

*original
Manual*

**5 • METER
ASSEMBLY MANUAL
&
PARTS LIST**



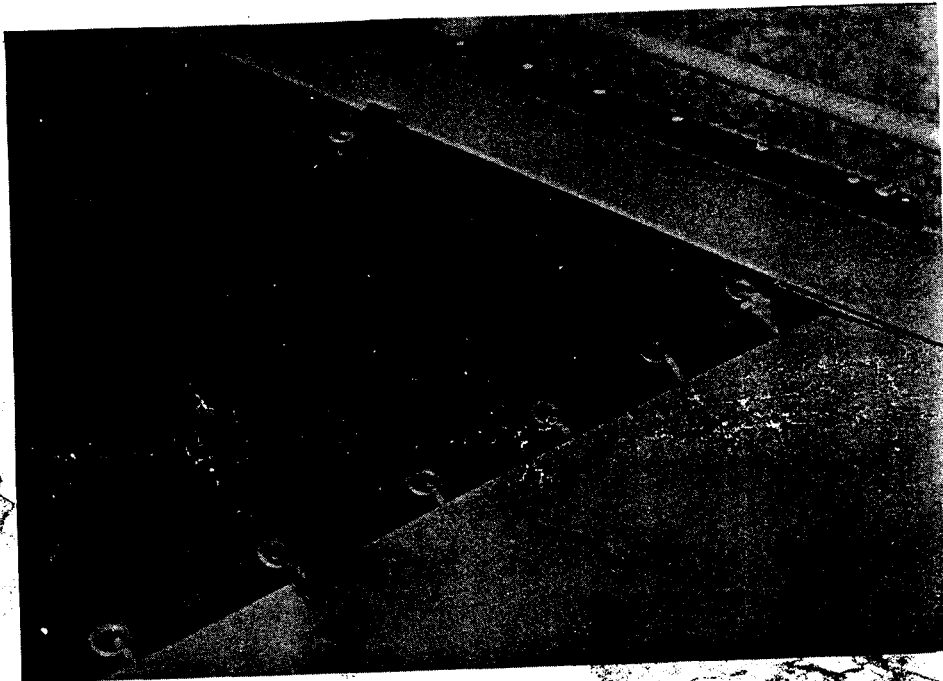
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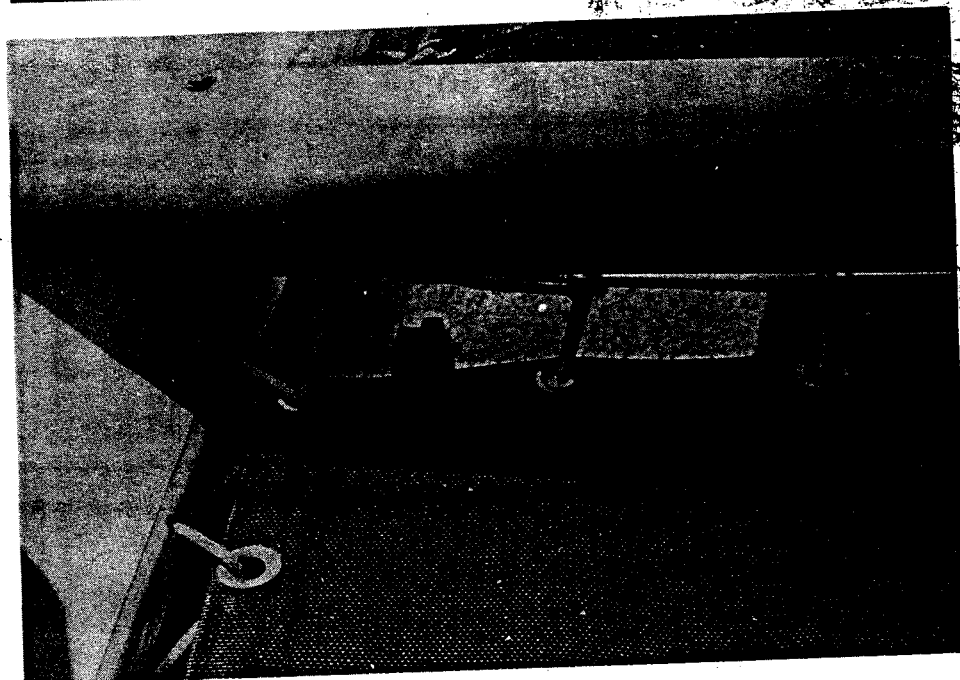
TRAMPOLINE INSTALLATION (PHOTOS 2 & 3)
MAINTRAMP

