

# MAVERICK 2

ULTRALIGHT AND PRO

⚠ NOTE This user manual is not for EFI models. Please refer to [EFI user manual](#).



**Parajet**  
USER MANUAL

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# INTRODUCING MAVERICK 2

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V. 1.2

2025-03-27

Introducing the Maverick 2.0 paramotor, the next evolution in our trusted Maverick family. This next-generation model sets a new standard in powered paragliding. Whether you're a seasoned pilot or a newcomer, the Maverick 2.0 offers an exhilarating and reliable flying experience, redefining possibilities in the skies.



L I V E   L I F E   A B O V E

# WARRANTY

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## WARNING

Parajet recognise that there are risks inherent in flying a paramotor. By his or her purchase and use of this product the pilot recognises and accepts these risks.

## DISCLAIMER

While the information contained in this manual has been presented with due care and is considered to be true and correct at the date of publication, changes in circumstances after the time of publication may impact on the accuracy of the information.


The information may change without notice and Parajet is not in any way liable for the accuracy of any information printed or in any way interpreted and used by a user.

It is recommended to check the latest version of this document via [www.parajet.com](http://www.parajet.com)

## WARRANTY

Warranty is valid 1 year from dispatch date.

## LEGEND

 Hints and Tips

 Warning / Caution

# SAFETY GUIDELINES

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Do not fly your paramotor without adequate training gained from a certified school or instructor. Find your nearest paramotor training school on our website: <https://parajet.com/find-your-local-instructor/>

Never modify your paramotor or any of its parts. This invalidates your warranty.

Parts that are damaged must be replaced immediately with genuine Parajet or Vittorazi parts. If in doubt, contact us.

Parajet recommend you fly with a reserve parachute at all times. You must wear a properly fitted and fastened helmet and solid footwear with good ankle support.

Make it a habit to check your paramotor before and after every flight. Get to know the harness to hub check list at the back of this manual.

Before starting your engine always check that the propeller is a safe distance from people or objects, clear from any clothing, lines, ropes or anything that could get caught in moving parts. The spinning propeller can cause serious damage and injury, ALWAYS stay well clear.

Before starting your engine ALWAYS warn people in the immediate area and make sure they are at a safe distance. Make it a habit to shout "Clear Prop" in a loud and clear voice. NEVER start your engine indoors or in a poorly ventilated area, and ALWAYS start the engine with the paramotor on your back!

After a flight your engine and exhaust will be hot; stay clear until cooled.

Before launching your paramotor check harness and helmet buckles are properly fastened. Ensure your paraglider is attached correctly and all carabiners are properly fastened.

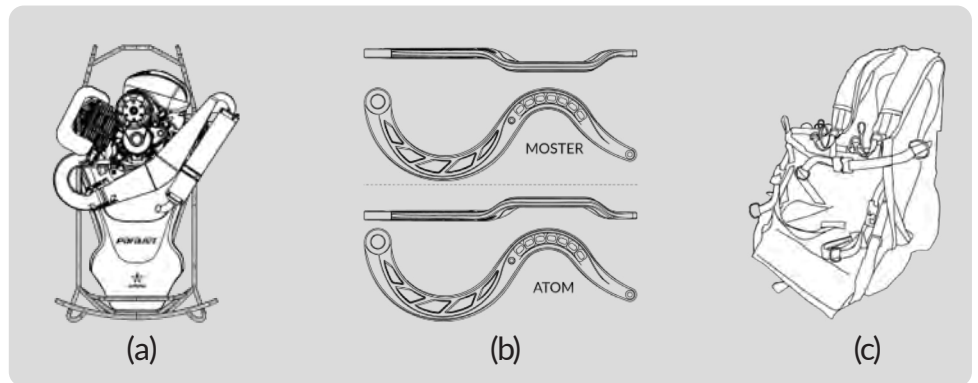
We would recommend not flying at low-level over water or woodland or potentially dangerous landing areas. Do not fly into controlled airspace or over built up areas, ALWAYS consider your safe landing area should you get into difficulty. NEVER fly at night.

ALWAYS watch the weather because conditions can change rapidly. NEVER fly if large cumulus clouds are forming and NEVER fly in the rain.

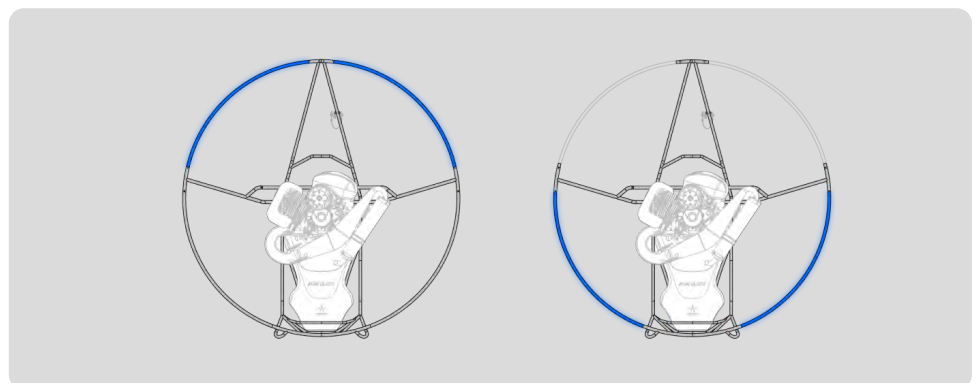
To get the most fun out of your Maverick paramotor ALWAYS fly within your skill level and known limits.

# WHAT'S IN THE BOX

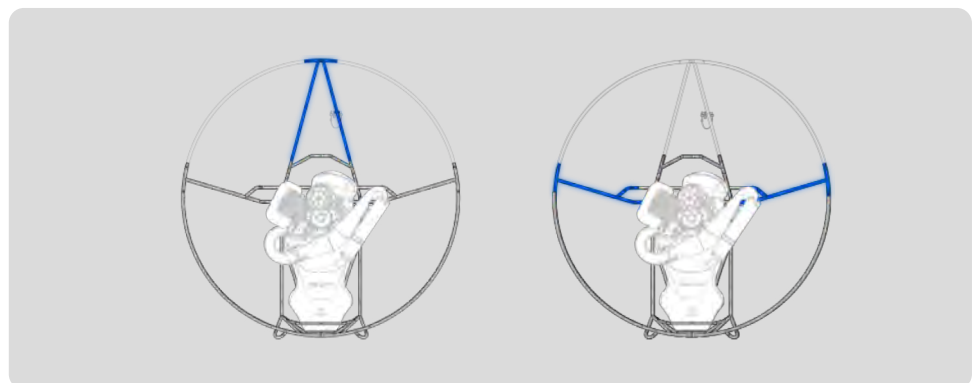
- 1x Airframe (a)
- 1x Tank (a)
- 1x Choice of engine (a)
- 2x Swing Arm (b)
- 1x Harness (c)



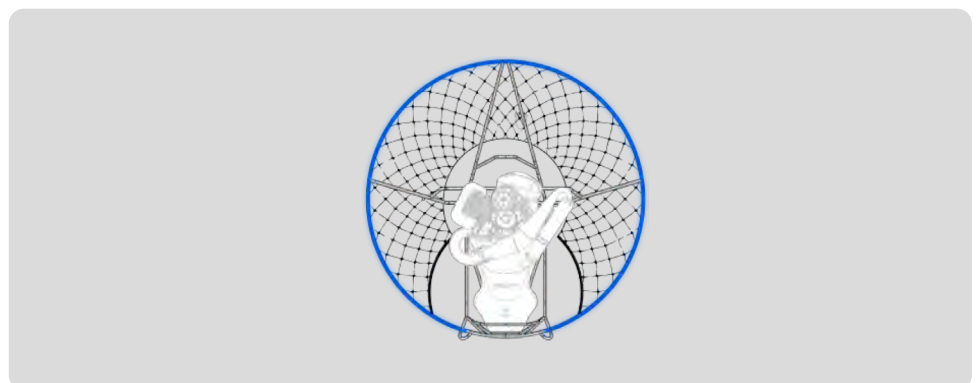
- 4x Ring Sections



- 2x Top Spars
- 2x Side Spars



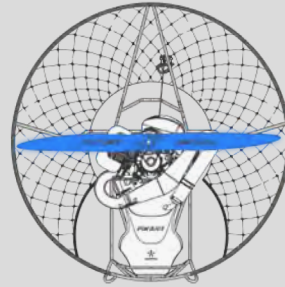
- 1x Maverick Net



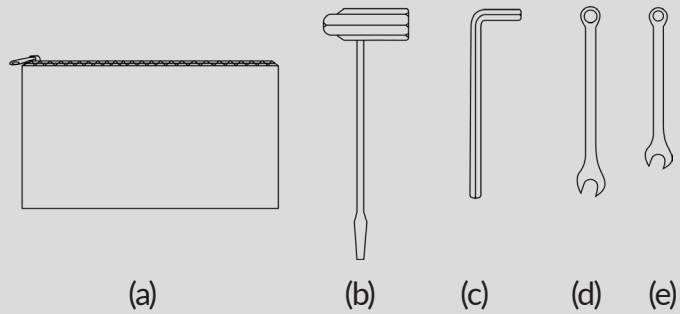


# WHAT'S IN THE BOX

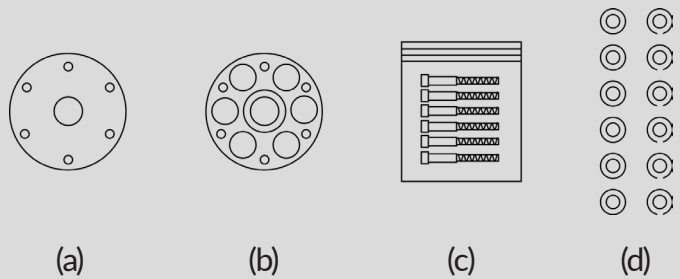
2x Propeller



1x Tool bag (a)  
1x Sparkplug spanner (b)  
1x 5mm Allen key (c)  
1x Spanner 10mm (d)  
1x Spanner 8mm (e)



1x Prop Hub (a)  
1x Prop Spacer - Moster only (b)  
6x M6 Prop Bolts (c)  
6x M6 Spring Washers (d)  
6x M6 Washers (d)



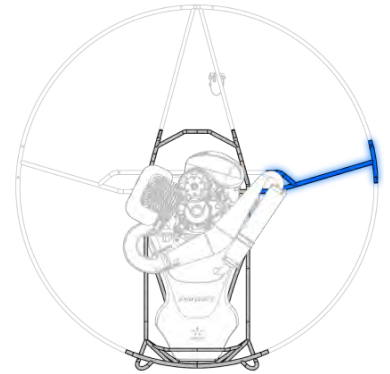
1x Parajet T-shirt



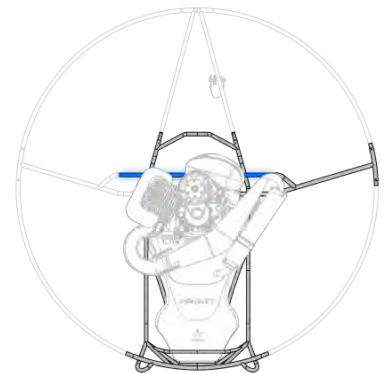
# CAGE - ASSEMBLY

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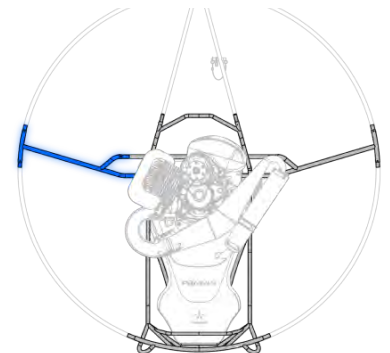
1. Attach a side-spar. Note that these are sided, they should be pointing toward the engine if installed correctly. The T junction goes into the lower ring section. The long end goes onto the harness-arm trumpet. This should leave the frame brace mount higher than the trumpet if you have the correct spar.



