

# **NAERA** *sailing*

## **500 MK2** **ASSEMBLY MANUAL**



**CAREFULLY READ THIS MANUAL BEFORE OPERATING YOUR NACRA.**



## About Nacra Sailing

Since 1975 Nacra has always been about empowering sailors. Getting the best out of yourself and your team with Nacra supplying the equipment. Reaching new heights and pushing your boundaries, that's Nacra Sailing! Nacra & Performance Sails are based in The Netherlands. Our Dutch company took over the original Nacra factory (Santa Ana, California) in 2007 with all its rights concerning the brand Nacra. Nacra has been originally founded in 1975 and draws its knowledge therefore from a long history of building and supplying catamarans to the world of sailing.

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## Welcome!

Dear Customer,

Thank you for purchasing a Nacra! Before you start using this Nacra, read this operator's manual and owner's manual carefully and familiarize yourself with this boat and its operations. For your safety and a longer operating lifespan of your brand new Nacra, follow the instructions and warning notices in this manual and the owner's manual carefully.

Besides manuals, we have an extensive dealer network around the world. Naturally, these Nacra dealers know everything there is to know about your Nacra and can provide you with the best service possible. So please call your dealer in your region for any servicing needs. Make sure that only genuine spares are used for your Nacra to ensure optimal performance.

This manual will familiarize you with the operation and maintenance of your new Nacra. The manual provides you with important safety information which should be read and understood before moving on to assemble your Nacra.

Is this your first sailboat? Or are you not familiar with this kind of sailboat? For your comfort and safety, please ensure that you obtain handling and operating experience before assuming control of this Nacra catamaran. Nacra Sailing experience centers, National Sailing Federations, or yacht clubs will be pleased to advise you about sailing schools or competent instructors.

Please feel free to contact your local dealer whenever you have any queries. Manuals can also be found on our website:

<https://www.nacrasailing.com/support/>

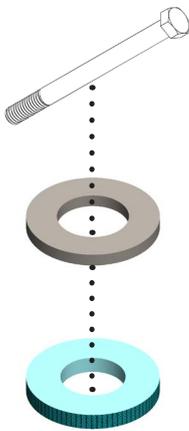
## Icon reading guide



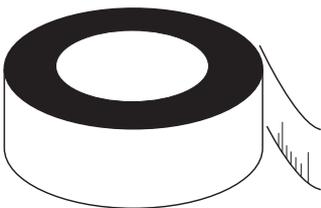
Grease part with watertight lithium-based grease

**Do not exceed the recommended 30 Nm, over tightening the bolts results in damaged threads.**

Safety remark



Assemble in the shown order



Measure

# Glossery

- Rudder** - controls direction of boat
- Crossbar** - connects both tiller arms
- Tiller arm** - connects rudder to crossbar
- Traveller sheet** - controls traveller position
- Main sheet** - controls the power of the sail

- Helmsman** - controls steering and main sail
- Mainsail** - main power source of the catamaran
- Jibsheet** - controls the Jib's angle to the wind
- Jib** - secondary power source



- Pro grip** - provides grip on slippery hull
- Trampoline** - supports sailors and is the main interaction area
- Hiking strap** - supports the lower leg when hanging
- Joystick** - the way to control the rudder
- Traveller** - controls the main sail angle to the wind
- Rear beam** - connects the two hulls

- Crew** - controls the jib and heel
- Shroud** - keeps the mast up
- Front beam** - connects the hulls
- Trapeze** - allows sailors to hang outside of the boat
- Hull** - provides buoyancy
- Bow** - front of the boat

# NAERA 500 mk2

## Trimsheet

Conditions		Mast			Jib
Sea state	wind strength	Mast rake*	Diamond tension	forstay tension	Jib block position on beam
flat	3 to 8 knots	5,2°	170kg	100kg	inboard
	8 to 12 knots	5,2°	190kg	100kg	inboard
	12 to 18 knots	5,6°	220kg	100kg	middle
	18 to 25 knots	5,6°	250kg	100kg	outboard
medium	3 to 8 knots	5,2°	170kg	100kg	inboard
	8 to 12 knots	5,2°	190kg	100kg	inboard
	12 to 18 knots	5,6°	220kg	100kg	middle
	18 to 25 knots	5,6°	250kg	100kg	outboard
large	3 to 8 knots	5,2°	170kg	100kg	inboard
	8 to 12 knots	5,2°	190kg	100kg	middle
	12 to 18 knots	5,6°	220kg	100kg	middle
	18 to 25 knots	5,6°	250kg	100kg	outboard



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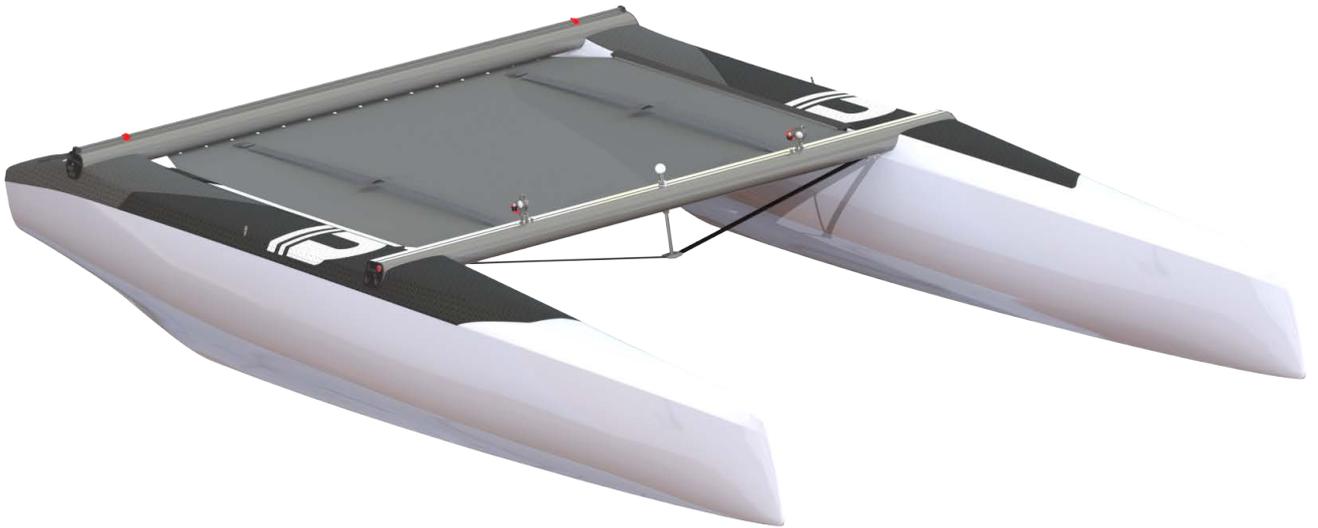
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# Setup

Setting up the boat after purchase or long time storage

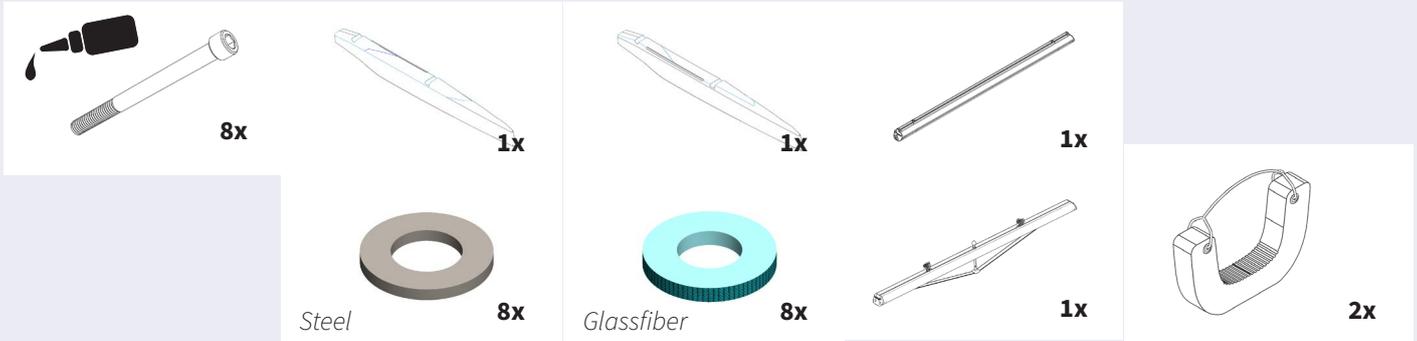
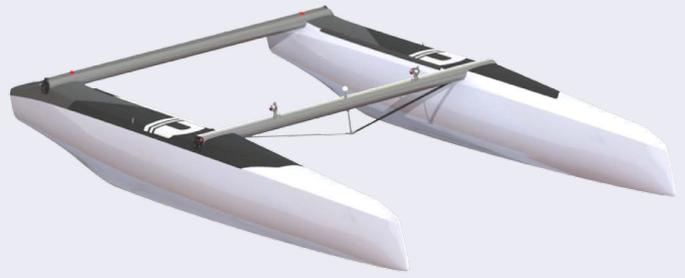
# **1. Basic platform assembly**



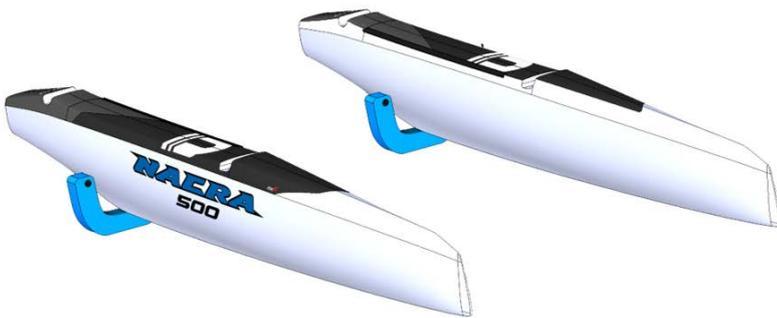
# 1.1. Beam assembly threaded

**Tools needed:**

- Torque wrench
- 5/16 or 8 mm hex socket
- Grease



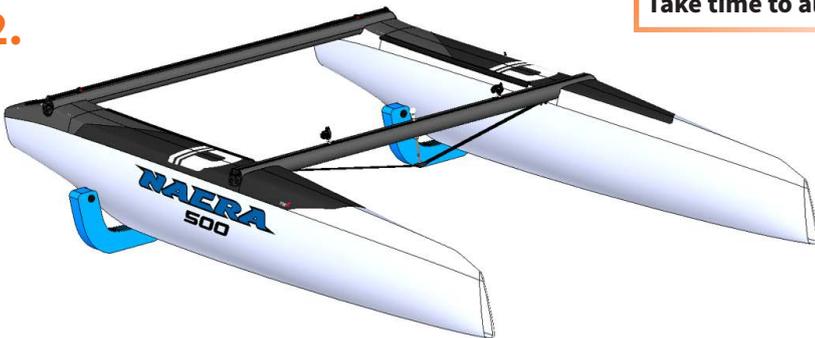
1.



1. Space the hulls approximately 2.5m parallel from each other. Use the cardboard cradles or catrax to support the hulls.

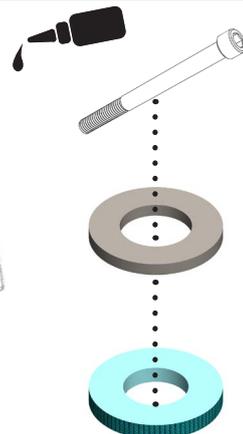
2.

**Take time to align the crossbars !**



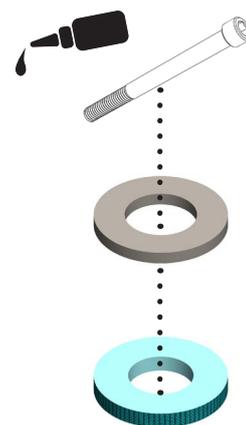
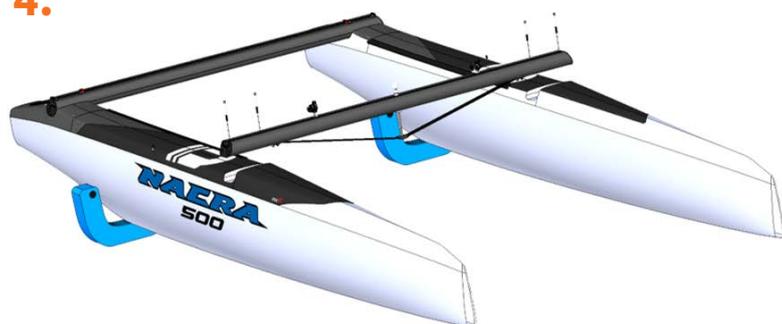
2. Place both crossbars.

3.

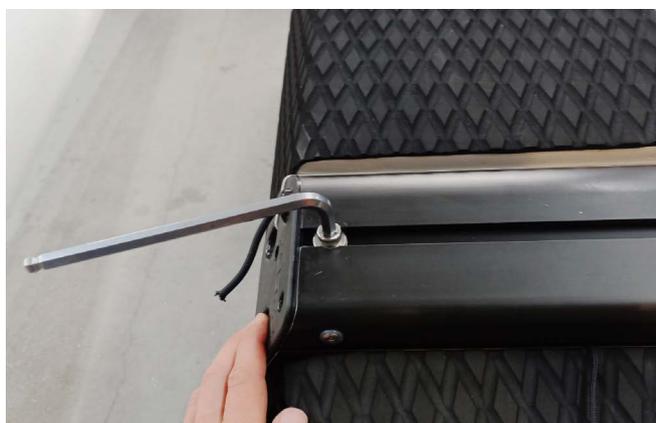


3. Insert all beam bolts before tensioning. Grease the bolts using the supplied grease.

4.



5. You can use the supplied 8mm allen key to tension the bolts.

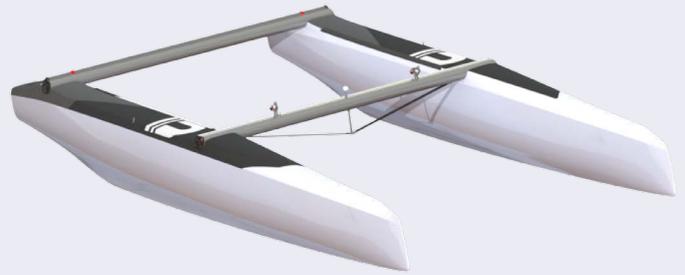


**Do not exceed the recommended 30 Nm, over tightening the bolts results in damaged threads.**

## 1.2. Front crossbar pre-bend

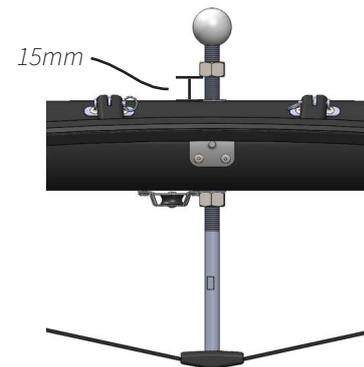
### Tools needed:

- Wrench 22mm or 7/8 inch
- Wrench 19mm or 1/2 inch



Nacra front beams are delivered with pre bend right from the factory. However, this should be checked.

- There should always be a pre-bend on the front crossbar. This is achieved by the tension on the dolphinstriker.
- On new beams the tension on the dolphinstriker must be reset after:
  - 2 hours of sailing and
  - 10 hours of sailing
- check the tension without rig tension.
- During the season check the pre-bend regularly.



### Check pre-bend always without rig tension on.

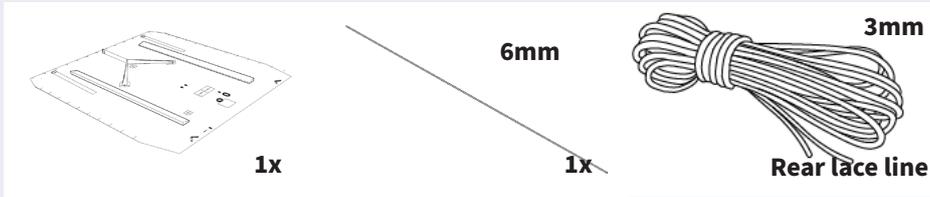
1. Release the tension on the nut located on top.
2. Release the tension on the nut located under the crossbar.
3. Put grease on both nuts.
4. Measure 15mm from top side of the crossbar to the bottom side of the upper nut.
5. Tension the nut underneath the crossbar until both nuts are tightened.



## 1.3. Trampoline track on hull

### Tools needed:

- Torque wrench
- 5/16 or 8 mm hex socket
- Dishwasher soap



1. Slide the front of the trampoline into the track of the front beam. The front top has a pocket opening in the middle. Check if the top points up.

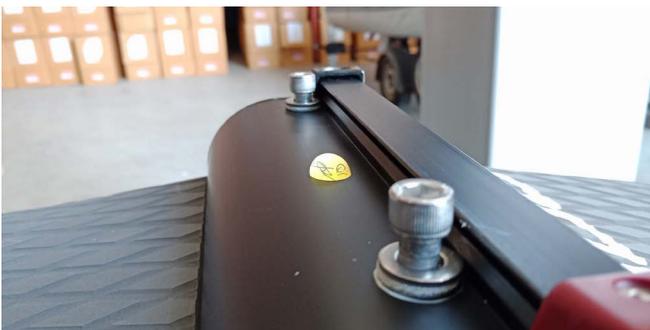


2. Make sure the trampoline is centered



Pulling the trampoline in can be heavy, this becomes easier over time when the trampoline stretches a bit. You can use soap on the sides of the trampoline to lubricate.

3. Loosen all crossbar bolts.

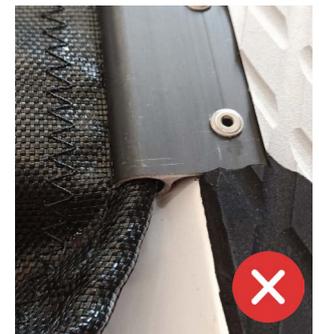
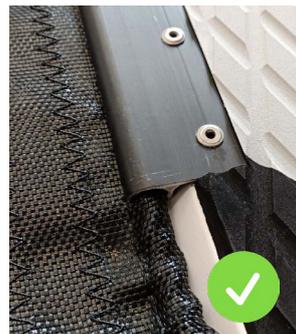


4. Use dishwasher soap to lubricate the sides of the trampoline.



5. Ideally with two persons, slowly and evenly pull the sides into the tracks on the hulls.

**Check if the trampoline does not get stuck at the front edge of the track. Pulling hard when this happens can damage your trampoline.**

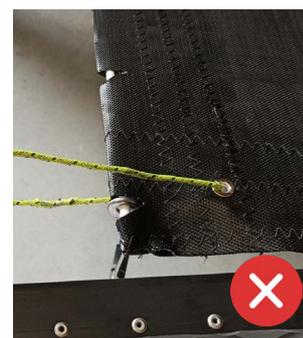
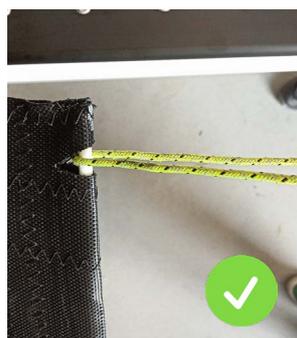




6. Insert the trampoline tie rod into the trampoline, making sure that the sides are covered in cloth. Enter the rod via the hole in the side of the trampoline.



