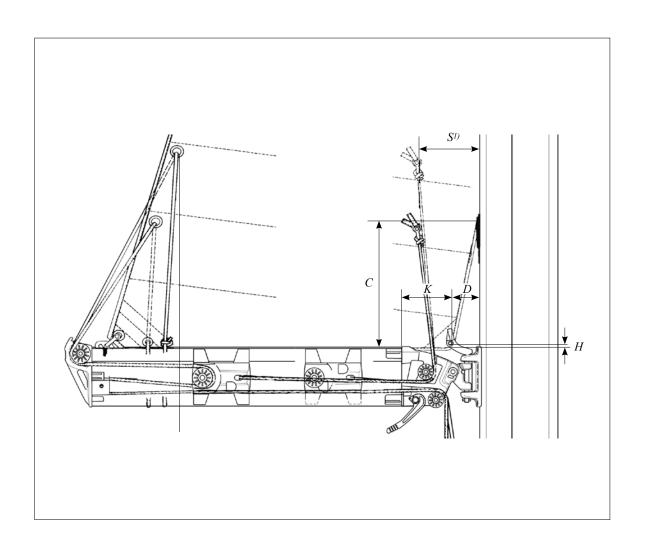
Sailmaker's guide

Everything a sailmaker needs to know about Seldén masts, booms and furling systems.

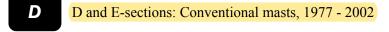


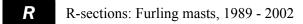


1 Introduction

This guide is intended to provide sailmakers with the information necessary for them to ensure that rig and sail will be compatible. It covers the major part of Seldén's production from 1977 onwards. The information generally applies to Kemp products of the same period.

Masts between 1977 and 2002 are normally type D or E (conventional masts) or type R (furling mast). Masts from 2003 are type C (conventional masts) or type F (furling masts). With the introduction of new C- and F masts from 2017, these masts are now denoted C (2003), C (2017), F (2003), F (2017). Each section of the guide is marked with mast type to help the reader in locating the correct information.





Although this Guide is primarily aimed at Sailmakers, the content should assist our end customers in making the best use of our impoved product.

However, we would point out that this guide is only intended as an aid, and that variations can occur. It is the sailmaker's responsibility to ensure that the sail suits the rig.

This information will be up-dated as new products are introduced. Seldén reserves the right to change the specifications given without prior notice.

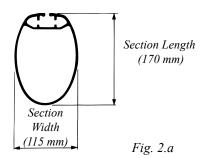
		The following information must be given to the sailmaker by the customer:	
	Conventional mainsail with "short" battens.	Mast section dimensions. • Boom section dimensions. • Sail Plan ("P" & "E").	
Mainsails	Conventional mainsail with full length battens.	Mast section dimensions. • Boom section dimensions. • Sail Plan ("P" & "E").	
	Furling mast mainsails	Mast section dimensions. • Boom section dimensions. • Reefing system type (Seldén furling, Furlex-Main, etc.)	
Foresails	Roller furling genoas.	Furlex type. • Total forestay length incl. all toggles or available sail space • Sail Plan	

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D&E

2 Conventional masts



C

2.1 Mast sections

Mast section measurements are given as follows:

Section Length/Section Width (i.e. 170/115). Take note of the mast section shape. This will help identification and the use of correct measurements. The Section Length of the mast can usually be found in the number engraved at the mast heel. For example K23-170-1233.

Conve	ntional ma	sts before 20	03	
	Mast	Luff Groove mm	Slider	
E-Section (10° aft face)	122/85 130/93	4.0 + 1.0 - 0.0	511-601	C-Section (2006)
	138/95 155/104 ✓170/115 177/124 189/132 206/139 224/150 237/162 274/185	5.5 ± 0.75	511-602 or 511-603	C-Section (2006)
	321/171 365/194	6.25 ± 0.75	511-603	
E-Section (Round aft face)	126/85	4.0 + 1.0 - 0.0	511-601	C-Section (2003)
	147/95 162/104 178/115 216/139 239/162	5.5 ± 0.75	511-602 or 511-603	
D-Section	109/88 121/92	4.0 + 1.0 - 0.0	511-601	
	129/100 137/113 146/112 160/132	5.5 ± 0.75	511-602 or 511-603	C section (2017)
P-Section	73/53 90/65 100/73 111/81 123/90	+ 0.75 4.0 - 0.00	611-601	
	137/100	+ 0.75 4.5 - 0.00	511-601	
	152/111 169/123 188/137	5.5 ± 0.75	511-601 or 511-603	

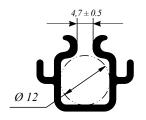
		Conv	ventional ma	sts from 2	003				
	Mast	Mast dim	Luff groove mm	Groove insert for bolt rope ¹⁾	MDS- car	Sail slider	Bolt rope (mm)		
C-Section (2006)									
	C080 C086 C096	79/60 87/64 96/69	4.5 ± 0.75	-	-	511-601	Ø 10		
C-Section (2006)	C106 C116 C126 C139	106/71 116/75 126/79 139/85	5.0 ± 0.75	-	-	511-602	Ø 10		
C-Section (2003)	C156 C175 C193	156/87 175/93 193/102	10 ± 0.75	5.5 ± 0.75	511-702	511-605 or 511-607	Ø 10		
	C211 C227 C245 C264 C285 C304	211/110 227/119 245/127 264/136 285/147 304/157	10 ± 0.75	5.5 ± 0.75	511-701 or 511-702	511-605 or 511-607	Ø 10		
	C321 C365	321/171 365/194	16 ± 0.75	-	511-730 or 511-731	1	-		
C section (2017)	Mast	Mast dim	Luff groove mm	Groove insert for bolt rope ¹⁾	Inner wheel slider	Sail slider	Bolt rope (mm)		
	C137	137/98	10.5 +-0.7	4.7 +-0.5	511-729	511-605	ø8-ø10		
	C153	153/107	10.5 +-0.7	4.7 +-0.5		or	ø8-ø10		
	C180	180/113	10.5 +-0.7	4.7 +-0.5		511-607	ø8-ø10		
	C192	192/120	10.5 +-0.7	4.7 +-0.5	511-729		ø8-ø10		
\	C208	208/131	10.5 +-0.7	4.7 +-0.5	or		ø8-ø10		
	C225	225/141	10.5 +-0.7	4.7 +-0.5	511-760		ø8-ø10		
	C242	242/153	10.5 +-0.7	4.7 +-0.5			ø8-ø10		
	C261	261/164	10.5 +-0.7	4.7 +-0.5			ø8-ø10		
	C280	280/176	10.5 +-0.7	4.7 +-0.5			ø8-ø10		

¹⁾ Special groove insert and sail feeder gate are required to accept bolt rope. If sail slider are to be used in combination with bolt rope insert, use HA 258/A019 or Rutgerson 102.

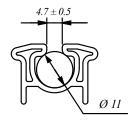
C

Groove insert for bolt rope C (2003) size C156-C304

C (2017) size C137-C280



Recommended bolt rope: Ø10mm



Recommended bolt rope: Ø8mm

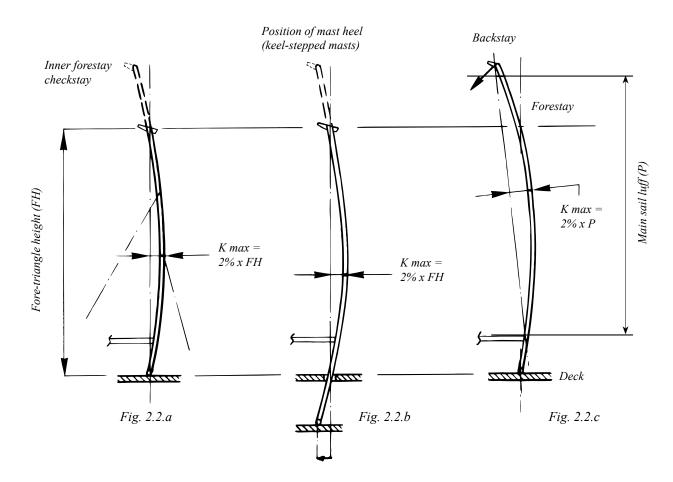
E&C

2.2 Mast deflection curves

Our spars and fittings are designed to cope with a maximum longitudinal deflection of 2% of the fore-triangle height (FH). On fractional rigs the maximum deflection can be taken as being 2% of the mainsail luff (P). These values are guiding principles only.

The conditions are:

- 1) The mast forms an even curve (convex front) from deck level to mast-head.
- 2) The deflection must be kept within the stated values, even in rough seas, by suitable longitudinal staying. The deflection curve is formed by:



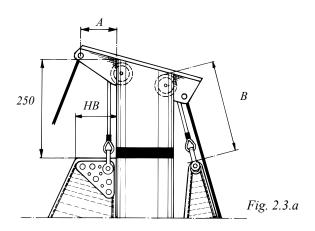
It may be possible to increase the above values on some masts. However, in such cases the customer must request a special calculation for this from Seldén Mast, and have our written agreement for the increase in deflection depth.

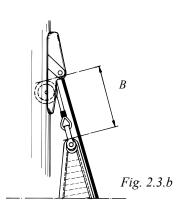
D&E

2.3 Head measurements, Yacht masts

See page 38-41 for furling mast and page 42-43 for Furlex Main - Retro-fit system.

C





A (mm)							
	C-mast						
	Mast- head	Fractional std/long crane	Tapered std/long crane				
C156	70	80/280	80/270				
C175	105	115/280	85/295				
C193	100	100/265	75/200	"A" =			
C211	110	115/235	105/240	75-100 mm.			
C227	110	100/220	90/225	(With non-tapered			
C245	115	120/285	110/210	fractional rigs using section D-109/88			
C264	110	100/265	65/95	or E-122/85 the			
C285	100	130	90/120	measurement is			
C304	175	110	80/110	25 mm			
C321	175	140/190	110				
C365	240	155	110				

(But fractional rig!)

To avoid the halyard splice or Talurit damaging the mast-head sheave, dimension "B" must not be shorter than that shown.

When choosing the "B" measurement, consideration must be taken to dimension HB and the mainsail roach in relation to the backstay.

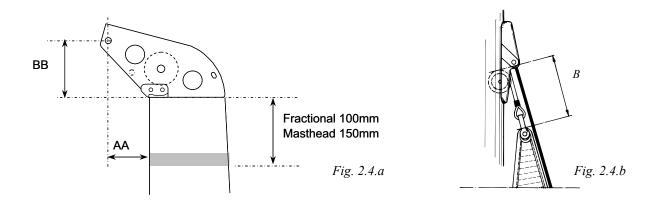
For other halyard boxes the "B" measurement is calculated from the upper edge of the sheave to the topmost point of the sail.

Rope halyard						
Rope Dimension	"B" mm Knot	"B" mm Spliced				
Ø 6 mm	60	430				
Ø 8 mm	70	430				
Ø 10 mm	80	430				
Ø 12 mm	90	440				
Ø 14 mm	100	440				

Wire halyard						
Halyard Wire Dimension	"B" mm Hand-Spliced Halyard Eye	"B" mm Talurit-Spliced Halyard Eye				
Ø 3 mm	200	140				
Ø 4 mm	230	150				
Ø 5 mm	260	170				
Ø 6 mm	300	200				
Ø 7 mm	350	230				
Ø 8 mm	400	250				

2.4 Head measurements, keelboat

See page 38-41 for furling mast and page 42-43 for Furlex Main - Retro-fit system.



	Masthead		Fractional						
		Non ta	Non tapered Tapered mast						
		ma	mast Standard crane Long crane Top with spin blo		Standard crane Long crane			spin block	
Section	AA	AA	ВВ	AA	ВВ	AA	ВВ	AA	ВВ
C087	-	65	75	58	65	149	90	99	75
C096	-	56	75	52	65	143	90	93	75
C106	-	80	85	70	70	180	100	105	80
C116	-	70	85	63	70	173	100	99	80
C126	70	95	90	83	85	212	120	127	100
C139	65	82	90	74	85	203	120	118	100

Rope halyard						
Rope Dimension	"B" mm Knot	"B" mm Spliced				
Ø 5 mm	60	430				
Ø 6 mm	60	430				
Ø 8 mm	70	430				
Ø 10 mm	80	430				
Ø 12 mm	90	440				
Ø 14 mm	100	440				

To avoid the halyard splice or Talurit damaging the mast-head sheave, dimension "B" must not be shorter than that shown.

For other halyard boxes the "B" measurement is calculated from the upper edge of the sheave to the topmost point of the sail.

3 Mainsails

D&E

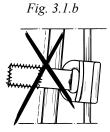
3.1 Fitting slides

To avoid jamming in the luff groove, slides must have freedom of movement on the sail.

C

Fig. 3.1.a

Correct: Free-moving fixture



Wrong: Stiff fixture

Several systems are available for full length battens. Seldén's different systems (RCB, MDS, OWS & IWS) are presented in this guide. Refer to the relevant manufacturers concerning other systems.



3.2 Sail slides E-masts

It is imperative that the correct sliders are used on Seldén masts in order to fit the Seldén sail feeder gate.

Art. no.	Slider (mm)	Fits luff groove (mm)	Breaking load	Bainbridge part no.
511-601	5.5	4	700 N (70Kp)	A 013
511-602	7	5	2250 N (225Kp))	A 014
511-603	77	5.5	4000 N (400 Kp)	A 015

C

3.3 Sail slides C-masts

It is imperative that Seldén slides are used on Seldén masts in order to fit the Seldén sail feeder gate.

Art. no.	Slider (mm)	Fits luff groove (mm)	Breaking load (N)	Bainbridge part no.
511-605	5.1	10	2250 N (225 Kp)	A011
511-607	5.1	10	4000 N (400 Kp)	A012

¹⁾ For Mast sections, see page 11 and 13.

D&E

3.4 Shackles for sliders

Art. no.	Shackle (mm)	Fits slide (mm)	Breaking load (N)	Bainbridge part no.
307-094-01	8.5 45.1	511-602 511-603 511-605 511-607	2000N (200 Kp)	-



Important!

The shackle should not to be used with MDS cars.

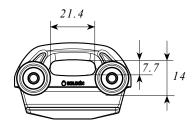


3.5 OWS (Outer Wheel Support) slider



Seldén OWS sliders are designed both as batten sliders and webbing sliders. Each model is available in 5 different versions. One version fits Seldén E-sections (1977-2002) and older Seldén/Kemp oval sections. Any of the other 4 versions fits most of all other mast brands on the market.

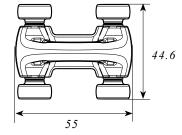
OWS sliders do not fit Seldén C-section for which MDS-sliders should be used.

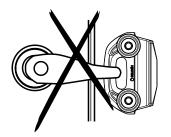


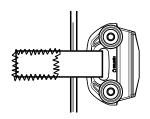
OWS slider for webbing

To acheive maximum strength, the OWS slider should be attached to the main sail using a webbing strap.

