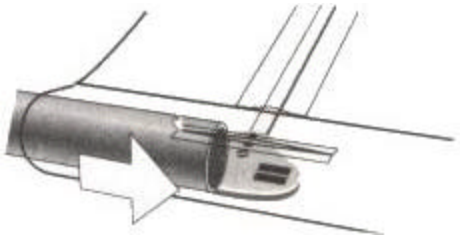
EZZY DUO 2000

SAIL TUNING

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).

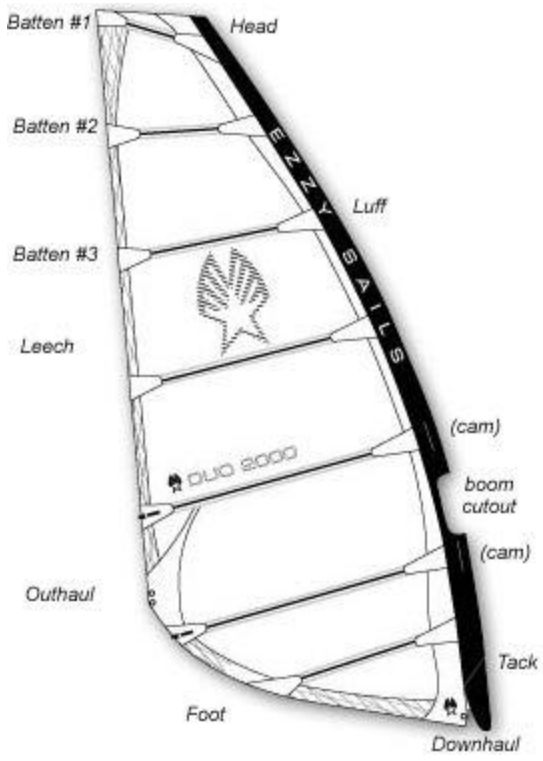


slide the mast above the cams.

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 front of the boom to the mast and outhaul the sail to the boom length that is printed on the sail. The suggested boom length is measured from the clew to the front of the mast at 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" (30 cm) from the luff sleeve, and snap the cam onto the mast with your other hand.

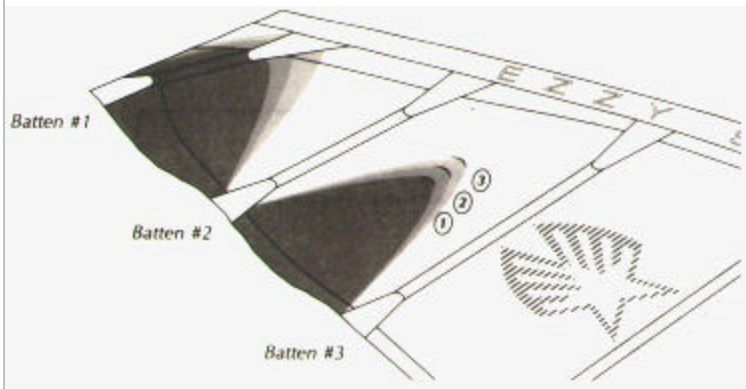


If the cam is difficult to put onto the mast, check that the batten tension webbing is

loosened until the Velcro™ touches the buckle. This will allow the cam to slide further from the mast and will make it easier to get the cam onto the mast. Also, make sure the sail is outhauled flat before attempting to snap the cams onto the mast.

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

5) Downhaul the sail until the leech goes loose between battens #2 and #3. Use the printed marks as a reference. For light wind, the looseness should extend to mark #1. For medium wind the looseness should extend mark #2 and for strong wind, the looseness should extend to mark #3. At the head of the sail, batten #1 is designe to *always* be very loose. See diagram below:



The amount of downhaul tension will vary for differe wind conditions: A high-wind setting requires more downhaul tension to loosen the upper leech and give more twist. In lighter wind, the sail needs less downhaul for a tighter leech and better low-end pow

For the correct sail rake, the foot edge of the tack should be no more than 4 inches (10 cm) above the deck of the board. Always keep your base extension 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 u on the mast rather than extend your base.

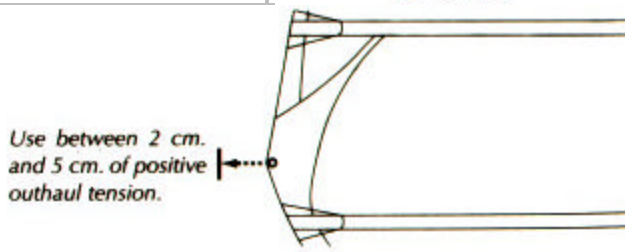
6) Now, tension the two camber battens by pulling on the batten strap while pushing the palm of your other hand against the batten end-cap. When the camber battens are correctly tensioned, the sleeve directly in front of the cam should be tight.

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) Check that batten tension on the screw-batten tensioners is correct. YOUR BATTEN TENSIONERS HAVE BEEN SET AT THE FACTORY AND SHOULD ONLY NEED SLIGHT ADJUSTING. When correctly tensioned, there should be no wrinkles running across the batten pockets. If the battens do need adjusting, use the screwdriver key that is stored at the tack of your sail and tighten the battens until the wrinkles through the batten pocket disappear. **WARNING: OVER-TENSIONING THE BATTENS COULD DAMAGE THE SAIL.**

Be careful not to over-tension the battens.

8) Release the outhaul completely and re-set it according to the wind strength you will be sailing in. For light wind, use about 2.0cm (3/4") of positive outhaul tension. For high wind outhaul up to 5.0cm (2") of positive outhaul tension.



9) Check that the camber is not over-rotated. Over rotation will fatigue the cam 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.*

10). Wrap the tack-strap webbing around the bottom of the mast base. The tack-strap should be tensioned a least until the edge of the foot is tight. High tack-strap tension is desirable in all wind conditions. The tack strap c not be over tensioned; more tension in stronger wind puts the center-of-effort lower, giving the sail more control; in light wind, tensinoing the tack strap makes the foot deeper and tightens the lower leech creating better low-end power.

11). Secure the mast pad by wrapping the Velcro™ around the mast then over the mast pad.

De-Rigging: (Following this de-rigging sequence will prolong the life of your sail and avoid possible sail damage.)

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

2) Unfasten the mastpad Velcro™.

3) Release the downhaul.

4) Snap the cams off the mast.

5) Release outhaul and remove the boom.

6) Slide mast out of luff sleeve without creasing the sail.

7) Roll sail beginning from the head, and tuck in the mast pad horizontally.

8) Insert the sail into the sail bag with the sleeve-end first.

Sail Care:

Sunlight:

- Sunlight will break down all sailcloth in a relatively short time (300 hours of direct sunlight).
- Don't dry off your sails in the sun! It is better tot dry them in the shade, or to roll 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 sailcloth film 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.

Storage:

- It will not damage your sail to store it with the battens fully tensioned.
- If storing your rolled sail vertically, make sure the sleeve-end is supporting the weight. This prevents the clew from getting damaged.

Trouble-Shooting:

Problem:	Possible Solution:
Camber is difficult to get on 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 fully 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 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, try more downhaul.
Sail feels too powerful:	1) Sail is too deep, try more outhaul and downhaul. 2) Mast is too stiff, check that you are using the correct mast.
Sail lacks power:	1) Sail is too flat, try less outhaul and less downhaul. 2) Mast is too soft, check that you are using the correct mast