

MANUAL 2006



Using a kite involves risks and can cause severe injuries.
Before use, carefully read this manual.

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Thank you for choosing F.one, since the very beginnings of Kiteboarding we have strived to bring you the ultimate products to enhance your ride. All we do is Kiteboarding.

F O C U S

Here is a glossary of your equipment for you to get acquainted with most technical terms used in this manual.

Your kite

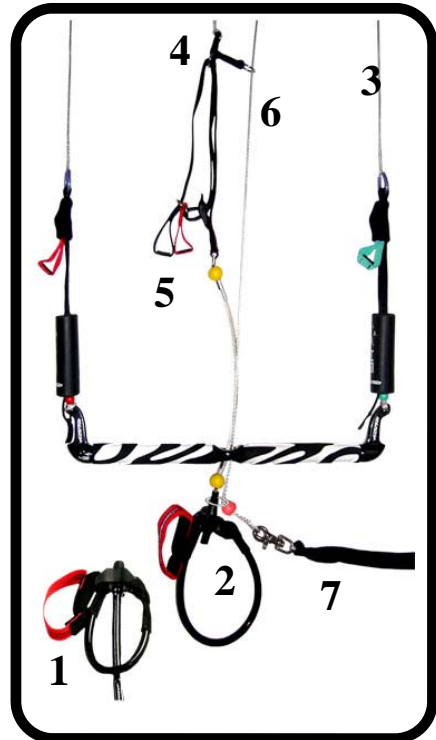
1. Leading edge
2. Struts
3. Wingtips
4. Trailing edge
5. Front lines connectors
6. Back lines connectors
7. 5th lines bridle



Your bar

We spend a lot of time making sure the entire set up could be personalized: the chicken loop release is mounted on the UPS and can be placed on either the left or the right side. We also provide this set up with two lengths of chicken loops: one standard and one long for unhooked tricks.

1. Releasable small chicken loop with finger enabling the rider not to get unhooked while riding. Can be unscrewed by the rider if unhooked riding is sought after.
2. Releasable small chicken loop to ride unhooked.
3. Back leader lines with adjustment strap.
4. Front leader lines with adjustment knots.
5. Power adjustment strap.
6. 5th line.
7. Kite leash.



Accessories

- 1 Pump high output
- 2 Extensible kite bag
- 3 Patch repair kit for bladders



S A F E T Y

Before use, carefully read this manual

Assumption of risk:

Using a kite involves certain inherent risks and hazards, and can cause severe injuries, damage or death to the user and or third parties. The user of any F.one product assumes and accepts any and all risks related to Kiteboarding. If you are Kiteboarding you freely agree to take full responsibility for the safety of yourself and others, including informing subsequent users and owners of the assumption of risk. Risks inherent to Kiteboarding can be greatly reduced by practicing common sense and it is strongly advised first time kiteboarders acquire training at an accredited Kiteboarding school. To locate the school nearest you please log on to www.f-onekites.com in the school / dealers area of the site.

Here are some safety tips to know and to follow:

Safety equipment, (helmet, life vest, etc...) contributes to your safety, yet caution remains the best safety device of them all. Keep in mind that no one controls the wind, so always be aware of the weather. Learn to look around to choose a safe path, and to pin point struggling kiteboarders or other hazards.

Rule n°1: Your safety

- Do not ever tie yourself to the kite in a permanent manner, or any heavy or fixed object. You should always be in a position to let go of the kite rapidly in a case of an emergency (tangled lines, wind too strong, injury...). To achieve that, regularly check all components, ensure the quick release is not worn out, regularly rinse your material. But keep in mind that every quick release safety system should work in combination with a leash, which allows you to keep your kite attached to you. This leash should also be releasable in case of an emergency. Every F-one bar is equipped with the ACTIVE5 system security which allows you to cancel the power of your kite quickly with minimal effort.
- Do not try to grab a kite by its lines. Under tension they can be as lethal as a razor blade.
- This kite is not a flying device (paraglide) or floatation device and should not be used as such.
- Do not go sailing alone and try to ask local kiteboarders about hazards at new areas.

Rule n°2: Get set up

The helmet

It is strongly recommended to protect you against your board in case of a fall, and in other unexpected conditions such as hard landing and bad take off.

The wetsuit

Choose a full-length wetsuit or a shorty according to the water temperature. Please note that if you are cold, you'll use more of your energy.

The life vest

The life vest can help you during your waterstarts and while re-launching the kite. You will be glad to wear it during your first jumps to cushion some hard landings. It also will be a good companion if you get stranded and have to swim back to shore.

The harness

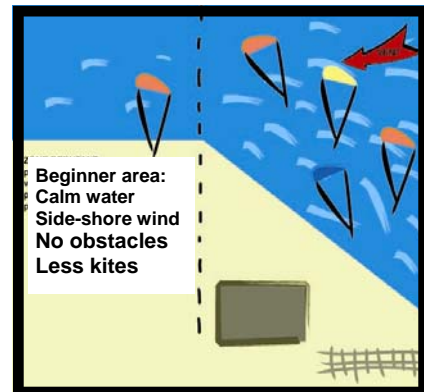
The harness should be comfortable and of strong manufacture. It is the link between you and your kite. Seat harness or waist harness, can both be used. Seat harnesses are more appropriate for beginners. Beginners tend to spend more time with the kite at the zenith (directly above the head) and in that position the seat harness does not move upward as much as the waist harness. Some accessories to accompany your harness: a back handle to help others hold you down in case of gusty winds, a line cutter, a double loop to tie down your leash, kite or board.

