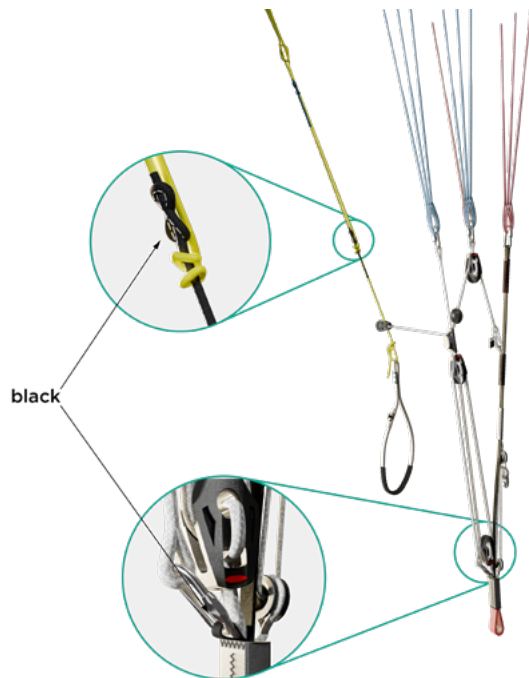
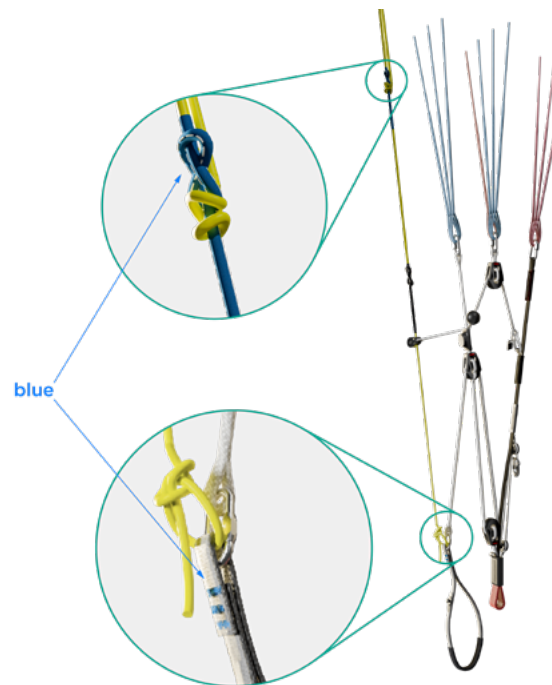


PARAGLIDER & PARAKITE MODES

PARAGLIDER (PG) MODE



PARAKITE (PK) MODE



To convert the KISS 2 risers between paraglider and parakite modes is a **two-step** process which can be performed on take-off. You will need pliers for the maillons.



IT IS ESSENTIAL THAT BOTH STEPS ARE CARRIED OUT, AS IN PARAKITE MODE IT WILL BE UNSTABLE IF THE BRAKES ARE TOO SHORT!

PG mode	PK mode
Speed system connected to risers	Speed system connected to brake handle
Brake lines short	Brake lines long

Watch the video of Tyr performing the conversion: <https://youtu.be/xkybZwZ7iuk>

Adjusting the brake line lengths

When switching between PG and PK modes, the brake line lengths must be changed.

