

EQUIPMENT HANDBOOK FOR PARACHUTE SYSTEM



VIRI EVO & RUSH RESERVE

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!!! WARNING !!!

**THIS ARTICLE MEETS THE MINIMUM PERFORMANCE AND QUALITY CONTROL STANDARDS REQUIRED BY A TECHNICAL STANDARD ORDER (TSO).
INSTALLATION OF THIS ARTICLE REQUIRES SEPARATE APPROVAL.**

Use of this equipment in the United States and its territories should be in accordance with all USPA Basic Safety Requirement's (BSR's) included within USPA Skydivers Information manual (SIM), Section 2: Basic Safety Requirements and Waivers.

Use of this equipment outside of the United States should be in accordance with the controlling body for parachuting and skydiving in the country in which the equipment will be used & operated.

If you use your Firebird product, or if you allow someone else to use it, you are acknowledging sport parachuting risk and accepting the fact that this equipment and its components may malfunction. If you are not willing to accept the risks of sport parachuting, or if you are not willing to accept the possibility that your Firebird product or its components may malfunction and perhaps cause you to be injured or killed, then we recommend you to NOT use it.

DISCLAIMER – NO WARRANTY

Because of the unavoidable danger associated with the use of this harness and container assembly, the manufacturer (Firebird USA LLC) makes no warranty, either expressed or implied. This rig 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 malfunction or from a defect in design, material, workmanship or manufacturing whether caused by negligence on the part of the manufacturer or otherwise. By using this rig, or allowing it to be used by others, the buyer waives any liability 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 on the purchase price by returning the parachute harness and container, before it is used, to the manufacturer within 30 days from the date of original purchase with a letter stating why it was returned. Save this manual, your rigger may not have an applicable manual and will need it to service your Firebird product.

**THIS HANDBOOK APPLIES TO THE PARACHUTE SYSTEM V1R1.
THIS INCLUDES THE EVO HARNESS/CONTAINER AS WELL AS EVO STUDENT AND
THE RUSH RESERVE CANOPY**

UNAUTHORIZED MODIFICATIONS OR ALTERATIONS WILL VOID THE WARRANTY AND THE TSO

**CLASSIFICATION: CERTIFIED IN ACCORDANCE WITH FAA TSO-C23D
DOCUMENTATION: RELATED EQUIPMENT PAPERWORK:**

02. DESCRIPTION OF CONTAINER SYSTEM

TYPE OF CONTAINER	Main and Reserve Canopy Container EVO
NUMBER, RESERVE CONTAINER FLAPS	6
RESERVE PILOT CHUTE	Spring loaded, Inside
MANUFACTURER	FIREBIRD USA LLC, ELOY, AZ, USA
RESERVE AUTOMATIC ACTIVATION	Reserve AAD ready
HARNESS MATERIAL	Type 7, Type 8, Type 17
HARDWARE	Mil-Spec / PIA-Spec

Parts List Harness/Container EVO see page 07

03. DESCRIPTION OF THE RUSH RESERVE PARACHUTE

TYPE OF PARACHUTE	Ram Air Square Reserve
NUMBER OF CELLS	7
CONSTRUCTION TECHNIQUE	I-Beam Chord-Wise
MANUFACTURER	FIREBIRD USA LLC, ELOY, AZ, USA
SUSPENSION LINE CONNECTORS	Soft Links / Stainless-steel Rapid Links
CANOPY FABRIC	Nylon F-111
SUSPENSION LINES	EDELRID Dyneema et al.

Parts List Canopy RUSH see page 07

04. SYSTEM OPERATING DATA

WEIGHT	ca. 7-15 Kg (15-22 lbs.)
MAX LOAD ON HARNESS/CONTAINER	150 Kg
MAX. LOAD ON CANOPY	See Technical Data, page 07
MAX. DEPLOYMENT SPEED	150 KEAS, 277,8 Km/h
MAX. RESERVE REPACK CYCLE	As per National Authority
ALLOWABLE SERVICE LIFE	As per National Authority



05. TECHNICAL DATE RUSH



MODEL	STUDENT WEIGHT MAX [KG / LBS]	BEGINNER WEIGHT MAX [KG / LBS]	INTERMEDIATE WEIGHT MAX [KG / LBS]	EXPERT WEIGHT MAX [KG / LBS]	EXIT WEIGHT MAX. [KG / LBS]
RUSH 090	NOT RECOMMENDED	NOT RECOMMENDED	50 / 110	65 / 143	95 / 209
RUSH 100	NOT RECOMMENDED	NOT RECOMMENDED	55 / 122	68 / 149	95 / 209
RUSH 110	NOT RECOMMENDED	NOT RECOMMENDED	60 / 132	70 / 154	95 / 209
RUSH 120	NOT RECOMMENDED	NOT RECOMMENDED	65 / 143	74 / 163	100 / 231
RUSH 130	NOT RECOMMENDED	NOT RECOMMENDED	70 / 154	78 / 172	100 / 231
RUSH 150	NOT RECOMMENDED	65 / 143	75 / 165	90 / 198	110 / 243
RUSH 170	70 / 154	80 / 176	90 / 198	105 / 231	110 / 243
RUSH 190	85 / 187	90 / 198	98 / 216	115 / 254	115 / 254
RUSH 210	95 / 209	100 / 220	105 / 231	115 / 254	115 / 254
RUSH 230	105 / 231	105 / 231	115 / 254	115 / 254	115 / 254
RUSH 250	125 / 276	125 / 276	125 / 276	125 / 276	125 / 276
RUSH 270	135 / 298	135 / 298	135 / 298	135 / 298	135 / 298
RUSH 300	150 / 331	150 / 331	150 / 331	150 / 331	150 / 331

