### the neilpryde Windsurfing Workbook 2006







#### **Dear Windsurfer**

The past year of preparation for the 2006 season has been a busy one. Late in 2004, Neil Pryde was selected as the official supplier of windsurfing equipment for the 2008 Olympic Games in Beijing, China. The resulting board, sail and rig package has now been named the RS:X.

While being designed to work in the wide range of conditions of Olympic windsurfing competition, from 3 to 35 knots, the RS:X's primary focus is on planing performance. Planing performance is the true excitement of windsurfing, and the board for the RS:X represents the wide-style, lightwind boards currently available on the market today, while having the versatility of a daggerboard and a longer length to perform in light wind sub-planing conditions.

We are expecting that the RS:X will become widely available on the market during the latter part of 2005. The first races of the new RS:X class will start in late 2005, and by 2006 we will have a full season of racing competition including World and Continental Championships. This top level racing will filter down to national and even club level competition, thus providing racing for all levels of windsurfer in all wind conditions. Ultimately, nearly every windsurfer wants to race and measure their performance against another. One Design racing on the RS:X provides the means for athletes to test each others skills and abilities with a fully developed, high-performance package. Neil Pryde Windsurfing is delivering this opportunity to you.

Looking over to the 2006 Neil Pryde Windsurfing Collection, it's clear that the design team have excelled by continuing to deliver the highest performing windsurfing products available on the market today. This is the driving philosophy of Neil Pryde, and we throw all our time and resources behind delivering on this promise. With the evolution of Neil Pryde's award winning "frame" design language, the 2006 sails look better than ever. Neil Pryde sails continue to deliver the best possible performance when used with our unique Matrix System masts. Our innovative Neil Pryde Matrix booms all feature monocoque construction and distinctive front end technology for improved stiffness. The philosophy behind the Matrix System has always been simple: compatability between sail and rig components provides a greater synergy thus delivering high performance.

2005 saw the high level departure of several veterans from our pro-team. We're excited to be able to introduce you to a new generation of windsurfing talent. Expect to see the likes of Ricardo Campello, Robby Swift, Alex Mussolini, Julien Taboulet, Baptiste Gossein, Fabrice Beaux, Kevin Mevissen and other to-be-confirmed prospects (watch this space) performing at the highest levels in the sport.

At the end of the day, Neil Pryde Windsurfing is the brand for purists. Innovations come and go, but the one constant has been that the best equipment will always deliver the best experience out on the water. One thing we never forget, the wind can tell THE DIFFERENCE!

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Neil Pryde



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Photography by Jerome Houyvet

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## WAVE

"For me, the spirit of wave sailing is all about the journey to remote locations to try and find that "perfect day": no crowds, peeling, mast-high sets and side to side-offshore conditions. Everybody as their own "perfect" day, even it is not in some far off place, and once you find it the sensation is unmatched."

Fabrice Beaux







## SEARCH



#### **THE POWER IS IN YOUR HANDS**

The Search is the most powerful wave sail in the range. Designed primarily for onshore and cross-onshore "Euro" conditions, the Search focuses on three key principles: early planing, a wide wind range for varying conditions,

and stability for optimal control. As it is the most powerful wave sail in the range, the Search is also suitable as an all round wave sail for the big boys of Team Pryde, such as Antoine Albeau and Julien Taboulet.



DESIGN OBJECTIVE	HOW WAS IT DONE?
<ul> <li>The Search should be the most powerful wave sail in the Neil Pryde collection, the sail for onshore wave sailing conditions. The emphasis should be on usable power and increased lift that is easily controllable by the rider, as both manoeuvrability and handling are key factors in any wave sail.</li> </ul>	<ul> <li>Aggressive shaping in the bottom section of the sail for early planning and power in onshore conditions.</li> <li>Low center of effort and shaping for a light feel, improved balance.</li> <li>A relatively flat top section allows the leech to open up softly and efficiently, aiding control through the release of any excess power, particularly when landing jumps.</li> <li>Higher pre-tension on the leech for earlier planing and more punch</li> </ul>
SAIL SPECIFIC FEATURES	when used in onshore conditions.
<ul> <li>★ Five batten configuration for stability</li> <li>★ Rounded head configuration</li> <li>★ Luff glide luff pocket material</li> <li>★ CNC tapered rod batten</li> </ul>	<ul> <li>Fight aspect rate with a longer mast for high response.</li> <li>Light but strong construction including limited use of mono-film for performance wave sailing.</li> </ul>

SIZE WEIGHT/KG LUFF +/- 1cm BOOM +/- 1cm BASE BATTENS CAMS **IDEAL MAST** CODE 3.07 145 10 5 Neil Pryde Matrix 370 BNP6SH040 4.0 379 none 4.2 Neil Pryde Matrix 370 BNP6SH042 3 22 390 150 20 5 none 4.5 3.32 401 5 Neil Pryde Matrix 400 BNP6SH045 157 2 none 4.7 3.42 411 162 12 5 none Neil Pryde Matrix 400 BNP6SH047 5.0 3.56 431 166 2 5 Neil Pryde Matrix 430 BNP6SH050 none 5.4 3.67 439 169 5 Neil Pryde Matrix 430 BNP6SH054 10 none BNP6SH058 5.8 3.87 456 5 Neil Pryde Matrix 430 177 26 none 6.2 4 02 464 186 34 5 Neil Pryde Matrix 430 BNP6SH062 none

# COMBAT

"No matter the size of the wave, or the conditions, I just want to go-for-it. Sometimes you make it, sometimes you don't, but it's great to be able to get up and go again if it doesn't all go as planned. In fact, that is the beauty of windsurfing. Things don't always go as planned and every session is different. The Combat just lets you go for it." 5

Robby Swift



## COMBAT



#### ALL ROUND PERFORMANCE AND DURABILITY A LIVING LEGEND

With its soft but powerful feeling, the Combat is the most versatile sail in the wave range. It is equally at home in huge onshore white water conditions, or with side-offshore winds and peeling waves, it can do it all. The Combat is

the preferred sail of the most aggressive, hard-riding wave sailors such as Team Pryde stars Robby Swift and Baptiste Gossein. This sail will let you explore your limits, and will go the distance once you have exceeded them!



#### **DESIGN OBJECTIVE**

- To produce one sail that fits in between the Search and the Zone that can excel in all conditions: onshore, side shore, 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.

#### SAIL SPECIFIC FEATURES

- ★Five batten configuration for stability
- ★ Rounded head configuration
- ★ Luff glide luff pocket material
- **★** CNC tapered rod battens

#### HOW WAS IT DONE?

- The Combat took its early form from the Zone, with less shaping than the Search and a more moderate aspect ratio making it light and manoeuvrable in side shore conditions.
- The Combat also has increased head tension for enhanced onshore performance.
- Moderate shaping for power. Reduced luff curve in the head of the sail for a light feeling.
- Moderate aspect ratio and a low center of effort for high response and optimum control.
- Well-rotated body that flattens out and de-powers instantly during wave riding and manoeuvres.
- The Combat is exclusively produced from X-Ply material and includes no monofilm.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
3.5	3.06	366	142	0	5	none	Neil Pryde Matrix 370	BNP6CT035
4.0	3.24	382	148	12	5	none	Neil Pryde Matrix 370	BNP6CT040
4.2	3.32	391	153	22	5	none	Neil Pryde Matrix 370	BNP6CT042
4.5	3.35	401	158	2	5	none	Neil Pryde Matrix 400	BNP6CT045
4.7	3.53	409	160	10	5	none	Neil Pryde Matrix 400	BNP6CT047
5.0	3.65	417	168	18	5	none	Neil Pryde Matrix 400	BNP6CT050
5.2	3.77	426	173	26	5	none	Neil Pryde Matrix 400	BNP6CT052
5.6	3.96	439	182	10	5	none	Neil Pryde Matrix 430	BNP6CT056

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## ZONE

"My style of wave sailing is all about maintaining as much speed as possible through the bottom turn and then being able to make quick directional changes without ever getting over powered. I want the sail to completely disappear on the wave, as if I was surfing. I need a sail that's light and neutral so that I can snap in the critical section of the wave."

Jason Polakow











## ZONE



#### **INSTANT HANDLING AND DYNAMIC RESPONSE**

The Zone is a very responsive and light feeling sail that de-powers instantly on demand. A sail for light to moderate weight riders who love charging down-the-line in great conditions. The Zone completely neutralizes 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 light but bombproof construction, it is no surprise that this is the sail of Jason Polakow, one of the most renowned & respected wavesailors of all time. It is also the sail of choice for the new breed of wave riders like Alex Mussolini and Fabrice Beaux.



