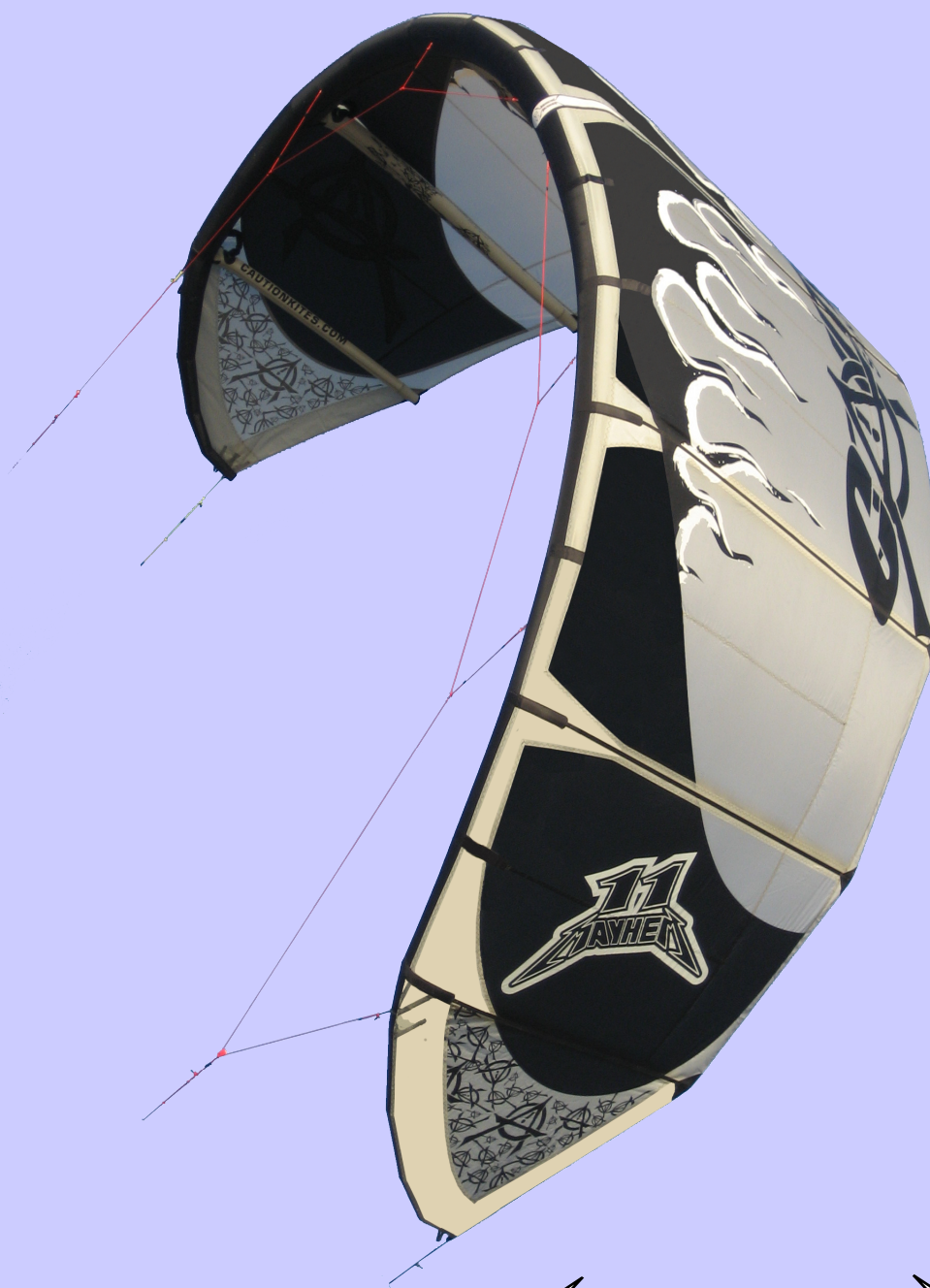




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## WARNINGS AND SAFETY PRECAUTIONS

### WARNING:

KITE FLYING IS A POTENTIALLY HAZARDOUS SPORT.

