



Woody Valley

biX





*Please read this manual before flying with **BIX** for the first time.*

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 treated 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 greater 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 the respective 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.

The Woody Valley team

SAFETY NOTE

You have purchased a piece of equipment manufactured by us, and so you are aware of your identity as a paraglider pilot holding the respective pilot's licence, and you accept all the risks connected to paragliding including the possibility of injury and death. The incorrect or inappropriate use of Woody Valley equipment greatly increases this risk. In no case can Woody Valley and the Woody Valley retailer be held responsible for personal injury caused to yourself or to third parties, or for whatever type of damage. If you have any doubts on the use of our equipment, please contact your retailer or the importer for your country.

WoodyValley

INDEX

1- GENERAL INFORMATION 1

1.1- CONCEPT 1
1.2- BIX PROTECTION 2

2- BEFORE USING THE HARNESS 2

2.1- ASSEMBLING THE DORSAL PROTECTION FOR THE BIX HARNESS 2
2.2- RESERVE PARACHUTE 3
2.2.1- Installing the reserve parachute bridle 3
2.2.2- Connecting the deployment handle to the deployment bag 4
2.2.3- Connecting the reserve parachute to the harness 5
2.2.4- Inserting the reserve parachute into the BIX harness 6
2.2.5- Reserve parachute deployment 7
2.3- HARNESS ADJUSTMENTS 7
2.3.1- Back position adjustment 7
2.3.2- Shoulder-strap adjustment 8
2.3.3- Chest strap adjustment 8
2.3.4- Leg strap adjustment 9

3- FLYING WITH THE BIX HARNESS 9

3.1- PRE-FLIGHT CHECKS 9
3.2- POCKETS 10
3.3- FLYING ABOVE WATER 10
3.4- LANDING WITH THE BIX 10

4- PACKING THE HARNESS 11

5- MAINTENANCE AND REPAIR 11

6- TECHNICAL DATA 12

7- CERTIFICATE OF APPROVAL 13

1- GENERAL INFORMATION



This equipment should comprise:
-Harness
-Seat in 10 mm Forex
-Hook-in karabiners
-Handle for reserve parachute deployment
-2 spare elastic loops for fastening the reserve parachute
-Reserve parachute bridle

1.1- Concept

BIX is a product that was designed entirely by Woody Valley in order to meet the needs expressed by our pilots. This paraglider harness was designed for all dual pilots, for whom safety, comfort and simplicity of use are important considerations. The overall geometry of the harness gives the pilot a better perception of the sensations transmitted by the paraglider, while retaining a sensation of maximum safety in flight.
Leg-straps and chest-straps are equipped with the “GET-UP safety system” that prevents the pilot from sliding out the harness in the case that the pilot forgets to fasten the leg-straps.

1.2- BIX protection

BIX is fitted with dorsal protection in foam with a thickness of 17 cm. A sheet of high-density polyethylene on the outside of the foam dorsal protection provides a barrier in the case of collision with pointed objects, and the reinforced external fabric reduces the damage that could be caused to the harness by abrasion. This dorsal protection was designed to help the pilot in case of impact, reducing the energetic intensity of deceleration. However it cannot completely eliminate the risk of injury.

2- BEFORE USING THE HARNESS

BIX must be assembled by a qualified paragliding professional, such as your instructor. More specifically, great care has to be dedicated to inserting the reserve parachute into the harness in the correct way. Only after this has been performed should the pilot adjust the harness for maximum comfort.

2.1- Assembling the dorsal protection for the BIX harness

Woody Valley recommends that assembly is performed in the sequence detailed below. If you have any doubts about this procedure, please contact your flying instructor, Woody Valley retailer, or the importer.
Normally the product is supplied with the dorsal protection, in foam and rigid plastic, separately, rolled and packed. In this case, follow the steps below for installation:

a. Remove the foam protection from its packaging (once it has been removed from the packaging, it may take about two hours before the protective components return to their original shape).
b. Open the Velcro pocket located below the seat, inside the container for the reserve parachute. Inside, there are two pockets for the plastic protective components.
c. Insert the narrowest part of the rigid sheet into the upper pocket and the widest part into the lower pocket, as shown in the illustrations below.
d. Insert the foam protection as shown in the illustrations below. The foam protection will automatically take up the correct position.

Do not place the foam protection under the cross-buckles on the back of the harness.
To remove the protective components, just follow the steps above in reverse order.







2.2- Reserve parachute

The housing for the reserve parachute is below the seat in the front part of the harness. The container is large enough for most reserve parachutes on the market today. The reserve parachute has to be linked to the harness before it is inserted into the built-in pocket. This connection takes the form of a dual bridle fixed to the harness at shoulder height, for better load distribution and to ensure a correct landing position in the case that the reserve parachute is deployed. This helps reduce the risk of injury to a minimum. The reserve chute bridle has a large central loop coloured red, and this is reinforced with a cover in *Cordura 500*. At the extremity of the loop, there is a Velcro band which enables the link with the reserve parachute to be held firmly in position.

