

VERSION 1 March 2026

MANUAL



TUNA



CONTENTS

Welcome to BGD	3	Installing the Outer Shell.....	13
Introduction	3	Installing the Speedbar.....	16
Modifications	3	Line Length Adjustments	17
Uses.....	4	Flying with the Tuna	18
In the event of parachute deployment.....	4	Putting the TUNA on.....	18
Inspection	5	Setting up the flying position.....	18
Disclaimer	5	Pre-flight checks.....	19
Harness Overview.....	6	Maintenance	20
Harness Lines.....	7	Care	20
Reserve Parachute	8	Recycling	21
Installing the reserve.....	8	Technical Data.....	22
Compatibility check	10	Materials.....	22
Deploying the reserve.....	11	Specifications	23
Setting up the Harness	12	Size chart.....	24
Installing the Protector	12	Warranty	25



TUNA Owner's Manual

Cross-country harness

Welcome to BGD

Thank you for choosing a BGD product. We love flying and our goal is to make paragliding equipment that others will enjoy as much as we do. We build products with personality, refined handling and the innovative qualities that BGD is renowned for. Our reputation is built on our expertise in aerodynamic design and advanced materials. Every BGD product reflects our commitment to precision, performance, and quality craftsmanship.

Introduction

The TUNA is a sleek and streamlined, fully enclosed, pressurised harness. It is lightweight and user-friendly, combining performance, safety and comfort. The TUNA brings comp harness advantages to weekend pilots as well as hike-and-fly and XC competition pilots.

The TUNA has a single reserve parachute, and an inflatable back protector which covers the body from mid back to under the thighs. It is rated 33G.

The TUNA was made in collaboration with BogdanFly using the the latest technologies, materials and techniques. Please read this manual before using the harness. It contains information on how to set up, adjust, fly and care for your harness. Correct use will extend harness life.

Modifications

Any kind of physical modification to the harness could reduce the performance of the protector and the safety of the harness, and invalidate the certification.

Uses

Tandem	The TUNA is not suitable as a tandem passenger harness
Towing	The TUNA can be used for towed launches. The tow bridle release should be hooked directly to the main karabiners, ensuring that the karabiners are positioned with the opening bar facing the rear. See also the tow hook instructions or ask a qualified towing instructor at your airfield.
Flying over water	We do not recommend using the TUNA for flights over water. It is possible that the airbag could hold the pilot under water in the event of a water landing.
Quick-out karabiners	Quick-out karabiners can be used with the TUNA. Follow the instructions in the karabiner manual to ensure their correct installation and use.
Free-fall parachuting	The paraglider harness and the emergency parachute opening system are not suitable for use in free-fall parachuting.

In the event of parachute deployment

The harness has been designed, tested and certified to withstand emergency parachute opening shock in accordance with the standard requirements for paragliding. It is possible that the opening shock could result in damage to parts of the harness. Always check your harness carefully for signs of excessive wear or damage, after a reserve deployment.

Inspection

You should regularly check the reserve deployment functionality by pulling the handle to check it can be extracted easily.

Visually inspect the harness after any impact, bad landing or launch, or if there are signs of damage or excessive wear.

We also recommend:

Professional Inspection	Every 2 years
Replace karabiners	Every 5 years

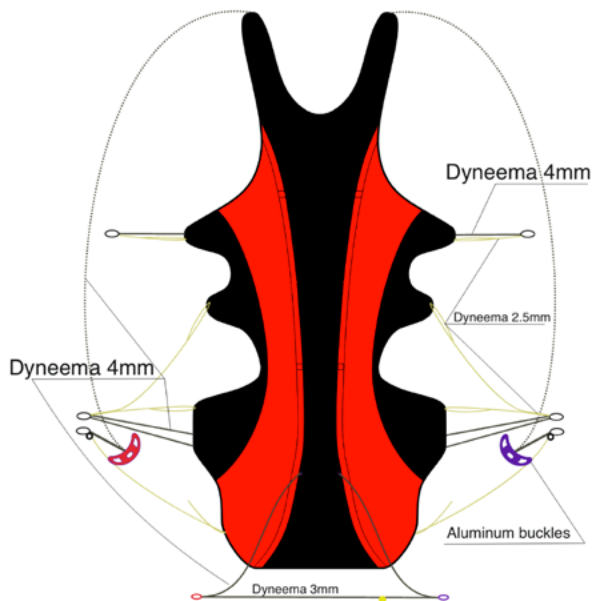
Disclaimer

Paragliding is a potentially dangerous sport that can cause serious injury and even death. The use of BGD equipment is undertaken with the full knowledge that paragliding involves risks. Inappropriate use of your equipment will increase these risks. The pilot takes sole responsibility for all risks associated with the use of this equipment.

