

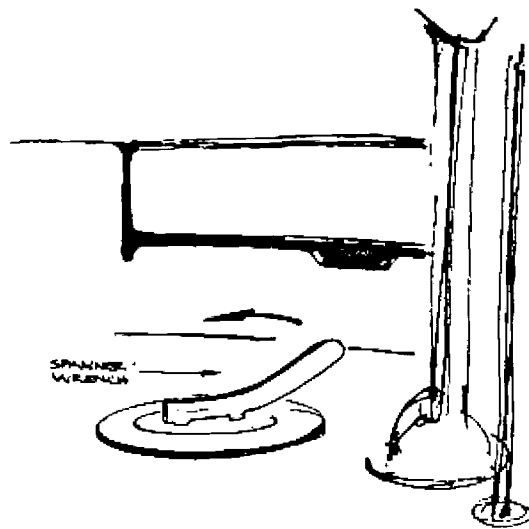


## Supplement to Original Owners Manual.

The following pages contain supplemental information that appeared in later versions of the Pearson 323 manual. With one exception, all of the drawings are dated in early 1980 and while there might be some differences between the 1980 and later boats, the information appears to be mostly valid for all models. Exact specifications could have very likely changed from the earlier hulls.

# Supplement to Original Pearson 323 Owners Manual.

## EMERGENCY TILLER INSTALLATION

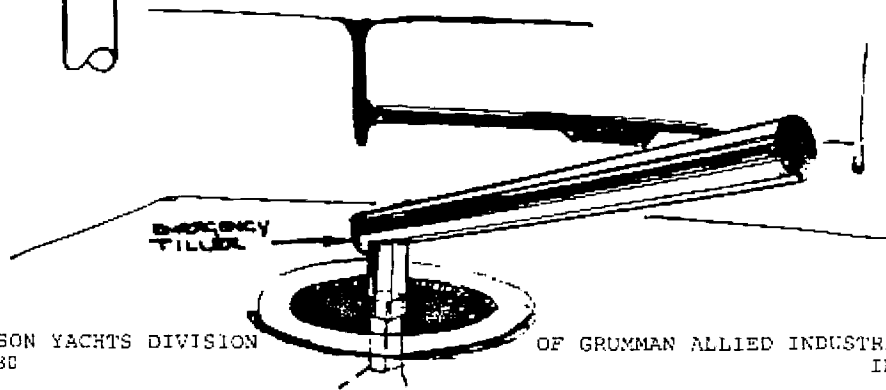
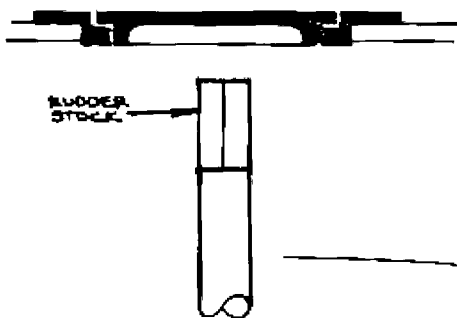


A dry run of your emergency tiller system in stable conditions will lessen confusion in times of crisis. Before casting off make sure you have not left your emergency tiller and spanner wrench ashore. Once aboard make sure the emergency tiller is stowed in an easily accessible place and not under a pile of gear at the bottom of the sail locker.

The rudder stock access plate requires regular lubrication to keep it from seizing. This plate is located in the aft portion of your cockpit above your rudder stock. When necessary, the plate can be removed with the spanner wrench as illustrated. The access plate's removeability is insured by the accessibility of your spanner wrench. Keep it available.

When access to your rudder stock is achieved, the square end of the emergency tiller can be fitted to the rudder stock. Some boats can be steered with the tiller straight forward; on others it will have to be off to the side to clear the wheel.

