RACE



WoodyValley

Manual Edition 1.1- 02.2024


RACE

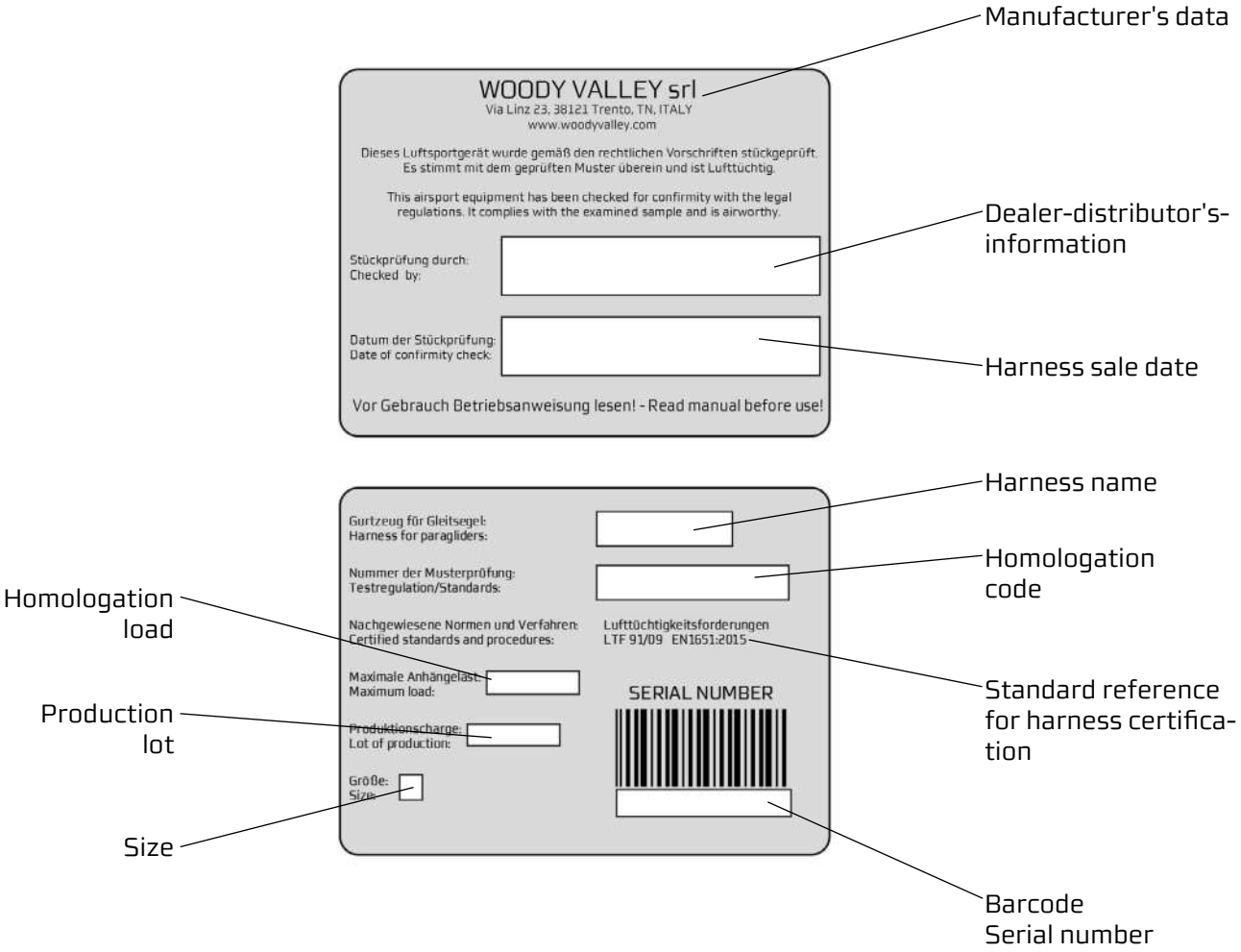
Woody Valley

Congratulations on purchasing a WOODY VALLEY product.
All our products are the result of meticulous research in constant collaboration with pilots from all over the world. This is why your feedback is so important. Your experience and collaboration enable us to constantly enhance our harnesses, to always extract the maximum potential from every Woody Valley creation.

MANUFACTURER'S INFORMATION:

WOODY VALLEY s.r.l.
via Linz, 23 - 38121 Trento - ITALY
Tel +39 0461 950811
Web: www.woodyvalley.eu
E-mail: info@woodyvalley.com

HARNESS LABELS INFORMATION



THANK YOU

Thank you for choosing a Woody Valley product. We invite you to carefully read the harness user manual, paying particular attention to the two most important paragraphs concerning:

INSERTING THE RESERVE PARACHUTE.
The reserve parachute is a life-saving tool, it must be in working condition when needed, whether it is used in two days or two years.
HARNESS ADJUSTMENTS.
The harness connects the pilot and the wing, enabling performance and enjoyment during flight. A bad, well-fitted harness can make you fly well, but a good, poorly-fitted harness can make you lose the desire to fly.

We trust that this harness will be able to provide you with greater comfort, control, performance and enjoyment in flight. We know very well that reading a user manual may not be exciting. In this case, please keep in mind that the product in question is not a juicer or a mobile phone and that the correct use of the harness greatly helps to reduce the risks of flight accidents. This manual contains all the necessary information to assemble, adjust, fly, and store your harness. A thorough understanding of your equipment enhances your personal safety and enables you to maximize your potential.

The Woody Valley Team

SAFETY NOTE

By purchasing Woody Valley equipment, you acknowledge that you are a paraglider pilot with a valid certificate and accept all risks associated with paragliding, including injury and death. The improper or incorrect use of this equipment significantly increases the risk. Under no circumstances, Woody Valley and the Woody Valley equipment retailer shall be liable for personal injuries, caused to yourself, to third parties or damages of any kind. If any aspect of using our equipment is not clear enough, we recommend contacting your local dealer or Woody Valley directly.

INDEX

1- GENERAL INFORMATION
- 1.1 - Concept
- 1.2 - Protection and safety
- 1.3 - Safety Lock System
- 1.4 - RECCO System
- 1.5 - Handle with care

2 - BEFORE USE
- 2.1 - Reserve parachute
- 2.1.1 - Handle with deployment bag
- 2.1.2 - Connecting the reserve parachute to the harness
- 2.1.3 - Insertion of reserve parachutes
- 2.1.4 - Compatible reserve parachutes
- 2.1.5 - Extracting the reserve parachute
- 2.2 - Harness adjustments
- 2.2.1 - Chest strap adjustment
- 2.2.2 - Shoulder strap adjustment
- 2.2.3 - Seat and back adjustment
- 2.2.4 - Leg cover length adjustment

3- FLYING WITH RACE
- 3.1 - Preflight checks
- 3.2 - Pockets
- 3.2.1 - Rear pocket
- 3.2.2 - Side Pockets
- 3.2.3 - Safety knife pocket
- 3.2.4 - Mesh Pockets
- 3.3 - Camelbak
- 3.4 - Cockpit
- 3.5 - Pee Tube
- 3.6 - Tandem flight
- 3.7 - Flying over water
- 3.8 - Towing hook
- 3.9 - Landing with RACE
- 3.10 - Disposal of the harness
- 3.11 - Rules of behavior in natural environments
- 3.12 - Hooking up the wing

4 - STABILISER
- 4.1 - Stabiliser connection
- 4.2 - Stabilizer and chest strap adjustment
- 4.3 - Black elastic adjustment
- 4.4 - How to store the stabiliser when not in use

5 - STOWING THE HARNESS

6 - SPEED SYSTEM ADJUSTMENT

7 - MAINTENANCE AND REPAIR
    7.1 - Periodic inspection of dorsal protection
    7.2 - Replacing the leg cover

8 - WARRANTY

9 - HOMOLOGATION CERTIFICATES

10 - TECHNICAL DATA

1- GENERAL INFORMATION

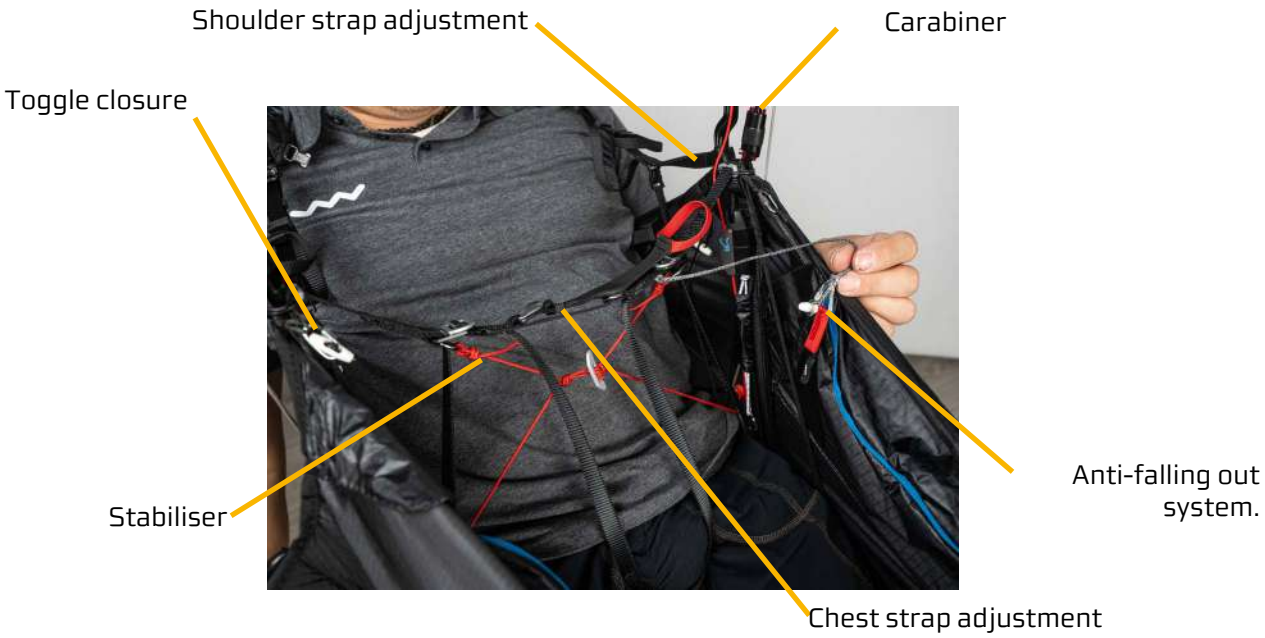
This manual is an integral part of the RACE harness and must be kept carefully for future reference.
If you would like further information, contact your dealer or Woody Valley directly.
It is recommended that the pilot carefully reads this manual before using the harness.

