

**BULLET™**

# INSTRUCTIONS AND SAFETY MANUAL



**Croc Grips**  
Colour coded trailing edge grip strips enabling tangle free bridle storage



**Leading Edge Gauze**  
Allows for an extra large vent while maintaining the leading edge shape



**Reinforced Bridle Points**  
Efficiently distribute tension from the canopy through the bridles



**High Tenacity Ripstop Nylon**  
Ultra-low porosity chikara - double coated for durability and stability

Thank you for purchasing your new Flexifoil Bullet. Before flying your kite, **you should take time to read and understand** these instructions and safety warnings.


**Instructions include:** safety, wind terminology, overview, setting up, safety system, launching, steering, landing, packing away, tuning tips and care and maintenance.

**You can download this manual and any updates in English, French, German and Spanish from [www.flexifoil.com/downloads](http://www.flexifoil.com/downloads)**

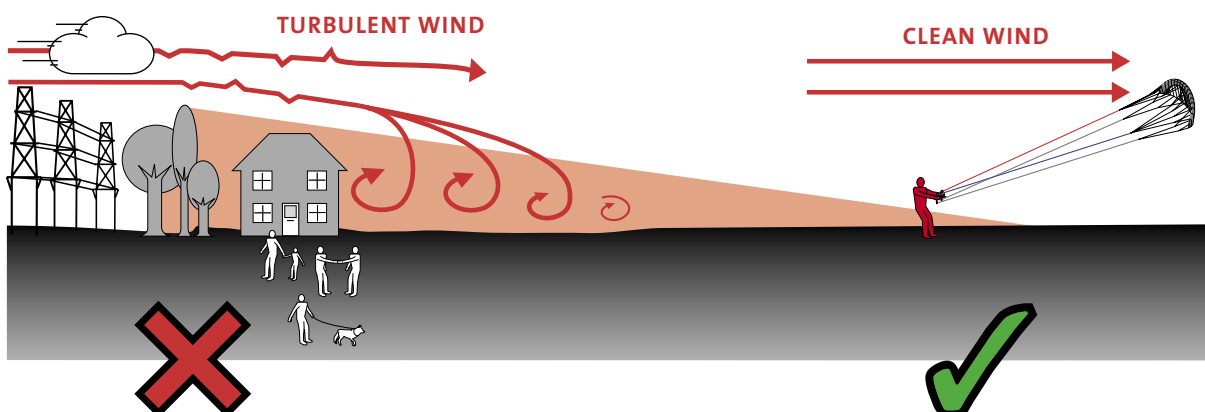
## SAFETY FIRST

### ESSENTIAL DO'S AND DON'TS

- Flexifoil strongly recommend that you abide by ALL safety guidelines and conduct yourself in a safe manner at all times
- Seek expert advice from a recognised Flexifoil Dealer, or take lessons from a fully qualified instructor BEFORE undertaking any power and traction activities
- NEVER fly your kite in conditions that are too extreme or winds that are too strong for your skill level or your equipment i.e. ALWAYS learn to fly with a smaller kite in lighter winds before attempting to fly a larger or more powerful kite in stronger winds
- ALWAYS check your equipment for wear and tear before flying. DO NOT fly with worn or damaged equipment. Repair or replace accordingly
- Use EXTREME caution when using kite traction equipment as improper use of this equipment can cause serious injury or death
- ALWAYS select safe launching and landing areas free of people and obstacles. Disable your kite and lines on the ground when not in use
- ALWAYS maintain plenty of space around you in all directions, especially downwind. Traction kites can pull you downwind for a considerable distance
- NEVER attach yourself permanently to your kite or secure yourself to a fixed object whilst flying your kite
- NEVER allow inexperienced kite flyers to use your equipment
- Use appropriate SAFETY equipment i.e helmet, knee and elbow pads, protective eyewear, gloves etc.
- Flying lines and bridles under tension can cut like a knife. Always keep your lines away from people and animals. NEVER attempt to catch or hold a kite by the lines or bridle
- DO NOT fly your kite near power lines, in storms, near airports, roads, railways, people or animals
- Flexifoil kites CANNOT be used for paragliding or paraspending

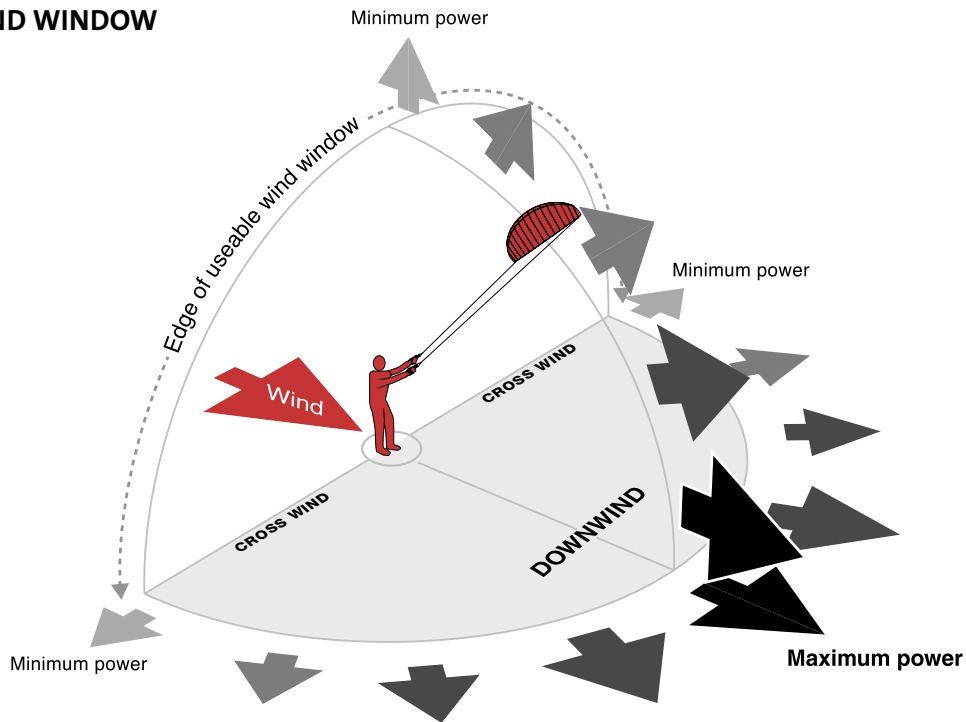
 Remember, **YOU** are responsible for the safe operation of your kite and equipment at all times

### CHOOSE YOUR FLYING SITE CAREFULLY



# THE WIND

## THE WIND WINDOW



**!** When launching kites in strong winds, ALWAYS launch at the edge of the wind window

## WIND SPEED TABLE

FORCE	MPH	KNOTS	KPH	METRES/SEC	DESCRIPTION	AT SEA	ON LAND	THE FLYING EXPERIENCE
0	<1	<1	<1	0-0.2	Calm	Smooth as glass	Calm; smoke rises vertically	Not enough wind to fly kite
1	1-3	1-3	1-5	0.3-1.5	Light Air	Ripples with no appearance of scales; no foam crests	Smoke drift indicates wind direction; vanes do not move	Difficult to fly kite - very low wind
2	4-7	4-6	6-11	1.6-3.3	Light Breeze	Small wavelets; crests of glassy appearance	Wind felt on face; leaves rustle; vanes begin to move	Good conditions for large kites or beginners
3	8-12	7-10	12-19	3.4-5.4	Gentle Wind	Large wavelets; crests begin to break, scattered whitecaps	Leaves & small twigs in motion; light flags extended	Ideal flying conditions
4	13-18	11-16	20-29	5.5-7.9	Moderate Wind	1-4ft waves; numerous whitecaps	Leaves & loose paper raised up; flags flap; small branches move	Ideal flying conditions
5	19-24	17-21	30-38	8.0-10.7	Fresh Wind	4-8ft waves; many whitecaps; some spray	Small trees begin to sway; flags flap & ripple	Good conditions for smaller kites or experienced flyers
6	25-31	22-27	39-50	10.8-13.8	Strong Wind	8-13ft waves forming whitecaps everywhere; more spray	Large branches in motion; whistling heard in wires	Experienced flyers
7	32-38	28-33	51-61	13.9-17.1	Near Gale	13-20ft waves; white foam blown in streaks	Whole trees in motion; resistance felt in walking against wind	Very small kites or very experienced flyers
8	39-46	34-40	62-74	17.2-20.7	Gale	13-20ft waves; edges of crests beginning to break; foam in streaks	Whole trees in motion; resistance felt in walking against wind (again)	Dangerous winds
9	47-54	41-47	75-86	20.8-24.4	Strong Gale	20ft waves; sea begins to roll; dense streaks of foam	Slight structural damage occurs; shingles blow from roofs	Do not fly
10	55-63	48-55	87-101	24.5-28.4	Storm	20-30ft waves; white churning sea; rolling is heavy; reduced visibility	Trees broken/uprooted; considerable structural damage occurs	Do not fly

