

R1_{v3}

ACCESSIBLE PERFORMANCE IS TRUE PERFORMANCE

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OZONE[®]
EST. 1998     OZONEKITES

The Speed System and Bridle lines will require maintenance just like any high performance equipment in racing sports - they must be checked after every 60 hours flying time, and maintained in the correct trim or the kite will not perform as designed. Bridle Lines that are worn or not to factory specification (+ or - 15mm) must be replaced. Speed System lines that are worn must be replaced. If the Speed System lines are not worn, but are not to factory specifications (+ or - 15mm) you must adjust back to factory spec.

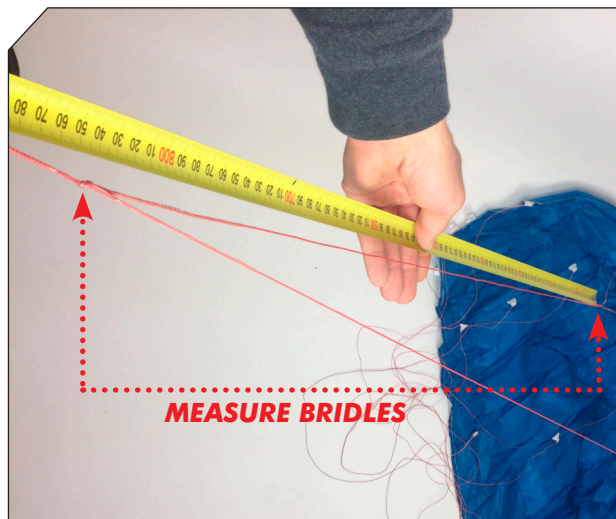
The sheathed pulley lines (PB1 & PB2) will wear over time and will need to be replaced. Make sure you check them before every session. You'll find spare pulley lines in the supplied repair kit. If the Speed System lines have shrunk or stretched drastically they might be damaged. Make sure you check every single Speed System line to their specs and if necessary replace them.

CHECKING BRIDLES FOR STRETCH, SHRINKAGE OR WEAR

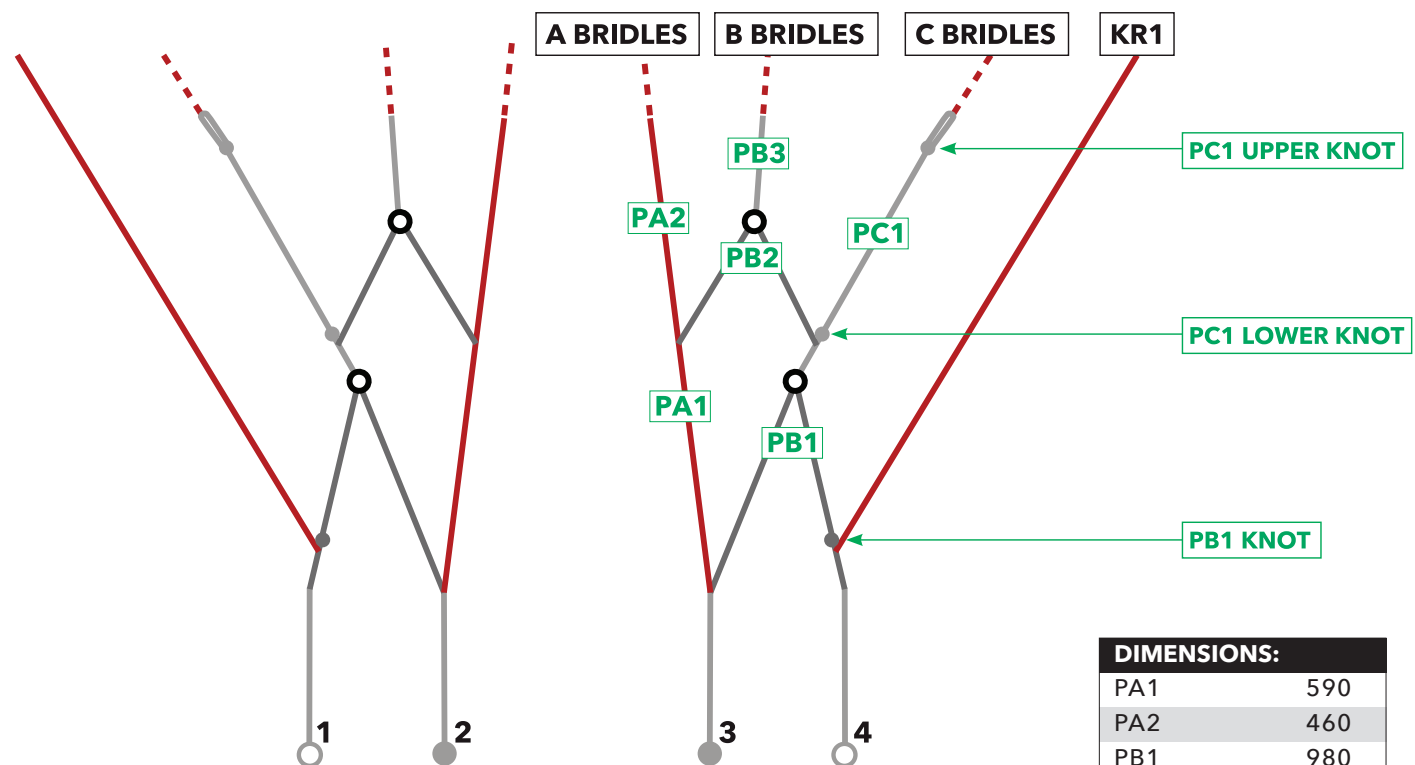
- Open your kite in a large space, big enough to spread your kite out.
- Use a tape measure to measure the bridles as in the picture.
- Print out the sheet and write down any differences.

