

User Manual



Shock

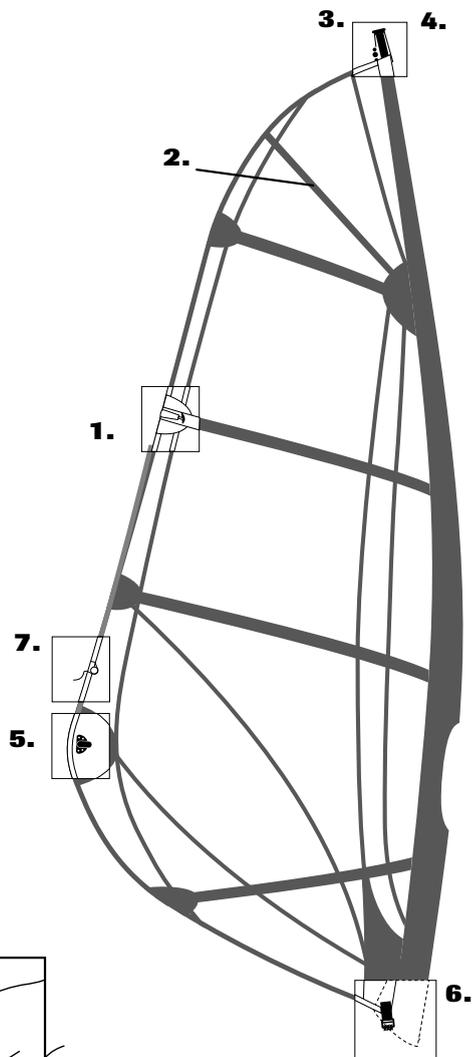
SHOCK 1997 USER MANUAL

This manual contains all the information necessary to properly rig all of the Neil Pryde Shock 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. Bat-Cam Tensioning System
2. Mini Head Batten
3. Fixed Head System
4. Adjustable Head Fitting (small and medium size sails)
5. Quick Rig Clew Pulley
6. Low Friction Tack Fitting
7. Leech Cord

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



1. BAT-CAM INSTRUCTIONS

Correct batten tension is obtained by adjusting the screw. Tension the battens before you insert the mast into the luff pocket.

First, be sure that the batten is all the way into the pocket (A).

Then turn the screw clockwise so that it is all the way into the tube, and close the lever (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 handle (C).

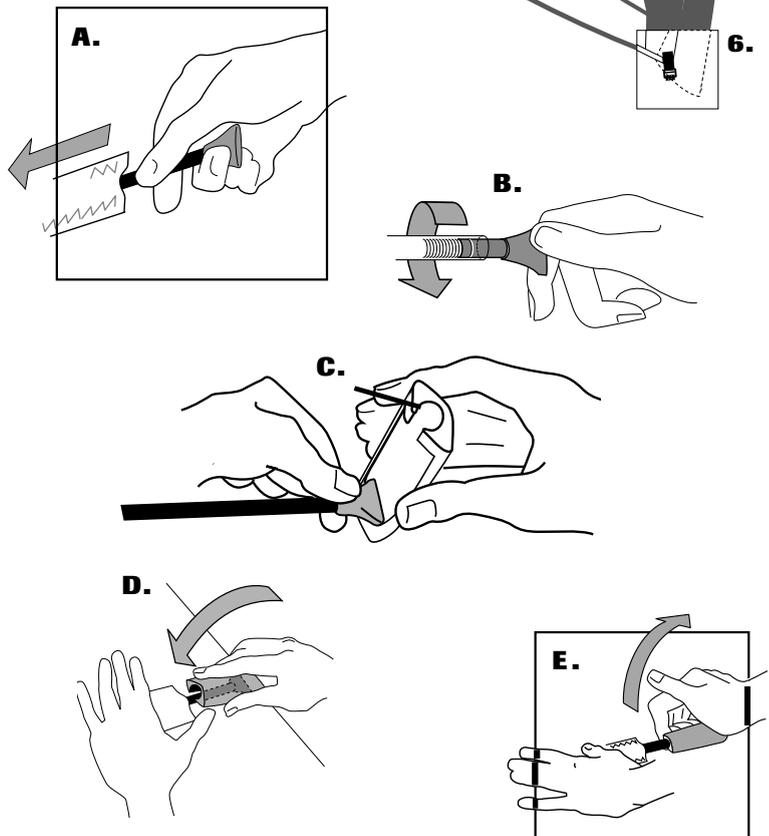
Apply pressure and snap the lever shut (D).

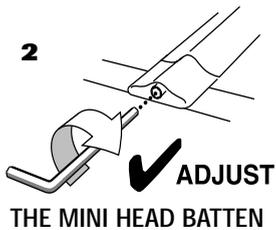
To remove any wrinkles along the batten pocket, open the Bat-Cam and turn the screw counter-clockwise, then close the Bat-Cam again as above.