INSERT EDGE OF TRAMPOLINE INTO REAR BEAM SO THE GROMMETS WILL BE FACING THE MAIN BEAM AND THE HULLS.

START LACING THE LINE FROM THE REAR BEAM. TIE END OF LINE WITH BOWLINE KNOT TO THE FIRST GROMMET AND CONTINUE LACING THROUGH. CONTINUE LACING LINE THROUGH SAILSLIDES LOCATED IN MAIN BEAM. AT THE TRANSITION BETWEEN HULL TO BEAM, LACE THROUGH HOLE IN BEAM TO STRETCH CORNER. TIE OFF AT GROMMET IN CENTER OF TRAMPOLINE. RETIGHTEN PERIODICALLY.



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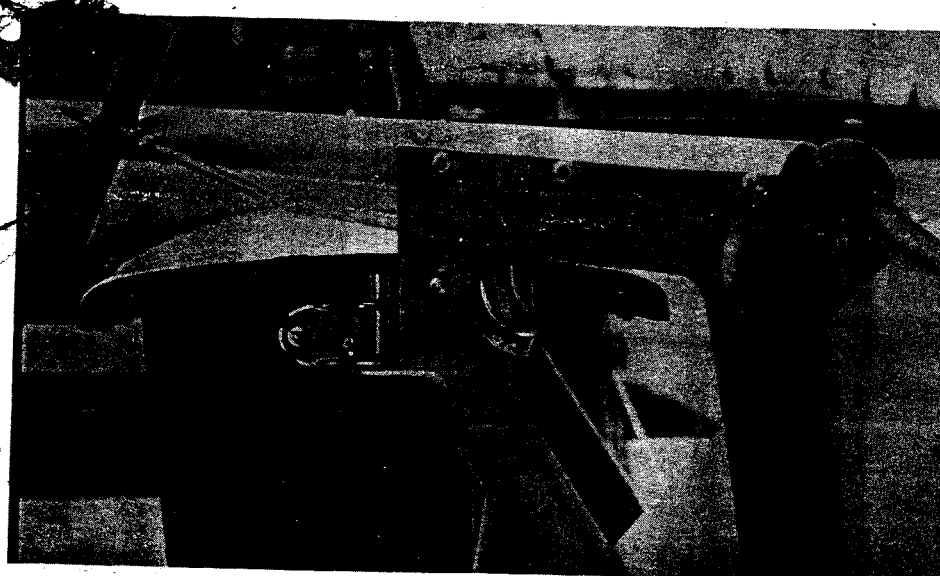
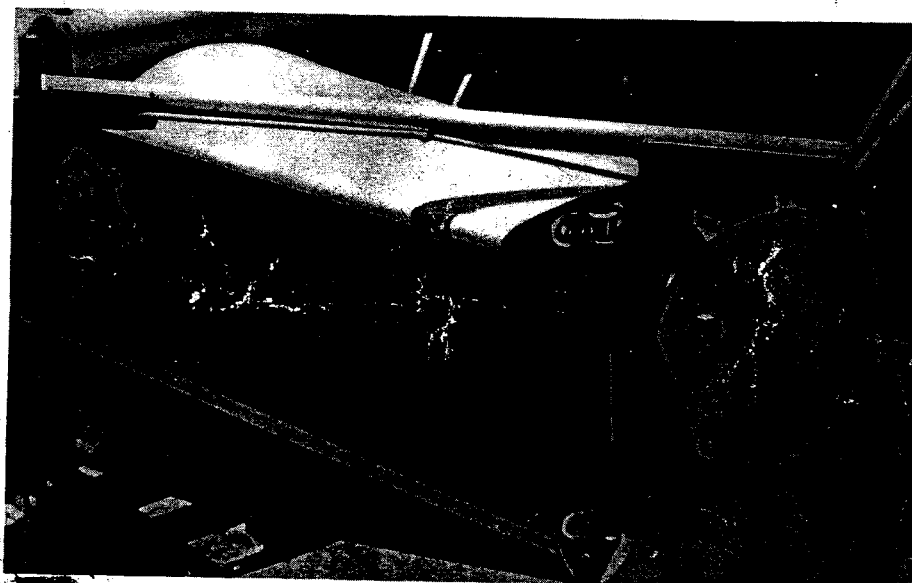
FRONT TRAMP (OPTIONAL)

