

The logo features the word "KARPO" in a large, white, hand-drawn, brush-stroke font. Below it, the word "fly" is written in a smaller, white, cursive script. The text is set against a red, swoosh-like background that tapers to a point on the right side.

KARPO
fly

Manual for KARPO FLY harnesses
Fantom extra light 3

F. extralight 3

www.karpofly.com

Manual for KARPO FLY harnesses

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F•extralight 3



Introduction

Thank you for purchasing the FANTOM EXTRALIGHT 3 harness. We are convinced that our FANTOM harness will bring you many beautiful experiences, comfort and at all the safety. This operating manual contains all the information that will help you with the correct settings of the harness. We wish you many happy flights and safe landings.

Your KARPO FLY team

Pilot runs the paragliding at his own risk and only after successful completion of the paragliding course or with the paragliding school under the instructor supervision.



!!! ATTENTION!!!

Before using our equipment please read the operating manual.

We present you the new FANTOM EXTRALIGHT 3 harness.

The FANTOM EXTRALIGHT 3 harness is equipped with unique INFLATABLE PROTECTOR.

INFLATABLE PROTECTOR – what is it and how it works?

On the first view you will recognize that INFLATABLE PROTECTOR is something else than standard foam protector. When you look at the harness you will see the tube and this should attract your attention. **What is it ???** This is the tube that blow your protector up with before the start. The INFLATABLE PROTECTOR is very light (319g) and that is why can keep the size to get maximum protection for pilot. We did not have to lower or shorten the protector itself in order to lower the harness weight. INFLATABLE protector is not the only lightest one but it is also the safest protector ever. The proof is the LTF certification results. After landing, you simply unlock the valve and the air is blown out from the INFLATABLE protector and you will pack your equipment into small backpack that every pilot will be envious of. **SIMPLY FANTASTIC!**



!!! ATTENTION !!!

Opening and closing the valve for INFLATABLE protector is very important. To do it properly you just pull or push the end of the valve (blue).

Do not rotate the valve !!!



The FANTOM EXTRALIGHT 3 harness meets the demands of even the most demanding pilots. Maximum comfort, easy adjustment and overall geometry give the pilot maximum feedback from the glider.

FANTOM EXTRALIGHT 3 is manufactured in three sizes:

| Size | S | M | L |
|----------------------|------------|------------|-------------|
| Pilot height | 145-159 cm | 160-179 cm | 180 -195 cm |
| FANTOM extra light 3 | 2,5 kg | 2,6 kg | 2,7 kg |

Safety

he FANTOM EXTRALIGHT 3 has a GET UP safety system, which serves as a safety catch against falling out of the harness if the pilot forgets to buckle up the leg straps. Thanks to the INFLATABLE PROTECTOR, the safety of the FANTOM EXTRALIGHT 3 harness is at the highest level.

How to mount a backup parachute

The correct function of the rescue system depends on the successful installation. Therefore we recommend installing the rescue system directly at the manufacturer or at the authorized dealer. Herewith we show the correct installation of the rescue system into the harness.

1. Connecting a backup parachute and a rescue handle



For FANTOM series harnesses, the handle with the container is connected with the side loop !!!

2. Connecting the backup parachute and the rescue strap

The KARPOFLY reserve parachutes are equipped with mailon carabiner, covered with a neoprene wrapper. To install a backup parachute, simply we remove the neoprene wrapper from the mailon carabiner, loosen the screw and snap in harness rescue strap that is firmly sewn into the harness. After dragging the rescue strap into mailon carabiner, tighten the screw properly and pull back neoprene wrapper.

The following pictures will help you with the assembly.



3. Inserting rescue system into the harness

After connecting the backup parachute and the rescue strap, insert the backup parachute into the container. For easier rescue system deployment, insert the parachute with the lines down. Then insert the handle into the neoprene pockets. (rescue straps run under the handle).

After inserting the rescue handle into neoprene pocket, we begin to drag strings. Lay the cord loop through the 3rd eyelet from the left and secure with a string. Repeat the same procedure in the following order: the 4th eyeliner then the 2nd eyelet and finally the cord by the 1st eyelet from the left and secured with a string.

Pictures below will help you with installation.



Inserting rescue system into container



Rescue strap is under rescue handle



The rescue handle strap always leads forward



Dragging 3rd string from the left



Dragging 4th string from the left



Dragging 2nd string from the left



Dragging 2nd string from the left



Dragging 1st string from the left

Cocoon



The neoprene leg cover is very easy adjustable using cords with knots to adjust the length of the cocoon. Make sure all the lines (on each side 3) are equally tense!

Speed

The FANTOM EXTRALIGHT 3 is standardly equipped with two-speed ultra-light speed.

Speed installation

Speed first passes through the metal ring on the side. Then drag the speed bearing pulley and then take it through neoprene opening. Put the hook and adjust the length of the speed.

Cocpit – pilot desk



Cockpit is a part of the harness. The right side of the cockpit is sewn firmly to the harness. Left side you will attach with two hooks. Thanks to the two hooks system that tighten the trigger system, the cockpit will have the right position.

Before you start flying

Pay great attention to adjusting the harness. We recommend that you adjust the harness before the first start, as follows. Dress up all clothes you fly in include shoes. Pack all things you usually take with you into the harness and then sit in the harness and adjust the cocoon and side straps. This adjustment should be as accurate as possible. Fine tuning can be completed during the first few flights.

