

ONE-LOCK TECHNICAL SALES & SERVICE GUIDE

Product Break-In & Best Fit Process

OVERVIEW

The One-Lock system is a new, screwless connection system designed to enhance ease of use, durability, and on-the-water performance. However, like any high-precision mechanical interface, a break-in period is required to achieve optimal fit and function.

This guide explains why product break-in is essential, what to expect during early use, and how to diagnose and address fit issues.

Break-In Period: What to Expect. The One-Lock latch system relies on precision fitting between the mast, fuselage, and stabilizer. Over time, the system naturally settles in as surfaces wear together, resulting in a more secure, refined fit.

- **Initial Fitment:** Some connections may feel overly tight or inconsistent at first. This is normal as the cable, latch mechanism, and contact surfaces adapt to repeated use.
- **Latch “Pop” Engagement:** A properly seated fuselage will generate a firm “pop” when latched. This indicates the latch is correctly engaged, ensuring secure, movement-free assembly.
- **Cable Stretch Over Time:** The internal cable system will stretch slightly over time. During the first use, latch down, open, tighten and relatch 4-5 times to understand how the system works and to properly fit the cable length to your system (the most stretch occurs during the first couple latches). This is part of the natural settling process and should not be a cause for concern.

OPTIMIZING FIT & ENSURING BEST PERFORMANCE

1. Pre-Ride Preparation: Cleaning & Lubrication

Manufacturing residues, minor surface irregularities, or post-manufacturing hygiene issues can affect the initial fit.

- Wipe down all contact surfaces (fuselage, mast, stabilizer interface) to remove any residual debris.
- (Optional) Apply a liquid wax or Wax to mating surfaces using a clean rag. And then buff. This cleans and lightly lubricates the connection points, improving fit and reducing initial resistance.

2. Proper Latch Adjustment

Adjusting the tension screw on the One-Lock latch ensures a secure fit:

- The latch should be tightened just enough to create the distinct “pop” sound when locked in place. To achieve the “pop” sound, tighten the latch pin so that tension starts at a 45 degree angle when the latch is closing.

- Over-tightening is unnecessary—proper tension is achieved when the fuselage seats securely without excessive force. If overtightened, the latch piece will crush. This is intentional to avoid crushing the stabilizer. A replacement latch is supplied with each front wing that can easily be switched out should you accidentally overtighten.

3. Using the Product to Achieve Best Fit

- Initial wear-in period: Expect some minor fit inconsistencies across different stabilizers and fuselages. This normalizes with use.
- Regular on-the-water use allows components to settle in, similar to breaking in new bindings or foot straps.

Troubleshooting Fit Issues

1. Loose or Wobbly Wings or Fuselage Fit

- Check for proper latch engagement – A good fuselage connection should “pop” into place firmly.
- If the latch does not fully engage, inspect for residual debris or irregularities in the fuselage seat.
- A small amount of hand-cleaning or buffing may resolve minor seat imperfections.

2. Difficult Assembly or Removal

- Repeated use will naturally ease insertion and removal as the components adjust to each other.

3. Persistent Fitting Issues

- Contact customer service if significant fit issues persist despite break-in procedures.

KEY TAKEAWAYS FOR CUSTOMERS & RETAILERS

- One-Lock is a break-in product – it requires use to achieve optimal performance.
- Proper latch tensioning is critical – don’t overtighten, but ensure a secure fit.
- Cleaning connection points improves initial fit and longevity.
- Some variance between components is expected, but regular use will refine fit over time.

This new system is an opportunity to learn a better, simpler way to assemble and disassemble foils. While it requires an adjustment period, the long-term benefits over traditional screw-based systems are clear.

SLINGSHOT

RAPID TRACK SYSTEM

Quick Start Guide/ Instruction Manual

There are three ways to attach your One-Lock mast to the board.

