

M32 CATAMARAN ASSEMBLY MANUAL

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This manual is a guide for assembling the boat and stepping the mast and AHC takes no responsibility for damages caused while assembling the boat. If a problem or irregularity arises while assembling the boat, contact your local M32 representative.



M32 CATAMARAN TECHNICAL INFORMATION

The instructions in this manual are made with the intention of making owners safely put together, handle and use the boat for training and racing. The M32 is a high performance racing boat designed and dimensioned for inshore racing and should be used accordingly.

WE WANT TO STRESS THE IMPORTANCE OF FOLLOWING THIS MANUAL WHEN ASSEMBLING, HANDLING AND SAILING THE M32. HAVING THE RIG ACCORDING TO THE RECOMMENDED SETTINGS WITH THE SPREADER ANGLE, DIAMOND TENSION AND MAST RAKE BEING THE KEY PARAMETERS.

RIG

- Mast rake should be 480mm +/- 5 mm.
- The diamond tension using the Loos & Co. gauge RT-10M (3,2-7,1mm) with the base of the gauge in just above the mast winch is recommended to be in the interval 45-55.
- Spreader angle should be 190mm +/-5mm.
- The soft rig setting is constantly changing due to material properties.
 It is important to always check the rig settings before any sailing.
- We recommend Spinlock Rig Sense RGS/0508 for measuring the aft stay tension.
- Ensure that the cunningham line is not resting on the diamond stay, a

- dyneema can be put around the gooseneck to get a better angle for the ring/block.
- The gennaker luff length should be 15,630 meter, measured bearing to bearing, with a tension of 40 Kg on the luff
- In rig setting point 2 the measuring point is defined as 70 mm above the joint on the backside of the aft beam.

PLATFORM AND APPENDAGES

- It is recommended to grease all bolt treads. The bolts should be cleaned and the threads protected at every disassemble of the M32 to extend the lifetime of the bolts and to avoid the risk of the bolts to get stuck when assembling. We recommend Molykote 1000 or similar.
- We recommend to use Norbar Model 1523 Torque wrench (10 - 50 Nm) or similar for tensioning the beam bolts, traveler bolts and strut bolts.

TECHNICAL INFORMATION

 The gennaker should only be hoisted when the mainsail is fully up or at the first reef, having the gennaker luff tightened when the mainsail is at the second reef is not allowed. To have the gennaker up when sailing with two reefs will risk losing the mast as the mainsail is supporting the mast.

BOAT HANDLING

 The mainsheet and traveler combined is supporting the mast both upwind and downwind and the gennaker needs to be eased prior to the mainsheet when depowering the sails.

HALYARD LOCK

 Make sure that the steel locking arm on the halyard lock is all the way down into the groove when locked.
 Do not connect the cunningham or boom if this is not the case as it is not designed to take the load unless the steel locking arm is all the way into the groove.

UNLOAD TRAILER PARTS AND TOOLS



PARTS INCLUDED





TOOLS INCLUDED

- Ratchet spanner
- 2 19mm socket

UNLOAD TRAILERINSTRUCTIONS

Make sure the handbrake his on.



2 Unlock the handles so that the hulls can be folded down.



3 Take the starboard hull down.



4 Put on the trolleys. They are labeled forward, FWD, and aft, AFT.



TIP! Make sure bolts are in good condition and store the spanner and bolts in the storage box in the front of the trailer.

5 Use a 19 mm spanner to get the hull off the trailer arms.





6 Take the port hull down.



2 Put on the trolleys. They are labeled forward, FWD, and aft, AFT.



Use a 19 mm spanner to get the hull off the trailer arms.



Take off the cross beam to be able to open the hatch.







TIP! You do not need to take off the mast to be able to open the hatch.

PLATFORM ASSEMBLY PARTS AND TOOLS



PARTS INCLUDED

- Main beam
- 2 Aft beam
- 3 4x Traveler bolts (Incl. washer)
- 4 8x Beam bolts

- 5 Furlingline
- 6 Override preventers
- 7 Trampoline



TOOLS INCLUDED

- 1 Brush
- 2 Grease
- 3 16mm socket
- 4 19mm socket

- 5 Ratchet spanner
- 6 Torque wrench

PLATFORM ASSEMBLY INSTRUCTIONS

1 Position the two hulls, with the trampoline tracks and winches facing inwards, so that the beam beds line up.



2 Place the main and aft beam in the beam beds.



TIP! Make sure to clean the surfaces from grease rests and/or dirt. For any bumps or irregularities that are not coming off, use a 240 grid sandpaper. The surface needs to be even for the best fitting off the beams.