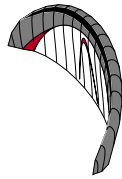
This table is intended as a rough guide only

**!** Weather conditions can be unpredictable and can change very quickly. ALWAYS be vigilant and respect the power of the wind

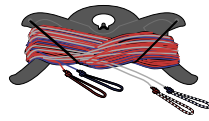
## BULLET PACKAGE INCLUDES



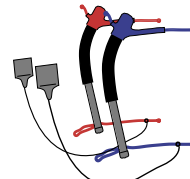
Rucksack



Bullet Kite

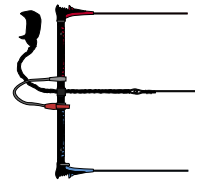


4 x 25m Flying Lines



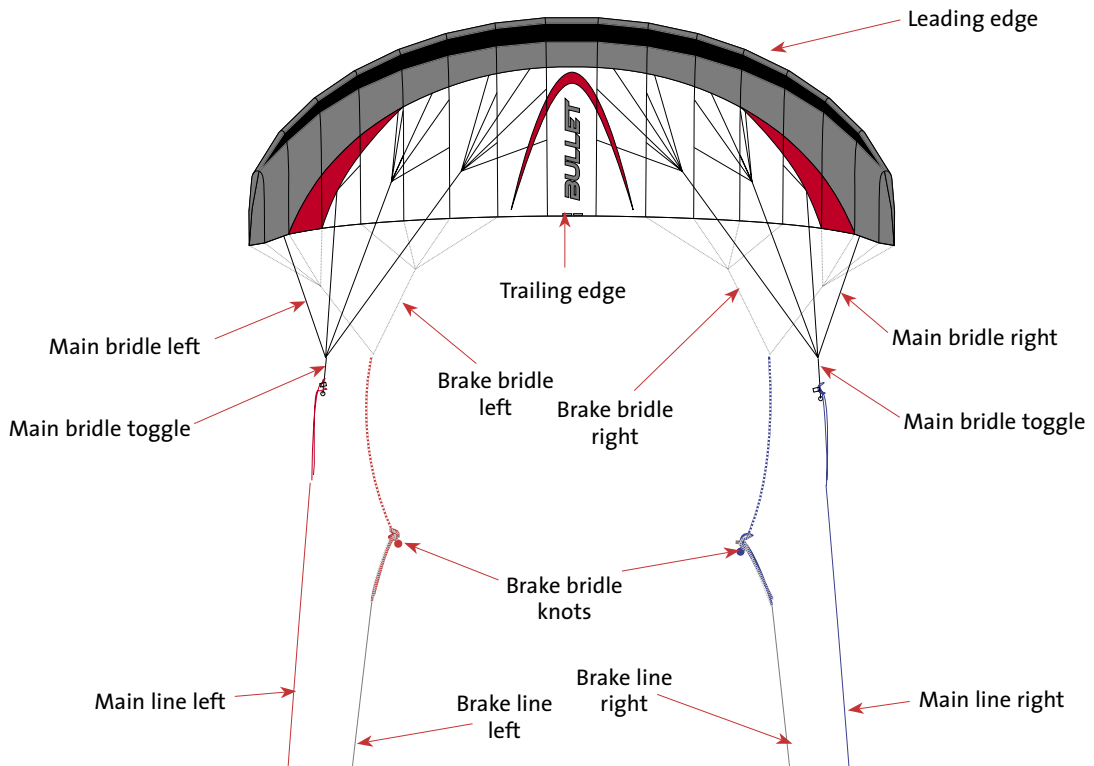
Handles

OR



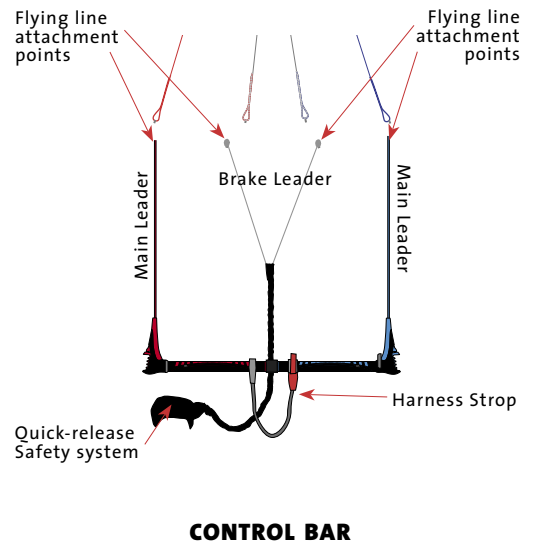
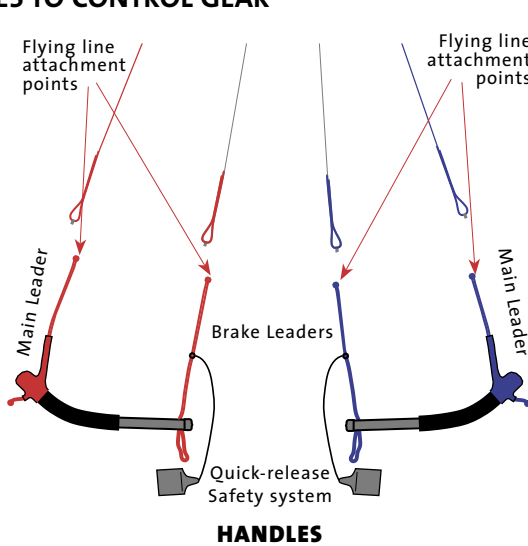
Control Bar

## BULLET OVERVIEW



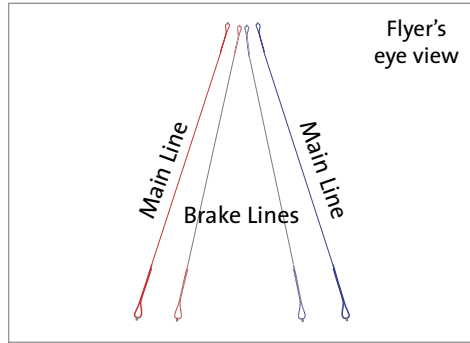
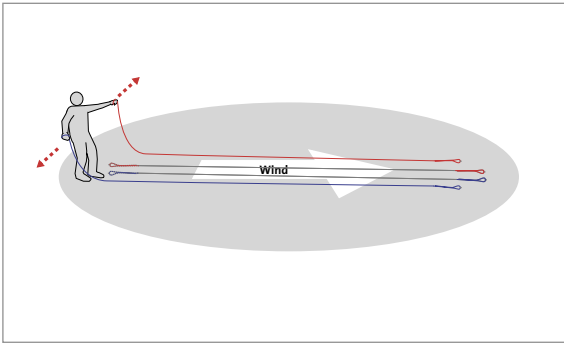
⚠ Flying lines supplied with Bullets may vary. Lines and sleeving may be colour coded for easy identification - red for left and blue for right. Also, the main (strongest) lines are a little thicker in appearance than the brake lines.

### LINES TO CONTROL GEAR



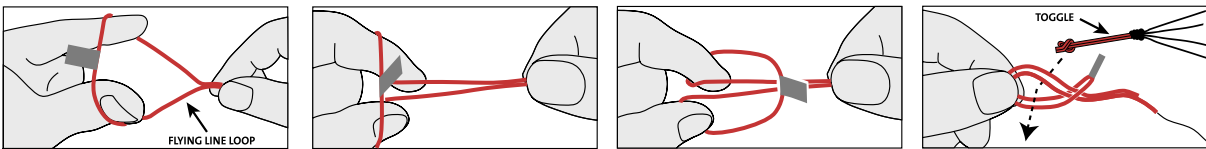
# BULLET SET-UP

## UNWINDING YOUR LINES



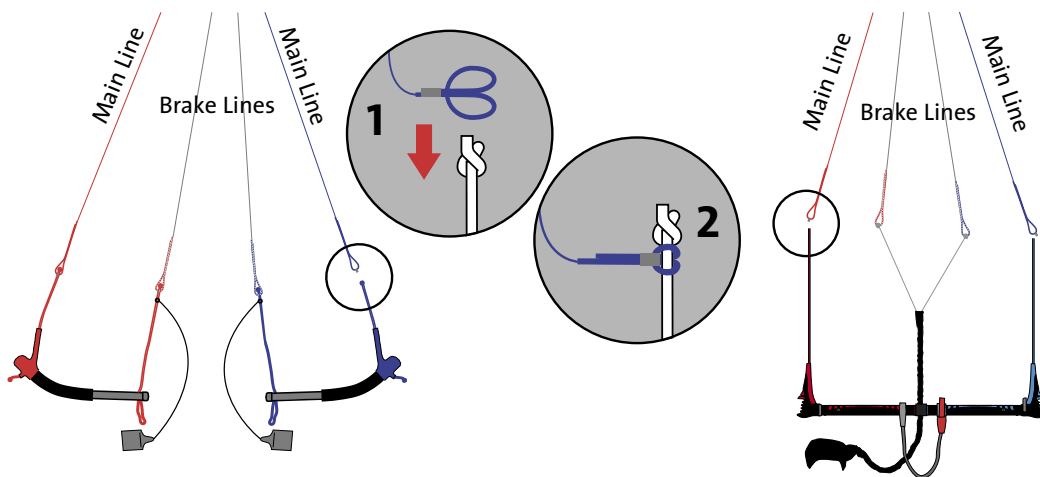
**!** Unwind all of your lines and separate them on the ground. Ensure there are no tangles before connecting.

