

X-R7

Edition 05/ 02.2026

English

THANK YOU !

We would like to thank you for having chosen one of our products, and we invite you to read this important document, the User Manual for the harness. Please pay special attention to the two most important paragraphs, regarding:

Insertion of the reserve parachute.

The reserve parachute is a piece of equipment that may save your life. It must be inserted so that it works correctly when it is required, whether this happens in two days time, or two years from now.

Adjusting the harness.

The harness forms the connection between the pilot and the paraglider, and it is an essential component in optimizing performance and the pleasure of flying. A bad harness that is well adjusted may enable you to fly well, but a good harness that is badly adjusted may put you off flying altogether.
We are confident that this harness will give you great comfort, control, performance and enjoyment in flight. We are conscious of the fact that reading an instruction manual is not an exciting experience. However, please remember that this product is not a citrus juicer or a mobile phone, and that correct use of the harness helps reduce the risk of flying accidents. This manual contains all the information necessary to assemble, adjust, fly and store your harness. Thorough knowledge of your equipment will improve your personal safety and your level of flying.
Team Woody Valley

SAFETY NOTE

By the purchase of Woody Valley equipment, you are responsible for being a certified paraglider pilot and you accept all risks inherent with paragliding activities including injury and death. Improper use or misuse of equipment greatly increases these risks. In no case shall Woody Valley or Woody Valley equipment resellers be held liable for personal or third party injuries or damages under any circumstances. If any aspect of the use of our equipment remains unclear, please contact your local reseller or Woody Valley directly.

Please check out the user manual at the following URL :

https://youtu.be/SD_iOpssIVE

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1- GENERAL INFORMATION

This equipment should contain:

- ✓ *Harness*
- ✓ *Carbon seat plate*
- ✓ *Composite foot plate*
- ✓ *Hook-in karabiners*
- ✓ *Emergency parachute deployment handles*
- ✓ *Two spare elastic loops for fastening the emergency parachute container*
- ✓ *Two spare long elastic loops for fastening the emergency parachute container*
- ✓ *Additional bridle for the second parachute*
- ✓ *Two karabiners with screw collar for the second parachute*
- ✓ *Three step speed-bar*
- ✓ *Dorsal protection*
- ✓ *Lower ballast bag*
- ✓ *Two spare Mylar air scoops*

The optional accessories avaible are:

- ✓ *Ballast bag, with carrying handle, tube, and drainage tap*
- ✓ *Front parachute*
- ✓ *Anti-G braking parachute*
- ✓ *Safety knife*

1.1- Concept

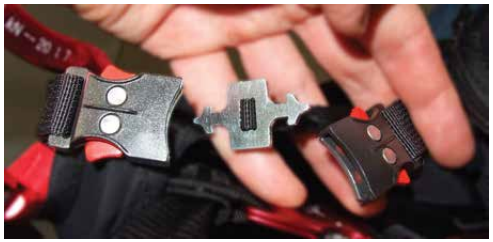
The X-Rated 7 is meant to be used as harness in paragliding as “light ais sports equipment” with a maximum weight of 120 kg.
X-Rated 7 is the most extreme example of Woody Valley’s many years of experience in competition harnesses. It has been designed to meet the demanding requirements of professional pilots in term of comfort, flying performance, aerodynamics, and safety. For these reasons the harness has been painstakingly modified and optimized, right down to the last detail. Its flying performance, aerodynamic shape, and responsive handling qualities in parti cular, have been designed to help get the very best out of modern competition gliders.
X-rated 7 has can accommodate two parachutes, as required by current competition rules, and space for a third parachute in the front. Furthermore, it is equipped with a container for “Anti-G” drag parachute that can be bought as an optional extra, and the new “Mini T-Lock” safety system to help prevent you from forgetting to fasten the leg and chest straps.

1.2- X-Rated 7 protection

X-Rated 7 is equipped with LTF certified 14 cm foam back protection.
The back protection is made up of two elements: one protects the seat and the lower back and the other one protects the upper back.
The latter is not relevant to the homologation test and therefore can be removed through the rear pocket.

1.3- Mini T-Lock System

The Woody Valley team has renovated its previous DRC system by developing a new mechanism that’s aimed at addressing the issue of forgetting to fasten the chest and leg straps. The system includes two females buckles attached to a load bearing karabiner, and another attached to the leg-cover’s closure element; the central element that allows for the buckles to be fastened is attached to the leg strap: in this manner, in order to properly close the leg-cover, the pilot is required to grasp the leg strap, and is thus reminded to close it. The new system offers improved manageability and a more intuitive interface, and can even be used even while wearing gloves.





1.4- S.O.S. Label

This label, coloured red with white lettering, is readily visible in a pocket on the right shoulder-strap padding and it is easy to pull out. On the back of this label, you can write the information that you think should be given to rescue personnel in case of accident.



2- BEFORE USE

The X-RATED 7 harness is supplied with a dorsal protection already properly placed by the manufacturer. The emergency parachute must be fitted with great care by a qualified professional, such as your instructor. Only after this operation should the pilot adjust the harness for optimum comfort.

2.1- Reserve parachute

X-Rated 7, to meet the requirements of new competition rules and to ensure a high level of safety in flight, has two emergency containers, one on the right and one on the left, and offers the possibility to have a third parachute in the front under the cockpit (optional). The containers have an adjustable volume and allow the use of a larger main emergency chute combined with a smaller secondary chute. These can be inserted, at the pilot's discretion, on the right or left side. The parachute housing in the front has been designed to hold a lightweight reserve parachute, which is a lot less bulky than a standard parachute.

