visual check of structural webbing looking for any obvious damage
- Visual check of the main hang point carabiners looking for correct mounting and closure and any signs of fatigue
- Risers connected correctly facing to the outside 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
- Installed into the harness correctly with chest zip fully closed, ensure your shoulders under the shoulder straps
- Double check your leg straps

GENERAL USE AND TIPS

This is a lightweight harness designed for experienced pilots in high level H&F competitions and must be treated with due respect. Do not aggressively force your feet against the pod material or it will be damaged. Consider your footwear, trainers are better than heavy boots. Crampons or high heels would be a terrible choice. Once in the air, bring your legs within the pod and carefully extend your feet against the foot plate whilst reclining in to the harness, the pod will automatically close with the magnets. Always be gentle whilst entering the pod once in the air.

If you are unfamiliar with this type of harness, It is strongly recommended to view the Submarine video here : <https://vimeo.com/760385844?fl=pl&fe=cm>

TOWING

The Sublite 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

The Sublite is not suitable for an external parachute container.



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.
- 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.

WATER LANDING

Despite its name, water landings in any type of Submarine harness is extremely dangerous and must be avoided at all costs. If you are flying over water it is recommended to fly with a webbing cutter as removing the harness, especially your right leg in the water will be extremely difficult.

After a water landing you should remove the reserve parachutes, under seat protection, 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 back protection and rear section can cause the pilot to be turned face down in the water. It is recommended to immediately cut all straps and swim away from the harness taking care to not become entangled within the paraglider's lines.

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.

CARE

The Sublite will last you many flights and many years if looked after correctly. Treat it with care, to keep it 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.
- Avoid excessive G forces or aerobatic manoeuvres.

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. Do not dispose with normal household waste.

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.

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.

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 Sublite.

Team Ozone

TECHNICAL SPECIFICATIONS

	S	M	L
Weight* (kg)	1.45	1.55	1.65
Pilot height (cm)	155-172	168-182	180-191

*Weights may vary up to 50g per size due to slight variations in the manufacturing of the fabric used. Weight includes the harness-riser Xlite connectors.

MATERIALS

Fabric

Ripstop 20D Soft shell Lycra, Dyneema Sewing network

Main webbing

Technisangle 7

Edelrid Dyneema Taurus line

Buckles

T Lock toggles

Carabiners

XLite Connect

CERTIFICATION

The Sublite is certified EN1651:2018+A1:2020 with a maximum load of 115kgs. In addition, the under seat protection conforms to the CE regulations by Ricotest.

INSPIRED BY NATURE, *DRIVEN* BY THE ELEMENTS

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