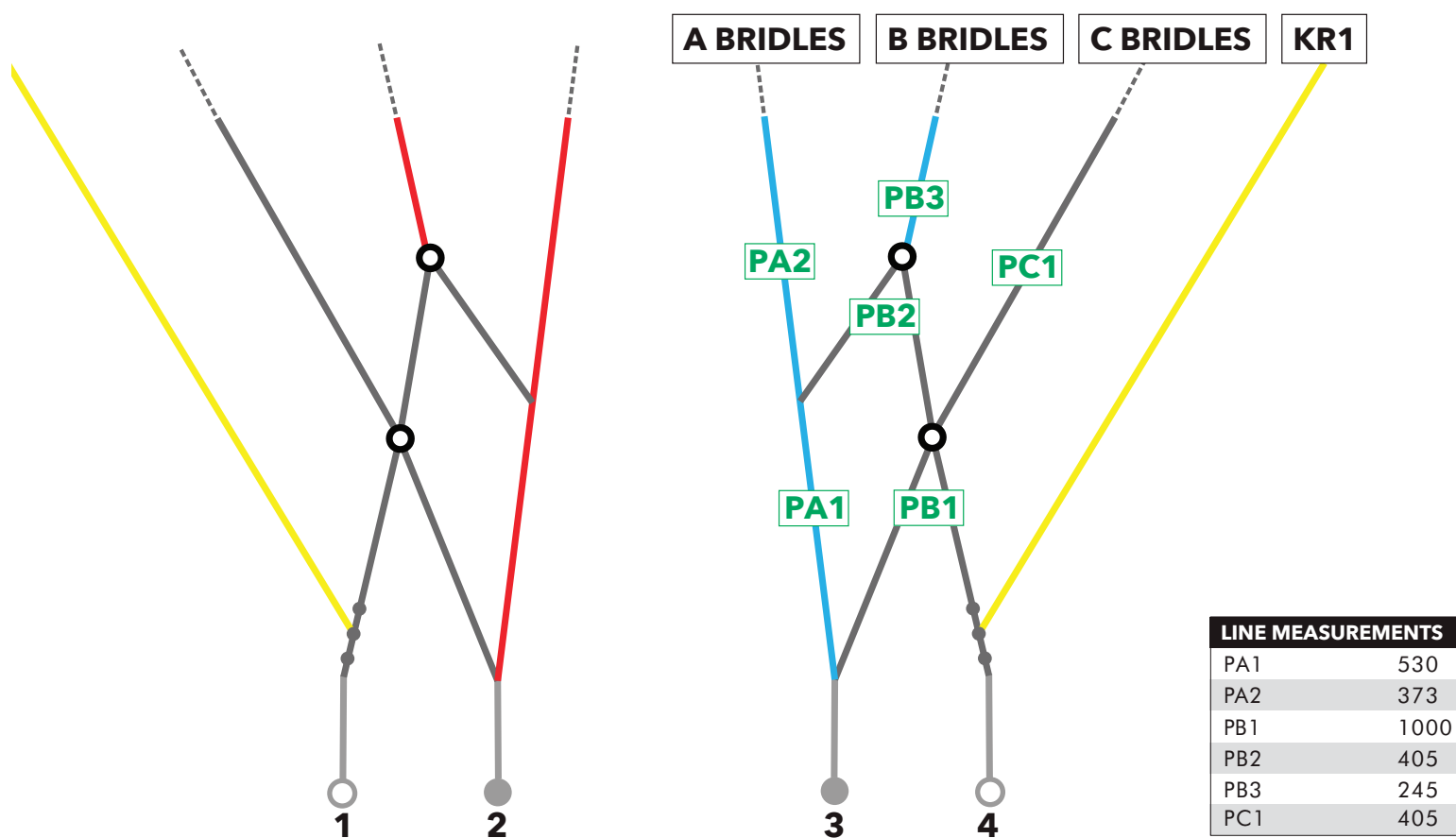


Speed System and Bridle lines should be regularly checked and maintained in the correct trim or the kite will not perform as designed.

