







MANUFACTURER INFORMATION:

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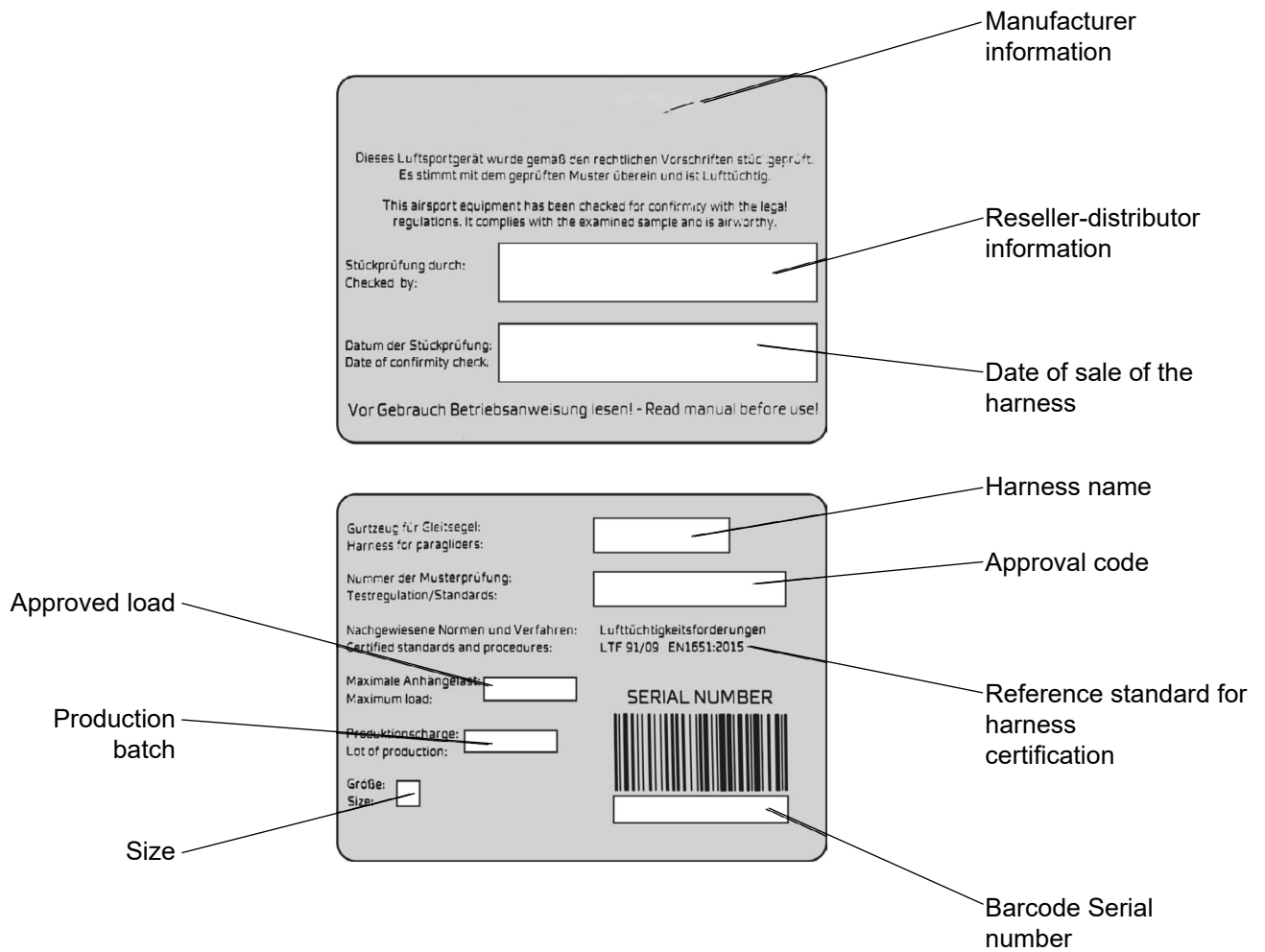
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DATA CONTAINED ON THE HARNESS LABELS



THANK YOU

We would like to thank you for choosing a 777 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 badly 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 conscious of the fact that reading an instruction manual is not an exciting experience. However, please remember that this product is not a 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 level of flying.



