WAROO 08: RIDE ANYWHERE, DO EVER

BEST KITEBOARDING
USER 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 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 often new and unproven. 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 User 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 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, assigns 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 Ride Best, LLC harmless from any and all liability, and waive and release any and all claims or potential claims against Ride Best, 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 Ride Best LLC (d/b/a Best Kiteboarding, LLC) products.

’08 Waroo: High Performance SLE (Supported Leading Edge) Inflatable Kite

Best Kiteboarding would like to thank you for choosing the new 2008 Waroo. We guarantee that this kite will exceed your expectations. If you are not 100% satisfied with your purchase, simply contact the retailer you bought it from within 30 days of delivery, send it back to them, and we will refund the purchase price of your kite. This is in addition to our standard materials and workmanship limited warranty.

Best Kiteboarding has a dedicated, year-round R&D team comprised of our world-class technical staff and pro-team riders. We never stop testing and we never stop improving our products. With our dedicated R&D facilities in Australia and Brazil being staffed year-round, you can be sure that everything we make has been fully tested in the most extreme locations the world has to offer. Our Brazil R&D site is open whenever there is wind, so if you are in the area and want to try the latest products that we have in development, stop by – we value the feedback. After all, we make kites for our customers to ride and to enjoy, not just for ourselves.

Description:

The ’08 Waroo is the perfect kite for any rider and any discipline. It turns faster, jumps higher, loops tighter, hangs longer and now chases waves better than ever before. The ’08 Waroo will outperform both your expectations and the competition. It is not just the best value for the money out there; it is simply the best Dacron/Rip-Stop SLE kite on the market.

Completely redesigned to make it even better than before, the ’08 Waroo will allow you to progress further than you ever imagined, no matter which style of riding you prefer. The product of three years of continuous development, every aspect of the ’08 Waroo has been reworked in response to customer feedback to deliver the perfect do-anything, ride-anywhere kite, ensuring that it will be the best selling SLE kite on the market for the third year running.

The ‘08 Waroo’s super easy handling and big surf ability has been enhanced by our new VP2 front bridle system. The VP2 short-throw front pulley system optimizes load distribution between the wingtips and the center of the LE, giving a more stable kite that can be ridden deeper into the wind window. With increased depower, VP2 gives maximum wind range from reduced bar travel and increases turning response without any increase in back line pressure.

VP2 delivers huge improvements in handling, stability and turning speed for the ‘08 Waroo, enabling us to simplify the back line attachment set-up, giving you the most direct bar connection to your kite. For 2008,

we have added multiple rear line configurations, giving you total control of turning speed, power delivery and depower. Now you can dial-in your new Waroo perfectly for wherever and however you ride.

Freestyle riders will love the easy big-air, rock steady unhooked handling, fast kite-looping and light bar pressure of the '08 Waroo. Newly revised canopy profiling and shaping make the '08 Waroo the perfect choice for riders looking to maximize their riding progression. After just one ride, we are sure you will agree it is the best Waroo we have ever made.

Big wave surfers will die for the '08 Waroo's surf-tough build quality and absolute reliability. There is no better Dacron and Rip-Stop kite to rely on when you are cutting back on the face of an overhead wave or charging down the line. Improved Canopy Framing Technology, an all new Load Flex LE seam and our laser cut Solid Airframe Construction guarantee that the Waroo is the toughest kite you have ever ridden. Nothing else comes close.

Beginners looking for an easy handling kite with light bar pressure, amazing stability, maximum depower and the easiest relaunch in its class need look no further than the '08 Waroo. Our new VP2 bridle and wingtip shaping endows the '08 Waroo with lightening fast relaunch and improves upon its legendary stability. Custom Tune options allow even a total novice to dial in their preferred handling style for maximum enjoyment in all riding conditions.

The '08 Waroo comes loaded with more must-have performance features than ever before, and all with the outstanding build quality that you have come to expect from Best Kiteboarding. The '08 Waroo is unquestionably the kite with best value for the money you will ever own. No other kite offers the perfect blend of versatility, performance, superb handling, and outstanding build quality that you get from the '08 Waroo, and none come close to this price point. The '08 Waroo is simply head and shoulders above the competition, but do not take our word for it - one ride will tell you all you need to know.

