



**MAVERICK**

LITE TRIKE MANUAL

## INTRODUCING THE **MAVERICK LITE TRIKE**

The Lite Trike extends Parajet's precision engineering and design found in your Maverick, to a lightweight and versatile paramotor trike for both daily use and long airborne adventures.

When you're done, it only takes a few minutes for you to fold up your Lite Trike into a space-saving package that can be easily stored and transported.



## LET'S GET TO THE **IMPORTANT STUFF FIRST**

**WARNING:** Parajet recognise that there are risks inherent in flying the Maverick Lite Trike. By his or her purchase and use of this product the pilot recognises and accepts these risks.

**PUBLICATION** Version 2.0 - February 2022

**DISCLAIMER** The Information contained in this manual has been presented with all 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. 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. This manual DOES NOT replace the need for appropriate paramotor and trike training by a qualified instructor or flight school. Find your nearest training school on our website: <https://parajet.com/find-your-instructor>

**PROTECT YOUR WARRANTY** Carefully read, follow and understand the instructions given in this manual. Failure to do so will void your warranty. This manual is an essential part of the product, and you should keep it in a safe place for future reference. Parajet are always here to help our pilots but cannot be held responsible for component failure or damage due to active negligence or insufficient understanding of the manual.

**KEEP IT FLYING FOR LONGER** The lifespan of your Lite Trike depends on many factors. Flying conditions, impacts, improper use or harsh use can all affect its function. Some parts are subject to wear over time. But you will always get more fun and more years out of your Trike if you treat it with care.

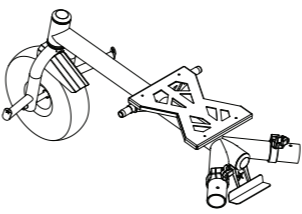
Inspect your Trike for signs of fatigue or wear before and after every flight. We strongly recommend a full inspection which can be found at the back of this manual. If the inspection reveals any problem, no matter how small, DO NOT fly your Maverick Lite Trike until a repair has been carried out.

# MAVERICK LITE TRIKE SAFETY GUIDELINES

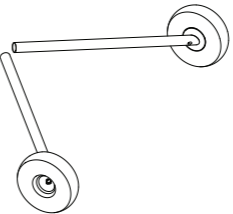
- » **NEVER** fly your Maverick Lite Trike without adequate training gained from a certified school or instructor. Find your nearest training school on our website: <https://parajet.com/find-your-instructor>
- » To get the most fun out of your Maverick Lite Trike **ALWAYS** fly within your skill level and known limits.
- » **NEVER** modify your Maverick Lite Trike or any of its parts. This invalidates your warranty.
- » Parts that are damaged must be replaced immediately with genuine Parajet parts. If in doubt contact us.
- » Parajet recommend you fly with a reserve 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 Maverick Lite Trike before and after every flight. Get to know the check list at the back of this manual.
- » Before starting your engine always check that the propeller is 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 the trike!!
- » After a flight your engine and exhaust will be hot; stay clear until cooled.
- » Before launching your Maverick Lite Trike check harness and helmet buckles are properly fastened. Ensure your paraglider is attached correctly and all karabiners are properly fastened.
- » **NEVER** taxi faster than walking speed. The trike has no way of braking and higher speeds can cause instability and increase rollover potential.
- » Do not fly 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.

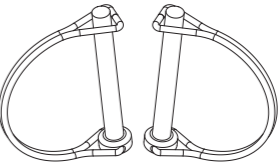
# WHAT IS IN THE TRAVEL BAG



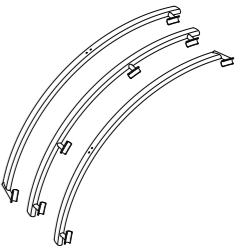
TRIKE CHASSIS



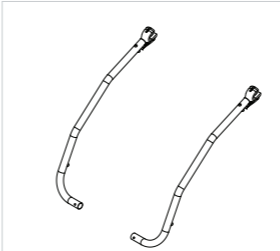
REAR AXLE/WHEEL (x2)



AXLE PINS (x2)

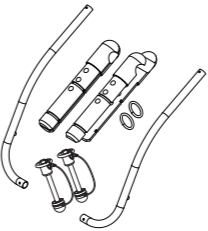


OUTER RING GUARD  
SECTIONS (x3)

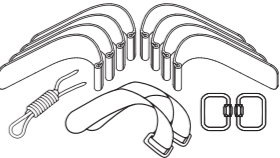


v2 BRACE ARM (x2)

OR



v1 BRACE ARM (x2)  
CONNECTOR (x4 HALVES)  
BALL LOCK PINS (x2)



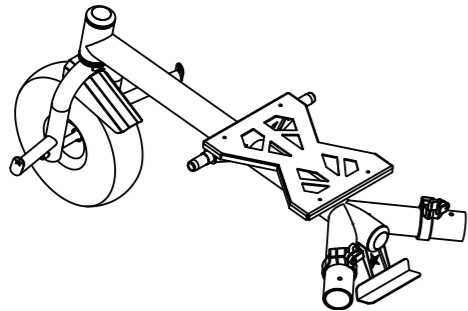
RING STRAPS (x8),  
CORD & MAILONS (x2)  
ANCHOR STRAPS (x2)

NOTE: Images are not to scale and are for illustrative purposes only. Does not accurately represent what may appear in the Maverick Lite Trike box

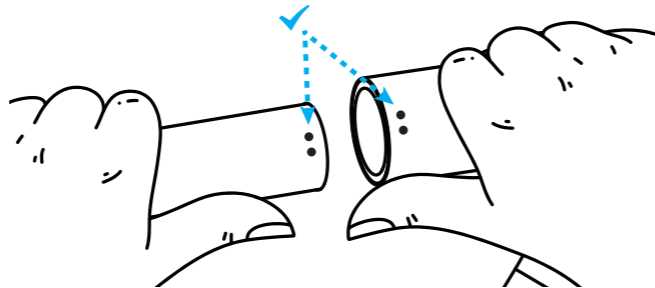
## BUILD MY LITE TRIKE CHASSIS ASSEMBLY

Your Maverick Lite Trike is shipped eighty percent factory-assembled. To complete your trike chassis setup, you only need to assemble the rear wheels and attached the brace arms. Once done and you're confident that assembly has been completed correctly, you're ready to move on to fitting your paramotor.

