

SKYWALK



EXIT

Universal Front Container

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1 INTRODUCTION

Welcome to skywalk!

Congratulations on the purchase of your new EXIT and thank you for your trust in us and in our products. In this manual you will find information that will help you quickly get to know your front container to ensure your fun for a long time.

At skywalk we are enthusiastic about wind sports and innovative technologies. When we founded skywalk in 2001, our goal was to make paragliders and kites that offer new solutions to set new impulses, and to provide customers with a maximum of user friendliness. Today we are one of the most successful paraglider manufacturers in the world. For this we are thankful for our curiosity about everything that flies, sails and surfs, as well as our interest in a variety of outdoor sports. It's this "big picture" view that allows us to continuously set new accents in paragliding. We are always open for questions, comments or critique and are happy to provide you at any time with further information!

Your skywalk Team
 PURE PASSION FOR FLYING

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 The latest version of the manual can be found on www.skywalk.info

2 DESCRIPTION

The EXIT is a universal front container that allows round, cross and special shape reserve parachutes to be safely mounted in packed form on a wide variety of harnesses. In addition, the stiffened top of the front container also functions as a decent cockpit, with space for about two standard flight instruments.

SCOPE OF DELIVERY

- Rescue container
- V-line



- 2 attachment loops for connection to the main carabiners..



- Rescue Handle



3 FEATURES

- RECCO®**
The RECCO® Reflector offers emergency personnel an additional chance to locate a missing person (for example, in heavily forested areas).
- Cockpit**
Generous stiffened velcro field for mounting two standard typical instruments with securing loop.
- Rescue Handle**
Rescue grip with integrated safety pins.
- V-lines with modular attachment loops**
At delivery, the two upper attachment loops for the main carabiners are directly looped into the V-line loops, but they can be separated if using the integrated V-line of the harness.
- Packing Sequence**
The sequences for packing the front container are indicated with 1-3 and A-C on the loops.
- Pocket for safety pins**
For stowing the round and wire-shaped safety pins.
- Horizontal mounting strap**
Mounting strap with clip to attach the front container to the leg straps or the get-up straps of a harness.



4 SAFETY NOTICE

With the purchase of this equipment, you assume the full responsibility and accept all risks associated with the use of paragliding equipment, including injury and death. Improper use of paragliding equipment increases this risk.

To fly a paraglider, you must be in possession of the required license or permit for the country in which you are flying.

Neither skywalk nor the seller nor the importer of this product can be made liable in case of personal injury or damage caused to a third party.

5 INSTALLING THE RESERVE CHUTE

The EXIT can be combined with most compact reserve chutes. The reserve chute may only be integrated in the front container together with the supplied deployment bag, keeping aware of the maximum volume of the reserve chute.

The maximum allowed volume must not be exceeded, otherwise a correct deployment cannot be guaranteed.

The initial installation of the reserve chute must be carried out by an approved compatibility technician. This verifies the deployability of the reserve chute and certifies its compatibility on the reserve chute's packing and inspection document. It is very important that the test release of the rescue device is carried out by the pilot himself sitting in the harness in a harness simulator, as different physiques and forces affect its deployability.

Before installation, you must first check whether the reserve chute needs to be repacked.

Connecting the reserve chute with the front container:

1. Connect the rescue grip to the central loop of the reserve chute deployment container by looping them together.



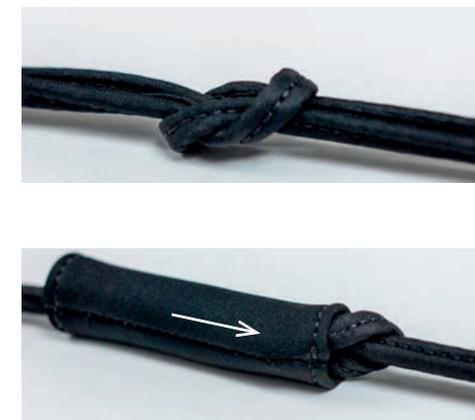
2. Now you can connect the V-lines of the EXIT with the lanyard of your reserve chute. To connect the reserve chute to the V-line, you must use a screw shackle with at least 2400 daN strength. The lines have to be connected on both sides of the screw shackle and must be secured with rubber bands (option A).

As an alternative, you can use a loop to connect the two lines together (option B).

