BF_X Zeppelin

Close-type cocon harness manual

An extremely lightweight, closed-type harness weighing 1.49 kg. For high-performance competitions and XC records. Maximum comfort and safety!

v.1 English version 13.02.2026

Table of contents

1) Preview
2) Thanks and about us
3) Warning
4) Sizes table
5) Weight; equipment
6) Harness lines structure
7) Materials
8, 9, 10) Installation of the parachute
11, 12,13) Installation of the parachute
14) Reserve parachute activation



15) Installation of a protector
16,17,18) Installing the outer shell onto the structure
19,20,21) Installing the outer shell onto the structure
22,23,24) Wing and speed bar connection
25) Harness and speed bar setting
26,27) Putting on the harness
28) Correct position in Zeppelin
29) inspection, maintenance and limits information. Towing
30) inspection, maintenance and limits information. Towing;
Conclusion

BogdanFly
Rua da Pedreira 34
Salir 8100-202
PORTUGAL
bogdanflyy@gmail.com

bogdanfly.ltd
instagram.com/bogdanflyy
facebook.com/BFparagliding

Thank you..

...for choosing BogdanFly. We are confident you'll enjoy many rewarding experiences in the air with our equipment.

This manual contains important safety, using and maintenance information. Read it before your flying, keep it for reference, and please pass it on to the new owner if you ever re-sell your equipment.
Any updates to this manual, or relevant safety information, will be published on our website and facebook/instagram page.
Beautiful flying and safe landings, BogdanFly team

About BogdanFly..

My name is Bogdan and I just love travelling with a paraglider around the world. But it's hard to do that with a heavy backpack on. I couldn't find any light cocoon on the market that would suit me. That is why I had to recruit a team to create my own brand :)

About BF_X Zeppelin cocon harness..

To be honest, I didn't want to develop a suspension of this type for a long time. I considered them inconvenient and unsafe. I was sure that this type of cocoons would not come to the mass segment. But at the before X-Alps 2025 it became clear - The future belongs to closed aerodynamic cocoons, like the pioneers in this harness type "Ozone Submarine".

Because the aerodynamics of the wings are already at their maximum and have reached the ceiling. Therefore, it was decided to reduce the air resistance for the pilot-harness system.

As a result, at the end of 2024, I clearly formulated my goal.
I need to make such a harness simple and functional. So that even a weekend pilot could easily use it.

Usability, safety, comfort. These are the main qualities for Zeppelin.
Putting on the harness takes less than a minute, a big inflatable protector like a classic cocoon, a very comfortable lying position, with the ability to sit in high turbulence.

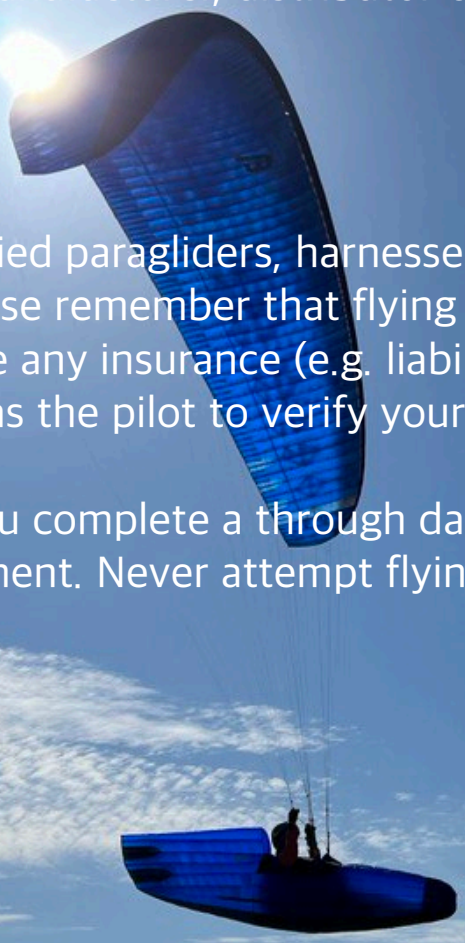
The design is made in such a way that it does not restrict your movements and you can move the weight as in a classic cocoon.

Our team began thinking about a extreme lite version of the Zeppelin immediately after we released the standard Zeppelin. The goal of the X-Zeppelin was to keep the weight of the X-Zeppelin under 1.5 kg while maintaining the safety of the standard Zeppelin (a big inflatable protector).

WARNING

Paragliding is a potentially very dangerous sport that can cause serious injury including bodily harm, paralysis and death. Flying an BF harness harness is undertaken with the full knowledge that paragliding involves such risks.

As the owner of an BF harness you take exclusive responsibility for all risks associated with its use. Inappropriate use your equipment will increase these risks. Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers are excluded.



Use only certified paragliders, harnesses, reserve parachutes and carabines. Please remember that flying outside of certified congurations may jeopardize any insurance (e.g. liability, life etc) you have. It is your responsibility as the pilot to verify your insurance cover.

Make sure you complete a through daily and pre-flight inspection of all of your equipment. Never attempt flying with unsuitable or damaged equipment.

If you need to dispose of your equipment, do not dispose of it with your normal household waste.

Remember, PLEASURE is the reason for our sport!

TECHNICAL SPECIFICATIONS ≪BF_X Zeppelin≫

Size table	40-60 kg	60-70 kg	70-80 kg	80-95 kg	95-100 kg
155-167 cm	XS	XS	S	S	-
167-173 cm	S	S	S	S	-
173-178 cm	M	M	M	M	L
178-183 cm	M	M	L	L	XL
183-188 cm	L	L	XL	XL	XL
188-200 cm	-	XXL	XXL	XXL	XXL



Max flying load is 100 kg

One integrated parachute compartment under the seat.

Maximum volume - **1 * 5 L**
Maximum acceptable length of each side for a folded parachute
21cm - 19 cm - 11 cm

Harness weight

BF_Zeppelin L - total flying weight 1490* gram

*if use softlinks instead carabiners

Inflate protector - 370 gram
Edelrid Carabines - 100 gram
BF_softlink - 22 gramm

Delivery & Options

The standard equipment of the BF_X Zeppelin harness includes:
a harness, Edelrid Foras carabiner, 2 reserve line, 1 reserve handle, speed bar, foot board.

IMPORTANT NOTICE

≪Handle with care≫

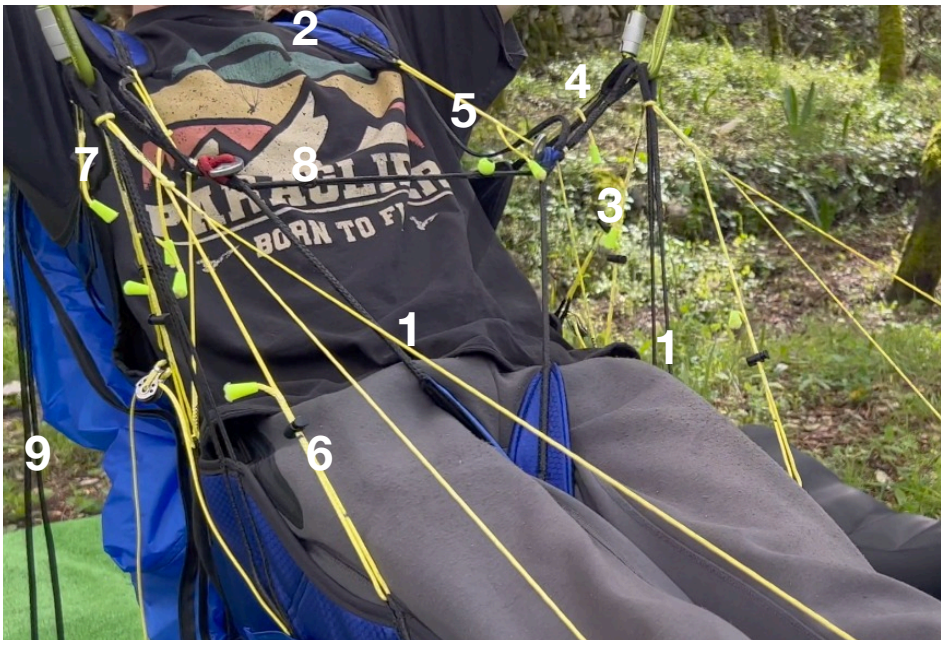
The ≪BF X Zeppelin≫ has a **EXTREME** lightweight design and, like any paragliding equipment, requires careful and attentive use. The choice of materials and design make the harness sensitive to damage caused by inappropriate ate handling. The lifespan of this product very much depends on your awareness and consideration.