The reserve parachute must be attached to the harness before being inserted in the built-in container. The connection takes the form of a dual bridle and is fixed at two points at shoulder height to provide better load distribution and to ensure a correct landing position in case the parachute is deployed. This helps to minimize the risk of injury. The built-in bridle has a large red central loop, reinforced with Cordura 500 covering. The end of the loop has a Velcro band which is used to secure the connection with the reserve parachute. For the second parachute, the harness is supplied with a second bridle to secure it, using the screw-lock karabiners provided, to the harness. If the pilot would like to use a parachute with directional control it can be attached directly to the loop, disregarding the supplementary bridle.

The information on how to attach and insert the following parachutes applies to both right and left side parachutes.

2.1.1- Connecting the deployment handle to the deployment bag

X-RATED 7 is supplied with a handle for reserve parachute extraction. It is identified with the number "17"; this handle alone should be used for this purpose. The black loop attached to the handle itself should be passed into the loop on the deployment bag, and then the entire handle should be passed through its own loop and pulled tight. For easier extraction, the loop attached to the deployment bag should be positioned laterally. If your deployment bag does not have this loop, please contact the retailer from whom you purchased the reserve parachute.



2.1.2- Connecting the reserve parachute to the harness

X-rated 7 is equipped with a dual bridle and two loops for parachutes with directional control with a double-riser bridle. There are three different systems for attaching the parachutes to the harness, each of which applies to both right and left side installation:

First system (for non-steerable rescue parachute):

Use a screw-lock karabiner with a breaking strength of at least 2,400 kg. In this case, the bridles should be held in position within the karabiner using elastic bands, to prevent the karabiner from rotating and taking the strain laterally instead of vertically. The karabiner's screw-lock should be tightly screwed shut to avoid any possibility of it opening accidentally. This type of connection can absorb a higher opening shock than the second system, and for this reason it is the recommended system.



Second system (for non-steerable rescue parachute):

The reserve parachute bridle is passed through the loop at the end of the harness's built in reserve parachute bridle. The reserve parachute itself is then passed through its own webbing loop. This connects the two bridles. The loops should be pulled as tight as possible to avoid any chance of dangerous friction developing between the two bridles during the shock caused when the reserve parachute opens. To ensure that the link between the two bridles remains tight, remember to fasten the knot using the Velcro strip on the harness's built in reserve parachute bridle.






Third system (for steerable and non-steerable rescue parachute with dual bridle):

If you are using a reserve parachute with directional control, or if your reserve parachute has a double-riser bridle, it can be connected to the harness using the two loops positioned at the base of the harness bridle, near the padded shoulder straps. In this case, the harness's reserve parachute bridle will not be used, and so it should be folded, fastened using two elastic bands, and positioned under the cover behind the pilot's neck.






The two connections should be made using screw-lock karabiners with a breaking strength of at least 1,400 kg. It is important to verify that the length of the bridle is sufficient to position the reserve parachute inside the harness pocket, and that there is sufficient play to enable the parachute to be taken out of the pocket without causing the reserve parachute deployment bag to open during extraction.



IMPORTANT:

- *To prevent excessive lateral loads, the bridle should be attached to both the loops on the shoulder straps. Not to just one of them.*

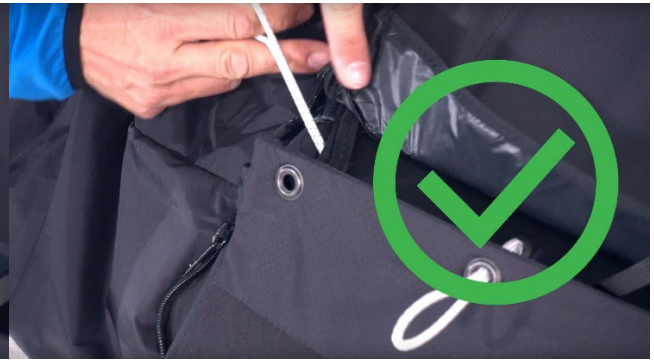




2.1.3- Inserting the reserve parachute into the harness

Push the slider of the zipper that encloses the bridle into its Lycra cover located behind the pilot's neck, then open the zipper starting from the reserve container flap, in order to free the bridle route that goes from the shoulder loops to the rescue parachute container under the seat. Next attach the rescue parachute to the harness following one of the three methods explained above. Then enclose the parachute bridle by closing the zipper, moving the slider from its original position to the end of the zipper near the rescue parachute container, and then leave the slider in that position until the rescue parachute container has been completely closed.
Insert the reserve parachute into the pocket of the harness, so that the handle is visible and facing outwards, and the loop connecting the handle to the deployment bag is facing upwards.





Close the two zips at the sides of the large flap of the reserve container.

Insert the large white elastic loop that is closest to the bridle route (near the back of the harness), into the first (rear) eyelet of the large flap. Insert the second big elastic loop into its corresponding (middle) eyelet. Note: the bridle must pass BETWEEN the two elastic loops and not at the side of them.

Pass the middle elastic loop through the first (rear) loop, then bring the small elastic loop through the remaining (forward) eyelet and insert this through the middle loop (using some cord to help).

Make sure the rescue handle connection comes out between the big (middle) elastic loop and the small elastic loop and that is loose enough for proper extraction.

Insert the pin into the small elastic loop and place the rescue handle in the right location.









It is essential to remove the cords after this operation. The cords should be pulled out slowly in order not to damage the elastic loops by excessive friction.

Push the two zipper sliders at the side of the rescue parachute container to the bottom, pushing them into the container.

Return the slider of the bridle zipper to the top of the zip, and into its Lycra cover located behind the pilot's neck.

Finally, close the small upper flap by inserting its narrow front point into the specific split.

The magnets will keep everything in the correct position.

IMPORTANT:

- Every new combination of reserve parachute and harness or the external container assembled for the first time should be tested by an official harness or reserve parachute dealer, or by a flying instructor. Deployment of the reserve parachute should be perfectly feasible from the normal flying position.

