



velocity[™]

SPORTS
EQUIPMENT



velocity[™]





Serial Number: _____

Date of Manufacture: _____

NOTE:

This manual applies only to **infinity** harness and container systems manufactured after June 1, 2020.

WARNING:

Skydiving is a hazardous activity, which may result in serious injury or death. Parachutes do not always open properly, and skydiving equipment can fail, even if all possible precautions are taken by the user, the equipment manufacturer, and everyone else involved with the jump. If you use your **infinity** or allow it to be used by someone else, you are acknowledging the risks of skydiving and accepting the fact that the **infinity** or its components may malfunction.

DISCLAIMER - NO WARRANTY

Because of the unavoidable dangers involved with the use of this and all parachute equipment, Velocity Sports Equipment (including but not limited to its owners, officers, staff, and employees), makes NO WARRANTIES of any kind, either expressed or implied. All equipment manufactured by Velocity Sports Equipment is sold with all faults and without any Warranty of merchantability or of fitness for any purpose. Velocity Sports Equipment also disclaims any liability in tort for damages, direct or consequential, including personal injuries resulting from a defect in design, material, workmanship, servicing, assembly, packing, or manufacture, whether caused by negligence on the part of Velocity Sports Equipment or otherwise. By using this equipment or allowing it to be used by others, the Buyer waives any liability of Velocity Sports Equipment for personal injuries or other damages arising from such use.

If the Buyer declines to waive liability on the part of Velocity Sports Equipment, the Buyer may obtain a full refund of the purchase price by returning the equipment, unused, within thirty (30) days of the original date of purchase, with a letter explaining the cause for return.

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INTRODUCTION

Thank you for choosing the new **infinity** by Velocity Sports Equipment. We are sure you will appreciate the look and feel of our rig, as well as our quality workmanship. In addition, we have made some changes that we are sure you'll enjoy. These include:

- More secure riser and pin protection
- Main bridle protection
- Riser covers which are integrated into the reserve container
- Velcro-free RSL
- New better launching reserve pilot chute with higher drag
- Improved free bag stow-pocket design to reduce line wear
- More padding in the leg pads
- Improved appearance and design

Please take the time to familiarize yourself with this owner's manual, even if you have owned or jumped an **infinity** before. And please keep this owner's manual on hand; your rigger may need it to service your new **infinity**.

If you need anything, or have any questions or comments, please contact us at Velocity Sports Equipment: PO Box 2418 Sisters, OR 97759; Phone: 253-445-8790 or 541-550-7297; Fax: 253-445-8792. We are open between 8:00 AM and 5:30 PM Pacific time, Monday-Friday.

LIMITATIONS OF EQUIPMENT

infinity Harness/Container Systems are manufactured with FAA authorization under TSO-C23c Category B of SAE Aerospace Standard AS-8015A. The use of the **infinity** is limited to a maximum weight of 254 lbs. (115 kg) and a maximum airspeed of 150 knots. Further weight and speed limitations are imposed by Velocity Sports Equipment, Inc. based upon the maximum recommended or approved weight and speed limitations defined by the manufacturer of any and all attached components (i.e. main or reserve canopies).

It is the responsibility of the individual jumper to familiarize him or herself with the operation, maintenance, and limitations of all components of the assembled **infinity** harness/container system. Any questions or concerns regarding the compatibility, assembly, packing, maintenance, or use should be directed to an FAA certificated parachute rigger (or foreign equivalent when used outside US), instructor, or the manufacturer as applicable.





TO THE OWNER

Your new rig has been crafted from the finest materials available. Treat it well, and it will last a lifetime of jumps. Keep it out of the sun, and avoid dirt and stains. Store it away from oils, moisture, acids, abrasives, etc. Inspect it frequently for wear or damage.

To clean your gear occasionally of heavy soil, soak it in cool water in a mild, non-detergent soap solution (such as Woolite), and brush it clean.

When it is time to assemble or repack your reserve, choose a rigger you know and trust, one who will let you watch. You (and your rigger) will appreciate the ease with which the **infinity** container closes around your reserve, allowing a clean launch pad for your pilot chute. You will also gain a better understanding of your reserve system and how it works.

The **infinity** harness/container system is a custom made sport rig. It is fully approved under FAA TSO C23c, and is custom built to fit specific volume canopies. Check the tag on the packing data card pocket (located in a pocket behind the left ring cover) to find out what size reserve canopy will fit in the reserve container. Velocity Sports Equipment recommends a properly organized P.R.O. pack for the reserve, for optimum bulk distribution.

Your new **infinity** comes with all parts required for assembly with your reserve and main canopies. The main risers with toggle system are provided with either 3-ring or mini 3-ring releases. Although the size differs, they operate in the same manner. Your rig is also supplied with a reserve free-bag, pilot chute, toggles, a main pilot chute, main bridle, and main deployment bag.

The **infinity** comes with a reserve ripcord. When activated, it should be pulled hard to full extension of the user's arm. Also provided is a main canopy jettison handle (cutaway handle). It too, should be pulled to full extension of user's arm when used. Housings for both reserve activation and main jettison cables are provided and clamped in place at the factory. These clamps should be checked periodically to be certain they are secure.

The **infinity** is manufactured with an automatic activation device pocket and cable channels installed. Consult the manufacturer's manuals for proper installation and operation.





EQUIPMENT MAINTENANCE

Requirements for maintenance per FAR 105.43:

- A. A certificated parachute rigger (or foreign equivalent) or the person making the parachute jump must have packed the main parachute within 180 days before the date of its use.
- B. A certificated, BACK rated FAA Senior or Master parachute rigger (or foreign equivalent) must have packed the auxiliary/reserve parachute within 180 days before the date of use if made of synthetic fiber; or 60 days before the date of use if made of silk, pongee, or other natural fibers.

USER MAINTENANCE

Prior to each jump the jumper should examine the general condition of the **infinity** Harness/Container System. Any questions or concerns should be directed to the proper authority (i.e.: rigger, instructor, or the manufacturer). The following is a list of specific items which should be examined prior to the use of this equipment.

1. Check for the proper seating of the main pilot chute, bridle, and container pin. Examine the integrity of the closing loop and check the main bridle for proper routing and general condition.
2. Check the reserve pin to assure proper seating and straightness, examine the closing loops for wear, and assure the pin cover flap is secure.
3. Assure the RSL and **infinity** MARD is connected per your preference. (Note: The installation or use of the RSL and MARD is encouraged, but not required.) Assure that you cannot read "Do Not Jump" on the trigger tab in the reserve top flap viewing window.
4. Check all visible harness and container stitching.
5. Check all housings for excessive wear, dents, and proper tacking.
6. Examine cutaway and reserve handle pocket velcro to be sure it is clean and holds securely.
7. Check the reserve ripcord for freedom of movement in housing and the secure seating of the handle in the velcro pocket.
8. Check the hardware for operation, cracks or chips in the plating (if applicable).
9. Assure the proper assembly and condition of the 3-Ring Release System (refer to page 43).





