BOOM V2

USER GUIDE

GIN KITEBOARDING

SUMMARY

WARNING

PRECAUTIONS

Please read this user guide carefully before flying your kite and follow the procedures described. It should be noted that these safety guidelines are only guidelines and do not claim to cover every possible instance.

- Kiteboarding can be **dangerous**. Make sure to get professional instructions before you go kitesurfing.
- Using the product requires you to be **responsible** for your own as well as others' well-being, which includes informing subsequent users/ owners of your equipment about the risks and responsibilities involved. It is possible to suffer serious injuries or even death if this product is used **incorrectly**.
- Safety is not only determined by the **safety systems** on the kite, but also by proper training, and evaluation of all the circumstances; location, potential hazards, other people, weather, etc.
  Choose a kite size based on your **skill level** and the wind conditions.
- Before you kite, **check out** the spot. Consider any hazards such as obstacles, shallows, currents, and bans. If an emergency occurs, you need to know if a rescue craft can reach you.
- Never kite near people or obstacles, and always leave at least two line-lengths between you and the downwind line. It is extremely dangerous to kite near powerlines, roads, airports, cliffs, etc.
- Bars should have **emergency release** mechanisms that can be opened in an emergency. If you experience an unforeseeable emergency, you can quickly remove your body from the gear by using a **quick-release** kite leash.
- Lines should only be used correctly to prevent injury to yourself and others. Kite lines can cause severe cuts under tension or even burns if grabbed by the lines.

For any questions regarding our equipment, please contact your **local Gin Partner**.

RELEASE

WAIVER OF CLAIMS

By purchasing our equipment, you agree to be a certified kitesurfer and accept all risks associated with kiteboarding activities, including injury and death. Improper use or misuse of GIN equipment greatly increases these risks to the user and to third parties. As a user of the GIN Kiteboarding product, you freely acknowledge and accept that you and third parties are exposed to known and unknown risks of injury.

Under no circumstances shall Gin Kiteboarding or its partners be held liable for personal injuries or third-party damages. If you have any questions about how to use our equipment, please contact **your local partner.**

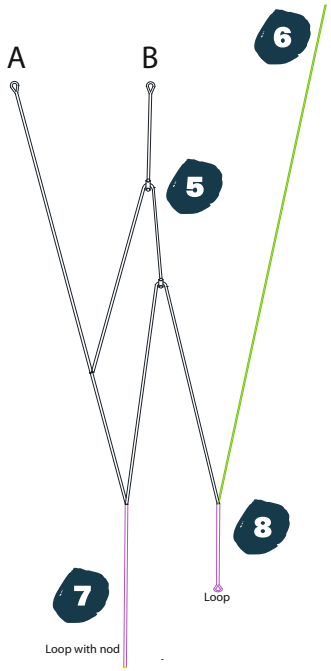
WARNING

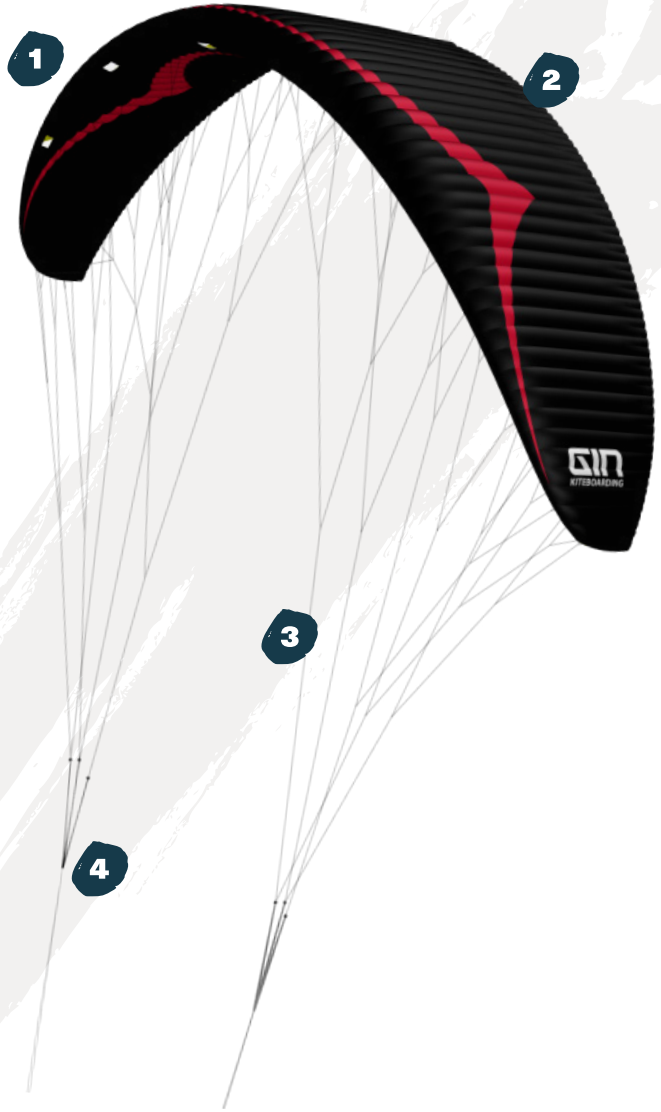
RIGGING

CLOSED-CELL KITES

Set up the kite, connect the lines, and enjoy!
IKA certified and registered

1. Leading edge
2. Trailing edge
3. Bridles
4. Speed system
5. Pulleys
6. Brakes
7. Frontline connector
8. Backline connector



