



**USER MANUAL**



## General Sail Maintenance



Please take extra care to keep your sail **out of the sun** when at rest or in storage. When the sun penetrates the film at ninety degrees to the surface, it's **the most damaging**, especially with long hours of exposure. The use of a rig cover will prevent degradation.

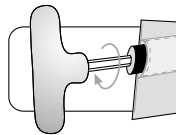
- If you want to clean your sail, use fresh water and mild soap. Do not use harsh solvents or abrasive cleaners.
- Never sail with small holes or tears in the monofilm areas, since this can easily enlarge the damage.
- Store your sail in the bag, clean and dry, rolled tightly. Try not to crush or crease it.
- For long-term storage, remove the tension on the battens.

## Important details



### Batten Tension System

Correct batten tension is applied by using the stainless steel Allen key supplied in the mesh pouch in the tack fairing. The screw should be tightened clockwise to remove wrinkles in the pockets. For travel or long-term storage it's recommended that tension be released.



### Removal and replacement of battens

1. Release tension with counter-clockwise turns of the tool.
2. Remove the plastic screw completely
3. Push in the batten tensioner and lift off the string assembly
4. Remove batten and tensioner.
5. If the batten is stuck, push the batten out from the sleeve end or use a gripping tool to hold it and pull.

### To reinstall battens

1. Insert batten with tensioner on.
2. Push the batten and tensioner all the way in the pocket.
3. Lift the string assembly over the batten tensioner.
4. Reinsert the screw and tension the batten as required.

### Tack Strap

The TR-2 has a 14cm drop foot for maximum end plate efficiency. You will need to wrap the tack strap around your uni base and tighten moderately. You may use this adjustment to develop extra fullness in the lower sections and slightly increase leech tension. We do recommend putting about 3-5cm of tension through the plastic buckle.

### Uphaul Access hole

There is a small opening on the front of the sleeve near the tack of the sail to insert your uphaul attachment.

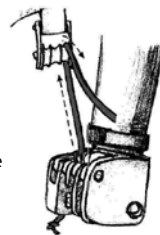
### 6:1 Tack pulley fitting

If you take care and get this right you will have the minimum of friction and resistance. If you fail to observe the turning order, you will create crossed leads and added friction, making your job far more difficult than necessary.

Rig your pulley according to the diagram:

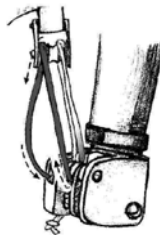
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Take your downhaul line from the dead end on your base to the same side of the forward pulley wheel.



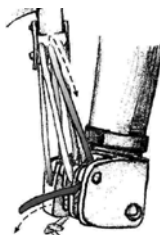
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Go from the forward most pulley wheel to the cleat base wheel on the opposite side (not the wheel with the cleat). Put the rope in close to the mast, then go up to the pulley wheel farthest from the mast, inserting from the same side. This makes a correct lead with no twist.



3

Now put the rope into the wheel closest to the dead end, inserting towards the mast. Then go up and over the middle wheel and back to the cleat. You are now ready to apply downhaul tension.



## Technical Features



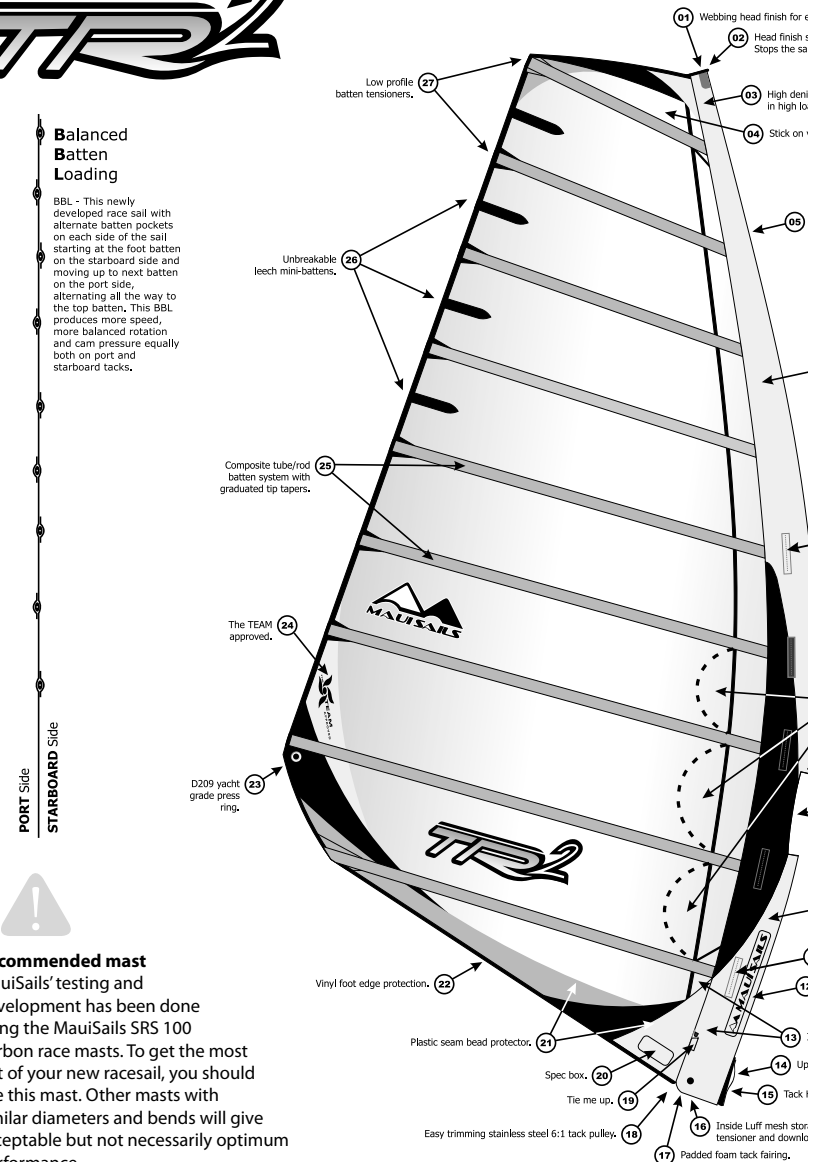
### Team Race - One More Year!

