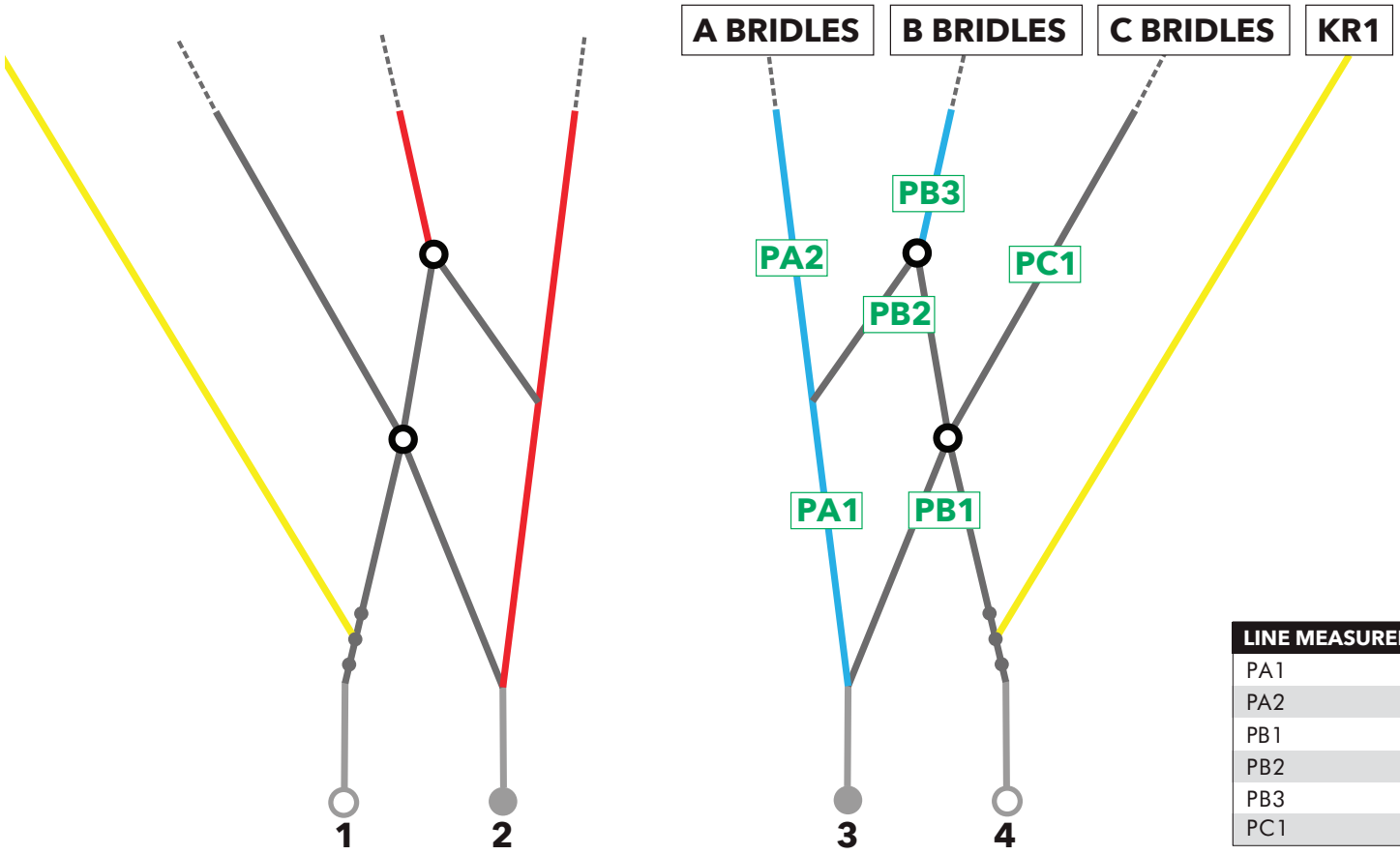
Speed System and Bridle lines should be regularly checked and maintained in the correct trim or the kite will not perform as designed.