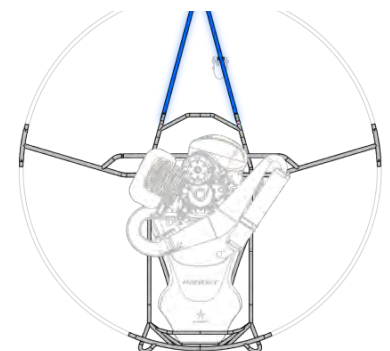
2. Slot the frame brace onto the side-spar connector.



3. Attach the other side spar to frame brace, along with harness arm trumpet.



4. Connect upper spars to chassis ensuring pull start is on correct side.

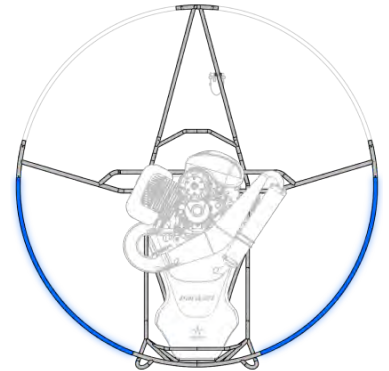




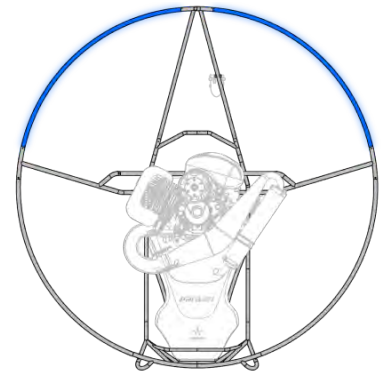
## CAGE - ASSEMBLY (continued)

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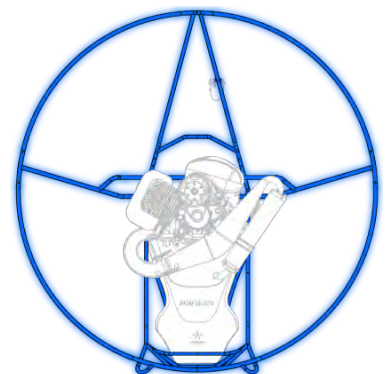
5. Attach the two lower outer-ring sections to the core chassis and side spars. There are four identical ring sections meaning you can start with any one of them.



6. Attach upper ring sections to chassis and side spars.



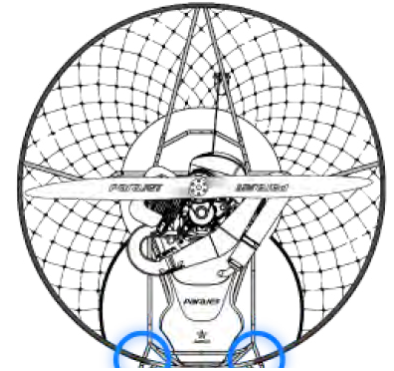
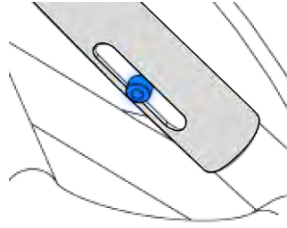
7. Connect top point of two upper spars.



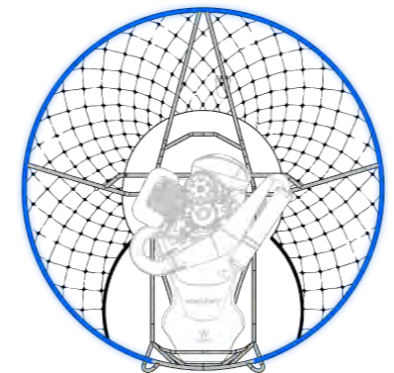
# NET - ASSEMBLY

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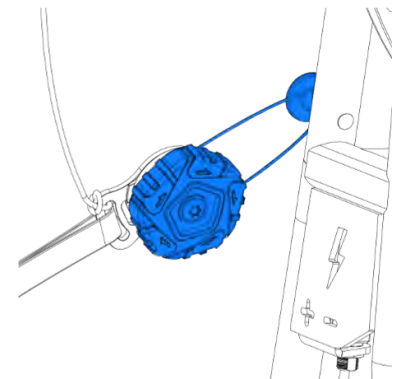
1. Rest net over the outer cage and start at the bottom by locating the connector pin. Once you have linked pin and tube simply press the net into position around the whole outer cage and link up with the opposite connector pin.



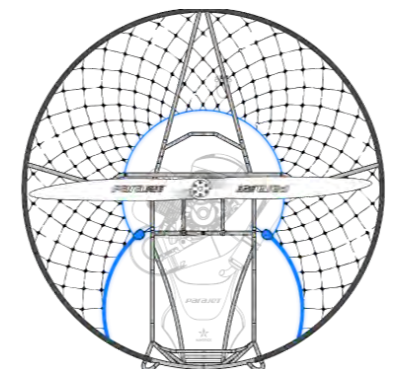
2. Snap fit on all the way around..



3. Hook connector onto frame and tighten. Tension your net using the ATOP tensioning system either end of the tension cord. Pass the wire loop over the tension pin seen in the diagram.



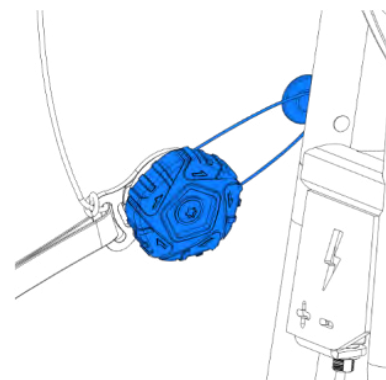
4. Slowly tighten up the system; aid the ratchet along by pushing in on the ratchet's mounting plate whilst tightening. Repeat for other side, do not over-tighten.



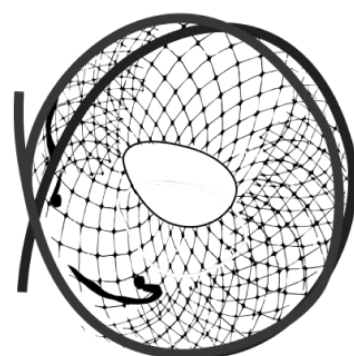
# NET - REMOVAL

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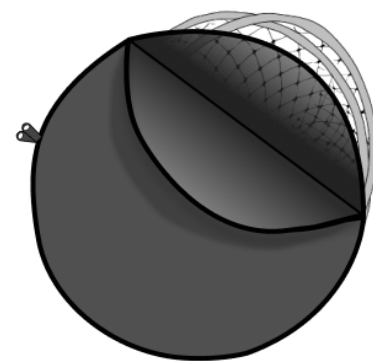
1. To remove the net, follow the net assembly in reverse. Start by loosening the tensioning system and then unhook the wire loop. Repeat on both sides of the net cage and link up with the opposite connector pin.



2. To pack the net into its bag, carefully make a coil with the tube, slightly smaller than your bag. Do not kink or fold as it may result in deformation in the tube.



3. Put into designated ring bag.

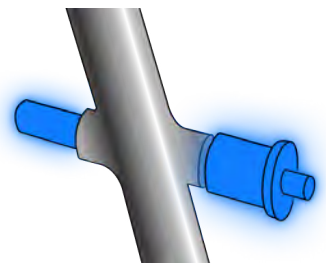


# PULL START

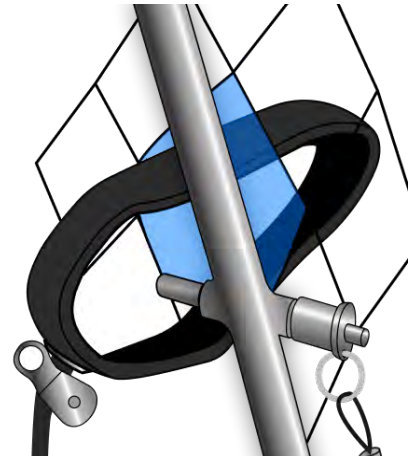
## WARNING

When fitting the pull-start to your Maverick, always attach the pull-start pulley using the steps below before you attach the propeller to the prop hub. This will avoid injury if in the unlikely event you accidentally start the engine.

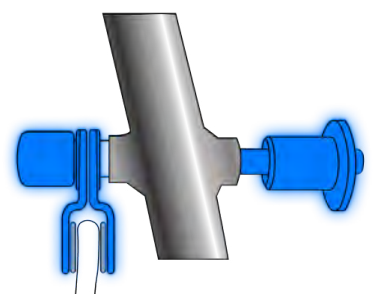
1. Always attach the pull-start before you attach the propeller. Find the pulley wheel (on the pull-start line) and attach to the cage by pushing in the button on the pin pip and inserting through the corresponding top spar.



2. Pull out some pull-start line to allow slack. Pinch the hand loop and pass the pull-start through a gap in the net that allows clean pulling. Feed line through diamonds in netting. Double check the line is running clearly and not catching anything.



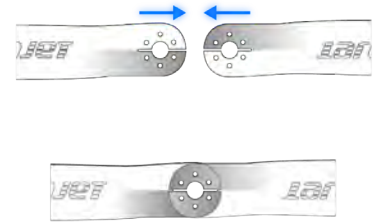
3. After the hand loop is pushed through the netting, clip the hole on the pulley to the pip-pin and attach the end cap to the pip pin. Make sure this is locked in place.



# PROPELLER

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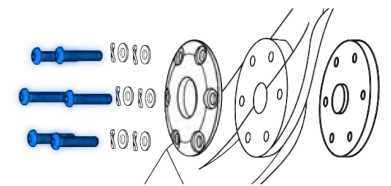
1. Lay your two propeller blades on the ground with the 'Parajet' stickers facing upwards. Slide the two propeller blades together ensuring the mounting holes align perfectly.



2a. . Place a sprung washer and standard washer onto each bolt.

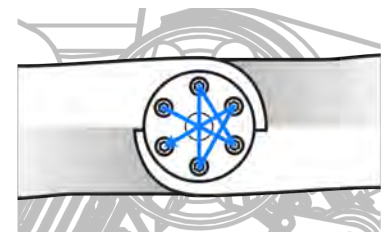
2b. Slide bolt through prop hub, propellers and into the prop spacer.

2c. Insert all six propeller bolts, with washers into the propeller plate. Align bolts with mounting holes and insert into the propeller. If required, make sure the Vittorazi spacer is fitted behind your propeller.




3. Pick up the propeller holding it tightly, keeping everything together with your hands, then align the propeller bolts to the mounting hole on the prop hub.

