

MK1 pro



Woody Valley

Manual Edition 1.0 - 12.2022





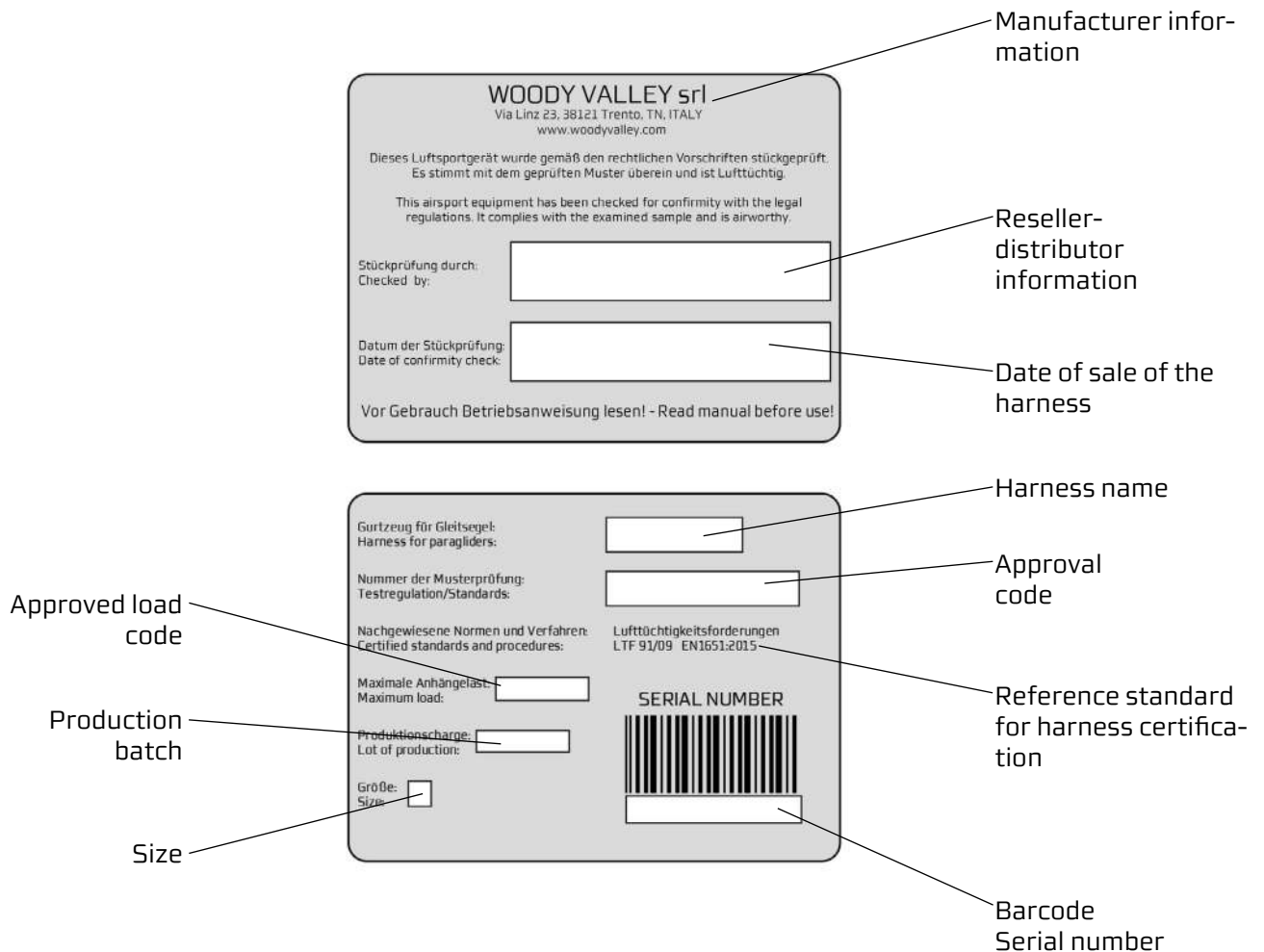
Woody Valley

Congratulations on your purchase of a WOODY VALLEY product. We would like to remind you that all our products are the result of meticulous research in constant collaboration with pilots from all over the world. That's why your opinion is so important to us. Your experience and collaboration help us constantly improve our harnesses, to always get the best out of every Woody Valley creation.

MANUFACTURER INFORMATION:

WOODY VALLEY s.r.l.
via Linz, 23 - 38121 Trento - ITALY
Tel +39 0461 950811
Web: www.woodyvalley.eu
E-mail: info@woodyvalley.com

DATA CONTAINED ON THE
HARNESS LABELS



THANK YOU

We would like to thank you for choosing a Woody Valley product. We invite you to carefully read this important document, the harness user manual and to take special account of the two most important paragraphs concerning:

INSERTING THE RESERVE PARACHUTE

The reserve parachute is a life-saving piece of equipment. It must be inserted so that it works correctly when required, whether this happens in two days' time or two years from now.

ADJUSTING THE HARNESS

The harness is the connecting point between the pilot and the paraglider and it is a necessary component for optimising flight performance and pleasure. A bad harness that is well adjusted may enable you to fly well, but a good harness that is incorrectly adjusted may put you off flying altogether.

We are confident that this harness will give you great comfort, control, performance and enjoyment in flight. We are well aware that reading a user manual may not be the most exciting thing to do. However, please remember that this product is not a simple citrus juicer or a mobile phone and that correct use of the harness helps reduce the risk of flying accidents. This manual contains all the information necessary to assemble, adjust, fly and store your harness. Thorough knowledge of your equipment will improve your personal safety and your flying potential.

The Woody Valley Team

SAFETY NOTE

By purchasing Woody Valley equipment, you are responsible for being a certified paraglider pilot and you accept all risks inherent with paragliding activities including injury and death. Improper use or misuse of equipment greatly increases these risks. In no case shall Woody Valley or Woody Valley equipment resellers be held liable for personal or third party injuries or damages under any circumstances. If any aspect of the use of our equipment remains unclear, please contact your local reseller or Woody Valley directly.

CONTENTS

1 - GENERAL INFORMATION

- 1.1 - Concept
- 1.2 - T-Lock Safety System

2 - BEFORE USING

- 2.1 - MK1 PRO Protections
- 2.2 - Reserve parachute
 - 2.2.1 - Reserve parachute handles
 - 2.2.2 - Y-bridle (connection to harness)
 - 2.2.3 - Connecting the reserve parachute to the harness
 - 2.2.3 - Inserting the reserve parachute
 - 2.2.4 - Extracting the reserve parachute
 - 2.2.5 - Back pocket
- 2.3 - BASE SYSTEM
 - 2.3.1 - Preparing the release system
 - 2.3.2 - Assembling the BASE launch handle
 - 2.3.3 - Hooking the 3 rings
 - 2.3.4 - Connecting the BASE parachute to the harness
 - 2.3.5 - BASE brake handles
 - 2.3.6 - Freebag installation
 - 2.3.7 - Closing the base parachute container
 - 2.3.8 - Deploying the BASE
- 2.4 - Harness adjustments
 - 2.4.1 - High and low back adjustment
 - 2.4.2 - Shoulder-pad adjustment
 - 2.4.3 - Chest strap adjustment
 - 2.4.4 - Leg strap adjustment
 - 2.4.5 - ABS stabiliser adjustment
 - 2.4.6 - Seat depth adjustment
 - 2.4.7 - Speed-bar adjustment and release

3 - FLYING WITH MK1PRO

- 3.1 - Preflight checks
- 3.2 - How to put on the MK1 PRO
- 3.3 - Pockets
- 3.4 - Flying over water
- 3.5 - Assisted take-off hook
- 3.6 - Landing with MK1 PRO
- 3.7 - Disposing of the harness
- 3.8 - Regulations for behaviour in natural environments
- 3.9 - Tandem flying

4 - PACKING THE HARNESS

5 - CHARACTERISTICS AND INSTALLATION OF OPTIONAL EQUIPMENT

5.1 - Relax bar

6 - MAINTENANCE AND REPAIR

6.1 - Maintenance on the 3 rings

6.2 - Periodic dorsal protection checks

6.3 - Maintenance in the case of ditching

7 - WARRANTY

8 - APPROVAL CERTIFICATES

9 - WARNING LABEL

10 - TECHNICAL DATA

1 - GENERAL INFORMATION

This manual is an integral part of the MK1 PRO harness and should be stored in a safe place for future reference.

For further information, please contact your reseller or Woody Valley directly.

The pilot is advised to read this manual carefully before using the harness.