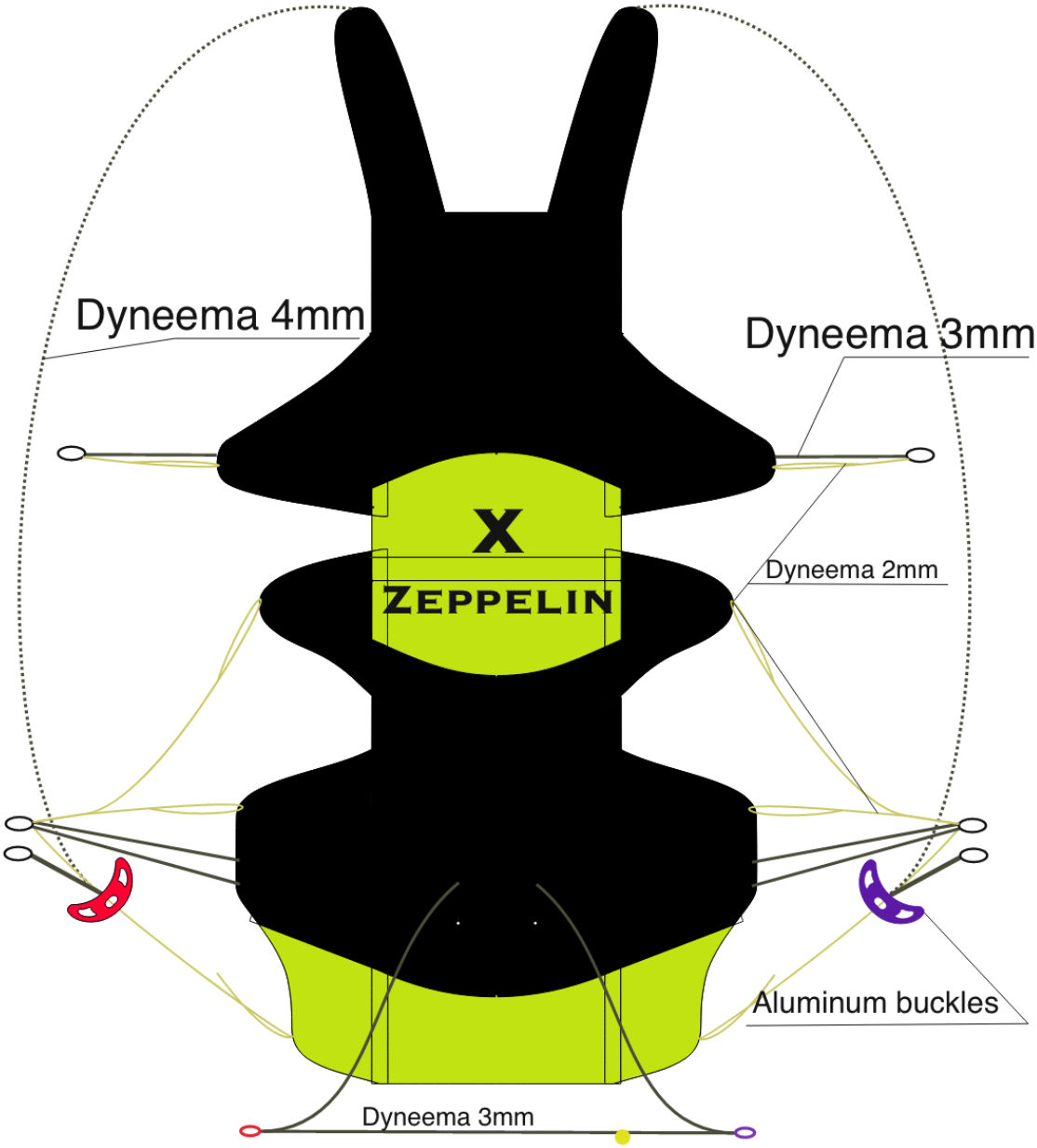
All power lines are secured in on the carbine / softlink. Therefore, it is **FORBIDDEN to use non-certified carbines / softlinks of unknown manufacturers**. This is your safety and responsibility, remember.

We can only supply our harnesses with original and tested Edelrid FORAS carbines. But like any aluminum carbines, you should dispose of them no later than after 5 years or 500 hours of flight.

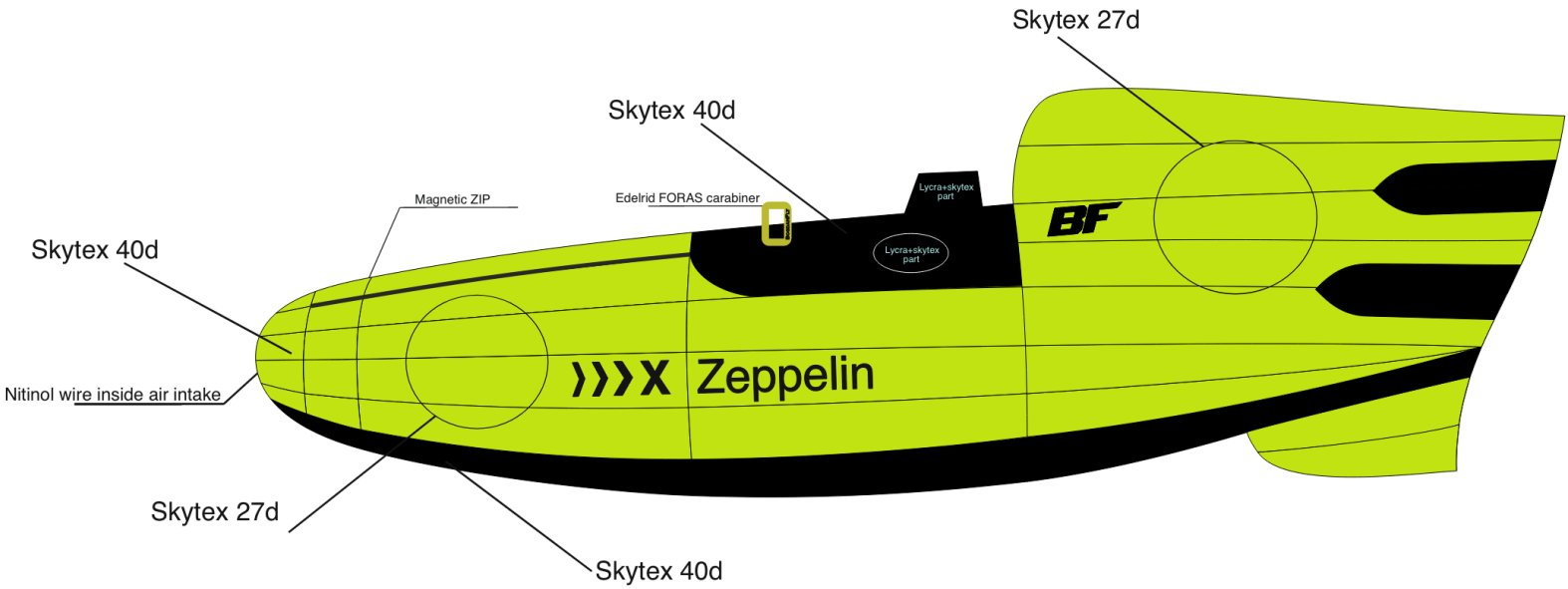
Harness lines

1) 3mm*2 Get-UP, main leg line. 1800 kg
2) 4mm Shoulders line 1300 kg
3) 2mm Seat adjustment 490 kg
4) 2mm Back adjustment
5) 2mm Shoulders adjustment
6) 2mm Leg adjustment
7) 3mm Back main line 900kg
8) 3mm chest line 900kg
9) 5mm Reserve lines 2400 kg





