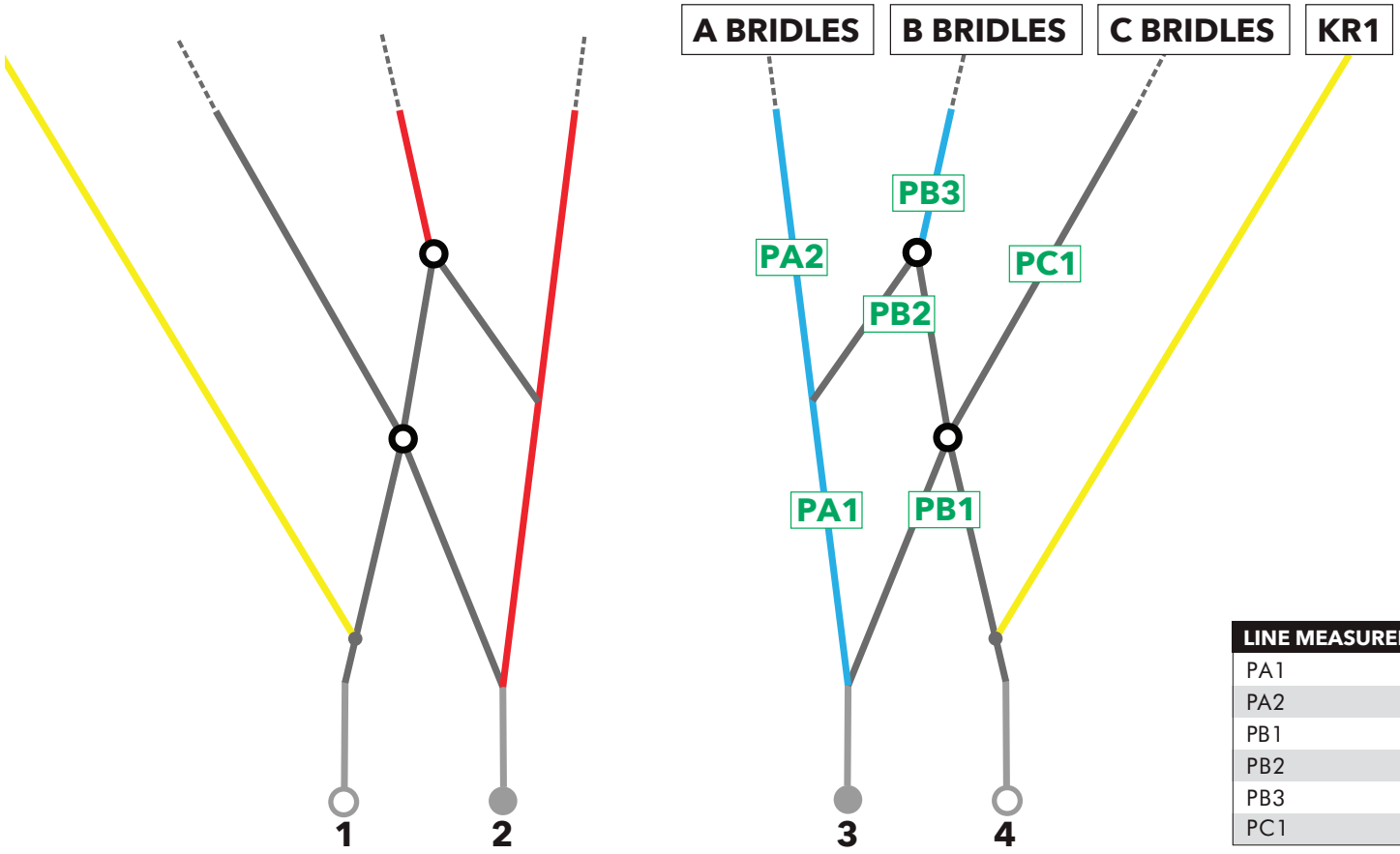
Speed System and Bridle lines should be regularly checked and maintained in the correct trim or the kite will not perform as designed.

SUBZERO V2 SPEED SYSTEM



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

SUBZERO V2

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 CHRONO V4 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).

