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# SNUG Owner's Manual

## RECREATIONAL HARNESS

### Welcome to BGD

Thank you for choosing BGD. We hope you will enjoy your new SNUG harness as much as we do. Our mission is to build paragliding products with personality: exceptional equipment with the refined handling and innovative qualities that BGD has become renowned for. We love the feeling of being connected to the air through our wings, and our products are designed with that in mind. Our goal is to make products that pilots love to fly.

### Safety

Please read this manual from beginning to end before using your SNUG harness. Paragliding is a potentially dangerous sport that can cause serious injury including bodily harm, paralysis and even death. Inappropriate use or abuse of your equipment will increase these risks, and any kind of modification to the harness invalidates the certification.

The SNUG harness and its back protector conform to the testing criteria of the EN 1651:199 & LTF 2.

Please note that no protector can offer 100% protection against injuries, and in particular, the back protector can not be guaranteed to prevent injuries to the spine. The SNUG's protector is removable. It can only offer protection if it is correctly positioned and fixed with the Velcro. The protector should not be used in temperatures exceeding 40°C or below -20°C.

You take exclusive responsibility for all risks associated with the use of the harness. Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers is excluded.

It is important to complete a thorough daily and pre-flight inspection of all of your equipment. Never attempt to fly with unsuitable or damaged equipment. Always use the appropriate safety equipment including a reserve, helmet,

gloves and boots. Be sure to have the appropriate qualification for your activity in the respective country, and third party insurance. Fly safely, don't take unnecessary risks and most importantly, have fun!

# Introduction

## Description

The SNUG is a high-quality recreational harness suitable for all genres of paragliding. It is optimised for versatility and comfort, and has a semi cross-brace system that allows the pilot to adjust feedback and wing authority by tightening or loosening the chest strap.

The SNUG has an 18cm foam back protector, and our reliable EASY EXIT underseat reserve deployment system. A Cordura 500D reinforced skid guard protects the base of the harness in the event of a skid landing, and the Elastic Speed Keeper keeps the speed bar neatly stowed when you are not using it. The SNUG is available in three sizes.

## Bruce's notes

I always wanted a harness that I don't feel. In the beginning, harnesses were divided into two categories: standard harnesses and ABS or cross-braced harnesses. The standard harnesses connected the pilot almost directly to the risers making them very unstable. It was too radical for occasional pilots. The fully cross-braced harnesses were too restrictive - pilots couldn't feel an imminent collapse coming. The SNUG is my perfect balance. With the semi cross-brace system I feel seamlessly connected to my wing, yet stable enough to relax.

## Target

XC, training, acrobatics, soaring, wagga, vol-biv, sledge rides, tandem passengers - the SNUG harness is built to take on the full spectrum of aerial free-flying disciplines. Taken through the wringer by our test junkies, the SNUG is a durable, comfortable and very safe harness. Bruce loves flying it XC, Ant takes it tumbling, and Tyr grabs it for a gentle sled ride down to the beach. If you only want one harness in your kit, this should be it.

## Water safety

We do not recommend using the SNUG over open bodies of water without proper safety equipment including but not limited to a life jacket (with collar), a safety boat and driver (engine running and in communication), and an SIV instructor.

After a water landing you should remove the reserve parachute and back protection and allow everything 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 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.

## Towing

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

## Recycling

We all have a responsibility to look after the environment and protect the places in which we fly. When the harness comes to the end of its useful life, remove all the metal parts and dispose of the rest in an appropriate recycling facility.

# Features



# Reserve Parachute Installation

We recommend that a qualified professional should always perform the installation and re-packing of the reserve parachute.

The reserve pocket on the SNUG is suitable for reserve parachutes up 7,500cm<sup>3</sup> volume.

If it is not possible to connect the harness reserve handle to the loops on the parachute deployment bag inside the pocket, please consult your supplier who may be able to supply an alternative deployment bag. Loops can be sewn at an appropriate place on any deployment bag, but only a qualified person should carry this out.

## **WARNING!**

After installation of a reserve parachute in the harness, it is absolutely essential to do a simulated deployment under a static swing, ensuring that the parachute release system operates correctly and the parachute comes out easily. The cords which close the reserve pocket must be checked regularly. If the cord is worn, it must be replaced. Each time a reserve parachute is installed, check that the cord is in good order by applying a load of 10kg.

Before each flight, check that the plastic rods and handle are located correctly.

The magnetic keeper on the reserve handle helps keep the reserve handle in place for transportation. It should be opened for flight, to make it easier to throw the reserve if necessary.





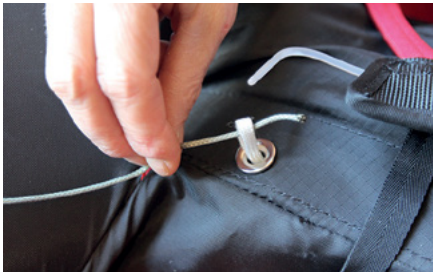
Attach the harness bridles to the parachute's bridle using a suitable connector (not supplied).