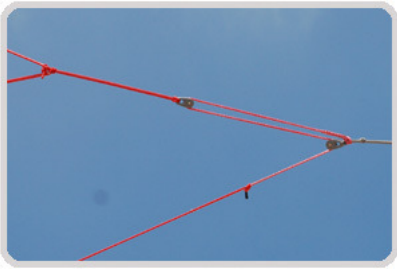
'08 Waroo: Kite package

Your '08 Waroo is delivered complete with the following items:

- Over–the-shoulder carry bag.
- High-volume, dual-action pump with alloy shaft.
- Bladder and canopy repair kit.
- Replacement trailing edge battens.
- This user manual on CD.

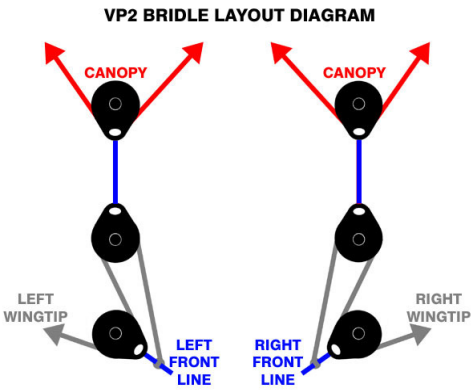
'08 Waroo: Performance features and kite set up

When unpacking your '08 Waroo for the first time, we recommend that you take some time to familiarize yourself with the product and the design features that make your kite unique. This will help you in setting the kite up correctly the first time and ensuring you gain the maximum potential from its high-performance design.



VP2: The new LE bridle and depower system delivers more than just increased depower from reduced bar travel. A dual stage short-throw pulley system optimizes load distribution between the wingtips and the center of the LE, giving a more rigid and stable kite that delivers less pitching, ensuring that stability remains unaffected by depower. VP2 offers the reduced bar-throw benefits and increased turning rate of a 2:1 rear line pulley system, with no back line pulleys and no increased bar pressure.

The VP2 bridle system automatically varies the distribution of front line load between the wingtips and LE of the '08 Waroo. As you depower your kite, VP2 ensures that the entire LE of the kite is loaded under line tension in the optimum way at all times. VP2 also ensures that the stability of your kite is unaffected by depower; as you depower the kite, VP2 automatically adjusts the angle of attack and line load. VP2 delivers more depower from reduced bar travel and makes the '08 Waroo easier to relaunch than any SLE we have ever made.



When unpacking your kite for the first time, correctly lay out the front bridle as shown in the image on the left. For maximum performance and correct depower function, it is important that the front bridle is free from twists and knots.

When correctly laid out, the VP2 section of your front bridle should look exactly like the image on the left. Any twists in the bridle can be removed by counter-twisting the lines where they connect to the front flying lines. See last page for more details.

Custom Tune Options: Rig and ride it your way. With our direct rear bridle setup, you can rig your '08 Waroo for any blend of turning speed, depower and bar pressure.

From unhooked riding to freestyle to big wave surfing; we are sure you will find a setup option that suits you perfectly, no matter where or how you prefer to ride.

Canopy Framing Technology: Crashing your kite is a fact of life. The '08 Waroo is the only high-performance kite designed with Canopy Framing Technology - the ultimate reinforcement system. The entire perimeter of each canopy panel on the '08 Waroo is supported with a continuously-curved reinforcement zone, isolating the canopy from impact loads and delivering durability based on sound engineering.

CFT is a unique approach to the tasks of distributing shock loads and effective transfer of TE tension across the canopy of your kite. Whenever you crash your kite, the impact load generated by the rapid deceleration of the airframe as it hits the water is distributed across the much lighter rip stop canopy. In high-speed crashes, there is a huge amount of energy to be dissipated across the kite and this energy will naturally find the weakest point of the kite, with drastic consequences.

With CFT, a lightweight but incredibly strong 'buffer zone' is stitched into the canopy sections and between the airframe and canopy joins. Due to the unique continuously curved shape of CFT, impact energy is harmlessly circulated around the kite until completely dissipated.

Load Flex LE Seam: For 2008, the load flex seam receives additional mark-cloth internal reinforcement along with additional stitch reinforcement. Our unique three-layer webbing-taped LE seam guarantees the strongest LE on any inflatable kite. There is simply no stronger or cleaner seam construction.

A full-length, webbing-tape reinforcement ensures that the new Waroo is the toughest kite you will ever fly.

