



You have just purchased a SVEGGEN product, thank you for your trust,

In order to make the best and long-term use of this product, we advise you to read the following information:

of this note.

Our products should not be used to hoist people or goods.

Our products are assemblies of different materials, they must be rinsed after each use with clean or fresh water in order to remove the salt that can oxidize the mechanisms, a desalination product can be used regularly or at the end of the season of use.

It is advisable to lubricate all sliding parts with a fine winch ratchet oil or armory oil: locking plug, push button, saddle opening hatch, lug shaft, central shaft, etc. And your product will work nicely and for many years to come.

IMPORTANT

Before the first use, for optimal operation of your furler, you must adjust the outlet of the winding rod in relation to the housing: depending on the connections of the furler with the boat and the type of fastening (chainplate, padeye, bowsprit, lashing, hauling, etc.) the rope must come out perpendicular to the housing to avoid any parasitic friction.



Use the supplied ALLEN wrench to unlock the needle screws

How do I adjust the housing to align it with the wheel runner?

How to set the housing to align it to the endless line ?

1. Locate the 3 or 4 adjustment holes on the side of the housing where the axle is located.

1. Spot the 3 or 4 setting holes on the axis side of the housing.

(3 holes on 1.25t model – 4 holes on 2.5t, 3.75t and 5t)

2. Insert the Allen wrench and loosen the pressure screws by a maximum of half a turn.

2. Insert the Allen key inside then loosen half a turn maximum the setscrews.

3. Place the furler on the bowsprit and align the housing with the path of the winding rod, often along the railing.

3. Place your furler on the bowsprit and align the housing to the path that the endless line takes, usually along the stanchion.

4. Keep the housing set to right angle and gradually tighten the pressure screws. When the setting is correct, tighten the screws firmly.

4. Maintain the housing with the right angle and tight the screws half a turn first, then tight it again strongly.

TIP: depending on the case, mainly with the TOPDOWN furlers, you can make points on the central axis of the turret using a drill bit for a strong immobilization of the crankcase - contact us for further explanations***

PUT THE DROSSE ON THE TURRET:

To set up the winding rod, simply lower the locking needle, rotate the hatch, engage a strand of the rod in the notch in front of the boom, and rotate the turret to the other opening in the crankcase: lower the needle and close the hatch, a "click" tells you that the hatch is closed!

NB: *check that the swivel hatch is locked!*****





OPENING OF THE AXES FOR THE INSTALLATION OF THE SAIL TERMINALS:

To connect the sail to the turret or swivel, push the small knurled knob down and pull the axle.



After rinsing, you can oil this mechanism at the end of the season, winch ratchet oil, armory or other, it is possible to unscrew the knurled knob and remove the bushel for maintenance: to be reassembled with TEFTEL or marine grease.

NB: The small hole under the pocket of the bushel is used to drain the water: do not clog

FAIRLEAD

These fairleads are designed to guide your winding rod, they attach to chandeliers or balconies, bimini, etc. However, make sure that your binding is strong enough so as not to damage your fittings.

Gradually loosen the 4 screws to separate the two half shells. The screws are captive, they remain trapped in the half-shell. Assemble on chandelier, balcony, bimini, etc... according to guidance needs.

Push the knurled button to open the hoop, pass the drosse.



NB: tighten the screws slightly one after the other, then lock one by one gradually. Tighten with the short part of the ALLEN wrench so as not to break the screws.

Close the fairlead by pushing the hoop, check that the system is locked and the needle is fully engaged.

The angle of circulation of the rope should not exceed about 20 degrees, if the force on the shackle is too great it will irreparably damage the fairlead.



TIP: It is possible to use the body of the fairlead as a friction ring if the line angle is too open: on multihulls, to guide the line from the bowsprit via the starboard or port hull, this trick is essential!