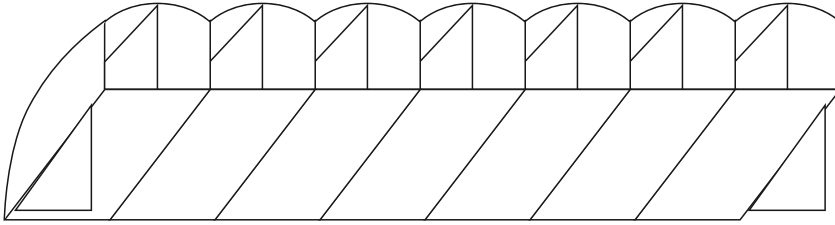
06. RUSH COMPATIBILITY CHART

		RUSH RESERVE SIZE												
		90	100	110	120	130	150	170	190	210	230	250	270	300
CONTAINER SIZE [EVO].	XXXS	X	X											
	XXS	X	X	X	X									
	XS	X	X	X	X									
	XSL			X	X	X								
	S				X	X	X							
	M							X	X	X				
	L								X	X				
	XL									X	X			
	XXL											X	X	X



07. CANOPY / PARACHUTE

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



08. HARNESS AND CONTAINER

The Harness/Container system is assembled out of mil-spec and or PIA spec materials including type 7, type 8, type 17, as well as Cordura. The container is closed by 2 metal pins for manual deployment of the main and reserve parachutes. The harness has a 3-point closure system with an adjustable chest strap and leg straps. The attachment of the reserve parachute is via the connector links and integrated reserve risers. The main parachute is connected via connector links and the 3-ring riser release system.

09. PARTS LIST

P/N V1R1 () CONTAINER SYSTEM EVO				
NO.	SUB P/N	TITLE:	BATCH:	REMARKS:
01	P/N-004	SQUARE RESERVE FREEBAG		
02	P/N-031	RESERVE PILOT CHUTE		
03	P/N-015	3-RING RELEASE HANDLE		
04	P/N-011 OR 012	RESERVE HANDLE		
05	P/N-051 THROUGH 053	MAIN RISERS		
06	P/N-003	MAIN DEPLOYMENT BAG		
07	P/N-021 THROUGH 026	MAIN PILOT CHUTE		
P/N V1R1-RESERVE CANOPY RUSH				
NO.	SUB P/N	TITLE:	BATCH:	REMARKS:
01	P/N-008	CANOPY		
02	P/N-063	SLIDER		
03	P/N- 099	SOFT LINKS		

10. MAINTENANCE INSTRUCTIONS

Reserve parachutes must be opened, aired, inspected and repacked at the latest every 180 days or according to the requirements of the national competent authority.
In extremely hot and humid climates, an essentially shorter pack cycle is recommended. The main parachute must be inspected after 120 days or 50 jumps whatever comes first. After 120 days or 50 jumps you should replace all rubber stows. (Packing instructions EVO main container)

Fabric testing should be done annually (at the appropriate repack cycle). It is not necessary to test a canopy before it is within one year after the date of manufacture. Use commercially available 1 inch (2,54 cm) fabric testing clamps with rubber faced jaws and appropriate scale. The scale should be calibrated once per year and be accurate within 1 lb. (0.4535 kg). The fabric test should be noted in the packing data card for the reserve parachute.

THREE FABRIC PULL TESTS SHOULD BE PERFORMED ON A CANOPY:

- One on the left end cell top surface
- One on the center cell top surface near trailing edge
- One on the right end cell top surface

The test should be at least 3 inches (7.62cm) away from any seam or data panel.
The test should be done chord-wise. An additional test must be performed on any stained or discolored areas. Lock the clamps securely avoid slippage. Mark the tested area with parachute ink.
Note the passed or failed fabric test in the packing data card.

FOR MORE DETAILS, OF WHAT SHOULD BE MAINTAINED AND WHEN, SEE:	
PAGE 13	RELEASE DEVICE
PAGE 13	3-RING SYSTEM
PAGE 14	13. MAINTENANCE AND STORAGE
PAGE 30	RUBBER BANDS