***infinity* CONTAINER COMPATIBILITY CHART**

CONTAINER SIZE	RESERVE SIZE (SQ FT)	MAIN (9 CELL) SIZE (SQ FT)	MAIN (21 CELL) SIZE (SQ FT)	MAIN (27 CELL) SIZE (SQ FT)
I-00TSN	99 LOW BULK	83-89	NA	58-69
I-01TSN	99 LOW BULK	83-97	68-74	58-68
I-02TSN	99 LOW BULK	89-97	68-79	78-84
I-10TSN	99-109	83-92	68-75	58-69
I-11TSN	99-109	89-99	68-79	74-79
I-12TSN	99-109	97-109	78-90	78-84
I-13TSN	99-109	109-120	88-90	88-89
I-10SN	113-120	89-99	78-79	78-79
I-11SN	113-120	97-109	84-90	-84
I-12SN	113-120	107-120	88-96	-89
I-13SN	113-120	120-129	98-111	94-98
I-21SN	126-135	97-109	88-90	-89
I-22SN	126-135	107-120	96-98	-99
I-23SN	126-135	120-135	108-111	104-108
I-24SN	126-135	135-150	118-120	114-119
I-11	113-120	97-109	84-90	84-88
I-12	113-120	107-120	88-96	-89
I-21	126-135	97-109	88-90	-89
I-22	126-135	107-120	96-98	-99
I-23	126-135	120-135	108-111	104-108
I-24	126-135	135-150	118-120	114-119
I-32	143-150	120-135	108-111	104-108
I-33	143-150	135-150	118-120	114-118
I-34	143-150	150-170	NA	-119
I-43	160-181	135-150	118-120	114-118
I-44	160-181	150-170	NA	-119
I-45	160-181	170-190	NA	NA
I-46	160-181	190-210	NA	NA
I-54	193-218	150-170	NA	NA
I-54W	193-218	190-210	NA	NA
I-55	193-218	170-190	NA	NA
I-55W	193-218	210-230	NA	NA
I-56	193-218	190-210	NA	NA
I-57	193-218	210-230	NA	NA
I-65N	218-228	170-190	NA	NA
I-66N	218-228	190-210	NA	NA
I-68N	218-228	210-230	NA	NA
I-69NW	218-228	260-300	NA	NA
I-65	235-253	-190	NA	NA
I-66	235-253	-210	NA	NA
I-67	235-253	-230	NA	NA
I-68	235-253	-230	NA	NA
I-68W	235-253	-260	NA	NA
I-74N	235-249	190-210	NA	NA
I-75N	235-249	-210	NA	NA
I-76N	235-249	-230	NA	NA
I-77N	235-249	-260	NA	NA
I-79N	235-249	-280	NA	NA
I-76	281-288	-230	NA	NA
I-77	281-288	-260	NA	NA
I-78	281-288	-280	NA	NA
I-79	281-288	-300	NA	NA





ASSEMBLING THE RESERVE CONTAINER

This document is to be used as a guide for packing reserve parachutes into the **infinity** reserve container.

A certificated FAA senior or master rigger is required to pack any reserve or emergency parachute that will be carried in the United States.

Due to the great variety of parachutes available for use as reserves, no instructions for inspection or assembly are contained in this document. THE RIGGER MUST FOLLOW THE CANOPY MANUFACTURER'S INSTRUCTIONS FOR THESE STEPS.

Before you start, record the pertinent data from the canopy. (Many reserves have been packed twice in the same day for want of a number and a date).

PARTS REQUIRED:

1. **infinity** harness/container system
2. **infinity** OWNER'S MANUAL
3. Compatible volume reserve canopy (See chart)
4. **infinity** reserve pilot chute(Provided)
5. Reserve bridle or free-bag (Provided)
6. Canopy packing instructions
7. Reserve closing loop (Provided)
8. Reserve ripcord (Provided)
9. Reserve Supplemental Lanyard (Provided)
10. **infinity** MARD System (Provided)
11. Packing Data card (Provided)
12. Lead seal and seal thread



TOOLS REQUIRED:

1. One (1) pull-up cord 72" long
2. Two (2) 6 x 1-inch strips of pile velcro
3. One (1) temporary pin
4. Seal press / seals / sealing thread
5. Packing paddle and/or hard toggle
6. Pilot chute threading tool
7. Locking pull-up cord or soft bodkin
8. Molar strap (optional)
9. Rifle Cleaning Rod (optional)





Automatic Activation Devices

If using an automatic activation device install automatic activation device in pouch at the bottom of the reserve container. Route control display and closing loop cutter through proper channels. Consult manufacturer's installation instructions.





infinity Reserve Static Line (RSL) and **Main Assisted Reserve Deployment (MARD)**

The **infinity** is delivered with a Reserve Static Line (RSL) and a Main Assisted Reserve Deployment (MARD) device as standard features. Attaching the RSL and MARD is entirely optional, depending on personal preference. The RSL is a simple device that may activate the reserve deployment immediately after disengaging (via the 3-Ring release mechanism) from the main parachute. This action must be taken at an altitude sufficient for the proper functioning of the reserve parachute. The RSL is designed not to interfere with the manual activation of the reserve.

As an addition to the standard RSL, we have developed the **infinity** MARD system. This MARD has several key features over other systems on the market. The first of which is inherent reliability. The **infinity** MARD is a mechanical MARD- this means that once activated, there is no chance that the MARD will disconnect part way through the deployment process under normal conditions. In addition to being very secure, it also has the lowest release force in the event of a total malfunction, or low speed reserve deployment, ensuring quick and seamless deployment of your reserve parachute when you may need it the most!





In cases where the immediate activation of the reserve is not desired, the RSL is equipped with a quick release mechanism (snap shackle), allowing the user to disable the RSL prior to disengaging from the main. The snap shackle is located at the lower end of the right side main riser via a small ring. To disengage the RSL, simply pull on the red tape attached to the snap shackle.

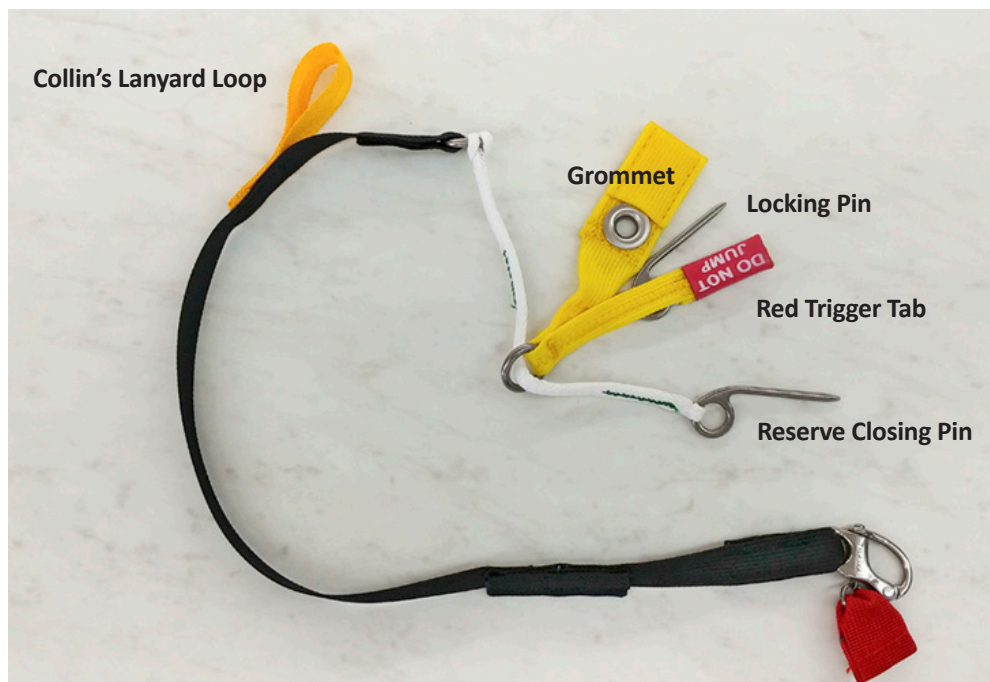
Remember, if the RSL is attached to the riser when you disengage from the main, you may activate the reserve!

Ask an instructor or knowledgeable rigger for those situations where the use of an RSL may not be advised.

CAUTION

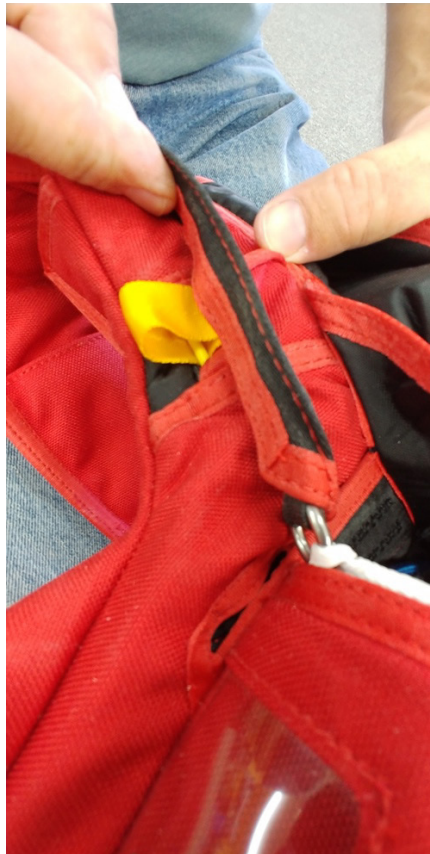
The RSL and MARD are dependable systems; however, they are only backups. They should never be relied upon solely for the activation and deployment of the reserve parachute. In the event of a cutaway situation, the jumper should make every attempt to pull the reserve handle as if there were no RSL/MARD present.

