



FORZA

Pilots Manual



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THANK YOU

Thank you for choosing Ozone.

The Forza is a modern sleek high performance harness intended for experienced pilots. It is comfortable, light-weight and aerodynamic, ideal for soaring, XC and competition flying. Ergonomically designed from the ground up, the Forza is a versatile harness with all the necessary features required by the modern discerning pilot. The seatboardless seat gives great handling and comfort whilst the minimalist design and careful choice of materials allows weight and bulk to be kept to a minimum and aerodynamic efficiency to a maximum.

As a team of free flying enthusiasts, competitors and adventurers, our 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 Forza, or any of our products please check www.flyozone.com. Or you can contact your local dealer, paragliding school or any of us here at Ozone.

It is essential that you read this manual before using your Forza 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 wing, 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!

Everyone at Ozone continues to be driven by our passion for flying, our love of adventure and our quest to see Ozone's paraglider development create better, safer and higher performing paragliders.

The paraglider design team is led by David Dagault; Dav has a wealth of experience both in competition, adventure flying and paraglider design. Also on the design team are Luc Armant, Fred Pieri and Russell Ogden. Luc is a top competition pilot and XC addict with a background in naval architecture, he brings a wealth of knowledge and ideas to the design team. Fred is a mathematician, mechanical engineer and vol Biv specialist. Together with Luc he works closely with Dav in the design process. Russ is a top competitor and test pilot, he can usually be found putting the latest creations through a series of test manoeuvres. Harness development is lead by Erich Lotscher. Erich has a great deal of experience designing and developing harnesses and is responsible for many of the latest Ozone harnesses including the Ozium and Forza.

Mike Cavanagh is the boss and multiple winner of the UK XC league. When he's not out flying he generally keeps control of the mayhem. Promotion and team pilots are organised by BASE jumping legend and mini wing specialist Matt Gerdes. He works closely with graphic designer Loren Cox. Loren is a keen pilot from Salt Lake City, USA.

Back in the office Karine Marconi, Chloe Vila and Isabelle Martinez run the show. These wonderful ladies look after the ordering system, the dealers, the design team and the general day to day running of the company - without them it would be chaos.

Our manufacturing facility in Vietnam is headed up by Dr Dave Pilkington who works relentlessly manufacturing gliders and producing prototypes as well as researching materials and manufacturing processes for our future products. He is backed up by a superb team managed by Khanh and Phong with over 700 production staff.



PREPARATION

UNDERSEAT MOUSSE

Upon delivery the underseat mousse needs to be placed into the structure of the harness.

Insert the mousse into the second, rear most zipped pocket located inside the pod and under the seat. Do not try to force it into the smaller front ballast pocket. The mousse is marked top and front, ensure that it is inserted correctly, the narrow end should be facing forwards.



It should be a snug fit but you should be able to close the pocket without forcing the zip.



SPEED SYSTEM

An integrated speed-bar is included.

To attach the the speed bar to the Forza first route the free end of one of the accelerator system lines down through the small reinforced slit found on the side panel of the harness.



Then pass the line through the Ronstan pulley, ensuring that the pulley is not twisted before routing the line through the small gap into the pod compartment.



Ensure that the lines run cleanly between the pulleys and pass on the outside of all structural webbing straps. Double-check the lines have not inadvertently wrapped around any of the structural webbing straps. Attach the speed bar with a Bowline knot and repeat the procedure on the other side.



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.

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.

RESERVE PARACHUTE INSTALLATION

The Forza has an integral reserve parachute container with its own specific parachute deployment bag. The reserve pocket will accept most modern reserve parachutes including steerable Rogallo types.

IMPORTANT: It is strongly recommended to use the deployment bag supplied with the harness.

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

Make sure you 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.

Please note, the parachute can only be deployed with the right hand.



To install a reserve parachute you should first pack the parachute so that it matches the shape and dimension of the supplied deployment bag.

Insert the parachute into the deployment bag and secure the deployment bag with the lines in the normal way. Depending on the size of your parachute you can use either eyelet for the best fit.



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



Please note, the Forza is only suitable for reserve parachutes with a short bridle.



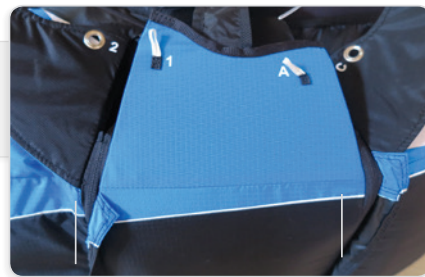
Open the reserve parachute container on the rear of the harness by tearing open the zips. Place the deployment bag in the space provided with white arrow on the deployment handle facing uppermost so that it matches the white arrow in the harness. The lines facing to the outside and the handle positioned correctly as shown.



Pay attention to the bridles. Do not allow them to become entangled, they should remain neatly in place to the left hand side of the parachute when inserting.



The container can be closed by running both zips forward towards the reserve parachute opening, all the way to the eyelets, and then back again underneath the harness to secure the zips



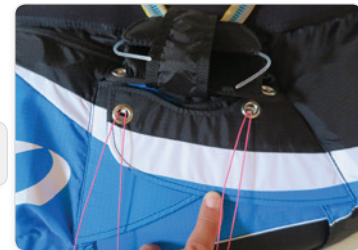
Gently pull the parachute handle and top flap out of the way so they are clear of the bottom flaps

Using suitable pieces of magic string or plastic pull the white loops through the parachute container eyelets.



