

OZONE

F*RACE2

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 F*RACE 2

The F*Race 2 is an ultralight vol-biv harness for solo pilots on serious back country missions. Designed for the Red Bull X-Alps, it is uncompromising in its lightness. At just 1.81kg total weight for the M size with pod, cockpit, back protection and all accessories, this a no-compromise harness for pilots who are pushing the limits of adventure flying in a comparably durable and comfortable package.

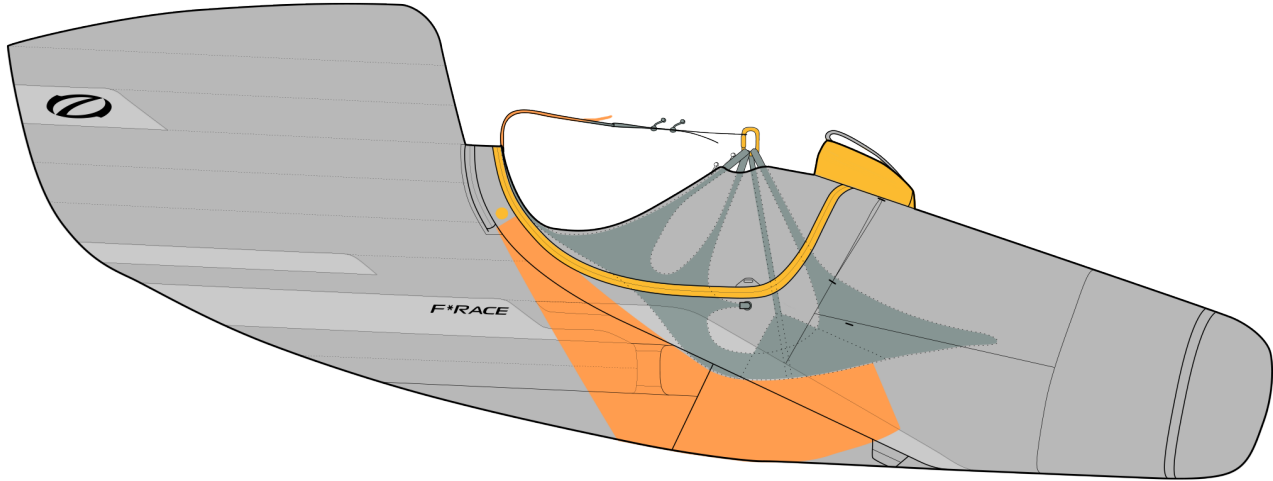
The overall comfort and durability make it an excellent choice as an everyday harness for pilots who want a compact hike & fly setup to access more remote take-offs or for convenient and lightweight travel harness which is highly suitable for XC flying. Despite high levels of comfort and accessibility, it is not recommended as a first pod harness, however you don't need to compete in the X-Alps to fly it.

The F*Race 2's innovative structure is based on an ergonomic Dyneema pattern that has been designed for anatomic support. Each side of the pod features large easy-access pockets for cameras and equipment. The high volume rear compartment has a hydration bladder sleeve, and pole stowage, in addition to the large under-seat compartment. The cockpit pocket stores batteries easily. A removable cockpit is ideal for larger instruments, which can be connected to a chest pocket for extra in-flight storage.

The front mounted reserve compartment is well-integrated with an easily accessible handle. The new inflatable protection system features an innovative inner compartmented design which is more efficient. It is also quick to setup - during a hike & fly race, every second counts, and a new 50 gram pump provides rapid inflation. The protector can also be inflated using the bag which comes standard. A dump valve allows rapid deflation. An inflation tube is accessible in-flight.

The F*Race 2 is certified to EN 1651-2018 standard for pilots up to 110kg. The inflatable protector spans from thighs to above lumbar and is certified with a peak impact rating of less than 32 g.

PREPARATION - Protection



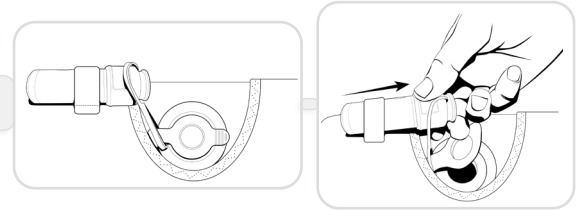
The F*Race 2 features a certified EN/LTF/CE inflatable under seat protector. Cleverly designed, it offers excellent impact absorption properties despite the low weight and volume. The protection is in place upon delivery, but requires inflating before use.

