BY PERFORMANCE VARIABLE

RUSH

Performance Variable e.K.
Am Tower 16
D-54634 Bitburg
Ph/: +49 6561-948725
info@myskyshop.de
www.myskyshop.de

Table of Contents

RUSH Reserve Description

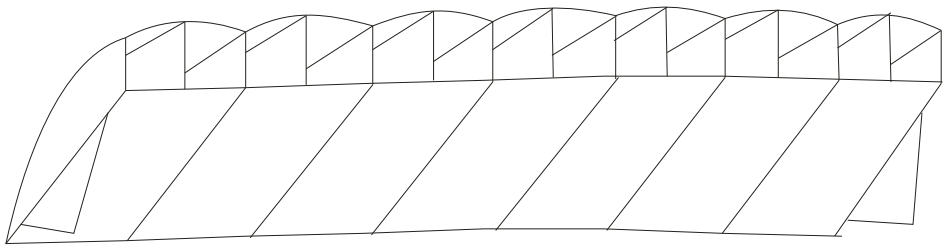
Type	Reserve Canopy – Rectangular
Number of Cells	7
Production Technique	I-Beam Chord Wise
Manufacturer (LBA.G.0139 / JAR-21 G)	Performance Variable, Germany
Suspension Line Links	Stainless-steel Mini Link or Soft Links
Canopy Material	Nylon 0-3cfm Fabric (F-111)
Suspension Lines	Spectra/Micro & Dacron Lines
LBA as NAA	JTSO – C23d LBA.O.040.014/08 JTSO

Deployment System

This parachute has been tested using a free bag deployment system. No other deployment method has been tested, nor is any other method authorized by the manufacturer.

Technical Specifications

7-cell rectangular parachute of F111 fabric in I-beam/chord-wise construction.



Model	Size	weight:	Student	Beginner	Intermediate	Expert	Exit weight
	sqft.	kg	weight max: kg / lbs.	weight max: kg / lbs.	weight max: kg / lbs.	weight max: kg / lbs.	max. (kg / lbs)
Rush 90	90	2,5 kg	Not recommended	Not recommended	50 / 110	65 / 143	95 / 290
Rush 110	110	2,5 kg	Not recommended	Not recommended	60 / 132	70 / 154	95 / 209
Rush 130	130	3,0 kg	Not recommended	Not recommended	70 / 154	78 / 172	105 / 231
Rush 150	150	3,0 kg	Not recommended	65 / 143	75 / 165	90 / 198	110 / 243
Rush 170	170	4,0 kg	70 / 154	80 / 176	90 / 198	105 / 231	110 / 243
Rush 190	190	4,0 kg	85 / 187	90 / 198	98 /216	115 / 254	115 / 254
Rush 210	210	4,5 kg	95 / 209	100 / 220	105 / 231	115 / 254	115 / 254
Rush 230	230	5,0 kg	105 / 231	105 / 231	115 / 254	115 / 254	115 / 254
Rush 250	250	5,0 kg	125 / 276	125 / 276	125 / 276	125 / 276	125 / 276
Rush 270	270	6,5 kg	135 / 298	135 / 298	135 / 298	135 / 298	135 / 298
Rush 300	300	6,5 kg	150 / 331	150 / 331	150 / 331	150 / 331	150 / 331

Compatibility Chart

		Canopy Size (Rush):										
		90	110	130	150	170	190	210	230	250	270	300
Container Size (Omega):	XXS	X	X									
	XS	X	X									
	SS			X	X							
	S			X	X							
	M					X	X	X				
	L						X	X				
	XL							X	X			
	XXL									X	X	X

BUNDESREPUBLIK DEUTSCHLAND

LUFTFAHRT-BUNDESAMT

Mitglied der
a member of the

JOINT AVIATION AUTHORITIES

GENEHMIGUNGSURKUNDE

APPROVAL CERTIFICATE

Genehmigungsnummer: LBA.G.0139

Unter Berücksichtigung der zur Zeit gültigen Rechtsvorschriften und abhängig von der Einhaltung der nachfolgend aufgeführten Bedingungen genehmigt das Luftfahrt-Bundesamt den Betrieb
Pursuant to the National Regulations for the time being in force and subject to the conditions specified below, the Luftfahrt-Bundesamt hereby certifies

Performance Variable e. K.
Flugplatz Saarlouis Düren
66798 Wallerfangen

als Herstellungsbetrieb gemäß JAR-21 Abschnitt G.
as a Production Organisation according to JAR-21 Subpart G.

Bedingungen:
Conditions:

1. **Diese Genehmigung ist beschränkt auf den beistehend festgelegten Genehmigungsumfang, und**
   This approval is limited to that specified in the enclosed Terms of Approval, and
2. **Diese Genehmigung erfordert die Einhaltung der in dem genehmigten Herstellungsbetriebshandbuch festgelegten Verfahren, und**
   This approval requires compliance with the procedures specified in the Production Organisation Exposition, and
3. **Diese Genehmigung ist gültig, solange der genehmigte Herstellungsbetrieb die Vorschriften der JAR-21 Abschnitt G erfüllt.**
   This approval is valid whilst the approved production organisation remains in compliance with JAR-21 Subpart G.
4. **Abhängig von der Erfüllung der vorstehenden Bedingungen bleibt diese Genehmigung bis zu dem im Genehmigungsumfang festgelegten Ablaufdatum gültig, es sei denn, sie wird vorzeitig zurückgegeben, einstweilig außer Kraft gesetzt oder widerrufen bzw. zurückgenommen.**
   Subject to compliance with the foregoing conditions, this approval shall remain valid until the termination date specified in the Terms of Approval unless the approval has previously been surrendered suspended or revoked.

