Instructions and Safety Manual

You can download this manual and any updates from **www.flexifoil.com/downloads**

Thank you for purchasing your new **Flexifoil Strike 2**. **Before flying your kite**, you should take time to read and understand these instructions and safety warnings.

2.1 Contents

2.2 Safety First

Flexifoil strongly recommend that you abide by ALL safety guidelines and conduct yourself in a safe manner at all times

IMPORTANT INFORMATION

- The Strike series kites have been designed for kiteboarding and other water use only. They are not recommended for land-based activities.
- Kiteboarding is an extreme sport that can be both exhilarating and dangerous. You must read and abide by the following instructions and safety warnings to ensure that you have a great kiteboarding experience.
- **This information is for your own safety and protection. If you do not agree with these instructions and warnings, do not use this product. Please return this product in perfect condition to the point of purchase and you will receive a full refund.**

ESSENTIAL DO'S AND DON'TS

- If operated and looked after properly, your new Strike will serve you well. To ensure that your kite lives a long and happy life, you must follow this advice.
- NEVER kiteboard in conditions that are too extreme or winds that are too strong for your skill level or your equipment.
- DO NOT over inflate your kite.
- DO NOT push the valves into your kite after inflating the bladders.
- NEVER store your kite wet.
- ALWAYS dry your kite before storing for long periods.
- When packing away your Strike kite, DO NOT scrunch up, fold or crease the kite. ALWAYS roll it up carefully from one end to the other.
- DO NOT leave your kite fully inflated for long periods, especially in hot conditions.
- If in doubt about which size of kite to take on to the water, ALWAYS start with a smaller kite and work up, as necessary. NEVER start with a larger kite.
- Flexifoil strongly recommend that you take lessons from a fully qualified instructor before kiteboarding with your Strike kite.
- Flexifoil strongly recommend that you take out third party civil liability insurance before you start kiteboarding and abide by all safety guidelines and conduct yourself in a safe manner.

GENERAL

- Use extreme caution when using kiteboarding equipment. Improper, incorrect or careless use of this equipment can cause serious injury or death.
- Strike kites are not parachutes, paragliders or personal flotation devices and are not to be used as such.
- A kiteboarder must be fit, healthy, be able to swim and be over 18 years of age (under 18's should have parental permission and adult supervision).
- A kiteboarder should know and abide by the rules of the sea, navigation laws, Coast Guard requirements and local rules and regulations.
- Do not fly under the influence of alcohol or mind altering drugs.

LEARNING

- Always learn to fly with a smaller traction kite, such as a Flexifoil Bullet, before attempting to fly a kite intended for kiteboarding.
- Do not attempt to kiteboard until you have completely mastered control of the Strike kite on land.
- Instruction should be taken from an officially recognised kiteboarding instructor when going out onto the water for the first time.
- Beginners should learn to kiteboard in lighter winds.
- Practise water launching/ landing procedures and self-rescue techniques before going out onto the water for the first time.

WEATHER CONDITIONS

- NEVER kiteboard in an offshore wind.
- NEVER kiteboard in conditions that are too extreme or winds that are too strong for your skill level or your equipment.
- NEVER kiteboard if you cannot safely handle the power of the kite (you are overpowered). Use a smaller kite or wait for a lighter wind.
- DO NOT fly in thunderstorms, electrical storms or at night.

LOCATION

- DO NOT fly your kite near overhead power cables, roads, airports, cars, railways, people or animals.
- ALWAYS select safe launching and landing areas free of people and obstacles. Stay away from unsecured kites and lines on the ground as a kite can re-launch itself at any time. Disable kite and lines on the ground when not in use.
- NEVER kiteboard so far away from the shore, that you cannot swim back in an emergency.
- ALWAYS maintain plenty of clear space around you in all directions when flying on land and in the water, especially downwind. A kite can pull you downwind for a considerable distance.
- NEVER kiteboard in congested areas with swimmers, boats, watercraft, solid obstacles or other water users.
- NEVER kiteboard alone or without a rescue craft on hand. Always have someone watching out for you.

