



Light harness with a footrest

User manual



Please read this manual carefully before your first flight.

DUDEK
paragliders

Congratulations!

Thank you for choosing the Funky harness. We have done our best to present you with a highest quality product, fulfilling all safety requirements and offering maximum functionality.

Please read this manual carefully before using the harness for the first time. This will help you utilize all features of the Funky, maximizing your comfort and fun factor of each flight.

We wish you a lot of safe and enjoyable airtime!

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1. Safety

Paragliding is potentially a hazardous sport. When flying a paraglider you have to accept risks of injury and/or even death. Incompetent or improper use of the harness may increase those risks. In case of any doubts please ask your dealer or manufacturer.

Dudek Paragliders do not bear any responsibility for damages or injuries resulting from paragliding activities.

2. Description

Funky is a lightweight harness with a footrest. Due to light and durable materials of best quality the Funky weighs just 3,25 kg in S size. It is an ideal proposition for cross-country pilots. Small weight and dimensions make easier long treks on foot. Reduced, elastic seat plate used in Funky harness is an intermediate solution between "hammock" and traditional, rigid seat plate harnesses. Stiffened back support and new, ergonomic seating present you with maximum snugness in long flights. Large adjustment range makes sure every single pilot will be able to satisfy his needs. Redesigned strap scheme brings great stability and significantly reduces danger of launching with unclipped leg straps. 15 cm thick airfoam impact pad offers very good protection of the pilot's spine. Integrated rescue chute container is located on the back, behind the protector. Release handle is fixed in easily accessible area on the right side of the harness. Under the seat plate there is a container to keep a ballast bag. The harness features easily replaceable Duroll pulleys with ball-bearings, improving the speedsystem operation.



3. Footrest

Funky harness was designed to use with a footrest. Its role is to enhance comfort in long flights, help sitting into harness after launch and support steering. It is fixed to the harness in four points, and its length is adjustable. Lower part of the footrest is elastic, contracting when not in use. Designed in this way the footrest does not disturb you during launch and is easier to find in flight.

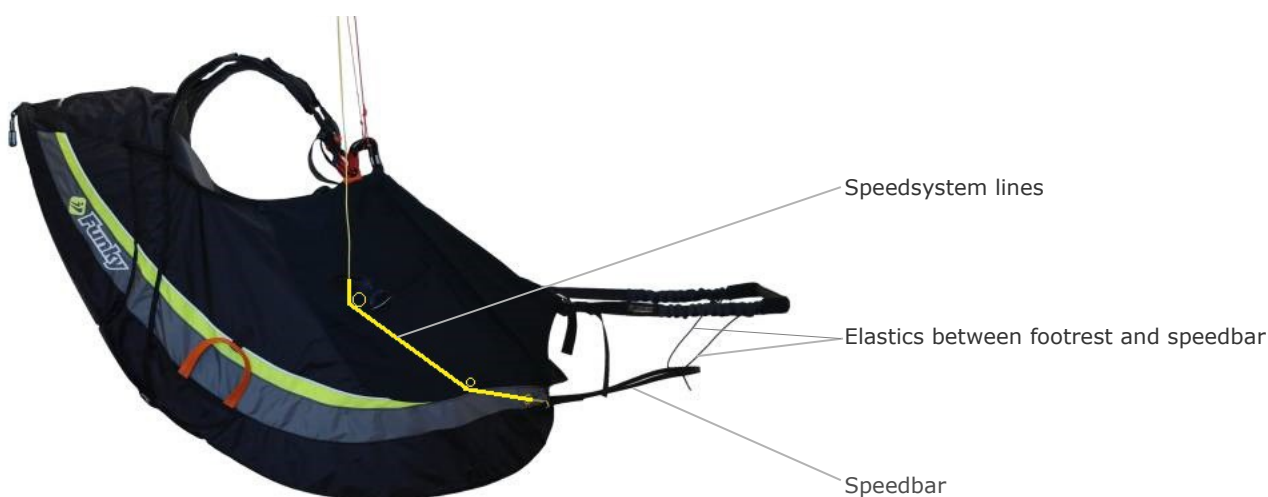


4. Speedbar

Lines of the speedbar must be led through metal loops on sides of the harness front part and through the pulleys (under the seat and on the back support). Then put it through the slits in side skirts and attach a speedsystem clip. Connect the speedbar with a rubber band with the footrest. Find the best length of the rubber so that speedbar will be easily accessible in flight. In order to adjust the whole system you have to sit in the harness when hanged by the risers of paraglider. At full speedbar the pulleys on the risers should touch. When necessary, adjust the lines later according to your experience in flight.



