



# RADICAL 4

## User's manual

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RCS 387956790

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Thank you for choosing the RADICAL 4. We are glad to be able to share our common paragliding passion with you.

SUPAIR has been designing, producing and selling free flying equipment since 1984. By choosing a SUPAIR product you benefit from almost 40 years of expertise, innovation and listening. This is also our philosophy : working endlessly to develop better products and to maintain a high quality production.

We hope you will find this user's manual comprehensive, explicit and hopefully enjoyable as well. We advise you to read it carefully.

You will find the latest up to date information about this product on our website **[www.supair.com](http://www.supair.com)**.

If you have any further questions, feel free to ask one of our retailers for answers. And naturally, the entire SUPAIR team is at your disposal on **[info@supair.com](mailto:info@supair.com)**.

We wish you many safe enjoyable flying hours, and happy landings

Team SUPAIR

<b>Introduction</b>	<b>4</b>		
<b>Technical specifications</b>	<b>5</b>		
<b>Sizes choice</b>	<b>6</b>		
<b>Nomenclature</b>	<b>7</b>		
<b>Harness overview</b>	<b>10</b>		
<b>Accessories assembly</b>	<b>11</b>		
Carabiners	11		
Speed-bar	12		
Airbag Module	13		
<b>Installing the reserve parachute</b>	<b>15</b>		
Reserve parachute characteristics	15		
Handle connection – POD	15		
Parachute connection– harness	17		
Installing the reserve parachute in the container	21		
<b>Gear packing and tips</b>	<b>28</b>		
<b>Adjustments</b>	<b>30</b>		
The various adjustments	30		
Adjusting the harness	31		
<b>Wing/harness connection</b>	<b>32</b>		
<b>Inflight behavior</b>	<b>33</b>		
<b>Flight phases</b>	<b>34</b>		
Pre-Flight check	34		
Take-off	34		
In flight	35		
		Speed-bar use	35
		Landing	35
		<b>Using the reserve parachute</b>	<b>36</b>
		<b>Towing</b>	<b>36</b>
		<b>Mandatory control</b>	<b>36</b>
		<b>Maintenance</b>	<b>37</b>
		Cleaning and maintenance	37
		Storage and transport	37
		Product longevity	37
		Repairs	38
		Spare parts	38
		Materials	38
		Recycling	38
		<b>Warranty</b>	<b>39</b>
		<b>Disclaimer</b>	<b>39</b>
		<b>Pilot's gear</b>	<b>39</b>
		<b>Shock absorber</b>	<b>40</b>
		<b>In case of incident</b>	<b>41</b>
		<b>Service book</b>	<b>42</b>

Welcome to the world of paragliding according to SUPAIR, a world of shared passion.

The RADICAL 4 is the harness for pilots who are passionate about mountain flights. The design and the choice of materials have been thought with the objective of longevity and quality.

The RADICAL 4 harness was certified EN 1651 : 1999 to 120 DaN ( 120 kg ).

The RADICAL 4 harness + the reversible airbag RADICAL 4 was certified EN 1651 : 1999 and LTF\* 91/09.

\* The LTF certification of the RADICAL 4 harness is only valid if the airbag is installed.

Indicating that it meets European and German safety requirements.

After reading this manual, we suggest you to check your harness in static hang-posts to adjust it before your first flight.

**N. B. : Three important icons will help you when reading this manual**



Advice



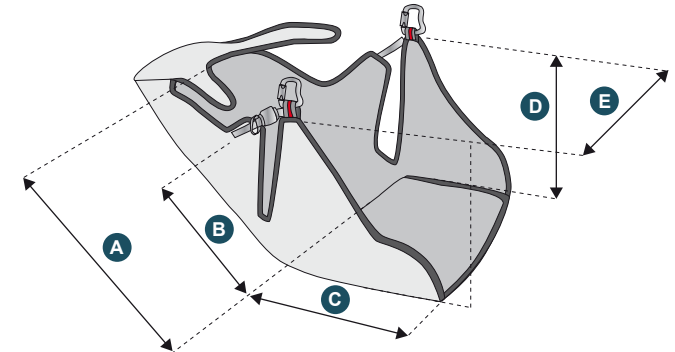
Caution !



Danger !!

# TECHNICAL SPECIFICATIONS

- A** Back lenght
- D** Carabiners height
- B** Backrest tilt adjustment
- E** Carabiners distance
- C** Seat lenght



	Taille de la sellette	S	M	L
	Pilot size (cm)	160-175	170-185	180-205
	Pilot weight (mini - maxi) (kg)	50-70 kg	65 -90 kg	70 - 120
	Flight weight limits max except wing and carabiners	120 dNa (env 120 Kg)	120 dNa (env 120 Kg)	120 dNa (env 120 Kg)
	Harness weight (as delivered) (g)	910	920	970
	Harness weight with airbag module (g)	2160	2190	2260
	Designed for	Paragliding only		
A	Back lenght (cm)	62	65	70
B	Backrest tilt adjustment (cm)	30	33	36
C	Profondeur d'assise (cm)	42	42	44
D	Carabiners height (cm)	45	45	47
E	Carabiners distance (cm)	33 - 44	33 - 44	34 -48
	Impact damping system	AIRBAG OPTIONAL		
	Certification	Yes: EN1651		
	Harness certification+ bag-airbag	Yes: EN1651 & LTF		
	Tandem (Pilot or Passenger)	No		
	Towing	Yes		
	Quick-out carabiners compatibility	No		
	Aerobatics	No		
	Reserve parachute pocket volume (litre)	2,9 à 4,75 L		

# SIZE CHOICE

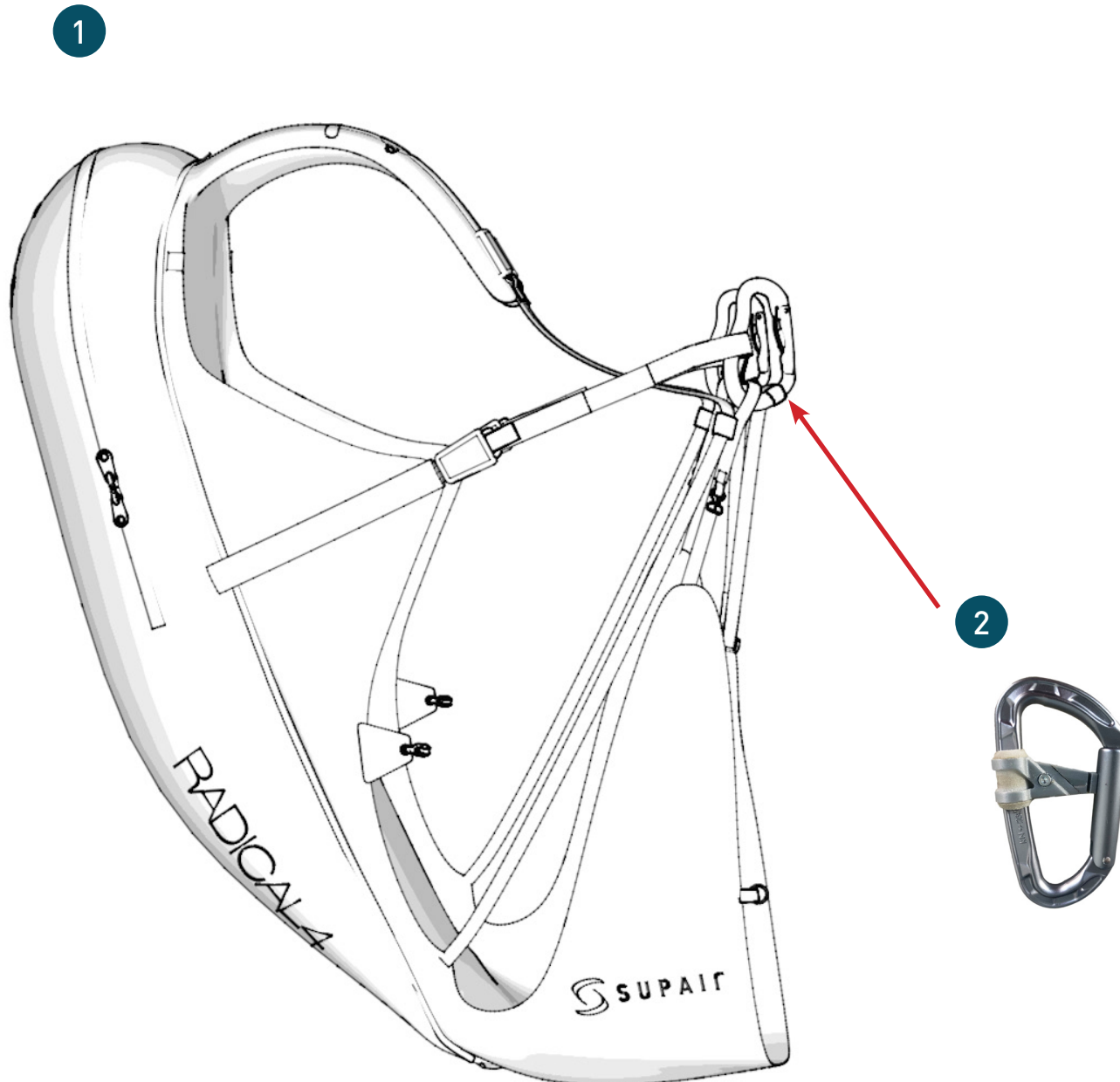
Choosing your harness size is important. You will find here below a height/weight table that will help you in your size choice. we advise you to try out the harness under a hanging device at one of our retailers in order to choose the correct size.

For a complete list of our retailers, please click here : [www.supair.com](http://www.supair.com)

SIZE WEIGHT	1m55	1m60	1m65	1m70	1m75	1m80	1m85	1m90	1m95	2m00	2m05
50	S	S									
55	S	S	S								
60	S	S	S	S							
65	S	S	S	S	S ou M						
70		S	S	S ou M	M	M	M ou L				
75			S ou M	M	M	M	L				
80			M	M	M	M ou L	L				
85				M	M	L	L	L			
90					M ou L	L	L	L	L		
95						L	L	L	L	L	L
100						L	L	L	L	L	L
105							L	L	L	L	L
110								L	L	L	L
115									L	L	L
120										L	L

# NOMENCLATURE

- 1 Harness
- 2 Edelrid Pure Slider Carabiners x2



## Options

Reversible and removable Airbag  
( Ref : PROSACAIRBAGR4S  
PROSACAIRBAGR4M  
PROSACAIRBAGR4L )

Olys pocket ( T1 ou T2 )  
( Ref : PPVCOLYST1  
PPVCOLYST2 )

Speed-bar Light 2B  
( réf. : ACCELSOUPLELIGHT )

Riser Solo Dyneema  
( ref : ELESOLODYNEEMA )

## GENERAL NOTES FOR APPLICATION AND SAFETY

This product is exclusively designed for use in connection with paragliders. The karabiner (connector) must not be used as personal protective equipment against falls from a height; it should be assigned to one person only. All documents must have been understood by the user before use. The reseller must provide this document in the language spoken in the country of use and it must be kept together with the equipment during the entire service life.

**Application notes** The following application notes must be carefully read and observed. This product does not remove all risk personally incurred and borne by its users. Any flying sport is potentially hazardous. Errors and carelessness can lead to serious injuries or even to death. Correct choice of equipment requires experience; use of the equipment is exclusively allowed to trained, experienced persons; other users must be supervised. The user should be aware that deficient bodily or mental health may impair safety of normal application and in emergency situations. The manufacturer does not accept any liability for abuse or misuse. In such cases the responsibility and risk lie with the users or persons responsible for the operation. When using this product, we recommend additionally observing the applicable national rules

and regulations.

Connectors should only be loaded when in their working position, not over the gate. During any use, the gate must close and lock automatically; check its function prior to every use. Connectors must be used exclusively with closed and locked gates (xxx as screwed gates or xxx must always be closed completely; Warning do not overtighten screw gates!). External pressure on the karabiner / connector substantially reduces the stability; the gate sleeve may break and the gate open. The maximum tensile strength is substantially reduced when the gate is open. Be aware that use of wide webbing may reduce the maximum tensile strength of the connector.

### Safety notes

If this product is combined with other components these may mutually affect safety. If this product is used in combination with other components, such as harnesses, paraglider risers, or rescue equipment, users must acquaint themselves with the enclosed recommendations, notes and instructions for these components prior to use and comply with them. If original components of the product are altered or removed, this may impair the safety properties. The equipment should not be altered or remodeled or adjusted by use of additional parts in any way not specifically recommended in writing by the manufacturer.

