INSTRUCTIONS AND **SAFETY MANUAL**

STRIKE

Thank you for purchasing your new Strike kite. Before inflating and using your Strike, you must take time to read and understand this manual and read all the warnings accompanying this product.

Instructions include: safety, wind terminology, overview, setting up, safety systems, launching, landing, packing away, bladder repair and care and maintenance.

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

CONTENTS

IMPORTANT INFORMATION

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.

SAFETY FIRST

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.

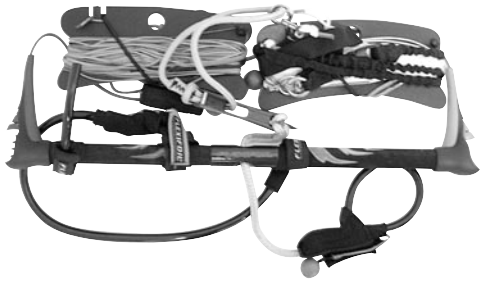
Kite lines and bridles under tension can cut like a knife and can cause serious injury or death. Always keep your kite lines away from people, animals and crafts, both on the water and on land.

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.

BAG CONTENTS

Your Strike bag should contain the following items. If the pack is not complete, contact your dealer immediately.



Control bar including strop, variable power system, safety leash and coloured flying lines
(complete package only)

Strike kite (rolled)