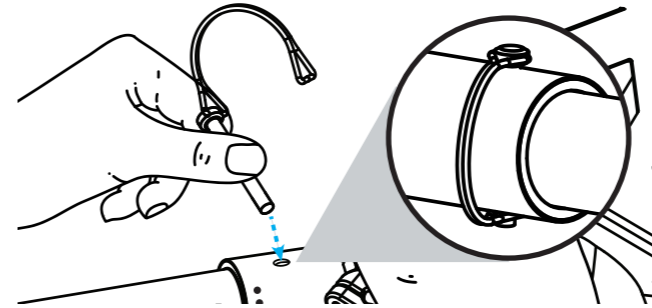
**1** Remove the trike chassis, rear axles and wheels from the travel bag. Place the trike chassis on a secure surface, such as the floor, and with the seatboard orientated upwards.



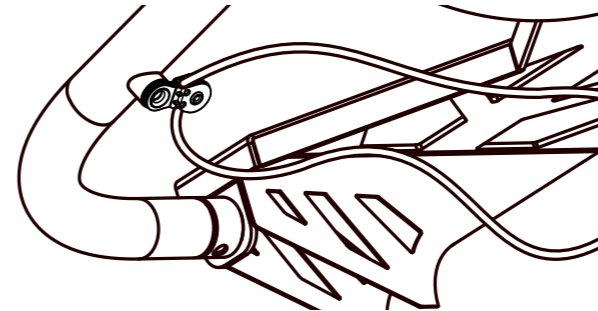
**2** Attach both rear wheels. Insert the tubular end of the axle into the mount located at the rear of the chassis. Ensure the number of dots on the axle match those on the mount to ensure correct wheel orientation.



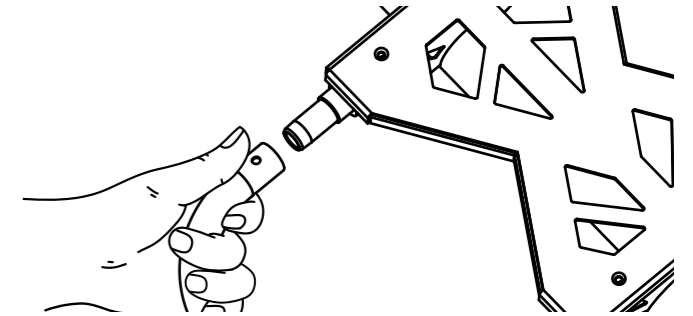
**3** Slide the axle, making sure the locking pin mounting holes align correctly. Slide the locking pin into the mounting hole. Close the wire loop around the axle mount and lock securely to the pin on the underside of the mount. Repeat on opposite axle.



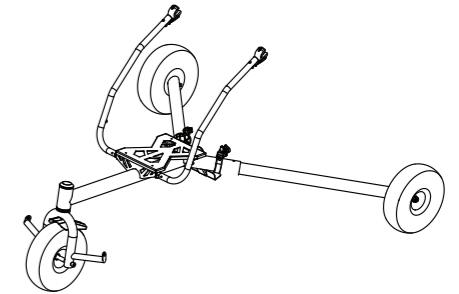
**5** Ensure the pulley is orientated downwards below the brace arm and the paracord runs freely underneath the main chassis tube. Repeat on opposite side.



**4** Attach both brace arms. Insert the curved end of the brace arm onto the mount at the front of the seatboard. Push until the button clip engages and secures in position.



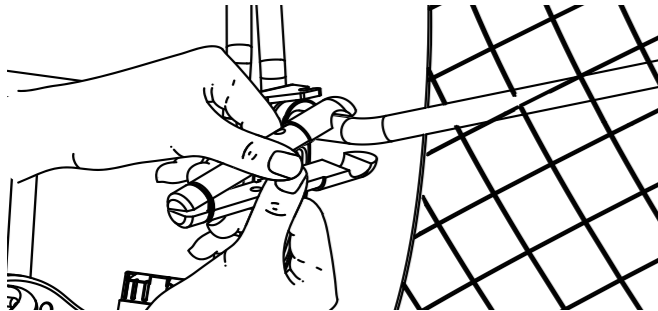
**6** With the Lite Trike chassis build complete, it is recommended that you undertake a thorough check ensuring that the assembly is correct, all button fastenings and pins are securely fitted, and that there is no sign of wear or damage.



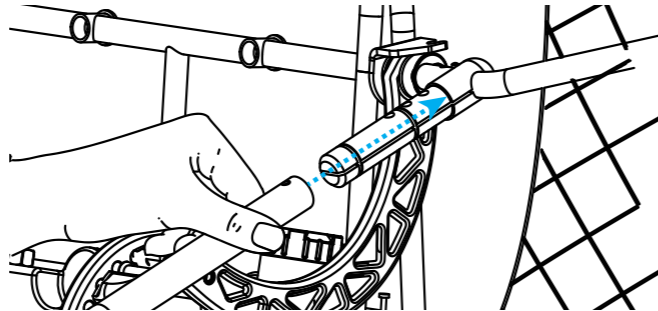
## BUILD MY LITE TRIKE FITTING THE MAVERICK [PRE-FEB 2022]

Early release and pre-production models of the Maverick Lite Trike used a two-part connector system to attach the paramotor airframe to the trike chassis. The following fitment instructions are for those pilots that have been provided with this method of airframe attachment... To begin, place the Maverick behind the trike chassis, between the rear axles and with the harness arms orientated towards the front of the trike chassis.

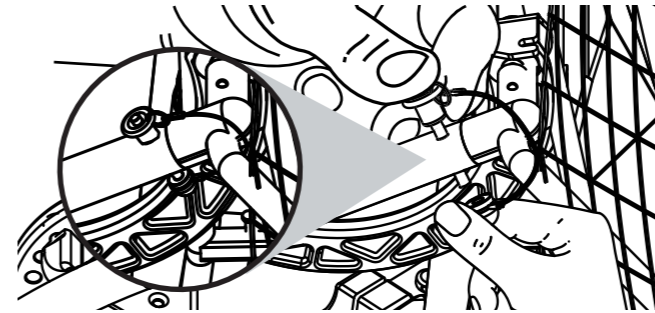
- 1 Attach both frame connectors. Prise apart the two halves of the connector and position over the Maverick cage spar located next to the harness arm. Repeat on opposite side.



