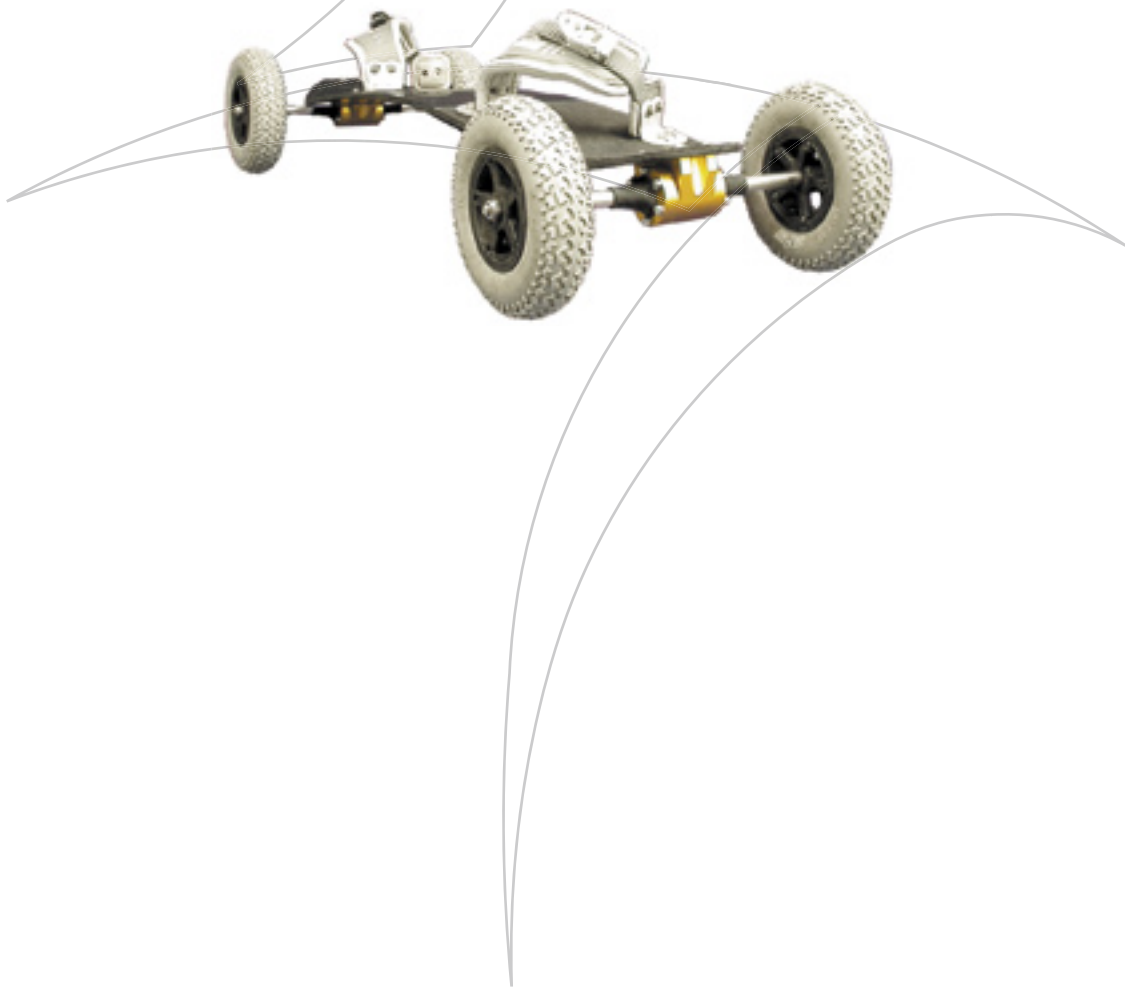


# KITEDECK

## *REFLEX PRO TEC INSTRUCTION MANUAL*

*Document Version 1.1*



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## THANK YOU:

Congratulations on receiving your new Kitedeck Reflex. Looked after properly it should offer you many years of nerve-shredding service. Please take a moment to read these instructions before riding your board. This board has been designed for use on downhill surfaces, with power kites and no other means of traction. It is not a road vehicle or a rocket ship. Ok, maybe the last one, but send us a postcard when you get there...

