

Manual

# MAX LIGHT



  
**SOL**<sup>®</sup>  
PARAGLIDERS

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# WELCOME TO THE SOL TEAM

You have just purchased a product of the highest quality, crafted to meet the strictest standards set by the demanding global market. We believe that this design will greatly help you progress in paramotor flying.

We hope that your Max Light paramotor seat brings you many happy moments. The kind of moments you'll want to remember forever, allowing you to understand our work philosophy: safety, performance, ease of operation, and innovation.

We ask for your attention to this manual, as you will find important information regarding the use of your new equipment.

Eventually, you may have questions about its use or be interested in the new developments prepared by SOL. For that, we are making our resources available to you.

Thank you for choosing SOL PARAGLIDERS.

## Orientation Icons



Texts with this symbol indicate cautionary situations.



Texts with this symbol contain additional information.



Texts with this symbol contain guidelines for environmental protection.

# USER MANUAL

- The use of this equipment assumes that the pilot complies with current legislation, possesses the appropriate certification, has accurate knowledge, as well as a thorough understanding of the limits for its operation and the associated risks.
- When practicing paramotor flying, the user of this equipment assumes sole responsibility for all risks associated with its use, as well as civil and criminal liability. Improper and/or abusive use increases these risks.
- It is a basic premise that the pilot is certified, has adequate knowledge for the use of this equipment, and holds a flight license in accordance with the country's legislation.
- Any claims for liability against the manufacturer, distributor, or retailer resulting from the use of this equipment are excluded.
- We recommend the use of certified equipment, and for safety reasons, only within its certified weight ranges. Flying with equipment outside of its certified and/or tested configuration may jeopardize any insurance coverage you have.
- Each pilot is solely responsible for the state and condition of their equipment.
- Upon leaving the factory, each SOL equipment has undergone a thorough inspection regarding its approved configuration and airworthiness. Every pilot must practice ground inflation and complete a flight on the training hill upon receiving their equipment, whether it is new or returned from periodic maintenance.
- Be prepared to practice as much as you can, especially for ground training. Poor control on the ground is one of the most common causes of accidents.
- Proper learning to fly requires the guidance of an instructor.
- Always be ready to continue your learning. Participating in classes and specialized workshops will enhance your skills and keep your knowledge up to date with the constantly evolving techniques and materials.
- Make sure you are physically and mentally healthy before flying.
- It is essential to carry a reserve parachute and safety items such as a helmet, appropriate footwear, and gloves.
- Always conduct a thorough pre-flight inspection of all your equipment. Never attempt to fly with inadequate or damaged equipment.

- Choose your equipment and environment wisely before takeoff, check the weather conditions, and if in doubt, do not take off.

- Never fly with your equipment in the rain, strong winds, turbulent weather conditions, storm clouds, or any conditions adverse to your safety.

- A responsible pilot, who practices the sport safely and is conscious of nature preservation, can enjoy many years of flying.

## MAX LIGHT-THE PROJECT

The new MAX LIGHT paramotor seat enters the ranks of the lightest options on the market. Its modern design combines technology and high-quality materials.

It features a clean look without sacrificing comfort and safety in piloting. MAX LIGHT is designed for those looking to reduce weight while still having equipment of great quality and excellent performance.

MAX LIGHT offers maximum ease and versatility, available in three sizes: S/M, L/XL, and XXL.

### Recommendations

Pilots looking to reduce the total weight of their equipment without sacrificing comfort, quality, and ease. A seat designed for everyday use, but also suitable for XC flights, slalom, and more. The seat can be installed on chassis with low or medium anchoring points.

### Certification

The MAX LIGHT paramotor seat follows the same safety standards required by the EN norm.

### Highlights

Comfort - Safety - Modern Design - Ease of Operation and Installation - Durability.