The RSL/MARD **will not** operate in the event of a total malfunction of the main (No main parachute out).





If using the RSL, or **infinity** MARD system, install the RSL in the RSL channel. Thread the left side yellow cutaway cable through the yellow Collin's Lanyard on the RSL. The RSL and Collins Lanyard (yellow loop of tape) must be used if using the **infinity** MARD system. Peel the reserve risers away from the yoke of the rig to reveal the channel for the RSL. Unroll the channel and place the RSL inside, then roll the channel back up. The snap shackle should exit from under the reserve risers on the same side it entered. After the main riser is attached to the harness, connect the snap shackle to the main riser at the small ring on the rear inboard side of the riser. There should be sufficient slack in the RSL to allow the main riser to move in all directions.





PACKING INSTRUCTIONS SQUARE RESERVE

PREPARATION:

BEFORE PROCEEDING, BE SURE THE VOLUME OF THE RAM AIR CANOPY TO BE USED MATCHES THE VOLUME OF THE RESERVE CONTAINER. FILL OUT THE PACKING DATA CARD WITH THE CANOPY SERIAL NUMBER, MANUFACTURER'S NAME, AND THE DATE OF MANUFACTURE. (Access to the loop is under the elastic at the top side of the closing loop plate located in the center of the reserve container.) INSTALL THE 72" PULL-UP CORD IN THE END OF THE CLOSING LOOP.

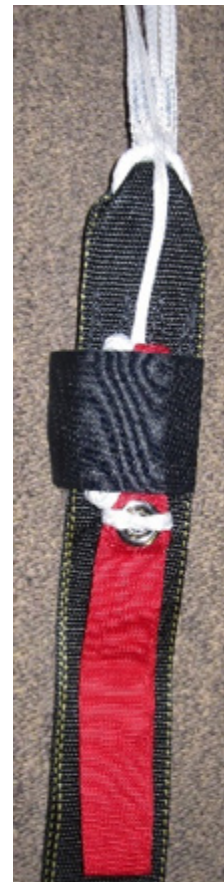
PART I: FOLDING THE RESERVE CANOPY AND INSTALLING IN FREE BAG

1. Thoroughly inspect the pilot chute, bridle, D-bag, safety stow, canopy, slider, lines, links, toggles, risers, closing loop, and the harness/container system.
2. Prepare the bag with your velcro strips and locking pull-up cord. Put a bite of bridle in one or both sides of the safety stow.



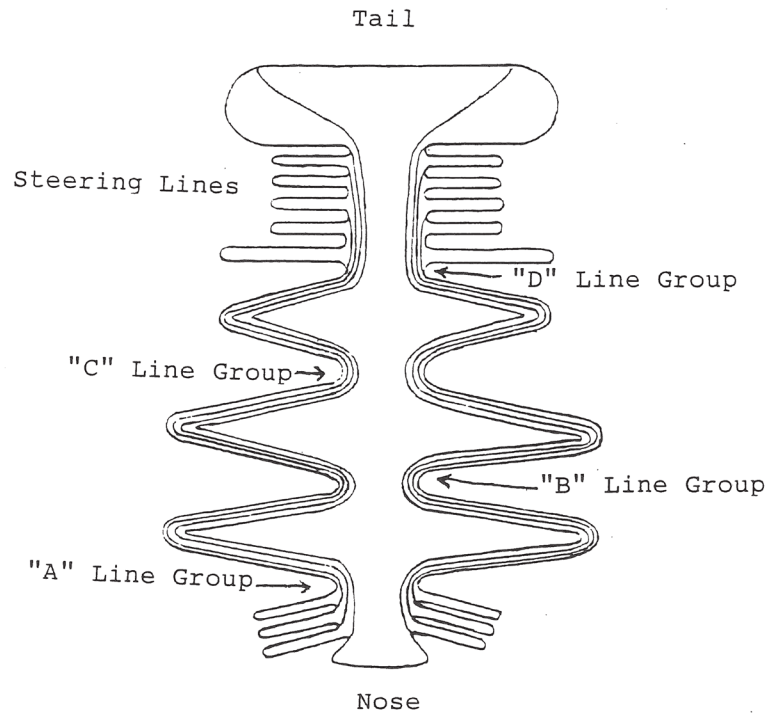


3. Follow the canopy manufacturer's instructions for attaching canopy to risers and steering lines to toggles. (The toggle system may be used with most canopies. Consult the canopy manufacturer's specific instructions for applicability.)
4. Confirm the reserve canopy is correctly attached to the reserve risers by performing a full line continuity check.
5. Set deployment brakes by pulling the brake setting loop below the guide ring, inserting the narrow tip of the toggle into the loop, then mating the toggle Velcro with the Velcro on the reserve riser. Stow the excess brake line on the back side of the two inch hook Velcro, and tightly wrap the excess line and end of the toggle with the two inch Velcro.





6. Fold the reserve canopy according to the canopy manufacturer's instructions. P.R.O. packing the canopy will help distribute the canopy bulk evenly left and right, and will result in a better looking, properly organized pack job. (The cross-section shows the path of the seams in a properly done propack.)

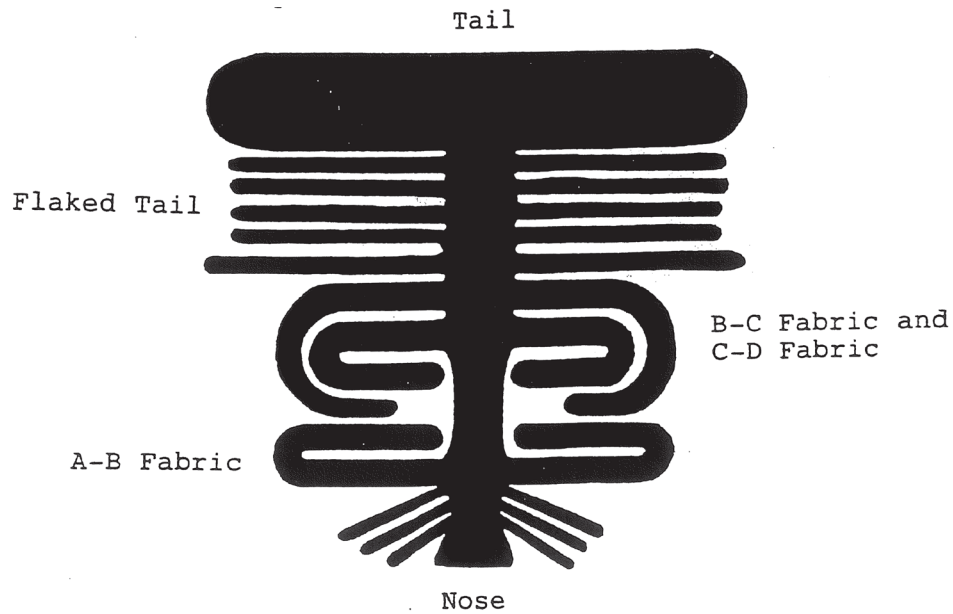


- 7. Carefully lay the propacked canopy flat on the floor.
- 8. At this point, the canopy should be much wider than the bag. To make it narrower, fold the fabric between the B-lines and D-lines toward the front of the canopy so that the edge of the fabric is in the fold at the B-lines.