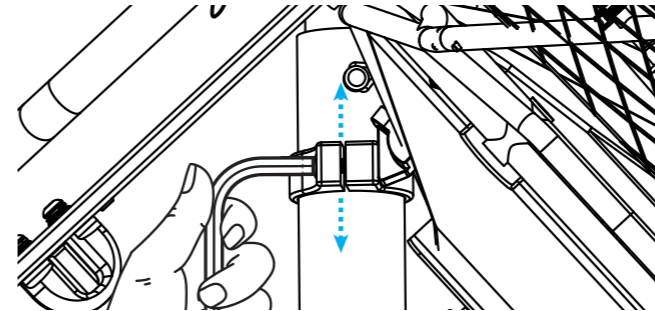
- 2 Tilt the Maverick paramotor frame forward. Align each frame connector with the brace arm tube. Push the connector into the brace arm until the tube opening reaches the chamfered connector head.



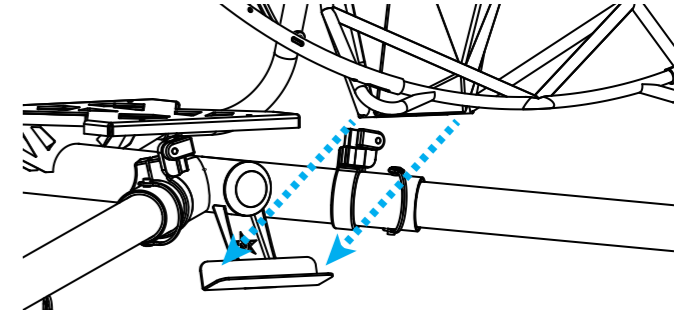
- 3 Secure with ball lock pin. Depress the push-button on the head of the ball lock pin and remove end-cap. Push pin through the mounting hole. Replace end-cap onto pin and release the push-button to lock the pin in place. Repeat on opposite side.



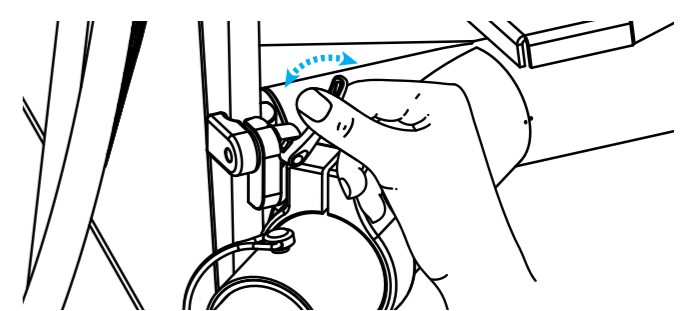
- 5 *Initial setup only.* Using a 6mm Allen key, loosen the retaining hex bolt on the mounting clamp. Slide up or down the rear axle until the correct clamping alignment is achieved. Securely tighten the hex bolt to lock clamp into position.



- 4 Taking hold of the Maverick chassis frame, lift the paramotor upwards and forward towards the front of the trike. Locate the fuel tank crossbar firmly onto the support plate at the rear of the trike, making sure the paramotor is positioned centrally.



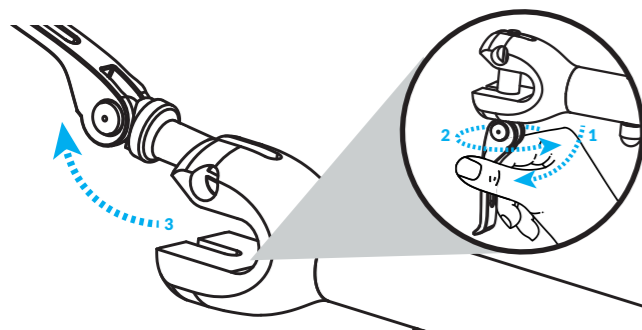
- 6 Secure Maverick to Trike. Move quick release lever to open. Place frame upright into the clamp and adjust to the proper tension. Continue tightening clamp until you feel resistance. Move lever to fully closed position, perpendicular to the clamp.



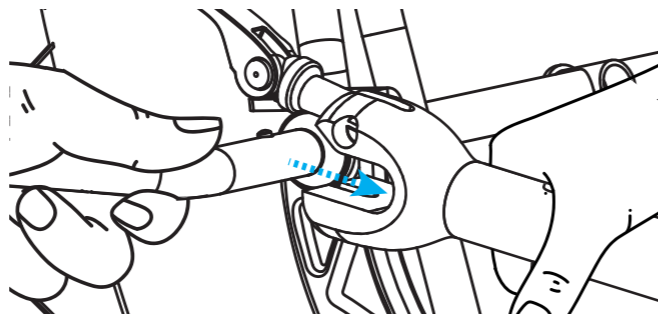
## BUILD MY LITE TRIKE **FITTING THE MAVERICK** [FEB 2022 ONWARDS]

In early 2022, the two-part split connector system was superseded by a quick-release clamp system. The following fitment instructions are for those pilots that have been provided with this method of airframe attachment... To begin, place the Maverick behind the trike chassis, between the rear axles and with the harness arms orientated towards the front of the trike chassis.

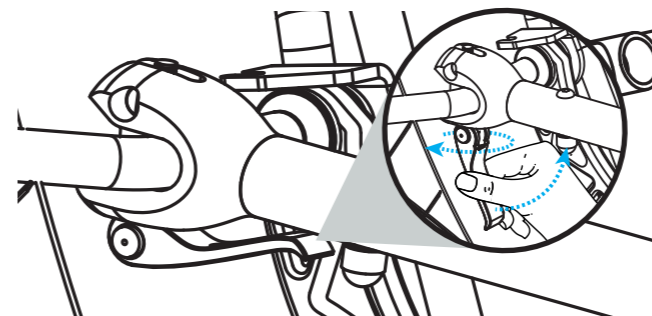
- 1** Move quick release lever downward to open [1]. Turn the lever anti-clockwise to unthread the clamp [2] and rotate upward to remove from its housing [3]. Repeat on opposite side.



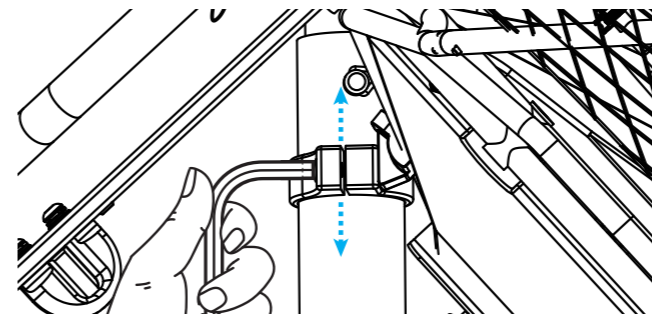
- 2** Tilt the Maverick paramotor frame forward. Align each clamp over the Maverick cage spar located next to the harness arm. Push the connector fully onto the spar. Repeat on opposite side.



