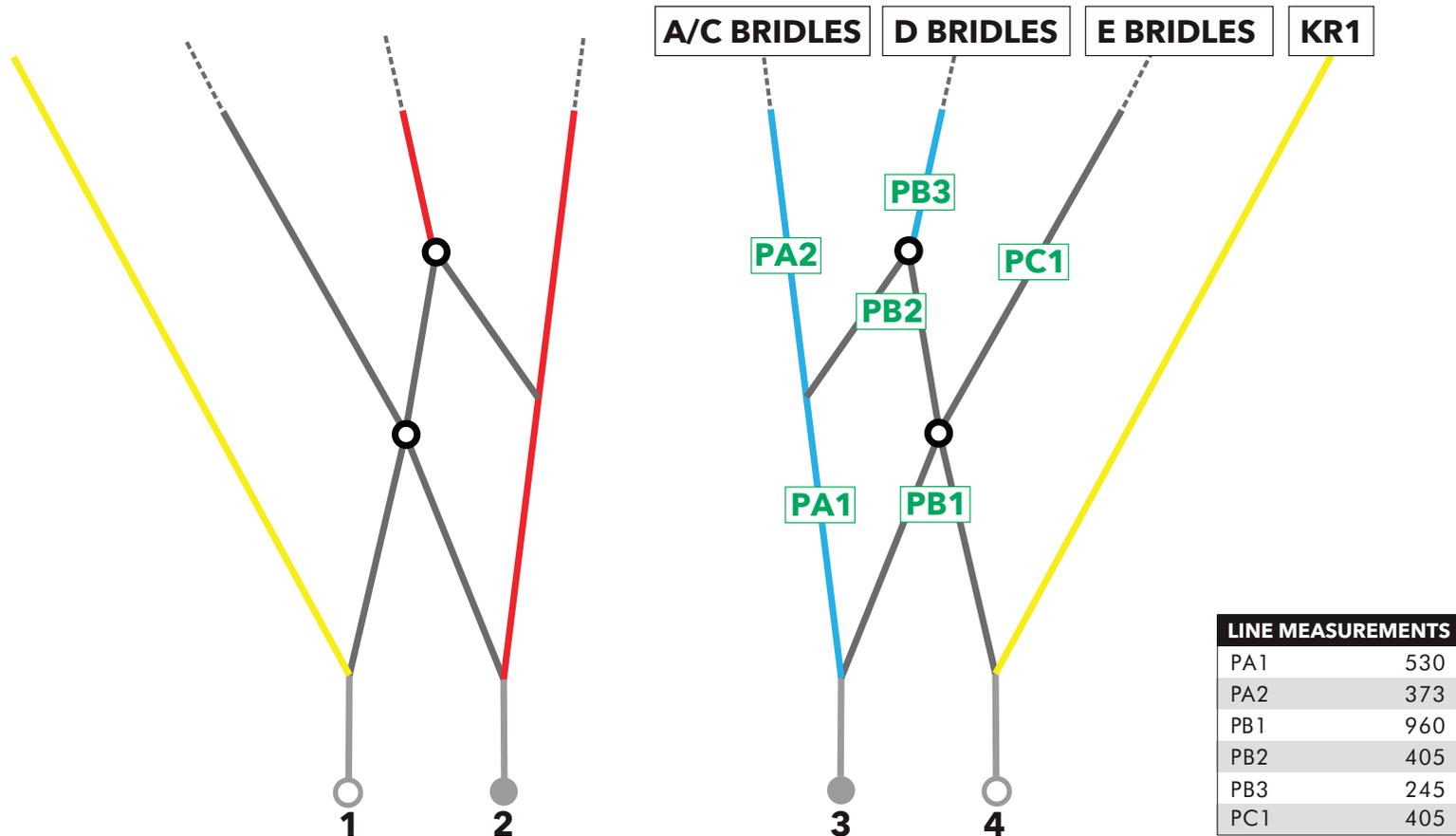


Speed System and Bridle lines should be regularly checked and maintained in the correct trim or the kite will not perform as designed.

