OZONE

FORZA 2

Pilot Manual - EN

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THANK YOU

Thank you for choosing Ozone.

As a team of free flying enthusiasts, competitors and adventurers, Ozone's mission is to produce paragliding equipment of the highest quality using cutting edge designs and the best technical materials available. Our development team is based in the south of France. This area, which includes the sites of Gourdon, Monaco and Col de Bleyne, guarantees us more than 300 flyable days per year. This is a great asset in the development of the Ozone range. We know that quality and value for money are essential considerations when choosing equipment, so to keep costs low and quality high we build all our wings and harnesses in our own production facility. During production all Ozone products undergo numerous rigorous quality control checks. This way we can guarantee that our equipment meets the same high standards that we expect ourselves.

If you need any further information about Ozone, the Forza 2 or any of our products please check www.flyozone.com or contact your local dealer, paragliding school or any of us here at Ozone.

It is essential that you read this manual before using your harness for the first time.

Safe Flying!

Team Ozone

WARNING

- Paragliding is a potentially dangerous sport that can cause serious injury including bodily harm, paralysis and death. Flying an Ozone harness is undertaken with the full knowledge that paragliding involves such risks.
- As the owner of an Ozone harness you take exclusive responsibility for all risks associated with its use. Inappropriate use and or abuse of your equipment will increase these risks.
- Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers are excluded.
- Be prepared to practice as much as you can - especially ground handling, as this is a critical aspect of paragliding. Poor control while on the ground is one of the most common causes of accidents.
- Be ready to continue your learning by attending advanced courses to follow the evolution of our sport, as techniques and materials keep improving.
- Use only certified paragliders, harnesses with protector and reserve parachutes that are free from modification, and use them only within their certified weight ranges. Please remember that flying outside of certified configurations may jeopardise any insurance (e.g. liability, life etc) you have. It is your responsibility as the pilot to verify your insurance cover.
- Make sure you complete a thorough daily and pre-flight inspection of all of your equipment. Never attempt flying with unsuitable or damaged equipment.
- Always wear a helmet, gloves and boots.
- All pilots should have the appropriate level of license for their respective country and third party insurance.
- Make sure that you are physically and mentally healthy before flying.
- Choose the correct wing, harness and conditions for your level of experience.
- Pay special attention to the terrain you will be flying and the weather conditions before you launch. If you are unsure do not fly, and always add a large safety margin to all your decisions.
- NEVER fly your glider in rain, snow, strong wind, turbulent weather conditions or clouds.
- If you use good, safe judgment you will enjoy many years of paragliding.
- Respect the environment and look after your flying sites.
- If you need to dispose the harness, do so in an environmentally responsible manner.
- Do not dispose of it with the normal household waste.

Remember, PLEASURE is the reason for our sport!

YOUR FORZA 2

The Forza 2 is a complex and feature rich harness that is comfortable and easy to fly in real XC conditions. We spent over three years of development on this project and the many prototypes have undergone hundreds of hours of test flying. Our mission for the Forza 2 was to create an aerodynamic, durable, and highly comfortable tool for serious XC missions.

The Forza 2's rigidity is carefully engineered. The backrest is anatomically designed to support every part of the pilot's back. Foams of varied thickness and density are arranged for exceptional lumbar comfort. The seat has a small seat plate which provides the ideal level of rigidity and excellent weight shift control, with a support zone that is comfortable to rest in for many hours. A massive protector covers the entire back, and the seat protector is low profile but highly effective.
The harness closure has color coded buckles and the pod closure system protects against forgotten leg straps.

