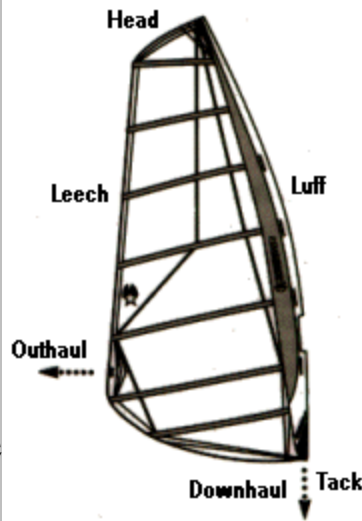


*1998 Ezzy*  
*Power Race*  
*Rev 5*  
Rigging &  
Fine Tuning Guide



**RIGGING:**

**1) Slide the mast through the luff sleeve.** Note: slide the mast above the cams (do not attach the cams to the mast yet).

**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 to the boom length that is printed on the sail.**

*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.**

*Quick Tip:* If the cam is difficult to put on the mast, check that the batten tension webbing is loosened until the Velco touches the buckle.

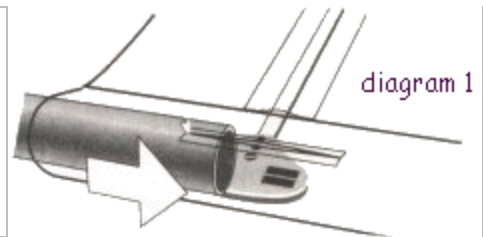


diagram 1

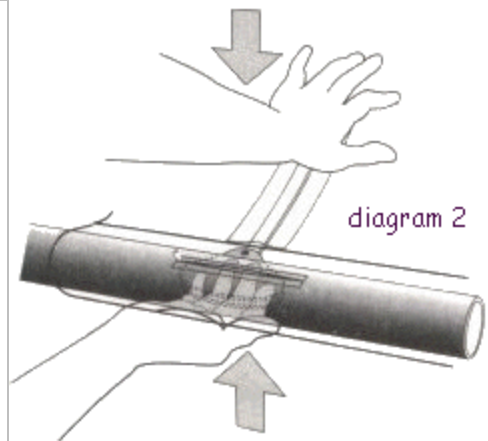


diagram 2

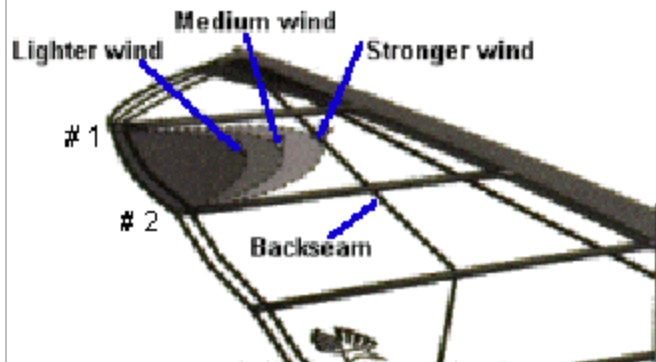
## Rigging a 1998 Ezzy Rev 5 Race Sail

This will allow the cam batten to slide further into the sail and will 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



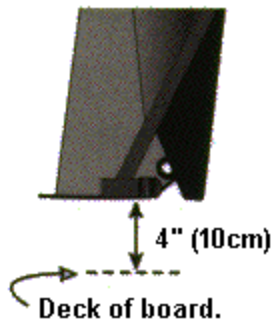
*Quick Tip:* Opening the zipper will make it easier to snap the cam on the mast. To avoid damaging the zipper, be sure to close the zipper before tensioning the cam batten.

**5) Downhaul the sail to make the leech go loose between the battens. A good way to gauge the correct downhaul is to observe the head leech area between battens #1 and #2. For high wind sailing, the looseness should extend to the back seam on the leech panel. For lighter wind sailing the looseness will end about 10cm (4") behind the back seam. When you are checking the looseness, the sail must be resting on the boom and the tip of the mast (i.e. do not elevate the head up off the ground).**



*Quick Tip:* For the correct sail rake, the foot edge of the tack should be approximately 4 inches (10cm) above the deck of the board. 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

*Quick Tip:* The amount of downhaul tension will vary for different wind conditions: A high-wind setting requires more downhaul tension to loosen the upper leech and give more twist, increasing your top-end speed. 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.

