

Triple Seven

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R-light 4

introduced

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Introduction

Welcome

Welcome to the Triple Seven Team! We are delighted that you have chosen to fly the R-light 4 and are confident that this glider will support the next stage of your progression as a pilot. We wish you many safe, rewarding and memorable flying adventures!

Triple Seven Mission

Our goal is to create high-quality, technologically innovative paragliders across a wide range of classes and applications. We strive to develop state-of-the-art wings that achieve an optimal balance between safety and performance, with production in Europe.

Your success inspires us; helping you achieve it is our goal.

Manual

This manual contains the product information and operating instructions required to familiarise you with the main characteristics of your new glider. It explains the correct use, care and maintenance of the wing. However, it is not intended to teach paragliding or to replace professional flight instruction. Flying techniques must be learned through an accredited flying school and under the supervision of appropriately qualified instructors.

Read this manual carefully before your first flight. A thorough understanding of your equipment is essential for safe operation and will help you make full use of the glider's capabilities. If you lend or transfer the glider to another pilot, ensure that this manual accompanies the wing.

If any aspect of the use of Triple Seven equipment remains unclear after reading this manual, contact your paragliding instructor, your local Triple Seven dealer or importer, or Triple Seven directly. This manual may be revised without prior notice. Please consult www.777gliders.com for the latest product information.

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The R-light 4. Who is it for?

The R-light 4 is aimed at experienced B-class pilots who want high XC performance in a lighter and more compact package. It is equally suited to pilots stepping up from a lower category and experienced pilots moving down to the B class while still expecting rewarding performance and precise handling.

Its lightweight construction makes the R-light 4 particularly attractive to pilots who combine flying with travel, hike & fly or vol-bivouac adventures, where every gram and every litre of packing volume matters. Effortless inflation and predictable handling also make challenging or remote take-offs easier to manage. For pilots who want to explore further, travel lighter and still have a capable XC wing above them, the R-light 4 brings these qualities together in one refined package.



Before flight

Elements, components

The R-light 4 is supplied with an inner bag, compression strap and Triple Seven T-shirt.

Assembly

Before heading directly to your first take-off, take time to unpack and familiarise yourself with the equipment on a suitable training slope. This allows you to prepare the glider without unnecessary pressure or distraction and to carry out a thorough initial pre-flight inspection.
Choose a flat, obstacle-free area with light wind. These conditions will allow you to inflate the wing safely and become familiar with its behaviour during ground handling.
Every glider must be checked by a Triple Seven dealer. As the pilot, however, you are also responsible for carrying out your own complete pre-flight inspection.

Spread the glider as you normally would and inspect the canopy fabric for damage or abnormalities while walking along the wing. Once the canopy has been checked, take the risers and lay out the lines. Verify that the risers and maillons are correctly assembled and securely closed. Identify and separate the A1, A2, B and C risers and all suspension and brake lines. Connect the main riser attachment points correctly to the harness, ensure that there are no twists, and confirm that the main carabiners are securely closed.

Harness

The R-light 4 passed EN-B certification testing with a GH/ABS-type harness. The certification permits use with most harnesses available on the market; however, harness design and the effectiveness of weight shift can significantly influence the handling and feedback of the glider. Consult the harness manufacturer or your instructor if you are uncertain whether your harness is suitable.

Chest-strap length affects the distance between the main carabiners, the glider's handling and the pilot's stability in the harness. Tightening the chest strap increases roll stability, but can increase the risk of riser twist following a collapse and may also increase the tendency to remain in a deep spiral. A more open chest strap generally provides greater feedback from the wing and can improve climbing efficiency. We strongly recommend using chest-strap dimensions consistent with those used during certification.

According to the EN test configuration, the carabiner spacing is:
- up to 80 kg: 40 +/- 2 cm
- 80 to 100 kg: 44 +/- 2 cm
- over 100 kg: 48 +/- 2 cm

For your first flight on the R-light 4, we recommend using a harness with which you are already familiar. When evaluating new equipment, change only one major component at a time.