# PURE SLIDER GATE LOCK

**Warning!** The products must not be subjected to damaging influences. This specifically includes contact with caustic or aggressive substances (e. g.: acid, lye, soldering flux, oils, cleaning agents) as well as extreme temperatures or sparks. Sharp edges, moisture and icing particularly may substantially impair the strength of the product!

### Climate during use

The temperature ranges for continuous use of the product (in dry conditions) is approx. -30 °C to +60 °C.

### Service life and replacement

The service life of the product mainly depends on the type and frequency of use as well as on external influences. Maximum service life at optimum storage conditions (see Storage) if unused: connectors: unlimited.

### Use

The maximum permissible service life of the connector is based on the following table: The starting weight must be taken into account as this significantly influences the service life. The product must be withdrawn from further use after reaching the maximum permissible service life. Take-weight under 120kg.



# PURE SLIDER GATE LOCK

MAILMOUSPURESLIDER + MPPP094 (Edelride pure slider + Locking system)

1000 Flight Hours or Maximum of 5 years

## Important Note!

The use of the karabiner MAILMOUSPURESLIDER+MPPP094 (Edelride Pure Slider+ Locking system) is not permitted for the take-off weight of more than 120 kg.

The connector must be removed from use immediately if sharp edges/burrs/xxxx are visible or can be felt, if the gate does not close or lock automatically anymore as well as after fall loading, e. g. in rescue equipment.

## Inspection

Before any use, be sure to check the product for signs of damage and proper function. When the good-for-use period mentioned above is exceeded, the product must be removed from use. Repairs may only be carried out by the manufacturer or a person authorized by the manufacturer.

## Storage / Cleaning / Maintenance Storage

Continuous storage temperature approx. -10 °C to +30 °C, dry and protected from daylight. No contact with chemicals (Caution: Battery acid!) or corrosives substances.

## Cleaning / Maintenance

Clean contaminated products in hand-warm

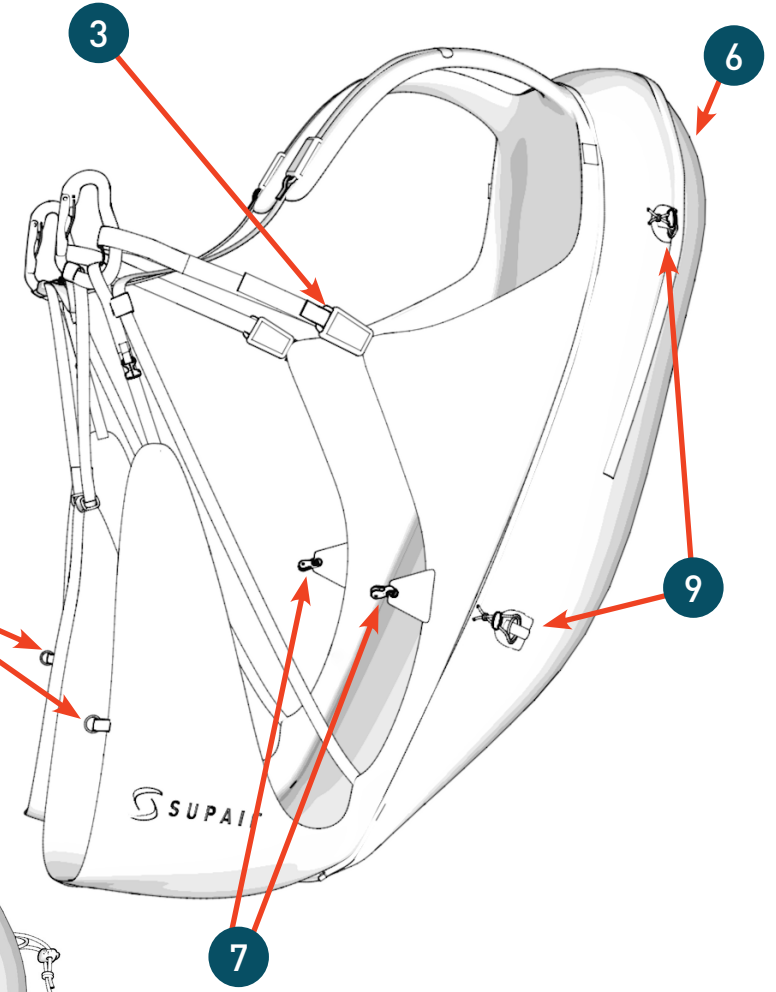
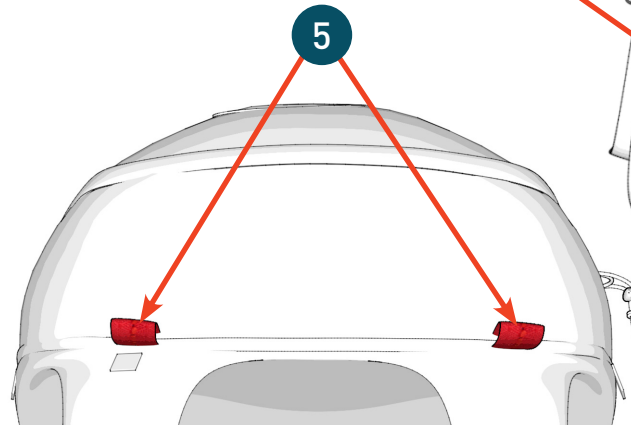
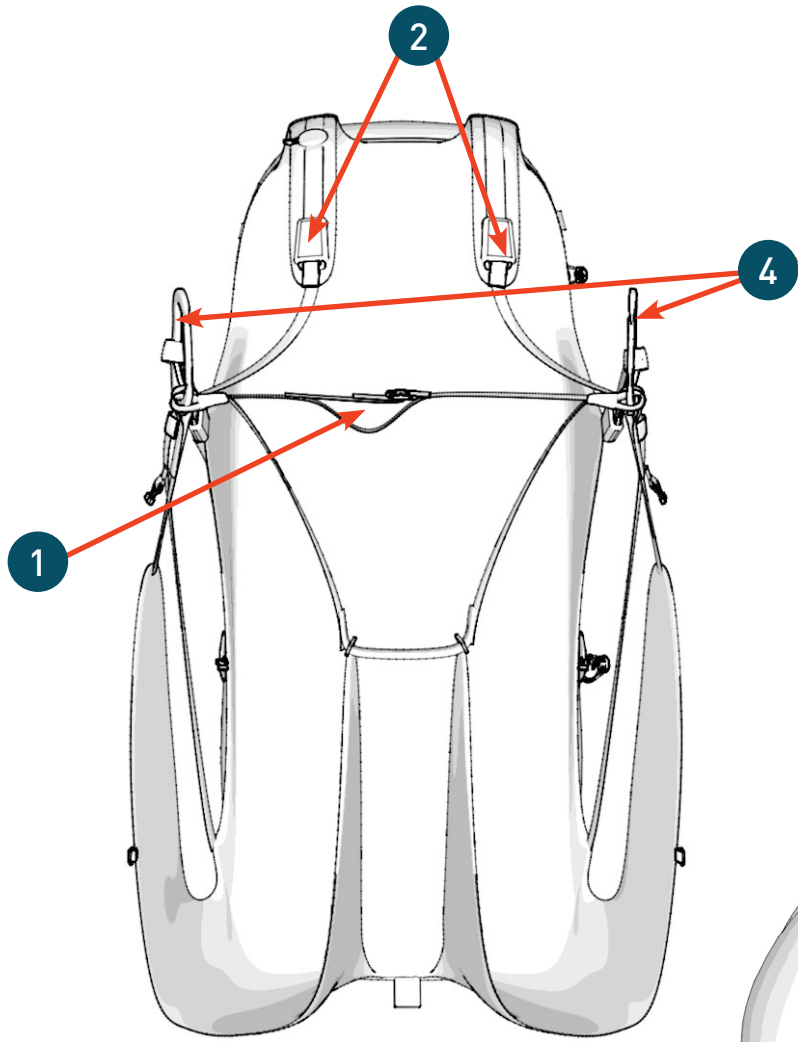
water (if required, add neutral soap to remove oil or grease). Rinse generously. Common, non-halogen containing disinfectants may be used if needed. The joints of metal parts must be cleaned regularly and then be lubricated with acid-free oil or a lubricant based on Teflon or silicone. Warning: If the present instructions for use are not observed, this can lead to fatal injury!

## Markings on connectors

Trademark: EDELRID

Serial number and year of construction: e. g. YYYY MM

# HARNESS OVERVIEW



- 1 Chest strap
- 2 Shoulder strap adjustment
- 3 Backrest angle adjustment

- 4 Paragliding main hooking points
- 5 Reserve parachute hooking points

- 7 Pulleys for speedsystem
- 8 Pulleys for speedsystem
- 9 stick holders

## Carabiners

### Compatible carabiners :

Carabiners EDELRID PURE SLIDER

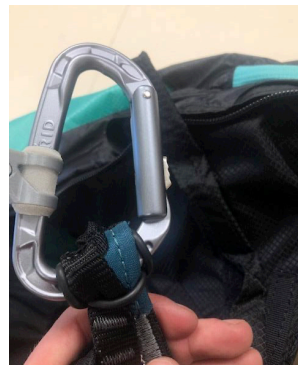
Réf. : MAILMOUSPURESLIDER

Carabiners EDELRID PURE SLIDER + Plastic locking clip

Réf. : MAILMOUSPURESLIDER + MPPP094

### ASSEMBLY WITH EDELRIE PURESLIDER + O-RING

Insert the lumbar strap and the main strap.  
Please make sure that the O-ring holds the main strap and the lumbar strap.  
Repeat for the other side.



### ASSEMBLY WITH EDELRIE PURESLIDER + LOCKING CLIP

Insert the lumbar strap and the main strap into the carabiner.  
Close the finger and lock the closure by turning the plastic piece.  
Repeat on the other side.  
When the AIRBAG module is installed, the airbag strap must be placed between the lumbar strap and the main strap.



WITHOUT MODULE AIRBAG



WITH MODULE AIRBAG

## Speed-bar system

### Compatible speed-bar:

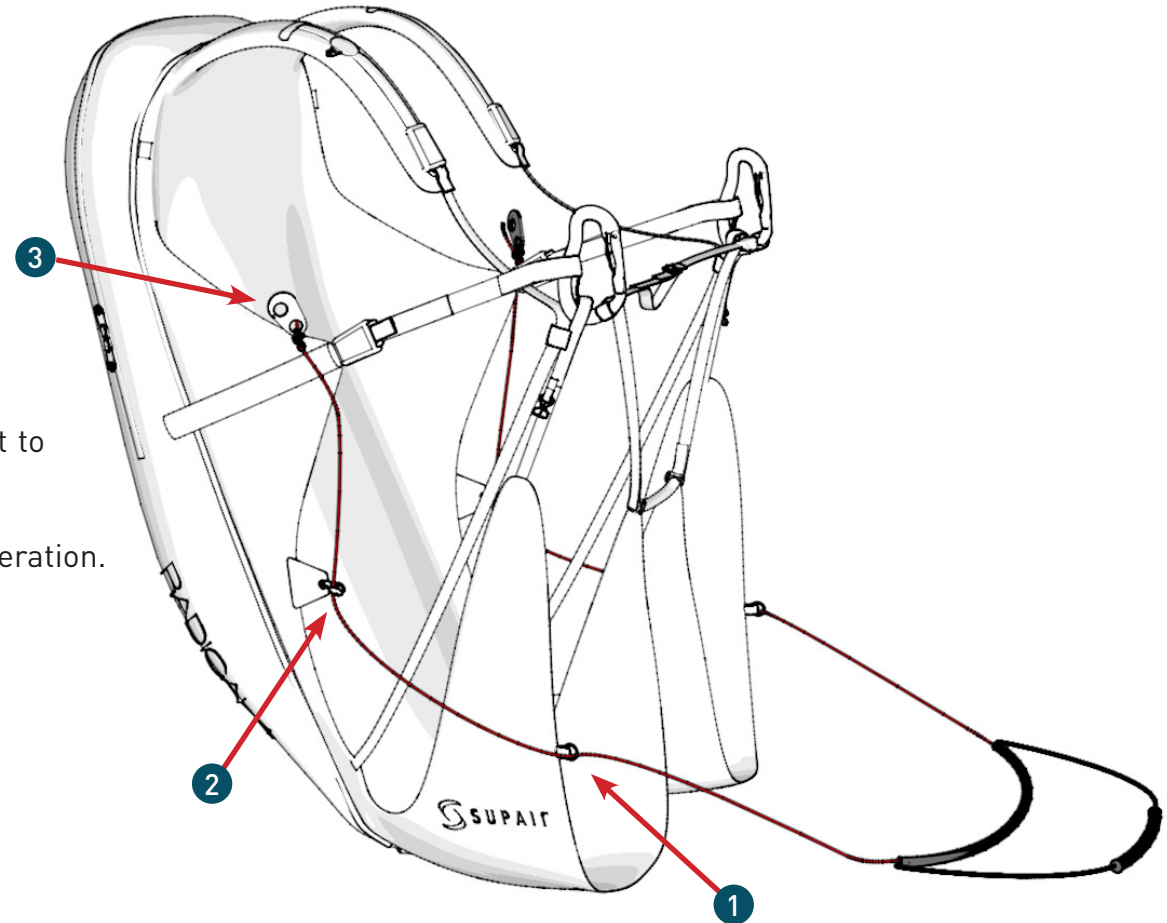
2B Light

Réf. : ACCELSOUPLELIGHTMPPL025

### Speedbar assembly :

Regarding either side of the harness.

