Thank you for purchasing this Ozone kite. Our mission is to build kites with cutting edge performance that are easy, fun and safe to use, no matter what your level.

At Ozone we are passionate about kiting, and it is this passion that drives our design team to perfect and develop kites that we love to ride with. We are proud of the quality of our products, and are constantly searching for the best components and materials to use in our designs. All of our kites and accessories are manufactured in our own high-quality production facility in Vietnam, which guarantees a build quality that we are proud to put the Ozone name on.

A close look at one of our kites reveals that same superior quality and construction that ensures that every Ozone kite will enjoy a long life, with consistent handling, performance and aesthetics.

Kitesurfing like all dynamic action sports carries inherent risks but with common sense and education from qualified Kitesurfing instructors means you can easily enjoy this incredible sport. Accidents generally happen due to a lack of experience, launching from dangerous spots, changing weather conditions or from using a kite that is too big for the rider’s ability or wind speed. Please take the time to learn safely and you will progress far quicker with qualified instruction.

Please read this instruction manual carefully as it contains important information on how to set up and use the safety systems correctly. This manual is not a teaching tool that can replace qualified instruction. Stay safe and learn from professionals, respect other beach users so we can all continue to enjoy this sport without restrictions or bans to our launch spots around the world.

Ride safe
Team Ozone
This manual is not a self instruction guide it is merely a tool for you to learn the different aspects to the Instinct range and its relevant safety Systems. If you can not already launch or land an inflatable kite or fly a kite with understanding and confidence we expect you to seek professional instruction. The Instinct, like all kites designed for kitesurfing and all power kiting sports, is very powerful and in in-experienced hands can be lethal to yourself and innocent bystanders. Do not use this kite as a trainer kite, 1 you will damage it and 2 you may seriously injure yourself or even worse, innocent bystanders. Please take the time to understand the seriousness of kiting and the effects your irresponsibility could have on our great sport. We do not outline how to fly a kite in this manual as you should already have full knowledge of the basics of launching, landing and controlling an inflatable kite before buying this Ozone product. If you do not accept these terms then return this product unused, with receipt from the store you purchased it from for a full refund. By investing in expert instruction from qualified instructors you will progress far quicker and be taught the basics of how to kite smart for your safety.

**WARNING**

Only use the bar supplied with the Instinct. It is part of the design for the safety system to work.


• Never permanently attach yourself to a kite.

• Never lend your equipment to a beginner.

• Never underestimate the power of the wind or it will catch you or your friends out.

**IMPORTANT INFORMATION**

Only use the bar supplied with the Instinct. It is part of the design for the safety system to work.


• Always carefully inspect your equipment including the kite, bars, safety systems and lines before going out riding.

• Always double check that your lines are connected correctly without any twists, knots or tangles.

• Always reload and familiarize yourself with the safety systems so that in an emergency situation you can stay focused and act without panicking.

• Before launching make sure you have a partner or someone on the beach that can assist you to land the kite when you have finished your session.

• Always make sure you instruct your partner how to handle a kite correctly and safely when launching or landing your kite.

• Always check local weather conditions and dangers with local riders before kiting.
WARNINGS

- Kite flying can be dangerous and can result in serious injury including Paralysis and death.
- Flying an Ozone kite is undertaken with full knowledge that Kitesurfing can be a dangerous sport.
- We strongly advise learning the basics of kite flying from a qualified instructor or kite school. You will progress quicker with more knowledge to keep you safe.
- Never let anyone fly this kite before making them read and understand the manual and these warnings.
- Never use this kite with another bar system or safety leash. Only use the bar that is supplied with this kite as other brands bars are not compatible with this design, therefore the safety system would NOT work!
- This product should not be flown by children under 18 years old without direct and competent adult supervision.
- If you sell this kite at a later date it is your responsibility to include this manual with the kite.
- Never use this kite or any Ozone Kite products to jump, fly (paraglide) or rise above the ground. By jumping, you seriously increase the chances of serious injury, paralysis or death.
- This product has NOT been designed or certified to allow you to fly or jump into the air. Never act in a careless manner when using this product, such as jumping in the air or tying yourself to the ground whilst attached to a kite.
- You are responsible for your own safety and the safety of others around you when using this product.
- Never kite with people downwind of you.
- A loose kite can kill innocent bystanders; never use this kite in a crowded area.
- Never allow yourself or anyone else to get between the control bar/handles and the kite when using this product.
- Never leave your kite unattended and always wind your lines away to clear the beach or launching area for others.
- Lines can wear very easily and you are responsible for your lines. Replace lines regularly, even under normal use. Flying your kite with twists in the lines creates friction which weakens the lines. A line that breaks under tension can cause serious injury, paralysis or death.
- Always check your lines and all parts of this product for damage before and after use. If damaged, you must replace the part in question before use.
- Never learn to kite with the Ozone LEI's in winds over 12 knots. Never underestimate the wind speed. If you are not sure of the conditions do not fly the kite.
- We recommend you wear a certified, Coastguard approved floatation vest helmet, gloves, shoes and protective eyewear whilst using this product.
- This kite is equipped with security systems; these systems are passive and need to be activated by the user for them to work.
- Read the manual carefully and practice extensively to fully understand the security systems BEFORE use in a real emergency.
- It is imperative that you pull and re-load all the safety systems each time you ride. This is the only way to be sure that they are correctly loaded and safe for use.

Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers is excluded.
**UNDERSTANDING WEATHER FOR YOUR SAFETY**

- Never kite in offshore or cross offshore winds.
- Onshore winds are also very dangerous as you can easily be dragged or blown onto obstacles.
- Avoid strong and gusty winds.
- Always keep an eye open for changing weather conditions.
- Avoid waves when learning and have full respect for their power.
- Always launch your kite next to the water so that you are facing the water. If you are overpowered or dragged you will be dragged into the water which is better than buildings or obstacles!
- Always kite within your ability – If in doubt ask an instructor or an expert for advice.
- Use a wind speed indicator (Anemometer) if you have trouble judging wind-speed and always choose a small size kite if you are unsure of the conditions.
- Never fly a kite in stormy conditions, in skies with dark cloud patches or possible electrical systems.
- Seek expert instruction – Your skill level will rapidly advance and you will learn all the tips and tricks to stay safe.
- Never Kite alone, it's more fun and safer with friends.
- Make sure you take the time to master the kite skills needed with an Ozone IMP trainer kite.
- Fully test and re-connect your safety systems before launching – You should be able to use them instinctively.
- Learn how to self-launch so if you get in trouble you know how to avoid getting tangled in your lines.
- Make sure you never leave a kite un-attended on a beach, use the Ozone sand bag to weigh down your kite.
- Never let anyone catch your kite that does not understand how to do safely.
- Never feel compelled to ride in conditions above your ability and respect and help your fellow kiteers and other beach users.
- Never keep your kite directly above you when standing on a beach. Keep your kite low and towards the water so in case a gust of wind or a thermal increases and "lofts" you into the air or obstacles. Never kite in storm conditions or if there is lightening or thunder.

**SITE SELECTION: CHOOSING YOUR LOCATION TO KITE**

- Always check with the local riders for any rules or dangers for that particular area for example, wind changes, currents/tides or reefs/rocks.
- Ideally the wind should be side shore or cross onshore and smooth. Gusty winds and changing directions are to be avoided.
- Choose a safe launch that is free of all obstacles. You should have at least 100m clearance all around you and at least 200m downwind. Obstacles and over-confidence leads to accidents.
- Beginners should not launch from a narrow beach and should have at least 400-500 meters downwind in which to land the kite in.
- As a beginner you will end up downwind very quickly therefore you need a lot of beach area downwind. Never launch near power lines, buildings, cars, trees or any obstacle – Even experts can get caught out and hurt so play it safe and give yourself room.

**KEEPING SAFE**

- Seek expert instruction – Your skill level will rapidly advance and you will learn all the tips and tricks to stay safe.
- Never Kite alone, it’s more fun and safer with friends.
- Make sure you take the time to master the kite skills needed with an Ozone IMP trainer kite.
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**ADVANCED RIDING TIPS**

UN-HOOKED RIDING: To ride the Instinct’s un-hooked you MUST apply the trim so the kite is accelerated and can not stall with too much backline tension during the un-hooked move.
- If you have a twist in your lines from either a crash or if you have been looping the kite/body the Instinct un-spins like any regular inflatable kite. Just quickly release the bar so the bar can unwind the lines.
### WIND CHART

