

# Ryv 1.6 Bridle Installation

Hi folks,  
Here's a custom bridle for you to use on your 1.5 Revolution!

Also the dimensions, if you wanted to make your own bridle board. The pieces go on pretty straight forward. The objective of each of them is for all of the bridle legs or lines to be tight when suspended by just the top two flying line attachment points. You may need to make minor adjustments to obtain this result.

So when you put on the bridle, start with the center of the ACROSS bridle first. (it's the longest of the 3 pieces). There's a "central" knot and you'll pass the loop behind it, thru the center of the sail fabric (from the front of the kite), over the back of the leading edge and then back thru itself. Except, add one twist in the end of the loop before passing it through (or larkshead it to itself). Then, when you snug it up to the bottom (by that "central" knot) it stops there instead of going snug all the way down to the leading edge tube/sleeve. Easier to switch-out frames, even the SLE tubes will fit, if they are ever desired.

**You will HAVE to undue everything** if you forget to double loop (or larkshead) around the center of the ACROSS bridle!

Next, pass the ends of the ACROSS bridles out to the outside and affix them to your end-caps. Again, you have to loop an extra half turn (or a second wrap) to these end-caps. Pass the loop through the end-cap, ... you may need a sleeving needle to assist you. Pull all the slack up to the knot, through the cap. Now pass the loop over the back of the cap as you are snugging it down, add a second "half a lap" around the cap again. If you need more length on the ACROSS bridle when you hang it up to test/tune it, this is a quick location to get a little extra. I don't think you will need it, but remember it is available during your bridle tuning stage.

Okay, now to the DOWN bridles. The left & right halves of the ACROSS bridle have a flying line attachment point with a single overhand knot in it. (See that?) The DOWN bridle leg, at the top position (where you'll tie the two pieces together) has a tiny little loop on the end of it. Above that connecting point is the top loop, which will be larksheaded to the top fitting/end-cap first. Pass the loop thru the fitting, then wrap the loop around the end-cap, and snug out all the slack to make it tight. Pass the bottom of the DOWN bridle under the top of the ACROSS bridle (already installed), and slip its' loop through the bottom end cap. Again, pass the loop over the cap, and snug-out all the slack back towards the cap. **I prefer for the bridle legs to face the center of the sail.**

Next?... you have to connect the two bridles together. One piece of the bridle component has a small loop and the other piece has your flying line attachment point on the end of it. Pass the small loop in between the knot legs of the other bridle component and then pull the doubled overhand end knot thru the tiny loop, keeping it centered. Do this a second time. **(I use three personally, but you have to really pull & push hard to get it tight).** It forms a Prussik knot, if you care.

Now, when you cinch these legs down tight (towards each other), they make sort of a hinge. That hinge overcomes some of the twitchyness when compared to a kite without a bridle at all. The other thing you're after is a neutral tuning in your handle set-ups. The kite should back from an inverted position, leading edge down on the ground, pushing your thumbs towards the kite slowly, maybe walking backwards as well, if the wind conditions are low.

Everything is all done now. Just hang it up by the top two flying line attachment pigtailed, and verify every single bridle leg is tight. If not, adjust one or two of your wraps around the end-caps. You can always add or remove one if absolutely necessary. The directions should work out perfectly, but putz with it if you have to, to get it right. The tuning makes a built in angle of attack if you only have tension on the top two flying lines. An example, when needed, would be a leading edge facing down "field-recovery" from the top of the wind window if there wasn't very much wind. That pretty much describes my objective with bridle making, particularly in our no stinkin' wind local conditions!

Place two identical kites on the same line lengths & handles for a direct side-by-side bridle comparison. Try some throws & catches, some slack line stuff, then let me know what you think after a fair evaluation. We have been using this design in our kite club since 1999. Only a few of us keep the stock rev bridles on our kites in this area. We prefer a more responsive input for our local conditions. Honestly?... it's not that different. It's just built closer to the frame, with a smaller hinge.

I hope you enjoy.



