



Thank you for buying a Zim 420 and welcome to the Zim Sailing family. We are extremely proud of the quality of our boats and the race results are proven. Many of the top sailors are choosing Zim over other brands. Zim employees are sailors and boat builders and we know what is important to you. If you have an idea that can help make our boats even better please let us know and we will work to implement changes.

We take pride knowing that we have delivered a 420 which is completely race ready and you do not need to go out and buy a bunch of parts or new rigging for your “new” boat to go race.

Some of the standard features include-

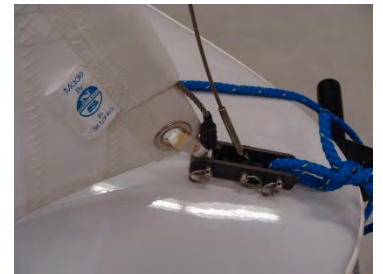
- Race ready line package
- One piece adjustable bridle
- Guy roller pins
- Fine tune shroud adjusters with quick pins and covers
- Mylar centerboard gasket

Follow these easy steps to properly assemble your new Zim 420

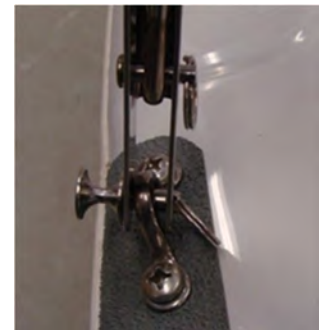
1. **Install the spreaders.** It is always best to insert the pins from the top with the ring ding on the bottom. It is best to apply rigging tape around the spreader tips and the spreader bracket to prevent chaffing against the mainsail.



2. **Step the mast.** The mast comes completely rigged and ready to be stepped into the boat. Prior to stepping the mast, be sure that the forestay is untied and ready to be attached to the middle pin on the bow chain plate after the mast is up. Once the forestay is attached the mast will stay within the partners and not fall over. This is a good opportunity to attach the bowline to the forward most pin as shown. The bowline is the blue line located in the line kit. You can attach the bowline with a bowline as shown or a simple stopper knot.



3. **Attach the shrouds.** The shroud adjusters are attached to the forged eye strap with the guy roller pin. The roller pin will be attached with the roller pin on the outside of the shroud adjuster. You will notice that the Zim 420 does not have traditional guy hooks. The roller pin acts as your guy hook so it is important that it is outboard.



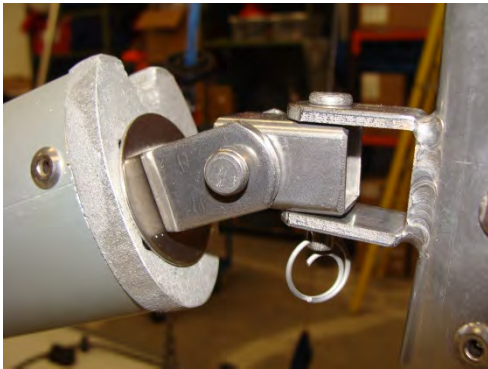
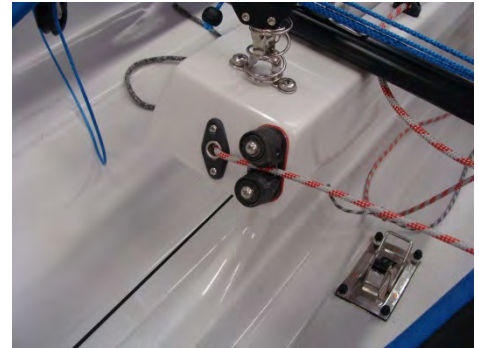
4. **Attach the trapeze rings.** Feed the shock cord retainer loop thru the small part of the ring and then take that same loop around the large ring at the base. Your boat may include a trap ring with a bullet block. If so, there is a hole just under the block for the shock cord to feed through.



5. **Topping lift.** One of the awesome features of the Zim 420 is that the topping lift is one piece and when rigged properly your pole will not sky. The hook for the topping lift will need adjustment. Pass the line through the fairlead in front of the mast and through the fairlead to the left of the mast step. Once it passes through the bottom fairlead it should be attached to the shock cord. You may want to add a large stopper ball so the knot avoids being stuck in the fairlead. The hook should be adjusted with the spinnaker pole at maximum height and the knot that ties to the shock cord should bottom out at the fairlead. This will stop the pole from skying. Once the height of the hook is adjusted you might want to tie an overhand knot at the hook to secure the hook from slipping. The other end of the line will feed through the forward most cleat on the starboard side of the board cap.



