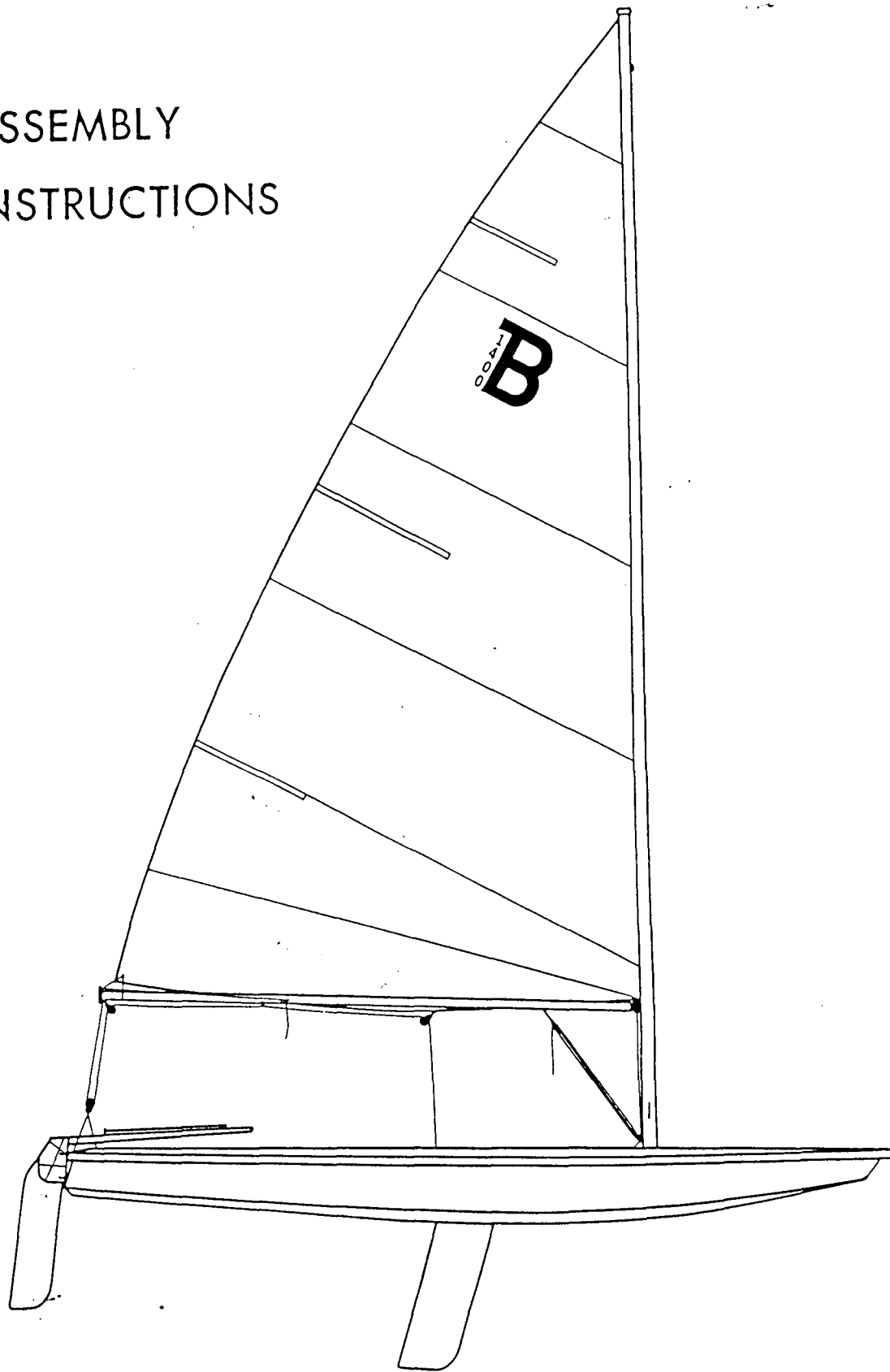


ASSEMBLY
INSTRUCTIONS



Barnett 1400

READ AND HEED THE MAST WARNING LABEL.
It is attached to your mast as a
serious warning for your safety.

WARNING!
THE MAST AND
RIGGING CONDUCT
ELECTRICITY. KEEP
THEM AWAY FROM
ELECTRIC POWER
LINES. CONTACT
COULD BE FATAL.



Always dress properly for the weather and always wear a United States
Coast Guard Approved PFD (Personal Flotation Device).

