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For information on Hood Yacht Systems products, contact:

**HOOD YACHT SYSTEMS**  
**Pompanette LLC**  
**7712 Cheri Court**  
**Tampa, Florida 33634 USA**  
**Customer Service: (813) 885-2182**  
**Fax: (813) 888-5793**  
**[www.pompanette.com](http://www.pompanette.com)**

## MAST SAFETY

Hood Yacht Systems cannot assume any liability for any installation involving unsafe procedures in going up and down a mast. We would hope that proper seamanship, common sense, knowledge, proper equipment, assistance, and a concern for safety in ascending and descending a mast would be observed at all times with the number one concern being **SAFETY**.

No one should ever be hurt by falling from a mast, having something dropped on someone on deck, or anything damaged because of a lack of knowledge or experience, or **for any other reason**.

Knowledge of **at least** the basics of a mast and its relationship to the standing and running rigging (what does what, what supports what, what's attached to what and why, etc., etc., etc.) would be required. For example, if you don't know that your mast might fall down if you disconnect your headstay, (or don't know the difference between a headstay and a backstay, or don't know what a bosun's chair is), seek some assistance, or consult a professional.

If you've never gone up a mast before, it is recommended that you consult a rigging professional or even OSHA for the proper basic procedures of such an endeavor before attempting this or any installation that requires ascending, working on, and descending a mast.

There are **many** safety factors involved. If you lack the knowledge or experience and are concerned about safety, get some help or consider having a professional perform part or all of the installation.

Please, let us all be careful out/up there. Thank you.

**\* SAFETY FIRST \***



Congratulations and thank you for purchasing the new Hood Sea Furl which sets a new standard for furling systems. Designed for blue water and coastal sailing, the Sea Furl is engineered to withstand the most formidable conditions. Your Sea Furl will provide years of trouble free service and will add functionality, value and beauty to your boat. These instructions will walk you step by step through installing the Sea Furl. Take your time, measure each item twice and enjoy the installation process. Remember, it's always **SAFETY FIRST**.

**Thanks again for choosing the Hood Sea Furl.**

### **SAFETY AND PLANNING**

Hood Yacht Systems strongly suggests that you inspect the condition of your mast fittings and headstay before attempting installation. If your headstay has been in a saltwater environment for more than four years, shows any fraying, or rust contamination, you should consider replacing it prior to installation.

Read through all the instructions, familiarize yourself with the parts, and make sure you understand them before beginning.

The quality of your installation is heavily dependent on proper planning. Therefore it is critical that you make sure the drive unit will have adequate clearance over deck hardware, bow pulpits, anchor locker doors, bow anchors, bow anchor rollers, etc.. Inadequate clearance can be remedied with the addition of stay extension hardware available from rigging suppliers. Hood Yacht Systems recommends using as short an extension as possible due to the loss of performance of the unit and sail as extensions become longer.

Installing the unit during inclement weather or without adequate work space is heavily discouraged. The silicone sealant and Loctite adhesives provided with your unit require dry working conditions with temperatures above 60 degrees. If these conditions are not met, the longevity and future performance of your unit may be compromised. Don't install the furling system without adequate work space that is necessary to lay out your headstay and accurately cut the upper extrusion tube.

Remember, anytime you're on or around a boat, it's always **SAFETY FIRST**.

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**Pompanette LLC**  
**7712 Cheri Court**  
**Tampa, Florida USA**  
**(813) 885-2182**  
**[www.pompanette.com](http://www.pompanette.com)**

## **READ THIS PAGE**

**In order to insure continued satisfaction and trouble-free operation, it is necessary to follow the simple guidelines listed below:**

- 1) Rinse the bearings regularly with fresh water.**
- 2) Watch for halyard wrap. Look up!**
- 3) If it jams -find out why- don't force it.**
- 4) Treaty this unit like any other equipment, inspect it regularly.**
- 5) If any problem persists-call your dealer.**

## PREPARATION

### VERIFY TYPE OF RIGGING

**Standard rigging** has an open body and an intergral toggle trunbuckle swaged to 1x19 wire. The upper end has a swage eye that pins to a masthead toggle.

**Isomat masthead** doesn t use masthead toggles. The headstay passes though the masthead and uses a stemball for toggle movement. If your boat uses stemball fittings, you require a stemball eye to a double jaw toggle, which you can purchase though your rigging supplier.

**Link plates and toggles** are used to lengthen the headstay.

### DECK CLEARANCE

Make sure the drive unit will have adequate clearance over deck hardware, bow pulpits, anchor locker doors, anchors, and bow anchor rollers. You can increase clearance by adding stay extension hardware available from rigging suppliers.

## REMOVING THE HEADSTAY

**NOTE: SAFETY FIRST** when properly going up the mast, **ALWAYS, SAFETY FIRST!**

- 1) Connect a halyard to a bow cleat in order to properly secure your mast, so you can **safely** remove your headstay.

**NOTE: Your mast MUST be properly supported so it does not fall down.**

Before removing your headstay you could ease your backstay, marking the original settings, to take some tension off of the headstay. Do not ease it too much. Then you would be able to put some tension on the bow cleat halyard supporting the mast, further easing headstay tension. This would also be helpful in reinstalling the headstay later.

- 2) Remove the headstay by loosening the turnbuckle and then removing the masthead and stemhead clevis pins.
- 3) Lay out all the pieces to the furler system on a smooth flat surface.
- 4) Lay the headstay alongside the furler.
- 5) Remove the turnbuckle.

**NOTE:** Make sure the lower fitting will pass through the extrusions. Disassembly of mechanical fittings may be required. Be sure to follow the manufacturers instructions for removal and reinstallation of the fittings.



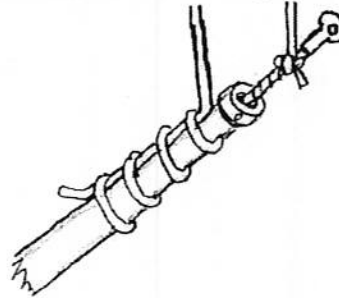
## ATTACHING AND RAISING THE HEADSTAY

**\* SAFETY FIRST\***

**NOTE:** There are several different ways to raise your headstay. Granted there are differences between boats and their rigging, masts, fittings, etc.. But, we feel the following method is the best way to install your furling system as it's the least likely way to damage it in installation or install it incorrectly. You could use alternate methods to raise and attach the headstay. Whatever method you use, make sure nothing is damaged in the process, and that **everything** is attached securely and properly.

