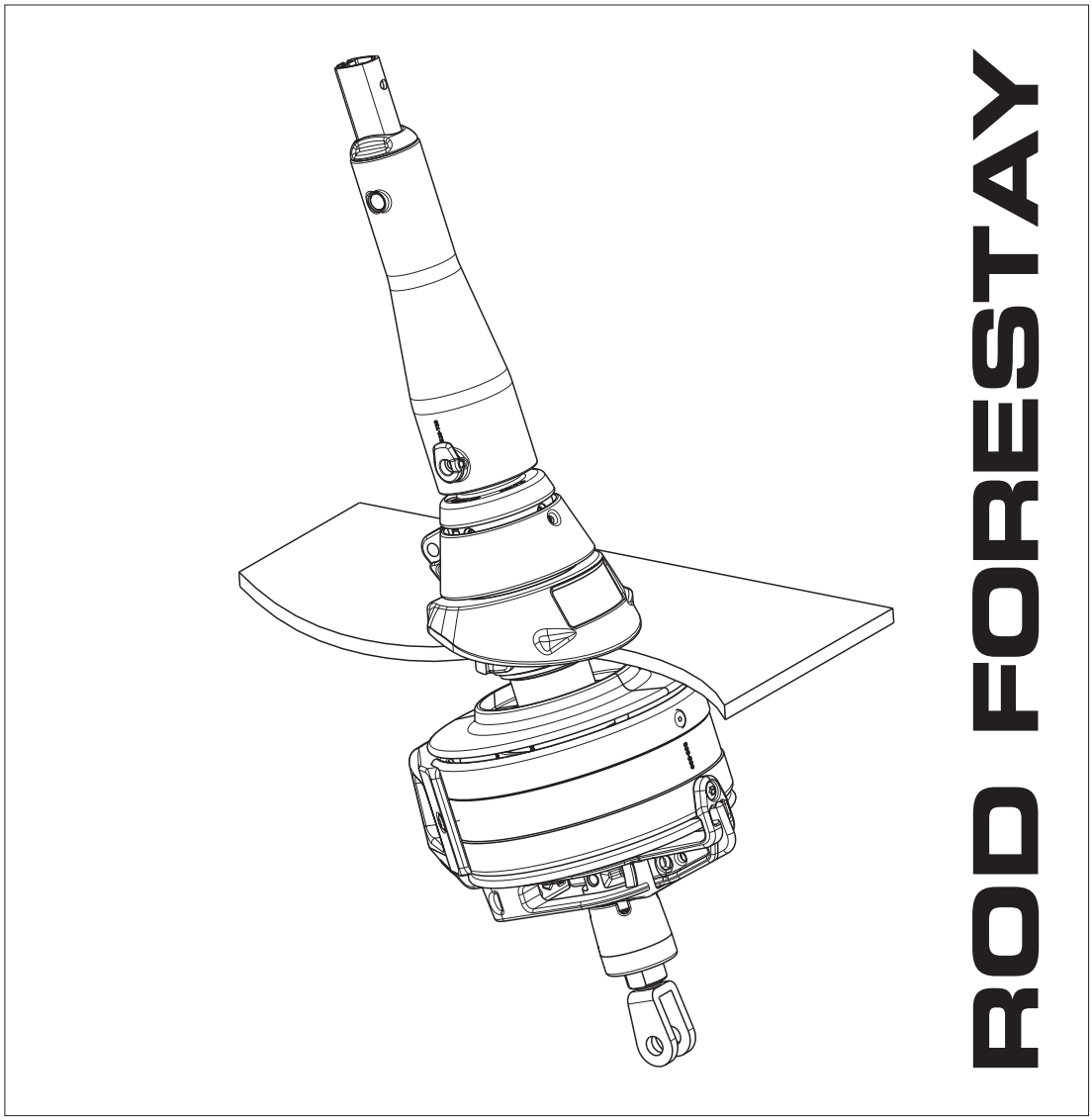
595-120-E
2013-05-30

FURLEX

SELDÉN

Assembly manual
Furlex *200 TD, 300 TD & 400 TD*
with rod forestay



SELDÉN

1 Introduction

1.1 The manual

- ☐ This manual covers assembly of the rod forestay and replaces the corresponding headings in the "Manual Furlex 200 TD, 300 TD" (part no: 595-231-E) These instructions are included in Furlex box. See "Contents" on page 3.
- ☐ It is very important to read both manuals and note any cross references.
- ☐ All safety-related information is indicated by the following symbol:
- ☐ The manual covers three different Furlex sizes, 200 TD, 300 TD and 400 TD.
  The model designation can be found on the deck collar.
  The assembly procedure varies slightly between the different sizes. These differences are marked in the manual.
- ☐ All dimensions specified in the manual are in millimetres (mm) unless otherwise indicated.

This information must be followed to avoid damage to the system and the risk of personal injury.
The 5-year guarantee on the Furlex-system is only valid if the system is assembled and operated correctly according to the manual.

PLEASE read the entire manual prior to assembly.

Seldén Mast AB guarantees the Furlex-system for 5 years. The guarantee covers faults arising from defective design, materials or workmanship.

The guarantee is only valid if the Furlex-system is assembled, operated and maintained in accordance with this manual and is not subjected to loads in excess of those indicated in the brochure and instructions.

If the system is repaired by anyone other than Seldén Mast AB or one of our authorised dealers, the guarantee ceases to be valid.

Seldén Mast AB reserves the right to alter the content and design without prior warning and to future design changes.

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1.2 Product information

When the original Furlex was introduced in 1983, it was not a pioneering project. We had studied the market and seen what was already available. We improved the jib furling concept in a number of ways. Furlex quickly became the market leader, a position it still occupies today. The first systems sold are still functioning well. Providing ample proof of the design's effectiveness and long-term staying power. Our success can also be put down to how we select a system for a specific yacht. First we calculate the boat's righting moment, which is the function of its displacement, ballast, beam and draught. Then we use righting moment in combination with the rig type to calculate its power when sailing, and the likely loads on the Furlex system. In this way, we achieve a correctly dimension jib furling system for each individual yacht.

It has always been our intention to retain responsibility for our products through all stages of supply. Furlex is only sold through authorised local dealers who are able to cover all service requirements for the customer. Includingassistance with assembly, the modification of sails or the production of new sails, as well as service.

This new Furlex model range, for through-deck mounting, incorporates improvements based on our extensive experience, and represents the very latest development of the jib furling and reefing concept.

☐ Furlex is supplied as a complete assembly kit containing all the components required.

☐ Furlex TD can be split between the lower bearing assembly and the luft extrusion. The lower bearing assembly with line drum, etc. can be permanently installed in the yacht, even if the luff extrusion is disconnected.

☐ Furlex TD has a permanently fitted adjusting screw for exact adjustment in relation to the deck level, which considerably simplifies customising to different boat types.

☐ The halyard swivel features a load distribution system. A unique patented system which distributes loads over the entire ball race. This permits smoother furling and considerably reduces bearing wear.

☐ The tack ring's "free turn" flattens out the sail, promoting an efficient shape when reefed.

