



## Line Trim Specifications and Lineset Assembly Instructions



Group	95	105	120	136	150	170	190
A-B	43	45	48	52	54	57	60
A-C	177	182	195	207	217	233	244
A-D	357	371	397	423	443	473	498

**Lotus Max Trim Specs (2005)**  
Lotus Max Size



Group	95	105	120	136	150	170
A-B	69	77	81	86	90	96
A-C	193	215	228	244	255	271
A4-C4	213	237	252	269	282	299
A-D	367	399	424	452	474	504

**Samurai Trim Specs (2005)**  
Samurai Size

### Both Samurai and Lotus Max:

Linesets from Performance Designs:

Reference: A-5 is the wingtip.

A-4 will be the longest, and A-3 slightly shorter than A-4.

A-5, A-2 and A-1 will all be the same length, all shorter than A-4 and A-3.

Linesets from BIG AIR:

Reference: A-1 is the wingtip.

A-2 will be the longest, and A-3 slightly shorter than A-2.

A-1, A-4 and A-5 will all be the same length, all shorter than A-2 and A-3.

Overall Lengths of suspension lines are not provided due to the fact that spectra lines shrink markedly over time, and will therefore not reflect the original dimensions. Since the Outboard "A" (A1) and Center Cell "A" (A5) should be the same length, this is a very good way to see if the parachute is 'in trim'. Just cut the canopy away and pass a strong, inelastic cord through the lower ring, and tie it to a sturdy location such as a door frame or post. If the Outboard lines have shrunk more than 2 inches, it is often possible to apply tension manually to stretch the lines back into place. Be sure to stretch all of the wingtip lines (A, B, C and D (Lotus). Also, be very careful to maintain symmetry, otherwise the parachute will not hold a heading.

\*A note of First Edition Canopies (DOM 2000-2003):

**All BIG AIR canopies with the mixed line-types MUST be relined by 500 jumps!**

The early canopies from BIG AIR had Vectran Outboard suspension lines and brake lines, while the rest of the lines were made from Spectra. This kept the parachute mostly in trim for the normal life of a lineset, which is 500 jumps. It has come to our attention that some of these canopies have not been relined within this time, and have far more jumps than we recommend. This can create a hazardous situation, since the Outboard lines are not shrinking, and the others are. This makes the wingtip higher than the center cell, which is far less stable than the designed configuration. If your Vectran outboard lines are more than ONE INCH longer than your center cell, your parachute needs to be relined immediately, regardless of the number of jumps.

**Brake Lines:**

The upper brake lines are longest at the 1 and 5 (wingtip and inboard brake line)

The center upper brake line is the shortest, and is manufactured with a finished loop. Just pass everything through this loop, and you will only have four finger-traps to do, rather than five.

UST1 = UST5

UST2 = UST4

\*When the canopy is on risers, the shortest brake-line (#3) should be the same length as the center cell "B" lines. This will change over time with spectra lined canopies, and can result in opening problems. This is why we now ship only HMA linesets, which do not shrink over time.

\*Brakes tend to get the most damage, so please check them regularly. If the brakes look questionable, please replace them immediately. Breaking a steering line is a very dangerous situation, especially at low altitude, and can get you seriously squished.