## CONNECTING LINES TO CONTROL GEAR - THE LARKS-HEAD KNOT



All line to kite connections are made using the larks-head knot. The diagrams above show you how to make one in the loops at the ends of your flying lines. Connect the lines to your control gear before attaching the lines to your kite.

**!** Larks-head knots can pull very tight during use. However, by pulling on the tag, they will come undone easily.

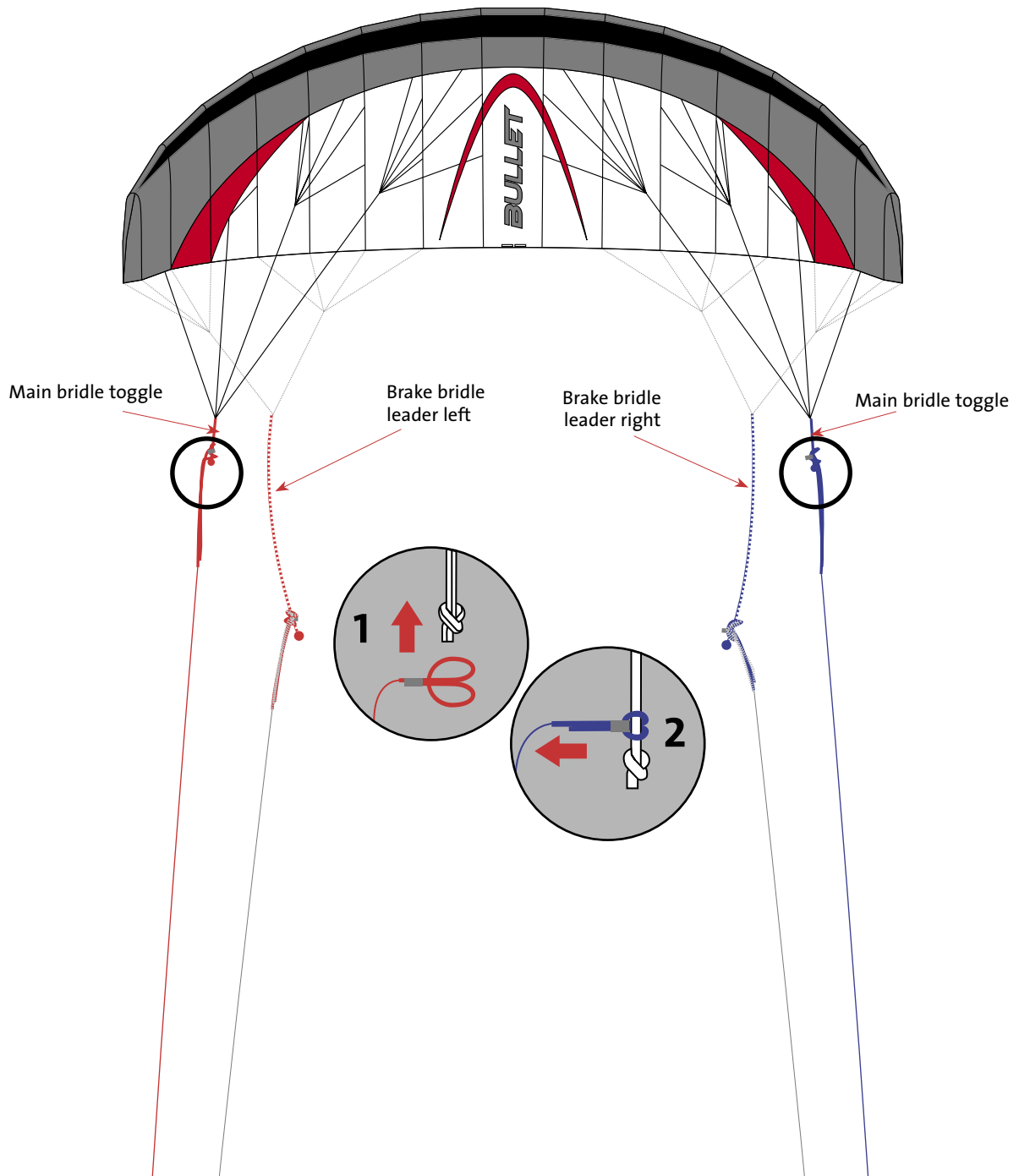


**Handles:** Each handle has two 'leader' lines (main and brake) which both have knots at the end. Connect the left main line to the leader line at the top of the left handle and connect the left brake line to the leader line at the bottom of the handle. Use larks-head knots. Repeat the procedure for the right main and right brake lines.

**Control Bar:** Connect the left main line to the leader line on the left side of the bar and connect the right main line to the leader line on the right of the bar. Use larks-head knots. Connect the left and right brake lines to the left and right brake leader line attachment points on the centre line.

## BULLET SET-UP (PART 2)

### CONNECTING THE LINES TO THE KITE



Connect the two main lines to the main bridle toggles. Use larks-head knots.

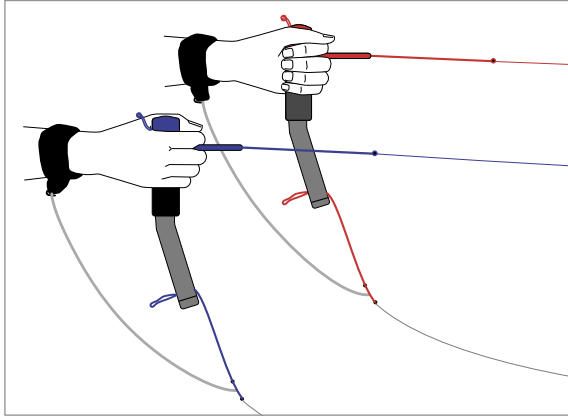
Connect the two brake lines above the knots on the brake bridle leaders. Use larks-head knots.

**⚠ TUNING KNOTS CAN BE ADDED TO THE BRAKE BRIDLE LEADERS TO ADJUST KITE PERFORMANCE. SEE TUNING TIPS (PAGE 15).**

## THE SAFETY SYSTEM

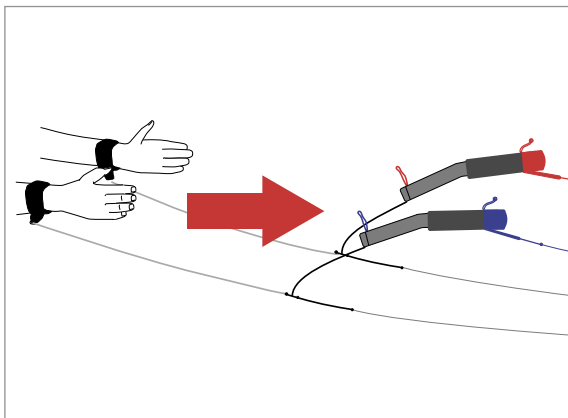
### ALWAYS TEST BEFORE USE!

Your Bullet is supplied with a safety system. Flexifoil recommend that you use the safety system whenever you fly your kite. The safety system will enable you to let go of your handles or bar if you are ever overpowered - without losing your kite!



To use the safety system, place the straps around each wrist before launching (bar only has a single safety strap). Ensure that you have the elastic hanging down and not tangled in the handles (or bar).

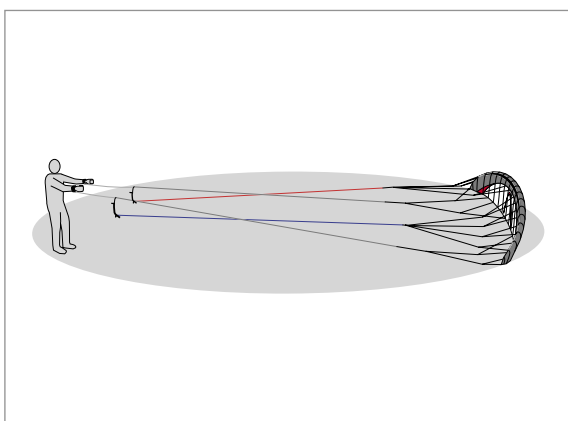
Launch the kite in the normal way (see page 8 for information on launching with handles and page 11 for launching the kite using the bar).