☐ Furlex TD is suited to both cruising and racing. With the line drum and line guide unit mounted below deck, the leading edge of the sail can be maximised along its entire length.

☐ The luff section has two luff grooves, allowing two jibs to be goose-winged when running down wind. And facilitating fast sail changes for racing yachtsmen.

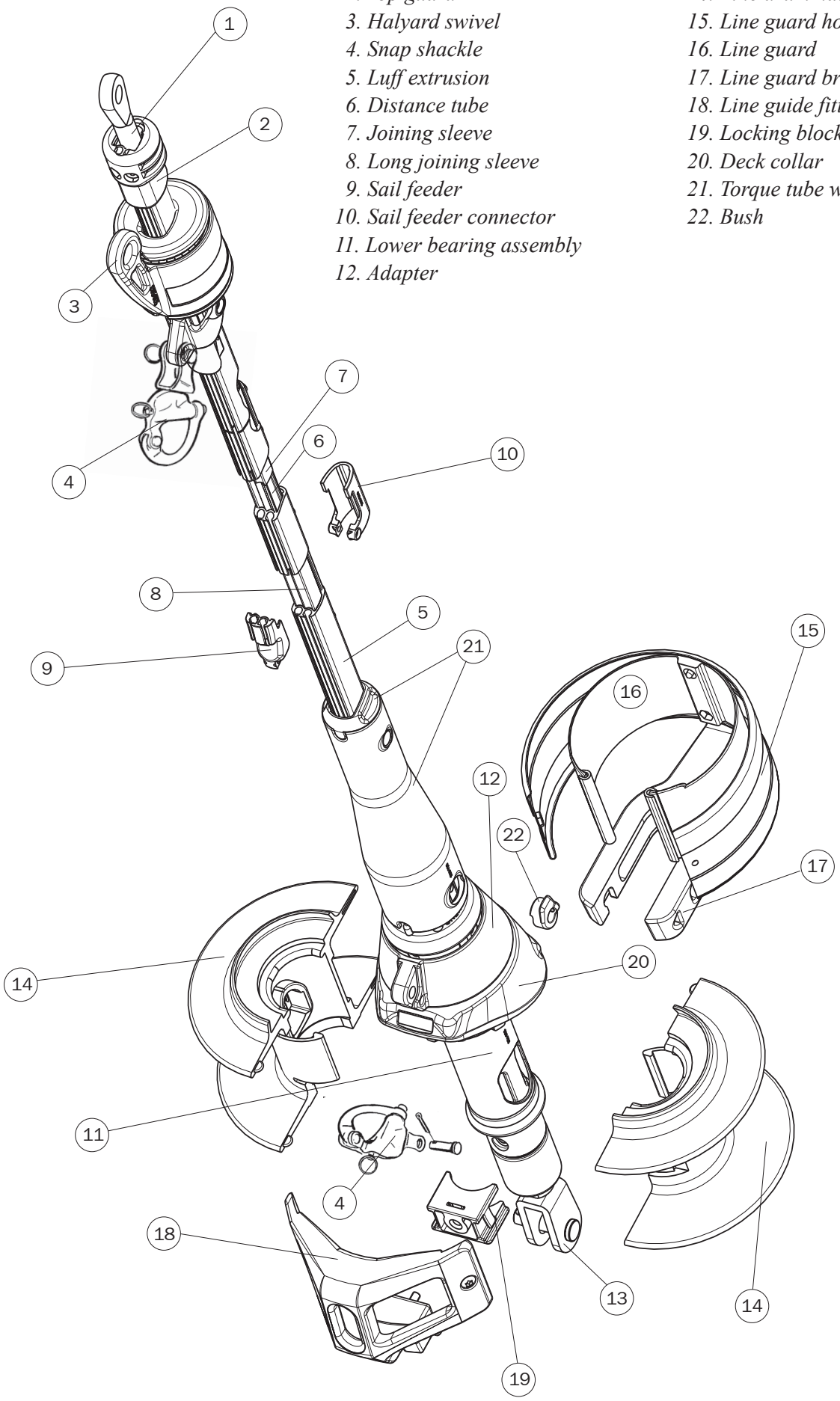
☐ The aluminium extrusion is insulated from the forestay over its whole length. The extrusion joining sleeves are also are insulated internally. In order to prevent wear and corrosion.

☐ The line guide fitting centres the line as it is wound onto the drum. The flexible internal line guard maintains light pressure on the line to ensure even distribution on the drum.

☐ Furlex is manufactured by Seldén Mast, the world's leading manufacturer of masts and rigging systems. We wish you fine sailing with your Furlex.

Follow the instructions carefully when fitting.

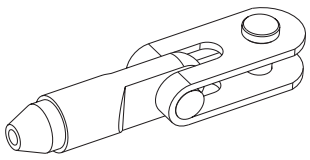
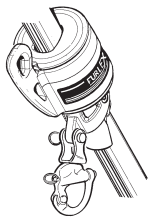
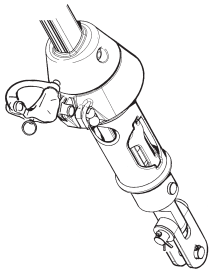
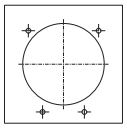
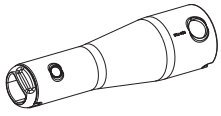
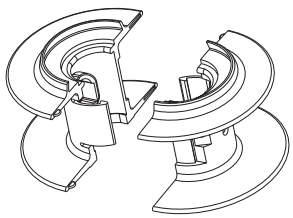
1. Forestay/eye terminal
2. Top guard
3. Halyard swivel
4. Snap shackle
5. Luff extrusion
6. Distance tube
7. Joining sleeve
8. Long joining sleeve
9. Sail feeder
10. Sail feeder connector
11. Lower bearing assembly
12. Adapter
13. Fork/fork toggle
14. Line drum half
15. Line guard housing
16. Line guard
17. Line guard bracket
18. Line guide fitting
19. Locking block
20. Deck collar
21. Torque tube with adapter
22. Bush

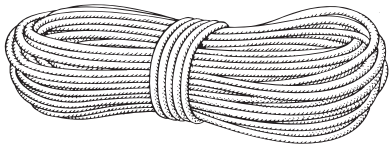
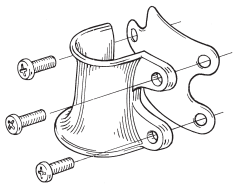
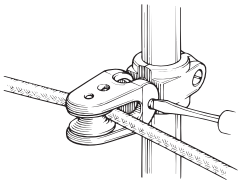
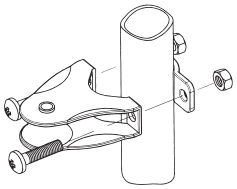
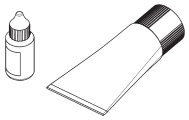