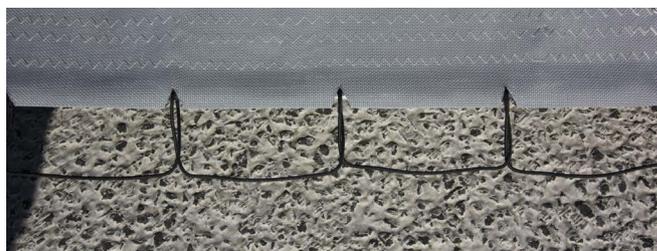
7. For the last bit of pulling you can use a rope through the rear trampoline rod. Do not use the grommets in the trampoline. As these can rip your trampoline.



8. Tension the trampoline bolts according to the platform assembly chapter.

9. Make a small bowline in the port end of the rope.

10. Loop the rope through the tie rod from top bottom, port to starboard.

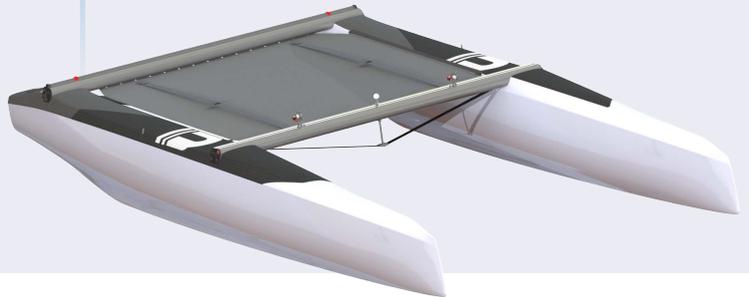


## 1.4. Trampoline tensioning rear lacing

**Make sure the trampoline is in the middle of the catamaran.**

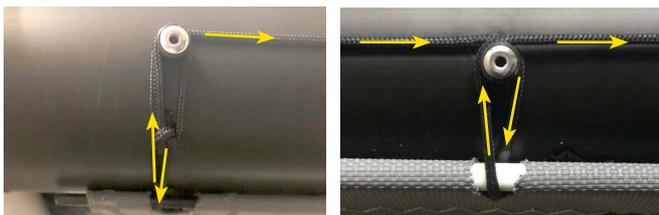
**Tools needed:**

- Long nose plier
- Wrench or screwdriver



A well tensioned trampoline is paramount to its longevity and your comfort on the boat. A correctly tensioned trampoline is tight enough to stand on without much deflection.

1. Loop the laces using the trampoline tie buttons.



2. Tension the trampoline loop by loop from port to starboard.
3. You can use a wrench and a long nose plier to apply more pulling force. Pinch the rope under tension at the tie button. And tighten the rope using the wrench to prevent the rope from cutting in your hands.
4. After tightening, go one or two buttons back to secure the line.

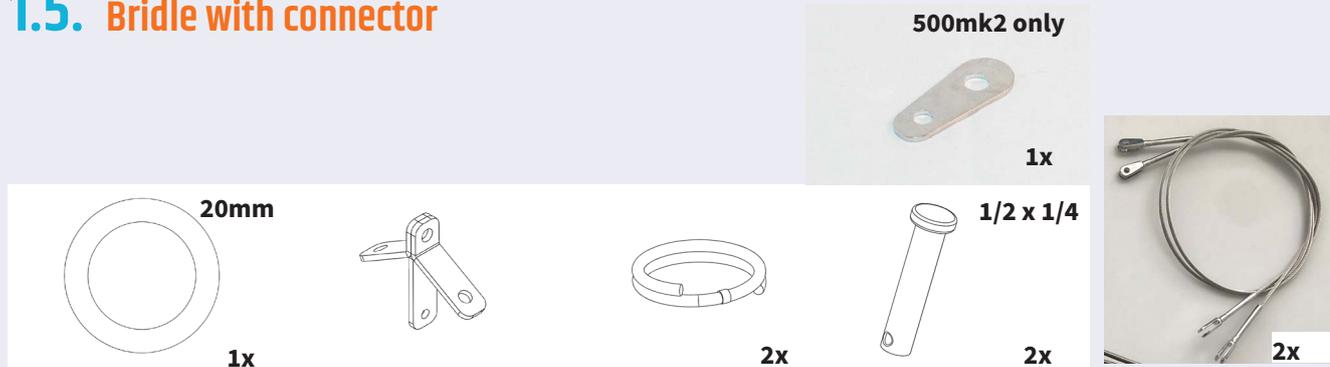


5. Tie the rear lacing line with a half-hitch knot. Continue until you reach the end of the line.



You will need to re-tighten the trampoline after the first weeks or uses. The material needs time to set.

## 1.5. Bridle with connector



1. Mount the bridle wires on the bridle connector. Use the clevis pins 1/2 x 1/4.



2. Connect the bridle to the bridle pins.

If you are installing a spinnaker kit also do the following steps.

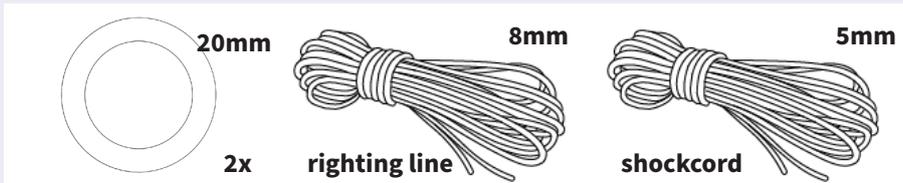
3. For a snuffer system: Install the ring 3x20 ss under the fork terminal on port side as shown in the picture.



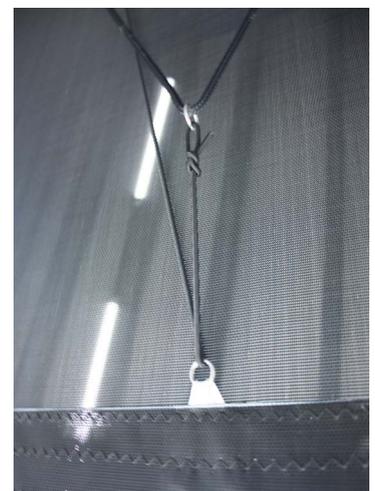
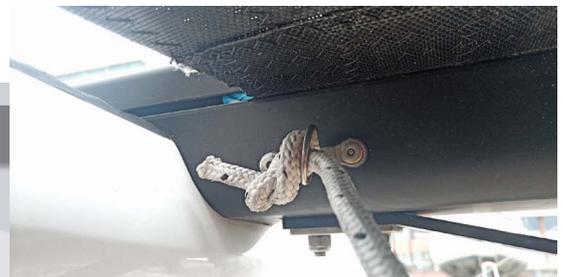
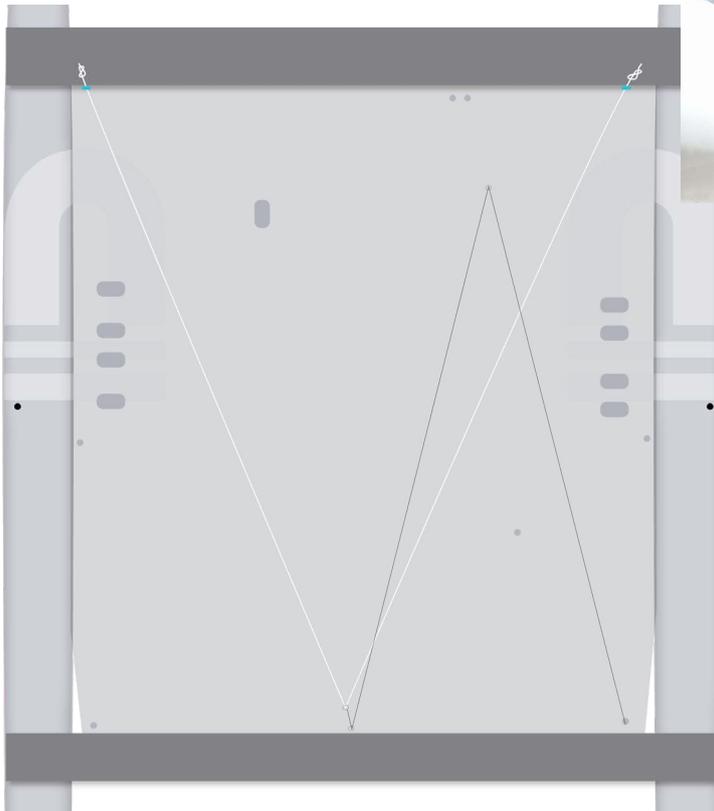
4. For the 500MK2: Install bowsprit connector plates on both bridle terminals.



## 1.6. Quick righting line 500mk2



1. Attach the shockcord with a bowline to the starboard aft trampoline lashing under the trampoline.
2. Feed the other end of the shockcord through the 20mm ring in the middle of the trampoline.
3. Feed the line through the ring in the aft middle of the trampoline.
4. Attach the other ring to the end of the shock cord using a bowline knot.
5. Make an eight knot in the end of the righting line.
6. Feed the other end through the ring under the front cross beam.
7. Then through the ring attached to the shock cord.
8. Back to the front cross beam, through the eyelet.
9. Make an eight knot in the end of the righting line.



## **2. Basic mast assembly**



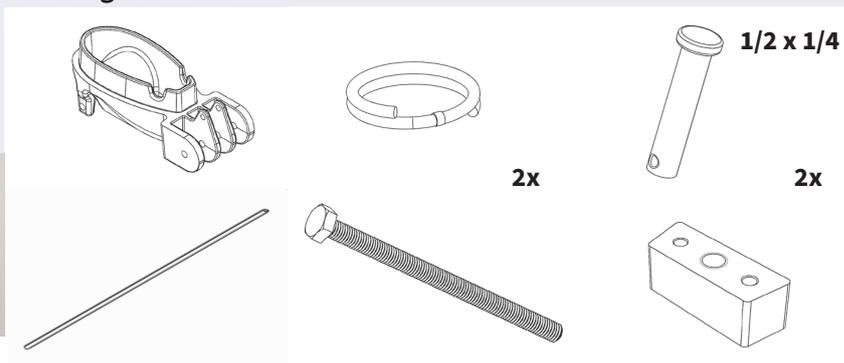
## 2.1. Diamond wires

### Tools needed:

- Wrench 17mm
- Long nose plier
- Grease
- Self-amalgamating tape



It is preferable to place the mast on supports while building the mast.



1. Take the brass fitting from the rigbox kit diamond adjuster and the diamond wires.

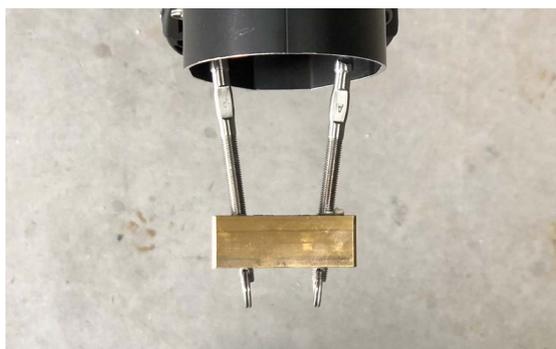
**The brassfitting is asymmetric. Make sure the brassfitting is in the same position as shown in the pictures!**

2. Feed the diamond wire through the slots in the mast. Grease the threaded ends of the diamond wires and fit one end into the brass fitting. Turn until you see the full hole in the end which sticks out of the brass fitting.



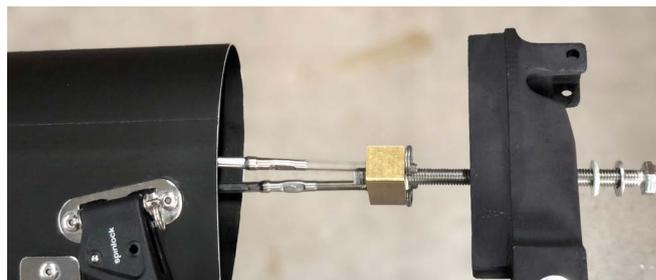
3. To fit the other diamond wire into the brass fitting let another person help you by turning the diamond wire at the other end.

4. Mount the split rings on the diamond wires.



5. Grease the diamond adjuster bolt and adjust the washers and mastbase with the glass fibre washer touching the mastbase. Make sure the bolt is at least 5mm in the brass fitting.

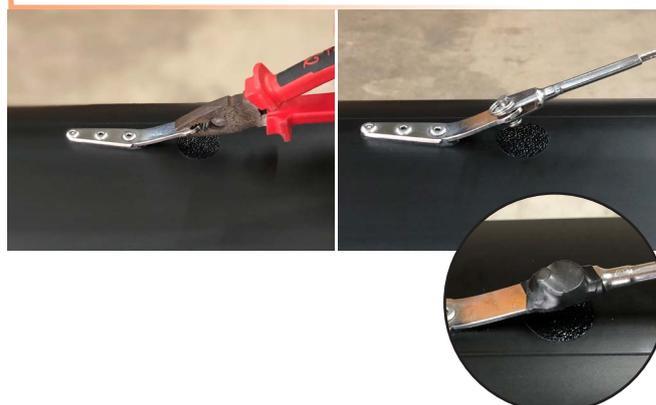
6. Place the mastbase on the mast and pull the diamondwires further up through the diamond slots in the mast.



7. Bend the diamond wire tang away from the mast.

8. Attach the fork terminals of the diamondwires on the tangs with the two clevis pins 1/4 x 1/2 from the spreader attachment rigbox kit.

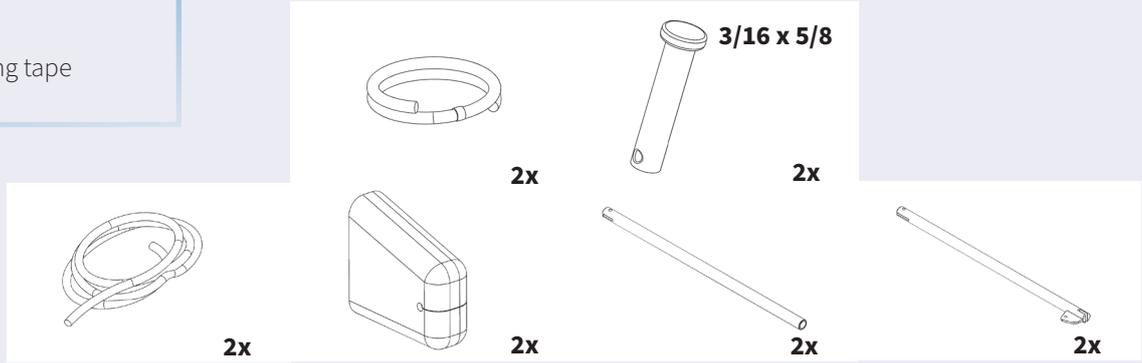
**The ring must be on the outside!**



## 2.2. Fixed Spreaders

### Tools needed:

- Long nose plier
- Self-amalgamating tape



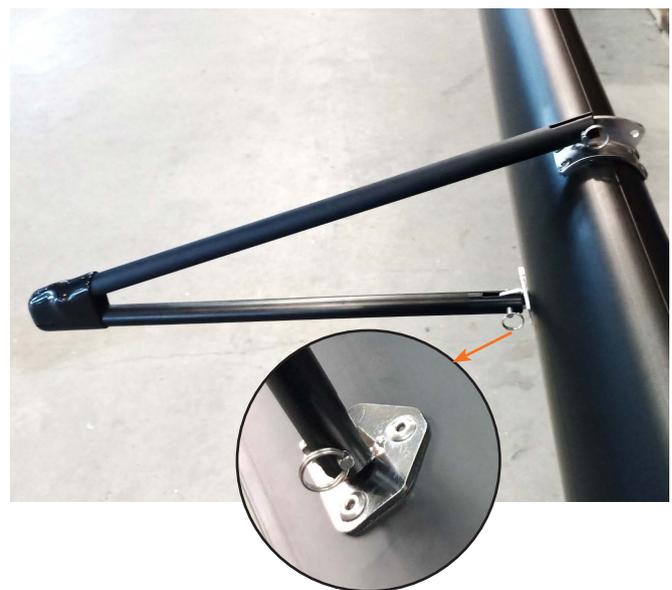
1. Assemble the two spreader bars using the clevis pins  $3/16 \times 5/8$ .



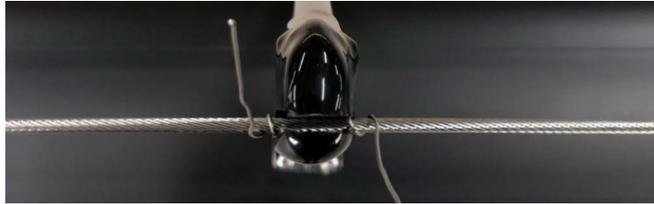
2. Take the spreader tip cover and a monel-wire piece. Wind the wire around the spreader arm and put the two ends through the cover. Slide the cover over the spreader arm.



3. Attach the spreader to the mast with the spreadertip facing forward.
  - **The splittings must face the bottom of the mast!**



4. Slide the diamond wires into the slots of the spreaders.
  - **Make sure the diamond wire is completely in the slot!**
5. Twist the wire ends around each side of the diamond wire. Twist the two ends into each other.



**First perform Chapter Diamond tension before continuing the next steps.**

6. Cut off the excess monel wire and ensure it is bent neatly onto the diamond wires to prevent the wire from tearing the sails.



7. Use self amalgamating tape to tape the spreader ends and the pins and rings



**Protect your sails, make sure no sharp wire ends are sticking out!**

## 2.3. Diamond tension

### Tools needed:

- Wrench 17 mm
- wire tension gauge

1. Put tension on the diamond wires by tensioning the diamond adjuster bolt with a wrench size 17mm. Use the “loose” tension, or an equivalent gauge to measure the tension on the diamond wires.

**Use the trimsheet for your boat to determine your diamond tension settings.**

**Overdoing the minimum or maximum diamond wire tension can cause severe damage to the mast while sailing.**

2. After putting tension on the mast check if the mast is straight. Take a look along the sail groove from mast base to mast top.

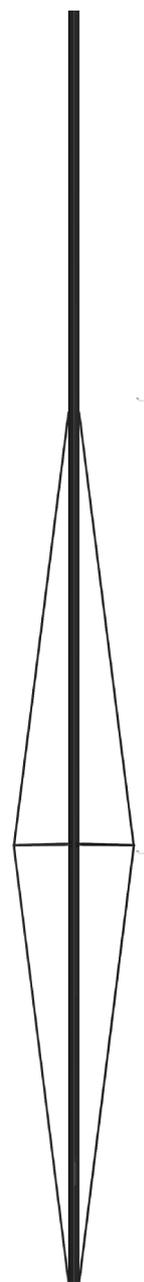
If the mast is bent to **starboard**:

- Release the diamond tension
- Detach the **port** diamond wire at the tang and shorten the wire with 1 full twist clockwise.
- Attach the **port** diamond wire at the tang and put tension on the diamond adjuster bolt again. Redo this process if necessary

If the mast is bent to **port**:

- Release the diamond tension
- Detach the **starboard** diamond wire at the tang and shorten the wire with 1 full twist clockwise.
- Attach the **starboard** diamond wire at the tang and put tension on the diamond adjuster bolt again. Redo this process if necessary

3. Tape the rings of the diamond tang when done.



## 2.4. Forestay full battened jib

- 3mm allen key or T20 torx
- Self-amalgamating tape

*rigging kit standard jib*

If you a hoisting jib instead of a furling jib install your forestay as follows:

1. Assemble the forestay for the jib as shown in the images below:



2. Make sure the stainless steel jib halyard feeds through the top block.
3. Attach the 4mm line to one side of the stainless steel halyard furthest from the forestay.