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1 - GENERAL INFORMATION

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

For further information, please contact your reseller or 777 directly.

Before using the harness, the pilot is advised to read this manual carefully.

Declaration of conformity

The manufacturer 777 hereby declares that its products comply with standard UNI EN 1651 - LTF 91-09

This equipment must contain:

- Harness
- Polypropylene seat with flexible front part
- Coupling karabiners
- Dedicated emergency container with attached handle
- 2 reserve elastic loops for closing the reserve parachute
- Speed bar

The main options available are:

- Relax bar
- Quick out Karabiners

1.1- Concept

THRONE is designed to be a complete quality product in the Hike & Fly category. In just 2.8 kg we successfully created a full body harness with a high performance thanks to the use of new construction materials and systems.

The geometry of the strap system has been entirely redesigned to allow precise but smoother piloting compared to the previous model, so as to adapt to novice pilots as well as the most experienced, all by adjusting the length of the chest strap.

Painstakingly designed in every detail, THRONE provides the particularity of a conventional harness contained in just 2.8kg.

1.2 - Protection and safety

THRONE uses an airbag that maintains its shape and, in addition, has a new frontal air inlet that guarantees good inflation.

Thanks to the use of Nitinol (highly resistant and super elastic metallic wire) inserted in the lower edge of the airbag, we were in any case able to obtain 60% of the protective capacity before complete inflation which takes place in flight. The THRONE harness is available only with Get-Up straps which is the lightest forget-proof safety system for closing sit harnesses.

1.3 - S.O.S. label

This red with white lettering label is clearly visible in a pocket on the right shoulder padding. On the back of this label, you can write information that you think should be given to rescue workers in case of accident.



2-BEFORE USING

2.1- Reserve parachute

The emergency parachute housing was designed with a maximum volume of 5 lt (S,M,L) 5.3 lt (XL) suitable for containing the most lightweight, latest generation emergency chutes. The container is arranged under the seat and the insertion system has been completely re-vamped to contain reserve parachutes a bit larger than its predecessor. You must absolutely use its specific float bag with the deployment handle that came with the harness attached. No other type of float bag and/or deployment handle can be used.

2.1.1- Refolding the emergency parachute in the float bag

THRONE comes with a float bag with a deployment handle attached. Fold the emergency parachute to fit the dimensions of the float bag. Refold the emergency parachute cords on the side opposite the deployment handle. Close the float bag flaps.



CAUTION:

Ask a flight instructor or a qualified person for help refolding the emergency parachute in the float bag.

2.1.2 - Connecting the reserve parachute to the harness

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

First system:

Use a screw-lock karabiner with a breaking strength of at least 2,400 kg. In this case, the bridles should be held in position within the karabiner using elastic bands, to prevent the karabiner from rotating and taking the strain laterally instead of vertically. The karabiner'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:

The harness bridle should pass through the emergency parachute bridle loop. Next, the emergency parachute should be passed through the large loop of the harness bridle. The result is a connection that should be tightened as much as possible so as to prevent dangerous friction between the two cables during emergency opening shock. To prevent the union of the two cables from loosening over time, remember to lock the knot with the special Velcro strip, which has already been placed on the harness bridle



Third system:

If you are using a reserve parachute with a double-riser bridle, it can be connected to the harness using the two loops positioned at the base of the harness bridle, near the padded shoulder straps. In this case, the harness's reserve parachute bridle will not be used, and so it should be folded, fastened using two elastic bands, and positioned under the cover behind the pilot's neck.



