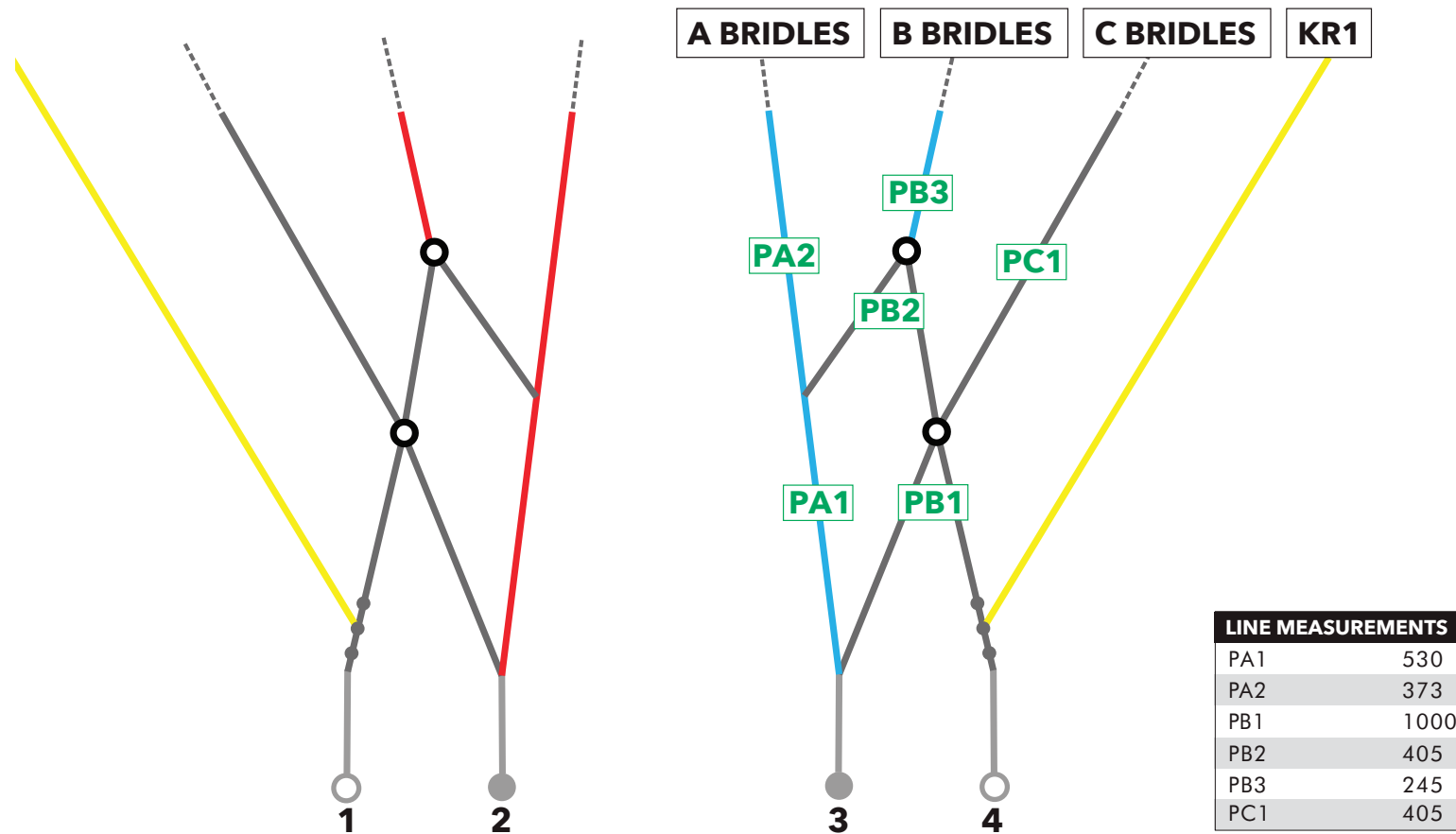


Speed System and Bridle lines should be regularly checked and maintained in the correct trim or the kite will not perform as designed.