Using the RTS (Rapid Track Kit): This is the fastest way to take your foil on and off. Once set up, attachment of the mast to the board can be done in seconds. *Not all boards are compatible with the RTS kit.

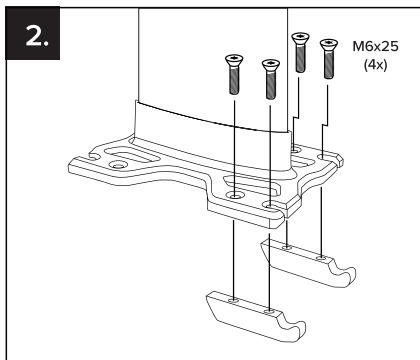
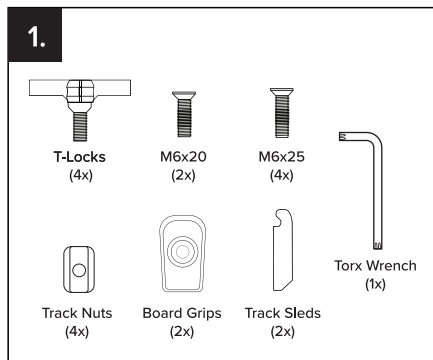
If, after following the directions below for the RTS set up, you find it is still hard to slide the sleds into your tracks, use one of the below two options.

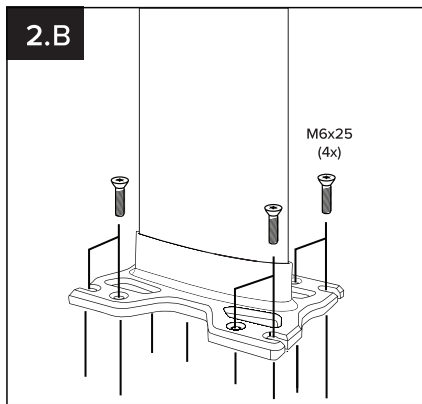
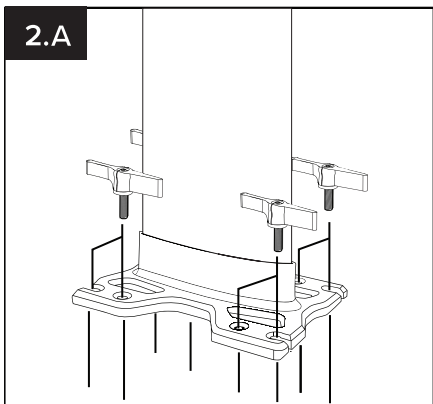
Using the four T-Locks (2A.): This is the easiest way to set up your foil when wanting to be able to adjust quickly without a tool. Moving your foil while on the water or coming in to change can be done within seconds. To minimize drag, lift up the top of the T-locks and position them in line with water flow.

Using the standard method (2B.): 4 M6x25mm screws using the torx wrench provided. This provides the least amount of drag but is the longest to set up.

#1.Package includes: 4x T-Locks, 4x M6x25 screws, 2x M6x20 screws, 2x Board Grips, 2x Track Sleds, and 4x Track nuts.

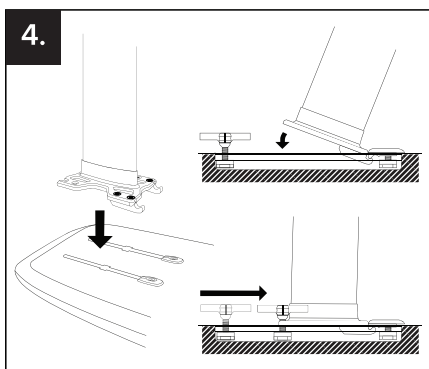
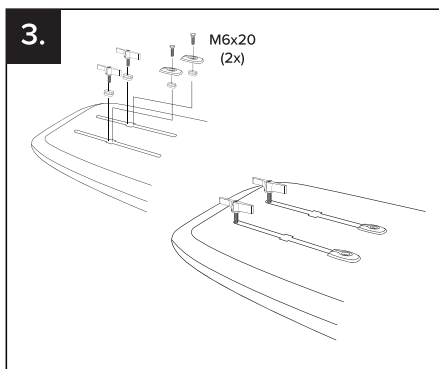
#2.Install the track sleds to the pedestal base, keeping the screws loose (use the included M6x25). Note* Board grips and Track sleds are not required if using four T-Locks “Fig.2A”. Use of the standard M6 screws for mounting the foil is another option “Fig 2B”.