If you require new Bridle lines please get in touch with the shop/dealer you purchased the kite from and they can order individual lines or a full set.

Included in the kite repair pack are two lengths of bridle line. These can be used to make a short term replacement bridle line.



PRO-TUNE SPEED SYSTEM



DIMENSIONS:	
PA1	590
PA2	460
PB1	980
PB2	530
PB3	200
PC1	540

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PRO-TUNE SPEED SYSTEM

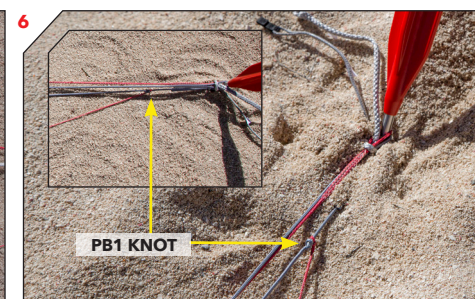
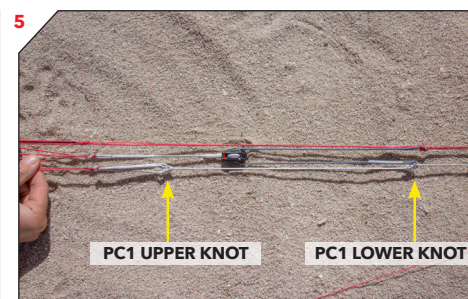
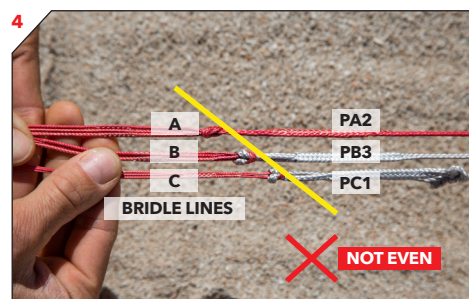
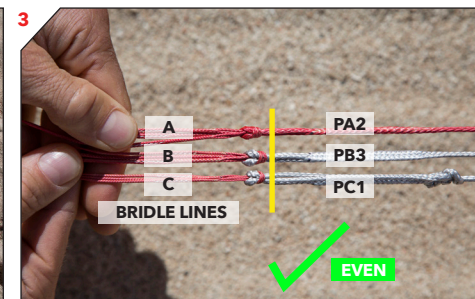
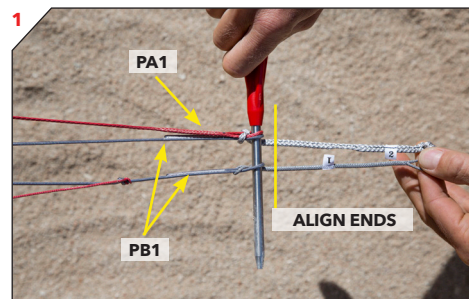
ADJUSTING THE PRO-TUNE SPEED SYSTEM

