SUP'AIR

English

Revision index : 03/01/2017

User's manual

DELIGHT II

Harness

SUP'AIR - VLD
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FRANCE

45°54.024'N / 06°04.725'E

www.supair.com

Thank you for choosing the Delight2.We are glad to be able to share our common paragliding passion with you.

SUP'AIR has been designing, producing and selling free flying equipment since 1984. By choosing a SUP'AIR product you benefit from almost thirty 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 last up to date information about this product, On our website www.supair.com. If you have any further questions, feel free to ask one of our retailers for answers. And naturally, the entire SUP'AIR team is at your disposal on info@supair.com

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

Team SUP'AIR

SUP'AIR manufactures its harnesses in Europe. Most of the components used are Made in Europe.

List of contents

Introduction

Welcome to the world of light and high performance gear! The DELIGHT2 is a Cross-country light enough to go hiking with. Its minimal weight and size make it a good choice to carry to takeoff with ease. The air mass is translated to the harness without parasitic interference and hence providing the right environment for refined and efficient piloting.

The DELIGHT2 harness was certified EN 1651 : 1999 and LTF 91/09,
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

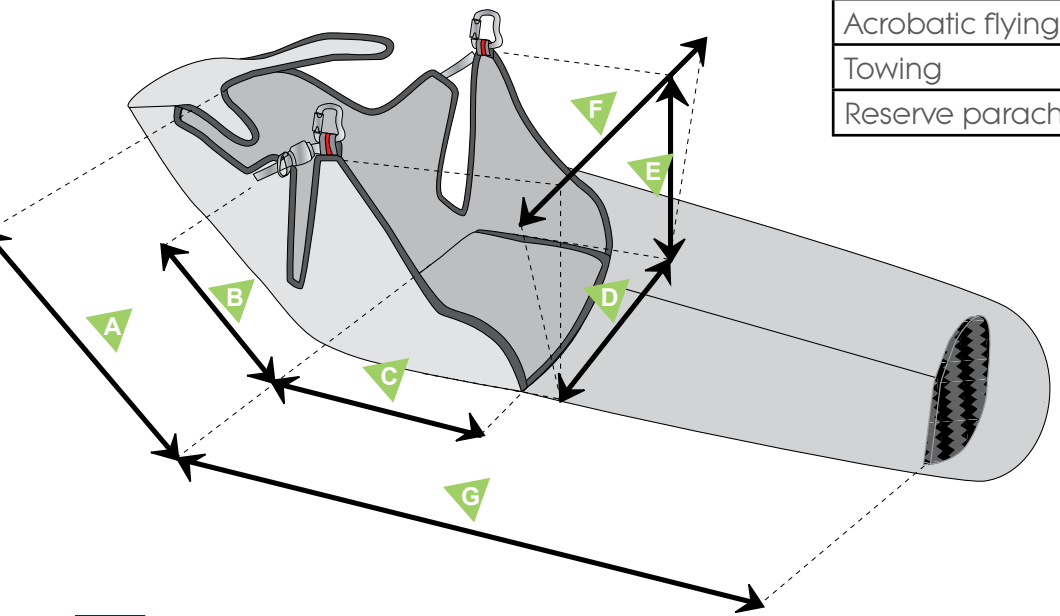
 Caution !

 Danger !!

Technical specifications

Model	S	M	L
Pilot size	155 /175 cm	170 /185 cm	180 /195 cm
Pilot weight (mini - maxi)	60 - 80 kg	65 - 85 kg	70 - 100 kg
Harness weight (+ carabiners+speedbar)	3 500 g	3 640 g	3 840 g
Designed for	Paragliding only		
Back lenght (cm)	57	60	64
Back inclination adjustment (cm)	37	40	44
Seat length (cm)	38	42	45
Seat width (cm)	33	33	33
Carabiners height (cm)	45	45	45
Carabiners distance (cm)	37-55	37-55	37-55
Speedbag length (cm)	93	100	106
Impact damping system : Airbag	No		
Impact damping system : Bumpair	Yes - 15 cm		
Certification	EN 1651 : 1999 - LTF 91/09		
Tandem (Pilot or Passenger)	No		
Acrobatic flying	No		
Towing	Yes		
Reserve parachute pocket volume (L)	3 to 9 Liter volume capacity.		

- A Back lenght
- B Back inclination adjustment
- C Seat length
- D Seat width
- E Carabiners height
- F Carabiners distance
- G Speedbag length



SUP'AIR manufactures its harnesses in Europe. Most of the components used are Made in Europe.

Size choice

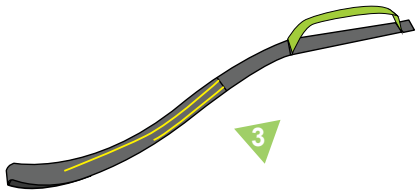
Choosing your harness' size is important. You will find here below a height/weight table that will help you in your size choice. With its hammock architecture and its "lying flat" flying position, we advise you to try out the harness under a hanging device at one of our retailers in order to choose the correct size. For a complete list of our retailers, please click here : www.supair.com

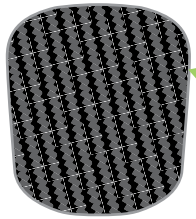
Size Weight	1m55	1m60	1m65	1m70	1m75	1m80	1m85	1m90	1m95
50									
55	S	S	S	S					
60	S	S	S	S					
65	S	S	S	S					
70	S	S	S		M	M			
75		S		M	M	M		L	
80			M	M	M		L	L	
85						L	L	L	L
90					L	L	L	L	L
95						L	L	L	L
100							L	L	L

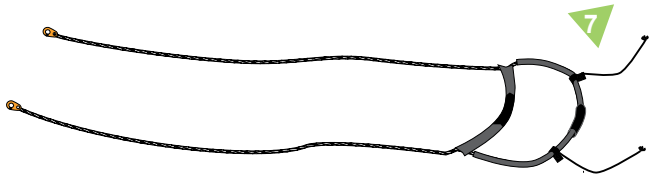
Preliminary test under hanging device

Nomenclature

1. Harness
2. Removable Speedbag with integrated cockpit.
3. D2 reserve parachute handle.
4. MINI carbon fiber seatplate 30 x 22cm
5. BUMPAIR 15 back D2
6. Zicral 30 mm carabiners
7. Accelerator 2B Speedbag
8. Carbon fiber foot plate 25cm x 33 cm
9. Rescue pocket volume adjustment system WEDGE 13