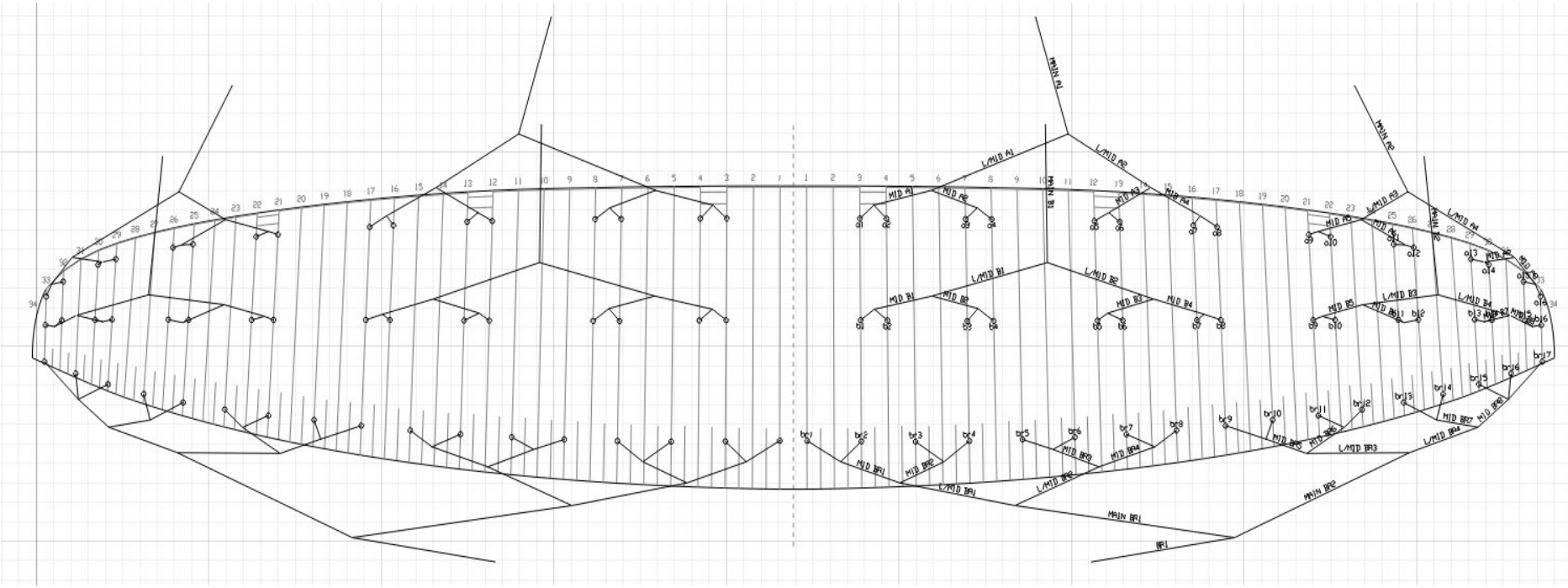


For the Boom V2, we recommend using 12-meter lines and a 55-centimeter bar. There is about 15 cm of length difference between power and steering line. Avoid touching the breaks as it alters the kite's performance. For larger sizes (18 and 21), release 1 knot from the breaks.