3 Grease and fasten the beam bolts using a 19 mm spanner. The bolts should be tightened to 40 Nm using a torque wrench.





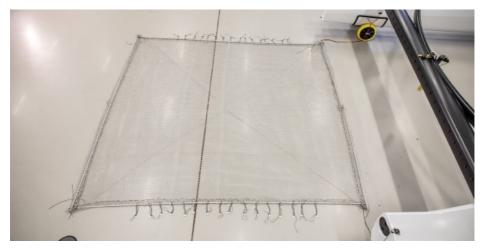
TIP! It can sometimes be a bit tricky to get all the holes to line up. To facilitate the assembly; start to line up one of the inner holes and tighten the beam bolt, leave it with a bit of play. Then continue with the other inner ones going around and then do the same procedure with the outer ones. When all bolts are in, tighten to 40 Nm. Recommended is also to go over the bolts with the torque wrench when the boat is in the water to make sure all bolts are properly tightened.

4 Fasten the 4 traveler track bolts with washers from inside the cockpits. The bolts needs to be greased before they are inserted and tighten. The bolts should be tightened to 20 Nm with a torque wrench.





S Position the trampoline behind the boat with the side with two glass fibre rods facing forward and with the forward and aft seams are pointing against the main beam and aft beam respectively.



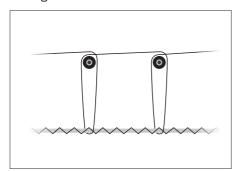
6 Slide all the trampoline sliders into the tracks on both sides. To be able to get the front and back lashing into position, untie the sliders on the sides so that there is no tension on the trampoline.





TIP! Easiest way is to be two persons, one from each hull. Be careful so that the glass fibre rods are not scratching the hulls.

Tasten the trampoline by running the lashing as shown on the picture. Start with the lashing on the main beam and start from the middle and work out towards the hulls to get the tension of the net straight and to stretch the net as much as possible for good tension.





8 For the aft beam lashing, start with making a loop in the middle of the lashing and then lash outwards from the middle.





3 Attach the lashing in the eyebolts in the corners of the trampoline and tighten. This will help to get the rods straight and avoid any large gaps between hull and trampoline.



TIP! Remember that the lashing and the net is a living material meaning that it will stretch and behave differently given the govern environment.

• Tension the sliders on both sides. To prevent the rods from breaking, do not tight too hard the first round and tension every other slider. Then go over a second turn and tension the ones not tightened. Then all sliders can be tensioned equally hard.



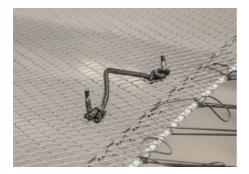
IMPORTANT!

Tensioning will have to be done prior each time of sailing since the lashing and net is stretching.

• Place the furling line around the mast knob and make sure it is not twisted.

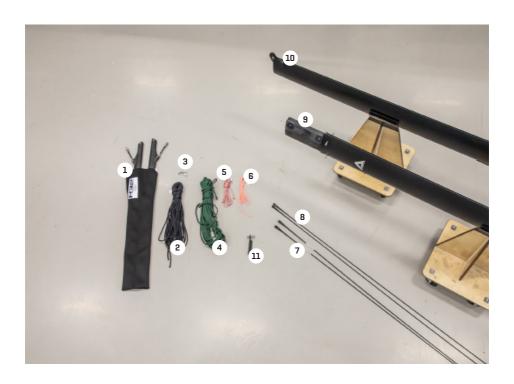


Mount/check override protectors. Remember that with a loose tensioned trampoline the angle of the gennaker sheet going onto the winch will vary.





MAST ASSEMBLY PARTS AND TOOLS



PARTS INCLUDED

- Spreaders
- Main halyard
- 3 Loop halyard small
- 4 Gennaker halyard
- 5 Cunningham
- 6 Rotation Line
- Diamond stay upper
- Diamond stay lower
- 9 Lower mast
- Upper mast
- Halyard lock (mast car)



The diamond stays should be handled with care and kept secured in the bowsprit during transport.



TOOLS INCLUDED

- 1 Loos & Co. gauge RT-10M (3,2-7,1mm)
- 2 Folding ruler
- 3 Ratchet spanner
- 4 19mm socket
- 5 Electrical tape

- 6 Torx set
- 7 Shock cord
- 8 Brush
- Grease
- 10 Lubricant

MAST ASSEMBLY INSTRUCTIONS

• Take the top section and line it up with the bottom section. Lubricate the joint and assemble the mast by sliding the top section onto the bottom section.





TIP! Have one person at the bottom of the mast, one person holding the bottom section still at the stand closest to the joint and one person at the top of the mast. The person at the joint guides the person at the top to move the top of the mast so it slides on nicely.

2 Move the upper stand just above the stay fitting on the top section and keep one stand at the mast winch on the bottom section.





TIP! Have the mast leading edge pointing downwards and use the Cunningham line to tie the mast winch to the stand to keep the mast in this position. The mast will be easier to continue assemble in this position.

