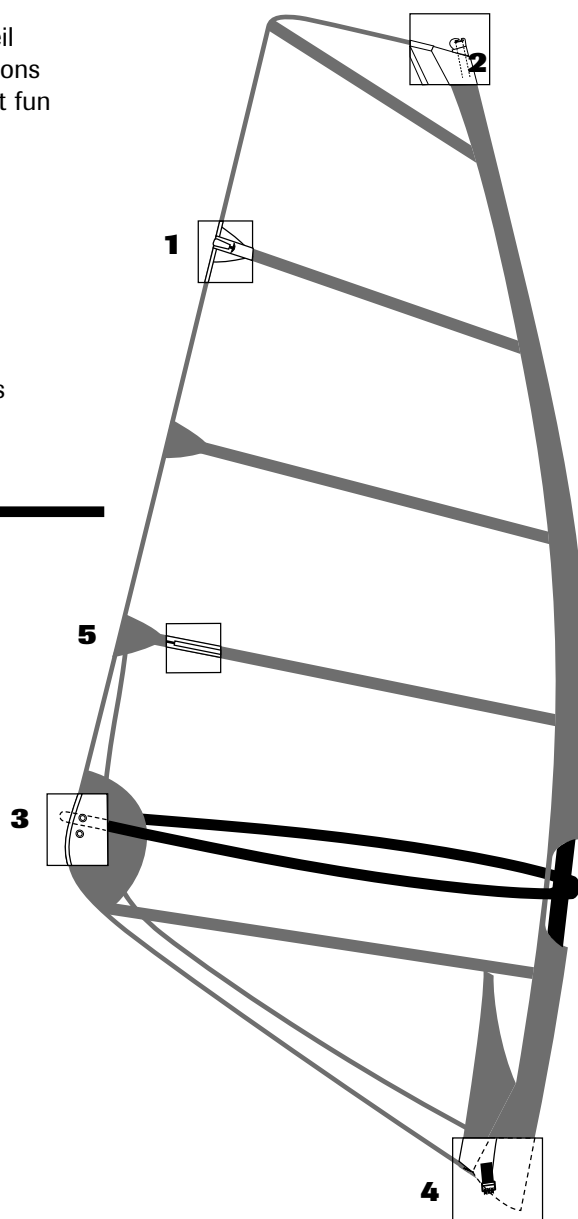


This manual contains all the information necessary to properly rig the Neil Pryde Wave, Freestyle and Freeride sails. Careful attention to the instructions and suggestions presented here will help to ensure that you get the most fun and best possible service from your sails.

TECHNICAL FEATURES

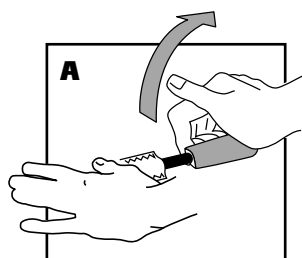
1. Microlite Batcam with Power Snap System
2. Fixed Head Fitting
3. Two position clew
4. Low Friction Tack Fitting
5. Rod battens with exclusive CNC tapering

Please see the specific instructions which apply to each of these features before you rig your sail for the first time.

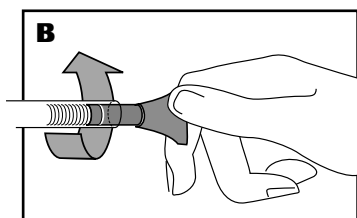


1. THE BAT-CAM TENSION SYSTEM

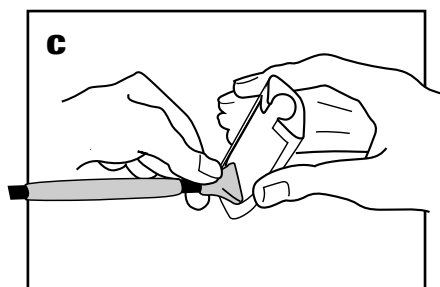
Battens and Batcams are pre-installed and factory tuned. The battens are pre-tensioned at the factory and should require very little, if any adjustment. However, you might want to adjust and further fine-tune. Battens may be tensioned before or after you insert the mast into the luff pocket.



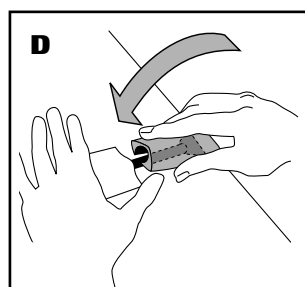
To open the lever, place the heel of your hand on the lower leech edge of the clamp and hook your middle fingers between the sail and the lever. Then pull back with your fingers prying the lever away from the leech, while pushing down the batten itself with your other hand (A).



To tension the batten, turn the screw anti-clockwise. To de-tension the batten turn the screw clockwise (B).



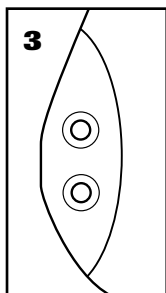
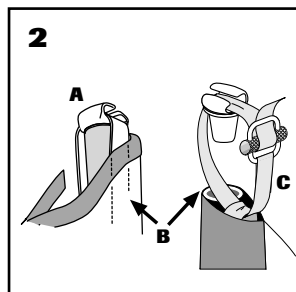
To close the lever, position the shoulder of the screw in the socket portion of the lever and align the tube with the clip at the front of the lever (C).