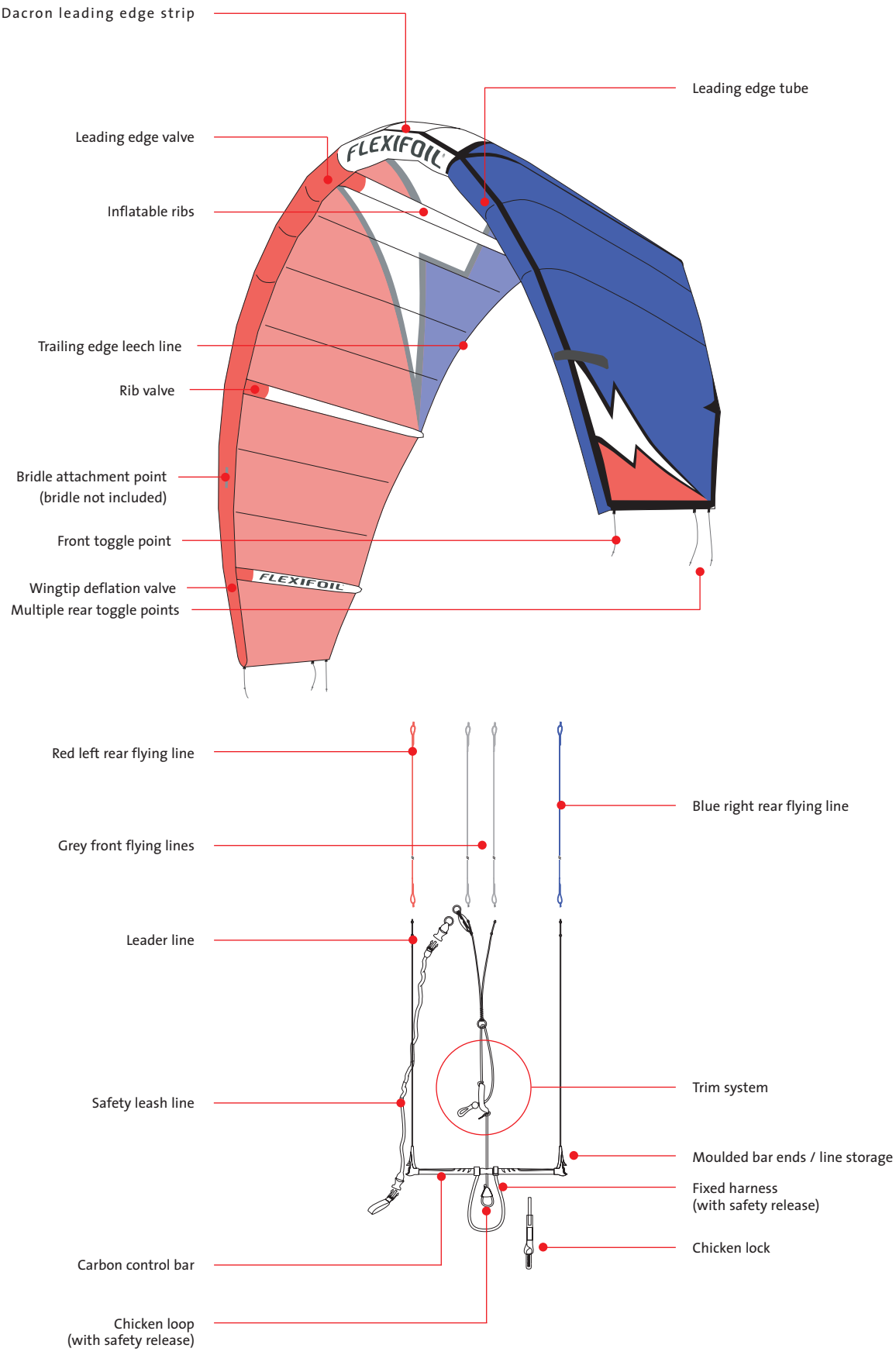
Instruction booklet

Registration card

Heavy duty air pump

Sail repair sheets and bladder repair kit

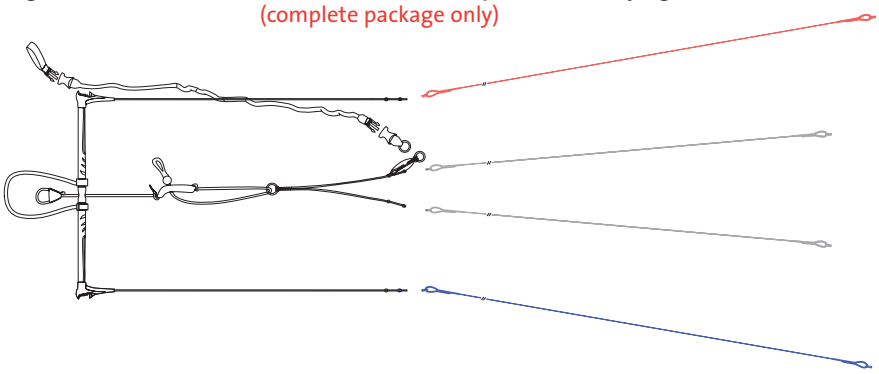
STRIKE OVERVIEW



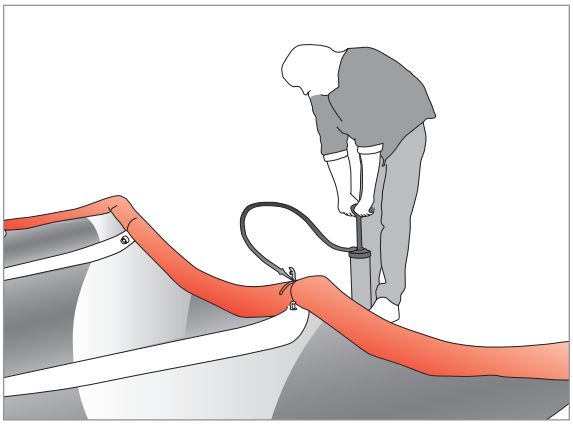
QUICK GUIDE

1. Unwind the flying lines from the bar

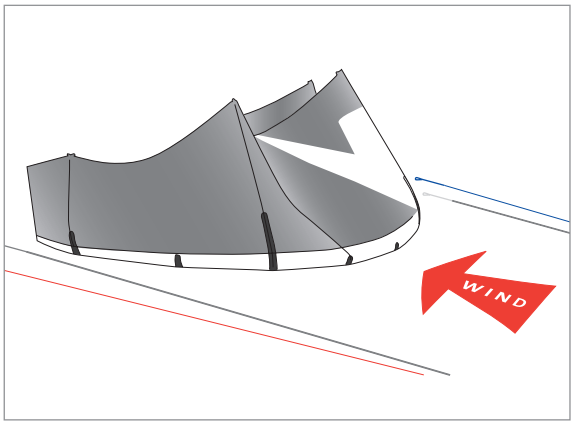
The Strike comes with **pre-attached** flying lines
(complete package only)



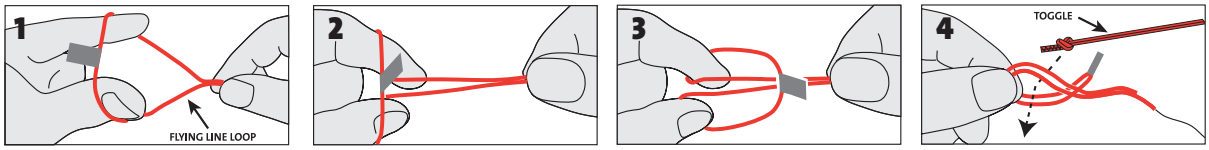
2. Pump up your kite



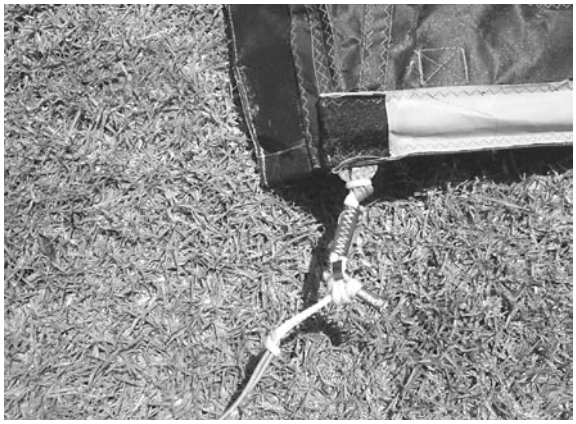
3. Secure your kite on the ground



The Larks-Head Knot



4. Attach front flying lines

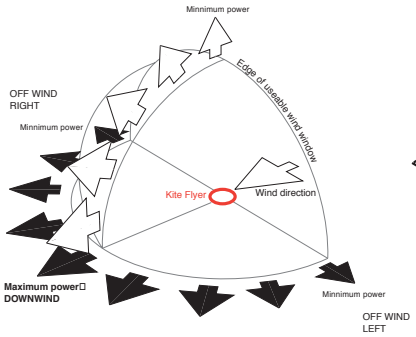


5. Attach rear flying lines

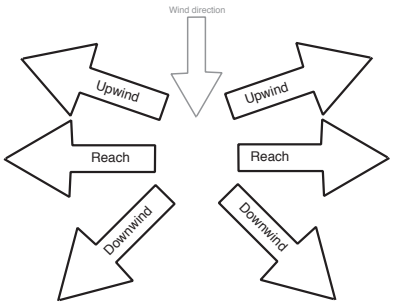
THE WIND

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.

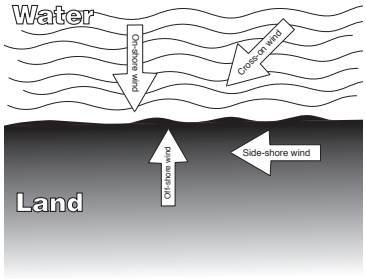
THE WIND WINDOW



TERMINOLOGY



CONDITIONS



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

KITE SIZE INFORMATION

Size	5	7	9	11	13	15	17
Flat surface area (m^2) *	5.0	7.0	9.0	11.0	13.0	15.0	17.0
Aspect Ratio (As calculated by AR = Span²/Flat surface area)	4.2	4.5	4.75	5.06	5.25	5.16	5.075
Sail material	Ripstop Polyester (170 Dacron Front Tube and Ribs)						
Skill level (Beginner / Intermediate / Expert)	Beginner/Intermediate/Expert						
Wind range - Top end (Knots) (based on 75kg rider)	40.0	30.0	24.0	21.0	19.0	16.0	13.0
Wind range - Bottom end (Knots) (based on 75kg rider)	25.0	19.0	16.0	14.0	11.0	9.0	8.0
Flying lines (4 line set)	25m - 300 kg						
	*Flat area = the area of an uninflated kite laid flat on the ground (measured in sq. m).						

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 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.

STRIKE SET UP

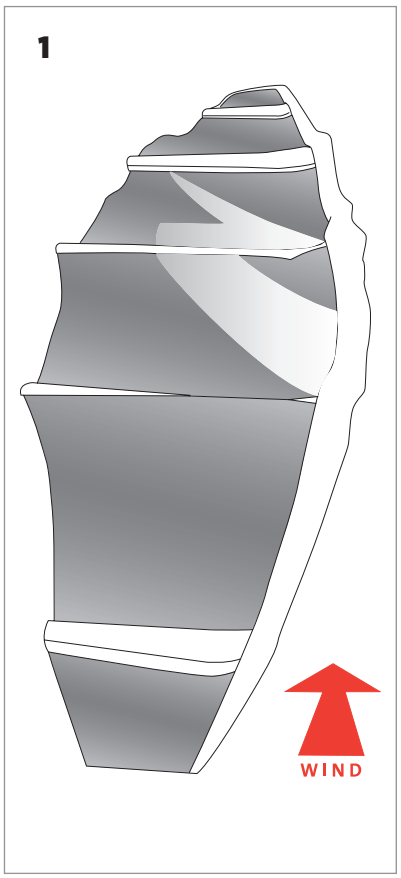
IMPORTANT NOTE ON INFLATION PRESSURE

The heavy duty pump that comes with your Strike 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.

