



Dear Windsurfer

Welcome to the 2005 NeilPryde Windsurfing Collection. Stepping back from the detail, you may notice there are three core themes woven through this year's product lines and they're actually the very same three themes that have been with us since the very beginning. There's our commitment to research and development (R&D), there's a solid sense of product design and finally there's winning - the real driving force behind our efforts over the years.

The products you'll see showcased over the coming pages show that our enthusiasm for performance excellence in windsurfing remains undiminished. From the innovative new RS Racing sails with their ground-breaking double-surfaced leading edge, to the re-birth of the Combat Wave, re-styled and re-designed to inspire a new generation of wavesailing legends. Meanwhile our Matrix Rig System continues to light the way with market-leading innovations such as Hybrid Carbon Aluminium Booms and the one-piece aluminium boom front end.

As we've seen, innovation alone doesn't drive the marketplace. Today's consumers expect products that go beyond what's purely functional; they're looking for products that inspire on an emotional level as well. And here again, our design team have done an excellent job of combining technical excellence with aesthetic elegance across all the products within our range, meaning that today's NeilPryde products have a uniquely distinctive silhouette out on the water.

Our quest to win at all levels still means as much to us today as it's ever done. This year we've continued in our efforts to set a new World Speed Sailing Record, and it's through these efforts that we developed much of the technology behind the RS Racing programme. We're also in the late stages of developing what we hope will become the new Olympic standard for windsurfing hardwear. For the past two years we have been campaigning to become the Official Supplier of Boards, Sails and Rigs at the Beijing Olympics in 2008, where we hope to introduce an all-new rig that will enable competitors to excel in light wind conditions.

So do please enjoy your look through the 2005 range, and like me, I'm sure you'll be impressed at the work and commitment our product development teams have put into these products. After all, it's this same restless energy that's always driven our belief that - the wind can tell the difference.

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Neil Pryde



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The Neilpryde Windsurfing Collection **2005**

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"For me wave sailing is like empowerment – becoming part of a whole greater than yourself."

Josh Stone









"I like The Search because it has power I cannot find in other sails. Also, the power transitions are very smooth - when I want power I just pull back and there it is."



Antoine Albeau







THE POWER WAVESAIL

The Search is the most powerful wave sail in the range. Designed for heavier riders, the Search focuses on three key principles: early planing, a wide wind range for varying conditions, and stability for optimal control. It is a

lightweight, performance wave sail for the "big boys" of windsurfing and for Neil Pryde Team members Bjorn Dunkerbeck and Antoine Albeau.



DESIGN OBJECTIVE	HOW WAS IT DONE?
 To increase the lift of the sail while improving the balance and creating a more forgiving feel. "Increased lift" should further improve both the drive on the board and the early planing characteristics, while keeping the sail light in the hands. 	 The lift has been improved with a more even distribution of the shaping along the horizontal axis. Improved balance comes from a lowered centre of effort. A forgiving feel is created through a reduction of the luff curve in the upper half of the sail, which helps the leech to open more easily therefore releasing the excess power.
DESIGN & SHAPING FEATURES	
 Aggressive shaping in the bottom section of the sail for early planing. Stability through a stable draft placement and a relatively flat top section that allows the leech to open up softly and efficiently. High aspect ratio with a longer mast for high response. 	 ★ Five Batten configuration for stability ★ Luffglide Luffpocket Material ★ CNC Tapered Rod Battens ★ Rounded Head Configuration

- More shaping higher in the sail for increased power in onshore conditions (compared to the Combat and Zone).
- Lightweight construction built to endure the waves for high performance.
- ★ Kevlar Load Distribution panels in the clew and head

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
3.9	3.0	379	146	10	5	none	Neil Pryde Matrix 370	BNP5SH039
4.2	3.1	392	151	22	5	none	Neil Pryde Matrix 370	BNP5SH042
4.5	3.3	402	156	2	5	none	Neil Pryde Matrix 400	BNP5SH045
4.7	3.4	413	164	14	5	none	Neil Pryde Matrix 400	BNP5SH047
5.0	3.5	431	168	2	5	none	Neil Pryde Matrix 430	BNP5SH050
5.4	3.6	439	171	10	5	none	Neil Pryde Matrix 430	BNP5SH054
5.8	3.8	454	177	24	5	none	Neil Pryde Matrix 430	BNP5SH058
6.2	4.0	471	184	42	5	none	Neil Pryde Matrix 430	BNP5SH062



COMERE

"It was nice to see the new Combat come out the way it has. For a guy like me this is the way I like to see a sail, solid and strong. It still maintains a nice balanced, light-handed feel and when I throw it down it has some serious momentum to draw powerful lines on the wave and in the air."

"I'm what you'd call a committed sailor and I want a sail that's there for me. When I lose my rig in big surf and I'm swimming up to it, I want to find it in tact! Live to ride. Ride to live - as they say!"

Jason Prior

COMPET

THE RETURN OF A STYLE ICON

The Combat has traditionally been the preferred sail of the most aggressive, hard-riding wavesailors, and the new Combat is no exception. Team Pryde's new generation stars such as Robby Swift and Baptiste Gossein

immediately made the Combat their sail of choice and veteran Maui riders Jason Prior and Josh Stone were also keen to welcome back the sail that helped define their early careers.



DESIGN OBJECTIVE	HOW WAS IT DONE?
 To produce one sail that fits in between the Search and Zone that can excel in all conditions: onshore, sideshore, it should do everything. Sail to be super strong in construction and have a level of durability that ensures a long lasting ride. For riders who want to 'go big' without worrying about their equipment. 	 The Combat took its early form from the Zone, with less shaping than the Search and a moderate aspect ratio making it light and manoeuvrable in side shore conditions. However, the Combat has added head tension, which significantly enhances its onshore performance. For rock solid construction, the entire outer frame of the sail is produced from a solid, low stretch, Kevlar reinforced X-Ply. Inside the frame, the main window of the sail has been constructed out of super strong, rip resistant, Spectra reinforced X-Ply. The Combat includes no monofilm and is exclusively produced from X-Ply material.
DESIGN & SHAPING FEATURES	
 Moderate shaping for power and lightness. Moderate aspect ratio and low center of effort for high response and optimum control. Wall restated body that flattens out and do powers instantly. 	 ★ Five Batten Configuration for stability ★ Rounded Head Configuration ★ CNC Tapered Rod Battens ★ Luffalide Luffaceket Material

- Well-rotated body that flattens out and de-powers instantly.
- Increased head tension for enhanced onshore performance.
- ★ Luffglide Luffpocket Material

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
3.3	3.0	357	138	0	5	none	Neil Pryde Matrix 370	BNP5CT033
3.7	3.2	372	144	2	5	none	Neil Pryde Matrix 370	BNP5CT037
4.1	3.4	387	149	18	5	none	Neil Pryde Matrix 370	BNP5CT041
4.4	3.5	399	154	0	5	none	Neil Pryde Matrix 400	BNP5CT044
4.7	3.6	409	161	10	5	none	Neil Pryde Matrix 400	BNP5CT047
5.0	3.8	420	165	20	5	none	Neil Pryde Matrix 400	BNP5CT050
5.4	4.0	435	172	6	5	none	Neil Pryde Matrix 430	BNP5CT054
5.8	4.2	449	179	20	5	none	Neil Pryde Matrix 430	BNP5CT058













"I think the best you can say about any wave sail is that it makes the manoeuvres you want to do in your head, happen more easily out on the water – and that's what I'd say about the new Zone. The 2005's feel lighter and faster than before, the power is down low and well-balanced, making it easy to de-power and super comfortable in a straight line. You think it, you sail it. It's that simple."

Jason Polakow











INSTANT HANDLING AND DIRECT DRIVE

The Zone is the wavesail for light-to-moderate weight riders, a sail for those who need a direct drive for charging 'down the line' in great conditions. The Zone completely neutralises in the hands when doing bottom turns, and then quickly powers back up to speed to allow you to do as you please

with the wave. With a light yet bombproof construction, it is no surprise that this is the sail for Jason Polakow, one of the most renowned and respected wavesailors of all time.



DESIGN OBJECTIVE

- To soften the sail without losing the classic characteristic of the Zone, it's direct drive.
- Through slightly softening the sail the Zone becomes more forgiving and adaptable to each riders personal style, allowing light-to-moderate weight riders to show their full potential.

HOW WAS IT DONE?

- The tension in the body of the sail has been reduced through opening the leech under lower downhaul tensions.
- Increased outhaul tension serves to stabilise the sail even when getting back-winded and sailing clew first during radical manoeuvres.

DESIGN & SHAPING FEATURES

- Moderate shaping for power and lightness.
- Moderate aspect ratio and low centre of effort for high response and optimum control.
 Well-rotated body that flattens out and de-powers instantly.
- Relatively narrow head area allows the top of the sail to release in 'down the line' conditions.
- Light yet strong construction including limited use of mono-film for performance wavesailing.
- ★ Five Batten configuration for stability
- ★ CNC Tapered Rod Battens
- ★ Luffglide Luffpocket Material
- ★ Kevlar Load Distribution panels in the clew and head

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
3.3	2.8	357	134	0	5	none	Neil Pryde Matrix 370	BNP5ZN033
3.7	3.0	373	144	4	5	none	Neil Pryde Matrix 370	BNP5ZN037
4.1	3.2	389	152	20	5	none	Neil Pryde Matrix 370	BNP5ZN041
4.4	3.3	401	157	2	5	none	Neil Pryde Matrix 400	BNP5ZN044
4.7	3.4	410	162	10	5	none	Neil Pryde Matrix 400	BNP5ZN047
5.0	3.5	419	167	20	5	none	Neil Pryde Matrix 400	BNP5ZN050
5.3	3.6	435	171	6	5	none	Neil Pryde Matrix 430	BNP5ZN053
5.7	3.8	445	178	16	5	none	Neil Pryde Matrix 430	BNP5ZN057

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"Crossover sailing is all about versatility. You've got flat water sailing mixed with a little wave riding, you've got tricks mixed with a little high speed action – and a good Crossover sail let's you do it all."