DESIGN OBJECTIVE	HOW WAS IT DONE?
<ul> <li>The Zone is the sail for side shore conditions and light to moderate weight riders. A sail for the surfers of windsurfing, those who want a sail that completely disappears in the hands and allows you to show your unique riding style.</li> </ul>	<ul> <li>Light to moderate shaping for a lightweight feel. Increased luff curve for smooth power, stability and a direct drive.</li> <li>Moderate aspect ratio for high response. Low and forward positioned centre of effort, located as close to the body as possible, for optimum control.</li> <li>Well-rotated body that flattens out and de-powers instantly on demand.</li> </ul>
SAIL SPECIFIC FEATURES	in down-the-line conditions. Makes the sail very easy to control.
<ul> <li>★ Five batten configuration for stability</li> <li>★ Rounded head configuration</li> <li>★ Luff glide luff pocket material</li> <li>★ CNC tapered rod battens</li> </ul>	<ul> <li>Light but strong construction including limited use of mono-film for performance wave sailing.</li> </ul>

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
3.5	2.99	364	142	0	5	none	Neil Pryde Matrix 370	BNP6ZN035
4.0	3.11	381	147	12	5	none	Neil Pryde Matrix 370	BNP6ZN040
4.2	3.23	388	151	18	5	none	Neil Pryde Matrix 370	BNP6ZN042
4.5	3.37	400	157	0	5	none	Neil Pryde Matrix 400	BNP6ZN045
4.7	3.53	409	160	10	5	none	Neil Pryde Matrix 400	BNP6ZN047
5.0	3.55	419	165	20	5	none	Neil Pryde Matrix 400	BNP6ZN050
5.2	3.77	426	170	26	5	none	Neil Pryde Matrix 400	BNP6ZN052
5.6	3.87	443	180	14	5	none	Neil Pryde Matrix 430	BNP6ZN056

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## CROSSOVER

Freestyle sailing is unique in that it gives me the opportunity to both express my style and to compete at an intense level. No competition matches Freestyle's intensity of in-your-face, man-on-man, move-for-move competition. Freestyle is also a unique form of cross over sailing, whatever the conditions, whether it be light winds, flatwater, high winds or small waves; you can get out there and enjoy it.

Ricardo Campello



### **EXPRESSION**



#### THE FREESTYLE WAVE SENSATION

The Expression is the crossover sail for those who windsurf mainly on flat water, 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 2x PWA Freestyle World Champion Ricardo Campello, the young Dutch Freestyle sensation Kevin Mevissen, and the generation of riders that they have helped to inspire.



#### **DESIGN OBJECTIVE**

 From the beginning through to the advanced freestyle rider, the Expression is the sail that makes the manoeuvres as long as you do. Sail must be light for easy handling, neutral during transitions, and have an easy rotation. It should also be built strong for crashes and occasional use in the waves.

#### SAIL SPECIFIC FEATURES

- **\star** Five batten configuration for stability
- **\*** Rounded head configuration
- Luff glide luff pocket material
- **CNC** tapered rod battens

#### **HOW WAS IT DONE?**

- Aggressive shaping in the lower section of the sail for added lift and early planing. The Expression produces the most lift of all the 5 batten sails.
- Through a reduction in the luff curve, and a slight reduction in the shaping, the sail gets a softer and lighter feeling for easier transitions between power / de-power.
- From lower tensions in the sail, and a well-rotated body, it also becomes more neutral in the manoeuvres, and has improved rotation.
- Open leech gives the sail a more forgiving feeling, and easier handling.
- Light but strong construction, including limited use of monofilm, for lightness in the hands.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
4.2	3.24	383	155	14	5	none	Neil Pryde Matrix 370	BNP6SE042
4.7	3.42	405	163	6	5	none	Neil Pryde Matrix 400	BNP6SE047
5.2	3.61	421	172	22	5	none	Neil Pryde Matrix 400	BNP6SE052
5.7	3.82	437	180	8	5	none	Neil Pryde Matrix 430	BNP6SE057
6.1	3.95	454	186	24	5	none	Neil Pryde Matrix 430	BNP6SE061
6.5	4.12	468	191	8	5	none	Neil Pryde Matrix 460	BNP6SE065
6.9	4.31	483	198	24	5	none	Neil Pryde Matrix 460	BNP6SE069



The new Expression feels extremely light. This light feeling fits the radical style of freestyle sailing and gives me extra confidence during manoeuvres. With its very stable and balanced feel it seems like I can do anything. It rotates well during manoeuvres and then sets up perfectly for accelerating afterwards. It has a forgiving feel that lets out excessive power during moves, at the same time keeping the power for staying balanced on the board.



Kevin Mevissen



"The Excess is a great sail to simply get out and blast on. For a 5 batten sail it has great speed which makes it really fun to get air with, in either small waves or choppy conditions. Though on the surface the Excess appears to be quite a simple sail, it actually has a unique and distinct feeling as a result of the full body of X-Ply. While the shaping in the sail and the 5 battens provide a stable profile and speed, the X-Ply body gives it a hint of softness for easy handling. A true crossover sail."

Baptiste Gossein







#### **SPEED COMBINES WITH FREESTYLE FUN**

The most versatile and sporty of the 5 batten sails in the range, the Excess is for those who love flat water blasting but also want a sail that can be thrown around in duck gybes and 360s. With just 5 battens, it is mainly

suited for smaller freeride or x.over boards where its speed makes it great for jumping. Constructed entirely in X-Ply, including Neil Pryde's Spectra reinforced X-Ply, it won't mind the crashes either!



#### **DESIGN OBJECTIVE**

 To develop a fast and easy handling freeride sail aimed at flat water blasting and basic freestyle manoeuvres. As the fastest of the 5 batten wave and x.over sails, the Excess will also be great for jumping and will therefore need to be durable.

#### SAIL SPECIFIC FEATURES

- ★ Five batten configuration for stability
- ★ Rounded head configuration
- ★ Luff glide luff pocket material
- ★ CNC tapered rod battens

#### **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. For speed, control and acceleration.
- Moderate foot outline for the best compromise between speed & manoeuvrability.
- Relatively open middle leech with progressive twist for control and high performance.
- Inside the frame, the main window of the sail has been constructed out of super strong rip resistant Spectra reinforced X-Ply.
- The Excess is exclusively produced from X-Ply material & includes no monofilm.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
5.4	3.81	430	178	0	5	none	Neil Pryde Matrix 430	BNP6EC054
5.9	3.96	450	186	20	5	none	Neil Pryde Matrix 430	BNP6EC059
6.4	4.19	466	192	6	5	none	Neil Pryde Matrix 460	BNP6EC064
6.9	4.30	483	198	24	5	none	Neil Pryde Matrix 460	BNP6EC069
7.4	4.55	493	209	34	5	none	Neil Pryde Matrix 460	BNP6EC074



### SABER

"The new Saber feels a little softer & lighter than its predecessor. This gives you a little more control when the wind and water conditions are at the top of the sail's range, or when you are in the middle of a gybe in high wind conditons. The sail feels a lot more balanced and neutral. I really enjoy the Saber for its acceleration and stability. It's one of those sails where you just hook in and hang on."

Antoine Albeau







## SABER



### SUPERB ACCELERATION COMBINED WITH CONTROL AND MANOEUVRABILITY.

With incredible acceleration the Saber is loaded with adrenaline boosts. Accelerate off the beach or accelerate past your friend and then throw the sail into a duck gybe. As the fastest sail without cams in the range, it is ideally suited for the sailing styles of Team Pryde stars Antoine Albeau and Julien Taboulet.



 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 remain: extremely stable, fast, early planing and light weight. The Saber is the x.over sail between high-wind slalom racing, Super-X & freeride. It needs to have a high level of control when overpowered, and be easy to sail and manoeuvrable during transitions.

#### SAIL SPECIFIC FEATURES

- ★ 6 Batten configuration / 5 with a tube supported profile for lightweight & stability
- Neil Pryde Component Batten system
- **★** Flexhead Configuration
- ★ Luffglide Luffpocket material

#### **HOW WAS IT DONE?**

- The Saber started from the plan form of a freerace sail for top end speed, and was developed with a tighter leech in the mid section to boost light wind acceleration. Forward / Bottom oriented shaping provide stability of profile without cam support.
- Through a reduction in the luff curve, and a slight reduction in the shaping, the sail gets a softer and lighter feeling for early planing and low-end acceleration with less effort. From lower tensions in the sail, and a well-rotated body, it also becomes more neutral in the manoeuvres, and has improved rotation.
- 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 other x.over sails, especially when pumping onto a plane. It also allows for a short luff and compact outline which increase control by putting the power point of the sail as close as possible to the rider.
- Intermediate boom length for optimum speed and manoeuvrability.

