

 **DYNO** FREE WAVE
FAST FREEWAVE.
EPIC JUMPING.
EARLY PLANING.



BOARD PROGRAM

JAMES HOOPER / SHAPE AND DESIGN

A mix of computer aided design and precision hand shaping makes the difference. Function does not need to be ugly.

James utilises his skills as a trained craftsman to finesse each board's lines into masterpieces. And his ability to directly evaluate each prototype himself keeps the development process tight and efficient.

Based in Western Australia means James is able to test, refine and experiment and be inspired whenever it's windy.



DI8 DYNO_ FREE WAVE

Based on the Nano waveboard, the Dyno brings compact efficiency to the free-wave arena. Narrower, parallel rails and reduced lengths electrify your riding experience in real world conditions.

Faster rocker lines and increased volume under foot make the Dyno super early planing and keep it charging through gusts and lulls.

The compact size enables real use of all that speed – the Dyno is more than just capable in the air, it is a jumping machine. Aerial rotations, freestyle moves and straight up rocket air on demand. Parallel rails are very effective at reducing drag and increasing speed, so it allows the addition of some manoeuvre enhancing tail kick. This makes the Dyno much more than just a bump & jump blasting board – it can drive through turns on the rail, making the most of any onshore or real world waves.

Three fin boxes and multiple footstrap options increase the Dyno's versatility; Set it up as a thruster with inboard straps for maximum manoeuvrability, or with a single freeride fin and outer straps for pure blasting.

The Dyno transcends the conditions to expand your windsurfing possibilities.

COMPARED TO THE NANO

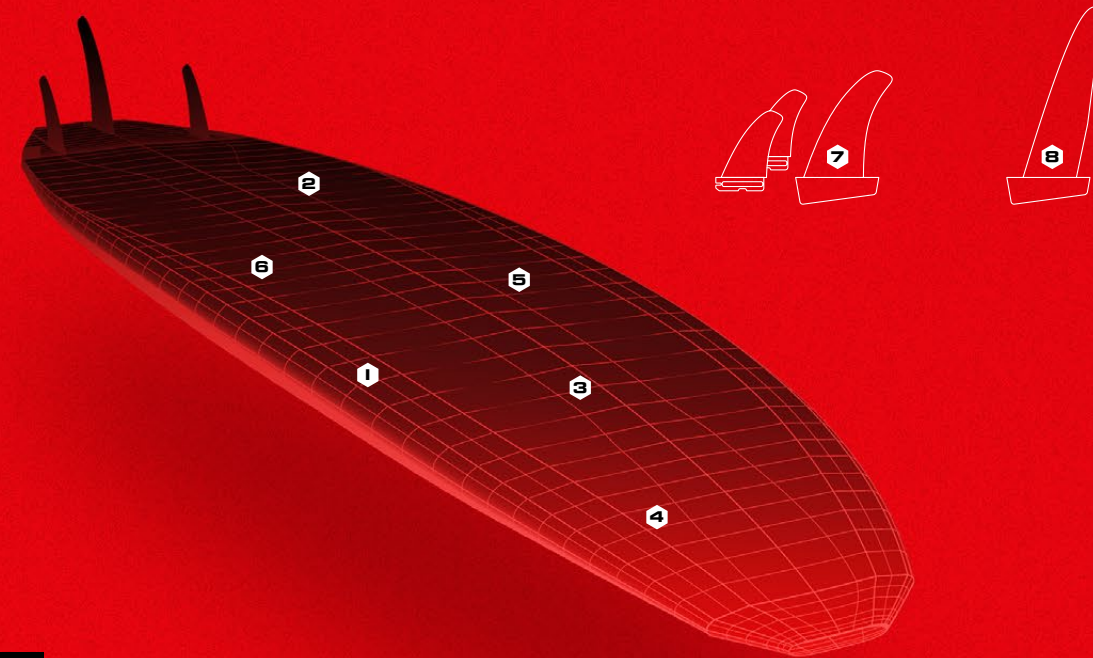
- / FASTER. IT HAS A FLATTER, FASTER ROCKER TO INCREASE SPEED.
- / EARLIER PLANING. VOLUME DISTRIBUTED FURTHER BACK INCREASES LIFT.
- / LIGHTER FEEL: THE LOWER DRAG REDUCES THE LOAD IN THE RIG, GIVING A LIGHTER, FREE FEELING.

