



Breaking New Sky

NARO

HARNESS/CONTAINER ASSEMBLY

OWNER'S

MANUAL

PARACHUTE INDUSTRIES OF SOUTHERN AFRICA (PTY) LTD.
Factory: 29 Duiker Road, Canelands, Natal, South Africa
P.O. Box 1616, Verulam 4340, South Africa
Telephone: (0322) 33 0333 Telex: 6-24458 Fax: (0322) 33 0262



CONTENTS

F.A.A. T.S.O. APPROVAL	3
P.I.S.A. QUALITY ASSURANCE SYSTEM	4
INTRODUCTION	5
ATTACHING THE STEERING TOGGLES	6
STOWING THE RESERVE PARACHUTE	8
Stowing the Canopy	8
Stowing the Suspension Lines	10
Placing the Bag into the Container	11
Closing the Reserve Container	12
Reserve Static Line	16
ASSEMBLING THE MAIN PARACHUTE	17
Stowing the Main	17
Closing the Container – Throwout	20
Folding and Stowing the Pilot Chute	22
Closing the Container – Pullout	25
INSTALLING CYPRES	26
CARE AND MAINTENANCE	29
REPLACEMENT PARTS	29



WARNING

1. TRAINING AND/OR EXPERIENCE ARE REQUIRED TO LOWER THE RISK OF SERIOUS INJURY OR DEATH.
NEVER USE THIS EQUIPMENT UNLESS YOU HAVE READ AND UNDERSTAND THIS WARNING LABEL, AND ALSO UNLESS:
- A. YOU HAVE COMPLETED A "CONTROLLED PROGRAM OF INSTRUCTION" IN THE USE OF THIS EQUIPMENT

— OR —

- B. YOU HAVE READ AND UNDERSTAND ALL APPROPRIATE FLIGHT MANUALS & PACKING INSTRUCTIONS, AND HAVE COMPLETED AT LEAST 100 RAM AIR PARACHUTE JUMPS.

THIS PARACHUTE IS APPROVED UNDER FAA TSO C-23c AND ALTHOUGH THE FAA REQUIRED PLACARD STATES:

"CATEGORY B: This parachute is limited to use by persons up to 115kg (254 lb) fully equipped, and up to 150 knots".

2. TO LOWER THE RISK OF DEATH, SERIOUS BODILY INJURY, CANOPY DAMAGE AND HARD OPENINGS NEVER EXCEED THE FOLLOWING LIMITATIONS:

MAXIMUM DEPLOYMENT SPEED	130 KNOTS	130 KNOTS
MAXIMUM GROSS WEIGHT (JUMPER + CLOTHING + EQUIPMENT)		
	LBS.	LBS.
MANUFACTURER:		
MODEL:		

ATTENTION RIGGER: FILL IN DATA WITH WATERPROOF INK.
CHANGE DATA ON LABEL IF A DIFFERENT
CANOPY IS INSTALLED.

3. A. SPORT PARACHUTING IS A HAZARDOUS ACTIVITY THAT CAN RESULT IN INJURY OR DEATH.
- B. PARACHUTES SOMETIMES MALFUNCTION EVEN WHEN THEY ARE PROPERLY DESIGNED, BUILT, ASSEMBLED, PACKED, MAINTAINED AND USED. THE RESULTS OF SUCH MALFUNCTIONS ARE SOMETIMES SERIOUS INJURY OR DEATH.
- C. IF YOU USE YOUR PARACHUTE — OR IF YOU ALLOW SOMEONE ELSE TO USE IT — YOU ARE ACKNOWLEDGING SPORT PARACHUTING'S RISK AND ACCEPTING THE FACT THAT THE PARACHUTE OR ITS COMPONENTS MAY MALFUNCTION.
- D. IF YOU ARE NOT WILLING TO ACCEPT THE RISKS OF SPORT PARACHUTING, OR IF YOU AREN'T WILLING TO ACCEPT THE POSSIBILITY THAT YOUR PARACHUTE OR ITS COMPONENTS MAY MALFUNCTION AND PERHAPS CAUSE YOU TO BE INJURED OR KILLED, THEN YOU SHOULD RECONSIDER YOUR INVOLVEMENT IN SPORT PARACHUTING.

**MANUFACTURED UNDER FAA TSO C23c BY:
PARACHUTE INDUSTRIES OF SOUTHERN AFRICA (PTY) LTD.**

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P.O. Box 1616, Verulam 4340, South Africa
Telephone (0322) 33 0333 Telex: 6-24458 Fax: (0322) 33 0262

REMOVAL OF THIS LABEL VOIDS THE T.S.O.



TY 242

REPUBLIK VAN SUID-AFRIKA
DEPARTMENT OF TRANSPORT
CHIEF DIRECTORATE CIVIL AVIATION
HOOFDREKTOORAAT BURGERLUGVAART
Private/Privat Bag 1183
PRETORIA

**SERTIFIKAAT VAN GOEDKEURING
CERTIFICATE OF APPROVAL** **Sertifikaat No. K21...**

AIRCRAFT MANUFACTURING ORGANISATION

1. Hierdie sertifikaat word uitgereik konformiteit met die voorskrifte van die Regulasies van die Lugvaart, 1961, soos gewysig, uitgereik onder Reg. 74 van 1962.

2. Die funksies en verpligtinge wat deur hierdie sertifikaat aan die organisasie gegee word, moet strook in ooreenstemming met die bepalings van die Regulasies van die Lugvaart, 1961, soos gewysig deur die Normatiewe van Burgerlugvaart, nagelees word.

3. Hierdie sertifikaat is nie oordraagbaar nie.

Lisensie:

PARACHUTE INDUSTRIES OF SOUTHERN AFRICA

Bedryfsadres:
Business address:
29 DUKER ROAD
CANEELANDS
NATAL
4340

Vervaardiger:
Manufacturer:
29 DUKER ROAD
CANEELANDS
NATAL
4340

MANUFACTURE OF PARACHUTE EQUIPMENT TO STANDARDS AND SPECIFICATIONS APPROVED BY THE COMMISSIONER FOR CIVIL AVIATION.

Hierdie sertifikaat is geldig tot:
This certificate is valid until:
Datum uitgereik/geveel:
Date issued/mentioned:
1986-03-23
1984-03-24
Plaas:
Place:
PRETORIA

Signature of Commissioner for Civil Aviation



The TÜV-Zertifizierungsgemeinschaft e.V.

- TÜV CERT -
hereby certifies that

**Parachute Industries of
Southern Africa**
29 Duker Road
Caneelands
SOUTH AFRICA

has established and applied
a quality system for

Manufacture of all types of parachutes

An audit was performed on 14.15.08 & 20.08.91. File No. ZA 196
Proof has been furnished that the requirements according to

ISO 9001 / EN 29001
are fulfilled.

The certificate is valid through

May 1995

Certificate Registration No.