Test the safety system several times to ensure you can activate it in an emergency. When the kite is powered up, simply let go of the control gear.

Don't be afraid to let go. As long as your wrist straps are correctly fitted, you will not lose the kite!

As you let go, the handles (or bar) will fly out of your hands activating the brake lines. This braking action will de-power the kite and bring it to the ground.

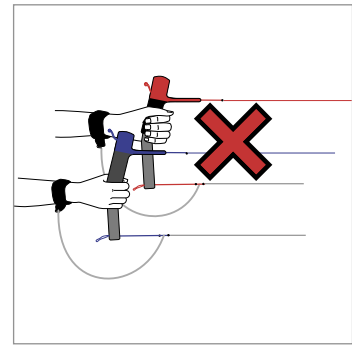
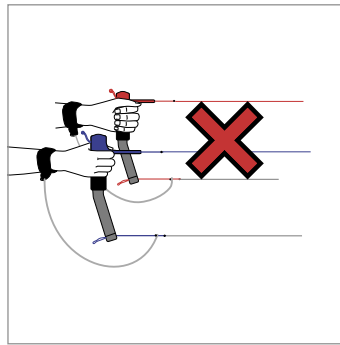
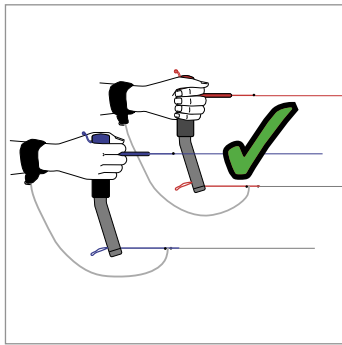
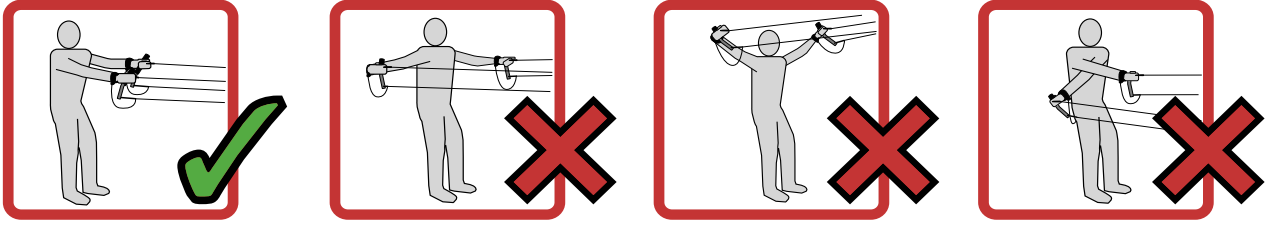


The kite will gradually come to a standstill on the ground. Once the kite has landed, simply pick the handles or bar up and you're ready to fly again.

## PRE-LAUNCH PREPARATIONS

### CORRECT HANDLE POSITION

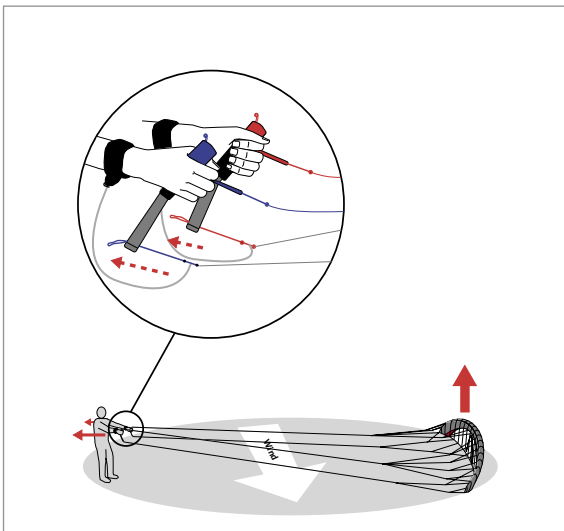
Ensure you have the correct handle position.



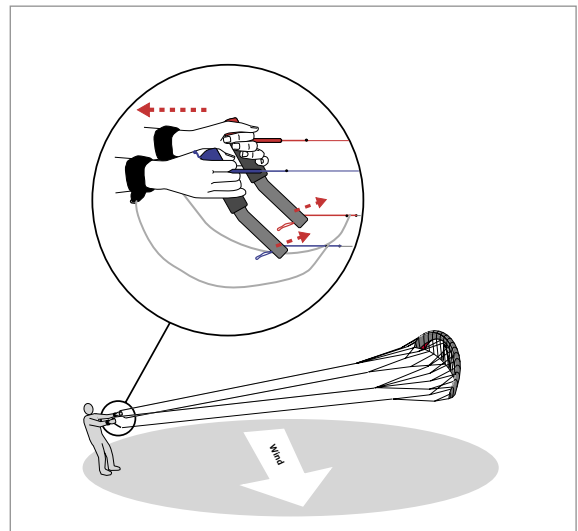
## LAUNCHING YOUR KITE

### CORRECT LAUNCH TECHNIQUE WITH HANDLES

**!** In **STRONG** winds always launch towards the edge of the wind window (see page 3) - **DO NOT** launch directly downwind (except in light winds) as Bullets can be very powerful



The safest way to launch your kite is across the wind as shown in the diagram above. Place your kite on its back on the ground with the upwind wing-tip secured with sand or other suitable weight. When ready, take up the slack on the lines and the downwind tip will begin to inflate. Keep the brakes applied until you are ready to launch.



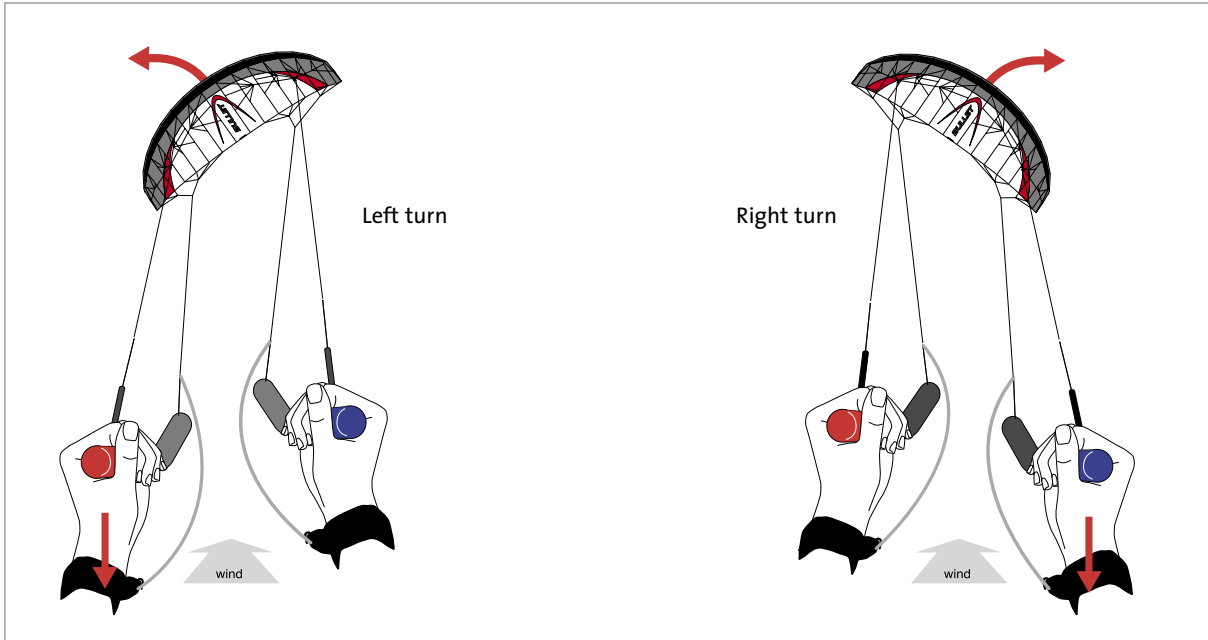
To launch, pull back gently on both handles, releasing the brakes, until the leading edge of the kite starts to lift off the ground and the kite fully inflates. The kite will now stand up on its trailing edge and take off. In strong winds steer the kite to the edge of the wind window (page 3).

