

SITTA

User manual for Sitta M, L, XL

Thank you for choosing Fluid Wings and for purchasing the Sitta multi-function harness. We hope you will be satisfied with this product and wish you many great flights. It is strongly recommended to consult the manual before the first flight. This manual might help you to familiarize yourself with the product faster.

Team Fluid Wings

Version 1.2 Dec, 2025

INTRODUCTION

Congratulations on becoming part of the Fluid Wings family. We are very pleased to welcome you to the world of Fluid Wings and hope that you will enjoy many hours of fantastic flying aboard your Fluid Wings harness. **EN Certification #PH_496.2026**

DISCLAIMER

Please read this Manual carefully and note the following details:

The purpose of this Manual is to offer guidelines to the pilot using this harness. We advise that you only fly with this harness when qualified to do so. Pilots are personally responsible for their own safety and their equipment's airworthiness. The use of this harness is solely at the user's own risk!

Neither the manufacturer nor dealer accept any liability connected with this activity. This harness, on delivery, meets all the requirements of the EN regulations and has an airworthiness certificate issued by Fluid Wings. Any alterations to the harness will render its certification invalid.

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1.0 GENERAL INFORMATION

- Model name: SITTA - M, L, XL
- Total maximum weight in flight: see the technical data.
- This user manual version dated, December 2025.

1.1 Product Overview

The SITTA is a comfortable all-round harness with an integrated back pack system (reversible)

1.2 Certification

SITTA has passed the certification according to test EN 1651:1999 Any alteration of the harness can invalidate all the aforementioned certifications.

Please note: Use of this harness is at your own risk. Any liability of the manufacturer or distributor is excluded. The pilot is responsible for airworthiness of the aircraft. The pilot must comply with legal regulations.

1.3 Pilots Profile

- Pilots who prefer light weight, reversible backpack harness with split leg design
- Paragliding/ Mini-glider/ Speed flying. = Novice - Advanced pilots.
- Pilots who prefer simple solutions and low weight multi-function harness.

1.4. Scope of delivery

- Harness
- Integrated backpack
- Edelrid Foras - aluminum Carabiners

1.5. Features

- Simple buckle system and easy adjustment.
- Low weight design.
- Integrated rescue bridle attachments and bridle sleeve for front rescue container.
**container not included
- Airbag attachment option for use with EN certified SITTA BAG. *Airbag not included
- Speed system guide rings. ***speed bar kit not included
- Reversible backpack function
- Mobile phone/ small accessory pocket.
- Compression straps for adjustment of back pack and cargo volume
- Edelrid Foras carabiners

2.0 SET UP

WARNING!

Installation of a reserve parachute container on the harness is optional as an accessory and not provide by Fluid Wings. Please follow the container manufacturers installation instructions. It is absolutely essential to do a simulated deployment under a static swing, ensuring that the parachute release system operates correctly and the parachute comes out easily. The user must check that the length between the handle and the container does not allow entanglement with the parachute lines.

RESERVE-BRIDLE ROUTING (optional)**



2.2. Adjusting the harness

1) Lumbar Adjustment

This adjustment determines the pilot's upright angle. An excessively reclined position reduces stability and increases the risk of risers twisting in the event of a spin. An excessive upright position reduces weight shift authority.