INSERT FORWARD EDGE INTO THE TRACK OF THE FRONT BEAM. LACE THE SIDES AND REAR EDGE IN THE SAME MANNER AS THE REAR TRAMP. MAKE SURE ALL LINES ARE AS TIGHT AS POSSIBLE.

RUDDER AND TILLER ASSEMBLY (PHOTOS 4 AND 4A)

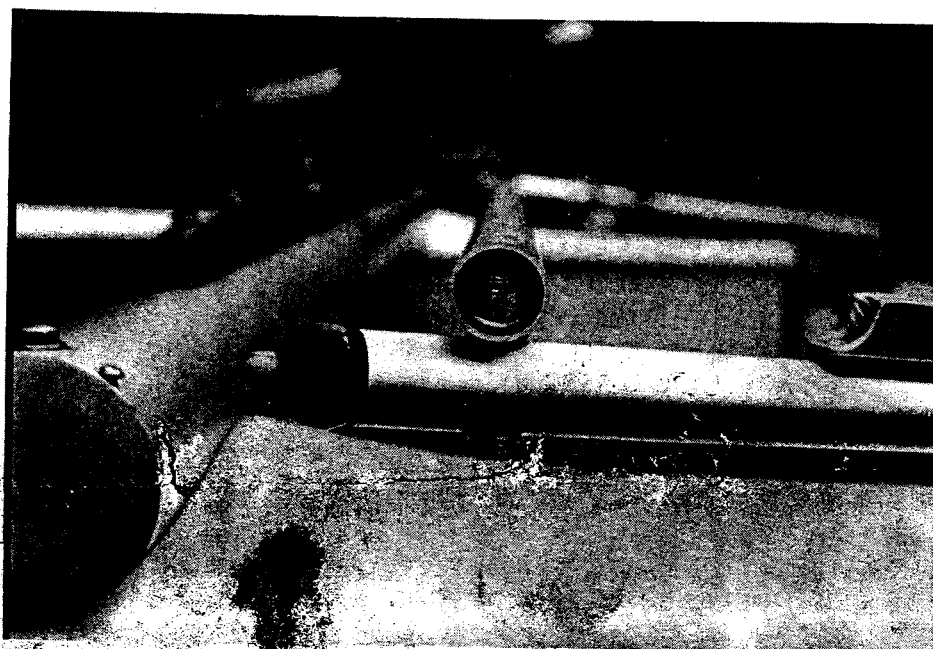
RUDDER HOUSINGS, BLADES AND TILLER-BARS COME ASSEMBLED. ATTACHMENT OF HOUSING TO GUDGEONS IS CLEARLY SHOWN IN PICTURE. INSERT PIN FROM BELOW. INSERT SAFETY RING. TO REMOVE PIN, DRAINPLUG HAS TO BE UNSCREWED FIRST.

UPHAUL SHOCK-CORD, DOWNHAUL WIRE, AS WELL AS KICK-UP SYSTEM ALL COME ATTACHED. FINE ADJUSTMENT BY SETTING OF LOCK NUTS ON HANDLE.



