



User's manual  
HARNES

# EVEREST 3

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English  
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Thank you for choosing the EVEREST3 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. Our mission statement: research and develop to constantly enhance our product line.

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 updated information about this product on our website [www.supair.com](http://www.supair.com). If you have further inquiries, feel free to ask one of our retailers for answers. And naturally, the entire SUP'AIR team is at your disposal at [info@supair.com](mailto:info@supair.com)

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

Team SUP'AIR

<b>Introduction</b>	<b>4</b>	<b>Towing</b>	<b>13</b>
<b>Technical specifications.</b>	<b>5</b>	<b>Mandatory thorough checkup</b>	<b>13</b>
<b>Size choice</b>	<b>6</b>	<b>Maintenance</b>	<b>14</b>
<b>Components list</b>	<b>7</b>	Harness cleaning and maintenance	14
<b>Equipment overview</b>	<b>8</b>	Storage and transport	14
<b>Pulling on the harness</b>	<b>9</b>	Product lifespan	14
<b>Wing/harness connection</b>	<b>10</b>	Repairs	15
<b>Speedbar setup</b>	<b>11</b>	Spare parts.	15
<b>Flight behavior</b>	<b>12</b>	Materials	15
<b>Flight phases</b>	<b>12</b>	Recycling	15
Pre-Flight check	12	<b>Warranty</b>	<b>16</b>
Takeoff	12	<b>Disclaimer</b>	<b>16</b>
Speed-bar use	13	<b>Pilot's gear</b>	<b>16</b>
Landing	13	<b>Service Book</b>	<b>17</b>

Welcome to the paragliding world according to SUPAIR a world of shared passion.  
The EVEREST3 was designed for pilots coming out of school or in progression. It brings comfort and peace of mind to pilots experiencing their first XC ( Cross-Country ) flights to discover new horizons !  
The well thought out design and materials choices were guided by light and compact objective keeping a high quality level.

The harness EVEREST3 harness was certified EN 1651 : 1999

Indicating that it meets European and German safety requirements.

After reading this manual we suggest you to check your harness during a hang-test to adjust it before your first flight.

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



Advice

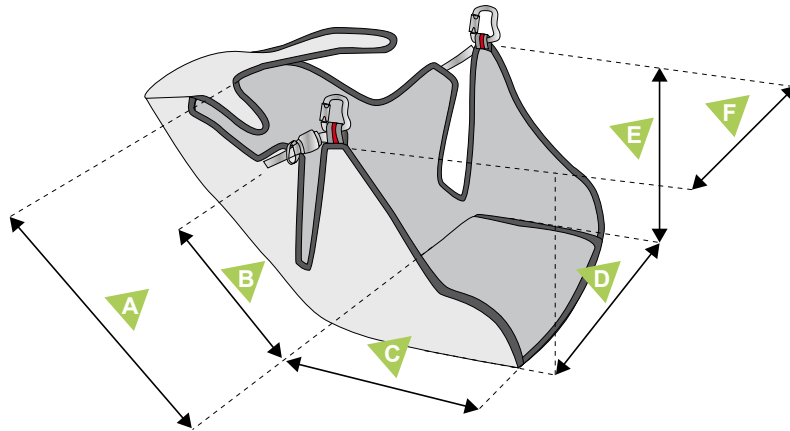


Caution !



Danger !!

# Technical specifications



- A** Backrest height.
- B** Backrest tilt adjustments.
- C** Seat depth.
- D** Seat width
- E** Hooking point height.
- F** Length between the hooking points.




Characteristics	Harness size	
	S/M	L
Pilot size (cm)	160 - 180	180 - 200
Pilot weight (mini - maxi)	50 - 80	70 - 100
Harness weight (+carabiners+speedbar) (g)	325	340
Designed for	paragliding only	
Backrest height (cm) <b>A</b>	48	55
Backrest tilt adjustments (cm) <b>B</b>	54	61
Seat depth (cm) <b>C</b>	31	34
Hooking point height. (cm) <b>E</b>	40	40
Length between the hooking points. (cm) <b>F</b>	40	40
Impact damping system: Airbag	No	
Impact damping system: Bumpair	No	
EVEREST3 harness certification	Yes : EN 1651 : 1999	
Tandem (Pilot or Passenger)	Yes	
Acrobatic flying	No	
Towing	Yes	

# Size choice

Choosing the right harness size is important. You will find below a height/weight chart to help you with your size choice. With its hammock architecture and reclined flying posture, we advise you to try out the harness during a hang-test first at one of our retailers location to choose the correct size.

