



**Sledding
just grew
up.**

BEFORE YOU BUY OR RIDE a Captain Avalanche sled, READ THIS BOOKLET FIRST!



This sled is no toy.

*It's the first sled designed
to safely descend serious
slopes at dangerous speeds.*

*It's the first runner sled to
earn a patent for significant
steering innovations since*

Samuel Allen invented the Flexible Flyer® in 1889.

*It's the first sled to be engineered
and manufactured like a true
piece of sporting equipment.*

*If you're looking for a
toy sled, keep looking.*

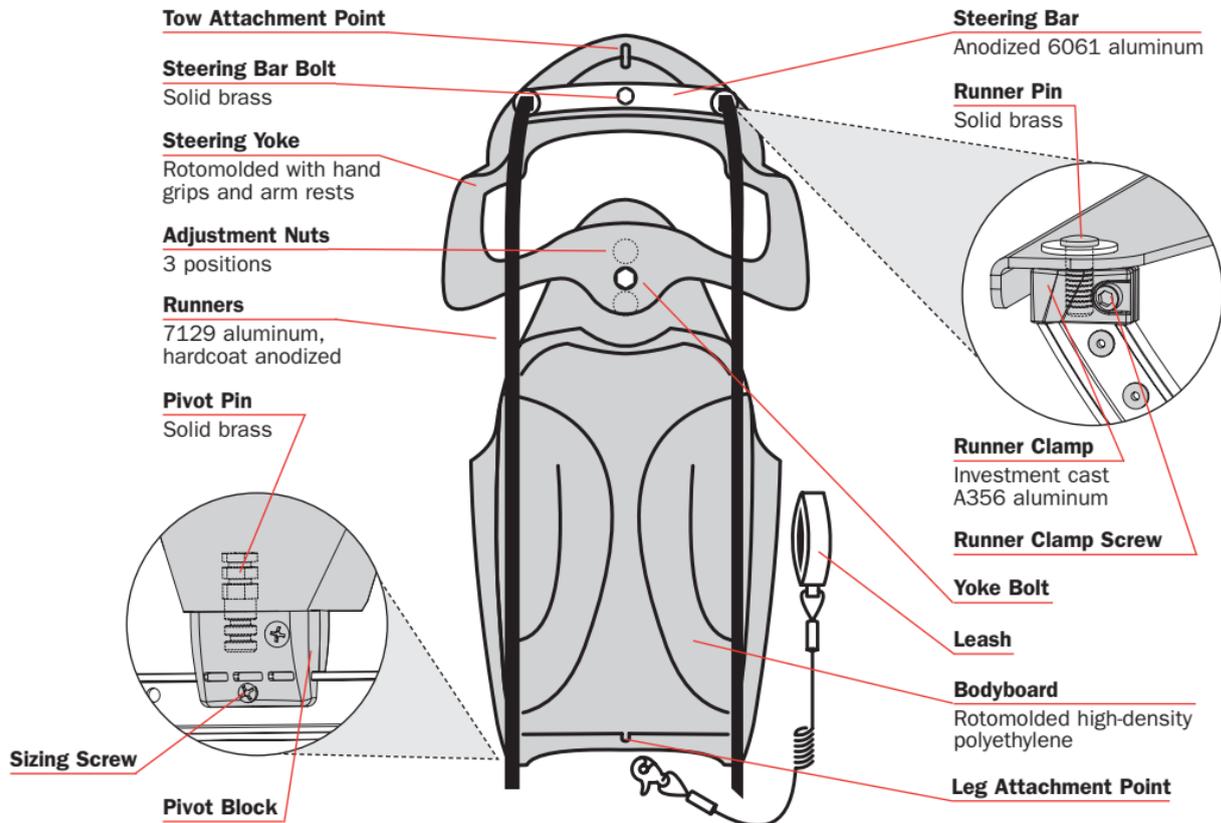
*If you're looking for the sled
ride of your life, keep reading.*



Table Of Contents:

- 2** Read Before You Buy Or Ride.
- 3** Get To Know The Captain.
- 4** The "S" In Sled Stands For Safe.
- 6** What Size Sled Should You Ride?
- 6** How To Carry Your Sled.
- 7** Where To Ride Your Sled.
- 7** Flight Check Complete, Captain!
- 8** How To Ride Your Sled.
- 9** The Legend Of Captain Avalanche.