The paragliding harness and its rescue parachute deployment system are not suitable for diving and strong opening shocks.
The harness main frame has been designed, tested and homologated to bear the opening shock of a rescue parachute deployment according to the required paragliding standards. This doesn't rule out the possibility that other parts of the harness may be damaged by the opening shock, regardless whether this happens for real or while simulating an accident.

THE TWO CLOSING ELASTICS OF THE RESCUE CONTAINER, MUST BE REPLACED IDEALLY EVERY 6 MONTHS, OR COMPULSORILY EVERY 12 MONTHS WHEN YOU REFOLD YOUR RESCUE CHUTE, AS PERIODICALLY REQUIRED.
Remove the elastics by wiggling your hand into the ratchet pulley area through the fabric layers (as shown in the picture) till you reach the elastic knots inserted in a white plastic bar. Pull them out and put the new ones in.



2.1.4- Extracting the reserve parachute

It is vital to feel periodically for the position of the reserve parachute deployment handle during normal flight, so that the action of reaching for the reserve parachute handle becomes instinctive in an emergency.
In emergency situations, the deployment procedure is as follows:

- Look for the reserve parachute handle and grasp it firmly with one hand
- Pull the handle outwards in order to extract the reserve parachute from the harness container
- Look for a clear area, and in a continuous motion, throw the reserve parachute away from yourself and the paraglider
- To prevent the glider from interfering with the deployed rescue parachute, please proceed as follows:
    - if the glider leading edge is facing upwards, gripping the D lines or the brake lines
    - if the glider leading edge is facing downwards by gripping a D line or a brake line to rotate the glider till it is facing upwards and then pulling both brake lines or both D lines to get your glider down.
- On landing, adopt an upright body position, and ensure that you perform a PLF (Parachute Landing Fall) to minimize the risk of injury.

2.1.5- Closing the parachute container flaps in case of major service intervals

If you use the harness with just one bottom parachute you need to follow a procedure to close the flaps of the unused parachute container. Use the plastic cable provided with the rescue handle and then close all the flaps. This operation will ensure that the flaps remain properly closed and will prevent accidental opening.





2.2- Front reserve parachute

The emergency parachute container is in the ventral section. The container was designed for very light emergency parachutes, with a lower volume than standard chutes. The parachute has to be connected to the bridle provided before inserting into the ventral container. The bridle splits into two straps which are fastened to the main harness karabiners. With this type of link between the emergency parachute and the harness, the emergency parachute can be deployed from left or right.

2.2.1- Connecting the deployment handle to the deployment bag

The front rescue container is supplied complete with the handle for parachute deployment, marked as n°13. Only this deployment handle should be used. The black loop on the handle should be put through the loop attached to the deployment bag, and then the entire handle should be passed through the handle's loop in order to link the two. In this harness, to facilitate deployment, we recommend linking the handle to the loop situated in the central part of the deployment bag. If your deployment bag does not have this loop, please contact your emergency parachute retailer.



2.2.2- Connecting the front emergency parachute to the harness

There are two methods for connecting the emergency parachute bridle to the harness risers:

First system (for non-steerable rescue parachutes):

Use a karabiner with a screw collar and a breaking strength of at least 2400 kg. In this case, the emergency parachute risers should be held in position within the karabiner using elastic bands, to prevent the karabiner from rotating into a lateral position which could cause it to undergo a dangerous lateral stress in the case of deployment. The screw collar should be tightened very firmly to prevent accidental opening. This type of connection can withstand a higher shock on deployment than the second system, and it is without doubt the best system to use.



Second system (for non-steerable parachutes):
The reserve parachute bridle is passed through the loop at the end of the harness's inbuilt reserve parachute bridle. The reserve parachute itself is then passed through the large loop in its own bridle. This connects the two bridles. The loops should be pulled as tight as possible to avoid any chance of dangerous friction developing between the two bridles during the shock caused when the reserve parachute opens. To ensure that the link between the two bridles remains tight, remember to fasten the knot using the Velcro strip on the harness's inbuilt reserve parachute bridle.
To prevent the union of the two ropes come loose over time, we recommend fastening the knot with tape.





2.2.3- Inserting the front emergency parachute

Fasten the emergency parachute bridle using the two Velcro strips inside the parachute container, ensuring that the two loops leading to the main karabiners are on opposite sides and emerge from the cockpit symmetrically, therefore with the same length. These two loops also make it possible to adjust the height of the container. We recommend fastening the Velcro as shown in the photo, in other words with the edge at the extremity of the container. If this is not satisfactory, remove the emergency parachute and repeat the steps as described below.
Then carefully arrange the bridle inside the container.



Insert the parachute into the harness container so that the deployment handle is visible and facing outwards, and with the loop that connects the handle to the deployment bag facing upwards. Thread a thin cord (such as a paraglider line) into each elastic loop. This will make it easier to close the container.
Insert the elastic loops into the smaller grommets (smaller with respect to the others on the edge of the container). Close the flaps in the order shown in the drawings/photos below.



Insert the metal pins into the elastic loops and insert the handle beneath the fabric flaps. The cord must be removed at the end of this phase, and must be extracted slowly in order to avoid damaging the elastic loops due to excessive friction between the parts. Once the parachute has been inserted into the container, it must be secured to the harness by connecting the loops on the restraint ropes to the karabiners: the loop on the right always remains fastened to the corresponding karabiner, while the loop on the left must be connected when closing the harness before each takeoff.



The container is connected using the special buckles and must be fastened to the leg-cover using the zipper. The parachute container houses the instrument compartment, which is also connected using a zipper.



IMPORTANT:

- Each new combination of emergency parachute and harness, or change in emergency parachute container, should be checked to ensure that the emergency parachute can be correctly deployed, by an official harness or emergency parachute dealer, or by a flight instructor. Emergency parachute deployment should be perfectly feasible from the normal flying postion.