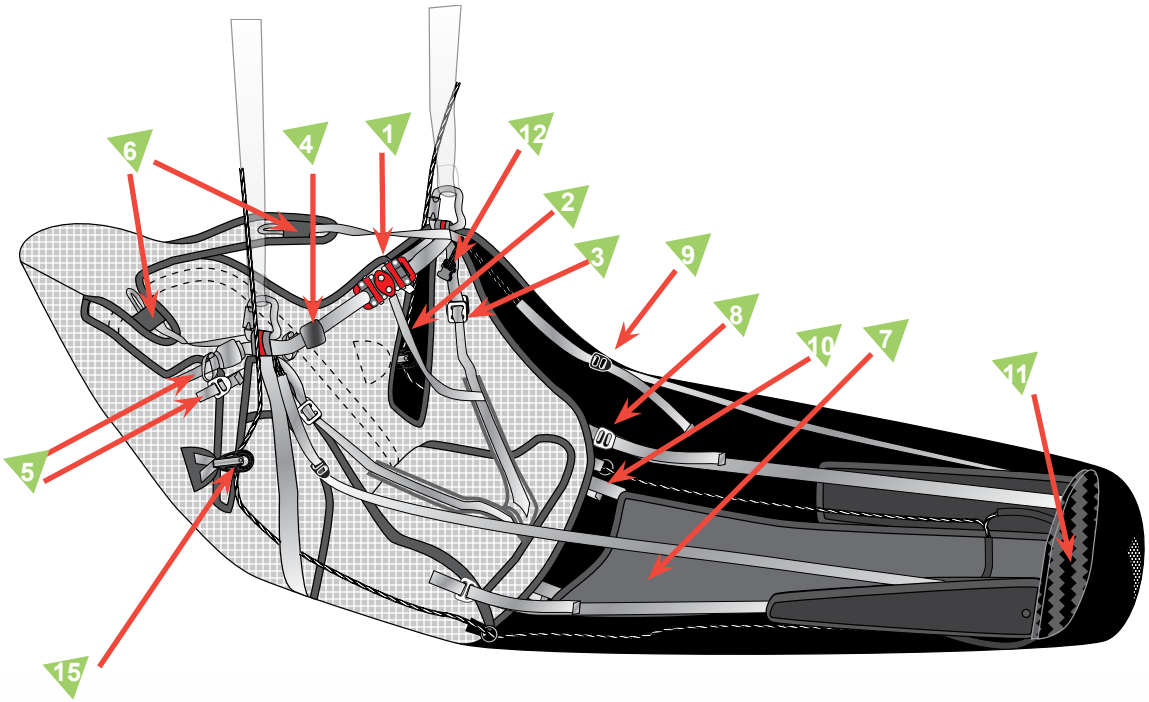






SUP'AIR manufactures its harnesses in Europe. Most of the components used are Made in Europe.

Harness overview



1. Chest strap with automatic buckles
2. Safe-T-bar
3. Leg strap buckle
4. Chest strap adjustment
5. Backrest angle adjustment
6. Shoulder strap adjustment
7. Slider panel.
8. Slider panel adjustment.
9. Speedbag upper length adjustments
10. Speedbag lower length adjustments
11. Speedbag carbon fiber foot plate.
12. Speedbag closing buckles
13. Rescue parachute handle
14. Rescue parachute pocket
15. Harken® Pulleys

SUP'AIR manufactures its harnesses in Europe. Most of the components used are Made in Europe.

accessories assembly

>> 1. SPEEDBAG

>> 2. CARABINERS

>> 3. FOOT PLATE

accessories assembly
>> 4. BUMPAIR

BUMPAIR 15 BACK D2 installation. :

Reference : SFBU011

1. Open the pocket's zipper located beneath the seat.

2. Seperate the two flaps of the supporting walls (velcro).

3. Insert the BUMPAIR with the thin section first.

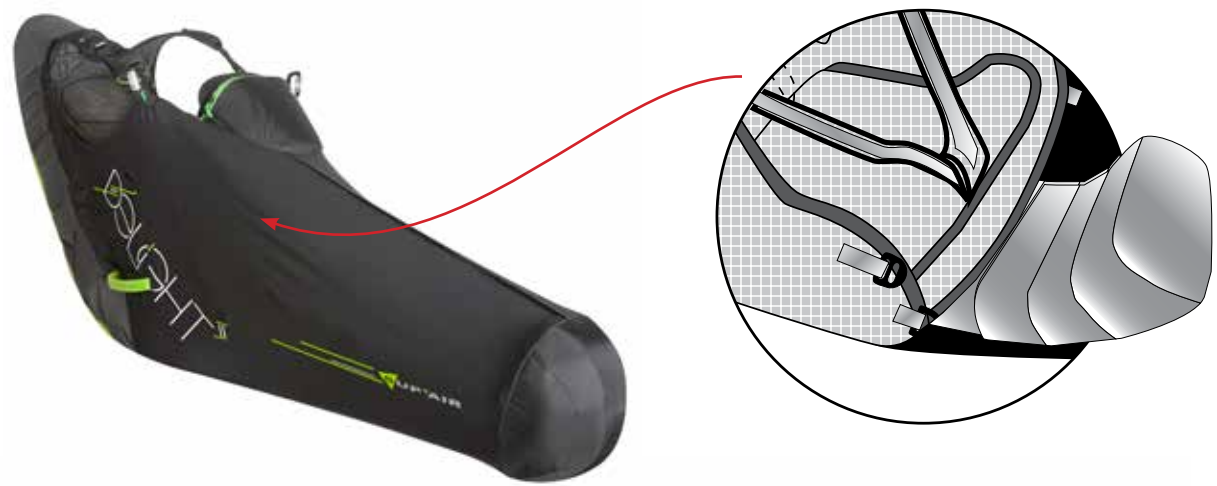
4. Position it between the reserve parachute pocket wall and harness's backrest.

5. The lower BUMPAIR section must rest against the supporting wall.

6. Close the supporting wall's two flaps by using the velcro strips.

7. Close the pocket beneath the seat.

8. Secure the BUMPAIR against the wall by applying pressure from the inside of the reserve parachute pocket.



accessories assembly

>> 5. Installing the accessories

The « WEDGE 13 » was designed to adjust the reserve parachute pocket's volume when the parachute is too small to fill in the entire space (the Xtralite parachute model per example). This wedge must be used to keep the harness profile ergonomically intact. It is installed inside the reserve parachute pocket using a removable supporting inner panel. In case of a larger reserve parachute model (SUP'AIR START per example...), the entire reserve parachute pocket can be filled without using the wedge.

Installing the WEDGE :

1. Open the reserve parachute pocket.

2. Open the inner wall/panel (Velcro).

3. Push the WEDGE 13 to the end of the reserve parachute pocket. The rounded section must be in contact with the external part of the harness.

4. Close the wall/panel (Velcro).

5. Proceed with the reserve parachute installation.

Installed WEDGE 13 inner view

The WEDGE 13 is not a protection device design to protect against impacts.

Note : it is possible to fly without the WEDGE 13, but with a deformed harness profile as a result.