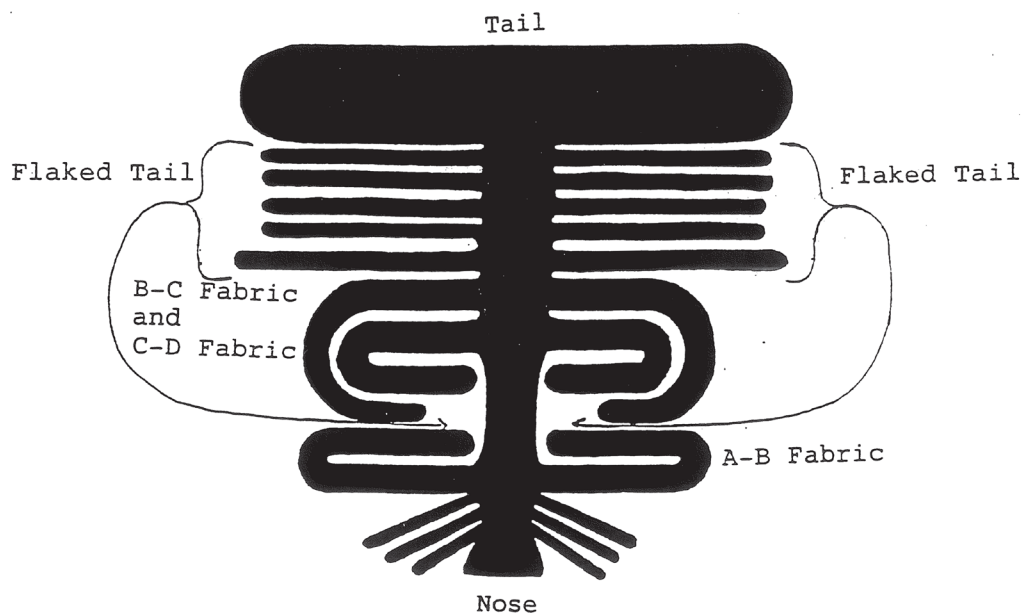




9. Fold the fabric between the A-lines and B-lines toward the tail of the canopy, so that it ends up in the same place as the previous fold.



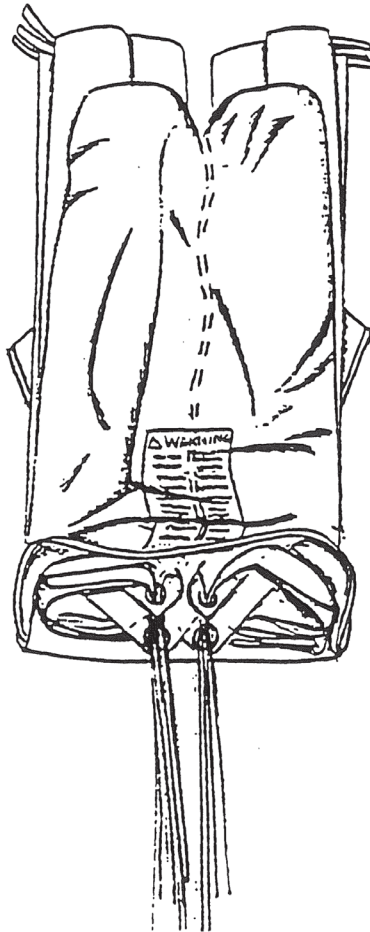
10. At this point, the steering lines should be in the center of the canopy, with the flaked tail hanging past the edge of the canopy. Fold the outside edge of the flaked tail into the crevice between the A-B fabric and the B-D fabric. This method makes the canopy easy to control while folding and keeps the tail well clear of the nose.





Once the canopy is folded:

1. Make a stacking fold of the stabilizers and slider so that they are even with the trailing edge of the canopy.



2. Return the center of the tail to its former position (covering the folded stabilizers and slider), and tuck it into our previously formed crevice.





3. Kneeling on top of the first fold, start working the canopy so that it is no more than 2 inches wider than the bag.
4. After squeezing the air out of the canopy, run your fingers around to the front of the nose, and hook the center cell top skin leading edge tape. Pull it apart until it is straight. Use this to help make the next fold on top of the first.

NOTE: WE WANT TO HAVE APPROXIMATELY 2/3 OF THE CANOPY BELOW THE GROMMET IN THE BAG.

5. Kneeling on the second fold and facing the top of the canopy, split the top of the canopy into two sections -- much like the shape of a molar tooth. (YOU WILL NOW SEE THE METHOD BEHIND OUR MADNESS. IT IS VERY EASY TO SPLIT THE TOP OF THE CANOPY IF YOU FOLLOW THESE INSTRUCTIONS PROPERLY.





6. Fold the two sections in half neatly and evenly.
THE MOLAR “EARS” SHOULD BE APPROXIMATELY 4-6 INCHES LONG.



7. Carefully slide the bag over the canopy, placing the “ears” in the bag one at a time. **DO NOT FORCE THE CANOPY TOO FAR INTO THE BAG.**





8. Close the locking flap with two short bites (2") of the suspension line in the elastic safety stow. Cinch down the locking pull-up cord until the center of the bag is as thin as possible.



9. Roll up the bottom of the bag until the line stow pocket is facing the container.





10. Open the pocket on the bag and stow the remainder of the suspension lines in the pocket, leaving about 4" of line unstowed. Remove line protectors. Mate the velcro to close the line stow pocket.





PART II: INSTALLING INTO CONTAINER AND CLOSING

1. Lay the D-bag into the container with the bridle going out to the top. Now raise the top of the D-bag.

Place the risers in the pack tray so that the rear risers are closest to the base of the side flaps and the front risers are closer to the center.

Release tension on the locking pull-up cord and feed the ends of the 72" pull-up cord up through it. Pull the closing loop up through the bag and secure with the temporary pin.

Completely fill the lower corners of the container. The end of the loop should be approximately $\frac{1}{2}$ inch below the level of the bag. A 4.25" loop length from the washer is a good average starting length. Actual lengths will vary depending on container thickness and loop/knot tying technique.





2. Feed the pull-up cord through the grommet on the kicker flap. Pull the closing loop through the grommet, and secure with the temporary pin.

NOTE: AT THIS TIME MAKE SURE THE CORNERS OF THE RESERVE CONTAINER ARE FULL!



3. Make even folds of the bridle on each side of the kicker flap up to the MARD attachment point. Slide those folds under the kicker flap. The folds should reach the row of stitching just past the grommet in the kicker flap. **Do not make the folds so long that they reach the corners of the container.** The MARD attachment point should be even with the top of the deployment bag.





4. Fold the remaining bridle side to side across the base of the kicker flap under the center flap. Make the folds narrow enough so that they don't get covered by the side flaps.

5. Thread the pull-up cord through the bottom of the reserve pilot chute and the out the top.



6. Collapse the pilot chute by compressing the spring and pulling all the fabric and mesh outside of the springs. Accordion fold the fabric horizontally such that the folds are even with the edges of the pilot chute. Then accordion fold the pilot chute fabric on the sides.





7. Secure the pilot chute with the temporary pin. Tuck the edges of the fabric under the edge of the pilot chute cap.

If an AAD is used, the pull up cord should be threaded through the cutter and then through the grommet.

8. Close the number 2 and number 3 side flaps and reinstall the temporary pin.



9. Dress the upper corners of the container.





Depending on your choice of configuration for your Infinity container, go to the following steps:

- A. If using the RSL and **infinity** MARD go to section A.
- B. If using only the RSL go to section B
- C. If not using the RSL and **infinity** MARD go to section C.

Section A

1. Insert “Trigger Tab” with **RED** “Do Not Jump” label into **GREEN** pocket with MARD locking pin against the pocket flap.
2. Thread **GREEN** bridle attachment lanyard through grommet from non-pocket side to side with pocket.
3. Insert MARD locking pin into bridle attachment lanyard and then into pocket on the tab.





4. Close the number 4 flap, making sure the MARD pin and **GREEN** lanyard are visible through the window.
5. Insert pin at the end of the RSL through the angled eyelet of the ripcord so the pin and ripcord will seat as pictured below.
6. Close the number 5 flap. Remove the temporary pin. Pull up the closing loop and insert the ripcord pin. You should not be able to pull up more than $\frac{1}{4}$ inch of closing loop.
7. Insert the ripcord pin in the pin protector pocket on the bottom flap.



