Fresh Breeze is the Ferrari and the Mercedes of the paramotoring world. Parts are produced in Italy. The parts are then sent to Germany where they are subject to further improvements and quality controlled assembly.

What happens in Germany? Fine tuning and more!

The crankshaft is finely balanced in Germany. This is a special fixture Fresh Breeze created and is not available in any other motoring unit. The crankshaft bearings are replaced with German super duty roller bearings with a much longer life than the stock bearings. This is a special adjustment Fresh Breeze does and is not available in any other motoring unit. The crankcase is reinforced with a stainless steel plate, because the stock crankcase can crack. This is a special adjustment Fresh Breeze does and is not available in any other motoring unit. The Fresh Breeze High Energy Ignition is installed. This is not available on any other unit. The Fresh Breeze pullstart is installed. Fresh Breeze motors are also available with an electric starter and a pullstart. Most other units have only an electric start. With no pullstart, if the battery is dead you can't fly, and it does happen.

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The famous BING Floatbowl Carburetor is fitted for instant starting. Many other units have the less expensive Walbro carburetor that needs constant adjustment.

The Fresh Breeze tuned pipe is installed. This pipe is designed on the Fresh Breeze engine dyno to smooth out and lower the powerband of the engine. A little power is sacrificed, but the rpms are reduced to 6,000, for very quiet power and long life. All other motor units use the stock Simonini pipe that tends to crack after a while and the rpms are over 7,000! 7,000 rpm tend to be very noisy.

Fresh Breeze, USA has all parts in stock, a very generous warranty as well as top technical support. Fresh Breeze has been developing motors for 15 years and has an established factory and a very experienced, long-term US importer. With a tradition of excellence and the experience to back it up, Fresh Breeze is a company you can count on.

Fresh Breeze comes with a superb composite propeller. Two prop/cage sizes are available – 110 cm and 122 cm in diameter. Wood propellers are less expensive and make more noise.

Fresh Breeze uses a large, high mounted gas tank for reliable fuel delivery and long duration flights. Many units claim that having the fuel below the motor is of great benefit in case of fire. This becomes irrelevant when you consider the safety record of Fresh Breeze.

Fresh Breeze has a separate harness that allows for great weight shift and the harness can easily be used for ground handling. Most harnesses are attached to the motor, and are not removable.

All Fresh Breeze units are destructively tested and certified by DULV. They will not fall apart in high-G operations. No other unit offered in the US is DULV certified.

Fresh Breeze units feature a soft J-bar suspension system. There is also a comfort bar suspension available for a lower hook in feel. This feature is paramount! It is a quick release that allows an emergency motor jettison feature (in compliance with german ultralight safety requirements) for even more enhanced security in flight. If there ever was a time where your motor caught on fire, you can simply pull two pins, then slide the motor pack off your back and let it go. The chances are slim that this would ever happen, but Fresh Breeze is the only motor on the market that offers this degree of safety. It’s like having a reserve parachute (which is a good idea as well!)

This feature also gives you an excellent feel for your paraglider and the ability to weight shift your glider like no other unit out there. On climb-out, you can simply cross your legs away from the turn induced by engine/propeller torque, and you are flying straight! Especially valuable when motoring to the thermals, where you will really appreciate this unique system.

In short, you get what you pay for. And while you may never drive a Ferrari or a Mercedes, you can afford the superior quality and performance of Fresh Breeze.