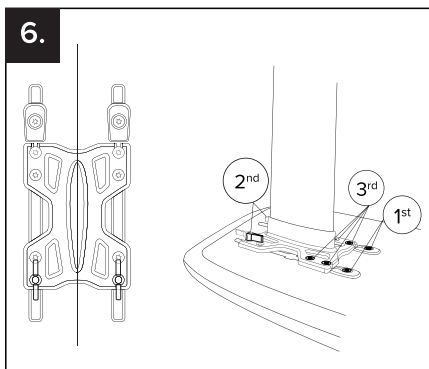
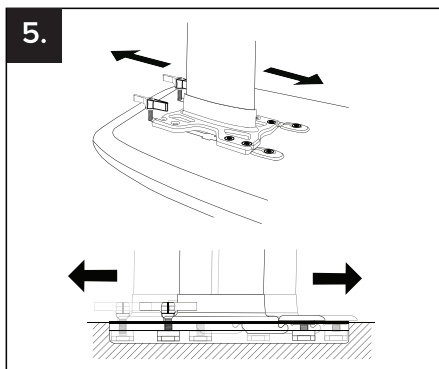
#3. Install the board grips and T-Locks with Track nuts into the board, again keeping the screws loose (use the included M6x20).

#4. Carefully install the mast at a forward angle into the board and seat the track sleds in place under the board grips, then lean the mast into place.



#5. Now is time you can adjust where you want your foil positioned in the track.

#6. First tighten the board grips followed by the two rear T-Locks. Lastly, tighten the pedestal screws attached to the sleds. Then perform an alignment/fit check by loosening the T-Locks and removing the mast, then re-insert and tighten down your T-Locks. You are now ready to ride with your RTS system.



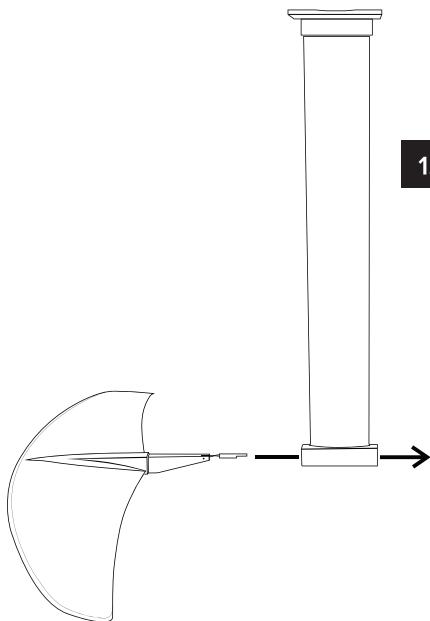
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ONE LOCK FOIL SYSTEM

Quick Start Guide/ Instruction Manual

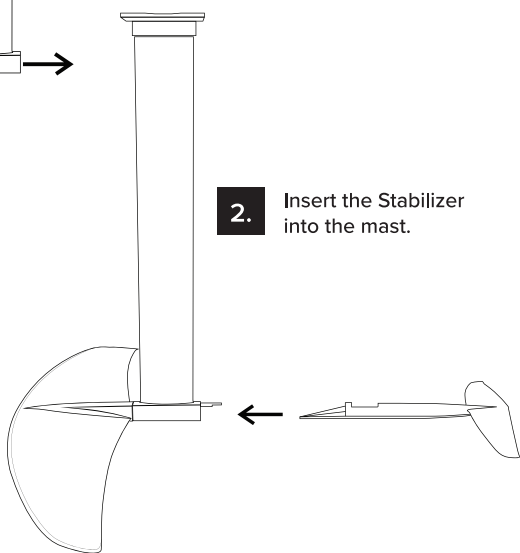
1.