HYPERLINK V3 SPEED SYSTEM



LINE MEASUREMENTS	
PA1	530
PA2	373
PB1	1000
PB2	405
PB3	245
PC1	405

HYPERLINK V3

SPEED SYSTEM 'ZERO' CHECK

Speed Systems that are worn or not to factory specification (+ or - 15mm) from the 'zero' position must be partially or completely replaced. Replacements can be ordered from your shop/dealer.

STEP-BY-STEP INSTRUCTIONS. REFER TO THE HYPERLINK V3 SPEED SYSTEM DIAGRAM AND PHOTOS.

1. Align the lower ends of the Speed System. These are lines PA1 (connected to pigtails #2 or #3), PB1 (running through the lower pulley connecting to pigtails #1 and #2 or #3 and #4) and KR1 (connecting to pigtails #1 or #4).

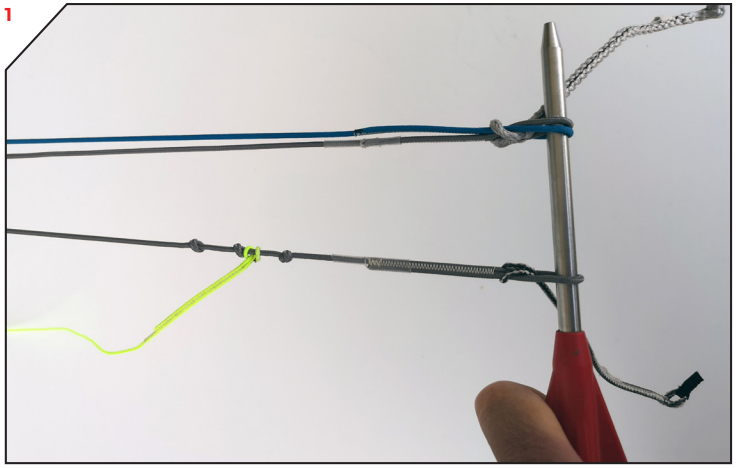
2. Ask a friend to hold the pigtails keeping the Speed System lower ends even, or use a Ground Stake (or a screw driver) through the lower ends.

3. Apply even tension through the Speed System by pulling on the A, B and C bridle line groups attached to the upper ends of PA2, PB3 and PC1 respectively.

4. The upper ends of PA2, PB3 and PC1 should each be at the same level + or - 15mm.

5. If the difference between the upper ends is more than 15mm, most likely the lines PB1 and PB2 running through the pulleys have shrunk/stretched and need replacing, or any other line is out of trim and/or damaged and needs replacing.

1



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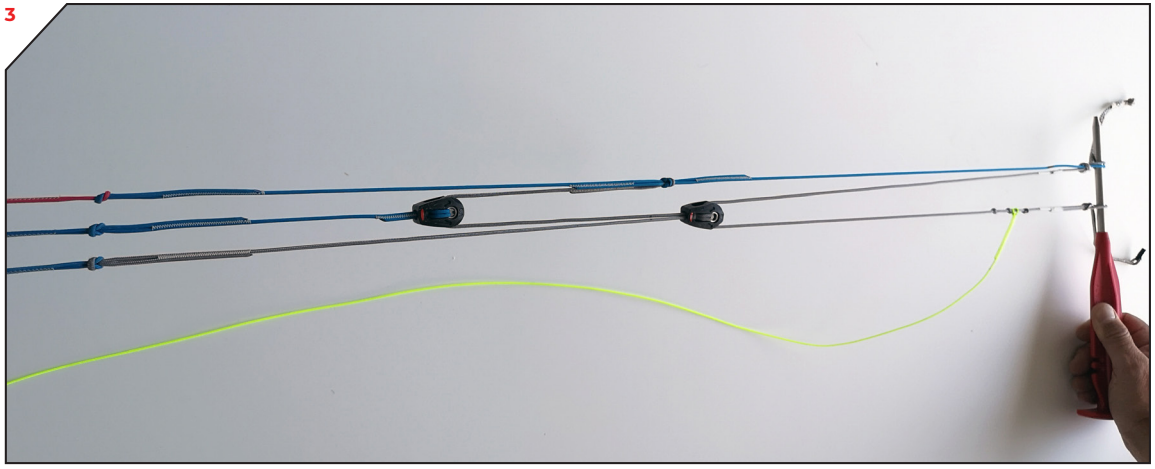