Use the 5mm Allen Key that came with your Maverick tool kit and fit your propeller tightening the bolts in a diagonal pattern slowly and evenly across the hub. Tighten to 8Nm using a torque wrench.



# REFUELLING

 NOTE Tank removal is not possible with EFI models. Please refer to EFI user manual.

## METHOD A: FUEL TANK REMOVAL

1. To remove top of harness, pull pass-through buckle, and angle so it is perpendicular to the frame so that it slides through the hoop (Figure 1.0), repeat this for both top buckles and the top of the harness will be released.

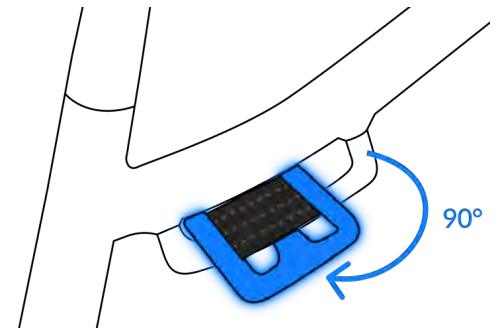


FIGURE 1.0

2. Disconnect the main power cable (Figure 1.1).

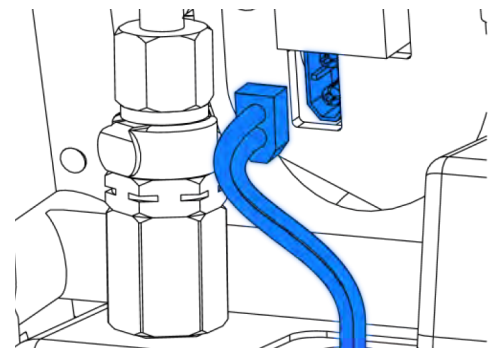


FIGURE 1.1

3. Disconnect fuel pipe at the dry break connector by pushing the tab shown in Figure 1.2.

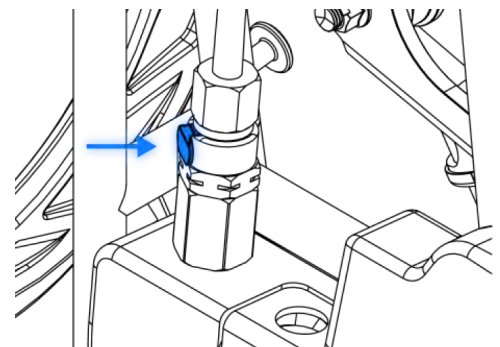


FIGURE 1.2



# REFUELLING (continued)

4. Unscrew the fuel tank clamp thumbscrew until it stops (audible clicks will be heard), then turn the quick release handle 90° (Figure 1.3)

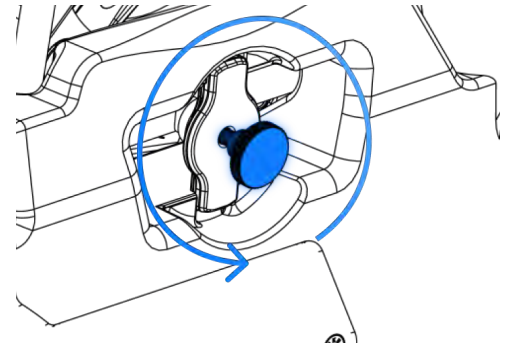


FIGURE 1.3

5. Pull tank from top using handle, lift up and rotate 90 degrees, and guide through/out chassis. (Figure 1.4).



FIGURE 1.4

6. Now tank is free, fill at your convenience. If there is any spillage, ensure to clean around the cap and tank.

## METHOD B: SIPHONING

1. From harness side of the paramotor, unscrew fuel cap anticlockwise (Figure 1.5) - feed siphon pipe into fuel tank. Hold fuel can higher than tank, hold siphon pipe and jiggle up and down to initiate siphon flow.
2. When filled to desired level, lift siphon pipe out of fuel can. Re-attach fuel tank cap ensuring you do not cross thread it, and the cap is firmly seated.
3. Now tank is free, fill at your convenience. If there is any spillage, ensure to clean around the cap and tank.

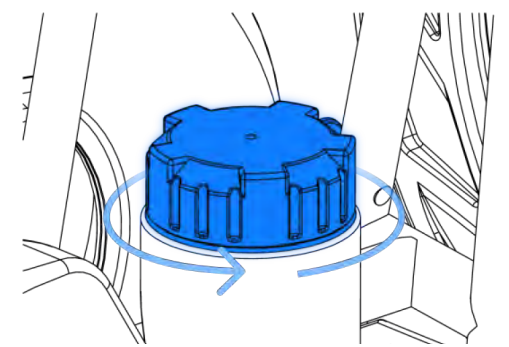


FIGURE 1.5

# REFUELLING (continued)

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## WARNING

Fuel is extremely flammable and highly explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity.


## FUEL TANK INSTALLATION

1. Guide fuel tank into the chassis, in the reverse of removal, with the Parajet logo facing upwards.
2. Locate the fuel tank on the cross tube at the base of the chassis.
3. Guide the fuel tank clamp through the handle, rotate to vertical position, and tighten thumbscrew, ensure it is firmly clamped.
4. Reconnect fuel dry break, listen for audible click to confirm correct connection.
5. Ensure master switch is still off, and connect main power cable.

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## TANK - EMPTYING

1. Unscrew cap and empty fuel into fuel can.

 If transporting the paramotor, you should ensure it has an empty tank.

# FUEL MIXING PROCEDURE

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Your Maverick is powered by a 2-stroke combustion engine that requires a mixture of unleaded petrol and engine oil. The quality of the petrol and oil is extremely important to the running, efficiency and life of the engine.

## FUEL TYPES

We recommend using E5 fuel, but you could also use E10 if necessary.

When choosing a petrol to use, always use a high-quality unleaded petrol with a RON octane rating of 92, a MON octane rating of 87 or a AKI (RON+MON)/2 octane rating of 91, or higher. Fuel with a lower octane rating may increase engine temperatures, resulting in the risk of piston seizure and damage to the engine.

## RECOMMENDED OIL

We also recommend that you use a high-quality fully synthetic 2-stroke oil, which is designed to deliver the highest levels of engine protection. Parajet and Vittorazi recommend the use of Motul 800 2T Factory Line Off Road 100% synthetic oil. Ensure the oil you choose meets the standards API TC or JASO FD/FC.

## FUEL MIXING

Knowing the proper way to mix your fuel is the first step in keeping your Maverick running better and more efficiently. This chart provides an easy to use reference for getting the fuel to oil ratio correct for your Vittorazi engine using Motul 800. Please refer to Vittorazi for correct ratios for other brands/grades of oil.

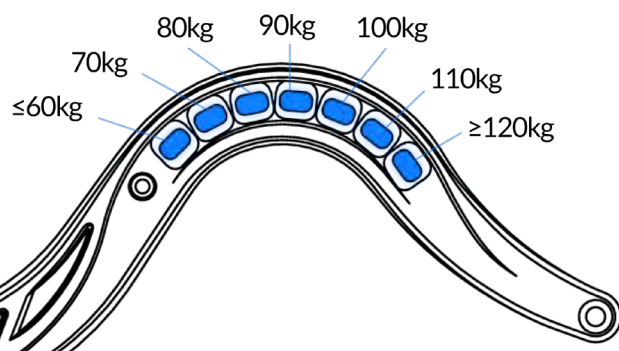
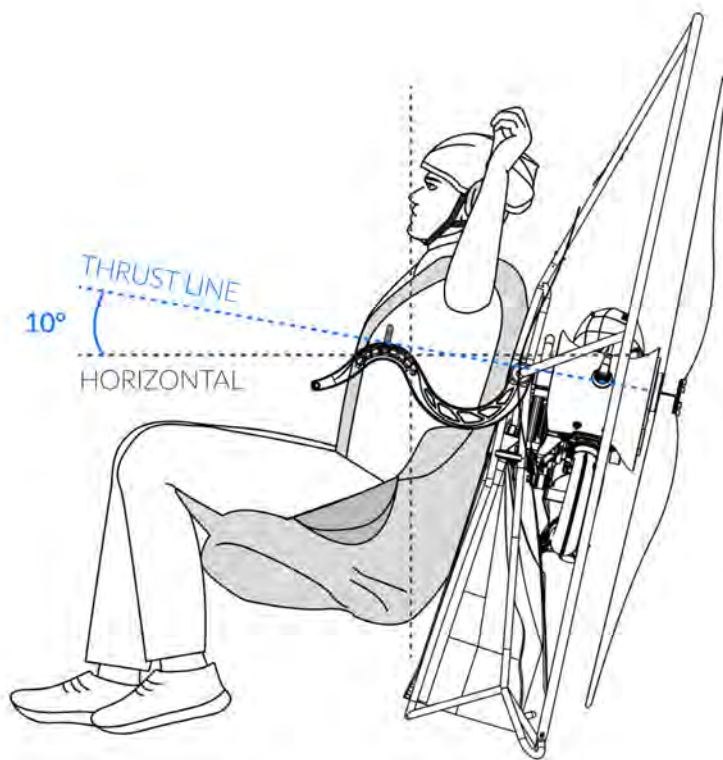
	SETTINGS
LOW SCREW TURN	15 Minutes
HIGH SCREW TURN	1 Hour 9 Minutes - 1 Hour 15 Minutes
IDLE RPM	2000-2200

# HANG POINT ADJUSTMENT

## ⚠️ DISCLAIMER

The following pilot hang point position guide is for an initial reference point only. We strongly recommend that these be tested before your first flight by hanging in a simulator with the aid of a qualified paramotor instructor.

Additional fine-tuning maybe required during your first few flights to ensure optimum comfort, although we recommend a certain setting for your weight, your hang-point position can also depend on how you want to sit, and what feels comfortable to you.



The new harness arm has 7 hang points available. These are a rough guide and you should include the weight of your clothing and kit.

# HARNESSES ARMS - HANG POINT

Before adjusting the hang point, please note the routing of the webbing and the inclusion of the back up strap (Figure 2.1).

The harness is shipped with the carabiners in the central hang point position. Use the hang point guide to optimize the configuration based on the pilot's weight and the selected engine. If an incorrect hang point is chosen, you may not have the optimum thrust line, compromising performance and efficiency.

A pilot who's weight is close to the boundaries on the guide should consider that using a hang point further back will aid getting in and out of the seat while a hang point further forward will enhance in-flight comfort.