Connect the reserve handle to the reserve with a larksfoot knot to the middle loop on a side. Ensure that the strap is long enough to allow the plastic rods to be pulled out first.



Insert the reserve with the handle attachment facing the seat board and the lines straight underneath.



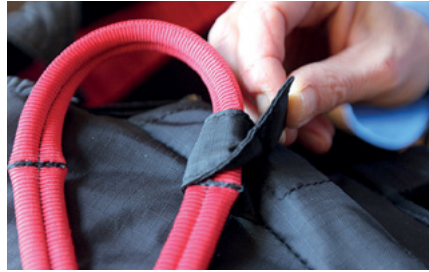
Using the lines provided (located in the rear pocket), thread both eyelets in sequence using the printed numbers for guidance.



Put the handle inside the neoprene cover.



Thread both plastic rods all the way into the loops.



**For transportation only,\*** attach the retaining strap with the magnetic keeper.

\*The retaining strap with the magnetic keeper is for transportation of the harness only. Leaving it in place while flying means there is a risk that you could grab the keeper along with the handle and be unable to throw the handle.

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

**Please note, the parachute can only be deployed with the right hand.**

## Throwing the reserve



Grab the handle and pull it away from the harness. Pull the reserve out of its pouch.

If you are using the reserve in distress in most cases you should throw the reserve away from your glider, harness, and the ground.

## Attaching the speedbar

The SNUG has an elasticated speedbar retainer, which automatically keeps the bar tidied away against the base of the harness when not in use, with no fiddly Velcro strap to attach and reattach. Hidden underneath the seat is a pulley system on the elastic, that ensures the bar can be pushed easily to its full extension, and when the pressure is released, it springs back into place against the harness base. There is a plastic adjuster (A, on the photo below) to enable the pilot to set the bar's stowed position a little bit away from the harness base if preferred, as some pilots find this makes it easier to catch the speedbar with the foot when it is needed.

When you first receive your harness, you need to attach the speedbar, which is done as follows:

Thread the line through the pulley (1), then through the pastic tubing above the reserve handle (2). It then passes through the metal loop (3) before being tied securely to the speedbar, (4).



# Use

## Initial harness set-up

Before you fly with your SNUG, we recommend you should hang it in a static swing and adjust it to achieve the best fit and angle of incline for you, and familiarise yourself with the various adjustments and the position of the reserve handle. Stow your usual gear in the harness back to closely simulate how the harness will feel in the air.

### Lumbar adjustment

The lumbar adjustment adjusts the incline of the harness. Please note that a more reclined position reduces the stability of the harness and potentially increases the risk of twisting under the wing.

### Shoulder strap adjustment

Adjust the shoulder straps to fit, so you are comfortable in both flying and standing positions. The straps may appear loose while in the seated position but some play is required to avoid excessive strap pressure in the standing position.

### Chest strap adjustment

With an auto balance system or ABS, the pilot can adjust the roll stability of the harness to their own preferences. If the chest strap is tightened, the roll stability of the harness is increased; loosening the chest strap decreases the roll stability.

### Speed system adjustment

Get an assistant to hold the risers up in a flying position for you. The speed system should be adjusted to the correct length so that when there is no pressure on the bar, the speedbar line does not have any effect on the risers. With

your feet on the speedbar and legs fully extended, the riser pulleys should touch.

Ensure the accelerator line does not run through the reserve handle. The accelerator line should run inside the tube just above the reserve handle.

## Attachment to the Wing

Attach the wing's risers to the karabiners at the main suspension points. The A-risers should face forwards. Attach the brummel hooks of the speedbar to those on the paraglider's risers.

## Pre-flight checks

We recommend performing the following pre-flight checks before every flight.

- Check the karabiners, and make sure that the twist-lock system closes them automatically.
- Check the harness buckles. They should lock automatically.
- Check that the reserve handle and the plastic rods are in the correct position.
- Ensure that there are no twists in the lines and risers that connect the harness to the glider.
- Check chest, side and shoulder strap adjustments.
- Ensure that all buckles are locked.

## Fitting the harness

Before flying it is important to adjust the harness so that you can easily assume a sitting position when airborne.

1. Put the harness onto your shoulders.
2. Fasten the leg buckles, and then the chest strap buckle.
3. Push the leg straps down as far as possible towards the knees, and then tighten them (if the leg straps are too high, it is difficult to get into the harness after the take-off without using your hands).
4. If necessary, adjust the shoulder straps (the shoulder strap adjustment depends on the size of the pilot; not too tight as some free movement is required so that you can run easily).
5. Check that the lumbar straps are adjusted for the preferred position in flight.
6. Check that the chest strap is pre-adjusted correctly.

Ensure that the leg straps and the chest strap buckles are fastened correctly (closing the buckles incorrectly is a common cause of accidents).

## Landing

When you are setting up for your landing approach, we recommend repositioning yourself from the sitting position to the upright position early enough to allow for sudden loss of height on approach. If you have a landing that is not on your feet, and that impacts the harness' back protection, we recommend a full revision should be performed on the harness by a test centre, or BGD GmbH.