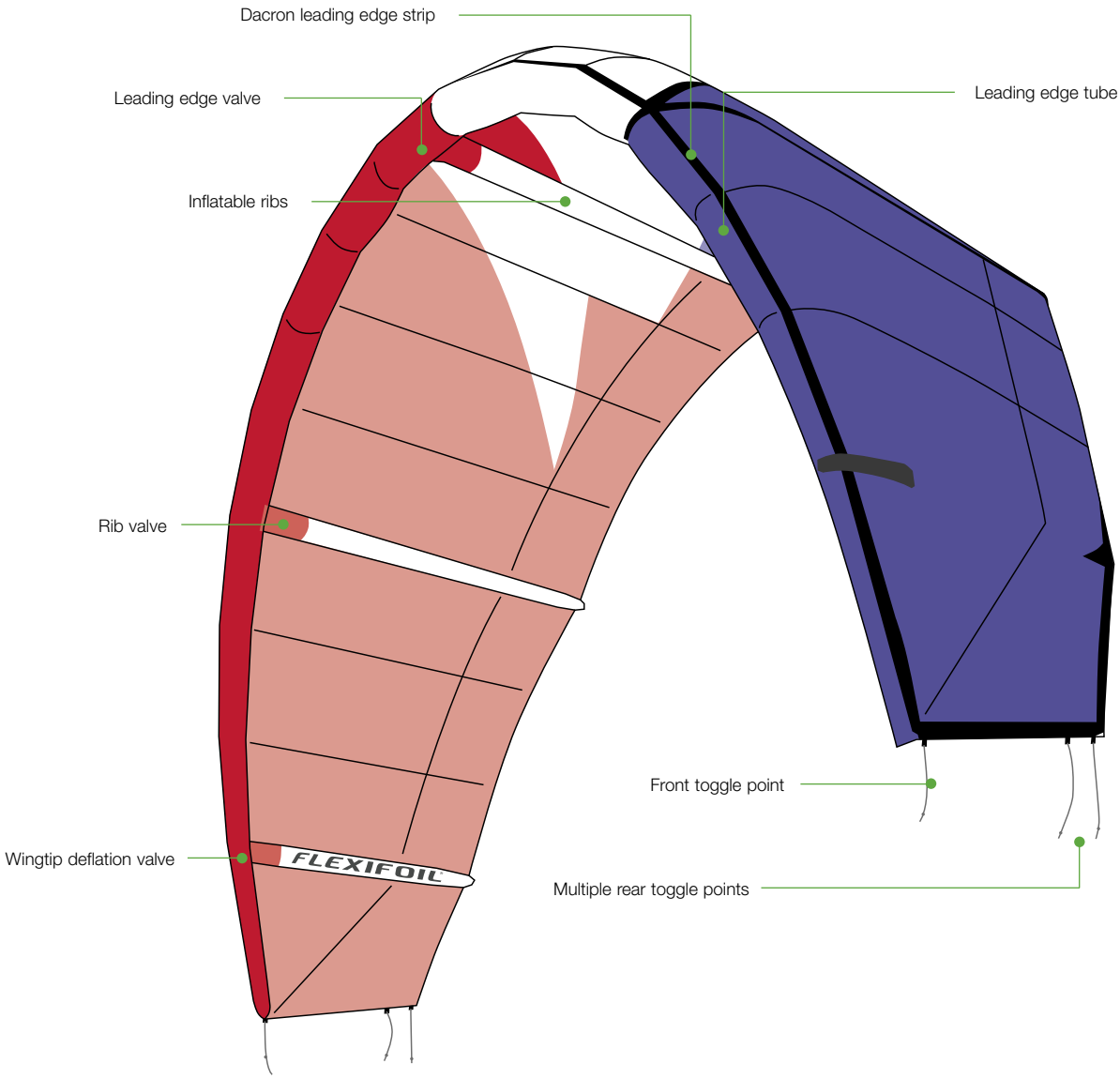
EQUIPMENT

- YOU MUST always check all your equipment for wear and tear before going out onto the water. Do not fly with damaged or worn flying lines or equipment. Repair or replace equipment accordingly.
- ALWAYS kiteboard with appropriate safety equipment - helmet, knife to cut flying lines, officially approved buoyancy aid, waterproof flares, protective eyewear, gloves and kite retaining leash. Never attach yourself permanently to the kite.
- Kite lines and bridles under tension can cut like a knife and can cause serious injury or death. Always keep your kite lines away from people, animals and crafts, both on the water and on land.
- NEVER allow inexperienced kiteboarders to use your equipment.
- REMEMBER, you are always responsible for the safe operation of your kite, boards and equipment. Use common sense.