**!** In light winds you may need to walk back

# STEERING YOUR KITE WITH HANDLES

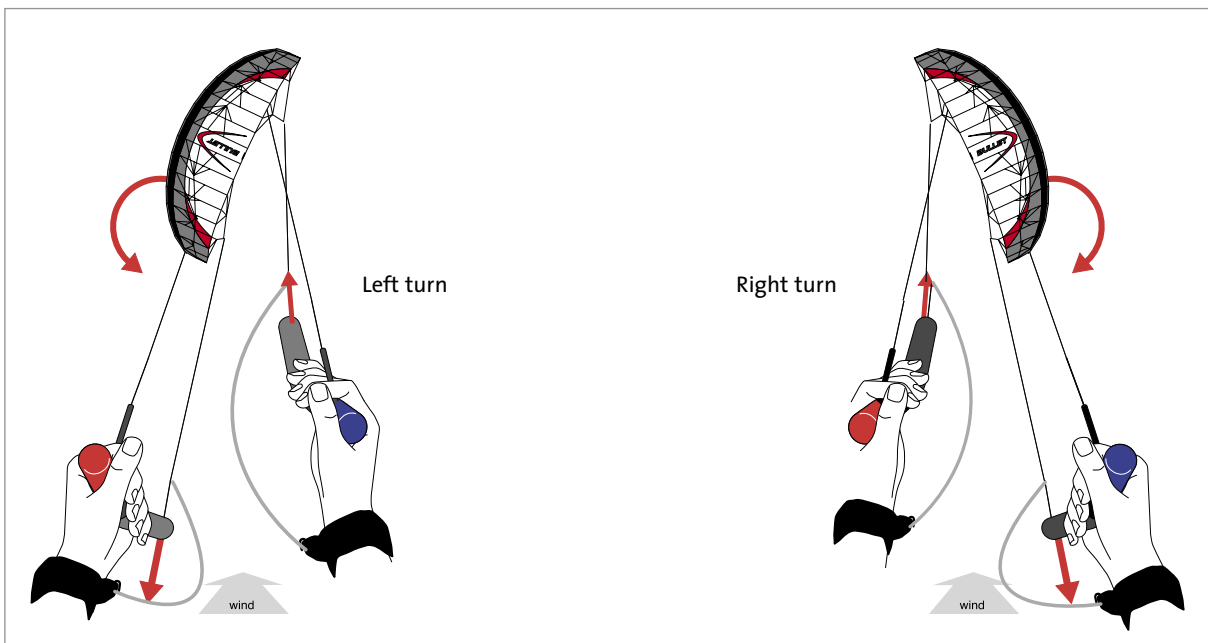
When learning, it is best to make gentle left and right turns at the top of the wind window to get used to your kite. If you fly through the centre of the wind window, the power of the kite will increase significantly and could cause you difficulties. Get your confidence up first before going for more power!

## SLOW TURNING



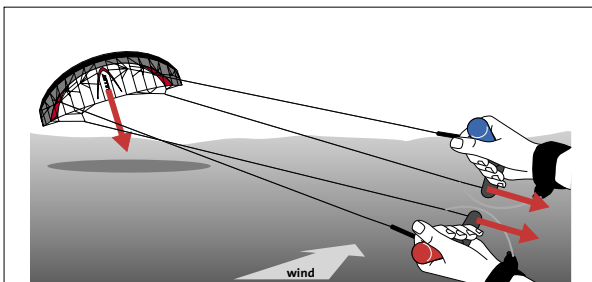
Basic turns are made by pulling the left handle towards you to turn left and by pulling the right handle to turn right.

## FAST TURNING



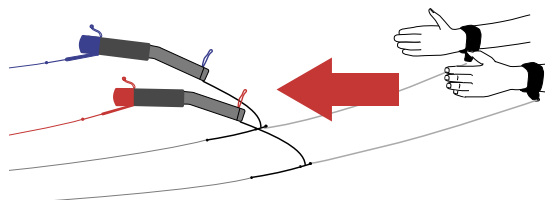
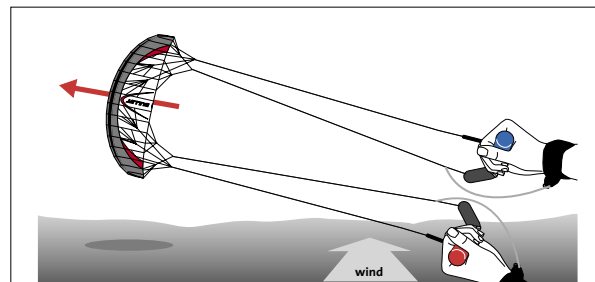
You can achieve faster turns by rotating your wrist to pull the bottom of the handle towards you as well as the top of the handle. This pulls the brake lines as well as the main lines which means the kite will turn faster or even spin on its axis. Return the handles to the neutral position to stop turning.

## LANDING YOUR KITE WITH HANDLES



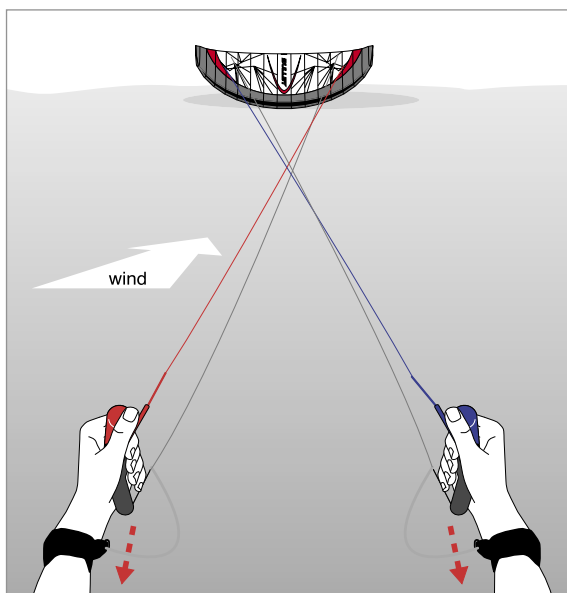
In light to moderate winds, apply full brakes by rotating both wrists to pull the brake lines only towards you. The kite will fly slowly backwards and land on its trailing edge. This manoeuvre takes some practice, as the handles need to be 'played.'

**!** If one wingtip descends too quickly the kite may rotate. In this case, the brake should be released a little on this side to straighten the descent.

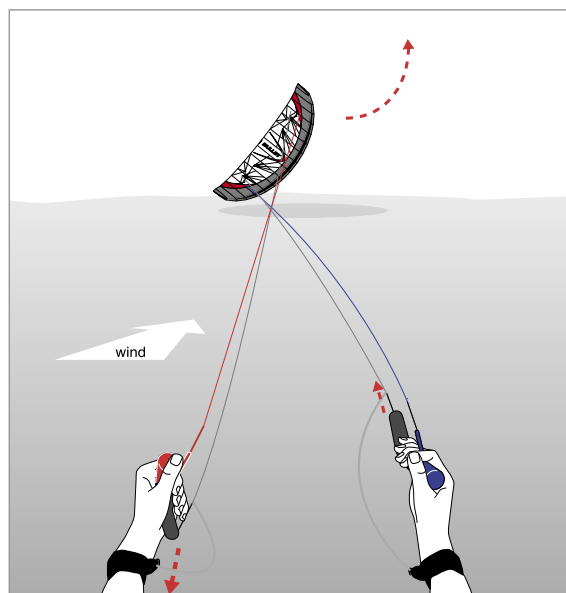


In strong winds, steer the kite towards the minimum power area near the ground and release the handles using the safety system. After landing, walk back to keep tension on the brake lines, preventing the kite from being blown about.

## REVERSE LAUNCHING YOUR KITE WITH HANDLES



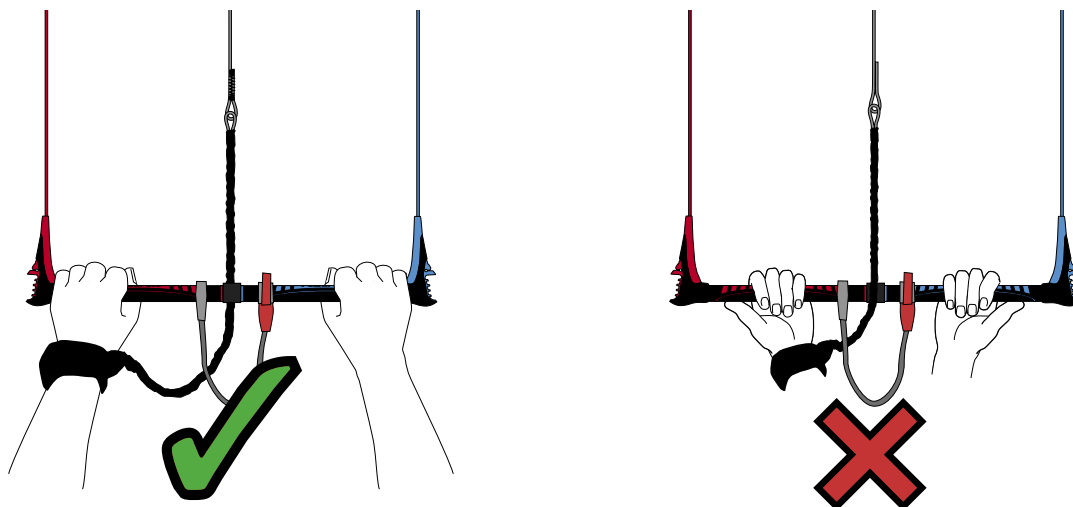
If the kite lands leading edge down, you can relaunch it by reversing. Apply both brakes by twisting your wrists until the trailing edge rises into the air.



