

## **D4 ALPINE DOUBLE LEDGE AND FLY SETUP/TAKE DOWN PROCEDURES**

**-NEVER RELY ON THE LEDGE FOR LIFE SUPPORT! YOU MUST ALWAYS BE BACKED UP TO THE ANCHOR- EVEN WITH THE FLY DEPLOYED!**

This portaledge was designed to be parallel to the wall ( long reinforced side flush against). Failure to do so can result in injury or death! Bivy selection is key as with any ledge. Asymmetric hangs (where the suspension cluster is not centered with the ledge and off to one side) are not recommended as they put a high stress on the frame. Please see the tips section and notice and the last page for additional information!

Remember that nothing on this ledge was designed for life support and should ever be relied on for safety. It is a light weight ledge to provide a place to bevy in comfort. always be tied into two points. One is none and two is one. This is a comfy single or a two person ledge- we recommend no more than 380 lbs

### **D4 Alpine Double set up instructions:**

After selecting an appropriate bivy spot, anchor the ledge to a bomber anchor. If your ledge has the newer zipper haulbag and fly, clip the top of the fly to the master point (only do this if your ledge is fixed to the fly with a carabiner, double check it is all attached so as to to loose the ledge!)

- Remove ledge from haulbag and clip to a bomber anchor point. (pay attention to how it was packed). If your ledge has the zipper haulbag, clip the 11/16 webbing loop to the anchor (always haul the ledge by the two 3/4" haulstraps)



- Unroll ledge so it will hang freely from the anchor



- Assemble the long frame sides ( if they haven't already by themselves) make sure the “bullet joiners” are fully seated.



- Slide the fabric away from one end to about the midway point on the frame, and start to seat one of the width tubes



- With the ledge being held open by the width tubes, repeat the above to the other side, this time fully seating the width tube ( a little body english and pulling the frame square should fully seat them).



-Adjust the six (6) bed tension buck-

les



Make sure that all corner suspension points (4) are in the correct location. They should be slid to the corner location of the frames.

- With the frame securely assembled, adjust the suspension so that the ledge appears level BEFORE weighting.
- Take up the slack so each piece of webbing is equally sharing the load
  
- While on the ledge, fine tune the suspension buckles starting with the wall side center strap, airside center strap, both wall side corners and lastly the two airside corners - small adjustments is key. If the ledge appears to be taco'ed unweight the ledge, level, and adjust suspension. Do not attempt to crank on the suspension if the ledge is not level while weighted, this can damage or break the frame.



**D4 Alpine Double takedown instructions:**

-With the ledge unoccupied, undo the six (6) bed tension straps.



-Slide bed fabric away from one end (same as assembly)



- Pull one width tube end apart (putting your foot against the inside corner bend and pulling the width tube works great)



-Repeat above for other side

-The ledge will break into thirds on the long side of frame- disassemble all of the ledge joints and fold into

thirds



- With the frame disassembled, hanging into thirds, complete the last fold by doing a “twistfold”. This is the most difficult step to master- PRACTICE !!PRACTICE!!



- With the ledge neatly folded, roll it up in the suspension words the main anchor point



-Squeeze the ledge and place back into its haulbag.

-Crush it for the day and repeat!

## **SIMPLEFLY SETUP/TAKE DOWN**



We have designed the simple fly to be a bit bigger than the ledge. When your up on a wall and a storm rolls in we wanted it to be easy to get it and over the ledge quickly, the fine tuning comes from the inside once your covered. Here is a rough breakdown on how to do so.

Fly's will keep majority of the Rain/snow/crap at bay- ALWAYS BRING A BIVY SACK (this will help with updraft and condensation build up as well)

The D4 Alpine Double Simplefly has two different clip in options. One is for a quick deployment, but leaves you farther from the anchor. The other option is to use the lower clip in loop just above the fly cone.

### **For a quick deployment method:**

The fly must be prepped before heading up on the wall. To do so, stuff the fly into the stuff sack so that the bottom ledge clip-in point is accessible when the fly is packed.



-Clip top of fly stuff sack to main point on anchor ( top loop of 1" mil spec webbing on top of the stuff sack- this is basically a long rabbit runner that runs through the bag. Make sure this is fully extended before weighting the ledge.

-Clip the bottom of the 1" mil spec webbing to the main connection point of the portaledge suspension.



- To deploy the fly, undo the cinch cord of fly stuff sack , and pull down over the ledge. Make sure that the black ballistic nylon side is against the wall. Also take care not to pinch the fly between the ledge and wall.



**For standard deployment method:**

-Clip the fly into your anchor in the lower clip-in loop above the top of the fly cone.



Unroll fly out of the stuff sack, letting it hang.