SAFETY

Rule n° 3: Choose your practice spot

Choose your spot according to your level:

The choice of a good spot is a prerogative for a safe learning. The best spot is not necessary the spot where you find the most kites. If you just started or if you do not control your kite properly, the best spot is the least crowded one. The water and wind conditions also vary, advance kitesurfers often look for strong wind and good waves where beginners should be looking for calm waters and softer winds. When first starting out it is recommended to look for a place with fairly shallow waters.



Choose an obstacle free area:

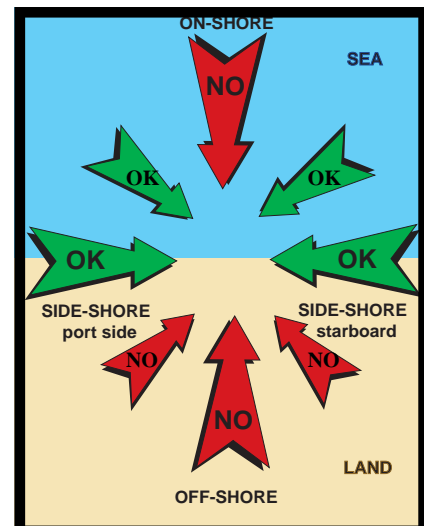
Check that the space on your sides and under your wind is free of obstacle: no houses, no trees, no cars or jetties. Under no circumstances should you be riding near electrical posts and wires, or near an airfield or even near a harbor.

Wind direction:

Never ride in strong offshore wind. The wind can die at any moment or a line can break. In offshore wind it is harder to swim back to shore, the wind and the current pushing away from the beach.

It is not recommended to ride when the wind is on-shore especially for beginners as the wind pushes directly onto the beach. This will make your learning harder: you will not be able to do good runs and go up wind, and you will end up on the sand very quickly. This will also be more risky the slightest gust could send you onto the sand and your kite may fall violently onto the sand.

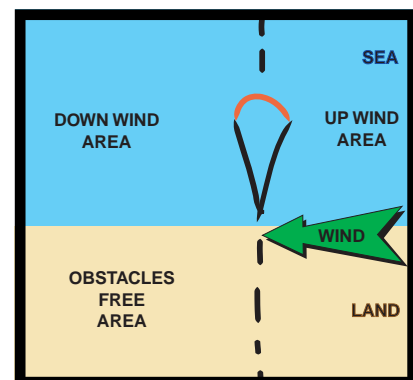
Therefore always ride while the wind is side or side-on, you in terms will be able to go downwind while keeping a safe position in case of an emergency.



The area down the wind:

Be cautious and check that there are no obstacles going down wind. You should always consider room for error. Keep in mind that the risk is to go down wind, beginner or not. You are not free from breaking a line, losing your board, or breaking your harness... therefore the beach down the wind should always be accessible. Think that you may have to walk back alongside the beach (check that there are no rocks, cliffs, fences, or jetties blocking your way).

If you are just starting out or if you cannot entirely control your kite, be careful as to where you stand on the spot: if the spot is big enough, it is better to stand upwind from other kites to avoid crossing your lines with theirs. It is less tricky for you and them, this will allow you to concentrate on your flying and less on others.



S A F E T Y

Rule n°4: Check the weather conditions

Check with the local weather forecast, (radio, web, harbor crew).

How strong are the winds and from which direction? You must know how the speed of the wind and the direction are going to evolve during the day.

You should not ride during stormy weather, the kite may attract lightning!

Also check on the tides schedules and the areas for rip currents.

Rule n°5: Respect and help out others

Put away your material

Be careful not to unwind your lines on top of others'. The same applies when you put down your kite, be careful not to do it on top of someone's line. This can become hazardous if he or she re-launches his or her kite without noticing your lines. If you leave your kite on the beach, to get some rest or just waiting for better conditions, think of rolling up your lines on your bar to clear up the spot.

Avoid the kite at the zenith

Avoid if possible staying with the kite at the zenith while you are still on the ground, better to take it down in order to get some rest. This could be hazardous for you and the others: you are not safe from a sudden lack of wind or a strong gust that could take you down. On the ground or the beach, falls are harder and they hurt.

Your kite at the zenith can also disturb the others from landing and launching their kites.

Help out others

Always keep an eye on your surroundings, and pay attention to others. Do not hesitate to help out others launching and landing their kites, or going after a struggling kitesurfer.

Respect the priority on the water

When two kitesurfers are passing each other, the one closer to the wind origin should raise his kite and the kite surfer under the wind should lower his kite to avoid a tangling of the lines.

When two kitesurfers are facing each other, the kite surfer riding with the wind coming from starboard (right hand forward) according to the path followed has the priority over the kite surfer who's wind comes from port side (left hand forward). The kitesurfer riding starboard should maintain his or her trajectory and the one riding port side should move further down the wind in order not to cross their paths.

Rule n°6: Learn to use your safety systems

Do not fly your kite without a proper safety system allowing you to instantly kill the power of the kite and without a safety leash connecting you to the kite once you have killed the power, this leash should also be releasable in case of an emergency. Frequently check the wear and tear of your safety systems.