Declaration of conformity

The manufacturer WOODY VALLEY Srl hereby declares that its products comply with standard UNI EN 1651 - LTF 91-09 - CE 2016/425

This equipment must contain:

- Harness
- Wooden board
- 2 Harness shackles (mounted)
- 2 Mounted reserve parachute deployment handles
- 2 Separate reserve parachute deployment handles
- 1 Base extraction handle
- 2 Base parachute brake handles
- 1 Y-bridle
- 2 Marillon for fixing Y-bridle
- 6 O-Rings (4 already mounted and 2 separate)
- 4 high tenacity loops for release 3 rings (2 already mounted and 2 separate)
- 1 50cm cord puller for emergency closing
- A pair of speed release cords (with metal pin and OR)
- Free bag
- Speed-bar
- Dorsal, high back and low back protection

The main options available are:

- Relax bar
- BASE equipped with Soft link for connection
- Hook knife

1.1 - Concept

MK1 PRO is a harness for recreational paragliding with a maximum weight of 120 kg. Conceived, designed and manufactured specifically for aerobatic paragliding.

Developed with the collaboration of pilot Nicola Donini, this harness specifically addresses the needs of pilots practising this sport.

The MK1 PRO is equipped with 2 side containers for emergencies and the 3-ring system that allows the paraglider to be unhooked and the BASE to be opened.

The MK1 PRO's high safety features let you refine your aerobatic routine with greater confidence, enabling you to improve this speciality.



1.2 - T-LOCK safety system

Leg straps and chest straps are equipped with the “T-LOCK safety system” to prevent the pilot from slipping out if they forget to fasten the leg straps.

Proceed by fastening the buckles of the leg straps and then fasten the central buckle of the chest strap. The security of the buckle fastening must be carefully checked to ensure in-flight safety.



2 - BEFORE USING

MK1 PRO comes with the high back and low back protections already assembled by the manufacturer. The dorsal protection is inserted in the pocket provided. Make sure that the dorsal protection is fitted before installing the emergency devices.

Reserve parachute installation must be carried out with the utmost care and attention by a qualified professional operator, for example your instructor. Only then should the pilot adjust the harness for comfort.



2.1 - MK1 PRO Protections

The MK1 PRO is equipped with three protections:

- One protection in EN - LTF regulation foam under the seat, with a minimum thickness of 12 cm and a maximum of 16.5 cm
- Low back protection, foam triangle positioned behind the lumbar region of the pilot
- High back protection, small foam triangle positioned behind the pilot's neck

Once the protections are assembled in the harness there is no need to remove them, we suggest removing them in order to be able to check them after a particularly hard impact or to dry them out in case of a water landing.

To be able to remove both back protections, you have to open the back pocket where there are the two appropriately sized storage pockets.

To access the back protection containment pocket, you must open the zipper of the right side Y-bridle, where you will find another zipper where the protection pocket is located.

Fit the dorsal protection with the thicker part facing the back of the harness as shown in the pictures.

We recommend inserting the protection from the front first.



Protection approval certificate

AIR TURQUOISE SA | PARA-TEST.COM
 Route du Pré-Bu-Corné 9 • CH-1844 Villeneuve • +41 (0)21 965 65 65
 Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Harness Impact Pad Report

Inspection certificate number: **PH_374.2022**

Manufacturer data:		Sample data:	
Manufacturer name:	Woody Valley srl	Name impact pad:	n/a
Representative:	Simone Caldana	Impact pad integrated:	No
Street:	Via Linz 23	Impact pad type:	Foam
Post code place:	38121 Trento	Weight of sample [kg]:	0.96
Country:	Italy	Serial number:	107 0115 002P
Harness model:	MK1 Pro	Date of test:	07.09.2022

Atmosphere AGL:

Temp. [C°]	23
R.H. [%]	58
Press. [hPa]	1005

Summary of Impact pad test ⁽¹⁾

Test id	Test configuration ⁽²⁾	Max Peak of Impact [g] ⁽³⁾	Duration at 38 [g] in [ms] ⁽⁴⁾	Duration at 20 [g] in [ms] ⁽⁵⁾	Diff. of test 1 and 2 [%] ⁽⁶⁾	Result
P	V Test sample attached to dummy in flying position, without emergency parachute	40.34	5.00	18.33	-0.82	POSITIVE
PR	V Test sample attached to dummy in flying position, including emergency parachute	39.09	3.33	18.33	1.54	POSITIVE

Manufacturer	Instrument	Type no.	S/N	Validity Calibration
Burster/MTS	Accelerometer 100 g	89010-100	1283587	23.01.2024
UDC elec	Gess n°11 Skywatch	Gess n°11	UK11	18.06.2025

The validation of this test report is given by the signature of the test manager on the inspection Certificate no 94 20
 Air Turquoise SA, having thoroughly assessed the sample mentioned above, declares it was found conform with all requirements defined by the following norms:
 Airworthiness Requirements **NL 2-565-20** - European Standard **EN1681 2018-A1-2020**

⁽¹⁾ Calculated values in tests reports include the value minus the uncertainty (on safe side). The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measurand lies within the assigned range of values with a probability of 95%.
⁽²⁾ The dummy is lifted minimum up to 1.65 m, and impact pad is mounted on. Where the impact occurs, measure distance from bottom of impact pad to ground.
⁽³⁾ Maximum peak of impact should be less or equal to 50 [g]. ⁽⁴⁾ If any, the maximum duration in at 38 [g] should be less or equal to 7 [ms]. ⁽⁵⁾ If any, the maximum duration in at 20 [g] should be less or equal to 25 [ms]. ⁽⁶⁾ The test should be done twice, and the 2nd test the maximum peak should not differ more than 20% from the first test, maximum peak.

This declaration must not be reproduced in part without the written permission of AIR TURQUOISE SA.

AIR TURQUOISE SA | PARA-TEST.COM
 Route du Pré-Bu-Corné 9 • CH-1844 Villeneuve • +41 (0)21 965 65 65
 Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

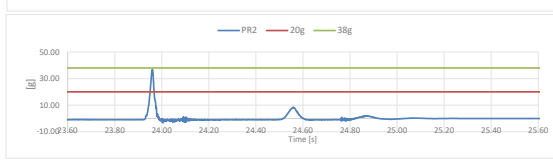
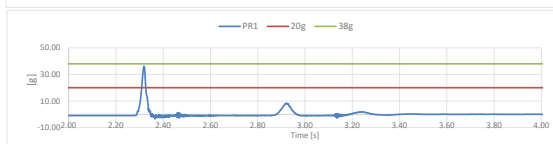
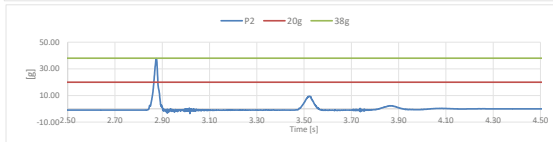
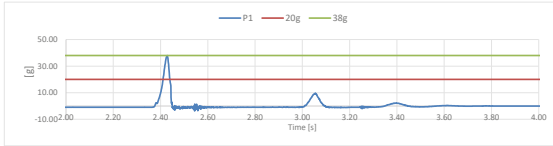


Inspection certificate number: **PH_374.2022**

Name impact pad: **n/a**

Test results of Impact pad test

	without emergency parachute		including emergency parachute	
	P1	P2	PR1	PR2
Maximum peak of impact [g]	40.34	40.01	38.49	39.09
Impact duration at +38 [g] in [ms]	4.17	5.00	2.50	3.33
Impact duration at +20 [g] in [ms]	18.33	17.50	18.33	18.33
Uncertainty kv2 [g]	2.32	2.30	2.21	2.25
Diff. between test 1 and 2 [%]	100.00	99.18	100.00	101.54



2.2 - Reserve parachute

The MK1 PRO is equipped with two reserve parachute containers located under the seat on the front right and left.

The two containers have a variable volume for a sum of 15 litres; the volume of each individual container can change from 5 to 10 litres maximum. Any type of parachute designed specifically for paragliding can be used. The MK1 is not suitable for an external reserve parachute container.

We recommend that you observe the repacking intervals for your emergency parachutes and fill out the relevant documentation regularly.

The reserve parachute must be attached to the harness before being inserted in the built-in container. The connection takes the form of a dual bridle and is fixed at two points at shoulder height to provide better load distribution and to ensure a correct landing position in case the parachute is deployed. This helps to minimize the risk of injury. The built-in bridge has a central slot to which the parachute connects.



2.2.1 - Reserve parachute handles

MK1 PRO is supplied complete with four parachute extraction handles, identified by No.24. Do not use other handles adapted for this purpose. The black handle connection loop should be inserted in the deployment bag slot and then the entire handle should be passed through the same loop in order to obtain a tight connection. For easier deployment the connection loop on the deployment bag must be positioned far from the reserve chute centre. If your deployment bag does not have this loop please contact your reserve parachute reseller.



CAUTION

If the inner container used is not supplied with the harness, the user must check that the length between the handle and the container does not allow entanglement with the parachute lines.