Declaration of conformity
The manufacturer WOODY VALLEY Ltd hereby declares that its products comply with the UNI EN 1651 - LTF 91-09 - CE 2016/425 standards.

This equipment must contain:

Harness
- Carbon foot rest
- Snap hooks
- Rescue handle with integrated deployment bag
- Three-steps speed bar
- Cockpit
- Dorsal protection (inflatable or deformable)
- Leg cover with zip
- Stabiliser
- 2 removable net storage pockets

The main available options are:
- Rucksack
- Safety knife
- Soft bottle



1.1- Concept

The RACE is a Harness designed for paragliding and certified for a maximum weight of 120 kg.

The RACE is an ultra-light harness designed for Hike & Fly, bivouac, XC flights, and pilots who demand high technical performance, precise piloting, and comfort, all in an exceptionally lightweight package. In fact, at only 1879 grams (size M), the RACE is a fully equipped harness, complete with protectors, a speed bar, cockpit, and it benefits from all of Woody Valley's experience.

The harness is equipped with a 'get up' closure system.





1.2 - Protection and safety

The RACE offers two different types of protection, allowing each pilot to choose and purchase the one that aligns with their preferred characteristics.

The first one, called PRS, introduces a new concept in solid protection, made of deformable material and a height of 10 cm. This protection is only EN approved because if subjected to a strong impact it deforms and must be replaced.

The second is called IPE. It is the lightened evolution of our well-known inflatable protection, allowing a reduction in the volume of the harness when folded. This protection holds both EN and LTF certificates.
This protection can be inflated and deflated even when in flight, thanks to the convenient cap.



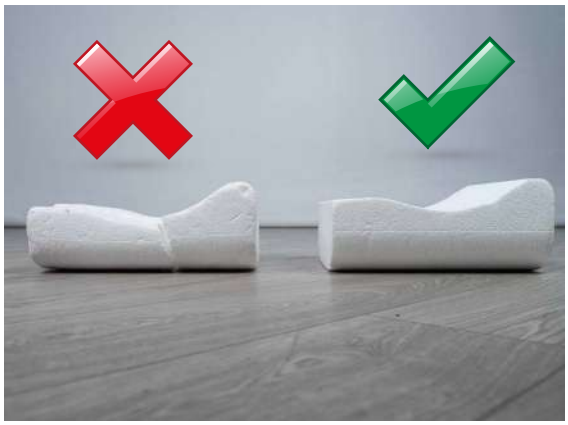


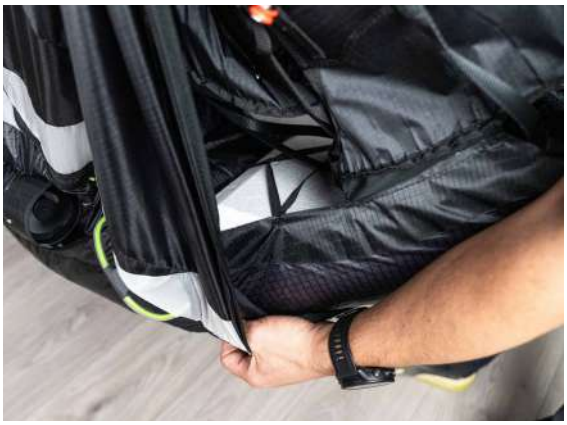
Regardless of the type of RACE harness, the protection is positioned under the seat, supplied with the harness and already assembled by WOODY VALLEY. To ensure the harness is ready for flight.



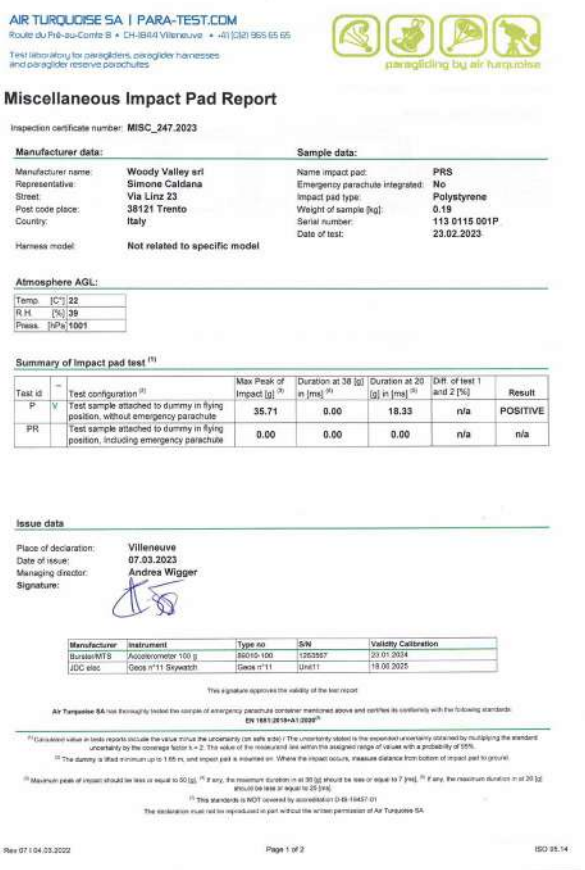


Periodically check the condition of the protection and replace it if necessary. The passage to access the rescue container is located at the lower back. Before removing the protection release it from the elastic. In the same way, but in reverse order, proceed to insert the protection.





Certificate of homologation for the protection.



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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

paragliding by air turquoise

Miscellaneous Impact Pad Report

Inspection certificate number: **MISC_247.2023**

Manufacturer data:

Manufacturer name:	Woody Valley srl
Representative:	Simone Caldana
Street:	Via Linz 23
Post code place:	38121 Trento
Country:	Italy
Harness model:	Not related to specific model

Sample data:

Name impact pad:	PRS
Emergency parachute integrated:	No
Impact pad type:	Polystyrene
Weight of sample [kg]:	0.19
Serial number:	113 0115 001P
Date of test:	23.02.2023

Atmosphere AGL:

Temp.	[C°]	22
R.H.	[%]	39
Press.	[hPa]	1001

Summary of Impact pad test [1]

Test id	~	Test configuration [2]	Max Peak of Impact [g] [3]	Duration at 38 [g] in [ms] [4]	Duration at 20 [g] in [ms] [5]	Diff. of test 1 and 2 [%]	Result
P	V	Test sample attached to dummy in flying position, without emergency parachute	35.71	0.00	18.33	n/a	POSITIVE
PR		Test sample attached to dummy in flying position, including emergency parachute	0.00	0.00	0.00	n/a	n/a

Issue data

Place of declaration: Villeneuve
Date of issue: 07.03.2023
Managing director: Andrea Wigger
Signature:

Manufacturer	Instrument	Type no	S/N	Validity Calibration
Burster/MTS	Accelerometer 100 g	8001-100	1253557	23.01.2024
JDC elec	Geos n°11 Skywatch	Geos n°11	Unit11	18.08.2025

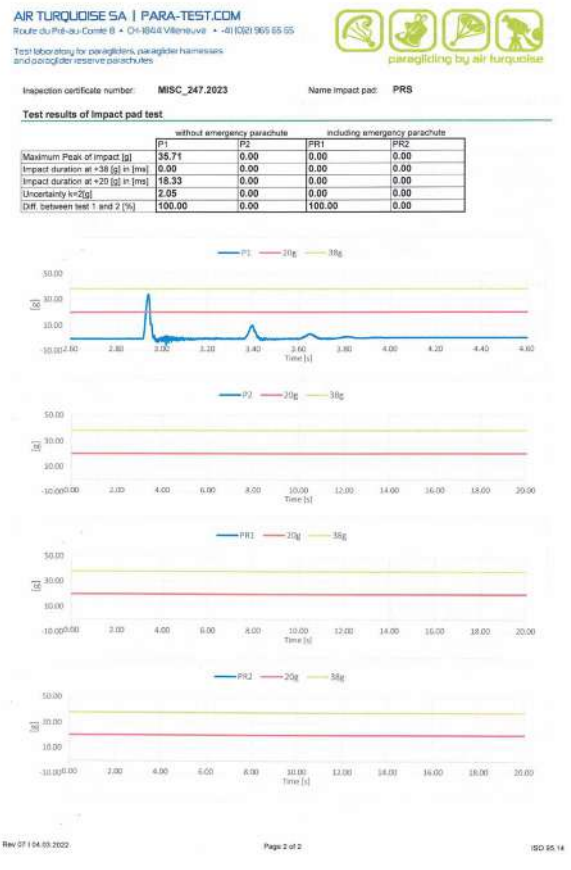
This signature approves the validity of the test report