### WARNING:

MIS-USE OF THIS PRODUCT CAN RESULT IN INJURY OR EVEN DEATH.

### WARNING:

YOU, ALONE, ARE RESPONSIBLE FOR YOUR SAFETY AND THE SAFE OPERATION OF YOUR EQUIPMENT.

### RELEASE OF LIABILITY, CLAIM WAIVER AND ASSUMPTION OF RISK AGREEMENT

By inflating the leading edge and assembling this product, you are agreeing to be bound to the terms set forth below, requiring any one using this product to be bound by such terms. If you are unwilling to be bound by these terms, return this product (before use) for a full refund.

### ASSUMPTION OF RISK

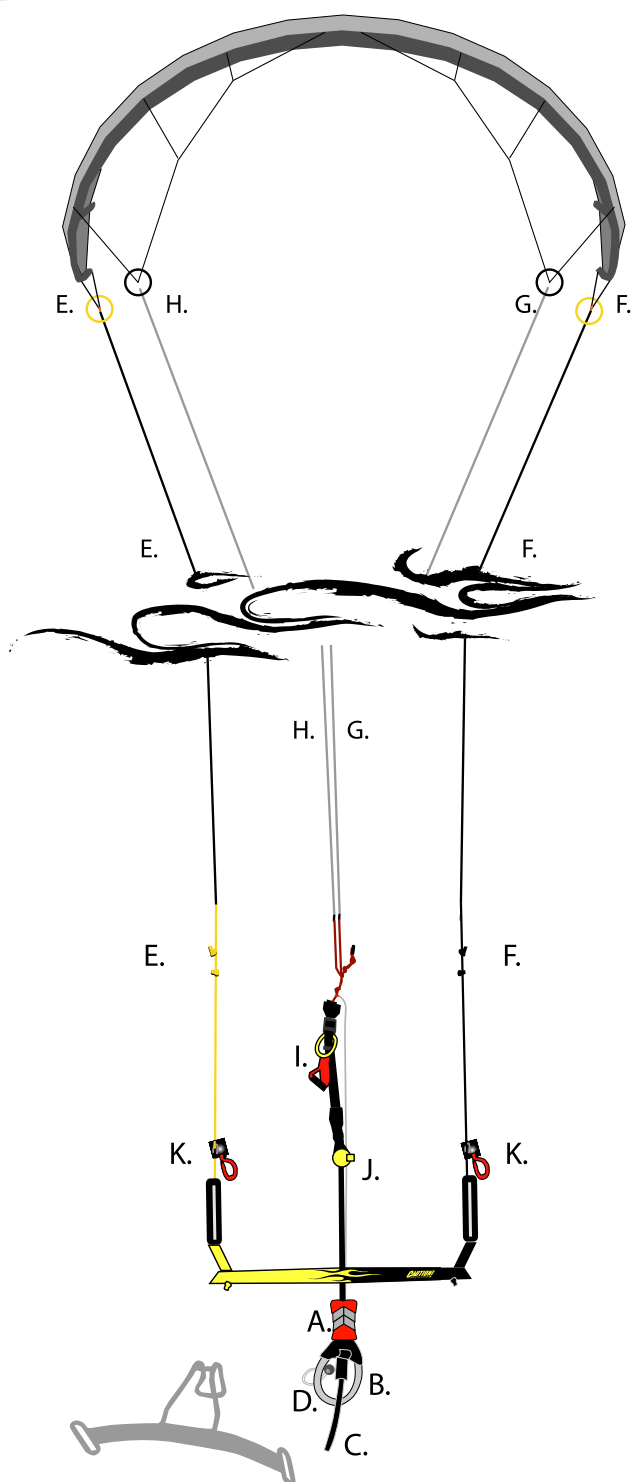
Use of this product and any of its components involves certain inherent risks, dangers, and hazards, which can result in serious personal injury or death. In using this product you may freely agree to assume and accept all known and unknown risk of injury while using this equipment. The risks inherent in this sport can be greatly reduced by abiding by the warning guidelines listed in the users guide and by using common sense.