PLUG AND PLAY

KITE PLAN

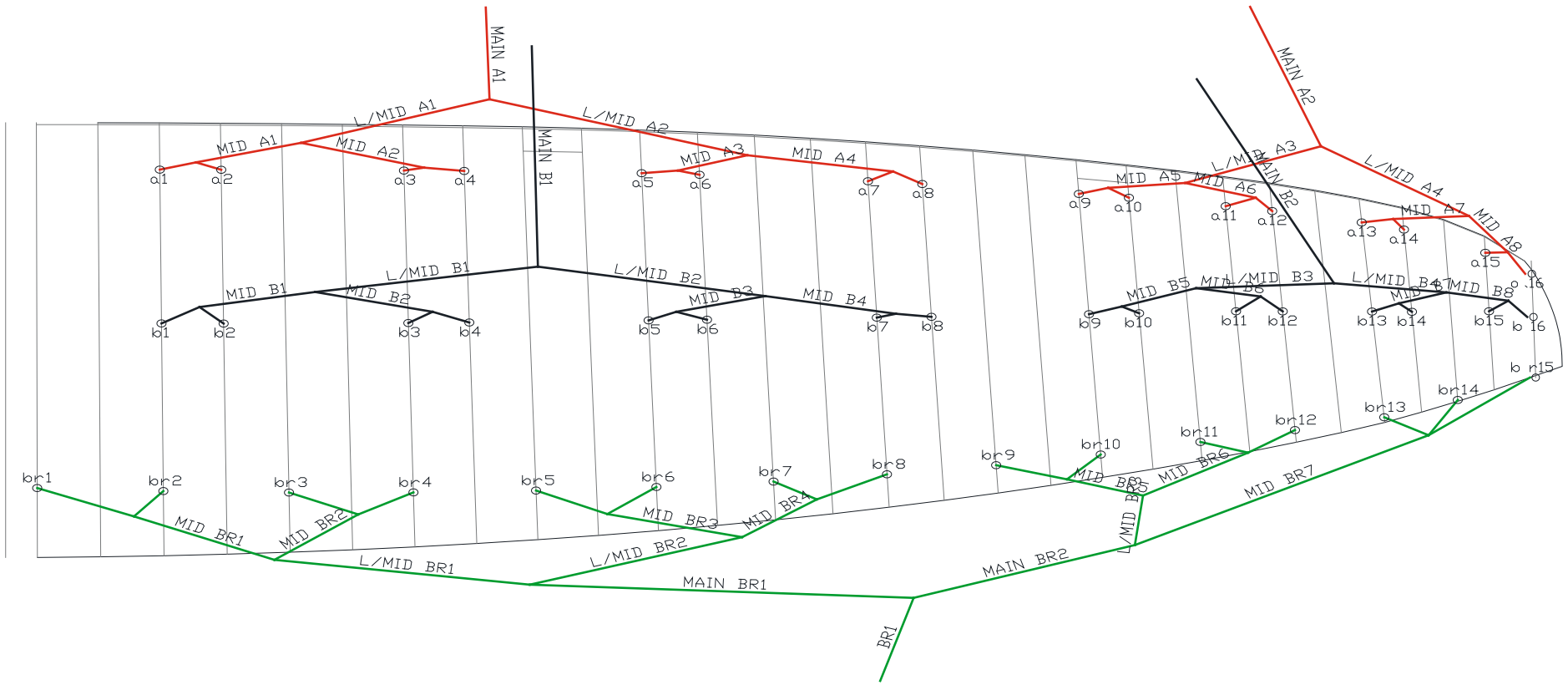
BOOM V2



CONSTRUCTION

BRIDLE

BOOM V2 - 8M² to 10M²

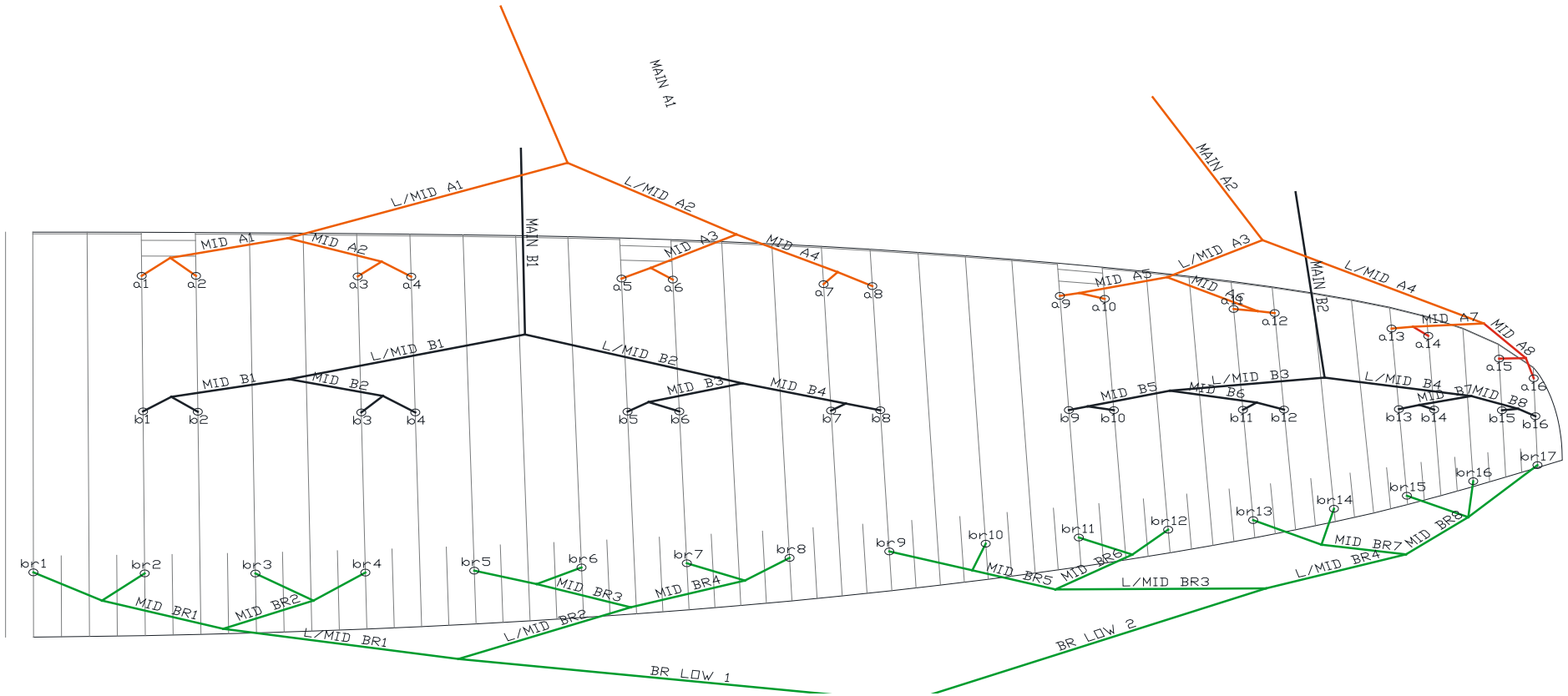


MAIN - A (LEADING EDGE)
MAIN - B (SECOND ROW)
MAIN - Br (BRAKES)

