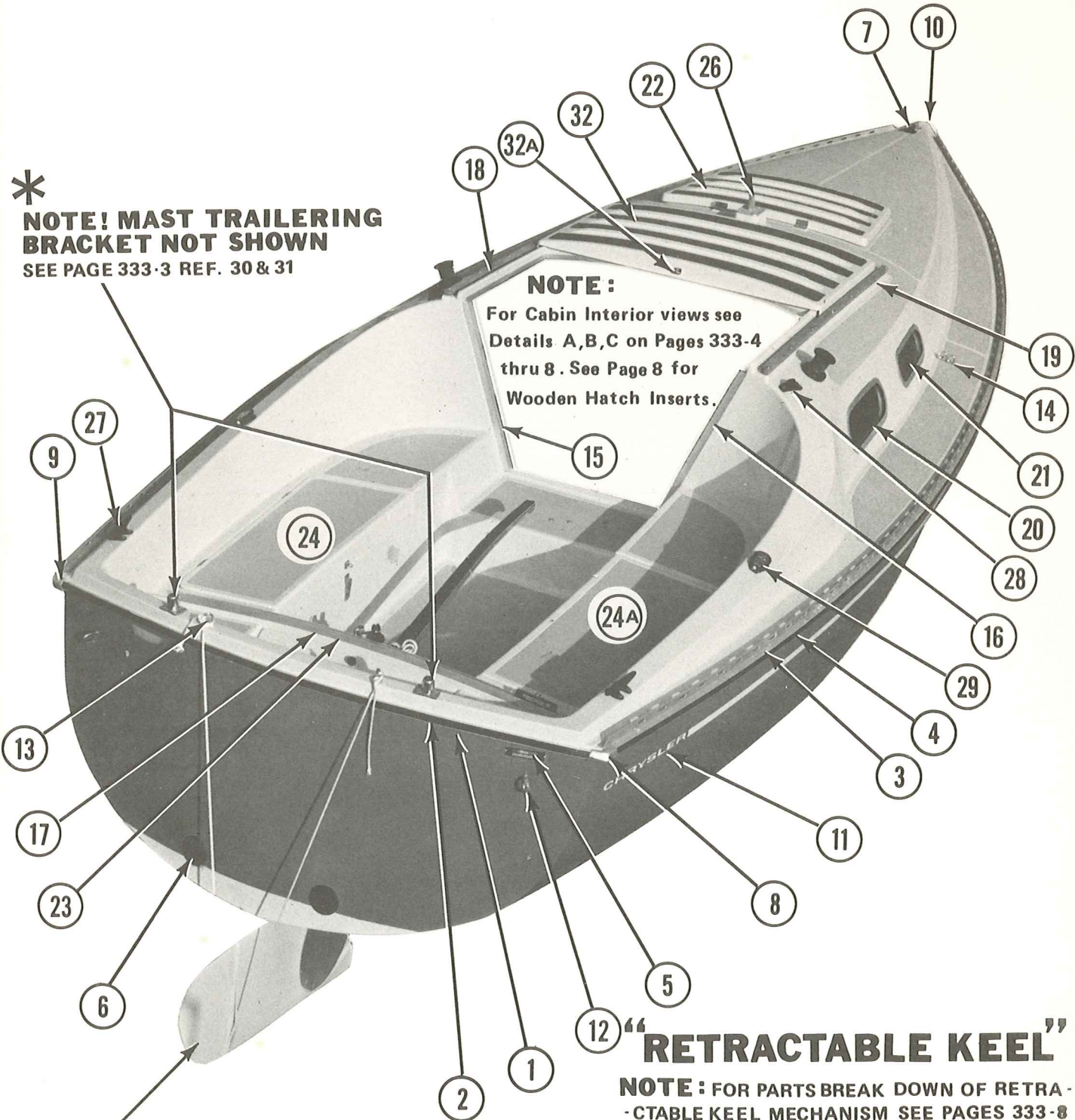


CHRYSLER - 22

**NOTE: 28ft. 9in. Mast Before Serial NO. CBC 33152--
XXX And 26ft. 9in. Mast After Serial CBC ---
33152XXX. SEE PAGES 333-11 THRU 19 FOR RIGGING HARDWARE BREAK DOWN.**

NOTE! MAST TRAILERING
BRACKET NOT SHOWN
SEE PAGE 333-3 REF. 30 & 31**

NOTE:
For Cabin Interior views see
Details A,B,C on Pages 333-4
thru 8. See Page 8 for
Wooden Hatch Inserts.



NOTE:
FOR RUDDER PARTS BREAK DOWN
SEE PAGE 333-10 DETAIL - D.

**NOTE: FOR PARTS BREAK DOWN OF RETRA-
-CTABLE KEEL MECHANISM SEE PAGES 333-8
& 9 DETAILS C&C-1.**

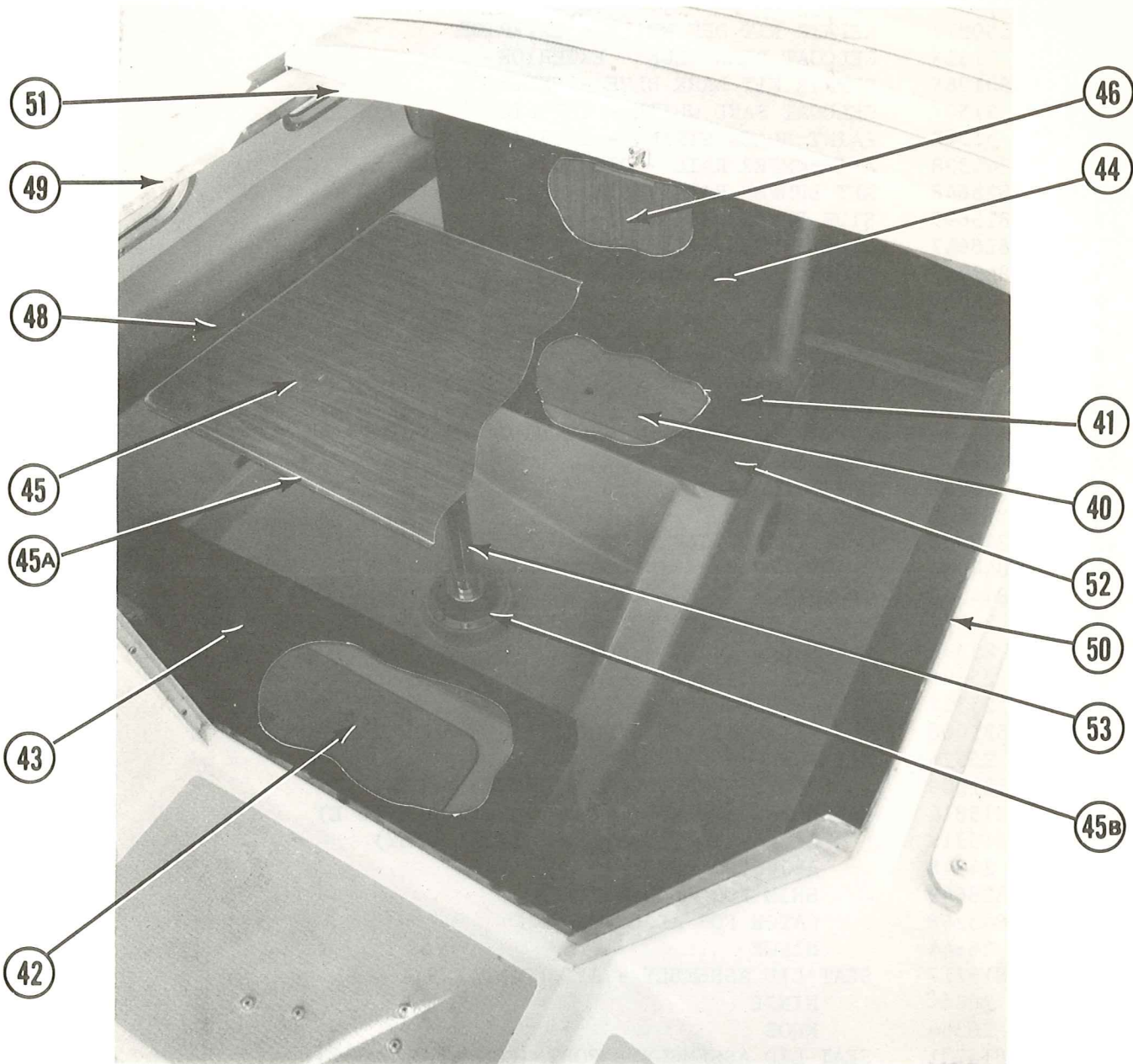
CHRYSLER - 22

**NOTE: 28ft. 9in. Mast Before Serial NO. CBC 33152--
 XXXX And 26ft. 9in. Mast After Serial CBC ---
 33152XXXX.**

REF. NO.	PART NO.	
	51614	GELCOAT TAN - EXTERIOR
	801966	REPAIR KIT TAN - EXTERIOR
	51503	GELCOAT OFF WHITE - EXTERIOR
	800872	REPAIR KIT OFF WHITE - EXTERIOR
	51615	GELCOAT DARK BLUE - EXTERIOR
	801965	REPAIR KIT DARK BLUE - EXTERIOR
	51507	GELCOAT SAND WHITE - INTERIOR
	51502	PAINT BLACK STRING - INTERIOR
1	844328	AFT BUMPER RAIL - DIE 307 x 69 1/4"
2	828648	AFT BUMPER RAIL VINYL - DIE 474 x 69 1/4"
3	815699	SIDE BUMPER RAIL
4	828647	SIDE BUMPER RAIL VINYL - DIE 474 x 250"
5	842969	SERIAL NUMBER PLATE
6	25339	VENT PLASTIC
7	25314	STEM PLATE
8	25308	CORNER CASTING STARBOARD
9	25307	CORNER CASTING - PORT
10	25305	BOW CASTING
11		OPTIONAL: CHRYSLER HULL SIDE DECAL - 13683 BLUE/13681 WHITE
12	24372	LIFTING EYE
13	815888	CHAIN PLATE AFT
14	815886	CHAIN PLATE
15	844303	CHANNEL FOR CABIN DOOR - PORT
16	844304	CHANNEL FOR CABIN DOOR - STARBOARD
17	844376	TRAVELLER TRACK
17 A	25372	END CASTING FOR TRAVELLER TRACK (NOT INCLUDED WITH TRACK)
18	25395	HATCH LID TRACK - PORT
19	25396	HATCH LID TRACK - STARBOARD
20	25327	SIDE WINDOW AFT
20 A	531000	VINYL WINDOW SEAL (SPECIFY AMOUNT)
21	25326	SIDE WINDOW FORWARD
21 A	531000	VINYL WINDOW SEAL (SPECIFY AMOUNT)
22	815814	HATCH LID ASSEMBLY (CONSISTS OF A THRU E)
22 A	815719	HATCH LID (FIBERGLASS SHELL ONLY)
22 B	24848	ADJUSTOR ARM
22 C	828649	SHIM FOR ADJUSTOR ARM
22 D	843248	CATCH FOR ADJUSTOR ARM
22 E	26544	HINGE
23	815717	SEAT LID ASSEMBLY - AFT (CONTAINS A & B)
23 A	26544	HINGE
23 B	26354	KNOB
24	815731	SEAT LID ASSEMBLY - PORT (CONTAINS B & C)
24 A	815730	SEAT LID ASSEMBLY - STARBOARD (CONTAINS B & C)
24 B	26544	HINGE
24 C	26497	SWIVEL HASP
26	25299	CASTING (TABERNACLE) MAST STEP
27	25412	CLEAT
28	25312	CLAM CLEAT
29	25311	BLOCK CHEEK 2 1/4
* 30	25373	STANCHION 90° FOR TRAILERING BRACKET (SEE PAGE 333-2)
* 31	815796	MAST TRAILERING BRACKET ASSEMBLY (SEE PAGE 333-2)
32	815718	SLIDING HATCH ASSEMBLY
32 A	26497	LATCH (HASP SWIVEL)

CHRYSLER - 22

DETAIL - A

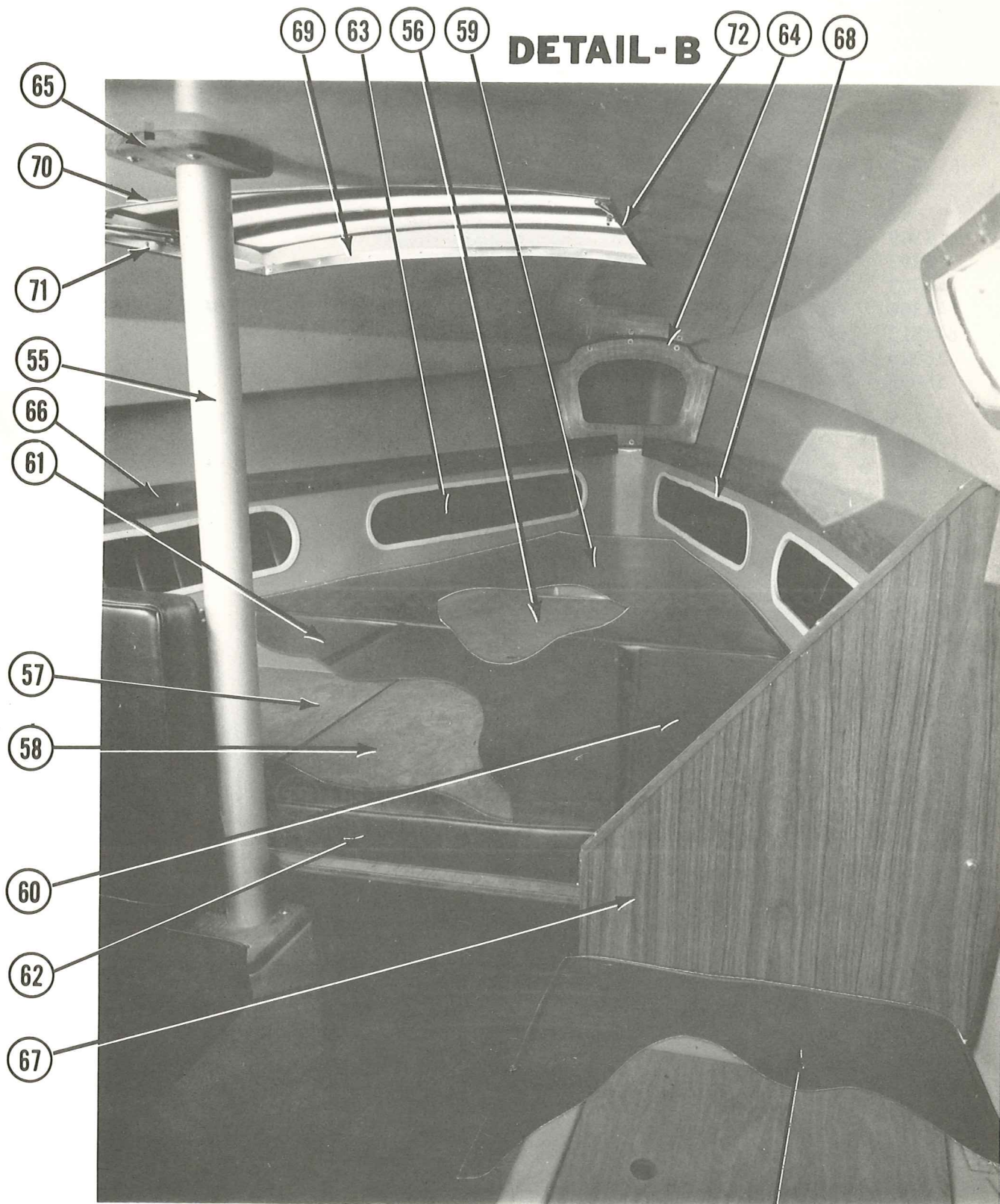


CHRYSLER - 22

REF. NO.	PART NO.	
40	828476	WOODEN STORAGE LID - PORT (FORWARD DINETTE AREA)
41	13672	PORT CUSHION (FORWARD DINETTE AREA)
42	828478	WOODEN STORAGE LID - PORT (AFT DINETTE AREA)
43	13671	PORT CUSHION (AFT DINETTE AREA)
44	13670	PORT BACK CUSHION (FORWARD DINETTE AREA)
45	815716	TABLE ASSEMBLY
45 A	815829	TRIM FOR TABLE
45 B	24648	SOCKET FOR TABLE LEG (UPPER OR LOWER)
46	815712	CABIN BULKHEAD ASSEMBLY - PORT (CONTAINS A, B & C)
46 A	815715	WELT ASSEMBLY
46 B	25347	TEAK TRIM 25 1/2"
46 C	25345	TEAK TRIM 9 7/8"
48	25393	TEAK FOR SIDE OF CABIN INTERIOR
49	844305	TOP TRIM FOR CABIN ENTRANCE - PORT - DIE 296 x 25"
50	844306	TOP TRIM FOR CABIN ENTRANCE - DIE 311 x 25" - STARBOARD
51	844313	FORWARD TOP TRIM FOR CABIN ENTRANCE - DIE 311 x 44"
52	25226	INSPECTION COVER
53	26695	TABLE LEG - 2 1/2" O.D. x 25 1/2"

CHRYSLER - 22

DETAIL-B



CHRYSLER - 22

REF. PART
NO. NO.

