

**Version 6**

# YACHT

## PRODUCT CATALOGUE



*Rig solutions for yachts ranging from 25 to 80 feet.*

# PRODUCT CATALOGUES

We hope this Seldén Yacht product catalogue will be helpful for you finding accessories and spare parts for your rig. This is just one of four product catalogues covering our extensive range of Yacht, Keelboat, Dinghy and Deck Hardware products. If you need any of the other catalogues you are welcome to pick them up from your local dealer or to download from [www.seldenmast.com](http://www.seldenmast.com).

## Deck hardware

Blocks, cleats, swivels, tracks, travellers, deck organizers, winches and accessories.



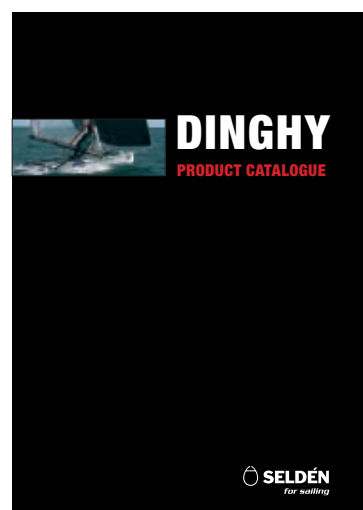
## Keelboat

Rig systems and accessories for 18 to 26 feet boats.



## Dinghy

Rig systems and accessories for dinghies.



<b>Introduction</b>	<b>2</b>
<b>Masts</b>	<b>6</b>
<b>Cross beams for catamaran</b>	<b>72</b>
<b>Booms and Rodkickers</b>	<b>74</b>
<b>Furling masts manual, hydraulic and electric drive</b>	<b>96</b>
<b>Furlex jib furling and reefing system</b>	<b>112</b>
<b>Spinnaker and gennaker</b>	<b>136</b>
<b>Lights</b>	<b>162</b>
<b>Rig fittings</b>	<b>168</b>
<b>Just smart</b>	<b>184</b>
<b>Seldén worldwide. Useful publications. Conversion factors</b>	<b>192</b>
<b>Contents in alphabetical order</b>	<b>194</b>



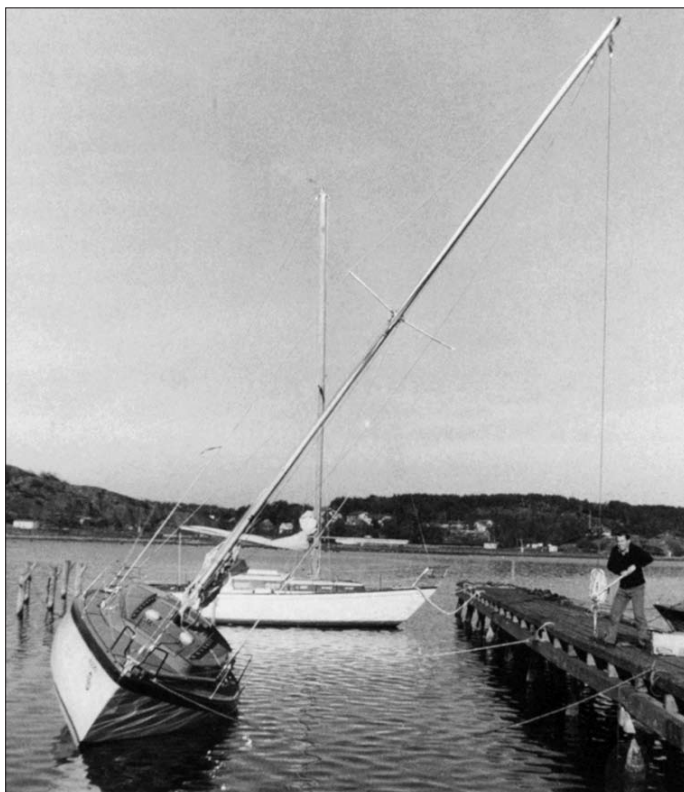


# DINGHIES KEELBOATS YACHTS



Making the best yacht rigging systems in the world is only part of our business. With a large number of championship medals in the Olympics, World Championships, European Championships and national championships, Seldén has proved to be Number One in rig systems for dinghies and keelboats. So no matter the size of your boat, whether you push your equipment to the very limit, or just enjoy leisurely cruising, go Seldén and you'll benefit from reliable top-class gear.

## Right from the start



*Heeling test in 1965. The righting moment of the boat is measured at 30° heel.*

Seldén was founded in 1960 and it has grown from a small company into the world leader, with manufacturing in Europe, the USA and Asia. Precise, meticulous work has always been a characteristic of Seldén. Our manufacturing methods, tools and instruments have been specially developed to meet the demands of large-scale, cost-effective, quality production and the high demands of sailors around the world. However, we still carry out the same heeling tests as we did back in 1965. We started by doing things in the right way, and that is how we have continued.

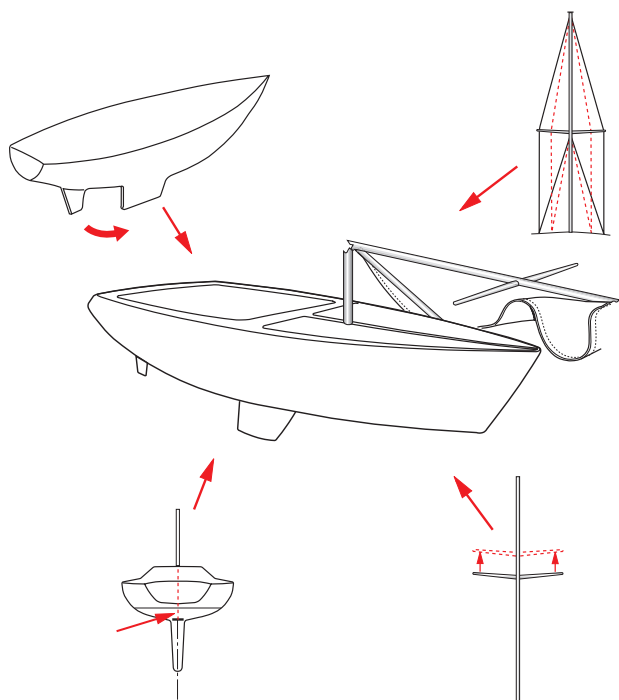


*Heeling test today. Materials change. Good methods don't.*

### Unspecified changes can cause failures

Each rig is carefully designed and sized for the boat in question. We base our mathematical dimensioning on the righting moment of the boat and the boat designer's proposed sail plan. The wishes of the boat owner determine the way the rigging system is equipped. With nearly 50 years of experience, we have built up a tremendous experience bank for the use of our rig designers. As a result, the boat and rig form a well-functioning whole. Because of this, it is important that even seemingly unimportant details on the boat or rig are not changed without first consulting us, as even small changes can lead to big problems.

Each mast and boom from Seldén has a unique serial number. This is engraved in the lower end of the mast extrusion and the front end of the boom extrusion. Quote this number if you want to discuss details relating to your rig.







### **Give us the facts**

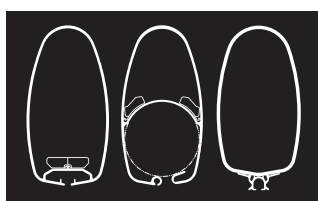
The key to a correct rig calculation is the quality of the input data at our disposal. This data consists of hard facts, plus what we can learn by listening very carefully when talking to the customer.

The “Seldén Rig Fact sheet” has proven to be a simple and effective way of gathering all the facts required to calculate the mast, boom and standing rigging. It is where you note the data on the envisaged type of rigging, the main dimensions of the sail plan, the location of the chain-plates and the righting moment of the boat (or the correct information to help us calculate the righting moment).

The “Seldén Rig Fact sheet” is available on our web site, [www.seldenmast.com](http://www.seldenmast.com).

### **Attention to detail**

In our search for perfection, no detail is considered too small. This applies to everything, from the choice of materials to stringent testing of the finished product. Seldén’s business philosophy can be summed up as quality thinking and system thinking, and a continuous quest to achieve the best possible function for each product. This catalogue provides an overview of this holistic approach. Read on to learn about our MDS full-batten system, our unique inboard ends, the load distributors in the Furlex jib furling system, and a great many other features and details.



### **Leaders in every detail**

Every Seldén rig is carefully thought out, down to the last detail. All the way from the materials and functions of the different parts of the rig, to dimensioning the right rig for each individual boat. Each individual component contributes to the performance of the whole rig. That is the Seldén way – experienced yachtsmen behind every aspect of design, product development and production.



# MASTS



## All our standard rigs are custom made

Extruded aluminium is an excellent material for making masts. This is where Seldén has earned its reputation as world leader in mast making. Today Seldén offers a full range of masts and rig equipment in both aluminium and carbon including booms, spinnaker poles, Rodkicker rigid vangs, furling systems, rig fittings and deck hardware. All rigs are custom-made, through every calculation and detail, for each individual boat. We know how much depends on the rig, and there is no room for compromise.

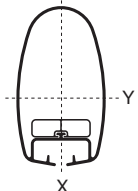
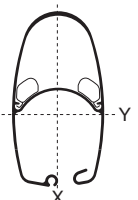
Mast sections	8
Seldén carbon spars	12
Headboxes	16
Forestay and backstay toggles	20
Forestay fittings and halyard routing	22
Running rigging	30
Running backstay attachments	33
Shroud attachments	34
Spreaders	36
Seldén custom line	46
Sail entry	48
The MDS full-batten concept	50
RCB full-batten system	52
Keel-stepped and deck-stepped masts	55
Mast-jack system	58
Heels	63
Deck ring systems	66
Winch pads	70
Cleats	70

# Mast sections

## C-sections and F-sections

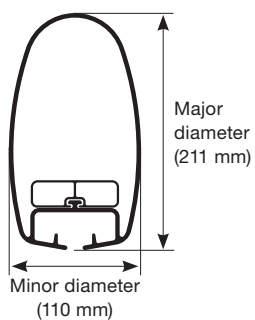
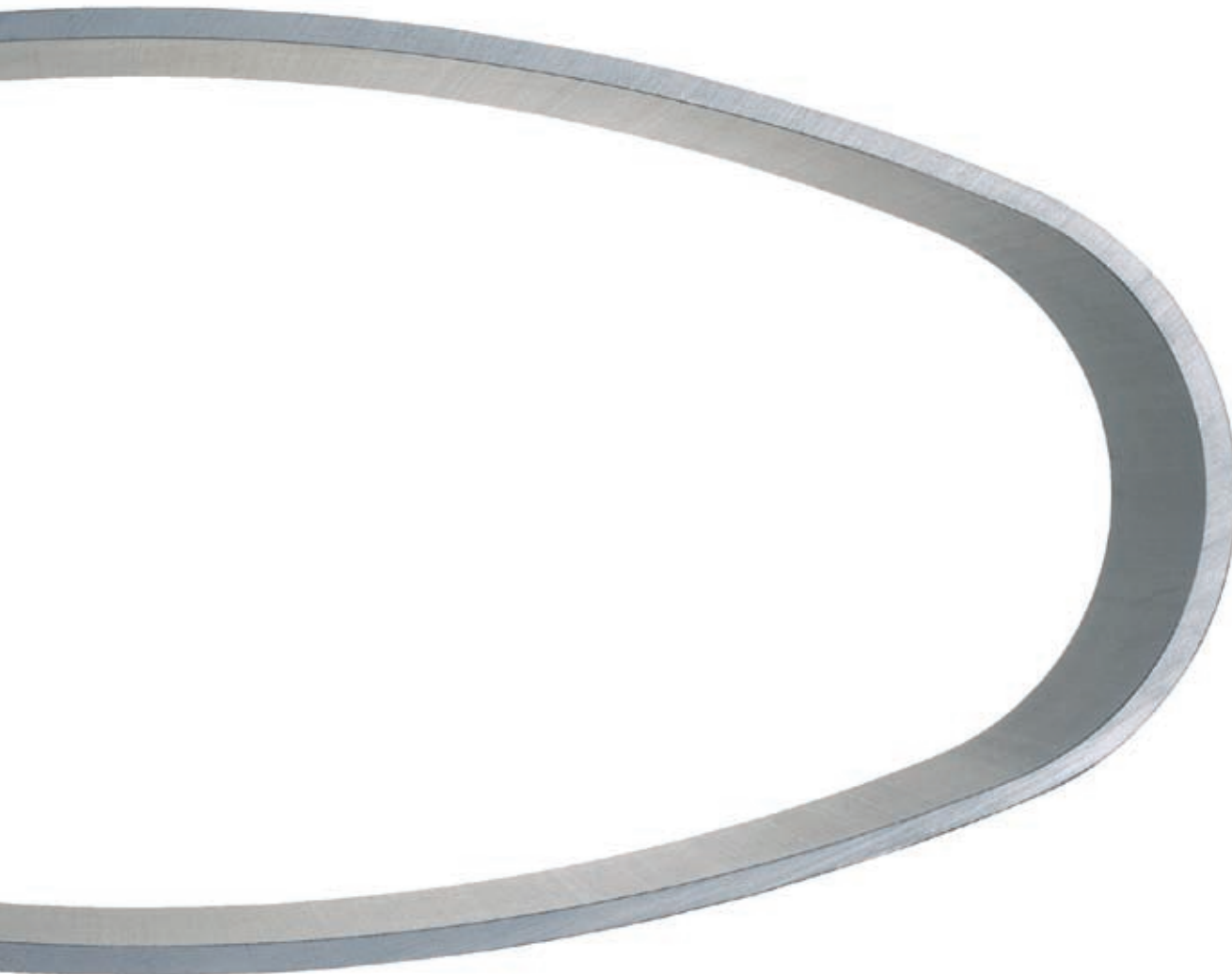
Loads generated by the crew (mainsheet, vang, outhaul, Cunningham etc.) are transferred to the mainsail and on to the mast. As the mainsail is designed according to the expected curve of the mast, a longitudinally stiff mast allows for less luff curve of the sail. Instead, this sail area can be added to the roach of the sail, where it is subjected to the wind and more efficient. The longitudinal rigidity of the mast section makes for higher forestay load created by tensioning the backstay. Running backstays can often be avoided. The risk of mast pumping is also reduced.



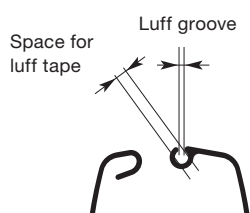
	Mast section	Section dim. mm	I <sub>y</sub> cm <sup>4</sup>	I <sub>x</sub> cm <sup>4</sup>	Wall thickness mm	Weight kg/m	W <sub>y</sub> cm <sup>3</sup>	W <sub>x</sub> cm <sup>3</sup>	Sail groove mm	Sail groove for bolt rope*	MDS car	Sail slides Art. no.	
<b>C-sections</b> 	C156	156/87	391	144	3.00	3.71	42.8	33.2	10 ± 0.75	5.5 ± 0.75	See page 48-49	511-605 or 511-607	
	C175	175/93	558	191	3.24	4.18	53.6	41.0					
	C193	193/102	779	257	3.40	4.74	69.3	50.6					
	C211	211/110	1051	341	3.65	5.34	86.5	62.0					
	C227	227/119	1407	456	3.95	6.15	108.0	76.6					
	C245	245/127	1910	614	4.35	7.15	137.0	96.5					
	C264	264/136	2591	830	4.80	8.40	172.0	122.0					
	C285	285/147	3508	1127	5.20	9.72	214.0	153.3					
	C304	304/157	4686	1524	5.80	11.44	272.0	194.0					
	C321	321/171	5822	2056	5.5/6.4	13.06	324.4	238.7	16 ± 0.75			511-603	
C365	365/194	9160	3161	5.5/6.8	15.50	447.0	326.3						
<b>F-sections</b> 	RA	F176	176/93	526	187	2.89	4.20	58.2	See table page 9. **				
		F194	194/101	709	254	3.04	4.79	70.8					49.8
	RA/RB	F212	212/109	970	337	3.15	5.49	88.2					61.8
	RA/RB	F228	228/118	1306	453	3.40	6.35	112.0					76.8
	RB	F246	246/126	1781	613	3.75	7.44	139.0					97.3
	RB/RC	F265	265/135	2392	828	4.15	8.73	173.0					122.0
	RB/RC	F286	286/146	3237	1122	4.50	10.10	220.0					154.0
	RC/RD	F305	305/156	4389	1513	5.05	11.84	276.0					194.0
	RC/RD	F324	324/169	5576	2056	5.5/7.0	13.80	328.8					243.3
	RD	F370	370/192	8835	3149	5.8/9.0	16.60	468.0					326.0
	RD	F406	408/207	14321	4725	6.5/10.0	21.20	671.0					451.0


\* If a traditional bolt rope is to be used, a plastic profile (Art. No. 535-710), as well as a sail feed (505-526-01) must be added to the luff-groove on the mast.

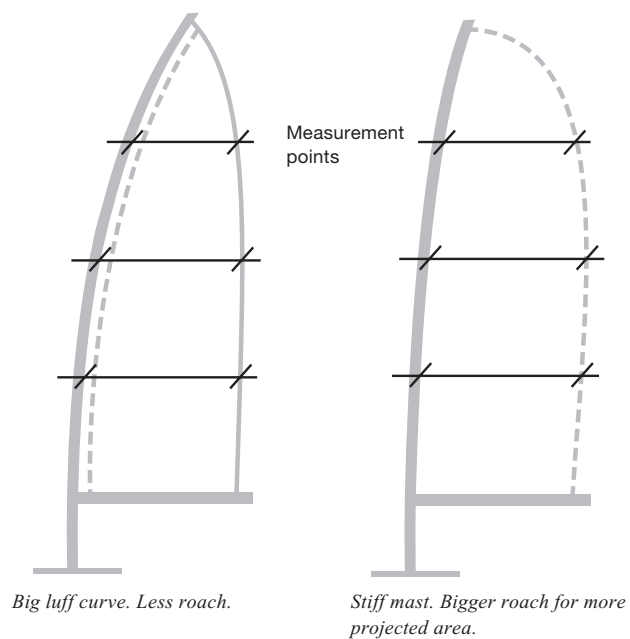
\*\* For more detailed information on Seldén's furling masts, see pages 96–111 or "Sailmakers' Guide" ([www.seldenmast.com](http://www.seldenmast.com)).



