

FONE

BEFORE USE,
CAREFULLY READ
THIS MANUAL

USING A KITE INVOLVES
RISKS AND CAN CAUSE
SEVERE INJURIES.



MANUAL KITE O4

Your kite

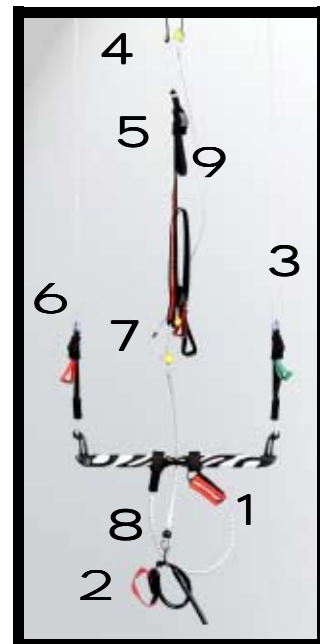
Your kite

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



Your Bar

1. Harness line with quick release
2. Depower loop with quick release
3. Back leader lines
4. Front leader lines
5. Front lines adjustment strap
6. Back lines adjustment strap
7. Power adjustment strap
8. Front lines anti-twist Wichard swivell.
9. **Leash Free Safety System**, kills the power by pushing on the bar.



Lines

1. Back Flying Lines Set: one line with red tips and one line with green tips
2. Front Flying Lines Set: 2 lines with black tips.

Accessories

3. Pump high output
4. Extensible kite bag
5. Patch repair kit for bladders



SAFETY

Before use, carefully read this manual;

Using a kite involves risks and can cause severe injuries. That is why it is strongly advised to follow a proper training in an accredited school before your first use.

Here are some safety tips to know and to follow:

The 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 kite at 100%. Learn, to look around, to pin point the struggling kitesurfers, and to choose a safe spot.

Rule n°1: Your safety

- Do not ever tight yourself to the kite in a permanent manner without an emergency quick release device, 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 your material, insure 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 Leash Free Safety System.
- 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.

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 keep you from flying out of control 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:

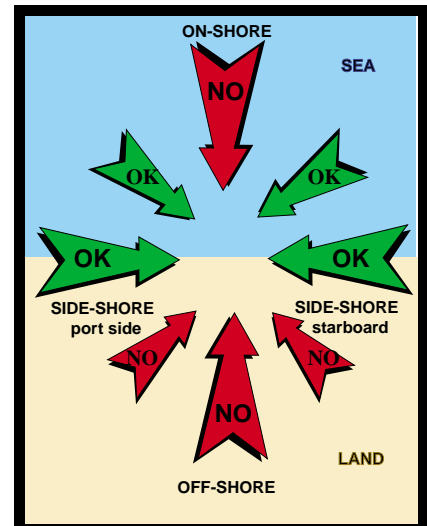
Check that the space on your sides and under your wind is free of obstacle: no houses, no trees, no cars or jetties. Under no circumstances should you be riding near electrical posts and wires, or near an airfield or even near a harbor.

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.

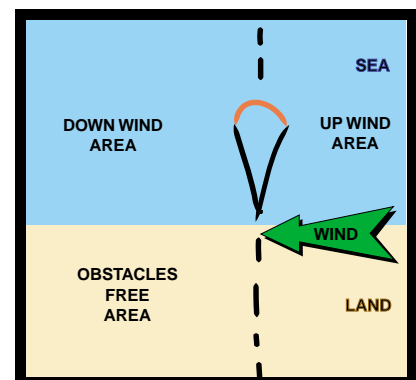
Therefore always ride while the wind is side or side-on, you in terms will be able to go downwind while keeping a safe position in case of an emergency.



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.



SAFETY

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.

Carefully read the instruction notice provide with your F-one bar.

WIND RANGE

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

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.

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.(1)

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. Close the cap on the air valve as fast as possible by pinching the base of the valve to prevent air from escaping. The little struts have non-return valves so you don't have to pinch them. Do not try to push the air valve into the bladder like you would on a beach ball.