Air Turquoise SA has thoroughly tested the sample of emergency parachute container mentioned above and certifies its conformity with the following standards:
EN 1651:2019+A1:2022 [6]

[1] Calculated value in tests reports include the value minus the uncertainty (on safe side) / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measurand lies within the assigned range of values with a probability of 95%.
[2] The dummy is lifted minimum up to 1.65 m, and impact pad is mounted on. Where the impact occurs, measure distance from bottom of impact pad to ground.
[3] Maximum peak of impact should be less or equal to 50 [g]. [4] If any, the maximum duration in at 38 [g] should be less or equal to 7 [ms]. [5] If any, the maximum duration in at 20 [g] should be less or equal to 20 [ms].
[6] This standards is NOT covered by accreditation D-IB-19457-01

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Rev 07 | 04.03.2022 Page 1 of 2 ISO 95.14



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paragliding by air turquoise

Inspection certificate number: **MISC_247.2023** Name impact pad: **PRS**

Test results of Impact pad test

	without emergency parachute		including emergency parachute	
	P1	P2	PR1	PR2
Maximum Peak of impact [g]	35.71	0.00	0.00	0.00
Impact duration at +38 [g] in [ms]	0.00	0.00	0.00	0.00
Impact duration at +20 [g] in [ms]	18.33	0.00	0.00	0.00
Uncertainty k=2[g]	2.05	0.00	0.00	0.00
Diff. between test 1 and 2 [%]	100.00	0.00	100.00	0.00

Rev 07 | 04.03.2022 Page 2 of 2 ISO 95.14

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Miscellaneous Impact Pad Report

Inspection certificate number: **MISC_273.2023**

Manufacturer data:		Sample data:	
Manufacturer name:	**Woody Valley srl**	Name impact pad:	**IPE**
Representative:	**Simone Caldana**	Emergency parachute integrated:	**No**
Street:	**Via Linz 23**	Impact pad type:	**Inflatable**
Post code place:	**38121 Trento**	Weight of sample [kg]:	**0.20**
Country:	**Italy**	Serial number:	**001**
		Date of test:	**12.12.2023**
Harness model:	**Not related to specific model**		

Atmosphere AGL:

Temp.	[C°]	**20**
R.H.	[%]	**47**
Press.	[hPa]	**1000**

Summary of Impact pad test [1]

Test id	–	Test configuration [2]	Max Peak of Impact [g] [3]	Duration at 38 [g] in [ms] [4]	Duration at 20 [g] in [ms] [5]	Diff. of test 1 and 2 [%] [6]	Result
P	V	Test sample attached to dummy in flying position, without emergency parachute	**36.73**	**0.00**	**25.00**	**0.26**	**POSITIVE**
PR		Test sample attached to dummy in flying position, Including emergency parachute	**0.00**	**0.00**	**0.00**	**n/a**	**n/a**

Issue data

Place of declaration: **Villeneuve**
Date of issue: **14.12.2023**
Managing director: **Andrea Wigger**
Signature:



Manufacturer	Instrument	Type no	S/N	Validity Calibration
Buster/MTS	Accelerometer 100 g	89010-100	1263567	23.01.2024
JDC elec	Geos n°11 Skywatch	Geos n°11	Unit11	18.06.2025

This signature approves the validity of the test report

Air Turquoise SA has thoroughly tested the sample of emergency parachute container mentioned above and certifies its conformity with the following standards:
EN 1651:2019+A1:2022[7], NfL 2-665-20

[1] Calculated value in tests reports include the value minus the uncertainty (on safe side) / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measurand lies within the assigned range of values with a probability of 95%.

[2] The dummy is lifted minimum up to 1.65 m, and impact pad is mounted on. Where the impact occurs, measure distance from bottom of impact pad to ground.

[3] Maximum peak of impact should be less or equal to 50 [g]. [4] If any, the maximum duration in at 38 [g] should be less or equal to 7 [ms]. [5] If any, the maximum duration in at 20 [g] should be less or equal to 25 [ms]. [6]The test should be done twice, and the 2nd test the maximum peak should not differe more than 20% from the first test, maximum peak.

[7] This standards is NOT covered by accreditation D-IS-19457-01

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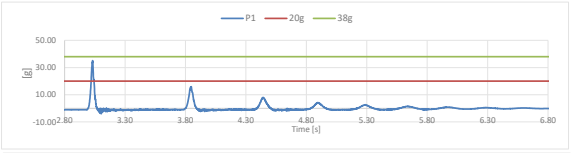
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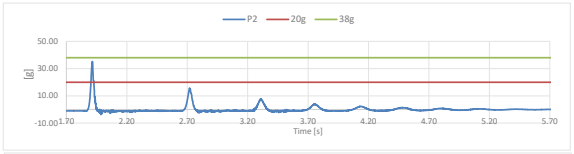
paragliding by air turquoise

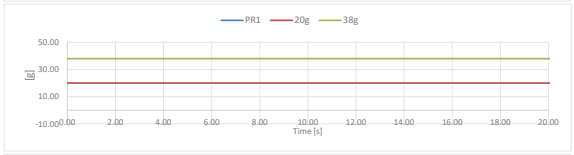
Inspection certificate number: **MISC_273.2023** Name impact pad: **IPE**

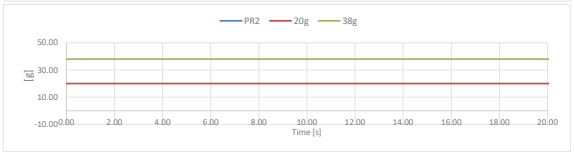
Test results of Impact pad test

	without emergency parachute		including emergency parachute	
	P1	P2	PR1	PR2
Maximum Peak of impact [g]	**36.64**	**36.73**	**0.00**	**0.00**
Impact duration at +38 [g] in [ms]	**0.00**	**0.00**	**0.00**	**0.00**
Impact duration at +20 [g] in [ms]	**25.00**	**25.00**	**0.00**	**0.00**
Uncertainty k=2[g]	**1.54**	**1.54**	**0.00**	**0.00**
Diff. between test 1 and 2 [%]	**100.00**	**100.26**	**100.00**	**0.00**









1.3 - Safety Lock System

To address accidents resulting from pilots forgetting to fasten both the chest straps and leg straps on closed harnesses, the Woody Valley team has developed a new leg-cover closing system.
This system requires the pilot to grasp the leg straps, ensuring that they are securely fastened. This system does not replace the non-engagement of leg straps.





1.4 - RECCO System

RACE is equipped with the RECCO reflector on the left epaulette, a device for searching for anyone in distress in open areas.
Thanks to the RECCO system, large areas can be searched quickly, significantly reducing search times.

The system operates by transmitting a radar signal from the detector during the search. This signal is received and returned by the passive transponder reflector to the detector. The detector then converts it into an acoustic signal to guide the rescuers.

More information can be found at: https://recco.com/

1.5 - Handle with care

The use of lightweight products such as RACE requires special treatment and extra care, as its lightweight materials are more susceptible to damage from inappropriate use.
The lifespan of this product largely depends on how carefully it is used. A light product is more sensitive to mechanical stress of all kinds.

It is recommended not to perform acrobatic or extreme manoeuvres (SIVs included).
Strong stresses, such as the shock of opening the parachute, can cause damage to the harness without compromising its safety; however, such damage is not covered by warranty.



2- PRIOR TO USE

2.1- Reserve parachute

The RACE has a reserve parachute container located under the seat on the right, immediately behind the dorsal protection. The reserve parachute housing is designed for a size M with a maximum volume of 5.6 litres (like our QUADRO 140) suitable for the latest generation of lightweight reserve parachutes. We recommend observing the reserve parachute deployment intervals and filling out the relevant documentation regularly.
The reserve parachute must be attached to the harness before being placed in the built-in container.
The RACE is not suitable for use with an external reserve parachute container.



2.1.1 - Rescue handle with deployment bag

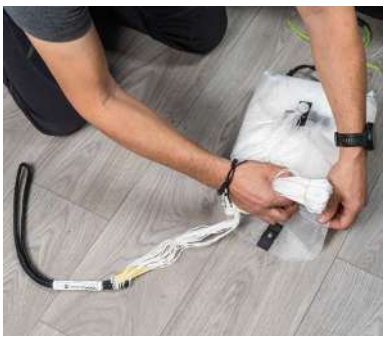
RACE comes with a deployment bag with an attached rescue handle. Do not use any other deployment bags or rescue handles adapted for this purpose. Fold the reserve parachute to fit the dimensions of the inner bag. Refold the reserve parachute lines on the side opposite the deployment handle. Close the inner bag flaps.











WARNING
Check that the length of the bridle line between the handle and the container does not interfere with the reserve parachute lines.



2.1.2- Connecting the reserve parachute to the harness

The RACE does not have an integrated bridle; to connect the reserve parachute to the harness, the reserve parachute loop must be passed directly through both shoulder strap loops.
Next, pass the reserve parachute through the large loop of the reserve parachute bridle. This results in a connection that must be tightened as much as possible to avoid dangerous friction during the opening shock of the emergency.











If your reserve parachute is equipped with a dual bridle, you can connect it to the harness using the two loops on the shoulder straps.
The two connections must be made with screw carabiners with a breaking load of at least 1400 Kg. In each case, verify that the bridle length is adequate to position the emergency inside the built-in container of the harness pocket, leaving enough slack to extract the emergency without causing the launch bag to open during extraction.