Mast section measurements are given as follows:  
Major diameter/Minor diameter (i.e. 211/110).  
This will help identification and the use of correct measurements. The major diameter of the mast can usually be found in the number engraved at the mast heel. For example K23-C211-4475.



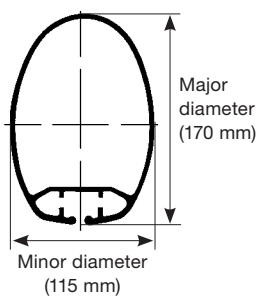
Furling mast luff extrusion				
		Weight kg/m	A mm	B mm
	RA	0.55	2.8 ±0.25	6.0
	RB	0.93	3.25 ±0.35	8.0
	RC	1.28	3.25 ±0.25	10.6
	RD	2.11	3.25 ±0.25	10.6



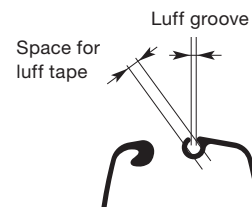
# Mast sections

## E-sections, D-sections and R-sections

Our older types of mast sections are no longer in production. But we stock a range of spare parts and accessories for these masts. Please note that the mast section is always the key for correctly identifying the parts you are looking for.



Mast section measurements are given as follows:  
Major diameter/Minor diameter (i.e. 170/115).  
Take note of the mast shape. This will help identification and the use of correct measurements.  
The major diameter of the mast can usually be found in the number engraved at the mast heel.  
For example K23-170-1233.



Furling mast luff extrusion				
		Weight kg/m	A mm	B mm
	RA	0.55	2.8 ± 0.25	6.0
	RB	0.93	3.25 ± 0.35	8.0
	RC	1.28	3.25 ± 0.25	10.6
	RD	2.11	3.25 ± 0.25	10.6

	Mast section	Section dim. mm	I <sub>y</sub> cm <sup>4</sup>	I <sub>x</sub> cm <sup>4</sup>	Wall thickness mm	Weight kg/m	W <sub>y</sub> cm <sup>3</sup>	W <sub>x</sub> cm <sup>3</sup>	Sail groove mm	
<b>E-sections</b> 	E122	122/85	161	78	2.45	2.44	22.7	18.5	4.5 ± 0.5	
	E130	130/93	209	106	2.50	2.76	27.4	22.8	5.5 ± 0.75	 
	E138	138/95	294	139	2.85	3.44	35.5	29.3		
	E155	155/104	433	193	3.05	4.01	46.8	37.2		
	E170	170/115	584	261	3.10	4.40	57.8	45.4		
	E177	177/124	721	338	3.40	4.90	70.4	54.5		
	E189	189/132	951	445	3.70	5.65	87.2	67.4		
	E206	206/139	1304	590	4.10	6.59	111.5	84.9		
	E224	224/150	1766	801	4.50	7.47	141.7	106.9		
	E237	237/162	2233	1058	4.85	8.54	172.4	130.6		
	E274	274/185	3689	1653	4.90	10.18	246.4	178.7		
<b>D-sections</b> 	D137	137/113	382	258	3.90	4.58	46.7	46.0	5.5 ± 0.75	
	D160	160/132	738	503	5.30	6.35	79.1	76.5		
<b>R-sections</b> <b>Furling mast</b> 	RA	R190	190/94	574	205	2.8-3.2	4.30	55.2	43.3	See table above.
		R213	213/104	843	294	3.0-3.3	5.06	73.1	56.6	
		R235	235/116	1224	438	3.3-3.5	5.99	96.9	75.4	
	RB	R232	232/126	1820	643	3.5-6.5	8.16	146.2	99.5	
		R260	260/136	2461	917	4.5-7.0	9.60	175.4	139.9	
	RC	R290	290/150	3572	1361	5.0-7.0	11.33	225.7	179.4	

Sail slide, Art. No. 511-601 (No. 1334)  
 Sail slide, Art. No. 511-602 (No. 1335)  
 Sail slide, Art. No. 511-603 (No. 1336\*)  
 \* (recommended for yachts LOA > 45')







**Seldén carbon fibre masts – the perfect mix  
of craftsmanship and modern production technology**





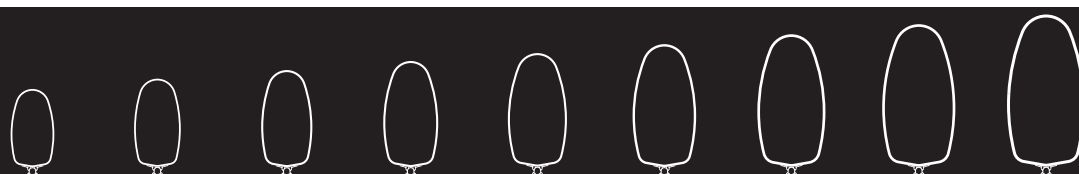


# MORE SPEED WITH FAST FIBRES

- CNC controlled winding of carbon fibre filaments on a rotating mandrel. Winding angles between 5-90°. Produces a seamless, uniform quality tube.
- Manual lamination of 0° carbon fibre pre-preg tows for optimal mast stiffness. Localised reinforcement of carbon fibre tows at high load areas.
- Laminate with maximum fibre content makes the mast stiff and light.
- Black pigment in the epoxy protects against UV radiation. Preserves mast appearance.
- After winding, spars are cured under heat (134° C) and pressure (7 bar) in an autoclave to provide a compact laminate and a strong mast.
- Carbon fibre head fittings, boom attachments and kicker attachments.
- Combined main sail track for luff rope or ball bearing cars.
- All metal fittings insulated from carbon fibre to eliminate risk of corrosion.
- Mast finished in clear varnish, or paint, according to customer requirements. This provides extra UV protection and a very exclusive appearance.
- Seldén carbon fibre masts are available for dinghies, keelboats, and yachts of up to 60 ft.



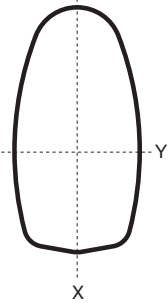
## Seldén carbon spars



### **For everyone who cannot resist speed**

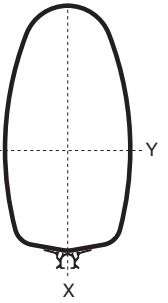
Carbon composite combines stiffness and strength with low weight. Seldén low-weight carbon spars have accentuated longitudinal stiffness. This means that forestay tension can be substantially increased. All experienced racing sailors know what this means in terms of increased performance. The combination of greater stiffness and reduced weight will bring you beyond the speed limits.



	Mast section	Section dim. mm	$E_y$ GNmm <sup>2</sup>	$E_x$ GNmm <sup>2</sup>	Wall thickness mm	Weight kg/m	$W_y$ cm <sup>3</sup>	$W_x$ cm <sup>3</sup>
	CC154-30	157/87	230	92	3,0	1,8	40	30
	CC154-36	158/88	292	117	3,6	2,2	49	37
	CC174-30	177/93	325	120	3,0	2,0	51	37
	CC174-36	178/94	411	152	3,6	2,4	61	44
	CC192-36	195/102	533	194	3,6	2,6	72	52
	CC192-42	196/103	644	235	4,2	3,1	85	61
	CC210-36	213/110	688	242	3,6	2,9	85	61
	CC210-42	214/111	832	293	4,2	3,4	100	71
	CC226-36	228/118	849	301	3,6	3,1	98	70
	CC226-42	229/119	1025	365	4,2	3,6	15	82
	CC244-42	247/127	1282	448	4,2	3,9	134	95
	CC244-48	248/128	1503	527	4,8	4,5	153	109
	CC263-42	265/135	1574	542	4,2	4,2	154	108
	CC263-48	266/136	1844	638	4,8	4,8	176	124
	CC263-54	267/137	2116	735	5,4	5,4	199	140
	CC284-48	286/146	2314	800	4,8	5,1	205	145
	CC284-54	288/147	2653	920	5,4	5,8	231	163
	CC303-54	306/156	3203	1107	5,4	6,2	262	185
	CC303-60	307/158	3613	1253	6,0	6,9	292	206



Seldén have developed a unique filament winding process to produce top quality carbon spars.

	Mast section	Including track 1) 2) 3)		Including track and 1 x 300 gsm 100 mm wide 0° tape front and back		Including track and 2 x 300 gsm 100 mm wide 0° tapes front and back	
		$E_y$ GNmm <sup>2</sup>	Weight kg/m	$E_y$ GNmm <sup>2</sup>	Weight kg/m	$E_y$ GNmm <sup>2</sup>	Weight kg/m
	Mast section	$E_y$ GNmm <sup>2</sup>	Weight kg/m	$E_y$ GNmm <sup>2</sup>	Weight kg/m	$E_y$ GNmm <sup>2</sup>	Weight kg/m
	CC154-30	302	2.3	335	2.4	365	2.5
	CC154-36	368	2.7	399	2.8	432	2.9
	CC174-30	418	2.5	460	2.6	501	2.7
	CC174-36	508	2.9	550	3.0	594	3.1
	CC192-36	648	3.1	699	3.2	751	3.3
	CC192-42	763	3.6	815	3.7	867	3.8
	CC210-36	824	3.4	887	3.5	951	3.6
	CC210-42	972	3.9	1036	4.0	1099	4.0
	CC226-36	1005	3.6	1078	3.7	1152	3.8
	CC226-42	1185	4.1	1259	4.2	1335	4.3
	CC244-42	1467	4.4	1641	4.6	1812	4.7
	CC244-48	1691	5.0	1868	5.1	2044	5.3
	CC263-42	1788	4.7	1991	4.8	2198	5.0
	CC263-48	2061	5.3	2264	5.4	2470	5.6
	CC263-54	2336	5.9	2542	6.1	2750	6.2
	CC284-48	2564	5.6	2804	5.8	3041	6.0
	CC284-54	2907	6.3	3150	6.5	3393	6.7
	CC303-54	3488	6.7	3762	6.9	4034	7.0
	CC303-60	3901	7.4	4180	7.6	4458	7.7

1) Track adds 15 mm to the section fore-and-aft dimension.

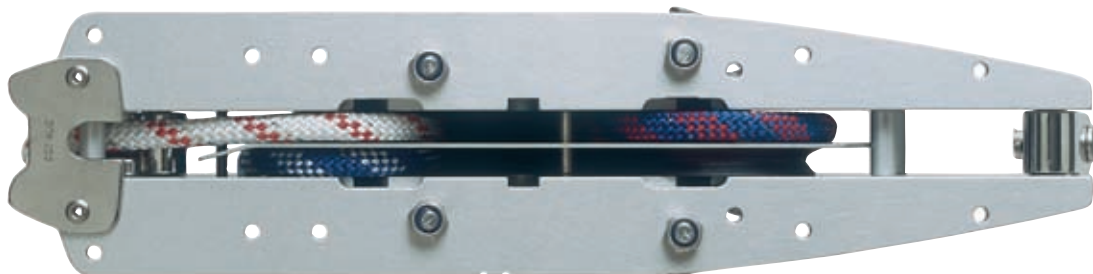
2) Track weight is approximately 0.5 kg/m.

3) Backing plate and conduit (Art. No. 535-762) weight 0.63 kg/m (not included in above weight estimate).



# Headbox

C211-C304 and F212-F406



The headboxes are equipped with a separator, to make it easy to access the top sheaves. Just loosen the separator, which also works as a locking plate, and the sheaves can easily be lifted up for inspection or replacement. This means that you can replace the sheaves without unstepping the mast and removing the headbox. The separator is slightly angled at its front end to lead the spinnaker halyard on to the sheave. The headbox fitting has a gently rounded halyard lead for a masthead spinnaker or gennaker. Conventional spinnaker arrangement with one or two halyard blocks is, of course, still an option.

An instrument base is available for both straight and angled tops. The instrument base is designed to make it easy to dismantle the mid section when you need to access the mast top sheaves.



*Well organised and easily accessible.*



*Separator locks sheaves and also controls spinnaker halyard.*





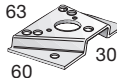

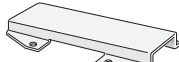
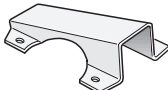
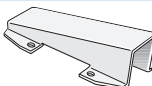


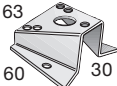
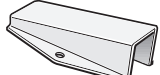
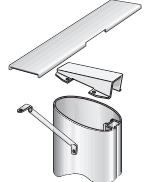



*Top access, without unstepping the mast and removing the headbox.*



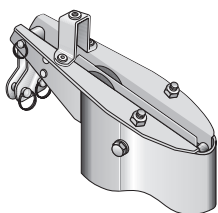
*Mid section of instrument base easily removed to access top sheaves.*

# Headbox fittings

	Art. No.	Description	Dimensions length x width mm	Notes
	508-268-01	Instrument base	197 x 74	For 0° headbox Fractional rig C211-C304 Masthead rig C175-C285, F176-F286
	508-268-02	Instrument base	197 x 74	For 15° headbox C211-C304, F194-F305
	508-521-01	Windex crane	136 x 74	Incl. pop rivets (4.8 x 16.5) to be fitted on aft edge of headbox. For 15° headboxes, bend crane for horizontal position.
	508-558	Windex base on top of "Aqua" tricolour (white) lamp.	Ø 58	
	508-562-01	For tricolour lamp and anchor light.	60 x 30 x 63	For 0° headbox All sections
	508-526-01	Instrument base	100 x 55	For 0° headbox All sections
	508-561-01	Instrument base	180 x 65	For 0° headbox All sections
	508-527-01	Instrument base	105 x 55	For 15° headbox All sections
	508-541-01	Instrument base	180 x 65	For 15° headbox All sections
	508-549-01	Windex and anchor light base.	20 x 30	For 15° headbox All sections
	508-551-01	Windex extension	60	
	508-560-01	Bases for tricolour lamp and anchor light.	60 x 30 x 63	For 15° headbox All sections (except C304 and F305)
	508-563-01	Instrument base	100 x 40	For 15° headbox All sections (except C304 and F305)
	508-556-01	Instrument base including 2 supports.	550 x 80	To be combined with the following brackets: For 0° headbox 508-526, 508-561, 508-268-01 For 15° headbox 508-527, 508-541, 508-563, 508-268-02
	508-559-01	Instrument base including 2 supports.	800 x 80	
	508-176-02	2 port and starboard wings with support strut.	Length = 500 mm	For 0° headbox without base. For 15° headbox shall base 508-541 be used.

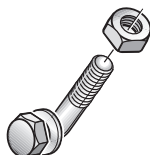


Does the roach of your mainsail stick to your backstay? Just add a backstay flicker. Then, when you release the backstay tension, the flicker will lift the stay and free the mainsail. See page 186.



To replace sheaves in headboxes prior to 2003 (D-sections, P-sections, E-sections and R-sections):

1. Remove nyloc nut at top of the headbox
2. Lift the headbox and replace the sheaves.



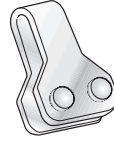
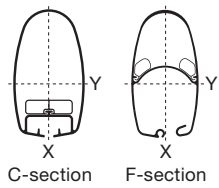
When fitting the hook bolt, please note that the nylon washer should be placed under the bolt head, not under the nut.