WEDGE 13 weight : 90gr.

Accessories assembly

>> 6. Seatplate

Using the seat-plate. :

The Delight2 can be used with or without the carbon fiber seatplate.

Flying **with** the plate gives a tighter seating posture and transfers the wing's imputs more precisely. The seatplate equally contributes to heightened overall comfort without lateral hip pressure.

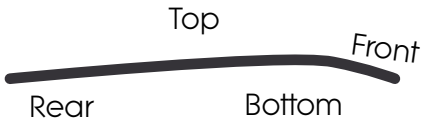
Flying **without** the seatplate brings a more flexible seating area following the pilot's body shape while slightly rising the carabiners attachment points. The harness is slightly more neutral and overall stable. Without the seatplate the harness feels tighter.
Note that in case of a situation beyond the wing's safety limitations, toggle control must compensate for the lack of pressure and precision given by a seatplate.

Seatplate description. :

MINI carbon fiber seatplate 30x 22cm

Reference : MPPL021

Profile view :



Installing the seatplate. :

1. Open the zipper of the pocket located beneath and at the front of the seat.

2. Open the velcro located at the top of the pocket and access the seatplate compartment.

3. Insert the seatplate in its compartment and close the velcro.

accessories assembly
>> 7. Speed-bar system.

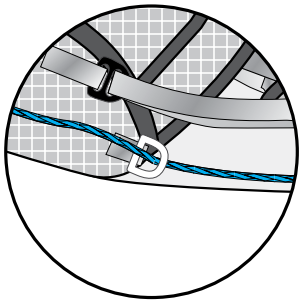
Compatible accelerator/speed-bar :

Speedbag double stage speed-bar.

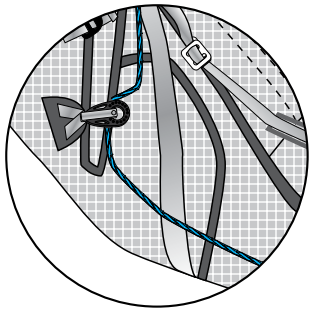
Reference : ACCELPOULIE

Speedbar assembly :

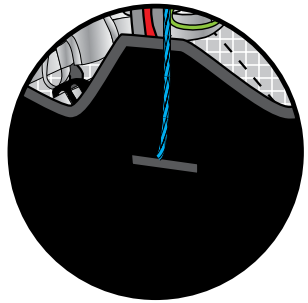
1. Push the accelerator line through the metal ring.



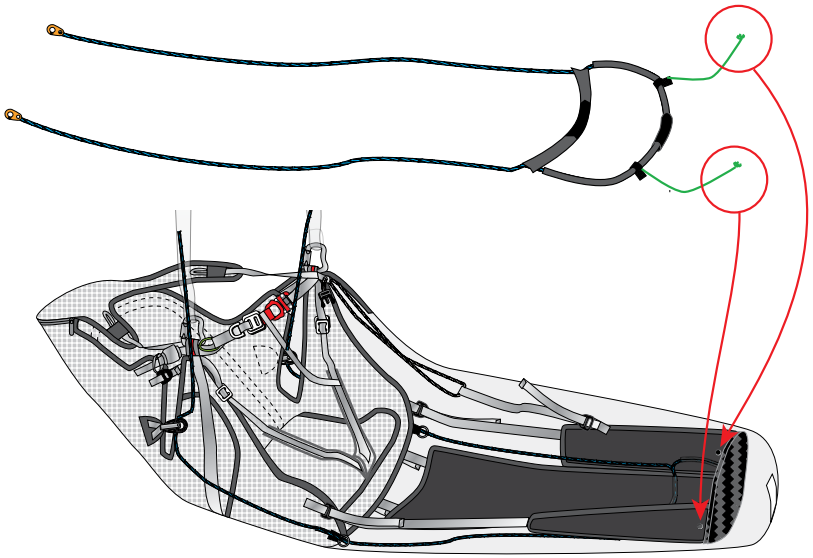
2. Push the speed-bar line through the pulley.

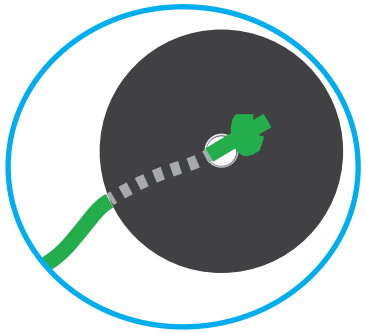


3. Pull the speed-bar line out of the Speedbag.

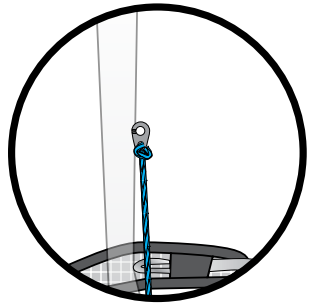


4. Push the retaining elastics through the grommets found at the far end of the Speedbag and knot them securely.





5. Push the speed-bar lines through the speed-bar crimped hooks and connect the hooks to the riser crimped-hooks. Adjust the length before making a bowline knot.



Installing the reserve parachute

Thank you for reading carefully ! We recommend for the initial rescue parachute assembly and installation to be made by a qualified professional.
Folding and installation of the reserve parachute inside the harness must conform to the specific line guide found in this manual.

Rescue parachute pocket characteristics :

- 3 flap reserve parachute back pocket.
- Locked via a double cable system.
- Right sided handle and opening.
- 3 to 9 liter volume capacity.
- Compatible with the SUP'AIR START, LIGHT, X-TRALITE rescue parachutes and other solo rescue parachutes.

A D2 rescue parachute handle

B Reserve parachute inside its deployment bag and folded according the manufacturer's specifications.

C Parachute rigging lines

Connecting the handle to the rescue parachute's deployment bag :

1. Place the handle inside the middle webbing loop and make a lark's head knot with the handle.

Warning: it is possible -depend of your parachute volume - that the central attachment is not suitable for the handle. If the placement does not allow the release of the needles when in gantry test so it is necessary to attach the handle to the lateral fastening POD and place the POD in the pocket with lateral fastening to the outside.

2. Fasten lark's tightly the head knot and verify the solidity of the link then check the connection's integrity.

Installing the reserve parachute

Connecting the reserve parachute risers to the harness :

1. - Open the riser guide by pulling the zipper from point « A » to point « B », and then leaving the zipper tab at the « B » level.

2. - Make a loop to loop (lark) connection between the risers and the reserve parachute bridle attachment points.

3. - Pull the loop to loop connection tight.

