



Manual V1.0-10/22

1- Presentation

L The Grasshopper Mk2 is a pod harness, seated position, available in 3 sizes, equipped with an inflatable protection.

Its particularity, like its predecessor, is to have the reserve on the front and its risers attached to it.

Thus, when you close your chest strap, your reserve is armed. This system makes it almost impossible to take off without having your waist strap/ventral closed (the rescue drags behind the feet).

Built in resistant materials, it is nevertheless light and extremely comfortable.

Please note, the use of a pod harness requires adaptation if you are flying with a seated harness.

It will take about twenty flights to get used to this change.

Also note that the inflatable protection is not a device that fully guarantees your safety or your physical integrity.

The best protection is your decisions! Act accordingly!

The GH2 is equipped of 2 lateral pockets, 1 under seat front pocket and 1 large pocket in the back (40l)

The maximum rider weight is 100 kg! Certified according the EN 1651.

Size Chart :

S : 150-165cm

M : 165-180cm

L : 180-195cm

2- Installation/setup

a- Harness :

**Mount the foot plate, chamfer forward in the pocket intended for this purpose.
Mount the carabiners, opening towards the rear, taking the carrier strap and the lumbar/shoulder adjustment strap.
Red link on the left, green on the right.**



**The accelerator is already in place, however, check that it is correctly routed and adjusted.
You can shorten it or lengthen it on its connection to the pedal.**

Adjusting the harness is relatively simple.

You should start by adjusting the seat:

- adjustment of seat depth/backrest inclination (1): pull or release the 2 side straps. Make sure that the buckle is in line at the end of the adjustment and that it is well covered by its lycra sock.

- adjustment of the shoulder straps (2): pull or release the 2 shoulder straps.

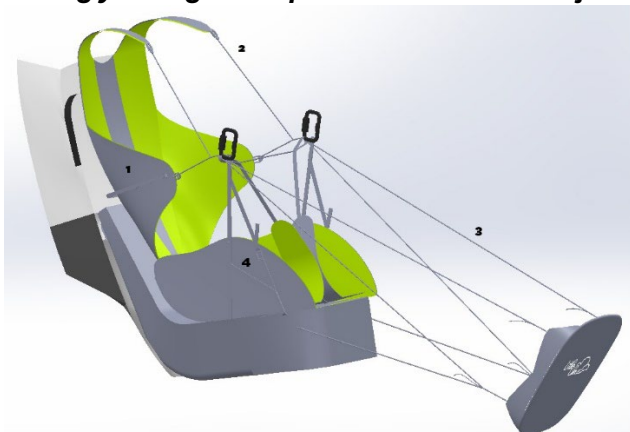
Make sure that the buckles are in line at the end of the adjustment and that it is well covered by its lycra sock.

Do not put too much tension on the shoulder straps, a fine adjustment can be made using the chest strap.

- now adjust the length of the lines of the cocoon (3), the 6 lines are fitted with a lark's head, the foot plate with 4 knotted ropes.

Take care to adjust their length at the same knot position in order to maintain an ideal tabletop angle.

- adjust the seat straps (4). Release them completely. Pull on the straps to put them just in tension. This is the ideal setting for LC. If you pull more, you will put more angle to your seat by raising your legs. This position can be uncomfortable on long flights.

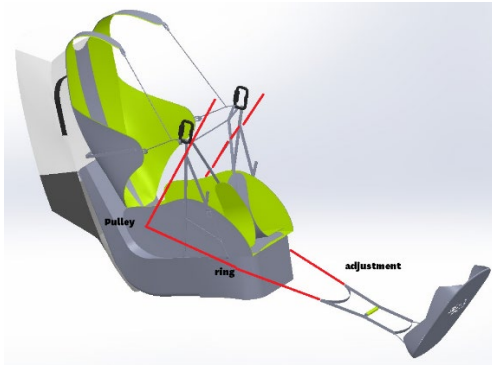




- finally, close each side of the pod and adjust their tension. You have to put the lowest possible tension while having a tight cocoon.
By putting too much tension, it will be more difficult to grab and enter the pod after takeoff.

Before the first flight, take the time to adjust your accelerator. The adjustment is made at the connection on the accelerator pedal.

The Harness is delivered with the Speedbar already setup.



b- Reserve

The container must be secured to the chest strap by means of the Velcro flap.
Make sure of its symmetry.



Mount the reserve risers supplied with the harness on your reserve according to the manufacturer's recommendations.

Fit the rescue handle.



Attach the risers of the reserve to the buckles of the chest strap, by using the Velcro flap.



Insert the reserve into the container, taking care to fit the risers behind it, so that half of the reserve protrudes from the middle plane (reserve in a vertical position).



Close the flap and Velcro the rescue handle onto it.

Pass each of the 6 needles through their respective red loop, guided under the neoprene tunnels.

Be careful never to pass more than one needle per loop.





If necessary, adjust the container volume compression straps.



Always perform a static test to check that everything is ok/compatible and put it back in place, along with the 6 needles.

The container accepts parachutes whose volume varies from 2.5 to 4l.

Follow the manufacturer's recommendations for packing your reserve

c- Protection

The protection is already mounted on your harness.

However, if you have to remove it, just open the zip located on the front of the harness, remove the locking clip, and remove the protection from the front.

For reassembly, do the procedure in reverse then inflate it so that it is in place.

Check its airproof ability regularly.

Inflation by mouth does not pose any particular problems according to our tests.

However, beware of the accumulation of humidity which could lead to mold over time.