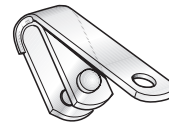
## Hook bolt for headboxes

Bolt Art. No. (dia. x L, mm)	Nylon washer Art. No.	Nyloc nut Art. No.	Masthead top 15°/0° mast section	Fractional top 15°/0° mast section	Tapered top 15° mast section	Racing top 15° long crane mast section
All three units required.						
169-001 (8 x 60)	164-002	158-006	D109, P100, P111, E122 D129, E138, C156	D121, E122, D129, E130 E138, E155, C156	E122, E130, E138, C156	E155, E177
169-002 (10 x 60)	164-004	158-007	D137, E155, E170, D146 D160, E177, E189, E206 E224, E237, R260, R232 R190, R213, R235, C175 C193, C211, C227, C245 C264, C285, F176, F194 F212, F228, F246, F265 F286	E170, E177, E189, E206 R190, R213, R235, R232 R260, E224, E237	E189, E206, E224, E237 C304	E155, E170
169-003 (12 x 75)	164-005	158-008	E274, R290, C304, F305	R290		
169-004 (12 x 130)	164-005	158-008	C321, F324, E365, R370	F324, E274	E155, E177	
169-005 (10 x 90)	164-004	158-007		E138, E170, E177, E189 E206, E224, E237, R190 R213, R235, R232, R260		

# Forestay and backstay toggles



S = Single toggle    D = Double toggle

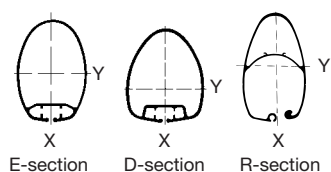


S = Single toggle    D = Double toggle

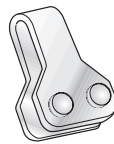
## C-sections and F-sections

Wire dia. mm	Mast section	Forestay and backstay toggle				Backstay and triatic toggle	
		Art. No.	Width mm	Masthead max pin dia. mm	Term. pin (bush) dia. mm	Art. No.	Max. triatic- wire dia. mm
4	C156	517-001-01 S	30	10	8		
5	C156, C175, F176	517-001-01 S	30	10	8		
	C193, F194	517-003-01 D	30	10	10		
6	C156, C175, F176	517-002-01 S	30	12	10		
	C193, F194, C211	517-006-01 D	30	12	10		
	F212, C227, F228						
	C245, F246, C264	517-002-02 S	39	12	10		
	F265						
7	C175, F176, C193	517-004-01 S	30	14	12	517-012-01 S	6
	F194, C211, C211 Tpr	517-006-01 D	30	14	12	517-014-01 D	6
	C227, C227 Tpr						
	C245, F246, C 264	517-048-03 S	36	14	12		
	F265						
8	C245, F246, C285	517-048-01 S	36	14	14		
	F286, C245 Tpr	517-009-01 D	38	16	16		
	C264 Tpr, C285 Tpr						
	C245, F246, C264	517-060-03 S	38	16	16	517-015-01 S	6
	F265, C285, F286	517-009-01 D	38	16	16	517-016-01 D	6
	C304, F305						
	C175, F176, C193	517-005-01 S	30	14	14	517-013-01 S	6
	F194, C211, F212	517-006-01 D	30	14	12		
	C227, F228						
10	C211, F212, C 227	517-005-01 S	30	14	14	517-013-01 S	6
	F228						
	C245, F246, C264	517-060-03 S	38	16	16	517-015-01 S	6
	F265, C285, F286	517-009-01 D	38	16	16	517-016-01 D	6
	C304, F305	517-017-01 S	47	20	16		
		517-019-01 D	47	20	16		
12	C245, F246, C 264	517-026-01 S	38	16	19	517-028-01 S	6
	F265, C285, F286	517-027-01 D	38	16	19	517-029-01 D	6
	C304, F305, C321, F324	517-052-01 S	47	20	19		
		517-020-01 D	47	22	19		
14	C304, F305, C321, F324	517-053-01 S	47	22	22		
		517-058-01 D	49	22	22		

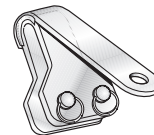
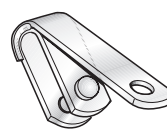
Tpr = Tapered top



## E-sections, D-sections and R-sections



S = Single toggle D = Double toggle



S = Single toggle D = Double toggle

Wire dia. mm	Mast section	Forestay and backstay toggle				Backstay and triatic toggle	
		Art. No	Width mm	Masthead max pin dia. mm	Term. pin (bush) dia. mm	Art. No.	Max. triatic wire dia. mm
3	E122-E170 D109-D146	517-001-02 S	30	10	6		
4	E122-E170	517-001-01 S	30	10	8		
5	D109-D146 E206	517-002-02 S	39	12	10	517-025-02 S	5
		517-003-01 D	30	12	10	Single toggle only for triatic stay	
6	E122-E177 D109-D160 R190-R235	517-002-01 S	30	12	10	517-010-01 S	5
		517-006-01 D	30	12	10	517-011-01 D	5
7	E155-E206 D137-D160 R190-R235 E224-E237	517-004-01 S	30	14	12	517-012-01 S	6
		517-006-01 D	30	14	12	517-014-01 D	6
		517-048-03 S	36	14	12		
8	E122-E206, D160 R190-R235 E224-E237, R260 E274, R290	517-005-01 S	30	14	14	517-013-01 S	6
		517-006-01 D	30	14	12	517-014-01 D	6
		517-060-03 S	38	16	16	517-015-01 S	6
		517-009-01 D	38	16	16	517-016-01 D	6
		517-017-01 S	47	20	16	517-025-01 S	7
10	E122-E206 R213-R235 E224-E237, R260 E274, R290	517-005-01 S	30	14	14	517-013-01 S	6
		517-060-03 S	38	16	16	517-015-01 S	6
		517-009-01 D	38	16	16	517-016-01 D	6
		517-017-01 S	47	20	16	517-025-01 S	7
		517-019-01 D	47	20	16	Single toggle only for triatic stay	
12	E224-E237, R260 E274, R290	517-026-01 S	38	16	19	517-028-01 S	6
		517-027-01 D	38	16	19	517-029-01 D	6
		517-052-01 S	47	20	19	517-025-01 S	7
		517-020-01 D	47	22	19	Single toggle only for triatic stay	
14	E274, R290	517-053-01 S	47	22	22		
12	E365, R370	517-020-01 D	47	22	19		
14 Rod -40	E365, R370	517-053-01 S	47	22	22		
		517-058-01 D	49	22	22		
		517-061-02 S	49	22	22		
		517-058-01 D	49	22	22		
16 Rod -48	E365, R370	517-061-02 S	49	22	22		
		517-061-01 S	49	22	22 (28)		
6, 7	All	517-025-01 T*	47	19	12		

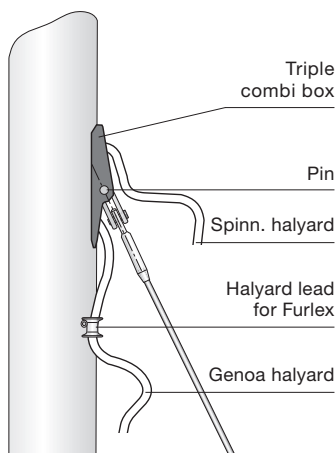
\* Triatic toggle.

# Forestay fittings and halyard routing

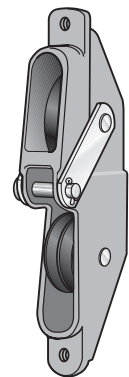
## Cutter stay on masthead rigs

On fractional rigs the forestay fitting is either fitted directly on to the mast or combined with the halyard box (Seldén combi boxes). The forestay is often attached to the fitting with a toggle.

The stainless strap of the combi box wraps around the whole box and serves as a reinforcement that takes up the loads from the forestay. It also locks the sheave axles in the right position. The combi box penetrates deep inside the mast, allowing the spinnaker halyard to run freely past the genoa halyard. This solution substantially increases the durability and service life of the halyards. See illustration on page 23.



Art. No. 505-067-10.



Art. No. 505-018-03.

### Combi box

Wire dia. mm	Combi box Art. No.	Max rope dia. mm	Genoa box single Art. No.	Genoa box double Art. No.	Max dia., mm rope/wire, (only rope)
6	505-052-01	16	505-067-10	505-053-01	10/5
7	505-052-02	16	R190, R213: 505-040-10		(12)
8	505-052-03*	16	505-037-01	505-059-01	14/7
10	505-058-01	20	505-041-01		(16)

\* Bushing for clevis pin, Art. No. 306-577 (in case you drop it).

### Separate genoa box

### Triple combi boxes

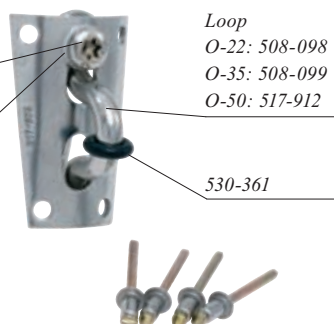
Wire dia. mm	Triple combi box Art. No.	Characteristics	Max spinnaker halyard dia., mm	Max genoa halyard dia., mm rope/wire (only rope)	Furlex halyard lead Art. No.	Furlex halyard box, single Art. No.	Furlex halyard box, double Art. No.	Max. dia., mm rope/wire (only/rope)
4	505-011-01	1 x spinnaker halyard	12	10/4	508-159-01	505-004-10	–	10/4
5		1 genoa halyard		(12)				(12)
6	505-018-03	1 x spinnaker halyard	14	12/5		505-067-10 or AL-70	505-053-01	10/5
		2 x genoa halyard		(14)		505-006-10		(12)
7	505-018-01							



*Combi box Art. No. 505-052-01  
combined with double genoa box  
Art. No. 505-053-01.*

Screw  
O-22/-35: 155-615  
O-50: 155-621

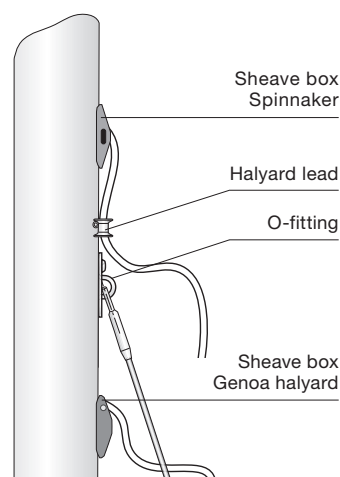
Washer (PA)  
O-22/-35: 164-002  
O-50: 164-001



Loop  
O-22: 508-098  
O-35: 508-099  
O-50: 517-912



O-fitting.



## O-fittings

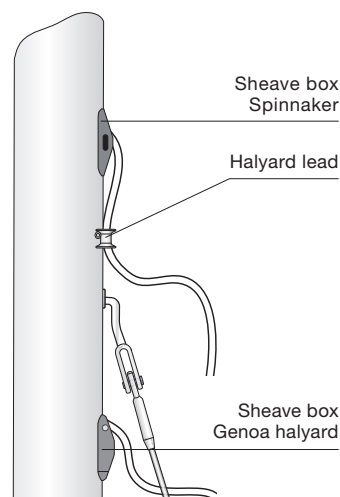
Wire dia. mm	Fitting	Art. No.	Limits	To be combined with...					
				Genoa box single	Genoa box double	Spinnaker box single	Spinnaker box double	Single halyard lead	Double halyard lead
4	O-22	517-904-01	Max F212, C245 Not E274, R232, R260, R290	505-004-10	505-053-01	505-004-10	505-053-01	508-159-01	2 x 508-159-01
5				505-006-10		505-006-10			
6	O-35	517-905-01	505-012-01			505-059-01			
7	O-50	517-911-01		Max F212, C264 Not E274, R232, R260, R290					
8	O-50	517-911-01	Max C227	505-037-01	505-059-01				

\* Intended only for rope (not rope/wire).

For more information about halyard leads, see page 30.



T-terminal.



## Backing plate for T-terminal

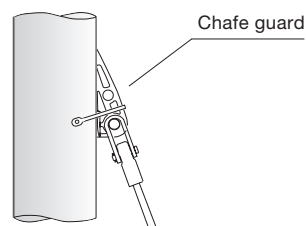


Note. Never put a forestay fitting or a halyard box in the tapered area. Applies to masts with E-sections where the weld for the taper is on the forward side of the mast.

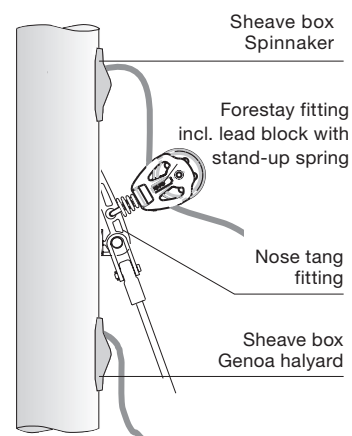
		To be combined with...					
Wire dia. mm	Art. No.	Genoa box single	Genoa box double	Spinnaker box single	Spinnaker box double	Single halyard lead	Double halyard lead
3	507-553-01*	505-004-10	505-053-01	505-040-10	505-053-01	508-159-01	2 x 508-159-01
4	507-551-01*						
5	507-552-01*						
6	507-560-01*	505-006-10		505-006-10			
6/E274	507-600-01						
6/R-sections	507-560-02*		505-012-10	505-059-01	508-120-01 or 508-734-01**		
7	507-561-01*						
7/E274	507-601-01						
7/R-sections	507-561-02*						
8	507-562-01*	505-037-01	505-059-01				
8/E274	507-582-01						
8/R-sections	507-562-02*						

\* Min F176

\*\* Intended only for rope (not rope/wire).



*Nose tang with chafe guard. To be used where the halyard is led above the nose tang. On fractional rigs with a single box for the spinnaker halyard, a good solution is to have its lead block attached to the forestay fitting. Seldén offers complete kits with forestay fitting, including the appropriate lead block. Seldén also offers sheave box kits complete with fasteners.*



## Nose tang fittings, incl. toggle

Wire dia. mm	Description	Art. No.	Toggle length mm	To be combined with...											
				Spring for spinnaker block	Genoa box single	Genoa box double	Spinnaker box single	Spinnaker box double	Single halyard lead	Double halyard lead					
6	Nose tang fitting/ toggle	517-923-03	40	308-074	505-067-10	505-053-01	505-067-10	505-053-01	508-159-01 or 508-847-01	2x 508-159-01 or 508-734-01*					
	Nose tang fitting/ toggle/chafe guard	517-923-07													
	Nose tang fitting/ toggle/lead block	517-923-01													
7	Nose tang fitting/ toggle	517-923-04	505-037-01								505-059-01	505-012-10	505-059-01	508-128-01 or 508-848-01	2x 508-128-01 or 508-735-01*
	Nose tang fitting/ toggle/chafe guard	517-923-08													
	Nose tang fitting/ toggle/lead block	517-923-02													
8	Nose tang fitting/ toggle	517-924-03	50		505-041-01	505-059-01	505-012-10	505-059-01	508-128-01 or 508-848-01	2x 508-128-01 or 508-735-01*					
	Nose tang fitting/ toggle/chafe guard	517-924-05													
	Nose tang fitting/ toggle/lead block	517-924-08													
10	Nose tang fitting/ toggle	517-924-04	55		505-041-01						505-059-01	505-012-10	505-059-01	508-128-01 or 508-848-01	2x 508-128-01 or 508-735-01*
	Nose tang fitting/ toggle/chafe guard	517-924-06													
	Nose tang fitting/ toggle/lead block	517-924-09													
12	Nose tang fitting/ toggle	517-925-02	65	308-037	505-041-01	505-059-01 RM<120 kNm	505-038-01 RM<120 kNm	505-051-01 RM<120 kNm	508-128-01** or 508-839-01						
	Nose tang fitting/ toggle/chafe guard	517-925-03			505-042-01 RM<160										
	Nose tang fitting/ toggle/lead block	517-925-05													
14	Nose tang fitting/ toggle	517-915-02	80		505-038-01	505-051-01	505-038-02 RM<160 kNm	505-051-02 RM<160 kNm							
	Nose tang fitting/ toggle/chafe guard	517-915-03													
16	Nose tang fitting/ toggle	517-932-02			-	508-038-02	505-051-02	505-116-01	505-113-01	-	508-837-01				
	Nose tang fitting/ toggle/chafe guard	517-932-03													

\* Intended only for rope (not rope/wire). \*\* Only to control genoa halyards.

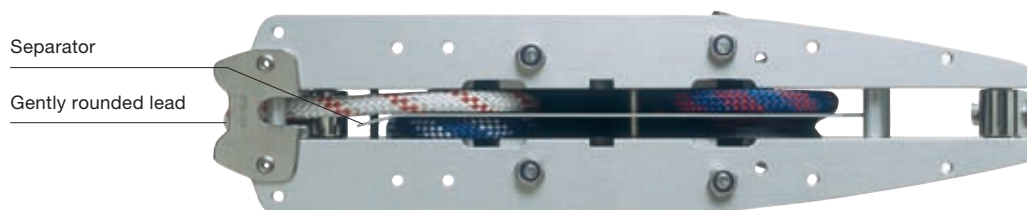


The routing of halyards is always important, but particularly so on yachts with jib furling and reefing systems.

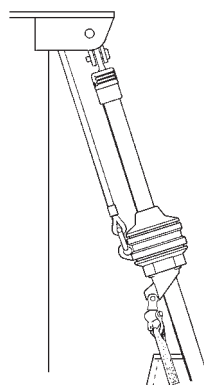
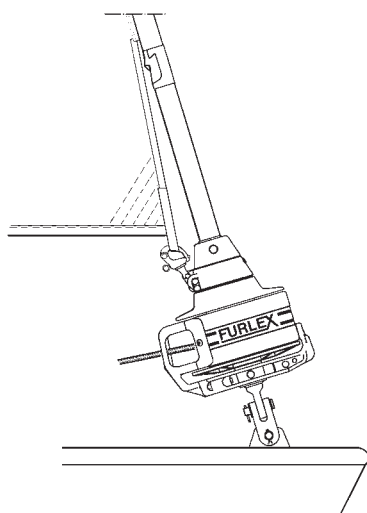
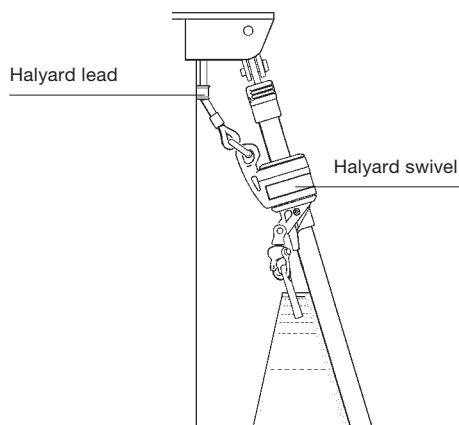
A properly installed halyard box provides optimum halyard routing. Seldén offers a complete range of halyard boxes. You can choose between our range of single- or double halyard boxes shown in the table on the next page. You can also use halyard leads (see below).

Seldén halyard leads are made from chromed bronze, so that the relatively soft bronze will not damage a stainless steel wire halyard. The halyard leads are easily retrofitted to an existing mast.

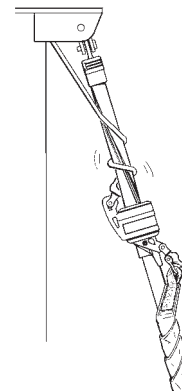
On yachts with furling systems, correct halyard routing ensures that the halyard does not wrap around the fore-stay extrusion when furling the foresail.



