

## Paragliding Harness Okuri MF

With the Okuri MF you got one of the most comfortable and most functional harnesses, which is available on the market at present. We thank you for the confidence, for buying the Okuri MF harness.

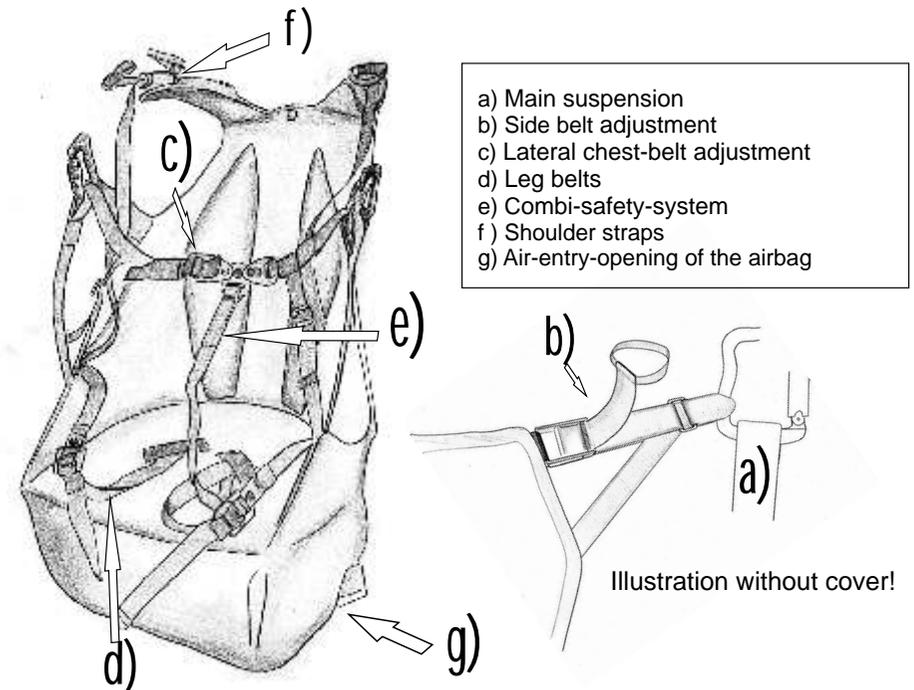
Please read this operating instructions carefully and consider, that AVA Sport Ltd. can not be made liable for accidents and damage, which result from disregarding of the operating instructions.

### Technical description:

- ✍ integrated reversible backpack
- ✍ certified twin-chamber airbag-protector
- ✍ Running through shoulder belts for perfect comfort
- ✍ Max. pilot's weight: 120 kg
- ✍ Weight of the harness: 3.9 kg (depending Version) Size M
- ✍ Seatposition adjustable in flight

# Owner's manual

# Okuri MF

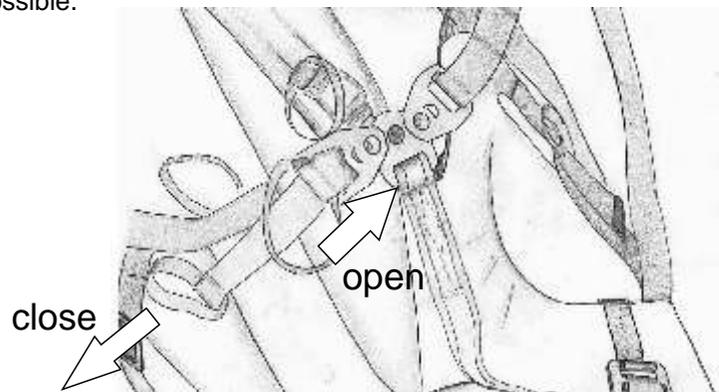


### Adjustment possibilities:

By the versatile adjusting possibilities of the Okuri MF we recommend in any case that all adjustments are done in a simulator before the first flight to guarantee an optimal seat comfort.

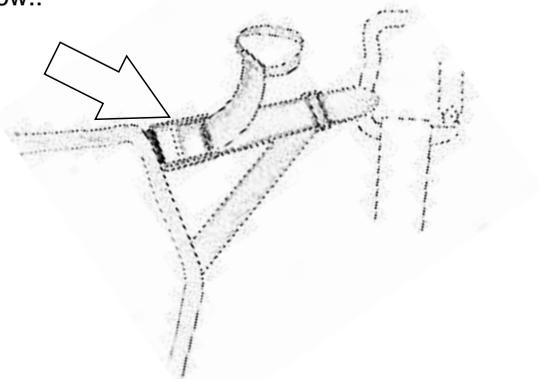
### Adjusting the chest belt:

The chest belt gets closed in combination with the Combi-safety-system. The length can be adjusted between the buckles. An adjusting during flight is possible.