CONSTRUCTION

BRIDLE

BOOM V2 - 11M² to 21M²



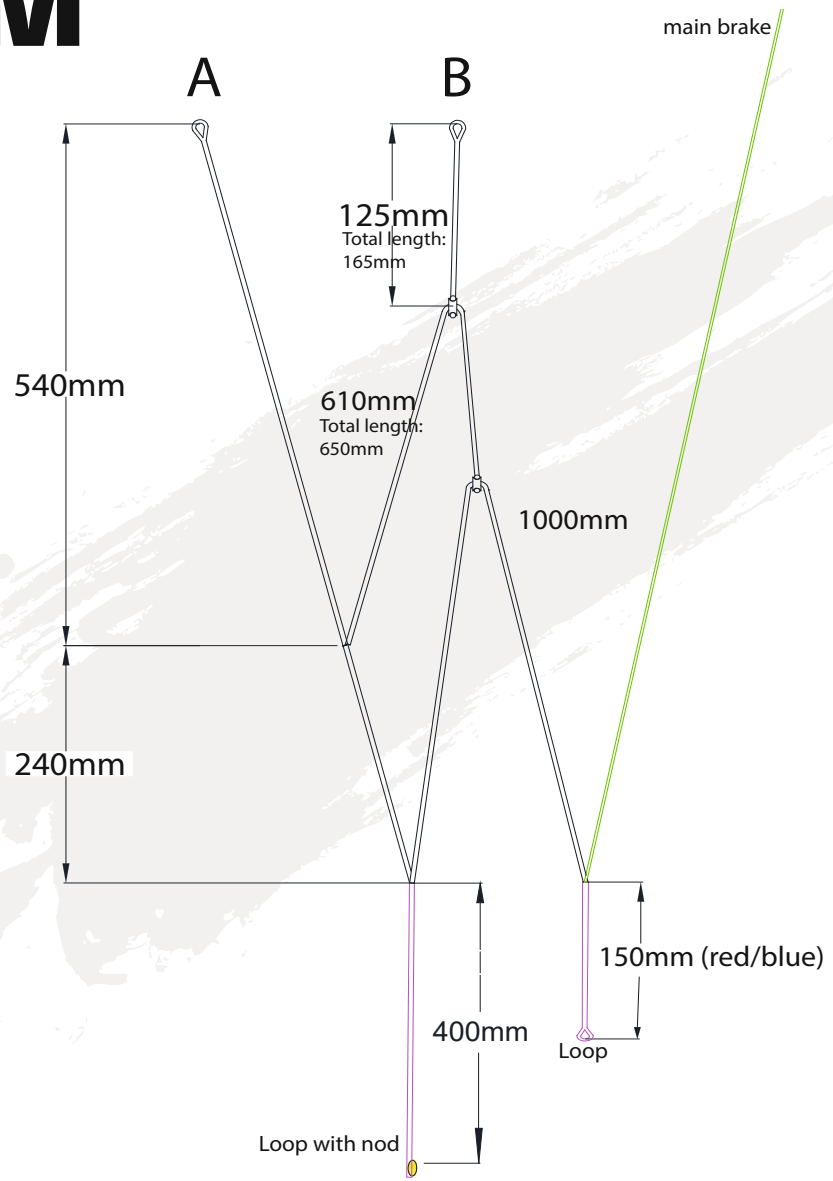
MAIN - A (LEADING EDGE)
MAIN - B (SECOND ROW)
MAIN - Br (BRAKES)

CONSTRUCTION

SPEED SYSTEM

BOOM V2

Dyneema 3mm / 500kg



CONSTRUCTION

TECHNICAL DATA

SIZE	8M²	9M²	10M²	11M²	13M²	15M²	18M²	21M²
COLOR								
FABRIC WEIGHT	1.69 KG	1.78 KG	1.93 KG	2.25 KG	2.54 KG	2.75 KG	3.15 KG	3.55 KG
CELL NUMBER	59	59	59	67	67	67	67	67
ASPECT RATIO	7.3	7.8	8.3	8.7	9.6	10.5	11.6	12.6
AREA	8	9	10	11	13	15	18	21
WIND RANGE FOIL	12 - 35	11 - 34	10 - 30	9 - 28	8 - 25	7 - 22	6 - 18	5 - 14

Wind range is expressed in knots. Wind ranges are provided for your information and vary from rider to rider. It depends on your level, weight and board. Additionally, you should choose your kite based on the weather conditions, the aerodynamic situation and the overall quality of the spot and its level of safety. You can get an idea of the conditions by checking out the other kites and their sizes.

WIND INDICATOR

FORCE	KNOTS	KM/H	DESCRIPTION
0	<1	<1	Calm: smoke rises vertically
1	1-3	1-5	Light air
2	4-6	6-11	Light breeze
3	7-10	12-19	Gentle wind
4	11-16	20-28	Moderate wind : leaves in motion, light flags extended
5	17-21	29-38	Fresh wind : small trees begin to sway
6	22-27	39-49	Sand blows on the beach
7	28-33	50-61	White-capped waves
8	34-40	62-74	Gale, trouble walking

MEASUREMENTS

BOOM V2

CHECK

A kite must be set up as intended in order to perform.
To check a kite, all the lines should be measured in their total length. With the help of a laser, each line can be measured with 5 kg of resistance with a tolerance of 5mm. It is very important for the kite to be symmetrical!

