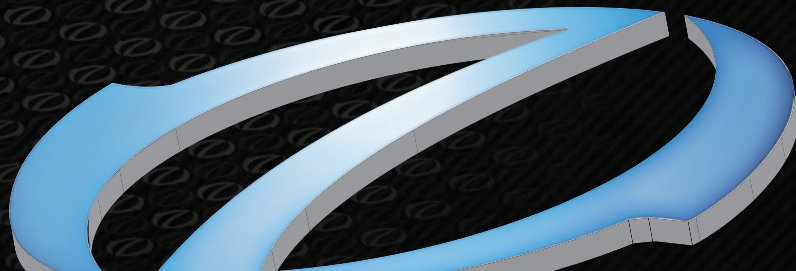




# OXYGEN<sup>2+</sup>

*Pilots Manual*





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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, the Oxygen 2+ 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**

**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 OXYGEN 2+

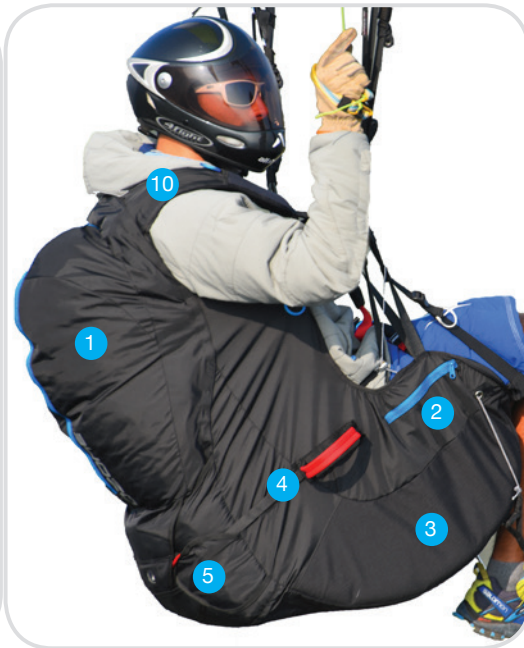
The Oxygen2+ is a sleek, clutter-free harness suitable for a wide range of pilots and uses.

Easy to use, robust and comfortable the Oxygen2+ is an ideal harness for students of all levels. Instructors will like its simple layout along with the easy transition from the standing to seated positions. Newly qualified and more experienced pilots will appreciate the accurate and predictable response to weight shift inputs and the comfort for long soaring and XC flights.

The O2+ is constructed with carefully chosen materials of the highest quality to ensure a long life span and highly durable good looks.

### **Features**

- Sliding seat board that allows for an easy transition from standing to seated positions, making the most important parts of the flight (take off and landing) easier, safer and less stressful.
- Confidence and comfort, glider movements are transmitted to the pilot as coordinated feedback, allowing you to feel the air around you without overloading you with too much information. The feedback can be adjusted to your taste by adjusting the semi-crossbraced chest strap.
- Well balanced, progressive weight-shift that enables you to keep the glider's bank and place it exactly where you want in the turn.
- Experienced pilots will love the coordinated feel of the O2 in active air, and the progressive weight shift makes the handling of an Ozone wing even sweeter - locking into the core of a thermal has never been easier.
- Built in radio pocket.
- New chest strap protector for groundhandling comfort



- 1 Rear pocket    2 Side pocket    3 Back protection    4 Rescue handle    5 Rescue container    6 Leg straps  
 7 Chest strap    8 Main hang points    9 Lumber adjustments    10 Shoulder straps    11 Radio pocket    12 Speed system

## PREPARATION

### PROTECTION

The Oxygen 2+ comes as standard with a 17cm LTF/CE certified foam protector. The protector is designed to absorb heavy impacts by dissipating the air through the seams progressively and smoothly. The seat plate and carabiners are already mounted in the factory but the mousse protector must be installed upon delivery.

**Allow the airbag time to fully inflate after unrolling for the first time, this can take up to 24hrs so best left overnight before installation.**



To install the back protection fully open the Velcro and zip located in the inside of the rear pocket and slide the protector in place. The mousse bag must be installed in the correct position - with the thickest part under the seat plate. Ensure that it does not interfere with any internal straps and sits to the outside of the sliding seat plate. Once installed, close the zip and Velcro.



**IMPORTANT:** 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 mouse bag protection alone.



## SEAT PLATE

Insert the seat plate with the straightest edge facing forwards. Lift up the seat cushioning and push the leg straps apart to create enough space to slide the seat plate into the space available. Once inserted correctly, align the leg straps over the rear end seat plate to hold it in place.



## SPEED SYSTEM

Fit the speed system supplied with your wing route the free end so that it passes through the pulley located on the side of the harness.



Then pass the line on the inside of the outer panel and out through the eyelet.



Attach the speed bar with a Bowline knot or similar.



**Double-check all the lines**, check they run freely and have not been inadvertently wrapped around any of the structural webbing.