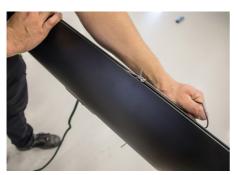
3 Lock the sections together with the six M6 bolts. Make sure to not over tight.



4 Lube the mast track to decrease friction when hoisting the main sail.



• Connect a mouse line to the gennaker halyard and run it through the gennaker halyard box and then guide the halyard down the luff track. Run the halyard through the clutch and then trough the port halyard block on the mast foot. Secure with a stop knot.





6 Remove the top sheave to insert the main halyard. Use a mouse line to guide the halyard down the luff track. If the halyard is new, connect the main halyard loop by first doing one half hitch with the loop in between and then one half hitch at the end of the halyard.





• Connect the main halyard loop by first doing one half hitch with the loop in between and then one half hitch at the end of the halyard.



TIP! The halyards need to have a diameter of 8mm to prevent the halyards to come out through the luff track. Do not remove the cover or use lesser diameters.

B Run the halyard lock[mast car] to test the top mast lock, reef 1 and reef 2. Make sure the steel pin on the halyard lock[mast car] slide all the way into the grooves and that the rings on the steel pin have a bit of play between them and the mast tube.





Measure the distance of the spreader adjustments to make sure that they are the same length.



• Connect the spreaders to the mast. Make sure that the rings for the clevis pins are connected so that the rings are facing downwards.



The diamond turnbuckle needs to be properly greased to function. It's a good opportunity to clean and service the turnbuckle when the mast is disassembled. Unscrew and remove the bolt entirely, do not remove the hanger from the mast. Clean the bolt, bronze nut and washer. Put grease on the entire thread of the bolt and bronze nut and on the washer.



IMPORTANT!

Make sure that the nut is all the way down in the hanger as shown in the picture, this must be controlled while tensioning the bolt to ensure that it is not on the side.

Attach the diamond stays starting from the top. Make sure the clevis pins are inserted so that the rings are facing towards the trailing edge to avoid the gennaker getting caught. Connect the top and bottom diamond stays to the spreaders and then finally connect the bottom diamond stays to the diamond turnbuckle.

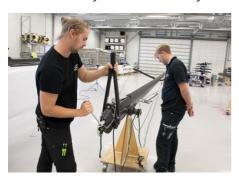






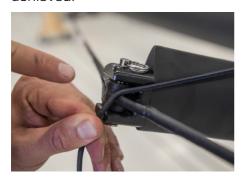
TIP! Make sure the pins are all the way in.

Tension the diamond turnbuckle to 50 using a Loose & Co tension gauge RT-10M (3,2 - 7,1 mm). The gauge should be placed on the diamond stay with the base just above the mast winch.



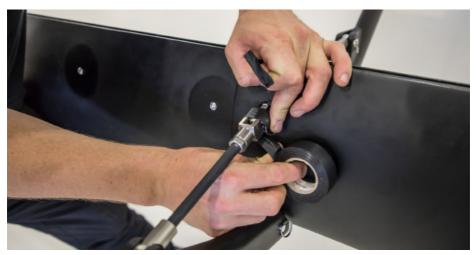


Measure the spreader angle by having a tensioned chock cord rest against the lower diamond and against the respective spreader tip. This measurement should be 190 mm +/- 5 mm. If the spreader angle is NOT as required, take the diamond tension off, adjust the spreader adjustments and repeat procedure until required angle is achieved.





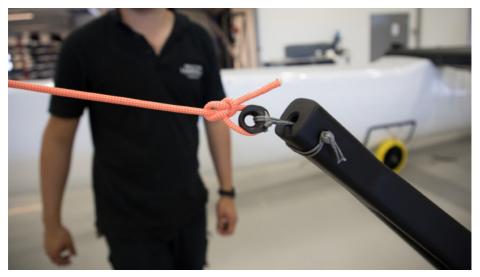
(5) When the spreader angle and the diamond tension are set, tape all pins to avoid any wear or damage to the sail and rig.



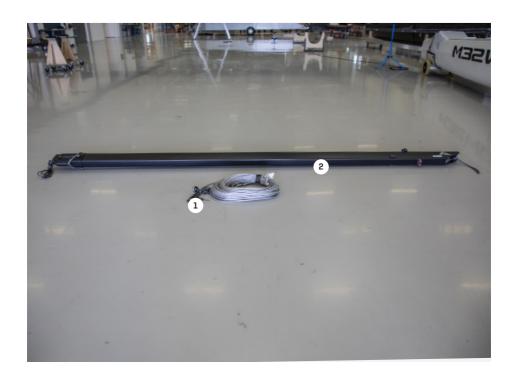
Fasten cunningham.



Fasten rotation line.



