Date: 19/01/2026

P.A.P. TEAM

SLC v2

INSTALLATION AND USER MANUAL

1. IMPORTANT SAFETY INFORMATION

Paramotoring is an exciting activity, although it involves inherent risks that must be understood and accepted by the pilot. The PAP SLC v2 harness has been designed to offer safety and comfort, but incorrect use, poor installation, or lack of experience may lead to serious accidents.
Before using this harness:

- Familiarize yourself with all your equipment and practise ground handling until you have precise and safe control.
- Always carry out a full inspection before each flight. Never use damaged equipment, poorly adjusted components, or items showing signs of excessive wear.
- Use equipment appropriate for your pilot level and the conditions of the day.
- Keep your training up to date. Techniques and equipment evolve, and your skills should evolve accordingly.
- Always fly with a certified helmet, gloves, and suitable footwear.
- Ensure you are in proper physical and mental condition before flying.
- Check the weather forecast carefully and avoid flying in strong winds, turbulence, rain, or cloud cover that could compromise your safety.
- Follow manufacturer recommendations and do not modify the equipment without proper technical approval.
- Act responsibly and respectfully towards the environment, the flying site, and other pilots.

Use only certified equipment and ensure that your insurance covers your activity and your flying configuration.

The pilot is always the final responsible party for the correct use of the equipment and for all decisions made in flight.

2. ABOUT THE PAP SLC v2

The PAP SLC v2 harness has been designed exclusively for paramotor use and to provide maximum safety and comfort, combining lightweight construction with reinforced materials. Its geometry and adjustment range allow it to adapt to various body types and flying styles.

Key features include:

- Lightweight construction with reinforced areas.
- Integrated airbag for increased impact protection.
- Compatibility with side or front reserve containers.
- Pulley system for smooth speedbar operation.
- Zipped side pocket.
- Dedicated radio pocket.
- Compartment for flight instruments.

3. INSTALLING THE HARNESS ON THE FRAME

These instructions are provided as a general guide. Always refer to the paramotor frame manufacturer's instructions for specific attachment points and mounting recommendations.
The PAP SLC v2 harness has been specifically designed to be mounted on PAP frames, ensuring maximum comfort, stability, and safety during flight. For proper installation, it is essential to follow the steps in the correct order.

1. MIDDLE POINTS

Anchor the straps to the two central tubes of the frame, ensuring that the webbing is correctly aligned and free of any twists. This procedure must be repeated on both sides of the frame to ensure correct and symmetrical installation.



1. Place the red mark in the centre of the buckle and pass the strap to the other side of the tube.



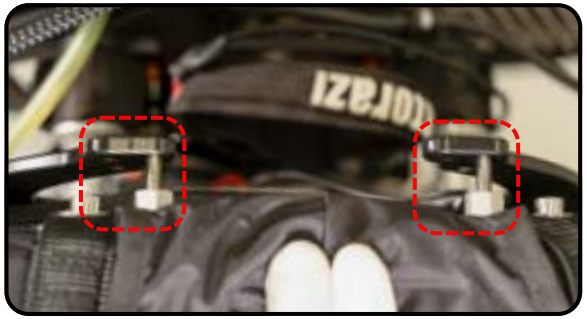
2. Pass it through the buckle again, aligning the red marks in the centre of the buckle.



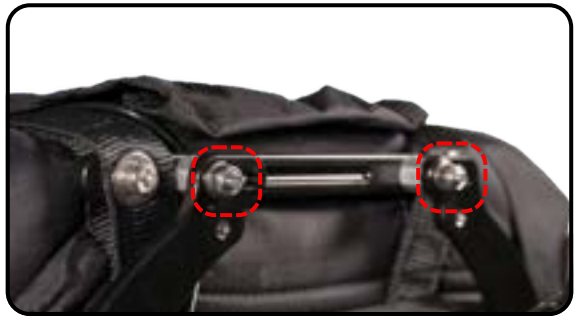
3. Pass the strap back as a safety measure to prevent it from coming loose.