EXPLORE V2 SPEED SYSTEM



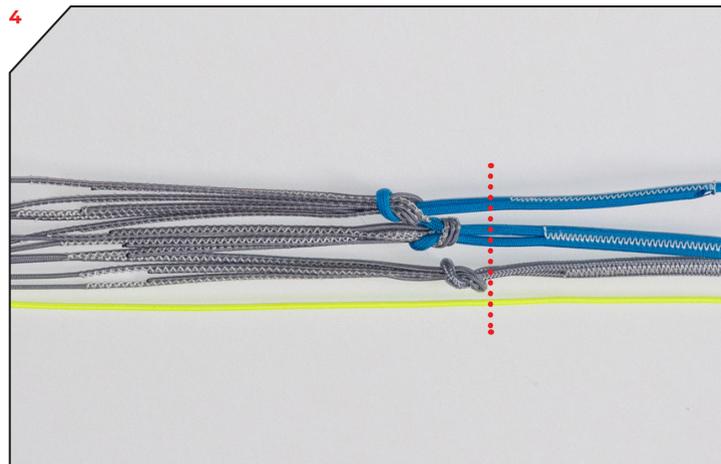
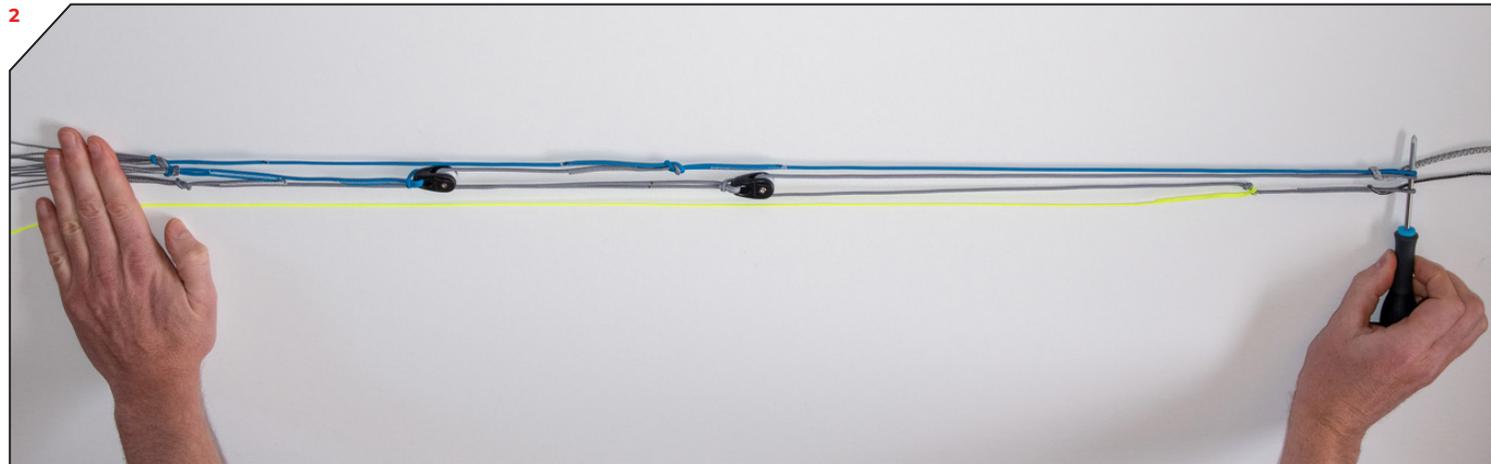
EXPLORE_{v2}

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/C, D and E 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.