<table>
<thead>
<tr>
<th>Force</th>
<th>Knots</th>
<th>MPH</th>
<th>Meters/sec</th>
<th>KPH</th>
<th>Description</th>
<th>On Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>&lt;1</td>
<td>&lt;1</td>
<td>&lt;0-0.2</td>
<td>&lt;1</td>
<td>Calm</td>
<td>Calm, smoke rises vertically. Go paragliding/base jumping/hang-gliding</td>
</tr>
<tr>
<td>1</td>
<td>1-3</td>
<td>1-3</td>
<td>0.3-1.5</td>
<td>1-5</td>
<td>Light Air</td>
<td>Smoke drift shows wind direction. Its coming-get large size kites ready!</td>
</tr>
<tr>
<td>2</td>
<td>4-6</td>
<td>4-7</td>
<td>1.6-3.3</td>
<td>1-5</td>
<td>Light Breeze</td>
<td>Wind felt on face, leaves rustle. Cruising on Mt board/buggy/snowkite</td>
</tr>
<tr>
<td>3</td>
<td>7-10</td>
<td>8-12</td>
<td>3.4-5.4</td>
<td>12-19</td>
<td>Gentle Wind</td>
<td>Leaves in motion, light flags extended. Ripping on Mt board/buggy/snow</td>
</tr>
<tr>
<td>4</td>
<td>11-16</td>
<td>13-18</td>
<td>5.5-7.9</td>
<td>20-29</td>
<td>Moderate Wind</td>
<td>Flags flap, small branches move. Now we're talking&gt;&gt;jumping begins</td>
</tr>
<tr>
<td>5</td>
<td>17-21</td>
<td>19-24</td>
<td>8.0-10.7</td>
<td>30-38</td>
<td>Fresh Wind</td>
<td>Small trees begin to sway. Loving life, fully powered, smiling</td>
</tr>
<tr>
<td>6</td>
<td>22-27</td>
<td>25-31</td>
<td>10.8-13.8</td>
<td>39-50</td>
<td>Strong Wind</td>
<td>Large branches in motion. Experts only with huge grins</td>
</tr>
<tr>
<td>7</td>
<td>28-33</td>
<td>32-38</td>
<td>13.9-17.1</td>
<td>51-61</td>
<td>Near Gale</td>
<td>Whole trees in motion. Hard core riders flying!</td>
</tr>
<tr>
<td>8</td>
<td>34-40</td>
<td>39-46</td>
<td>17.2-20.7</td>
<td>62-74</td>
<td>Gale</td>
<td>Trouble walking! Carnage for riders, better to chill out in comfort watching Ozone DVD</td>
</tr>
</tbody>
</table>

**strong wind launch kite at edge of wind window**
LOOKING AFTER YOUR EQUIPMENT

- Kites are very technical products and are used in the harsh marine environment. If you use common sense and care for your equipment it will look after you and keep its factory trim for hundreds of hours.

- Never pump up your kite on a rough surface which may have sharp objects. This will lead to bladder punctures and will damage the Dacron and rip-stop Nylon sail cloth.

- Be very careful with your flying lines. If you catch them on a rock or sharp object thoroughly check each one and we recommend you replace your lines. Also make sure there are no knots in the lines. Knots weaken the line by up to 50%.

- Once you have pumped up secure your kite with sand or use sandbags like the one provided with this kite – Do not use heavy objects or even your board, the fins have been known to rip kites.

- Never leave your kite on the beach un-used for long periods of time in the sun and wind. The trailing edge flapping and sand hitting the sail cloth will severely shorten the kite’s life. Always put some sand on the trailing edge and the leading edge so that the kite is not fluttering in strong wind. This fluttering stretches the sail cloth over time and will change the kites trim and life expectancy. UV also shortens the lifespan of a kite so pack away when not using your kite.

- Never pack away your kite wet – This will damage the cloth and its coatings and may lead to dye running. This is not valid for warranty.

- Never leave your kite inside your car in direct sunlight with or without the bladders inflated.

- Wash your bar, lines and kite regularly in fresh water. Wash the bar in fresh water after every session.

- Only pack your kite away when it is 100% dry.

- Make sure that when you are not using your kite (deflated) you close the valves on a windy beach or on grass to avoid getting sand and even insects inside the bladders.

- When inflating the bladders always inflate slowly and ensure the bladders are inflating correctly in the struts or leading edge. If you see a twist or something looks strange STOP pumping immediately and check bladders. They may need re-inserting to ensure they inflate properly.
SECURITY

This kite is equipped with security quick release systems to enable you to disconnect from the kite in an emergency. It is imperative that you fully understand how to use these safety systems as though you were blindfolded. When something goes wrong you may only have split seconds to react. So take the time to understand and feel 100% confident in your ability to be able to use them in a real situation – Your life may depend on it.

PRACTISE USING THEM without being connected to your kite.

Before inflating your kite for the first time rig your bar and repeatedly activate the safety systems and fully understand the different options for your safety and also the different options for riding with or without a safety leash. Expert riders also have the option of attaching directly to the chickenloop line >> This disables the final release of the Chicken-loop from working and the expert rider will have to release his safety leash if in danger to completely detach from the kite in an emergency.

WARNING

The security systems on the Instinct are passive and require the rider to operate them in an emergency. All riders must have a full understanding of these security systems before using this kite. Read and practice with the bar the different options below until you fully understand how to activate the safety systems.