**NOTE:** Whatever method you use to raise the headstay, remember that it is **VERY IMPORTANT** that the stemhead turnbuckle toggle **AND** the mounting toggle are **BOTH** pinned properly and securely.

- 1) Tie off a jib/spinnaker halyard (securely) with a number of half hitches approximately one foot below the end of the top extrusion. You could also tape the half hitches to make sure they won't slip. Attach a second "safety halyard" to the top of the headstay, as a precaution only, remember to leave your best halyard for the bosun's chair. (Don't forget a safety line and handler for you). **\*SAFETY FIRST\***



**NOTE:** If necessary, you could first loosen your backstay and increase tension on the halyard attached to the bow to make it easier to attach the forestay.

- 2) Being beam-to next to a dock would be advisable so you can lay out the extrusion assembly outside of the shrouds if you have outboard shroud chainplates. With as many helpers as possible to hold and support the assembly as it is being raised. Have at least one person support and guide the system up, while the another hauls the stay up the mast. (Using the halyard securely attached to the **upper** extrusion). The system should be hauled with the "safety halyard" (attached to the top of the headstay) somewhat slack the entire time. The person in the bosun's chair should carefully guide the extrusion assembly up and clear of the shrouds and/or spreaders up to the masthead fitting.

**NOTE:** Do **not** haul the system from up in the bosun's chair. The person (or persons) guiding the system from the deck should **not** stand under the system, in case of accidental dropping.

**\*SAFETY FIRST\***

- 3) With a person on deck still holding the halyard tied to the upper Luff Extrusion so it will support the extrusion assembly, reattach the headstay masthead pin. After it's attached securely, the halyard can be slowly and carefully eased to let the entire extrusion assembly slide gently down the headstay (wire) to rest on the turnbuckle. Remove the halyards and again, check for proper assembly and fit before you come down the mast.

## INSTALLING THE FURLING LINE AND THE SAIL

- 1) You will need approximately twice the length of the boat of dacron braid for your furling line.  
Recommended furling line sizes:

<u>5/16 Diameter</u>	<u>3/8 Diameter</u>
707 SL	808 SL
253 SF5	325 SF 5
235.5 SF 5	

- 2) The next step is to remove one third of the core from the inside of the line. This will allow more line to be furled on to the drum. Ease of operation and the Sea Furl 808 SL's drum size is designed with this in mind. (The tubular de-cored line lays flatter and takes up less space around the drum for a more compact, smoothly operating unit). The only other alternative is to use a smaller diameter line, which would be harder on the hands, more difficult to handle, plus a loss of relative strength.

### 1<sup>st</sup> Note:

**For Example:** A 5/16" dacron braid line has a breaking strength of approximately 2800 pounds. Half of the lines' strength comes from the core, so 1400 pounds of breaking strength is ample for the application.

- 3) Insert the de-cored end of the line into the hole in the lower drum cover (on the inside) and tie a figure eight (or double figure eight) stopper knot. Make sure the stopper knot is secure and not too large to restrict movement of the drum. Make sure that the bitter end of the line is short enough that it won't become snagged on anything as the drum **must** rotate freely.

**2<sup>nd</sup> NOTE:** Due to the great variation in masthead construction, sail stretch and individual halyard loads, the following sail installation steps should be carefully followed. If you install your Sea Furl as follows, a smoothly operating system will be assured.

- 4) Rotating the drum, feed the furling line onto the drum of the Drive Unit. Try to avoid inducing "twist" into the line. If the UV cover is on the port side of your sail, rotate the drum counter clockwise, and if the UV cover is on the starboard side rotate the drum clockwise
- 5) Attach the head of the sail to the lower boss shackle of the Halyard Swivel with a D Shackle, but do not attach the tack of the sail.
- 6) Feed the luff tape of your sail into one of the luff grooves in the Feeder as you hoist it. A swivel deck pre-feeder can be used to assist the luff tape in to the feeder.
- 7) After attaching the halyard to the Halyard Swivel, hoist the sail and swivel as far as it will go, without straining, and secure the halyard.
- 8) Down haul the sail, utilizing a spare line temporarily attached to the sail tack, and lead through the tack sheave shackle until the maximum desired luff tension is achieved.
- 9) Furl and unfurl the sail several times while watching the halyard swivel, to see if it is rotating smoothly and that there are no restrictions in its operation.
- 10) Remove the temporary spare line attached to the tack and attach your sail as normal.
- 11) Check that you have enough furling line on the drum. (Too much is better than not enough).

**NOTE:** There should **always** be **at least three wraps** around the drum even when the sail is completely furled tightly, with several wraps of sheet around the furled sail.



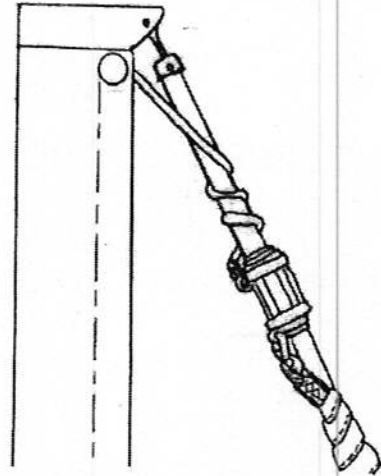
## FURLING THE SAIL UNDER WAY

When reefing or furling your sail under way, either luff your sail or head up into the wind and ease the sheets. If reefing, advance your lead forward to keep the trim stripe (on a Hood sail) lined up with the sheet. Keep **minimum** sheet tension to hold a tight furl. If you have your halyard tightened up to maintain luff shape, **ease** the halyard to help prevent "halyard wrapping" and to free up the movement in the system.

## HALYARD WRAP

Halyard wrap is a situation that arises during the furling and unfurling of your jib, when the Halyard Swivel does not "spin" allowing the jib halyard to remain stationary. As the sail is rolled in or out, the halyard and swivel assembly roll with it, winding itself around the headstay.

Halyard wrap is probably the most common problem associated with furling systems. It's also the easiest to correct through proper installation.