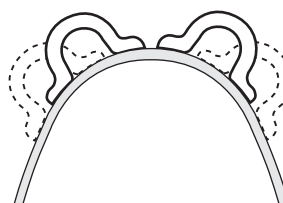
*Masthead headbox for C211-C301 and F212-F406. The headbox fitting has a gently rounded lead for a masthead spinnaker and gennaker. The separator is slightly angled at its front end to lead the halyard on to the sheave.*



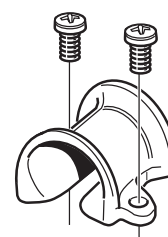
*Unproper halyard routing leads to...*



*... halyard wrap!*



*The halyard leads can be fitted side by side or moved round the side of the mast if there is a lack of space*



*The halyard leads come with an insulating sheet and fasteners.*



## Sheave boxes, slot fittings

Max rope dia., mm	Max Wire/rope dia., mm	Description	Art. No.	Pin safe work load, kN	Width of slot	Remark
8	-	Sheave box 35 x 10 (composite), screw fix	505-061-02	7		
8	-	Sheave box 35 x 10 (composite), rivet fix	505-061-03	7		
12	10/4	AL-45 kit	505-004-10	8		Min F176
12	10/4	Sheave box 45 x 13 (ST)	505-032-01	8		
12	10/4	AL-57 kit	505-040-10	8		Min F176
12	10/5	AL-70 kit	505-006-10	12		Min F176
12	10/5	C70 kit* (composite)	505-067-10	15		Min C156
12	10/5	Sheave box Ø 70 x 13 (ST)	505-043-01	12		Min F194
12	10/5	Double sheave box Ø 70 x 13 (aluminium, pop rivet)	505-053-01	12		Min F194 Min C156
12	10/5	Double sheave box Ø 70 x 13 (aluminium, screw)	505-053-03	12		Min F194 Min C156
16	12/6	Sheave box Ø 70 x 13 (AL)	505-037-01	25		Min F212
16	14/7	C90 kit* (composite)	505-068-10	25		Min C175
16	14/7	AL-90 kit	505-012-10	25		Min F212
16	14/7	Sheave box Ø 90 x 16 (ST)	505-041-01	25		Min F228
16	14/7	Double sheave box Ø 90 x 16 (AL)	505-059-01	25		Min F228
20	16/8	Sheave box Ø 130 x 20, aft (ST)	505-038-01	25		Min F286
20	16/8	Sheave box Ø 130 x 20, aft, extra wide (ST)	505-055-01	25		Min F286
20	16/8	Double sheave box Ø 130 x 20, aft (ST)	505-051-01	25		Min F324
20	16/8	Sheave box Ø 130 x 20, forward (ST)	505-042-01	25		Min F286
20	16/8	Sheave box Ø 130 x 25, forward (ST)	505-116-01	50		Min F286
20	16/8	Sheave box Ø 130 x 20, aft (ST)	505-038-02	32		Min F286
8	8/4	Slot fitting, small (ST)	505-017-01		10	
14	12/5	Slot fitting, medium (ST)	505-014-01		14	
16	14/7	Slot fitting, large (ST)	505-021-01		18	
20	16/8	Slot fitting, x-large (ST)	505-025-01		24	

\* Spinnaker halyard/lift box; always combine with halyard lead or lead block.

AL = Aluminium

ST = Stainless steel



AL-45, Art. No. 505-004-10.



AL-70, Art. No. 505-006-10.



AL-90, Art. No. 505-012-10.

Available as complete kits including fasteners and assembly instructions.



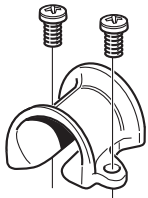
The "aft" sheave box is fitted above the "forward" sheave box in order to avoid halyard wear.



Slot fittings reduce friction and avoid wear from the wire halyards on the mast extrusion.

## Halyard leads

Max. dia., mm		Halyard lead Art. No.	Max RM Fractional kNm	Max RM Top hoisted kNm	Remarks
Rope	Wire/ rope				
12	10/5	508-159-01	13	15	Single halyard lead in chromed bronze, including pop rivets and insulating plate
12	10/5	508-159-03			Single halyard lead in chromed bronze, including 5.3 mm Ø self-tapping screws and insulating plate.
20	16/8	508-128-01			Single halyard lead in chromed bronze, including pop rivets and insulating plate
20	16/8	508-128-03			Single halyard lead in chromed bronze, including 5.3 mm Ø self-tapping screws and insulating plate.
14	12/6	508-120-01			Double halyard lead fitting in stainless steel with replaceable bronze bush. Includes pop rivets. The fitting is lacquered on the rear face to insulate it from the mast. Separate bush = Art. No. 508-121.
12	-	508-734-01			Double halyard lead fitting in stainless steel. Includes pop rivets. The fitting is to be lacquered inside to insulate it from the mast. This fitting must only be used with rope (not wire halyards). Intended for C156-F212.
14	-	508-735-01	75	85	Double halyard lead fitting in stainless steel. Includes pop rivets. The fitting is to be lacquered inside to insulate it from the mast. This fitting must only be used with rope (not wire halyards). Intended for C227-F286.
12	-	508-847-01	50	57	Single halyard lead fitting in stainless steel. Includes pop rivets. The fitting is to be lacquered inside to insulate it from the mast. This fitting must only be used with rope (not wire halyards). Intended for C156-F212.
14	-	508-848-01	75	85	Single halyard lead fitting in stainless steel. Includes pop rivets. The fitting is to be lacquered inside to insulate it from the mast. This fitting must only be used with rope (not wire halyards). Intended for C227-F286.
14	-	508-839-10	110	125	Double halyard lead fitting in stainless steel. Includes fasteners and insulating washer. This fitting must only be used with rope (not wire halyards). Intended for C304-F305.
16	-	508-837-10	180	200	Double halyard lead fitting in stainless steel. Includes fasteners and insulating washer. This fitting must only be used with rope (not wire halyards). Intended for C365-F370.



Single halyard lead,  
Art. No. 508-159-01.  
Art. No. 508-128-01.



Double halyard lead,  
Art. No. 508-734-01.



Double halyard lead,  
Art. No. 508-735-01.



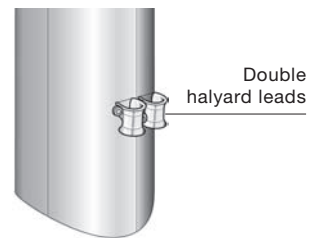
Single halyard lead,  
Art. No. 508-847-01.



Single halyard lead,  
Art. No. 508-848-01.



Double halyard lead,  
Art. No. 508-837-10.



## Quick sail handling with barber haulers for the halyards

Being able to change the spinnaker set from fractional to masthead in a few seconds can be crucial for the racing sailor. Seldén has developed a system of barber haulers to achieve this. When tightened, the spinnaker has a fractional set. When released, the spinnaker reverts to masthead set.

The halyards run through barber hauler rings and are used for spinnakers and jibs, enabling just two halyards to achieve four functions. What foredeck crew would not appreciate having fewer lines to deal with?

The barber haulers are smaller diameter than the halyards, which saves weight aloft.

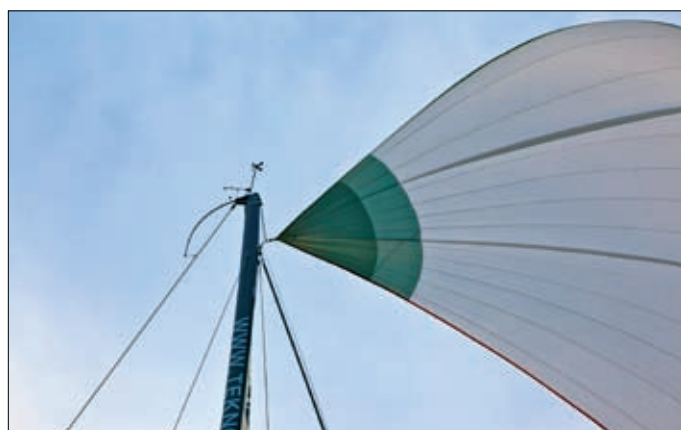
### Quick handling

### Minimum halyards

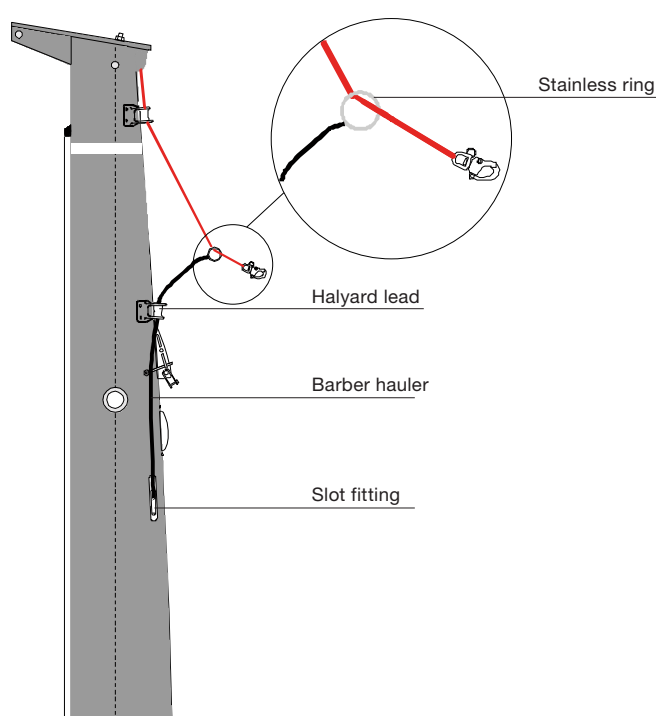
### Low weight



*Masthead hoist*



*Fractional hoist*





## Halyard kits

Seldén offers complete halyard kits in various dimensions and lengths. The halyard should be completed by your local rigger.

Remove the old halyard and measure it. If the old halyard is no longer available, measure the length of the mast and multiply by two. Check the wire length (if required) and any extra rope if you are going to operate the halyard from the cockpit.

## Genoa halyards, 16/16 plaited polyester rope, 7x19 wire

Art. No.	Wire dia./length mm	Rope blue dia./length, mm	Snap shackle
602-001-06	3/10000	8/13000	307-203
602-002-14	4/13000	10/16500	307-204
602-003-14	5/15000	12/19000	307-338
602-004-10	6/17000	12/21000	307-338





Genoa halyard kit.



Main halyard kit.

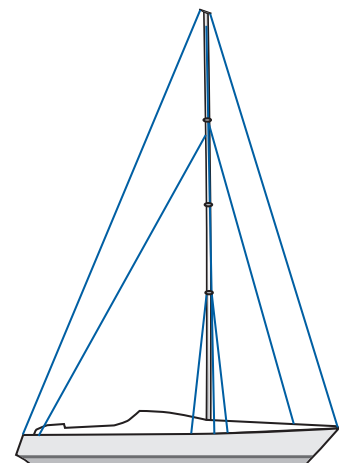
### Main halyards, 16/16 plaited polyester rope, 7x19 wire

Art. No.	Wire dia./length mm	Rope white dia./length, mm	Shackle
602-001-07	3/10000	8/13000	307-003
602-002-15	4/13000	10/16500	307-005
602-003-15	5/15000	12/19000	307-021
602-004-11	6/17000	12/21000	307-024





# Running backstay attachments



## Adding a cutter stay to a masthead rig

Running backstays may be necessary if a cutter stay for a storm jib or staysail is fitted.

### Option 1:

The cutter stay is located 3-6% of the height of the foretriangle below the existing forestay. In this case, running backstays are not required to tension the cutter stay.

### Option 2:

The cutter stay is located more than 6% of the height of the foretriangle below the existing forestay. In this case, running backstays are necessary. The forestay fitting should be fitted within 1000 mm of the spreaders, with the running backstays preferably 300-500 mm above. Whichever option is chosen, the amount of material cut out from the mast may be over-concentrated in a small area. Please contact Seldén Mast for advice on the correct fastenings and the correct location of the fastenings, as well as the hal-yard control system.

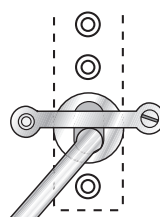
## Conventional fittings for running backstay

Mast section	Art. No. Wire dia., 8/10 mm pin dia., 14 mm
C245	518-031-32
C264	518-031-33
C285	518-031-34
C304	518-031-35
C321	518-031-14
C365	518-031-13
E224	518-031-02
E237	518-031-03
E274	518-031-04
F246	518-031-26
F265	518-031-29
F286	518-031-27
F305	518-031-27
F324	518-031-12
F376	518-031-11
R260	518-031-05
R290	518-031-07



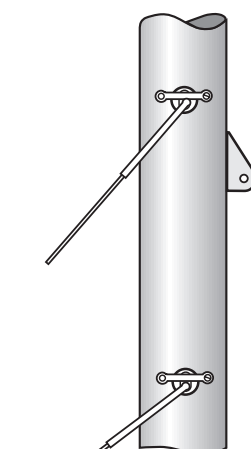
Conventional tang.

## Backing plate including securing strap



T-terminal backing plate + strap.

Wire dia., mm	Art. No.	Mast profile
3	507-553-02	All
4	507-551-02	
5	507-552-02	
6	507-600-02	
7	507-601-02	
8	507-582-02	C245
10	507-583-12	
10	507-583-13	
10	507-583-15	C285 - C365 F246 - F370



Running backstay and checkstay.

## T/Eye toggle for rope runners

Wire dia., mm	Art. No.
3	174-136
4	174-137
5	174-138
6	174-139
7	174-140
8	174-141



When replacing traditional wire runners with lightweight runners, in for example Dyneema, keep your existing backing plate and add a T/Eye toggle.



# Shroud attachments

The stemball attachment for lower shrouds or intermediate stays is integrated in the spreader bracket. It's a very strong and durable solution. The integrated stemball shroud attachment minimises the number of fittings on the mast, which in turn means a mast with less weight. For more information, see page 45.



*C-sections and F-sections.  
Lower shroud attached to  
the spreader bracket.*

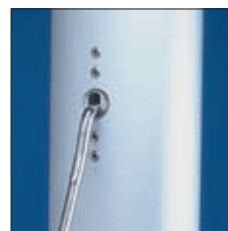




## T-terminal backing plates (see also page 178)

Art. No. for shroud dia., mm						
3	4	5	6	7	8	10
507-553-01	507-551-01	507-552-01	507-600-01	507-601-01	507-582-01	See page 166
				507-601-03 (E138*)	507-582-03 (E170*)	
					507-582-04 (R213*)	
					507-582-05 (E155*)	

\* Some mast sections require a special backing plate.



T-terminal.

## Conventional tangs

Mast section	Art. No. Wire dia., 6 and 7 mm Clevis pin dia., 12 mm	Art. No. Wire dia., 8 mm Clevis pin dia., 12 mm
E177	518-023-04	
E189	518-023-02	518-020-01
E206	518-023-09	518-020-01
E224		518-020-02
E237		518-020-03
E274		518-020-04
R232	518-023-10	
R290	518-023-07	518-020-02
R370	518-023-08	

Mast section	Art. No. Wire dia., 8 and 10 mm Clevis pin dia., 14 mm		Art. No. Wire dia., 12 mm Clevis pin dia., 19 mm		Wire dia., 14 mm
	Single	Double	Single	Double	
E189	518-031-09	518-030-09			Seltang ↓
E206	518-031-01	518-030-01			
E224	518-031-02	518-030-02	518-033-01	518-032-01	
E237	518-031-03	518-030-03	518-033-02	518-032-02	
E274	518-031-04	518-030-04	518-033-03	518-032-03	
E321	518-031-14		518-033-14	518-032-14	
E365	518-031-13		518-033-13	518-032-13	
R235	518-031-10	518-030-10			
R232	518-031-06	518-030-06		518-032-15	
R260	518-031-05	518-030-05	518-033-04	518-032-04	
R290	518-031-07	518-030-07	518-033-05	518-032-05	
R324	518-031-12		518-033-12	518-032-12	
R370	518-031-11		518-033-11	518-032-11	



Double conventional tang.

Mast section	Art. No. Wire dia., 8 and 10 mm Clevis pin dia., 14 mm		Art. No. Wire dia., 12 mm Clevis pin dia., 19 mm	
	Single	Double	Single	Double
F228	518-031-28	518-030-28		
F246	518-031-26	518-030-26	518-033-26	518-032-26
F265	518-031-29	518-030-29	518-033-24	518-032-24
F286	518-031-27	518-030-27	518-033-25	518-032-25
F305	518-031-27	518-030-27	518-033-25	518-032-25

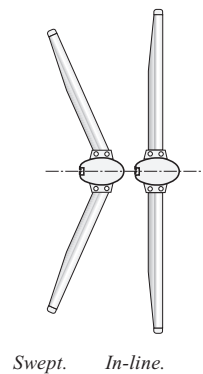
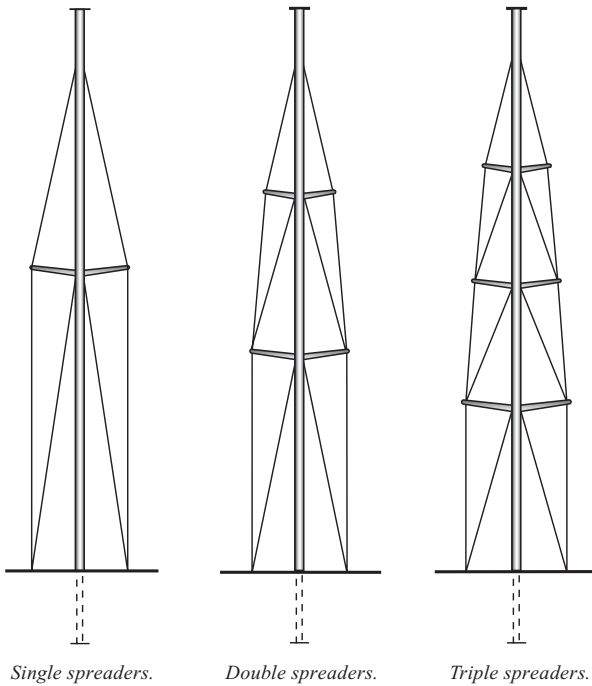
# Spreaders



*Seldén T-spreaders for C-sections and F-sections.*

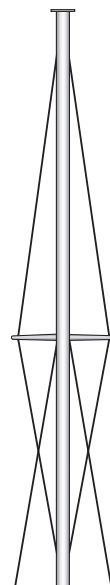


*Seldén P-spreaders for D-sections, E-sections and R-sections.*




## Jumper arrangement

This arrangement is almost exclusively designed for fractionally rigged yachts. The jumper struts are normally angled forward. It stays the topmast, not only athwartships but also fore and aft. A jumper arrangement might be necessary when using a masthead gennaker/spinnaker or for stabilising the head of a mainsail.