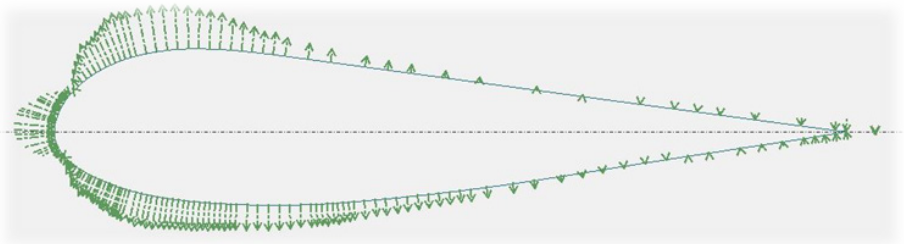
TRIM

The kite can only be trimmed with the length of the lines or with its speed system.

- We recommend not to shorten the A's or B's, as the kite will not come faster, nor go any further.
- Pulling the B's, the kite comes in a more stable way but goes less far in the window.
- Pulling the brakes, the kite stalls less quickly, but when pulling too much, the reflex of the profile already at the ready is taken away.
- The distribution of the brakes on the trailing edge can influence downwind performance and handling.

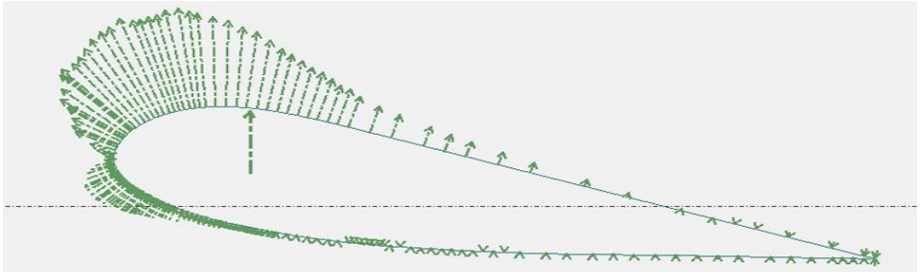
OUTLINE

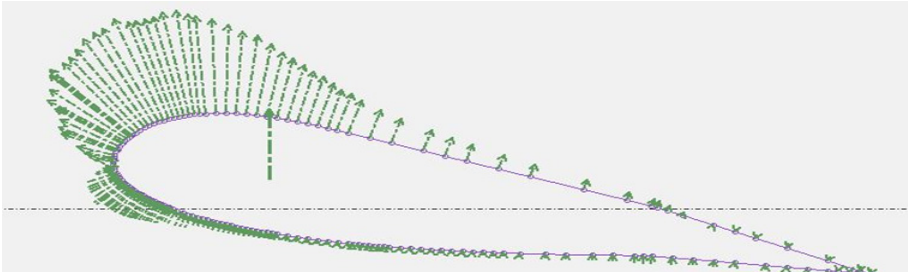
RAM AIR KITES



We normally use reflex profiles, which means that the leading edge rises slightly, for the simple reason, that these profiles are self-stable and will not look for negative angles.

The brakes act on the trailing edge and if they are pulled, the reflex will disappear and the kite will look further ahead with the risk of a frontal collapse. This picture shows when the brakes are pulled.





With the speed system and the length of the brakes (except the mono lines), we can change the angle of the flaps, which gives us a more or less hollow profile for the down Wind. The difference is noticeable in forces acting on the profile with 10° of incidence.

PREPARATION

Prior to your session, check the conditions (area, environment, direction, gusts, gear, ...)

1

Lay the kite out 90° to the wind. Fold over the wingtip and secure it

2

On the trailing edge side of the kite, place the bar far enough from all the bridle lines.

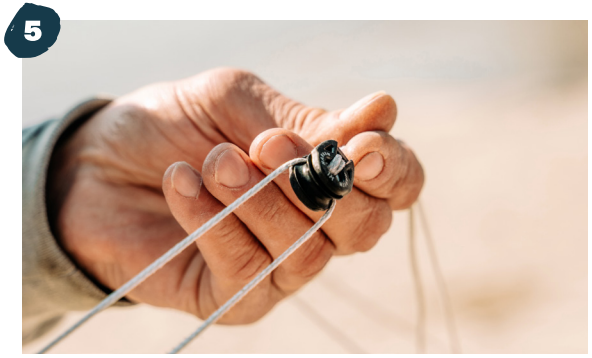
3

Make sure that the bridles are free of tangles and that the pulleys aren't jammed.

4

Ensure that your flying lines are correctly connected and that you are clear of any potential risks. Make sure there are no damages or knots.

5



Connect and test your quick-release system.

6

PREPARATION

5-POINT CHECK

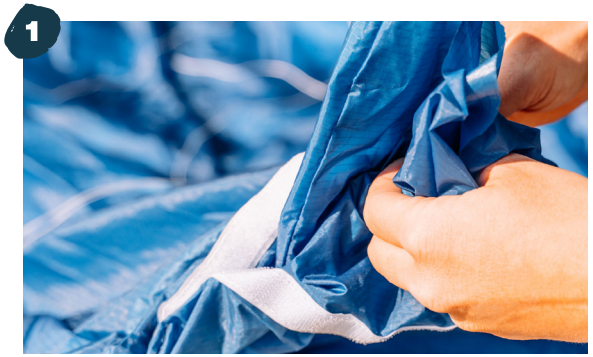
- Is my personnal equipment correct and adapted ?
  (Helmet, harness, impact vest, wetsuit, ...)
- Is the kite correctly set up and connected ?
- Are the lines untangled ?
- Does the weather allow for a safe ride ?
- Is the launch area clear and safe ?