Braunschweig, den 15.03.2001
Place, Date

Im Auftrag
pp

Samek
Unterschrift **(Samek)**
Signature

JAA FORM 55A 01/98

Statement of Compliance

The policies contained herein comply with the JAR Aviation Part 21.

Disclaimer - No Warranty

Because of the unavoidable danger associated with the use of this parachute, the manufacturer makes no warranty, either express or implied. It is sold with all faults and without any warranty of fitness for any purpose.

The manufacturer also disclaims any liability in tort for damages, direct or consequential, including personal injuries resulting from a defect in design, material, workmanship or manufacturing whether caused by negligence on the part of the manufacturer or otherwise.

By using this parachute assembly, or allowing it to be used by others, the user waives any liability of the manufacturer for personal injuries or other damages arising from such use.

If the buyer declines to waive liability on the part of the manufacturer, buyer may obtain a full refund of the purchase price by returning the parachute before it is used to the manufacturer within 15 days from the date of the original purchase with a letter stating why it was returned.

WARNING!

Each time you use this parachute you risk serious bodily injury or death. You can substantially reduce this risk by: **(1)** assuring every component of the parachute system has been assembled and packed in strict compliance with the manufacturer's instructions, **(2)** by obtaining proper instruction in the use of the rest of your equipment, and **(3)** by operating each component of the system in strict compliance with the owner's manual and safe parachuting practices.

However, parachute systems sometimes fail to operate properly—even when properly assembled, packed and operated—so you risk serious injury and death each time you use the system.

About this Manual

It is beyond the scope of this manual to teach you how to deploy, fly, land or maintain this parachute. The U.S. Parachute Association publishes recommended procedures on learning to jump and using skydiving equipment. We urge you to learn and follow these procedures. We also recommend you obtain instruction from a competent USPA-rated instructor before using this parachute for the first time

Other countries have similar organizations. If you are not in the USA, get instructions from a competent instructor who is rated by your country's organization.

Jumping this parachute without first receiving thorough and personal instruction increases the risk of serious injury or death.

Sport parachuting technology and procedures continue to develop rapidly. Although reasonable care has been made in the preparation of this manual, PV cautions that it may contain information that may be incorrect or behind current, *state-of-the-art* parachute use.

For these reasons, we urge you to work closely with qualified experts (riggers and instructors) to help you inspect, assemble, pack, use and maintain this parachute. We also welcome your comments, positive and negative, about our products.

Since parachutes are manufactured and inspected by people, there is always a

Read Before Assembly or Use

possibility this parachute contains defects as a result of human error. Therefore, the entire parachute system—main and reserve canopies, harness, container, and other components—must be thoroughly inspected before its first use and before each subsequent use.

Parachutes get weaker through time for a number of reasons. They receive wear during packing, deployment and landing. Exposure to many agents, including sunlight, heat and household chemicals, significantly weakens parachutes. The damage may or may not be obvious.

To help minimize the risk of parachute failure and possible serious injury or death, the entire parachute system should be thoroughly inspected at least every 120 days or 50 jumps, whichever comes first. It should be immediately inspected if at any time it is exposed to a degrading element or unusually hard opening or any time damage may be suspected.

Remember that some chemicals will continue to degrade the parachute long after initial exposure. Regular and thorough inspections are necessary to insure the structural integrity, reliability and flight characteristics of the system are maintained.

Always know the entire life history of every part of your parachute system. That way you will know no part has been exposed to an element that may seriously weaken or damage it.

Picking the Right Canopy

It is important for your safety and enjoyment that you match your canopy with your ability and weight. PV canopies are built in several models that span a wide range of canopy surface area. Any canopy's descent rate and forward speed increases as the weight it is carrying—the so-called exit weight— increases. The canopy also becomes more responsive as forward speed increases. It also reacts more radically when it is stalled or turned.

Because of these aerodynamic facts, it is unsafe to put too much weight under any particular canopy. Safe and comfortable landings will be difficult to obtain, even for experienced jumpers under ideal conditions. Less experienced jumpers will have even a harder time and be at greater risk.

Determining the wing loading of the parachute you intend to jump or buy is a good guide to match your weight to a particular canopy.

Wing loading is easily calculated by dividing the total exit weight in pounds by the surface area of the canopy in square feet. Total exit weight is the weight of the jumper plus all his clothing and gear, including the main parachute itself.

The surface area of PV canopies is printed on the data panel, on the center cell rib or on the center cell top surface near the tail. (Be sure to actually check the data panel—canopies of different sizes may look the same.)

