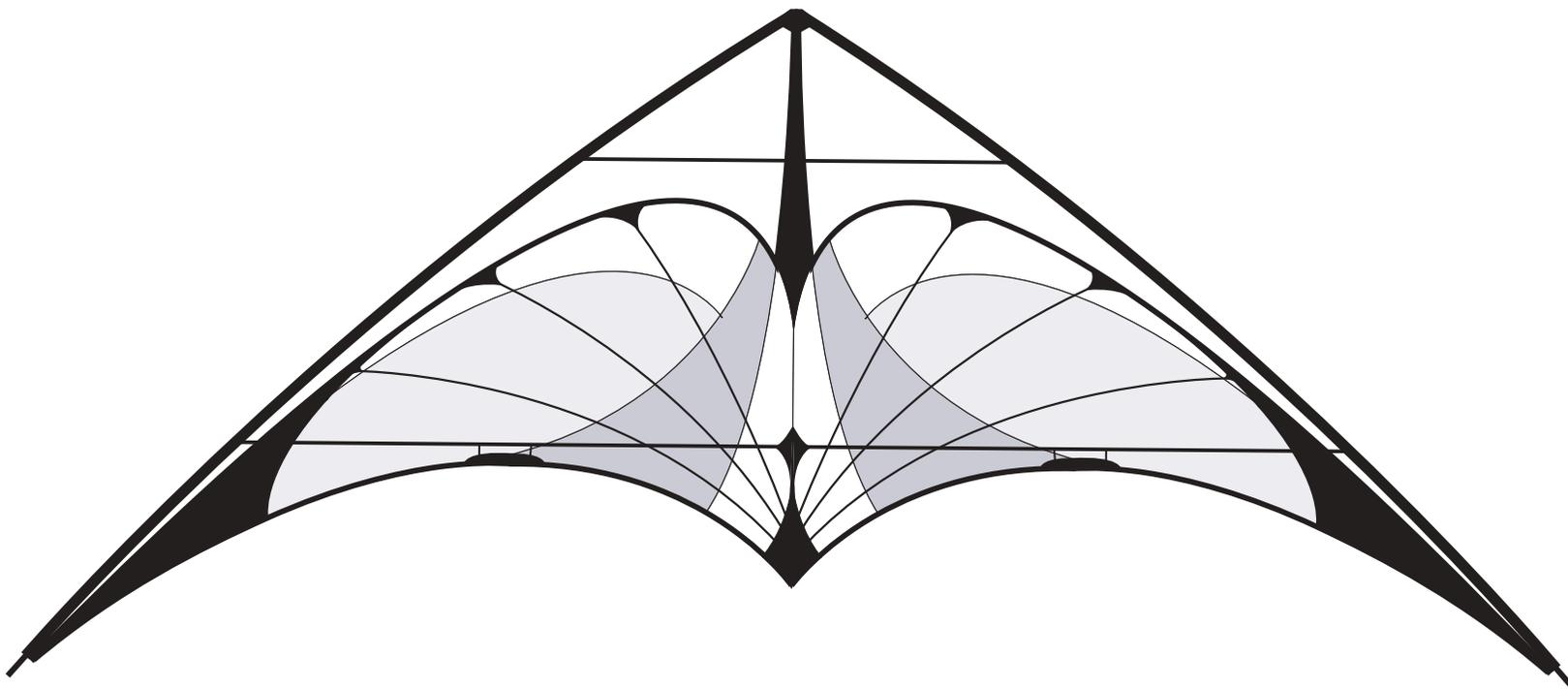


QUANTUM PRO



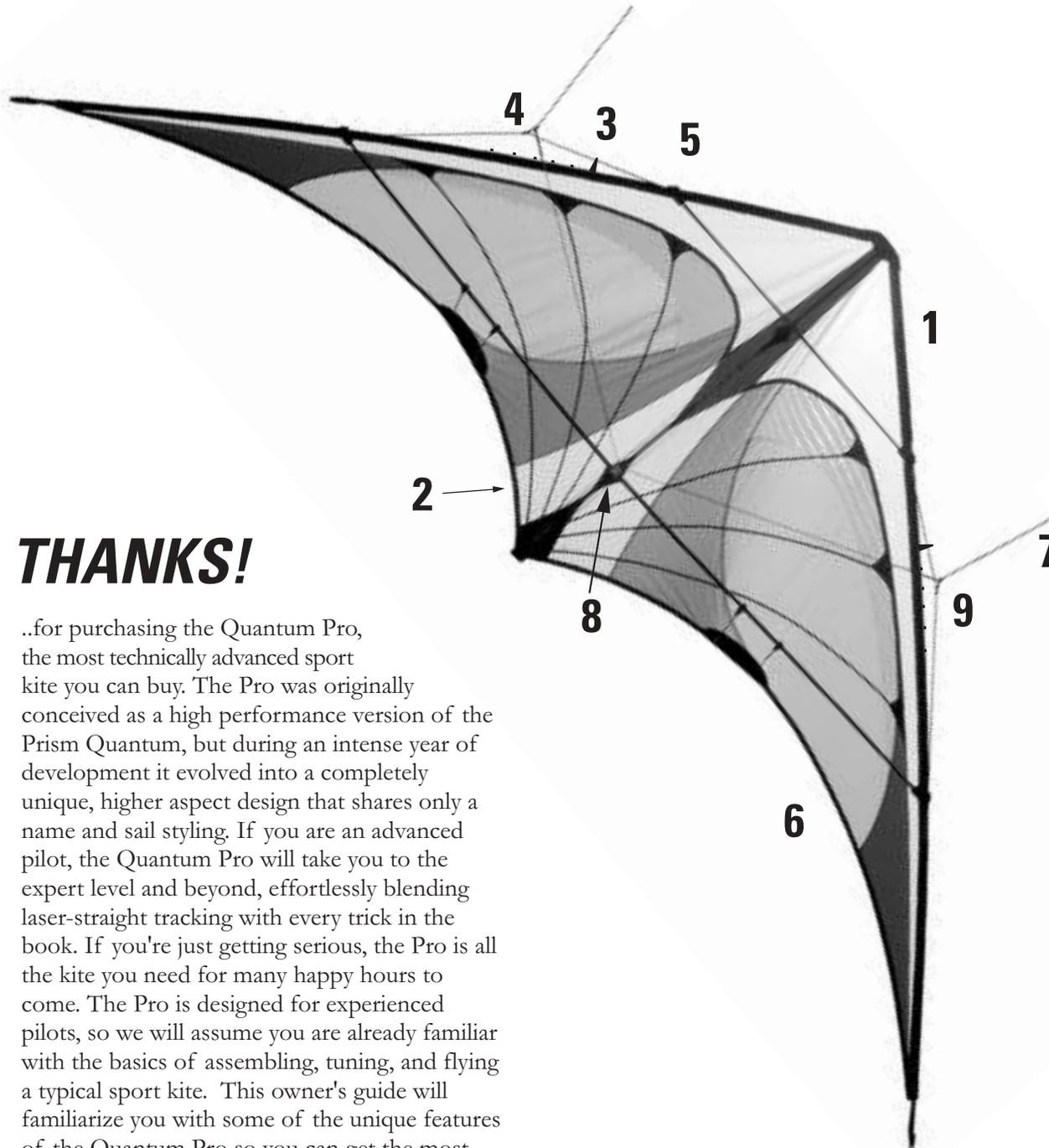
OWNER'S MANUAL

FEATURES

- ① SkyShark P200 and 5PT tapered wrapped carbon frame for toughness, response, and a wide wind range.
- ② Optional adjustable counterweight system lets you add mass as the wind increases and quickly adjust the kite's center of gravity for a radical or conservative flying style. Adding weight facilitates yo-yo maneuvers and makes tricks easier in high winds.
- ③ Yo-yo fittings on leading edge catch your lines and let you fly normally in and out of yo-yo maneuvers. Fittings are molded from an extra-hard thermoplastic to reduce wear.
- ④ Five optional "safety stoppers" below the yo-yo fittings catch your lines and prevent crashes even if you give too much slack in a yo-yo move. They offer extra security for the competition pilot and will save many "walks of shame" as you perfect your yo-yo moves.
- ⑤ Carbon glider bars fit over specially modified upper leading edge fittings and allow your lines to slide past the fittings without snagging during yo-yos.
- ⑥ Adjustable Spectra leechline in trailing edge of sail lets you control the noise your kite makes. Leave it loose for maximum precision and competition flying, tighten it for silent flight and to slow the kite in strong winds.
