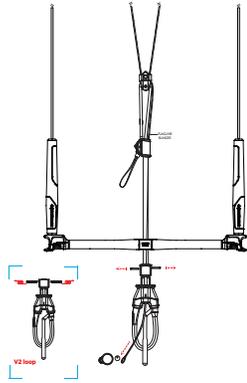


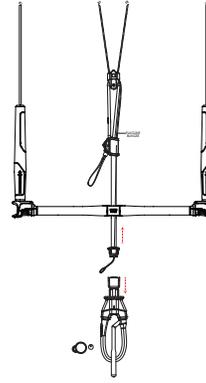


# MISSION CONTROL BAR v1 & v2 REPLACEMENT PROCEDURE



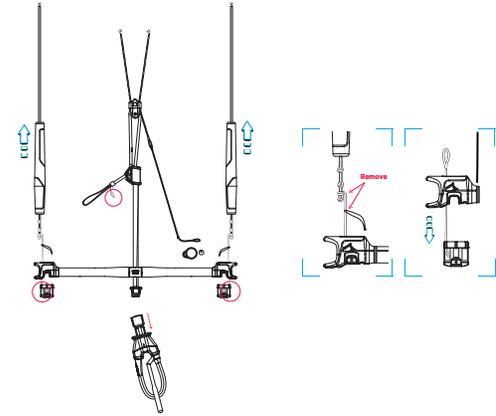
### 1. Disassembling of the rotor head

To disassemble the rotor head, you will first need to remove the two stainless steel pins that hold the rotor head together. Have a friend hold the rotor head on the sides without the pins, using the channel locks to grip the rotor head. Each pin has one single knurled end, and the pins are assembled with the knurled ends opposing each other. Locate the pin WITHOUT the knurled end on the side that is facing up, and use the small hex key or punch to gently tap out the pin. Once the knurled side is pushed out of the opposite side you can flip over the rotor head and repeat the process to remove the other pin. With the knurled side of the pin tapped completely out of the rotor head, use your pliers/channel locks to pull out each pin and set them aside for reassembly. Next, remove the leash ring and plastic spacer ball from the flagging line bungee by undoing the larks head loop and pulling the loop of the flagging line over the leash ring, and slide the ball off of the flagging line. Set the ring and ball aside for reassembly.



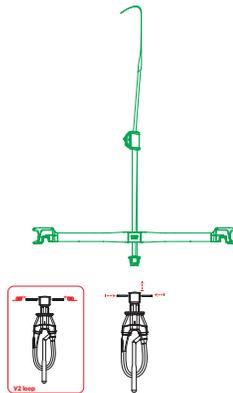
### 2. Removal of the chicken loop

Once the two pins, leash ring and plastic ball have been removed, simply pull the chicken loop body and outer/male part of the rotor head apart from the inner/female part of the rotor head, which will remain attached to the double chamber mainline/flagging line tube. Set the chicken loop aside for reassembly.



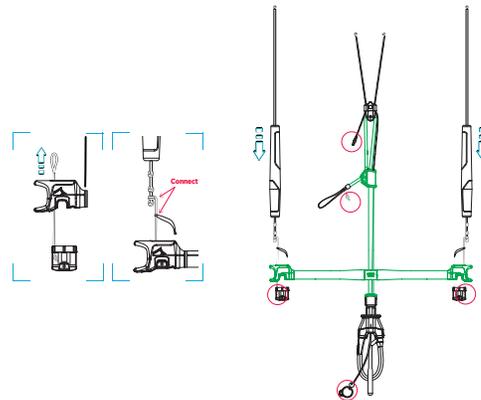
### 3. Disassembly of the flying lines and mainline

Pull the detached floats up the leader line to expose the adjustment knots. Remove the larks head from your outside line adjustment knot and slip the leader line out of the larks head loop. Pull the end of the bungee opposite the bungee pull tab to loosen it from the rope that it is fed through. Once loose, pull the loosened end up and over the rope and remove the bungee. Next pull out the bar adjustment cartridge from the bar end and use the cartridge to pull the attached rope down and out of the slot in the bar end. Repeat this process for the opposite side of the bar. Next, to remove the mainline depower handle, use pliers to pull the knot out from under the webbing on the underside of the plastic bit that the handle attaches to. Once the knot is unseated from the handle, untie it and slide the handle off of the mainline. Then slide the mainline up through the cleat, and back it out of the pulley. This should now leave you with all four of your lines disconnected from the bar and ready for your new bar assembly.



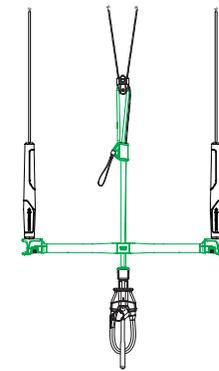
### 4. Reassembly of your new bar

Begin the reassembly of your new bar by installing your original chicken loop that you set aside in step 1 by inserting the inner/male rotor head piece into the outer/female rotor head piece, being sure to align the pin/screw holes correctly. Insert your stainless-steel pins in opposing directions (knurled end at opposite sides from one another) and use your channel locks to squeeze the pins securely back into place (you may need to lightly tap them back into the rotor head to get them completely flush with the surface of the rotor head).



### 5. Reassembly of the flying lines and mainline

Start reassembly by feeding the loop at the end of the line, that will attach to your under-the-boat leader line adjustment knots, back up through the slot in the top of your bar end (Tip: use a piece of fishing line, dental floss, or even one of your flying lines to help with this process) and pull until you can place the bar adjustment cartridge back into the bar end. Next create a space within the line with a screwdriver or hex key and feed the bungee line back through the rope and loop it over the rope to secure it. Then, re-attach leader lines and their knots back onto the loop that is sticking out of the slot of your bar end. Be sure to properly cinch down your leader lines. Repeat on the opposite side of the bar. Next, run the mainline back through the pulley and feed back through the top of the stainless-steel cleat, then through the hole of the depower handle. Tie an overhand knot at the end of the mainline depower rope, making sure to leave a 1.5cm to 2cm "tail" of rope (not just the mark cloth) at the end of the mainline, to ensure that the knot does not slip. Lastly, feed your flagging line back through the double chamber mainline tube and out the bottom of the chicken loop body (Tip: use a piece of fishing line, dental floss, or even one of your flying lines to help with this process). Slide the blue plastic ball back onto the flagging line, and reattach the stainless-steel leash ring to complete your reassembly process.



### 6. Check your bar for proper line tuning before your first flight with your new MC bar

Once your bar reassembly is complete, check the tuning of your flying lines to make sure that they are all of equal length before your first flight with your new bar. To do this, run out your lines as if you were going to attach them to a kite. Place the ends of your lines onto the hook of your kiteboarding safety leash and attach the leash to a solid object that you will not be able to pull when applying pressure to it. Walk back to your bar and adjust the outside lines as needed using the adjustment knots that are hidden under the outside line bar floats. Pull the detached floats back down to cover your leader line adjustment knots and your new bar assembly is complete. Now get out there and go kite shred!