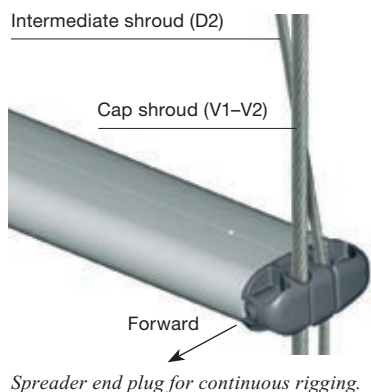


*The broad base of the V-spreaders is another way of increasing the strength on larger rigs. This spreader fitting is a through-mast design.*



*The C-section's and F-section's spreader fitting is a through-mast design which provides strength as well as a smooth and elegant appearance. The shroud fittings for the lower or middle shrouds are integrated into the spreader attachment. This reduces the number of fittings on the mast, and keeps weight down.*

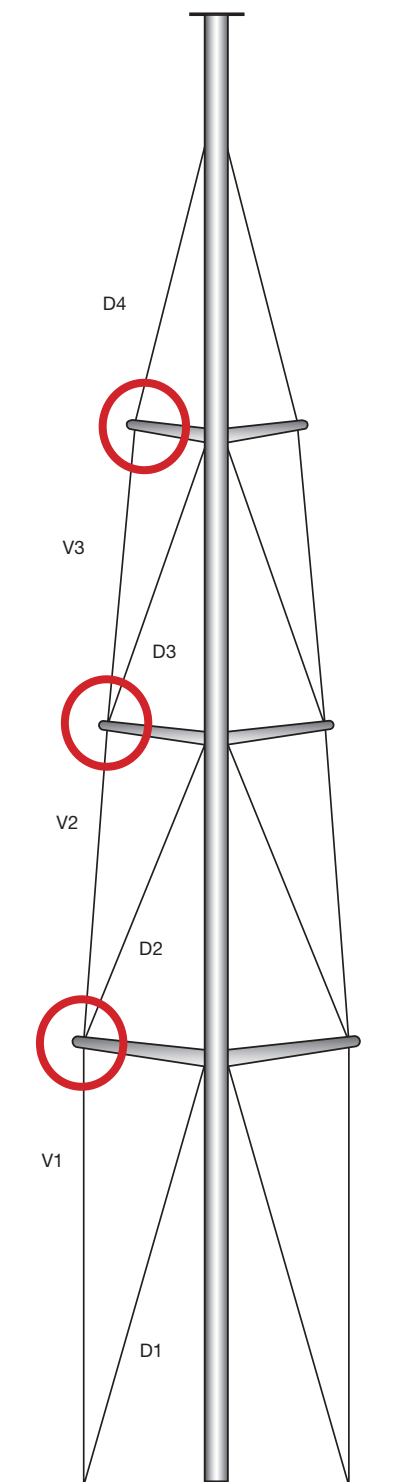
# Spreader ends



## Spreader end for linked lateral rigging on 30-70 ft yachts

- Minimal distance from shroud to edge of spreader end. Makes for improved jib trim. Jib can be sheeted close to shroud.
- Large, smooth surface. Gentle on the sail. No tape required.
- No split pins to catch sails or halyards.
- Works with both wire and rod rigging featuring stemball terminals.
- Few parts. Easy to assemble.
- Vertical and diagonal loads well balanced in spreader end. Makes for less stress throughout spreader assembly.
- Lighter than tip-cup versions and most other comparable spreader ends.
- Cast stainless steel, AISI316.

The design of the spreader ends varies with rig type, the number of spreaders, and whether the lateral rigging is linked or continuous.



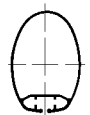
# How to order the right spreader



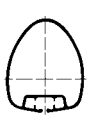
C-section



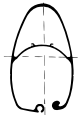
F-section



E-section

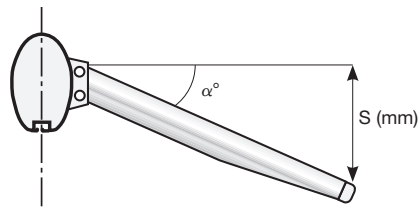


D-section



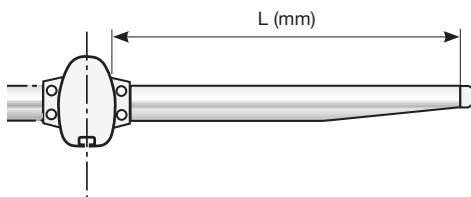
R-section

Check size and type of mast section.  
Do you have P-spreaders, T-spreaders  
or V-spreaders? What type of spreader  
end plugs?



If swept, what angle?

$$\alpha^{\circ} = \arcsin\left(\frac{S}{L}\right)$$



Measure the length of the front edge  
of the spreader from inner end to outer  
end, excluding end plug (L). Do not for-  
get to state whether the spreader is to  
port or starboard. See following pages  
for details of different spreader types  
and article numbers.

*Hint: Even if you only need to replace one of your spread-  
ers we still recommend you to order a complete pair.  
This will ensure that both spreaders have the same angle.*

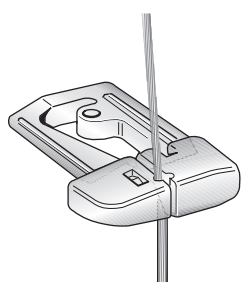
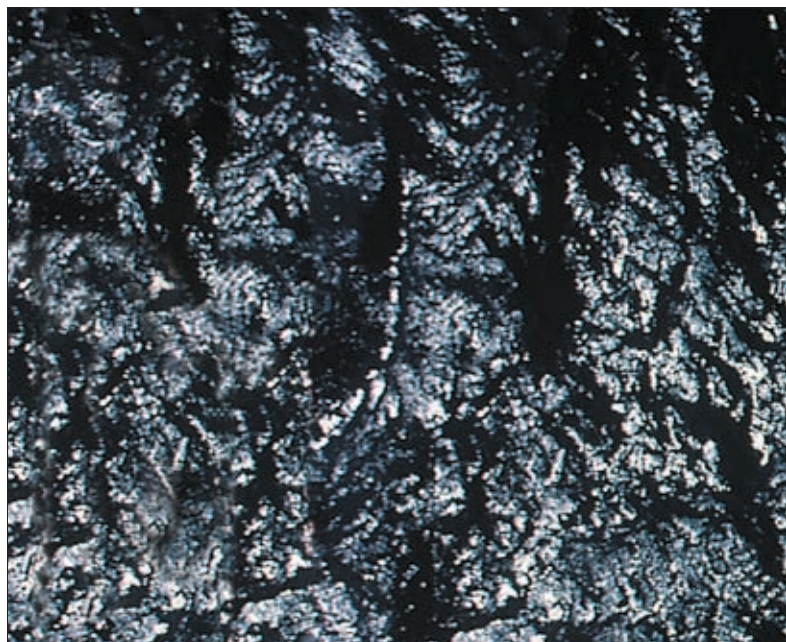




# Spreader brackets and spreader assemblies

The tables below give you full information for choosing the right replacement spreader, spreader end plug or spreader bracket for your yacht.

The mast section is always the key to identifying the correct spreader assembly.



End plug, P-70.



End plug, P-95.



Eye for flag halyards,  
Art. No. 508-089-01.

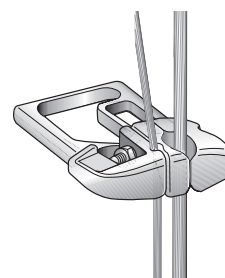
Mast section	Bracket pair starboard and port	Spreader width, mm	Length, mm (tapered)	Spreader assembly Art. No. (1 pair) excl. end plug	End plug Art. No.
P100	522-002-01	P-70	400 (350)	503-160-02*	Wire Ø 3-6 500-545-01
P111	522-003-01		450	503-161-02*	
	522-003-02**		500	503-162-02*	
			550	503-163-02*	
			600 (550)	503-151-02*	
			650	503-152-02*	
			700	503-153-02*	
			750	503-154-02*	
E122	522-033-01		400 (350)	503-160-01	
E130	522-035-01		450	503-161-01	
D109	522-017-01		500	503-162-01	
D121	522-049-01		550	503-163-01	
E138	522-027-01	P-95B	550 (350)	503-201-01	Wire Ø 4-7 500-566-01
E155	522-029-01		600 (550)	503-202-01	
E170	522-031-01		650	503-203-01	
D129	522-025-01		700	503-204-01	
D137	522-019-01		750	503-205-01	Wire Ø 8 500-566-02
D146	522-023-01		800 (700)	503-206-01	
			850	503-207-01	
D160	522-021-01		900	503-208-01	
			950	503-209-01	
			1000 (900)	503-210-01	
R190	522-075-01		1050	503-211-01	
R213	522-077-01		1100	503-212-01	
F176, F194	522-164-01		1150	503-213-01	
			1200	503-214-01	
			1300	503-215-01	
			1400	503-216-01	
			1500	503-217-01	

\* Slotted inner end. \*\* With long bolt for tangs.

Example for ordering a single spreader: half a spreader pair (503-204-01), width P-95, length 700 mm (mast section, starboard/port, angle), plus end plug (500-566-01). Please state if it is the lower spreader with flag halyard eye.



Mast section	Bracket pair starboard and port	Spreader width, mm	Length, mm (tapered)	Spreader assembly Art. No. (1 pair) excl. end plug	End plug Art. No.
E177	522-037-01	P-117	600 (450)	503-301-01	Wire Ø 6
E189	522-039-01		650 (600)	503-302-01	500-572-01
E206	522-041-01		700	503-303-01	
R214	522-069-01		750	503-304-01	Wire Ø 7-10
R235	522-079-01		800	503-305-01	500-574-01
			850 (750)	503-306-01	
R232	522-065-01		900	503-307-01	Wire Ø 12
R260	522-063-01		950	503-308-01	(top spreader)
			1000	503-309-01	500-628-01
F212, F228, F246	522-065-01		1050	503-310-01	
F265	522-160-01		1100	503-311-01	
			1150 (1000)	503-312-01	
			1200	503-313-01	
			1300	503-314-01	
			1400	503-315-01	
			1500	503-316-01	
E224	522-043-01	P-140	600 (550)	503-401-01	Wire Ø 6-7
E237	522-045-01		650 (600)	503-402-01	500-582-01
E274	522-051-01		700	503-403-01	
R290	522-067-01		750	503-404-01	Wire Ø 8-10
F286, F305	522-162-01		800	503-405-01	500-584-01
			850 (800)	503-406-01	
			950	503-408-01	Wire Ø 12
			1000	503-409-01	500-586-01
			1050	503-410-01	
			1100	503-411-01	Wire Ø 14
			1150 (1100)	503-412-01	500-587-01
			1200	503-413-01	
			1300	503-415-01	
			1400	503-417-01	
			1500	503-419-01	
			1600	503-421-01	



End plug, P-117 and P-140.

Example for ordering a single spreader: half a spreader pair (503-308-01), width P-117, length 950 mm (mast section, starboard/port, angle), plus end plug (500-574-01). Please state if it is the lower spreader with flag halyard eye.





Spreader brackets,  
C156-C193, F176-F212.



Spreader brackets,  
C211-C304, F212-F305.

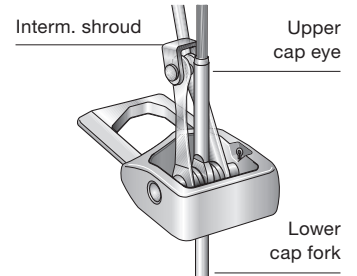
Mast section	Bracket pair starboard and port	Spreader width, mm	Length, mm (tapered)	Spreader assembly Art. No. (1 pair) incl. clevis pins, excl. end plug	End plug Art. No.
C156	522-108-01	T-90	600 (550)	503-242-01/11	Wire Ø 4-5 500-636-01
C175	522-109-01		650	503-243-01/11	
C193	522-110-01		700	503-244-01/11	Wire Ø 6-8 500-636-02
F176	522-255-01		750	503-245-01/11	
F194	522-255-02		800 (700)	503-246-01/11	
F212	522-255-03		850	503-247-01/11	
			900	503-248-01/11	
			950	503-249-01/11	
			1000 (900)	503-250-01/11	
			1050	503-251-01/11	
			1100	503-252-01/11	
			1150	503-253-01/11	
			1200	503-254-01/11	
			1300 (1000)	503-255-01/11	
			1600 (1200)	503-256-01/11	
			1750	503-257-01/11	
C211	522-116-11*	T-105	600 (450)	503-341-01/02/11	Wire Ø 6 500-589-01
C227	522-116-13*		650 (600)	503-342-01/02/11	
C245	522-116-15*		700	503-343-01/02/11	Wire Ø 7-8 500-590-01
F212	522-253-01		750	503-344-01/02/11	
F228	522-253-02		800	503-345-01/02/11	
F246	522-253-03		850 (750)	503-346-01/02/11	
F265	522-253-04		900	503-347-01/02/11	Wire Ø 10 500-591-01
			950	503-348-01/02/11	
			1000	503-349-01/02/11	
			1050	503-350-01/02/11	
			1100	503-351-01/02/11	
			1150 (1000)	503-352-01/02/11	
			1200	503-353-01/02/11	
			1300	503-354-01/02/11	
			1400	503-355-01/02/11	
			1500	503-356-01/02/11	
			1600	503-357-01/02/11	
			1750 (1200)	503-358-01/02/11	
			1850 (1400)	503-359-01/02/11	
C264	522-122-11*	T-131	600 (550)	503-460-01/02/11	Wire Ø 6-7 500-700-01
C285	522-122-13*		650 (600)	503-461-01/02/11	
C304	522-122-15*		700	503-462-01/02/11	Wire Ø 8-10 500-701-01
F265	522-257-01		750	503-463-01/02/11	
F286	522-257-02		800	503-464-01/02/11	
F305	522-257-03		850 (800)	503-465-01/02/11	
			900	503-466-01/02/11	Wire Ø 12 500-702-01
			950	503-467-01/02/11	
			1000	503-468-01/02/11	
			1050	503-469-01/02/11	
			1100	503-470-01/02/11	Wire Ø 14 500-703-01
			1150 (1100)	503-471-01/02/11	
			1200	503-472-01/02/11	
			1300	503-474-01/02/11	
			1400	503-476-01/02/11	
			1500	503-478-01/02/11	
			1600	503-480-01/02/11	
			2100 (1100)	503-481-01/02/11	

\* Compression bar to be used only if diagonal shroud is attached via fitting in mast wall (as opposed to attachment in spreader bracket).

-01 = With cut-out for stemball  
-02 = Without cut-out for stemball  
-11 = T-spreaders for F-section

## Spreader end plugs, linked rig

Spreader width, mm dia., mm	Upper cap eye dia., mm	Lower cap fork dia., mm	Interm. shroud Rigging screw dimension	Wire dia., mm	Art. No.	Remarks
P-95 ↓	5	5	5/16"	4-5	500-568-04	
	5	6	5/16"	4-5	500-568-06	
	6-7	6-7*	5/16"	4-5	500-568-05	*Ø 6: Fork hole Ø 12.5 required
	6-7	6-7*	3/8"	5-6	500-568-01	*Ø 6: Fork hole Ø 12.5 required
	7	8	5/16"	4-5	500-568-07	
	7	8	3/8"	5-6	500-568-08	
	7	8	7/16"	6-7	500-568-02	
	8	8-10	3/8", 5/16"	5-6	500-568-09	
	8	8-10	7/16"	6-7	500-568-03	
P-117 ↓	7	8	5/16"-3/8"	5-6	500-578-05	
	7	8	7/16"	6-7	500-578-01	
	8	8	3/8"-7/16"	5-7	500-578-04	
	8-10	10	3/8"-7/16"	5-7	500-578-08	
	8-10	10	5/16"	5	500-578-09	
	8-10	10	1/2"	7-8	500-578-02	
	10	12	7/16"	6-7	500-578-07	
	10	12	1/2"	7-8	500-578-03	
	12	12	1/2"-5/8"	7-10	500-578-06	
P-140 ↓	8	8	3/8"-7/16"	5-7	500-588-13	
	8-10	10*	3/8"-7/16"	5-7	500-588-10	*Ø 10: Fork hole Ø 16.5 required
	8-10	10*	1/2"	7-8	500-588-01	*Ø 10: Fork hole Ø 16.5 required
	8-10	12	1/2"	7-8	500-588-02	
	8-10	12	5/8"	8-10	500-588-12	
	12	12	1/2"	7-8	500-588-06	
	12	12-14	5/8"	8-10	500-588-05	
	12	14	1/2"	7-8	500-588-07	
	12	14	3/4"	10-12	500-588-03	
	14	14	3/4"	10-12	500-588-08	
					<b>Prior to 2008</b>	<b>From 2008</b>
T-90 ↓	5	5	5/16"	4-5	500-637-04	500-998-01
	5	6	5/16"	4-5	500-637-06	
	6-7	6-7*	5/16"	4-5	500-637-05	*Ø 6: Fork hole Ø 12.5 required
	6-7	6-7*	3/8"	5-6	500-637-01	*Ø 6: Fork hole Ø 12.5 required
	7	8	5/16"	4-5	500-637-07	
	7	8	3/8"	5-6	500-637-08	
	7	8	7/16"	6-7	500-637-02	
	8	8-10	3/8"-5/16"	5-6	500-637-09	
	8	8-10	7/16"	6-7	500-637-03	
T-105 ↓	7	7	5/16"-3/8"	5-6	500-555-09	500-998-10
	7	8	5/16"-3/8"	5-6	500-555-05	
	7	8	7/16"	6-7	500-555-01	
	8	8	3/8"-7/16"	5-7	500-555-04	
	8-10	10	3/8"-7/16"	5-7	500-555-08	
	8-10	10	1/2"	7-8	500-555-02	500-996-01
	10	12	7/16"	6-7	500-555-07	
	10	12	1/2"	7-8	500-555-03	
	12	12	5/8"	8-10	500-555-06	
T-131 ↓	8	8	3/8"-7/16"	5-7	500-704-13	500-996-10
	8-10	10*	3/8"-7/16"	5-7	500-704-10	*Ø 10: Fork hole Ø 16.5 required
	8-10	10	1/2"	7-8	500-704-01	
	8-10	12	1/2"	7-8	500-704-02	
	12	12	1/2"	7-8	500-704-06	
	8-10	12	5/8"	8-10	500-704-12	500-994-01
	12	12-14	5/8"	8-10	500-704-05	
	12	14	1/2"	7-8	500-704-07	
	12	14	3/4"	10-12	500-704-03	
	14	14	5/8"	8-10	500-704-14	
	14	14	3/4"	10-12	500-704-08	



Linked end plug, P-95, P-117, P-140, T-90, T-105 and T-131 (prior to 2008).