The TR-2 is refined and highly developed for racing, slalom, and speed. Designed and perfected by Barry Spanier, Phil McGain, and Kevin Pritchard at Maui Sails R&D in Hawaii over the past 8 months.



### Balanced Batten Loading

BBL - This newly developed race sail with alternate batten pockets on each side of the sail starting at the foot batten on the starboard side and moving up to next batten on the port side, alternating all the way to the top batten. This BBL produces more speed, more balanced rotation and cam pressure equally both on port and starboard tacks.



### Recommended mast

MauiSails' testing and development has been done using the MauiSails SRS 100 Carbon race masts. To get the most out of your new racesail, you should use this mast. Other masts with similar diameters and bends will give acceptable but not necessarily optimum performance.

## Rigging and Tuning



### 8.0m to 12m

Observing and practising correct rigging procedure will help you get on the water with the minimum of hassle and the least amount of wear and tear on your whole rig.

First, get all your gear together and make sure all parts are in good shape with no visible damage. Check the pins and fastenings on your mast base and universal. Check the mast for obvious dings or cracks. As an additional preparation, it is also a good idea to coat the top section of the mast with a good dry lubricant, avoiding the area of the boom attachment. This will eventually get on the inside of the sleeve and will make it much easier to rig your sail.



Find a clean soft area, preferably grass or carpet, and unroll the sail with the head and luff upwind to prevent flogging.

Fix the mast base to the recommended setting. Set your boom to the recommended dimension for the sail based on the tack spec information either on the sail bag or the lower tack section of the sail.

Fully insert the mast from the bottom of the sail on the top of the cambers. Make sure all the zippers are closed. Do not attempt to put the cams on the mast just yet. Make sure the mast is fully inserted to the top of the sail.

Downhaul the sail until the mast is showing in the boom cutout enough to enable you to put the boom on. Downhaul should be about 8-12cm from maximum setting. If you have trouble putting the boom on, you may have to put on more downhaul to get the mast where you can more easily fit the boom.



Once the boom is on the mast, attach the outhaul, pulling the sail flat. This keeps the sail off the surface and protects the battens and pockets.

Now, ease the downhaul approximately 20-30cm, until the middle of the sail is quite loose.

With the sail loose you can undo each zipper and put gentle pressure on the body of the sail behind the cams and pop the cams on, then before moving up to the next cam do the zipper back up again. Begin with the bottom xxv and work your way up.

When the cams are on the mast, downhaul the sail to the desired setting, and then release the outhaul slightly.

Using the small tool supplied with the sail, tension all the battens as necessary to remove all wrinkles, by turning the screw adjuster in a clockwise direction.

## Rigging and Tuning



### 4.3m to 7.6m

For the sizes from 7.6 and down, there is a different procedure following the normal preparation. Main thing is you feed the mast inside the cams and keep the cams on the mast while finish rigging.

1. Insert the mast into the luff sock and guide it in front of the cambers, so the mast fits between the leading edge of the sail and the cambers.

2. Pull the sail down the mast, until it goes through the boom cutout.

3. Help the luff slide over the mast by pulling down on the luff ... then pull the extra material below it towards the base.

4. Fit the mast in front of the next camber, and then pull the sail down by cupping the fingers on the underside of the luff sock so you hold the cam in place. If the cams fall off, don't worry, continue to rig the sail.