Apply pressure and snap the lever shut (D).

Warning: Do not over tension the battens. The screw should be extended only as much as necessary to remove wrinkles across the batten pockets. Over tensioning of the battens can damage the sail.

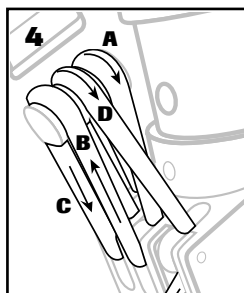
2. HEAD FITTING When used with the recommended mast, the Neil Pryde fixed length head fitting offers a very clean and aerodynamic profile, with no unnecessary and heavy webbing flying around. By following the printed specifications at the tack of the sail, you will obtain the best tuning for your sail. However, in some cases (different length mast or different extension system), you may need to use the adjustable strap that is supplied with your sail (in the pocket of the sail bag). Remove the male plug **(A)** from the webbing **(B)** that is sewn into the luff pocket. Take the adjustable strap **(C)** and loop it through the webbing **(B)** and the male plug **(A)**, and position the buckle behind the mast. Adjust to desired length.



3. TWO POSITION CLEW Select the clew ring that's best suited to your requirements. Most riders like the boom to be roughly perpendicular to the mast, so start by setting the clew according to your preferred boom height. Many riders prefer a higher clew position in onshore conditions where putting the rig forward helps in staying up wind as well as in making backside maneuvers easier. Try a lower clew ring in side shore, down-the-line conditions for a softer leech and a more powerful bottom turn.

CHOOSING THE RIGHT MAST

Every Neil Pryde sail is designed around a specific recommended mast. To get the optimum performance from your Neil Pryde sails, use the recommended mast. In many cases an alternative mast is specified and this will also provide good performance. For a lighter and more responsive feel, you can choose to use the upgrade masts which are specified.



4. LOW FRICTION TACK FITTING

The Low Friction Tack Fitting must be rigged properly to ensure optimum downhauling efficiency. Always rig the tack fitting according to the diagram.

A NOTE ON RIG DIMENSIONS

The rig dimensions printed on the tack of all Neil Pryde collection sails show the following information:

■ **Base setting** This is the number at which you should set the ring on your Neil Pryde aluminum or carbon mast base. Rigged on the correct mast and with a Neil Pryde mast base, you will be able to perfectly downhaul your sail by following the printed instructions at the tack of the sail.

■ **Boom dimensions** are stated at the best average tuned dimensions plus or minus 1 cm. This is measured from the forward edge of the mast (at the center of the boom cut out) to the sail clew between the eyelets.

These figures are intended as a guide to proper sail trim and, depending on the rig components you use, may not always correspond perfectly to the settings which are the best for you.

RIGGING

A. Set your boom and mast base to the dimensions printed near the tack. The sail is designed to be perfectly trimmed on the correct mast at the recommended settings. For sails with adjustable head fittings, set the webbing to the specified dimensions.

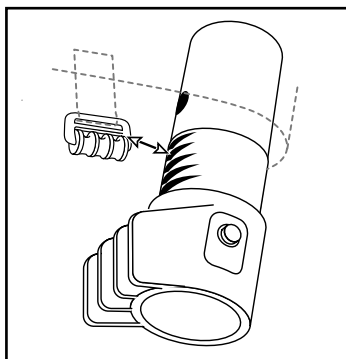
B. Check that all the battens are fully inserted into their pockets. The battens are pre-tensioned at the factory and should require very little, if any adjustment.

C. Insert the mast into the luff pocket working the sail down the mast a bit at a time. When you have the mast almost all the way in, use the tack handle to help pull the remaining distance to the mast base.

D. Thread the downhaul line according to the instructions and partially tension the luff using the low friction tack fitting.

E. Attach the boom to the mast, allowing space above it in the cut-out so that the sail can be fully downhauled later.

F. Downhaul the sail to approximately 1 cm above the cleat base as shown in diagram. Fine-tune around this position. A small sticker has been provided with your sail which you can wrap around your mast base and use as a reference when you find your best tuning. All 1998 Neil



Pryde mast bases already carry this trim zone. When in the correct tuning range, the tack pulley will be as shown.

G. If necessary, re-tension the battens until wrinkles at the batten pockets disappear. Be sure not to over-tension the battens.

H. Adjust the outhaul to the recommended dimensions and make the boom length so the clew is within two centimeters of the boom end. Use a tape measure to ensure accuracy and repeatability of the settings.

I. To ensure correct tuning for your specific sail, please consult the trim instructions that follow:

RIGGING TIPS

Pure RAF sails have no cams, so putting the mast into the luff pocket is easy. Grab the sail by using the handle located inside the fairing. Our MPR model has one intercam, but putting the mast into the luff pocket is almost as easy as on RAF sails. Just make sure that the Intercam is properly seated on the mast.