HARNESS OVERVIEW



HARNESS LINES



Strength ratings and diameters

- 1) 4mm main leg lines 2,600kg
- 2) 4mm shoulder lines 1,300kg
- 3) 2.5mm seat adjustment 590kg
- 4) 2.5mm back adjustment
- 5) 2.5mm shoulder adjustment
- 6) 2.5mm leg adjustment
- 7) 4mm back main line 1,300kg
- 8) 3mm chest line 900kg
- 9) 5mm reserve lines 2,400kg

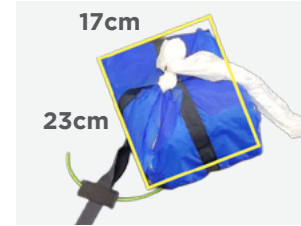
RESERVE PARACHUTE

Your reserve parachute can potentially save your life. Its correct installation is vital! The TUNA will fit rescues with a maximum volume of 5.5l and a packed dimensions of 23cm x 17cm x 15cm.

If your parachute is packed in a square shape, it should be repacked to fit the rectangular container which is 23 x 17 cm.

Installing the reserve

We recommend installing your parachute with the protector inflated.



Insert the bridles into the channel holes, then thread the parachute lines through the channel. Connect the parachute bridle to the harness bridle using a lark's head, and tighten firmly. The knot can be secured with tape to prevent it from loosening. A softlink (min. 2.5kN) can be used if your parachute has a small loop. Connect the reserve handle to the reserve container using a lark's head.



The handle should be installed on the long edge of the parachute. Leave at least 1.2m bridle free. Take the bridle-cover zips to their start positions under the rescue handle, then close them, holding a finger under the zipper to avoid damaging the dyneema lines.



Zig-zag the parachute lines on the bottom of the container then place the reserve on top, with the handle facing out. Use a piece of line through the eyelits to draw the container flaps together. Pull the elastic loops through the eyelets, and insert the plastic wire from the reserve handle. Remember to remove the line afterwards!



Close the Velcro flaps. Ensure the inflatable protector and drink system hoses pass underneath the parachute lines, and the speedbar lines are above.

Compatibility check

Every new combination of reserve parachute and harness should be tested to ensure the reserve can be effectively deployed. Checks should be carried out by hanging in a flight simulator. Deployment of the reserve must be easily achievable from the normal flying position.

If using an inner container other than the one supplied with the harness, it is important to check that the length of the line from the handle to the container does not allow entanglement with the parachute lines.

Deploying the reserve

It is important to periodically check for the position of the reserve handle during normal flight, so that the action for reaching for it will be instinctive in an emergency.

To deploy the reserve:

Pull the handle outwards to extract the parachute from the harness. Look for a clear area and, in a continuous motion, throw the reserve away from you and the glider. Make sure you let go of the handle!

Once the reserve opens, collapse the paraglider to prevent it from interfering with the reserve. If the paraglider's leading edge is facing up, pull on both rear risers or brakes to collapse the paraglider; if the trailing edge is up, first turn it over by pulling on one rear riser or brake, and then pull on both, as above.



Green - Optimal direction.

Orange - OK

Red - avoid!

SETTING UP THE HARNESS

Installing the Protector



Open the zips, and insert the protector, the side without the tube first.

Close the protector compartment zipper and pass the tube through the hole in the right shoulder strap.

Installing the Outer Shell



Place the harness body inside the outer shell, and attach the foot plate with Velcro



Pass the speed bar line through the eyelet (from the inside to the outside).

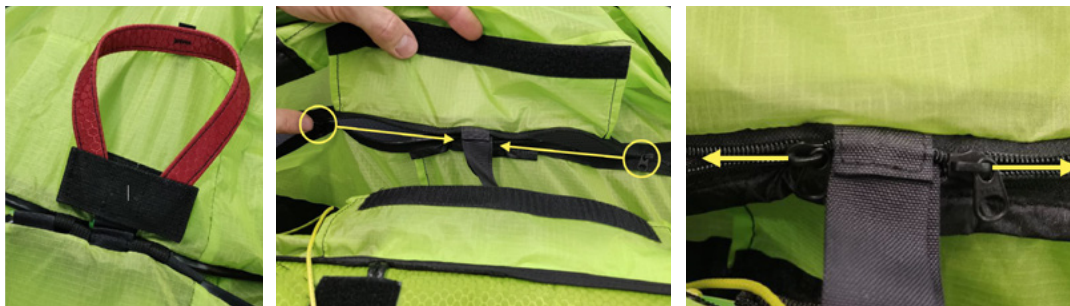
Next thread the karabiner through the hole in the Lycra, starting with the hole closest to the shoulder, and then through the 3 main loops of the harness: 1 – back; 2 – buckle; 3 – hips.