WARNING: The maximum lifetime of the inflatable 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 a product after only one use.

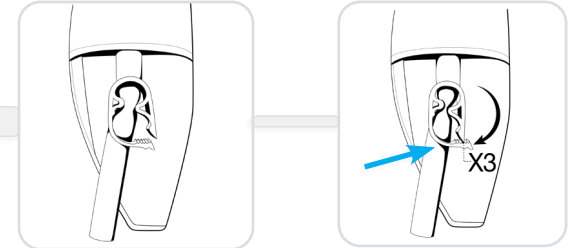
The protector must be retired when: It is over 10 years old; You have any doubt as to its reliability; Or the external layer is visibly damaged. Destroy retired equipment to prevent further use.

UNDER-SEAT PROTECTION INFLATION

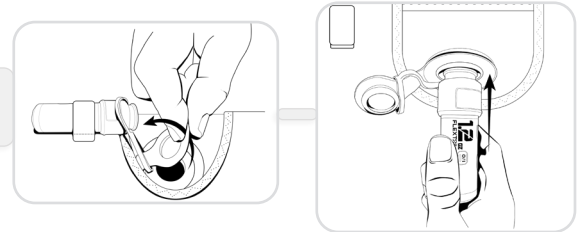
The easiest way to inflate the protection is using the supplied electric pump found within the main rear pocket next to the main valve at the top of the protection.



Ensure the top-up inflation pipe stopper, found on the right shoulder is in the fully closed position.

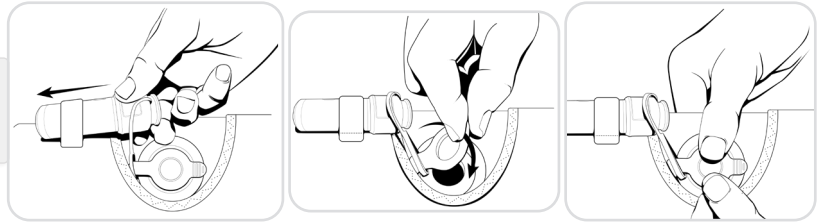


To inflate, open the grey valve cover and insert the electric pump. Ensure the rubber collar is seated correctly in the valve to form a good seal. Double click the button on the side the pump and inflate fully.

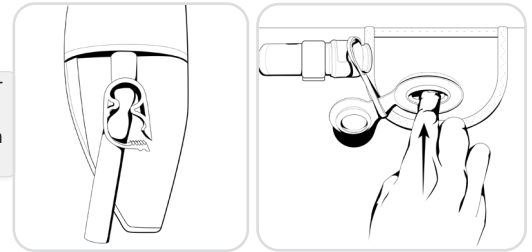




Once the protection is fully inflated - to the point at which you cannot easily add any more air - press the button once to stop inflation. Remove the pump and ensure the valve cover is closed properly.



Pressure can be adjusted using the top-up pipe or with the main valve. Open the top-up pipe stopper to release pressure or press on the main black valve under the grey valve cover. When packing away, the protector should be completely deflated using the main valve. The valve can be locked in the open position with the notch for faster deflation.



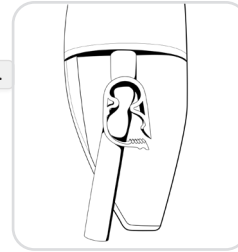
Before flying, ensure both the valve cover and the top-up pipe stopper are fully closed.

WARNING: No protector can guarantee complete protection. It does not replace your legs as the most effective way to absorb the energy of a hard landing. Always be prepared to use a PLF and do not rely on the protection alone.



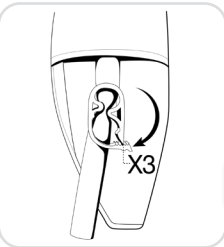
Alternatively, the protection can be inflated by hand using trapped air inside the supplied special stuff sack. This is useful if you do not have access to the electric pump or you have run out of battery.

To inflate the protection with this method, access the top-up inflation pipe on the right shoulder.



Open the stopper and attach the inflation pipe to the outlet found on the stuff sack.

Trap air inside the stuff sack and push/squeeze so the air is transferred through the pipe into the protection.