Accelerator settings

Before connecting the accelerator system to the R-light 4 risers, verify that the speed system inside the harness is routed correctly and that all pulleys operate freely. Ensure that there are no knots, twists or obstructions that could cause the accelerator to jam during use.

Adjust the speed-bar line length on the ground so that full accelerator travel is reached when your legs are fully extended. The lines must also be long enough to ensure that the speed system does not apply any acceleration when released. If you are unsure how to set the accelerator correctly, consult your instructor or a Triple Seven dealer.

Brakes adjustments

Brake-line length is set by the manufacturer and corresponds to the configuration used during certification testing. It is established and fine-tuned during development and should not normally require adjustment. Changes should only be made when required during an authorised glider inspection in order to restore the certified dimensions.

Weight range

Each R-light 4 size is certified for a defined take-off weight range. Take-off weight includes the pilot, the glider, harness, reserve and all other equipment, accessories and optional ballast. Wing loading affects the glider's handling and flight characteristics. Always fly within the certified weight range. To determine your take-off weight, stand on a scale while carrying all equipment packed as it would be for flight.

Lower half of the weight range

As with any paraglider, flying the R-light 4 in the lower half of its certified range generally reduces agility. In turbulence, the relative tendency to collapse may be greater than at higher wing loading; however, reactions following a collapse are typically less dynamic and the sink rate is improved. Pilots who mainly fly in weak conditions may therefore prefer the lower part of the range.

Upper half of the weight range

Flying in the upper half of the certified range generally increases stability, agility and speed, and can improve glide performance when flying into wind. Pilots who regularly fly in stronger conditions or prefer more dynamic handling may favour the upper part of the range. Be aware that reactions following a collapse may also be more dynamic at higher wing loading.

Wing inflation

While still on the training slope, and after completing the initial checks, inflate and ground-handle the wing to become familiar with its behaviour. This also provides a final opportunity to confirm that the canopy and lines are correctly arranged and free from defects.

The R-light 4 inflates smoothly and easily, requiring little force or forward pressure. For inflation, use the A1 risers only. Do not pull the risers using only your arms; allow your whole harness and body movement to provide the main force, while your hands simply guide the rising wing. Once the canopy is overhead, apply the appropriate brake pressure to stabilise it.

Modifications on the glider

Any modification to the suspension lines or the riser speed system invalidates the glider's certification. Flying outside the certified weight range likewise places the wing outside its certified configuration.

Preflight safety

Before flying the R-light 4, you must have completed the appropriate practical and theoretical training and hold the qualifications required to fly this class of wing. Pilots must be physically and mentally fit, use complete and suitable paragliding equipment, and fly only in conditions appropriate to their level of experience.

First Flight

Once you have familiarised yourself with the R-light 4 through ground handling on a training slope, you can prepare for your first flight. Choose a flying site you know well and make the first flight in calm, suitable conditions.

Preflight check equipment

Carry out a complete pre-flight inspection before every flight, including a check of the rest of your equipment. Develop a consistent routine and use it every time. The exact sequence may vary depending on your training, equipment and whether the wing is normally stored connected to the harness, but the essential checks must never be omitted.

On arrival at take-off, first assess whether the weather, wind and site conditions are suitable for flight.
As you spread and prepare the wing, inspect the canopy.
After checking the lines and connecting the risers to the harness, run the lines through your fingers while walking towards the canopy to confirm that they are untangled, unobstructed and undamaged.

Final preflight check

Put on and secure the harness. The leg straps should be the first straps connected at take-off and the last released after landing. Confirm that all buckles are correctly fastened and that you are wearing a suitable helmet.lmet.

Check the risers for twists and verify that the carabiners are securely closed. Confirm that the speed system is not pulling on the risers or unintentionally accelerating the glider.

Check all lines. The A-lines should be uppermost and all lines must be free of tangles. Confirm that no line passes over or underneath the canopy.

Check the canopy. It should be laid out in a clean arc with all cell openings unobstructed.

Check the wind, take-off area and airspace. Conditions must be suitable for take-off and appropriate to your level of experience. Ensure that both the launch area and relevant airspace are clear.