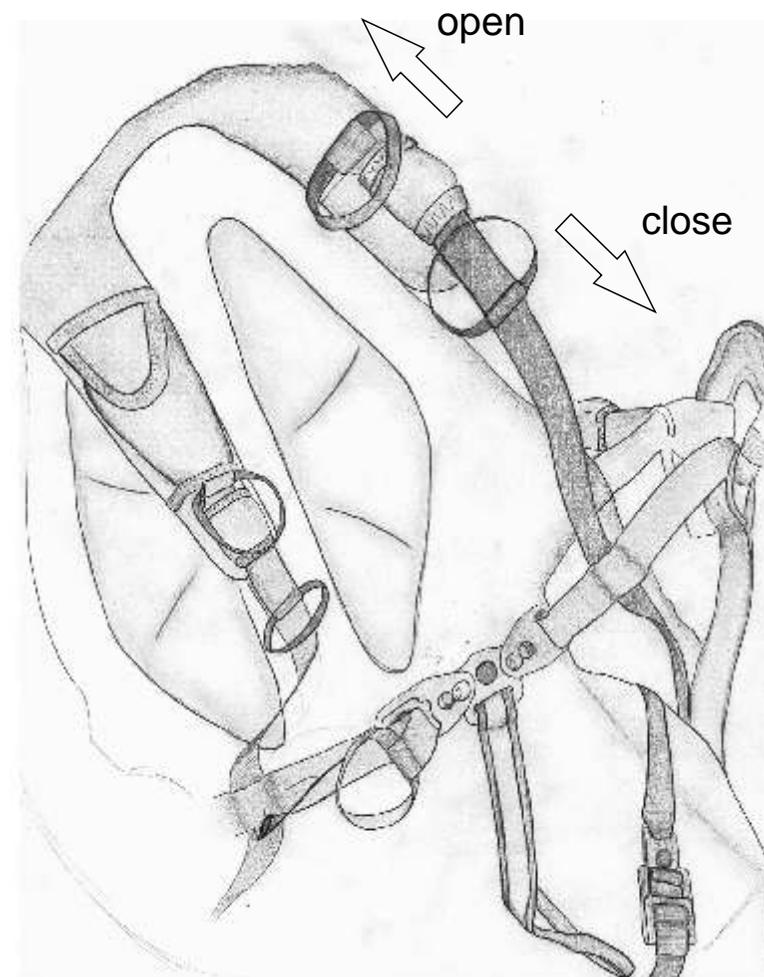
### Adjusting the lateral chest belts:

Adjusting the lateral chest belts takes place as second step and offers on the one hand again the variation of the seat position between sitting and lying, on the other hand you adjust with the lateral chest belts the most comfortable seat position. During adjusting it should be paid attention to the fact that the body load is distributed evenly on shoulder belt and lateral chest belt. Please take care that the lateral chest belt is attached correctly to the main suspension's carabiners as shown at pic. below..