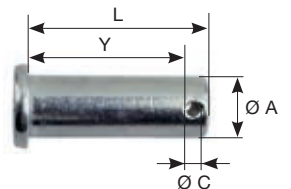
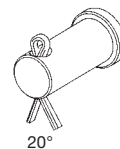
Linked end plug for T-90, T-105 and T-131 (from 2008).

# Spreader bracket clevis pins

## P-spreaders, clevis pins for spreader brackets

Spreader width mm	Mast section	Spreader bracket set Art. No.	Forward pin, mm					Aft pin, mm				
			Ø A	L	Y	Ø C	Art. No.	Ø A	L	Y	Ø C	Art. No.
P-70 ↓	E122	522-033-01	10	42	37	3	165-207	10	28	23	3	165-203
	E130	522-035-01	10	42	37	3	165-207	10	28	23	3	165-203
	D109	522-017-01	10	42	37	3	165-207	10	28	23	3	165-203
	D121	522-049-01	10	42	37	3	165-207	10	28	23	3	165-203
	E138	522-027-01	12	53	47	3.5	165-403	12	33	27	3.5	165-402
P-95 ↓	E155	522-029-01	12	53	47	3.5	165-403	12	33	27	3.5	165-402
	E170	522-031-01	12	53	47	3.5	165-403	12	33	27	3.5	165-402
	D129	522-025-01	12	53	47	3.5	165-403	12	33	27	3.5	165-402
	D137	522-019-01	12	53	47	3.5	165-403	12	33	27	3.5	165-402
	D146	522-023-01	12	53	47	3.5	165-403	12	33	27	3.5	165-402
	D160	522-021-01	12	53	47	3.5	165-403	12	33	27	3.5	165-402
	R190	522-075-01	12	53	47	3.5	165-403	12	33	27	3.5	165-402
	R213	522-077-01	12	53	47	3.5	165-403	12	33	27	3.5	165-402
	E177	522-037-01	14	61	54	4.5	165-507	14	41	34	3.5	165-505
	F176, F194	522-164-01	12	53	47	3.5	165-403	12	33	27	3.5	165-402
P-117 ↓	E189	522-039-01	14	61	54	4.5	165-507	14	41	34	3.5	165-505
	E206	522-041-01	14	61	54	4.5	165-507	14	41	34	3.5	165-505
	R214	522-069-01	14	61	54	4.5	165-507	14	41	34	3.5	165-505
	R232	522-065-01	14	61	54	4.5	165-507	14	41	34	3.5	165-505
	R235	522-079-01	14	61	54	4.5	165-507	14	41	34	3.5	165-505
	R260	522-063-01	14	61	54	4.5	165-507	14	41	34	3.5	165-505
	E224	522-043-01	16	76	69	4.5	165-551	16	50	43	3.5	165-552
	F212, F228, F246	522-065-01	14	61	54	4.5	165-507	14	41	34	3.5	165-505
	F265	522-160-01	14	61	54	4.5	165-507	14	41	34	3.5	165-505
P-140 ↓	E237	522-045-01	16	76	69	4.5	165-551	16	50	43	3.5	165-552
	E274	522-051-01	16	76	69	4.5	165-551	16	50	43	3.5	165-552
	R290	522-067-01	16	76	69	4.5	165-551	16	50	43	3.5	165-552
	F286, F305	522-162-01	16	76	69	4.5	165-551	16	50	43	3.5	165-552

Please note that the length of the clevis pin differs according to whether the pin is a forward or aft pin. The forward pin is longer in order to fit the P-spreader properly. After attaching the spreaders and split pins, wrap with adhesive tape to prevent sail damage.



## T-spreaders, clevis pins and split pins for spreader brackets

Spreader width, mm	Clevis pin Art. No. (dim., mm)	Split pin Art. No. (dim., mm)
T-90	165-402 (Ø 12 x 33)	301-049 (Ø 2,9 x 16)
T-105	165-505 (Ø 14 x 41)	301-053 (Ø 3,7 x 20)
T-131	165-552 (Ø 16 x 50)	301-051 (Ø 3,7 x 25)

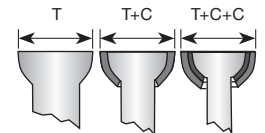


## Stemball terminals

The lower shrouds and intermediate shrouds hanging in the spreader brackets have a stemball terminal at the upper end. This terminal is located in the cup of the spreader bracket. If required, it can be used with one or two separate cups to bring it up to the correct size for the cup. Measure the width of the complete assembly, including any cups, to ensure that all the cups are in position.

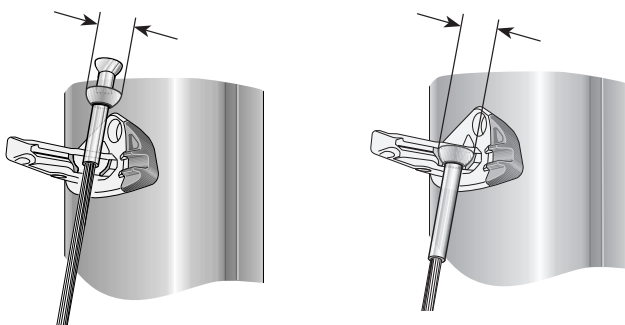


Mast section	Spreader width, mm	Total width of stemball incl. any cups, mm	Wire diameter, mm						
			Art. No. Ø 4 mm	Art. No. Ø 5 mm	Art. No. Ø 6 mm	Art. No. Ø 7 mm	Art. No. Ø 8 mm	Art. No. Ø 10 mm	Art. No. Ø 12 mm
C156 C175	T-90	27.6	308-558-01	308-552-01	308-553-01	308-554-01	308-555	308-556	–
C193 C211	T-105		(T+C+C)	(T+C+C)	(T+C)	(T+C)	(T)	(T)	
C227 C245									
C264 C285	T-131	35.6	–	–	308-553-02	308-554-02	308-555-02	308-556-02	308-557
C304					(T+C+C)	(T+C+C)	(T+C)	(T+C)	(T)



T = Terminal (Stemball)  
T+C=Terminal + Cup  
T+C+C=Terminal + 2 Cups

Wire diameter, mm	Art. No. Terminal+cups (radius)	Art. No. Terminal (radius)	Art. No. Cups (inner/outer radius)	Art. No. Cups (inner/outer radius)
4	308-558-01 (R14)	308-558 (R9)	306-572 (R9/11)	306-573 (R11/14)
5	308-552-01 (R14)	308-552 (R9)		
6	308-553-01 (R14)	308-553 (R11)	306-573 (R11/14)	–
	308-553-02 (R18)			306-574 (R14/18)
7	308-554-01 (R14)	308-554 (R11)		–
	308-554-02 (R18)			306-574 (R14/18)
8	308-555 (R14)	308-555 (R14)	–	–
	308-555-02 (R18)		306-574 (R14/18)	–
10	308-556 (R14)	308-556 (R14)	–	–
	308-556-02 (R18)		306-574 (R14/18)	–
12	308-557 (R18)	308-557 (R18)	–	–



## Seldén design line for larger masts

The V-spreaders are a vital part of Seldén's eye-appealing design concept for yachts of around 40 feet and upwards. We believe that whatever looks well on board should also work well on board, and vice versa. The V-spreader is a typical example of the kind of functional design that is characteristic of all Seldén masts.



*32-metre tall furling mast for 70-foot yacht.*

### **Seltang**

The Seltang shroud tang has been developed for Seldén's range of masts for larger yachts and can be used for both wire and rod.



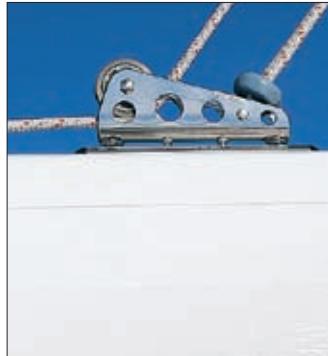
*Seltang.*



*V-spreader with integrated light.*



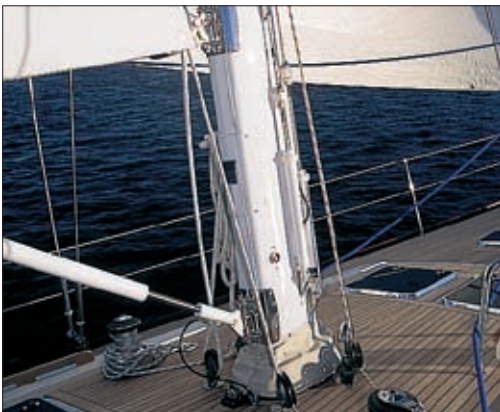
*The masthead fitting is packed with features. All sheaves and shafts can be replaced without removing fore and backstay.*



*Rounded edges, smooth powerful lines, and materials selected to enhance quality. These features characterise the boom from gooseneck to outer end.*



*Low-chafe light guards.*



*Seldén Hydraulic Built-In. All the hydraulic components are inside the mast.*



*The passage of the mast through the deck is sealed by a sturdy O-ring, squeezed vertically between two deck rings. The lower ring is permanently bolted to the deck and is easy to fit. When in place, it allows sufficient mast movement in all directions.*



# Sail entry,

## C-sections



The sail entry gate is designed for use with our MDS cars or with conventional sail slides. When using it with MDS cars, you simply remove the sail entry gate when installing or removing the cars. When using it with conventional slides, use the spring-loaded mid section of the sail entry gate.

**Sail entry gate C156-C304,** Art. No. 505-519-01



*Sail entry gate easily removed to fit or remove Seldén MDS cars.*



*Sail entry gate designed for use with Seldén MDS cars or conventional sail slides. For detailed information about our conventional sail slides, please see Sailmakers Guide, [www.seldenmast.com](http://www.seldenmast.com).*

### Bolt rope extrusion and sail entry

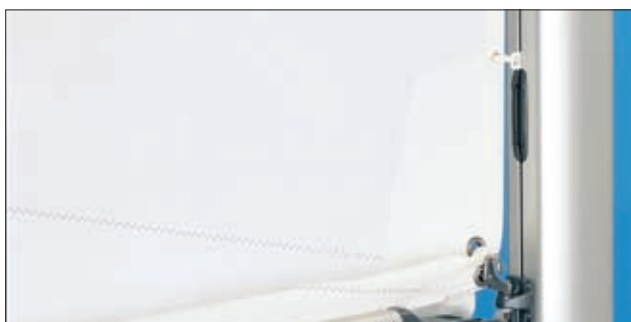
Sails with bolt rope can be used in our C-sections. A new sail feeder is assembled approximately 700 mm above the boom bracket. The PVC bolt rope extrusion is fed into the standard luff groove.



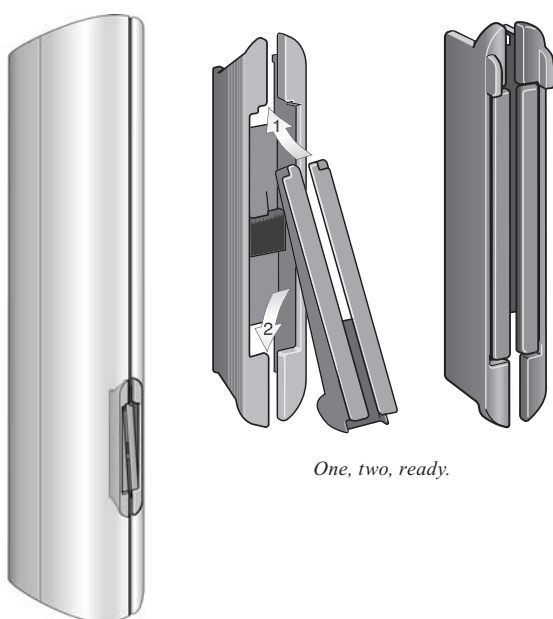
Mast section	Bolt rope extrusion Art. No. and length	Sail entry Art. No.
C156-C304	535-710 (6000 mm)	505-526-01

# Sail entry,

## P-sections, E-sections and D-sections



The sail slides are fed in through the spring-loaded gate. When reefing, the sail slides pass through the closed track gate down to the boom, holding the sail in place and facilitating faster and safer reefing. When the spring-loaded section of the track gate is removed, the track gate can just as easily be used with a luff rope.



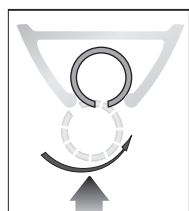
One, two, ready.

### Sail entry

Sail entry gate	Art. No.	Mast section
Type A (large), complete:	505-501-01	E138, E155, E170, E177
Cassette	505-501	E189, E206, E224, E237
Tongue	505-502	E274
Rubber spring pad	530-357	
Track gate insert	505-516-01	
Type B (small), complete:	505-503-01	E122, E130
Cassette	505-503	D109, D121
Tongue	505-504	
Rubber spring pad	530-358	
Track gate insert	505-524-01	

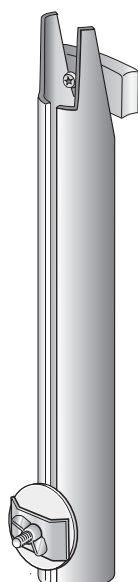
### Sail slide cassette kit

You can improve an old mast by using a cassette tube for the luff groove. The cassette is easily fitted into the widened luff groove of the mast.



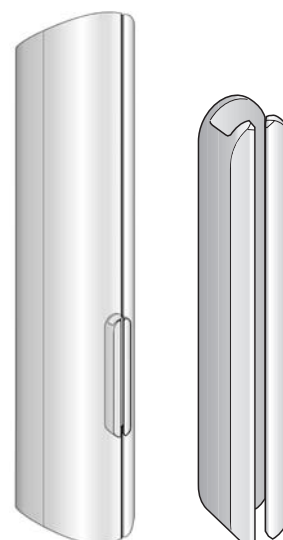
The sail slide cassette kit (505-514-01) fits the following widened mast sections:

111/81, 123/90, 126/85, D137/100, 147/95, 152/111  
162/104, 169/123, 178/115, 188/137, 216/139



### Track gate insert for fully-battened sails

For a fully-battened main-sail with the batten cars running in the standard sail track, this track gate insert should be used.



Type A (large), Art. No. 505-516-01.  
Type B (small), Art. No. 505-524-01.

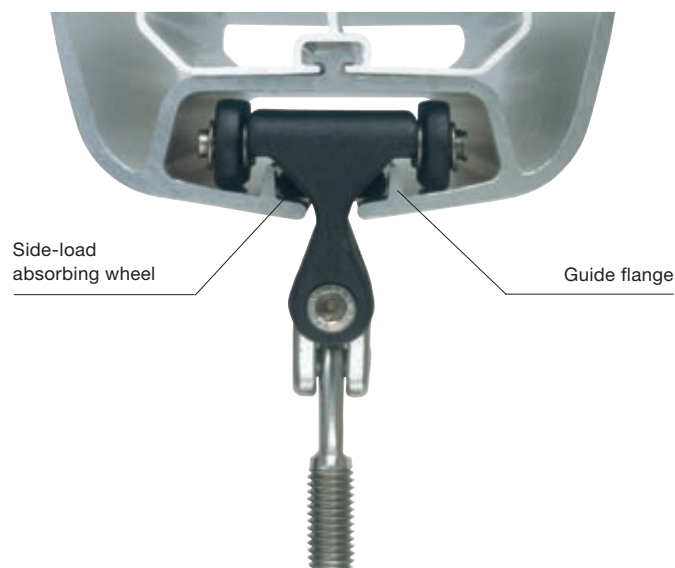
# The MDS full-batten concept for C-sections

## Full support in all directions

As the name implies, Seldén's MDS (Multi-Directional Support) cars are supported in all directions, making sail handling simpler. A full batten always creates a side load on the cars, particularly when you release the halyard for taking a reef. Each car has side-load absorbing wheels that run against the guiding flanges in the luff groove. The interaction between the mast section and the MDS car deals with longitudinal loads, as well as side loads. This is the essence of the MDS concept. Since the cars need no external track, there is also less weight aloft.

The MDS cars are easy to keep clean and are easy to install or remove from the luff groove.

The MDS system is a suitable complement to the Seldén Single Line Reef boom. With such a combination on board, you have a simple and easily manoeuvred system for handling the mainsail in all weathers.



- 1) Breaking load 4 kN.
- 2) Breaking load 6 kN.
- 3) Breaking load 9 kN.
- 4) Breaking load 13.5 kN.
- 5) Breaking load 25 kN.
- 6) Measurement see: Fig 1.

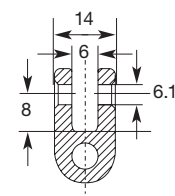


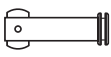




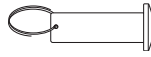





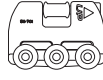

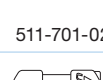


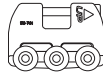


Fig 1.  
Art. No. 511-723.