- Before takeoff, always check to make sure that both of the front parachute's loops are attached to the corresponding karabiners.

2.2.4- Extracting the front reserve parachute

It is vital to feel periodically for the position of the reserve parachute deployment handle during normal flight, so that the action of reaching for the reserve parachute handle becomes instinctive in an emergency.
In emergency situations, the deployment procedure is as follows:

- Look for the reserve parachute handle and grasp it firmly with one hand
- Pull the handle outwards in order to extract the reserve parachute from the harness container
- Look for a clear area, and in a continuous motion, throw the reserve parachute away from yourself and the paraglider
- To prevent the glider from interfering with the deployed rescue parachute, please proceed as follows:
    - if the glider leading edge is facing upwards, gripping the D lines or the brake lines;
    - if the glider leading edge is facing downwards by gripping a D line or a brake line to rotate the glider till it is facing upwards and then pulling both brake lines or both D lines to get your glider down.
- On landing, adopt an upright body position, and ensure that you perform a PLF (Parachute Landing Fall) to minimize the risk of injury.

2.2.5- Back storage pocket

To access the rear pocket, you must first fully open the zipper on the rear aerodynamic side of the harness and turn it for easier access to the pocket.
This compartment has been carefully designed and sized to hold a paraglider rucksack. For smaller objects such as keys, wallets and coins, there is a second smaller pocket near the main pocket. To close the pocket and rear aerodynamic part, simply close the zippers.



IMPORTANT:

- *Overfilling the back pocket could prevent the correct inflation of the aerodynamic part of the harness.*
- *Arrange the objects evenly throughout the entire space of the dorsal pocket, so that the harness profile is not deformed.*
- *Do not place any object inside between the inflatable section and the pocket.*
- *Remember to close the zip of the aerodynamic part of the harness, in order to ensure correct inflation.*

2.3- Harness adjustments



LEGEND :

1.	Main straps		
2.	Back straps	paragraph	2.3.1
3.	Depth Sit straps	paragraph	2.3.1
4.	Depth Thigh straps	paragraph	2.3.1
5.	Shoulder straps	paragragh	2.3.2
6.	Chest straps	paragragh	2.3.3
7.	Leg straps	paragragh	2.3.4
8.	Abs straps	paragragh	2.3.6
9.	Speedbag lines	paragragh	2.3.7
10.	Trim Stability System	paragragh	2.3.9

X-Rated 7 is supplied already adjusted to a standard ergonomic setting, apart from adjustments required for pilot height. Therefore, for the first flight we recommend adjusting the harness for height alone, leaving the other settings unchanged, because they have proved to be satisfactory for the vast majority of pilots. If you wish to change the other settings, remember that you can always return to the factory setting by making reference to red marks on all adjustment straps.



Please remember that the size of your X-Rated 7 harness should be chosen according to your height, and not according to seat width. Unlike a harness based on a fundamentally seated position, in which the height of the seat back is not essential for comfort, in this harness the pilot flies in a more supine position, and so the height of the back support is very important for comfort and a correct flying position. Therefore it is important to select the right size, in particular as regards the height of the seat back, without worrying about the seat width.

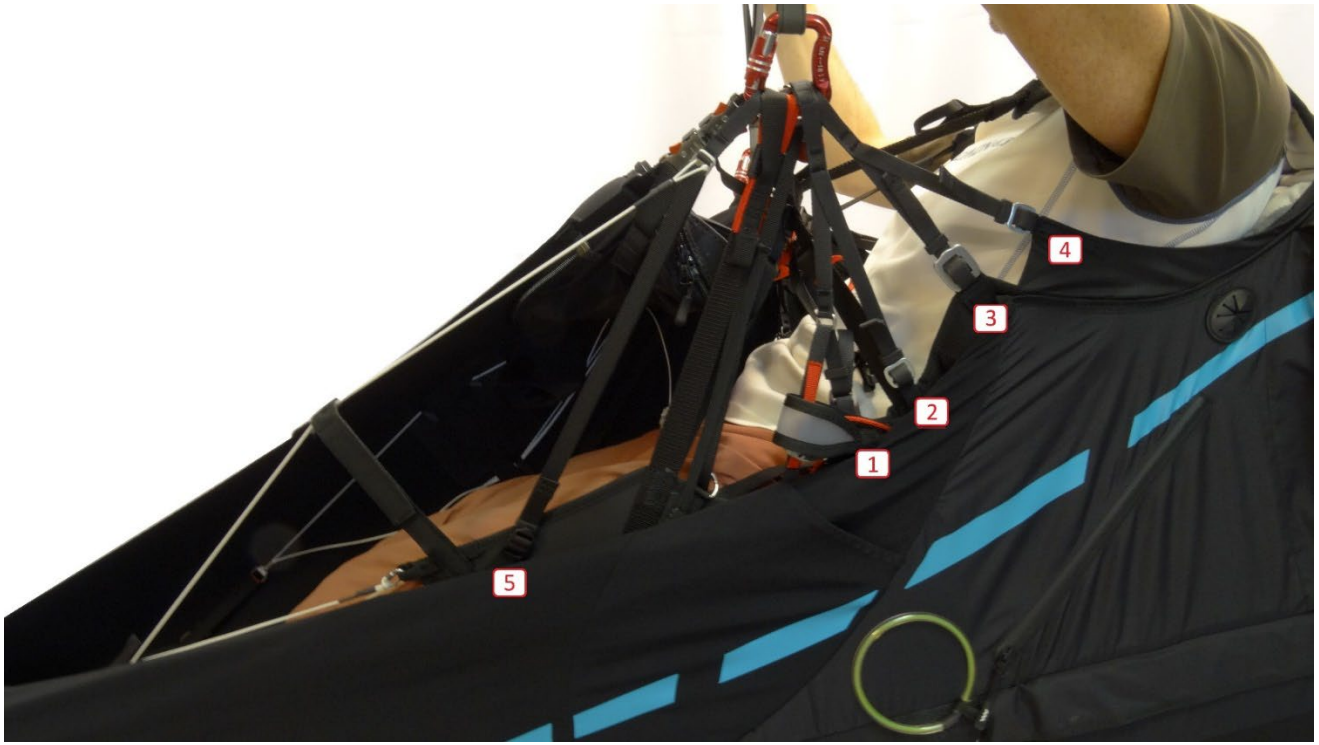
To adjust the harness to the optimum position, we recommend simulating flight position by hanging the harness from a suitable fixed point, having inserted all the items that you normally carry in flight into the back pocket.