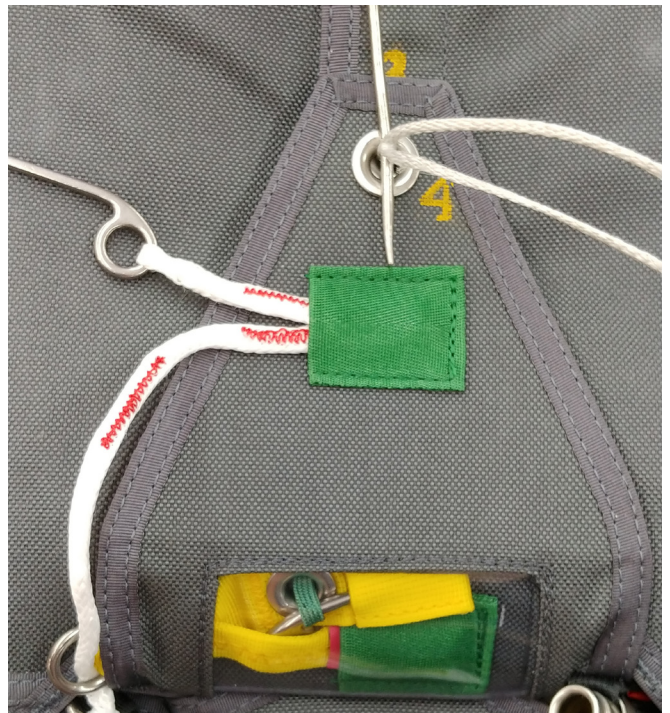


For *infinity*'s with the GREEN pin rotation pocket on the number 4 reserve flap, refer to the pictures below:

1. Fold the pin lanyard in half between the two bartacks closest to the reserve pin



2. Insert into the green pin rotation pocket





3. PRO-TIP: Using the tip of a rifle cleaning rod or similar will help get the lanyard fully seated in the pocket.



4. Seal the pin in the normal manner.





Section B, use of RSL only

1. Remove the MARD from the RSL pin lanyard by loosening the larks head holding the pin lanyard to the RSL ring, and passing the pin and MARD through the loop.

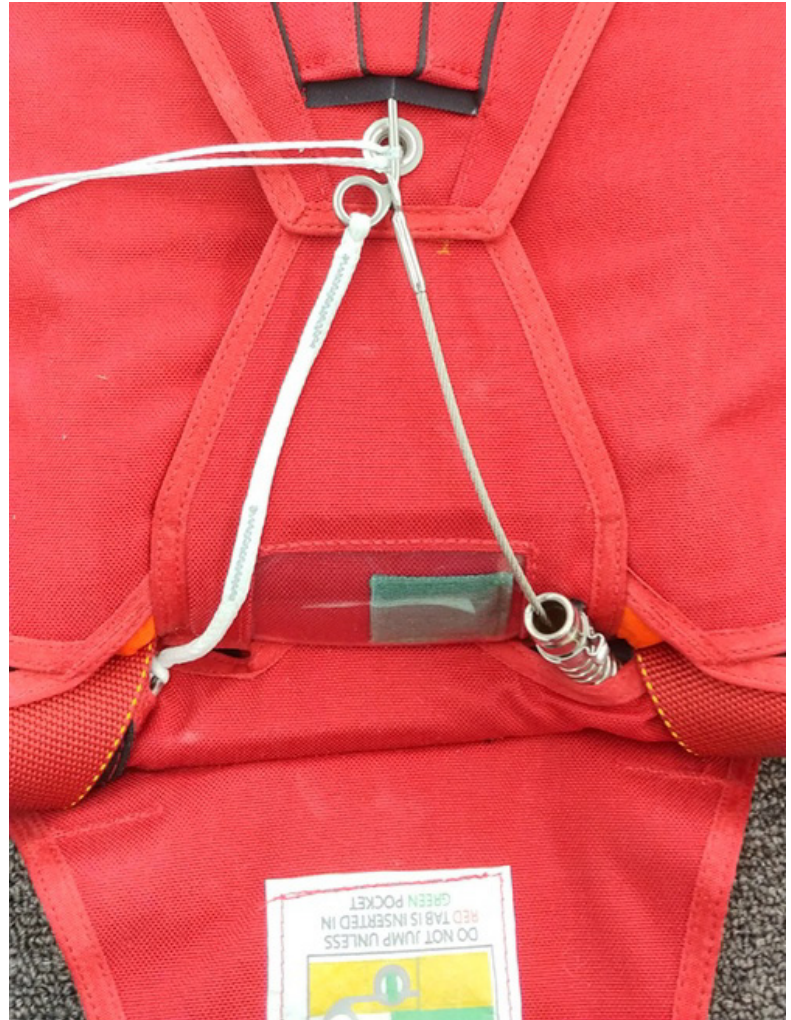


2. Reattach the pin lanyard to the RSL ring by passing the loop end through the ring, then the pin through the loop, and pulling tight against the ring.





3. With the RSL properly routed in its channel (refer to pages 10-11), close the number 4 flap.
4. Insert pin at the end of the RSL through the eyelet of the ripcord.
5. Close the number 5 flap. Remove the temporary pin. Pull up the closing loop and insert the ripcord pin. You should not be able to pull up more than $\frac{1}{4}$ inch of closing loop.
6. Insert the ripcord pin in the pin protector pocket on the bottom flap.





Section C, use of NO RSL or Infinity MARD

NOTE: A standard style ripcord will be required for this closing configuration. This can be sourced directly from Velocity Sports Equipment, Inc.

1. Close the number 4 flap.
2. Close the number 5 flap. **Remove the temporary pin**, pull up the closing loop and insert the ripcord pin. You should not be able to pull up more than $\frac{1}{4}$ inch of loop.



3. Insert the ripcord pin into the pin-protector pocket on bottom flap.





Final Closing Step

1. Verify that the tension on the reserve pin is within specifications and that the appearance is acceptable.
2. Sign packing data card (previously filled out) and insert it in the pocket provided behind the left ring cover.
3. Redress corners if necessary. Install seal in the normal manner, close the pin cover flap, and secure it with the tuck-in tabs. Tuck the pin cover flap into the center flap.



4. RECHECK THIS PROCEDURE TO ASSURE THAT ALL STEPS WERE COMPLETED AND THEN **COUNT YOUR TOOLS** TO BE ABSOLUTELY SURE THAT THEY ARE ALL OUT OF THE CONTAINER!





ASSEMBLING THE MAIN CONTAINER

1. Lay out or hang the main parachute by its tail and check the lines for straightness and continuity.
2. When the lines check out, attach the connector links to the risers in the correct manner (nose of canopy on front risers, tail on rear risers).
3. Run the steering lines through the guide rings on the rear risers.
4. Attach the toggles to the steering lines according to the manufacturer's instructions.

5. Attach the main risers by passing the big ring on the riser through the larger base ring on the harness.

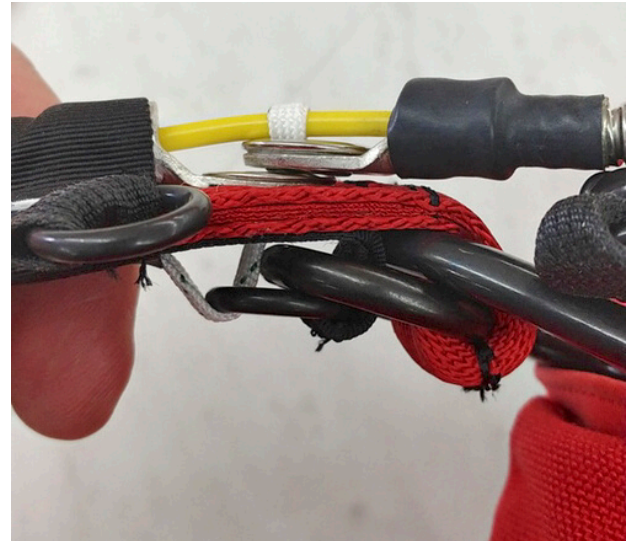


6. Pass the small riser ring through the middle ring, then pass the white loop over the top of the small ring, and pass it through the grommet.





7. Pass the white loop through the cutaway housing grommet, then pass the yellow cutaway cable through the loop, and into the riser hard housing.



8. Attach the RSL/MARD snap shackle to the RSL ring on the riser if using the RSL/MARD. Note that the RSL lanyard is routed BETWEEN the harness base ring and the cutaway housing. This configuration helps keep the RSL lanyard secure until the riser is released.





9. For kill-line pilot chute assembly, start by inserting the bag attachment point through the grommet in the center of the bag, and spreading the retention tabs over the grommet.



