ASC EVO II

USER MANUAL

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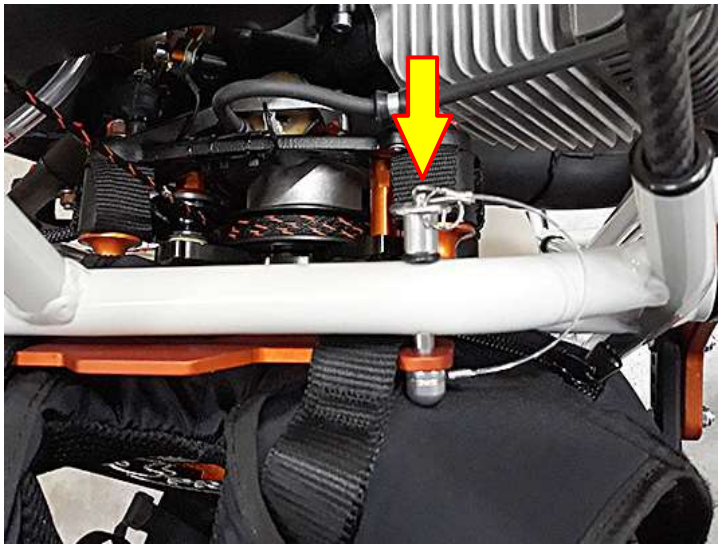
RIDER HARNESS ASSEMBLY AND SETTINGS



Insert the harness on the harness plate and lock the push-pin.

For a correct use of the push-pin, keep the button pressed while inserting and while closing the safety cap,
CHECK THAT IT IS LOCKED!

Lock the four lower straps onto the quick-lock bucklets.

Hook the elastic rope of the starter handle to the prepared eyelet and lock it under the velcro for 5-10 cm. (2-4 In.)

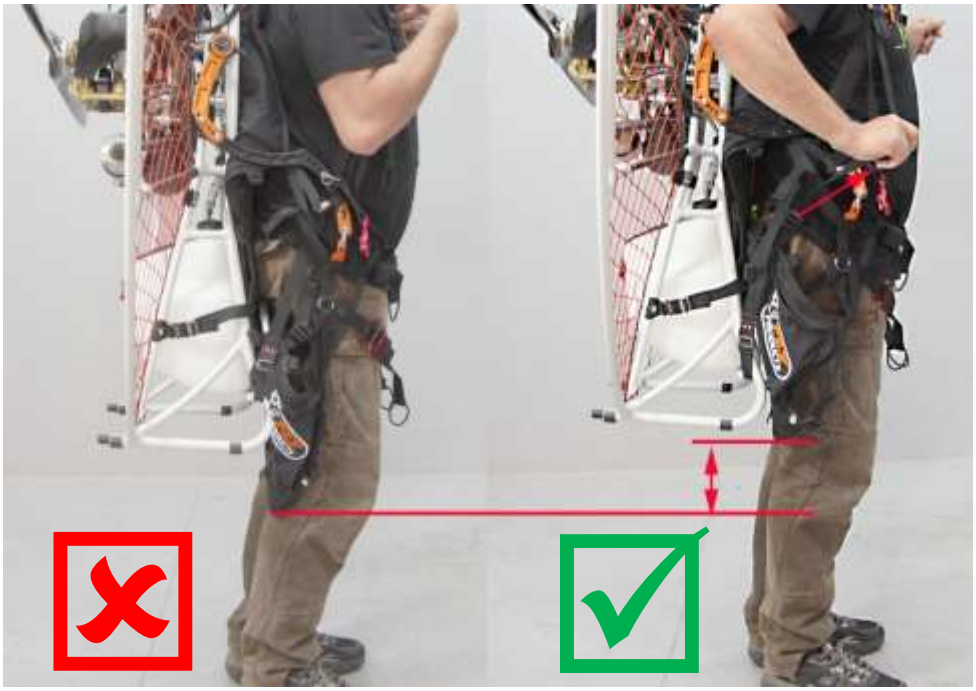
Put the pivotarms in position and, taking care to keep the holes in axis, block them with the push pins.

CHECK THAT THEY ARE LOCKED!

OPTIMAL ADJUSTMENTS

For a correct posture of the paramotor which must not be too close to the head nor too low to touch the legs, it is necessary to act on the **shoulder strap** adjustment by pulling or loosening them enough to obtain the right position.