Do not wait for trouble to learn how to operate your safety systems. Chose a wide open area to practice your release of the kite.

WIND RANGE

The wind range and the size of your kite are spamped on the kite and on the bag. The wind ranges are expressed in knots and the sizes in actual square meters.

WIND RANGE	6	7	8	9	11	13
IMPACT	30 and +	25-39	20-35	16-29	12-24	10-20

This wind range is given to you as an indication for a rider weighting 75 kilos. Wind range varies according to each rider. It depends on:

- The rider's level: the more you progress the more you will be able to use the kite in the upper wind range.
- The rider's weight: the bigger you are the more you will be able to use the kite in the upper wind range.
- The board's volume: the more volume your board has the more you will be able to use the kite in the lower wind range.

When you get to the spot, measure up the wind speed. Take your time to figure out the conditions, don't make any mistake, one minute is not enough, you need to control that the wind is steady free of gusts. Check out the other kites, their sizes, that will give you some indications on the conditions. If you hesitate between two kite sizes always take the smaller one, you will have more fun riding underpowered rather than overpowered.

If you cannot walk backward alone with the kite in the air, that means that you are overpowered. Land your kite.

Bft	Km/h	Knots	Description
0	<1	<1	Calm, smoke raises vertically.
1	1-5	1-3	Light air.
2	6-11	4-6	Gentle breeze.
3	12-19	7-10	Flags extended, good wind for beginners.
4	20-28	11-16	First white caps appear; make your first runs.
5	29-38	17-21	Trees begin to sway, attempt your first jumps.
6	39-49	22-27	Sand blows on the beach,
7	50-61	28-33	The white caps are all over, reserved to advanced riders.
8	62-74	34-40	Resistance felt in walking against wind.
9	75-88	41-47	Watch the power of nature.
10+	>89	>48	Stay home!

This table is only to be used for guidance. You should also take into account the wind density. Watch out also for unstable wind.

YOUR BAR

Lines extension : (option)

The F-one kites feature lines of 20m for kite sizes below 6sqm, 7sqm, 8sqm and 9sqm and lines of 22m for kite sizes below 11sqm and 13sqm.

Add the 2 meters extensions in the lower wind range to gain in power and in hang-time.

Remove the 2 meters extensions in the upper wind range to tame the power and gain in steering and speed.

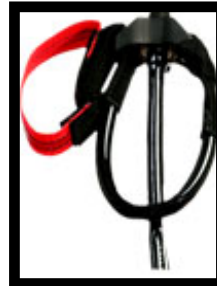
Small loop

The bar comes standard with the big chicken loop.

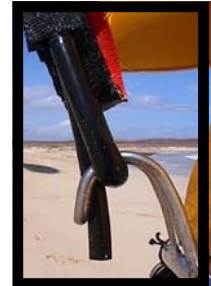
If you do not feel like riding unhooked and in order not to get unintentionally unhooked, you need to install the small chicken loop provided with the bar.

Remove the big loop and replace it by the small loop.

Screw the finger provided with the small loop. (1) Place the finger in the harness buckle while you are riding to prevent from being unhooked. (2)



1



2

Big loop

Warning, do not add a finger to your harness buckle when using the big loop.(3) If you activate the quick release, the red handle might get stuck in the harness buckle because of it. (4)



3



4

Kite leash

Never launch your kite without being connected to the kite by the leash.

You need to connect your kite leash to the loop under the red ball.(5 and 6) Connect the other end of the leash to your harness, at the provided area, usually using a built in ring located either on the right or the left.(7)

Your leash has a quick release activated by the pulling on the red handle allowing you to completely get disconnected from the kite in case of extreme danger. Warning, doing so the kite, the bar and lines could hurt some one located under your wind.



5



6



7

SETTING UP YOUR KITE

Inflate your kite

Unroll your kite and position it so that one of its wing tips is located upwind from the other. Place some sand on the upwind wing tip of the kite.

Before using the pump, operate it a few times to eject any sand left in the tube. This will prevent any sand from entering the kite's bladders.

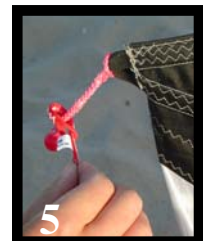
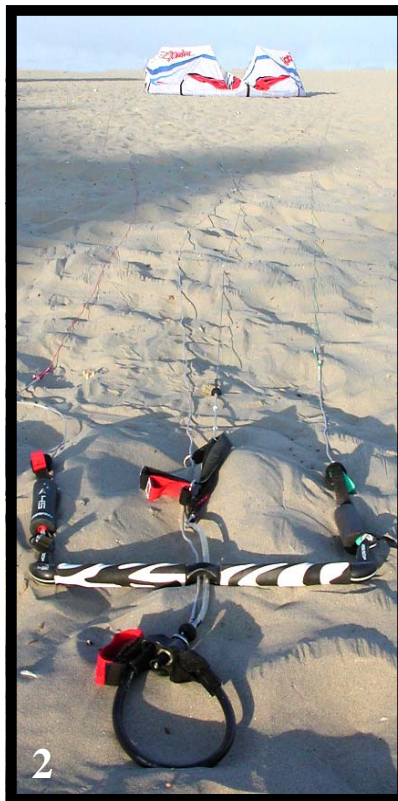
The first few times you inflate your kite, pump the air into each bladder until it is halfway full and « massage » it in order to correctly position the bladder inside the strut. Finish the inflation until the bladder is firm and full. Center struts are equipped with ball stoppers and side struts are equipped with stop valves, thus no need to pinch the valves. Careful, do not try to push the valve inside as you would do with an inflatable toy.