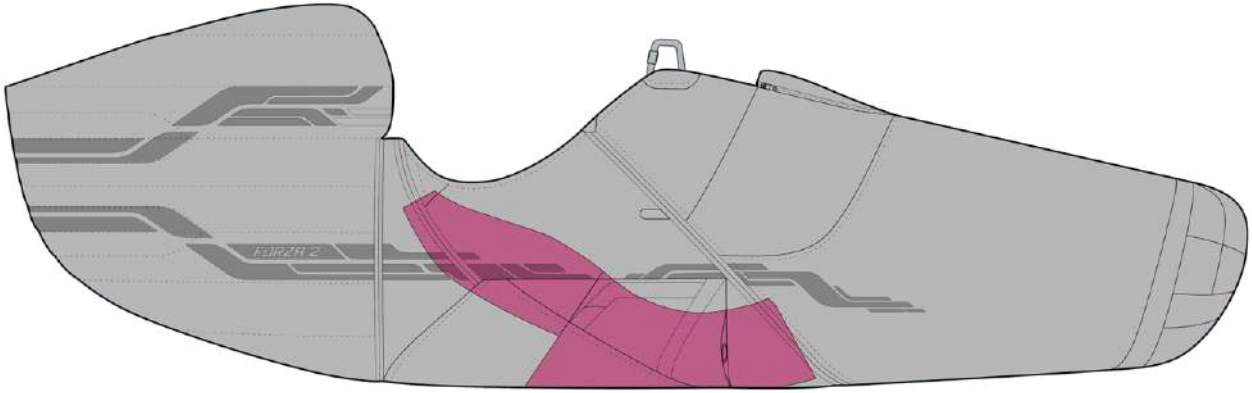
Two huge & easily accessible side pockets, a zipped pocket above the pod, a large and convenient cockpit, battery pocket, under seat storage, and a large rear storage area with hydration pouch and access / mounts for hydration tubes, and a ballast outlet / catheter exit point under the seat.

The large rear fairing profile improves the glide and stability of the harness. Many accelerated flight tests were conducted to refine the shape, angle of attack, and functionality of the pod and rear fairing. The pod and the pod closure systems are secure and functional during intensive speed bar usage without excessive flapping.

Two reserve compartments with a magnet closure system provide a large opening while maintaining a smooth and aerodynamic outer surface. The rescue handles are accessible and easy to grip, while also being well-integrated with the outer surfaces.

All Ozone products now undergo an eco-audit, where we endeavor to optimise the sustainability of our products. The Forza 2 is highly durable, and easy to repair. The materials were chosen judiciously to be highly resistant to wear in the critical area, and we used as much Bluesign fabric as possible in the design.

PREPARATION - Protection



The Forza 2 comes as standard with an under seat 17cm LTF/CE certified foam protector and a full length back comfort foam. The under seat protector is designed to absorb heavy impacts by dissipating the air through the seams, progressively and smoothly.

Allow the airbag time to fully inflate after unrolling for the first time, this can take up to 12hrs so best left overnight before installation.

WARNING: The maximum lifetime of the foam protector is 10 years from the date of manufacture. During a major impact, the protector deforms to absorb the maximum amount of energy possible, sometimes to the point of destruction. An exceptional event can lead you to retire a product after only one use.

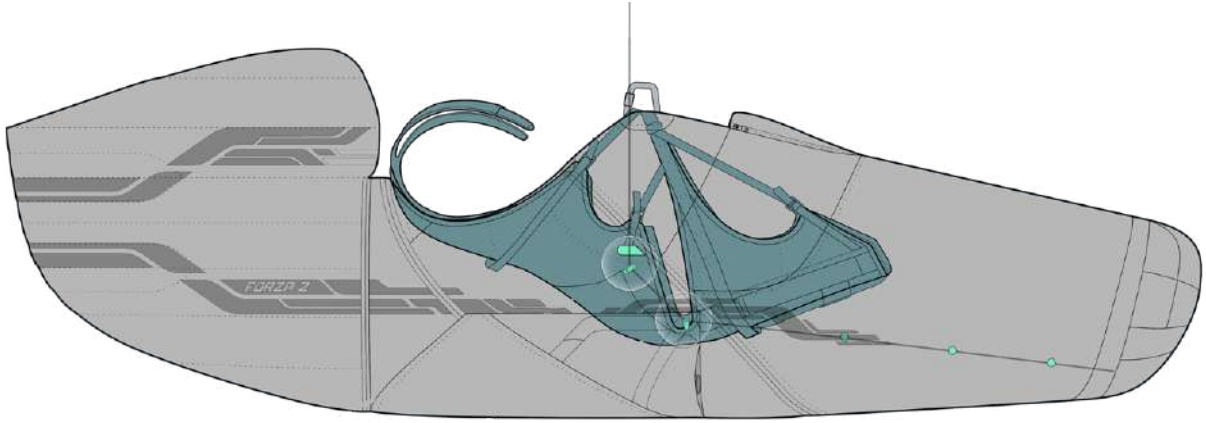
The protector must be retired when: - It is over 10 years old. - You have any doubt as to its reliability. - The external layer is visibly damaged and the internal foam is visible. Destroy retired equipment to prevent further use.

