

MANUAL



f-one

www.f-onekites.com

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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, 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 MAGIC2

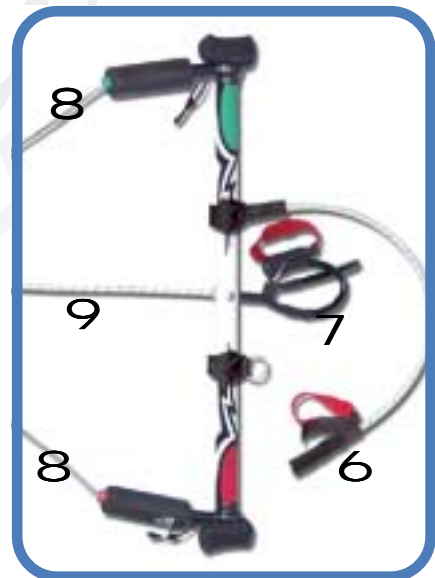
Your MAGIC2

1. Leading edge
2. Struts
3. Wingtips
4. Trailing edge
5. Connectors



Your Bar

6. Harness line with quick release
7. Depower loop with quick release
8. Back leader lines
9. Central or front leader line



Lines

10. Back Flying Lines Set
2 lines of 27m: one line with red tips and one line with green tips
11. Front Flying Lines Set
2 lines of 27m with black tips.

Accessories

12. Pump
13. Extensible kite bag
14. 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.
- 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 necessarily 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:

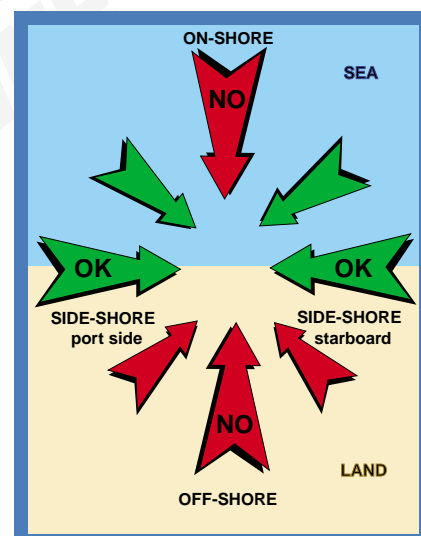
Check that the space on your sides and under your wind is free of obstacle: no houses, no trees, no cars or jetties. Under no circumstances should you be riding near electrical posts and wires, or near an airfield or even near a harbor.

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.

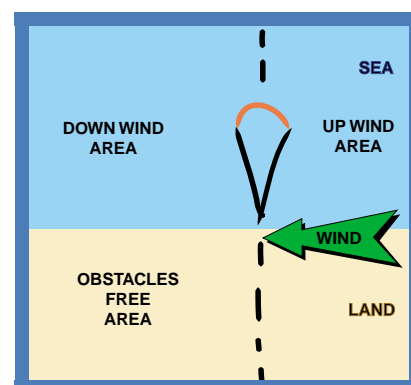
Therefore always ride while the wind is side or side-on, you in terms will be able to go downwind while keeping a safe position in case of an emergency.



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! Don't forget water is a good conductor!

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. During a gust the kite goes over your head even behind, once the gust is over the kite de-powers and drops down. If it powers back up, it is in the middle of the wind window, thus full power. You may fall along with the kite.

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 quick release.

Under no circumstance should you use your kite without safety leash or quick release. Always check their state of wear and tear.

The quick release allows you to disconnect from the kite if a problem occurs and when you cannot undo yourself from the main harness line (too much tension, ...etc). The kite will de-power and flap like a flag, it may swirl around before landing. Don't wait until you run into a problem to learn how to use the quick release. If you have never done it before don't hesitate to try it out, to do so, choose a well-deserted area.

Read carefully the specific guide fixed on your bar. F.one.

WIND RANGE

Your Magic 2 has a surface area of 12 sqm :

Its average wind range is 10 to 20 knots.

