



Tuning Guide for Ezzy Cheetah

Calibrated Downhaul System

An easy and exact downhaul indicator.

Calibrated Downhaul System takes the guesswork out of finding the correct downhaul. Here's how it works: We rig your sail in the factory on the correct mast with an accurate tension meter. Then we mark your sail at the exact position that aligns with the bottom of your mast when your sail is correctly downhauled. So, all you need to do is downhaul until the bottom of your mast lines up with our mark. This mark is specific to each individual sail.

	Correct Ezzy Mast	Total Length (including tip plug)
5.5	430	430.4 - 430.8
6.0	430	430.4 - 430.8
6.5	430	430.4 - 430.8
7.0	460	460.4 - 460.8
7.5	460	460.4 - 460.8
8.0	460	460.4 - 460.8
8.5	490	490.4 - 490.8
9.5	490	490.4 - 490.8

Chart 1: correct mast combinations and lengths.

1) To set your downhaul:

a) Use the correct Ezzy mast and check that the length of your mast falls within the recommended tolerances (chart 1).

b) We have set the adjustable head cap to its shortest setting. Do not re-adjust the head webbing.

c) Downhaul your sail until the calibration mark lines up with the bottom of the mast (fig. 1). We suggest using the medium mark most of the time.

Additional Information:

- Use the medium downhaul setting for most wind conditions.
- Do not over-downhaul. Too much downhaul will make the sail unstable.
- If you feel back-hand pressure, apply more outhaul.

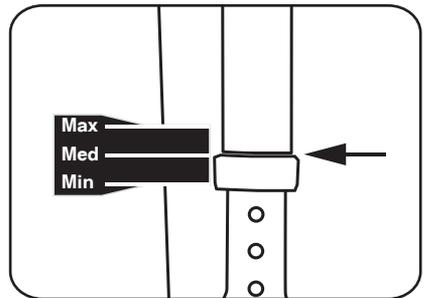


Fig. 1: Downhaul until the calibration mark lines up with the bottom of the mast.

2) Setting the Outhaul:

The Cheetah requires more positive outhaul than most sails (fig. 2).

The three cords sewn at the clew indicate how much positive outhaul is needed for varying wind conditions. The longest cord indicates the maximum outhaul, the shortest cord the minimum outhaul and the middle cord indicates a medium outhaul setting.

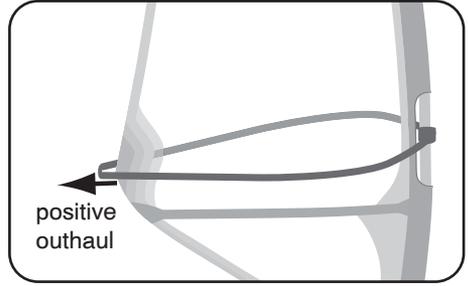


Fig. 2: Positive outhaul

Follow these steps to set the outhaul:

- a) Correctly set the downhaul.
- b) Release the outhaul tension completely.
- c) Gently pull on the outhaul cord and set your boom to the end of the cord (fig. 3).
- d) Outhaul your sail to the end of the boom (fig. 4).

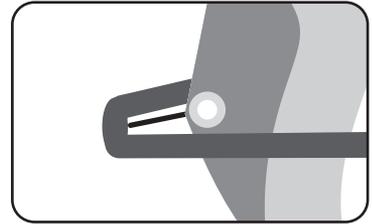


Fig. 3: Set the boom length to the outhaul cord

Additional Information:

- When setting your boom to the cord, don't pull the clew.
- We suggest starting with the medium length cord. If you feel over-powered (back-hand pressure), increase the outhaul about 1 to 2 cm. If you feel under-powered, reduce the outhaul by about 1 to 2 cm.

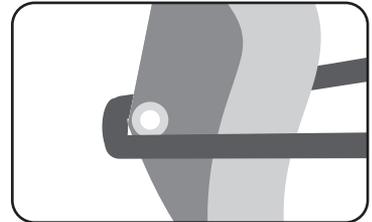


Fig. 4: Outhaul sail to the end of the boom

3) Tension the Tack Strap

After downhauling, thread the tack strap through the buckle and pull the strap until the foot gets tension. You will see a small wrinkle running out from the corner of the sail. Then, wrap the end of the tack strap around your mast extension and loop the end of the tack strap under itself and secure the strap with the velcro. Store your downhaul line in the mesh pocket located inside the pad (fig. 5).