MAST STEPPING PARTS AND TOOLS



PARTS INCLUDED

Stay set

2 Boom



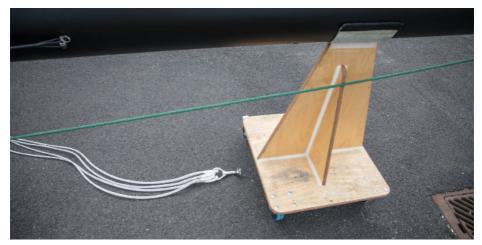
TOOLS INCLUDED

- Stepping line
- 2 Rigging lines
- 3 Winch handle
- 4 Ruler

- Mast stepping block
- 6 Brush
- 7 Grease
- 8 Padding

MAST STEPPING INSTRUCTIONS

1 Place the T-tang on the ground below the stay connection point in the mast. Do not connect to the mast yet.



TIP! It is a good routine to always start with checking that the furling line is around the mast knob and not twisted.

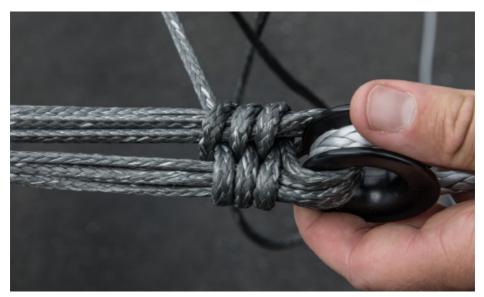
2 Run the front stays, which are the two middle ones on the T-tang, to starboard and port chainplate respectively.



3 Lash the stays with at least 4 laps and tie off so that the load is evenly distributed, as shown in picture. The lashing length is approximately 400 mm measured from the stainless pin to the top of the friction ring on the stays.





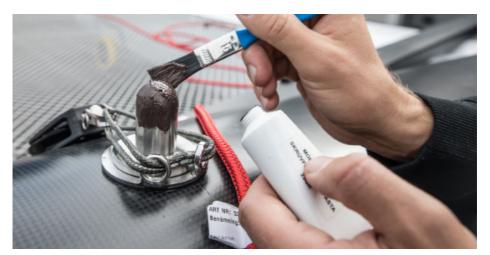


TIP! Before de-rigging the boat, take measurements of the distance between the pin and friction ring for next time rigging the boat.

• The aft stays are, during the mast stepping procedure, lashed to the main beam bolts on respective sides. The length should be approximately 250 mm from bolt to friction ring.



5 Apply grease on the mast knob and into the mast foot.



6 Place padding on the main beam on the port side of the mast knob. Then lift the mast and rest it on the padding with the rotation arm pointing to port.





Hook the T-tang to the mast.

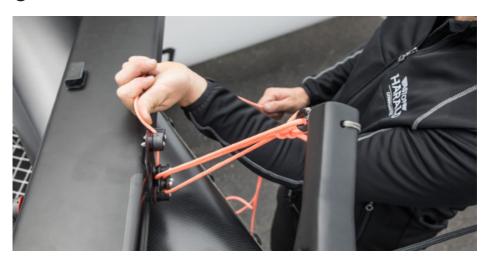


8 Attach the boom to the mast and place it so that it rests on the port hull in front of the main beam.

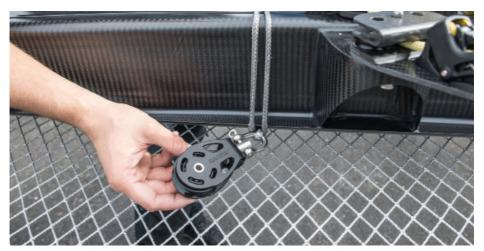




9 Run the rotation line.



Run the hoisting block around the aft beam, on the starboard side of the traveler adjustment plate, approximately 150 mm from the plate.



TIP! Make sure that the block will not scrape against the traveler plate.

number Run the stepping line trough the block, connect one end to the lower double boom loop with a bowline and put the other end through the override preventer and on the port deck winch and tie it off. Have as a routine to always check that the winch screw is tightened to avoid the drum from coming off when stepping the mast.







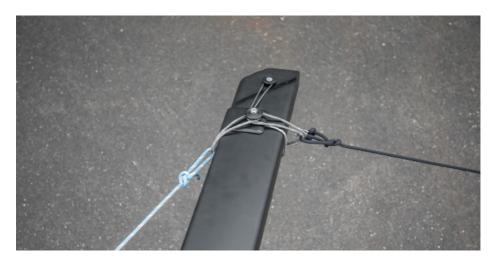
② Attach the main halyard to the upper double boom loop with a bowline.



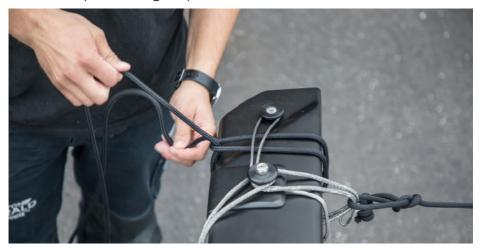
13 Tighten the halyard and tie it off around the gooseneck with a bowline.



