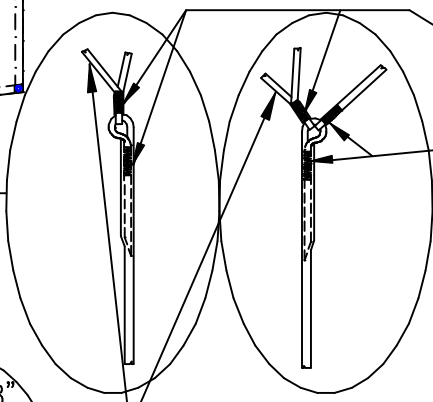
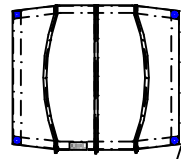


LST LINES

BRAKE SET

BK-TOG

UST LINES



1/8" x 5/8"  
42 STITCH  
CENTER STOP  
BARTACK  
W/E-THREAD  
TYPICAL

CORD, 600LB, POLYESTER, NAT,  
HEAT SET, STRETCHED, SYNTHETIC FINISH

1/8" x 5/8"  
42 STITCH  
CENTER STOP  
BARTACK  
W/E-THREAD  
TYPICAL

CORD, 1500LB, SPECTRA, NAT,  
STRETCHED, UNTREATED, SPECTRA 1000

CORD, 1575LB, POLYESTER, NAT,  
HEAT SET, STRETCHED, SYNTHETIC FINISH

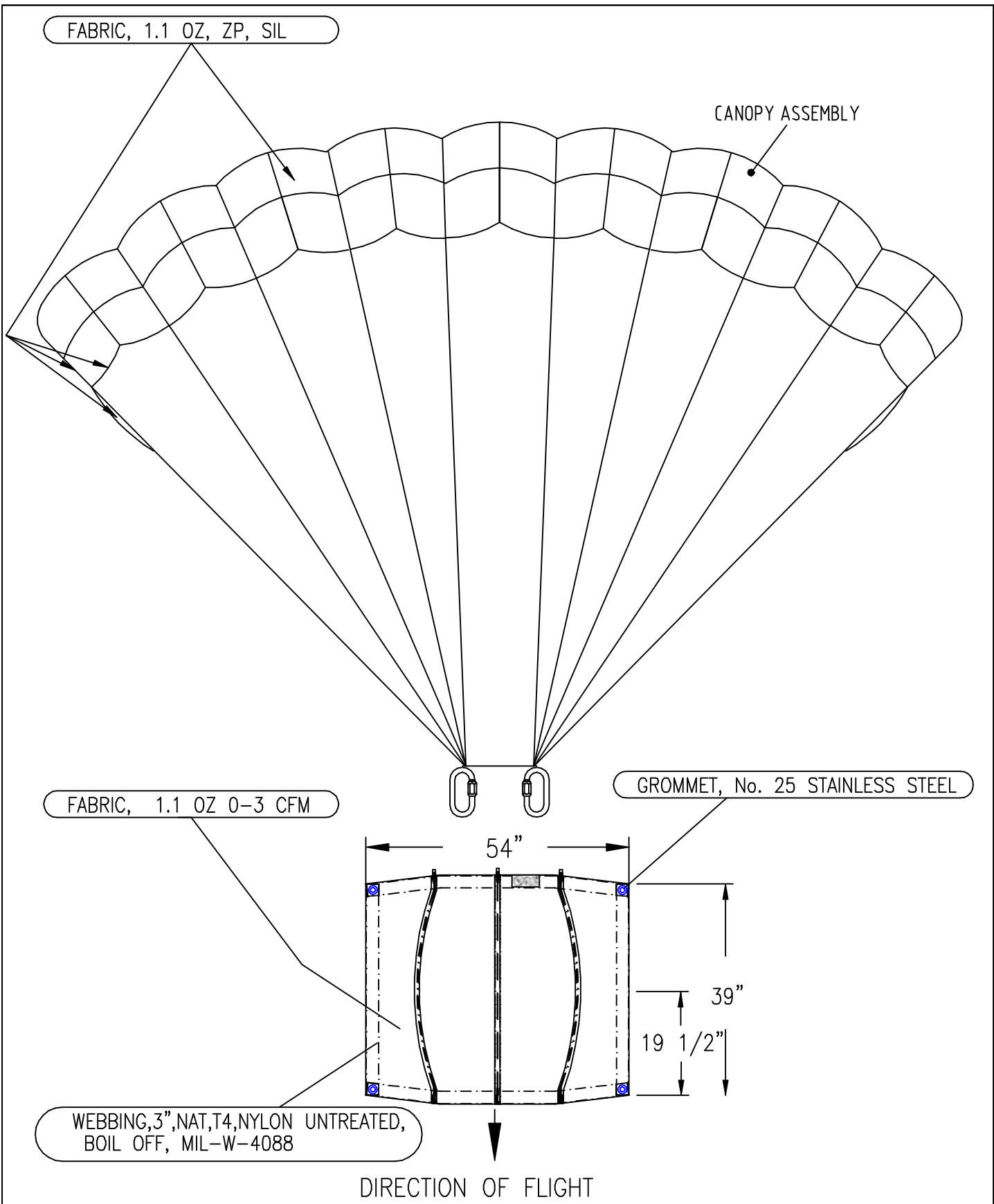
### LINE LENGTHS FOR EQUIPMENT INSPECTION

