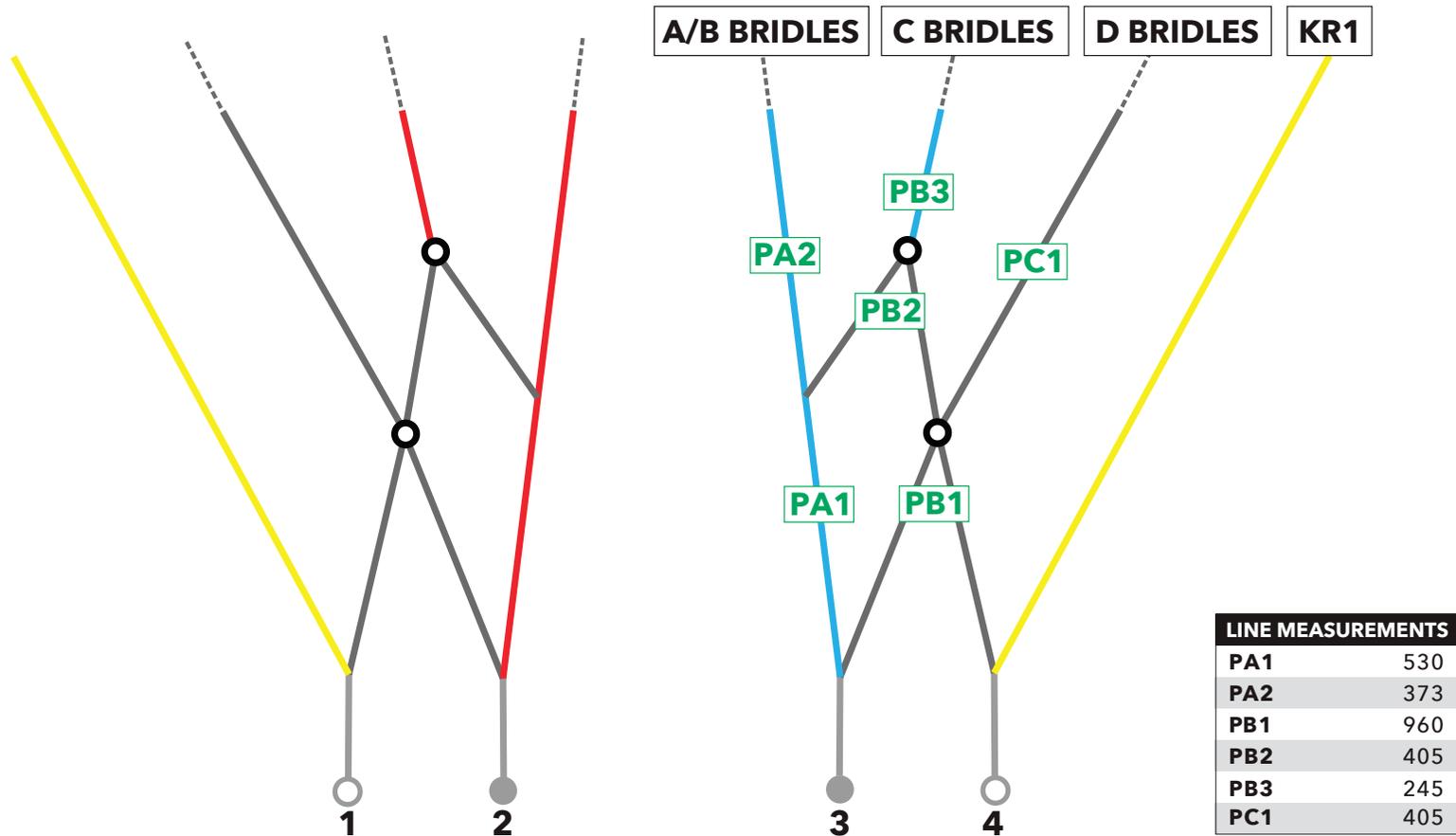


Speed System and Bridle lines should be regularly checked and maintained in the correct trim or the kite will not perform as designed.

