



MAUISAILS USER MANUAL



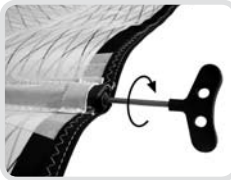
## General Sail Maintenance



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 film portion, 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.

Over-tensioning the battens can damage the sail. For travel or long-term storage it's recommended that tension be eased.

### Removal and replacement of battens

1. Release tension with counter-clockwise turns of the tool.
2. Slip string off the tensioner.
3. Remove batten and tensioner.

### To reinstall battens

1. Insert batten with tensioner on and the screw out of the piece. Push the batten in as far as possible.
2. Slip the string up into the tensioner groove and install and tighten the screw to restore normal batten tension.

### 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. The tensioner key is stored in a mesh pouch inside the fairing. This is also good for containing the tail of your downhaul rope.



### Recommended mast

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

### Adjustable head system.

This is provided to allow the use of longer than recommended masts. When using the mast of the correct length, pull the tip pull as low into the sail as possible. To adjust the sail for a longer mast, set the webbing very long and work the correct length down until you have the correct downhaul and the pulley is block to block at the bottom of the extension. You may need to go back up to the head and make small adjustments to get it right.

## 6:1 Tack Pulley Fitting



Rig your pulley according to the instructions. 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.

- 1 You need to have a base cleat with at least 2 pulley's and a cleat. Take your downhaul line from the dead end on your base to the same side of the forward pulley wheel, feeding up. Then feed the rope into the pulley next to the cleat from down to up.

- 2 Feed the rope up to the pulley wheel farthest from the mast (towards the clew of the sail), inserting from the same side, ie up to down. Then feed the rope back down the pulley on the base which is farthest away from the cleat, from up to down. This makes a correct lead with no twist.

- 3 Then go up and over the middle wheel and back into the cleat. You are now ready to apply downhaul tension. With some practice you will get this every time and never have crossed lines.



## Rigging and Tuning of No Cam Sails

Legend - Global - Switch - Loco - Pursuit - Aloha - Rebel - Inspire



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.



1 Get all your gear together and make sure all parts are in good shape with no visible damage.

Find a clean soft area, preferably grass, and unroll the sail with the head downwind to prevent flogging.

Fix the mast base and boom at the recommended settings based on the specifications listed on the sail bag or in the lower tack section of the sail.



2 Make sure your 2-pc. is fully connected at the joint.

Insert the mast from the bottom of the sail and continue working the mast into the sleeve. Check that the mast is fully inserted to the top of the sail.

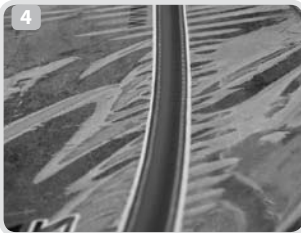
Attach the downhaul to the sail and apply medium tension (until the pulley is 4cm from the bottom of the extension).



3 Fit the boom onto desired position on the mast.

Outhaul the sail slightly to fix the boom from moving around.

Downhaul the sail to maximum tension, always looking up at the leech for the correct looseness.



4 Using the allen key tool supplied with the sail, tension all the battens as necessary to remove all wrinkles.



5 Stand the rig up and make sure you have the boom at the correct height.



6 To de rig your sail, simply take off the boom first, let off the downhaul and remove the mast from the sleeve.

## No Cam Sail 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 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 get pulled over the front, try more 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.
- Harness lines should be set so there is equal pressure on both hands and you can let go of your rig and the sail will stay upright for a few seconds.
- 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.

## Sail Rolling Tips



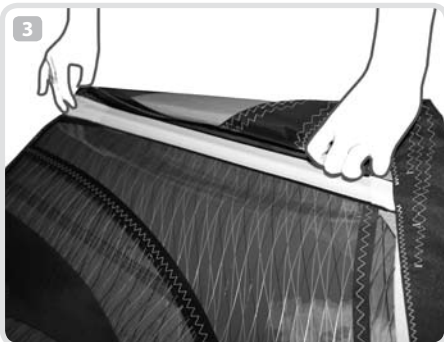
In order to minimize wrinkling in the top sections of your sail we have developed a method of rolling the sail that will help to prevent this.



First, **smash the head very flat**. You will feel the webbing inside crush flat. The reason you do this is to make it easier to do the next fold, and to make the head of the sail more compact.



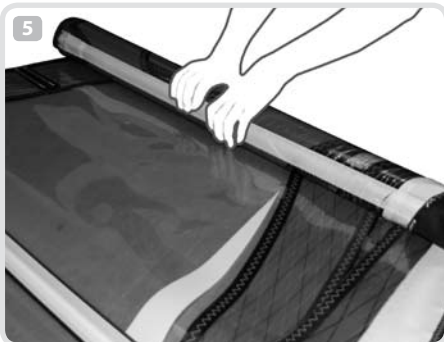
Next you **fold the head piece hard over** until the whole edge of the upper leech is smooth and tight. Use some force and after it gets bent a few times it will be easier. Hold the leech end of the batten to tension the edge against. While the edge is straight like this, start to roll it in.



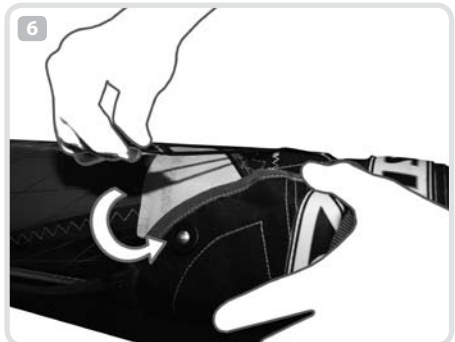
Now holding the head tight in your left hand, **roll the edge** in and continue to roll the sail around the top batten.



When you have a couple more turns and the roll is completely inside and supported by the batten pocket you can ease off with your left grip and **roll the rest of the sail around itself**.



Now **roll parallel** to the batten pockets down the sail.



Now find the **Tie Me Up** and the button. Hook the Tie Me Up elastic loop over the black button on the tack fairing. Now it's easy to put the sail into the bag. **Start thinking about more wind tomorrow.**

Our **Experience**  
Your **Reward**