As this happens, release one brake and tighten the other. The kite will rotate on its axis and point upward. Pull again on both brakes to land the right way up, or release them to re-launch. This technique needs practice.

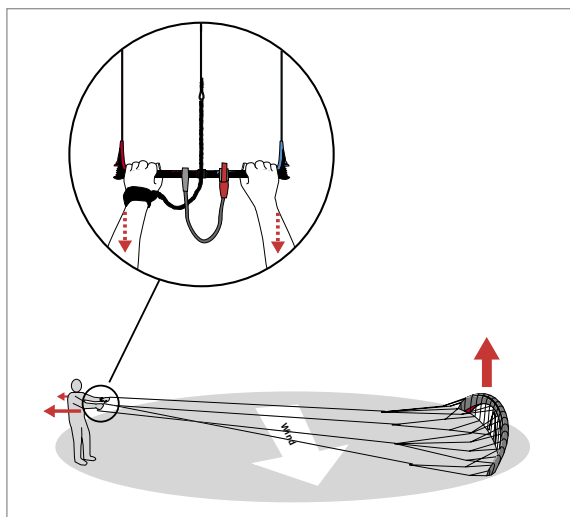
## CORRECT BAR POSITION

Ensure you have the correct bar position.



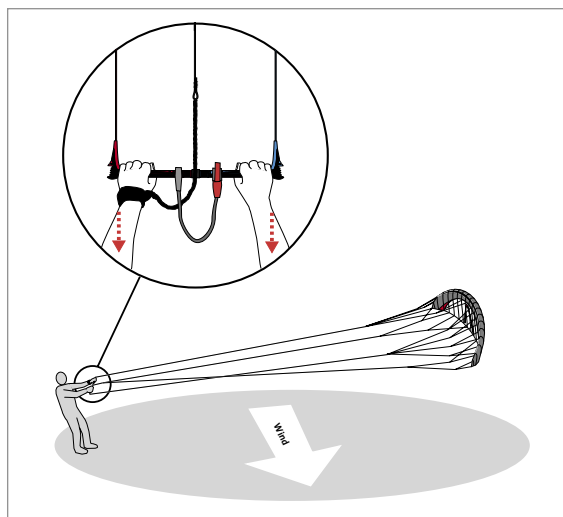
**!** In **STRONG** winds always launch towards the edge of the wind window (see page 3) - **DO NOT** launch directly downwind (except in light winds) as Bullets can be very powerful

## CORRECT LAUNCH TECHNIQUE WITH THE BAR



The safest way to launch your kite is across the wind as shown in the diagram above. Place your kite on its back on the ground with the upwind wingtip secured with sand or other suitable weight. When ready, take up the slack on the lines and the downwind tip will begin to inflate.

**!** You may need to walk back to launch the kite.



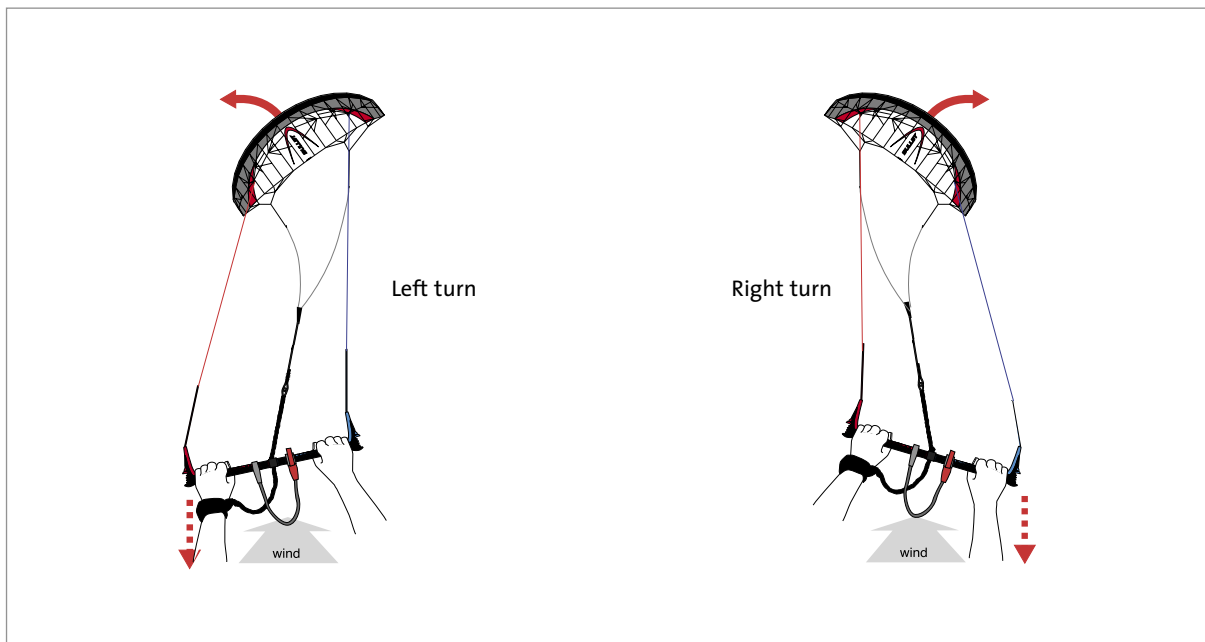
Continue pulling back on the bar until the kite begins to launch.

In strong winds steer the kite to the edge of the wind window.

## STEERING YOUR KITE WITH THE BAR

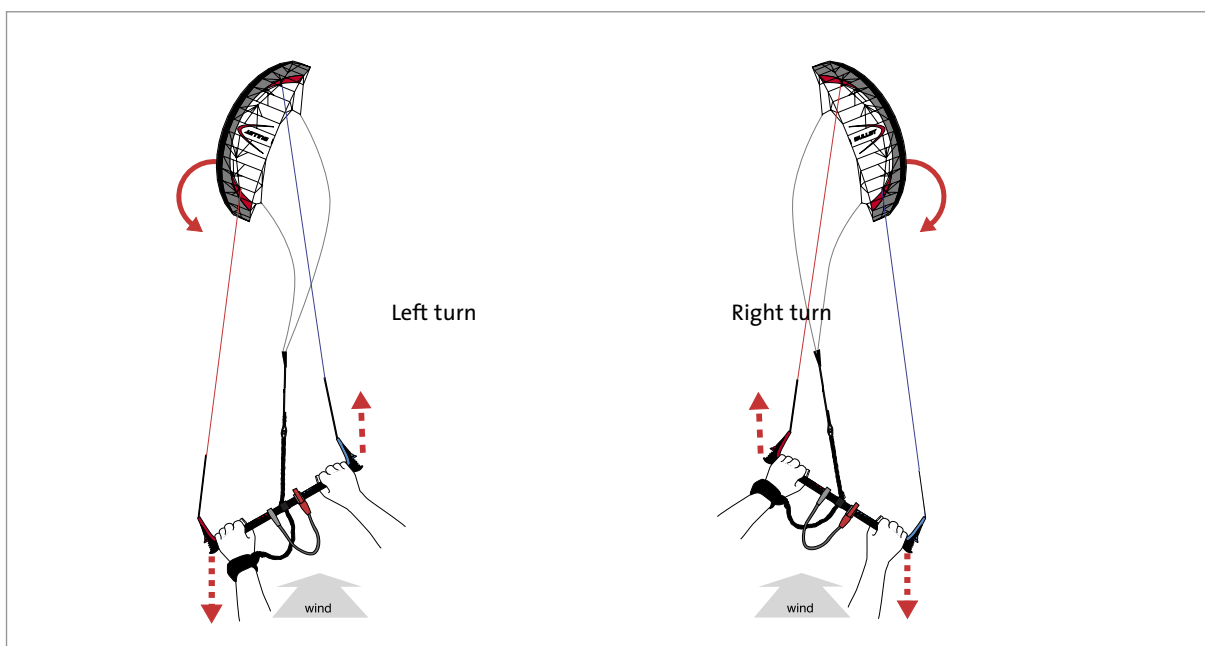
When learning, it is best to make gentle left and right turns at the top of the wind window to get used to your kite. If you fly through the centre of the wind window, the power of the kite will increase significantly and could cause you difficulties. Get your confidence up first before going for more power!