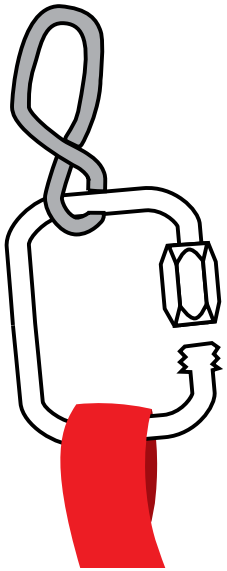
4. - Repeat the operation with the other riser.

5. - Bring the zipper tab back from « B » to « A ».

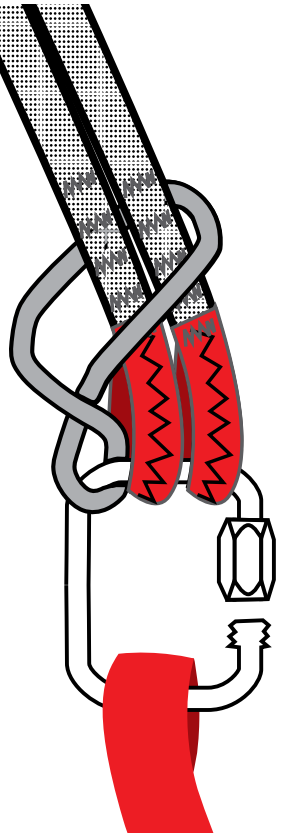
This step is over, the riser guide will be closed after the connection risers/parachute is completed (page 17).

Installing the reserve parachute

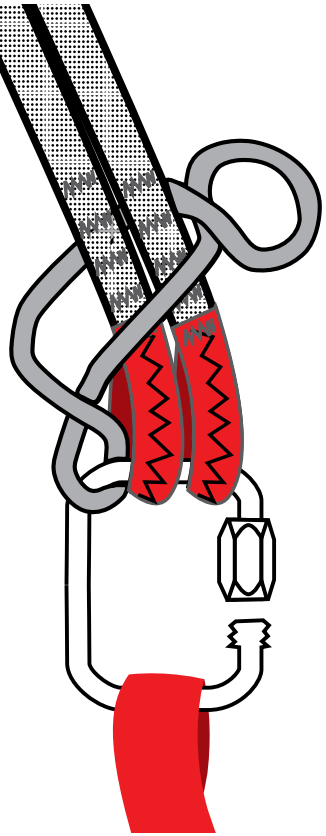
Connect the reserve parachute to the risers :



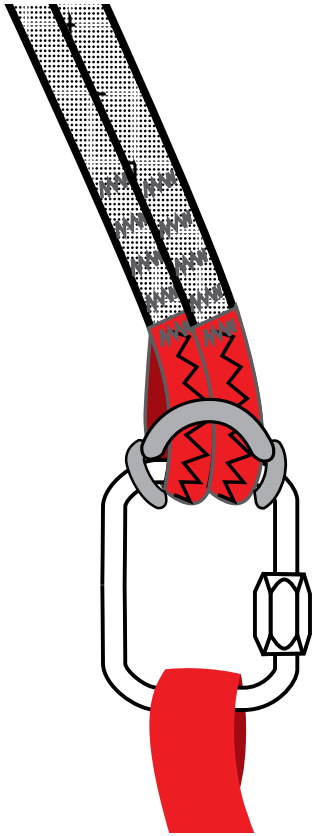
1. - Open the square Maillon
- Connect it to the single reserve parachute bridle loop
- Push the maillon through the plastic ring
- twist



2. - Push the risers through the plastic ring loop
- Push the maillon through the risers buckles



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



4. - PTidy up the assembly
- Be certain that the riser end loops are securely in place
- Close the maillon tightly by hand
- Tighten securely using pliers and making a ¼ tightening turn

Installing the reserve parachute

Rescue parachute assembly :

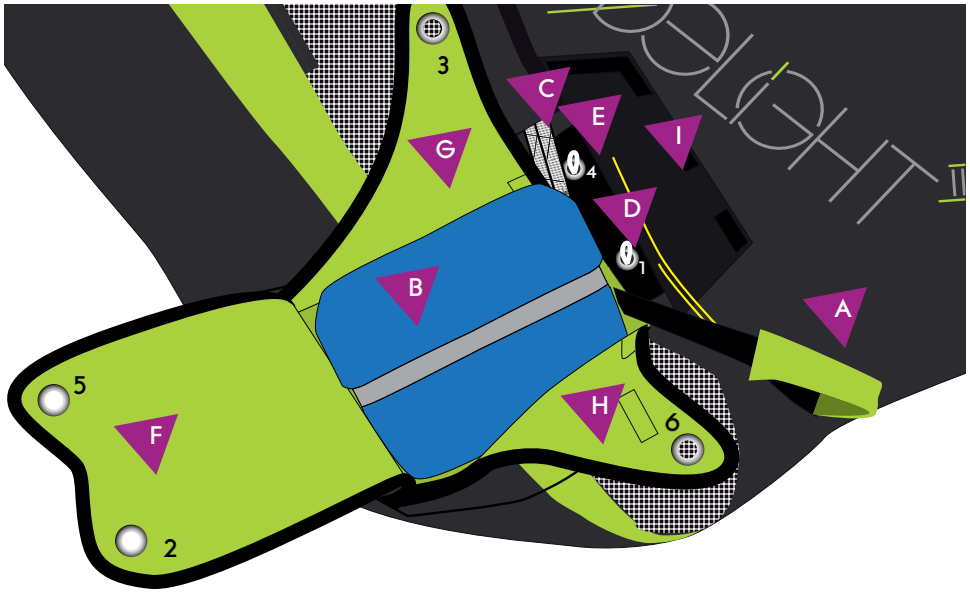
1. - Place the reserve parachute inside the reserve parachute pocket with the handle on the inner side of the harness.

2. Bring the zipper tab back from point "A" to point "B" to close riser guiding sleeve.
-Tuck away the tab inside its cover at point "B" (end of the procedure to connect the risers to the harness page 14). p.