Solid Airframe Construction V2: New for ’08, all LE strut joints are laser cut, shaped and Kevlar tape reinforced. 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 use Teijen Rip-Stop for our canopy material, as there is no better rip-stop cloth available. All seams are glue-taped, folded, and Z-stitched to ensure perfect panel alignment and maximum kite longevity.

Dacron Wingtip Panels: Multi-layer Dacron wingtip panels distribute turning forces for unmatched responsiveness and enable self-launching without risk of damage.

Increased surface area at the wingtips gives greater turning agility, while our curved wingtip profile improves aerodynamics and eliminates vortex-induced drag.

Kevlar Wingtip and LE Patches: However and wherever you ride, your kite will come into contact with the ground at some point.

Our Kevlar reinforced LE and wingtip patches give maximum abrasion resistance to protect your kite, even when self-launching from less than ideal situations.

Woven Spectra Serviceable Pulley Lines: We use high strength wear-resistant 4mm braided abrasion-resistant pulley lines, so you spend more time kiting and less time servicing your kite.

Ronstan High Load Pulleys: Precision Ronstan pulleys provide friction-free depower action. Combined with our new VP2 bridle design, they deliver unbelievable depower and wind range.

TE Battens: Precision-tolerance fiberglass battens support the trailing edge canopy section and smoothes the airflow over the trailing edge. Improved aerodynamics ensures faster turning and silent maneuvering, while our smooth pocketed mark-cloth construction delivers outrageous durability.

CFT Reinforced Trailing Edge: Like all kites in our 2008 range, the ’08 Waroo benefits from our exclusive CFT reinforced trailing edge, which provides razor-sharp turning response and unmatched durability, even if you leave your ’08 Waroo lying on the beach for days or weeks on end.

Optimized Aspect Ratio: The ’08 Waroo benefits from our new optimized aspect-ratio shape. A balanced profile-shape and chord depth create a kite with unmatched stability in high winds.

Combined with our VP2 bridle system, the balanced aspect-ratio delivers all the incredible jumping and depower benefits of a high-aspect design SLE, with the turning and handling characteristics of a mid-aspect ratio surf kite.

Surf-Tough Build Quality: 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. A kite purchase is a considerable investment. However, with the legendary Best Kiteboarding build quality and warranty, it is the smartest investment you will make this year.

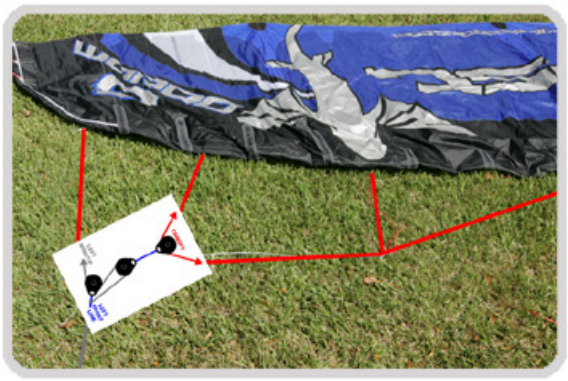
Highest Quality Materials: The ’08 Waroo uses only the best available materials and construction. When we can not find what we need to make the best kites in the world, we develop and design it ourselves.

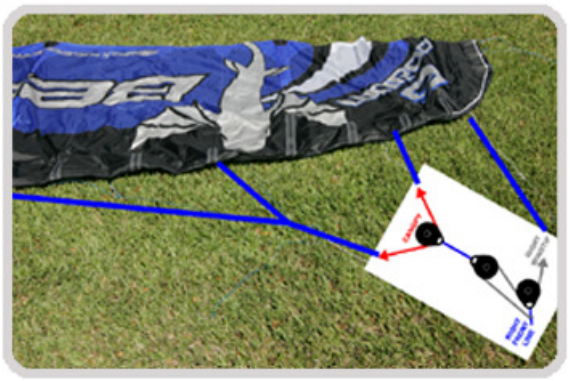
Setup options and pre-flight checks:

The ‘08 Waroo is shipped with all bridle lines secured to the center strut valve retaining Velcro. When you receive your kite, unroll your ’08 Waroo and remove the foam valve protectors. Next, detach the bridle lines from their traveling position on the center strut and separate the bridles into left and right.