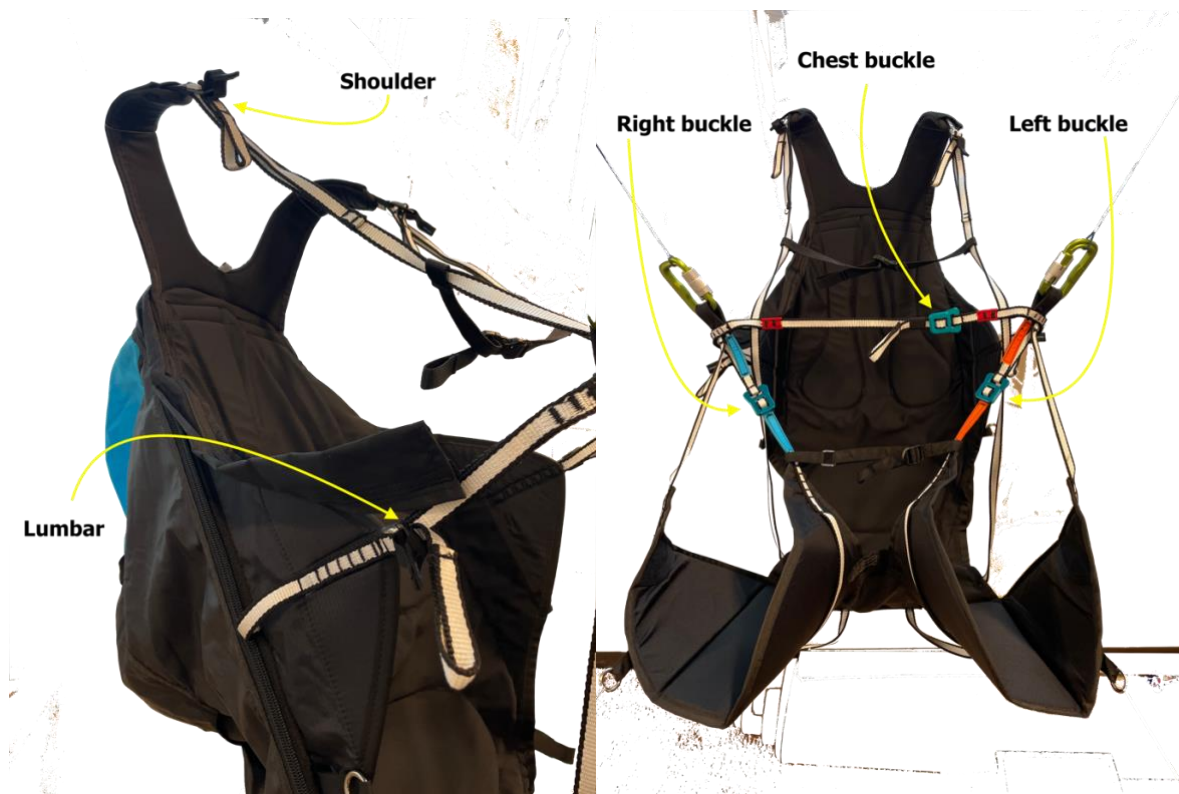
2) Shoulder Strap Adjustment

For optimum comfort during take-off and ease of achieving your preferred flying position the shoulder straps should not be excessively tight. The straps may appear loose while in the seated position but some play is required to avoid excessive strap pressure in the standing position.

3) Main Chest Strap Adjustment

Tightening the chest strap increases the roll stability of the harness, but decreases the roll response of the wing. With increased tightening, the pilot may feel more stable in turbulent conditions and the wing will be more stable in the event of an asymmetric collapse. However, the wing may be less inclined to bank when turning and more prone to line/riser twist.