Material list

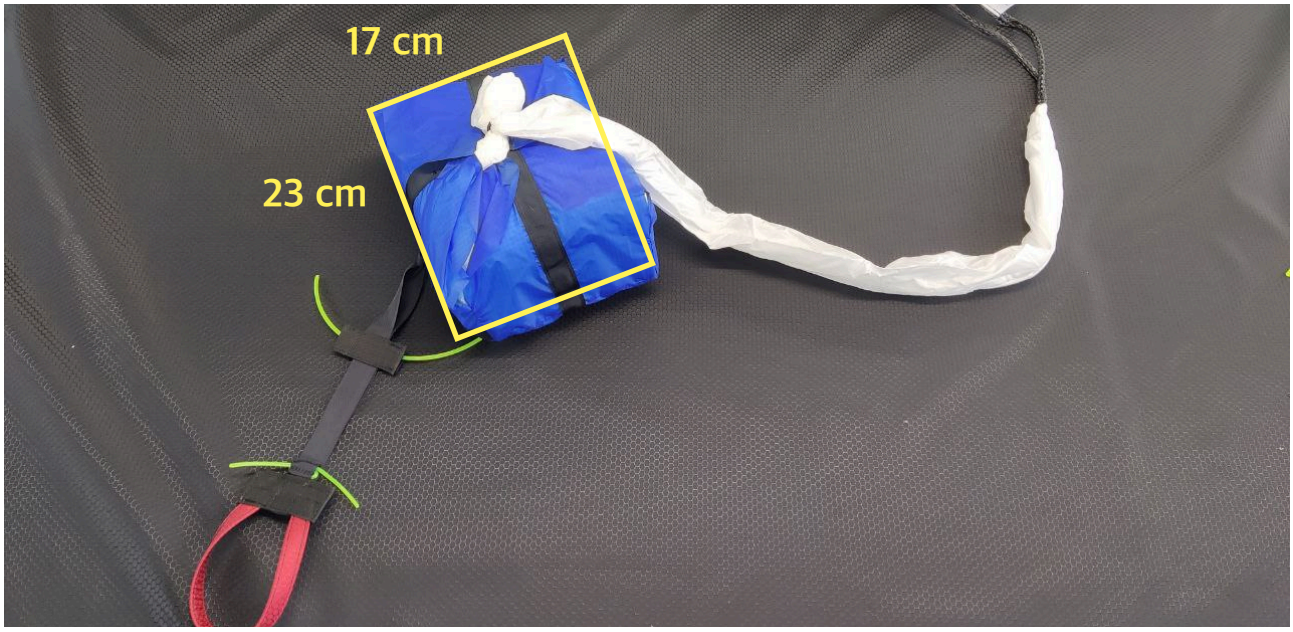


- Main fabric: Skytex. Porcher-ind (France)
- YKK zip (Japan)
- Lucra: Wouters Textiles (Netherlands)
- Foras carbines. Edelrid (Germany)
- Webbing: J.Guerra (Portugal)
- Aluminum buckles (Ukraine)
- Plastic line (Ukraine)
- Seat, bottom, air intake fabric: Oxford 320 Berotex (Poland)
- Foam inside 4; 10mm (Latvia)
- Dyneema lines 1.3, 2, 2.5, 3, 5mm. Liros D-pro (Germany)
- Nitinol wire (China)
- Magnetic ZIP (UK)

Inflate protector under seat:
- TPU180 film. Expafol (Spain)
- Oxford 320D honeycomb. Berotex (Poland)
- Kite TPU valve (China)

Reserve parachute installation:

- If your parachute is folded and packed in a square shape, then before installing it in the harness, it is highly advisable to repack it to fit the container in the shape of a rectangle 23 x 17 cm.
- We recommend installing parachutes with an inflated protector.



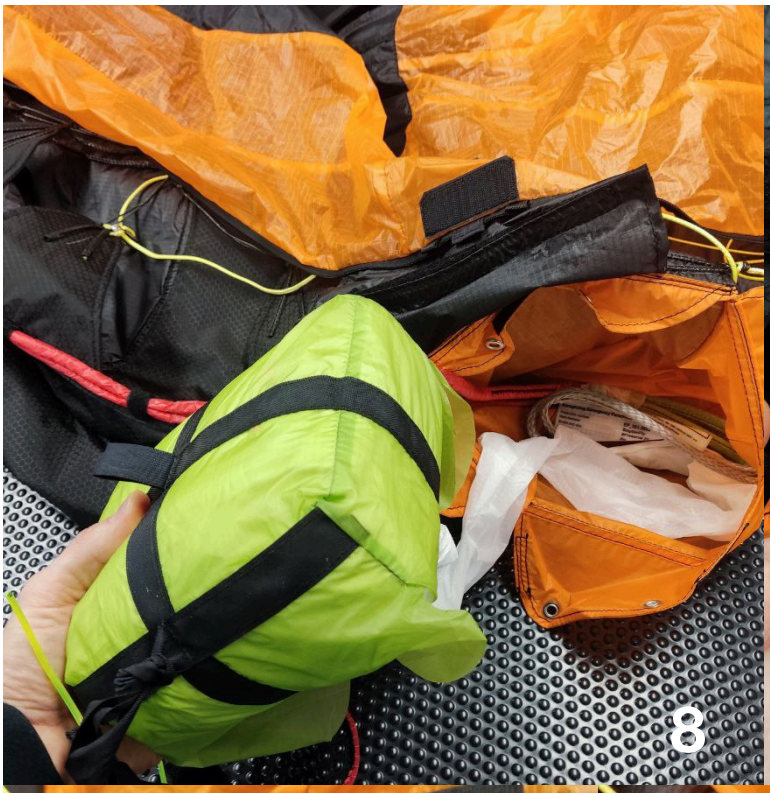
1) Lay out the lines of parachutes as shown in the picture.
RED TO RED, BLUE TO BLUE.
2) Close the top Velcro at the shoulder area. **(Make sure the protector tube runs UNDER the parachute lines.)**
3) Fasten all 6 pieces of parachute line velcro.



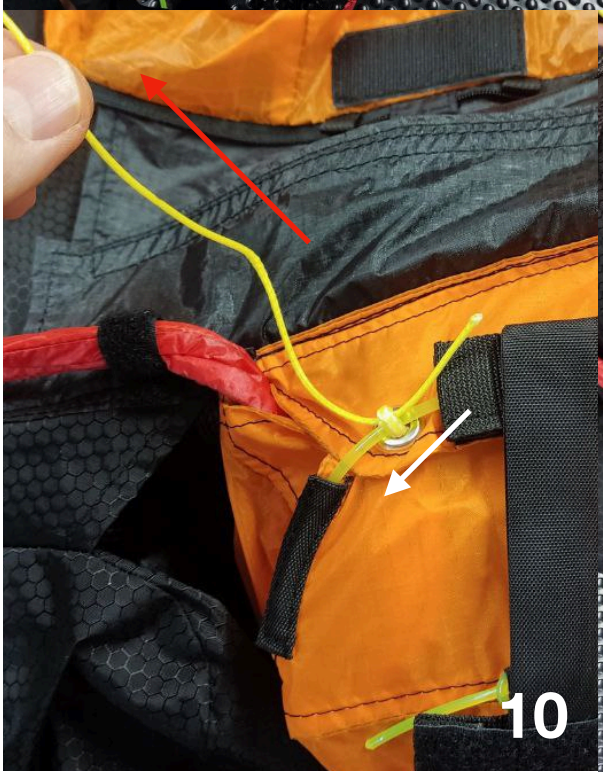




4,5) Connect the parachute to the harness lines using a choke knot. Tighten the knot and secure it with tape.
If the loop on the parachute is too small, use a softlink (minimum 2200 kg) to connect it.
6) The distance from the parachute to the harness container must be at least **1.2 m (so that the parachute does not open prematurely when held with a straight arm)**
7) Connect the handle to the long side of the container using a choke knot.









8) Carefully lay the parachute lines on the bottom of the container using a zig-zag stitch.
9) Close both sides of the container one at a time. Use a piece of the line for guidance.
10) DO NOT forget to remove the guide line.
11) Make sure the speed bar line runs ABOVE the top of the container (as shown in the photo).

