

# ***SPORT KITE INSTRUCTIONS***

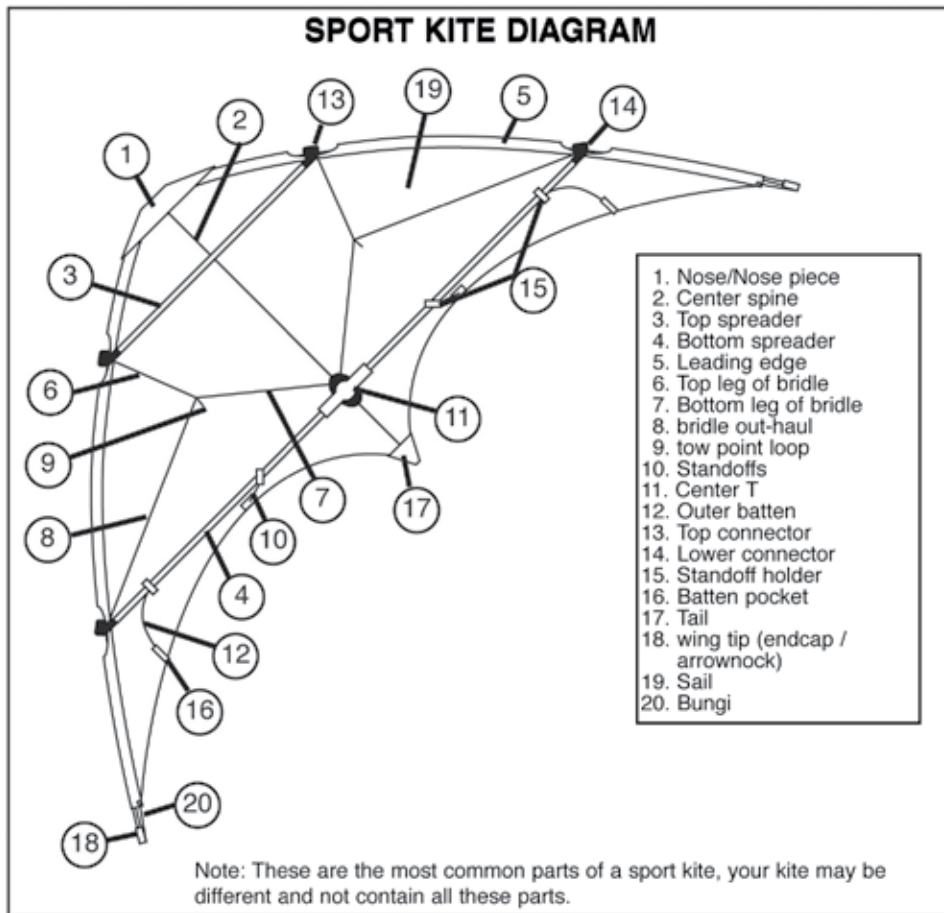


***PREMIER KITES***  
www.premierkites.com

Congratulations on your purchase of this Premier Sport Kite! We are privileged to have the product development expertise of Jon Trennepohl and Wayne Brunjes, sport kite designers and masters class fliers. Be sure to read these instructions carefully and enjoy your Premier kite for years to come.

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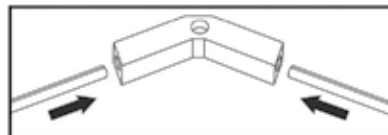


### SPORT KITE ASSEMBLY

1. Remove all contents from kite bag. If your kite has been shipped to you and it may be necessary to pre-assembled the leading edge spars that have been separated for shipping. The lower leading edge should slide over the upper leading edge ferrule. The top and bottom connectors are made of vinyl and should also slide down to the vinyl stops glued on the leading edge tubes.



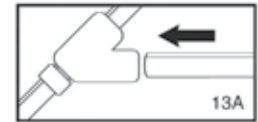
If your kite has a hard plastic nose piece, you will need to insert the leading edge tubes into each side of the nose piece. Making sure that the tubes have been inserted all the way, approximately one inch.