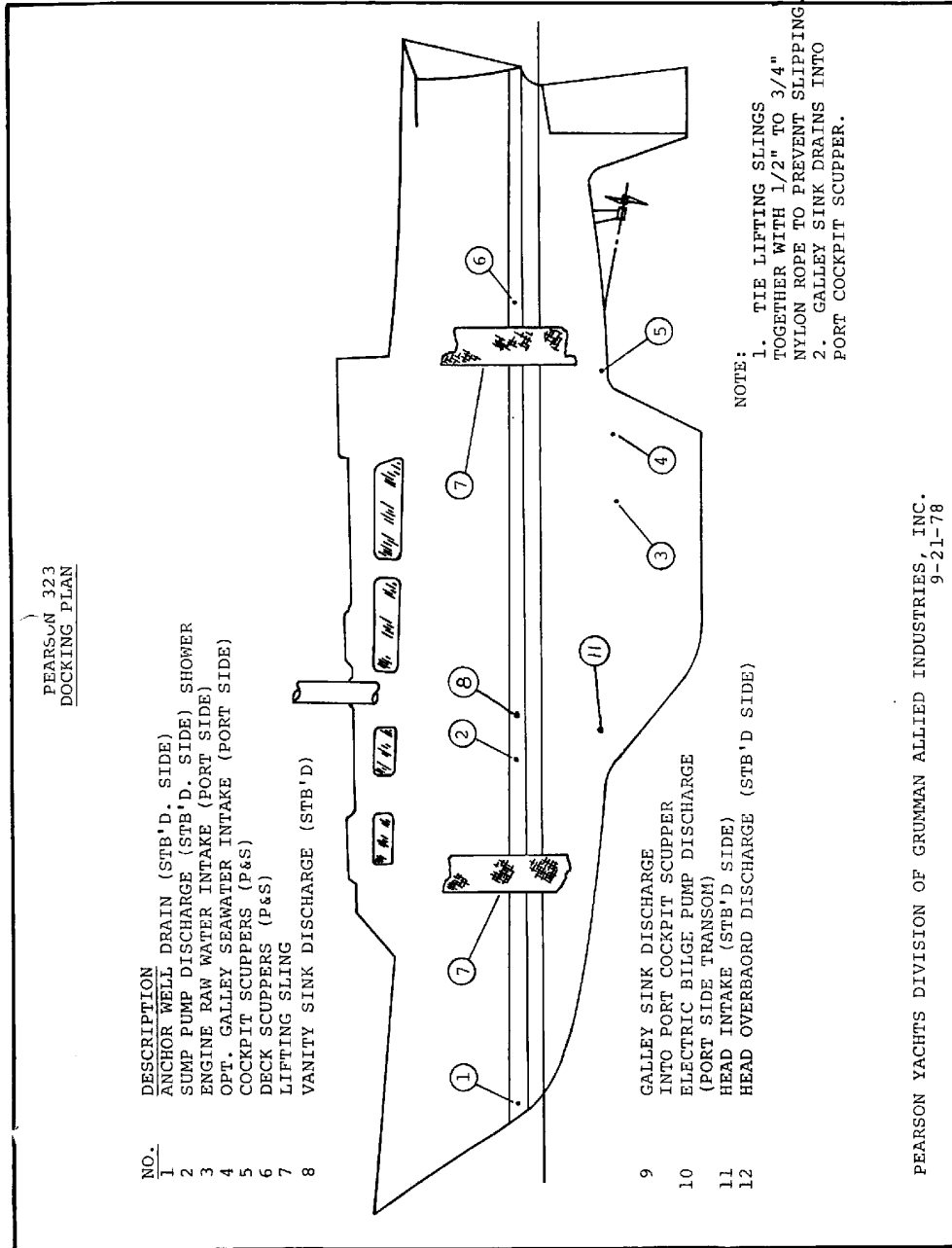
**NOTE:** The emergency tiller will move the whole steering system so each part including the cable and rudder must be clear.



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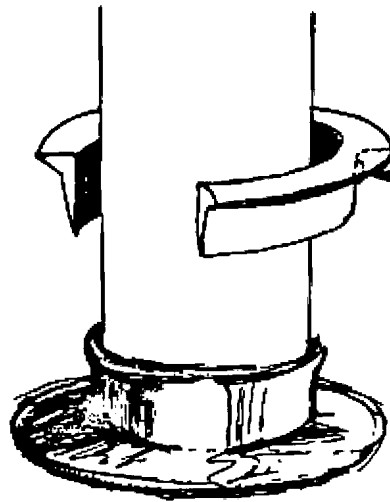
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INC.