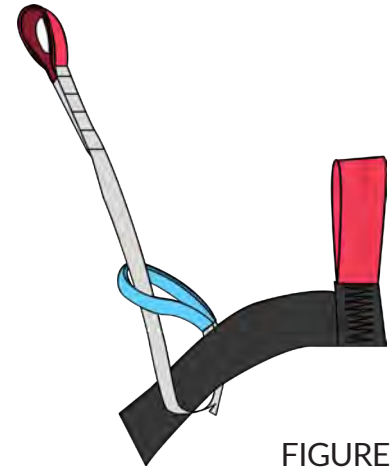
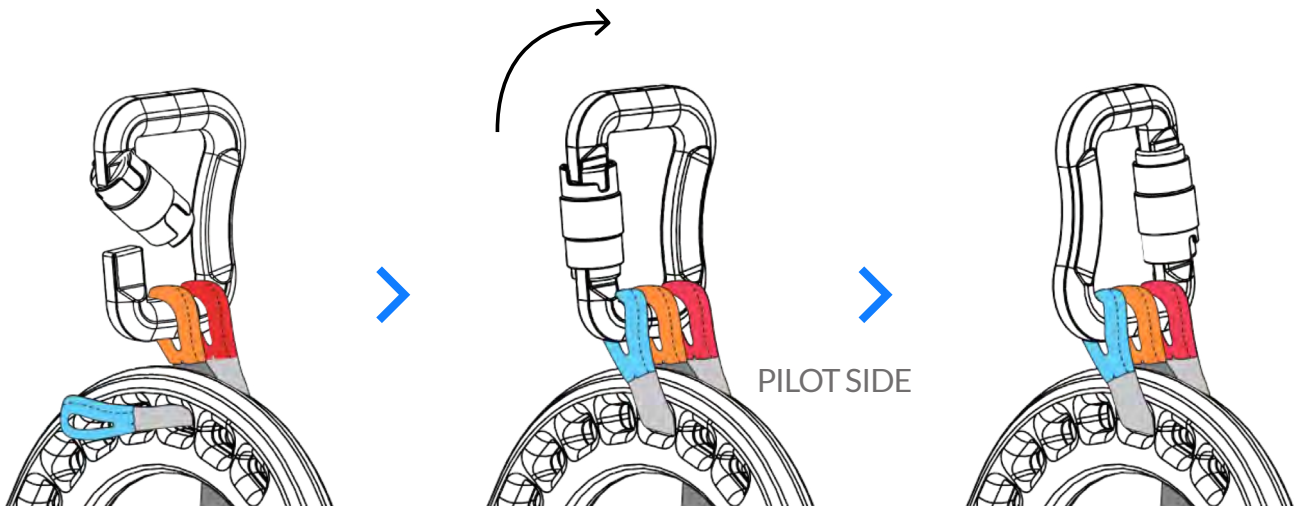
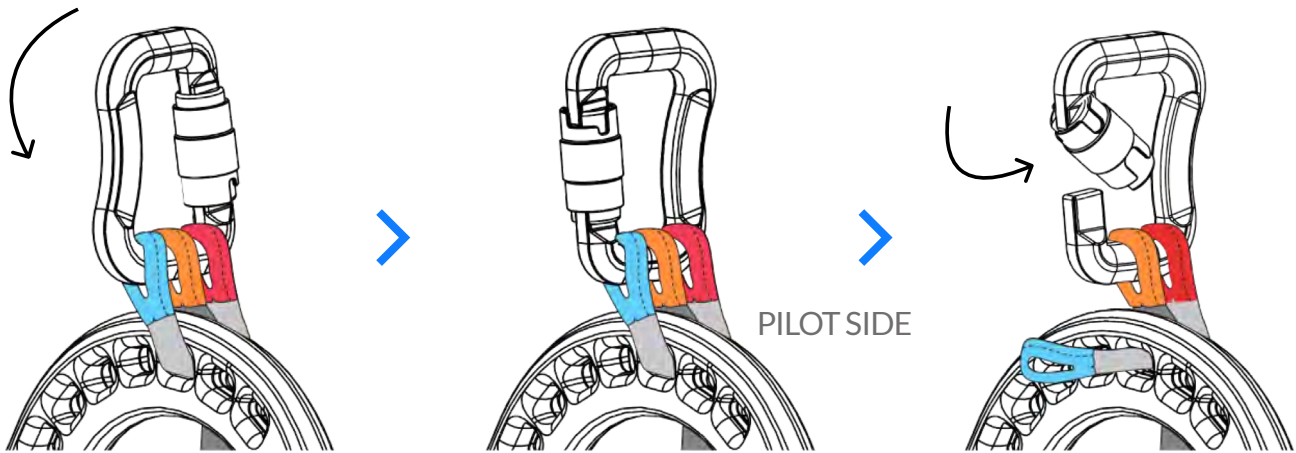


FIGURE 2.1



1. The carabiner should be orientated so the gated / latched side should be facing inwards / closest to the pilot. You should only remove the blue strap for harness adjustment.
2. Main link strap: The red loop should sit on the pilots-side of the carabiner, while the blue loop should be on the outer side.
3. Back-up strap: The loop of the safety strap should be placed between the two loops of the Main Link Strap on the Carabiner, and the strap should run down the pilots side of the harness arm. Adjusting the hang point does not require any tools!

# HARNESSES ARMS - ADJUSTING HANG POINT

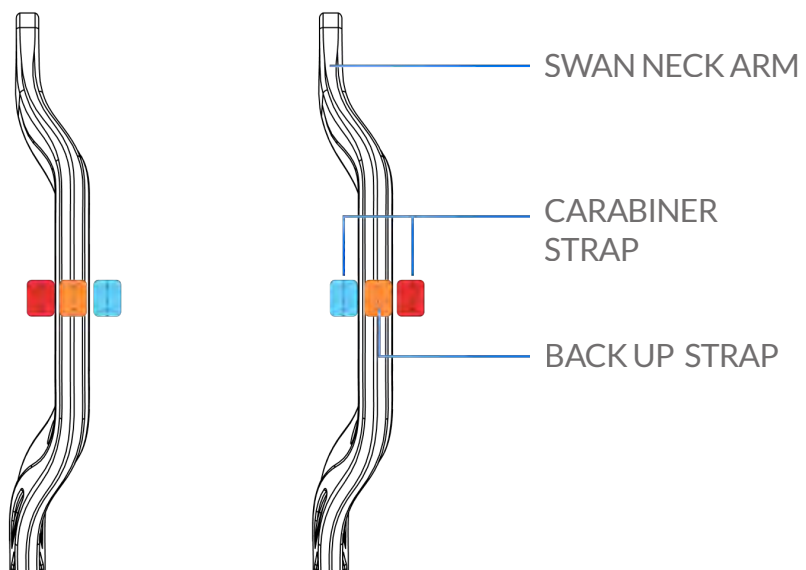


1. When adjusting the hang point, detach only the blue loop from the carabiner.
2. Rotate the carabiner 180 degrees, shifting the position to have the blue loop near the latch.
3. Open the latch and extract solely the blue loop
4. Remove the main link from its current hang point and relocate it to the desired position.
5. Open the latch again, reintroduce the blue loop to the carabiner, and return the carabiner to its initial orientation.
6. See Figure 2.0 for a guide on weight references.

## IN FLIGHT VIEW (MOSTER ENGINE)



Paramotors with an ATOM engine will have arms the opposite way.



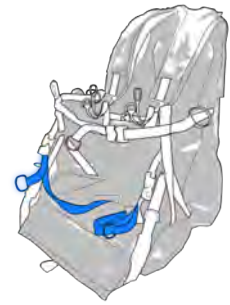


# HARNES STRAP GUIDE

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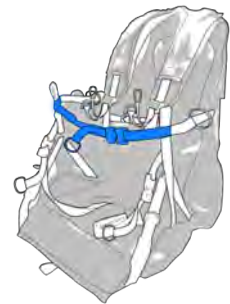
## LEG STRAPS

Correctly adjusted leg straps help the seat-board deploy correctly once airborne, without manually adjusting using hands. In the standing position, use the quick-release buckle to secure each strap around the thigh. Symmetrically adjust the leg straps using the handle loops so that they fit comfortably without being tight. You should be able to slide your hand between your thigh and strap – no more.



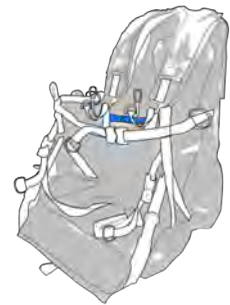
## WAIST STRAPS

The waist strap adjusts to give you a variable level of movement within the harness. The waist strap can also be adjusted in flight to suit the conditions; for example, it could be tightened in turbulent air and loosened during smoother conditions to allow for easier weight shift.



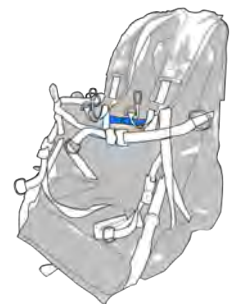
## CHEST STRAPS

The chest strap can be moved up and down the shoulder straps. Adjust the position to fit across the upper part of your chest. Then fasten the quick-release buckle and adjust the total length to take lateral tension off the shoulders.



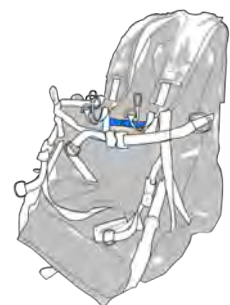
## COMFORT STRAPS

These straps stabilise the weight of the paramotor when not in a seated position. Symmetrically adjust the comfort straps using the handle loops until your paramotor rests comfortably on your torso.



## SEAT BOARD STRAPS

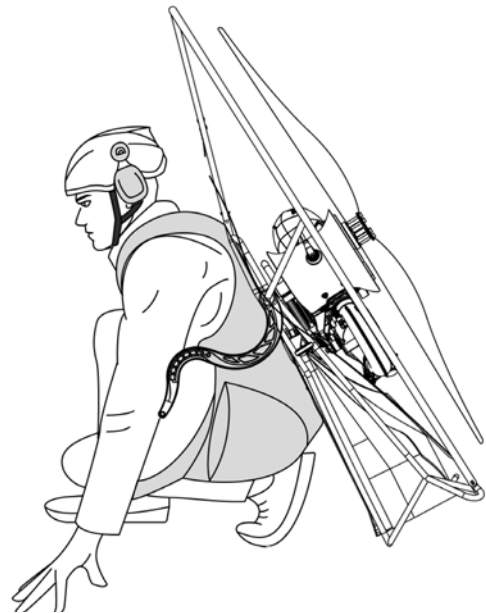
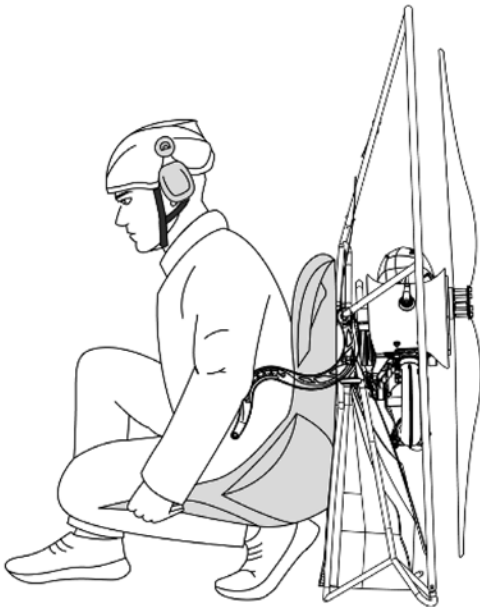
The seat board straps change the depth of the seat. Adjust to find a comfortable position. Lengthening the straps helps you to slide easily into the harness for take-off and landing. Shortening the straps supports your legs in flight.