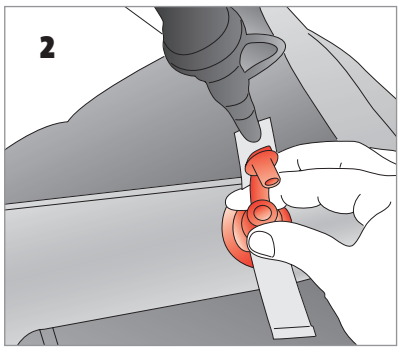
IMPORTANT: Before fully inflating your Strike, it is strongly recommended that you partially inflate all ribs and the leading edge bladder to ensure all internal bladders reach all corners of the tubes. Failure to check this can cause damage to your kite.

INFLATING THE STRIKE

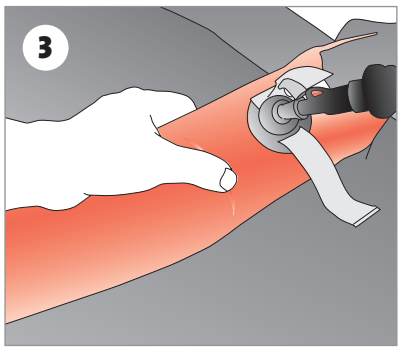


Unroll your Strike with one wingtip further upwind, the other downwind and the ribs facing up (kite is on its back).

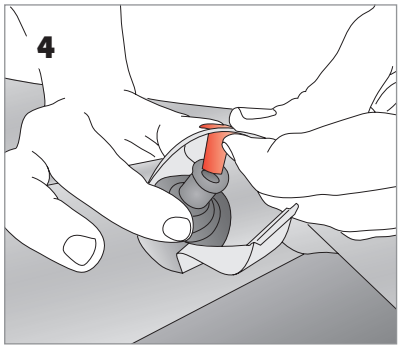
Put enough sand or a large enough bag full of stones on the upwind wing tip to prevent the kite from blowing away. Avoid using sharp stones or objects in the bag and do not allow stones or sharp objects to come into direct contact with the kite sail.



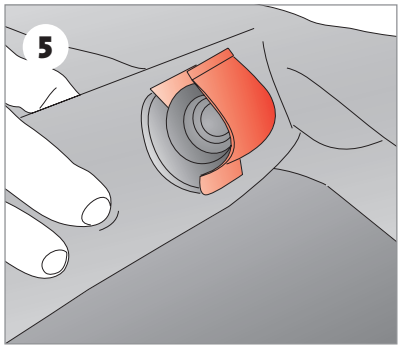
Start with the rib bladder on the upwind wingtip. Hold the base of the valve and insert the pump tip securely into the bladder valve.



Pump air into the bladder until the rib feels firm - DO NOT OVER INFLATE.



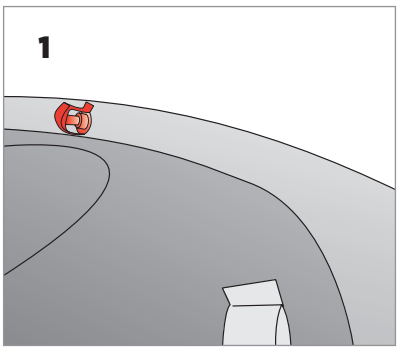
Fully insert the valve cap to seal the valve. Do not push valves into kite after inflating bladders.



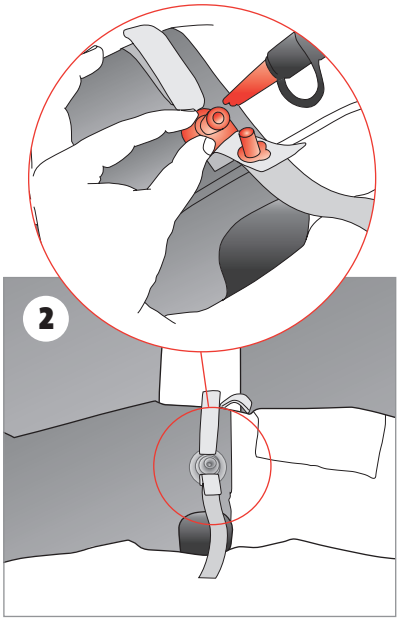
Fasten the Velcro strap over the valve.

STRIKE SET UP (PART 2)

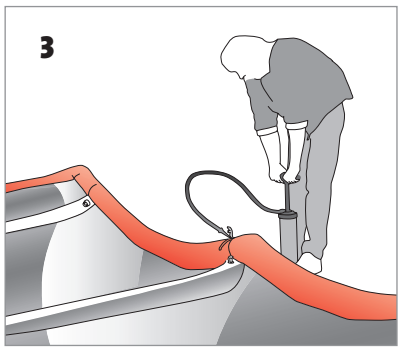
LEADING EDGE INFLATION



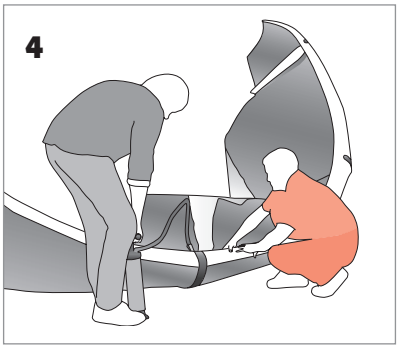
Close the wingtip deflation valve on the leading edge tube.



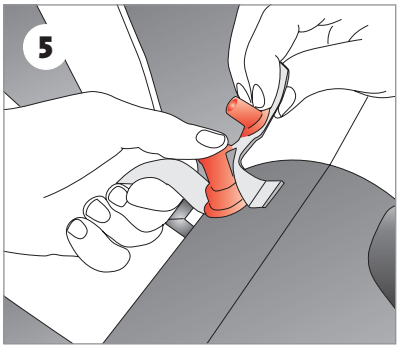
Hold the base of the LE centre valve and insert the pump tip securely into the centre bladder valve of the leading edge tube. Large kites have two valves for quick deflation.



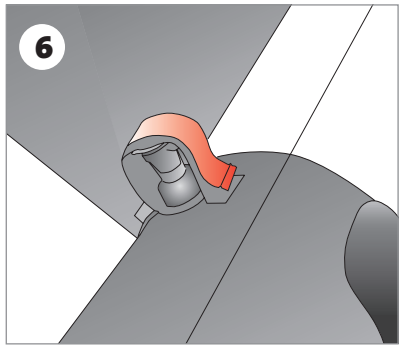
Pump up the leading edge bladder until the kite starts to take shape, then stop inflating. Do not completely inflate the bladder.



