



## CRAZYFLY RAPTOR 137 X 41

### TEST TEAM NOTES:

We've used the Raptor a lot over the years and always enjoyed the speed. The standout feature is the Raptor's ability to get going quickly and then continue to move fast and efficiently through the water because the rail cuts so cleanly. There's not a lot of drag.

The Raptor is now more comfortable but still maintains good speed and the ability to get going quickly. Combining a tip shape that is locked in enough to provide a very precise and strong edge / grip, but not so locked in that you feel like you're just riding on a set of train tracks. You can release the edge quite quickly for a turn without feeling too physical, but you do need to give it a little kick to make it go round. Once pushed it goes round nicely.

A moderate amount of rocker allows the board to feel manoeuvrable but quite race-tuned grip-wise. The flatter central section gives the Raptor its quick speed pick-up while the channels effectively straighten out the rocker and also provide a bit of grip and softness to the board, especially the heel channel.

The Raptor is of course always light (2.7kg stated weight for the 137) and as we've seen in the last few models, continues to offer further flex in the tip and tail but never at the expense of speed.

Generally the Raptor is more suited to strapped riding because, although it's stiff in the middle, it does get softer towards the tips, resulting in a nice, subtle flex which suits straps. You'd be able to ride it with boots for sure, but if that's

how you want to ride you should be looking for a more uniform flex throughout the board. Essentially the Raptor is still a traditional freeride twin-tip with average rail thickness for a rider that likes going fast and getting grip/pop results.

We used CF's new Binary foot straps (Hexas are still available), which are a simple looking Velcro design, but modernised and there's a good step on the pad for your toes to find extra grip. The pads themselves are quite soft and offer a little bit of manoeuvrability. Where these are especially good is that you can ride them loose enough to easily get your feet out for board-offs and yet without adjustment you can also find enough grip to keep your board on while doing big kite loops. You can push your foot in another inch and always find more grip when you need it.

The fins do a good job of making the Raptor feel quite manoeuvrable even though they are quite deep, but obviously complement the board's rockerline and shape. Finally, CF boards are always absolutely bang-on for build-quality, coming out of their own factory in Europe. The bonding is incredible and there's absolutely no little areas where you can question the manufacture. We're continually impressed.

**SUMMARY:** The Raptor is still a rocket-ship for the speedsters out there who don't want something too testing for the knees. Generally, it's now easier and more fluid. It's light too, but is still a relatively firm ride in the freeride spectrum, but that

won't stop keen riders being happy to shred all day long on it.

**KW LIKED:** The Raptor always slips effortlessly into gear, rides fast and cuts beautifully through the water.

**KW WOULD CHANGE:** We wouldn't change anything, but some people will want more comfort in return for less top end speed.

### RAPTOR BALANCE POINTS:

Build quality: 9.5  
 Fixtures and fittings: 9  
 Speed: 9  
 Pop: 8  
 Drive: 7  
 Flex: Stiff in the middle, flexible tips but quite a firm ride  
 Comfort: 6.5  
 Looseness: 6  
 Grip: 8.5  
 Upwind: 8.5  
 Slider proof: N/A  
 Freeriding: 7 (High performance freeride, on the cusp of freestyle)  
 Freestyle: 7  
 Ease-of-use: 7.5 (Quite racey)  
**SIZES:** 140 x 42, 137 x 43, 137 x 41, 135 x 43, 135 x 41 and 132 x 41cm  
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