YARGA HYBRID SLE: PERFORMANCE WITHOUT COMPROMISE

BEST KITEBOARDING
USERS MANUAL

Thank you for purchasing a Best kite. Please read this manual carefully and in its entirety before using your new Best kite.

WARNING

Kiteboarding/kitesurfing/snowkiting/landkiting are extreme sports, they have numerous inherent risks and dangers, and pose substantial risk of cuts, scrapes, bruises, broken bones, loss of limbs, loss of vision, paralysis, and other serious, permanent and disabling injuries and death to the rider and others. Some of the sources of these risks include but are not limited to:

- Being lifted by the kite and then dropped or slammed into the ground, snow, trees, rocks, buildings, piers, jetties and/or other structures or surfaces.
- Being dropped or slammed into other people and/or property.
- Contact with kite lines under tension, and/or watercraft.
- Drowning.
- Underwater conditions and/or objects such as sharp shells, broken glass, sand bars, shoals, reefs, oyster beds, and/or concrete.
- Contact with sea life such as sting rays, sharks, sea turtles, jelly fish, etc.
- Weather conditions and/or changes in weather conditions such as increasing or decreasing wind, waves, updrafts, lightning and/or water spouts.
- Equipment performance. Kiteboarding is a new sport. Kiteboarding equipment and safety gear are NOT 100% reliable. Safety designs and features are impossible to test in every potential circumstance. Kites may behave unfavorably and unpredictably. Lines can twist, tangle, or break, resulting in serious injury and/or loss of control of the kite.

When using this product, you are responsible for your own safety and the safety of others around you. Never use this product as a flying device. Never touch flying lines when the kite is in use.

RELEASE OF LIABILITY AND ASSUMPTION OF RISK

DO NOT USE THIS PRODUCT UNLESS YOU AGREE WITH THE FOLLOWING TERMS AND CONDITIONS

Before using this product, the purchaser/user has carefully reviewed, understood and agrees to comply with the terms of this Users Manual. Use of this product and any of its components involves certain inherent risks, dangers and hazards, which can result in serious personal injury or death. The purchaser/user of this product understands that the seller (Best Kiteboarding LLC) is not responsible for any damage to property or injury caused by negligent operation of this product by the purchaser/user, and the purchaser/user releases the seller from all such liability. In the event of your death or incapacity, this Agreement shall be effective and binding upon your heirs, next of kin, executors, administrators, assignees and representatives.

The purchaser/user of this product expressly assumes the risk of any and all bodily injury, death and/or liability which may result from the purchaser or user's participation in kiteboarding. The purchaser/user agrees to hold Best Kiteboarding, LLC harmless from any and all liability, and waive and release any and all claims or potential claims against Best Kiteboarding, LLC and any of its respective agents, affiliates, subsidiaries, employees, instructors, officers, directors, shareholders, suppliers and manufacturers in the event of any such bodily injury or death which may result from the purchase and/or use of Best Kiteboarding LLC products.

Best Kiteboarding thanks you for making the decision to purchase a new Yarga Hybrid SLE inflatable kite, we are sure that this kite will repay your decision to purchase Best by providing you with perfect performance. In fact, we are so sure of this that we guarantee it. If for any reason at all, you are not satisfied with your purchase simply send it back to the retailer you bought it from or, if you purchased it directly from BestKiteboarding,com, you may call for a Return Authorization within 30 days of delivery and we will refund the purchase price of your kite, this is in addition to our industry standard 90 day materials and manufacture guarantee.

With one of the largest pro-rider teams in the world, Best Kiteboarding benefits from the best R&D test bed in the industry. With our dedicated R&D facilities in Australia and Brazil being staffed year round you can be sure that everything we make has been tested to the ends of the earth and back.

Our Brazil R&D site is open whenever there is wind. Stop by if you are in the area and want to try the latest products that we have in development. We value the feedback. After all, we make kites for our customers to ride and enjoy, not just for ourselves.

Best Kiteboarding is staffed and run by kiteboarders for kiteboarders. We entered the market with the sole purpose of delivering the highest quality and best performing kites available at the fairest prices. Because Best Kiteboarding distributes direct, our overheads and running costs are much less than any other manufacturer. Even though our kites cost the same to manufacture and in some cases, like the Pro kites, much more to build, we still sell them at prices way below the industry average. Best Kiteboarding's sales model is a more effective way of manufacturing and selling kites than used by other manufacturers. We build more kites and sell them to more happy customers than anyone else, so everyone wins.

Yarga Hybrid SLE Inflatable Kite:

The Yarga Hybrid SLE has been created to offer riders all the benefits of supported leading edge, SLE, and C-kite designs in one hugely flexible and high performance package. The Yarga Hybrid can be rigged in any of four flying line attachment options.