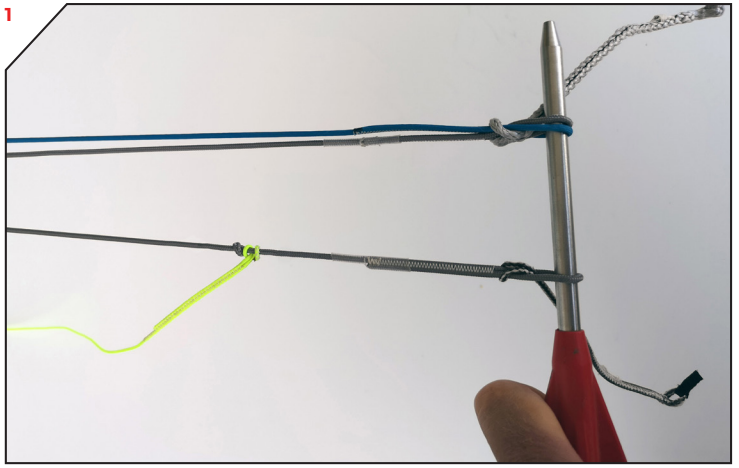
2. Ask a friend to hold the pigtails keeping the Speed System lower ends even, or use a Ground Stake (or a screw driver) through the lower ends.

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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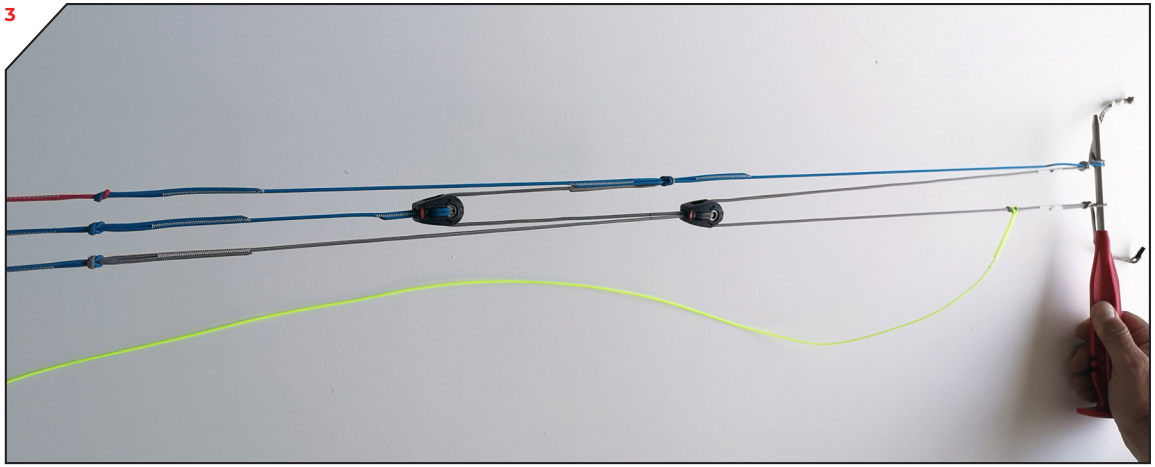

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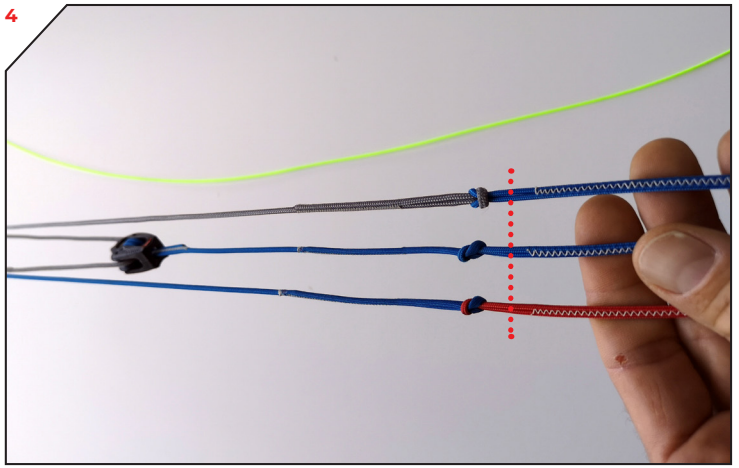