### RELEASE AND WAIVER OF CLAIMS AGREEMENT

In consideration of the sale of this product to you, hereby agree to the fullest extent permitted by law as follows:

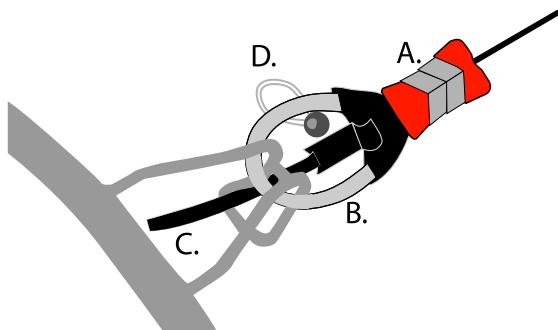
- To waive any and all claims that you have or may in the future have against Caution Santa Cruz, or any of its agents, resulting from use of this product and any of its components.
- To release Caution Santa Cruz, or any of its agents, from any and all liability for any loss, damage, injury, or expense that you or any users of this product may suffer as a result of the use to this product, do to any cause whatsoever, including negligence or breach of contract on the part of Caution Santa Cruz, or any of its agents, in the design or manufacture of this product.





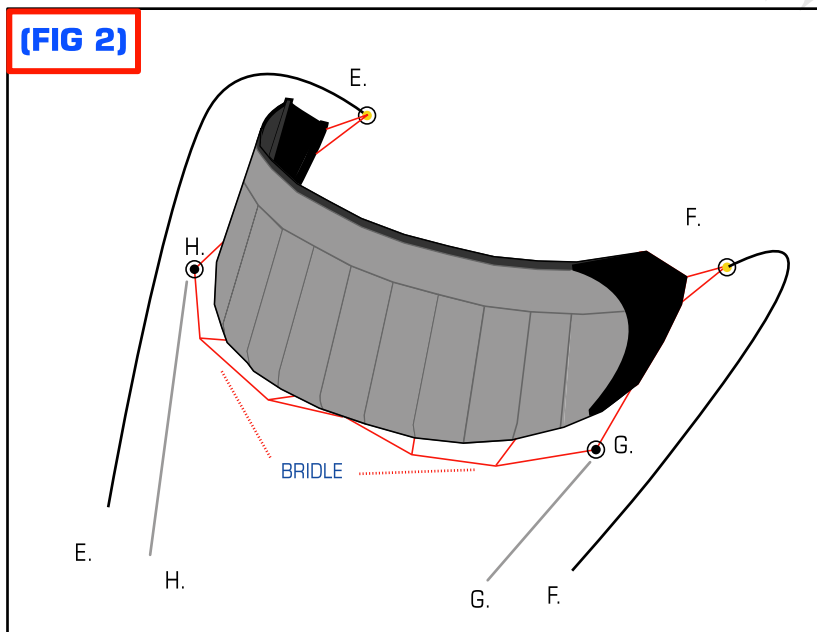
## MAYHEM LINE SET-UP

- A Quick release body
- B Trim loop
- C Angry inch  
(secures trim loop to spreader bar)
- D Leash attachment loop
- E Left YELLOW steering line - attach to YELLOW Pig Tail on trailing edge of kite
- F Right BLACK steering line - attach to BLACK Pig Tail on trailing edge of kite
- G Right RED center line - Attach to leading edge of kite
- H Left RED center line - attach to leading edge of kite
- I Power strap
- J Adjustable yellow ball above bar to adjust chicken loop travel
- K Oh-Shit handle



## LINE SET UP & PUMP UP

(FIG 2)



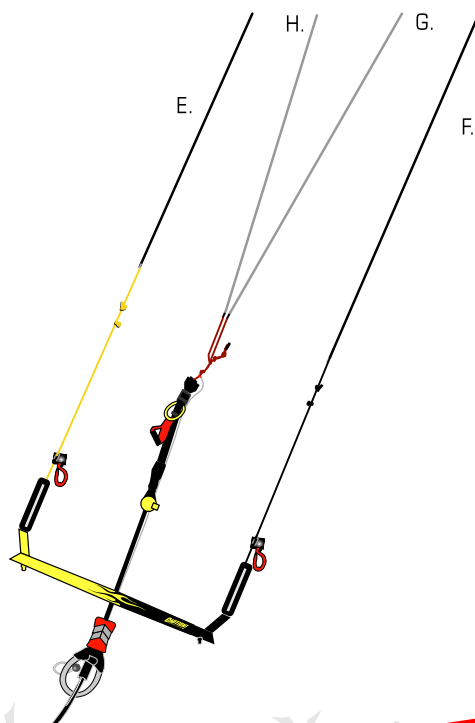
### STEP 1: (FIG 1)