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

Size Weight	1m60	1m65	1m70	1m75	1m80	1m85	1m90	1m95	2m
50		S/M	S/M	S/M	S/M				
55	S/M	S/M	S/M	S/M	S/M				
60	S/M	S/M	S/M	S/M	S/M				
65	S/M	S/M	S/M	S/M	S/M				
70	S/M	S/M	S/M	S/M		L	L	L	L
75	S/M	S/M	S/M	S/M		L	L	L	L
80	S/M	S/M	S/M	S/M		L	L	L	L
85					L	L	L	L	L
90					L	L	L	L	L
95					L	L	L	L	L
100					L	L	L	L	

 S/M  
 L  
 Preliminary hang-test.

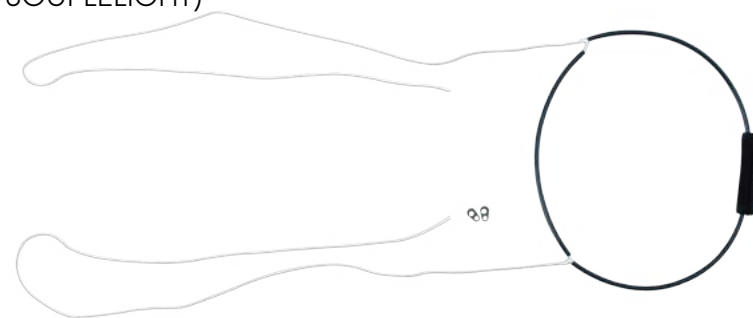
- 1 Harness
- 2 Grivel «PLUM» screwgate carabiners
- 3 independent storage pocket
- 4 2 O-rings



# Nomenclature

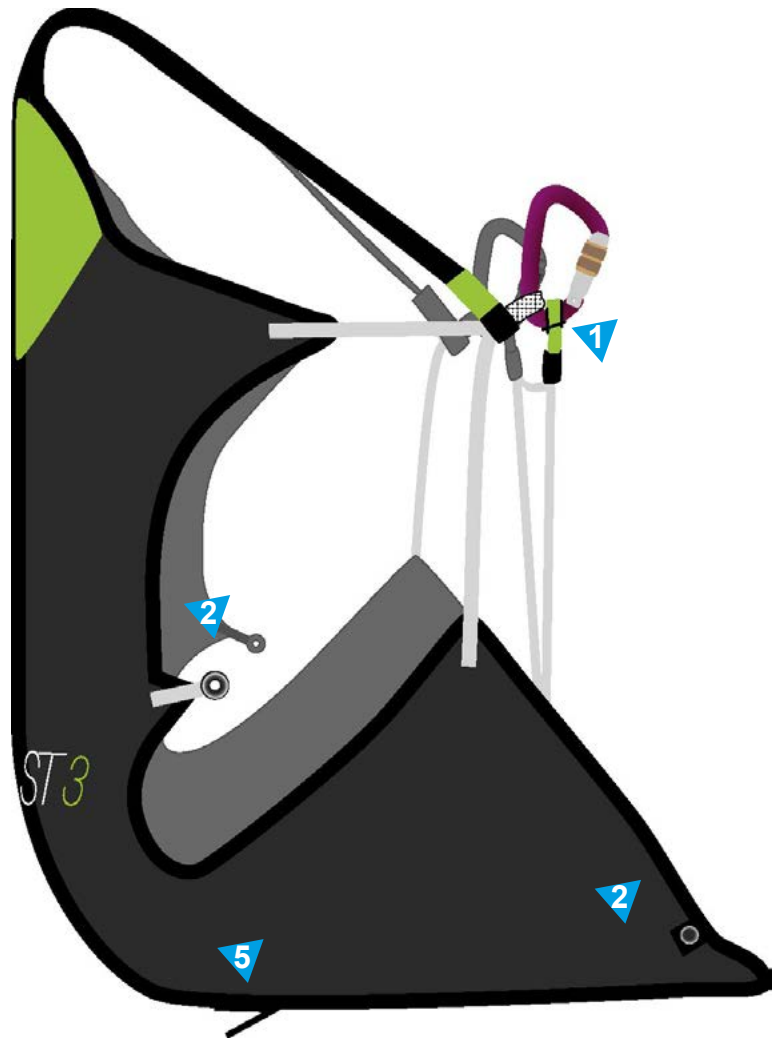
## Options

Light double stage accelerator/speed-bar (réf. ACCEL-SOUPLELIGHT)