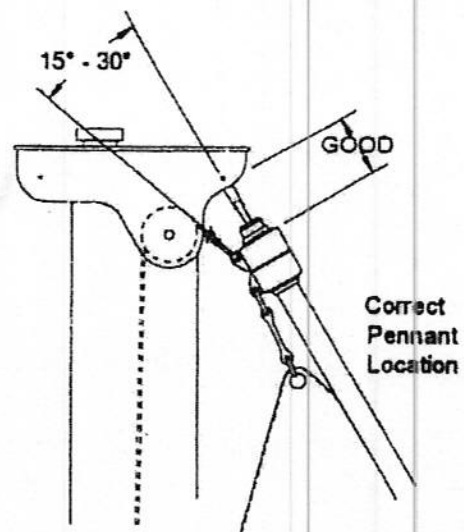
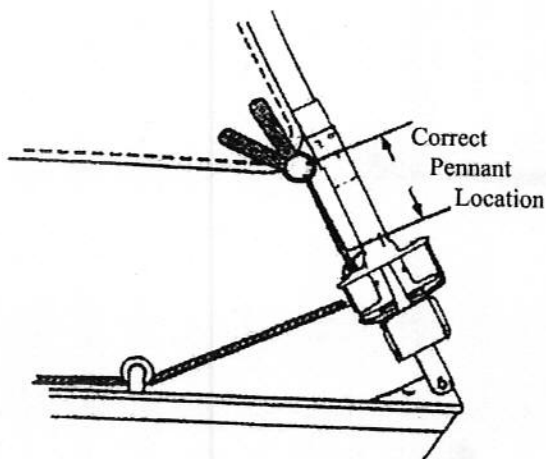


- 1) The key to avoiding halyard wrap is the **angle** created between the Halyard Swivel (with sail fully hoisted) and the halyard exit box.
- 2) Do not over tighten the jib halyard. The force to furl the sail increases with tension on the halyard. Tighten the halyard just enough to eliminate wrinkles along the luff. To extend the life of the sail, it is always a good idea to ease the jib halyard tension when not sailing..
- 3) The halyard swivel should be within 8 inches of the halyard sheave in most instances. This is achieved (when required) by using a pennant on either the head or tack of the sail.
- 4) The halyard must pull up parallel or away from the headstay to achieve the correct angle, or halyard wrap will occur. This condition can most easily happen on fractional rigged boats with internal halyards.

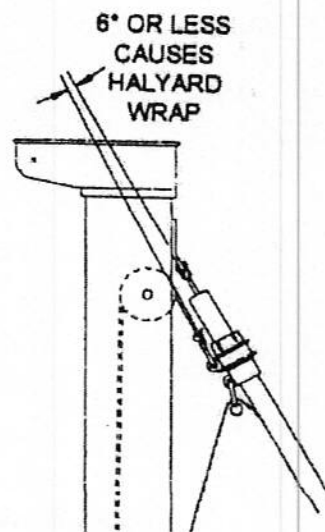
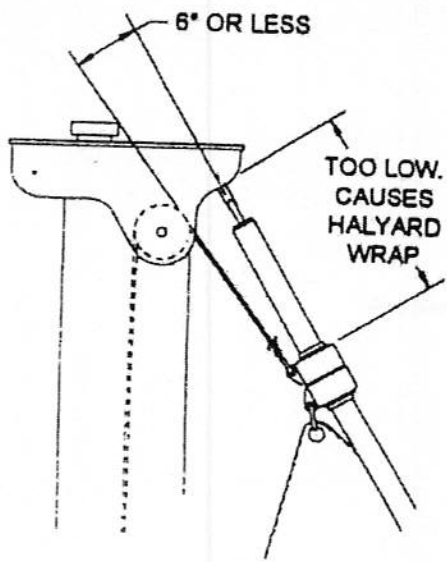
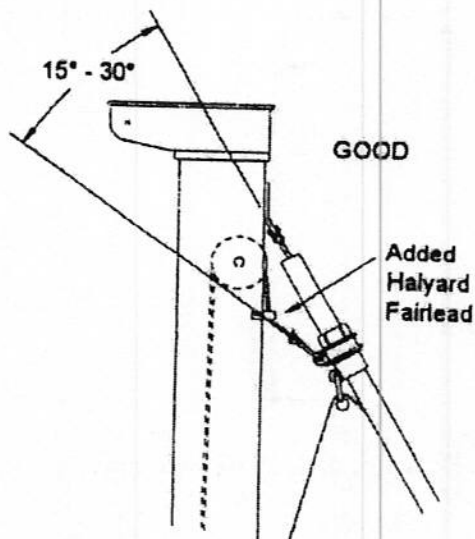
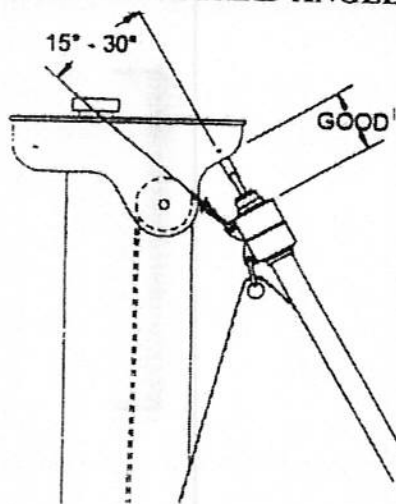
## PENNANTS

If the final distance between the sail tack and tack shackle is greater than 6 inches (152mm) a temporary lashing should be replaced with a permanent wire pennant. If this distance is less than 6 inches (152mm), a pennant lashing with a minimum of three round turns of line can be used. You may choose to leave the pennant at the tack or place it between the halyard swivel and the head of the sail.

### CORRECT PENNANT LOCATION



### CORRECT HALYARD ANGLE

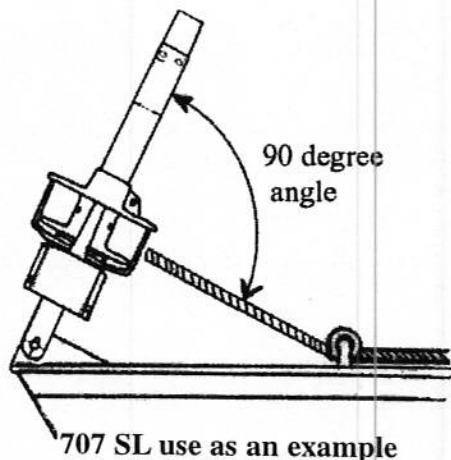


## LOCATE THE FIRST LEAD BLOCK

In determining which side of the boat you want to install the furling line and first lead block, a starboard or port side exit of the furling line from the drum is optional.

