
MYSTIC+

WELCOME

"Flow is a term used to describe the complete (body-mind-soul) feeling of being so totally engaged in an activity that there is a sense of complete immersion in the experience. Self-conscious thoughts give way to feeling at one with the activity and the environment, and time is no longer an ever-present consideration."

The experience of flying a paraglider is what inspires us. The pure, focused concentration, the feeling of complete immersion with the environment, and the intrinsic pleasure in the activity itself are all sure signs of the flow experience.

Thank you for flying Flow paragliders. We hope you will be satisfied with this product and wish you many happy flights. We strongly recommend that you read this manual before the first flight. This manual is designed to help you to quickly familiarize with this beautiful glider.

Table of Contents

General information

User manual for the FLOW Mystic +

This manual offers all the necessary information that will familiarise you with the main characteristics of your new paraglider. Although this manual informs you about your glider, it does not offer the instruction requirements necessary for you to be able to pilot this type of wing. Flying instruction can only be taught at a paragliding school recognized by the Flying Federation of your country. Nevertheless, we remind you that it is important that you carefully read all the contents of the manual for your new Mystic +.

The Flow Paragliders Mystic + is our EN C 2liner glider designed for the upper intermediate and experienced pilot. The Mystic + is in the vanguard of paragliding design. A glider made for champions who are chasing XC distance records or the top of the podium. A no compromise project, where all the latest innovation technologies are applied offering maximum efficiency. Despite the performance it delivers, the Mystic + is a well-balanced glider and pilots who are accustomed to fly high performance gliders will feel comfortable and relaxed with the Mystic +.

The Mystic + has been certified as EN C, having met all the requirements of E EN 926-2:2013+A1:2021 & NfL 2-565-20

Please note that any changes to the paraglider will invalidate the result of the certification. Correct usage of the glider is the pilot‘s responsibility. The manufacturer and distributor do not accept liability for loss or damage as a result of the misuse of this paraglider. It is the pilot’s responsibility to comply with legal regulations and to maintain the airworthiness of the aircraft.

This guide meets the requirements specified by EN 926-2:2013+A1:2021 & NfL 2-565-20 for user manuals.

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PILOT'S PROFILE

Mystic + is our two-liner EN-C glider, inheriting Flow's racing pedigree. Designed for the true EN C type pilot where confort and safety come hand in hand.

Meticulously engineered with a focus on true performance, it is lightweight and durable. Smart material choices contribute to its exceptional strength-to-weight ratio,ensuring ease of use, durability, and practicality.

Incorporating our latest-generation shark nose airfoil with a completely redesigned section and bottom camber, it provides unparalleled comfort in flight. This allows pilots to confidently push the glider to its limits, enabling them to concentrate fully on the surrounding airmass and aerology.

Its compact aspect ratio and light 2-liner rear riser steering give an unmatched connection between the glider and pilot — to the extent that one can feel as one with the Mystic +.

When it comes to landing the Mystic +, the new airfoil allows pilots to slow the glider down incredibly easily, finding the smallest spot to land with plenty of warning and control about the stall speed.

Tailored for pilots engaged in X-Alps-type competitions or participating in the SRS series,the Mystic + can turn into a real racing machine. Naturally, it is also the perfect everyday glider due to its carefree nature and easy handling. For some pilots, it can be the perfect glider for a relaxing afternoon soar, while for others, it will be the glider they use to win competitions.

Nitinol rods are strategically integrated into its construction, allowing for easy compression and compact packing. The Nitinol rods and internal structure give the Mystic + extremely easy inflation characteristics, allowing pilots to launch with confidence from tricky launches.
The use of cutting-edge materials from the industry ensures that Mystic + delivers both an enjoyable and easy flying experience, all while maintaining class-leading performance.

Mystic + is not suitable for beginner or new intermediate pilots, aerobatics, training, or tandem flights.