# Supplement to Original Pearson 323 Owners Manual.



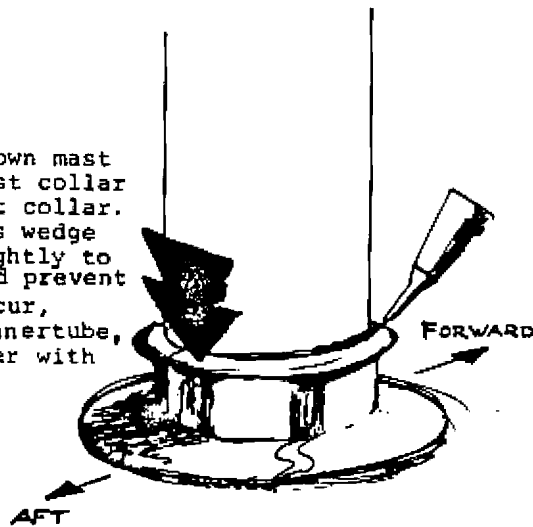
# Supplement to Original Pearson 323 Owners Manual.

## PEARSON YACHTS-ALL BOATS MAST WEDGE INSTALLATION



Fit mast wedge snugly around base of mast and test fit into mast collar. If it fits, trim ends so they butt. If it's too tight, may need to cut into wedged pieces. If loose, place a wide, thick bead of silicone sealant on outer face of wedge, allow to dry, retest fit. If still loose double up wedge.

Keeping joint AFT, push down mast wedge between mast and mast collar until top flange hits mast collar. Mallet may be needed. This wedge system should fit very tightly to minimize mast movement and prevent leaks. If leaks still occur, try covering joint with innertube, and tape to mast and collar with Duct tape.

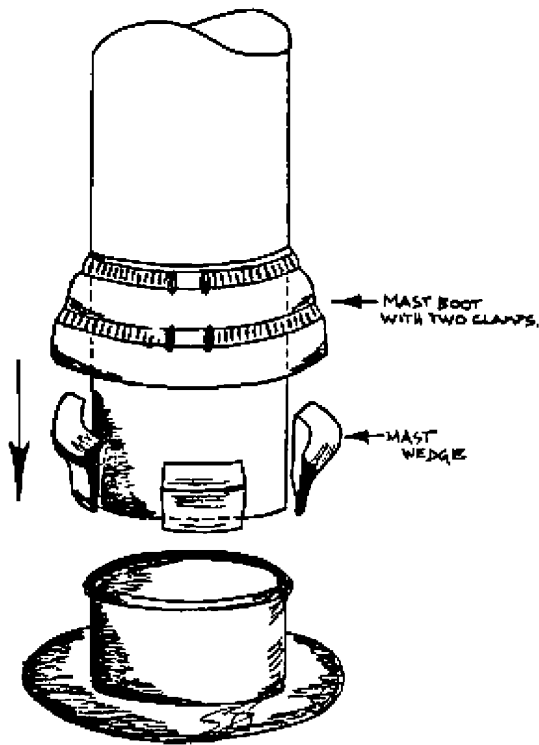


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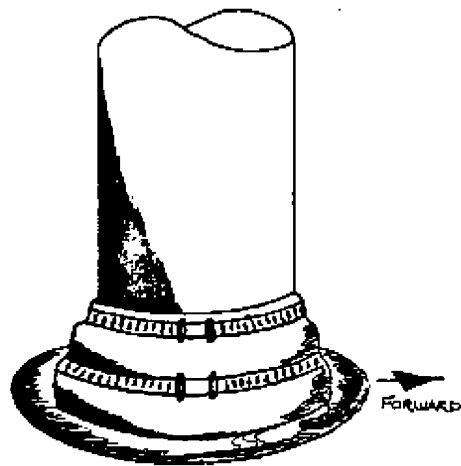
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MAST BOOT INSTALLATION



Mast boot with two clamps to be slipped up onto mast extrusion before stepping mast. After stepping the mast and installing the mast wedges (see sketch) the boot is slipped down into place over the flange on the mast collar and both clamps are tightened sufficiently to provide a water tight joint between the boot and both the mast extrusion and collar.



