C o n s o l i d a t e d R i g g i n g , I n c .

4321 Anthony Ct., #6, Rocklin, CA 95677

(916) 652-8111 FAX (916) 652-8999

Email: info@crmojo.com Home Page: www.crmojo.com

Congratulations on the purchase of your new ***Mojo.*** We believe it to be the finest canopy made specifically for BASE jumping. However, like any parachute it requires careful set up and regular inspection, especially if it's being used in a single parachute rig and/or at a low altitude.

The following is a list of suggestions concerning the initial set up of your new *Mojo:*

Attach the links to the risers and perform a complete continuity check. Tighten the links no more than 1/4 turn beyond finger tight. Be sure to use the slider bumpers provided, whether you intend to use the slider or not; as this positions the lines and prevents them from possibly side loading the link. Check the continuity again.
After verifying continuity, inspect the canopy as described in the video Owner's Manual. Although your new mojo has received though inspections both during and after production, it is important that you perform a prejump inspection with any new or unfamiliar canopy. Consolidated Rigging, Inc. strongly recomends that your intial jumps on your new canopy be made from an aircraft. This allows ample canopy time to become familiar with the performance of your new Mojo.

Before you BASE jump: If you intend to jump slider down, either remove the slider or secure it to the **front** connector links. **Use the line release modification.**

Attach the shrivel flap (or bridle in the case of a pin-closed rig) to the top of the canopy using a lark's head knot. Attach it to the webbing loop provided. **Not** the metal ring. This ring is intended as a bag stop only.

IF YOU ARE UNSURE ABOUT **ANYTHING** CONSULT A PROPERLY RATED FAA RIGGER OR THE MANUFACTURER

A note about deep-brake settings:

There is no question that for BASE jumping it is desirable to pack your canopy in deeper deployment brakes than are generally used in skydiving. Deeper brake settings (DBS) on deployment reduce opening surge. This produces cleaner (slider down) openings, allows more time to react to an off-heading opening and effectively lessens the possibility of a line over malfunction. Be aware, however, your parachute may handle very differently while the brakes are stowed in a deeper configuration. It is FAR more hazardous to deploy a canopy with brakes set too deep versus not deep enough.

Each ***Mojo*** canopy comes from the factory with an intermediate and deeper brake setting. The deeper setting is conservatively placed based on information you supply on the order form.
Each jumper has his own ideal DBS, dependent on jumper weight, canopy size, opening altitude and canopy reefing (slider up or down). The deeper of the two settings that come on your new Mojo should be used for slider down jumping and the shallower one for slider up jumping.

Consolidated Rigging suggests you verify your ideal DBS before attempting to BASE jump your ***Mojo***. Then have a properly rated FAA rigger install them for you. We will be glad to provide this service free of labor or material charges.
Turn to the reverse of this sheet for information on verifying your own DBS.

Mojo	190	220	240	260	280
Serial #					
D.O.M.					

DBS:_____
SLIDER:_____
OTHER:_____

An ideal deep brake setting (DBS) will allow the canopy to open with very little forward speed while still being able to sufficiently pressurize. It is best not to set the brakes so deep that an increase in deployment altitude or use by a lighter jumper will induce a stall on deployment.
Brakes set too deep also increase the amount of altitude required to transition from an "open" canopy to one that is flying. More importantly, brakes set too deep can lead to off heading openings, post deployment stalls and a loss of control.
A DBS appropriate for slider down jumping will be too deep for slider up jumping and result in **lengthy** snivels and/ or a stalled canopy on opening.

Suggested method for determining an ideal DBS:

Using a felt tip marker mark both steering lines at a point above the present brake set loop. This point is an estimate of where you feel the DBS will eventually be. It will also serve as a reference while testing. The location of this mark will vary, depending on jumper weight, deployment altitude etc. Usually this point will correspond with the deeper setting provided, assuming you are the canopy's first owner. If you are unsure, contact ***Consolidated Rigging, Inc.*** for the best estimate on where to place this mark.

Skydive your ***Mojo*** with the brakes set in their shallow position; the steering lines through the guide rings and slider. Bring with you a marker and something to write on. You should plan on opening at least 8000' AGL.

Test A: Face into the wind and slowly pull the toggles until the canopy just enters a stall. You will recognize this by the lack of airspeed and the sensation of rocking backward.

Note the position of the mark relative to the guide ring. Repeat if necessary.

Test B: Repeat test **A,** only transition to the stall point abruptly rather than slowly. Note what the canopy does.

Tests C & D: Repeat tests **A** and **B** with canopy facing down wind. Note if the stall point changes.

Discontinue testing when you feel confident that you know the point in the control stroke at which the canopy will stall, or 2500'AGL which ever comes first. **Never lose track of your altitude or location!**

Remember, the canopy will stall at an earlier point in the control stroke during deployment than from flight.

Measure the distance from the bottom of the existing brake set loop to the lowest point on the steering line that corresponds with a stall. As a general rule, the bottom of the DBS loop will be half way between these points.

Contact us to have the DBS setting moved if necessary or have a properly rated rigger do the work.

REMEMBER, THE ONLY WAY TO "DIAL IN" A DBS IS WITH TRIAL AND ERROR. ALWAYS BE CONSERVATIVE IN YOUR PLACEMENT. A STALLED OR NEAR STALLED CONFIGURATION ON OPENING IS FAR MORE DANGEROUS THAN A LITTLE FORWARD SPEED.

We will be glad to install or move your DBS at no charge for labor or materials. Contact ***Consolidated Rigging, Inc.*** to confirm your DBS and arrange for the work.

Please note:

This is the safest and most accurate method of determining a DBS. It is not however, foolproof. It is recommended that the first fixed object jumps attempted with a DBS be bridges or other objects with sufficient vertical (altitude) and horizontal clearance to allow room for a potential stall on deployment.