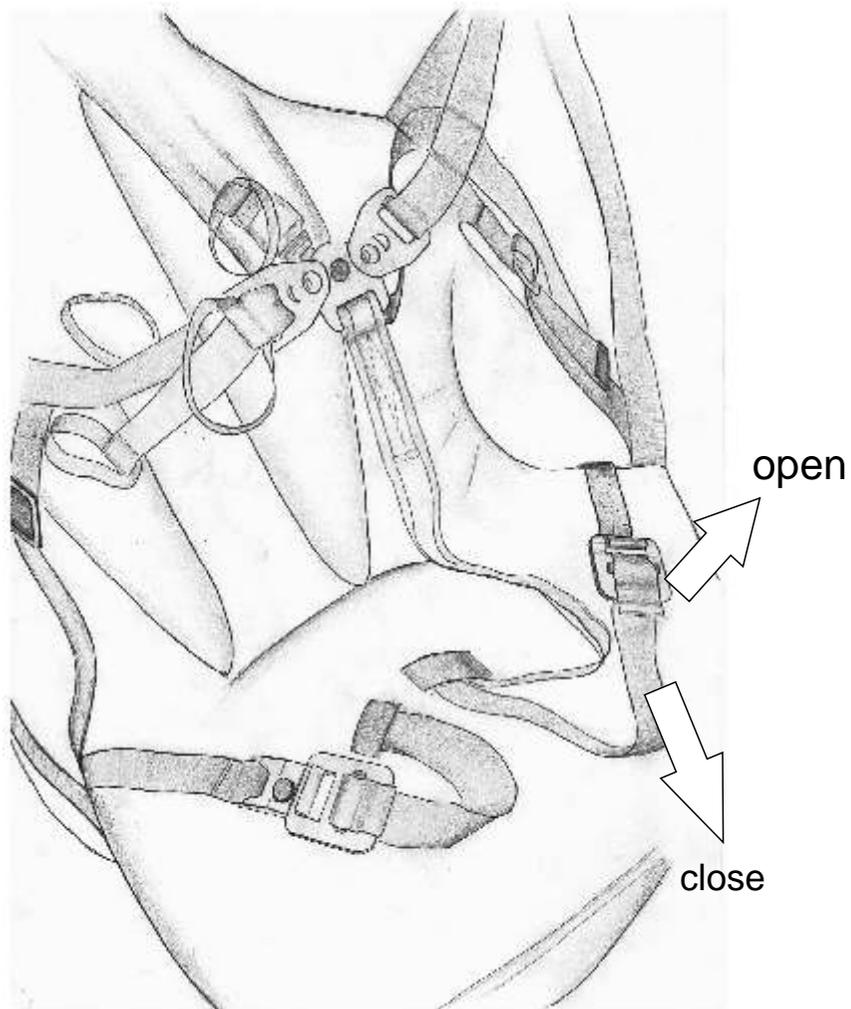
### Adjusting the shoulder belts:

Please note that with correct adjusting the shoulder belts are felt with light pressure on the shoulders. With the shoulder belts you adjust the harness on the pilot's height, but also you adjust the seat position between sitting and lying..



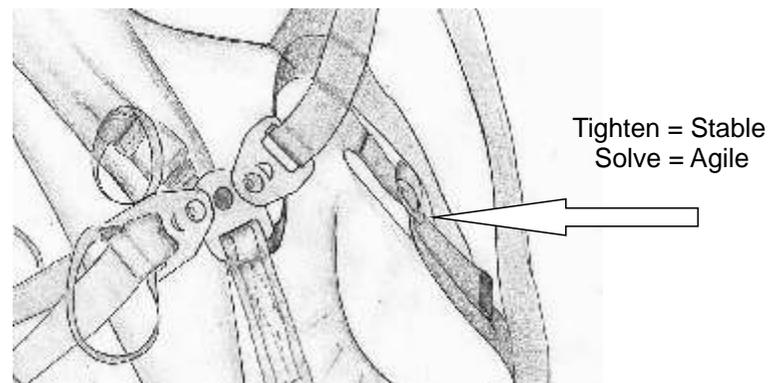
### Adjusting the leg belts:

When you put the harness on, please take care that the buckles are closed correctly and audibly. The leg belts should be fastened tight but should leave still enough space, for the starting and landing phase, where the legs should have still some space to move. The length can be adjusted at the leg belts underneath the buckles. An adjusting during flight is not possible.



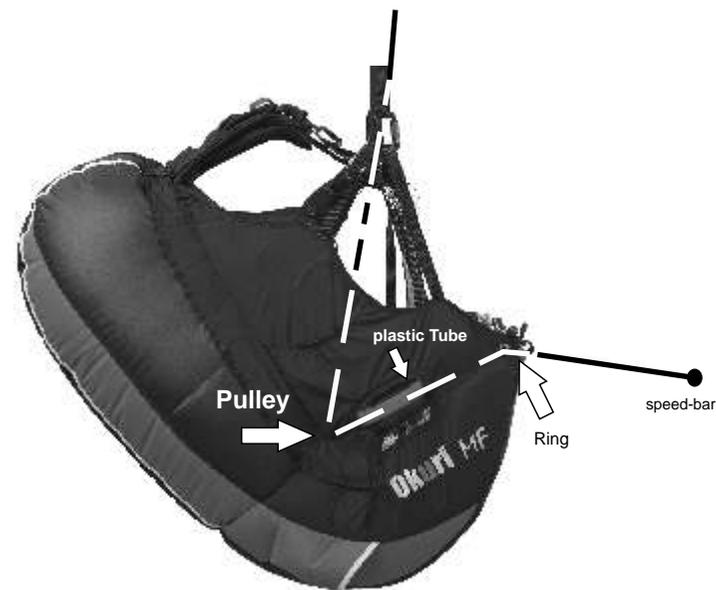
### Setting the agility

The Okuri MF has a setting which the harness can be agile or stable. The adjustment is made by the straps which are located between the chest straps and the main suspension.



