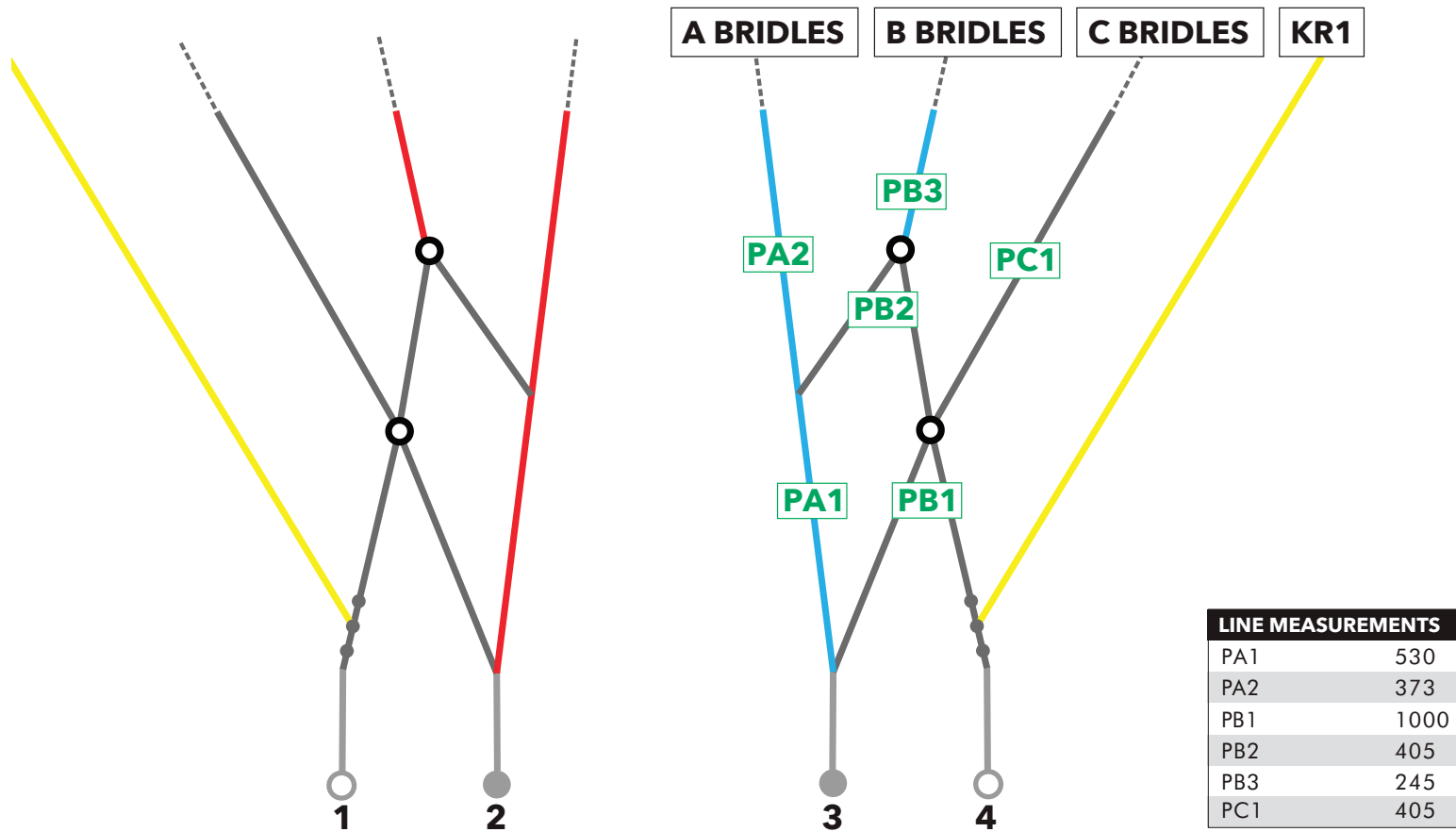


Speed System and Bridle lines should be regularly checked and maintained in the correct trim or the kite will not perform as designed.