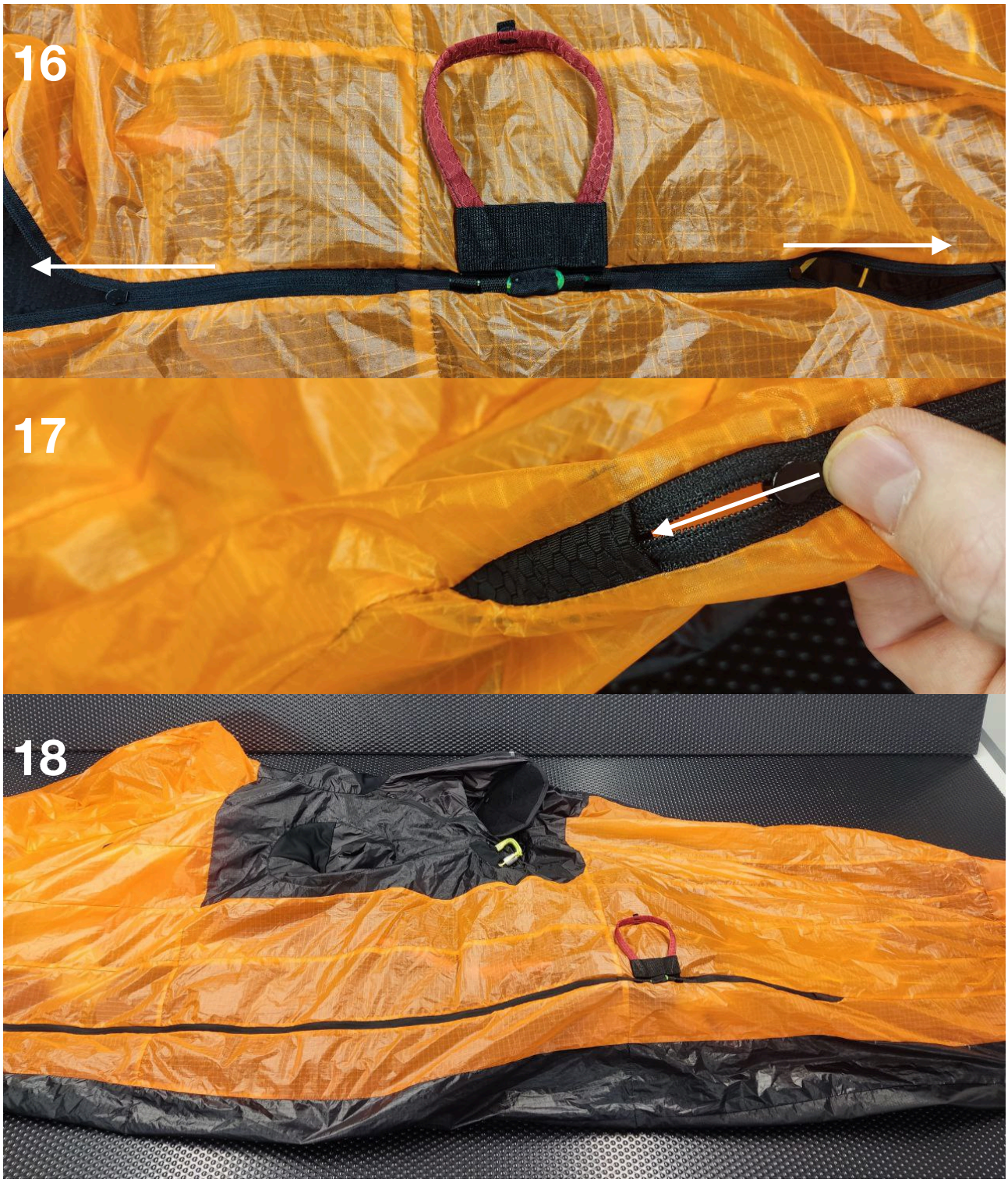








12, 13) Insert the plastic handle into the special loops.
14, 15) Carefully slide the zip runners until they stop. **DO NOT FORCE. The zip is thin and delicate.**



16) Carefully begin closing both sides of the zipper. DO NOT FORCE. The zipper is thin and fragile.
17) Carefully place the zip puller into the cover.
18) Result.


BF

RESERVE PARACHUTE ACTIVATION

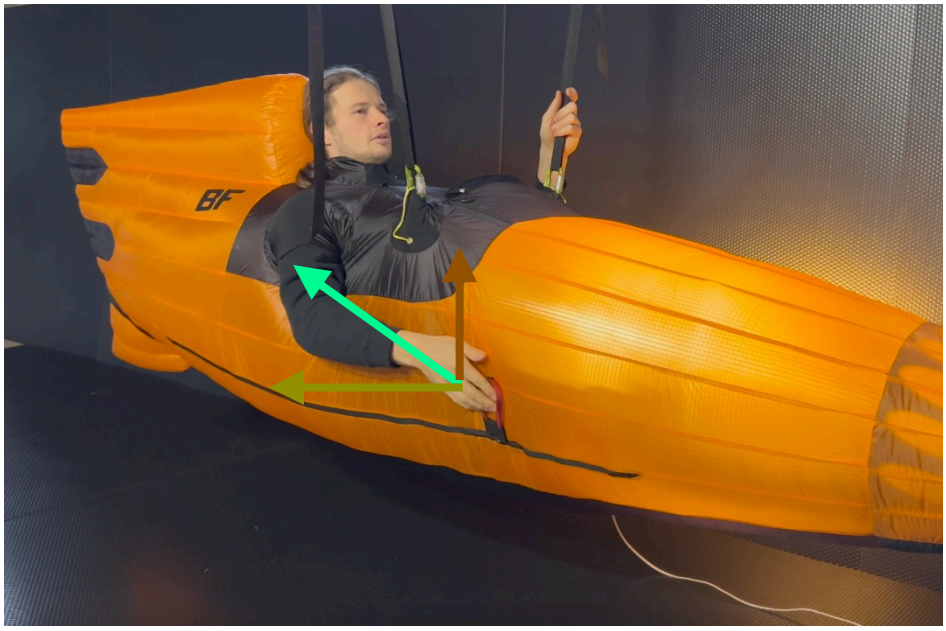
It is strongly recommended to frequently check your reserve parachute handle location while in flight. This exercise should be executed instinctively and will increase your chances of a successful parachute extraction in case of an emergency.
Estimate your AGL which if high enough may make it worth trying to bring your wing back to a normal flying configuration. If in doubt quickly deploy your emergency parachute.
Deploying a rescue parachute should only be done in an emergency.
With a strong lateral on the right side, pull the handle towards you and then throw the parachute away from you (including the container and its handle) toward a clear unobstructed area of the sky.
As soon as the parachute deploys, bring as much of the glider as possible toward you by pulling symmetrically on the “C” or “D” risers or on the toggles / brakes.
Be prepared to land by adopting an upright position with knees together and legs slightly bent.
Prepare to roll down, hands on your chest, ankles together with pivoting hips and shoulders in a Paragliding Landing Fall (PLF) configuration.

1 - grab the red(or lime on red harness) handle.
2 - with one movement, throw the parachute sharply away from you. to the side and slightly up.
3 - quickly move to an upright position for landing.

And remember, don't fly in bad weather: strong wind, rain. This increases the likelihood that you will have to use a parachute.

Mandatory controls.
- Ascertain parachute deployment functionality by pulling the handle to activate a clean POD extraction sequence. - Inspect the harness for wear and tear.
Annual check
- An annual deployment and repacking of the reserve parachute must be conducted by competent and certified personnel.

Green - Optimal throwing direction.
Orange - ok
Red - prohibited



If the inner container used is not supplied with the harness, the user must check that the length between the handle and the container does not allow entanglement with the parachute lines.