# Harness overview

- 1 Paragliding main hooking points.
- 2 Speed-bar grommets.
- 3 Chest strap
- 4 Leg strap.
- 5 Speedbar fixing tab



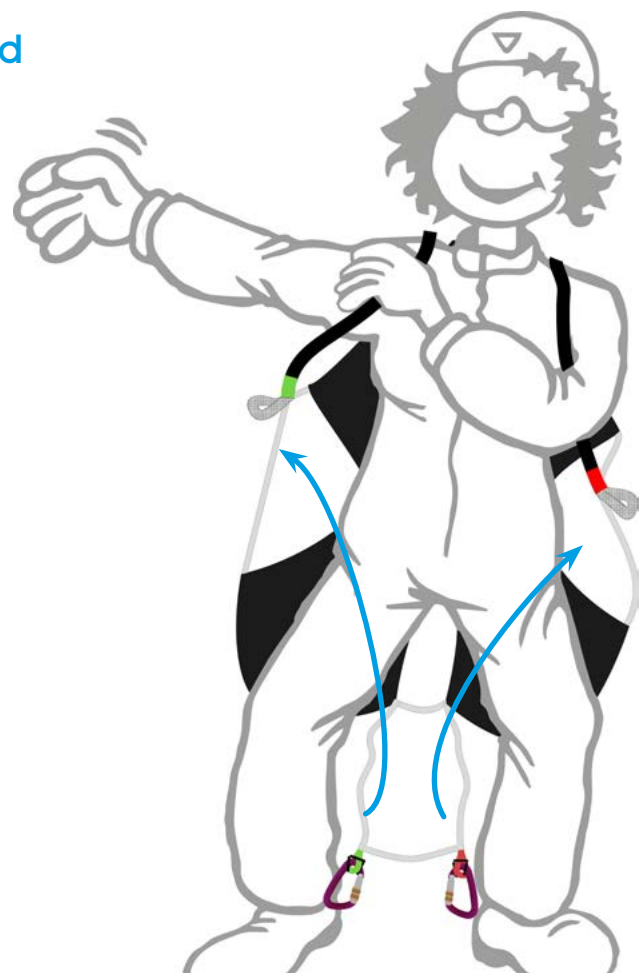


# Carabiners assembly with «O» ring

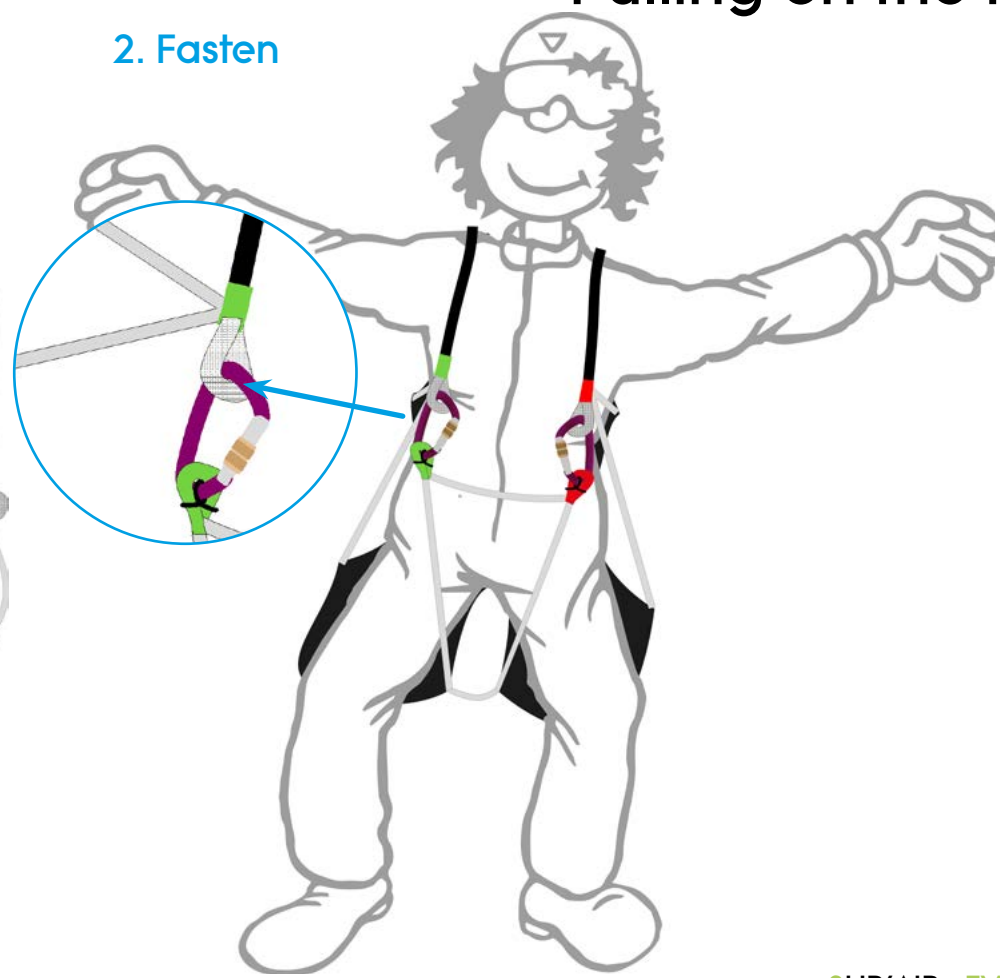


