

Byte

Rigging Instructions

1. Lay out your rope package on the boat. Identify Mainsheet, 8mm x 24'; Cunningham, 6mm x 14'; Outhaul, 3mm x 6'; Boom Vang, 6mm x 8'; Clew tie-down, 12" and Halyard, 6mm x 30½'.

2. Connect the spars together by sliding the smaller top section into the lower section. If, for any reason, the top section does not slide all the way into the lower, a small amount of material can be removed by either scraping the plastic evenly around the circumference with a very sharp, flat, surface like the blade of a utility knife or use a piece of waterproof sandpaper and wet sand the plastic using a "shoe shine" action.

3. Identify the halyard and feed it through the fairlead from left to right, (Fig 1), then down the mast and through the clamcleat at the gooseneck, (Fig 2).



Fig 1

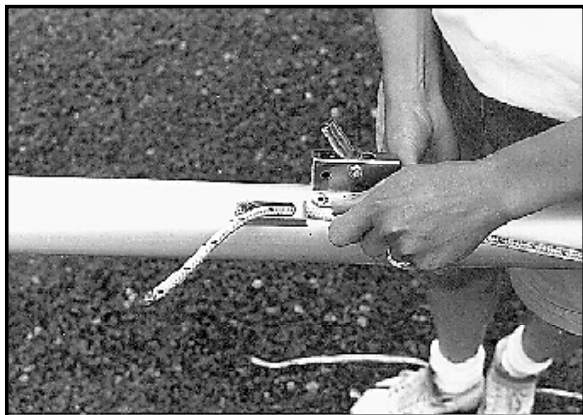


Fig 2

4. Align the top and bottom section by rotating the top section until the fairlead is slightly off centre and the section of the halyard which will be attached to the sail goes down the mast exactly in line with the gooseneck. Sight down the mast as in Fig 3.

This will ensure that your sail hoists on



Fig 3

the centreline of the mast. If the masts are not properly aligned prior to hoisting, **they will not align themselves later.**

5. Tie the halyard to the loop on the top of the sail, place the sleeve around the mast and connect the zipper, making sure that the halyard is **inside** the sleeve, and hoist holding onto the zipper. See Figs 4 & 5.



Fig 4



Fig 5

6 Raise the sail until it is a couple of inches above the boom: higher in light air, lower in heavy, but still high enough that, when tightened, the cunningham eye will remain above the boom.

7. Secure halyard in cleat, bundle up the remaining halyard tail, **(do not coil as this will cause kinks when trying to lower sail)**, and stuff in halyard pocket. Fig 6. **If you have purchased the racing options for the outhaul, vang or cunningham, refer to the RIGGING ADDENDUM .**



Fig 6

8. After identifying the outhaul, mount the boom on the gooseneck, pass one end of the outhaul through the fairlead, then through the clew of the sail, then return to the fairlead and tie it off as in Fig 7. If an extra purchase is required, pass the outhaul once more through the fairlead and tie it off at the clew.

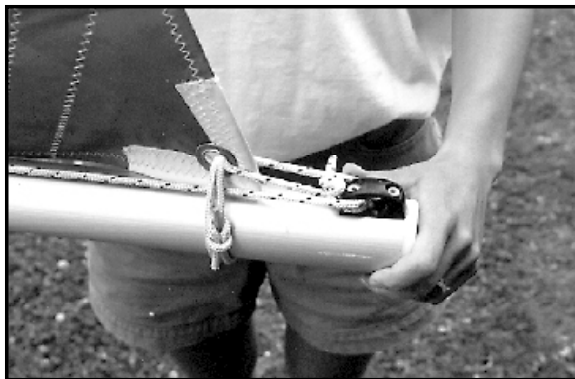


Fig 7

Lead the other end on the outhaul forward to the clam cleat and secure. Identify the clew tie down, pass it through the clew and around the boom once or twice

then tie the ends in a reef knot making sure the knot is tight and well set as shown in Fig 7. You do not want this to come undone while sailing!