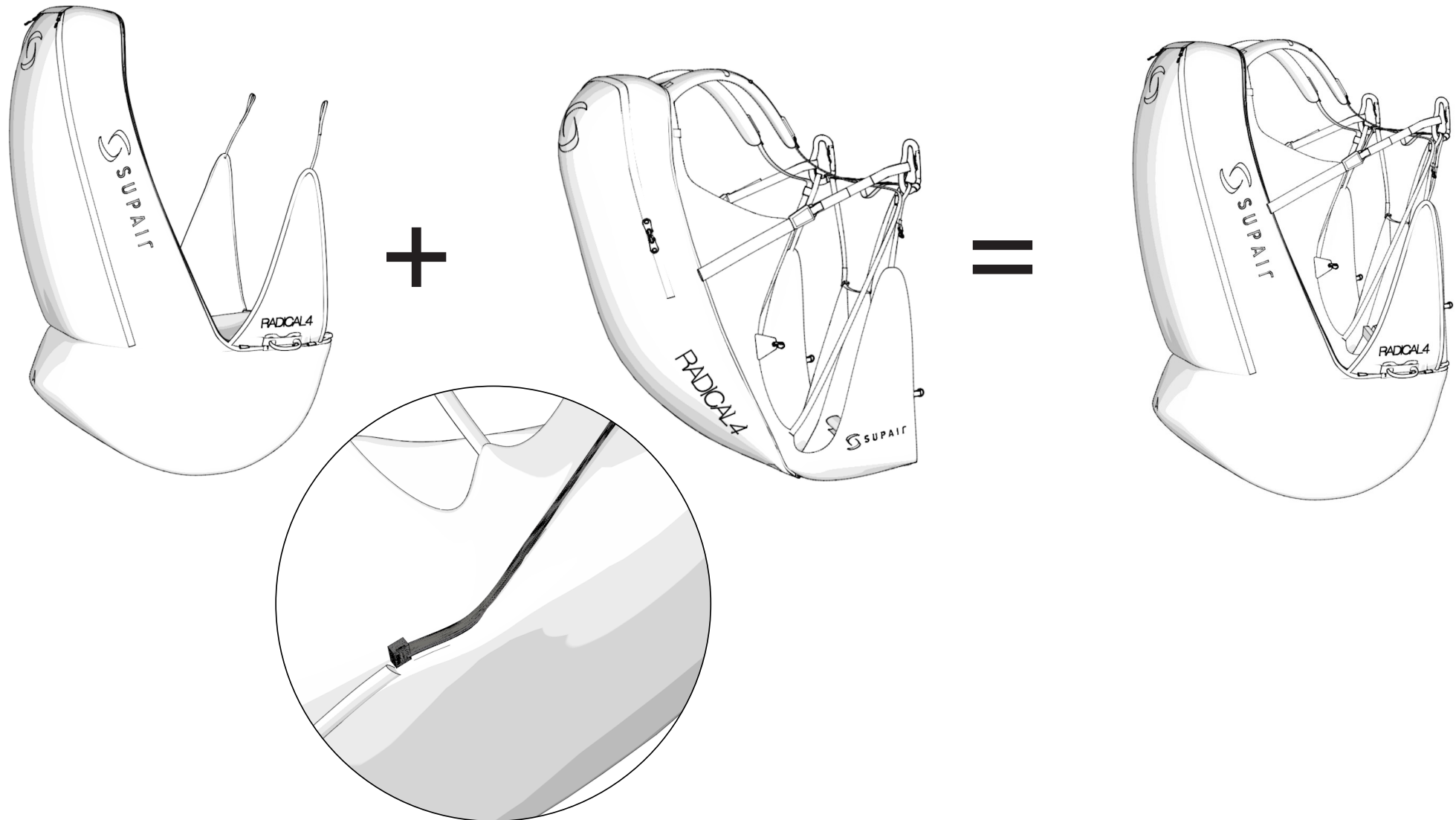
- 1 Pass the speedbar line through the front loop
- 2 Pass the line through the pulley.
- 3 Finally, attach a hook to the line so that you can connect it to your glider's speedbar.
- 4 Check the operation of the speedbar by simulating an acceleration. i.e by sliding the line.



Be careful, make sure the speedbar is not set too short. It could be dangerous. When you are not using the speedbar, the line should not be under tension at your risers.

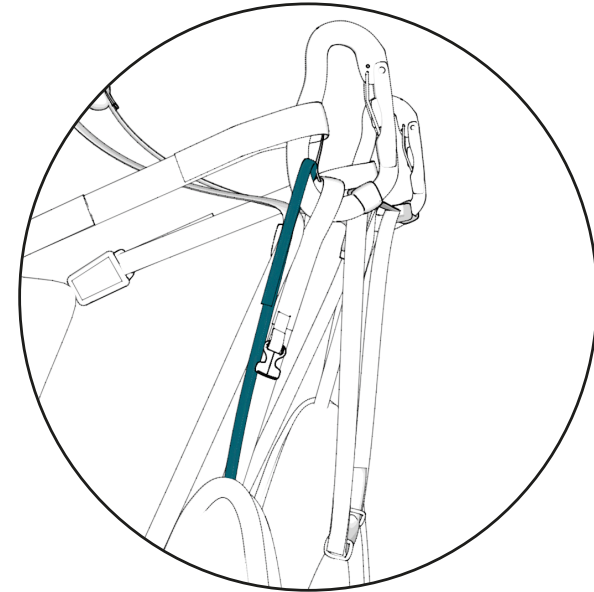
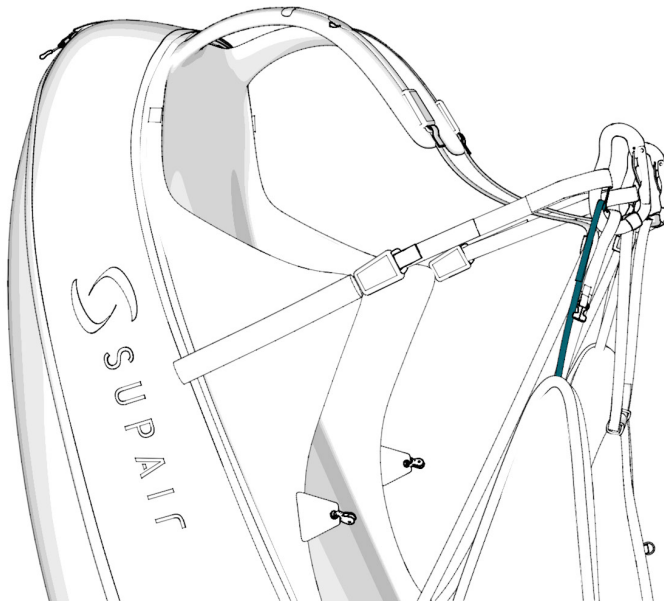
## REVERSIBLE MODULE AIRBAG

- 1 Zip the removable module to the harness using the black zip. Check that the zip is completely closed.

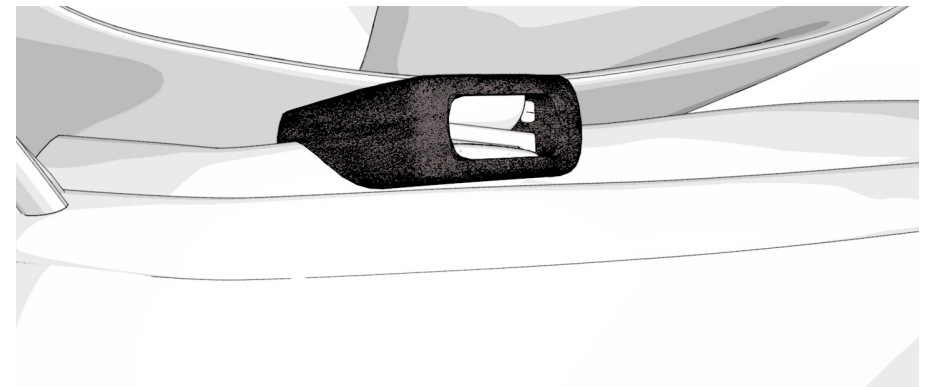
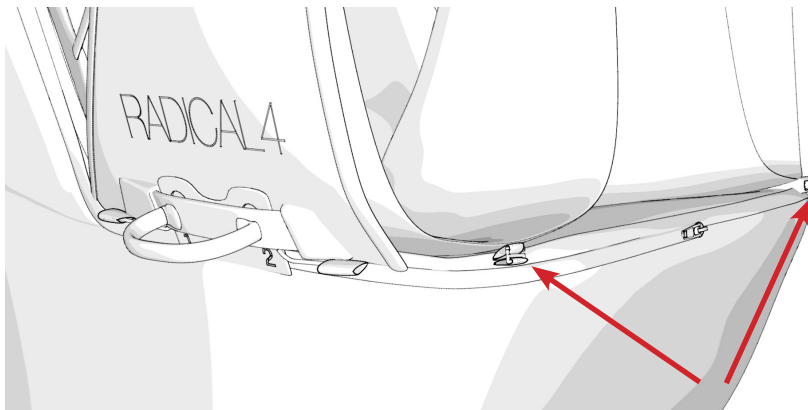


## REVERSIBLE MODULE AIRBAG

- Put the sidewall in the carabiner between the lumbar strap and the main strap (both sides)



- Attach the front of the airbag with the two aluminium hooks and cover the buckle with the protective sleeve.



# INSTALLING THE RESERVE PARACHUTE

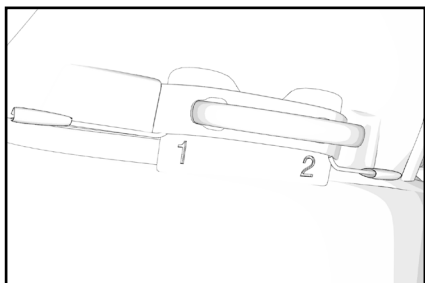


Thank you for reading the following carefully ! We recommend for the initial rescue parachute assembly and installation to be made by a qualified professional. Reserve parachute folding and installation inside the harness must conform to the specific guidelines found in this manual. We are not responsible for any other use.

The volume of reserve parachutes may vary depending on the folding

We have checked the pocket for compatibility with some of our reserve parachutes. Other parachutes are compatible, which we have not tested here..

## Rescue parachute pocket characteristics



- Parachute pocket closed by zip and locked by cable
- Volume from 2.9L to 4.75L
- Suitable for SUPAIR SHINE and FLUID LIGHT rescue parachutes as well as other solo parachutes
- A POD + Handle is dedicated to the parachute bag of the RADICAL 4.

