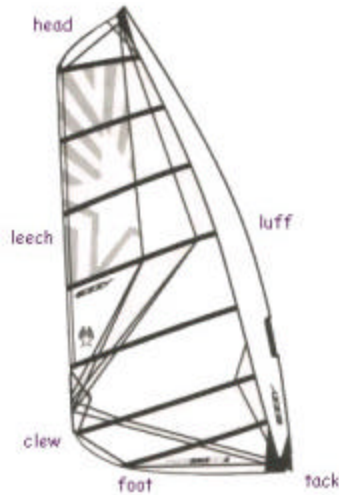
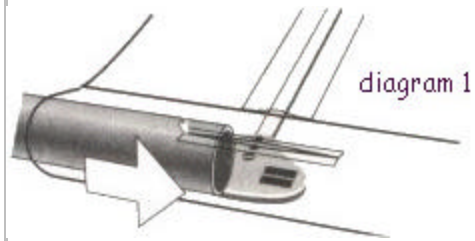


1997 Ezzy
Power Race
Rev 4
Rigging &
Fine Tuning Guide



1) Lay the sail flat on the ground and slide the mast through the sleeve above the cams (do not attempt to attach the cams) (see **diagram 1**). Thread the mast extension with no downhaul tension; just clear the downhaul line.

- **Caution:** If using a two-piece mast, check and make sure your mast is together at the joint.



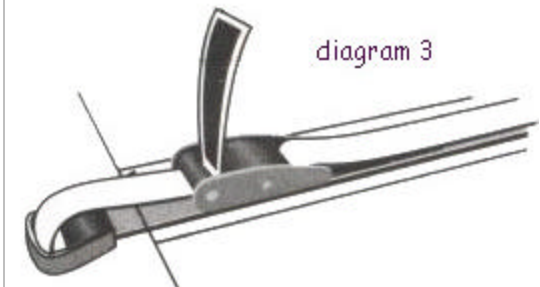
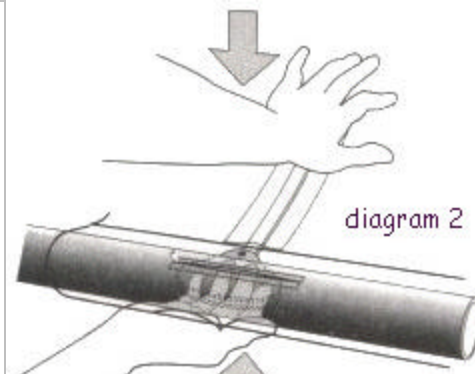
2) Attach the boom front to the mast and outhaul the sail to the boom length (printed on the sail). The sail should be outhauled flat in the boom area.

Quick Tip: Use the top clew grommet if your height is over 5'11" (180cm).

Quick Tip: Attach your boom at, or below the center of the boom cut-out to prevent the top of the boom cut-out from getting caught on the boom while downhauling.

3) Attach the cams to the mast by pushing down on the batten with the palm of your hand, approximately 12" (30cm) from the luff sleeve, and pushing the cam on to the mast with your other hand (see **diagram 2**).

Quick Tip: If the cams are difficult to put on the mast, check that the batten tension webbing is loosened until the Velcro touched the buckle (see **diagram 3**). This will allow the cam to slide further into the sail and will make it easier to get the cam on to the mast.

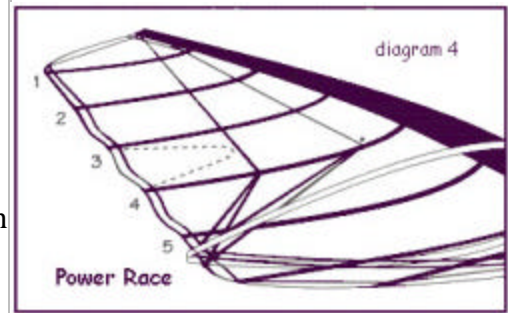


4) Downhaul the sail until the leech goes loose between battens #3 and #4. For highwind sailing the looseness should extend all the way to the back seam (see **diagram 4a**). To observe the looseness the sail must rest on the boom and the tip of the mast. (i.e. do not elevate the head away from the ground.)

Rigging a 1997 Ezzy Rev 4 Race Sail

Quick Tip: The amount of downhaul tension will vary for different wind conditions. A high-wind setting requires more downhaul tension allowing the sail to feel more controllable, increasing your top-end speed. Analogy: It is like giving your car a higher gear to shift into.

For lighter wind and gusty conditions, the sail will perform better with less downhaul. This gives the sail better low-end power, which you will need to get on a plane quicker and be carried through lulls faster. Analogy: A car will work better going up a hill in a lower gear.

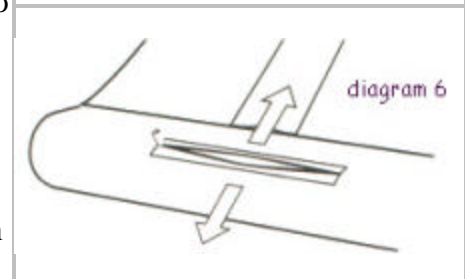
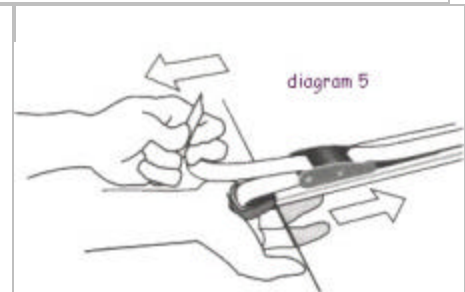


5) Tension all of the battens, starting from the bottom, by pulling on the batten strap while pushing the palm of your other hand against the batten end-cap (see **diagram 5**).