To install the under seat protection, open the lower zipped compartment found under the seat behind the ballast pocket. Slide the protector into the compartment, the thicker part of the protector is orientated towards the rear of the harness. Close the zipped compartment once the protector is in place.

The rear comfort foam is already installed. If you need to remove it the opening can be found behind the Velcro flaps found in the small top pocket in the main rear pocket.

WARNING: No protector can guarantee complete protection. It does not replace your legs as the most effective way to absorb the energy of a hard landing. Always be prepared to use a PLF and do not rely on the protection alone.

PREPARATION - Speed System



The Forza 2 is delivered with a fitted speed bar and additional attachment points suitable for ratchet style pulleys. If you need to replace the speed bar, or change the pulleys follow this procedure:

From inside the pod route the free end of the speed bar line through the speed bar retainer rings. These are found between the seat and ballast pocket. Ensure the elastics holding the rings are not twisted.

The speed line should then route through the protective cover located near the hip. Pass the line through the lower pulley housed within the protective cover and then through the upper pulley

There is an additional attachment loop located below the upper pulley to add a ratchet style pulley (not supplied).

Route the line through the slit on the side panel of the harness making sure it is not entangled with any part of the harness structure.

Now set the length of the speed bar. This is best done on a static hang point or alternatively it can be done on the ground. Make sure the speed system is not set too short and that it is symmetrical. Once in the air, and when it is safe to do so, check that you can place your foot on the bar easily and that the system operates smoothly all the way to full speed. Adjust the length accordingly.

WARNING: The speed bar lines must be of equal length, ensure they are not too short as this will inadvertently activate the speed system when under tension in the air. Always double-check lengths and symmetry whilst on the ground before flying.

PREPARATION - Parachute Installation

The Forza 2 features double integrated reserve parachute containers suitable for parachutes with a volumes between 3 and 6ltrs and will accept most modern rescue parachutes including the Angel SQ 140 and steerable Rogallo types. The harness is delivered with bridles and shoulder mounting maillons.

Connect the bridles to the dedicated shoulder attachment points. Ensure they are done up tightly, use pliers but do not over-tighten.

WARNING: Ozone strongly recommends that the reserve parachute system is installed by a qualified professional. Always seek experienced advice if you have any doubts, your safety depends on it.

Attach the reserve parachute handle to the deployment bag using a larks foot knot. We recommend attaching the handle to the attachment point on the side of the deployment bag if it has one, otherwise it can be attached to the middle.

NOTE: You must check that the length between the handle and the container does not allow entanglement with the parachute lines.

Attach the harness bridle to the parachute's bridle using a suitable connector (not supplied).

Please note; short bridle parachutes should be attached to the Forza 2's reserve bridles. If you have a parachute with long Y bridles, these should be attached directly to the shoulder points. Do not attach long parachute Y bridles directly to the harness bridles.

Place the deployment bag in the space provided with the rescue handle to the outside. Access is through the large flap held by magnets.