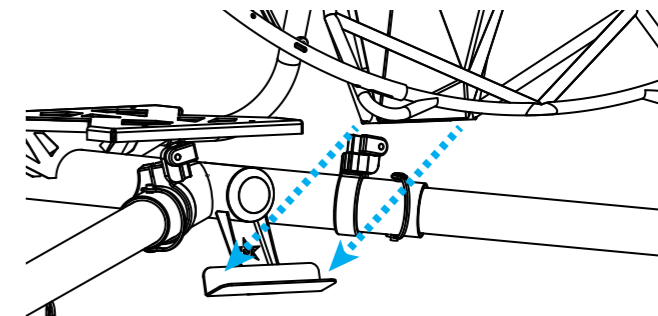
- 3** Rotate clamp downward to locate back into housing. With the quick release lever open, turn the lever clockwise to tighten the clamp until you feel resistance. Once tight, push the lever into the fully closed position parallel to the brace arm tube.



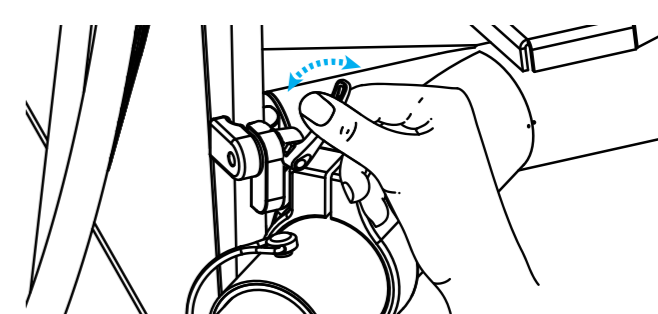
- 5** *Initial setup only.* Using a 6mm Allen key, loosen the retaining hex bolt on the mounting clamp. Slide up or down the rear axle until the correct clamping alignment is achieved. Securely tighten the hex bolt to lock clamp into position.



- 4** Taking hold of the Maverick chassis frame, lift the paramotor upwards and forward towards the front of the trike. Locate the fuel tank crossbar firmly onto the support plate at the rear of the trike, making sure the paramotor is positioned centrally.



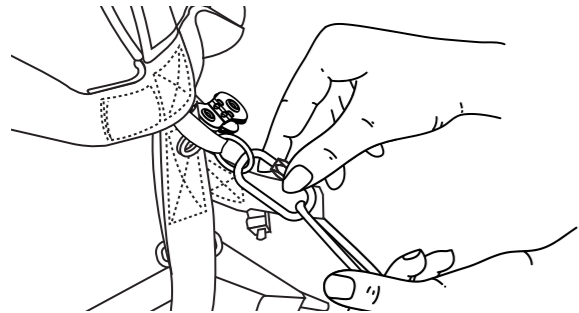
- 6** Secure Maverick to Trike. Move quick release lever to open. Place frame upright into the clamp and adjust to the proper tension. Continue tightening clamp until you feel resistance. Move lever to fully closed position, perpendicular to the clamp.



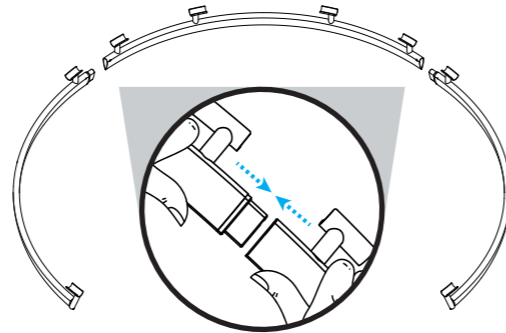
## BUILD MY LITE TRIKE FINAL FIXTURES & FITTINGS

To complete your Maverick Lite Trike setup, you only need to attach the paracord to the harness to aid weight shift, and assemble the outer ring guard. When fully assembled, we recommended you undertake a thorough check ensuring correct and secure assembly of components, and that there is no sign of wear or damage to your equipment.

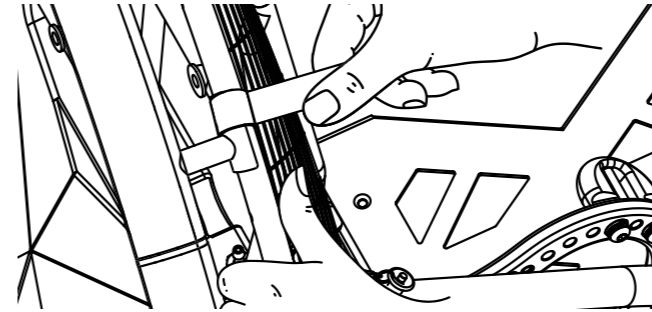
- 1 Ensure paracord runs freely through brace arm pulleys and underneath chassis tube. Using provided mallions, attach paracord to O-rings on front of harness using the correct setting loop. Ensure paracord attachment is symmetrical on both sides.



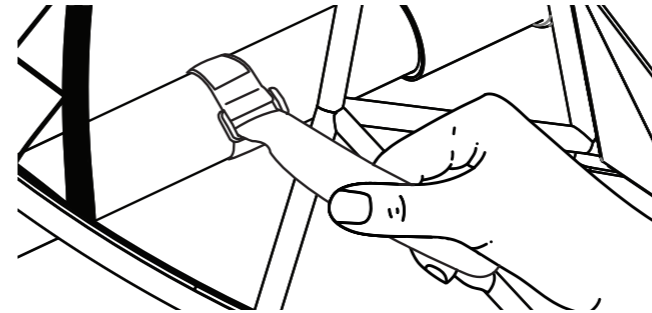
- 2 Orientate outer-ring guard sections so mounts are facing upwards. Insert nylon connector into the top cage section and push together until the button clip engages and secures the lower and top cage sections together. Repeat on opposite side.



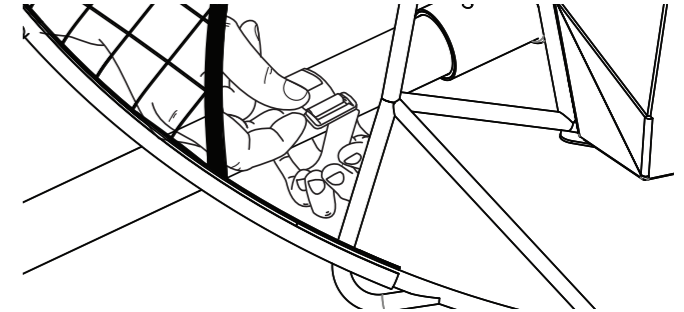
- 3 Place ring guard against Maverick cage with mounts facing forward. Ensure each mount makes positive fitment over cage ring. Loop ring straps around mount and cage ring, ensuring each strap is taut and outer-ring securely fitted to cage.