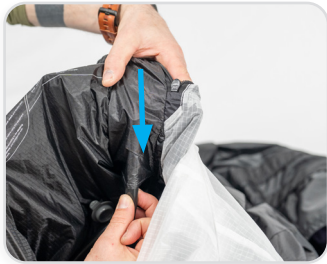
Once the protection is fully inflated - to the point at which you cannot easily add any more air using the stuff sack - close the inflation pipe stopper.



UNDER-SEAT PROTECTION REMOVAL/INSTALLATION

Should you need to remove or replace the inflatable protection, first remove the air using the main valve or top-up pipe and then follow these instructions:

Remove the top-up inflation pipe stopper from the pipe by fully opening it and sliding it off the pipe.



Open the rear pocket and pull the pipe free from the shoulder and rear pocket sleeve, then through the hole.



Open the under seat zipped pocket to access the protector and pull it free.

Undo the Velcro retaining the main valve in place.



PREPARATION - Parachute Installation

The F*Race 2 features a front mounted integrated reserve parachute compartment suitable for parachutes with volumes up to 3.5lts. 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 shoulder mounted reserve bridles.

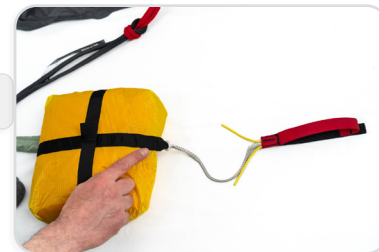
WARNING: Ozone strongly recommends that the reserve parachute system is installed by a qualified professional. Always seek experienced advice if you have any doubts. Your safety depends on it.

Attach the parachute bridle to the red harness bridles using a suitable connector - stainless 7mm maillon or stronger. Some pilots larks foot the bridle to save weight.

Please note; short bridle parachutes should be attached to the F*Race 2's 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.



Attach the reserve parachute handle to the deployment bag using a larks foot knot. We recommend attaching the handle to the attachment point on the side of the deployment bag.



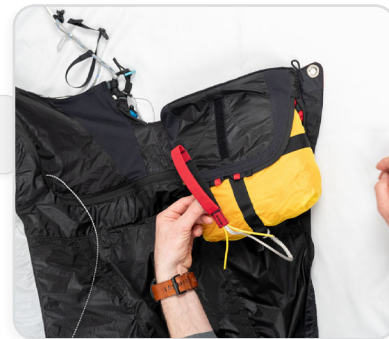
NOTE: You must check that the length between the handle and the container does not allow entanglement with the parachute lines.

Compress the parachute into the shape of the parachute compartment and place it into the compartment. The bridles should be on the inside with the container orientated so that the rescue handle is to the outside and towards the bottom of the parachute container.



Insert the yellow pins through the two red loops on the parachute container, one pin to the left, the other to the right before fixing the handle in position on the Velcro.

Pull the bottom flap up whilst positioning the parachute within the compartment and place the yellow pins through the black loops on the lower flap.





Now insert the yellow pins through the black loops on the top flap of the compartment.

Close the parachute zips, starting with the short one on the right side as shown in the left image below. Pull the slider towards the middle under the pins as far as it will go, then close the zip returning it to the far right position (middle image). Ensure the zip is secured under the flap as shown in the right image below.





Do the same with the other side, undo the slider from the top of the shoulders all the way to the middle of the parachute compartment, push it towards the middle as far as it will go under the pin. Then close the zip completely ensuring the slider is stowed under the flap on the shoulder.