COMPARED TO THE FOX

- / MORE MANOEUVRABLE. IT HAS MORE ROCKER AND FINER RAILS.
- / BETTER JUMPING. THE NANO-LIKE OUTLINE WITH ADDED SPEED ARE MADE FOR AIR.
- / MORE COMPACT: SHORTER AND NARROWER.



SALES FOR THE REVOLUTION



1. PARALLEL OUTLINE

The parallel outline decreases drag and increases stability. Overall width is reduced which helps give the boards a smaller, more manoeuvrable feel.

2. ACCELERATED ROCKER LINE

Based on the Nano, the Dyno rocker is flatter and faster through the tail. The entry rocker has been tuned for the lowest possible angle of attack for maximum acceleration and comfort through chop while still allowing sufficient nose lift for wave manoeuvres and jumping.

3. REFINED BOTTOM SHAPE

Pronounced double concave with deep V enables easy rail-to-rail transition, even on the largest size Dynos.

Forward V penetrates chop for less impact and more comfort.

Increased V through the fins creates more rail rocker for precise turns when on the rail.

4. PROGRESSIVE RAIL DESIGN

The hard release edge at the tail of the board becomes progressively rounded and soft towards the front of the board.

The apex of the rail becomes progressively higher through the forward sections to prevent catching. Bevels through the front sections raise the apex even higher for more clearance and increase the hit rate of landed moves.

5. COMPACT VOLUME DISTRIBUTION

The reduced length centres the volume where you need it. Optimised deck angles transition from reduced volume rails to high volume standing area.

6. ERGONOMIC FOOT POSITIONING

Deck angles have been designed for comfort and to maintain responsive foot positioning in both inboard wave and outboard freeride set ups.

7. FIN OPTIONS: THRUSTER

The Dyno is fitted with a centre Power Box and 2 x SlotBox+ for the side fins. In Thruster mode control and manoeuvrability are enhanced for use in wave or bump-and-jump conditions.

8. FIN OPTIONS: SINGLE FIN

With a single freeride fin and out-board footstraps, the Dyno transforms into a pure blasting machine.

SIZE	LENGTH	WIDTH	WEIGHT	SAIL RANGE	THRUSTER FINS (SUPPLIED)	ALTERNATIVE SINGLE FIN
85	225	57.5	TBA	4.5 - 6.0	2 x 110 + 1 x 200	280
95	226	59.5	TBA	4.7 - 6.5	2 x 120 + 1 x 200	320
105	228	62.0	TBA	5.0 - 7.0	2 x 120 + 1 x 220	360
115	229	64.5	TBA	5.3 - 7.5	2 x 120 + 1 x 240	400

1R69 **TIMO MULLEN**
DYNO
FREE WAVE
 **CMC**
COMPRESSION MOLDED COMPOSITE



TIMO MULLEN
GERMANY

DYNO

PHOTO: JOHN CARTER





NANO 85 225 x 57.5

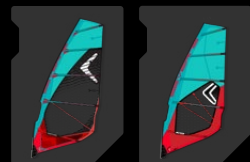


2x110 + 1x200 THRUSTER

GATOR 4.2 - 6.0

BLADE 4.2 - 5.7

These sails are the ideal match for any freewave conditions.



280MM SINGLE FIN

NCX 5.5

TURBO GT 5.5

With a 280mm single fin and the straps set up in the outboard position the Dyno 85 becomes a freeride blaster. Pair it with a NCX or even a Turbo GT around the 5.5 size range or full speed assault.



NANO 95 226 x 59.5

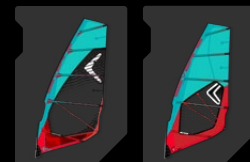


2x120 x 1x200 THRUSTER

GATOR 4.7 - 6.5

BLADE 4.7 - 6.2

These sails are the ideal match for any freewave conditions.

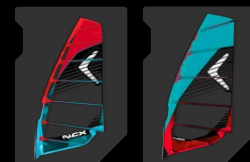


320MM SINGLE FIN

NCX 6.0-6.5

TURBO GT 6.0-6.5

Set the Dyno 95 up with a 320mm single fin and the straps set up in the outboard position for a more freeride feel. A 6.0 - 6.5 NCX or Turbo GT will maximise the freeride potential.



NANO 105 228 x 62

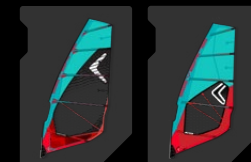


2x120 x 1x220 THRUSTER

GATOR 5.0- 7.0

BLADE 5.0 - 6.7

These sails are the ideal match for any freewave conditions.