CONNECTING TO THE CHICKEN LOOP

The chicken loop is the primary connection to the kite allowing you to sheet in and out, therefore controlling with ease the power you want from the kite. You can ride with the Instinct without using a safety leash but only if you use the locking finger which ensures you remain connected to the control system and kite. Without the locking finger it is very easy to become disconnected from the kite. Make sure you connect to the chickenloop using the finger as in the pictures. We supply a safety leash that also has a release system. We recommend that you connect the safety leash to the chicken loop or to the one of the front-lines as a secondary safety in case the chicken-loop “Locking finger” accidentally releases.
All riders launching their kites from the beach and beginners, who want the added security of a total flag out system, should attach the safety leash to the frontline safety connection, this is the red handle just above the stainless steel swivel.

In an emergency situation and there is a need to release from the kite this safety will flag out the kite completely without any power. Make sure that all lines are clear all safetysystems are working and the safety leash is connected in the right way see pics.

The front line flag out system can be set up to be activated from either front line (line number 2 or 4) depending on which is the riders preferred side. Attach the flag out system to line number 2 if you want to land your kite to the left and line number 4 if you normally land your kite to the right hand side.
Riders who start doing tricks or who are more confident and spend some hours on the water can attach the safety leash to the chicken loop line. The PRIMARY safety system of the Instinct Range is to release the bar, the kite imediety depowers and waits for you at the edge of the wind window. Make sure the release mechanism of the safety leash is fully functioning so if needed it will release in an emergency.

This safety will depower the kite when the bar is released or chicken loop is pulled, if this doesn’t work for whatever reason and you feel there is too much pull on your leash immediately release the safety on the safety leash!

Note that attaching the leash to the chickenloop line is not a total flag out of the kite.

THE OZONE SAFETY LEASH

RELOADING THE SAFETY LEASH: FOLLOW THE PICTURE TO RE-LOAD THE SAFETY LEASH
1ST STAGE OF SAFETY
The 1st stage of safety system on an Instinct is to fully release the bar or push the bar away until it reaches the stopper ball.

The “Locking Finger” MUST be used to secure the rider to the chickenloop.

The kite will de-power and fly down to the edge of the window – it will remain there pulling sideways until you relaunch it. This safety system is automatic if you release the bar fully, the kite will de-power itself to the edge of the window and rest on the water. Take hold of the bar in the correct hand as quickly as possible to keep tension on the rear lines.
Whenever you get in trouble somewhere out in the water, there is a simple way to self rescue yourself.

First thing you need to do is to kill the kite’s power with the front-line safety system. You do this by reaching up with your hand or by pulling the safety leash which is attached to one of the front-lines in beginner mode.

As you pull one of the front-lines the kite will flag out and drop to the water. Lines are dangerous in this situation so make sure you wind the frontline around the bar at least 10 x to disable the kite. Then wrap all the lines together onto the bar as you normally would. You will end up at the kite ideally with the lines wrapped tightly and neatly on the bar. Make a few half hitches to secure the lines. Once you have got hold of the kite you can drop the bar.

When you have reached the kite, turn it over, leading edge facing you so you can easily access the valves. Deflate the leading edge just enough so that the kite loses enough pressure so you can bend it in half. Bend it starting from the middle of the leading edge, bring the right/left wingtip all the way to the left/right wingtip (depending on which way you need to go). The kite is now in half as in the pictures. Take hold of the SELF RESCUE handles that are situated near the 1st struts on each wingtip. Use these self rescue handle’s as a sail to get back to shore safely.

Please check our website to view a video of the self rescue, this very important skill.

**IMPORTANT TIPS**

1: It is still possible to relaunch the INSTINCT and kite back to the beach without being hooked into the kite. If you feel you have the strength to do this 1st pull in the trimmer fully to speed up the kite and follow re-launch procedure as detailed later in this manual.

2: If you can re-connect the chickenloop whilst in the water you can then hook back in and re-launch as normal.
FINAL RELEASE OF THE CHICKEN LOOP WITHOUT SAFETY LEASH ATTACHED

The final stage in actively releasing the kite from you should only be used in an emergency. The kite will be released fully and will blow downwind endangering innocent bystanders and other kiters. This is the ABSOLUTE FINAL release of the kite and must only be used when you are being dragged out of control towards obstacles.

To activate the chicken loop release the rider has to take hold of the red handle with one or both hands and push/pull away from the body with force.

This needs to be a committed and firm push/pull away. The Chicken loop handle must be fully pushed away until the pin is released. The kite will then be fully released from the rider unless a safety leash is attached to the O-shit flag out safety handle on one of the front power lines. Re-attach the chickenloop as shown in the pictures.

Re-attach the chicken loop as shown in the pictures.