The two connections should be made using screw-lock karabiners with a breaking strength of at least 1,400 kg. It is important to verify that the length of the bridle is sufficient to position the reserve parachute inside the harness pocket, and that there is sufficient play to enable the parachute to be taken out of the pocket without causing the reserve parachute deployment bag itself to open during extraction.



CAUTION:

To prevent abnormal side loads, the cable is hooked to both loops on their respective shoulder-straps. Not only to one of the two.

Do not put any objects inside the bridle container.

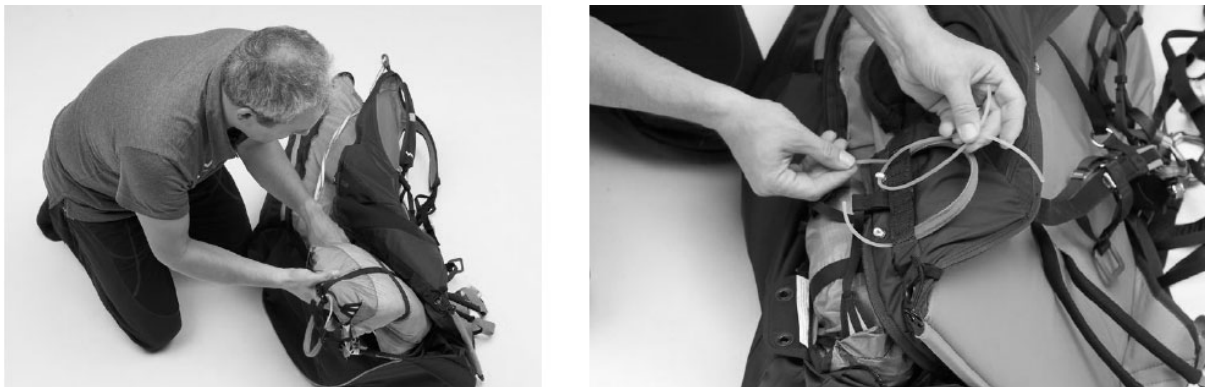


2.1.3 - Inserting the reserve parachute

Insert the parachute in the harness container with the handle visible toward the outside and with the ropes facing downward.

Position the handle in its specific lodging and ensure that the Velcro sewn on the handle attaches to the Velcro on the harness.

Introduce a thin rope (paragliding funicular strip type) into each elastic loop which you will use to help close the container. Introduce the elastic loops into the smallest of the eyelets under the handle.



Take the bridle cover zip and the second zip that closes the other end of the container to their start point under the emergency parachute handle. Close the zip on both sides about 20 cm.

Close the external part of the container as shown in the photo, taking care during this phase that none of the zips open. Insert the two plastic yellow pins into the elastic loops and then under the cover arranged between the two.



After having closed all container parts, it is advisable to check that the two zips under the opening system have been closed correctly. The cord must absolutely be removed at the end of this phase, and must be extracted slowly in order to avoid damaging the elastic loops due to excessive friction between the parts. In the end the two zips should be completely closed until introducing the zips pull under the cover at the opposite end.



CAUTION:

Each new combination of reserve parachute and harness that is assembled for the first time must be inspected by an official reseller of the harness or the reserve chute or a flight instructor to verify that it can be effectively deployed. Checks should be carried out by hanging in a flight simulator. Deployment of the emergency chute must be perfectly possible from the normal flying position.

The paraglider harness and the emergency parachute opening system are not suitable for use in free falls and in strong shocks. Its bearing structure has been designed, tested and certified to withstand emergency parachute opening shock in accordance with the standard requirements for paragliding.

This does not mean that the other parts of the harness will not become damaged due to emergency parachute opening shock. 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.

2.1.4 - Compatible reserve parachutes

The emergency parachute volume must be lower to 5 lt.

2.1.5 - Extracting the reserve parachute

It is very important to periodically feel for the position of the reserve parachute deployment handle during normal flight, so that the action for reaching for the reserve parachute handle becomes instinctive in an emergency.