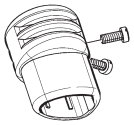
ASSEMBLY

2 Check list

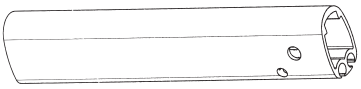
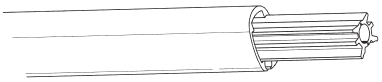
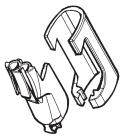
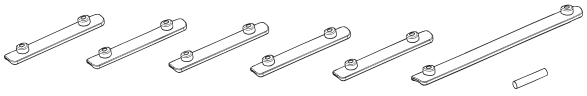
2.1 Furlex box

☐ Wire terminal with toggle	
☐ Halyard swivel with snap shackle	
☐ Lower bearing assembly with snap shackle	
☐ Deckcollar with screws and template.	
☐ Torque tube with adapter and extrusion screws	
☐ 2 x line drum halves (One with lock for furling line end, not 400 TD)	
☐ Line guide fitting	

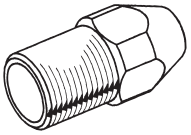
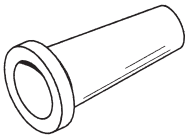
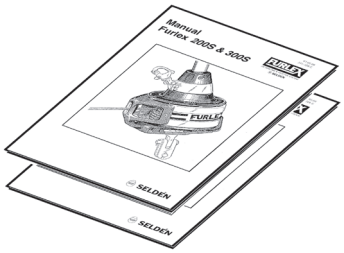
☐ Line guard housing	
☐ Locking block	
☐ Furling line	
200 TD: ☐ 2 halyard leads 508-159 with insulator sheets incl. 4 screws ☐ Drill bit Ø 5.3 mm 300 TD: ☐ 2 halyard leads 508-128 with insulator sheets incl. 6 screws ☐ Drill bit Ø 5.3 mm 400 TD: ☐ 2 halyard leads 508-128 with insulator sheets incl. 6 screws ☐ Drill bit Ø 5.3 mm	 
200 TD: ☐ 4 stanchion blocks 538-971-02 300 TD: ☐ 4 x Stanchion blocks 538-210-01 + 1 x 538-971-01 400 TD: ☐ 6 Stanchion blocks 538-210-01	 
☐ Locking adhesive ☐ Lubricating grease	

☐ Top guard incl. 2 screws	
☐ Instructions ☐ Spare parts list ☐ Certificate of guarantee	

2.2 Foil pack

☐ 200 TD: 1 x 800 mm luff extrusion 300 TD: 1 x 770 mm luff extrusion 400 TD: 1 x 660 mm luff extrusion	
☐ 200 TD and 300 TD: 1 x 2000 mm luff extrusion with slotted distance tube 400 TD: 1 x 1700 mm luff extrusion with slotted ☐ distancetube	
☐ 2400 mm luff extrusion with slotted distance tube. (Number dependent on length ordered).	
☐ 200 TD, 300 TD and 400 TD: Sail feeder (Sail feeder + sailfeeder connector)	
☐ 1 short connecting plate for each 2400 mm luff extrusion ☐ 1 long connecting plate (For sail feeder) ☐ 1 locking pin forlower luffextrusion 200 TD: Ø 5x20 300 TD: Ø 5x25 400 TD: Ø 6x30	

2.3 Joining sleeve pack

☐ 1 long joining sleeve with insulator	
☐ Short joining sleeves with insulator (Number dependent on length ordered)	
☐ 1 Socket	
☐ 1 seat for rod forestay in lower bearing assembly	
☐ Instructions	

The joining sleeve pack and foil pack may be delivered as a combined package

2.4 Tools

Tools needed for assembly:

Screwdriver
Hacksaw
2 adjustable spanners
Polygrip pliers
Adhesive tape
File
Marker pen (water-proof)
Set of Torx keys
Set of Allen keys (metric)
Steel measuring tape (30 m) (100")
Knife

For halyard leads:

Heavy-duty Philips screwdriver
Drill
Drill bit Ø 5.3 mm (included in Furlex package)

3 Assembly preparations

3.1 Forestay attachment – guiding principle
3.2 Mast attachment
3.3 Deck attachment
3.3.1 Dimensions of lower bearing assembly

See "Manual Furlex 200 TD and 300 TD" (part no: 595-231-E) or "Manual Furlex 400 TD" (part no. 595-240-E)

3.3.2 Dimensions of top eye terminal

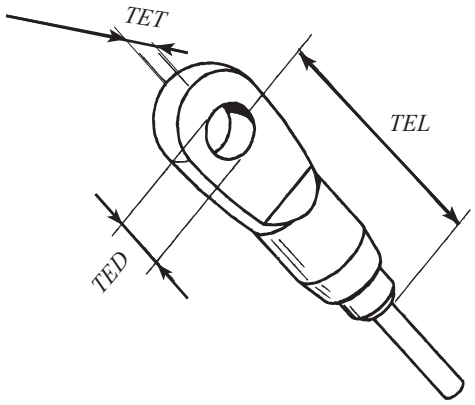


Fig. 3.3.2.a

Rod diameter (mm)	Navtec	(Marine Eye)			OYS (Rigging)	(MYNEA)[1)]			BSI	(RFE)		
		TET	TED	TEL		TET	TED	TEL		TET	TED	TEL
-8 (ø 5.7)	•	12.4	13.1	72	•	10.0	11.3	71	•	10.0	11.3	62
-10 (ø 6.4)	•	12.4	13.1	72	•	11.0	12.9	76	•	11.0	13.1	68
-12 (ø 7.1)	•	15.7	16.3	82	•	–	–	–	•	14.0	16.0	80
-15 (ø 7.5)	•	–	–	–	•	14.0	16.0	89	•	14.0	16.0	80
-17 (ø 8.4)	•	15.7	16.3	82	•	–	–	–	•	14.0	16.0	86
-22 (ø 9.5)	•	18.8	19.4	99	•	16.0	19.2	87	•	17.0	19.3	100
-30 (ø 11.1)	•	21.8	22.6	111	•	20.0	22.4	108	•	19.5	22.6	115
-40 (ø 12.7)	•	25.1	22.8	122	•	23.0	25.7	123	•	22.0	25.7	129
-48 (ø 14.3)	•	28.2	29.0	127	•	26.0	29.0	139	•	25.0	29.0	146

[1)] Type MYE can not be used.

3.3.3 Toggle dimensions
3.4 Assembly below deck

See "Manual Furlex 200 TD and 300 TD" (part no: 595-231-E) or "Manual Furlex 400 TD" (part no. 595-240-E)

3.5 Calculating the length of the rod forestay

1. Determine the rake of the mast with the fore-/backstay tensioned.
2. Slacken **backstay** as much as possible. But make sure that any rigging screw is not unscrewed so far that the threads are no longer visible "on the inside". The forestay setting should not be adjusted. However, if the forestay rigging screw setting has to be adjusted, measure the length or mark the original setting.
3. Pull the masthead forward using the genoa halyard. Secure the halyard using a "D" shackle or tie it to a strong deck fitting. For safety reasons, do not use the halyard snap shackle.