Inflate the leading edge bladder last. Remove the sand from the kite and stand with your back facing the wind, attach your pump to your kite with a larks head knot using the connector next to the leading edge valve. Pump until it's firm and wrinkle-free. Make sure the deflation valve is properly closed and sealed off with the Velcro cover.

Place your kite on its leading edge with the struts pointing downwind and secure it putting sand on it.(1)

Connect your lines to your kite

Untangle your lines and put your bar down, with the F-one logo facing up. (2) Untangle the 5th line and place it underneath the front lines. Connect the 5th line to the bridle. (3) Connect the front lines to the gray front connectors of the kite. You need to do a lark heads knot with the connectors on the kite. (4) Connect your back lines, green on green, red on red.(5) The front and back lines should not cross each other's.(6)



TUNING UP YOUR KITE

Principles of 4 lines tuning:

In theory, to tune your kite you have to adjust the length of your center and outer lines. Shortening your center lines (black tips) reduces the power generated by your kite, shortening the outer lines (green and red tips) increases the power generated by your kite

Caution: these tuning techniques have limits – excessively shortening your centre lines will render your kite hard to steer, and over-shortening your outer lines will overpower your kite and ultimately make it fly backwards.

In practice, to reduce the power generated by your kite whilst sailing: push your bar away from you whilst hooked into the depower loop or pull on your power adjustment strap. On land, select a knot on the center leader line closer your strap.

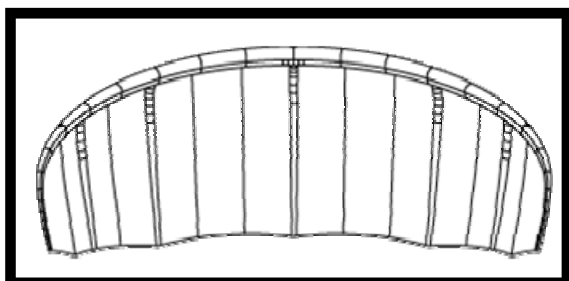
To increase the power generated by your kite whilst sailing: pull your bar towards you whilst hooked into the depower loop or loose off your power adjustment strap. On land, select a knot on the center leader line further your strap.

On land, before sailing, use the knots on the center leader line :

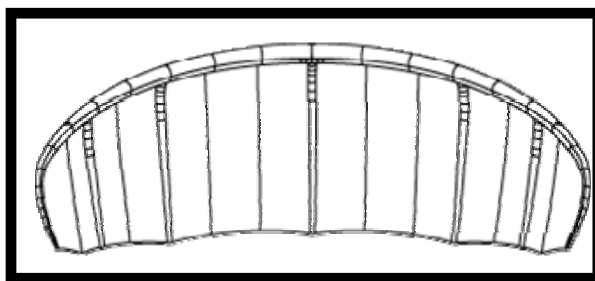
To find the best tuning try different knots on the center leader line. Begin by the middle knot and play with your adjustment strap while riding. If you feel better with the adjustment strap pulled, select a knot closer to your bar and release your strap. You must reserved the full adjustment capacity of this strap in case a sudden increase in wind requires you to reduce power.



Check your kite is correctly tuned: **with your kite above you at the zenith, hooked into both loops, the kite wingtips should appear slightly open (see pictures below).**



Your kite is correctly tuned.



Your kite is too open: shorten your centre lines.

TUNING UP YOUR KITE

Use the depower system and the adjustment strap :

- Get in the habit of regularly adjusting your strap to complement the depower system – you should be able to sail comfortably with your bar in the middle of its depower range.
- You should never sail with your arms fully extended, as you would have no further depowering ability in a gust. In this scenario you should pull on the centre line adjustment strap.
- You should never sail with the bar pulled all the way towards you, as you will lose control and power. In this scenario, if you want more power, simply release the strap.
- Caution: in some cases even the adjustment strap will not allow you to depower sufficiently – in this scenario you should land the kite and use the knots on the center leader line of the front lines.

Riding with the active5

You can reduce the power of your kite momentarily. To do so, grab the 5th line with your hand, the same one holding the bar. This allows you to walk safely on the beach going to the water (1). At sea this can help you retrieve your board while swimming with less power (2).