Ricardo Campello







THE FREESTYLE WAVE SENSATION

The Expression is the crossover sail for those who windsurf mainly on flatwater but still want the versatility to ride the waves when the opportunity arises. Designed to provide very early planing with the balance and control

needed for complex manoeuvres, the Expression is the sail of choice for the young PWA Freestyle World Champion Ricardo Campello... and the generation of riders, young and old, that he has helped to inspire.



DESIGN OBJECTIVE

 To further improve the sail's versatility and its crossover into the waves, while continuing the successful Expression formula: a direct feel, stability, and neutrality in manoeuvres.

HOW WAS IT DONE?

 New 05: The addition of a Kevlar Load Distribution panel in the clew helps to reduce the point loading in the sail and the level of distortion under high loads. This means better shape control and durability over time.

DESIGN & SHAPING FEATURES

- Similar high aspect ratio to the Search for high response.
- Aggressive shaping in the lower section of the sail for added and early planing.
- The Expression produces the most lift of all the five Batten sails.
- Well-rotated body allows the sail to de-power at will and remain neutral in manoeuvres.
- Light but strong construction including limited use of monofilm for lightness in the hands.
- ★ Five battens for stability
- ★ CNC Tapered Rod Battens
- ★ Rounded Head Configuration
- ★ Luffglide Luffpocket Material
- * Kevlar Load Distribution panel in the clew area

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
4.2	3.2	398	154	28	5	none	Neil Pryde Matrix 370	BNP5SE042
4.7	3.4	418	162	18	5	none	Neil Pryde Matrix 400	BNP5SE047
5.2	3.6	439	167	10	5	none	Neil Pryde Matrix 430	BNP5SE052
5.7	3.8	457	177	28	5	none	Neil Pryde Matrix 430	BNP5SE057
6.1	4.0	471	184	42	5	none	Neil Pryde Matrix 430	BNP5SE061
6.5	4.2	485	191	26	5	none	Neil Pryde Matrix 460	BNP5SE065
6.9	4.3	498	196	38	5	none	Neil Pryde Matrix 460	BNP5SE069



"Sailing a Freestyle heat is a very personal contest. It's like one personality against another, one person's style against another. It's man-to-man, toe-to-toe, just going for it."

"The Expression has been a very important sail for me in my career so far. It's a sail that lets me sail just the way I want to sail. They're super light, they plane very fast and now the new '05 Expressions are a little more powerful, a little softer in the top and this is making such a difference in moves and especially in the jumps. When I'm out there sailing, everything else just goes out of my head. My mind is completely free. It's like dreaming. It's quite a sail that can give you all that."

Ricardo Campello









"The Excess is a deceptively good sail. It looks so simple but there's a lot to it. It's actually a perfect Bump & Jump sail. In flat water or in light waves, it's light, fast and smooth in and out of manoeuvres, the sail is just no bother at all. I also admire the construction; it's elegantly clever. It's solid but it doesn't feel heavy, and overall, it just has a great look to it, it's a very natural sail."

Baptiste Gossein



SPEED BLASTING AND FREESTYLE FUN

The most versatile and sporty of the five batten sails in the range, the allnew Excess is for those who love flatwater blasting but also want a sail that can be thrown around in duck gybes and 360's. With just five battens and a tube-supported profile, it is mainly suited for smaller freeride or crossover boards where its speed makes it great for jumping. Constructed entirely in X-Ply and including Neil Pryde's new Spectra reinforced X-Ply, it won't mind the crashes either!



DESIGN OBJECTIVE

- To develop a fast and easy handling freeride sail aimed at flatwater blasting and basic freestyle manoeuvres.
- As the fastest of the five batten Wave & Crossover sails, the Excess will also be great for jumping and therefore need to be durable.

HOW WAS IT DONE?

- The outline and shaping characteristics are typically freeride: a stable and forward shaped profile with plenty of 'twist and release' in the head.
- The addition of a Kevlar Load Distribution panel in the clew helps to reduce the point loading in the sail and the level of distortion under high loads. This means better shape control and durability over time.
- Inside the frame, the main window of the sail has been constructed out of super strong, rip resistant, Spectra reinforced X-Ply. The Excess contains no monofilm and is exclusively produced from X-Ply material.

DESIGN & SHAPING FEATURES

- Draft forward shaping for speed and control.
- Moderate foot outline for the best compromise between speed and manoeuvrability.
- Relatively open middle leech with progressive twist for control and high performance.
- ★ Five Battens for stability
- ★ Neil Pryde Component Batten system
- ★ Rounded Head configuration
- ★ Luffglide Luffpocket Material
- * Kevlar Load Distribution Panel in the clew

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
4.9	3.5	413	169	14	5	none	Neil Pryde Matrix 400	BNP5EC049
5.4	3.7	431	178	2	5	none	Neil Pryde Matrix 430	BNP5EC054
5.9	3.9	452	186	22	5	none	Neil Pryde Matrix 430	BNP5EC059
6.4	4.1	468	191	8	5	none	Neil Pryde Matrix 460	BNP5EC064
6.9	4.3	485	199	26	5	none	Neil Pryde Matrix 460	BNP5EC069
7.4	4.5	494	208	34	5	none	Neil Pryde Matrix 460	BNP5EC074











"I'm well known as a racer, and it's true, I love the combination of water, speed and power. I enjoy Supercross as a discipline because it combines speed, acceleration and agility and it all happens in a very short, explosive timeframe as the heats are short and intense."

"The Saber was developed to deal with this exact scenario and that's what makes it a very special sail for me. It's a fast, powerful, aggressive sail with lots of acceleration. And with no cams, it's always smooth in the transitions and through manoeuvres. There's a lot of development work that goes into making something so complex look so simple, and that's what I love about the Saber."



Antoine Albeau







A DYNAMIC COMBINATION OF SPEED, CONTROL AND MANOEUVRABILITY

Ideal for the fast paced, adrenalin-charged atmosphere of Super-X and the sailing style of Team Pryde star Antoine Albeau.



DESIGN OBJECTIVE	HOW WAS IT DONE?			
 To further develop the sail that has become a favourite among those looking for a high performance freeride sail without cams. The key characteristics of the sail are to remain: extremely stable, fast, early planing and light weight. The Saber is the crossover sail between high-wind slalom racing, Super-X and freeride. It needs to have a high level of control when overpowered, and be easy to sail and manoeuvrable during transitions. 	 The Saber started from the plan form of a freerace sail for top end speed, and we developed with a tighter leech in the mid section to boost light wind acceleration. A smaller foot and a slightly shorter boom allow for ease of manoeuvrability, particularly important in a discipline like Super-X. The use of the Neil Pryde Flexhead increases the sails responsiveness over othe crossover sails, especially when pumping onto a plane. It also allows for a sho luff and compact outline which increase control by putting the power point of the sail as close as possible to the rider. New 05: The addition of a Kevlar Load Distribution panel in the clew helps to reduce the point loading in the sail and the level of distortion under high load This means better shape control over time and durability. 			
DESIGN & SHAPING FEATURES				
 Intermediate boom length for optimum speed and manoeuvrability. Forward / Bottom oriented shaping for stability of profile without cam support. Intermediate aspect ratio with Flexhead design for optimum control and responsiveness. 	 Six Batten configuration / Five with a tube supported profile for lightweight and stability Neil Pryde Component Batten system Flexhead Configuration Luffglide Luffpocket Material 			

- Luffglide Luffpocket Material
 Kevlar Load Distribution Panel in the clew

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
4.7	3.7	399	175	30	6	none	Neil Pryde Matrix 370	BNP5SB047
5.2	3.9	414	182	14	6	none	Neil Pryde Matrix 400	BNP5SB052
5.7	4.0	431	190	2	6	none	Neil Pryde Matrix 430	BNP5SB057
6.2	4.2	445	196	16	6	none	Neil Pryde Matrix 430	BNP5SB062
6.7	4.4	465	202	6	6	none	Neil Pryde Matrix 460	BNP5SB067
7.2	4.6	479	211	20	6	none	Neil Pryde Matrix 460	BNP5SB072
7.7	4.8	494	218	4	6	none	Neil Pryde Matrix 490	BNP5SB077
8.2	5.0	508	226	18	6	none	Neil Pryde Matrix 490	BNP5SB082



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flatwater sails

"Blasting with friends, island hopping in exotic locations, coastal or harbour exploring, fun racing in good company. Whatever your taste, flatwater sailing provides the first & most exhilarating sensation in windsurfing: planing speed."

Jimmy Diaz







"With the Solo the emphasis was to continue to develop a sail that was simple and light. We designed it to be really easy to rig and with the reduced weight it is a great sail for intermediates."



Robert Stroj



THE ENTRY INTO FREERIDE SAILING, LIGHTWEIGHT AND EASY TO USE

A wide wind range with favoured performance in the low end, the Solo is a no-cam sail that handles smoothly in the gybes and has a softer feel than

the V6 and V8. It is the ideal sail for intermediates just getting onto the plane, in the footstraps, and learning to gybe.