WARNING:

Do not put any objects in the emergency bridle pocket.



To avoid abnormal lateral loads, the line must be attached to both eyelets located on their respective shoulder straps. Not only to one of the two.

2.1.3- Insertion of reserve parachutes

Open the zip starting from the closing flap, so as to obtain free passage of the line between the eyelets and the parachute.
After connecting the reserve to the harness using the system explained above, insert the parachute and its bundle into the rescue container. Take care to place the riser bundle towards the bottom of the harness to facilitate opening. Take great care to insert the deployment bag as in the following photos, with the rescue handle connection triangles facing outwards.
Bring the bridle slider to the end of its stroke, proceed by closing the yellow rescue handle pin first in the red slot and then in the following slots. Gradually close the zip up to the back of the pilot's neck and take special care not to unintentionally open it.
After closing the rescue container, place the rescue handle in its specific location; the magnets on the harness and the rescue handle will help with correct positioning. At the end of the operation, check that the two hinges of the opening system are fully closed.

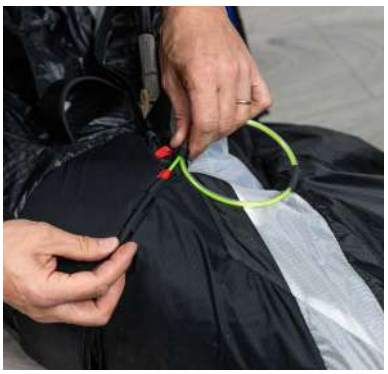





















WARNING:

Any new combination of reserve parachute and harness that will be mounted for the first time must be checked for effective extraction by an official harness or emergency parachute dealer, if not by a flight instructor. The reserve parachute extraction must be perfectly possible from the normal flight position.
The paragliding harness and the reserve parachute opening system are not suitable for use in free fall or for strong shocks.
Its bearing structure is designed, tested, and approved to withstand the opening shock of the reserve parachute, according to the standards required for paragliding flight.
This does not mean that other parts of the harness may not suffer damage due to the opening shock of the reserve parachute. Whether this happens out of necessity in the event of an actual accident or happens voluntarily, such as during a safety course.

2.1.4 - Compatible reserve parachutes

The volume of the reserve parachute must not exceed 5.6 litres, calculated on size M.



2.1.5- Deploying the reserve parachute

It is important to periodically research the position of the launch handle during normal flights to ensure instinctive reaction in emergency situations.
In the event of an emergency situation, the launch procedure is as follows:

- Search for the extraction handle and grip it firmly with one hand.
- Pull out the handle to extract the reserve parachute from the harness pocket.
- Find an open space, and in one smooth motion, throw the reserve parachute away from you and the wing.
- After opening, to prevent the paraglide from interfering with the reserve parachute:
  - if the leading edge is facing upwards, grab the risers "D" or the brakes to collapse your paraglide;
  - While, if the wing has the leading edge down, pull a riser or a brake to rotate the wing with the leading edge up. Then, subsequently, pull both brakes or risers to more easily collapse your paraglide.

When landing, assume an upright position with your body and use a "parachute landing technique" to reduce the risk of injury.

After each parachute deployment, the harness must be inspected by qualified personnel.






2.2 - Harness adjustments

The RACE allows for in-flight adjustment of chest strap width and shoulder strap height. In addition, only on the ground, the pilot can adjust the high back strap, the low back strap, and the length of the leg cover. Finding this optimum position may take some time, but the resulting exceptional flying comfort compensates well for the effort.
The harness is designed to meet ergonomic standards and provide comfort for most pilots.



In contrast to a seated harness, where the height of the back support is not crucial for good comfort, in a reclined harness, the height of the back support is crucial for good comfort and a correct flying position. Therefore, it is important to select the right size, especially in terms of the height of the seat back, without any concern for the seat width. To find the optimal position, we recommend hanging in the harness, simulating the flying position and conditions. Therefore, it is better to insert all the material that you normally take with you on a flight into the rear pocket.

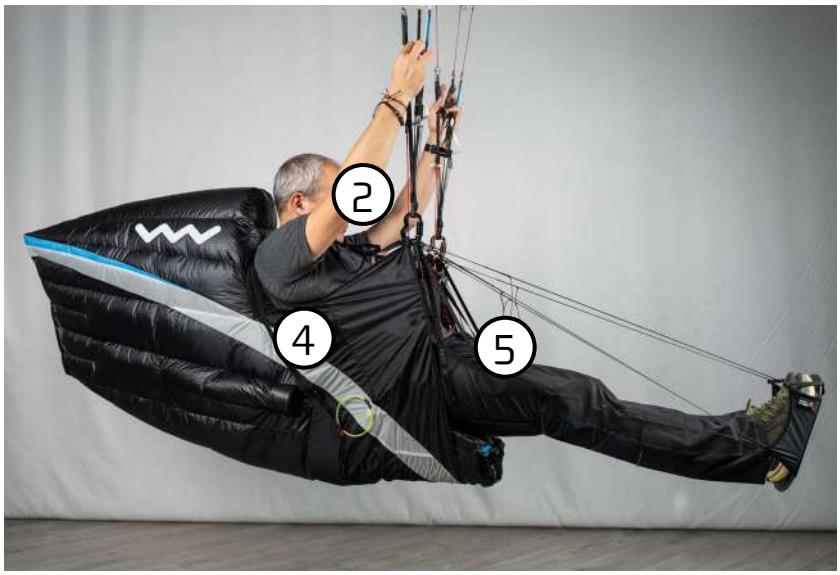
WARNING:

- Before making any adjustments, insert the reserve parachute.
- Each adjustment must be carried out symmetrically on both sides.
- Each adjusting strap must be tightened.



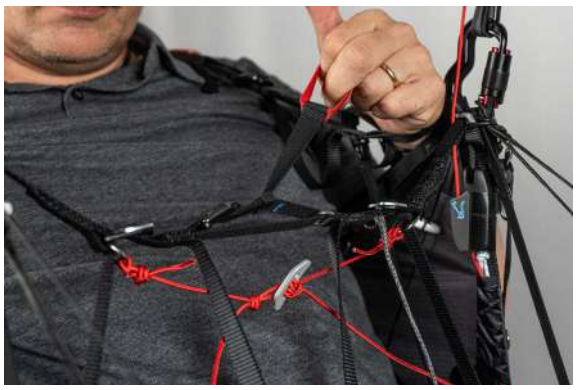
LEGEND:

1.	Chest strap	section	2.2.1
2.	Shoulder strap adjustment	section	2.2.2
3.	Seat adjustment	section	2.2.3
4.	Back adjustment	section	2.2.3
5.	Leg cover adjustment	section	2.2.4



2.2.1 - Chest strap adjustment

The Chest strap adjusts the distance between the two carabiners and has an opening for size M that ranges from 36 to 45 centimetres. For the first flight, we recommend adjusting the chest strap to the red mark and finding the right size in flight with gradual adjustments. Remember that a tighter chest strap provides greater stability. An excessive opening does not improve the performance of the wing, and an excessive closure can accentuate the effect of a possible “twist”; following an asymmetric closure of the wing.





2.2.2 - Shoulder straps adjustment

The adjustment of the shoulder straps compensates for the pilot's height variation and the adjustment buckle is located at the apex of the shoulder straps. The shoulder straps also support some of the weight of the torso for improved comfort.
Adjust the shoulder straps so they adhere to your shoulders without being too loose or too tight.





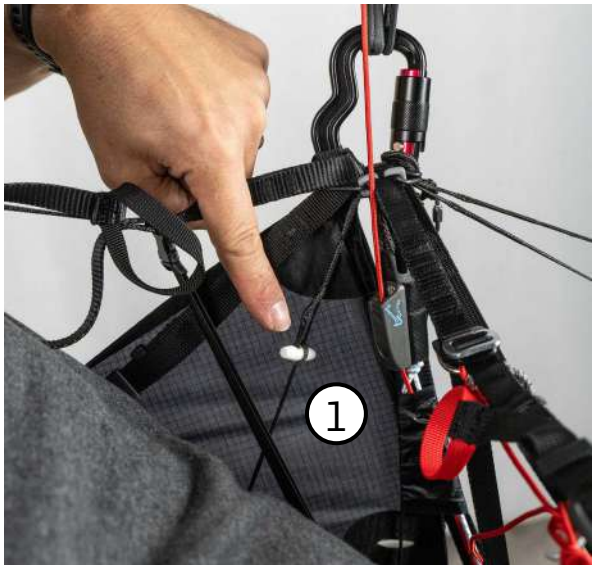


2.2.3 - Seat and back adjustment

In this photo, you can see how the 'side' adjustments are arranged. These two points actually support the pilot from the upper back to the lumbar region.
In addition to supporting the pilot, these adjustments allow the harness to adapt to any type of back for the best comfort.

In detail, adjustment n°1 varies the angle between the legs and the back (seat depth), distributing the loads between the seat and the lumbar strap, thus providing greater comfort to the pilot.
To make this adjustment, move the knot and the white toggle.

The main adjustment for choosing the inclination of the torso in relation to the vertical axis of flight is n°2, the back adjustment.
To change the adjustments, loosen the first strap and subsequently adjust it to the most comfortable point. Once you have completed these steps, tighten the covering strap again to lock the adjustment setting.