4-Line Setup: 4-line mode offers riders pure C-kite style handling and performance. Direct connection to the front and back attachments on the kite delivers direct bar feedback and a level of flying precision suitable for competition and freestyle riding.

Best's use of Solid Airframe Construction and Canopy Framing Technology allows the Yarga to perform perfectly as a 4-line kite without having to rely upon additional canopy struts or overbuilding of the LE to create a stable flying platform.

5th-Line Mode (optional kit)**:** Available as an optional upgrade kit for the Yarga Hybrid, the 5th-line mode enhances available depower and simplifies relaunch giving riders the additional piece of mind and extended depower range that is typical of 5th-line equipped kites. The optional 5th-line kit can be fitted to the kite in seconds by any rider and is particularly suited for riders intending to big-wave surf.

The optional 5th-line kit is not required to support the structure of the Yarga Hybrid and as such is not intended to be used to trim the shape of the kite. All 5th-line set up options will be included in an additional user manual.

SLE Micro Bridle Mode: The Yarga Hybrid comes complete with a permanently attached SLE style Micro-bridle. Rigging via the Micro Bridle setup allows riders to experience the hugely increased depower and advanced safety and relaunch options that have made our Waroo and Yarga kites so popular.

When not in use, the Micro Bridle stores away behind the LE via series of easily adjusted Velcro tabs. Removal of the Micro Bridle is not required, as when stored it has no impact on the aerodynamic performance of the kite.

To swap between 4-line and Micro Bridle setups the rider simply needs to loosen the fixed front pigtails of the 4-line setup, un-roll the Micro Bridle and fasten the front flying lines to the pulley attachment points. With the Micro Bridle option in use, the fixed 4-line attachment lines can be rolled up and stored behind the LE via the two small neoprene stowage pockets.

SLE+5th-Line Mode: The SLE mode can be further enhanced by the addition of the 5th-line option kit, this allows riders to benefit from the huge depower offered by the bridle and also the instant relaunch offered by the 5th-line.

In SLE+5th-line mode the 5th-line is used only for relaunching the kite and not as an active safety mechanism, complete depower can be achieved by releasing the bar or activating the Chickenloop QR when attached to the bypass leash.

The Yarga Hybrid SLE is equipped with a number of performance enhancing technical product features that enable it to deliver all the benefits of these four varied set-up styles to all riders without having to compromise on performance or safety.

Yarga Hybrid SLE Kite Package:

The Yarga Hybrid comes complete with kite bag, high quality canopy and bladder repair kit, high volume alloy shafted inflation pump, spare Profile Shaper battens and spare screw fit EZ-pump adaptor.

SLE Micro Bridle and 4-line setup front and rear pigtails are also included and come already connected to the kite. The 5th-line option kit is available from retailers for those riders wishing to use this setup. The 5th-line kit is designed as a one size fits all, and as such only one 5th-line kit is required to use across all of your Yarga Hybrid kites.

Technical Product Features:

Before flying your kite for the first time please take a while to familiarize yourself with the technical product features of the Yarga Hybrid SLE

Hybrid attachment Design: Choose between 4-line, 5th-line, SLE and SLE+5th-line modes for handling performance and depower. Unique micro bridle design packs down behind the LE for ultra fast switching between styles. This offers riders maximum versatility and proven simplicity with no lines to detach and nothing that can potentially be lost.

EZ-Pump Total Inflation System: Our new EZ-pump total inflation system with integrated silicone stopper valves allows easy one-shot inflation of the entire airframe of the kite. Already proven in the Bularoo design this feature is a must have for riders who want to get out on the water fast.

Canopy Framing Technology: Crashing your kite is a fact of life. The Yarga Hybrid SLE is the only hybrid SLE kite designed with Canopy Framing Technology, the ultimate reinforcement system. The entire perimeter of each canopy panel on the Yarga Hybrid SLE is supported with a continuous reinforcement zone, isolating the canopy from impact loads and delivering protection that you can believe in.

Profile Shaper Battens: Fiberglass Reinforced Profile Shapers reduce upper canopy deformation at low angles of attack. Profile Shapers ensure that your Yarga Hybrid SLE is the smoothest flying kite even at the absolute limits of depower. A clear and tough outer casing on each batten ensures that should you ever need to replace one it's a ten second job, never a trip to the repair shop.

Trailing Edge Battens: Strategically placed trailing edge battens increase turning response, by providing a cleaner exit for air travelling over the back of the canopy. Stiffening this high load area yields smoother airflow and eliminates the propagation of standing waves within the canopy making the Yarga Hybrid completely flutter free.

Solid Airframe Construction: There is no better way to connect the leading edge to the struts; our construction gives the stiffest and lightest structure available, yielding a kite with exceptional performance and easy handling for riders of all abilities.

Teijin Rip-Stop Canopy: If you want to cut corners, you can buy cheaper fabric, but you certainly can not use anything better. We only use Teijen Rip-Stop for our canopy material, as there is no better Rip-Stop cloth available.