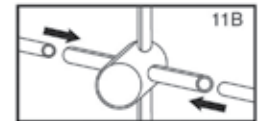
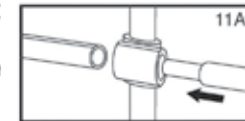
2. The wing tip end caps should then stretch over the bottom of the lower leading edge tubes and/or the bungi should slide underneath the arrownock depending on which your kite has. (see fig. 18A and 20A)



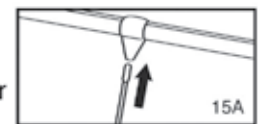
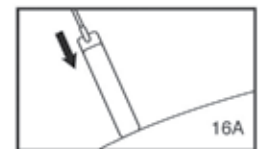
3. Insert the top spreader, the shorter tube, into the top two connectors. the top spreader will fit into the connectors tightly so care should be taken when inserting or removing this tube. (see fig. 13A)  
If your kite has a hard plastic nose piece you will not have a top spreader and can skip this step.



4. Insert the lower spreaders into the lower two connectors. The bridle lines should always be over the spreader and come from the center T. Depending on what type of center T your kite has you will either: Insert the lower spreader with the ferrule first and the other lower spreader should slide onto that ferrule at the center T, (see fig. 11A) or insert the lower spreaders into each of the open ends of the center T, (see fig. 11B) or your bottom spreader may be one piece and already in place. If your kite has a one piece bottom spreader you will only need to rotate it 90 degrees into place. Please note that the tubes or ferrule will fit in the center T tightly so care should be taken when inserting or removing these tubes. NOTE: If you have tubes with plugged ends, it is these ends that should be inserted into the center T.



5. You will note that there is a set of standoffs attached to the kite and depending on your model of kite, a set of battens. Insert the standoffs into the standoff holders on the lower spreaders. (see fig. 15A) Please note outer battens may be in the fold of the Nose material, out towards the leading edge of the kite. Insert battens in the outside batten pockets on the kite and then into the holder on the lower spreader. (see fig. 16A) Adjust the standoff holders so that the standoffs are perpendicular to the lower spreaders. Never fly with out these in place. If your kite has removable outer battens store them in the nose material when done flying.



6. Make sure that all tubes are fully inserted into the connectors. Also check that the bridle lines are over the spreaders, properly tighten around the leading edges and the spine by the center T.

7. Your kite may have what is called a leech line that runs through the sewn hem along the bottom edge of the sail and attaches to the wing tips. The purpose of this line is to keep the kite quiet. The line wraps around the endnock

and has the bungi secured over it with a vinyl cap. If your kite becomes noisy the tension of this line can be adjusted by removing the vinyl cap and carefully unwrapping the line. Adjust the tension then secure the line again. Be careful not to over tighten the leech line as it will pull the wing tips in too far and change the flight characteristics. The line should just be snug only.

8. Your kite may have also have a weight pocket sewn into the tail of the kite. Weight is added to increase the trick capability. To use this pocket, undo the velcro at the tail. It is designed to hold up to 4 quarters, (30gms). Insert your weights into the pocket and resecure the velcro.

## BRIDLE ADJUSTMENT

Your bridle has been factory set and marked for your convenience. If the tow point loop has shifted it can be corrected. To make changes, pull top leg and bottom leg to open the larks head knot. Slide the tow point above or below the mark. For less pull and more height, move the tow point towards the nose. This is good for faster climbing in light winds. For more pull and fast turns, move tow point towards the tail. Make small changes, 1/8" makes a big difference in flying performance.

## PREPARING YOUR FLYING LINES

If your kite comes with plastic handles:

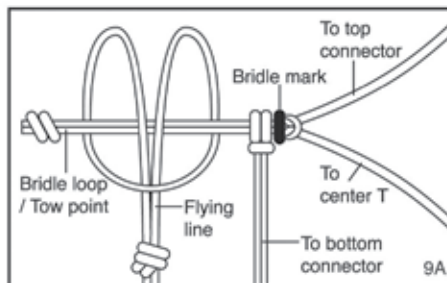
Make sure your lines are fully unwound and most important, equal in length before attempting to launch your kite. If one line is longer than the other, simply wrap the excess line around the plastic "T" knob on the center of the handle.

If your kite comes with a winder and straps:

You have a high performance spectra line set. Check to be sure that the lines are equal lengths and sleeved on both ends. Let out all of your line before attempting to launch your kite. If at anytime the spectra lines don't appear equal in length, an adjustment should be made. Untie the sleeving loop knots on one end of the longer line and slide the sleeving down the line until it is adjacent to the other and then re-tie the loop. Be careful not to pull the sleeve off the spectra. Cut off any excess line. Larks head knots, (see fig. 9A), are used to connect the line to both the bridle tow point loop and flying straps for easy connection and removal.