Inflation, control, take-off

The R-light 4 has straightforward take-off behaviour and requires no special technique beyond correct forward- or reverse-launch practice. Divide the launch into three distinct stages:

1. Inflate and raise the glider
2. Control the wing and complete the visual wing check
3. Accelerate smoothly and take off

Regular practice of correct launching techniques reduces workload and unnecessary stress at take-off.

Wind speeds of approximately 25-30 km/h should be regarded as strong and require additional care and appropriate experience. In strong wind, use a reverse-launch technique and maintain correct control of the brake handles. Raise the glider with a gentle input and, if necessary, move towards the wing to reduce the relative airflow. Once the canopy is stable overhead and fully checked, proceed with take-off.

Line knots or tangles

If a knot or tangle is not detected before an unintended take-off, your first priority is to maintain control and create safe separation from the terrain and other pilots. Use weight shift and/or the minimum necessary counter-brake on the unaffected side to maintain a safe course away from the mountain.
Do not over-brake or allow the glider to fly excessively slowly, as this can lead to a stall or spin. Once you have sufficient terrain clearance and altitude, you may gently and briefly pull the affected line. If the knot involves a brake line, a smooth, short pumping action may help release it.
Be aware that pulling on tangled lines can tighten the knot or escalate the situation into a stall or spin. If the glider remains controllable but the knot does not release after gentle corrective action, discontinue further attempts, fly directly to a suitable landing area and land safely.

Accelerated flight

Once you are fully comfortable with the R-light 4 at trim speed, begin practising use of the speed system. Accelerated flight can improve progress into wind and through sinking air. The R-light 4 is designed to remain stable throughout its speed range, but accelerated flight requires active piloting. All paragliders are less stable when accelerated; the probability of collapse increases, and reactions to a collapse can be more dynamic than at trim speed.
Avoid accelerated flight close to the ground and use particular caution when applying the speed system in turbulence. Use progressive accelerator input and control direction primarily with weight shift. Pitch can be managed by varying accelerator pressure. Do not pull the brakes while using the speed bar. If you feel a loss of canopy pressure or line tension, or if a collapse occurs, release the accelerator immediately before applying any other corrective input. Maintain greater terrain clearance whenever flying accelerated.

Active flying

Active flying is a fundamental skill for intermediate and advanced pilots. It involves continuous awareness and timely correction of pitch and roll movements in order to keep the canopy pressurised and positioned above the pilot, while reducing the likelihood of deflations and collapses.

Few examples:

When entering a strong thermal, the wing may momentarily remain behind the pilot. Reduce brake input as necessary to allow the canopy to accelerate and return overhead.

If the wing surges ahead, apply sufficient brake input to control the surge, then release the brakes progressively so that the wing can resume normal flight.

If you feel a loss of pressure on one side of the wing or reduced brake pressure, smoothly apply brake on the affected side and/or weight shift to the opposite side until pressure is restored. Then return the controls and weight shift to neutral and allow the glider to resume normal flight.

The key is to avoid over-correction and to avoid holding corrective input longer than necessary. After each intervention, allow the wing to recover its normal flying speed. Many of these movements can be understood and practised safely through ground handling. Good coordination with the wing on the ground supports faster progression in active flying. An appropriately supervised SIV course is the next step for developing a deeper understanding of the brake range, wing dynamics and recovery techniques.

Flying in turbulence

Deflations can occur in strong turbulence. The R-light 4 is designed and tested to recover without pilot input in almost all situations when the brakes are released and the wing is allowed to fly.

Cascade of events

Many reserve deployments result from a cascade of events caused by pilot over-correction. The problem is often not the initial input itself, but the duration for which excessive input is maintained. After every correction, allow the wing to re-establish its normal flying speed. In some situations, excessive correction can be more hazardous than no input.

Asymmetric deflations

Strong turbulence can cause an asymmetric collapse. Before a collapse, reduced pressure may be felt through the brake lines and harness; this feedback can be used during active piloting to prevent the deflation. If an asymmetric collapse occurs, the R-light 4 will normally re-inflate without pilot input, although the glider may turn towards the collapsed side.