HYPERLINK V3 SPEED SYSTEM



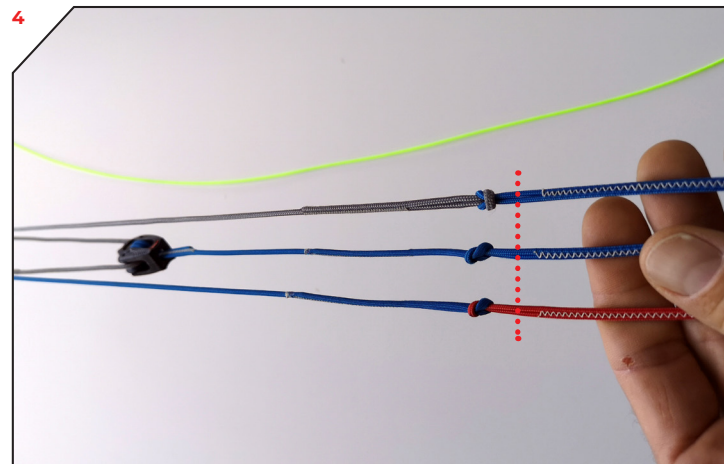
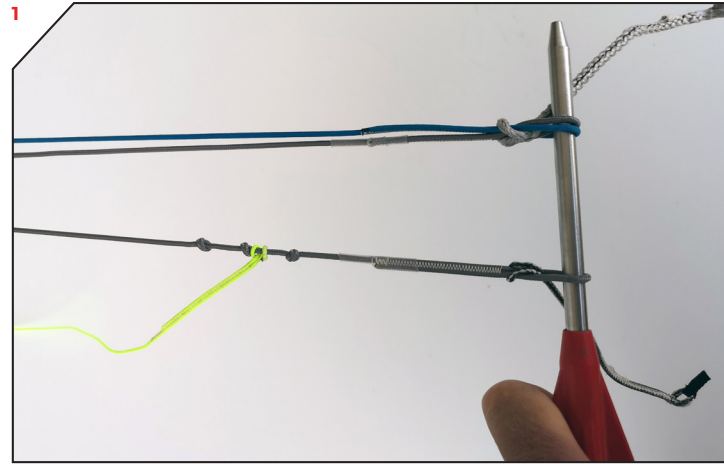
HYPERLINK^{V3}

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.



