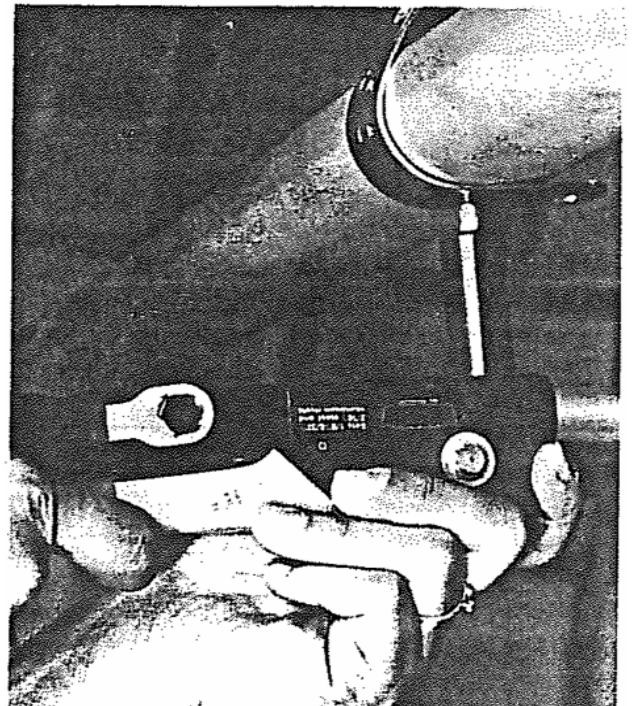
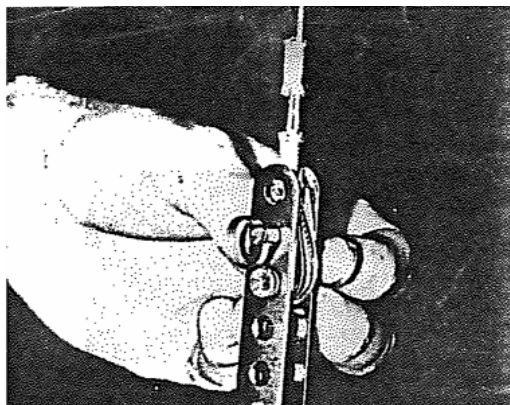


If the boat is not already equipped with the type of Chain Plate included in this kit, the old ones will have to be removed by drilling out the rivets. This requires a good, sharp (preferably cobalt) #11 drill bit. Do not use any other size; an enlargement of the holes will prevent the new rivets from gripping properly. It may be necessary to remove the sidebars.

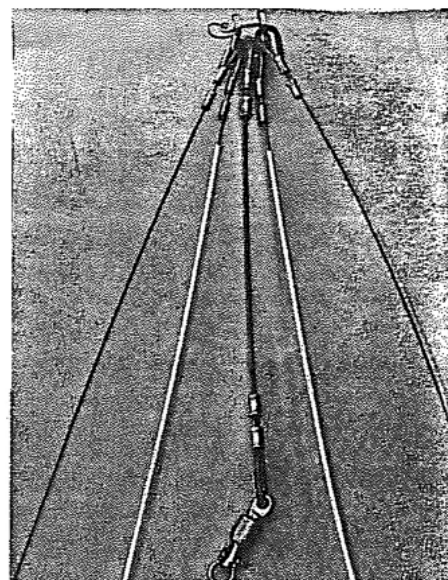
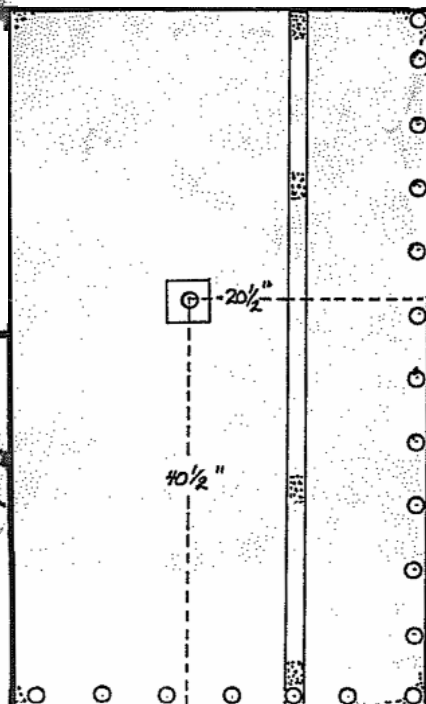
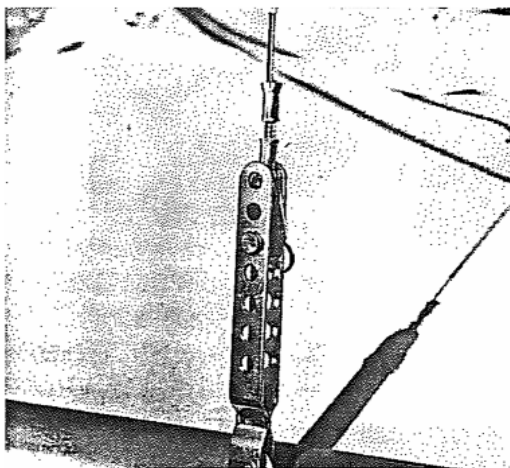


Install the new Chain Plate with the pop rivets provided.

