LEVEL WINGS



FURY MAX X-LIGHT

User Manual

V1.2 2026

CONTENTS

WARNING	3
INTRODUCTION	4-5
PRE-FLIGHT PREPARATION	6
SPECIFICATIONS	7
EQUIPMENT	8-9
INFLATION & FLIGHT TECHNIQUES	10-12
FLIGHT INCIDENTS	13
CLEANING AND MAINTENANCE	14
REPAIRS	15
LINE PLAN AND MEASURING GUIDE	16
MATERIALS	17

Caution: read this manual before your first flight!

WARNING!

Misuse of this equipment can cause serious and permanent injury, or even the death of the pilot. Even when used correctly, this product may not perform as expected. In all circumstances, the user remains solely responsible for its use. Neither the manufacturer nor the dealer endorses or accepts responsibility for the way it is used. It is the pilot's responsibility to use this equipment at their own risk.

This manual provides all the information you need to become familiar with the characteristics of your new wing.

This manual is provided for information only. It is not a substitute for flight instruction. Flight training must be provided by a qualified, approved organisation. Only the authorities governing the sport in each country can determine a pilot's competence.

Each country has its own laws and rules for paragliding. You must know and follow the regulations wherever you fly. Ensure that your training and flying skills match the classification of this equipment.

We reserve the right to change the contents of this manual at any time. Please check our website regularly:

THANK YOU FOR CHOOSING LEVEL WINGS

The FURY MAX X-LIGHT is the ultralight version of the FURY MAX, designed for speedriding and speedflying. It combines low weight, precision and energy return.

DESIGNED FOR SKIING

Its lightweight fabric and short lines reduce inertia. It retains three risers with trimmers and rear-riser steering, with a more responsive feel.

A DEMANDING WING

The wing's wide range of flight paths and dynamic character require gradual familiarisation, suited to the terrain and conditions.



WHO IS THE FURY MAX X-LIGHT FOR?

This ultralight version is intended for expert and professional pilots seeking a lively, precise wing. It requires proven experience and active piloting; it is not intended for initial training. Choose the size according to all-up weight, pilot skill, terrain and conditions. Make this choice with your instructor or LEVEL WINGS dealer.



GETTING STARTED

Start in an authorised, open area on terrain that allows gradual progression. Become familiar with inflation, the controls and the trimmers before increasing the difficulty.

PRE-FLIGHT PREPARATION

BEFORE FIRST USE:

Carry out a complete pre-flight check:
Check that all lines are correctly connected and free of knots.
Check that the riser webbing is neither twisted nor wrapped around itself.
Check the wing's overall condition (attachment points, stitching and fabric). Finish by inflating it to check its overall shape.

BEFORE EACH USE:

Lay the wing in an arc on its upper surface, with the leading edge facing upwards.
Separate the A, B and C risers and the brakes; check that the risers and lines are clear and free of knots.
Check that:
– the trimmers are set symmetrically;
– the harnesses, straps and carabiners are undamaged;
– all connections are correct (risers, reserve parachute, harnesses, etc.).

HARNESS

The FURY MAX X-LIGHT **was developed with the FUSION harness. Other harnesses may have different attachment-point spacing or height.**

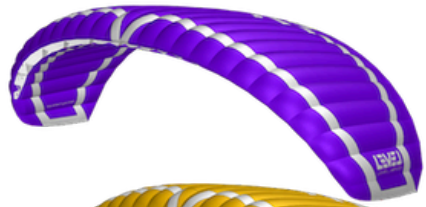
SPECIFICATIONS

Size	6,8	8	9	10,2
Flat area (m^2)	6,8	8	9	10,2
Flat span (m)	4,9	5,3	5,7	6,1
Flat aspect ratio	3,6	3,6	3,6	3,6
Projected AR	2,7	2,7	2,7	2,7
Cells	26	26	26	26
Risers	3	3	3	3
Trim travel (mm)	100	100	100	100
Weight (kg)	1,30	1,40	1,51	1,65
Colours	Sangria	Purple	Gold	Spectra Green