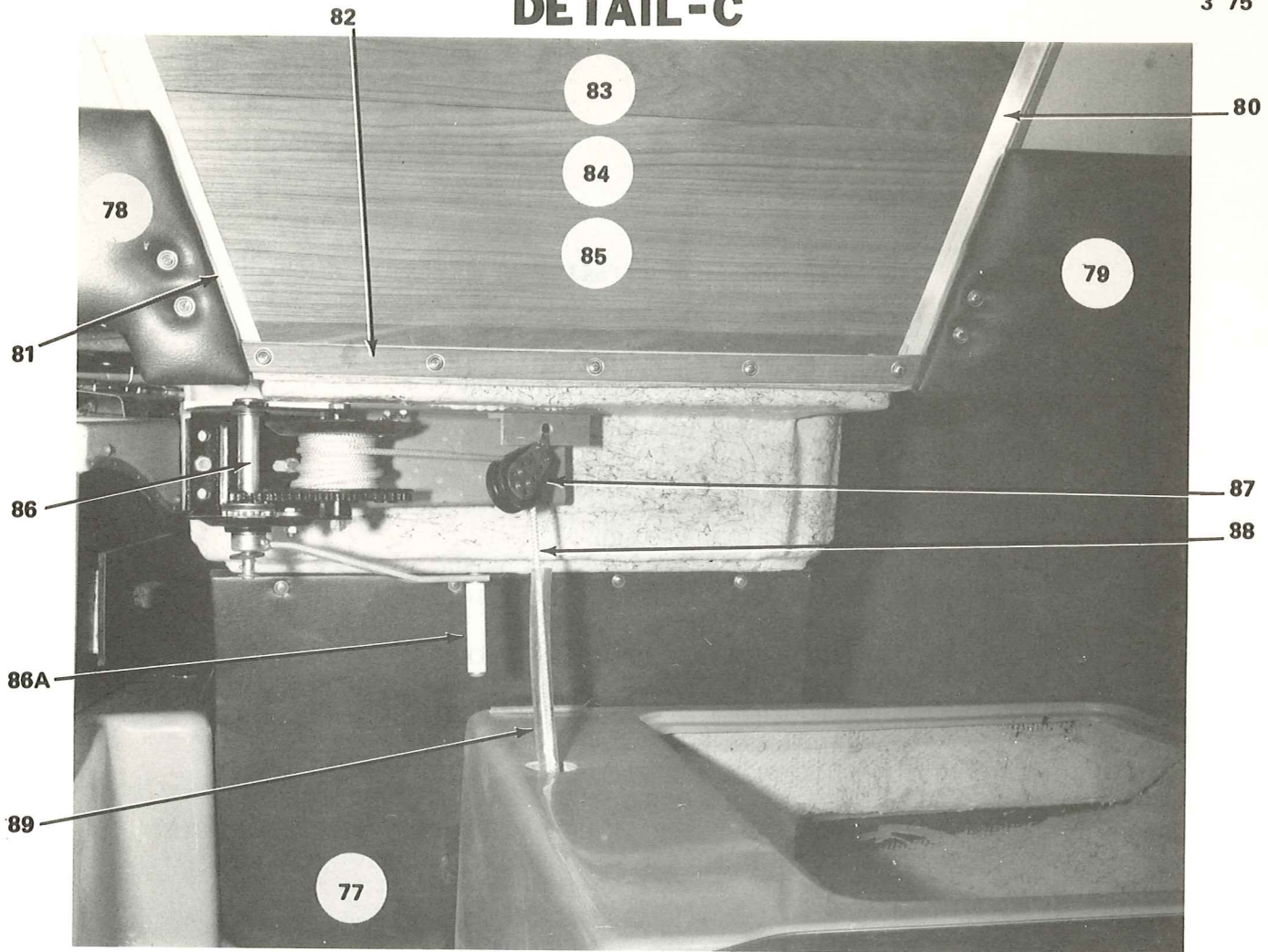
CHRYSLER 22 SAILBOAT INTERIOR HARDWARE

55	844315	MAST SUPPORT
56	828479	WOODEN STORAGE LID FORWARD
57	828474	WOODEN STORAGE LID PORT FORWARD
58	828473	WOODEN STORAGE LID CENTER
59	13677	BOW CUSHION
60	13674	STARBOARD CUSHION FORWARD
61	13675	PORT CUSHION FORWARD
62	13476	CENTER CUSHION FORWARD
63	828574	HULL SIDE VINYL - FORWARD - 60304 - 18" x 96"
64	815711	CABIN BULKHEAD ASSEMBLY - FORWARD
65	25397	MAST SUPPORT (TEAKWOOD)
66	25394	TEAK TRIM FOR BOW OF CABIN INTERIOR
66 A	25393	TEAK FOR AFT SIDE OF CABIN INTERIOR (SEE PAGE 333-4 & 5 REF. 48)
67	815713	CABIN BULKHEAD ASSEMBLY - STARBOARD (CONTAINS A, B & C)
67 A	815715	WELT ASSEMBLY
67 B	25344	TEAK TRIM - 7 5/8"
67 C	25346	TEAK TRIM - 23 5/8"
68	528000	TRIM FOR SIDE STORAGE COMPARTMENTS - SPECIFY LENGTH
69	844312	FORWARD TRIM FOR FORWARD HATCH
70	844311	AFT TRIM FOR FORWARD HATCH
71	844307	PORT TRIM FOR FORWARD HATCH
72	844308	STARBOARD TRIM FOR FORWARD HATCH
73	13673	AFT CUSHION STARBOARD

CHRYSLER - 22

DETAIL - C

3 75

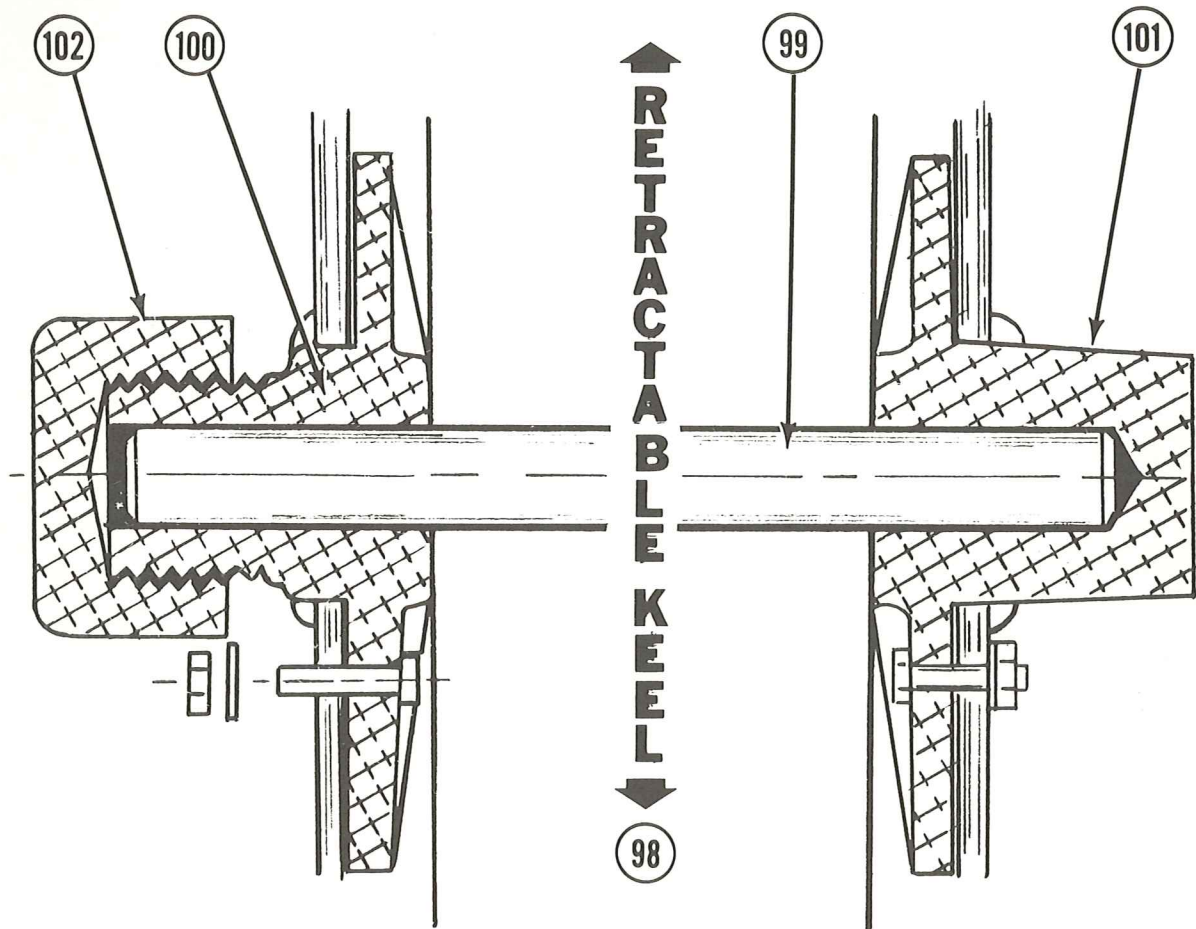


* NOT SHOWN IN ILLUSTRATION

- * 25415 SHACKLE (DOWNHAUL LINE TO RETRACTABLE KEEL)
- * 23153 HOSE CLAMP
- * 23345 THRU-HULL FITTING

77	815768	CABIN BULKHEAD ASSEMBLY AFT	
77 A	828607	VINYL - 60800 BROWN - 22" x 31"	
78	815752	BACKREST ASSEMBLY - STARBOARD	
78 A	828590	VINYL - 60800 BROWN 16" x 32"	
79	815751	BACKREST ASSEMBLY - PORT	
79 A	828590	VINYL - 60800 BROWN 16" x 32"	
80	844309	SIDE TRIM FOR CABIN ENTRANCE - PORT	- DIE 311 x 28"
81	844310	SIDE TRIM FOR CABIN ENTRANCE - STARBOARD	DIE 311 x 28"
82	25349	TRIM CABIN DOOR STEP	
83	25392	TOP WOODEN HATCH INSERT	
84	25391	CENTER WOODEN HATCH INSERT	
85	25390	BOTTOM WOODEN HATCH INSERT	
86	25337	WINCH	
86 A	85303	HANDLE FOR WINCH	
87	25260	SINGLE BLOCK	
88	828656	DOWNHAUL LINE TO RETRACTABLE KEEL - 8 FT.	
89	828651	CLEAR TUBING 20"	

CHRYSLER - 22

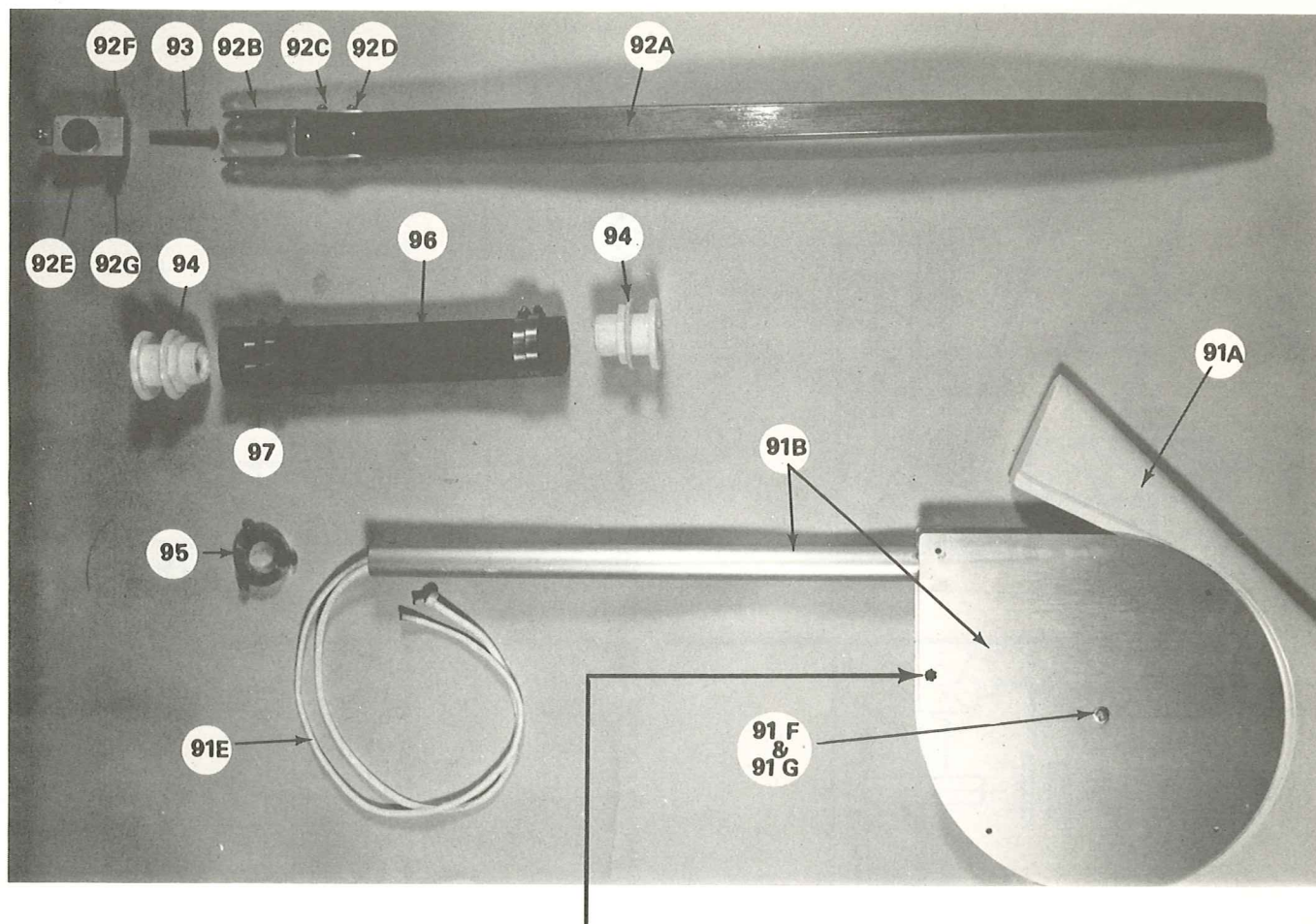
DETAIL - C-1

**SECTIONAL VIEW OF KEEL, PIVOT PIN AND
RETAINER CASTINGS**

REF. NO.	PART NO.	
98	25290	RETRACTABLE KEEL
99	830413	PIVOT PIN FOR RETRACTABLE KEEL
100	815747	RETAINER CASTING FOR PIVOT PIN - PORT
101	815746	RETAINER CASTING FOR PIVOT PIN - STARBOARD
102	815745	CAP FOR PIVOT PIN