Insert the Front wing into the mast



2.

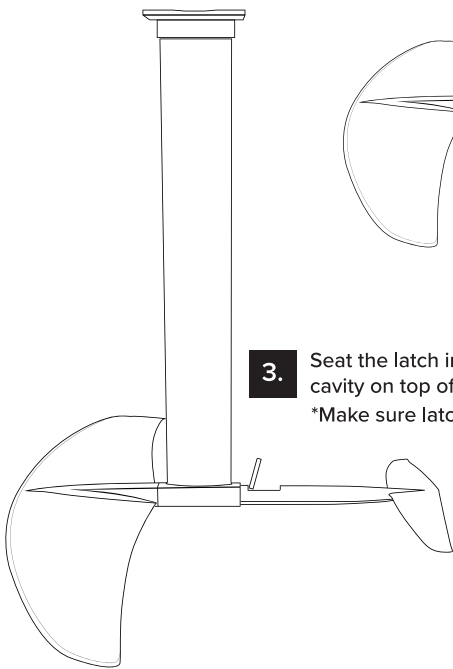
Insert the Stabilizer into the mast.

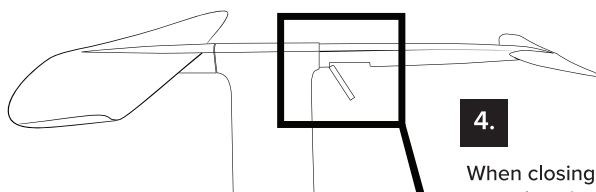


3.

Seat the latch into the cavity on top of the fuselage.

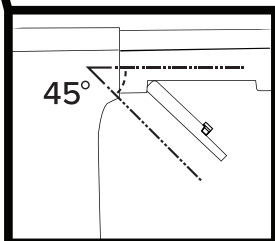
*Make sure latch is all the way into latch cavity.



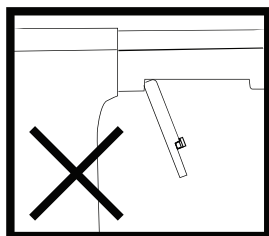


4.

When closing the latch, tension should start at a 45° angle.

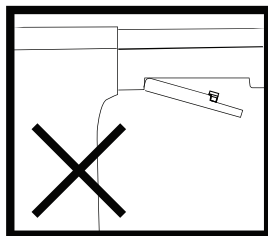


TOO TIGHT



Too much latch pressure will result in a crushed latch.

TOO LOOSE

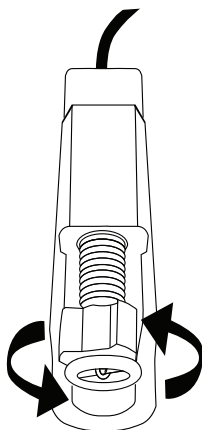


Too little latch pressure will result in less seating and movement in the system.

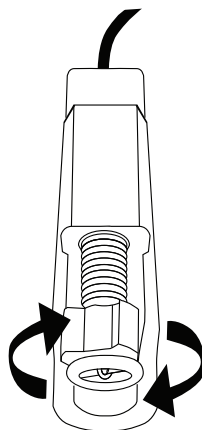
Note* During the first use, close, open and tighten latch 4 times to properly stretch the Dyneema line and learn about how to adjust the system.

5.