> ⚠ **Always use a strong "D" shackle or tie the halyard!**

4. Take down the forestay. (If the rigging screw was adjusted, return it to its original setting.)
5. Measure the forestay length (FL) **with just enough tension to keep it straight.**
6. Enter the measurement in **"Calculation Table 1"** below, under the heading "Your forestay", on the row marked FL.
7. Calculate the new rod length WL in **"Calculation Table 1"**. Refer to the column marked "example" to see how this is done.

3.5.1	Calculation Table 1: Length of rod forestay	Your extrusion	Example (200 TD -8)
FL	Existing forestay length (FL), without preload, including rigging screw (See fig. 3.5 a.)		12.700
CH	Add the distance between the forestay fixing hole in the deck fitting and the deck level. Measure in line with the forestay. (See fig. 3.5.a.)	+	+ 50
FLD	FL + CH = FLD. = FLD also corresponds with the theoretical distance that can be measured from the boat's rigging diagram.		
TDH	Deduction for Furlex TD's high above deck. 200 TD: 145 mm 300 TD: 170 mm 400 TD: 250 mm	-	- 145
NFL	New forestay length=		12.605
T	Deduction for 200 TD: -8 (ø 5.7 mm): Navtec •, OYS (Rigging) •, BSI •, Without rigging screw 70 200 TD: -10 (ø 6.4 mm): Navtec •, OYS (Rigging) •, BSI •, Without rigging screw 75 200 TD: -12 (ø 7.1 mm): Navtec •, OYS (Rigging) -, BSI •, Without rigging screw 85 300 TD: -15 (ø 7.5 mm): Navtec •, OYS (Rigging) •, BSI •, Without rigging screw 85 300 TD: -12 (ø 7.1 mm): Navtec •, OYS (Rigging) -, BSI •, Without rigging screw 85 300 TD: -15 (ø 7.5 mm): Navtec -, OYS (Rigging) •, BSI •, Without rigging screw 85 300 TD: -17 (ø 8.4 mm): Navtec •, OYS (Rigging) -, BSI •, Without rigging screw 90 300 TD: -22 (ø 9.5 mm): Navtec •, OYS (Rigging) •, BSI •, Without rigging screw 90 400 TD: -22 (ø 9.5 mm): Navtec •, OYS (Rigging) •, BSI •, Without rigging screw 110 400 TD: -30 (ø 11.1 mm): Navtec •, OYS (Rigging) •, BSI •, Without rigging screw 110 400 TD: -40 (ø 12.7 mm): Navtec •, OYS (Rigging) •, BSI •, Without rigging screw 135	-	- 70
H	If links or extra toggles are to be used, deduct this length (H) from FL. (See table 3.3.3.)	-	-
WL	See fig 3.5.a		12.535

3.6 Calculating the length of the luff extrusion

1. Insert the length of the new rod forestay (WL) as calculated in **"Calculation Table 1"** i **"Calculation Table 2"**, in the row marked WL.
2. Calculate the number of full-length extrusions and the length of the top extrusion.

<table>
<tr><th>3.6.1</th><th>Calculation Table 2: Length of luff extrusion</th><th>Your extrusion</th><th>Example (200 TD -8)</th></tr>
<tr><td>WL</td><td>Length of new rod forestay (as per "Calculation Table 1")</td><td></td><td>12.535</td></tr>
<tr><td>A+B</td><td>Fixed deduction (A+B):
Check that length of terminal part of stay matches the measurement in 3.3.

<table>
<tr><th></th><th>Rod diameter</th><th>Navtec</th><th>OYS (Rigging)</th><th>BSI</th><th>A+B deduction</th></tr>
<tr><td rowspan="4">200 TD</td><td>-8 (ø 5.7 mm)</td><td>•</td><td>•</td><td>•</td><td>1020</td></tr>
<tr><td>-10 (ø 6.4 mm)</td><td>•</td><td>•</td><td>•</td><td>1020</td></tr>
<tr><td>-12 (ø 7.1 mm)</td><td>•</td><td>-</td><td>•</td><td>1020</td></tr>
<tr><td>-15 (ø 7.5 mm)</td><td>-</td><td>•</td><td>•</td><td>1020</td></tr>
<tr><td rowspan="4">300 TD</td><td>-12 (ø 7.1 mm)</td><td>•</td><td>-</td><td>•</td><td>1045</td></tr>
<tr><td>-15 (ø 7.5 mm)</td><td>-</td><td>•</td><td>•</td><td>1045</td></tr>
<tr><td>-17 (ø 8.4 mm)</td><td>•</td><td>-</td><td>•</td><td>1045</td></tr>
<tr><td>-22 (ø 9.5 mm)</td><td>•</td><td>•</td><td>•</td><td>1045</td></tr>
<tr><td rowspan="3">400 TD</td><td>-22 (ø 9.5 mm)</td><td>•</td><td>•</td><td>•</td><td>1025</td></tr>
<tr><td>-30 (ø 11.1 mm)</td><td>•</td><td>•</td><td>•</td><td>1025</td></tr>
<tr><td>-40 (ø 12.7 mm)</td><td>•</td><td>•</td><td>•</td><td>1025</td></tr>
</table></td><td></td><td>- 1.020</td></tr>
<tr><td>C+D</td><td>C+D=</td><td>=</td><td>= 11.515</td></tr>
<tr><td>C</td><td>Max. no. of 2400 mm (94 1/2") extrusions which together are shorter than C+D: [.....pcs x 2400 = C] C=</td><td>-</td><td>(4 extrusions)
- 9.600</td></tr>
<tr><td>D</td><td>Length of top extrusion =

The top extrusion is normally cut from the 2000 mm (78 3/4") extrusion 200/300 TD, or 1700 mm (67") extrusion 400 TD) extrusion.

200 TD & 300 TD
If the top extrusion is shorter than 400 mm (15 3/4") (200/300 TD), the joint will be too close to the top. In this case replace the uppermost full length 2400 mm (94 ½") extrusion with the 2000 mm (78 3/4") extrusion.
In this way the joint is moved down by 400 mm (15 3/4").
Adjust the C and D measurements as follows:
Deduct from the C measurement:200/300 TD: 400 mm (15 3/4")
Add to the D measurement: 200/300 TD: 400 mm (15 3/4")

400 TD
If the top extrusion is shorter than 700 mm (27 9/16") (200/300 TD), the joint will be too close to the top. In this case replace the uppermost full length 2400 mm (94 ½") extrusion with the 1700 mm (67") extrusion.
In this way the joint is moved down by 700 mm (27 9/16").
Adjust the C and D measurements as follows:
Deduct from the C measurement:200/300 TD: 400 mm (15 3/4")
Add to the D measurement: 200/300 TD: 400 mm (15 3/4")</td><td>=</td><td>= 1.915</td></tr>
</table>

Cont. on next page.