CHRYSLER - 22

DETAIL - D



RUDDER STOP KIT 819058

REF. NO.	PART NO.	
91	815780	RUDDER & RUDDER CHEEK ASSEMBLY (CONSISTS OF 91A THRU 91 G)
91 A	815777	RUDDER ASSEMBLY (FIBERGLASS)
91 B	815693	RUDDER CHEEK ASSEMBLY
91 C	815784	BUSHING (NOT SHOWN)
91 D	844349	SLEEVE (NOT SHOWN)
91 E	828627	SHEET - RUDDER HEAD
91 F	31824	MACHINE SCREW 5/16" x 18 x 2 1/2"
91 G	31527	LOCK NUT 5/16" x 18
92	815771	TILLER ASSEMBLY (CONTAINS A THRU G)
92 A	25340	LAMINATED WOODEN TILLER
92 B	844322	TILLER CASTING
92 C	31327	MACHINE SCREW 1/4 x 20 x 2 3/4
92 D	31526	LOCK NUT 1/4 x 20
92 E	815744	CASTING RUDDER CAP
92 F	31818	BOLT 7/16" x 14 x 2 5/8"
92 G	31817	LOCK NUT 7/16 x 14
93	31816	BOLT 5/16" - 18 x 3"
94	828595	THRU HULL FITTING
95	844348	RUDDER COLLAR
96	828610	RUDDER HOSE - 25325 - 2 5/8" O.D. x 15 1/4"
97	26818	HOSE CLAMP - SPECIFY QUANTITY

CHRYSLER-22

CHRYSLER - 22

RIGGING HARDWARE

(SAILS, LINES, SMALL PARTS)

**NOTE: 28ft. 9in. Mast Before Serial NO. CBC 33152--
XXXX And 26ft. 9in. Mast After Serial CBC ---
33152XXXX.**

**NOTE: 28ft. 9in. Mast Before Serial
NO. CBC 33152 XXXX And 26ft. 9in.
Mast After Serial CBC 33152XXXX**

DETAIL-E PAGE 333-13

6 or 7 SAIL SET
SEE PAGE 333-13

DETAIL-F PAGE 333-14

DETAIL-G PAGE 333-15

DETAIL-H PAGE 333-16

DETAIL-K PAGE 333-18

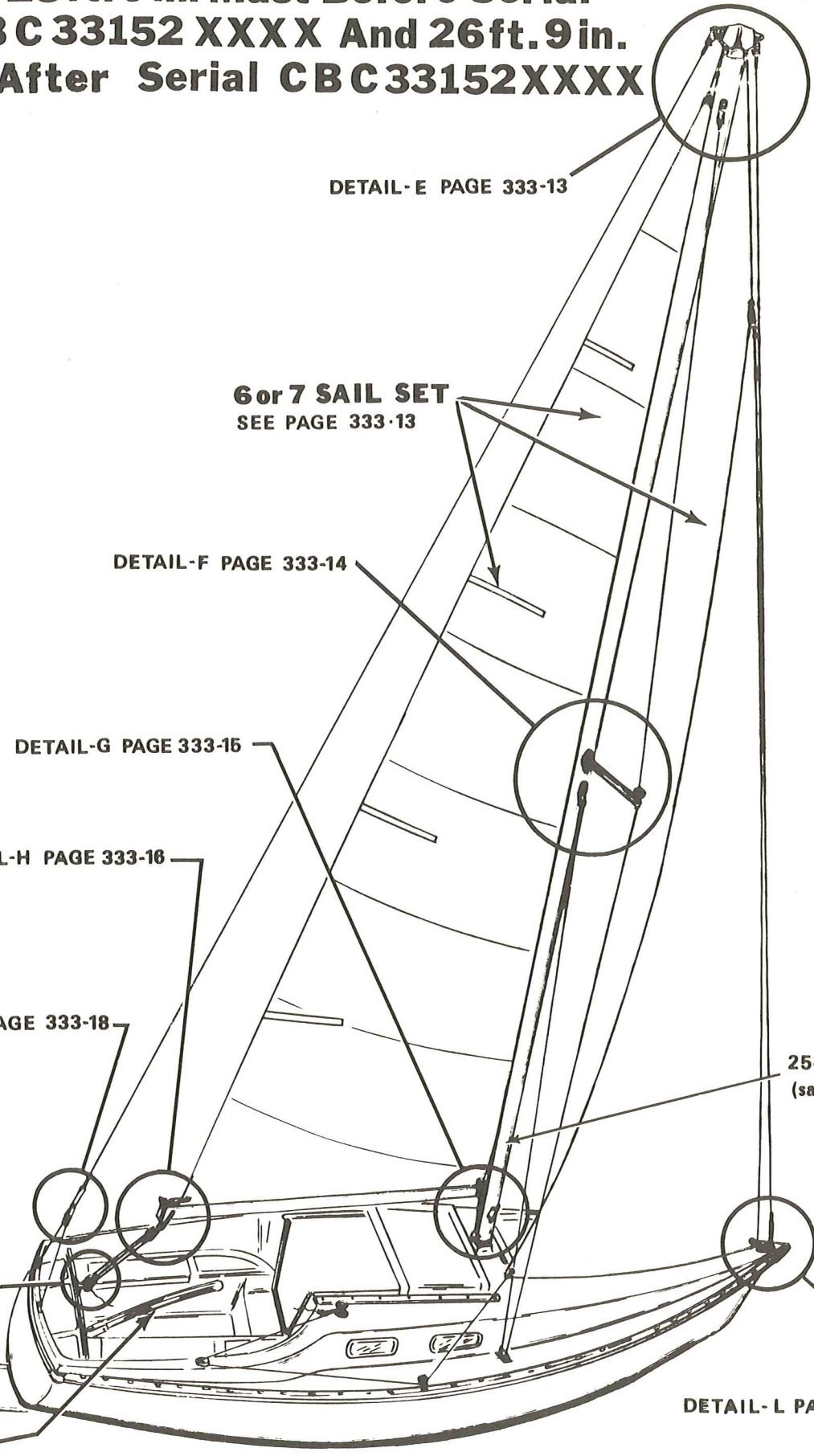
25414 COTTER PIN
(sail stop) $\frac{3}{16}$ " X 2"

DETAIL-J
PAGE 333-17

DETAIL-L PAGE 333-19

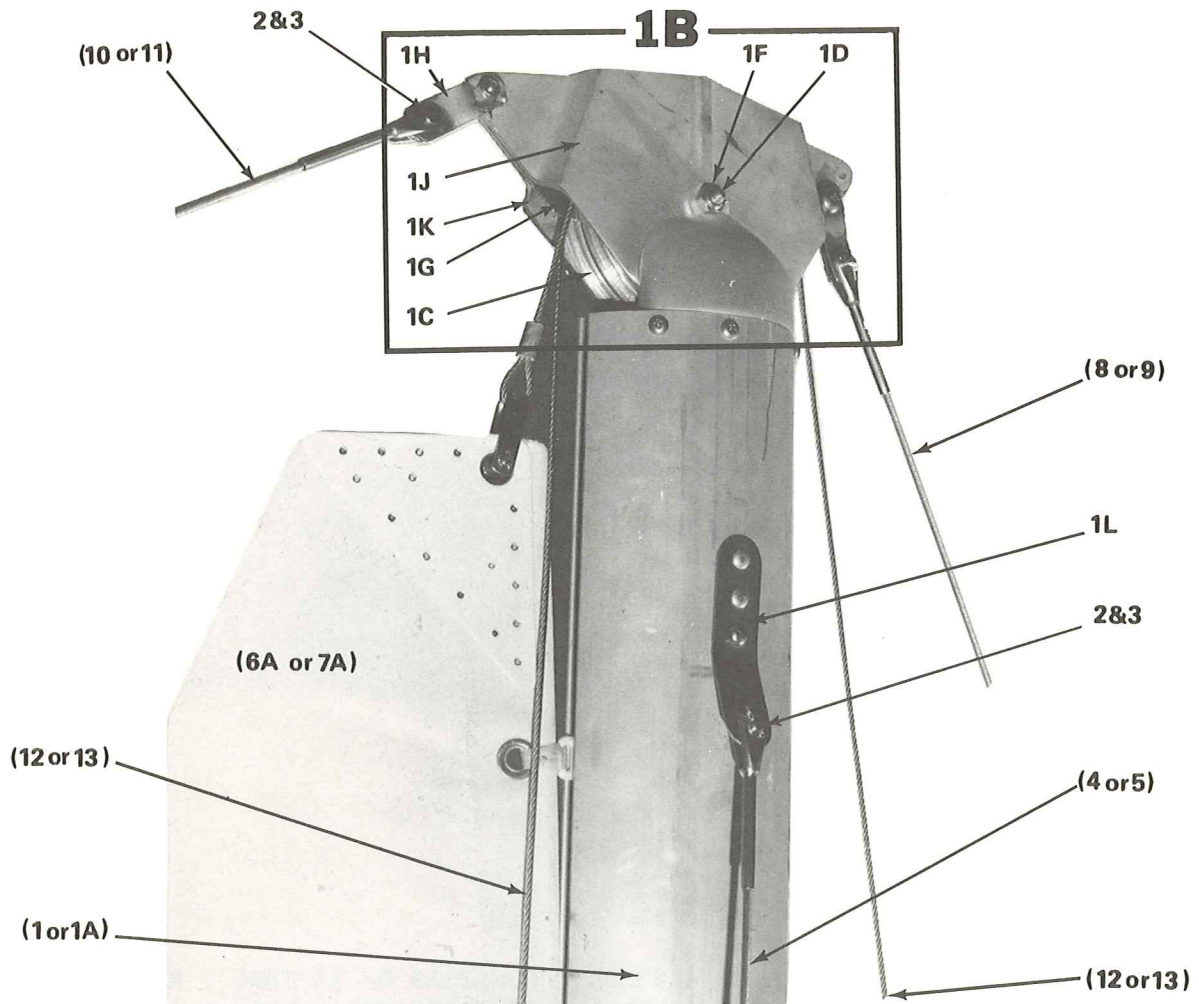
FOR RUDDER PARTS BREAK DOWN SEE PAGE 333-9
DETAIL-D

CHRYSLER - 22



**NOTE: 28ft. 9in. Mast Before Serial NO. C B C 33152--
XXX And 26ft. 9in. Mast After Serial C B C ---
33152XXX.**

DETAIL - E



REF. NO.	PART NO.	DESCRIPTION
1	815720	28 FT 9 IN. MAST ASSEMBLY (CONSISTS OF 1B THRU 1 R
1 A	815855	26 FT 9 IN. MAST ASSEMBLY (CONSISTS OF 1B THRU 1 R
1 B	815748	MAST HEAD ASSEMBLY (CONSISTS OF 1 C THRU 1 K
1 C	844346	SHEAVE MASTHEAD (PULLEY WHEEL)
1 D	31824	MACHINE SCREW 5/16" x 18 x 2 1/4"
1 E	844347	BUSHING MASTHEAD (NOT SHOWN)
1 F	31527	LOCK NUT 5/16" x 18"
1 G	844327	SPACER MASTHEAD
1 H	815890	TOGGLE
1 J	25302	CASTING MASTHEAD - STARBOARD
1 K	25303	CASTING MASTHEAD - PORT
1 L	830384	TANG
2	25409	CLEVIS PIN 1/4" x 9/16"
3	25328	COTTER PIN 3/32" x 1/2"
4	815701	UPPER SHROUD ASSEMBLY 27 FT. 4 1/2 IN. - FOR 28 FT. 9 IN. MAST
5	815849	UPPER SHROUD ASSEMBLY 26 FT. 6 IN. - FOR 26 FT. 9 IN. MAST
6	25309	SAILSET FOR 28 FT. 9 IN. MAST (CONSISTS OF 6 A THRU 6 D)
6 A	85277	MAIN SAIL - 28 FT. 9 IN. MAST
6 B	85278	JIB SAIL " " "
6 C	85279	BATTENS (SET OF 4)
6 D	85280	BATTENS (UNIVERSAL) 23 IN.
7	25405	SAIL SET FOR 26 FT. 9 IN. MAST (CONSISTS OF 7 A THRU 7 D)
7 A	85282	MAIN SAIL " " "
7 B	85283	JIB SAIL " " "
7 C	85279	BATTENS (SET OF 4)
7 D	85280	BATTENS (UNIVERSAL) 23 IN.
8	815705	FORESTAY ASSEMBLY - 30 FT. 1 1/2 IN. - FOR 28 FT. 9 IN. MAST
9	815852	FORESTAY ASSEMBLY - 27 FT. 7 IN. - FOR 26 FT. 9 IN. MAST
10	815704	UPPER BACKSTAY ASSEMBLY 26 FT. 7 IN. - FOR 28 FT. 9 IN. MAST
11	815851	UPPER BACKSTAY ASSEMBLY 24 FT. 1 3/4 IN. - FOR 26 FT. 9 IN. MAST
12	815706	HALYARD ASSEMBLY - 28 FT. 6 1/4 IN. - FOR 28 FT. 9 IN. MAST
13	815853	HALYARD ASSEMBLY - 26 FT. 2 IN. - FOR 26 FT. 9 IN. MAST

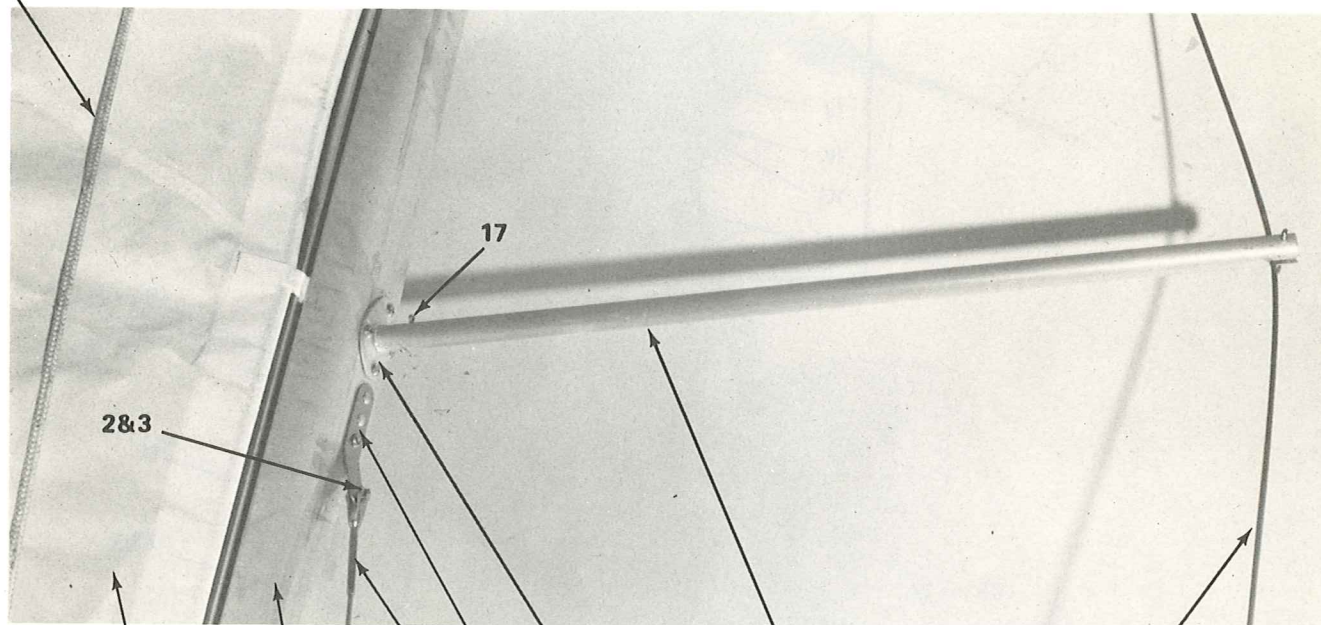
See page 333-14 & 15 for remainder of Mast Hardware