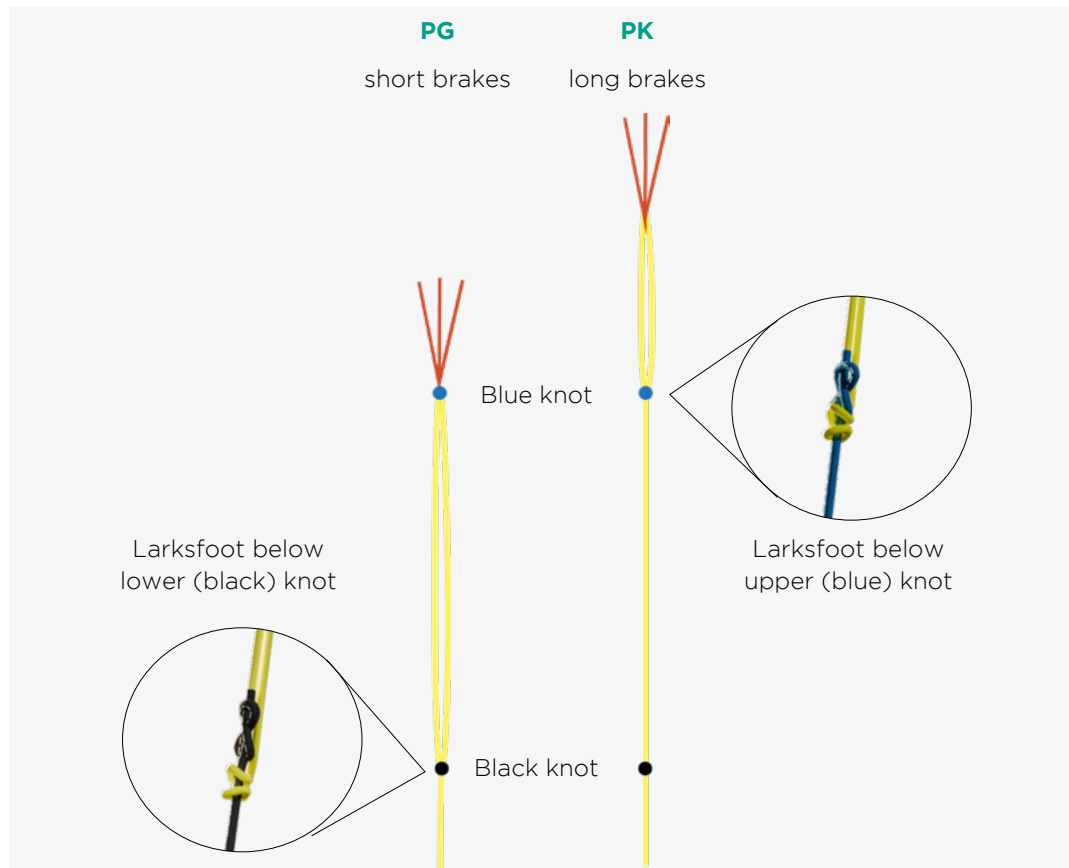
There is a loop at the top of the brake lines for this purpose. The size of the loop is set by moving a larksfoot between two blocking knots. Changing the size of the loop changes the brake lengths.

The lower knot is **black** – this is the position for **PG mode** (shorter brakes)

The upper knot is **blue** – this is the position for **PK mode** (longer brakes)

After adjusting the brake lengths, ensure the upper (red) brake lines sit centrally in the loop, with even tension on both sides.

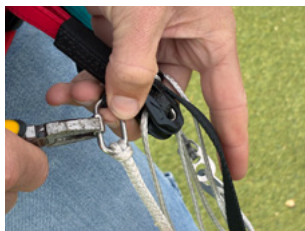
Brake lengths in PG and PK Modes



Converting to Parakite mode

1. Connect speed system to brake handle

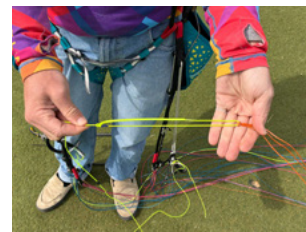
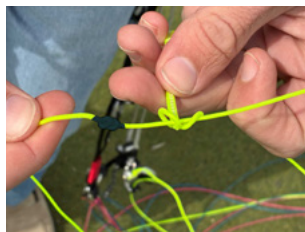
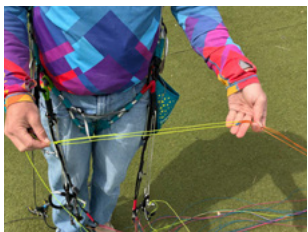
Undo the maillon that attaches the speed system to the riser set, and attach it to the loop at the top of the brake handle. Tighten the maillon gently with pliers to avoid it coming undone accidentally.



2. Lengthen the brake lines

Loosen the larksfoot on the brake line, and slide it up the line to sit below the upper (blue) knot. This shortens the loop, and lengthens the overall brake line.

You will need to slightly loosen the upper (red) brake lines and slide them around the loop so that they sit centrally with even tension on both sides.



Converting to Paraglider mode

1. Reconnect the speed system to the risers

Disconnect the maillon on the speed system from the brake handle loop, and reattach it to the loop at the base of the risers.

2. Shorten the brake lines, by moving the larksfoot to sit below the lower (black) knot. Ensure the upper brake lines sit centrally in the loop, with even tension on both sides