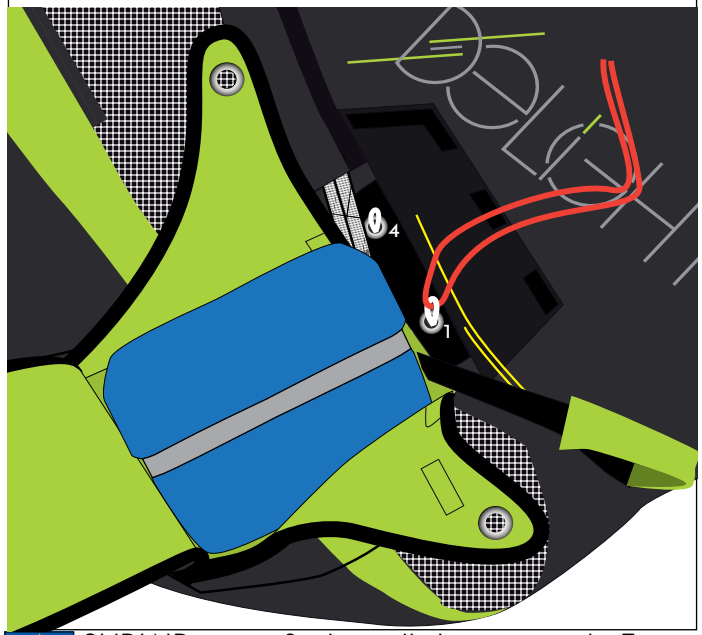
Installing the reserve parachute

Closing the reserve parachute pocket. :

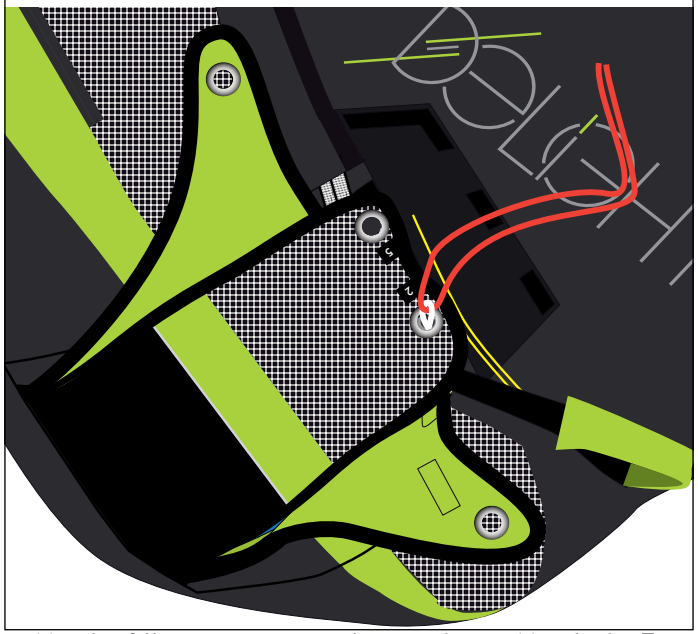
- A Reserve parachute handle.
- B Reserve parachute folded in its POD.
- C Reserve parachute risers placed in the riser guiding sleeve.
- D Cord #1
- E Cord #4
- F Lateral flap
- G Upper flap
- H Lower flap
- I Folding flap



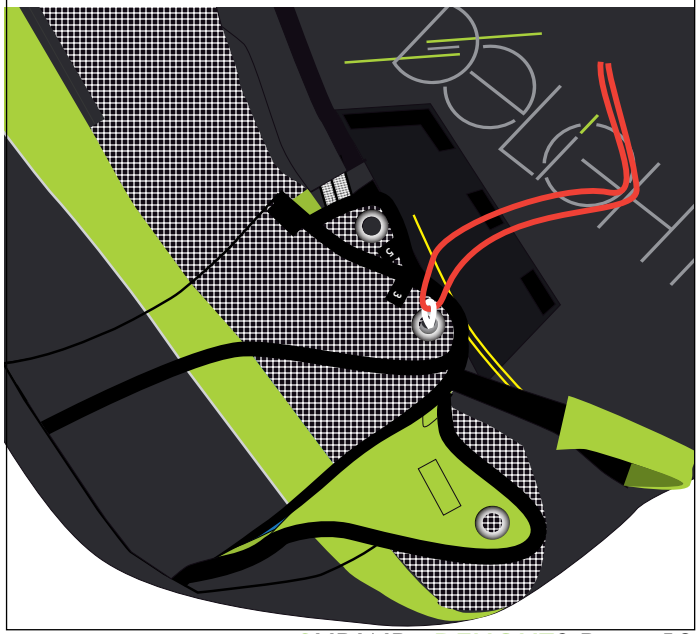
1. - Take a small piece of line to help with the installation procedure.
- Push it through loop #1 (**D** marker).



2. Using the piece of line, pull loop #1 through grommet #2 – flap **(F)**...



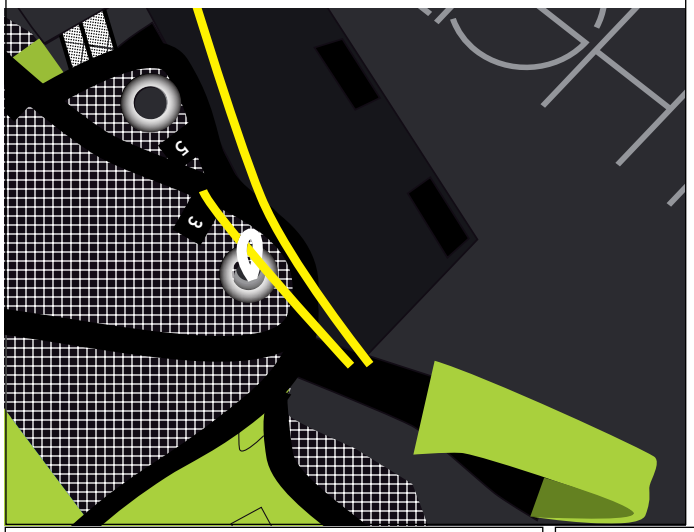
3 . ...then inside grommet #3 – flap **(G).**



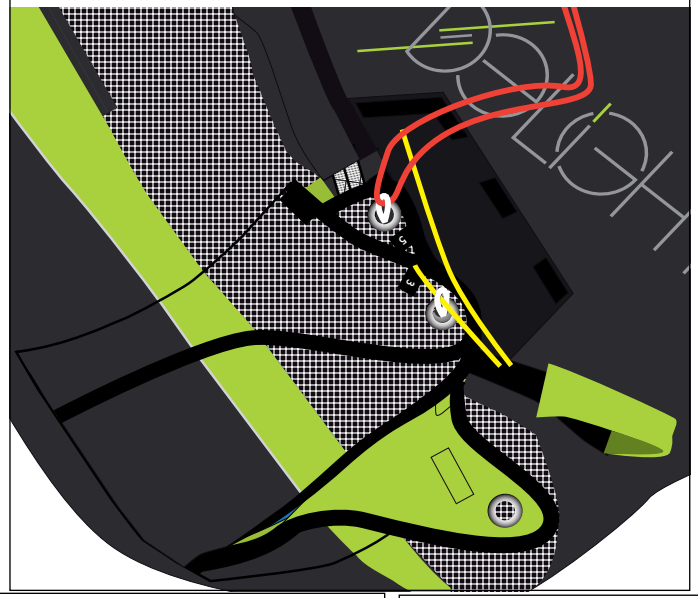
Installing the reserve parachute

4 . Secure the assembly by pushing the (**A** marker) handle's short cable through loop #1.