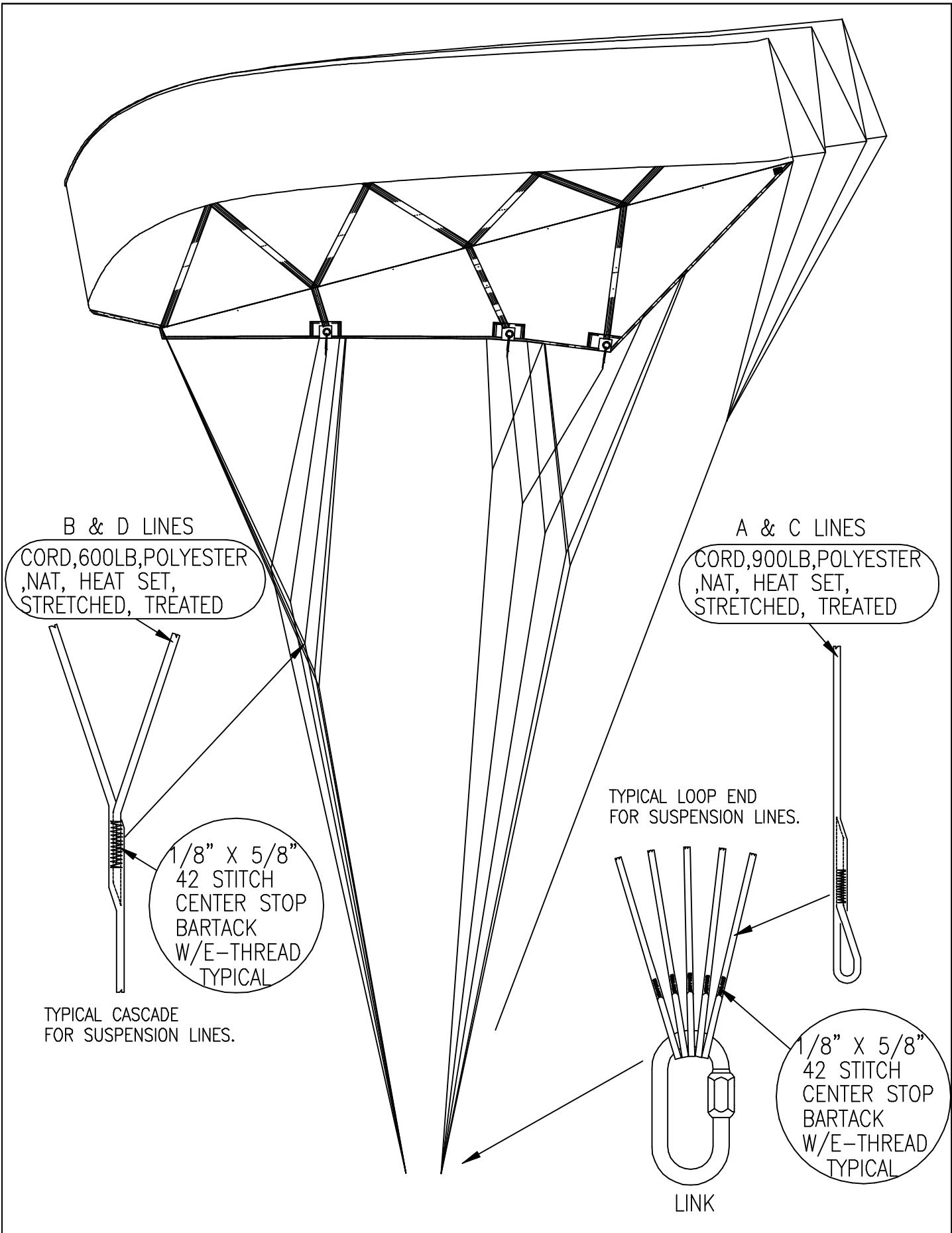
A5 LINE	217 7/8"	± 1"	A5 TO B5	3"	± 1/2"	A1 TO B1	3 3/8"	± 1/2"
A4 LINE	217 1/2"	± 1"	A5 TO C5	9 7/8"	± 1/2"	A1 TO C1	12 3/8"	± 1/2"
A3 LINE	217 1/4"	± 1"	A5 TO D5	17 7/8"	± 1/2"	A1 TO D1	25 5/8"	± 1/2"
A2 LINE	216 7/8"	± 1"	A4 TO B4	3"	± 1/2"			
A1 LINE	216 7/8"	± 1"	A4 TO C4	11"	± 1/2"	A5 TO UST1	8 7/8"	± 1"
P-BRAKE TO TOGGLE	18 1/8"	± 1/2"	A4 TO D4	22 3/8"	± 1/2"	A5 TO UST3	8 7/8"	± 1"
S-BRAKE TO TOGGLE	19 1/4"	± 1/2"	A3 TO B3	3 1/8"	± 1/2"	A5 TO UST5	14 1/4"	± 1"
SEAM TO SEAM TOP SKIN #1	40 3/8" TO 41 3/8"		A3 TO C3	11 7/8"	± 1/2"	A5 TO UST6	15 5/8"	± 1"
B1 TO C1	33 7/8" TO 35 1/2"		A3 TO D3	24 1/2"	± 1/2"	A5 TO UST7	16 7/8"	± 1"
			A2 TO B2	3 1/4"	± 1/2"			
			A2 TO C2	12 1/4"	± 1/2"			
			A2 TO D2	25 1/4"	± 1/2"			