### Speed-bar:

The speed-bar is runs from the risers as follows:



## Build-in of the rescue-system



Fix the Harness Handle on the Rescue Container



Connection between Rescue and Harness



Close the container with two packing cords.

Order:: ① ②



After closing the container, by putting in the pins, remove the packing cords and put the release-handle in the therefore assigned pockets



Put in the rescue-system container. The connected handle is showing to the seatboard and the container opening of the harness.



Put the bridle into the container of the harness. The connection to the handle must be also between the inner-container and the harness, as shown on the picture. That means it has to be on the inner side. So you can be sure that the rescue-system can be pulled out easily.  
Note that the emergency parachute is fed in the rescue pocket.  
If the rescue is too small the rescue pocket can be filled with a foam pad.

### Attention:

**After every installation of a rescue-system in a harness there must be a test if the opening force is between 2 and 5 daN. If harness and rescue parachute are combined the first time a compatibility check have to be done by a authorized person!**

## **Conversion of the harness to a packsack:**

The Okuri MF is a so called reversible harness. That means it can be transformed to a packsack.

To convert the harness to the backpack you have to open the zipper of the storage bag completely. Then the seatboard can be turned upwards and the storage-bag can be turned inside out now. A packsack is formed now, which contains the harness-part and offers enough space for a paraglider as well. Further equipment can be attached to the outer-side of the packsack.

The conversion of the packsack to the harness is done vice versa.

## **Before you use the Okuri MF, you have to check the following points:**

- ! Outer shell of the airbag as well as the complete harness not damaged?
- ! Air-entry-opening/Air-entry-opening-valve of the airbag-protector working properly?
- ! Zipper of the airbag-protector closed?
- ! Rescue-system's container and release-handle closed correctly?
- ! Speed-system (if in use) correctly mounted and adjusted?
- ! buckles closed and belts adjusted correctly?

## **Airbag-Protector:**

The harness Okuri MF has got a very effective airbag-back-protector. Compared to a normal foam-protector this airbag-system has some special characteristics, you have to take care of:

## **Maintenance/Duration of life of the airbag-protector:**

This protector-system is more or less maintenance-free. Only the outer shell of the airbag-protector should be checked regularly before every take-off, if there are any damages (holes or cracks), because this can cause the outer shell to burst during an impact and will reduce the protection.

If you find any damages these must be repaired by the manufacturer or an authorized dealer/workshop

## **Towing:**

The harness Okuri MF is suitable for towing, if the main carabiners are used as attachment-points for the towingdevice.

There are no separate loops to mount the towing-device at the Okuri MF harness!

## **Tandem flights:**

The Okuri MF is because of it's special shape not suitable for tandem flights. Neither as pilot's nor as passenger's harness!

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## **Life span, replacing time of construction units, repair**

The harness Okuri MF was built for high loads and strong use. Accordingly, for the choice of the materials particularly high criteria were set. However the life span depends also on the treatment of the harness by the pilot, so we recommend to check the harness from time to time, if there are faulty or damaged parts, which should be replaced or repaired then.

Especially take care of defective seams, which should be immediately repaired by an authorized workshop.

Further you have the possibility to send us the harness for checking.

In order to prevent problems with the harness we recommend:

- avoid handling with fire and sharp edged articles near your harness.
- avoid unnecessarily long sun effect, because ultraviolet radiation destroys the molecular structure of the material
- avoid the contact with seawater or acid liquids.

## Maintenance and control:

The harness Okuri MF is more or less maintenance-free. But regular control in short periods gives you the guarantee of an unrestricted function of your belt system. Take particularly care that the buckles stay free of dirt.

## Dealers:

AVA Sport Schweiz:

Flugsau GmbH, Gruobi 1, 6388 Grafenort, [www.avasportcentral.ch](http://www.avasportcentral.ch)

AVA Sport Deutschland / Österreich:

Bernd Hornböck, Görttschach 40, 9170 Ferlach [bernd@againstthegrain.at](mailto:bernd@againstthegrain.at)

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