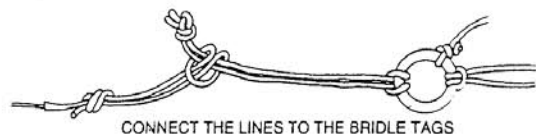
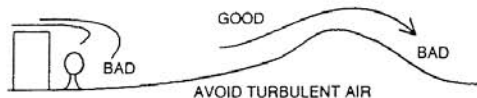


THE FLYING SITE

ATTENTION! SAFETY FIRST: Never fly near power lines, in storms or close to airports or roads. Do not fly where a crash could injure someone. Make sure your flying area is large enough for your chosen line length and keep to it. Remember, you are responsible for the safe operation of your kite.



Unwind the lines, making sure the wind is blowing from you towards the kite. Check that the lines are not twisted and are the same length. Light weight straps are recommended for maximum control.

In light winds the kite can be laid on its back ready to launch by gently pulling it upright.

In windier weather, put controls on a ground stake and prop kite at angle ready to launch.

If you have a helper, he should stand behind the kite holding the leading edges and gently release it.

FLYING AND LANDING

Your first flights should be in about 5-10 mph (8-16 kph) to get the feel of the kite. Let it rise to its maximum height. Begin to steer it around the sky: pull gently on the left line to go left and the right to go right. The lines will twist together, but control will not immediately be affected. Turn the other way to remove twists.

Notice how the kite begins to slow down as it goes to either side. It is reaching the edges of the flying zone or "wind window". To land, fly to the edge of the wind window about 6 ft (2 m) above the ground. As the kite slows, turn it upwards and walk forwards at the same time. It will gently land, standing on its wing tips ready for re-launch. This is an important manoeuvre to learn, as controlled landings will prolong the kite's life.

ADVANCED FLYING TECHNIQUES

There are two basic moves which, in combination and with correct timing, will enable you to produce an indefinite number of strange yet predictable tricks. It will be easier to master these in light wind of about 5-10 mph (8-16 kph) and using a good quality low stretch Dyneema line about 75 ft (23 m) long. Practice fairly high in the wind window to allow

time to see how the Stranger reacts to your actions and to avoid crashes while learning.

1) The STOP or STALL ("Killing the kite")



Fly straight up while extending both arms behind your back. Swing both arms quickly forwards. The lines will slacken, causing the kite to STALL and FLIP on to its back. Don't panic! A small tug on both lines is all that is needed to recover it. The same move can be made flying down or across the wind window. By reducing the forward arm swing, the kite can be made to stop without flipping.

2) AXLING THE KITE

Stall the kite as above (without flipping). Tug on the right line and then instantly move BOTH arms forward to release tension. When timed correctly, the kite will flip-turn to the left. Once the turn is complete, regain tension on both lines. Watch the Stranger Video to see how these moves can be combined at different points in the wind window for astounding affects.

CARE FOR YOUR STRANGER

The Stranger is fitted with a high performance light weight frame. Learn tricks at high level to avoid spar splintering crashes. If it fails to launch easily do not tug heavily on the lines. Check that the bridle is not tangled.

If the Stranger seems unresponsive, check the bridles are set correctly and that the spreaders and stand-offs are in place. If the Stranger gets caught in a tree etc. do not pull it violently. Ease each line in turn.

A wet Stranger should be dried thoroughly before re-packing. Sails may be hand washed in warm soapy water. Take care not to abrade it, as this will damage the fibres and air proofing. Tar can be removed with cooking oil. A full range of spares is available from your dealer or from Flexifoil International.

Flexifoil International warrants that the Flexifoil Stranger is free from defects in workmanship. This is the sole and exclusive written warranty. Always use genuine Flexifoil components. Use of any other components may invalidate the warranty. The seller is in no way liable towards the purchaser or user of Flexifoil Kites for any direct or indirect consequential damage.

The above warranty does not affect your statutory rights.