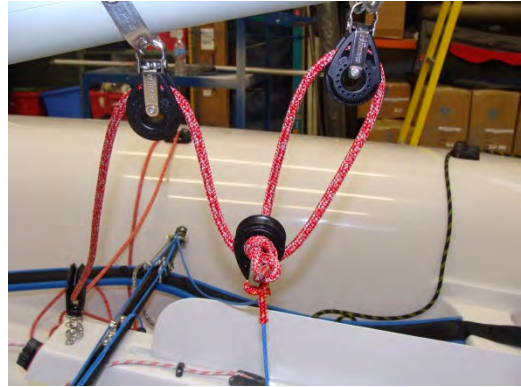
6. **Spinnaker halyard.** You will find the spinnaker halyard on the starboard side of the mast at the turning block at the base of the mast. Simply feed it under the seat, along the board cap and out through the fairlead at aft end of the centerboard trunk.



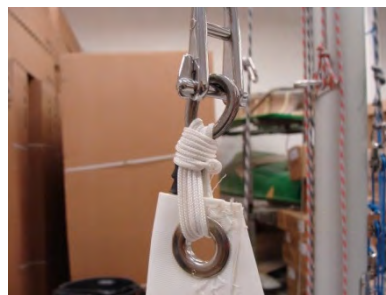
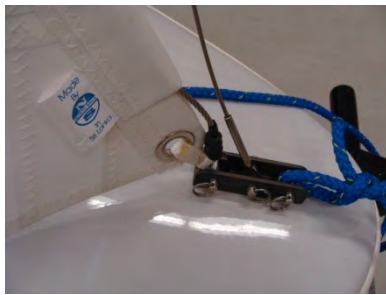
7. **Boom & Vang Connection.** Undo the pin at on the gooseneck and put it through the universal on the boom. Next attach the vang shackle to the boom bail as pictured below. The primary vang control line also needs to be connected. The primary is attached under the board cap. Take the loose end and place it through the lower vang block at the mast bail and up through the vang cleat and then into the fairlead.



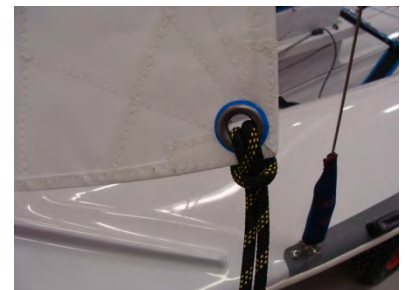
8. **Install Mainsheet.** The mainsheet is the 7mm red line in your line kit. Start with feeding an end through the becket in the Harken C40 block on the bridle, then feed it through the forward boom block, back through the C40 on the bridle, back up to the aft boom block and down through the ratchet block on the centerboard trunk. Be certain that the line feeds through the ratchet so that it clicks when you pull. Also, be certain that the line and blocks are not twisted and the line runs freely.



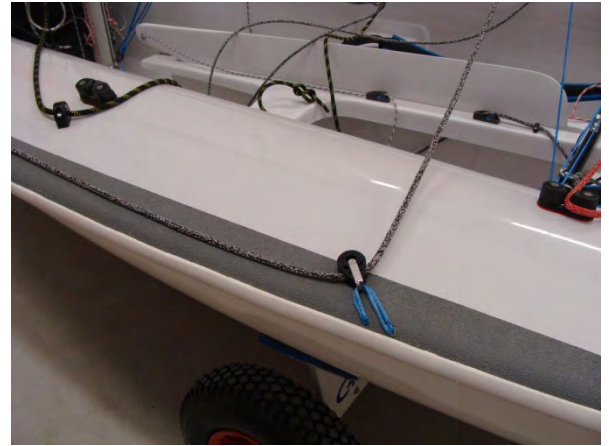
9. **Install the Jib.** The tack of the jib is attached first in the aft most pin on the forward chain plate. The head is the next to hook up by attaching the halyard shackle. Once the head and tack have been secured you can pull up the sail. The halyard goes on the port side of the mast around the Harken cheek block at the base of the mast and back up to the block on the halyard and then to the cleat. When the line is new it might slip. To prevent slippage you can wrap the halyard around the horn cleat a few times before securing it to the cleat.



10. **Install jib sheets.** The jib sheets are black and clearly labeled in the line kit. First, fold the sheets in half to find the middle. Feed the middle through the grommet on the clew of the jib so that 3" come out the other side then put the two tales through the loop. Pull tight and lead to each side of the boat. The sheets will pass between the shrouds and trapeze. Feed them through the fairlead and be sure to tie a stopper knot.



11. **Install the spinnaker.** Feed the spinnaker sheets through the spinnaker blocks. Keep the sheets forward of the traveler and outside the shrouds to meet with both ends forward of the forestay. Key point- Be certain the spinnaker sheets are outside of everything. The spinnaker has a head and 2 clews. Attach the head first by tying a bowline through the grommet. A bowline will then attach the spin sheets to both clews.