RE-LOADING THE CHICKEN LOOP

Follow the pictures to be able to re-load the chickenloop. Make sure you understand how to re-load so it’s easy for you to do even in the water.

The Ozone Instinct can only be flown with the bar it is supplied with.

Never use any other bar as the Instinct bar only works with the Instinct Kite.
Instinct Setup

Attach the lines to the instinct as shown in these diagrams

WARNING

The Ozone Instinct can only be flown with the bar it is supplied with. Never use any other bar as the Instinct bar only works with the Instinct Kite.
Once you have chosen a safe location to kite you will need to set up the different parts of your kite.

**INFLATING THE STRUTS AND LEADING EDGE**

Bladders need to be looked after carefully. Never over-inflate bladders and be very careful if using compressed air at a kitesurf center as it's very easy to over-inflate and burst a bladder with the strong pressure.

- Take the kite out of the bag and unroll it making sure your back is to the wind and the leading edge closest to your body.
- Secure the upwind wingtip with sand or with the supplied Ozone sand bag.
- Carefully and partially inflate each strut. Before the strut is fully pressured make sure the bladders are lined up correctly in the struts without any twists or air holes.
- Sometimes the internal bladders can fall out of line inside the Dacron material struts and if you inflate quickly and the bladders are not located right to the ends you will easily burst a bladder. So always gently massage the partially inflated strut to make sure the bladder is pushed into all areas of the strut.

- Once you are happy the bladder looks correct fully inflate each strut until the strut is solid to the touch.
- Then remove pump hose, insert the valve plug and secure with the Velcro valve lock.
- Do not under inflate struts or the kite will not perform to its designed trim and will not relaunch easily.
- To deflate the struts gently pull on the webbing Velcro valve lock and insert the internal plastic “deflate key” to disable the one way valve. The leading edge should be deflated first by using the large deflator valve.

We recommend to use the Ozone pump and inflate the struts to 8 PSI using the meter (Regular checks of the gauge are advisable) or until solid to touch.
LEADING EDGE

- Take hold of the center of the leading edge and walk kite into wind so your back is directly into wind. Attach the pump leash to the looped line in the center of the leading edge tube.
- The Ozone Instinct has 2 valves on the leading edge. One has a one way valve and one of them is a larger valve to make deflating easy. The larger valve can also be used to partially inflate the leading edge. The smaller valve has a one way valve design which makes pumping up a bit slower and harder. Use this valve for the final pumps to get the leading edge solid to the touch.
- Once the leading edge is fully pumped up turn the kite over and put sand or sand bags on either side of the center strut to secure the kite.
- Never leave a kite unattended without some sand or sand bags on the kite.
- If the leading edge is under inflated it will cause poor performance. The leading edge should be solid and drum like when you tap it with a finger nail.
- We recommend to use the Ozone pump and inflate to 5.5 PSI for the leading edge. (Regular checks of the gauge are advisable)

To deflate the leading edge release the webbing velcro lock and pull open valve gently. The leading edge has an OUT valve. This large valve dumps the air quickly from the kite. Pull open gently. Roll the upwind tip in to the center. Then roll the opposite side and fold the kite in 3 sections from trailing edge to fit in bag.

ATTACHING THE CONTROL LINES

With the kite on the sand and leading edge facing upwind start to unwind all the lines from the bar walking upwind and start unwinding until your bar is free to start untangling the lines.

Put your bar in the sand with color coded red side of the bar left and start untangling them walking downwind towards the kite.

After this clear each line as shown in the picture. Clearing the lines will be much easier if for example a friend helps you keeping them straight and tight.

We label each line with numbers which correspond to the same numbers on the kite. This is to help you connect the lines with ease but always double check your lines before launching. This is your responsibility and is one of the most important aspects to setting up your kite. Wrongly attached lines will stop the kite flying correctly and could therefore mean you have no control of the kite putting yourself in a dangerous situation.

The frontlines have stitched loop ends and the back lines have a knots it is very difficult for you to attach the lines incorrectly. Use a lark's head knot as in the diagram below to attach lines.

Attach the lines making sure the line label system matches >> 5 to 5; 4 to 4; 3 to 3; 2 to 2; 1 to 1; The line labels are on the bar, lines and kite to make rigging stress free and easy.

Use a larks head knot as in the diagram below to attach lines.
USING THE CLAMCLEAT TRIMMER

The clam cleat trimmer is easy and simple to use but must be used in the correct way to ensure it locks in place. If you wish to depower the kite further you can do so by reaching up and pulling the trimmer down. The spectra line will lock in place by gently releasing the line into the teeth of the cleat.