ADJUSTMENTS TO THE SIMULATOR

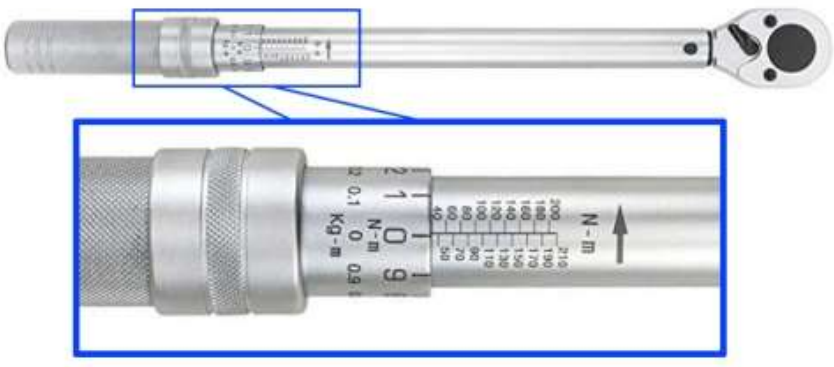


Harness height adjustment to facilitate the takeoff run.

Height adjustment of the seat to facilitate the take-off run through the **SEAT HEIGHT STRAPS** adjustment (NO SHOULDER STRAPS)

ASC$^{EVO\ II}$ PIVOT ARMS ADJUSTEMENTS

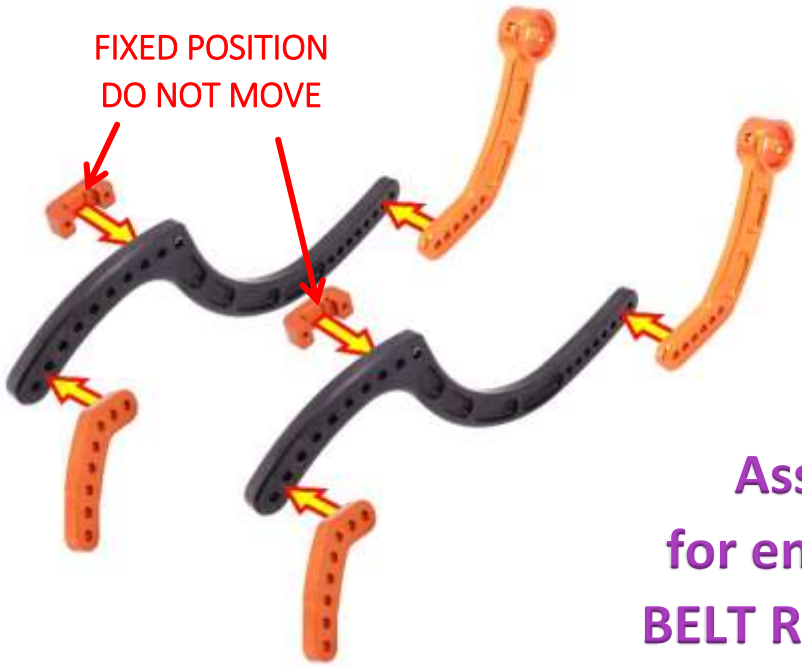
The first rule to be observed is the position of the attachments according to the direction of the fixing screws.
The bolt heads are positioned inside and the nuts on the outside of the arms,
this to avoid wear of the harness by rubbing the parts.



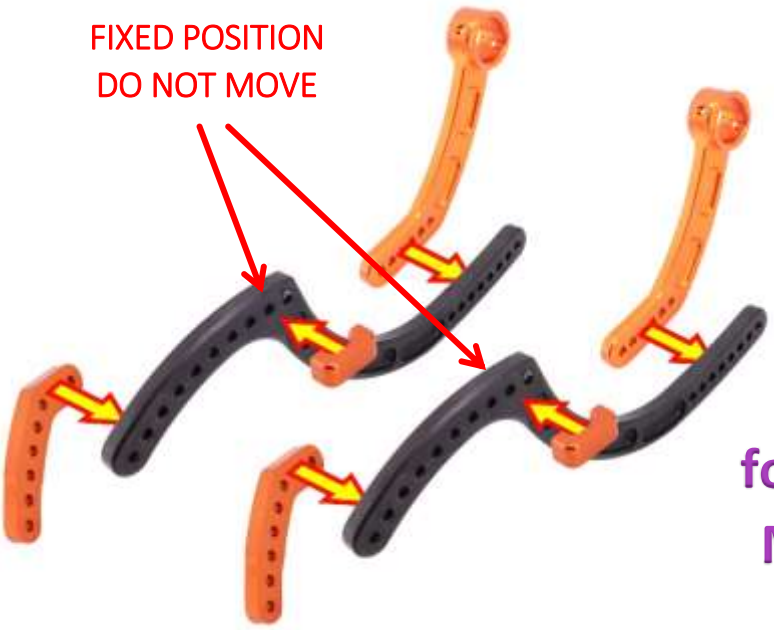
Do not over tighten these nuts to avoid weakening the structure and therefore the seal!
Preferably use a torque wrench calibrated at **10** N-m (Newton / meter) which correspond to about **1** Kg. (**2.2** lb)

