Colligo Marine

Rigging reduced to its elegant essentials

Congratulations on your Extra light Headsail Furling System (ELHF) purchase!

1. Tools Needed

Normal rigging tools are all that is needed to install your ELHF systems.

a. Pliers for cotter pins.
b. Knife, for cutting the Dyneema on the halyard and head connections bridles.
c. Hammer, if needed for removing pins.
d. Sidecutters for taking out the old pins.
e. A halyard deflector is included if there are packaging issues with the spinning hardware up at the mast. There is a good chance you will need to install this on your mast.
f. A headsail with soft hanks, a head and tack ring.

2. Critical Dimensions

Your pin to pin measurement is critical. The ELHF system is net built which means that it is built to length with no adjustment, normally. Your forestay tension is controlled with your backstay, shrouds, or running backstays. You can adjust the length by taking the clamps off and moving the torque line within the clamp shortening the line. You can even lengthen the line at the top (longer) clamp by up to 2" if needed. If you have a rotating mast with a forestay or Jesus shackle then your measurement should be from the bearing point on the shackle down to the center of the clevis pin hole center in your forestay chainplate. With a conventional mast tab the measurement should be from the clevis pin hole center in the mast tab to the clevis pin hole center in your forestay chainplate. This measurement is critical to control the rake in your mast. We send out completed ELHF systems that are prestretched, if you are building your own system then you need to allow for roughly 0.5% (.005) elongation based on length.

The goal is for the sliding swivel to ride at 33% of clamp length, from the lower end, when fully tensioned.

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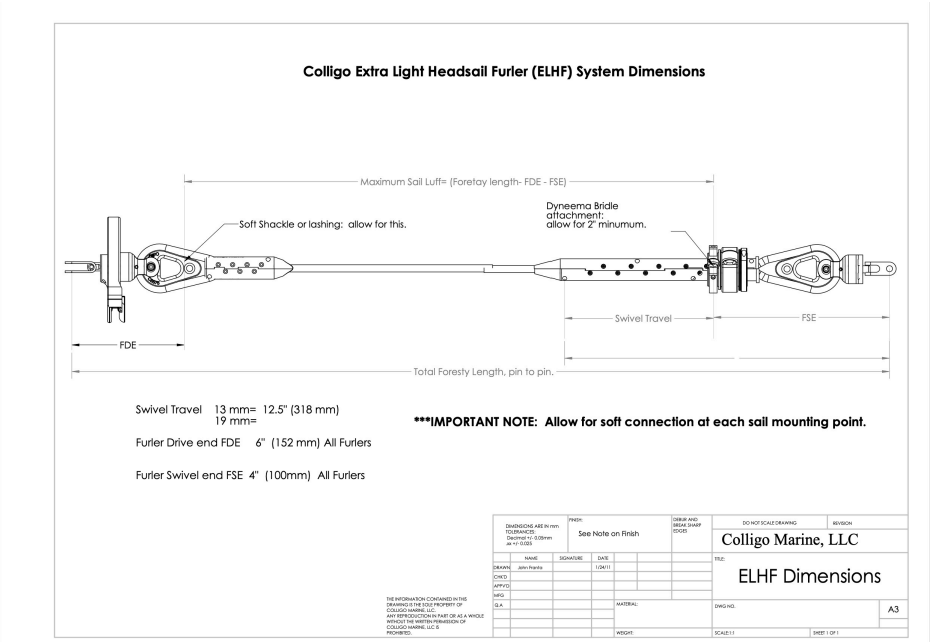

3. Installation.

After confirming the length of your ELHF system is correct. Connect the upper part of the system to your mast tab or forestay (Jesus) shackle. Make sure to use the clevis pin or shackle provided and install the cotter pins. If you have the forestay shackle system then make sure that the shackle is tightened and seized with seizing wire.

Next, connect the lower end to the forestay chainplate, you will need to loosen your backstay, Running backstays, or shrouds some to get the system connected. Be careful to support the mast correctly. Install all pins and cotters. Bend the pins such that they will not present a hazard to people or rigging.