Get To Know The Captain.



The “S” In Sled Stands For Safe.



There are risks with all downhill snow sports.

Including the risk of a life-altering injury or even death; to you and others.

By purchasing and riding this sled, you knowingly assume and accept these risks.

Because of these risks, you **MUST**:

1 Wear a helmet that's approved for high speed sports. These include ANSI, Snell, and DOT motorcycle and ski helmets. At Captain Avalanche Industries, we recommend a **full face helmet**, such as a hockey helmet (HECC approved) or a helmet used by the United States Bobsled and Skeleton Federation.

2 Wear stiff, rugged snow boots, snowboard boots or ski boots. Your feet are your brakes. On gentle slopes, you should always allow yourself enough safety room to steer uphill to stop, or drag your feet to slowly stop. On more aggressive slopes, you must **wear sled brakes**. Surprise!...that's why we make them. Visit www.CaptainAvalanche.com if your store doesn't stock sled brakes.



3 Every sled comes with a safety leash. Not for your safety, but for the safety of others on the hill below. **You must wear it every run.** Just clip it onto your leg. Plus, the leash will save you from having to chase down the hill after a runaway sled.

By unclipping the leash after your ride, you can use it as a tow rope by clipping it underneath the steering yoke, and pulling with your hand. However, never sled with the leash attached at the front.



4 You should never sled alone. You should never sled where you might accidentally run into a tree, a pole, a car, or anything else that would cause you to scream, bleed, or race to the emergency room.

We prefer our customers in one piece. Consequently, you must start your sledding with **slow, cautious, test runs** to gauge the slope, conditions, and learn how the sled performs.

Depending on the weather, snow surface, or how hard you partied the night before, your “usual” hill could be vastly differently from the last time you were there. At Captain Avalanche Industries, we always walk our run before we sled it.



5 If all the previous warnings haven't made you question your desire to buy or ride our sled, here's one, final caveat: You're on your own.

***In exchange for riding the most agile sled ever built,
YOU RELEASE AND HOLD HARMLESS
Captain Avalanche Industries of all claims
and liabilities arising out of its use.***



Still reading? Then here's how to start riding...

What Size Sled Should You Ride?

We make two sizes of sleds.

The **4/4** and the **5/4**.

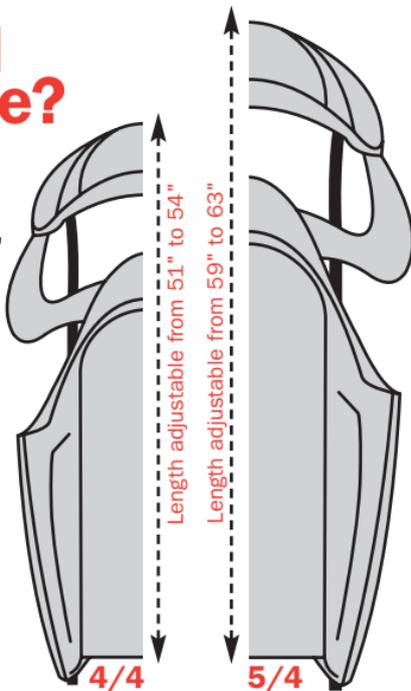
The **4/4** is built for sledders 4' 4" to 5' 4" tall. It weighs 15 pounds.

The **5/4** is built for sledders 5' 4" tall, and up. It weighs 22 pounds.

However, each sled can be adjusted to three different positions. We ship our sleds set in the middle position, but you might prefer it shorter or longer.



Just unscrew the sizing screw and the big yoke bolt, slide the runners to the desired position, then reattach both.



When it stands upright, a sled should be about as tall as your chin, and your knees should just clear the back of the bodyboard when riding.

Since it takes sufficient upper-body strength to safely control the steering, we strongly recommend sledders be at least 10 years old.

(We also recommend sledders be at least as wise as 10-year-olds when flying downhill.)

How To Carry Your Sled.



If you're going to own "the best sled ever built," you should carry it proudly.

The easiest way is to place the runners against your body. Then slip your arm through the top runner and grab the bottom runner as a handle.

Carry on, Captain!

Where To Ride Your Sled.