14 If needed, adjust the hoisting line and/or main halyard so that the both lines are tensioned without slack and with the boom in the correct angle, as seen in picture.



Connect rigging line around the boom, aft of the outhaul slider. Important to connect these so that the support lines cannot slide inwards or off the boom when stepping the rig. Tie the port one to the port main beam bolt with enough slack so that the boom can be raised and point straight up.



TIP! When a good length have been found, mark where to tie off for future setups.

Raise the boom straight up and attach the starboard support line to the main beam bolt so that the boom will point straight up when the mast foot will be put on the mast knob.





PROTATE THE MAST SO THAT THE POTATION ARM IS POINTING UPWARDS. TIE OFF THE THE POTATION IN A POTATION OF THE P



TIP! Have one person at the top of the mast to make sure that it does not fall of the stand when rotating.

- Double check that all including parts and systems are properly prepared before stepping the mast. Use below Checklist:
 - Is the main halyard properly tied off?
 - Is the rotation line properly tied off?
 - Is the stepping line through the override preventer?
 - Are the boom support lines properly attached so they cant slide down the boom nor off the boom?
 - Is the mast knob greased?
 - Is the furling line around the mast knob and not twisted?
 - Is the mast stepping block free from the traveler plate?
 - Is there a winch handle at the port winch?
 - Is the winch screw tightened?

Before stepping the mast read point 19 to 24.

We recommend to be 4 persons during the mast stepping procedure. Have one person at the top of the mast, one at the foot of the mast and two at the port deck winch. The persons at the mast will be handling the mast and steering it during the hoisting. Of the other two, one will grind and the other will tail the stepping line. These persons will sit on the M32 to ensure that the aft won't lift when hoisting the mast.

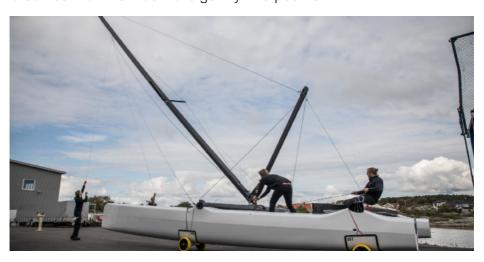


20 Start by lifting the mast foot onto the mast knob.



TIP! A small ease of the stepping line will make it easier to get the mast into place.

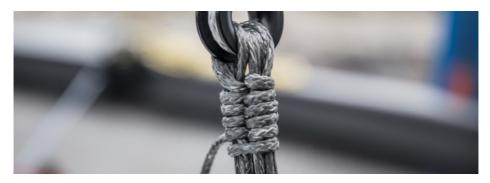
2 The person at the top of the mast will lift the top as high as possible to get the mast top higher than the main beam to facilitate the hoisting. Start hoisting the mast by winching the stepping line. The two persons that have lifted the mast on take one forestay each to be able to steer the mast during the hoist and at the end of the hoist, when the mast passes the vertical line, the stays can be used as a break so that the mast falls gently into position.



- 22 During the hoist keep an eye on/make sure:
 - That the mast foot slides on the mast knob properly.
 - To not get an override.
 - That no one is standing directly under the mast.
 - To steer the mast, using the forestays, so that the mast goes straight up.
 - That the boom loops are not sliding off.
- (3) When the mast is in position, tighten up the stepping line and tie it off around the winch.



2 Move the side stays to the chain plate of the respective side, lash them with five laps and tension them. They should be lashed as the for stays, described in Point 3.



IMPORTANT!

The stepping line must be tied off properly before the side stays can be moved.

With the side stays and mast secure, the stepping line can be removed and the main sheet block on the boom can be connected to the traveler car.



TIP! Use cable ties to make sure that the shackles that connect the two main sheet blocks to the traveler car and double boom loop doesn't come off.

® Run the main halyard through the main halyard block on the starboard side of the mast foot. Make sure the halyard runs on the outside of the rotation arm.