SIZE	WEIGHT/KG	LUFF +/- 1cm	B00M +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
5.7	4.10	429	186	0	6	none	Neil Pryde Matrix 430	BNP6SB057
6.2	4.26	443	189	14	6	none	Neil Pryde Matrix 430	BNP6SB062
6.7	4.41	463	194	4	6	none	Neil Pryde Matrix 460	BNP6SB067
7.2	4.55	474	200	14	6	none	Neil Pryde Matrix 460	BNP6SB072
7.7	4.73	490	209	0	6	none	Neil Pryde Matrix 490	BNP6SB077
8.2	4.94	501	218	12	6	none	Neil Pryde Matrix 490	BNP6SB082

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## FLATWATER SAILS

"Flatwater sailing is what gets everybody hooked on windsurfing. Most people will remember their first planing experience, and the exhiliration of effortlessly skimming across the water with the sail in your hands and the board locked under your feet. Before long you're lining up your friends to see if you can pass them on the reach... For its simplicity, the excitement of Flatwater blasting cannot be matched."









When you spend a lot of time travelling on windsurfing trips, you want a versatile sail that can be used in all conditions and on all boards, the Solo provides this versatility. Throughout the different sizes it has a batten specific layout to suit different wind conditions. One range of sails covers it all, and with it's easy rigging, gybing, and great stability, it's a perfect sail for those getting into the sport.



**Carine Camboulives** 



## SOLO



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 & V8.

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

Hatwater



#### **DESIGN OBJECTIVE**

• 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 sail should also have good mast compatibility for those just getting into the sport.

#### SAIL SPECIFIC FEATURES

- **★** Four, Five & Six Batten Configuration
- $\star$  Adjustable vario top on key sizes for greater mast compatibility
- ★ Neil Pryde Component Batten system
- Rounded Head Configuration
- ★ Luffglide Luffpocket Material

#### **HOW WAS IT DONE?**

- The Solo is closely based on the design of the Excess. However, it is developed with a lower cut freeride foot for enhanced low end, speed and a comfortable trim. 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 & 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.
- Foot of the sail is constructed out of a combination of X-Ply. Any seams in the foot of the sail are protected against the non-skid of the board
- Adjustable vario top on key sizes for greater mast compatibility.

SIZE	WEIGHT/KG	LUFF +/- 1cm	B00M +/- 1cm	BASE	BATTENS	CAMS	VARIO TOI	P IDEAL MAST	CODE
4.5	3.14	393	165	0	4	none	$\checkmark$	Neil Pryde Matrix 400	BNP6SL045
5.0	3.37	412	173	12	4	none	$\checkmark$	Neil Pryde Matrix 400	BNP6SL050
5.5	3.60	432	180	2	5	none	×	Neil Pryde Matrix 430	BNP6SL055
6.0	3.80	451	187	22	5	none	$\checkmark$	Neil Pryde Matrix 430	BNP6SL060
6.5	4.25	467	195	8	6	none	×	Neil Pryde Matrix 460	BNP6SL065
7.0	4.43	484	205	24	6	none	×	Neil Pryde Matrix 460	BNP6SL070
7.5	4.65	500	211	40	6	none	X	Neil Pryde Matrix 460	BNP6SL075



## V6

"The V6 is one of those sails that you just want to go cruising on. It planes early as a result of the 2 intercams, has a narrow luff pocket that makes waterstarting a breeze and has a great top end speed. It makes exciting windsurfing feel so easy."








#### **THE PURE FREERIDE SAIL**

The V6 is a real freeride sail: serious performance in a package that is lightweight, easy handling and fun. The V6 represents a return to the basics: easy planing, high speed & fun with minimal hassle. Being very easy to use, you will be surprised by it's performance.



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The stability and the control of the sail are further improved through the use of Neil Pryde's Compact Boom Length (see Sail Technology

DESIGN OBJECTIVE	HOW WAS IT DONE?
• The V6 needs to boast very early planing capabilities combined with a good 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. The ideal sail for light-medium winds and freeride boards. Sail must be easy to rig, gybe and waterstart for the intermediate user.	<ul> <li>The V6 started as a 6 Batten sail with a strictly flatwater outline.</li> <li>Compared to the Solo, a deeper profile in the bottom of the sail gives the sail good drive in light winds and stability in strong winds.</li> <li>Moderate boom length with relatively low foot profile for best manoeuvrability/performance ratio.</li> <li>Slightly wider luff sleeve further improves the stability of the sail. It also makes the sail year easy to right the sail way easy to right.</li> </ul>
SAIL SPECIFIC FEATURES	Two intercams allowing for RAF rotation while providing cam profile     autoration of the set
<ul> <li>★ Six batten configuration with a Flatwater outline</li> <li>★ Flexhead Configuration</li> <li>★ Neil Pryde Component Batten system</li> <li>★ Luffglide Luffpocket Material</li> </ul>	support for stability and eany planilly.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
6.0	4.43	449	185	20	6	2 Intercams	Neil Pryde Matrix 430	BNP6V6060
6.5	4.62	461	194	2	6	2 Intercams	Neil Pryde Matrix 460	BNP6V6065
7.0	4.76	474	203	14	6	2 Intercams	Neil Pryde Matrix 460	BNP6V6070
7.5	4.96	487	211	28	6	2 Intercams	Neil Pryde Matrix 460	BNP6V6075
8.0	5.17	499	220	10	6	2 Intercams	Neil Pryde Matrix 490	BNP6V6080
8.5	5.35	512	227	22	6	2 Intercams	Neil Pryde Matrix 490	BNP6V6085



# **V8**

"The V8 is a great sail because it gives the consumer all the benefits of our world class racing design program, but packages it in a much more user friendly way. If I was a weekend sailor and wanted to go fast on flatwater with maximum ease, the V8 would be the sail."











#### 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 V8s powerful acceleration and unlimited top end speed make it

★ Component Luffpocket construction

★ Cam Pressure Adjustment System

Flexhead Configuration

Supercams II

★

\* \*

Neil Pryde Component batten system

hard to beat either when drag racing with your friends or on the race course.



DESIGN OBJECTIVE	HOW WAS IT DONE?
<ul> <li>To take all the research &amp; 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.</li> </ul>	<ul> <li>The V8's shaping and design characteristics are taken directly from the current sail in the Neil Pryde racing program.</li> <li>To increase the range of use of the sail it is developed with a smaller luff sleeve compared to a racing sail. However, the luff sleeve is still much wider than the other recreational flatwater sails. The wide luff sleeve helps to lock in the stability and profile of the sail.</li> <li>The deepest profile of all the recreational sails specifically oriented</li> </ul>
SAIL SPECIFIC FEATURES	for exceptional early planing and stability.
Seven Batten Configuration	forgiving in the chop, lighter feeling and improves acceleration.

 Longer boom than a slalom sail, but shorter than the pure racing sails for optimum reaching speed / upwind performance ratio.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
6.0	4.71	447	183	18	7	2	Neil Pryde Matrix 430	BNP6V8060
6.5	4.92	461	191	2	7	2	Neil Pryde Matrix 460	BNP6V8065
7.0	5.13	476	200	16	7	2	Neil Pryde Matrix 460	BNP6V8070
7.5	5.31	490	208	30	7	2	Neil Pryde Matrix 460	BNP6V8075
8.0	5.45	504	215	14	7	2	Neil Pryde Matrix 490	BNP6V8080
8.5	5.61	518	224	28	7	2	Neil Pryde Matrix 490	BNP6V8085
9.0	5.87	533	232	44	7	2	Neil Pryde Matrix 490	BNP6V8090
9.8	6.07	552	241	32/22	7	2	Neil Pryde Matrix 520/530	BNP6V8098
10.6	6.23	564	255	44/34	7	2	Neil Pryde Matrix 520/530	BNP6V8106

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#### NOW THE YOUTH HAVE HIGH PERFORMANCE IN THEIR HANDS

The ONE sail and rig package is a complete, high performance rig package for the youth windsurfer of today. For those kids that are out of the learning phases and will be into planing performance of speed, freestyle and waves before you know it! A performance orientated package that will gives kids the same high performance that can be expected from the full size Neil Pryde Sail & Rig collection, the same performance that any adult can have. For youth windsurfers that need ONE package right from the start, and ONE package that can do it all.

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#### **DESIGN OBJECTIVE**

 To produce a scaled-down version of a Neil Pryde wave sail and rig package without compromising performance Sail is closely based on the design of the wave sails, as these sails represent the best combination between control, manoeuvrability, and easy handling. Rig package should be tailored to meet the needs of youth windsurfers weighing no more than 50kg.

#### **SAIL SPECIFIC FEATURES**

- ★ 4 batten configuration for lightweight, stability and control
- **\*** Rounded head configuration
- 🛧 Luffglide luff pocket material
- ★ CNC tapered rod battens

#### **HOW WAS IT DONE?**

The design for the sail has been based closely on the Neil Pryde wave sails:Very low center of effort for a high level of control, particularly for small riders.