## Parts and RM-limits

		Max RM kNm							
Mast section	Assembly Art. No.		Monohull		Multihull		Parts Art. No.		Parts Art. No.
			Mast-head	Frac-tional	Mast-head	Frac-tional			
Head-board	C156, C175 C193, C211 C227, C245	 511-707-01	90	70	122	95	 511-707	 166-234-01	
	C264 C285 C304	 511-708-01	160	120	215	162	 511-708		
	C321 C365	 511-728-01	250	200	335	270	 511-728	 165-504-01	
Head-board car	C156 C175 C193	 511-702-04 <sup>1)</sup>	55	40	75	54	 511-702	 511-702-02	
	C211 C227 C245	 511-701-04 <sup>2)</sup>	90	70	122	95	 511-707-01	 511-701-02	
	C264 C285 C304	 511-701-06 <sup>3)</sup>	160	120	215	162		 511-701-02	
	C321 C365	 511-730-06 <sup>4)</sup> 511-731-06 <sup>5)</sup> (MDS 80HD)	250	200	335	270	 511-728-01	 511-730-02	



## MDS 45



Headboard assembly,  
Art. No. 511-702-04.



Full-batten car,  
Art. No. 511-702-03.



Intermediate sail car,  
Art. No. 511-702-02.  
Incl. bushing for webbing,  
Art. No. 511-719.

## MDS 68



Headboard assembly,  
Art. No. 511-701-04.



Full-batten car,  
Art. No. 511-701-03.



Intermediate sail car,  
Art. No. 511-701-02.  
Incl. bushing for webbing,  
Art. No. 511-719.

## MDS 80/MDS 80 HD

























Headboard assembly,  
Art. No. 511-730-06.  
Art. No. 511-731-06 MDS 80 HD.



Full-batten car,  
Art. No. 511-730-03/511-730-09.  
Art. No. 511-731-03/  
511-731-09 MDS 80 HD.



Intermediate sail car,  
Art. No. 511-730-02.  
Art. No. 511-731-02 MDS 80 HD.

		Max RM kNm					
Mast section	Assembly Art. No.	Monohull		Multihull		Parts Art. No.	Parts Art. No.
		Mast-head	Frac-tional	Mast-head	Frac-tional		
Batten car	C156 C175 C193	 511-702-03	90	70	122	 511-702-02	 511-712-01 (M10)
							 511-723 <sup>6)</sup>
	C211 C227 C245 C264 C285 C304	 511-701-03	160	120	215	 511-701-02	 511-712-01 (M10)
							 511-723 <sup>6)</sup>
	C321 C365	 511-730-03 (M10) 511-730-09 (M12) 511-731-03 (M10) (MDS 80HD) 511-731-09 (M12) (MDS 80HD)	250	200	335	 511-730-02 511-731-09 (MDS 80HD)	 511-727-02 (M10) 511-727-01 (M12)
Sail car	C156, C175, C193 C211, C227, C245 C264, C285, C304	 511-702-02	90	70	122	 511-702-01	 153-118
							 511-719*
	C211, C227 C245, C264 C285, C304	 511-701-02 <sup>2)</sup>	160	120	216	 511-701-01	 153-139
							 511-719*
	C321 C365	 511-730-02 511-731-02 (MDS 80HD)	250	200	335	 511-730-01 511-731-01 (MDS 80HD)	 153-139

# RCB, full-batten system

For retro-fitting on E-sections and D-sections

The Seldén RCB (Round Circulating Ballbearings) full-batten system facilitates full-batten sail management, and makes it much easier to set and reef the mainsail. The system is based on linear ball races and recirculating balls. The cars run with hardly any friction at all, even under the high compression loads produced by full-length battens.

The track and cars are made from aluminium which, together with Torlon ball bearings, makes the system strong and durable.



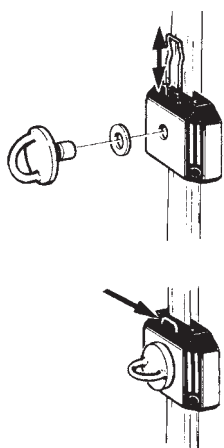
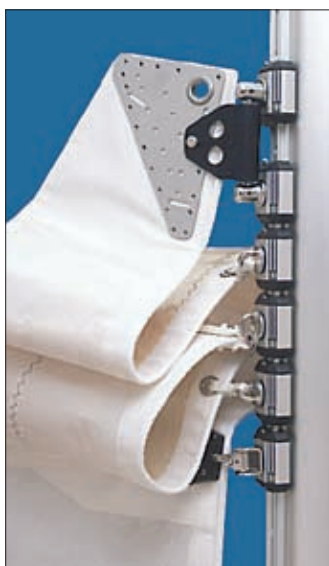
RCB batten car with eye.



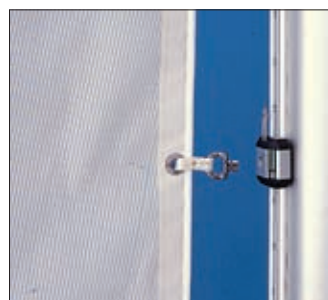
RCB batten car with M10 bolt.

## Universal

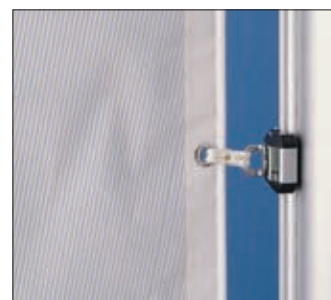
The attachment can be used in conjunction with most batten fittings. It provides the full freedom of movement so essential for easy operation and long life.



Locking fork, Art. No. 511-591.  
Plastic washer, Art. No. 164-039.



Easy to fit.



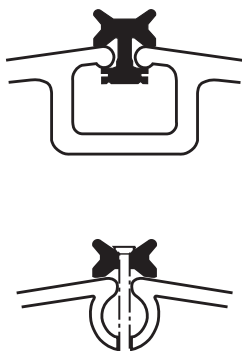
## Practical

The swivel fitting can easily be removed from the car – an advantage when the sail is to be fitted or removed from the mast. It can also be sent separately to the sailmaker for fitting to the sail.

## High performance lubrication



Lubrication for Torlon® ball bearings,  
Art. No. 312-534.  
One drop will do!



## Easy to fit

The RCB track, which comes complete with screws and special nuts, is easy to fit on a Seldén mast. Just push the track into the original mast groove and tighten up. The attachment system is tailored to Seldén masts, but it will also fit those with a similar luff gap (approx. 6 mm or 1/4"). Other masts can be fitted with the track by screwing it directly in place.

For Isomat, see remarks on next page.

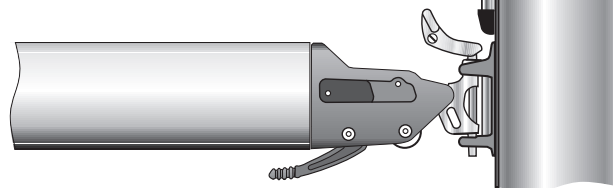
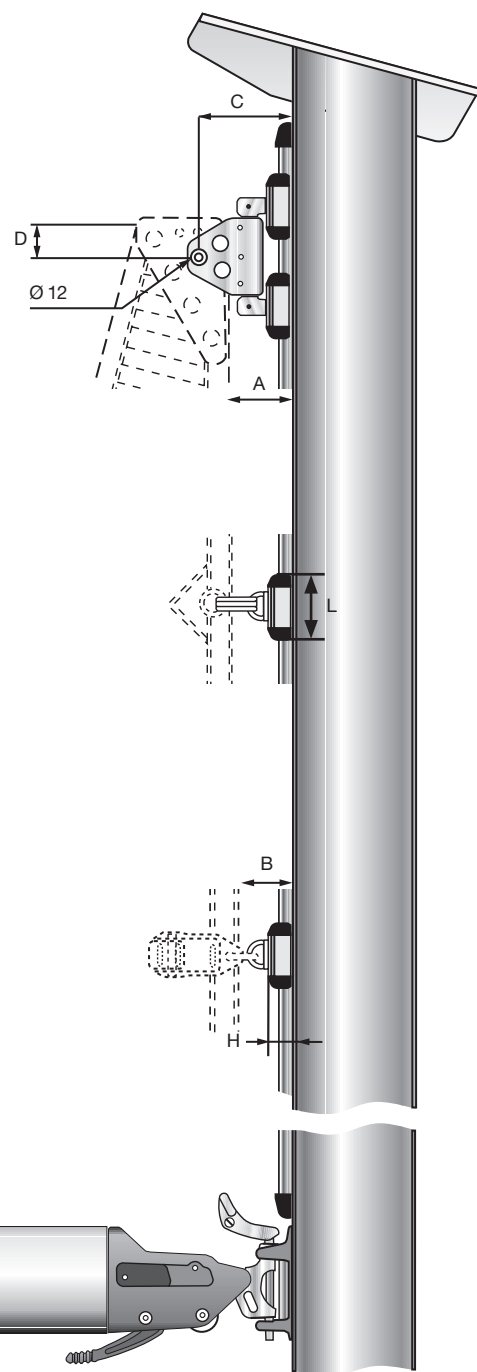
Description		Reference	Dim., mm
Headboard toggle*		A	Min. 59
		C	96
		D	40
Batten fittings	Rutgerson: No 1490 (eye)	B	56
	No 1580/No 1590 (M10)	B	56
	Aquabatten: SDA-A 41219	B	73
	A453 (M10)		
Cars		H	26
	Length over all, mm	L	72.5

\* Clevis pin = Ø 10 mm    Hole in head board toggle = Ø 12 mm

Standard		
Righting moment at 30° heel	Masthead	70 kNm
	Fractional	50 kNm
Approx. displacement	Masthead	12-14 tonnes
	Fractional	8-10 tonnes
Heavy duty		
Righting moment at 30° heel	Masthead	120 kNm
	Fractional	90 kNm
Approx. displacement	Masthead	20-24 tonnes
	Fractional	15-18 tonnes



Black anodised RCB car with lightening holes. Used for carbon masts. Art. No. 511-703-11.



	Description	Art. No.	Remarks
Track	Complete extrusion set including connection pieces and fastenings. L = 12850 mm**	515-525-12	* Fasteners for Isomat/Sparcraft masts NG60, NG70, NG80, NG86, NG105 (sail groove slot 14 mm) Fasteners for extrusion set (L = 12850 mm): Art. No. 515-561-10 Fasteners for extra extrusion (L = 2300 mm): Art. No. 515-561-01 Additional set of fasteners for heavy duty application (L = 2300 mm): Art. No. 515-561-03
	Extrusion set excluding connection pieces and fastenings. L = 12850 mm*	515-525-22	
	Extra extrusion length including connection piece and fastenings. L = 2300 mm**	515-525-11	
	Extra extrusion length excluding connection piece and fastenings. L = 2300 mm*	515-523-02	
Cars	Headboard cars without toggle	2 x 511-581-11	** Fasteners for Isomat/Sparcraft masts 1-260 and 1-330 (sail groove slot 5 mm). Fasteners for Seldén masts can be used.
	Car without eye	511-581-11	
	Black anodised car with lightening holes, excl. eye/M10 bolt***	511-703-11	
Fittings	Headboard toggle	511-595-11	*** For carbon masts.
	M10 bolt	511-598-01	
	Eye (Sailcar)	511-590-01	
	Extra set of fastenings for 2300 mm heavy duty extrusion.	515-535-03	







# Keel-stepped and deck-stepped masts,

## C-sections and F-sections

The T-base and deck ring systems are made to fit both Seldén's conventional mast sections and their matching furling sections. They are also made to create deck order among halyards. The blocks are fastened to the T-base or deck ring with a removable stainless steel shaft, which makes it easy to rearrange the blocks. The deck ring incorporates a state-of-the-art mast wedging system.

Eyes for halyard stowage



*T-base for deck-stepped masts with integrated block fastenings.  
Just remove stainless steel shaft to fit up to eight blocks.  
A two-piece shaft is available for narrow deck layouts.*

# Keel-stepped masts,

## C-sections and F-sections

The deck ring system for keel-stepped masts has a multi-purpose design. The forward composite wedge with rubber chocking is removed while bringing the mast through the deck ring. When refitted and tightened it slides down/aft and secures the mast.

The tie rod has four fixed settings, each with plenty of leeway for adjustment.

The T-base for keel-stepped masts can be adjusted longitudinally (fore-and-aft) with the mast still in place. Just ease off the rigging and turn the adjusting screw of the T-base until the required prebend and rake are achieved.

The underside of the heel plug is convex, in order to allow rake without subjecting the mast section to point loading.



Remove the wedge.



Step the mast and replace the wedge.



Secure the mast by tightening the nut on the wedge.



Block stand-up, rubber.



Adjustable T-base. Adjusts easily with mast still in place.



Convex underside of heel plug – distributes compression load evenly on the mast section.

## Deck ring system

Mast section	Deck ring, incl. 4 halyard attachments + axle for integrated blocks*, (dim., mm)	Separate block-axle	Separate 2-piece block axle	Locking screw for block axle	Block stand-up rubber	Wedge	Shaped rubber wedges Fore 1 off Aft 2 of
C156	533-030-01 (275 x 240)	166-274	-	155-624	319-512	530-208	530-209 530-221
C175, F176	533-029-01 (316 x 242)	166-270	-				530-210 530-213
C193, F194							530-209 530-212
C211, F212	533-022-01 (349 x 300)	166-221	166-260-01		319-669		530-210 530-213
C227, F228							530-209 530-212
C245, F246	533-023-01 (401 x 344)	166-224	166-261-01		319-680	530-211	530-210 530-213
C264, F265							530-209 530-212
C285, F286	533-024-01 (450 x 372)			155-609		530-214	530-210 530-213
C304, F305							530-209 530-212
C321, F324	533-039-01 (520 x 382)	166-295	n/a	153-014		530-216	530-241 530-242
C365, F370	533-038-01 (573 x 410)	166-229	n/a			530-218	C365 530-245 F370 530-241
F406	533-036-01 (603 x 403)	n/a	n/a	n/a	n/a	n/a	530-575 530-575

\* Blocks are not included.



*Deck ring with moulded mast coat.*

*Tie rods with four fixed settings – plenty of leeway for adjustment.*



## Mast coats (moulded), C-sections and F-sections

Mast section	Mast coats Art. No.	Hose clips, Art. No.	
		Upper	Lower
C156	530-053	312-201	312-204
C175, F176	530-054	312-202	312-205
C193, F194	530-055	312-203	312-206
C211, F212	530-056		
C227, F228	530-058	312-204	312-206
C245, F246		312-205	
C264, F265			
C285, F286	530-060	312-207	2 x 312-203
C304, F305			
F324	530-038 + 530-040 (canvas)	–	2 x 312-205

## Replacement coats,

Can be fitted with the mast stepped.

Section	Repl. coat	Section	Repl. coat
C156	530-053-51	C245, F246	530-058-51
C175, F176	530-054-51	C264, F265	530-058-51
C193, F194	530-055-51	C285, F286	530-060-51
C211, F212	530-056-51	C304, F305	503-060-41
C227, F228	530-056-51	-	-

	Tie-rod		T-base			
	Tie-rod fittings	Cover	Adjustable	T mm	Fixed	T mm
508-259-01	508-260		510-152-01	12	-	-
			510-134-01		510-136	33
			510-143-01	20	510-141	44
508-259-03			510-125-02	45	-	-
			-		-	-
Tie rod fitted to keelson	-	-	510-190-01	70	-	-





# Mast jack system

A mast jack from Seldén ensures that you always retain the right rig tension for racing. It also lets you relieve the load on the rig and boat when you are in port. The mast jack system consists of a hydraulic cylinder located inside the mast. The cylinder piston moves down vertically through the heel of the mast to a steel plate in the boat's T-base, thereby lifting the mast and increasing the tension.

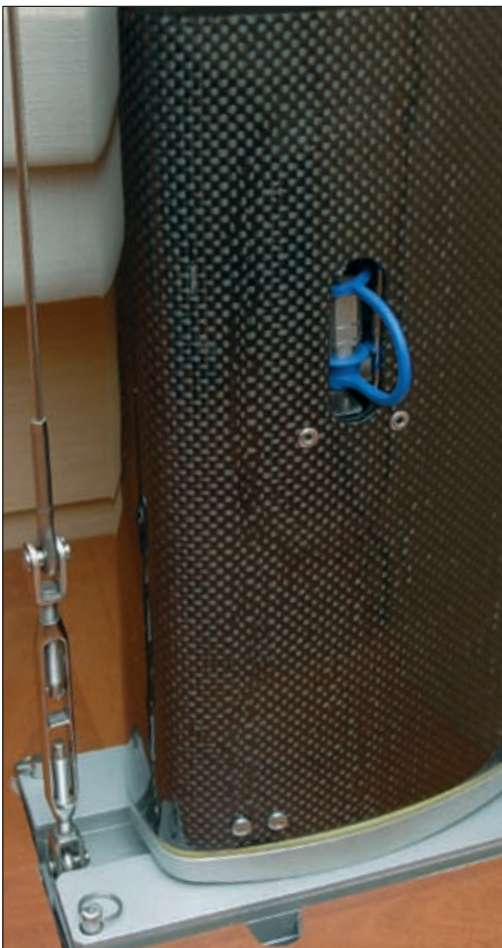
In order to make it easier to jack up the mast, the system includes a two-stage pump that switches to its lower gear as the pressure increases. When the mast reaches its upper position, shims are placed between the heel and the T-base. Release the pressure and remove the pump. Now, the rig

is set in accordance with the predetermined requirements. So is the boom height, I-measurement and other rating measurements recorded by the measuring official.

The pump is connected to the cylinder with stainless steel couplings, and can easily be disconnected and left ashore prior to racing. The hydraulic hose is then stored in a purpose-designed hose garage to keep it out of the way. The hose garage itself is fitted inside the mast.