The deployment procedure is as follows in emergency situations:

- Look for the reserve parachute 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 connecting edge is turned upward, grip straps "D" or the brakes and break down your paraglider.
 - If instead the connecting edge of the glider is turned downward, pull back strap "D" or a brake and have the glider rotate with the connecting edge upward and then pull both brakes or straps to help break down your paraglider.
- On landing, adopt an upright body position and ensure that you perform a "parachute landing fall" to minimise the risk of injury.

2.2 - Harness adjustments

THRONE offers the possibility of adjusting the back inclination, the chest width and the shoulder height in order to guarantee optimum position for the pilot. Some time is required to find this optimum position, but the time spent will be well compensated in exceptional flying comfort.

THRONE is supplied already 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.



Before carrying out any adjustment the reserve parachute must be inserted.

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 rear pocket.



Back position adjustment
Paragraph 2.2.1

①

Back position adjustment
Paragraph 2.2.2

②

Chest-strap adjustment
Paragraph 2.2.3

③

2.2.1- Back adjustment

This adjustment allows you to select the inclination of the torso with respect to the vertical flight axis.



2.2.2 - Shoulder-pad adjustment

Adjustment of the shoulder pads compensates for the variation in pilot height and the adjustment buckle is located at the apex of the same. 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.



2.2.3 - Chest-strap adjustment

The chest strap controls the distance between the two karabiners, which can vary from 36 to 48 centimetres. For the first flight, we suggest setting the chest strap to around 40 cm and then locating the preferred length in flight by means of gradual adjustment. When the chest strap is shorter and tighter, stability is greater. An excessive distance between karabiners does not improve glider performance, and tightening the chest strap excessively may exacerbate the “twist” effect that may follow an asymmetric collapse of the sail.

At shoulder strap height, we can also find a small coupling that acts as a shoulder strap fastener and prevents the shoulders from coming out during take-off run. The plastic coupling also holds a practical whistle which can be helpful in the event of an emergency.