DESIGN OBJECTIVE	HOW WAS IT DONE?				
 The Solo is to be a soft and easy handling sail ideal for intermediates learning the basics of windsurfing. Must be simple to rig and easy to plane on larger freeride boards. The foot of the sail should be durable against the non-skid of the board during uphaul. 	 The Solo is closely based on the design of the Excess. However, it is developed with a lower cut foot for speed and earlier planing, with a more forward oriented profile for control. Each size has a unique condition specific batten layout and sail outline. In the smaller sizes this means fewer battens, a higher foot and more manoeuvre oriented design. In the larger sizes there are more battens for stability and a lower, more performance orientated foot design. Progressive use of monofilm thickness is used to combine a lightweight upper section with a strong bottom and foot area. The Foot of the sail is constructed out of super strong, rip resistant, Spectra reinforced X-Ply. There are also no seams in the foot of the sail that can be damaged by the non-skid of the board. 				
DESIGN & SHAPING FEATURES					
 Progressive size specific batten layout. Draft forward shaping for speed and control. Lower foot than the Excess for enhanced low end, speed, and comfortable trim. Progressive use of monofilm thickness. 	 ★ Four, Five and Six Batten Configuration ★ Neil Pryde Component Batten system ★ Rounded Head Configuration ★ Luffglide Luffpocket Material 				

- Progressive sail outline evolving from manoeuvre orientated to performance designs.
- Tolivered with an adjustable head cap in the sail bag

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
4.0	2.9	371	157	2	4	none	Neil Pryde Matrix 370	BNP5SL040
4.5	3.1	391	165	22	4	none	Neil Pryde Matrix 370	BNP5SL045
5.0	3.3	413	173	14	4	none	Neil Pryde Matrix 400	BNP5SL050
5.5	3.5	433	180	4	5	none	Neil Pryde Matrix 430	BNP5SL055
6.0	3.7	452	188	22	5	none	Neil Pryde Matrix 430	BNP5SL060
6.5	4.1	469	196	10	6	none	Neil Pryde Matrix 460	BNP5SL065
7.0	4.3	485	204	26	6	none	Neil Pryde Matrix 460	BNP5SL070
7.5	4.3	501	211	12	6	none	Neil Pryde Matrix 490	BNP5SL075



V6

"The V6 is a sail with two intercams and really the main focus for this sail was to create an easy to handle sail with great low-end performance for when the wind is light. It is a shaped performance sail that offers easy planing and is great for riders that just want to blast."

Robert Stroj










THE CLASSIC FREERIDE SAIL

The V6 tradition returns: serious performance in a package that is lightweight, easy to handle and fun. The all-new V6 represents a return to the basics: easy planing, high speed and fun with minimal hassle.



DESIGN OBJECTIVE	HOW WAS IT DONE?
 The V6 needs to boast very early planing capabilities combined with an increased top end speed and effortless upwind performance. Faster than the Solo and more manoeuvrable than the V8, a sail that allows the rider to focus simply on blasting and having fun. To be the ideal sail for light-medium winds and freeride boards. Sail must be easy to gybe and waterstart for the intermediate user. 	 The V6 starts as a six Batten sail with a strictly flatwater outline. Compared to its predecessor, the V6 has a deeper profile and an increased boom length.
DESIGN & SHAPING FEATURES	
Moderate boom length with relatively low foot profile for best manoeuvrability/performance ratio.	 Six batten configuration with a Flatwater outline Flexhead Configuration

- RAF sized luff sleeve fitted with two intercams allowing RAF rotation while providing cam profile support for stability and early planing.
- Neil Pryde Component Batten system
 Luffglide Luffpocket Material

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE	
6.0	4.3	447	192	18	6	2 Intercams	Neil Pryde Matrix 430	BNP5V6060	
6.5	4.6	464	202	4	6	2 Intercams	Neil Pryde Matrix 460	BNP5V6065	
7.0	4.7	475	211	16	6	2 Intercams	Neil Pryde Matrix 460	BNP5V6070	
7.5	4.8	489	219	30	6	2 Intercams	Neil Pryde Matrix 460	BNP5V6075	
8.0	5.1	502	224	12	6	2 Intercams	Neil Pryde Matrix 490	BNP5V6080	
8.5	5.2	516	232	26	6	2 Intercams	Neil Pryde Matrix 490	BNP5V6085	

V8

"Without doubt, the sail that gets the most benefit directly trickled down from the RS Racing programme is the V8. Whenever we come out with an innovation that gives a significant advantage in performance, we make sure to incorporate it directly into the V8 and this is what's given the V8 it's remarkable performance pedigree and that's why people have loved these sails for so many years."

"What resulted from this kind of programme is a sail that very closely matches our RS sails in terms of twist and release, draft depth and placement and dynamic loading."

"By applying the RS characteristics to the V8 we are able to create a considerably simpler sail that is easy to rig, easy to tune, and most of all easy to sail, while maintaining a very high degree of performance."

.

Jimmy Diaz











THE MULTI CAM FREERACE SAIL WITH ONE OF THE WIDEST WIND RANGES IN THE FLATWATER LINE UP

A close beneficiary of the Neil Pryde Racing program, the V8's powerful acceleration and unlimited top end speed make it hard to beat either when drag racing with your friends or out on the race course.



DESIGN OBJECTIVE	HOW WAS IT DONE?
 To take all the research and development from the Neil Pryde Racing program and put it into a package that is just as fast, but easier to use for the week-end racer or freerider. The V8 must have a huge wind range and the best low end of the whole Neil Pryde collection. 	 The V8's shaping and design characteristics are taken directly from the current sail in the Neil Pryde racing program. However, to increase the range of use of the sail, it is developed with a standard luff sleeve. The V8 is the narrow sleeve race sail in the Neil Pryde Collection.
DESIGN & SHAPING FEATURES	

- The deepest profile of all the sails specifically oriented for exceptional early planing and stability.
- Longer boom than a slalom sail, but shorter than the pure racing sails for optimum reaching speed / upwind performance ratio.
- ★ Seven Batten Configuration
- \star Component Luffpocket construction
- \star Neil Pryde Component batten system
- Flexhead Configuration Supercams II *
- \star
- * Cam Pressure Adjustment System

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
6.0	4.7	449	193	20	7	2	Neil Pryde Matrix 430	BNP5V8060
6.5	4.8	463	202	4	7	2	Neil Pryde Matrix 460	BNP5V8065
7.0	5.0	476	209	16	7 2 Neil Pryde Matrix 46		Neil Pryde Matrix 460	BNP5V8070
7.5	5.2	491	218	32	7	2	Neil Pryde Matrix 460	BNP5V8075
8.0	5.4	507	226	18	7	2	Neil Pryde Matrix 490	BNP5V8080
8.5	5.6	520	234	30	7	2	Neil Pryde Matrix 490	BNP5V8085
9.0	5.8	532	241	42	7	2	Neil Pryde Matrix 490	BNP5V8090
9.8	6.1	549	253	30	7	2	Neil Pryde Matrix 520/530	BNP5V8098
10.6	6.3	565	266	46	7	2	Neil Pryde Matrix 520/530	BNP5V8106

The Neilpryde Windsurfing Collection **2005**



the neil pryde racing program

The one and only goal of the Neil Pryde Racing Program is to develop sails that are winners. No compromises are taken in developing sails that offer the ultimate in performance.

Sail Designer Robert Stroj and Chief Tester Jimmy Diaz head the Neil Pryde Racing Program. It incorporates feedback from some of the fastest sailors in the world: Bjorn Dunkerbeck, Antoine Albeau, Steve Allen and Pieter Bijl.

Recent by-products of the Neil Pryde Racing Program include the innovative SpeedSeeker, a ground-breaking sail that successfully used the Double Surface Leading Edge concept to significantly enhance performance. Bjorn Dunkerbeck and Antoine Albeau used this sail in their attempt to break the 50-knot barrier and the World speed-sailing record.

The RS4 Racing and RS4 SpeedSeeker sails continued this luff pocket concept making it more suitable for the Formula and Slalom racing circuits. At the 2004 European FW Championships, Neil Pryde rider Wotjek Brzozowski won the event and 8 out of the top 10 riders were using an RS4 Racing sail.

And upping the ante yet again, the Neil Pryde Racing Program has recently developed an Asymmetrical SpeedSeeker. Though as of yet this sail is untested on the Speed Course, early testing has shown that this sail has the potential to produce yet another significant step forward in the aerodynamic efficiency.

For those who demand the ultimate in performance, want products with no compromises, then look out for the next Racing sail due out in early 2005. The RS:5 (most likely!).





speedseeker / rs4

The SpeedSeeker and RS4 sails were the highest performing sails ever developed by Neil Pryde. They included the following performance characteristics:

- Extreme acceleration with unknown top end speed.
- A very stable profile for ultimate control at high speed.
- High efficiency for very good power, even through lulls.

What are the key features of the Speedseeker / RS4 and how did they work?

Double-Surface Leading Edge for increased lift and reduced drag The key feature of the SpeedSeeker and RS4 is its' Double Surface Leading Edge. Essentially this is a construction process where an over-sized luff pocket overlaps the regular sail panels by approx. 25-30% (10-15% in the RS4). This results in a sail with a much "thicker" leading-edge profile, which greatly improves the lift while consequently reducing the drag. That is, a sail that is much more aerodynamically efficient.



A couple of key Design and Construction features have been used in order to ensure the function of this high performance leading edge:

Overlap of Regular Sail Panels by the Luff Pocket

In order to gain the benefits of the thicker leading-edge profile, but still keep the basic shaping in the sail, it was necessary to overlap the regular sail panels with the luff pocket. The regular sail panels are required to support the entire basic structure of the sail: battens, cams, horizontal and vertical shaping. A Double-Surface Leading Edge constructed using standard techniques (no overlap) would result in a sail that lacks precise shaping and stability.

