



# PRO GUIDE

/ PEPPER CROSS LIGHT 2

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1 INTRODUCTION

**Welcome to skywalk!**  
Congratulations on the purchase of your new PEPPER CROSS LIGHT2 and thank you for your trust in us and in our products. In this manual you will find product-specific information that will help you quickly get to know your new rescue system.

General information about the most important safety-relevant points for handling your rescue system can be found in the attached „BASIC GUIDE“, which you can also download at:  
<https://skywalk.info/downloads/download-category/manuals/>

We are always open for questions, comments or critique and are happy to provide you at any time with further information!

**Your skywalk Team**  
PURE PASSION FOR FLYING

Edition 1 / 05\_2026  
The latest version of the manual can be found on  
[www.skywalk.info](http://www.skywalk.info)

2 DESCRIPTION

The PEPPER CROSS LIGHT2 represents the consistent advancement of modern cross-canopy rescue systems. It combines uncompromising safety with a light-weight design and a compact packing volume. The generously sized canopy area enables a low sink rate, while the construction ensures remarkably high pendulum stability.

The symmetrical design minimizes drift almost entirely and provides exceptionally stable descent characteristics without inherent forward speed – ensuring maximum predictability in critical situations. The two-color design enhances visual recognition and therefore contributes significantly to safety in emergency situations.

With its comprehensive size range, it covers an exceptionally wide spectrum of applications—from lightweight setups to professional tandem operations.