A typical ready-to-jump sport piggyback (rig and both canopies) weighs 20 to 30 lbs. Add this, plus the weight of your jumpsuit, clothing and accessories to your body weight to get the total suspended weight.

For example, a jumper who weighs 165 lbs. wearing his jumpsuit and who jumps a packed rig that weighs 25 lbs. would have an exit weight of 190 lbs.

Flight Characteristics

Even if you are familiar with ram-air parachutes, including PV canopies, your new reserve parachute may handle differently.

In the event of a deployment of your ram-air reserve, check your altitude. If there is sufficient altitude, prepare your canopy for flight as follows:

- First release the brakes by putting your hands through the toggles and pulling down on both toggles simultaneously and vigorously.
- If necessary at this point, the slider may be pumped down by pulling both toggles down to your waist and holding them there for a few seconds and then raising them back up. If any cells are closed, this action should open them. You may have to repeat this two or three times.
- Again, perform the above procedures only if there is sufficient altitude. It is better to make a smooth flared landing with collapsed end cells than to land while pumping the toggles to clear them.
- Next look for the best landing area you sure you can reach. Keep in mind that your reserve may not glide as far as your main parachute. Your opening altitude is probably lower than normal under your reserve. The sooner you select the landing area the more places you will have to chose from. Immediately turn toward your intended landing area.
- If there is enough extra altitude after reaching the landing area, try some practice flares in the air. Note the control range and how the canopy stalls. It is much better to flare too little than too much. If you flare too much, you may stall the canopy and hit the ground unusually hard.
- Set up your final approach to landing higher than normal. Avoid turns close to the ground. Remember—this canopy probably flies very differently than the one you are used to. It may lose a lot more altitude in a turn than you expect.
- Always fly a conservative approach for a first-time landing on any canopy. Try to land into the wind. However, it is more important not to be turning on landing.
- If you do not have enough time under the canopy to get familiar with how it flares, do not try to flare it. Instead land at half brakes and do a good PLF (parachute landing fall).

Inspection Instructions

Your PV reserve must be inspected thoroughly before it is assembled and at every repack. This inspection should be performed with even more care and attention when first assembled and after a deployment.

An FAA-certified rigger must inspect your new PV reserve and determine its compatibility with your rig.

Here is the PV recommended procedure for inspecting your reserve canopy. Consult the owner's manual and the Maintenance and Inspection Manual for your rig and other components for instructions on inspecting them.
The permeability of the fabric is very important. As the permeability increases, the canopy will open more slowly and flight performance will deteriorate. The rate of descent will increase and the forward speed will decrease. The ability of the canopy to flare to a soft landing will decrease.

Permeability Check

To insure the canopy remains in compliance with TSO requirements and to insure the canopy is safe to use, PV has established an average permeability limit of 6cfm for the top and bottom fabric.

Fabric permeability does not change while the canopy is packed. It changes as a result of use and handling. That's why it's important to maintain a complete history of the parachute.

Fabric permeability must be tested if any of the following events occur:

- The canopy is completely submerged in water.
- 25 jumps have been made on the canopy since it was new or last certified.
- The canopy has been repacked 40 times since it was new.
- Flight performance appears to be substandard.
- There are other reasons to believe the fabric porosity may exceed specifications.

The Performance Variable factory is equipped to perform permeability testing. It is recommended that any canopy needing such testing be returned to the factory.

Visual Inspection

It's best to inspect your reserve in a careful, systematic way. We recommend starting at the top of the canopy and working down to the risers. We recommend this procedure:

1) Top Surface: Spread the canopy out on its bottom surface and inspect the top surface starting at the front of the left end cell. Check half of the cell from nose to tail. Then check the other half going from tail to nose. Repeat this pattern until all the cells top surfaces are inspected. Look for rips, stains or failed seams.

Check the fabric strength by using two each fabric clamps (Aerostar P/N 51406M or equal) and a spring scale with a 50-pound capacity, such as the Hanson-Viking No. 895. You may obtain these clamps and scale from Performance Variable, directly from the manufacturer or by other means.

A total of three fabric strength tests should be performed on each canopy: one on each end cell top surface and one on the center top surface near the trailing edge. This test should never be done where any part of the fabric involved in the test is within three inches of any seam or the data panel. The test should be done chord-wise. Additional test should be performed on any stained or discolored areas. Attach the locking fabric clamps to the rip-stop fabric. The distance between the clamps should be three inches, and the clamps should be aligned so that the rip-stop pattern is parallel to the edge of the jaw. Lock the clamps securely to avoid slippage. Pass a short length of suspension line through the eye of one clamp and secure to the packing table or other object which will allow a 30-pound load without movement. Pass the hook from the spring scale through the other eye and apply a 30-pound load for 3 seconds.

The Hanson-Viking No. 895 spring scale has a sharp hook on one end. The point should be removed with a file or grinder to avoid injury or canopy damage. The spring scale should be checked before first use with a 30-pound inert load and calibrated if necessary.

Check the accuracy of the spring scale at least once a year. Leave the locking clamps in the open position as the rubber pads will stick together if they are stored closed.