2.2.1- Installing the reserve parachute bridle

BIX enables the pilot to choose whether to position the deployment handle on the right or left side, according to personal preferences. The reserve parachute bridle will be on the same side as the handle.
First, fasten the reserve parachute bridle to the main separator karabiners in order to locate the correct distance between the karabiners and the shoulder straps. To perform this operation, we recommend using a flight simulator, in other words wearing the harness in flight position while suspended. Open the Velcro on the shoulder straps and place the reserve parachute bridle into position inside. Then, decide whether to place it onto the right or left of the harness.











You should ensure that the length of the reserve parachute bridle is sufficient to place the reserve parachute into the harness container while leaving a sufficient length of bridle to enable the parachute to be pulled out of the container without causing the reserve parachute bag to open during deployment.



2.2.2- Connecting the deployment handle to the deployment bag

BIX is supplied with a handle for reserve parachute extraction. It is identified with the number **10**; 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 with respect to the centre of the reserve parachute. If your deployment bag does not have this loop, please contact the retailer from whom you purchased the reserve parachute.







2.2.3- Connecting the reserve parachute to the harness

There are three different methods of attaching the reserve parachute bridle to the harness bridle.

First system:
Use a screw-lock karabiner with a breaking strength of at least 2,000 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 this is without doubt the recommended system.



Second system:
The reserve parachute bridle is passed through the loop at the end of the harness reserve parachute bridle. The reserve parachute itself is then passed through the large loop in the reserve parachute bridle. 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 reserve parachute bridle.









2.2.4- Inserting the reserve parachute into the BIX harness

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.



Thread a thin cord (such as paraglider riser cords) through each elastic loop. This will help close the pocket.
Thread the elastic loops into the smallest of the eyelets on the pocket flaps. Close the flaps following the order shown in the photographs below.



Push the metal pins on the handle into the elastic loops and under the transparent cover. 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. Lastly, the handle should be positioned under the elastic cover.

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.

2.2.5- Reserve parachute deployment

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. After the reserve parachute has opened, avoid entanglement by pulling in the paraglider, gripping at least one D line, or the brake lines, in order to collapse the glider. On landing, adopt an upright body position, and ensure that you perform a PLF (Parachute Landing Fall) to minimize the risk of injury.

2.3- Harness adjustments

The BIX harness provides a number of methods of adjustment so that the pilot can fly in the ideal position. A little time has to be invested in finding the optimum position, but this effort will be rewarded by exceptional comfort in flight.
Before making any adjustments, the reserve parachute must be in position.
To find the best position, we suggest hanging in your harness from a suitable point of support, simulating flying position and conditions. For this reason, it is best to place all the things that you would normally carry with you when flying into the back pocket (rucksack, accessories, extra clothing and other sundry items).

2.3.1- Back position adjustment

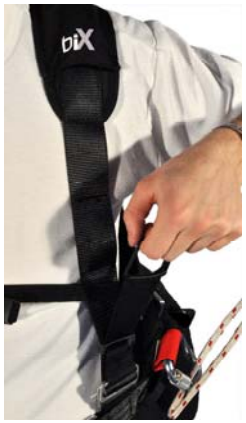
By adjusting the back (using the trimmers higher up on the side), the pilot adjusts the inclination of the torso with respect to the vertical axis in flight. A good flying position, improving control of the glider, is obtained by positioning the face at about 15 cm from an imaginary line between the two karabiners.





2.3.2- Shoulder-strap adjustment

Shoulder-strap adjustment enables the harness to be adjusted to the pilot's height. The adjustment buckle is situated low down, near the rear edge of the seat. The shoulder-straps also support part of the torso weight to improve comfort.





2.3.3- Chest strap adjustment

The chest strap adjusts the distance between the two karabiners, and it can be set between 37 and 48 centimetres. When the chest strap is tighter, stability is greater. We recommend a length of about 40-42 cm. A wider distance does not improve glider performance, and a smaller distance can accentuate the effects of a "twist" following an asymmetric collapse.





There is also a small elastic clip at the extremity of the padded shoulder-straps. This prevents the shoulders from slipping out of the straps during the launch run. The plastic clip also includes a useful whistle that can be used in emergency situations.



2.3.4- Leg strap adjustment

Because the leg straps are attached relatively high up, the pilot has considerable freedom in thigh movement. Normally, the manufacturer's original setting should be satisfactory. However it is important to try reaching the correct seated position in the launch phase without using your hands, by testing the movements in a flight simulator. If you cannot achieve the seated position without using your hands, the sitting angle has to be checked, and then the leg straps should be readjusted.

IMPORTANT
All adjustments have to be performed symmetrically on both sides.

3- FLYING WITH THE BIX HARNESS

3.1- Pre-flight checks

For maximum safety, use a complete and consistent system of pre-flight checks and repeat the same mental sequence every flight.

Check that:

- **all buckles are fastened. Take particular care in the case of ice or snow. Always clean off snow or ice before fastening buckles;**
- **the reserve parachute handle is fastened in its correct position, and the pins are firmly inserted;**

- **pockets and zips are closed;**
- **the paraglider is connected correctly to the harness, and that both karabiners are locked closed by means of their locking system;**
- **the speed bar is attached correctly to the glider.**

3.2- Pockets

BIX has a large dorsal pocket and two roomy lateral pockets with zip closure.