Now set the length of the speed bar. 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.

**IMPORTANT:** 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.

## RESERVE PARACHUTE INSTALLATION

The Oxygen 2+ has an integral reserve parachute container suitable for parachutes with a volume of between 3 and 6ltrs. It will accept most modern rescue parachutes including the Angel SQ 140 and steerable Rogallo types. The rear mounted 6 leaf, clover leaf design allows for easy installment and unsurpassed deployment reliability.

**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 rescue handle to the loop on the side of the deployment bag using a larks foot knot. The rescue handle can be mounted on either the right or left hand side of the harness.



The harness rescue bridles are built in to their shoulder mounting points. Open the Velcro at the top of the shoulder straps and untie them. Both bridles should be routed within the Velcro'd protective sleeve on the side that the rescue handle is intended to be mounted.

### For parachutes with a short bridle

Connect the parachute's bridle to the harness rescue bridles using a suitable carabiner (not supplied). Ozone recommends a 7 or 8mm square stainless steel carabiner. The bridles should be held in place using tape or elastic bands.



### For parachutes with a long Y bridle

Attach the Y bridles directly to the shoulder hang points using suitable carabiners (6mm square or trapeze - not supplied) . The built in harness bridles can be left tied up as you found them, or can be permanently removed by cutting them out.

**IMPORTANT:** Do not attach long parachute Y bridles directly to the built in harness bridles.



Make sure that the bridles are untwisted and fit neatly within the Velcro'd bridle protection sleeve.



Place reserve parachute into the clover leaf pocket with the handle on the outermost side.



Close the clover leaf flaps in numerical order using a suitable piece of magic string or plastic threaded through the white loop on flap no.1. Pull the loop through all of the numbered flaps.



Fasten the top flap by placing the reserve pin through the loop. Always remember to completely remove the assisting line, otherwise the reserve system will not deploy.



Secure handle to the Velcro on the side of the harness.

Fold in the remaining flaps, ensuring that no parts of the inner deployment bag are visible.



**IMPORTANT:** 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 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 place the shoulder straps over your shoulders.



Fasten the colour coded leg straps, ensure there is an audible click and that they are properly secured.



Slide the free end of the chest strap protector into the sleeve.



Connect the chest strap T lock buckles. Once again, ensure there is an audible click.

The shoulder strap retainer clip should now be fastened.

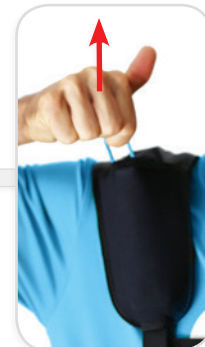




## ADJUSTMENTS

### **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.



### **LUMBER SUPPORT**

The Lumber 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 lumber supports carefully, setting them too loose will result in a very reclined position in the air.





### 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.



**IMPORTANT:** 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.

## FEATURES

### ***CHEST STRAP PROTECTOR***

The Oxygen 2+ includes a chest strap protector for added comfort whilst ground handling. This can be completely removed if wished.



### ***SHOULDER RADIO POCKET***

The built in shoulder radio pocket is positioned so the radio can be operated and heard easily in the air. Made from neoprene and with a magnetic closure, it will accommodate most modern 2m radios.

## USE AND MAINTENANCE

### CONNECTION TO THE WING



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 the hang point correctly. The carabiner must be passed through the hang point loop with the gate facing towards the interior.

There are no other suitable attachment points for the 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 straps done up correctly
- Chest strap done up correctly
- Shoulder strap retainers done up correctly
- Double check your leg straps

## **TOWING**

The Oxygen 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**

An additional parachute container (not included) may be added to the Oxygen 2+. Use the carabiners to secure the container and parachute bridles.

## **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.
- 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**

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 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**

Your harness 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.
- Keep you 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.

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>S</b>	<b>M</b>	<b>L</b>
Weight (kg)	4.25	4.5	4.75
Recommended pilot height (cm)	<175	170-186	>185

Weight includes all standard options: Back protection, seat plate, carabiners, rescue handle & rescue bridles.

### **MATERIALS**

#### **Outer fabric (Cover)**

Ripstop Nylon / Oxford 210Denier, PU Double Coating 0.8MM

#### **Structure fabric**

Nylon Oxford 210D PU2

#### **Main webbing**

Gurth and Wolf 20mm Polyamide, breaking strength 1700 kg.

#### **Buckles**

AustriaAlpin Cobra quick release buckles

#### **Carabiners**

Edelrid

### **CERTIFICATION**

The Oxygen 2+ is certified EN 1651:2017 and LTF with a maximum load of 120kgs. In addition, the back protection is certified to the CE standard by CRITT (France).

## 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.

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 Oxygen 2+.  
Team Ozone







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*Inspired by Nature, Driven by the Elements*

[WWW.FLYOZONE.COM](http://WWW.FLYOZONE.COM)