Variable Width Sleeve

Windsurfing sails require a high degree of twist. In order to allow the SpeedSeeker to twist in the most efficient manner possible, the Double Surface Leading Edge is variable in width along the length of the sail.

- The lower section of the sail that produces the most power (and twists the least) includes the widest Double Surface Leading edge.
- The top section of the sail that needs to twist the most includes the narrowest Double Surface section.

Material: Kevlar Reinforced X-Ply

The new material used for the construction of the Double Surface Leading Edge is a "Kevlar Reinforced X-Ply". The key property of this material is that it is very stretch resistant in one direction, while being more elastic in the other. The material is built into the sail so that it stretches vertically allowing the sail to twist freely. The horizontal resistance means that the sail more precisely maintains it's shape and profile when under load.

the asymmetrical speed seeker project *

One of the things we strive to do at NPDC is gain as much knowledge and experience as possible in order to constantly improve on our sails. One means of gaining this valuable knowledge and experience is through projects and experiments that help us explore the very edge of development, even though they may not necessarily lead into a commercial product. The Asymmetrical SpeedSeeker Project is one such endeavor that is taking the Double Surface concept one step further by creating an almost full double surface sail that can only be sailed in one direction. The motivation behind this project is to break the sailing speed record and we have taken a no compromise approach. The sail in its' early stages has shown tremendous potential clearly beating our previous speed sail designs. We look forward to witnessing their full potential on the speed course.



*This sail is a development project only and will not be available to the public.

The Neilpryde Windsurfing Collection **2005**













experience

THE LEARNERS' SAIL FOR YOUR FIRST STEPS ONTO A WINDSURFER

The Xperience is a range of sails, masts and booms merged into one single line and designed solely for learning to windsurf.



DESIGN OBJECTIVE

- The sail should be easy to uphaul and have a very soft, consistent pull making it ideal for first timers and those just getting started.
- All sail and rig components should be durable and designed to withstand the abuses of those not familiar with the sport. Components should be easy to use and have a wide range of compatibility.

DESIGN & SHAPING FEATURES

- Smaller sizes are produced with no foot batten to reduce the weight, making these sizes ideally suited for learning kids and youth.
- Larger sizes include four battens for improved power and stability in light winds. Ideally suited for the adult beginner and progressive learning into low speed longboard tacks and gybes.

HOW WAS IT DONE?

- New 05: Lowered clew position for lower center of effort & easier use for younger windsurfers
- Heavy-duty construction and a PVC window gives high resistance against impact, abrasion and UV rays.
- Low luff tension and adjustable head fittings means the Xperience sail fits a wide range of masts. Masts are compatible with Neil Pryde Matrix extensions and booms.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
1.9	1.3	283	112	0	2	none	Experience 340	BNP5EX019
2.6	1.6	320	133	0	2	none	Experience 340	BNP5EX026
3.3	1.9	347	146	8	3	none	Experience 340	BNP5EX033
4.0	2.3	369	163	0	4	none	Experience 380	BNP5EX040
4.7	2.6	414	168	0	4	none	Experience 420	BNP5EX047
5.5	2.9	440	183	20	4	none	Experience 420	BNP5EX055
6.2	TBC	470	195	10	4	none	Experience 460	BNP5EX062

experience masts

Durable, fiberglass mast ideally suited for the Xperience range. Short sizes compatible with the smallest of the Xperience sails.

MAST	CODE
Experience 340	R5MEX340
Experience 380	R5MEX380
Experience 420	R5MEX420
Experience 460	R5MEX460

experience booms

Light weight, fully adjustable aluminium boom with a simple and quick to use front-end attachment system.

воом	CODE
Experience Boom 110-150	R5BEX110
Experience Boom 150-190	R5BEX150

The Neilpryde Windsurfing Collection **2005**



sailtechnology

Neil Pryde Windsurfing's 2005 Collection continues the holistic approach to sail design, an approach that is embodied in the Frame Concept. Now in its 3rd season, the frame concept integrates performance, materials, construction techniques and the look of the sail into one complete package. This ensures that you have a sail that not only performs well on the water, but also has the right materials in the right place according to the desired function of the sail; that together create the sail's distinctive look.

The driving philosophy behind Neil Pryde Windsurfing is to produce the highest performing windsurfing equipment available on the market today. In this sense, the holistic approach can also be seen within the performance parameter, where each year we strive to bring you sails that have better handling, a wider wind range, improved performance and stability. 2005 is no exception, and every size in the whole range of the new collection has been tested, and re-tested, to ensure that they meet this goal. Enjoy!

Key Frame concept features



INNER FRAME: MATERIAL AND STRUCTURAL INTEGRITY

The inner frame of the sail is produced with a combination of adhesive Mark Cloth and coloured X-Ply. These materials are used in varying quantities according to the function of each sail: The Wave and Crossover sails have a high percentage of X-Ply to ensure durability, while the flatwater sails have a much lighter distribution to ensure lightweight performance and top end speed. However, in all cases the areas that most need it: head, clew and foot; are well protected

To further improve the structural integrity of the sails, the 2005 Collection sees the introduction of Kevlar Load Distribution panels. These are used in the head, leech or clew of the sails to more evenly distribute the loads and reduce the distortion or point loading on the sail. In the 2005 Combat, the whole outer frame of the sail is produced with Kevlar reinforced X-Ply.



- KEVLAR LOAD DISTRIBUTION PANELS Combat: Complete outer frame of Kevlar reinforced X-Ply
- Wave sails: Clew and head area.
 Crossover sails: Clew area only.

minimal weight without water absorption.



METALIZED X-PLY FOR UV RESISTANCE

- Using a process called Vacuum Metalization, the tinted Neil Pryde X-Ply includes a metallic coating that greatly reduces the damaging effects of UV rays. This is a technology that has been used with success in the yachting industry where the boat's components are also in constant exposure to the sun.
- New for 2005 are four new colours: red, blue, green and silver join the gold from the 2004 Collection.



INSIDE THE FRAME: SPECTRA X-PLY The 2005 Combat and Excess include no monofilm material. Inside the frame, the main window of the sail is produced with Spectra X-Ply, which has the highest breaking strength of all X-Plys currently available on the market. To further increase the tensile strength, the Spectra used in Neil Pryde sails is twisted with Polyester to make it even more durable.



Neil Pryde's Metalized X-Ply: The real benefits

The Neil Pryde 2005 Collection uses a large quantity of metalized X-Plys and also monofilms (in the RS racing sail development). Since these new materials were first introduced by Neil Pryde, I have received quite a few enquiries questioning these. I would like to outline the construction process in more detail to give you a much greater understanding of the real benefits of metalized monofilms and X-Plys.

Any X-Ply is produced through using a combination of materials. Taking a basic 5-mil panel as an example, in the 2005 Neil Pryde sails this panel would be produced with 1-mil metalized film, 1-mil clear monofilm and 3-mil X-Ply. The 2 coloured adhesive laminates joining these layers together are produced with metallic flakes in the material that give it some extra brilliance.

Our metalized monofilm materials are produced in a similar method, except with a thicker layer of monofilm and no X-Ply. That is, if we have a basic 5-mil panel, this would be produced with 4-mil clear monofilm laminated to 1-mil of metalized film.

The UV protection qualities come from two main areas:

1/ Metalized Film

This material helps to reflect the sun's rays and therefore reduces the exposure of the film to UV damage.

2/ Metalized Laminate

The laminate provides a protective barrier to the sun and it prevents at least one side of the film (to that which it is applied) from being exposed to the sun.

Therefore the true strength of this material comes from the fact that the film of your sail is only exposed to the sun on average 50% of the time (Assuming that each side of your sail is placed on the beach an equal amount of time and while on the water, each side is also exposed an equal amount of time). If we compare this to a standard sail using normal monofilm and X-Plys, only one layer of film is exposed to the sun meaning that it is exposed 100% of the time.

Unfortunately there is no quantifiable data available from which we can quote percentages of improved UV protection. However, this is a technology that has been used with success extensively in the sailing industry where sails suffer a lot more sun exposure than in windsurfing.

From my own personal experience and from testing here on Maui, I would say that our sails which use this new technology do seem to be holding up significantly better than standard materials.

And now you have it, I have opened a door behind our production process and materials, now it is up to you to see 'The Difference' and discover the real benefits of Neil Pryde's new metalized monofilms and X-Plys.

See you on the water,



Jimmy Diaz NPDC Chief Tester

Jimmy Diaz is readily available to answer any technical questions you might have about Neil Pryde products on the Neil Pryde forum: www.neilpryde.com. Log On and Register today!

Key performance enhancing features

GENERAL SAIL FEATURES



Antoine Albeau



INTEGRATED MINI LEECH COMPOSITE BATTENS Flat aerodynamic composite mini battens sewn directly into the upper sections of the sail for added stability and durability to the leech without a significant increase in weight.



2 KEVLAR[™] SP CONSTRUCTION A lightweight and ultra strong leech construction using Kevlar X-Ply for stability and durability applied specifically in the areas where monofilm directly meets the leech.

CHAIN LOCK PATCH CONSTRUCTION A unique construction designed to increase strength and save weight by using load line specific reinforcing. By replacing the traditional five layers of material with reinforced load lines, the areas of the clew that take the strain when under pressure, and then cutting out the excess material between them, we've actually managed to increase the strength of the clew while reducing its' weight.



MULTI POSITION CLEW Multiple clew positions to allow tuning for a variety of conditions and sailor heights.