### SLOW TURNING



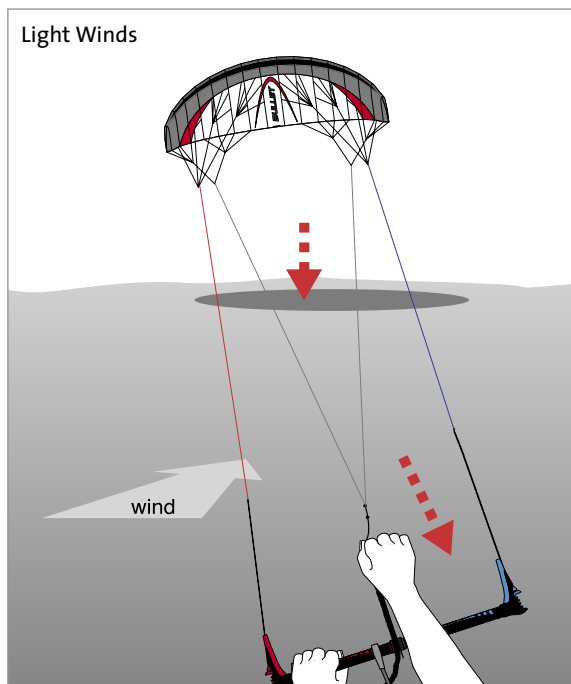
Basic turns are made by pulling the left end of the bar towards you to turn left and by pulling the right end of the bar towards you to turn right.

### FAST TURNING

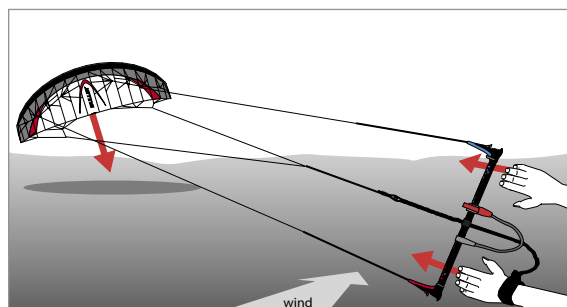
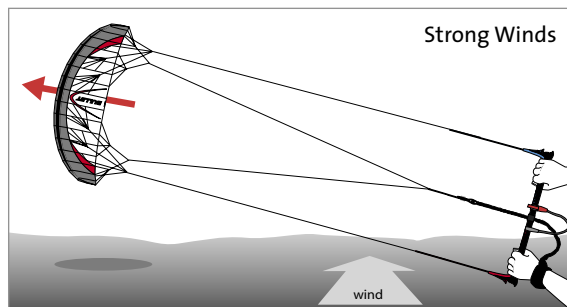


You can achieve faster turns by pushing one end of the bar away from you whilst pulling the other end of the bar towards you. Return the bar to the neutral position to stop turning.

## LANDING YOUR KITE WITH THE BAR

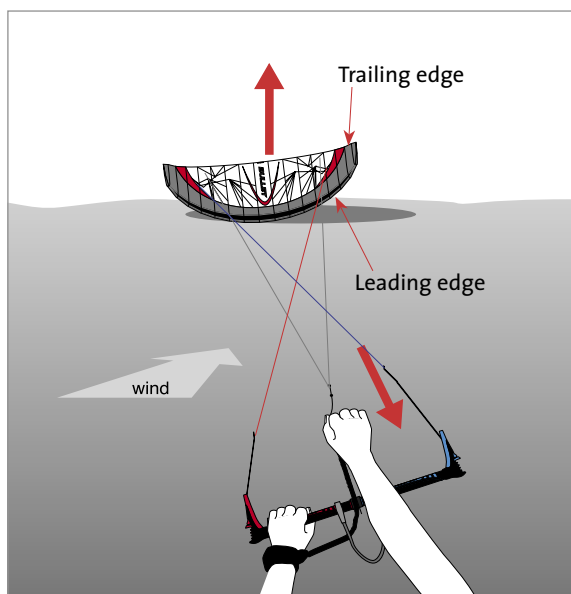


In light winds, reach forward with one hand to pull on the centre line which will reverse the kite to the ground.

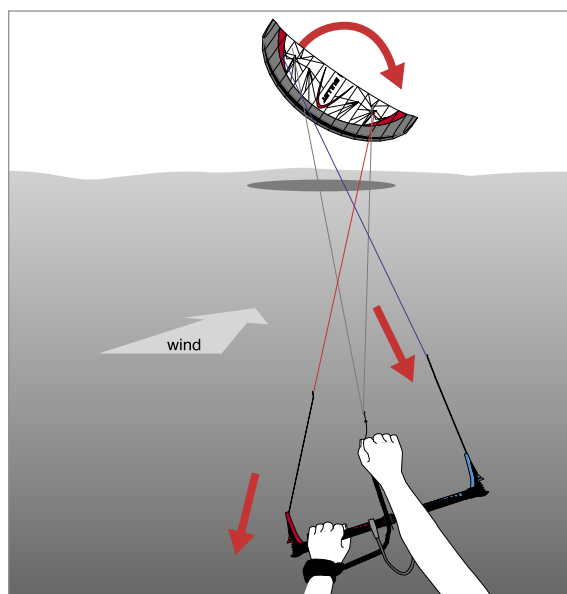


In strong winds, steer the kite towards the edge of the wind window near the ground and release the bar using the safety system. After landing, walk back to keep tension on the lines, preventing the kite from being blown about. Secure the kite using the process detailed on page 14.

## REVERSE LAUNCHING YOUR KITE WITH THE BAR

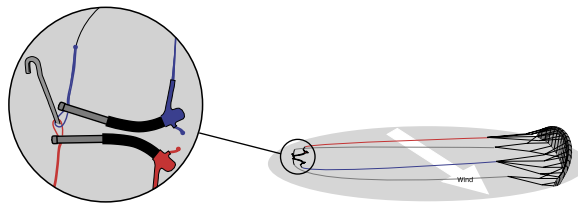


If the kite lands leading edge down, you can relaunch it by reversing. Whilst holding the bar with one hand, gently pull on the centre line. The trailing edge will rise into the air.



As this happens, pull the bar left or right towards you to rotate the kite on its axis and point upward. Pull more on the centre line to land the right way up, or release it to relaunch. This technique needs practice.

## SECURING YOUR KITE



**Handles:** Secure to the ground by inserting a ground stake (not supplied) through the loops on the bottom of the handles.

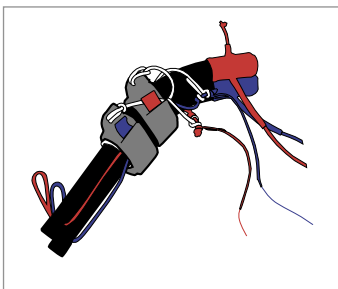
**Bar:** Secure to the ground by inserting a ground stake through the wrist strap. Walk over to the kite and secure it by putting sand or heavy objects on the trailing edge. Avoid using sharp objects as these can damage the kite sail.

**!** NEVER leave your kite unattended. If you have finished flying, pack it away for safety

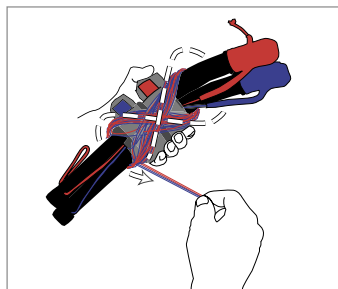
## WINDING YOUR LINES

**!** Flexifoil recommend that you DO NOT disconnect flying lines from your control gear. This makes it easier to both set-up and pack away your kite

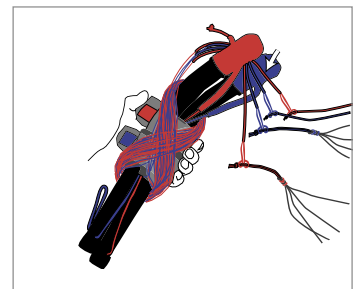
### HANDLES



Place the handles together. Hold the brake leaders against the handles and wind the safety lines around them. Secure the safety straps tightly at the centre.



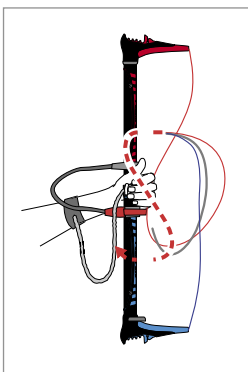
Holding the handles by the safety straps, wind the lines in a figure of eight. Keep winding as you walk towards the kite.



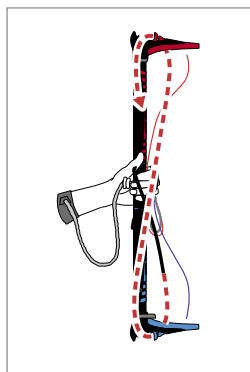
Just before you reach the kite attachment points, secure the lines between the tops of the handles .

**!** IMPORTANT: To avoid twists in the lines, it is vital that the next time you use your kite, you unwind the lines in the same way as you wound them on; i.e. the unwinding action must be the exact reverse of the winding action.