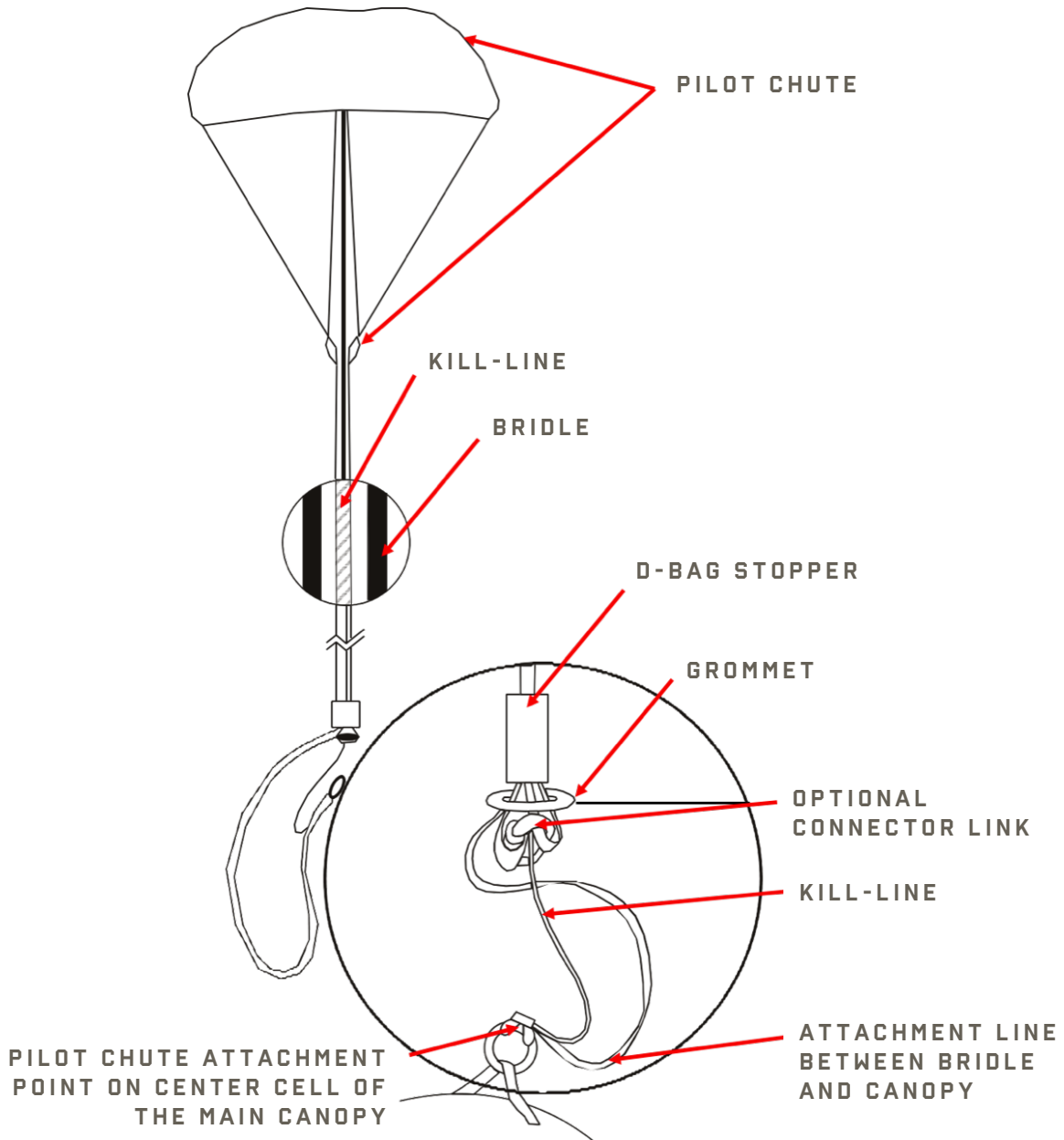
11. ASSEMBLY

The parachute system may only be assembled by the manufacturer or an appropriately certified rigger that deems it airworthy.

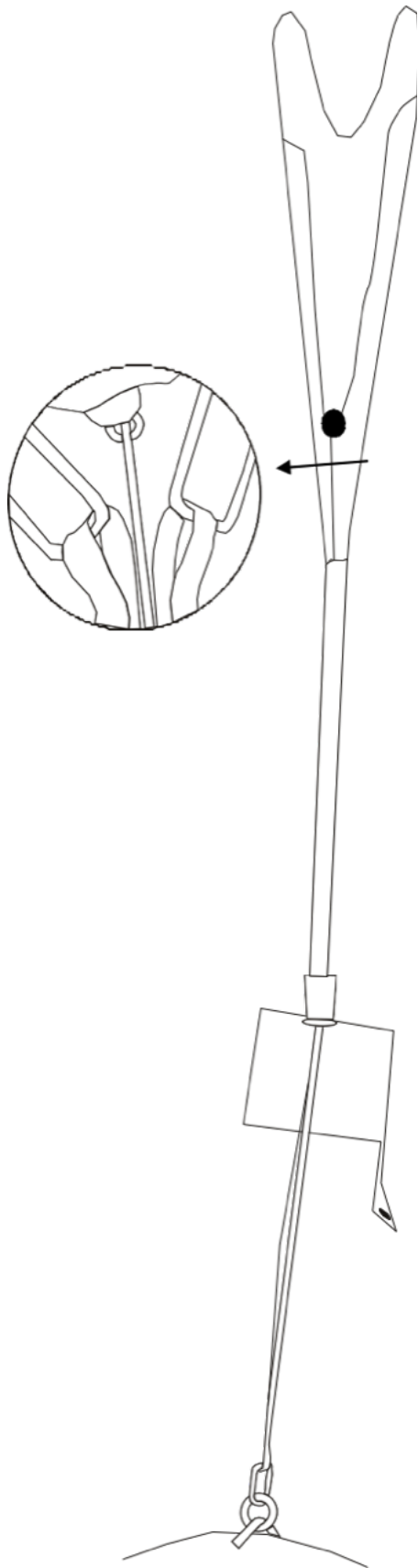
The system must be assembled in accordance with the owner's manual.



THE PILOT CHUTE WITH KILL-LINE



THE PILOT CHUTE WITH KILL-LINE



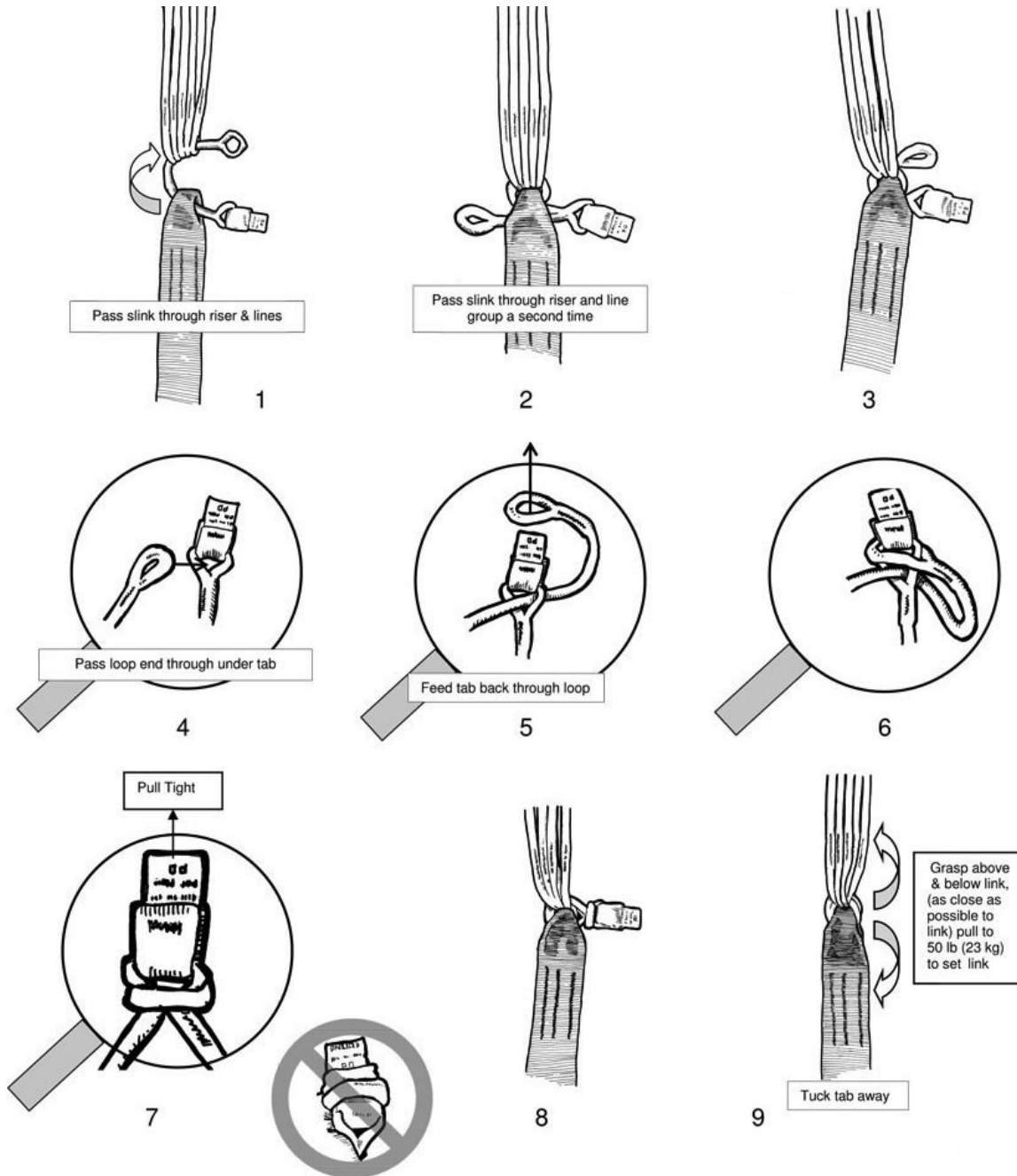
Cock the pilot chute after each jump before packing the main canopy.

