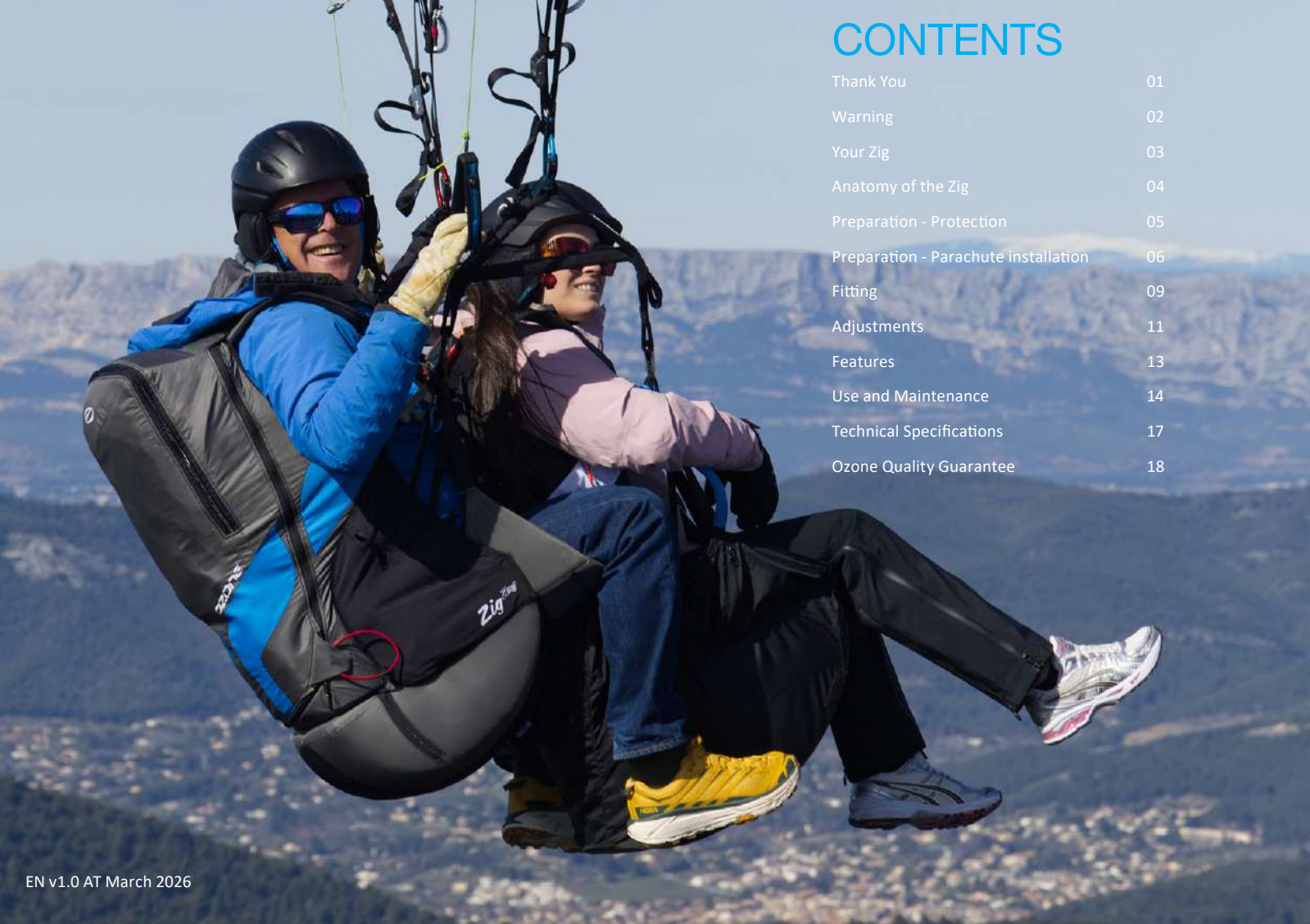


OZONE

ZigZag

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, the Zig or any of our products please check 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 ZIG

The ZIG has been designed for professional and casual tandem pilots who need the best comfort possible. It's ease of use and low weight make it super convenient, stress-free and comfortable for intensive use.

Every detail in development was dedicated to creating the most ergonomic, comfortable, durable, and user-friendly tandem harness. Endless hours of professional use over 2 full seasons during the development phase allowed us to optimise each and every comfort detail, while maintaining the lowest weight in the category.

The 3D-shaped back and leg support provides long-lasting comfort tailored to the unique morphology of every pilot. In combination with the optimized thigh support, the system ensures pressure-free contact from knees to shoulders for extended periods of flight.

Seat angle adjustment allows finding the perfect balance between in flight comfort and ease of seating / standing, and Installation is super easy with a simple 2-buckle closure system, easy to open and close even with big gloves on.

The light, compact and efficient foam protector follows the split leg concept for easy running on take off. The rescue system has been designed to allow easy extraction in all directions with a 2-zip closure. The reserve compartment is well protected from dust, dirt, snow and should fit any tandem rescue, light or standard.