- ⑦ Extra-long bridle extensions reduce wear on your flying lines and prevent them from snagging and cutting into leading edge fittings.
- ⑧ CNC machined aluminum center T fitting concentrates mass at the kite's center of gravity for improved balance and allows quick attachment of adjustable counterweights.
- ⑨ Three bridle response settings let you easily set turning radius and response to your flying style.

THANKS!

..for purchasing the Quantum Pro, the most technically advanced sport kite you can buy. The Pro was originally conceived as a high performance version of the Prism Quantum, but during an intense year of development it evolved into a completely unique, higher aspect design that shares only a name and sail styling. If you are an advanced pilot, the Quantum Pro will take you to the expert level and beyond, effortlessly blending laser-straight tracking with every trick in the book. If you're just getting serious, the Pro is all the kite you need for many happy hours to come. The Pro is designed for experienced pilots, so we will assume you are already familiar with the basics of assembling, tuning, and flying a typical sport kite. This owner's guide will familiarize you with some of the unique features of the Quantum Pro so you can get the most fun and enjoyment from your investment.



ASSEMBLY

Equipment list

Your Quantum Pro should come complete with:

- Male lower spreader
- Female lower spreader
- Upper spreader
- Velcro kite wrap
- Travel sleeve
- Yo-yo stopper kit
- Wingtip endcaps

*An adjustable counterweight system with three machined brass weights, adjustable armature, and stainless thumbscrew is sold separately for advanced pilots ready to explore yo-yo's and roll-up moves. It is available from your kite retailer or direct from Prism at www.prismkites.com

Installing spars and standoffs

Push the upper and lower spreaders **ALL THE WAY** into the elbow fittings on the leading edge, then plug the male and female lower spreader ends together through the aluminum center T fitting.

Always grip the spars within an inch of the fitting as you push them in to avoid a slip that could puncture your sail.

To avoid cracking a spar, connect the two lower spreaders at the T before you insert the standoffs.

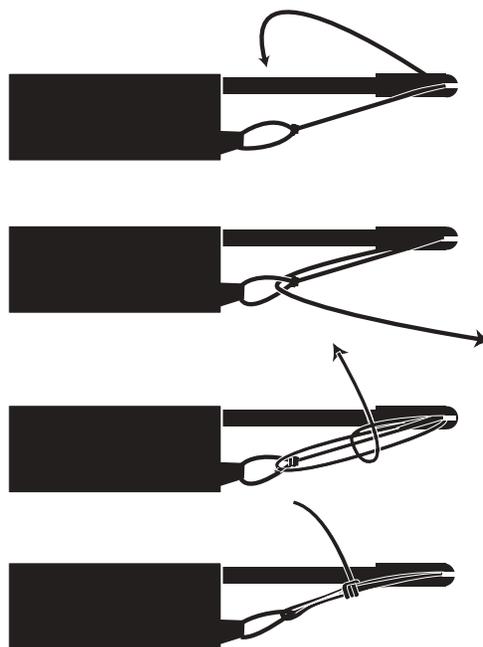
Check that no bridle legs are tangled behind the spreaders.

Attach your flying lines to the far end of the knotted grey bridle pigtail using a Lark's Head knot. This provides a length of heavier string between your flying lines and the kite to protect the fittings from being cut by your lines.

Tensioning the wingtips

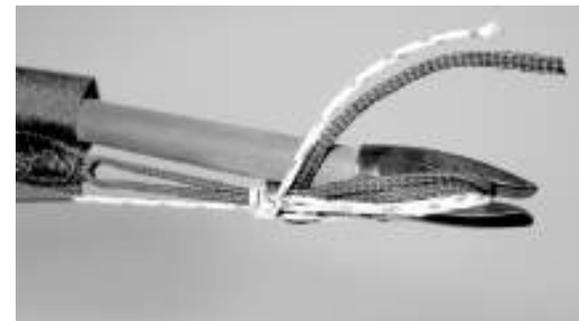
Use the black tensioning lines at the wingtips to lash the sail tight along the leading edge.