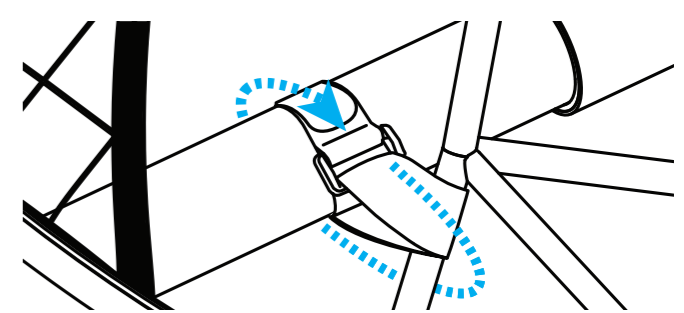
- 5 Thread the plastic buckle down the anchor strap. Ensure the buckle is sitting as flush to the rear axle as possible. Holding the buckle, pull the tail end of the strap until tight.



- 4 Loop the velcro anchor strap around the rear axle, making sure the strap isn't twisted. Thread the loose tail end through the plastic buckle located at the opposite end of the anchor strap.



- 6 Route the tail end of the anchor strap around the foot brace of the Maverick airframe. Pull the anchor strap tight, before looping strap back around the rear axle. Ensure the Velcro strip is fastened securely with full contact. Repeat on opposite side.





## SETUP & ADJUSTMENT THE OFFSET BLOCKS

**WARNING:** While we have endeavoured to provide concise and accurate instructions for hangpoint adjustment, we recommend that these be tested before your first flight by hanging in a simulator with the aid of a qualified paramotor trike instructor.

To achieve the best flying characteristics of the Maverick Lite Trike it is important that you spend time to fully understand the adjustment system and set it up for your optimum weight setting. Failure to do this accurately will result in poor handling, an uncomfortable flying experience and could lead to a potentially hazardous accident.

The harness and hangpoints should be adjusted to suit both your physique and flying style. Additional fine-tuning of adjustments maybe required during your first few flights to ensure optimum control and comfort.

The Maverick paramotor is shipped with the offset blocks already attached to the swan neck arms. Always ensure the blocks are installed on the correct side of the swan neck arm for your engine.

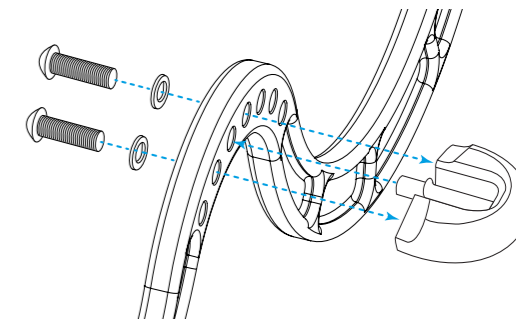


Moster 185 : Right



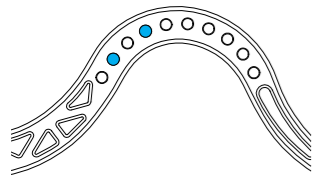
Atom 80 : Left

- 1** To adjust the offset blocks, unfasten the 8mm attachment bolts from the swan neck arm.
- 2** Locate the offset block to the desired position on the pivot arm based on your take-off weight range (see guide).
- 3** Secure the offset block back in place using the attachment bolts, tightened to 20 Nm.

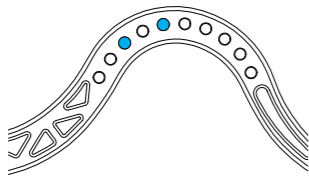


## TAKE-OFF WEIGHT OFFSET FITMENT GUIDE

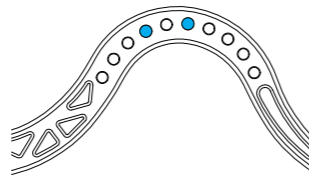
**WARNING:** The following take-off weight offset fitment guide is for an initial reference point only. We strongly recommend that these be tested before your first flight by hanging in a simulator with the aid of a qualified paramotor trike instructor. Additional fine-tuning maybe required during your first few flights to ensure optimum control and comfort.



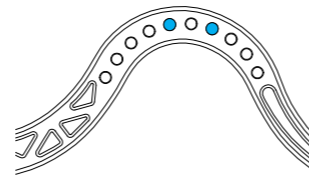
<b>Moster 185</b>	50kg - 60kg
<b>Atom 80</b>	50kg - 55kg



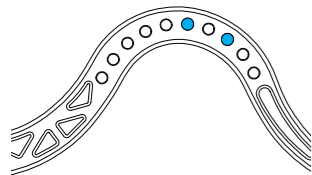
<b>Moster 185</b>	60kg - 70kg
<b>Atom 80</b>	55kg - 60kg



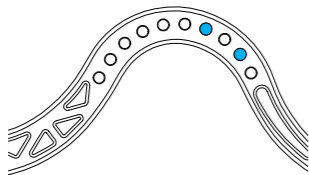
<b>Moster 185</b>	70kg - 75kg
<b>Atom 80</b>	60kg - 65kg



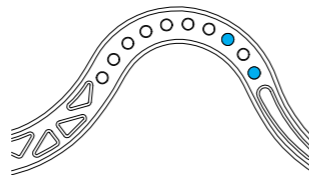
<b>Moster 185</b>	75kg - 80kg
<b>Atom 80</b>	65kg - 70kg



<b>Moster 185</b>	80kg - 90kg
<b>Atom 80</b>	70kg - 75kg



<b>Moster 185</b>	90kg - 100kg
<b>Atom 80</b>	75kg - 80kg



<b>Moster 185</b>	100kg - 110kg
<b>Atom 80</b>	80kg - 85kg

## SETUP & ADJUSTMENT PARACORD FITMENT GUIDE

The paracord suspension system stabilises the trike chassis when in a seated position during flight. Correct fitment has considerable effect on weight shift maneuverability, comfort and safety of operation.

The paracord suspension system has three variable adjustment settings based on your height: Standard, Short and Tall.