Learn to sail. If you are not already a competent sailor, obtain
proper instruction. There are many good sailing books available.
There are also many good sailing classes and instructional programs.
These are offered through municipal programs, private sailing schools,
and various other organizations.

These three knots are used in the rigging of your Barnett 1400.



Half Hitch

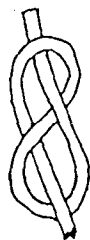
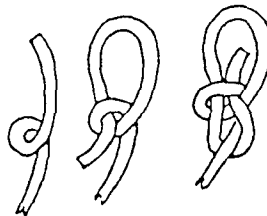


Figure 8
Stop Knot



Bowline

Your BARNETT 1400 comes complete and includes the following:

- 1 Hull
- 1 Spar Set, including:
 - 1 mast, upper section
 - 1 mast, lower section
 - 1 boom
- 1 Rig Pack, including:
 - 1 daggerboard
 - 1 rudder tiller assembly
 - 1 boom vang assembly, including
 - 2 blocks
 - 1 boom vang line 1/4" x 8'
 - 1 main sheet line 5/16" x 34'
 - 1 halyard line, with shackle 3/16" x 39'
 - 1 outhaul line 3/16" x 7'
 - 1 downhaul line 3/16" x 5'
 - 1 traveller line, with block 1/4" x 3'
 - 2 mainsheet blocks
- 1 Sailbag, including:
 - 1 sail
 - 3 battens (if you have the full size sail)

NO TOOLS are needed to assemble your boat.

Rig the Mast Slide the two mast halves together. The ribbed reinforcer on the lower mast slides into the hollow end of the longer upper mast. Tie the halyard shackle onto one end of the halyard using a bowline. Run the halyard (3/16" x 39') through the opening on the mast head. The end with the shackle is on the back side of the mast (side with groove). Tie the ends of the halyard together and tie off to the halyard cleat near the base of the mast. Raise the mast and place it in the mast step and slide it all the way to the bottom. BE SURE THAT THERE ARE NO OVERHEAD ELECTRIC WIRES AS CONTACT COULD BE FATAL.

Install the Traveller Attach the traveller line (1/4" x 3') to the two holes on the deck at the transom. Use a figure 8 knot under the edge at each end and place the traveller block shackle on the traveller line. (Figure 1)

Rig the Boom Attach the two mainsheet blocks to the boom. Slide the gooseneck at the end of the boom down into the sail entry slot which is about two feet up from the deck on the mast. Thread one end of the mainsheet (5/16" x 34') through the lower hole in the outhaul casting at the aft (back) end of the boom and tie a half hitch as a stop knot at the end. Run the line down and forward through the traveller block, up and forward through the block at the end of the boom, forward through the sideways strap on the bottom of the boom, forward through the midboom block, down to the swivel cam cleat, passing first through the plastic fairlead and then out over the cam cleat and under the deck strap. Tie a figure 8 stop knot at the

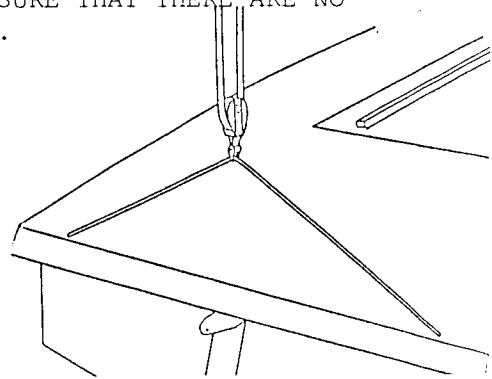


FIGURE 1

end of the mainsheet. NOTE: It is imperative to use this stop knot and to use a mainsheet no longer than 34' to prevent damage to the mast or boom by allowing the boom to extend too far to the side. (Figure 2)

Attach the Boom Vang The boom vang is already assembled. Attach the shackle to the strap at the base of the mast. Attach the hook to the strap on the bottom of the boom. At this time leave the vang line loose enough so that it will not hold the boom down when the boom is raised to attach the sail. (Figure 3)