## ASSEMBLY:

None needed. We send your kitedeck to you complete and ready to go. If there is a problem please do not hesitate to contact us immediately.

## MAINTENANCE:

The Reflex was built to be indestructible and whilst nothing is completely unbreakable, your kitedeck is covered by a one year warranty (full details of which can be found on page 9). If you have visited the beach or got your board excessively dirty take a moment to wash it down with fresh water.

**Fittings:** Your board is fitted with stainless steel fittings so no rust or corrosion should occur. Before you set out always inspect the nuts and bolts and tighten them where appropriate as part of a general safety check.

**Hubs:** If you're jumping / making heavy landings check the hubs periodically for damage or cracks appearing (which will require the hub to be replaced).

The most common failure of wheel hubs are due to heat generated by worn out bearings. At 30 m.p.h. your average bearing spins at 1250 rpm so that's a lot of heat being generated.

**Bearings:** The main area for maintenance will be your deck's wheel bearings (which are not covered by the above warranty). If you're going to the beach make sure you liberally smear each bearing with a teflon based grease or spray (available from most bicycle or auto spare shops) which will prevent sand and salt water contamination. Failure to do so before (and after) your beach trip could result in the wheels not being able to spin freely.

**Tyres:** Check the air pressure of your wheels regularly. Inflate and deflate according to your preference. Soft tyre pressure will increase the contact area of the wheels and slow the board down. Hard tyre pressure will lessen the contact surface contact area, allowing for more skids, and faster overall speed.

**Tip:** If you find your wheels sinking into soft sand under movement let some of the air out of the tyres so as to spread your weight more evenly.



Rider: Andrew 'Woody' Goodricke  
Board: Kitedeck Pro Tec  
Kite: Ozone Frenzy 06 10m  
Photo: Becky Lippett



## SAFETY BASICS:

It's important to always act in a safe and responsible manner and give due consideration to those around you when using your board. Stupid is as stupid does. Improper use of this equipment can result in serious injury or worse.

**First Steps:** If you haven't landboarded before take a little while getting in and out of the board's bindings so as to familiarise yourself with your board. Adjust the bindings so that they hold your feet securely whilst not preventing you from being able to jump out of them easily in case of an emergency.

**Clothing:** Invest in some gloves, shatter-proof sunglasses, elbow and knee elbow pads and a crash helmet as a minimum before using your kiteboard. If you are planning to go "down-hilling" it would be advisable to purchase some extra spinal (your back) and cocix (your bum) protective armour plus some wrist guards.

**Insurance:** Always a good idea. Protect yourself and your kit. Insurance is available from the following organisations for a minimal annual fee:

Power Kite Sports Federation  
PO Box 2893,  
Dudley  
West Midlands  
DY1 3YT

## KITE LANDBOARDING:

If you do not know how to use a power kite don't get on the board until you do. Take plenty of time to learn how to fly your powerkite first and ideally get lessons from a fully qualified instructor before proceeding further. Help is available at kiteboard's range of test centres, details of which can be found at: [www.kite-deck.com/test-drives.html](http://www.kite-deck.com/test-drives.html).

**Heading out:** Ideally always go out in groups of 2 or more. That way should there be an accident you already have someone on hand to call the emergency services in the event of an accident.

If you think the wind / weather conditions are too strong or fierce for either you or your equipment *do not go out*. Always start with a small kite so as to build up your confidence and improve your skills.

**Location:** Only use open spaces or designated areas that are free from people, obstacles, and dangerous debris when using your kite landboarding equipment. Always check around you in all directions for any spectators or potential obstructions. Kite lines can cause severe cuts so make sure no-one is near them or touches them.