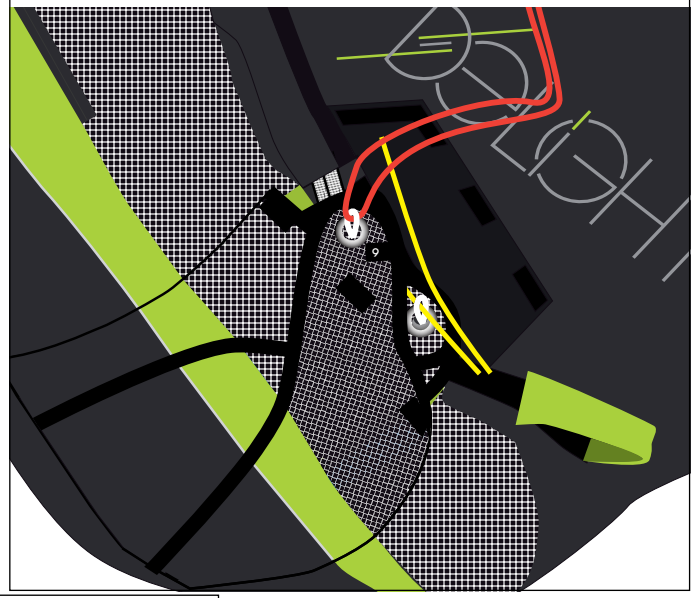
Carefully remove the line.



5. In the same manner, push cord #4 (marker **E**) through grommet #5 – flap **(F)**...

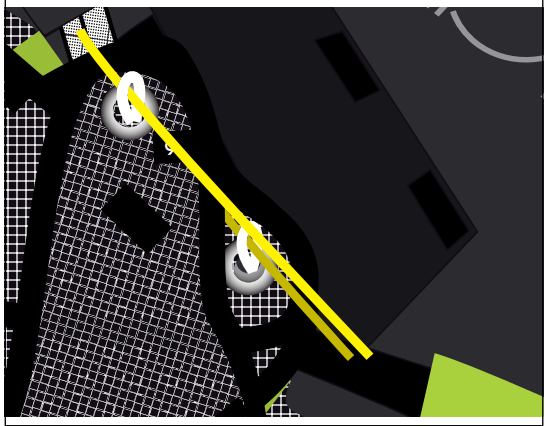


6. ... then through grommet #6 – flap **(G).**

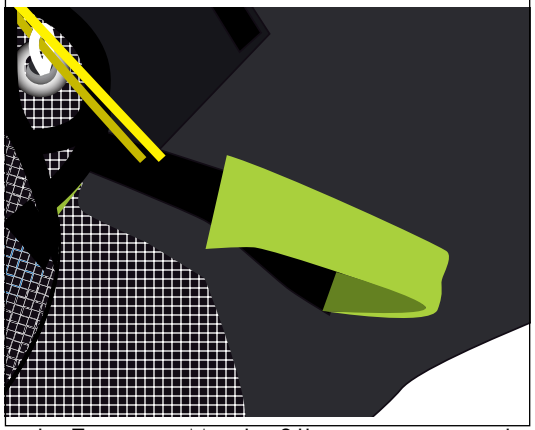


7 . Secure the assembly by pushing the (A marker) handle's long cable through **loop** #4.

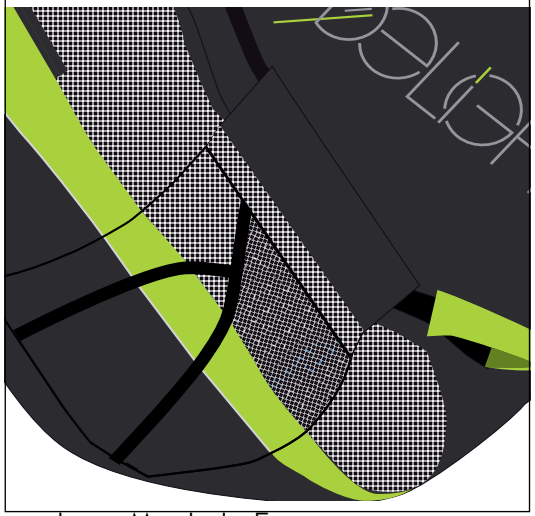
Carefully remove the line.



8 . Affix the handle to the velcro located on the right side of the harness. Tuck away the front of the handle in the panel's holding groove.



9 . Close flap (I) to conclude installation.



Check the completed installation during a hang-test.

Have the installation checked by a professional outfit.
Conduct an extraction test every six (6) months to assure proper system functionality.

Gear packing and tips.

1 Hydration tube opening.

2 Microphone connection.

3 Cockpit with removable instrument support.

6 Back storage pocket

4 5 liter ballast pocket under the seat.

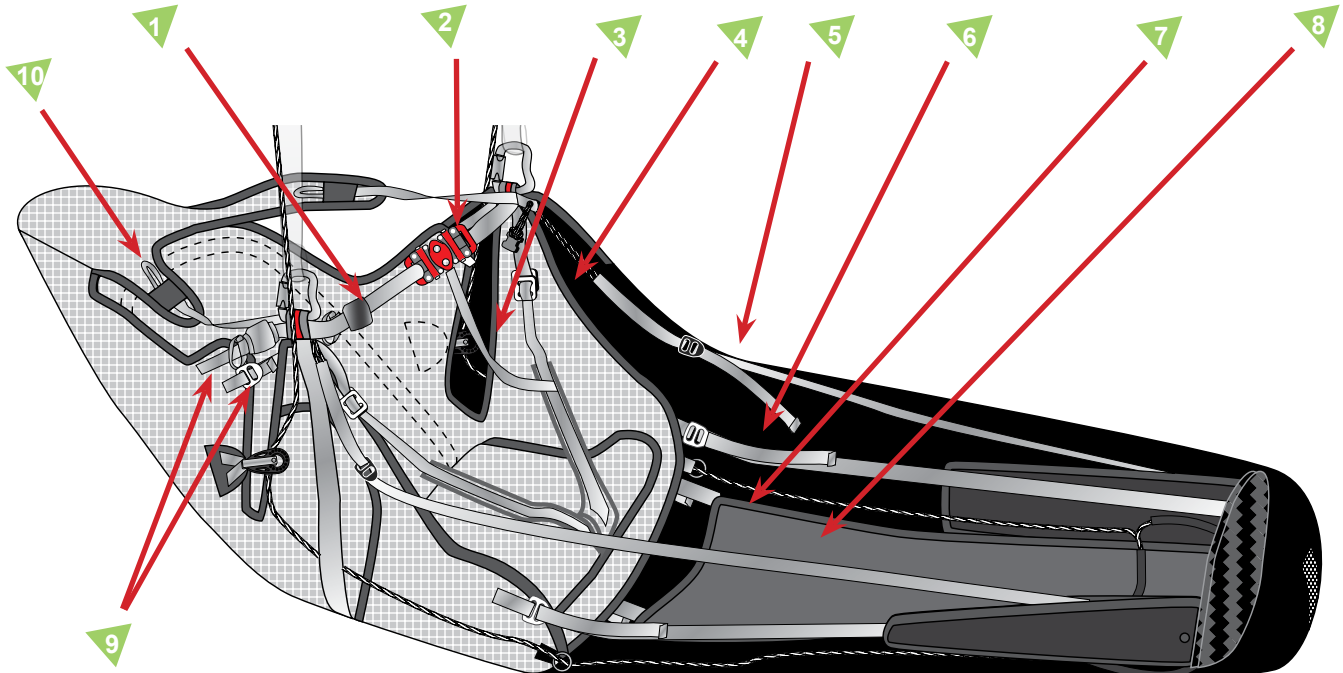
5 Radio pocket.