### Delivered with

Along with your paramotor seat, you will receive the following items:



## Technical Features

### Safety

1. Reserve compartment, which can be used on both sides;
2. Shoulder connection;
3. Structural arm connection;
4. Back connection;
5. Safety backup connection;
6. Engine adjustment connection;
7. Reserve bridle connection;

8. Chest strap with whistle;
9. Ventral buckle and adjustment;
10. Leg buckle and adjustment;
11. Back buckle and adjustment;
12. Throttle connection;
13. HoneyComb seat.

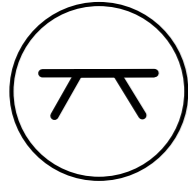


## Comfort

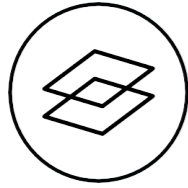
1. Luggage compartment;
2. Removable side pocket;
3. Extension adjustment;
4. Clip with a loop for instruments or to attach the foot throttle;
5. Hypalon;



Technologies



ABS System: Increases seat stability without losing the ability to pilot using body weight.



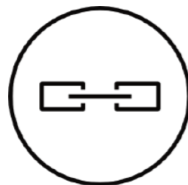
Comfort Plus: Careful weight distribution throughout the entire setup and various adjustments to achieve optimal comfort.



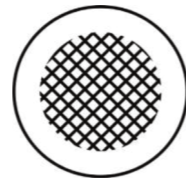
Laser Technology: Molds and parts cut with laser equipment.



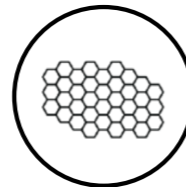
Reserve parachute compartment.



Quick Buckles: Greater ease of connecting and disconnecting from the seat.



Full Hybrid Technology: Utilization of different types of fabrics, combining durability and strength with low deformation and reduced weight.



Honeycomb Seat.

# PRE-FLIGHT ADJUSTMENTS AND INSTALLATIONS

The MAX LIGHT paramotor seat offers a wide range of adjustments, allowing the pilot to find their ideal flying position.

The first adjustment should be made in a simulator where the pilot can hang to make the adjustments.

It may be necessary to make multiple adjustments until the ideal position is found, but the pilot will be rewarded with extraordinary comfort during their flight or ground training.

For your first flight, choose calm weather conditions. If further adjustments are needed, it will be easier to find the ideal position after this flight.



Never carry instruments that could puncture the paramotor seat in the event of an impact.



Check that all points are well connected.



You need to pay attention to each carabiner used regarding usage and/or other information from the manufacturer. All carabiners should be regularly checked for damage and/or malfunction. The complete closure of the carabiner must be guaranteed at 100%. Replacing the carabiners (also made of steel) after a maximum of 5 years or 250 flight hours is a good investment.



We understand that the choice of carabiners is up to the customer; seek to use SOL - compatible products.



## Installation on the Structure

The Max Light seat has 5 connection points:

1. Shoulder connection;
2. Back connection;
3. Arm connection;
4. Connection of the engine support strap.



## Installation of the carabiner

The MAX Light paramotor seat allows for two connection options for the carabiners: the '8' connection, used for arms with eyelets (1), and the loop connection, suitable for tubular (round) arms (2).

**!** When connecting the carabiners, remember to connect the safety backup.

1. 8 shape



2. Loop shape





## Side Adjustments

1. Back adjustment.
2. Seat extension adjustment.



**!** The adjustments should be made symmetrically for your comfort and to ensure safety is not affected.

## Shoulder Adjustments

1. Shoulder Adjustment: They should be adjusted symmetrically for greater comfort, as the shoulder straps support part of the weight of the back.
2. Chest Adjustment: It should be adjusted so that the straps do not fall off the shoulders; this buckle includes a whistle for emergencies.