Through heavy loads, general wear and tear on lines combined with water, salt, sand and sun your Speed System lines may stretch or shrink. To keep your Speed System at the factory trim setting use the simple adjustment system.

WATCH THE VIDEO AT WWW.OZONEKITES.COM

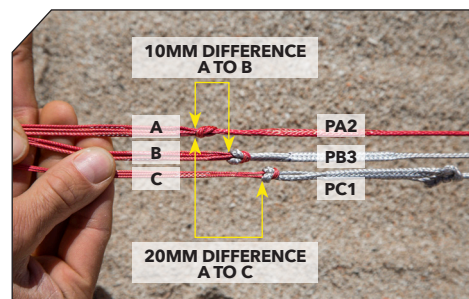
STEP-BY-STEP INSTRUCTIONS. REFER TO THE PRO-TUNE SPEED SYSTEM DIAGRAM AND PHOTOS (1-6)

- 1:** Align the Speed System lower ends - these are lines PA1 (connected to pigtails 2 or 3) and PB1 (running through the lower pulley connecting to pigtails 1/2 or 3/4).
- 2:** Ask a friend to hold the line attachment pigtails keeping the Speed System lower ends even, or use the Ground Stake (or a screw driver) through the lower ends as shown.
- 3:** Secure the Speed System ends, double check they are even.
- 4:** Apply even tension to the upper ends: PA2, PB3, PC1 (where the bridle lines attach to the Speed System).
- 5:** Use A as the base measurement. Measure the position of B and C relative to A.
- 6:** If A/B/C are even there is no adjustment required. Measurement differences around 10mm we highly recommend adjusting the Speed System back to even trim.
- 7:** Measurement differences of 15mm or more you must adjust the Speed System back to even trim or the kite will not perform as designed.
- 8:** Adjusting B: Move the PC1 LOWER KNOT (figure-of-eight knot, where the PB2 line is larks headed below) UP or DOWN. This will move the PB2 line connection point. B will get LONGER or SHORTER by half of the length you move the knot - for example if B is 10mm shorter than A, move the PB2 knot up 20mm.
- 9:** Adjusting C: Move the PC1 UPPER KNOT, UP or DOWN. This will make the loop that the C bridles are looped into BIGGER or SMALLER. C will move half the distance of what you move the knot - for example if C is 10mm shorter than A, move the PC1 knot up 20mm. Make sure to loosen and re-set the C bridle lines in the end loop after moving the knot.
- 10:** If you adjust the C, you must also adjust the PB1 knot (where the KR1 line is larks headed below) by the same amount C has moved. For example if C is 10mm shorter than A, first move PC1 knot up 20mm, and then move KR1 knot up 10mm.
- 11:** If the difference between A to B and/or A to C is more than 40mm, your Speed System lines have shrunk or stretched drastically and/or might be damaged. Make sure you check every single Speed System line to their specs and if necessary replace them.