There are an infinite number of ways to lead your furling line aft to a position of convenient operation. It is **most** important to set up the proper 90 degree lead angle from the Drive Unit to the first swivel lead block

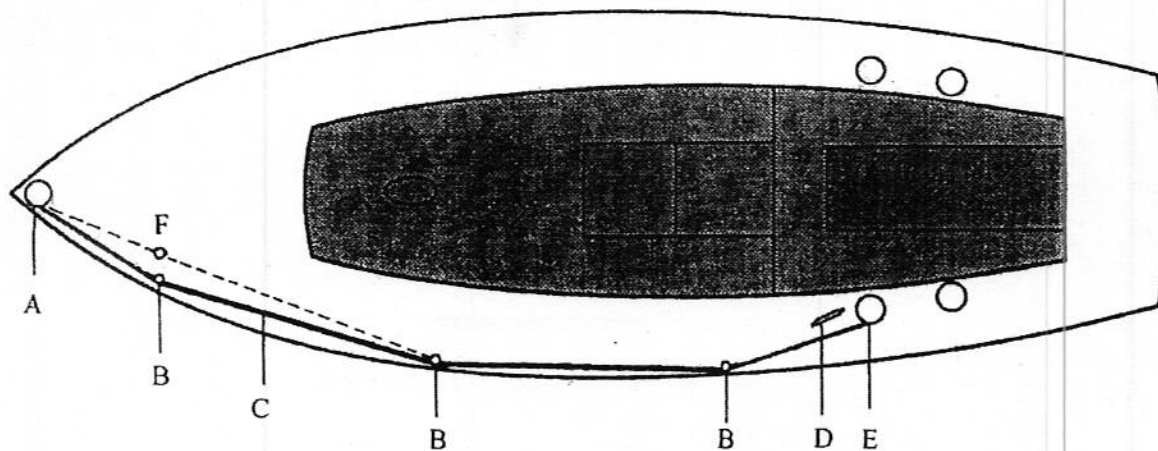
- 1) With one hand tension the furling line, while you position the lead block with the other hand, until a 90 degree angle is achieved between the headstay and the furling line as it leaves the Drive Unit.
- 2) When the proper position has been determined, mark the position and securely install your block (such as a stand up block).
- 3) Stanchion bases (if one is in the right location) or a pad eye may also be used to attach the lead block.



## DECK LAYOUT

- 1) When placing the additional lead blocks, try to use as few as possible to minimize line friction. Very often these blocks can be shackled to stanchion bases. If not, pad eyes may be used. An alternate method is to run your furling line down the side of the cabin through pad eyes. Choose the most efficient and convenient layout to suit your boat.

- |                    |                            |
|--------------------|----------------------------|
| A- Drive Unit      | D- Standard Cleat          |
| B- Stanchion Block | E- Standard Winch          |
| C- Yacht Braid     | F- Optional Stand-up Block |



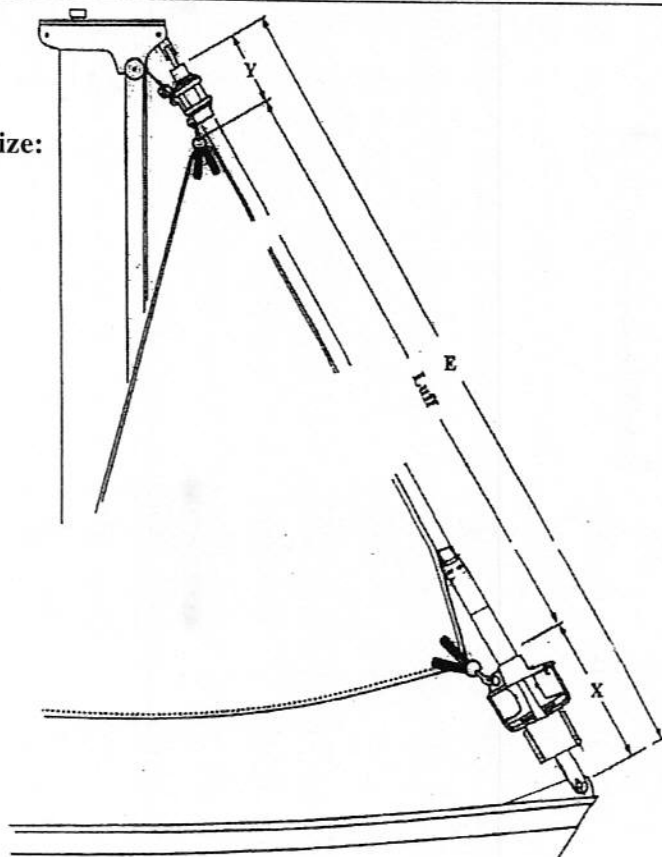
## SAILMAKER INSTRUCTIONS

- 1) Precisely measure the distance from the bottom of the halyard shackle (at the masthead) to the center of the stemhead pin (Dimension E).
- 2) From Dimension E, subtract drum and halyard swivel measurement using the table. This will give you the maximum luff dimension for your sail, when it is fully stretched.

Overall length from sheave top to stemhead pin	E	_____
Halyard swivel deduction including shackles	- Y	_____
Drum assembly deduction including shackle and toggle	- X	_____
Maximum sail luff length	=	_____

### Recommended Luff Tape Size:

- 707SL - #5 or #6
- 808SL - #6
- 253SF - #5 or #6
- 253.5SF - #6
- 325SF - #6



- 3) The proper luff should be used so that the sail slides easily up and down, yet doesn't pull out in heavy air.
- 4) Any other sailmaking considerations, such as webbing loops at the head and tack of the sail for a tighter furl and improved sail shape, UV covers, and where to terminate the luff tape, etc., you should consult your sailmaker.
- 5) If extreme halyard tension has been applied to alter sail shape underway, it is advisable to ease the halyard once the sail is furled to relieve the static load on the swivel bearings. This is especially true if the boat is moored for days at a time.



## **MAINTENANCE**

The bearings on all Hood Yacht Systems Sea Furls' are specially designed with 316 stainless steel balls running in work hardened 316 stainless steel races.

The races are open in design and should be flushed periodically with water. Lubrication is unnecessary and will only attract dirt. However, WD40 (or a similar type lubricant) can be used to help remove build up. Spray into the races, rotate, then soak the drive unit in a container of hot soapy water and rinse thoroughly with fresh water. Simply pour the fresh water into the bearings and again rotate them in both directions. The use of a pressure water hose is not recommended. At no time attempt to disassemble the swivel bearing units. If stickiness or friction is excessive, such that they are not functioning acceptably, remove the entire offending assembly from the boat and return it to a Hood Yacht Systems Dealer or Distributor for servicing or replacement.

## **STORAGE**

When rigging or unrigging your Sea Furl for storage, or any other reason, every attempt should be made to keep the extrusion assembly as straight as possible. When storing, the entire unit can be lashed to the mast or supported on a mast rack.