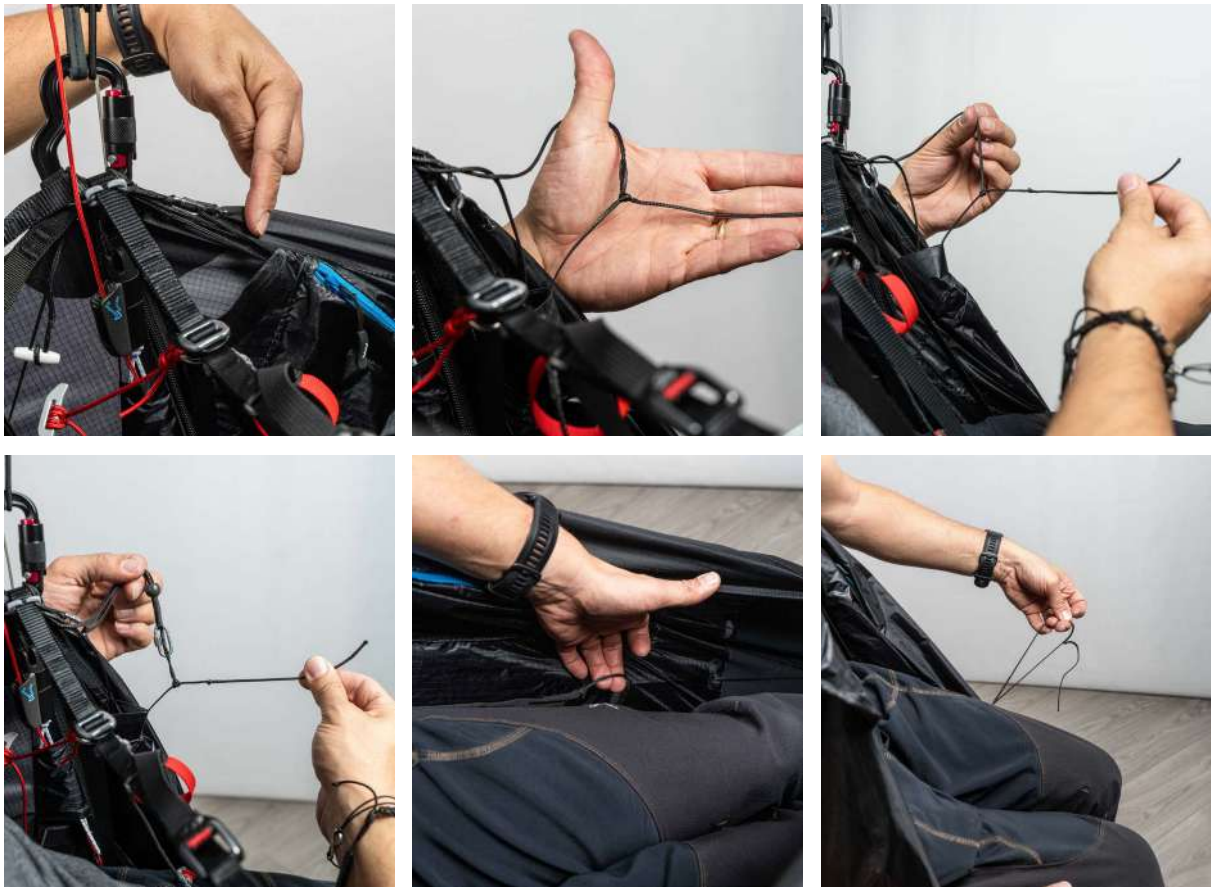


2.2.4 - Leg cover length adjustment

The length of the leg cover can be adjusted by lengthening or shortening the three adjustment lines as needed.
The line starting from the front of the seat reaches the bottom of the footrest, another line from the carabiner arrives here, and a third line, also originating from the carabiner, reaches the top of the footrest.



To change the length, loosen the double loop from the knot, create a new knot at the desired position, and then reposition the double loop at the new knot.



We recommend symmetrical operations on both sides of the harness. Additionally, for comfort, ensure similar tension between the heel lines and those of the upper footrest.

3 - FLYING WITH RACE

3.1- Pre-flight checks

For maximum safety, utilize a reliable and comprehensive pre-flight check procedure, and consistently repeat the same mental sequences prior to each flight.
Check that:

- The reserve parachute handle is correctly secured and the pins are firmly in place.

- Pockets and zips are closed

- All buckles are properly closed.

- The paraglide is correctly attached to the harness and both carabiners are securely fastened by means of their locking mechanism

- Speed bar and stabiliser are correctly mounted to the wing

- The cockpit is attached to the leg cover using velcro

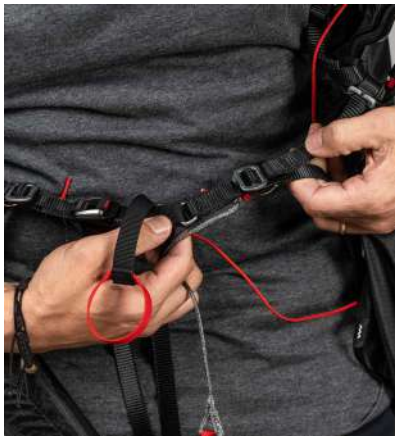


After carefully assessing that the weather conditions are favourable for flying, put on the harness by threading the arms through the shoulder straps, and first close the red stabiliser lines by threading the aluminium anchor from the left side through the right loop. Next, attach the leg straps to the chest adjustment and secure the "GET UP" system by fastening the buckles onto the black connectors on the chest strap, as depicted in the following photos.

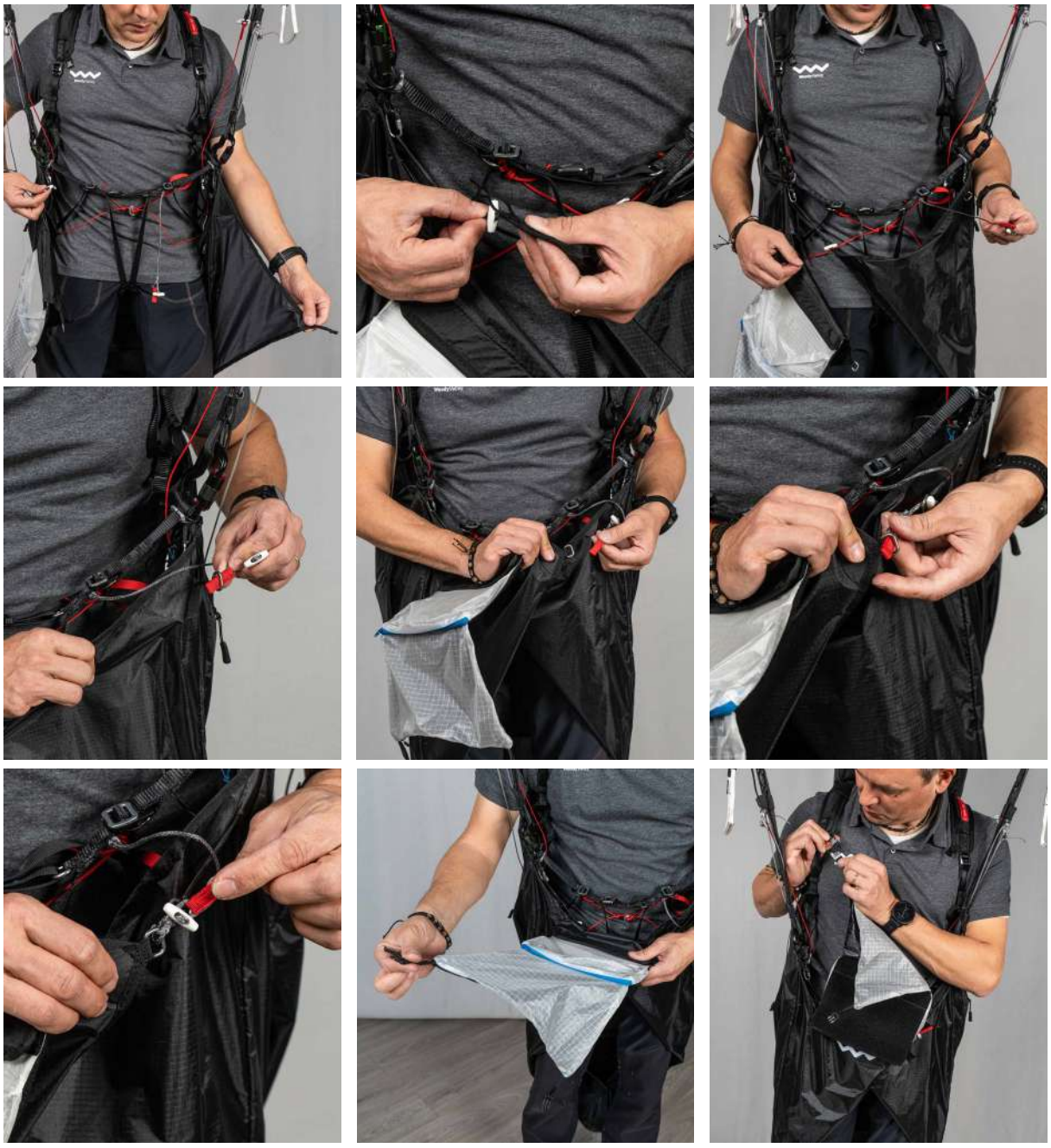









Proceed to close the leg cover by threading the white toggle on the right side through the black loop of the left leg cover.
Secure the 'safety lock system' by taking the red strap at the end of the grey line attached to the leg straps and passing it first into the rectangular ring located near the left carabiner, then into the rectangular metal ring of the right leg cover, near the logo, as a last step. Fasten everything by inserting the white toggle into the loop on the grey cord.