CHRYSLER - 22

**NOTE: 28ft. 9in. Mast Before Serial NO. CBC 33152--^{3 75}
 XXX And 26ft. 9in. Mast After Serial CBC ---
 33152XXX.**

SEE PAGE 18 REF. # 18

DETAIL - F



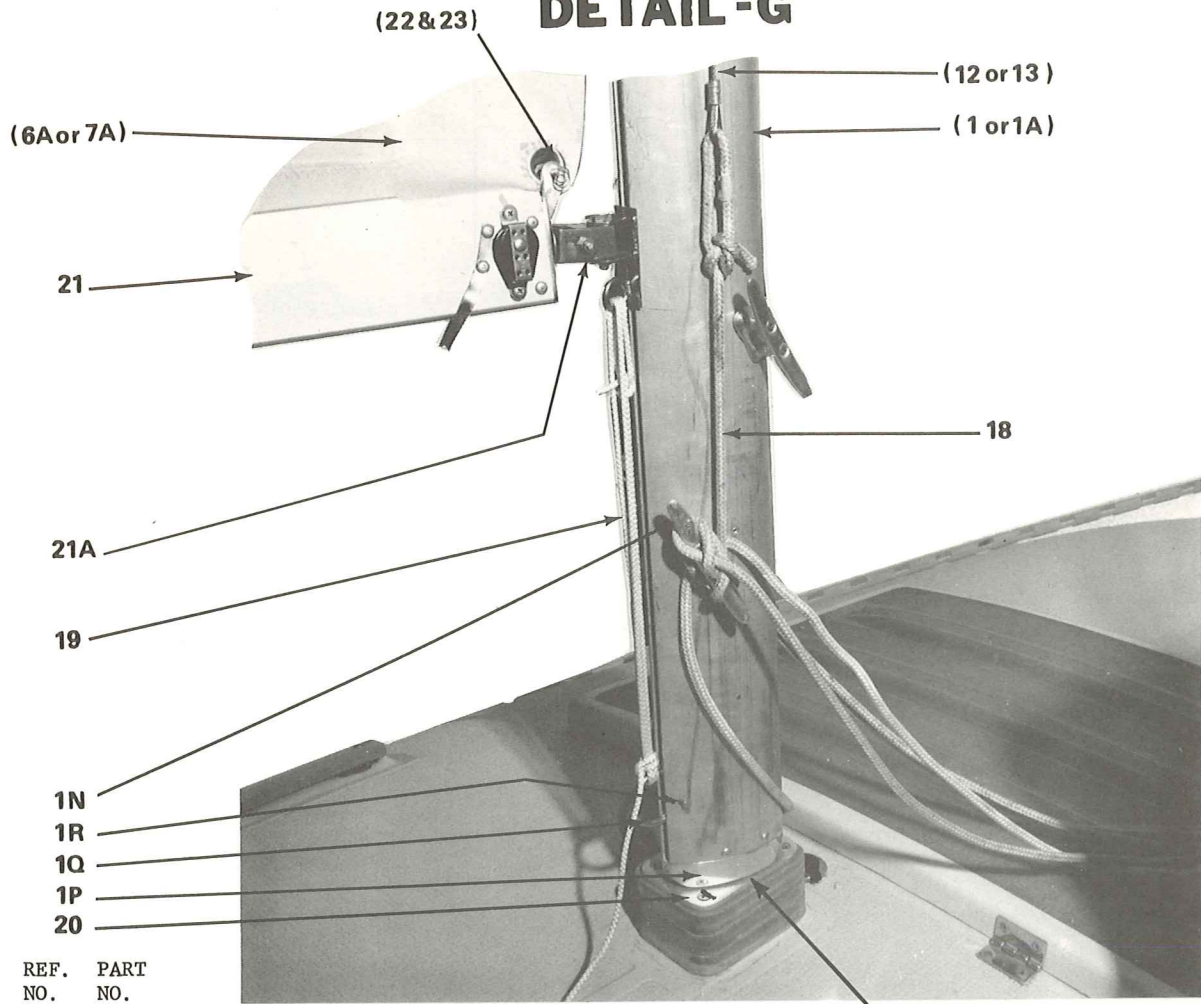
(6A or 7A) (1 or 1A) (14 or 15) 1L 1M 16 (4 or 5)

REF. PART
 NO. NO.

1	815720	28 FT. 9 IN. MAST ASSEMBLY (CONSISTS OF 1B THRU 1 R)	SEE OTHER DETAILS FOR REMAINDER OF MAST HARDWARE ON PAGE 333-13 & 14
1 A	815855	26 FT. 9 IN. MAST ASSEMBLY (CONSISTS OF 1B THRU 1 R)	
1 L	830384	TANG	
1 M	25321	CASTING SPREADER	
2	25409	CLEVIS PIN 1/4" x 9/16"	
3	25328	COTTER PIN 3/32" x 1/2"	
4	815701	UPPER SHROUD ASSEMBLY 27 FT. 4 1/2 IN. - FOR 28 FT. 9 IN. MAST	} See page 333-12 & 13
5	815849	UPPER SHROUD ASSEMBLY 26 FT. 6 IN. - FOR 26 FT. 9 IN. MAST	
6	25309	SAIL SET FOR 28 FT. 9 IN. MAST (CONSISTS OF 6 A THRU 6 D)	
6 A	85277	MAIN SAIL - 28 FT. 9 IN. MAST	
6 B	85278	JIB SAIL - 28 FT. 9 IN. MAST	
6 C	85279	BATTENS (SET OF 4)	
6 D	85280	BATTENS (UNIVERSAL) 23 IN.	
7	25405	SAIL SET FOR 26 FT. 9 IN MAST (CONSISTS OF 7 A THRU 7D)	
7 A	85282	MAIN SAIL - 26 FT. 9 IN. MAST	
7 B	85283	JIB SAIL - 26 FT. 9 IN. MAST	
7 C	85279	BATTENS (SET OF 4)	
7 D	85280	BATTENS (UNIVERSAL) 23 IN.	
12	815706	HALYARD (WIRE) ASSEMBLY - 28 FT. 6 IN. FOR 28 FT. 9 IN. MAST	
13	815853	HALYARD (WIRE) ASSEMBLY - 26 FT. 2 IN. FOR 26 FT. 9 IN. MAST	
14	815700	LOWER SHROUD ASSEMBLY - 14 FT. 3 IN. FOR 28 FT. 9 IN. MAST	
15	815848	LOWER SHROUD ASSEMBLY - 13 FT. 4 IN. - FOR 26 FT. 9 IN. MAST	
16	815995	SPREADER BAR ASSEMBLY WITH CASTING - SEE 1M ABOVE	
17	25288	COTTER PIN 1/8" x 1 1/4"	

**NOTE: 28ft. 9in. Mast Before Serial NO. CBC 33152--
XXX And 26ft. 9in. Mast After Serial CBC ---
33152XXX.**

DETAIL -G



REF. PART
NO. NO.

1	815720	28 FT. 9 IN. MAST ASSEMBLY (CONSISTS OF 1 N THRU 1 R)
1 A	815855	26 FT. 9 IN. MAST ASSEMBLY (CONSISTS OF 1 N THRU 1 R)
1 N	25329	CLEAT
1 P	25300	CAST MAST HEEL
1 Q	25332	RING 1/4" x 2" O.D.
1 R	25342	CLEVIS PIN 1/4" x 2"
6	25309	SAIL SET FOR 28 FT. 9 IN. MAST (CONSISTS OF 6 A THRU 6 D)
6 A	85277	MAIN SAIL - 28 FT. 9 IN. MAST
6 B	85278	JIB SAIL - 28 FT. 9 IN. MAST
6 C	85279	BATTENS (SET OF 4)
6 D	85280	BATTENS (UNIVERSAL) 23 IN.
7	25405	SAIL SET FOR 26 FT. 9 IN. MAST
7 A	85282	MAIN SAIL - 26 FT. 9 IN. MAST
7 B	85283	JIB SAIL - 26 FT. 9 IN. MAST
7 C	85279	BATTENS (SET OF 4)
7 D	85280	BATTENS (UNIVERSAL) 23 IN.
12	815706	HALYARD (WIRE) ASSEMBLY - 28 FT. 6 1/4 IN. FOR 28 FT. 9 IN. MAST
13	815853	HALYARD (WIRE) ASSEMBLY - 26 FT. 2 In. - FOR 26 FT. 9 IN. MAST
18	828629	HALYARD (ROPE) 25046 - 5/16 DIA. (SPECIFY LENGTH)
19	828631	LINE - OUTHAUL/DOWNSHAUL - 25234 - 3/16 DIA. x 72"
20	25299	MAST TABERNACLE CASTING
21	815721	BOOM ASSEMBLY (CONSISTS OF 21 A THRU 21 C)
21 A	815724	BOOM CASTING & GOOSENECK
21 B	844339	CASTING CLEW (SEE PAGE 333-16)
21 C	22563	BOOM BAIL (SEE PAGE 333-16)
21 D	25244	CLAM CLEAT " " "
22	25341	CLEVIS PIN 1/4 x 1 1/2
23	25225	KEEPER KING

See details E&F pages 13 & 14
for Mast Hardware not shown

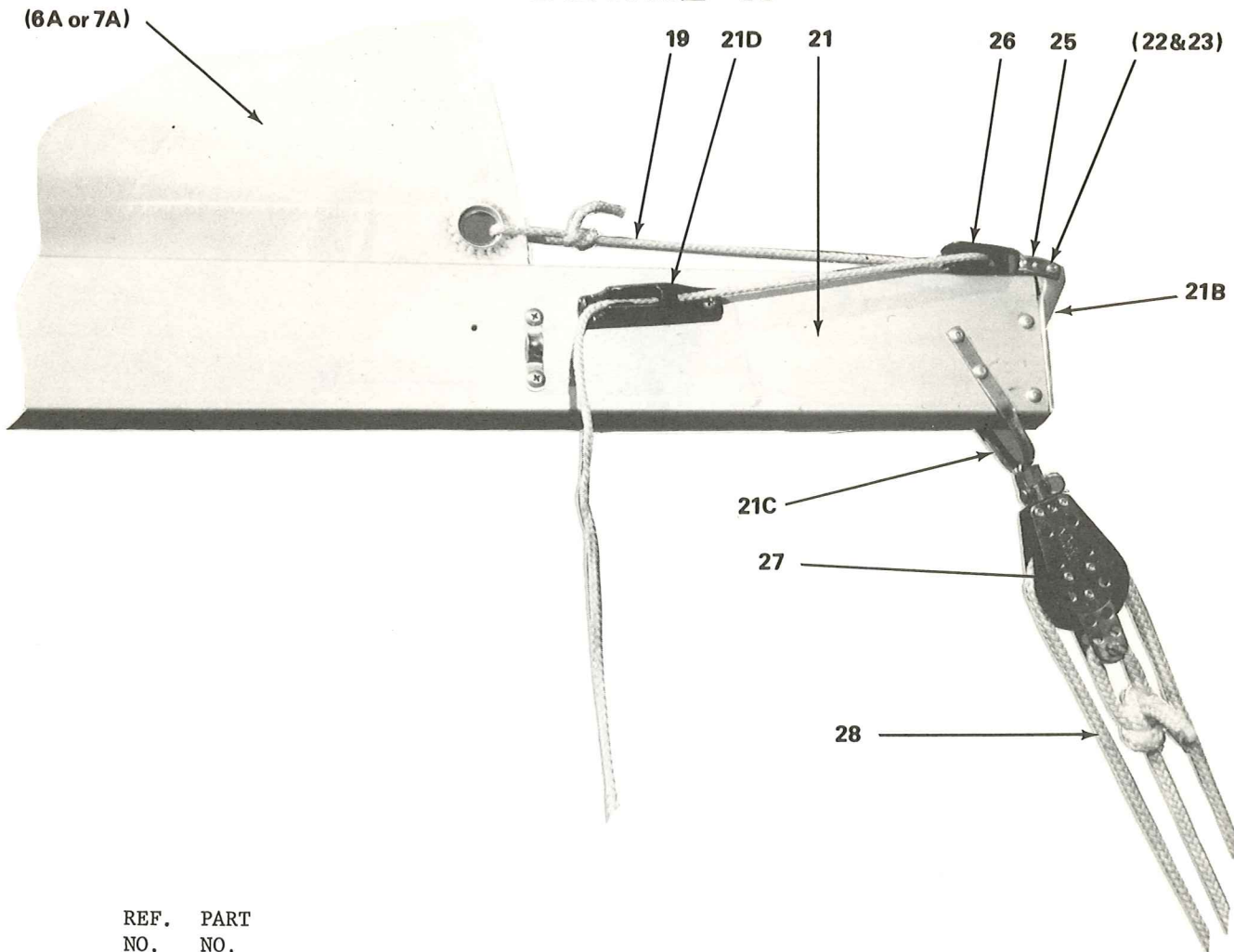
**NOTE! MAST ERECTION PIN
#830438 NOT SHOWN**

SEE PAGE 373-12 & 13

CHRYSLER - 22

**NOTE: 28ft. 9in. Mast Before Serial NO. CBC 33152--^{3 75}
 XXXX And 26ft. 9in. Mast After Serial CBC ---
 33152XXXX.**

DETAIL - H



REF. PART
 NO. NO.