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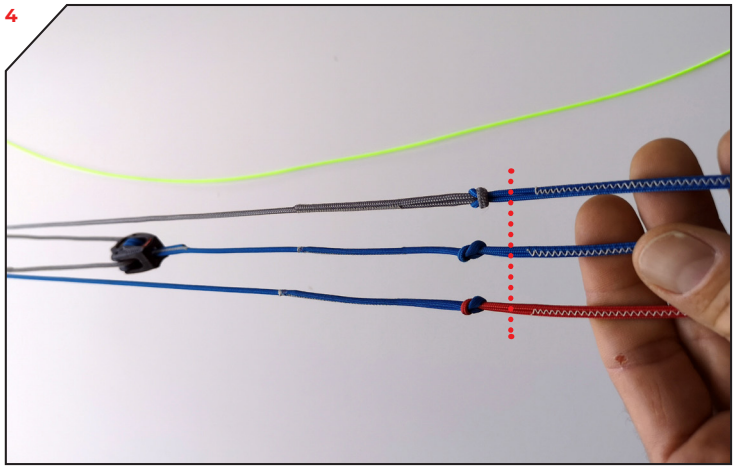


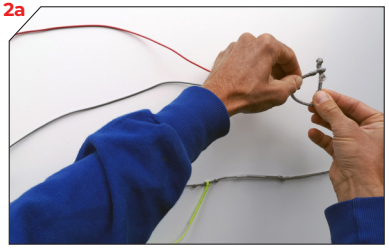
HYPERLINK V3

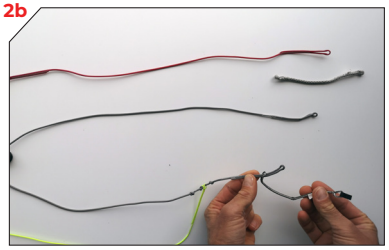
SPEED SYSTEM
PULLEY LINE REPLACEMENT

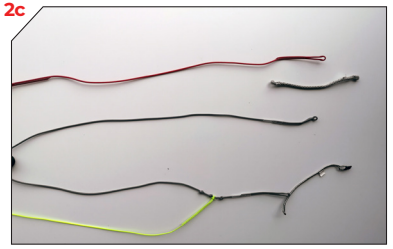
The sheathed pulley lines (PB1 & PB2/PC1) will wear over time and will need to be replaced. Make sure you check them before every session. If the Speed System lines have shrunk or stretched drastically they might be damaged. Make sure you check every single Speed System line to their specs and if necessary replace them. Replacements can be ordered from your shop/dealer.

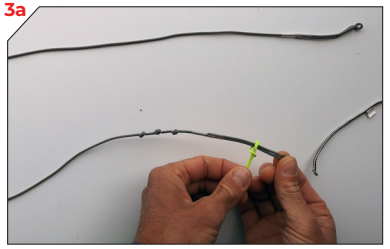
STEP-BY-STEP INSTRUCTIONS. REFER TO THE CHRONO V4 SPEED SYSTEM DIAGRAM AND PHOTOS.