Remove the sand or bag from the wingtip. Get a helper to hold the kite as you continue to inflate the leading edge bladder until it is fully inflated. If on your own, secure the kite at its centre with the Flexifoil pump leash and continue to inflate. REMEMBER, DO NOT OVER INFLATE.



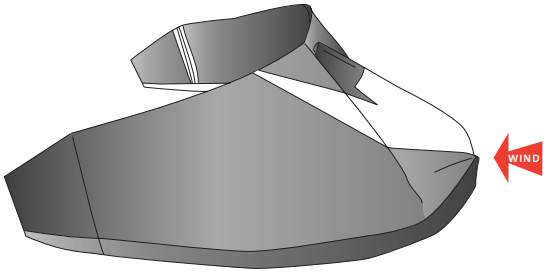
As you remove the pump tip, quickly place your thumb over the valve to stop air from escaping. Quickly insert the valve cap to seal valve and prevent air escaping. Do not push valves into kite after inflating bladders.



Fasten the Velcro strap over the valve.

STRIKE SET UP (PART 3)

SECURING THE STRIKE ON THE GROUND



Place your Strike kite on the beach with leading edge tube facing into the wind.

To secure the kite in this position, place sand or a heavy object on the sail behind the leading edge tube.

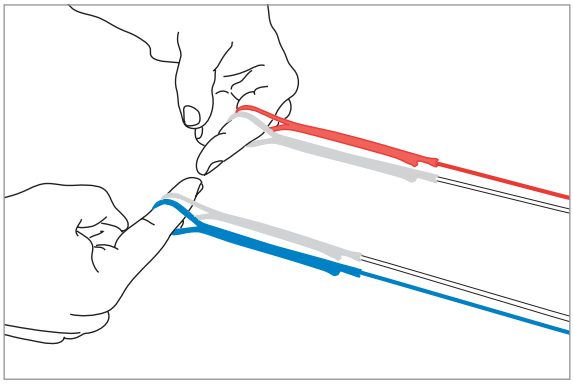
Do not use stones or sharp objects which may damage your Strike kite.

PREPARING THE FLYING LINES

Your Strike kite has been designed to fly on four lines. Included with your kite is one pair of front lines (300kg) and one pair of rear lines (300kg), each on a clearly labelled winder and attached to the Strike bar.

NOTE: If your kite is not performing as expected, please first check your flying lines.

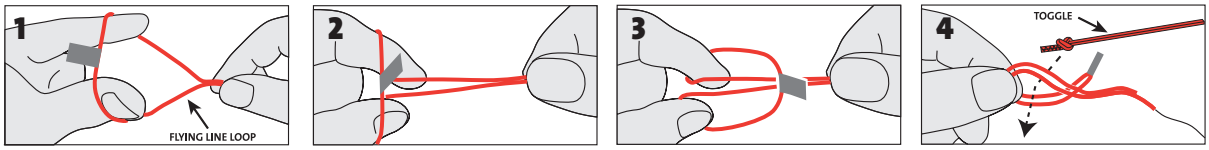
CHECKING THE FLYING LINES



Check all four lines are the same length

THE LARKS-HEAD KNOT

All line to kite and line to bar connections are made using the “larks-head” knot, as above.



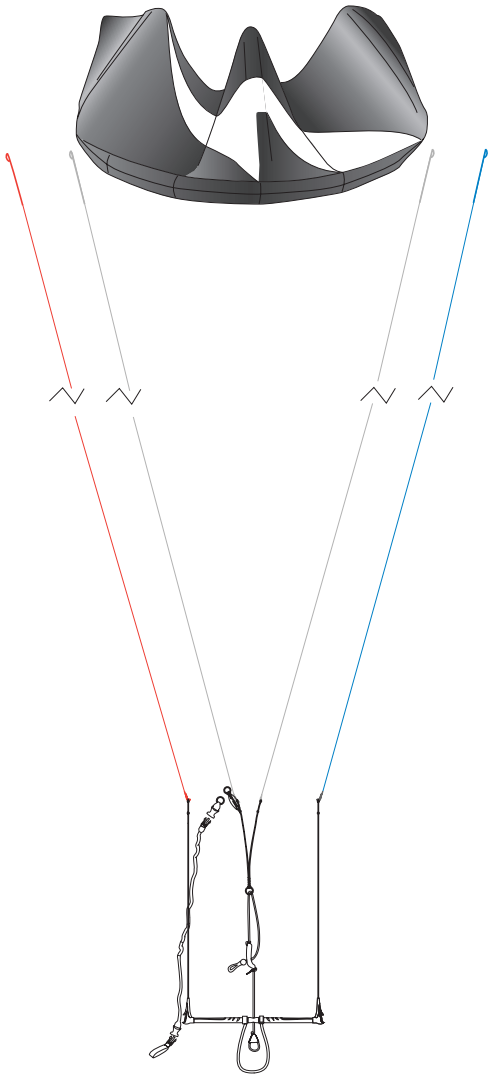
STRIKE SET UP (PART 4)

ATTACHING YOUR FLYING LINES TO THE STRIKE

Unwind the flying lines while walking away from your kite. You will need at least 30m of clear ground space to lay out your lines.

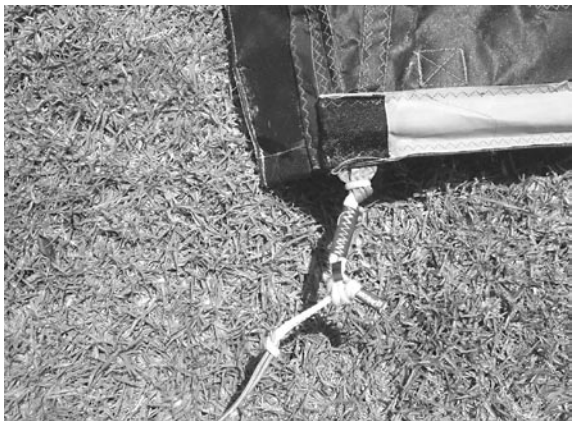
Set out your flying lines clearly on the ground (shown below). Lay out the Red rear flying line and one White flying line on the left side of your kite and lay out the Blue rear flying line and one White flying line on the right side of your kite.

The Strike kite is designed with fool-proof flying line connectors, to make it harder to incorrectly set up the Strike kite. The front lines and rear lines have a different connection method to the toggles to help avoid incorrect set-up.



FRONT LINES

The front lines have a toggle extender pre-attached to the flying lines. These help prevent incorrect line attachment. Simply make a larks-head loop on the toggle and connect to the knot on the flying line extender. Connect the front (grey sleeving) lines to the front toggles using a larks head knot.



REAR LINES

There are two rear toggles on each side of the Strike kite. Connecting the lines to the rearmost toggles will give your kite very fast turning. Connecting the lines to the forward rear toggle slows the turn rate of the kite, which is more suited for beginner riders. You can experiment by alternating between the two rear toggle points to get the set up that's right for you.