First pass the free end around the wingtip nock and back through the loop to form a pulley. Then tension the wing, pass the around the wingtip once more, and tie off around the string with two or three half hitches.



Tensioning the leechline

While we prefer the feel and precision of the Quantum Pro without the leechline tensioned, a noisy kite can be unwelcome in many areas and we urge you to be respectful of others. If you prefer a silent kite, tension the two white Spectra leechlines at the wingtips the same way you did the tip tensioners. Use as little tension as will keep the kite quiet. Overly tight leechlines will slow the kite considerably and reduce precision. When you find a setting you like, mark the leechlines with a permanent marker for future reference. If you fly on hard ground, cap your wingtips with the large endcaps provided to protect the tensioners from chafe.



YO-YO FITTING INSTALLATION

The yo-yo, or roll-up, is the latest thing in sport kite tricks. An aggressive backflip and lots of slack will cause your kite to flip over backwards and keep going until it's back in flying position with the lines wrapped fully around the kite. Yo-yo fittings catch the lines as they slide down the leading edge and let you steer normally despite the rolled-up lines until you choose to unroll it with a dramatic flourish.

The yo-yo is an advanced trick that will be difficult until you have mastered the more fundamental tricks such as the stall, the axel, the backflip, and the fade. That's why we make the yo-yo fittings an optional installation. Until you're ready, the fittings will just give you more things to snag your lines on and will make disassembly more difficult should you ever break a spar.

Your yo-yo fitting kit contains the following:

2 yo-yo fittings with zip ties

These fittings are specially molded from a hard plastic to reduce wear. They should be installed in the holes closest to the nose in the series of holes along the leading edge.

10 zip ties for optional "safety stoppers"

These ties go into the holes below the main yo-yo fitting and prevent your lines from sliding too far if you give too much slack and miss the main fittings in a yo-yo move. They offer extra security for the competition pilot and will save many "walks of shame" as you perfect your yo-yo tricks.

2 extra zip ties

For backup in case you lose or break one.

2 Glider bars

For installation over the upper leading edge elbow fittings. These allow the lines to slide past the upper leading edge fittings without snagging in a yo-yo.

Installation:

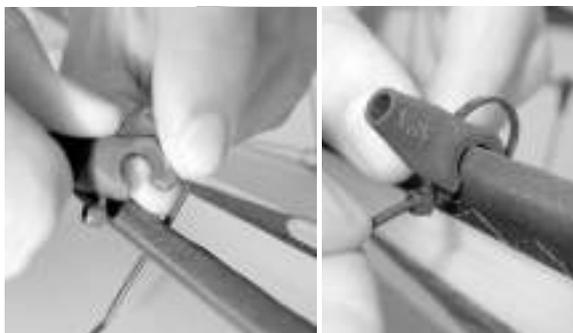
Clip the two yo-yo fittings over the leading edge at the uppermost holes (nearest the nose). Orient the fittings so they project outwards and back. Use the zip ties provided to tighten them into position. *Pull the ties as tight as they will go.*

Fit 5 zip ties through the remaining holes on each leading edge as shown and tighten fully.

Use clippers or a sharp knife to trim all the ties flush so they don't stick out and tear your sail.

Slide the two thin carbon glider bars under the leading edge sleeve, over the upper leading edge elbow fittings, and then back under the leading edge sleeve. The bars should sit in the V-grooves on the outer edges of the elbow fittings. **BE CAREFUL TO AVOID SPLINTERS AS YOU HANDLE THE THIN RODS.**