IMPORTANT:

- *Before making any adjustments, the emergency parachute must be inserted.*
- *Every adjustment must be made symmetrycally on both sides*
- *Every adjustment strap has to be tight.*

2.3.1- Adjusting seat and back position

This photo shows how the lateral adjustments are arranged, and the many points at which the pilot is actually supported, from the upper back down to the lumbar area. All these adjustments improve pilot support and enable the harness to be adjusted to all back types.

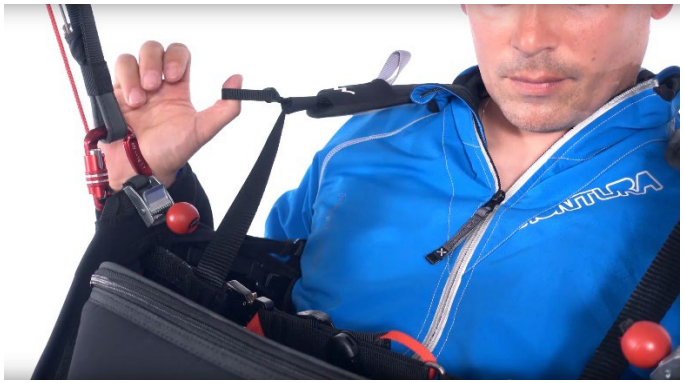


In the detailed photo, adjustment n° 1 changes the angle between thighs and back (seat depth), distributing load between seat and the lumbar area and thus improving pilot comfort.
Adjustment n° 3 is principally used to alter the angle between the torso and the vertical. Adjustment n° 2 and n° 4 are useful for fine back adjustments, but they are secondary adjustments that improve contact between the harness back and the pilot's back, improving support and comfort.
Adjustment n° 5 acts on the thigh-bone angle.
If you wish to work on the adjustments, the strap should be loosened before you set it to the point of optimum comfort. Once you have completed these steps, tighten the covering strap again in order to lock the adjustment setting.



2.3.2- Shoulder strap adjustment

Adjustment of the shoulder pads compensates for the variation in pilot height, and the adjustment buckle is located in front of the pilot's shoulder. The shoulder pads also bear part of the weight of the upper body for improved comfort. We recommend adjusting the shoulder pads so that they fit against your shoulders without being too slack or too tight.



2.3.3- Chest strap adjustment

The chest strap which controls the distance between the two karabiners can be adjusted from 40 to 51 cm. For the first flight with X-Rated 7, we suggest setting the chest strap to the minimum length, then locating the preferred length in flight by means of gradual adjustment. When the chest strap is shorter and tighter, stability is greater. An excessive distance between karabiners does not improve glider performance, and tightening the chest strap excessively may exacerbate the “twist” effect that may follow an asymmetric collapse of the sail.





2.3.4- Leg strap adjustment

The roots of the leg straps are positioned high, a characteristic of the Get-Up system, and this ensures great freedom of movement for the legs. Generally, the factory setting are correct. If it is difficult to enter the harness after launch, we suggest tightening the leg strap adjustment under the seat. This makes it easier for the pilot to enter the harness after launch without having to let go of the paraglider's control handles.

2.3.5-Self limiting of the adjustable shoulder straps

A plastic buckle prevents exessive tilt of the back by limiting movement of the shoulder straps through the chest strap. This also makes the entire strap system more rigid, which improves the overall harness stability. This adjustment is correctly set by the manufacturer.



2.3.6- ABS adjustment

This adjustment affects flying performance. The looser it is the less stable the harness becomes, and therefore the more sensitive to pilot movements. Vice versa, the tighter it is adjusted, the more stable the harness becomes, requiring more pronounced pilot movements in flight.

X-Rated 7 is supplied with this adjustment set to a position that is suitable for most pilots. If you wish to change this setting, take great care and make very small changes, just a few millimetres each time. Ensure that adjustments are made with absolute symmetry.



2.3.7- Leg cover

The leg cover is made of special wind-proof and water-proof Lycra material. It also features a magnet so it stays closed even at high speeds, thus eliminating the “flapping” phenomenon. The geometry of the innovative cords of the leg-cover’s automatic closing system makes it easier for the pilot to insert their legs after takeoff.
The leg cover length can be adjusted by two small buckles on the sides above the ankles, as shown in the illustration below. The leg cover length can be extended or shortened according to the pilot’s requirements, always trying to maintain symmetry of setting. On the side of the right ankle there is a little grey sphere that adjusts the tension of the Lycra on left side.