3.3- Flying above water

It is inadvisable to use the BIX harness on flights over water. In the event of the pilot being forced to land on the water, the foam dorsal protection may force the harness into a position that holds the pilot underwater.
Woody Valley recommends the use of a suitable lifejacket when flying over water.

3.4- Landing with the BIX

Before landing, slide your legs out and off the seat surface, 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 exclusively passive protection. Standing up before landing is an active safety precaution, and it is much more effective than passive forms of protection.

4- PACKING THE HARNESS

Packing the BIX is similar to the procedure followed for all paraglider harnesses, except for the method of folding the semi-rigid part of the “hood.” If this is not performed according to the illustrations below, awkward folds may appear that can no longer be eliminated.





5- MAINTENANCE AND REPAIR

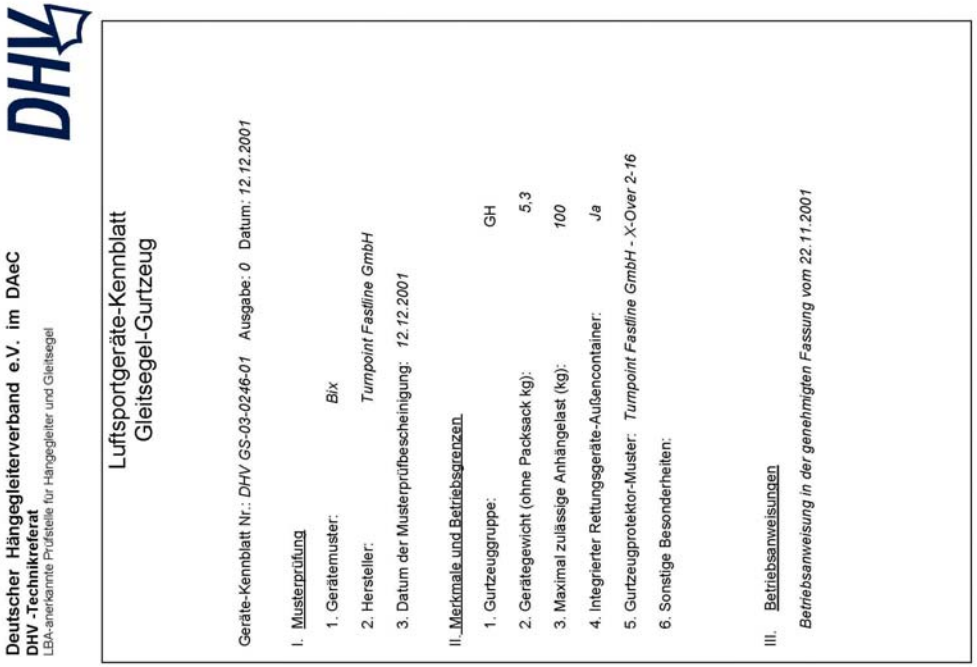
Check the harness after every impact, bad landing or launch, or in the case that there are signs of damage or excessive wear.
We recommend having your harness checked by your retailer every two years, and replacing the main karabiners every five years.
To prevent unnecessary wear and deterioration of the harness, it is important to avoid its scraping 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 while 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.

We hope that you enjoy great flights and happy landings with **BIX** !

6- TECHNICAL DATA

DHV tested for a maximum load of	100 kg
Distance between karabiner and seat	ONE size cm 41
Distance between karabiners (min. max.)	ONE size cm 41/51
Total weight of BIX, size L, complete with reserve parachute handle, karabiners and protection	5,55 kg
Type of protection	Protection in 17 cm foam
Type of straps	GET-UP
Certification	DHV GS-03-0246-01
Reserve parachute housing	Built-in container under the seat, with lateral handle.

7- CERTIFICATE OF APPROVAL



Deutscher Hängegleiterverband e.V. im DAeC
DHV -Technikreferat
LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel

DHV

Luftsportgeräte-Kennblatt
Gleitsegel-Gurtzeug

Geräte-Kennblatt Nr.: *DHV GS-03-0246-01* Ausgabe: *0* Datum: *12.12.2001*

I. Musterprüfung
1. Gerätemuster: *Bix*
2. Hersteller: *Turnpoint Fastline GmbH*
3. Datum der Musterprüfbescheinigung: *12.12.2001*

II. Merkmale und Betriebsgrenzen
1. Gurtzeuggruppe: GH
2. Gerätegewicht (ohne Packsack kg): *5,3*
3. Maximal zulässige Anhängelast (kg): *100*
4. Integrierter Rettungsgeräte-Außencontainer: *Ja*
5. Gurtzeugprotektor-Muster: *Turnpoint Fastline GmbH - X-Over 2-16*
6. Sonstige Besonderheiten:

III. Betriebsanweisungen
Betriebsanweisung in der genehmigten Fassung vom 22.11.2001

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 BIX harness.
Latest update: FEBRUARY 2026