- Light shaping for ease of planing and stability.
- Light luff curve shaping, and an open, twisted leech gives the sail a light and forgiving feeling.
- A rotated sail body combined with the reduced diameter of the ONE mast, makes the sail de-power on demand and have a very soft rotation, making tacking and gybing a breeze.
- Durability is essential in kid's equipment, and the ONE sail also employs the frame concept, including a full outer frame of metalised X-Ply. Inside the frame, the window is constructed in monofilm; great for shape stability, visibility and safety.

SIZE	WEIGHT/KG	LUFF +/- 1cm	<b>BOOM +/- 1cm</b>	BASE/Ext.	BATTENS	CAMS	<b>IDEAL MAST</b>	CODE
2.0	1.76	250	115	0	4	none	ONE 250	BNPONE020
2.5	2.00	275	133	fixed	4	none	ONE 250	BNPONE025
3.0	2.16	300	145	fixed	4	none	ONE 250	BNPONE030
3.5	2.23	317	152	fixed	4	none	ONE 250	BNPONE035
4.0	2.46	342	161	fixed	4	none	ONE 250	BNPONE040



### one

MAST				
		The construction process and techno as that used for the performance prov Progressive Flex bend curve of the ot the best combination between sail sta weight and stiffness have all been re	logy used to produce the ONE n ren X9 mast. The ONE mast is ba ner Neil Pryde masts, as this ben- bility, control, and a lightweight fe duced proportionally according	nast, is the same sed on the same d curve provides sel. The diameter, to the sail sizes.
LENGTH/CM	WEIGHT/KG	CARBON CONTENT	FINISH	CODE
250cm	1kg	100%	Semi Gloss	RMONE250



EXTENSION/BASE	EXTENSION/BASE	CODE
	ONE UXT Extension/ Base 2,0	REONE20
	ONE UXT Extension/ Base 2,5	REONE25
All ONE sails from 2,5 to 4,0 are provided with a size specific aluminium extension. The ONE 2,0 sail requires no extension, and the 2,0 extension / base can be used	ONE UXT Extension/ Base 3,0	REONE30
directly with the mast. The ONE sails from 2,5 to 4,0, use a combination of the extension and the 2,0 UXT extension / base.	ONE UXT Extension/ Base 3,5	REONE35
Rigging the sail requires no adjustment of the size of the extension – simply insert the mast up the sail insert the extension into the base of the sail insert the base	ONE UXT Extension/ Base 4,0	REONE40
over the extension, downhaul and go.		











# **Xperience**

#### 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.





- 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.

#### SAIL SPECIFIC FEATURES

- 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.



#### **HOW WAS IT DONE?**

• Smaller sizes are produced with no foot batten to reduce the weight, making these sizes ideally suited for learning kids and youth.

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• 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.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
1.9	1.27	283	112	0	2	none	Xperience 340	BNP6EX019
2.6	1.56	320	133	0	2	none	Xperience 340	BNP6EX026
3.3	1.92	347	146	8	3	none	Xperience 340	BNP6EX033
4.0	2.35	369	163	0	4	none	Xperience 380	BNP6EX040
4.7	2.60	414	168	0	4	none	Xperience 420	BNP6EX047
5.5	2.86	440	183	20	4	none	Xperience 420	BNP6EX055
6.2	3.00	470	195	10	4	none	Xperience 460	BNP6EX062

#### xperience masts

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

MAST	CODE
Xperience 340	RMEX340
Xperience 380	RMEX380
Xperience 420	RMEX420
Xperience 460	RMEX460

#### xperience booms

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

BOOM	CODE
Xperience Boom 110-150	RBEX110
Xperience Boom 150-190	RBEX150

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### sail technology

The driving philosophy behind Neil Pryde Windsurfing is to produce the highest performing windsurfing equipment available on the market today. Equipment that makes THE DIFFERENCE.

Neil Pryde's 2006 Collection represents an evolution of the successful frame concept of sail design. 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 evolution of the frame concept comes with the look of the sail, where we have reinforced the aesthetic of the frame concept. Shards of coloured, metalised X-Ply radiate from the critical load bearing points of the sail, the

head, the clew, the foot, and the luff in the flatwater sails. These shards are strongly contrasted with the background sail colour to create a very distinctive and striking look. While this is mainly an aesthetic improvement, it visually reinforces the frame concept's philosophy of using the right material in the right place, according to the function of the sail.

The frame concept's holistic approach can also be seen within the performance parameter of the sails, where each year we strive to bring you sails that have better handling, a wider wind range, improved performance and stability. 2006 is no exception, and every sail and size in the whole range has been tested, re-tested, and tested again to make sure that it meets the performance objectives of its range.

Enjoy!! And remember, the wind can tell the DIFFERENCE.

### Key Frame concept features

#### **OUTSIDE FRAME : MOULDED PROTECTION**

The outer frame of the sail includes moulded and plastic components to ensure that the sail's contact points are protected both on and off the water, while sailing and rigging.





#### **MAST TIP CHAFE PROTECTOR** AND 3D MOULDED HEAD FAIRING

Includes an EZ De-rigging Loop. When de-rigging your sail, stick your screw driver through the loop and into the ground. Then pull out the mast without wrinkling the monofilm or X-Ply material.



**RUBBER FOOT PIPING** 

Protects the lower seams from abrasion on the non-skid of the board.

#### **NEW SAIL FEATURES**



#### **BOOM OPENING STIFFENER**

• Stiffer material added to the top of the boom opening for easy threading of the mast up the luff pocket.



#### SAIL TOGGLE

• All Neil Pryde sails now include an elastic loop and sail toggle system for keeping the sail rolled up during storage. Simply roll up your sail, loop the elastic around the toggle and forget about it.

#### **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.



# 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.



INSIDE THE FRAME: SPECTRA X-PLY
The 2006 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 NEW COMPACT BOOM LENGTH

(Used on 2006 Saber, V6, V8, Racing and RS:X sails)

The Compact Boom length was developed to produce more rider focused and performance orientated x.over and freeride sails. By giving the sail more stability, and the rider more control over the performance of the sail, the Compact Boom length results in sails capable of even faster speeds for blasting or racing.

The Compact Boom length improves stability through moving the clew attachment point closer to the mast. This helps to lock in the draft by giving it less room to move around.

The ideal draft position (deepest point in the sails profile) is approximately 30-35% back from the front of the sail. This is normally locked in with the shaping of the sail, battens, and cams (if included). However, as the load increases, the draft has a natural tendency to move back closer to 50% from the front of the sail, the midpoint between the mast and clew attachment points. The Compact Boom length shortens the length of the boom without changing the length of the sail (which is maintained by the cross batten). The draft is locked closer to it's ideal position at 30-35% back from the front of the sail.



Draft position without compact boom length

Draft position with compact boom length



The improved stability provided by the Compact Boom length allows us to improve the control of the sail in 3 ways:

#### 1. Rider focused surface area.

Sail surface area can be removed from the head and transferred down towards the rider. This places a higher percentage of the sail's surface area in direct connection with the boom, therefore ensuring easy control and powerful acceleration when the sail is throttled. The additional sail area in the lower section of the sail is supported by the "cross batten" that extends out beyond the end of the clew. Having less sail area in the head also gives the sail a much lighter feel.

#### 2. Shorter "working" boom length

Unique shaping of the clew gives the rider a shorter "working" boom length. A shorter boom improves the draft stability by limiting the movement of the draft, and gives the rider greater control over the increased bottom section surface area. When the sail is raked back, it also prevents the boom end from hitting the water on the larger freeride and racing sails.



#### 3. Improved sail twist

The Compact Boom length also moves the attachment point of the sail further away from the leech. This gives the leech the ability to be more dynamic and twist further under high loads, again improving the stability and control of the sail.

Try Neil Pryde's x.over and freeride sails that include the Compact Clew, and feel the DIFFERENCE





**Pieter Bijl** Chief Tester Neil Pryde Design Center

Pieter Bijl 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



#### ★ 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.



★ KEVLAR<sup>™</sup> 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



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



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

#### SAIL SPECIFIC FEATURES



\* 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 CONSTRUCTION

A Luffpocket 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 ensures overall stability across a wide wind range.

#### **\*** CNC TAPERED ROD BATTENS

Precisely tapered computer controlled heavy duty batten system.