To release the line from the teeth to power up the kite make sure you first pull down which unlocks the line from the teeth, then release the line the desired amount and feed the line into the teeth so it can lock again. Pull the line down to depower the kite further. This is needed for unhooked riding, or if you are overpowered or if you are walking back up the beach and would like less power or for wave riding.

Release the trimmer line all the way for maximum power from the kite.

ALWAYS ADJUST THE TRIMMER FOR PERFECT LINE TENSION BEFORE LAUNCHING OR LANDING THE INSTINCT FOR ADDED SAFETY & EASE OF USE

Before actually riding re-set the trimmer to your desired setting preference.

TRIMMING THE INSTINCT IN CASE OF LINE STRETCH

The Instinct is supplied with the Instinct bar and is sold with the correct factory settings. Kite lines do stretch with the power lines taking the full load. We use only the finest Dyneema pre-stretched lines and once we have made a 5 line set of lines at our factory we re-stretch them again to 60% of their breaking strain to “LOCK” the line. But even with this attention to detail all kite lines can still stretch so it will be necessary for you to check your lines regularly, ideally before riding.

It is best to do this with a partner. Unwind the lines from the bar and have a partner hold the bar. Taking hold of the opposite ends check the lines are of equal length. If the lines are not even you must stretch out the shorter lines. Attach the shorter lines to a car hitch or something very solid. Then take hold of the bar and pull with enough force to stretch the line. Do this to any lines that are shorter and re-check that all 5 lines are equal length.
LAUNCHING AND LANDING THE INSTINCT

Once you have set up your kite and double checked the lines that you do not have any twists or knots and attached correctly you should familiarize yourself with the safety systems. Before actually riding re-set the trimmer to your desired setting.

Release all safety systems before launching and reload them. This ensures they are working correctly. If they are faulty or you notice worn lines or any part that looks worn do not launch your kite. Make sure you replace the damaged parts before riding.

Check the wind again, it may have increased since you set up your kite. Fully instruct your partner on how to handle the kite and agree on a sign together for the release and landing. Helpers must not touch the lines.

Launch the kite use the same principles >> The most important being to keep your head clear & THINK through what you are trying to do >> Be smooth and controlled with the kite and land before you are either too tired or before you are overpowered. Respect the weather conditions and your ability level. Use common sense and smart judgments of the launching/landing area, the weather conditions. Ride safe and responsibly so we can all continue to kite without restrictions or bans.

Landing
They should hold the kite in the center of the leading edge bladder at the edge of the window and double check that all lines are clear and not tangled on any part of the kite. It is possible for lines to get caught on bladder valves or even wrapped around the tip so make sure they understand that the 5 lines should run clearly from each attachment point.

Before you give the signal to release make sure you are also 100% confident that all lines are perfectly attached and not twisted around any other lines going to the kite. This is the cause of many accidents so take your time and never launch if you have the slightest doubt to how the Instinct is rigged.

When you are ready give your pre-agreed signal for your partner to release the kite making sure you have launched at the edge of the wind window.

NEVER LAUNCH A KITE DIRECTLY DOWNDOWN OF YOU IN THE POWER ZONE!

Once launched, SLOWLY raise the kite – NEVER steer a kite aggressively, keep the bar movements for steering the kite VERY smooth and controlled. Never bring a kite when flying on land above your head. If a freak gust or thermal wind increases you can easily be ‘LOFTED’. This means you could find yourself high above the ground which is extremely dangerous. Keep your kite low (10 o’clock or 2 o’clock position) and move into the water without delay. If there are waves body drag through the waves before attempting to put your board on your feet.
HOW TO RELAUNCH THE INSTINCT

The Instinct struts and leading edge inflation pressure play a vital role in how easily the Instinct can re-launch. Too little pressure and the Instinct will not keep its structure to enable a smooth and easy relaunch. Never launch the Instinct without properly inflated struts and leading edge Once the kite has landed on the water you should be ready for all eventualities. If you have crashed badly the most important thing to do is to regain control of the Instinct.

Make sure you grab the correct side of the bar – we colour code the bar to help this. We advise you to always rig the Instinct so that the red side of the bar will be in your left hand as shown in the diagrams. The Instinct has a uniquely designed relaunch safety system that helps you relaunch the kite.

If the Instinct is face down with the leading edge touching the water, pull the bar in towards you to increase back line tension. Make sure you take hold of the correct side of the bar. With either your left or right hand reach up and grab either the left or right leader line (Line attached to bar end horns) and pull the rear leader line towards your body with constant tension. It maybe necessary to try different amounts of tension to find the perfect re-launch position. Just pulling in the line will not always work.

Look at the kite as you pull one of the rear lines and be ready to release some tension as the kite flips up onto its tip. You need to pull the correct amount of rear line for the kite to relaunch.