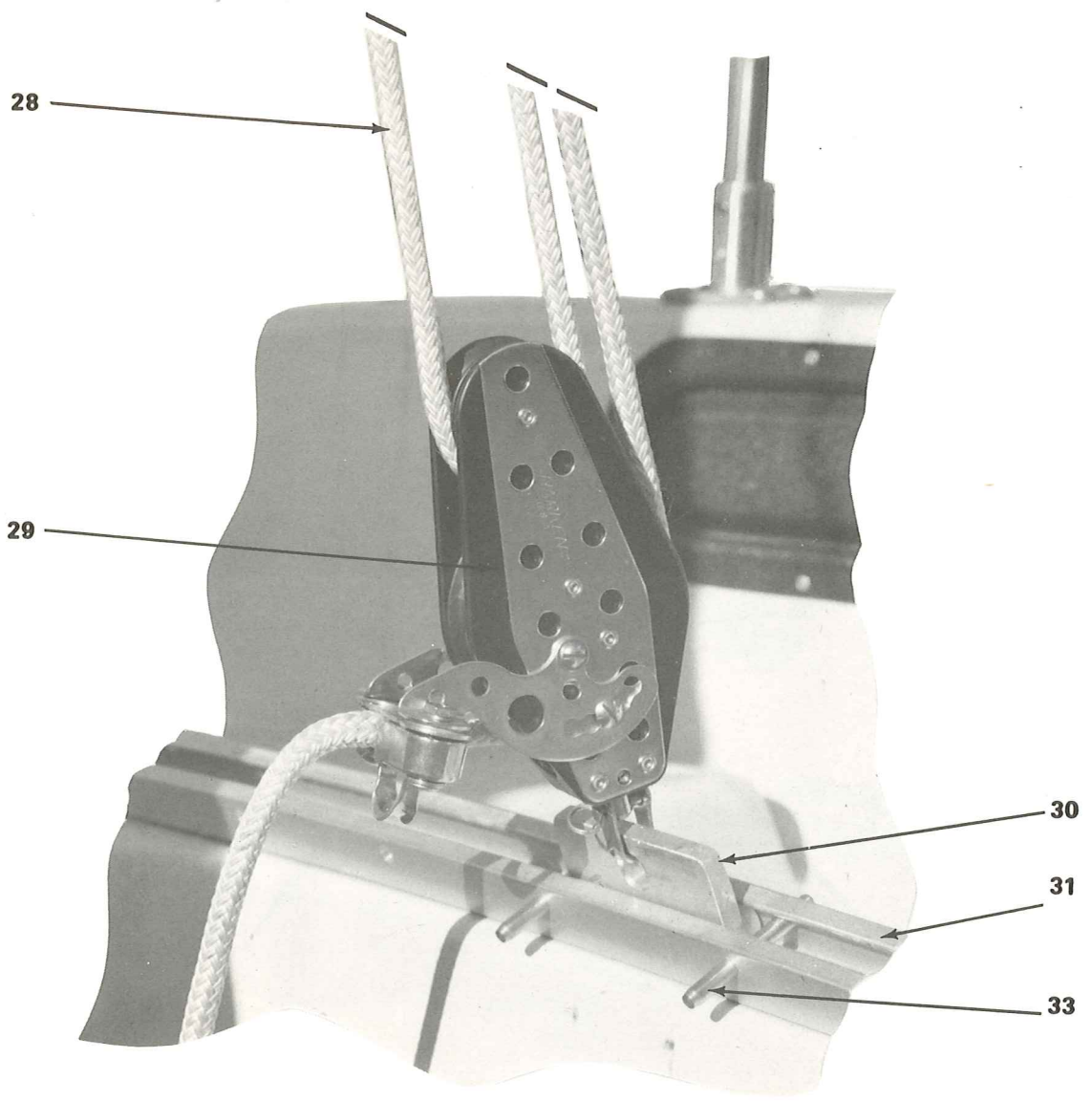
6	25309	SAIL SET FOR 28 FT. 9 IN. MAST (CONSISTS OF 6 A THRU 6 D
6 A	85277	MAIN SAIL - 28 FT. 9 IN. MAST
6 B	85278	JIB SAIL 28 FT. 9 IN. MAST
6 C	85279	BATTENS (SET OF 4)
6 D	85280	BATTENS (UNIVERSAL) 23 IN.
7	25405	SAIL SET FOR 26 FT. 9 IN. MAST (CONSISTS OF 7 A THRU 7 D)
7 A	85282	MAIN SAIL - 26 FT. 9 IN. MAST
7 B	85283	JIB SAIL - 26 FT. 9 IN. MAST
7 C	85279	BATTENS (SET OF 4)
7 D	85280	BATTENS (UNIVERSAL) 23 IN.
19	828631	LINE - OUTHAUL DOWN HAUL - 25234 - 3/16 DIA. X 72 IN.
21	815721	BOOM ASSEMBLY (CONSISTS OF 21 A THRU 21 D
21 A	815724	BOOM CASTING & GOOSENECK (SEE PAGE 15)
21 B	844339	CASTING CLEW
21 C	25262	BOOM BAIL
21 D	25244	CLAM CLEAT
22	25341	CLEVIS PIN 1/4 x 1 1/2
23	25225	KEEPER KING
25	25255	SHACKLE
26	25294	BLOCK WITH SHACKLE
27	25317	BLOCK WITH BECKET & SHACKLE
28	828629	MAIN SHEET 25367 - 3/8 DIA. x 43'

See page 12 & 13

CHRYSLER - 22

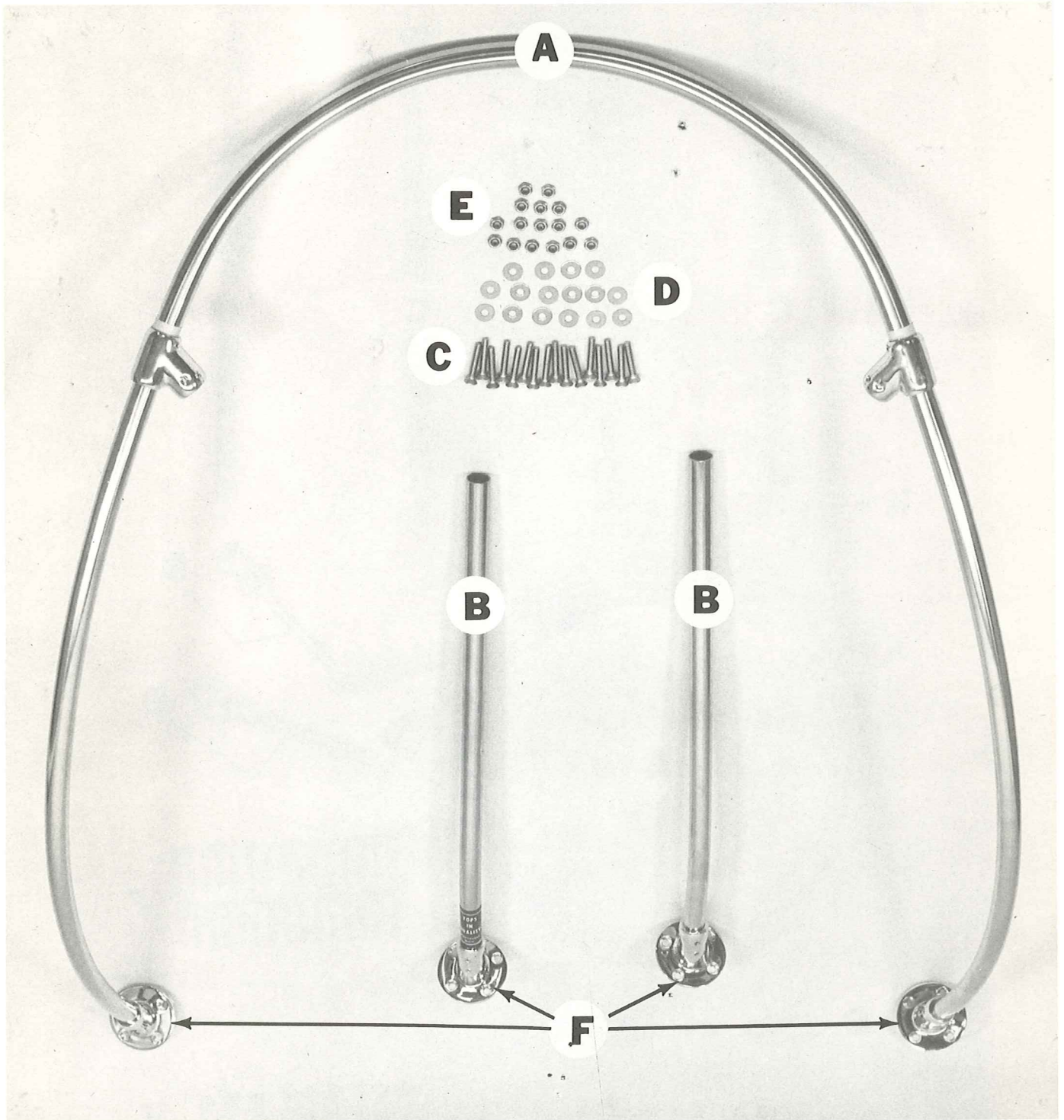
**NOTE: 28ft. 9in. Mast Before Serial NO. CBC 33152--
XXX And 26ft. 9in. Mast After Serial CBC ---
33152XXX.**

DETAIL - J



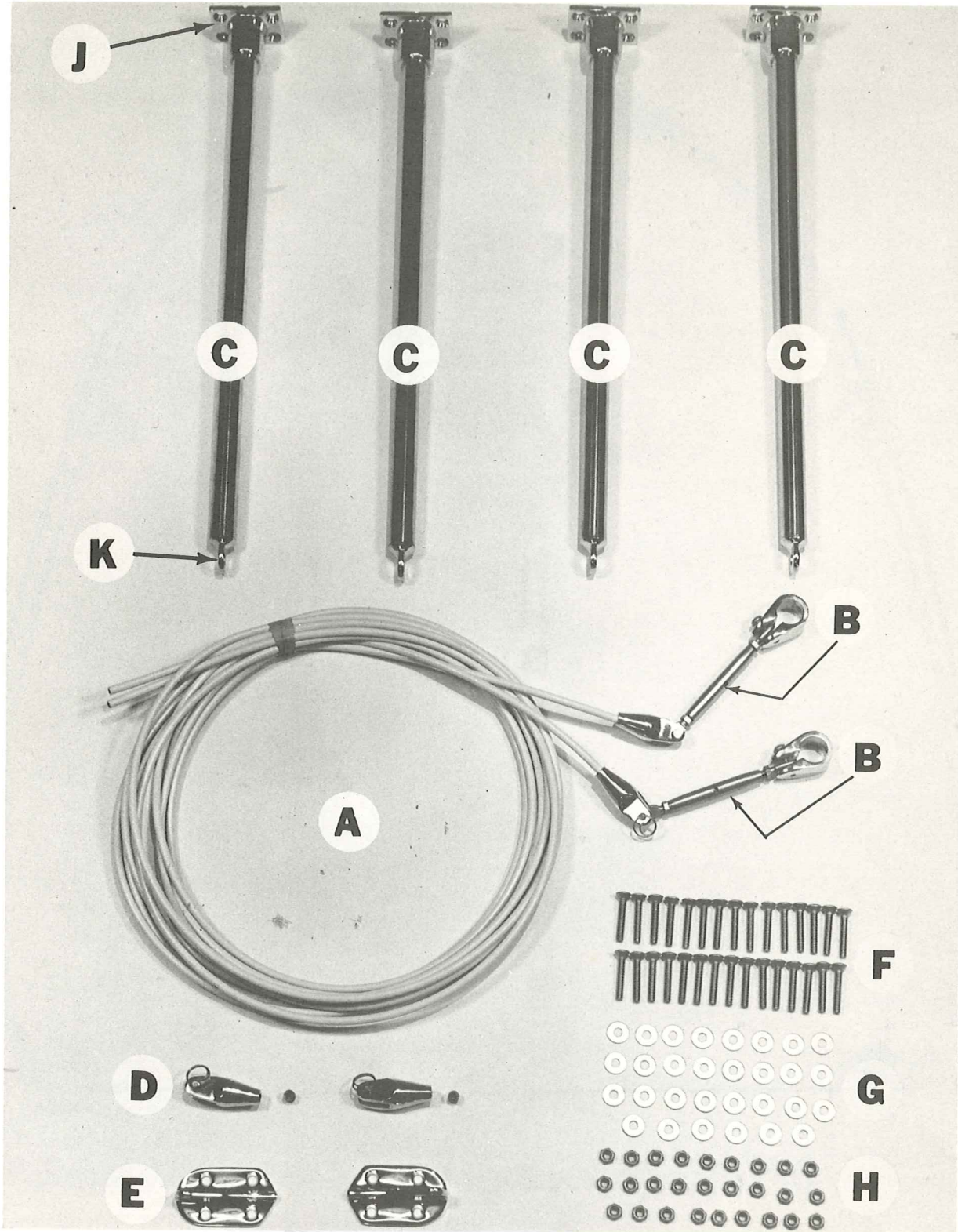
REF. NO.	PART NO.	
28	828629	MAIN SHEET 25367 - 3/8 DIA. x 43'
29	25318	FIDDLE BLOCK JAM CLEAT WITH SHACKLE
30	815847	TRAVELLER ASSEMBLY
31	844376	TRAVELLER TRACK
32	25372	CASTING FOR TRAVELLER TRACK END (NOT SHOWN)
33	25296	FAST PIN 1/4 x 1 5/8"

CHRYSLER - 22



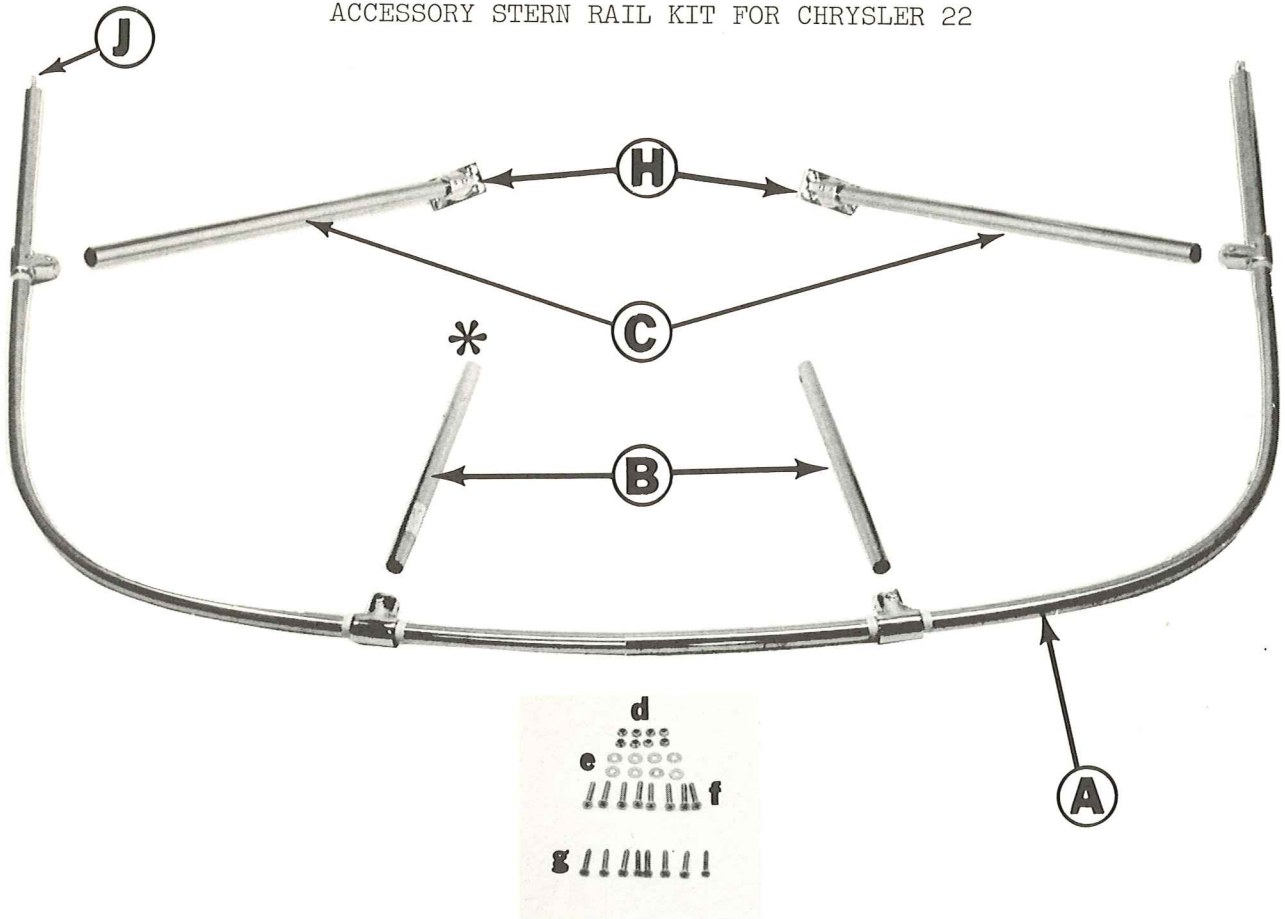
- | | | |
|---|---------|---|
| | 333-925 | ACCESSORY PULPIT KIT (CONSISTS OF A THRU E |
| A | 85289 | PULPIT RAILING WITH CASTINGS |
| B | 85290 | STANCHION WITH CASTING (SPECIFY QUANTITY) |
| C | 31823 | MACHINE SCREW (SPECIFY QUANTITY) |
| D | 31460 | FLAT WASHER " " " |
| E | 31526 | LOCK NUT " " " |
| F | 85295 | DECK CASTING FOR PULPIT RAILING AND/OR STANCHION (SPECIFY QUANTITY) |