Removing and installing the protector:











If, after few year, your protector has started to lose air, here's how to fix it:

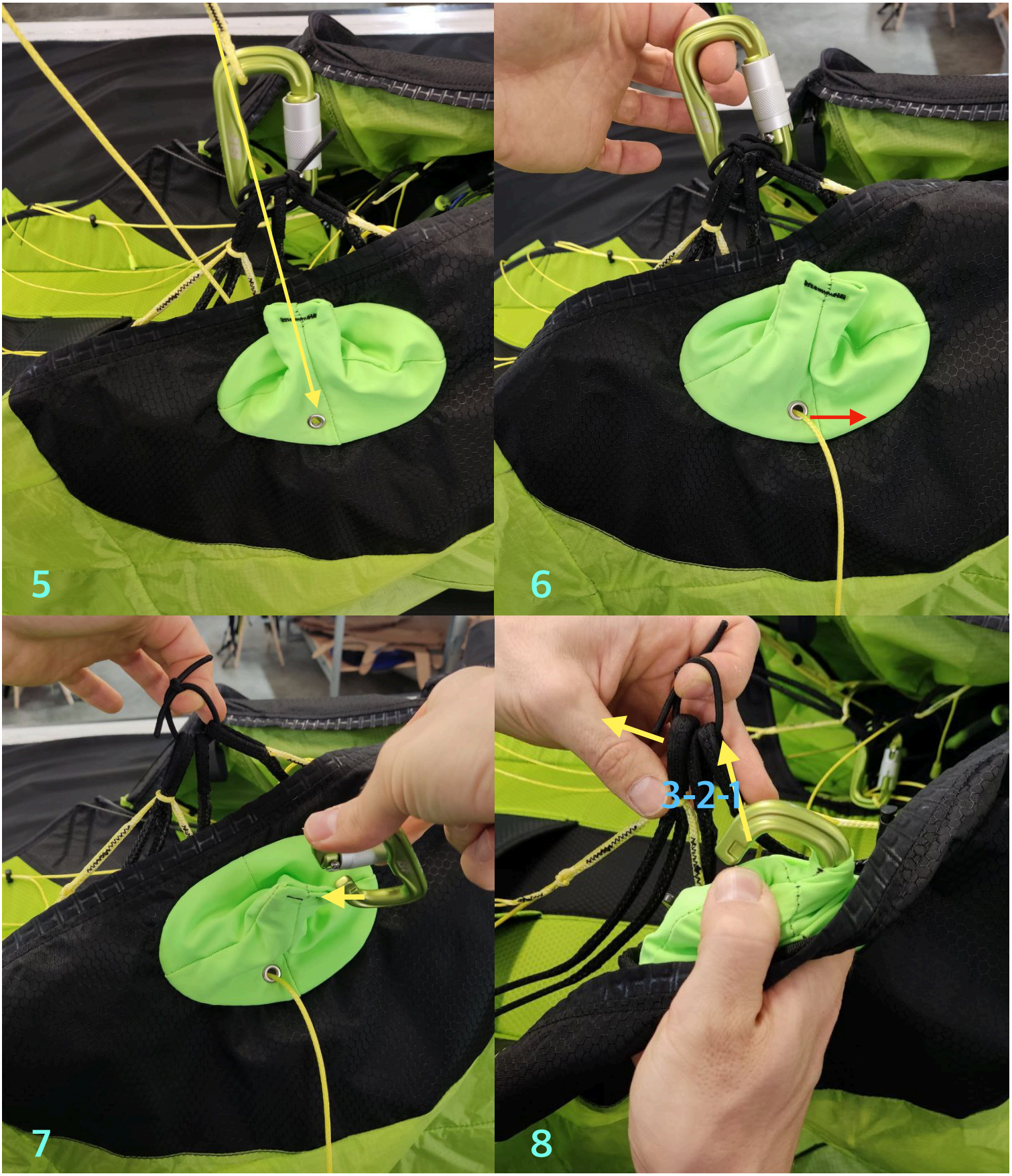
- Remove the plug from the hose; insert the valve inside the cover.
- Carefully pull the TPU shell out of the cover.
- Inflate it gently (no more pressure than a pump can produce).
- Carefully lower each side of the protector into a reservoir of water. Where you see air bubbles, there's a leak.
- Mark the leak with a marker and, after it dries, apply the self-adhesive patch (included).
- Carefully reinsert the TPU shell into the cover. Inflate slowly the first time, trying to distribute it evenly inside the cover. Replace the hose, plug, and valve in their original positions.

Installing the outer shell onto the structure:

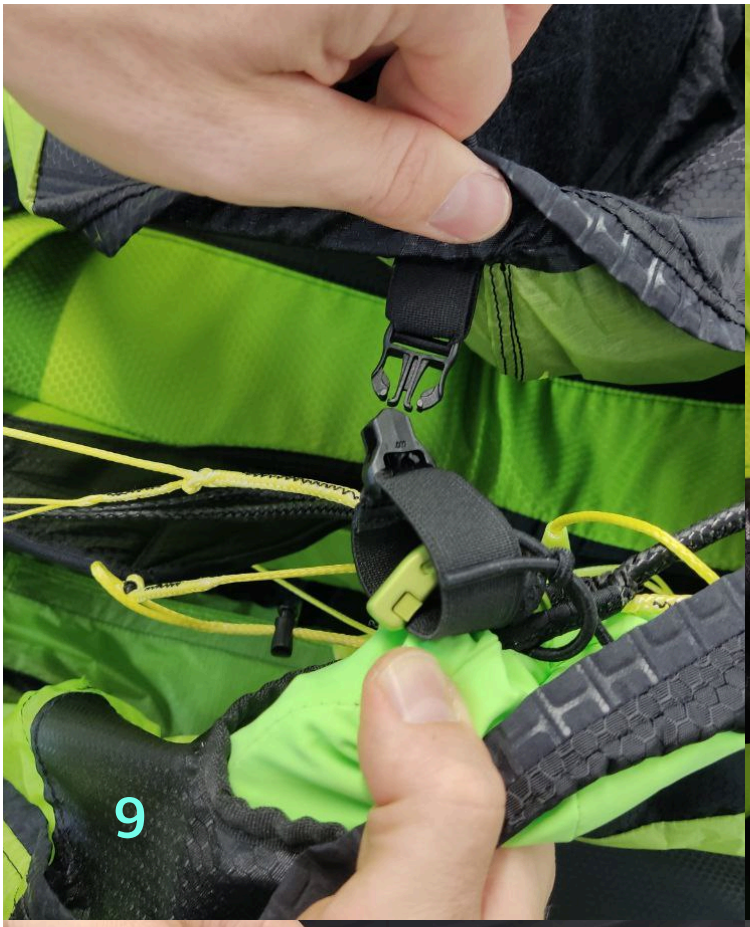


1) Place the structure inside the outer shell.

2,3,4) Attach the foot board with Velcro at the front.

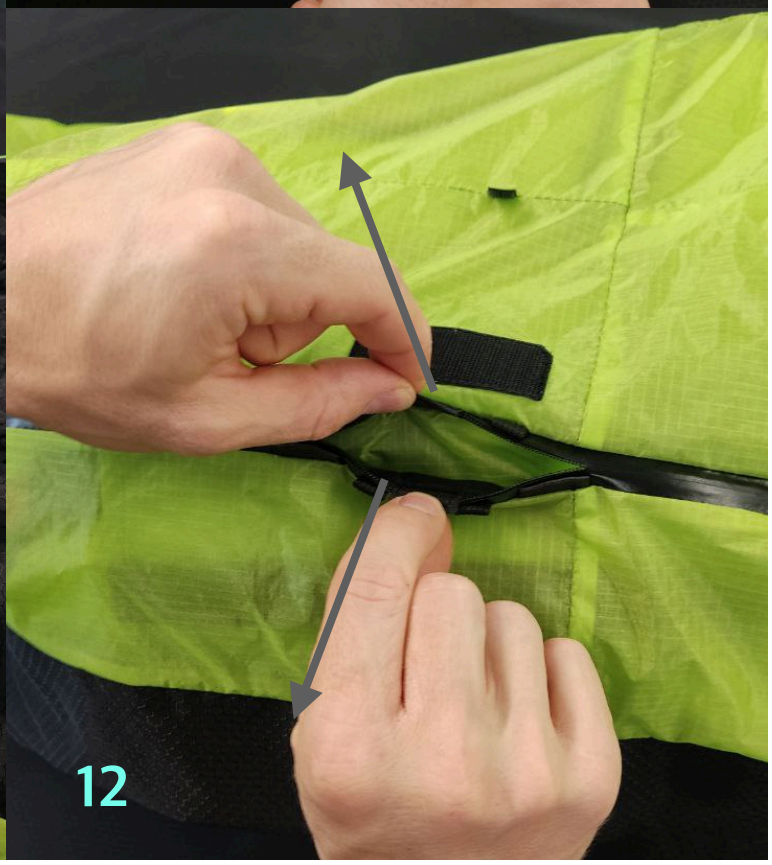


5,6) Pass the speed bar line through the iron ring (from the inside to the outside).
7) Thread the carabiner through the hole in the lycra (closest to the shoulder).
8) Thread the carabiner through the **3 main loops** of the harness:
1 - back; 2 - buckle; 3 - hips









9) After the harness lines, place the loop that supports the cockpit.
10) Insert the carabiner back into the lycra.
11) Rotate the carabiner to the flight position. Slide the speed bar line onto the carabiner so that it does not fall out until the wing is connected.
12) Open the parachute's airtight zippers.