Do not give in, just try pulling different amounts until the kite turns onto its tip and re-launches. Its important that once its on its tip you do not keep pulling the rear line otherwise you will stall the kite onto its back. Once on its tip you will be able to then work its way to the edge of the wind window. Make sure you do not allow any lines to wrap around your body. If you can keep your board on your feet it will help increase the drag and allows you to put more force through the kite to re-launch quicker.

As the kite moves to the edge of the window you will need to keep steering the kite and keep some tension on the outside leader line. This requires some skill and finesse in order to not stall the Instinct backwards onto the water. If in doubt do not pull in the bar, let the kite fly and have the bar pushed away. In light winds this is very important. When a kite has crashed into the water the weight of the water on the kite will effect its flying performance so be careful not to stall the Instinct onto its back by pulling too much bar in.

If the kite somehow lands nose down but with the tips facing away pull one of the leader lines to help the kite blow around to the correct position so you can follow the steps above to getting the kite re-launched. When the kite is at the edge of the window make sure you have the bar pushed at least half de-powered and steer the kite gently to the top of the window.
REPAIRS & CARE

We supply a repair kit with the following contents:
1. A4 piece of main sail colour
2. A4 piece of white
3. A4 piece of Black Dacron
4. 1m length of 50mm wide sticky black repair tape
5. 6” x 3” Tear-Aid bladder repair patch: Cut to size
6. 2 Alcohol wipes

If you have a major repair like a tear across sail panels or the struts or leading edge check the back of this manual for your local ozone distributor. They will be able to help or ask any kitesurf school.

For minor tears you can easily fix this yourself with the repair kit we supply with the Instinct
1. Make sure you clean and thoroughly dry your kite
2. Choose a clean and dry area to lay your kite out. Ideally an non-abrasive place protected from the wind

Clean the sail area where you have the rip and cut the sail repair sticky-back material so it fits over the rip by at least 3 cm in all directions. Make sure the patch you cut out has rounded corners. You need to make 2 patches to stick onto both sides of the rip.

Peel of the backing and lay down the patch making sure the sail is flat and no air or creases are made as you stick the patch down.

STRUTS BLADDERS

1. Choose a clean and dry area to lay your kite out. Ideally an non-abrasive place protected from the wind.
2. Grab your bar and unwind the lines enough so you can use one of your kite lines as a mouse-line. This line will make re-inserting the bladder after you have repaired it hassle free.
3. Larks head knot the end of the flying line to the valve; make sure you cinch it tightly so it can not fall off.
4. Undo- the flap closure at the of the strut to access the bladder and gently pull the bladder out making sure the valve is eased inside the strut and the mouse-line is fed cleanly so the bladder is not stretched.
5. Release the line from the valve so you can easily check the strut bladder. Pump up the strut and re-insert the valve plug. Do not over inflate the bladder.
6. To locate the leak you need to submerge the bladder in water. A bathtub, wash-sink or swimming pool is ideal. Make sure you have a permanent marker pen so you can circle the hole(s) easily. If you do not have access to a large volume of water rub a wet, soapy sponge over the entire bladder, the hole will bubble when you pass the sponge over it.
7. Dry the area(s) and then deflate the bladder.
8. Cut the “Tear-Aid” patch to the correct size ideally with rounded corners. If it is a seam repair the patch will have to be big enough to cover the entire seam failure. If not contact a local bladder repair specialist, contact your local Ozone distributor or a kitesurf school for their local repair technician.
9. Make sure you apply the patch with no air bubbles or creases. The patch must be applied perfectly flat.
10. Inflate the bladder and leave for 15 minutes to see if the repair has worked.
11. If the bladder is repaired coat the bladder with talcum powder and then deflate the bladder.
12. Larks foot the flying line to the valve and carefully lay the bladder out correctly so that when you re-insert the bladder into the strut the valve is on the correct side and no twists can be put into the bladder. This is VERY important.
13. Gently insert the valve into the sleeve at the end of the strut and have a partner pull the mouse-line gently up to the strut valve hole.
14. Pull the valve into place and make sure it is seated correctly.
15. At the strut end you will have some bladder hanging out. Roll the spare bladder up so that it is level with the end of the strut sleeve.
16. Fold the strut sleeve into place and make sure the Velcro retaining strips are perfectly located.
17. Carefully partially inflate the strut but do not inflate fully. You need to check that there are no twists and that the bladder has pushed to all ends of the strut.
18. Carefully squeeze the strut its entire length with your hands, this will help push the bladder into its correct position and ensure it fits into all corners of the strut.
19. When you are 100% certain it is inserted correctly you can fully inflate the bladder but we recommend you to do all these processes carefully.
LEADING EDGE BLADDERS

The leading edge bladder is repaired in exactly the same way as the struts but you pull the bladder out from the zip pocket located in the center of the leading edge.