2. UPPER POINT

Anchor the upper bar to the engine support plate using the dedicated hole. In flying position, the hole on the right side is used for engines with reduction gearboxes, while the hole on the left side is used for engines with pulley systems.



1. Insert the bar into its upper hole.
Check the TINOX manual to know which one you need to put it in.



2. Then insert the washer and the nut.
Tighten the nut until there is no play, and torque it to 10 Nm.

3. LOWER ANCHOR POINTS

Anchor the straps to the two side tubes of the frame, again ensuring proper alignment and no twists. Repeat this procedure on both sides for correct and symmetrical installation.



1. Place the red mark in the centre of the buckle and pass the strap to the other side of the tube.



2. Pass it through the buckle again, aligning the red marks.



3. Pass the strap back to secure it and prevent loosening.

4. SHACKLE ASSEMBLY

1. Fit the top shackles first. There are two holes: for engines with belt reduction, the right side goes on top and the left on the bottom; for engines with gear reduction, it is the opposite, always in flying position.



2. Finish with the shackles of the paraglider anchor point. Once the anchor point is known, place the anchor strap on the shackle. Tighten all shackles and fit the safety ring.



Tighten all the shackles by hand until fully seated, ensuring the shackle pin head is aligned with the shackle body, then put on the safety ring.

4. CONNECTION TO THE WING

The risers of the paraglider must be connected to the harness using certified carabiners. The SLC v2 is equipped with loops and safety straps that must be secured inside the carabiners.

Before each flight, ensure that the carabiners are correctly closed and that the safety straps are free from wear or damage.

Always use certified carabiners in good condition.Never use damaged, worn, or non-certified connectors.

1. Slide the paraglider's anchor strap through the ATS.

2. Pass the safety strap through the guide rubber.



3. Once positioned, put on the ATS cover.

4. Finally, insert your carabiner, ensuring it holds both the paraglider anchor strap and the safety strap.



Once the harness assembly is finished, check step by step that everything is correctly installed, that the straps have no twists, and that the nuts and shackles are properly tightened. Periodically check the anchor points to ensure that everything remains securely fastened.

5. INSTALLATION OF FLIGHT INSTRUMENTS

INSTALLATION OF THE TACHOMETER

The harness is equipped with a pocket designed for the installation of flight instruments such as a tachometer and temperature sensors.

1. Position the tachometer in its compartment facing upwards so that it remains clearly visible during flight.



2. Route the tachometer cable along the shoulder strap and guide it all the way to the top.



3. Connect it to the ignition coil cable, ensuring there is no tension on the wire to prevent damage.



For the temperature sensor, follow the same procedure. Disconnect the cable so it can be routed along the side of the shoulder strap.

6. SPEEDBAR SYSTEM

The harness is prepared for the installation of a speedbar, although it is not included. To install it, follow these steps:

1. Detach the speedbar cord to pass it through the pulleys. Start with the inner pulley located at hip level.

2. On the outside of the straps, pass the line through the lower pulley, ensuring no twists and smooth movement.



Once routed, tie the line to the speedbar using a bowline or another suitable knot.
Secure the speedbar to the Velcro located on the edge of the seat board.



7. RESERVE PARACHUTE INSTALLATION

The SLC v2 harness is compatible with a side-mounted reserve parachute container, installable on either the left or right side. It fits most modern standard-size reserve parachutes. PAP strongly recommends that the reserve parachute system is installed by a qualified professional. If in doubt, seek expert advice.

COMPATIBLE RESCUE PARACHUTES

The harness rescue parachute container is designed to accommodate round or square emergency parachutes, properly packed in accordance with the parachute manufacturer's instructions.

The container is compatible with rescue parachutes up to size 140, from any manufacturer, provided that the packed volume is suitable and the parachute is correctly installed. This includes, but is not limited to, models from brands such as Ozone, Niviuk, Companion, and other equivalent manufacturers.

For rescue parachutes rated above 140 kg, a lightweight model must be used due to volume limitations. In this case, the container can accommodate rescue parachutes up to a SQR Light 200 or equivalent, provided they are correctly packed and compatible in volume.

