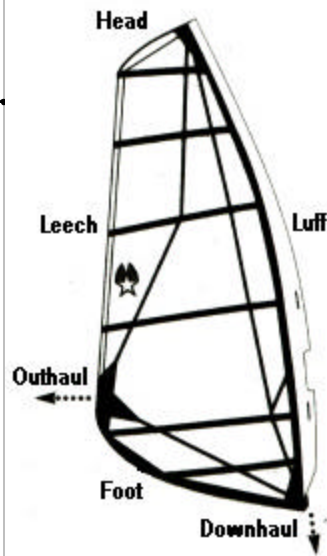
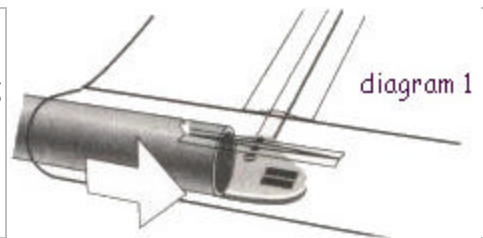


1997 Transformer Slalom

Rigging & Fine Tuning Guide



1) Slide the mast through the luff sleeve. Note: When rigging with the cam, slide the mast above the cam (do not attach the cam yet) (see diagram 1).



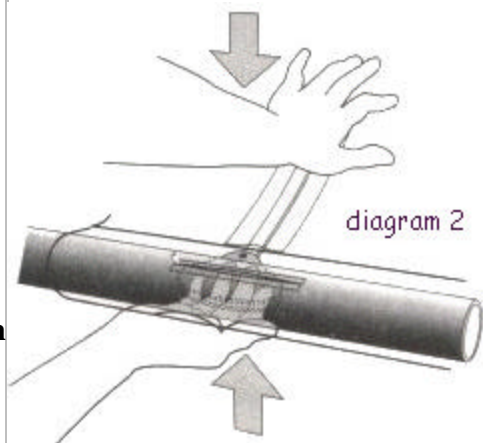
2) Attach the mast extension and thread the line through the cleat. Do not tension the downhaul yet, just cleat the line off.

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

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.

4) 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 snap the cam onto the mast with your other hand (see diagram 2).

Quick Tip: If the cam is difficult to put on the mast, check that the batten tension webbing is loosened until the Velcro touches the buckle. This will allow the cam to slide further into the sail and will



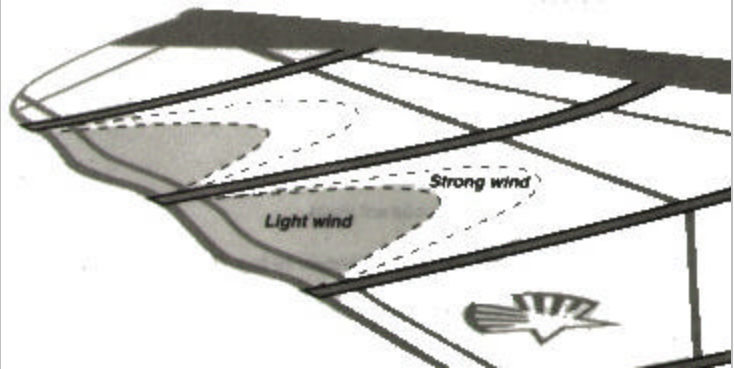
Rigging a 1997 Ezzy Transformer Slalom Sail

make it easier to get the cam on to the mast. Also, make sure the sail is outhauled flat before attempting to snap cams onto the mast.

Quick Tip: Opening the zipper will make it easier to snap the cam on to the mast. To avoid damaging the zipper, be sure to close the zipper before tensioning the cam batten.



5) Downhaul the sail until the leech goes loose between batten #2 and #3. For powered sailing, the looseness should extend to the back seam on the leech panel. To observe the looseness, the sail must rest on the boom and the tip of the mast (i.e. do not elevate the head).



Quick Tip: The amount of downhaul tension will vary for different wind conditions: A high-wind setting requires more downhaul tension to loosen the leech and give more twist, increasing your top-end speed. Then, for lighter wind, the sail will perform better with less downhaul. This gives the sail a tighter leech and better low-end power, which you will need to get on a plane quicker and be carried through lulls faster.