## Ventral Adjustment

1. Ventral Adjustment



**!** Depending on the size of the chassis, there is a concern with the ventral adjustment, as excessive tightening can damage the structure

## Leg adjustment

1. Leg Adjustment: The adjustment of the leg straps should be made symmetrically for greater comfort.



**!** Before takeoff, confirm the correct closure of the buckles.

## Position Adjustment

We suggest that the pilot, before the first flight, simulate their flying position by hanging the MAX LIGHT paramotor seat attached to their paramotor, sitting in it, and seeking the best position adjustment. This simulation becomes more realistic if the fuel tank is half full, as the pilot typically carries this during flight.

The pilot should choose the best angle according to their equipment setup.

### Chassis Height Adjustment - Shoulder

The paramotor seat is equipped with an adjustment system connected to the shoulder straps. When the straps are secured to the motor chassis, the system allows for adjusting the position of the motor on the back, helping to achieve optimal weight distribution. This adjustment enhances comfort and stability during takeoffs and landings.



### Speed Installation

The necessary pulleys for installing the throttle system are located on the seat harness itself. The cables should first be threaded through the rings in front of the seat.

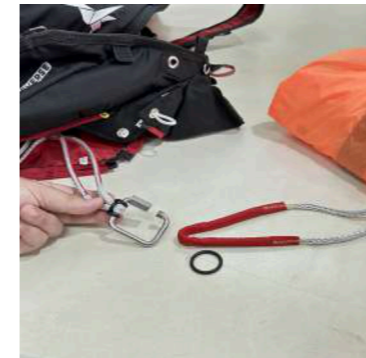


### Connecting the reserve parachute (with Maillon Rapide)

For the installation of the reserve parachute with Maillon Rapide, it is necessary that the carabiners support a breaking load of at least 2,400 kg.

In this case, the bridle lines should be secured inside the carabiner using rubber rings to prevent possible rotation, which could subject it to a dangerous lateral load. The screw lock on the carabiner must be tightened securely to prevent accidental openings.

Step 1.



Step 2.



### Connection SOL(Non-steerable parachute)

Ensure that in step 4, the connection should be tightened to the maximum extent possible to prevent dangerous friction between the two lines during the emergency opening shock.

Step 1.



Step 2.



Step 3.



Step 4.



## Honeycomb Seat Replacement

Your paramotor seat is equipped with a Honeycomb structure, which is lightweight and durable. However, after impact landings, it's important to check for any potential damage. If a replacement is necessary, ensure that you follow the positioning as instructed in the provided manual.



## MAX LIGHT FEATURES

### Tandem Flight

The Max Light paramotor seat can be used by the pilot during tandem paramotor flights.

### Compatibility

The paramotor seats from SOL Paragliders have no restrictions for use with other brands of paragliders. Please also consult the manual for your paraglider.

### Tow release take off

The MAX LIGHT paramotor seat does not have a system for towed flight and is not recommended for use.



If you have any questions, please contact one of our dealers.

## Takeoff Checklist

Before starting your flight in the Max Light paramotor seat, conduct a thorough check of the following aspects:

- Ensure that all pockets are properly closed.
- Check that the reserve parachute handle is in the correct position.
- Check that each leg strap is connected.
- Ensure that the ventral strap is properly closed.
- When putting on your Max Light paramotor seat, pay attention to ensure that all closures are connected firmly and audibly. Be careful that no dirt or ice enters the closure mechanisms. If necessary, lubricate the closures.

## FLIGHT INCIDENTS

### Landing on Water

Safety courses are typically conducted over water, or a miscalculated landing may lead you to land on water. If this happens, you need to be cautious because water penetration into the inflatable baggage valve will cause it to become heavy and may sink easily.

Therefore, after such an incident, you should remove the seat and dry it in the shade and wind.

## STORING YOUR MAX LIGHT

### Storing

The paramotor seat should not be left in the trunk of a car or exposed to extreme sunlight for long periods, as intense heat can alter the materials and/or compromise its functionality. Sunlight and ultraviolet radiation can destroy the molecular structure of the material.