INSTALLATION OF THE SIDE RESERVE CONTAINER

1. Attach the reserve handle of the SLC v2 to the deployment bag using a lark's foot knot or another suitable method. Always connect the handle to the central attachment point of the bag.



If using a short-bridled parachute, attach the harness bridles to the parachute's bridle using a suitable connector (not supplied). Use pliers but do not over tighten.



2. Insert the deployment bag into the container with the handle oriented toward the lower flap so it stays in the correct position once closed. The bridle should exit from the top of the bag, oriented correctly for left or right installation.



3. Close the container flaps in sequence, pulling the retention loops through the eyelets with the help of a suitable threading tool.



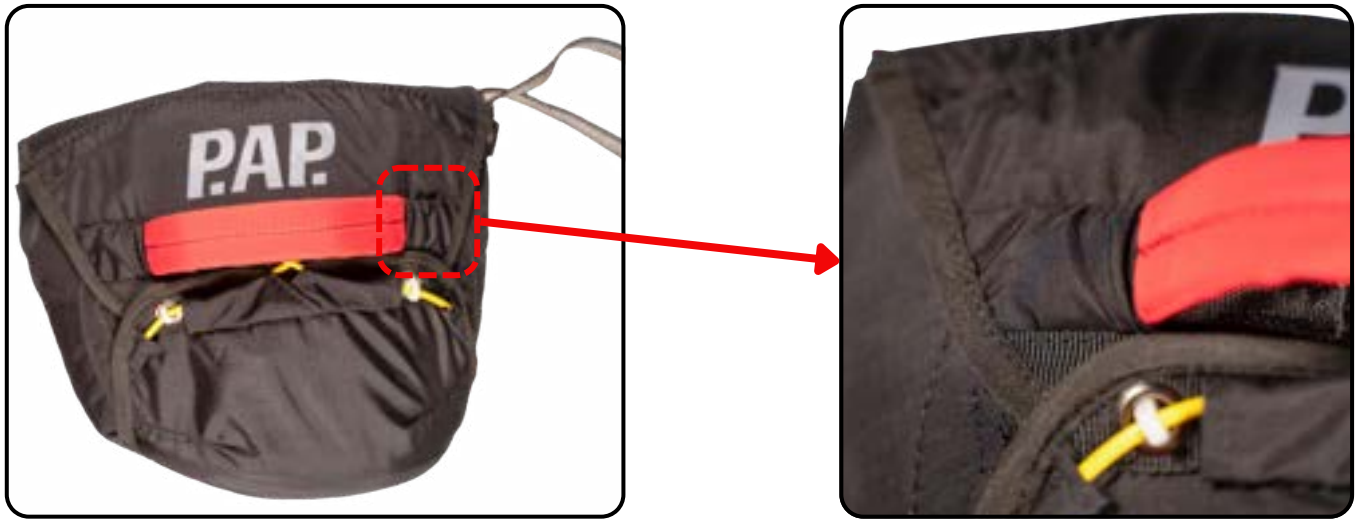
4. Secure the final flap by passing the yellow wire through the retention loops, ensuring that the reserve handle strap exits through the central opening.



5. Secure the yellow wire through the retention loops, ensuring the reserve handle is positioned correctly. Place the ends of the yellow wire inside the dedicated flap. Remove any assisting string or plastic tools used for threading the loops.



6. Insert the ends of the handle neatly behind the designated flaps for a clean finish.



7. Zip the container into place and fasten the plastic buckles to prevent accidental opening.



8. Route the bridles through the side protective sleeves, guiding them along the outside of the paramotor arms and up to the shoulder attachment points.



9. Attach the bridles to the shoulder attachment points using appropriate connectors (not included). Ensure the maillons are securely fastened. Tighten firmly with pliers, but do not overtighten.



Before flying, verify that the container is fully closed, the handle is correctly seated, the yellow wire is secured, and the bridles are correctly routed without twists or friction. Perform a practice deployment from a static hang point to confirm smooth operation.

8. FITTING AND ADJUSTMENTS

Before the first flight, suspend your paramotor with the harness installed from a strong and stable static point. This allows you to check that the harness is correctly installed and to adjust it to your personal preferences.
Take time to become familiar with the adjustments and ensure a comfortable and balanced flying position before flying.