## **WINTER STORAGE**

Remove the Drive Unit and Halyard Swivel Assembly and store them in a dry compartment onboard or at home. Don't completely cover the Drive Unit and Halyard Swivel Assembly with plastic as this will trap any condensation that occurs. (Also, the aluminum components will eventually start to oxidize).

During re-commissioning in the spring, it is recommended to soak both the drive unit and the swivel assembly in a container of hot soapy water, then rinse them both thoroughly with fresh water before reinstalling them.



## HOOD LIMITED WARRANTY FOR SEAFURL PRODUCTS

**I. WARRANTY:** Hood Yacht Systems warrants that Hood Seafurl furling systems will be free from defects in material and workmanship for a period of five years. That period shall commence upon receipt of the Hood warranty registration card within 30 days upon receipt of the goods. Any part which proves defective in normal usage during the five year period will be repaired or replaced by Hood Yacht Systems.

**This warranty is subject to the following conditions and limitations:**

- A. Hood Yacht Systems liability shall be limited to repair or replacement, at Hood Yacht Systems discretion, of goods or parts defective in materials or workmanship. This shall be the buyer's exclusive remedy.
- B. Except where otherwise specified, quality shall be in accordance with Hood Yacht Systems specifications.
- C. The Hood Seafurl furling system must be installed and maintained properly and used under normal conditions in the application for which they were intended.
- D. This warranty does not apply to any products that were improperly installed or maintained, or subject to misuse or negligence during normal operation and storage.
- E. Hood Yacht Systems shall not be responsible shipping charges or installation labor associated with any warranty claims.
- F. Terms of this limited warranty shall be one year if the product is used in commercial, rental, or charter operations as well as with respect to any swaged attachments to wire, either standing or running, rigging.
- I. Failure to obtain an owner's manual or otherwise be aware of the information contained in the owner's manual may void this warranty.
- II. The limited warranty is in lieu of all other warranties; any implied warranties are limited in duration to the duration of the warranty stated here.
- III. Hood is not responsible for consequential damages of any sort, to the extent that such exclusion is permitted by applicable law.

Hood installation instructions/slide show  
Photo's Feb2006

Photo Description

#### Furling Line Installation

- 002 Remove two (2) 1/4-20x5/16" Pan head Machine screws from top of drum cover
- 3 Remove two (2) 10-24x5/8" Socket head cap screws from Drum cover clamps
- 4 Remove Drum cover 1/2's
- 5 Remove four (4) 1/4-20x1-1/4" socket head cap screws
- 6 Separate Drum 1/2's
- 7 Feed furling line (de-cored) thru opening in drum cover 1/2.
- 8 Feed Line thru hole in on drum 1/2.
- 9 Tie a overhand not, leaving as short of a tail as possible
- 10 Place Drum 1/2 back on Drum tube aligning Key in Drum 1/2 with slot in Drum tube. Note  
Note: Drum 1/2's must be installed with the furling line hole located towards the bottom of the furler
- 11 Place second Drum 1/2 back on drum tube checking alignment with key and key slot.
- 12 Insert and evenly tighten, four (4) 1/4-20x1-1/4" socket head cap screws.
  
- 13 Place one Drum cover 1/2 on Furler
- 14 Place second drum cover 1/2 on Furler
- 15 Place 1/4-20x5/16" Pan Head Machine screws in top of drum cover, start threads but do not tighten.
- 16 Place 1/4-20x5/16" Pan Head Machine screws in top of drum cover, start threads but do not tighten.
- 17 Place 10-24x5/8" socket head cap screws in cover clamp 1/2's and tighten.  
Tighten 1/4-20x5/16" Pan head machine screws on top of drum.  
Drum can be moved up/down and rotated after installation by Loosening and retightening the 10-24x5/8" socket head cap screws at the bottom of the cover clamp 1/2's.

Hood installation instructions/slide show  
Photo's Feb2006

Photo Description

#### Measuring Headstay to determine length to cut Top foil Section.

- 19 Measure from Top of toggle that attaches to Stemhead Fitting.  
Measure with Turnbuckle FULLY OPEN or Calculate fully open length
  
- 20 Measure to the Point where the wire enters the upper fitting. Swage/mechanical fittings are treated the same.
- 21 View of above

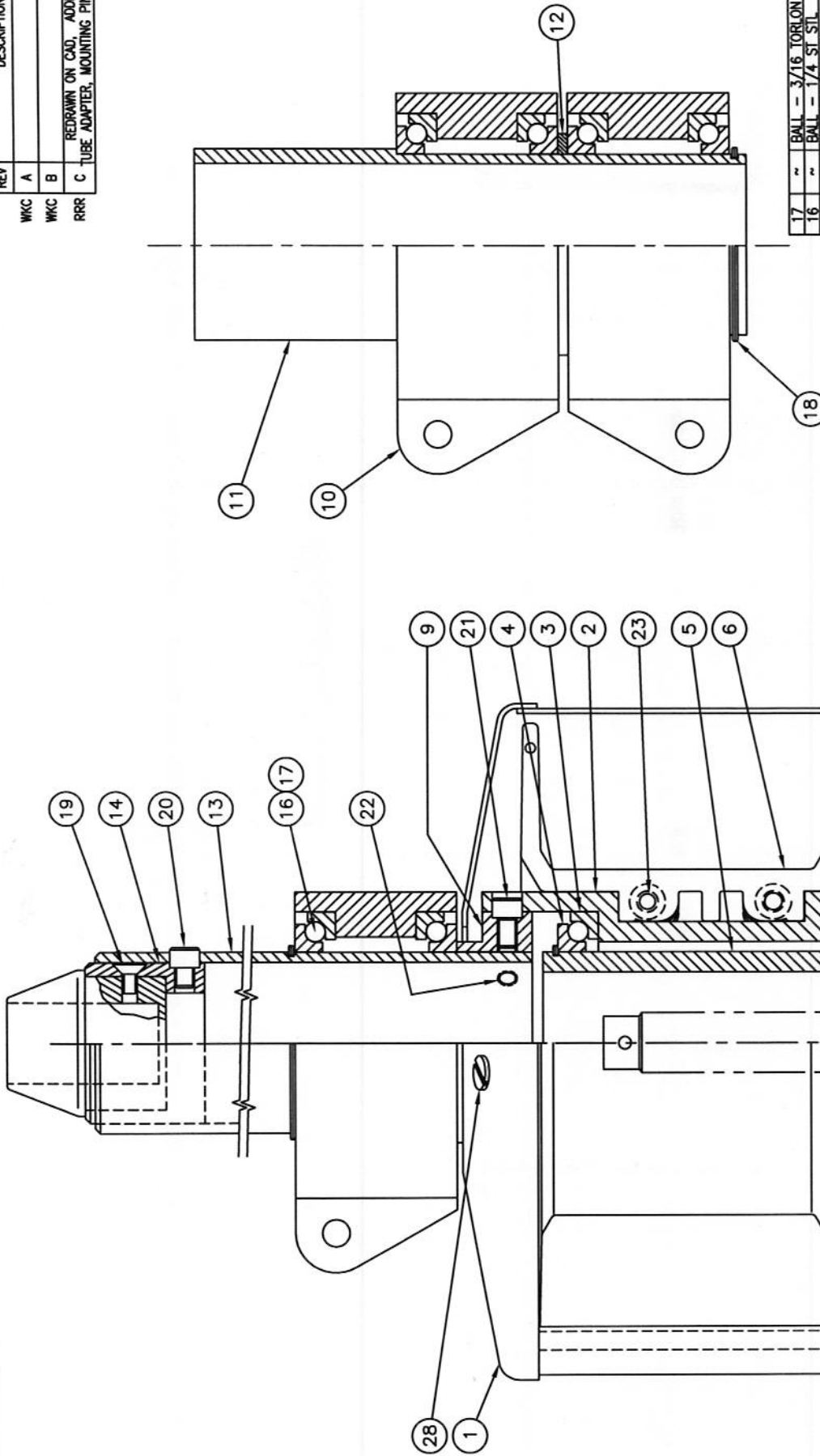
CALCULATE length to cut top extrusion from Chart.