4. Connect the shackle to the stainless steel halyard and 3mm line end.

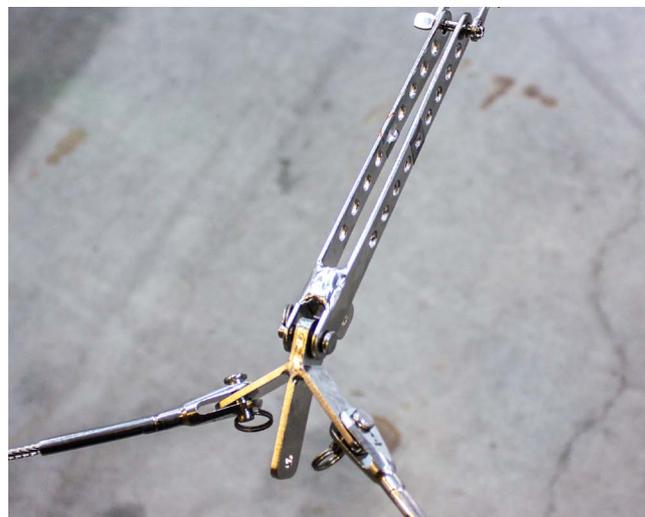


5. Attach the 3mm line to the other end of the 4mm line.
6. Tape all sharp edges with self amalgamating tape.

7. Mount the forestay cleat on the mast.



8. Attach the forestay adjuster to the bridle connector.



## 2.5. Forestay furling jib

### Tools needed:

- Self-amalgamating tape

*rigging kit furling jib*

If you own a furling jib instead of a hoisting jib install your forestay as follows:

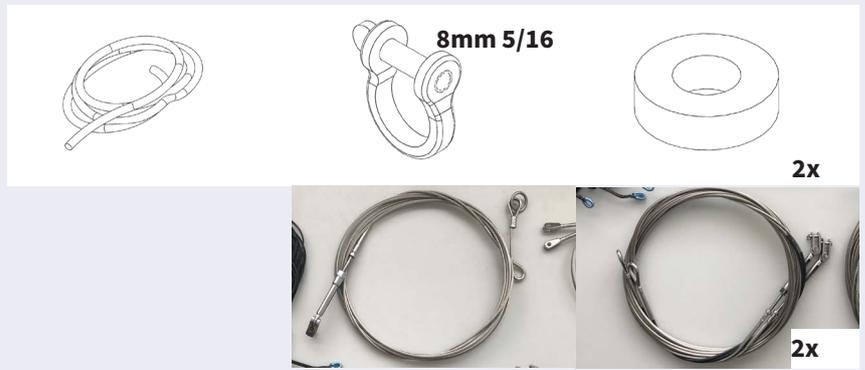
1. Make sure the stainless steel jib halyard feeds through the top block.
2. Attach the 4mm line to one side of the stainless steel halyard.
3. Connect the shackle to the other end of the stainless steel halyard.
4. Knot the 3mm line to the loose end of the 4mm line. This is your hoisting mouse line.
5. You can temporarily tie away the loose end of the 3mm line to the shackle.



## 2.6. Fixing the stays

### Tools needed:

- Long nose plier
- Self-amalgamating tape



1. Use the shackle 8mm 5/16, 2 nylon washers, the shrouds and forestay.
2. Install them as shown in the picture. The forestay must be located in the middle.



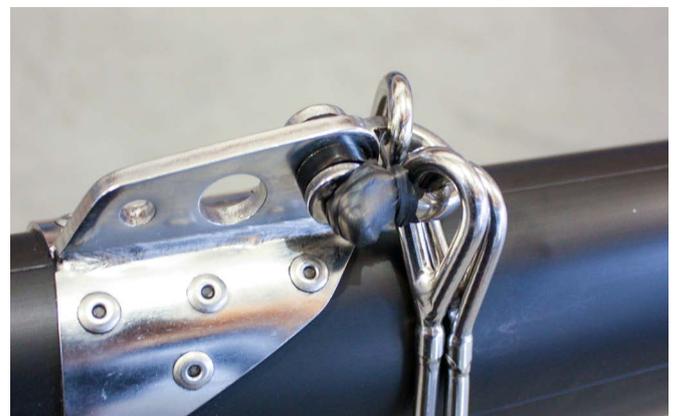
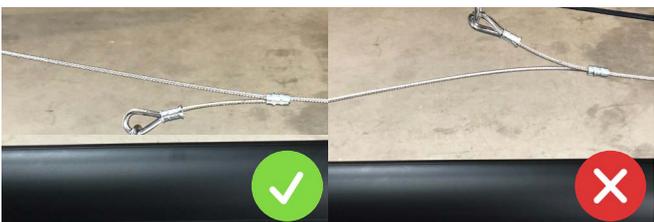
5. Tape the monel wire piece using the self amalgamating tape.

**Cut the excess wire and bend it back through the hole of the shackle pin before taping it!**



3. Tape the crimp sleeves of the forestay.
  - **Make sure the eye of the forestay is facing the mast!**
  - **Tighten the shackle firmly with a long nose plier!**
4. Secure the shackle using the last Monel wire piece.

- **Check for sharp edges and tape them if necessary!**



### **3. Mainsail setup**

## 3.1. Main halyard



1. If you have a spinnaker, do chapter spinnaker halyard first.
2. thread the main halyard through the middle sheave in the mastbase. Knot a figure 8 knot at the bottom of the mast.



3. Make a figure 8 knot 20 cm below the other end of the main halyard.



4. Push the knot into the sail groove and drag the line through the mast.



5. At the top of the mast: take the knot out. Feed the halyard through both eyelets of the hook. Guide the line around the mast sheeve.

**Make sure the line goes through both eyelets of the main halyard swivel hook!**



6. Knot the other end of the main halyard line with a figure 8 knot to the eyelet on the main halyard ring. Tie everything temporarily to the mast.



## 3.2. Mainsheet 1:8



1.



5.



2.



6.



3.



7.



4.

## 4. Jib setup

## 4.1. Bridle with furler

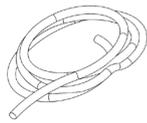


1. Mount the stay adjuster with eye on top of the furler with the eye pointed aft.
2. Mount the wheel to the lowest eye in the stay adjuster.



3. Mount the furler on top of the bridle connector.



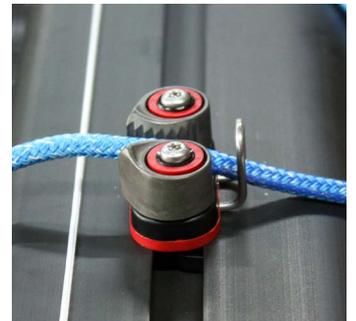
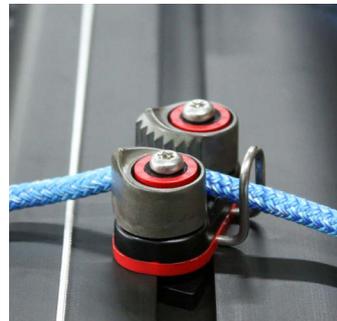
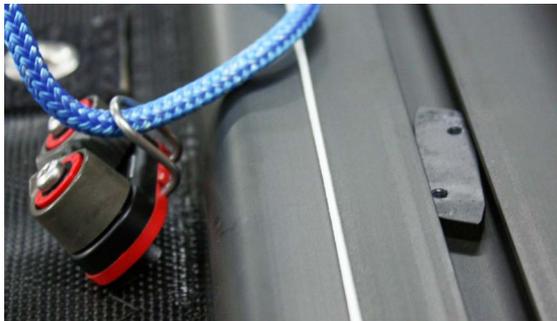


**furling rope**



**FXB cleat**

4. Mount the cleat on starboard using the mounting plate. Make sure the cleat is parallel to the front crossbar before tightening the screws.



5. Furl the rope manually by turning the outer part of the furling base.
6. Thread the end of the rope through the furling cleat on the front crossbar.
7. Knot the ball to the rope.



## 4.2. jib sheet 1 to 2



1. Take two 32mm blocks and connect them using a shackle.
2. Knot to the starboard cleat on the front crossbar
5. Thread through the port cleat from aft to forward.



3. Lead through one of the two 32mm blocks.

6. Through the other 32mm block.
7. And knot the end to the port cleat.



4. Lead through the cleat from front to aft.

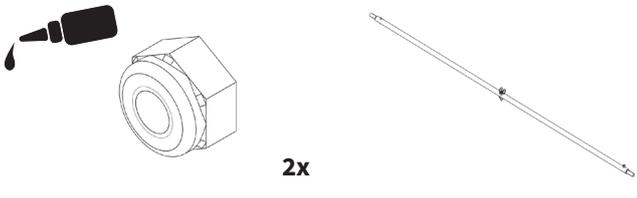


## **5. Rudders**

## 5.1. Kick up rudder

### Tools needed:

- Wrench 7/16 or 11mm
- Flat screwdriver
- Grease
- Adjustable spanner



1. Assemble the upper and lower casting on the rudderblade. Use a flat screwdriver and grease.



2. Use the self locking slot for the nylock nut at the port side of the casting.



3. Put the boat on a high support or a trailer to align the rudders high enough to lock down the rudders.



4. First place the lower pin through the lower casting.
5. Put the top pin through the lower casting.



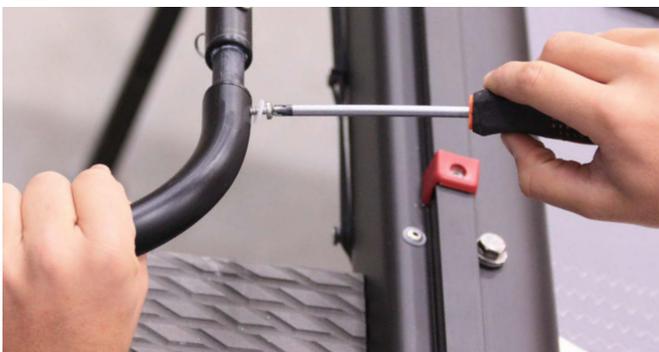
6. Push the casting all the way down and check if the retainer clip is over the casting.



7. Lower the blades and lock both systems.



8. Take the philips screw out of the tillerarm.



9. Place the tiller crossbar in between the arms.  
• **Check if the connector for the tiller extension is on top.**



## 5.2. Kick up rudder sensitivity adjustment

### Tools needed:

- Wrench 7/16 or 11mm
- Adjustable spanner

**Kick-up systems are not fail-safe systems. Meaning, the system is designed for easy handling. They are not designed to allow for beaching your catamaran without manually pulling your rudders up.**

1. Fix the sliding bolt for the kick up tension. Push the bolt forward and fix the bolt while you're still pushing forward. The sliding bolt needs to be tightened firmly.
- **Use the 7/16 or 11 mm wrench and the adjustable spanner**



2. If you want to change the rudder rake, change the rubber for a smaller or bigger rubber.
- **Parts are available at [www.webshop.nacrasailing.com](http://www.webshop.nacrasailing.com)**



**The spring wears out over time. Replace the spring if the kick-up system can't be tensioned to a point where the rudders stay against the rudder rake rubber blocks during sailing. A too weakly tensioned kick-up system results in heavy steering. A too strongly tensioned kick-up system results in greater damage to your rudders during accidental sailing into an object.**

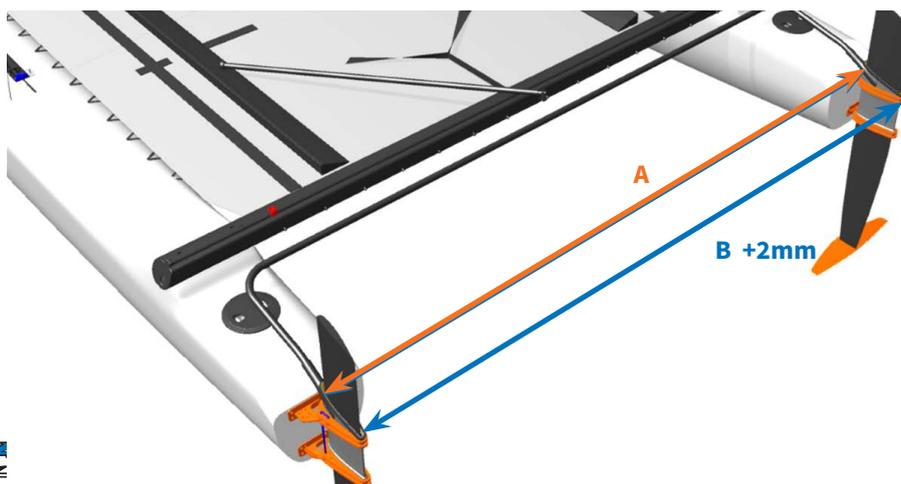
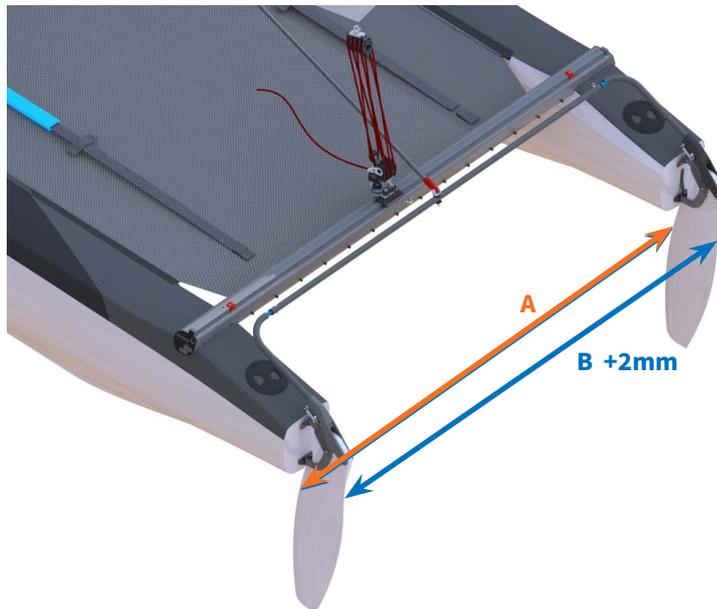
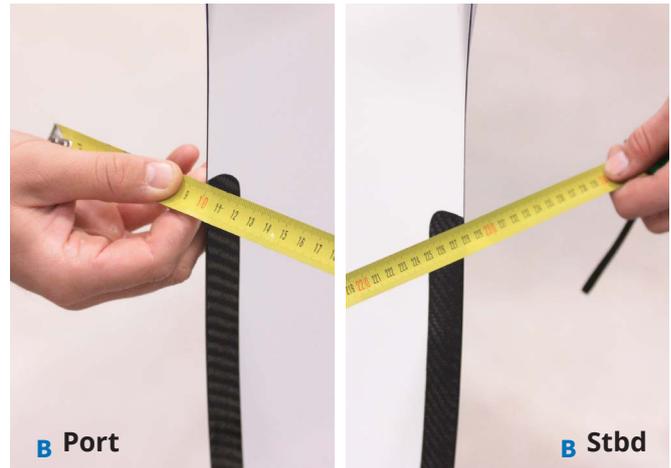
## 5.3. Rudder alignment

**Rudder alignment determines the majority of how your boat feels on the water. Alignment does require millimeter precision! Take the time to do this right or ask your dealer for help.**

### Tools needed:

- Phillips head screwdriver
- Measurement tape
- 3mm drill

1. Measure the distance between the leading edges of the rudder blade (see A in the illustration below) and compare this length with the distance between the trailing edges (see measurement B).
2. For correct alignment, the distances must be equal to each other, or the trailing edge (measurement B) distance should be 0 to 2mm longer than the leading edge measurement A.

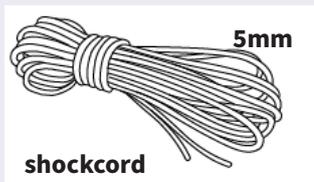


3. Make sure the rubber rod length (from tiller crossbar end to tiller arm end) is the same on both sides.
4. Check the alignment measurements from step 1. Adjust if needed.
5. Pre-drill through the holes in the tillerbar of the detached Phillips head screws with the 3mm drill.
6. Screw in the Philips head screws back into place.

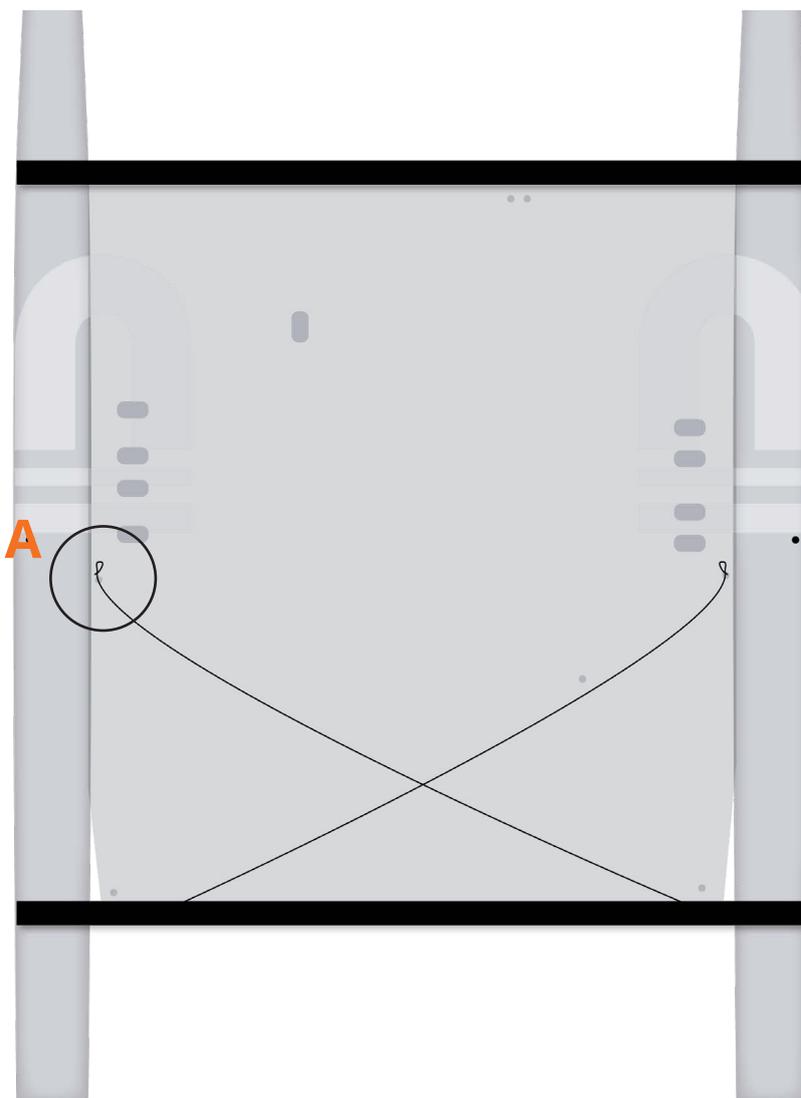


## 6. Trapeze setup

## 6.1. Trapeze shockcord through trampoline



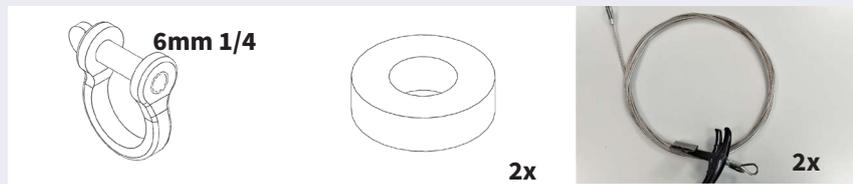
1. Knot a bowline in the trapeze shockcord and feed the other end through the trampoline eye shown in A.
2. Pull the shockcord underneath the trampoline to the lashing in the opposite rear corner.
3. Knot the shockcord to the lashing.
4. Repeat steps 1 to 3 for the opposite side of the boat.
5. Keep the righting line free.