Layout the bar upwind of the kite. Place the YELLOW side of bar on the left side when you are looking down wind toward the kite. Make sure the lines are straight and not wrapped, knotted or tangled in any way.

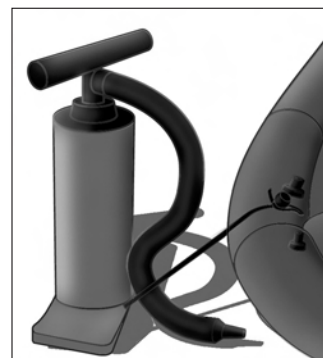
### STEP 2: (FIG 2)

Attaching your lines to the bridle: Move the steering lines outside of the kite and attach the YELLOW and BLACK steering lines to the trailing edge pig-tails. Attach the grey front lines to the front line bridle attachments. Make sure to keep the left and right front lines on the correct side, without twists. Make sure that all bridle lines are clear and free of tangles. Make sure there are no knots in any of the flying or bridle lines.

(FIG 1)



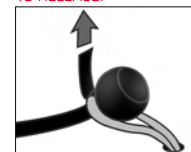
**INFLATION:** Always use the pump leash to hold your kite while you inflate it. First inflate struts, then the leading edge.



TO ATTACH:



TO RELEASE:



#### INFLATE:

Attach pump to the inflate valve on the leading edge and pump until all struts and leading edge are firm. With the single inflation system some struts may take a few seconds before they have the pressure forcing them to inflate, this is normal and will stop after a few times.

#### HOW TO DEFLATE KITE:

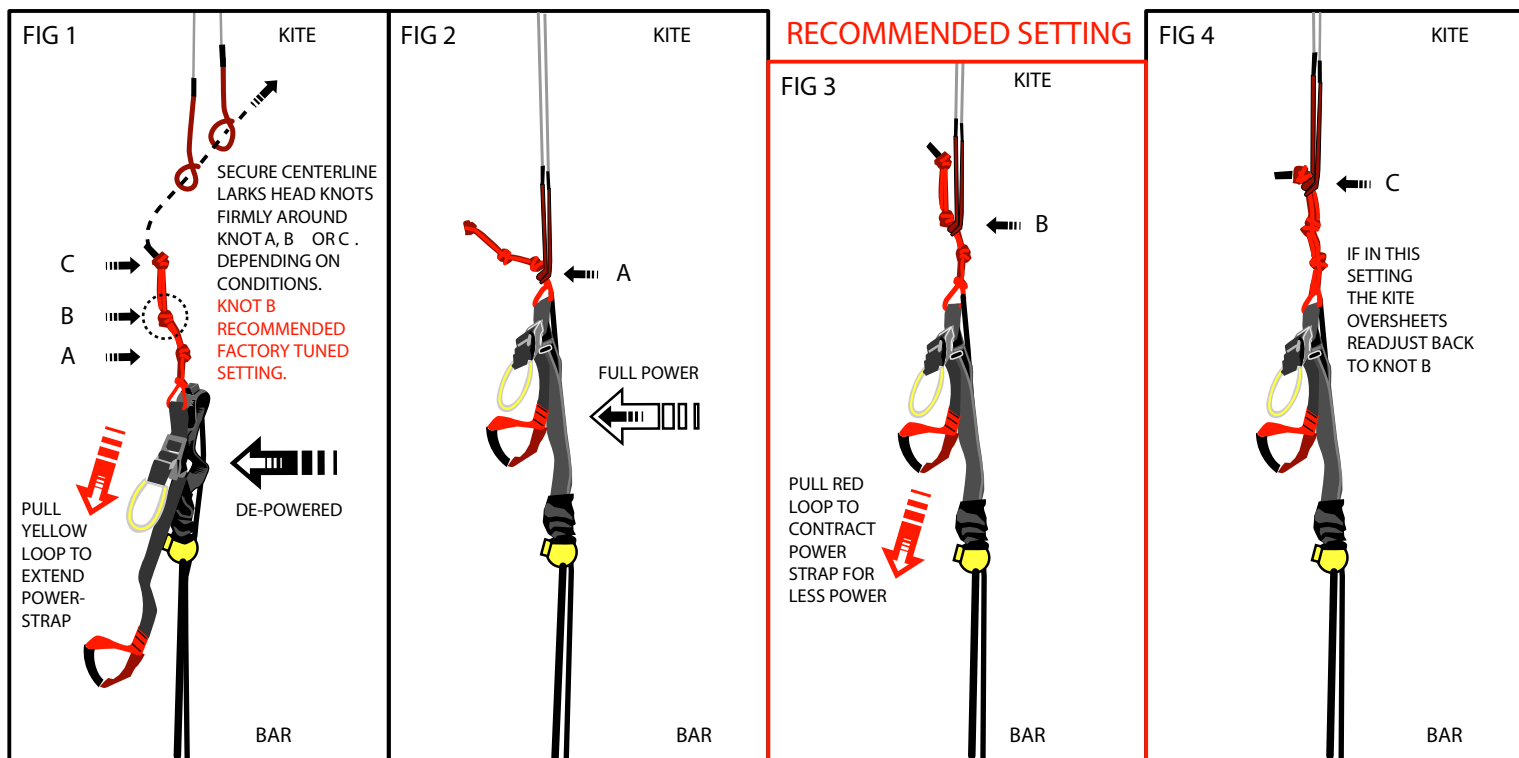
Pull the large deflate dump valve open for rapid deflate.