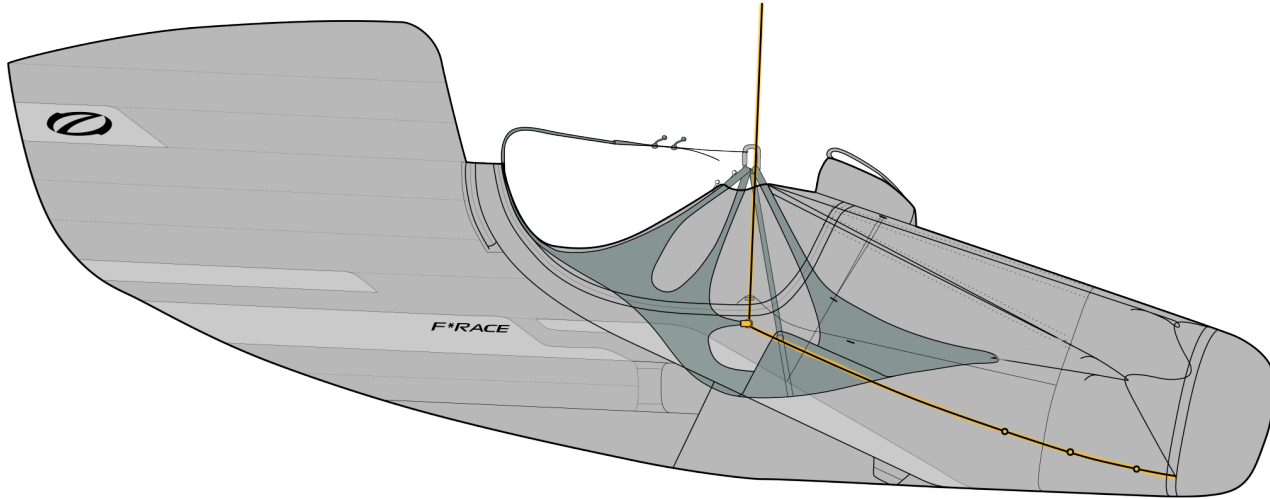


Stow the ends of the pins within the red holes to keep them neat before sliding the lower flap cover within the red handle. The parachute installation is now complete and should look exactly as shown below.



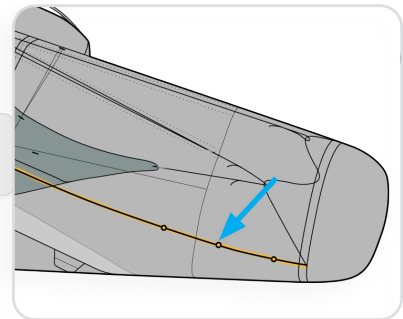
WARNING: Make sure to perform a practice throw from a static hang point. Not only does this ensure the correct functioning of your deployment system it also allows you to become more familiar with the installation process.

PREPARATION - Speed System



The F*Race 2 is delivered with a fitted 3 stage speed bar which is connected to the speed line with a larks foot knot.

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.

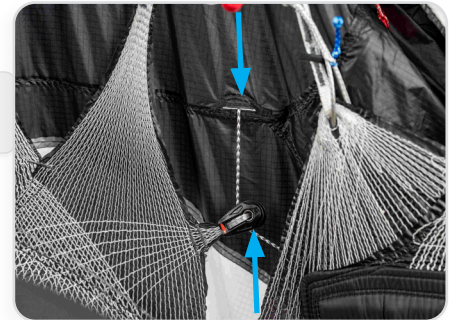




If you need to replace the speed bar or speed line remove the speed bar from the line by undoing the larks foot knots. Then remove the line from the harness. The bar can be released completely by undoing the bungee cord attached to the foot plate.

Replacing the speed line is the exact reverse.

First route the line down through the slit in the side of fairing before passing through the Ronstan pulley. Attach the speed bar to the line with a larks foot in the position required, then attach the bar to the foot plate with the bungee cord. Ensure the line runs to the outside of any structural webbing.

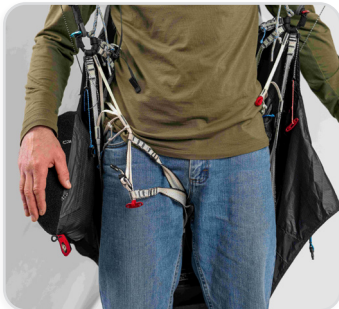


WARNING: The speed bar lines must be of equal length, ensure they are not too short as this will advertently activate the speed system when under tension in the air. Always double-check lengths and symmetry whilst on the ground before flying.

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.

FITTING

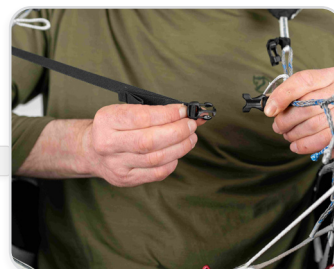
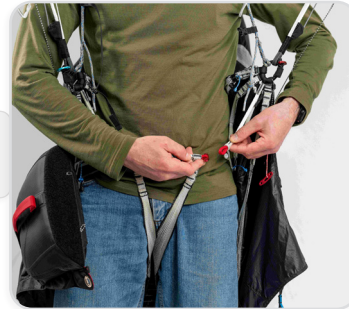
Before your first flight, we recommend to suspend the harness from a suitably strong point to check that it fits you correctly and to become familiar with the features and adjustments. You can set the shoulder adjustment-straps to find the best fit, and adjust the lumbar support so that they leave you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