## 6.2. Trapeze wires steel

### Tools needed:

- Long nose plier
- Self amalgamating tape



1. Use the shackle 6mm 1/4, 2x nylon washers and the trapeze ropes or wires.
2. Put the shackle through the center hole.
3. Install trapeze wires on each side.
  - **Tighten the shackle firmly with the long nose plier!**
4. Tape the shackle with self amalgamating tape.



## 6.3. Can't miss trapeze wires (optional)



1. Lace one end of the line through both holes of the stop block.
2. Then over the middle of the block and through the loop just created.
3. Feed the line back through the same loop but don't pull it through entirely. This should leave a loop.
4. Tie the used end of the rope off with a figure 8 knot.



Front

Back

5. Feed the free end of the line through the eye in the trapeze wire.
6. Tie this end to the metal part of the can't miss trapeze ring using an overhand knot.
7. Tie the line off with a figure 8 knot.



## 6.4. Adjustable trapeze wires (optional)

### Tools needed:

- 3mm allen key



1. Connect the shackle to the top of the cam cleat.
2. Feed the longer line through the bottom hole of the cam cleat and tie it off with a figure 8 knot.
3. Feed the other end of this longer line through the trapeze block and back up through the cam cleat. So that the remaining end can be hooked in the cleat.
4. Tie off this longer line with a
5. Feed the shorter line through the hook and tie it off with a figure 8 knot. Make sure minimally 4 cm of rope is left after the knot to prevent slipping.
6. Feed the other end of the shorter rope through the trapeze block.
7. Slide the stopper on. And secure it with a stopper knot.
8. Finish the adjustable trapeze by making a figure 8 knot 4 cm from the end of the shorter rope.
9. Connect the adjustable trapeze wires to the trapeze line using the shackle



The shorter line needs to be cut diagonally to fit through the hook.

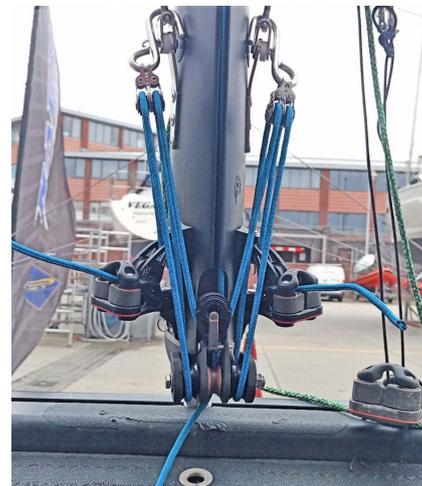
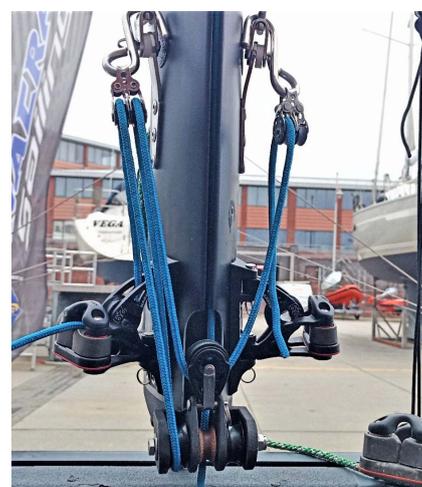


## **7. Cunningham system**

## 7.1. Cunningham 1:8

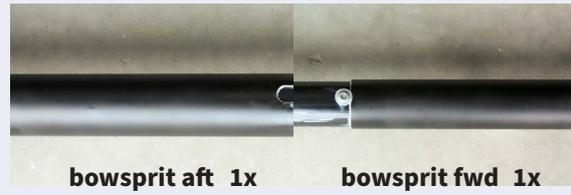


1. Install the harken swivel cleats on the mast using clevis pins and rings. The clevis pins fit tightly.
2. Hang the 16mm double blocks with the hook towards the mast on the diamond wires.
3. Thread the cunningham line as shown in the images.



## **8. Spinnaker system**

## 8.1. Divisible bowsprit



1. Click the two bowsprit halves into each other. Make sure both halves connect snugly.



## 8.2. Snufferbag

### Tools needed:

- Allen tool size 3



1. Use the bow sprit, snuffer ring and snufferbag and the allen tool size 3.



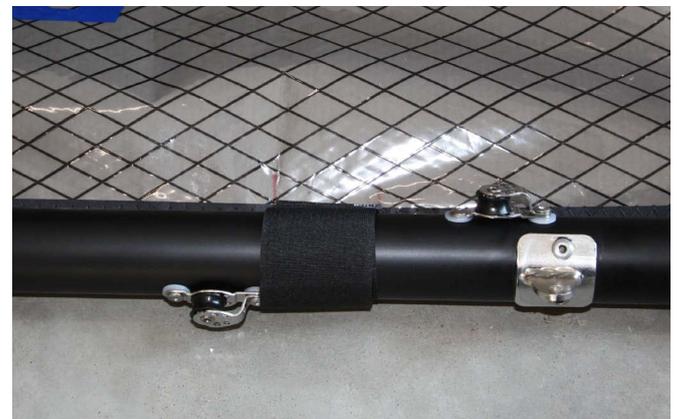
2. Slide the snufferbag into the slot of the snuffer ring.



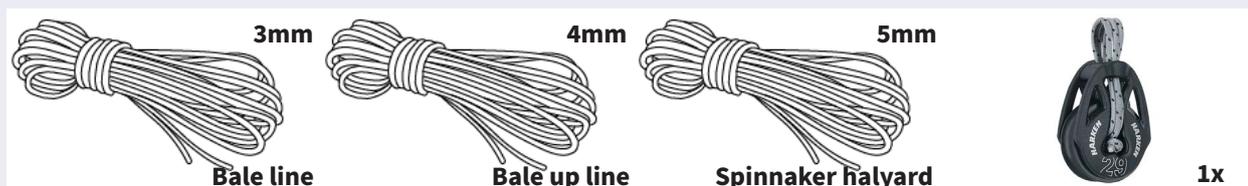
3. Unscrew the 3 hexscrews out of the bowsprit.
4. Install the snufferring handtight on the bowsprit.



5. Install the snufferbag on the spipole using the velcro band. Or fold the bag into the ring for storage.



## 8.3. Spinnaker halyard



**Tape the ends of the bale line to slide easily through the pre-drilled holes!**

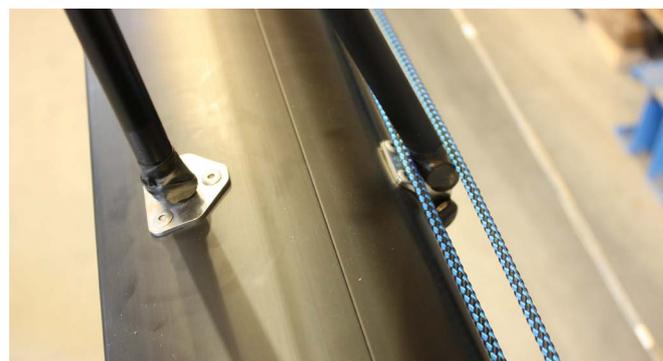
1. Take the spin bale line and a carbo 29 mm T2 block.
2. Feed one end of the spin bale line through the pre-drilled holes in the mast and tie a figure 8 knot.
3. Feed the other end of the spin bale line through the middle of the 29mm block and feed it through the pre-drilled holes and fixate it tightly with a figure 8 knot.



4. Install the block line to the top of the block and the strap eye above. Fixate the block at the same height as the bale line is positioned.



5. Feed the spinnaker halyard through the starboard spreaders.



6. Feed the spinnaker halyard from inside to outside through the top block.



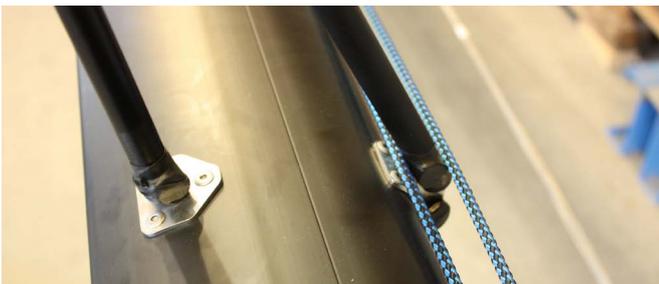
7. Attach the Dyneema line end of the spinnaker halyard temporarily to the bottom of the mast.

## 8.4. Spinnaker halyard Furler

500mk2 furling



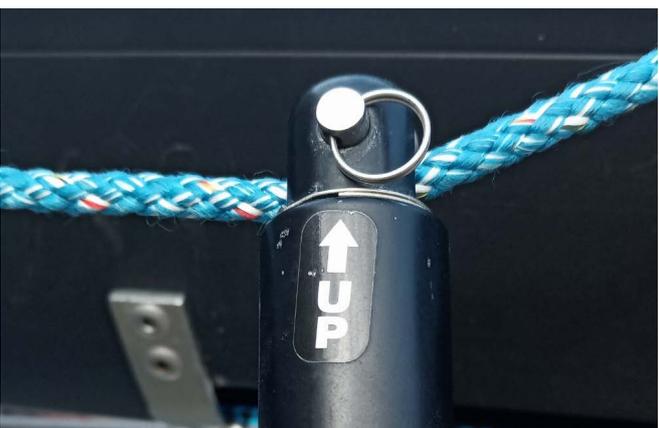
1. Feed one end of the spinnaker halyard through the starboard spreaders.



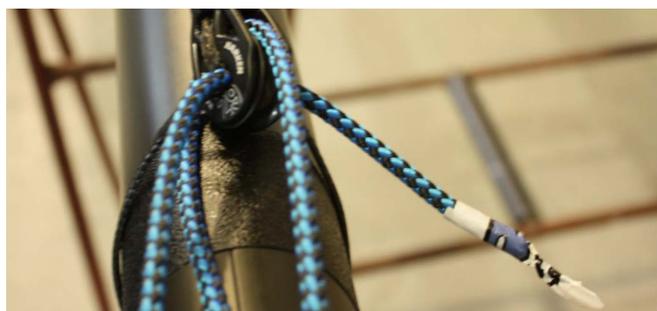
2. Feed the line through the halyard block from the mast outward.



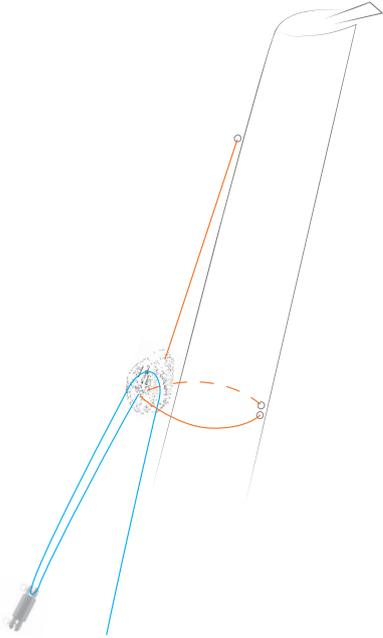
3. Thread the line through the furler top.



4. Knot the line to the 29mm halyard block. Use tape to pull the line through the hole as shown.



5. The halyard line should look like this overview.



6. Tie the remaining line off at the bottom of the mast.
7. Tape all sharp edges and rings.

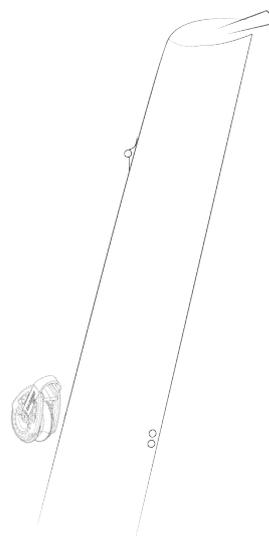
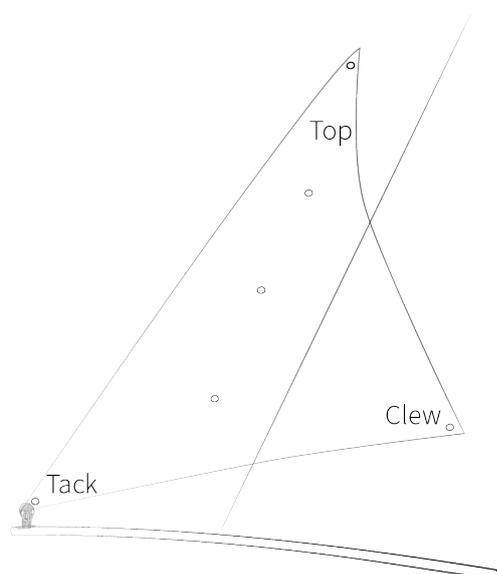
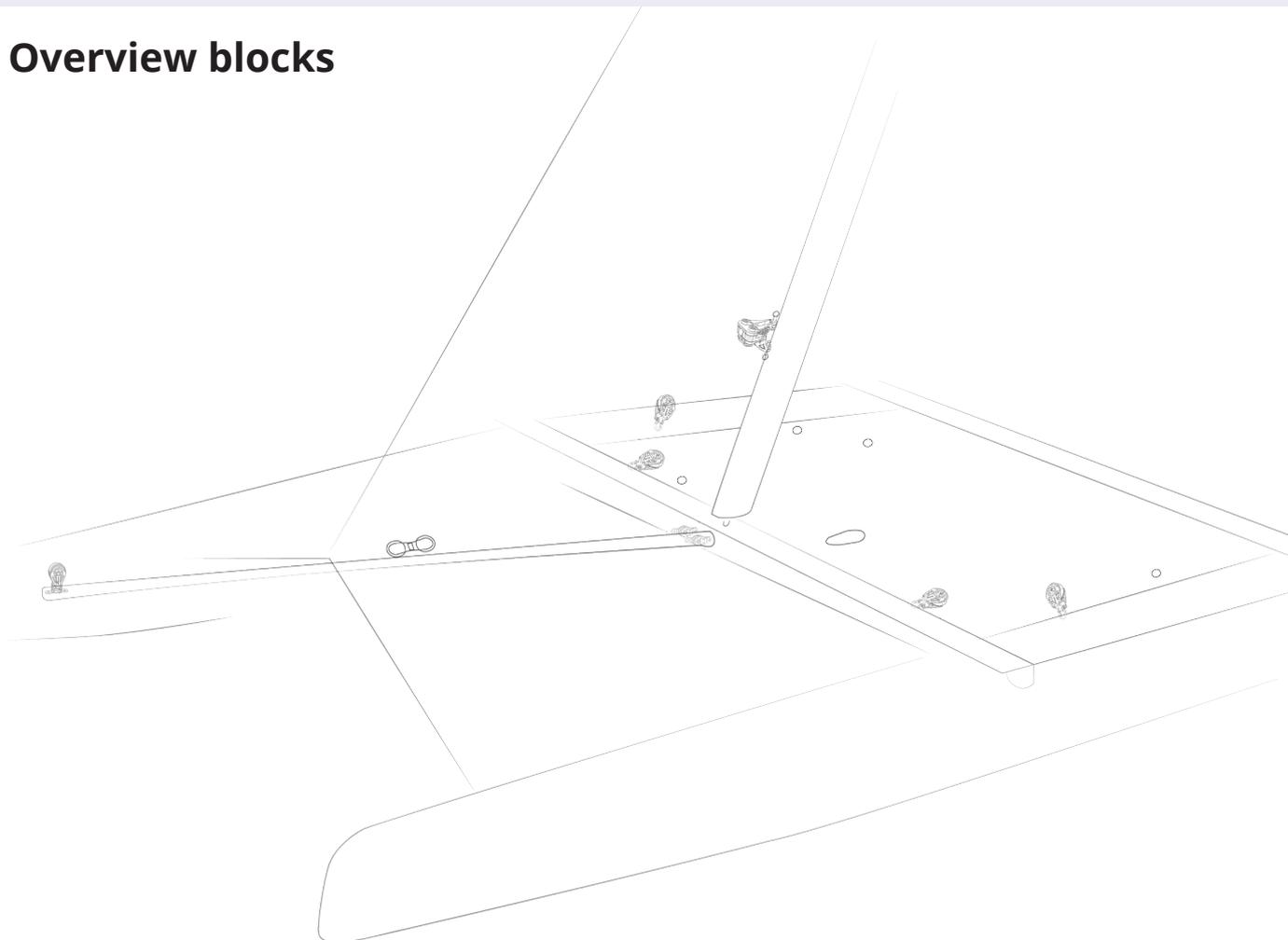
## 8.5. Spinnaker snuffer system 500MK2

500mk2 snuffer

### Tools needed:

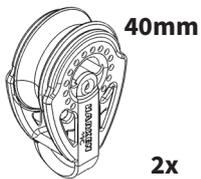
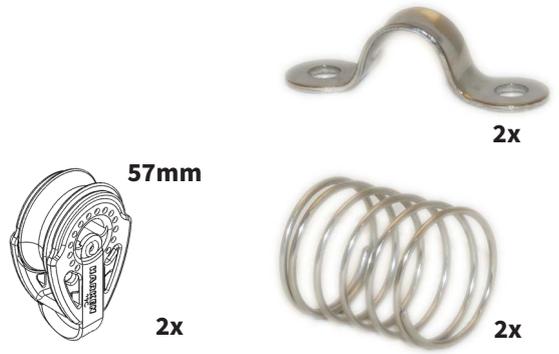
- 3mm allen key
- Flat head screw driver
- Phillips head screwdriver

### Overview blocks



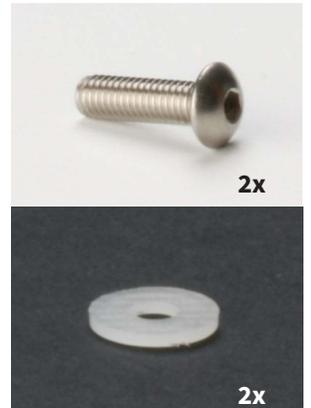
## 5.1. Spinnaker sheet ratchet block on hull

1. Mount the strap eyes on the hull.
2. Attach the 57 mm carbo ratchmatic single spinnakerblocks on the strap eyes on the hull.