CHRONO V4 SPEED SYSTEM



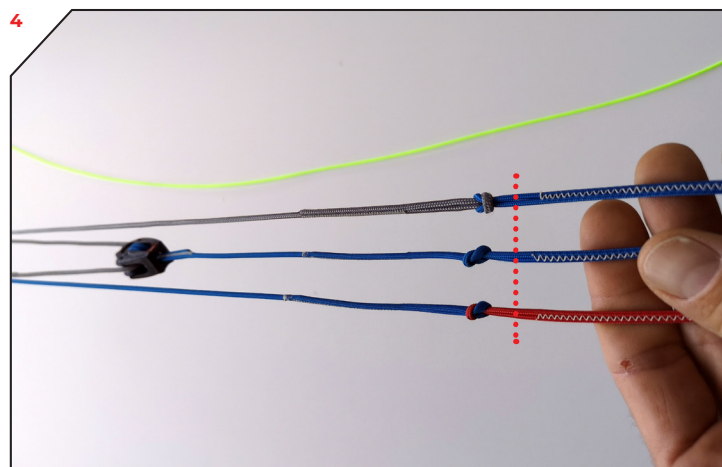
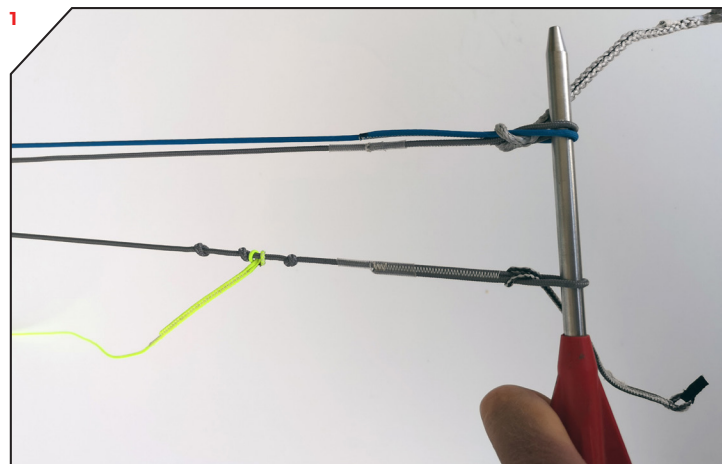
CHRONO_{v4}

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.