All sliders for webbing can be used for headboard attachments and as intermediate sliders.

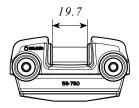


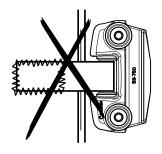


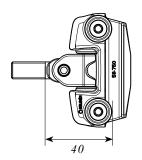


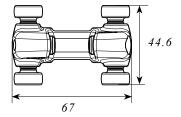
OWS slider for batten

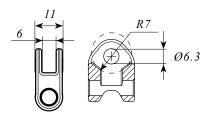
The OWS batten slider is designed to take compression load from the batten in a full batten main sail. To achieve optimal function and strength, use Seldén toggle M10 stud 511-739-01.

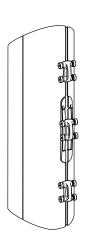










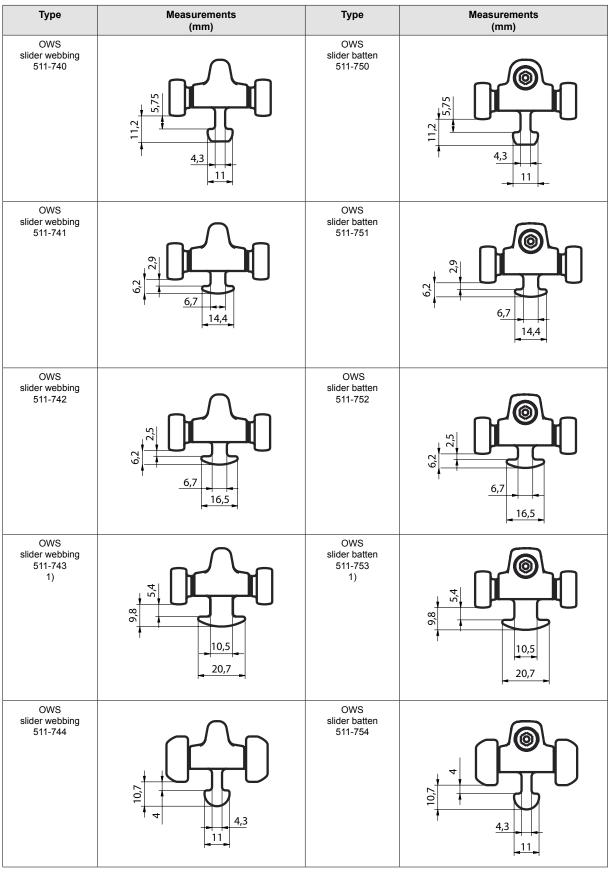


OWS compatible sail feeder gates

The OWS E-section slider (511-740 and 511-750) can be used with, and **passes through** Seldén sail feeder gate 505-501-01.

The OWS sliders 511-744 and 511-754 for keelboat sections (C106-C139) can be used with and passes through Seldén sail feeder gate 505-533-02.

3.5.1 OWS slider - dimensions



All sliders for webbing can be used for headboard attachments and as intermediate sliders.

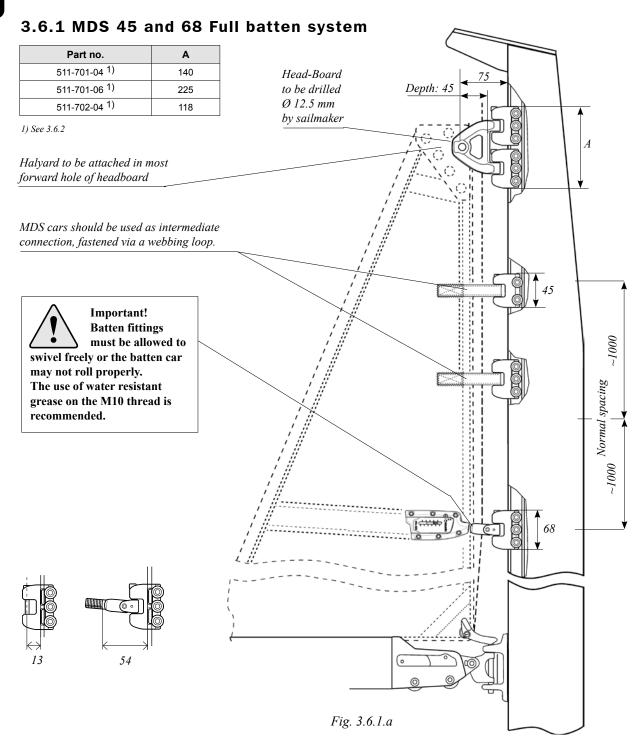
 $1) \ OWS \ sliders \ do \ not fit \ Seld\'en \ C-section \ for \ which \ MDS-cars, \ C \ (2003) \ or \ Inner \ Wheel \ Sliders, \ C \ (2017) \ \ should \ be \ used.$

3.5.2 OWS slider - range

Туре	Art. No.	Fits luff groove (mm)	Breaking load (N)	Assembly Art. No.		Parts Art. No.	
OWS slider webbing	511-740	5.5	5000	511-740-01			
OWS slider batten		5.5	7000	511-750-03	511-750-01	511-739-01 M10 screw	153-117
	511-750			511-750-02	511-750-01		153-117
OWS slider webbing	511-741	10	5000	511-741-01			
OWS slider batten		10	7000	511-751-03	511-751-01	511-739-01 M10 screw	153-117
	511-751			511-751-02	511-751-01		153-117
OWS slider webbing	511-742	10	5000	511-742-01			
OWS slider batten		10	7000	511-752-03	511-752-01	511-739-01 M10 screw	153-117
	511-752			511-752-02	511-752-01		153-117
OWS slider webbing	511-743	12	5000	511-743-01			
OWS slider batten		12	7000	511-753-03	511-753-01	511-739-01 M10 screw	153-117
	511-753			511-753-02	511-753-01		153-117
OWS slider webbing Big wheel	511-744	5.5	5000	511-744-01			
OWS slider batten Big wheel		5.5	7000	511-754-03	511-754-01	511-739-01 M10 screw	153-117
	511-754			511-754-02	511-754-01		153-117

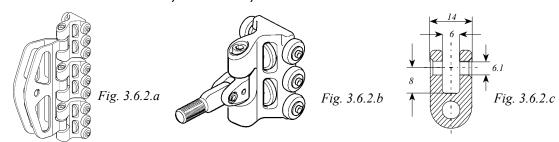
Туре		Fits	mast section	(only geomet	ric fit)			
OWS		Seldén		John Mast Soromap Sparcraft Z-spars				
slider webbing 511-740	E-section (10° aft face)	E-section (round aft face)	D-section	135D 148D 150D	NF200 NF270 NF350	F135 F195 F305	Z301 Z351 Z380	
	138/95 155/104 170/115 177/124 189/132	147/95 162/104 178/115 216/139 239/162	129/100 137/113 146/112 160/132	165D 167D 185D 186D 208D	NF430 NF540 NF710 NF1410	F385 F460 I620 S622 I830	Z401 Z501 Z531 Z601 Z602	
OWS slider batten 511-750	206/139 224/150 237/162 274/185	2557102		222D 245D 280D 305D 335D		S830	Z701 Z702	
OWS slider webbing 511-741								
OWS slider batten 511-751								
OWS slider webbing 511-742								
OWS slider batten 511-752								
OWS slider webbing 511-743				220E 262E 290E		NG60 NG70 NG80 NG86 F580 F740	Z902 Z1001 Z1250 Z1400	
OWS slider batten 511-753						F1060 F1395 S1630 S2100 F2390 F3360 F4600		
OWS slider webbing	C-section			150E 116E		F35 F50	Z170 Z190	
Big wheel 511-744	C106 C116 C126 C139			125E		F67 F78 F101 S137 S180	Z230 Z265	
OWS slider batten Big wheel 511-754						\$260 \$330 IM\$80 IM\$256		

3.6 MDS Full batten system for C-masts (2003)



<u> </u>	Important! Only MDS car 511-702 MUST be but will NOT function properly.	used in	the mast	s sections below. 511-701 is possible to fit
Mast section		C156	C175	C193
MDS car	511-702			511-701

3.6.2 Parts and RM-limits, MDS 45, MDS 68 and MDS 68 ALU



511-701-06/511-717-06

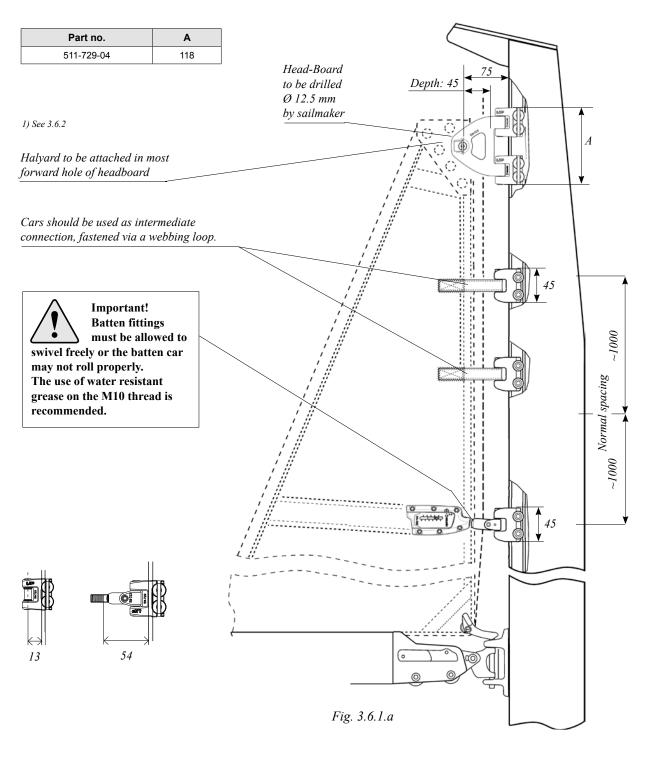
511-701-03/511-717-03

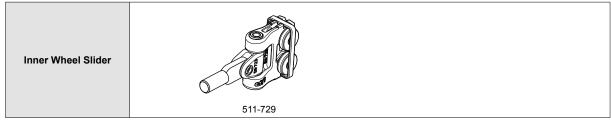
511-723

	Assembly	Max RI Asse		Parts	Parts		Section	
Head	511-707-01	Mh 90	Frac 70	511-707	166-234-0	1	C156 C211 C175 C227 C193 C245	
board	511-708-01	160	120	511-708	166-234-0	1	C264 C285 C304	
	511-702-04	55	40	511-707-01	MDS 45 511-702-01	153-118	C156 C175 C193	
Head board car	511-701-04	90	70	511-707-01	MDS 68 511-701-01	153-117	C211 C264 C227 C285 C245 C304	
	511-701-06 MDS 68 ALU 511-717-06	160 330	120 250	511-708-01	MDS 68 511-701-01 MDS 68 ALU 511-717-01			
	511-702-03			MDS 45 511-702-01	511-712-01 M10 screw	153-118	C156	
Batten	511-702-08	90 70		MDS 45 511-702-01	511-723 ¹⁾	153-118	C175 C193	
Car	511-701-03 MDS 68 ALU 511-717-03	160 330	120 250	MDS 68 511-701-01 MDS 68 ALU 511-717-01	511-712-01 M10 screw	153-117	C211 C227 C245	
	MDS 68 511-701-08 MDS 68 ALU 511-717-08	160 330	120 250	MDS 68 511-701-01 MDS 68 ALU 511-717-01	511-723 ¹⁾	153-117	C264 C285 C304	
Sail	MDS 45 511-702-02	90	70	MDS 45 511-702-01	(153-118	C156 C245 C175 C264 C193 C285 C211 C304 C227	
Car	MDS 68 511-701-02	160	120	MDS 68 511-701-01			C211 C264 C227 C285 C245 C304	
	MDS 68 ALU 511-717-02	330	250	MDS 68 ALU 511-717-01	511-719	153-117		

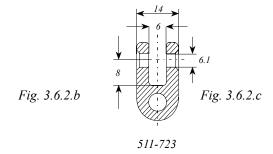
¹⁾ Measurement see fig. 3.6.2.c.

3.6.3 IWS Full batten system for C-masts, C137, C153, C180 (2017-)





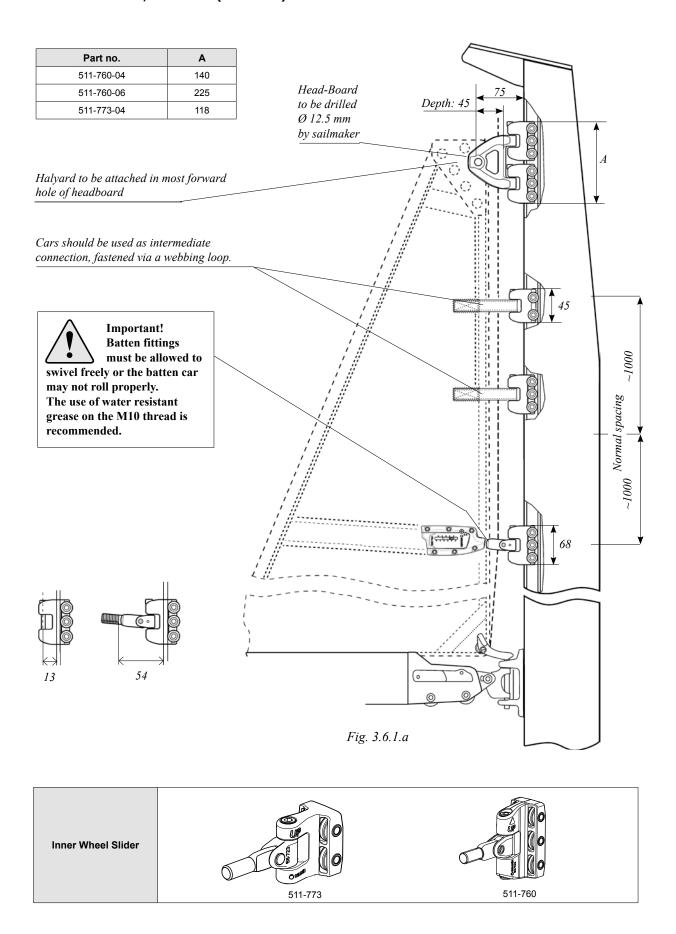
3.6.4 Parts and RM-limits, IWS 45, C137, C153, C180



	Assembly	-	M kNm mbly	Parts	Parts	
Head board		Mh 90	Frac 70		0	
	511-707-01			511-707	166-234-0)1
Head board car		90	70		B (8720	
	511-729-04			511-707-01	IWS 45 511-729-01	153-118
				9 100.22	· • • • • • • • • • • • • • • • • • • •	
Batten Car	511-729-03	160	120	IWS 45 511-729-01	511-712-01 M10 screw	153-118
	9			3 10 730	<u></u>	(D)
	511-729-08			IWS 45 511-729-01	511-723 ¹⁾	153-118
Sail Car	§	90	70	B 10-72		(O)
	IWS 45 511-729-02			IWS 45 511-729-01	511-719	153-118

¹⁾ Measurement see fig. 3.6.2.c.

