

UNINSURED **UNITED PARACHUTE TECHNOLOGIES LLC.**



VECTOR SE

Users Manual

Student Addendum Version to the Vector 3 Manual



1645 LEWINGTON AVENUE ♦ DELAND FL 32724-2106 ♦ TELEPHONE +1 386 736 7589 ♦ FAX +1 386 734 7537

WWW.UPTVECTOR.COM



CONTENTS AT A GLANCE

CONTENTS	2
WARRANTY AND DISCLAIMER	3
INTRODUCTION	4
VECTOR SE PART IDENTIFICATION	5-7
VECTOR SE NOMENCLATURE	8-9
ASSEMBLING DEPLOYMENT SYSTEMS:	
INSTALLING THE LEFT OPEN BOC HANDLE	10
INSTALLING THE RIPCORD (SPRING LOADED MAIN PILOT CHUTE)	11
ATTACHING THE BRIDLE LINE (SPRING LOADED AND HAND DEPLOY PILOT CHUTE)	11
ATTACHING THE BAG AND BRIDLE LINE (METHOD A and B)	12-13
INSTALLING THE LEFT SIDE MAIN ACTIVATION HANDLE (SPRING LOADED MAIN PILOT CHUTE)	14-15
ATTACHING THE PILOT CHUTE ASSIST (SPRING LOADED AND HAND DEPLOY PILOT CHUTE)	16
ATTACHING THE STATIC LINE (DIRECT BAG DEPLOYMENT)	17
MAIN CLOSING NOTES	18
MAIN CLOSING INSTRUCTIONS:	
BOC (HAND DEPLOY PILOT CHUTE) WITH LEFT OPEN BOC HANDLE	19
RIPCORD (SPRING LOADED MAIN PILOT CHUTE) WITH LEFT SIDE MAIN ACTIVATION	19-22
PILOT CHUTE ASSIST STATIC LINE (SPRING LOADED MAIN PILOT CHUTE)	23-25
PILOT CHUTE ASSIST STATIC LINE (HAND DEPLOY PILOT CHUTE)	26-27
DIRECT BAG STATIC LINE	29-31
STOWING THE STATIC LINE	31-32
ADJUSTABLE HARNESS NOMENCLATURE	33
DONNING AND ADJUSTING THE	
ADJUSTABLE	34-37
FIXED	37
FXC INSTALATION	38-43
ADDITIONAL OPTIONS:	
BELLY BAND	43
CARRY HANDLE	43
NOTES	44



WARNING

Sport parachuting is a hazardous activity that can result in injury or death.

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.

The U.S. Parachute Association estimates that there about 35,000 skydivers in the USA, and these jumpers made approximately 2.2 million jumps in 2001. The association reported 35 skydiving fatalities that year, meaning the probability of dying on a skydive is approximately 1 in 64,000. Experts estimate that hundreds of people are also injured.

Some of these deaths and injuries are the result of equipment malfunction.

If you use your Vector SE, or if you allow someone else to use it, you are acknowledging sport parachuting's risk and accepting the fact that the Vector SE 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 Vector SE or its components may malfunction and perhaps cause you to be injured or killed, then you may return your Vector SE for a full refund before it is used.

Details on how to do this are printed below.

This manual is applicable to the Vector 3 bearing the serial number:

DISCLAIMER – NO WARRANTY

Because of the unavoidable danger associated with the use of this harness and container assembly, the manufacturer (The Uninsured United Parachute Technologies, 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.

Take note that neon and fluorescent colored fabrics and tapes fade rapidly. Color brilliance may be lost within a year of manufacture. The Uninsured United Parachute Technologies, LLC, Inc assumes no responsibility for this action.

Save this manual, your rigger may not have an applicable manual and will need it to service your Vector SE. This manual does not cover the correct assembly and packing procedures for the older Vector models.