13,14) Connect the petal structure and the outer shell with Velcro.
(speed bar line on top!)
15,16) Insert the plastic line of the handle into the loops (3 on each side)









17) Attach the handle to the main Velcro and the small top Velcro.
18) Move the zip runners towards the handle until they stop. **DO NOT use too much force to avoid breaking the zip.**
19) Start zipping both zippers to about the end of the petal.
20) Fasten the petal velcro back. **(speed bar line above the petal!)**





21) CAREFULLY close the zip fully.
22) Result.

Wing connection.

Connect the wing riser to the wing via a carabiner or a soft- link.

Note that the A row should face forward in the direction of flight, and the speed bar blocks should face outward.

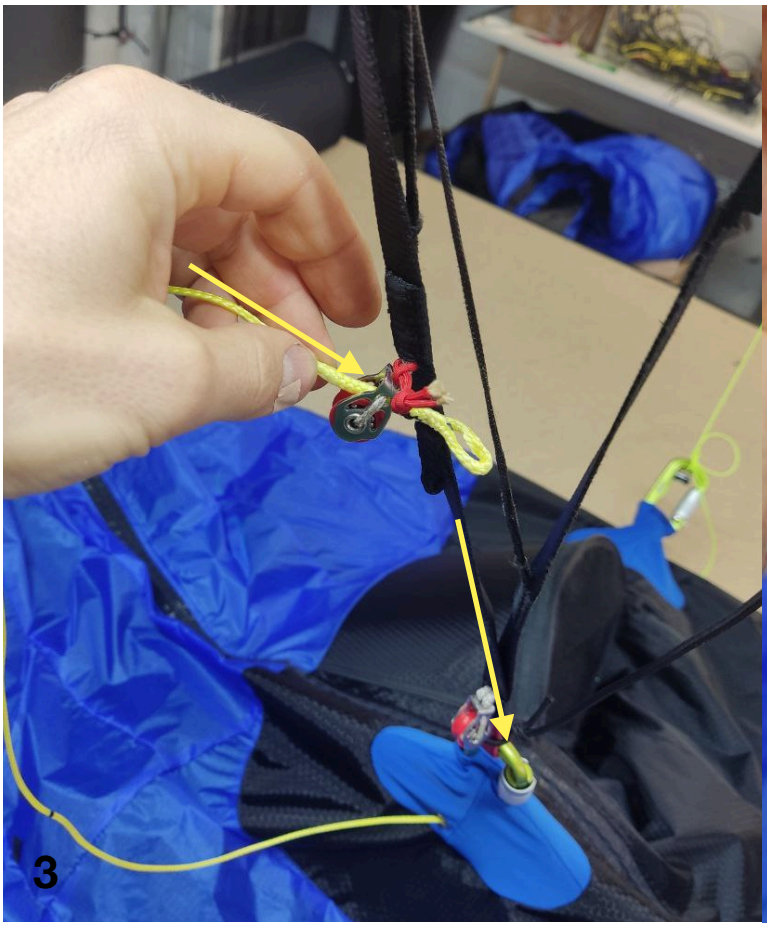


Speed bar connection.



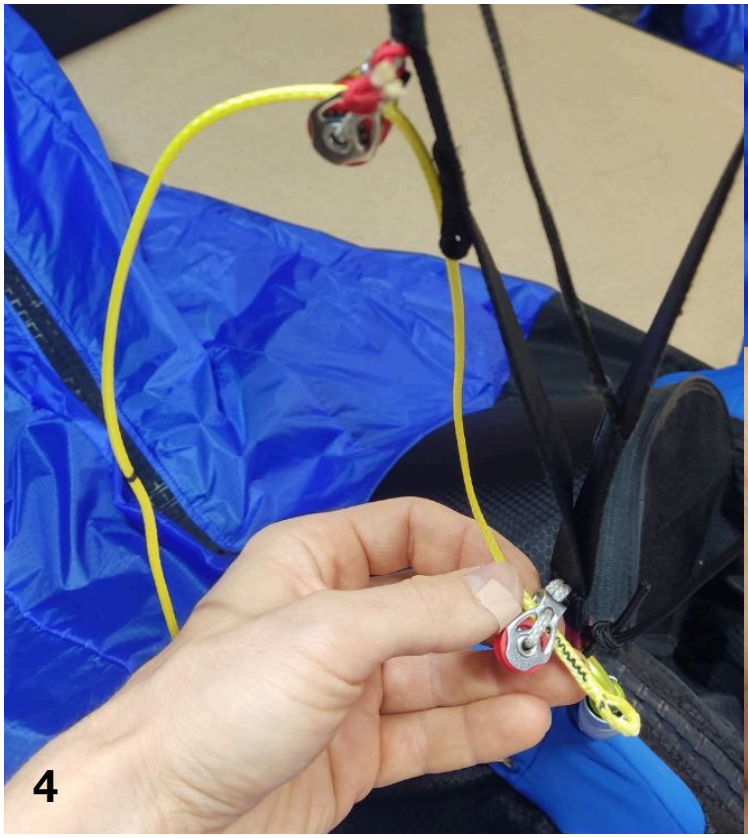


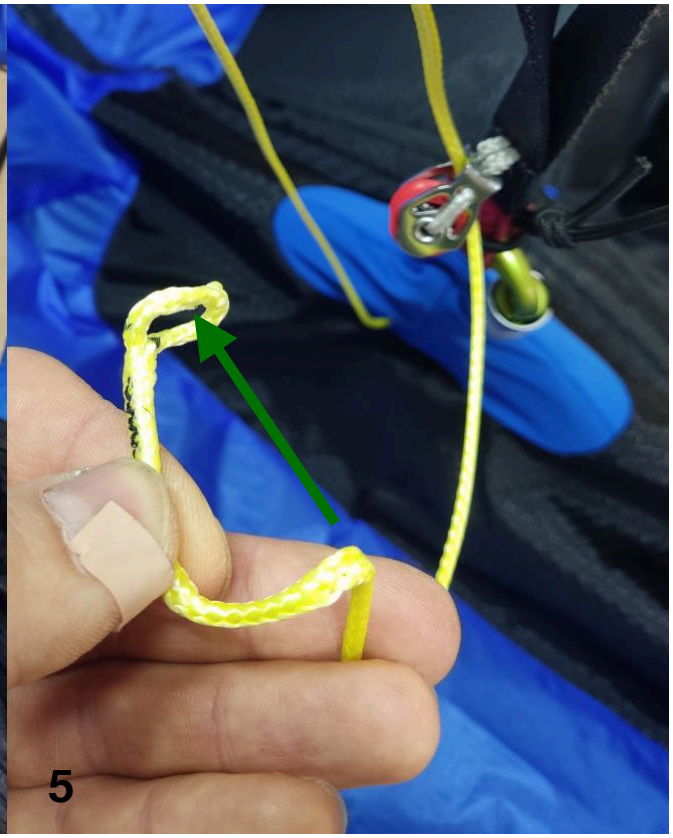
1) Remove the stock speed bar line from your glider's risers.
2) Use a choke knot to attach the red loop to the top pulley.



