

USER MANUAL ENGLISH

# 2018 DOUBLE AGENT



**CABRINHA** 

# **WARNING**

**DO NOT USE THIS PRODUCT UNLESS YOU HAVE READ AND UNDERSTAND THESE WARNINGS, CAUTIONS, AND INSTRUCTIONS WHICH ARE FOR YOUR SECURITY AND PROTECTION. THIS INFORMATION MAY BE SUBJECT TO CHANGE AT ANY TIME. FOR CURRENT UPDATES, PLEASE VISIT OUR WEBSITE AT: [WWW.CABRINHAKITES.COM](http://WWW.CABRINHAKITES.COM)**

**IF YOU ARE BELOW THE AGE OF 18, YOU SHOULD HAVE YOUR PARENT OR GUARDIAN READ THESE WARNINGS, CAUTIONS AND INSTRUCTIONS AND SHOULD NOT USE THIS PRODUCT UNLESS YOU ARE UNDER THE PROPER GUIDANCE AND SUPERVISION OF SUCH A PERSON.**

The use of this product exposes the user to many unavoidable and unexpected risks, injury, DANGERS and HAZARDS. The suppliers of this product are not responsible for any damage to property or any personal injury caused by any use, misuse, abuse or irresponsible use of this product by the user.

Kiteboarding is a HAZARDOUS sport. Power kites and their lines and control equipment can be DANGEROUS to flyers and to anyone in the vicinity of their use. Kiteboarding must be taken seriously and we recommend that, at least in the early stages of your use, you seek the guidance of professional instructors and experienced kiteboarders. Improper and/or unreasonable use of this kite may result in DEATH or SERIOUS INJURY to ANY part of your body and to OTHERS. Do NOT use your kite near power lines, airports, buildings, automobiles, trees, streets, parking lots, rocks, piers, breakwaters, buoys, etc. and keep your kite fly lines away from people and ALL obstacles. Always fly in an open area and observe wind and weather conditions, particularly in circumstances where you may encounter offshore, onshore, variable or strong winds. Do NOT attempt to use your kite on water until you are confident and comfortable with the use of a trainer kite on land. Spend time to become familiar with the operation of your kite and remember that you are responsible for its operation and for the security of those around you. As you learn the sport, work within your own limitations and do NOT exceed them. If you intend to use the kite on water, always use appropriate protective gears and flotation devices and do NOT attach yourself or tie yourself permanently to the kite lines. The kite is NOT intended for use as a flying device nor indeed is it intended as a means of flotation.

# **! WARNING**

## **RECOMMENDED KITEBOARDING PRACTICE:**

**Kiteboarding is an extremely diverse sport, with many disciplines and ability levels. As with all sports, there can be certain inherent risks. The following contains key security points to remember when operating your Cabrinha kite.**

- Kiteboarding is a HAZARDOUS activity and the use of Kiteboarding equipment involves the risk of serious personal injury to any part of the user's body, or death.
- Injuries are an INHERENT RISK of kiteboarding and the participation in kiteboarding implies the user's acceptance and assumption of those risks.
- Children should ALWAYS be under adult supervision.
- It is strongly recommended that beginners take lessons.
- ALWAYS inspect your equipment for signs of wear and tear each time before use, particularly all lines, canopy, bladders, screws and fittings.
- If ANY products are found to show signs of wear & tear, STOP using the product immediately and repair or replace before further use. If in doubt about any signs of wear & tear, please contact your local vendor. Contact details are available from [www.cabrinhakites.com](http://www.cabrinhakites.com)
- NEVER place yourself in a situation where breakage of any one of the various kiteboarding components would pose a risk to yourself or others, or make it difficult to return to the shore securely & unassisted.
- Make sure you use properly designed and manufactured parts from reputable suppliers.
- Take time to study the conditions including sea state, tides, currents, weather conditions and forecasts before you decide to go sailing. Beware of sailing in offshore, onshore, variable or strong winds.
- Familiarize yourself with any new location before venturing onto the water. Ask the locals to tell you about any hazards.
- Watch out for other beach users, especially swimmers and small children. Make sure you keep your board and rig under control at all times and that they don't get blown about on the beach or in the water.
- Always use appropriate protective gear and flotation devices. Wear the correct protective clothing for the conditions such as a wetsuit or a UV top.
- We STRONGLY recommend wearing a kiteboarding specific helmet
- Make sure someone knows where you've gone & when you are expected back – always sail with a buddy.
- Be aware of the conditions as they change. ALWAYS return to the beach if there is a significant change in the conditions. i.e. wind dropping or wind & waves increasing.
- As you learn the sport, work within your own limitations and do NOT exceed them.
- Do NOT alter, modify or change this product.
- This product is designed and manufactured only for kiteboarding on water or snow.
- Keep these warnings, cautions and instructions for future reference.
- The following contains key security points to remember when operating your Cabrinha kite, and associated kiteboarding equipment on water, land or snow.