The Vector-SE Student Container

Why: In 2002 UPT decided that an upgrade to the then Vector 2 student rig was required. We had already stopped production of the Vector 2 sport system, but we had continued to produce the Vector 2 student system as a low cost alternative to DZO's, but we identified a need to keep up with the times and update to the latest technology of the day.

Engineering: We went about the design in the following fashion. First of all we wanted a container that was still cost effective, comfortable, easy to use and easy to maintain - while also utilizing the latest technology to ensure the safest container for low experience jumpers. Many other manufacturers had gone the route of adding student options to their sport rig, which is not very cost effective and is difficult to maintain, with features not necessarily beneficial to student operations.

Comfort: We based the backpad and yoke on our already popular Vector 3 container - we also added extra foam padding to the legpads with double wide webbing. The legpads also have a simple form of adjustment to fit a wider range of jumpers.

Cost: We purposely costed the container below that of our sport container. We were able to do this by simplifying the container without compromising safety and strength. For example, we changed the centre flap design to a 3 stripe instead of a 5 stripe design which saved an hour of production costs. We also removed the full wraparound corners of the main container, but still maintained excellent bridle protection. We reduced the amount of options available thus requiring less time in the production and inspection process.

Ease of use: We removed the internal riser covers to make packing simpler for inexperienced jumpers. We also added the reserve and AAD windows so instructors could perform more effective gear checks without opening flaps, especially useful in smaller aircraft. The external riser covers were designed to be easily replaced. All components are less expensive to replace, adding to your bottom line.

Technology and safety: The Skyhook system was made a standard feature on all SE containers. This is the latest greatest reserve deployment system. This feature adds to the wellbeing and confidence of the student after a cutaway, besides getting the reserve out in about 33 meters. This container is also built with UPT's usual high standard of quality and support to ISO 9001:2000 standard.