Woven Spectra Serviceable Pulley Lines: 4mm braided abrasion resistant pulley lines, easily replaceable for minimum down time. Pulley lines include depower stopper knots which limit bridle travel to enhance stability in all wind conditions.

Dacron Wing Tip Panels: Multi-layer Dacron wingtip panels quickly distribute turning forces across the trailing edge for unmatched responsiveness and enable self launching without risk of damage.

Load Flex LE Seam: Our three layer webbing taped LE seam guarantees the strongest LE on any inflatable kite. There is simply no stronger seam construction.

Bridle Retainers: Swapping between rigging modes could not be any simpler. The SLE bridle stows behind the LE when not in use via a set of Velcro retaining tabs. Easy to swap with nothing to detach, there is not a more flexible rigging system in the industry.

Pulley Pockets: Stow your SLE bridle pulleys in these padded neoprene pockets when not in use. Tucked behind the LE, they are out of the airflow and cannot contact the ground during a crash.

Fluid Pocket Canopy Protection: Streamlined and built to protect, Fluid Pockets protect the top side of your canopy from the worst that beach handling has to offer.

Kevlar Elbows: The LE of the new Yarga Hybrid is protected against abrasion damage making your self launches safer if you choose not to use one of the 5th-line option modes.

Surf Tough Construction: Our unique Canopy Framing Technology, LE Load Flex seam, fully taped canopy and Solid Airframe Construction come together to deliver the most proven and trusted kite construction package in the industry.

Highest Quality Materials: The 2007 Yarga Hybrid SLE uses only the best available materials and construction. When we can not find what we need to make the best kites in the world we design and manufacture it ourselves, like our new EZ-pump total inflation system.

Pre-use checks:

When you have unpacked your kite for the first time, take time to check that all of the knots are correctly seated and cinched up wherever there are larkshead connections on the front bridle components. Pay particular attention to the front bridle section at either end of the pulley-line inserts.

Riders should perform a thorough inspection of their kite each time they set up and prior to launching; to ensure that it has sustained no damage during use. Any damage should be repaired by a professional kite or sail loft to ensure continued safety and usability. If, after significant use, wear to the front bridle pulley section should be visible replace the insert sections. These are available direct from Best or via your retailer.

Set-up and Rigging Instructions:

Your new Yarga Hybrid SLE comes ready to rig in either 4-line or SLE modes. An optional 5th-line kit is available to further extend the rigging and safety modes of the Yarga. Detailed set up instructions for the 5th-line are covered in the separate Yarga 5th-line manual.

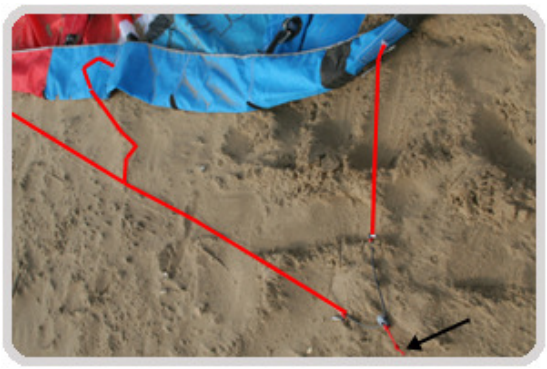
To rig your kite for flying in **4-line mode** simply unroll the front flying attachment, as detailed and attach the front line from your bar to the knot tied at the bottom of the line.

There are four knot positions on the 4-line attachment; connect your front flying line to the 2nd knot from the bottom. When using the kite at the top or bottom of its range you can gain more or less power by using the additional knots to alter the trim. Attaching the front lines closer to the kite gives more depower, attaching the front line further away from the kite gives more power and increases the low end ability of the kite.

When flying in 4-line mode, safety options are restricted to using the bar mounted OSR handles, or using the handlepass leash clipped directly into the bypass ring on the Chickenloop of the bar. The Yarga Hybrid depowers more than a standard C-kite in 4-line mode making the direct safety connection to the Chickenloop suitable for most purposes. Novice riders should consider adding the optional 5th-line kit, which comes with a leash extension allowing them to clip directly into the OSR webbing handles on the rear lines for increased safety.

When using 4-line rigging mode, ensure that the SLE bridle is secured behind the LE of the kite using the Velcro tabs provided and by placing the pulleys in the neoprene pockets. The excess length of the SLE bridle can be secured by winding it between two adjacent Velcro tabs. See ***Pulley Pockets*** and ***Bridle Retainers*** as detailed on the previous pages. When storing the bridle do not wind it tightly in between the bridle retainers, leave a small amount of slack, this allows the kite to flag fully via a back line OSR.

When rigging for the first time make sure that all your knots are securely cinched together and that all your larksheads are secured tightly.