SHOULDER STRAPS

The shoulder straps can be adjusted to suit the pilot's needs so that the paramotor sits at an optimal height using the webbing straps.
To do this, put the paramotor on your back, maintain an upright position, and adjust it to a suitable height so you can move easily, neither too tight nor too loose.



LEG STRAPS

To adjust the leg straps, with the paramotor suspended on your back, stand in an upright position and gently tighten the webbing until you feel slight pressure.
If the leg straps are left too loose, it may be more difficult to sit once in flight. If they are tightened too much, they may cause some discomfort, both in the air and on the ground.



CHEST STRAP

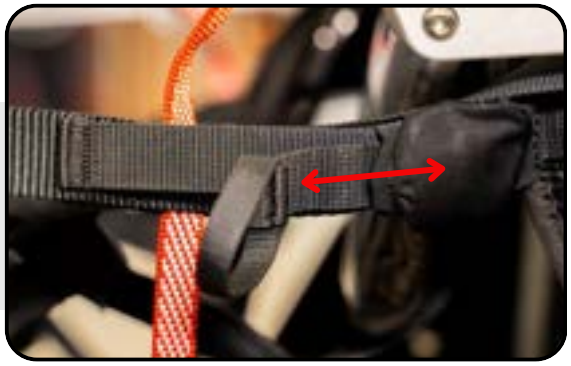
The chest strap adjustment directly influences harness mobility and flight feel.
With a looser chest strap, the harness will allow more lateral movement, providing greater weight shift and increased feedback from the paraglider.
With a tighter chest strap, the system becomes more stable and limits movement, resulting in a more solid and predictable feel.

For acrobatic flying, the chest strap must be tightened.



LUMBAR STRAPS

The lumbar support is designed to provide lower back support and improve long-term comfort in flight.
Adjust the lumbar support gradually until the lower back is properly supported without creating tension in the abdominal area.

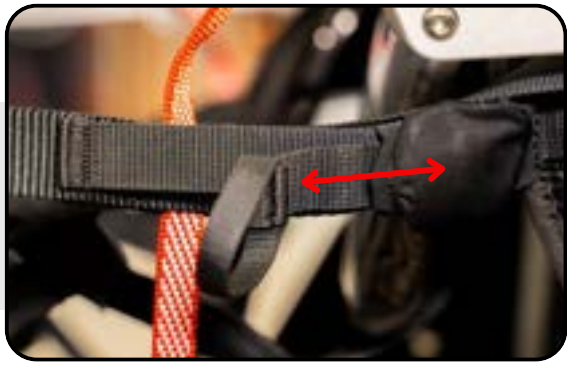


All adjustments must be made symmetrically.
Incorrect adjustment may negatively affect comfort, stability, and control.

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8. TECHNICAL SPECIFICATION

The PAP SLC v2 harness has been designed specifically for paramotor use, with a focus on comfort, durability, and reliable integration with the paramotor frame. The following specifications provide an overview of the materials used and the main dimensional characteristics of the harness.

SIZE CHART

Size	M	L	XL
Pilot Height	150cm - 180cm	175cm - 190cm	175cm - 200cm
Pilot weight	50kg - 85kg	75kg - 105kg	90kg - 130kg
Seat plate size	35x27cm	38x27cm	40.5x31cm

8. PAP QUALITY & WARRANTY

At PAP Team Paramotors, quality is a fundamental part of our design and manufacturing philosophy.

Each PAP SLC v2 harness is manufactured using carefully selected materials and undergoes multiple quality control checks during production to ensure consistent performance, reliability, and durability.

We stand behind the quality of our products. PAP Team Paramotors warrants that this harness is free from manufacturing defects under normal and intended use.

This warranty does not cover damage resulting from normal wear and tear, improper use, incorrect installation, unauthorized modifications, accidents, or operation outside the recommended limits.

If a manufacturing defect is identified, PAP Team Paramotors will, at its discretion, repair or replace the affected product or component.

For any questions regarding warranty or product support, please contact your authorized PAP distributor or PAP Paramotors directly.

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