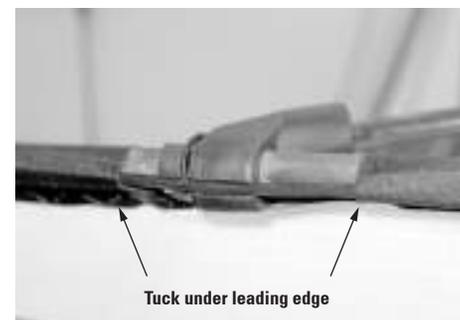
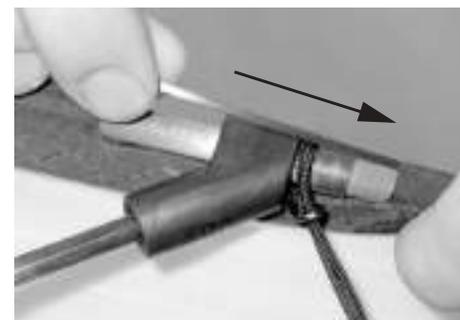
Yo-yo fittings



Safety stoppers



Glider bars



TUNING AND ADJUSTMENT

While it is not necessary to adjust your bridle, learning to do it will let you fly your kite more easily in a wider wind range. The more you fly the more you will be able to feel the differences that tuning makes. Detailed tuning information is available in the Kite Tuning section at www.prismkites.com

Tuning for wind speed

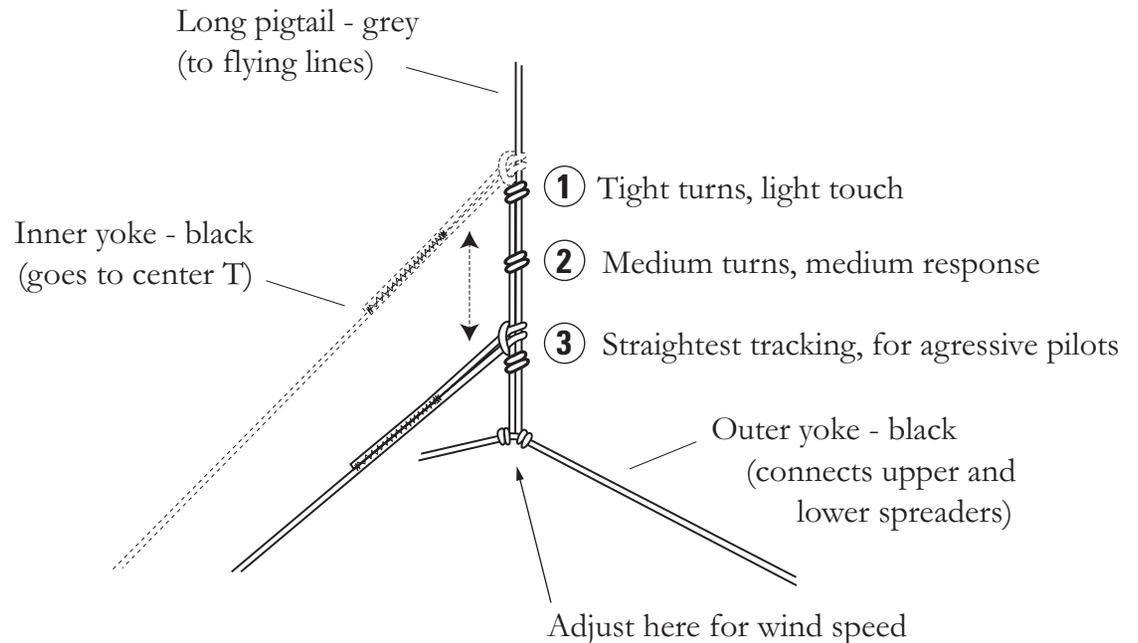
On all sport kites, the bridle determines the exact angle the kite holds to the wind as it flies (the "angle of attack.") Tipping the nose slightly further forward or further back affects the speed, pull, and turn radius of the kite.

In light winds, your kite will fly easier with more lift if you tip the nose forward (into the wind).

In stronger winds, the kite will feel less mushy and turn more precisely if you tip the nose backwards slightly.

Angle of attack adjustments can be made by sliding the grey pigtails along the black outer bridle yokes after first loosening the knots slightly. Your kite will come with the pigtails on the factory setting, which is indicated by a silver mark on the outer yoke of the bridle. The factory setting works best in the light to moderate side of your kite's wind range, 6-10 mph.

