

PEAK

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Description	Paragliding harness
Max. Load	100 kg
Height of Centre of Gravity	Size M – L cm. 41; XL cm. 45
Karabiner Distance	37 - 48 cm
Weight (without additional back protection)	3.15 kg
DHV crash test	14.7 G negative
DHV homologation	GS-03-310-04
Back Protection	AIRBAG protection with 3 cm thick polyethylene
Parachute Container	Integrated container under the seat's board with a lateral handle

1 GENERAL INFORMATION

1.1 The Concept

PEAK is a very light paragliding harness designed for a wide range of uses, in particular for pilots who like to reach the summit on foot to then return to the valley floor in flight. It can be used by the beginner or by an expert pilot.

1.2 Safety

Pilot safety in the **PEAK** is made possible thanks to the excellent hook-in points and to the airbag protection.

The hook-in point has been set especially to offer the pilot the possibility of having the maximum feeling of his/her wing without getting a sensation of insecurity.

The airbag remains in the correct position and is inflated during take-off. Thanks to the external Mylar plate, a partial inflation occurs even if there is no wind on take-off. A partial inflation, along with the 3 cm thick polyethylene plate, guarantees a good protection even in the initial take-off stages.

The 3 cm thick polyethylene plate is inserted through the zip found inside the back pocket.

1.3 The Speed System

The **PEAK** comes all set for the use of a speed system. It is already equipped with the proper pulleys needed for assembly. The cord slide has been designed to allow an easy and light operation of the speed system.

2 THE EMERGENCY PARACHUTE

The container supplied with the harness, which is located underneath the seat, is large enough for all types of parachutes. The container also comes with 2 layers in Cordura, which will protect your parachute against dust and humidity.

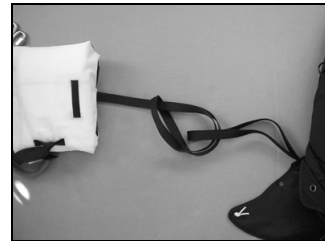
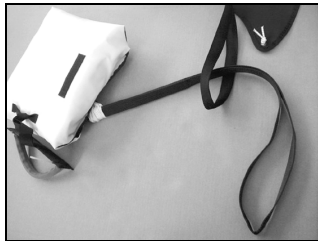
If your parachute ever gets wet (i.e. water landings) you must remove it from the harness, dry it and re-pack it again before putting it back in the container.

The container on the **PEAK** comes with its own handle; therefore it may only be used with the one supplied with the harness. This handle and its strap must be connected to the inner container of the parachute. If your parachute's inner container does not have the proper loop, please contact your parachute dealer. The parachute must be connected to the harness before being inserted in the container. The forked connecting strap is fastened in 2 points, over shoulder height, ensuring a proper load distribution and a correct landing position in case of deployment.

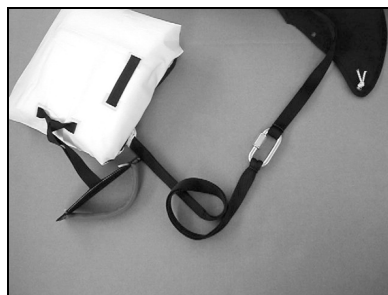
2.1 Emergency Parachute Assembly

To assemble your parachute correctly, insert the back protection and follow the instructions below:

- 1 Pass the harness' bridle through the loop of the parachute's bridle. The parachute then has to be passed through the big loop of the harness' bridle. Pull the bridles tightly to prevent dangerous friction between the bridles on opening.

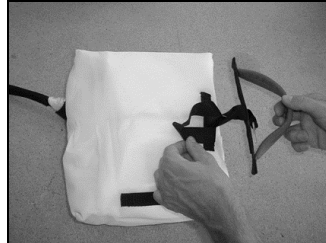


- 2 This connection may also be done using a karabiner – with a breaking load of at least 2000 kg. In this case the bridles must be fastened to the karabiner by means of elastics in order to avoid the karabiner from rotating on opening, which could bring about a dangerous lateral loading of the karabiner.



- 3 The karabiner's screw lock must be tightly screwed to prevent it from opening accidentally. This latter type of connection is more shock-absorbent than the conventional (former system) one.