To rig the kite in **SLE mode** first stow the 4-line front attachments. These can be stored by rolling and tying up the lines leaving them securely tied, or storing the spare line in the ***Pulley Pockets*** behind the LE.

Unpack the SLE bridle from behind the LE of the kite and lay the bridle out in front of the kite. Shake the bridle to make sure it is free from twists and simply attach the front flying lines to the short pigtail located under the pulley. There is only one attachment knot on the SLE bridle, no trimming is possible or required. Full depower of the kite can be achieved via bar travel.

Inflation and the EZ-pump system:

The airframe of the Yarga Hybrid SLE is interconnected by our simple and reliable EZ-pump inflation system. The strut bladders are connected directly to the leading edge bladder by a series of short, one way valves. The EZ-pump system has no complicated and heavy external or internal hose systems.

EZ-pump enables the rapid inflation of the entire kite directly through the LE valve. The EZ-pump system is totally internal to the Air-frame of the kite and typically requires no user service. EZ-pump equipped kites have only one LE valve for both inflation and deflation.

The EZ-pump main valve is a two part system with a shared opening for inflation and deflation. The valve is shown left with both the lower and upper sections of the valve unscrewed from the valve base.

The section highlighted in Green is the deflate ring, unscrew this to deflate the LE. When unscrewing the valve for deflation, make sure to hold the padded cloth area beneath the valve base to prevent twisting the LE bladder. Always ensure the rubber sealing ring, located around the base of the valve plug is firmly seated. When storing the kite, fasten the valve assembly to make sure the sealing ring does not become detached.

The section highlighted in Blue is the inflate cap. This section unscrews to allow attachment of the pump to the EZ-Pump valve for inflation. When assembling the valve always make sure that both sections are clean and free of debris and sand. *Always ensure that the upper and lower valve stem parts are correctly threaded and closed firmly to maintain an airtight seal before flying the kite.*

When inflated sufficiently all small wrinkles should be removed from the LE of the kite. A correctly inflated kite should give heavy resistance to the pump on the last few strokes, do not try to inflate the LE to the very limit of the pump. If you have the use of a calibrated inline gauge the correct LE inflation pressure is around 8-PSI. Correct inflation pressure will vary slightly with kite size, the smaller models will require slightly more pressure and the larger kites slightly less; this variance is likely to be no more than .5 PSI in either direction.

Complete and balanced inflation pressure can be achieved with the EZ-pump system simply by inflating through the LE valve to the recommended pressure. If you prefer to customize the feel of your kite by toping-off your strut pressures manually, this can be achieved through the external valves on each strut.

With your kite fully inflated, remove the pump hose and check the LE valve to make sure there is no sand trapped in the valve. Then reseat the valve cap screwing it shut firmly. If you do get sand caught in the LE valve simply blow it out with a shot of air from the pump prior to replacing the inflate cap.

Deflation and the EZ-pump System:

To deflate your EZ-pump equipped kite, simply remove the valve caps from each of the struts and give them a gentle pinch to release the air. Then remove the LE valve cap to deflate the LE before rolling and packing the kite. Always leave the strut valves open when rolling the kite to let any air, pushed through from the LE, escape from the struts. Refit the LE valve after deflating to ensure debris and sand does not contaminate the LE bladder.

Before storing your kite all strut valves should be unplugged. Storing the kite with the strut valves plugs in place can lead to stretching of the strut valves and premature deflation of the kite; this is of particular importance if the kite is likely to be stored in high temperatures.

Repairing strut bladders:
Should the need arise to remove a strut to repair a puncture, the user must first detach the strut bladder from the EZ-pump system.

Un-zip the closure at the bottom of the strut and gently detach the EZ-pump valve from the bottom of the strut bladder. The bottom of each strut has a large reinforced air-tight ring that sits over the EZ-pump valve.

The EZ-pump one way valve remains permanently attached to the LE bladder. Do not try to pull it through into the strut sleeve.

Detach the external strut valve-cap from Velcro fixing and attach a length of line to the tail of the bladder before carefully removing it through the zippered aperture.

Attaching a line to the tail of the bladder allows the user to gently drag the bladder back into the correct position within the strut sleeve once they have patched the bladder.

To re-connect the strut bladder to the rest of the EZ-pump system, carefully drag the bladder back into the strut sleeve using the line you attached to the tail of the bladder. Position the external valve stem through the small aperture and reconnect the Velcro to the tip of the valve.

Before reattaching the EZ-pump valve to the bottom of the bladder make sure that the EZ-pump valve stem is firmly seated into the reinforced ring stitched into the bottom of the strut pocket. This is critical for correct function of the EZ-pump system.

With the valve stem firmly seated, take the bottom of the bladder and slide the air-tight ring firmly down onto the base of the EZ-pump valve. Push the valve firmly upwards from behind into the bottom of the strut bladder and arrange the bottom of the bladder so it is evenly distributed around the valve.

