

America's No. 1 Mast Manufacturer



U.S. SPARS, INC.

Gainesville, Florida

US SPARS, INC	
6320 NW 123RD PLACE GAINESVILLE, FL 32653	TEL: 386-462-3760 F AX: 386-462-3448 WEB: WWW.USSPARS.COM

CONGRATULATIONS!

YOU NOW OWN THE MOST WIDELY USED MAINSAIL FURLING SYSTEM IN
THE WORLD.

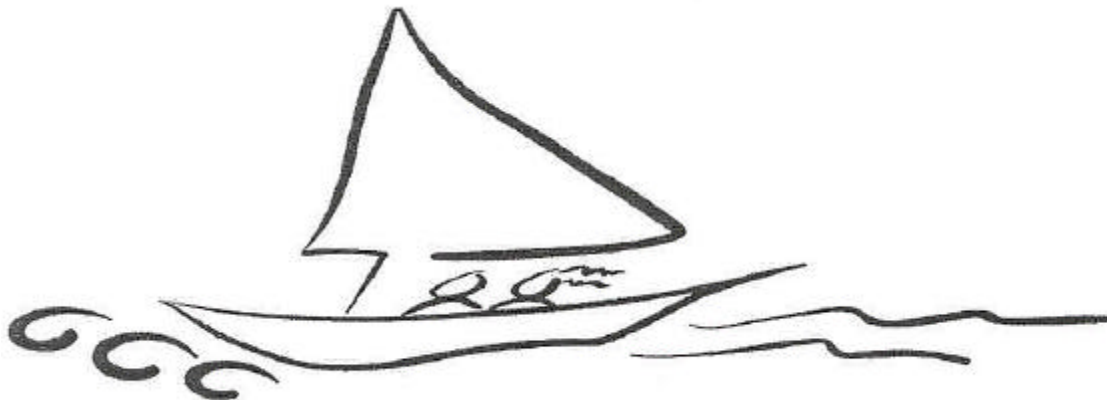
THE Z SPAR MAINSAIL FURLER IS USED ON NEARLY ALL THE WORDS TOP
PRODUCTION BOATS; IT HAS PROVEN ITS SELF TO BE THE SYSTEM YOU NEED
WHEN QUALITY AND SERVICES ARE AN ISSUE.

ZSPAR HAVE BEEN MAKING SPARS FOR 30 YEARS, OUR PRODUCTION FACILITY
AROUND THE WORLD USE THE VERY LATEST TECHNIQUES IN SPAR
PRODUCTION. WHICH ALLOW US TO PRODUCE OVER 6000 MASTS A YEAR.

IF YOU HAVE ANY SET UP OR OPERATIONAL QUESTION ABOUT ANY PART OF
YOUR Z SPAR RIG YOU CAN CONTACT OUR TECHNICAL DEPARTMENT WHICH
WILL BE ABLE TO GUIDE YOU THROUGH ANY ASPECT OF OUR RIGS.

WE CARRY A VAST ARRAY OF SPARE PARTS FOR ALL Z SPAR PRODUCTS, SO YOU
CAN COME DIRECTLY TO THE MANUFACTURER IF YOU REQUIRE ANY P ARTS.
NO MIDDLE MAN TO PAY, JUST A VERY GOOD PRICE AND SERVICE. THAT'S THE
US SPARS WAY.

ALL THAT'S LEFT NOW IS TO SET SAIL AND ENJOY PEACE OF MIND SAILING
WITH Z SPAR ON BOARD!



Z Spar Furling Mast

Installing The Outhaul Rope:

This rope attaches to the front of the boom traveler, it leads around the clew block in the mainsail, underneath the pulley on top of the boom traveler, around the sheave in the boom outhaul end casting, through the halyard exit under the boom (or over the sheave in the front end of the boom) through a pulley behind the kicker and forward to a swivel pulley at the base of the mast. This leads aft in the same way as the furling rope.

Installing The Furling Rope:

Inside the slot underneath the gooseneck it is possible to see the coils of rope wound on the furling drum. Make sure the rope is fully wound on the drum then unwind three turns. Lead the rope from this slot around the pulley situated under the boom just in front of the kicker/boom vang fitting, then through the swivel pulley attached to the mast base and back to a self-tailing winch on the coach roof via the halyard organizer.

Installing The Mainsail:

Open and remove all four inspection covers. At the top set of openings you will see the sail entry slot cut in the furling internal foil extrusion. Feed the head of the sail through the mast slot and into the sail entry slot in the foil. Lower the main halyard down to allow the shackle on the halyard swivel to be attached to the strap sewn into the head of the sail using an allen key.

