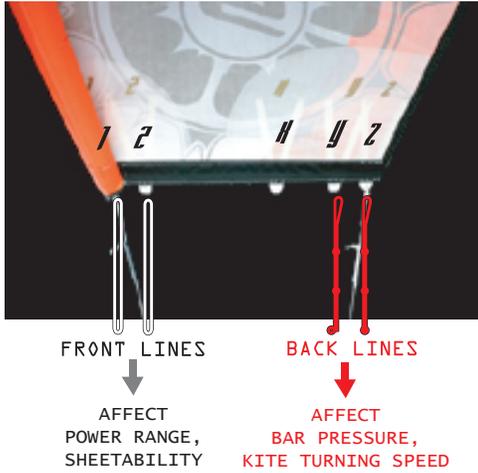


TUNE YOUR KITE FOR
 ANY CONDITIONS
 ANY RIDING STYLE
 ANYWHERE IN THE WORLD



Slingshot's Custom Fuel Injection (C.F.I.) allows you to completely customize the kite's performance. The attachment options allow you to customize the turning, speed, and power of your kite by increasing or decreasing the kite's wingtip chord. Moving the attachment points back increase the angle of attack, creating extra lift. Decrease the angle of attack by moving the attachments toward the front. This allows for more speed from the increased efficiency of the foil. Similar to power steering, the rear points effect how much throw is required to fully sheet your chicken loop which is inversely proportional to the bar pressure.

WHAT I WANT	C.F.I. SETTING	HOW THIS SETTING AFFECTS HOW MY KITE FLIES
<ul style="list-style-type: none"> - Maximum wind range - Fast turning of the kite. <p><i>JT says: This is the most common setup, try this before modifying your settings!</i></p>	1 & Z	Attaching the front lines toward the very front of the wing tip brings the kite the most forward in the wind window, away from the power zone. By attaching the back lines toward the very rear of the wing tip puts less bar pressure and makes for easier turning.
<ul style="list-style-type: none"> - Maximum wind range. - Medium turning speed of the kite. <p><i>JT Says: When I'm trying new handle passes I use this setting - it makes the kite less sensitive and it gives me a bit more room for error!</i></p>	1 & Y	Attaching the back lines a bit more forward increases the bar pressure and gives the kite a more solid feel.
<ul style="list-style-type: none"> - Maximum wind range. - Slower turning of the kite. - De-powering in the gusts. 	1 & X	Moving the back lines all the forward shortens the distance between the front and back lines, giving the kite less leverage and increasing the bar pressure substantially.
<ul style="list-style-type: none"> - Fast turning of the kite - Solid pull/constant power- Wind range is less important. <p><i>JT Says: I use this setup when wind is light on my bigger kites so I'm not always sheeting in and out!</i></p>	2 & Z	This setup puts the pressure of the front lines a bit back from the leading edge and causes the kite to sit back in the window a little more. This gives the kite a more solid grunty pull. It also gives you less play in your chicken loop, i.e.. less depowering.
<ul style="list-style-type: none"> - Faster turning of the kite - Solid pull/constant power - Wind range is less important. - The feel of a 2002 Fuel 	2 & Y	Hooking both front and back lines up one point in from the edge will give you slightly more grunt low end pull and more bar pressure when turning, but you will sacrifice a little upwind-ability by moving your front line in.
<ul style="list-style-type: none"> - Solid pull/constant power - Slower turning of the kite - The feel of my larger kites in my small kite. <p><i>JT Says: I want a fairly low end pull and a lot of bar pressure so I don't have to worry about my kite flying too fast while I do handle passes and other ballsy tricks.</i></p>	2 & X	Again this attachment will give you a slightly more low end pull, and with your back lines all the way towards the front of the kite your kite will feel a lot slower turning.
<ul style="list-style-type: none"> - Maximum power - Fastest turning of the kite 	3 & Z	This attachment causes your kite to sit far back in the wind window and give you more of a low aspect ratio pull but with the turning speed of a high aspect kite. If your having trouble getting upwind this is not a setting for you because it tends to pull you more downwind.
<ul style="list-style-type: none"> - Maximum power - Medium turning speed of the kite. 	3 & Y	This is a unique setting, unless you have specific reason and you are an experienced rider you don't really need to tweak your kite out this much. It's a very grunt pull with a slower turning speed and more bar pressure.