QA 213



Born 1.05.1992
TUV CERT EXECUTIVE BOARD

Colonge 14.05.1992

Signature of Certifying Body
CERTIFYING BODY



U.S. Department
of Transportation
Federation Aviation
Administration

AIRCRAFT CERTIFICATION OFFICE

c/o American Embassy
27, Boulevard du Regent
B-1000 Brussels, Belgium

In reply refer to: SG/vk/01/12/125:93

January 12, 1993

Mr B.H. Cowan
Department of Transport
Forum Building
Strubenstraat
Private Bag X 193
Pretoria 0001
South Africa

Dear Mr Cowan,

We accept the CAA South Africa certification of compliance contained in your letter dated December 7, 1992, Ref. J44/331, that te below mentioned parachutes & harnesses manufactured by PARACHUTE INDUSTRIES OF SOUTH AFRICA (Pty) Ltd., 452 5th St. Bramley, 2018 Wynberg Sandton, Transvaal, S. Africa, have been examined, tested and found to meet the performance standards of Federal Aviation Regulations (FAR) Part 21, Section 21, 305(b) and Technical Standard Order (TSO) C23c:

PO991-00 TEMPO 150 Reserve Canopy PO138-00 NARO Harness/Container
Assembly
PO986-00 TEMPO 250 Reserve Canopy PO172-00 STUDENT/NARO Harness/
Container Assembly

On the basis of the CAA certification, the designs of the above mentioned parachutes & harnesses are hereby granted FAA approval and may be identified in accordance with the provisions of FAR 21, 617(c). Each parachute exported for installation on United States registered civil aircraft must be accompanied by your Certificate of Airworthiness for Export to facilitate acceptance under FAR 21.502.

The following technical data submitted with the request for TSO design approval are considered to have fulfilled the requirements for data of TSO C23c and are being retained in this office:

- Operating Instructions, Equipment Limitations
- Inspection and Test Procedures
- Maintenance Procedures & Specifications
- Test Report

Sincerely,

Everett W. Pitman

Everett W. Pitman
Manager, Aircraft Certification Office
FAA-Brussels

THE P.I.S.A. QUALITY ASSURANCE SYSTEM

1. INTRODUCTION

- 1.1 In an attempt to provide its customers with products of a consistently high standard of workmanship and quality, Pisa's Quality Management system follows the ISO 9000 series.
- 1.2 This requires the pre-planning of all processes and procedures affecting the controlled manufacturing of parachutes.
- 1.3 These systems are continuously and objectively audited to ensure their effectiveness.

2. QUALITY PLAN

2.1 PRODUCT APPROVAL

Certification approval of product design on successful completion of qualification testing to (SAPTA) "South African Parachute Testing Authority" test schedule.

2.2 TECHNICAL MANUFACTURING PACKAGE

Approved technical data packages consisting of cutting templates, components lists, materials lists and technical drawing schedules.

2.3 PREFERRED SUPPLIERS

Purchasing of raw materials to internally accepted technical specifications from a preferred Suppliers listing.

2.4 PURCHASE ORDERS

Purchase orders to quote part number (Mil Spec) or specification reference numbers and require that a "Certificate of Conformance" be furnished.

2.5 GOODS-IN-TESTING

Verification examination and testing of raw materials prior to batch acceptance.

2.6 TRACEABILITY

Serialization of approved raw materials traceable from Suppliers, into finished product and on to first recipient of goods.

2.7 WORKS ORDERS

Manufacturing of product may only be performed once approved works orders are signed. Approval of works orders are controlled by the Technical and Contracts Departments.

2.8 WORKS PACKAGES

Are generated by inputs from the Marketing, Technical, Contracts, Quality, Production Control and Materials Control Departments.

2.9 STORES CONTROL

Raw materials may only be issued to production against approved works order numbers.

2.10 PRODUCTION CONTROL

By means of a product traveller card which lists all important operations and requires the signature of each respective Operator. All defects and re-work pertaining to the product, is listed.

2.11 IN-PROCESS INSPECTION

Strategically positioned inspection points ensuring the correctness of important operations and preventing defective work being processed further.

2.11.1 Template — Pattern Inspection.

2.11.2 Lay out check.

2.11.3 Inspection hold points as per traveller card.

2.11.4 Final inspection as per check list.

2.12 PRODUCT QUALITY AUDITING

2.12.1 Cutting room — templates and lay processes.

2.12.2 At various important manufacturing stages to ensure in-process inspectors are performing effectively.

2.12.3 Finished product full check to technical specification package on a sample basis.

2.13 SYSTEMS QUALITY AUDITING

To ensure the effectiveness and continued use of the various quality systems procedures, the following audits are carried out.

2.13.1 Continuous mini audits as per a calendar schedule are carried out by the Senior Quality Controller.

2.13.2 Tri-annual full system quality audits are carried out by the Quality Manager.

2.14 QUALITY IMPROVEMENT PROGRAMME

A list of the necessary improvements required, based on audit results is compiled with the corresponding action necessary, responsible person and planned date of completion set.

2.15 DEFECT ANALYSIS

Graphical defect analysis of in-process defects as well as traveller card defect analysis is performed to monitor adverse trends.

3. CONCLUSION

- 3.1 We firmly believe that our above planned approach to the controlled manufacture of our products, results in consistent good workmanship and quality of conformance.

NARO HARNESS CONTAINER SYSTEM

Read the owners manual thoroughly before you assemble or attempt to use the NARO.

The NARO Harness/Container System is designed to accept all modern "Square" Reserve parachutes up to 480 cu inches in volume. It is *not* designed to accept traditional "round" parachutes whatsoever!!!

It is the sole responsibility of the individual concerned to ensure that the NARO is properly assembled, packed, maintained and operated. Sport parachuting is a hazardous activity that may result in injury or death.

WARNING — NO WARRANTIES — DISCLAIMER

It is expressly understood and agreed that by the use hereof by the buyer or any subsequent user that the seller shall in no way be deemed or held liable or accountable, upon or under any guarantees or otherwise, beyond that expressed herein. It is sold with all faults and *without any warranty or merchantability or fitness for any particular purpose*, expressed or implied for the particular purpose the buyer intends to use it.

The liability of the seller is limited to replacement of defective parts found upon examination by the manufacturer to be defective in material or workmanship within 30 days after its purchase, and which has not been caused by an accident, striking, improper use, alteration, tampering, excessive use, misuse or abuse.

The seller and/or manufacturer shall in no event be liable for the personal injuries or for any other damages, whether direct or consequential to any person, and have no other liability in connection with this device, and the seller further disclaims and the buyer and/or user hereby waives any such liability.

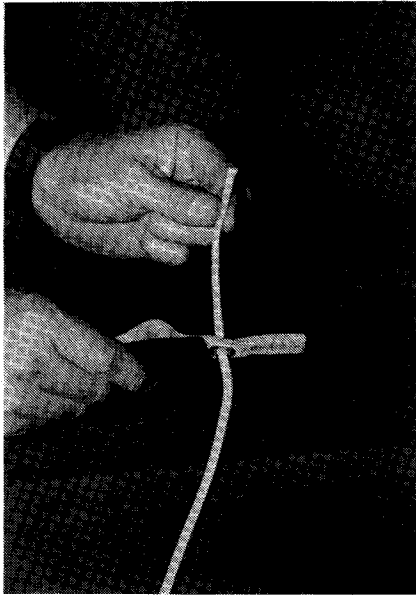
The NARO comes supplied with the following component products:

1. The Harness with reserve steering toggles
2. Main and Reserve Container
3. Main Risers and steering toggles (Type 8 for RSL use)
4. Reserve Ripcord
5. Cut Away Handle (contrasting edgebinding tape in middle — RSL)
6. Reserve Free Bag, Bridle and Pilot Chute
7. Main pilot chute and bridle
8. Main Deployment Bag
9. Main and Reserve closure Loops (SPECTRA 1000-825 only)
10. Reserve packing card
11. RSL — Reserve Static Line (if requested/ordered)
12. NARO Owners Manual.

Inspect your new equipment prior to assembly!

