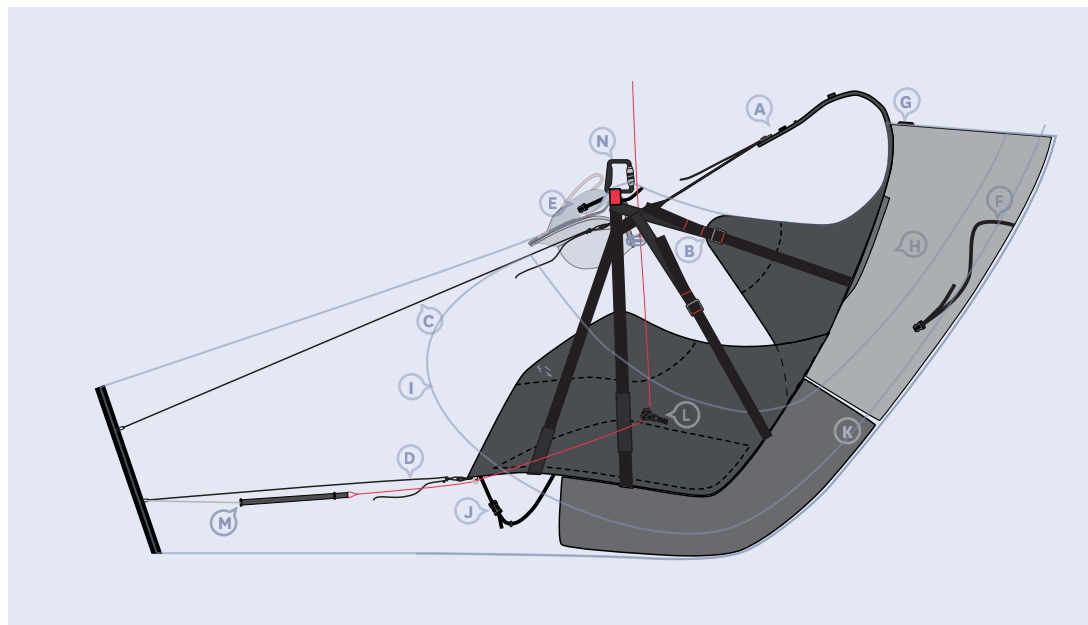


Manuel Cocon Little Cloud

Read the manual before using this product.
 More info available on : www.LittleCloud.fr, email : info@LittleCloud.fr



Adjustment advices:

This seat is designed to be use rather seating than lying.
 The ideal angle of the harness is between horizontal to few degrees nose down.
 In any case you should not have the nose up.
 If your harness is too much nose down, make the chest straps a bit longer, and opposite if the nose is too much pointing up.
 The pod should not be to tight. The pilot shouldn't feel an important pressure in the legs. You will have to find the right balance between the upper and lower adjustment lines.
 The uppers should be slightly tighter in order to have a self-locking position of the legs.
 To catch the pod, use your foot to grab it and pull it to horizontal, then put in you second leg.
 If you can't grab it, use your second foot to push it forward. In 99% of the case it's possible to catch it without using your hand.
 Make sure the adjustment webbing are not too tight o avoid difficulties to enter in.

Features Include:

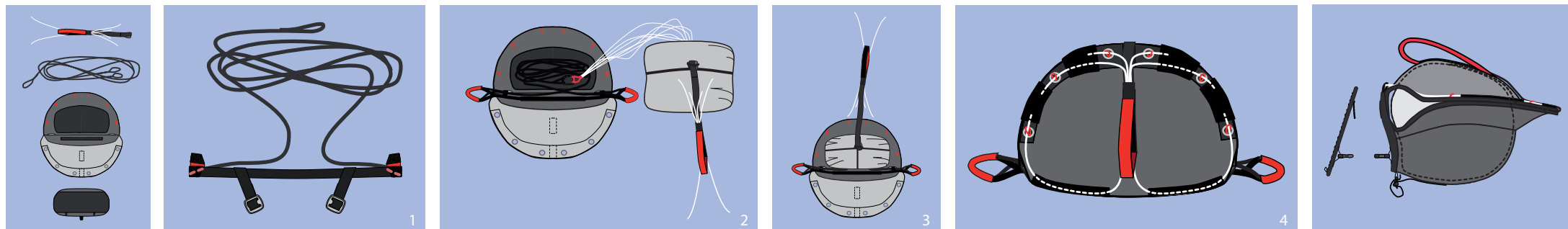
Here are the main important points of your harness.

- A : Adjustable shoulder strap. Make sure you don't pull them too much to avoid discomfort. Each shoulder strap is equipped with a small Velcro pad.
- B : Adjustable chest strap.
- C : Upper adjustment lines of the pod.
- D : Lower adjustment lines of the pod.
- E : Adjustment for the pod tension. Make sure your pod is not too tight to avoid difficulties to enter in or going out.
- F : Compression strap to help to pack your seat with less room.
- G : Hole to let go through a hydratation pipe or the micro of your radio.
- H : Hydration system pocket.
- I : Two large pockets on each side, easily accessible in flight.
- J : Holding strap for over weight of sleeping bag. Use your inner bag as a cover.
- K : Certified back protection.
- L : Speedbar pulley, protected with a neoprene cover. Take the time to adjust properly your speedbar.
- M : Speed bar in stiff webbing.
- N : Carabiners with the opening facing back.

Important Info :

This seat is certified following the EN 1651/EN 12491 norm.
 The maximum all up weight is 110kg
 2 sizes are available:
 S/M-<177cm
 M/L->175cm
 A set of certified reserve risers (break at 2000kg) made out of drisse dyneema rope are delivered with the harness.
 The reserve should be set up according to the instructions of your reserve company.
 Make always sure that the reserve risers are well connected to the carabineers before you take off.
 The ventral rescue attached to principal carabiner allows bilateral use, increasing the chances of success and limiting secondary effects of a mirror effect.
 Thinking of you stand up for the back ground.
 Put on your harness, and then close the waist belt on the main carabineers. You can then close the pod with the 2 clips.
 Makes sure to change your carabiners every 5 years or 1500h.

Using a pod harness requires some adaptations. Take the time to get us to these differences in calm air.



Reserve set up:

The reserve set up is very simple.
 1 : make sure the risers loops are attached on the waist belt loops, secured by the 2 velcro flaps.
 2 : Attach the risers to the reserve according to the reserve specification (loop to loop or carabiners)
 3 : Close the top, using the 6 pins, one per loop!
 4 : Adjust and block the compression straps in order to have the volume of the reserve 50/50 regarding the cap of the container. If the reserve is too low/inside, the extraction will be more difficult. To secure the compression straps, you have to put the webbing back into the plastic blockers.
 5. As with all front mount reserve compartment it is important to practice your PLF technique.

Maintenance :

Check your harness every 2 years or at the first signs of aging straps and other violent shock.

Conclusion :

Team LC thank you for your confidence and wish you good flying.
 Free flight should remain a pleasure.
 LC team