TUNING UP THE ACTIVE 5

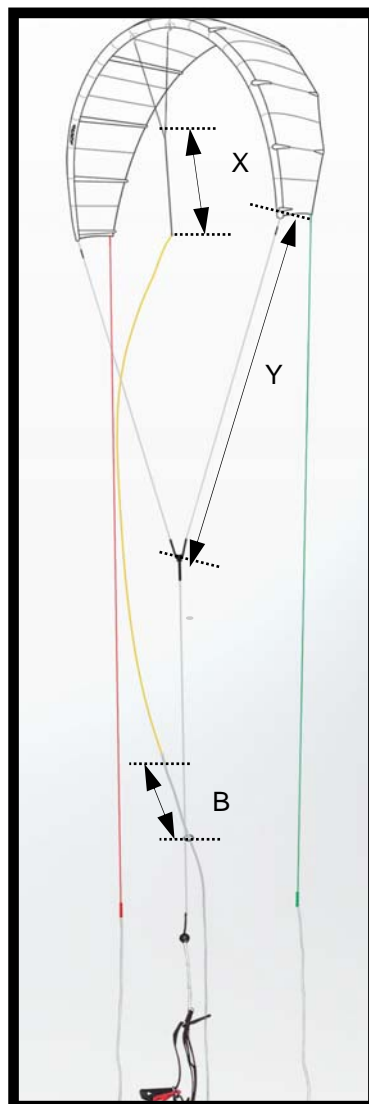
The bar is sold with the Active5 mounted and pre-adjusted. Each bar is set for a specific size and model.

With the table below you can see that the same bar can be used for sometimes more than one kite:

- You can use the same bar on your Impact 6, 7, 8, 9sqm by simply adjusting the stopper. To do that simply move the ring up or down according to B.
- You can use your Impact 11 bar on your 13 sqm.

FONE BAR FACTORY SET UP

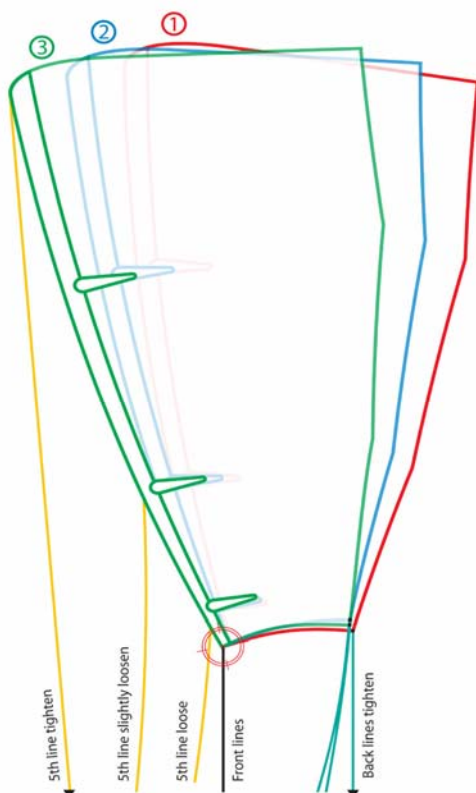
Impact	Stopper (B)	Front lines (Y) (Minimum)	Bridle(X)
6	200 cm	12 m	86 cm
7	174 cm	12 m	95 cm
8	145 cm	12 m	106 cm
9	100 cm	12 m	125 cm
11	74 cm	14 m	160 cm
13	74 cm	14 m	167 cm



TUNING UP THE ACTIVE 5

Tension on the 5th line:

The 5th line is preset “loose” to not hinder the flying of the kite. It tightens while you depower and increases the depower (see drawing). The 5th line loosens up when you power the kite. If it does not loosen up it means that you have pulled on it too much or it is too short.



INCIDENCE control with the Active 5

- ① kite powered, maximum traction the 5th line is loose.
- ② kite depowered, reduce traction the 5th line tightens.

If the 5th line is too short, the kite will depower and you will lose performance in the lower wind range of the kite.

If the 5th line is too long it will be harder to depower by pulling on it, and the risk of having your lines getting tangled will increase in riding or in case of a release.

You can adjust the length of the 5th line at the lower part of the Y. There are 3 adjustment knots +/- 10 centimeters. Factory set up is the center knot.

Ring stopper position:

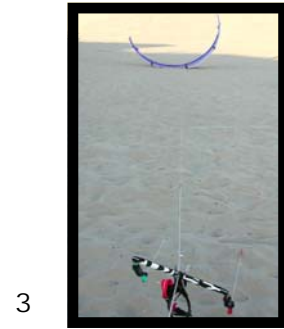
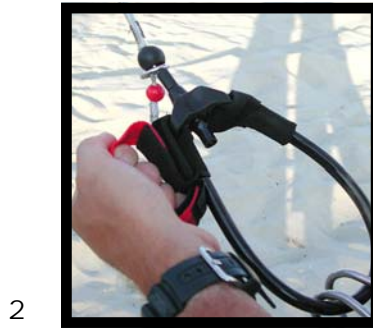
If the ring is placed too high (too far from the bar): the kite will fly inverted (leading edge facing down) without landing.

If the ring is placed too low (too close to the bar): the kite will not lose enough power and will keep on pulling you.