Option A



Option B



Alternative if the V-line is integrated in the harness:

This option only works if the harness has a dedicated V-line connection and the V-line routing is also described in the harness manual.

Unloop the attachment loops of the EXIT V-line. The two loops are then used to attach the front container to the main carabiners. Afterwards the V-line of the harness can be connected to the reserve chute as shown in step 2.



ALWAYS RUN THE SPEED BAR LINE BETWEEN THE V-LINE AND THE HARNESS, OTHERWISE DEPLOYMENT OF THE FRONT RESERVE COULD BE IMPEDED..

Integration of the reserve chute into the front container:

3. Place the excess length of the V-line in an S-shape in the middle of the front container and place the reserve chute in the middle above it with the grip facing up.



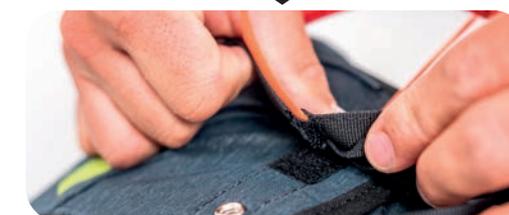
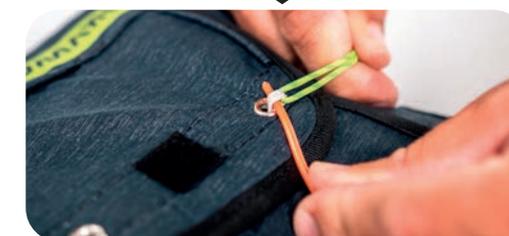
4. Guide the V-line to the left and right of the cover flap (with velcro on top) and make sure that you have enough V-line from the front container depending on the type of assembly (main carabiner or shoulder harness mount).



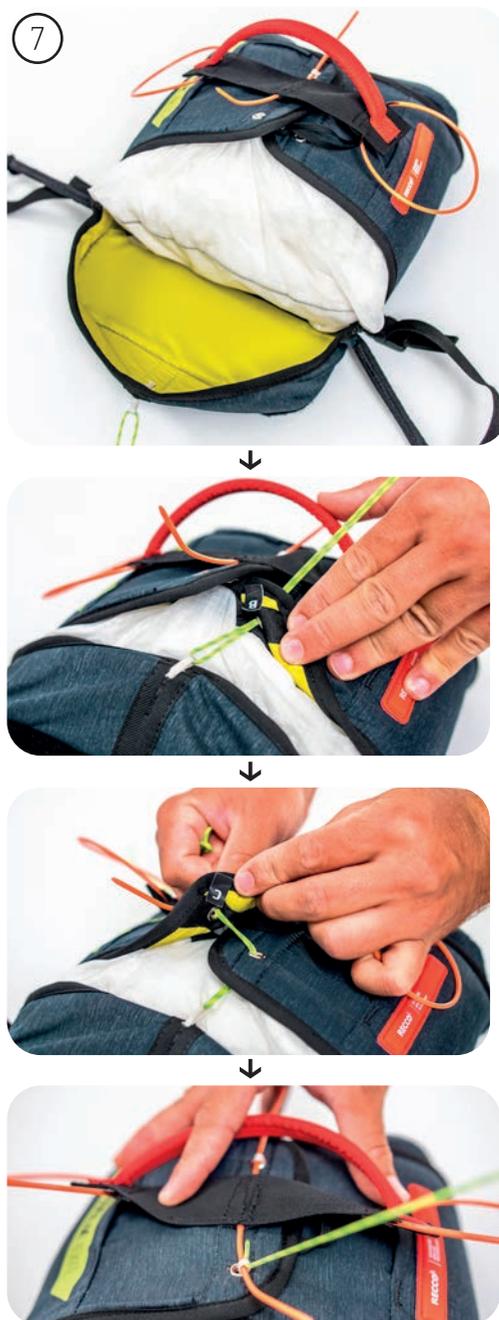
5. Thread two pieces of line through the white loops in the order 1-3 and A-C.



6. First close the lower flap with the numbering 1-3 and attach the loop with the pin of the rescue grip. Make sure that the rescue grip is mounted the right way round, otherwise the connecting strap will cover the velcro. Remove the piece of line on this side.



7. Now close the flaps in the order A-C and secure the loop with the second pin of the rescue grip. Then remove the second piece of line.



8. Stow the pins in the small pin pockets, secure the rescue grip with the velcro and stow the safety rings and the ends of the rescue grip in the pockets provided.