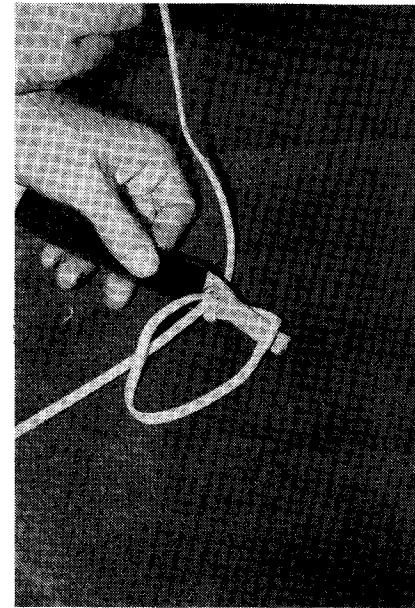
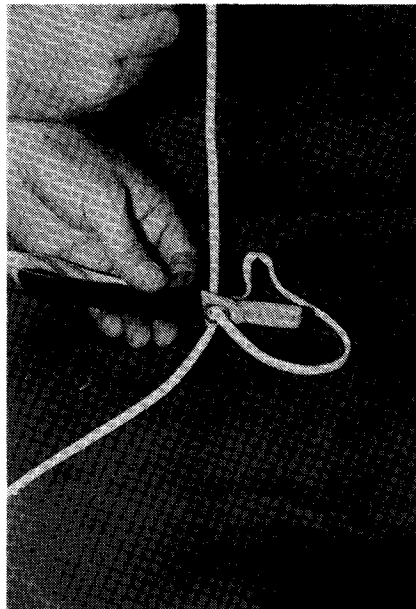
ATTACHING THE STEERING TOGGLES OF THE MAIN AND RESERVE

Ensure that the steering line has been correctly routed before attempting to tie-on any toggles!

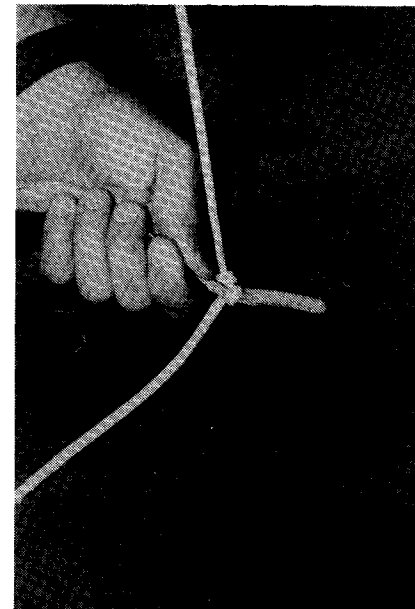


Thread the sealed end of the steering line through the grommet and pull it up to the mark.

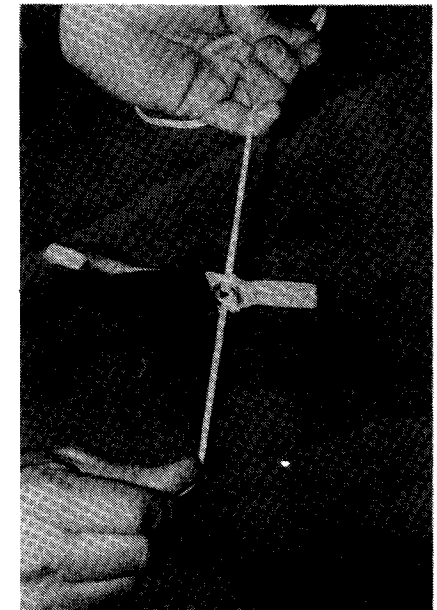
Holding the mark in place take the sealed end of the steering line and pass it around the toggle and thread it through the grommet again in the same direction and manner as previously.



Pull up tight making sure that the mark on the steering line has remained positioned at the grommet.



Then take the sealed end again and pass it around the toggle in the opposite direction so as to follow a figure-of-eight pattern around the toggle and thread it through the grommet for the third time.



Tie-off the sealed end with an overhand knot.

(*Caution:* When tying-on Spectra Type main steering lines a more suitable type of knot may be required to ensure that the steering line does not release from the toggle).

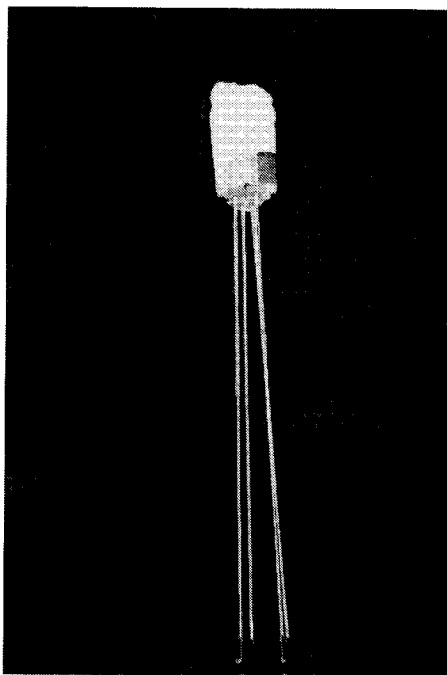
STOWING THE RESERVE PARACHUTE

Pack the reserve parachute according to the manufacturers instructions. The individual packing the reserve parachute must be a qualified and experienced reserve parachute packer and/or rigger.

STOWING THE CANOPY

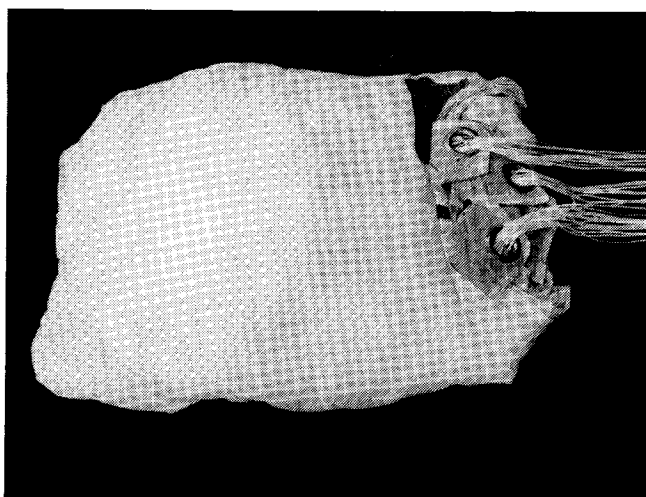
- 1 The canopy is packed ready to be packed into the freebag.

NOTE: The freebag must first be prepared by inserting one end of a pull-up through both the grommets in the bag and tying it to the other end of the pull-up, to prevent it from slipping out.



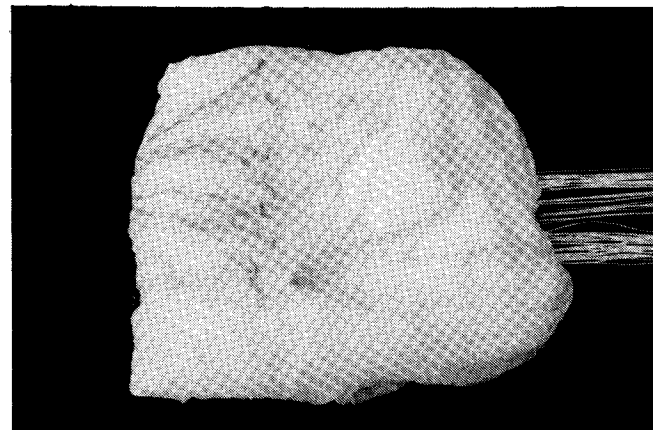
2

Fold the bottom 20cm of the canopy towards the top, then S-fold this part of the canopy to make a 10cm long fold.