SETTING # 1: THE TORQUE

Most important setting is the torque compensation setting.
The torque is generated by the propeller rotation direction.
There are two types:
ANTICLOCKWISE/LEFT in engines with BELT reduction such as the **MOSTER**
CLOCKWISE/RIGHT in motors with MECHANICAL reduction



Assembly for engines with BELT REDUCTION

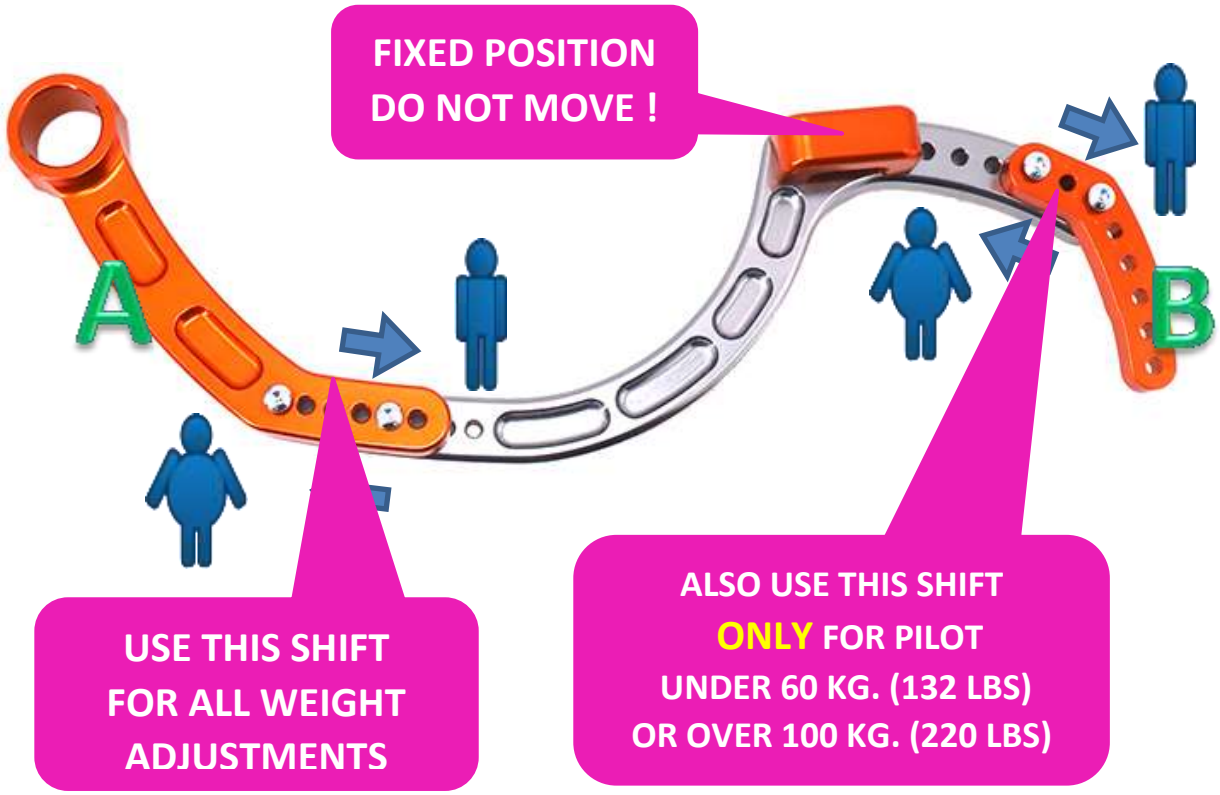


Assembly for engines with MECHANICAL REDUCTION

SETTING # 2: PILOT WEIGHT

Before your first flight,
test the position.
Attach the paramotor
to the simulator and check
the inclination
which must be between
15° and **20°**.
The harness has
many adjustments
through which
you can find your best
position of being
comfortably seated.