10. Compress the outer layer of the retention line to create a loop.





11. Run the attachment loop through the canopy attachment point, then thread the deployment bag and pilot chute through the loop.



12. Pull the retention line taut to remove the slack in the outer layer.

13. To cock the pilot chute, ensure that there are no twists in the bridle. Use one foot to stand on the deployment bag and pull the pilot chute handle until the center limit lines inside the pilot chute are taut. When the pilot chute is cocked, the kill line in the inspection window on the opposite side of the pin will be blue instead of white.



14. Install the retainer bands on the bag.

15. The main parachute is now ready to pack according to manufacturer's instructions.

NOTE: IT IS RECOMMENDED THAT THE PROPER ASSEMBLY BE INSPECTED AND VERIFIED BY A CERTIFICATED PARACHUTE RIGGER.





PACKING INSTRUCTIONS FOR THE MAIN CONTAINER

1. Flake and fold the canopy according to the manufacturer's instructions or recommendations. **Note: Fold the canopy narrow enough to fit into the deployment bag and wide enough to completely fill the corners of the bag.**
2. Stack the canopy on itself so that it is approximately the same depth as the bag.
3. Slide the stacked canopy into the deployment bag, assuring that the corners of the bag are completely filled.





4. Close the deployment bag, and place the first stows into the retainer bands after passing them through the grommets on the edge of the locking flap. (There may be 2 or 4 grommets.)



5. Stow the remaining suspension line along the bottom of the bag in the retainer bands (side to side). The stows should be 2 ½ inches long. Leave about 15 to 18 inches of line unstowed.

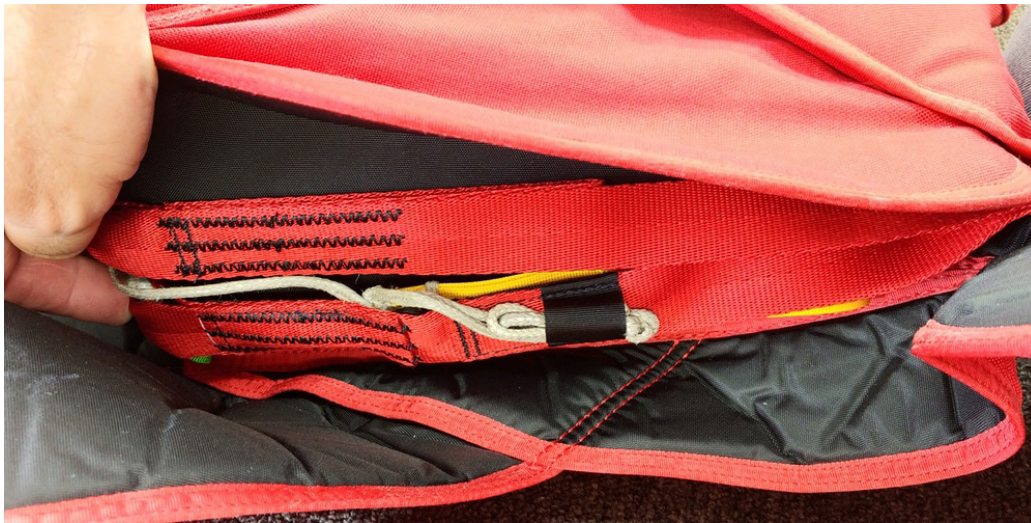


6. Verify that the main pilot chute is cocked.





7. Stow the risers under the secondary riser cover flaps on the reserve container, laying them side by side. Place the bag in the container (lines down). Fill in the corners.



8. Thread a pull-up cord into the closing loop in the bottom flap of the main container. Route it over the main bag and through the grommet on the number 1 flap.



After pulling the loop through each grommet, pull it tight, smooth the flaps, and then use an extra thumb or knee to hold the looped grommets in place while threading the next grommet. Insert pin after the left side has been pulled tight.





9. After pulling the loop through the number 1 flap grommet, thread it through the number 2 side flap grommet, and pull until the first three grommets are stacked on top of each other. It is advisable to ensure the secondary riser covers are completely tucked in while pulling the side flaps closed.



10. Thread the pull-up cord through the number 3 flap, pull the closing loop up and insert the pin. (The closing loop is the proper length when the first three grommets are stacked, and the edges of the side flaps just touch, but don't overlap.)

The bridle should be placed above the number 1 flap prior to closing the number 2 and 3 flaps allowing about 3-4 inches of bridle to be visible from the pin to where the bridle goes under the right side flap.





11. Lay the pilot chute flat with the mesh facing up. Stow the excess bridle from the center of the pilot chute half way to the outside edge.



12. Fold the pilot chute in half over the bridle.





13. Fold the sides in thirds.



14. Fold the outer edge in half up toward the handle.





15. Fold the sides of the pilot chute to the center.



16. Insert the pilot chute completely into the pocket leaving the handle out. Push the excess bridle into the spandex pocket leaving sufficient slack between the pocket and the pin.





17. Close the cover flap. Dress the corners and the riser covers.



NOTE: CHECK FOR PROPER ROUTING OF PILOT CHUTE BRIDLE. THE BRIDLE SHOULD GO FROM THE POCKET TO THE PIN, (STOWED UNDER THE SIDE FLAP). ROUTING BETWEEN PIN AND BAG SHOULD GO FROM THE PIN, TO THE RIGHT SIDE OF THE CENTER FLAP, TO THE BAG.





The 3-Ring Release



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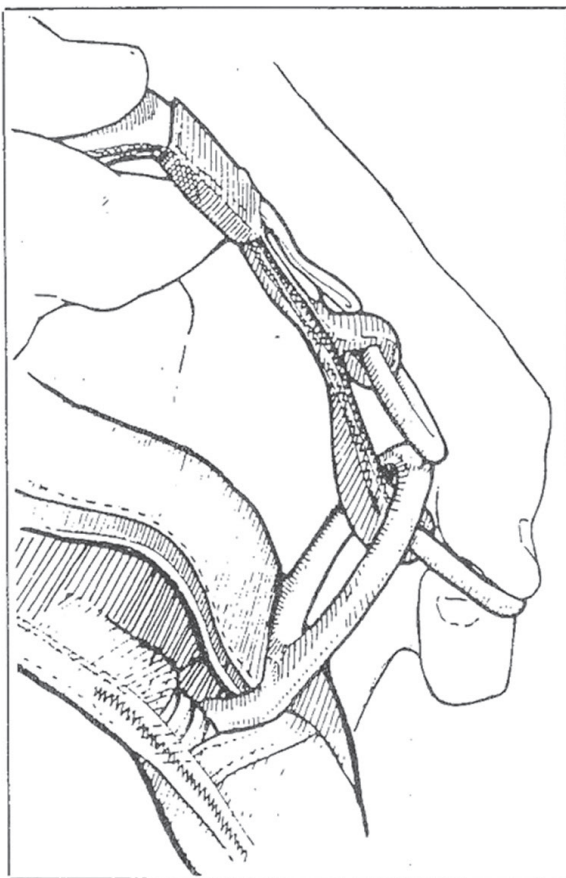




ASSEMBLY

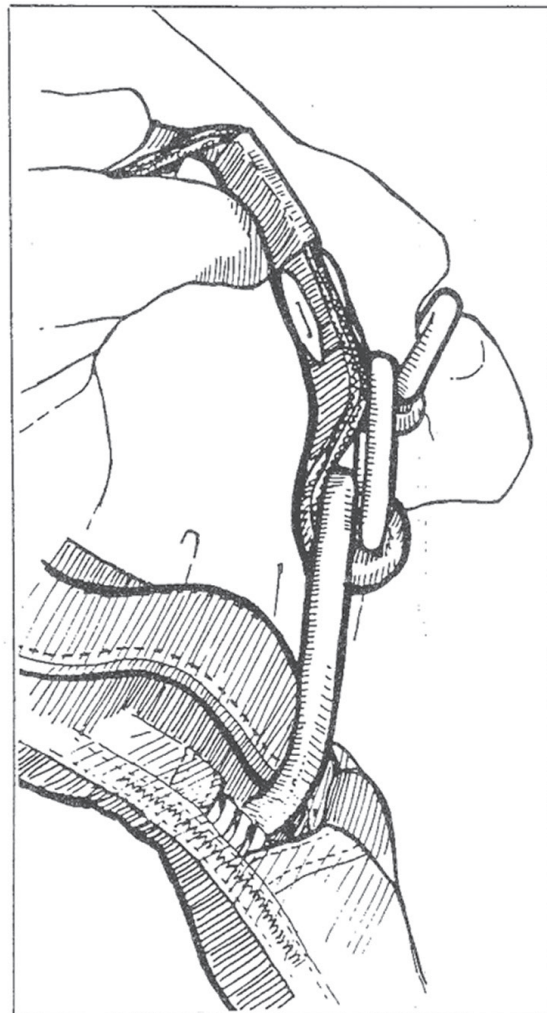
Before assembling the 3-Ring release, make sure the risers aren't twisted or reversed. Lay the **infinity** face down, as you would to pack it.