3

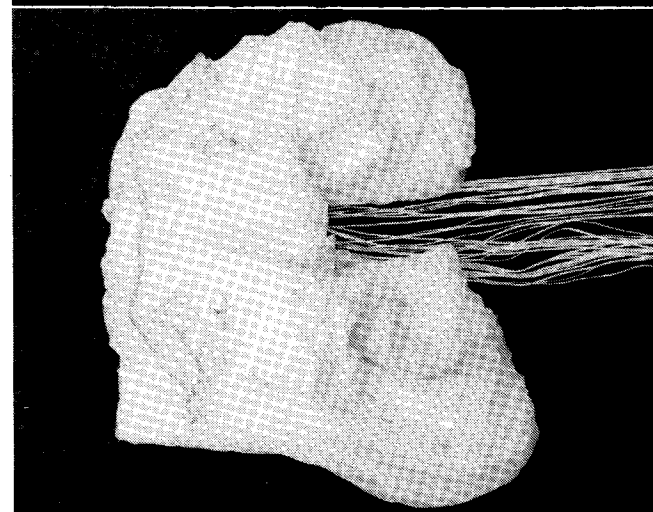
Fold the top of the canopy over towards the container, locate all the top mid-seams of the cell openings and ensure that they are exposed.



4

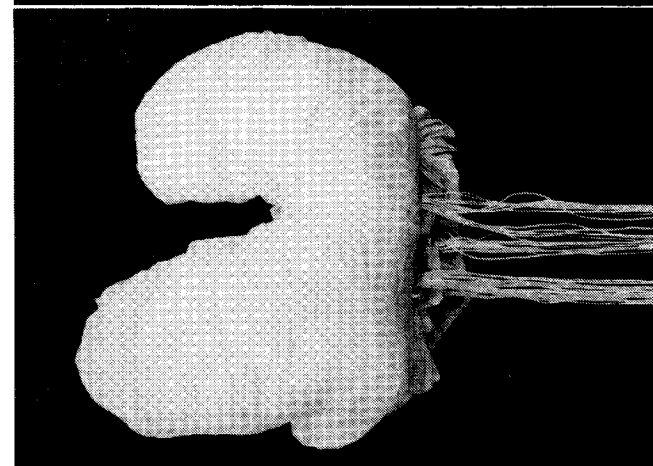
Neatly split the canopy down the centre from the top to create two "ears".

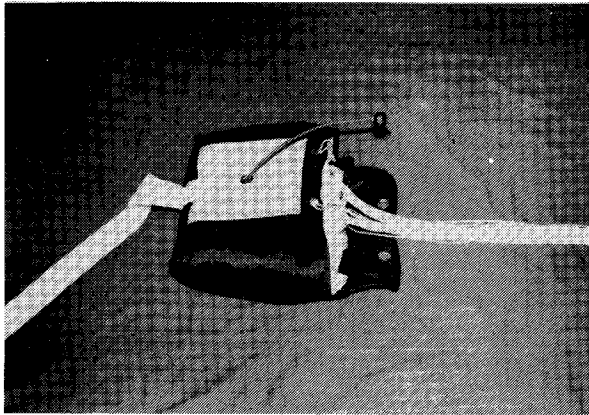
NOTE: If an FXC 12000 AAD is installed, split the canopy such that the bulk of the canopy will be on the side of the container where there is no AAD i.e. split a 7-cell into 4 and 3 cells respectively.



5

Fold the ears over and dress them for the freebag.





6

Slide the top left of the canopy into the top left corner of the bag. Holding this corner fast, repeat the procedure on the right side. Now place the rest of the stacked canopy into the bag.

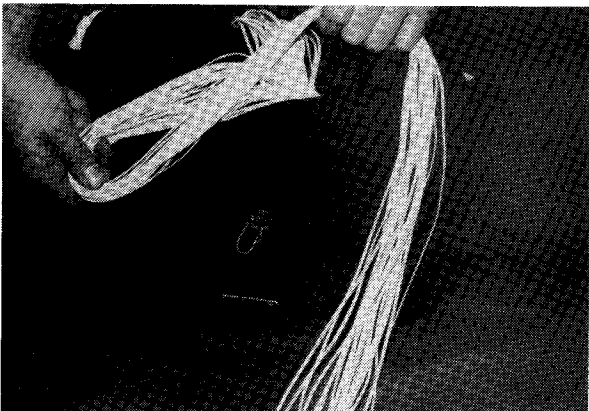
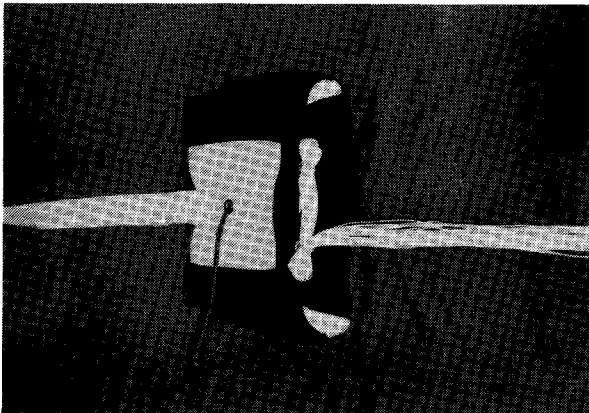
STOWING THE SUSPENSION LINES

1

Close the bag with two locking stows. Make the bights 25-30mm long.

2

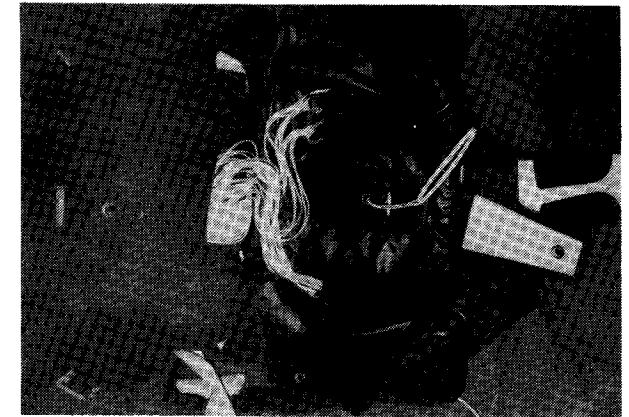
S-Fold the remainder of the lines neatly into the line stowage pouch. Close the line stowage pouch ensuring that the lines pass between the two velcro strips. Leave approx. 20cm of line unstowed.



PLACING THE BAG INTO THE CONTAINER

1

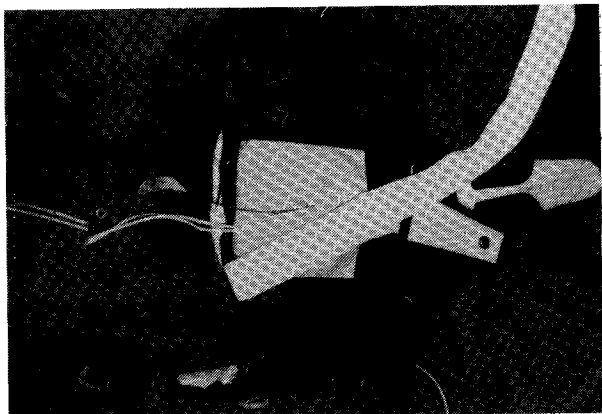
Place the reserve parachute which has been packed into the free bag onto the main container and carefully position the reserve container. Spread the links rather than stacking them on top of one another. Ensure that the reserve risers have entered the container so that they will lie flat over the shoulders.