After the main canopy is open, the pilot chute will collapse. The handle at the top surface of the pilot chute is pulled in by the killline. It will reduce air drag and enhance canopy performance.

Before packing the main canopy, the pilot chute must be cocked. Grasp the handle and pull the kill-line all the way out. There must be a marking on the kill-line as seen in the window on the bridle. Check the pilot chute after you cocked it and again after you put the main bag in the container through the check window in the bridle.

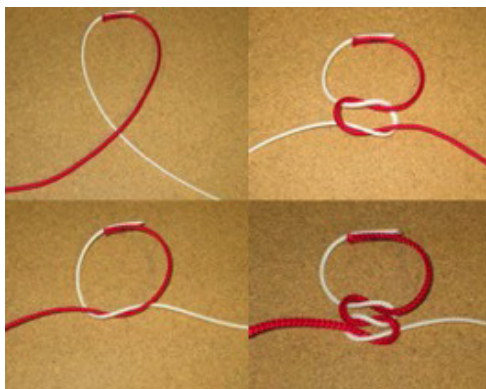
HOW TO MOUNT SOFT LINKS TO YOUR CANOPY

ARTWORK GRACEFULLY BORROWED FROM PERFORMANCE DESIGNS



It is important that the soft links will stay in the right position. They should not turn out of the riser (like in picture 8). The Black marked stopper must remain inside the riser. If the stopper is out of the riser, it is possible to catch a line. This can cause a malfunction on the main canopy. To avoid this, it is possible to secure the soft links to the riser. (Use Supertack 80-90 lbs. MIL-T-43435 or 50 lbs. MIL-T-43435) .

HOW TO USE SUPERTACK TO SECURE SOFT LINKS



KNOT



01



05

SECURE A SOFT LINK

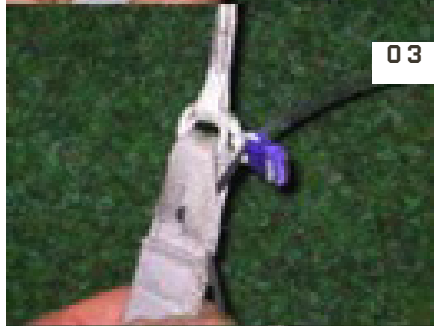
Use Supertack and needle to secure the tab inside the riser fold. Secure Supertack with surgeons knot.



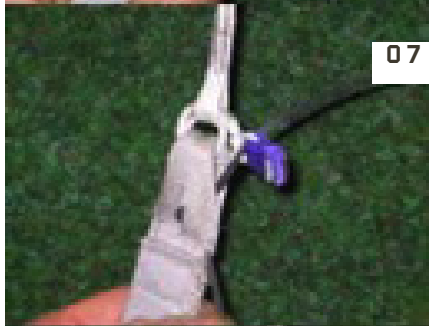
02



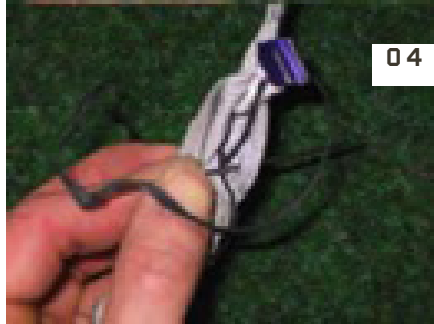
06



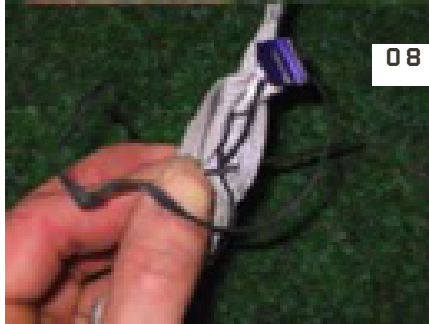
03



07



04



08

12. PERIODIC INSPECTION INSTRUCTIONS

The main parachute and container system should be thoroughly inspected every 50 jumps or every 120 days after assembly, whichever comes first.

This inspection is considerably more detailed than the inspection that is to be carried out each time the parachute is packed. Every 180 days the reserve parachute must be opened, aired and thoroughly inspected before it is repacked by an appropriately certified rigger or equivalent specialist. The inspection can be carried out according to the following directions.