3.6.5 IWS Full batten system for C-masts, C192, C225, C242, C261, C280 (2017-)



3.6.6 Parts and RM-limits, IWS 45 HD, IWS 68 Masts C192,C225,C242,C261,C280



Fig. 3.6.2.a



Fig. 3.6.2.b

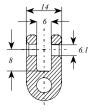


Fig. 3.6.2.c

	511-760-06			511-760-03 511-723				
	Assembly		M kNm	Parts	Parts			
Head	511-707-01	90	Frac 70	511-707	0 166-234-0	1		
board	511-708-01	160 120		511-708	166-234-01			
	511-773-04	90	70	511-707-01	IWS 45 HD 511-773-01	153-118		
Head board car	511-760-04	90	70	511-707-01	IWS 68 511-760-01	153-117		
	**************************************			•				
	511-760-06	330	250	511-708-01	IWS 68 511-760-01	153-117		
	511-773-03			IWS 45 511-773-01	511-712-01 M10 screw	153-118		
Batten	511-773-08	160	120	IWS 45 HD 511-773-01	511-723 ¹⁾	153-118		
Car	511-760-03	160	120	IWS 68 511-760-01	511-712-01 M10 screw	153-117		
					<u></u>			
Sail	IWS 68 511-760-08	90	70	IWS 68 511-760-01	511-7231)	153-117		
Car	IWS 45 HD 511-773-02			IWS 45 HD 511-773-01	511-719	153-118		
	IWS 68 511-760-02	160	120	IWS 68 511-760-01	511-719	153-117		

¹⁾ Measurement see fig. 3.6.2.c.

C

3.6.7 MDS 80 Full batten system

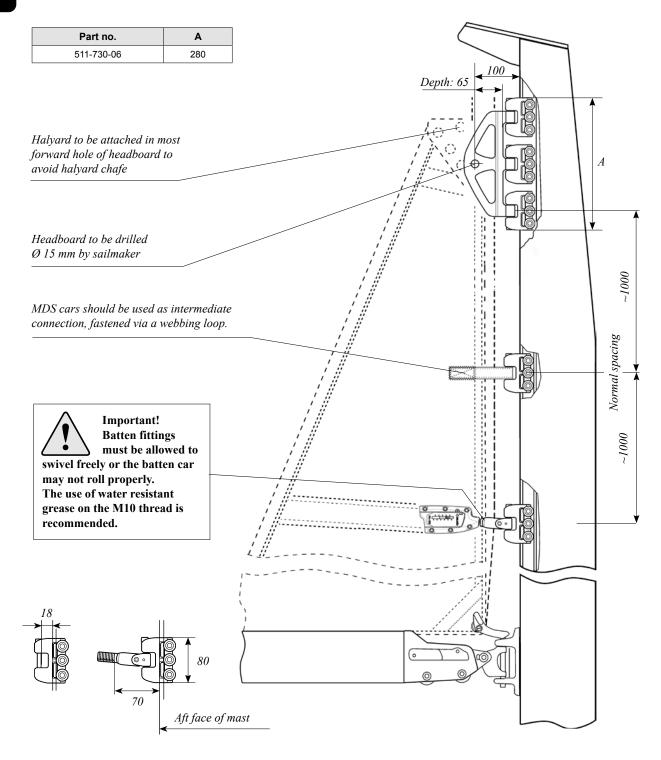


Fig. 3.6.3.a

3.6.8 Parts and RM-limits, MDS 80 and MDS 80 HD* $\,$



Fig. 3.6.4.a

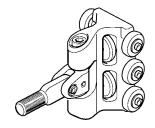


Fig. 3.6.4.b

511-730-06/511-731-06

511-730-03/511-731-06

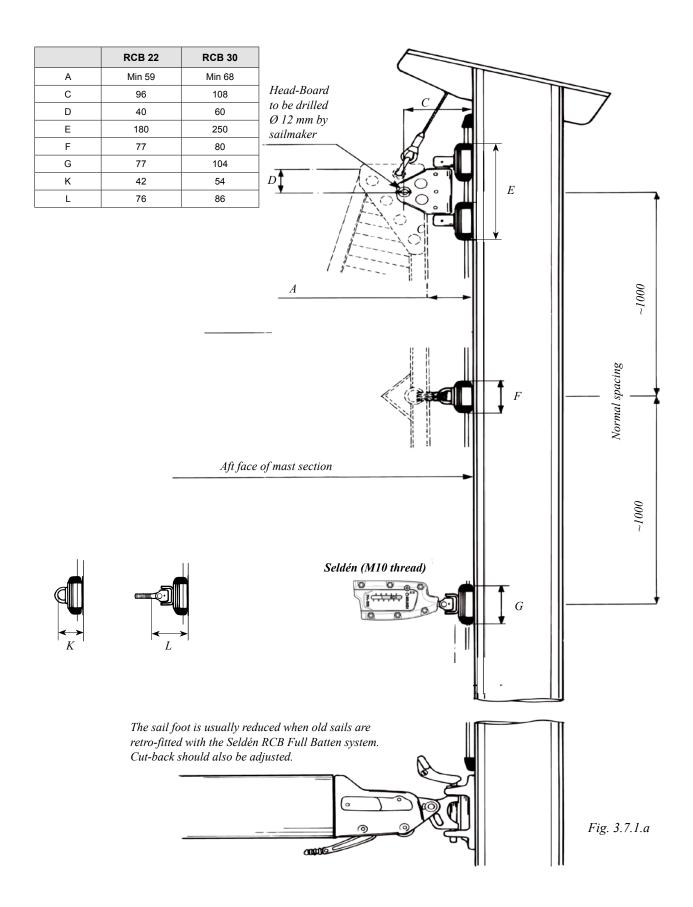
	Assembly	Max RI Asse Mh		Parts	Parts		Section
Head board	511-728-01	550	450	511-728	165-504-01		C321 C365
Heard board car	MDS 80 511-730-06 MDS 80 HD 511-731-06	250 550	200 450	511-728-01	511-730-01	153-139	C321 C365
Batten car	MDS 80 511-730-03 M10 screw MDS 80 511-730-09 M12 screw MDS 80 HD 511-731-03 M10 screw MDS 80 HD 511-731-09 M12 screw	250 550	200 450	MDS 80 511-730-09 MDS 80 HD 511-731-09	MDS 80 511-730-09 511-727-01 M12		C321 C365
Sail car	MDS 80 511-730-02 MDS 80 HD 511-731-02	250 550	200 450	MDS 80 511-730-01 MDS 80 HD 511-731-01	153	-139	C321 C365

^{*} MDS 80 HD has machined aluminium body

D&E

3.7 Seldén – RCB full batten System 22 and System 30

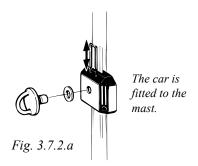
3.7.1 Dimensions



D&E

3.7.2 Parts

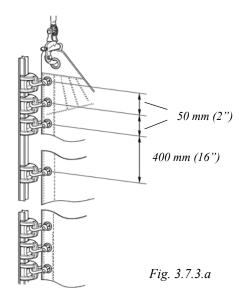
The slide attachment eye is easily detached from the slide and can be sent to the sailmaker separately. It also facilitates fitting the mainsail.



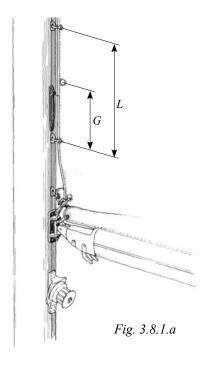
		Connectors	Car	Total assembly
Head-board car				
	RCB 22	511-595-11	511-581-11	511-595-01
	RCB 22 Light	511-703-11	511-703-11	511-703-11
	RCB 30	511-695-11	511-681-11	511-695-01
Batten car All-Round:				
Fits Rutgerson	RCB 22	511-590-01	<u> </u>	511-581-04
batten fitting and others	RCB 22 Light	511-703-11		511-703-11
and others	RCB 30	511-690-01	—	511-681-04
Batten car With M-10				
screw: Fits Bainbridge	RCB 22	511-598-01	511-581-11	511-581-03
batten fitting	RCB 22 Light	511-703-11	511-703-11	511-703-11
and others	RCB 30	511-692-01	511-681-11	511-681-03
0.11		© P	F F	
Sail car	RCB 22	511-590-01	511-581-11	511-581-04
	RCB 22 Light	511-703-11	511-703-11	511-703-11
	RCB 30	511-690-01	511-682-11	511-681-04

3.7.3 Try Sail slider (Part. no.: 511-713)

- Three sliders at the head and tack of the sail c/c 50 mm (2"). Remaining cars to be fitted with c/c ~400 mm (16").
- For sufficient articulation always connect cars to sail via shackles.
- For less friction use Seldén Silicone lubricant (Part No. 312-506) or similar products on the track.
- Breaking load 2.6 kN.







3.8 Sail Feeder Gates

3.8.1 Seldén E-section Sail Feeder Gate

The Seldén E-section sail feeder gate allows reefing without needing to remove the slides from the luff groove. Ensure that the measurement "G" is sufficient to allow the reef cringle to be hooked on with the slides in place in the luff groove.

"L"= the largest possible slide spacing as recommended by the sailmaker.

Note. Remember that the reef cringles also have "cut-back" to reduce horizontal loading on the nearest slide.

See Reef-hook cut-back "F"or Single Line Reef cut-back "S" at chapter 5, Slab reefing booms.



Fig. 3.8.1.b

Sail feeder insert Art. no. 505-516-01 or 505-524-01 Discontinued Sail slide cassette kit Art. no. 505-514-01

Fig. 3.8.1.d

Section Series E122/85-274/185 & D109/88-160/132

The sail feeder is fitted with a removable gate to permit the mainsail to be fitted with either a luff rope or with slides. See fig. 3.8.1.b. Length of outer oval casing of 505-501-01 is 160 mm, 505-503-01 is 130 mm.

Fig. 3.8.1.c

Section Series E126/85-239/162 & P73/53-188/137

From 1977 to 1979 inclusive, these sections were fitted with the sail feeder gate mentioned above. Earlier sections have a dilated luff groove just above the gooseneck fitting to allow either luff rope or slides to be fed in. An extension tube, see fig. 3.8.1.d (part number 505-514-01) is obtainable as extra equipment for these masts. This allows slides to move down the luff groove to the upper edge of the gooseneck fitting, and permits reefing in the same way as in fig. 3.8.1.a.

Sail feeder Gate Insert for Full length Batten Cars

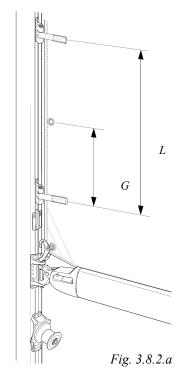
For sails with full batten sliders, a sail groove insert is available (see fig. 3.8.1.c).

This insert was developed for full batten sliders from other brands than Seldén. Seldéns own full batten slider (OWS slider) does not need this extra insert as the OWS slider can passes through the original Seldén sail feeder gate 505-501-01/505-503-01.

For other brands of full batten sliders:

Insert 505-516-01 can be fitted instead of the original sail feeder gate 505-501-01. (Sections E138/95-E274/185 & D129/100-D160/132). Insert 505-524-01 can be fitted instead of the original sail feeder gate 505-503-01. (Sections E122/85, E130/93, D109/88 & D121/92).

3.8.2 Seldén MDS Sail Feeder Gate - Yacht mast



The Seldén C-section sail feeder gate allows reefing without needing to remove the slides from the luff groove. Ensure that the measurement "G" is sufficient to allow the reef cringle to be hooked on with the slides in place in the luff groove.

"L" = the largest possible slide spacing as recommended by the sailmaker.

Note. Remember that the reef cringles also have "cut-back" to reduce horizontal loading on the nearest slide.

See Reef-hook cut-back "F"or Single Line Reef cut-back "S" at chapter 5, Slab reefing booms.

Fig. 3.8.2.b MDS Sail feeder gate for C156-C304 Part. no. 505-519-01

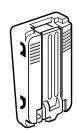
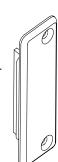


Fig. 3.8.2.c

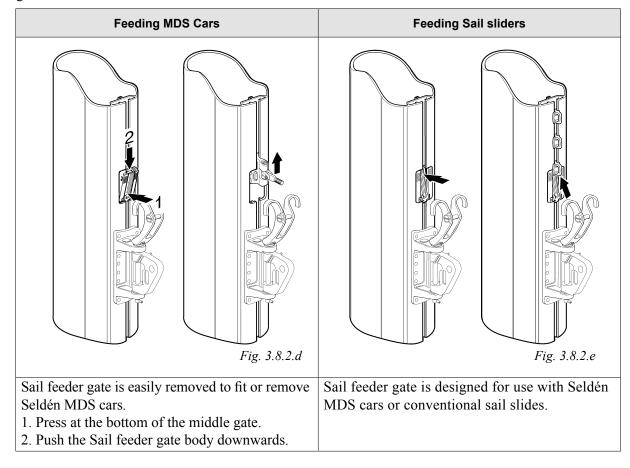
MDS Sail feeder gate for C321 and C365

Part. no.
507-309-01

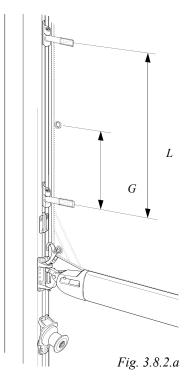


Instructions for the MDS sail feeder gate.

The MDS-sail feeder gate is designed for use with MDS cars or conventional sail sliders. When using MDS cars, simply remove the sail feeder gate when installing or removing the cars. When using it with conventional sliders, feed the sliders through the spring-loaded mid section of the sail feeder gate.



3.8.3 Seldén IWS Sail Feeder Gate - Yacht mast



The Seldén C-section sail feeder gate allows reefing without needing to remove the slides from the luff groove. Ensure that the measurement "G" is sufficient to allow the reef cringle to be hooked on with the slides in place in the luff groove.

"L" = the largest possible slide spacing as recommended by the sailmaker.

Note. Remember that the reef cringles also have "cut-back" to reduce horizontal loading on the nearest slide.

See Reef-hook cut-back "F"or Single Line Reef cut-back "S" at chapter 5, Slab reefing booms.

Fig. 3.8.2.b

IWS Sail feeder

gate for C137-C180 Part. no. 505-552-01

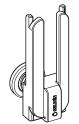


Fig. 3.8.2.c

IWS Sail feeder gate for C192-C280 Part. no. 505-554-01

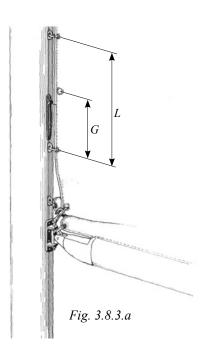


Instructions for the IWS sail feeder gate.