**Pulling on the harness**

1. Thread



2. Fasten



# Wing/harness connection

## >> Wing/harness connection

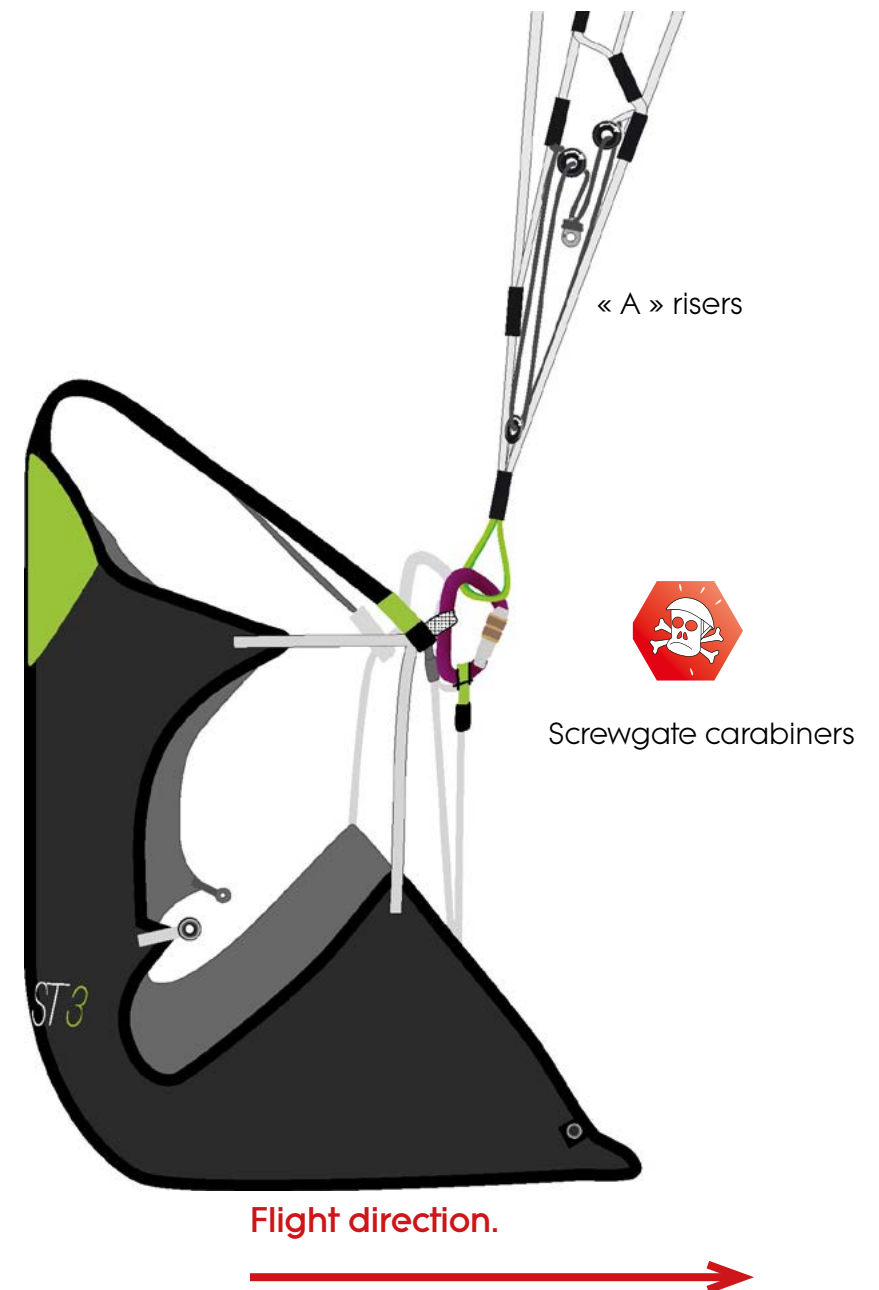
Without twisting the risers, connect them to the harness attachment loops using the self-locking carabiners.