The container should be inspected in a place that is clean, dry, well lighted and large enough that the parachute can be completely laid out. The following inspection sequence is systematic and meaningful:

1. PILOT CHUTE, BRIDLE AND D-BAG

Check the pilot chute and bridle for orderly attachment on the top surface of the canopy, as well as for damage. The parachute fabric and the reinforcement tapes, as well as their stitching, should not be damaged. Check the functioning of the pilot chute kill-line. The grommets on the d-bag, including the grommet on the bottom of the d-bag, should be undamaged, without sharp edges and firmly attached to the bag material. Replace old stowing rubber bands as necessary.

2. MAIN RISERS

The Main risers should not show damage on the material or on the grommets of rings. Check the functionality of the toggle attachments.

3. 3-RING SYSTEM

The 3-ring system must be perfect, the rings must be round and undamaged. The closing loop must show no damage. The 3-ring system must open with the lightest pull, as soon as the cable is removed. The riser gets hard after a couple of jumps and may not release the 3-ring system. Twist the main riser with the 3-ring system after 120 days to keep the strap in a flexible state.

4. CUTAWAY AND RESERVE ASSEMBLIES

The release handle (cutaway) should be checked that the cables move freely in the housings. The cables should be cleaned completely after 120 days. Use a clean paper towel with silicone oil. Wipe the cables 3-4 times so that all black areas are cleaned. Check that the yellow coating is free of damage. There should be a light oil film (Not too much otherwise the oil collects the dirt and the cables get sticky). The Velcro fastening must be perfect and attached well. The reserve ripcord cable must also be cleaned (without oil) and move freely in the housing.

5. HARNESS, HARDWARE AND STITCHING

An inspection of the harness, hardware and the stitching can only be carried out visually. Pay attention that the yellow signature thread running along the outside of the type-7 webbing is not damaged and that the stitching is not broken. All metal parts must be free of corrosion and should move freely as designed.

6. CONTAINER

Examine the container for possible tears, rips or fabric separation. The grommets should not show sharp edges or evidence that the fabric is torn away. The loop must be in perfect condition. It is preferable to replace the loop too early rather than too late.

YOU SHOULD CONTACT A CERTIFIED RIGGER IN CASE ANY ABNORMALITIES ARE FOUND.

WHEN IN DOUBT – SAFETY FIRST!

13. MAINTENANCE AND STORAGE

The system should always be kept dry (45-70% relative humidity) and cool (10-15° Celsius, 50-60° Fahrenheit), in a container through which light will not pass. UV light can cause invisible damage to the fabric through the deterioration of the nylon fibers. The parachute canopy and container should be kept away from all types of corrosive substances such as lye, acids, fuels, varnishes and solvents. Also, storage in areas with running electrical motors (O₃ - Ozone forming) should be avoided. Parachute canopies should be opened no later than 6 months after being packed, to air-out, check and re-pack. In extremely hot and humid climates, a shorter pack cycle is recommended.

14. CLEANING

The container should only be cleaned with fresh water. The use of brushes or rough sponges should be avoided. After contact with salt water, the container should be rinsed with fresh water at least three times within the first 24 hours. The removal of oil, tar or similar substances should be discussed with the manufacturer. The equipment should not be cleaned in a washing machine. Only air dry the container by hanging it in the shade. After cleaning the container should be re-inspected.

15. ALTERATIONS AND REPLACEMENT

Should repairs be necessary, they shall be performed by the manufacturer. Alterations or modifications may only be carried out by the manufacturer or a manufacturer approved Master Rigger. Only official replacement parts or those approved by the manufacturer may be used. How to order new spare parts see page 36.

INSPECT EACH TIME BEFORE THE PARACHUTE IS PACKED

The parachute system should be inspected according to the manufacturer's instructions. Stretch the harness-container and the main canopy out on the ground so that the suspension lines are pulled straight. Check that the lines are straight, untangled, and that the slider is not damaged.

16. PERIODIC INSPECTION INSTRUCTIONS, PARACHUTE

1. CANOPY TOP SURFACE

Spread the canopy out completely. Pay attention to all stitching, possible tears, burns and rips or fabric separation.

2. CANOPY BOTTOM SURFACE

Turn the canopy over and check it in the same way in which the top surface was inspected. Pay special attention to the suspension-line attachments.

3. CANOPY RIBS

Each rib should be examined from nose to tail. This involves looking carefully and thoroughly in each cell. Give special attention to the reinforcement tapes, the suspension-line attachment points and the bridle (to the pilot chute) attachment points. Also check whether the cross-ports are frayed.

4. CANOPY EXTERIOR

Lay the canopy out on the side so that the cells lay on top of each other. Inspect the condition of the stabilizers and slider stops.

5. SUSPENSION LINES

Inspect the entire length of the lines for damage. Pay special attention to the cascades and where each line attaches to the connector link. Check whether the connector links are tightly fastened and whether Soft-Links show any sign of damage.

6. SLIDER

The slider should be inspected for damage to the fabric, the reinforcement tapes and the stitching. The grommets should not have any sharp edges and should be securely attached to the slider.

7. STEERING LINES

Check that the steering lines run orderly through the slider and through the small guide ring of the main risers. Make sure steering lines are correctly attached to the steering toggle. The steering lines should not be twisted.

17. PACKING THE PARACHUTE

PACKING INSTRUCTIONS

The Main parachute must be packed within 180 days of use. The appropriate personnel who is approved to pack the main parachute is either a certified parachute rigger, the person using the equipment for the parachute jump, or someone under the direct supervision of a certified rigger. It is recommended that the parachute be packed in a cool and clean environment with minimal UV light. Packing the parachute on abrasive surfaces in direct sunlight are not recommended.

NOTE: Reserve parachutes may only be packed by certified riggers.

Before beginning the packing process, the packer should make sure that the parachute:

1. Is in airworthy condition.
2. Is not due for a re-inspection.

Should there be questions or uncertainty, get in direct contact with the manufacturer.

Pack the parachutes in accordance with the manufactures instructions.