SPECIFICATIONS

MYSTIC+	XS	M	L
Flat Area	21.00 m2	24.5 m2	26.50 m2
PROJECTED AREA	17.89 m2	20.89 m2	22.72m2
Flat Wingspan	11.82 m	12.79 m	13.30 m
PROJECTED SPAN	9.48 m	10.41 m	10.81 m
Aspect Ratio	6.50	6.50	6.50
Projected AR	5.15	5.15	5.15
Max Chord	2.28	2.41	2.51
Number of cells	73	73	73
GLIDER WEIGHT	3.9 kg	4.4kg	4.7kg
Take Off Weight	60-80 kg	90-110 kg	100-120 kg
Certification	EN C	EN C	EN C

TAKE-OFF, FLIGHT, AND FLYING TECHNIQUES

The Mystic + should be flown as a normal paraglider. However, there are several points listed below which should help you to familiarize with your new paraglider quicker.

The Mystic + was designed as a foot launchable solo paraglider only. The Mystic + may be tow-launched. It is the pilot's responsibility to use suitable harness attachments and release mechanisms and to ensure that they are correctly trained on the equipment and system employed.

Before take-off

- Check the canopy for rips or tears. Also, inspect the internal structure (ribs, diagonals) and seams.
- Check that the lines are not damaged or tangled.
- Check if the quick links connection between lines to risers are undamaged and tightened.
- Check that the risers are not damaged or twisted.
- Check if the speed system works freely and make sure that the lines are long enough.
- Check that the brake handles are correctly attached and that each line runs freely through the pulley.

Take-off

Lay the paraglider out with the leading edge in a horseshoe shape. Hold the A risers close to the quick links and move forward until the lines get stretched. You should now be perfectly centred with your wing. With no wind or light headwind, with lines stretched, The Mystic + inflates rapidly and rises over your head with some dynamic steps. We recommend that you do not pull risers too forward or down, but simply follow them until the glider reaches its angle of flight. It is important that the centre of gravity of your body stays in front of your feet during the inflation of the glider to constantly load the risers. A controlled inflation allows you to check the canopy and lines during the last phase as it comes up and thus avoids the need to use brakes. Depending on the wind conditions or the slope, an adequate use of brakes can help you to take-off quicker.

Landing

Because of the exceptional glide for this type of glider, high caution is recommended in the stages of approaching and landing. The Mystic + is a fast glider, any action on the brakes may cause significant reactions. It is therefore recommended to execute the first flights in a familiar environment and under easy conditions. With negative steering, there is more time for the manoeuvres to be performed steadily, which results in reducing the pendulum movements of the paraglider. Reminder: Negative steering involves applying the brakes symmetrically by about 30% of the maximum range to slow the paraglider and a simultaneous turning by means of releasing the outside brake. Speeding up just prior to landing allows a more effective flare and therefore a gentler landing.

Turning

Mystic + was designed to perform well in turns. Negative steering (see above) on one hand slows the paraglider in certain phases of the flight and on the other hand reduces excessive rolling during turn reversals. It is not only designed to turn (with approx. 15% brake) but also to fly slowly in order to help identify the areas of lift and to keep the paraglider flatter to minimize the sink rate in a turn (with 5% brake). Symmetrical brake-input at 5-10 % enables you to keep your wing under control – to brake further when pitching and to release when the canopy banks up.

RAPID DESCEND

Techniques

To descend, the paraglider must fly away from the areas of lift. In case any problems occur, the following techniques might be used to increase the sink rate.

- ***Spiral Dive**:* The Mystic + is a manoeuvrable wing which responds to any input easily. To initiate the spiral, apply one brake progressively to about 35% and hold it in its position. The speed of rotation, brake pressure and the centrifugal force experienced will all progressively increase. The angle or the speed of rotation can be decreased or increased by releasing or pulling the brake by several centimetres in conjunction with weight shifting. Once mastered, the spiral dive allows you to descend by more than 10 m/s. Movements which are extremely abrupt or badly synchronized or a very quick initiation of the spiral can result in a spin. To exit the spiral dive, the kinetic energy must be converted to potential energy by slowly releasing the inside brake.
  CAUTION: Spiral dives should be executed with care with this type of glider due to high G forces The risk on blacking out on this type of wing can occur.

- ***B-line Stall:*** This manoeuvre is not possible on this glider. Traditional B-line stalls are not possible with 2 liners. Pulling the B-lines firmly will result in a full stall. Do not do it.

- ***Big ears***: Due to the incredible solid aerofoil on this glider, big ears in a traditional way doesn't work on the Mystic +. We recommend the pulling the Bmain3 tip Stall technique for this descend manoeuvre.