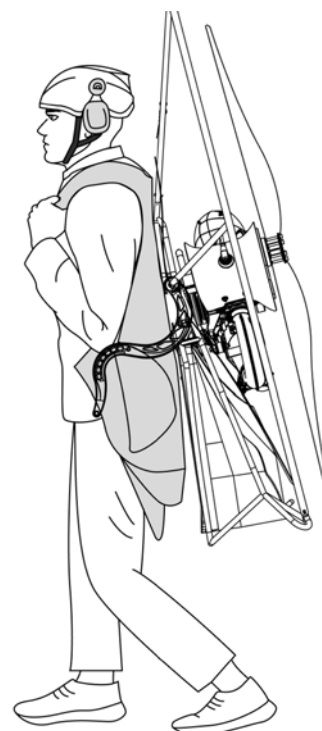
# GETTING INTO THE PARAMOTOR HARNESS

---

1. Before getting into the harness, attach throttle onto the swan neck arm, you could do this by wrapping the throttle cable around it or using tape. Next, loosen the shoulder straps and ensure leg, waist and chest buckles are unfastened. Ensure straps are untangled and positioned to aid you in locating them once in the harness.

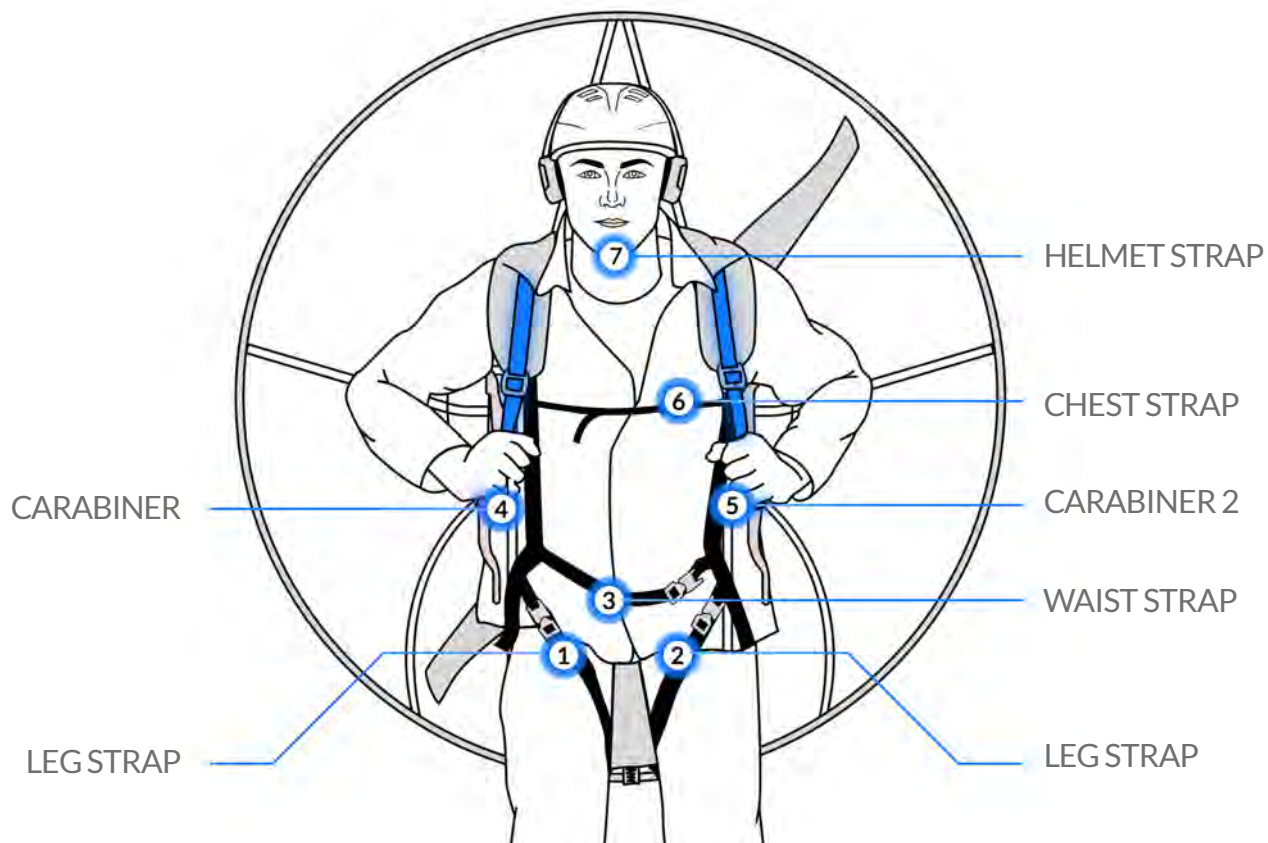


2. Drop onto your knees with the harness behind you. Shuffle backwards until the seat board is pressed against your upper legs. Fasten both leg straps using the quick-release buckles. Slip both arms into the shoulder straps before fastening the waist and chest straps. Ensure straps are untangled and positioned to aid you in locating them once in the harness.
3. Lean forward onto both hands. Bring your left knee to your chest so that your foot is flat on the ground. Repeat the same with the right foot, using your hands to steady yourself.
4. Keeping your body tight, straighten yourself upright while driving through your heels, keep the balls of your feet on the ground, until you are in the standing position.



## GETTING INTO THE PARAMOTOR HARNESS (continued)

- Before getting into the harness, attach throttle onto the swan neck arm, you could do this by wrapping the throttle cable around it or using tape. Next, loosen the shoulder straps and ensure leg, waist and chest buckles are unfastened. Ensure straps are untangled and positioned to aid you in locating them once in the harness.



- Before starting the engine, always carry out the Six Point Check ensuring your harness and helmet buckles are fastened and secure. Also ensure that the paraglider is clipped-in correctly and that the carabiners are fastened securely.

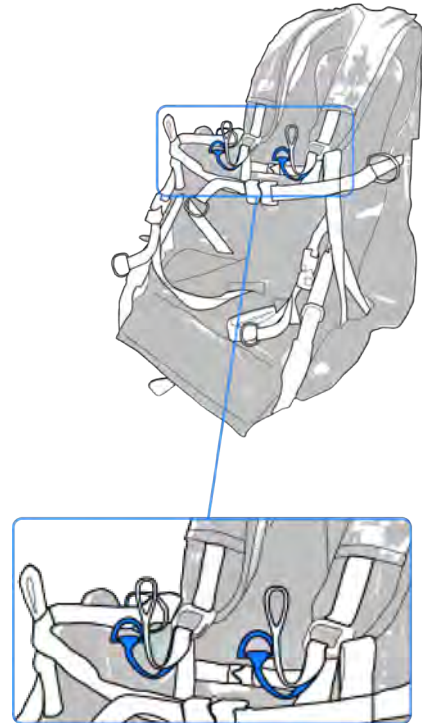
- STEP 1 + 2: 2x Leg strap
- STEP 3: Waist strap
- STEP 4 + 5: 2x Carabiner
- STEP 6: Chest strap
- STEP 7: Helmet strap

# GROUND ADJUSTMENT

---

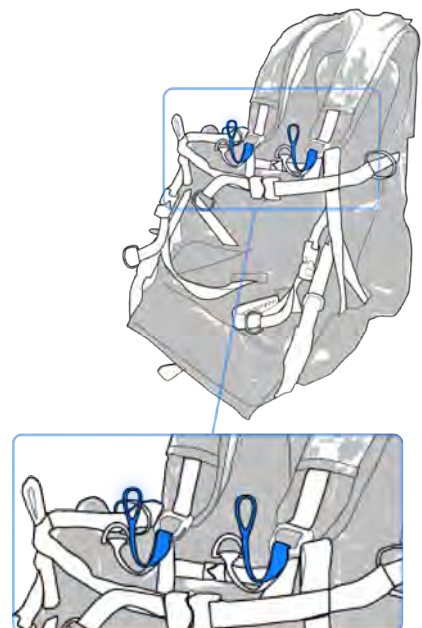
## SHOULDER STRAP - (BLACK PLASTIC D-RING)

1. Begin by adjusting the shoulder straps using the black plastic D ring to optimize comfort on the ground.
2. Consider this strap akin to a rucksack strap, influencing the paramotor's positioning on your back.
3. Tightening this strap raises the paramotor on your back, providing a customizable fit.
4. Caution: Avoid over-tightening, as excessively tight straps may hinder the automatic deployment of the seat board.
5. Enhance safety by conducting a squat test to ensure proper seat board deployment during take-off.



## VERTICAL COMFORT STRAP - (BLACK FABRIC LOOP)

1. Adjust the shoulder straps with the black fabric loop to elevate the leg strap position closer to your groin.
2. Higher and tighter leg straps contribute to increased freedom of leg movement, particularly beneficial during take-off and landing.
3. Customize the adjustment to find the optimal balance between comfort and secure leg restraint.



# CARBURETTOR SETTINGS

---

## WARNING

It is important to thoroughly read and understand the carburettor settings and adjustment, as outlined in the engine manufacturer's user manual. Failure to understand these procedures may lead to incorrect or dangerous settings and can cause irreparable engine damage and invalidates the engine and paramotor warranty.

## HEALTH CHECK

Your spark plug can be very helpful when assessing whether your engine is correctly tuned. When removed and checked, a correctly tuned engine will produce a nutty brown or tan coloured spark plug. A spark plug that comes out grey or white indicates a 'lean' fuel mix (bad), while a spark plug that comes out black, wet or sooty indicates a 'rich' carburation which is not bad, however adjustment is recommended.

## FACTORY SETTINGS

Your engine is shipped with the carburettor set to a default factory setting suitable for general use, and will ensure plenty of fuel is entering the engine. If your engine is performing well under this setting, then it is possible you will not need to make adjustments.

However, your carburettor can be affected by the weather, altitude and climate, so you may need to adjust it in order to keep your engine running smoothly. At high altitude your engine will run 'richer' and lose performance. If you adjust to compensate it is important to return settings when back to lower altitude.

## VERIFY SETTINGS

Before making any changes, first make sure your engine is properly up to temperature. To verify factory settings simply close the High and Low jet screws until gently seated and then open according to the factory setting. Do not over tighten as this will damage the needle seat. Once settings are established check the correct carburation following these steps:

- Check motor can maintain a constant idle speed 2k-2.2k RPM.
- When applying throttle quickly the RPM should quickly increase without hesitation.
- Test RPM at a mid-throttle setting, check power does not fluctuate or hiccup.
- Full throttle should achieve 8k-8.6k RPM.

After flight, a check of the spark plug colour can confirm settings are correct (light brown electrode).



# CARBURETTOR SETTINGS (continued)

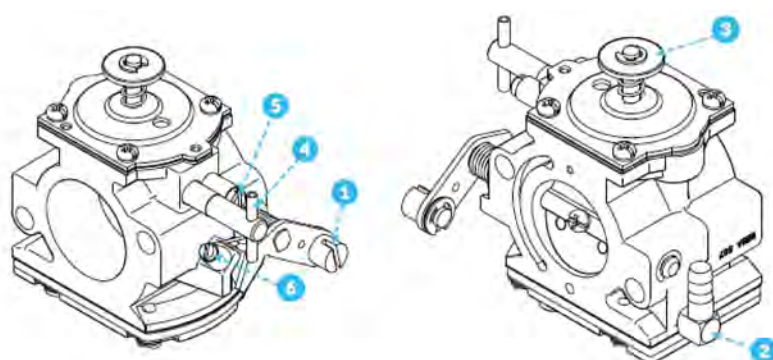
## LEAN OR RICH

Should the engine not be reaching full power and you find the spark plug colour black, then it is necessary to 'lean' the mixture by closing the jet screws no more than one eighth of a turn. Should you find the spark plug to be grey or white in colour it is very important not to continue flying. Make an adjustment to 'richen' the mixture by opening the mixture screws to achieve the correct light brown colour.