1) Thread the cable into its housing and stick the handle to the harness. The handle should be positioned as close to the ends of the housings as possible so that no cable is exposed.



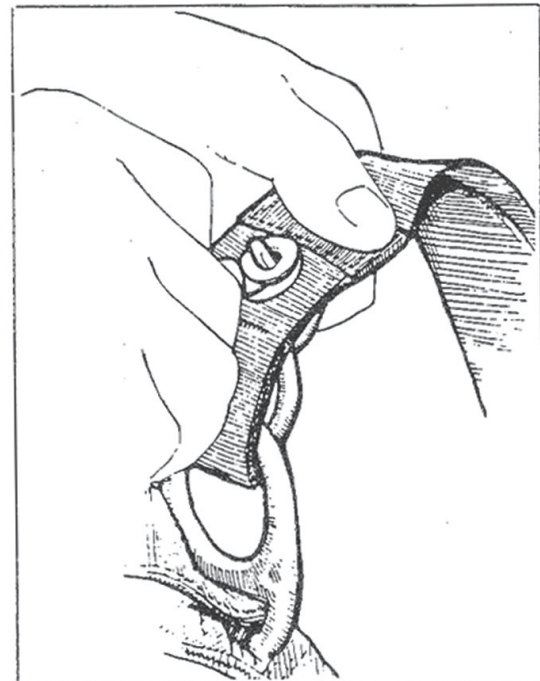
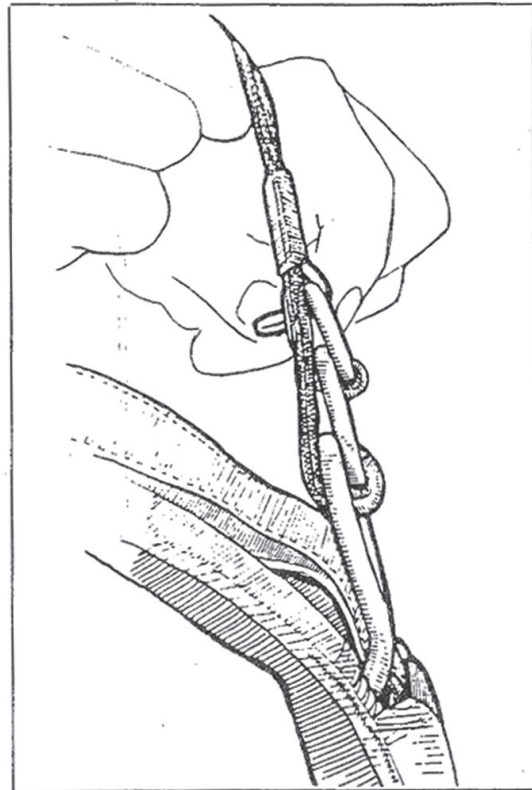
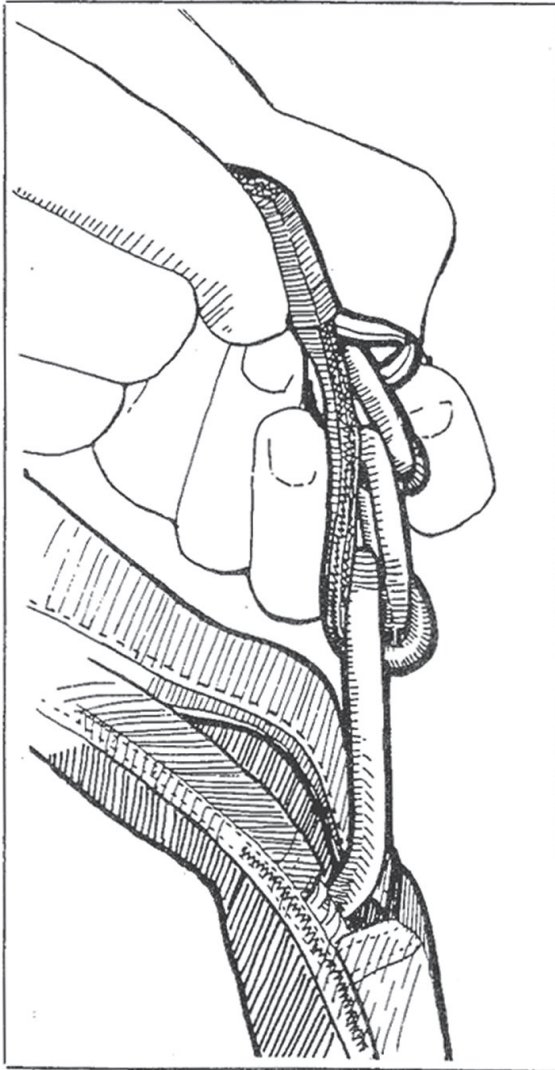
2) With the rings of the riser facing toward the floor, pass the ring on the end of the riser through the large harness ring from above. Fold it back toward the canopy and risers.

3) Thread the smallest ring through the middle ring in the same way, but make sure it doesn't pass through the large ring.





4) Bring the white loop over the small ring only and then through the riser grommet so it pokes out the back of the riser.



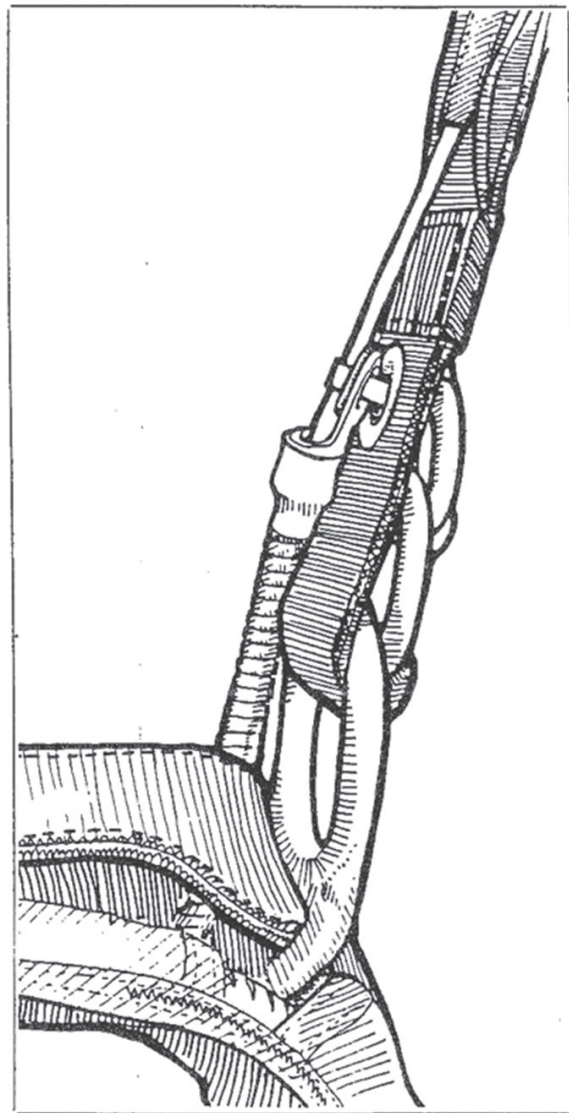
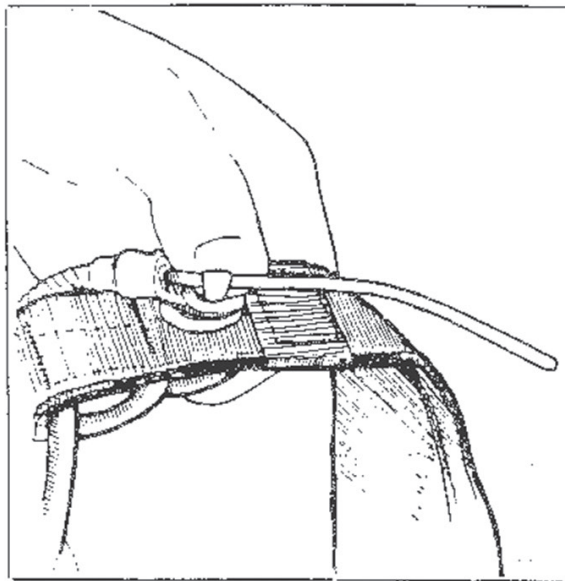
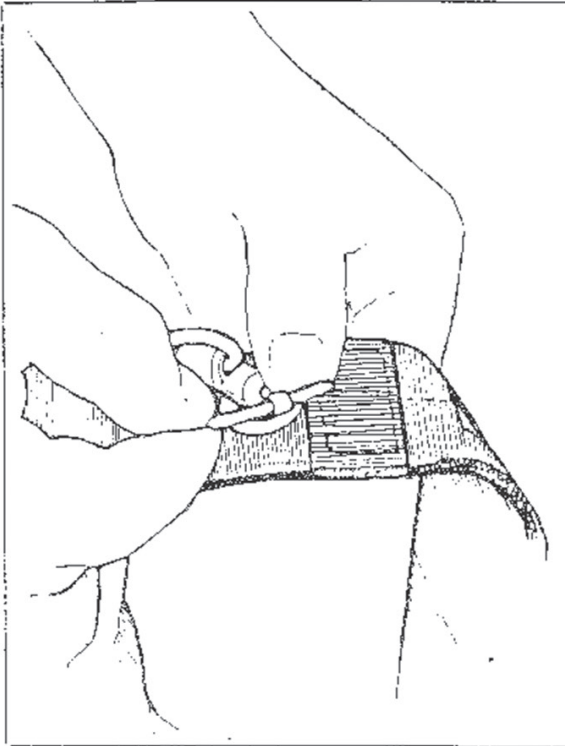
5) Continue threading the white loop through the grommet on the end of the cable housing. The flat side of the cable housing grommet should be against the riser.