## CONNECTING FLIGHT LINES

Your kite is now fully assembled and ready to fly. All you need to do is attach your flying lines and wrist straps. Attach fly lines using a larks head or cinch type knot. (see fig. 9A)

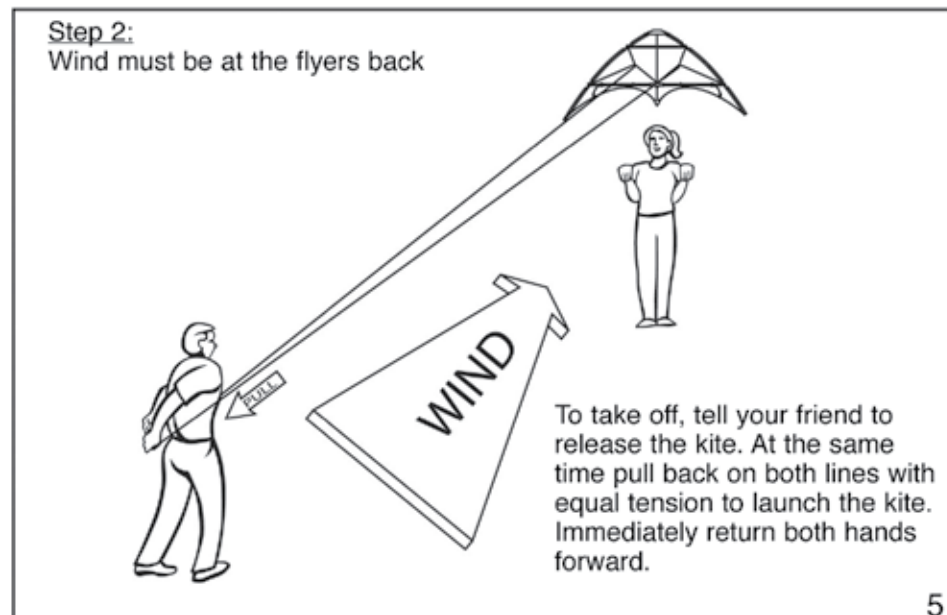
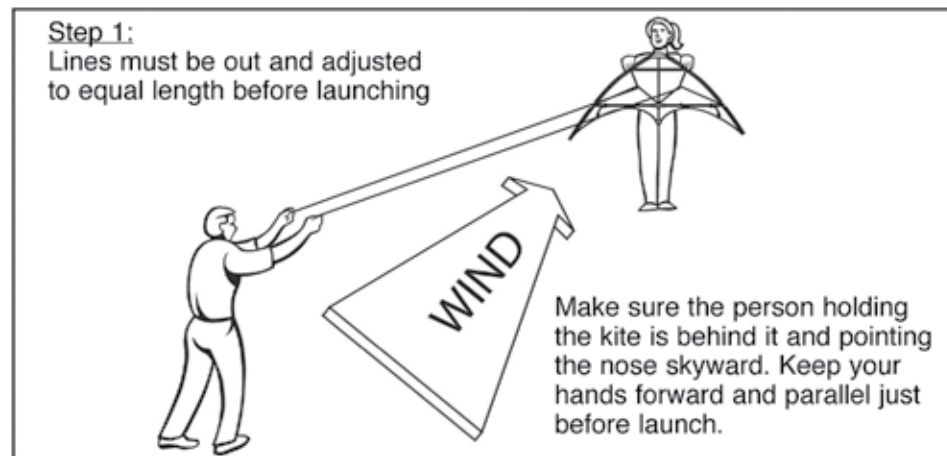


## LEARNING TO FLY

Solo Launching:

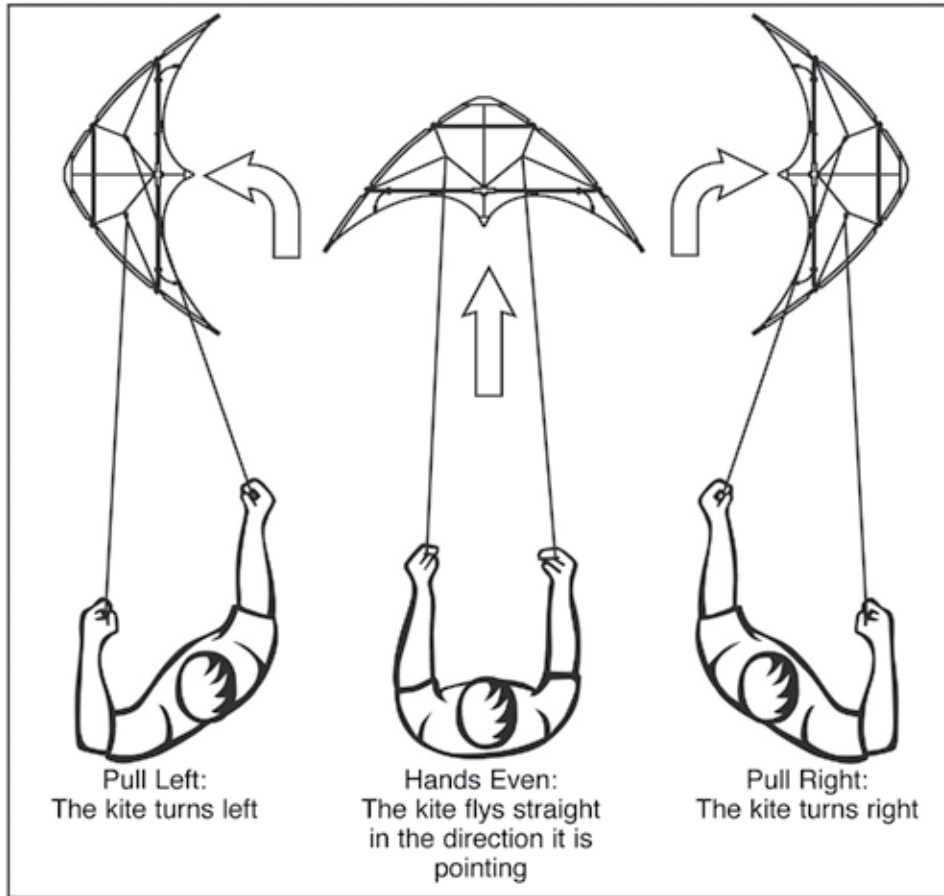
With first flights it is easiest to have a helper toss the kite into the air. When flying alone stake your handles or straps to the ground with an old screw driver or tent stake or anything that you can push into the ground. With the lines completely unwound attach your kite. With the lines anchored and under tension, the kite will stand on its wing tips. Tilt the nose of the kite back 45 degrees so the kite doesn't accidentally self launch.

To launch the kite, pull both lines until the kite stands up straight. Then pull back both lines with equal tension and the kite will launch straight into the sky. Remember to return both hands forward.