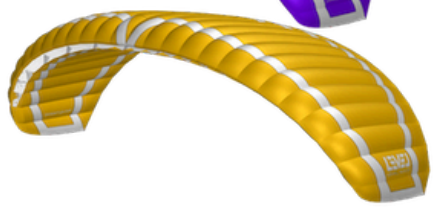
6,8



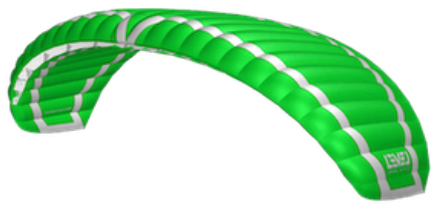
8



9



10,2



Riser

1: A riser

2: B riser

3: C riser

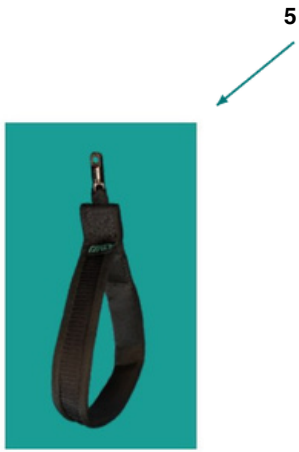
4: Brake pulley

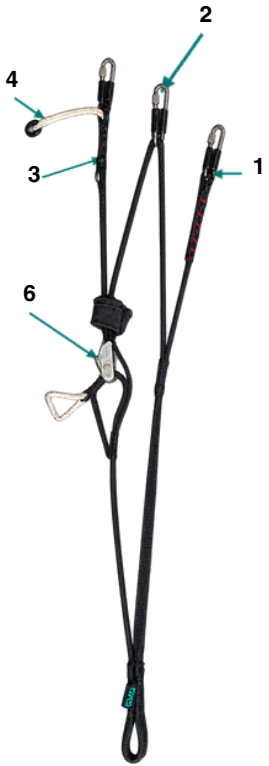
5: Light handle

6: Trim buckle

7: Trim strap

8: Attachment point





Trim open



Trim closed

Connecting the risers

Whenever you connect the risers, check that you are correctly attached and that the risers are not crossed or twisted. Check all connections and the brake-line routing. If in doubt, have the setup checked before setting off.

Trimmers

The published trim travel is +10 cm. Before each run, check the straps, locking buckles and symmetry of the left and right settings. Become familiar with the system on the ground. Correct any difference in settings before setting off.

Ski preparation

Keep the lines away from ski edges, bindings and poles. Carefully remove snow and ice. Check that your gloves allow you to operate the controls freely.

At every inflation, visually inspect the wing above your head before proceeding.

Forward launch

Prepare the wing on clear ground, with the leading edge open. Untangle the lines all the way to their attachment points, separate the risers and free both brake handles. Check the wind direction, your route and the airspace.

Apply tension progressively and symmetrically. Guide the inflation using the technique taught by your instructor.

AT EVERY INFLATION, VISUALLY INSPECT THE WING ABOVE YOUR HEAD. PROCEED ONLY IF IT IS FULLY INFLATED, SYMMETRICAL, WITH NO KNOTS OR SNAGGED LINES. OTHERWISE, ABORT THE LAUNCH.

Reverse launch

Facing the wing during inflation lets you visually check it as it rises. You must be able to turn around without crossing the risers or losing control of the brakes. The method depends on the wind, terrain and your training.

On skis, plan their direction and keep the lines clear of edges and bindings. Do not proceed if the wing overshoots, remains off-centre or your route is no longer clear.

Turns

Plan the turn and adapt it to the space available. Coordinate weight shift and brake input as taught during your training. Avoid combining low speed with heavy inside brake: excessive braking can stall one side of the wing.
On skis, coordinate your skiing line with the wing's path and anticipate changes in slope.

Landing

Identify a clear landing area early and set up a stable approach. Keep enough airspeed for the flare and avoid sudden corrections close to the ground. Learn the timing and amount of flare with an instructor.
On skis, the touchdown area must be visible and suitable for the terrain, snow and speed. Plan your path after touchdown and a clear area in which to stop.

Active piloting

Stay alert to the wing's movements and the pressure in the brakes. Corrections that are too large or too abrupt can make a situation worse. Keep your arms free and avoid pulling a brake unintentionally to regain your balance on skis.