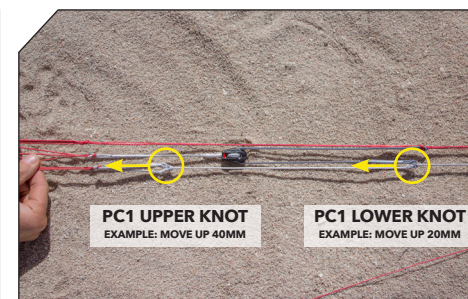


FOR EXAMPLE: B IS 10MM SHORTER THAN A, AND C IS 20MM SHORTER THAN A.

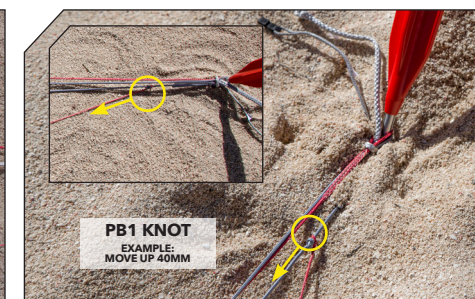
- 1:** Move the PC1 LOWER KNOT up by 20mm. This will extend the B by 10mm, back to even trim.



- 2:** Move the PC1 UPPER KNOT up by 40mm. This will extend the C by 20mm, back to even trim.



- 3:** Move the PB1 KNOT up by 20mm. This is matching the difference changed to C for the KR1 line.



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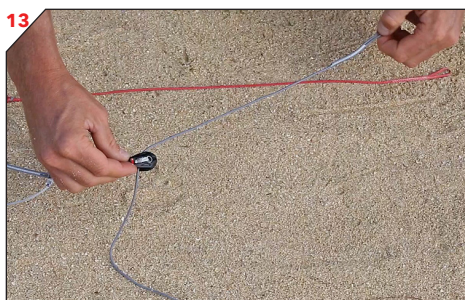
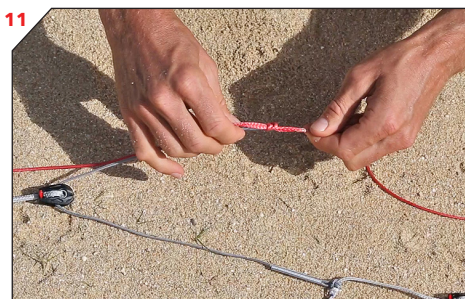
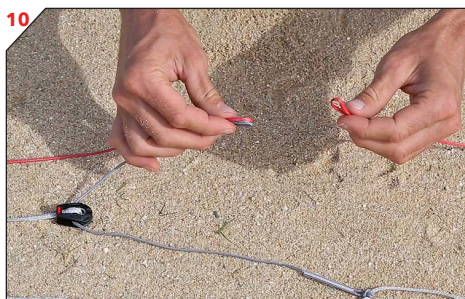
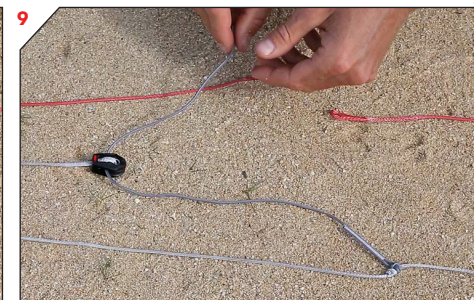
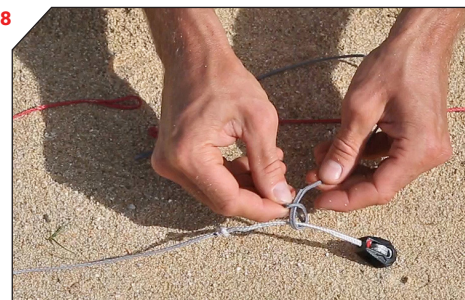
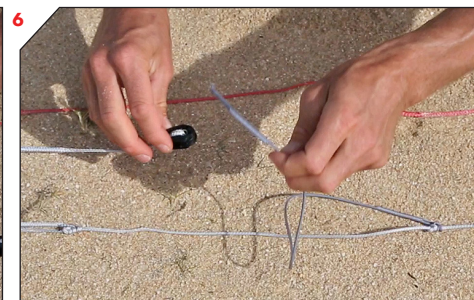
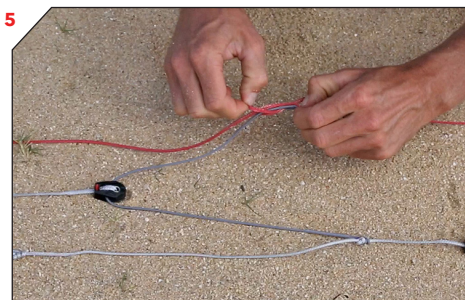
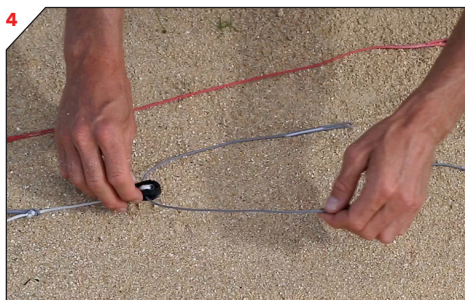
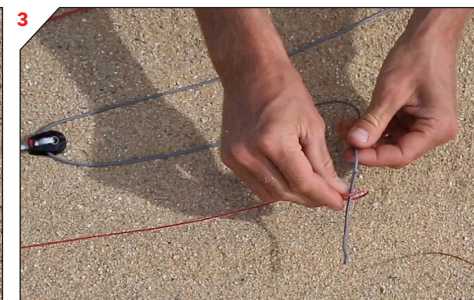
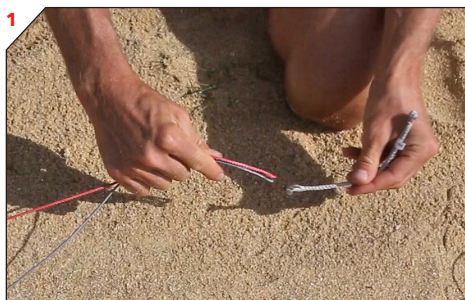
PRO-TUNE SPEED SYSTEM PULLEY LINE REPLACEMENT