3.1 Bag Contents

Left to Right: Strike Bag, Strike 2 Kite, Kite Instructions, Heavy Duty Pump, 2 x Sail Repair Sheets, Bladder Repair Kit, Registration Card, Flexifoil Stickers

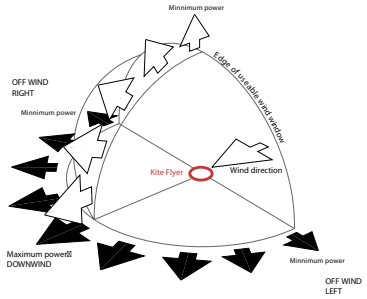
3.2 Strike 2 Overview



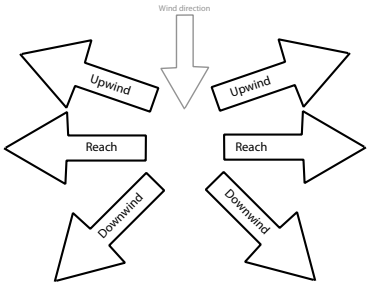
4.1 The Wind Window

Before going out on the water it is important that you have a basic understanding of the wind as well as the terminology used in describing the different conditions. You will find that these terms are frequently referred to in warnings and instructions, so please take some time to familiarise yourself with them.

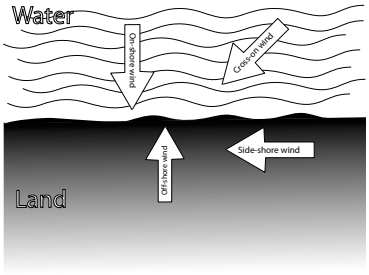
The Wind Window



Terminology



Conditions



4.2 Wind Speed Table

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

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**

4.3 Kite Size Information

Which size of kite should you use for which wind conditions?

Generally speaking, you should use smaller kites in stronger winds and larger kites in lighter winds. **You must not fly large kites in strong winds!**

IMPORTANT: If in doubt about which size of kite to take on to the water, always start with a smaller kite and work up, as necessary. Never start with a larger kite.

Tip: In stronger winds, the smaller kites will re-launch easily as the wind will easily lift the kite out of the water.

In lighter winds, more skill is required to re-launch the kite as sometimes the wind alone is not strong enough to launch the kite from the water. Technique and practice are required.

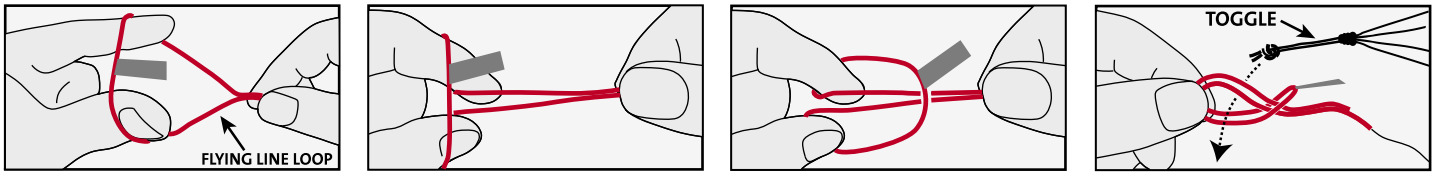
Flexifoil strongly recommend you take lessons from a fully qualified instructor before kiteboarding with your Strike 2 kite. You should be skilled at flying a traction kite on land before you take a kite on to the water. You should be able to launch from the edge of the wind window and be able to fully control the kite through the power zone of the wind window.

Wind strength numbers do not allow for gusts and lulls, but refer to average wind speeds at a height of 2 metres from the water.

Wind and water conditions can change quickly and even the smallest kites can cause serious injury or death. Make sure you watch the wind and weather carefully. If the wind increases or conditions become stormy, stop kiteboarding. Exchange your kite for a smaller one or, if conditions become too extreme for your skill level or your equipment, it's time to pack up and go home. All kite flyers should fully understand that kiteboarding can be a dangerous sport.

5.1 The Larks-Head Knot

Larks-head knots can pull very tight during use. However, pulling on the tags should undo them easily



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 end of the flying lines. Connect the lines to your control gear before attaching the lines to your kite.

5.2 Strike 2 Setup

IMPORTANT NOTE ON INFLATION PRESSURE

The heavy duty pump that comes with your Strike 2 kite can produce a maximum pressure of about 13 psi. Do not inflate to this pressure, only inflate the tubes until all are firm to the touch. You should stop pumping well short of the maximum pressure. This may take some practice but it will soon be easy to gauge the correct inflation pressure as you become familiar with your kite and its performance.