5. TRIPLE ROLLER TACK FITTING Solid metal tack fitting with three rollers for ease of downhaul.

SAIL SPECIFIC FEATURES*



FLEXHEAD CONFIGURATION

CONFIGURATION A flexible head configuration with the use of a tube/rod component batten which allows the head of the sail to adjust dynamically to the wind by allowing twist along the horizontal and vertical axes. This dynamic twist helps to reduce drag in the head of the sail, therefore increasing top end speed and performance.



ROUNDED HEAD CONFIGURATION A Heavy Duty construction configuration with minimal drag combined with maximum surface twist.

* CAM PRESSURE ADJUSTMENT SYSTEM An innovative system using molded spacers that allow molded spacers that allow sailors to perfectly adjust the pressure on the cambers to fit their individual needs. Because not every sailor is the same size or needs the same amount of cam pressure, and because sails are not rigid structures and stretch throughout their life, this system allows the sailor to always have the perfect mast/sail tuning.



SUPERCAM II Wide shouldered cams providing ample support area for superior leading edge development and draft stability combined with soft rotation.



TUBE SPECIFIC BATTEN TENSION ADJUSTMENT SYSTEM Tube specific adjuster with an increased adjustment range.

* As listed for each sail.

LUFFGLIDE LUFFPOCKET MATERIAL

This material provides superior durability and stretch characteristics, and a slippery surface that facilitates the insertion of the mast into the luffpocket as well as the rotation of the sail.

COMPONENT LUFFPOCKET A Luffpocket construction A Luttpocket construction technique used in cam sails that provides a low friction material in the cam area to facilitate camber rotation, and a stretch resistant lightweight material in the top to reduce swing weight and stabilize sail entry.

NEIL PRYDE COMPONENT BATTEN SYSTEM

A sail and size specific draft placement batten system that permits us to place the draft exactly where we want it for individual sizes and models. This optimizes the sails for their given design guidelines and specifications. By using tube/rod combinations with varying stiffness and bend characteristics of tubes and rods, we are able to exactly match our design specifications to the sails.

CNC TAPERED ROD BATTENS Precisely tapered computer controlled heavy duty batten





s a il

specification



	SEARCH	SIZE	3.9	4.2	4.5	4.7	5.0	5.4	5.8	6.2	
-	THE POWER WAVESAIL The Search is the most powerful wave sail in the range. Designed for heavier	LUFF	379	392	402	413	431	439	454	471	
-	riders, the Search focuses on three key principles: early planing, a wide wind	BOOM	146	151	156	164	168	171	177	184	
2	range for varying conditions, and stability for optimal control. It is a lightweight, performance wave sail for the "big boys" of windsurfing.	MAST	370	370	400	400	430	430	430	430	
A	COMBAT	SIZE	3 3	37	4.1	лл	47	5.0	5.4	5.8	
	THE RETURN OF A STYLE ICON		3.3	3.7	4.1	4.4	4.7	5.0	5.4	5.8	
2	The Combat has traditionally been the preferred sail of the most aggressive, hard- riding wavesailors and the new Combat is no exception	BOOM	357 138	372 144	387 149	399 154	409 161	420 165	435 172	449 179	
2	Trung reresancia, and the new conducts to exception.	MAST	370	370	370	400	400	400	430	430	
	ZONE	617E	2.2	27	4.1		47	E O	E 2	E 7	
	INSTANT HANDLING AND DIRECT DRIVE		5.5	3.7	4.1		4.7	5.0	5.5	5.7	
4	The Zone is the wavesail for light-to-moderate weight riders, a sail for those who need a direct drive for charging 'down the line' in great conditions. The Zone	BOOM	357 134	373 144	389 152	401 157	410 162	419 167	435 171	445 178	
J	completely neutralises in the hands when doing bottom turns, and then quickly powers back up to speed to allow you to do as you please with the wave.	MAST	370	370	370	400	400	400	430	430	
	EXPRESSION	SIZE	4.2	47	5.2	5.7	6	. 1	6.5	6.9	
8	THE FREESTYLE WAVE SENSATION				0.2	5.7			0.0		
-1	The Expression is the crossover sail for those who windsurf mainly on flatwater but still want the versatility to ride the waves when the opportunity arises	BOOM	398 154	418 162	439 167	457 177	4	71 84	485 191	498 196	
9	but sin want the versating to not the waves when the opportunity arses.	MAST	370	400	430	430	4	30	460	460	
2	EXCESS	SIZE	4.9	5.4		5.9	6.4		6.9	7.4	
	SPEED BLASTING AND FREESTYLE FUN		44.0			450			105		
4	The most versatile and sporty of the five batten sails in the range, the all-new Excess is for those who love flatwater blasting but also want a sail that can be	BOOM	413 169	431	1 }	452 186	468 191		485 199	494 208	
9	thrown around in duck gybes and 360's.	MAST	400	430)	430	460		460	460	
P	SABER	SIZE	4.7	5.2	5.7	6.2	6.7	7.2	7.7	8.2	
	A DYNAMIC COMBINATION OF SPEED, CONTROL AND										
-	MANOEUVRABILITY Ideal for the fast paced, adrenalin-charged atmosphere of Super-X and the sailing	BOOM	399 175	414 182	431 190	445 196	465 202	479 211	494 218	508 226	
Û	style of Team Pryde star Antoine Albeau.	MAST	370	400	430	430	460	460	490	490	
9	SOLO	SIZE	4.0	45	5.0	5.5	6.0	6.5	70	75	
	THE ENTRY INTO FREERIDE SAILING, LIGHTWEIGHT AND EASY TO USE										
-7	A wide wind range with favoured performance in the low end, the Solo is a no- cam sail that handles smoothly in the cybes and has a softer feel than the V6 and	BOOM	371 157	391 165	413 173	433 180	452 188	469 196	485 204	501 211	
,	V8. It is the ideal sail for intermediates just getting onto the plane, in the footstraps, and learning to gybe.	MAST	370	370	400	430	430	460	460	490	
	V6	SIZE	6.0	6.5		7.0	7.5		8.0	8.5	
	THE CLASSIC FREERIDE SAIL					175			500		
1	The V6 tradition returns: serious performance in a package that is lightweight, easy handling and fun. The all-new V6 represents a return to the basics: easy	BOOM	447 192	464 202	-)	475 211	489 219		502 224	516 232	
9	planing, high speed and fun with minimal hassle.		430	460)	460	460		490	490	
	V8	SIZE	6.0	6.5	7.0	7.5 8.0	0 8.5	9.0	9.8	10.6	
	THE MULTI CAM FREERACE SAIL WITH ONE OF THE WIDEST WIND		440	44.2	477	401 50	7 500	500	E 40	E/F	
	A close beneficiary of the Neil Pryde Racing program, the V8's powerful acceleration	BOOM	449 193	403 202	209	218 226	, 520 5 234	532 241	253	266	
1	and unlimited top end speed make it hard to beat either when drag racing with your friends or out on the race course.	MAST	430	460	460	490 490	0 490	490	520/530	520/530	
	R5:5										

The new racing sail from Neil Pryde to be released 2005.

specialist use	CROSSOVER	flatwater	RACE
wave			
wave			
wave			
Freestyle wave			
 freemove			
super x			
freeride			
freeride			
freerace			
s la lom for mula			

The Neilpryde Windsurfing Collection **2005**











GNP5F1011

Colours: C1: Titanium C2: Gold

equipment bag wave GNP5F1010

Holds wave fins, extensions, bases, screwdrivers etc.

- Quick and easy access of bag contents through large main opening. No more digging around!
- Two specialised compartments: padded 'Fin File' and fold down, roll out Mast Extensions.
- Lined with water resistant Tarpee for wetsuit storage.

- equipment bag race Holds race fins, extensions, bases, screwdrivers etc.
- Quick and easy access of bag contents through large main opening. No more digging around! Three specialised compartments: padded 'Fin File' fold out, roll-down Mast Extensions
- and removable Tool pouch.
- Wheels for easier transport.
- Lined with water resistant Tarpee for wetsuit storage.



Dimensions Multi 5: 295 x 23.5 x 22 cm Colours: C1: Titanium C2: Gold

mast bag multi

Mast Bag Multi 3 GNP5F1012

Mast Bag Multi 5 GNP5F1013

Top loading function for easy packing.

Adjustable internal strap. Carry handles.

Multi 3 - Holds up to three 2 pc masts from 370 – 490 cm, incl. manufacturer's mast bags. Multi 5 - Holds up to five 2 pc masts from 370 – 580 cm, incl. manufacturer's mast bags. Non-slip shoulder strap.

Triangular shaped bag for easier packing and "sitting". Abrasion resistant material at the back of the bag for greater durability while travelling.



boom bag Boom Bag Standard 200 GNP5F1014 Boom Bag Std. 200 – Holds up to 3 pcs 200-250 + 2 smaller size booms *

Boom Bag Formula 260 – Holds up to 3 pcs 260-310 + 2 smaller size booms* Extra wide front for bulky front-end piece with reinforced PE Board for protection.

equipment bags

Neil Pryde has developed its 2005 Equipment Bags with simplicity and function at the top of the list. It doesn't matter if you're one of Neil Pryde's International Team Riders travelling the world, or you are simply going down the road to your favourite sailing spot, Neil Pryde's technical bags are designed to make the job that much easier.















performer single

•8mm foam body for protection. •Side zipper for easy access while on the roof of the car. •Fin slot with zipper.

Durability of bag edges through outside frame of Abrasion Resistant material. Shoulder strap and carry handle for ease of transport.



Available Sizes: 252, 262, 272 cm Colours: C1: Titanium C2: Gold

heavy duty single

8mm foam body for protection.

 Top loading construction - For ease of packing and rail protection. Zip moved away from the critical rail area and impact zone.

GNP5G1002

Fin slot with zipper.