  For this specific glider, big ears can be done with a the Bmain3 tip stall. First apply ¼ of speed bar to increase the trim speed slightly then pull the Bmain3 (stabile) line until the wingtip section of the glider has stalled. To resume normal flight simply release Bmain3 and the glider will resume its normal flying envelop.

  *The traditional way to do big ears is the following (note in big ears are not applied to this glider): take the line **Amain3** and simultaneously, smoothly pull them outward and downward. The wingtips will fold in. Let go of the lines and the ears will re-inflate automatically. If they do not re-inflate, gently pull on one of the brake lines asymmetrically first. Once one side is inflated then give another pump on the opposite side. For directional control while using the Big Ears, use weight shift. We recommend the pilot to re-inflate asymmetrically, to avoid unnecessary change on the angle of attack, more so if you are flying near the ground or flying in turbulence.*

- *Drag Chute:* A Spiral dive with the combination with a Drag Chute is the most recommended descent technique to de deployed for the Mystic +. We recommend pilots flying the Mystic + to always fly with one. The D-Chute will allow the pilots to enter a spiral dive without the extreme G – forces and still reach descent rates of up to minus 10 m/s.

PERFORMANCE & USE OF BRAKES

Use of brakes

Mystic +'s best glide is at a trim speed (no brakes) – about 39 km/h. The minimum sink rate is achieved by applying approx. 15% of the brakes. When using more than 30% of the brakes, the aerodynamics and the performance of the glider are likely to deteriorate and the effort to manoeuvre will increase quickly. In case of extremely high brake pressure there is a great risk of a stall. Which occurs at a full brake travel (100% of the brakes) 50cm. In normal flying conditions the optimal position for the brakes, in terms of performance and safety, is within the top third level of the braking range.

Active B Riser Control

When gliding at trim speed or in accelerated flight, we recommend piloting the wing with the B-risers. This gives an improved feel and control over the wing enabling you to fly actively without using the brakes (which would cause drag and pitch movements). The direct feel allows you to stop collapses before they happen and maintain higher speeds and higher levels of efficiency.

Use of Speed Bar

Mystic + is equipped with a speed system. The profile of Mystic + has been designed to fly stable through its entire speed range. It is useful to accelerate when flying in strong winds or in extreme descending air. For fitting and positioning the speed bar consult the instructions of the harness manufacturer. Before every flight check that the speed bar works freely and that the lines are long enough to ensure that it is not engaged permanently. Use of the speed bar increases the maximum speed of the paraglider by up to 30% of the trim speed. However, it does reduce the angle of attack and therefore there is a risk of a frontal (or asymmetric) collapse. We therefore do not advise to use the speed bar near the ground.

ASSYMETRIC & FRONTAL COLLAPSES

Despite the tests proving Mystic + recovers on its own after collapses, it is a EN C glider therefore active piloting is recommended in case of an asymmetric or frontal collapse. Active piloting will reduce the loss of altitude and a change of direction.

Asymmetric collapse

Despite the great stability of the profile of the Mystic +, heavy turbulent conditions may cause part of the wing to collapse asymmetrically. This usually happens when the pilot has not foreseen this possible reaction of the wing. To prevent the collapse from happening, pull the brake line corresponding to the compromised side of the wing, this will increase the angle of attack. If the collapse does happen, the Mystic + will not react violently, the turn tendency is very gradual, and it is easily controlled. Lean your body towards the side that is still flying in order to counteract the turn and to maintain a straight course, if necessary, slightly slow down the same side. The collapse will normally open by itself but if that does not happen, pull completely on the brake line on the side, which has collapsed (100%). Do this with a firm movement. You may have to repeat this operation to provoke the re-opening. Take care not to over-brake on the side that is still flying (turn control) and when the collapse has been solved; remember to let the wing recover its flying speed.
Bring both brakes down symmetrically to speed up the reopening of the paraglider, and then raise your hands back up immediately.

Frontal (symmetric) collapse

The profile of the Mystic + has been designed to widely tolerate extreme changes in the angle of attack. A symmetric collapse may occur in heavy turbulent conditions, on entry or exit of strong thermals or lack of adapting the use of the accelerator to the prevailing air conditions. Symmetrical collapses usually re-inflate without the glider turning, but you can symmetrically apply the brake lines with a quick deep pump to quicken the re-inflation. Release the brake lines immediately to recover optimum flight speed.