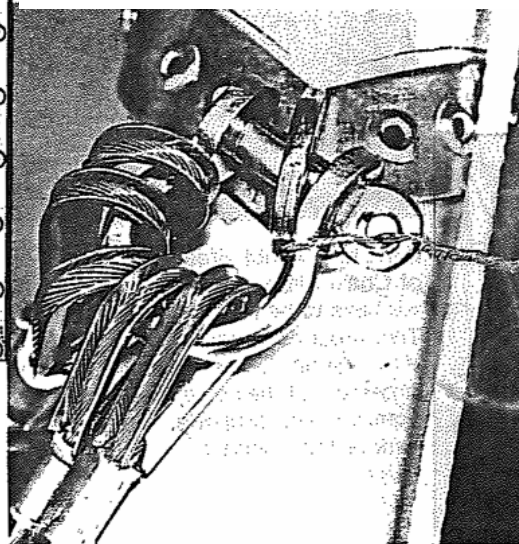


The #7 Spur Grommets and Reinforcement Patches must be installed on the trampoline in the correct location for proper sheeting action on the jib. Measure forward from the aft edge of the trampoline half $40\frac{1}{2}$ " (disregard the lacing strip in the rear crossbar), and outboard from the inside edge of the trampoline half $20\frac{1}{2}$ ". See the sketch. This is easiest to do using the string-and-pencil method. Two reinforcement patches are required at each grommet location, both on the underside. Factory installed patches are ultrasonically welded, but sewing will suffice. If necessary, this and the grommet installation can be done by many sail makers, canvas shops and upholsters.

The rig can be tightened safely by only one person. Simply pull down on the trapeze handle until there is enough slack in the shroud to insert an extra clevis pin in the next lower hole in the adjuster, capturing the shroud wire thimble. Make sure that the pin is secured before removing the first. Repeat this process, alternating port and starboard, until the wires are snug. Avoid over tightening stays, as this will prevent correct mast rotation. Ball rock pins may be used as an aid to stepping and adjusting rig tension, but they should never be used while sailing.

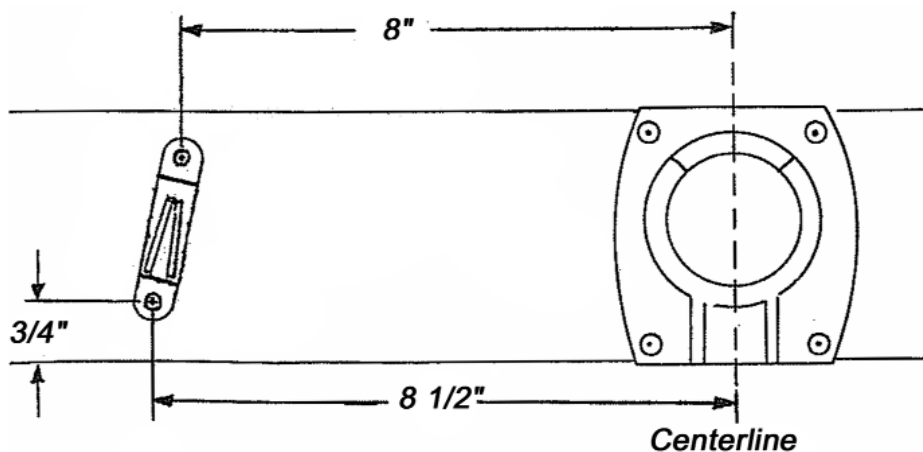


The photo depicts the proper installation of the stays to the mast tang shackle. The short, Upper Forestay with attached swivel goes in the center, the coated Shroud Wires on either side, and the Trapeze Wires outermost. Make sure the trapeze handles are right side up.



The V-jam Cleat should be installed on the front crossbar to the left (port) of the mast step. See the sketch below for location dimensions.

Note: make sure the open end of the cleat points aft.



Attach the shackle to the mast tang, and tighten the pin securely with pliers. Loop the safety wire around the shackle bow, then pass either end through the hole in the pin in opposite direction and twist the ends together. Once the mast has been stepped, it is necessary to tighten the rig by moving the shroud thimbles to a lower hole in the shroud adjusters. CAUTION: This should be done with extreme care, as a failing mast can inflict severe injuries. Never disconnect any stay unless someone is holding the mast. Please refer to the photos and try it our way first.

DANGER: Do not attempt to step the mast in an area where overhead power lines are present. A mast contacting a power line could be fatal! Once it has been determined that the rigging, launching, and sailing areas are free from power line hazards, attach the shrouds to the top holes in the shroud adjusters and raise the mast in the normal fashion. In order to allow the correct sheeting action, the "TURBO TJ" jib has an integral, fixed length forestay that does not utilize a stay adjuster.