Once you've gotten to know your kite, try moving the pigtails slightly above or below the factory marks, moving them only 1/4" at a time. You'll find that the kite flies easier in light winds with the pigtails up to 1/2" above the marks (nose tipped forward), and in strong winds you'll find it turns easier and pulls harder with the pigtails up to 3/4" below the marks (nose tipped back).



Tuning for response and turn radius:

Your Quantum Pro also has three bridle setting options to customize the turning radius and responsiveness to your flying style. Set each inner leg above one of the three knots to adjust.

Setting #1: For finesse fliers who use small control motions and a light "touch."

Setting #2: For all-around pilots who like a moderate turning speed and solid tracking.

Setting #3: For aggressive pilots who like powerful and dramatic moves with large control inputs. Pairs and team fliers who like rail-straight tracking and moderate speed turns.

Line Choices

With any sport kite, your choice of line will make a big difference in how your kite flies. Longer, stronger lines give you a bigger wind window and slow the kite down, but they also add drag in light winds and make tricks more difficult. Lighter, shorter lines give a quicker, more responsive feel but can break as the wind increases. We suggest anywhere from 65' x 90# to 120' x 150# depending on the conditions and your flying style. For maximum performance use the lightest 100% Spectra suitable for the conditions.

CARE AND REPAIR

CAUTION! Your kite can fly faster than 50 mph in strong winds. NEVER FLY NEAR:



People



Airports



Power lines



Cars



Storms

The advanced materials in your kite are durable and designed for a long life with minimal maintenance. Keep your kite out of the sun when not in use to keep the sailcloth from fading. Beach sand is abrasive and will wear on bridles and fittings, so do what you can to dust off the sand after a session at the beach. Compressed air works great for this if it's available, and a freshwater rinse is a good idea if your kite has been swimming in salt water. Keep your kite out of hot car trunks and avoid using solvents to clean the sail as they can dissolve the adhesives in the seams.

Storage

To fold up your kite the way we do at the factory, disconnect the upper and lower leading edges at the joints and fold the lower leading edges up against the upper leading edges. Then fold the leading edges against the spine so all the spars are next to each other. Tuck the standoffs into the sail and roll the sail neatly up to (but not around) the bundle of leading edges and spine. Try to avoid wrinkles as you fold as they break down the coatings in the sail and cause it to stretch out. Use the Velcro strap provided or a rubber band to bundle it all together, and don't forget to include your loose spreaders.

Frame repairs

The carbon spars in your kite will not fatigue, but occasionally you may break one learning new tricks or pushing the limits in high winds. Replacing a spar is quick and easy and many pilots carry a couple of extras when traveling just in case. Spare parts for all Prism kites are available direct from our website at www.prismkites.com.

Sail repairs

Your sail materials will last a long time unless you like to fly near cactus or barbed wire fences. Tears can also happen during assembly and disassembly if a spar slips in your hands. Most tears and punctures can be invisibly repaired using a special transparent adhesive film called Tedlar, which sticks to the back of the sail and is unaffected by moisture or UV from the sun. Tedlar repair tape is available from the spare parts section of our website and will not affect the performance of your kite on the average tear.

If your repair requires sewing, remove the frame from the kite and send us just the sail so we can get you a quote and take care of it for you. There are very few mishaps that can't be effectively fixed by our talented in-house repair team. To send in a repair, download our repair form from the website and include it with your sail so we know who you are and how we can help.

Warranty

At Prism our warranty is simple: If you're not happy we're not happy. If you have a problem with your kite, contact us directly by phone, fax, or e-mail and we'll do what it takes to make things right.

Please bear in mind that your kite can travel as fast as 60mph and experience over 400g's in a crash. Breaking a spar occasionally if you push the limits is a normal part of sport kiting, especially with the more fragile, higher performance designs. Replacing a spar only takes a minute and many pilots keep a spare or two in their flight bag. Spares for all our kites are available from our website at www.prismkites.com.

Contact us

Feel free to contact us as you discover sport kiting. We love to hear about your adventures and we're always happy to help if you need technical support of any kind. Our hours are 9am to 5pm Pacific Time Monday through Friday.

Smooth winds and happy flying!

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