-Reach inside the fly and find the internal 1" webbing clip-in loop, secure to the main point on the portaledge suspension. make sure the ledge suspension is taking the load and not the fly.



Fine Tuning:

Now with the Ledge secured in the fly, make sure the corners are level with the airside and wall side corner reinforcement patches. Same set up as with out the fly

-Reach underneath the ledge and secure the two bottom straps across the bed.

-Cinch drawstring from the two access points.

-Secure the aluminum fly pole into one of the corner pockets, around the ledge suspension, and into the opposite corner pocket. Use the toggle located mid way up the fly to secure in high winds

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Reverse above for takedown.

A few tips...

You may need to extend the ledges position in the fly by adding a quick draw or runner to adjust where the ledge is positioned inside the fly. We designed it this way to accommodate the coverage of the fly on less than ventricle terrain

-Make sure the suspension is not fully extended. The ledge frame should ideally be at the top of the ballistic wall side of the fly. Corners should be on the Ballistic reinforcement nylon, not the fly body

Lower the ledge by adjusting the suspension (slowly!) cam buckles so that it sits in the reinforced corners of the fly. Do this while on the ledge. Make it nice and level.

Reach through the corners and clip the bottom cinch straps and tighten. This will take up a bunch of the slack in the fly. Also tighten the draw string at this point.

The fly was designed to be set up against a wall. If you hanging it from a tree or fully suspended in space- it will never look/fit right as they are cut to ideally be at a right angle.

Seam Sealing - Our Fly's use a single main seam design for the fly body. This limits the amount of seams needed to complete the fly. Every time the needle punches the fabric- its a potential place for a leak. This can occur even on seam taped fabrics over time.

We recommend using Seam Grip ® to seal the main body seam at the bare minimum. Make sure to apply in a well ventilated area, and follow the directions on the tube for application.

-\* fly pole may be secured into center seam toggle to secure during high winds-\*

### **ZIPPER FLY INSTRUCTIONS**

If you have the newer zipper fly and haulbag, here are the steps.



With the ledge bag secured to the wall, and the portaledge or fly point secured to a bomber anchor, the fly can be left inside its pouch, or quickly deployed with out needing to remove the ledge from the anchor. Simply remove the fly from the pouch, push the ledge carefully away

from the wall, and wrap the fly around the ledge, securing with the zipper. Below is a photo sequence on deployment.



- Make sure the ledge is taking the weight and not the fly, this will cause the fly to tear off the main point
- The fly should be snug around the perimeter of the ledge, the fly pole will help add some headroom and take up some slack.

### Hauling:

Always haul your ledge in the bag it was provided with. The fly Should be kept inside your main wall Haulbag.

We suggest clipping (or backing up) the main ledge suspension into the haul line. This prevents the ledge from being lost incase the bag fails or is snagged....weird stuff happens up there, protect you investment.

### **Maintenance :**

Always check your ledge and fly prior to heading out on a mission. Make sure there are no rips in the bed, torn seams, bent or dented poles. Inspect bungee for wear.

Check tube ends for burring or damage, make sure frame internals are clear of debris. Failure to do so could cause the internal bungee to fail, rendering the ledge unsafe.

Use a dry film lube on all of the connection points, avoid using a wet oil as it will stain your bed and soak into the bungee cord ( We use "Hornady ONE-SHOT dry film lube and cleaner)

Check all suspension webbing and cam buckles for wear. Please contact us if you are in need of replacement or have any concerns.

If possible, store the rainfly unpacked in a cool dry location. It is better to roll the fly into the stuff sack than to leave stuffed in its bag.

Any issue or questions regarding repairs/ or maintenance, drop us an email or give a call. General wear and tear is to be expected, this comes with use in abrasive environments.

If you are in need of repairs, please contact us BEFORE attempting to fix or have fixed. Failure to do so will void all warranties.

If your ledge was equipped with quicklinks, make sure they are secure and tight.

Check 3/8 bungee cord for wear and tear. Tension can be adjusted at the knots located in one of the two width tubes.

Check suspension to frame connection for wear. The 3/4" webbing is replaceable and is attached with a prussic knot.

Additional tips and info.

Ideal setup, suspension centered, load evenly distributed



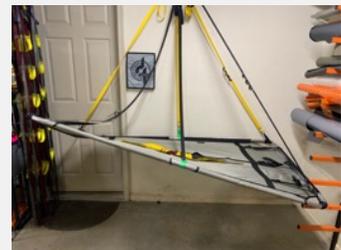
Bad set up - Suspension is off to one side



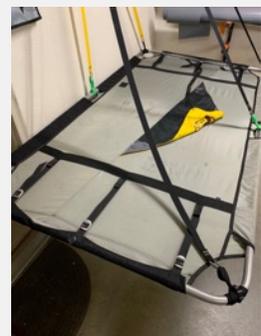
Bad set up- Suspension is too short



Bad set up if loaded - ledge is taco'ed, need to be leveled first and suspension adjusted. If weighted and adjusted in this configuration, frame failure or damage may occur. This puts all the stress on two corners and should be avoided at all costs.