Once the harness is on, secure the cockpit with the two buckles on the shoulder straps.

This procedure must be performed and monitored with great care to ensure a safe flight.







To facilitate leg entry into the leg-cover, an elastic with a plastic ball is attached to the bottom of the leg-cover. This elastic is then tied to the laces of the right shoe prior to take-off, as depicted in the provided pictures.

Always start by entering the left leg, followed by the right.

3.2- Pockets

3.2.1- Rear pocket

In the flight configuration, the RACE has a spacious back pocket that can be accessed by fully opening the zip on the rear of the harness. This compartment is designed and sized to hold the rucksack, clothing, camel bak, or a sleeping bag. On the inside, towards the pilot's back, there is an additional pocket with an elastic edge.



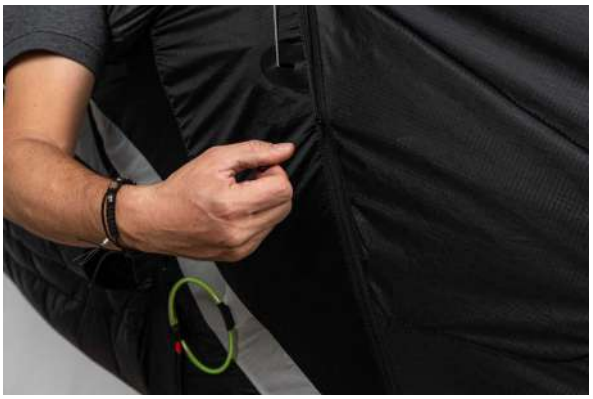


WARNING:
- Overfilling the back pocket may compromise the proper inflation of the harness tail.
- Ensure that all items in the back pocket are evenly distributed to avoid distorting the shape of the rescue container.
- Make sure to fully close the pocket zipper.

3.2.2- Side pockets

The RACE has two zipped outer side pockets for storing gloves. Inside the leg cover, there are three additional pockets: two on the sides and one in front of the protection, just below the seat.









3.2.3- Safety knife pocket

In the leg cover, near the right carabiner and the velcro for positioning the cockpit, there is a small pocket to hold the safety knife. This accessory is optional.





3.2.4- Mesh pockets

We have designed two elastic mesh pockets, removable using plastic buckles, located just below the carabiners to meet the pilot's every need in flight. The convenient location allows easy access in the flight configuration and can hold snacks, energy bars, soft bottles, or the radio.





3.3- Camel-bak

RACE is designed to accommodate a camel-bak. Simply place it in the rear pocket and let the tube come out of the pocket's closing zip and then insert it into the elastic on the left shoulder strap.







3.4- Cockpit

The cockpit has ample space for a mobile phone and flight instruments, with two pockets for the charger/power bank. It is secured with velcro on the leg-cover and with two small plastic buckles on the harness straps.







3.5- Pee Tube

The hole for the pee tube to pass through is on the left side of the harness.



3.6 - Tandem flight

The RACE cannot be used as a two-seater harness, neither for the pilot nor for the passenger.

3.7- Flying over water

RACE has no particular contraindications when flying over water, but remember that landing in water is still dangerous. The complexity of the locking system does not allow the harness to be opened before or after entering the water. Woody Valley recommends using a suitable life jacket when flying over water.

3.8- Towing hook

RACE is suitable for towing takeoff. The tow bridle release should be hooked directly to the main carabiners, ensuring that the carabiners are positioned with the opening gate facing the rear. For further details, refer to the documentation provided with your tow release or consult a qualified towing instructor at your flying site.

3.9 - Landing with RACE

When landing, remember to remove your legs from the front cover and assume an upright position. Never land in a sitting position because it is very dangerous for your back, even if you have dorsal protection, which is only a passive safety system. Standing up before landing is an active safety precaution, and it is much more effective than passive forms of protection.

3.10 - Disposal of the harness

Proper disposal is required for the materials used in a paraglide.
Please return the equipment at the end of its lifespan. We will then properly dispose of the harnesses.

3.11- Rules of behavior in natural environments

Please respect the nature and landscapes that surround us while practicing our sport. Please do not leave the marked trails, litter, make loud noises, and respect the delicate balance that exists in the mountains.

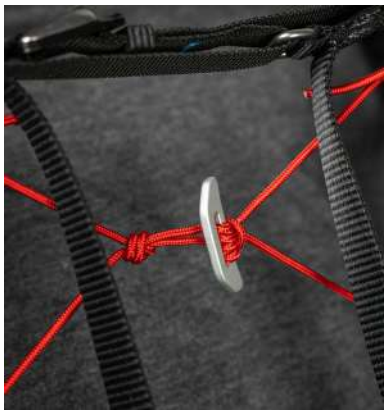
3.12 - Hooking up the wing

To attach the wing to the harness, open the carabiner lever by turning it approximately 90°. These carabiners are self-locking and close automatically as soon as the lever is released. Place the wing risers correctly on the carabiners and ensure they are securely closed.



4- STABILISER

RACE has an innovative system that stabilizes the harness in flight by adjusting its sensitivity. This system modifies the geometry of the strap and is connected directly to both risers of the wing.
To activate the stabiliser, simply pull up the two knobs on the red line near the wing risers.
It is recommended to reduce the load slightly to minimize effort when working with the knobs.



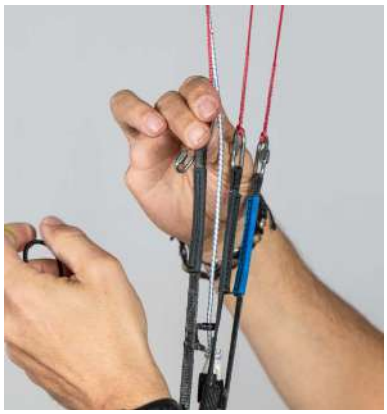


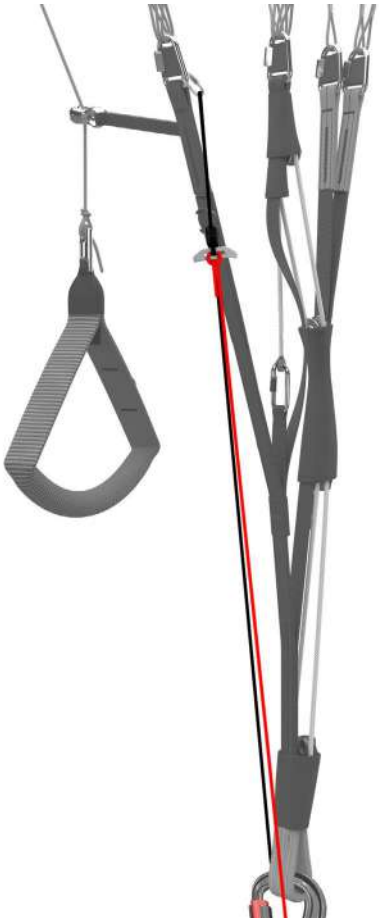
To return to the initial conditions, simply pull the same handles or line towards the pilot's shoulders, freeing the line from the cleat and making the harness smooth and manageable again.




4.1 - Stabiliser connection

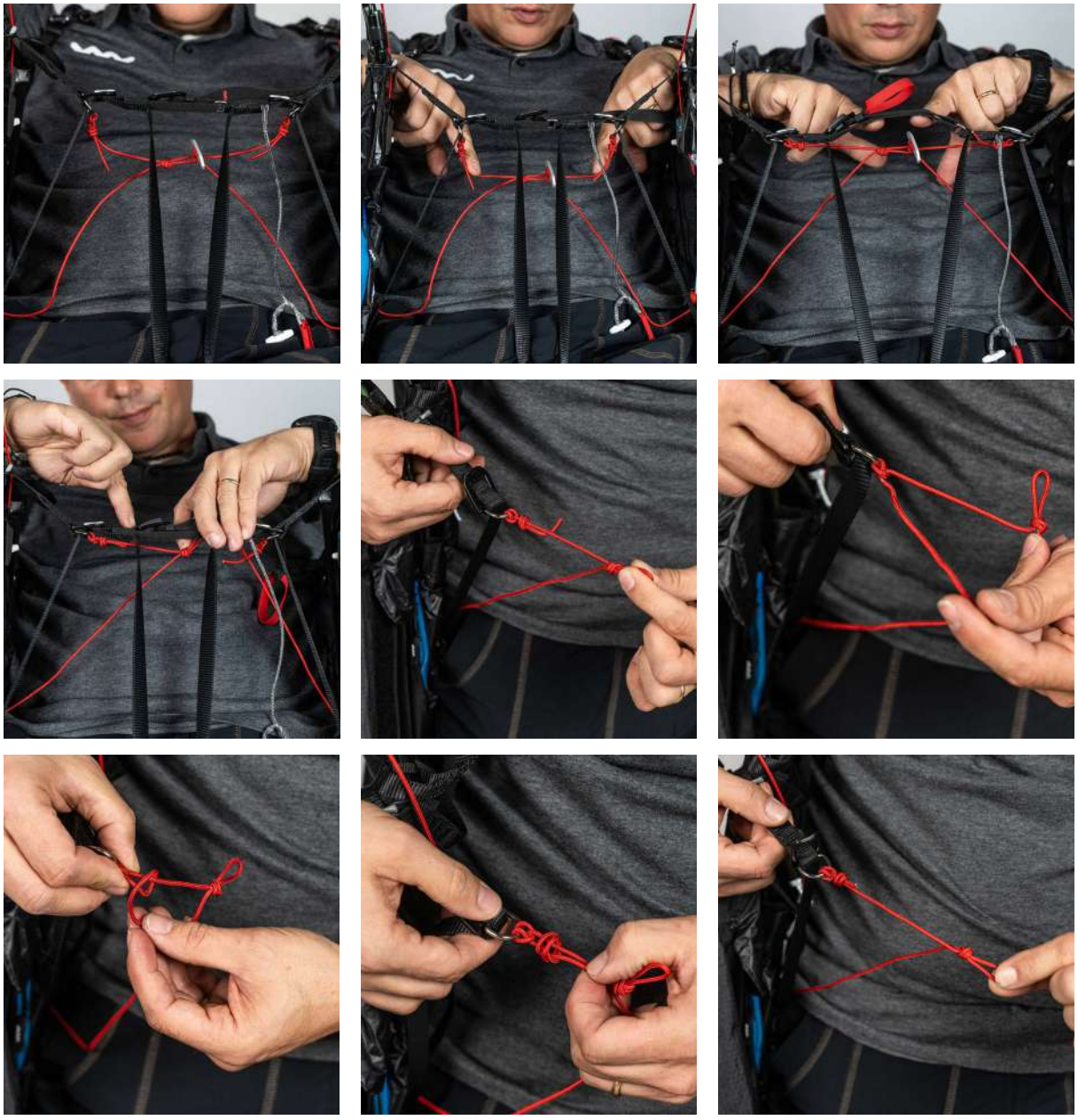
The connection of the stabiliser to the wing is a crucial step for proper functioning.
First insert the maillon-rapide, as seen in the photos below, on the last line of the riser (in two-line sails on Bs, for three-line sails on Cs). Then insert the black elastic on the maillon-rapide towards the inside of the risers and hook the loop at the end of the elastic band into the main carabiners passing behind the risers.
As can be seen in the diagram below.