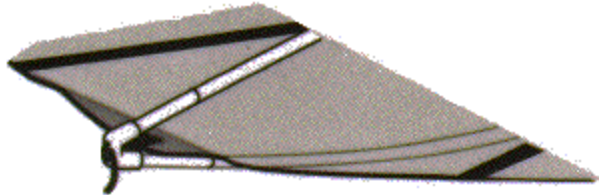


**6) Tension all of the battens, starting with the foot batten, by pulling on the batten strap while pushing the palm of your other hand against the batten end-cap. Tension all battens until the vertical wrinkles running through the pockets disappear.**

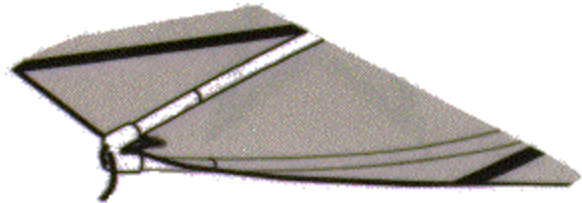
*Quick Tip:* When the camber battens are correctly tensioned, the sleeve directly in front of the cam should be tight.

*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) Now release the outhaul and re-set it according to the wind strength you will be sailing in. For light wind, use with slight negative outhaul. For high wind use with neutral to slight (.5 inches/1.3cm) positive outhaul tension.**



**Slight negative outhaul setting for light wind.**



**Neutral outhaul setting for stronger wind.**

**8) Tension the tack-strap webbing around the mast base. The tack-strap should be tensioned at least High tack-strap tension is desirable in all wind conditions.**

*Quick Tip:* More tension on the tack strap in stronger wind puts the center-of-effort lower, giving the sail more power. More tack-strap makes the foot deeper and tightens the lower leech creating better low-end power. It is evident that more tack-strap increases the performance of the sail.

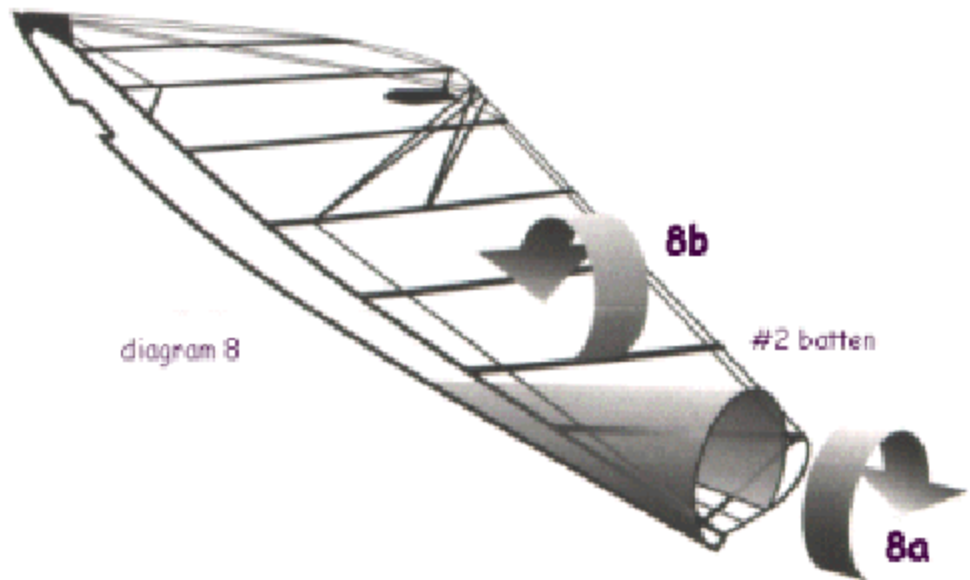
*Quick Tip:* The correct tack strap tension will put a slight wrinkle in the tack section.

## De-Rigging:

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

## Rigging a 1998 Ezzy Rev 5 Race Sail

- 2) Release downhaul.
- 3) Snap cam 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). Beginning from the head, roll the sail parallel to the sleeve, 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.



### SAIL CARE:

#### 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:

## Rigging a 1998 Ezzy Rev 5 Race Sail

<b>Problem:</b>	<b>Possible Solution:</b>
Camber is difficult to get on the mast	<ol style="list-style-type: none"> <li>1) Make sure the batten tension is completely released while snapping cam on.</li> <li>2) Make sure the sail has no downhaul tension and is outhauled fully before snapping cam on.</li> </ol>
Camber does not flip	<ol style="list-style-type: none"> <li>1) Camber batten too tight, release a little batten tension.</li> <li>2) Cam is under-rotated, need less downhaul.</li> </ol>
Camber comes off mast	<ol style="list-style-type: none"> <li>1) Camber is over-bending, need more downhaul</li> <li>2) Mast diameter is larger than normal, lengthen the webbing straps on the cam.</li> </ol>
Sail jerks you forward when starting off	<ol style="list-style-type: none"> <li>1) Leech too tight, try more downhaul.</li> </ol>
Sail feels too powerful	<ol style="list-style-type: none"> <li>1) Sail is too deep, try more downhaul and outhaul.</li> <li>2) Mast is too stiff, check that you are using the correct mast.</li> </ol>
Sail lacks power	<ol style="list-style-type: none"> <li>1) Sail is too flat, try less downhaul and less outhaul</li> <li>2) Mast is too soft, check that you are using the correct mast.</li> </ol>