The harness bridles should run neatly within the zipped channel down the side of the harness into the parachute pocket.

Now the 2 yellow pins need to be threaded through their respective loops. Start with the top pin that feeds towards the rear of the harness. Each pin must go through the loops in the correct order, with the red loop first. Once the red loop is in place thread the pin through the first loop on the large flap, then the black loop on the harness followed by the 2nd black loop on the reserve flap. To secure the pin, insert it into the end retainer hole.

Repeat the process with the second longer pin. First route the yellow pin through the red loop on the main flap, then pass the white loop through the hole on the small flap before securing with the yellow pin. The end of the yellow pin can now be stored in the end retainer hole.

Make sure the handle is correctly positioned. The front part of the handle sits under the front magnetic flap, the lower part of the handle sits between the magnets of the main parachute flap. Make sure the lower part of the handle sits between the magnets on the harness

With the reserve compartment closed and the handle in the correct position, now close the self opening zip at the rear part of the parachute container. Lift the magnetic flap, being careful to not disturb the yellow pins, the slider needs to be pulled upwards to the top end of the zip, then pull the slider back down to the bottom end, securing the slider behind the retainer.

Close the bridle zip fully, the slider should be secured in the retainer by the left shoulder strap.

Reserve parachute correctly installed.

WARNING: Make sure to perform a practice throw from a static hang point. Not only does this ensure the correct functioning of your deployment system it also allows you to become more familiar with the installation process.

FITTING

Before your first flight, we recommend to suspend the harness from a suitably strong point to check that it fits you correctly and to become familiar with the features and adjustments. You can set the shoulder adjustment-straps to find the best fit, and adjust the lumber support so that they leave you in a comfortably reclined position. Only ever suspend from carabiners attached to the main hang points.
To put the harness on first place the shoulder straps over your shoulders.

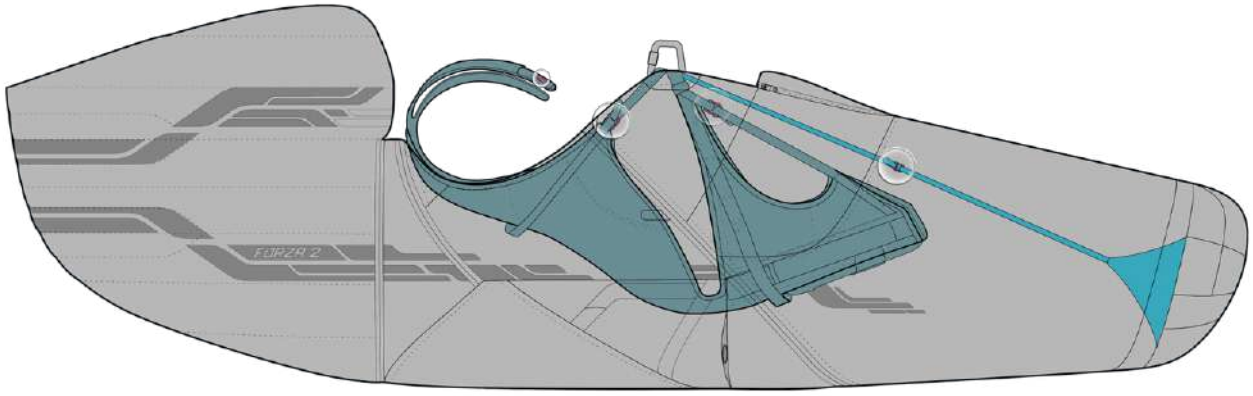
Fasten the colour coded leg /chest straps, there should be an audible click when the buckles are correctly fastened.

The shoulder strap retainer clip should now be fastened.

The pod can now be closed; bring the cockpit over to the left hand side and pass the red loop (found below the left hand buckle) through the eyelet in the pod and secure with the red T lock attached to the chest strap.

Now pass the blue T lock (located on the front of the ride side pod below the cockpit) through the opening on the left side pod.