Carefully close the zipper and inflate the strut through the external strut valve to check that everything has been refitted correctly and is airtight. If air escapes from any of the struts undo the zipper and reseat the bottom

of the bladder over the valve stem once more, applying even pressure.

Once you are sure that all the strut bladders have been correctly seated on the LE bladder you are now ready to inflate the kite completely through the LE valve.

Further advice on trouble shooting the EZ-Pump bladder system is included in the FAQ at the back of the manual.

Self-launching the Yarga Hybrid:

In all rigging modes the Yarga Hybrid launches much like any other LEI kite; the only difference being that as with any SLE kite the rider must take care where they position the front lines prior to launch to ensure they do not become tangled. The short length of the micro bridle on the Yarga Hybrid makes it unlikely that the SLE bridle lines can become tangled.

With the kite inflated correctly and all the flying lines attached to the correct points, the rider should place the kite at the edge of the wind. The rider can then opt to fold the wingtip and place sand over the folded wingtip of the kite, as shown, or they can place sand on the inside of the wingtip panel directly behind the curved part of the LE that forms the wingtip.

Before going back to your bar to launch, wait at the kite for a while to ensure you have placed enough sand on the kite to hold it down. If you kite shifts slightly in the wind secure it with more sand.

Return to the bar, hook into the Chickenloop, and take a second to check your lines visually one last time. With the bar firmly in your grasp and the bar positioned at 50% depower position, pull the top of the bar towards you and step backwards.

Pulling the bar back towards you and stepping backwards will flick the sand off the wingtip, releasing the kite and allowing it to self launch.

If it is possible to have someone suitably experienced assist in the launch, this is always the preferred method.

Specific tips on self-launching using the 5th-line option kit are included in the online 5th-line manual.

Landing the Yarga Hybrid:

The Yarga Hybrid can be landed in exactly the same way in both 4-line and SLE Micro-bridle set-ups. Because the Yarga uses a C-kite plan shape, it can be completely flagged from the bar mounted OSR handles. To self-land the kite, fly it down towards the ground until one wingtip is touching the ground. Reach for the corresponding OSR handle, unhook from the bar, and taking the webbing handle firmly in your grasp release you grip on the bar. With the bar released the kite will flag and depower completely via the OSR handle. In high wind conditions the kite may flap around for a short while before settling to the ground.

Assisted Landing the Kite:

When landing your kite with an assistant simply fly the kite to the edge of the window and down to ground level slowly. Have your assistant the take hold of the kite firmly in the middle of the leading edge, and then walk towards your assistant to remove all flying line tension. You can either have you assistant lay the kite down and sand the upper canopy, or have them hold the kite until you are unhooked from the bar and safely able to have them hand the kite over.

Water relaunching the Yarga Hybrid SLE:

In **4-line mode** the Yarga relaunches like any other 4-line C-kite. With the kite LE down in the water swim towards the kite until it flips onto its back. Using the bar, taxi the kite towards the edge of the wind window where it will sit on one tip. Then direct the kite into the air by pulling back on the end of the bar that corresponds to the upwards wingtip.

In **SLE mode** the Yarga Hybrid has improved relaunch capability due to the curved shape of the wingtips and the geometry of the LE bridle. With the kite's leading edge down in the water pull on either of the rear lines via the OSR handles and the kite will slowly taxi across the wind window, eventually rotate upwards into an upright position and await relaunch by a swift upward pull on the bar.

In lighter winds it may be beneficial to use your board to create extra resistance to the pull of the kite to enable faster relaunch and to speed the kite into taking an upright position at the edge of the wind window. Once in this position simply adjust the bar and steer the kite, launching it upward.

In 5th-line mode the Yarga Hybrid can be re-launched by pulling on the 5th-line to flip the kite onto its back and then maneuvering to the edge of the window using the bar.

Hot launching:

With the kite resting on its trailing edge in the water, with its weight partly supported by the struts, it is possible that the kite may accidentally "hot launch." If this occurs, the rider should depower the kite immediately by pushing out on the bar as soon as the kite leaves the water.

Hot launching is not a recommended relaunch method.

Frequently Asked Questions:

What pre-flight checks should I perform before I first fly my Yarga?

Before each use we recommend that you check all the larkshead knots on the front and rear attachments.

Ensure that the leading edge and strut zippers are completely closed and hidden behind the zipper flaps.

Make sure that unused lines from the alternative rigging setup are securely tied up and cannot foul the flying lines.

What type of performance can I expect from my Yarga?

Expect the "Best Performance;" the most user-friendly and safest Hybrid kite available on the market! The Yarga is perfectly suited for any rider who wants the user friendliness, direct handling and performance of a C-kite, but also wants to benefit from the hugely extended depower range and safety options that the SLE Micro Bridle and 5th-line mode enable.