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.



**Caution, to secure the closure the carabiners needs to be well screwed**



## Speed-bar assembly



### >> Compatible accelerator/speed-bar

LIGHT 2B speed-bar/accelerator.

Ref.: ACCELSOUPLELIGHT

### >> Speed-bar assembly

Regarding either side of the harness:

1. Push the speed-bar line through the grommet located at the front of the seat. 
2. Push the speed-bar line through the grommet located on the lateral skirt of the harness.
3. Finally,  attach a cimped hook to the cord before connecting it to the glider's speed-bar/accelerator.
4. Simulate the speed-bar/accelerator's functionality by sliding the cord back and forth.

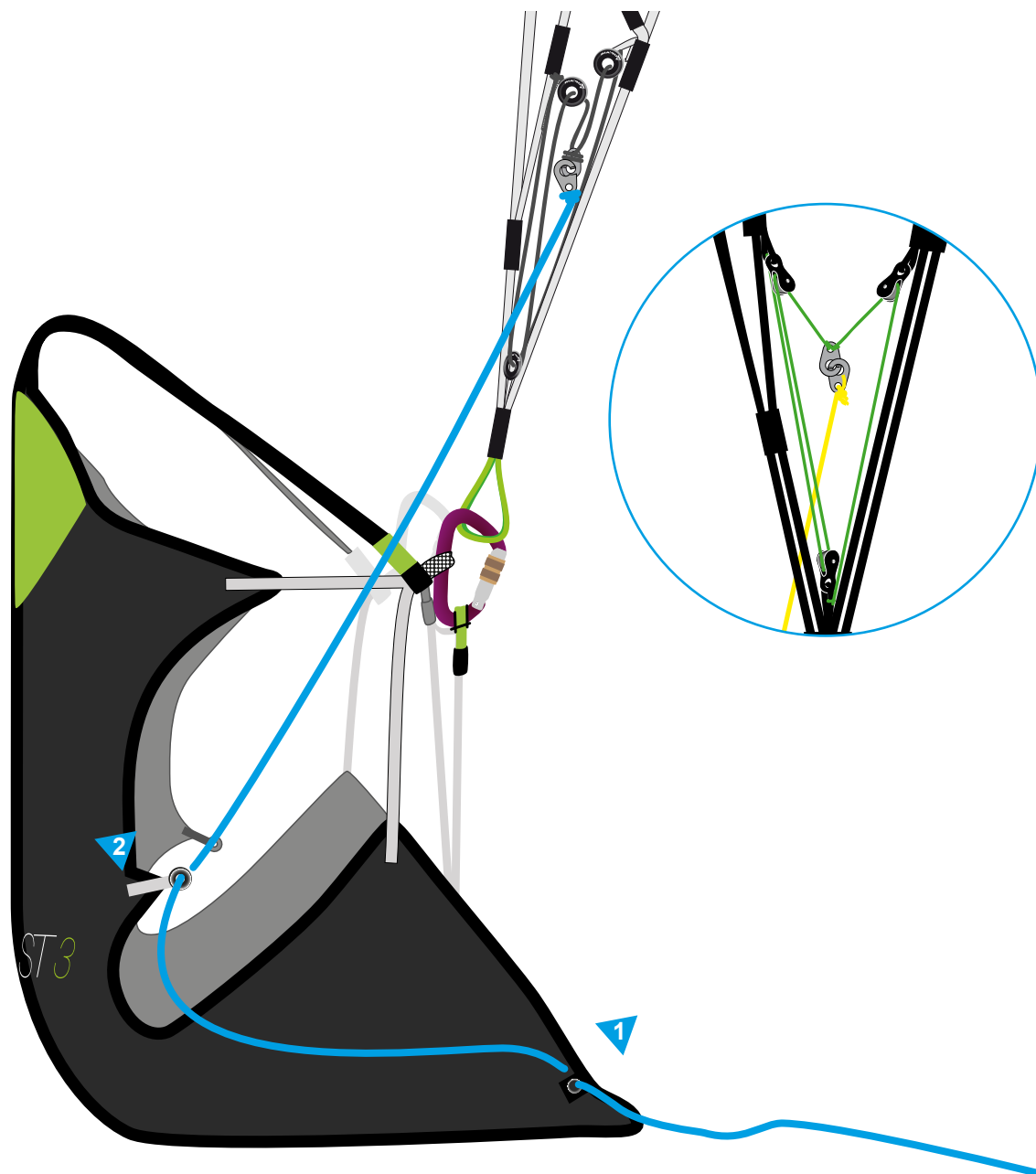
### >> Installing the accelerator.

