



## Please take care of Your Sail

Take care to keep your sail out of the sun when at rest or in storage. The use of a rig cover will prevent degradation.

- To clean your sail, use fresh water and mild soap, not harsh solvents or abrasive cleaners.
- Always fix any sail with small holes or tears, or risk easily enlarging the damage.
- Store your sail in the bag, clean and dry, rolled tightly. Do not to crush or crease it.

## Important Details



**Batten Tension System**  
Correct batten tension is applied using the stainless steel hex key supplied in the mesh pouch in the tack fairing. The screw should be tightened clockwise to remove wrinkles in the batten pockets. More batten tension is required in the lower part of the sail, less batten tension is required in the upper part of the sail.

**Tension battens before rigging.**

### 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 flush in the piece. Push the batten in as far as possible.
2. Slip the string up into the tensioner groove and tighten the screw to restore normal batten tension.

### Uphaul Access hole

There is a small opening near the tack of the sail to insert your uphaul and place around the mast extension.



### Tensioner key

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



### Tack Strap

The tack strap is placed around your mast base (mast foot) and tightened moderately for slalom sailing. You may use this adjustment to develop extra fullness in the lower sections and slightly increase leech tension when using the larger sizes for Formula sailing.

### Recommended mast

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

## 6:1 Tack Pulley Fitting

Thread the pulley according to the instructions. Be sure to thread the rope correctly to ensure smooth downhauling and no cross threading of the rope.

- 1 You need to have a mast extension 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.



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## How to read specification box

When rigging your MauiSails you must consider the mast, extension, and boom length you should use. The answer for those questions is printed in the lower part of the sail. Those are recommended settings we found the best to get the correct amount of downhaul and outhaul for the general range of use. Let's go through the parameters of the specification box.



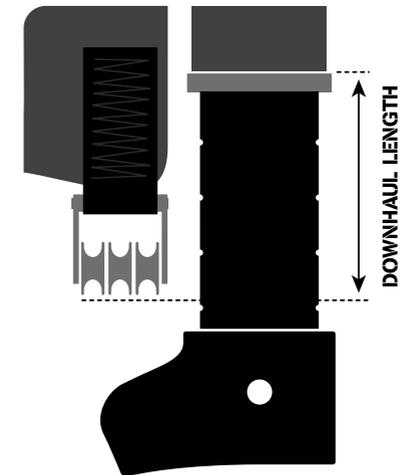
### Mast and IMCS

These are the two main variables that characterize the mast. It tells you how long a mast you should use and IMCS describes its stiffness.

### Luff and Downhaul (dh)

These two parameters are dependent on each other and together indicate how much extension you should use. **Downhaul (dh)** should be measured from the base of the mast to the front lower corner of the tack pulley on the sail using a ruler or tape measure. This is the absolute accuracy of your settings and will help you to achieve fine tuning (see illustration below). The base setting is to make sure you have enough distance to properly tune the sail. **Luff length** is measured as :

$$\text{Luff length} = \text{Mast length} + \text{Downhaul}$$



### Boom

Boom length is the distance from the front of the mast to the edge of the sail at the clew with the boom centered in the cutout. If you set your boom at the highest point, the dimension increases. Likewise if you are at the bottom of the cutout it might be a bit shorter.

In the case where you would use an adjustable outhaul and might want to have extra boom length to flatten the sail, by all means add another few centimeters to cover.

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## TR-5 Rigging and Tuning

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.



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

Set the mast base and boom at the recommended positions as specified on the sail bag or the tack area of the sail.

**Put on batten tension before you begin to rig your sail.** Using the batten tensioning tool, start at the bottom and tension all nine battens with more tension on the bottom battens and less tension the top battens. Make sure there are no wrinkles under the battens and the batten pockets are stretched tight.

**There are two ways to put on the cambers.** The first way is to downhaul, put your boom on first, then pop on the cambers. The second way is to downhaul to about 10cm from maximum and then pop on the cambers. Both ways will be described in this rigging manual.

Get all your gear together and make sure all parts are in good shape with no visible damage. Check pins and fastenings on the mast base and universal. Check the mast for obvious dings or cracks.



## Rigging with the boom on first



**1** Make sure your two-piece mast is fully connected at the joint.

**2 Insert the mast from the bottom of the sail on the top of the cambers.** Make sure all the zippers are closed when inserting the mast. Do not attempt to put the cams on the mast yet. Make sure the mast is fully inserted to the top of the sail.



**3** 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.



**4** 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.

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

**6** With the sail loose you can undo each zipper, reach inside, and put gentle pressure on the batten inside the sleeve sail behind the cams. Pop the cams on. Before moving up to the next cam, pull the zipper closed. Begin at the foot batten and work up.



For the battens above and below the boom, put your hand inside the sleeve and press down on the batten close to the cam. Pop the cam onto the mast. If the cam falls off, pull on a little bit of downhaul.

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

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



## Rigging without the boom on



**1** Downhaul the sail with the cambers off the mast to about 10cm off maximum downhaul.

**2** Start at the camber above the boom and holding the mast with one hand push the camber back and onto the mast. Then move to the highest camber. Open the zipper and push on the camber the same way.

**3** Then move to the camber below the boom and push on the camber.

**4** Next open the zipper on the lowest camber and push on the camber.



**5** Once the cambers are on the sail, pop on the boom.

**6** Now pull the downhaul to the correct setting and attach the outhaul rope to the clew fitting.

## TR-5 Sail Tuning Tips

- Sails without enough downhaul 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 downhaul, 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 with cam rotation, ease up the downhaul about 5mm and then see if it rotates. Cambers rotate on the water not on dry land test.

- 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.
- 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.**



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.

It is recommended to 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.



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## Derigging

1. Remove your outhaul rope off the clew pulley and remove the boom from the mast. Swing your boom away from the rig and prepare of letting off the downhaul.
2. Let off the downhaul and unfeed the rope from the pulleys. The cams should fall off the mast at this point. If the bottom cam does not fall off, push the sleeve up and ease the cam off the mast before removing the mast completely.
3. Roll up the sail starting from the top.



Start thinking about more wind tomorrow

## Boom chafe reinforcement

On race sails where the batten crosses the boom, we have added a very light and extremely tough anti-chafe patch to the batten pocket to prevent wear in this area. This is in response to feedback we received in our forum.



## Ask Barry Spanier

Don't hesitate to contact the MauiSails team over the forum (Ask Barry Spanier) at [www.mauisails.com/forum](http://www.mauisails.com/forum). What's more, on our website you will find in our "Frequently Asked Questions" section, we present answers for questions that our customers have asked us over the years. Check it out. Maybe you will find the solution to your problem too!

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