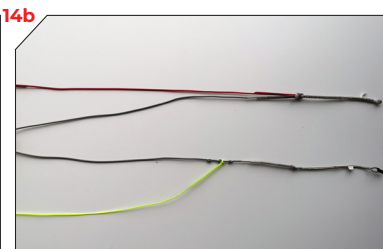
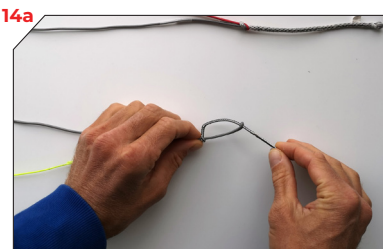
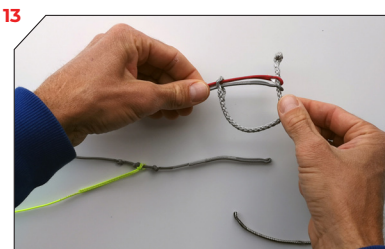
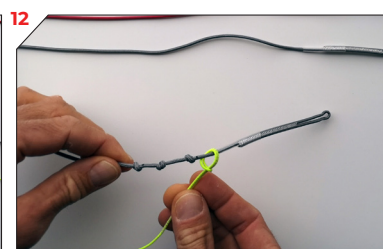
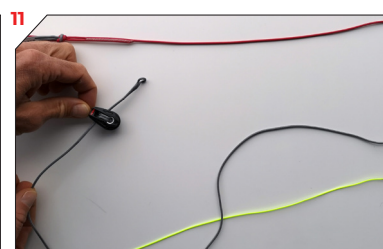
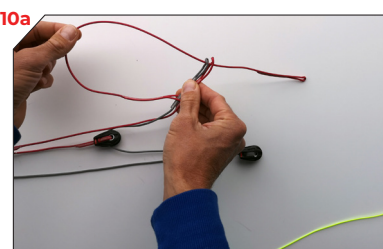
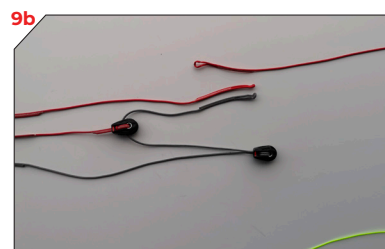
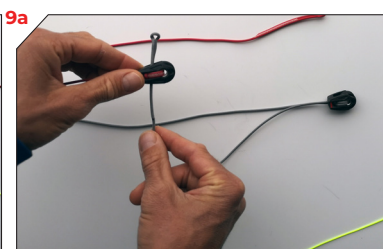
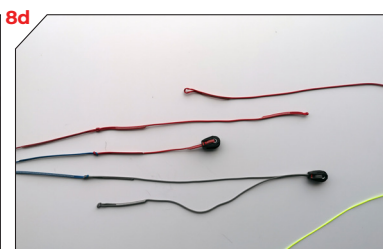
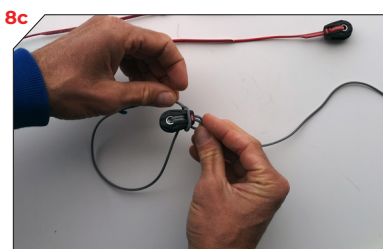
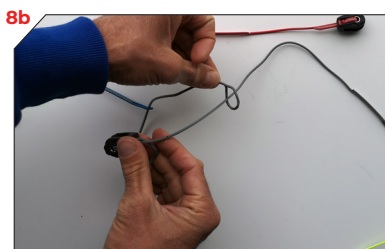
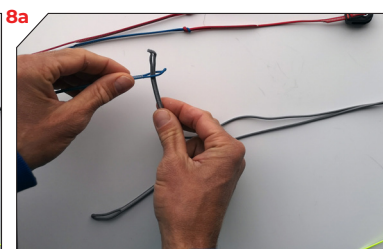
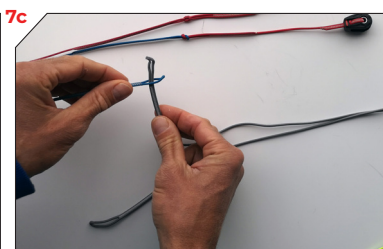
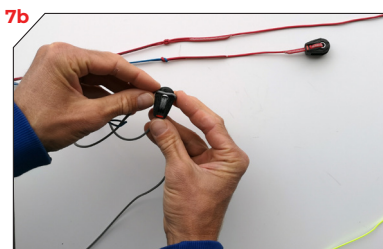
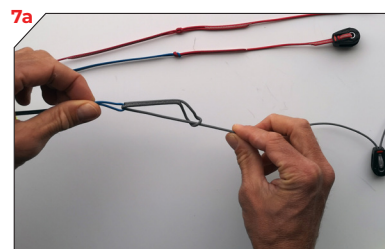
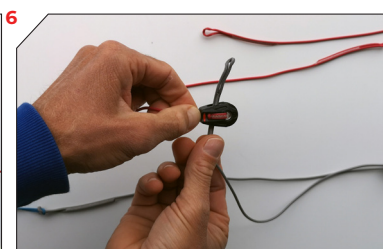
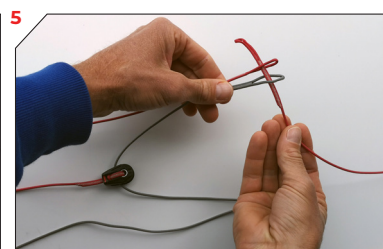
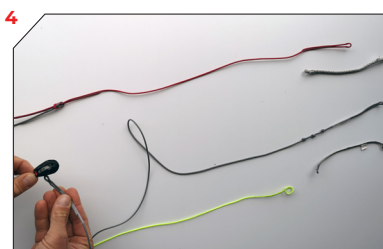
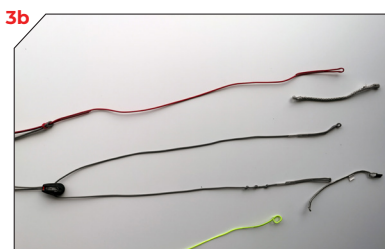
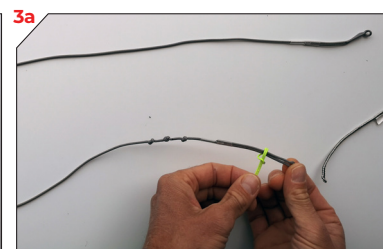
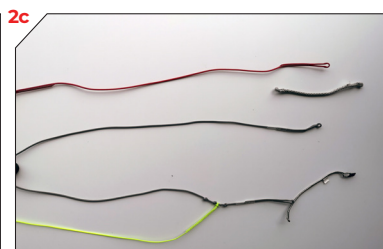
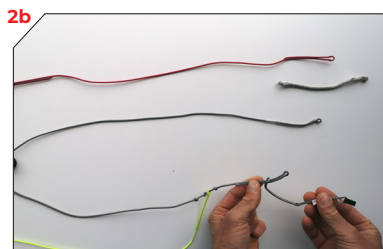
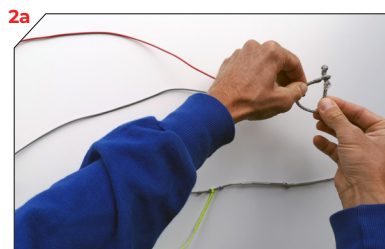
CHRONO_{v4}