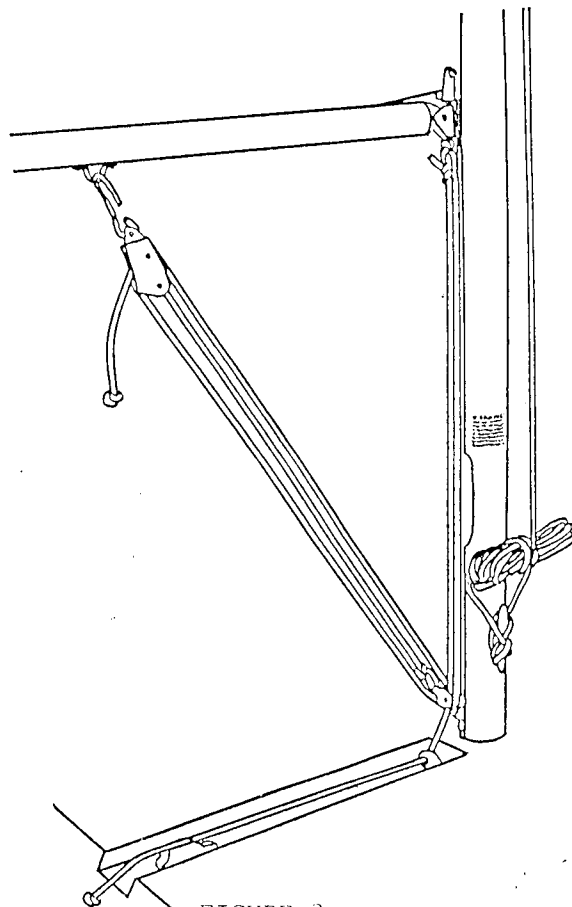


FIGURE 3

Raise the Sail Make sure that your boat is facing into the wind. The battens must be slid into the batten pockets on the sail and tucked in at the end so that they don't slide out. This must be done before the sail is raised. Attach the head (top) of the sail to the halyard using the halyard shackle. Feed the thick luff rope edge of the sail into the entry slot in the mast as you raise the sail to the top of the mast by pulling on the halyard. Hold the halyard tight to the front of the mast and release tension on it allowing the masthead cleat, located on the front of the mast about two feet from the top of the mast, to grip the halyard. Tie off the halyard to the cleat near the base of the mast and coil the excess line and tuck it behind the cleat. Attach the shackle on the top of the gooseneck to the tac grommet (hole in front lower corner of sail). (Figure 3) NOTE: To unrig or lower the sail, pull tension onto the halyard, move it forward, and hold it off to one side of the mast so that it doesn't regrip the cleat.

Reef the Sail (Optional)

The sail can be reefed (made smaller) by wrapping it around the mast. Untie the outhaul and wrap the sail around the mast one or more times. Then reattach the outhaul. The sail can be reefed once without removing the top batten. By removing the top batten, or even two or all three battens (you might need a longer outhaul line), the sail

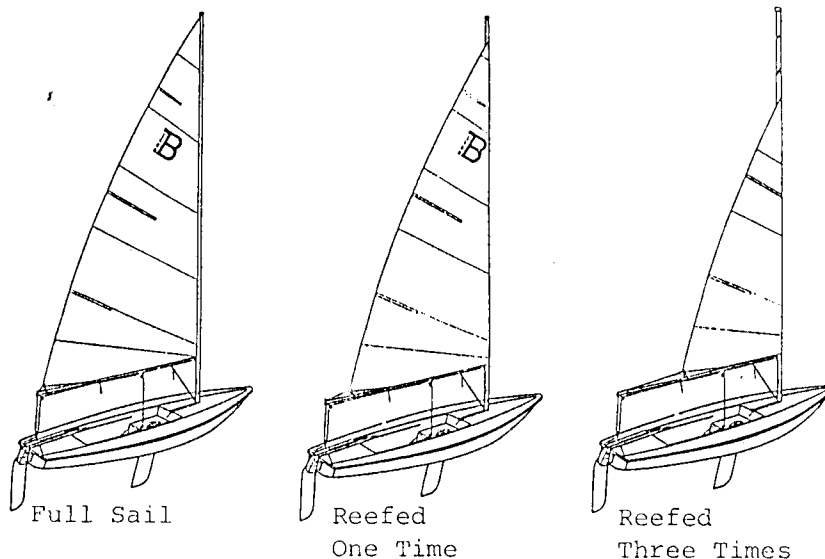
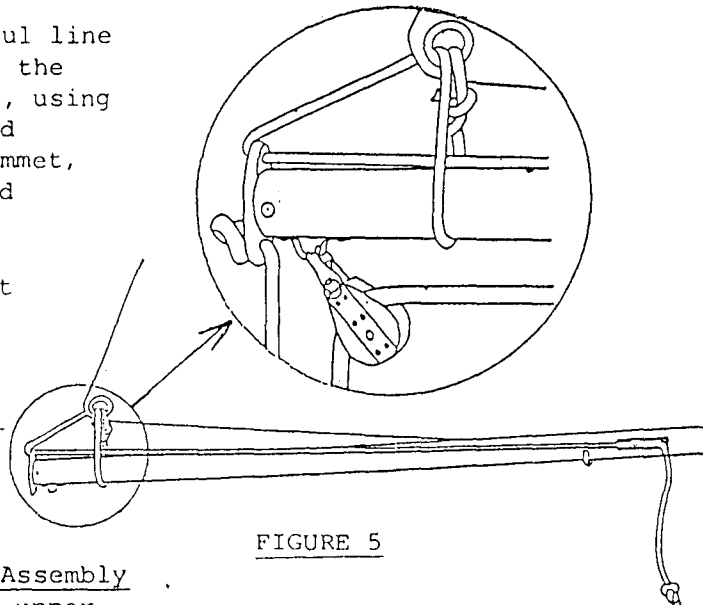


