



# **Bladerider Maintenance Schedule**

---

Last Update - May 6, 2009

## **Important Pre-Flight Inspections**

---

**The following items must be checked before every single sailing session!  
Failure to do so will result in your warranty being void!**

- **Front Hydrofoil Flap** – check that the Sikaflex hinge has no wear or deterioration (especially at the ends and underneath). If you notice the hinge is starting to break, do not sail and get the hinge replaced immediately by a Bladerider repair center (listed on our web site) for about US\$100. If you notice a vibration from the front foil when sailing, stop foiling immediately and inspect the hinge. If you notice the hinge starting to break, disconnect the wand and sail in slowly to get the hinge replaced immediately. If your front foil flap has had 12 months of usage without being replacement or showing any signs of cracking, we strongly suggest getting it replaced as soon as possible.
- **Hydrofoil Attachments** – Ensure that the hydrofoil fixing bolts are always tight. If the bolt feels slightly loose in thread or the foil cannot be screwed down tight, do not sail the boat and refer to the support notes for a remedy immediately. If the fixing bolt is okay before going out, but when sailing you feel as though you are losing lift on the rear foil, it will more than likely be because the fixing bolt has come loose and therefore you should head in straight away for inspection and immediate repair if necessary.
- **Rear Wing Bar Wire** – Ensure that this wire is as tight as your rigging before going sailing.
- **All shackles at base of vang assembly** – Check that they are always tight using a flat head screw driver on the side.
- **Mainsheet Ratchet Block** – check for rope wear on the attachment of the ratchet block to the boom. Replace immediately if starting to show signs of wear.
- **Mainsheet Bridle** – Check that the stopper knots are large enough that they do not pull through the hole in the gunwhale/hull. Also check for wearing at the deck where the rope goes through the hull.
- **Drain Plugs** – Ensure that they are never screwed up air-tight when the boat is on land and that you depressurize your hull at least once after putting your hull in the water.

## **Weekly Inspections**

---

- **Bell Crank** – ensure that bell crank axle is glued/secured into position and does not rotate when the push rod moves up or down.
- **Wing Covers** – check that they are tight and the fiberglass rods are not broken or are pushing through the bottom of the pocket.
- **Air bladders in wing covers** – if they leak air, they need to be replaced.
- **Rigging** – check all wire stays to ensure that there are no loose or broken wire or threads.
- **Gooseneck Bolt** – check for any wearing or bending.

## **Monthly Inspection**

---

- **Tiller Drive Shaft Bolts** - Check that the drive shaft mechanism in the tiller tube is not loose. If it is loose, remove the front screws on the tiller, rotate and push in the front bush, redrill new holes in the bush and replace the screws.
- **All pulleys** – check that the sheaves are rotating freely without friction.
- **All ropes** – check for wearing and stretch, especially in the vang system.
- **Mast** - check for wearing, cracks or delamination, especially at the two piece join.
- **Boom** – check for wearing, cracks or delamination, especially around the gooseneck, vang and mainsheet areas.
- **Sail** – check that there is no holes in the X-ply laminate, pocket luff or the batten pockets.
- **Wing Covers** – check that there is no loose stitching or any rips in the material.
- **All shackles at base of vang assembly** – Remove the pins and check for wearing.
- **Wing Frame** – check thoroughly around the all the joints and loading points.