SE PART IDENTIFICATION



PILOT CHUTE ASSIST

(OPTIONAL)
P/N 045-005-002



DIRECT BAG ASSIST

(OPTIONAL)
P/N 045-005-001



BRIDLE EXTENTION LOOP

ALSO USED FOR DIRECT BAG ASSIST
(OPTIONAL)
P/N 045-005-003



MAIN BRIDLE

FOR SPRING LOADED PILOT CHUTE
(OPTIONAL)
P/N 021-006-004



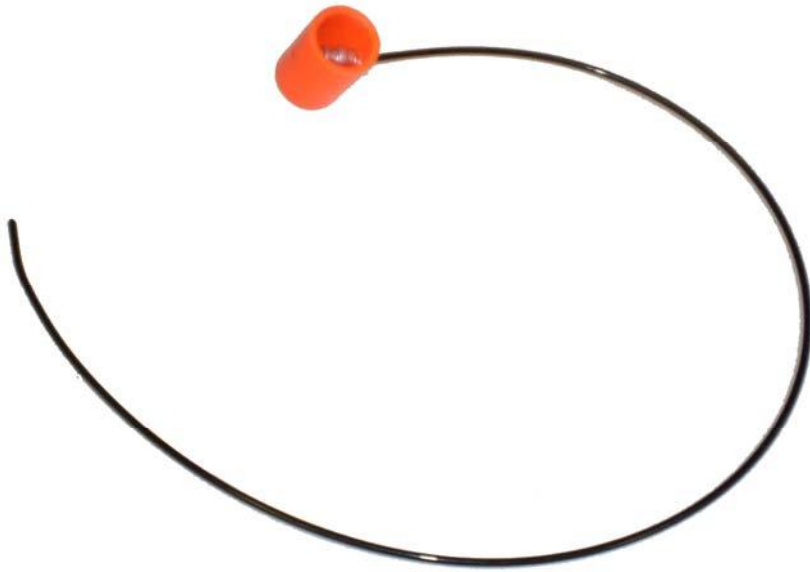
LEFT SIDE MAIN ACTIVATION

FOR SPRING LOADED PILOT CHUTE
(OPTIONAL)
P/N 033-005-001



LEFT OPEN BOC HANDLE

(OPTIONAL)
P/N 033-005-003



MAIN RIPCORD
ORANGE TUBULAR HANDLE,
BLACK CABLE
(OPTIONAL)
P/N 033-001-001



STATIC LINE
(OPTIONAL)
P/N 035-001-001



**MAIN SPRING LOADED PILOT
CHUTE**
(OPTIONAL)
P/N 021-006-009



MAIN HAND DEPLOYED PILOT CHUTE WITH NON COLLAPSIBLE BRIDLE
(OPTIONAL)
P/N 021-003-004



STANDARD MAIN BAG
(OPTIONAL)
P/N 026-001-***



SE MAIN BAG
WITH DIRECT BAG ATTACHMENT AND
WITH KICKER PLATE FOR SPRING
LOADED PILOT CHUTE
(OPTIONAL)
P/N 026-013-*** Rev 1

NOTE:

This deployment bag replaces both:

- Main bag with direct bag attachment.
P/N 026-013-*** Rev 0

And

- Main bag with kicker plate for spring loaded pilot chute.
P/N026-012-***

VECTOR SE NOMENCLATURE

P/N 200-000-001

Left Side

Right Side





WARNING WARNING

Sport parachuting is a hazardous activity that can result in injury or death.

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.

If you use your Wonderhog Vector—or if you allow someone else to use it—you are acknowledging sport parachuting's risks and accepting the fact that the Wonderhog Vector or its components may malfunction.

If you are not willing to accept the risks of sport parachuting, or if you aren't willing to accept the possibility that your Wonderhog Vector or its components may malfunction and perhaps cause you to be injured or killed, then you should reconsider your involvement in sport parachuting.

ATTENTION USER BEFORE JUMPING THIS RIG, REFER TO DATA LABEL LOCATED BEHIND THIS WARNING LABEL.

ATTENTION RIGGER FILL IN DATA LABEL, (LOCATED BEHIND THIS LABEL) WITH CANOPY TYPES, GROSS WEIGHTS AND DEPLOYMENT SPEEDS FOR CANOPIES CURRENTLY IN CONTAINER. WHEN CHANGING CANOPIES, CROSS OUT PREVIOUS DATA. USE WATERPROOF INK.

REMOVAL OF THIS LABEL VOIDS ANY AND ALL TSOs.

United Parachute Technologies, LLC
 MANUFACTURED UNDER FAA TSO-C23-b BY:
 1645 N. Lexington Ave. • DeLand, FL 32724 • (386) 736-7589

In the pocket behind this WARNING label is the Canopy Data Sheet, TSO Label, and Packing Data Card.

PLEASE FILL OUT AND MAINTAIN THIS CANOPY DATA SHEET!!!

Canopy Data Sheet

	MAIN	RESERVE
MAXIMUM DEPLOYMENT SPEED	KNOTS	KNOTS
MAXIMUM GROSS WEIGHT (JUMPER + CLOTHING + EQUIPMENT)	LBS	LBS
MANUFACTURER		
MODEL		
MAXIMUM DEPLOYMENT SPEED	KNOTS	KNOTS
MAXIMUM GROSS WEIGHT (JUMPER + CLOTHING + EQUIPMENT)	LBS	LBS
MANUFACTURER		
MODEL		
MAXIMUM DEPLOYMENT SPEED	KNOTS	KNOTS
MAXIMUM GROSS WEIGHT (JUMPER + CLOTHING + EQUIPMENT)	LBS	LBS
MANUFACTURER		
MODEL		
MAXIMUM DEPLOYMENT SPEED	KNOTS	KNOTS
MAXIMUM GROSS WEIGHT (JUMPER + CLOTHING + EQUIPMENT)	LBS	LBS
MANUFACTURER		
MODEL		

INSTALLING THE LEFT OPEN BOC HANDLE



1. First, make sure the Velcro, yellow Lolon cable and spandex are in good serviceable condition.



2. Begin by threading the yellow Lolon cable through the first loop on the container then the next on the spandex pocket.