## 5.2. Spinnaker sheet blocks front crossbar trampoline

1. Take out the screws plastic screws from the front crossbar.
2. Mount the eyestraps to the front crossbar using socket head bolts and nylon washers.
3. Attach the two carbo 40mm single/swivel blocks to the eyestraps on both sides located at the front beam.



### 5.3. Spinnaker sheet rings trampoline

1. Tie a 15mm ring to one end of the shockcord.
2. Feed the shockcord from above through the eyelet located on the side of the trampoline.
3. Pull the shockcord to the other side and feed it through the eyelet from below.
4. Attach a 15 mm ring to the end of the shockcord.



### 5.4. Spinnaker halyard cleat on mast

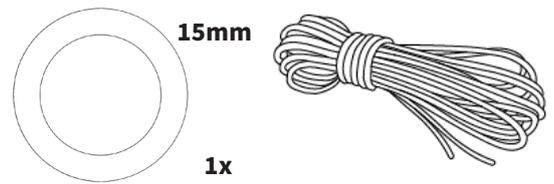


1. Install the spinnaker cleat base on the mast. With the long end pointing down.
2. Install the 40mm carbo pivoting lead block. The cleat is facing downwards the sheave is facing down.
3. If the cleat is not facing down.
  - You can unmount the cleat
  - Turn it around
  - And remount the cleat.



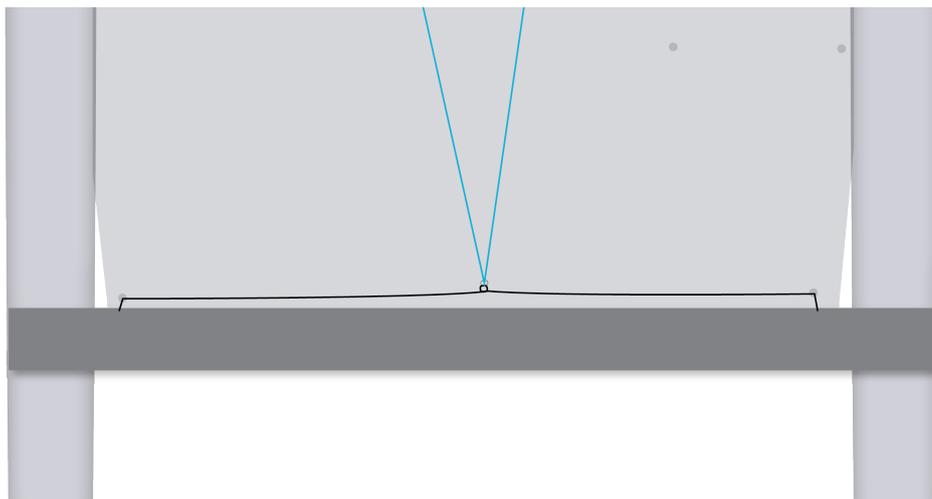
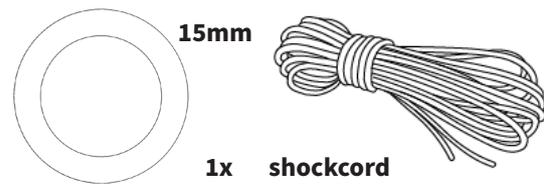
## 5.5. Spinnaker halyard forward ring trampoline

1. Loop a rope through the two grommets positioned in the front of the trampoline.
2. Then feed it through a ring on top.
3. Repeat steps 1 and 2, two or three times.
4. Tie the ends of the rope together.



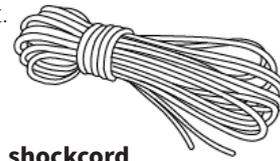
## 5.6. Spinnaker halyard aft ring trampoline

1. Tie a 15mm ring to one end of the shockcord.
2. Feed the shockcord from above through the eyelet in the trampoline, located on starboard half way the footstrap.
3. Tie the bitter end to the trampoline tie rod.



## 5.7. Spinnaker external tack one line system

1. Knot the tack line to the eyestraps on the underside of the bowsprit.
2. lead the line through the double block.
3. And back through the block on the forward end of the bowsprit.
4. Tie the line temporarily to the bowsprit.



**shockcord**



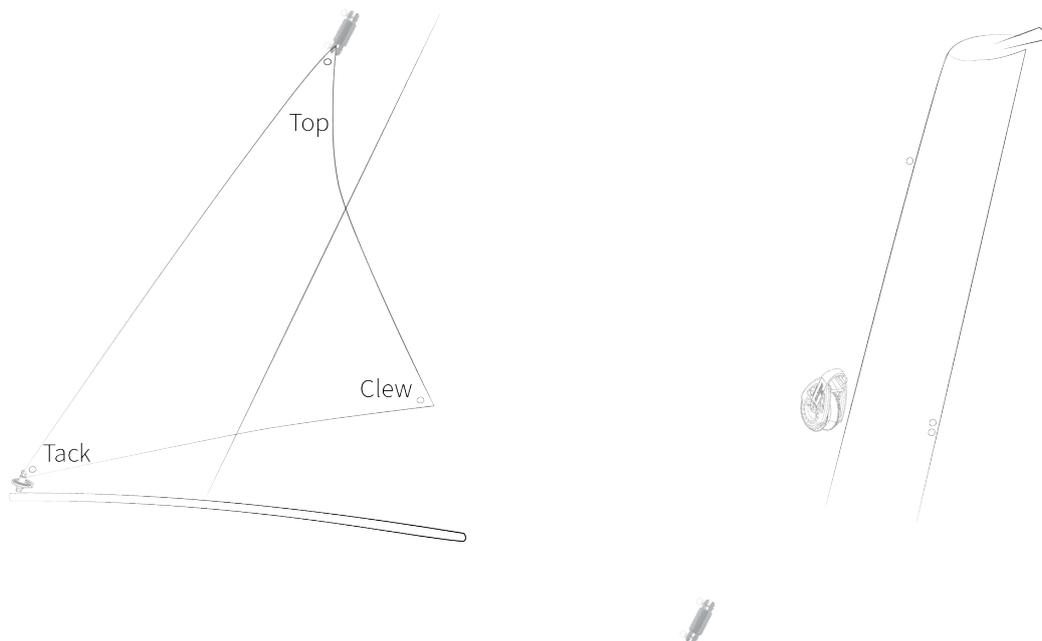
## 8.6. Spinnaker system furling

### Tools needed:

- Flat head screwdriver
- Phillips head screwdriver
- Allen key 3mm
- T20 torx

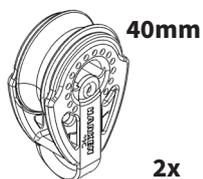
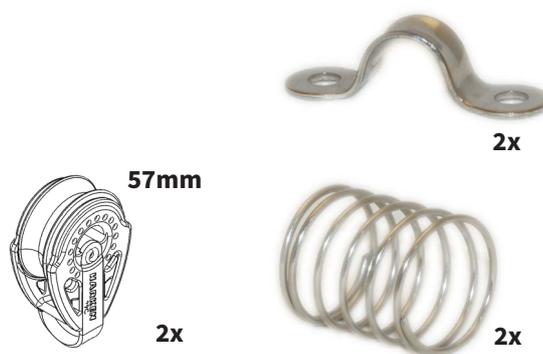
Continuous line furler(32464)

### 6.1. Overview



## 6.2. Spinnaker sheet ratchet block on hull

1. Mount the strap eyes on the hull.
2. Attach the 57 mm carbo ratchmatic single spinnakerblocks on the strap eyes on the hull.



40mm

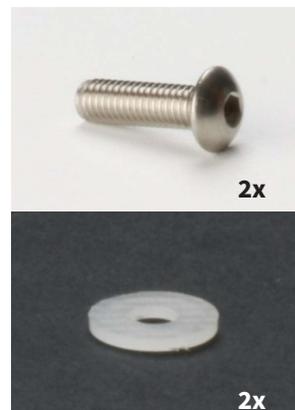
2x



2x

## 6.3. Spinnaker sheet blocks front crossbar trampoline

1. Take out the screws plastic screws from the front crossbar.
2. Mount the eyestraps to the front crossbar using socket head bolts and nylon washers.
3. Attach the two carbo 40mm single/swivel blocks to the eyestraps on both sides located at the front beam.



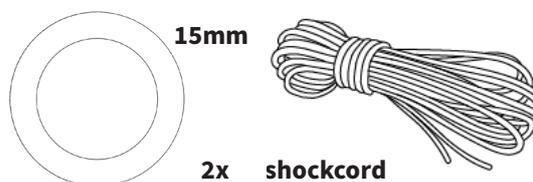
## 6.4. Spinnaker halyard cleat on mast

1. Install the spinnaker cleat base on the mast. With the long end pointing upwards.
2. Install the 40mm carbo pivoting lead block. The sheave should be on the top side. The cleat is facing upwards.
3. If the cleat is not facing down.
  - You can unmount the cleat
  - Turn it around
  - And remount the cleat.

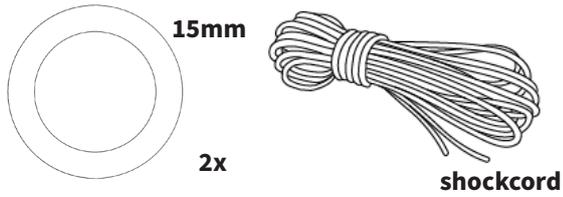


## 6.5. Spinnaker sheet rings trampoline

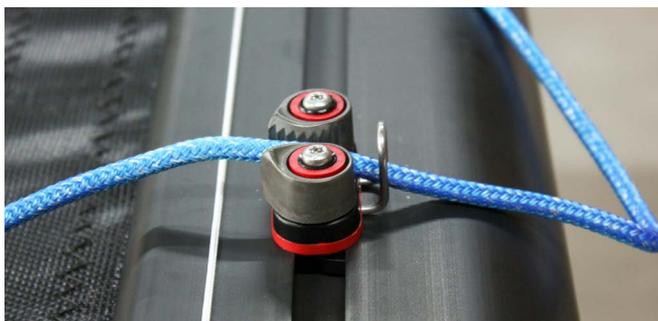
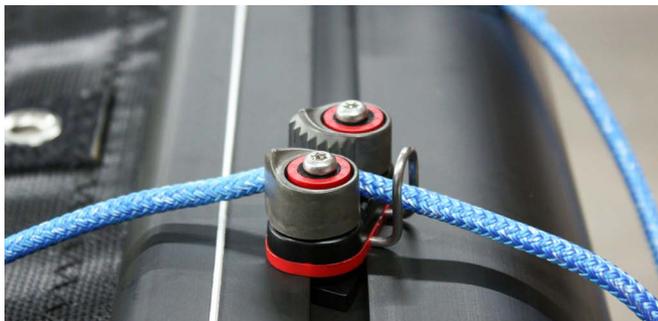
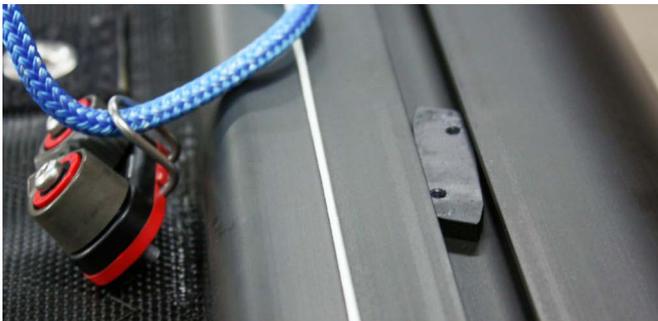
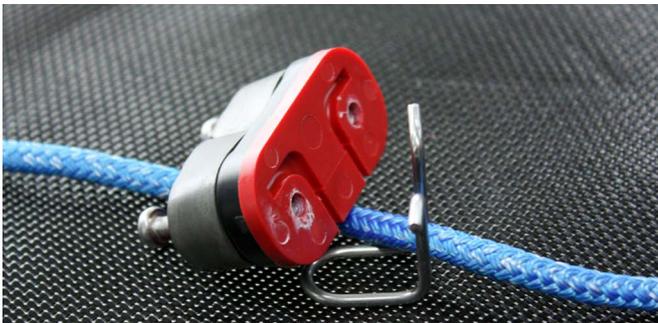
1. Tie a 15mm ring to one end of the shockcord.
2. Feed the shockcord from above through the eyelet located on the side of the trampoline.
3. Pull the shockcord to the other side and feed it through the eyelet from below.
4. Attach a 15 mm ring to the end of the shockcord.



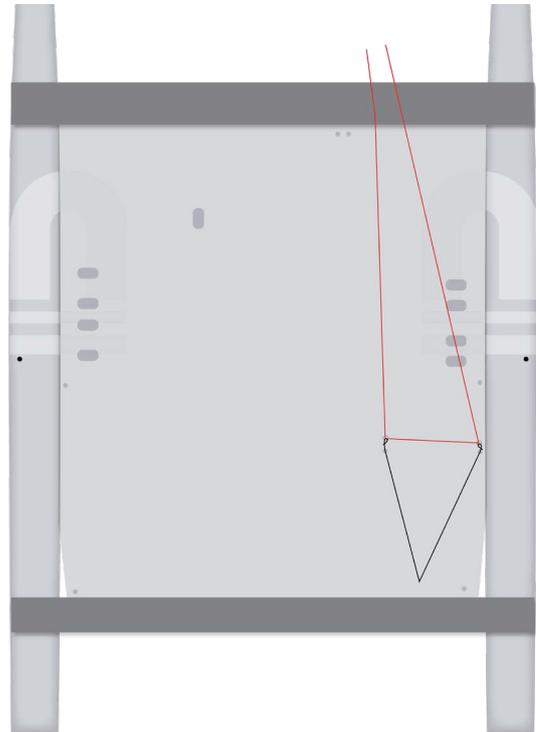
## 6.6. Spinnaker furler



1. Lay the continuous furling line out as shown in the overview. Make sure that the furler is facing upwards.
2. Take the fairlead of the cleat using a T20 torx bit.
3. Lay the inboard furling rope in the cleat and remount the fairlead.



Parts: furler bottom with furling rope and rings, cleat with mounting plate, shockcord furler cord



4. Mount the cleat on starboard using the mounting plate. Make sure the cleat is parallel to the front crossbar before tightening the screws.
5. Knot the shockcord for the furler rope to the ring on the furler rope.
6. Feed the other end of the shock cord through the second-most aft eye in the hiking strap.
7. Feed it through a lashing aft. And back to the eyelet on the side of the trampoline.
8. Knot this end to the other ring on the furling line.
9. Temporarily stow the furler bottom away in the trampoline bag.

# Rigging

Rigging the boat to get ready for sailing



## **9. Setting the mast**

## 9.1. Preparation

1. Place the mast with care on the trampoline with the masttrack down, support the back of the mast to prevent it from scratching!



2. Check if the rigging and the shackles are connected on the mast as shown in **Fixing the stays**.



**Check if the shrouds and trapeze lines are in the right order before raising the mast!**

## 9.2. Preparation shroud adjuster

1. Attach the shroud adjuster to the shroud eye and the corresponding stay. For both sides of the catamaran.
2. **Make sure the shroud adjuster is at its maximum length!**
3. Slide the cap over the shroud adjuster



**Check if the shrouds and trapeze lines are in the right order before raising the mast!**

## 9.3. Preparation trapeze non-adjustable

1. Pull the loop of the trapeze cord over its own line, creating a new loop.
2. pull the newly created loop over the knot in the bitter end of the trapeze rope.
3. Tighten the loop



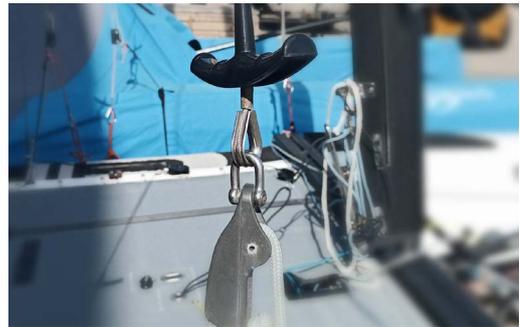
**Check if the shrouds and trapeze lines are in the right order before raising the mast!**

## 9.4. Preparation trapeze adjustable

### Tools needed:

- Allen key size 3

1. Install the adjustable trapeze with the shackle to the trapeze line. Use the 3mm Allen key. Check the adjustable trapeze chapter to assemble the trapeze system.



2. Knot the adjustable trapeze line to the trapeze shockcords.



**Check if the shrouds and trapeze lines are in the right order before raising the mast!**

## 9.5. Raising the mast

### Tools needed:

- Self-amalgamating tape

### 5.1. Checklist

1. Mast placed on trampoline with the spreaders facing down.
2. All stays and trapeze wires are untangled and in the right order.
3. Shrouds are attached to mast and boat.
4. Shrouds are on maximum length.
5. Trapeze wires are attached to mast and boat.
6. No overhead wires.
7. All lines are on the trampoline and cant hook on anything
8. Boat is on level ground or bows are pointing down the slope.
9. Bridle is connected to the boat.
10. Bridle fore stay connection is prepared.
11. Raising the mast is done with no less than 2 persons.

**Before raising the mast the boat should be steady on level ground. If the surface is not level, point both bows downhill. If the boat is on a trailer be sure it is tied down and the trailer tongue is secure to the hitch!**



**CAUTION: Check for overhead wires and be sure the area behind the boat is clear of people! A mast which comes in contact with electrical power lines can cause serious injury or death!**

1. - **Person 1** Holds the mast up with one spreader arm facing downwards, so the mastfoot doesn't hit the crossbar.  
- **Person 2** Places the mastbase on the mastball.



2. Mount the mast pin and splitrings in the mastfoot.



3. - **Person 1** Walks forward lifting the mast and hand over the mast to **2**.  
- **Person 2** Holds the mast with one spreaderarm facing downwards.



4. - **Person 1** Grabs the trapeze lines located at the front crossbar.
5. - **Person 1** Pulls the mast by hanging easily on the trapeze lines.  
 - **Person 2** Pushes the mast upwards, still making sure the mastfoot doesn't hit the crossbar.



6. - **Person 1** Holds the mast forward pulling on the trapeze lines.  
 - **Person 2** Grabs the forestay with turnbuckle.
7. - **Person 2** Attaches the forestay turnbuckle to the bridle connector.



8. Tape the pins and rings.



## 9.6. Adjusting the stays

### Tools needed:

- Cable tension gauge
- Trimsheet

1. Take the load of the stay using the trapeze.



2. Connect or adjust the stay to the correct high hole or setting. Information on the correct setting can be found in the trimsheet for this boat



3. Check the tension on a stay without plastic sleeve using a cable tension gauge, adjust if needed.



Make sure the shrouds are tensioned symmetrically.