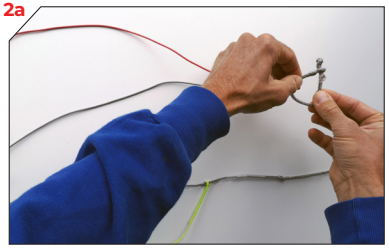
SUBZERO V2

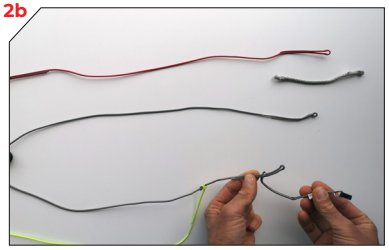
SPEED SYSTEM
PULLEY LINE REPLACEMENT

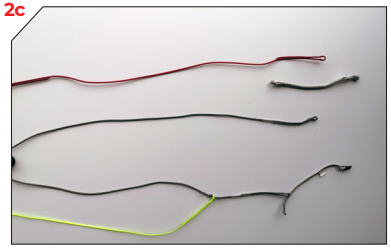
The sheathed pulley lines (PB1 & PB2/PC1) will wear over time and will need to be replaced. Make sure you check them before every session. If the Speed System lines have shrunk or stretched drastically they might be damaged. Make sure you check every single Speed System line to their specs and if necessary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

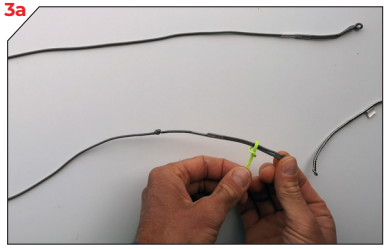
STEP-BY-STEP INSTRUCTIONS. REFER TO THE CHRONO V4 SPEED SYSTEM DIAGRAM AND PHOTOS.

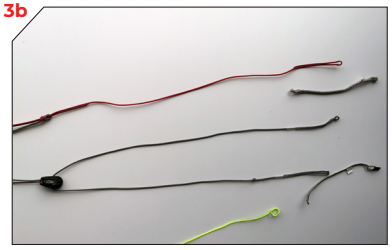
1. Disconnect the flying lines and lay the Speed System out in an open area.
2. Disconnect the front (#2 or #3) and back (#1 or #4) pigtails.
3. Remove KR1 from PB1 knot.
4. Remove PB1 from the lower pulley and discard.
5. Disconnect PA1 from PA2 and PB2.
6. Remove PB2 from the upper pulley.
7. Disconnect 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.