**Equipment:** Check regularly for signs of wear and tear and do not proceed should you find any. Always replace the damaged item before continuing.

**Harnesses:** Never attach your self permanently to your kite. If you want to use a harness make sure that your chicken loop and other safety systems are functioning properly. Harnesses are not for novices. Again, we would strongly recommend that you get help from a qualified instructor before attempting to use a harness.

**Flying:** Do not fly anywhere near to power cables, roads, airports, people, animals or during storms.



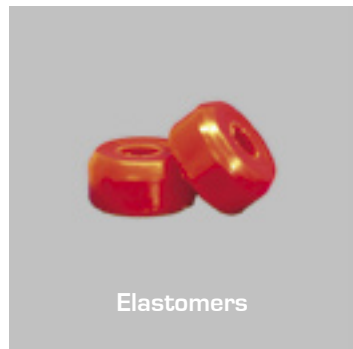
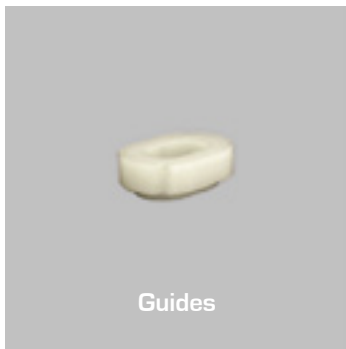
**TRUCK SETUP:**

The Kitedeck Revo truck has been repeatedly tested by some of the best pro riders around and once setup should not change or soften even under even the hardest conditions.

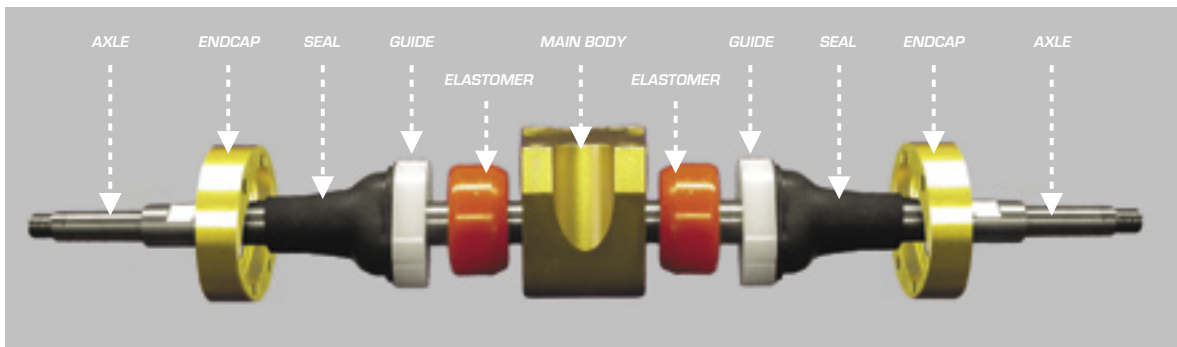
All kitedecks leave us with the trucks set to 'normal' (i.e. with no discernable heelside or toeside bias). We'd recommend that you leave the trucks in this position until you're used to the board. By all means experiment with different setups once you have thoroughly tested the basic setup. If it works for you, great, leave it that way.

**REVO TRUCK COMPONENTS:**

Revo trucks are made up of six main components:



When seen all together these components look like this:



**TAKING YOUR REVO TRUCKS APART:**

Please follow these instructions so as to ensure the safe disassembly of your Revo trucks. **Please Note:** It is vitally important that the all treads are lubricated with copperslip or equivalent lubricant.

**1:**



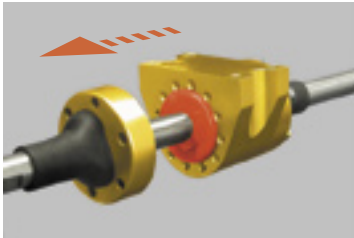
This is what your truck should look like. It would be advisable to mark a line on both the endcap and adjacent main body with a pen for easy re-assembly.