9. Now you can tidy up the front container by stowing all protruding flaps neatly in the front container. The front container is now packed and ready to be mounted.

Mounting the front container:

The EXIT front container has 3 attachment points, so that it can be universally mounted on standard harnesses. There are two methods to mount the front container to the harness:

Method 1:

When using the supplied V-lines, make sure that the attachment loops are looped into the left and right reserve chute attachment loops. Then hook the V-line loops into the two main carabiners. This connects the V-lines and attaches the front container in a single action.



Method 2:

When using the V-line integrated in the harness, separate the two attachment loops from the EXIT V-Line. Afterwards the attachment loops are inserted into the main carabiners to attach the front container on the top.



When using this method make sure that the speed bar connecting line is always routed between the harness and the V-line.



For the third attachment point, guide the horizontal attachment loop around the leg straps or the get-up system of the harness so that the front container cannot tip upwards in case of deployment.



All three attachment points offer the possibility to adjust the length of the attachment. Make sure that the fasteners are neither loose in flight nor take the main tension of the harness.

We recommend that you open all adjusters to the maximum and then adjust the tension in the harness simulator step by step so that the front container is fully seated on the harness, but the main tension on the chest strap is still absorbed by the harness.



6 COMPATIBILITY TEST

The correct installation of the reserve chute should now be verified with a test deployment. To do this, put on the harness, close the safety buckles and hang the main carabiners in a harness simulator. Then pull out the reserve chute by the handle. For this test, it is not enough to deploy the reserve chute without sitting in the harness. It must be possible for you to reach and pull the handle with no problem from the flying position, in accordance with the instructions of this manual.

The deployment force must not be below 2 daN and must not exceed 7daN. In case of uncertainties you should consult a specialist or contact your competent skywalk dealer. The reserve chute must be deployed with the correct throwing technique, with a continuous and steady pull in a forward movement away from the harness. Otherwise, deployment may be difficult.



A reserve chute deployment can be made more difficult by the following factors:

- The reserve chute is too large or too bulky for the front container.
- The reserve chute is not packed in the shape of the front container.
- The reserve chute is not thrown with the appropriate throwing technique.
- The reserve chute has too much volume after repacking.
- Because arm length is crucial for a successful reserve chute deployment, smaller persons with short arms may not be able to deploy the reserve chute. In emergency situations, high G-loading can occur, which can make deployment even more difficult



BEFORE EACH FLIGHT, CHECK TO SEE IF THE RESCUE HANDLE IS IN THE RIGHT POSITION AND WHETHER THE SPLINTS OF THE HANDLE ARE SITTING CORRECTLY. REACHING FOR THE RELEASE HANDLE TO TEST ITS POSITION EVERY FLIGHT CAN HELP YOU MEMORIZE THE POSITION SUBCONSCIOUSLY.

7 FLYING SAFE

PREFLIGHT CHECK

It is important to check all paragliding equipment thoroughly before every flight to see if it has any defects. Also check your equipment after long flights and after long storage.

Check thoroughly that:

- no visible damage to the harness, the front container or carabiners is present that can affect airworthiness.
- the reserve parachute container is correctly closed and connected to the harness, that the splints are threaded completely through the loops and that the rescue handle is correctly mounted.
- all buckles, straps and zippers are shut and secured.
- the paraglider is correctly hooked to the harness and that both carabiners are correctly closed and secured.
- the speedbar is properly hooked into the speed system of the risers and that the speed bar line runs between the harness and V-line.
- all pockets are closed and that no loose items are hanging around.
- all leg and chest straps are closed before you launch!



DO NOT LAUNCH IF YOU FIND ANY DEFECTS, EVEN SMALL ONES! IF YOU FIND ANY SIGNS OF DAMAGE OR ABNORMAL WEAR AND TEAR, CONTACT YOUR FLIGHT SCHOOL OR SKYWALK DIRECTLY.

BEHAVIOR IN THE EVENT OF A RESERVE CHUTE DEPLOYMENT

- Locate the rescue handle in front of you and hold it tightly with one hand.
- Pull the handle firmly in a continuous forward movement away from the harness to release the split pins and to pull out the reserve chute.
- Make sure that you throw the reserve chute in the deployment bag into free airspace.
- If possible, throw it in the opposite direction of any rotational movement and let go of the handle!!
- Once the reserve chute is open, try to keep it from tangling and swinging. It is best use the B-, C- or D-lines or the brake lines to pull the glider symmetrically toward you.
- When you land, straighten up as much as possible and use the parachute landing fall (PLF) technique to minimize the risk of injury.