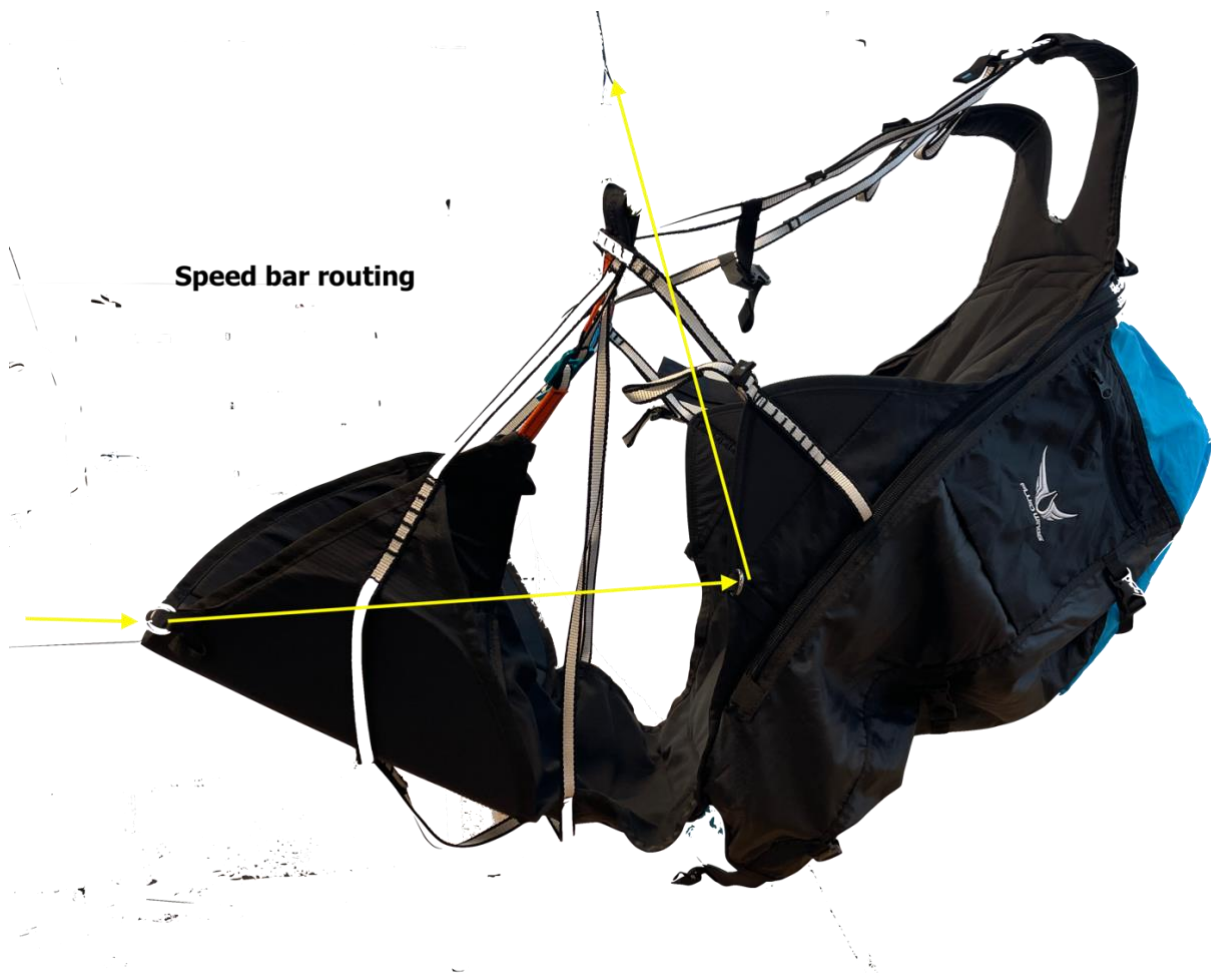
Warning: The chest strap adjustment can affect weight shift sensitivity, it is best to first test this under a static swing, and then in still air flight, before trying to adjust it during a turbulent flight. Before taking off, do not forget to pre-adjust your chest strap. This will result in a more comfortable flight.



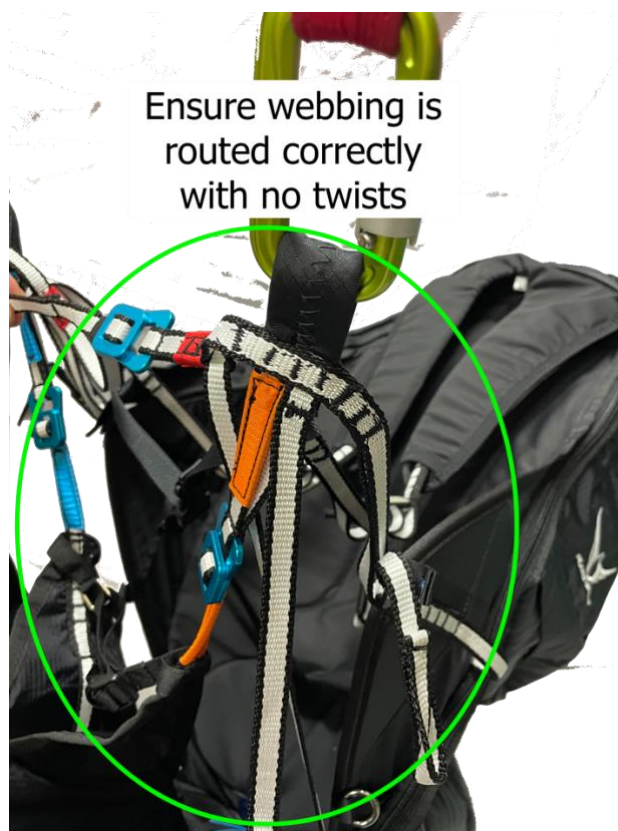
2.3. Fitting the speed kit “optional”

Speed System Adjustment

- The speed system should be adjusted to the correct length specific to your risers using a harness simulator.
- The speed system has a passage on both sides of the harness at the front and back of the leg pad.