Avoid storing it near fire and/or sharp objects. Any contact with acidic liquids should be avoided. If there is any suspicion of contact, consult your SOL dealer.

## Reserve Parachute Installation

See the details of how to install your reserve parachute. This step-by-step sequence aims to help you understand the process. If necessary, seek assistance from a professional for proper installation.

Step 1.



Step 2.



Step 3.



Step 4.



Step 5.



Step 6.




Step 7.



Step 8.



 Make sure that the trigger and locks are in the correct position before each flight.

## Parachute system

Pull the parachute release handle back and out.

1. Handle.
2. Back and out.



- If the deployment bag for the reserve parachute is not provided with the paramotor seat the user should check if the length between the handle and the bag, as used by them, allows for the emergency parachute deployment.



- Simulate and perform tests before the first flight to avoid surprises in case you need to activate it. Hang the paramotor seat in a simulator, sit in it, fasten all buckles. Assume the normal flying position and remove the reserve from the compartment; the activation force should be between 2 to 5 daN.

## RECOMMENDATIONS FOR DURABILITY

- The fabrics of paramotor seats are primarily composed of polyester and polyamide, which, like any other synthetic material, are affected by ultraviolet (UV) radiation, leading to decomposition, loss of mechanical strength, and increased wear. Therefore, it is essential to avoid unnecessary exposure of the paramotor seat to sunlight, which has a high UV radiation value, especially at high altitudes. It is recommended to keep your paramotor seat stored safely and well protected when not in use.
- Avoid handling the paramotor seat with friction against the ground, as this helps to reduce wear on the fabric and seams. Additionally, sharp edges can cut the fabric.
- If your equipment gets wet, try to dry it as quickly as possible, minimizing exposure to sunlight. To completely dry your paramotor seat, remove it from its location, including any side protections if applicable.
- In the case of contact with saltwater, the paramotor seat should be rinsed with fresh water. Saltwater can weaken the seams, even if rinsed with fresh water.
- If your reserve parachute gets wet along with your paramotor seat, refer to the manual for your reserve for instructions on how to proceed.
- Cleaning should only be done when absolutely necessary. We recommend using only water with a sponge or soft cloth. Do not use any chemical products, as this can permanently damage the material.
- It is important to always keep the pulleys lubricated, as failure to do so can wear out the accelerator line or even the axle. Read the lubricant instructions carefully to avoid stains and fabric wear. Avoid applying any type of lubricant to the seams.

## REVIEW

The paramotor seat must strictly follow the maintenance schedule.

- The first mandatory inspection must be done after completing 12 months, 100 flights, or 100 flight hours, adhering to whichever comes first.
- After the first inspection, the paramotor seat needs to be inspected every 12 months, 100 flights, or 100 flight hours, adhering to whichever comes first.
- It may be determined during the inspection that a shorter period is set for the next inspection (for example, 6 months, 50 flights, or 50 flight hours), adhering to whichever comes first.
- Without the mandatory inspections, the paramotor seat loses its warranty.
- Always perform an inspection after an incident or if the paramotor seat has been stored for a long time.
- Minor repairs (see the repairs section) can be made, but major repairs should only be carried out by the manufacturer, distributor, or authorized personnel.

## REPAIR

Always have a registered dealer, a professional repair center, or the manufacturer perform any complex repairs.

Minor fixes and the replacement of some parts can be done by yourself. However, we recommend that repairs be carried out by the manufacturer or through an authorized workshop, as they have the necessary materials and tools to keep your seat in unrestricted working condition.

If a repair is needed, only seek out authorized SOL dealers or accredited workshops. Your SOL dealer will certainly assist you in finding one in your area.

When replacing damaged parts, ensure that only original parts or materials from SOL are used. Using other parts or materials will void the warranty.