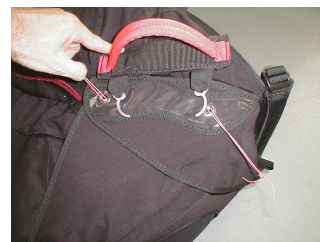
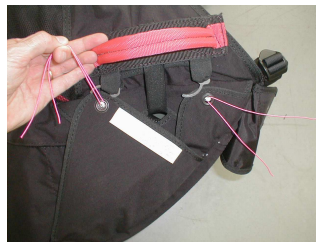
- 4 The black handle loop goes through the loop on the inner holder, then the entire handle goes through its own loop in order to get a tight connection. For easier extraction, the inner holder's connection loop must be positioned far from the centre.



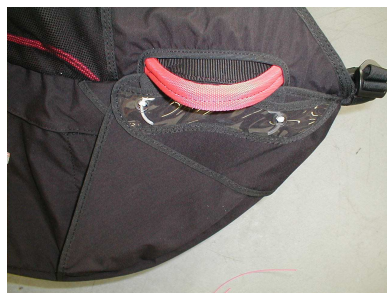
- 5 Insert the parachute in the container of the **PEAK** leaving the handle visible towards the outside and with the handle's connection loop on the inner container pointing upwards.



- 6 Closing the holder: insert the elastic closing loops into the eyes that are located on the left flaps. To help you close the holder you can pass a piece of cord through each loop. The photos show in which order to close the flaps



- 7 Insert the handle's pin through the elastic loops and under the transparent cover, following the illustrations given. The cords must be removed at the end of this stage. - Finally the handle must be inserted under the elastic cover.



- 8 Fixing the safety cord: this particular type of cord (to be bought only from specialized dealers) must hold 5 kg. It prevents an accidental opening of your parachute. Using a needle, pass it through one of the holder's elastic loops and tie it to the pin (see photo).



After the first assembly of your parachute you must perform an opening test and, before every take off, you must control the proper position of the handle.

Since 01/01/98 an authorized harness or parachute dealer or a flight instructor must test every new parachute and harness/external container combination that is assembled for the first time. Following the above instructions the opening of the parachute is perfectly possible from your normal flying position; the proof of this may be found in the parachute's proof sheet.

3 ADJUSTING YOUR PEAK

The **PEAK** harness offers you several adjustment possibilities, making it possible for the pilot to find his ideal position in flight. It may take a while to find this ideal position, but this will be rewarded with an extraordinary comfort during every flight.

Before you start making any adjustments to the **PEAK**, you must insert the back protection and parachute.

We suggest you hang in your harness, simulating a flying position, in order to find your ideal setting. This simulation becomes even more realistic if the back pocket is filled with the things you normally take with you during a flight (rucksack, extra clothing and suchlike)

3.1 Adjusting the Sitting Position

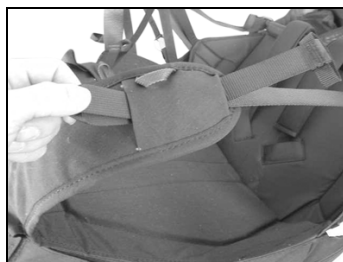
The first adjustment regards the angle between your legs and your back. This angle can be regulated between 70° and 100°, regarding the vertical axis by using the lateral straps (those running through the trimmer). Making them longer decreases the angle and vice-versa.



When adjusting the back, you must choose the torso inclination with respect to the vertical axis while flying. An excellent flying position for a better wing control can be obtained keeping the face about 15 cm from the ideal line that connects the two karabiners.



The shoulder-strap adjustment offsets the variations in the pilot's height. For a greater comfort, the shoulder-straps also support part of the torso weight.



The chest strap regulates the distance between the two karabiners and varies between 38 and 50 cm. The tighter it is, the more stability and vice versa; adjustable from inside. Even in this case we recommend an opening of about 40-42 cm. A larger opening does not improve the wing performance, and a tighter closure can accentuate a possible "twist" effect following an asymmetrical closure of the wing.



Two plastic buckles are fixed near the front seat angle to increase or decrease the pressure under the knees.