WARNING! USE ONLY THE SPECTRA 1000-825 CLOSURE LOOPS SUPPLIED! USE OF ANY OTHER TYPE OF CLOSURE LOOP WILL INVALIDATE THE TSO!

2

Pass the other pull-up cord through the reserve closure loop. If a T-bar was passed through the bag, thread the ends of the pull-up cord through the hole in the end of the T-bar. Remove the T-bar from the bagged canopy, pulling the closure loop and pull cord through it. If the pull-up cord was passed through the bag, untie it and tie the end protruding from the underside of the bag around both ends of the second pull-up cord that has been passed through the closure loop. Carefully pull on the other end to pull the closure loop and second pull-up cord through the packed canopy. Untie the original pull-up cord and set it aside.



CLOSING THE RESERVE CONTAINER

Regardless of what procedure was used to place the canopy in the bag, the same procedure is used to close the container.



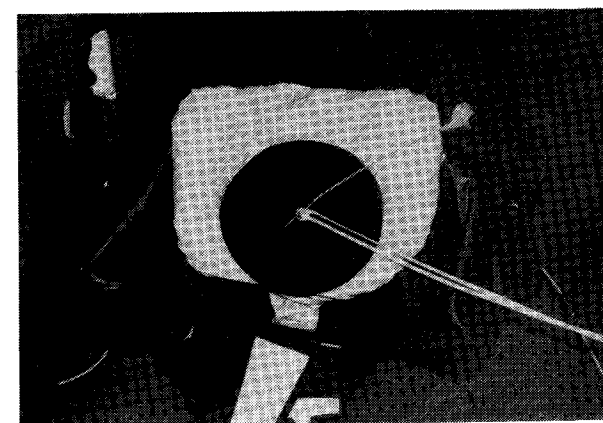
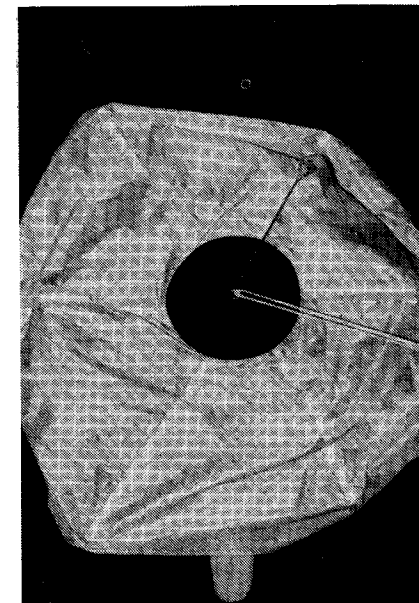
- 1** Place the bagged canopy in the pack tray, taking extra care to fill the lower corners. Then use the pull-up cord to pull the closure loop up through the bagged canopy. Secure the bag in position with a temporary pin. Make long S-Folds with the bridle from the top of the bag to the bottom right hand corner of the reserve container until half the bridle has been stowed in this manner, then make long S-Folds in the bridle from the top of the bag to the left hand corner of the container as shown.

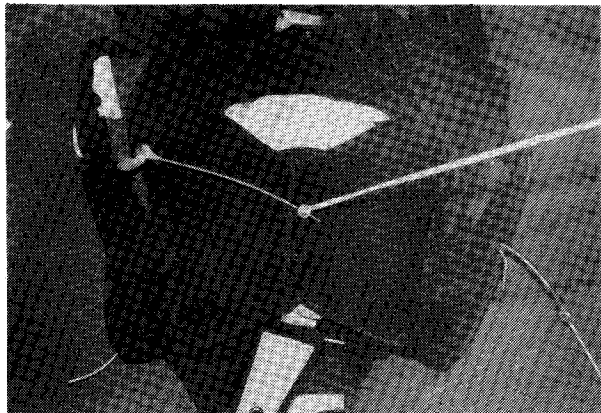
- 2** Thread the pull-up cord through the bottom of the pilot chute and out the top. Centre the base of the pilot chute over the stiffener plate on the free bag.

- 3** Make sure the base of the pilot chute is centred over the loop, then collapse the pilot chute and lock it with a temporary pin.

- 4** Pull all the canopy fabric out from between the spring. Folding the fabric rather than stuffing it between the coils reduces the bulk of the packed container. After pulling the fabric from between the spring, check to be sure the pilot chute base is centred under the crown.

- 5** Now fully compress the spring to see how much loop can be pulled through the top of the pilot chute. If you can pull more than 20mm through, the loop is too long. Now would be the best time to open the container and shorten the loop. Lay the fabric flat all around the pilot chute and fold it under in wide folds to the centre. Fold the top and bottom first, then the sides. Keep the fabric folds of the pilot chute out from the open flaps.



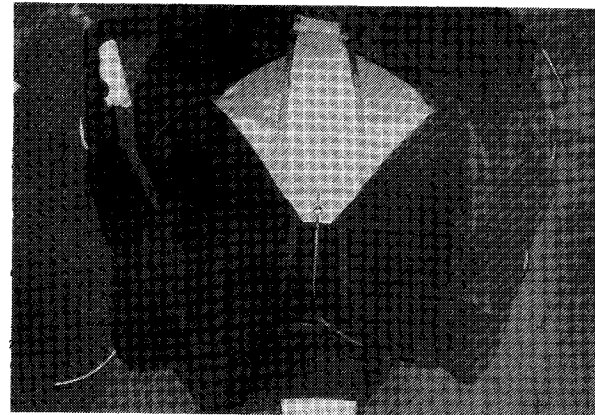


- 6** Thread the pull-up cord through the side flaps (flap 1 and 2) and close and secure with a temporary pin. Make sure that the folds in the pilot chute stay flat and neat.



- 7** Thread the pull-up cord through the outside top flap (Flap 3) close and insert a temporary pin.

- 8** Thread the pull-up cord through the outside bottom flap (Flap 4) close and insert the temporary pin. If the force necessary to close the last two flaps seem excessive, the loop may be too short. Use a scale to determine how much force is needed to extract the pin; up to 10 kg's (22 lbs) is correct for the TSO.



- 9** Replace the temporary pin with the reserve pin. Insert the ripcord handle into its pouch on the main lift web.

- 10** Place the rig on a clean surface with the backpad facing up and walk on it with stockinged feet or clean shoes to help expel the air from the container and make it flatter.

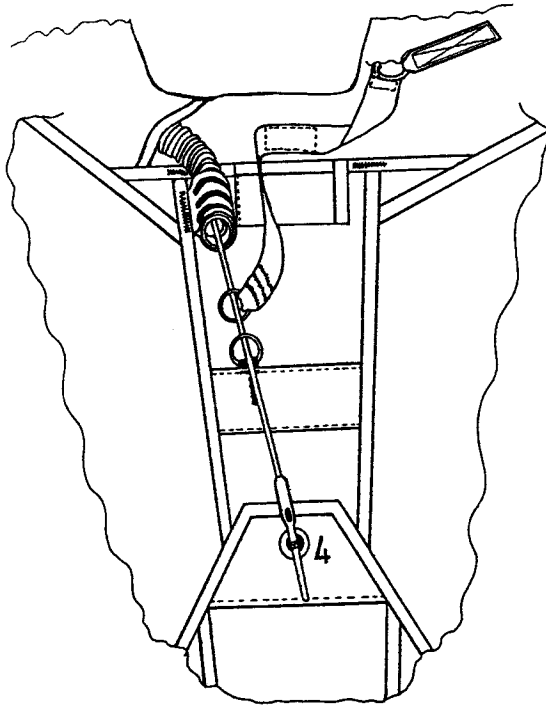


1. Dress the container, seal, sign and log.
2. COUNT YOUR TOOLS!!

RESERVE STATIC LINE

PRE INSTALLATION

Prior to installing the Reserve Static Line (RSL) on either the Naro or Student Naro Harness/Container System, first check to see that the system was ordered for use with an RSL. Then check to see that there is a 19mm ($\frac{3}{4}$ ") strip of velcro hook sewn to the right shoulder from the Big 3-Ring on the harness to the reserve container. There will also be a 30mm ($1\frac{1}{16}$ ") long piece of 19mm ($\frac{3}{4}$ ") velcro hook sewn on the yoke directly above the #3 reserve flap. These pieces correspond to the pieces of velcro loop (pile) that are sewn to the RSL. The RSL has a snap shackle attached at one end that is intended to attach to a ring provided on the wearer's right riser and, it has a ring on the other through which the ripcord cable is to be routed.