DE-RIGGING

A. Be sure that the tack fairing is clear of the mast base rings and other rig components.

B. Carefully ease the outhaul until it is completely loose. Remove the boom.

C. Carefully release the downhaul a little at a time. Remove the mast.

TUNING WAVE, FREESTYLE AND FREERIDE SAILS

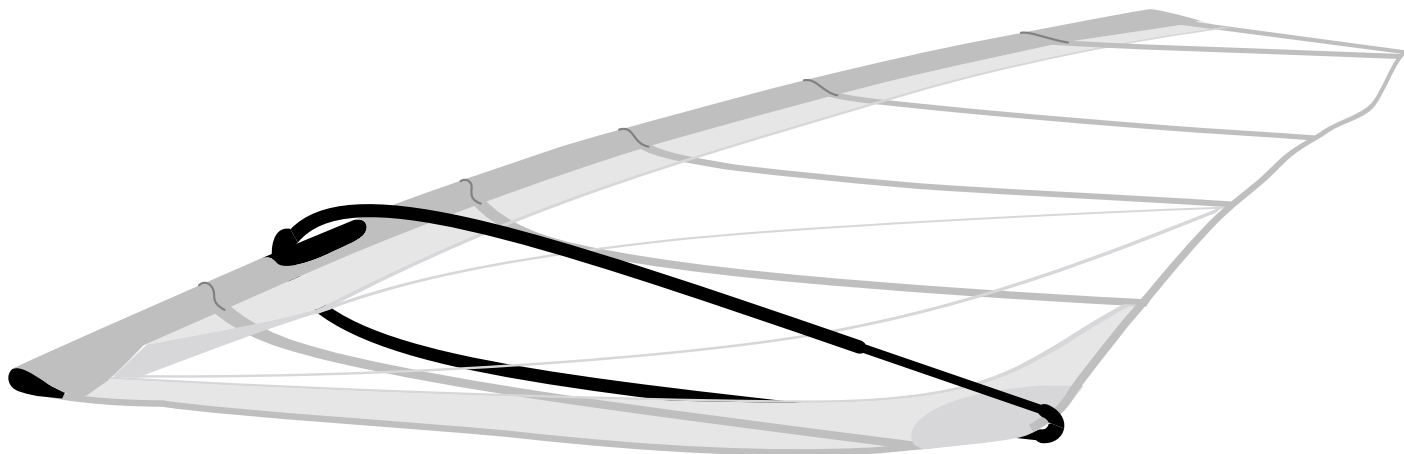
When correctly rigged on the beach, the Neil Pryde Wave and Freestyle sails will show little looseness in the upper leech. Modern wave and freestyle sails require firm (although properly twisted) foil forms and positive outhaul tension. It is a mistake to try to tune today's wave and freestyle sails with extremely loose leeches from extreme downhaul, and negative outhaul.

First set the mast base to the setting printed at the sail tack. Then follow the steps below to correctly fine tune your sail. Use a tape measure to check and record your favorite trim settings.

Downhaul: until the tack pulley is within the prescribed setting and

the leech should just begin to appear loose in the area of the top batten. Do not over downhaul.

Outhaul: set the boom so the sail can be tensioned to the recommended dimension with less than 2cm space between the clew and the boom end. Using a tape measure will guarantee accuracy. Fine tune the outhaul around the recommended dimension, using less when you are looking for more power and more when you are fully powered. At these settings, there will always be solid tension on the clew.



TUNING TIP

EXPERIMENT AND CHECK YOUR TUNING: Experiment to find the settings that work best for you. Big sailors (over 80kg/ 180 lbs) may wish to go for maximum power, using slightly less downhaul and outhaul than lighter riders. When over-powered increase outhaul tension. Changes in outhaul and downhaul tension of a few millimeters can make a difference. If the sail feels stiff and "pitchy", it is probably over-downhailed. If the sail feels unstable or difficult to sheet in, it is probably under outhauled. A "twitchy" on & off feel probably means the sail is over-outhauled.

SAIL MAINTENANCE

Always store your sail rolled and dry in its sail bag. Try to prevent the sail from being crushed or badly creased. Washing the sail in fresh water before storage increases its life considerably. If the foot batten is not parallel with the upper battens (as in wave sails) remove it before rolling the sail. The leech battens should be left in their pockets. They need not be de-tensioned.

Do not leave the sail exposed to strong or direct sunlight. Do not use any solvents or chemicals to clean it. If the sail becomes dirty, clean it using fresh water and mild soap. Should the sail become holed or torn, have it repaired by a qualified sailmaker before using it further. This is especially important if the damage is in K-Film panels.

SAIL SAFE, HAVE FUN

Sail carefully and thoughtfully around other sailors and beach users. Before leaving the beach check all your equipment thoroughly for signs of wear or breakage. Always check the weather forecasts and take note of local conditions and potential hazards before sailing. Check for dangerous currents, and consider carefully where you might land in the event of an emergency.

For further information on this or other NEILPRYDE sailing equipment contact your AUTHORIZED NEILPRYDE DEALER or our distributor in your country.