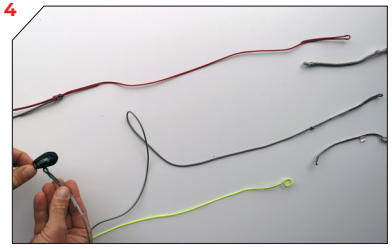


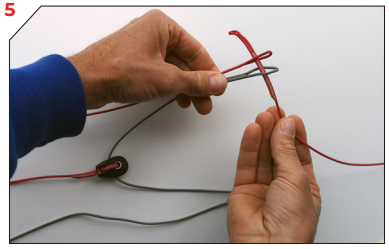


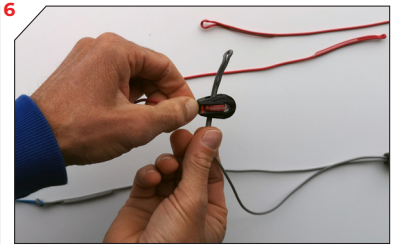


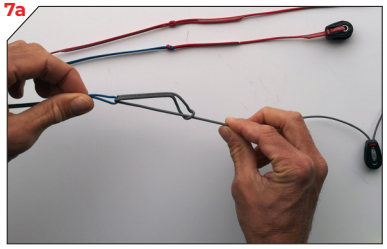


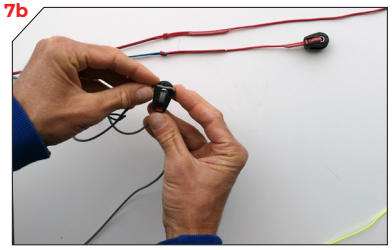


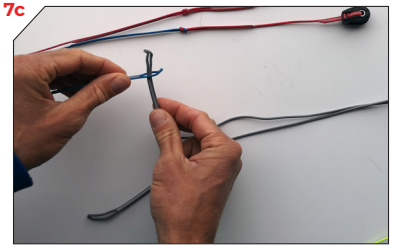


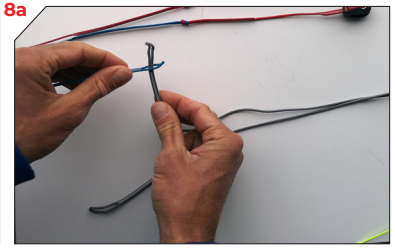


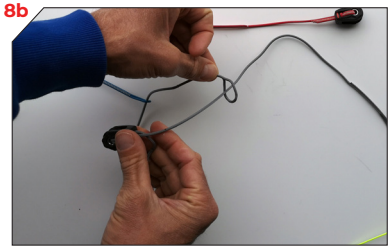


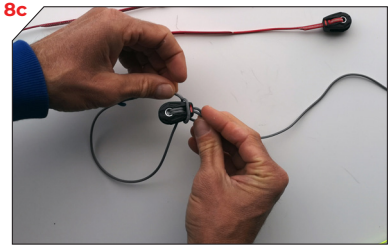


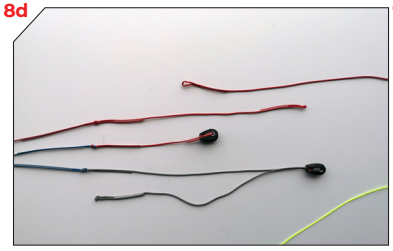


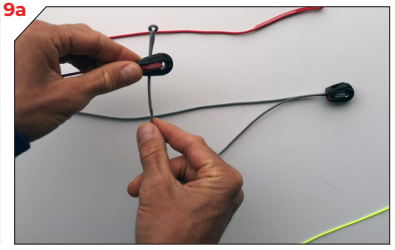


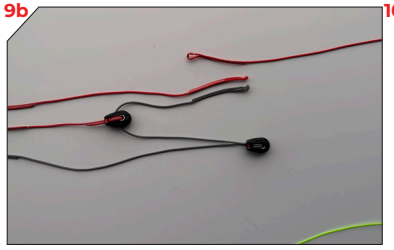


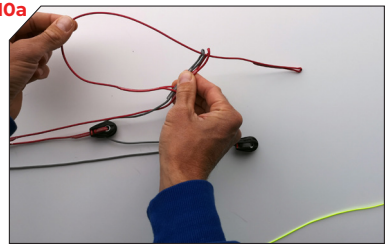


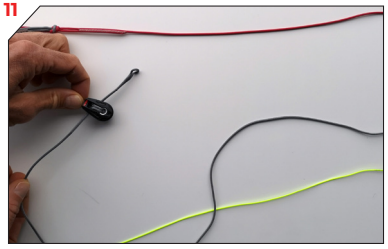


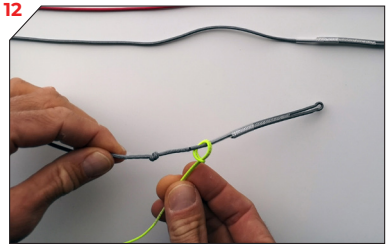


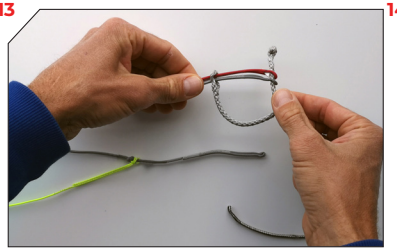


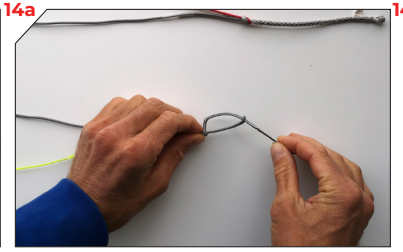


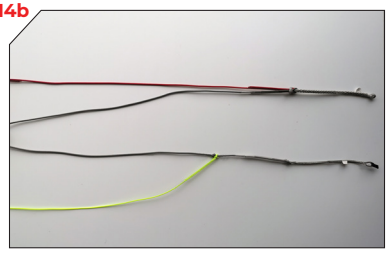












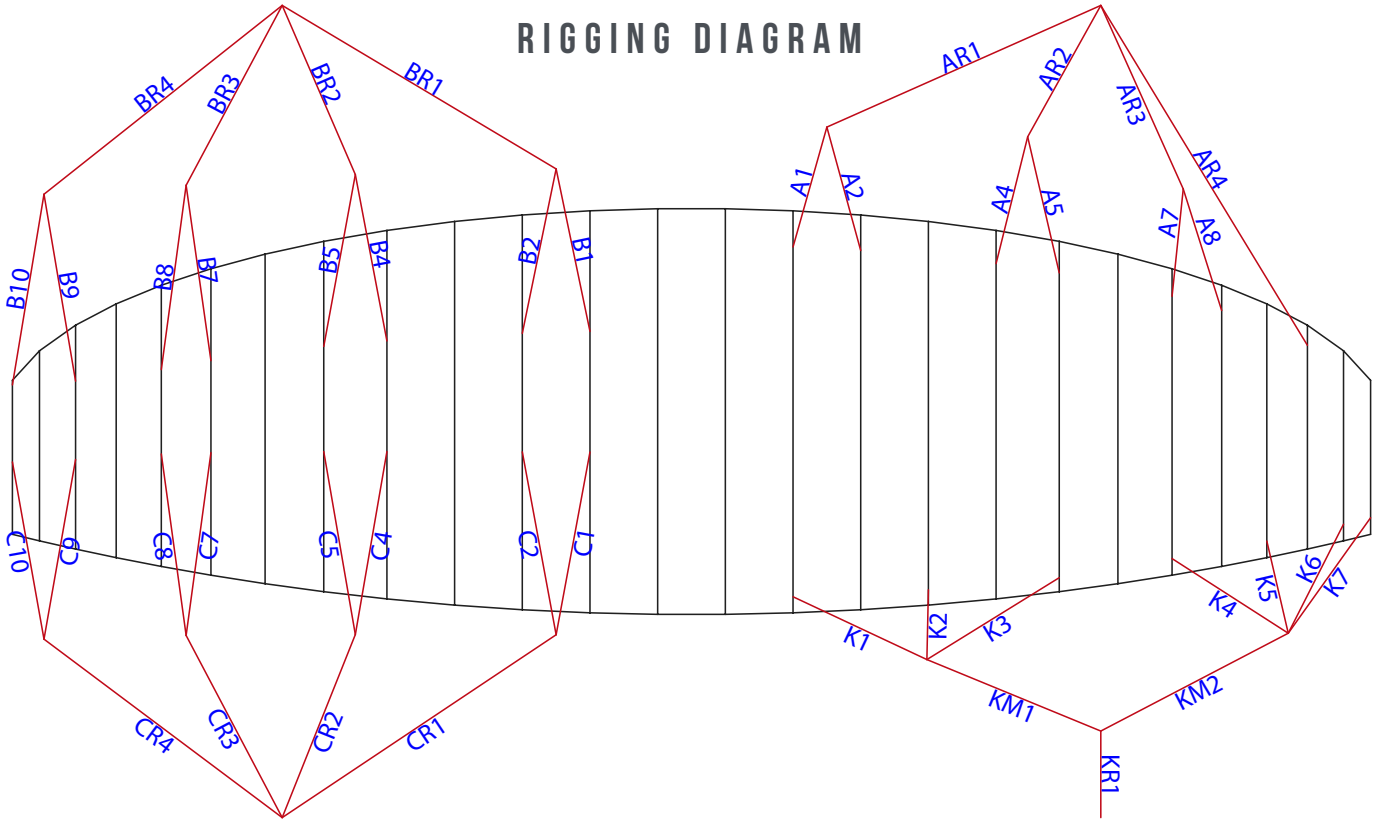
SUBZERO V2

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



BRIDLE LINE LENGTHS
ALL MEASUREMENTS IN MM

	7m	9m	11m	13m