## **10. Mainsail rigging**

## 10.1. Batten tensioner

Tools needed:  
- hex key 4mm

Parts: Batten tensioner set

1. Assemble the batten tensioner



2. Place the batten tensioner over the batten.



3. Plug in the stiff.



4. Insert in the sail and place the loop over the hooks and bridge.



5. Tighten the batten just until a little tension is on the batten.



6. Use the line where the inner part meets the batten as a reference line to always get the same setting.

## 10.2. Top batten

**Tools needed:**

- hex no. 5

1. Insert the top batten into the sail with the thin part of the batten first.
2. Review the chapter on batten tensioning to tension the batten correctly.
3. The top batten can be taken out after sailing to make rolling the sail easier.



## 10.3. Traveler system without splittail



1. Make a knot in the mainsheet.



2. Feed the end through the traveler cleat and eye.



3. Knot the end of the rope to the strap eye attached to the middle of the rear beam.



4. Move the traveler car to the side, a few centimeters away from the red traveler stop, and replace the knot from **step 1** towards the cleat on the traveler, making sure the car is not able to hit the (security) end stop.



5. Attach the mainsheet blocks to the traveler eyelet.



## 10.4. Raising the mainsail



1. Roll the mainsail from bottom to top.



2. Attach the mainhalyard ring to the sail.



**The knot must be on the mast side. It can happen that the system works better with the knot on the other side.**

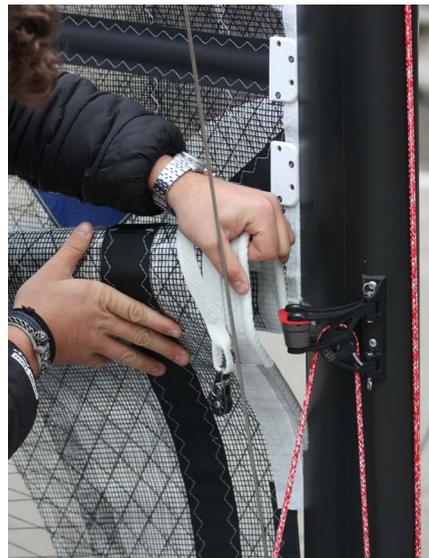
3. Guide the mainsail into the slot of the mast.



4. Hoist the mainsail with the mainhalyard.
5. Hoist the mainsail until you reach the masthook.



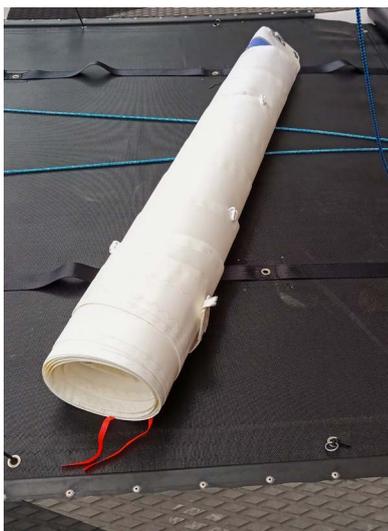
6. Gently pull down to hook the mainhalyard ring into the masthook.



7. Slide the bottom part of the luff downwards into the masttrack.

## **11. Jib rigging**

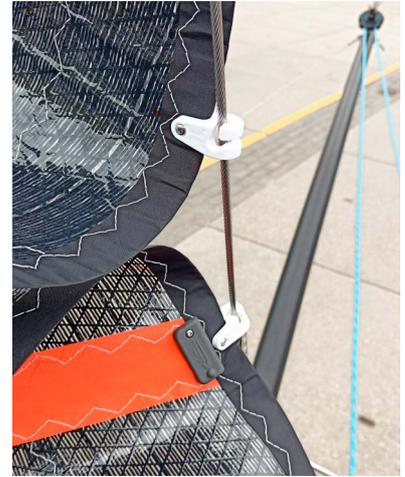
## 11.1. Hoisting the furling jib 500MK2



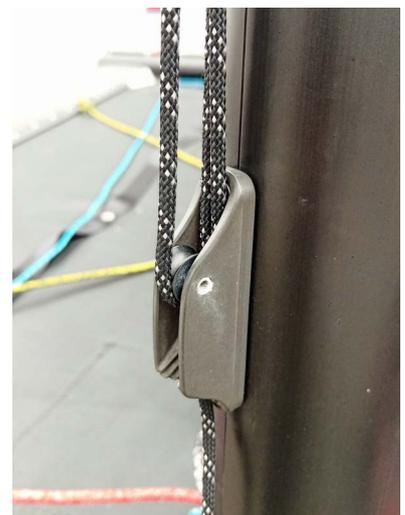
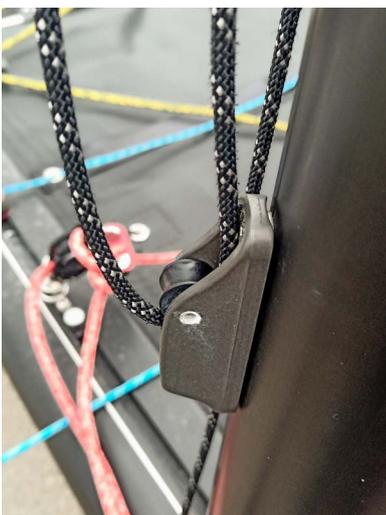
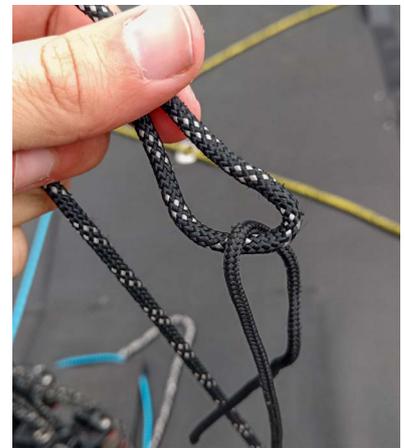
1. Connect the top of the jib to the shackle connected to the stainless steel halyard.
2. Detach the 3mm line from the shackle and hoist the jib little by little. In the meanwhile twist the sail hanks onto the forestay.
3. Connect the stay adjuster to the tack of the sail using a shackle.
4. Hoist the jib fully.
5. Thread the 4mm line through the wheel on the stay adjuster, back through the eye on the hoist cable and cleat in the cleat on the frontside of the jib.
6. Detach the 3mm line and stow it away.



## 11.2. Hoisting the fully battened jib 500MK2

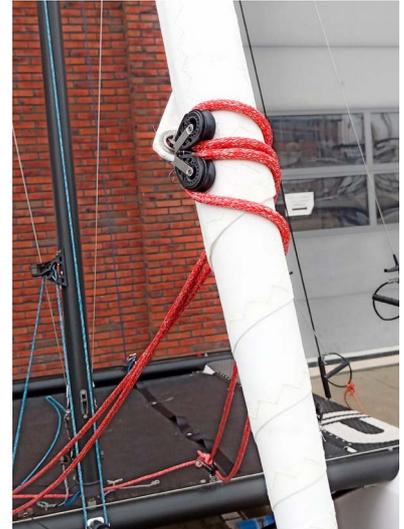


1. Connect the top of the jib to the shackle connected to the stainless steel halyard.
2. Detach the 3mm line from the shackle and hoist the jib little by little. In the meanwhile twist the sail hanks onto the forestay.
3. Connect the stay adjuster to the tack of the sail using a shackle or your jib cunningham system.
4. Hoist the jib fully .
5. Thread the 4mm line through the mast mounted camcleat's block. Thread the line back through the block on the hoist line and cleat on the mast mounted cleat.
6. Detach the 3mm line and stow it away.



## 11.3. Furling the furling jib

1. If the furling rope is correctly coiled in the furling base, you can simply pull the furling rope to furl the jib.
2. Make sure there is a little pressure in the jib to ensure proper furling.



## 11.4. Jib cunningham non adjustable



1. Connect the tack of the jib to the bottom hole in the stay adjuster using a shackle.



## 11.5. Jib sheet 1 to 2 hook in

1. Attach the shackle of the 1 to 2 jib sheet to the eye on the clew of the jib.
2. Make sure the sheet does not cross over itself to prevent chafing.

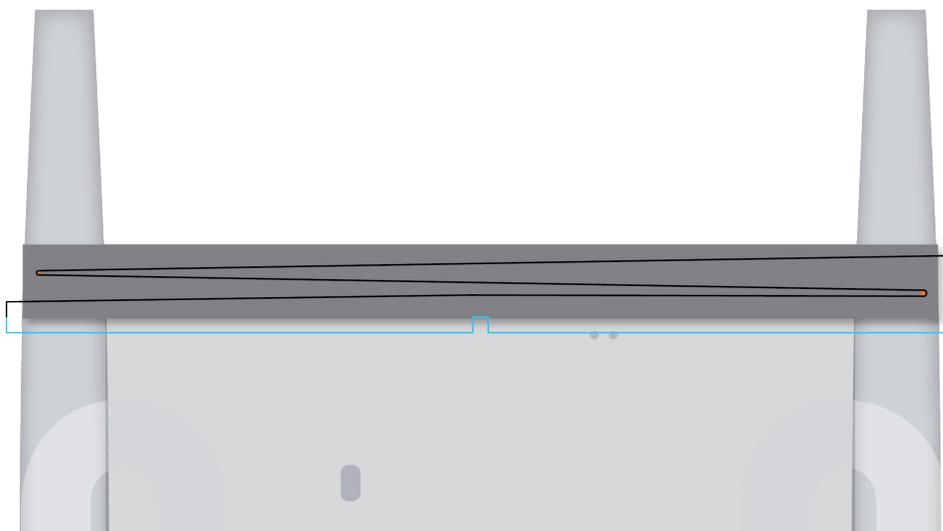


## 11.6. Cunningham 1 to 8 non continuous with shockcord

1. Take the mouseline on the front beam and pull until you find the attached shock cord.
2. Tie one end of the cunningham line to the shock cord.
3. Repeat for the opposing side of the boat.
4. Untie the mouseline from both sides.



5. If the shockcord comes out of the front beam, you can rethread the shockcord using the image below.



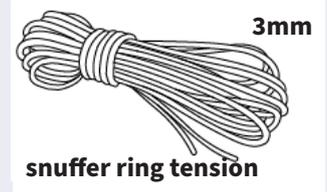
## 11.7. Cunningham 1 to 8

1. Hook the two hooks from the cunningham system into the mainsail tack eye or lashing. Make sure the hook is pointing aft to prevent scratching.



## **12. Spinnaker rigging**

## 12.1. Bowsprit divisible snuffer



1. Slide the bowsprit over the bowsprit pin on the front crossbar.



2. Install the bowsprit to the bridle connector



3. Push the bowsprit gently down in order to install the bowsprit bridle line on the bridle pin.



4. Knot the snufferline with a bowline around the pole and insert it in the slot of the ring.

**The line goes in the slot on the front of the snuffer ring!**



5. The other end must be tied on the ring at the bridle.



6. Attach the hooks at the end of the snufferbag to the loops at the bottom of the trampoline.



## 12.2. Bowsprit divisible furler

1. Slide the bowsprit over the bowsprit pin on the front crossbar.



2. Install the bowsprit to the bridle connector



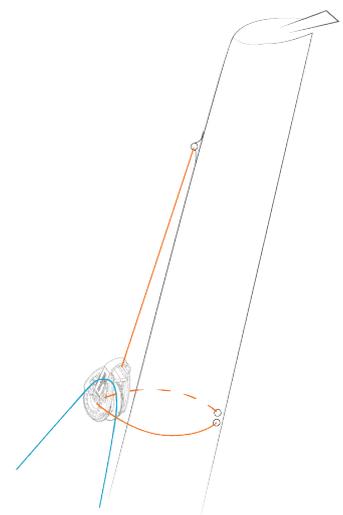
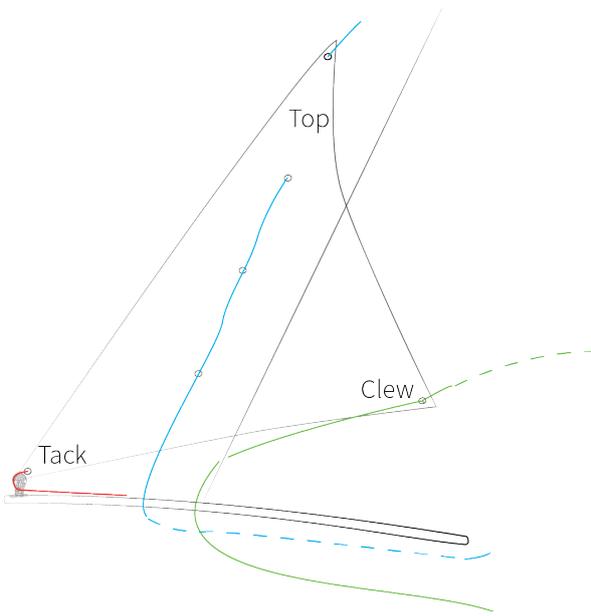
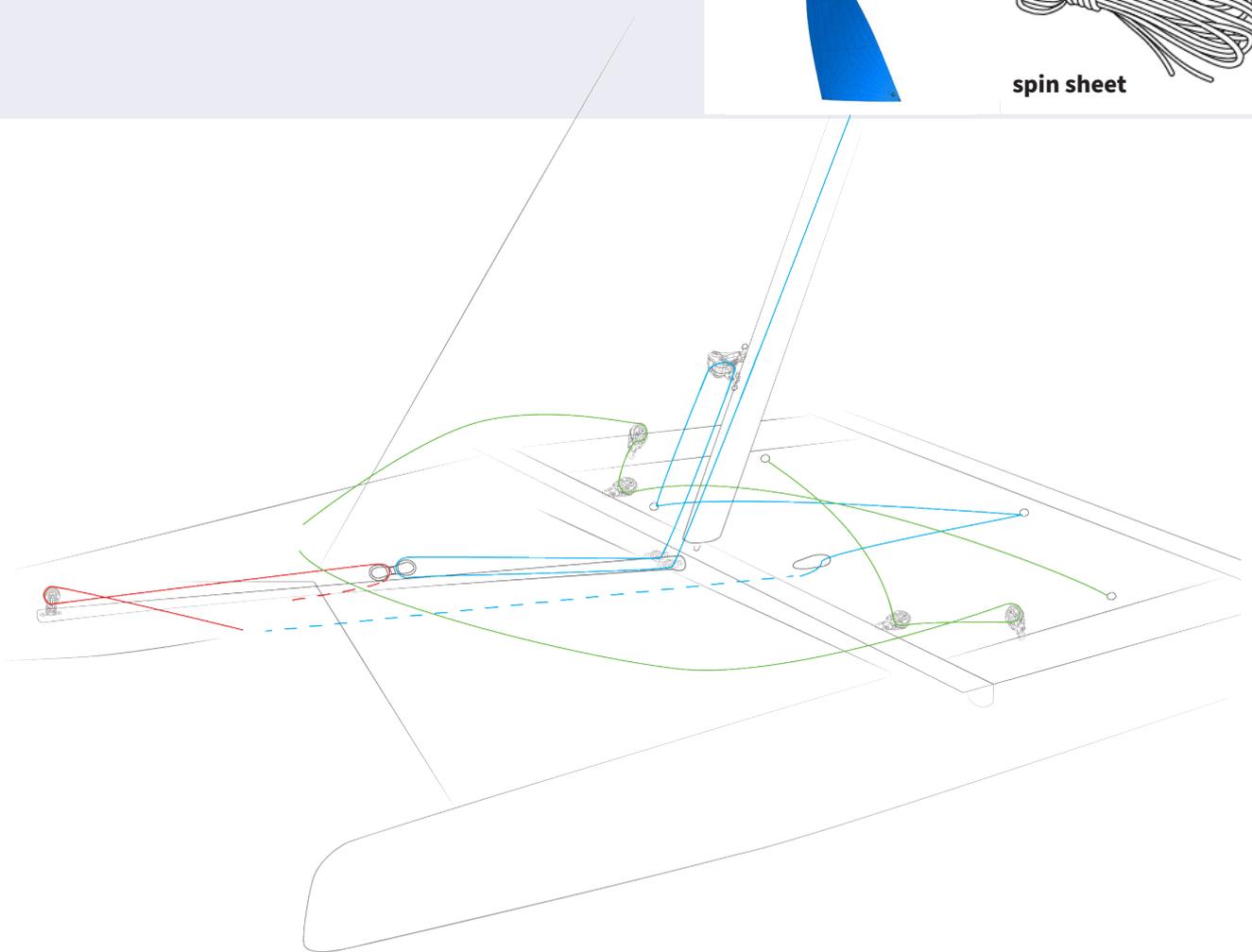
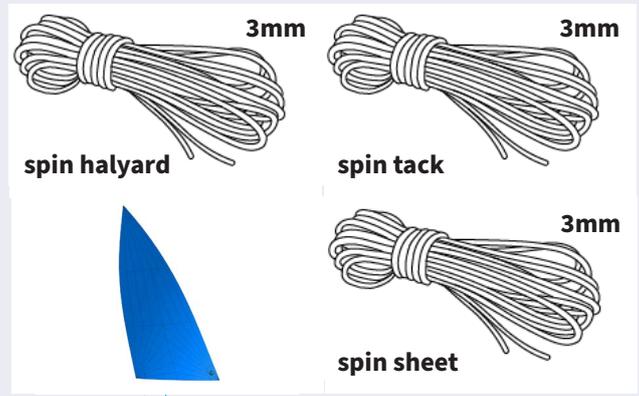
3. Push the bowsprit gently down in order to install the bowsprit bridle line on the bridle pin.



4. Attach the spinnaker furler base to the eyestay on the front of the bowsprit. Make sure the furling line is on top of the bridle wires.

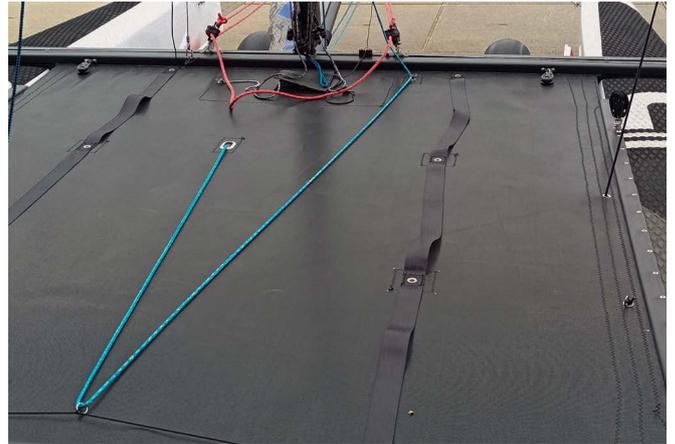


# 12.3. Spinnaker snuffer system 500MK2



## Spinnaker halyard

1. Feed the spinnaker halyard (blue in the overview) coming from the mast block from aft to forward through the aft port block on the bowsprit.
2. Feed the forward end through the double block.
3. Feed it back up through the starboard aft block on the bowsprit.
4. Feed the spinnaker halyard through the spinnaker cleat pivot block on the mast.
5. Next, thread it through the ring on the front of the trampoline.
6. Proceed to thread this end through the ring attached to the shock cord on the rear of the trampoline.
7. Thread the same end through the oval grommet and through the eyelet in the snuffer bag.
8. Use a batten to feed the end all the way to the front of the snuffer bag.
9. Thread the end through the retriever patches on the spinnaker and knot it to the highest patch.
10. Finish by attaching the loose end, coming from the mast, to the top of the spinnaker.