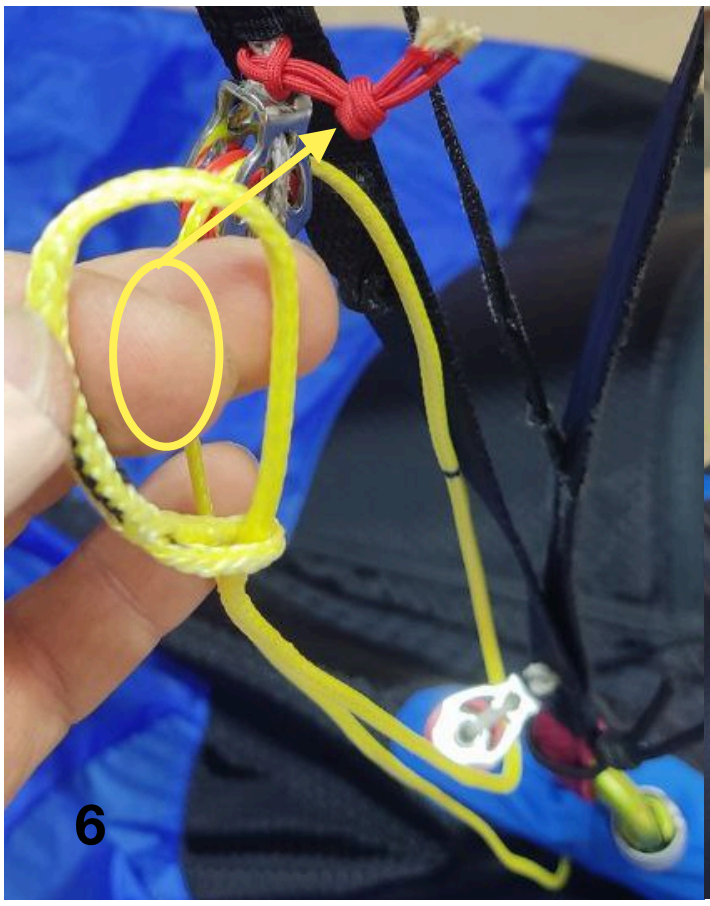


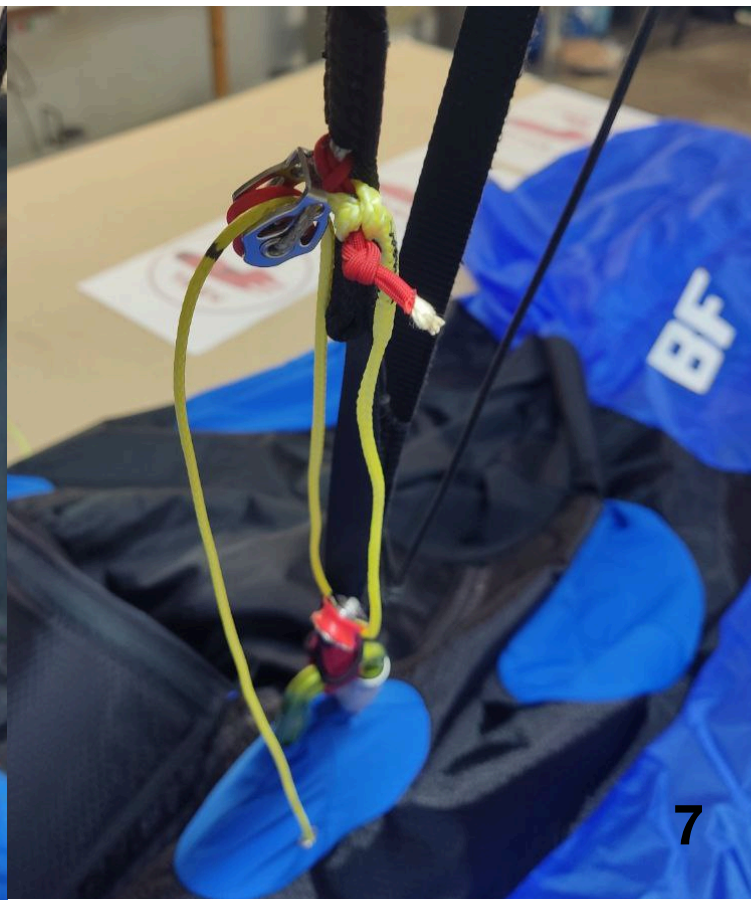
3) Insert the speed bar line through the top block.





4) Insert the speed bar line into the bottom block.
5) Make a noose at the end of the speed bar line.