RELEASING YOUR ACTIVE 5

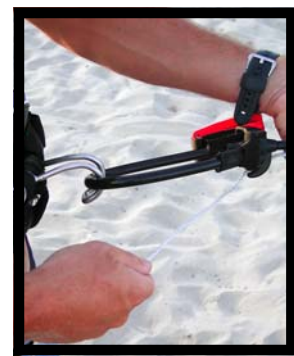
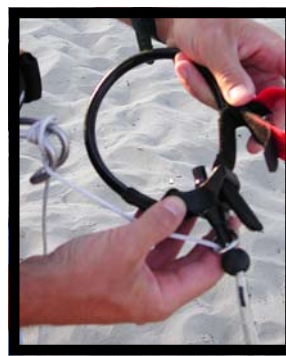
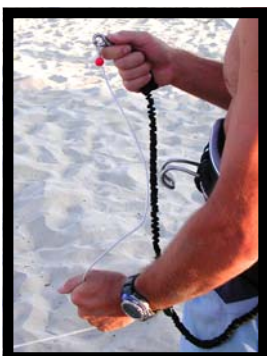
To simply kill all power from the kite or landing it on its back or wing tip (3), without any power, let go of the bar if you are unhooked (1), or active the quick release on your chicken loop.(2)



RECONNECTING YOUR ACTIVE 5

Pull on the 5th line towards you (1) until you get a hold of the bar (2). Maintain the 5th line in your hand so the kite does not regain power and hook it to your harness buckle. Be careful not to make any knot you need to always be able to rapidly let go of the 5th line. Reposition the chicken loop strap (3). Reconnect yourself to the chicken loop. Slowly let go of the 5th line making sure it is not hooked on anything. (4) You are ready to relaunch.

If you are riding unhooked and have let go of the bar simply pull on the 5th line to get your bar back.



LAUNCHING

Before launching

Make sure you don't have any lines on top of yours.

Make sure your lines are free of knots, watch out because strong winds can tangle them up in a few second.

Make sure your connectors are in good shape, on your kite and on your bar.

Check your safety systems.

Make sure your launching area is free of obstacles.

If you are concerned of being overpowered ask someone to hold you down using the handle on your harness.

Make sure your lines are free of any twist, front and 5th line. In case of twists, use the T-one to undo them.

Make sure the pin in the safety push system is well in place.

Launching

Launch your kite preferably with someone assisting you. You need to launch your kite in the edge of the wind window, meaning that the wind needs to be coming from one side, move in a way that you feel the power of your kite. Your lines need to be perpendicular to the direction of the wind.

Advise your assistant to let go of the kite only when instructed by you (for instance raise your hand).

Your assistant should hold the kite by the middle of the leading edge (near the valves). Under no circumstance should your assistant try to throw the kite (as if to get gain speed) but just let go of the kite. For your safety and the one of others choose someone competent enough to help you out in this maneuver.

Always make sure that the lines do not cross each other or that they are misplaced. For that pull your center leader line to one side to clearly disengage your front from your back lines. Even if you are sure of your set up this last check up is necessary! Once the kite is air born it is too late and the kite goes out of control perfect recipe for disaster.

The launching phase should happen in slow motion, bring your kite to the zenith slowly to avoid being carried out.

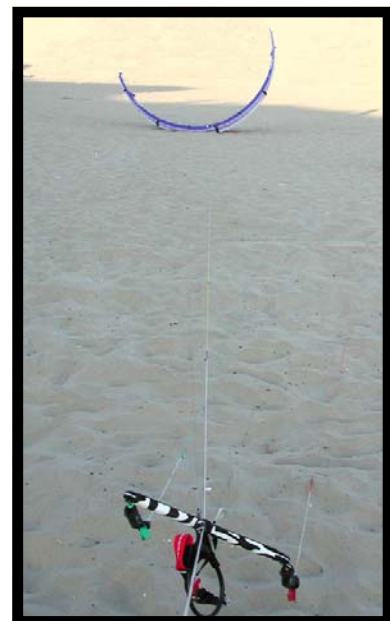
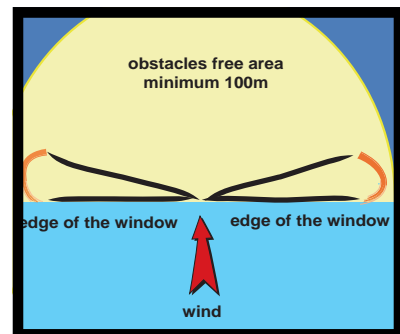
We do not recommended to launch without assistance. It is risky. The kite could take off on its own while you walk back to the bar. You will not be able to check if your lines are untangled. That is why we do not go over this maneuver in this manual.

Landing your kite with assistance

When you come back to shore, choose a clean area to land your kite. The kite lands as it takes off, at the edge of the wind window. Ask someone to catch your kite by the middle of the leading edge, never by the tip of the kite. For your safety and the one of others choose someone competent enough to help you out in this maneuver.

Landing the kite alone with the Active5

In case you wish to land your kite alone, all you need to do is activate the release system and the kite will land safely on the beach down your wind without power. Be careful to allow enough space! When the kite is on its back on the ground it pulls no more. To get your kite, do not walk towards it while holding the 5th line, the kite may relaunch inverted. It is necessary to tie the 5th line to a solid object then go get the kite safely. Do not leave the kite in this position, the leading edge of the kite rubbing on the ground may get damaged!



RELAUNCHING

Re-launching the kite.

When the kite falls face down on the leading edge, you first need to make it flip. (1)

To do this, pull on the 5th line (2) so the kite falls on its back (3). Once this is achieved, release the 5th line.

Make sure you are holding the bar the right way. Pull on one side of the bar to make the kite come to the edge of the wind window. If necessary, you can pull on 5 feet of back line with your hand. The kite will slide onto its tip, on the side you are pulling the back line from (4).

Always maintain tension on this line. To do this you can swim on the opposite direction to speed up the process. Be careful, by pulling too much the kite will fall forward on the leading edge, to avoid that release the tension and let the kite follow its course to the edge of the window.