### CHRONO V5 SPEED SYSTEM



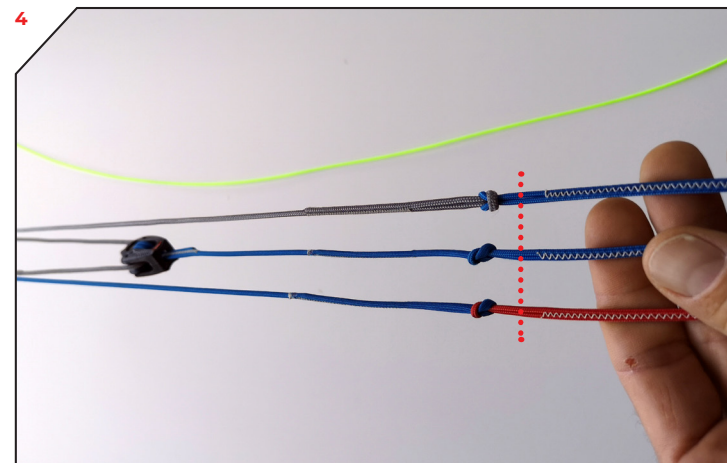
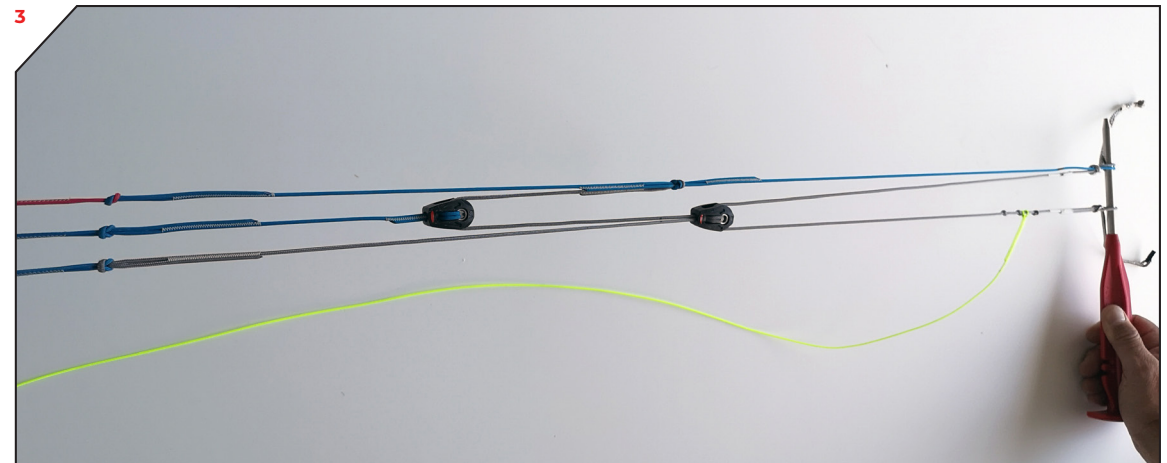
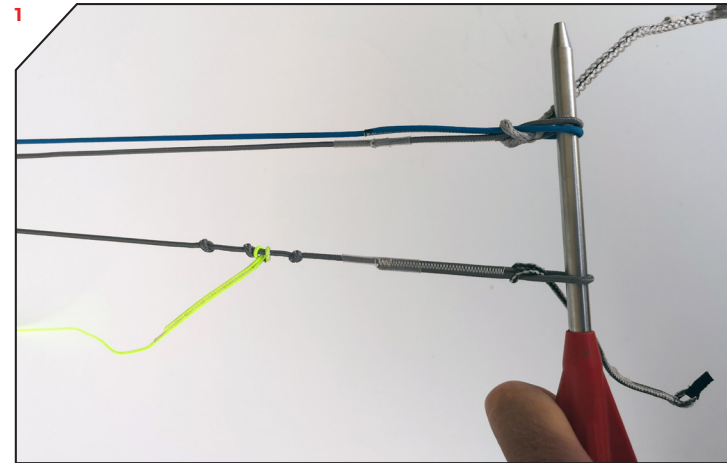
# CHRONO<sup>V5</sup>

