

Product update. EZ-pump, system check.

The main LE valve on the Bularoo and Yarga Hybrid consists of three parts, the valve seat, the centre deflate plug, and a screw fit air cap. The internal one way system on each strut consists of two parts, the one way valve nozzle that is attached to the LE bladder and the clear bladder sealing ring attached to the bottom of each strut.

If a kite does not appear to hold adequate air pressure the procedure for checking should be as follows.

1. Inflate the kite fully and leave standing.
2. If any of the struts deflate the first thing to check is the strut deflate valves. In high temperature, or if the valves have been left plugged in, the valve material may stretch slightly allowing a small amount of air to leak out. To quickly fix this simply wrap the valve stem with a zip tie and secure it down firmly with the valve cap in place.

This will fix 99% of slow deflation issues.

3. **If the kite deflates, leaving four of the struts inflated.** Open the access zip on the deflated strut, fold back the black rubber protection sheet, and carefully but forcefully reseal the clear bladder sealing ring at the bottom of the strut over the one way valve nozzle that protrudes from the LE into the strut compartment. Reposition the black rubber protection sheet over the back of the zip and close the zip. Re-inflate the kite fully through the LE valve and leave to check seal integrity. The internal valve can become unseated due to repeated high impacts crashes into the water.
4. Should the kite slowly deflate again then check the external deflate valve on the strut. Due to the flexible nature of the materials used in the valves to ensure low adequate low temperature stability if the kite has been exposed to temperatures over 100 degrees, the valves may become temporarily stretched. To fix this you can simply wrap a small zip tie around the valve and secure it firmly. Remember to always remove the deflate valve plug from external strut valves when storing kite.
5. If the kite stays inflated, then you have solved the problem, if the same strut and LE deflate again, then remove the strut bladder, check and repair any punctures and repeat the inflation test.
6. **If the LE deflates but all the struts stay inflated**, check the following items in sequence.
7. Unscrew the entire valve assembly from the valve seat, flip the deflate plug over and check that the black rubber air seal is in position. This is a small flat black rubber sealing ring about 35mm in diameter. The sealing ring should be flush with the bottom of deflate plug and free from sand or any other debris. Clean and reseal if required and carefully screw the plug back into the LE and inflate once again. If the sealing ring has fallen off reassemble with a new sealing ring prior to inflation.
8. **If the LE deflates again**, check that when removing the pump adaptor from the top of the valve assembly that the deflate plug has not become loosened off, allowing air to escape. The two threads run counter to each other, so always hold the centre deflate plug securely when removing the pump adaptor and screwing the air cap in place.
9. **If the LE deflates again**, remove the air cap and check that the internal one way valve has not become damaged. If the one small one way valve is damaged or has become detached then replace the centre deflate plug with a new part.
10. **If the LE deflates again**, then you have a LE puncture. Go fix it....

Following this procedure carefully will identify any possible reason for the kite not holding air pressure.

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