There is one knot on each of these toggle points.

Connect the **RED** flying lines to the knot on the **RED** left toggle. Use larks-head knots and pull tight onto the toggle knots.

Connect the **BLUE** flying lines to the knot on the **BLUE** right toggle. Use larks-head knots and pull tight onto the toggle knots.

NOTE: In strong wind conditions you may prefer to use the forward rear toggle knot (especially recommended for 5m, 7m and 9m) for slower turning speed.

PRE-LAUNCH PREPARATIONS

PRE-LAUNCH PREPARATIONS

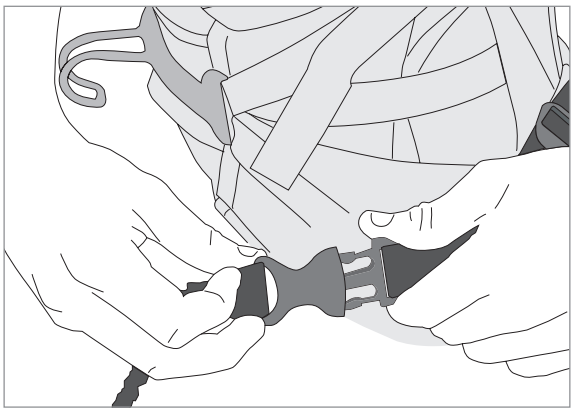
Before you launch your kite, make sure you have a good clear area around your launching zone and at least 100m of clear ground space downwind.

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.

ATTACHING THE SAFETY LEASH

On the end of the safety leash there is a loop strap which you need to lark's head onto your harness or spreader bar. You **MUST** do this or the safety system will not work.

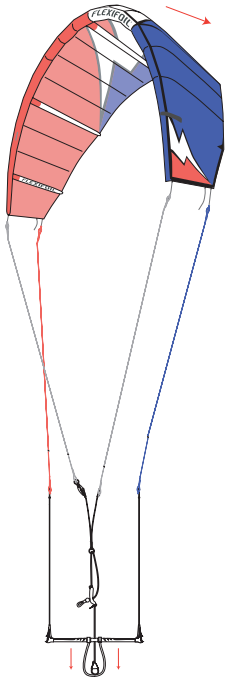
Then attach the safety leash to your harness and you are ready to launch.



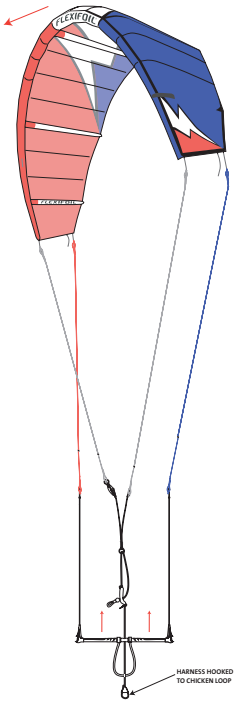
USING THE VARIABLE POWER SYSTEM

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.



To power the kite up, pull the control bar towards you.



To depower the kite, push the control bar away from you.

USING THE CHICKEN LOCK SYSTEM

The Strike Bar has the option for shackled in or unshackled riding, by use of the Chicken Lock system. The Chicken lock system larks heads around the Harness spreader bar, and is pushed between the spreader bar hook to lock the Chicken loop in place. The choice of riding with or without the Chicken lock system is a personal preference of the rider.

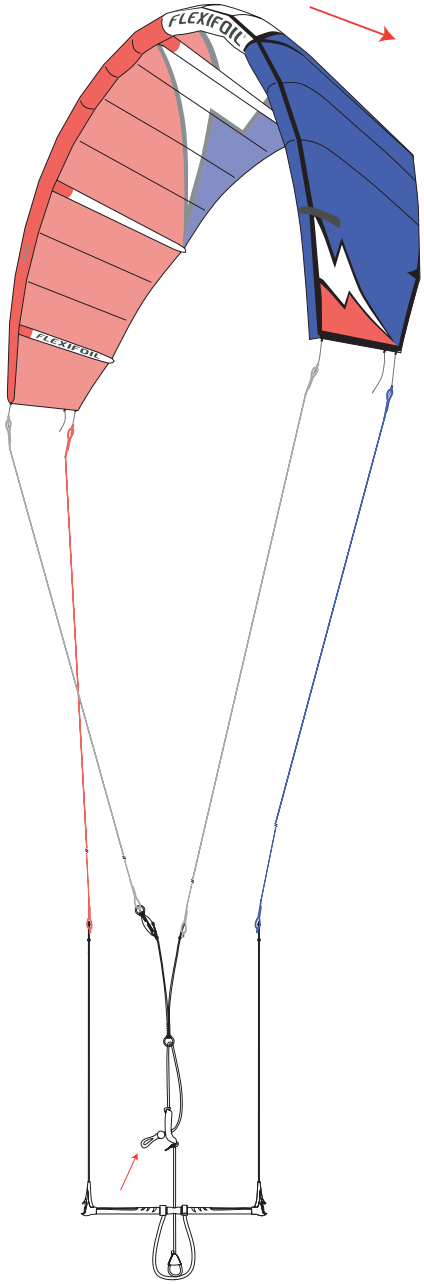
PRE-LAUNCH PREPARATIONS (PART 2)

FINE-TUNING YOUR STRIKE KITE BEFORE FLIGHT

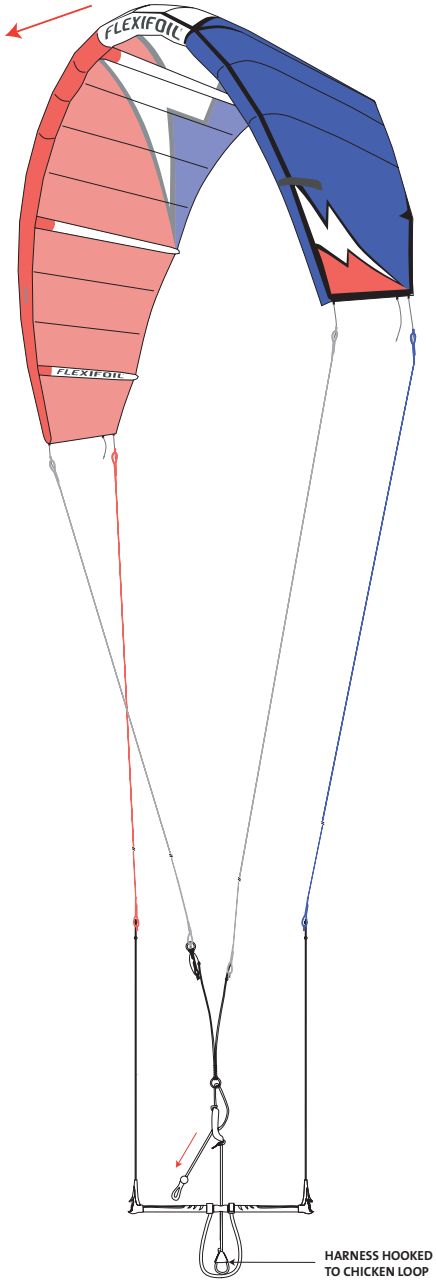
Check all flying lines to ensure there are no tangles before preparing your kite to fly.