TILLER CROSSBAR (PHOTOS 5 & 6)

THERE IS A LEFT AND RIGHT TO THE CROSSBAR. PLACE IT IN SUCH A WAY THAT THE CENTER HOLE IS FACING SLIGHTLY FORWARD WHEN THE END HOLES ARE PERPENDICULAR. TO ATTACH TO TILLERBARS INSERT BOLTS WITH WASHERS FROM BELOW (SEE PHOTO), INSERT WASHER BETWEEN TILLER AND CROSSBAR. PLACE CURVED WASHER OVER BOLT INSIDE CROSSBAR AND TIGHTEN WITH LOCK NUT. USE NEEDLE NOSE PLIERS TO HOLD NUT INSIDE BAR. ATTACH TILLER EXTENSION. IF IT DOES NOT REST ON TRAMPOLINE, CROSSBAR WAS INSTALLED IN REVERSE POSITION.



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MAST AND RIGGING (PHOTOS 7,8,9)

MAIN HALYARD

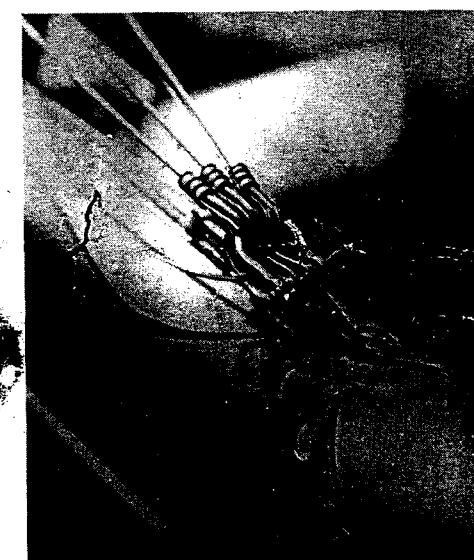
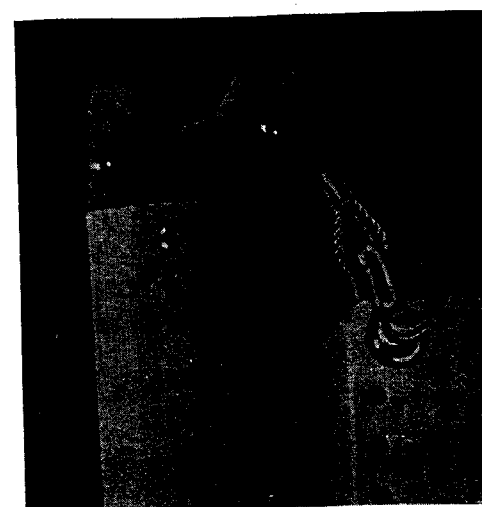
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THREAD WIRE THROUGH MAST HEAD SO THAT MICRO STOP IS ON AFT SIDE OF MAST. ATTACH SHACKLE AT THIS END. TIE HALYARD LINE WITH BOWLINE TO OTHER END. INSTALL MAST HEAD SHEAVES AND SECURE WITH SAFETY RINGS.

