























15. Slide the furling drum down the luff, into the cup and over the main bearing. Lift the luff off the turnbuckle body. Insert the luff support pin through the hole in the furling drum throat. The luff rests on top of this pin (see picture). No hole in the luff is needed for the pin. CAUTION: the luff must not sit on the turnbuckle body as turning the furler might unscrew the turnbuckle causing dismasting.



Furler w/ luff support pin installed

16. If your jib is full or almost full hoist, pull the halyard ferrule (FF4) or traveler (FF6) hard up against the halyard top fitting and cut the halyard so that when it is tied to the sail, the head of the sail is just below the sail feed slot. For the FF4, melt end of rope to prevent fraying. For the FF6, Nicopress an eye for the halyard shackle using the Nicopress double oval sleeve and thimble supplied.

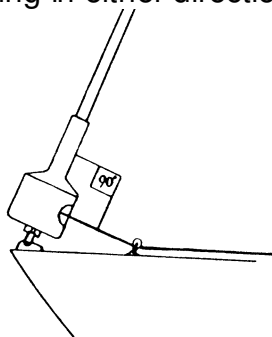
If your sail is not a full hoist sail, estimate the distance from the head of the sail to the mast when the sail is raised. Call this estimated distance "dimension A." With the halyard ferrule (FF4) or the traveler (FF6) hard up against the halyard top fitting, cut the halyard so that the head to the sail is below the sail feed slot by an amount approximately equal to "dimension A." (FF4) When the sail is raised, there must be enough decoed halyard to reach and be made fast to the halyard anchor shackle. (Both) This may take some experimentation so cut the halyard only after you confirm the length.



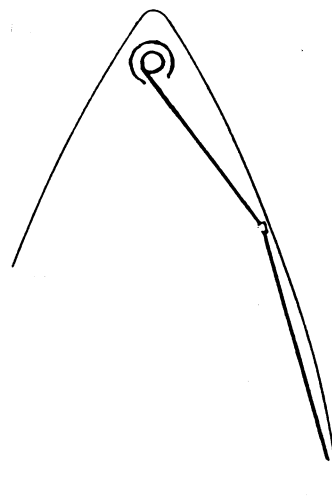
Note: When the sail is UP, the FF4 ferrule (little metal tube swaged on halyard) or FF6 traveler is DOWN near the spool.

## INSTALLING THE FURLING LINE (*Please Read Carefully*)

1. Pass the furling line through the opening in the side of the cup, then up through the hole in the top of the furling drum flange. Tie an overhand knot to prevent it from escaping. Before raising the jib, rotate the furler so there are about 20 turns of furling line on the furling drum.
2. Position the first fairlead or block so that the furling line exits the cup at right angles to the forestay and approximately in the middle of the cup athwartships. Failure to properly position this first lead can result in chafing and cutting of the furling line. In most cases, the first fairlead must be mounted on the deck. Properly bed the screws. If using a sunscreen on your sail, the furling line should be wrapped so the sunscreen is on the outside of the sail when the sail is furled. (The furler can work rotating in either direction.)



Locating the first Fairlead



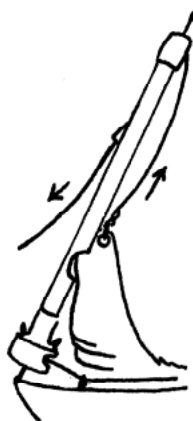
Possible deck layout if UV is on starboard side

3. If you wish to position the first lead at the rail, you may have to turn the cup 45 degrees to the centerline. This may be done by selecting a different pair of holes when installing the antirotation strap.
4. Place a cleat near the cockpit and away from other sail handling equipment. When the sail is furled, there's a lot of line to stow.

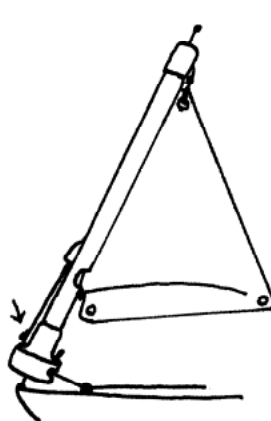
5. The system is designed for 1/4" dacron line. Make sure you have enough to completely furl your largest sail plus 7 to 10 extra turns. This will allow you to furl an extra tight furl in heavy winds and still have a couple of turns left. Before hoisting the sail for the first time, wind about twenty turns on the furling drum. Turns can be added or subtracted as necessary after setting the sail.

## HOISTING THE JIB

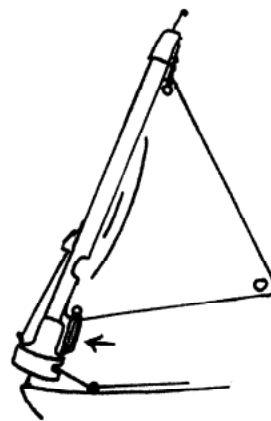
1. Attach the halyard to head of the jib.