Quick Tip: Always keep your base extension at its shortest possible setting. If there is not enough space for downhauling and you have mast extending from the top, use the adjustable top to raise the sail up on the mast rather than extend your base.

6) Tension all of the battens, starting with the foot batten, by pulling on the batten strap while pushing the palm of your other hand against the batten end-cap. Tension all battens until the vertical wrinkles running through the pockets disappear.

Quick Tip: When the camber battens are correctly tensioned, the sleeve directly in front of the cam should be tight.

Quick Tip: It is possible to over-tension the cam batten, which will



cause the cam not to rotate. A quick check of this can be done by holding the sail up on land and pumping the sail from both sides of the boom. The cam should rotate smoothly; if it doesn't, decrease the batten tension.



7) Release the outhaul totally and re-set it according to the wind strength you will be sailing it. For light wind, use with slight negative outhaul. For high wind use with neutral outhaul tension



Slight negative outhaul setting for light wind.



Neutral outhaul setting for stronger wind.

8) Check that the camber is not over-rotated. This will fatigue the cam and the batten and lead to possible breakage. If the cam is over-rotated, you need more downhaul.



Cam is not over-rotated, downhaul is correct



Cam is over-rotated, need more downhaul

9) Wrap the tack-strap webbing around the top of the power joint. 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 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, make sure the tack strap does not ride up the mast.

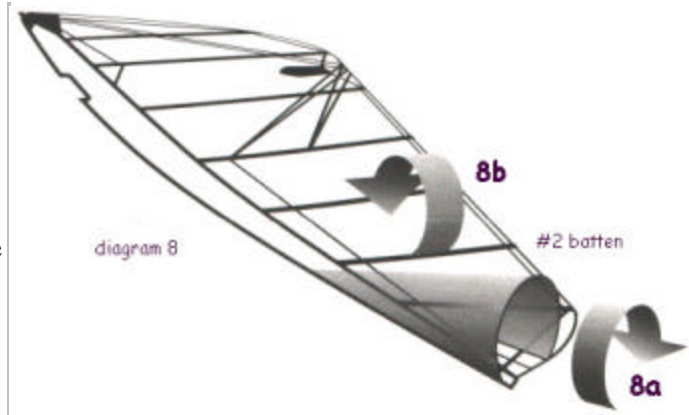
De-Rigging

Following this de-rigging sequence will prolong the life of your sail and avoid possible sail damage.

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

Rigging a 1997 Ezzy Transformer Slalom Sail

- 2) Release downhaul.
- 3) 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). Begining from the head, roll the sail parallel to the sleeve (diagram 8a), starting along the sleeve and fanning out to the #2 batten. Continue to roll the sail parallel to the battens from the #2 batten on down (diagram 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.

Creasing:

- Creasing damages sail cloth. When rigging and de-rigging, try not to crease your sail or let it flap in the wind.

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 fresh water rinse your sail.

Storage:

- Sail cloth should not be left under tension. After sailing, always release your batten tension.
- Never leave sails fully rigged for long periods of time. If your sail is to be left rigged, release the downhaul and outhaul until the mast has no bend. It is also advisable to unhook the Power-On Head elastic during extended periods of rigged storage.

TROUBLE SHOOTING:

Problem	Possible Solution
Camber is difficult to get on the mast:	<ol style="list-style-type: none"> 1) Make sure that the batten tensioner is completely released while snapping cam on. 2) Make sure the sail has no downhtul tension and is outhauled fully before snapping cam on.

Rigging a 1997 Ezzy Transformer Slalom Sail

Camber does not flip	<ol style="list-style-type: none">1) Camber batten too tight, release a little batten tension.2) Camber is over rotated, need more downhaul.
Sail jerks you forward when starting off:	<ol style="list-style-type: none">1) Leech too tight, try more downhaul.
Sail feels too powerful	<ol style="list-style-type: none">1) Sail is too deep, try more downhaul.2) Mast is too stiff, check that you are using the correct mast.
Sail lacks power:	<ol style="list-style-type: none">1) Sail is too flat, try less downhaul.2) Mast is too soft, check that you are using the correct mast.