Continue to feed the sail into the slot whilst the main halyard is being hoisted. Do not attempt this with the wind astern. (This task is best attempted in little or no wind). Connect the bottom strap of the sail to the base of the furling extrusion with the shackle provided, by gaining access through the lower inspection holes. Please note that this tack shackle also connects the furling extrusion to the furling drum. Refit inspection covers. Complete the installation by applying moderate tension to the main halyard.

Furling The Sail:

Hoist the boom topping lift or ease the kicker so that the leach has little or no tension.

Maintaining a slight tension on the outhaul, furl the sail with the wind ahead. (A slight pressure from the wind will prevent creases in the sail). Insure that the furling drum has two or three turns of rope left on it when the sail is fully furled. The sail will only furl as far as the reinforcement patch.

Changing The Furling Rope:

Open the lower inspection covers and remove the tack shackle. This will disconnect the furling drum from the furling foil. Remove the machine screws holding the furling mechanism to the mast. These are located two at the top of the drum and two at the bottom of the drum. On some models there will be two additional screws or rivets on the side of the mast to be removed. Using a large screwdriver lever the furling drum away from the mast at the bottom end. The furling rope is retained by a simple knot inside the furling screw push the rope towards the drum and the knot will appear at the bottom of the furling screw. Undo the knot remove rope and replace. We recommend a 10mm braid on our larger gears (Beneteau 381 to 461) and a 8mm on our smaller gears (Beneteau 331) this braid must be of a good quality that will not flatten. This operation is made easier with the sail removed.

Maintenance:

Z spar furling masts require minimum maintenance.

The boom traveler should be flushed with detergent and fresh water regularly.

The furling rope should be replaced every four years or as required. Clean and flush top and bottom of furling mechanism regularly (the ball bearings in the furling mechanism and halyard swivel are all stainless steel so need minimum maintenance).

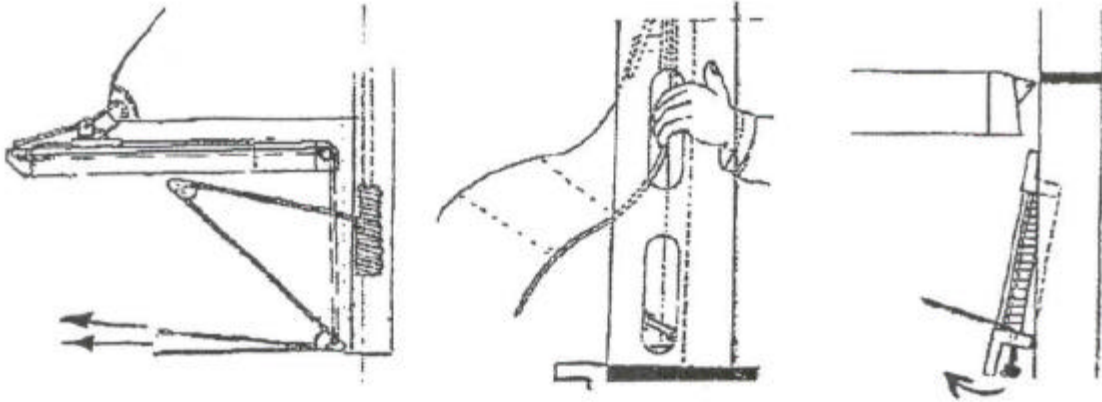
Trouble Shooting:

When unfurling the sail if there is resistance for the boom traveler to move, the most likely cause will be excessive mainsheet or kicker tension. Check also for friction with in the halyard organizers or at the mast base blocks, if these do not move freely it will cause slowing of the gear.

If the sail is not new there may be localized hardening of the head reinforcement, or fraying at the leach, which can cause friction. It is worth having the sail checked every year to avoid such problems.

When unfurling the sail if there are creases originating at the luff, and if these cannot be removed by increasing the main halyard tension, the most likely cause is that the sail maker has made the luff too long, (too much halyard tension will also cause friction at the halyard swivel).

Alternatively, the sail may have been furled with too much kicker tension.





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6320 N.W. 123rd Place
Gainesville
Florida
32653

Phone (386) 462-3760 Fax (386) 462-3448

Web: www.usspars.com

PERFORMANCE SPARS

10 Bis, Avenue, Louis-Lumiere
17184 Perigny Cedex
France

Phone (33) 0546454202 Fax (33) 0546447631

Our People Make The Difference