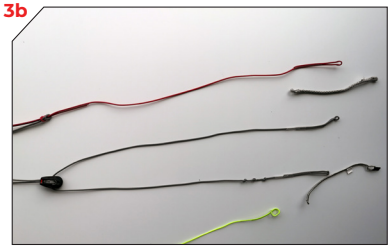
1. Disconnect the flying lines and lay the Speed System out in an open area.
2. Disconnect the front (#2 or #3) and back (#1 or #4) pigtails.
3. Remove KR1 from PB1 knot.
4. Remove PB1 from the lower pulley and discard.
5. Disconnect PA1 from PA2 and PB2.
6. Remove PB2 from the upper pulley.
7. Disconnect PB2/PC1/pulley from the C bridle - loosen the loop-to-loop connection and feed the pulley through the end loop of PC1. Discard PB2/PC1/pulley.
8. Take the replacement PB2/PC1/pulley and re-connect with the C bridle. The pulley goes through the end loop of PC1 i.e. reverse the previous steps.
9. Feed the replacement PB2 line through the upper pulley.
10. Connect replacement PB2 and PA2 with PA1.
11. Take the PB1 replacement line and feed it through the lower pulley.
12. Connect KR1 to PB1 knot.
13. Connect PB1 and PA1 to the front line pigtail (#2 or #3).
14. Connect the other end of PB1 to the back pigtail (#1 or #4).
15. Repeat the same process for the other speed system side. Always check your speed system and replace lines when excessive wear shows.