2) Bottom Surface: Turn the canopy over and spread it out to inspect the bottom surface. Again use the procedure of inspecting half of the cells at a time, as on the top surface. Check for rips, stains and failed seams. Look very closely at the line attachments. Even slight damage is cause for rejection in these areas. Line attachments must completely free of any damage or defects.

3) Inspect each rib from leading edge to the trailing edge by looking inside each cell. Pay extra attention to the line attachment points.

4) Lay the canopy on one side, stacking each loaded rib on top of the others. Check that all lines in each line group are the same length and that the trim differential between each line group is correct for this reserve. Check the condition of the stabilizers and slider stops on the stabilizer.

5) Suspension lines: Check the full length of each line for damage and wear. Look for fraying at all cascades and where each line attaches to the connector link. Check that all lines are sewn and that the stitching is good. Check the continuity and routing of each line.

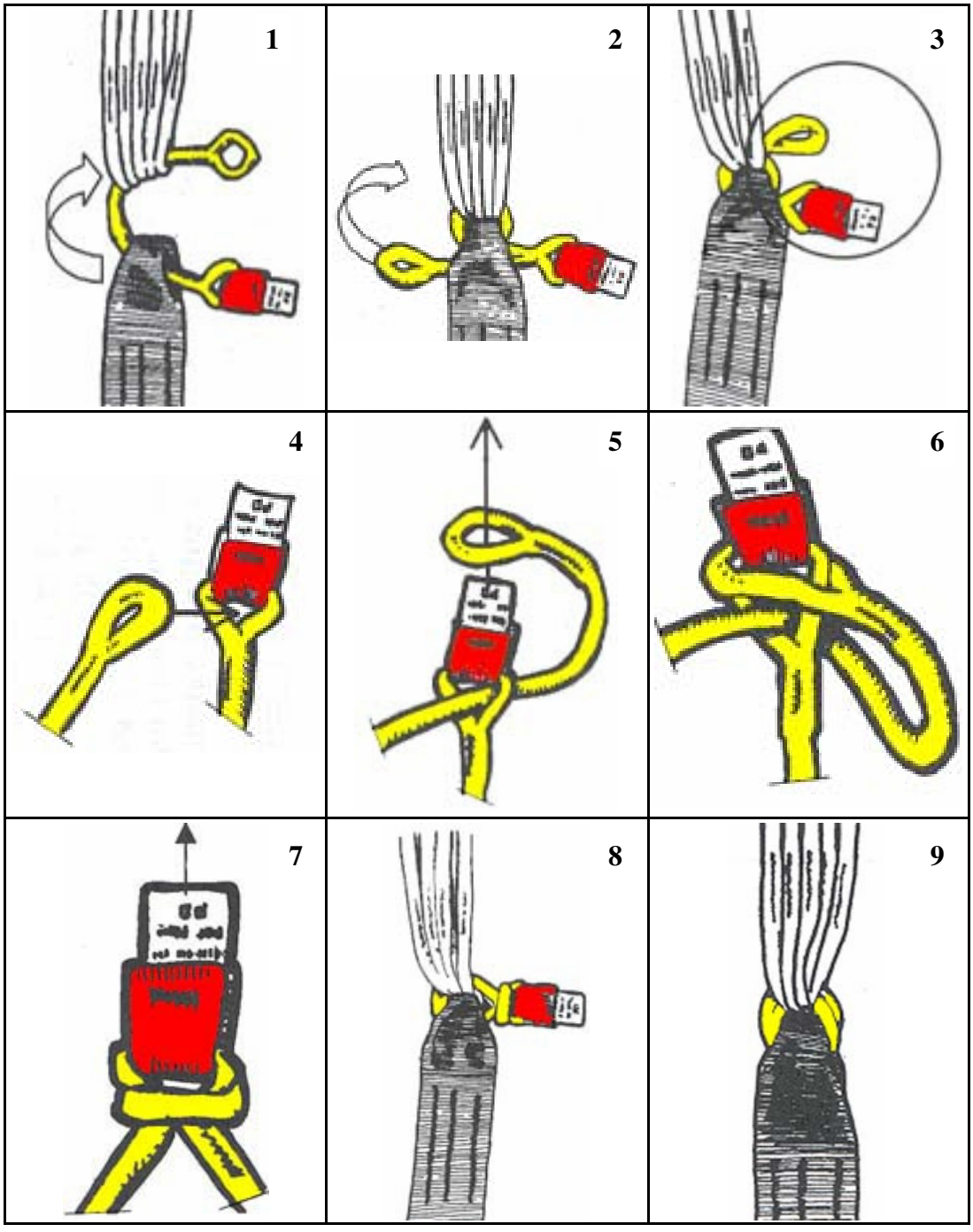
6) Slider: Be sure the fabric isn't torn and that the grommets are undamaged, have no sharp edges and are securely attached to the slider. Be sure every suspension line and both steering lines pass through the proper grommet on the slider.

7) Risers: Be sure the barrels of the connector links have not moved and the slider stops are properly positioned. No substitutes are authorized for PV slider stops.