The IWS-sail feeder gate is designed for use with IWS cars or conventional sail sliders. When using IWS cars, simply remove the sail feeder gate when installing or removing the cars. When using it with conventional sliders, feed the sliders with gate in position.

Feeding IWS Cars	Feeding Sail sliders
Fig. 3.8.2.d	
Sail feeder gate is easily removed to fit or remove Seldén IWS cars. 1. Press at the top of the gate. 2. Push the Sail feeder gate body upwards.	Sail feeder gate is designed for use with Seldén IWS cars or conventional sail sliders.





3.8.4 Seldén Sail feeder Gate - Keelboat

The Seldén C-section sail feeder gate allows reefing without needing to remove the slides from the luff groove. Ensure that the measurement "G" is sufficient to allow the reef cringle to be hooked on with the slides in place in the luff groove.

"L" = the largest possible slide spacing as recommended by the sailmaker.

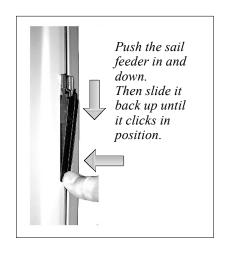
Note. Remember that the reef cringles also have "cut-back" to reduce horizontal loading on the nearest slide.

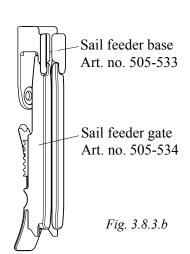
See Reef-hook cut-back "F"or Single Line Reef cut-back "S" at chapter 5, Slab reefing booms.

Section Series C080 - C139

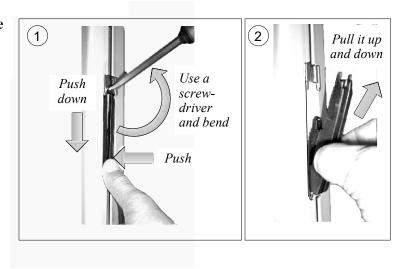
The sail feeder is fitted with a removable gate to permit the mainsail to be fitted with either a luff rope or with slides. See fig. 3.8.3.b.

How to fit sail feeder



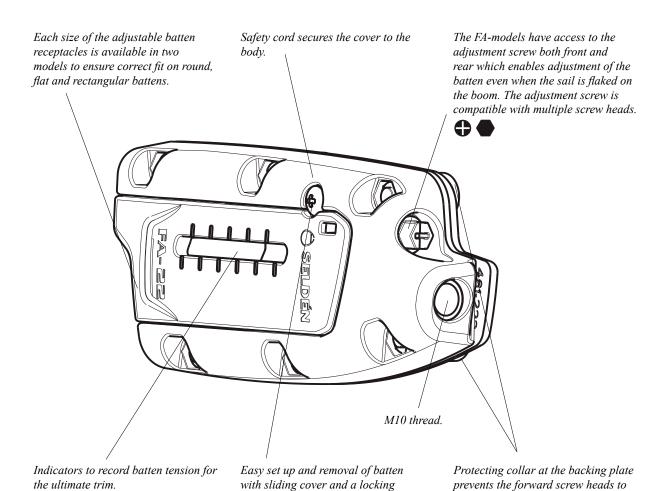


How to remove sail feeder



4 Batten receptacles

Batten receptacles



screw. No need to fully release the

screw to remove the cover.

chafe on the mast surface.

4.1 Batten receptacle fittings

The fittings are designed to be used with toggle M10 stud (511-712-01, 511-727-02 or 511-739-01).

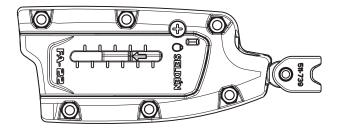


Fig. 4.1.a

The adjustable batten receptacles are available for either round or rectangular battens.



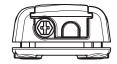


Fig. 4.1.b (461-210-01)

Fig. 4.1.c (461-210-02)

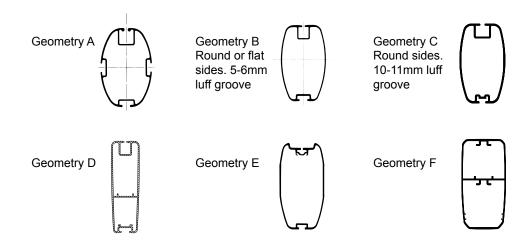
4.2 Batten receptacle range

Туре	Art. No.	Batter (m	n sizes im)	E	Batten receptacle	Adj. length	Stud dim.
		Round	Flat			(mm)	
P-30	461-237-01	Ø10	5.5x31			-	M10
P-40	461-235-01	Ø10	5.5x41	8	O STALLARD D - COL	-	M10
A-17	461-210-01	-	6.5x18			38	M10
	461-210-02	Ø8	-				
FA-22	461-220-01	-	9.5x23			33	M10
	461-220-02	Ø10	-				
FA-30	461-230-01	-	6.5x31		os en antis	36	M10
	460-230-02	Ø12	-		O STATE OF THE PARTY OF THE PAR		

5 Seldén booms

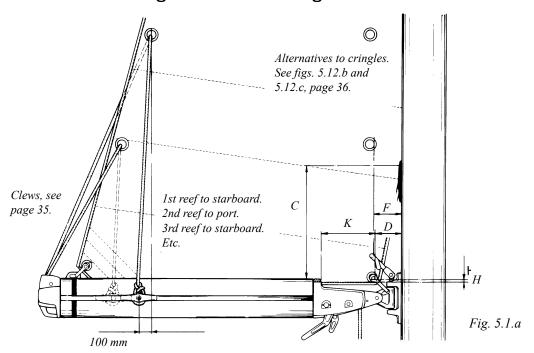
Boom ID engraved on most boom extrusions to simplify identification

Boom	Dim	Section Geometry	Luff foot groove mm	T-track	Comment
85/58	85/58	Α	4.0±0.5	16mm	Produced ~1977-1991
86/59	85/59	Α	4.5±0.5	16mm	Produced ~1992-2010
B087	86/60	В	5.5±0.6	20mm	In production since 2006
B104	104/60	В	5.5±0.6	20mm	In production since 2006
111/75	111/75	Α	5.5±0.75	25mm	Produced ~1977-1991
B120 (120/62)	120/62	В	5.5±0.75	25mm	In production since 1991. Design update & renamed to B120 in 2008.
B128/90	128/90	Α	5.5±0.75	25mm	
B135	135/71	В	5.5±0.75	25mm	In production since 2006
B143 (143/76)	143/76	В	5.5±0.75	25mm	Produced ~1992-2007. Design update & renamed to B143 in 2008.
150/105		Α	5.5±0.75	25mm	
B152	152/82	В	5.5±0.75	25mm	Produced 2005-2018. Replaced by B153
B153	153/86	С	10+-0.75	25mm	In production since 2018.
162/125		Α	5.5±0.75	25mm	
B171 (171/94)	171/94	В	5.5±0.75	25mm	Produced 1991-2016. Replaced by B172. Design update & renamed to B171 in 2008.
B172	171/98	С	10+-0.75	25mm	In production since 2016
B190	190/60	D	5.5±0.75	25mm	In production since 2006
B199	199/122	С	10+-0.75	32mm	In production since 2018
B200 (200/117)	200/117	В	6.25±0.75	32mm	Produced 1991-2018. Replaced by B199. Design update & renamed to B200 in 2008.
B230	230/70	D	6.25±0.75	32mm	In production since 2006
B232	232/138	С	11±0.75	32mm	New 2019
B250 (250/140)	250/140	В	6.25±0.75	32mm	Produced 1991-2019. Design update & renamed to B250 in 2008
B256	256/156	С	11±0.75	32mm	New 2019
B290	290/155	E	10+-0.75	32mm	New 2008
B300	300/155	E	6.25±0.75	32mm	New 1993 replaced by B290 2008
B380	380/186	F	No track	No track	New 2010



D&E 5 Slab reefing booms

Boom sections on conventional masts (through 1991) (Tacks, reefing hooks etc) Slab reefing and roller reefing on older booms



	Boom section	ga	eeder ite back"	k"		Reef hooks	No. of internal reefing lines	Reef line attachment at aft end of boom	
		C mm	K mm	D mm	H	F mm			
	Grooved Section 1977–1991								
 \frac{1}{2} \frac{1}{2} 	85/58 86/59	600 600	190 190	60 60	0 0	50 50	2 2	Reefing line tied fast to slide on the boom. Free choice of	
	111/75 128/90 150/105 162/125	830 830 830 830	205 225 265 330	75 75 60 60	10 20 30 25	65 65 105 105	2 2 3 4	number of slides.	
	E-Section 1982–1991 189/132							Reefing line tied around boom; see fig. 5.2.a,	
	206/139	830 830	330 330	60 60	25 25	105 105	4 4	page 26.	
	P-Section 1969–1980 73/53 90/65 111/81		exis b	veral val st. Spar e individ measur	s must dually		Usually roller reefing booms, but also slab-reefing booms with external reefing lines occur.	Adjustable slides on tracks occur, but reefing lines can also be tied around boom. See fig. 5.2.a page 26.	

D&E

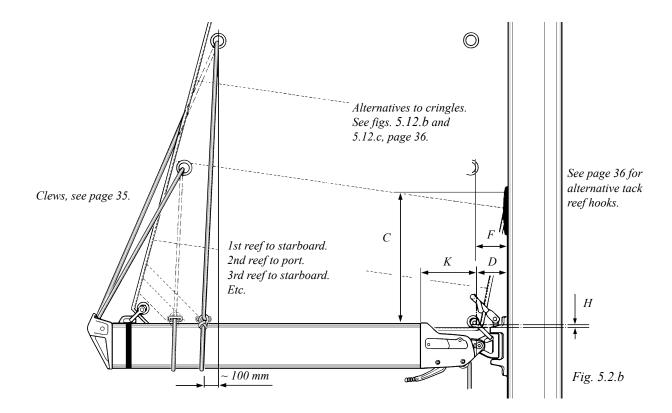
5.2 Traditional slab-reefing booms from 1991 inclusive 2003



Important!

- 1. The reefing line is tied as illustrated, with a bowline and running noose. No. 1 reef is shown. Note that grommets are required along the foot for each reef.
- 2. For loose-footed sails, the reef line loop must be held in the correct position along the boom, to ensure proper reefing. Seldén's eye slider can be used for this. (See table 5.13).

 Fig. 5.2.a



	Boom section	Sail feeder gate "cut-back"		Tack		Reef hooks	No. of internal reefing lines	Reef line attachment at aft end of boom	
		C	K mm	D mm	H	F mm			
	120/62	830	215	75	10	65	2 slab reefs + 1 flattening reef	Reefing line tied around boom;	
	143/76	830	160	80	20	80	3 slab reefs	see fig. 5.2.a.	
	171/94	830	190	80	20	80	3 slab reefs		
	200/117	830	250	100	20	110	4 slab reefs		
	250/140	830	275	100	20	110	4 slab reefs		
(F)	300/155	830	100	77	37	Running hook page 36	2–4 slab reefs		

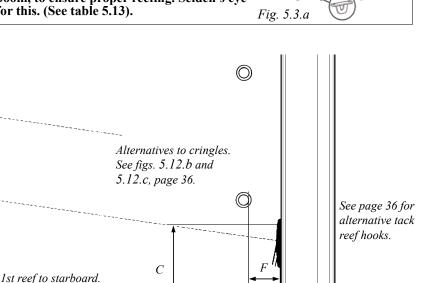
5.3 Traditional slab-reefing booms on C-mast from 2003 - 2007



Clews, see page 35.

Important!

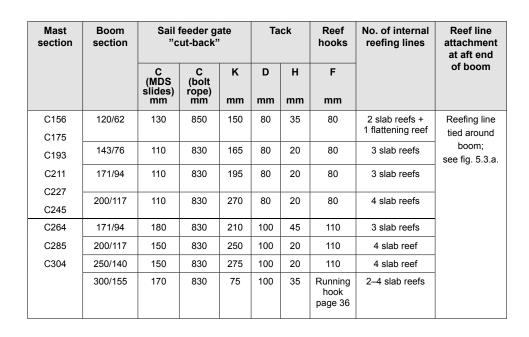
- 1. The reefing line is tied as illustrated, with a bowline and running noose. No. 1 reef is shown. Note that grommets are required along the foot for each reef.
- 2. For loose-footed sails, the reef line loop must be held in the correct position along the boom, to ensure proper reefing. Seldén's eye slider can be used for this. (See table 5.13).



D

H

Fig. 5.3.b



2nd reef to port.

Etc.

- 100 mm

3rd reef to starboard.

C

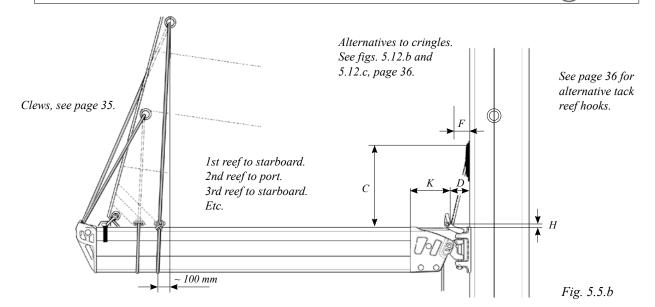
5.4 Traditional slab-reefing booms on C-mast from 2008



Important!

- 1. The reefing line is tied as illustrated, with a bowline and running noose. No. 1 reef is shown. Note that grommets are required along the foot for each reef.
- 2. For loose-footed sails, the reef line loop must be held in the correct position along the boom, to ensure proper reefing. Seldén's eye slider can be used for this. (See table 5.13).

