WinTech RACING
Winning Technology. Winning Performance.

Aluminum Outstay Rigger Ordering Guide

Rigger Stateroom	A1	70,5
Rigger Stateroom	A2	69,8
Mid range span/spread (scull or sweep)	B	160
Bolt Spacing distance between main stay bolts	C1	5,5
The distance from the bottom side of flange to the centre of the top bolt)	C2	2,2
The distance from the bottom side of flange to the centre of the top stay bolt	C3	2,2
Seat top to Flange	E	4,5
Flange to Oarlock (height is measured to the bottom center inside of the oarlock at the desired avg. height.)	F	11,5
Saxboard Angle (degrees from vertical)	G	24°
Saxboard cut down (Difference between top of saxboard at main to top of saxboard at aft stay)	K	2,5
Saxboard lip thickness	T	-
Work (pin CL relative to main bolts CL) ☐Bow ☐ Stern	J	0

cm

All measurements in **cm** to nearest mm

Tools Straight Edge, Tape Measure, protractor, parallel block

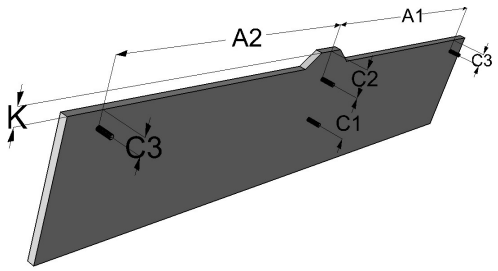
Stern

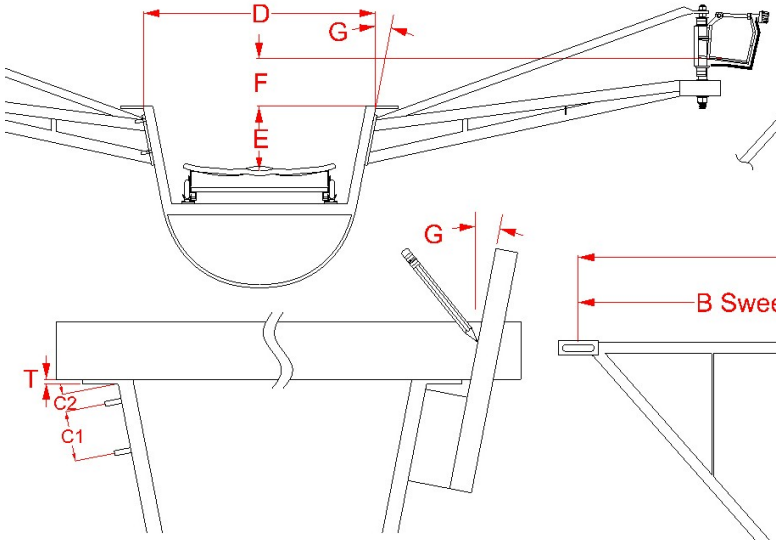
Bow

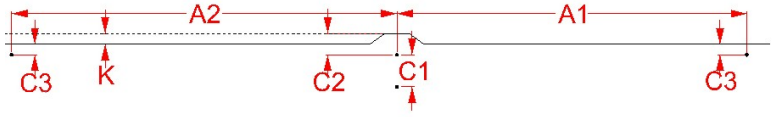
Shoulder Widths MAXIMUM width of the boat at the point where the rigger bolts are not including Lip over hang