If you were used to fly a 2 lines kite and are now using a 4 lines kite for the first time, start by using it in its lower wind range, 8 to 10 knots.

This wind range is given to you as an indication for a beginner rider weighting 75 kilos riding with a TT 160 board. 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, put away your Magic2.
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 BAR

Unroll and check your lines

Unroll your lines. Before the first use it is recommended that to verify the length of your lines and to stretch them out. Attach your lines to a solid object. For instance tie a rope up to a (tree, car bumper...) and attach your back lines to the rope using the larks' head knots. Go to the other end of the lines and pull on giving little strokes line by line. Compare the length of your two back lines. If they are not of the same length, adjust the longest one by doing a knot closer to the bar on its leader line. Do the same thing for your front lines.

Verify the length of your lines after a couple of riding sessions.

Connecting the lines and safety leash to the bar

Slide in the main harness line onto the bar: pull on the handle to release the safety.

Mount in the ring and replace the handle. Slide in the other end by going thru the leader line. Tie up using the Velcro.



Attach the red tip line to the leader line located on at the red side of the bar and the green line to the green side. Use a Larks head knot.

Attach the black sleeve lines to the center leader line using the knots located above the strap. Attach both lines to the same knot using larks head knots. For your first tune up use the second knot from the strap.



Make sure that the leash safety line starter is located towards the bar. It is a connector located on one of your line. Attach your wrist safety leash on this connector using a larks head knot.



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.

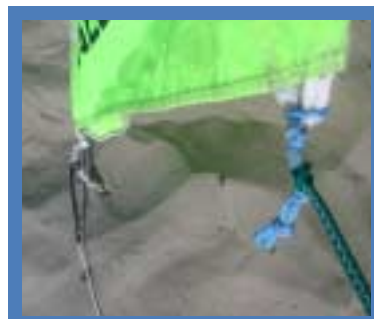
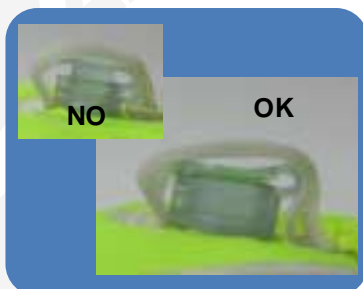
Inflate the leading edge bladder last. Inflate the leading edge bladder to the point where it starts to take its curved shape. At this point, remove the sand from the kite and stand with your back facing the wind, continue pumping until it's firm and wrinkle-free. Make sure the deflation valve is properly closed and sealed off with the Velcro cover. (2)

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.(3)

Connect your lines to your kite

Unroll your lines walking backward against the wind (4) and put down your bar up side down with the metal ring facing up, green end left and red end right. 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)

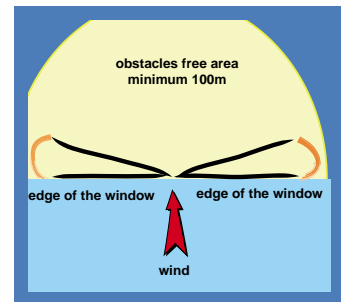
Use on each connector the middle knot (5&6).
Your front and back lines should not cross.



LAUNCHING

Before launching

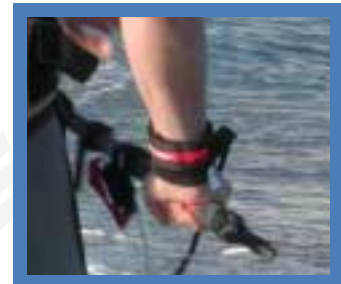
Make sure you don't have any lines on top of yours.
Make sure your lines are free of knots, watch out because strong winds can tangle them up in a few second.
Make sure your connectors are in good shape, on your kite and on your bar.
Check your safety systems.
Make sure you launching area is free of obstacles.
If you are concerned of being overpowered ask someone to hold you down using the handle on your harness.



