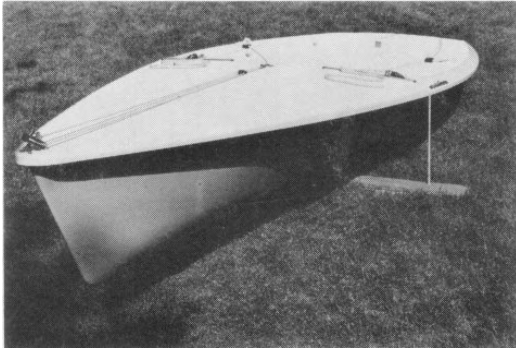


Section I

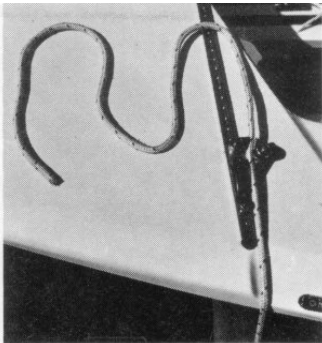
Assembly and rigging instructions

Tasar assembly and rigging instructions

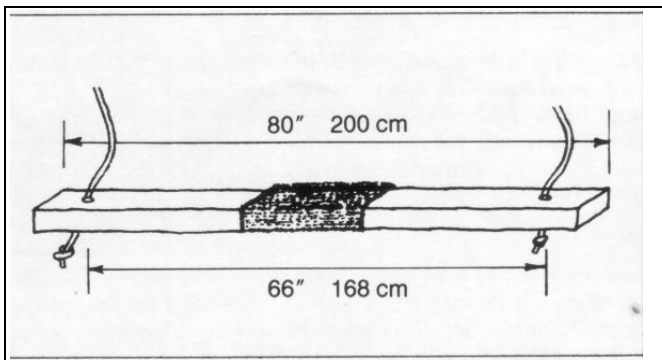


1. Place the hull, bow into wind, on its trailer, a soft surface, or a rigging board. We strongly recommend making a rigging board; it is simple and inexpensive and greatly simplifies rigging and working on the boat.

The Tasar is an exceptionally light boat and must never be left sitting on the ground or dock with the mast up and unsecured. Tie it down to something (a rigging board is best!) or it will blow over in a breeze.



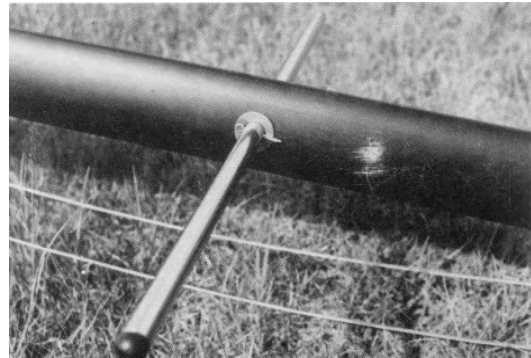
2. Note that the ropes from the rigging board are secured in the cam cleats of the jib fairleads.



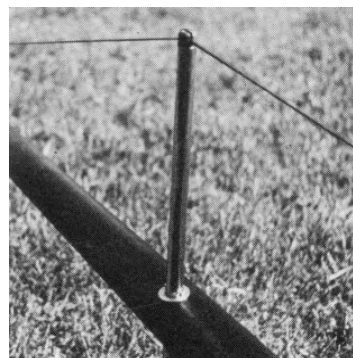
3. Use 2 x 4 for rigging board. Pad with carpet in the middle.



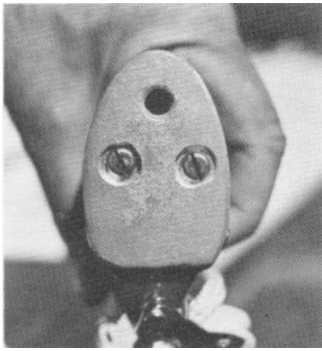
4. Most roof racks are not quite wide enough to properly transport a Tasar. This shows a rigging board with two wooden strips screwed onto the underside to position it over a roof rack. The padding has also been extended the full length of the board so that the boat can be put on from one side and slid across the rack. The boat is best supported on the flats of the side decks just behind the small bump where the foredeck meets the side deck.



