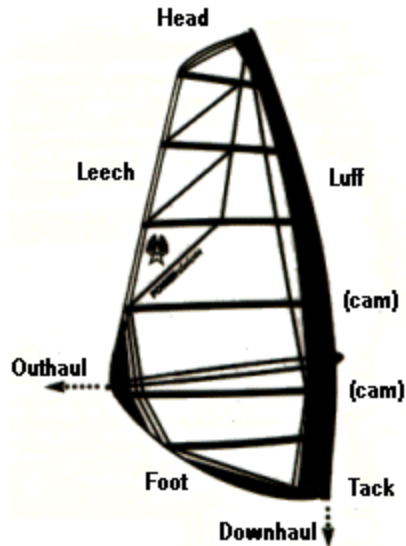
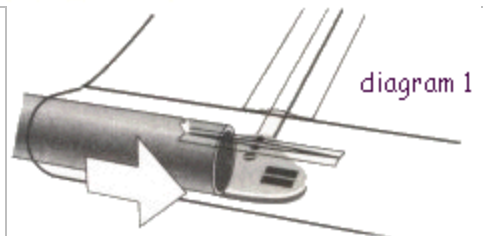


*1998 Ezzy
Power Slalom
Rigging &
Fine Tuning Guide*



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).



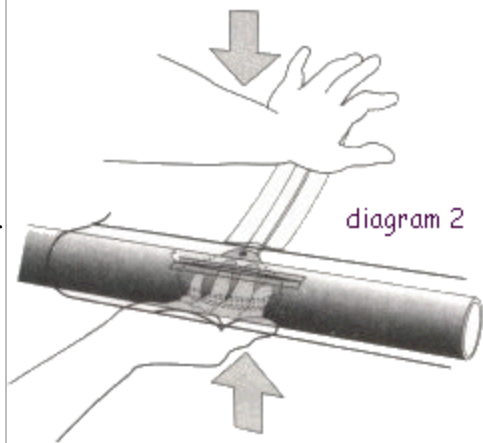
2) Attach the mast extension and thread the line through the cleat. Do not tension the downhaul yet, just cleat the line off.

3) Attach the boom and outhaul to the boom length that is printed on the sail.

Quick Tip: The suggested boom length is measured from the center of the boom cutout.

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.

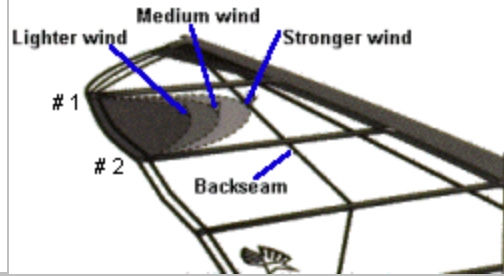
Quick Tip: If the cam is difficult to put on to the mast, check that the batten tension webbing is loosened until the Velco touches the buckle. This will allow the cam to slide further from the mast and will make it easier to get the cam on to the mast. Also, make sure the sail is outhauled flat before attempting to snap cams on to the mast.



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

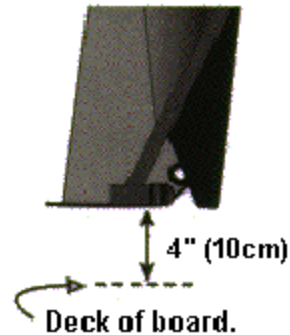
Quick Tip: The amount of downhaul tension will vary for different wind conditions: A high-wind setting requires more twist, increasing your top-end speed. For lighter wind, the sail will perform better with less downhaul. This gives the sail a tighter leech and better low-end power, which you will need



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 panel. For light wind sailing, the looseness will end about 30cm (12") behind the back seam.

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.

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.



6) Now, 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.

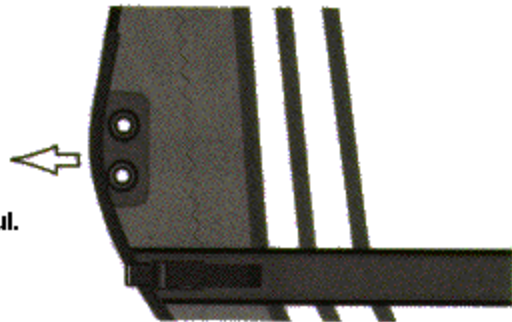
Quick Tip: It is possible to over-tension the cam batten, which will cause the cam not to rotate. A quick check of this can be done by holding the sail up on land and pumping the sail from both sides of the boom. The cam should rotate smoothly; if it doesn't decrease a little batten tension.



7) Release the outhaul totally and re-set it according to the wind strength you will be sailing in. For light wind, use with neutral outhaul tension. For high wind use between 1.0cm (3/8") to 2.0cm (3/4") of positive outhaul tension.

Quick Tip: We recommend using the lower clew grommet for most sailors, however, if you attach your boom at the top of the boom-cut-out, the upper grommet is recommended.

For light wind, use with neutral outhaul tension. For stronger winds, use between 1.0cm and 2.0cm of positive outhaul.



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.



9) Wrap the tack-strap webbing around the bottom of the mast base. 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.

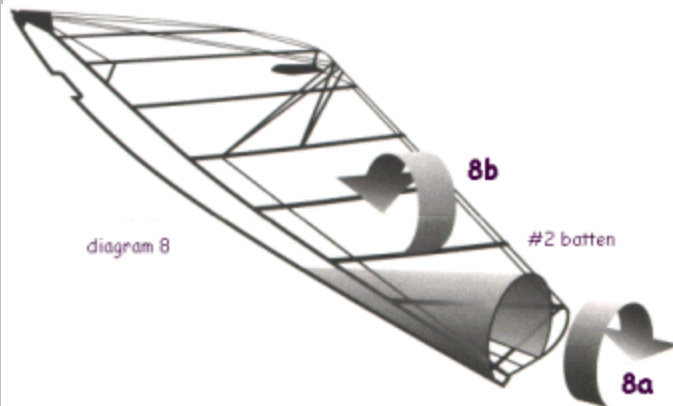
strap increases the performance of the sail.

Quick Tip: When tensioned correctly, the tack-strap will put a small wrinkle in the tack of the sail.

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.
- 2) Release downhaul.
- 3) Snap cams off of the mast.
- 4) Release outhaul and remove boom.
- 5) Slide mast out of luff sleeve without creasing sail.
- 6) With the head protector piece in place, 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 #1 batten. Continue to roll the sail parallel to the battens.



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 dry them in the shade or 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.

Sand:

- Sand will scratch the monofilm and can clog the batten tensioners. Try to roll your sail sand free.

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.

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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. Always release the downhaul and outhaul until the mast has no bend.

TROUBLE SHOOTING:

Problem:	Possible Solution:
Camber is difficult to get on to the mast	1) Make sure the batten tensioner is completely released while snapping cam on. 2) Make sure the sail has no downhaul tension and is outhauled before snapping cam on.
Camber does not flip	1) Camber batten too tight, release a little batten tension. 2) Cam is under-rotated, need less downhaul.
Camber comes off of the mast	1) Camber is over-bending, need more downhaul. 2) Mast diameter is larger than normal, lengthen the webbing straps on the cam.
Sail feels heavy	1) Leech is too tight, need more downhaul.
Sail feels too powerful	1) Sail is too deep, try more downhaul and outhaul 2) Mast is too stiff, check that you are using the correct mast.
Sail lacks power	1) Sail is too flat, try less downhaul and less outhaul. 2) Mast is too soft, check that you are using the correct mast.