### sail construction



FOOT CURVE			
HIGH	MEDIUM	MEDIUM / LOW	LOW
SEARCH	excess	<b>SOLO</b> > 6.5 (6 Battens)	VB
COMBAT	SABER	ve	
ZONE	<b>SOLO</b> 5.5 - 6.0 (5 battens)		
EXPRESSION			
<b>SOLO</b> < 5.0 (4 battens)			





### sail shaping and design



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### specification

	1	2
	R	9
1		1
1	-	1
1	1	2
	~	

sail

1	Search	SIZE	4.0	4.2	4.5	4.7	5.0	5.4	5.8	6.2	
	THE POWER IS IN YOUR HANDS										
-	The Search is the most powerful wave sail in the range. Designed	LUFF	379	390	401	411	431	439	456	464	
	focuses on three key principles: early planing, a wide wind range for	MAST	145	150 370	157	162	166	169	177	186	
-	varying conditions, and stability for optimal control.	Innor	570	570	400	400	430	430	430	430	
15	COMBAT										
		SIZE	3.5	4.0	4.2	4.5	4.7	5.0	5.2	5.6	
14	ALL ROUND PERFORMANCE AND DURABILITY, A LIVING LEGEND	LUFE	366	382	391	401	409	417	426	439	
1	in the wave range. It is equally at home in huge onshore white water	BOOM	142	148	153	158	160	168	173	182	
-	conditions, or with side-offshore winds and peeling waves, it can do	MAST	370	370	370	400	400	400	400	430	
/	ıt all.										
12	ZONE	CI7E	2 E	6.0	6.2	4 E	47	E 0	E 2	EC	
1	INSTANT HANDLING AND DVNAMIC DESDONSE	312E	3.5	4.0	4.2	4.3	4./	5.0	3.2	5.0	
	The Zone is a very responsive and light feeling sail that de-powers	LUFF	364	381	388	400	409	419	426	443	
-	instantly on demand. A sail for light to moderate weight riders who love	BOOM	142	147	151	157	160	165	170	180	
-	charging down-the-line in great conditions.	MAST	370	370	370	400	400	400	400	430	
A											
H		SIZE	4.2	4.7	5.2	5.7	6.	1	6.5	6.9	
	The Expression is the crossover sail for those who windsurf mainly on	LUFF	383	405	421	437	45	4	468	483	
	flat water, but still want the versatility to ride the waves when the	BOOM	155	163	172	180	18	6	191	198	
1	opportunity arises. Designed to provide very early planing with the	MAST	370	400	400	430	43	0	460	460	
	balance and control needed for complex manoeuvres.										
B	excess	SIZE	5.4		5.9	6.4		6.9		7.4	
	SPEED COMBINES WITH ERFESTYLE FUN		0			011		0.0			
1.1	The most versatile and sporty of the 5 batten sails in the range, the	LUFF	430	4	50	466		483		493	
-8	Excess is for those who love flat water blasting but also want a sail that	BOOM	178	1	86	192		198		209	
-	can be thrown around in duck gybes and 360s. With just 5 battens, it	MAST	430	L	30	460		460		460	
	is mainly suited for smaller neeride of x.over boards.										
P	Saber	SIZE	5.7	6.2		6.7	7.2	7	.7	8.2	
100	SUPERB ACCELERATION COMBINED WITH CONTROL AND										
- 34	MANOEUVRABILITY	LUFF	429	443		463	474	4	90	501	
	With incredible acceleration the Saber is loaded with adrenaline boosts.	BOOM	186	189		194	200	2	09	218	
1	the sail into a duck gybe. The fastest sail without cams in the range.	MAST	430	430		460	460	4	90	490	
E	Solo										
		SIZE	4.5	5.0	5.5	6.0	6.	5	7.0	7.5	
-	THE ENTRY INTO FREERIDE SAILING, LIGHT WEIGHT AND EASY TO	11155	303	610	400	451	1.0	.7	484	500	
	USE. A wide wind range with tayoured performance in the low end, the Solo is a no cam sail that handles smoothly in the oyles and has a	BOOM	393 165	41Z 172	432 180	45 l 197	46	17	404 205	211	
	softer feel than the V6 & V8. It is the ideal sail for intermediates just	MAST	400	400	430	430	46	., 10	460	460	
	getting onto a plane, in the footstraps, and learning to gybe.										
F	Ve										
		SIZE	6.0	6.5	•	7.0	7.5	1	3.0	8.5	
	The V6 is a real freeride sail: serious performance in a package that is	LUFF	449	461		474	487		199	512	
	lightweight, easy handling and fun. The V6 represents a return to the	BOOM	185	194	ł.	203	211		220	227	
-	basics: easy planing, high speed & fun with minimal hassle. Being very	MAST	430	460	)	460	460	4	190	490	
	easy to use, you will be surprised by it's performance.										
F	Ve	SIZE	6.0	6.5	7.0	7.5 80	25	9.0	9.8	10.6	
	THE MULTI CAM FREERACE SAIL WITH ONE OF THE WIDEST WIND	JILE	0.0	0.0	7.0	0.0	0.0	5.0	3.0		
in the second	RANGES IN THE FLATWATER LINE UP	LUFF	447	461	476	490 504	518	533	552	564	
-	A close beneficiary of the Neil Pryde Racing program, the V8s powerful	BOOM	183	191	200	208 215	224	232	241	255	
-	acceleration and unlimited top end speed make it hard to beat either	MAST	430	460	460	460 490	490	490	520/530	520/530	
-	when drag racing with your friends or on the race course.										

The new racing sail from Neil Pryde to be released 2006.

specialist use	CROSSOVER	Flatwater Flatwater	RACE
wave			
wave			
wave			
Freestyle wave			
freemove			
super x			
freeride			
freeride			
freerace			
slalom formula			

#### the neilpryde Windsurfing Workbook 2006







## **X-COMBAT**

"For me there is no question, if you use the right mast in the right sail the performance cannot be matched. From time to time my friends come out to Maui to try my equipment and they cannot believe the difference. Most of this is down to the mast, and the feeling of the new X-Combat mast is so close to the X9 Wave that sometimes it is pretty hard to tell the difference. As a skinny mast, it is not afraid of taking a beating either".

**Baptiste Gossein** 



### x-combat



#### X-COMBAT: NO COMPROMISE IN PERFORMANCE AND DURABILITY

Introducing the new X-Combat mast, a mast that like the Combat sail, will be the favourite of the most aggressive and hard-riding wave sailors in the world today, particularly Team Pryde stars Robby Swift and Baptiste Gossein. The X-Combat mast offers exceptional durability in the toughest of conditions while continuing to deliver maximum performance.



DESIGN OBJECTIVE	HOW WAS IT DONE?
<ul> <li>To design a high performance reduced diameter wave mast. A mast with more durability and performance than any other reduced diameter wave mast available on the market today. Neil Pryde had previously confirmed that reduced diameter masts were not good for sail performance, now we have the solution.</li> </ul>	<ul> <li>The key to the X-Combat mast is it's taper and the resulting bend curve. In comparison to a standard RDM:</li> <li>The X-Combat's diameter is similar in the boom section. This provides durability.</li> <li>From the boom section upwards, the diameter significantly tapers towards the tip of the mast, giving the tip of the mast a smaller diameter. The ratio of this taper has been matched with the ratios of taper used in all other Neil Pryde Matrix System masts. This taper gives the mast a "Progressive Flex" bend curve.</li> <li>The Neil Pryde "Progressive Flex" bend curve is the same bend curve used in all of the Matrix System masts. On a "Progressive Flex" mast the sail will be perform as designed, and will perform to its maximum potential.</li> </ul>









masts



### matrix system



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

The Neil Pryde Matrix system includes just 3 different performance levels: X3, X6 and X9. The X3 and X6 masts and booms use exactly the same design concepts of the successfully proven X9 range. The X-Combat range of masts and extensions is designed specifically for durability and high performance in heavy wave conditions.

The only difference between the ranges is the material 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 decide how much you're willing to spend on performance. The more you spend, the lighter and more responsive the parts become, simple.







#### MAST SPECIFIC FEATURES

×B	
	<ul> <li>Neil Pryde Progressive Flex bend curve</li> <li>Standard outside diameter mast with high wall thickness for durability</li> <li>Construction Process: Filament Winding</li> <li>Carbon content: 30%</li> <li>For those looking for a price-point, <b>Performance</b> mast that has great compatability with all sails</li> </ul>
XE	
	<ul> <li>Neil Pryde Progressive Flex bend curve</li> <li>Outside diameter in between the X3 and X9 mast with a moderate wall thickness</li> <li>Construction Process: Filament Winding Carbon content: 50 to 100% (length specific)</li> <li>For those looking for a <b>High Performance</b> mast that works well with all sails, in all conditions</li> </ul>
	<ul> <li>Neil Pryde's Progressive Flex bend curve</li> <li>Reduced diameter mast</li> <li>Construction process: Pre-preg with Suncore Treatment</li> <li>Carbon content: 100%</li> <li>Ferrule included in the top section of the mast for greater durability</li> <li>For those who demand excellence in both durability and performance</li> </ul>
	<ul> <li>Neil Pryde's Progressive Flex bend curve</li> <li>Smaller outside diameter compared to the X3 and X6 ranges for ideal strength / weight / reflex ratio</li> <li>Construction process: Pre-preg with Suncore Treatment</li> <li>Carbon content: 100%</li> <li>Ferrule included in the top section of the mast for greater durability</li> <li>For those who demand <b>Custom Performance</b> with no compromises</li> </ul>