# BOARD AND ACCESSORIES INSTALLATION

## PACKED WITH DOUBLE AGENT BOARD

- (3x) Ultralight straps (non-adjustable)
- (6x) Washers
- (6x) M6x16 316 Stainless screws
- (2x) 50mm TT fins
- (2x) 30mm fins
- (8x) M6x20mm 5mm Hex Screw
- (10x) 6mm hole plugs
- (6x) 8mm hole plugs
- (1x) Sticker pack

## TOOLS NEEDED:

PH3 Screwdriver & 5mm Hex Key

**NOTE:** Do not use power tools to assemble your board. You will run the risk of cross threading the inserts. Doing so will void your warranty.

## BEFORE GETTING STARTED:

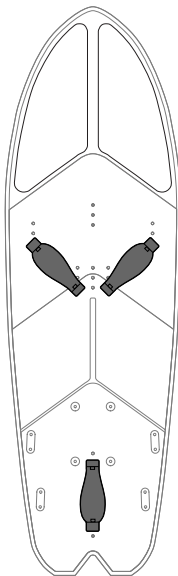
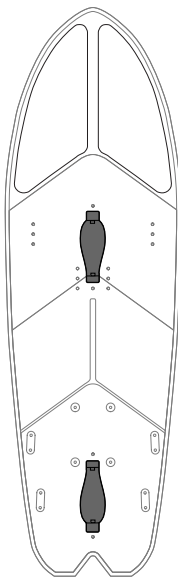
Remove all contents from the accessory package. Identify each item from the inventory list above.

Check each insert in the board and fins by carefully threading a screw into each to be sure it threads easily and the threads are clear of any debris.

## MOUNTING STRAPS

1. Identify the correct orientation of each strap. The Cabrinha Ultralight Straps are designed to have the wider section of the strap facing out toward the tip and tail of the board. This orientation can be adjusted to fit loose so as to allow easier twisting of either foot while offering maximum comfort and performance. Those who desire a tighter, more locked in feel may prefer the wider portion of the strap over the inside of the foot instead.
2. Place the footstrap washer on the ends of the straps under the cover.
3. Thread one of the mounting screws into the anti-twist.
4. Screw the strap into place on the board in the desired location making sure the screw is tight.
5. Repeat this process for the other side, then for the other strap accordingly.

**CAUTION: DO NOT OVER TIGHTEN THE SCREW AS THIS WILL DAMAGE THE INSERTS OR THE STRAPS**



# BOARD AND ACCESSORIES INSTALLATION

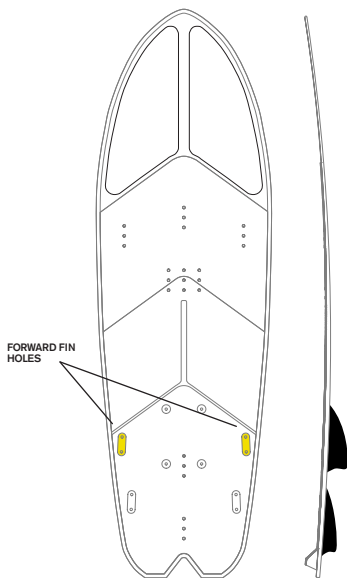
## MOUNTING FINNS

1. Identify the fins in the pack, the two sizes and the correct orientation of each fin.
2. Starting on the 50mm forward fins, place the 2 bolts through the forward fins holes from the top of the board (see image for reference)
3. Place the 50mm fin under the board in the correct orientation with pointy side facing the front of the board and line up the holes with the bolts that are protruding through the board base.
4. Tighten the bolts hand tight using a 5mm Hex Key.
5. Repeat this step for the remaining 50mm Fin.
6. Repeat steps 2-5 using the rear locations on the board for the 30mm fins.

**CAUTION: DO NOT OVER TIGHTEN THE SCREW AS THIS WILL DAMAGE THE BOARD OR THE FINNS**

## HOLE PLUGS

The hole plugs are used to cover the holes of either the fins or the mast mount when they are not in use. No tools are required to install the hole plugs, to remove the plugs we suggest you use the 5mm hex key to push them out. 8mm plugs are suitable to plug the mast mount holes. 6mm plugs are suitable to plug the fin holes. Hole plugs can inadvertently fall out during riding, extras are supplied accordingly.