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.



By lifting and releasing the adjustment toggle away from you, the front lines are lengthened increasing the power of the kite.



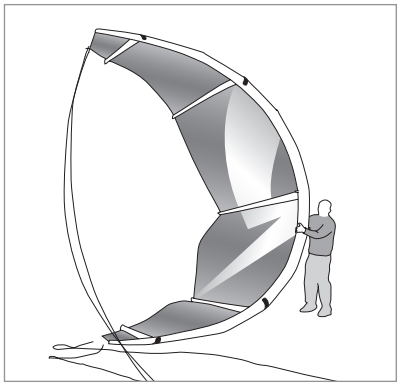
By pulling the adjustment toggle towards you, the front lines are shortened reducing the power of the kite.

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.

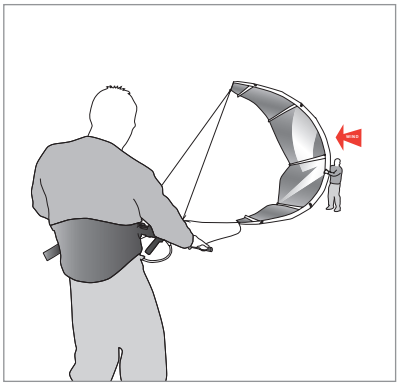
LAUNCHING YOUR KITE

ASSISTED LAUNCH

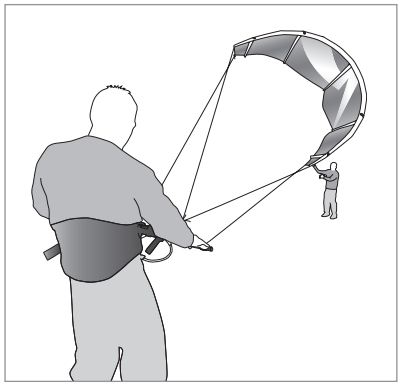
The safest way to launch your Strike kite is with somebody helping you. Make sure that your helper is fully briefed and understands what you want him or her to do before attempting to launch your kite.



Get your helper to remove the sand or bag from the kite and then lift up the kite and rotate it into position. Always handle an inflated Strike kite by the centre of the leading edge tube.



Get your helper to walk the kite to the edge of the wind window (which is the point where the kite does not want to fly forwards any more but still produces pull). Launches are always done at the edge of the wind window.

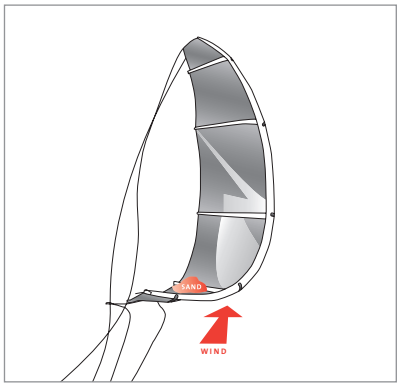


When you are ready to launch, signal your helper to let go (do not "throw" the kite into the air) and steer the kite up the edge of the wind window, to the neutral position at the top of the wind window.

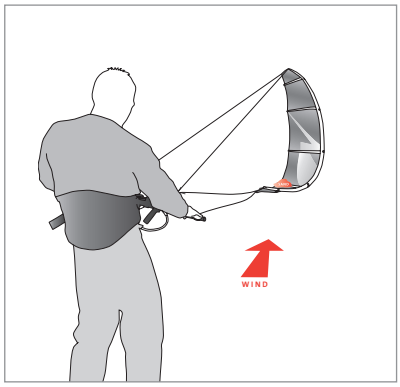
NOTE: Use clear hand signals. It is not possible to hear clearly over 30m in a suitable wind.

SOLO LAUNCH

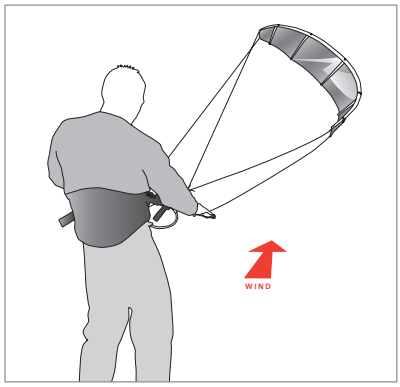
If you want to launch on your own, you should never attempt to do this in strong winds and you should always launch from the edge of the wind window.



To launch the kite safely on your own, carry the kite to the edge of the wind window (left or right edge) and secure the kite in position on the ground. The leading edge must be facing into the wind and the kite must be balancing on a wingtip, which is secured on the ground with enough sand to stop it from blowing away.



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



Using the control bar, pull the top wingtip towards you. The kite should take off and the sand will spill off the kite sail. Keep the kite facing into the wind as you steer it up the edge of the wind window, to the neutral position at the top of the wind window.

IMPORTANT NOTE

You should now check that you have the right kite for the wind conditions. If you are not able to safely control the power of your kite, land it immediately and take out a smaller kite. Your judgement of which kite to use will improve with your kiteboarding experience.

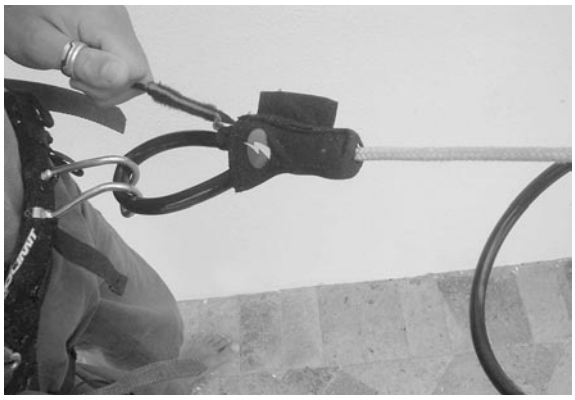
If you get into difficulty or the kite is producing too much power, be prepared to release the control bar and activate the safety leash system. If you now feel comfortable with the power of your kite and understand all aspects of kiteboarding you are ready to take to the water.