To open 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. Next pull back with your fingers prying the lever away from the leech, while pushing down on the batten itself with your other hand. (E).

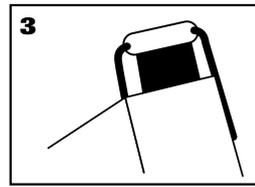
Warning: do not over tension the batten.

The screw should be extended only as much as necessary to remove wrinkles across the batten pockets. Over tensioning of the batten can damage the sail.



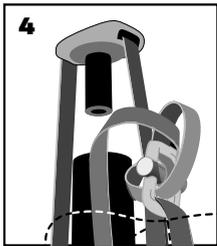


The Mini Head Batten can be adjusted by means of the allen key provided. The Batten is pre-tensioned at the factory and should require very little if any adjustment. Tension only until wrinkles disappear. Do Not Overtension.



FIXED HEAD FITTING

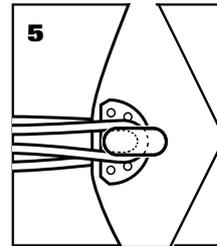
The fixed head fitting is designed to remain attached to the sail. Never attempt to remove the fitting from the webbing at the sail head. When rigging, ensure that the finger at the bottom of the plastic fitting is seated correctly in the cup at the top of the mast.



ADJUSTABLE HEAD FITTING (Smaller Sails)

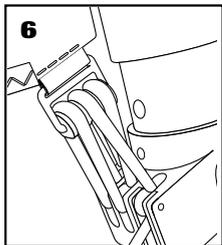
Fit the mast cup and sail head fitting to the top of the mast. Pre-set the webbing so that the tack is just above the cleat when the sail has been fully downhauled. For guidance in setting the adjustment webbing, see the specifications printed near the tack of the sail. Allow at least 15-25 cm. between the tack and the cleat for downhaul tension.

ATTENTION: Always be sure to secure the tail of the head adjustment webbing using the safety knot shown.



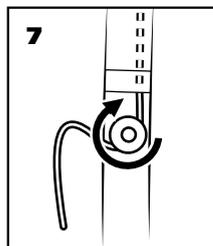
QUICK RIG CLEW PULLEY

The quick rig clew pulley is easily rigged by following the



LOW FRICTION TACK RING

The Low Friction Tack must be rigged properly to ensure maximum downhauling efficiency. Always rig the tack ring according to the diagram.



THE LEECH CORD

The leech cord is intended only to prevent unwanted flutter of the aft edge of the leech and head. The cord should never be tensioned more than necessary to prevent excessive flutter. An over tight leech cord will result in greatly reduced sail performance. A simple guide to setting the leech cord: with the sail fully rigged (boom attached), press down on the mast base and mast tip until the leech appears firm, but not tight. While pushing down lightly on the outboard end of the top batten, tension the cord very lightly, securing the loose end around the button provided. This exercise will ensure that leech flutter is discouraged without over tensioning the cord.

RIGGING

- A. **Set** your boom and mast base to the approximate dimensions of the sail, as printed near the tack. For sails with adjustable head fittings, set the webbing to the specified dimension, adding this to the luff length to obtain the required mast length.
- B. **Check** that all the battens are fully inserted into their pockets.
- C. **Tension** the battens according to the instructions.
- D. **Insert** the mast into the luff pocket. Use the tack handle to help pull the tack fitting close to the mast base. Do not pull on the neoprene tack fairing.
- E. **Partially tension** the downhaul using the low friction tack fitting.
- F. **Attach** the booms to the mast, allowing space above them in the cut-out so that the sail can be fully downhauled later.
- G. **Outhaul** the sail, until it is quite flat.
- H. **Downhaul** the sail again to within the range of dimensions printed near the tack. Re-position the cams if needed. Re-set the mast base so that the tack fitting is within two centimeters of the cleat.
- I. **Re-tension** any battens - only as necessary until any wrinkles across the batten pockets disappear. Be sure not to over tension the battens.
- J. **Ease** the outhaul tension until the sail has the desired foil shape, and re-adjust the boom length so that the clew is within two centimeters of the boom end.
- K. **To ensure correct tuning** for your specific sail, please consult the trim instructions that follow.

Cam Rigging Tips:

Grab the cams (through the luff pocket) and work them down the mast one by one. This is easier and works better than trying to pull the luff pocket over the mast from the sail tack. For the 5.3 through 7.0, keep the two cams opposite the boom cut-out close together as you work them down the mast. The boom cut-out area of the luff pocket should be compressed and wrinkled looking during this process. This method reduces cam pressure on the mast and makes rigging a lot easier. Use the tack handle to help pull the tack fitting close to the mast base. Do not pull on the neoprene tack fairing.