## 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 V5 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.



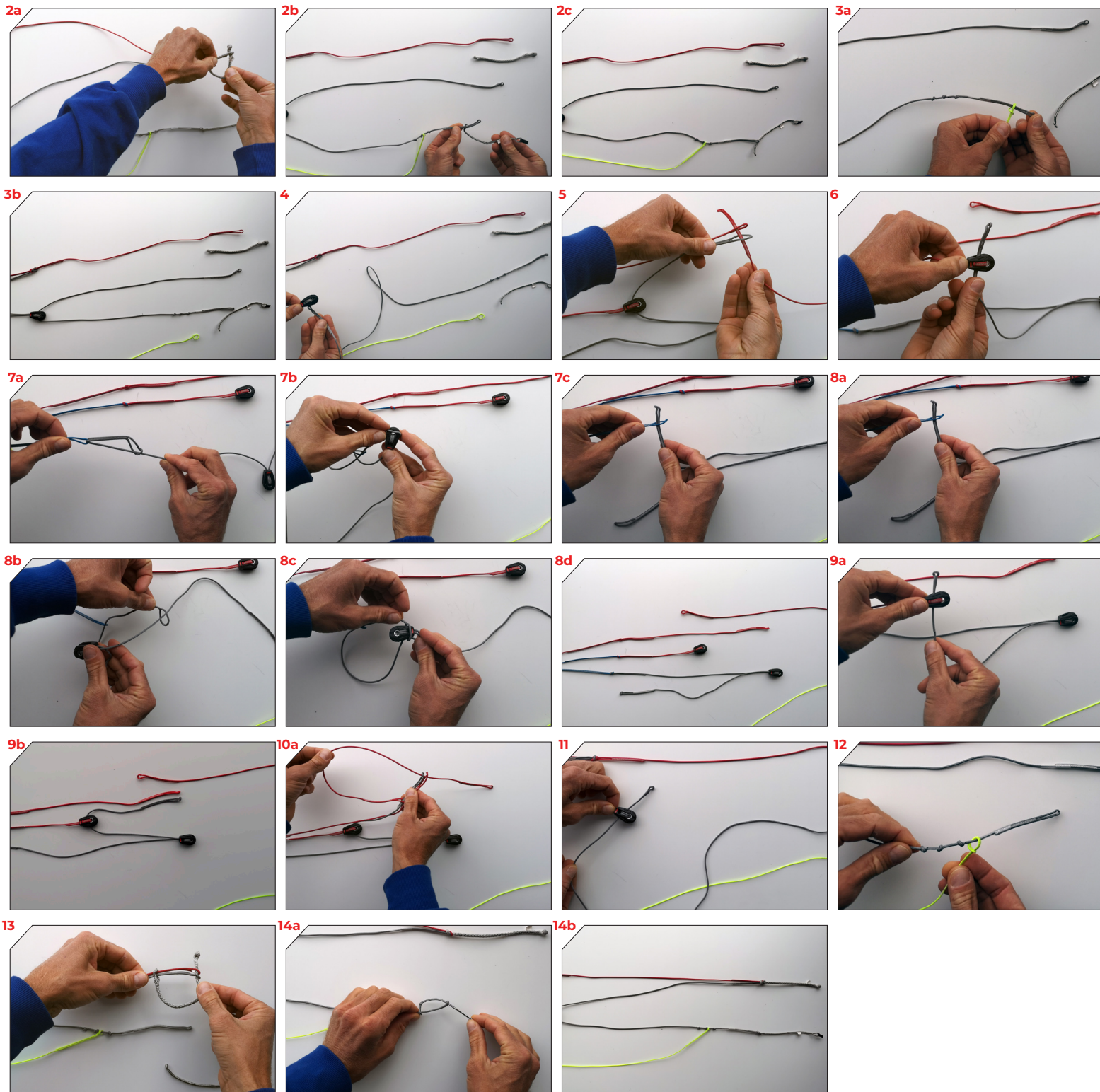
# CHRONO<sup>V5</sup>

## 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 V5 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.





# BRIDLE LINE LENGTHS ALL MEASUREMENTS IN MM

# CHRONO<sup>V5</sup>

## 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.

LINE NO.	7m	9m	11M	13M	15M	18M
A1	997	1120	1300	1426	1547	1678
A2	823	926	1080	1187	1288	1400
A3	817	921	1078	1187	1291	1404
A4	684	773	913	1007	1099	1198
A5	655	749	884	982	1080	1175
A6	459	528	635	710	785	858
A7	343	399	488	548	611	671
A8	272	319	398	450	505	556
AM1	1085	1225	1400	1545	1680	1818
AM2	930	1050	1200	1325	1440	1560
AM3	620	700	800	880	955	1035
AM4	620	700	800	880	955	1035
AR1	1930	2180	2495	2750	2990	3235
AR2	2015	2270	2600	2865	3110	3370
AR3	2730	3091	3569	3945	4300	4670
B1	961	1080	1256	1378	1494	1620
B2	789	888	1038	1140	1238	1345
B3	787	887	1040	1145	1245	1354
B4	658	744	881	972	1060	1156
B5	634	724	857	952	1048	1140
B6	444	512	617	690	764	834
B7	332	387	474	534	596	654
B8	264	311	387	439	493	544
BM1	1085	1225	1400	1545	1680	1818
BM2	930	1050	1200	1325	1440	1560
BM3	620	700	800	880	955	1035