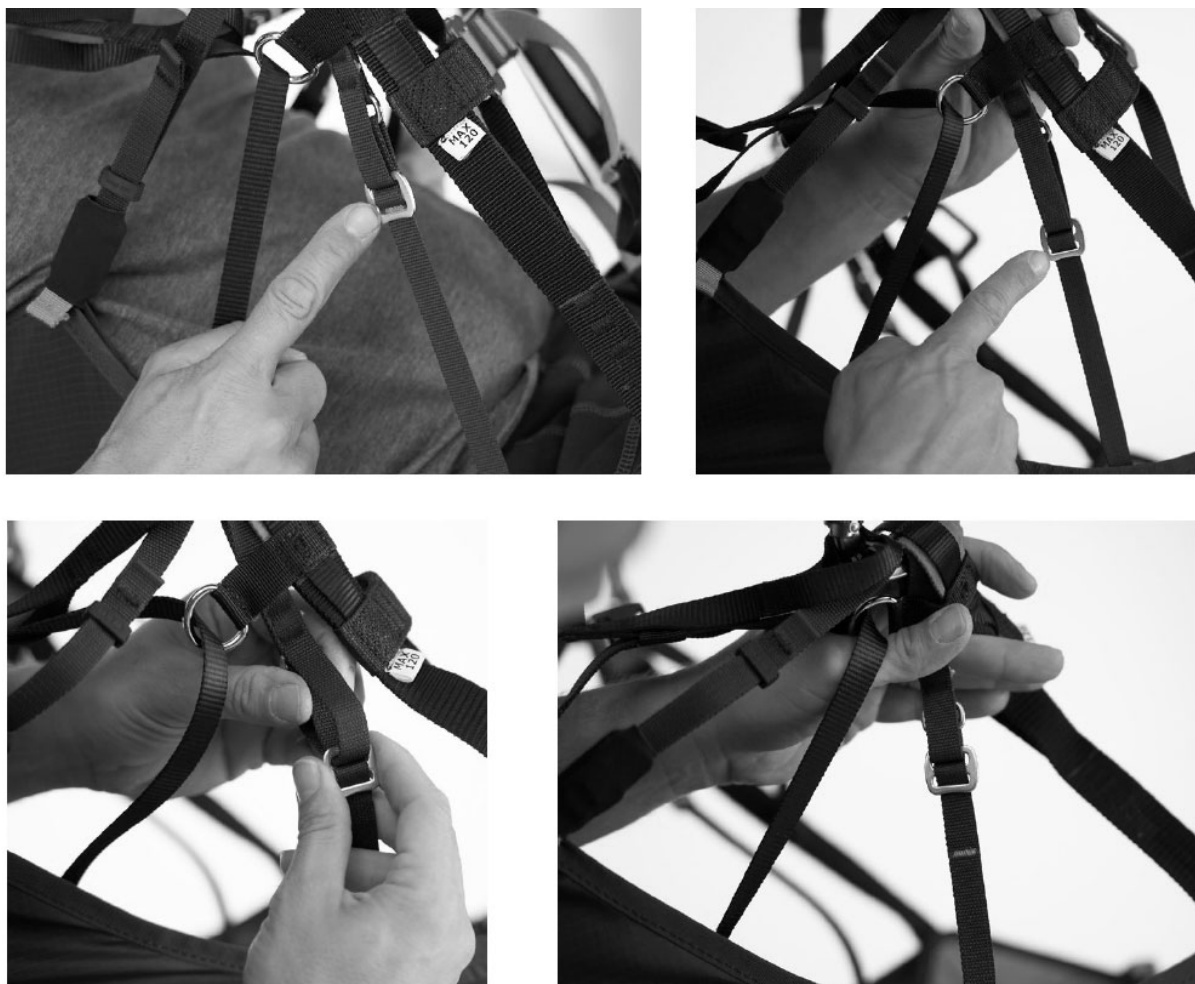


CAUTION:

Each adjustment must be carried out symmetrically on both sides.

2.2.4- Seat position adjustment

This adjustment varies the angle between the legs and the back (seating depth), distributing the load between the seat and the back, thereby providing the pilot with greater comfort.



3-FLYING WITH THRONE

3.1 - Preflight checks

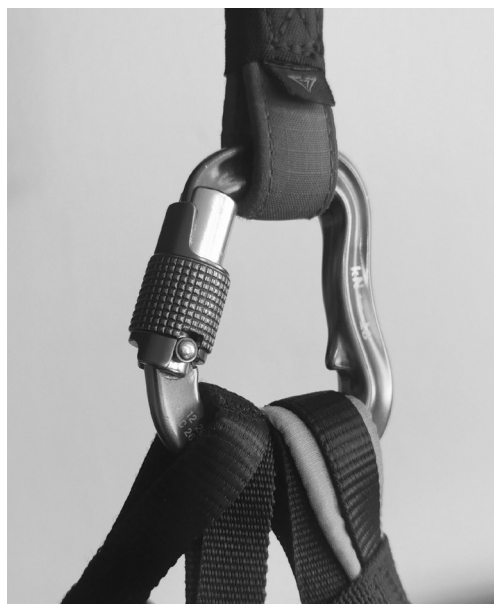
For maximum safety use a valid and complete preflight inspection method and repeat the same sequences mentally for each flight. Check that:

- The reserve parachute handle is fastened in its correct position, and the pins are firmly inserted
- The pockets and zips are closed
- All the buckles are closed
- The paraglider is connected correctly to the harness, and that both karabiners are locked closed by means of their locking system
- 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 by simply fastening the "GET-UP" strap, or rather closing the buckles present on the chest strap with those of the leg straps, on both the right and left sides. This simple operation must be performed and checked carefully for safe flight.