Do not adjust the speedsystem lines in flight.



5. Rescue chute installation

Funky harness has an integrated rescue chute container located on the back, behind the impact pad. The release handle is placed on the right side of the harness. It is possible to install in the Funky a steered rescue chute as well.



Pictures below show the attachment of a steered reserve chute. You need two rectangular links like Maillon Rapide C6. Tighten them with a wrench so that they will stay closed firm.



1



Attach the release handle to the rescue chute bag.



The handle must be attached to side of the bag, as shown on the picture. Do not fix it to the loop in the middle of the bag.

2



Connect the rescue chute riser to the V-strap of the harness with lockable quicklink Maillon Rapide C6 or C7. Tighten it with a wrench so that it can't open on its own.

3



After locking the quicklink secure the straps by applying neoprene cover to keep them in place.

4



Put the rescue chute in the container with suspension lines facing downward. Both the lines and the riser of the canopy must be stowed in the rear part of the container. The container is a bit deeper there.

5



Lead the assist lines through the loops of the #1 flaps.

6



Flap #1 is divided in two. Put the riser attaching handle to the bag between both parts of the flap. Lead the assist line through the fragment equipped with a metal loop.



7



Lead the assist lines through the loops of the #2 flaps. For easier closing it may be a good idea to use temporary pins beside assist lines.

8

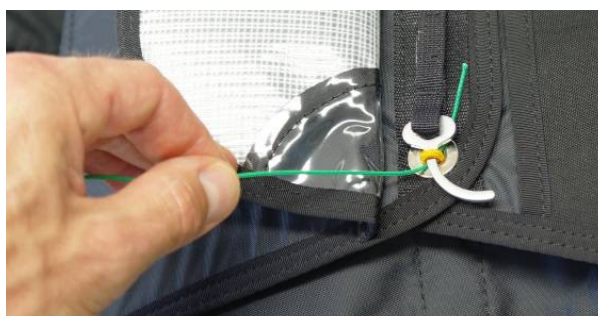
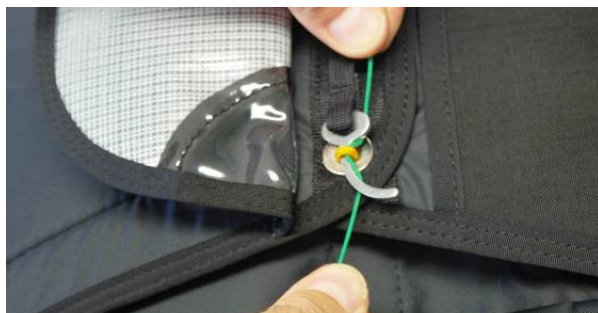


Lead the assist lines through the loops of the #3 flaps, with optional use of temporary pins.

9



Close the container with regular pins and remove assist lines. Put them under the pins first as shown below, so that container loops are not damaged by friction.



10



Close the lid covering the pins

11



See that #1 flaps inside the container are not folded and properly guard the rescue chute.



Place the release handle on the Velcro. Close the V-strap channel, hiding the excess under #3 flap.





If you are installing the rescue chute for the first time, it is necessary to run a test opening in order to make sure the container was correctly closed and to get familiar with required release force. In order to do that hang the harness, sit in it, grab the release handle and pull it vigorously away from the harness, perpendicular to the flight direction. When running this exercise it is not recommended to throw the rescue away, as it will result in opening the canopy bag. Pack the chute into the container again.



To avoid accidental opening of the rescue system, pins closing the container must be checked before each flight!

The rescue chute must be periodically aired and repacked according to its manual. Proven equipment for the Funky is a Globe 120 rescue chute, manufactured by Dudek Paragliders. Installation of many other parachutes (including steered reserves) is possible, as long as they fit in the container.

6. Harness/paraglider connection

Funky harness is equipped with aluminium Dudek carabiners of 20 kN strength. Use them to connect the harness to the risers. Another thing to connect before launch is the speedbar lines with the speedsystem of the risers. It is recommended to replace main carabiners with new ones after 300 hrs airtime.