Durability of bag edges through outside frame of Abrasion Resistant material. Shoulder strap and carry handle for ease of transport.



Colours: C1: Titanium C2: Gold

heavy duty wave / freeride wheeled Double Wave GNP5G1003 Triple Wave GNP5G1004 Double Freeride GNP5G1005

Double Board Bags – Hold up to 2 Boards or 1 Board and Booms (for airline travel).
 Triple Board Bag – Holds up to 3 Boards or 2 Boards and Booms (for airline travel).
 8mm foam body. 15mm on nose and tail.

Padded divider protection between boards.

Top loading construction – For ease of packing and rail protection. Zip moved away from the critical rail area and impact zone.



Available Size: 262 cm Colours: C1: Titanium C2: Gold

heavy duty for mula wheeled

GNP5G1006

8mm foam body. 15mm on nose and tail. Fully padded rail protectors for airline transport. Top loading construction – For ease of packing and rail protection. Zip moved away from the critical rail area and impact zone. • Durability of bag edges through outside frame of Abrasion Resistant material. • Carry handle for ease of transport.



Standard Sizes: 252, 262, 272 cm Formula Size: 262 cm Colours: C1: Titanium C2: Gold

BOard cover

8mm foam body for protection. Fin slot with zipper.
 Side zipper for easy access while on the roof of the car.

Formula GNP5H1005

Carry handle for ease of transport.



GNP5H1004

Standard

GNP5H1003



Colours: C1: Titanium C2: Gold

wetsuit bag

Wetsuit friendly tubular rack to hang your wetsuit.
No unpacking necessary for rinsing and hanging to dry.

Water absorbing foam bar to keep your trunk dry. Water resistant silver tarpee pouch on the inside of the bag for easier storage.

Boardbag Size Chart 2005



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BOARD BAG SIZE CHART



Use the diagram in co-ordination with the size chart below to help you choose the right size board bag to fit your board.

Match the five points (A-E) on the drawing with the corresponding four points on your board for an accurate measure of which bag $% \left({{{\rm{D}}_{\rm{B}}}} \right)$ is right for you.

A = Length B = Width 30cm from Nose C = Width Mid Point D = Width 30cm from Tail

- E = Height

Please note that the sizing of the board bags below is with reference to the boards's dimensions. Measurements of the actual bags are slightly larger to accomodate the actual height & shape of the board.

BOARD BAGS	А	в	С	D	Е	BOARDS CONFIRMED FIT*
PERFORMER SINGLE	252	40	60	40	Х	JP Radical Wave 65-87, JP Real World Wave 76-83, JP Freestyle Wave 77-91, JP Super X 86
	262	49	70	50	х	JP Real World Wave 91, JP Freestyle Wave 98, JP Super X 96-116, JP X-Cite Ride 95-120
	272	55	82	65	х	JP Freerace 127-157, JP X-Cite Ride 150-165
HEAVY DUTY SINGLE	252	40	60	40	8	JP Radical Wave 65-87, JP Real World Wave 76-83, JP Freestyle Wave 77-91, JP Super X 86
	262	49	70	50	8	JP Real World Wave 91, JP Freestyle Wave 98, JP Super X 96-116, JP X-Cite Ride 95-120
	272	55	82	65	10	JP Freerace 127-157, JP X-Cite Ride 150-165
HEAVY DUTY DOUBLE WAVE/WHEELED	252	40	60	40	24	JP Radical Wave 65-87, JP Real World Wave 76-83, JP Freestyle Wave 77-91, JP Super X 86
HEAVY DUTY TRIPLE WAVE/WHEELED	262	49	70	50	35	JP Radical Wave 65-87, JP Real World Wave 76-83, JP Freestyle Wave 77-91, JP Super X 86, JP Real World Wave 91, JP Freestyle Wave 98, JP Super X 96-116, JP X-Cite Ride 95-120
HEAVY DUTY DOUBLE FREERIDE/WHEELED	272	55	82	65	24	JP Freerace 127-157, JP X-Cite Ride 150-165
HEAVY DUTY FORMULA/WHEELED	262	70	100	85	10	Most major Formula Windsurfing Board brands.
BOARD COVER/STANDARD	252	40	60	40	х	JP Radical Wave 65-87, JP Real World Wave 76-83, JP Freestyle Wave 77-91, JP Super X 86
	262	49	70	50	х	JP Real World Wave 91, JP Freestyle Wave 98, JP Super X 96-116, JP X-Cite Ride 95-120
	272	55	82	65	х	JP Freerace 127-157, JP X-Cite Ride 150-165
BOARD COVER/FORMULA	262	70	100	85	х	Most major Formula Windsurfing Board brands.

*This is not an extensive list of those boards that fit in the board bags, rather it is a list of those boards that are a "confirmed" fit. It should be used as a guide only to give an example of which boards with particular dimensions could fit the 05 Board Bags.



The Neilpryde Windsurfing Collection **2005**



harnesses

2005 HARNESSES: EVOLUTION OF 3D TECHNOLOGY – SHAPE IS EVERYTHING!

Neil Pryde's 2005 Equipment Collection harnesses represent an evolution of the existing 3D Design Concept. This concept aims to produce harnesses that match as closely as possible the three dimensional shape of the human body.

For the 2005 Collection, the most noticeable improvement is on the shape of the harnesses. Following many hours of designing and testing, the 2005 Collection Harnesses are very distinctive through their radically enhanced shape that provides an increased level of comfort and support.

The design of each of the harnesses (waist and seat) is taken in two different directions according to the desired function:



3d waist and impact harnesses



Maximum Dynamic Support through 3-Layer 3D Shaping

The key feature of the 3D Waist and Impact Harnesses is Neil Pryde's new 3-Layer 3D Shaping. Through independently shaping each of the three layers of the harness before it is put together, we can maximise the ergonomic fit of the harness to provide the ultimate in comfort and support.

The key area of shaping and support required in a Waist Harness is the lower back. The 2005 3D Waist and Impact harnesses give maximum support for the lower back through the raised 3D moulded cushion on the outer layer. This outside layer is produced from just one piece of threedimensionally Thermo-molded Polyurethane Leather.

Dynamic Support is provided through: • The harnesses' close match to the concave shape of your back



 The Vertebrae Support Cushion moulded into the lower back region of the outside of the harness.



The 3D Shaping of the harness is then replicated in the two internal layers of the harness. A pre-shaped PE Board in the middle layer helps to diffuse the force from the harness attachment points, while the internal layer is pre-shaped EVA foam for maximum comfort and contact with the body.

"One must not forget that also the overall weight of any harness is critical to comfort. Research and Development has shown that the 3-Layered construction technique offers the best comfort to weight ratio."



3d seat harnesses



Maximum Dynamic Support through 3-Layer 3D Shaping

To state the obvious, the function of a seat harness is quite different to a waist harness. While waist harnesses focus the support and shaping in the lower back to provide freedom of movement, seat harnesses focus the support around the hip or "seated" area to give the rider maximum power and control.

The 3D Seat Harnesses also utilise the 3-Layer 3D Shaping concept. However, in order to closely match the shape of the hips and seated area, the 3D Seat Harnesses are shaped through both the front and back seams and utilise an internal layer of shaped EVA foam.

Dynamic Support is provided through:
 The very close fit of the harness.
 The strategically placed front and back seams allow the harness to be radically shaped around the hips and seated area.



The Vertebrae Support Cushion: Pre-Shaped EVA foam and PE Board in the lower back region. This cushion is connected to the side PE Board attachment points (left and right) by four radiating webbing straps – a similar concept to the Chain Lock Patch construction on Neil Pryde sails. This system gives a solid feel to the harness while being soft enough to



The internal layer of the 3D Seat Harness is produced from pre-shaped EVA foam and soft neoprene for maximum comfort and contact with the body. It is the overall package: seam shaping, shaped EVA foam and a soft neoprene inside layer that produce the comfort and support of the 3D Seat harnesses.

2d technology





Freeseat Harness

2D Technology: Comfort Support through Dual Layer Shaping

Both the Waist Harness Standard and the Freeseat harnesses utilise technology developed for the 3D Harnesses. These harnesses incorporate the same shaping concept, but with two shaped layers (Dual Layer Shaping), to produce a 2D harness with a high level of comfort support.

how do i choose the right harness? which harness is the best for me: seat or waist?

Choosing a harness is somewhat like choosing a pair of athletic shoes. It is highly personal in terms of comfort but it is also a matter of function. After all, you don't buy lightweight running shoes to play a sport like basketball that requires a high degree of ankle support. The same holds true for harnesses.

The two basic types of harnesses are waist and seat. I use both of them depending upon the type of sailing I am doing. When I jump on my formula board or when testing the big freeride sails, I opt for the low down power and support of a seat harness. A seat harness typically has a lower hook and since the harness is wrapped around your "seat", you are able to apply more force against the rig than on a waist harness. This higher application of force allows you to more efficiently counter act the force of the rig and comfortably carry the race and freeride sails. You can almost literally sit on your harness and use just about all your weight to lean against the force of the sail. This allows you to trim the sail better and more efficiently, expending less energy, and making you faster on a race or freeride board. The down side to the seat harness is of course the mobility. It is wrapped around your legs and somewhat restricts your movement.

This is where the waist harness comes in. I use a waist harness for wave sailing, freestyle, and sometimes even for slalom racing in super high wind conditions. A waist harness gives you a lot of freedom of movement, a high degree of comfort, and more control. The hook is normally higher on your body, which affords you more control but less leverage against the sail. This is typically what you want for wave sailing, freestyle, and a lot of times just cruising around. For really high wind slalom, that extra control also helps keep it all together in the rough conditions.