Collapse Lines

Mystic + Is a EN C 2-liner paraglider that has an incredibly solid aerofoil which required the use of collapse lines to induce collapses. Most of the collapses are only manageable with the use of collapse lines. The following manoeuvres are only possible with the use of collapse lines: Trim speed side collapse (50% and 70 %), trim speed full frontal collapse, full speed side collapses (50% an 70%), full speed full frontal collapse.
Mystic + is not delivered with collapse lines installed but the Collapse Lines Kit can be easily purchased from your local Flow dealer.

FULL STALL

Certain behaviour or weather conditions can cause a full stall. This is a serious deviation from normal flight and can be difficult to manage. If a stall occurs at less than 100 m above the ground, throw your reserve parachute. Main causes of a full stall:

- A poorly timed or an extensive use of brakes when the air speed of the wing is reduced.
- Soaked or heavily drenched leading edge (from rain or a cloud) can result in a stall due to an uneven airflow over the leading edge.

Whatever the cause, a full stall can be either symmetrical or a in a configuration of a spin.

Your first reaction should be to fully raise both hands up. This normally allows the glider to return to normal flight but if nothing happens after a few seconds, apply the speed bar to encourage the wing to regain normal flight. Ensure the glider has returned to normal flight (check your airspeed) before using the brakes again.

FLYING WITHOUT BRAKES

If a brake line or pulley breaks, it is possible to fly the Mystic + using the B-risers (rear riser). The movements must be well controlled as the deformation of the wing, due to the traction on the B risers, is greater than that produced by using the brakes

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CRAVATS

If the tip of your wing gets stuck in the lines, this is called a cravat. Due to the large amount of drag, cravats can turn your wing into a spiral dive very quickly. This can be disorientating and difficult to control if allowed to develop. To recover from a cravat immediately, anticipate the movement of the wing, first stabilise the direction of your wing with outside brake and weight shift. Once you have control of the rotation and sink rate, apply strong deep pumps of the brake on the cravated side whilst weight shifting away from the cravat. It is important to lean away from the cravat otherwise you risk spinning or deepening the spiral. The aim is to empty the air out of the wing tip whilst it is unloaded. Correctly done, this action will clear the cravat. If it is a very large cravat and the above options have not worked, then a full stall is another option. This should not be attempted unless you know what you are doing and have a large amount of altitude. Remember, if the rotation is accelerating and you are unable to re-open the wing or control the decent rate, you should throw your reserve parachute whilst you still have enough altitude.

SIV AND COLLAPSE LINES

The Mystic + was certified with the use of collapse lines, therefore if you wish to induce collapses during SIV training, collapse lines must first be installed correctly. Collapse lines are available as an optional extra and should be added to the wing before inducing collapses. The collapse lines will come with an added-on instruction manual and an extra manual explaining how they should be installed properly. Be sure to attach to both sides of the canopy for symmetric deflations. Flow Paragliders would like to remind you that SIV manoeuvres should be learnt under the supervision of a qualified instructor and always used with caution. We strongly recommend expert tuition over water with all the necessary safety precautions in place. Only attempt SIV with this wing if you have previous SIV experience with a high aspect ratio wing. Ensure that you fully understand the correct and safe use of this equipment before attempting SIV

ADJUSTMENT OF THE HARNESS

For test flights the pilots used ABS harnesses with the following set-up:

SIZE	Distance from seat board	Distance between hang points
Mystic + XS	43cm	44cm
Mystic S	43cm	46cm
Mystic + M	43cm	46cm
Mystic + L	43cm	46cm

We recommend adjusting the harness in a very similar way to the test adjustment. Excessive cross-bracing increases the risk of twisting the risers. A looser setting will result in a tendency to lean towards the collapsed side. Lower hang points reduce the roll-stability of your harness and can slow down the reopening of asymmetric collapses. Higher hang points (+ 2 up to +4 cm) have no influence on inflight safety and can therefore be tolerated.

MAINTENANCE & CHECKS

The Flow Mystic + is a high-end piece of equipment and should be technically and periodically checked to ensure proper airworthiness.