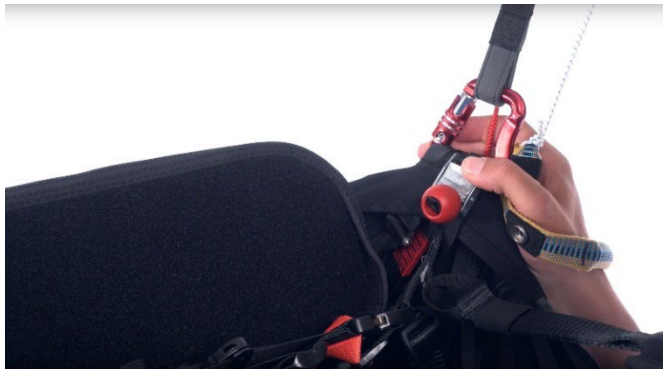
2.3.8- Speed-bar adjustment

X-Rated 7 is already equipped with a three step speed bar: the first two steps are flexible, while the last step is rigid. The length of the speed-bar system should be adjusted only after the optimum harness adjustments have been completed. To set the speed-bar correctly, the pilot should sit in the harness in a simulator, hook in to the paraglider risers, and with a helper supporting the risers, adjust the length of the speed-bar straps.
Shortening the cord excessively could cause the speed-system to be constantly under tension and therefore unintentionally operational during the flight. It is safer to begin by launching with the speed-bar a little too long, shortening it progressively on the next flights. It is important to perform each adjustment symmetrically, in other words equal on both sides.
If you wish to change the footrest, this harness can be used with all normal types of speed-bar (make sure there are no sharp edges that may damage the outer Lycra cover). The footrest cords should be inserted first through the loops fixed to the elastic cord under the seat (1), then through the pulleys near the back corners of the seat (2), and then up to the fastening points on the paraglider risers, passing through the hole on the inside fabric triangle and then through the eyelet on the Lycra. In addition, the two elastic cords that Woody Valley supplies with all its speed-bar/footrests have to be fitted. These elastic cords (4) should be fastened, with simple knots, to the two loops on the underside of the footrest. This ensures that the speed-system is always properly extended and ready for use.



2.3.9 Stability System

This system is for stabilizing the harness in flight. The pilot can activate the stability system by pulling the two little red spheres located near the karabiners and deactivate it with the metal trim. It is also possible to climb in thermals with the stability system on but the harness will not move as smoothly; to have a more dynamic harness deactivate the stability system with the metal trim inside the turn or even both metal trims.
The small plastic trims located near the automatic buckles are for pre-adjusting the system according to the chest strap width.





2.3.10 Extractable headrest

This is for neck comfort especially during long cross flights. To ensure maximum head motion, the headrest must not be used during take off, and it should only be extracted once airborne, by pulling on the small strap behind the neck area whilst simultaneously leaning forward.
The headrest can be pushed back in during flight by leaning forwards whilst pushing it back into place. We suggest you retract the headrest before landing.
The small black buckle located behind the headrest is the tilt adjustment: if the headrest is lowered, it becomes more vertical; if it is raised, it tilts backwards.





2.3.11 Pee tube

The hole for the pee tube is on the left side of the harness in front of the rescue handle.





2.3.12 Replacing the air scoop supports

Take out the damaged Mylar supports and replace them with spare ones from the plastic bag provided. Insert the support into the two little pockets located inside the air scoops.







3- FLYING WITH X-RATED 7

3.1- Pre-flight checks

For maximum safety, use a complete and thorough sequence of pre-flight checks, and use the same sequence of checks every flight.
Ensure that:

- *the two chest-strap buckles and the "Mini T-Lock system" are fastened. Take great care in the case of ice or snow, and always wipe the buckles clean of snow and ice before fastening them;*
- *the emergency parachute handles are correctly inserted into the correct position and the pins are firmly inserted;*
- *all pockets and zips are closed;*
- *the paraglider is correctly hooked to the harness, and that both karabiners are locked closed by the respective locking mechanisms;*
- *The speed-bar is correctly fitted to the paraglider;*

3.2- Pockets

The X-Rated 7 harness has a roomy back pocket and various side pockets. The two side pockets that are situated close to the main karabiners are ideal for a radio or mobile phone, and they are fitted with a safety loop. The harness has another two large side pockets. The instrument deck was designed so that it can easily be removed from the cockpit, so that the pilot can have the instruments with him or her at all times, for briefing, or to protect them from the pressure that may be caused by folding the harness. The instrument deck has a zip that provides access to the ballast compartment during flight, and enabling it to be removed completely after having landed. In addition, it has a 2-millimetre neoprene cover that protects the instruments from accidental blows. When the container has been removed from the harness, the pilot can open another zipped pocket at the base of the instrument deck, where there is a pen holder and an elasticated battery holding pocket.















3.3- Camel-bak

The X-Rated 7 harness was designed specifically for use with a water bladder. Place the water bladder as shown in the photo, in the rear storage pocket. Push the tube through the eye on the harness. The tube should run below the Lycra cover of the shoulder strap, emerging from the eye as shown in the photo.



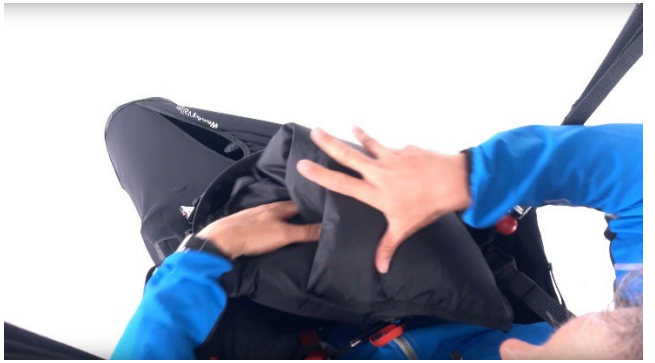


3.4- Front ballast installation and use of the cockpit

The cockpit has been completely redesigned: it has an aerodynamic shape integrated into the leg-cover, it can be removed using a zipper and can be combined with two other elements beneath the instrument compartment: a 6,5 litre ballast (standard) or a second parachute (optional). In order to render the cockpit more stable for movement on the ground, a plastic buckle has been added to the chest strap, which prevents it from overturning.
The ballast compartment has a passage for the discharge tube, which can be housed in the right side pocket, and extracted when necessary by threading it through the holes provided.