Close the left hand flap, white loop 1 should be pulled through eyelet 2, and white loop A through eyelet B

The right hand flap can now be closed. White loop 1 should be pulled through eyelet 3 and white loop A through eyelet C



Now the top flap can be pulled into position. The handle sits behind the exterior material of the top flap. Pass the nylon pins of the reserve handle through the gaps in the material just above the top flap eyelets.

Pull the white loops through both top flap eyelets and push the pins through the white loops. The magnetic section can be wrapped around the handle and secured behind it to keep it neatly in place.



Finally the ends of the nylon pins can be neatened into the available tunnel as shown.



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.



To put the harness on first place the shoulder straps over your shoulders and bring the leg/chest strap through your legs.

Fasten the leg/chest strap with the orange buckles. Ensure that the buckles are closed properly and that both the upper and lower buttons click into place.



The automatic pod closing system should now be connected. First attach the red loop of the left hand pod flap to the red ball situated under the maillon on the right hand side of the harness. The red ball goes through the red loop.



Next pass the red loop of the anti-forget system through the eyelet on the right hand pod next to the instrument panel.



The red ball found under the left hand maillon should now be passed through the loop of the anti-forget system.



The shoulder strap retainer clip can now be fastened if you wish.

ADJUSTMENTS

SHOULDER STRAPS

The length of the Shoulder straps can be modified using the adjustment straps. 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/CHEST STRAP

The length of the leg straps and chest strap affects the overall stability of the harness. For maximum weightshift the chest strap and leg straps should be left in their longest position. For greater roll stability the straps can be tightened. It is important to test fly and adjust to find the position that is best for your style of flying and overall comfort.



FINE TUNING OF THE POD

The harness has been set up so that it will suite the majority of pilots and further adjustments should not be necessary, however if you wish to make changes it is possible to do so. This must be done on the ground and is not possible in the air. The foot plate at the end of the pod is supported by 4 lines (purple), these control the overall length of the pod and the angle of the foot plate.

Minor adjustments to the overall length of the pod can be made by moving the position of the knots on the upper anti-forget lines (grey) and the lower (purple) knots.



The angle of the foot plate can also be changed by moving the position of the bottom (purple) lines on the knots.

IMPORTANT: If any adjustments are made, make sure that the lines are symmetrical. If you do choose to make a change, take your time to find the position that suites you best, only make small adjustments each time.

FEATURES

INTERGRATED COCKPIT/ANTI-G POCKET



The Cockpit is integral to the pod, instruments can be attached either directly to the cockpit or alternatively to the additional angled Velcro plate. In the air it rests over the top of the chest strap to make it easy to view the instruments.



The cockpit features a large top pocket, lower battery pocket, and a magnet sealed pocket that can also be used to store an Anti-G drogue chute. This is accessed from the magnetically opened side pocket on the right hand side.

Please read the Anti-G operating instructions before use.



HYDRATION ACCESS SYSTEM

The Forza includes a hydration access system consisting of an inner pocket located in the rear storage pocket with an opening and anchor points for your hydration tube.

IMPORTANT: Make sure to route the drinking tube **BELOW** the reserve bridles



VELCRO SHOULDER MOUNTING

On the opposite shoulder strap, there is a lightweight Velcro mounting point for a small vario, Spot or other tracking device, or a radio.



ADDITIONAL PULLEY ATTACHMENT LOOP

Located next to the normal speed system pulleys, the additional loops are ideally situated if you wish to attach 40mm Ratchet pulleys (not supplied).



POD CATCHER

The pod catcher allows quick and easy location of the pod after take off. Secure the red plastic ball under the laces of your shoe, the pod will now be easy to locate and access once in the air.

RADIO POCKET

The Forza comes equipped with a removable radio pocket, it is situated on the inside of the right hand side hang point.



PEN HOLDER

On the right side of the angled cockpit is a pen holder for those that like to keep track of tasks on paper.



CARE AND MAINTENANCE

The Forza 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, oils and any corrosive substance.
- Use water and a cloth to clean.

It is possible that after many hours use that the pod will require changing. Replacement pods are available from your Ozone dealer.

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 karabiner, 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.

TECHNICAL SPECIFICATIONS

SIZING

The harnesses structure is available in three different sizes; S, M, and L which can be combined with three different pod sizes; S, M, and L suitable for a wide range of pilot heights and body configurations. We recommend the following harness and pod combinations:

<i>Pilot height</i>	<i>Harness</i>	<i>Pod</i>	<i>Weight*</i>
155 - 165 cm	S	S	5.00
165 - 175 cm	M	S	5.20
175 - 185 cm	M	M	5.35
185 - 195 cm	L	M	5.50
195 - 205 cm	L	L	5.65

* Includes pod, rescue handle, parachute inner bag, mousse and carabiners. Excludes angled flight deck (130gr)

MATERIALS

Outer fabric (Cover)
Nylon Oxford 210D PU2

Structure fabric
Nylon Oxford 210D PU2

Pod
Neoprene 3.0 mm

Main webbing
Polyster 25 mm 2000 kg

Chest strap closure system
Austrialpin Alu Cobra buckles

Bridle connection
Dyneema Rope 5 mm, 2400 kg



OZONE QUALITY GUARANTEE

At Ozone we take the quality of our products very seriously, all 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.

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 Forza.
Team Ozone



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Inspired by Nature, Driven by the Elements

WWW.FLYOZONE.COM