To vary the inclination of the paramotor you need to act on the Pivot arms adjustment as detailed below.



If the paramotor is tilted too far back it means that the pilot is light compared to the spacer adjustment,
if the paramotor is tilted too far forward it means that the pilot is heavy compared to the spacer adjustment,
The adjustment of the pilot's weight is achieved by moving the arms “A” and/or “B” of one or more holes backwards for too heavy pilots or forward for too light pilots like the image above.
Usually, it is sufficient to move only the arms "**A**",
but for pilots under 60 Kg. (132 lbs) or over 100 Kg. (220 lbs) also move the arms “**B**”.

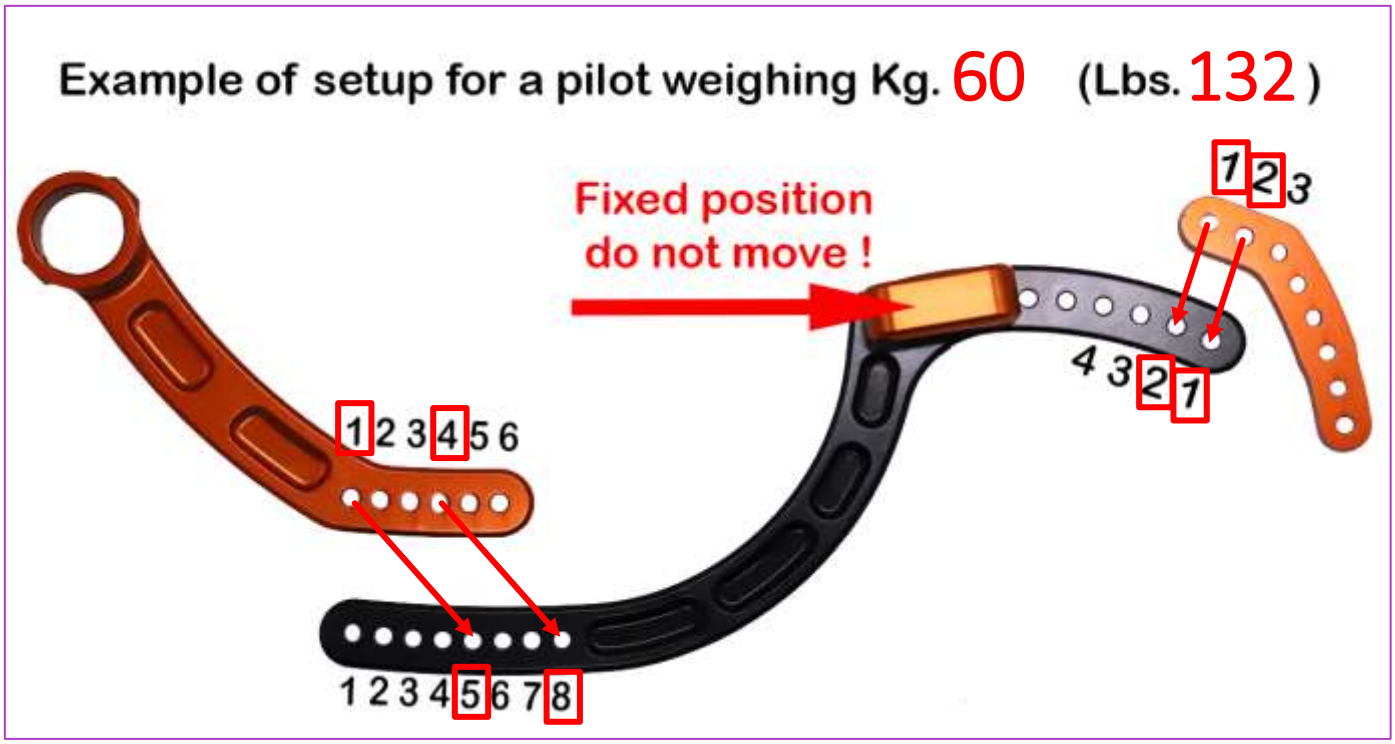
SETTING # 3: HARNESS SEAT HEIGHT

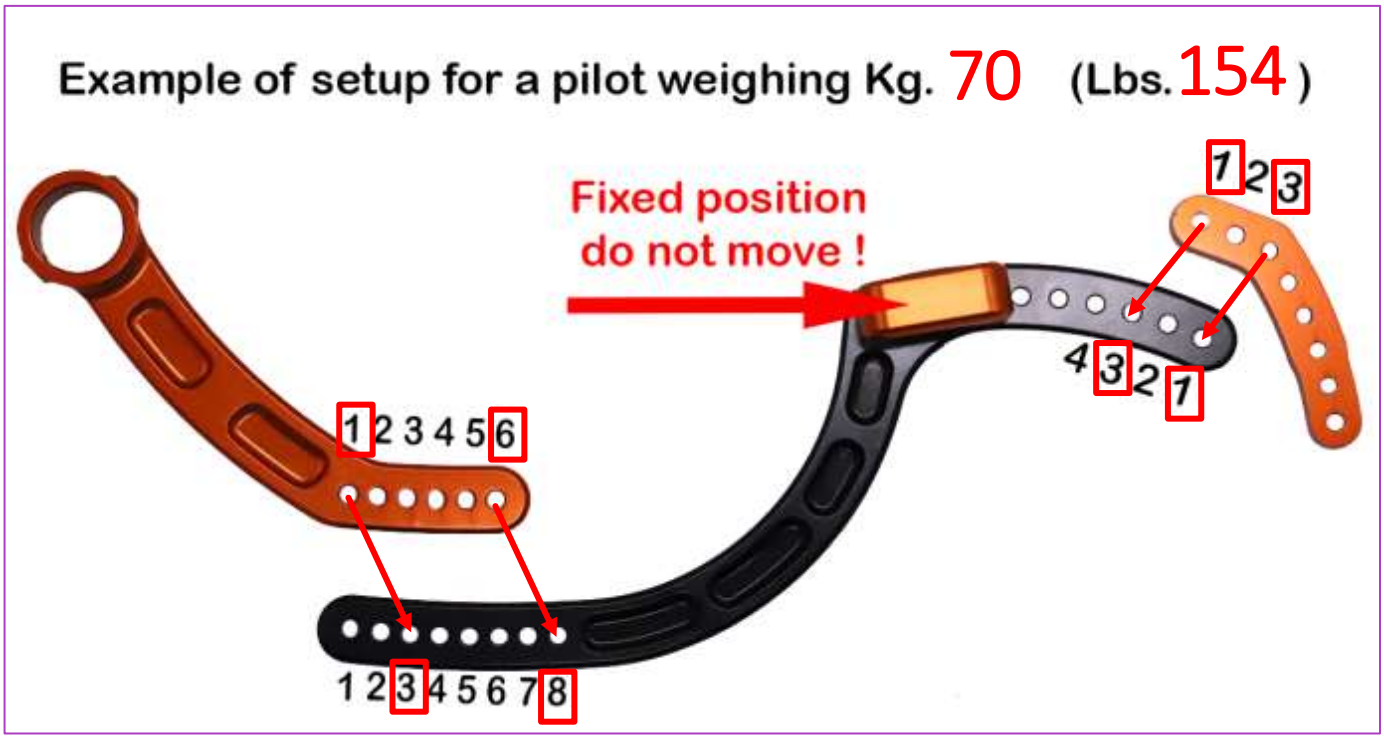
To lift
the seat
it can be
raised further
the "C" quick link
of 1 hole
upwards.

Another possibility
to lift more the seat
is to reverse and rotate
the front support "B"
with the possibility
to raise further
the quick link "C"
of 1 hole up.