ACCESSORY LIFE LINE KIT FOR CHRYSLER 22



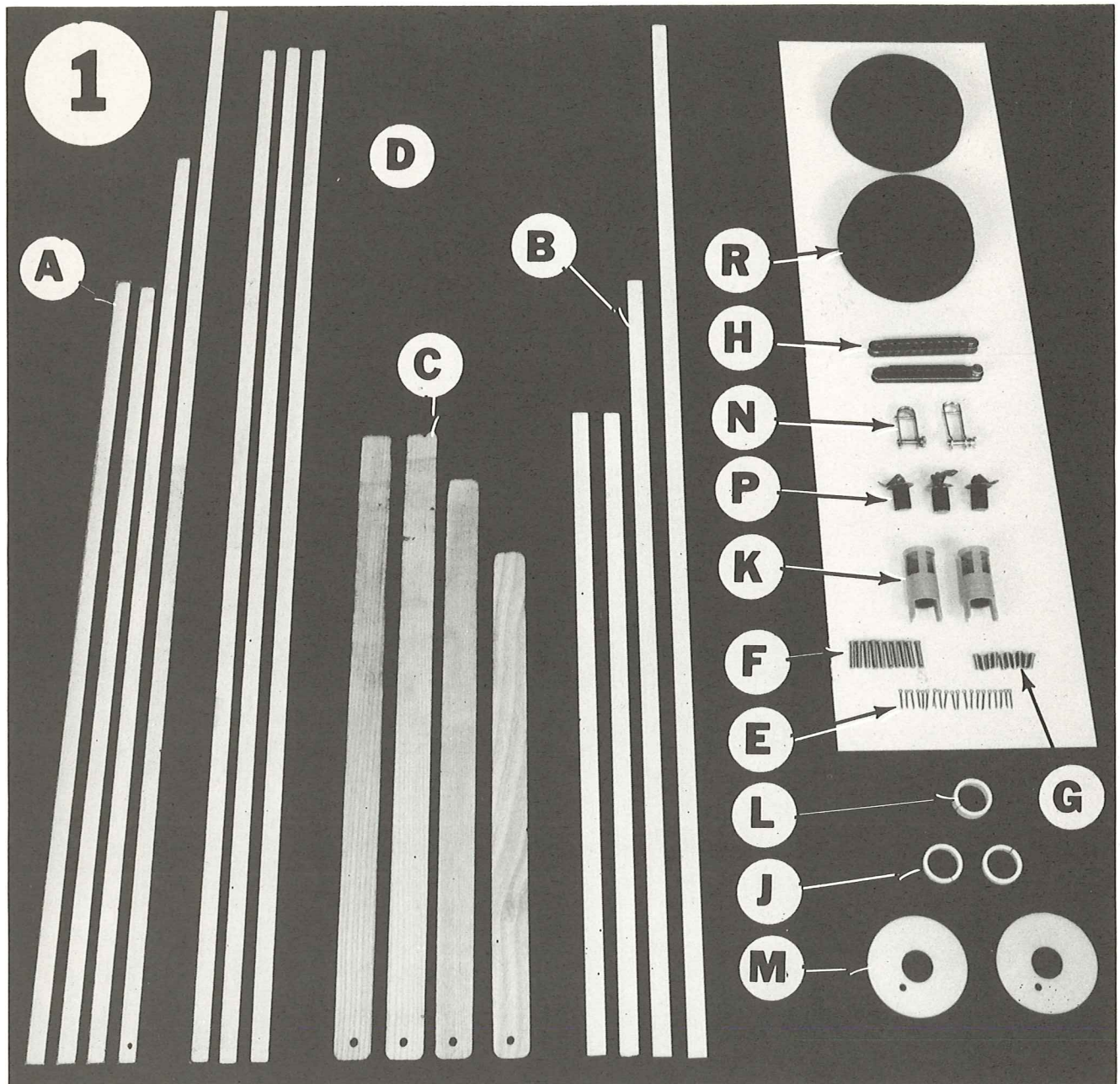
- | | | |
|---|---------|--|
| | 333-949 | ACCESSORY LIFE LINE KIT (CONSISTS OF A THRU J) |
| A | 85285 | LIFE LINE WITH TURNBUCKLE |
| B | 85281 | TURNBUCKLE FOR LIFELINE (BARREL ONLY) (SPECIFY QUANTITY) |
| C | 85286 | STANCHION WITH CASTINGS (SPECIFY QUANTITY) |
| D | 85287 | CABLE SOCKET (SPECIFY QUANTITY) |
| E | 85288 | CABLE ANCHOR FOR USE WITHOUT ACCESSORY STERN RAIL (SPECIFY QUANTITY) |
| F | 31823 | MACHINE SCREW 1/4-20 x 1 1/2 (SPECIFY QUANTITY) |
| G | 31460 | FLAT WASHER (SPECIFY QUANTITY) |
| H | 31526 | LOCK NUT 1/4-20 (SPECIFY QUANTITY) |
| J | 85298 | DECK CASTING FOR LIFELINE STANCHION |
| K | 85297 | CASTING LIFE LINE CONNECTION |

ACCESSORY STERN RAIL KIT FOR CHRYSLER 22



REF. NO.	PART NO.	
	333-926	ACCESSORY STERN RAIL (CONSISTS OF A THRU G)
A	85292	RAILING WITH CASTINGS
B	85293	AFT STANCHION (SPECIFY QUANTITY)
C	85294	FORWARD STANCHION WITH CASTING (SPECIFY QUANTITY)
D	31526	LOCK NUT 1/4" -20 (SPECIFY QUANTITY)
E	31460	FLAT WASHER (SPECIFY QUANTITY)
F	31823	MACHINE SCREW 1/4-20 x 1 1/2" (SPECIFY QUANTITY)
G	31814	SHEET METAL SCREW #14-10 x 1 1/2" (SPECIFY QUANTITY)
H	85296	FORWARD DECK CASTING FOR STERN RAIL STANCHION
J	85297	CASTING LIFE LINE CONNECTION FOR STERN RAIL END
) (SPECIFY QUANTITY)

* NOTE: THE AFT DECK CASTING FOR RAIL STANCHION IS ALREADY MOUNTED ON BOAT. THIS CASTING DOES NOT COME WITH ACCESSORY STERN RAIL KIT. ORDER SEPARATELY. PART NO. 25373

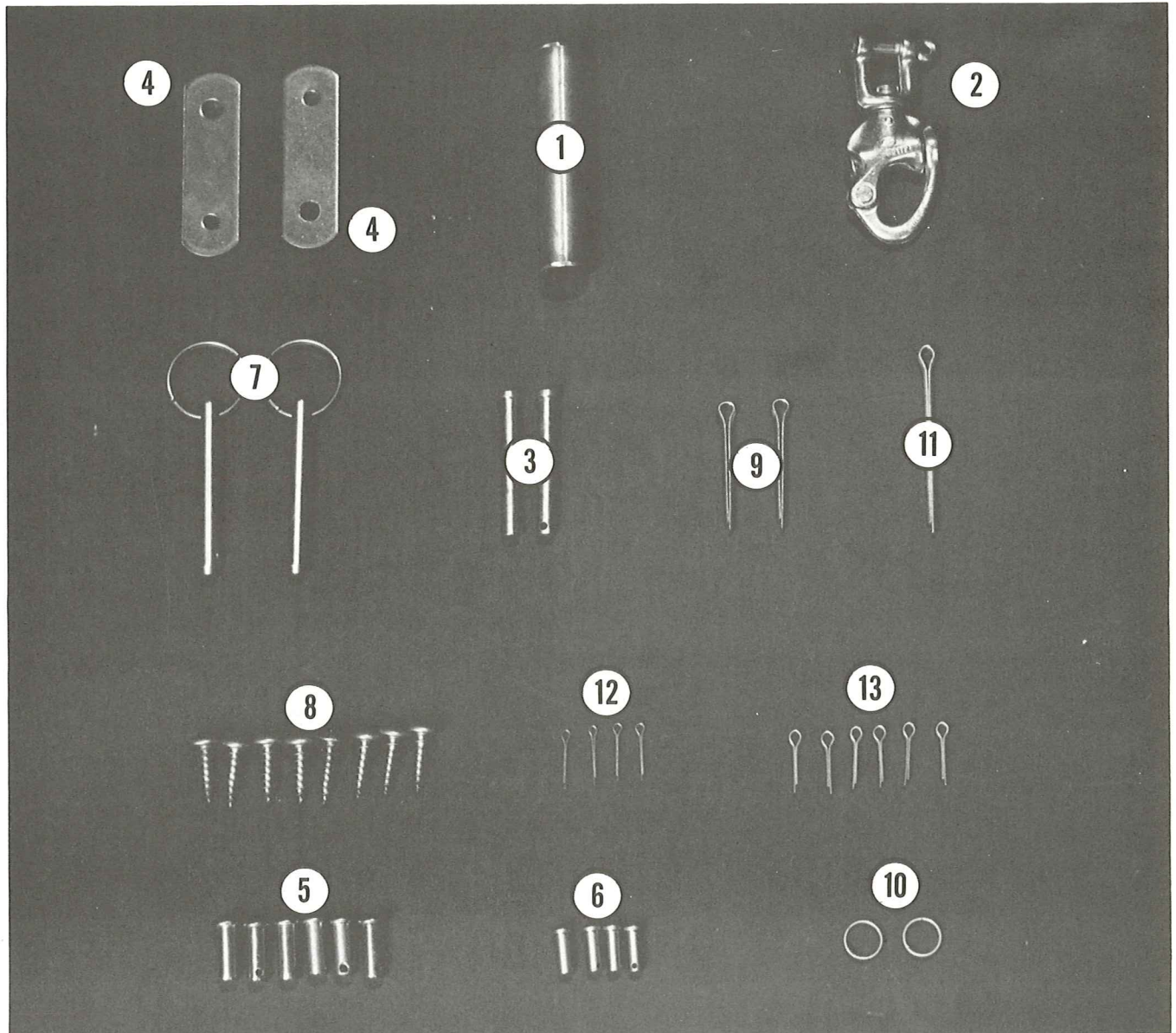


<u>REF. NO.</u>	<u>PART NO.</u>	<u>KIT QTY.</u>	<u>DESCRIPTION</u>
1	819033		SAILBOAT SPARE PARTS KIT(Consists of 1 thru 1R)
1A	25219	1	Buccaneer Battens (Set of 4)
1B	25222	1	Mutineer Battens (Set of 4)
1C	85279	1	C-22 Battens (Set of 4)
1D	85074	1	Man O War Battens (Set of 3)
1E	25035	20	Cotter Key
1F	25197	10	Clevis Pin 1"
1G	25196	10	Clevis Pin 1/2"
1H	25032	2	Shroud Adjuster
1J	826456	2	End Reefing Reel
1K	85090	2	Insert Self Bailer
1L	826457	1	Center Reefing Reel
1M	826454	2	Flange Reefing Reel
1N	25023	2	Shackles
1P	22309	3	Drain Plug
1R	25226	2	Cover Inspection Port

**Sailboat
Parts Kit**

Supplement to C-22 Rigging Instruction #13774

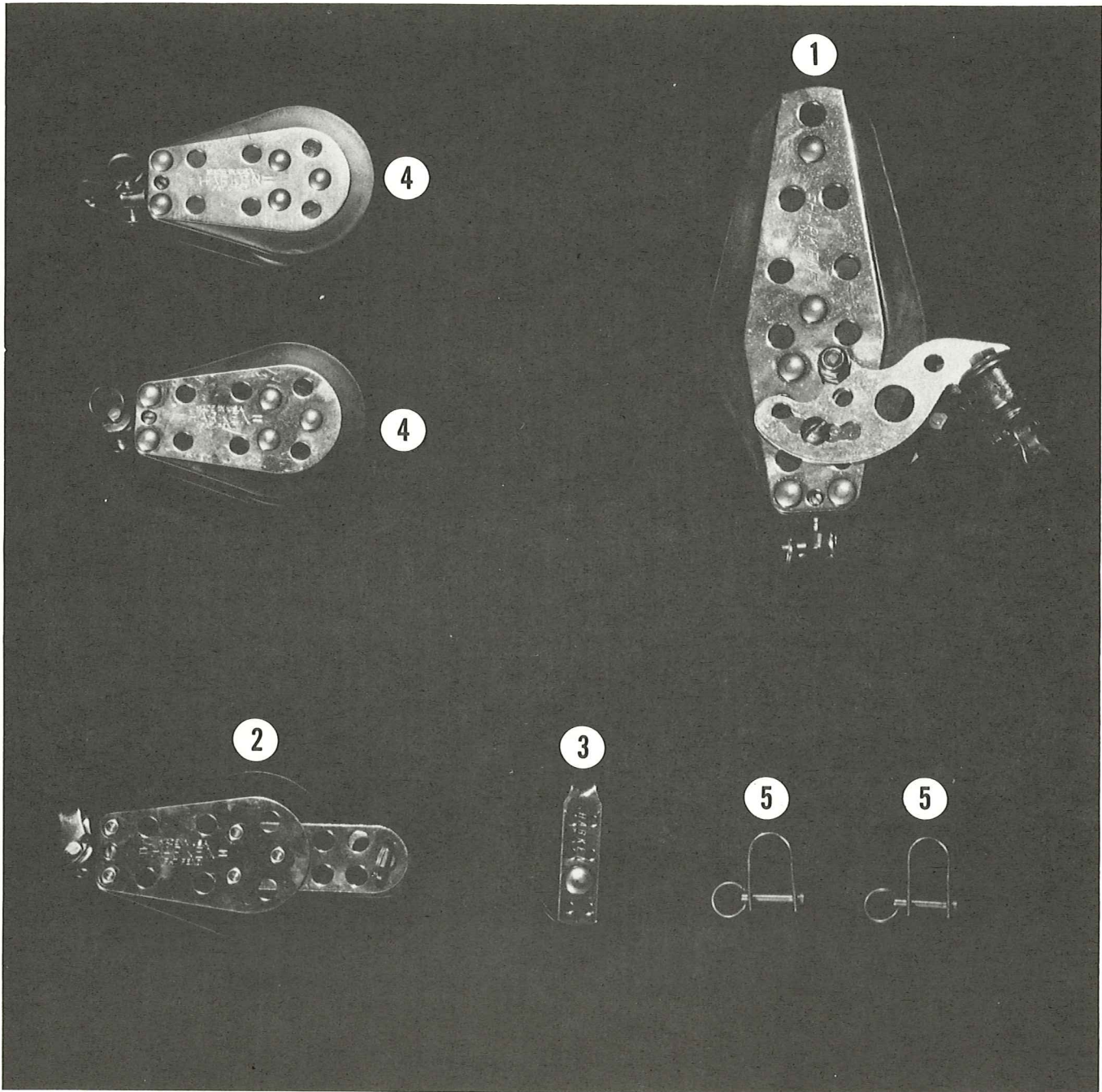
SMALL PARTS BAG #1
(Part of Boxed Assembly P/N 815857)