BM4	620	700	800	880	955	1035
BR1	1920	2160	2475	2730	2970	3215
BR2	2005	2250	2580	2845	3090	3350
BR3	2718	3030	3547	3870	4270	4610
C1	1027	1155	1328	1458	1582	1716
C2	854	961	1110	1219	1324	1439
C3	848	957	1108	1220	1328	1444

LINE NO.	7m	9m	11M	13M	15M	18M
C4	714	808	942	1040	1135	1238
C5	686	784	914	1015	1117	1215
C6	490	564	666	744	823	899
C7	371	432	515	579	646	709
C8	291	342	414	469	527	581
CM1	1085	1225	1400	1545	1680	1818
CM2	930	1050	1200	1325	1440	1560
CM3	620	700	800	880	955	1035
CM4	620	700	800	880	955	1035
CR1	1910	2140	2455	2700	2950	3185
CR2	1995	2230	2560	2815	3070	3320
CR3	2732	3040	3549	3880	4250	4590
K1	756	858	962	1062	1159	1254
K2	546	620	692	764	836	904
K3	596	674	761	838	916	994
K4	428	486	550	607	666	726
K5	531	603	688	764	842	917
K6	365	416	479	534	595	651
K7	362	416	487	544	602	665
K8	296	343	410	461	512	568
K9	323	376	437	496	555	611
K10	260	306	361	413	465	515
K11	536	617	722	812	898	986
KML1	1010	1140	1300	1435	1560	1690
KML2	855	965	1100	1215	1320	1430
KML3	775	875	1000	1100	1195	1295
KMU1	810	910	1050	1155	1255	1360
KMU2	590	665	765	845	920	995
KMU3	505	570	655	720	780	845
KMU4	390	440	500	550	600	645
KMU5	312	350	404	445	484	525
KR1	2470	2630	2920	3135	3370	3540

## RIGGING DIAGRAM