Surfing the waves has never been easier or more fun. With the ability to shut the kite power down in SLE mode you can now ride the board more than ever, letting gravity, wind and wave provide the acceleration and using the kite as a primary or supplemental power source.

How do I adjust the turning speed and feel of my kite?

In 4-line and 5th-line modes you can switch between the two LE mounted front line attachment points.

The factory attachment, Green, gives maximum depower for use in most wind conditions. The additional attachment point, Red, gives better low-end power and is suitable for use in marginal conditions and when big wave surfing, as it allows the kite to sit deeper in the window.

These attachment points are only for use in 4-line and 5th-line rigging modes.

How should I care for my Yarga?

Inflate and deflate your kite with care. Follow proper inflation techniques and pack down your kite when it is completely deflated and dry.

Do not leave the kite inflated and sitting in the wind unused for long periods of time, as this accelerates wear to the canopy cloth. Inspect the kite periodically for small holes or tears and patch when detected to eliminate costly repairs.

Before storing the kite ensure that the LE valve is closed and that the strut valves are left open.

How do I Remove and Install a LE Bladder?

Typically the bladder should last the life of the kite, however unforeseen things happen. If you should need to replace a strut or LE bladder, order specific Yarga replacement bladders.

While protected inside, the LE and strut bladders are incredibly robust. When taking them out ensure that they are placed on a clean, dry and grit free surface. You will require 2 lengths of line, preferably an old flying line with a closed loop still attached. Each length of line needs to be about 6 feet longer than half the wingspan of the kite.

Before removing the LE bladder remember to unzip each strut and disconnect the strut bladder from the internal EZ-pump valve. Unscrew the LE deflate valve and detach the valve ring from the LE cloth by pushing it inside the LE.

Removing LE Bladder:

Undo the LE access zipper; make sure that the zipper is clean and free from sand before proceeding. If the zipper is jammed with sand flush it out with a small amount of water or blow the zipper clean using the pump.

Unfold the wingtip pockets. The black ABC-cloth flap is retained with a small Velcro tab. Undo the Velcro and pull the end of the pocket out from the end of the sleeve. Gently pull 10-15cm of bladder out from the sleeve. All bladders are oversized so there will be suitable excess material at the end of the pocket.

Take your length of line and carefully loop it around the end of the bladder. Cinch the line up against the bladder end so that is tight and secure. Repeat for the opposite end of the kite.

When you pull the bladder out through the zipper at the center of the LE the line will pull through the length of the LE. This line enables you to pull the bladder back towards to wingtips and it is essential for reseating the bladder correctly. Be careful not to catch the bladder on the zipper teeth.

With the lines attached to both ends of the bladder, gently pull the bladder out through the LE. Repeat this for both sides of the kite until the bladder is completely withdrawn from the LE and both pieces of line attached to the bladder ends are poking through the LE zipper.

With the bladder completely withdrawn from the LE, detach the lines from the ends of the bladder and carefully fold the bladder from tips to center so that the bladder folds up like an accordion on either side of the valve stems. For re-inserting the bladder it is important that both tips are in separate piles/folds, as this allows you to insert the bladder one side at a time without tangling the spare side of the bladder during re-insertion.

Re-installing the bladder:



Before you attempt to reinsert the bladder it is essential that the bladder and the LE sleeve are both completely dry. Rubbing the bladder with talcum powder will make refitting the bladder much easier. Be sure to wipe clean the five EZ-pump valve stubs attached to the LE bladder before attempting to fit them to the struts.

Lay the folded bladder on the LE next to the open zipper; the bladder should be laid out so that the internal one way valves are facing upwards with no twists being visible in the bladder. Carefully taking one end of the bladder, attach the end to one of the lines that you previously drew through the LE. Then attach the other end of the bladder to the remaining line. Carefully feed the bladder into the LE sleeve one side at a time until the bladder is neatly folded up inside the LE sleeve.

From the wingtip, carefully and slowly pull the bladder down the LE sleeve using the lines attached to the bladder tips. Once the bladder is exposed at both ends of the kite return to the center of the kite and seat the main valve through the reinforced hole in the LE and close the LE zipper.

Next carefully manipulate the internal valve to each strut so that it passes through into the bottom of each strut sleeve and firmly press each valve home into its reinforced ring.

Returning to the wingtips, detach the lines from the tips of the bladders and carefully fold the bladders tips up into the ends of the wingtip sleeve. Carefully fold over the end cap and securely fasten the Velcro pieces together ensuring the bladder cannot poke out once inflated.

Once the LE zipper and wingtip closures are sealed, inflate each strut individually to check the internal attachment before inflating the LE.

After this has been done slowly inflate the LE and observe bladder inflation. If the bladder has been twisted during installation, it will show up as a void in the area of the twist. The area may be massaged at a low air pressure to relieve any partial twist. If this does not work the bladder may need to be uninstalled and reinstalled correctly to eliminate the twist. If the bladder appears to be difficult to pull through the LE lightly coat the bladder with talcum powder once more and try again.