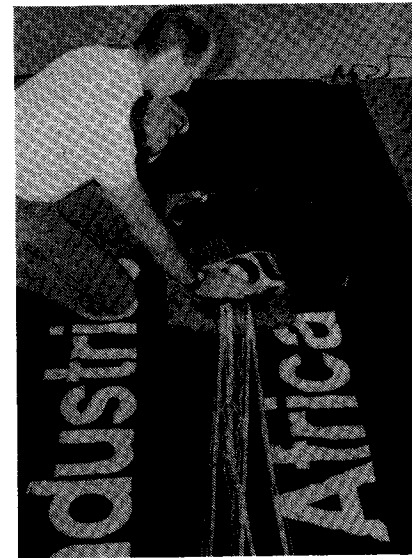
INSTALLATION

1. With the reserve container completely closed and held with a temporary pin, match the velcro loop of the RSL to the velcro hook on the harness/container. The RSL must route through the 1"/25mm ring sewn onto the wearers right hand shoulder.
2. Route the reserve ripcord pin directly from the end of the housing through the ring on the RSL. Ensure no twists in the RSL.
3. Route the reserve rip cord through the ring provided on reserve flap #3 such that the ring on the RSL is positioned between the ring and the end of the reserve ripcord housing.
4. Replace the temporary pin with the reserve ripcord pin.
5. Connect the snap shackle to the ring provided on the main riser.

ASSEMBLING THE MAIN PARACHUTE

Carefully inspect the main parachute for wear or manufacturing defects.

Attach the main parachute to the main risers included with your NARO. Be sure the canopy is facing forward and that the lines extend from links to canopy without crossing over each other. Leaving the risers on the harness while attaching the canopy will help prevent confusion.



1 STOWING THE MAIN

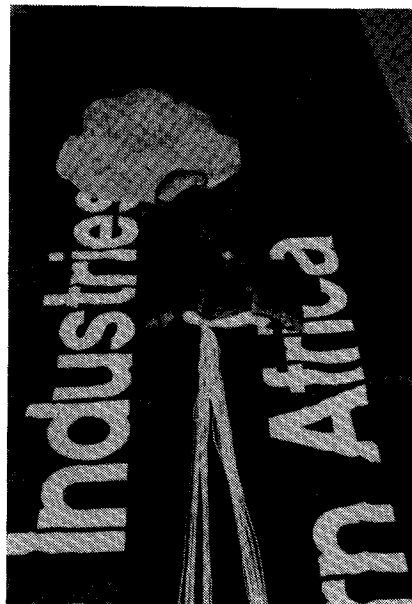
Flake and fold the canopy according to the canopy manufacturer's instructions. Be sure the canopy is folded as wide as possible so that it will fill the corners when put in the bag.



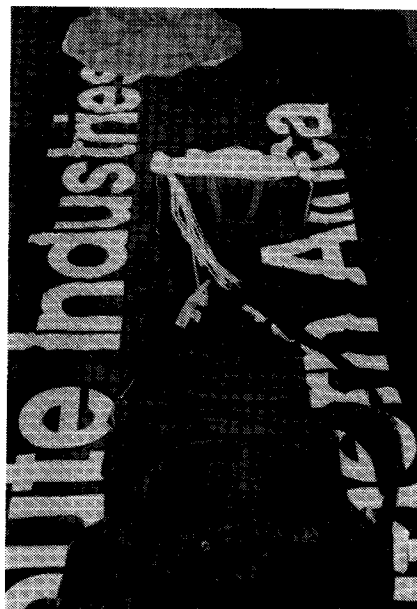
2 Stack the canopy on itself so that it is about the depth of the bag.

3 Slide the canopy into the deployment bag, being sure to fill the corners completely.

- 4** The bag is held shut by two rubber bands located across the mouth of the bag. Each of these rubber bands pass through a grommet located along the edge of the locking flap. To close the bag, pass one of the two rubber stow bands through its corresponding grommet and insert a 30-50mm bight of lines through the stow band, the same for the second stow band.



- 5** Stow the remainder of the lines across the bottom of the bag in the rubber bands. Keep the bights of the lines 30-50mm long. Leave no more than 350mm of lines unstowed between the bag and the connector links. Ensure that the excess pilot chute bridle is out of the top of the bag i.e. seat the ring on the top of the canopy against the grommet in the bag. Push any canopy fabric that protrudes back into the bag with your finger, this keeps it from being damaged. Use your knees or feet to "walk" on the bag, squeezing the air out and distributing the bulk until the middle is no fatter than the sides.



- 6** Pick the bag up by its sides and set it into the container on its line stows. Gently roll the bag out of the way. Follow the risers over the shoulders of the rig and down along the sides of the reserve container into the main container. Position the connector links, ensure that no lines will wrap around them during canopy deployment.



- 7** Lay the bag down in the container with the line stows against the bottom flap. Push the top corners of the bag into the top of the main container so that the connector links are kept in place between the bag and the bottom flap of the reserve container. Make sure that none of the flaps are under the bag. Pull the bridle to its full length. Kneel on the centre of the bag and pull up the main container side flaps until the bag fills the container and is flush with it.

CLOSING THE MAIN CONTAINER — THROWOUT

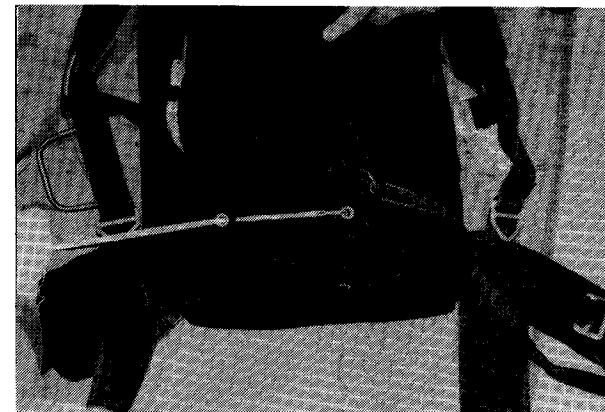
- A. Insert a pull-cord through the closure loop attached to the divider between the main and reserve containers. Make a small S-fold in the bridle across the bag.
- B. Thread the pull-cord through the bottom container flap (Flap 1) and pull up towards the reserve container. Hold the closure loop in place with your knee.

- C. Thread the pull-up cord through the top container flap grommet (Flap 2).

Pull the pull-up cord through the grommet by pulling towards the bottom of the container. Pat the bottom of the container till the loop comes through the grommet. Avoid overstressing the grommets. Hold the loop in place with your knees. Route the bridle around Flap 2 such that the small velcro loop patch mates with the velcro hook patch on Flap 2.