EXPLORE V3 SPEED SYSTEM



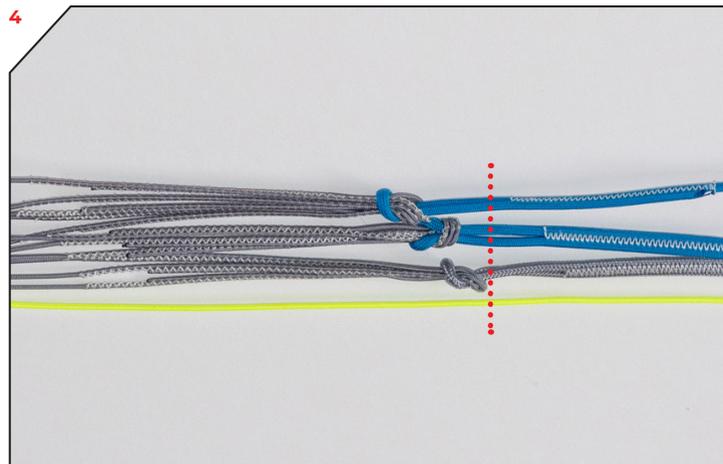
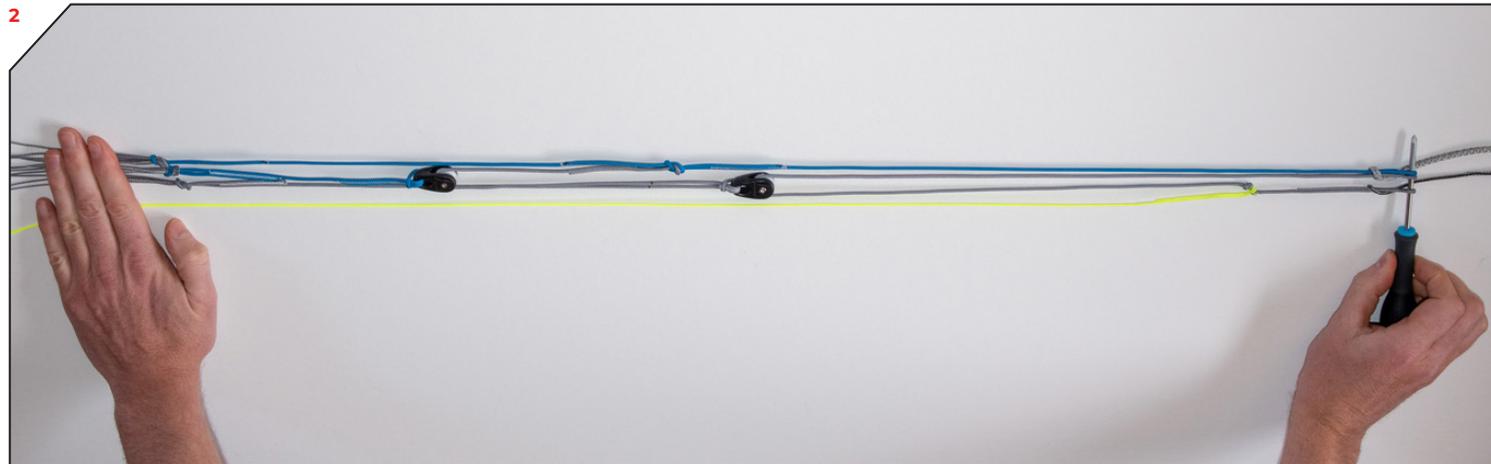
EXPLORE

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.