The procedure for installing the ballast is illustrated below:







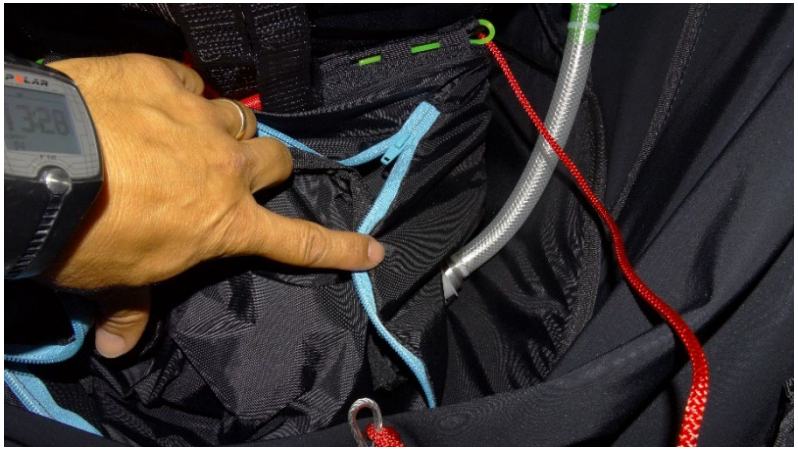

Open the zipper beneath the instrument compartment to access the ballast lodging. Next, open the Velcro over the discharge tube's outlet hole and insert the tube. There is a second hole inside the harness, which allows the discharge tube to be inserted into the external pocket, where it can be hidden and extracted whenever necessary.

3.5- Installing the lower ballast

X-Rated 7 is supplied with a 7,8 litre ballast bag with carrying handle already installed beneath the seat. In order to take maximum ballast capacity, we suggest not removing it from its housing. The easiest way to fill it is via the discharge tube with the aid of a funnel or a connecting tube, ensuring as much air as possible is discharged from the ballast bag beforehand.

If it needs to be removed, follow the instructions described below for proper re-installation.

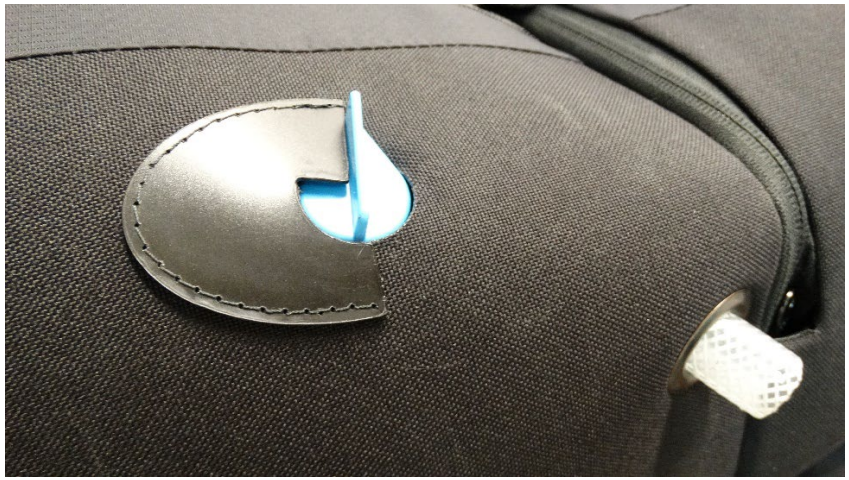








The ballast compartment is located beneath the seat. Open the zipper to access and insert the discharge tube into the hole on the right and install the ballast. Slide the tube into the sleeve on the side until it comes out of the other side. Lodge the tap in the hole and use the blue Velcro strap to secure the tube so that it remains in place.

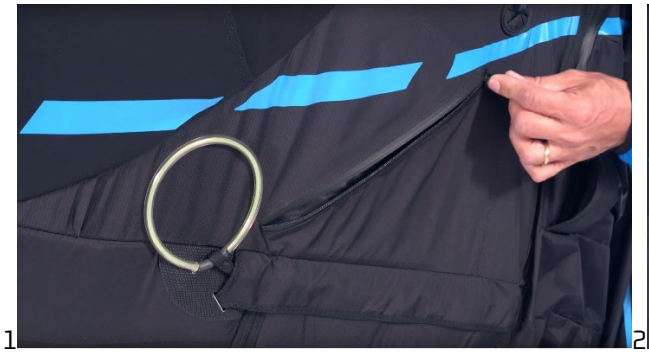


3.6- Anti-G parachute

The “Anti-G” drag parachute is a safety device that allows safer spiral descents by reducing the G force in a spiral dive. This system is very simple to use and works with any type of glider.
To attach the Anti-G to X-Rated 7, a special pocket has been designed, passing from right to left, with a strap and a karabiner inside used to attach the bridle of the small drag chute. This pocket is on both sides of the harness and can be accessed through the oblique waterproof zipper.
To properly use the Anti-G chute, simply open the zipper on the right or left side, pull out the Anti-G chute and initiate the spiral on the same side where the Anti-G chute has been extracted.
The advantages of using it are a higher sink rate and up to a 40% reduction in G-Force. You can descend in spiral and then disable the drag chute using the handle and land as normal with the Anti-G parachute deployed (but disabled). Otherwise, once exiting the spiral, you need to disable it and then put it back in its pocket and close the pocket zipper. At this point it is ready to be used again.

WARNING :

To ensure correct use of the "Anti-G" parachute it is important that you carefully read and understand the instruction included in the parachute manual. The "Anti-G" braking parachute is optional and can be purchased separately.


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(1) "Anti-G" side pocket; (2) karabiner for attaching the drag chute bridle; (3-4) "Anti-G" stowage;
(5) Example of extracting the drag chute; (6) "Anti-G" stowage.


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3.7- Flying above water

There are no specific problems connected to flying above water using an X-Rated 7 harness, but landing in water is always dangerous.
Woody Valley recommends using a suitable lifejacket when flying above water.