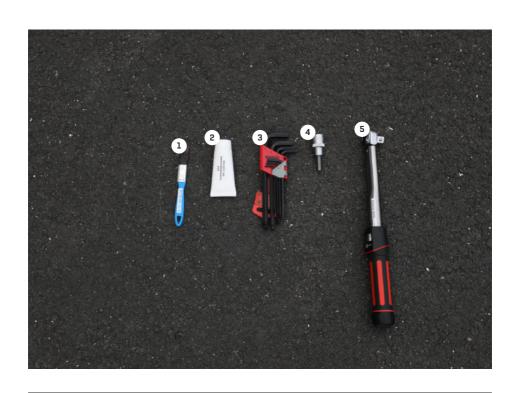
BOWSPRIT ASSEMBLYPARTS AND TOOLS



PARTS INCLUDED

- Bowsprit
- 2 Connection pin bowsprit
- 3 Locking pin strut

- 4 Strut bolts (Incl. washers)
- 5 Struts



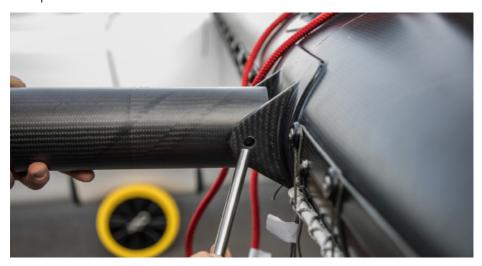
TOOLS INCLUDED

- 1 Brush
- 2 Grease
- 3 Allen key set

- 4 8mm allen socket
- 5 Torque wrench

BOWSPRIT ASSEMBLYINSTRUCTIONS

1 Attach the bowsprit to the main beam with the bow sprit connection pin and lock it off with the chock cord.



2 Hoist the bowsprit using the gennaker halyard so that the end of the bowsprit is higher then where it will end up when connected to the struts.



3 Connect the struts to the bowsprit by lowering the bowsprit and guide the struts into it.



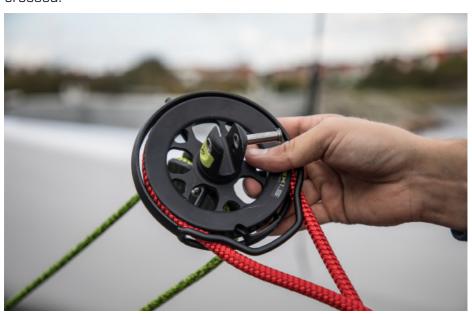
4 Put the strut pins in to lock the struts to the bowsprit and lock the pins with the chock cord.



Tighten the strut bolts to 20 Nm using a torque wrench.



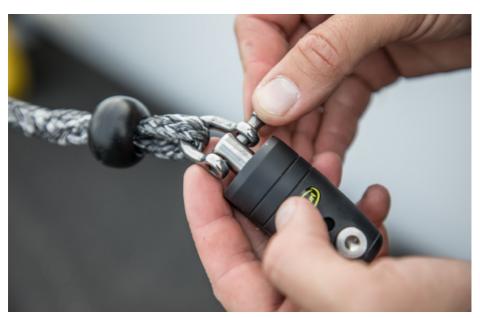
Attach the furling line to the furler. It is recommended to have it crossed.



7 Run the tack line through the clutch on the main beam and do a stop knot in the end.



Attach top swivel to gennaker halyard.

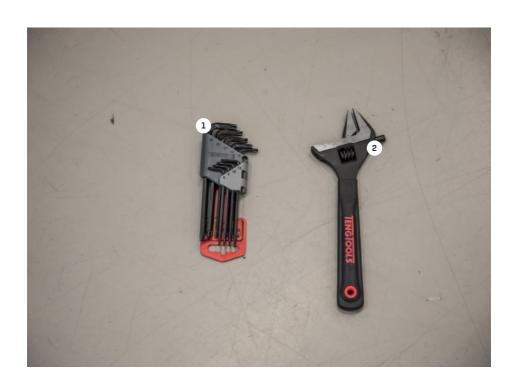


RUDDER ASSEMBLY PARTS AND TOOLS



PARTS INCLUDED

- 1 Starboard rudder
- 2 Port rudder
- 3 Rudder pins (Incl. locking bolts)
- 4 Pins drop nose
- 5 Tiller bar (Incl. extensions)



TOOLS INCLUDED

- 1 Torx
- 2 Adjustable spanner

RUDDER ASSEMBLY INSTRUCTIONS

1 Line up rudder heads so that the rudder pins can be inserted.





TIP! Keep cover on blade.

2 Put the rudder pins in and tight the locking bolts with the locking nuts.









3 Attach the rudder locking arms to the Dyneema locking loops.



4 Connect the rudders to the the tiller bar using the supplied drop-nose pins.

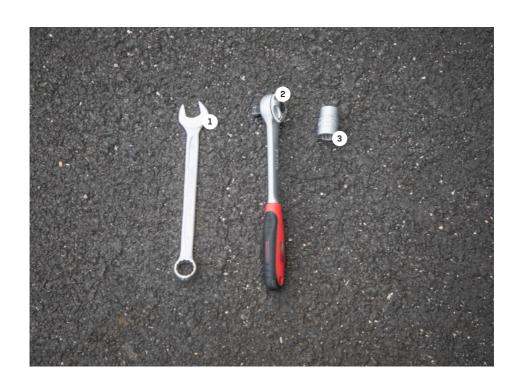


RACK ASSEMBLY PARTS AND TOOLS



PARTS INCLUDED

- Port rack
- 2 Starboard rack
- 3 Rack bolts (Incl. Washers & Locking nuts)