Attachment to the wing



3.2 - Pockets

In flight configuration, THRONE has a spacious rear pocket, in which a rucksack for transport can be stowed. You can place clothing and a camel-bak in the remaining space. On the sides of the harness there are two elastic mesh pockets with safety loops where you can secure your items and zipper.



In rucksack configuration, an elastic Lycra pocket, used for transporting telescopic poles, is provided on the left side. Another convenient elastic Lycra pocket is provided on the right side to hold bottles or other objects, which can be reached even with the rucksack on your shoulders. On the top part of the rucksack there is a very useful and versatile elastic rope where you can secure clothing or other items externally. Just above the elastic cord is a small zipped pocket which contains the expandable net for the helmet, useful for externally fastening your helmet to the rucksack to gain extra space inside. The elastic net can be adapted to any type of helmet and is fitted on the top end with two plastic couplings for fixing it over the zipper on the top pocket.





3.3 - Camel-bak

THRONE is designed for camel-bak or similar hydration system installation and use both in rucksack and in harness configuration. Before take-off, position the camel-bak in its special compartment inside the rear pocket. Pass the hose through the plastic hole which is already set at the top of the harness and run it under the two elastic straps of the left shoulder-pad as shown in the photo. During transport, leave the camel-bak inside the rucksack and have the hose exit from the special hole set in between the shoulder-pads.



3.4 - Tandem flying

THRONE can be used for a tandem passenger

3.5 - Flying over water

Using THRONE on flights over water is not recommended. In the event of forced landing in water, there is the possibility that the protection, still full of air, will hold the pilot under water. 777 recommends using a suitable life jacket when flying above water.

3.6 -Winch launch

THRONE harnesses can be used for towed launches. The tow bridle release should be hooked directly to the main karabiners, ensuring that the karabiners are positioned with the opening bar facing the rear. For further details see your tow hook instructions or ask a qualified towing instructor at your air field.

3.7 - Landing with THRONE

Before landing, slide your legs out of the seat 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 or Airbag, which provides exclusively passive protection. Standing up before landing is an active safety precaution, and it is much more effective than passive forms of protection.

3.8 - Disposing of the harness

The materials used in a paragliding harness require correct disposal. Please give your harness back to us instead of throwing it away, we'll take care of its correct disposal.

3.9 - Regulations for behaviour in natural environments

Please respect the nature and landscapes that surround us when practising sport. 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.

4 - REFOLDING THE HARNESS, STOWING THE GLIDER AND USING THE RUCKSACK

To pass from harness to rucksack configuration, completely open the back pocket and enlarge the backpack inside. Turn the entire structure upside down and fold the seat against the harness back, leaving the whole set of belts and buckles inside the sandwich that is created between the back and seat. Take the rear part of the harness pocket and position it about the sandwich, locking everything using the red fastex fasteners. Put the previously folded paraglider above the harness air bag.



Place the paraglider above the rear pocket and, finally, the closing of the rucksack. For easier zipper closing, crush the rucksack so as to remove remaining air inside the paraglider and the air bag.



You will have enough space at the top to stow a helmet, instruments and some clothing accessories.

When preparing for flight, perform operations in reverse order and, finally, fold the part of the rucksack in the rear harness pocket.

5 - CHARACTERISTICS AND INSTALLATION OF OPTIONAL EQUIPMENT

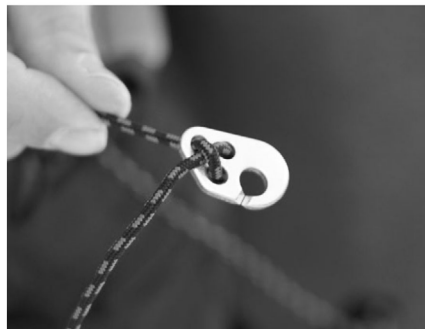
5.1 - Installation and adjustment of the speed system

After having adjusted the sitting position to the optimum configuration, the speed-system pedal must be adjusted. This harness is compatible with all common types of speed-system pedals.