The sheathed pulley lines (PB1 & PB2) will wear over time and will need to be replaced. Make sure you check them before every session. You'll find spare pulley lines in the supplied repair kit. If the Speed System lines have shrunk or stretched drastically they might be damaged. Make sure you check every single Speed System line to their specs and if necessary replace them.

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STEP-BY-STEP INSTRUCTIONS. REFER TO THE PRO-TUNE SPEED SYSTEM DIAGRAM AND PHOTOS

- 1:** Disconnect the flying lines and lay the Speed System out in an open area.
- 2:** Disconnect the front (#2 or #3) and back (#1 or #4) pigtails.
- 3:** Disconnect KR1 from PB1 (undo the KR1 larks head and slip over the end of PB1)
- 4:** Remove PB1 from the lower pulley.
- 5:** Disconnect PA1 from PA2 and PB2.
- 6:** Remove PB2 from the upper pulley.
- 7:** Disconnect PB2 from PC1 (undo the larks head and slip over the pulley).
- 8:** Take the PB2 replacement line. Attach using a larks head to PC1 (under the PC1 LOWER KNOT).
- 9:** Feed the replacement PB2 line through the upper pulley.
- 10:** Connect replacement PB2 and PA2 with PA1.
- 11:** Take the PB1 replacement line.
- 12:** Connect KR1 to the replacement PB1 (larks head under the PB1 knot).
- 13:** Feed the replacement PB1 line through the lower pulley.
- 14:** Connect PB1 and PA1 to the front line pigtail (#2 or #3).
- 15:** Connect the other end of PB1 to the back pigtail (#1 or #4).
- 16:** Repeat the same process for the other speed system side. Always check your speed system and replace lines when excessive wear shows.