Another important factor is the level of support that a harness offers to the back. A lot of us experience lower back discomfort to some extreme or another. One harness may offer more support than the other depending on where you need that support. Typically a seat

harness with a high back will offer support from your buttocks all the way to your lower back. A waist harness will support the lower to middle section of your back. Depending on your body and the level of support it needs, one harness will typically work better than the other for this.

Both harnesses offer differing amounts of leverage, comfort, support, and control. Choosing one is still a very personal thing. However, it can be good to start with the type of sailing you are doing. I would say that in general you want a seat harness for racing and flat water cruising. For freestyle and waves, a waist harness. However, this is not a cold truth. Some people race with waist harnesses and some wave sail with seat harnesses. In the end you want to pick a harness that fits your body with good comfort and support and that best suits the type of sailing that you are doing.

Going back to the analogy of the athletic shoes, you also want to make sure that you try on a harness before you buy it - at least at your local windsurfing shop on a harness simulator. Every harness, even within the waist and seat categories, will offer different levels of comfort and support and trying a harness is the only way to be sure what will be best for you.

Here's to keeping your back healthy and getting the most out of your time on the water. See you out there!

Jimmy Diaz NPDC Chief Tester

Jimmy Diaz is readily available to answer any technical questions you might have about Neil Pryde products on the Neil Pryde forum: www.neilpryde.com. Log On and Register today!

neil pryde automatic system

The Automatic Harnesses continue in the 2005 season with the Quick Lock Automatic System. The Quick Lock System ensures a direct transmission of power through the harness hook to the rig. Adjusting and setting the harness hook is a simple lever adjustment: Open lever for full release.

Middle position for adjustments.

Closed lever to lock the harness hook in place.

The entire locking mechanism is encased in soft rubber to hide any rough edges, while thick ratchet belts ensure durability.

-





Open

Closed

	S IZ	е	CH€	e S T	WA		
	Euro	US	In	Cm	In	Cm	
	42	XXS	32"-34"	81-86	23"-25"	58-63	
	44	XS	34"-36"	86-91	25"-28"	63-67	
	46	S	36"-38"	92-96	27"-30"	69-75	
	48	М	38"-40"	96-100	30"-32"	75-81	
	50	L	40"-42"	100-106	31"-34"	80-86	
	52	XL	42"-44"	106-111	33"-36"	85-91	-
	54	XXL	44"-46"	111-116	35"-38"	90-96	100
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3d waist pro harness

automatic standard

GNP5A1001 GNP5A1002

- Maximum Dynamic Support through Neil Pryde's 3-Layer 3D Shaping.
- Ideal for use in waves, freestyle, or general freeride cruising.
- Inside layer of mesh material and soft neoprene
- outside edge for comfort. 360° Powerstrap for flex limitation and additional support.
- Standard System: includes replaceable hook attachment webbing straps.
- Available in Automatic or Standard.
- Sizes US: XS S M L XL XXL Sizes Euro: 44 46 48 50 52 54 Colours: Gold / Titanium / Black



3d seat harness

automatic standard

GNP5A1003 GNP5A1004

- Maximum Dynamic Support through Neil Pryde's 3-Layer 3D Seam Shaping.
- Maximum support seat harness for medium-advanced riders.
- Inside layer of mesh material and soft neoprene outside edge for comfort.
- Internal Powerstrap for flex limitation and additional support.
- Standard System: includes replaceable hook attachment webbing straps.
- Available in Automatic or Standard.

Sizes US: XS S M L XL XXL Sizes Euro: 44 46 48 50 52 54 Colours: Gold / Titanium / Black



3d impact harness

automatic

Impact Harness for impact protection.

Hamess • Maximum Dynamic Support through Neil Pryde's 3-Layer 3D Shaping. • 360° Powerstrap for flex limitation and additional support. • Inside layer of mesh material for comfort. Vect

GNP5A1005

- Vest

- Vest

 -3D Thermo-molded impact protection pieces.

 -3D Thermo-molded impact protection pieces.

 -Close fitting. long length skirt at the bottom of the vest ensures that the vest stays in place.

 -Under arm neoprene gusset for increased freedom of movement in the shoulders.

 -Heavy-duty reinforcement buckle at chest with an integrated whistle.

 •Overlapping zip dosure and neoprene flex stretch zone isolates zipper from impact shock and facilitates wider size fitting.

 System

 •Neoprene movement zone in between the vest and the harness.
- Sizes US: XS S M L XL XXL Sizes Euro: 44 46 48 50 52 54 Colours: Gold / Titanium / Black











3d impact ∨est

GNP5A1006

Impact Vest for Impact Protection.

- 3D Thermo-molded impact protection pieces. Close fitting, long length skirt at the bottom of the
- vest ensures that the vest stays in place. Under arm neoprene gusset for increased freedom
- of movement in the shoulders. Heavy-duty reinforcement buckle at chest with an
- integrated whistle. Overlapping zip closure and neoprene flex stretch zone isolates zipper from impact shock and facilitates
- wider size fitting. Sizes US: XS S M L XL XXL Sizes Euro: 44 46 48 50 52 54

Colours: Gold / Titanium / Black



Comfort Support through Neil Pryde's 2D Shaping: internal and inside layers only.

Ideal for use in waves, freestyle, or general freeride

Inside layer of soft EVA foam ribs and soft neoprene

Includes replaceable hook attachment webbing straps.

outside edge for comfort. 360° Powerstrap for flex limitation and additional

Sizes US: XXS XS S M L XL XXL

Sizes Euro: 42 44 46 48 50 52 54

Colours: Gold / Titanium / Black

waist harness

standard

cruising.

support.

GNP5B1001

quick release GNP5B1002 automatic

free seat harness

- GNP5B1003
- Comfort Support through Neil Pryde's 2D Shaping: internal and inside layers only.
- Seat harness offering maximum freedom of movement, particularly in the legs.
- Inside layer of soft EVA foam ribs for comfort.
- Step-in leg straps with neoprene cover. Available in Quick Release or Automatic

Sizes US: XXS XS S M L XL XXL Sizes Euro: 42 44 46 48 50 52 54 Colours: Gold / Titanium / Black

The Neilpryde Windsurfing Collection **2005**





masts



matrix system



The Neil Pryde Matrix system is all about compatibility. Quite simply, all Neil Pryde sails are designed to work with and on all Neil Pryde rig parts – in any combination.

For 2005, the Neil Pryde Matrix system has been further simplified into just **three different performance levels: X3, X6 and X9.** The X3 and X6 masts and booms are completely new, and now use exactly the same design concepts of the successfully proven X9 range. The only difference between the ranges are the materials used, and consequentially the weights and costs. However, all Neil Pryde sails are designed and tested on all Neil Pryde rig components. As a result, all performance levels are not only compatible, they are the ideal choice for Neil Pryde sails.

When putting together your rig all you need to do is to decide how much you're willing to spend on performance. The more you spend, the lighter and more responsive the parts become. Simple.



matrix system:masts

The mast is an extremely important and integral part of the rig. Sails are designed around a specific bend curve and stiffness meaning that when the right mast is used in the right sail, the sail creates a very constant depth and twist distribution. When used on the water and facing changes in wind strength and direction, a rig with the right mast will react as a single cohesive unit, efficiently turning the power of the wind into lift and speed.

The X9 mast is now a proven performer in both the waves and racing sails. For 2005, the X3 and X6 are now produced on exactly the same mandrels as the X9 mast. The key benefit in using the same mandrels

is that we can even more closely match the bendcurve of the X9 mast in both the X3 and X6 ranges. All masts now have exactly the same internal diameter, with the tapers of the mast logically following the desired bend curves.

Essentially, the new construction process of the 2005 masts allows us to bring the performance of the X9 mast to more sailors. The X9 is still the ultimate in performance due to the higher quality of materials used, but the X3 and X6 are now more closely matched to Neil Pryde sails than ever before.



Note: All Neil Pryde 2005 Masts are delivered with an additional Mast Shim. The X9 Booms are also delivered with a special "custom fit" shim. These shims are designed to provide the ultimate fit between Neil Pryde masts & booms. These shims should be used according to user preference and their use is dependent on mast size and height. In general, as the performance of the mast or boom height increases, or the size of the mast decreases, it will be necessary to use the Mast Shim.