The Stranger is designed by Andy Preston
and made in England by

FLEXIFOIL INTERNATIONAL

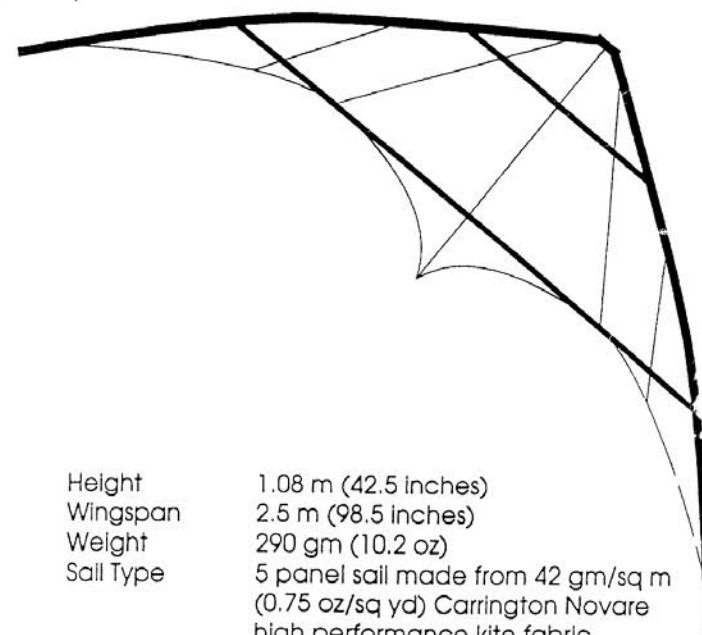
PO BOX 60 ENGLAND CB7 5DX.

STRANGER

DESIGNED BY ANDY PRESTON MANUFACTURED BY FLEXIFOIL

The Stranger, with its twin reflexed leading edge profile, has the capability of performing innovative freestyle tricks previously unthought of. To get the most from your kite, please follow these simple instructions.

Watch the Stranger video for a full exploration of its potential.



Height	1.08 m (42.5 inches)
Wingspan	2.5 m (98.5 inches)
Weight	290 gm (10.2 oz)
Sail Type	5 panel sail made from 42 gm/sq m (0.75 oz/sq yd) Carrington Novare high performance kite fabric
Frame	6 mm carbon fibre tube
Hardware	Bow-line (stops wing wrap) 3 mm carbon stand offs
Wind range	4-20 mph (7-28 kph)
Skill level	Intermediate - expert
Line strength	35-65 kg (80-150 lbs)
Line length	25-45 m (75-150 ft)

ASSEMBLY

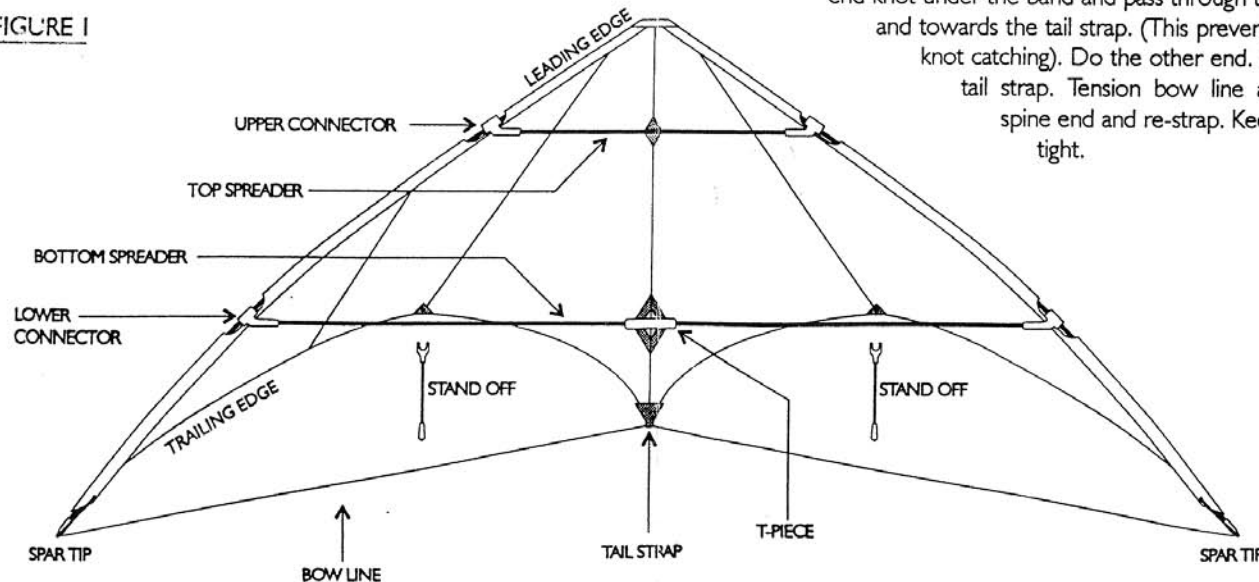
The STRANGER comes partly factory assembled. Check the following parts:

- Sail with spine fitted and leading edge folded.
- Short carbon fibre tube for top spreader.
- Two long carbon fibre tubes joined by band for bottom spreader.
- Two 3mm carbon fibre stand offs.
- Bow line.

To complete assembly, follow these steps in order.

1. Open the sail and lie it flat with the bridle lines on top. Feel for the ferrule joint half-way down the leading edge sleeve. Holding the lower connector, carefully slide each lower spar up to fit the ferrule. Make sure that the bridle knots are tight on the spar between the stops and the connectors.
2. Fit the short cross spreader into the upper connectors on the front of the kite, free of the bridle lines.

FIGURE 1



3. Fit the banded ends of the bottom cross spreader into the 'T' piece ferrule so that the band goes over the 'T' centre. Ensure that the bridle lines exit from the tail side of the 'T' piece.

4. Ensuring the bridle lines are free from the bottom spreader, push the free ends securely into the lower connectors.

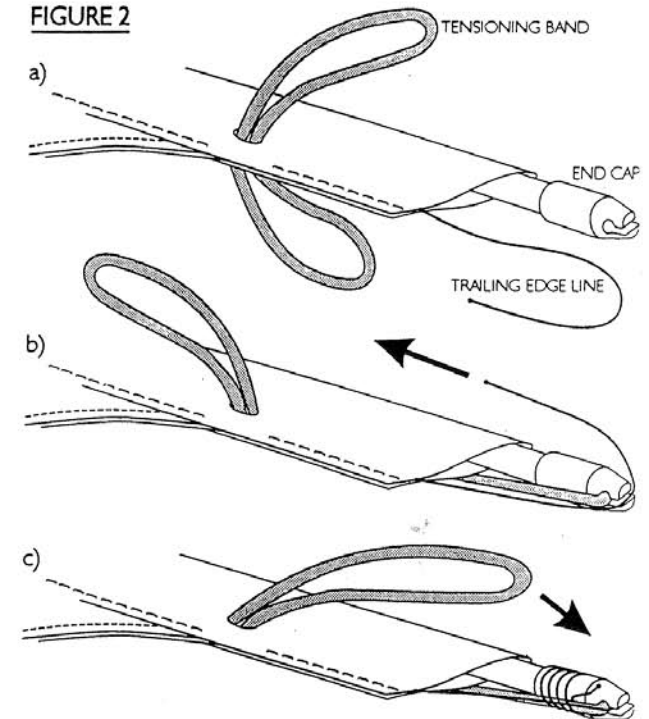
5. Fit the ends of the stand-offs into the triangles on the trailing edge and clip the 'grabbers' to the lower spreader to tension the sail. The 'grabbers' should be opposite the triangles. Check that the bridle lines are not tangled and come freely from the attachment points.

6. Align the slots in the end caps (figure 2a) with the lower edge so that the tensioning bands will fit without twisting. Fit ONE END (figure 2b) of the tensioning band into the tip slot taking care that the other end does not pull through the sail.

7. With the leading edge just tight (figure 2b), tension the trailing edge line. Route it through the tip slot and wind it around the end cap tucking the end under the band (figure 2c). Pull the other band end towards the nose to stretch it then fit to tip slot. The tensioning line and the leading edge should now be evenly tensioned.

8. To fit the anti-tangle bow line, from the outside, put end knot under the band and pass through tip slot and towards the tail strap. (This prevents the knot catching). Do the other end. Undo tail strap. Tension bow line across spine end and re-strap. Keep sail tight.

FIGURE 2



BRIDLE ADJUSTMENT

The bridles for the Stranger are set for optimum performance and should not need adjusting. If they come loose or you move them then they should be reset as shown below.