2.2.2 - Y-bridle (connection to harness)

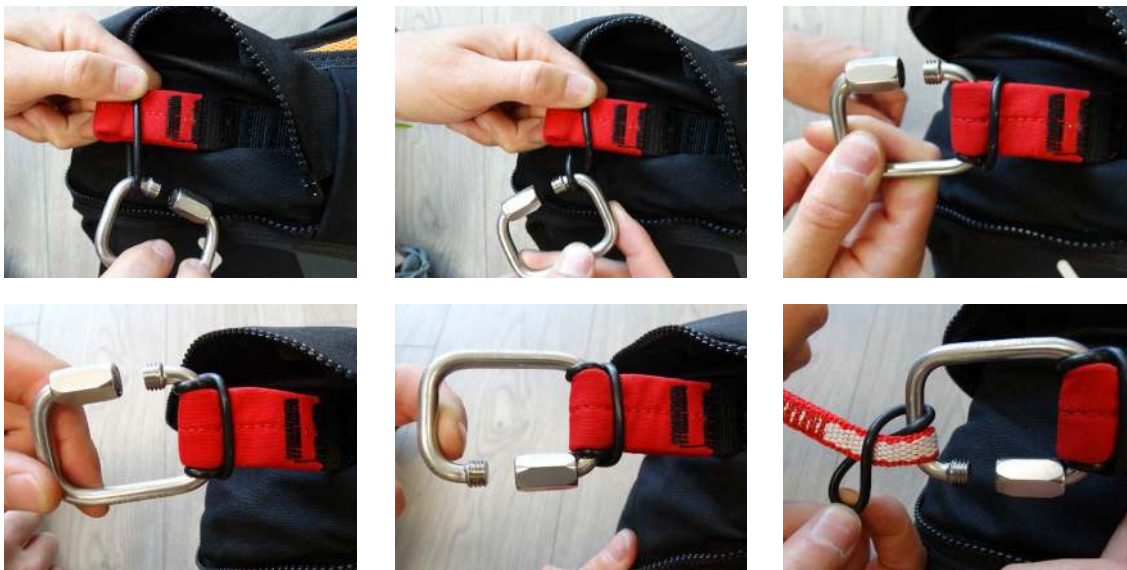
There is a double cover within the shoulder pads, dividing the two sections for the Y-bridle attachment (closed with a zip), and the second compartment which is specifically for the bridle of the BASE (closed with Velcro). The red loop that is fixed on each shoulder strap should be pulled through the rectangular hole in order to attach the Y-bridle to it, using the maillons.



It is very important at this stage to take care not to cross the Y-bridle with the risers of the BASE, so we suggest that you first attach the Y-bridle ends of the reserve parachute and then connect and fit the base.

The two connections should be made using screw-lock maillons with a breaking strength of at least 1,400 kg. It is important to make sure that the bridle is long enough to position the reserve parachute inside the harness pocket and that there is sufficient room to take the parachute out of the pocket without causing the reserve parachute deployment bag itself to open during extraction.

Lock the Y-bridle and the loops with O-Rings - see photo.





ATTENTION:

To prevent abnormal side loads, the bridle must be attached to both loops on their respective shoulder straps. Do NOT attach both bridles to one side.



2.2.3 - Connecting the reserve parachute to the harness

There are three different methods for attaching the reserve parachute bridle to the harness bridle.

First system (for non-pilot-controlled parachutes):

Use a screw-lock maillon with a breaking strength of at least 2,400 kg. In this case, the bridles should be held in position on the maillon using elastic bands, to prevent the maillon from rotating and taking the strain laterally instead of vertically. The maillon's screw-lock should be tightly screwed shut to avoid any possibility of it opening accidentally. This type of connection can absorb a higher opening shock than the second system, and for this reason this is without doubt the recommended system.



Second system (for non-pilot-controlled parachutes):

The parachute deployment bag strap should be passed through the loop at the end of the harness Y-bridle. The parachute should then pass through the strap to result in a connection that should be tightened as much as possible so as to prevent dangerous friction between the two bridles during an emergency opening shock.



Third system: (suitable for pilot-controlled or non-pilot-controlled parachutes with split bridle)

If you are using a pilot-controlled reserve or your reserve parachute is already equipped with a split bridle, you can connect it to the harness using the two red loops in the padded shoulder-pads.

Open the zipper on the shoulder straps, and from the rectangular recess pull out the red loops to which the maillons and the supplied Y-bridle are connected. Proceed by replacing the supplied Y-bridle with that of your parachute.

In case of doubt refer to paragraph 2.2.2 - Y-bridle (connection to harness)



2.2.4 - Inserting the reserve parachute

Open the zipper to create free passage of the Y-bridle.
Position the Y-bridle as shown in the photos below, paying particular attention to the intersection under the base parachute container.



Close the long zipper, paying attention to where the zipper splits so that the Y-bridle reaches the two shoulder straps.



After having connected the reserve to the harness with one of the previously described systems. Insert the parachute with the lines into the harness container, taking care to place the reserve's lines towards the bottom of the harness to facilitate opening.



Close the zipper by positioning the slider as shown in the photo, taking care not to let it come out of the zipper. Insert the supplied cord puller first into the slider eyelet and then into the elastic strap. Proceed by closing the yellow pin on the handle first in the red loop and then in the following loops up to the pin retaining sleeve. Then gently pull the cord puller, taking particular care not to unintentionally open the zipper, until the end of the slider has come out of the elastic pocket and is clearly visible, and remove the cord puller.



To close the other part of the container, proceed by taking the slider to the end, insert the cord puller into the slider, insert the plastic pin of the handle into the first two slots and then, with the help of the cord puller, close the zipper a couple of cm. Continue by inserting the pin into the remaining slots and, as before, close the slider up to its pocket. Secure the handle which will keep it in the ideal position and prevent accidental opening. Do this for both parachutes.



ATTENTION:

Each new combination of reserve parachute and harness that is assembled for the first time must be inspected by an official harness or reserve chute reseller or a flight instructor to verify that it can be effectively deployed. Extraction of the reserve parachute must be perfectly possible from the normal flight position.

The paragliding harness and reserve parachute deployment system is not suitable for use in free fall and during strong shocks.

Its bearing structure has been designed, tested and certified to withstand reserve parachute opening shock in accordance with standard paragliding requirements.

This does not exclude the possibility that other parts of the harness may be damaged by the shock resulting from the opening of the reserve parachute. This is true whether it occurs due to actual need in the event of an accident or if it occurs voluntarily, for example during a safety course.



2.2.5 - Extracting the reserve parachute

It is important to periodically check the position of the deployment handles during normal flight so that the reaction to grab it is instinctive in the event of an emergency.

In the event of an emergency situation, the deployment procedure is as follows:

- Look for the deployment handle and grasp it firmly with one hand.
- Pull the handle outwards in order to extract the reserve parachute from the harness container.
- Look for a clear area and, in a continuous motion, throw the reserve parachute away from yourself and the glider.
- After opening, keep the paraglider from interfering with the reserve parachute as follows:
 - If the leading edge is facing upward, pull the "D" risers or the brakes and deflate your paraglider.
 - If instead the leading edge of the glider is facing downward, pull one of the "D" risers, or one brake to make the glider rotate with the leading edge upward and then pull both brakes or both "D" risers to help deflate your paraglider.
- On landing, assume an upright position and be prepared to perform a "parachute landing fall" to minimise the risk of injury.



ATTENTION: In the event that both reserve parachutes are deployed, they may mirror each other, increasing the rate of fall.

2.2.5 - Back pocket

To access the rear storage pocket, simply open the curved zipper on the right rear of the harness.



2.3 - BASE SYSTEM

The 3-ring system is a device designed to increase the pilot's safety in the event of an involuntary, unexpected total loss of control of the paraglider.

Use of the BASE parachute without at least one additional reserve parachute is strongly discouraged. In the event of the pilot falling into the paraglider wing the BASE deployment system will not function. The only possible action is to use one of the two reserve parachutes

The MK1 PRO harness is designed for paragliding only. Do not use it for Base-Jumping or Skydiving.

The BASE deployment handle is red and is located on the front left side of the harness.



When tensioned, it activates the “3-ring” release and lets the pilot quickly separate from the paraglider wing and then open the reserve BASE without it interfering with the main glider.

The three-ring system is derived from parachuting and connects the shackles where the wing's risers are connected to the harness. It is a reliable release system and requires less force to operate than other solutions.



The BASE parachute is folded into the freebag and kept/stored in the rear container. The BASE deployment bag is connected by means of a strap to the right shackle, so that with the activation of the 3 ring release, the BASE freebag remains tied to the paraglider, which acts as an extractor for the BASE parachute.

2.3.1 - Preparing the release system

If you have any doubts about the installation or folding procedure, we recommend that you get help from qualified and experienced personnel. Check the release system before each take-off!