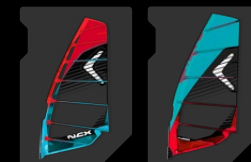


360MM SINGLE FIN

NCX 6.5-7.0

TURBO GT 6.5-7.0

For freeride mode set the Dyno 105 up with a 360mm single fin and the straps set up in the outboard position. A 6.5 - 7.0 NCX or Turbo GT will maximise the freeride potential.



NANO 115 229 x 64.5

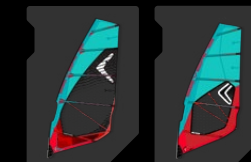


2x120 + 1x240 THRUSTER

GATOR 5.3- 7.0

BLADE 5.3 - 6.7

These sails are the ideal match for any freewave conditions.



400MM SINGLE FIN

NCX 6.5-7.5

TURBO GT 6.5-7.5

Se the Dyno 115 up with a 400mm single fin and the straps set up in the outboard position to transform it into a freeride machine. Team it with a 6.5 - 7.5 NCX or Turbo GT to really get things moving.





CNC
COMPRESSION MOLDED COMPOSITE

OUTSIDE THE BOX.

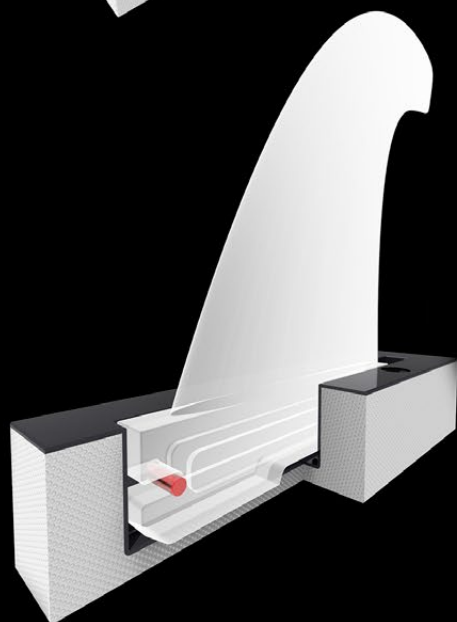
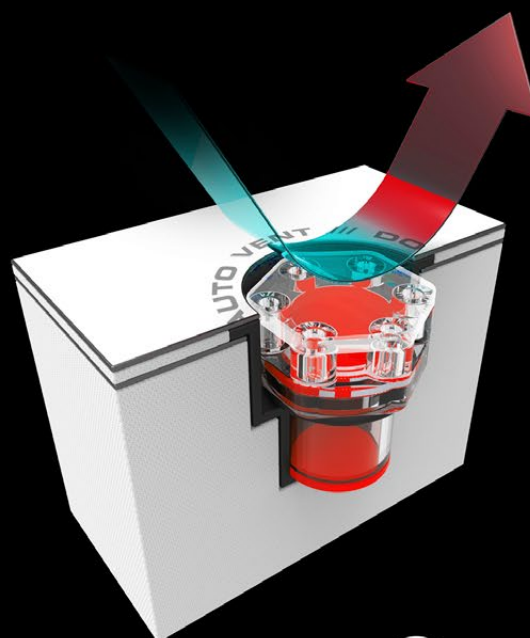
The idea behind us building boards is simply to produce a better board. Better is partly design, but also construction. Most windsurf boards in the world are made in the one factory with limited options for how the boards are put together. Sure, there's vast differences in layups and material specs but the basic way the boards are built is the same. For us, we see the first step in revolutionising board construction is to step outside that box. This allows us to experiment and develop different ways to build a better board.

With IQC we are building boards very differently: high pressure compression molding produces quite different strength to weight ratios and more accurate, consistent shapes. Oversized EPS blanks apply pressure on the inside of the laminate whilst heavy concrete molds compress the outside to the exact shape of the master. There are no partially closed molds, or re-finishing differences. Strong, accurate and consistent. A better board.

MATERIALS.

Overbuilt to withstand heavy use through choppy conditions. We use a higher density sandwich layer combined with internal T-stringers to prevent rocker deformation under continuous impacts. The deck also uses a higher density sandwich and has an added bamboo layer to reduce any softening between the footstraps. Pre-laminated carbon rails are key to adding enough stiffness for responsive performance, but allowing more flexible fibreglass laminates to be used on the deck and underside to avoid a harsh ride through rough water. An added benefit of the pre-laminated carbon rails is it maintains heel integrity by vertically reinforcing that area under the heels. The susceptible nose and tail sections are massively reinforced with carbon.