LAUNCHING

SELF-LAUNCH

Close the deflate valve.

1



The kite must be positioned at the edge of the flying window, generating a small tension on the lines.

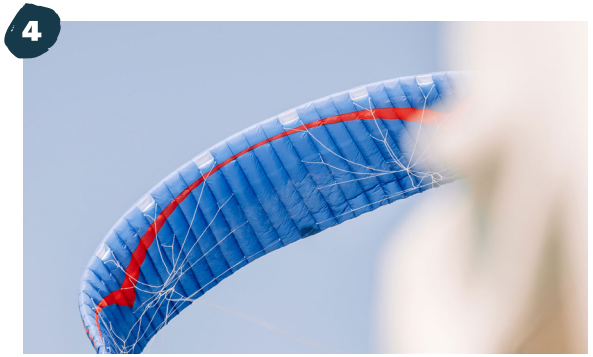
2

Pre-inflate the kite up to half way in the sky, especially in strong wind. If needed, an assistant can hold your back in strong wind.

3

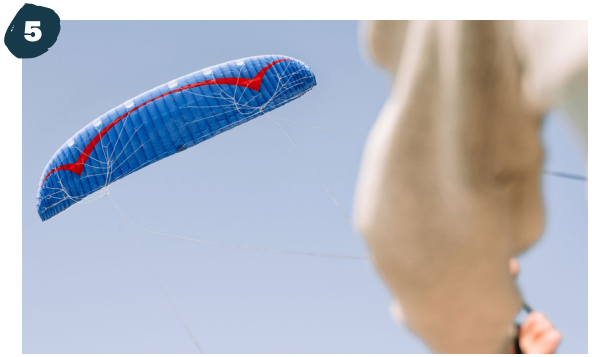
Start pulling up the kite slowly and walking downwind to the kite.

4



Put the kite up to the zenith and check that everything is correctly set up.

5

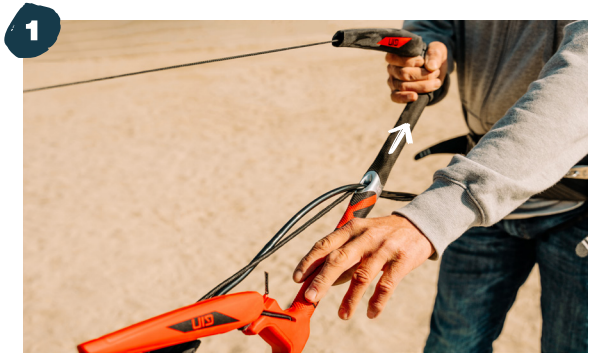


RE-LAUNCHING

ONE-LINE LAUNCH

Grab one back line and pull it towards you so the kite starts to peel to the side, until the kite launches at the edge of the wind window.

1



Put your hand back on the bar as soon as the leading edge of the kite points up.

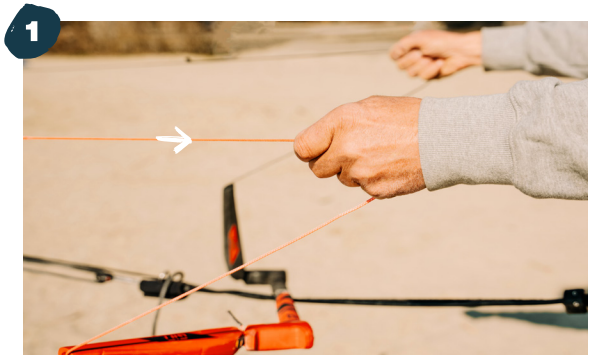
2

When pulling up the kite, the drainage system on the wingtip will ensure the water flows out of the tip.

REVERSE LAUNCH

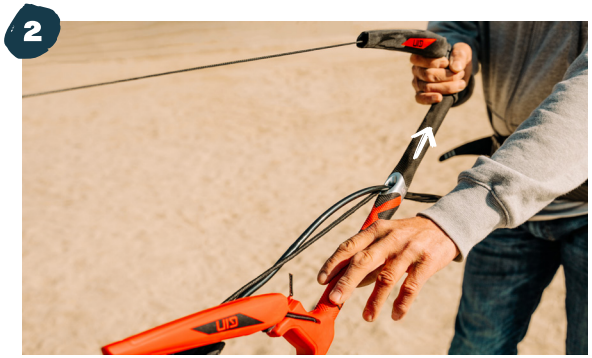
Ensure that the bar is facing the right way, grab the back lines and pull. When pulling the back lines, your kite should reverse.

1



Your kite should be on one wingspan above the water, let go of one of the back lines and hold the other one.

2



The kite will now rotate. Put your hand back on the bar as soon as the leading edge of the kite points up.

3

LANDING

WITH ASSISTANCE

Find an assistant to help you land your kite in a clear area. Use the international signal to instruct your helper to land the kite by catching the wingtip. He must be standing at the edge of the window, upwind of the kite.