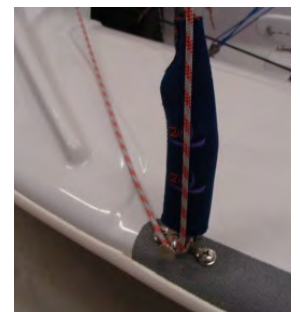
12. **Guy roller pins.** The good news is that you do not need guy hooks and your sailing budget for repairs will go down!!! The pins are very easy to use. Simply put the guy under the pin and place the sheet directly into the cleat.



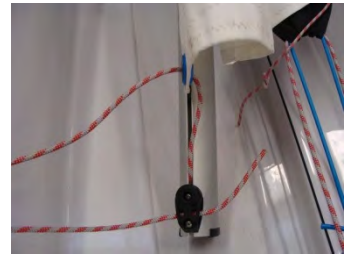
13. The **spinnaker pole** is set to be used “jaws down”



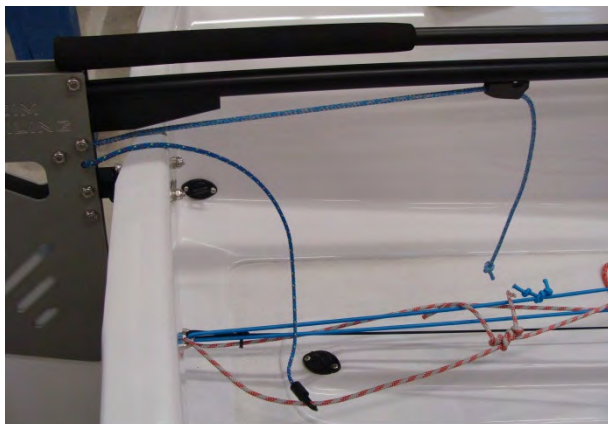
14. When storing the spinnaker, be certain to douse it outside of everything. Take the halyard and hook it around the guy roller pin when not in use.



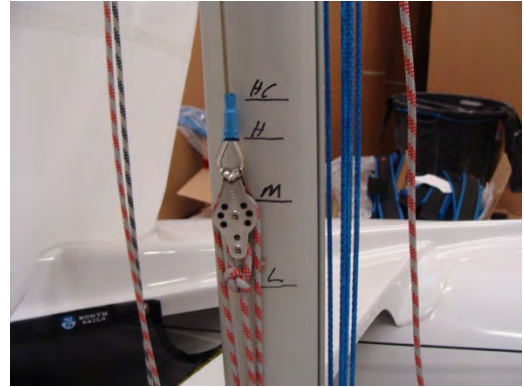
15. **Install the mainsail.** Slide the clew slug in the boom slot to the end of the boom. Pass the outhaul line through the clew grommet, back through the cheek block on the end of the boom, through the outhaul cleat and finally into the block on the boom. The head of the main will attach by passing a loop through the grommet and then putting the stopper ball or knot through the loop. Pull tight and the head is secure.



16. **Install the rudder & Tiller.** When you put the rudder on the pintles be certain that the rudder clip is engaged. This will prevent the rudder from becoming loose (and lost) if you capsize. We also provide a line with a clip on it to secure to the boat. The best place to clip the line is on the hiking strap adjustment line. Place the tiller into the rudder head. The retainer line will either lead directly to the cleat as a 1 to 1 or feed through a turning block to provide a 2 to 1. While sailing, be certain that the rudder is down all the way and that the line is secure.



17. **Tune the rig.** Keep in mind that the settings below are a good starting point. Your personal sailing style and weight combination will cause these settings to vary. Be sure to mark your jib halyard at each setting. This is done by picking a spot on your halyard and drawing a line at that spot onto your mast. This will allow you to get the same rig tension each time. I would also recommend using the sharpie to put the breeze and pin location on the deck forward of the shroud so it doesn't get rubbed off. The general rule of thumb should be to avoid luff sag as the breeze fills. Keep in mind that as you adjust your rake you must also adjust your bridle and vang to accommodate proper leach trim. The mast pin should be positioned in the second hole from the front.



Breeze	Pin Location (shroud Adjuster)	~Rake~ (top of stern)	~Tension~	Loos #
Light	4 Back	20'9"	180#	18
Medium	6 Forward	20' 7-1/2"	260#	22
Heavy	7 Forward	20' 4-1/2"	280#	23
Honking	8 Forward	20' 2-1/2'	345#	26

Again, thank you for buying a Zim 420. We really appreciate it and wish you well for many years. If you have any questions about your boat please give us a call anytime. We love talking boats!!!

Sail Fast, Have Fun!

The Zim Team

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