ROPE BLOCKER FOR FURLING LINE

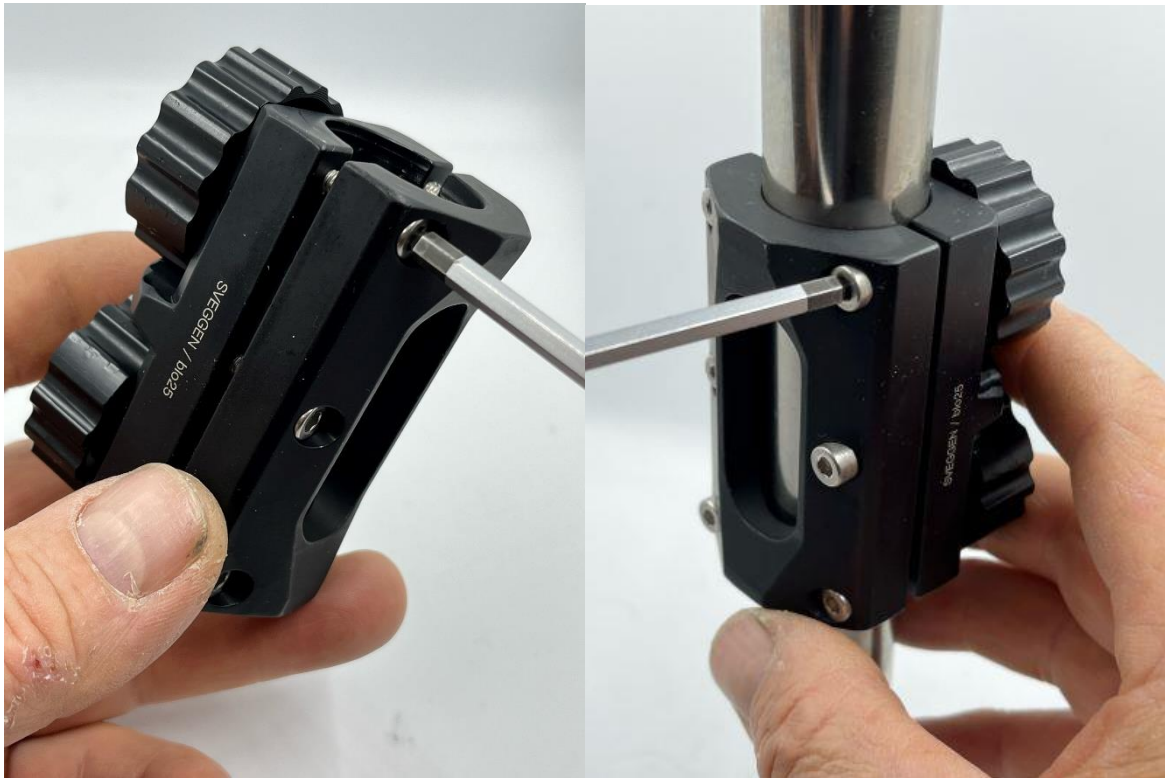
This blocker locks the two strands of the furling line, which stops the turret rotation.

Loosen the 6 screws to separate the two half shells, the screws are captive.

CAREFUL! THERE IS A SENSE OF ASSEMBLY! THE TWO ARROW-SHAPED MARKERS GO TOWARDS THE BOW (THE FRONT) OF THE BOAT!

Gradually tighten until blocked on the chandelier, balcony, etc.