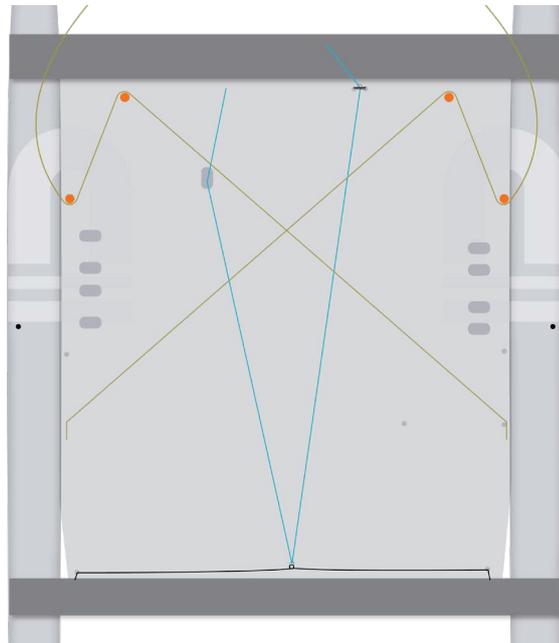
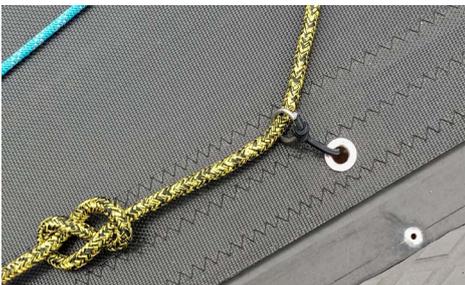
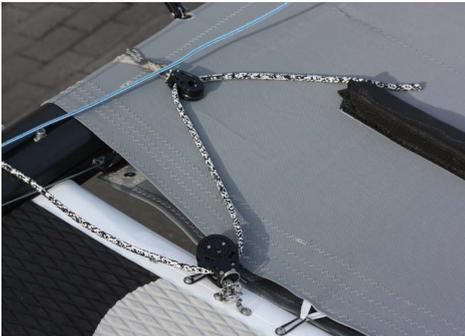


## Spinnaker tack

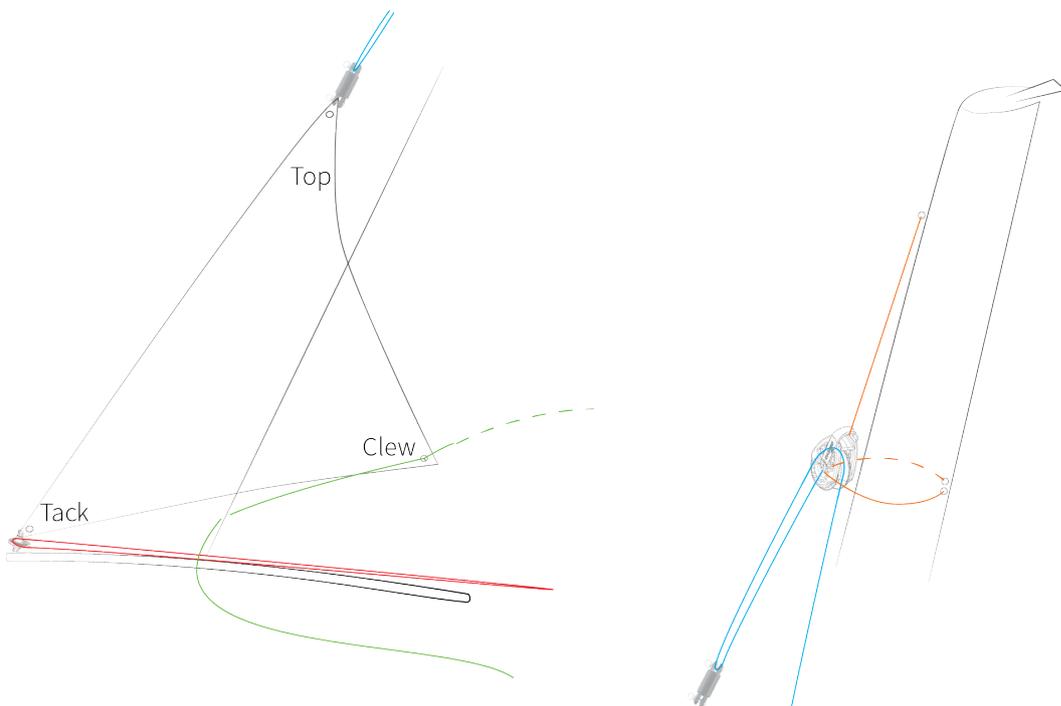
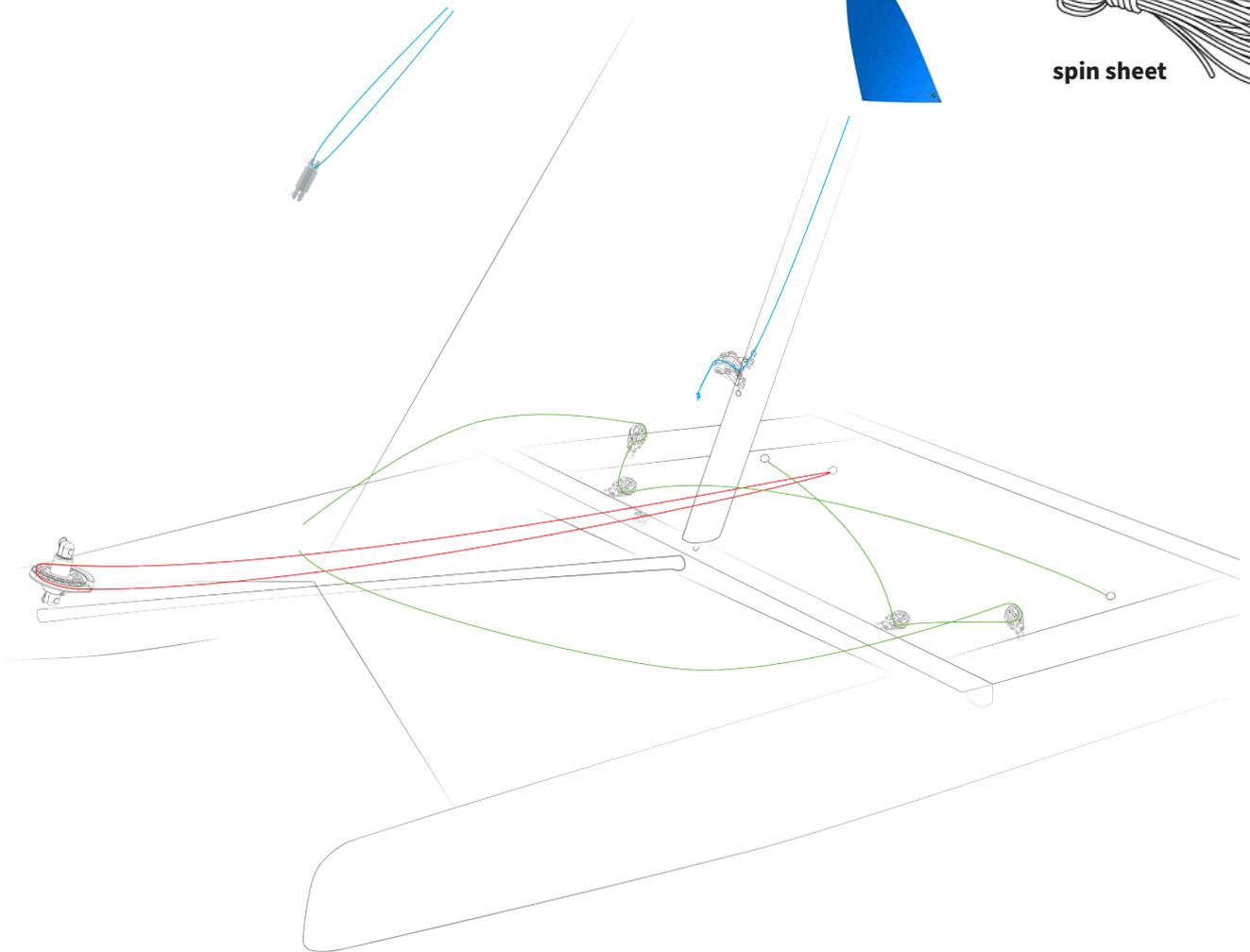
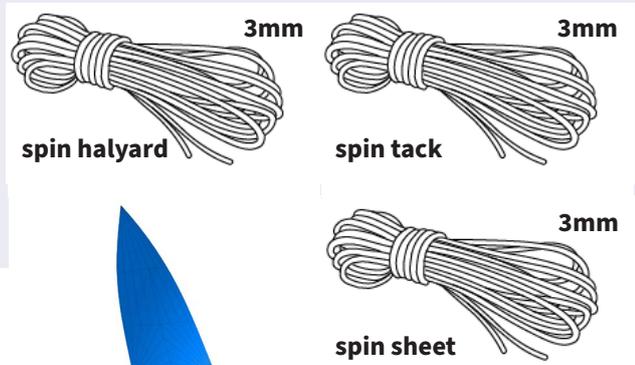
11. Attach one end of the tack to the eyestay on the bowsprit using a bowline.
12. Thread the loose end through the double block and back to the forward block on the bowsprit.
13. Attach this end to the tack of the spinnaker.

## Spinnaker sheet

14. Knot the middle of the spinnaker sheet to the spinnaker clew using a cow's hitch. Make sure the sheet goes in front of the forestay and the spinnaker is not twisted.
15. Thread one end of the spinnaker sheet through one of the outboard spinnaker blocks.
16. Then through the return blocks fixated on the front crossbar.
17. Across the trampoline and through the spinnaker sheet ring.
18. Make a figure 8 knot in the end of the line.
19. Repeat for the other sheet mirrored.
20. Pull the spinnaker into the snufferbag using the spinnaker halyard coming out of the oval grommet.



# 12.4. Spinnaker furling system rigging



### Spinnaker halyard

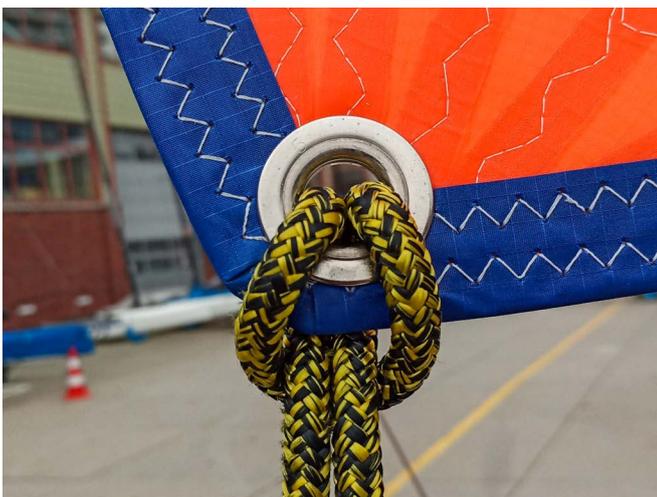
1. Attach the top of the spinnaker sheet to the furler top.

### Spinnaker tack

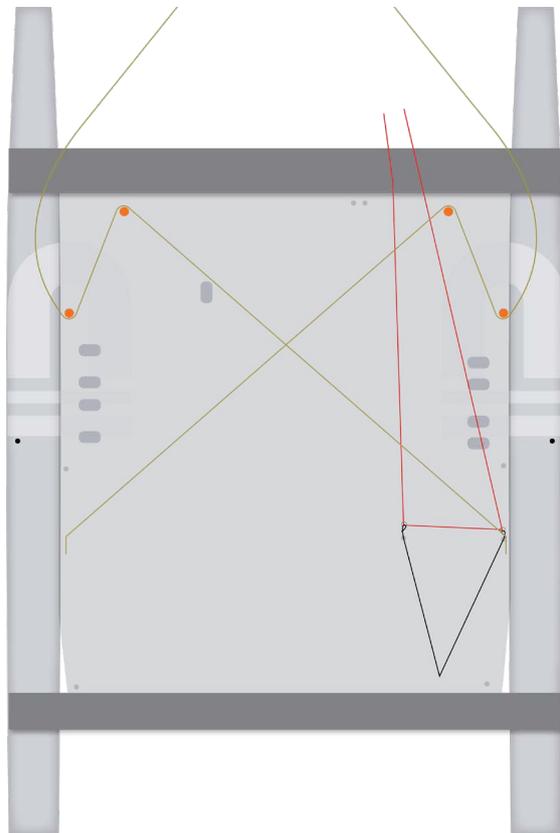
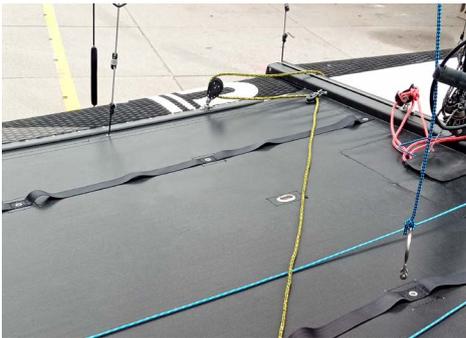
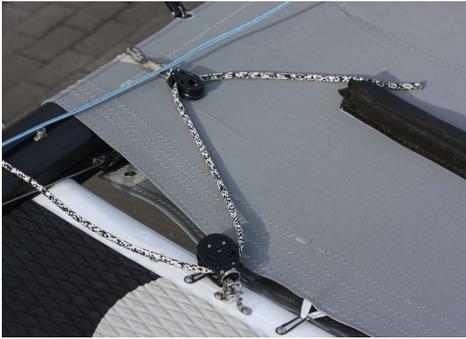
2. Attach the spinnaker tack to the furler base on the spinnaker pole.

### Spinnaker sheet

3. Knot the middle of the spinnaker sheet to the clew of the spinnaker using a cow hitch
4. Make sure the sheet goes in front of the forestay and the spinnaker is not twisted.



5. Thread one end of the spinnaker sheet through one of the outboard spinnaker blocks.
6. Then through both the return blocks fixated on the front crossbar.
7. Feed the same end through the other outboard block.
8. Hoist the spinnaker using the spinnaker halyard. Put the remainder of the halyard away in the trampoline bag.
9. Furl the spinnaker by pulling on one side of the spinnaker's drum furling line.

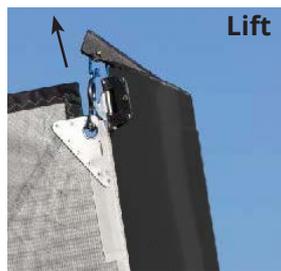


# After Sails

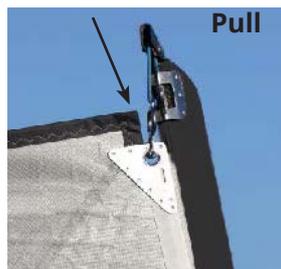
Storage, Maintenance and Repairs.

## 12.5. Lowering the mainsail

1. Un-tread the tack and cunningham from the sail and remove the DS battens.
2. Pull on the mainhalyard to raise the mainsail.
3. Twist the mast 60 degrees while still having tension on the mainhalyard.



4. Pull the mainsail down.



5. Gently lower the mainsail starting at the foot of the sail.



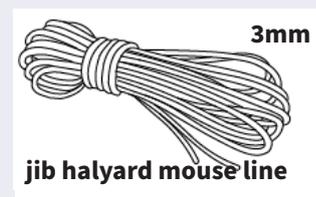
6. Take out the top batten.

**Prevent the sail from folding!**

**Always roll your mainsail top down with the topbatten taken out.**

**To keep your sails in good condition you must let your sails dry and out of the sun after sailing!**

## 12.6. Lowering the jib



1. If you have a furling jib, unfurl the jib.
2. Detach the sheet from the jib.
3. To lower the jib, uncleat the jib halyard from the cleat and lower the sail a bit.
4. Take the 4mm halyard line out of the cleat and block.
5. Attach the 3mm hoisting line to the 4mm line.
6. Take the shackle off the tack of the jib.

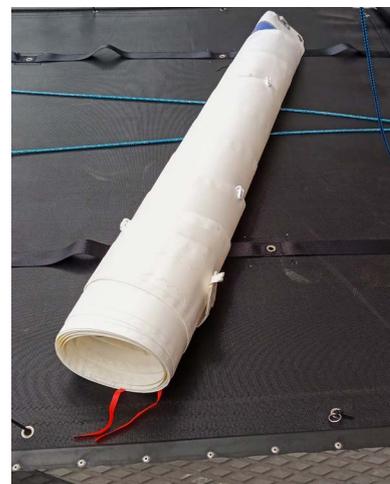


**Prevent the sail from folding!**

**Always roll your jib top down with the topbatten taken out.**

**To keep your sails in good condition you must let your sails dry and out of the sun after sailing!**

7. Lower the sail while taking the hanks of the sail. If possible, roll the sail while lowering to avoid creases.
8. When the sail is down, detach the shackle from the top.
9. Tie the top shackle to the loose end of the 3mm line and tie away the line away from the mast.



## 12.7. Lowering the furling spinnaker

1. Unfurl the spinnaker, don't put tension on the sheets.



2. Uncleat the spinnaker halyard and drop the spinnaker.
3. A second person can put the spinnaker into the spinnaker bag starting from the middle of the foot of the sail.



4. If you leave the clew, top and tack in the top of the bag it will be easier to hoist the next time around.
5. Detach the top and tack. Take the spinnaker sheet off the boat.

## 12.8. Lowering the mast

**CAUTION: Check for overhead wires and be sure the area behind the boat is clear of people! A mast that comes in contact with electrical power lines can cause serious injury or death!**

1. Detach the bowsprit if installed.
2. Check if the mast pin is in the mastfoot.
3. Undo the tension of the stays. Set them on maximum length.



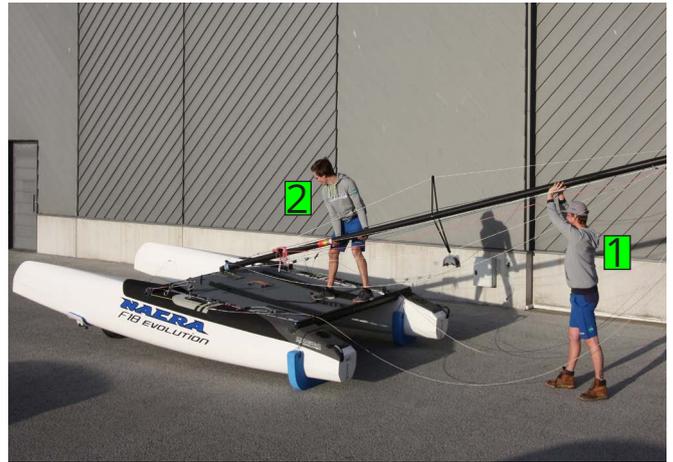
4. - **Person 1** Holds the mast forward pulling on the trapeze lines.  
- **Person 2** Remove the tape and release the forestay from the stay tensioner.