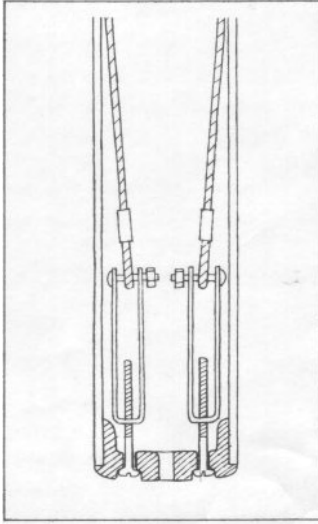
5. To assemble the diamonds on the lower mast section, first untwist the wires, then insert the spreader tube, slip a washer on each side and push the cotter pins through the holes in the tube. Bend over the cotter pins so they will not fall out. Note that the washers are between the cotter pins and the mast.



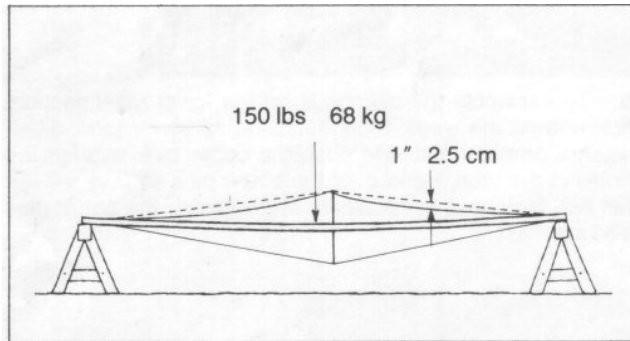
6. Using a piece of wood, plastic or well rounded metal (not a screwdriver!) push the wire all the way down into the plastic end-cap. It should "snap" into place. If for any reason it does not and stays loose, tape over the end of the plastic so that the wire cannot fall out when it goes slack.



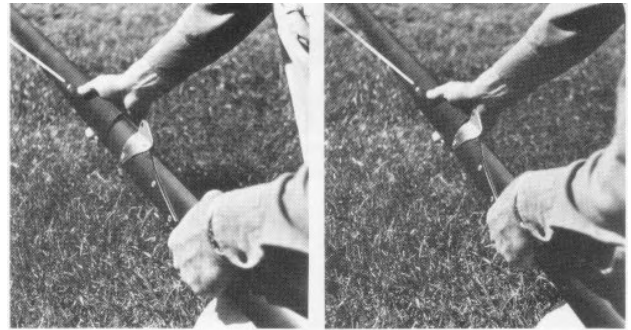
7. You will find 2 screws in the bottom of the mast plug. Tighten these up evenly so that the mast is **absolutely straight** (check by sighting along boltrope groove.)



8. The cutaway drawing shows the internal working of the diamond adjuster.



9. Tighten the screws so that the upper wire just goes slack when a 150-lb man puts his full weight in the middle of the lower mast when it is supported at each end. At this tension, the windward diamond wire will become slack when the boat is sailing with both crew hiking. The boat will not sail faster in any wind strength with the diamond wires either tighter or looser than this.



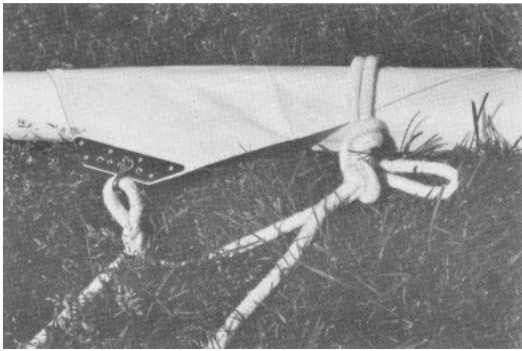
10. Assemble the mast by first sliding the top section into the lower section until the stainless steel metal tang is right against the lower section. Take both ends of the halyard (shackle and rope tail) and secure temporarily near the bottom of the mast. This is done so that you don't put the mast up and find you have left the halyard shackle at the top!