Maintain the desired course by weight shifting and applying appropriate brake input on the flying side. Take care not to over-brake the open side. Once the course is stabilised, the collapsed side can be actively reopened by applying a firm, smooth brake input on that side and releasing it again. Repeat with controlled pumping inputs if required. After recovery, release the brakes and allow the wing to regain trim speed. Asymmetric collapses are significantly more dynamic during accelerated flight because of the higher energy and the relative inertia of the canopy and pilot.

Symmetric deflations

Symmetric or frontal deflations normally reopen quickly without pilot input. The glider then regains airspeed and may surge slightly forward. To actively manage the event, apply a small amount of symmetric brake input as the collapse occurs, then release the brakes promptly so that the wing can resume flight. Be prepared to control the forward surge as the canopy returns to normal flight.

Wing tangle, cravat

A cravat is unlikely on the R-light 4 but can occur after a severe deflation or during a cascading sequence when a wingtip becomes trapped in the suspension lines. Pilots should be familiar with the correct recovery procedure before flying. Familiarise yourself with the 2b3 line on the ground. If a cravat occurs, first maintain the safest possible flight path using weight shift and counter-brake on the open side. Then take the 2b3 line on the affected side and pull it down until it becomes tensioned; the trapped wingtip will normally release. If a cravat develops into a low-altitude rotation, or if the risers are twisted and control cannot be maintained safely, deploy the reserve parachute.

Negative spin

A negative spin is far outside normal R-light 4 flight but can be induced under certain circumstances. If it occurs, progressively release the brake input and allow the wing to regain flying speed. Be prepared to control the resulting forward surge with appropriate brake input if necessary.

Full stall

A full stall does not occur spontaneously in normal flight. It is induced by applying and holding full brake input on both sides. Incorrect brake release from a full stall can produce a severe forward surge and create a risk of falling into the canopy. The full stall is a complex manoeuvre and is outside the scope of this manual. It should only be learned and practised during an SIV course under professional supervision.

Deep stall

In a deep stall, the wing has little or no forward speed while descending at a high sink rate, despite remaining largely inflated. The R-light 4 is very unlikely to enter this state unintentionally. A deep-stall tendency may be increased by flying very slowly in turbulence or, on an old glider, by increased canopy porosity or changes in line length. During supervised SIV training, pilots will find that the R-light 4 is difficult to maintain in deep stall: excessive brake input can lead to a full stall, while releasing too much brake allows the wing to return to normal flight. Pilots wishing to practise deep stall during SIV training should first have mastered the full stall.

Measurement and ranges (according to Table 8)				Classification
Symmetric control pressure	Symmetric control travel (cm)			—
	max. weight in flight up to 80 kg	max. weight in flight 80 kg to 100 kg	max. weight in flight greater than 100 kg	—
Increasing	Greater than 55	Greater than 60	Greater than 65	A
Increasing	40 to 55	45 to 60	50 to 65	C
increasing	35 to 40	35 to 45	35 cm to 50	D
Increasing	Less than 35	Less than 35	Less than 35	F
Approximately constant	Greater than 55	Greater than 60	Greater than 65	B
Approximately constant	40 to 55	45 to 60	50 to 65	C
Approximately constant	35 to 40	35 to 45	35 to 50	F
Approximately constant	Less than 35	Less than 35	Less than 35	F
Decreasing	any	any	any	F

Fast decent techniques

Every pilot should be thoroughly familiar with fast-descent techniques, as they can be essential in certain situations. These manoeuvres should first be learned as part of formal paragliding training and should subsequently be practised under professional supervision during an SIV course.

Big ears

Big ears provide a relatively safe way to increase the sink rate while retaining moderate forward speed. Before initiating the manoeuvre, remove any brake-line wraps from your wrists and place a foot on the speed bar without pressing it. Pull the outer A-lines (2a3 in the line plan) symmetrically on both sides. As long as the 2a3 lines remain pulled, the wingtips remain folded and the sink rate increases. Once the ears are established, releasing approximately 10 cm of tension can help stabilise them and reduce flapping. To return to normal flight, release the 2a3 lines. If necessary, use short, controlled brake impulses to assist reopening. Release big ears at least 100 m above the ground. Because big ears reduce airspeed, we recommend using approximately half accelerator after the ears have been established to maintain sufficient horizontal speed and further increase the sink rate. Do not use the 2b3 or 2c3 lines for this descent technique, as doing so may cause a stall. Always establish big ears before applying the accelerator. Do not accelerate first, as

this increases the risk of a frontal collapse.