RADICAL 4 Size S			
Compatible parachutes	S	M	L
SHINE	✓	✓	✓
FLUID LIGHT	✓	✓	✓

RADICAL 4 Size M			
Compatible parachutes	S	M	L
SHINE	✓	✓	✓
FLUID LIGHT	✓	✓	✓

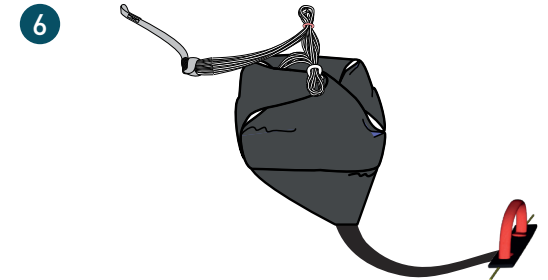
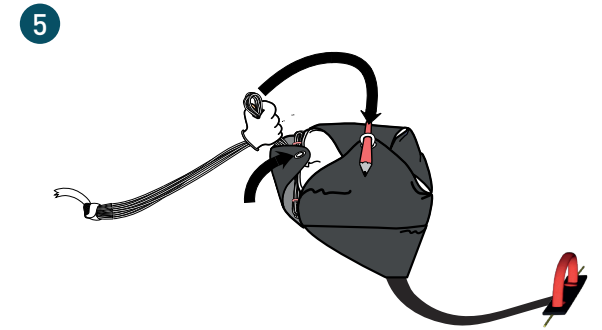
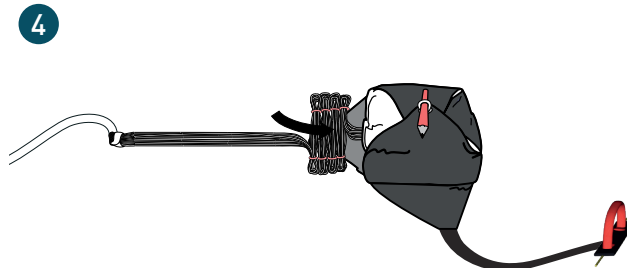
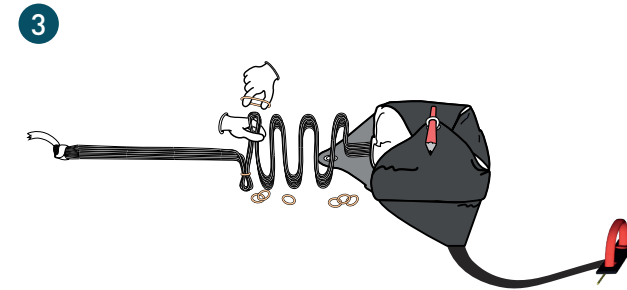
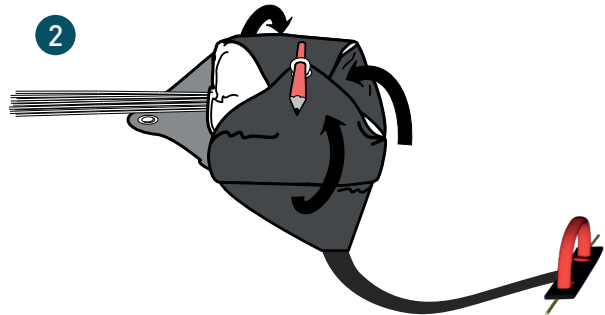
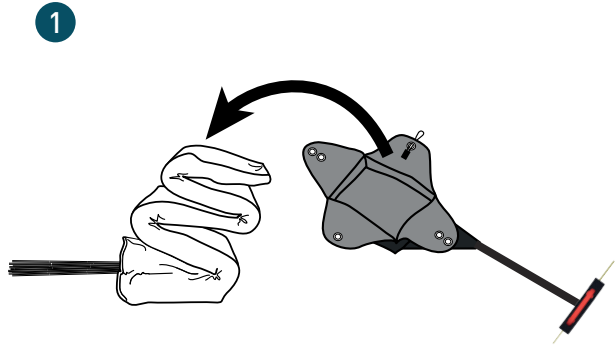
RADICAL 4 Size L			
Compatible parachutes	S	M	L
SHINE	✓	✓	✓
FLUID LIGHT	✓	✓	✓



The reserve parachute can be fitted in the integrated container of the airbag module using the dedicated POD, or ventrally when the harness is used without an airbag module.

# INSTALLING THE RESERVE PARACHUTE

## Installation of the parachute in the POD





# INSTALLING THE RESERVE PARACHUTE

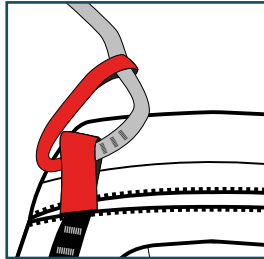
## Riser/Harness connection

### >> Access to the reserve parachute connection points

First of all, open the zipper of the riser guide from the top of the shoulder to the reserve container to access the attachment points of the reserve parachute.

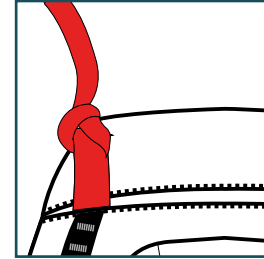
#### A Fastening the risers to the harness via a Lark's head knot connection.

**1** Attach each riser to the shoulder attachment points by making a Lark's knot ( loop to loop connection ). Use the largest bridle loop ends.



**2** Assemble everything correctly, check that the risers do not move.

Proceed in the same way for the second attachment point.



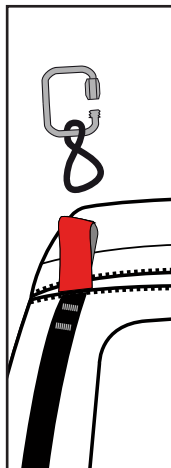
**3** Tighten each connection securely.

#### B Connecting the risers to the harness with 6mm square Maillon Rapide®

Provide yourself with two 6mm square Maillon Rapide® and two O-rings.

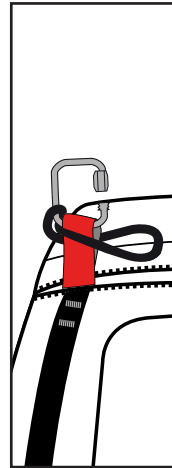
**1** Open the 6mm square Maillon Rapide®.

- Pass the O-ring through the Maillon Rapide®
- Make a twist



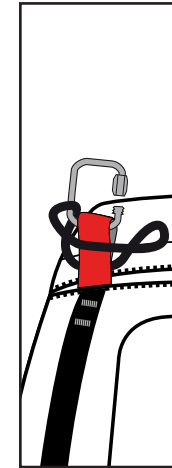
**2** Pass the attachment point through the loop of the O-ring.

- Pass the Maillon Rapide® through the attachment point.



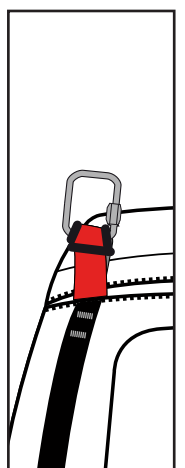
**3** Make a second twist with the O-ring.

- Pass the loop through the link.
- Check that the riser does not move.



**4** Close the link by hand and then with a pair of pliers by making 1/4 turn.

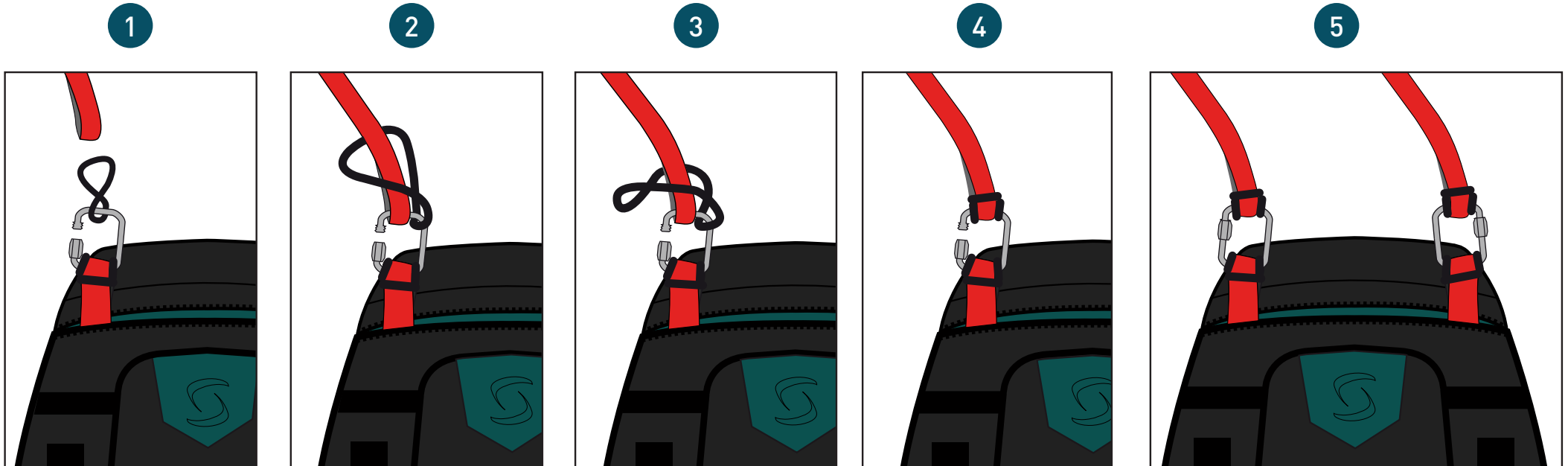
- Repeat the operation for the second attachment point.



# INSTALLING THE RESERVE PARACHUTE

## Risers/Harness connection

Connection of the risers to the attachment points with 6mm square Maillon Rapide®.



1  
- Open the 6mm square Maillon Rapide®.

- Pass the O-ring through the Maillon Rapide®

- Twist.

2  
- Pass the riser through the O-ring loop.

- Pass the riser through the link.

3  
- Give a second twist with the O-ring.

4  
- Push the buckle through the link.

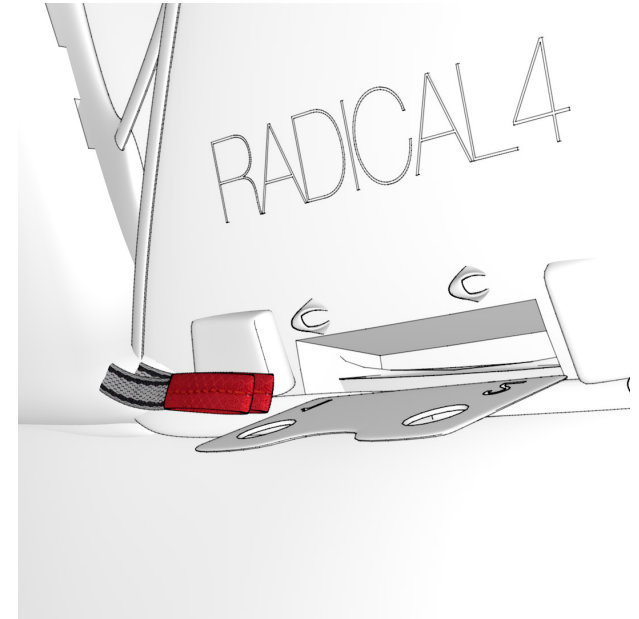
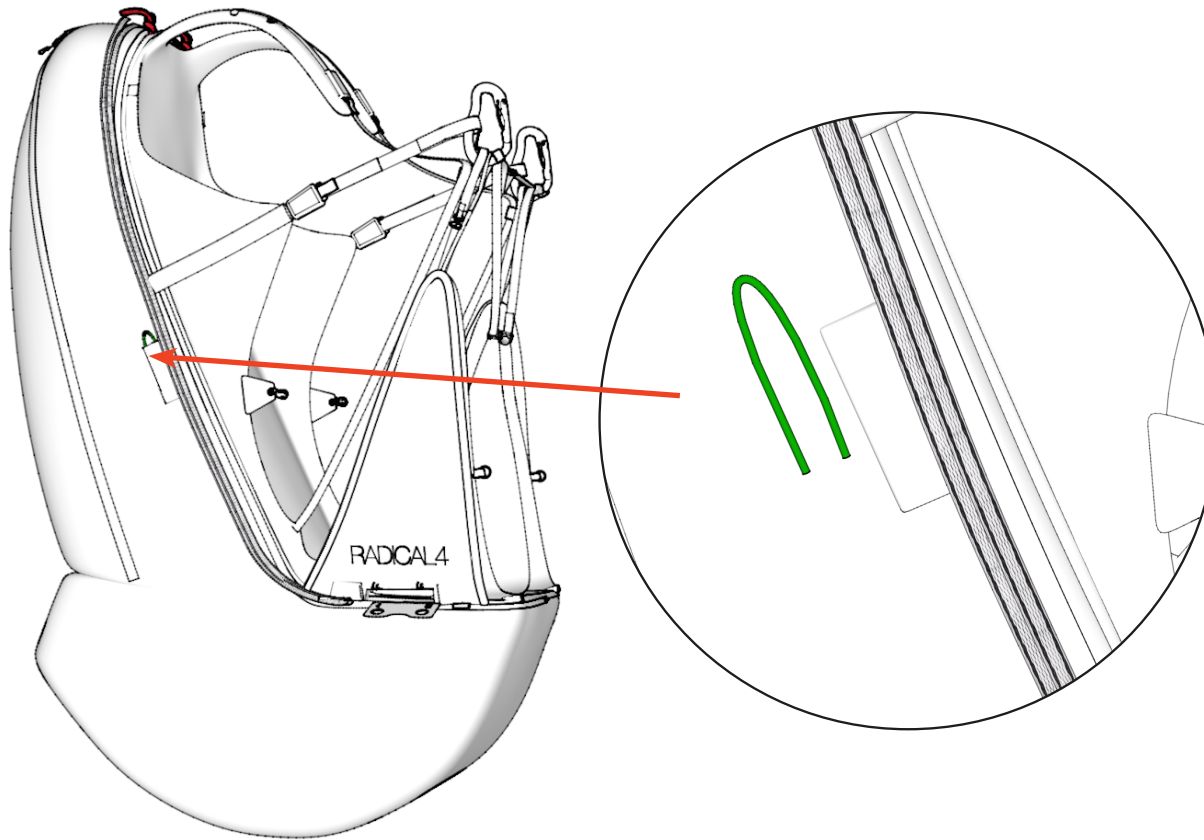
5  
- Check that the riser does not move.  
- Close the Maillon Rapide® tightly by hand

- Finalize the closing with a pair of pliers by making 1/4 turn.