Connect it to the wing using the split hooks.

Once the accelerator/speedbar is connected adjust its length according to the wing recommended measurements.



For correct use, there must not be any line tension at the split hook level when the accelerator/speedbar line is fully relaxed.





# Flight behavior

Easy to ground handle with, once in flight, piloting with this very agile harness becomes precise.

The feedback from the wing is translated through the leg supports which inversely to a wooden seat plate, transmit the left and right motions independently.

The Light and compact characteristics of this harness provide all comfort needed for mountaineering adventures

To discover your new harness, we will recommend making your first flights on a school training hill in calm weather conditions with low wind speeds.

## Flight phases

### Pre-Flight control.

- Inspect the harness and the carabiners for possible wear and tear.
- Check for the speedbar to be properly connected and precisely adjusted.
- Make sure that the self-locking carabiners are locked and connected to the paraglider.



### Takeoff

After a thorough weather conditions analysis was conducted and the decision to fly was made, put your harness on, and follow the next steps :



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



Do not let go the brakes when close to the terrain.

## Speedbar use.



We recommend using the speed-bar cautiously due to the increased risk of a 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.



Beware not to push on the speed-bar/accelerator to enter the harness after takeoff ( it is not a foot-rest ) or there could be the risk of a frontal collapse taking place as a result.



To use the speed-bar/accelerator, backpedal and grab the bar with the back of your shoe, push and use the second foot to stabilize it or grab the second bar (upper stage).

Apply pressure symmetrically to the first stage ( first bar ), when reaching the maximum enabled distance, then push on the second stage ( upper bar ). To decelerate, reverse the procedure.

## Landing



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.

## 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 biannual inspection.



Inspect the harness for wear and tear.

## Mandatory controls

## 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 fabric, webbings, stitching and weaken the overall integrity of the harness.

The zippers 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 regular rigorous 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 stowing it away.

During transport protect the harness against mechanical or UV deterioration (use a bag). 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 nor rip beginning or unwanted folds).
- Buckles and carabiners ( functionality wear and tear ).



The threads and fabric used to manufacture the EVEREST3 were specifically selected for their quality and resilience capacities. 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. It needs to be changed every 5 years or 500 hours of flight.