Maintenance tips

The life of your paraglider therefore depends largely on the care which you maintain and use it. To maximize life span of your wing, respect the following rules:

- Avoid dropping the canopy on its top surface or on its leading-edge during inflation or landing.
- Avoid dragging it across the ground when moving it.
- Avoid exposing your glider unnecessarily to sunlight.
- Choose a packing technique that doesn't damage the plastic rods and that doesn't crease the internal structure excessively. A concertina type bag is the ideal bag for folding the Mystic +.

Always use the protective bag to avoid direct contact with the harnesses and buckles of any friction between the blade and the rucksack.
Never store your paraglider when it is damp.

If immersed in sea water rinse immediately with fresh water. Do not use any detergents. Dry your paraglider away from direct light in a dry and well-aired place.

Empty any foreign bodies from your paraglider regularly, for example sand, stones or animal or vegetable matter which may eventually decay. Twigs, sand, pebbles, etc. damage tissue in successive folds and organic debris of vegetable or animal origin (insects) can promote mould growth.

Periodic inspections

The paraglider has undergone a series of tests during the production process and consequent flight tests before the delivery. It is delivered with a standard brake setting same to the one used during the testing. Periodic Checks & Repairs: for safety reasons, it is recommended that the paraglider is checked at least every two years, or after 100 hours and anytime there is a change in its behaviour. However, if you are a frequent flyer (more than 100 hrs per year), we recommend that you check your glider every 100 hours. The person performing the check should inform you about the condition of your glider and if some parts will need to be checked or changed before the next normal service check period.

WARRANTY

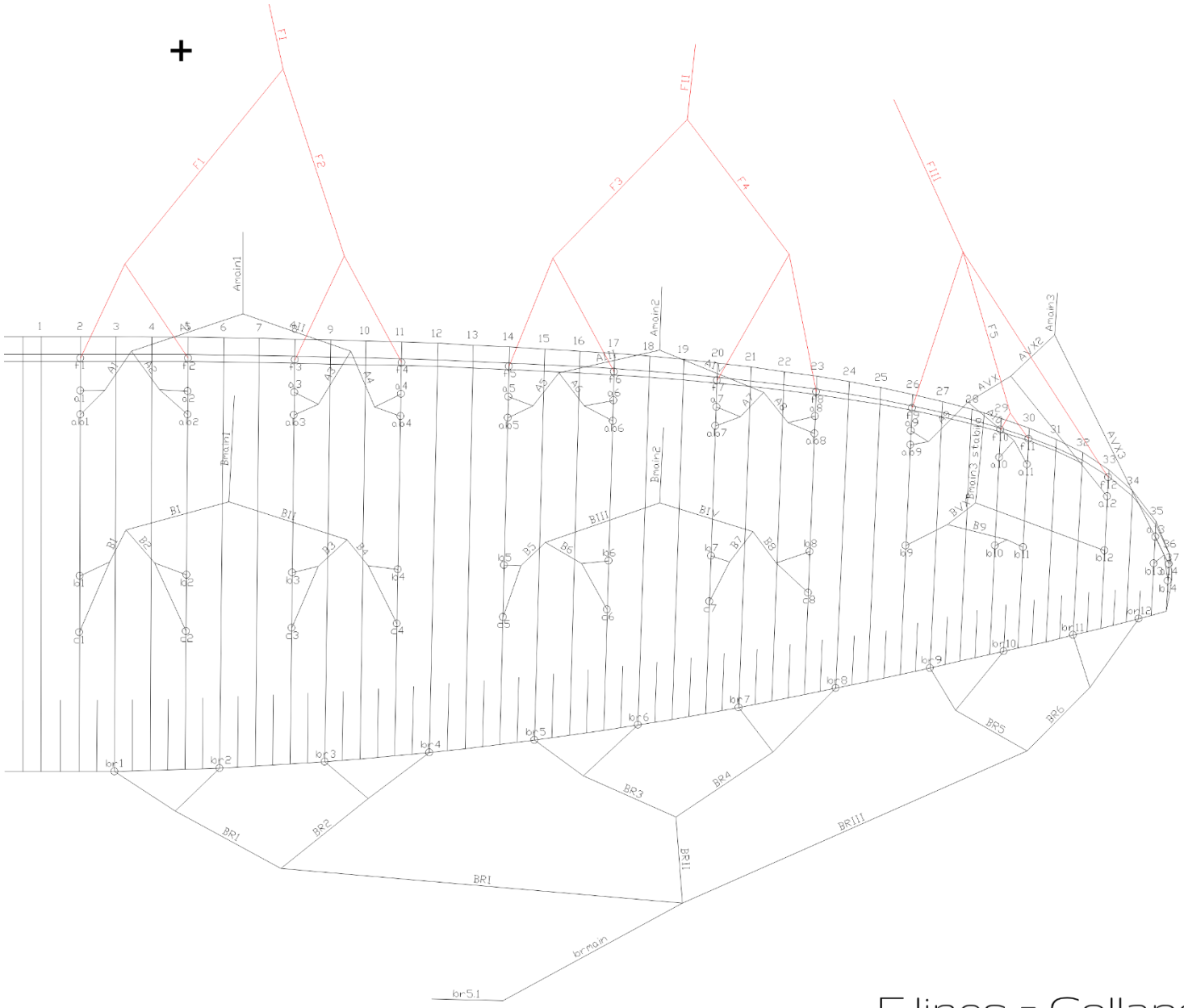
Flow paragliders' warranty covers any material defects or any production fault for two years or 250 hours since the date of purchase.
The guarantee does not cover:

- Damage caused by misuse.
- Neglecting the regular maintenance
- Overloading or misuse of the glider
- Damage caused by inappropriate landings.

SUMMARY

Safety is the single most important thing in our sport. We recommend to always be alert of the weather, fly as regularly as you can and ground handle as much as possible. Practicing ground handling will keep your skills alive and will support you especially when conditions at launch aren't perfect or the site is difficult.
Please always respect the weather! Monitor the conditions and the forecast closely and understand which conditions are right for your level of flying or for flying in general. Lots of pilots get hurt due to misjudging weather conditions and we don't want you to be one of them.
We would also like to emphasise respecting our beautiful nature and looking after your flying sites. If you need to dispose the wing, please don't dispose of it in the normal household waste but in an environmentally responsible way. If you are unsure, please contact your local council or government.

LINE PLAN



RISER DIAGRAM

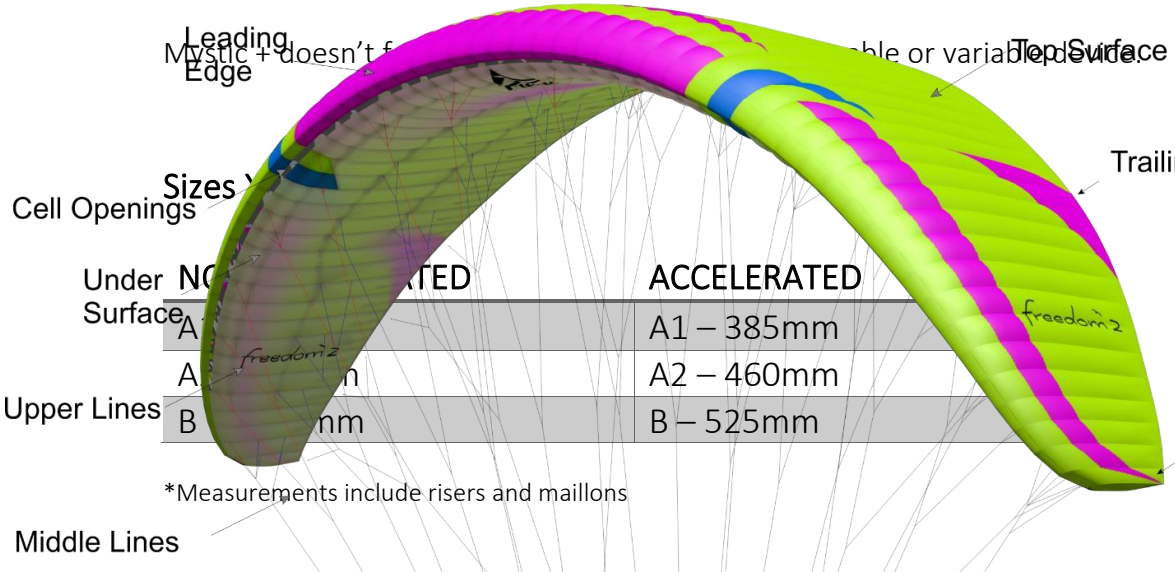
F lines = Collapse lines
*marked in red

Flow PARAGLIDERS

MYSTIC+

The Mystic + has been EN C certified with 2 risers per side. The A1 riser is covered with RED webbing, to allow for easy identification. The A risers are split into two, the smaller riser - holding only the outermost Amain3 line. They also feature ergonomic handles for efficient B-riser control. The risers do not feature trimmers.