- Repeat the operation for the second riser.

# INSTALLING THE RESERVE PARACHUTE

Place the risers inside the sleeve



1 - Place the risers inside their guiding/protective sleeve connected alongside the harness. Risers mustn't be too stretched.

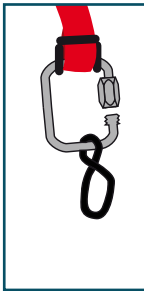
2 - Make them stand out.

# INSTALLING THE RESERVE PARACHUTE

## Reserve parachute/risers

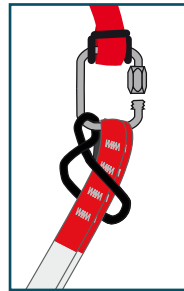
One (1) square 7mm Maillon Rapide® will be needed + two (2) O-rings.

1



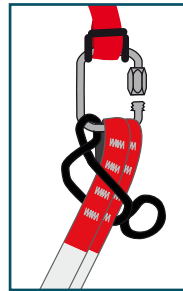
- Open the 7mm square Maillon Rapide®
- Push the maillon through the risers loops
- Push the maillon through the plastic ring
- Twist

2



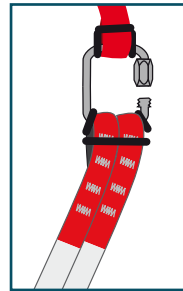
- Push the two riser ends through the toric ring loop.
- Push the maillon through the riser loop

3

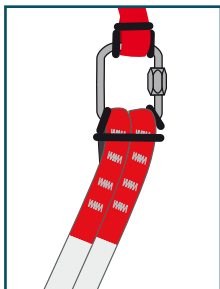


- Give a second twist to the plastic ring.
- Push the buckle through the maillon.

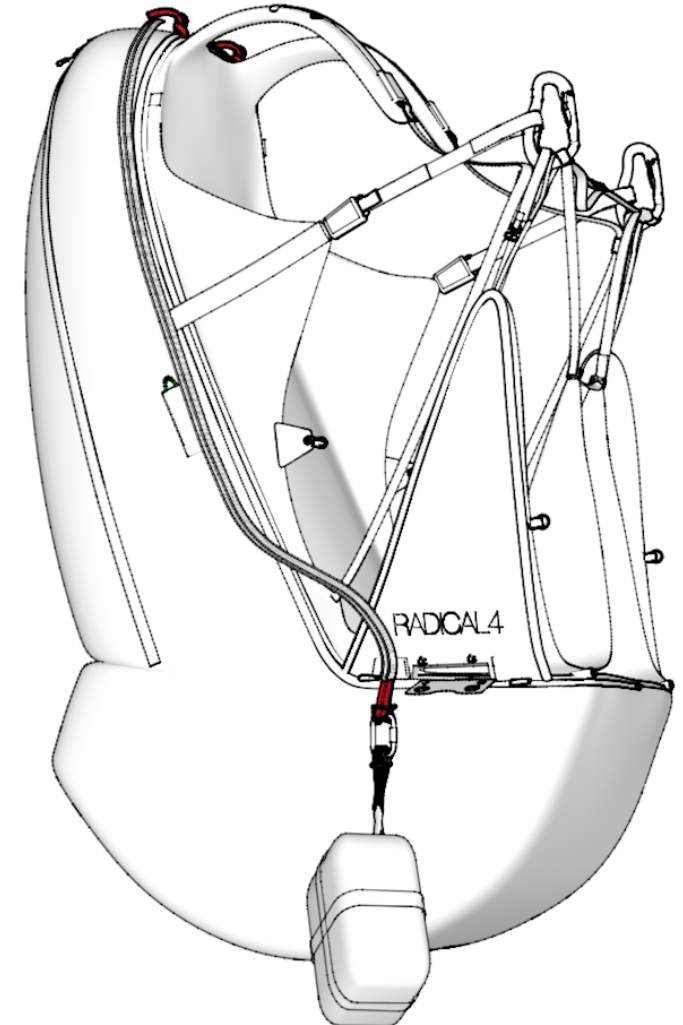
4



5



- Tidy up the assembly.
- Be certain for the riser end loops to be securely fastened.
- Close the Maillon Rapide® tightly by hand.
- Tighten using pliers and making a ¼ turn.



# INSTALLING THE RESERVE PARACHUTE

## Installing the reserve parachute in its integrated container of the Airbag Module



Thank you for reading the following carefully ! We recommend for the initial rescue parachute assembly and installation to be made by a qualified professional.

Reserve parachute folding and installation inside the harness must conform to the specific guidelines found in this manual. We do not accept any responsibility for any other use.

1



Insert the parachute and its POD into the rescue container. The lines should be positioned downwards.

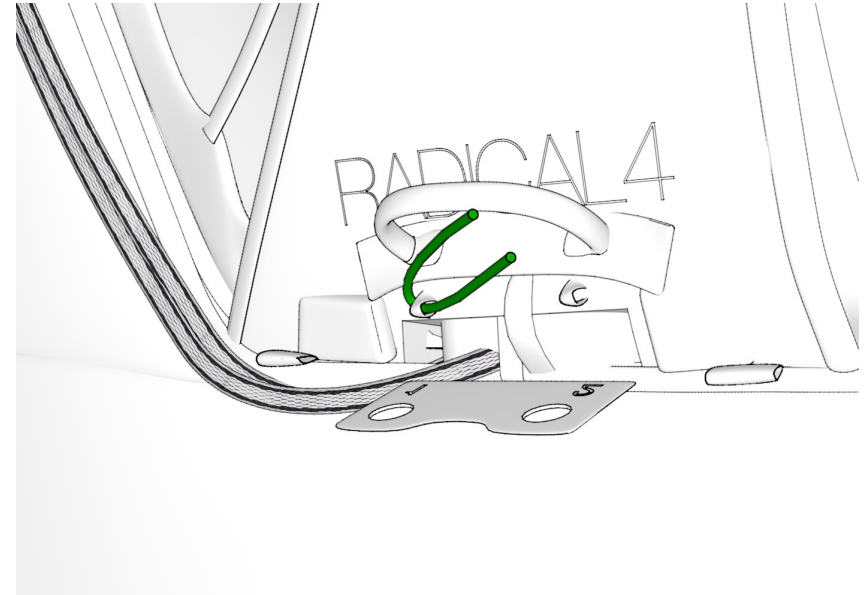
# INSTALLING THE RESERVE PARACHUTE

## Installing the reserve parachute in its integrated container of the Airbag Module



2

Open the zip of the riser sleeve and the zip of the rescue container.

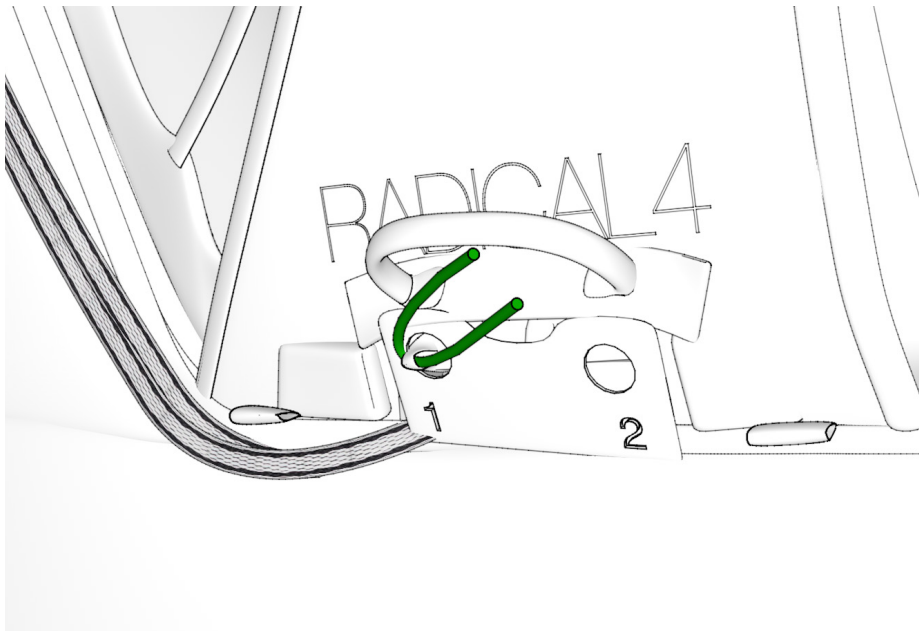


3

Pass the folding rod through the loop 1.

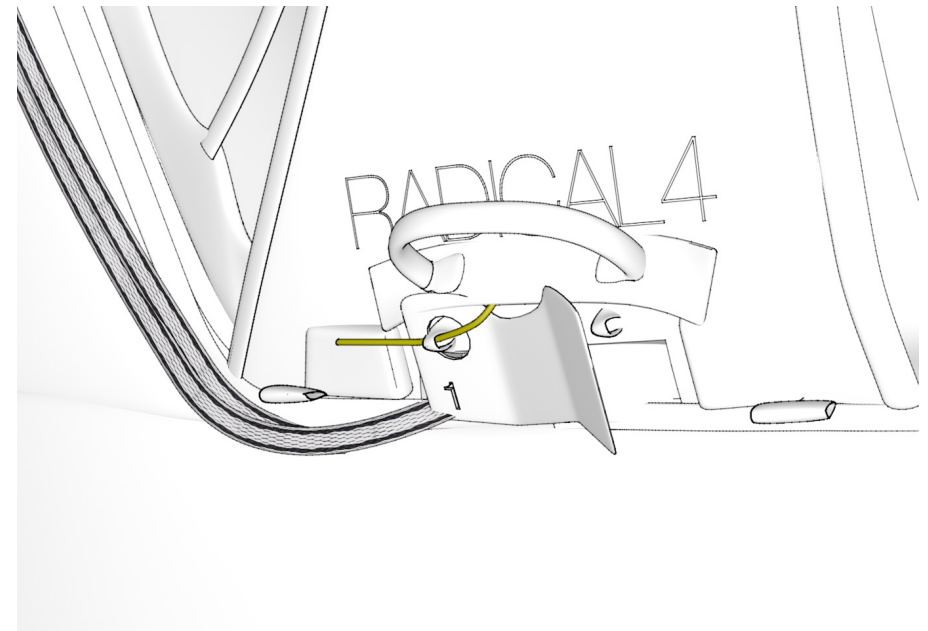
# INSTALLING THE RESERVE PARACHUTE

## Installing the reserve parachute in its integrated container of the Airbag Module



4

Using the folding rod, pass the loop 1 through the eyelet 1.

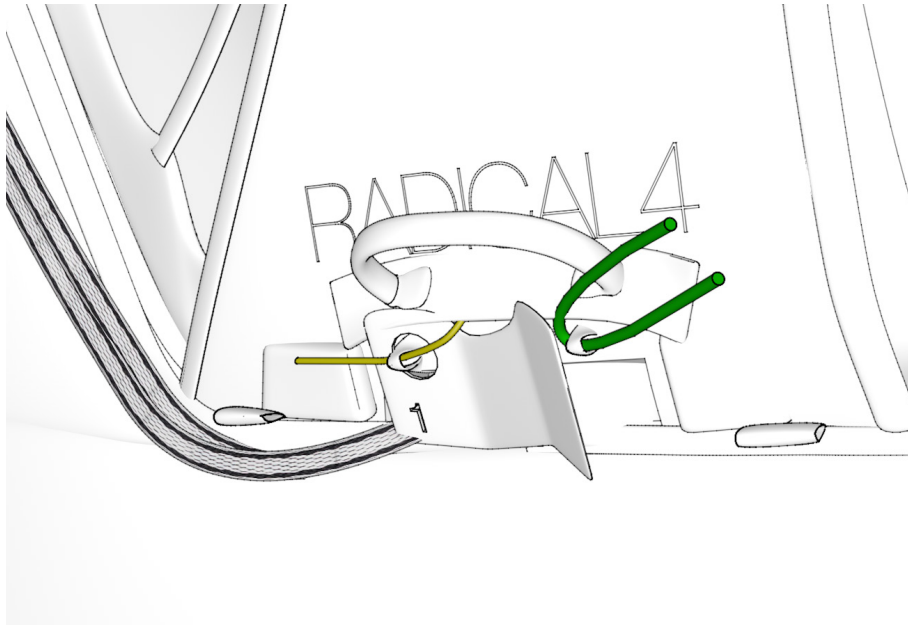


5

- Pass the first rush of the handle through the loop 1 to lock it.
- Remove the folding rod.