8) The toggles must be installed correctly and match the guide ring and Velcro on the risers. PV canopies come with brake settings and toggle tie-on marks set for PIA standard riser/brake dimensions. This standard calls for 4 inches (10.2 cm) from the top of the riser to the top of the brake-setting ring. If the risers are more than 1 inch or (2.5 cm) different from this standard the canopy must be modified. This modification may only be done by a master rigger and must be reported to Performance Variable. In addition, any changes must be marked on the canopy's data panel.

9) The rest of the assembly: Follow the instructions in the rig manufacturer's owner's manual to inspect the rest of your parachute system.

Installation of Performance Designs Soft Links ©



Assembly Instructions

Your new Performance Variable reserve canopy must be assembled and packed into your parachute system by an FAA-certified rigger. Before you begin, be sure the risers, toggles, free bag, pilot chute, harness, container and other items are compatible with your Performance Variable reserve canopy and each other.

Attaching to Risers

When assembling a Performance Variable canopy onto risers with Soft links or reserve mini-links, it is important that the following directions be followed precisely.

The connector links / Soft links supplied by Performance Variable for use with their reserve canopies are of the highest quality and carefully inspected and tested. It is important that no substitute links be used. Other links may look similar, or even identical, to those supplied by Performance Variable, but any substitute could be considerably weaker than the real thing.

There are two different size links available from Performance Variable for use on reserves. They are number 4 and number 5 stainless links. Number 4 links are used for minimum pack volume and weight. In cases where the riser volume is too large to fit properly on a number 4 link, number 5 links should be used. Be sure to use the correct link bumpers. The number 4-link bumpers will not work on number 5 links. All links on a canopy should be the same size. Do not mix sizes on a canopy, and only use links obtained from Performance Variable.

When properly installed, reserve mini-links start to bend at 2500 lbs. and fail at about 3400 lbs., making them much stronger than most sport risers. If improperly installed, however, mini-links will fail at as little as 250 lbs.

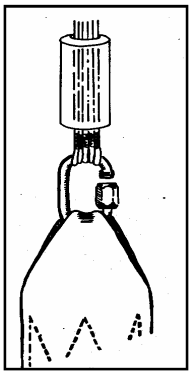
If these directions are followed correctly, and only parts supplied by Performance Variable are used, these mini-links will provide excellent service.

1) Remove all grease and dirt from links, using a solvent that will leave no residue. Trichloreothlane or any electrical contact cleaner is recommended.

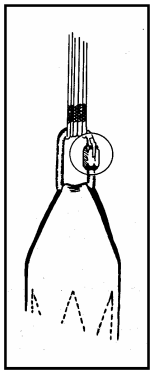
2) Inspect the link carefully. Check for nicks, burrs or any sign of bending or stress. Check to be sure the barrel will screw down at least 2¾ turns from first engagement with no resistance.

3) Neatly fold risers to the width of the inside of the link.
Slide link onto riser. Leave barrel open.

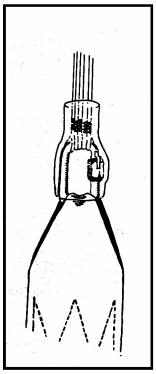
4) Slide slider stops over line groups and install lines on links as shown. Tighten barrel only lightly finger tight—don't snug down the barrels yet. (Or use Soft links see page 15)



Plastic slider stops



Small match mark



Tack slider stops

Webbing Stops

5) Perform a thorough line check at this point, making absolutely sure that the canopy is straight. After the links are tightened with locking compound (LOCtite, Permanex or Truelock), it will be very difficult to correct any errors.

6) When you are sure the canopy is straight, unscrew the barrel and put one drop of locking compound on the threads. Immediately tighten finger tight, and torque to 30 inch/ lbs. To accurately gauge this, place a 5-lb. (2.27-kg) weight on a wrench, 6 inches (15.2 cm) from the link. When the wrench is horizontal and the barrel no longer turns, the link is fully tightened. Never tighten more than 30 inch/lbs. Clean off any excess thread lock with a clean, dry rag. Do not use water or solvents.

7) Make a small match mark along the barrel and the link as shown. This mark will serve as an easy method to check for tightness. If the match mark remains intact, then the barrel is still in place. If the upper and lower parts of the mark become mis-aligned, then the barrel has shifted. Should this happen, the link must be immediately disassembled, cleaned and inspected. If no damage has occurred, the riser/link/line assembly may be reattached according to steps 1 through 5.

8) When the match mark is dry, slide slider stops over links until the lower edge of the rubber tubing touches the top of the riser as shown. These stops are important in that they help keep the lines in the correct position on the link.