Shoulder straps

The shoulder straps serve for optimal adjustment of the harness to the height of the pilot. The shoulder strap is tightened by the plastic D buckle downwards. If we need to release the shoulder straps, grasp the short strap and pull the shoulder strap upwards to allow it.

Side straps

The FANTOM EXTRALIGHT 3 harness has simple side adjustment. The seat position is adjusted by the back straps.

Foot straps

The footrests have been adjusted to the ideal distance from production to ensure easy fit into the harness after the start.

Chest strap

Chest strap is designated to adjust the distance between carabiners. This influence the paraglider stability. By increasing the distance between the carabiners you increase the feedback from the glider and the steering the harness with seat is much easier. If you reduce the distance between the carabiners, the harness will be more stable in the turbulence.

Flying with FANTOM

How to pack a backpack and a camelbag into the harness

The FANTOM series harnesses have a large pocket to easily pack everything you need. The backpack is recommended to be rolled up in a roll and put it in your pocket. Camelbag in the harness FANTOM EXTRALIGHT 3 is a special pocket for inserting a camelbag or for a plastic bottle. Draw the hose through the corner of the pocket where the material is skipped. Then pull the hose out of the pocket and pull through the rubber eyelet.

Preflight check

To ensure maximum safety, learn make preflight check automatically before each start.



BEFORE EACH FLIGHT, MAKE SURE THAT

- 1. Any major supporting part, such as straps or carabines, are damaged.**
- 2. The rescue container is properly closed**
- 3. Pay special attention to the buckles, especially if you are flying during the winter in the snow or in sandy conditions. Check all the buckles to see if they work properly. Check by turning on and pulling to the sides.**
- 4. Your glider is connected to the harness properly, check if the safety lock on the carabiners is secured**
- 5. You have the speed on connected properly**
- 6. You have all pockets closed**
- 7. Once again check the leg buckles if they are fastened correctly**

Start – take of

Before starting, properly lock leg buckles. After locking leg buckles hook up the cockpit, on the left side, using two hooks and on the right side button up light neoprene with a plastic snap strap buckle. After closing up the cocoon perform a check if everything is fasten correctly.

Using the rescue system

It is very important to know the position of the rescue handle. We recommend to touch the handle several times after starting. If you need to use the rescue system, follow these steps:

- Look at the rescue handle and grasp it firmly.
- Pull the handle upside down with the backup parachute.
- Look around and throw the reserve parachute into the free space, preferably against the direction of rotation.
- After rescue system was released, pull off the glider (symmetrically as possible) by B, C or D straps, so that the glider does not engage with the reserve parachute.
- To minimize injury, try to land on your feet.

Landing

Pull your legs out of the cocoon before landing. How to pull your legs out of the cocoon will help you pictures below.



* illustration photo



* illustration photo



* illustration photo

Never, land o sitting position. Even though you have a spine guard (INFLATABLE protector), it's much safer to land on your feet.

Winch – towing release

Towing release connected to the main carabiners.

Tandem flying

The FANTOM EXTRALIGHT 3 harness is not suitable for tandem flying.

Acrobatics

The FANTOM EXTRALIGHT 3 harness is not designed for aerobatic flying.

Maintenance manual - cleaning

Only soapy solution may be used to clean the harness. The harness must not be cleaned with any chemical means or machine using washing machine! Any cleaning of the harness by chemical means or hot water can weaken or damage the material. After cleaning the harness, dry and store properly. Cleaning the harness is recommended due optical harness check.

Storage

The harness must be stored in a dark and well ventilated room and protected from temperature fluctuations. The harness must not be stored in a room containing petrol, various diluents or other chemical and aggressive means. If you do not use your harness for a long time, we recommend opening a backpack to keep your gear ventilated.

Manufacturer recommended frequency of inspections

Your harness needs regular control. Controls need:

• STRENGTH SEAMS • STRAPS • STRENGTH PARTS OF THE HARNESS.

In the event that the harness is not regularly checked by the manufacturer or its authorized person, the manufacturer is not responsible for the technical condition and thus for the damage (material, health and other). Should any part of the harness need to be replaced, it must be replaced only for the original part and repaired by the manufacturer or an authorized company.

Mandatory inspections by the manufacturer are every two years.

The harness lasts for six years. After six years, the use of the harness must be consulted with the manufacturer !!!

| | |
|--|---|
| Inspectio after 2 years of date of sale | Stamp and signature of the manufacturer |
| Inspectio after 4 years of date of sale | Stamp and signature of the manufacturer |
| Inspectio after 6 years of date of sale | Stamp and signature of the manufacturer |
| Inspectio after 8 years of date of sale | Stamp and signature of the manufacturer |
| Inspectio after 10 years of date of sale | Stamp and signature of the manufacturer |

Warranty

The manufacturer provides a 24-month warranty on the harness - for the correct and flawless function of the product. The warranty covers only manufacturing or functional defects.

The warranty does not cover hidden defects in material, as well as defects caused by improper use, inappropriate storage, damages during transport, or gross handling and handling that is not in accordance with the product design.

Furthermore, the warranty does not apply to:

- ***Color fading***
- ***Damage caused by chemicals, gas, sand and seawater.***
- ***Damage caused by accident, crisis situations before and after the flight.***
- ***Damage caused by negligent treatment.***
- ***Any damages caused by landing directly on the harness.***
- ***Any modification or inappropriate replacement of parts or accessories.***
- ***Any damages caused by the replacement of standard accessories for the harness, such as the back protector, side protectors, etc.***



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