WARNING: Never leave an inflated kite unattended. Wind conditions can change and cause your kite to blow away causing damage and injury to others.

IMPORTANT: Before fully inflating your Strike, it is strongly recommended that you partially inflate all ribs and the leading edge bladder to ensure all internal bladders reach all corners of the tubes. Failure to check this can cause damage to your kite.

Inflating the Strike

1. If Battens are not already inserted, push them into the batten pocket and close the velcro end.

2. Note, Large kite sizes have battens that can be broken into two for smaller pack down.

3. Place Sand on the wingtip to secure kite.

4. Inflate the struts. All struts are equiped with a one-way valve for easy inflation.

5. Once the Strut is pumped up insert the valve cap.

6. Fasten the velcro over the valve. This secures the valve in place.

7. Ensure the LE tip dump valve is closed.

8. Connect the pump leash to the kite, turn the kite so it is downwind and inflate the LE tube.

9. As you remove the pump tip, quickly place your thumb over the valve to stop air from escaping. Quickly insert the valve cap to seal valve and prevent air escaping. Do not push valves into kite after inflating bladders.

6 Strike 2 Setup (Continued)

Secure the kite on the ground

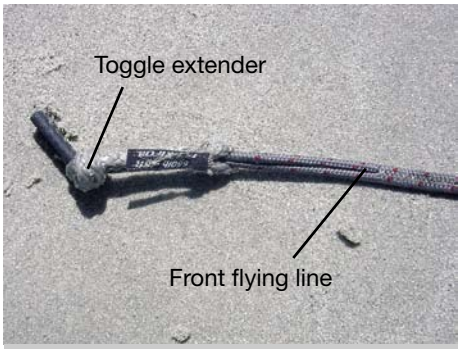
Place the kite on the beach wih the leading edge facing into the wind.

To secure the kite place sand onto the sail behind the leading edge tube.

Attaching your flying lines to the Kite

1. Unwind your flying lines while walking away from the kite.

2. The kite has toggles on the wing tips. The front toggles carry the main power of the kite and the rear are used for turning.



3. The front lines are grey, and have a toggle extender pre attached to the flying lines.

4. Attach the front lines to the front tow point.

5. Connect the rear lines to the rear toggle * . The left and right are colour coded (red for left and blue for right).

6. The kite is now ready for launch. Check again that the lines are connected to the correct locations, and the lines are not crossed.

*** The Strike 2 has two toggles, choose the toggle that suits your riding requirements. The rear point will give the lightest bar pressure and faster turn. The forward tow point will increase the bar pressure for turning and slightly reduced turn rate.**

7.1 Pre-Launch Preparations

Pre-launch Preparations

Before you launch your kite, make sure you have a good clear area around your launching zone and at least 100m of clear ground space downwind.

You will then need to put on your harness (not supplied) which will allow you to use the power-up / de-power system on the control bar and which will also allow you to fly for longer by absorbing the forces of the kite through your body via your harness and not through your arms. Flexifoil recommend the use of a good quality seat or waist harness.

Using The Variable Power System

The variable power system allows you to adjust the power of your kite while on the water. (Riders tend to fly de-powered and then power-up when they want to boost big air.) With experience, you will find the flying set up that suits you best.

Hook the Chicken loop on to your harness.

Fine-tuning Your Strike Kite Before Flight

Check all flying lines to ensure there are no tangles before preparing your kite to fly.

Whilst all your flying lines need to be of equal length to start with, this does not mean your kite will instantly be tuned to your personal preference and every wind condition.

The Flexifoil Strike kite comes complete with a front line trim system which allows you to fine-tune the kite's power before and during flying. Adjusting the trim system allows you to vary the difference in the angle of attack of the kite between the power-up and de-power mode and therefore the amount of power that you will have on the water.

Note: You can also tune your kite by adjusting the rear line lengths by connecting to different points of the leader lines on the control bar or by making small adjustments to all line lengths at the toggles on the kite.

7.2 Launching the Kite (Assisted)

The safest way to launch your Strike 2 kite is with somebody helping you. Make sure that your helper is fully briefed and understands what you want him or her to do before attempting to launch your kite.

1. Get you helper to remove the sand from the kite, and lift it into position. Handle the kite by the centre of the leading edge.

2. Get your helper to walk the kite to the edge of the wind window, (which is the point where the kite does not wand to fly forwards, but still pulls)

3. When you are ready to launch signal your helper to let go (Use clear hand signals!) and steer the kite up the edge of the wind window.