5. Continue to feed the sail down the mast. Watch the mast tip as it slides up the sail. Do not force the mast up the sail when the tip is pushing against the leading edge of the sail. The luff curvature is causing the mast to ride hard against the leading edge of the sail. Carefully work the sail down the mast.

6. As it gets closer to the top, help that part of the sail by pulling it down the mast until the tip of the mast is in the head of the sleeve.

**TIP:** You can help yourself slide the sail towards the base by bracing the inserted extension against a tree or some obstacle.



Special anti-wrinkle treatment for areas which suffer during rigging and unrigging.



There should be looseness between the battens, gradually decreasing as you go down to batten number five. The luff pocket should be firm on the mast at the second batten.

## Rigging and Tuning



Pic. 1 - Visible wrinkles. Pic. 2 - Smooth area after some batten tension applied

7. Once the tip is fit into the top, return to the foot, always holding onto the mast. Do not drop the sail on the ground as the battens are turned downward and this can cause batten breakage and damage from chafe. Pull the remainder of the sail material down the mast

**TIP:** Fold up the fairing at the base to make it easier to thread the downhaul.

8. Thread the downhaul line following the instructions and downhaul by hand until you feel resistance. It is preferable that you fully downhaul using a designated downhaul tool. This is recommended to prevent damage to your spine.

9. Place the excess downhaul line inside the pocket in the fairing. Fold down the fairing.

10. Next, connect the boom to the mast. Clamp the boom on and place the sail down gently. Attach the outhaul, and tension as necessary.

11. Using the small tool supplied with the sail, tension all the battens as necessary to remove all wrinkles, by turning the screw adjuster in a clockwise direction.

12. Make sure all the cams are on the mast, and that the downhaul is secure in the cleat and the excess line stowed in the mesh pouch.

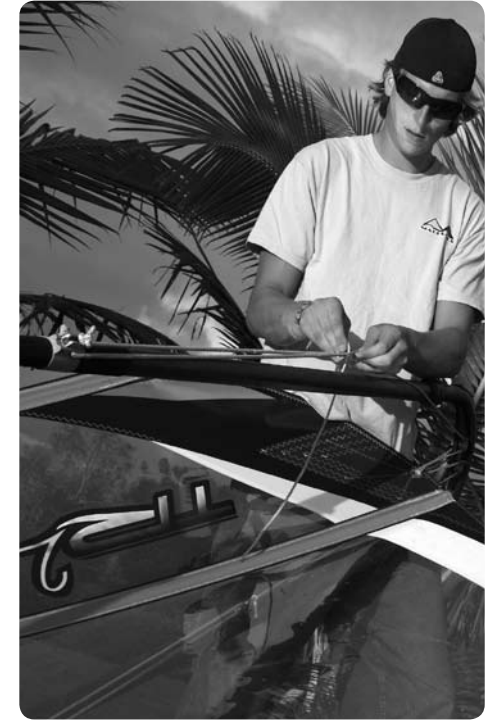


This shows the tack straps pulled to maximum position. This is used to get extra power out of the sail and to tension the foot to give the end plate effect on the deck of the board.

## Tuning tips



- Sails that are under-tensioned will feel sluggish and heavy. The balance will be poor, and the power will feel high up in the rig. If you have too much tension, you will have very little power, and it will be hard to get upwind.
- A properly tuned race sail on the correct mast will be very loose along the entire leech, becoming progressively looser as you move up the sail.
- If you have trouble controlling the board, and can't maintain your desired course or are spinning out, try more downhaul. If there is still too much pressure on your back hand, try more outhaul.
- If you can't get any drive upwind and the board won't track or lift, try less downhaul, or more outhaul.
- If you go well downwind but have no power upwind, try a bit less downhaul.
- Always remember that your fin is an important component of board trim and that it should be related correctly in size to the sail you use. A fin that is the wrong size will hurt the performance of your sail.
- If you come back from a session and your arms ache, try moving your harness lines back a bit until the balance is better for handling the sail with less force required.
- Use shorter harness lines for lighter wind and flatter water. Longer lines work well for being overpowered and in choppy conditions.
- Most of all, pay attention to your fellow sailors, respect the locals and the environment, and have fun.



It is recommended to always use an adjustable outhaul with a race sail. You will need to adjust the tension for the various course angles, and you can use the outhaul to help you get through gusty periods or when very overpowered. Off the wind, you will need to ease your outhaul to keep power on in low apparent wind, and upwind you will want to trim the sail much flatter to get good angles and speed.

## Contact



MauiSails  
810 Haiku Road, Suite 113-302  
Haiku, Hawaii, 96708.  
USA

website: [www.mauisails.com](http://www.mauisails.com)  
e-mail: [media@mauisails.com](mailto:media@mauisails.com)



[www.mausails.com](http://www.mausails.com)