## WARRANTY

### Warranty Terms

Access your warranty terms:

[http://www.solparagliders.com.br/garantia\\_selete](http://www.solparagliders.com.br/garantia_selete)

### Registro de produto

Registre seu produto para validar sua garantia:

<http://www.solparagliders.com.br/registro.php>

## OPERATIONAL LIMITS

According to the EN standard:

Temperatures from -30 degrees to +70 degrees Celsius during storage should not compromise safety.

Temperatures from -30 degrees to +50 degrees Celsius and a relative humidity fluctuation of 25% to 100% during the use of the equipment should not compromise safety.

Remember, the equipment is a high-quality product made from carefully selected materials. Store and care for your equipment with great attention. The operational limit expires below -30°C.



## ENVIRONMENT AND RECYCLING

Please take care of nature and the environment during your flying activities. Do not litter, do not harm animals, and remember that the engine of the paraglider is nature.

If the paramotor seat is no longer functional, remember that it is special waste. Please send it to your SOL dealer or your flying school; they will recycle the material properly.

## FINAL WORDS

Safety is the motto of our sport. To fly safely, pilots must train, study, practice, and be alert to the dangers around us.

To achieve a level of safety, we should fly regularly when possible, not exceed our limits, and avoid exposing ourselves to unnecessary risks.

Flying is a slow learning process that takes years; do not put pressure on yourself. If conditions are not good, store your equipment.

Do not overestimate your abilities; be honest with yourself. Every year, we see accidents, and most of them could have been avoided with small actions.

We are part of the society in which we live: friends, family, and even people we don't know care about us. Our obligation to this society is to stay healthy and to be a little happier with each landing. We fly to feel more alive.

We wish you good and safe flights with your harness!

SOL Paragliders Team!

# TECHNICAL SPECIFICATIONS

## Technical data

Size	S/M	L/XL	XXL	
Seat Width	36,5	38,5	40,5	cm
Seat length	41	43	45	cm
Height of the Connection Point	36	38	38	cm
Distance from the Ventral (min - max)	32 - 52	38 - 42	38 - 52	cm
Reserve Compartment (min - max)	2500- 5000	2500 - 6000	2500 - 6000	cm <sup>3</sup>
Baggage Capacity	18	18	18	L
Weight of the Paramotor Seat	2,1	2,2	2,3	kg
Maximum Pilot Weight	100	120	120	kg
Certification	EN	EN	EN	
Removable and Variable Adjustments	0	0	0	