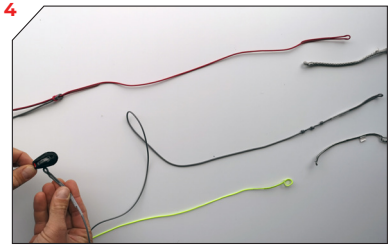


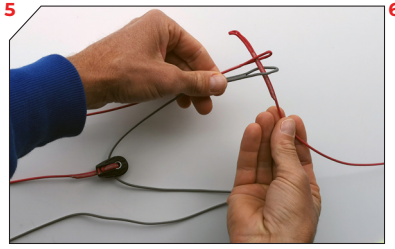


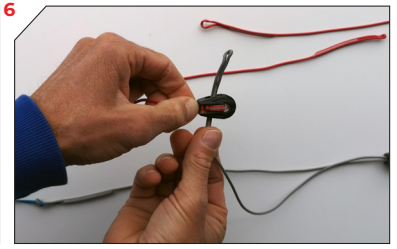


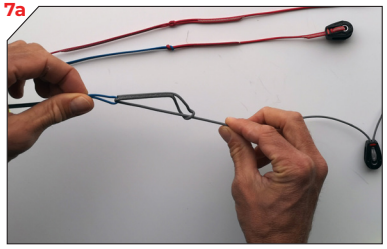


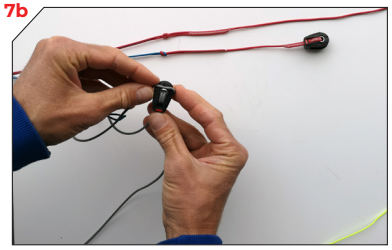


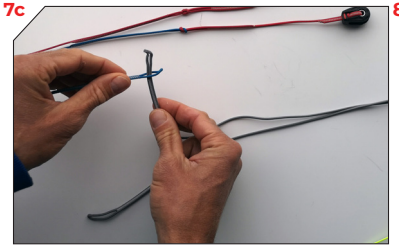


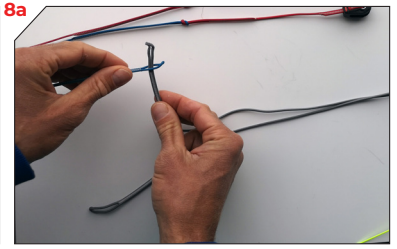


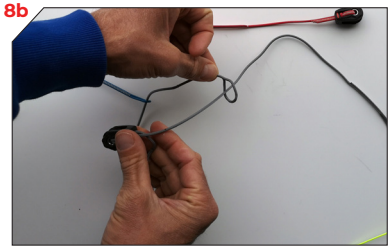


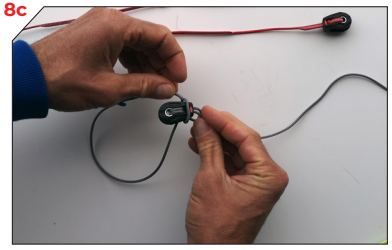


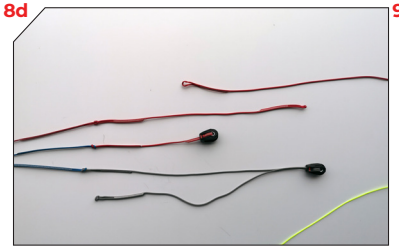


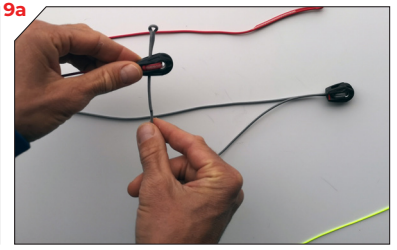


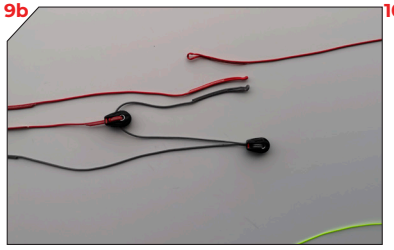


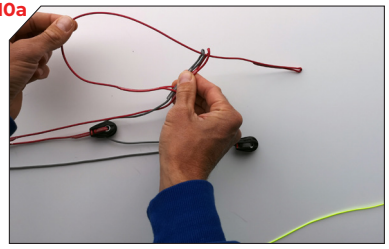


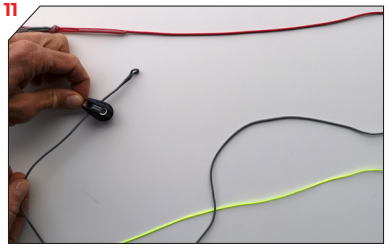


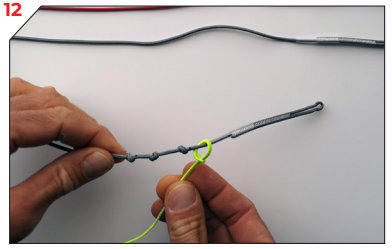


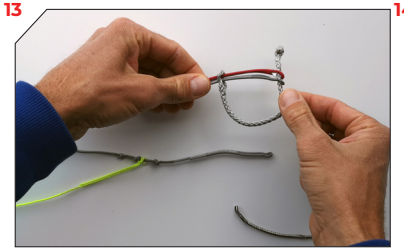


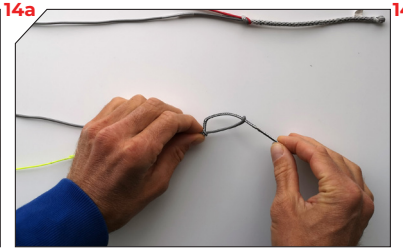


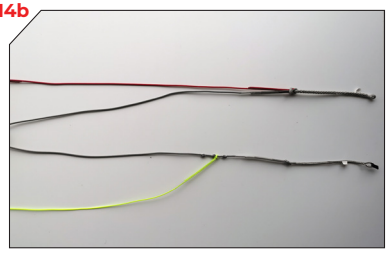












HYPERLINK V3

BRIDLE LINE LENGTHS
ALL MEASUREMENTS IN MM

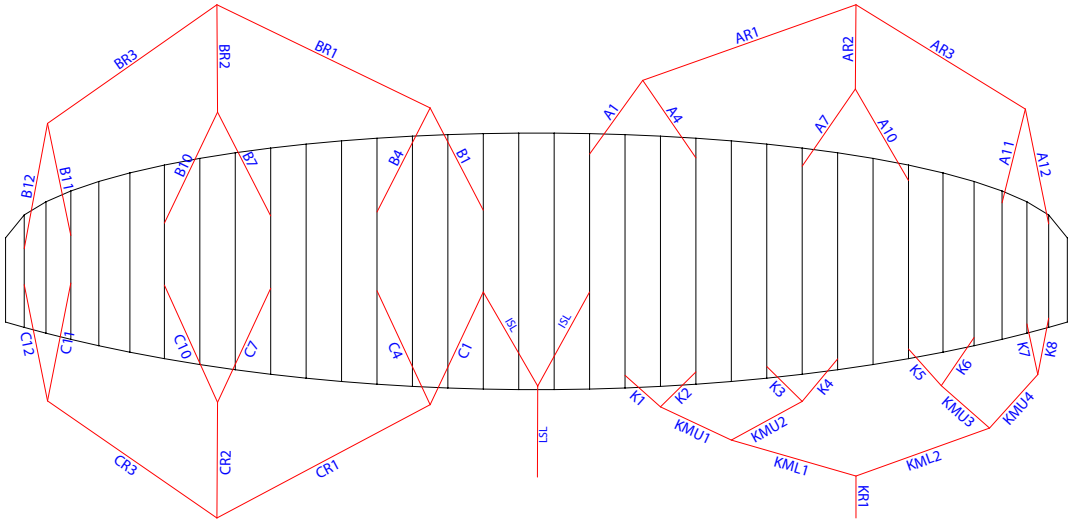
LINE	5m	7m	9m	11m	13m
A1	1265	1497	1853	2040	2053
A4	1065	1264	1632	1798	1790
A7	971	1155	1547	1685	1648
A10	694	831	1218	1322	1256
A11	-	-	851	916	803
A12	-	-	690	739	617
B1	1240	1465	1816	1994	1997
B4	1043	1236	1598	1756	1739
B7	953	1133	1519	1650	1605
B10	685	820	1199	1298	1226
B11	-	-	843	905	789
B12	-	-	683	731	605
C1	1299	1533	1891	2078	2084
C4	1099	1301	1670	1836	1822
C7	1003	1191	1585	1724	1681
C10	725	866	1256	1362	1291
C11	-	-	887	955	839
C12	-	-	713	764	637
AR1	1950	2300	2600	2900	3400