B stall

During a B-stall, the glider has virtually no horizontal speed and the sink rate increases to approximately 8 m/s. To enter the manoeuvre, take hold of the B risers immediately below the maillons and pull both sides symmetrically by approximately 20 cm. To exit, release both B risers quickly and simultaneously. The R-light 4 will make a gentle forward dive and has no pronounced tendency to remain in deep stall.

Spiral dive

The spiral dive is the most demanding of the three descent techniques described here and should only be learned progressively, with substantial altitude and under professional SIV supervision.

To enter a spiral, weight shift towards the desired side and gradually apply brake on the same side. Allow the glider to accelerate through approximately two turns until the spiral develops. Control sink rate and bank angle primarily with the inner brake; depending on the steepness of the spiral, some outer brake may also be required.

To exit, return to a neutral weight-shift position and progressively release the inner brake. The R-light 4 has no inherent tendency to remain in a stable spiral, but every pilot must understand the recovery procedure for a stable spiral.

To recover from a stable spiral, weight shift to the outside of the turn and apply outer brake until the rotation begins to decelerate. Then release the outer brake and allow the glider to reduce its rotational energy over the following turns. A short inner-brake input before the final exit can help reduce a large pendulum movement.

Warnings (Spiral dive):

High-G spiral dives can cause loss of consciousness. Never perform a spiral dive with a sink rate greater than approximately 16-18 m/s.

In a fast spiral, outer-brake input may be required to initiate the exit.

Practising spiral dives at low altitude may leave insufficient height or time for a safe recovery.

Winch launch

The R-light 4 is straightforward to launch by winch and has no special characteristics specific to this launch method. Winch launching nevertheless requires dedicated training and a thorough understanding of the procedures and hazards associated with towing.

Aerobatics

The R-light 4 is not designed for aerobatic flying and must not be used for aerobatic manoeuvres. Extreme manoeuvres also place unnecessary loads on the glider and can significantly reduce its service life.

Primary controls failure

If the brake lines cannot be used for any reason, steer the glider primarily with weight shift and proceed to a suitable landing area. If necessary, the C risers may also be used for directional control. Use C-riser input with great care. Excessive or abrupt C-riser input can cause a stall or negative spin. For the final landing phase, fly at trim speed and avoid C-riser steering close to the ground. Weight shift is the preferred control method.

Landing

Like its take-off behaviour, the R-light 4's landing characteristics are straightforward. In turbulent conditions, approximately 15% brake input may improve stability and feedback. Before touchdown, adopt an upright standing position so that your legs can absorb the landing safely and effectively. Regular landing practice is strongly recommended, particularly to develop the precision required for small or unfamiliar cross-country landing areas. Learn to assess wind direction from ground indicators and from your drift during turns. In stronger winds, plan the approach with sufficient height to ensure that the intended landing field remains reachable, and always identify suitable alternatives downwind.

SIV course

SIV courses are an excellent way to deepen your understanding of glider behaviour and emergency manoeuvres. They complement, rather than replace, the active-flying skills developed in real atmospheric conditions. We recommend attending SIV training only with licensed, reputable instructors who are familiar with the construction and configuration of the wing you are flying. For the R-light 4 certification manoeuvres, an additional folding line was fitted in accordance with EN requirements. This line enables a controlled asymmetric collapse that can be difficult to reproduce using a conventional SIV pull. Please note that damage resulting from SIV training is not covered by the Triple Seven warranty.

Maintenance

General advice

Careful maintenance and correct handling will help preserve the airworthiness, performance and service life of your R-light 4:

Pack the glider promptly after landing. Do not leave it unnecessarily exposed to UV radiation, as sunlight degrades both canopy fabric and lines.

Pack the glider using the method described in the packing section.