8 MAINTENANCE AND CARE

The selected materials used in the EXIT make it necessary to treat them carefully and in a professional manner. Make an effort to take care of your equipment and keep it clean to preserve its airworthiness over the longest possible time.

- Avoid dragging your equipment over stony ground and always try to land in an upright position.
- Don't leave your equipment lying in the sun unnecessarily long. UV radiation is very damaging to the material.
- Store your paragliding equipment loosely packed in a cool and dry place. If it gets wet, always dry out your equipment before packing it.
- To clean it, just use a brush or a damp cloth. Use mild soap to clean it only when absolutely necessary. If you do, first remove other parts like the reserve parachute. The coating of the material can be damaged by brushing or rubbing.

Materials

The skywalk EXIT is manufactured from the highest quality materials. skywalk has selected the best possible combination of materials with regard to resilience, performance and longevity. We are aware that the durability of your equipment is a deciding factor in the pilot's satisfaction.

Cloth of the front container: NP.210D MG Oxford, lining 75D Polyester,
 Webbing: 15 mm Nylon band, 10mm Nylon band
 V-Line: D-PRO 5mm

Maintenance checklist

In addition to the normal pre-flight check procedure, you should always take a close look at the EXIT whenever you pack and reinstall the reserve chute system - normally every 6 months, but at least every 12 months. Of course, the harness and the front container should also be checked after special events, such as a hard landing or a tree landing, or if excessive wear is evident. In case of doubt always consult a specialist.

Proceed as follows:

- Check all straps and lines for wear and tear.
- All seams must be checked and, if in doubt, repaired so that the problem does not spread.
- Special attention should be paid to the installation of the reserve chute. Here you should also check the cotter pins.

Storage

Ideal is a dry, dark place with a constant temperature. Moisture is an old enemy of the durability of all paragliders. For this reason, always dry your equipment before you store it, preferably in a heated and well ventilated room, so that moisture can evaporate.

9 REPAIRS

Repairs should only be carried out by the manufacturer or by an authorized skywalk service center. Exceptions include the repair of small cuts (up to about 3 cm that don't affect a seam).

Changes to the front container

Your skywalk EXIT is manufactured within the regulated parameters of tolerance. These parameters are very narrow and must not be altered under any circumstance.

10 DISPOSAL

When choosing materials, skywalk places high value on environmental compatibility and the highest quality control. Should your harness someday no longer be flyable, remove all metal parts such as carabiner, etc. All remaining parts can be turned in at a recycling center.

The metallic parts can be turned in at a metals recycling center.

The best solution is to send your retired skywalk equipment directly to us. We will then take care of recycling it.

11 TECHNICAL DATA

Size	XS	S	M	L
Weight container (g)	168	188	198	208
Weight V-line (g)	52	52	52	52
Volume (cm ³)	2000-3100	3200-4000	3900-4600	4900-5800
V-line max. load (kg)	120	120	120	120

12 NATURE AND ENVIRONMENTALLY COMPATIBLE BEHAVIOR

NOTES:

We have taken the first step towards ecological awareness with our nature-friendly sport. Especially with our mountain climbers who prefer to climb to the launch site. Nevertheless, we plan on continuing in the same vein. This means specifically: clean up your trash, stay on marked trails and don't cause unnecessary noise. Please help to maintain the balance of nature and to respect animals in their territory.

13 CLOSING WORDS

The skywalk EXIT is at the absolute leading edge of development in the market for front container. It cost us a lot of time to develop this front container, but it was also a lot of fun. In this development we recognize the challenge of making the right product for every area and individual taste.

We are pleased if you notice this during your first flight. The EXIT will provide you with plenty of joy over many years if you treat it and care for it properly. Respect for the demands and dangers of our sport are essential for successful and beautiful flights.

Even the safest equipment can be dangerous due to misjudgments of meteorological conditions or pilot error. Always remember that flying sports are potentially risky and that you are responsible for your own safety. We advise you to fly carefully and to respect laws in the interest of our sport, because every pilot always flies at his or her own risk!

We wish you a lot of fun while flying, that you finally will never need your rescue chute and **ALWAYS HAPPY LANDINGS!**

Your skywalk Team



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