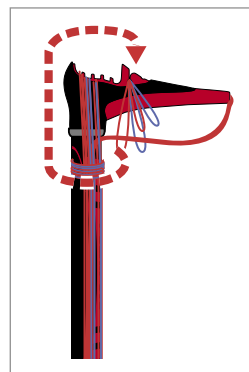
### CONTROL BAR



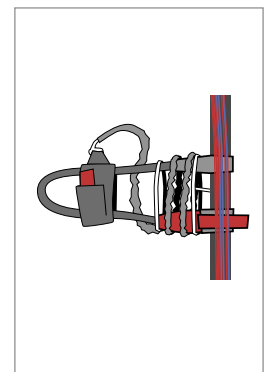
Place the safety strap on your wrist to keep it clear. Hold the bar at the centre and wind the leader lines around the bar in a figure of eight.



Continue winding the flying lines in a figure-of-eight using the line guides on the bar end mouldings. Wind as you walk towards the kite.



Just before you reach the kite line attachment points, wind the lines a few turns around one end of the bar and tuck into the securing slot.

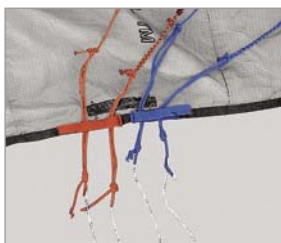


Wind the safety line around the harness strap and secure the wrist strap around the strap, or control bar if you prefer.

**!** IMPORTANT: To avoid twists in the lines, it is vital that the next time you use your kite, you unwind the lines in the same way as you wound them on; i.e. the unwinding action must be the exact reverse of the winding action.

## PACKING AWAY YOUR BULLET (WITH HANDLES OR BAR)

**!** Flexifoil recommend that you **DO NOT** disconnect flying lines from your kite. This makes it easier to both set up and pack away your kite. **NEVER** store your kite wet. Always allow it to dry before packing and storage



Separate the two sides of the bridle and secure the line attachment points under the red and blue croc grips at the centre of the trailing edge.



Keep the bar or handles clear of the kite and fold it from the tips to the centre, concealing the bridle as you do so. This is most easily done with one tip pointing downwind.



Keep folding until the kite is folded to about 40cms width. Roll it up from the trailing edge including the bar or handles.

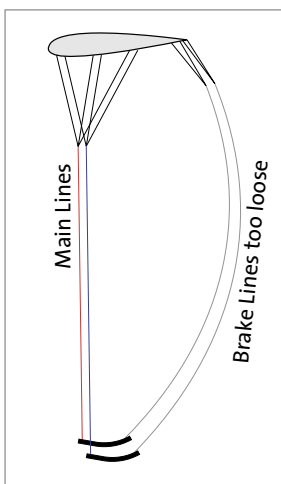


Alternatively, the bar or handles can be placed on the side of the bag after the kite has been packed, with the lines entering the bag between the two zippers.

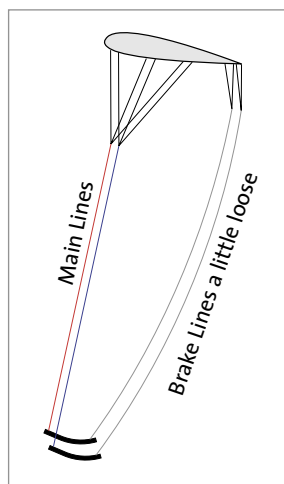
## TUNING TIPS

Flexifoil Bullets have been designed to fly on lines of equal length. The kite flies primarily on the main lines with the brake lines being used for extra control in launching, turning, landing, reversing etc. To get the most out of your kite, it may be necessary to tune it to match the wind conditions whenever you fly it. It will take some experience to become skilled at tuning your kite, but once you have mastered it, it's easy to do.

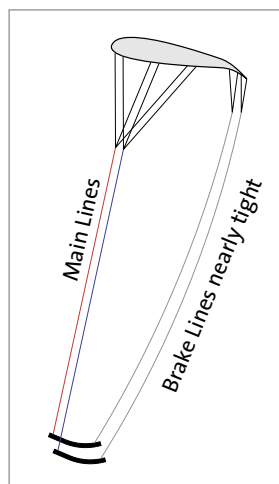
If the brake lines are too slack or too tight, the kite will not fly correctly.



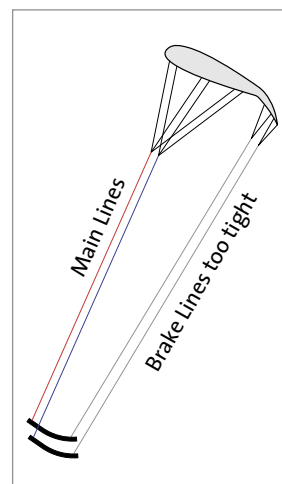
**Brake lines too loose**  
Lack of brake control.  
Kite will not reverse.



**Brake lines a bit loose**  
Good control.  
Kite climbs fast.  
Less responsive brake movements.



**Brake line nearly tight**  
Good control.  
Kite may hesitate to climb in light winds.  
Brakes register small control movements.



**Brakes lines too tight**  
Kite stalls/lags/rotates.  
Difficulty launching.  
Difficulty climbing to the top of the wind window.

If the brake lines are too loose, make your own knots on the brake leader lines nearer to the kite. Connect the brake lines to these knots to shorten their effective length.

If the brake lines are too tight, you can also shorten the effective length of the main lines to compensate. Do this by adding a knot to each of the handle main leader lines to shorten them. Then attach the main flying lines to these knots.


**!** Do not alter the attachments to the brake leaders on the handles as this may affect the safety system

**!** When flying with a bar, the brake lines should be loose. If they are too tight you may experience control problems. To correct this, add knots to the main leader lines on the bar and re-attach main flying lines closer to the bar. This has the effect of loosening the brake lines

# INSTRUCTIONS AND SAFETY MANUAL

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## CARE AND MAINTENANCE

 Taking good care of your kite will prolong its life

**AVOID** flying your kite near trees, hedges, stone walls, barbed wire fences or other obstacles that could damage your kite.

**DO NOT** drag your kite across the ground when trying to launch or land, especially in stubble fields, on stony beaches or on other abrasive surfaces that could damage your kite.

**NEVER** store your kite wet. Always allow it to dry before packing and storage.

Your kite can be hand-washed with care in warm **NOT HOT** soapy water. Use a mild detergent, i.e. washing up liquid, and a soft sponge.

**DO NOT** use aggressive detergents or abrasive materials to clean your kite.

**DO NOT** use a washing machine or tumble dryer!

**ALWAYS** check your equipment for wear and tear before using it and repair or replace accordingly.

## REPAIRS SERVICE

Damaged your kite? Flexifoil kites have been designed to be strong and durable. However, they are not indestructible. If they are crashed hard into the ground or dragged they may get damaged. For this reason we have a comprehensive repairs service available.

Go to [www.flexifoil.com/repairs](http://www.flexifoil.com/repairs) to find your nearest repair centre.

### FREE REPAIR OFFER

Bullets are covered by our Free Repair Offer - terms and conditions apply. Please follow the instructions on the Free Repair Voucher you received with your kite or visit [www.flexifoil.com/repairs](http://www.flexifoil.com/repairs) for more details.

### STANDARD REPAIR SERVICE

If you damage your kite when the Free Repair Offer has expired, Flexifoil offer a quick and inexpensive repair service to all its customers. We also stock spare parts and sails for both current and discontinued kites. You can repair small tears with Flexifoil self adhesive repair tape. For larger and more complicated repairs, we recommend that you return your kite to Flexifoil International.

Flexifoil undertake most repairs at our factory but overseas customers should contact their local distributor for assistance. Please visit [www.flexifoil.com/repairs](http://www.flexifoil.com/repairs) for the latest information.

## WARRANTY

At Flexifoil we believe in designing and manufacturing our products to the highest possible standards. We pride ourselves on our outstanding quality control but if any of our products fail as a result of defective workmanship or faulty materials, we will replace it free of charge. This is in addition to your statutory rights.

Products will not be replaced which have been:

- damaged as a result of normal wear and tear, misuse or neglect
- repaired or modified without the authorisation of Flexifoil International Ltd
- returned to Flexifoil International Ltd without a valid receipt

If you live in the UK, please return faulty products to your local dealer or Flexifoil International. If you live outside the UK please return faulty products to your distributor. A list of dealers and distributors can be found at [www.flexifoil.com](http://www.flexifoil.com)

## IMPORTANT NOTE ON FLYING LINES

Flexifoil will not replace flying lines that have been improperly used, have become worn through normal use or have failed as a result of knots in the line. If kites are flown on flying lines of insufficient breaking strain, the lines will break. Always follow Flexifoil recommendations to ensure that flying lines of an appropriate breaking strain are used when flying one or more kites.