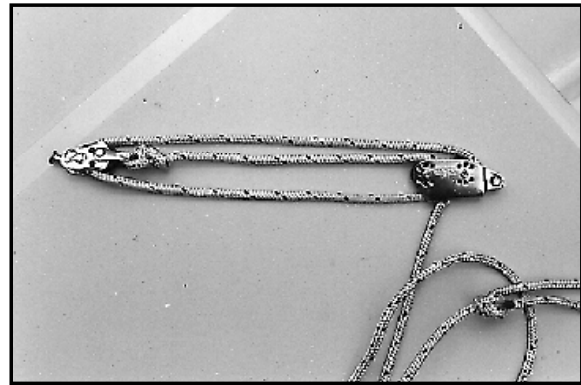


Fig 8

10. Identify the boom vang rope and the two blocks and reeve as in Fig 8. Attach the double block to the strap on the lower mast and slip the key, attached to the single block, into the slotted fitting attached to the underside of the boom. Tighten until snug, Fig 10.

12. Identify the cunningham. Start with the rope secured in one of the deck camcleats. Take it forward, through the fairlead at the mast, up through the cunningham eye, around the boom and

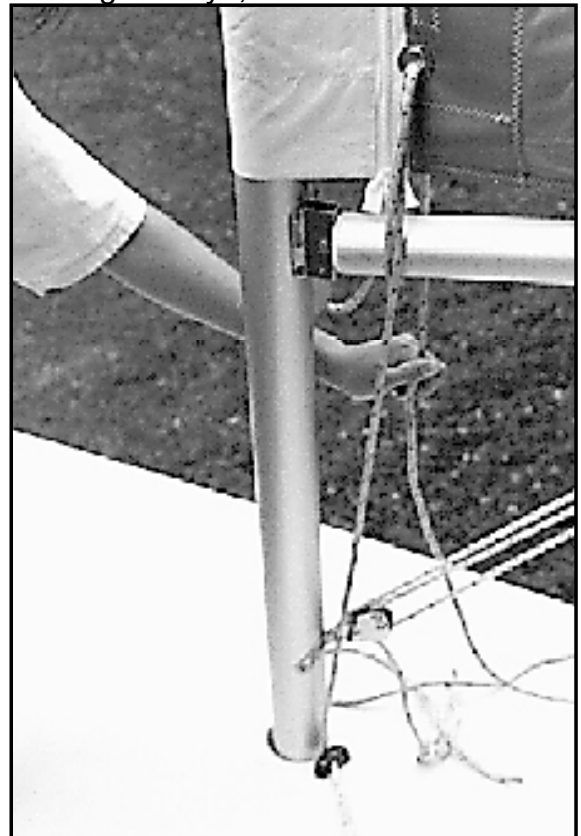


Fig 9

back through the cunningham eye, Fig 9, then down to the fairlead and over to the clamcleat on the other sidedeck as in Fig 10.