Before launch check if the carabiners are locked and guarded against unintended opening.

7. Harness/winch connection

The only safe way of attaching tow line is a dedicated tow release. The Funky does not feature additional points to fix the tow release, therefore it is to be mounted directly on the harness' carabiners or the canopy risers.

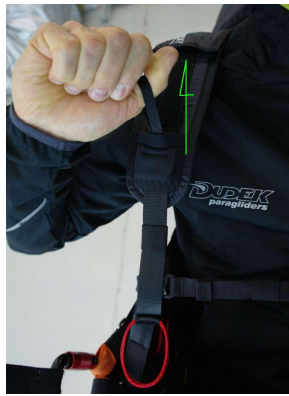
8. Straps adjustment



Before adjusting the straps please install rescue chute and fill the back pocket as for normal flight. Watch out for the symmetry – left and right side must be adjusted identically. First, test flight should be done in easy weather conditions, with necessary corrections applied afterwards. Do not adjust the harness in flight.

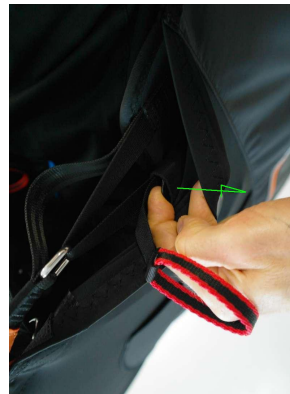
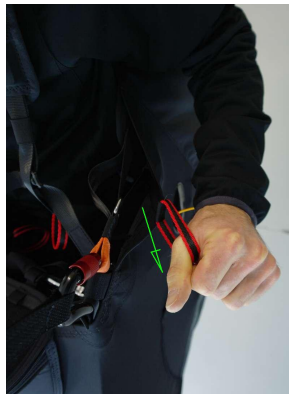
8.1 Shoulder straps

Thanks to adjustable shoulder straps the Funky can accommodate pilots of almost any height. They should stay on your shoulders rather tight, with just a little play. Too short straps will make difficult comfortable seating after launch and can limit your movement in flight. A clip on the shoulder straps will make sure they stay in place during launch and flight. Additionally, there is an alarm whistle fixed to the clip.



8.2 Side straps

They determine the seat/backrest angle. Initial adjustment should be done before the first flight, with the harness hung from a ceiling. All settings are to be verified in first flight and can be further modified any time. Bear in mind that when the backrest is reclined too much, there is increased risk of getting a twist in case of big deflation.



8.3 Leg straps

Keep the pilot safely in the harness. However, too long straps will complicate sitting in the harness after launch. Too short straps can make you uncomfortable and restrain your starting run. Too long straps can make seating into harness impossible without using your hands. In Funky harness both leg straps are joined with the chest strap, significantly reducing risk of launching without leg straps closed. Their length affects stability of the harness in flight too. For increased comfort both leg straps are covered with soft neoprene





In order to avoid falling out of the harness it is imperative to check before each launch if the chest and legs straps are closed.

Not closing the straps is extremely dangerous and is a known reason of fatal accidents !

8.4 Chest strap

Chest strap controls the distance between carabiners. Increasing that distance makes the harness less stable, improving effectiveness of the weightshifting and relaying more information from the canopy. Reducing it will stabilize everything and make the paraglider less receptive to weight steering. Too narrow carabiner base can make recovery from extreme situations very hard or even impossible (in case of a spiral). If the manufacturer of the paraglider does not give any special instructions, recommended width is 42-48 cm. In turbulent air you can pull in the strap to feel more comfortable, but always remember that it is more probable to get a twist in emergency then.



9. Pockets

The Funky has a spacious back pocket and two smaller side pockets. The back pocket can easily hold the paraglider's backpack, camelback and much more. There are openings in upper part of the pocket (on both sides) to lead the drink pipe, antennas etc. Both side and cockpit pockets are easy to access in flight. Under the seat plate you can find a waterballast pocket. It can be used for other purposes as well.



Water ballast pocket under seat



10. Impact pad

Funky is equipped with a 15 cm thick airfoam impact pad. Installing the protector is demonstrated below.