If the glider is damp or wet when packed, partially unfold it at home and allow it to dry completely. Never dry the wing in direct sunlight.

Avoid violent impacts, particularly striking the leading edge against the ground.

Do not drag the glider over the ground or rocky terrain, as this can damage the canopy and suspension lines.

Do not step on the canopy or lines, especially when they are lying on a hard surface.

Avoid contact with salt water, as it can damage the lines and canopy material. If exposure occurs, rinse thoroughly with fresh water.

Avoid sharply bending or kinking the suspension lines.

Do not attempt to open or inflate the glider in strong wind before the lines have been completely sorted.

Protect the glider from excessive heat, humidity, UV exposure and chemicals.

Packing instructions

Correct packing helps prolong the service life of the glider. We recommend concertina folding the wing so that the profiles and leading-edge reinforcements are neatly aligned side by side. The wing should then be folded in three sections using two folds and packed as loosely as practical. Ensure that no insects, vegetation or foreign objects are trapped inside the canopy, as these can damage the fabric. Careful packing protects the internal structure and helps preserve the glider's long-term performance.

Storage

Store the correctly packed glider in a dry place at normal room temperature. Never store it while damp, wet, sandy or contaminated with salt, and ensure that no foreign objects remain inside the cells. Keep the equipment away from chemicals.

Cleaning

When cleaning is necessary, use fresh water and a soft cloth only. Do not use detergents, solvents or other cleaning chemicals on the canopy or lines. Remove stones, sand and other debris from the canopy, as repeated abrasion will gradually damage the material and shorten the glider's service life.

Repair

Small canopy damage of less than approximately 5 cm may be repaired using suitable ripstop repair tape. Larger damage, stitched repairs and suspension-line repairs must be carried out by a specialised repair facility. Damaged lines should be replaced by a Triple Seven dealer. A replacement line must be checked against the corresponding line on the opposite side to ensure the correct length. After any line repair or replacement, inflate and inspect the wing on the ground before the next flight. Major repairs, including panel replacement, must only be performed by Triple Seven or an authorised Triple Seven distributor. If you are uncertain about the condition of the wing or the appropriate repair, contact Triple Seven.

Checks and control

To maintain airworthiness, the R-light 4 must be inspected periodically to verify that it remains within the parameters of its EN-certified configuration and to help maximise its service life. We recommend a line and trim inspection every 100 flight hours or every 24 months, whichever occurs first. The lines have to be checked under 5 DaN with a mximum tollerance of 10 mm

To perform a periodic inspection of a Triple Seven wing, the inspection facility must comply with the PMA Standard for Periodical Inspection of Paragliders, including the following procedures and requirements:

- Porosity measurement procedure
- Line measurement procedure
- Line strength evaluation procedure and applicable tolerances
- Fabric strength evaluation and minimum required values

