

## Yo-Yo Cage

The Yo-Yo cage is a feature unique to the French Connection. When performing Yo-Yos or other roll-up tricks the flying line becomes wrapped around the Leading Edge, Lower Spreader and Sail. As the line tightens, it compresses and distorts the sail. The Yo-Yo Cage adds reinforcement to the sail at the exact place where the compression would occur, eliminating the compression and distortion and allows for smoother flying.

## Nose

While performing certain tricks, a potential "catch problem" is where the webbing and Dacron nose meet the Leading Edge. If you find that you are experiencing snags on the nose, an easy solution is to apply tape over this seam. Standard Nylon glue-backed tape available from fine kite stores works best.

## Friction Heat the Tape to the Leading Edge

If some of the Leading Edge tape edges have come up a bit, simply rub down the edges using center-to-outside strokes to friction heat the tape onto the Leading Edge. If this is not done, it can severely shorten kite life and performance. Friction heat the tape edges and periodically check and repeat, and the tape should last for a long time. You can also elect to pull the tape off if it becomes a problem. If you are doing advanced tricks, you will want to keep the tape on there.

## Ferrules

Be sure to always check the inside ferrules. The main one, of course, is at the center T of the kite, if you disassemble your Leading Edges often, the ferrule may work loose. If it does come loose, it can be easily repaired. Take a small wire brush or roll up some light grit sandpaper and lightly clean out the first 1 inch inside the lower spreader that you are going to reinstall the internal ferrule into, as well as the ferrule itself. This will ensure a better grip for the glue. Mark the ferrule in the middle with a felt tip pen so you know how far to insert it into the spar. On half of the ferrule, use a thin line of super glue on two sides and slip that bit into the spar so that it is half way in.

## Noise and Speed Adjustment, Leech Line Adjustment

The factory settings make the kite sail tight for quiet flying in low winds. If you want your kite to be louder during flight, unhook the white lines from the end nocks for a looser trailing edge. For better performance and a tighter sail, undo the leech line knot and retie it smaller so the sail will be tighter, but do not over tighten which will cause wrinkles in your sail. Also be careful not to cut or break your leech line because it is sewn into the trailing edge of the kite.

## Bridle

The tow point with the double larks head is the only adjustment point on the bridle. Moving that point up or down not more than 1" will give them all of the adjustment they need. I recommend they do not adjust the bridle, the bridle is factory set for the factory wind rating.

The bridle allows the kite to "absorb" variations in the wind speed and pressures on the sail allowing the kite to fly smoother in bumpy wind conditions. It also extends the usable wind windows edges by self adjusting the kites attack angle in relationship to the wind.

## Standoffs

The French Connection uses a wrapped white fiberglass spar in the outside position and 3mm solid carbon Standoffs in the center and inside positions. This standoff combination gives the proper amount of tension and flex needed in that area.

The French Connection uses special fittings to attach the standoffs to the sail. Their rear is covered by a Dacron reinforcement to help prevent line snags. The fittings are held into the trailing edge with a small rubber ring. The rubber ring is not permanently affixed in place. If you want to glue the rubber ring in place, use a very small amount of glue. The best way is to use a drop right on the whole thing while it is assembled. Turn the kite upside down, open the cover a bit, and use a drop of glue right on top of the ring and the back of the fitting. Only a small drop is needed.