The multiple pockets, with cords and zippers, and the spacious back compartment make it easy to carry all your stuff for a quick ride or a long shared XC flight.

Suitable for hundreds of hours and flights during intense peak seasons, every comfort feature has been designed to offer a lightweight harness that allows full pilot efficiency during long, flight-sharing days.

ANATOMY OF THE ZIG



Main rear pocket

Shoulder straps

Shoulder strap retainer

Main Hang points

Leg straps
Closing buckles

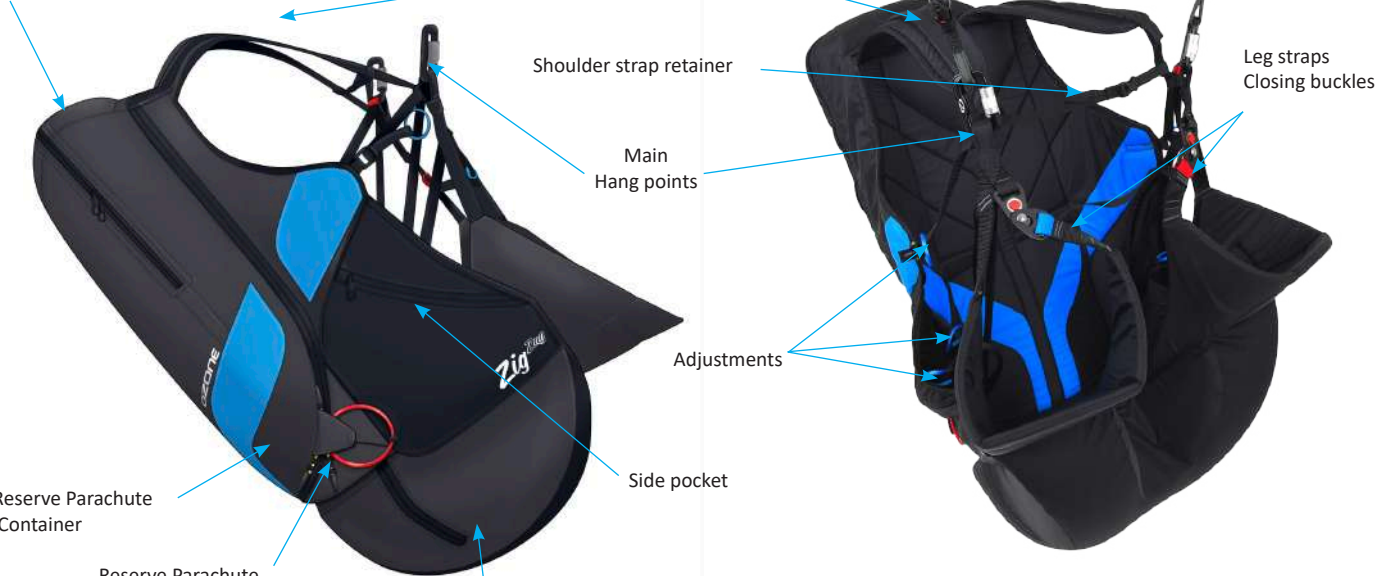
Adjustments

Side pocket

Reserve Parachute
Container

Reserve Parachute
Handle

Mousse Protection



PREPARATION

FOAM PROTECTOR

The Zig comes as standard with under seat 17cm LTF/CE certified foam protectors. The under seat protector is split into two - one for each leg and is designed to absorb heavy impacts by dissipating the air through the seams progressively and smoothly.

Allow the airbag time to fully inflate after unrolling for the first time, this can take up to 12hrs so best left overnight before installation.



To install the under seat protection, open the lower zipped rear compartment. Slide the protectors into their respective compartment with the thicker end to the rear, ensure to place each side correctly. Close the zipped compartment once the protector is in place.

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 mouse bag protection alone.

WARNING: The maximum lifetime of the foam 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 or internal foam is visibly damaged. Destroy retired equipment to prevent further use.



RESERVE PARACHUTE INSTALLATION

The Zig has an integral reserve parachute container. The Zig is suitable for parachutes with a volume from 6ltrs to 10ltrs and will accept most modern tandem rescue parachutes including the Angel SQ 220.

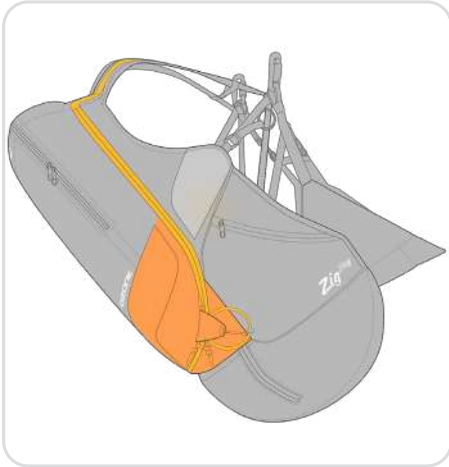
Attach the reserve parachute handle to the parachute deployment bag included with the reserve using a larks foot knot. We recommend attaching the handle to the attachment point on the side of the deployment bag if it has one, otherwise it can be attached to the middle.