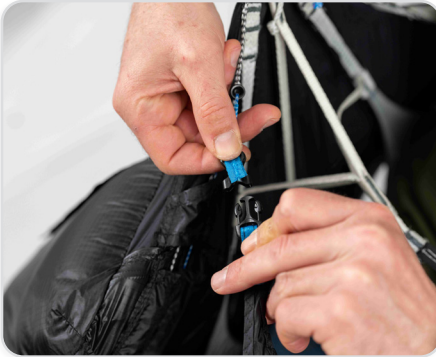


To put the harness on first step inside the fixed right leg strap and then put the shoulder straps over your shoulders. Then close the left side leg /chest strap, the red T lock must pass through the red loop.



The shoulder strap retainer clip should now be fastened.





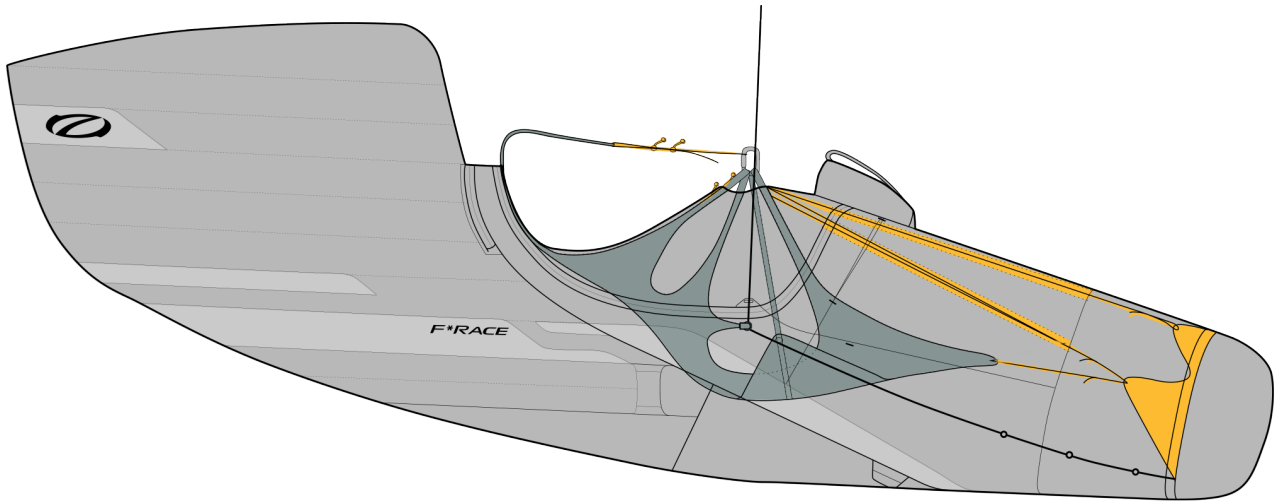
The pod can now be closed, attach the male blue clip of the left side pod to the colour coded blue female clip located on the right side just under the main hang point.

Now bring the parachute compartment across the front of the body and pass the red T lock (located on the left side below the main hang point) through the colour coded eyelet on the side of the parachute compartment.



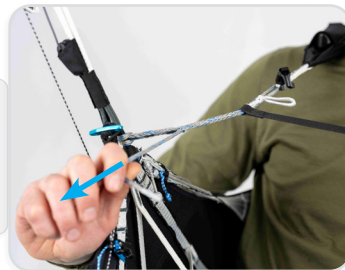
Attach the chest pocket to the adjustable clips located on the shoulder straps.

ADJUSTMENTS



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.



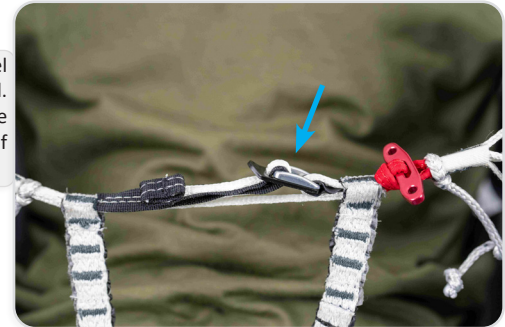
LUMBAR SUPPORT

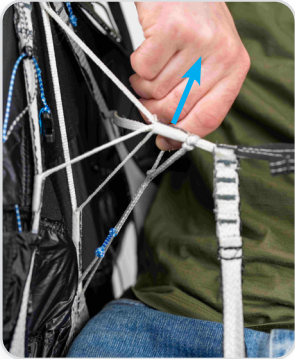
The Lumbar support should be adjusted for a comfortable flying position. Precise adjustments can be made in the air so that your lower back is completely supported and there is no tension in your stomach muscles. For a more upright position tighten the lumbar support by pulling the white line forwards. To release for a more reclined position pull the blue line forwards.