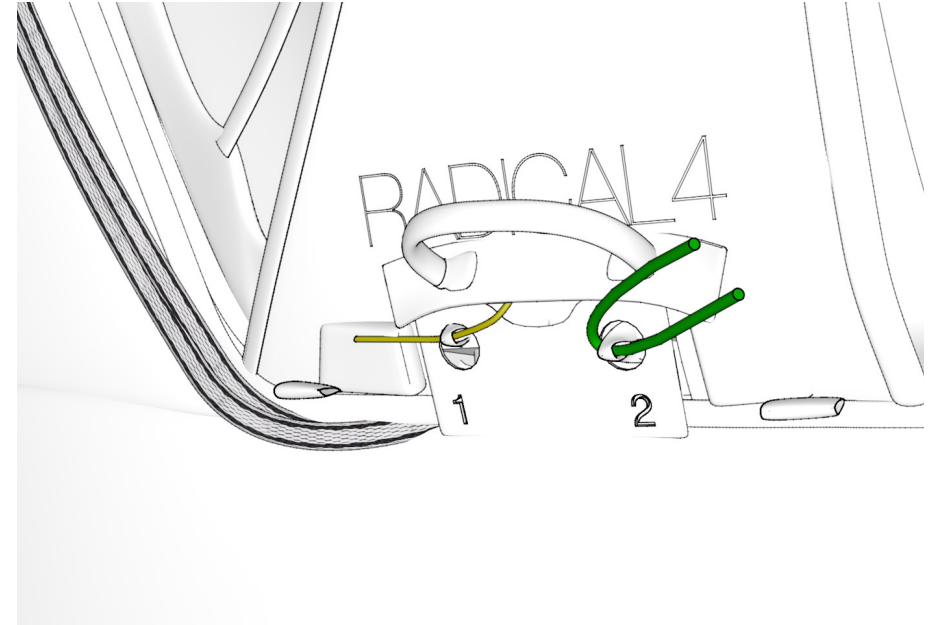
# INSTALLING THE RESERVE PARACHUTE

## Installing the reserve parachute in its integrated container of the Airbag Module



6

Pass the folding rod through the loop number #2



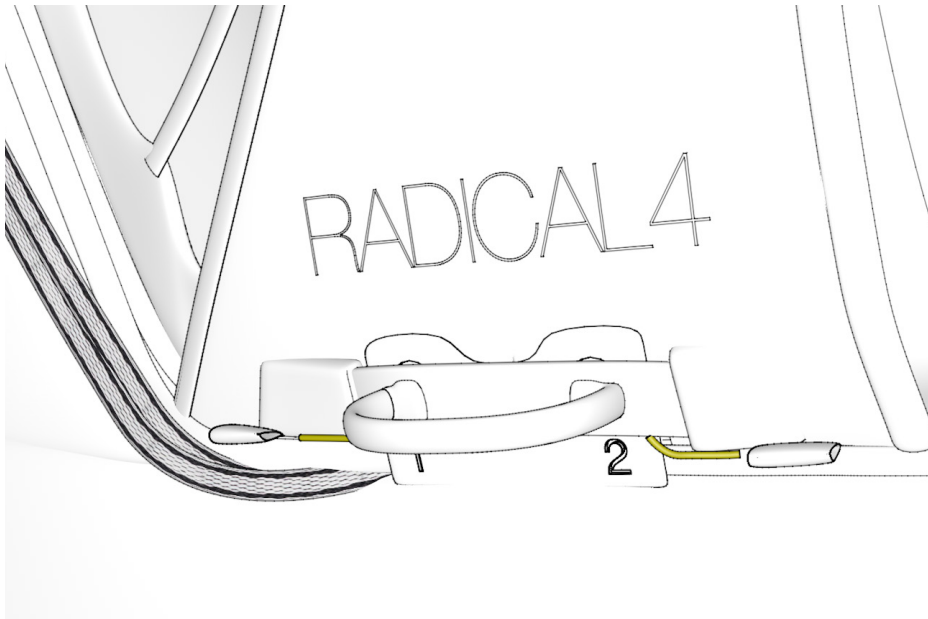
7

Using the rod, pass the loop 2 through the eyelet 2.



# INSTALLING THE RESERVE PARACHUTE

## Installing the reserve parachute in its integrated container of the Airbag Module



8

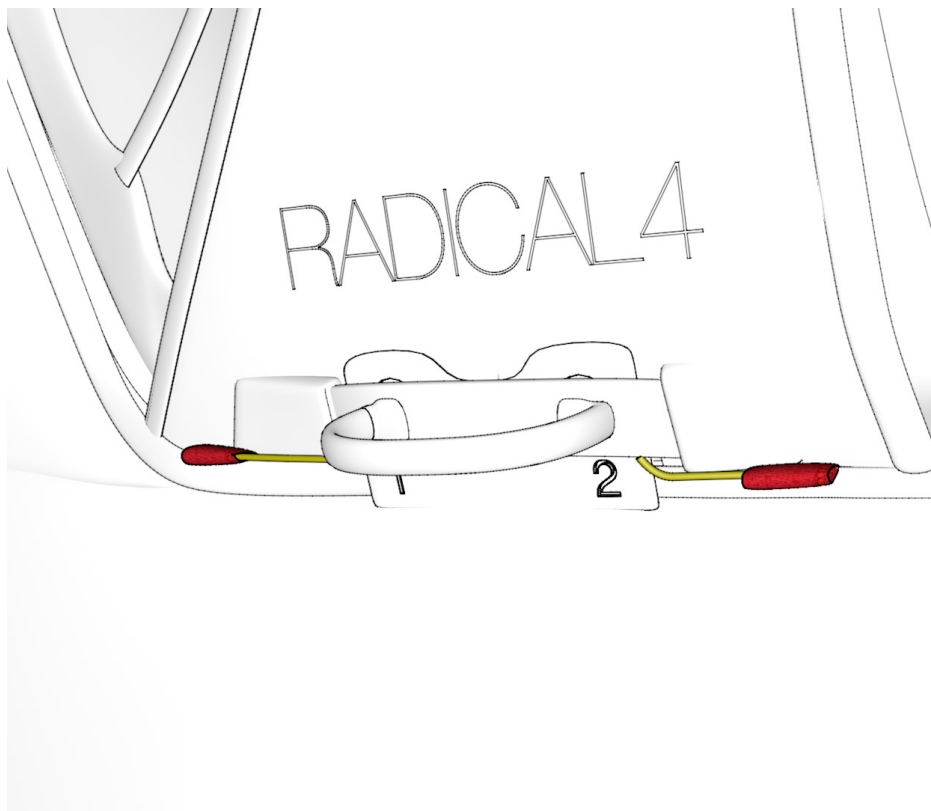
- Pass the second rod of the handle through the loop 2 to lock it.
- Remove the folding rod

9

- Make sure that the ZIP cursors are at the stop and close the ZIP of the risers sleeves and the ZIP of the container.

# INSTALLING THE RESERVE PARACHUTE

## Locking the reserve parachute handle



11

Insert the two extremities of the handle into the slots provided.

## Mandatory extraction test procedure



**Check the completed installation during a hang-test.**

Have the installation checked by a professional outfit.  
As the volume of the folded parachute may vary, check the proper functioning of the parachute pocket during an extraction test. It is necessary to perform this test every 6 months.

Note :  
Conducting and extraction test does not imply deploying the reserve parachute which will stay inside its POD.

# INSTALLING THE RESERVE PARACHUTE

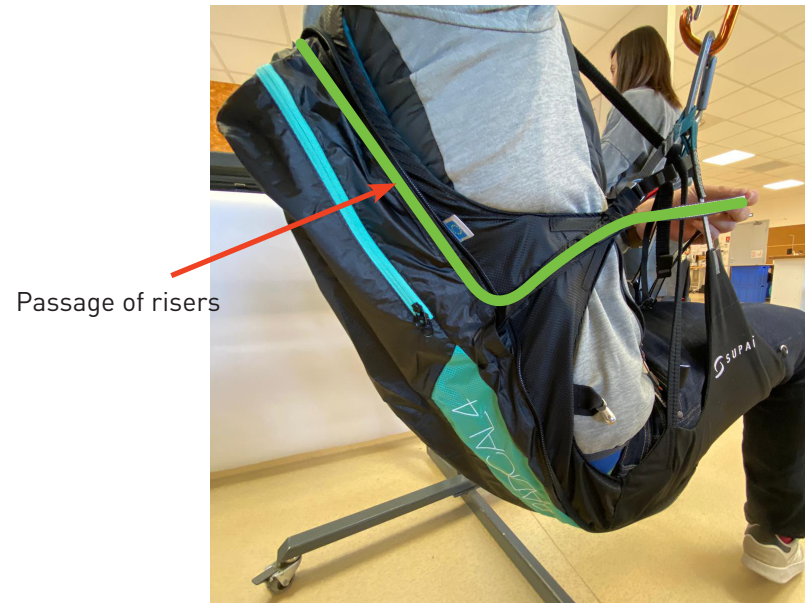
## Installing the ventral parachute

On the RADICAL 4 without Airbag module, it is possible to install a ventral reserve parachute.

To this end :

- Attach the handle to the POD
- Install your parachute in your ventral container
- Attach the container to the harness

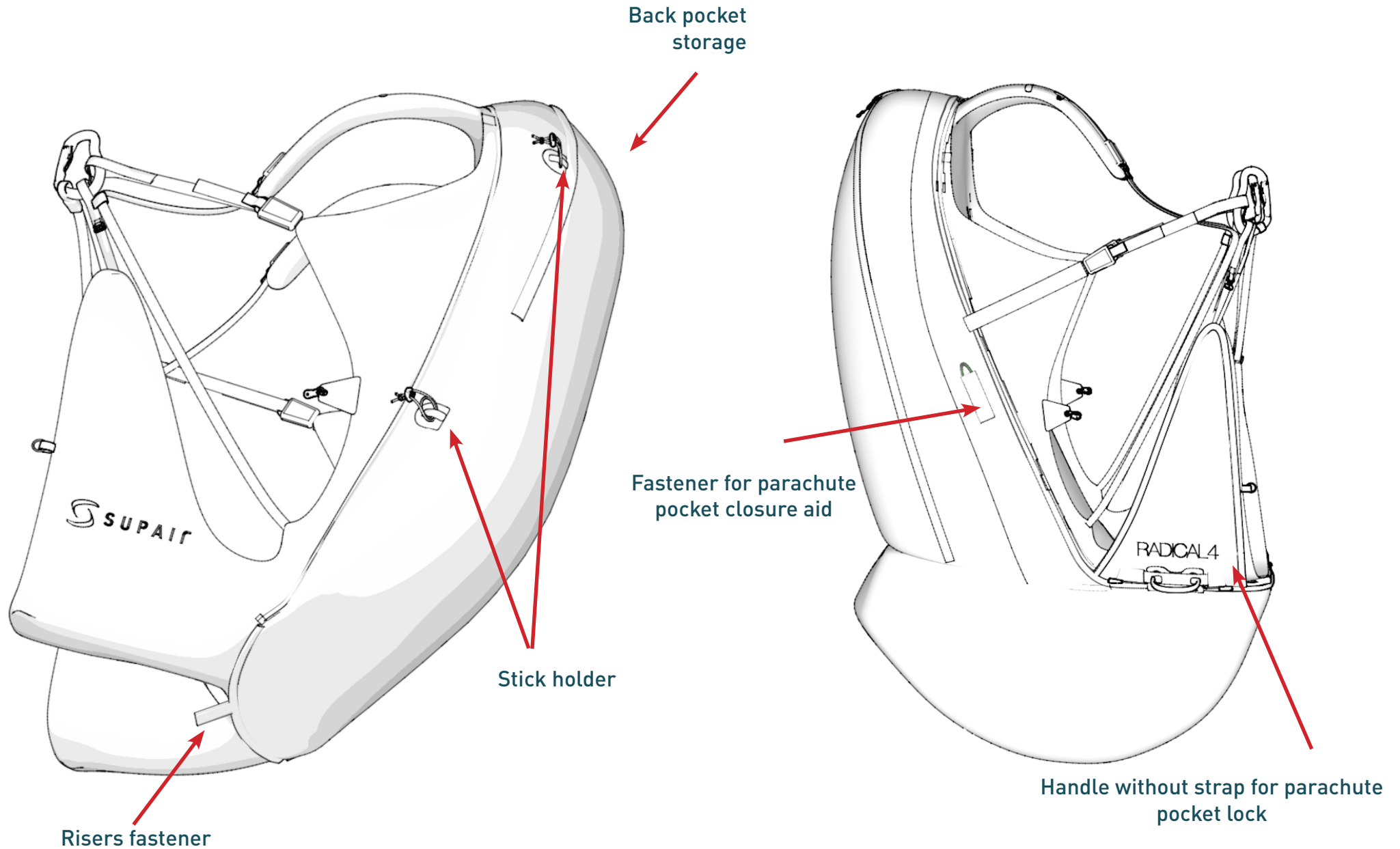
Please follow strictly the assembly instructions provided by the manufacturer of the ventral parachute pocket.