MASTS	LENGTH/CM	IMCS	WEIGHT/KG	CARBON CONTENT	FINISH	BAG	CODE
X3 WAVE 370	370	16	1.95	30%	Semi Gloss	None	R5MX3W370
X3 WAVE 400	400	19	2.15	30%	Semi Gloss	None	R5MX3W400
X3 WAVE 430	430	21	2.30	30%	Semi Gloss	None	R5MX3W430
X3 460	460	25	2.65	30%	Semi Gloss	None	R5MX3460
X3 490	490	29	2.85	30%	Semi Gloss	None	R5MX3490

X6 WAVE 370 370 16 1.90 50% Semi Gloss Standard R5MX6W370 X6 WAVE 400 400 19 1.95 55% Semi Gloss Standard R5MX6W400 X6 WAVE 430 430 21 2.00 65% Semi Gloss Standard R5MX6W400 X6 460 460 25 2.00 80% Semi Gloss Standard R5MX6460 X6 490 490 29 2.20 90% Semi Gloss Standard R5MX6490 X6 520 520 32 2.40 100% Semi Gloss Standard R5MX6520								
X6 WAVE 400 400 19 1.95 55% Semi Gloss Standard R5MX6W400 X6 WAVE 430 430 21 2.00 65% Semi Gloss Standard R5MX6W430 X6 460 460 25 2.00 80% Semi Gloss Standard R5MX6W430 X6 490 490 29 2.20 90% Semi Gloss Standard R5MX6490 X6 520 520 32 2.40 100% Semi Gloss Standard R5MX6520	X6 WAVE 370	370	16	1.90	50%	Semi Gloss	Standard	R5MX6W370
X6 WAVE 430 430 21 2.00 65% Semi Gloss Standard R5MX6W430 X6 460 460 25 2.00 80% Semi Gloss Standard R5MX6460 X6 490 490 29 2.20 90% Semi Gloss Standard R5MX6460 X6 520 520 32 2.40 100% Semi Gloss Standard R5MX6520	X6 WAVE 400	400	19	1.95	55%	Semi Gloss	Standard	R5MX6W400
X6 460 460 25 2.00 80% Semi Gloss Standard R5MX6460 X6 490 490 29 2.20 90% Semi Gloss Standard R5MX6490 X6 520 520 32 2.40 100% Semi Gloss Standard R5MX6520	X6 WAVE 430	430	21	2.00	65%	Semi Gloss	Standard	R5MX6W430
X6 490 490 29 2.20 90% Semi Gloss Standard R5MX6490 X6 520 520 32 2.40 100% Semi Gloss Standard R5MX6520	X6 460	460	25	2.00	80%	Semi Gloss	Standard	R5MX6460
X6 520 520 32 2.40 100% Semi Gloss Standard R5MX6520	X6 490	490	29	2.20	90%	Semi Gloss	Standard	R5MX6490
	X6 520	520	32	2.40	100%	Semi Gloss	Standard	R5MX6520

X9 WAVE 370	370	16	1.30	100%	Semi Gloss	Silver	R5MX9W370
X9 WAVE 400	400	19	1.50	100%	Semi Gloss	Silver	R5MX9W400
X9 WAVE 430	430	21	1.65	100%	Semi Gloss	Silver	R5MX9W430
X9 430	430	21	1.30	100%	Semi Gloss	Silver	R5MX9430
X9 460	460	25	1.50	100%	Semi Gloss	Silver	R5MX9460
X9 490	490	29	1.70	100%	Semi Gloss	Silver	R5MX9490
X9 530	530	34	2.10	100%	Semi Gloss	Silver	R5MX9530
X9 580	580	37	2.30	100%	Semi Gloss	Silver	R5MX9580

matrix system: booms

Neil Pryde introduces two brand new booms in the 2005 Collection: the all new X3 and X6. Following the same trend as the mast range, these booms take proven technology from the X9 range, and by using different materials bring a stiffer, light-weight, more durable and comfortable boom, to a wider range of sailors.



NEW BOOM HEAD FOR X6 AND X3

The new boom head for the X3 and X6 significantly increases the overall stiffness of the boom. Closely based on the X9 Boom Head, the primary feature of this boom head is the Oversized Mast Cup which increases the contact area onto the mast therefore reducing the amount of head movement. In combining this head with the new

Monocoque Construction Aluminium boom bodies, one realises that the 2005 Collection booms are all about stiffness: a stiffer boom and tail due to the monocoque design and a stiffer connection due to the boom head. On the water, this stiffness translates into a much more "responsive" feel from the whole rig package.

Note: All Neil Pryde 2005 Masts are delivered with an additional Mast Shim. The X8 Booms are also delivered with a special "custom fit" shim. These shims are designed to provide the ultimate fit between Neil Pryde masts & booms. These shims should be used according to user preference and their use is dependant on mast size and height. In general, as the performance of the mast or boom height increases, or the size of the mast decreases, it will be necessary to use the Mast Shim.



GENERAL BOOM FEATURES



MONOCOQUE CONSTRUCTION Monocoque (one-piece) boom body for increased stiffness and smoother transmission of power from the rig through to the board. One-piece construction eliminates the play between the joints and reduces the point loading at the screws.



OVERSIZED MAST CUP Increases the contact area onto the mast, resulting in stiffer, wider, safer load distribution and a more direct transmission of power from the boom through the mast and onto the board.



TWIN PIN LEVER ACTUATED TRIM LOCK ADJUSTMENT SYSTEM Featured on all booms (excluding the X9 Race booms).





All Aluminium Boom

- Standard diameter handgrip for stiffness and comfort
- Oversized Mast Cup 'front-end system' Injection moulded and fibre reinforced for strength
 Monocoque Boom Body T6 Aluminium
- Monocoque Tail Extension T6 Aluminium
- ▶ For those looking for a price-point, stiff, performance oriented aluminium boom





- ▶ Reduced diameter handgrip for ultimate comfort and control on the Wave and Crossover booms
- Standard diameter handgrip on race booms for stiffness and comfort
- Oversized Mast Cup front-end system Injection moulded, fibre reinforced for strength
- Monocoque Boom Body T8 Aluminium
- Monocoque Tail Extension Carbon
 For those looking for carbon performance at an affordable level







All Carbon Boom

- ▶ Reduced diameter handgrip for ultimate comfort and control on the Wave and Crossover booms
- Standard diameter handgrip and oversized tail end for optimum stiffness in the longer lengths
- Oversized Mast Cup front-end system Carbon for lightweight and stiffness
- Monocoque Boom Body Carbon
- Monocoque Tail Extension Carbon
- ▶ X9 225-275 and 260-310 come supplied with an adjustable outhaul system for maximum tuning range
- ▶ For those who demand the ultimate in performance with no compromises



BOOM/LENGTH	ADJUST/ CM	WEIGHT/ KG	DIAMETER/ MM	FRONT END	MATERIAL & CO BOOM BODY	NSTRUCTION BACK END	ADJUSTMENT	HARNESS LINE SCALE	CODE
X3 135-185	50	2.35	30	Oversized Mast Cup Fiber Reinforced	Monocoque T6 Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	R5BX3135
X3 145-195	50	2.40	30	Oversized Mast Cup Fiber Reinforced	Monocoque T6 Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	R5BX3145
X3 160-210	50	2.50	30	Oversized Mast Cup Fiber Reinforced	Monocoque T6 Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	R5BX3160
X3 180-230	50	2.65	30	Oversized Mast Cup Fiber Reinforced	Monocoque T6 Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	R5BX3180
X3 200-250	50	2.80	30	Oversized Mast Cup Fiber Reinforced	Monocoque T6 Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	R5BX3200
X3 225-275	50	3.00	30	Oversized Mast Cup Fiber Reinforced	Monocoque T6 Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	R5BX3225

X6 135-185	50	2.45	28	Oversized Mast Cup Fiber Reinforced	Monocoque T8 Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	R5BX6135
X6 145-195	50	2.55	28	Oversized Mast Cup Fiber Reinforced	Monocoque T8 Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	R5BX6145
X6 160-210	50	2.70	28	Oversized Mast Cup Fiber Reinforced	Monocoque T8 Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	R5BX6160
X6 180-230	50	2.75	30	Oversized Mast Cup Fiber Reinforced	Monocoque T8 Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	R5BX6180
X6 200-250	50	2.90	30	Oversized Mast Cup Fiber Reinforced	Monocoque T8 Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	R5BX6200
X6 225-275	50	3.05	30	Oversized Mast Cup Fiber Reinforced	Monocoque T8 Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	R5BX6225

X9 135-185	50	2.20	28	Oversized Mast Cup Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Lever	Yes	R5BX9135
X9 145-195	50	2.35	28	Oversized Mast Cup Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Lever	Yes	R5BX9145
X9 160-210	50	2.55	28	Oversized Mast Cup Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Lever	Yes	R5BX9160
X9 180-230	50	2.80	OverS & 30	Oversized Mast Cup Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	R5BX9180
X9 200-250	50	2.90	OverS & 30	Oversized Mast Cup Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	R5BX9200
X9 225-275	50	3.05	OverS & 30	Oversized Mast Cup Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	R5BX9225
X9 260-310	50	3.45	OverS & 30	Oversized Mast Cup Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	R5BX9260



matrix system: extensions

Neil Pryde also offers two different levels of Extensions. The X3 Aluminium extension offers the highest level of durability at the best price point. The X6 Carbon extension is lightweight, with improved stiffness for racers and performance freaks alike.

GENERAL EXTENSION FEATURES



ENLARGES FINGERPRINT CAVITIES For easy release of buttons in cold water.



EFFICIENT BUTTON AND SLIDING PLATE On the UXT stops accidental release.



MARLOW ROPE High quality pre-stretched marlow rope.



STAINLESS PULLEYS Both XT and UXT feature stainless pulleys for less friction and greater durability.



ANTI CHAFE PIN A steel pin under the plastic bridge (right above the clamcleat) stops the plastic chafing.



ROUNDED EDGES Rounded bottom edges provide protection to your feet.

EXTENSIONS		EXTENSION	CODE
XB		X3 XT 00	R5EX300
		X3 XT 28	R5EX328
	Contraction of the second second	X3 XT 48	R5EX348
		X3 UXT 00	R5EUX300
ALUMINUM	CHERER HANNER	X3 UXT 28	R5EUX328
	-	X3 UXT 48	R5EUX348
XE			
	Contained a manager dial	X6 XT 28	R5EX628
	Contraction of the second seco	X6 XT 48	R5EX648
	A second and a second s		
	i a a a a a a a a a a a a a a	X6 UXT 28	R5EUX628
		X6 UXT 28 X6 UXT 48	R5EUX628 R5EUX648

BASES			BASE	CODE	
► Fin box mast base system with	600		Power Base	R5PB	
professional sailors		i i			
release system or universal-pin			Power U-Ba	se R5PUB	
 Low profile Wider surface area contacting 					
 board for better load distribution Grip padded plate for shock 					
absorption and scratch protection of board deck					
F	Power Base	Power II-Base			
	I OWEI Dase	TOWER O-Dase			