USING THE SAFETY SYSTEM

USING THE SAFETY RELEASE SYSTEM

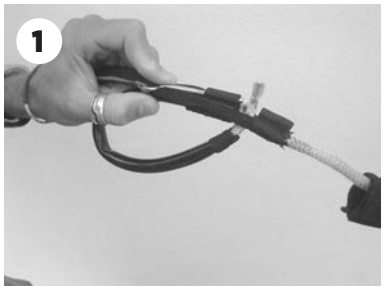
The safety leash works by releasing 3 of the 4 flying lines, and completely de-powering the kite by only being attached to one flying line. The standard Strike set up is to have the leash set up to one of the centre lines, although the Strike Bar does allow the option of attaching the leash to one of the outside lines. Make sure the leash line is attached to your harness before activating the quick release mechanism.

To activate the safety leash, you need to let go of the bar and pull the quick release mechanism on the Chicken loop. To activate the quick release mechanism on the Chicken loop, pull the red ball on the Chicken loop away from you until the pin has fully released, and then let go of the ball. This will leave you connected to the kite by only the leash line. The kite will have minimal power and fall to the ground downwind of you.

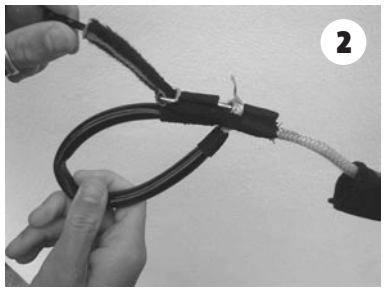


RE-ASSEMBLING THE CHICKEN LOOP

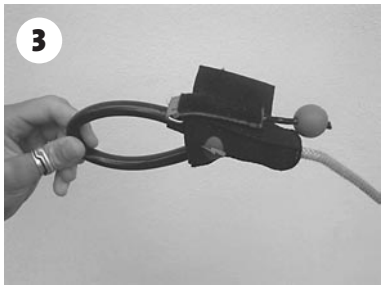
Retrieve the control bar and slide the bar towards the leash.

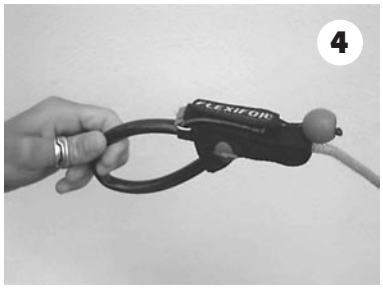


1: Pull the safety pin, and thread the loose Chicken loop end through itself



2: Re-insert the pin through the loop.





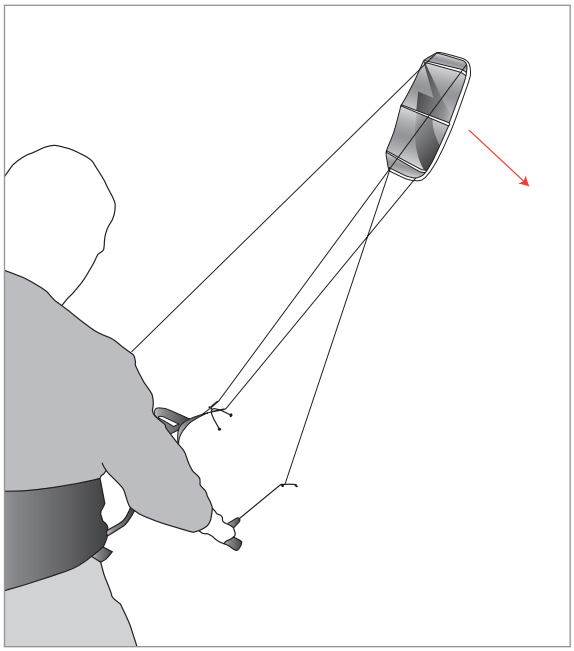
3 and 4: Reattach the Velcro onto the neoprene cover.

LANDING YOUR STRIKE

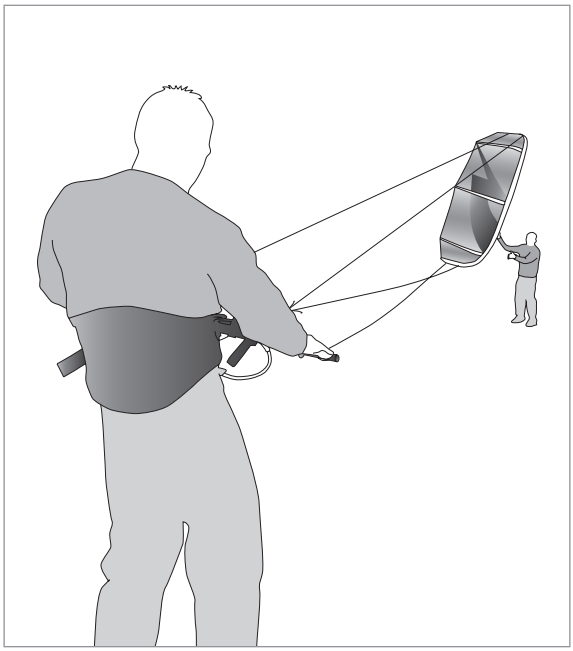
The safest way to land your Strike kite is with somebody helping you. Make sure that your helper is fully briefed and understands what you want him or her to do before attempting to land your kite.

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.

ASSISTED LANDING

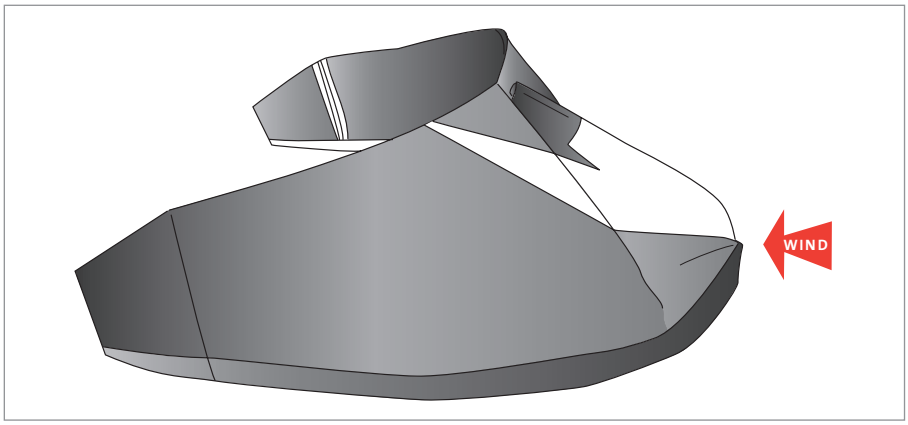


Steer your kite to the left or right edge of the wind window. (right edge is illustrated)



Steer your kite down the edge of the wind window and get your helper to take hold of the kite by the centre of the leading edge tube.