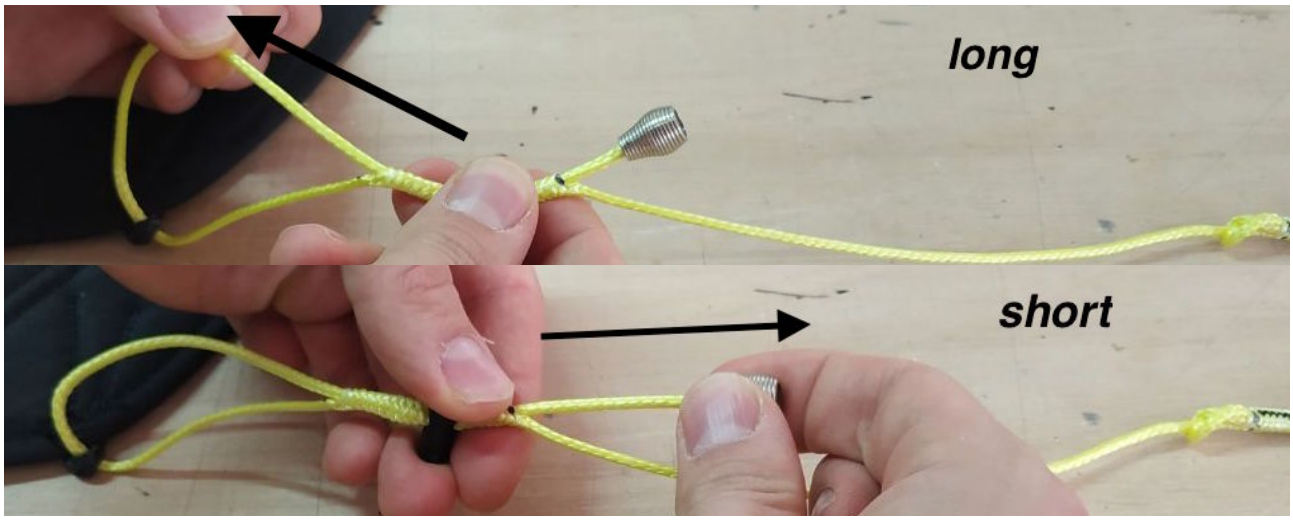




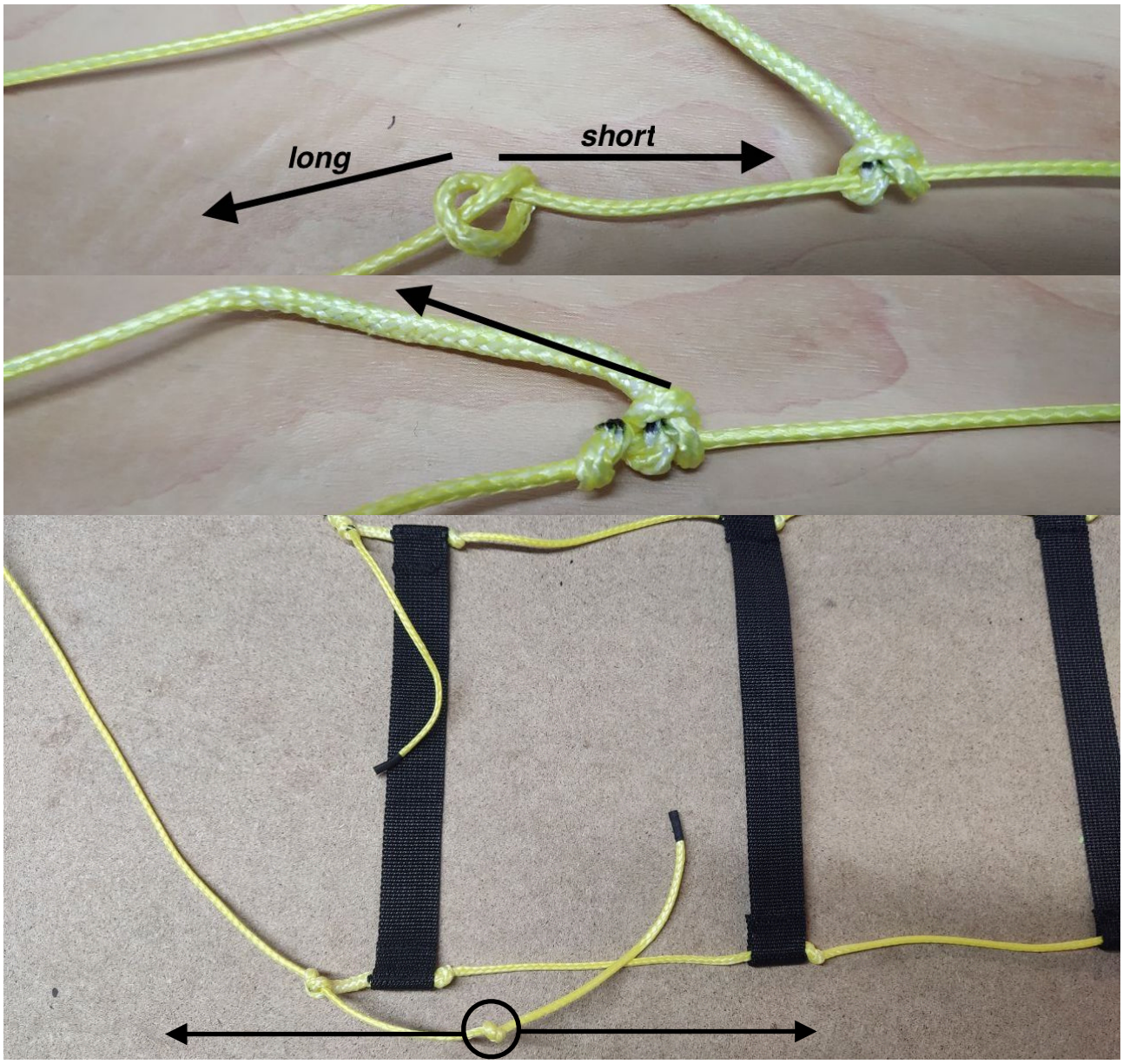
6) Put on and tighten the loop on the knot
7) Done. Check if it works correctly.

Harness, speed bar length settings

1) Splitting. The main type of regulation is on the harness. To shorten or lengthen the adjustment follow the instructions in the picture.



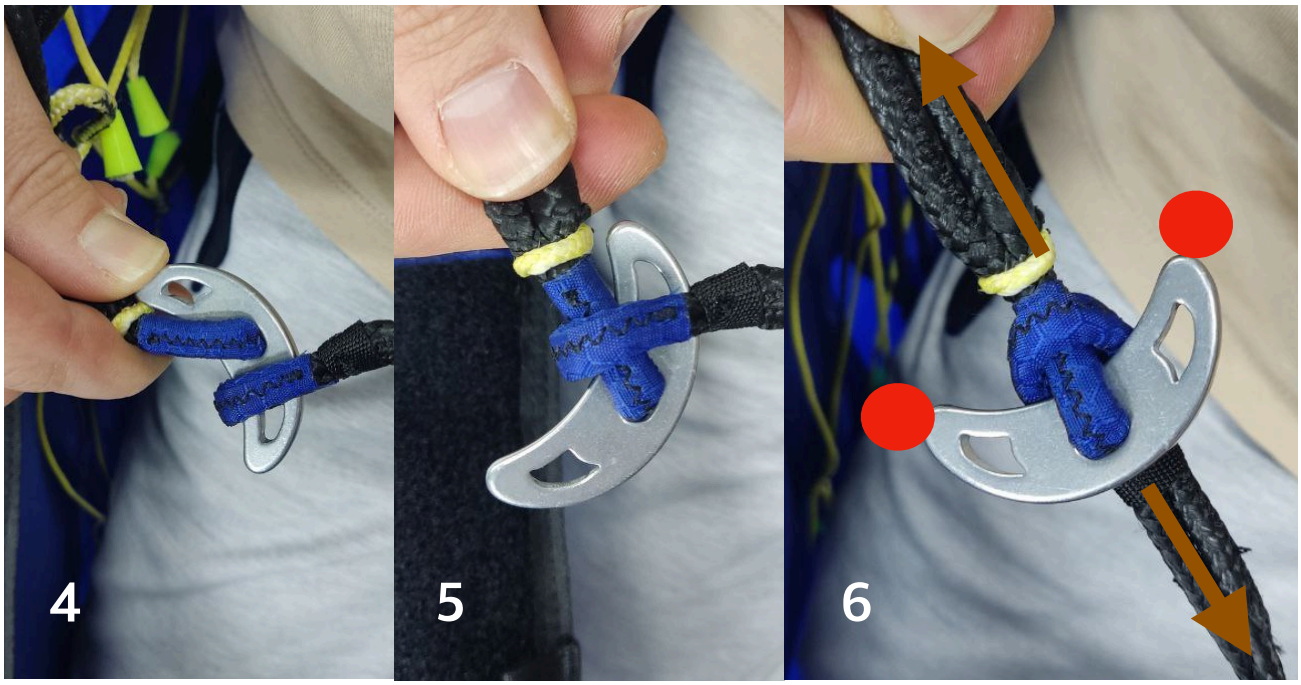
2) The kite knot is used to adjust the length of the cocoon and speed bar. To change the adjustment length, move the normal knot or make additional knots to move the noose knot along them.



Go to fly. Putting on the harness before flying.



1) Take the harness in your right hand by the right shoulder strap of the structure.
2) Put on the left shoulder strap. **FIRST THE SHOULDER STRAP AND ONLY THEN THE SLEEVE.**
3) Take the GET-UP loops in your hands. Make sure the leg lines are not twisted before fastening the buckles.**4,5)** Take the buckle straight along the line and insert it into the loop.
6) Pull the line down so that the buckle is at a 90 degree angle to the dyneema lines and the loop is tight.





7,8) Fasten the cockpit fastex.
9) Done. You can fasten the wing and FLY ;)

Correct position in X Zeppelin.


BF
Zeppelin


TOO SEAT position!
BF


BF


3
- short
- long


4
- long
- short

Important information regarding maintenance, inspection intervals

1. Checks our harness
Check the connections and lines are straight before each flight.

Check the black line in detail for wear every 50 hours of flight or after an emergency landing.

Do not forget to check the parachute zipper before each flight.

Do not forget to repack your parachute every 6-12 months and always when the chute gets wet.

To check the inflatable protector, it must be strongly inflated. if in 1-2 hours the pressure inside has not decreased, then the pillow is working. Small holes that may occur during the exploitation (getting small thorns or stones into the harness) can be repaired using a special patch that comes with the kit.

2. Repair and maintenance:

- With careful handling, the harness life is more than 500 hours. She has no parts to replace.
- In case of a tear in the outer shell: cover the tear with a sticky cloth, just like you repair your paraglider.

Any damage to the dyneema line must not be repaired by yourself! Is it dangerous. Please contact the manufacturer.

- **Cleaning:** it is forbidden to washing in the washing machine. Remove dirt and dust from the harness surface with a damp cloth, **without chemical cleaners!**

Operating limits

In the BF_X Zeppelin SIV-course and ACRO is Forbidden!

Towing

To takeoff under tow you must be equipped with a quick release specially designed for the task.

Connect the towing release system to the main carabiner attachment points in accordance to manufacturer recommendations.

Before towing you should consult with a competent towing out t about safety recommendations.

Environmental information and recycling

Environmental care plays an important role in the selection of materials for BF products.

We use only harmless materials that have been certified according to European standards and have been found to be harmless to humans and the environment.

When you realize that your harness has used up all its resources, you need to prepare it for disposal:

Remove all metal parts and dispose of what remains at a waste disposal plant.