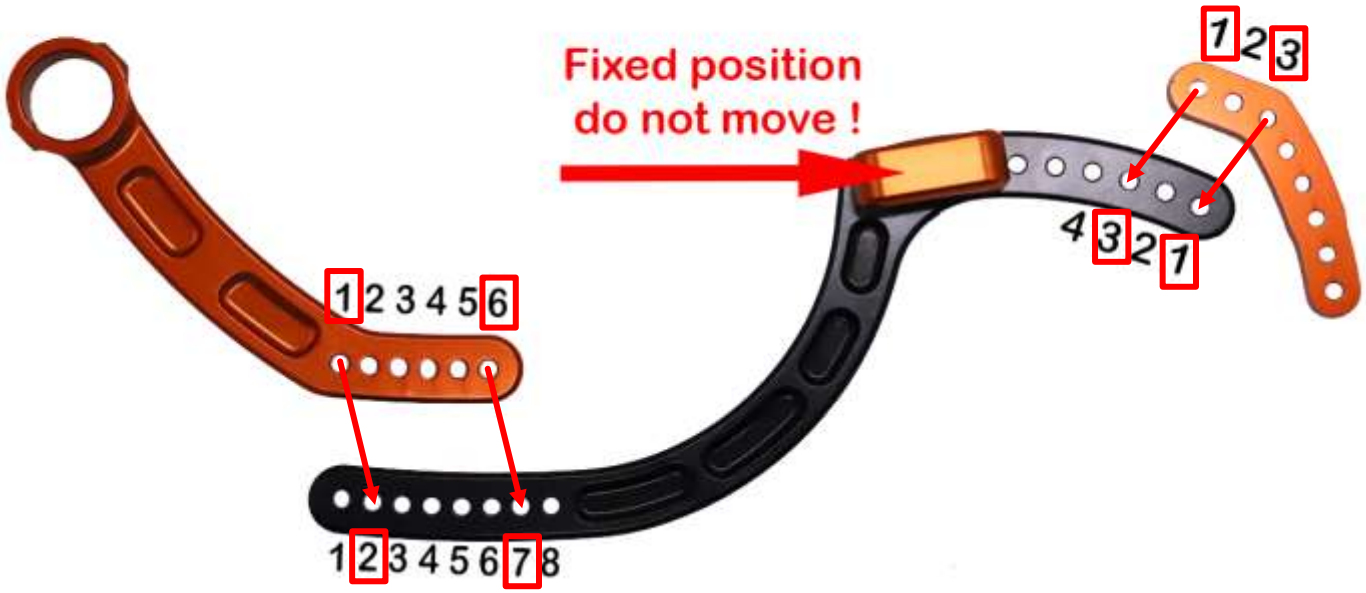
It is also possible to adjust
the depth of the seat
by blocking it
in the desired position
on the provided Velcro.

Since there are many factors that influence the adjustments of the pivot arms such as the weight of the pilot also relative to his height, the type of engine installed, etc., we provide below some setting diagrams with RIDER MOSTER paramotor, to be considered