ADJUSTMENTS



SHOULDER STRAPS

The length of the shoulder straps can be modified using the adjustment tabs. Adjust the shoulders whilst standing up with the harness on so that they are comfortably snug. Whilst suspended in the seated position ensure the straps are comfortable and supportive, they should not be too tight nor too loose.

LUMBAR SUPPORT

The Lumbar support can be adjusted for a comfortable flying position. Precise adjustments can be made in the air so that your lower back is completely supported and there is no tension in your stomach muscles. Be sure to adjust the lumbar support carefully, setting them too loose will result in a very reclined position in the air.

CHEST STRAP

The setting of the chest strap is very sensitive, only small adjustments have a significant impact on the feel in flight. It is possible to adjust to make the adjustment in the air but it is safer to do so on the ground. For less roll response and less glider feedback tighten the chest strap, for more roll response and more feedback release the adjustment tab. Refer to the manual supplied with your wing, do not fly outside of the recommended chest strap settings.

SEAT ANGLE

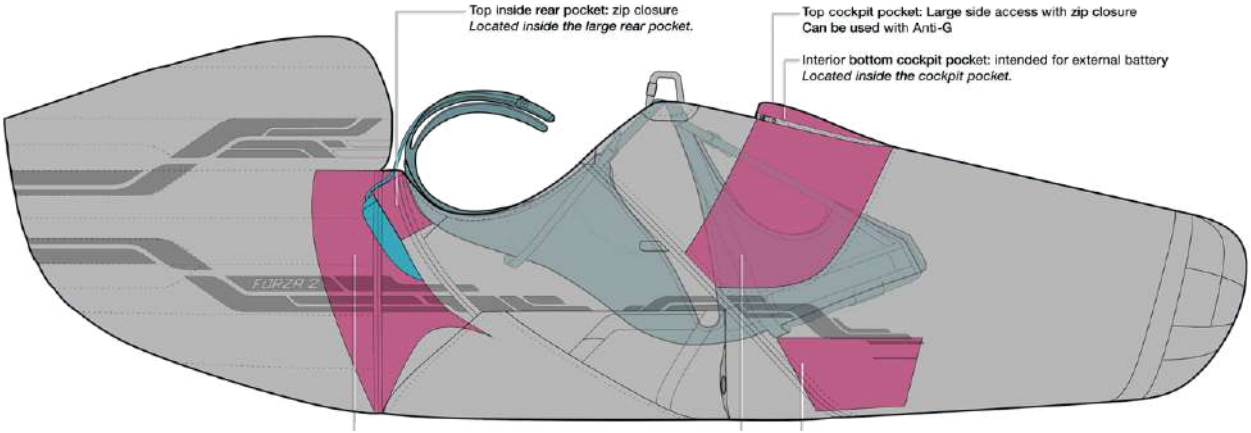
The angle of the seat can be adjusted with the adjustment straps, the buckle is located just below the main hang points.

POD LENGTH

The length of the foot plate can be adjusted using the straps that run either side of the pod.

WARNING: Make sure any adjustments are symmetrical. If you make a change, take your time to find the position that suites you best, only make small adjustments each time.

FEATURES



STORAGE

The Forza 2 features ample storage space with a 21lt main rear pocket, two large side pockets, under seat ballast/storage pocket and a large cockpit pocket.

COCKPIT

The large cockpit pocket can be opened entirely from the front and features a battery pocket, large independent side pocket easily accessible for anti-G

HOOK KNIFE / VELCRO SHOULDER MOUNTING

The Forza 2 includes a hook knife mounted on the left shoulder strap. There is also a Velcro mounting point suitable for a small vario, radio or GPS tracking device.

HYDRATION SYSTEM

The Forza 2 includes a hydration access system with an opening on the right hand side of the top pocket and an anchor point on the right hand shoulder strap for your hydration tube.

URINE EXTRACTION SYSTEM

The Forza 2 includes a urine extraction system for pee tubes in the form of a hole found at the bottom of the pod.