After the harness lines, place the loop that supports the cockpit onto the karabiner, and thread the karabiner back into the Lycra then rotate it to the flight position (gate opening at the top). Loop the speed bar line onto the karabiner for safe keeping. Next, open the parachute's airtight zippers.



Connect the Velcro on the reserve container with that on the outer shell, ensuring the speedbar line is on top. Then push the plastic wire of the reserve handle into the loops – 3 on each side.



Attach the handle to the main Velcro and to the smaller patch of Velcro at the top of the handle. Move the zips towards the handle until they stop. Avoid using too much force, as this could break the zip. Move both zips to the end of the reserve container.



Close the final Velcro, then fully close both zips.

Installing the Speedbar

The TUNA comes with a 3-step speedbar. To install it:



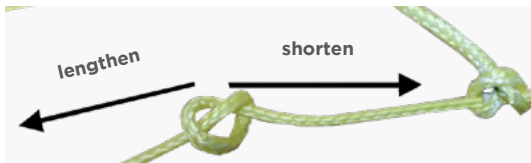
1. Remove the original speedbar line from your glider.
2. Attach the red loop to the top pulley using a larksfoot.
- 3&4. Insert the speedbar line through the upper and then the then lower pulley
5. Make a loop at the end of the line and 6. tighten it around the red knot.
6. Check it is working as expected.

Line Length Adjustments

Spliced lines can be lengthened and shortened as shown:



Use a Kite Knot to adjust the length of the cocoon and speed bar. To change the adjustment length, move the normal knot first and then the running knot.



FLYING WITH THE TUNA

Putting the TUNA on

The TUNA is easy to put on. Simply put your arms through the arm holes. Then ensure the leg-loop lines are running freely and not twisted, and fasten them with the pass-through toggles. Finally fasten the cockpit clip, and that's it!



Setting up the flying position

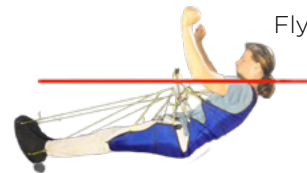
The flying position in the TUNA harness is very laid-back, and can take some getting used to. If you attempt to achieve a more upright position, as in a standard pod harness, your TUNA will bend in the middle and look like a banana!



flying position in standard pod harness

Hang the harness a harness hanger with the protector inflated, reserve installed and items you usually fly with, loaded into their pockets on the harness.

In the correct position, your shoulders should not be higher than the karabiners, and your legs should be completely straight – not bent at the knees.



Flying position in TUNA

The cocoon should look smooth, and be angled in line with the airflow. Too nose-up or too nose-down results in the harness being inefficient and feeling unstable.



Pre-flight checks

It is a good idea to repeat this pre-flight sequence for each flight. Check:

- The reserve handle is fastened in its correct position, and the plastic wires are firmly in place
- Pockets and zips are closed
- Leg and flight-deck attachments are closed
- The paraglider is connected correctly to the harness, and both karabiners are locked closed
- The speedbar is attached correctly to the glider

MAINTENANCE

Care

- To prevent unnecessary wear and deterioration of the harness, it is important to avoid scraping it against the ground, rocks or abrasive surfaces.
- Do not expose the harness unnecessarily to UV radiation (sunlight) outside normal flying activities.
- Wherever possible, protect the harness from humidity and heat.
- Store all your paragliding equipment in a cool, dry place, and never put it away damp or wet.
- The harness can be gently cleaned with a plastic-bristle brush and/or a damp cloth. If it gets exceptionally dirty, wash it with water and a mild soap. Allow the harness to dry naturally in a well-ventilated area away from direct sunlight.
- If your reserve parachute ever gets wet (e.g. in a water landing) you must remove it from the harness, dry it and repack it before putting it back in the container.
- Repairs and replacement of harness components should be performed by the manufacturer or authorised service staff. They have the materials and techniques to ensure correct product functionality and its conformity to product certification.
- Zip fasteners should be kept clean and lubricated with silicone spray.

Recycling

We all have a responsibility to look after the environment and protect the places in which we fly. When the harness comes to the end of its useful life, remove all the metal parts and dispose of the rest in an appropriate recycling facility.