1

After the helper has taken the kite, walk towards him to release the tension on the lines. The kite will flag out downwind of the helper.

2

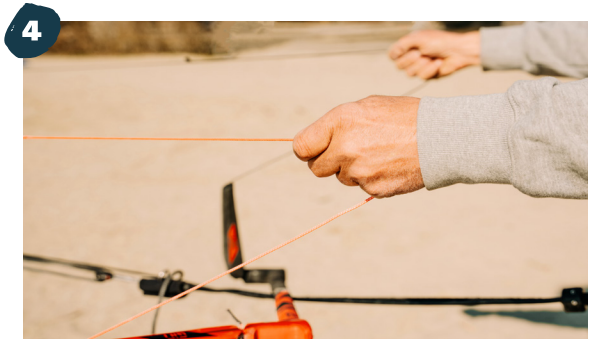
Secure the kite with some sand or something that won't damage the kite.

3

SELF-LANDING

Hold both back lines simultaneously until the kite stalls and flies backwards. Don't release the back lines until the kite is fully landed.

4



Secure the kite.

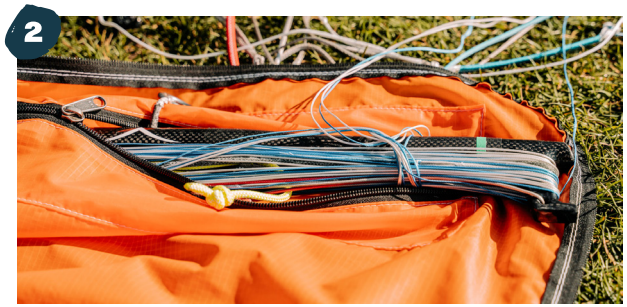
5

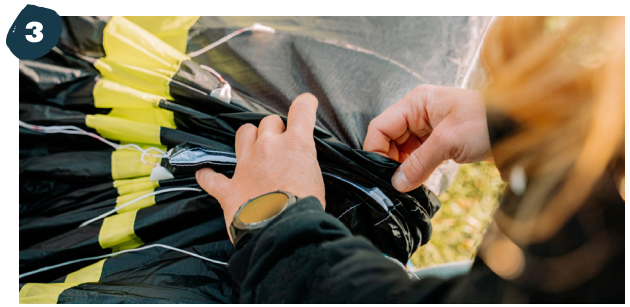
Backstalling should only be performed in light winds

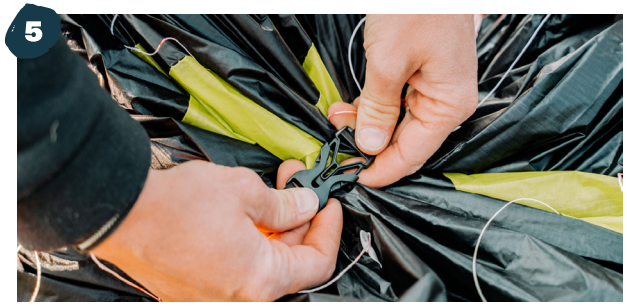
PACKING

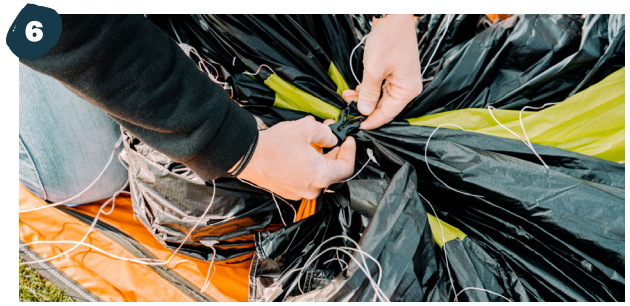
YOUR BOOM V2

To ensure the longevity of the leading edge reinforcements, it is very important to pack the kite carefully. Fold up the Boom V2 as shown in the pictures below. With that method of packing, the leading edge is treated carefully, which will increase the kite's life, performance and launch behavior. If the sails are not folded as explained, the kites can lose their guarantee.









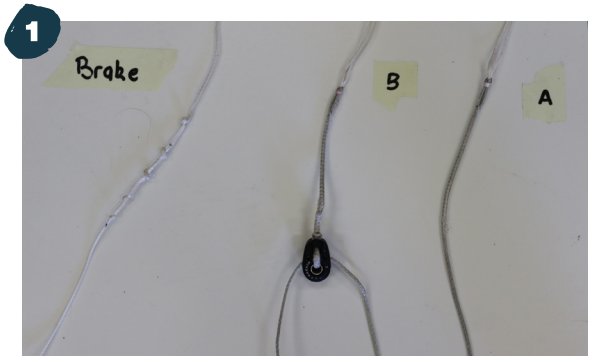
SPEED SYSTEM

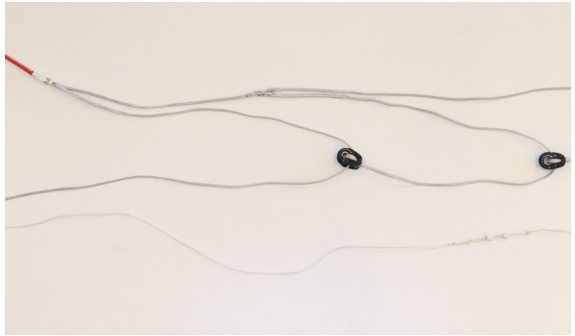
The speed system (or mixer) should be replaced as soon as you detect any sign of malfunction or destruction on the pulleys or the lines. The spare part lines and the pulleys should be replaced after 200 hours of use. Before changing your speed system, make sure you are in a quiet place and sheltered from the wind. Always change one side at a time and use the other side as a template for how the mixer should look like.