7.3 Launching the Kite (Solo)

If you want to launch on your own, you should never attempt to do this in strong winds and you should always launch from the edge of the wind window.

1. Ensure you are launching from the minimum power area at the edge of the wind window. Face the kite to the edge of the window, and fold the wing tip over. Keep the wingtip inplace by adding sand.

2. Apply tension to the lines by pulling the control bar towards you and take a few steps backwards if necessary

3. Turn the kite away from the ground. The kite will take off and the sand will spill off from the kite.

8.1 Landing the Kite (Assisted)

The safest way to land your Strike kite is with somebody helping you. Make sure that your helper is fully briefed and understands what you want him or her to do before attempting to land your kite. Flexifoil recommend that you do not attempt to land your kite on the ground on your own. However, if you get into difficulty on the beach and there is nobody available to help you land the kite, activate your safety leash system to de-power the kite.

Fly the kite to the edge of the wind window.

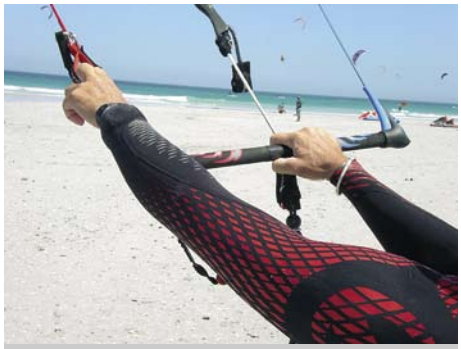
Get your helper to catch the kite

To secure the kite, place sand on the sail behind leading edge tube.

8.2 Landing the Kite (Solo)

The kite can be landed solo. before attempting to land the kite in this mannor, ensure there is plenty of space downwind of you (at least 50m). The technique works by letting 3 of the 4 lines go free and holding onto just one outside line. This means the kite cant hold its requried shape, so does not generate much power, and will spiral to the ground.

Fly the kite to the edge of the windwindow



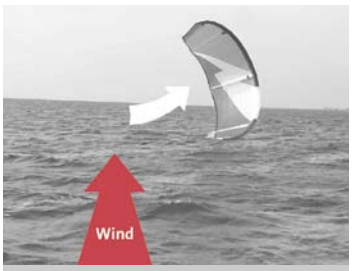
Hold the landing handle, and unhook from the chicken loop.

Let go of the bar. The kite will spin to the ground with minium power.

8.3 Water Re-Launching

When the kite lands on the water you will need to slide the kite to the edge of the wind window. It helps to swim the opposite way.

Bring the bar towards your body, then, quickly push away allowing the Strike to roll onto its back.



Turn the bar pushing one wingtip away into the wind. Turn the kite onto its side. Hold the bar in this position until the kite is at edge of wind window.

Slowly the kite will rise as the water falls off the back of the sail. Take the kite slowly up the wind window to the top.

9.1 Packing and Storing the Kite

Open the 2 valves on the LE tube

Open the tip dump valve.

Open the Strut valve

The sticks can be used to deflate the kite. Deflate all the struts in turn.

Roll the kite up from wingtip to wingtip

As you get to the other tip the remaining air should be expelled throught the dump valve. Now its ready to put it in the bag.

Important Note: Do not store your kite wet. If you put your kite away wet, especially in a hot environment, it can lead to colours bleeding.

9.2 Bladder Repair

Like bicycle tubes, sharp objects can puncture the air bladders in your kite. With the enclosed bladder repair kit, you can repair small punctures as follows. Bladder removal/repairs are best done with the assistance of a partner.

When repairing the leading edge bladder, you will need to attach two lengths of flying line (at least 2m longer than half the length of the leading edge tube), one to each end of the leading edge bladder.

When repairing a rib bladder, you will need a length of flying line approx 1m longer than the rib tube.

Important note: You will use this line to pull the bladder back into the tube after the repair has been completed.

Removal of leading edge bladder

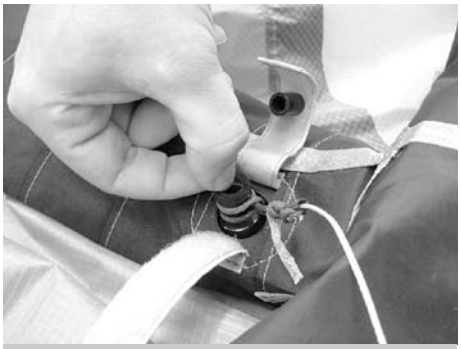
Lay the kite on its back with ribs facing up. Ensure the leading edge bladder and all ribs are deflated. When repairing the leading edge tube, open the end flap by pulling back the Velcro from under the securing loop.