In order to be able to pack the reserve, as a prerequisite, the packer must be familiar with the basic concepts of the pro-packing method.

The following aids are absolutely necessary to pack or at least very highly recommended: Wooden packing paddle, packing plate, temporary packing pin with warning flag, AAD loop material, pull-up cord, locking pull-up cord for freebag, Velcro protecting strips and packing data card.

The harness-container and the parachute are laid out so that the reserve flaps of the container are facing up. It is advisable to weight down the container so that it doesn't slide easily during packing. he following preparatory work should be carried out: Set the brakes. Fasten the connector links together with a pull-up cord. Inspect the AAD (automatic activation device) for possible servicing or battery change. Check the reserve container for dirt or damage.

Pre-stretched loop, mark it to the correct length, rout it through the washer and tie the knots according to the AAD manufacturer's recommendations.

LENGTH OF THE LOOPS Recommended length from disc to top end of loop.*							
CONTAINER SIZE	XXS	XS	XSL	S	M	L	XL
RESERVE-LOOP	12,5 CM	12,5 CM	12,5 CM	12,5 CM	12,5 CM	13 CM	13 CM
MAIN CONTAINER-LOOP	4 CM	4 CM	4 CM	4 CM	4 CM	4 CM	4 CM



* Length can vary depending on canopy manufacturer, size and fabric.

18. INSTALLATION OF AN AUTOMATIC ACTIVATION DEVICE (AAD)

Excess cutter cable wrapped once around the battery unit



The AAD battery unit slides easily into the pouch.
route Cutter cable through the ZP channel.
Excess ZP channel on the cutter cable side is stored within the AAD battery pouch.



Note: The curve of the Vigil 2 battery unit should face inwards towards the reserve container.

Excess cable to the display unit is stored neatly in the ZP channel in the reserve container.



Route the RSL above the AAD display cable



18. INSTALLATION OF AN AUTOMATIC ACTIVATION DEVICE (AAD)

Slide the cutter unit through the elastic channel as shown.



Display unit pocket is located under the reserve pin protector flap.



The manufacturer ID label is the pocket for the reserve data card, it is tucked between the backpad and the reserve container just below the display unit pocket.



19. PRE-INSPECTION BEFORE EACH PACKING OF THE PARACHUTE

The parachute system should be inspected according to the manufacturer's instructions. Stretch out the harness-container and the parachute canopy so that the lines are pulled tight. Check that the lines run straight and the slider is not damaged.

**SHOULD SOMETHING UNUSUAL TURN UP DURING INSPECTION
CONTACT THE MANUFACTURER FOR A THOROUGH
ASSESSMENT OF THE ISSUE.**

WHEN IN DOUBT—SAFETY FIRST!

20. PACKING PROCEDURES > RUSH RESERVE PARACHUTE

We would like to illustrate the packing method with the following pictures.



**FLAT PACK IS RECOMMENDED,
PROPACK/OVER THE SHOULDER IS ALLOWED.**

Lay parachute down and re check nose cells

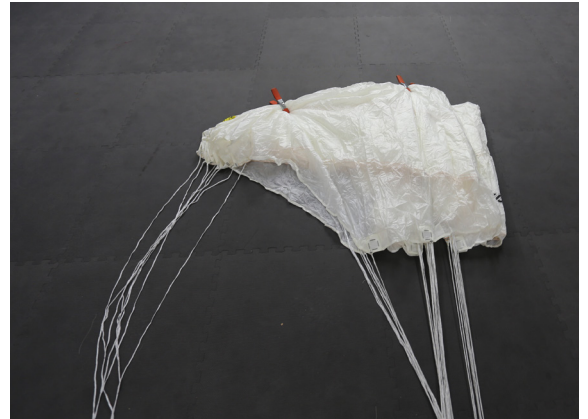
Stack the A/B folds on top of the nose cells

Stack the B/C folds on top of the A/B folds



20. PACKING INSTRUCTIONS

> RUSH RESERVE PARACHUTE



Bring the control lines down, about 6 inches above the bottom of the stabilizers.

Prepare the freebag by utilizing a locking cord and Velcro protector strips on the line-stow pocket.

Set the brakes by pulling the 'eye' of the line through the Guide ring and securing with the tip of the toggle.

Stow excess line making sure it doesn't make contact with the velcro.

Secure risers together to maintain symmetry.

20. PACKING INSTRUCTIONS

> RUSH RESERVE PARACHUTE 20.2

After brakes are set, flake the tail



Start making reduction folds by folding the A to B, and B to C fabric upwards.



Take the D fabric and fold it downwards.



20. PACKING INSTRUCTIONS

> RUSH RESERVE PARACHUTE

The width of end results should be about an inch on each side wider than the reserve bag.

Make a short S-Fold below the label.

Fold back, and flake nose, exposing the center cell.

Make one last fold.

All folds should match the bag opening to center grommet.



20. PACKING INSTRUCTIONS

> RUSH RESERVE PARACHUTE

Separate the pack job by finding the center cell.



Form the 'ears' of the packjob.
Do not overstuff the ears.
Distribute evenly.

Each ear is to be placed in the freebag to distribute the bulk evenly throughout the entire bag. Continue placing the entire parachute in the bag. Maintain symmetry while filling the freebag with the packjob.



Close the mouth of the bag by performing 2 locking stows. The bite of line should be 2" in length.

S fold the lines in the pocket making sure they do not make contact with the Velcro. Leave 5-6 inches of excess line between the bag and the risers.



Pull-up cord is routed through the center of bag.



20. PACKING INSTRUCTIONS

> RUSH RESERVE PARACHUTE

The reserve risers need to be contoured around the shoulder strap. Distribute the bulk of the risers by separating them in the pack tray.

Fill the container evenly with the freebag.