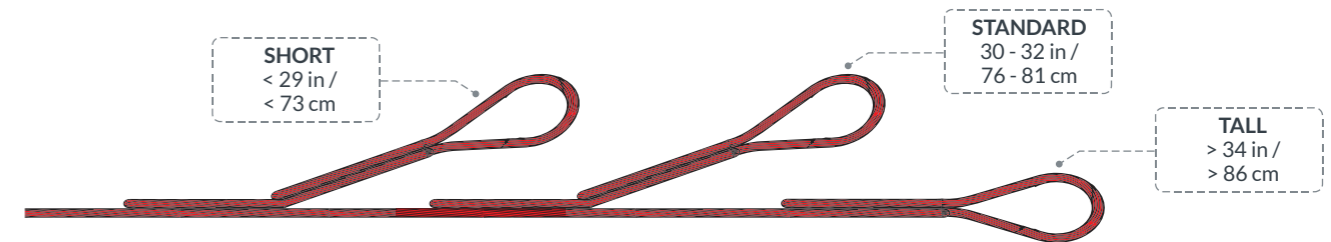
**STANDARD** Suitable for pilots with an inside leg length of 30 to 32 inches or 76 to 81 centimeters.

**SHORT** Suitable for pilots with an inside leg length of less than 29 inches or 73 centimeters.

**TALL** Suitable for pilots with an inside leg length greater than 34 inches or 86 centimeters.

**INSIDE LEG MEASUREMENT** Place one end of a measuring tape on the inside of your leg as near to the crotch area as you can. Ask someone to use the other end of the tape to take a measurement on or just below your ankle joint, ensuring that the tape isn't too loose or taut. It's not recommended to measure your own inside leg. Since you would have to bend over to measure, the result would be inaccurate.

**PARACORD FITMENT** Ensure the paracord runs freely through the brace arm pulleys and underneath the main chassis tube. Using the provided mallions, attach the paracord to the O-rings on the front of harness using the correct setting for your leg length. Ensure paracord attachment setting is symmetrical on both sides of the harness.



## SETUP & ADJUSTMENT

### FITTING A RESERVE CHUTE

**WARNING:** Paramotoring is a potentially hazardous sport. We **HIGHLY** recommend that you always fly the Maverick Lite Trike with a correctly rated and fitted reserve parachute. Your reserve parachute is an important part of your flying security and safety.

The reserve container can be mounted on either side of the Maverick paramotor harness replacing one of the harness pockets, alternatively a front-mounted container may also be used. When you buy a reserve parachute it usually terminates in a short webbing loop, known as the reserve strop.

**ATTACH RESERVE STROP TO V-BRIDLE** Before installing the rescue chute into the side container, attach the V-bridle to the reserve strop with a 6mm square screwgate maillon. Using 40mm o-rings or rubber bands, secure the maillon so that it cannot rotate from its strongest load position (lengthwise). The maillon should be tightened securely using a small pair of pliers. Finger tight is generally not enough to be sure they won't open over time. Do not over-tighten as this could damage the thread and greatly weaken the maillon! Optional, secure the connection by putting on a maillon cover to avoid potential twisting and excessive friction.



**INSTALL RESERVE INTO OUTER CONTAINER** Attach the deployment handle to the deployment bag of the reserve. Now place the reserve into the outer container ensuring the handle is facing upwards and that the V-bridle is orientated towards the appropriate side. Thread a short length of thin paracord through the yellow bungee loops located on the flaps numbered 1. Close the outer container starting with flap 1, then flap numbered 2. Use the paracord to thread the yellow loops through the metal eyelets on each flap and temporarily secure using the assisting pins. Close flap numbered 3 and thread the yellow loops through the metal eyelets. Secure the loops in place using the retaining nylon rod pins of the deployment handle. Gently remove the assisting paracord and holding pins before inserting the ends of the retaining pins as well as the tips of the deployment handle in their protective sleeves on the container. Attach the deployment handle to the container using the velcro strip.

1



2



3



4



5



6



## SETUP & ADJUSTMENT

# MOUNTING RESERVE TO HARNESS

**IMPORTANT:** Your reserve parachute will have been inspected and packed at the factory of origin. It is highly recommended that the reserve parachute be periodically aired and repacked by a suitably experienced pilot or a qualified parachute rigger. The efficiency and longevity of the reserve chute, and your life, depend on the correct inspection and packing procedure.

- 1 Place the reserve container on the desired side of the paramotor harness, ensuring the V-bridle exits the container towards the rear of the paramotor.
- 2 Detach existing side pocket from the harness. Attach the reserve container in its place by aligning the zipper tongue with the zipper pull. Push the tongue all the way into the pull and carefully zip the container onto the harness.
- 3 Close the protective cover along the length of the zipper and secure with the velcro strip. Next, locate the webbing loops on the harness at either end of the zipper and thread them through the nylon buckle and secure the reserve container tightly to the harness.
- 4 Orientate the V-bridle perpendicular to the paramotor and trike chassis. Take the ends of the V-bridle and bring them both up to the top of the shoulder straps ensuring the V-bridle is

routed outside of all other parts of the harness, paramotor and trike frame brace arms.

- 5 Open the protective covers on the shoulder straps by detaching the velcro to expose the 6mm square screwgate maillons. Segregate the V-bridle ends and using 40mm o-rings or rubber bands, secure to each of the maillons so that they cannot rotate from its strongest load position (lengthwise). Tighten the maillons using a small pair of pliers. Do not over-tighten as this could damage the thread and greatly weaken the maillons.

- 6 Align the maillons flat to the shoulder straps inside the protective covers and close using the velcro strips. Bring the V-bridle over the top of the shoulder straps and using the additional guide channels, route them down the side of the harness to the reserve container. Ensure the velcro on each guide channel is tightened securely. Stow any excess slack on the V-bridle carefully back into the reserve container.



## VITTORAZI MOTORS STARTING YOUR ENGINE

**WARNING:** Before starting your engine, make sure you have carried out a thorough inspection of both the Lite Trike and Maverick paramotor using the check list at the back of this manual. We recommend that you do not start your Maverick paramotor while placed on the ground. Experience has proven that it is much safer to carry out all pre-flight power checks either with the paramotor firmly strapped on your back or being sat in the pilot seat and with the paramotor securely attached to your Trike chassis.

**PRIMING THE ENGINE** For the first start, the engine needs the fuel system primed. This is carried out during your setup.

- 1 Push in the Priming Spring Button located on the carb and squeeze the Priming Bulb 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.

**STARTING THE ENGINE** Before starting the engine, ensure ample space behind the trike and make sure the area is clear of people, wings and other objects. Remember to shout 'Clear Prop' in a loud and clear voice – even if nobody is there.

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

**STOPPING THE ENGINE** Allow your engine to idle for 60 seconds without applying any throttle. Shut off the engine by holding down the kill switch on your hand control until the engine has completely stopped.