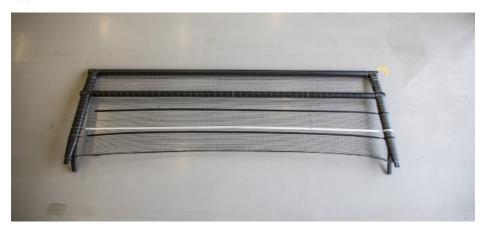


TOOLS INCLUDED

- 1 Wrench
- 2 Ratchet spanner
- 3 19mm socket

RACK ASSEMBLY INSTRUCTIONS

• Start by identifying the starboard and port rack, as they are different. The way to tell is that the two Dyneema lines running between the inner tube and the footrest should be on the forward end of the rack.



2 Attach the racks to the respective side of the platform, using bolts, washers and locking bolts. Make sure no to over tighten the bolts.





3 Attach the tightening line to the main beam, tension the line in the aft beam and tie off.





4 Remember to tie the racks to the side stays if racks are left upright.



SAILING PREPARATIONSPARTS

2 4 3 5 6 7 8 9

PARTS INCLUDED

- 2x paddles
- 2 2x mooring lines
- 3 Main sail loop
- 4 3x Winch handles
- 5 2x Safety knifes

- 6 2x Capsize lines
- 2x Daggerboard stop line system
- 8 Towline
- 9 4x Fenders

SAILING PREPARATIONS INSTRUCTIONS

① Connect capsize lines by running them through them selves, around the main beam and from each side so that one always can be reached in case of a capsize. They should be connected so they are easy to use!





2 Attach tow line around the main beam on the port side of the mast. Make sure the tow line is not tied in around the capsize lines!



3 Place the two supplied safety knifes, one under the bowsprit and second on the trampoline on the back side of the aft beam as shown I picture.



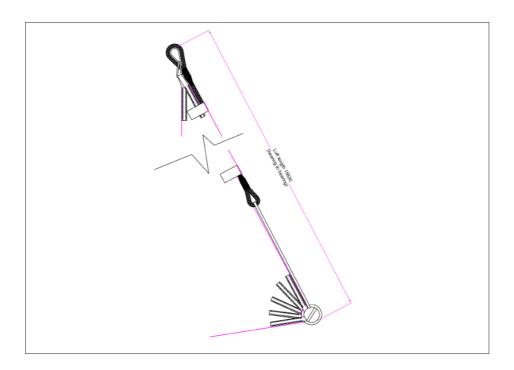


• Attach daggerboard stop line system with the loose ends tied off at the eye bolt on each side and the carabiners in a slider on the opposite side.





5 The gennaker luff length should be 15,630 meter, measured bearing to bearing, with a tension of 40 Kg on the luff.



- 6 Equip M32 with:
 - 3x winch handles
 - Main sail loop
 - 2x mooring line
 - 4x fenders
 - 2x paddles

RIG SETTINGSTOOLS



PARTS INCLUDED

- Ruler
- 2 Spinlock Rig Sense RGS/0508

RIG SETTINGSINSTRUCTIONS

1 Check rake by lining up the top of the knot on the main halyard parallel to the joint between the mast tube and the mast foot. When this is lined up, tie off the halyard around the mast winch.



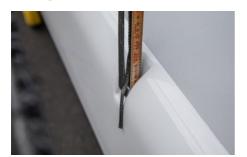
2 Mark measuring point 70 mm above the joint on the backside of the aft beam.



3 Measuring the distance from the measuring mark on the aft beam to the top of the knot. This distance between mark and knot should be 480 mm +/- 5 mm.



4 Measure the side stay tension using a Spinlock Rig Sense RGS/0508. The tension should be 300 Kg. The black sheave on the gauge should be 1550 mm above the chain plate pin for accurate tuning.







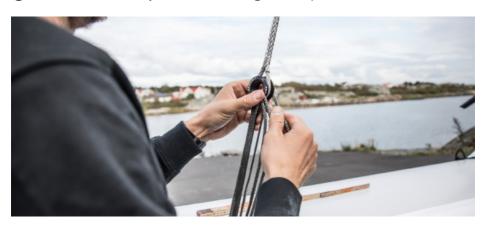
Setting the rig if the rake is too far forward.

• Make sure that the rig is centered in the transverse direction, using the gennaker halyard. Lock the halyard off with the clutch and measure the distance between the stainless pin and a reference point on the halyard. Make sure that the distance is the same for both starboard and port.

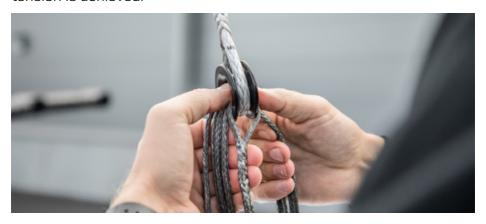




2 Ease off front stays so that the rig ends up centred.



3 If the side stay tension is above 300 Kg, ease off until desired tension is achieved.



 ${\color{red} \bullet}$ If the side stay tension is lower than 300 Kg, tension the lashing using the winch.