#### INFLATION PRESSURE:

Inflate your kite firmly.  
Do not leave your kite inflated in direct sunlight.

## FINE TUNING PART 1

### POWERSTRAP AND KNOT ADJUSTMENTS



**FIG 1**  
Above is a general guide for what your kite will do at certain knot positions. Do not hesitate to try several different combinations to find what suits your style best. There are two knots on your outside leader lines also. Moving to the furthest knot away from rider will decrease kite power.

**FIG 2**  
**KNOT A:** The kite will be more de-powered when your arms are out stretched. The kite will fly at optimum trim while the control bar is close to the quick release trim loop. You will be ready to unhook at any moment for powered moves.

**FIG 3**  
**KNOT B:** This is the recommended factory tuned setting. This position will allow you to be fully powered when your arms are in a more extended and comfortable position. This setup retains a good amount of de-power room above the bar, and puts you in a more ergonomic body posture.

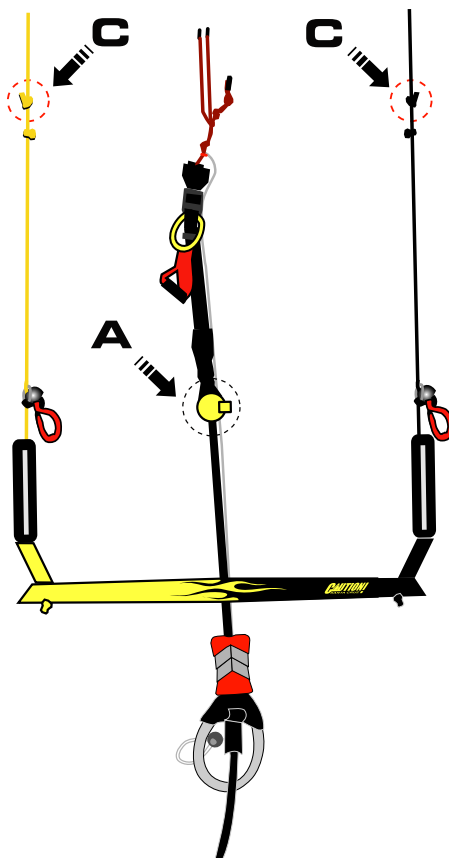
**FIG 4**  
**KNOT C:** This position allows you to ride with the kite powered when your arms are out stretched. This set up is great for one handed jumps. Be careful, because the kite will not have as much de-power at this setting and will be prone to overshooting.