- 22 Mark location of Top extrusion to be Cut.
- 23 Cut and De-burr inside and outside of top extrusion.
- 24 Slide Top Cap on to extrusion
- 25 Mark Set Screw Locations on Top Extrusion
- 26 Drill holes for set screws into Top Extrusion
- 27 Drill holes for set screws into Top Extrusion
- 28 Slide Top Cap onto wire. Note: Top cap orientation
- 29 Slide Cut extrusion onto headstay and attach Top Cap.
- 30 Note: Package of Fasteners, Shear Tabs with instructions, Loctite and Silicone.  
Silicone is applied Liberally to the outside of the splice pieces  
Shear Tabs are installed in to Hole in each Splice  
Loctite is applied to the threads of the fasteners
- 31 Slide Tail and Nose of Splice Peice together
- 32 Insert Shear Tab
- 33 Apply Silicone to outside surfaces of splice peice
- 34 Apply Silicone to outside surfaces of splice peice
- 35 Apply Silicone to outside surfaces of splice peice
- 36 Apply Silicone to outside surfaces of splice peice
- 37 Slide Splice into Luff extrusion
- 38 Apply Loctite to threads of splice pieces
- 39 Line up holes in extrusion and splice piece
- 40 Install fasteners in splice piece
- 41 Install fasteners in splice piece
- 42 Apply loctite to threads of splice
- 43 Apply loctite to threads of splice
- 44 Install fasteners in splice piece
- 45 Slide Tail and Nose of Long Feed Splice Peice together

- 46 Slide Tail and Nose of Splice Peice together
- 47 Slide Tail and Nose of Splice Peice together and install Shear Tab
- 48 Apply Silicone to outside surfaces of splice peice
- 49 Apply Silicone to outside surfaces of splice peice
- 50 Apply Silicone to outside surfaces of splice peice
- 51 Apply loctite to threads of splice
- 52 Apply loctite to threads of splice
- 53 Apply loctite to threads of splice
- 54 Apply loctite to threads of splice
- 55 Install fasteners in splice piece
- 56 Befor installing lower section, now is a good time to slide the swivel onto extrusion.
- 57 Slide swivel onto extrusion. Note: orientation of swivel.
- 58 Locate Lower Feed section assembly (pre-assembled)
- 59 Remove 8-32x3/16" SHCS
- 60 Remove Base splice piece
- 61 Remove Shear Tab and seperate splice pieces
- 62 Apply silicone to lower portion of Feed Splice and slide extrusion on headstay over splicce.
- 63 Note: To allow more room @ the lower end, temporarily slide feed extrusion up as far as possible.
- 64 Slide Base splice tail into extrusion with Shear Tab hole towards the bottom of headstay.
- 65 Slide the base splice piece Nose into the Tail and lower feed extrusion.
- 66 Insert Shear Tab into Shear tab hole.
- 67 Slide Splice up into extrusion and align screw holes.
- 68 Apply Locktite and install fastener in Base splice Piece.
- 69 Slide lower feed section down to align holes in Feed splice and Upper end of feed extrusion..
- 70 Apply Locktite in thread holes of lower Feed Splice.
- 71 Apply Locktite in thread holes of lower Feed Splice.
- 72 Install fasteners in Lower feed splice.
- 73 Install fasteners in Lower feed splice.
- 74 Install fasteners in Lower feed splice.
- 75 Note: orientation of SS Sailfeeder.
- 76 Remove fasteners from SS Sailfeeder.
- 77 Place SS sailfeed on extrusion and install fasteners.
- 78 Place SS sailfeed on extrusion and install fasteners.
- 79 Loosen fasteners on SS tack socket on Furler drive unit.
- 80 Loosen fasteners on SS tack socket on Furler drive unit.
- 81 Slide Furler drive unit onto Headstay.
- 82
- 83
- 84
- 85