# DOUBLE AGENT FOIL INSTALATION

## FOIL ACCESSORY INVENTORY LIST

- (1x) Top Plate – mast / board connection
- (1x) Foil Mast – Sizes: 85cm; 60cm, 40cm
- (1x) Foil Fuselage – Size: 60cm
- (2x) Foil wings (Front & Rear Wing)
- (4x) M8x40 Titanium 5mm Hex bolts  
(2x are already installed in the Top Plate / Mast)
- (8x) M8x25 Titanium 5mm Hex bolts
- (1x) 5mm Hex key

## MOUNTING THE TOP PLATE/MAST TO THE BOARD

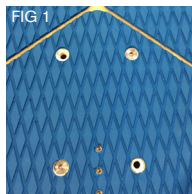
1. Open the Foil pack.
2. Remove the Hardward located in the ziplock back: 2x M8x40 Titanium 5mm Hex bolts; 8x M8x25 Titanium 5mm Hex bolts; 5mm hex key.
3. Remove the Top Plate/Mast – these 2 components come already assembled with 2x M8x40 Ti Hex Bolts.
4. Placing the Double Agent Board on it's side insert 2x M8x25 Ti Hex Bolts down from the top of the board on opposite sides (FIG. 1).
5. Oriantate the Top Plate/Mast so that the leading edge of the mast (thicker section along the mast) is faccing forward towards the nose of the board (FIG. 2).
6. Using the 5mm Hex key lightly tighten the 2x M8x25 Ti Hex Bolts from the top of the board into the corresponding holes on the top of the Mast (FIG. 3).
7. Insert the remaining 2x M8x25 Ti Hex Bolts down through the top of the board and lightly tighten into the mast.
8. Once all bolts are located, one by one tighten each bolt until hand tight. Be careful not to cross the threads. If resistance is found, stop tightening and reverse the direction of rotation and try again.

**CAUTION: DO NOT OVER TIGHTEN THE BOLTS AS THIS WILL DAMAGE THE BOARD OR THE FOIL.**

## ASSEMBLING THE FUSELAGE & MOUNTING FOIL WINGS TO THE FUSELAGE

1. Turn the Double Agent board with the mounted Top Plate/Mast upside down so that it is laying on it's deck with the shaft in the air.
2. Remove the Fuselage from the packing foam & identify the orientation of the fuselage. The mast placement on the fuselage is offset forward, when mounted the shorter section of the fuselage should be facing forward (FIG. 4).
3. Loacte the groove on the fuselage that matches with the profile of the mast. Seat the fuselage on the mast & make sure that they are seated correctly (FIG. 5).
9. Take 2x M8x40 Ti Hex Bolts, use the 5mm hex key to thread each through the fuselage into the mast then tighten each bolt until the fuselage is secure. If resistance is found, stop tightening and reverse the direction of rotation and try again (FIG. 6).

**CAUTION: DO NOT OVER TIGHTEN THE BOLTS AS THIS WILL DAMAGE THE FOIL.**



# DOUBLE AGENT FOIL INSTALATION

## ASSEMBLING THE FOIL WINGS TO THE FUSELAGE

1. Identify the Front & Rear wings from the packing foam.
2. Set aside 4x M8x25 Ti Hex Bolts & the 5mm hex key.
3. Starting with the Larger front wing, orientate it in the correct position so that the round leading edge of the wing is facing forwards and the counter sunk holes are facing upwards. Place this wing on the bottom of the fuselage at the end facing the front of the board (FIG. 7).
4. Locate and tighten the bolts using the supplied Hex Key.
5. Hand Tighten both screws till firm.
6. With the rear wing orientate it in the correct position so that the round leading edge of the wing is facing forwards and the counter sunk holes are facing upwards. Place this wing on the bottom of the fuselage at the rear end (FIG. 8).
7. Locate and tighten the bolts using the supplied Hex Key.
8. Hand Tighten both screws till firm.
9. Give all bolts one last check to make sure they are handtight.
10. Your Double Agent board is now ready.