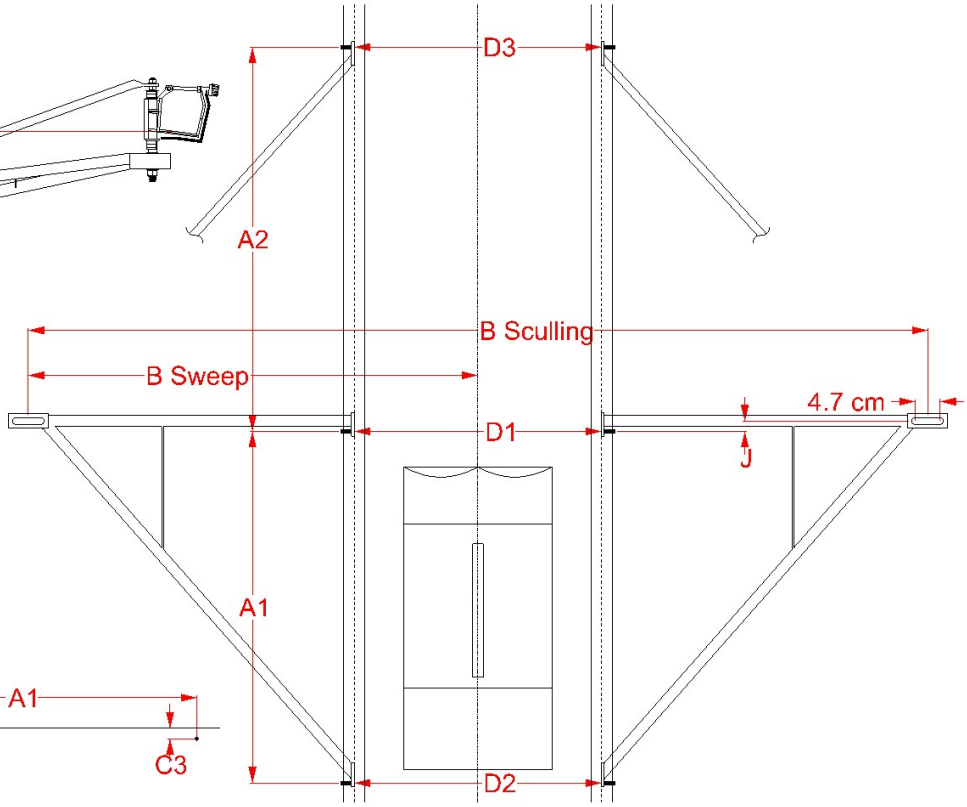
Seat	Main Shoulder Widths D1	Stern Shoulder width D2	Bow Shoulder width D3
1	45,5	44,5	46
2	45	46	44
3			
4			
5			
6			
7			
8			

Stroke Side
☒Port / Stroke ☐Starboard / Bow



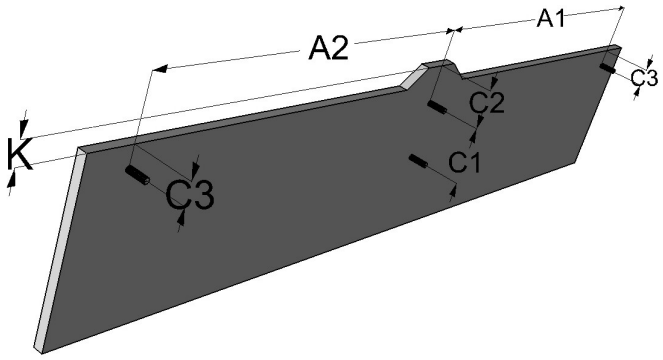






Measuring

- The accuracy of your measurements determines the accuracy of the rigger being made. We are not responsible for riggers made to spec that do not work on your boat.
- All measurements should be completed in Centimeters to the nearest Millimeter.
- Always double check all of your measurements for accuracy and consistency.
- The angle of your saxboard is critical to the correct pitch of your pin, measure carefully.