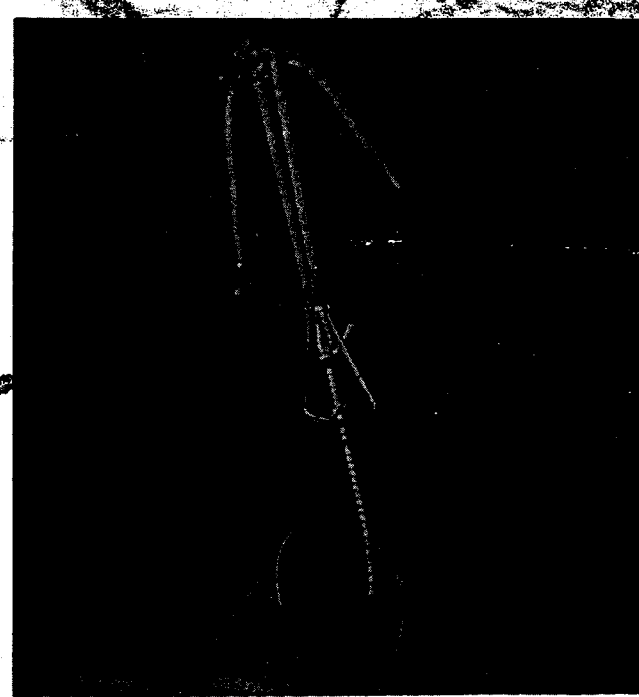
JIB HALYARD

THREAD WIRE THROUGH MASTHOUND SHEAVE. TO DO THIS, SHEAVE NEEDS TO BE DISASSEMBLED FIRST. TIE THE HALYARD LINE TO WIRE AND ATTACH CAPTIVE PIN SHACKLE ON OPPOSITE END.

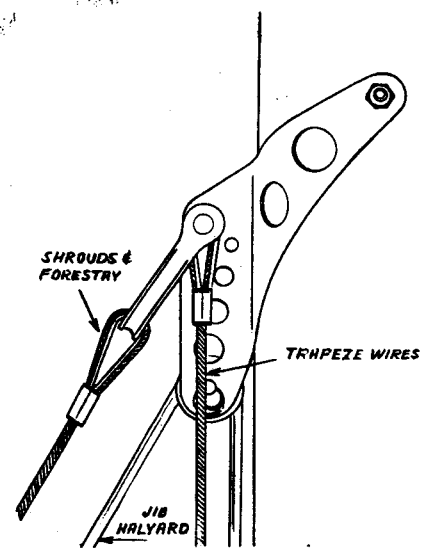
SHROUDS, STAY AND TRAPEZE WIRES ARE ALL ATTACHED TO ONE MASTHOUND SHACKLE. SHROUDS AND STAY ON LOOP OF SHACKLE, TRAPEZE WIRES ON THE PIN ON EITHER SIDE OF TOP HOLE IN MASTHOUND. (PHOTO 8) SHOCK-CORD IN MAIN BEAM IS TIED TO TRAPEZE RING WITH BOWLINE. (PHOTO 9)



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DETAIL 1

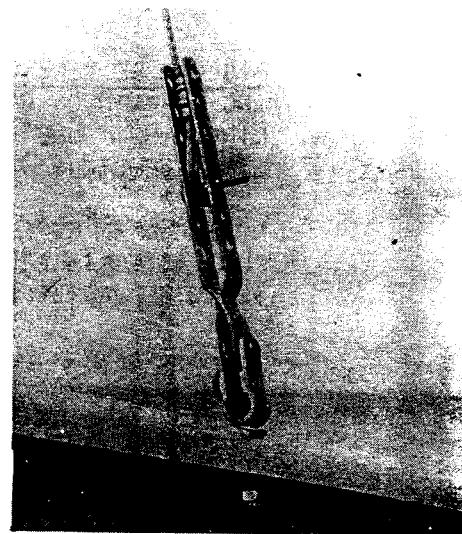
SHROUD ADJUSTERS (PHOTO 10) ARE NOW ATTACHED TO TURNBUCKLES. USUALLY, MAST IS STAYED FULLY UPRIGHT BY INSERTING PIN IN ONE OF 3 CENTER HOLES OF ADJUSTER. AFT RAKE IS RECOMMENDED IN HEAVEY AIR.

STEPPING MAST

MAKE SURE THAT SHROUDS ARE ATTACHED TO ADJUSTERS AND ALL RIGGING IS UNOBSTRUCTED. (PHOTO 11)