11. Before flight

Before each flight a close inspection of the harness is necessary. For your own safety check if:

- the harness has no visible damages
- rescue chute container is properly closed and secured with pins.
- release handle of the rescue chute is properly fixed and formed (in transport the handle can be deformed, so you have to reconfigure it as easy to grab)
- leg and chest straps are closed
- arm and side straps keep their settings
- all pockets are zipped close
- main carabiners (harness/paraglider) are closed, secured and in good condition
- the speedbar is connected to paraglider's speedsystem

12. Rescue chute deployment

Rescue chute should be used as final means when it's the only way to get the paraglider out of dangerous situation. Throwing the chute while in a fast spin is risky. As long as the altitude margin lasts you have to partially or completely stop the rotation.

In order to use the rescue grab the release handle and with quick move detach it from the harness, then throw it with the rescue chute as far possible away from the rotation (if present). After opening of the chute collapse the paraglider, pulling rear rows of the suspension lines. For landing adapt position as for parachuting landing fall, that is keep your legs together and slightly bent in knees.

13. Landing

Before landing slide out of the harness and assume proper position. Landing when sitting is unacceptable and highly dangerous, as even despite presence of the impact pad risk of damage to your spine is very high. Land always on your feet, with a few steps when necessary. The impact pad is not a landing aid and was not designed as such.

14. Water landing

Waterlanding can be very dangerous due to risk of drowning. If landing in water is inevitable, unlock leg and chest straps a couple of meters above water. Slide out of the harness shortly before entering water to avoid tangling in lines or other parts of the paraglider. The harness does not sink, so you can later grab it and use as a lifebuoy.



Water landing while still in harness is extremely dangerous. The impact pad does not sink and will always float, forcing your head under water and rendering breathing very hard or impossible. There is very high risk of getting tangled in lines and drowning.

15. Tandem flying

Funky harness was not designed - and remains unsuitable - for tandem operations.

16. Cleaning and storage

All materials for the harness were carefully selected for their quality and durability. Keeping the harness in good order and condition will grant you satisfying operation for a long time. The harness is best cleaned with a wet sponge, maybe a bit of soap. Do not use detergents or solvents. If there is a lot of mud, use the brush first before wet cleaning.

In case of completely soaked harness (e.g. after water landing) dry it in a well aired place, away from direct sun operation.

Soaked back impact pad must be taken out of the harness and dried with opened zip. If this will be not enough, remove the airfoam and dry it separately.

Soaked rescue chute always has to be completely removed from the harness, dried and packed again by a licensed person.

In case of a long-time storage keep it either in the backpack or loose, but in any case in a well ventilated room, away from sun rays. Unfortunately certain discoloration of some harness parts is unavoidable over time and this is yet another reason for not exposing it to the sun more than necessary.

17. Operation and repairs

Periodic control of the harness will keep it in good shape for a long time. After each hard landing check the back impact pad too, as the seams or zip quite often get ripped on absorbing impact and damaged impact pad will be ineffective. If you notice damage to its cover, send it back to the producer for a repair or buy a new one.

After each use of rescue chute thoroughly check entire harness for damages, paying particular attention to straps and seams.

Main carabiners made of aluminium are to be replaced each 5 years or 300 hours airtime. Scratched or damaged carabiners cannot be used anymore and have to be replaced at once.



Using damaged harness is out of the question. In case of any doubts please contact your dealer or manufacturer and/or send it to an authorised workshop for closer inspection.

18. Technical data

Size	Suspension height (cm)	Seat width* (cm)	Max. pilot weight (kg)	Harness weight ** (kg)
S	39	25/31	100	3,25
M	40	27/33	100	3,40
L	41	28/34	100	3,55
XL	42	29/35	100	3,70

* Seat width front/back

** Weight incl. Impact pad, carabiners and speedbar

Size	Back support height	Seat length
	A (cm)	B (cm)
S	64	46
M	67	48
L	70	49
XL	74	51



Impact pad	Airfoam, 15 cm thick
Carabiners	Dudek 20 kN
Buckles	Finsterwalder, AustriAlpin
Cloth	5012 Cordura Ripstop 160 g/m2
	Delinova 100 200 g/m2
	Delinova 75 130g/m2
	Dominico 41 g/m2
	Lycra 210 g/m2
Straps	Poliester 1780 daN
	Poliamid 1200 daN



Since Dudek Paragliders products are subject to constant improvements, some minor differences between pictures in manual and actual products can occur. Dudek Paragliders reserve rights to introduce such changes without individual notice.

This manual uses some pictures of the Soul harness when described features are identical.



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