Close flap #1 Route pullup cord through cutter.
(Cutter location is on flap #1 or flap #3)

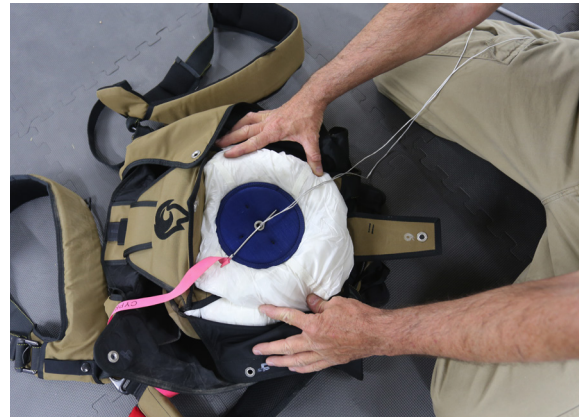
Fold the bridle attachment point triangle under the freebag S Fold the bridle across the top of the bag in 5- 6" Folds leaving 6ft of bridle to pilot chute.

Close flap #2 with reserve bridle exiting out the bottom

Make folds in a 'V' pattern with the point of the 'V' towards the yoke.

Route the pull-up cord through the reserve pilot chutes center. Compress spring while guiding all material to the outside.

Roll the pilot chute material around the parameter of the spring. Place rolled material on top of bag.



20. PACKING INSTRUCTIONS

> RUSH RESERVE PARACHUTE

Close flap #3. Cutter location is on flap #1 or flap #3



Close flap number #4 (right) as shown

Close flap #5 (left) as shown



Close reserve pin cover flap (flap #6)



Now is the time to check all routing of the RSL.
(see chapter 23.)

Apply your seal.

Fill out packing data card.



20. PACKING INSTRUCTIONS

> RSL ROUTING

Lay RSL lanyard in the fold of the channel on the right shoulder.

MAKE SURE THE RSL LANYARD RUNS ON TOP OF ANY AAD CABLE

Fold RSL lanyard and channel over once.

Fold RSL lanyard and channel over a second time.

Lay reserve risers on top of RSL channel.



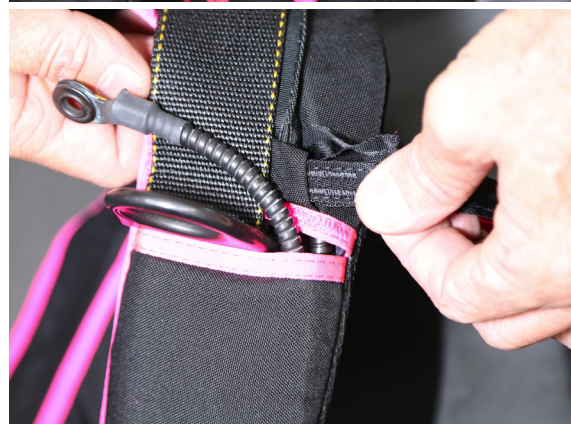
20. PACKING INSTRUCTIONS

> RSL ROUTING

Fold RSL excess into a tip.



Insert folded tip into the side keeper.



Check for proper routing and fit.



21. PACKING INSTRUCTIONS

> EVO MAIN CONTAINER

Because there is no restriction on the use of a particular main parachute in the EVO container system, we are only describing the closing of the main container. Please refer to the manufacturer's manual for the packing instructions for the main canopy.

Even if you follow all instructions and you packed all parachutes well it is possible that parachutes will not open properly! If you follow all instructions you minimize the risk for a malfunction!

Training and experience is required to use this equipment!

You should follow the inspection instructions in this manual for inspections of the parachute system. The parachute should be packed only in shady areas on a clean, flat, dry ground. Use a packing mat to protect your equipment while packing. The complete system must be inspected after 120 days or 50 jumps. Before each packing of the main parachute you must be sure that it is still in well condition. All maintenance like assembling, change of parts or packing the reserve, should only be done by a certified rigger. Use only original parts from the manufacturer.

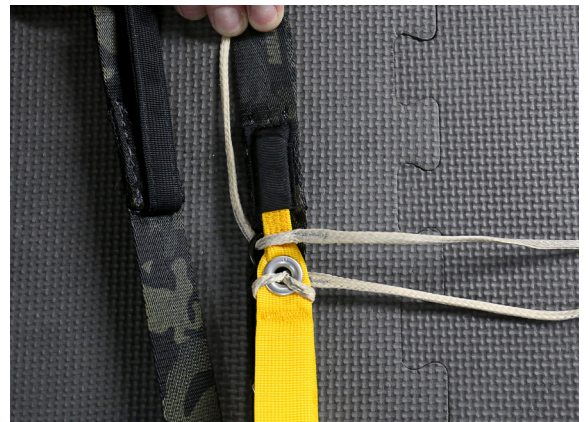
21. PACKING INSTRUCTIONS

> EVO MAIN CONTAINER

Pull the steering line past the ring, insert the toggle tip through the eye of the line.



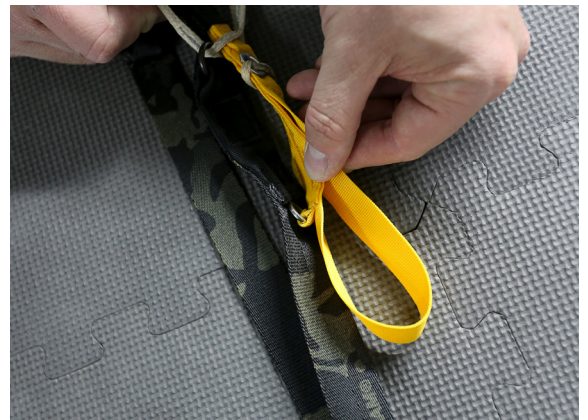
Insert the tip of the toggle in the top toggle keeper.



Insert the retaining pin in the bottom toggle keeper.



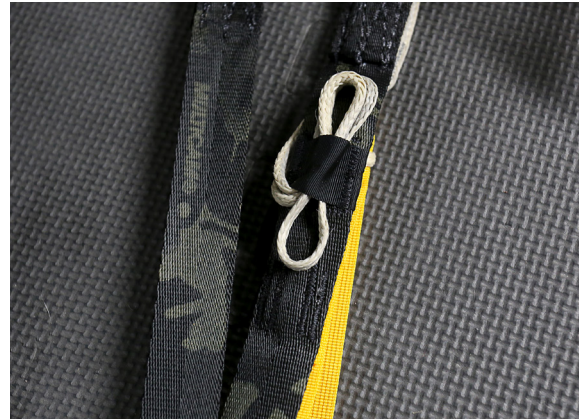
Double check that both are fully inserted and snug.