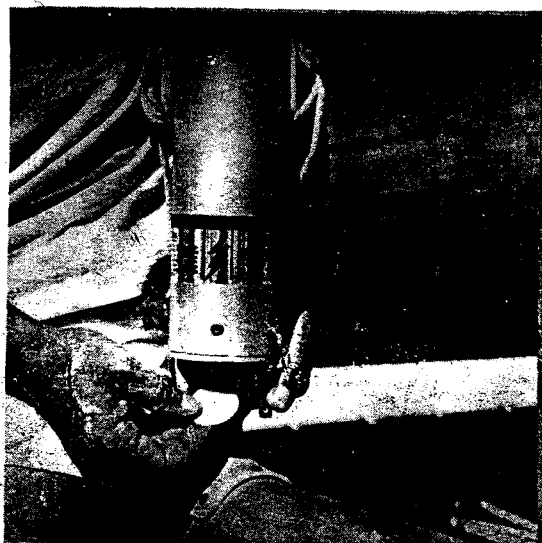
ATTACH MAST FOOT TO BALL BASE WITH A SHORT LINE (PHOTO 12) AND LIFT MAST TO UPRIGHT POSITION. ATTACH FORESTAY AS SHOWN IN PICTURE (PHOTO 13) BUT INSERT TEFLON ROTATION PLATE BEFORE TENSION IS APPLIED (PHOTO 14)

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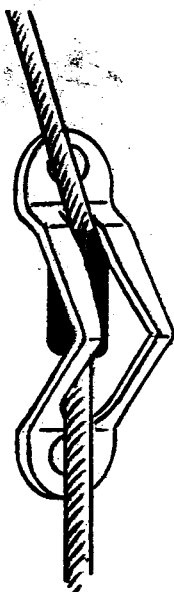
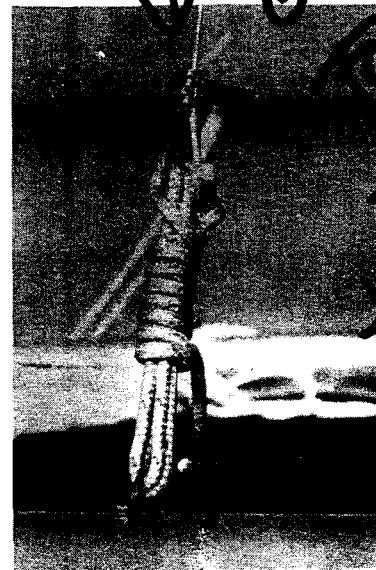


RIG CAN BE TENSIONED EASILY BY PULL-
ING FORWARD ON ONE OF THE TRAPEZE
LINES AND ADJUSTMENT OF THE FORESTAY
LINE. (PHOTO 15)

NOTE: MAKE SURE THAT THE MAST
FOOT IS AGAIN ATTACHED WHEN MAST
IS TO BE UNSTEPPED.

SAILS

THERE ARE 9 TAPERED BATTENS FOR
THE MAIN.
INSERT TAPERED ENDS, MAKING SURE THAT
EACH BATTEN FITS SNUGLY INTO END
PROTECTOR AT LUFF OF SAIL.
ADJUST TENSION TO GIVE EVEN CAMBER
TO SAIL. HOIST MAIN WITH BOW
INTO THE WIND, AND HOOK HALYARD
STOP INTO LOCK (PHOTO 16)



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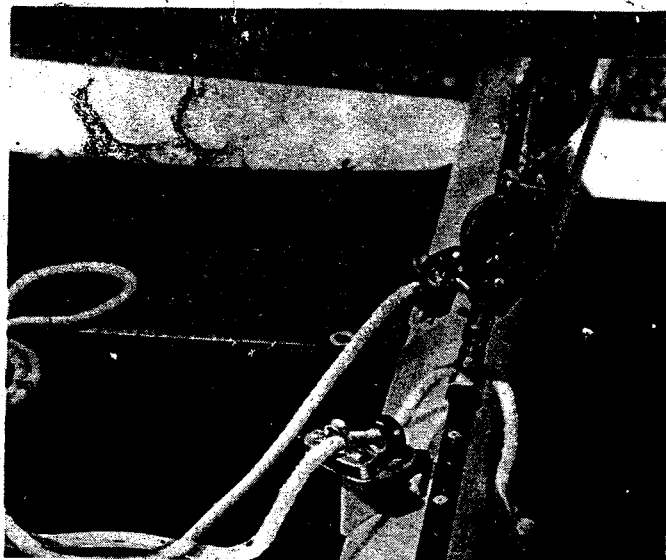
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I don't recommend
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Get you a
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that is
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INSTALL BOOM BY:

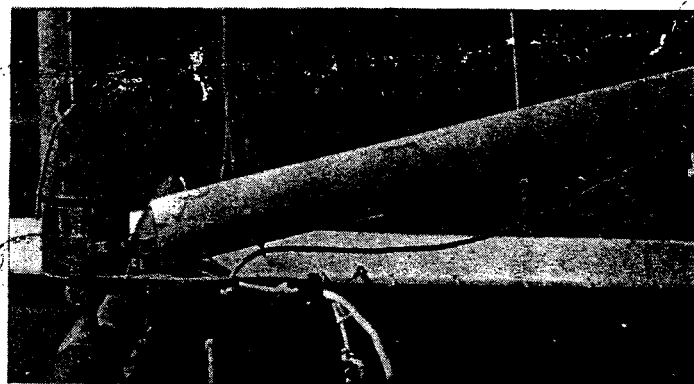
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1. ATTACHING GOOSENECK ASSEMBLY.
2. THREAD MAST ROTATING CONTROL LINE THROUGH CLEAT AND PADEYE ON BOOM AND TIE-OFF THROUGH HOLE AT END OF ROTATER. (PHOTO 17)
3. ATTACH SHACKLE LOCATED ON OUTHHAUL SLIDE TO CLEW OF MAIN. (PHOTO 18)
4. INSTALL DOUBLE BLOCK WITH BECKET TO HANGER ON BOOM WITH SHACKLE. (PHOTO 18) LACE MAINSHEET THROUGH TOP AND LOWER BLOCK SYSTEM. TIE-OFF ON BECKET OF BLOCK ATTACHED TO BOOM. END OF SHEET COMES OUT THROUGH CAMCLEAT ON LOWER BLOCK...CLEAT FACING FORWARD. NEXT, LACE THROUGH SWIVEL-CAMCLEAT AND EYE, MOUNTED CENTER OF TRAVELER BEAM.....THROUGH TRAVELER CAR AND TIE-OFF THROUGH PADEYE ON AFT SIDE OF BEAM. (PHOTO 19)
5. MAINSHEET AND TRAVELER ARE NOW CONTROLLED WITH CONTINUOUS SHEET. (PHOTOS 18,19,20) DOWNHAUL ON MAIN BY MEANS OF S-HOOK AND BLOCK SYSTEM TO GOOSENECK AND TIE-OFF ON SAME CLEAT AS USED FOR JIB HALLYARD. (PHOTO 21)

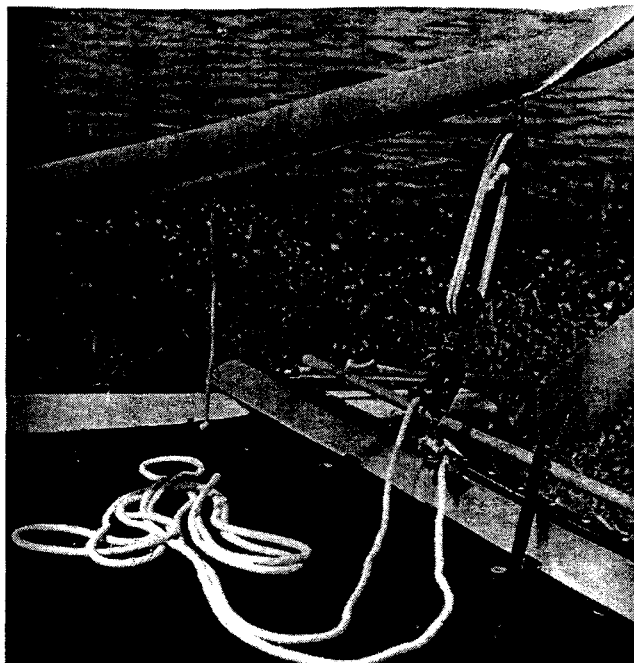
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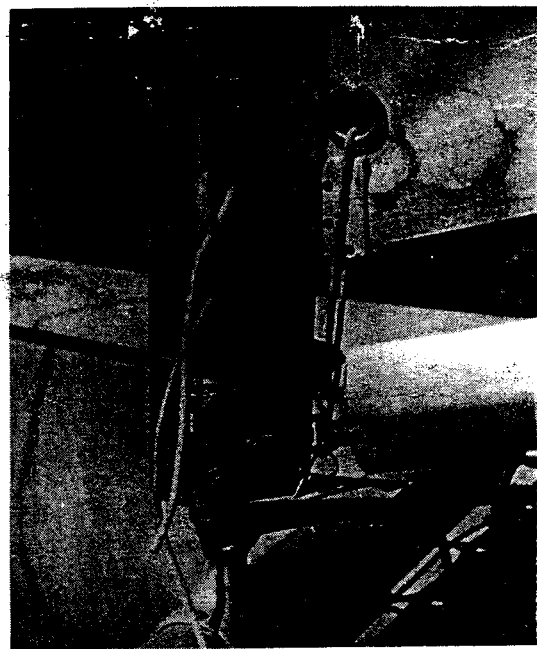