The Low needle mostly trims idle mixture but does affect midrange mixture. The High needle trims mixture at mid-range through full power. Unscrewing the needles increases fuel flow which richens the fuel/air mixture. Screwing-in reduces fuel flow which leans the fuel/air mixture. Do not confuse fuel/air mixture with fuel/oil mixture, which refers to how much oil gets poured into each litre of petrol.

## MOSTER 185 CARBURETTOR

1. Throttle lever
2. Fuel inlet
3. Fuel line valve
4. High speed adj. (H)
5. Low speed adj. (L)
6. Throttle adjustment



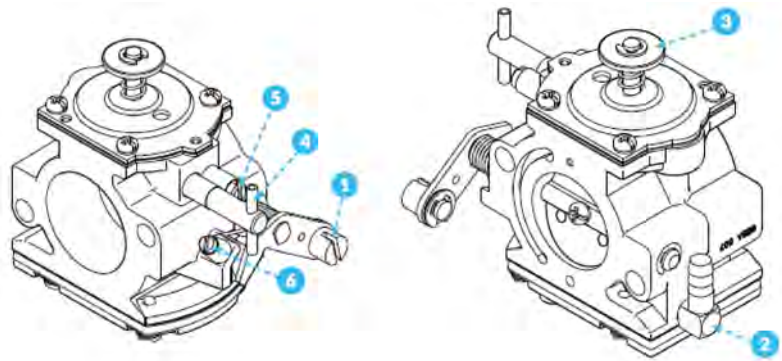
	SETTINGS
LOW SCREW TURN	15 Minutes
HIGH SCREW TURN	1 Hour 9 Minutes - 1 Hour 15 Minutes
IDLE RPM	2000-2200



# CARBURETTOR SETTINGS (continued)

## ATOM 80 MY'20-22 CARBURETTOR WG8

1. Throttle lever
2. Fuel inlet
3. Fuel line valve
4. High speed adj. (H)
5. Low speed adj. (L)
6. Throttle adjustment

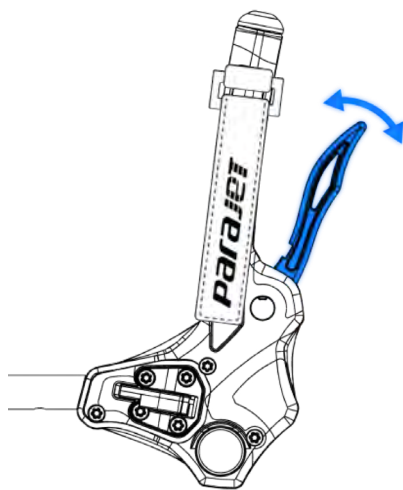


	SETTINGS
LOW SCREW TURN	1 Hour 30 Minutes - 1 Hour 45 Minutes
HIGH SCREW TURN	-
IDLE RPM	1800 - 2000

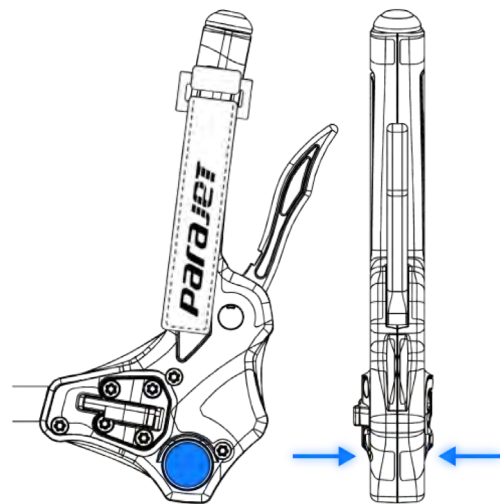
# OPERATING THE HAND CONTROL

## ⚠️ DISCLAIMER

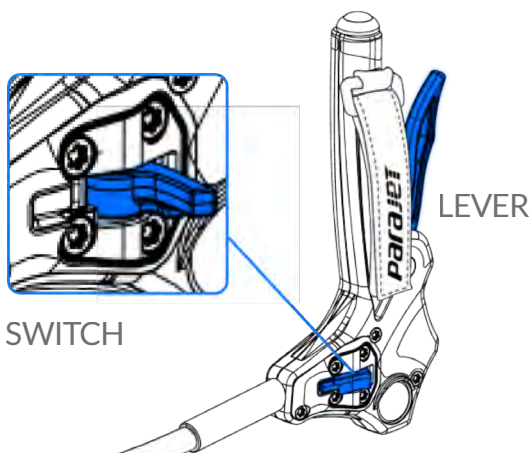
This page is for Parajet hand controls only, some instructions may be different depending on the make and model of your throttle.



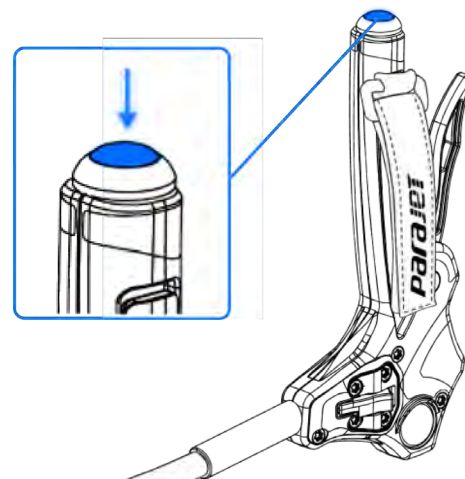
The main lever is to actuate throttle control. Pull towards pilot to accelerate.



(For eclectic start only), push buttons together at same time to start motor.



Cruise control, on/off toggle. Pull lever when on to de-activate cruise control, if lever will not move, pull the cruise control switch to de-activate.



Hold down the kill switch button for 5 seconds or more to instantly shut-off the engine.

# PRIMING YOUR ENGINE

## ⚠ KILL SWITCH

If you need to stop your paramotor at any point, use the kill switch located on the frame under your right arm, or the hand control kill switch.

## PRIMING THE ENGINE

1. Push in the Priming Spring Button (Figure 3.0) located on the carb and squeeze the Priming Bulb (Figure 3.1) to pull the fuel into the system.
2. Stop immediately when you see the fuel reach the carburettor inlet. Failure to stop will flood your engine.
3. Squeeze the Priming Bulb one final time to let a small amount of fuel into the carburettor (Figure 3.1).

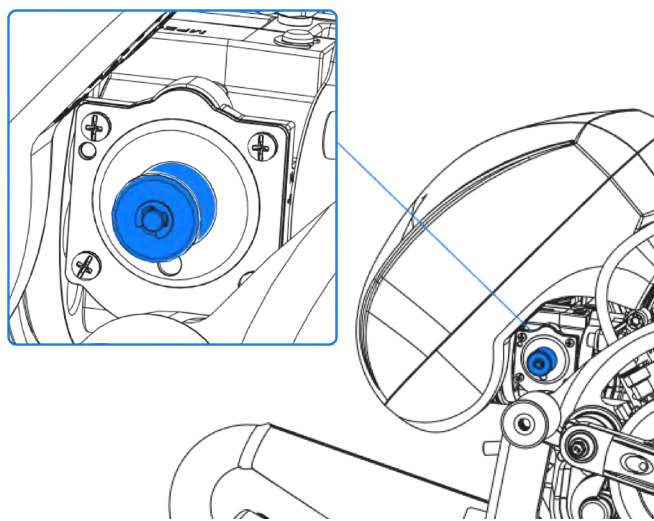


FIGURE 3.0

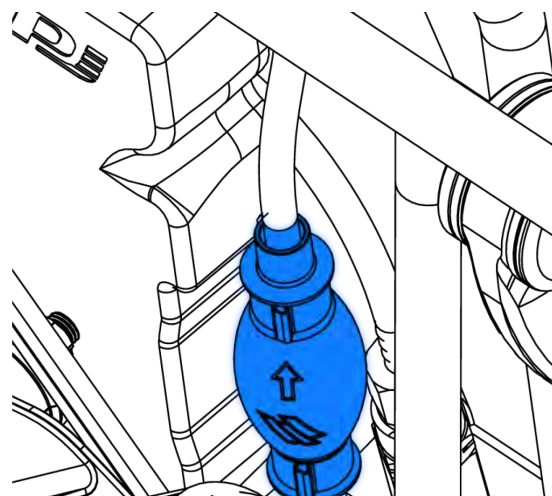


FIGURE 3.1

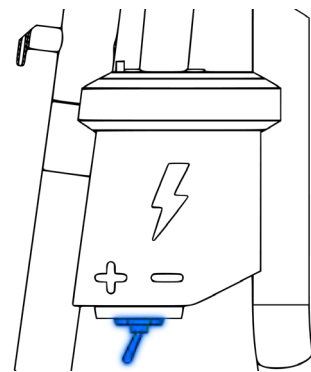
# STARTING YOUR ENGINE (PULL START)

## CAUTION

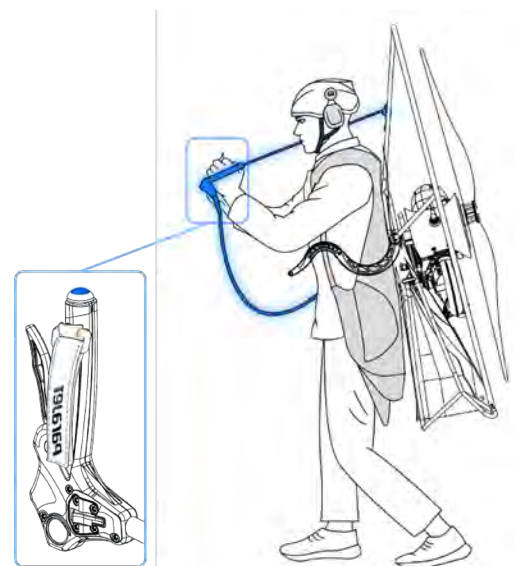
The button locations on the hand control may differ from the official Parajet hand control, be careful to make sure you are using the correct button inputs.

1. With the paramotor securely fitted on your back, attach your hand control to your right or left hand using the Velcro strap. Check your immediate area in a 360 degree arc to make sure any other people are at a safe distance.

2. Reach down to right side and flick master switch to on. Get familiar with its position on the frame.



3. With your thumb lightly covering the throttle kill switch, take the pull-start handle in your hand. Pull the starter cord outwards very gently until you feel the starter engage. Shout "Clear Prop" in a loud and clear voice, then pull downward quickly and firmly (50-60cm). Repeat process until engine starts.



# WARM UP PROCEDURE

## WARNING

Never run your Maverick paramotor while placed on the ground! Carry out all pre-flight power checks with the paramotor firmly strapped on your back.

Run up your Maverick paramotor as instructed below to ensure that the engine and transmission are warmed up correctly and to ensure continuous reliability in the future. Be sure to choose a flat area of ground which is well ventilated. Do not start the engine indoors or in other poorly ventilated areas.