Mystic + doesn't f… …ble or variable device.



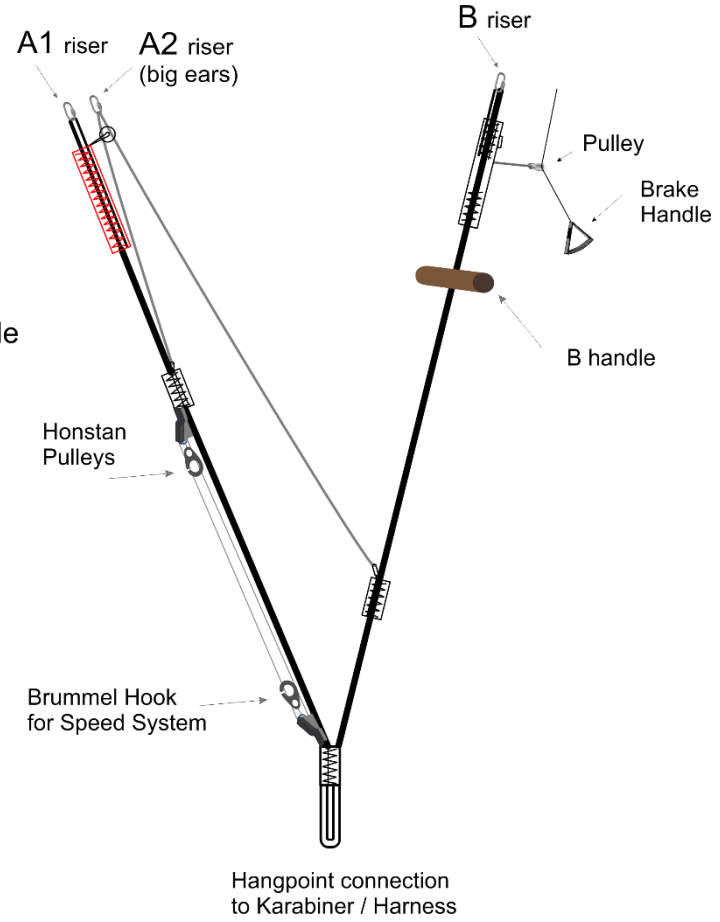
	ACCELERATED
A	A1 – 385mm
A	A2 – 460mm
B	B – 525mm

*Measurements include risers and maillons

The overall length of risers must be checked under 5Kgs of tension. The difference between the measured length and the original length should not exceed +/- 5mm. The changes that could appear are a slight shrink on the B's and/or a slight stretch on the A's. The consequences of these changes can include a slower trim speed, difficult inflation etc.

- Shrinkage can occur on the dyneema line that supports the Amain3 line. The loop on the dyneema line can be released to lengthen the line if shrinkage is observed.

OVERALL ILUSTRATION



Flow PARAGLIDERS

MYSTIC+

MATERIALS

CANOPY	FABRIC CODE	SUPPLIER
Upper surface Leading edge/ rear section	Porcher SKYTEX 32/ Porcher SKYTEX 27 CLASSIC 2	Porcher Industries - France
Bottom Surface	Porcher SKYTEX 27 CLASSIC 2	Porcher Industries - France
Supported Ribs	Porcher 7000 E91	Porcher Industries - France
Unsupported Ribs	Porcher 9017 E29	Porcher Industries - France
Leading Edge Reinforcement	0.9mm Nitinol Rods (Titanium Rods)	

SUSPENTION LINES	FABRIC CODE	SUPLIER
Upper Cascades	Edelrid 8001 130/090/070/050kg – LIROS DC 30	EDELRID – Germany Liros Germany
Middle Cascades	Edelrid 8001 190/130/090/070/050kg	EDELRID – Germany
Main Lines	Edelrid 8001 360/230/190/130/050kg Liros PPSL 160	EDELRID - Germany LIROS GMHB - Germany

RISERS	FABRIC CODE	SUPPLIER
Shackles	Maillon Rapide	Peguet Maillon Rapide - France
Riser Webbing	12mm zero stretch polyester webbing	Guth&Wolth GMBH - Germany
Pulleys	Pulleys Ronstan ball bearing	Ronstan - Australia

In case of any doubts regarding the information in the manual contact your FLOW PARAGLIDERS dealer.
For spare parts or information in how to obtain them get in contact with us directly or with your local dealer.

