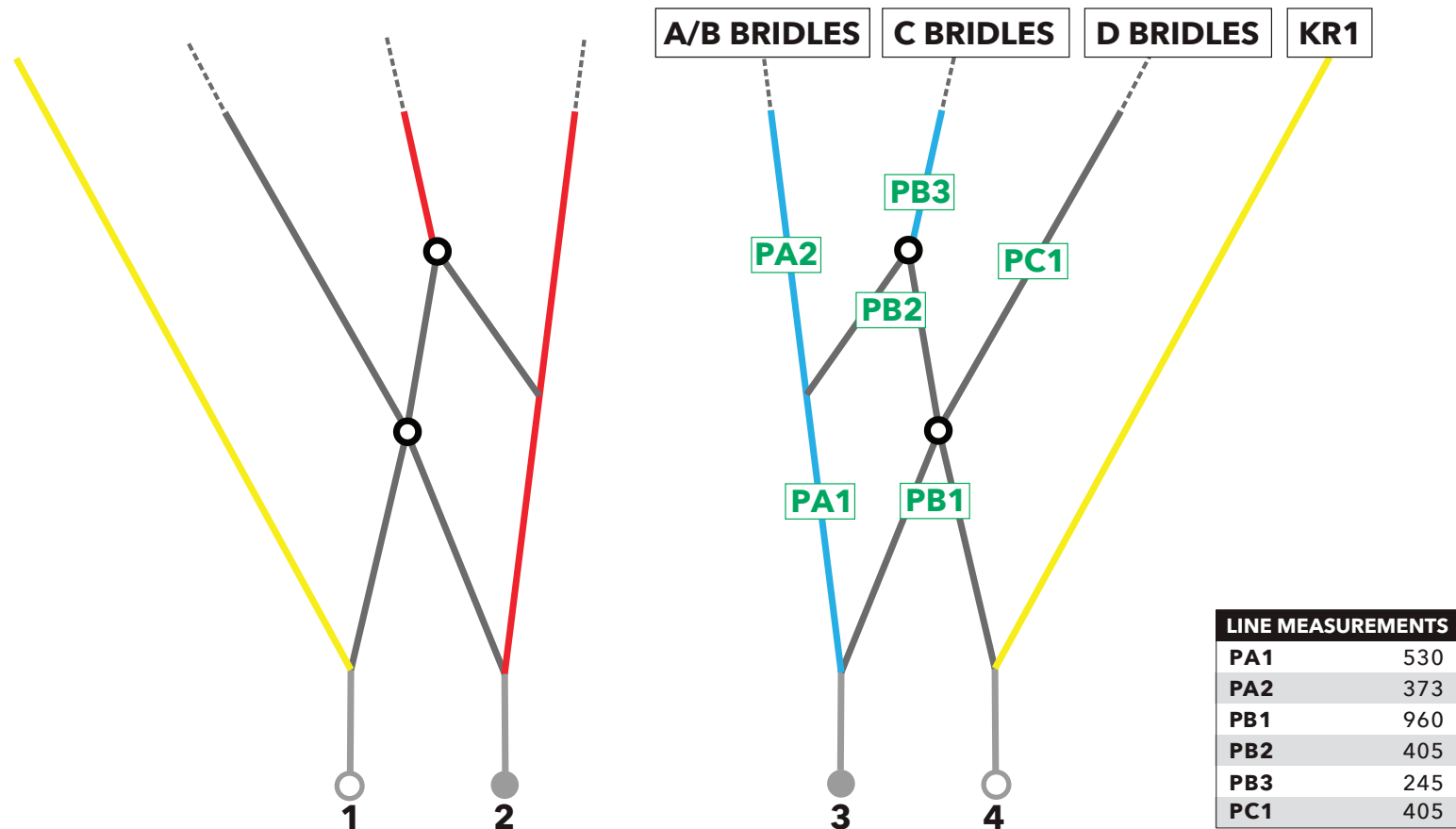


Speed System and Bridle lines should be regularly checked and maintained in the correct trim or the kite will not perform as designed.