1. Fasten the hand control, attach it to your preferred hand using the Velcro strap.
2. Check your immediate area in a 360 degree arc to make sure any persons are at a safe distance (Figure 4.1). Always warn any persons nearby before starting the engine; Make it a habit to shout 'Clear Prop' in a loud and clear voice.

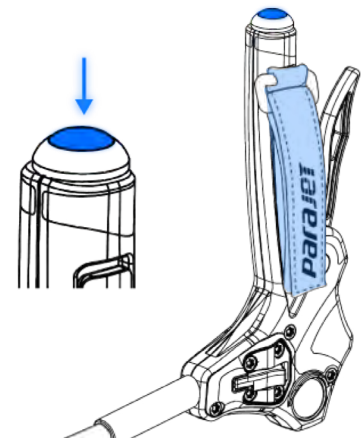


FIGURE 4.0

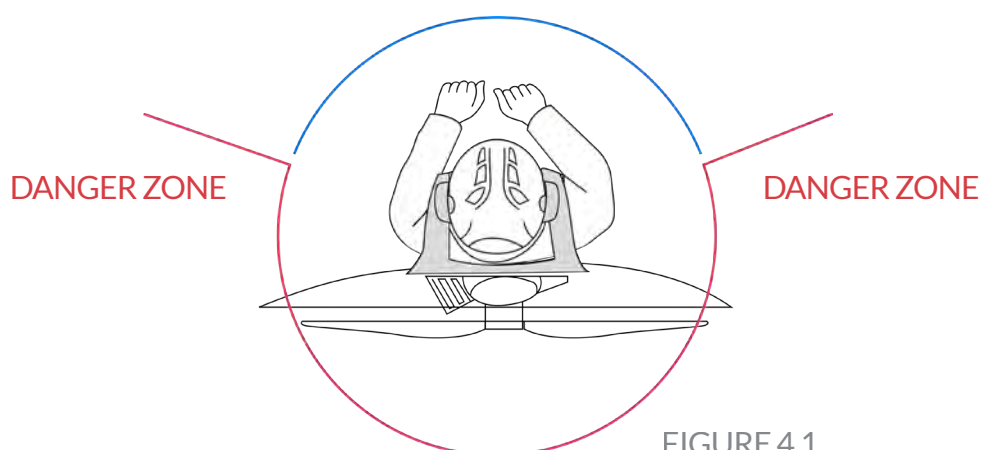


FIGURE 4.1

3. Making sure your thumb is lightly covering the kill switch (Figure 4.0), start the engine using the pull-start handle or by pressing the start button if your engine is fitted with an electric starter. Allow the engine run on idle for a couple of minutes without applying any throttle.

## WARM UP PROCEDURE (continued)

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4. Place a foot out in front of you to brace yourself against while gently accelerating by squeezing the throttle, and with varying power output intensity (Figure 4.2). Run the engine in this way for five minutes to ensure the engine reaches optimum operating temperature.

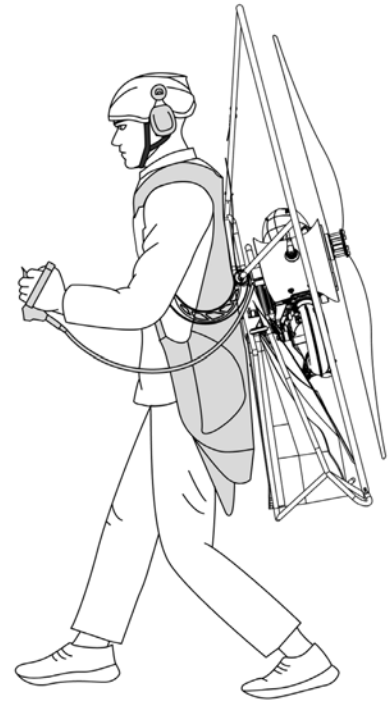


FIGURE 4.2

4. Try and keep the paramotor near vertical, do not lean over and point the propellers upwards (Figure 4.3).

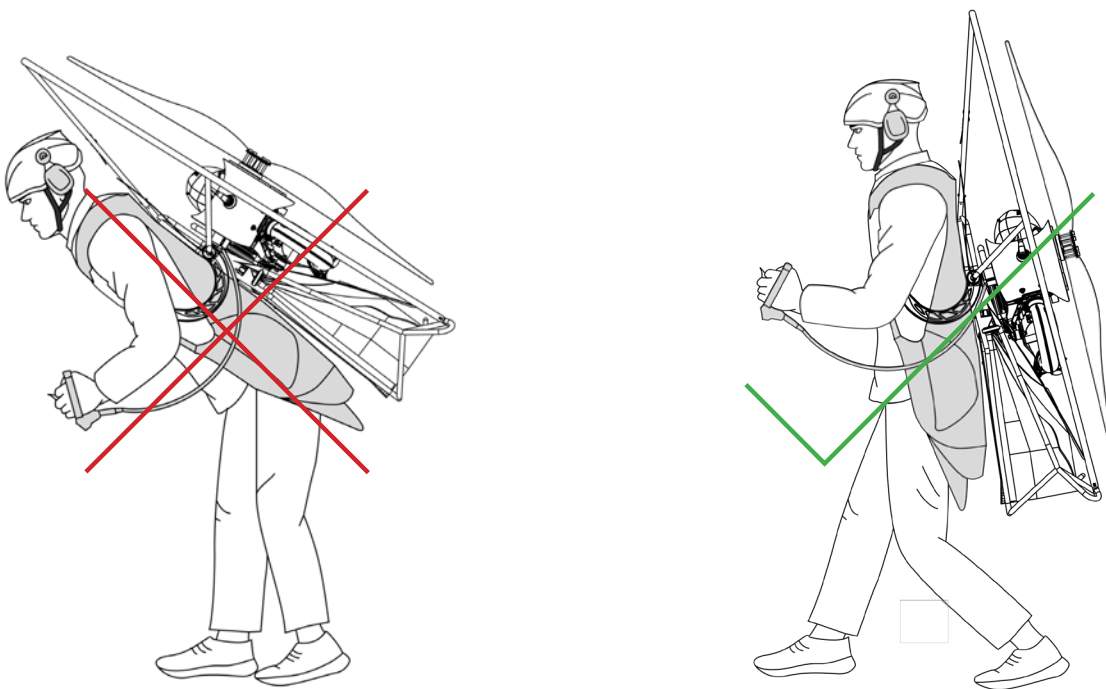


FIGURE 4.3



# HARNESSTO HUB CHECKLIST

---

## DISCLAIMER

For safety it is imperative to carry out a thorough check of your equipment both before and after every flight. The 'Harness to Hub' checklist should only take approximately 10 minutes to complete. These checks will help you familiarise yourself with your paramotor and enable you to identify wear and tear or any potential mechanical problems while safely on the ground. Should any issues occur during your safety checks DO NOT start the engine or attempt to fly your paramotor until you have had the chance to make adequate repairs or fit replacement parts.

## 1 LEG STRAPS

- Check all webbing and stitching for wear or damage.
- Check the harness attachment points are secured to the chassis and free from excessive wear.
- Check the seat board is secure and free from wear or damage.
- Check the 5 main hang points: 2 x leg straps, 1 x waist strap, 2 x carabiners.

## 2 AIRFRAME

- Check airframe and cage for damage and misalignment.
- Check cage connections fit correctly and are secure.
- Check netting is tensioned correctly and free from wear or damage.
- Check the hinge blocks, pivot arms and offsets are secure and free from wear or damage.
- Check for excessive lateral movement of the pivot arms.
- Small amount of movement is acceptable.

## 3 FUEL SYSTEM

- Check tank attachment and fuel line connectors are secure.
- Check primer bulb and fuel lines are in good condition, over time fuel lines go hard, crack and let air in.
- Check the fuel pickup pipe reaches the bottom of the tank.
- Check the tank and lines for fuel leaks or spillages.
- Ensure adequate fuel for the planned flight duration.

# HARNESSTO HUB CHECKLIST 2

---

## 4 HAND CONTROL AND THROTTLE

- Check throttle trigger operates smoothly when depressing and releasing.
- Check throttle cable is free from twists and clear from wear or damage.
- Check the throttle arm, located on the carburettor, operates smoothly with a full range of movement from the idle pin through to the throttle stop.

## 5 PULL STARTER (IF APPLICABLE)

- Check pull cord is correctly mounted to the top spar. The pull-start handle should face towards the harness.
- Check pull cord for wear or damage.
- Check there is good compression by pulling gently on the pull-start handle. You should feel some resistance.

## 6 ENGINE

- Check spark plug cap is secure and has a tight seal.
- Check carburettor for any signs of fuel leaks.
- Check air filter is securely mounted to the carburettor and chassis.
- Check the cylinder head for signs of oil leaks and ensure crankcase bolts are tight.
- Check engine mounts are secure and free from wear or damage.
- Check all nuts, bolts and springs on the exhaust system are secure and that the exhaust is free from wear or damage.
- Check the exhaust silencer is clean and not clogged.

# HARNESS TO HUB CHECKLIST 3

---

## 7 HUB AND PROPELLER

- Check the hub is fully engaged with the spline and the central hub bolt is secure. Ensure hub is free from wear or damage.
- Check the propeller is fitted correctly. The propeller stickers should face toward the rear of the paramotor.
- Ensure the leading edge and tips of both propellers are clean and free from wear or damage.
- Check propeller plate is mounted correctly and that the propeller bolts are secure.
- Check for adequate clearance between the propeller and outer cage ring.
- Check for excessive movement in the propeller bearings. A small amount of movement is acceptable.

# MAINTENANCE

---

## HEALTH CHECK

Refer to the following maintenance indicated time schedule to fly in total safety. Work on the engine is only allowed to be carried out by an experienced mechanic and authorized dealers. These are prescribed checks at certain interval times to avoid engine problems through preventative maintenance.

Please refer to the [Parajet website](#) for all maintenance and service manuals.

## ICONS



Cleaning



Inspection



Measuring



Replacement

## NOTE

1. Or after a year
2. Rope, spring, hooks or a new pull starter system
3. Add new silicone
4. Oil leaks
5. Replace rivets, add new silicone or a new silencer
6. Each time the component is disassembled
7. Head, exhaust port, decompressor hole

# MAINTENANCE - ATOM 80

Flight hours	Before each flight	Every 10 h	Every 25 h	Every 50 h	Every 100 h	Every 150 h	Every 200 h
Pre-flight checklist							
Screws and nuts (tightening)							
Carburation from spark plug colour							
Spark plug							
Spark plug connector							
Carburettor							
Carburettor membranes					 1)		
Airbox Snaplock							
Airbox			 				
Airbox sponge and sleeve			 		 1)		
Reed valve petals							
Pull starter system					 2)		

Table continues on next page









# MAINTENANCE - ATOM 80 (continued)

Flight hours	Before each flight	Every 10 h	Every 25 h	Every 50 h	Every 100 h	Every 150 h	Every 200 h
Aluminium exhaust bushing with O-ring							
Exhaust manifold with springs							
Spherical joint				 3)			
Silencer				 4)		 5)	
Soundproofing material silencer							
Gaskets (cylinder, carburettor, reed valve, transmission)					 6)		
Piston					 		
Piston roller bearing							
Head and cylinder					 7) 		
O-ring head					 6)		
Rubber mountings (engine, exhaust)						 1)	
Oil seal carter case							

Table continues on next page



# MAINTENANCE - ATOM 80 (continued)

Flight hours	Before each flight	Every 10 h	Every 25 h	Every 50 h	Every 100 h	Every 150 h	Every 200 h
Crankshaft bearings							
Crankshaft							
Gearbox oil							
Transmission bearings							
Transmission oil seal and O-ring							
Centrifugal clutch							
Clutch bell							

## FULL MANUAL

For the full Atom 80 manual, please visit [click here](#).