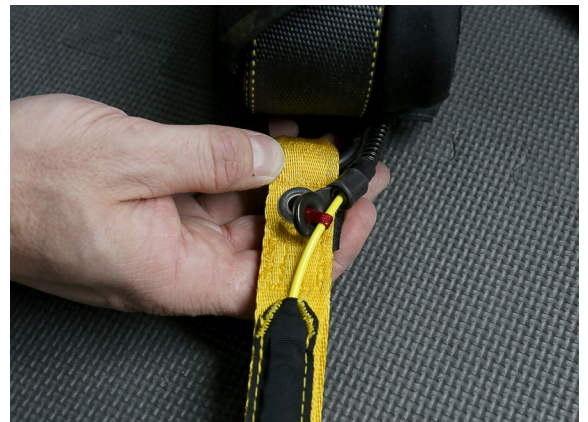
21. PACKING INSTRUCTIONS

> EVO MAIN CONTAINER

Stow lower break line in the keeper.



Double check condition and routing of the Type 2a and Lolon Cable.



**PACK MAIN PARACHUTE
ACCORDING TO MANUFACTURER'S
RECOMMENDATIONS, AND INSERT IT
IN THE DEPLOYEMENT BAG.
CLEAN LINE STOWAGE IS IMPORTANT.**

**RUBBER BANDS:
WE HIGHLY RECOMMEND REGULAR RUBBER BANDS.
1 1/4 X 3/8" OR 1 1/2 X 3/8"
REPLACE RUBBER BANDS FREQUENTLY.
SINGLE AND DOUBLE STOWS ARE ACCEPTABLE.**

21. PACKING INSTRUCTIONS

> EVO MAIN CONTAINER

Open Magnetic riser covers, insert main risers.



Insert inner flap of the riser cover into the outer flap.

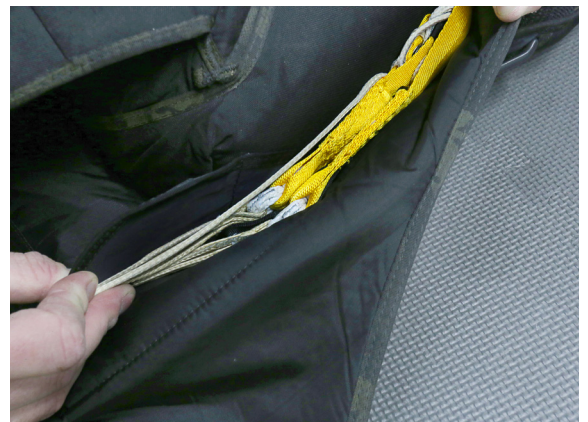


Double check snug fit.

NOTE: (left side of this photo shows incorrect closure)



Route the risers along the bottom of the reserve container and the line deflectors. Watch for a snug fit.



21. PACKING INSTRUCTIONS

> EVO MAIN CONTAINER

After main parachute is in the deployment bag, finish stowage at center stow.

To avoid lines getting snagged, a maximum over-length of 1.5 foot is recommended.

Lay over-length in the bottom of the container tray.

Insert D-Bag in the tray and rotate forward 45-90°



21. PACKING INSTRUCTIONS

> EVO MAIN CONTAINER

BRIDDLER ROUTING.

OPTION 01.

Route bridle to the right and close top flap.



Close right flap.

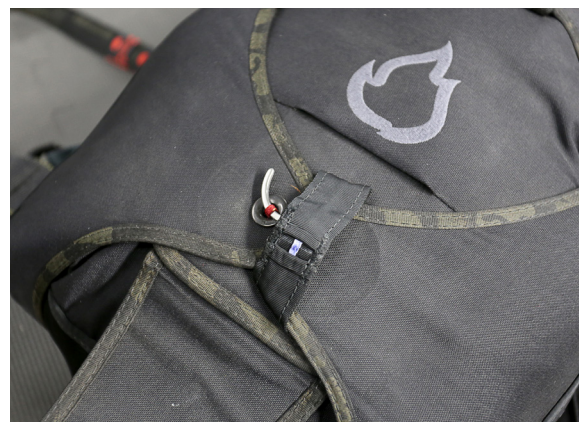


Close left flap.



Insert pin, and route bridle right and top flap.

Close main pin cover flap.



21. PACKING INSTRUCTIONS

> EVO MAIN CONTAINER

BRIDDLER ROUTING.

OPTION 02.

Route bridle to the bottom and close top flap.



Close right and left flaps. Insert pin.



Route bridle right and top flap.

Close main pin cover flap.



21. PACKING INSTRUCTIONS

> EVO MAIN CONTAINER

Fold the pilot chute and insert in the BOC pouch.



Make sure the pilot chute is fully inserted and no excess material is visible.

In the case of a Freefly pud or Freefly hackey make sure the tab is fully inserted in the BOC keeper.



This is how your EVO should look like.



Have a great jump, don't get hurt.

22. HOW TO ORDER SPARE PARTS

e-mail:

usa@flyfirebird.com

INCLUDE:

CUSTOMER NAME

REQUESTED PARTS

SERIAL NUMBER OF YOUR FIREBIRD CONTAINER

SHIPPING AND BILLING ADDRESS



23. QUESTIONS AND CONTACT

**WE ARE AVAILABLE
AT YOUR CONVENIENCE TO ANSWER QUESTIONS
AND PROVIDE FURTHER INFORMATION AT:**

**FIREBIRD USA, LLC.
409 N. MAIN ST
ELOY AZ 85131
USA
TELEPHONE +1 520 350 7333
FAX +1 520 466 1199
E-MAIL: USA@FLYFIREBIRD.COM
WWW.FLYFIREBIRD.COM**