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BRIDLE LINE LENGTHS

ALL MEASUREMENTS IN mm

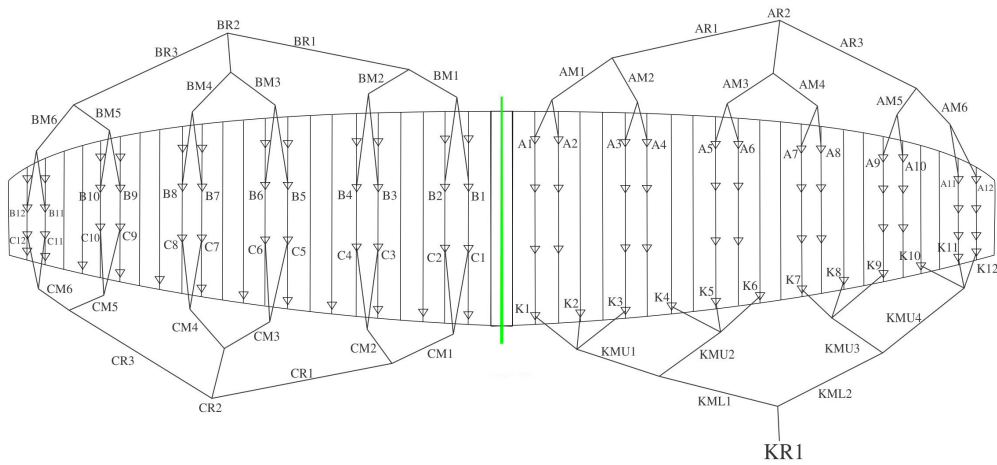
LINE	7m	9m	10m	11m	13m	15m	17m	18m	19m	21m
A1	247	275	289	299	337	378	366	409	392	458
A2	187	215	228	236	268	306	289	330	310	372
A3	198	247	259	269	306	356	327	363	347	389
A4	178	204	216	225	258	306	274	308	291	330
A5	219	220	244	253	286	332	342	372	362	432
A6	150	197	223	231	262	308	318	347	337	404
A7	179	277	286	283	312	333	354	346	376	382
A8	155	198	211	205	227	243	258	249	275	276
A9	171	205	233	239	264	288	308	319	324	326
A10	116	166	199	204	225	227	243	253	256	255
A11	179	200	249	257	285	223	230	235	244	273
A12	176	142	185	190	212	200	206	210	218	246
A13	-	830	197	199	215	270	243	261	263	294
A14	-	-	176	178	193	205	177	192	193	219
A15	-	-	-	-	-	915	940	978	1001	1067
AM1	1250	2000	2010	2100	2280	2400	2550	2600	2690	2800
AM2	1100	1800	1810	1890	2050	2150	2300	2350	2430	2550
AM3	1100	1670	1675	1750	1900	2000	2100	2150	2220	2300
AM4	900	1170	1170	1230	1340	1950	2070	2150	2185	2300
AM5	850	960	960	1000	1090	1650	1750	1800	1850	1950
AM6	650	790	1485	1550	1680	1500	1600	1650	1690	1750
AM7	-	-	1290	1350	1470	800	860	885	910	955
AR1	2800	2800	3035	3170	3440	3600	3850	3950	4065	4250
AR2	2550	2950	3220	3370	3660	3350	3550	3650	3750	3950
AR3	2350	2800	2390	2500	2720	3600	3850	3950	4060	4250
B1	212	236	248	257	291	329	313	355	336	399
B2	153	177	188	194	223	257	237	276	256	314
B3	166	209	220	228	262	308	276	310	293	332
B4	149	168	178	186	215	259	226	257	240	275
B5	190	187	208	216	246	289	297	325	314	381
B6	124	167	190	197	225	267	275	302	291	356
B7	157	249	255	251	277	295	314	305	333	337
B8	136	173	182	176	195	208	221	211	236	235
B9	159	186	210	215	237	259	277	287	291	291
B10	106	150	179	182	202	201	215	224	227	225
B11	175	194	236	243	270	203	209	213	222	250
B12	167	137	174	179	200	182	187	191	198	225
B13	-	827	194	196	211	264	237	255	257	287
B14	-	-	168	170	184	201	173	188	188	214
B15	-	-	-	-	-	911	936	973	996	1062
BM1	1250	2000	2010	2100	2280	2400	2550	2600	2690	2800
BM2	1100	1800	1810	1890	2050	2150	2300	2350	2430	2550
BM3	1100	1670	1675	1750	1900	2000	2100	2150	2220	2300
BM4	900	1170	1170	1230	1340	1950	2070	2150	2185	2300
BM5	850	960	960	1000	1090	1650	1750	1800	1850	1950
BM6	650	790	1485	1550	1680	1500	1600	1650	1690	1750
BM7	-	-	1290	1350	1470	800	860	885	910	955
BR1	2800	2800	3035	3170	3440	3600	3850	3950	4065	4250
BR2	2550	2950	3220	3370	3660	3350	3550	3650	3750	3950
BR3	2350	2800	2390	2500	2720	3600	3850	3950	4060	4250