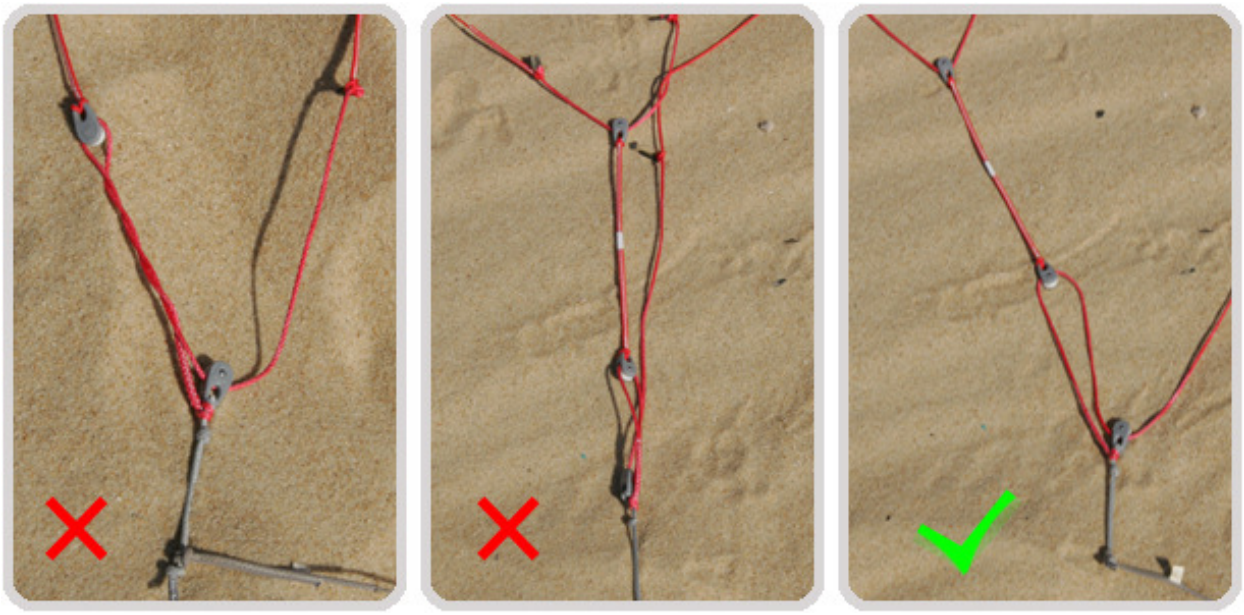
Front Lines: The front attachments are comprised of a leading edge bridle that terminates on both sides with a closed loop (*larks head)* and replaceable center section that the VP2 pulleys travel on. Should advanced signs of wear show on either the pulleys or bridle after extended use, contact your nearest dealer for replacement parts.

When unpacking your kite for the first time, correctly lay out the front bridle as shown below. For maximum performance and correct depower function, it is important that the front bridle is free from twists and knots.





When correctly laid out, the VP2 section of your front bridle should look exactly as the image on the bottom right. Any twists in the bridle can be removed by counter-twisting the lines where they connect to the front flying lines. **Any twists should be removed before attaching the flying lines.**



Only attach your front flying lines to the knotted pigtail attached to the back of the wingtip pulley.

All pulleys run on abrasion resistant woven spectra insert lines (detailed in red and grey). This line is chosen specifically for its flexibility and abrasion resistance. Due to the use of moving parts it is recommended that you check the smooth operation of the pulleys before each flight. ***Any damage on the main bridle should be replaced immediately.***

Rear Lines: A-B-C Custom Tune

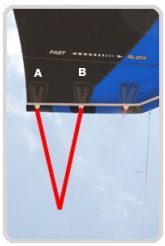
The rear flying line attachments on the '08 Waroo are comprised of two lines that join to form a short 'V' shaped bridle. The rear flying lines attach beneath this 'V' section to one of the six supplied knots.

The wingtips of the '08 Waroo have three rear line attachment points, A-B-C, running from the TE to the LE. Moving the rear bridle 'V' sections between the A-B-C attachment points allows you to vary the turning speed, turning circle, depower rate and power delivery of the kite to suit your local conditions and preferred riding style.

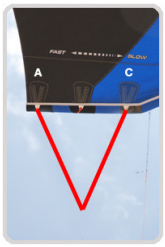
In general, using the attachment positions closer to the TE of the kite will give you the lightest bar pressure, reduced power through a kiteloop and the fastest pivoting and turning. Using the attachments towards the LE of the kite will give you more bar feedback, increased power throughout a kiteloop and a wider, sweeping turning style.