Launching

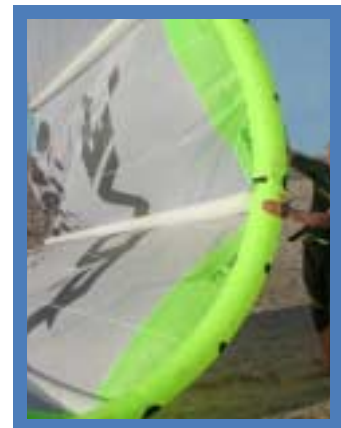
Attach your wrist safety leash. Do not attach your board leash yet, wait until you get to the water. (2)

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. (1)



Advise your assistant to let go of the kite only when instructed by you (for instance raise your hand). (4)

Your assistant should hold the kite by the middle of the leading edge (near the valves). (3) 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.



TUNE YOUR KITE

Principles of 4 lines tuning:

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.

Practice:

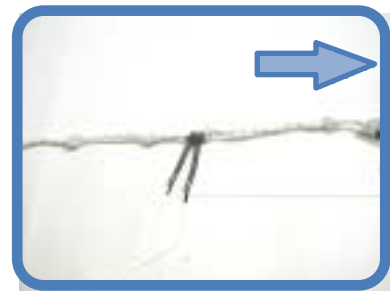
To reduce the power generated by your kite:

Whilst sailing:

- Push your bar away from you whilst hooked into the depower loop.
- Pull on your adjustment strap.

On land:

- Select a knot on the center leader line closer your strap.



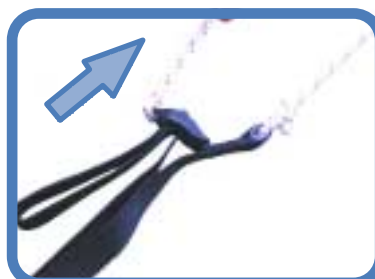
To increase the power generated by your kite:

Whilst sailing:

- Pull your bar towards you whilst hooked into the depower loop.
- Loosen off your adjustment strap.

On land:

- Select a knot on the center leader line further your strap.



TUNE YOUR KITE

on land

On land, before sailing :

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 reserve 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 your kite 4 lines locked

You can use your kite in 4 lines locked. Meaning you only use the harness line. It is for instance recommended for beginners who don't master the kite they don't have to worry about two things, the direction of the kite and the de-power quick release. To tune up your kite in 4 lines locked, you need to lower your front lines by one knot (closer to the strap) on the center leader line.

If you need to do it while sailing the kite, simply pull down the strap all the way. Just release the strap to go back to the original setting.

TUNE YOUR KITE

4 lines whilst sailing

Whilst sailing :

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. (1)



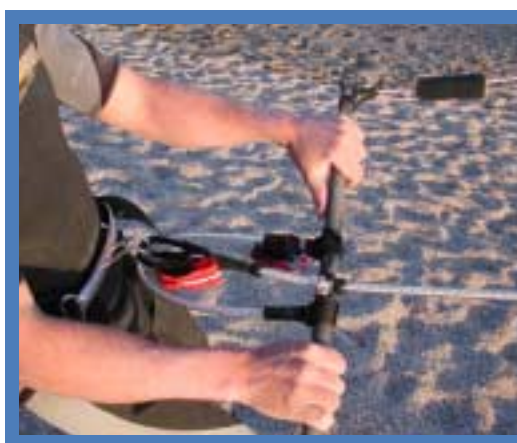
You should never sail with the bar pulled all the way towards you, as you will lose control and power. In this scenario, if you want more power, simply release the strap. (3)



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. (2)



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. (4)



Caution: in some cases even the adjustment strap will not allow you to depower sufficiently – in this scenario you should land the kite and select a centre leader line knot closer to your bar.

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 (3). 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 (4). 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 bar 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.