TP-400 Planform  
Top Drawing

Date  
2 March 2005  
By  
R. D. R.  
Document No.#  
TDWG-010  
Rev.  
B  
Sheet  
1 of 4





 Performance Designs <small>1300 E. International Speedway Blvd.          DeLand, Florida 32724</small>	TP-400 Side View	Date	By
	Top Drawing	2 March 2005	R. D. R.
		Document No.#	Rev.
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		Sheet	
		3 of 4	

# WARNING

THIS IS A HIGH PERFORMANCE PARACHUTE. EVEN NORMAL USE MAY RESULT IN SERIOUS INJURY OR DEATH. TRAINING, PROFICIENCY AND SKILL ARE REQUIRED TO LOWER THE RISK. READ AND COMPLY WITH ALL MANUFACTURER'S MANUALS, RECOMMENDATIONS, PROCEDURES, PLACARDS AND LIMITATIONS.

PARACHUTE SYSTEMS SOMETIMES FAIL TO OPERATE CORRECTLY, EVEN WHEN PROPERLY MANUFACTURED, ASSEMBLED, PACKED AND OPERATED. YOU RISK SERIOUS INJURY AND DEATH EACH TIME YOU USE THIS SYSTEM.

### TRAINING AND PROFICIENCY REQUIREMENTS:

DO NOT USE THIS PARACHUTE SYSTEM UNLESS YOU HAVE:

A. RECEIVED INSTRUCTION IN THE USE OF THIS SPECIFIC PARACHUTE SYSTEM AND OPERATE IT WITHIN THE STUDENT OR NOVICE LIMITATIONS LISTED BELOW:

-OR-

B. PERFORMED AT LEAST 50 RAM AIR PARACHUTE JUMPS AND AT LEAST 10 SOFT STAND UP LANDINGS, WITHIN THE TARGET AREA, USING A CANOPY NO MORE THAN 15% LARGER THAN THIS SIZE.

-OR-

C. EXPERIENCE WITH THIS EQUIPMENT AND ARE HIGHLY FAMILIAR AND PROFICIENT WITH THE OPERATION, FLIGHT AND LANDING CHARACTERISTICS OF THIS MODEL/SIZE PARACHUTE AND SYSTEM.

### SKILL AND OPERATING LIMITS (STD. DAY TEMP. AT SEA LEVEL):

WEIGHTS LISTED ARE (JUMPER + CLOTHING + EQUIPMENT) LBS (KG).

MIN. WT.	STUDENT*	NOVICE*	INT.*	ADV.*	EXPERT*	MAX. WT.
200 (91)	350 (159)	350 (159)	450 (204)	500 (227)	550 (250)	650 (295)

MAXIMUM DEPLOYMENT SPEED: 150 KTS KTS EAS @ SEA LEVEL

\* MAXIMUM WEIGHT, TO REDUCE RISKS STAY WELL BELOW THIS WEIGHT.

-WEIGHT ADJUSTMENTS FOR LANDING CONDITIONS:

REDUCE ALL WEIGHTS BY 2 % PER 1000 FT (300M) LANDING ELEVATION.  
 REDUCE ALL WEIGHTS BY AN ADDITIONAL 1% FOR EVERY 3° C (5° F) ABOVE STD. DAY TEMP., WHICH IS 15°C (59°F) AT SEA LEVEL.  
 STD DAY TEMP. DECREASES 2°C (3.5°F) PER 1000 FT (300M).  
 FOR EACH 1000 FT ABOVE SEA LEVEL.

-OPENING FORCES INCREASE WITH ALTITUDE, REDUCE MAXIMUM WEIGHT AND/OR MAXIMUM AIRSPEED (EAS) FOR DEPLOYMENT ALTITUDE.

\*\*VARIES WITH WEATHER/LANDING CONDITIONS

-NOT APPROVED FOR TANDEM USE

-MAX WT. = MAXIMUM DEPLOYMENT WEIGHT

-MAXIMUM LANDING WEIGHT = 425 LBS (193 KG)

M1 = FREEFALL

M2 = STATIC LINE/FREEFALL

DATE OF MANUFACTURE: CUT DATE

PN: TP-400P??

INSP:



1300 E. INT'L SPEEDWAY BLVD.  
 DELAND, FL 32724  
 (386) 738-2224, FAX (386) 734-8297  
 WWW.PERFORMANCEDESIGNS.COM

US PATENTS #4,930,727, #5,197,696, #5,573,207  
 REMOVAL OF THIS LABEL VOIDS ALL WARRANTIES

MODEL-TP-400--+TYPE  
 SIZE

SN: TP400-000000

TP-400--+TYPE	MODEL #
TP0400+CUT REVISION FROM PRODUCTION ORDER	PART #
TP400-NUMBER FROM PRODUCTION ORDER	SERIAL #



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TP-400 Warning Label  
 Top Drawing

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