4.2 - Stabilizer and chest strap adjustment

The stabilizer is related to the chest strap, so we recommend determining the desired length of the chest strap first and then adjusting the stabilizer's closure using the knots on the D-rings.
For optimal adjustment, the stabilizer should be slightly loose, allowing the chest strap to work independently, and the harness to only lock when the stabilizer is operated. To establish an initial reference, we suggest adjusting the stabiliser to have a minimum of 4 cm slack, and then adjusting it later as desired.
Adjusting the knot and shortening the red stabilizer line excessively can cause the chest strap to become ineffective, leaving only the stabilizer in function even when not operated.
Ensure that the adjustment is symmetrical on both sides.



4.3 - Black elastic adjustment

Once the stabiliser is connected, check that the two knobs are symmetrical and at the same height. A second check should be done on the black elastic to ensure it is neither too loose nor too tight. The length of the elastic depends greatly on the wing's risers.
To adjust the elastic, simply open the plastic end stop by sliding the closure of the end slot.



WARNING:

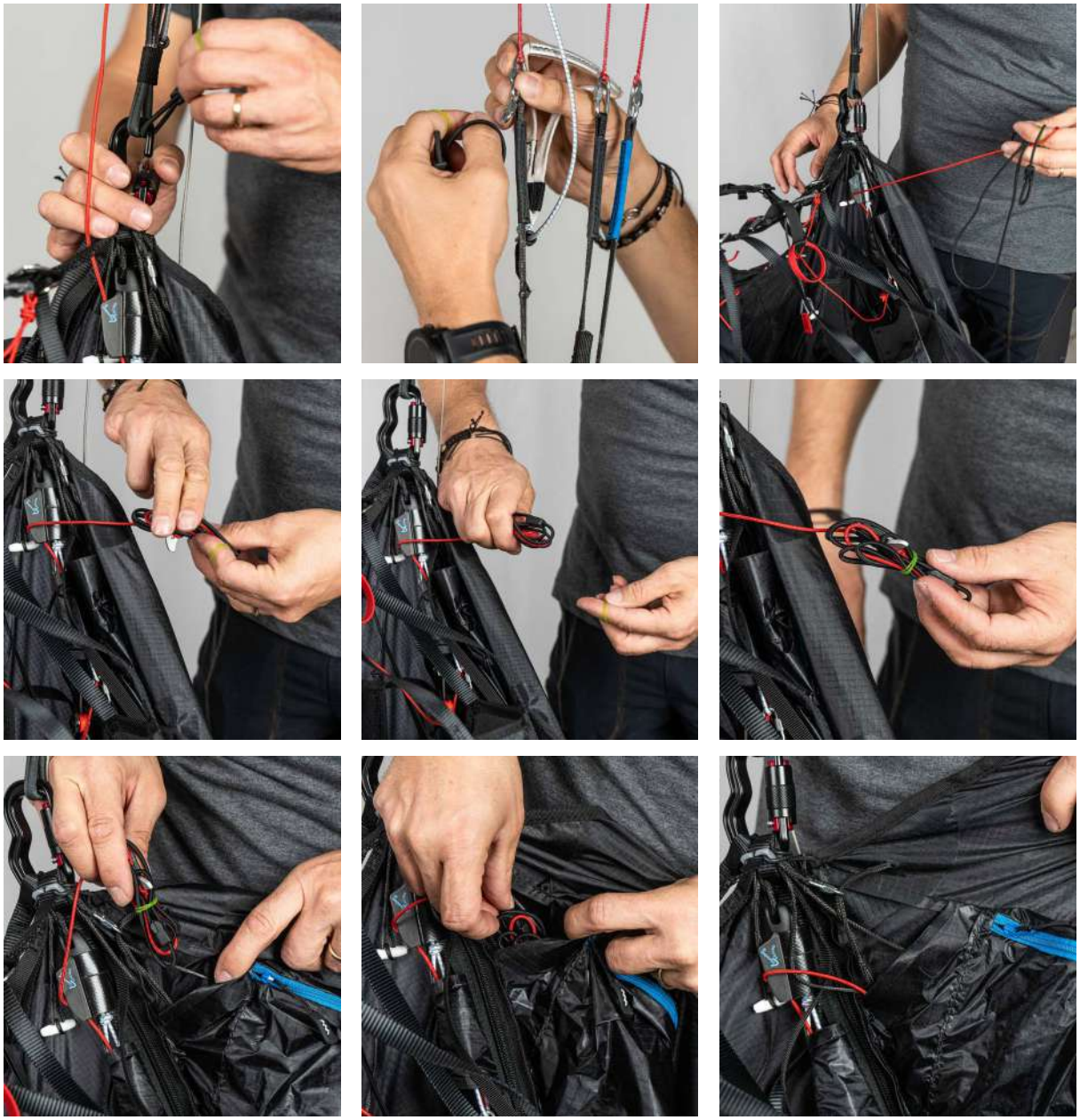
If the black elastic is too tight, it may cause the line where the stabilizer is hooked to be pulled, potentially resulting in unusual wing configurations.



4.4 - How to store the stabiliser when not in use

We recommend that you do not disassemble the stabiliser if you are not using it, but store it in your pocket, as seen in the photos below.

If you disassemble the stabiliser entirely, follow the manual video to correctly reassemble it.

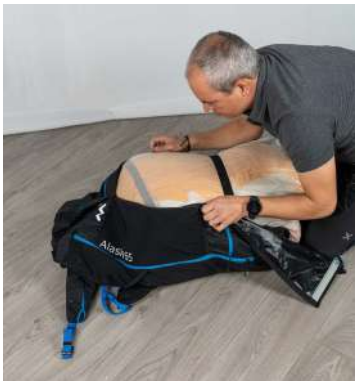


5- STOWING THE HARNESS

The RACE harness can be stowed in the rucksack either with the paraglide attached to the carabiners or separately. The sequence of operations shown below will help you pack up the harness properly. Fold the leg cover, then place the footrest on top, then position the wing over the harness and slip it into the rucksack.


















6 - SPEED SYSTEM ADJUSTMENT

RACE is equipped with a three-step speed bar. The length of the speed-bar system should be adjusted only after the optimum harness adjustments have been completed.
To properly adjust the harness, you can either hang from a simulator, hang from the paraglide's risers, or seek assistance from a friend holding the risers. To adjust the length of the speed bar lines, simply move the knot on the attachment hook or the end hook if you prefer not to use the metal hook.
Adjusting the line too short may result in constant pulling of the speed-system during flight and inadvertent engagement. For safer take off, lengthen the speed-bar slightly and progressively shorten it during subsequent flights. Please remember to make all adjustments symmetrically on both sides.
To avoid damaging the outer lycra cover, we advise against using rigid speed bars when changing the pedal. The pedal lines are passed through the positioning rings and then through the pulleys located near the rear corners of the harness and made to go up directly to the paraglider's connectors passing through the hole located in the leg cover. In addition, the elastic must be installed by means of a simple knot, which connects the footrest to the pedal. This ensures that the speed- system is always properly extended and ready for use.