2.3.2 - Assembling the BASE launch handle

To mount the handle identified by No.22, insert the two yellow *release cables* of the handle into the red slots sewn on the strap. Proceed by engaging them in their respective flexible metal housings leading to the shackles. Please note that the short *release cable* is to be threaded through the lower red slot and then through the short metal sleeve, while the long release cable is to be threaded through the upper slot and onto the longer housing tube. As can be seen in the photo, the two *release cables* after the red slots cross each other before entering their respective sheaths. As a last step, attach the handle to the Velcro.





2.3.3 - Hooking the 3 rings

Insert the largest ring through the shackle (the shackle's locking screw must face the inside of the harness) and fold it back on itself. Insert the second, smaller ring through the larger ring and fold it back on itself; in the same way insert the webbing into the small ring and poke it through the strap eyelet, locking it with the release cable. As a final step, insert the release cable into the pocket until no slack remains.



Tensioning of the release handle causes the three-ring system to open and quickly release the shackles (where the glider is attached) from the harness, causing the BASE to open.

2.3.4 - Connecting the BASE parachute to the harness

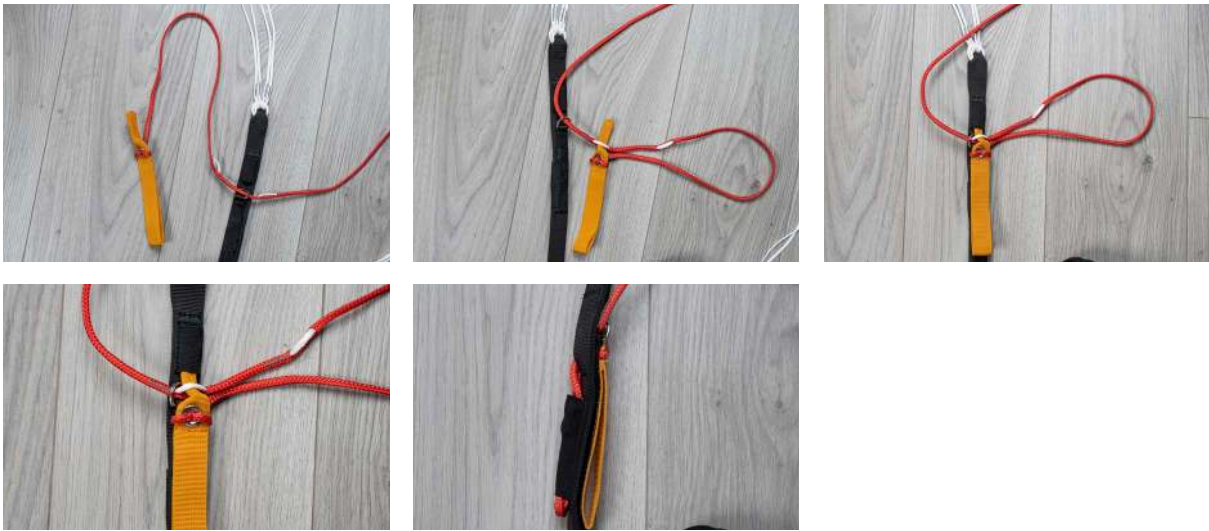
The base parachute must be connected with soft links (not supplied). Install the soft links as shown in the photos below. Thread the soft link through the eyelets of the riser, then through the eyelet of the harness. Repeat this, making two turns. Then pass the loop of the soft link through the slot with the lock/tab, closing it by passing the lock through the loop itself. As a last step, rotate the soft link so that the lock/tab goes under the loop of the riser.



2.3.5 - BASE brake handles

MK1 PRO is supplied complete with two BASE control handles, identified by No.25 and coloured orange. Do not use other handles adapted for this purpose. The handles must be connected to the brake lines of the BASE, as shown in the following photos.





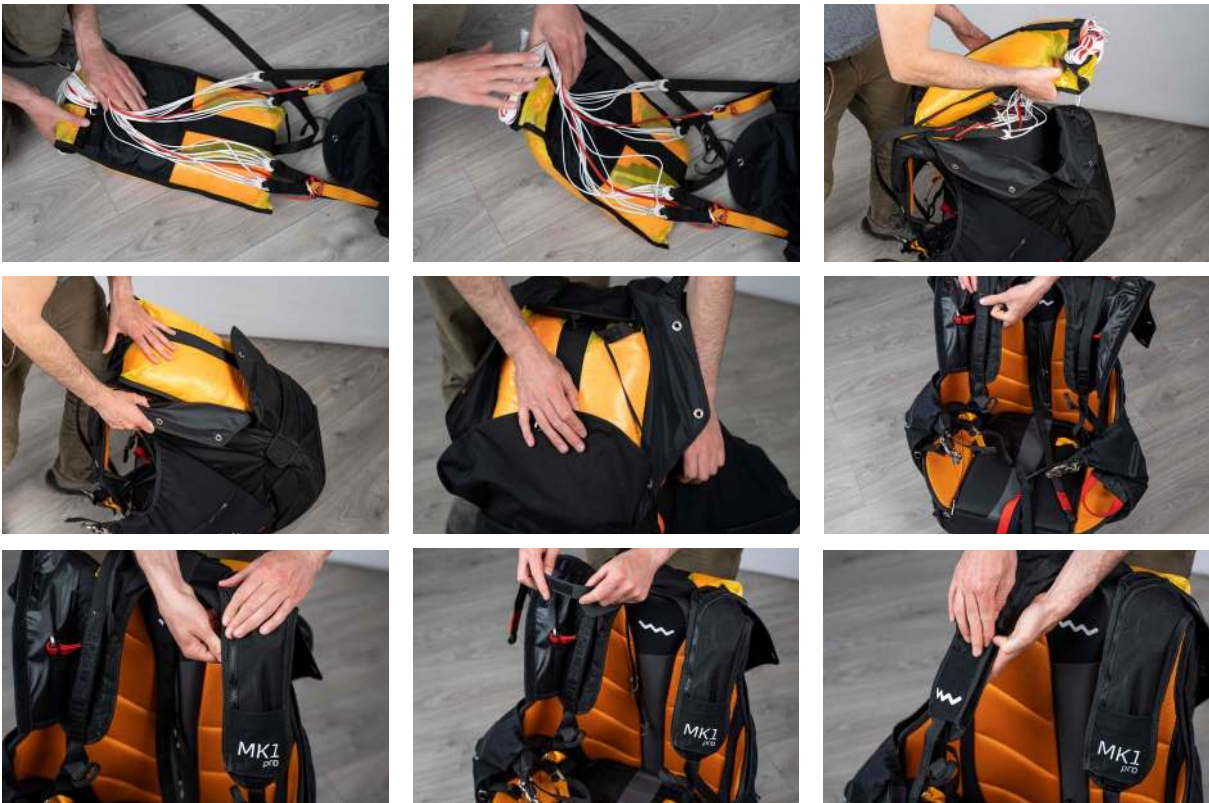
2.3.6 - Freebag installation

Before installing the BASE freebag, check that the risers have no turns, then place the freebag upright with the lines of the BASE towards the back and the line pocket towards the bottom.

Carefully check that the risers of the BASE are positioned towards the pilot, i.e. internally with respect to the shoulder-pad; the emergency bridle must be external.

At the top of the freebag is the bridle, which should be attached with Velcro to the BASE's right riser.

At the end of the bridle is a red loop that must be inserted into the right shackle; this step is essential for opening the BASE.



ATTENTION:

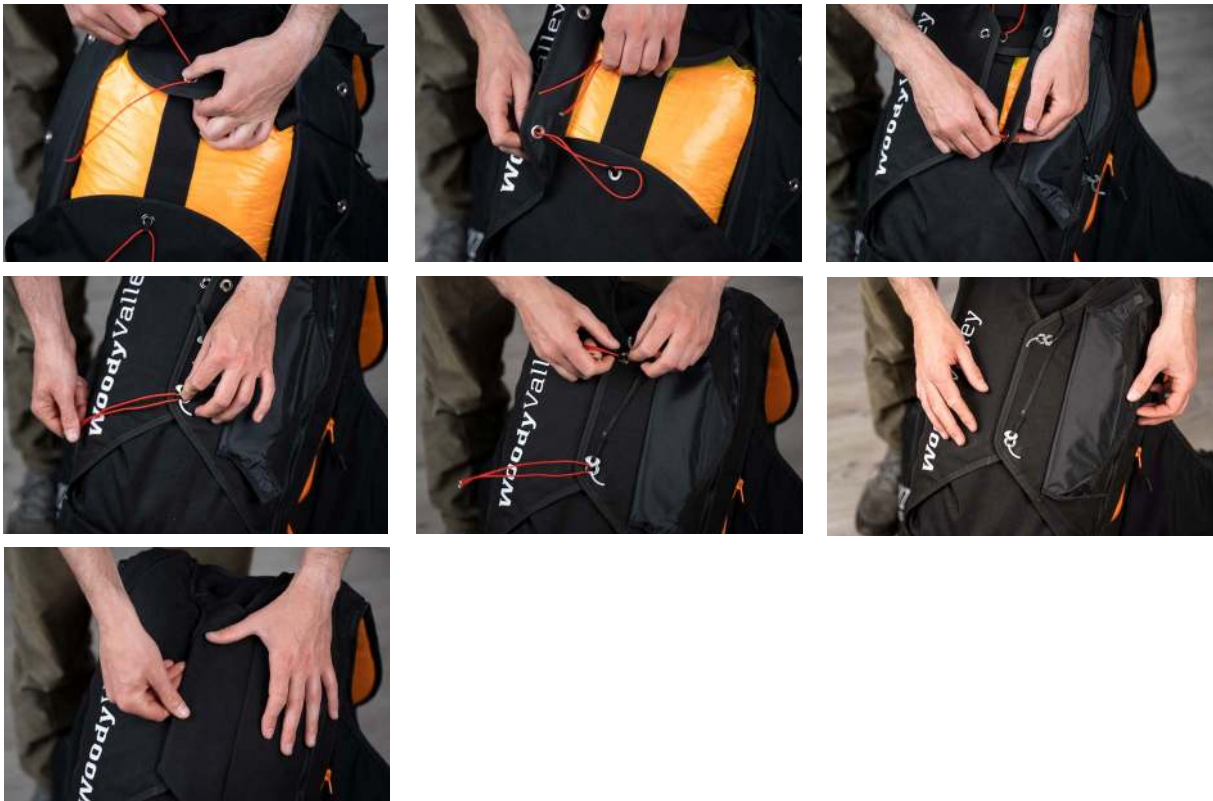
Remember before each take-off to check that the bridle is secured to the shackle and in the correct position.



2.3.7 - Closing the base parachute container

Close the pocket of the BASE starting with the two smaller flaps located at the top and bottom, identified by a small white loop. We recommend using a cord threaded through the white loop. Proceed by closing the flap with the Woody Valley logo, threading the white loop through the eyelet. Finish by closing the last flap and locking the loop with the two metal pins, and finally cover the metal pins with the fabric flap.

Check that the container closure pins are in the correct position before each flight.

**CAUTION**

Fold the BASE glider by strictly following the folding procedure. Please refer to your BASE parachute's manual.

2.3.8 - Deploying the BASE

To deploy the BASE, pull the handle perpendicular to the load-bearing part. In a few seconds the BASE should open, the brake controls for piloting the parachute are attached to the B risers.

The handle should stay attached, but if it comes off completely try to put it in a pocket.

If you accidentally lose it, you can buy one directly from Woody Valley or one of its dealers



2.4 - Harness adjustments



KEY:

- | | | |
|----|----------------------------|-----------------|
| 1. | High back adjustment strap | paragraph 2.4.1 |
| 2. | Low back adjustment strap | paragraph 2.4.1 |
| 3. | Shoulder adjustment strap | paragraph 2.4.2 |
| 4. | Chest adjustment strap | paragraph 2.4.3 |
| 5. | Leg strap | paragraph 2.4.4 |
| 6. | ABS Stabiliser strap | paragraph 2.4.5 |

MK1 PRO is supplied pre-adjusted to a standard ergonomic setting, apart from adjustments required for pilot height. Therefore, for the first flight we recommend adjusting the harness for height alone, leaving the other settings unchanged, because they have proved to be satisfactory for the vast majority of pilots.



If you wish to change the other settings, remember that you can always return to the factory settings by making reference to the red marks on all adjustment straps.

Please remember that the size of your MK1 PRO must be chosen according to your height and not according to the width of the seat.

To find the optimum position we recommend hanging with the harness, simulating flight position and conditions. Therefore it is best to place all the material which you normally take into flight with you in the back pocket.

ATTENTION:

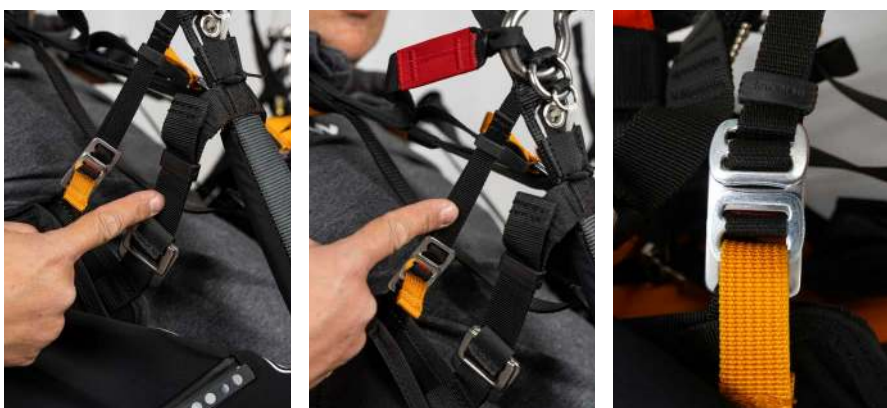
- Before carrying out any adjustment the reserve parachute must be inserted.
- Each adjustment must be carried out symmetrically on both sides.
- Each adjustment strap must be tensioned.

2.4.1 - High and low back adjustment

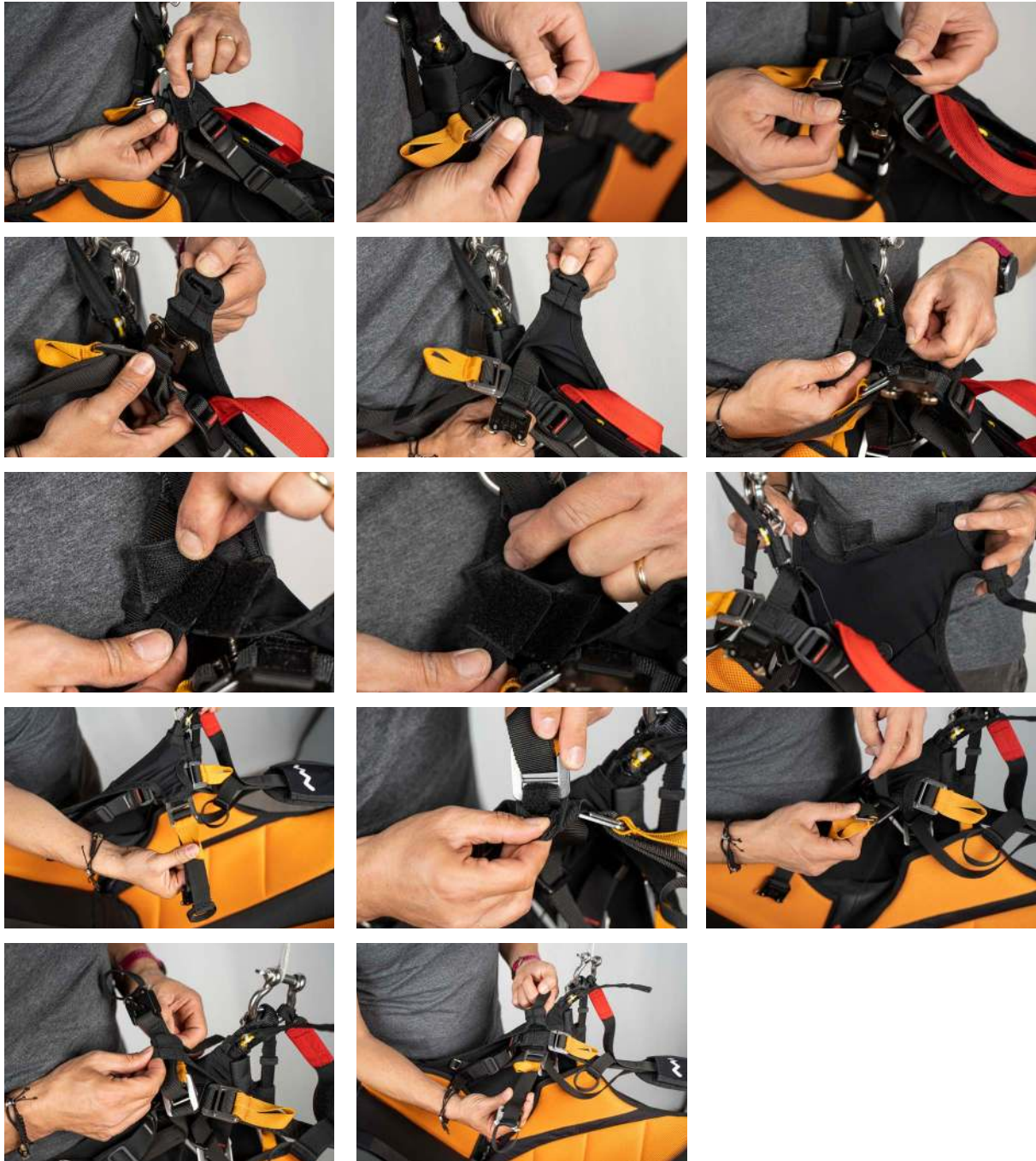
In this photo, you can see how the "lateral" adjustments are arranged and how many points actually go to support the pilot, from the upper part of the back to the lumbar part. These adjustments make it possible to adjust the inclination of the torso in relation to the vertical flight axis, thus contributing to the pilot's support and allowing the harness to adapt to any type of back.