*Some hills love sledders.
Some don't.*

*The "NO SLEDDING!" signs
are a dead giveaway.*

*In addition to not sledding
where you're not welcome,
don't sled where it's unsafe,
unlighted, unsupervised or
ungroomed. Pack down your
run by walking the length of
it a few times. This will create
a hard, fast sledding surface,
while familiarizing you with
potential hazards.*

*Now that you've scouted the
perfect run, why not make
it better?*

*Pack the snow into shapes.
Make a ramp for a jump.
Build a banked wall turn.
Chart a slalom course.
Just do it safely.*

Flight Check Complete, Captain.



Helmet? Check!

Brakes? Check!

Leash? Check!

Snowy hill? Check!

Congratulations, you're almost ready for a slow, cautious test ride. The last thing to do is check the sled, itself.

Wiggle the two steering bolts. (The one that connects to the steering bar and the one that connects to the steering yoke. They shouldn't be loose. If they are, tighten them.

Now, turn the steering yoke fully to one side, and release. The runners should snap back straight. Now check the other direction.

Be sure the two runner clamp screws and the one sizing screw are securely in place. If not, screw them in.

Now it's time **not** to do something. **Don't wax your runners.**

Unlike other sleds, Captain Avalanche runners are made of hard anodized aluminum. Without any extra pampering, they'll remain slick sliding surfaces. (Just as long as you don't slide over rocks. Or dirt. Or pavement.)

How To Ride Your Sled.

If you skipped to this section first, you're also probably halfway to the nearest sleddin' hill by now.

However, ours is a serious sled and should not be used without serious forethought.

So take a deep breath. Now, go back and read the preceding pages with all the boring-yet-deadly-important stuff you flipped past.

The Captain Avalanche sled is a one-person, head-first sled only.

If you like to ride sitting up or going double-decker, go somewhere else.

By lying flat on your stomach, head-first down the hill, your center of gravity lowers, and your thrill factor soars.

To steer left, pull on the left hand grip while pushing on the right.

To steer right, pull on the right hand grip while

pushing on the left. (Just like steering a bicycle.)

To slow down or stop, steer uphill or use your sled brakes.

When you go over a jump, anticipate it and pull the sled close to your body with both arms, then cushion your landing with your arms flexed. (Think of jumping off a curb with a bike.)

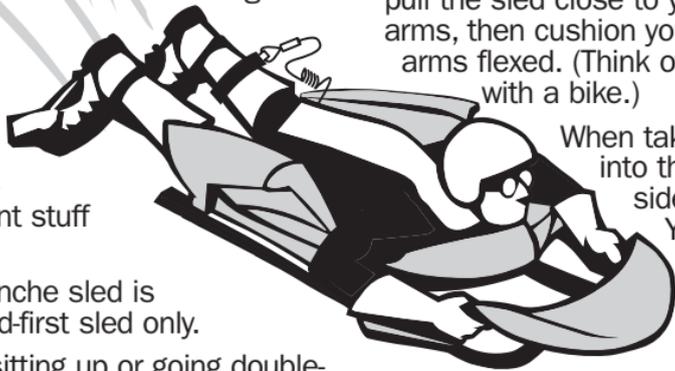
When taking sharp turns, lean into them, pressing into the side wall of the bodyboard.

You can control the direction of the sled just by shifting your weight and channeling your momentum.

Always give sledders in front of you the right of way.

Never use your sled to crash into anything or anyone. And above all, never use your head to stop the sled.

Now, what are you doing still reading this when there are slopes to be sliced?!



The Legend Of Captain Avalanche.

Considered the patron saint of sledding, “Captain Avalanche” is the nickname of Hans Montafon.

Actually born on a sledge (the traditional Tyrolean sled) in a remote Austrian hamlet when his mother didn’t arrive at the doctor’s cottage in time, Hans was raised under the frozen shadow of the Alps.

From an early age, he used a simple sled to go everywhere. To school, to nearby villages, to visit his uncle.

When he was still a boy, his parents skied



to town leaving Hans and his young sister at home for the day. Suddenly, their peaceful afternoon was shattered by a loud crack and the ominous sound of a thundering avalanche roaring down the slopes. Without a second to spare, he grabbed

his sled and sister and together sped to safety, moments before the snowpack would have buried them.

From that day forward, everyone called him “Captain Avalanche.” And, to honor his memory, we dedicate our company and its products.



Please tell us how we might improve our sleds.

Who knows, you might be the next great sled designer. Although we can't promise we'll hire you, relocate you to Seattle, or even respond to your letter or e-mail, try us.

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