**2:**



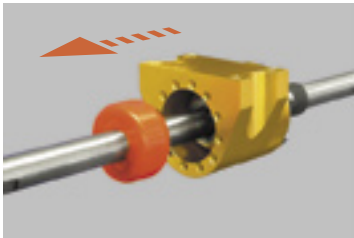
Start by unscrewing four screws from either side so that there are only two remaining, one above and below the axle. Take care to remove the each remaining bolt half a screw at a time.

**3:**



Remove the endcap in the direction shown. Tip: Mark the position of the elastomer's thick edge on the main body of the truck.

**4:**



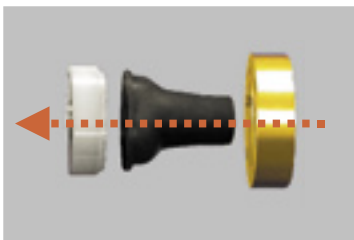
Slowly slide the elastomer and axle out.

**5:**



This is what your end cap, guide and seal will look like.

**6:**

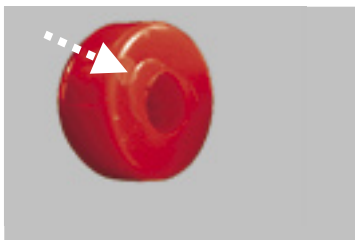


Separate the end, cap and seal in the direction shown.

## ADJUSTING YOUR REVO TRUCKS:

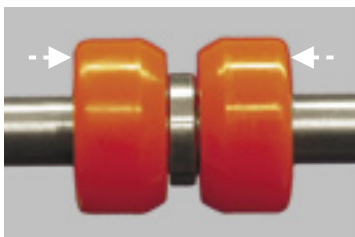
It is important to always act in a safe and responsible manner and give due consideration to those around you when using your board. Stupid is as stupid does. Improper use of this equipment can result in serious injury or worse.

1:



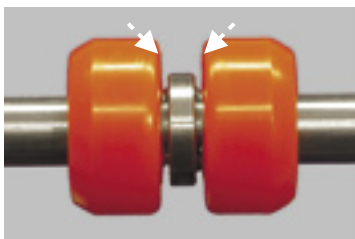
Each Revo truck has two elastomers with a centre hole offset to one side. By rotating the elastomer downwards you can adjust the setup of your Revo truck so that your board turns more easily to the toeside (or "downwind"). Start with the thick side positioned at the top of the endcap. The top edge is marked by a circle on the mould (see arrow in photo).

2:



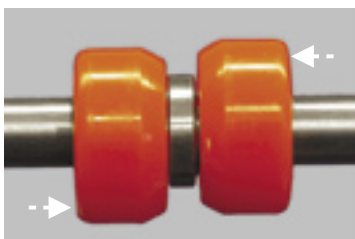
Elastomers can be fitted in a number of different ways so as to give you different ride characteristics. In this photo the elastomers have been set with the mould circles on the outside (see arrows) which will give you a large turning circle.

3:



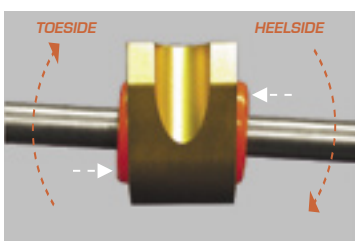
If you were to swap the elastomers round, now with the mould circles on the inside this will give a "soft" setting resulting in a much smaller turning circle and sharper carving.

4:



In this example we've turned one of the elastomers right down to create a toeside bias, allowing you to turn downwind easier and consequently upwind harder. The more (or less) you rotate the elastomer will determine how much bias you create.

5:



This shows how the above setting would look and what effect it would have on the angle of the axle.

**TRUCK ADJUSTMENTS IF BOUGHT SEPARATELY (I.E. NOT AS A COMPLETE DECK):**

Revo trucks can be fitted to wide range of boards, all of which might have different kick-tail angles (this is where the board curves up at the end). You can adjust the angle of attack so as to maximise the turning ability of your deck.

**1:**



If you have a board with a shallow kick tail angle (i.e. 15 degrees) you might want to set your angle of attack to be something like this.

**2:**



Make sure that you align the thick end of your elastomer (see arrow) next to the top of the end cap so as to guarantee a good turning angle.

Remember to make a note of the screw hole adjacent to the circular mould for easy re-alignment.

**3:**



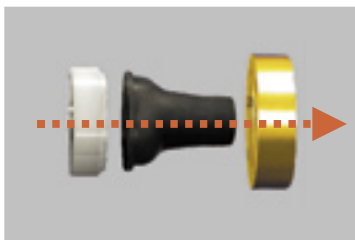
This is what the assembled above setting would look like. Note the thick part of the elastomer is still in line with the angle of attack (see arrow).



## ASSEMBLING YOUR REVO TRUCKS:

Please follow these instructions so as to ensure the safe assembly of your Revo trucks. **Please Note:** It is vitally important that the all treads are lubricated with copperslip or equivalent lubricant.

1:



Connect the end, cap and seal in the direction shown.

2:



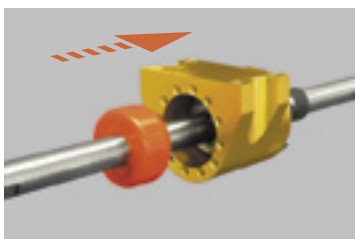
Please take care to **not** to assemble the end cap like this as it is likely to trap the seal and cause it to split.

3:



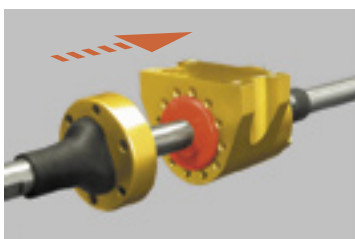
Your completed endcap, guide and seal should look like this.

4:



Slowly slide the elastomer and axle back into the main body.

5:



Replace the endcap in the direction shown. Check that the pen marks (which you made when disassembling the truck) all line up.

6:



Start by slowly screwing in two bolts into the main body (one above, one below) into the main body, half a screw at a time. Once complete screw in the remaining bolts. Take care not to over tighten the bolts otherwise it will strip the threads.



## LEGAL:

**Returns:** A full refund can only be given for Goods if they are returned to us in an unused and undamaged condition. We will not be responsible for carriage charges on Goods returned.

**Warranty:** All our Goods and their components are warranted against manufacturing defects for one year- this does not cover third party bindings, wheels or tyres (these have a 90 day return to manufacturer warranty). Please note that damage caused by either (a) mis-use or (b) normal wear and tear of components such as bearings, elastomers or decks is not covered. Please note that the Goods should only be used on a flat even surface and we strongly recommend that this should be the only surface used.

Our aim is to provide advanced, high quality products, excellent service and complete customer satisfaction at all times.

**Disclaimer:** Kitedeck and kitedeck.com are trading names of Active Fixturing Systems Limited (Company Number 4040741), a company registered in England and Wales whose registered office is situated at Mount Pleasant Street, West Bromwich, West Midlands B70 7DL

We cannot be held responsible for any accidents resulting in loss or damage to yours or others property, however caused. Please observe all the safety precautions and ensure that you are riding within your own capabilities. Always ride with protective gear and suitable clothing. The bare minimum of helmets, wrist guards, knee pads, elbow pads and supportive boots should be worn at all times ensure that all gear is of the correct size, always check the tightness of bolts and ensure the condition of your board and protective gear is satisfactory before riding.

Notwithstanding this disclaimer nothing in these conditions will be construed or operate so as to exclude or restrict our liability for death or personal injury caused to you by reason of our negligence or that of our employees.

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