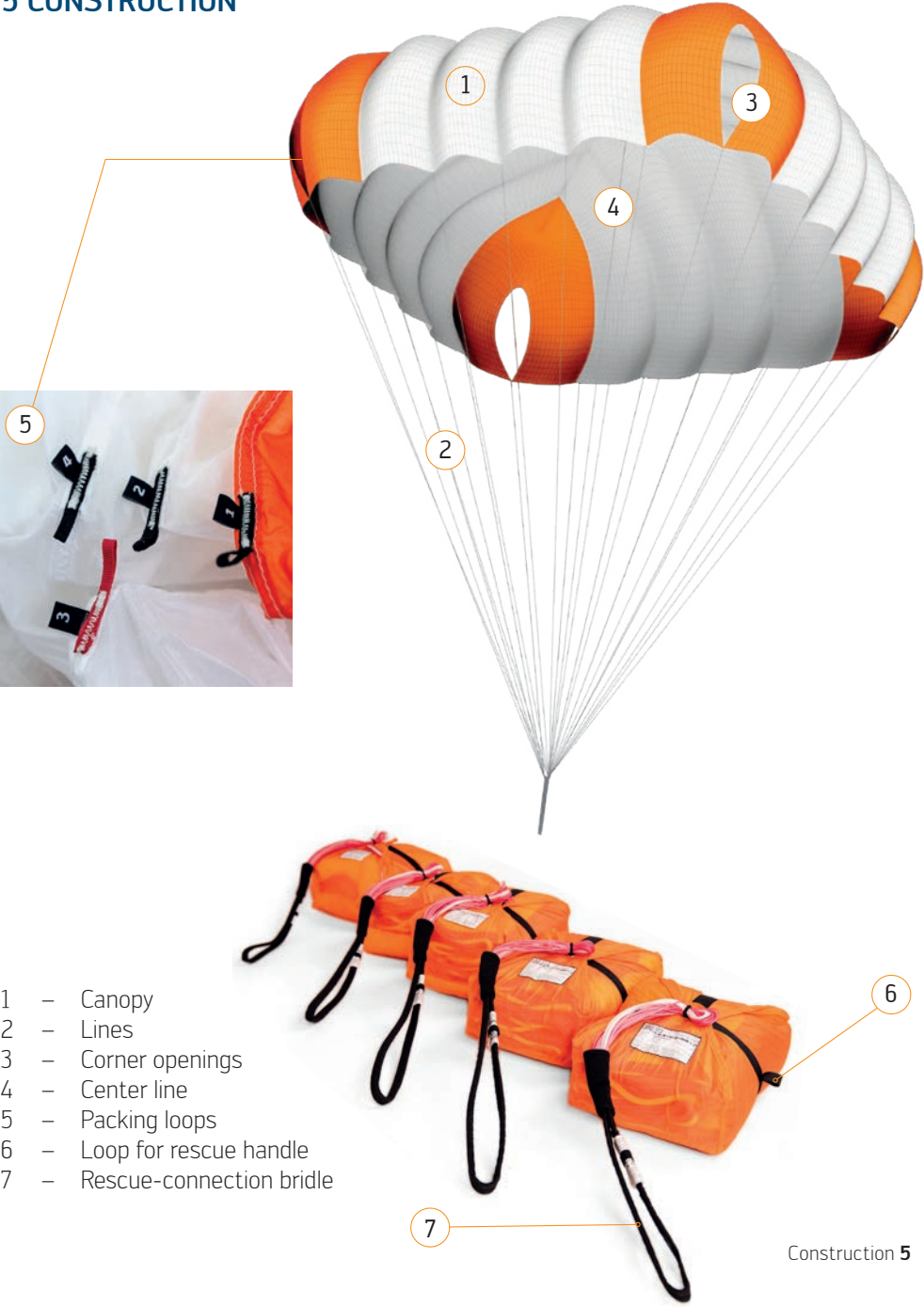
3 TECHNICAL DATA

| Size                    | 90          | 105         | 120         | 135         | 180         | 220         |
|-------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Area (m²)               | 26.9        | 30.1        | 35.8        | 40.1        | 52.9        | 65.5        |
| Number of panels        | 20          | 20          | 24          | 24          | 28          | 28          |
| Line length (m)         | 4.1         | 4.3         | 4.8         | 4.9         | 7.94        | 8.7         |
| Weight (kg)             | 1.0         | 1.1         | 1.35        | 1.5         | 1.95        | 2.3         |
| Sink Rate (m/s)         | 5.2         | 5.27        | 5.35        | 5.47        | 5.45        | 5.39        |
| Maximum load (kg)       | 90          | 105         | 120         | 135         | 180         | 225         |
| Minimum load (kg)       | 55          | 55          | 55          | 55          | 55          | 55          |
| Nr. of EN-certification | EP_170.2017 | EP_379.2026 | EP_380.2026 | EP_171.2017 | EP_301.2020 | EP_302.2020 |
| Packing volume (l)      | 3.8         | 4.0         | 4.8         | 5.6         | 5.7         | 6.6         |

4 MATERIALS

- Sail:
- Lines:
- Webbing:
- Rubber bands:
- Main suspension riser:
- NYLON 6.6 20D ripstop
- LIROS DC201, rescue line 1628/29
- 9,5 mm PA
- Rubber ring on silicone base (Rainbow LOOM)
- Liros D-PRO 5 mm

5 CONSTRUCTION



## 6 CONNECT THE RESERVE CHUTE TO THE HARNESS

To connect the reserve chute to the V-line, you must use an oval screw shackle with at least 2400 daN breaking load. The lines have to be secured on both sides of the screw-shackle with rubber bands by means of Larks Head knot (1), with fixing tape or a neoprene socket against fraying and abrasion.

As an alternative, you can directly connect the bridle and the V-line (2).



①



②

To protect the connection from external influences and to fix it additionally, it is advisable to use the neoprene cover supplied. Slide this onto the the connection line of the harness or front rescue before you start the connection.

After you have connected the rescue system to one of the two above-mentioned, the last step is to cover the connection with the neoprene cover.

It is important to ensure that the connection is centered, both connecting lines that lead to the shoulder are of the same length. If the harness does not have an integrated attachment possibility for the reserve chute on the shoulder straps, then the reserve chute connecting line can also be attached to both main carabiners.

## 7 PACKING INSTRUCTION

All skywalk PEPPER CROSS LIGHT2 paraglider reserve chutes are inspected and packed in skywalk's manufacturing facility. It is recommended that the reserve chute will be repacked once again by a suitably qualified and experienced specialist before installing in the harness.

The effectiveness of the reserve chute and its ability to save lives depends on proper packing. If in doubt, or if you have any questions, please contact your flight instructor or skywalk dealer.

**Tip:** You will find a detailed packing instruction on Youtube:  
<https://www.youtube.com/watch?v=1HY9F1pFeek>

### PREPARATION

- Before repacking, the reserve chute must be aired out, ideally for 12 hours in a cool, dry room.
- The packing area must be large enough, clean, level and dry.
- The reserve chute must be subjected to visual inspection and checked for damage to the canopy, the lines, the suspension points, the main riser and the screw shackle.



YOUR LIFE DEPENDS ON THE FUNCTIONALITY OF YOUR RESCUE IF YOU HAVE TO USE IT. IMPROPER HANDLING, INCORRECT INSTALLATION, IMPROPER STORAGE OR INCORRECT PACKING CAN HAVE FATAL CONSEQUENCES. IN CASE OF DOUBT, ALWAYS HAVE IT PACKED BY A SPECIALIST!