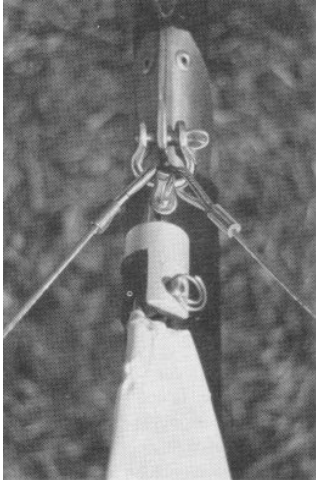
11. Place mast on deck with **foot facing forward and leading edge up**.



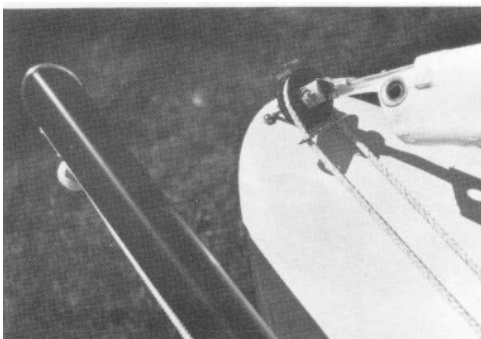
12. If the boat is sheltered from the wind it is not necessary to pre-roll the jib. If, however, you are trying to rig in a windy spot have your crew take the other end of the jib and roll it into a fairly tight roll. It will be much easier to raise the mast with the jib rolled than to have it flapping in the wind. See fig. 18 below.



13. Attach the jib sheets with the shackle provided (use the hole second from the top to start with) and use one end to tie a loop around the rolled jib to prevent it from unfurling while raising the mast later.



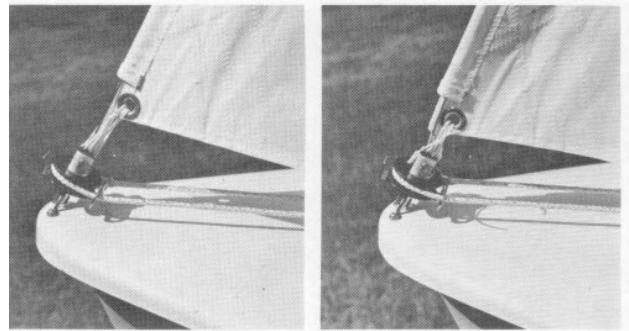
14. With the mast still lying on the deck, leading edge up, shackle the head of the jib to the swivel as shown. (The swivel should already be attached to the large shackle **between** the two side stays.) Attach the large shackle to the hole in the mast fitting. (The mast has been removed from the boat for photographic purposes only.)



15. Move the foot of the mast to the side of the deck from which you will later raise it. Attach the tack of the jib to the furler drum as shown, making sure the loop in the wire as well as the small grommet in the webbing are **both** held by the pin.

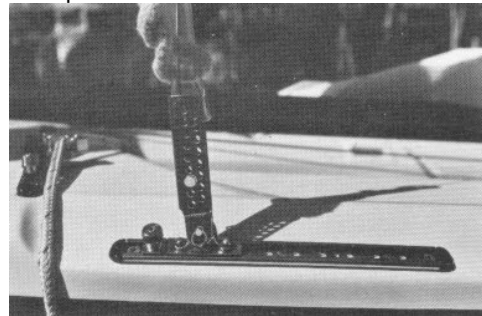
For the sake of clarity we have removed the jib luff tensioning cord (downhaul) which comes looped between the large grommet in the tack of the jib and the formed stainless steel thimble in the end of the luff wire.

In simplest terms there should be no tension on this line in very light air and maximum tension in very heavy air as

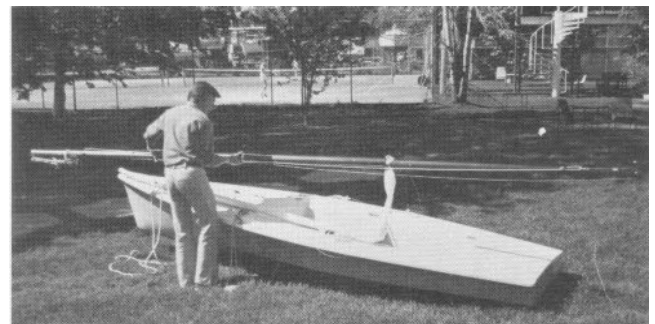


depicted in the two photographs above. This is more fully explained in the sailing manual.