## EXPLORE V3 SPEED SYSTEM



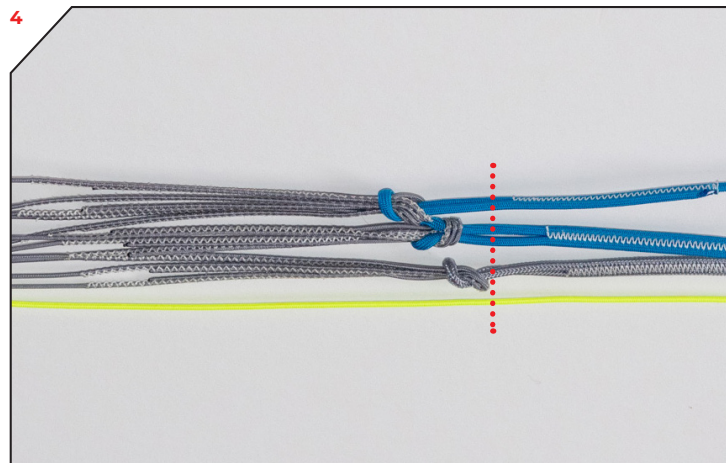
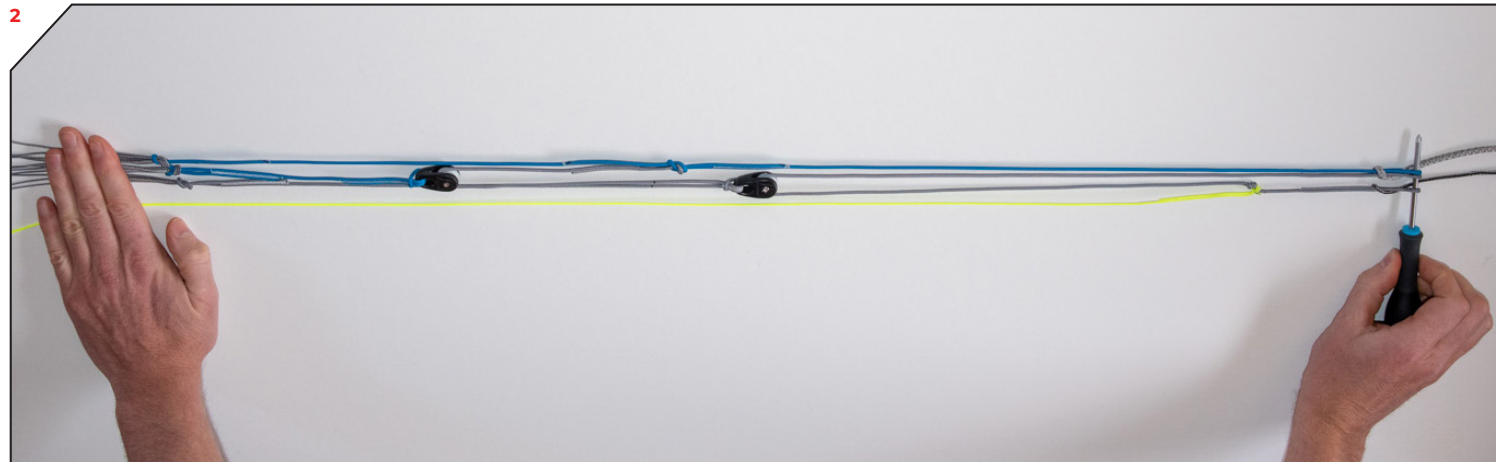
# EXPLORE

## SPEED SYSTEM 'ZERO' CHECK

Speed Systems that are worn or not to factory specification (+ or - 25mm) 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 EXPLORE V2 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, C and D 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 - 25mm.
5. If the difference between the upper ends is more than 25mm, 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.