360° turn

Before a 360° turn, check that the airspace is clear and that you have enough height, well away from terrain. Height loss and energy increase during the turn. Entry and exit must be progressive and follow your training.

WARNING: high G-forces can cause disorientation or a blackout. This manoeuvre must not be improvised close to the ground.

Managing the descent

Adapt your route to your skill, the slope and the conditions. Keep a safe margin from obstacles and plan a way to stop before committing. The wing's energy return demands precise anticipation.

Rear-riser steering and manoeuvres

The riser system allows rear-riser steering. This technique requires suitable training and gradual familiarisation.

ACROBATIC MANOEUVRES

The FURY MAX X-LIGHT is not intended for aerobatics. Acrobatic manoeuvres fall outside its intended use in speedriding.

FULL STALL

Never deliberately induce a stall while speedriding. The small wing area and high wing loading can make a stall rapid and violent. Close to terrain, the time and height available for recovery are extremely limited.

AVOID STALLING AT ALL COSTS. Maintain airspeed and use measured brake inputs.

ASYMMETRIC COLLAPSES

First aim to maintain a controlled flight path. Shift your weight towards the open side and apply its brake cautiously. Excessive braking could stall the side that is still flying.

If the collapsed side does not reopen, brief, moderate brake inputs on that side may help. Avoid large movements, over-controlling or any action unsuited to the height available.

FRONTAL COLLAPSES

The wing may reopen spontaneously. Allow it to regain airspeed and return to flight. Avoid excessive or prolonged braking, which could prevent recovery or cause a stall.

Immediate reopening is not guaranteed. Follow the procedures learned during your training if the situation does not resolve itself.

CLEANING AND MAINTENANCE

Cleaning and caring for your wing

It is best not to clean your wing. However, if necessary, we recommend using a damp cloth without soap or detergent. Work on small areas and let the wing dry fully before using or packing it.

Storage and transport

When not in use, store your wing in a dry, temperate place, away from UV light.
Ensure that your wing is completely dry before storing it.
During transport, protect the wing from external damage such as tearing, cuts, crushing and UV exposure (use a suitably robust bag).

Servicing

Your wing requires regular maintenance.
We recommend a complete inspection of your wing by a specialist workshop every 12 months or every 100 hours of flight.
Between these inspections, we recommend checking regularly:
the lines: kinks, damage or cuts.
the wing: holes, tears or premature wear.
the risers: webbing, stitching and attachments.

Follow the FURY MAX X-LIGHT's operating instructions and intended use. Do not use the wing for activities or purposes not specified by LEVEL WINGS.

Repairs

Your wing may suffer damage from external causes.
If this happens, have it checked and repaired by a specialist workshop.
Parts such as risers, brake pulleys and brake handles can be ordered from a dealer for LEVEL WINGS .

