BOAT MAINTENANCE

INTRO

This guide is aimed at showcasing key maintenance items that need to be done to a WASZP to promote enjoyable sailing.

Foiling boats see enormous loads and simply replacing or tightening a bolt can make a significant difference.

Based on observations over the last twelve months we recommend following these simple steps to ensure you are not susceptible to breakages

BOLT REPLACEMENT

1. REPLACE BOTH FOIL JOINER BOLTS

A number of Foil bolts have broken through fatigue and the horizontal is gone before you can blink. Replacing the bolt is easy to do. You don't even have to take the foil off. Remove the old bolt, apply Blue Medium Strength Loctite to a new bolt and tighten very firmly

2. REPLACE UPPER GANTRY FIXING BOLTS (M6 x 45 SS socket head)

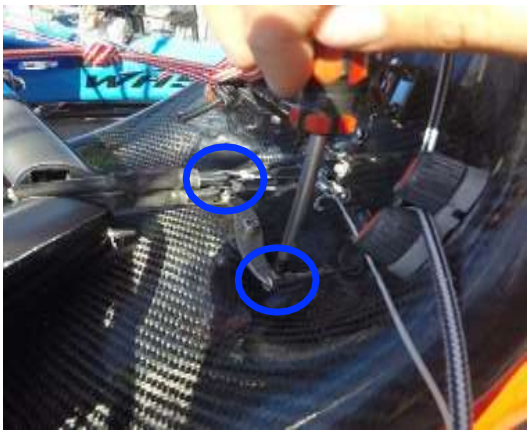
- The new bolt recommendation is a M6 x 45mm bolt with plain shank running in the nylon insert. If upgrading from a shorter bolt check you have at least 35mm of depth into the hull.
- If it's under, we suggest carefully running a 4.5mm drill bit through the hole to create a clear path for the new bolt. Remove the old bolts one at a time, apply Blue Loctite or Sikaflex and firmly tighten the new bolt with a 6mm washer between the head of the bolt and the nylon bush that locates the gantry.

2x Upper Gantry Bolts, M6 x 35mm, 316 SS.

3. REPLACE M5/M6 X 30 REVERSING LEVER PIVOT BOLT

- The Reversing lever is installed into a stainless-steel tapping plate in the hull

STEP 1: Remove the two M3 link screws at each end of the lever arm.



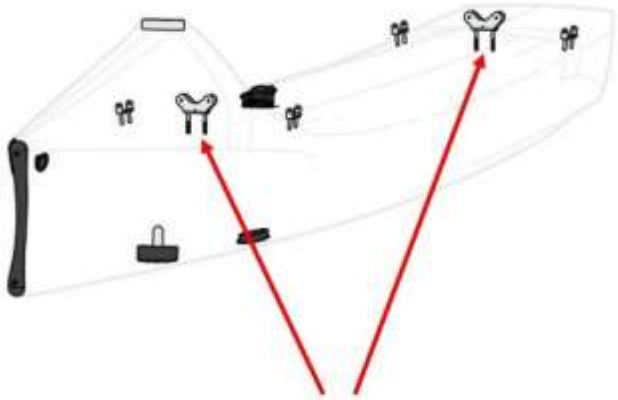
STEP 2: Back off the locknut using a thin 8/10mm spanner and remove the bolt. You may need to grind down the spanner in order for it to fit

IMPORTANT: Note the order and desired height off the deck for your reversing leaver: the order from the top is as follows; Bolt, Reversing lever, Washer (1-3 required), Plain nut and large Deck washer.

STEP 3: Take a new M5/M6 x 30 bolt, screw the bolt down with an Allen key until you have eliminated any wobble in the lever arm, then tighten down the lock nut so that it pulls up firmly against the SS base washer and carbon. Doing this ensures that the pivot bolt is properly supported and does not break off at the tapping plate inside the boat.

NOTE: It's important the locknut is tight and that you maintain the position of the bolt with an Allen key while tightening the locknut

4. REPLACE WING BAR BOLTS



4x Central Hinge Bolts, M6 x 25mm, 316 SS

- It is critical to replace these 4 Hinge bolts as they are under extreme load
- When replacing these bolts it is important to reseal with Sikaflex 291

5. TILLER SLIDING GUDGEON

This plastic fitting is inside your tiller/rudder box head and slides back and forth as you twist the tiller extension changing the angle of attack on the rudder. Many of you will never have dismantled your tiller assembly, but if you find your tiller extension becoming hard to twist it may be time to strip, clean and spray lube the internals of your tiller. Sand and salt work their way in, binding up the system which can result in a broken tiller internal tube.

6. WAND CONTROL LINK

The old wand control link with the grub screw is prone to working loose and jamming the control system. If not already fitted we strongly recommend implementing the upgrade part WZCWCAV1, a welded wand link, these are included in the upgrade pack if you do not already have one.

7. GEARING ADJUSTOR SCREW

- These M6 screws have been known to break so it's worth replacing and definitely worth inspecting to see if it is bent or fractured.
- To remove the gearing screw, you must take out the M4 screw securing the Control Link to the Gearing adjuster, and take the wand out using a 13mm socket.
- You can now unscrew the adjuster and have a close look for any small cracks in the threaded surface.
- Reset the gearing to your preferred setting and refit the M4 screw using Blue Loctite.

IMPORTANT: If you don't already have one, fitting a preventer to your wand limits excessive shock loads in the control system prolonging the life of the Gearing Adjuster screw and improving the action of the control system.

8. RIDE HEIGHT ADJUSTOR

- The double threaded system can be confusing with the left and right hand thread.
- Familiarise yourself with exactly how the system works and the role it plays in the control system as it is the only main foil control you have
- If the barrel feels tight, either replace it or try adding some silicon spray lube to the threads to free the system up.

NOTE: When hitting the water set an equal amount of thread either side of the barrel as a starting point

9. OUTER WING TUBES

- On a couple of boats with the wing tramps drum tight and the foot straps even tighter the outer tube can ride up over the collar on the plastic corners
- This causes the tube to flare out which then further rides over the corner fitting, causing the tube to split.
- If you notice they are starting to move and flare out, take some action ASAP to avoid disaster
- Binding a band of Dyneema strands around your tube and then flood coating the strands in Super Glue will create a strong temporary ring preventing the tube spitting and get you through a regatta.
- It is strongly advised that you replace these however as soon as possible to avoid major damage to

10. MAIN CONTROL SYSTEM

It's a good idea to do a daily visual inspection of the complete system to ensure that nothing is bent and that none of the small screws are working loose.