

4. Continued  
If the cabin top has been in the down position for a long period of time, the gasket may be stuck to the deck - can be remedied by prying the cabin and deck lips.  
  
If the posts seem to be binding, check alignment of wires as in above and spray posts with a silicone lubricant.
5. With all safety pin holes visible, insert safety pins and then by pulling back on the ratchet lever, back off on the winch until the wires go slack.
6. Install cabin curtains, if desired.
7. It is not recommended that the cabin top in the up position be stood on, nor is it designed to be in the up position when sailing.
8. When lowering the cabin top, reverse the entire procedure, i.e.:
  - a. Crank the winch up until the downward pressure has been relieved from the safety pins.
  - b. Remove safety pins.
  - c. Remove or roll up camper cabin curtain and tie securely so that it will not interfere with lowering procedure.
  - d. Hold winch handle securely applying upward pressure, and at the same time pull out on ratchet lever which will allow you to unwind the winch, thereby lowering the cabin.
  - e. Lower the cabin top until it is seated on the deck lip, making sure that the camper cabin curtain is not in between.
  - f. Be sure that the two aligning pins located on each side of the cabin top aft are seated in the recess in the deck.
  - g. Secure the four stainless steel adjustable clamps.
  - i. Re-fasten mast boot.

CENTERBOARD - The centerboard is made of fiberglass and weighs approximately 50 pounds with 20 pounds of lead molding inside the tip which weights the centerboard so that it will drop freely. If for any reason the centerboard becomes jammed in the keel slot, you may correct this by removing the cap on the centerboard pendant housing tube by using say a 4 foot by 1/2 inch rod. Push the rod down the centerboard pendant tube. The centerboard pendant travel from the full-down to the full-up position is approximately 26 inches.