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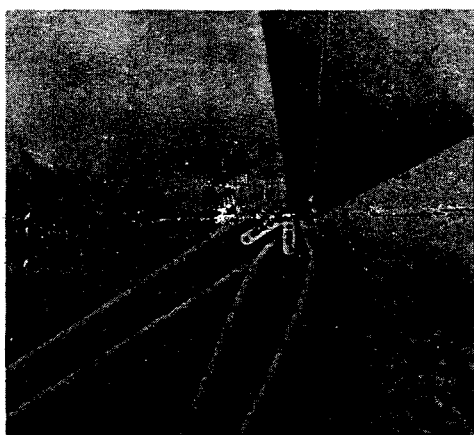


JIB

THE JIB ZIPPERS OVER THE FORESTAY. THE TACK IS SHACKLED TO THE EYE (PHOTO 22) ON THE FRONT BEAM, THE TOP TO THE JIB HALYARD. CLOSE ZIP AS JIB IS HOISTED.



SHACKLE 2 BULLET BLOCKS TO JIBCLEW.
ATTACH CAMCLEAT JIB BLOCKS TO PIGTAIL
WIRES ATTACHED TO INSIDE OF DECKS BE-
HIND MAIN BEAM. (PHOTO 24)
LACE JIB SHEET, WHICH IS CONTINUOUS, BY
STARTING AT ONE OF THE CAMCLEAT JIB
BLOCKS. TIE-OFF BY KNOTTING BEHIND
CLEVIS PIN THROUGH BLOCK. (PHOTO 24)
GO TO BULLET BLOCK (PHOTO 23) ON SAME
SIDE AND RETURN TO SAME JIB BLOCK.
GO ACROSS TO JIB BLOCK ON OTHER SIDE,
AND ENTER THROUGH CAMCLEAT AROUND
SHEAVE AND TO SECOND BULLET BLOCK ON
JIBCLEW.
RETURN TO SAME SIDE OF JIB BLOCK AND
TIE-OFF IN SAME MANNER AS ON OTHER
JIB BLOCK.



23

24



BARBER HAUL

A JAMMING BLOCK SYSTEM IS ATTACHED BETWEEN THE END OF THE TWO PIGTAILS HOLDING THE JIB BLOCKS. LINES ARE USED WITH BOWLINE KNOTS TO FASTEN EACH END IN SUCH A WAY THAT FOR WINDWARD PERFORMANCE THE JIB BLOCKS CAN BE HAULED TOWARDS THE CENTERLINE OF THE BOAT AS FAR AS THE PIGTAILS ALLOW. (PHOTO 25)

DRAIN PLUGS

DO NOT FORGET TO INSTALL YOUR DRAIN PLUGS BEFORE SAILING AWAY. THESE HULLS HOLD NO POSITIVE FLOTATION.

REMEMBER TO TIGHTEN ALL BOLTS AND SCREWS (PARTICULARLY BEAMS AND RUDDER GUDGEONS) AT REGULAR INTERVALS. DO NOT OVERTIGHTEN.