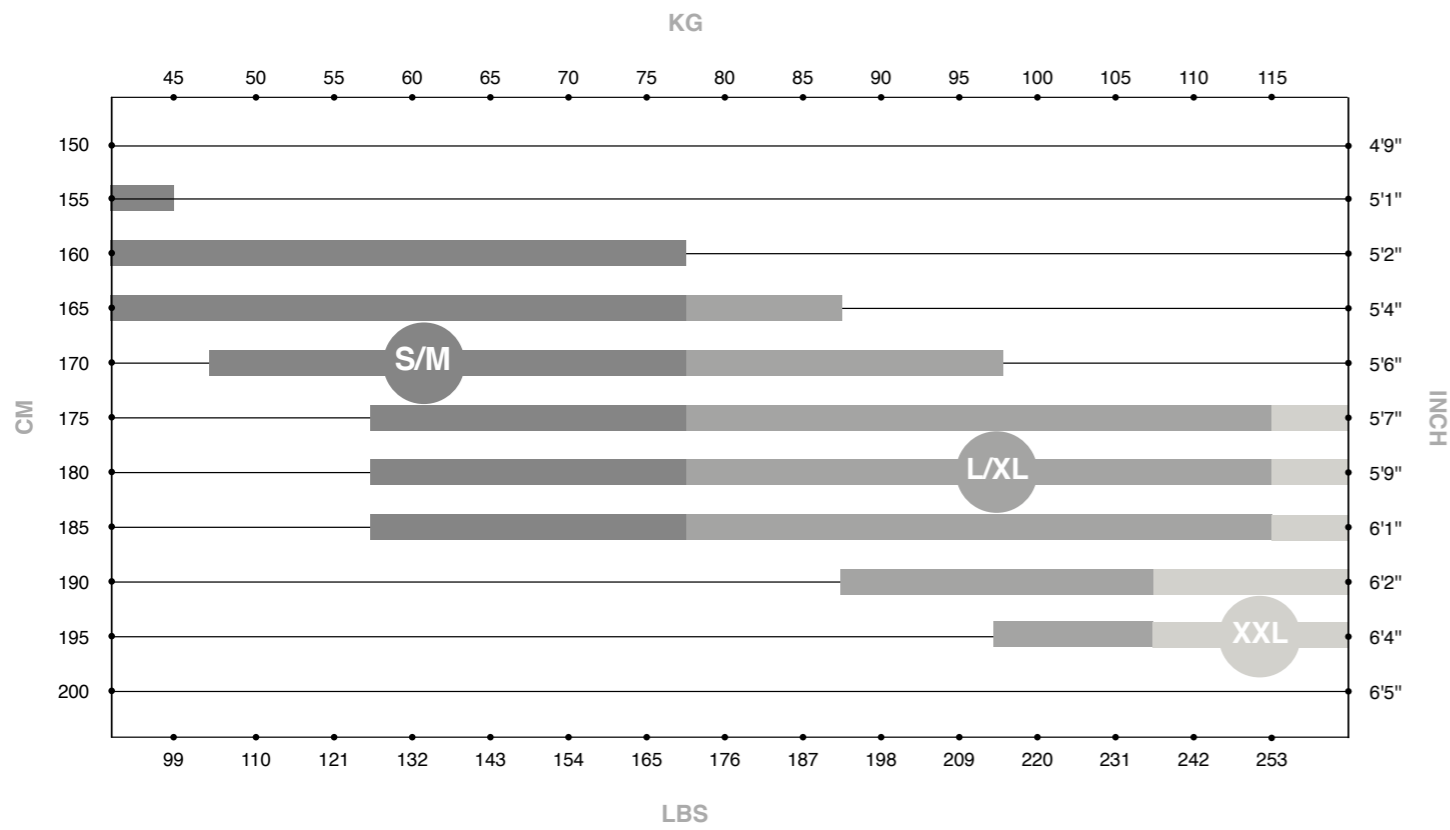
The weight of the paramotor seat includes everything described in the "DELIVERED WITH" section.

 The weight of the paramotor seat may vary by 150g, depending on the batch of materials and weather conditions.

Colors may have slight variations in shade depending on the batches of materials.



Reference Table



This table is for reference only and should not be used as the sole source for deciding the size of the harness. Please consult your dealer.

Peças e materiais

Materials	Materials	Reference
Webbing Poliester – 1400 kgf	Polyester Strap 1400 kgf	24 x 1,2 mm
Webbing Poliester – 1200 kgf	Polyester Strap 1200 kgf	19 x 1,2 mm
Webbing Poliester - 140 kgf	Polyester Strap -140kgf	12 X 1,4 mm
Webbing Poliester - 1700 kgf	Polyester Strap -1700 kgf	20 X 2,5 mm
Velcro	Velcro Hook	20 mm
Velcro	Velcro Hook	20 mm
Fabric Nylon	Fabric WTX 40 SI	WTX 40 Si
Poliamida Fabric	Fabric Nylon Paraquedas	PA 100%
Buckle	Throttle Engagement Clips	
Buckle	Buckle PHI	15 mm
Buckle	Buckle PHI	15 mm
Buckle	Buckle	28 mm
Buckle	Passador	28 mm
Buckle	Slider KS	25 mm
Buckle	Hook	28mm
Buckle	Buckle KS	25 mm
Buckle	Buckle PHI	28 mm
Buckle	Friction Ring	28 mm
Pulley	Pulleys	





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