AR2	1780	2100	2400	2700	3200
AR3	2203	2612	2400	2700	3200
BR1	1950	2300	2580	2880	3400
BR2	1780	2100	2380	2680	3200
BR3	2200	2609	2380	2680	3200
CR1	1950	2300	2600	2900	3390
CR2	1780	2100	2400	2700	3190
CR3	2228	2641	2400	2700	3190
K1	644	771	906	1013	1108
K2	383	465	609	685	749
K3	440	532	726	818	898
K4	242	299	488	556	614
K5	408	499	608	692	774
K6	269	334	374	434	495
K7	264	327	195	231	278
K8	-	-	175	208	253
KML1	850	1000	1170	1300	1430
KML2	680	800	990	1100	1200
KMU1	815	970	1110	1210	1350
KMU2	554	660	750	830	920
KMU3	339	400	590	650	720
KMU4	-	-	630	700	770
KR1	1751	2060	2320	2470	2630
ISL	3170	3550	3700	4000	4323
LSL	2800	3325	3880	4300	4735

BRIDLE LINES

Bridle Lines that are worn or not to factory specification (+ or - 15mm) must be replaced. Replacements can be ordered individually or as a full set from your shop/dealer.

1. Open the kite out in a large space.
2. Inspect all bridle lines for wear/damage. Take note or label lines to be replaced.
3. Use a tape measure to measure the remaining bridles. Ask a friend to hold the end of the tape measure and bridle line in position to get an accurate measurement.
4. Pull on the line to add some tension and note each measurement.
5. Refer to the bridle line measurements sheet and rigging diagrams. Take note or label lines to be replaced.
6. Replace all bridle lines as necessary.

RIGGING DIAGRAM 9M/11M/13M



RIGGING DIAGRAM 5M/7M