In detail, adjustment 1 varies the angle between the legs and the back (seating depth), distributing the loads between the seat and the lumbar, thereby providing the pilot with greater comfort. The main adjustment that allows you to select the inclination of the torso with respect to the vertical flight axis is No.2 for back adjustment.



To facilitate back adjustments, we recommend disconnecting the Lycra from the main strap following the sequence illustrated in the photos below. To reconnect the Lycra, follow the steps in reverse order.



2.4.2 - Shoulder-pad adjustment

Adjustment of the shoulder-pads compensates for the variation in height of the rider, the adjustment buckle is located near the snap-hooks. The shoulder-pads also bear part of the weight of the torso for improved comfort. We recommend adjusting the shoulder-pads so that they fit against your shoulders without being too slack or too tight.



2.4.3 - Chest strap adjustment

The chest strap which controls the distance between the two snap-hooks has a maximum opening of 50 centimetres. For the first flight with the MK1 PRO, we recommend adjusting the chest strap halfway and finding the right in size by making gradual adjustments. Stability is greater when the chest strap is shorter and tighter. An excessive distance between the snap-hooks does not improve glider performance and tightening the chest strap excessively may exacerbate the “twist” effect that may follow an asymmetric collapse of the glider.





2.4.4 - Leg strap adjustment

The high position of the leg attachment provides ample movement for the pilot's legs. Normally the adjustment set by the manufacturer should be suitable. It is however important to try to achieve the correct sitting position during take-off without the use of your hands, trying it out beforehand on the simulator. If you cannot do without the use of your hands, you should recheck the seat angle and afterwards adjust the leg straps again.

ATTENTION:

Each adjustment must be carried out symmetrically on both sides.



2.4.5 - ABS stabiliser adjustment

One way to control the stabilisation of the MK 1 PRO is through adjustment on the ABS strap.

The harness is given standard adjustment, varying the adjustment from the standard red mark you can make the harness more or less dynamic by releasing or tightening/pulling the strap.

We recommend that, once the stabiliser has been adjusted as desired, you lock the strap back into the two-light buckle. It is not possible to adjust the ABS in flight.



2.4.6 - Seat depth adjustment

The seat depth can be adjusted by means of two adjustment devices located under the seat. To access them, the seat must be turned upside down. Metal buckles are located inside where it connects with the back to make the adjustment.



2.4.7 - Speed-bar adjustment and release

The MK1 PRO is equipped with a two-step speed-bar. We suggest that you only secure the speed-bar after you have found the optimal seating adjustment. First, make a loop of a couple of centimetres at the ends of the cord that goes up from the speed bar (to be clearer, the one that goes through the sheaves).

Then tie the two black release cords with the straight metal pin and rubber O-ring (supplied) to the black loops at the junction between the load-bearing strap and the chest strap, near the 3-ring.



Take care not to attach the release cord to the white release loop of the 3-ring, near the black loop.

The length of the release cord must be equal to the distance between the speed hook on the riser and the 3-ring system. Basically, once the cord is attached, the straight pin and the hook must be at the same height.

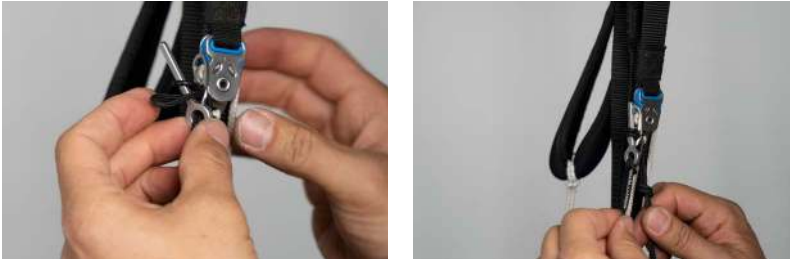
CAUTION

The release cord with the pin must be about 1.5 cm shorter than the loop made at the end of the speed loop. To do this it is important to check and if necessary shorten the cord by moving the knot on the black loop.



Proceed by threading the loop of the speed cord first inside the O-ring and then inside the hook on the riser. Once this is done insert the straight pin inside the loop of the speed loop coming out of the hook, then insert the O-ring into the hook and lastly pass the straight pin inside the O-ring.

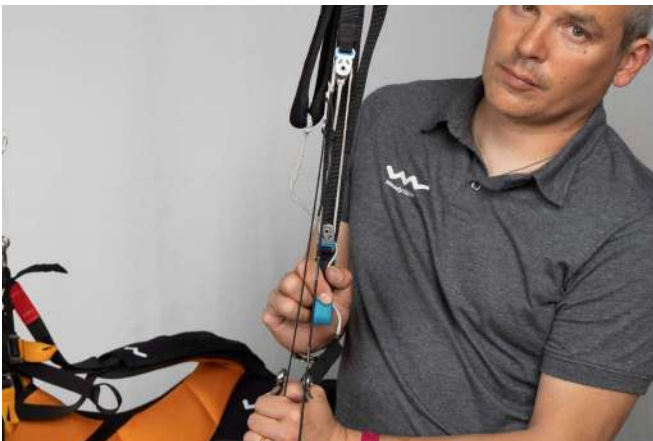
To shorten or lengthen the speed cord, and therefore to adjust it, simply move the loop further forwards or backwards, taking care to also check the release cord.



If the speed-bar cord is too short, it could cause a constant force on the speed-system during flight, so that it is unintentionally engaged at all times in flight. It is safer to take off with the speed-bar a little longer and to shorten it gradually during subsequent flights. Remember that all adjustments have to be performed symmetrically, on both sides.



When the base handle is tensioned and the 3-ring release system is operated, the metal pin of the straight release cord will slide out of the OR releasing the speed cord and releasing the glider.



3 - FLYING WITH MK1 PRO

3.1 - Preflight checks

For maximum safety, use a valid and complete preflight inspection method and repeat the same mental sequences on every flight.

Check that:

- The T LOCK system buckles are closed.
- The reserve parachute handles are fastened in their correct position, and the pins are firmly inserted.
- The BASE handle is secured and the release cable correctly closes the 3-ring system.
- The free bag riser is inserted on the shackle.
- The locking pins of the BASE container are in the correct position.
- The pockets and zippers are closed.
- The paraglider is correctly attached to the harness and both shackles are securely fastened by their locking mechanism.
- The speed-bar is attached correctly to the glider.

After careful assessment that the weather conditions are favourable for the flight, put on the harness.

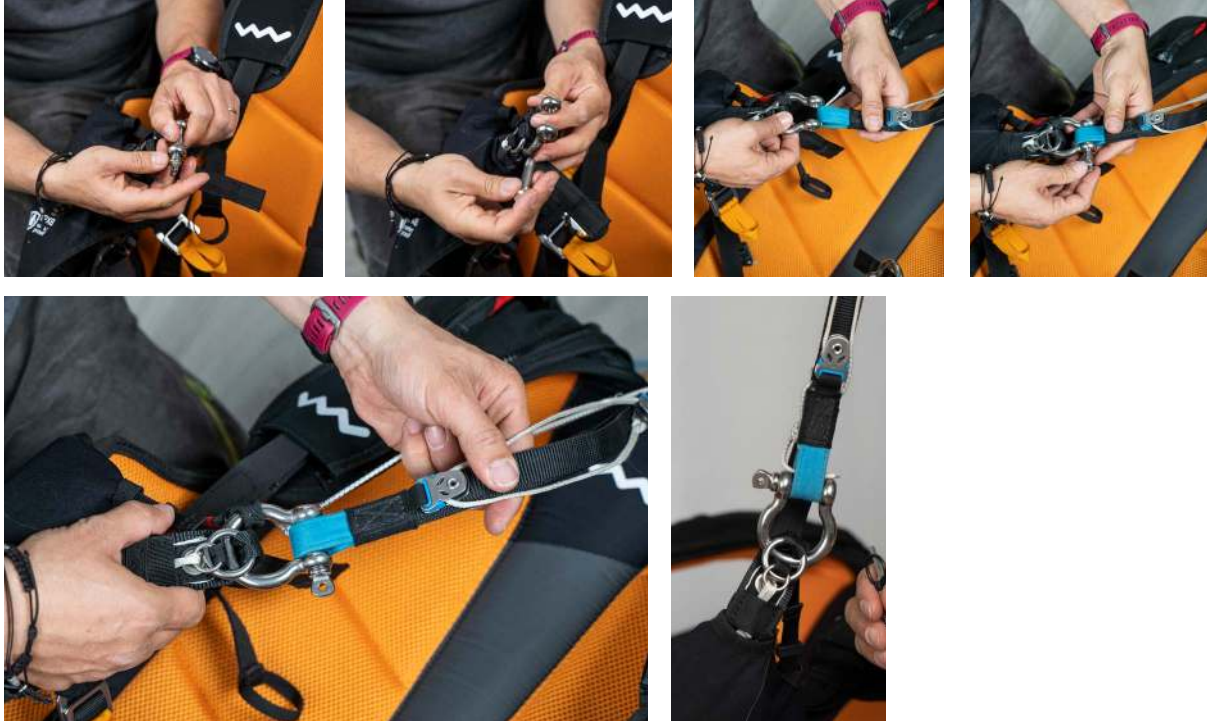


3.2 - How to put on the MK1 PRO

Slide your arms into the shoulder straps, take the leg straps and close the buckles on both the right and left sides. Then take the red strap attached to the leg strap and close the central buckle on the chest strap.