CHEST STRAP

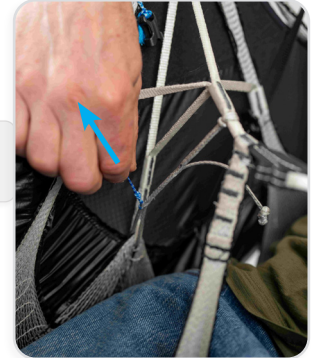
The setting of the chest strap is very sensitive, only small adjustments have a significant impact on the feel in flight. It is possible to adjust to make the adjustment in the air but it is safer to do so on the ground. For less roll response and less glider feedback tighten the chest strap, for more 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.





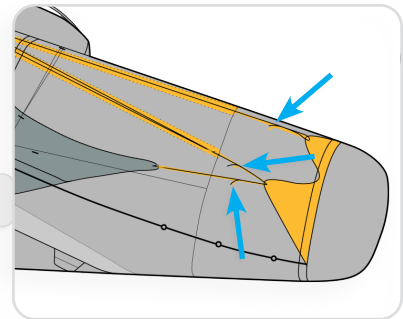
ABS ADJUSTMENT

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.



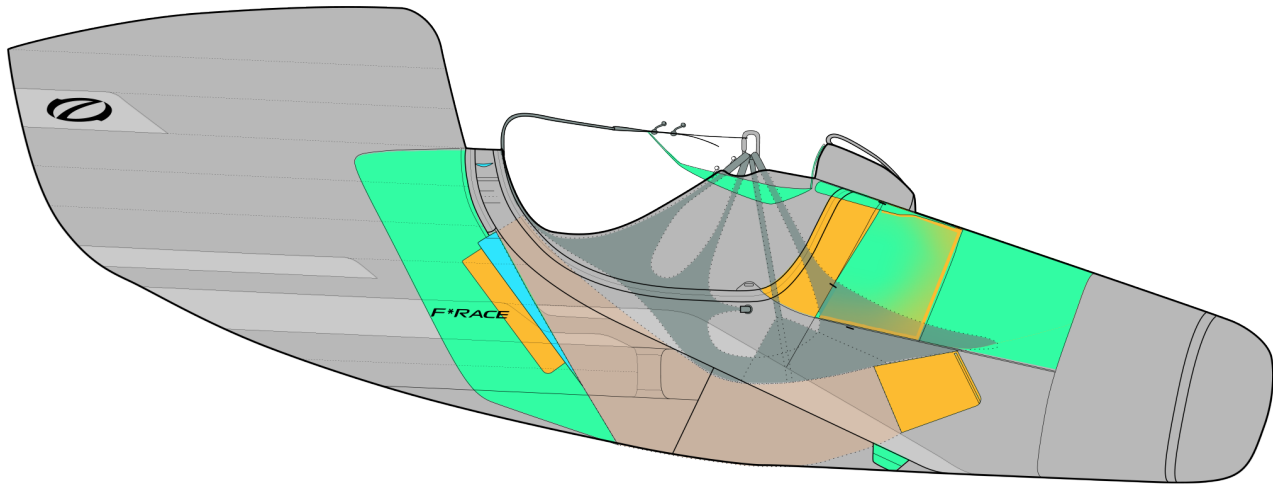
POD ADJUSTMENT

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.



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 F*Race 2 features a huge 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. Side pockets on both sides, a large easy-access pocket is located on the right side, ideal for cameras or media equipment with a large zipped pocket on the left side, both containing anchor points. The parachute container has a battery compartment underneath and the removable chest fairing yields yet more accessible space for instruments, food etc.

REAR POCKET

The large volumed zipped rear pocket has ample room for all your equipment such as the glider rucksack, walking poles and other Vol Biv accoutrements.