Adjusting the harness.

Adjusting the harness prior each takeoff is vital.

The various adjustments. :

1. Adjusting the chest strap.
2. Chest strap with automatic buckle.
3. Safe-T bar.
4. Leg straps buckles.
5. Upper Speedbag length adjustment.
6. Lower Speedbag length adjustment.
7. Slider panel adjustment.
8. Slider panel.
9. Adjusting the backrest.
10. Adjusting the shoulder straps.



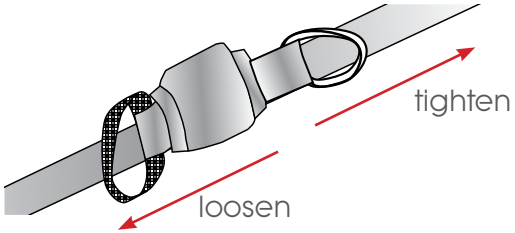
The main strap intallation is not conventional on the DELIGHT 2.
Actually, the orientation «inwardly the harness» when the security buckles are opened is normal position.

So, when the main strap is closed, the setting system is oriented inside the harness. This configuration makes the setting easier during the flight.

Harness adjustments.

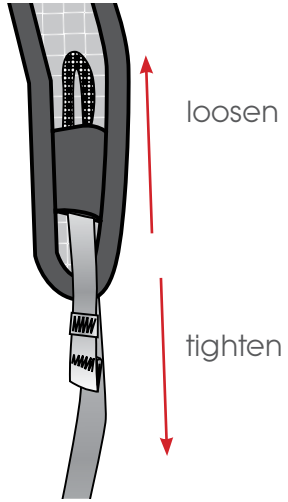
Adjusting the harness. :

1. Set-up the harness during a hang-test.



2. Adjust the Speedbag length with its upper and lower adjustment buckles.

3. Adjust the backrest using the two lateral buckles relative to your piloting posture.



4. Adjust the shoulder straps using the shoulders adjustment buckles.

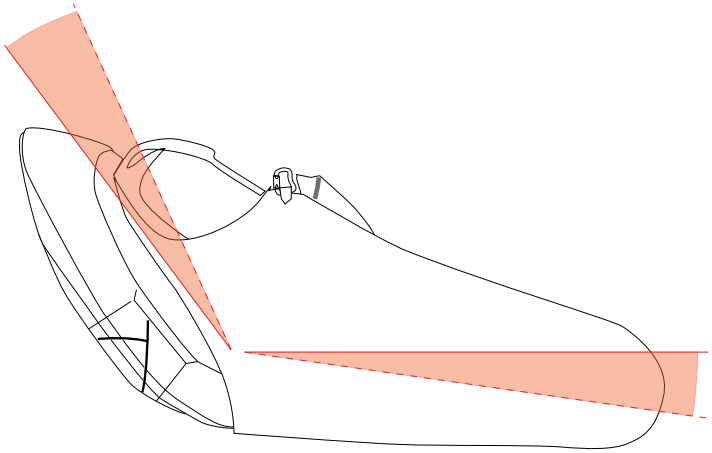
Tension on the shoulder straps helps with comfort, and must be precisely adjusted.

5. The internal lateral adjustment enables the lower backrest section to be fine tuned and reduce the empty space commonly found on the lower part of the spine while seating.

6. Once well seated inside the harness, there is only the backrest to adjust.

>> Tilting the Speedbag angle. :
Shorten the Speedbag upper adjustment straps. Lengthen the Slider panel if needed.

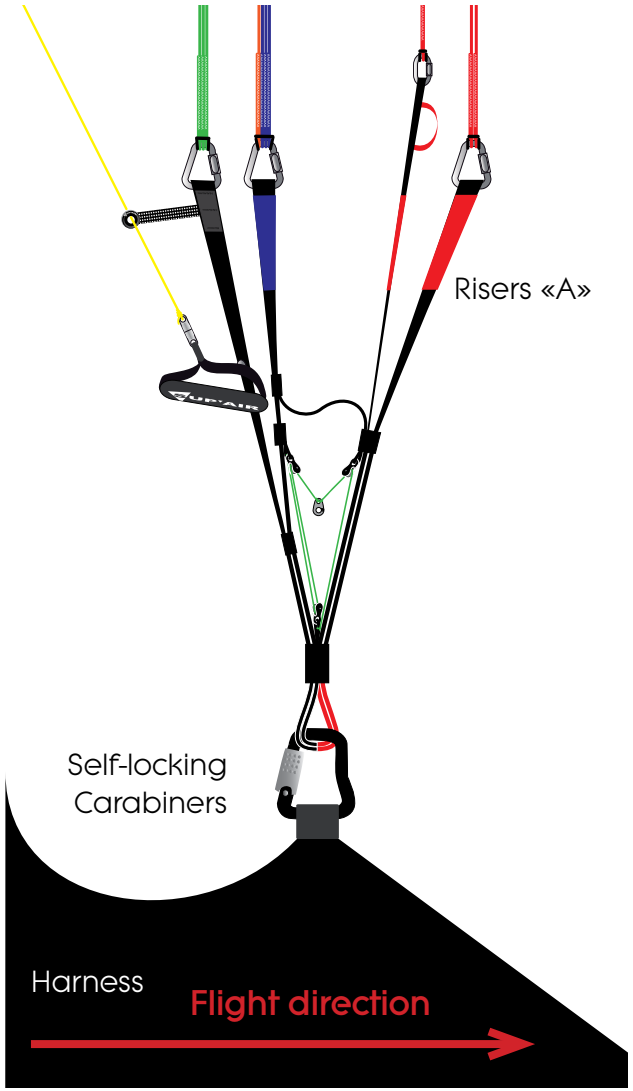
>> Tilt the lower Speedbag section. :
Shorten the Slider panel. Lengthen the upper Speedbag straps.



Connecting the wing to the harness.