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.



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.

BRIDLE LINE LENGTHS ALL MEASUREMENTS IN MM

LINE NO.	11M	13M	15M	18M	LINE NO.	11M	13M	15M	18M
A1	1299	1428	1531	1697	C3	1100	1226	1308	1454
A2	1076	1186	1271	1415	C4	931	1043	1114	1455
A3	1071	1193	1273	1416	C5	915	1019	1114	1243
A4	902	1010	1079	1204	C6	673	756	832	1230
A5	886	987	1078	1191	C7	527	598	662	923
A6	643	723	795	882	C8	431	493	548	737
A7	500	568	629	700	C9	3315	3638	3938	613
A8	415	474	528	590	CML1	2200	2400	2600	4359
A9	3297	3618	3915	4333	CML2	2300	2510	2700	2980
AML1	2200	2400	2600	2850	CMU1	1400	1530	1650	1820
AML2	2300	2510	2700	2980	CMU2	1200	1300	1410	1560
AMU1	1400	1530	1650	1820	CMU3	800	870	940	1040
AMU2	1200	1300	1410	1560	CMU4	800	870	940	1040
AMU3	800	870	940	1040	CR1	300	340	355	380
AMU4	800	870	940	1040	K1	959	1068	1140	1269
AR1	300	330	355	380	K2	688	773	822	920
B1	1255	1380	1478	1639	K3	758	849	910	1014
B2	1035	1140	1222	1360	K4	547	620	664	746
B3	1033	1151	1228	1366	K5	690	772	833	926
B4	870	975	1041	1162	K6	481	545	589	661
B5	859	957	1046	1156	K7	484	556	589	674
B6	625	703	774	859	K8	408	472	501	577
B7	487	553	613	683	K9	439	500	545	616
B8	404	463	516	577	K10	363	417	457	520
B9	3294	3615	3915	4331	K11	721	810	878	986
BML1	2200	2400	2600	2850	KML1	1300	1420	1530	1680
BML2	2300	2510	2700	2980	KML2	1100	1200	1300	1420
BMU1	1400	1530	1650	1820	KML3	1000	1090	1180	1300
BMU2	1200	1300	1410	1560	KMU1	1050	1140	1240	1360
BMU3	800	870	940	1040	KMU2	765	830	900	990
BMU4	800	870	940	1040	KMU3	650	710	760	850
BR1	310	340	365	390	KMU4	500	540	590	650
C1	1327	1459	1564	1734	KMU5	400	440	470	520
C2	1105	1218	1306	1734	KR1	2990	3200	3381	3635

RIGGING DIAGRAM