## PACKING PROCESS

Follow the steps below to pack your rescue chute (see illustrations on the following double-page spread):

1. Using a packing line, gather the packing loops sequentially. The number of packing loops varies depending on the size:
  - 20 loops for sizes 90 and 105
  - 28 loops for sizes 120, 135, 180 and 225
2. Secure the packing loops. Then apply tension to the main riser and the suspension lines attached to it.
3. Position all panels on the right-hand side.
4. As this is a square canopy with four corner points, one corner will be located at the bottom and one at the top on each side.
5. Start with the first corner located at the bottom. Pull half of this corner to the left side. Figure 1 shows the correct position of the corner.
6. Lay the first panel smoothly to the left side. Repeat this procedure (see Fig. 2):
  - 3 times for sizes 90 and 105
  - 4 times for sizes 120 and 135
  - 5 times for sizes 180 and 225
7. Next, fold the second corner. Pull it over the last laid panel and then fold it back once at the center (see Fig. 3).
8. Figure 4 shows the correctly folded second corner.
9. Continue laying the following panels smoothly to the left side as described in Step 6 (see Fig. 5).
10. The left side is now completely sorted. The third corner is positioned at the top, meaning that half of all panels have been prepared. Now place all remaining unsorted panels over the already sorted panels to the left side until you reach the fourth corner.

11. Repeat the previous steps in mirror image for the right side until you reach the third corner again. Figure 6 shows the fully sorted panels arranged in parallel.

12. Figure 7 schematically illustrates the folding lines required for the „Double S-Fold“.

13. Start with the lower S-fold and then complete the upper S-fold (see Figs. 8 and 9).

14. Figure 10 shows the folding lines required to achieve the optimal pack volume inside the deployment bag. Ensure that the number of folds corresponds to the rescue size:
  - 5 folds for sizes 90 and 105
  - 6 folds for sizes 120 and 135
  - 7 folds for sizes 180 and 225

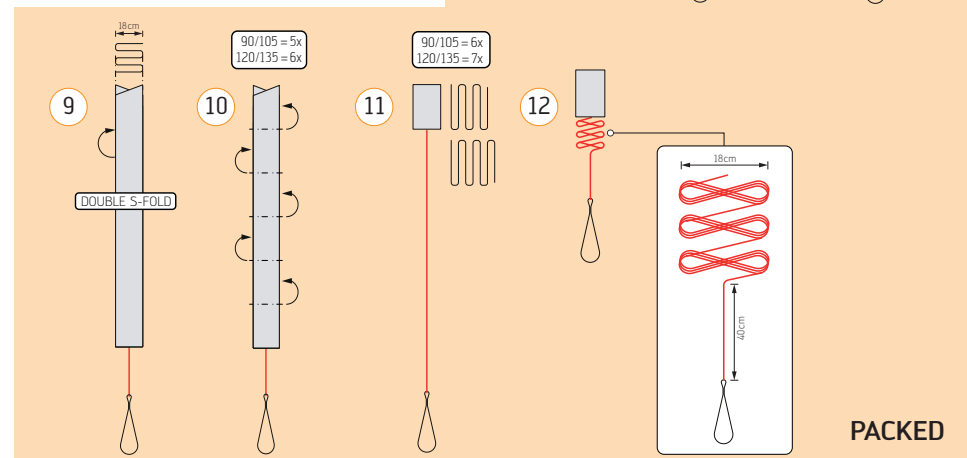
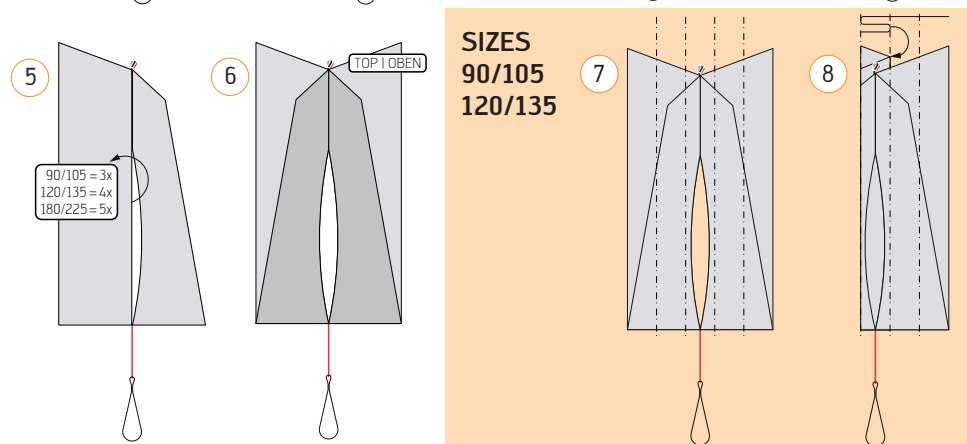
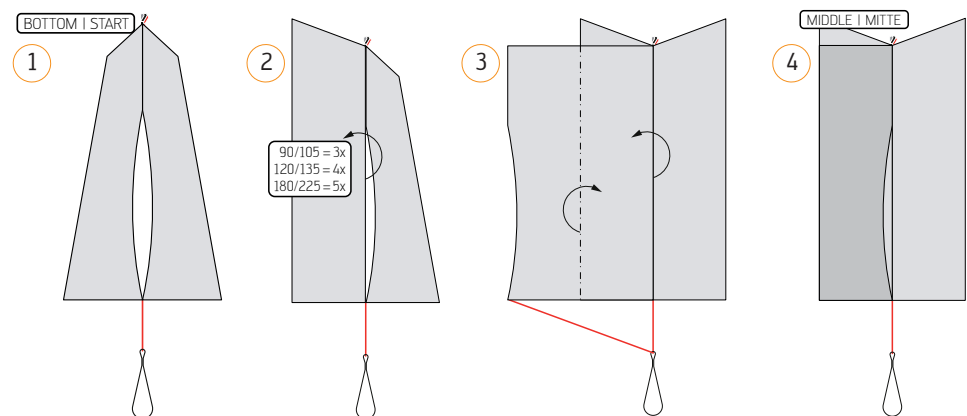
15. Check the suspension lines towards the main riser and ensure that the center line runs freely without obstruction.