## RUNNING THE ENGINE WARM UP PROCEDURE

**WARNING:** We recommend that you do not start your Maverick paramotor while placed on the ground. Experience has proven that it is much safer to carry out all pre-flight power checks either with the paramotor firmly strapped on your back or being sat in the pilot seat and with the paramotor securely attached to your Trike chassis.

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 spacious area of ground which is well ventilated.

- 1 When undertaking these procedures with your paramotor attached to the Trike, ensure you adequately brace the front wheel to restrict travel, and are sat securely in the pilot seat.
- 2 Unfasten the hand control from the pivot arm and attach it to your right hand using the velcro strap.
- 3 Check your immediate area to ensure any persons or objects are at a safe distance. Always warn those nearby before starting the engine by shouting 'Clear Prop' in a loud and clear voice.

- 4 Making sure your thumb is lightly covering the kill switch, 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.

- 5 With either yourself or the Trike in a braced position, squeeze and release the throttle trigger to begin warming up the engine. Ensure the trigger operates smoothly when depressing and releasing.

- 6 Run the engine progressively in this way for approx. five minutes to ensure the engine reaches optimum operating temperature, around CHT 80 c >.

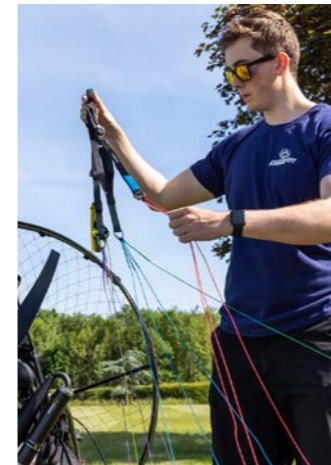
- 7 Once engine has reached desired temperature, release the throttle and let the engine run for 5-10 seconds before holding down the kill switch on your hand control until the engine has completely stopped.

## TAKING FLIGHT GLIDER PREPARATION

**CAUTION:** Before setting up your Maverick Lite Trike for launch, ensure you have carried out a thorough pre-flight inspection of both the paramotor and Lite Trike, and that you have adequately completed the engine warm-up procedure.

- 1** Position the Maverick Lite Trike on flat ground ensuring ample space around and behind the trike. Ensure the area is clear of people and other obstacles.
- 2** Unfurl your glider from its bag and lay out downwind from the Trike in a pronounced arc configuration with the centre higher than the tips. Ensure cell openings are facing upward and with the trailing edge orientated directly into wind.
- 3** Holding a riser at shoulder height, systematically pull all lines clear, laying the checked lines on top of the previous set. Ensure no lines are tangled, knotted or damaged before laying out the risers two [2] metres apart towards the trike. Reverse the trike between the risers avoiding the lines.

- 4** Taking the each riser, orientate the lines so that the A-lines are clear and orientated upwards. Secure the riser to the paramotor harness using the corresponding karabiner. Ensure the gate is fully closed and secure. Repeat on opposite side.
- 5** Set the trimmers to a neutral setting or the manufacturer recommended setting suitable for take-off (check your glider user manual). Ensure trimmers are set symmetrically on both risers. In strong conditions faster settings can be advised.
- 6** Run your fingers through the lines from the risers back until you reach the line stays on the outer ring. Slide the lines into the clips so there is no slack between the riser and the line stays. Repeat on opposite side.
- 7** Pull the trike forward so the lines from the stays to the glider become taut, ensuring there's no potential for slack lines to get drawn into the prop during launch.





## TAKING FLIGHT LAUNCHING THE TRIKE

**CAUTION:** We recommend that you do not start your engine until you sat comfortably in the pilot seat, helmet on and have carried out a check of the 6 connection points: 2 x leg straps, 1 x waist strap, 2 x karabiners, 1 x helmet strap.

- 1** Check your immediate area, making sure your chosen trajectory is clear of people and other obstacles. Ensure ample space, clear of people, is available to the rear of trike and glider.
- 2** Shout 'Clear Prop' in a loud and clear voice. Start the engine using the pull-start handle or by pressing the start button if using an electric starter. Do not depress the throttle and rev the engine as prop wash can disrupt glider layout, leading to a failed launch.
- 3** Locate the A-risers and brake lines, and place into your hands ready for launch.

**4** Place both feet squarely onto the front wheel foot pegs. During take off control of the trike is achieved via the foot-steerable front wheel and the glider controls, simultaneously.

**5** Squeeze the throttle and apply power progressively. Avoid aggressive throttle application as this can put excessive strain on lines and can lead to a failed launch.

**6** As the glider rises up behind the trike, check to ensure the glider is inflating symmetrically. Control the glider actively with the brake lines and if necessary steer the trike to the side and drive under the canopy. Prevent the glider from over shooting by applying both brake when needed.

**7** Once the glider is overhead you can reduce the power slightly and ensure the glider is centred and stable above the trike before committing to the take-off. Continue to apply the throttle progressively until you reach maximum power. After a few seconds, with full throttle applied, the trike will take-off.

## TAKING FLIGHT CHARACTERISTICS

**TAXIING** Ground control is achieved via the foot steerable front wheel. It is always a good idea to practice taxiing and get familiar with this method of control and handling characteristics. Do not taxi faster than walking pace, as the Trike has no means of braking and higher speeds increase rollover potential. During take-off foot steering and glider control must be properly coordinated.

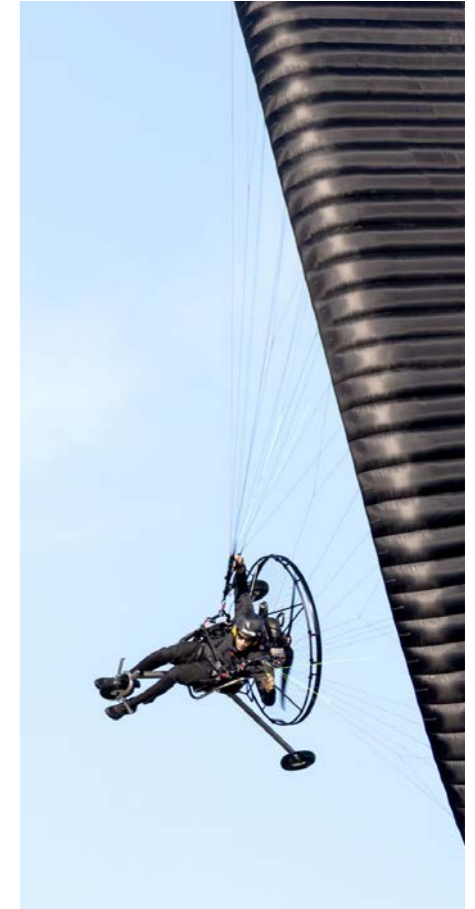
**IN-FLIGHT** To get the most fun out of your Maverick Lite Trike always fly within your skill level and known limits. The Lite Trike may be used with your regular glider so long as the maximum recommended weight range is respected.