## Repairs

In spite of using the highest quality products used for manufacturing, 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 offers an extended warranty period reaching beyond the product standard protection plan against manufacturing defects. Contact us either by telephone or by E-mail [sav@supair.com](mailto:sav@supair.com) to receive a quotation.

## Hardware & Parts

- « Plume » GRIVEL carabiners.
- Light double stage accelerator/speed-bar

## Materials

Fabrics:

Polyamide 100D Lining  
SKYTEX 38g

Straps :

Drisse Dyneema® Dynalight 4mm

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

## Recycling

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

If you estimate that your EVEREST3 has reached the end of its life-span, you can separate plastics from metals and dispose of them according to your community recycling rules. As for the fabric itself contact your local authorities to find out how to proceed to discard it.

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, excessive abrasion, 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 against the weather conditions of the day. 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), adequate footwear and right clothing for the activity. Moreover carrying a reserve parachute connected to your harness in flight is highly recommend.



This page will help you keep record of your EVEREST3 scheduled maintenance.

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

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

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

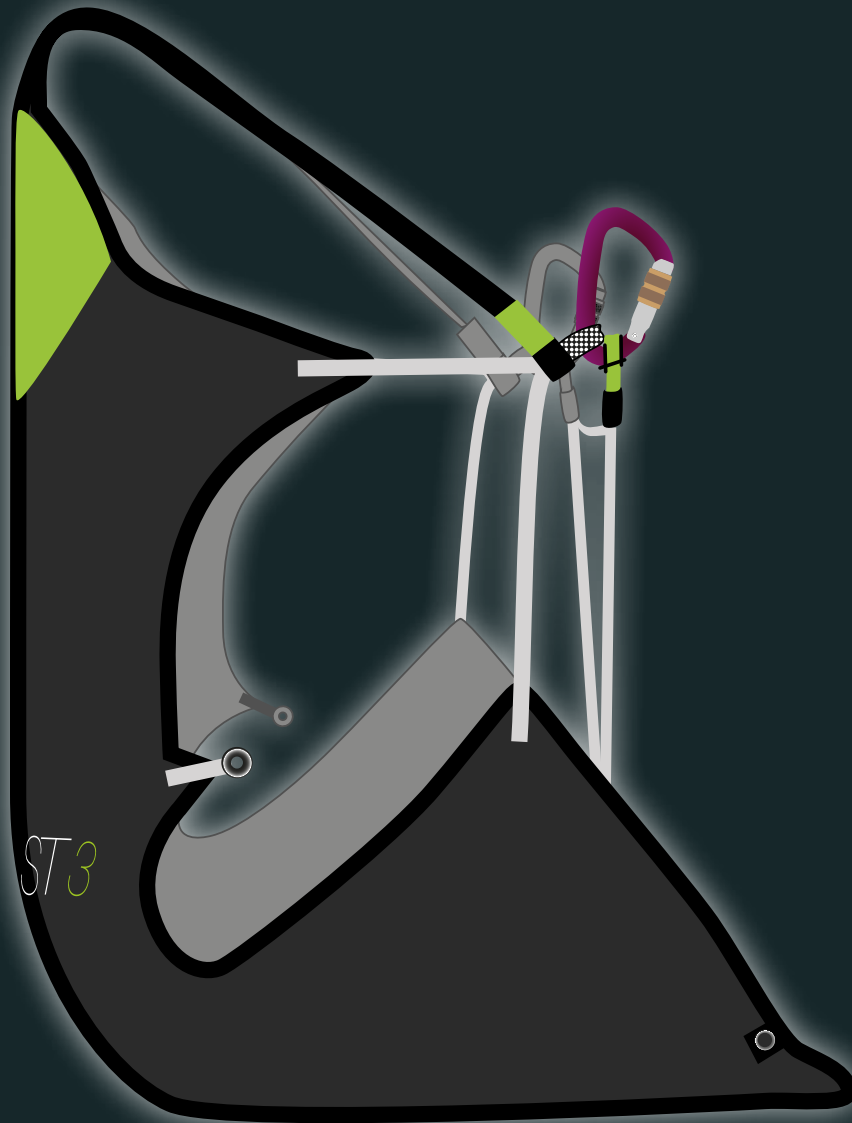
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DESIGNED  
IN ANNECY

100% MADE  
IN EUROPE

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