3.8- Tow bridle attachment

The X-Rated 7 harness can be used for towed launches. The tow bridle release should be hooked directly to the main karabiners, ensuring that the karabiners are positioned with the opening bar facing the rear. For further details, refer to the documentation provided with your tow release, or ask a qualified towing instructor at your flying site.

3.9- Landing with the X-Rated 7

Before landing, slide your legs out so that you take up a standing position. Never land in the seated position; it is very dangerous for your back even if you have foam dorsal protection, which provides only passive protection. Standing up before landing is an active safety precaution, and it is much more effective than passive forms of protection.

3.10- Harness disposal

The materials used in a paragliding harness require correct disposal. Please give your harness back to us instead of throwing it away, we'll take care of its correct disposal.

3.11- Rules of conduct in natural environment

Please respect the environment when you practise our sport: do not leave the beaten tracks, do not pollute with garbage, do not disturb the peace with loud noises.

3.12- Tandem Fliegen

The X-Rated 7 can not be used as Tandem harness neither for the pilot nor for the passenger.

4- PACKING THE HARNESS

The X-Rated 7 harness can be packed into the rucksack whether or not the paraglider is hooked onto the karabiners (1). The sequence of operations shown below will help you pack up the harness properly. Fold the left side of the leg cover inwards so it lies flat on the seat, then fold the right side of the leg cover over it. Place the end of the pod, with the foot plate, on to them and then place the front container on the top.
Place the glider on the harness (6) and slip into the rucksack from the bottom (7)

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Once the harness is inserted (8) turn over the entire package and close the zipper (9). Fold the tail inside (10), the materials used allow any amount of folding without affecting how it functions in flight. Enough space will be available in the top part for the instruments and helmet (11-12).

5- FEATURES AND ASSEMBLY OF OPTIONAL ACCESSORIES

5.1- Ballast bag

Our ballast bag has a carrying handle, drain pipe and tap. It can contain up to 7 litres of water, and it can be inserted into the central ballast compartment or the ballast compartment under the seat.





5.2- Safety Knife

The safety knife is in a little pocket inside the Lycra side pockets. This is an accessory that must be bought separately. It is supplied with an elastic cord that must pass through the small eyelet just below the little pocket, then between the seat and the back protection, continuing all the way up the other side. The end of the cord should then be hooked on to a small black loop on the main frame under the karabiner. The elastic secures the knife and keeps it near its pocket.





6- MAINTENANCE AND REPAIRS

Check the harness after every impact, bad landing or launch, or if there are signs of damage or excessive wear.
We recommend having your harness checked by your retailer every two years, and replacing the main karabiners every five years.
To prevent unnecessary wear and deterioration of the harness, it is important to avoid scraping it against the ground, rocks or abrasive surfaces.
Do not expose the harness unnecessarily to UV radiation (sunlight) outside normal flying activities. Wherever possible, protect the harness from humidity and heat.
Store all your paragliding equipment in a cool, dry place, and never put it away damp or wet.
Keep your harness as clean as possible by regularly cleaning off dirt with a plastic bristle brush and/or a damp cloth. If the harness gets exceptionally dirty, wash it with water and a mild soap. Allow the harness to dry naturally in a well-ventilated area away from direct sunlight.
If your reserve parachute ever gets wet (e.g. in a water landing) you must remove it from the harness, dry it and repack it before putting it back in the container.
Repairs and replacement of harness components cannot be performed by the user, but exclusively by the manufacturer or staff authorized by the manufacturer. The manufacturer and authorized service staff alone can use materials and techniques ensuring correct product functionality and its complete conformity to product certification.
The harness can be washed using a tepid solution of water and mild soap.
Zip fasteners should be kept clean and lubricated with silicone spray.
In the case of making any request to an official retailer or Woody Valley for maintenance operations, please quote the complete identification number shown on the silver label in the rear pocket.
In order to create a high-performance, lightweight harness, the materials used are of excellent quality, but have a lower weight per square metre with respect to standard harnesses. Therefore, pilots should take the utmost care when using and packing the X-Rated 7 harness. Correct use will extend harness life.
In case of damages of the harness a repair can only be done by the manufactures or workshops certified by the manufacturer. The only exceptions are small cuts or holes (less than 20 cm length) in the cover material which can be covered and glued with proper material.

We hope that you enjoy great flights and happy landings with X-Rated 7!

Every effort has been made to ensure that the information contained in this manual is correct, but please remember that it has been produced for guidance only.

This owner's manual is subject to change without prior notice. Please check at www.woodyvalley.com for the latest information regarding the X-Rated 7.

Latest update FEBRUARY 2026

7- TECHNICAL DATA

Distance between karabiner and seat	Size M cm 47; L cm 49,5; XL cm 53,5
Distance between karabiners (min. max.)	cm 40/51;
Size of polycarbonate seat, size M	Width rear 25,8 cm; Width front 23,3; Depth 32,5 cm
Size of polycarbonate seat, size L	Width rear 27,5 cm; Width front 24,8; Depth 34,6 cm
Size of polycarbonate seat, size XL	Width rear 29,7 cm; Width front 26,8; Depth 37,4cm
Total weight of X-RATED 7, complete with reserve chute handle, karabiners, protection, speed-bar, ballast.	M = 7,1 Kg; L = 7,7 Kg; XL = 8,5 Kg
Type of protection	14 cm foam
Type of straps	Get-Up with mini T-Lock system

Rescue container	Double rescue container under the seat; optional front rescue parachute
Volume of the reserve parachute housing	4000 – 10000 ccm
Working load	120 daN
Certification LTF	EAPR-GZ-0541/16
Higher ballast capacity	6,5 litres
Lower ballast capacity	M= 6,3 litres ; L= 7,8 litres; XL=9,8 litres