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Instruction Manual

Paralock 3

Paragliding Carabiner

HKar130



Operating limitations
Breaking load: 2,800 daN (1 daN corresponds to approx. 1 kg)
Working load limit: 120 daN
Replacement interval from commissioning: 8 years mono, 5 years tandem

When using the Paralock on a paraglider with a speed system, it is strongly recommended to install a system that automatically disconnects the speed system when the Paralock is released. Suitable separation systems are available from the FINSTERWALDER & CHARLY webshop.

Intended use
The Paralock is a universal air sports carabiner for mono and tandem use, which allows a quick separation between the pilot's harness and the glider, even under load. This separation can be useful and life-saving in many situations:

- The paraglider/reserve can be disconnected after landing in strong winds or when hanging in trees.
- A rescue option is available in the event of a landing in surf and flowing water.
- Disconnecting the paraglider after deploying the reserve prevents unwanted interaction between the paraglider and the reserve. This avoids a dangerous downplane configuration or pendulum and shearing movements between the paraglider and the reserve.
- A paraglider separated on one side or completely allows you to take advantage of the lift-generating lateral drift of modern reserve parachutes. The drift significantly reduces the rate of descent, increases the deceleration distance in an inclined impact and reduces the forces on the spine.
- The ability to select a landing site with a steerable reserve is an important safety feature. If the paraglider is not disconnected, this option is not used.
- A paraglider that has been disconnected will collapse very quickly and is easy to recover.

Blocking and unblocking
When the Paralock is closed, the securing pin can be moved along the axis by gripping it firmly with two fingers and it will engage in two positions. Moving the securing pin towards the release knob will block the release lever.
When the Paralock is open, the securing pin cannot be moved. This prevents the securing pin from being operated before the release lever snaps shut and locks into place.
Caution: The blockage of the securing pin when the Paralock is open can be overcome and damaged by the use of force (Fig. 2). This is particularly important when using the optional Blue Disc.
Caution: If the Paralock is not retrofitted with line guards (available from spring 2025), it must only be flown with the swivel lever blocked.
Caution: We strongly adivise against releasing the blocking mechanism of the Paralock during the approach, unless a water landing is imminent.

Tandem use
The Paralock must only be used with the swivel lever blocked.

Operation of the swivel lever
Unlocking: Grasp the release button with three fingers and turn it counter-clockwise a quarter of a turn until it stops. This will pull the knob bolt out of the hole. The release lever is now free and you can swivel it upwards against friction and spring force in an anti-clockwise direction. The lock is released in the maximum swung out position. When the Paralock is under load, pulling on the risers will open the lock at approximately 80° of deflection of the release lever. A shaking movement may be necessary to release the riser when the lock is unloaded.

Attaching the paraglider risers
To attach the risers, open the lock fully. Then, with the risers attached, place it on the lever bearing and bring it into the locking position (Fig. 1). To close and lock the Paralock, turn the release lever all the way to the upper stop and release it so that it snaps shut and locks into place.

+++ Check that the swivel lever is securely engaged and blocked +++
A pre-flight check is essential for the safe operation of the Paralock. It is necessary to check that the swivel lever engages securely both before and after actuating the securing pin!
The check is carried out by pushing against the release button vertically and horizontally.

Possible causes of the swivel lever not engaging securely
- Jammed cords or straps prevent the swinging into the locked position.
- Soiling or icing of the bearings slow down the movement of the swivel lever and/or the knob bolt. This can prevent the knob bolt from sliding over the ramp.
- If the swivel lever is opened halfway with the lock closed, and then the securing pin is moved to the blocking position, the lever cannot engage (Fig. 2).
- The securing pin was forcibly moved into the blocking position when the lock was open (Fig. 2). It is easy to overcome the blocking mechanism by force when using the Blue Disc.
- A push against the Blue Disc at the moment the swivel lever snapped shut blocked the swivel lever in the open position. This risk can be avoided if the Blue Disc is not used and the securing pin is operated by grasping it with two fingers.

It is therefore essential to check that the swivel lever is engaged before each take-off!



Fig. 1



Fig. 3

Fig. 2

Installation on the harness

1. The Paralock must be closed. Unblock, release and deflect the swivel lever by approximately 30°. In this position, you can push the securing pin completely out of the Paralock on the side of the swivel lever (Fig. 2).
2. After opening the lock, the Paralock can be attached to the harness.
3. If the securing pin has been completely removed, ensure that the side with the two grooves is inserted first. If necessary, the optional Blue Disc can be screwed on in the blocked position close to the carabiner body.

Suitable harnesses

The Paralock is suitable for all straps, as long as they fit into the harness strap chamber below the securing pin. 45 mm wide straps are folded over to reduce their width. The loops of the main suspension of the harness must be at least 28 mm long to allow the Paralock to pass through.
The harness is hooked in with the release lever pointing towards the pilot, i.e. to the right for right-handed pilots and to the left for left-handed pilots (Fig. 3). Some harnesses (e.g. Advance's Impress) have a separate suspension for the cocoon. This can be attached above the securing pin as long as it does not apply a lateral load of more than 100 daN to the Paralock. If the paraglider is equipped with a speed system, an appropriate separation link should be installed.

Operation and release test after installation on the pilot's harness

The function test must be carried out hanging near the ground. Check that the release lever can rotate freely. The separation link's release line must not be under tension when the speed system is at full travel.
Caution: The Paralock is not designed to be released frequently under full load as this may cause excessive wear on the knob bolt. Such wear will not occur if the Paralock is activated after an emergency deployment or after landing, as the Paralock is then largely unloaded. Replacing a worn knob bolt is simple and is described later in this manual.

Care and maintenance
The hard anodised bearing of the release lever is virtually maintenance free and should operate without friction even without lubricant. Lubricants increase the risk of soiling. In case of soiling, acid-free oils, e.g. WÜRTH HSS Lube, can be used as a lubricant. When the lever is deflected 30-45°, it should reliably return to the locked position when released.

Removing and installing the knob bolt
1. Remove the Phillips head screw from the release button.
2. Carefully turn the release button and rotate the swivel lever approximately 30°.
3. Remove the release button by turning it further in the swivelled-out position.
4. The knob bolt can now be removed from the swivel lever.
5. To reinstall, put the release button back on and push the knob bolt in flush with the release button.
6. Screw in the Phillips head screw carefully to avoid damaging the thread in the plastic.

Removing the lock
It may be necessary to dismantle the lock if there are problems with the blocking of the locking pin when the lock is open, or if the spring needs to be replaced. Push out the locking joint axle, taking care not to lose the ball inside the joint. This requires a press.

Replacing the swivel lever spring and cleaning the swivel lever bearing
1. Unscrew the spring cover on the release lever bearing wit a 3 mm hex wrench.
2. Remove the leg spring. If necessary, fit a new spring as described in point 5.
3. Push the 2 mm hollow splint into the spring chamber. The release lever can now be removed.
4. To secure the lever, insert the hollow splint flush from the outside.
5. Insert the lower arm of the leg spring into the hole of the hollow splint and tighten and hook in the upper arm as shown in Fig. 5. Provided that the lower arm of the leg spring is correctly seated in the hole of the hollow splint (and not next to it), the release lever should now be under tension when it is turned.

Caution: Fitting the lever spring is tricky. We recommend sending the Paralock to FINSTERWALDER & CHARLY for service.



Fig. 4

Towing with the Paralock
Towing requires the use of a towing adapter or a towing release with integrated towing adapter.



Fig. 5

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