Pull halyard down to hoist sail



Tie halyard to halyard shackle



Tension at the bottom of the sail using tack tension line. Lace it 3 or 4 times.

(Note: The above drawing shows an FF6 with traveler. The FF4 has no traveler.)

2. Pull up the sail by pulling down on the messenger line attached to the decored end of the halyard (FF4) or the halyard traveler (FF6) while feeding the luff tape into the sail feed slot. If raising and lowering the sail frequently, a pre-feeder should be added.
3. When the sail is fully hoisted, remove the messenger line and make the end of the decored end (FF4) or the halyard tension line (FF6) fast to the halyard anchor pin and shackle.
4. Tension the luff of the sail with the 1/8" tack tension line, passing two or three parts through the downhaul shackle on furling drum flange and grommet on sail, and finish off with some half hitches.

5. Add or eliminate furling line on furling drum as necessary. When sail is furled tightly, there should be 5 to 10 turns left on the furling drum.

## LOWERING THE JIB

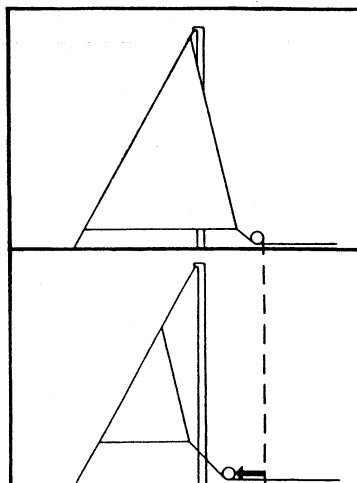
1. Cast off the halyard tension line. Tie a messenger line to the decored end of the halyard (FF4) or the halyard tension line (FF6).
2. Lower the jib.

## SAILING WITH YOUR FURLER

**Luff Tension.** The jib requires only enough tension to remove the wrinkles along the luff of the sail. This tension will be quite low (perhaps 50 pounds) because modern sails are quite stiff, requiring little stretching, and because the luff tape will prevent scalloping often encountered with hank-on sails. This allows the sail to be set up for the entire season without need for adjustment before and after each use.

**Foam Tape / Shape Tape.** Because modern sails are quite stiff, the draft can be controlled with small changes in luff tension. If you are sailing to windward frequently in heavy weather and reef a lot, it may be appropriate to have a foam shape tape installed on the luff which will help remove the belly in a reefed sail. We suggest you consult your sailmaker.

**Furling & Reefing.** When sailing reefed, you must move the jib leads forward to maintain the power sheet angle. Failure to do so will lead to poor sail shape and could also cause the furler to rise off the bearing.



Sheet Lead Change

If after adjusting the lead block forward you still experience the furler lifting up off the bearing, add a piece of PVC tubing over the stay between the halyard top fitting and mast. This will prevent the system from rising up too much. Leave about  $\frac{1}{4}$ " play between the halyard top fitting and tubing.

To furl or reef, ease the sheet and pull the furling line until you reach the amount of sail you wish left deployed. Cleat down the furling line. Note: Letting the sheet go all the way may make furling a little easier but will result in an uneven furl.

To unfurl or unreef, ease the furling line while trimming the sheet. Always keep some tension on the furling line to insure a smooth wrapping of the furling line on the drum.

In certain conditions, you may wish to use a winch to get the furling started. Be careful that there is no extraneous ship's halyards wrapped in the furler while you winch as this could eventually jam the furler and/or damage the headstay. Always look up at the top of the furler while winching, and stop to clear any snarls. Furling should not get any more difficult as the sail is brought in. It should get easier. If it gets harder, stop and determine why.

Always keep unused halyards flipped aft of the spreaders and lightly tensioned. Do not clip them to the bow.

## **TRAILERING WITH YOUR FLEXIBLE FURLER**

Your Flexible Furler is designed to take a lot of abuse. However, if you plan to trail your boat, there are some precautions that will help avoid problems not normally experienced while sailing.

If you leave the furler lashed along the mast while trailering, do not let the furler sag in the middle or at the ends. Pay particular attention to the bottom end as it will probably overlap the bottom of the mast and tend to bounce. To support the drum/cup assembly, lash an extension to the bottom of the mast and tie the bottom of the furler to the extension. Do not bend the furler on itself to prevent whipping.

Never lash or store the furler in such a way as to cause a sharp bend. The luff will "remember" the bend. If this inadvertently happens, it is not covered under the warranty, but can be straightened by bending the luff in the opposite

sense until it comes straight. Another option is to put the luff in a pipe or tube outside in the sun for one to two weeks to straighten it.