TIP! To prevent damage to deck and lashing, use a soft shackle with friction ring so that the lashing does not run over the deck.

S Make sure that the side stay tension is 300 Kg on both side stays. Making changes to one side effects the other so it usually takes a couple of turns tensioning/easing off to get it right.



6 Check rake as described in Check the rig. If correct, the rig is set for sailing and if not, start from point 1.

Setting the rig if the rake is too far aft.

• Make sure that the rig is centred in the transverse direction, using the gennaker halyard. Lock the halyard off with the clutch and measure the distance between the stainless pin and a reference point on the halyard. Make sure that the distance is the same for both starboard and port.





2 Tension the front stays so that the rig ends up centred.



TIP! If it is not possible to tension the front stays due to that the side stay tension is to high, ease the side stays off to be able to tension front stays.

3 If the side stay tension is above 300 Kg, ease off side stays until desired tension is achieved.

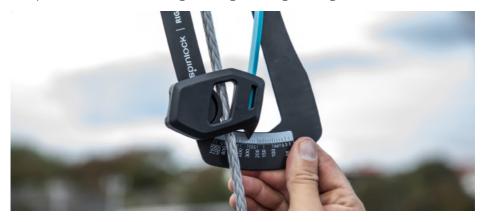


4 If the side stay tension is lower then 300 Kg, tension the side stay lashing using the winch.



TIP! To prevent damage to deck and lashing, use a soft shackle with friction ring so that the lashing does not run over the deck.

S Make sure that the side stay tension is 300 Kg on both side stays. Making changes to one side effects the other so it usually takes a couple of turns tensioning/easing off to get it right.



6 Check rake as described in Check the rig. If correct, the rig is set for sailing and if not, start from point 1.

MAIN HALYARD LOCK INSTRUCTIONS

Prepare sail for hosting.

- 1 Insert halyard lock(mast car) into the luff track.
- 2 Connect main halyard, with the two half hitches facing away from the mast, to the locking arm on the halyard lock(mast car) by thread the small main halyard loop pass the two stainless steel rings on one side to allow the other side of the loop to be threaded. Then move the loop so that both sides are in between the plates.
- 3 Put the main sail on the port side of the mast and leave the luff end on the main beam. This will facilitate hoisting the sail.
- 4 Run the big main halyard loop through the headboard of the main sail and then hang it on to the locking arm, with each end of the loop between the stainless steel rings. Slide the luff into the track and hoist approximately 200 mm to prevent damage to the halyard lock between preparing and hoisting.



TIP! Lube the luff of the main sail for an easier hoist.

Hoisting the sail.

- Hoist the sail by man power. Do not put the halyard on any winch as this can increase the risk of damage mast, sail or halyard lock.
- ② Hoist past the lock you want to engage (top, reef 1 or reef 2) and keep tension when it is passed.
- 3 Rotate the mast using the rotation arm while keeping tension on the halyard. This is to create friction so that the sail does not slide down and passes the groove when releasing the main halyard.
- 4 Release the main halyard completely, meaning that it is completely slack.
- **5** Rotate the mast back, shake gently and slowly pull the sail down until it goes into the groove.
- The sail is on the lock when the locking arm is in the cut out in the mast and there is NO tension on the main halyard. If there are any uncertainties, repeat the procedure until you are sure the sail is in the lock to prevent any damage to the lock that can occur if the sail is loaded up without proper locking.
- 7 Run the Cunningham and tension.
- 1 If reefing, roll up the excessive sail and secure with a reefing line.
- 9 Hook on the boom.

If the sail does not lock.

- Make sure that there is no tension on the main halyard when trying to get the sail to lock.
- 2 If the sail does not lock in 3 tries, take the sail all the way down. Make sure that the main halyard loop is correctly attached with the knot facing away from the mast and that the loop is outside the two inner rings on the locking arm.
- 3 Make sure that the halyard lock(mast car) is not damaged and that the spring is strong enough.
- 4 Check that the groove is in good condition.

Unlock the sail

- Ease off gennaker tack line.
- 2 Take the main sail clew of the boom.
- 3 Take the Cunningham tension off but leave in sail.
- 4 Hoist the sail so that the locking arm is out of the cut out, approximately 50 mm.
- **5** While having tension on the halyard, pull the sail down using the Cunningham so that the locking arm is passing the cut out.
- **6** When the cut out is passed, pull down the sail without having tension on, but as soon a cut out (reefing points) will be passed, put tension on halyard and then pull down.

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GET ASSEMBLY VIDEO INSTRUCTIONS AT: M32WORLD.COM

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