## FINE TUNING PART 2

### STOPPER BALL ADJUSTMENT & LEADER LINE KNOT ADJUSTMENT

#### ADJUSTING STOPPER BALL A

There is one adjustable yellow ball above the bar. This ball can be moved by loosening the yellow wing nut on the side of the ball with your thumb and forefinger, then slide the ball to the desired location on the black PVC tubing, re-tighten the ball back just tight enough that the wing nut starts to bind but do not over tighten damaging the black pvc tube. Moving the ball above the bar **(A)** controls the distance the bar can slide away from the rider, this will also limit the amount of de-power in the kite. Feel free to figure out the best position for you, as this is a very personal setting based on rider size and style of riding. All sizes and style of riding can be accommodated by adjusting the stopper ball properly.



#### ADJUSTING LEADER LINES

Tuning the kite with the two outside knots on the yellow and black leader lines coming off the bar **(C)**

There are two knots **(C)** on the yellow and black leader lines coming off each side of the bar. Using the knot closest to the rider gives the kite more power but can also make the kite sensitive to over sheeting. Using the knot closest to the kite will de-power the kite more and make the kite less sensitive to over sheeting. Caution recommends the knot closest to the kite as shown in illustration.

#### OVER SHEETING:

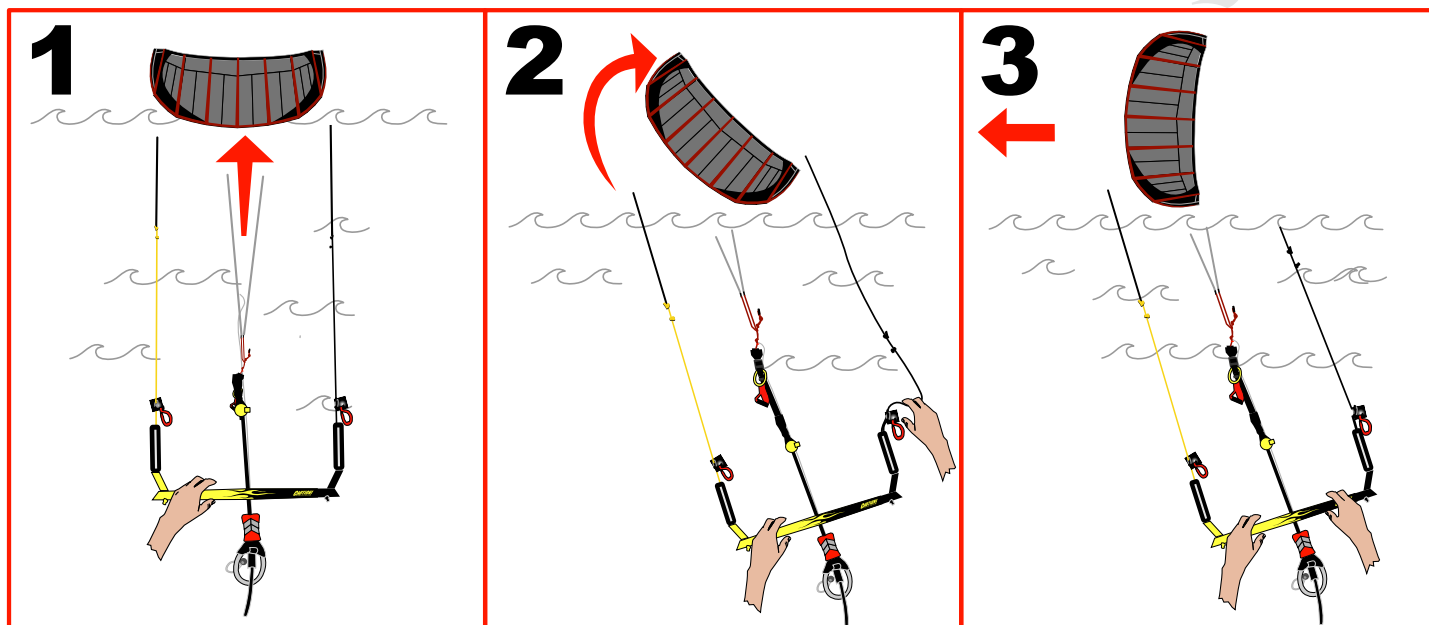
Over sheeting is a term used in kiteboarding when a kite's angle of attack is changed so dramatically that the kite stalls and wants to go backwards, essentially putting the wing into a stall (this is very common on flat kites). The ANSWER is easy to adjust so the rider avoids oversheeting the kite. The factory tuned setting is the perfect setting to start with. When the kite is flying straight over