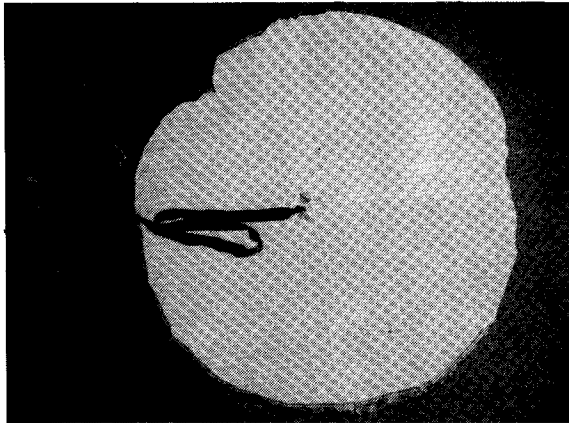
- D. Thread the right-hand (Flap 3) then the left-hand flap (Flap 4) and using the same patting technique close the flaps until the closure loop protrudes from the grommets. (The flaps *must* be closed in that order!)



- E. Insert the curved pin through the closure loop.

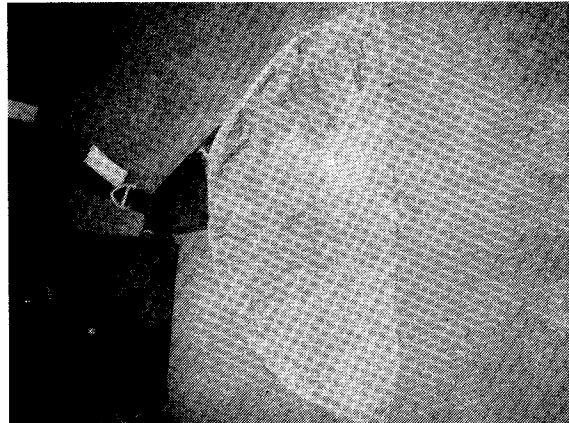
Slowly remove the pull-up cord to prevent excess friction from damaging the closure loop. It's best to pass the pull-up cord under the pin while extracting it, as doing so will reduce wear on the loop.



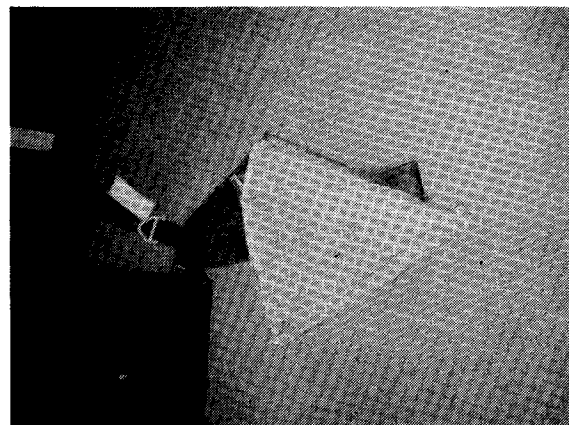


FOLDING AND STOWING THE PILOT CHUTE

Lay the pilot chute out on the fabric (mesh up) and S-fold the bridle onto it up till the velcro loop. Ensure that there are no twists in the bridle.

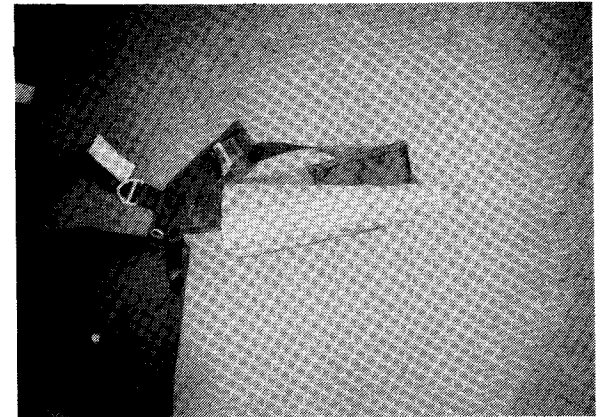


Fold the pilot chute in half.

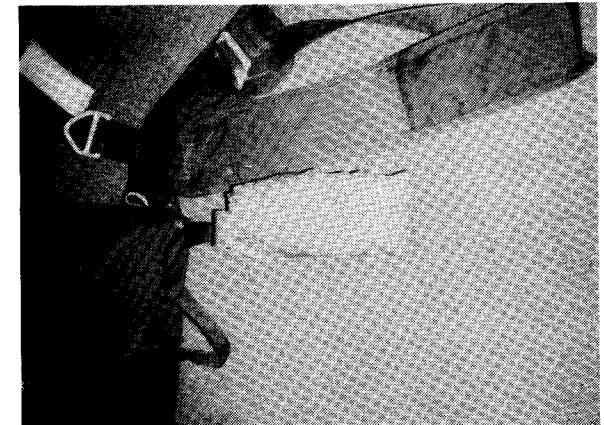


Fold the pilot chute into thirds.

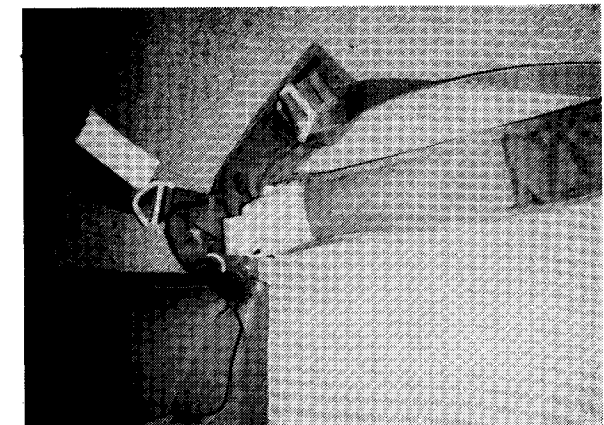
Fold the pilot chute into thirds again making the pilot chute thin.

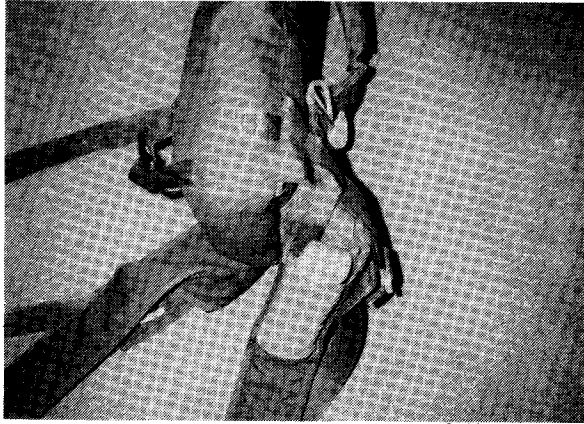


Fold the thin pilot chute in half lengthways so that it is approximately the same length as the pilot chute pouch.

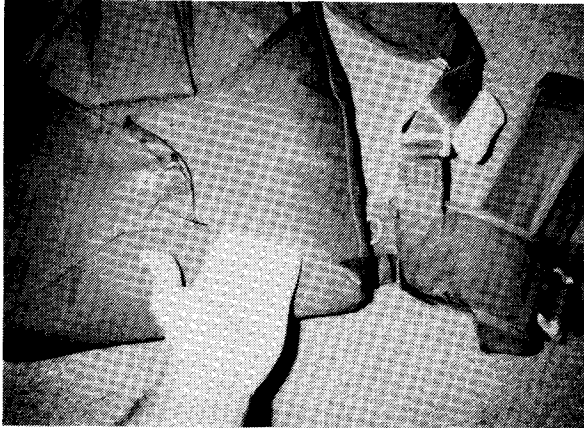


Insert the folded pilot chute into the pouch and ensure that the pilot chute will be easy to extract.