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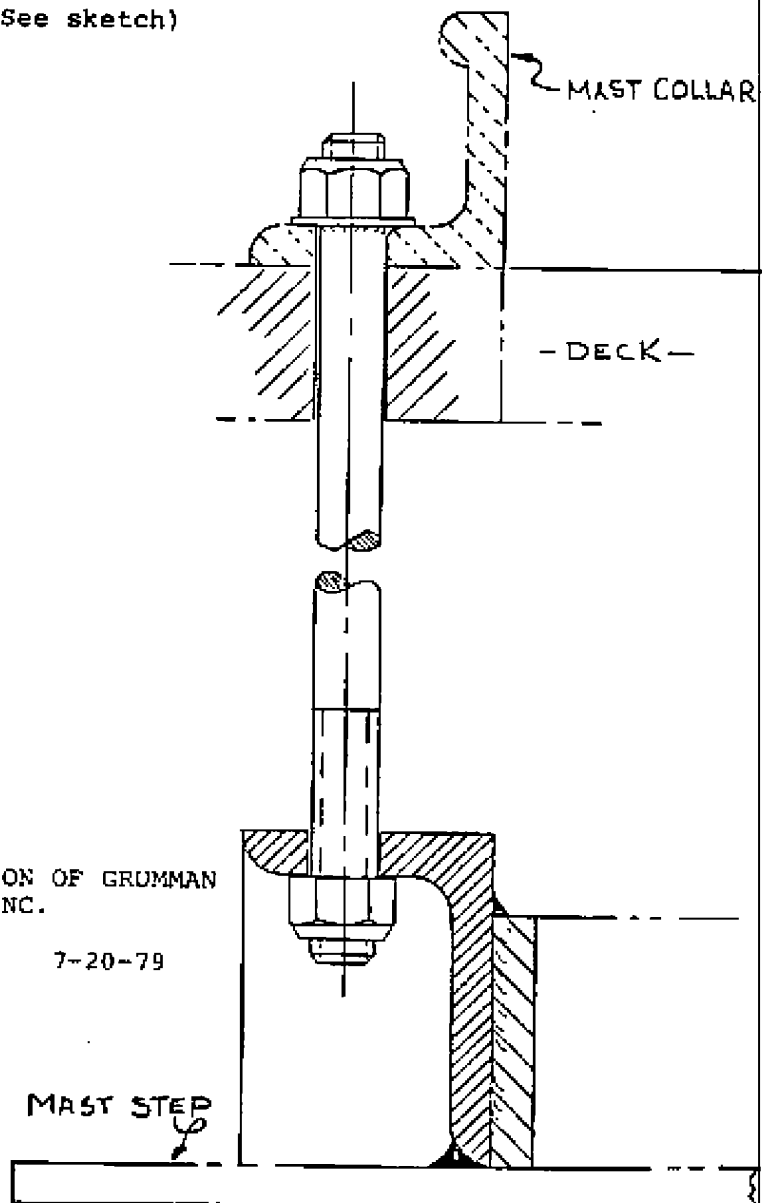
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# Supplement to Original Pearson 323 Owners Manual.

## MAST TIE ROD

Your boat is equipped with a tie rod which runs from the mast collar at the deck partner to the mast step.