 Fig. 5.5.a



Mast section		Boom section	Sail feeder gate "cut-back"			Tack		Reef hooks	No. of internal reefing lines	Reef line attachment	
			C (MDS slides) mm	C (bolt rope) mm	K	D mm	H	F mm		at aft end of boom	
C080	C116	B087	~	600	55		0	70	2 slab reefs	D. C. C.	
C080 C087 C096 C106	C116 C126 C139	B104	~	600	55	55 55	0	70	2 slab reefs	Reefing line tied around boom; see fig. 5.5.a.	
C126 C139		B120	~	600	165	65	20	70	2 slab reefs	300 lig. 0.3.u.	
C156	C137	B087	130	750	55	65	20	70	2 slab reefs		
		B104									
C156 C175		B120	130	750	150	80	35	80	2 slab reefs + 1 flattening reef		
C193 C211	C180 C192	B135	130	750	105	80	30	80	3 slab reefs		
C227	C208	B152	120	750	105	80	20	80	3 slab reefs		
C245	C225	B153	120	750	70	80	20	80	3 slab reefs		
		B171	110	750	120	80	20	80	3 slab reefs		
		B172	110	750	100	80	20	65	3 slab reefs		
		B199	170	750	100	100	15	80	3 slab reefs		
		B200	170	750	175	100	15	80	4 slab reefs		
C264	C242	B171	180	750	135	100	45	110	3 slab reefs		
C285 C304	C261 C280	B172	180	750	110	100	50	95	3 slab reefs		
C225		B199	150	750	100	100	15	110	4 slab reefs		
		B200	150	750	175	100	15	110	4 slab reefs		
		B232	157	750	65	80	10	90	4 slab reefs		
		B250	157	750	175	100	15	110	4 slab reefs	_	
		B290	170	750	75	100	35	Running hook page 36	2–4 slab reefs		
		B300									
C365		B380	210	_	150	80	0				
C405			-								

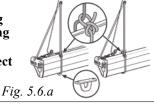
D&E

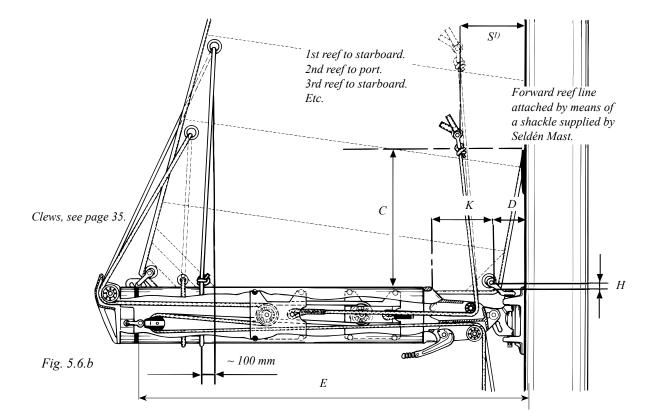
5.5 Single line reef booms from 1991 - 2003



Important!

- 1. The reefing line is tied as illustrated, with a bowline and running noose. No. 1 reef is shown. Note that grommets are required along the foot for each reef.
- 2. For loose-footed sails, the reef line loop must be held in the correct position along the boom, to ensure proper reefing. Seldén's eye slider can be used for this. (See table 5.13).





	Boom section			Tack		Single line reef	No. of internal reefing lines	Reef line attachment	Max height for reef 1 (Starboard)	Max height for reef 2 (Port)
		C mm	К	D	Н	S¹) mm			3)	3)
			mm	mm	mm				mm	mm
	120/62	830	215	75	10	120	2 single line + 1 flattening	Reef line attached	E-1800	E-600
	143/76	830	160	80	20	140	2 single line + 1 traditional slab reef ²)	as per fig. 5.6.a	E-1800	E-700
	171/94	830	190	80	20	150			E-1900	E-850
	200/117	830	250	100	20	190	2 single line + 2 traditional		E-2000	E-950
4	250/140	830	275	100	20	200	slab reefs ²)		E-2500	E-1100

¹⁾ The "S" measurement includes the shackle supplied by Seldén Mast.

Comprehensive instructions on Single Line reefs can be obtained from Seldén Mast; reference No 595-664-SET, (in Swedish, English and German).

²⁾ Running Reef Hooks as shown on page 36 should be used for traditional 3rd and 4th slab reefs in conjunction with Single Line Reefs. If permanent reef hooks are used at the tack there is a risk that the sail can snag when a Single Line Reef is shaken out.

^{3) &}quot;Max height" information refer to forward reef cringle only.

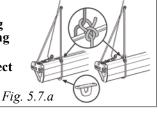
C

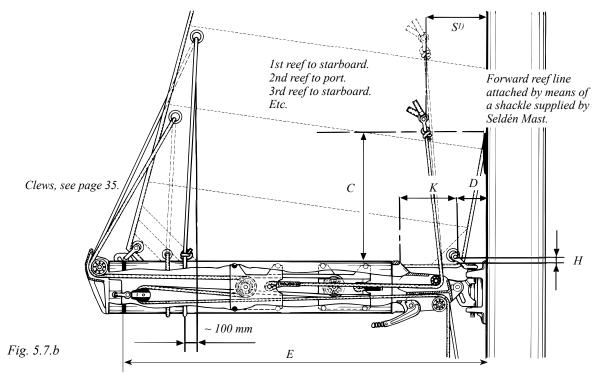
5.6 Single line reef booms on C-mast from 2003 - 2007



Important!

- 1. The reefing line is tied as illustrated, with a bowline and running noose. No. 1 reef is shown. Note that grommets are required along the foot for each reef.
- 2. For loose-footed sails, the reef line loop must be held in the correct position along the boom, to ensure proper reefing. Seldén's eye slider can be used for this. (See table 5.13).





Mast section	Boom section	Sail feeder gate "cut-back"			Tack		Single line reef	No. of internal reefing	Reef line attachment	Max height for reef 1 (Starboard)	Max height for reef 2 (Port)
		C (MDS slides) mm	C (bolt rope) mm	K	D mm	H	S ¹⁾	lines		3) mm	3) mm
C156 C175	120/62	130	850	150	80	35	120	2 single line + 1 flattening	Reefing line tied around	E-1800	E-600
C193 C211	143/76	110	830	165	80	20	140	2 single line + 1 traditional slab reef ²⁾	boom; see fig. 5.7.a.	E-1800	E-700
C227 C245	171/94	110	830	195	80	20	150			E-1900	E-850
	200/117	110	830	270	80	20	190	2 single line + 2 tradi- tional slab reefs ²⁾		E-2000	E-950
C264 C285	171/94	180	830	210	100	45	180	2 single line + 1 tradi- tional slab reefs ²⁾		E-1900	E-850
C304	200/117	150	830	250	100	20	190	2 single line + 1 traditional		E-2000	E-950
	250/140	150	830	275	100	20	200	slab reefs ²⁾		E-2500	E-1100

¹⁾ The "S" measurement includes the shackle supplied by Seldén Mast.

Comprehensive instructions on Single Line reefs can be obtained from Seldén Mast; reference No 595-664-SET, (in Swedish, English and German).

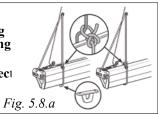
²⁾ Running Reef Hooks as shown on page 36 should be used for traditional 3rd and 4th slab reefs in conjunction with Single Line Reefs. If permanent reef hooks are used at the tack there is a risk that the sail can snag when a Single Line Reef is shaken out.

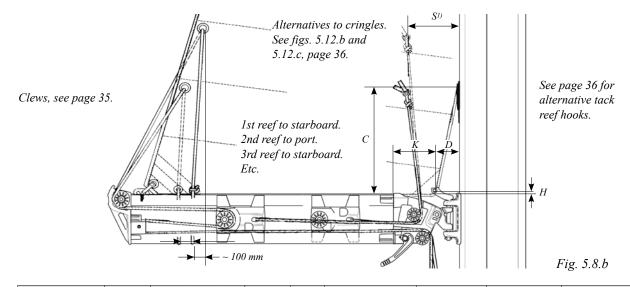
^{3) &}quot;Max height" information refer to forward reef cringle only.

5.7 Single line reef booms on C-mast from 2008

Important!

- 1. The reefing line is tied as illustrated, with a bowline and running noose. No. 1 reef is shown. Note that grommets are required along the foot for each reef.
- 2. For loose-footed sails, the reef line loop must be held in the correct position along the boom, to ensure proper reefing. Seldén's eye slider can be used for this. (See table 5.13).





Mast sectio	n	Boom section		eder g t-back		Та	ck	Single line reef	internal reefing	Reef line attachment	Max height for reef 1 (Starboard)	Max height for reef 2 (Port)
			C (MDS slides) mm	C (bolt rope) mm	K mm	D mm	H	S ¹⁾	lines		3) mm	3) mm
C080 C087 C096 C106		B087	~	600	55	55	0	95	2 single line	Reefing line tied around boom; see fig. 5.8.a.	E-1650	E-450
C106 C116 C126 C139		B104	~	600	55	55	0	95	2 single line	see lig. 5.6.a.	E-1650	E-450
C126 C139		B120	~	600	165	65	20	70	2 single line		E-1650	E-450
C156	C137	B087 B104	130	750	165	65	20	105	-		-	-
C156 C175	C137 C153	B120	130	750	150	80	35	70	2 single line + 1 flattening		E-1650	E-450
C193	C180	B135	130	750	105	80	30	165	2 single line + 1 traditional		E-1800	E-650
C211	C192	B152	120	750	105	80	20	165	slab reef 2)		E-1800	E-750
C227	C208	B153	120	750	70	80	20	165				
C245	C225	B171	110	750	120	80	15	165			E-1900	E-850
		B172	110	750	100	80	20	150				
		B199	170	750	100	100	15	240				
		B200	170	750	175	100	15	240	2 single line + 2 traditional slab reefs ²⁾		E-2000	E-950
C245	C242	B171	180	750	135	100	45	200	2 single line + 1 traditional slab reefs ²⁾		E-1900	E-850
C264	C261	B172	180	750	110	100	50	185				
C285 C304	C280	B199	150	750	100	100	15	240				
0304		B200	150	750	175	100	15	240	2 single line + 1 traditional		E-2000	E-950
		B232 ⁴⁾	170	750	65	80	10	180	slab reefs ²⁾		E-2500	E-1100
		B250	150	750	175	100	15	240			E-2500	E-1100
		B290	150	750	80	100	30	240			E-2900	E-1550

The "S" measurement includes the shackle supplied by Seldén Mast.

Running Reef Hooks as shown on page 36 should be used for traditional 3rd and 4th slab reefs in conjunction with Single Line Reefs.

If permanent reef hooks are used at the tack there is a risk that the sail can snag when a Single Line Reef is shaken out.

"Max height" information refer to forward reef cringle only. Length is calculated on 16-plait reef line. For low stretch lines, reef height may be increased. Loose footed sails only.

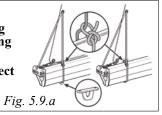
C

5.8 Slab reef - Match booms



Important!

- 1. The reefing line is tied as illustrated, with a bowline and running noose. No. 1 reef is shown. Note that grommets are required along the foot for each reef.
- 2. For loose-footed sails, the reef line loop must be held in the correct position along the boom, to ensure proper reefing. Seldén's eye slider can be used for this. (See table 5.13). Fi



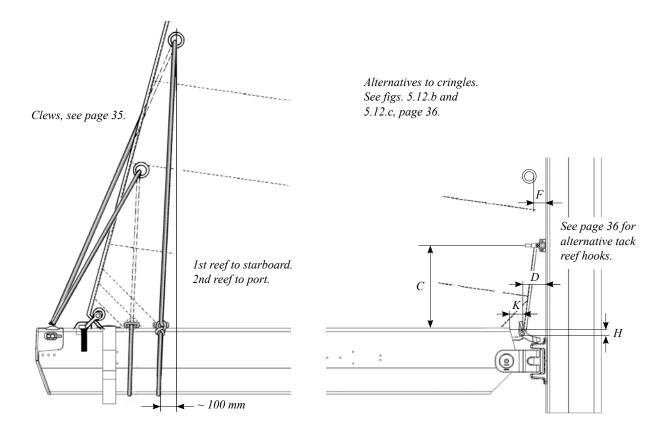


Fig. 5.9.b

Mast section	Boom Sail feeder gate section "cut-back"		Та	ck	Reef hooks	No. of internal	Reef line attachment		
		C (MDS slides) mm	C (bolt rope) mm	K	D mm	H	F mm	reefing lines	at aft end of boom
C175 C153 C193 C180 C211 C192 C227 C208	B190	100	750	35	80	0	80	2 slab reefs	Reefing line tied around boom; see fig. 5.9.a.
C211 C192 C227 C208 C245 C225	B230	80	750	45	80	20*	80	2 slab reefs	

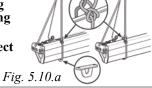
st Tack shackle below top of extrusion.

5.9 Single line reef Match booms

$\hat{}$

Important!

- 1. The reefing line is tied as illustrated, with a bowline and running noose. No. 1 reef is shown. Note that grommets are required along the foot for each reef.
- 2. For loose-footed sails, the reef line loop must be held in the correct position along the boom, to ensure proper reefing. Seldén's eye slider can be used for this.



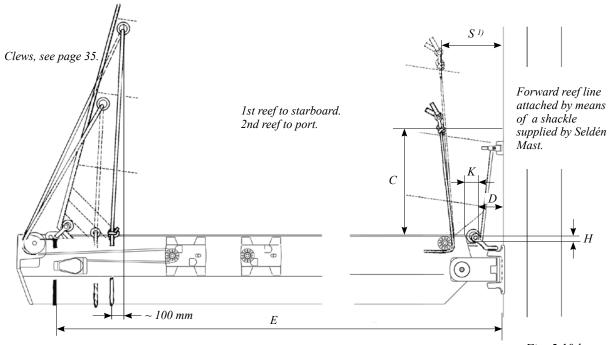


Fig.	5 1	0	ŀ
1 15.	ω . I	σ	$\boldsymbol{\iota}$

Mast section	Boom section		eder ga t-back		Та	ck	Single line reef	No. of internal reefing	Reef line attachment	Max height for reef 1 (Starboard)	Max height for reef 2 (Port)
		C (MDS slides) mm	C (bolt rope) mm	K	D mm	H	S¹) mm	lines		3) mm	3) mm
C175 C153 C193 C180 C211 C192 C227 C208	B190	100	750	35	80	0	180	2 slab reefs	Reefing line tied around boom; see fig.	E-1650	E-470
C211 C192 C227 C208 C245 C225	B230	80	750	45	80	204)	195	2 slab reefs	5.10.a.	E-1900	E-650

- 1) The "S" measurement includes the shackle supplied by Seldén Mast.
- 2) Running Reef Hooks as shown on page 36 should be used for traditional 3rd and 4th slab reefs in conjunction with Single Line Reefs. If permanent reef hooks are used at the tack there is a risk that the sail can snag when a Single Line Reef is shaken out.
- 3) "Max height" information refer to forward reef cringle only. Length is calculated on 16-plait reef line. For low stretch lines, reef height may be increased slightly.
- 4) Tack shackle below top of extrusion.

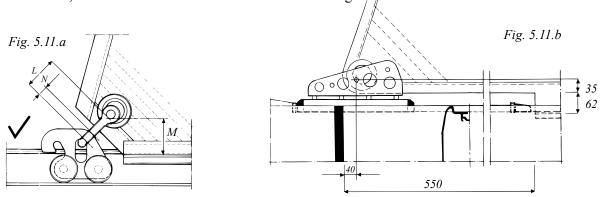
Comprehensive instructions on Single Line reefs can be obtained from Seldén Mast; reference No 595-664-SET, (in Swedish, English and German).



5.10 Clews, Conventional masts

C

Outhaul cars or slides are supplied complete with shackles on all current Seldén booms. However, there are older booms from section series P 73/53–137/100 which were supplied without either. In these cases, the sail's clew is lashed to the boom end-fitting.