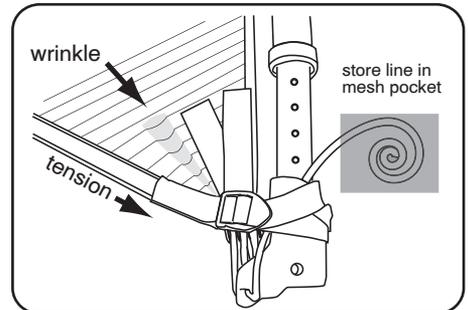


Fig. 5: Tension tack strap and store downhaul line in mesh pocket.

4) Alternate Downhaul Method For Non-Ezzy Masts.

a) Make sure you have **zero** outhaul tension.

b) **Set your downhaul to maximum** by downhauling until the leech looseness extends to the forward three red dots printed between battens #2 and #3 (fig. 6).

Note: to see the looseness, the edge of the leech at the dots must be touching the ground.

c) This is the maximum downhaul setting for high wind.

d) Remove the velcro downhaul gauge at the bottom of the sail and move it so that the **max** line of the gauge lines up with the bottom of your mast (fig. 7).

e) The downhaul gauge is set. From now on, to set your downhaul, all you need to do is downhaul until the bottom of your mast lines up with the gauge.

Additional Information:

- Do not over-downhaul. Check that your downhaul does not exceed the maximum setting.

- If you feel back-hand pressure, add more outhaul.

- If you change to a different mast, you will need to repeat steps a) through e) above.

5) Tensioning the battens:

Use the tensioner key that is stored in the pad of the sail and tension the battens until you eliminate any vertical wrinkles that extend out from either side of the batten pocket (fig. 9).

Note: Your battens have already been tuned by us in the factory and most likely will not need further tuning. Be careful not to over-tension your battens.

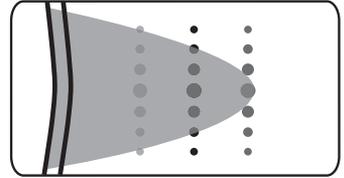


Fig. 6: Downhaul to maximum

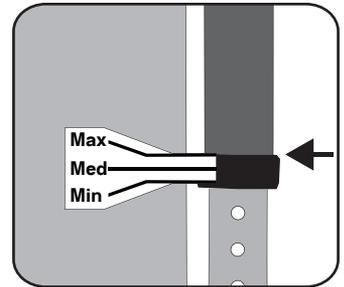


Fig. 7: Move the calibration gauge so the Maximum mark lines up with the bottom of the mast.

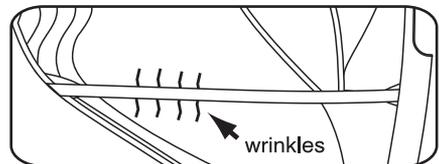


Fig. 9: Tension the battens until there are no vertical wrinkles on either side of the batten pocket.

6) Sail Care:

- Creasing damages the sail cloth. Avoid creasing your sail when rigging and de-rigging.
- Sunlight kills all sail cloth. Keep your sail out of the sun when not sailing.
- Don't rig on sharp objects.
- After rolling the sail, tuck the pad so it rests along the sail, wrap the tack strap around the pad and the sail, then attach the velcro (fig. 10).
- Insert your sail sleeve-end first into the sail bag (fig. 11).
- Never store your sail upright resting on the clew.
- Don't roll your sail when it is wet with fresh water. This will cause the window vinyl to turn hazy blue. Allow your sail dry thoroughly for the vinyl to clear up.

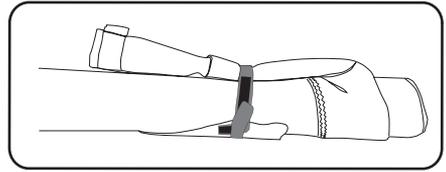


Fig. 10: After rolling, tuck the pad, then wrap with the tack strap and secure the velcro.



Fig. 11: Sleeve end first into bag.

7) Troubleshooting:

• Your sail has too much back-hand pressure.

- Apply more outhaul.
- Reduce downhaul.
- Move your harness lines back.

• Your sail has too much front-hand pressure.

- Reduce outhaul.
- Increase downhaul.
- Move your harness lines forward.

• Your sail feels unstable.

Apply more downhaul and outhaul.

• Your sail lacks power.

Reduce downhaul and outhaul..

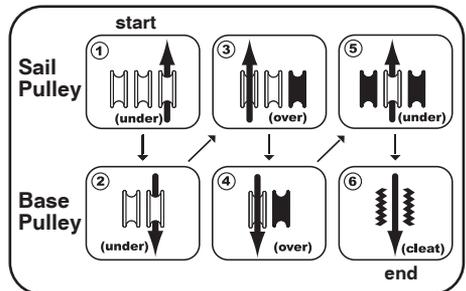


Fig. 12: Threading the tack pulley for a Chinook-style extension.

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