LINE	7m	9m	10m	11m	13m	15m	17m	18m	19m	21 m
C1	272	301	315	327	367	411	400	445	428	496
C2	212	241	254	263	298	338	323	365	347	410
C3	223	274	286	298	338	390	363	399	385	428
C4	202	230	243	253	289	340	309	344	329	369
C5	244	247	271	281	317	366	378	409	400	472
C6	174	223	249	259	292	341	353	383	373	443
C7	204	305	315	313	344	368	390	384	415	422
C8	178	227	240	235	259	278	295	286	314	317
C9	197	233	262	269	296	324	346	359	365	368
C10	140	191	226	232	255	262	280	291	295	296
C11	197	228	278	287	318	254	263	269	279	310
C12	178	165	214	220	245	230	237	242	252	281
C13	-	844	219	222	240	302	277	296	299	331
C14	-	-	181	183	198	232	204	220	221	250
C15	-	-	-	-	-	928	953	991	1014	1082
CM1	1250	2000	2010	2100	2280	2400	2550	2600	2690	2800
CM2	1100	1800	1810	1890	2050	2150	2300	2350	2430	2550
CM3	1100	1670	1675	1750	1900	2000	2100	2150	2220	2300
CM4	900	1170	1170	1230	1340	1950	2070	2150	2185	2300
CM5	850	960	960	1000	1090	1650	1750	1800	1850	1950
CM6	650	790	1485	1550	1680	1500	1600	1650	1690	1750
CM7	-	-	1290	1350	1470	800	860	885	910	955
CR1	2800	2800	3035	3170	3440	3600	3850	3950	4065	4250
CR2	2550	2950	3220	3370	3660	3350	3550	3650	3750	3950
CR3	2350	2950	2390	2500	2720	3600	3850	3950	4060	4250
K1	1040	1226	1225	1254	1359	1379	1479	1499	1626	1601
K2	843	1038	1035	1049	1140	1143	1226	1241	1364	1321
K3	711	900	895	898	981	975	1044	1058	1173	1123
K4	782	969	967	970	1065	1062	1128	1143	1262	1195
K5	637	826	828	818	906	893	943	957	1071	993
K6	605	762	772	757	845	837	877	897	996	934
K7	728	910	945	930	1033	1021	1049	1069	1189	1138
K8	594	739	782	751	845	832	841	859	973	910
K9	542	647	698	663	754	756	758	781	877	828
K10	579	783	787	752	849	878	888	959	1019	998
K11	532	680	704	661	756	795	795	870	918	903
K12	532	657	700	662	759	813	816	892	926	931
K13	-	671	273	223	290	525	498	573	589	593
K14	-	-	280	234	302	454	417	495	501	510
K15	-	-	-	-	-	460	427	502	505	520
KML1	1000	1270	1270	1330	1440	1520	1600	1650	1700	1800
KML2	800	970	970	1020	1110	1170	1250	1300	1320	1400
KML3	-	-	-	-	-	2200	2350	2400	2480	2600
KMU1	1100	1170	1170	1230	1330	1410	1500	1550	1584	1650
KMU2	900	970	970	1020	1100	1170	1250	1300	1320	1400
KMU3	800	970	970	1020	1100	1170	1250	1300	1320	1400
KMU4	680	720	780	820	890	940	1000	1000	1050	1100
KMU5	-	-	1170	1220	1320	-	-	-	-	-
KR1	2320	2570	2880	3000	3160	3355	3505	3575	3558	3805