Ref. No.	Part No	Description	Qty.
1	830438	Mast Erection Pin	1
2	25377	Swivel Shackle	1
3	25341	Clevis Pin $\frac{1}{4}$ x $1\frac{1}{2}$	2
4	815889	Strip (Polished Strip)	2
5	25409	Clevis $\frac{1}{4}$ " x $9/16$	6
6	25196	Clevis Pin $3/16$ x $1/2$	4
7	25296	Fast Pin $1/4$ x $1\frac{5}{8}$	2
8	31352	Sheet Metal Screw 10 x $3/4$	8
9	25288	Cotter Pin $1/8$ x $1\frac{1}{4}$	2
10	25225	Keeper Ring	2
11	25414	Cotter Pin $3/16$ x 2	1
12	25035	Cotter Pin $1/16$ x $1/2$	4
13	25328	Cotter Pin $3/32$ x $1/2$	6

Supplement to C-22 Rigging Instruction #13774

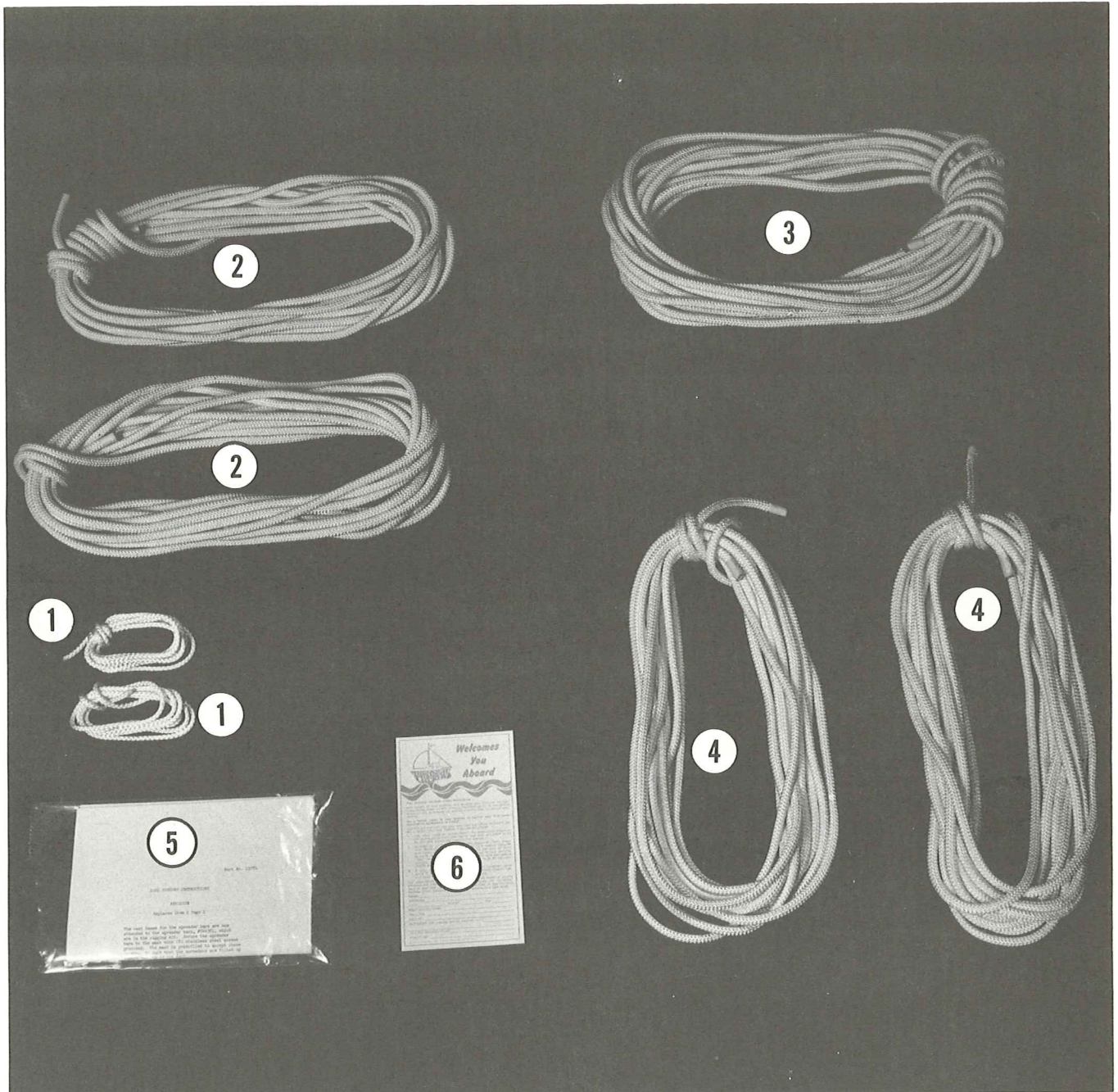
SMALL PARTS BAG #2
(Part of Boxed Assembly P/N 815857)



Ref. No.	Part No.	Description	Qty.
1	25318	Block Fiddle	1
2	25317	Block Becket	1
3	25294	Block Bullet	1
4	25260	Block Single	2
5	25255	Shackle	2

Supplement to C-22 Rigging Instruction #13774

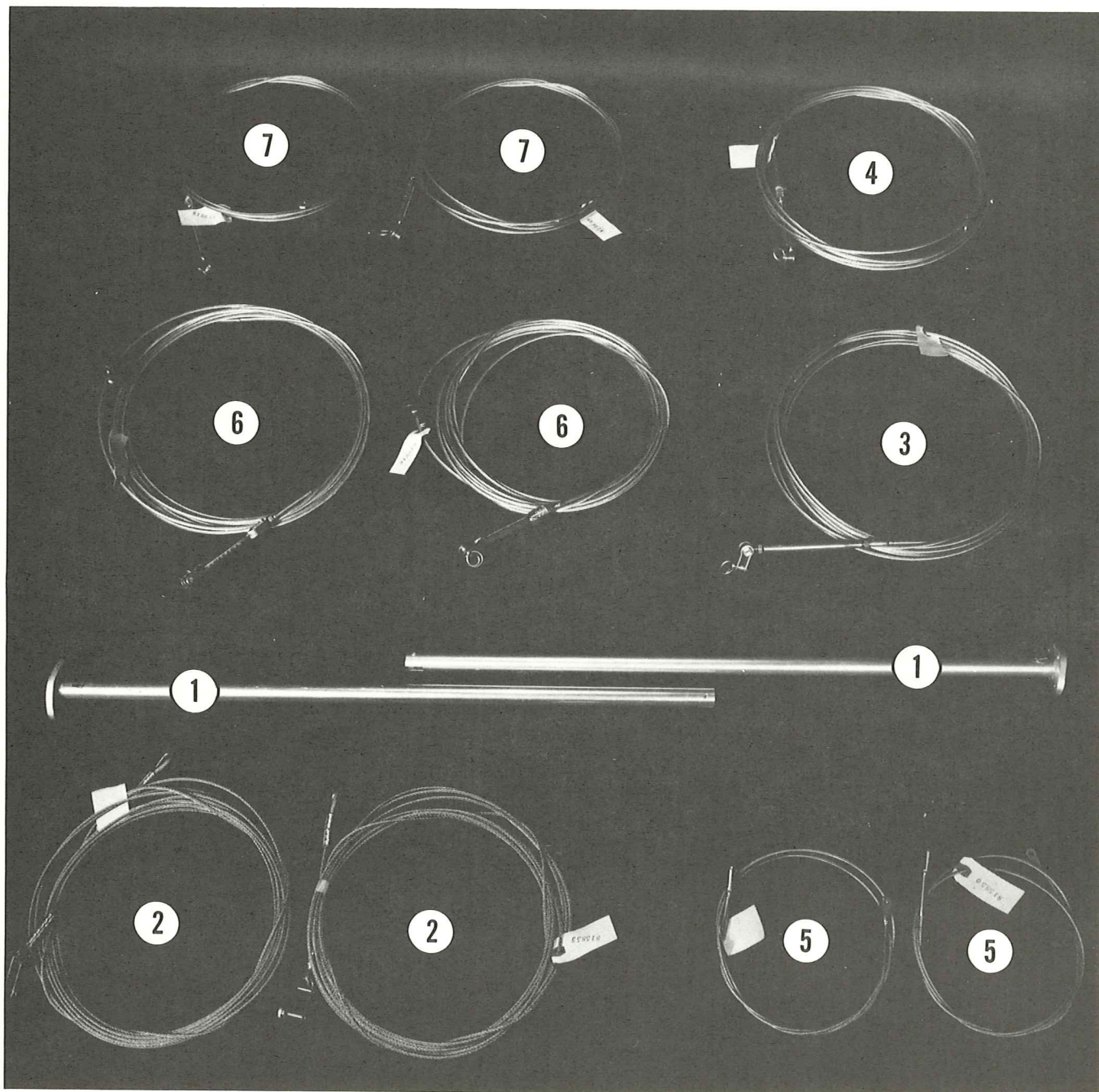
SMALL PARTS BAG #3
(Part of Boxed Assembly P/N 815857)



Ref. No.	Part No.	Description	Qty.
1	828631	Line Outhaul/Downhaul 6 ft.	2
2	828630	Jib Sheet 40 ft.	2
3	828629	Main Sheet 43 ft.	1
4	828628	Halyard Rope 29 ft.	2
5	13774	Rigging Instructions	1
6	13543	Welcome Aboard Card	1

Supplement to C-22 Rigging Instruction #13774

REMAINING ITEMS IN BOXED
ASSEMBLY P/N 815857



Ref. No.	Part No.	Description	Qty.
1	815995	Spreader Bar Assembly	2
2	815853	Halyard (wire) 26'2"	2
3	815852	Forestay Assembly 27'7"	1
4	815851	Upper Backstay Assembly 24'13/4"	1
5	815850	Lower Backstay Assembly 59 1/2"	2
6	815849	Upper Shroud Assembly 26'6"	2
7	815848	Lower Shroud Assembly 13'4"	2
8	25405	Sail Set (Main, Jib, Battens and Bag -not shown	2

Part No. 13774

C-22 RIGGING INSTRUCTIONS

REVISION

Replaces Item 1 Page 1

The cast bases for the spreader bars are now attached to the spreader bars, #844361, which are in the rigging kit. Secure the spreader bars to the mast with (8) stainless steel screws provided. The mast is predrilled to accept these screws. Be sure that the spreaders are tilted up toward the top of the mast.

RIGGING THE C-22

Before attempting to rig the C-22 it might be best to read through these instructions completely, lay out all of the parts from the parts bags and familiarize yourself with them. When you are ready to begin, follow these steps:

1. Place the spreaders, #844361, on the cast bases which are attached to the mast. Place them with the slot outboard, away from the mast and align the slot vertically, parallel to the mast. Drill a 1/8" hole through both the spreader tube and the base and insert one of the large cotter pins, #25288 in the hole from above. Bend the ends of the pins over the tube so the raw ends are not able to snag and tear a sail.
2. Now sort out the shrouds and you will find two #815848, two #815849 which have a white plastic wheel on each, two #815850, one #815851 and one #815852. The shorter of these last two is the backstay. The longer one is the forestay.
3. To the turnbuckle end of the backstay attach two stainless straps, #815889, by removing the clevis pin, inserting the straps in the jaws and replacing the clevis pin and cotter pin. Also attach the two short wires, #815850, to the straps using clevis pins and cotter pins from the parts bag.
4. Attach the backstay to the toggle at the head of the mast on the aft side (the side with the sail groove). Run out the turnbuckles until about half of the threaded portion is exposed. Attach the forestay to the forward mast head toggle in the same manner.
5. The lower shrouds, #815848, attach to the mast tangs just below the spreaders. Use 5/16" clevis pins and run the pins through the hole so the cotter pins are buried underneath the tangs.
6. The upper shrouds, #815849, are attached in a similar manner to the tangs near the top of the mast. Run the white plastic wheels onto the upper portion of the shrouds above the spreaders. Place the shroud wire in the slot at the end of the spreader tube on the same side of the mast as the tang to which the shroud is attached. Put a 1/8" x 1 1/2 cotter pin through the hole in the spreader to retain the wire in the slot. The plastic wheels will then slide down the shroud to rest on the spreader end protecting the sail from snagging.
7. There are two identical 1/8" stainless steel wire halyards, #815853, provided. Working at the head of the mast with the aft, grooved side toward you, insert the thimble end of one of the halyards in the left foreward side of the mast. This is the jib halyard. The other wire halyard (main) inserts in the opposite direction, enter thimble right aft side, exit on the forward side and leads down the forward side of the mast.

8. You must now tie or splice the 5/16" rope halyards, #828628, to the thimble ends of the wire halyards.
9. Now place the mast on the boat in preparation for raising. Rest the mast, grooved side down, with the foot hooked on to the mast step and supported aft by the mast carrier or the stern pulpit.
10. Attach the two lower shrouds to the inner chain plate eyes.
11. Attach the two upper shrouds to the outer chain plate eyes.
12. Attach the two ends of the divided backstay to the two eyes on the top of the transom. Try to align them so they will not be twisted when the mast is raised, and will be inboard of the carrier or stern rail.
13. Shackle the two accessory mast erection bridles, #950, which are short lengths of wire with a thimble or eye in the center and one at each end, to the toe rail. One end attaches to the toe rail in the 23rd slot counting from the front. The other end attaches in the 32nd slot.

Since we will be using the boom as a gin pole to erect the mast the purpose of these bridles, when used with a jib sheet, is to provide side to side support for the boom when it is standing and to prevent the mast from swinging off the boat centerline as it is being raised.

14. Find the midpoint or center of one of the jib sheets, #828630, and tie the center to the gooseneck on the forward end of the boom
15. Attach the jib halyard wire to a 16" long piece of line and in turn attach this line securely to the gooseneck.
16. At the bale on the gooseneck end of the boom attach the mainsheet boom block, #25317.
17. Attach the fork of snap shackle #25377 to the aftermost hole in the bow plate (forestay fitting), then attach the mainsheet fiddle block with jam cleat #25318 to this snap shackle.
18. Reeve the mainsheet, #828629, through the mainsheet blocks.
19. When all these lines are attached to the boom, place the stainless 5/8" pin #830438 in the hole at the base of the mast and stand the boom on the end of the mast. The casting at the aft boom end has a hole that fits the 5/8" pin.
20. Hold the boom so it is vertical and tighten and cleat the jib halyard. Tighten and cleat the mainsheet block and tackle that is attached to the bow plate. Now the boom should be standing, securely held fore and aft by the jib halyard and the mainsheet tackle. Be sure to keep the mast hooked onto the mast step so the weight of the mast that overhangs the stern of the boat doesn't cause the top of the mast to fall. It's a good idea to have a helper sit on the mast near the base where it is hooked to the mast step to prevent this.