### CAUTION :

If you have a front reserve, remember to bring the speed bar up between the risers and the harness, so as not interfere with the deployment of the reserve.

# PACKING AND TIPS



# PACKING AND TIPS

Stick holder



Storage pocket on the front of the bag

Pockets for SUPAIR flask on the shoulder straps



Zipped pocket + Folding pocket on shoulder strap

Removable belt

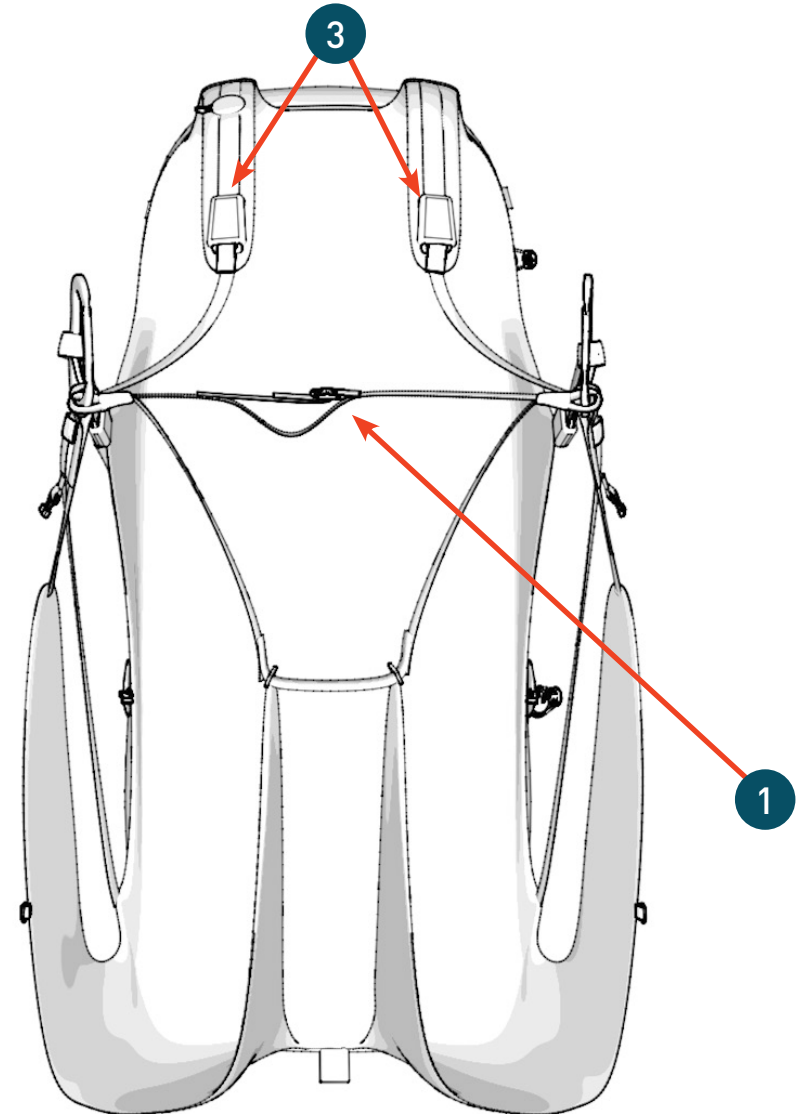
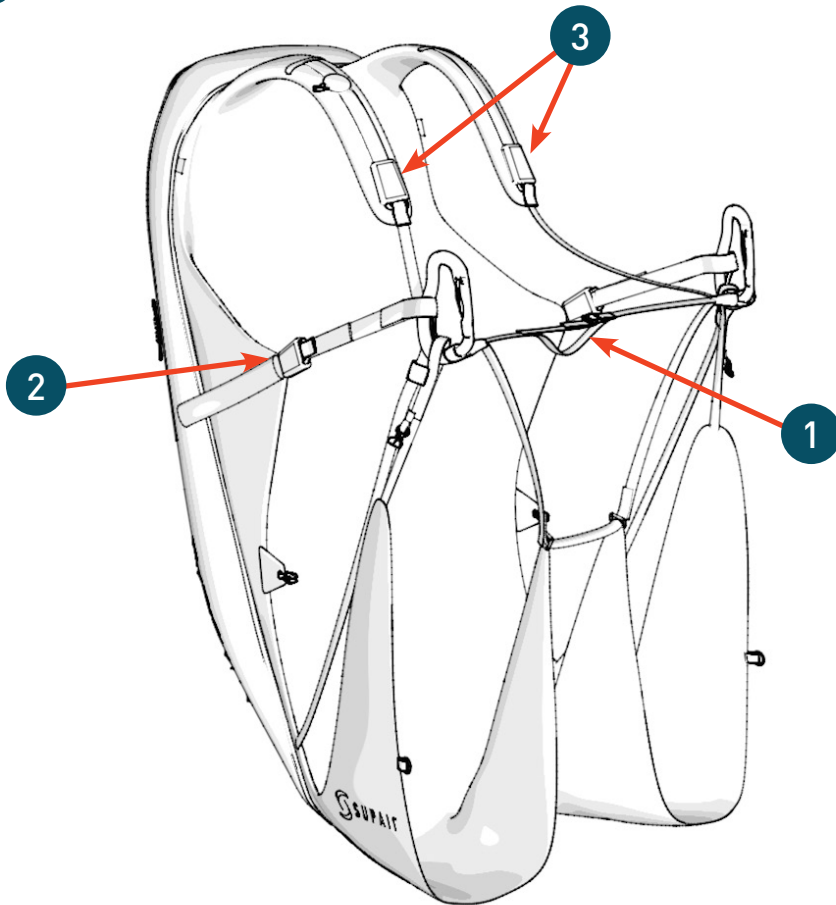
# ADJUSTING THE HARNESS



**Important :** We advise you to check your harness in static hang-posts to adjust it before your first flight

## The various adjustments.

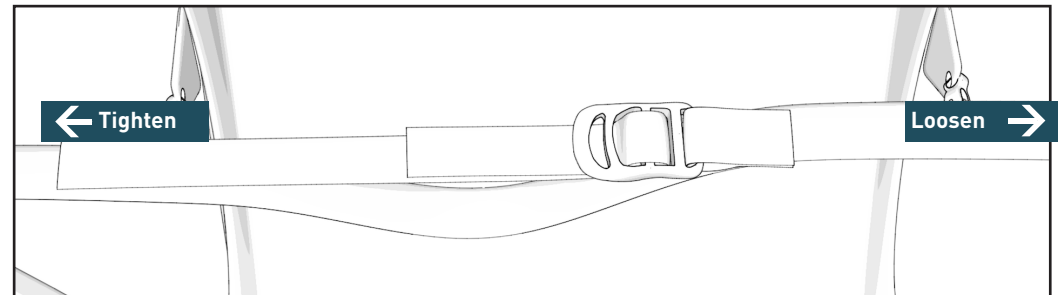
- 1 Adjusting the chest strap
- 2 Adjusting the backrest
- 3 Adjusting the shoulder straps



## Adjusting the harness

**Without strap tension, first adjust the backrest incline at the desired angle.**

- Tightening will bring the backrest at a more vertical angle
- Loosening the backrest will tilt the back support rearward.



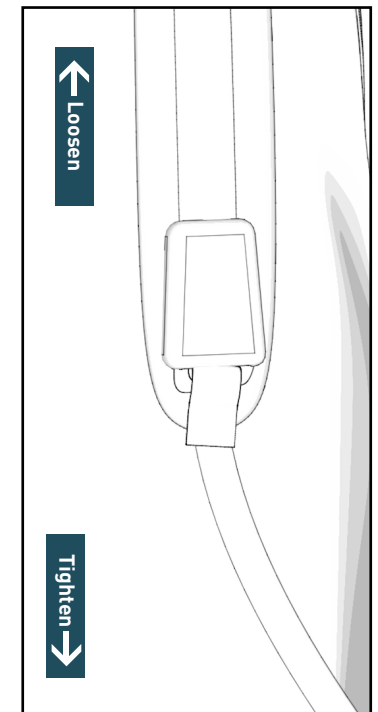
### Adjusting the chest strap :



The distance to consider corresponds to the length between the middle points at the bottom of each carabiner. The ideal distance varies between paragliding wing models. Adjust your harness's chest strap according to the wing manufacturer's recommendations.

Tightening the chest strap provides more stability, but less harness control. Caution, this increases the risk of a «twist».

On the contrary, loosening the chest strap gives more efficiency in piloting the harness, but can be dangerous in turbulent conditions (risk of "falling" on the closed side of you wing)



### Adjust the shoulder straps length using the trimmers

The pressure on the shoulder straps contributes to general comfort in flight. It must be precise: not too tight nor too loose. The upper area of the straps must offer enough support to maintain your torso in a comfortable position.

# CONNECTING THE WING TO THE HARNESS

## Connection wing - harness

Without twisting the risers, connect them to the harness attachment loops using the self-locking carabiners.

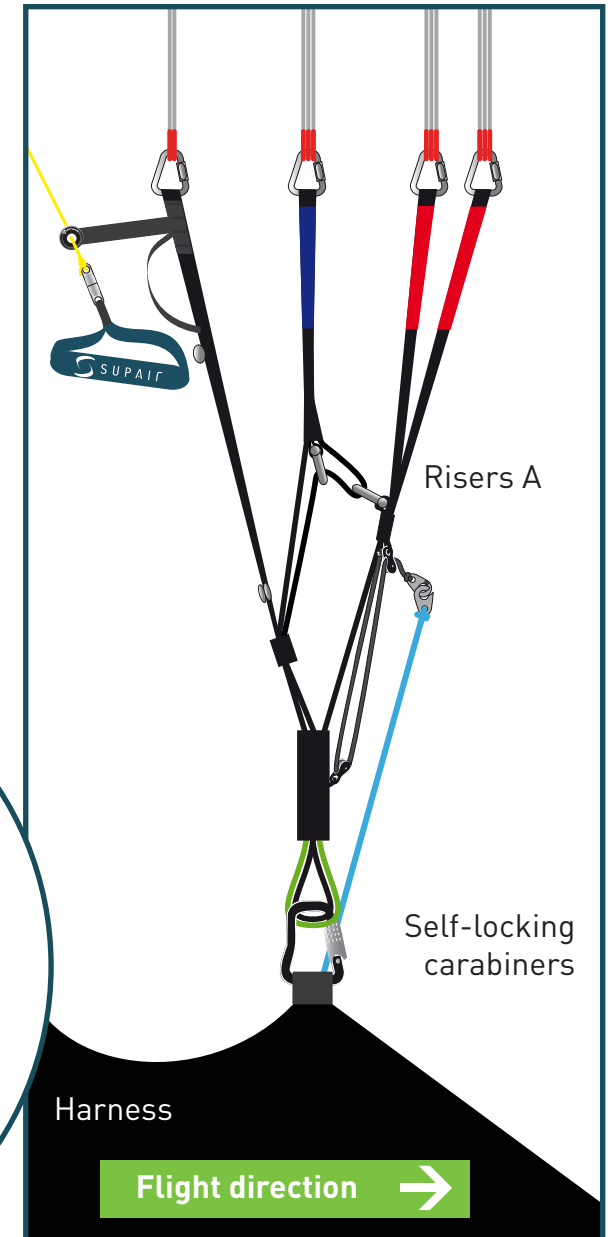
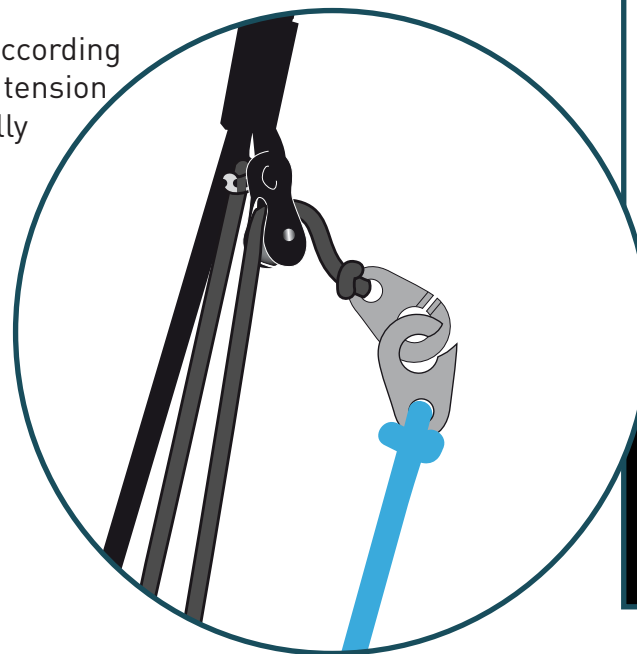
Check for the risers to be properly positioned and untwisted. The «A» risers must be located at the front and facing the flight direction (see diagram).