	MASTS L	.ENGTH/CM	IMCS	WEIGHT/KG	CARBON CONTENT	FINISH	BAG	CODE	
	X3 WAVE 370	370	16	1.95	30%	Semi Gloss	None	RMX3W370	
	X3 WAVE 400	400	19	2.15	30%	Semi Gloss	None	RMX3W400	
	X3 WAVE 430	430	21	2.30	30%	Semi Gloss	None	RMX3W430	
	X3 460	460	25	2.65	30%	Semi Gloss	None	RMX3460	
	X3 490	490	29	2.85	30%	Semi Gloss	None	RMX3490	
	X6 WAVE 370	370	16	1.90	50%	Semi Gloss	Standard	RMX6W370	
	X6 WAVE 400	400	19	1.95	55%	Semi Gloss	Standard	RMX6W400	
	X6 WAVE 430	430	21	2.00	65%	Semi Gloss	Standard	RMX6W430	
	X6 460	460	25	2.00	80%	Semi Gloss	Standard	RMX6460	
	X6 490	490	29	2.20	90%	Semi Gloss	Standard	RMX6490	
	X6 520	520	32	2.40	100%	Semi Gloss	Standard	RMX6520	
	X COMBAT 370	370	16	1.5	100%	Semi Gloss	Silver	RMXC370	
	X COMBAT 400	400	19	1.7	100%	Semi Gloss	Silver	RMXC400	
	X COMBAT 430	430	21	1.8	100%	Semi Gloss	Silver	RMXC430	
	X9 ULTRAWAVE 37	<b>'0</b> 370	16	1.30	100%	Semi Gloss	Silver	RMX9UW370	
	X9 ULTRAWAVE 40	<b>4</b> 00	19	1.50	100%	Semi Gloss	Silver	RMX9UW400	
	X9 ULTRAWAVE 43	<b>30</b> 430	21	1.65	100%	Semi Gloss	Silver	RMX9UW430	
	X9 ULTRA430	430	21	tbc	100%	Semi Gloss	Silver	RMX9U430	
	X9 ULTRA460	460	24	1.50	100%	Semi Gloss	Silver	RMX9U460	
	X9 ULTRA490	490	27	1.70	100%	Semi Gloss	Silver	RMX9U490	
	X9 ULTRA530	530	34	2.10	100%	Semi Gloss	Silver	RMX9U530	
	X9 ULTRA580	580	38	2.70	100%	Semi Gloss	Silver	RMX9U580	

### matrix system: mast technology



You don't have to use a Neil Pryde mast in a Neil Pryde sail. Nobody can force you to do so. You will still be able to windsurf on a Neil Pryde sail, even if you put any mast up it. However, by using another mast in a Neil Pryde sail, you will never experience the performance potential of this sail and you will never get the maximum return and fun out of your investment. Would you put budget tyres on a performance sports car? If you want to maximise your enjoyment, if you want to see THE DIFFERENCE in performance, if you want to be the one doing the passing instead of being passed, use the right mast in the right sail!

#### Here's why:

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. For 2006, it sees the addition of Suncore technology to further improve its performance and durability. The X3 and X6 are 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 bend curve of the X9 mast in both the X3 and X6

ranges. All X3, X6 & X9 Matrix System masts have exactly the same internal diameter, with the tapers of the mast logically producing the desired bend curves, the Neil Pryde **Progressive Flex** bend curve.

New for 2006 is the X-Combat mast, a new high performance reduced diameter wave mast. A mast with more durability and performance than any other reduced diameter wave mast available on the market today. Neil Pryde had previously confirmed that reduced diameter masts were not good for sail performance, now we have the solution!!

The development of the Progressive Flex bend curve in the Neil Pryde Matrix System mast range, allows us to bring the performance of the X9 mast to more sailors. The X9 is the ultimate in performance due to the higher quality of materials used, the X-Combat maintains this performance but increases durability for heavy wave use, while the X6 and X3 share the same bend curves and bring a high performance mast to more users.

All Neil Pryde masts are the optimum masts for Neil Pryde sails, and these masts will maximise the performance of your sail. All you have to do is decide the precise level of performance that you are looking for.

Remember, the wind can tell THE DIFFERENCE.

#### PROGRESSIVE FLEX BEND CURVE

Over the years Neil Pryde has developed the "Progressive Flex" bend curve to truly maximise sail performance, and in response to the demands of today's sail designs, which place large areas of material at the top of the sail to maximise the usable area. Twist is one of the most important characteristics of sail design, and the "Progressive Flex" bend curve allows the sail to twist as dynamically and efficiently as possible.

Neil Pryde's "Progressive Flex" bend curve maximises sail performance and twist in 2 ways:

1. It combines a stiffer bottom section with a lightweight and responsive top section. A stiffer bottom section is required for draft stability and power, while the lightweight and responsive top section provides release in the head of sail for control.

2. The defined taper of the mast improves its responsiveness and dynamic performance. It does this by helping to define the most accurate flex point of the mast for any given wind strength, and by improving the speed of transition between these different flex points.

Simply speaking, as the wind strength increases, a sail will twist and the mast will bend from the top downwards. In light winds, only the top of the sail will twist so that maximum power is available to the rider. In stronger winds, the sail will twist even further to increase the level of control. The better a mast can define the most appropriate flex point for a certain wind speed, and the quicker a mast can transition between these different flex points, the better a sail can react to changing wind strengths to give the rider maximum power, control, stability and speed!





#### SUNCORE TREATMENT

The new Sun Core Treatment used on both the X9 and the X-Combat masts further improves both the durability and the design of the mast. During the Sun Core treatment process, metal particles are added to the resin to create a better bond between the individual resin particles. These metal particles act as an anchor on the resin particles, therefore helping to reduce any "resin creep" in the high-tension areas of the mast.

"Resin creep" can occur when the mast is left under high tensions, in high temperatures, over an extended period of time. "Resin creep" can result in the mast remaining permanently bent after de-rigging. With the reduction in resin creep through the use of the Suncore Treatment, we have redeveloped the construction of the critical areas of the mast to further improve both the response rate and durability. Suncore Treatment allows us to bring the mast even closer to the ideal "Progressive Flex" taper as any compensation built into the product to reduce resin creep, has been removed.




# matrix system:booms

Neil Pryde booms are all about stiffness: a stiff boom and tail through the use of monocoque construction, a stiff connection to the mast through the used of an oversized mast cup.

Neil Pryde's boom collection follows the same philosophy as the masts. Proven high performance technology is taken from the X9 range, and with different materials is built into stiffer, more durable and more comfortable X3 and X6 booms that are more accessible to all windsurfers.

The DIFFERENCE in Neil Pryde booms is stiffness, a stiffness that when used on the water will give your rig package a very "responsive" and lightweight feel. All you have to do is decide on the level of stiffness and performance that you are looking for.

Remember, the wind can tell the DIFFERENCE.



#### INSIDE THE MONOCOQUE CONSTRUCTION

For the X3.X6 booms, the monocoque construction is reinforced under the front end by a secondary piece of aluminium tubing. This tubing is inserted inside the monocoque tube before it is bent into the shape of the boom. This additional piece ensures that the X3. X6 booms offer the maximum in stiffness and strength.





### MAST SHIM

All Neil Pryde masts are delivered with a mast shim. All Neil Pryde booms are also delivered with a shim. These shims are designed to provide the ultimate fit between Neil Pryde masts and booms. These shims should be used according to user preference and their use is dependant on mast size and boom height. In general, as the diameter of the mast decreases, or the boom height increases, it will be necessary to use the mast shim. On larger diameter masts and lower boom heights, it is not necessary to use the shim.





### **GENERAL BOOM FEATURES**



### MONOCOQUE CONSTRUCTION

Monocoque (1 piece) boom body and tail in either carbon or aluminium for increased stiffness and a 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.

- X9 : Carbon body and tail. X6 : Aluminium body and carbon tail. X3 : Aluminium body and tail.



#### **OVERSIZED MAST CUP**

onto the mast and minimises any play between the boom and mast connection. This results in a transmission of power from the boom through the mast to the board. The oversized mast cup also provides a safer load distribution as the boom attachment is spread over a wider area, thus reducing the chance of point loading on the mast.

X9 : Extra oversized mast cup in carbon composite material. X6 / X3 : Standard oversized mast cup in composite material.



**TWIN PIN LEVER ACTUATED TRIM LOCK ADJUSTMENT SYSTEM** Featured on all booms for ease of adjustment (except the X9 Race booms).