You will need to prepare 2 flying lines from your bar that are long enough to extend as mouse-lines inside the leading edge tube.

1. Choose a clean and dry area to lay your kite out. Ideally a non-abrasive place protected from the wind.
2. Open both leading edge valves and let all air out of the kite.
3. Open both ends of the leading edge flap closures and attach with a larks foot knot a line to each end.
4. Open the zip closure in the center of the leading edge and with a partner feeding one of the tip lines gently pull the leading edge out of the leading edge pocket.
5. Repeat on the other side so that you have removed the bladder entirely.

Push the valves into the leading edge pocket so the bladder is now free and can be removed entirely. Un-tie the mouse-lines and carefully attach them to either each other or larks foot them onto the center strut valve. Its very important you do not let the mouse-line go back inside the leading edge pocket or you will have no way to insert the bladders easily.

6. Pump up the leading edge bladder and re-insert the valve plug. Do not over inflate the bladder.
7. To locate the leak you need to submerge the bladder in water. A bathtub, wash-sink or swimming pool is ideal. Make sure you have a permanent marker pen so you can circle the hole(s) easily. If you do not have access to a large volume of water rub a wet, soapy sponge over the entire bladder, the hole will bubble when you pass the sponge over it.
8. Dry the area(s) and then deflate the bladder.
9. Cut the “Tear-Aid” patch to the correct size ideally with rounded corners. If it is a seam repair the patch will have to be big enough to cover the entire seam failure. If not contact a local bladder repair specialist, contact your local Ozone distributor or a kitesurf school for their local repair technician.

10. Inflate the bladder and leave for 15 minutes to see if the repair has worked.
11. If the bladder is repaired coat the bladder with talcum powder and then deflate the bladder.
12. Concertina the bladder at the center of the kite so that it is correctly laid out ready to be inserted without any twists. The leading edge bladder is trickier to re-insert than a strut so be extra attentive with preparing the bladder so it will be inserted correctly.
13. Have your partner carefully start to pull the mouse-line from the Instinct tip. As the bladder is pulled into the leading edge pocket make sure it is fed in with no twists.
14. Repeat the process for the other side and carefully position the valves back into place. If at any time you think the bladder has twisted remove and start again.
15. Fold the leading edge flap closures at end of the leading edge tips into place and make sure the Velcro retaining strips are perfectly located.
16. Close the leading edge zipper pocket making sure the protective backing for the zip is positioned correctly to avoid the zip teeth damaging the bladder. Do NOT inflate the bladder with the zip open.
17. Carefully partially inflate the leading edge bladder but do not inflate fully. As you pump you should be checking that there are no twists and that the valves remain in perfect alignment without any twists. If in doubt let the air down and work the tube with your hands and with your hand inside the zip try to feel for any twists and help it locate properly. If it still does not pump up repeat the entire processes outlined above and ask an experienced kiter to help you.
LEADING EDGE BLADDERS

Pumping up the Instinct Make sure all the clips are open (photo) before you start pumping.

Attach the pumpleash to the pump (photo) and the hose of the pump to the one way valve marked IN
Pump the Sport to 5.5 PSI (leading edge), close the main valve on the leading edge and then make sure you CLOSE the small clips on the struts.

This isolates each strut from the leading edge so if you get a puncture in one part of the kite the LE will still remain inflated.

The Instinct Light and Edge do not have one pump for performance reasons. Pump up the struts on the Light and the Edge before pumping up the leading edge. The Light has 3 smaller struts the Edge has 7. Both these kites need 6 psi in the leading edge bladder and 8 psi in the struts.

BAR

We have updated the 2007 bar with some cool new features.
This year we have added back line trimmers to allow our customers to trim the kite to their own taste and personal settings.
The bar comes from the factory set up with white sewing line in the middle of the clip.
If you need more backline tension just pull the little strap towards you so backlines will tighten up.
If you need less backline tension just trim it the other way so they will be less tight.

This is great for trimming a kite for beginners. Release the trimmers to give the back lines more slack so the student is less likely to stall the kite.

On the trim strap we have added a trim for personal settings, so it doesn’t flap around and can be adjusted to the rider’s size.

Front-line connection flag out system

WARNING

DO NOT RIDE THE INSTINCT SPORT ONE PUMP WITH THE CLIPS UNDONE.
IF YOU GET A PUNCTURE THE WHOLE KITE WILL DEFLATE!
ALWAYS CLOSE THE WHITE PLASTIC CLIPS AFTER PUMPING UP THE SPORT