head at 12:00, pull the bar all the way down against the yellow stopper bar above the quick re-lease. If the kite loses power or starts to back up at all, the rider can adjust the following three things:

**FIRST-** Use the last knot closest to the kite on the outside leader lines **(C)**.

**SECOND-** If the kite still wants to over sheet, you can pull the power strap in a few inches by pulling on the red handle of the power strap.

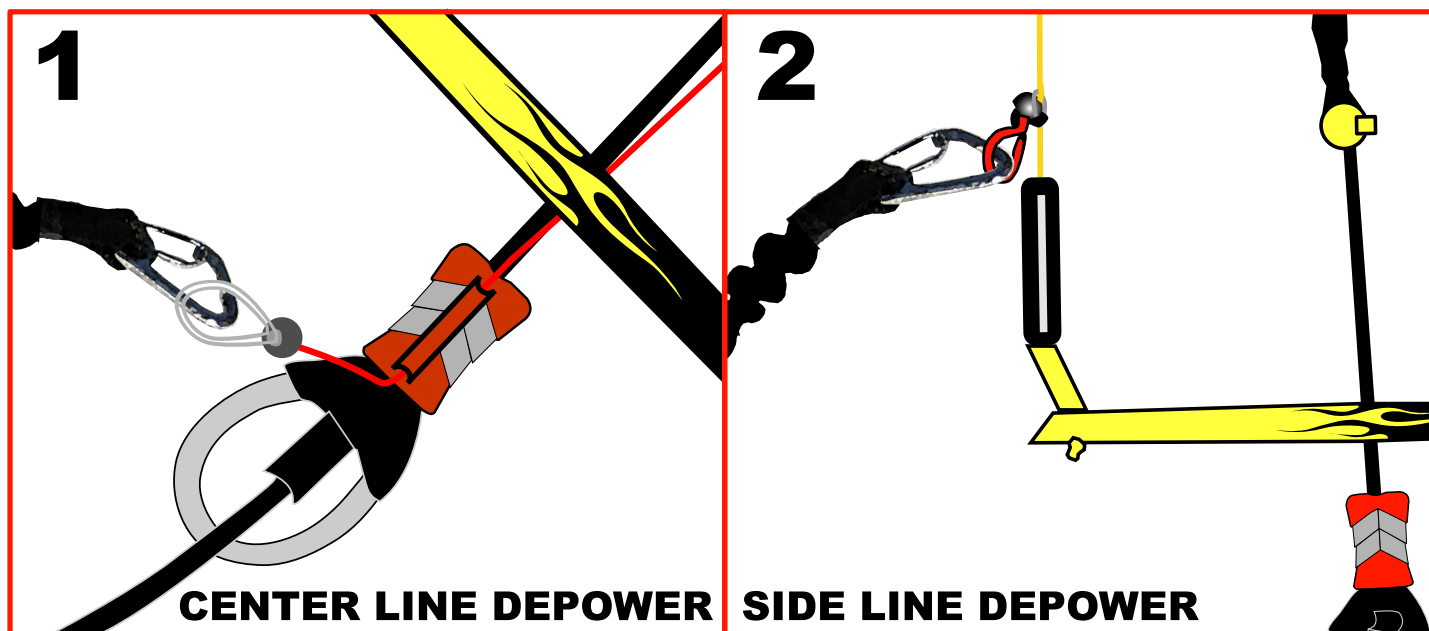




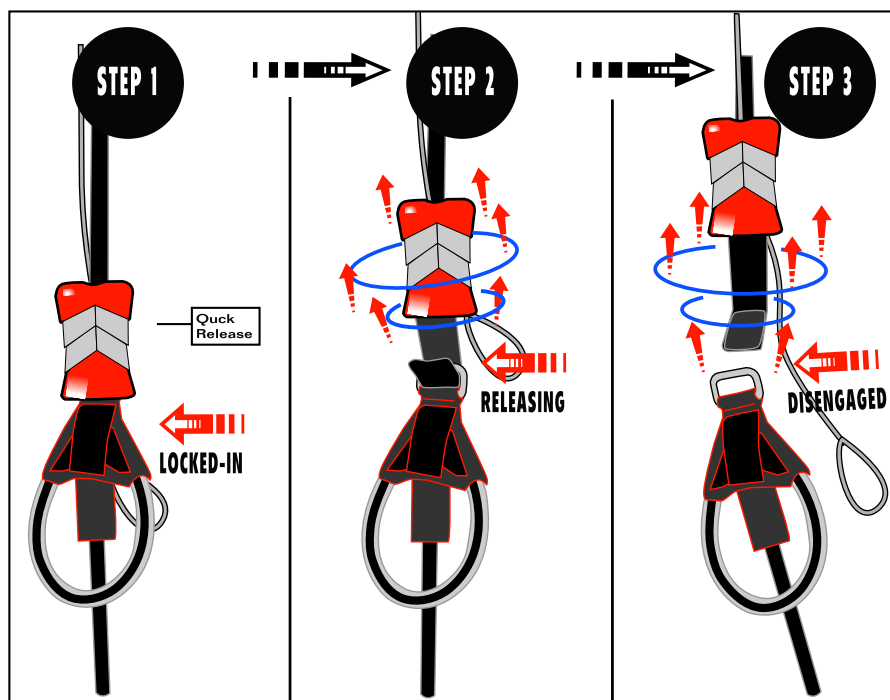
## WATER RELAUNCH↑

If the kite is straight downwind of you, with the leading edge on the water, you can simply pull on one of the back leader lines to relaunch the kite. As you pull the leader line in, the kite will roll on its side and work its way to the edge of the window. From there it will relaunch