Custom Tune set-up options are detailed below.

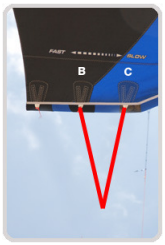
A-A: This setting has the tightest and fastest pivot turning style, while delivering the lightest bar pressure. Riders will find this particularly suited to killing the power when big wave surfing and for extracting the maximum control for big air and huge hang time. A-A is the stock bridle setting.



A-B: This setting gives light bar pressure with a turning feel midway between traction and pivot turning. Turning speed remains very fast on this setting. This gives the most 'crisp' handling style.



A-C: This is the mid-position set-up. A-C splits the 'V' bridle between the front-most and rear-most attachment points. A-C offers an excellent combination of turning speed, depower and bar feedback that is particularly suited to unhooked riding and for extracting maximum control in high winds. Bar pressure is similar to the Yarga in this set-up while turning speed remains fast, making this the ideal freestyle/competition setting.



B-C: This setting minimizes depower travel and delivers more consistent pull, right across the wind window. The B-C setting is preferred for a rock-steady feel and for milking the maximum low-wind performance from your '08 Waroo for heavier riders or for slowing the kite down to make it easier for beginners and novice riders.

Using the same points for attaching both legs of the 'V' bridle, A-A and B-B, increases the effective length of the rear 'V' bridle by one knot position. To compensate for this, attach your rear flying lines one knot closer to the kite beneath the 'V' bridle. Using the A-C option shortens the rear 'V' by one knot. To compensate for this, select one knot further away from the kite beneath the 'V' bridle.

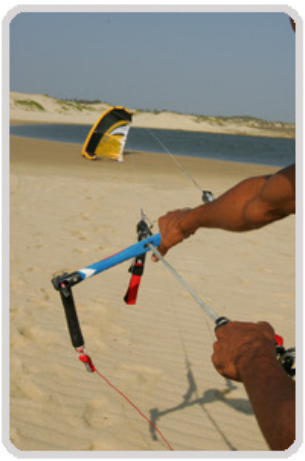
Pre-use checks:

Once you have unpacked your kite for the first time, take the time to check that all of the knots are correctly seated and cinched up wherever there are larksheads connections on the front and rear 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.

Self-launching the '08 Waroo:

The '08 Waroo launches much like any other LEI (Leading Edge Inflatable) kite; the only difference being that, as with any SLE kite, the rider must take care where they position the bridle lines prior to launch. Make sure the bridles and flying lines can not get tangled. The '08 Waroo has line deflectors on the strut ends to assist in this.

With the kite inflated correctly and all the flying lines attached to the correct bridle points, place the kite at the edge of the wind window. Placing sand on the inside of the kite behind the 1st strut towards the 2nd strut helps to keep the kite flat to the wind until the wingtip has been folded over and secured with more sand. Fold the wingtip over on the leading edge, and sand down the folded 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.

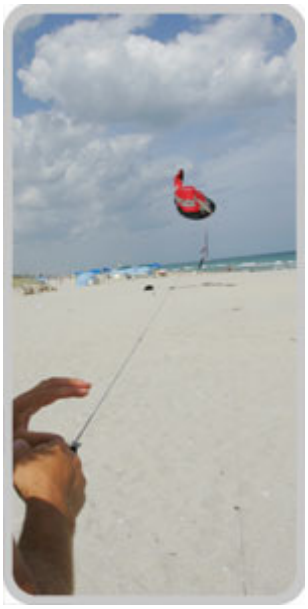
Return your bar, which should be positioned across the wind, on the opposite side of the wind window from your kite. Hook into the chickenloop, and take a second to check your lines visually one last time. With the bar firmly in your grasp and the bar positioned at 50% depower position, pull the top 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 experienced assist in the launch, this is always the preferred method.***


Landing the '08 Waroo:

Due to having dual rear line OSR handles and its unique bridle layout, landing the '08 Waroo is much easier than landing other SLE kites. Two simple methods can be used to land the '08 Waroo, depending on your personal preference and the wind conditions.
Method 1: This method is suitable for most wind speeds on open beaches, with sufficient free space downwind. Fly your kite to the side of the window, leaving the kite at an angle of about ten degrees to the ground. This equates to the lowest wingtip being about 5m from the ground.