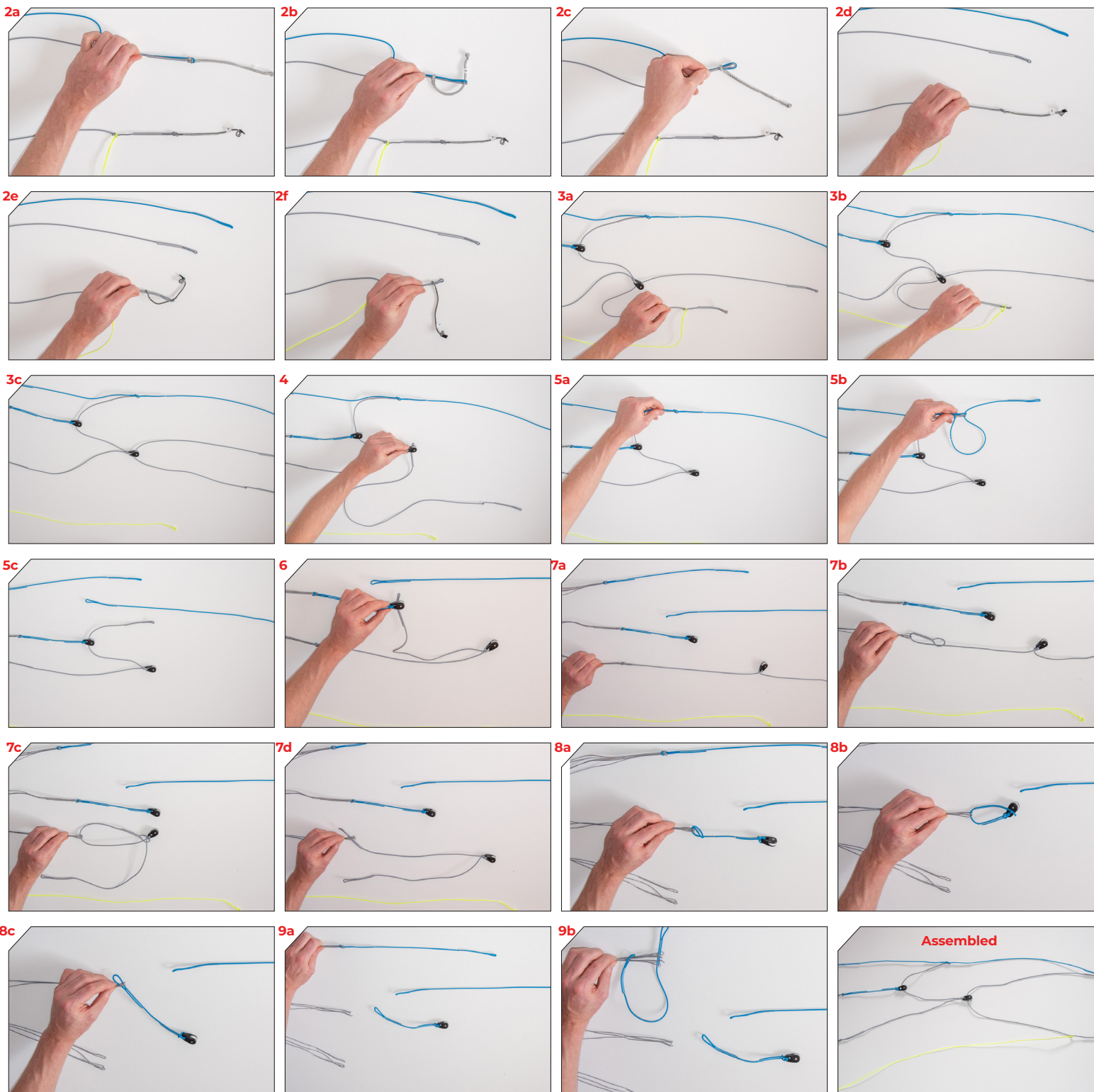
# EXPLORE V2

## 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 EXPLORE V2 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 below the knot on PB1.
  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 PC1 including the pulley and PB2 from the D-bridle. Loosen the loop-to-loop connection and feed the pulley through the end loop of PC1. Discard PB1/PB2 including the pulley.
  8. If PB3 is to be replaced, disconnect it from the C-bridle. Loosen the loop-to-loop connection and feed the pulley through the end loop of PB3.
  9. If PA2 is to be replaced, disconnect it from the A-bridle.
  10. Reassembly is the reverse of removal. When connecting the lines with pulleys (PB3 and PC1), first pass the end loop through the loops of the bridle, then pass the pulley through the end loop.  
**Note** that the longest of the coloured lines is PA1, which connects to the front pigtail.
  11. 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

### 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.	4M	6M	8M	10M	12M	LINE NO.	4M	6M	8M	10M	12M
A1	665	803	932	1035	1183	K1	1033	1192	1378	1538	1681
A2	552	666	774	860	1005	K2	839	951	1099	1228	1357
A3	473	571	664	740	884	K3	674	754	872	976	1099
A4	535	648	754	841	1009	K4	806	903	1041	1166	1345
A5	425	515	601	841	1009	K5	609	664	765	859	1025
A6	359	438	511	573	733	K6	445	484	544	614	772
A7	565	676	791	887	1101	K7	377	380	453	514	642
A8	432	515	605	679	883	K8	278	262	316	363	489
A9	321	380	449	506	698	K9	207	185	209	243	369
A10	339	403	476	537	741	KM1	943	1155	1333	1491	1633
A11	238	282	336	381	575	KM2	606	742	857	958	1050
A12	282	343	397	450	634	KM3	505	619	714	799	875
A13	204	239	289	320	510	KR1	1845	2095	2309	2500	2693
AM1	900	1102	1273	1423	1559	STRAPB1	606	742	857	958	1050
AM2	727	890	1028	1149	1259	STRAPB2	582	713	823	920	1008
AM3	485	593	685	766	839	STRAPB3	515	630	728	814	891
AM4	346	424	489	547	599	STRAPB4	417	510	589	659	722
AR1	1450	1780	2050	2292	2500	STRAPC1	605	741	856	957	1048
AR2	1300	1611	1850	2068	2250	STRAPC2	581	712	822	919	1007
AR3	1480	1823	2105	2353	2580	STRAPC3	515	630	728	814	891
B2	1450	1754	2024	2259	2517	STRAPC4	419	513	593	662	726
B5	1151	1394	1614	1805	2052	STRAPD1	604	740	855	956	1047
B8	918	1109	1290	1445	1693	STRAPD2	582	713	823	920	1008
B11	248	294	349	395	572	STRAPD3	518	634	732	819	897
B13	207	252	291	332	503	STRAPD4	430	526	608	679	744
C2	1456	1760	2034	2271	2545	ISL	2650	3200	3650	4000	4320
C5	1155	1397	1614	1806	2076	LSL	2900	3180	3620	4000	4460
C8	924	1104	1281	1438	1709						
C11	585	693	813	916	1155						
CR1	1450	1780	2050	2292	2500						
CR2	1300	1611	1850	2068	2250						
C13	1704	2097	2423	2717	3087						
D2	1478	1772	2053	2308	2585						
D5	1174	1406	1631	1840	2112						
D8	951	1127	1304	1465	1727						
D11	615	719	845	954	1181						
DR1	1450	1780	2050	2292	2500						
DR2	1300	1611	1850	2068	2250						
D13	1720	2105	2435	2732	3088						

## RIGGING DIAGRAM