The tension should never be over tightened. The nut on deck should be finger tight with the boat at rest and the rigging properly adjusted. (See sketch)



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## JIFFY REEFING

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Reefing Line, Clew

With Aft Reefing Line Only

Cheek block stbd. side,  
eye strap (dead end for line)  
port side

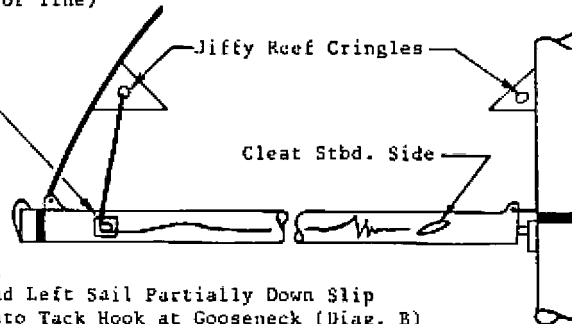


DIAGRAM A

1. Slacken Main Sheet
2. Release Halyard and Left Sail Partially Down Slip
3. Reefing Cringle Onto Tack Hook at Gooseneck (Diag. B)
4. Re-Trim Main Halyard

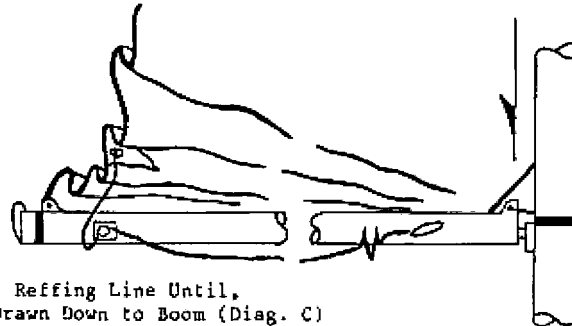