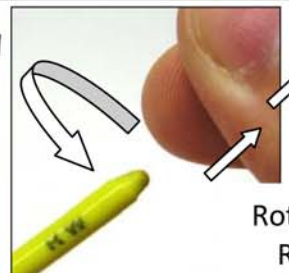
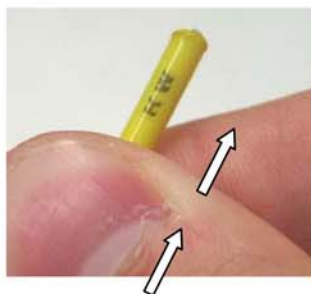


3. Continue threading all the way across finishing with the end loop on the container.

Mate handle to Velcro and stow excess cable in end channel as shown.

NOTE:

New cables may need to be trimmed to fit and the end smoothed. See following burning tip.



Rotate and Repeat

INSTALLING THE RIPCORD (SPRING LOADED PILOT CHUTE)



1. Insert black ripcord cable into channel as shown.

NOTE:

New ripcord cable may need to be trimmed. Trim at 5" to 8" past the grommet. Heat the ends with a lighter and carefully smooth the ends with your finger.

See tips on previous page.

ATTACHING THE BRIDLE LINE (SPRING LOADED AND HAND DEPLOY PILOT CHUTE)



Pass the loop end of the bridle through all 3 pilot chute attachment loops. Pass the bag stop end through the opposite loop to form a larks head knot.



Bag Stop

ATTACHING THE BAG AND BRIDLE LINE Methods A and B



Method A

NOTE:

If your Drop Zone **does not** use **Direct Bag Static Line**, this method is probably best for you.

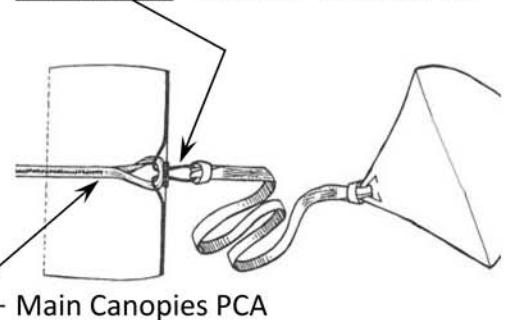
Pass the red Type 17 attachment through the canopies pilot chute attachment (PCA), then through the grommet to the outside of bag.



View from outside of the bag



Use a larks head knot to attach the bag stop end of the bridle to the RED Type 17 static line attachment.



Main Canopies PCA



NOTE:
This is the only application where the use a rapid link is used for attaching the bridle to the canopy is recommended.

Method B:

NOTE:
If your Drop Zone uses Direct Bag Static Line, this method is probably best for you.

When switching between different deployment systems, this method will insure an inexperienced packer doesn't inadvertently attach the static line to the top of the parachute.



Bag Stop

Pass the bag stop end of bridle line through the #4 grommet.

Then attach to the canopies PCA with a stainless steel #4 or #5 Rapid link.

INSTALLING THE LEFT SIDE MAIN ACTIVATION HANDLE (SPRING LOADED MAIN PILOT CHUTE)



Mate the hook Velcro of the activation handle to the pile Velcro on the left side flap as shown.



NOTE:

If the rig is equipped with a left open BOC, the handle should be relocated to the inside of the pouch. This is to insure it will not interfere with the primary left side handle in any way.

Please refer to the two (2) following methods.



Method A:

Push the handle to the right as show, and then mate the pile Velcro from the spandex pocket to the hook Velcro on the back side of the handle.



Method B:

Fold a 7 ½" piece of hook Velcro in half and sew it together on 5 sides.



Push the handle to the right then attach this double sided piece of hook Velcro to the BOC to close it off.



The 3 ¾" sandwiched Velcro will hold release handle inside the BOC pouch.

NOTE:

When adding hook Velcro to anything, always make sure the hook piece is shorter than its pile mate.