DE-RIGGING PROCEDURES

Fold the neoprene tack fairing back over any mast base fittings before releasing the downhaul. To de-rig, just brace the mast tip against a solid object, and slide the cams up the mast one at a time, reversing the initial process.

1. CAREFULLY EASE THE OUTHAUL until it is completely loose.
2. NOW REMOVE THE BOOM COMPLETELY.
3. THEN CAREFULLY EASE THE DOWNHAUL a little at a time.
4. CAREFULLY remove the mast from the sail, taking care that the cams remain correctly positioned on the batten pocket ends.

SAIL MAINTENANCE

Always store your sail rolled and dry in its sailbag. 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 roughly parallel with the upper battens, remove it before rolling the sail. This helps to prevent wrinkles developing in the foot and window area. The leech battens should be left in their pockets.

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, use fresh water

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.

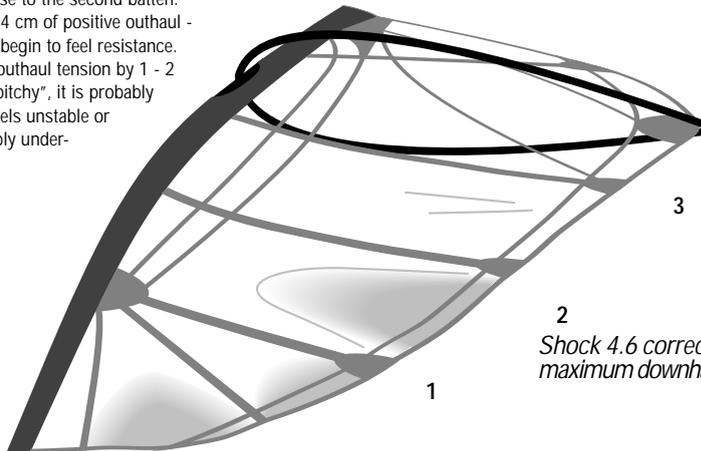
For further information on this or other NEILPRYDE sailing equipment contact your AUTHORIZED NEILPRYDE DEALER or our distributor in your country.

TUNING THE SHOCK SAILS

When correctly rigged on the beach, the Shock sails will not look identical from one size to another. Each size requires slightly different tuning and will exhibit slightly different visual queues indicating correct trim. First set the sail to within the dimensions printed at the sail tack. Then follow the steps below to correctly fine tune each of the four Shock sails. Note: Over tensioning the downhaul can hinder rotation.

Shock 4.6

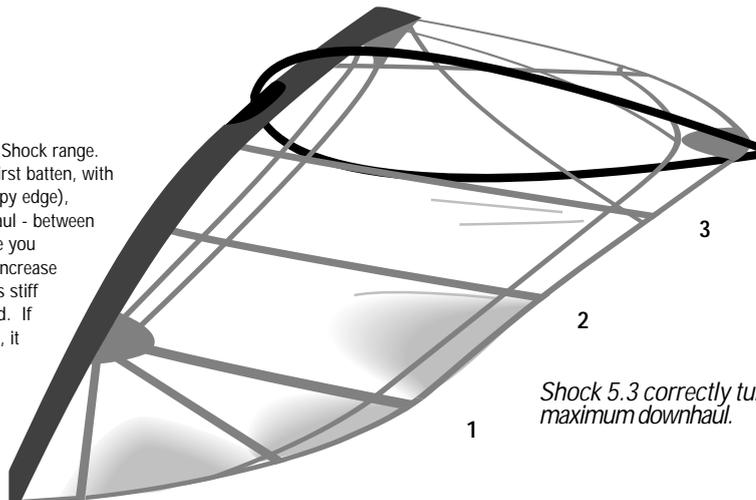
Downhaul until the leech is loose to the second batten. Then add outhaul - at least 2 - 4 cm of positive outhaul - beyond the point at which you begin to feel resistance. When over-powered, increase outhaul tension by 1 - 2 cm. If the sail feels stiff and "pitchy", it is probably over-downhailed. If the sail feels unstable or difficult to sheet in, it is probably under-outhauled.