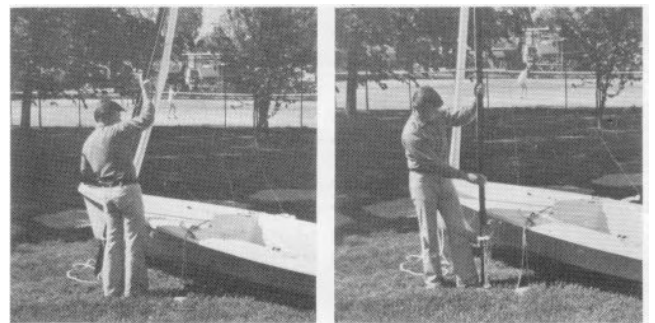
However, **it is important to have several turns of the line secured at all times.** It is possible that, due to kinking or other damage, a jib stay could break, and in the event of that happening, the jib luff attached to the furler by the downhaul will keep your mast up and allow you to sail home for repairs.



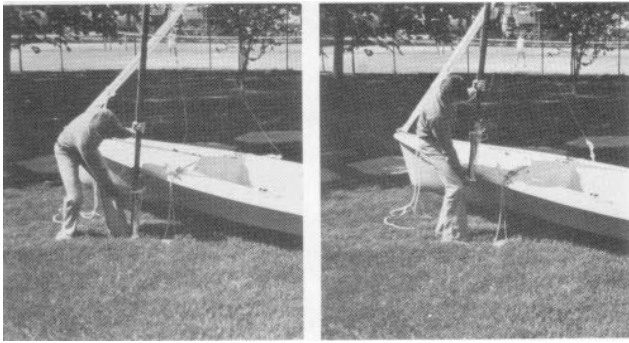
16. Without crossing the side stays take each one directly from the mast fitting (fig. 14) to the slides which are mounted in tracks on the gunwale of the boat. Make sure the slides are all the way forward in the tracks. (The stay in the picture is being held up by hand to make clear the method of attachment.)



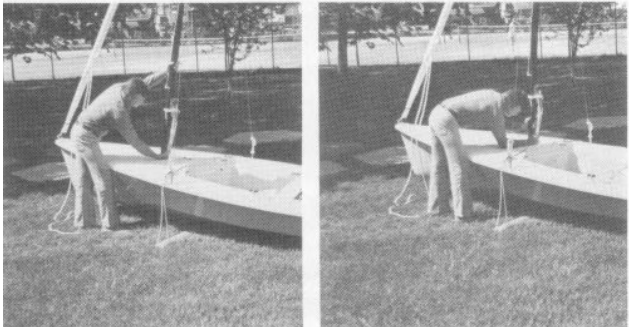
17. Lift the mast off the boat and place it vertically along side the boat. Do not place it on the ground if there is any



chance of getting sand or dirt in the pivot hole. Rather, place it on the top of your shoe as shown.

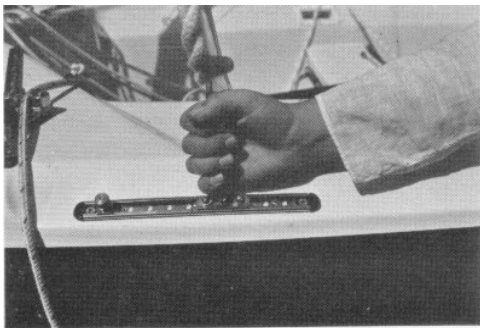


18. When the mast is steady and balanced, lower your grip and raise it straight up placing your strongest hand (right if right-handed!) under the base plug.

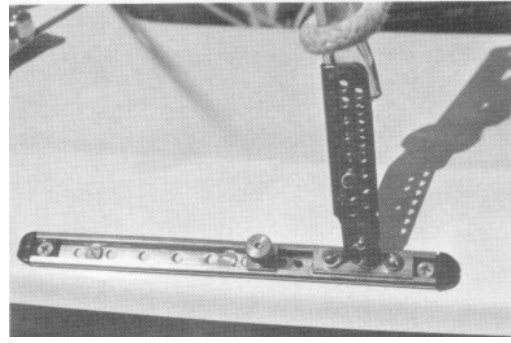


19. Slide this hand onto the deck just forward of the mast pin. The mast won't fall over in this position and you can now take your time placing it over the pin with both hands. If the mast does not go over the pin it is because the stay slides are not all the way forward or there is a kink in one of the three wires holding up the mast.

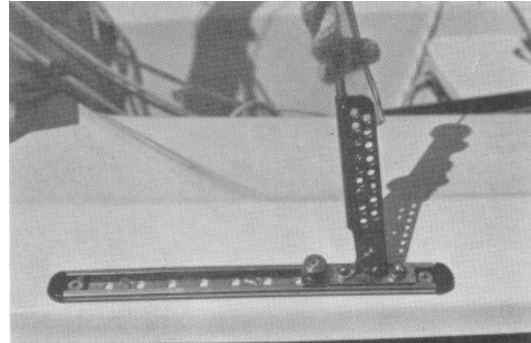
There is also the possibility that the pins in the adjustable chainplates on the end of the stays have been moved from the factory setting or — heaven forbid — wrongly placed at the factory. Simply lengthen the stays equally by moving the pins in the chainplates until the mast can slip over the pin.



20. The tension of the stays should be set up so that, when one slider is fully aft, the side stays and forestay just become taut when the other slider is 3" to 4" forward from the fully-aft position as shown. Thus the final 3" to 4" of aft movement fully tensions the stays and forestay.



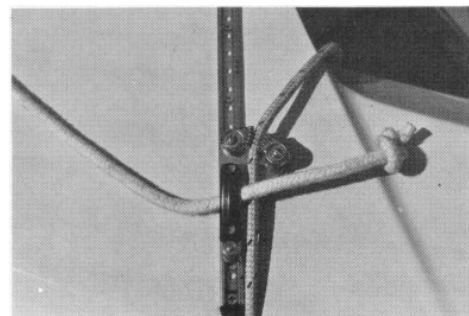
21. Slide both stays fully aft and lock in place with the spring plunger-stop provided. You will notice that the gun wale has been drilled out underneath one hole in the track. This is the aftermost position of the plunger.



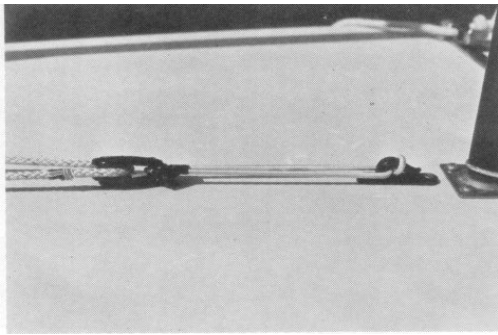
22. Stay fully aft and plunger in position.

23. We have done an initial set-up at the factory, but, during the first few hours of sailing in fresh winds, the stay wires will progressively bed into their thimbles etc., and the stay adjusters as well as the diamonds must be re-set to compensate. Once this "bedding" is complete, no further adjustment will be needed unless the wires are stretched (because their elastic limit has been exceeded).

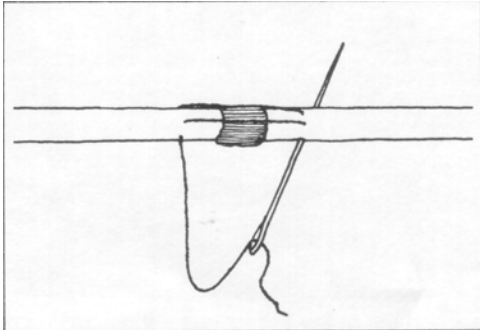
With the stays set up as in fig. 20 above, the leeward stay will become slack when the boat is hiked firmly. It will also be possible to raise the mast and slip it over the pivot pin with both stays and the jib attached, provided of course the slides are all the way forward in their tracks.