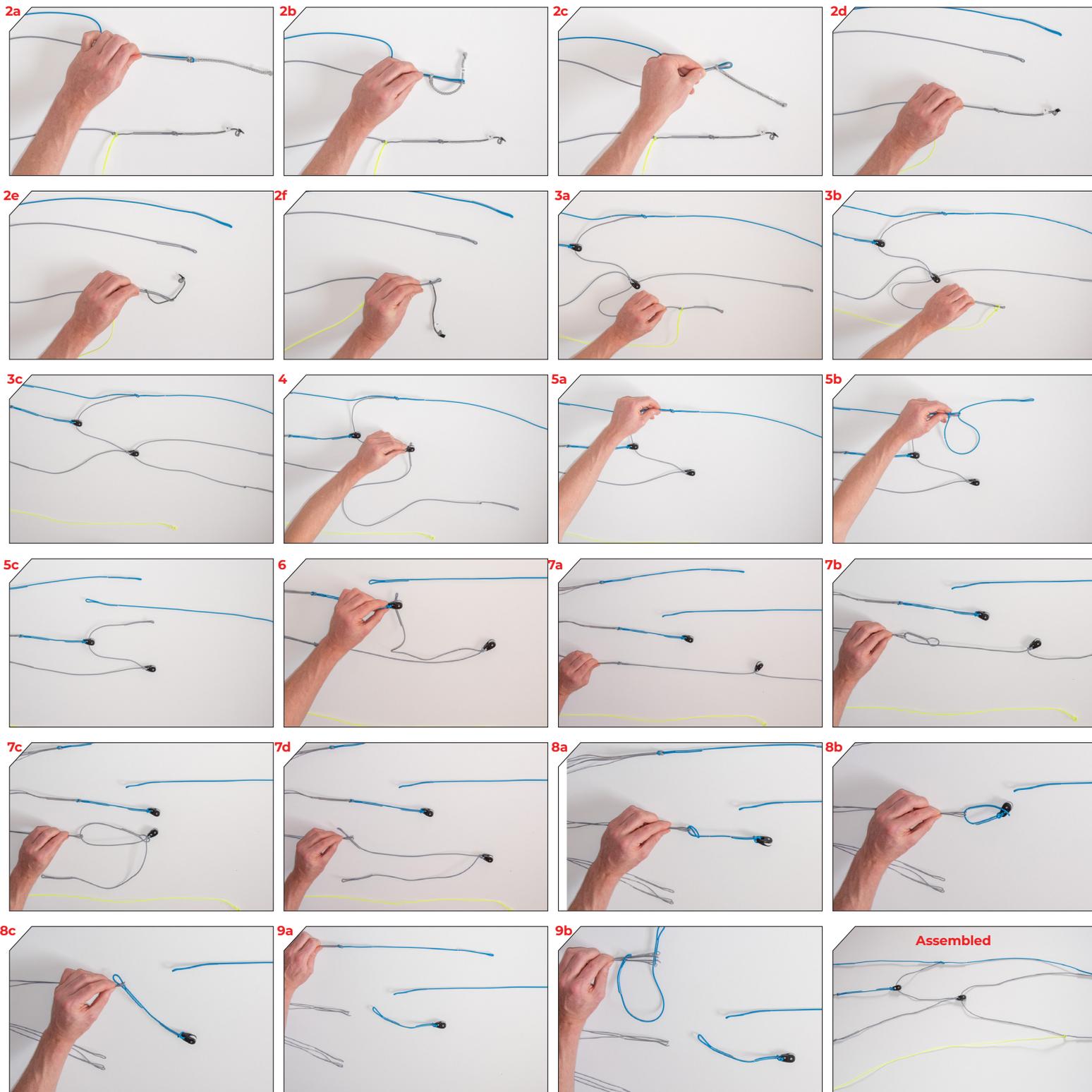
EXPLORE_{v2}

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 C-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 B-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.



EXPLORE_{v2}

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	522	657	803	896	980	E2	1367	1718	2050	2290	2576
A2	423	535	660	737	806	E5	1107	1406	1689	1887	2133
A3	377	482	596	666	728	E8	904	1162	1396	1559	1732
A4	480	616	759	848	928	E11	618	804	969	1083	1209
A5	372	485	608	680	743	E13	1723	2191	2594	2896	3173
A6	315	418	528	590	645	K1	915	1144	1336	1493	1641
A7	508	665	785	876	950	K2	732	920	1073	1199	1320
A8	388	517	610	682	737	K3	589	748	878	981	1080
A9	296	401	474	530	571	K4	725	926	1092	1220	1342
A10	427	568	670	749	810	K5	547	709	839	938	1034
A11	339	457	536	598	646	K6	415	547	650	727	801
A12	344	461	537	600	636	K7	372	492	575	636	692
A13	278	376	432	483	509	K8	295	378	452	489	532
AM1	1344	1688	1995	2228	2440	K9	250	300	359	388	422
AM2	1132	1422	1680	1876	2055	KM1	917	1153	1362	1521	1666
AM3	919	1155	1365	1525	1670	KM2	590	741	876	978	1071
AM4	672	844	998	1114	1220	KM3	491	617	730	815	892
CR1	1430	1797	2100	2345	2500	KR1	1831	2122	2380	2576	2750
AR1	1001	1258	1470	1642	1800	STRAPC1	590	746	887	990	1084
AR2	858	1078	1300	1452	1600	STRAPC2	568	716	850	949	1039
CR2	1287	1617	1900	2122	2300	STRAPC3	502	631	746	833	913
AR3	1430	1797	2150	2401	2650	STRAPC4	403	506	597	667	730
B2	414	524	646	721	789	STRAPD1	590	746	887	990	1084
B5	364	475	596	666	728	STRAPD2	568	717	850	949	1039
B8	383	510	602	672	726	STRAPD3	503	632	747	834	913
B11	337	454	531	593	640	STRAPD4	405	508	600	669	733
C2	1326	1671	2006	2240	2520	STRAPE1	590	746	886	990	1084
C5	1070	1363	1649	1841	2083	STRAPE2	569	718	851	950	1041
C8	873	1126	1363	1522	1690	STRAPE3	506	636	751	839	919
C11	582	761	928	1036	1158	STRAPE4	414	519	612	683	748
C12	341	457	530	592	627	ISL	3033	3601	4109	4490	4823
C13	283	380	434	485	511	LSL	2360	2750	3300	3640	4000
DR1	1430	1797	2100	2345	2500						
DR2	1287	1617	1900	2122	2300						
D2	1336	1682	2014	2249	2531						
D5	1079	1373	1657	1850	2093						
D8	880	1134	1370	1529	1699						
D11	590	771	937	1046	1169						
ER1	1430	1797	2100	2345	2500						
ER2	1287	1617	1900	2122	2300						
D13	1709	2184	2593	2894	3168						

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RIGGING DIAGRAM