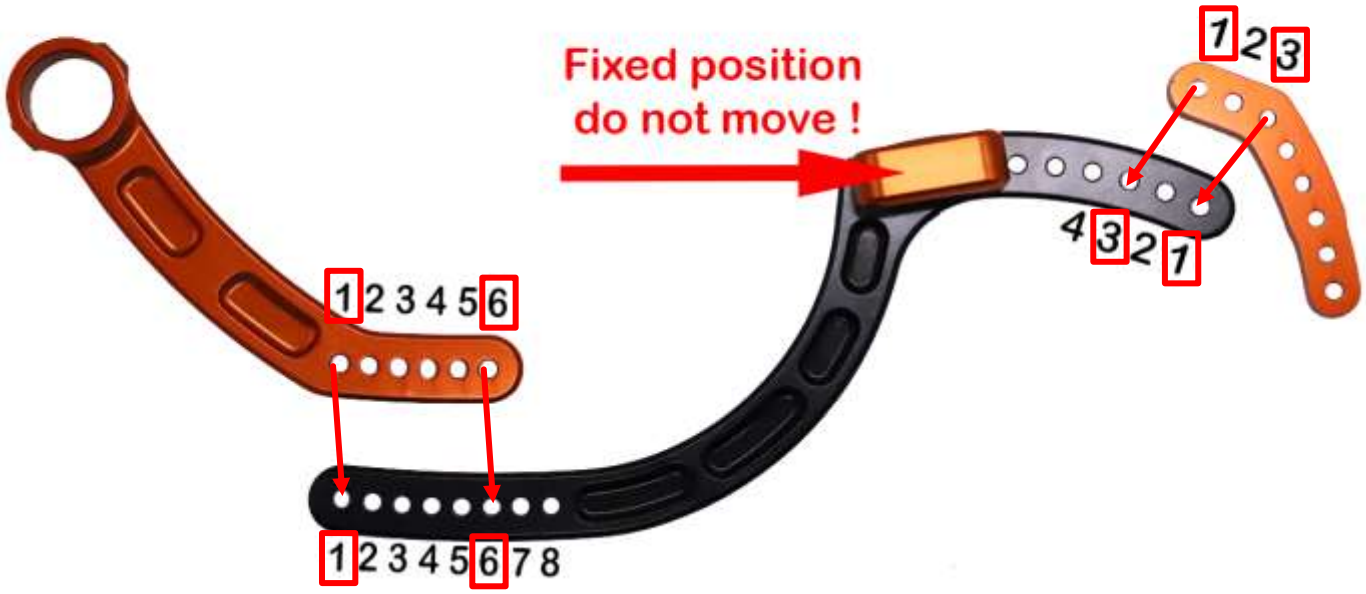

Example of setup for a pilot weighing Kg. 60 (Lbs. 132)
Fixed position
do not move !
1 2 3
4 3 2 1
1 2 3 4 5 6
1 2 3 4 5 6 7 8

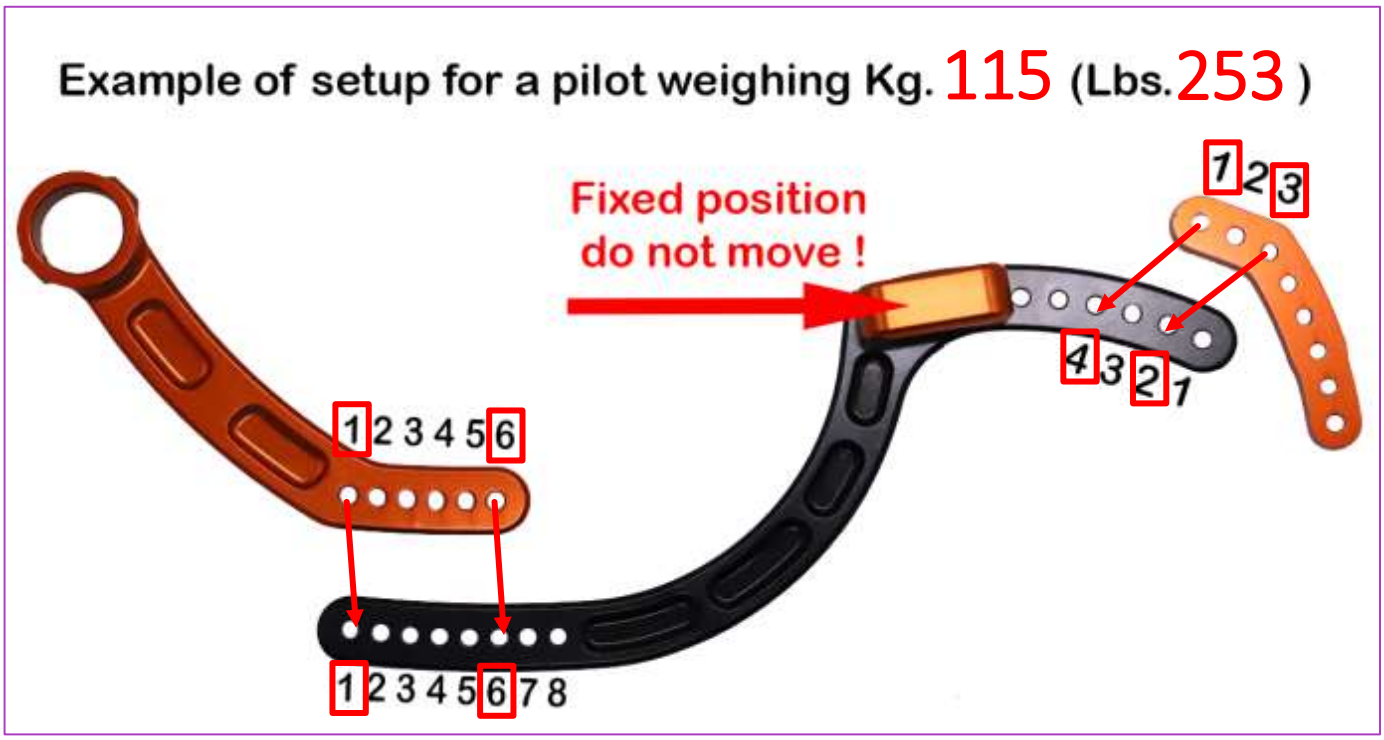

Example of setup for a pilot weighing Kg. 70 (Lbs. 154)
Fixed position
do not move !
1 2 3
4 3 2 1
1 2 3 4 5 6
1 2 3 4 5 6 7 8