16. Begin stowing the suspension lines. To facilitate closing the deployment bag with the line loop, leave approximately 40 cm of line remaining (see Fig. 12).

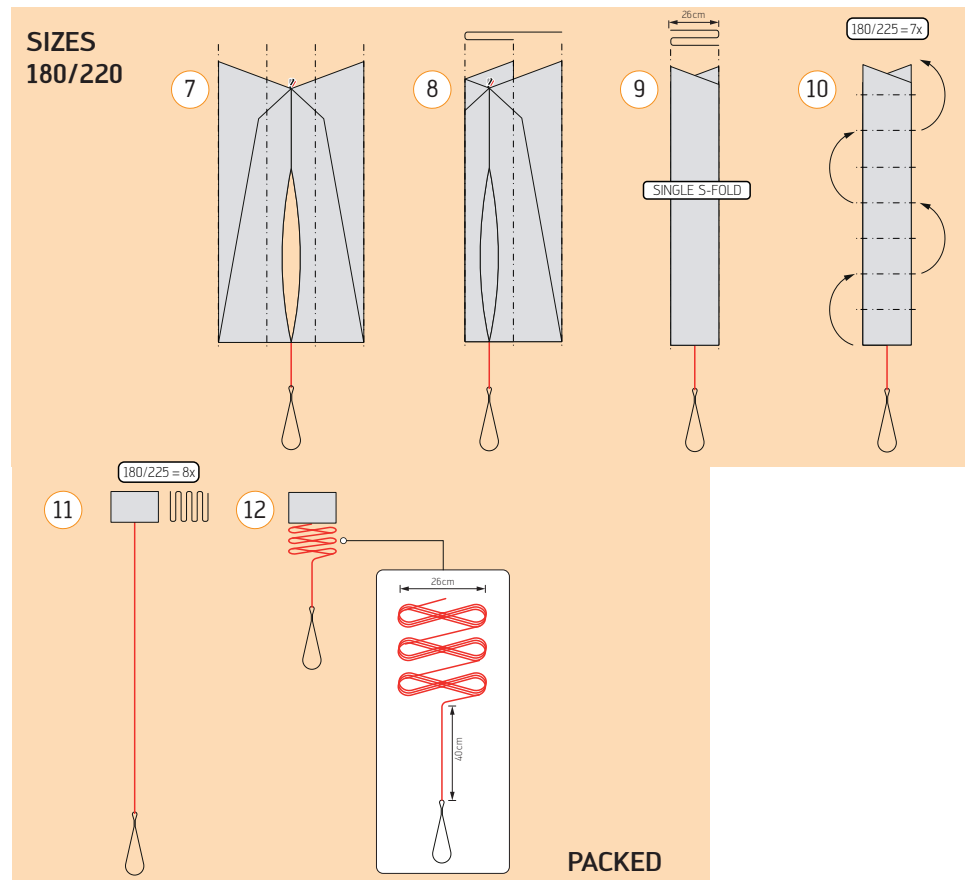


REMOVE THE PACKING LINE HOLDING THE PACKING LOOPS TOGETHER BEFORE FOLDING THE RESERVE PARACHUTE INTO THE DEPLOYMENT BAG!





SIZES  
180/220



## 8 CLOSING WORDS

The skywalk PEPPER CROSS LIGHT2 is at the pinnacle of development in the market for lightweight square rescue systems. It cost us a lot of time to develop this rescue, but it was also a lot of fun. In this development we recognize the challenge of making the right product for every area and individual taste.

We wish you a lot of fun while flying, that you finally will never need your rescue chute and **HAPPY LANDINGS!**

Your skywalk Team

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