**CAUTION: DO NOT OVER TIGHTEN THE BOLTS AS THIS WILL DAMAGE THE FOIL.**

## TO GIVE YOUR BOARD A LONG LIFE

- Use recommended Cabrinha fins, foot straps and accessories.
- Do not use any power tools to install any of the hardware and accessories; doing so will void the warranty.
- Tighten all screws firmly, but do not over tighten.
- The screws are subject to extreme loads and forces, and should be checked regularly if still tight.
- Regularly check your board and wings for holes, coming from any damage.
- Dissassemble and rinse with fresh water after use.
- In case you find any damage make sure these are sealed and fixed properly before further use.
- Store your Cabrinha board in a board bag to prevent unnecessary sun exposure, scratches and other wear and tear while the board is not in use.
- Store your Cabrinha Foil in the Foil Bag when not in use, to prevent unnecessary sun exposure, scratches and other wear.
- While this Cabrinha board and accessories has been built tough, it is not indestructible. Direct impact with a hard object such as a rock or reef can damage the board, mast and wings; such damage is not coverable by warranty.

# GLOSSARY

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## FREQUENTLY USED KITEBOARDING & WIND TERMINOLOGY

### A

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#### SPRINT TUBES

Tubes that connect the LE bladder to the strut bladders.

**AIRLOCK** - a 2 part valve that allows a single point for inflation and deflation of the kite.

#### SPRINT PINCH CLAMPS

Clips that prevent air transfer between the LE and the struts.

### B

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**BAR (unit)** – A unit of pressure

- 1 bar = 14 PSI
- 1 mbar = 0.015 PSI

**PSI** – A unit of pressure. Pounds per square inch

- 1 PSI = 68.9mbar

#### BEAUFORT SCALE

A system for estimating wind strength based on the effects wind has on the physical environment (e.g. the behavior of waves, smoke, etc.). Instruments are not used to determine wind strengths in this point scale (0 = calm to 12 = hurricane).

#### BODY DRAGGING

This is an instructional tactic / step in which the rider flies the kite while in the water, but without the board. The rider will launch, then walk to the water, and basically drag in the water while practicing flying, re-launching and self-rescue techniques.

#### BLADDER

The inner inflatable tube found within the leading edge and the struts of the kite. (Imagine a bike-it has both a tire on the outside and an inner tube which holds air).

#### BRIDLES

The lines that hang from the wing tips and leading edge of the kite. The flying lines will be attached from the control bar to these bridle lines in order to connect control bar to kite.

**Tow Points** – The attachment points for the bridle.

#### BYPASS™ LEASH SYSTEM

A security leash feature that is recommended for all users. This system incorporates QR2 which will separate the User from the Kite if QR1 has been activated.

### C

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#### CENTERLINE ADJUSTMENT STRAP (CAS)

Used to depower the kite by changing the relationship between the front and back line lengths. It is also used to position the bar closer to the rider.

#### CONTROL BAR

The steering device the rider uses to steer the kite.

### D

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#### DE-POWER LINES

The two center flying lines that attach to the leading edge bridles on the kite-one to the left wing tip, the other to the right wing tip. These lines assist in de-powering the kite.

#### DOWNWIND

The direction in which the wind is traveling.

### F

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#### FLYING LINES

A term used to describe all four of the lines included with your kite package. These lines connect the bridle lines on the kite to the leader lines on the control bar and are typically 20-30 meters in length.

### G

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#### GUSTY WIND

Wind is inconsistent and varies considerably from one wind strength to another.

#### GYBING

The motion in which the rider changes the direction of the board he/she is riding. The rider switches from a starboard tack to a port tack or vice versa.

### H

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#### HARNESS

A piece of equipment used to temporarily attach the rider to the control bar harness line. This enables the rider to save energy by utilizing their body weight and all of their muscles to hang on to the kite. Most common are the waist harness (attaches around the torso) and the seat harness (attaches to the waist and around the legs).

### I

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#### INFLATABLE KITE

A kite with inflatable tubes designed to float the kite and to facilitate water re-launchability.



# GLOSSARY

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## K

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### KITEBOARDING

The term used to describe the sport of power kiting on water or snow.

### KITESURFING

Another term used to describe the sport of power kiting on water.

### KNOTS

A measure of speed based on nautical miles.

1 knot = 1 nautical mile per hour.

1 knot = 1.15 miles per hour.

1 knot = 1.85 kilometers per hour.

## L

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### LANDING

The action which places the kite on the water or on land.

### LAUNCHING

The motion in which the rider steers the kite from their partner's hands into the sky.

### LEADER LINES

The lines that attach directly to the control bar. You will attach these lines to the flying lines in order to connect them to your bar.

### LEADING EDGE (LE)

The front inflated tube of your kite.

### LEEWARD

The downwind side of the kiteboarder.