The Lite Trike is not suitable for aerobatic or extreme manoeuvres. Avoid deeply engaged, high sink rate spirals due to the increased risk of spiral neutrality/instability. Parajet strongly recommend you not undertake this style of flying as it can increase the chance of an accident or serious injury and can put abnormal stresses on both the trike and glider.

**LANDING** Always set up your approach early, give yourself plenty of options and a safe margin for error and make sure your landing is carried out into wind. For low airtime Trike pilots, an engine-off landing is highly recommended.

Once on the ground, it is important to maintain control of the glider so as to avoid the risk of damage by it falling onto the trike and propeller or getting caught under the wheels. This can be done by stalling the glider using the brakes and allowing it to fall behind you. In wind speeds over 5mph/8kph, it is recommended to stall the wing to one side of the Trike. Be ready to steer the trike towards the wing to avoid tipping.

When landing on an incline, ensure to factor in a turn so that you come to a stop perpendicular to the gradient. Once the Trike has come to a complete halt, place your foot on the ground to hold the Trike steady.



## PRE & POST FLIGHT SAFETY CHECKLIST

**IMPORTANT:** For reason of safety it is imperative to carry out a thorough check of your equipment both before and after **EVERY** flight. This recommended Checklist should only take fifteen minutes to complete. These checks will help you familiarise yourself with your equipment 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 until you have had the chance to make adequate repairs or fit replacement parts.

### 1. HARNESS

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

- ☐ Check paracord is attached to harness using correct settings on both sides. Ensure mallions are secure and free from wear or damage.

### 2. MAVERICK 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 and pivot arms are secure and free from wear or damage.
- ☐ Check for excessive lateral movement of the pivot arms. Small amount of movement is acceptable.

- ☐ Check the offset blocks are set one position forward of your standard foot launch setting. Check bolts are secure and free from wear or damage.

### 3. FUEL SYSTEM

- ☐ Check tank, primer bulb and fuel lines are in good condition, connectors secure and free from fuel leaks or spillages.

- ☐ Ensure adequate fuel for your planned flight duration. The engine requires a mixture of regular unleaded gasoline or equivalent, and 2-stroke oil. Check engine manual for correct ratio.

- ☐ Check the fuel pickup pipe reaches the bottom of the tank.

### 4. HAND CONTROL & THROTTLE

- ☐ Check throttle trigger is free from twists, operates smoothly when depressing and releasing and is 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. Ensure pull cord is free from wear or damage.
- ☐ Check there is good compression by pulling gently on the pull-start handle. You should feel some resistance.

### 6. ENGINE

- ☐ Check condition of the spark plug and ensure 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 Maverick airframe.
- ☐ 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 coked.

### 7. HUB & 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 orientated correctly. The propeller stickers should face toward the rear of the paramotor. Ensure the leading edge and tips are clean and free from wear or damage. Ensure adequate clearance between the propeller and outer cage ring.
- ☐ Check propeller plate is mounted correctly and that the propeller bolts are secure.
- ☐ Check for excessive movement in the propeller bearings. A small amount of movement is acceptable.

#### 8. LITE TRIKE CHASSIS

- ☐ Check tyre pressures are 10-15psi and that sidewalls are free from excessive wear or damage.
- ☐ Check wheel bearings spin freely. Ensure wheel nuts are secure, aligned with paint seal and free from wear or damage.
- ☐ Check rear axles are fully seated and free from damage and misalignment. Ensure axle locking pins are secure, with the wire loop fully closed to the rear of the axle and locked securely on the underside of the mount.

- ☐ Check foot pegs are free from damage and alignment is at ninety degrees to the wheel. Ensure tape is free from excessive wear and provides adequate grip.
- ☐ Ensure steering has full lock-to-lock movement and has consistent resistance. Check front mud guard is secure and free from wear or damage.
- ☐ Check chassis tube, brace arms and seat plate are free from excessive wear, deformation or cracks in the welds. Ensure brace arms are seated correctly and secured in position.

#### 9. FITMENT OF MAVERICK

- ☐ Check frame connectors are securely attached to each harness arm cage spar. Ensure rubber O-rings are free from wear or damage.
- ☐ Ensure Maverick is positioned centrally and seated securely on the rear support plate.
- ☐ Check brace arms are seated correctly on the frame connectors. Ensure ball lock pins are fitted securely with the end caps locked in place.

- ☐ Check Maverick airframe uprights are seated correctly in the mounting clamps. Ensure clamps are tight and secured with the quick release lever in closed position.
- ☐ Check paracord runs freely through brace arm pulleys and underneath chassis tube.
- ☐ Check outer ring connections are fitted correctly and the ring is seated correctly on the Maverick cage. Ensure line stays free from damage and that all Velcro straps are tight and secured in position.

#### 10. PARAGLIDER

- ☐ Ensure that the glider is laid out downwind of the Trike on its top surface in a pronounced arc, with the centre higher than the tips.
- ☐ Check the upper and lower surfaces are free from excessive wear or damage. Pay particular attention to the seams and line attachment points as these are load bearing areas.
- ☐ Ensure no lines are tangled, knotted or damaged before glider attachment. Ensure karabiner gates are fully closed and secure.

- ☐ Check glider lines are taut with no slack between the risers and line stays. Ensure the A-lines are orientated at the top of the stays.
- ☐ Check the trimmers are set correctly, suitable for take-off. Ensure trimmers are set symmetrically on both risers.

#### 11. PRE-LAUNCH CHECK

- ☐ Check both leg straps are adequately tightened to a comfortable fitment and buckles are securely fastened.
- ☐ Check the waist strap is a comfortable fitment and the buckle is securely fastened.
- ☐ Check both risers are orientated correctly and both karabiner gates are fully closed and secure.
- ☐ Check helmet is free from excessive wear or damage. Ensure fitment is comfortable and the chin strap is securely fastened.
- ☐ Ensure control lines and hand control sit comfortably in hands with the Velcro strap securely fastened.



## MAVERICK LITE TRIKE SERVICE LOG BOOK

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**Parajet Maverick Lite Trike Pilots Manual - © 2022 Parajet International Ltd.**

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