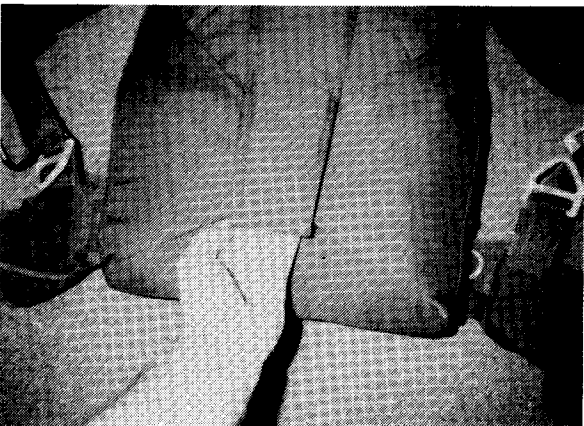




Route the bridle from the legpad to the container matching the velcro.



Tuck the excess bridle between the velcro and the pin under the right side flap.



Secure the top flap by tucking the top flap tongue under its corresponding flap to prevent any accidental deployment.

CLOSING THE MAIN CONTAINER — PULLOUT

- A. Insert a pull-cord through the closure loop attached to the divider between the main and reserve containers.
- B. S-fold the pilot chute bridle and pilot chute across the centre top of the bag making sure that the apex of the pilot chute with the pullout puff attached to it, is situated at the bottom right corner of the container.
- C. Close the container flaps in the correct order and secure the top flap tongue in place.
- D. Ensure that the velcro on the puff is mated to that on the pilot chute to prevent pilot chute extraction prior to pin extraction.
- E. Insert the lanyard end of the puff into the elastic pouch on the bottom right corner of the container. Bend the handle enough to slip it into the square retainer pocket on the bottom of the container.
- F. Remove the pull-cord to prevent a PILOT-CHUTE-IN-TOW MALFUNCTION.

CYPRES

NARO

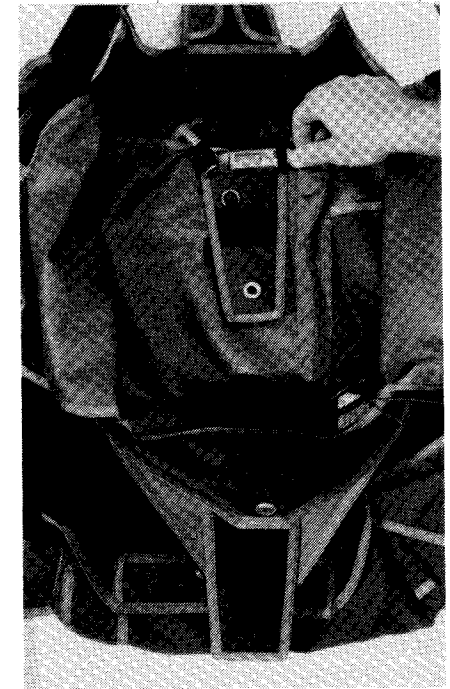
harness/container systems will be fitted with Cypres AAD installation capability unless otherwise specified.

NOTE: Refer Cypres Installation Information in the CYPRES Riggers Guide for Installation - For Specialised Installation refer to installation for NARO harness/container system.

1. Insert the Processing Unit into the Spandex pocket provided on the separating wall between the main and reserve containers. The cables from the Processing Unit must lie flat on the bottom of the pocket.
2. Thread the Control Unit through the channel that is sewn along the pack tray up to the top reserve flap (Flap 3).

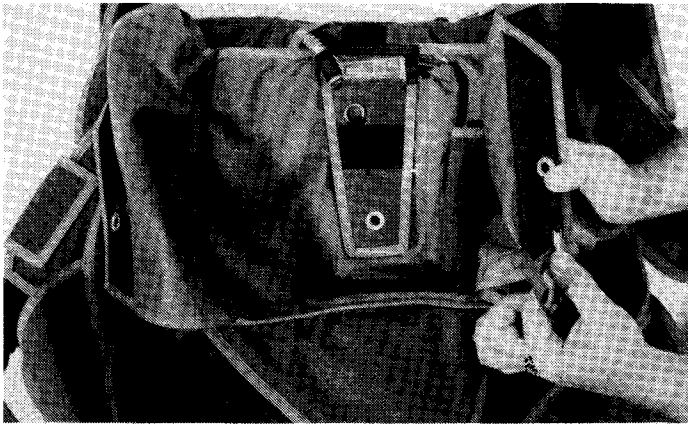


3. Slide the Control Unit into the plastic pouch supplied on top of the reserve top flap and close the velcro.



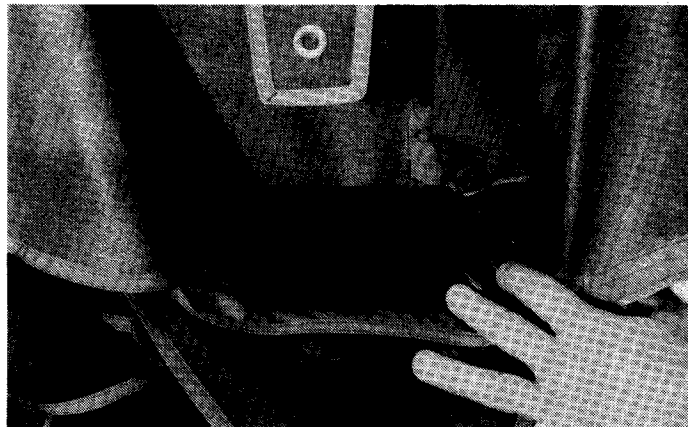
4. Thread the Release Unit through the bottom passage hole of the spandex pocket and then through the tape channel to the No.1 reserve side flap. Trimming of the tape channel may need to be done at the side flap end to ensure no snagging during deployment.





5.

The Release Unit must then be pulled through the elastic tube sewn onto the side flap so that the unit opening is positioned over the grommet.



6.

Any surplus cable for either the Control Unit or Release Unit is to be loosely coiled and housed inside the velcro flap provided on the spandex pocket for the Processing Unit.

CARE AND MAINTENANCE

Your **NARO** should be carefully inspected prior to use. The following should be inspected on a periodic basis:

1. Main and Reserve Closure Loops should be inspected for wear.
2. The 3 Ring release should be disconnected. Flex the risers to ensure that the webbing has not set or deformed. Examine the white loop on the risers for wear. Clean and lubricate the release cables with a light film of household oil. Inspect the 3 Ring housings for damage or snags.
3. Inspect the harness for broken stitches or frayed webbing.
4. Inspect the velcro and grommets for wear and tear.
5. Inspect the main pilot chute for wear.

REPLACEMENT PARTS

When ordering parts for your "Naro" include the serial and part number and date of manufacture so that the correct items can be supplied without any delays. This information can be found on the "Naro" label situated on the reserve riser of your "Naro".

NOTE: Repairs to any of the components of the "Naro" are to be carried out by suitably qualified riggers or their equivalent **only!**

Riggers note: Riggers are to refer to "The Parachute Manual — Vol. 2" by Dan Poynter Chapter Seven: Maintenance, Alteration & Manufacturing —for any repair details.



Breaking New Sky