Во	oom		Shackle L	М	N min.
111/81 137/100	507-701	(O) (O)	Ø 7 mm key shackle L = 40 mm 307-004	40 mm	11 mm
85/58 86/59	511-519		Ø 5 mm key shackle L = 34 mm 307-001	40 mm	11 mm
111/75 128/90	507-602		Ø 8 mm key shackle L = 44 mm 307-005	45 mm	13 mm
150/105 162/125	307-002		Ø 10 mm shackle L = 44 mm 307-024	45 mm	13 mm
189/132 206/139	507-603		Ø 10 mm shackle L = 38 mm 307-024	45 mm	13 mm
B087 B104	507-612		Ø 5 mm shackle L = 38 mm 307-045	35 mm	5 mm
B120	507.540		Ø 8 mm shackle L = 35 mm 307-026	40 mm	8 mm
B135	507-519	6 6	Ø 8 mm shackle L = 35 mm 307-026	40 mm	8 mm
143/76	507.500		Ø 8 mm shackle L = 35 mm 307-026	40 mm	10 mm
B152	507-569	$\overline{\Omega}$	Ø 8 mm shackle L = 35 mm 307-026	40 mm	10 mm
B153	511-503				
B171	507-569		Ø 10 mm shackle L = 38 mm 307-024	45 mm	10 mm
B172	511-503		Ø 10 mm shackle L = 38 mm 307-024	45 mm	10 mm
B190	507-569		Ø 10 mm shackle L = 38 mm 307-024	45 mm	10 mm
B199	507-503				
B200 B230 B250	511-570	S	Ø 10 mm shackle L = 38 mm 307-024	50 mm	14 mm
B200 B250	511-617	0.0.00	pin Ø 12 x 33 165-402 jaw width: 20 mm	See fig.	5 11 h
B300	511-588		pin Ø 12 x 37 165-409 jaw width: 23 mm	See lig.	. 0.11.0
B290	511-648		Ø 12 mm shackle L = 41 mm 307-004	55 mm	12 mm

D&E

5.11 Running reef-hooks

"Running" reef-hooks may be used as an alternative to fixed hooks.

Boom section	Reef hooks	
	F mm	
B120	120	
B135	120	
B143	120	
B152	120	
B153	120	See page 25-34 for
B171	120	other tack data.
B172	120	
B199	130	

130

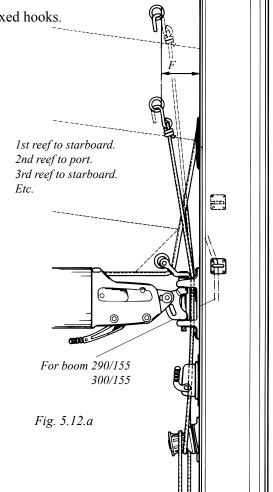
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130

130

Use "Alternative to cringles second

alternative" (Fig. 5.12.c)



Alternatives to cringles

B200

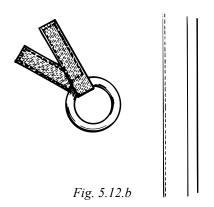
B232

B250

B290

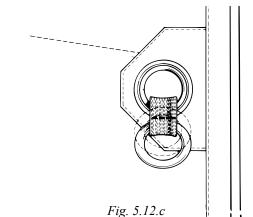
B300

First alternative



Is used when the reefing line is attached with a shackle, such as for "Single Line Reefing".

Second alternative



Improves handling when the sail is to be reefed to a permanent tack reef-hook.

5.12 Boom sliders - eye

Boom section	T-track width	Part no.	Sliders
86/59 B087 B104	16 mm	511-555-02	Composite slider
B087 B104	20 mm	511-641-01	Stainless steel slider
B120 B135 B152 B153 B171 B172	25 mm	511-571-01	Stainless steel slider
B199 B200 B232 B250 B256 B290 B300	32 mm	511-572-01	
B120 B135 B152 B153 B171 B172 B190	25 mm	511-636-01	Divisible sliders for retro fit directly into the track. (Composite)
B199 B200 B232 B250 B290 B300	32 mm	511-637-01	For lazy-jack or reefline location only (not for reefline attachment)

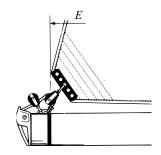
6 Furling mast

6.1 R section: manual, hydraulic and electric (1989 - 2002)

	Mast section									
Sail sl Sail compa	†	5		-	uff groove	•	Luff groove Luff tape			
Mast sec- tion	Sail com- part-	Sail slot	Max foot length E 3)	Sp	oare luff gro in mast	ove	Туре	Dia- meter	Luff groove	Max space for luff tape
	ment		. 0	Luff groove	Max space available for luff tape	Slide				iuii tape
mm	mm	mm	mm	mm	mm			mm	mm	mm
190/94 213/104 235/116	Ø 85 Ø 90 Ø 100	13.5 ± 3	3750 4000 4500	3.25	Ø 7.2	_	RA	Ø 25	2.75 ± 0.25	Ø 6.0
214/122 232/126 260/136	Ø 110 Ø 114 Ø 114	15 ± 3	4750 5500 5500	3.25	Ø 10.0	Bainbridge AO32	RB	Ø 30	3.25 ± 0.35	Ø 8.0 ¹⁾
290/150 324/169 ³⁾	Ø 124 Ø 154	15 ± 3	6000 7000	3.25 4.0	Ø 10.0 Ø 12.0	Bainbridge AO32 Bainbridge AO32 or Rutgerson 101	RC	Ø 38	3.25 ± 0.25	Ø 10 ²⁾
370/1923)	Ø 174	15 ± 3	7500	3.3	Ø 13.0	Bainbridge AO33 or Rutgerson 102	RD	Ø 58	3.25 ± 0.25	Ø 10

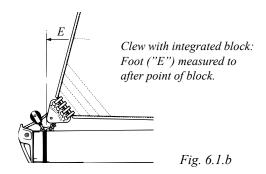
- 1) 1995 and earlier: Ø 10
- 2) Max Ø7 mm luff tape due to new sail feeder (2001).
- When the sail is fully furled, 300 mm of Emax will remain outside the mast due to reinforcement and clew-board. Note! Listed values are MAX VALUES for DACRON® main sails designed primarily for easy furling and reefing. For more performance oriented sails with more shape and stiffer sail cloth, max foot length will be reduced depending on sail design and sail cloth.
- ☐ Design aspects on furling main sails, see page 44.

Alternative clew executions

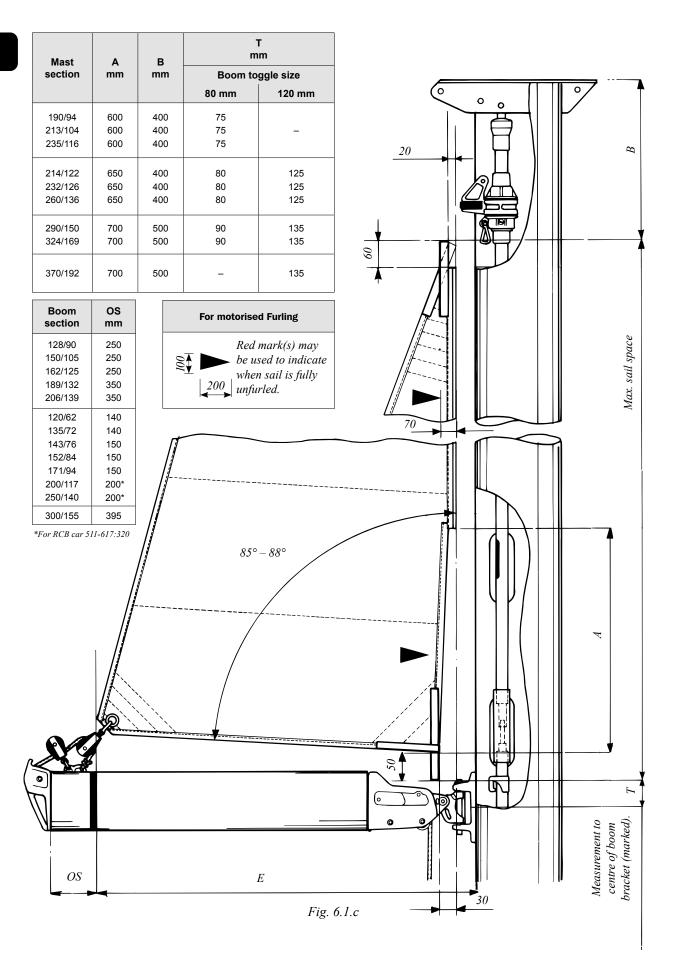


Clew with clew-board: Foot ("E") measured to after point of sail. Clew-board gives longer effective ("E") than integrated block or normal cringle.

Fig. 6.1.a



R



6.2 F section: manual, hydraulic and electric (2003 - →)

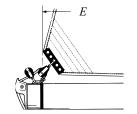
Sections	3	Section dimn. X/Y mm	l _y cm⁴	l _X cm⁴	Wall thickness, mm	Weight kg/m	W _y min cm³	W _X min cm³
Furling masts	F176	176/93	526	187	2.90	4.12	58.2	40.0
	F194	194/101	709	254	3.05	4.69	70.8	49.8
	F212	212/109	970	337	3.15	5.45	88.2	61.8
05	F228	228/118	1306	453	3.4	6.30	112	76.8
1 1	F246	246/126	1781	613	3.75	7.37	139	97.3
Y	F265	265/135	2392	828	4.15	8.66	173	122
\ /	F286	286/146	3237	1122	4.5	10.02	220	154
\bigcup_{i}	F305	305/156	4389	1513	5.05	11.75	276	194
×	F324	324/169	5576	2056	5.5	13.8	329	243
	F370	370/192	8835	3149	5.8	16.6	468	326
	F406	408/207	14321	4725	6.5	19.34	671	451

	F	406	408/20)7	14321	4725	6.5	19.34		671	451
				Mast sec	ction				Lu	ff extrusion	า
Sail slo Sail compartme	7)	Lu			Luff groove Luff tape			
Section	Sail compart-		Max length	Sail slot	S	pare luff groo	ove	Туре	Dia- meter	Luff groove	Max space for luff
	ment	l	E 1)		Luff groove	Max space available for luff tape	Slide				tape
	mm	Туре	mm	mm	mm	mm			mm	mm	mm
F176	Ø 85	RA	3750			6	_				
F194	Ø 93	RA	4200								
F212	Ø 100	RA	4500					RA	Ø 25	2.75±0.25	Ø6
		RB	4400	15±3							
F228	Ø 108	RA	5000			8	Bainbridge AO31				
		RB	4900								
F246	Ø 114	RB	5400		3.25±0.25			RB	Ø 30		Ø8
F265	Ø 123	RB	6000								
		RC	5800								
F286	Ø 133	RB	6500	47.0		10					
		RC RB	6300 6900	17±3		10	Bainbridge AO32	RC	Ø 38		Ø 72)
F305	Ø 141	RC	6700							3.25±0.35	
1 303	2 141	RD	6000								
		RC	0000								
F324	Ø 154	RD	7000	20±3		12					
		RC			4±0.25		Bainbridge AO32	RD	Ø 58		Ø 10
F370	Ø 174	RD	7500	22±3		13					
F406	Ø 190	RD	9500	24±3	6.5±0.5	15	Bainbridge AO33				

¹⁾ When the sail is fully furled, min 300 mm of Emax will remain outside the mast due to reinforcement and clew-board. Note! Listed values are MAX VALUES for DACRON® main sails designed primarily for easy furling and reefing. For more performance oriented sails with more shape and stiffer sail cloth, max foot length will be reduced depending on sail design and sail cloth.

☐ Design aspects on furling main sails, see page 46.

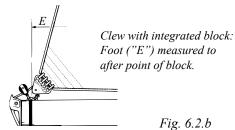
Alternative clew executions

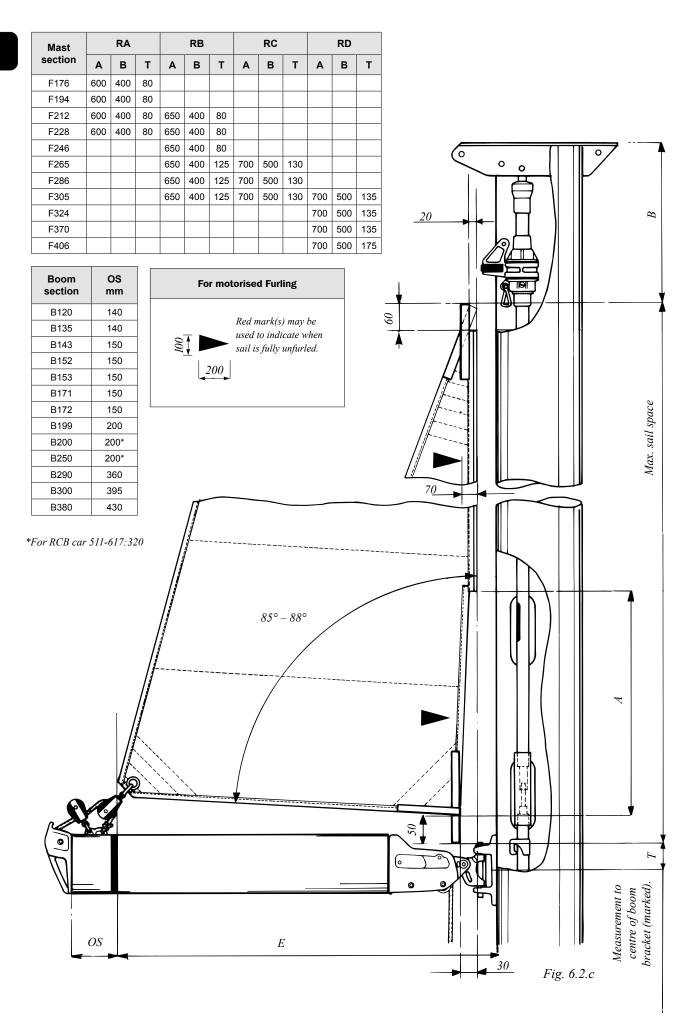


Clew with clew-board: Foot ("E") measured to after point of sail.

Clew-board gives longer effective ("E") than integrated block or normal cringle.

