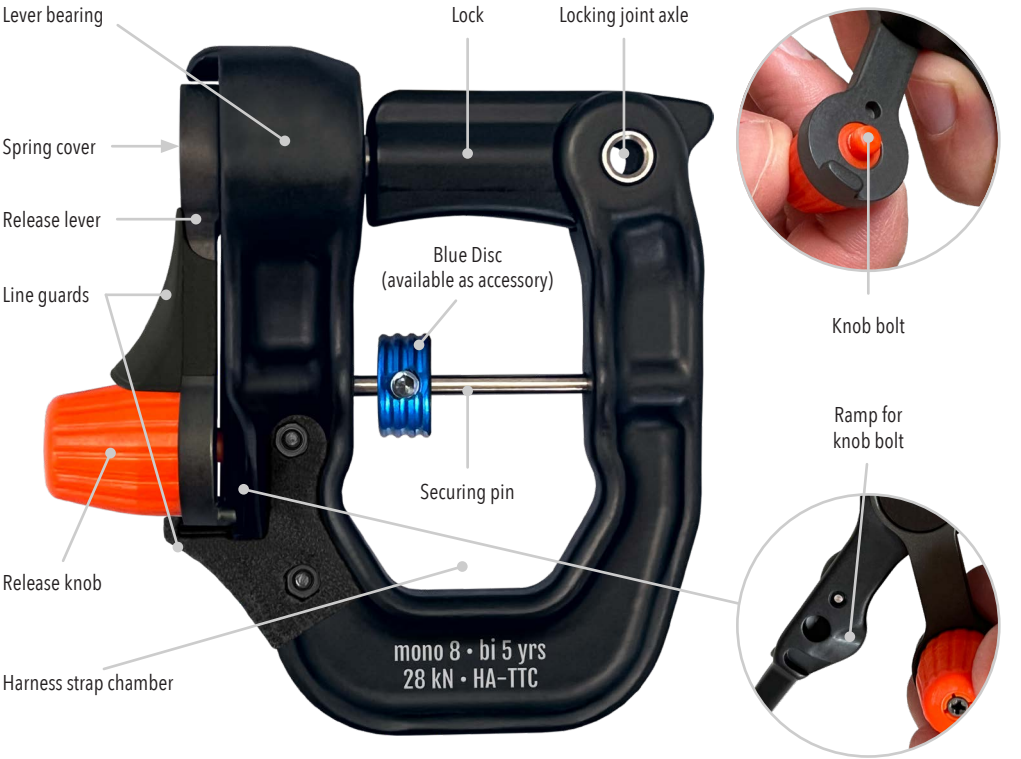
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Instruction Manual

Paralock 3

with upgrade

HKar130



Operating limits: Breaking load = 2,800 daN | WLL = 120 daN | Replacement interval from commissioning = 8 years mono, 5 years tandem

This instruction manual refers to the Paralock retrofitted with line guards.
Operation of the Paralock 3 without the upgrade is no longer permitted.
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.

*1 daN corresponds to ~1 kg

FINSTERWALDER & CHARLY

Intended use
The Paralock is a universal air sports carabiner, 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.
Failure to observe the operating procedures described in this manual may result in unintentional separation of the paraglider from the pilot. The Paralock is a safety component that requires regular care and maintenance. The Paralock 3 is not approved for commercial tandem use until further notice.

Modes of operation
When the Paralock is equipped with line guards, it can be operated in either secured or unsecured mode.

Secured mode
When the Paralock is closed, the securing pin can be moved along the axis and it will engage in two positions. Moving the securing pin in the direction of the release knob will block the release lever. It is not possible to move the securing pin when the Paralock is open. This prevents the securing pin from being operated before the swivel lever snaps shut, which would prevent the lever from engaging.
Caution: The blockage of the securing pin when the Paralock is open can be overcome by force and the mechanism may thereby be damaged.
Caution danger: By slowing down the snapping motion of the swivel lever, it becomes possible to move the securing pin into the blocking position while the Paralock is closed, even if the swivel lever has not correctly engaged. In this situation, the securing pin holds the swivel lever in the open position (Fig. 1) and simply pushing against the swivel lever is sufficient to open the Paralock. **For this reason, it is important to at first carefully check that the swivel lever is properly engaged before activating the blocking mechanism. Afterwards, it is equally important to verify that the lever is properly secured!**


Fig. 1

Caution: To prevent inadvertent operation of the swivel lever, the securing pin should not be moved to the unsecured position during flight, except after deployment of the reserve or before an imminent water landing.

Unsecured mode
If the securing pin is not in the blocking position, the danger described above does not exist. The blocking position can be ruled out if the Blue Disc is fixed directly against the carabiner body. The securing pin can then no longer be moved.
If the Blue Disc is not used, it is very unlikely that the securing pin will inadvertently move into the blocking position.

Operation of the swivel lever
To unlock the Paralock, grasp the release button with three fingers and turn it counter-clockwise a quarter of a turn until it stops. This movement will cause the knob bolt to move out of the hole, thereby freeing the release lever. You can now 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, first fully open the lock. Then, with the risers attached, place it on the lever bearing and bring it into the locking position (Fig. 2). To close and lock the Paralock, turn the release lever all the way up until it reaches the upper stop, then release it, allowing it to snap shut and securely lock 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 thereby necessary to carefully 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 both 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.
- The securing pin has been brought into the blocking position with the lock closed and the swivel lever not engaged, or the securing pin has been brought into the blocking position by force while the lock was open (Fig. 1).

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


Fig. 2


Fig. 4

Fig. 3

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. 3).
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. 4). 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.

Instruction manual | **FINSTERWALDER Paralock 3 Paragliding Carabiner** | Version 04/2025

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. You will need a press to push it out.

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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