13. Identify the mainsheet. Tie one end to the block on the traveler. Pass the

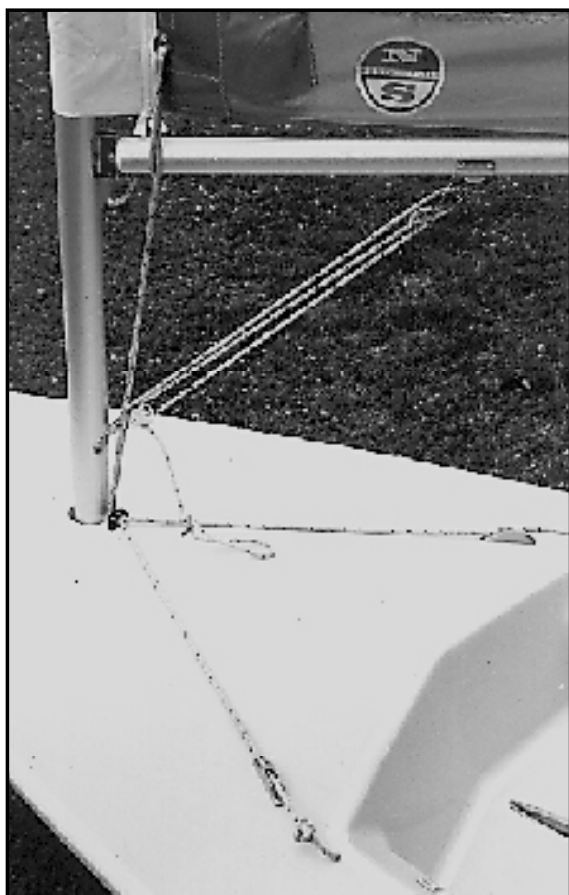


Fig 10

other end through the lower sheave of the boom fiddle block, passing from front to back, then back down to the traveler going back to front. Pass once more through the boom block, front to back, then down to the ratchet block on the cockpit sole. Check direction of rotation of the ratchet. Fig 11.

14. Make sure the rudder is properly set up. The down-haul line should already be secured in



Fig 11

the rudder (done at factory). From there, it must pass in front of the lower spacer rivet, then up and behind the top spacer rivet. (From there it goes forward to the tiller cleat. Fig 16.) The rudder bolt should be tight enough to hold the rudder up. Fig. 12.

15. Mount the rudder and make sure

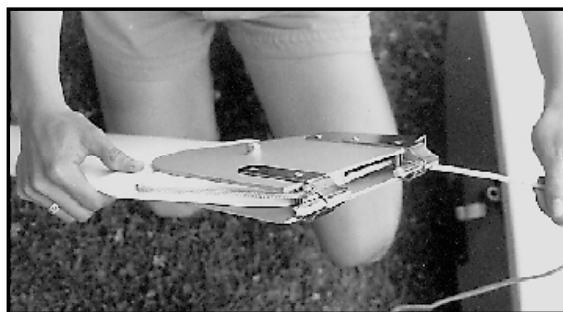


Fig 12

that the spring clip is properly set. When the rudder's lower pintle is seated all the way down on the gudgeon, the spring clip should "click" over the pintle strap and up against the small section of the pin sticking up above the strap. If it does not, loosen the two screws holding the spring to the transom and adjust the height of the spring until it clicks in place when the rudder is firmly seated on the gudgeon. Fig 13. **Tie the safety lanyard to the eye strap on the gudgeon around the rudder pintle.**

NB! Rudder does not float!!



Fig 13

16. If you are not familiar with the use of the boom vang, this exercise will start you off on the right track. Face the boat into the wind and tighten the mainsheet until the boom is parallel (or slightly below parallel) to the deck. See Fig 14. While holding this tension, reach for-

ward, tighten the boom vang and cleat



Fig 14

if off in the "V" jamb of the bottom block. Fig 15. Release the mainsheet. This boom position will ensure that the boat is controllable during downwind sailing.



Fig 15

Do not sail the boat without the vang being secured this way as the boat is very hard to control while sailing downwind if the vang falls out of the key slot or if it is too loose.

17. Check the action of the bailer. Lift the handle to unlock and push the chute down to start the bailer action. Pull the handle up and lock it down in place to close the bailer.

18. Make sure hiking strap tie lines are securely tied with reef knots or bowlines. This is not done at the factory.

19. Once the boat is launched, pull on the rudder downhaul (you may have to help the blade down by hand if you have overtightened the bolt) until the rudder is all the way down. Secure the downhaul on the tiller cleat. Fig 16.

20. Dip the centreboard in the water to



Fig 16

lubricate it, then insert it into the trunk. Fig 17.

Tie off the shock-chord around the mast or tie it to the fairlead as in Fig 18. **Put on your lifejacket** and go sailing!



Fig 17



Fig 18

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