PACKING

The Forza 2 can be packed into the glider bag like any other harness, but the most efficient way to do so is to fold it as shown:

Fold the side supports in toward the middle of the seat plate.

Fold the seat plate towards the back support section and secure the main hang point carabiners into loop provided.

The foot plate can now be tucked in behind the seat and placed in the glider bag as normal.

USE AND MAINTENANCE

CONNECTION TO THE WING

Attach the wing's risers to the carabiners at the main hang points. The A risers should be facing to the outside.

If you change the carabiners ensure that they are of a suitable dimension and fit correctly.

There are no other suitable attachment points for the risers on the harness.

PRE-FLIGHT CHECKS

Before take off it is important to carry out a thorough pre-flight check.

- Ensure the parachute pins are correctly in place and the zips around the parachute container are closed
- Visual check of structural webbing looking for any obvious damage
- Visual check of the carabiners looking for cracks or any signs of fatigue
- Risers connected correctly to the carabiners without twists
- Speed system attached and not tangled around the webbing
- Ensure all pockets are closed and zipped up
- Leg / Chest strap done up correctly
- Shoulder strap retainers fastened correctly
- Double check your leg straps

PARACHUTE DEPLOYMENT

If you are in the unfortunate situation of needing to throw your reserve, do so with conviction:

Look; Reach; Pull; Throw.

- Look at the handle, grab it and pull so the retaining pins are released. The parachute can only be thrown with the right hand.
- Pull out the deployment bag, it is best to pull towards the outside so that the parachute extracts sideways from the pocket, pulling the handle upwards may not allow the parachute to release properly. Know your equipment and adapt your technique accordingly.
- Throw the parachute away from you as hard as you can into clear space, not towards your wing. It is important at this stage to remember to LET GO of the handle. Aim to throw with the direction of airflow to aid a fast opening and against the direction of rotation.
- If after throwing the parachute does not deploy (possible in low energy emergencies e.g. parachutal stall), grab the reserve bridle and give it a strong pull. This will help encourage the parachute to open faster.
- As the parachute deploys, the next stage is to concentrate on disabling the paraglider. There are several ways to do this – B line stall; rear riser stall; gathering the canopy by working up the A lines until you have the material in your hands or using the brakes to stall the wing. The best technique depends entirely on the situation. The most important thing to remember is to completely disable the wing so that it does not act against the parachute and cause a down-plane. Whichever method you choose do so symmetrically, you do not want the paraglider to start rotating, this could cause the paraglider to fly into and effectively disable the parachute.
- Due to the position of the reserve bridle hang points on most harness, deploying the reserve parachute tends to automatically put you in to the PLF position (legs down), if you are not, do everything you can to get yourself into this position so you can absorb the landing impact with your legs.
- Always use a PLF when landing under emergency situations or under a rescue parachute.

TOWING

The Forza 2 is suitable for towing. The tow bridles should be attached to the main carabiners, if you have any doubts ask a qualified towing instructor or see the operating instructions supplied with your tow release system.

EXTERNAL PARACHUTE CONTAINER

An additional parachute container (not included) may be added to the Forza 2. Use the main carabiners to secure the container and parachute bridles.

WATER LANDING

After a water landing you should remove the reserve parachute, under seat protection, back comfort foam and seat plate and allow to dry. If you land in salt water it is necessary to thoroughly clean the harness and all parts with fresh clean water ensuring that all traces of salt are removed. Before reassembly make sure that the harness and all components are completely dry.

IMPORTANT: In the case of a water landing, the natural buoyancy of the back protection and rear section can cause the pilot to be turned face down in the water. It is recommended to immediately undo all straps and swim away from the harness taking care to not become entangled within the lines.