Once the kite reaches the edge of the wind window, you may proceed to relaunch the kite (5).

Make sure your chicken loop is not unhooked during the launch, you may get pulled hard otherwise.

Do not wait for the kite to fall in order to learn this procedure, practice a few times when you are in a safe environment.

1



2



3



4



5



6



REPAIRING

Repairing kite bladders

To repair your bladder you will need a set of flying lines and a patch repair kit (supplied with kite). Avoid repairing your kite on the beach or in windy areas. Find a clean spot out of the wind.

Lay the kite out flat with all bladders facing up and deflated.

Tie a "pull" line to the extremity of the bladder to be replaced or fixed. You'll use this line to pull the bladder back in. If you're repairing a strut bladder, the line should be tied to the base of the valve. If you're repairing a leading edge bladder, a line should be tied to each end of the bladder. The "pull" line should be longer than the bladder. Do not pull the bladder out by the "pull" line - its only use is to guide the bladder back in.

Push the air valve entirely in and for the leading edge bladder, open the zipper flap near the middle of the leading edge and pull the bladder out, first one side, then the other. For the struts, pull the bladder out from the back of its casing. When the bladder has been removed from the kite, the "pull" line should pass through the tube and extend from each end.

Inflate the bladder and wipe soapy water on it with a sponge. Holes are indicated by air bubbles. Small leaks can be hard to find. Dry and clean the bladder with a towel, circle the leak with a marker and then deflate the bladder. Using the sandpaper enclosed in the repair kit, sand down the surrounding of the hole, peel the backing off the repair patch and apply it on top of the repair area. Wait two hours before usage.

Close the valve and fold the bladder like an accordion, with the air valve lined up to the opening on the strut and insert it back. Guide the bladder in by slightly pulling in the rope. Once completely inserted, make sure that the air valve is properly exposed through the valve opening. Install the zipper back.

Inflate the bladder until it is half full with air. Check to make sure that the bladder was inserted correctly and that there are no folds in the bladder material. If you detect a crimp in the bladder or the air valve appears misaligned, stop and re-insert the bladder. Failure to correct the problem at this point can cause severe damage to the bladder when it is fully inflated. Roll the excess bladder material into the tip of the rib and reconnect the Velcro strap under the securing loop.

Repairing the kite fabric

To repair your kite fabric you have to use kite repair tape. You can find those tapes in kitesurf shops.

Before repairing the tear your kite must be rinsed and dry.

Lay your kite out on a clean and flat surface.

Cut out two sized strips of adhesive skin large enough to cover the entire tear.

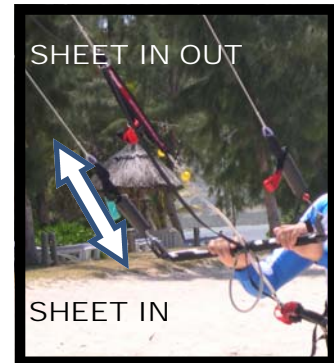
Stick one piece over the tear and rub it down in order to eliminate any air bubbles.

Stick the other piece on the other side of the material in the same way.

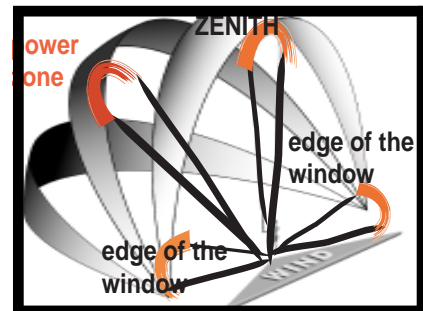
For major tears (> 10 cm) consult your dealer for a kite repair loft.

GLOSSARY

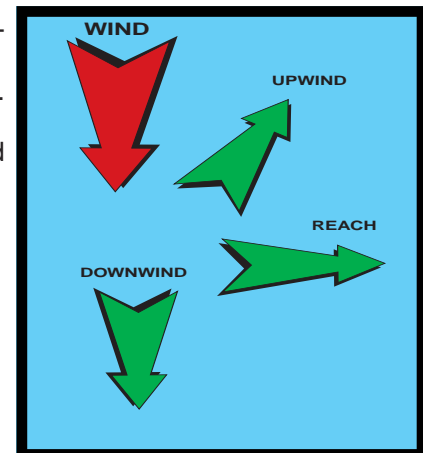
De-power: the system which allows you to control the amount of power developed by the kite, by pushing (sheet in out) or pulling (sheet in) on your control bar.



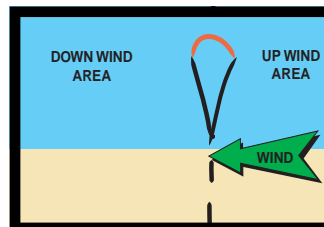
The window: is the region in which your kite can operate.
Edge of the window: the power generated is moderate.
Zenith: the kite is at the zenith when it is directly above you. It's called the neutral zone, the kite has minimum power.
Power zone: maximum power is generated when the kite is located at the centre and towards the bottom of the window.