Larks-head a suitable length of line around the end of the leading edge bladder. Push both the centre valve and the wingtip deflation valve into the tube. Remove the bladder via the Velcro opening near the centre of the leading edge tube.

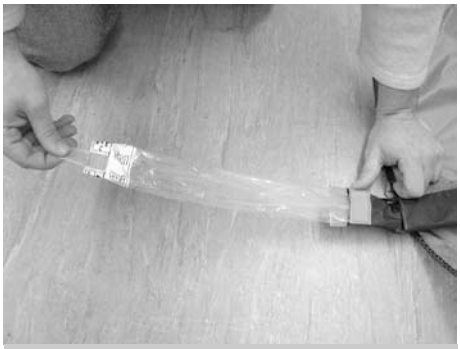
10 Bladder Repair (Continued)

Removal of rib bladder

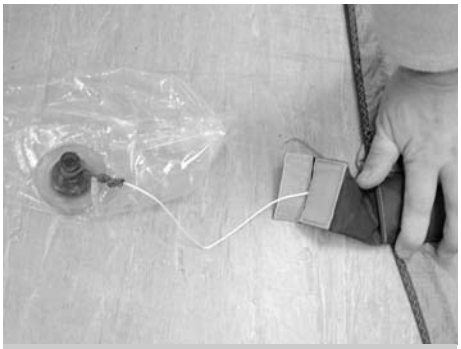
When repairing a rib bladder, open the end flap by pulling back the Velcro from under the securing loop.



For a rib bladder repair, larks-head your line around the head of the valve. Ensure your line is of a suitable length. Then push the valve through into the tube.



Remove the rib bladder, allowing the attached line to be pulled through the tube. It is best to get a helper to hold one end of the tube to keep it under tension to ensure easy removal.



When the rib bladder has been removed from the tube, the line should be left running through the inside of the tube. Untie the line from the valve.

Bladder Repair

Inflate the bladder and submerge into water. Small air bubbles will indicate holes. This method is the same as repairing a bicycle inner tube. Small holes may be hard to locate.

Ensure the bladder is dry and clean; use a marker pen to mark the hole to be repaired. Deflate the bladder.

Use the sandpaper enclosed within the repair kit and lightly rough the area to be repaired.

Peel the backing off the repair patch and press it evenly onto the bladder to cover the hole.

Tip: When all holes have been repaired, completely dry the bladder and close all air valves. Put the dry bladder in a plastic bag with a sufficient amount of talcum powder. Close the bag and shake it until the talcum powder completely covers the bladder. This helps to prevent the bladder from twisting or sticking when re-inserted.

11 Bladder Repair (Continued)

Re-insertion of bladder

To begin the re-insertion process, fold the bladder so the air valve(s) are lined up to the valve opening(s) in the tube. If repairing the leading edge tube, re-tie both lines that are still inside the leading edge tube to each end of the bladder, using a larks-head knot. If repairing a rib bladder, re-tie the line that is still inside the rib to the valve, using a larks-head knot.

1. For rib bladders, the front of the bladder must be turned inside out.

2. Use your hand to push the front of the bladder, back inside itself up to the valve.

3. The rib bladder is now ready for reinsertion. (this process, helps the bladder fit back to the front of the tube when it is first inflated.

4. Have your helper pull the line so that the bladder is reinserted into the rib or leading edge tube. The rib or leading edge tube should be kept under tension to ensure that the bladder is inserted properly.

5. Once the bladder is completely inserted into the rib or leading edge, make sure the air valve is properly exposed and secured in the special groove around its base.

6. Carefully push the excess bladder material into the tip of the rib and reconnect the Velcro strap under the securing loop.

Inflate the bladder until it is half full with air. Push air around the tube to ensure the bladder has been inserted correctly and that there are no folds or twists in the bladder material.

Important note: If you notice a twist in the bladder or the air valve appears misaligned, remove the bladder and repeat insertion process. Failure to correct any problems at this point can cause severe damage to the bladder when it is fully inflated.

12.1 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.

12.2 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 repairs service available.

STANDARD REPAIR SERVICE

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.

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

12.3 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

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.

FLEXIFOIL KITESPORTS

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