A1	463	533	594	651
A2	364	422	472	519
A4	405	468	526	578
A5	271	316	358	397
A7	336	388	441	483
A8	214	250	288	318
AR1	2315	2620	2900	3150
AR2	1995	2260	2500	2715
AR3	1635	1855	2050	2230
AR4	1610	1834	2038	2221
B1	434	499	554	606
B2	337	390	434	476
B4	384	443	496	545
B5	253	294	332	367
B7	327	377	427	468
B8	207	241	277	306
B9	652	746	835	913
B10	503	578	650	713
BR1	2315	2620	2900	3150
BR2	1995	2260	2500	2715
BR3	1635	1855	2050	2230
BR4	955	1085	1200	1305
C1	499	572	634	691
C2	401	461	512	559
C4	447	513	572	627
C5	313	362	406	447
C7	385	443	499	545
C8	262	303	345	379
C9	706	808	903	988
C10	551	633	711	780
CR1	2315	2620	2900	1305
CR2	1995	2260	2500	3150
CR3	1635	1855	2050	2715
CR4	955	1085	1200	2230
K1	1580	1788	1981	2156
K2	1265	1433	1589	1731
K3	962	1090	1211	1323
K4	1007	1148	1280	1401
K5	748	856	959	1054
K6	572	659	742	818
K7	532	613	690	763
KM1	875	995	1100	1195
KM2	480	550	610	665
KR1	1340	1425	1500	1575
ISL	2458	2664	3540	3025
LSL	2820	3200	2840	3850