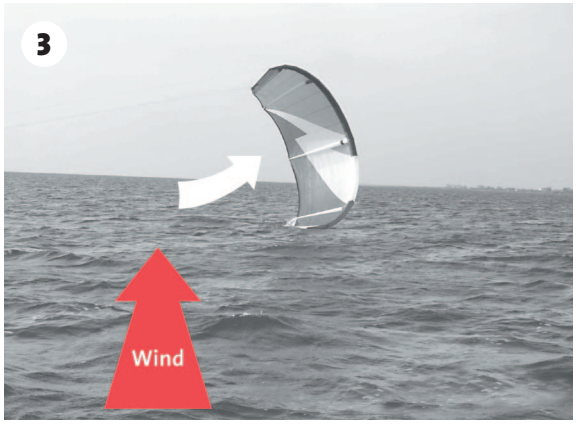
Your helper should then place your kite on the ground with the leading edge facing into the wind. Secure the kite with sand placed behind the leading edge tube.



WATER RE-LAUNCHING

When the kite lands on the water while kiteboarding you will need to slide the kite to the edge of the wind window. You can help by swimming 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.

PACKING AND STORING YOUR KITE

Always remove all four lines from your Strike kite before storing and wind them together onto the bar. Remove the sand or securing items from your Strike kite, and turn the kite onto its back.

Release the main valve cap from the leading edge tube, followed by the wingtip release valve.

If you are using your kite again within 24 hours you can leave all the ribs inflated and roll up your kite from end to end towards the wingtip deflation valve. Always roll up your Strike, do not crease or fold. To help prolong the life of your Strike kite, try to pack away your kite loosely into your bag.

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

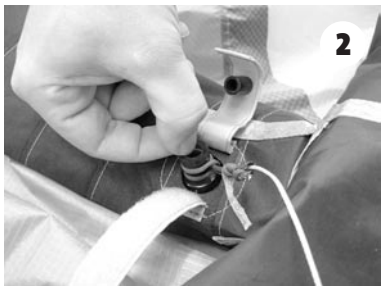
Lay the kite on its back with ribs facing up. Ensure the leading edge bladder and all ribs are deflated.

When repairing the leading edge tube, open the end flap by pulling back the Velcro from under the securing loop.

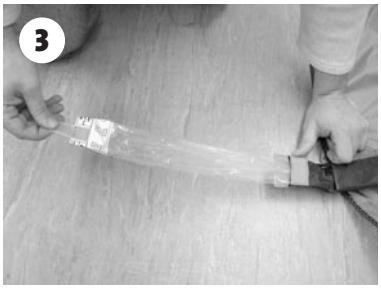
Larks-head a suitable length of line around the end of the leading edge bladder. Push both the centre valve and the wingtip deflation valve into the tube. Remove the bladder via the Velcro opening near the centre of the leading edge tube.

REMOVAL OF RIB BLADDER

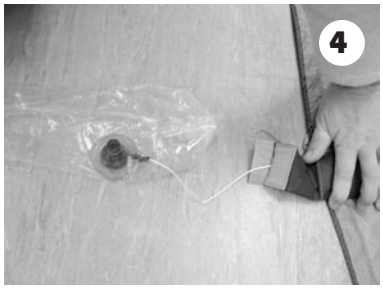
When repairing a rib bladder, open the end flap by pulling back the Velcro from under the securing loop.



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 (PART 2)

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.

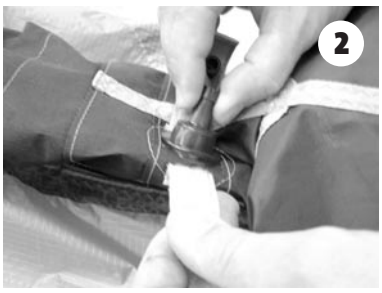
Peel the backing off the repair patch and press it evenly onto the bladder to cover the hole.

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.

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.

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.



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.

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.

CARE AND MAINTENANCE

With proper care and maintenance your Strike kite will last for a long time.

KITE SAIL REPAIR

Your Strike comes with 2 sheets of self-adhesive repair material in the main colours of the sail. This repair material is intended for use on the sail only and it is not recommended for repairs to the inflatable structure (leading edge tube and ribs) of your Strike. With this material you can perform the following repairs:

Permanent repairs of small rips and tears no longer than 15 cm (6 inches)

Temporary repairs to larger rips. These will need to be repaired properly by an Authorised Repair Centre as soon as possible. If left for long periods, the temporary patch may become difficult to remove and affect the quality of the final repair.

How to use your repair material:

- Make sure that the area to be repaired is completely dry and clean.
- Cut a suitable patch out of the repair material that overlaps the rip or tear by at least 25mm (1“) in all directions.
- Apply the material to the sail. Once happy with the positioning, rub down firmly.
- If the repair is in a ‘high-stress’ area, apply a patch to both sides.
- The adhesive will cure fully over time. Leave larger repairs for 24 hrs before use.

LEADING EDGE TUBE AND RIB REPAIR

Repairs to the inflatable structure (leading edge tube and ribs) of your Strike and complicated sail repairs should only be performed by Flexifoil International or an Authorised Repair Centre.

Any other attempts to repair your kite will invalidate any warranty claim.

Contact your local dealer or check **www.flexifoil.com** for details of your nearest repair centre.

CARE AND MAINTENANCE (PART 2)

KITE CARE

Never store your kite wet. Failure to dry the kite after use or cleaning can cause the colour from the materials to bleed. This is not covered under the warranty.

Always check your kite for wear and damage every time before using it, and repair accordingly.

Keep your kite away from sharp rocks and other objects that could puncture or tear the material.

Keep your kite out of direct sunlight when not in use. Direct sunlight can cause the pressure in the tubes to increase and the bladders to burst.

Always deflate the bladders if the kite is to be left unattended or stored for any length of time.

To carry your Strike kite while inflated, turn the kite on its back so that the ribs face upwards. Hold the leading edge tube at the centre of the kite and ensure that the ends of the ribs do not drag on the ground.

When storing your kite with your bladders inflated, it is normal for bladders to loose some pressure - top up with air before use.

CLEANING YOUR EQUIPMENT

Should your Strike sail become very dirty, you can clean it by using warm water with a mild detergent (like washing up liquid) and a soft sponge. Be sure to close the valves to ensure water and dirt does not enter the bladders.

Never use abrasive materials to clean your kite as this may result in damage to your sail.

Always dry the kite thoroughly before packing and storing it for prolonged periods.

It is recommended the you wash your bar and lines after use.

MAINTAINING YOUR PUMP

Taking care of your pump will increase its service life.

Avoid sand and water entering the pump as this will reduce its effectiveness and can cause damage.

If the pump becomes less efficient it may need cleaning.

We hope you have a great and safe kiteboarding experience.

For further updates and information on Flexifoil products, please visit **www.flexifoil.com**

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 their factory but overseas customers should contact their local distributor for assistance. Please visit **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**

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.

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