/ HEX 4

A single tool does everything.

- / BATTEN TENSION ADJUSTMENT.
- / FIN SCREWS (BOTH SLOTBOX AND POWERBOX).
- / FOOTSTRAP INSTALLATION.
- / BEER OPENER.

The HEX4 tool is supplied with every sail and every board. Compared to a Philips screwdriver, the 4mm hex key is a much easier system to tighten and adjust footstraps and fins. It only requires a rotational movement rather than downforce + rotation. The wide boomerang gives enough leverage to fully tighten footstraps with a fraction of the effort of a Philips screwdriver.

/ GORETEX AIRVENT

Maintaining a constant internal pressure inside the board minimizes the risk of delamination or core damage. The waterproof Goretex membrane allows air to transfer freely into and out of the board constantly to automatically regulate internal pressure.

The main advantages over a traditional screw-type plug are;

/ IMMEDIATE REGULATION. RATHER THAN ONLY EQUALIZING PRESSURE WHEN THE SCREW IS OPENED, THE GORETEX AIRVENT IS CONSTANTLY BALANCING THE PRESSURE.

/ HANDS-FREE OPERATION. INSTEAD OF MANUALLY OPENING A VALVE, THE GORETEX AIRVENT REGULATES PRESSURE WITHOUT HAVING TO DO ANYTHING.

Our Airvent features a second membrane at the base of the plug as a back-up failsafe. Even in the unlikely event of damage to the top of the Airvent plug, the back-up will prevent water entry.

The Airvent is completely automatic, so don't adjust or tighten before or after windsurfing or flying – it's always working to keep your board at optimum pressure.

/ SLOT BOX +

The original SlotBox design offered some advantages over a standard US box:

/ WEIGHT. THE SLOTBOX WAS LIGHTER, SO HELPED PREVENT BOARDS WITH MULTIPLE FIN BOXES BEING TOO TAIL-HEAVY.

/ SIMPLICITY. INSTALLING A FIN IN A SLOTBOX WAS QUICKER AND EASIER WITHOUT HAVING TO FIRST INSTALL A PLATE AND THEN LINE UP THE HOLE IN THE FIN TO ADD THE SCREW.

But there were some disadvantages. Even minor impact could cause damage to the box, or easily knock the fin out.

With the new SlotBox+ design the advantages have been maintained and the disadvantages addressed. Even lighter than the original SlotBox means multiple fin setups can be used on the one board without a weight penalty. Thruster or Quad options can be chosen depending on conditions or preference.

By adding a locking pin at the front of the box fin retention is now a lot more reliable, which means minor reef contact isn't likely to end your session. Supplied fins have a groove in the base to lock onto the pin for added reliability, but any existing SlotBox fin is still compatible without any modification.

Bigger HEX4 grub screws handle impact and also add to overall reliability. And uses the same tool as your batten tensioners.

/ CONSTRUCTION

EFFICIENT. ALIVE. COMFORTABLE.

Our goal with construction is to maximise the ride qualities of the boards by controlling flex, weight and balance.

Increased flex is preferred as it enables boards to compress and then release energy for explosive performance, whilst also adding to ride comfort. The key element of this flex pattern is the Internal Carbon Frame which amplifies the flex response. A carbon outer skin is used only on the deck for compression resistance, with more flexible materials used on the underside.

Premium materials and efficient usage helps to minimize weight for increased performance. Strategic placement of Double Sandwich layers of high density PVC adds strength in the high load areas and enables better weight distribution, avoiding a tail heavy balance. We use carbon finboxes to reduce weight in the tail for drag-reducing trim angles.

Correctly matching construction to the 3D shape delivers superior performance.

1. INTERNAL CARBON FRAME

Pre-laminated carbon rail bands bonded directly to the EPS core controls torsional flex.

2. HIGH DENSITY SKIN

100kg PVC foam sandwich used on both sides of all boards.

3. QUALITY EPOXY RESINS

A highly flexible resin system that is resilient to cracking and fracturing. UV resistant.

4. PREMIUM PAINT

UV resistant automotive paint, cured at high temperature for increased scratch resistance.

5. SEALED EPS CORE

The outer surface of the EPS core is sealed to improve lamination strength and reduce excess resin absorption.

CUSTOM CARBON FINBOXES

Lighter finbox weight allows multiple fin options without compromising overall board weight or balance.

DOUBLE SANDWICH

An added layer of PVC foam in high load areas for increased strength and durability.