3.6.1	**Calculation Table 2: Length of luff extrusion,** *cont.*	**Your extrusion**	**Example (200 TD -8)**
E	Cut the distance tube for the top extrusion in accordance with the following fixed deduction:		
	Furlex |		
	200 TD | E = D - 100 mm (4")		
	300 TD | E = D - 125 mm (5")		
	400TD | E = D - 150 mm (6")		
	Deduction:	-	- 100
	Length of distance tube E =	=	= 1.815

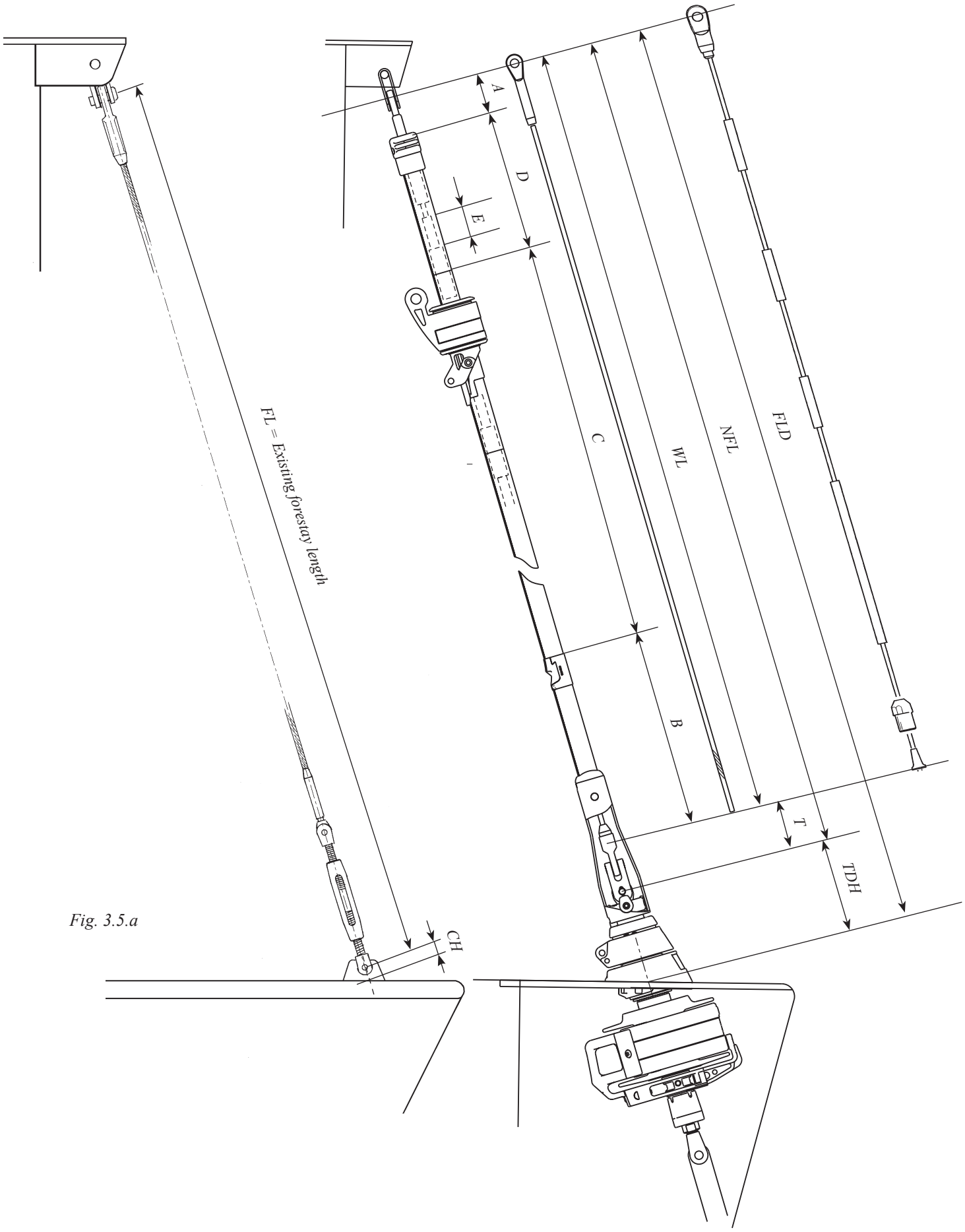


Fig. 3.5.a

4 Assembly of the Furlex system

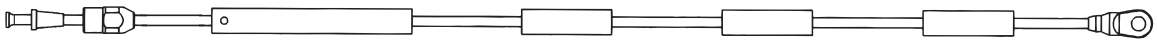
4.1 Assembly of the rod forestay

Assembly is carried out by the rod supplier. Apart from the actual rod forestay, only the joining sleeve pack is required.

1. Measure the length of the rod forestay. (The WL measurement and corrections for the length of the top terminal and the cold-headed head at the lower end have been calculated in **"Calculation Table 1"**.)
2. Cut the stay.
3. Form the head for the upper terminal and fit it. The eye part must only be fitted temporarily. Fasten any locking screws and attach the instructions for permanent assembly of the eye part.

4.

Fig. 4.1.a



Thread the joining sleeve sections on in the following order counting from the top:

- Short joining sleeves with accompanying insulation tubes. The number must correspond to the number of 2400 mm (94 1/2") extrusions. See **"Calculation Table 2"**, row C, section 3.6.1.
- The long joining sleeve with accompanying insulation tube. Locking pin hole towards socket.
- The socket. Be sure to turn it as shown in the diagram.
- Seat. Be sure to turn it as shown in the diagram.

5. Cold-head the head of the rod forestay for the lower bearing part.
6. Pack the stay. Enclosing the completed **"Calculation Tables 1 & 2"**.

4.2 Assembly of the luff extrusion

Assembly should be carried out on a horizontal surface. Connect the extrusions after each other as follows:

1. Unscrew the eye part of the upper terminal. Wind tape around the exposed thread of the male part to protect it.
2. Each extrusion must be pushed on over the short joining sleeves from the upper end of the stay in turn. Push the short joining sleeves up towards the upper end terminal and secure them in position with tape around the stay.

3.

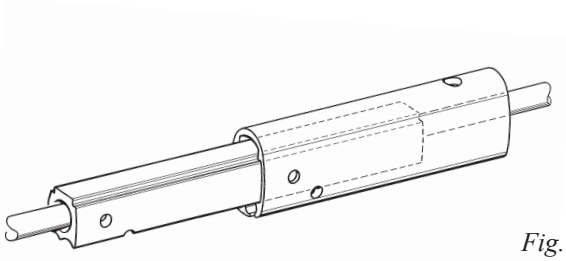


Fig. 4.2.a

Push the short lower luff extrusion over all the short joining sleeves and partly over the long, lowest joining sleeve.

4.

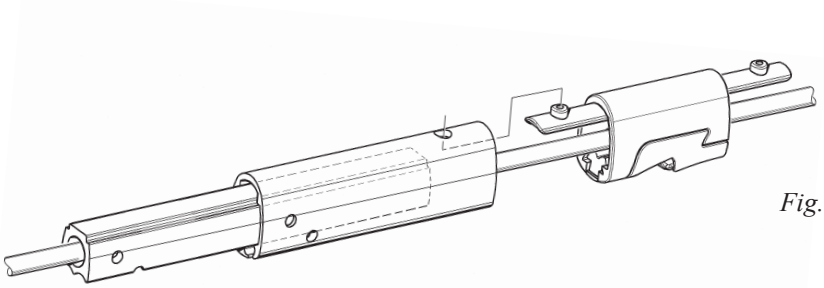


Fig. 4.2.b

Fit the long connecting plate at the same time as the sail feeder as shown in the diagram. Push the joining sleeve up so that it is flush with the top edge of the sail feeder.