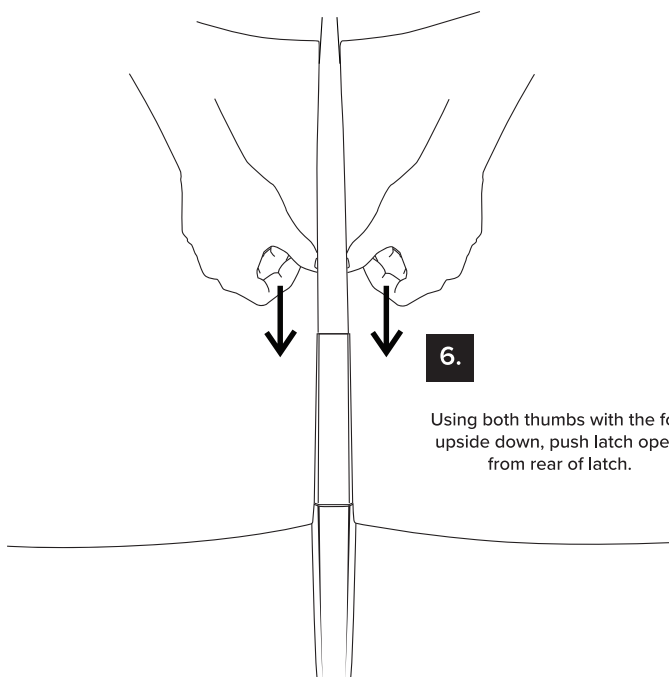
Check latch often to ensure it has the proper tension. Adjustment of the latch tension can be done by backing out the screw



To tighten the latch, twist the latch pin counter clockwise

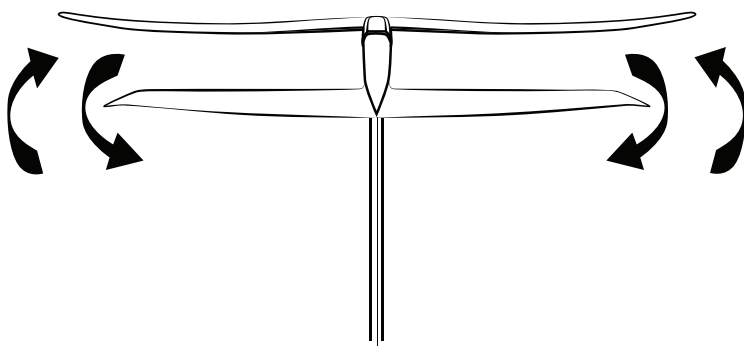


To loosen the latch, twist the latch pin clockwise



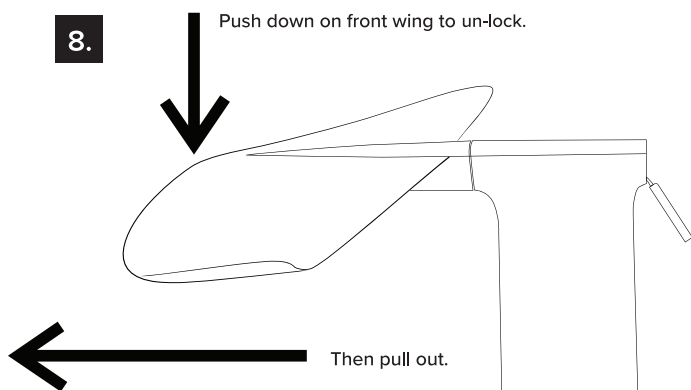
7.

Once latch is open, twist stabilizer in circular movement to unseat and back out. Do not try to pull the stabilizer straight out.



8.

Push down on front wing to un-lock.



ASSUMPTION OF RISK

Use of this product and any of its components involves certain inherent risks, dangers and hazards, which can result in serious personal injury and death. In using this product, you agree to assume and accept any and all known and unknown risks of injury while using this equipment. In the event of your death or incapacity, your agreement shall be effective and binding upon your heirs, next of kin, executors, administrators, assigns and representatives.

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