With the kite at the edge of the window and the retaining Velcro on the OSR handle already loosened, sheet-out, reach up and grab the lower of the two OSR handles. With the webbing loop firmly in your grasp, unhook while holding onto the webbing handle. The '08 Waroo will fly slightly to the edge of the window, and then loop under itself, coming to rest on the beach in the dead downwind position facing into the wind with the leading edge facing up. ***This method is only recommended if you have more than two line-lengths of downwind space.***



Method 2: To land the '08 Waroo in higher winds, fly it down to the ground at the edge of the wind window, so that the lower wingtip touches the sand. Clip your leash to the webbing loop on either OSR handle. **Ensure that the retaining Velcro is loosened before using either OSR handle; failure to do so may result in improper operation of the safety system**.

With the webbing loop securely clipped to the leash, you can now unhook or fire the chickenloop-mounted quick release. The kite will completely depower, flip over and land with tension on the leashed line. Make your way up the line towards the kite and secure the kite with sand.

Water relaunching the '08 Waroo:

The '08 Waroo has easy built-in relaunch capability, due to the curved shape of the wingtips and the geometry of the VP2 bridle. The rear line ABC- Custom tune settings can affect the ease of relaunch, with AA being the easiest set up to relaunch and BC being the most difficult. The first time you use the kite on water we recommend that you attempt a self relaunch in shallow water.

With the kite leading edge down in the water, swim a few strokes towards the kite to flip it onto its back, flipping the kite onto its back will make relaunch much easier. With the kite on its back dead downwind of you, you can now begin the relaunch by pulling in on either of the rear lines. To do this grab either rear line OSR handle, making sure it is free from its Velcro and pull in at least 1m of back line. Keep the tensioned back line firmly behind your back and wait while the kite catches the wind and presents itself as shown in image B below. *Do not be tempted to try helping the kite along. Just wait! holding the back line*.

After a short while the kite will reach the edge of the window and begin to rotate into an upright position as the wind catches the downwind wingtip as shown in image C' above. Once you have the kite in this position you can relaunch by a swift upward pull on the side of the bar that corresponds to the upwind wingtip.

In lighter winds, once you have the kite on its back it may be beneficial to use your board to create extra resistance to the pull of the kite. This will enable faster relaunch and 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.

Hot launching:

While the kite is 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'. As soon as the kite powers up, you must sheet out the kite, front-line load only. The rear lines must not have any tension until the kite is safely in the neutral zone which, in this case, would be overhead at the zenith.

Reverse launching:

When the LE is downwind on the water (with the wingtips closer to you and the c-shaped center of the kite farthest away from you), you can create a reverse draft using the rear lines on the trailing edge, which causes the kite to hover up backwards. If both rear lines are pulled with even tension, the kite will hover up, evenly balanced. If one rear line is released a few inches, the kite will spin around in the opposite direction and start to redirect. In this case, be prepared to flip the bar and sheet-out the kite to reduce powering up the kite in a downwind position and crashing it back into the water.

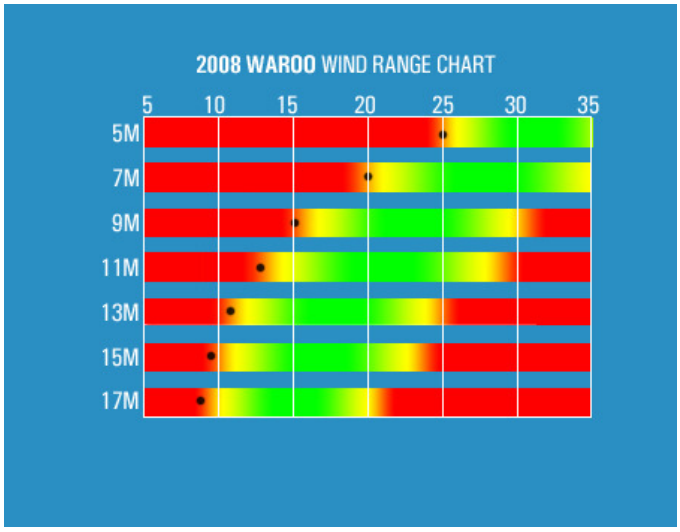
Both of these techniques should be practiced in low wind conditions. They are advanced techniques and are only recommended for experienced riders.