2.4. connecting to the wing



3.0 TECHNICAL INFORMATION

SITTA		M	L	XL
Pilot's Height (cm)		160-185	175-200	190-215
Seat width (cm))		28	30	31
Seat depth (cm)		34	36	38
Suspension points height (cm)		42	45	48
Chest strap range (cm)		40-46	24-45	46-52
Back pack volume (liters)		60	61	62
Harness weight (kg)		1.15	1.2	1.25
Modular airbag*	Ram-air inflatable protector = 0.25 kg			
Certification	EN Certification #PH_496.2026 - Max weight 120 Kgs			

* Airbag is not included and must be purchased separately

** Front mount rescue container not included and must be purchased separately

*** Speed bar not included and must be purchased separately

Maximum clip-in weight (pilot weight) : 120 kg

4.0 CARING FOR YOUR SITTA

4.1. Use

SITTA is made from modern high tech materials. However, care and attention should be exercised when using to avoid abnormal contact with abrasive surfaces or extended UV exposure. Cleaning should be done with water and a soft cloth. Do not use any detergents or abrasive chemicals. Carabiners require special attention. If you have suspected any damage, replace them immediately.

- **Pre-Flight Checks**

PARAGLIDING IS AN EXTREMELY DEMANDING SPORT REQUIRING THE HIGHEST LEVEL OF ATTENTION, JUDGMENT, MATURITY, AND SELF-DISCIPLINE. EVEN SMALL DETAILS SHOULD BE CAREFULLY CHECKED BEFORE FLYING.

- Check the carabiners, and make sure that the twist lock system closes automatically.
- Check the harness buckles are free of damage.
- Adjust the harness using a harness hanger or simulator. When adjusting under the simulator you should familiarise yourself with the harness and its parts. Test all adjustments, study the position and use of the reserve handle.
- (If installed) Check that the reserve handle and the pins are in the correct position
- (If installed) Check that all airbag connections are secure and installed correctly

- **Take Off**

Before flying it is extremely important to adjust the harness so that you can easily assume a sitting position when airborne.

1. Put the harness onto the shoulders.
2. Fasten the leg and chest buckles, matching the corresponding colors for each buckle (left leg=orange, right leg=blue, chest=red)
3. If necessary, adjust the shoulder straps (the shoulder strap adjustment depends on the size of the pilot; not too tight as some free movement is required so that you can run easily).
4. Check that the lumbar straps are adjusted so as to enable the preferred position in flight.
5. Check that the chest strap is pre-adjusted correctly.
6. Ensure that the leg/chest strap buckles are fastened correctly (closing the buckles incorrectly is a common cause of accidents)

- **Landing**

During the final approach, move from the sitting position to a forward upright position. This should be done early enough to allow for sudden loss of height on approach. There is a high risk of spinal injury in the event of a seated landing. Under no circumstances become complacent about being equipped with effective protection.

4.2. Towing

This harness is not made for towing.

Caution

-Flying over water (SIV)

Do not use any kind of air-based protection (Bump-air, Cygnus type Airbag...) if there is a risk of landing in water. If you land in water using an airbag its buoyancy behind the pilot creates a high risk of the pilot's head being pushed under the water. During SIV or flights over water, we recommend the use of a life jacket equipped with a collar which will keep the pilot's head above water in the event of loss of consciousness.

- Landing

Never land in a seated position, it can result in a serious injury, the protection (if installed) is not intended to replace landing gear.

4.3. Maintenance

Maintenance Advice

- The harness should be checked regularly for signs of wear and damage.
- The carabiners should be replaced every 5 years.
- These carabiners should never be used for anything other than paragliding/speed flying (not for climbing etc.).
- All repairs should be carried out by the manufacturer or by qualified persons who have been authorized by the manufacturer, and always using the original materials (thread, webbing, buckles).
- The zip fasteners should be lubricated from time to time, using a silicone spray.

The harness may be cleaned using mild soap and a soft brush. If your harness gets wet, it is advisable to treat your automatic buckles and carabineers with silicone grease. This may also be done as a matter of course from time to time.

5. GUARANTEE

SITTA is guaranteed for two years against any production fault since the date of purchase. The guarantee does not cover:

- *Damage caused by misuse, neglect of regular maintenance, or if the harness is overloaded or operated outside it's intended function*
- *Damage caused by inappropriate landings.*

6. DISPOSAL

Even the best products have a limited-service life, and once your harness reaches this point, it must be disposed of properly. Please make sure your harness is disposed of in the correct environmental manner regulated by local laws. In case of any doubts regarding the information in the manual, contact Fluid Wings

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