- 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	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	RBX3135
X3 145-195	50	2.40	30	Oversized Mast Cup Fiber Reinforced	Monocoque T6 Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	RBX3145
X3 160-210	50	2.50	30	Oversized Mast Cup Fiber Reinforced	Monocoque T6 Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	RBX3160
X3 180-230	50	2.65	30	Oversized Mast Cup Fiber Reinforced	Monocoque T6 Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	RBX3180
X3 200-250	50	2.80	30	Oversized Mast Cup Fiber Reinforced	Monocoque T6 Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	RBX3200
X3 225-275	50	3.00	30	Oversized Mast Cup Fiber Reinforced	Monocoque T6 Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	RBX3225

X6 135-185	50	2.45	28	Oversized Mast Cup Fiber Reinforced	Monocoque T8 Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	RBX6135
X6 145-195	50	2.55	28	Oversized Mast Cup Fiber Reinforced	Monocoque T8 Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	RBX6145
X6 160-210	50	2.70	28	Oversized Mast Cup Fiber Reinforced	Monocoque T8 Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	RBX6160
X6 180-230	50	2.75	30	Oversized Mast Cup Fiber Reinforced	Monocoque T8 Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	RBX6180
X6 200-250	50	2.90	30	Oversized Mast Cup Fiber Reinforced	Monocoque T8 Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	RBX6200
X6 225-275	50	3.05	30	Oversized Mast Cup Fiber Reinforced	Monocoque T8 Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	RBX6225

X9 135-185	50	2.20	28	Oversized Mast Cup Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Lever	Yes	RBX9135
X9 145-195	50	2.35	28	Oversized Mast Cup Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Lever	Yes	RBX9145
X9 160-210	50	2.55	28	Oversized Mast Cup Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Lever	Yes	RBX9160
X9 180-230	50	2.80	OverS & 30	Oversized Mast Cup Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	RBX9180
X9 200-250	50	2.90	OverS & 30	Oversized Mast Cup Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	RBX9200
X9 225-275	50	3.05	OverS & 30	Oversized Mast Cup Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	RBX9225
X9 260-310	50	3.45	OverS & 30	Oversized Mast Cup Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	RBX9260



# matrix system : extensions

Neil Pryde 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.

This year we introduce a special X-Combat extension for the X-Combat reduced diameter wave mast. Specially designed for the small mast diameter, and maximum durability, the X-Combat extension is designed for use in big wave conditions.

### **GENERAL EXTENSION FEATURES**



**ENLARGED 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	REX300
	X3 XT 28	REX328
	X3 XT 48	REX348
	X3 UXT 00	REUX300
	X3 UXT 28	REUX328
	X3 UXT 48	REUX348
Concernation of the second	X6 XT 28	REX628
	X6 XT 48	REX648
	X6 UXT 28	REUX628
	X6 UXT 48	REUX648
the second se	X-Combat XT 28	REXC28
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	BASE	CODE
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referencesional sailors	Power Base	КРВ
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release system of diversal-pin	Power U-Base	RPUB
Wider surface area contacting     board for better load distribution		
<ul> <li>Grip padded plate for shock absorption and scratch</li> </ul>		
protection of board deck		
Power Base Power U-Base		





## the neilpryde Windsurfing Workbook 2006



# harnesses

### HARNESSES: SHAPE IS EVERYTHING

Neil Pryde's Equipment Collection aims to produce harnesses that match as closely as possible the shape of the human body.



## 3d waist harnesses



### MAXIMUM DYNAMIC SUPPORT THROUGH 3-LAYER 3D SHAPING

The key feature of the 3D waist harness is Neil Pryde's 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 comfort and support.

The key area of shaping and support required in a waist harness is the lower back. The 3D Waist harness gives maximum support for the lower back through the raised 3D moulded cushion on the outer layer. The outside layer is produced with a woven material for improved durability.

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.

### Dynamic Support is provided through:

 The harnesses close match to the concave shape of your back.
 Lower back support cushion moulded into the lower back region of the outside of the harness.



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





## seat harnesses



### MAXIMUM DYNAMIC SUPPORT THROUGH 3-LAYER 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, control and leverage over the rig.

In order to closely match the shape of the hips and the seated area, and provide maximum comfort and support, Neil Pryde's seat harnesses are split between 2-layer and 3-layer constructions in the back and sides of the harness respectively. This split construction allows the harness to completely wrap around the hip or seated area. Strategically placed front and back seams between the constructions further improve the shaping of the harness.

Dynamic Support is provided through the very close fit of the harness.

2-Layer construction including preshaped EVA foams around the seated area provide maximum fit, support and comfort. Additional inner shaping points lock onto the hips to further improve the fit of the harness. Outer layer of woven material provides durability.



3-Layer construction on the side panels includes PE board to help diffuse the force from the harness attachment points.



## neil pryde automatic system

**The Automatic Harnesses** continue 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

### How do i choose the right harness? Which harness is the best for me: seat or waist?

Choosing a harness is largely dependant on the type of sailing that you are doing. In general, waist harnesses offer a lot more freedom of movement, while seat harnesses provide more leverage over the rig. The best way of choosing a harness is to decide what type of sailing you will be doing mostly, and then fit yourself according to this style of sailing.

Wave and freestyle sailors, typically, prefer a waist harness as it offers them wide maneuverability and freedom of movement. In addition, wave and freestyle sailors do not require the maximum leverage on the rig, making the major benefit of a seat harness obsolete. Most important in a waist harness is that it matches the 3D ergonomic shape of your lower back. Neil Pryde waist harnesses achieve the necessary 3D ergonomic shape through shaping the load bearing internal layer and the soft, inside foam layer of the harness. The outside layer of the 3D waist harness is also shaped, making it a completely 3 dimensional, ergonomically shaped, waist harness. The Waist harness is slightly shorter in height than the 3D waist harness, offering a wider selection, especially for those with a shorter torso.

Freeride, slalom or speed sailing often requires the rider to carry a large sail in overpowered sailing conditions. As a result, the rider is looking for maximum leverage over the rig and in this situation the seat harness comes into its own. The low down hook position of the seat harness allows you to apply more force on the rig, you can literally sit on your harness and use all of your body weight against the rigs pull. What is most important to look for in a seat harness is that it is very comfortable when hooked in, so trying one on at least a simulator is essential.

Neil Pryde also offers a crossover harness that allows the hook height to be adjusted up or down. This feature is combined together with increased back support over the standard seat harness, and gives you a harness with maximum versatility in your choice of hook height. The hook can be raised for high wind conditions, or even for those who are just learning to use the harness. As rider experience and sail size increases, the hook can be lowered for greater leverage over the power of the rig.

I hope this is helpful while choosing which harness is right for you. Living in Hawaii, I split my sailing fairly evenly between wave and flatwater. I want the most benefit from my harness, so the choice for me is easy ..... I have both!



Peter Slate Accessory Manager Neil Pryde Design Center

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### **3d waist pro harness**

#### automatic standard

GNPA1001 GNPA1002

- Ideal for use in waves, freestyle, or general freeride cruising.
- Maximum dynamic support through Neil Pryde's 3 layer 3D Shaping. Inside layer of mesh material and soft neoprene outside edge for comfort. Woven material on the outside for increased
- durability. 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: Black/Copper



### waist harness

### standard

### GNPA1003

- Ideal for use in waves, freestyle, or general freeride Ideal for use in waves, treestyle, or general freeride cruising. Comfort support through shaping of the harness and an inside layer of soft EVA foam ribs. Inside layer of soft EVA foam and soft neoprene outside edge for comfort. 360° powerstrap for flex limitation and additional current.

- support. Handle added to the back of the harness for general
- Standard system: includes replaceable hook attachment webbing straps

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



### **3d impact vest**

### GNPA1004

- 3D Thermo-moulded 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: Copper/Black





### seat harness

automatic standard

GNPB1001 GNPB1002

- Ideal for use in racing. Low hook position for maximum leverage on the rig. Small outline harness for maximum freedom of
- Small outlife frames for maximum needon of movement. Comfort support is provided through the shaping and close fit to the body. Inside layer of soft EVA foam ribs on the back, pre-moulded EVA foam ribs
- around the hips. Soft neoprene outside edge for comfort.
- Clip in leg straps. 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: Copper/Black



### seat harness x-over quick release

GNPB1003

- Ideal for use in freeride sailing, and for those looking for increased back support in a seat harness. Adjustable hook height for wide range of use and comfort. Adjustable back support straps for increasing back
- Adjustable back support support support in increasing back support if necessary. Comfort support is provided through the shaping and close fit to the body. Inside layer of soft EVA foam ribs on the back, pre-moulded EVA foam ribs
- around the hips. Soft neoprene outside edge for comfort. Clip in leg straps.

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



## the neilpryde Windsurfing Workbook 2006





## accessories harness lines



### fixed harness line

### GNPD1001

Low stretch rope with a tough transparent tube cover.Fixed length.

 Colours: Yellow / Grey

 Length: 18
 20
 22
 24
 26
 28



# travel fixed harness line

- Low stretch rope with a tough transparent tube cover.
  Lines are detachable without removing the back-end of the boom.
- Quick Release Stainless Steel Ring on both sides of Harness line for easy attachment and detachment. Simply loop webbing through the ring and go!
  Fixed length.