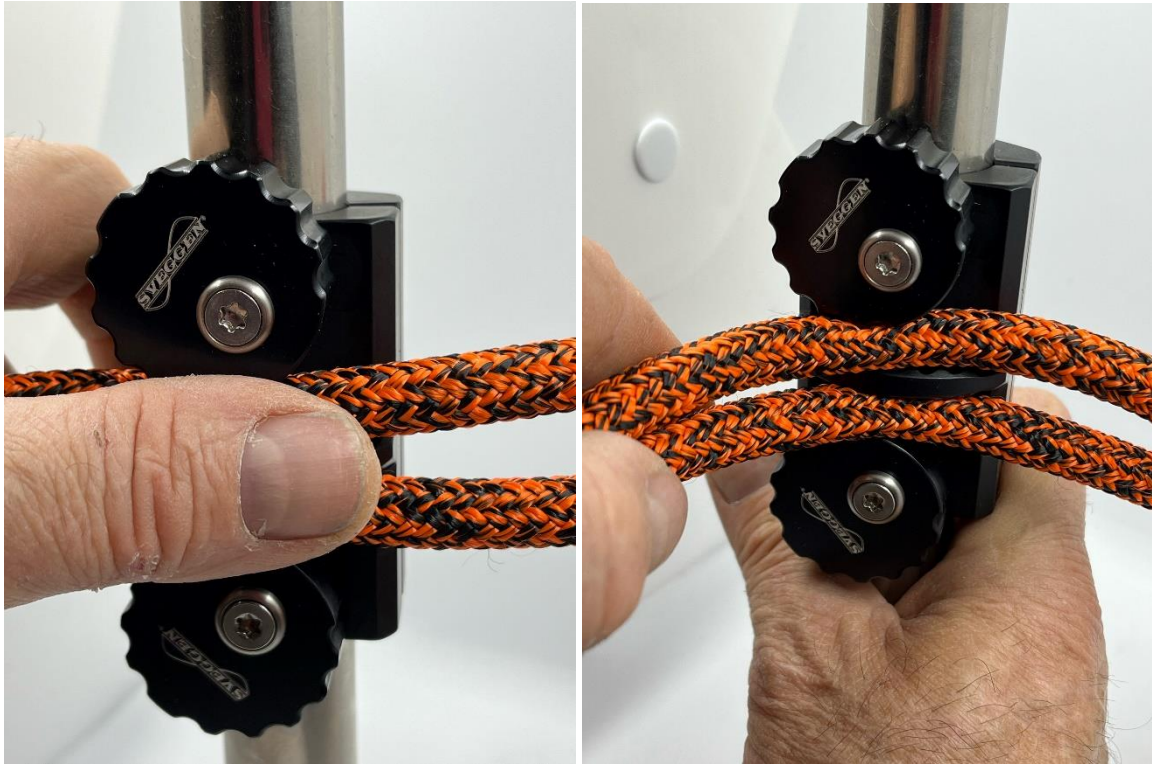




NB: tighten the screws slightly one after the other, then lock one by one gradually. Tighten with the short part of the ALLEN wrench so as not to break the screws.

To engage the line between the cams, simply push it while pulling back and forth, just like on a standard camcleat.

To release the rope and unfurl the sail, all you have to do is pull on both strands at the same time, like any camcleat!



TIP: adjust the angular orientation of your rope blocker with the face of the jaws in line with the bow: the engagement of the rope will be all the more fluid!

This clamp can be positioned close to the cockpit for quick operation.

TOP DOWN ADAPTER

This mechanism is mounted on a bottom-up furler (for sails with integrated anti-twist cable) to have a turret swivel to fix the tack of the sail: the sail is rolled up from the top, which makes it possible to stifle the shouldered sails of the asymmetrical spinnaker type.

It is necessary to pass the rope of the tack in the belt through the holes provided:



NB: the main thing in the course of the tack is to girdle the body to distribute the effort on the periphery of the system.

Rinse the mechanism with clean water after use.

The dogbone provided makes sense for the rope: there is a radius to avoid shearing the butt.



Be sure to use a rope at the top of the dogbone holes provided.

IN SUMMARY...

Furling the sails is a practice that requires learning: depending on each boat and each user, the parameters may differ, there are rules and variations around them,

However, if the mechanics are good: the turret is well fixed to the bow, the minimum of rotation on its attachment point, a sail well cleared from the forestay to avoid hoods, once well hoisted, not too much slack in the luff, a

line that circulates freely, with a pulley and a tension band (not too much tension though...): There's no need to put effort into parasitic friction.

This happens mainly downwind, trimming the luff, a slightly inflated sail, keeping a very slight tension in the sheet and furling in a regular and powerful way: what happiness!



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