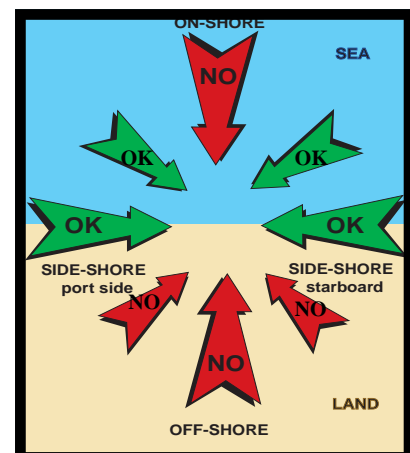
Reach: a direction of travel relative to the wind direction. Generally 90-160 degrees off the wind.
Going upwind: a direction of travel relative to the wind direction. 10-70 degrees off the wind.
Going downwind: a direction of travel relative to the wind direction. 170-190 degrees off the wind.



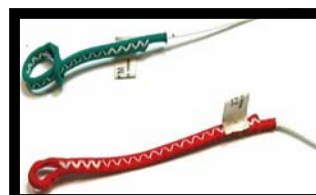
Upwind: the direction from which the wind is coming.
Downwind: the direction in which the wind is travelling.



Side ou cross shore: wind is blowing from the left or from the right, in a perpendicular direction to the shore.
Off shore : wind is blowing from the land out to sea.
On shore: wind is blowing from the water toward the land.
Starboard: wind blowing from the right.
Port side: wind blowing from the left.



Lark's Head Knot



K I T E C A R E

Packing up your kite

Deflate all the bladders. To deflate the little struts with non return valve press on the valve. Starting from one wingtip roll up your kite all the way to the middle of the leading edge, then do the same from the other wingtip. Close up the deflation valve to ensure no dirt gets inside the inner tube.

Kite care

- ☞ Rinse your kite from time to time, but do not store it in a humid place. We recommend that you rinse it and let it dry out while inflated. If you must rinse it while deflated, make sure the valves are shut.
- ☞ Do not store your kite for long periods of time inflated, difference in temperature and air pressure might damage the inner tubes.
- ☞ Do not store your kite under the sun for long periods of time, this may damage the inner tubes or fabric.
- ☞ If you are not using the kite do not let it sit on the beach, it will work as a flag and this will increase the wear and tear on the fabric. When taking a break be sure to cover each panel with sand so they don't flap around.
- ☞ Regularly rinse off your bar and lines, let them soak in a tub.
- ☞ Regularly check the wear on the connectors, kite, leader lines and lines side. At the first sign of wear, replace them. Particularly pay attention to the rubbing points especially on the larks head knots. Watch for knots on your lines, this weakens them.
- ☞ Regularly rinse off you bags and check the zippers, and make sure no salt is accumulating. If locked by salt pour boiling water on the salt to dissolve it.

P R O B L E M S a n d S O L U T I O N S

My kite flies too far over head:

Your front lines (black sleeving) are too short.

Reconnect your front lines on central leader line by reattaching the front line to a knot further from your bar.

Make sure your spot doesn't lose wind due to high cliffs or buildings.

My kite doesn't fly over head:

Your front lines (black sleeving) are too long.

Reconnect your front lines on central leader line by reattaching the front line to a knot closer to your bar.

My kite turns better to one side:

Your back or front flying lines are not the same length.

Pull hard on the shorter line by given quick and strong pulls until it extends to the correct length.

For the back lines you can also use the adjustment straps on the leader lines.

WARRANTY

F.ONE warrants this product to be free of major defects in material or workmanship to the original purchase for a period of 1 year from the date of purchase.

This warranty is subject to the following limitations:

This warranty is valid only when this product is used for normal recreation, and does not cover products used in rental or teaching operations.

F.ONE will make the final warranty decision, which may require inspection and/or photos of the equipment, which clearly show the defect(s). If necessary, this information must be sent to F.ONE distributor in your country, postage prepaid. This product can be returned only if a return authorisation number is given by the F.ONE distributor in advance. The original purchase receipt must accompany all warranty claims. The name of the retailer and date of purchase must be clear and legible.

If a product is deemed to be defective by F.ONE, the warranty covers the repairs or replacement of the defective product only. F.ONE will not be responsible for any costs, losses, or damages incurred as a result of improper use of this product.

This warranty does not cover damage caused by misuse, abuse, neglect or normal wear and tear including, but not limited to, punctures, rigging with anything other than F.ONE components, damage due to excessive sun exposure or to winds on the beach, damage caused by improper handling and storage, damage caused by use in shore break, and damage caused by anything other than defects in material and workmanship.



FOR ALL WARRANTY CLAIMS, CONTACT YOUR NEAREST RETAILER.



YOUR RETAILER

SERIAL NUMBER

Carefully write down your kite's serial number. It is located on one of the wing tips. This number will come in handy for after sales related issue and in case your kite gets stolen.



www.f-onekites.com

The new generation of Freestyle boards!

The changes in the freestyle require these days a new generation of boards. The Demon is the ideal board with which Etienne Lhote, is making his mark on the PKRA. Its scoop associated with a parabolic outline allows for an immediate planning while offering perfect control in strong wind. Wide and short it offers great pop, buoyancy and control to attempt and land the most radical tricks. You will be able to ride unhooked and feel confident to try all kinds of moves. Light, solid and reactive, its power to glide will amaze you.

CREDIT PHOTOS: GILES CHAVET



DEMON

124 125 126
124x37 125x39 126x41



ETIENNE
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