Fasten the glider to the shackles as shown in the following images.



3.3 - Pockets

The MK1 PRO has a back pocket and two side pockets. One of these two is IPX8 water and dust proof, i.e. when the pocket is closed, the contents are protected against the effects of submersion for 30 metres, convenient for storing your mobile phone or other important items. We recommend placing the phone perpendicular to the pocket and then turning it towards the back of the harness, as the pocket has an elongated shape.



3.4 - Flying over water

MK1 PRO does not have any particular disadvantages when flying over water, but remember that landing in water is still dangerous. Woody Valley recommends using a suitable life jacket when flying above water.

3.5 - Assisted take-off hook

MK1 PRO harnesses cannot be used for towed launches. It is not advisable to attach the take-off hook directly onto the main snap-hooks, as it may cause the 3-ring release system to not work properly.

3.6 - Landing with MK1 PRO

Before landing, slide your legs out of the harness so that you take up a standing position. Never land in the seated position; it is very dangerous for your back even if you have foam dorsal protection, which provides exclusively passive protection. Standing upright before landing is an active safety system and is much more effective.

3.7 - Disposing of the harness

The materials used in a paragliding harness must be disposed of correctly. Please return the equipment to us at the end of its life. We will take care of disposing of it correctly.

3.8 - Regulations for behaviour in natural environments

Please respect the nature and landscapes that surround us when practising sport. Please do not leave marked trails, do not dispose of waste, do not make loud noises and please respect the delicate balance that exists in the mountains.

3.9 - Tandem flying

MK 1 PRO is not suitable as a tandem harness.

4 - PACKING THE HARNESS

When you are not using your equipment, we recommend storing it inside your paragliding backpack or bag in a dry, cool and clean place, especially away from UV exposure.

If your harness is wet, we recommend that you dry it thoroughly before storing it. The dorsal protection should be stored inside the harness, should not be compressed and should not be removed.

During transport, protect the harness from any mechanical damage; we recommend using a backpack or bag.

Avoid long transports in conditions of excessive humidity or heat.

5 - CHARACTERISTICS AND INSTALLATION OF OPTIONAL EQUIPMENT

5.1 - Relax bar

The relax bar is used to keep the legs outstretched and feet resting. This flying position is considered by some pilots to be more comfortable than the classic sitting position with dangling feet. For assembly on the harness, follow the instructions in the manual enclosed with the relax bar.



6 - MAINTENANCE AND REPAIR

Check the harness after each impact, bad landing or launch, or if there are any signs of damage or excessive wear.

We recommend having your harness checked by your reseller every two years and replacing the main snap-hooks every two years.

To prevent unnecessary wear and deterioration of the harness, it is important to avoid scraping it against the ground, rocks or abrasive surfaces. Do not expose the harness unnecessarily to UV radiation (sunlight) outside normal flying activities. Wherever possible, protect the harness from humidity and heat.

Store all your paragliding equipment in a cool, dry place and never put it away when it is damp or wet.

Keep your harness as clean as possible, regularly cleaning off dirt with a plastic bristle brush and/or a damp cloth. If the harness gets exceptionally dirty, wash it with water and mild soap.

Let the harness dry naturally in a well-ventilated area away from direct sunlight.

If your reserve parachute ever gets wet (e.g. in a water landing), remove it from the harness, dry it and repack it before putting it back in the container. Harness component repairs or replacement cannot be carried out by the user but only by the manufacturer or staff authorised by the manufacturer. The manufacturer and authorised service staff alone can use materials and techniques to ensure correct product functionality and complete conformity with product certification.

Zip fasteners should be kept clean and lubricated with silicon spray.

For any service enquiries, either from an authorised retailer or Woody Valley, please quote the full identification number on the silver label located in the rear storage pocket.

Correct use will extend harness life.

In the event of damage to the harness, repairs can only be performed by the manufacturer or by workshops certified by the manufacturer.

Please pay close attention to how you use and store the equipment. Correct use will extend harness life.

We hope that you enjoy some great flights and happy landings with MK1 PRO!

6.1 - Maintenance on the 3 rings

Regular maintenance of the three-ring system is essential and should be done at least once a month.

We therefore recommend following these simple step-by-step operations to ensure efficient operation of the system.

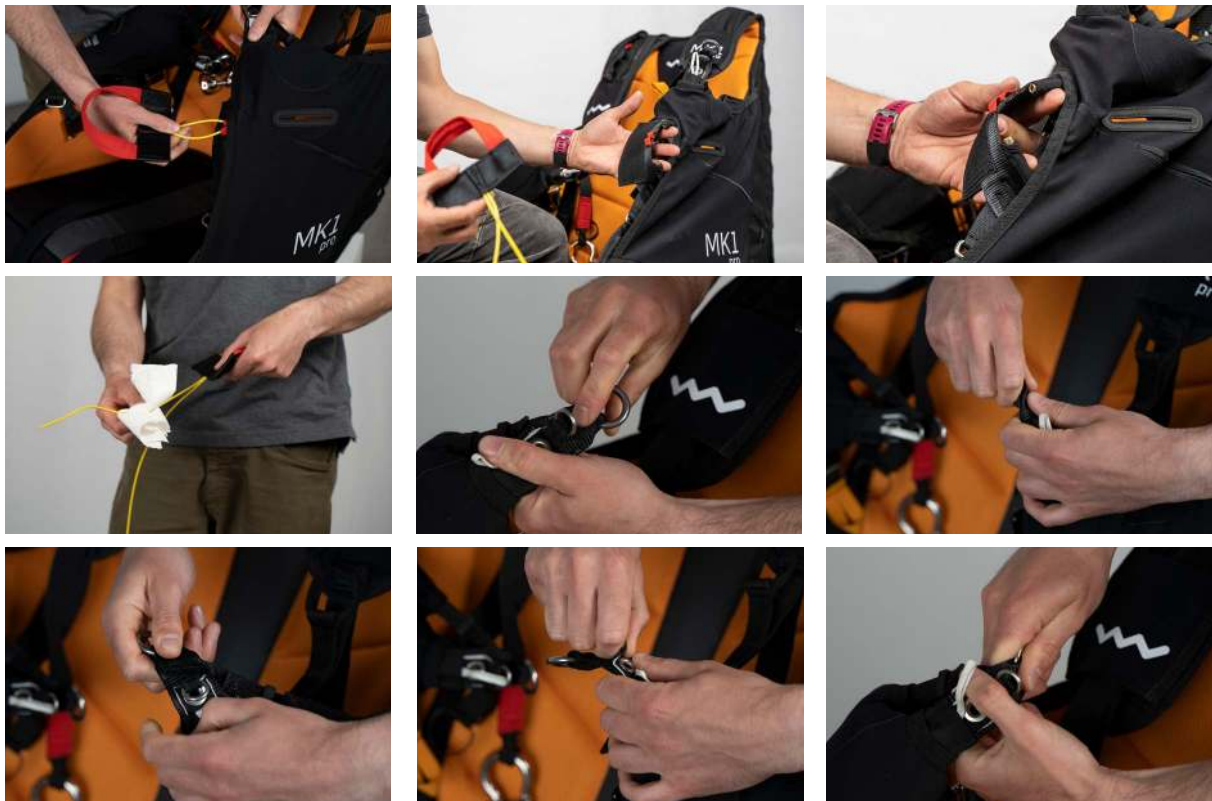
First remove the handle by pulling the yellow release cable completely out of the flexible metal sleeve. Proceed by cleaning both release cables with silicon lubricant and check that they are not damaged or bent at any point.

Then check the rings themselves for any deformations, cracks or traces of corrosion; the same should be done for the eyelet.