5.

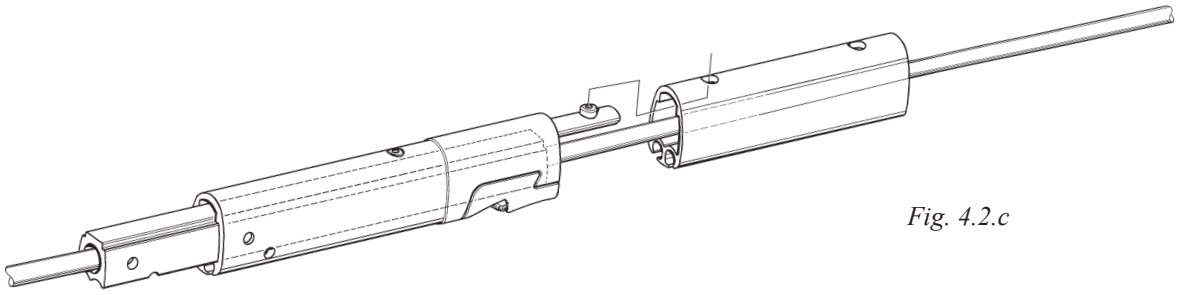


Fig. 4.2.c

Connect a 2400 mm (94 1/2") extrusion to the lower extrusion. Push the long joining sleeve of the lower extrusion into the 2400 mm (94 1/2") extrusion until it lies flush with the lower edge of the lower extrusion.

6.

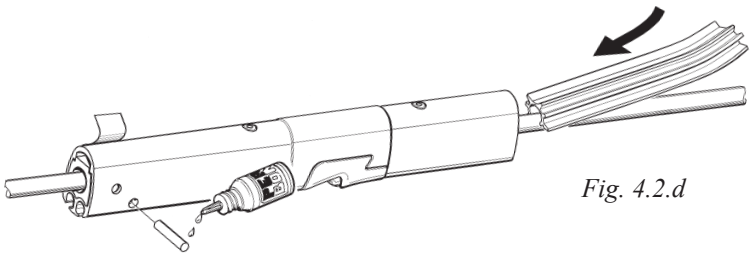


Fig. 4.2.d

Insert the locking pin together with the locking fluid. Secure the pin with a piece of adhesive tape. (The tape is removed when the lower bearing assembly is slid on.)
NOTE: Do not allow locking adhesive to come into contact with the skin!
Fit a slotted distance tube on the rod forestay and push it into the 2400 mm (94 1/2") luff extrusion.

7.

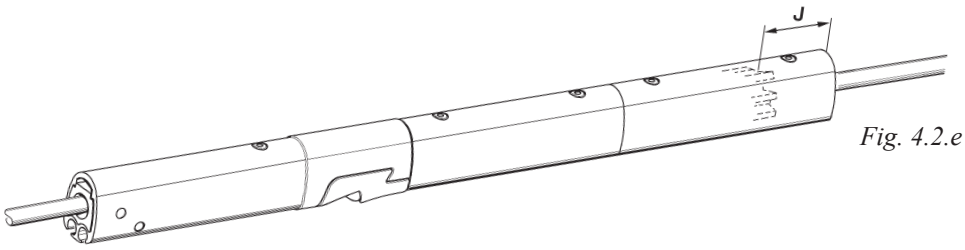


Fig. 4.2.e

Release the lowest joining sleeve by the upper end terminal and secure the remaining sleeves again. Slide the next 2400 mm (94 1/2") extrusion over the rod's top, then fit the joining sleeve and connecting plate into it's lower end. Connect this to the lower extrusions. Fit a distance tube onto the rod and push it into the 2400 mm (94 1/2") extrusion. Release the next joining sleeve, and push the distance tube from the top until the lower joining sleeve touches the distance tube below the join. (A spare joining sleeve can be used as an aid.) Check that the distance (J) between the end of the distance tube and the end of the extrusion is approximately half the length of a joining sleeve. Connect the remaining extrusions in the same manner.

8.

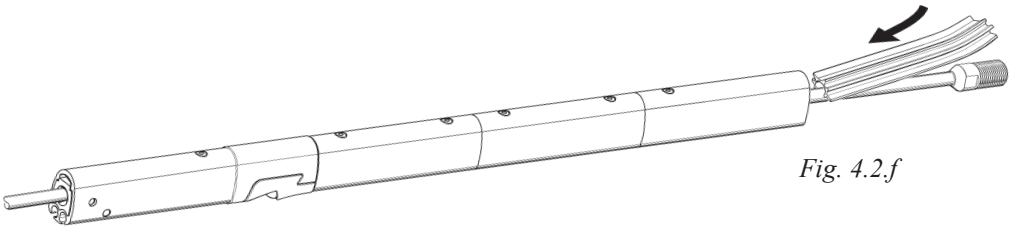


Fig. 4.2.f

Fit the uppermost, cut distance tube. Release the next joining sleeve, and push the distance tube from the top until the lower joining sleeve touches the distance tube below the join. The top edge of the top distance tube should now be roughly flush with the top edge of the extrusion.

9.

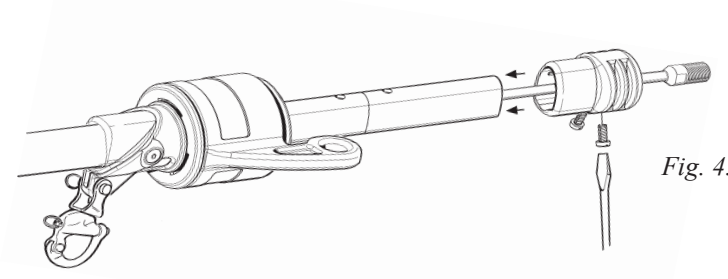


Fig. 4.2.g

Fit the halyard swivel over the top end of the extrusion. Slide it down as far as the sail feeder and secure it in this position with adhesive tape. Fit the top guard and secure it with the two pre-fitted screws. Tighten the screws until they bottom, but do not over-tighten.

10.

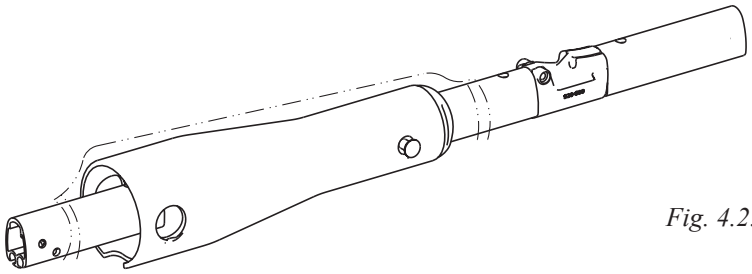


Fig. 4.2.h

Feed the adapter on to the adapter tube and carefully slide them onto the lower end of the luff sections. Protect the adapter tube and luff section exterior surfaces from scratches.