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 (2) . Pump until it's firm and wrinkle-free. Make sure the deflation valve is properly closed and sealed off with the Velcro cover. (3)

Place your kite near your tips lines. Place your kite on its leading edge with the struts pointing downwind and secure it putting sand on it.(4)

Connect your lines to your kite

Unroll your lines walking backward against the wind and put down your bar up side down. Untangle your black sleeving lines and connect them to the kite's front wing tips (gray connectors) (5). Untangle your back lines red and green sleeving and connect them to the kite's back wing tips. Green on green and red on red. (6).

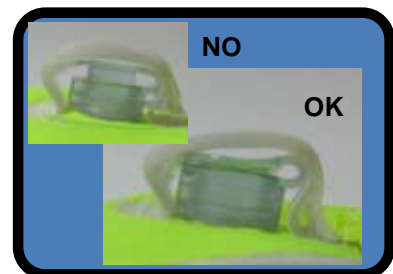
Your front and back lines should not cross.



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TUNE 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, pull on your front lines adjustment 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, loose off your front lines adjustment strap.

On land, before sailing, use your front lines adjustment strap:

To find the best tuning play on the front lines adjustment strap.

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).**

Reserve the full adjustment capacity of the power strap in case a sudden increase in wind requires you to reduce the power whilst sailing.



Your kite is correctly tuned.



Your kite is too open: pull on your strap.

TUNE YOUR KITE

Whilst sailing, 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.
- In very light winds it is often best to hook in to both loops and therefore not use the depower capability, instead flying your kite aggressively using the full height of the wind window in order to generate power.
- 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 your front lines adjustment strap.



Use your line extensions:

The F.one Kites are equipped with 24m lines for the kites under 16sqm and 27m lines for 16 and 20sqm kites, plus 3 meters extensions for all sizes.

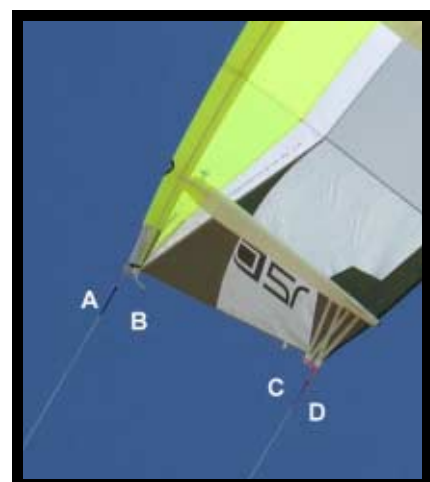
- Add the 3 meter extensions in the lower wind range (underpower) = you gain, in power, in hang time, you lose in steering.
- Remove the extension in the higher wind range (overpower) and surf = you lose power and gain in steering.

Warning: always connect the line extensions on the kite side of your lines. If you connect the extensions on the bar side, the LFSS will not work.

Setup your kite connectors :

The Mach3 are equipped with 2 back connectors (C, D):
C = - steering, D = + steering

The Dream are equipped with 2 front connectors (A, B)
A = - power, B = + power



LAUNCHING

Before launching

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

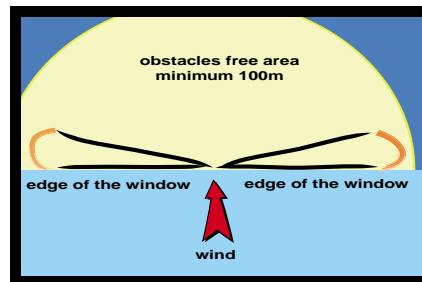
Make sure your lines are free of knots, watch out because strong winds can tangle them up in a few second.

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.



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 bout 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 recommend 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.

RELAUNCHING

Re-launching the kite

If your kite falls on the leading edge, you need to flip it around (1).

To achieve that quickly swim toward the kite it will fall on its back (2). While doing so think of not pulling on the bar but rather push it toward the kite. To accentuate this maneuver you can give a quick pull on the bar just before starting to swim toward the kite.