Make sure that all the suspension is equally adjusted after leveling- note the slack in the black strap although the ledge is level, this needs to be taken up or the ledge will want to taco.



Make sure that the suspension is slide into the corner bend- inspect for wear (protective sleeve removed for clarity)



## UPGRADE NOTICE:

### D4 Alpine Double Upgrade Notice

#### IMPORTANT INFORMATION FOR ALL OWNERS OF THE D4 ALPINE DOUBLE.

We are offering a free corner tube upgrade (four 90 degree corner tubes with D4 bullet joiners on each end) for the D4 Alpine Double made by Runout Customs.

There have been two cases of the corner tubes failing in cases of extreme loading. Though the D4 Alpine Double has been used for 100's of nights without any issue, in certain cases when the suspension is not ideally adjusted (usually too short), and the ledge gets into a "taco" configuration, the rigid frame of the current version of the D4 Alpine Double can become overloaded. A "taco" configuration is when two diagonally opposite corners are high, and the other two are low.

Of major importance is not to try to flatten the ledge when loaded if the ledge gets "taco-ed"; in cases of extreme taco, it is necessary to exit the ledge, and flatten it while unloaded and making appropriate adjustments to the suspension. The D4 ledge design has minimal friction quick assembling bullet joints. which can more easily rotate making the design more prone to taco-ing, and requires more vigilant micro adjustments which all climbing portaledges generally need as weight shifts over time with use.

We will upgrade free of charge all existing ledges with beefier corner tubes to minimise the possibility of overloading. We are currently testing two designs, a reinforced version of the existing tube, and a new thicker (0.083") corner tube. Both options will add about 7.5 ounces to the weight of the ledge, and even though the current version is safe to use if set up as recommended, the beefier corner tubes will allow for situations where circumstances involve a less than ideal ledge setup.

There are two options for the upgrade:

1. Send us your current address and we will send four new corner tubes, and replacement instructions. Replacement is easy to do--just untie the shock cord, replace the tubes, re-feed the shock cord (using two clamps makes this easy), and tie the shock cord with a double fisherman's knot.
2. Return the ledge to Runout Customs, and we will replace the tubes and return to you. We will pay for return shipping.

Return Address:

USPS-  
Runout Customs  
PO BOX 267  
Fruita, CO 81521

UPS/FED EX  
Luke Malatesta--Runout Customs  
1125 Wolf Creek Ct  
Fruita, Colorado 81521  
USA ph. +1(970-640-1235)

#### IMPORTANT RECOMMENDATIONS:

1. Make sure the ledge suspension is adjusted flat and as long as possible with best fit for the fly.
2. Do not intentionally set up in the "asymmetrical hang" configuration, with one side suspension straps adjusted short, and the other side long. This configuration is seldom necessary and creates an extreme loading on the portaledge frame, and is not recommended with any lightweight ledge design.
3. Hang it low: install a sling between the anchor and the ledge--this allows the ledge to "float" better and also creates more room inside the ledge when using the fly.
4. Do not force adjustment when loaded if the ledge is extremely "taco-ed". One person should be easily able to adjust the ledge (as pulling on the adjustment straps lessens their load), so when using the ledge with two people, one person will need to exit the ledge when making larger adjustments to the suspension.
5. Make sure the four corner suspension attachment straps are centered on the middle of the curved corners.
6. Inspect the ledge carefully prior to each use--the integrity of the shock cord, and wear on the frame, bed, suspension, or fly. If noticeably worn or damaged, please return to Runout Customs for repair.

Again, we would like to re-iterate that the current D4 Alpine Double has been used for 100's of nights without incident, but we want to ensure the quality of our product is bomber even in cases of extreme loading. If you have any questions

about properly setting up the portaledge, please do not use your Alpine Double until your corner tubes have been replaced with the beefier tubes. And of course, please remember that a portaledge is not a primary safety device like a harness, it is the user's responsibility to be safely tied in independently to the main anchor and has all backup equipment as is prudent when venturing in the wilds of big stone vertical.

Please respond to this email with your choice of replacement, and any other questions you might have.

Sincerely yours,  
Luke Malatesta, Runout Customs manufacturer.  
John Middendorf, D4 BigWallGear designer.