Assisted landing of 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 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. Your assistant can either lay the kite down and place sand on the upper canopy, or hold the kite until you are unhooked from the bar and safely able to take over the kite.

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 may vary according to where they are taken, always take a wind reading more than 100m past the nearest upwind object to get an accurate maximum reading. If flying in the mountains, always take a wind reading towards the highest point of land as wind accelerates up hill.



The wind ranges are based on a 75kg (165 pound) rider and kitesurfing usage. For snowkiting and landboarding, wind ranges will vary according to surface conditions, but will be 3-5 knots lower for bottom end and 4-6 knots lower for top end. The lower wind range for any kite can be increased by the use of a larger surface area or volume board.

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.

FAQ:

What pre-flight checks should I perform before I first fly my '08 Waroo?

Your '08 Waroo is checked before it leaves the factory. However, pre-fight we recommend that you check all the larkshead knots on the front and rear bridle and verify that the leading edge zipper is completely closed. With the kite deflated, force the body of the zipper downwards towards the pack of the zipper closure. The body of the zipper should be hidden within the small reinforced pocket and not visible behind the zipper flap.

You should also check the knots on every section of the bridle and on the rear flying attachments. All knots and larkshead loops should be cinched down tightly by hand.

What type of performance can I expect from my '08 Waroo?

The '08 Waroo is a high performance SLE kite. Its unique canopy shaping and solid airframe construction gives a kite unreal upwind ability, boosting, hangtime and depower. The VP2 bridle configuration allows us to create a kite that remains rock steady in all wind conditions and responds directly and precisely to any bar input.

How should I care for my '08 Waroo?

Inflate and deflate your kite with care. Follow proper inflation techniques and pack 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.

Can I use a bar from other kites on the '08 Waroo?

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 Waroo is designed to work perfectly with the '07/'08 Best Bar. Its extended travel allows for complete depower of the kite, which is key to the improved safety of the Waroo over a 'C' shaped 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 Waroo.

How hard should I pump up my '08 Waroo kite?

We recommend 8-9 PSI for the Waroo: smaller kites require slightly more inflation (+.5 PSI) and larger kites use .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 do not exceed the recommended inflation pressure of 9 PSI. Do not store your '08 Waroo with inflated struts inside a vehicle during the summer, as in-car temperatures can rise rapidly leading to a catastrophic increase in strut pressure. We recommend that when storing the kite for any period of time, all the valve plugs be removed from the valves.

What safety systems are built into the '08 Waroo?

An '08 Waroo flown with any '08/'07 Best Bar 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 back flying lines on the '08 and '07 bars are equipped with OSR handles. These can be used in conjunction with depowering the kite to completely flag the kite out to a powerless position. ***A leash can also be clipped to the webbing handles for use on the water. Note: clip only to the webbing handle; never clip directly into the stainless rings. Always ensure that the retaining Velcro is unfastened before clipping into webbing handles. Failure to do so may compromise the function of the safety system.***

How do I rig my '08 Waroo, and what attachment knots should I use?

All '08 Waroo kites come with 6 knots already tied on the bottom of the rear flying-line attachment 'V' bridle. The Waroo is designed to work best for riders of average weight when the flying lines are attached to the 2nd or 3rd knots from the bottom on the rear bridle.

Heavier riders, and riders looking to gain more power from their kite, may choose to use a knot closer to the kite. We recommend that you experiment to find your preferred setting.

When attaching for the first time, please use the bottom knot on the bridle. If the kite's handling and turning is sluggish then reattach 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 without backing down into the window, then you have the perfect trim.

If you find the kites wants to back down towards the beach, 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.

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 '08 Waroo?

Opinions on the best method to self rescue vary, if you believe that you stand a good chance of being seen with your kite and retrieved either by another kiter or by boat, then you may feel happier keeping your kite fully inflated. An inflated kite is highly visible on the water and will act as a visual marker for any potential rescue.

If the wind has switched to an offshore direction, having your kite inflated at this point will only drag you further out to sea, so is not recommended in this instance. If you intend to swim back to shore under your own power, then you need to pack down your kite as follows.

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 lines secure, detach the lines from the LE, deflate bladder and take 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.