 Colours: Yellow / Grey

 Length:
 18
 20
 22
 24
 26
 28



### vario harness line

### GNPD1003

- Low stretch rope with a tough transparent tube cover.
  Neoprene covered adjustment buckle to protect the hands.
- Adjustable length with new pull handle for easier function.

Colours: Yellow / Grey Length: 20-26 24-30





### travel vario harness line GNPD1004

- Low stretch rope with a tough transparent tube cover.
  Lines are detachable without removing the back-end of the boom.
- Quick Release Stainless Steel Ring on both sides of Harness line for easy attachment and detachment.
- Simply loop webbing through the ring and go! Neoprene covered adjustment buckle to protect the hands. Adjustable length with new pull handle for easier function.





### race vario harness line

GNPD1005

- Low stretch rope with a tough transparent tube cover.
  Adjustable length while windsurfing.
  Adjustment system with "release loop" and pull handle for easier adjustment while sailing.

Colours: Yellow / Grey Length: 20-26 24-30



### RAOKRSX

- Adjustable outhaul kit to maximise the tuning range of your sails. An absolute essential for racing or large Freerace sails (V8).
- Supplied together with the X9 225-275 and X9 260-310 Carbon Booms.



# accessories footstraps



### pro footstrap

### GNPE1001

- Multi-purpose, adjustable footstrap for use in all conditions.
- Classic Velcro closure system neoprene cover with optional length position.
- Durable neoprene plus additional foam provides extra comfort.
- High-density webbing sewn to PE stiffener provides good stand-up function.
- Plastic moulding for screw mount and anti twist function.
- Neoprene covered multiple screw hole system.



### vario footstrap

### GNPE1002

- Multi-purpose, easily adjustable footstrap for use in changeable conditions i.e. booties vs. no booties where quick adjustments required. Easy strap-length adjustment from outside - no need
- to open neoprene cover.
- Durable neoprene plus additional foam provides extra comfort.
- High-Density webbing plus PE stiffener provides good stand-up function.
- Neoprene covered multiple screw hole system.



### heavy duty wave

### GNPE1003

- Light weight, heavy-duty footstrap for use in the waves. Minimal construction with no Velcro adjustment for
- simplicity.
- Adjustment: Footstrap is only adjustable by changing position in the screw holes.





### 3d front footstrap

left GNPE1004 right

- GNPE1005 Asymmetrically designed footstraps for the ultimate
- in comfort. Broad shaping of the strap provides a wide contact
- area for the foot. Body of strap in soft EVA foam for comfort.
- Wide point of the strap placed to the outside of the foot for support.
- Easy strap-length adjustment from outside no need to open neoprene cover. Three layer closure for security.



### **3d back footstrap**

GNPE1006

- Smooth, symmetrical outline for dual strap use on smaller boards.
- Maximum comfort through use of soft 8mm EVA foam.
- Easy strap-length adjustment from outside no need to open neoprene cover. Three layer closure for security.



### race footstrap

GNPE1007

- Lightweight and stiff footstrap designed for racing.
- Stiffness provided through minimum material. Multiple screw hole adjustment system: Footstrap is only adjustable by changing position in the screw holes.



# accessories



### uphaul rope

GNPF1001

Extremely light. Doesn't swing.



### uphaul rope deluxe GNPF1002

Comfortable and easy grip through increased diameter tubular foam sections. Doesn't swing.



### boom protector

### GNPF1003

Boom protector for impact protection of the board. New shape for closer fitting of the boom head.



### mast base protector GNPF1004

Pre-formed protection for your toes.



### mast protector

### GNPF1005

- Extra protection for your board and feet. Designed particularly for use together with sails without extra padding built into the tack fairing. Split webbing closure straps wrap around either side
- of the base cleat, preventing protector from sliding down.
- Dual function design: Fits most rigs, both in the classic mast-base position, or upside-down and underneath the boom head for impact protection of the nose of the board.









### roof rack pad

### GNPF1006

- Velcro closure for use with oval or round racks.
  Secure ribbon to keep fabric cover and tubular foam together.
- Two pads per set.



### roof rack pad deluxe

### GNPF1007

- Zip closure with stretch zone for proper fit on different roof racks, especially on the larger "oval" diameter bars. Two pads per set. Non-slip, abrasion proof strip on the top side.



### heavy duty roof rack strap

### GNPF1008

- Heavy Duty metal buckle for maximum security.
  Foam padding under buckle for protection.
- Two pieces per set.

Length: 5 m



### basic roof rack strap

### GNPF1009

- Metal buckle for load security.
  Foam padding under buckle for protection.
  Two pieces per set.

Length: 3 m

## the neilpryde Windsurfing Workbook 2006















- Wheels for easier transport.
- Lined with water resistant Tarpee for wetsuit storage.



Dimensions Multi 3: 265 x 17.5 x 16 cm Dimensions Multi 5: 295 x 23.5 x 22 cm

### mast bag multi

#### Mast Bag Multi 3 GNPF1012

Mast Bag Multi 5 GNPF1013

Boom Bag Formula 260

Adjustable internal strap.

• Carry handles.

Top loading function for easy packing.

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.

GNPF1016



Dimensions Boom Bag 200: 210 x 50 x 16 cm Dimensions Boom Bag 260: 270 x 65 x 18 cm

### boom bag Boom Bag Standard 200 GNPF1014

- 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.

\*Sizes based on booms taken from the current Neil Pryde collection.

# equipment bags

Neil Pryde has developed its 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.









Wave - Holds up to 6 sails and 3 masts in manufacturer's mast bags from 370cm to 460cm.

• Freeride - Holds up to 6 sails and 3 masts in manufacturer's mast bags from 370cm to 490cm.

Formula - Holds 6 sails and 3 masts in manufacturer's mast bags up to 580 cm.
 Aerodynamic Design.

Roof Rack mountable: Solid Sliding Roof Rack Strap Tunnels allow the easy feeding
of roof rack straps through the bag even when fully loaded with sails and masts.

"Sliding" feature ensures that the bag fits to a wide range of different cars and roof rack distances.All around expansion zip increases the volume by an additional 15 cm in height.

Fully detachable straps.

Wheeled Bags: Reinforced bottom and strong off-road wheels.

Shoulder strap with pocket for stowage when not in use.









• Multi size fitting through stretch fabric zones. • Easy installation May not fit seats with arm rests
Should not be used with seats outfitted with built in air bags.



Side zipper for easy access while on the roof of the car.

# boardbag size chart



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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 is right for you.

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	A	в	C	D	Е	BOARDS CONFIRMED FIT *
PERFORMER SINGLE	252	40	60	40	х	JP Radical Wave 64/69/74/79, JP Freestyle Wave 78/85, JP X-Cite Ride 95, JP Super X 86/96, JP Young Gun 70
	262	49	70	50	х	JP Freestyle Wave 93/102, JP Freestyle 91/100/109, JP X-Cite Ride 95/105/120, JP Super X 106/116, JP Freeride 125, JP Slalom 94/114, JP Young Gun 114
	272	55	82	65	x	JP X-Cite Ride 135/150/165, JP Freerace 135/145, JP Slalom 134
HEAVY DUTY DOUBLE WAVE / WHEELED	252	40	60	40	24	Any 2 of JP Radical Wave 64/69/74/79, JP Freestyle Wave 78/85, JP X-Cite Ride 95, JP Super X 86/96, JP Young Gun 70
HEAVY DUTY TRIPLE WAVE / WHEELED	252	49	70	50	35	Any 3 of JP Radical Wave 64/69/74/79, JP Freestyle 91, JP Freestyle Wave 78/85/93/102, JP X-Cite Ride 95, JP Super X 86/96/106, JP Slalom 94, JP Young Gun 70
HEAVY DUTY DOUBLE FREERIDE / WHEELED	272	55	82	65	24	Any 2 of JP Radical Wave 64/69/74/79, JP Real World Wave 69/76/83/91, JP Freestyle Wave 78/85/93/102, JP Freestyle 91/100/109, JP X-Cite Ride 95/105/120/135/150/165, JP Super-X 86/96/106/116, JP Freerace 125/135/145, JP Slalom 94/114/134, JP Young Gun 70/114
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 64/69/74/79, JP Freestyle Wave 78/85, JP X-Cite Ride 95, JP Super X 86/96, JP Young Gun 70
	262	49	70	50	x	JP Freestyle Wave 93/102, JP Freestyle 91/100/109, JP X-Cite Ride 95/105/120, JP Super X 106/116, JP Freeride 125, JP Slalom 94/114, JP Young Gun 114
	272	55	82	65	x	JP X-Cite Ride 135/150/165, JP Freerace 135/145, JP Slalom 134
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 06 Board Bags.