Make sure that your bar is right side up. Once the kite has flipped over, pull on one side of the bar to bring the kite to the edge of the wind window. You will therefore tighten the lower line and loosen the upper one. The kite will slide on its wingtip towards the side where you pull the line (3). Maintain the tension on the lower line, to achieve this and speed up the re-launching swim away from the kite. Once the kite reaches the edge of the window it stops, you may then re-launch the kite by pulling on the upper line.

Be careful pulling to soon will result in the kite falling on the leading edge again. If it is the case release the tension in the lines and the kite will resume its course towards the wind window.

Make sure that you are hooked into the depower loop, otherwise during the re-launching you may get pulled away.



1



2

Swim back to shore:

If for any reason you are unable to re-launch the kite, (broken or tangled lines...) you may need to swim back to shore.

Start by rolling up your lines. To prevent the kite from launching on its own roll up one line for about four rotation around the bar then all the other lines.

Once you have reached the kite, deflate the leading edge making sure you close the valve back up to prevent water from entering the bladder. Roll up your kite and use for example your harness to maintain it tight.

All you have to do is swim back to shore.



3

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.

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 or pulling on your control bar.

The window: is the region in which your kite can operate.

Edge of the window: the power generated is moderate.

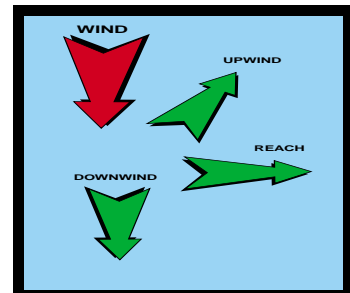
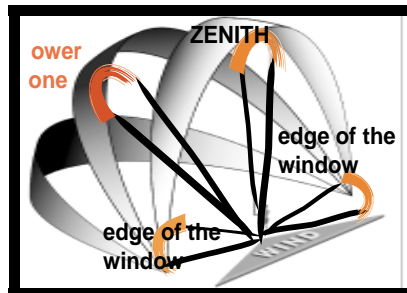
Zenith: the kite is at the zenith when it is directly above you. It's called the neutral zone, the kite has minimum power.

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.



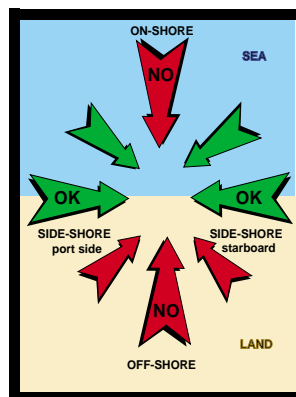
Side ou cross shore: wind is blowing from the left or from the right, in a perpendicular direction to the shore.

Off shore : wind is blowing from the land out to sea.

On shore: wind is blowing from the water toward the land.

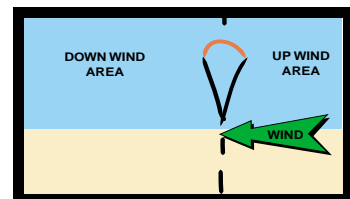
Starboard: wind blowing from the right.

Port side: wind blowing from the left.



Upwind: the direction from which the wind is coming.

Downwind: the direction in which the wind is travelling.



Lark's Head Knot



PROBLEMS and SOLUTIONS

My kite flies too far over head:

Your front lines (black sleeving) are too short.
Loose off your front lines adjustment strap.
Make sure your spot doesn't loose wind du to high cliffs or buildings.

My kite doesn't fly over head:

Your front lines (black sleeving) are too long.
Pull on your front lines adjustment strap.

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 lenght.
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.

SUMMARY



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The logo for F.ONE, featuring the brand name in a stylized, italicized, white font with a black outline, set against a black background.

F.ONE

A white rectangular box with rounded corners and a black border, intended for the user to write the name of their retailer.

Your retailer

A white rectangular box with rounded corners and a black border, containing the heading 'SERIAL NUMBER' and a paragraph of instructions.

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.

The website address 'www.f-onekites.com' in a white, lowercase, sans-serif font, centered on a black background.

www.f-onekites.com

F.ONE, Centre Commercial Le Solis, Bureaux Elytis, Av de la Mer, 34970 Lattes