Lastly, check for the main self-locking carabiners to be fully closed and locked in place.

## Installing the accelerator

Install the accelerator by following the instructions page 12. Connect it to the wing using the split hooks.

Once the accelerator/speedbar is connected, adjust its length according to your measurements. For correct use, there must not be any tension at the split-hook level when the accelerator/speedbar line is fully relaxed.







## FLIGHT BEHAVIOR

On take-off, the harness handling is sensitive and precise, very manageable and even playful when inflating and flying close to the ground.

The transmission of informations is done via the leg straps which, unlike the plate, transmit the right and left movements independently.

This harness is ideal for mountain flights, for site flights we recommend the use of the additional airbag bag module with a reserve parachute.

To discover your new harness, we advise you to make your first flights in calm conditions on a site you are used to.

## Pre-Flight control



- Check that the harness and the carabiners are not damaged..
- Make sure that the reserve parachute safety cables to ride through the closing tabs keeping the reserve rescue pocket flaps closed.
- Check that your personal settings haven't changed.
- Check that all zippers and buckles are closed.
- Check that the speedbar is correctly connected and set up.
- Check that none of the glider lines or any object come into contact with the reserve parachute handle(s).
- Make sure that the self-locking carabiners are locked and connected to the paraglider.

## Take-off

After a thorough weather conditions analysis, when the decision to fly has been taken, put your harness

Takeoff maintaining a vertical posture and push yourself inside the harness but only once away from the ridge.



Do not release your hands from the brakes when you are close to terrain.



## In flight



Once up in the air, the RADICAL 4 behaviour is stable and instinctive.  
Please set the distance between the two carabiners according to aerology and to the wing manufacturer's recommendations.

## Speedbar use



We recommend a cautious speed-bar use due to the increased risk of major partial or full frontal collapses.  
**Use the speed-bar/accelerator ( transitions ) only when far away from the ridge and in calm weather conditions as the wing becomes more sensitive to turbulence when accelerated.** If you feel a loss of tension in the speed-bar/accelerator, stop pushing it and apply a light brake pressure on the toggles to prevent the glider from experiencing a potential frontal collapse.

**Warning ! Do not apply pressure on the speed-bar with your feet to push yourself inside the harness (it is not a foot-rest) : risk of a full frontal collapse !!!**



To use the speed-bar, maintain one foot on the footrest then with the other, place your foot onto the centering space and push the first bar.

## Landing



Straighten yourself in your harness and adopt a running posture to dissipate the horizontal speed.  
Always be certain to have enough altitude to make a landing approach corresponding to the weather conditions of the moment and terrain. During the landing approach, never make hasty maneuvers. Always land upwind in a standing posture and be ready to run upon touchdown if necessary.  
During your final approach, use as much airspeed as possible based on the weather conditions of the moment, then gradually reduce the glider air speed by pushing the toggles all the way down until contact with the ground is made. **Beware not to brake too soon and too rapidly and too deep which could lead to a stall and a dangerous landing.**  
During high wind speed landings, turnaround and face the wing as soon as ground contact is made and move toward the wing while braking symmetrically to deflate it. **Do not land in a seated position as it is dangerous.**

# USING THE RESERVE PARACHUTE

## Throwing the reserve parachute



We strongly advise you to check frequently the location of the reserve parachute handle location. To do this, we recommend that you lower your right hand following the risers. This movement should be done without looking. By doing so, you will maximize your chances of a rapid extraction if something went wrong and throwing the reserve parachute was called for.

Estimate your AGL ( Altitude Above Ground Level ), which if high enough may make it worth trying to bring your wing back to a normal flying configuration. If in doubt, quickly deploy your emergency parachute.



**Deploying a rescue parachute should be done only in an emergency.**

With a strong, lateral and then vertical tug, pull the handle towards you and then throw the parachute away from you ( including the container and its handle ) toward a clear unobstructed area of the sky. As soon as the parachute deploys, bring as much of the glider as possible toward you by pulling as symmetrically as possible on the “C” or “D” risers or on the toggles/brakes.

Be prepared to land by adopting an upright position, with knees together and legs slightly bent. Prepare to roll down with pivoting shoulders in a paragliding fall (PLF).

## TOWING

To takeoff under tow, you must be equipped with a quick release specially designed for the task.

Connect the tow bridle to the wing riser loops with a Dyneema adaptor with a resistance greater or equal to 300kg. The tow bridle will then be fastened by using a lark's head knot or an adapted metal link. To complete the installation, follow the tow bridle reales manufacturer's recommendations.

Before towing, you should consult with a competent towing outfit about safety recommendations.

## MANDATORY CONTROLS

### Mandatory biannual inspection :



- Ascertain parachute deployment functionality by pulling the handle to activate a clean POD extraction sequence
- Inspect the harness for wear and tear

### Annual check :



An annual deployment and repacking of the reserves parachutes must be conducted by competent and certified personnel.

## Harness cleaning and maintenance

It is a good idea to clean your harness from time to time. We recommend using a brush and soft solvents only ( soap or mild cleaning agents ). Rinse thoroughly. Never use aggressive chemicals such as strong solvents which could be harmful to the harness's fabric, webbings, stitching and weaken its integrity.

The zip fasteners should be lubricated from time to time, using a silicon spray.

If you regularly use your harness in a dusty environment ( dirt, sand, etc... ), we advise you to regularly check and maintain your carabiners and buckles : clean them with a mild detergent, then blow dry them fully but **DO NOT LUBRICATE !**

Prior to using them, conduct a thorough carabiners and buckles checkup to insure their full functionality.

If you use your harness in a marine/sandy/salty environment, pay particular attention to your gear and follow a rigorous care/maintenance routine.

## Storage and transport

When not in use, your harness should be stored inside your paragliding backpack, in a dry, cool and clean place, protected from UV exposure. If your harness is wet, please dry it thoroughly before storing.

For transport, protect the harness from any mechanical or UV deterioration (use a bag). Please avoid long transports in wet conditions.

## Life span



Once every two (2) years, a thorough harness inspection must be conducted :

- Webbing wear and tear (no excessive wear, no rip beginning, no unwanted folds)
- Buckles and carabiners ( functionality, wear and tear ).



The threads and fabric used for the manufacturing of the RADICAL 4 were specifically selected for their quality and resilience levels. However, in particular instances such as long term UV exposure, abrasion, contact with damaging chemicals, general wear and tear, the harness will need to be inspected at a professional certified repair facility. Safety comes first!



The self-locking carabiners are NEVER to be used for any activities other than paragliding. Supair advises to replace the carabiners every 5 years or after 500 hours of use.

Independently of the pre-flight check-out, you have to open and unfold your rescue parachute once every year.

## Repair

In spite of using the highest quality products to manufacture the RADICAL 4, it is possible for your harness to deteriorate through general use. If showing any sign of wear and tear, it should be sent for inspection and/or repairs at a professional certified facility.



SUPAIR now offers an extended warranty period reaching beyond the product standard protection plan against manufacturing defects. Please contact us either by telephone or by e-mail [sav@supair.com](mailto:sav@supair.com) in order to receive a quotation..

## Hardware & Parts

- Carabiners Edelrid Pure Slider (réf : MAILMOUSPURESLIDER + MPPP094 )
- Handle ( Réf :POIR4 )
- Speedbar Split-hooks (réf : MPPM050)

## Materials

### Fabrics

210D R/S 44 ROBIC  
230T Triple R/S

### Webbings

Dyneema webbing 12 mm  
Polyamide webbing 15 mm

## Recycling

We have minimized our manufacturing footprint by carefully selecting environmentally friendly materials; most of our components are recyclable.

If you estimate that your RADICAL 4 has reached the end of its life span, you can separate plastics from metals and recycle them according to your community rules in effect. As for the fabric itself, contact your local authorities to find out how to proceed to discard it.

## WARRANTY

SUPAIR takes the greatest care in its products design and manufacturing and hence offers a five (5) year limited warranty from the date of purchase against manufacturing defects or flaws occurring during normal use. Any damage or degradation resulting from incorrect or abusive use, abnormal exposure to aggressive factors, including, but not limited to; high temperature, intense sun exposure, high humidity etc, will invalidate this warranty

## DISCLAIMER



Paragliding is an activity requiring specific skills and sound judgement. Learn how to fly within the environment of a certified paragliding school. Carry an insurance policy with you in addition to you pilot certification. Always mind and gauge your personal skills relative to the elements you want to be flying in. Better be safe than sorry ! SUPAIR can not be held responsible for your paragliding decisions or activities.



**This SUPAIR product has been designed exclusively for paragliding. Any other activity such as skydiving or BASE jumping is absolutely forbidden.**

## PILOT'S GEAR



It is essential for you to wear a suitable head protection ( certified paragliding helmet ), boots and right clothing for the activity. Moreover, carrying a reserve parachute connected to your harness in flight is highly recommend.

## AIRBAG Shock Absorber

The harness you have just purchased has a shock absorber.

This protection is intended to protect you against potential impacts. It complies with EU Regulations 2016/425 relating to personal protective equipment (PPE) and certified by expert following protocol SP-002 12/2016.

The shock absorber UE conformity of your harness is certified by the following laboratory: ALIENOR CERTIFICATION n ° 2754, Z.A. du Sanital, 21 Rue Albert Einstein, 86100 Chatellerault, FRANCE

The storage, transport and maintenance of the BUMPAIR is the same as it is for the harness. The inspection of the protector is the same as it would be for the harness.



Please note that no shock absorber can guarantee total protection against injury. The back protector does not prevent potential injuries to the spine and/or pelvis. In addition, only the parts of the body covered by the shock absorber are likely to benefit from adequate protection against possible impacts.



Please note that the performance of the equipment can be dangerously affected by any modification made or improper use of the shock absorber, and negatively affect the proper functionality of the protector which must be whole and properly installed. You must check that all is in order prior each flight:

- The correct installation of the BUMPAIR shock absorber.
- The BUMPAIR seams and overall condition of the fabrics - look for holes, tears, snags ....



The protection can have a five (5) year lifespan under normal use conditions.  
Warning! Following a major hard landing would justify the protector to be discarded.

Signification du marquage :

Conforme aux exigences EPI

SUPAIR

Nom du produit / Name of the product :

Date de production / Date of production :

Taille / Size : Entretien / Maintenance :

30°C

If your BUMPAIR is damaged, have it inspected and repaired at a professional qualified facility or contact us at [sav@supair.com](mailto:sav@supair.com)

The test results and the EU declaration of conformity can be found at: [www.supair.com](http://www.supair.com)



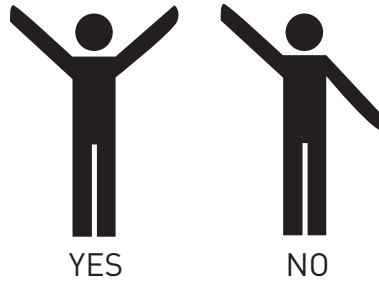
## Call for help after an accident

### Emergency call numbers



EUROPE / INDIA	112
USA / CANADA	911
CHINA / JAPAN	119
NEPAL	101
IRAN	112
AUSTRALIA	000
NEW ZEALAND	111

### Help needed?



### Flashlight SOS :



This page will help you keep record of your RADICAL 4 scheduled maintenance.

Purchase date	
Owner's name :	
Name and stamp of the shop :	

<input type="checkbox"/> Care	
<input type="checkbox"/> Resale	
Date	
Workshop's name/ Buyer's name	

<input type="checkbox"/> Care	
<input type="checkbox"/> Resale	
Date	
Workshop's name/ Buyer's name	

<input type="checkbox"/> Care	
<input type="checkbox"/> Resale	
Date	
Workshop's name/ Buyer's name	

<input type="checkbox"/> Care	
<input type="checkbox"/> Resale	
Date	
Workshop's name/ Buyer's name	



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RCS 387956790

■ ■ DESIGNED  
■ ■ IN ANNECY

 100% MADE  
IN EUROPE