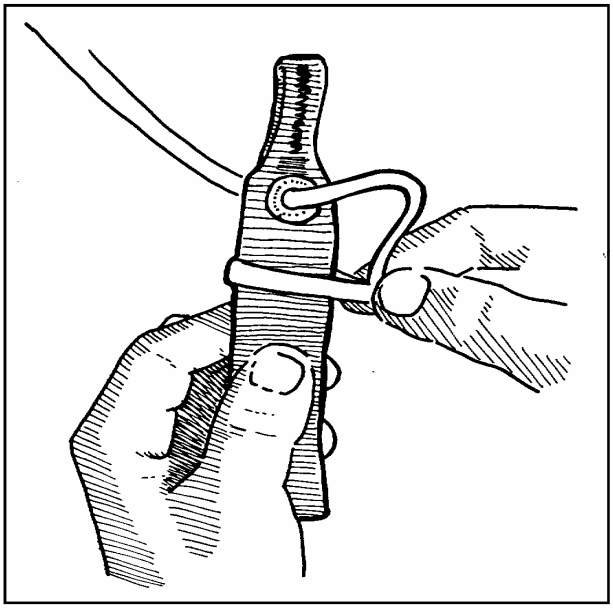
Without these stops, the links could fail due to improper/uneven loading. The stops must be tacked to the link with two turns of doubled seal thread. If webbing stops are supplied, install them the same way.

9) Periodic Maintenance: The links should not be checked for tightness with a wrench. Instead, use the match mark. If the mark stays in alignment, then the links are properly tightened. If not, follow the steps in #7.

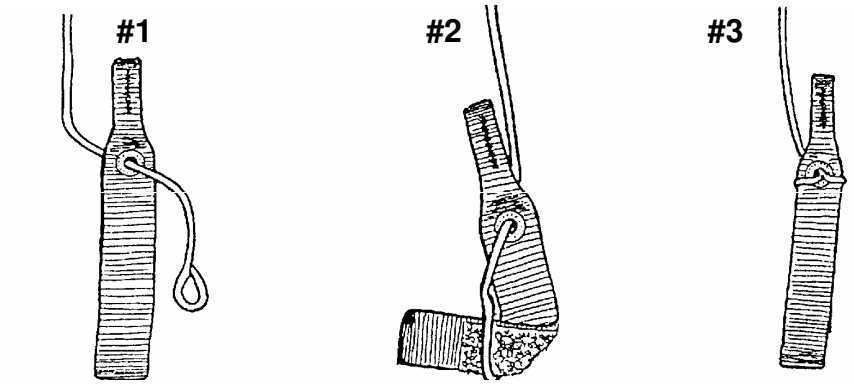
Attaching Toggles

Attach the steering toggles according to the rig manufacturer's instructions. If such instructions haven't been provided, follow these procedures:

Route the steering line through the guide ring on the riser. Then route it through the grommet in the toggle, starting from the side with Velcro. Wrap the toggle loop around the outside of the toggle and pull the steeringline tight to the toogle.



Factory finished toggle loop



Maintenance & Repairs

Repairs may be broken into three categories:

1) Minor repairs. These may be done by a senior rigger.

2) Major repairs. These require a Master Rigger.

3) Factory repairs. These repairs that may be performed only by the Performance Variable factory.

Small snags and holes smaller than 1/8" square (one rip-stop box) located further than 10 inches from the closest line attachment may be left unrepaired as long as there is no more than one in any 10" circle. A maximum of three such snags per cell is allowed. Rip-stop tape is not authorized for use on Performance Variable reserves. If the damage is enough to warrant a repair, a sewn repair must be done.

Any hole or tear up to 10 inches in length may be repaired by a senior rigger as long as the closest area of the completed repair is at least 1 inch from the nearest seam and at least 5 inches from the nearest tape or line attachment.

Any line damage is a major repair. Lines may be replaced by a master rigger. However, it is recommended that these repairs be sent back to the factory. All replacement lines must come from the Performance Variable factory.

Master riggers may perform any repairs that do not involve taking apart any bar-tacks on the canopy. Special bar-tack patterns are used that are not normally found in the field. In addition, removal and replacement of these stitch patterns usually weakens the fabric to the point that it is necessary to replace portions of panels. The original templates are needed to complete this correctly.

Reserves may only be repaired using certified materials. Under-strength thread and fabric is frequently found in the field. One way to be sure your materials are up to Performance Variable standards is to purchase them directly from Performance Variable.

Canopy Care & Use

1) Avoid dragging any part of the canopy across the ground.

2) Do not leave the canopy exposed to the sun any longer than is absolutely necessary.

3) Do not wash the canopy. Doing so will reduce the performance of the parachute and void the TSO. If it is necessary to remove grease spots, mineral spirits may be used on small areas.

4) Have your Performance Variable reserve inspected and maintained by a licens-ed rigger in compliance with FAR Part 105.43.

5) Store your parachute in a cool, dry place in a container through which light will not pass. This will prevent the permanent ultraviolet light from sunlight and other sources.

Certain other agents–notably acids–will quickly cause great damage to your parachute. Do not store your parachute where it might come into contact with such substances. For example, automobile trunks contaminated long ago with battery acid have destroyed many parachutes.

Operating Limitations

For landing safety, the NAA/LBA has given Performance Variable the authority to lower the legal weight limitations for each canopy model. The chart on page 1 (Technical Specifications) shows the maximum weight limitations for each canopy model.

Exceeding these limitations is both unsafe and a violation of the FAA & NAA/LBA regulations.