CARE

The Forza 2 will last you many flights and many years if looked after correctly. To keep your harness clean and airworthy, please note the following:

- Avoid excessive exposure to UV, heat and humidity.
- Pack the harness dry and store in a cool dry place.
- Never drag your harness, especially when landing.
- Keep you harness clean of dirt and away from any oils or other corrosive substance.
- Use water and a cloth to clean.

INSPECTION

For safety, routine inspection of all of your equipment is vitally important. Ozone recommends a service interval of 12 months in addition to the usual pre flight checks. For inspection, visually check the stitching, webbing and all structurally important areas. Pay particular attention to the webbing around the hang point area under the carabiner, as this is where abrasion is most likely. The reserve parachute system should be checked every 6 months and the parachute repacked according to the manufacturer's recommendation. If you find any damage or if you are in any doubt make sure the harness checked by a professional.

DISPOSAL

When the harness comes to the end of its useful life, remove all the metal parts and dispose the rest in an environmentally friendly manner.

CHANGING THE POD

Replacement pods are available from your Ozone dealer. It is possible after many hours of use, or after an incident that results in damage that the pod requires changing.

The pod is attached with zips either side of the harness, attach each side using the zips,

Ensure both sliders are completely closed all the way to the end of the zips.

The black loops MUST be placed on the main hang point carabiners, failure to do so will result in damage to the pod. Once the black loops are in place the hang point covers can be on to the carabiner - open the gate and feed the carabiner through the holes.

IMPORTANT: Ensure the black loops are placed on to the carabiners.

The cover can now be folded down to sit neatly on the bottom of the carabiner as shown.

TECHNICAL SPECIFICATIONS

	S	M	L
Weight* (kg)	5.9	6.1	6.3
Pilot height (cm)	155-170	170-185	185-200

*Harness weight is measured with foam protection, seat-plate, carabiners, rescue handle, reserve bridles, safety knife and speed-bar

MATERIALS

Fabric
Ripstop 70D certified Oeko-Tex & Bluesign, Ripstop 40D, 210D, 600D Kodra, Softshell Lycra

Main webbing
Gurth and Wolf 25mm Polyester.

Buckles
Austrialpin Cobra Buckle

Carabiners
Edelrid Alias

CERTIFICATION

The Forza 2 is certified EN1651:2018+A1:2020 and NFL 2-565-20 with a maximum load of 120kgs. In addition, the under seat protection conforms to the CE regulations by Alienor (France).

OZONE QUALITY GUARANTEE

At Ozone we take the quality of our products very seriously. Our harnesses are made to the highest standards in our own manufacturing facility. Every harness manufactured goes through a stringent series of quality control procedures and all the components used are traceable. We always welcome customer feedback and are committed to customer service. Ozone guarantees all of its products against manufacturer's defects or faults. Ozone will repair or replace any defective product free of charge. Ozone and its distributors provide the highest quality service and repair, any damage to products due to wear and tear will be repaired at a reasonable charge.

If you are unable to contact your dealer then you can contact us directly at info@flyozone.com.

Summary

Safety is paramount in our sport. To be safe, we must be trained, practised and alert to the dangers around us. To achieve this we must fly as regularly as we can, ground handle as much as possible and take a continuous interest in the weather. If you are lacking in any of these areas you will be exposing yourself to more danger than is necessary.

Every year many pilots get hurt launching; don't be one of them. Launching is the time that you are most exposed to danger so practice it lots. Some launch sites are small and difficult and conditions aren't always perfect. If you're good at ground handling you'll be able to confidently and safely launch whilst others struggle...practice as much as you can. You'll be less likely to get hurt and more likely to have a great day's flying.

Respect the environment and look after your flying sites. When the harness comes to the end of its useful life, remove all the metal parts and dispose the rest in an environmentally friendly manner.

Finally, RESPECT the weather, it has more power than you can ever imagine. Understand what conditions are right for your level of flying and stay within that window.

Happy flying & enjoy your Forza 2.
Team Ozone

INSPIRED BY NATURE, *DRIVEN* BY THE ELEMENTS

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