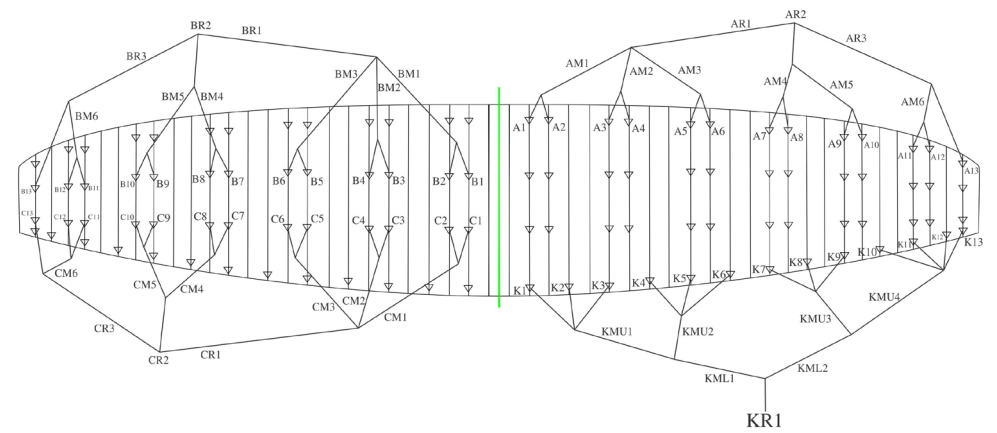
R1_{v3}

RIGGING DIAGRAM

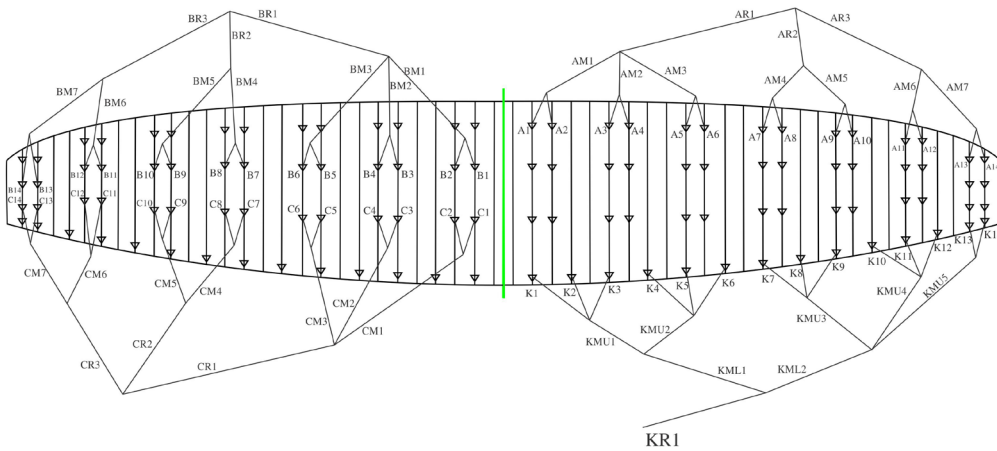
R1 V3 - 7M RIGGING DIAGRAM



R1 V3 - 9M RIGGING DIAGRAM



R1 V3 - 10M/11M/13M RIGGING DIAGRAM



R1 V3 - 15M/17M/18M /19M/21M RIGGING DIAGRAM