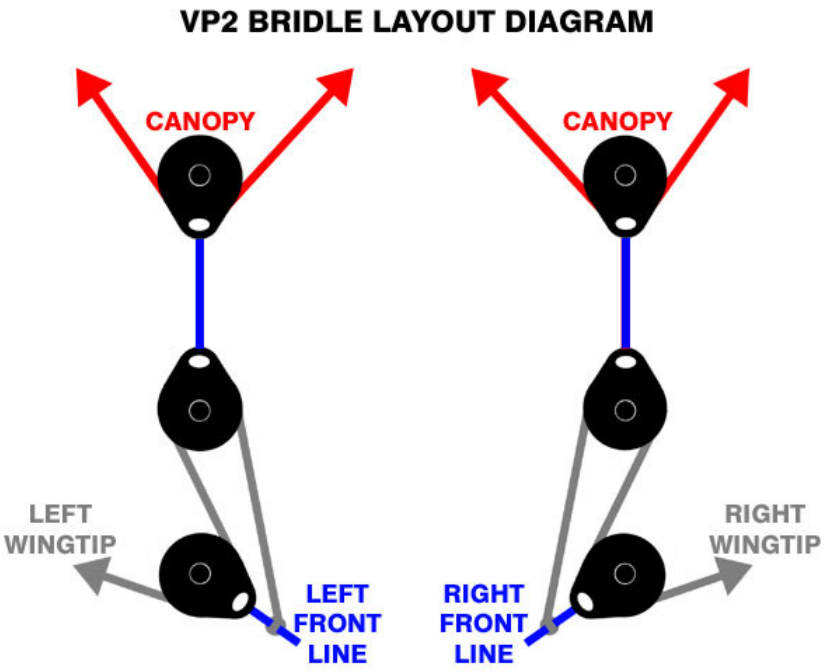
How do I pack my '08 Waroo?

The ’08 Waroo is the second new SLE kite from Best designed not to require any LE battens, and because of this, packing your kite is easier than before.

We do not recommend folding back the LE into the canopy before rolling the kite. For the quickest pack down, open the strut valves and deflate the LE and struts. Fold the kite in half from wingtip to center and overlay the two halves of the kite. Roll the kite from wingtip to center along the trailing edge, and then gently fold the kite from tip to tail into 3 sections before placing it in the bag, leaving the rolled up LE section in the hood of the bag.

How do I replace worn bridles on my ’08 Waroo?

The ’08 Waroo front bridle has user-replaceable heavy duty inserts fitted at two points; within the VP2 bridle section, (detailed in grey in the photo below), and also for the upper floating pulleys (detailed in red in the photo below). Should these become worn, simply undo the retaining loops at either end and install a replacement set. It is recommended that you replace both sides, left and right, at the same time, even if only one side is showing wear.



Thread the lines through the pulleys according to the diagram shown; overleaf and carefully cinch up the larkshead knots. After replacing the VP2 bridle lines, always ensure that you have someone to assist you in launching the kite. With the kite held into the wind by your assistant, check the depower action of the front bridle by moving the bar up and down. ***Do not launch the kite if the depower does not function correctly***

Start by fastening the pulley line around the front line attachment pigtail, (short blue section) with a larkshead knot. Then thread the line over and through the top VP2 pulley and then back down through the lower pulley and out to wingtip bridle attachment. Always check the correct fitment of replacement VP2 lines before flying the kite, and use an assisted launch to enable safe checking of the depower system the first time you launch after refitting any bridle sections.

To replace the upper floating pulley line, simply un-loop both ends of the line shown in red, thread a new line through the pulley and cinch up the retaining knots on each end.

Inflation:

Best Kiteboarding kites are shipped with a hand operated pump, we selected these pumps because it is impossible to over inflate the kite with a manual pump.

Best kiteboarding will not be responsible for any damage that occurs due to the use of a pressure hose/compressor when inflating your kite

Where do I go for extra information on my ’08 Waroo?

Your local Best Kiteboarding retailer has been trained in all aspects of the products they sell and can help you with any questions you may have regarding all Best Kiteboarding products. You may also contact Best Kiteboarding customer support directly via: cs-reps@bestkiteboarding.com For any general questions about using Best Kiteboarding products, or to chat with other kitesurfers and to find out all the

latest info about everything Best Kiteboarding, visit the website http://www.bestkiteboarding.com or log onto the online user forums at http://forum.bestkiteboarding.com

'08 Waroo: Do anything, ride everywhere!

Manual v1.2. relaunch updated