Furler Parts List									
Item	qty	253	253.5	325-CC	325-DD	325-7/16-DD			
Tack Socket	1	H9220	H6358	H9093	H9097	H9097			
Base Splice	1	H9222/9223-03	H9250/9251-03	H9250/9251-03	H9153/9154-03	H9042-03			
Feed Section	1	H9090-1	H9095-1	H9095-1	H9096-1	H9096-1			
Feed Splice	1	H9222/9223-02	H9250/9251-02	H9250/9251-02	H9153/9154-02	H9042-02			
SS Feeder	1	H5905-SS	H5906-SS	H5906-SS	H5907-SS	H5907-SS			
Luff Extrusion		H9091	H9092	H9092	H9049	H9049			
Bearing Tube		H9813	H9814	H9814	H9903	H6107			
Splice		H9222/9223-01	H9250/9251-01	H9250/9251-01	H9153/9154-01	H9042			
Shear Tabs		HSR-TB	HSR-TB	HSR-TB	HSR-TB	N/A			
Extrusion Screws		H6-32X3/16SHCS	H6-32X3/16SHCS	H6-32X3/16SHCS	H8-32X3/16SHCS	H8-32X3/16SHCS			
Top Cap	1	H5905-TC	H5906-TC	H5906-TC	H5907-TC	H5907-TC			
Set Screws (Top Cap)	1	H8-32X3/16"CPSS	H8-32X3/16"CPSS	H8-32X3/16"CPSS	H8-32X3/16"CPSS	H8-32X3/16"CPSS			
Drum Cover	1	H9204	H9404	H9023	H9023	H9023			
Drum 1/2's or 1/4	4	H9211	H9211	H9028	H9028	H9028			
Cover Clamp				H9029M	H9029M	H9029M			
Cover Screw	2	H1/4-20x5/16"PHMS	H1/4-20x5/16"PHMS	H1/4-20x5/16"PHMS	H1/4-20x5/16"PHMS	H1/4-20x5/16"PHMS			
Cover Clamp Screw	2	H10-24x5/8"SHCS	H10-24x5/8"SHCS	H10-24x5/8"SHCS	H10-24x5/8"SHCS	H10-24x5/8"SHCS			
Swivel Insert(s)	1	H9224	H6479	H6479	H3162	H3162			
Swivel insert Spirolox Ring		N/A	HWSM-200-S	HWSM-200-S	HWSM-200-S	HWSM-200-S			

REV	DESCRIPTION	DATE
WKC A		12/7/95
WKC B		6/26/98
RRR C	REDRAWN ON CAD, ADDED MOUNTING TUBE ADAPTER, MOUNTING PIN, AND HARDWARE	2/18/99



ITEM	P/N	DESCRIPTION	QTY
17	~	BALL - 3/16 TORLON	15
16	~	BALL - 1/4 ST STL	12
15	~	PIN - MOUNTING	12
14	9046	TACK SOCKET ADAPTER	1
13	9045	TURNBUCKLE TUBE	1
12	9048	SWIVEL SPACER	1
11	9036	SWIVEL SLEEVE	1
10	9033	SWIVEL CUP	1
9	9031	TUBE ADAPTER	1
8	~	#10-24 BARREL NUT	1
7	9029	COVER CLAMP HALF	1
6	9028	DRUM HALF	1
5	9027	MOUNTING TUBE	1
4	9026	BEARING CONE	1
3	9025	BEARING CUP	1
2	9024	DRUM TUBE	1
1	9023	COVER ASSEMBLY	1

ITEM	P/N	DESCRIPTION	QTY
31	~	MOUNTING TUBE ADAPTER	1
30	~	13/16" ID X 1-1/4" OD WASHER	2
29	~	1/8" X 1-1/4" LG COTTER PIN	2
28	~	1/4-20 X 3/8 PAN HD MACH SCREW	2
27	~	1/4-20 X 3/8 SHCS	4
26	~	10-24 X 1 PAN HD MACH SCREW	6
25	~	1/4-20 ELASTIC STOP NUT	2
24	~	1/4-20 X 2 SHCS	2
23	~	1/4-20 X 1-3/4 SHCS	2
22	~	3/8-16 X 3/8 SHCS - HALF-DOG PT.	4
21	~	1/4-20 X 3/8 SHCS	4
20	~	1/4-20 X 1/4 SHCS	3
19	~	#12-24 X 3/8 FIMS	4
18	MSM225	SPIROLOX RING	4



DIV. of Pompanette Inc.  
 1000 W. 10th St.  
 CHARLESTON, S.C. 29403  
 PH: (803) 838 5791  
 FAX: (803) 838 3074

325 ASSEMBLY

SCALE	±1/32	TITLE	WKC	1 of 1
ENGR.	XXX ±.005	DRAWN BY		
CHK.	XX ±.02	MAT.		
APP.	±0.5	FULL SCALE	8/30/95	9050
REV.		REV.		

253ASSEMBLY.DWG



Cut length Dimensions

808 Short Link Plates

The Measurement required is Calculated from the Lower Mounting Pin in the link plates.(It is the upper end of the toggle that attaches the headstay to the sternhead fitting)to where the wire enters the fitting At the upper end of the headstay  
This distance is measured with the Turnbuckle Fully Closed.

808 Long Link Plates

The Measurement required is Calculated from the Lower Mounting Pin in the link plates.(It is the upper end of the toggle that attaches the headstay to the sternhead fitting)to where the wire enters the fitting At the upper end of the headstay  
This distance is measured with the Turnbuckle Fully CLOSED.

253

The Measurement required is calculated from the Lower Mounting Pin in the adapter cup.(It is the upper end of the toggle that attaches the headstay to the sternhead fitting)to where the wire enters the fitting At the upper end of the headstay  
This distance is measured with the Turnbuckle Fully CLOSED.

253.5

The Measurement required is calculated from the Lower Mounting Pin in the adapter cup.(It is the upper end of the toggle that attaches the headstay to the sternhead fitting)to where the wire enters the fitting At the upper end of the headstay  
This distance is measured with the Turnbuckle Fully OPEN.

325 CC

The Measurement required is calculated from the Lower Mounting Pin in the adapter cup.(It is the upper end of the toggle that attaches the headstay to the sternhead fitting)to where the wire enters the fitting At the upper end of the headstay  
This distance is measured with the Turnbuckle Fully OPEN.

325 DD

The Measurement required is calculated from the Lower Mounting Pin in the adapter cup.(It is the upper end of the toggle that attaches the headstay to the sternhead fitting)to where the wire enters the fitting At the upper end of the headstay  
This distance is measured with the Turnbuckle Fully OPEN.

325 "D" and 325 "C" System Cut Sheet

325-"C" and "D"

The Measurement required is calculated from the Lower Mounting Pin in the adapter cup.(It is the upper end of the toggle that attaches the headstay to the stemhead fitting)to where the wire enters the fitting At the upper end of the headstay  
This distance is measured with the Turnbuckle Fully OPEN.

Lenght "L" is Measure with Turnbuckle Fully open..

$$L-52" = \text{_____} \quad (52" \text{ is the deduction for drive unit, adapter and feed section and feeder})$$
$$= \text{_____} \quad \text{Extrusion Length required.}$$

Extrusion length divided by 76" equals the Number of 76" extrusion required

Example: L=49'10"

Convert to Inches( 49x12=588inches)

$$\begin{aligned} & 10\text{inches} \\ & =598\text{inches (49'10")} \end{aligned}$$

598inches Minus 52" equals 546" length needed

546" Divied By 76" equals 7.182 76" sections required.