FIGURE 4

can be reefed as many times as you like. In fact, if you store your boat rigged with the mast up, you can totally reef the sail and store it wrapped around the mast. When sailing your boat with the sail reefed, the daggerboard should be raised partially to maintain proper trim and balance. (Figure 4) NOTE: By reefing the sail and making it smaller, the boat is less powerful and easier to handle in high winds and/or by a smaller sailor.

Rig the Downhaul Tie the downhaul line (3/16" x 5') to the ring on the bottom of the gooseneck. Run the line down through the boom vang shackle, back through the plastic fairlead and back through the cleat. Tie a figure 8 stop knot at the end of the line. (Figure 3)

Rig the Outhaul Tie the outhaul line (3/16" x 7') to the grommet at the clew (back corner) of the sail, using a bowline. Run the line around the boom, back through the grommet, through the outhaul casting and forward to the cleat on the starboard (right) side of the boom. Tie a figure 8 stop knot at the end of the line, and pull snug. (Figure 5)



Tighten Boom Vang and Downhaul

At this point both the boom vang line and the downhaul line should be pulled snug.

Install the Rudder and Tiller Assembly

Remove the split ring from the upper pintle (pintles are the two pivot pins on the rudder housing which fit into the gudgeon plate on the hull). Slide the pintles into the transom gudgeon plate, making sure that the tiller is under the traveller line. The retainer spring snaps into place when the rudder is installed. For extra safety in holding the rudder on, you can reinstall the split ring onto the upper pintle. NOTE: The rudder blade should pivot freely with the coil spring doing all of the work of holding the blade up or down. To adjust pivot tension, loosen the lock nut, turn the screw, and retighten the lock nut. The screw is threaded into the casting so that the adjustment cannot be made by turning the nut or screw only. The tiller pivot bolt should be kept snug but not overly tight. The tiller is held up off of the deck by a nylon button resting on the rudder casting. If the tiller pivot should wear enough to allow the tiller to touch the deck, a shim can be placed under the nylon button. Simply pull the button off, insert a washer and tap button back into place.

Install the Daggerboard Slide the daggerboard into the daggerboard trunk positioned as shown in the drawings. Tie the safety line (3/16" x 4') to the fairlead (the bar across the top) on the downhaul cleat. The daggerboard snubber on the deck provides friction to hold the daggerboard down or in a

partly raised position. The snubber may be adjusted to change the tension against the board. When the daggerboard is dry, it may be too tight. When the board is wet, it will work much easier. The snubber may be adjusted by loosening the screws and sliding the rubber in or out. NOTE: If you are launching from shallow water or from a beach, keep the daggerboard part way up and keep the rudder tilted up while launching. They should be put down as soon as the water is deep enough. NOTE: Before launching be sure that the transom drain plug is tightly in place.

Cleaning and Maintenance Your Barnett 1400 was built to give years of low maintenance service. Rinse with fresh water after each use, if possible, if used in salt or dirty water. Occasional cleaning of the hull with fiberglass cleaner and wax will keep the hull gleaming for years. The sail should be dried, folded and placed in the sail bag. The most important thing to remember about storing your boat in subfreezing temperatures is that water expands when it freezes and, if left inside of the hull, or allowed to collect in the cockpit or mastwell, could cause serious damage. Remove the drain plug, raise the bow of the boat and let any water drain out.

ROW ROW ROW Your Boat (Optional) When the wind doesn't blow or at a time when you would like a little different boating or exercise, use the optional oars and oarlocks and row, fish or just have fun. Your Barnett 1400 was designed completely as a sailboat. The hull has the added feature of being easily rowed with very good performance. Just sit on the daggerboard trunk area with your feet in the cockpit. The rowing kit can be easily installed by you or your dealer.

MADE IN THE
U.S.A.