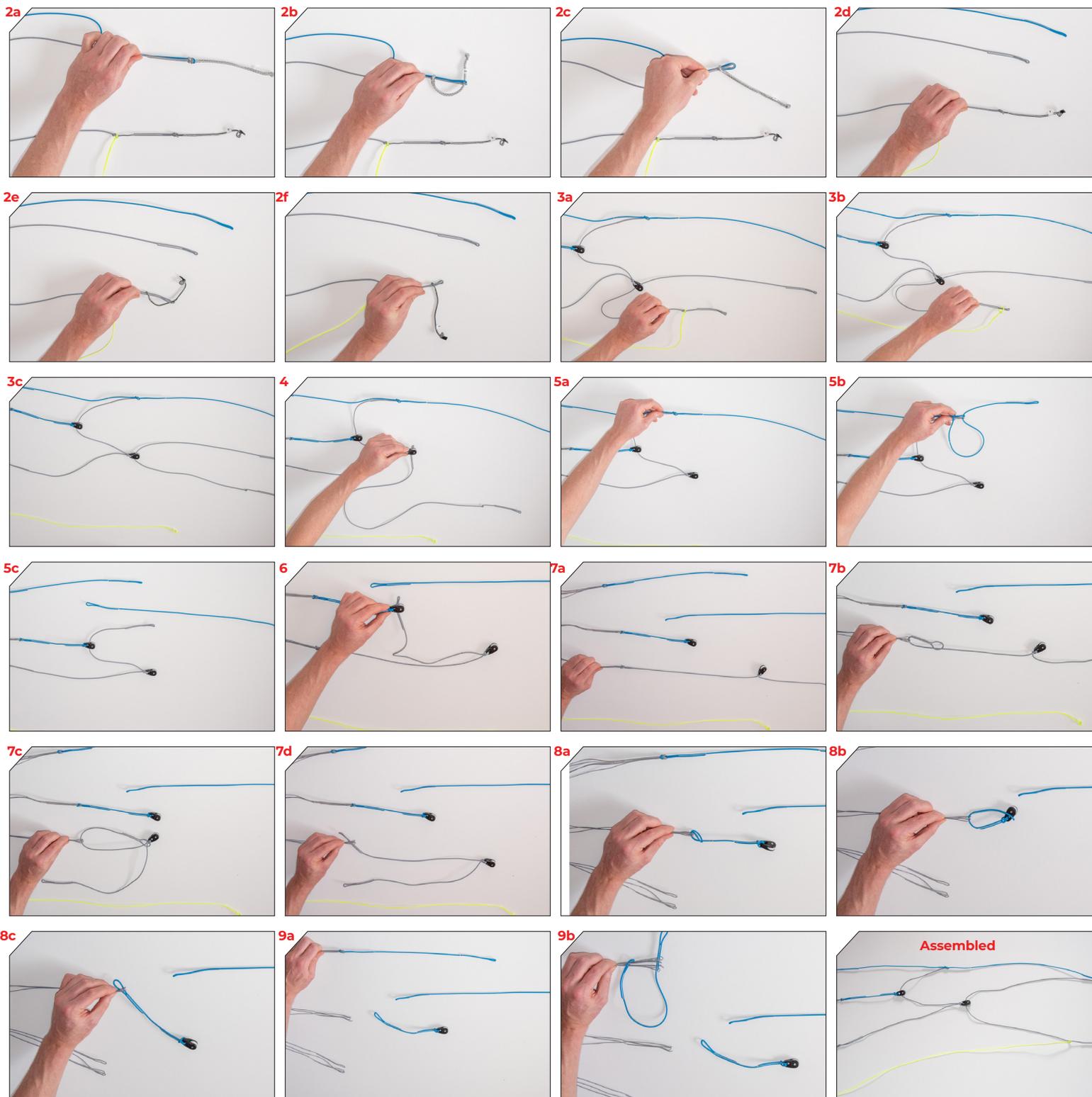
EXPLORE V2

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	1139		K1	1033	1192	1378	1538	
A2	552	666	774	948		K2	839	951	1099	1228	
A3	473	571	664	817		K3	674	754	872	976	
A4	535	648	754	929		K4	806	903	1041	1166	
A5	425	515	601	745		K5	609	664	765	859	
A6	359	438	511	638		K6	445	484	544	614	
A7	565	676	791	989		K7	377	380	453	514	
A8	432	515	605	763		K8	278	262	316	363	
A9	321	380	449	573		K9	207	185	209	243	
A10	339	403	476	609		KM1	943	1155	1333	1633	
A11	238	282	336	439		KM2	606	742	857	1050	
A12	282	343	397	497		KM3	505	619	714	875	
A13	204	239	289	354		KR1	1845	2095	2309	2500	
AM1	900	1102	1273	1559		STRAPB1	606	742	857	1050	
AM2	727	890	1028	1259		STRAPB2	582	713	823	1008	
AM3	485	593	685	839		STRAPB3	515	630	728	891	
AM4	346	424	489	599		STRAPB4	417	510	589	722	
AR1	1450	1780	2050	2500		STRAPC1	605	741	856	1048	
AR2	1300	1611	1850	2250		STRAPC2	581	712	822	1007	
AR3	1480	1823	2105	2580		STRAPC3	515	630	728	891	
B2	1450	1754	2024	2482		STRAPC4	419	513	593	726	
B5	1151	1394	1614	1989		STRAPD1	604	740	855	1047	
B8	918	1109	1290	1601		STRAPD2	582	713	823	1008	
B11	248	294	349	452		STRAPD3	518	634	732	897	
B13	207	252	291	368		STRAPD4	430	526	608	744	
C2	1456	1760	2034	2495		ISL	2650	3200	3650	4000	
C5	1155	1397	1614	1990		LSL	2900	3180	3620	4000	
C8	924	1104	1281	1595							
C11	585	693	813	1026							
CR1	1450	1780	2050	2500							
CR2	1300	1611	1850	2250							
C13	1704	2097	2423	2983							
D2	1478	1772	2053	2526							
D5	1174	1406	1631	2018							
D8	951	1127	1304	1628							
D11	615	719	845	1069							
DR1	1450	1780	2050	2500							
DR2	1300	1611	1850	2250							
D13	1720	2105	2435	3001							

RIGGING DIAGRAM