## **MAINTENANCE & STORAGE**

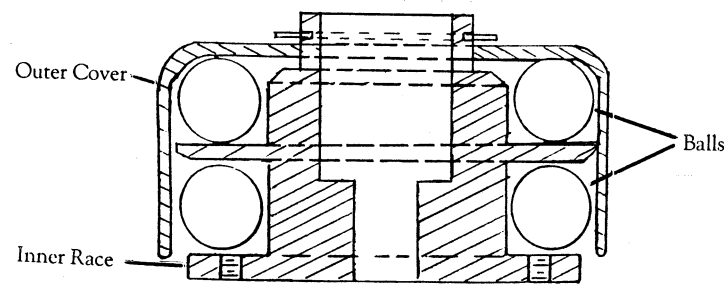
The Flexible Furler is a set-it-and-forget-it furling and reefing system. No routine maintenance is required, but an occasional rinsing with fresh water is a good idea. We do not recommend the use of wet lubricants (grease) as such lubricants can trap wear causing dirt particles in the bearing area. Dry lubricants (teflon sprays, etc) are fine to make furling easier.

When storing for prolonged periods, it is best to strap the furler under the mast, supporting the furler to avoid any potential sagging at the ends as well as in the middle. Do not allow it to drape over the spreaders or any other fitting as the plastic will take a set and the luff will kink. Luffs must be stored flat and straight, or warranty is void.

Do not expose the furler to temperatures above 140 degrees F. Such temperatures may frequently occur in warm climates under a boat cover. The higher the temperature, the faster a bend becomes permanent.

To clean the luff, use a rag soaked in paint thinner. For deep scratches and ground in dirt, rub with a rag soaked in acetone. Acetone actually dissolves the luff so even deep scratches can be removed.

## **BALL BEARING MAINTENANCE (IF INSTALLED)**



The ball bearing should be rinsed occasionally with fresh water. If the bearing is hard to turn, disassemble for a more thorough cleaning. To do so:

1. Remove the bearing assembly from the headstay;



2. Hold the bearing over a box so that when the balls fall out, which they inevitably will, they won't roll into oblivion.
3. Remove the snap ring at the top of the bearing. Pull the outer race off the inner race.
4. Clean all the balls and both races. Fresh water is normally sufficient, although grease must also be removed if present.
5. Reassemble the bearing by placing 12 of the balls in the outer race (which you turned upside down). Using a small amount of shaving cream or by swirling the outer race, get all the balls to the outside of the outer race and insert the inner race.
6. Carefully raise and cock the inner race so you can just insert the remaining 12 balls in the unfilled race. When all balls are in place, push down on the inner race. Replace the snap ring.
7. If you used shaving cream during assembly, rinse the bearing in fresh water.
8. Reassemble the bearing, cup and antirotation strap.

## **SAILMAKER'S & RIGGER'S INSTRUCTIONS**

Luff tape required is #6. Luff deduction is 22".

We recommend use of webbing at the head and tack instead of metal grommets. This allows the sail to reef and furl more evenly.

The Flexible Furler cannot be mounted above the turnbuckle as it might put excessive torsional stress on the turnbuckle that could lead to the unscrewing of the turnbuckle and dismasting. To raise the system, shorten the headstay the desired amount and install link plates under the turnbuckle.

The FF4 and FF6 can be used with 1/4", 5/16", 3/8" and 7/16" turnbuckles. The turnbuckle must have a threaded swage-end and T-bolt toggle. Stays with other fittings (eyes, jaws, etc.) must be altered as the antirotation strap will not fit using these other fittings. *You must replace closed body, locknut turnbuckles with open body, cotter pinned turnbuckles.* Lock

nuts are not a satisfactory way to lock turnbuckles. Any improper installation could lead to an unscrewing torque on the turnbuckle lock nuts, allowing the turnbuckle to unscrew and the mast to fall down. This can lead to injury or death.

Toggles are required at the top of the headstay as well as the bottom.

## LIMITED 6-YEAR WARRANTY

The Flexible Furler is warranted to remain functional for 6 years from date of purchase. You must be the original purchaser of the unit. If, during this period, any part becomes non-functional, CDI will repair or replace it, free of charge, except for the freight.

### ***This warranty covers:***

**At Sea:** All hazards at sea, including winching against obstructions, unseamanlike use, and dismastings.

Other: This warranty remains in force for charter and other commercial operations. No maintenance is required to keep the warranty in force.

### ***The Flexible Furler warranty does not cover:***

**At Sea:** Shipwreck, collision and acts of God. The warranty is void if the mast is not fixed in place vertically at all times while the boat is in the water. Tipping the mast forward to pass under bridges, power lines or other low clearance obstructions voids the warranty.

**On Trailers:** Collision; being dragged on the ground; improper stowage resulting in kinks, bends and twists; and damage due to the luff not being supported over its entire length. (See trailering instructions.)

**Storage:** Any damage caused by improper storage or handling when not at sea. Luffs must be stored flat and straight, or warranty is void. Kinks, twists, bends and breakage due the luff not being stored flat and straight are not covered. Coiling or twisting the luff either to remove kinks and bends, or for transport and storage in other than in a flat and straight condition voids the warranty.