Fig. 6.2.a





6.3 F section: 2017→

Sections		Section dimn. X/Y mm	ly cm4	lx cm4	Wall thickness sides	Weight kg/m -0 +20%	Wy cm3	Wx cm3	Туре
	F170	170/95	441	187	2,90	3,84	50,9	39	RA
	F185	185/104	591	252	3,05	4,36	62,3	48,5	RA
/ \	F199	199/113	797	337	3,25	5,02	78,2	60	RA (RB)
	F217	217/123	1070	455	3,40	5,71	96,9	74,3	RB
r 7	F234	234/131	1466	615	3,88	6,74	122	94	RB
	F252	252/142	1946	828	4,30	7,76	153	117	RB, RC
ا کے ما	F272	272/153	2656	1122	4,77	9,06	192	147	RC
	F291	291/163	3598	1515	5,34	10,67	243	187	RC

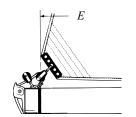
	Mast section										
Section	Sail compartment	Max leng E	gth	Sail slot							
	mm	Type	mm	mm							
F170	ø85	RA	3750								
F185	ø93	RA	4200								
F199	ø100	RA	4500								
F199		RB	4400	15+-2.5							
F217	ø108	RA	5000								
	2.00	RB	4900								
F234	ø114	RB	5400								
E050	-100	RB	6000								
F252	ø123	RC	5800								
F272	ø133	RB	6500	17 +-3							
12/2	2100	RC	6300								
F291	ø143	RC	6700								
. 201	20	RD	6000								
		ΚD	6000								

	Luff groove Luff tape											
Туре	Dia- meter	Luff groove	Max space for luff tape									
mm	mm	mm	mm									
RA	Ø 25	2.75±0.25	Ø6									
RB	Ø 30		Ø 8									
RC	Ø 38	3.25±0.35	Ø 7 ²⁾									
RD	Ø 58		Ø 10									

Luff extrusion

- 1) When the sail is fully furled, min 300 mm of Emax will remain outside the mast due to reinforcement and clew-board. Note! Listed values are MAX VALUES for DACRON® main sails designed primarily for easy furling and reefing. For more performance oriented sails with more shape and stiffer sail cloth, max foot length will be reduced depending on sail design and sail cloth.
- ☐ Design aspects on furling main sails, see page 48.

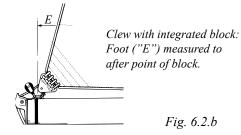
Alternative clew executions

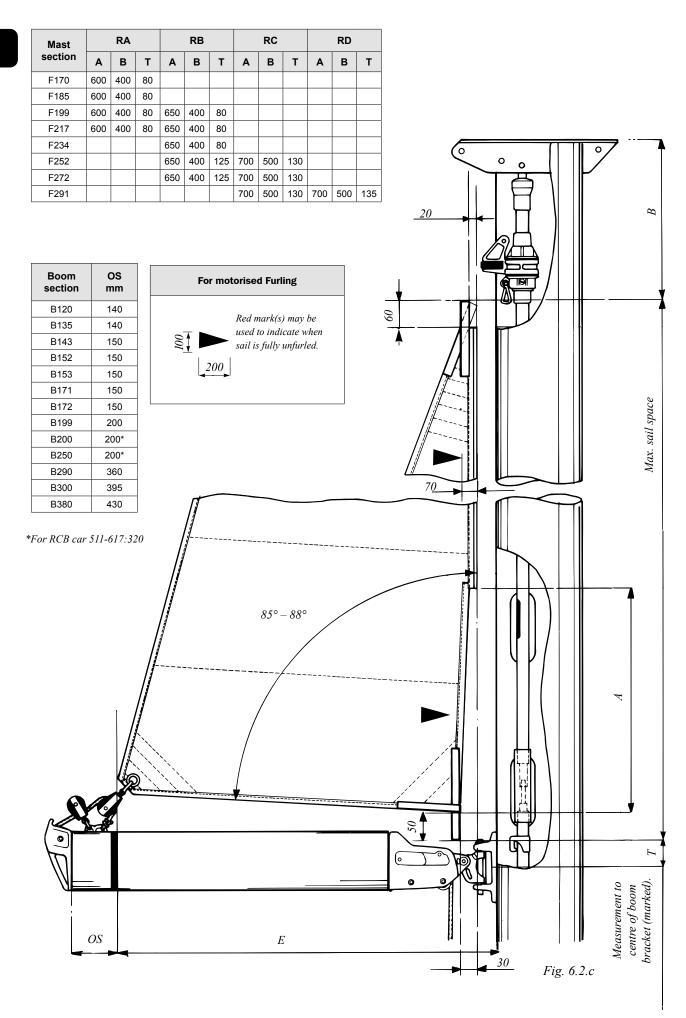


Clew with clew-board: Foot ("E") measured to after point of sail.

Clew-board gives longer effective ("E") than integrated block or normal cringle.

Fig. 6.2.a





6.4 Furlex Main - Retro-fit system

(Production of this product range discontinued 2003).

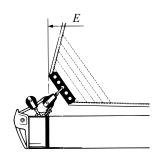
		F	urlex Main – Other so	ection				Luff	extrusion	
Sail slo	1	5		Luff tape chamber Luff groo	Luff groove		Luff tape			
Furlex Main	Sail cham-	Sail slot	Max. foot length recommended ¹⁾	Spare luff groove in mast			Туре	Dia- meter	Luff groove	Max space
Туре	ber		"E	Luff groove	Max space available for luff tape	Slide				for luff tape
mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm
Type 76 Type 90	Ø 76 Ø 90	13.5 ± 3	3500 4000	3.25 3.25	Ø 9.4 Ø 9.4	Bainbridge AO31 or Rutgerson 101	RA	Ø 25	2.75 ± 0.25	Ø 6.0
Type 108	Ø 108	15 ± 3	5000	3.25	Ø 10.0	Bainbridge AO32 or Rutgerson 101	RB	Ø 30	3.25 ± 0.35	Ø 8*

 $^{^{(1)}}$ Note! Listed values are MAX VALUES for DACRON[®] main sails designed primarily for easy furling and reefing. For more performance oriented sails with more shape and stiffer sail cloth, max foot length will be reduced depending on sail design and sail cloth.

*1995 and earlier: Ø 10

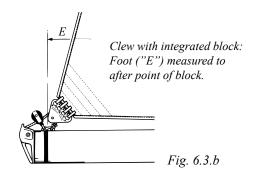
- ☐ The luff extrusion is asymmetrically shaped in order to help overcome initial resistance when starting to furl. Do not use heavy sail-cloth in the luff area.
- ☐ Head and tack webbing bands should be of soft quality which can fold easily. 20 mm is a suitable width. Do not use metal cringles on them.
- ☐ Battens must be located on the port side of the sail so as not to snag on the inside of the sail compartment.
- ☐ If clew cringles are used they must not be thicker than 14 mm in order to fit the outhaul block.
- □ The upper part of the luff extrusion will be kept centered by the halyard swivel, while most of the section will rest on the aft face of the sail compartment when sailing. The luff curve must have a wedge formed into it for compensation (0 to 30 mm) at the upper 500–800 mm of the luff.

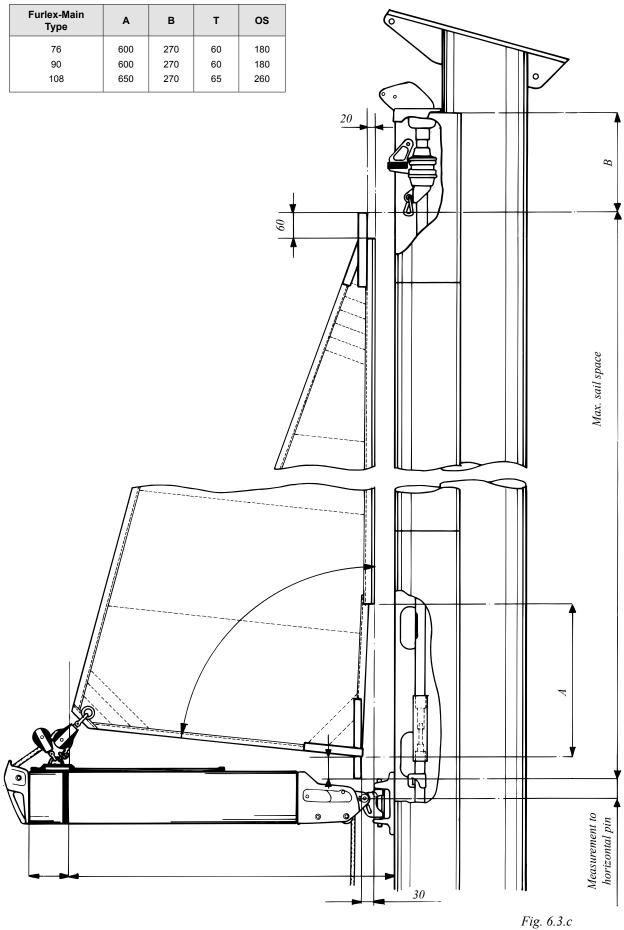
Alternative clew executions



Clew with clew-board: Foot ("E") measured to after point of sail. Clew-board gives longer effective ("E") than integrated block or normal cringle.

Fig. 6.3.a





6.5 Design aspects on furling mast main sails

Sail cloth type

In general, single layer cloth (e.g. Dacron TM) folds easier around the luff extrusion than multilayer laminate cloth, causing less furling resistance. "Softer" sail cloth therefore allows more sail to be furled into the mast. Sail cloth generally becomes softer with time, so a new sail can cause more furling resistance than a sail that has been used for some time.

Sail cloth disposition

The luff extrusion is asymmetrically shaped in order to help overcome initial resistance when starting to furl. Do not use heavy sail cloth in the luff area.

Clew height

A furling main sail foot should should rise towards the clew, approximately 85°–88° (see e.g. fig. 6.2.c). This increases leech tension when furling and prevents the lower part of the sail roll becoming too bulky. Note that when the sail is furled, the weight of the sail may cause the clew to move downwards.

Luff curve shape

The upper part of the luff extrusion will be kept centered by the top swivel, while most of the luff extrusion will rest on the aft face of the sail compartment when sailing. The luff curve must have a wedge formed into it for compensation (0- to 30 mm) at the upper 500 – 800 mm of the luff.

Clew reinforcement

The clew reinforcement should be made so that it allows the sail to be furled in leaving approximately 300 - 500 mm outside the mast.

Webbing tape

Head and tack webbing tapes should be of soft quality which can fold easily. Do not use cringles.

Luff tape

Avoid using luff tape close to head and tack. The high loads in head and tack may damage the luff tape. (See e.g. fig. 6.2.c)

Clew cringles

If clew cringles are used they must not be thicker than 14 mm in order to fit the outhaul block.

Batten types

The main batten types used in furling main sails are: full-length vertical battens, short vertical battens and horizontal (foldable) battens. Experience has shown that vertical battens work very well whereas horizontal battens have a tendency to snag in the sail slot when the sail is furled out.

If full-length vertical battens are used, round battens generally work better than square battens since square battens can twist. If short vertical battens are used, square battens often work well and are usually less bulky.

Batten location

Battens must be located on the port side of the sail so as not to snag on the inside of the sail compartment.

End fittings, connectors and tensioning arrangement

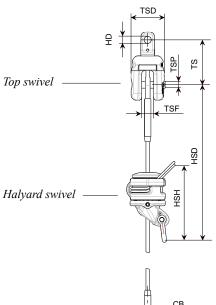
End fittings, connectors and tensioning arrangement (vertical battens) should be made as slim as possible. Bulky solutions may cause the battens to snag in the sail slot.

Short vertical battens – vertical displacement

Short vertical battens should be located so that they do not overlap each other vertically. The lowest batten should not overlap the clew reinforcement.

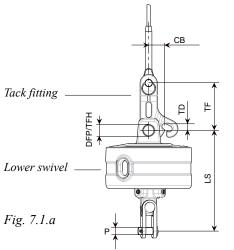
7 Furlex - Seldén jib furling and reefing system

7.1 Furlex, 20S-40S





As Furlex 20S, 30S and 40S has no luff extrusion these models are not suitable for reefing.



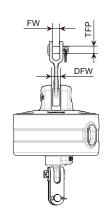
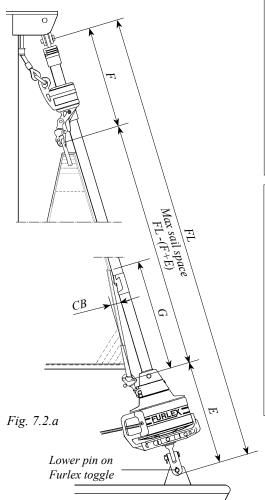


Fig. 7.1.b

Measurement	Code	Furlex 20S	Furlex 30S	Furlex 40S
Top Swivel Height	TS	35	52	52
Top Swivel Diameter	TSD	Ø 26	Ø 39	Ø 39
Top Swivel Pin	TSP	Ø 6	Ø 8	Ø 8
Top Swivel Fork	TSF	10	14	14
Upper Hole Dia	HD	Ø 5,5	Ø 8,5	Ø 8,5
Halyard Swivel Height	HSH	-	90	90
Halyard Swivel Deduction	HSD	-	180	180
Tack Fitting height	TF	-	55	55
Tack Fitting Fork Width	FW	-	8	8
Tack Fitting Pin	TFP	-	Ø 8	Ø 8
Tack Fitting Hole	TFH	-	Ø 8,5	Ø 8,5
Cut Back	СВ	-	20	20
Tack Deduction	TD	-	10	10
Lower Swivel Height	LS	60	106	117
Drum Fork Width	DFW	9	10	10
Drum Fork Pin	Р	5,8	8	8

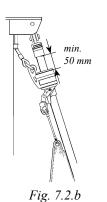
7.2 Furlex 50S-500S





Sails with a luff considerably shorter (more than 500 mm) than the maximum permissible must be fitted with a permanent head pendant. The total luff

length including pendant should be just less than the "Max. sail space" dimension. A too short luff length (including head pendant) can result in "halyard wrap" which may cause severe damage to the forestay, and put the entire rig at risk. For more information please refer to "Sail information" in the relevant Furlex manual.





Furlex 400S Mk2 halyard swivel.

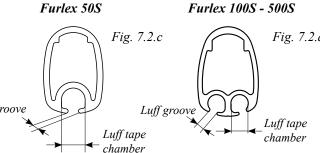
If "F" measurement is >specified (sail is made too short) there is a risk of the halyard shackle shafing the luff extrusion.

Always check clearance. Add a pendant between sail and halyard swivel or a soft shackle between HMPE loop in the halyard swivel and the halyard shackle. A too short luff length (including head pendant) can also result in "halyard wrap" which may cause severe damage to the forestay, and put the entire rig at risk. For more information please refer to "Sail information" in the relevant Furlex manual.