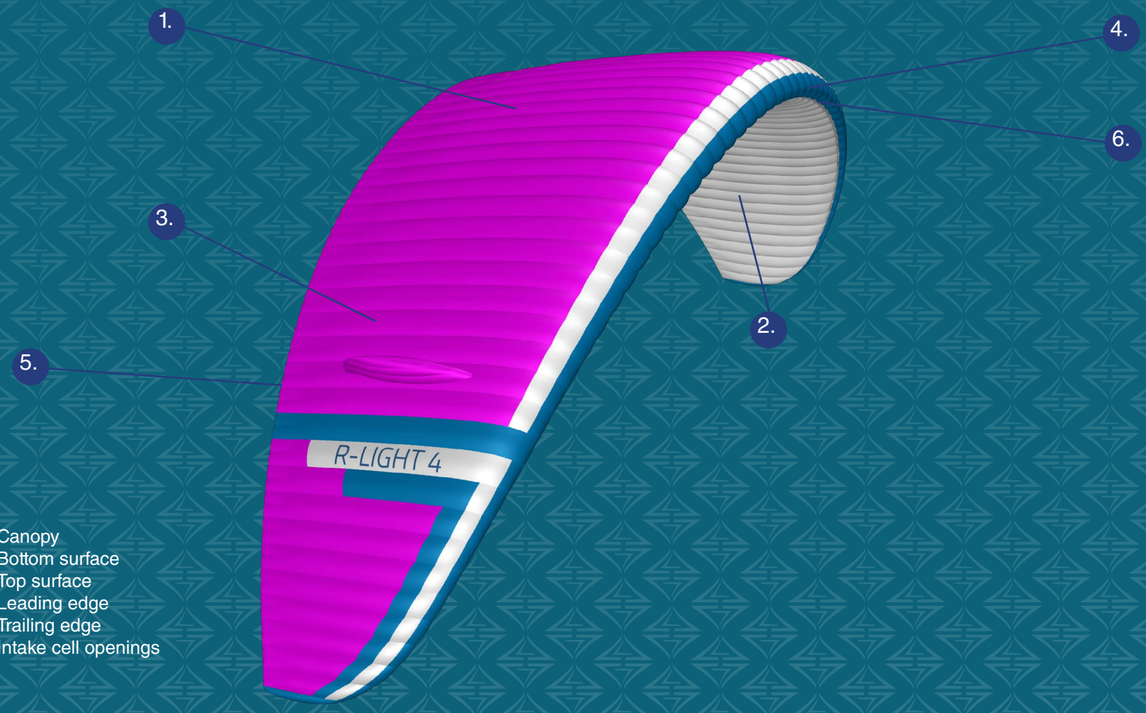
- We recommend making a loop in the BC-system line on the carabiner side after 20-30 hours of use to compensate for the slight initial stretch that may occur in this line.
- After 300 hours, we advise changing the brmain line.

There are no other adjustable or variable devices.

Technical data



1. Suspension lines
2. Risers
3. Main lines
4. Middle cascades
5. Upper cascades
6. Brake lines



1. Canopy
2. Bottom surface
3. Top surface
4. Leading edge
5. Trailing edge
6. Intake cell openings

Technical data

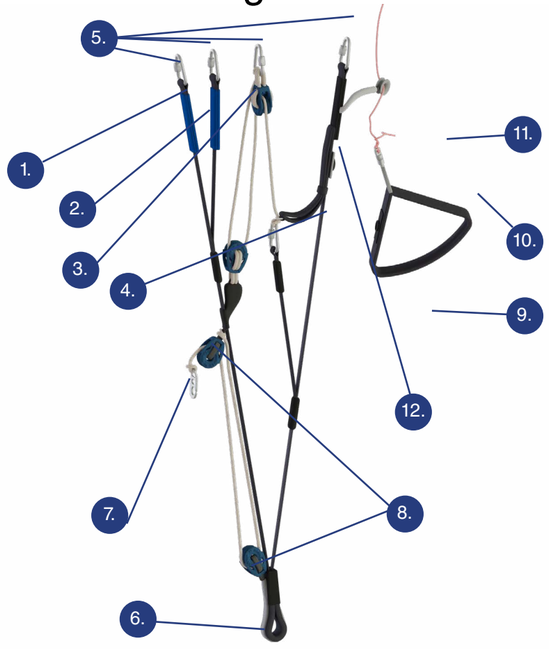
		R-light 4 S	R-light 4 MS	R-light 4 ML	R-light 4 L
	Cell number	61	61	61	61
Flat	Area (m²)	22.9	25.1	26.9	28.2
	Span (m)	11.4	12.0	12.4	12.7
	Aspect ratio	5.75	5.75	5.75	5.75
Projected	Area (m²)	19.3	21.2	22.7	23.8
	Span (m)	9.1	9.6	9.9	10.1
Projected	Aspect ratio	4.34	4.34	4.34	4.34
Trimmers	NO	Riser lengths (difference not more than ±5 mm from the lengths specified in the			
Risers		A	B	C	
R-light 4 S	Length mm	470	470	470	Standard
	Length mm	366	426	470	Accelerated
					Distance between pulleys 104 mm
R-light 4 MS	Length mm	520	520	520	Standard
	Length mm	360	410	500	Accelerated
					Distance between pulleys 160 mm
R-light 4 ML	Length mm	540	540	540	Standard
	Length mm	390	440	540	Accelerated
					Distance between pulleys 150 mm
R-light 4 L	Length mm	530	530	530	Standard
	Length mm	366	426	530	Accelerated
					Distance between pulleys 164 mm