6) Thread the yellow cable through the white loop, making sure the loop isn't twisted. Be careful with the cable so you don't bend it too sharply or kink it. Insert the free end in the channel on the back of the riser.

7) Repeat the above steps with the other riser.





REQUIRED PERIODIC MAINTENANCE FOR THE 3-RING

The Booth 3-Ring Release System has been in use for many years with excellent results. Although the system is as durable as the rest of the harness/container assembly, it requires periodic maintenance and inspection to ensure proper operation.

Generally it is NOT recommended that the risers be attached to the harness when new and “forgotten.” Like all skydiving gear, the 3-Ring Release should be carefully inspected and operated on a regular basis.

The procedures below should be done at least every month. This is especially important if the rig has not been used for a month or more, such as during the winter. Immediate inspection is required if it has been subjected to some abuse such as a drag across the runway, a water landing or exposure to a lot of dust or sand.

- 1) Every month operate the 3-Ring release system on the ground. Extract the cable completely from the housings and disconnect the risers.
- 2) While the system is disassembled, closely inspect it for wear. Check the white locking loops (the ones that pass over the smallest ring and through the grommet) to be sure they are not frayed.
- 3) Check the Velcro on the breakaway handle and main lift web to be sure it is clean and adequately holds the handle.
- 4) Check the cable ends for a smooth finish. The ends are finished at the factory to have a smooth, tapered surface. This prevents the cable from hanging up in the loop. Check the cable ends and consult a rigger or the manufacturer if a burr or “hook” is present.
- 5) Check the stitching, including that which holds the large rings to the harness.
- 6) Pull downward on the housings. They shouldn’t move downwards more than ½ inch.
- 7) Take each riser and vigorously twist and flex the webbing near where it passes through each ring. The idea is to remove any set or deformation of the webbing. Do the same thing to the white loop. (See drawing, next page.)
- 8) Check the housings for dents or other obstructions. Use the cable to do this.





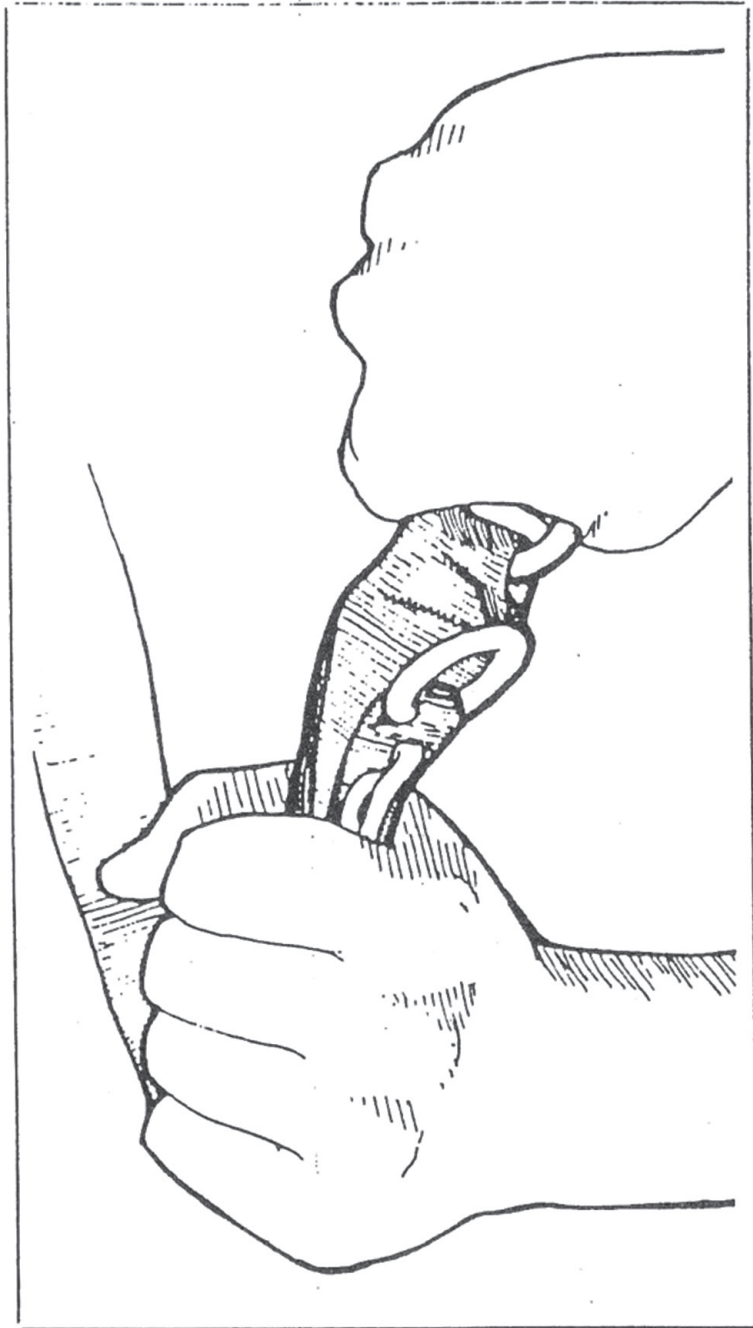
9) Clean and lubricate the release cable with a light oil such as a “3-in-1” brand. Put a few drops on a paper towel and firmly wipe the cable a few times. A thin, invisible film should remain—too much will attract grit and dirt, or the oil could become tacky in cold weather. Too much oil will require more force to extract the cable during a breakaway.

10) Inspect the fittings at the end of each housing. If one of these fittings were to come off the housing, a riser might release prematurely.

11) If any wear is found, consult a rigger or the manufacturer before using the **infinity**.

12) Reassemble the system. Double check it. Make sure the risers aren’t reversed.

It is important to maintain the system even more frequently in humid, muddy or freezing conditions. If the **infinity** becomes immersed in mud or muddy water, clean the 3-Ring release system with a mild solution of soap and water. Any rusted components must be replaced.





NOTES:

