

LaserPerformance
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Rigging Manual

zuma

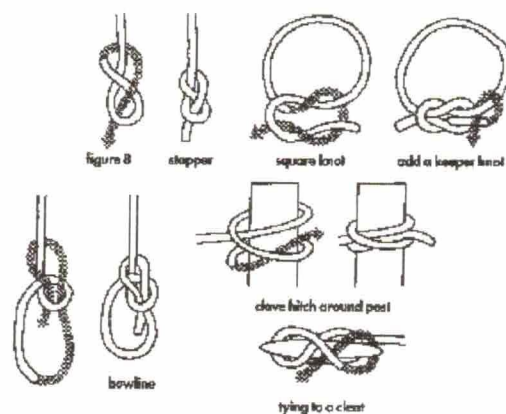
Getting Started

Unpacking and preparation

Unpack the major parts listed below and lay them out on a soft piece of ground free of sharp objects. To avoid damaging contents, do not cut into packaging.

1. Hull
2. Mast kit which includes:
 - Top section
 - Bottom section (larger diameter)
 - Boom (with blocks attached)
3. Boat kit which includes:
 - Sail in bag
 - Tiller
 - Hiking stick
 - Batten set
 - Daggerboard
 - Rudder assembly
 - Line bag (all lines are labeled)
4. Block package which includes:
 - Mainsheet block
 - Double traveler block
 - Vang block with vcleat
 - Small vang block with becket
 - Shackle

Knots



Tools

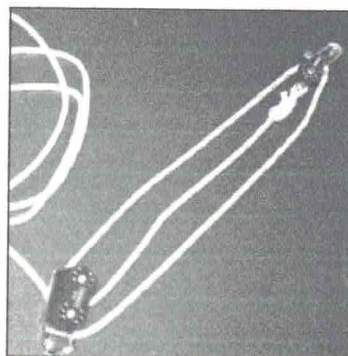
To rig your Zuma the first time,
you will need the
following:

Knife
White electrical tape
2 adjustable wrenches
and/or pliers

Assembly

Vang

The vang system consists of two blocks and a line. The block with a shackle attaches to the eyestay on the underside of the boom. The block with a v groove cleat and shackle attaches to the eyestay on the mast. Lay out the block w/ shackle to the right of the block with vcleat, leaving about two feet between the two. Tie one end of the vang line to the becket on the block w/ shackle, run it through the nearest sheave of the block w/ vcleat, back through the sheave in the block w/ shackle, through the second sheave of the block w/ vcleat and out through the cleat. Make sure the line runs without crosses between the two blocks.



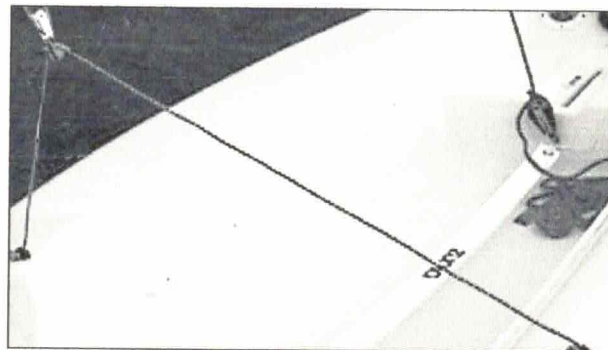
Vang

Traveler

Locate the traveler line and double traveler block and tie the traveler line to the padeye on one side of the stern. Thread the other end of the line through the small double block, and tie it off to the padeye on the opposite side of the stern. The traveler should be rigged loosely to avoid damaging the mast.

Mainsheet

Attach the mainsheet block to the eyestay at the forward end of the hiking strap. Lay the boom on the deck so that the block closest to the end of the boom is even with the stern and the other end points toward the bow. Thread the mainsheet through the ratchet block AGAINST the ratchet, through the forward block on the boom, aft along the boom, and through the aft block. Lead it through the top of the double traveler block previously attached to the traveler line from aft to forward, then take it up to the becket on the block on the boom and tie it off with a figure eight knot.

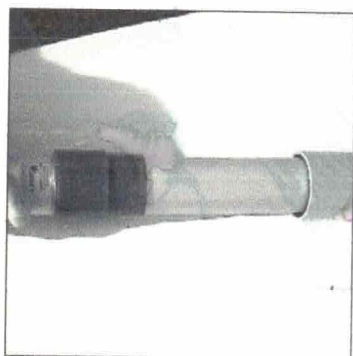


Mainsheet System
Assembled and Mounted

Rudder assembly

Attach the rudder to the tiller using the supplied bolt and washers. The washers should sit between the tiller and the rudder, one on each side. *For extra security, tape the cover plate of the tiller extension to the tiller to prevent unexpected extension removal.*