11.

200 TD : 53 mm (2")
300 TD : 66 mm (2 5/8")
400 TD : 79 mm (3 1/8")

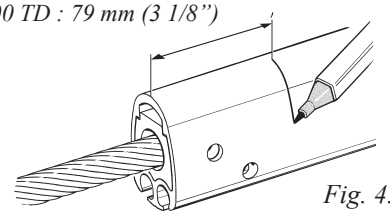


Fig. 4.2.i

Mark the lower extrusion with a permanent marker as shown. This will assist final alignment with adapter + adapter tube

12.

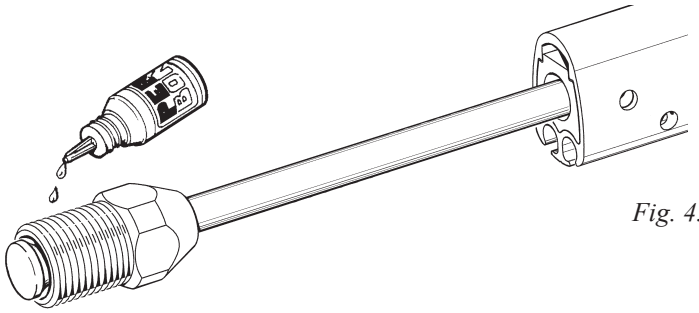


Fig. 4.2.j

Screw out the socket on the wire terminal part and remove the wedge and former. These three parts are no longer required. Put 2–3 drops of locking fluid on the thread and screw the terminal together. Check that the rod head sits correctly in the seat and that the seat is in the socket correctly. Tighten it securely. This is now permanently locked.

12. Fit the eye part of the upper end terminal permanently with locking adhesive + any stop screw/ locking pin supplied.

13. Check the stay length FL in **"Calculation Table 1"** (3.5.1) & fig. 3.5.a.

14. We recommend rigging the Furlex system in the boat at this stage of the assembly.
See "**Rigging**" section 16 in "Manual Furlex 200 TD and 300 TD" (part no: 595-231-S)

4.3 Fitting the line drum and line guide – 200 TD & 300 TD

The line drum consists of two halves. It is easier to fit after the Furlex stay is fitted to the mast.

1.

Feed the furling line through the hole in the line guide fitting and then through the hole in the line drum half which has a clip fitted.

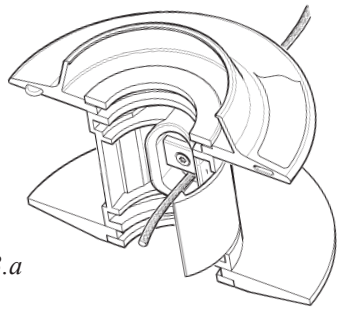


Fig. 4.3.a

2.

Undo the clip and insert the line into the oval space as shown in the diagram. Fasten the clip securely, but do not over-tighten!

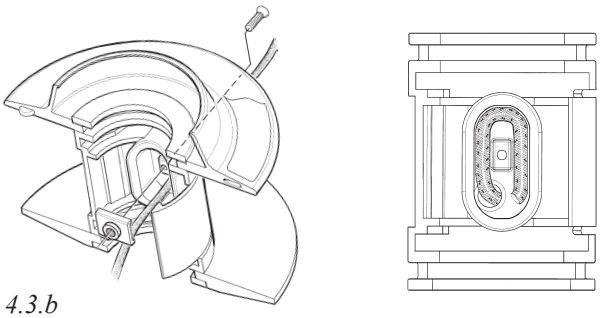


Fig. 4.3.b

3.

Press the line drum halves together around the lower bearing assembly. The oval flange must align with the cut-out in the lower bearing assembly. Check that both connector clips engage properly.

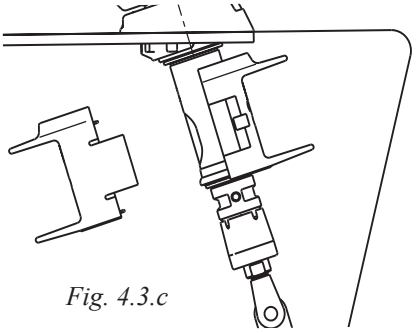


Fig. 4.3.c

4

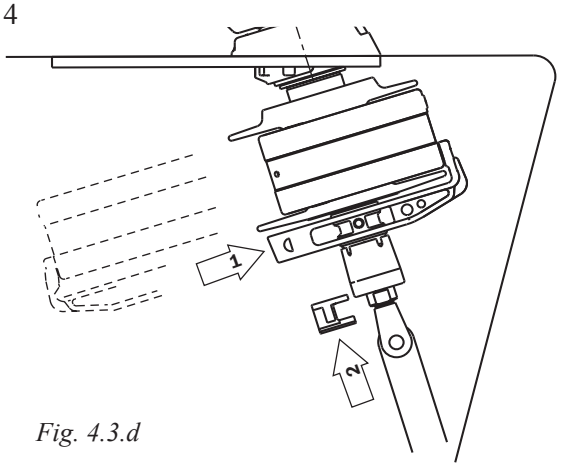


Fig. 4.3.d

Slide the line guard on from aft and turn it half a revolution as per fig. 4.3.d. Press the locking block in from underneath (arrow 2) so that it "clips" firmly into place.

5

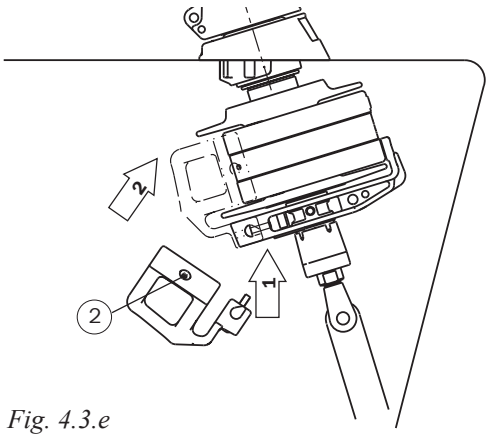


Fig. 4.3.e

Slide the line guide fitting in the line guard from below and swing it up into the position. Tighten the screws ② in the stainless steel line guard housing.

Cont. on page 26.

4.3 Fitting the line drum and line guide – 400 TD

The line drum consists of two halves. It is easier to fit after the Furlex stay is fitted to the mast.

1.

Feed the furling line through the hole in the line guide fitting and then through the hole in one of the line drum halves.

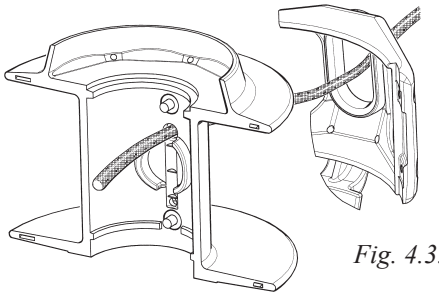


Fig. 4.3.a

2.

Bend the end of the line down so that it covers the inspection hole ① in the line drum half.