TECHNICAL DATA

Materials

The TUNA is made from the following quality materials:

OUTER SHELL	Porcher Skytex 38
LYCRA SECTION	Wouters Textiles
MAGNETIC ZIP	UK
WEBBING	J. Guerra
BUCKLES	Aluminium
ZIPPER	YKK
LINES	Dyneema 1.3, 2, 2.5, 3, 5mm + Liros Pro
KARABINERS	Edelrid Foras
PROTECTOR	TPU80 film Oxford 320D honeycomb
PROTECTOR VALVE	Kite TPU Valve

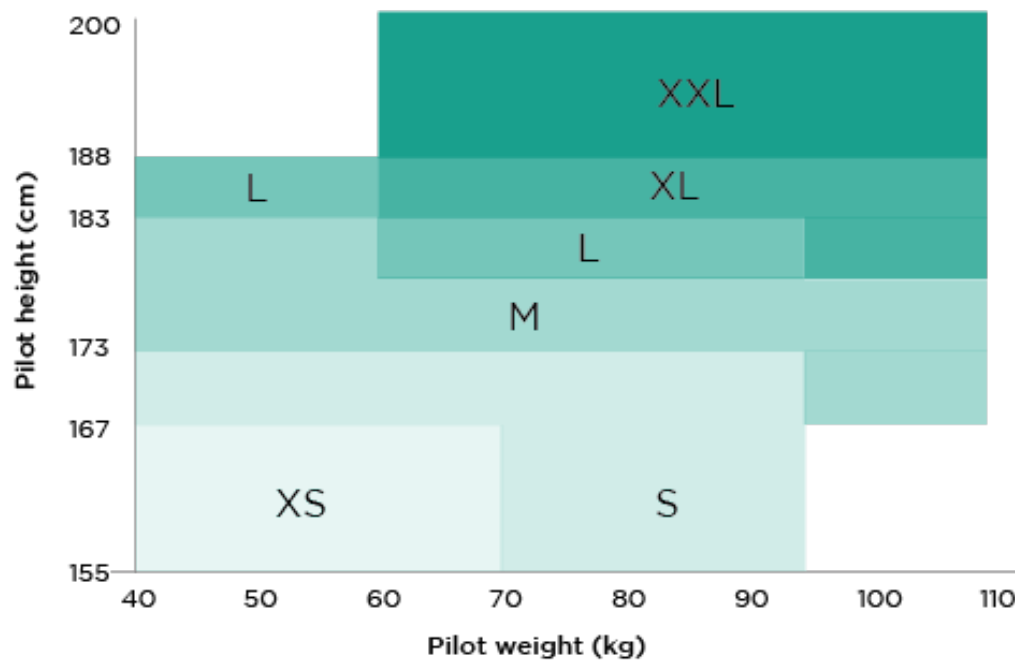
Spare parts can be obtained directly from BGD or through our network of registered BGD repair shops. For a full list see www.flybgd.com

Specifications

	XS	S	M	L	XL	XXL
Pilot's height range (cm)	165-170	170-175	175-180	180-185	185-190	190-195
Height of suspension points (cm)	40	40	42	42	42	44
Harness weight (kg)	2.1	2.15	2.2	2.25	2.3	2.4
Chest strap range (cm)			42 - 48			
Reserve container volume (l)			5.5			
Inflator protection (G)			33			
Back pocket volume (l)			20			
Under-seat pocket volume (l)			5			
Weight of protector (g)			350			
Weight of karabiners (g)			100			
Max. reserve parachute dimensions (cm)			23 x 17 x 15			
Max pilot weight (kg)			120			
Certification			EN			

Sizes S, M and L are held in stock; other sizes can be made to order

Size chart



WARRANTY

BGD GmbH takes the greatest care in design and production of its products and proudly offers two years or 200 hours warranty from the date of purchase against manufacturing defects.

You are required to complete the warranty form on the website within 14 days of purchase. Only a fully completed warranty form will be accepted to validate the warranty.

In order to settle a warranty claim, BGD must be notified in writing immediately after discovery of a defect, and the affected product must be sent to BGD for inspection. BGD will then decide how a possible fault should be rectified, either through repair, replacement of parts or replacement of the product. Solely BGD or an agreed service centre should undertake repair or replacement of damaged parts. If unapproved third parties undertake repair work, there will be no entitlement to compensation under this warranty. The owner is not entitled to replacement equipment during the warranty claim.

Some degradation of materials due to wear and tear is to be considered normal and will be excluded from claims. Damage due to careless or incorrect use of the product including accidents, inadequate maintenance, unsuitable storage, damage by solvents, fuel, chemicals, sand or seawater, overloading, exposure to extreme temperatures, or prolonged sun exposure and colour fading are also excluded.

The warranty exists solely between the original owner of the equipment and BGD. The warranty obligations only apply to private sport and leisure-time activities, not for use for commercial purposes. If you are unsure about any information contained in this manual, please contact your BGD dealer.

We hope you enjoy many years and great flights with your new TUNA harness!

Bruce Goldsmith and team.

BGD GmbH
Am Gewerbepark 11, 9413 St. Gertraud, Austria
Tel: +43 (0) 4352 20477
e-mail: sales@flybgd.com
www.flybgd.com