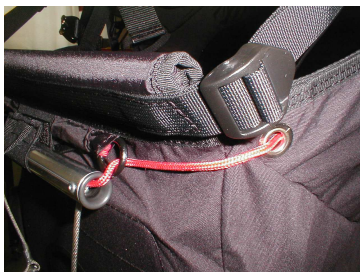
3.2 Adjusting the Leg Straps

Thanks to the height of the leg straps buckles, these allow a large tolerance regarding different thigh measures. Usually the original setting from the manufacturer fits properly. In any case you should check to see if you are able to reach the ideal flying position without using your hands. This can be done simulating a flight position. If you are not able to reach this position, check the sitting position angle and afterwards the leg straps. Remember that the proper setting will allow you to reach the ideal flying position without using your hands. **Use the buckles under the chest strap to adjust your leg straps; make sure to do it in a symmetrical way.**

3.3 Adjusting the Speed System

After having found the ideal sitting position, you must adjust the accelerator. The necessary pulleys are already mounted on the harness.

The pedal cords must be passed first through the rings fixed to the elastic in front of the board, then into the harness through the holes near the front corners of the seat, then through the pulleys placed near the rear corners of the seat and then up to the attachments on the paraglider risers.



4 CHARACTERISTICS AND ACCESSORIES

4.1 Cross bracing

Your **PEAK** harness does not have any cross bracing. The geometry on this harness has been chosen in order to guarantee stability in flight, even without the use of cross bracing.

4.2 Ballast setting

It's possible to order a special container for your ballast, your instruments and maps, designed for the **PEAK**.



4.3 Pockets

The **PEAK** comes with a big pocket on the back and two smaller ones on the sides. These pockets are arranged in such a way to prevent the contents from accidentally falling out during flight.

In the rear pocket, a transparent pocket is visible. It is divided into three parts and can be used for the instruction manual, the DHV label, and another label for your personal data.

There is also a label to identify the product attached to the pocket for the instruction manual. In the lower corners of the back pocket there are two large metal eyelets which can be used to insert the end of telescopic walking poles. The handles should be inserted in the red pocket to keep them in a stable position.

4.4 Towing

Your **PEAK** is also excellent for towing. The release system connects directly to the main karabiners making sure that the karabiners have the opening bar at the back. To attach the release system properly, insert the release bridle in such a way that the release itself is in front of the risers, in flight direction.

5 FLYING WITH PEAK

Checking the harness before take off is crucial; always check the following aspects:

- **Are all the pockets closed properly?**
- **Is the parachute's handle attached correctly?**
- **Make sure that every buckle clicks when fastening it and as you pull, control for a proper fastening (pay special attention in case of ice or snow: always clean the snow or the ice before fastening the buckles).**

5.1 Tandem Flying

The **PEAK** structure is suitable for tandem flying, but in this case, it is not recommended. In fact, a passenger would obstruct the inflation valve, preventing the airbag from reaching its optimal protective capacity.

6 MAINTENANCE AND REPAIRS

Before putting the harness back in the rucksack, open the rear zip and insert the upper part into the large pocket. In this way no abnormal folds will form in the rear part.

Take care when folding the front part containing the valve and the Mylar which maintains its shape in order to prevent deformation which could have an effect on the inflation during flight.



Control the airbag valve and sheath at regular intervals to make sure they are not damaged, especially after any collision.

There is no safety inspection procedure established by law for harnesses. In any case, we suggest you to send your harness back to the manufacturer once every two years in order to have it inspected professionally.

The main aluminium karabiners must be replaced every two years. Impacts may create undetectable cracks that, because of the continuous loads, could result in structural damage.

Avoid dragging your harness on the ground, on rocks...etc. Extended exposition to UVA rays (sun), humidity and heat should be always avoided.

Repairs and replacement of spare parts must not be done by the customer. Only the manufacturer will be able to use the necessary materials and techniques to guarantee the functionality and the conformity of your harness with the certification requirements.

To clean the harness, use warm water and soap.

The fast locks must be kept clean and may be lubricated, not more than once a year, with a silicon spray.

We wish you great flights and landings with your new **PEAK !**