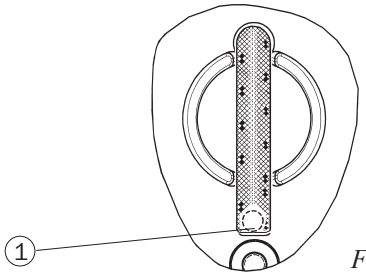


Fig. 4.3.b

3.

Start by first fitting the line drum half with the line onto the lower bearing assembly. Tighten the screws securely. This locks the furling line. Check that the end of the line is visible through the inspection hole. Rotate the lower bearing assembly by half a revolution, and fit the other line drum half.

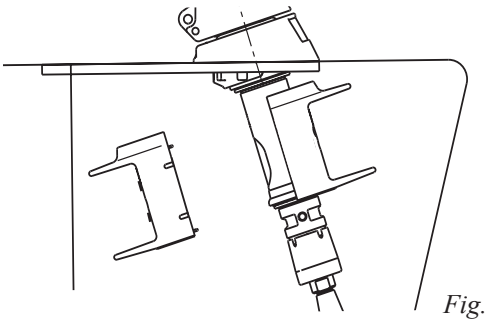


Fig. 4.3.c

4.1

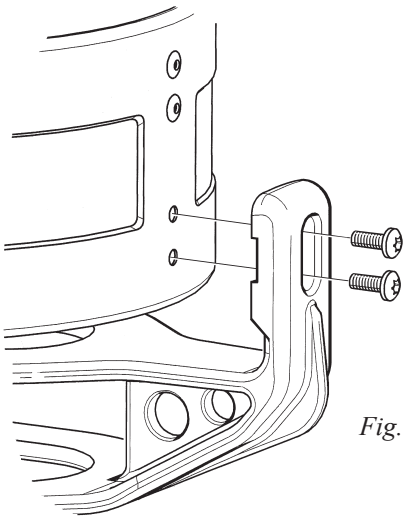


Fig. 4.3.d

Fasten the line guide fitting to the line guard casing using the screws enclosed.

4.2

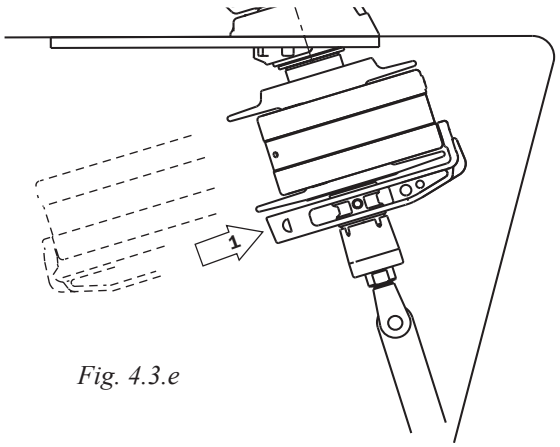


Fig. 4.3.e

Slide the line guard on from aft and turn it half a revolution as per fig 4.3.d. Press the locking block in from underneath (arrow 2) so that it "clips" firmly into place.

5.

Push the locking block in until it rests against the lower bearing assembly. Fasten the line guide fitting in the line guard and bring this up into the assembly position. Tighten the screws ② in the stainless steel housing.

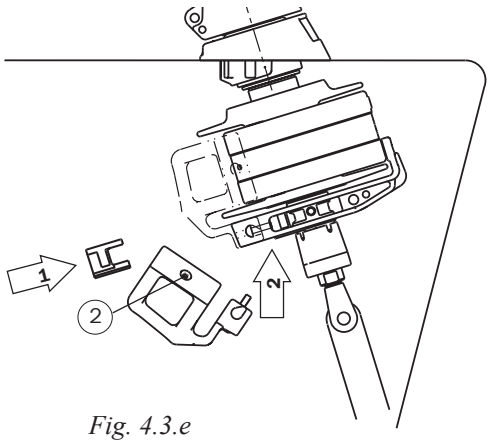


Fig. 4.3.e

7.

Tighten the screw ③ lightly.
Adjust the line guide vertically so that it is mid-way between the line drum flanges. If the casing or line guard come into contact with the line drum flanges, unnecessary friction will be caused.

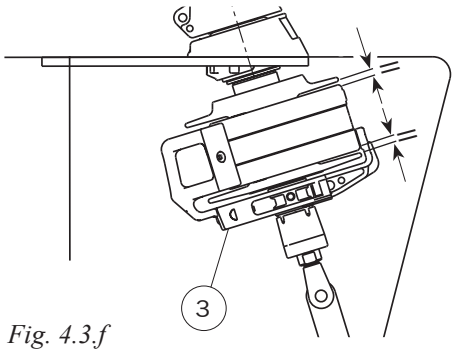


Fig. 4.3.f

8.

Adjust the alignment of the line guide towards the first lead block and tighten screw. (See also **"Furling line arrangement"**, chapter 6.3. in "Manual Furlex"

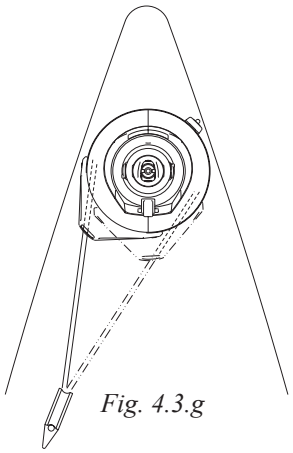


Fig. 4.3.g

17 Dismantling

17.1 Halyard swivel

See "Manual Furlex Furlex 200 TD and 300 TD" (part no: 595-231-E).

Navtec -10, -12/200, -22, -30, -40 and Rigging -9.5 mm, -40, -48.
The top guard and halyard swivel cannot be removed from the system by sliding them over the top eye terminal unless the eye part of the terminal is removed first.

17.2 Sail feeder
17.3 Line guide
17.4 Line drum

} See "Manual Furlex 200 TD and 300 TD" (part no: 595-231-E)

17.7 Luff extrusion system

For a better understanding of the following instructions, we recommend that you first read the section on assembly in chapter 4.1.

1. Place the luff extrusions on a flat surface, and make sure that they are straight.
2. Remove the eye part of the upper terminal
3 Knock out the locking pin at 800 mm (200TD) / 770 mm (300TD) / 660 mm (400TD) extrusions lower end.
4. Hold the luff extrusion system firmly and pull the lower terminal. This will bring the rod forestay, joining sleeves and distance tubes out together.

If this method does not work due to corrosion or damage, the luff extrusion system connectors can be drilled out. Use a Ø 6 mm (15/64") drill bit for the 200 TD, Ø 8 mm for 300 TD, and 400 TD.

17.8 Top guard

If exchanging the top guard:

Navtec -12/200 S, -22, -30, -40 and Rigging -40, -48: The top guard cannot be removed from the system by sliding them over the top eye terminal unless the eye part of the terminal is removed first.

Navatec -48, Rigging -22 mm: The internal flange at the top edge of the guard needs to be filed down.

Alternatively, the guard can be removed from below when dismantling the sail feeder and removing the lower bearing assembly and halyard swivel.

Notes/Comments

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