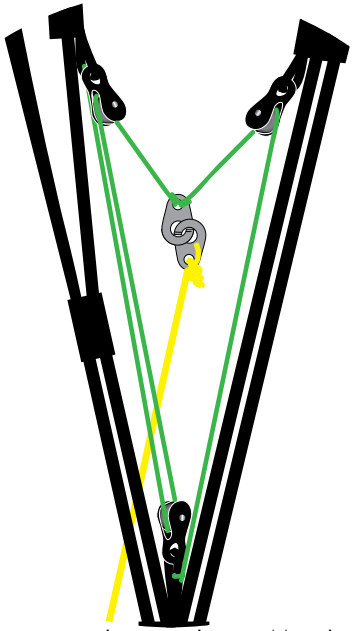
Connecting the wing to the harness.

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 found on page 13.
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

The DELIGHT2 is adapted to long technical flights. Its behavior is predictable, precise and stable enough to be used with a precis high level reactive wing, not necessitating heavy weight shiftingor high performance modern wings reactive enough to necessitate heavy weight shifting.
By removing the seatplate, the harness follows the pilot's body contour around the hips, becomes more stable and less precise. When flying outside the wing's recommended limitations without the seatplate, the glider demands greater pilote imput.

Flight phases

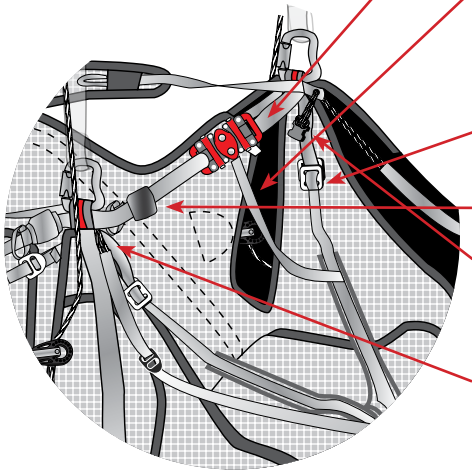
Pre-Flight control

- 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 no rigging line or other object comes in contact with rescue parachute handle.
- 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 on and follow the next steps :

- Fully close the thigh straps, Safe-T-bar and chest strap buckles..
- Close the Speedbag closing buckle to the right side.
- Close the Speedbag closing buckle to the left side.



1. Chest strap buckles
2. Safe-T-bar / safety strap.
3. Thigh strap buckles
4. Chest strap adjustment.
5. Speedbag left closing buckle.
6. Speedbag right closing buckle.

During takeoff, maintain a standing posture and grab the Speedbag with one of your heels once far enough from the ridge. Using the foot-rest, push yourself inside the harness.
With help of the foot-rest, push yourself back into the harness.
The Speedbag closes and the Cockpit positions itself automatically.

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

Flight phases

In flight

Once airborne, the Delight2 becomes instinctive and precise to handle.

Please set the distance between the two carabiners according to aerology and to the wing manufacturer's recommendations.

Tightening the chest-strap provides more stability but less piloting efficiency while increasing the risk of riser twisting. On the contrary, loosening the strap provides more efficiency but can be dangerous in turbulent aerology (increased risk of falling towards the collapsed side of your glider).

Speedbar use

We recommend a cautious speed-bar use due to the increased risk of major partial or full frontal collapses.

To properly use the speed-bar, keep one foot at the foot-rest center space, and push with the second foot on the first speed-bar to obtain a symmetrical acceleration.

Use one foot for the first stage and the other for the second stage.

Landing

When making a landing approach, take your legs out of the Speedbag well in advance. Stand up inside the harness and adopt an upright position in order to run and dissipate the horizontal speed.

Do not land in a seated position as it is dangerous.

Using the reserve parachute.

Throwing the reserve parachute

It is strongly recommended to frequently check your reserve parachute handle location while in flight. This exercise should be executed instinctively and will increase your chances of a successful parachute extraction in case of an emergency..

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 towing release system to the main carabiner attachment points in accordance to manufacturer 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 reserve parachute 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.
If your foam protector is over 5 years old or was subjected to more than 3 consequent impacts, replace it with a new and identical model.

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).
- BUMPAIR dorsal protector damage after substantial impact(s). It must be replaced by a new one after three (3) substantial impacts or five (5) years of use (whichever comes first).

The threads and fabric used for the manufacturing of the DELIGHT2 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.

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 DELIGHT2, 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.

SUP'AIR 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 in order to receive a quotation.

Hardware & Parts

- Self-locking Zicral 30mm carabiners (Reference: MAILCOMOUS 30).
- Wedge (WEDGE 13) (Reference : SFBU010).
- BUMPAIR 15 Back D2 (Reference : SFBU011).
- Speedbag's double stage accelerator/speedbar (ACCELPOULIE).
- Accelerator/speedbar Split-hooks (Reference : MPPM050).
- MINI carbon fiber plate (Reference : MPPLO21).
- Speedbag carbon fiber plate (Reference : MPPL010).

Materials

Fabrics
- DYNEEMA® RIPSTOP
- Polyamide 210D RIPSTOP

Speedbag
- LYCRA MEMBRANE

Webbings
- Polyamide 20 mm (500 daN)
- Polyester 25 mm (1250 daN)

Recycling

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

If you estimate that your DELIGHT2 has reached the end of it 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

SUP'AIR 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.
The safeguards incorporated in the SUP'AIR harnesses are guaranteed for use in temperatures averaging (-10 ° C to 35 ° C). The lifespan of foam protectors is 5 years or limited to three substantial impacts. If an air-bag protection is used instead, check for damage.

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 ! SUP'AIR can not be held responsible for your paragliding decisions or activities.

This SUP'AIR 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.

CE certification : About the paragliding harnesses protection

We want to inform you and let you know that no harness protection can guarantee a complete protection against injury. In particular, the back protector which does not prevent potential injuries to the spine or pelvis.
Moreover, only parts of the body covered by the air bag may benefit from protection against potential impacts.

Warning, any modification or misuse of the protection can dangerously alter its performance and compromise the integrity of the safety device.

Protection is ensured only when the protective elements are present and properly installed. Thus, when the protection is removable, check that it is correctly positioned.

Your harness protection CE conformity labeling is certified by the following laboratory :
CRITT Sport Loisirs **nr. 0501**, Z.A. du Sanital, 21 Rue Albert Einstein, 86100 Chatellerault – FRANCE

Service Book

This page will help you keep record of your DELIGT2 scheduled maintenance.

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

☐ Care ☐ Resale	
Date	
Workshop's name/ Buyer's name	

☐ Care ☐ Resale	
Date	
Workshop's name/ Buyer's name	

☐ Care ☐ Resale	
Date	
Workshop's name/ Buyer's name	

☐ Care ☐ Resale	
Date	
Workshop's name/ Buyer's name	

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