7- MAINTENANCE AND REPAIR

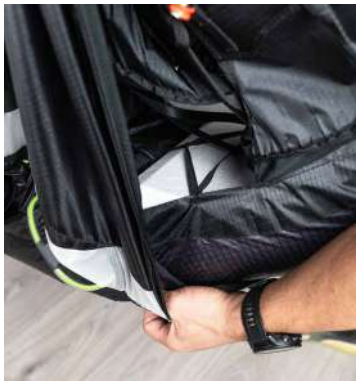
Check the harness after each impact, rough landing, or take-off, or if there is any sign of damage or excessive wear.
We recommend having your harness checked by your dealer every two years and replacing the main carabiners every five years.
To prevent premature aging of the harness, refrain from dragging it on the ground, rocks, or abrasive surfaces. Avoid any additional exposure to UV rays (sun) which is not required for regular flying activities. Avoid exposure to moisture and heat whenever possible.
Store all flight equipment in a dry and cool place; do not store when damp or wet.
Regularly brush off dirt from your harness using a plastic bristle brush and/or a damp cloth to keep it clean. If the harness is exceptionally dirty, clean it with mild soap and water.
Allow the harness to dry naturally in a well-ventilated area, away from direct sunlight.
If your reserve parachute becomes wet (e.g., landing in water), you must detach it from the harness, allow it to dry, and fold it before storing it back in its designated container.
Only the manufacturer or authorized individuals can perform repairs and replacements of harness parts using materials and techniques that guarantee the product's functionality and compliance with certification.
Keep the quick releases and zippers clean and lubricated with silicone spray.
For any maintenance request, please contact an authorized dealer or Woody Valley and provide the complete identification number, located on the silver label inside the rear pocket.
Proper use will extend the life of the harness.
In case of damage to the harness, repairs can only be carried out by the manufacturer or by workshops certified by the manufacturer.
We strongly recommend paying the utmost attention to the way of use and storage. Correct use will prolong the life of the harness.
We wish you great flights and happy landings with RACE!

WARNING:

Replace the deformable protection after each impact.

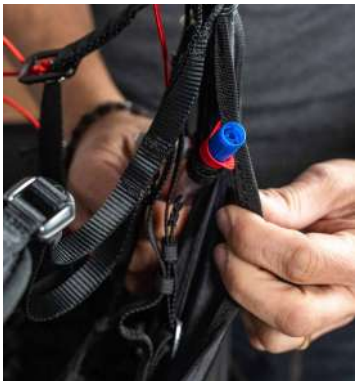
7.1 - Periodic inspection of dorsal protection

It is recommended to periodically check the condition of the dorsal protection, particularly if it is deformable.
If it is damaged, the protection must be replaced.
To remove the protector, access the side of the lumbar region of the back, undo the elastic securing the protector and pull it out. Pull the protector out of the pocket in which it is contained by pushing it towards the back of the harness.







Once you have inspected the integrity of the protection, reassemble it.

Ensure that the hose for inflating the inflatable protection is positioned at the rear and emerges from the right side of the harness just behind the seat, and then fasten it using the red elastic.

7.2 - Replacing the leg cover

The leg cover is made of elastic lycra, a lightweight material, like the rest of the harness.
For greater durability, please follow a few recommendations:
- When taking-off on gravel or abrasive surfaces, carefully place the harness on the ground and avoid dragging it;
-Avoid using speed bars made of metal or with protruding parts that may cause damage to the lycra.;
-To prevent excessive stress on the elasticity and surface of the lycra, familiarize yourself with pushing the speed bar in a horizontal motion and refrain from pushing down with your shoes on the leg cover.

If necessary, the leg cover of the RACE can be replaced as it is equipped with a zip. In case of replacement, make sure that the footrest lines are inserted correctly in the passages provided in the leg cover. As shown in the photos below.





















8 - WARRANTY

The 2-year warranty period required by law obliges us to correct any construction defects in our products that can be attributed to manufacturing defects.
Please validate the warranty period by filling out the form on our website's "Support" section within 10 days of purchase. Enter the harness identification code found on the silver label in the rear pocket.
To initiate a warranty claim, immediately inform WOODY VALLEY of the alleged manufacturing defect by sending the harness identification code and a detailed description of the problem encountered.
To repair the faulty product, you will need to send it to WOODY VALLEY or authorized individuals.
WOODY VALLEY reserves the right to decide the best method to restore the harness, whether it be through repair, replacement of parts, or replacement of the product.
The warranty does not cover damages resulting from careless or incorrect use of the product such as inadequate maintenance, improper storage, overload, exposure to extreme temperatures, etc. The same applies to damages caused by accidents, opening shock of the reserve parachute, and normal wear and tear.



9 - HOMOLOGATION CERTIFICATES

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 • CH-1844 Villeneuve • +41 (0)21 965 65 65
Test laboratory for paragliders, paragliding harnesses and paragliding reserve parachutes

paragliding by air turquoise

Harness inspection certificate - EN

Inspection certificate number: **PH_422.2023**
Impact pad number: **MISC_247.2023 MISC_273.2023**

Manufacturer data

Manufacturer name:	**Woody Valley srl**
Representative:	**Simone Caldana**
Street:	**Via Linz 23**
Post code / place:	**38121 Trento**
Country:	**Italy**

Sample data:	**Harness**	**Impact pad**
Name:	**RACE**	Name Impact pad: [1] **PRS**
Type:	**ABS**	Impact pad integrated: [1] **No**
Size:	**M**	Impact pad type: **Polystyrene**
Weight of Sample [kg]:	**1.70**	Weight of Sample [kg]: [1] **0.19**
Serial number:	**116 0115 002P_S**	Serial number:[1] **113 0115 001P**
Clip-in weight [kg]:	**120**	
Integrated container for rescue system:	**Yes**	Date of reception: **23.02.2023**
Volume container [cm³]:	**5600** max **3600** min	
Date of reception:	**16.11.2023**	

Test report summary	**Structual test**	**Impact pad test**
Result	**POSITIVE**	**POSITIVE**
Place	**Villeneuve**	**Villeneuve**
Date	**12.12.2023**	**23.02.2023**

Issue data

Place of declaration: **Villeneuve**
Date of issue: **14.12.2023**
Managing Director: **Andrea Wigger**
Signature:



This signature approve the validity of the test reports 94.21b and 94.22 (only if test reports are applicable)
Air Turquoise SA, has thoroughly tested the sample mentioned above and certifies its conformity with the following standards:
EN1651:2018+A1:2020[2] and EN12491:2015+A1:2021[2]

[1] If Impact pad is NOT integrated in the harness, it will have independently Inspection number, and serial number. Definition of integrated impact pad is impact pad which can not be dismounted from the harness, e.g. airbag
[2] These standards are NOT covered by accreditation D-IS-19457-01
The certificate of inspection is completed with test reports, if available, number: 94.21b and 94.22
The declaration must not be reproduced in part without the written permission of Air Turquoise SA

Rev 04 | 04.03.2022 Page 1 of 1 ISO 94.20b

Harness inspection certificate - NfL

Inspection certificate number: **PH_422.2023**
Impact pad number: **MISC_273.2023**

Manufacturer data

Manufacturer name:	**Woody Valley srl**
Representative:	**Simone Caldana**
Street:	**Via Linz 23**
Post code / place:	**38121 Trento**
Country:	**Italy**

Sample data:	**Harness**	**Impact pad**
Name:	**RACE**	Name Impact pad: [1] **IPE**
Type:	**ABS**	Impact pad integrated: [1] **No**
Size:	**M**	Impact pad type: **Inflatable**
Weight of Sample [kg]:	**1.70**	Weight of Sample [kg]: [1] **0.20**
Serial number:	**116 0115 002P_S**	Serial number:[1] **001**
Clip-in weight [kg]:	**120**	
Integrated container for rescue system:	**Yes**	Date of reception: **12.12.2023**
Volume container [cm³]:	**5600** max **3600** min	
Date of reception:	**16.11.2023**	

Test report summary	**Structual test**	**Impact pad test**
Result	**POSITIVE**	**POSITIVE**
Place	**Villeneuve**	**Villeneuve**
Date	**12.12.2023**	**12.12.2023**

Issue data

Place of declaration: **Villeneuve**
Date of issue: **14.12.2023**
Managing Director: **Andrea Wigger**
Signature:



This signature approve the validity of the test reports 94.21a and 94.22 (only if test reports are applicable)
Air Turquoise SA, has thoroughly tested the sample mentioned above and certifies its conformity with the following standards:
NfL 2-565-20, EN12491:2015 and EN1651:1999

[1] If Impact pad is NOT integrated in the harness, it will have independently Inspection number, and serial number. Definition of integrated impact pad is impact pad which can not be dismounted from the harness, e.g. airbag. [2] If harness has an integrated inner container for emergency parachute, extra deployment tests are done.
The certificate of inspection is completed with test reports, if available, number: 94.21a and 94.22
The declaration must not be reproduced in part without the written permission of AIR TURQUOISE SA

Rev 05 | 04.03.2022 Page 1 of 1 ISO 94.20

10 - TECHNICAL DATA

Seat carabiner distance	S = 44.5 cm M = 47 cm L = 49 cm XL = 51 cm
Distance between carabiners (min. max.)	S = 34-43 cm M = 36-45 cm L = 38-47 cm XL = 39- 48.5 cm
RACE weight - weight may vary by 2-3 % (given with PRS protection without mesh pockets)	S = 1778 gr M = 1879 gr L = 1962 gr XL = 2034 gr
Net pocket weight	16 g (single pocket)
Cockpit weight	48 g
Speed weight	40 g with hooks
Stabiliser weight	89 g
PRS weight - deformable protection	S = 150 gr M = 170 gr L-XL = 190 gr
IPE light weight - 'light' inflatable protection	S - M - L - XL = 195 gr
Dorsal protection type	Deformable or inflatable
Harness Type	Get-Up
Reserve parachute housing	Container under the seat with side handle
Reserve parachute housing volume (size M)	3600 – 5600 cm^3
Usage limit	120 daN
Homologation number	PH_422.2023

Every effort has been made to ensure that the information in this manual is correct, but please note that it has been produced solely as a guide.
This user's manual is subject to change without prior notice.
Check www.woodyvalley.com for the latest information on RACE.

Latest update: FEBRUARY 2024