Recycling

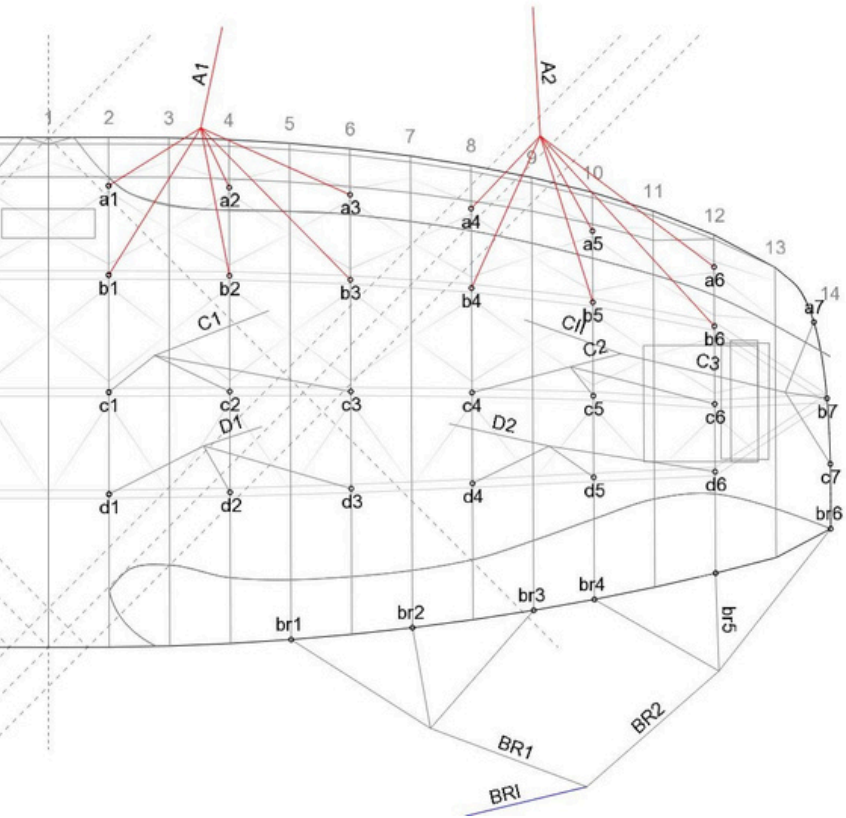
All our materials are selected for their excellent technical and environmental qualities.
Most components of our wings can be recycled; none are harmful to the environment.
If you judge that your wing has reached the end of its life, separate all metal and plastic parts and follow the waste-sorting rules in force in your country.
For the collection and recycling of textile components, please contact organisations that can ensure proper textile recycling.

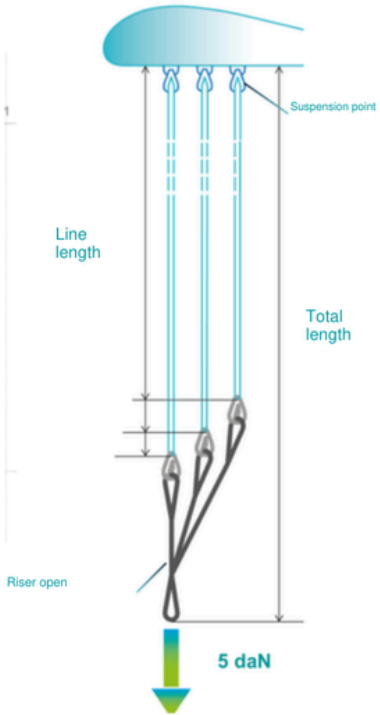
Respect for the environment

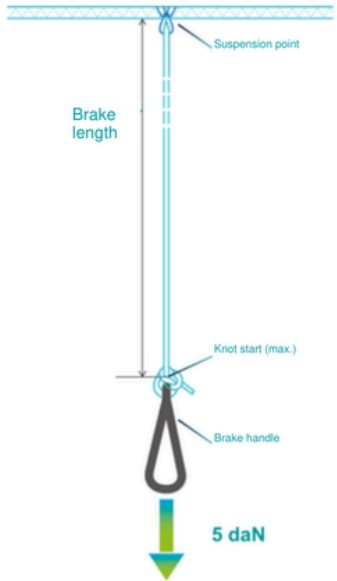
Paragliding is an outdoor activity. You share responsibility for the environment in which you fly.
Remember to:

* respect local wildlife and plants
* never drop litter
* make no more noise than necessary.

LINE PLAN







Measuring tension: 5 daN

Fabrics

LOWER SURFACE	Porcher Skytex 27
UPPER SURFACE	Porcher Skytex 27
LEADING EDGE	Porcher Skytex 32
Ribs and diagonals	Loaded: Porcher Skytex 40HF Unloaded: Porcher Skytex 27

Riser materials

Trim: untreated Poly webbing 70221-20mm	20 mm	Guth & Wolf	
Riser webbing: Technora	13 mm	Black Peought	*Riser*
Brake pulley support: Magic Pro	3 mm	Grey Liros	*Riser*
Quick links: DELTA INOX MR3.5		Gin	*Riser*

Lines: Liros DC500, DC300, DC160, DC100



fly@levelwings.com
LEVEL WINGS LIMITED
Flat A, 16/F, Rome Court, Realty Garden
41 Conduit Road, Mid Level, Hong Kong.

FRENCH IMPORTER
Speedfly.org
Montvenix, 73700 Bourg Saint Maurice, France