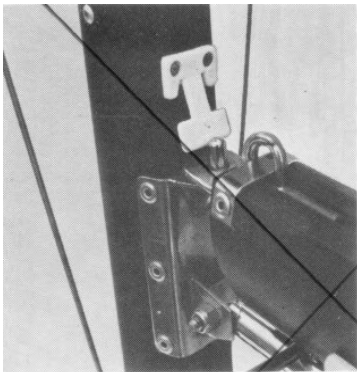
24. Pass the jib sheets through the fairleads and place figure-eight knots in their ends. Note that the rigging board ropes are still in the cleats.



25. The tension on the jib furler line should be sufficient to keep the jib furled until tension is applied to the jib sheets to unroll it. If there is not sufficient tension, take an extra turn around the small black cleat with the shockcord.



You will also note that the furler rope is hot-melt spliced in the middle. This is a tricky operation for the factory because if it is kept too long in the melted state the material becomes brittle and will subsequently crack and separate. Take a few minutes and pass a needle with whipping cord through the rope on either side of the splice two or three times as shown in the sketch.

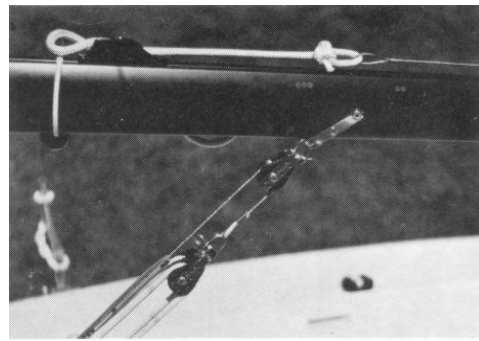


26. Place the boom on the gooseneck pin and push down. This should lock the boom under the plastic fitting. (Simply depress the fitting if you wish to lift the boom off.) Be sure not to lock the boom down before hoisting the main later on or you will not be able to raise the sail high enough to engage the halyard lock.

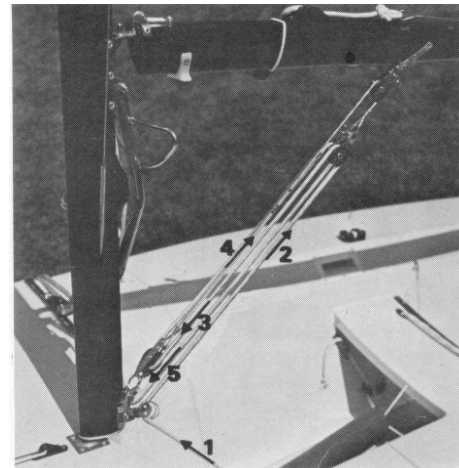
If you do not have this fitting on your boat (early boats only) ask your dealer for one and install it with the self tapping screws provided.

Note To Rigging Instruction Nov '79

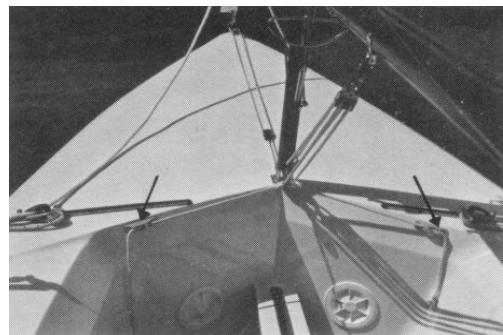
1. The fitting referred to in Paragraph 26 has proved to be merely a nuisance. It was never fitted to Australian boats, and is now not fitted to overseas boats.



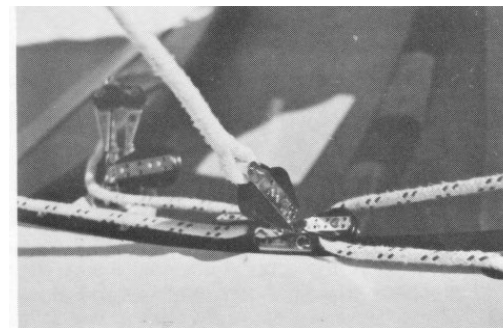
27. To rig the boom vang, shackle the single block (which is captive on the boom vang wire) to the boom as shown.



28. Thread the line through the blocks as shown; make sure your boom vang is rigged the same way.



Note that the line goes to cleats on either side of the cockpit.



29. Attach the spliced loop in the mainsheet to the beckett on the traveler block. Make sure the block is mounted in the fore-and-aft direction on the traveler car.