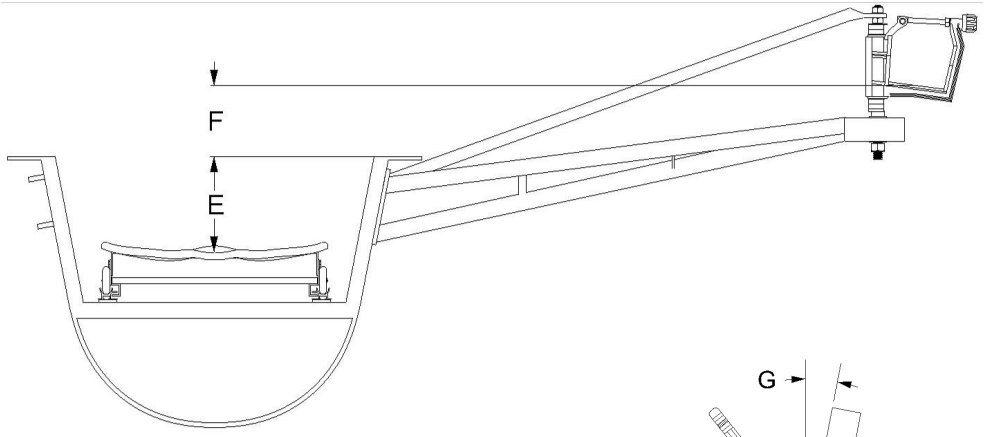


A1, A2: Measure the distance along the outside of the saxboard from center of bolt to center of bolt

B: Provide the distance to the average span/spread for pin location.

C1: Measure the distance between the centers of the main stay bolts.

C2, C3: Measure the distance parallel to the saxboard between the center of the bolt and the underside of the boat flange.



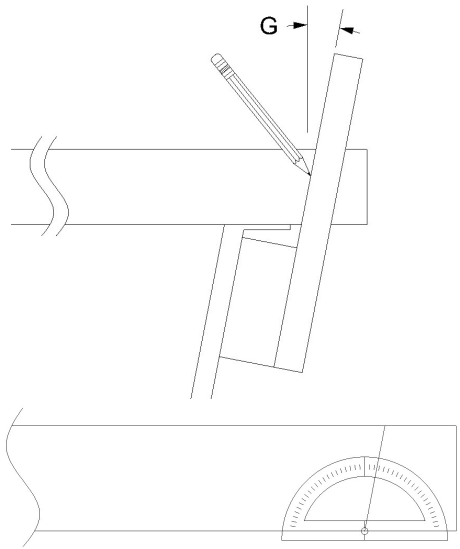
D1, D2 and D3: This measurement needs to be taken from the joint of the flange and the hull. It may be easier to determine this figure by measuring across the boat to the outside of the flange and then subtracting the overhang of the flange on each side.

E: With your seat at the stern stops and a straight edge spanning the cockpit above the seat, measure the vertical distance from the lowest center point of the seat to the bottom of the straight edge.

F: Subtract "E" from your desired average oarlock height to get "F"

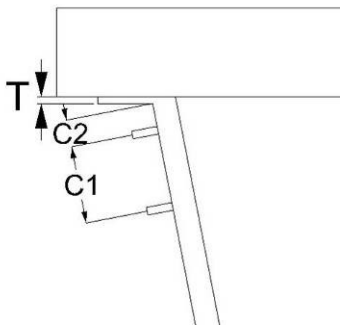
G: This angle is critical – there are 2 methods for acquiring this angle.

1. Using a digital level, secure the boat from lateral movement, so that it is level across the cockpit. By putting the level across the cockpit at the main stay, it should read 0 degrees. Then put the level on the saxboard as close to the mainstay nuts as possible. If there is an overhang on the flange, you can use a block of wood as shim which is parallel to the boat to get your level beyond the flange. Make sure this angle is from vertical.
2. Tape a piece of paper to a piece of plywood that extends to the flange. Using a straight edge, extend a line from saxboard from the mainstay onto the paper. Make sure that this line is parallel to the saxboard. Using a protractor, make a vertical line perpendicular to the plywood at the intersection of saxboard line. Measure the angle between the vertical line and the saxboard line.



K: For flanges that are not flat, measure the vertical difference between the top of the flange at the mainstay and the stern stay.

T: Measure the thickness of the flange vertically.



J: This measure refers to the location of the pin in relation to the mainstay bolts. This will change the pin location, if you want the pin swept forward or backwards to change the work through.