Assuming

4. Setting up for your sail.

The goal here is to have the sliding swivel resting on the clamp about 2/3rds down from the top of the clamp while sailing. This allows you to keep the bridle that connects the head of the sail as close to the swivel as possible without allowing the sliding swivel to slide off the clamp and decouple. If the Bridle is too long you could get excessive wrap at the head of the sail around the forestay before the sail starts to furl. In short, the shorter the bridle the better your sail will furl. But, you want the swivel to be fully engaged on the clamp, about 2/3rds down is a good distance to

allow for luff tensioning and to minimize the risk of the swivel falling off the clamp and decoupling from it.

**It is a good idea to dry fit the sail to the ELHF furler before you even install the ELHF system to get the Bridle length correct. Lay the system out on the ground and attach the sail to it. Refer to the Mast Halyard or Integrated Halyard system instructions below.

There are 2 types of ELHF systems, a mast halyard system and an integrated halyard system. The mast halyard system uses the halyard in your mast. The integrated halyard system uses a provided halyard that runs up the forestay and back down to the drive end of the furler and uses a purchase system there for luff tension of the sail. See the appropriate instructions for your system.

Mast Halyard System Instructions

After connecting and raising the system. Connect your halyard to the sliding swivel. Connect the tack of the sail to the lower line terminator at the Furler using the soft shackle. Connect all the soft shackles on the luff of the sail to the torque line of the system. This is easier if you have someone slowly raise the sail while you connect each soft shackle or hank starting from the top of the sail. You can, however connect all soft shackles or hanks before you hoist. Hoist the sail completely and then spin the furler at last 1/2 revolution so that the sliding swivel locks into the groove of the upper clamp of the system. You should be able to hear the spring clip on the swivel click into the groove from below but you can also see and feel how the swivel turns directly with the furling system and clamp when it is engaged in the groove.

When the sail is fully hoisted take note of the position of the sliding swivel on the large upper clamp, this should be about 1/3-1/2 of the way up the clamp, or 2/3rds down from the top of the clamp. This position gives you good adjustability of the tension on the luff of the sail. The system works better if you keep the length of the bridle to the swivel at the head of the sail to a minimum. You can also add a strop to the tack connection to move the sail up if needed. The bridle for the head of the sail is adjustable and the bridle for the halyard is adjustable. The furler does work best with the tack close to the drive end of the furler. Play with these variables to get the swivel to the 1/3 up position on the clamp with the tack as close to the drive end of the furler as possible. All boats and sail combinations are different so it is difficult to specify exactly what is needed here.

Note: On the halyard and sail head bridles use the Stevedores or Double figure eight knot for the stopper knot. See here on our website:
https://tinyurl.com/yykgpsca

When you have the sail set up, furl it and make sure you have the clearance needed from your halyard to all of the components at the top that spin around so that you do not get any halyard wrap. Note: You might need a halyard restrainer for this, Schaefer part number Halyard Restrainer - Large 78-75. We include one in the package for just this purpose.

Note: The first time you furl the sail it might be twisted due to the fact that the swivel was not engaged until a full 360 degrees turn so you might need to undo the tack connection and let the sail fly free, then reconnect the tack when the sail is inline.

Integrated halyard System Instructions

After connecting the system to your mast and chainplate. Put the sail on the ELHF system. Your system has an integrated halyard with a messenger line on it pre installed. Connect the halyard soft shackle to the head of the sail. Pull on the messenger line and, as the sail goes up, connect each soft hank until the sail is fully hoisted. Connect the tack of the sail to the furler at the line terminator with the included soft shackle. Next. connect the purchase system to the opposite end of the halyard and tighten to the desired luff tension. Remove the messenger line and store it for future use when you want to lower the sail. When you get the desired tension on the luff of the sail, tie off the purchase system with a series of half hitches around all the lines in the purchase system.

Enjoy your New Furler!