The release rings must be cleaned and lubricated with a silicon lubricant and we recommend cleaning the sheaths as well to avoid dust accumulation.

Then move on to inspect and clean the straps where the rings are attached. We suggest moving them, massaging them vigorously and rotating them to make the straps lose the memory of their previous position.

As a last step, inspect the white locking loop for signs of wear, replacing it if necessary.

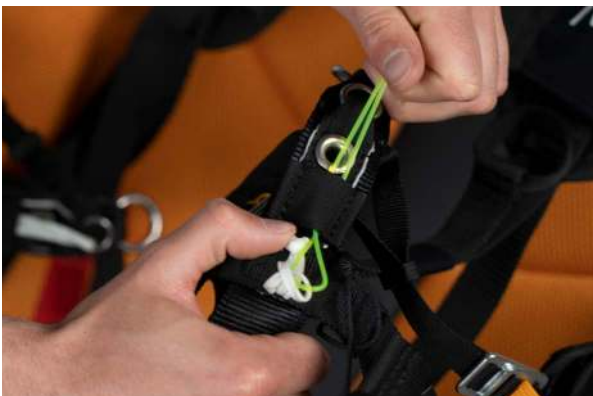




CAUTION: the white loop closing the three rings must be fixed where the seam is and thus where the strap overlaps.
As illustrated in the following photos.



Take care that both ends of the overlap of the strap come out of the loop and are visible; also check that the knot is properly tightened. Specifically, take care that the overlap does not get caught on the white loop.



6.2 - Periodic dorsal protection checks

It is advisable after an especially hard impact to check the conditions of the seams of the parts that make up the dorsal protection. Therefore, as described in chapter 1.2, open the zipper of the constraint rope on the right side of the harness, inside you will find the protection pocket zipper. Remove the protection and open its zipper.

Once the conditions of all the seams have been inspected, reassemble everything. Otherwise, contact Woody Valley dealers for replacement of the protection.



6.3 - Maintenance in the case of ditching

In the event that your harness ends up in salt water, we recommend washing it well with fresh water, as salt water is corrosive and could damage the harness materials.

The most important parts to clean are all the metal elements, i.e. the 3-ring system, housing tubes, eyelets, etc.



Once the harness has dried, remember to carefully recheck and lubricate all metal parts to avoid rust or deterioration.

In any case, we recommend following the complete 3-ring maintenance procedure (paragraph 6.1).

7 - WARRANTY

The warranty period, which is 2 years as provided for by law, commits us to correcting any defects in our products that are attributable to manufacturing defects.

Please validate the warranty period by filling out the form available on our website in the "Support" section within 10 days from the date of purchase. Enter the ID code of the harness shown on the silver label located in the rear pocket.

To make a warranty claim, you must immediately inform WOODY VALLEY of the discovery of the alleged manufacturing defect by sending the harness identification code and a detailed description of the problem encountered. To restore the defective product, you will need to send it to WOODY VALLEY or parties authorised by them.

WOODY VALLEY reserves the right to decide the best method for restoring the harness (repair, replacement of parts or the product).

The warranty does not cover damage caused by careless or incorrect use of the product (for example inadequate maintenance, unsuitable storage, overloading, exposure to extreme temperatures, etc.). The same applies to damage attributable to accidents, emergency parachute opening shocks and normal wear and tear.

8 - APPROVAL CERTIFICATES

AIR TURQUOISE SA | PARA-TEST.COM

Route du Pré-au-Comte 8 • CH-1894 Villeneuve • +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Harness inspection certificate - EN

Inspection certificate number: PH_374.2022 Impact pad number: PH_374.2022

Manufacturer data	
Manufacturer name:	Woody Valley srl
Representative:	Simone Caldana
Street:	Via Linz 23
Post code / place:	38121 Trento
Country:	Italy

Sample data:		Harness		Impact pad	
Name:	MK1 Pro	Name Impact pad: ⁽¹⁾	n/a	Impact pad integrated: ⁽¹⁾	No
Type:	ABS	Impact pad type:	Foam	Weight of Sample [kg]:	0.96
Size:	M	Serial number: ⁽¹⁾	107 0115 002P	Date of reception:	07.09.2022
Weight of Sample [kg]:	7.76				
Serial number:	107 0115 002P				
Clip-in weight [kg]:	120				
Integrated container for rescue system:	Yes				
Volume container [cm ³]:	10000 max 5000 min				
Date of reception:	01.02.2022				

Test report summary		Structural test		Impact pad test	
Result:	POSITIVE	Result:	POSITIVE	Place:	Villeneuve
Place:	Villeneuve	Date:	09.03.2022	Date:	07.09.2022
Date:	09.03.2022				

Issue data	
Place of declaration:	Villeneuve
Date of issue:	03.11.2022
Managing Director:	Andreas Wigger
Signature:	

The Base System is not covered by this certificate

"This inspection certificate is NOT covered by accreditation D-18-19457-01."

This signature approves the validity of the test reports if available, no. 14.219.0861-02.01.03.05.08.08.10.11.12.14.16.18.19.20.21.22 (see also P. 175) Air Turquoise SA, having thoroughly assessed the sample mentioned above, declares it was found conform with all requirements defined by the following norms: European Standard EN1661:2019 and EN12491:2015

⁽¹⁾ If impact pad is NOT integrated in the harness, it will have independently inspection number and serial number. Definition of integrated impact pad is impact pad which can not be disconnected from the harness, e.g. airbag.
Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above.
This inspection certificate contains the following test and is compliant with the test, if available, report: 94.21 and 94.30

AIR TURQUOISE SA | PARA-TEST.COM

Route du Pré-au-Comte 8 • CH-1894 Villeneuve • +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Harness inspection certificate - NfL

Inspection certificate number: PH_374.2022 Impact pad number: PH_374.2022

Manufacturer data	
Manufacturer name:	Woody Valley srl
Representative:	Simone Caldana
Street:	Via Linz 23
Post code / place:	38121 Trento
Country:	Italy

Sample data:		Harness		Impact pad	
Name:	MK1 Pro	Name Impact pad: ⁽¹⁾	n/a	Impact pad integrated: ⁽¹⁾	No
Type:	ABS	Impact pad type:	Foam	Weight of Sample [kg]:	0.96
Size:	M	Serial number: ⁽¹⁾	107 0115 002P	Date of reception:	07.09.2022
Weight of Sample [kg]:	7.76				
Serial number:	107 0115 002P				
Clip-in weight [kg]:	120				
Integrated container for rescue system:	Yes				
Volume container [cm ³]:	10000 max 5000 min				
Date of reception:	01.02.2022				

Test report summary		Structural test		Impact pad test	
Result:	POSITIVE	Result:	POSITIVE	Place:	Villeneuve
Place:	Villeneuve	Date:	09.03.2022	Date:	07.09.2022
Date:	09.03.2022				

Issue data	
Place of declaration:	Villeneuve
Date of issue:	03.11.2022
Managing Director:	Andreas Wigger
Signature:	

The Base System is not covered by this certificate

This signature approves the validity of the test reports if available, no. 14.21 (see also 02, 03, 13, 08, 04, 14, 07) and no. 14.22 (see also P. 175) Air Turquoise SA, having thoroughly assessed the sample mentioned above, declares it was found conform with all requirements defined by the following norms: Airworthiness Requirements NF 2466-28 - EN12491:2015

⁽¹⁾ If impact pad is NOT integrated in the harness, it will have independently inspection number and serial number. Definition of integrated impact pad is impact pad which can not be disconnected from the harness, e.g. airbag.
Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above.
This inspection certificate contains the following test and is compliant with the test, if available, report: 94.21 and 94.30

9 - WARNING LABEL



Paragliding & Acro paragliding it's an extreme sport which can result serious injuries, temporary or permanent disability or even death.

Woody Valley has no responsibility or warranty for its wrong way of use!

USE THIS PRODUCT AT YOUR OWN RISK!

DO NOT USE THIS PRODUCT WITHOUT INSPECTING IT AND ALL OF ITS COMPONENTS BEFORE EACH AND EVERY USE.

10 - TECHNICAL DATA

Distance between snap-hook and seat	M = cm 49 L coming soon
Distance between snap-hooks (min. max.)	M = cm 39-53 L coming soon
Total weight MK1 PRO	M = 7.7 Kg L coming soon
Type of dorsal protection	Foam protection
Type of straps	T-lock with rigid seat
Variable volume reserve parachute housing (min/max)	5000 – 10000 cm ³
Reserve parachute housing	Double container under the legs with side handle
Limit of use	120 daN
Approval number	PH_374.2022

Every effort has been made to ensure that the information contained in this manual is correct, but please remember that it has been produced for guidance only.

This user manual is subject to change without prior notice. Please check www.woodyvalley.com for all the latest news on the MK1 PRO.

Latest update: DECEMBER 2022