21. Now take the two ends of the jib sheet that is tied to the gooseneck at the top of the boom and tie each one to the center eye or thimble of the wire bridles that are shackled to the toe rail. Tie them so they are fairly taut but not stretched. Now the boom is supported by these guy lines so it cannot topple sideways.
22. Lead the remaining ends of the sheets or guy lines aft from the center thimble to a strap eye on the mast which is located about seven feet from the bottom of the mast and tie them securely. Fairly taut but not stretched. With this sheet you have now formed two triangles. One to steady the upright boom and one to steady the mast while it is going up.
23. You are now ready to raise the mast but first check to make sure that the jib halyard is tight and cleated, the boom and mast guy lines are properly installed and the mainsheet tackle is properly installed and taut. Now check the shrouds and backstay to make sure they are clear. Tie a light line to the forestay and secure it near the bow in preparation for fastening it to the bowplate when the mast is raised. Have the forestay clevis pin and cotter pin near at hand.
24. To raise the mast, take up on the mainsheet tackle and it will pull the top of the boom forward, thereby raising the mast. Be sure to keep all wires free while the mast is going up. Continue to take up on the mainsheet until the mast is erect and stopped by the backstay. Cleat the mainsheet.
25. Attach the forestay to the forward hole in the bow plate.
26. Adjust the upper and lower shroud turnbuckles until the shrouds are taut.
27. Remove the boom and the rigging that was attached to it for raising the mast. Leave the snap shackle attached to the stem plate for use as jib tack shackle.
28. Sight the mast from a distance, from the front, back and side of the boat to make sure it is straight. Start with the mast plumb to the waterline. Tune the rake later.
29. Attach the boom to the mast by inserting the gooseneck into the sail track entry. The boom may be held horizontal by using the main halyard or a piece of small line from the ring in the backstay.
30. Tie the downhaul line, #828631 to the bottom of the gooseneck.
31. Attach the outhaul block #25294 to the aft end of the boom on the casting with the clevis pin and two shackles #25255 so it lies flat on the top (groove) of the boom.
32. Attach the mainsheet boom block to the bale on the aft end of the boom.
33. Attach the mainsheet block with cleat, #25318, to the top of the traveler.
34. Set the locking nuts on all turnbuckles. It should be unnecessary to change the settings when raising or lowering the mast except for the forestay turnbuckle which should be used to give enough slack to remove or attach the forestay when raising or lowering the mast.

TUNING THE RIG OF THE CHRYSLER 22

In order to realize the best possible sailing performance from the Chrysler 22 it is necessary to set up all rigging properly. We can logically divide this into standing rigging - the fixed stays and shrouds, as apart from running rigging, - the adjustable halyards, sheets, etc.

The first time rigging the boat you will find it desirable to set all the standing rigging turnbuckles to a rather slack position before erecting the rig. Then, when all turnbuckles have been properly set, it will generally be practical to leave them with that setting in the mast up or mast down positions. The exception to this is the forestay which must be loosened to insert or remove the forestay clevis pin for raising or lowering the mast.

The standing rigging should be set so that the mast is angled plumb, or just a little aft from a vertical position from the level waterline. If your boat is fitted with a backstay adjuster, set this entirely free. Then take up the headstay and backstay turnbuckles to a central or tighter position such that there is a firm, moderate tension. Get off to the side and observe the mast. You will likely find it set to a good fore and aft angle, but you can, of course, make some small adjustment to this by appropriate changes to the headstay and backstay turnbuckles.

The best criteria for setting the shrouds is the observed condition of the mast when the boat is headed to a fresh sailing breeze. The mast should then appear about straight in the sideways direction with neither the top nor the center bent off much to leeward.

First make an initial setting of all shroud turnbuckles before hoisting sail. Each will need to be taken up to about its middle range so that approximately equal, moderate tension is felt on port and starboard upper and lower shrouds. The symmetry of the boat is such that you should be able to count an equal number of exposed turnbuckle threads on the equivalent two side shrouds to insure that the mast is plumb rather than heeled to one side. Regarding the bend of the mast, one should sight up the aft sail groove to determine any necessary tensioning and slacking of the upper and lower shrouds. This can be readily accomplished by a few brief trial and error settings.

Once the turnbuckles are set and locked to the approximate preliminary position you are ready to make final settings under sail. Go out in a moderate breeze to attain some heel angle and load the rig. With someone else steering along, have a look up the aft side of the mast. If the top bends to leeward, tighten the windward upper shroud. If the outer is displaced to leeward, tighten the windward lower shroud (or if already quite tight, you may wish instead to slack the windward upper).

The easiest procedure is to tack the boat or run dead before the wind after making settings in order to easily adjust the turnbuckles. Then sail back onto the wind for a final check to get an indication of further, necessary adjustments. This procedure should be followed alternately on port and starboard tacks until all settings are correct, a procedure that takes only a few minutes and is important to the correct and safe sailing of the Chrysler 22.

In sighting aloft you should notice a moderate aft curvature of the mast under sail. This curvature can be further introduced by tensioning the permanent backstay or by means of the optional backstay adjuster. You will notice also that the shrouds are placed in a position on deck slightly aft of the mast and that accordingly the spreaders angle aft some from the mast. It is the forward component of the inward thrust of the spreaders that causes much of the observed mast bend in the center plane of the boat. This is a desirable feature for proper control of the shape of the mainsail under sail.

RUNNING RIGGING OF THE CHRYSLER 22

Sailing efficiency and pleasure are enhanced by keeping all running rigging in good order and neatly coiled for ready use at all times. The tails of the main and jib halyards should be seized to the cleat at the foot of the mast. This prevents one from losing the halyard aloft when lowering a sail. Once a sail is reaised the halyard should be coiled and the coil should be hung off the cleat or tucked between the taut halyard and the mast just above the cleat. Before employing a halyard or when securing a halyard shackle and tail after sailing, it is wise to look aloft to insure that all parts are aimed clear with no twists of one halyard or part about another.

The main sail may now be bent on. Remove the main from the bag and insert the clew end into the slot at the boom gooseneck. Feed the foot into the boom groove until the tack grommet can be secured with the clevis pin at the gooseneck casting. Tie the remaining small line to the clew grommet, reave it through the small block on the end of the boom and thru the jam cleat on the aft port side of the boom. Put normal hand tension on the foot and secure to the jam cleat. If the boom end is tied to the ring on the backstay, release it to swing freely as the sail is raised. Inspect the luff of the sail to be sure it is not twisted, attach the halyard shackle to the headboard and feed the sail lugs into the mast groove, raising the sail by the halyard as you go. As your batten pockets on the leach go up, match a batten to the pocket and insert it. These pockets have elastic in the bottom, so push the batten all the way in until you can tuck the thick end under the nylon flap at the pocket opening. Continuing this until the sail is all the way up, tie off the halyard and bring moderate tension on the luff by hauling down on the boom and tie it there with the down haul line thru the ring at the bottom of the mast. Generally, less tension is used on the main foot and luff in light winds than in heavier winds.

The jib is next. Find the tack and secure it to the snap shackle on the stem plate. Find the clew and tie the ends of the jib sheets through with short bowline knots. Work from the tack up the luff and snap the jib hanks on the stay until you reach the head. Shackle the jib halyard to the head grommet and raise the sail to a fair tension and tie off halyard. (The jib sheets should not be cleated down when the sail is raised. This allows the jib to play with the wind).

In light air sailing it is sufficient to have a halyard taut and to just secure it to the cleat. The Chrysler 22 halyards are, however, proportioned to allow one to quite easily obtain further tension when conditions warrant. This is accomplished as follows: Once the halyard is most of the way hoisted, pass the line about the bottom of the cleat and back onto itself at the juncture of the rope to wire. Here pass a bite (double loop) of the line through the rope loop at the point of connection. Then, this bite is carried back down to also loop about the bottom of the cleat. Draw it all taut by pressure on the free end of the halyard and you will see that you now have a simple four part purchase for tensioning the halyard. Once you have worked the halyard to the required tension, simply cleat the free standing portion over the tackle parts and leave it that way for sailing or ready for further adjustment.

The main sheet should be rove through the blocks with no twists in order to assure free running. The number of parts and good blocks make adjustment of the sheet very easy. The free end of the main sheet is rove thru the swivel jam cleat at front center of traveller track, then thru the sheaves of the traveller and terminated thru the 1/2" hole centered on the aft raised portion of the fiberglass track base just below the aluminum track. (Note: If not hole is there, one must be drilled). A knot tied at the sheet end secures the sheet in the hole. Thus, the traveller may be adjusted by hauling or letting sheet out via the jam cleat. If desired, however, separate line may be used for this instead of the free end of the main sheet. An occasional drop of oil on the cam cleat will insure its proper functioning. For safety and convenience keep the free part of the main sheet neatly coiled in the aft part of the cockpit.

For use with the lapper (or other jibs except the club staysail) the port and starboard jib sheets are fastened individually with a short bowline to the clew of the jib. Lead the sheets through the lead blocks shackled to the rail slots at a position appropriate for good setting of the jib. Then, lead the sheets through the foot blocks on the coaming and forward around the winches at the aft end of the cabin top and to the clam cleats there. Two, three or four turns about the winch work well for control of a sheet, depending on the strength of wind and tension on the sheet. Generally, it will be possible to just pull the sheet in using the winch to cinch it. In stronger breezes, however, a winch handle is employed to ratchet the sheet in with about four turns on the drum of the winch.

The optional vang is an important device for holding the boom from cocking up and excessively freeing the upper part of the mainsail. The vang can be kept rigged at all times but is employed mostly in strong breezes and when the main sheet is slacked some from the close hauled position. The vang should be rove through its blocks without any twists. The blocks are secured respectively on the center boom bale and on the lower mast wire strap in such a way that the hauling part works off the lower fixed block in order that the free end of the line can be coiled and secured there to not be an obstruction.

You should now be ready to sail.

As you start to trim your sails and are in deep enough water, lower the swing keel by turning the winch handle under the bridge deck in a clockwise direction. This winch has an automatic brake, and if you stop turning when the keel is part down the keel will stop. The ideal position of the keel is about 60 degrees to the waterline. It is suggested that the keel be let down until the line is slack, come up about five turns on the winch, then work the keel up or down from this position until you have the best balance. With this position established, you can mark the pennant at some visible point so you may return the keel to this point from downwind or shoal water adjustments.

The rudder is also adjustable up or down by the two lines emitting from the top of the rudder stock. Generally, the port line is for down and the starboard for up. Adjustment is made by pulling on one line or the other and secured at the desired position with the clam cleat/s on top of the tiller.

GENERAL SAILING TIPS APPLICABLE TO THE CHRYSLER 22

While there are marked differences of technique between an America's Cup Racing skipper and the casual weekend sailor, the basic art of sailing is more easily mastered than is generally appreciated. Much of it is already familiar to many of the purchasers of the Chrysler 22. However, as an assist to the worthwhile goal of attaining the best possible sailing performance, the following tips are offered:

A boat floats under sail in a constantly changing state of equilibrium between the action of air on the sails and the force of water on the hull, keel and rudder. The balance status alters because of variation in the wind and sea and in the selection and trim of sails, the shifting of on-board weight, and the action of the helmsman. For each possible case there is a best combination of action. Too little appreciated is the fact that the optimum settings and courses depend as much on wind conditions as upon the state of the boat, whether she is up to speed or is just getting under way to build speed. In particular, slacker trim and a freer sailing angle are appropriate to starting the boat off as contrasted to the full-and-by fast sailing situation. If this is not appreciated and practiced, the boat will never attain speed and the closer trim will never be correct. The following individual tips are directed at the achievement of good, most pleasurable sailing performance; some study and practice of these ideas soon leads to a natural, uncomplicated sense of what the boat needs. This is akin to the natural reflexes developed by the practiced athlete in any sport.

Keep the boat as level as practical. Distribute weight fore and aft. Keep weight to the weather side in all but light breezes. Sail only to an angle of about 25 degrees heel. Beyond that flatten sails, slack sheets, reef or otherwise shorten sail for best performance.

Flat sails are appropriate to strong breezes and for sailing to windward. Full (much cambered) sail shapes are appropriate to light airs and for free sailing angles.

The boat must be kept to a sufficiently off-the-wind angle and the sails must be set free enough to get her moving before one can tighten up onto the wind.

The jib sheet lead block should be set in such a fore and aft position as to insure a consistent vertical setting of the jib - That is the tendency for the jib to begin luffing should occur at the top of the sail at the same time it occurs at the bottom.

The mainsail should be prevented from twisting off to leeward aloft. When slacking sheets for better speed reaching, shift the traveler off center to leeward. The vang is also employed to hold the mainsail in a plane rather than allowing it to twist off aloft.

Use full 60 degree centerboard when sailing to windward. Use a lesser angle when reaching and running. Set the drop keel in the full up position only dead before the wind in moderate air or when powering or preparing to go onto the trailer.

Keep the rudder blade full down except when maneuvering in shallow water.

The Chrysler 22 is designed for a well balanced helm. There are conditions, generally correctable, when the helm will be found to be out of balance:

Lee helm comes from sailing under jib alone or from excessively tight jib trim with a free main. Also, with all weight aft in light air or with the keel up some lee helm will be felt necessitating bearing the tiller to leeward until the condition is corrected.

Weather helm exists before the boat gets moving properly under sail. Set the traveler and sheets off some, steer to an extra 10 degrees off the wind and only trim flat as you sense a balanced helm and increase in speed.

Other corrections for weather helm are:

1. Maintain reasonable heel angle under 25 deg.
2. Set up the optional main boom vang.
3. Set the main traveler slide off to leeward.
4. Flatten the mainsail by tensioning the halyard and clew outhaul.
5. Reef the mainsail in a strong breeze.
6. Flatten the jib by tensioning the halyard.
This action also draws the sail draft forward - appropriate to heavier air sailing to windward.
7. Keep the jib closely trimmed but not to a "flat board" setting that stalls the boat.
8. Tighten the backstay to stretch the top of the mast aft with reference to the middle in order to flatten the mainsail.
9. Be sure that the mainsail leech is nearly fore and aft rather than being cocked to the windward side.

For best sailing performance the sails must be trimmed as free as possible at each sailing angle such that they remain on the verge of luffing. The trim angle of jib and main should be matched. Make the final adjustment to the jib first so that its influence on air flow against the mainsail will be evident in the trimming of that sail. Once good trim is attained the helmsman needs to constantly adjust to keep the boat moving well with the sails close to the point of luffing. This is fastest until the wind or desired course alters necessitating revision of the sail trim.

Sea conditions have important influence on the sailing speed. In a good breeze sailing close under the protection of a shore one can trim sails flat and sail at a close wind angle. In a rough sea this never works well. The added drag and the unwanted motion disturbing air flow on the sails disturb efficiency so much that you must steer off some with easier trim for decent performance. Especially after the boat is slowed by one or more larger waves, give her a good rapt full before squeezing back close onto the wind.

In all of this you will want to use every sense to perceive the condition and performance of the boat. Darkness on the water surface indicates a puff of wind coming. The small ripples on the surface indicate wind direction. Yarns on the weather rigging show apparent wind direction. Yarns on the weather rigging show apparent wind. The size and pattern of waves along the boat indicate speed. Sounds are important - wash in the water or wind in the rigging - or the sounds of the boat gear. Feel on the tiller tells the balance of the boat and even her speed. Initially concentrate on sound, sight and feel until soon much of the observation becomes second nature.

S-3000 TRAILER

Information presented includes pre-delivery service required, such as assembling, loading, balancing the trailer and electric brakes: trailer and tire registration; tips, and post-delivery maintenance.

1. ASSEMBLING THE TRAILER

If the trailer is received with the wheels removed, the first step in assembly is to attach the sheels. The wheels are standard, automobile type, 5-lug, 4-1/2" bolt circle.

2. WINCH STAND

The winch stand will be shipped attached to the trailer frame. To remove the winch stand, remove two nuts and lock washers each from the two U-bolts. Mount winch stand on the tongue guide, with the winch stand plate 82" from middle cross member. Then, attach the two "U" bolts with nuts and lock washers.

3. WINCH

Mount the winch with the hook toward the rear of trailer.

4. SAFETY CHAINS

The safety chains will be attached to the bunks for shipment.

5. RIGGING OF SAILBOAT

Follow Sailboat Rigging Instructions

6. LAUNCHING THE SAILBOAT

Because the boat must be floated off the trailer a means of extending the tongue has been provided. If you are using a shallow angle ramp you may wish to do this. Its easier to extend the tongue when the trailer is unhitched from the towing vehicle. Remove the tongue retaining pins and slide the tongue out until it stops. Replace the pins and rehitch the