Wind Ranges:

The suggested wind range chart is just that; a suggestion. Always know your limits, and when in doubt rig a smaller kite if possible. Wind speeds inland may vary according to where they are taken; if you are flying the kite near a tree line always take wind reading more than 100m past the line of trees to get an accurate maximum reading.

The wind ranges given below are based on a 75kg rider and kitesurfing usage, for snowkiting and landboarding the wind ranges will vary according to snow and surface conditions but will be 3-5 knots lower for bottom end and 4-6 knots lower for top end.

Size (sqm)	**Range** (knots)	**Recommended** Bar Size
7	25-35*	45cm bar
9	21-35*	45cm bar
11	17-31	45 or 55cm bar
13	15-26	55cm bar

Depending on your riding technique and the position of your stopper ball it is possible, though not advisable, to ride outside of the stated wind speeds and still retain complete stability of the kite.

If you can not keep your kite stable at wind speeds approaching, or above, the upper stated limits for each size kite, then please do not attempt to exceed your skill level.

What is the SLE bridle used for?

The Yarga Hybrid SLE bridle is designed to allow the Yarga to depower like a typical SLE kite. It supports the shape of the LE and allows the kite to pivot further forward to give more depower than is possible with simple 5th-line rigged hybrid kites.

In SLE mode the Yarga Hybrid depower rivals that of the Waroo. In 5th-line and 4-line modes the Yarga Hybrid delivers more depower than a similarly sized C-kite.

Can I use a bar from other kites on the Yarga?

Yes, however certain precautions need to be taken into consideration when using other bars. It is best to seek technical assistance before rigging a non-Best bar to the kite.

The Yarga is designed to work perfectly with the Best 07 bar. Its extended travel allows for complete depower of the kite; this is key to the improved safety of the Yarga over a C-kite. An upgrade kit is available that includes everything but the bar and lines for swapping any 06 Best bar over to be suitable for the Yarga.

How hard should I pump my Yarga 07 kite?

We recommend 8 PSI for the Yarga; smaller sizes, 9m and below, may require slightly more inflation +.5 PSI and larger kites up to .5 PSI less. An under-inflated kite will be problematic through the flight cycle and when re-launching. Some riders have noted that in some adverse wind conditions, inflating the kite slightly above the recommended PSI has delivered further benefits in improved stability; this is particularly noticeable in the snow where the cold air temperature may lead to a decrease in internal air pressure over time.

Due to the hugely increased risk of impact damage when flying on land we recommend that landboarders and buggy pilots do not exceed the recommended inflation pressure of 8 PSI.

Do not store a Yarga with inflated struts inside a vehicle during the summer, since the interior temperatures of vehicles can rise rapidly, leading to a catastrophic increase in strut pressure and potentially damage or stretch the strut deflate valves.

Does the Yarga invert like some SLE kites?

The new Yarga is a Hybrid kite with a C-shape profile and, as such, it is immune to the inversion instability seen on some first generation BOW kites.

Precautions for inversion have been taken in consideration with the design of the Yarga, such as profile shapers, tow point limiters at the front bridle and a variable rear bridle. These variable points help stabilize the AOA of the kite when fully de-powered or at the high end of the kites wind range.

Best Kiteboarding riders have found it impossible to invert the Yarga Hybrid in normal flight.

What safety systems are built into the Yarga?

A Yarga Hybrid flown with a 07 Best Bar in SLE mode has multiple redundant safety systems. First and foremost, pushing the bar away and forcing it to slide up to the trim strap will depower the kite to its depower limit. Unhooking the kite and dropping the bar when attached to the bypass leash ring will result in the same maximum depower state being achieved.

Both rear flying lines on the Yarga bar are equipped with OSR handles, in 4-line, 5th-line, SLE and SLE+5th modes either of these grab handles can be used to completely depower the kite. In 5th-line mode the 5th-line can also be used to completely depower the kite.

For maximum depower and safety consider using the Yarga Hybrid is SLE mode or with the optional 5th-line kit.

How do I rig my Yarga, what attachment knots should I use?

All Yarga come with 6 knots already tied on the bottom of the rear flying line attachment bridle, the Yarga 07 is designed to work best for riders of average weight when the flying lines are attached to the 2nd or 3rd from bottom knot on the rear bridle.

When attaching for the first time please use the bottom knot on the bridle. If the kite's handling and turning is sluggish, then re-attach to the next knot up. Repeat this procedure until you have found the perfect knot position for your arm reach and your preferred riding style.

When the kite is trimmed correctly you should be comfortable enough to steer the kite and still have enough reach left to depower the kite by pushing the bar away from you. As an additional passive depower adjustment, the trim strap allows further depowering on the fly.