Use

Although it is not always possible in emergency situations, it is desirable to have good body position for deployment of any parachute canopy. It is considered ideal to be sitting up head high with shoulders level during deployment. There should be no stalls below 500 feet. Turns below two hundred feet should be gentle.

Packing the Reserve

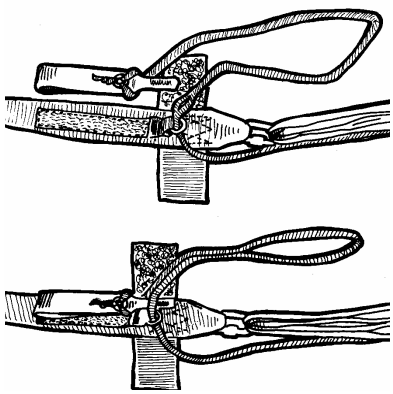
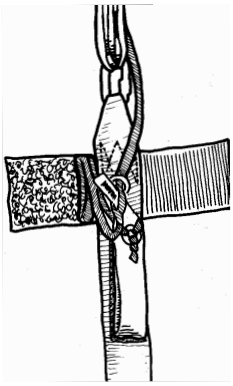
Setting the Brakes

A) Open the Velcro cover on the riser. Use the toggle to pull the right-hand steering line down until the brake loop just passes through the guide ring.

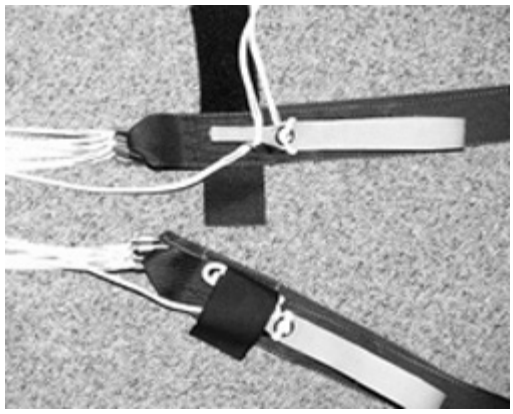
B) Insert the tapered end of the toggle all the way into the loop. Pull on the steering line above the guide ring to seat the toggle against the ring.

C) Fold the bight of the line between the toggle and the loop in 3-inch folds and lay it neatly next to the toggle.

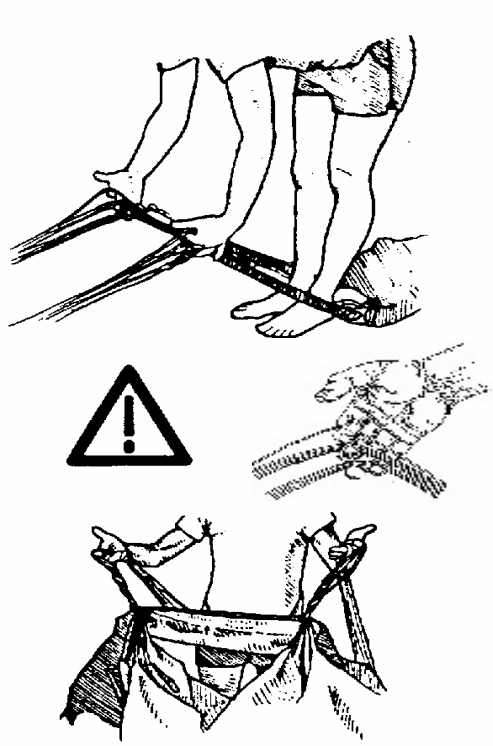
D) Carefully close the Velcro cover to encase the stowed toggle and folded line. Be sure none of the steering line is caught between the layers of Velcro. Repeat the process for the left-hand toggle.

A/B)	C)	D)
		

#1) After having done a line-check, set the brakes as shown on page 15a.



#2) Crouch next to the risers and face your canopy. Slip the fingers of your left hand between the left-hand risers and between the left-hand steering line and the risers. Do the same with your right hand. The idea is to have each line group and each steering line separated. Grasp the lines as shown. Be sure there are no twists in the risers. Start moving up the lines, allowing them to slide between your fingers. Push the slider ahead until you reach the bottom of the canopy.
At this point, it's possible to determine if your canopy and lines aren't straight. If there are twists in the lines, this means your rig did a "loop" through your risers at some point. To fix this, drop the lines, stretch the canopy and lines out again, and straighten the entanglement out. Do a line check again to make sure you have done it correctly.



#3) The nose openings should be facing the rig and the tail should be farthest from the rig. If the reverse is true, double check to be sure the rig is container-side up (the back pad is on the ground). If the rig is positioned correctly and the canopy is not oriented as described above, then the canopy was attached to the harness backwards!
Starting with the end cell nearest your legs, flake the entire nose with one hand as shown. Pull each cell completely out, and keep it in your hand. Then pick up the next, taking care not to miss any until all of them are in your hand. When you have the entire nose flaked, tuck it between your knees and hold it there.