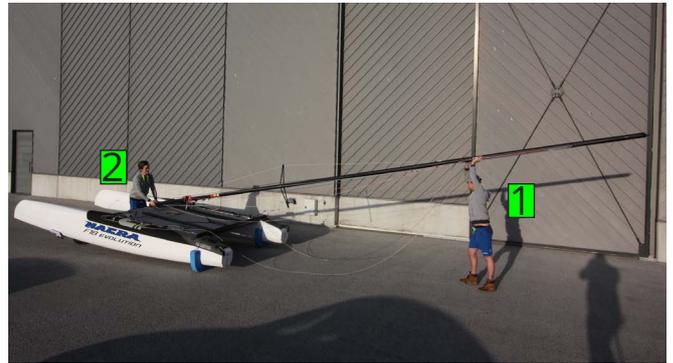
5. - **Person 1** Guides the mast by hanging easily on the trapeze lines.  
- **Person 2** Lowers the mast, twist the mast with one spreaderarm facing downwards. Making sure the mastfoot doesn't hit the crossbar.



6. - **Person 1** Hangs backward lowering the mast.  
- **Person 2** Lowers the mast with one spreaderarm facing downwards.



7. - **Person 1** Holds the mast up with one spreader arm facing downwards, so the mastbase doesn't hit the crossbar.  
- **Person 2** Pulls the pin out of the mastbase and takes the mast off the mastball. Put the mast gently on the crossbar.





## 13.1. Maintenance

- Rinse entire boat with fresh water after each use. Be sure to flush all blocks and fittings thoroughly.
- Check the sails and trampoline for rips, tears, or loose stitching. Repair immediately to avoid further damage.
- Always keep trampoline lacing tight.
- Tape all split rings and cotter pins to prevent loss or damage.
- Check for broken or delaminated battens. Never sail with damaged battens.
- Rinse sails with fresh water, make sure sails are dry and batten tension is released when storing for more than a day.
- Store sails dry, away from uv light and moist.
- Always check beam bolts to ensure proper torque.
- Check hulls for excessive wear on bottoms from beaching and dragging the boat. A bottom job should be done to replace any lost fiberglass.
- Check hulls for leaks at all hull fittings by covering suspected areas with soapy water and blowing air (from your lungs) into the drain plug holes. DO NOT USE A VACUUM CLEANER AS THE EXCESSIVE PRESSURE CAN DAMAGE THE HULLS. If the water bubbles, there is a leak. Remove the fitting and/or cover with silicone sealant and replace. If the leak is from a fiberglassed area (no fittings) this should be reglassed to insure proper permanent bonding and sealing.
- Check for water in the hull, take it out using a sponge. Little quantities can come from humidity and temperature changes. Larger quantities could indicate a leak.
- Check mast ball for wear- replace is necessary.
- Masts should be regularly inspected for water tightness and diamond wire wear. Make sure fittings are sealed with silicone. Replace wires that show any signs of wear. Check diamond wire attachment points, turnbuckles and seizing wire. These areas could cause serious mast failure and sail damage.
- Avoid storing your Nacra for long periods of time with the rigging tensioned to race settings ( very tight.)
- Periodically check for and replace frayed, worn, or kinked wires, shock cord, and lines.
- Check all shackles, clevis pins, and fasteners for loosening or wear. Replace as needed.
- Periodically check the bearings in the traveler car and replace them if necessary. Rinse thoroughly with fresh water to free any stuck bearings.

# 14. Parts 500mk2 Sport

## 14.1. Arrival of parts

Article number	Description	Quantity
12049-MKII-P	Hull port Nacra 500 MKII	1
12049-MKII-S	Hull stbd Nacra 500 MKII	1
40052	Nacra CE plate	1
32329-WP	Crossbar rear Nacra 500 MKII (no traveller)	1
32328	Crossbar front Nacra 500 MKII	1
30133	Tiller crossbar adjustable Nacra 500/570	1
40137	Rudder system upper MKII Nacra 15 PORT	1
40138	Rudder system upper MKII Nacra 15 STBD	1
40100-3	Rudder system lower (1 hull)	2
31868	Rudder blade Nacra 460/500/570/580 (2014 and up)	2
30759	Trampoline Nacra 500 MKII	1
31859	Trampoline tie rod 8mm 186cm Nacra 500 Mk II	1
40014	Rigbox Nacra 500 MkII	1
30176	Mast Nacra 500 MKII (excl blocks)	1

## 14.2. Rigbox



NR.	Article number	Description	Qty.
1	40211	Rigbox kit crossbars Nacra 500 Mk II	1
2	40198	Rigbox kit misc Nacra 500 MKII	1
3	40199	Rigbox Kit spreader attachment Nacra 500 Mk II	1
4	40126	Rigbox kit diamond adjuster Nacra 15/F16 MKII/Nacra 17	1
5	32207-2	Shroud Nacra 15/500 Mk II	2
6	32208	Diamond wire Nacra 15/500 Mk II single	2
7	30304	Bridle wire Nacra 500 Mk II	2
8	32210	Trapeze wire Nacra 15/500 Mk II double	2
9	32162	Spreader bar aft Nacra 500	2
10	30328	Spreader bar fwd fixed Nacra 500 Mk II	2
11	40115	Mast base Nacra 500 Mk II complete	1
12	30911	Linepackage Nacra 500 MKII	1
13	31141	Traveler w/cam w/ss track Harken '05 and up	1
14	30526	Ratchet block 4sh Carbo 57mm Harken	1
15	30607	Boom block 4sh carbo 57mm Harken	1
16	31180	Cunningham system 1:8 fun	1
17	10110	Tape self amalgamating 19mmx5m	1
18	30176	Mast Nacra 500 MKII (excl blocks)	1

## 14.3. Rigbox assembly kits



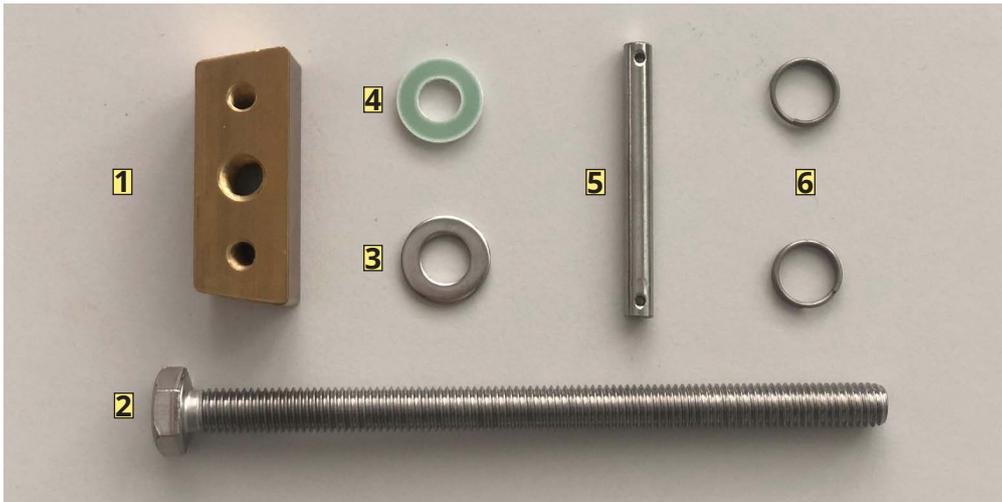
Rigbox kit crossbars - 40211

NR.	Article number	Description	Quantity
1	30360	Bolt crossbar front UNC 3/8 x 4.1/2 SOCKET	8
2	31117	Washer crossbar ss	4
3	31113	Washer fiberglass	4
4	31457	Allen tool size 5/16	1
5	31697	Nacra grease	1



Rigbox kit spreader attachment - 40198

NR.	Article number	Description	Quantity
1	31624	Clevis pin 3/16 x 5/8 WL	6
2	30524	Clevis pin 1/4 x 1/2 WL	2
3	30553	Split ring ss	8
4	30322	Cover spreader tip	2
5	31462	Piece wire monel	3



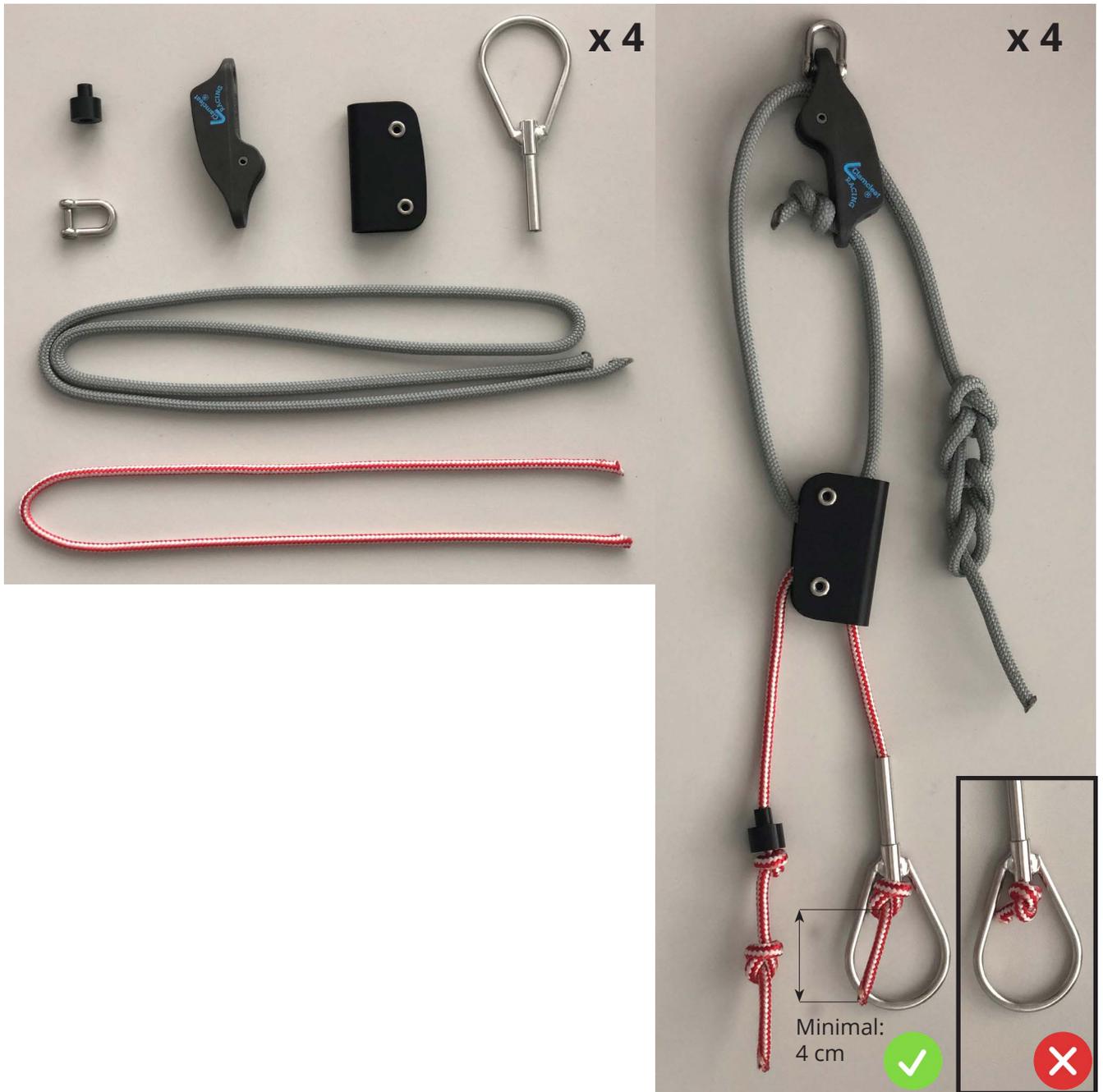
Rigbox kit diamond adjuster - 40126

NR.	Article number	Description	Quantity
1	31701	Brass fitting diamond adjuster SMALL	1
2	30187	Bolt diamond adjuster	1
3	31117	Washer crossbar ss	1
4	31113	Washer fiberglass	1
5	30356	Pin mast step	1



Cunningham system 1:8 - 31180

NR.	Article number	Description	Quantity
1	30649	Double block 16mm Harken	2
2	30705	S-hook 1/4	2
3	31829	Pivoting lead block Carbo 29mm Harken (excl. base)	2

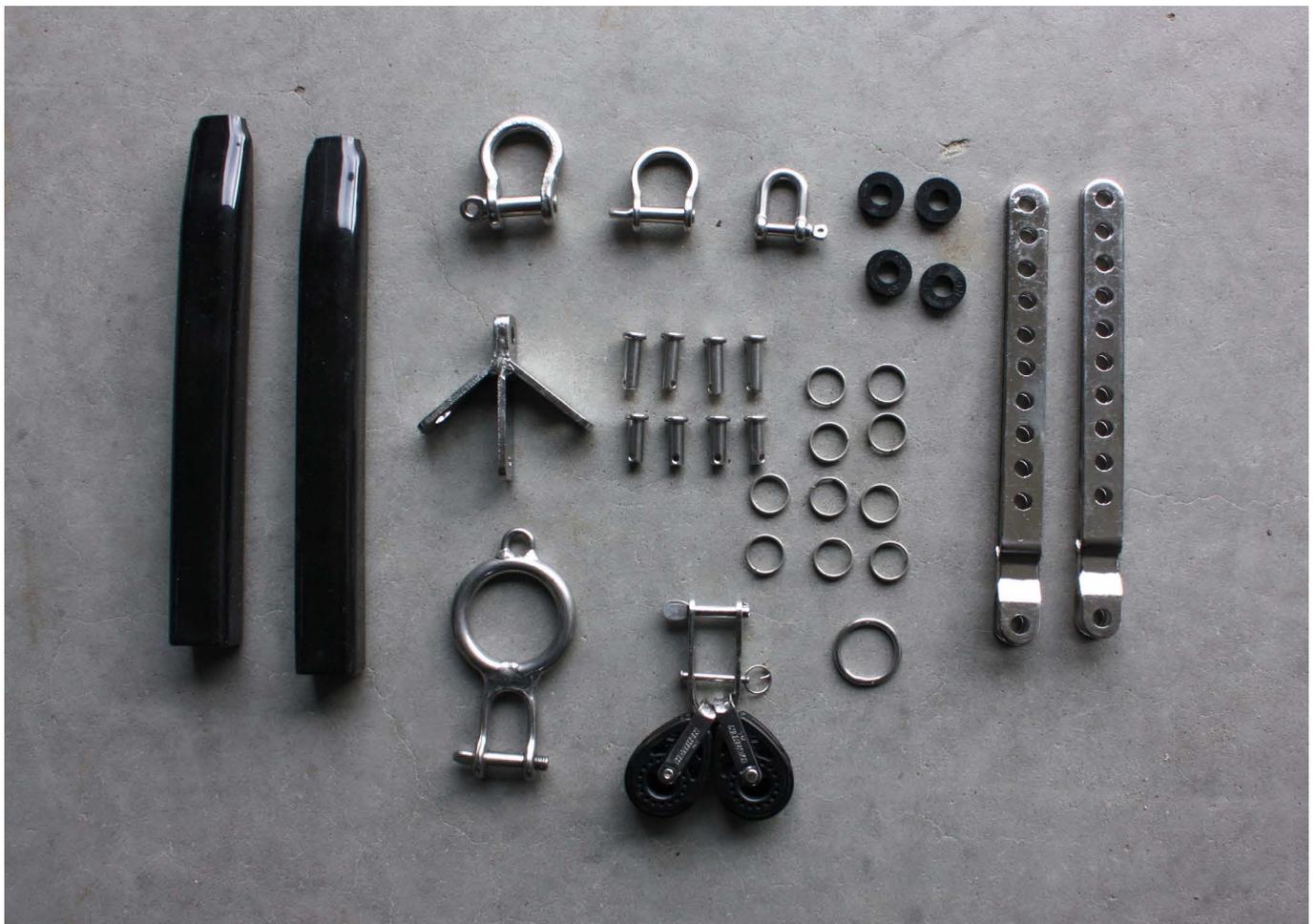


Rigbox kit adjustable trapeze - 40127

NR.	Article number	Description	Quantity
1	31707	Shackle D 5mm hex	4
2	30923	Clam cleat cl253 adjustable trapeze	4
3	30692	Trapeze block (black)	4
4	30681	Trapeze ring race	4
5	30938	Trapeze stop	4

RIGBOX KIT MISC - 40198

NR.	Article number	Description	Quantity
1	30779	Shackle 8mm 5/16 Ronstan	1
2	30685	Shackle 6mm 1/4 Ronstan	1
3	40201	Shackle washer nylon	4
4	30326	Stay adjuster	2
5	30373	Cover stay adjuster	2
6	31077	Clevis pin 1/4 x 5/8 WL	4
7	30524	Clevis pin 1/4 x 1/2 WL	4
8	30553	Split ring ss	9
9	31458	D-shackle 5mm	1
10	30312	Ring with shackle main halyard	1
11	30640	Single fixed block assymetric carbo 29mm Harken	2
12	30841	Shackle Jib Clew ss	1
13	30837	Snapshackle	1
14	31698	Bridle connector for Nacra 15/F16/17/F20c	1
15	30702	Ring 3x20mm ss	1



## 14.4. Line Lengths

### 30911 Linepackage Nacra 500 MKII

	Size	Colour	Units	Mts per unit
Mainsheet	10mm	red	1	11,5
Jib sheet	8mm	blue	1	8
Main Halyard	5mm	bleu/black	1	17
Tramp lace rear	3mm	black	1	5,5
Main Downhaul	5mm	Red/black	1	10
Righting line	8mm	black	1	4,2
Trapeze line	6mm	blue	4	1
Trapeze shock cord	5mm	black	2	2,2
Righting line shock cord	5mm	black	1	4

### 30927 Linepackage spi snuffer Nacra 500 Mk II

Use	Size	Colour	Units	Mt per Boat
Spinnaker sheet	8mm	White / black	1	14,5
Halyard shock cord	3mm	black	1	2
Spin tackline	5mm	Blue / black	1	4
Spin halyard	5mm	Blue / black	1	24
Snufferring tension line	3mm	black	1	1,7
Spin bale line	3mm	black	1	0,55
Spin bale up line	4mm	black	1	0,9
Spinsheet shockcord	4mm	black	1	1,9

### 30926 Linepackage spi furling Nacra 500 Mk II

Use	Size	Colour	Units	Mt per Boat
Spinsheet	8mm	White/black	1	14,5
Continous line shock cord	3mm	Black	1	1
Continuous line	6mm	Blue	1	9
Spin halyard	5mm	Blue/black	1	24
Spin bale line	3mm	Black	1	0,55
Spin bale up line	4mm	Black	1	0,9
Spinsheet shockcord	4mm	black	1	1,9

## 14.5. CONNECT WITH YOUR LOCAL NACRA DEALER

Your local Nacra dealer is there to empower you - our customer. Please take advantage of the many services that authorized Nacra dealers can provide:

- New Nacra fully assembled
- Nacra parts and accessories
- Expert advice on boat rigging, repair and maintenance
- Information about events

**Manufacturer: NACRA SAILING B.V.**  
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**The Netherlands**

**Phone: + 31703382900**  
**Email: [info@nacrasailing.com](mailto:info@nacrasailing.com)**  
**Website: [www.nacrasailing.com](http://www.nacrasailing.com)**

**Distributor / dealer:**