The elastic in front of the board that retains the speed-bar keeps the handle of your reserve parachute from becoming tangled in the event it is deployed. The pedal cords should be passed first through the rings fixed to the elastic in front of the board, then in the harness through the eyelets near the front corners of the seat, then through the sheaves located near the rear corners of the seat. To adjust the system correctly, the pilot has to adopt a flying position in the harness, suspended from a flight simulator, and hook into the risers of the paraglider or have another person then help by supporting the risers, so the pilot can adjust the length of the speed-system cables. The pedal must be released at a distance of no more than 10 cm below the front of the harness. 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 safest to take off with the speed-bar a little too long, progressively shortening it during the next flights.

To retain the speed-bar during the take-off run, use the straps coming out from the eyelets and tie them to the speed bar. This system also allows you to use the speed-bar straps with adjustment of the central ropes.

Remember that all adjustments have to be performed symmetrically, on both sides.



5.2 – Relax - bar

All our harnesses can be fitted with a special relax-bar, with the exception of those harnesses where this tool is already built-in. 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.

5.3 – Quick-out karabiners

THRONE provides the possibility of using “quick-out” karabiners. For correct installation see the use booklet provided with the karabiners themselves.



6 - MAINTENANCE AND REPAIR

Check the harness after every impact, bad landing or launch, or in the case that there are signs of damage or excessive wear. We recommend having your harness checked by your retailer every two years, and replacing the main karabiners every five 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 while damp or wet. Keep your harness as clean as possible by 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 a mild soap. Allow the harness to dry naturally in a well-ventilated area away from direct sunlight.

If your reserve parachute ever gets wet (e.g. in a water landing) you must remove it from the harness, dry it and repack it before putting it back in the container.

Repairs and replacement of harness components cannot be performed by the user, but exclusively by the manufacturer or staff authorised by the manufacturer. The manufacturer and authorized service staff alone can use materials and techniques ensuring correct product functionality and its complete conformity to product certification. Zip fasteners should be kept clean and lubricated with silicone spray. In the case of making any request to an official retailer or 777 for maintenance operations, please quote the complete identification number shown on the silver label in the rear pocket. In order to create a high-performance, lightweight harness, the materials used are of excellent quality, but have a lower weight per square meter with respect to standard harnesses. Therefore, pilots should take the utmost care when using and packing the THRONE harness. Correct use will extend harness life. We hope that you enjoy great flights and happy landings with THRONE!

7 - WARRANTY

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

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 holds true for damage attributable to accidents, emergency parachute opening shock or normal wear

8 - CERTIFICATES OF APPROVAL

9 - TECHNICAL DATA

Distance between karabiner and seat	Size S cm 43; M cm 45; L cm 47; XL cm 48,5
Distance between karabiners (min. max.)	Size S cm 36-47; M cm 36-48; L cm 36-49; XL cm 36-49.5
Polypropylene seat size S dimensions	Width Rear 33 cm; Width Front 30.5 ; Depth 34.7 cm
Polypropylene seat size M dimensions	Width Rear 35 cm; Width Front 32 ; Depth 36.5 cm
Polypropylene seat size L dimensions	Width Rear 37 cm; Width Front 34 ; Depth 38.5 cm
Polypropylene seat size XL dimensions	Width Rear 38 cm; Width Front 34.5 ; Depth 39.5 cm
Total overall weight of the reserve handle, protection and karabiners	S = 2.6 Kg; M = 2.75 Kg; L = 2.9 Kg; XL = 3.2 Kg
Type of dorsal protection	Airbag
Type of straps	Get-Up
Reserve parachute housing	Container under the seat with side handle
Limit of use	120 daN

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 owner's manual is subject to change without prior notice.

Latest update: MAY 2024