You can use the bag supply to inflate the protection too: open the bag, get it filled up with air. Close it in rolling the top. Plug it to the inflatable pipe and transfer the air. Repeat until it's properly filled up!

Do not hesitate to regularly move the locking clip so as not to create a fold on the tube and to maintain a good seal.

If the protection is no longer tight, replace it.

Beware of makeshift repairs that may not resist in the event of an impact.

In the event of impact with the ground during a landing, be sure to check the tightness of your protection.

3- Maintenance

The Grasshopper mk2 is a rather light pod harness, nevertheless its materials are robust. Regularly check its structure, in particular looking for points of wear on the buckles and straps.

Also check the lines of the speed system and its pulleys.

Also check the tightness of the inflatable protection by leaving it inflated overnight, for example (note that a leak can also come from the inflation tube locking clip).

Avoid cleaning your harness, if absolutely necessary, use a damp cloth.

Do not use chemicals!

If repair is needed, please contact a professional repair shop.

Store your Grasshopper away from heat and humidity.

Also note that the carabiners provided have a lifespan of 5 years or 500 hours.

4- Use

To go flying, inflate the inflatable protection using the inflation tube, either by mouth or with the bag supplied with the harness.

The inflation is considered sufficient if you are unable to depress/deform the protection at the level of the seat by more than 1cm with your finger.

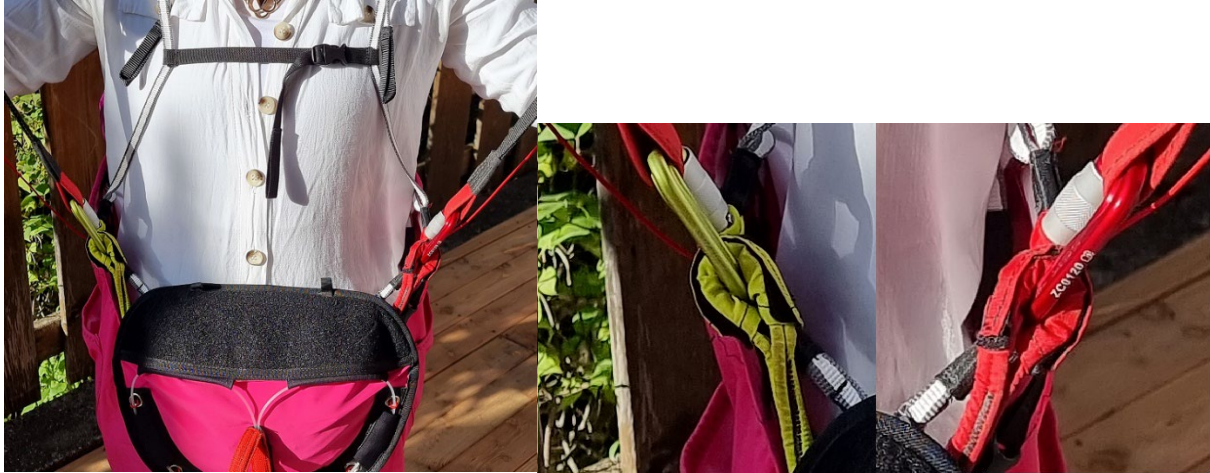
Close the tube by firmly pressing the clip. Check that the tube is not leaking.

After putting your bag in the back pocket, close the zip completely.

Put on the harness, close the chest strap on both sides.

Close each side of the pod, taking care of no overlaying line.

Finally clip the chest strap.



Attach the risers of the glider to the main carabiners, then the 2 sides of the speed bar.

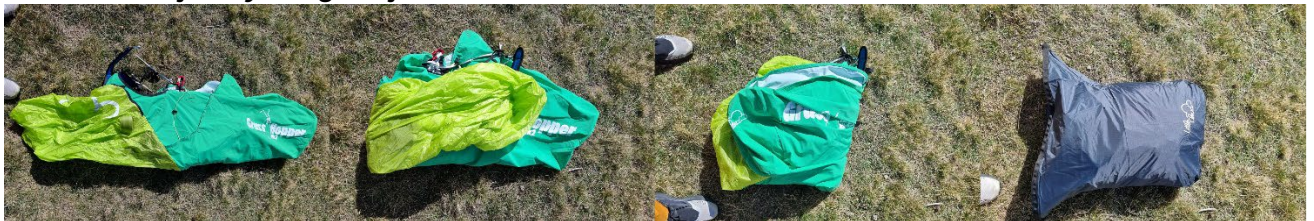
Check your emergency handle and needles.

Check that your accelerator is free of movement.

The settings can be modified in flight, except those of the foot plate.

However, we advise you to properly adjust your harness on the ground.

Folding: deflate the protection, put the reserve on the seat, fold it in half, fold down the backrest and finally bring the footboard back.



This harness is ok for winching under the supervision of a professional! Be careful that there is no interaction between the release system of the towing cable and the reserve container.

Use the main carabiners for this!

Should you ever need to use your rescue:

- Grasp the handle with your left hand or your right hand depending on the configuration of the incident
- Pull to unfasten the needles and tighten the strap that connects the handle to the rescue until the rescue comes out of the container
- Throw it vigorously

Once the rescue opens, straighten up and brace yourself for ground impact.

If you have time, try to neutralize your canopy (by the Cs for example) and bring it back to you.



You must do everything you can to avoid having to pull the rescue!

5- Contact

DLCO

Le Villaret

05120 ST martin de queyrieres

France

info@littlecloud.fr

www.littlecloud.fr

6- Reserve folding

Dates :	Observations :