For the battens with cams, tension the batten until the zipper on the cam pocket (zipper needs to be open) spreads apart slightly (see **diagram 6**). Then don't forget to close the cam zippers.

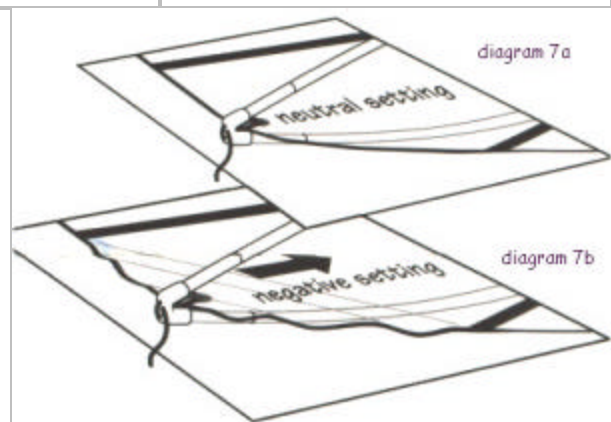
Quick Tip: When the cams are properly tensioned, there should be no wrinkles in the batten pockets and the sleeve should be pulled tight in front of the cam.

Caution: It is possible to over-tension the cam battens, in which case the cams will not rotate properly! Hold the sail up and flip it from one tack to another, if the cams don't rotate smoothly, release some batten tension.



6) Fine tune the outhaul for the proper wind conditions.

Quick Tip: A neutral setting of outhaul gives your sail a more balanced, controllable feel for slightly over-powered wind conditions. A negative setting of outhaul works best for slightly better low-end performance and normal sailing conditions (see **diagram 7a**). Experiment to see which outhaul setting you like best!



7) Wrap the tack-strap webbing around the mast extension and through the buckle. The tack-strap should be tensioned at least until the edge of the foot is tight. High tack-strap tension is desirable in all wind conditions.

Quick Tip: The tack -strap can not be over-tensioned. More tension in stronger wind puts the center-of-effort lower, giving the sail more control. In light wind, tensioning the tack-strap makes the foot deeper and tightens the lower leech creating better low-end power. It is evident that in both cases, tensioning the tack-

strap increases the performance of the sail.

Quick Tip: The wrinkle that the tack-strap may cause is okay. To minimize the wrinkle, wrap the tack-strap around the top of the universal joint.

De-Rigging

Quick Tip: To increase the life of your sail, it is recommended that you de-rig in the following order:

1) Release batten tension (pushing the release lever located on the center of the buckle) and tack-strap.

Quick Tip: Remember to release cam batten webbing back to the Velcro for your next rigging session (see **diagram 3**).

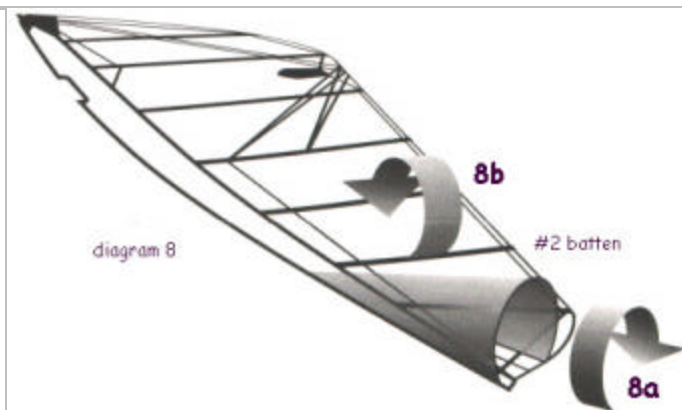
2) Release downhaul.

3) Un-zip cam pockets and snap cams off mast.

4) Release outhaul and remove boom.

5) Slide mast out of luff sleeve without creasing sail.

6) Remove the top batten and roll the sail as tightly as possible (to prevent creasing) from the head (see **diagram 8**), beginning parallel to the sleeve, starting along the sleeve (**8a**) and fanning out to the #2 batten. Continue to roll the sail parallel to the battens from the #2 batten (**8b**).



HELPFUL SAIL CARE HINTS:

Sunlight

- Sunlight will break down all sailcloth in a relatively short time (300 hours of direct sunlight).
- Don't dry your sails off in the sun! It is better to roll them up wet, or dry them in a shaded area.
- If left rigged, try to store your sail out of direct sunlight.

Creasing

- When rigging and de-rigging, try not to crease your sail or let it flap in the wind. Practice "quiet rigging".
- Avoid putting heavy objects on your sail when it's rolled in the bag.

Cleaning

- Use a mild soap and water with a rag to clean your sail. Harsh solvents may damage the sail cloth.
- Contrary to what most people think, you do not need to use fresh water rinse your sail after sailing.

Storage

Rigging a 1997 Ezzy Rev 4 Race Sail

- Sailcloth should not be left under tension. After sailing, always release your batten tension.
- If storing your sail rolled vertically, be sure that the sleeve end of the roll is down and the clew is up. This way you will not damage the clew area of the sail.