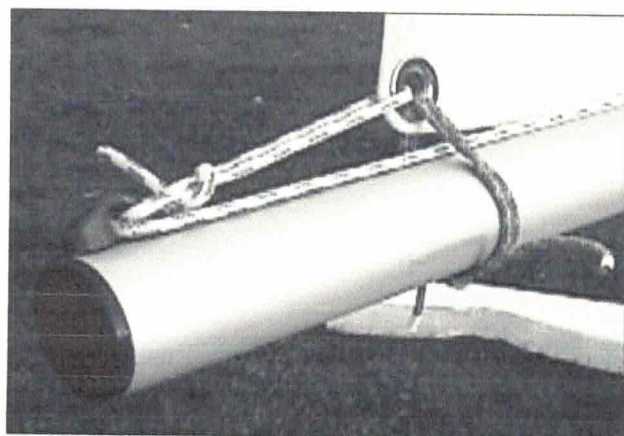
Assembly



Mast Assembly



Mainsail
Assembled and Mounted



Clew and Outhaul
Assembled and Mounted

Mast assembly and stepping

Insert the collared end of the mast top section into the bottom section until the collar is tight against the aluminum. Make sure the mast step hole and mast butt are perfectly clean; any sand, dirt etc. in the mast step will grind into the gelcoat and eventually damage the boat. Locate the halyard and feed one end through one of the holes in the cap on the top of the mast. Bring both ends down the mast and tie them off to the cleat. Place the mast butt against a solid object, lift the top end, and walk toward the butt, raising it hand over hand until the mast stands vertical. Rotate the mast until the gooseneck (the metal post about two feet above the butt) points toward the stern. Keep your hands a good distance apart while lifting the mast over the hole. Let the mast slide into the step, but do not drop it as you may damage the step.

Sail assembly

After checking that there are no sharp objects in the area, lay out the sail near the boat. Insert the battens into the batten pockets; the short one goes in the top pocket, and the other two are the same length. Unzip the sleeve in the forward edge (luff) of the sail and stack the sail into the boat, with the zipper piled at the base of the mast. Untie the halyard ends from the cleat and attach the end that comes off the aft side of the mast to the webbing strap on the head of the sail. Wrap the sail sleeve around the mast (with the free end of the halyard inside) above the gooseneck and engage about three inches of zipper to hold it in place. Pull on the halyard with your left hand while zipping the sleeve closed with your right, until the sail is all the way up. Cleat off the halyard securely.

Boom

Insert the gooseneck pin into the hole in the forward end of the boom and walk aft, exerting forward pressure to keep it in place until you attach the outhaul.

Vang: Attach the block with the cleat to the metal fitting on the mast just above the deck. Attach the shackle to the metal strap on the underside of the boom, and snug the line.

Outhaul: Tie the bitter end of the outhaul to the plastic fairlead on the outboard end of the boom. Thread the outhaul through the clew grommet in the sail, through the fairlead, and lead it forward to the cleat on the boom. Tighten it enough so that it will keep the boom on the gooseneck pin.

Clew Tiedown: Wrap the clew tiedown line twice around the boom and the clew grommet (inside the outhaul), and secure it to itself. It should hold the clew tight against the boom but still allow it to slide forward and aft as you adjust the outhaul.

Launching

Cunningham

Tie a figure eight knot in one end of the cunningham and thread the other end forward through the clam cleat and fairlead just aft of the mast. Thread the end up through the grommet in the sail and secure it to the gooseneck.

KEEP THE CUNNINGHAM CLEATED AND TIGHT AT ALL TIMES, SO THE MAST WILL STAY IN THE BOAT IN THE EVENT OF A CAPSIZE.

Before launching

Lock the rudder up and attach it to the boat by passing the tiller under the traveler and lining up the rudder pin with the pintles. The bottom groove should fit into the bottom pintle, and when you push down on the spring loaded pin, the top groove will slide into the top pintle. Release the spring and lock the rudder in place, making sure the rudder is securely connected to the boat at both top and bottom.

Once in the water, slide the daggerboard into the daggerboard trunk. (You will have to turn the boat sideways to the wind to keep the boom clear.) Drop it down as much as depth permits, and push the daggerboard retainer against the board.

Unrigging

When approaching shallow water, pull up the daggerboard as much as possible without obstructing the boom. After you hop out of the boat, remove the daggerboard and place it in the boat. To remove the rudder, push down on the pin and lift it off.

Once the boat is on land, remove the vang from the boom, undo the outhaul and clew tiedown line, and drop the sail. If the boat is staying put, you can leave the mast and boom on the boat; just tighten up the mainsheet so that the boom won't separate from the hull. If the boat is traveling somewhere, you must remove the mast and boom.

The following items can remain assembled:

Rudder/Tiller

Vang (leave attached to the mast)

Cunningham (leave attached to boat)

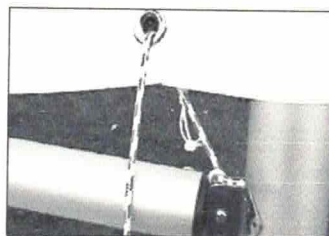
Outhaul (leave attached to boom)

Sail care tips

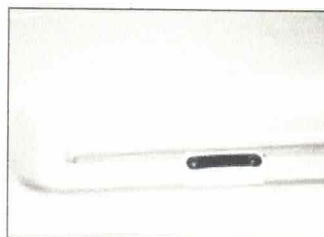
All gear should be rinsed, if sailing in salt water, and the sail should be allowed to dry before it is rolled up. Removing the battens from the pockets between uses will increase the life of the elastic that holds them in. Make sure the window is not creased when you fold the sail.

NOW YOU ARE READY TO SAIL

FOR YOUR OWN SAFETY, MAKE SURE YOU ARE WEARING APPROPRIATE CLOTHING FOR THE CONDITIONS, AND PLEASE OBTAIN PROPER TRAINING BEFORE SAILING. HAVE FUN AND **DON'T FORGET YOUR LIFEJACKET!**



Cunningham



Daggerboard Retainer