# MAINTENANCE - MOSTER 185




















Project feature	Before each flight	Every 10 h	Every 25 h	Every 50 h	Every 100 h	Every 150 h	Every 200 h
Pre-flight checklist							
Screws and nuts (tightening)							
Carburation from spark plug colour							
Spark plug							
Spark plug connector							
Carburettor							
Carburettor membranes					 1)		
Airbox Snaplock							
Airbox			 				
Airbox sponge and sleeve			 		 1)		
Reed valve petals							
Pullstarter system					 2)		

Table continues on next page

# MAINTENANCE - MOSTER 185 (continued)











Flight hours	Before each flight	Every 10 h	Every 25 h	Every 50 h	Every 100 h	Every 150 h	Every 200 h
Electric starter							
Kit exhaust bushing (1 <sup>st</sup> joint)	 						
Exhaust bushing (2 <sup>nd</sup> joint)	 			  5)			
Exhaust manifold with springs							
Soundproofing material silencer							
Silencer rubber						 7)	
Gaskets (cylinder, carburettor, reed valve, exhaust, silencer)					 4)		
Piston					 		
Piston roller bearing							
Head and cylinder					 5) 		

Table continues on next page


# MAINTENANCE - MOSTER 185 (continued)

Flight event	Before each flight	Every 10 h	Every 25 h	Every 50 h	Every 100 h	Every 150 h	Every 200 h
O-ring head							
Rubber mountings (engine, exhaust)							
Oil seal carter case							
Crankshaft bearings							
Crankshaft							
Belt							
Reduction bearings							
Centrifugal clutch							
Clutch bell							

## FULL MANUAL

For the full Moster 185+ manual, please visit [click here](#).

# USING CONNECT

 NOTE Connect is not available with EFI models. Please refer to EFI user manual.

## BATTERY

Make sure cables are connected, as shown in Figure 5.0

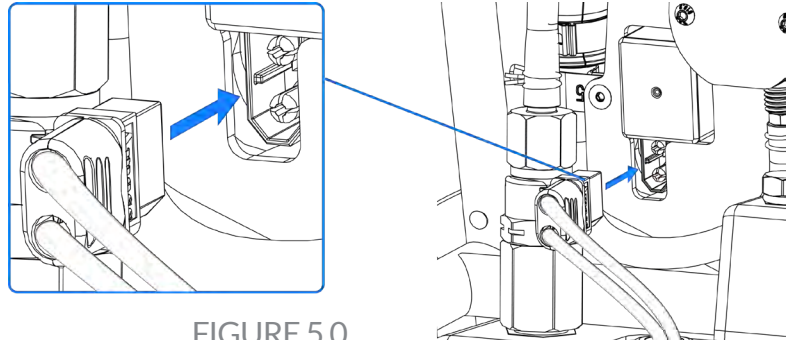


FIGURE 5.0

## TURNING ON CONNECT

To power on the connect, turn on the master switch located on the frame (Figure 5.1). This will power up your connect screen.

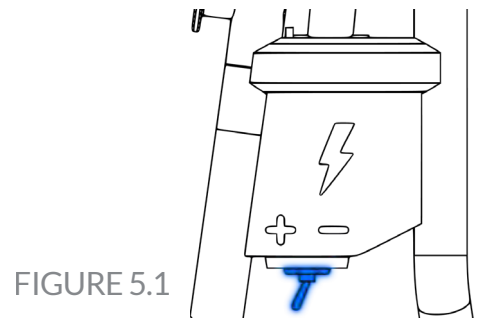


FIGURE 5.1

## SCREEN

The connect screen (Figure 5.2) is operated using the left and right buttons. They can be held both at the same time on the loading screen to bring up the firmware information.



The left and right buttons uses change depending on the screen you are on, look at the bottom of the screen to see their actions.

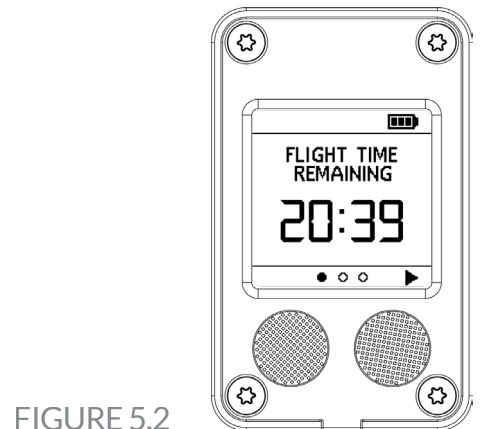


FIGURE 5.2

## CABLE ACCESS COVER

To remove the cable access cover, remove the screws seen in Figure 5.3. After this, slide the cover up and pull it outward. Only remove this to change the dashboard.

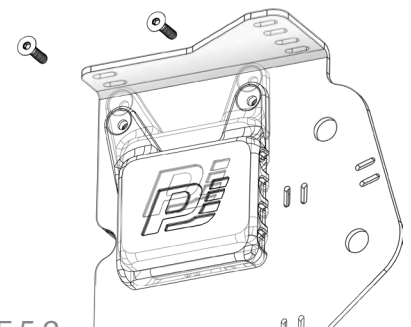


FIGURE 5.3

# USING CONNECT (continued)

## CHARGING CONNECT

Connect is charged using a connector located on the bottom side of the CMU (Central Management Unit) enclosure (Figure 5.4) Charge status can be monitored via the LED indicators on the charger. Please fully charge the battery before storing Connect for periods exceeding a month.

- Non Dual-start charger. Figure 5.5.
- Dual-start charger, Figure 5.6.

Both function similarly: a red light indicates charging, while a green LED signals full charge.

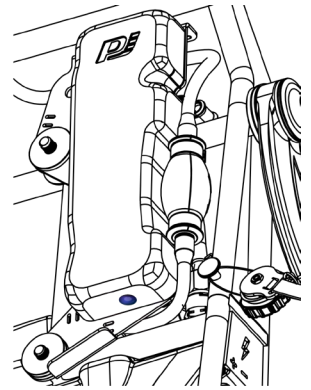
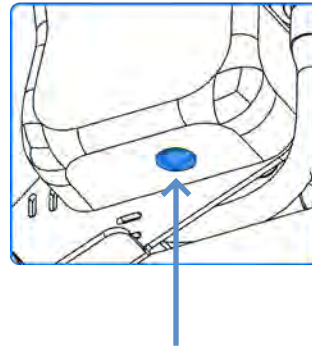


FIGURE 5.4

⚠ Only use the charger provided with Connect.

⚠ Charging is possible only when the master switch is in the off position.

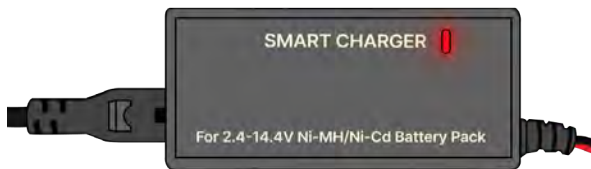


FIGURE 5.5



FIGURE 5.6

⚠ The CMU will shut down if the battery is too low. Before it will switch back on, you will need to recharge the battery to 20% or above.

## UPDATING CONNECT

Check the Parajet website for available firmware updates. Depending on the version of your Connect, updates may be available at home or only via Parajet servicing.

If you need to book your connect for an update, [click here](#).



# CONNECT USER INTERFACE

## ON SCREEN

After turning on you will see this screen appear for a few seconds, this is the device loading.

- 💡 Firmware and device information can be viewed by holding both buttons while on the connect loading screen.



## FUEL ENTRY SCREEN

After the device has powered on, you will be asked to input your current fuel levels, use the ▼ or ▲ buttons to select the level, hold to increase / decrease quickly and hold both to enter.

If you have put the incorrect amount, you can edit it later.



## FLIGHT TIME SCREEN

Once you have input the amount of fuel, you will be taken to this simple display. When on the ground the display will read "--:--", however shortly after starting the engine, your flight time remaining will be displayed in hours and minutes.

You can change to the advanced screen by using the ► button.



## ADVANCED SCREEN

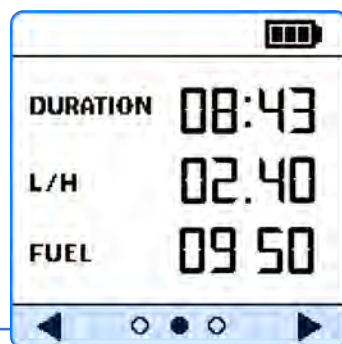
The advanced screen displays:

Your current engine run time duration in minutes / seconds, it will display "--:--" until the engine is started. After 59m 59s, the display will change from minutes/seconds to hours/minutes.

Your current fuel consumption in Litres per hour.

Your current fuel volume in Litres.

Use the ◀ & ▶ arrows to move back and forth between screens.

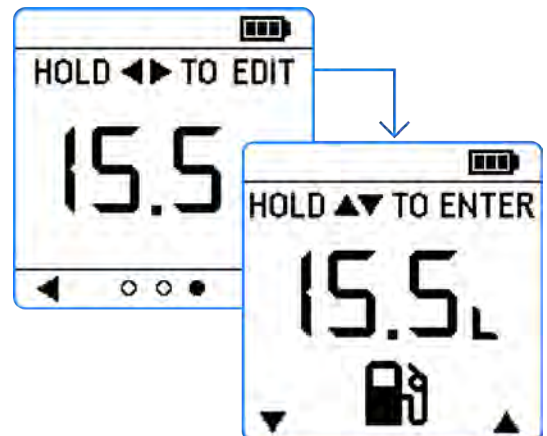


# CONNECT USER INTERFACE (continued)

## FUEL EDIT

The third screen is to change your current fuel level, hold both the ◀ & ▶ arrows to begin editing. This will return you to the initial fuel input screen.

Then use ▼ arrow to decrease fuel amount, or the ▲ arrow to increase. To finish entering the fuel amount, hold both buttons together.



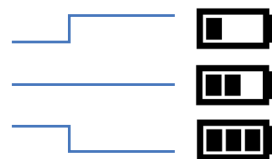
## BATTERY

**Low battery:** This means the battery is now below 25% and should be recharged when possible.



**1-3 bars of battery:**

- 1/3 Bars means battery is between 25 and 50%
- 2/3 Bars means battery is between 50 and 75%
- 3/3 Bars means battery is between 75 and 100%



## WARNING SCREENS

A low fuel warning is displayed when less than 0.75L remains. Estimated time remaining before fuel exhaustion is displayed in minutes / seconds. This is calculated from fuel rate and volume remaining.

Press any button to acknowledge the message and return to the previous screen. Continue monitoring your remaining fuel and land with a safe margin.



It is the pilots responsibility to monitor fuel levels at all times, and to acknowledge that Connect provides information only as an aid.

# CONNECT SCREEN FLOW