Example of setup for a pilot weighing Kg. 85 (Lbs. 187)



Example of setup for a pilot weighing Kg.100 (Lbs.220)



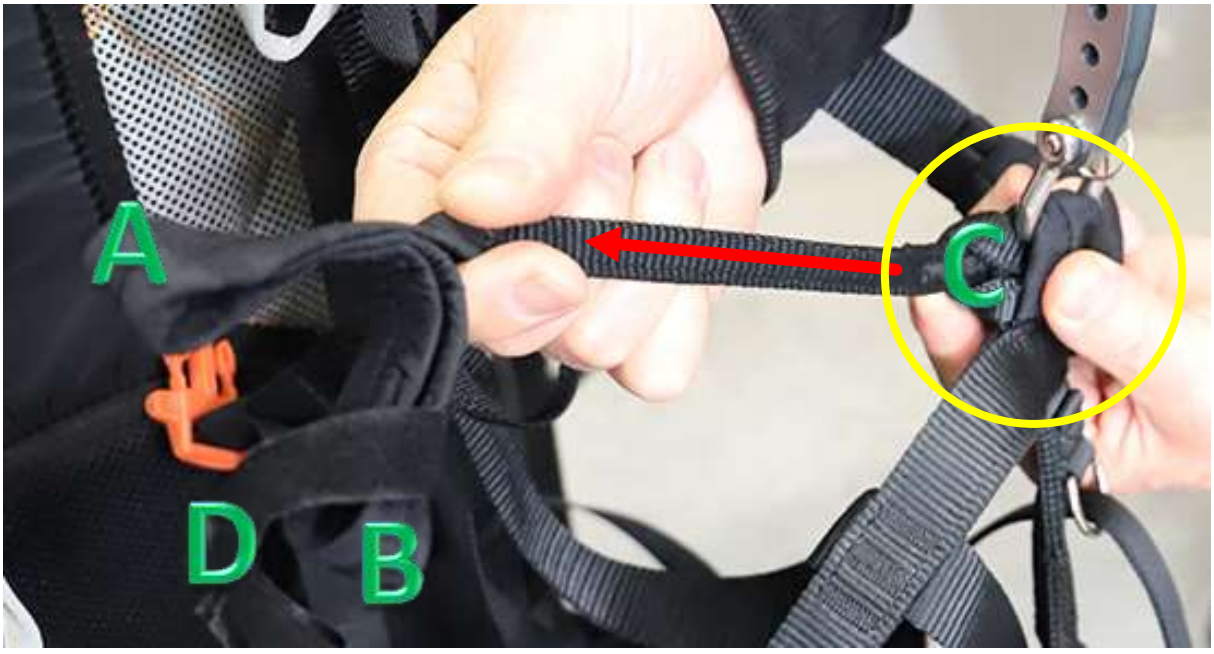

Example of setup for a pilot weighing Kg. 115 (Lbs. 253)
Fixed position
do not move !
1 2 3
4 3 2 1
1 2 3 4 5 6
1 2 3 4 5 6 7 8

CARABINER ATTACHMENT STRAP ASSEMBLY

To correctly assemble the carabiner attachment strap,
first insert the end "**C**" in the loop of
the harness belt hooked to the shackle.

pass the entire belt from the "**A**" side into the loop "**C**"

When all the strap has passed, tighten the loop that has formed around the harness belt loop by pulling the extremity tightly and adjusting it with your fingers.



pass side “**A**” into the carabiner loop attachment on the pivot arm
and lift loop “**B**” until it matches loop “**A**”

Insert the carabiner into the loops “**B**” and “**A**” so that by rotating it remains in position with the closure facing the pilot.

To finish assembly, wrap very tightly
velcro “**D**” around loops “**B**” and “**A**” so that
the carabiner remains in the correct position.

Once the carabiners have been assembled, check for correctness angle them so that they are both facing forward, as indicated below, to facilitate the pilot during take-off, landing and exiting the harness.

If one or both carabiners are facing backwards repeat the assembly correctly.

This operation completes the assembly of the pivot arms ASC$^{EVO\ II}$

NOTE

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