Fig. 7.3.c

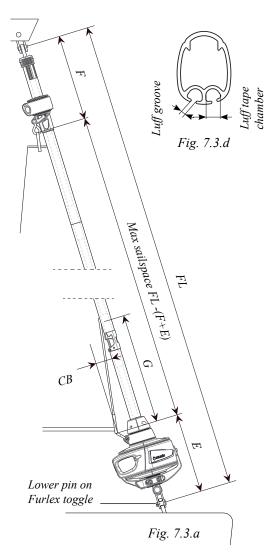
Furlex 50S



	** *** * * * * * * * * * * * * * * * * *		
	Fig. 7.2.c	F	ig. 7.2.d
Luff groove	Luff groot	ve Lut	f tane
>	Luff tape chamber	cha cha	f tape mber

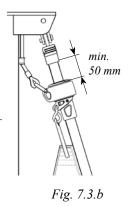
Furlex Type/Serie		Section dimension	Luff groove	Max. space available in chamber	Max. luff tape	Cut- back	Cut- back height	Maximum sail space FL-(F+E) (Measurement calculated from existing forestay length: FL).		
			mm	mm	mm	CB mm	G mm	F mm	E mm	F+E mm
	А	26/17	3.0	Ø 6	Ø 5	60	1100	360	280	640
	В	31/20	3.0	Ø 6	Ø 5	60	1100	390	340	730
	С	40/27	3.0	Ø7	Ø 6	80	1100	540	420	960
	D	50/34	3.0	Ø 8	Ø 6	100	1100	620	490	1110
	50S	22/15	2.6	Ø 6	Ø 5	25	630	360	215	575
Manual	100S Ø 4 & 5	26/17	3.0	Ø 6	Ø 5	60	1100	410	280	690
Mar	100S Ø 6	26/17	3.0	Ø 6	Ø 5	60	1100	425	295	720
	200S	31/21	3.0	Ø 6	Ø 5	60	1100	540	330	870
	300S Ø 8	39/27	3.0	Ø 7.5	Ø 6.5	80	1100	550	400	950
	300S Ø 10	39/27	3.0	Ø 7.5	Ø 6.5	80	1100	650	400	1050
	400S	48/34	3.0	Ø 8	Ø 6.5	95	1100	620	535	1155
	500S	60/46	3.0	Ø 9	Ø 7	95	1100	670	535	1205
Thi	s data is also	valid for Furl	ex Electr	ic.						

7.3 Furlex 104S-404S (2014-) & Furlex Electric (2018-)





Sails with a luff considerably shorter (more than 500 mm) than the maximum permissible must be fitted with a permanent head pendant. The total luff length including pendant should be just less than the "Max. sail space" dimension. A too short luff length (including head pendant) can result in "halyard wrap" which may cause severe damage to the forestay, and put the entire rig at risk. For more information please refer to "Sail information" in the relevant Furlex manual.





Furlex 104S/204S Mk2/304S Mk2/404S halyard swivel.

If "F" measurement is > specified (sail is made too short) there is a risk of the halyard shackle shafing the luff extrusion.

Always check clearance. Add a pendant between sail and halyard swivel or a soft shackle between HMPE loop in the halyard swivel and the halyard shackle. A too short luff length (including head pendant) can also result in "halyard wrap" which may cause severe damage to the forestay, and put the entire rig at risk. For more information please refer to "Sail information" in the relevant Furlex manual.



Fig. 7.3.c

Furlex Type/Serie		Section dimension	Luff groove	Max. space available in chamber	Max. luff tape	Cut- back	Cut- back height	Maximum sail space FL-(F+E (Measurement calculated from existing forestay length: FL).		ulated from
			mm	mm	mm	CB mm	G mm	F mm	E mm	F+E mm
	104S Ø 4 & 5	30/20	2.75	Ø 6	Ø 5	60	1100	440	205	645
	104S Ø 6	30/20	2.75	Ø 6	Ø 5	60	1100	440	220	660
	204S Ø 6	35/25	3.0	Ø 6	Ø 5	60	1100	425	265	690
<u>=</u>	204S Ø 7	35/25	3.0	Ø 6	Ø 5	60	1100	425	265	690
Manual	204S Ø 8	35/25	3.0	Ø 6	Ø 5	60	1100	425	275	700
Ž	304S Ø 8	42/31	3.0	Ø 7	Ø 6.5	60	1100	430	310	740
	304S Ø 10	42/31	3.0	Ø 7	Ø 6.5	60	1100	530	315	845
	404S Ø 12	52/38	3.0	Ø 8	Ø 6.5	80	1100	630	390	1020
	404S Ø 14	52/38	3.0	Ø8	Ø 6.5	80	1100	630	410	1040

Head deduction (F) Furlex 204S-304S Mk2 Halyard swivel (2018-)

Furlex type	F	F+E
204S Ø 6	485	750
204S Ø 7	485	750
204S Ø 8	485	760
304S Ø 8	490	800
304S Ø 10	490	905

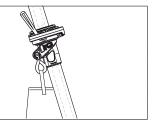
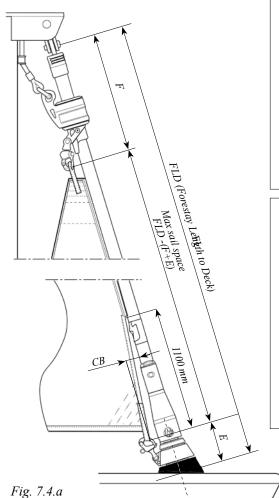


Fig 7.3.c

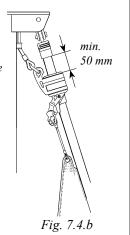
7.4 Furlex 200TD-400TD (Through Deck)





Sails with a luff considerably shorter (more than 500 mm) than the maximum permissible must be fitted with a permanent head pendant. The total luff length including pendant should be just less than the "Max. sail space" dimension.

A too short luff length (including head pendant) can result in "halyard wrap" which may cause severe damage to the forestay, and put the entire rig at risk. For more information please refer to "Sail information" in the relevant Furlex manual.





Furlex 400TD Mk2 halyard swivel.

If "F" measurement is > specified (sail is made too short) there is a risk of the halyard shackle shafing the luff extrusion.

Always check clearance. Add a pendant between sail and halyard swivel or a soft shackle between HMPE loop in the halyard swivel and the halyard shackle. A too short luff length (including head pendant) can also result in "halyard wrap" which may cause severe damage to the forestay, and put the entire rig at risk. For more information please refer to "Sail information" in the relevant Furlex manual.

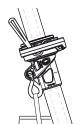
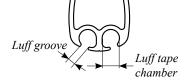


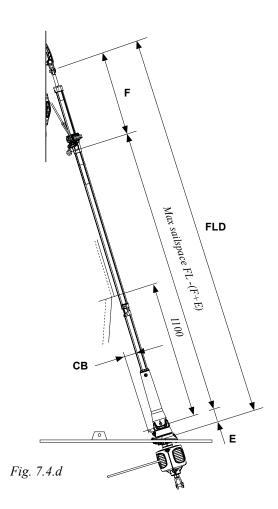
Fig. 7.4.c

Fig. 7.4.d



	Furlex Type/Serie	Section dimension	Luff groove	Luff tape chamber	Max. luff tape	Cut-back	Maximum sail space FLD-(F+E)		ce FLD-(F+E)
			mm	mm	mm	CB mm	F mm	E mm	F+E mm
	200TD	31/21	3.0	Ø6	Ø 5	60	540	130	670
Manual	300TD Ø 8	39/27	3.0	Ø 7.5	Ø 6.5	80	550	150	700
Mar	300TD Ø 10	39/27	3.0	Ø 7.5	Ø 6.5	80	650	150	800
	400TD	48.5/34	3.0	Ø8	Ø 6.5	95	620	210	830
This	data is also v	alid for Furle	x TD Elec	tric.					

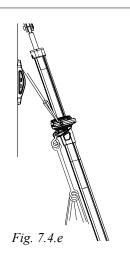
7.5 Furlex 204/304/404TD (Through Deck)

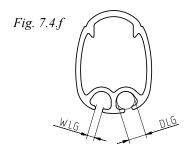




If "F" measurement is > specified (sail is made too short) there is a risk of the halyard shackle shafing the luff extrusion.

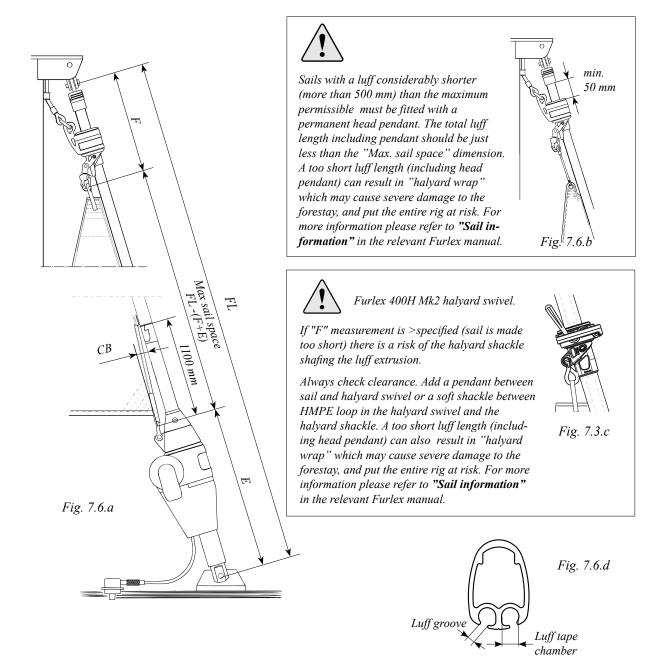
Always check clearance. Add a pendant between sail and halyard swivel or a soft shackle between HMPE loop in the halyard swivel and the halyard shackle. A too short luff length (including head pendant) can also result in "halyard wrap" which may cause severe damage to the forestay, and put the entire rig at risk. For more information please refer to "Sail information" in the relevant Furlex manual.





-	Furlex Type/Serie	Section dimension	Luff groove	Luff tape chamber	Max. luff tape	Cut-back	Maximum sail space FLD-(F+E)		ce FLD-(F+E)
			mm	mm	mm	CB mm	F mm	E mm	F+E mm
	204TD	35x25	3.0	Ø6	Ø 5.5	60	485	75	560
Manual	304TD Ø 8	42x31	3.0	Ø 7	Ø 6.5	60	490	85	575
Mar	304TD Ø 10	42x31	3.0	Ø 7	Ø 6.5	60	590	85	675
	404TD	52x38	3.0	Ø8	Ø 7,5	80	630	115	745
This	data is also v	alid for Furle	x TD Elec	tric.					

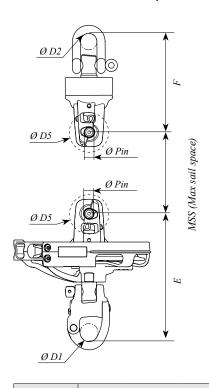
7.6 Furlex Hydraulic 300H-500H

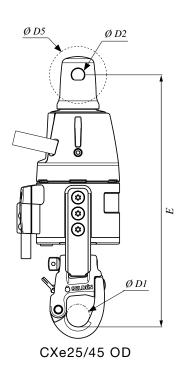


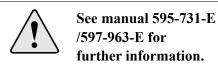
1	Furlex Secti dimen Type/Serie		Luff groove	Max. space available in chamber	Max. luff tape	Cut-back	(Me	num sail spa asurement cal sting forestay	
			mm	mm	mm	CB mm	F mm	E mm	F+E mm
	C-Hydraulic	40/27	3.0	Ø7	Ø 6	80	540	520	1060
	D-Hydraulic	50/34	3.0	Ø8	Ø 6	100	620	675	1295
<u>:</u>	E-Hydraulic	60/46	3.0	Ø 9	Ø 7	100	620	675	1295
Hydraulic	300H Ø 8	39/27	3.0	Ø 7.5	Ø 6.5	80	550	490	1040
Ť	300H Ø 10	39/27	3.0	Ø 7.5	Ø 6.5	80	650	490	1140
	400H	48/34	3.0	Ø8	Ø 6.5	100	620	610	1230
	500H	60/46	3.0	Ø 9	Ø 7	100	670	675	1345

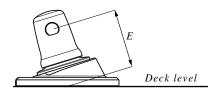
8 Furling system CX & GX

8.1 Seldén CX, Furling system for Code 0 and stay sail









CXe25/45 TD

System	(Measure halyard sha	ement calcula ackle to faste boat/bow sp	ated from ning device				Max fork
	E	F	F+E	D1	D2	Ø Pin	space Ø D5 mm
	mm	mm	mm	mm	mm	mm	וווווו כם ש
CX10	115	90	205	14	12	10	40
CX15	125	95	220	16	12	10	40
CX25	155	120	275	22	20	12	45
CX40	190	145	335	24	24	16	55
CX45	190	145	335	24	24	16	66
CXe25 OD	285	120	405	22	20	12	64
CXe25 TD	70	120	190	-	20	12	64
CXe45 OD	300	145	445	24	24	16	68
CXe45 TD	70	145	215	-	24	16	68

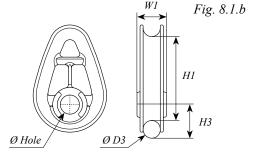
Thimbles for AT-cables & AT-lines

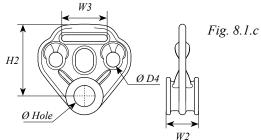
System	Part no.	Ø Hole mm	D3 Max Ø AT-cable mm	W1 mm	H1 mm	H3 mm ¹)
CX10/15	545-114	10.3	9	16	45	18
CX10/15	545-116	10.3	11	16	45	18
CX/CXe25	545-214	12.3	11	19	55	22
CX/CXe25	545-216	12.3	13	19	56	21
CX40&CX/CXe45	545-416	16.3	16	20	59	27

¹⁾ For max Ø AT-cable

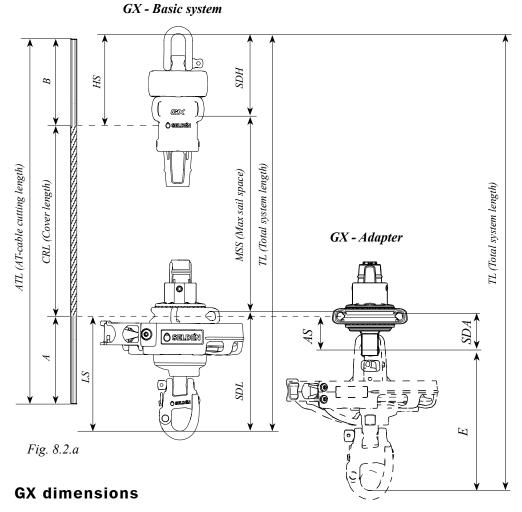
Thimbles for double luff rope

System	Part no.	Ø Hole mm	D4 mm	W2 mm	W3 mm	H2 mm
CX10/15	545-115	10.3	8	16	22	34
CX/CXe25	545-215	12.3	8	19	27	42
CX40&CX/CXe45	545-415	16.3	12	20	33	52





8.2 Seldén GX - Furling system for Gennakers/ Asymmetric spinnakers



System	Maximum sail space (TL-SDL-SDH) ¹⁾					
	SDL mm	SDU mm	LS mm	HS mm	A mm	B mm
GX7.5	100	70	100	70	120	120
GX10	105	70	110	70	120	120
GX15	115	80	120	75	120	120
GX25	155	100	155	95	150	150



To calculate the length of the AT-cable, see manual 597-077-E.

Dimension for GX tack adapter in combination with CX lower swivel

System	Adapter Part no.	AS adapter deduction	E CX lower swivel deduction	SDA sail deduction adapter
GX7.5 adapter - CX10	545-028-01	30	115	35
GX10 adapter - CX15	545-128-01	30	125	35
GX15 adapter - CX25	545-228-01	40	155	40
GX25 adapter - CX45 1)	545-428-01	45	190	50

¹⁾ Same values for CX40 as for CX45.

¹⁾ System Maximum sail space includes space for lashing rope.

Notes

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