Flow Paragliders PTY LTD – 26 Kalmia Court, Elanora, QLD, Australia – info@flowparagliders.com.au

Line Type

a1	Blue	8001-90		ax1	Orange	8001-90		c1	Orange	8001-50
a2	Blue	8001-90		ax2	Orange	8001-90		c2	Orange	8001-50
a3	Blue	8001-90		ax3	Orange	8001-90		c3	Orange	8001-50
a4	Blue	8001-90		ax4	Orange	8001-90		c4	Orange	8001-50
a5	Blue	8001-90		ax5	Orange	8001-90		c5	Orange	8001-50
a6	Blue	8001-90		ax6	Orange	8001-50		c6	Orange	8001-50
a7	Blue	8001-90		ax7	Orange	8001-50		c7	Orange	8001-50
a8	Blue	8001-90		ax8	Orange	8001-90		c8	Orange	8001-50
a9	Blue	8001-90		Ax9	Orange	8001-50				
a10	Blue	8001-90								
a11	Blue	8001-90		b1	Orange	8001-90		br1	Orange	8001-50
a12	Blue	8001-90		b2	Orange	8001-90		br2	Orange	8001-50
a13	Blue	8001-50		b3	Orange	8001-90		br3	Orange	8001-50
a14	Blue	8001-50		b4	Orange	8001-90		br4	Orange	8001-50
				b5	Orange	8001-90		br5	Orange	8001-50
A1	Blue	8001-190		b6	Orange	8001-50		br6	Orange	8001-50
A2	Blue	8001-190		b7	Orange	8001-50		br7	Orange	8001-50
A3	Blue	8001-190		b8	Orange	8001-90		br8	Orange	8001-50
A4	Blue	8001-130		b9	Orange	8001-90		br9	Orange	8001-50
A5	Blue	8001-130		b10	Orange	8001-90		br10	Orange	8001-50
A6	Blue	8001-190		b11	Orange	8001-50		br11	Orange	8001-50
A7	Blue	8001-90		b12	Orange	8001-50		br12	Orange	8001-50
A8	Blue	8001-50		b13	Orange	8001-50				
A9	Blue	8001-50		b14	Orange	8001-50		BR1	Orange	8001-50
AVII	Blue	8001-130						BR2	Orange	8001-50
AVI	Blue	8001-190		B1	Orange	8001-190		BR3	Orange	8001-50
				B2	Orange	8001-190		BR4	Orange	8001-50
Amain1	Blue	8001-360		B3	Orange	8001-190		BR5	Orange	8001-50
Amain2	Blue	8001-360		B4	Orange	8001-190		BR6	Orange	8001-50
Amain3	Blue	8001-190		B5	Orange	8001-130				
				B6	Orange	8001-130		BRI	Orange	8001-50
								BRII	Orange	8001-50
				Bmain1	Orange	8001-230		BRIII	Orange	8001-50
				Bmain2	Orange	8001-230				
				Bmain3	Orange	8001-190		Brmain	Orange	8001-190
				stabilo	Orange	ppsl 160		br5.1	Yellow	N10-200

OVERAL LINE MEASUREMENTS

The overall length (riser lines + mid lines + upper lines) must be checked under 5Kgs of tension. The difference between the measured length and the original length should not exceed +/- 10mm. The changes that could appear are a slight shrink on the B's and/or a slight stretch on the A's. The consequences of these changes can include a slower trim speed, difficult inflation etc.

Dimensions given in the user's manual was checked by the testing laboratory.

Size XS

	A	Ab	B	C	BRAKES
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					

Size M

Factory	A	Ab	B	C	BRAKES
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					

Size L

Factory	A	Ab	B	C	BRAKES
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14