2
Shock 4.6 correctly tuned at near maximum downhaul.

Shock 5.3

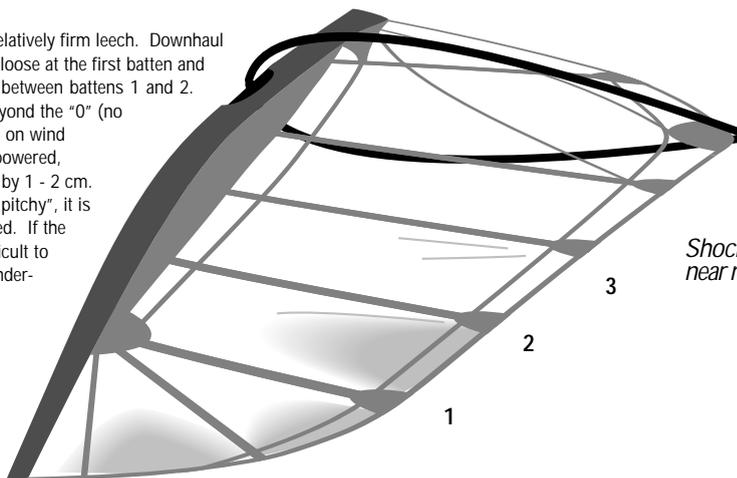
This sail has the firmest leech of any of the Shock range. Downhaul until the sail is just loose at the first batten, with perhaps just a little looseness (but not a floppy edge), between battens # 1 and 2. Then add outhaul - between 2 and 4 centimeters beyond the point where you begin to feel tension. When over-powered, increase outhaul tension by 1 - 2 cm. 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.



3
Shock 5.3 correctly tuned at near maximum downhaul.

Shock 6.1

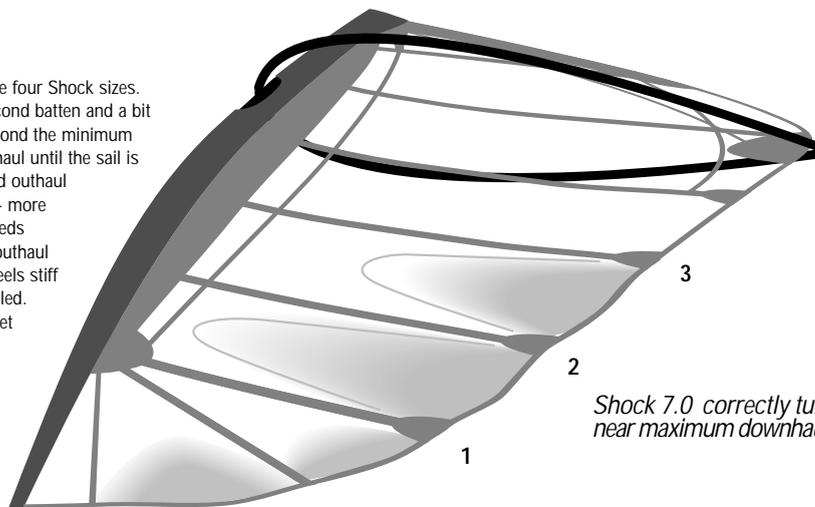
The 6.1 also features a relatively firm leech. Downhaul until the leech is slightly loose at the first batten and perhaps just a little soft between battens 1 and 2. Then outhaul 2 -4 cm beyond the "0" (no tension) point depending on wind conditions. When over-powered, increase outhaul tension by 1 - 2 cm. 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.



Shock 6.1 correctly tuned at near maximum downhaul.

Shock 7.0

The 7.0 has the loosest leech of any of the four Shock sizes. Downhaul until the sail is loose to the second batten and a bit soft to batten # 3. As winds increase beyond the minimum required for planing, go ahead and downhaul until the sail is a bit looser between battens 2 and 3. Add outhaul between 2 and 4 cm past the "0" point --- more outhaul for improved control as wind speeds increase. When over-powered, increase outhaul tension by an extra 1 - 2 cm. 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.



Shock 7.0 correctly tuned at near maximum downhaul.

A NOTE ON RIG DIMENSIONS

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

- Top setting (where relevant): The distance between the bottom of the mast head fitting (top of the mast) and the sail head (the intersection of luff pocket and upper leech).
- Minimum luff length: The distance from the sail head to the bottom of the tack fitting at the lightest useful downhaul setting.
- Maximum luff length: The distance from the sail head to the bottom of the sail tack fitting at the hardest downhaul setting.
- Minimum boom: The distance from the forward edge of the mast (at the center of the boom cutout) to the sail clew at the fullest (lightest) useful outhaul setting.
- Maximum boom: The distance from the forward edge of the mast (at the center of the boom cutout) to the sail clew at the flattest (hardest) useful outhaul setting.

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

CHOOSING THE RIGHT MAST

The Shock range of sails have been designed specifically around the Carbon 30/460 mast, and this spar is therefore recommended for best results. Other masts from the Neil Pryde collection can also be used, as can earlier Neil Pryde masts having the correct diameter to fit the luff pocket. Check with your Neil Pryde retailer if you are in doubt.