SET UP AND PREPARATION

Open the speed system package, check that there are no missing parts (9 pieces), and overlap them with your old speed system.

1



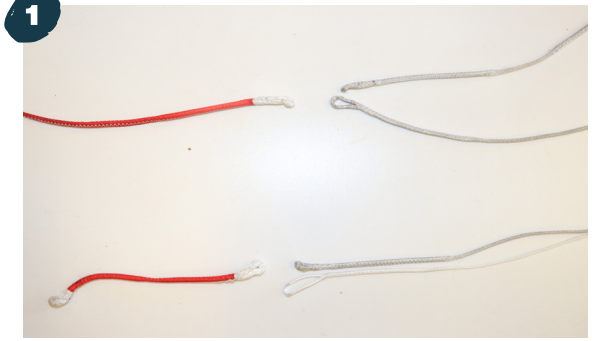


2

DISASSEMBLY

Disconnect the front and rear pigtails.

1



Start by disconnecting the front connection (A) by removing the loop heads.

2

Disconnect the rest of the speed system and identify the parts to be changed. Replace worn parts.

3

Lines A, B & brake must not move!

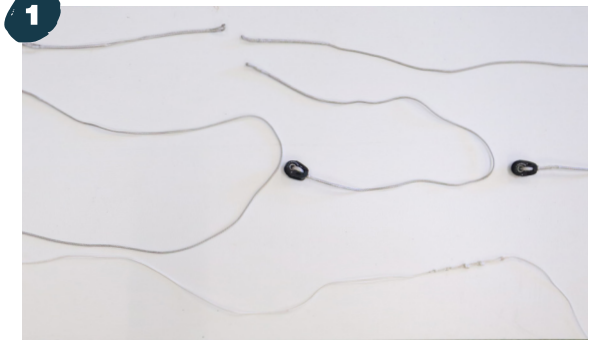
MAINTENANCE

SPEED SYSTEM

REASSEMBLY

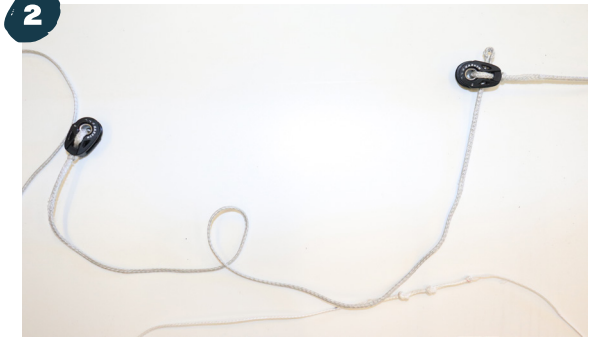
Make sure all the bridles are clear before connection.

1



Pass the speed system through the corresponding pulleys.

2



To connect the heads together :
1. Put the 2 lines together.

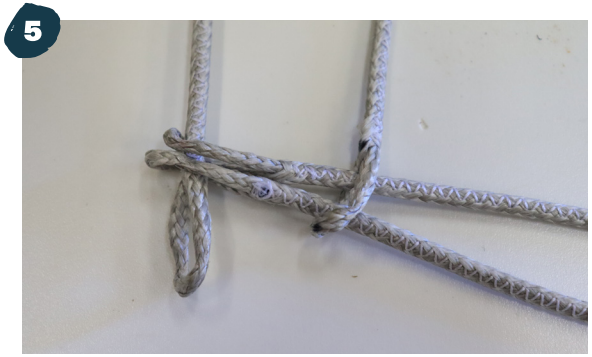
3

2. Pass the main gear head through the other two.

4

3. Pass through both loops.

5



4. Apply tension.

6

Make sure there is no twist. Main A has to be clear from Main B.

MAINTENANCE

SPEED SYSTEM

RECOMMENDATIONS

Before using the Boom V2, check that the speed system and bridles are correct. Make sure the pulleys are free of sand to avoid any damage.

TAKING CARE
OF YOUR EQUIPMENT

- Always carefully inspect all of your equipment before using it.
- Always have a partner when launching and landing your kite.
- Always learn using a small two-line trainer before using a larger more complicated kite.
- Regularly rinse your kite, bridles and pulleys with clean water.
- Do not leave your kite exposed to the sun when not using it. Do not leave your kite flapping in the wind on the beach.
- The speed system and bridle lines will require maintenance just like any high-performance equipment in racing sports. Regularly check the condition of your line connectors, your pre-lines on the bar side, and your lines.
- Never use this product without a safety leash system. A loose kite is extremely dangerous to assistance.
- Should you find any sign of wear, change the defect part without further delay. Most of our spare parts are available on the market. Customers should refer to the product data sheet and to our warnings.
- Use self-adhesive spinnaker tape to repair the kite's canopy fabric.
- Do not dry your kite in the sun and do not store it wet. Pack the kite carefully without damaging the leading edge battens to ensure its longevity.

KITEBOARDING

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