easily. Make sure that you never wrap the line around your hand and be careful not to become entangled in any slack line.

## SAFETY LEASH SETUP↓



## QUICK RELEASE TRIM LOOP FUNCTION



### STEP 1

Locked in trim loop.  
D-ring secure in place.  
Ready to fly.

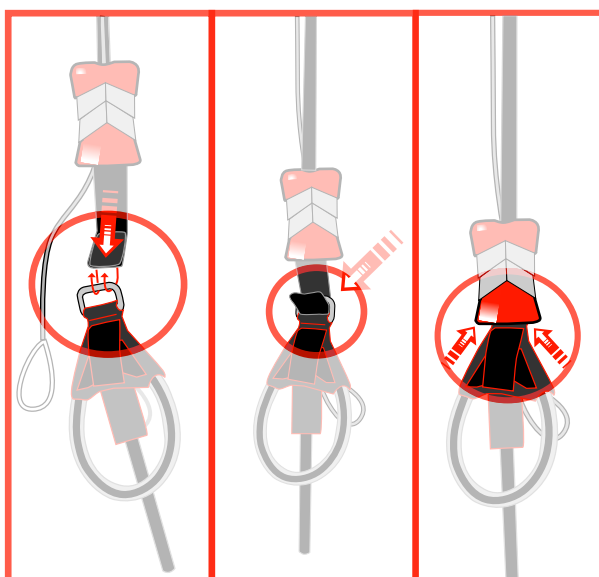
### STEP 2

Disengaging trim loop.  
Push Quick Release  
firmly away towards  
kite. Safety D-ring  
disengages from bar.  
Kite de-powers. Safety  
leash engages.

### STEP 3

Disengaged.

## QUICK RELEASE RELOAD



### RELOAD STEP 1

Pull open sleeve to  
reveal safety loop safety  
strap. Pull through  
chicken loop D-ring.

### RELOAD STEP 2

Pull Quick Release  
down over safety loop  
& chicken loop D-ring.  
Slide into D-ring slot  
until completely  
covered. If D-ring  
shows, it is not fully  
locked.