Place the deployment bag in the parachute container with the rescue handle to the outside.

Attach the harness bridles (not included) to the parachute's bridle using a suitable connector (not included).





The bridles must be routed through the Velcro channel located on the right side of the harness between the parachute container and the shoulder straps, indicated in yellow in the diagram.

The sleeves are relatively thin so will only accommodate modern round bridles, they will not fit more traditional flat bridles. We recommend using Ozone standard bridles (sold separately).

The bridles should be attached to the appropriate hang points on the spreader bars with suitable connectors. There are several different spreader / bridle systems - some have built in bridles, some have dedicated hang points whilst others use the main paraglider riser hang point to connect the parachute to the spreaders.

Please consult with your spreader manual for more detailed information on connecting the reserve bridles.



Insert the bottom corner flap into the slot of the side panel of the container to form a sealed (snow proof) corner. Make sure the deployment handle is exiting from the corner before sliding both zips towards the corner.



With the handle correctly orientated, the three yellow pins of the handle must be routed through their corresponding loops. For each pin, always start with the red loop first. Ensure to go through all the loops, they alternate either side of the zip, or in the case of the lower rear pin, either side of the flap. Once the pins are in place in all loops, to neaten, insert the ends into the slots. Neatly secure the handle in position.



The flap can now be secured with the magnet, and the handle with the Velcro.

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

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, and the safety of the passenger depends on it.

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

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.



LEG STRAPS / CHEST STRAP

Fasten the leg/chest strap with the click buckles. The red button must be depressed to close and open the buckles. Slot the circular hole over the silver boss so that the red button is depressed and then slide the buckle backwards. The red button will pop up, the buckle is then locked in place.

Ensure the buckles are closed properly, the red button should be up and the female buckles pulled fully so they are seated within the slots.



To undo the buckles first depress the red button and slide the buckle forward.

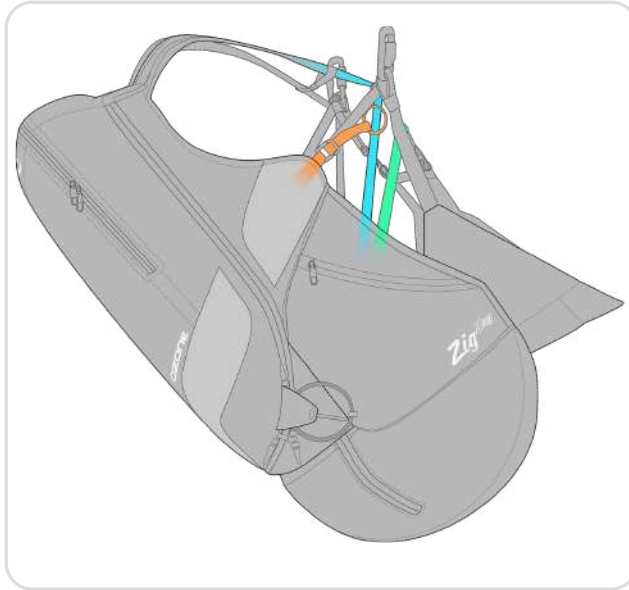


The length of the leg / straps have been carefully set and cannot be adjusted.



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 found near the hip position. 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.



BACK SUPPORT

The back 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 these carefully, setting them too loose will result in a very reclined position in the air.



SEAT ANGLE

The angle of the seat plate can be adjusted to taste.

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.

FEATURES



GO PRO HOLDER

The Zig includes a Go Pro holder mounted to the right main hang point. It is easily accessible from the air and can be closed shut with the adjustable opening to protect your equipment during take off and landing.



SIDE POCKETS

The Zig features side pockets, one is zipped and the other elasticated, both are easily accessible from the air.



USE AND MAINTENANCE



CONNECTION TO THE WING

Attach the Spreader bars to the carabiners at the main hang points.

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

There are no other suitable attachment points for the spreader bars 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
- Spreaders connected correctly to the carabiners without twists
- Spreaders are attached correctly to the passenger harness
- Ensure all pockets are closed and zipped up
- Leg / Chest strap done up correctly
- Shoulder strap retainers fastened correctly
- Double check your leg straps and those of your passenger

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 Zig 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 is not suitable for the Zig.



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.

CARE

The Zig 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 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. 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

	MS	ML
Pilot height (cm)	165-185	180-195
Weight with protector* (kg)	2.55	2.60

*Harness weight is measured with protection, carabiners & rescue handle

MATERIALS

Fabric

Ripstop poly 600D, 400D ripstop, Bluesign certified Nylon 70D ripstop, Lycra

Main webbing

Gurth and Wolf 25mm Polyamide.

Buckles

AustriaAlpin HS150

Carabiners

Edelrid Foras

CERTIFICATION

The Zig is certified EN 1651:2018+A1:2020, EN 12491:2015+A1:2020 and NFL 2-565-20 with a maximum load of 120kgs. In addition, the under seat protection is certified to the CE standard by Ricotest (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.

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 Zig.

Team Ozone

INSPIRED BY NATURE, *DRIVEN* BY THE ELEMENTS

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