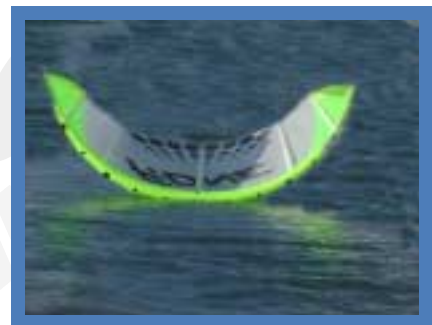
Swim back to shore:

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 rotations around the bar then all the other lines. Release yourself from the wrist safety leash only when you have reached the kite.

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 your wrist safety leash by rolling it up around the kite.

All you have to do is swim back to shore.



CARING

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.

Rolling up your lines

Pull down on the de-power quick release as much as you can, and let it hang, you should not roll it up (1). Roll up the back leader lines and the center leader line around the harness line (2). When you get to the lines roll them up around the tips of the bar doing an eight motion (3). Do not roll up the safety leash, let it hang down. Keep rolling up your lines make sure they are nice and tight. Finish up by rolling up the leash around the lines secure it all using the wrist Velcro (4).



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 tube.
- ☞ 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 Velcro 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 Velcro 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.

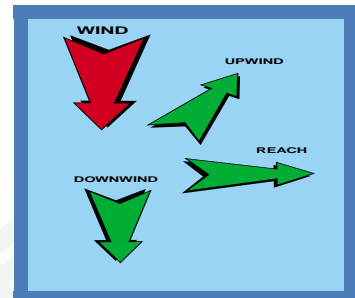
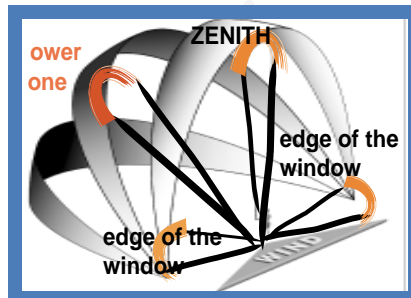
Zenith: the kite is at the zenith when it is directly above you. It's called the neutral zone, the kite has minimum power.

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.



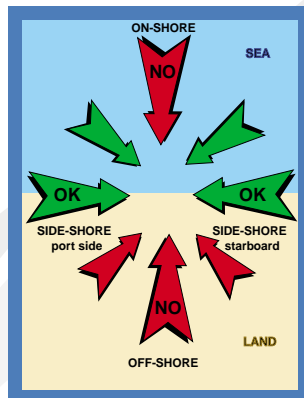
Side ou cross shore: wind is blowing from the left or from the right, in a perpendicular direction to the shore.

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

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

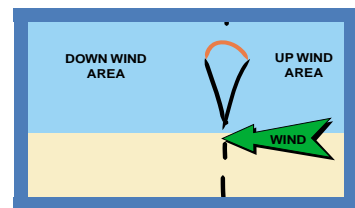
Starboard: wind blowing from the right.

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 and crashes:

Your front lines (black sleeving) are too short.

Reconnect your flying lines on central leader line by reattaching the flying lines 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 flying lines on central leader line by reattaching the flying lines 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.

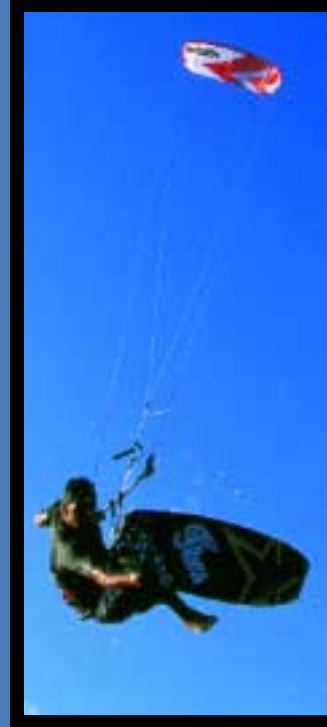
Shorten the longest flying line by attaching it to the leader line on a knot closer to the bar

Choose a DREAM !



Dream

7	25 / 37	■ Instant power
9	18 / 30	■ Smooth lift
12	12 / 24	■ Full de-power
16	8 / 18	■ Progressive handling



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