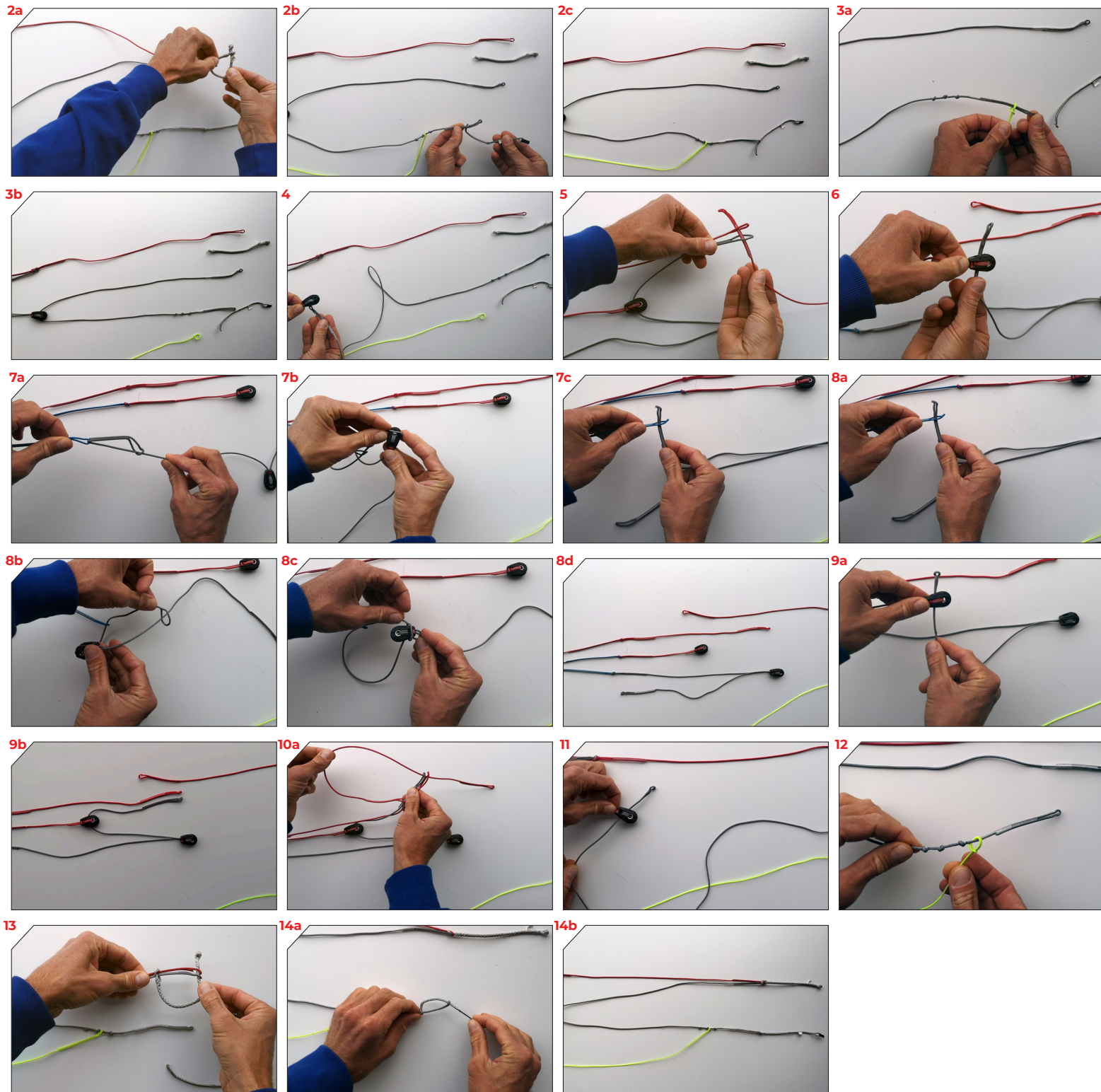
HYPERLINK^{v3}

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.



BRIDLE LINE LENGTHS ALL MEASUREMENTS IN MM

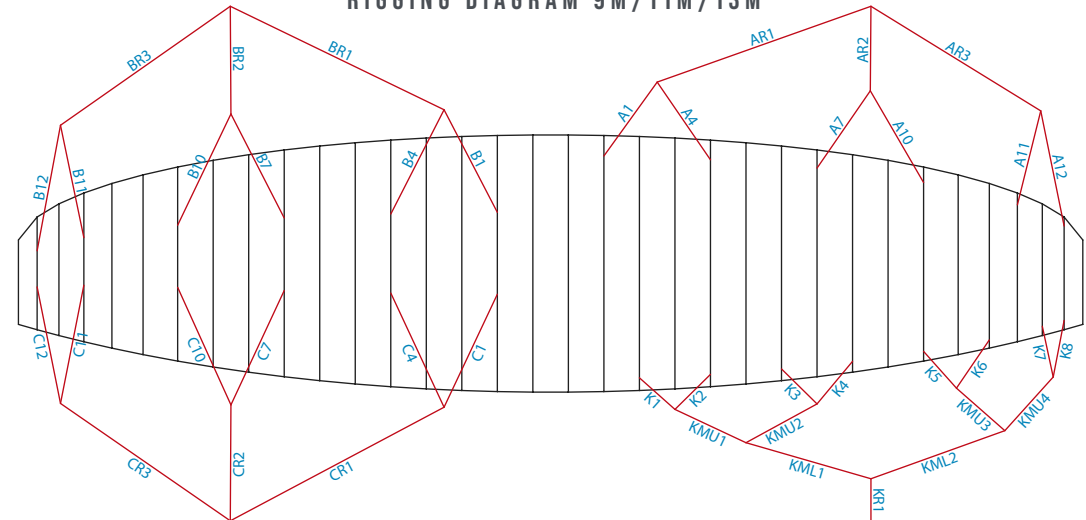
| LINE | 5m | 7m | 9m | 11m | 13m |
|------|------|------|------|------|------|
| A1 | 1265 | 1497 | 1853 | 2040 | 2053 |
| A4 | 1065 | 1264 | 1632 | 1798 | 1790 |
| A7 | 971 | 1155 | 1547 | 1685 | 1648 |
| A10 | 694 | 831 | 1218 | 1322 | 1256 |
| A11 | - | - | 851 | 916 | 803 |
| A12 | - | - | 690 | 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