### LOFTING

Lofting occurs when the kite is above the riders head in the neutral position. Instability in the wind can cause sudden vertical force and lift a rider off of their feet.

### LUFF

A term used to describe what happens to the kite in a lull.

A term also used to describe the complete de-powering of a kite.

### LULL

A term used to describe wind when it lessens in strength, for any amount of time.

## M

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### MPH

Miles Per Hour. A measure of speed.

1 mph = 1.6 kilometers per hour.

## N

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### NEUTRAL POSITION

This is the position just above the rider's head in the sky. If the rider levels out the bar, the kite will gravitate to the neutral position. However, it is difficult and dangerous to keep the kite in this position. Although in this position the kite may feel steady and may feel like it has the least amount of power or pull, it is also the position in which on land the rider is most susceptible to lofting. On the water, the neutral position can be utilized to rest while you reel in your board, but on land, we strongly suggest you do not utilize the neutral position. After launching, it is best to make your way to the water without delay. Do NOT linger on land with the kite in neutral position. It is VERY dangerous.

### NEUTRAL ZONE

This is the area that includes the neutral position and the area to the left and right of the rider. It encompasses the most upwind or windward positions in which to fly the kite. When flown here, the kite has less power or pull than when it is in the power zone. However, use caution when the kite is in this zone, especially when on land, and especially in gusty wind conditions.

## O

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### OFFSHORE

Wind is blowing from the shore directly or to a great extent out to the water.

### ONSHORE

Wind is blowing directly or to a great extent directly from the water toward the land.

### OVER-POWERED

A situation in which the rider has a kite too powerful for his/her ability level, weight, strength, and/or wind conditions.

## P

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### PLANING

The point in time in which the rider gets the board skimming on the water.

### POWER ZONE

This is the area in front and to the sides of the rider, but excluding the neutral position and zones. It is the area in which the kite has the most power and pull. When flown in this area, the kite can be powerful and dangerous, so avoid flying your kite in this zone when learning. Use extreme caution when flying the kite in this zone.

PUMP – Device used to inflate the kite.

# GLOSSARY

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## Q

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### QRS-QUICK RELEASE SECURITY SYSTEM

A quick release point on the control system which, when activated, detaches the control system from the harness loop. Also referred to as the Main QR.

### QR2

A secondary quick release located on the Bypass Leash. When activated separates the security line from the user. Thus separating the kite from the user.

### QUICKLOOP

Quickloop refers to the molded harness loop body. This system gives the user a quick and effective way to reconnect the harness loop after QR1 Deployment.

## R

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### REACH

A direction of travel relative to the wind direction. Generally 90-160 degrees off the wind.

### RECOIL

Recoil is a convenience item, which allows riders a spot to rest the bar while unspinning it from rotational tricks. It also serves as a unit to keep tension on the bungee adjusters while keeping them at arms reach.

### RE-LAUNCHING

The motion in which the rider steers the kite off of the water and back into the sky.

## S

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### SIDE OFFSHORE

Wind is blowing from either the left or the right and from the shore out to the water. This is a combination of offshore and sideshore wind.

### SIDESHORE

Wind is blowing from the left or from the right, parallel to the shore. Ideal wind direction for kiteboarding.

### SIDE ONSHORE

Wind is blowing from either the left or the right and from the water toward the land. This is a combination of onshore and sideshore wind. Utilize caution when operating your kite in or near water in this wind direction.

### SINGLE LINE FLAG

SLF is a simplified bridle and control system that seamlessly provides 2 stages of depower.

### SPRINT™

Single Point Rapid Inflation Technology.

### STAGE 2 DEPOWER

Stage 2 Depower is a built in function of 1X which allows the rider to self land a kite on the water or land.

### STEERING LINES

The two outside flying lines that attach to the trailing edge bridle on the kite-one to the left wing tip and the other to the right wing tip.

### STRUTS

The outer fabric tubes found on your kite. They house the inner inflatable bladders, which are filled with air to give structure to the kite.

## T

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### TRAINER KITE

A kite that may be used on land to simulate the motions used in kiteboarding. It is an excellent instructional and learning tool. Despite its small size, this kite still has power, so be alert.

## U

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### UNDER-POWERED

A situation in which the rider has a kite not powerful enough for his/her weight, strength, and/or wind conditions.

### UPWIND

The direction from which the wind is blowing.

## W

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### WATER STARTING

The motion of the rider in which he/she goes from sitting or lying in the water to standing on the board.

### WINDWARD

The upwind side of the kiteboarder.