DIAGRAM B

5. Tighten Aft (Clew) Reefing Line Until,
6. Leech Cringle is Drawn Down to Boom (Diag. C)
7. Cleat Aft Reefing Line.

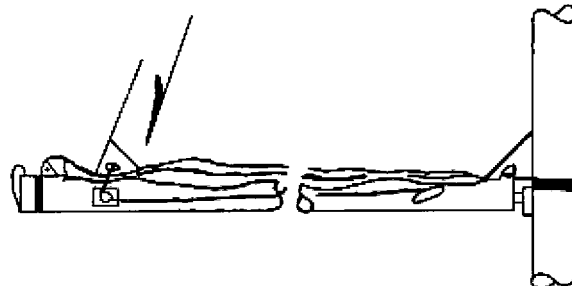


DIAGRAM C

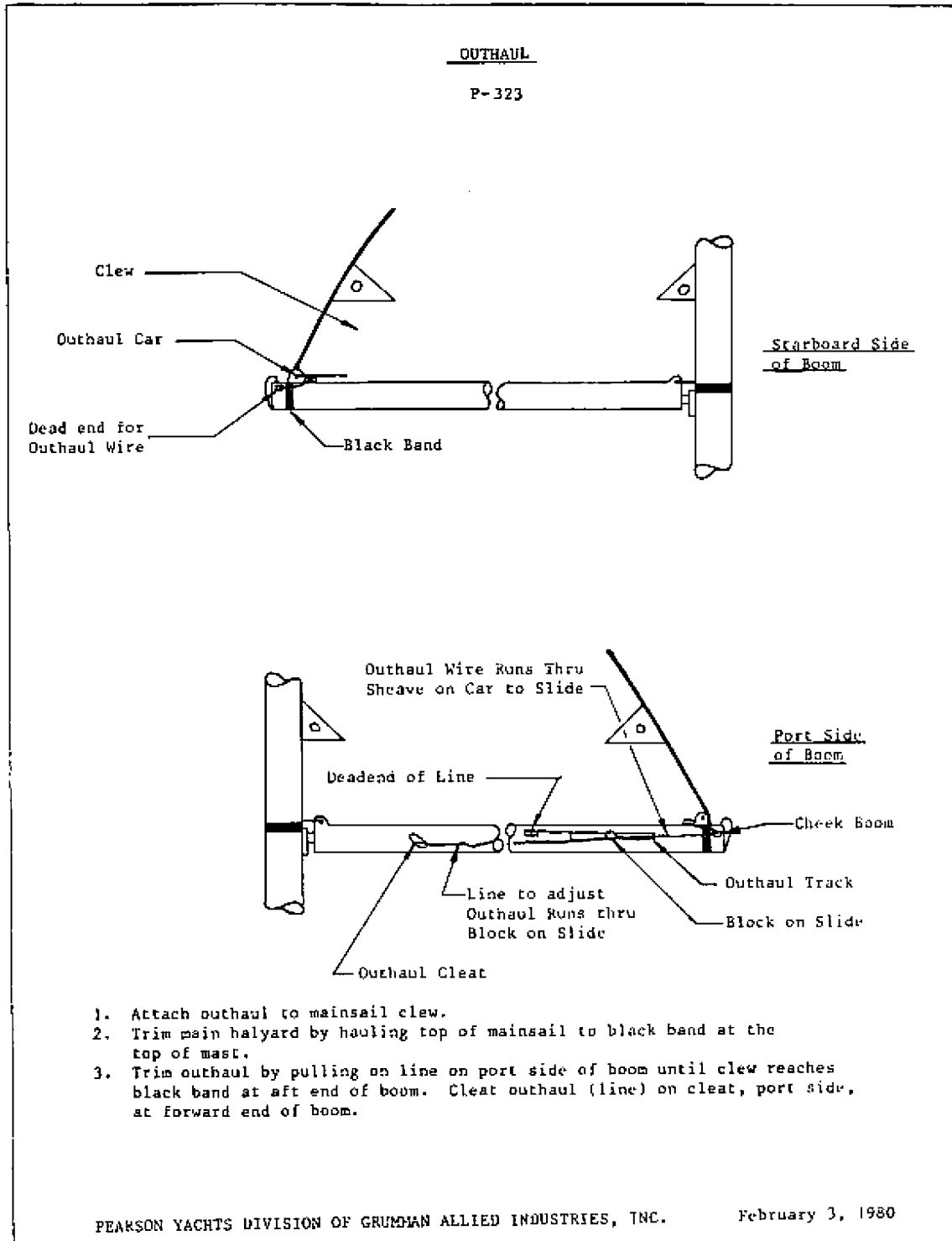
8. Re-Trim Main Sheet

NOTE: Operation for second reef is the same as for the first reef.

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February 3, 1980

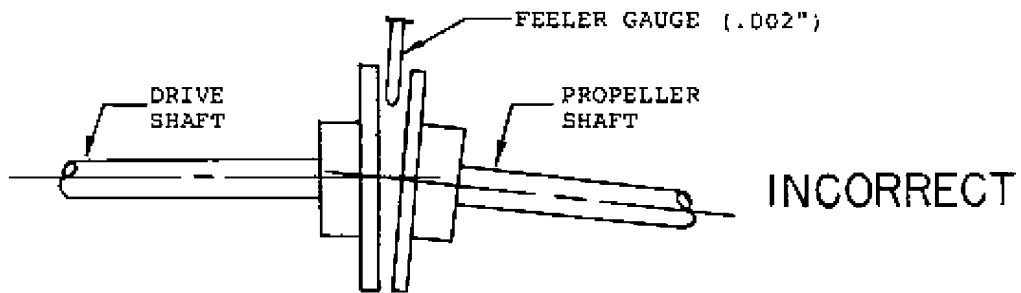
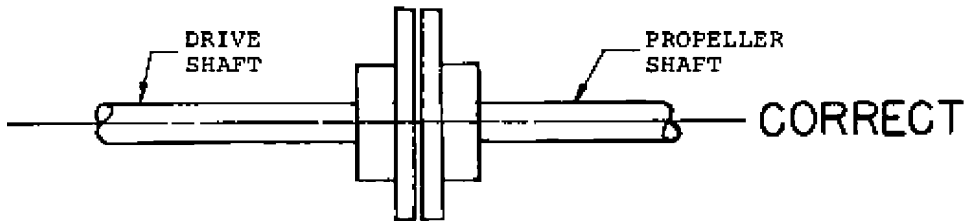
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## TYPICAL PROPELLER SHAFT ALIGNMENT



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