HYDRATION SYSTEM

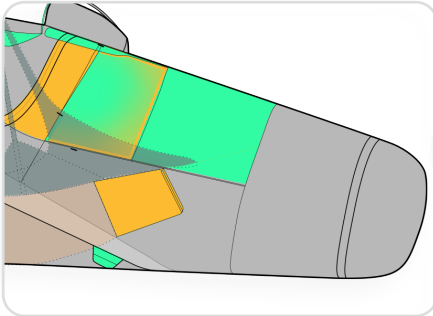
A dedicated sleeve for a drinking water bladder can be found in the rear pocket, it includes a hydration access system with an opening on the left side of the top pocket and an anchor point on the left shoulder strap for your drinking tube.



SIDE POCKETS

The left side is zipped with an interior anchor point for securely storing valuable items. The right side is more easily accessible with a magnetic closure and anchor point, suitable for media equipment etc.



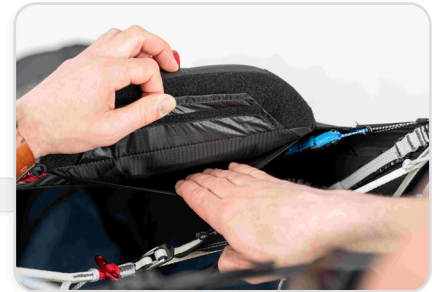


UNDER SEAT POCKET

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

PARACHUTE POCKET

A pocket suitable for a battery pack or other thin items is located on the underside of the parachute compartment.



CHEST FAIRING COCKPIT

A removable chest fairing cockpit includes a larger instrument panel and a chest mounted zippered pocket





HIKING POLES POCKET

Inside the rear pocket, next to the hydration pocket is a special storage area made from robust materials to safely stow hiking poles.



URINE EXTRACTION SYSTEM

The F*Race 2 includes a urine extraction system for a pee tube in the form of a slit found on the lower right side of the pod.



VELCRO SHOULDER MOUNTING

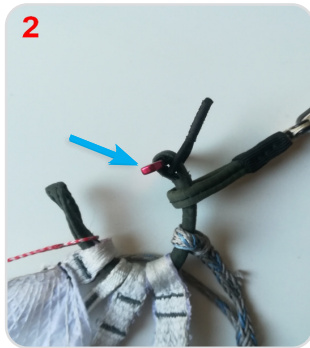
The left shoulder strap has a Velcro mounting point suitable for a small vario, radio or GPS tracking device.

USE AND MAINTENANCE

CONNECTION TO THE WING

Connect the F*Race 2 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 but 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 F*Race 2 comes equipped with XLite Connects as standard but it is also compatible with the Edelerid AURA carabiner (available separately). When changing the carabiners, ensure that all five structural loops pass through the carabiners as shown.

There are no other suitable attachment points for the paraglider's risers 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 and the zips around the parachute container are closed
- 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.
- 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.

IMPORTANT: Non structural damage caused by an emergency parachute deployment is considered as normal wear and tear and not covered under warranty conditions.

TOWING

The F*Race 2 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 F*Race 2 features an integrated front mounted reserve container therefore it is not recommended to add an additional parachute as it may hinder the primary system.

WATER LANDING

After a water landing you should remove the reserve parachute, 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 undo all straps and swim away from the harness taking care to not become entangled within the 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 F*Race 2 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 F*Race 2.

Team Ozone

TECHNICAL SPECIFICATIONS

	S	M	L
Weight* (kg)	1.52	1.62	1.72
Total Weight* (kg)	1.71	1.81	1.91
Pilot height (cm)	155-170	170-185	185-200

*Harness weight is measured with parachute bridles + Xlite connectors

** Includes all accessories

MATERIALS

Fabric

Ripstop 40D, 30D, 20D Softshell Lycra, Dyneema Sewing network

Main webbing

Technisangle 7

Edelrid Dyneema Taurus line

Buckles

T Lock toggles

Carabiners

XLite Connect

CERTIFICATION

The F*Race 2 is certified EN1651:2018+A1:2020 and NFL 2-565-20 with a maximum load of 110kgs. In addition, the under seat protection conforms to the CE regulations by Ricotest.

INCLUDED ACCESSORIES

- Xlite Connect
- Integrated rescue bridles
- Inflatable protector (320g)
- Battery powered micro pump (50g)
- Inflating/packing bag (60g)
- 3-step light speedbar (40g)
- Cockpit and chest pocket (140g)

INSPIRED BY NATURE, *DRIVEN* BY THE ELEMENTS

FLYOZONE.COM

OZONE

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