# Maintenance / Inspection

Proper maintenance of the SNUG will maximize its longevity.

- Avoid excessive exposure to UV, heat and humidity
- Always ensure the harness is completely dry before packing it away
- Always store it in a cool, dry environment
- Never drag your harness over the ground
- Keep your harness clean of dirt, oils and any corrosive substances
- If necessary, the harness may be cleaned using mild soap and a soft brush

Replacement parts can be ordered from your BGD dealer.

Routine inspections of all of your equipment is vitally important for your safety. BGD recommends a service interval of 24 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 hangpoint area under the karabiners, as this is where abrasion is most likely.

For the back protector, pay particular attention to all of the stitching, to the outer material, and the thickness. The protector should not remain squashed or deformed and its thickness should not be less than 140mm.



If you find any damage or if you are in any doubt, make sure the harness is checked by a professional or ask us.

Any damaged parts should be repaired or replaced by the manufacturer. Any repairs performed by anyone other than the manufacturer will deem the harness uncertified.

We recommend the karabiners should be replaced every 5 years.

These karabiners should never be used for anything other than paragliding (climbing, towing, etc).

The zip fasteners should be lubricated from time to time, using a silicone spray.

If your harness gets wet, it is advisable to treat your automatic buckles and karabiners with silicone grease.

# Specifications

	S	M	L
Pilot's height (cm)	150-170	160-185	175-200
Board width (cm)	32.5	34.9	37
Seat board depth (cm)	34.5	36.8	39
Suspension points height (cm)	40	45	48
Chest strap range (cm)	38-43	40-46	43-49
Harness weight (kg)	3.2	3.3	3.5
Certification	EN/LTF/CE	EN/LTF/CE	EN/LTF/CE

# Guarantee

BGD GmbH takes the greatest care in design and production of its products and proudly offers two years or 200 hours' warranty, from the date of purchase, against manufacturing defects.

In order to enjoy the benefits of the BGD warranty, you are required to complete the warranty form on the website in the 'Warranty' section within 14 days of purchase. Only a fully completed warranty form will be accepted to validate this warranty.

In order to settle a warranty claim, BGD must be notified immediately in writing after the discovery of a defect, and the affected product must be sent to BGD for inspection. BGD will then decide how a possible fault should be rectified, either through repair, replacement of parts or replacement of the product. Solely BGD or an agreed service centre should undertake repair or replacement of the damaged parts. If unapproved third parties undertake repair work, there will be no entitlement to compensation under this warranty. The owner is not entitled to replacement equipment during the warranty claim.

Some degradation of materials due to wear and tear is to be considered normal and will be excluded from claims. Claims due to careless or incorrect use of the product including accidents, inadequate maintenance, unsuitable storage, damage by solvents, fuel, chemicals, sand or seawater, overloading, exposure to extreme temperatures, or prolonged sun exposure and colour fading are also excluded.











The claim for warranty service exists solely between the original purchaser of the equipment and BGD. The warranty obligations only apply to private sport and leisure time activities, not for use for commercial purposes. If you are unsure about any information contained in this manual, please contact your BGD dealer.

You can find further information about BGD, the SNUG, or any of our products on our website, or feel free to contact any of our worldwide BGD team. BGD GmbH Am Gewerbepark 11, 9413 St. Gertraud, Austria.

# Certification labels

The SNUG harness and its back protector conform to the testing criteria of the EN 1651:199 & LTF 2. DV LuftGerPV §1, Nr. 7 c

Conformity standards were carried out by Air Turquoise SA, Rte du Pre-au-Comte 8, CH-1844 Villeneuve.

<b>SNUG</b>	<b>SNUG PARAGLIDING HARNESS</b>		<b>CE</b>
	Serial no.	<input type="text"/>	
	Size :	<input type="text"/>	
manufacturer	Bruce Goldsmith Design GMBH		
EN test reference no.	PH 135.2015		
LTF test reference no.	GZ 135.2015		
certification date	23.04.2015		
integrated parachute container	yes		
max. load	100 kg		
periodic inspection due after	2 years		
date of manufacture	<input type="text"/>		
<p>EN 1651:199 &amp; LTF 2. DV LuftGerPV §1, Nr. 7 c                      conformity standards carried out by:                      Air Turquoise SA                      Rte du Pre-au-Comte 8                      CH-1844 Villeneuve</p>			
		 <p><b>BRUCE GOLDSMITH DESIGN</b>                      Am Gewerbepark 11, 9413 St. Gertraud, Austria</p>	
<b>ENSURE THAT YOU READ THE USER MANUAL BEFORE USING THIS HARNESS</b>			

The SNUG Protector (ref: SNUG Protector 1.0) conforms to the testing criteria of the LTF 2. DV LuftGerPV §1, Nr. 7, tested with a landing speed in the order of 5m/s under a reserve parachute, as well as the CRITT protocol SP-001 02/2016. The protector has not been tested in any other landing configurations.

Conformity standards were carried out by CRITT Sport et Loisirs, ZA du Sanital, 21 Rue Albert Einstein, 86100 CHATELLERAULT -0501.



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