If you intend on riding unhooked for performing tricks it is important that you trim your kite so it does not back-stall when unhooked. To check this once you think you have found your preferred rear knot setting, unhook the chicken loop from your spreader bar and fly the kite overhead. If the kite sits directly above you with no backing down, then you have the perfect trim.

If you find the kite wants to back down towards the beach, then you have too much rear line tension and the kite is oversheeted. To fix this simply pull down on the depower strap in small increments until the kite flies happily overhead with the bar unhooked or attach the rear lines further away from the kite.

Please note that flying unhooked is not recommended unless you are already comfortable with the increased level of kite control required. Never try to asses the correct trim for unhooking in high winds and never unhook without using a rated safety leash designed for this purpose.

How do I perform a self-rescue with my Yarga?

If possible, release the OSR handle to flag the kite and wind the lines onto the end posts. With the lines wound in and any flying line secure, release the LE deflate bladder and, taking the kite by the wingtips, roll it to the center expelling air from the LE as you progress. Once the LE is deflated, re-secure the LE valve, secure the kite to your board with your bar leash and paddle back in.

See the online optional 5th-line kit manual for further instructions on take down using the 5th-line.

How do I pack my Yarga?

As your Yarga uses battens in the leading edge and trailing edge, you need to consider this as you pack your kite away. To ensure you do not damage your lightweight battens during packing always roll your Yarga from the wingtips to the center ensuring that the trailing edge forms a straight line in the finished roll.

Once the kite is rolled up, find the ends of the leading edge and trailing edge battens and fold the kite in thirds using the ends of the battens as guides for the folds. With the kite fully rolled all the trailing edge battens should be in one third of the roll and all the leading edge battens should be in the other third of the roll.

How do I replace worn bridles on the Yarga?

The Yarga front bridle has user replaceable heavy duty inserts fitted into the center of the line. Should these become worn, simply undo the retaining loops at either end and attach a replacement set. It is recommended that you replace both sides at the same time, even if only one side is showing wear.

How do I trouble shoot the EZ-pump system on my kite?

The EZ-pump system has been designed to be trouble free; there are no external inflation tubes and all internal parts press fit together with a simple double lip seal.

The main LE valve on the Yarga Hybrid consists of three parts: the valve seat, the center deflate plug, and a screw fit air cap. The internal one way system on each strut consists of two parts: the one way valve nozzle that is attached to the LE bladder and the clear bladder sealing ring attached to the bottom of each strut.

If a kite does not appear to hold adequate air pressure, the procedure for checking should be as follows:

1. Inflate the kite fully and leave standing.

2. **If the kite deflates, leaving four of the struts inflated**. Open the access zipper on the deflated strut, fold back the black rubber protection sheet, and carefully but forcefully reseat the clear bladder sealing ring at the bottom of the strut over the one way valve nozzle that protrudes from the LE into the strut compartment. Reposition the black rubber protection sheet over the back of the zipper and close the zipper. Re-inflate the kite fully through the LE valve and leave to check seal integrity. The internal valve can become unseated due to repeated high impacts crashes into the water.

3. Should the kite slowly deflate again, check the external deflate valve on the strut. Due to the flexible nature of the materials used in the valves to ensure low adequate low temperature stability, if the kite has been exposed to temperatures over 100 degrees the valves may become temporarily stretched. To fix this you can simply wrap a small zip tie around the valve and secure it firmly. Remember to always remove the deflate valve plug from external strut valves when storing the kite.

4. If the kite stays inflated, then you have solved the problem, if the same strut and LE deflate again, then remove the strut bladder, check and repair any punctures and repeat the inflation test.

5. **If the LE deflates but all the struts stay inflated**, check the following items in sequence.

6. Unscrew the entire valve assembly from the valve seat, flip the deflate plug over and check that the black rubber air seal is in position. This is a small flat black rubber sealing ring about 35mm in diameter. The sealing ring should be flush with the bottom of deflate plug and free from sand or any other debris. Clean and reseat, if required, and carefully screw the plug back into the LE and inflate once again. If the sealing ring has fallen off, reassemble with a new sealing ring prior to inflation.

7. **If the LE deflates again,** check that when removing the pump adaptor from the top of the valve assembly that the deflate plug has not become loose, allowing air to escape. The two threads run

counter to each other, so always hold the center deflate plug securely when removing the pump adaptor and screwing the air cap in place.

8. **If the LE deflates again,** remove the inflate valve cap and check that the internal one way valve has not become damaged. If the small one-way valve is damaged or has become detached, replace the center deflate plug with a new part.

9. **If the LE deflates again,** then you have a LE puncture.

Following this procedure carefully will identify any possible reason for the kite not holding air pressure.

If you have any questions about your Yarga Hybrid that are not covered in this user manual, please contact your nearest dealer or Best Kiteboarding.