In-flight weight		S	MS	ML	L
	Minimum kg	70	80	90	100
	Maximum kg	85	98	108	115
	Wing weight	3200	3500	3700	3900
Certification		B	B	B	B

Materials description

R-light 4	All sizes
CANOPY	FABRIC CODE
Leading edge	MJ32MF P/D Coating
Upper surface	D10
Bottom surface	D10
Profiles	Skytex Porcher 27 hard
SUSPENSION LINES	FABRIC CODE
Upper cascades	A-8001 Magix Pro
Upper cascades	A-8001 Magix Pro
Middle 1 cascades	A-8001 Magix Pro
Middle 2 cascades	A-8001 Magix Pro
Main	A-8001 Magix Pro
Brake upper	A-8001 Magix Pro
Brake middle 1	A-8001 Magix Pro
Brake middle 2	A-8001 Magix Pro
Brake main	TSL 220
RISERS	FABRIC CODE
Material	7 mm Kevlar-reinforced nylon
Pulleys	Polarwave pulleys

R-light 4 risers arrangement



1. A1 riser
2. A2 riser (ears)
3. B riser (B-stall)
4. C riser
5. Maillons
6. Main attachment point
7. Speed bar attachment point
8. Speed-bar pulleys (200 mm)
9. Brake handle
10. Brake-line pulley
11. Main brake line
12. Brake-handle clip
13. R-light 4 has no trimmers or any other adjustable or removable device

Safety and responsibility

Paragliding is an inherently hazardous activity involving the risk of serious injury or death. Safety depends to a significant extent on the judgement, competence and actions of the pilot. By purchasing and using this equipment, you confirm that you are a qualified paragliding pilot and that you understand and accept the risks associated with paragliding. Improper use or misuse of paragliding equipment substantially increases those risks.

The designer, manufacturer, distributor, wholesaler and retailer cannot guarantee your safety when using this equipment and accept no responsibility for damage, injury or death resulting from its use, to the extent permitted by applicable law. This equipment must only be used by appropriately trained, qualified and competent pilots. Do not use it if you have not received the required training.

As the pilot, you are responsible for understanding the correct and safe use and maintenance of this equipment, using it only for its intended purpose, and applying appropriate safety procedures before and during every flight.

Guarantee

Triple Seven WARRANTY:

All Triple Seven products are warranted for 24 months against defects in materials that are not the result of normal wear, misuse or accidental damage.

Spare parts

For spare parts, contact info@777gliders.com.
Spare lines can be ordered through:
https://777gliders.com/ordering-spare-lines/

Enviromental information and recycling instructions:

At the end of its usable life, your paraglider should be disposed of responsibly. Do not dispose of the wing with regular household waste.
Whenever possible, we encourage giving the materials a second life. Organizations such as the Summit Foundation, or similar recycling and upcycling initiatives, may be able to reuse paraglider fabrics and components for new products or other purposes.
If reuse or upcycling is not possible, contact your local waste-management or recycling authority for information on the appropriate disposal and recycling options available in your area. Different components of the paraglider, including fabric, lines, metal parts and plastics, may require separate disposal.

Registration information

To make full use of Triple Seven maintenance and warranty services, register your glider on our website. We also encourage registration of second-hand gliders so that we can provide effective product support.

Triple Seven Warranty & Product Registration:

http://www.777gliders.com/tripleseven/support

Get involved

As a Triple Seven pilot, you are welcome to contact us with technical or practical questions relating to your equipment. We also invite you to share photos, videos and stories from your flying adventures. Join the Triple Seven community, share your passion for flying and enjoy your R-light 4!

Contact

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Online resources

For complete support, the latest news and product information, visit:

Official website:
www.777gliders.com

Facebook:
www.facebook.com/TripleSevenParagliders

Instagram:
www.instagram.com/triplesevengliders

Newsletter registration:
www.777gliders.com/newsletter/subscriptions

Questions and suggestions

General questions:

info@777gliders.com