7 full length sections PLUS .182 x 76" (13.80" CUT Top piece)

Note: If upper section less than 6" Do not cut..

## CUTTING THE UPPER LUFF EXTRUSION

### MEASURING THE HEADSTAY

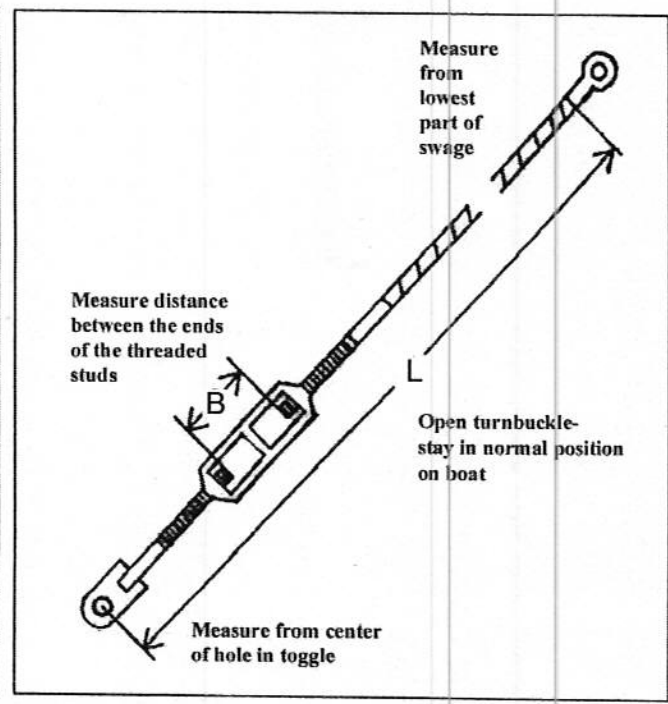
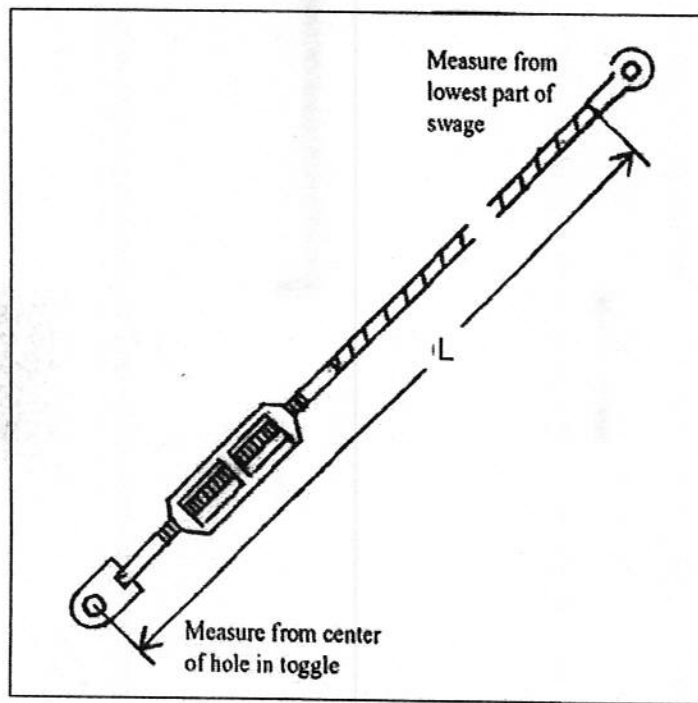
1) Measure your headstay using **one** of the two options shown below, turnbuckle closed or turnbuckle open, to determine the length to mark and cut the upper luff extrusion. Refer to the accompanying table to help confirm your measurements.

**NOTE:** The most conservative measurement of your headstay is one taken with the headstay turnbuckle closed all the way. There must always be some clearance between the lower end of the upper fitting on the headstay, and the top of the furling system extrusions. This distance varies according to how the headstay turnbuckle is adjusted. By closing up the turnbuckle, the shortest headstay length has been created.

CLOSE POSITION SEAFURLS	OPEN POSITIONS SEAFURLS
707 SL	253.5
808 SL	325
253	CC & DD

**CLOSED TURNBUCKLE**

**OPEN TURNBUCKLE**



**Example:**

**Your Measurements:**

Distance A <u>  30'  </u>	Distance A <u>          </u>
Distance B- <u>  4"  </u>	Distance B- <u>          </u>
Distance L= <u>29'8"  </u>	Distance L= <u>          </u>

Notice:

**NEW TACK SOCKET DESIGN!!!!**

1. If the Headstay uses a Mechanical Fitting (Norseman/Stayloc or similar), the fitting will not pass thru the SS tack socket.

The SS tack socket Must BE Installed on the Headstay Prior to Assembly. Use supplied anti-corrosive between SS and Alum turnbuckle tube. As these pieces will need to be separated in order to service the furler in the future.

OR

The SS Tacksocket can be installed on the furler.. The Furler then must be slid onto the Headstay PRIOR TO installing the Mechanical fitting.

2. If the Headstay uses a swaged type Stud fitting, then install the Tacksocket onto the furler prior starting the furler installation.. The Tacksocket/Furler will slide on and off the headstay when required..

Any questions Please contact:

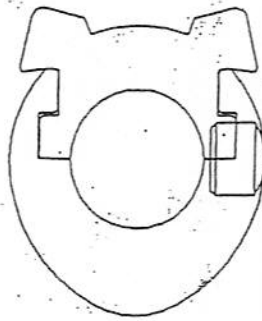
Mike Haber 813-885-2182

mhaber@pompanette.com

# NEW

## Sea Furl 5

**SST – Split Splice**  
**Pieces slide together**  
**like this** →



**Shear Tab Installed Here,**  
**If Shear Tab Extends Out**  
**From Splice Pc. Trim Off**  
**With Knife So The Shear**  
**Tab Is Flush With Splice**  
**Piece.**

Your new *Sea Furl 5* has been shipped with the latest designed splice pieces on the market,

### **SST – SPLIT SPLICE TECHNOLOGY**

To install your furling system simply follow the directions in the installation manual with the addition of the following. When installing the new SST splice slide them together over the wire as shown above the insert the shear tab (attached to this sheet) into the pre-machined hole on the splice edge. When inserted into the luff extrusion the shear tab is captive and the SST functions, as did the one-piece splices of the past. It is no longer necessary to slide the splices on the wire end. The new SST splices can be installed at any point on the headstay wire.