## CONTROL

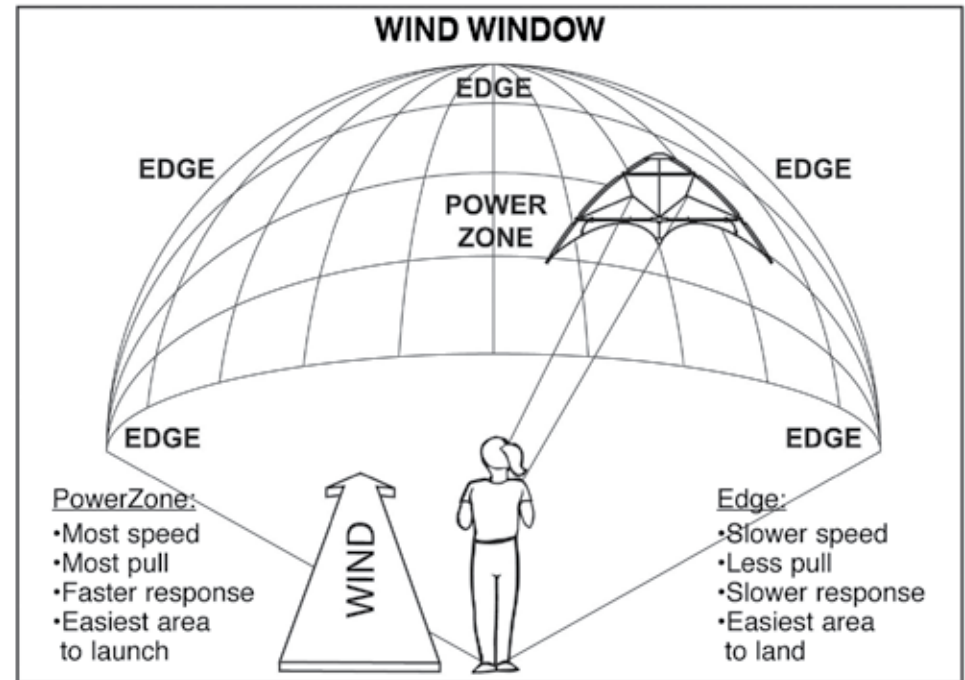


On your first launch, keep your hands next to each other and let your kite ascend as high as possible. If your kite wanders to one side, make corrections by pulling on the opposite control handle. A stunt kite turns towards the same direction it is pulled: Pull right - the kite turns right, pull left the kite turns left. As a beginner, concentrate on steering towards the sky and maintaining plenty of altitude before doing complex stunts.

The most common problem a beginner has is over controlling their kite. Only a few inches of pull is needed for maneuvering. If you continue to pull to one side, your kite will make a loop. The further you pull back the line, the tighter the loop will be. At any point in the loop or turn, you can even out your hands and the kite will continue in the direction the nose is pointing.

After doing loops, your control lines will be twisted. This may seem troublesome, but don't worry, you still have control of your kite. To untwist, simply fly loops in the opposite direction.

## WIND WINDOW



## MANEUVERING IN THE WIND WINDOW

The wind window is an area of the sky where sport kites maneuver. The window is shaped like a half dome. The size of the window changes with the wind speed. Higher winds produce larger windows. Your kite will react differently in various parts of the window. The Power Zone is where your kite will pull the most and have the most speed. This is where you will have the most success launching your kite. On the Edge the kite is angled away from the direct wind. This lowers the speed and pull of the kite and makes landings easier. The extreme edge is the point where the kite can't move forward anymore. In lighter winds your kite becomes a victim of gravity and sinks to the ground. In higher winds your kite can hover on the edge and retain its position in the sky.

## LANDINGS

You'll soon notice that as the kite flies to the edge of the window, it slows down and eventually stalls. Maneuver the kite to the outermost edge about a foot off the ground and run toward the kite while throwing your arms forward. Your lines will go slack and the kite will gently land. For an advanced maneuver, try landing your kite on its wing tips. When your kite is about a foot off the ground, rotate the nose skyward and run forward, keeping your hands in front and the line equal. The kite will lose wind and land on its wing tips. You are now ready to relaunch.

## WHERE TO FLY

Find a flying field that is large, flat and wide open. Look for areas where there are no large obstructions interrupting smooth flowing wind. Obstructions, such as trees or buildings, add turbulence and reduce wind speed near ground levels. Determine the wind's direction by throwing grass or sand into the air. The direction of the wind will determine where your flight area will be and where you will set up the kite. Winds around 8-12 M.P.H. are ideal for learning how to fly your Premier Sport Kite.

## BEAUFORT SCALE

WIND SPEED	DESCRIPTION	SPECIFICATIONS FOR USE ON LAND
0-1	Calm	Calm; smoke rises vertical.
1-3	Light air	Direction of wind shown by smoke drift, but not by wind vanes.
4-7	Light Breeze	Wind felt on face; leaves rustle; ordinary vanes moved by wind.
8-12	Gentle Breeze	Leaves and small twigs in constant motion; wind extends light flag.
13-18	Moderate Breeze	Raises dust and loose paper; small branches are moved.
19-24	Fresh Breeze	Small trees in leaf begin to sway; crested wavelets form on inland waters.
25-31	Strong Breeze	Large branches in motion; whistling heard in telegraph wires; umbrellas used with difficulty.

### THINK SAFETY!

Be sure to avoid flying near cars, people, power lines and airports. Stunt kites can move at high speeds and are capable of inflicting damage on people and property. Both the kite and lying lines represent potential hazards. The kite and line can hit or cut with high force while moving at high speeds.

Use your stunt kite with extreme care. Flying safely is your sole responsibility.

Fly Safe!