#4 Since there is a lot of fabric between the A and B line attachment points, it is easy to separate the two line groups: Look down inside the first small S-fold of the stabilizer and find the "extra" bunch of fabric. Now make the rest of the canopy into S-folds like the stabilizers: Put your hand in between the A and B lines on one side (near where they pass their own grommet) and pull them out to the side. This will give the cells on one side the correct type of flaking.
Now repeat the process with the other A and B groups, pulling the fold out to the other side.

#5 Now that you've pulled out the canopy between the A and B line groups, do the same thing between the B and C lines. Pull the fold of fabric between the two groups out to each side.

#6 Now find the D line group, the group of lines nearest the tail. (Not the steering lines— they are attached at the trailing edge.) Pull the left-hand steering lines off to the left (to get them out of the way). Follow the stabilizer down to the D lines and pick up all the D lines on the left side. The Quick is a 7-cell canopy, so you should have four lines. All lines in your hand should go through the same grommet. If they don't, you've picked up a wrong line.
Now that you are holding only the correct D lines, you may let go of the steering lines. Take the whole D-line group on one side and pull it out gently. Fold the D-line group in with one motion to put a real fold in the fabric between the C and D lines. Do the same thing on the other side.

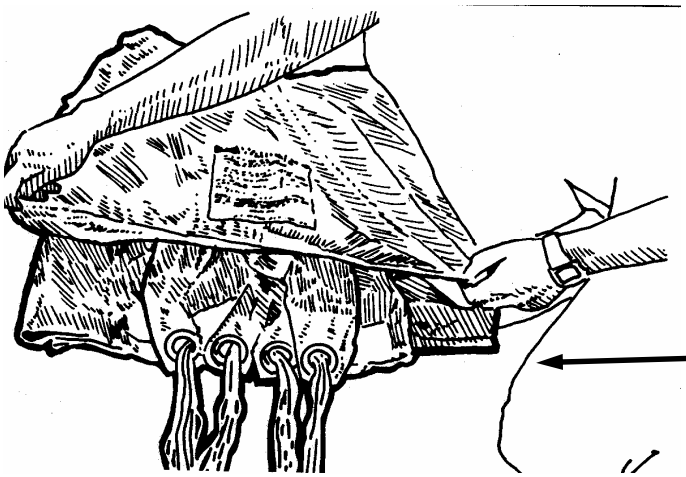
#7 Split the nose 3 by 3 and grasp the lower 3 T-seams at the leading edge in your right hand. Grasp the 7 T-seams directly above the A lines with your left hand. Pull tension against the rig to be sure the A-lines are straight, and then fold the lower 3 leading edge parts back under the canopy so the A-line path is on the far right as you look from the canopy top toward the rig.
The upper three leading edge parts are now facing to the right.

#8 Hold down the canopy at the A-line path, find the 7 T-seams directly above the B-line path and fold to the right. Place the B/C-line group on top of the A-lines. The material between the A and B lines should now be in a fold to your left of the A/B line paths.

#9 Hold down the canopy at the B-line path and grab the 7 T-seams directly on top of the C-line path. Fold the C-lines to the right past the B-line path as far as possible, then bring them back and lay the C-lines on top of the B-lines. This results in the canopy fabric between the B and C-lines being folded on the right side of the canopy and the C-lines are directly on top of the B-lines. Straighten this fold as necessary.

#10 Now grasp the steering lines where they attach to the tail, pull the entire tail out and drop it straight down. Split the tail at the center cell and half flake the tail so there are five folds on each side from the bottom up. Lay the center cell of tail on top. It should be spread out to the same width as the rest of the folded canopy. Make sure that the nose of the canopy is still split 3 by 3 to the left and to the right.

#11 Pull up the slider by grabbing the tapes around its center and walking from the connector links to the base of the folded



#12 Clear the stabilizers A to B, B to C and C to D. Now fold the stabilizers in a 45° angle back to the center of the canopy.
Grab the suspension-line bundle with your right hand under the canopy base. Place your left hand 2" above the slider grommets and S-fold the entire base of the canopy backwards as shown.

#13 Grasp the tail at each edge of the center cell and pull down until it's even with the lower edge of the folded canopy. Raise the center cell of the tail 6 inches and inspect the D lines and steering lines. Make sure all lines are taut.
Dress the center of the tail by spreading out the top center panel to the width of the rest of the canopy underneath and secure it with both knees.

#14/15 Tuck the center cell panel around the canopy (free-bag width), working from bottom to top and making sure not to cover the leading edge.

#16 Fold the lower upper part of the reserve with an 6” fold towards the base of the canopy.

#17 Secure the entire pack with both hands.

#18 Kneeling on this fold carefully split the top half of the canopy into two halves. Starting from the bottom to top and using a kneading motion, mold the halves into two equal “ears.”
Expose the center cell nose and open it like a blossom.

#19 Push the rest of the center cell material into the second S-fold. Make sure that the center cell is still exposed and fully open.

#20 Squeeze the remaining air out of the ears and make them as small as possible.

! Attention !

Now follow the harness and container manufacturer‘s instructions for putting the reserve canopy into the free-bag.

Thanks again for choosing our product!

Performance Variable e.K.
Am Tower 16
D-54634 Bitburg
Ph/: +49 6561-948725
info@myskyshop.de
www.myskyshop.de