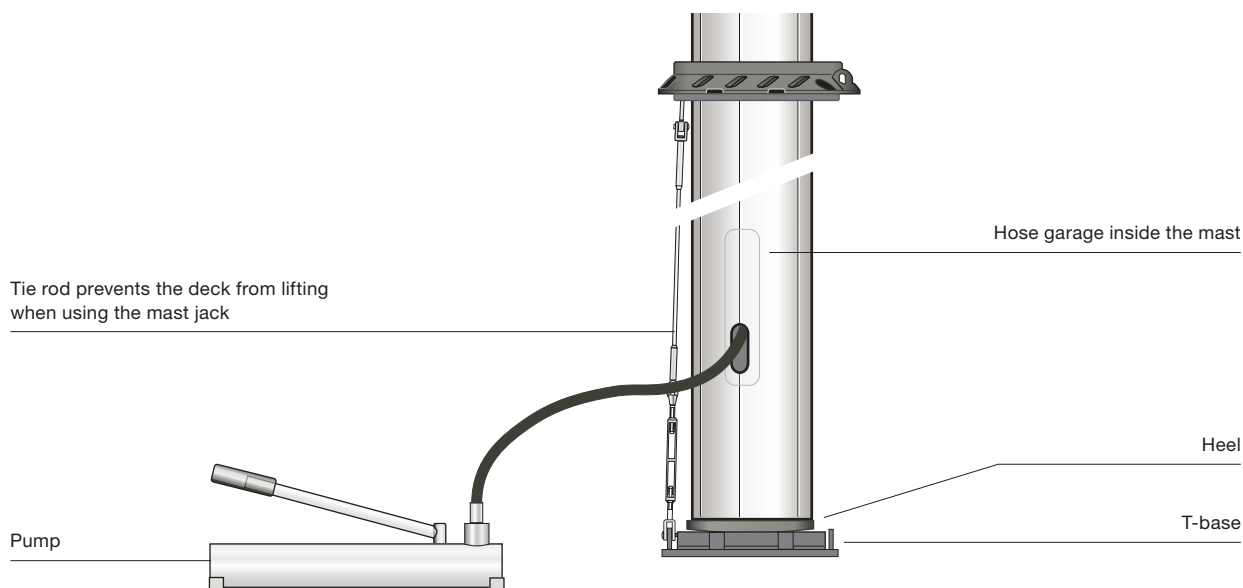
The T-base has the same pattern of holes as Seldén's standard T-base, and its position can be adjusted in fore and aft direction to obtain the optimal mast rake.

*The hose is stored in a hose garage...*



*...and can easily be fitted to the pump to adjust the rig tension.*





## Technical specifications

System	Mast extrusion	Max pressure (bar)	Max working load (kN)
D65/300	C193 CC192	300	100
D63/400	C211-C245 CC210-CC244	400	125
D80/400	C264-C304 CC263-CC303	400	200

Mast jack cylinder fitted on mast heel and 2-metre hose with quick coupling (male)	Mast extr.		Mast extr.	
	Aluminium	Art. No.	Carbon	Art. no
	C193	502-196-01	CC192	502-196-03
	C211	502-190-01	CC210	502-190-03
	C227	502-191-01	CC226	502-191-03
	C245	502-192-01	CC244	502-192-03
	C264	502-193-01	CC263	502-193-03
	C285	502-194-01	CC284	502-194-03
	C304	502-195-01	CC303	502-195-03

Pump with manometer	System	Art. No.
	D65/300	550-150-01
	D63/400	550-160-01
	D80/400	550-160-02

T-base with shims and U-bolts for attaching tie rod	System	Art. No. (dim., mm)
	D65/300	510-208-01 (205x140x15)
	D63/400	510-180-01 (300x125x15)
	D80/400	510-185-01 (370x160x25)

Guide rods  
U-bolt for tie rod  
Shims

Tie rod kit, includes conversion parts for standard deck ring	Mast extrusion	Art. No.
	C193, CC192	601-003-54
	C211, C227, CC210, CC226	508-309-02
	C245, CC244	508-309-03

Accessories	Art. No.
Hose garage, including pop rivets	507-537-01
Shim, 2 mm (D65/300)	510-209
Shim, 5 mm (D65/300)	510-210
Shim, 10 mm (D65/300)	510-211
Shim, 2 mm (D63/400) (Optional)	510-214
Shim, 5 mm (D63/400)	510-181
Shim, 10 mm (D63/400)	510-182
Shim, 15 mm (D63/400)	510-183
Shim, 2 mm (D80/400) (Optional)	510-215
Shim, 5 mm (D80/400)	510-186
Shim, 10 mm (D80/400)	510-187
Shim, 20 mm (D80/400)	510-189
Locking bolts for shims (D65/300)	165-107
Locking bolts for shims (D63/400)	165-207
Locking bolts for shims (D80/400)	166-011
1/4" hydraulic hose, 2 metres, with couplings	540-965-01
Quick coupling (male)	540-966
Protective plastic cover for 540-966	540-968
Quick coupling (female)	540-967
Protective plastic cover for 540-967	540-969
Sealing washer for coupling	540-885
U-bolt for securing tie rod	508-023-02
Silicone spray, 250 ml, for rubber wedges for deck ring	312-506
Safety wire with Talurit eye. Some racing rules stipulate safety wire between mast and T-base.	508-010-10



# Deck-stepped masts,

## C-sections and F-sections



Block stand-up, stainless.

Art. No. 308-017.



Block stand-up, rubber.

Art. No. small 319-512.

Art. No. medium 319-669.

Art. No. large 319-680.

### T-base

Mast section	T-base (dim., mm)	Rail (stainless) for attaching block, (dim., mm)	Plug	Cable hose (Ø 48 mm)	Block stand-up stainless spring
C211, F212 C227, F228 C245, F246	510-136-01 (275 x 125)	508-727 (285 x 135)	319-649	319-620-02	308-017
C264, F265 C285, F286 C304, F305	510-141-01 (380 x 160)	508-728 (390 x 180)			
C321, F324 C365, F370	510-125-01 (480 x 180)	508-179 (415 x 190)	-	-	-

### T-base with integrated block attachment

Mast section	T-base, including halyard attachment + axle for integrated blocks*, (dim., mm)	Separate block axle	Separate 2-piece block axle	Locking screw for block axle	Block stand-up rubber	Cable hose
C156 C175, F176 C193, F194	510-157-01 (225 x 151)	166-272	-	155-807	319-512	319-639-01 (Ø42 mm)
C211, F212 C227, F228 C245, F246	510-135-01 (300 x 220)	166-221	166-260-01	155-624	319-669	319-620-02 (Ø48 mm)
C264, F265 C285, F286 C304, F305	510-142-01 (388 x 264)	166-228	166-262-01	155-613	319-680	

\* Blocks are not included.





*Convex underside of heel plug – distributes compression load evenly on the mast section.*



*Small protrusion on top side of heel plug – acts as spacer for cable conduit. Allows cables to run freely.*



*Cable hose prevents moisture from entering the cabin.*

*T-base + hose,  
Art. No. 510-135-01  
+ 319-620-02.*



*Plugged T-base with built-in block fittings. Cables exit through mast heel for deck connections.*



*T-base, Art. No. 510-136-01.*

*Cables can be led through the cable hose and further down in the compression post. They may also exit straight through the heel plug for deck connections.*

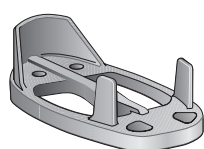




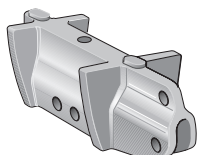


# Mast heels for

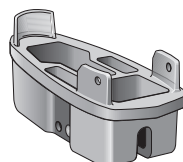
## P-sections, E-sections, D-sections and R-sections



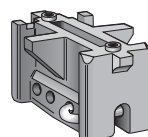
Heel plug,  
Art. No. 502-061.



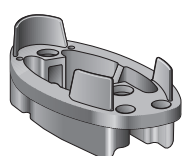
Mast heel for hinging,  
Art. No. 502-113.



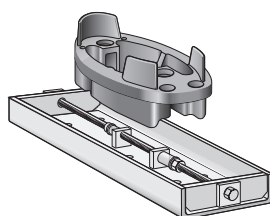
Mast heel for T-base,  
Art. No. 502-110.



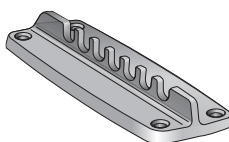
Mast heel for T-base,  
Art. No. 502-048.



Mast heel for U-base or T-base,  
Art. No. 502-089.



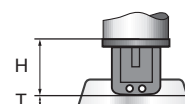
U-base,  
Art. No. 510-061.



T-base,  
Art. No. 510-106.

## Heel plugs

Serie		Mast section	Heel plug for deck-stepped and keel-stepped masts, Art. No.	Keel-stepped mast heel for U-base Art. No.      for T-base Art. No.		H	U-base Art. No.	T	T-base Art. No.	T
I	E122	502-086-01		502-113-02	82				Obsolete	-
	E130	502-062-01								
	E138	Obsolete								
	D109	502-042-01								
	D121	Obsolete1								
	P111	502-037-01								
II	E155	502-054-01		502-048-01	105				Obsolete	-
	E170	502-056-01								
	E177	502-055-01								
	E189	502-059-01								
	D137	502-069-01								
	D146	Obsolete								
	D160	Obsolete								
	R190			502-110-02	70					
	R213			502-111-02						
	R214			502-098-01						
R235			502-112-02							
III	E206		502-087-01	502-087-02	70	510-061 Length 400 mm Width 140 mm	6	510-116	16	
	E224		502-088-01	502-088-02						
	E237		502-089-01	502-089-02						
	R232		502-096-01	502-096-02						
	R260		502-094-01	502-094-02						
	R290		502-097-01	502-097-02						
	E274		502-095-02	502-095-01	100	510-062 Length 450 mm Width 160 mm	6	510-122	16	
Large sec-tions	C321			502-117-01	55			510-125-02	45	
	E365			502-118-01						
	F324			502-117-01						
	R370			502-118-01						

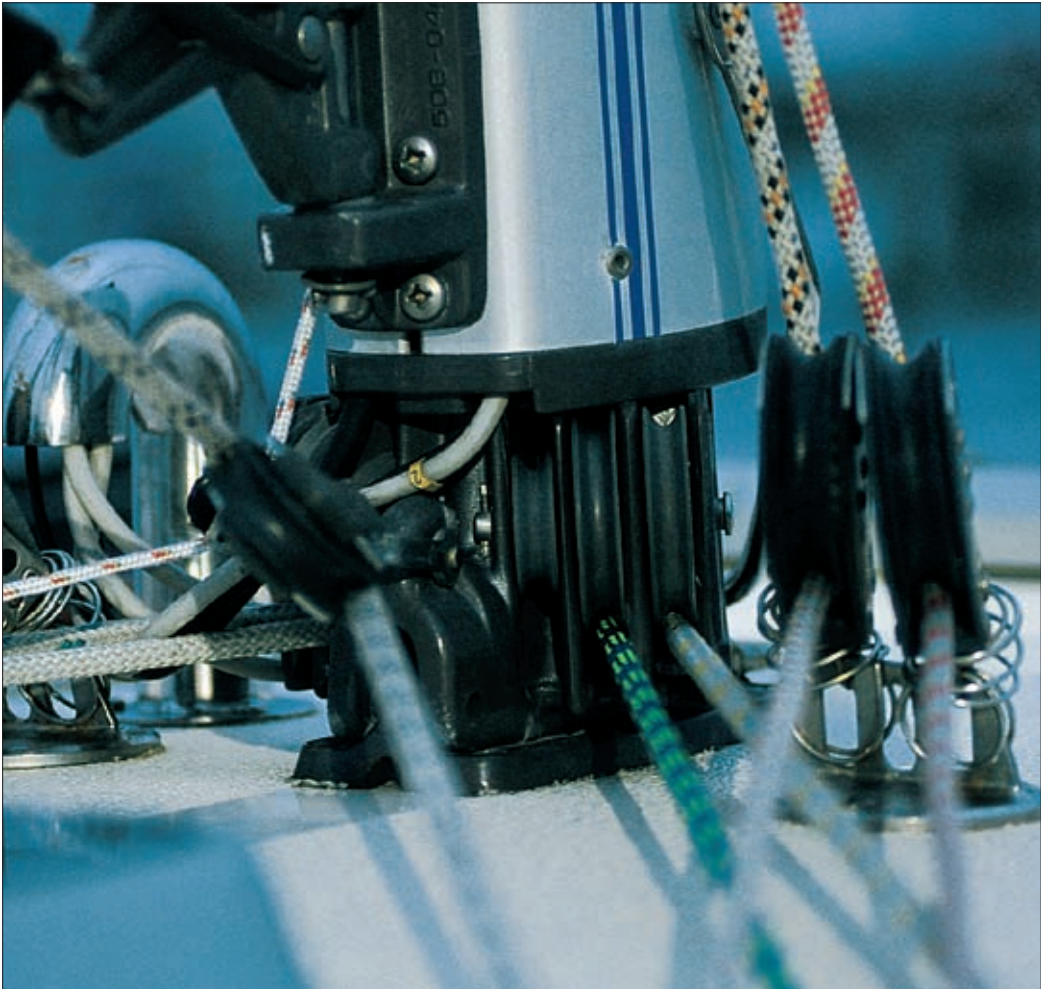


H = Height of heel, mm  
T = Height of T-base, mm

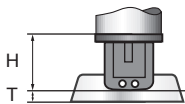


# Deck-stepped heels,

P-sections, E-sections, D-sections and R-sections



The integrated sheaves for these traditional Seldén heels are easy to replace.

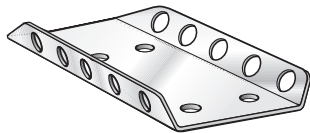


H = Height of heel, mm  
T = Height of T-base, mm

G1 = Genoa 1 halyard  
G2 = Genoa 2 halyard  
M = Main halyard  
TL = Topping lift  
S = Spinnaker halyard  
SL = Spinnaker lift

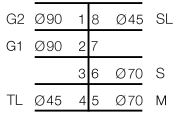
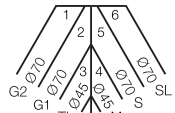
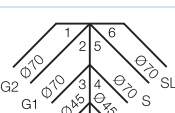
## Deck-stepped heels, Series I

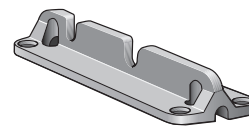
Art. No.	Design	H	T-base Art. No.	T	Remarks
502-113-01	No exits	82	510-113	11	Rail: Art. No. 508-161
502-036-05 90°	<div> <div> <div>G1</div> <div>Ø45</div> <div>1</div> <div>6</div> <div>Ø45</div> <div>SL</div> </div> <div> <div>G2</div> <div>Ø45</div> <div>2</div> <div>5</div> <div>Ø45</div> <div>S</div> </div> <div> <div>TL</div> <div>Ø45</div> <div>3</div> <div>4</div> <div>Ø45</div> <div>M</div> </div> </div>	92			Wire/rope splices in exits 2 and 5. Use max. 8 mm rope or shorten wire part 1.0 m. Sheaves: Art. No. 504-320 (Ø 45 mm width 13 mm, hole Ø 8 mm)
Obsolete	<div> <div> <div>TL</div> <div>Ø45</div> <div>1</div> <div>6</div> <div>Ø45</div> <div>M</div> </div> <div> <div>G1</div> <div>Ø45</div> <div>2</div> <div>5</div> <div>Ø45</div> <div>S</div> </div> <div> <div>G2</div> <div>Ø45</div> <div>3</div> <div>4</div> <div>Ø45</div> <div>SL</div> </div> </div>	100			Wire/rope splices in exits 3 and 4, see remark above. Sheaves: Art. No. 504-320 (Ø 45 mm, width 13, hole Ø 8 mm)
502-068-02 0°	<div> <div> <div>1</div> <div>Ø45</div> </div> <div> <div>2</div> <div>Ø45</div> </div> <div> <div>3</div> <div>Ø45</div> </div> <div> <div>4</div> <div>Ø45</div> </div> </div> <div>G1 TL M S</div>	97			Wire/rope splices in exits 2 and 3, see remark above. Sheaves: Art. No. 504-321 (Ø 45 mm, width 13, hole Ø 10 mm)



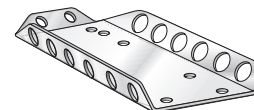
Rail, Art. No. 508-161: 176 x 90 mm.

## Deck-stepped heels, Series II

Art. No.	Design/mast section	H	T-base, Art. No	T	Remarks
Obsolete	No exits	70	Obsolete	12	
502-048-02	No exits	105	510-105-02	12	Rail: Art. No. 508-143
Obsolete	No exits	70			
502-110-01	Mast section R190		510-113	11	
502-110-03	Mast section R190				
502-111-01	Mast section R213		510-105-02	12	
502-098-01	Mast section R214				
502-112-01	Mast section R235				
502-049-04 90°		145			
Obsolete		125			
Obsolete		115			




T-base, Art. No. 510-105.

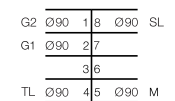


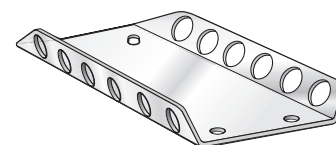
Rail, Art. No. 508-143: 230 x 100 mm.

## Replacement sheaves for heels, Series II

Sheave	Art. No.	Dia., mm	Width, mm	Hole, dia., mm
	504-321	45	13	10
	504-325	70	13	10
	504-328	90	13	10


## Deck-stepped heels, Series III and 274/185

Art. No.	Design/mast section	H	T-base, Art. No.	T	Remarks
502-087-01	E206, No exits	70	510-117-01	16	Rail: Art. No. 508-167
502-088-01	E224				
502-089-01	E237				
502-096-01	R232				
502-094-01	R260				
502-097-01	R290				
502-090-04		200			
502-095-01	E274, No exits	100	Obsolete	16	



Rail, Art. No. 508-167: 330 x 160 mm.

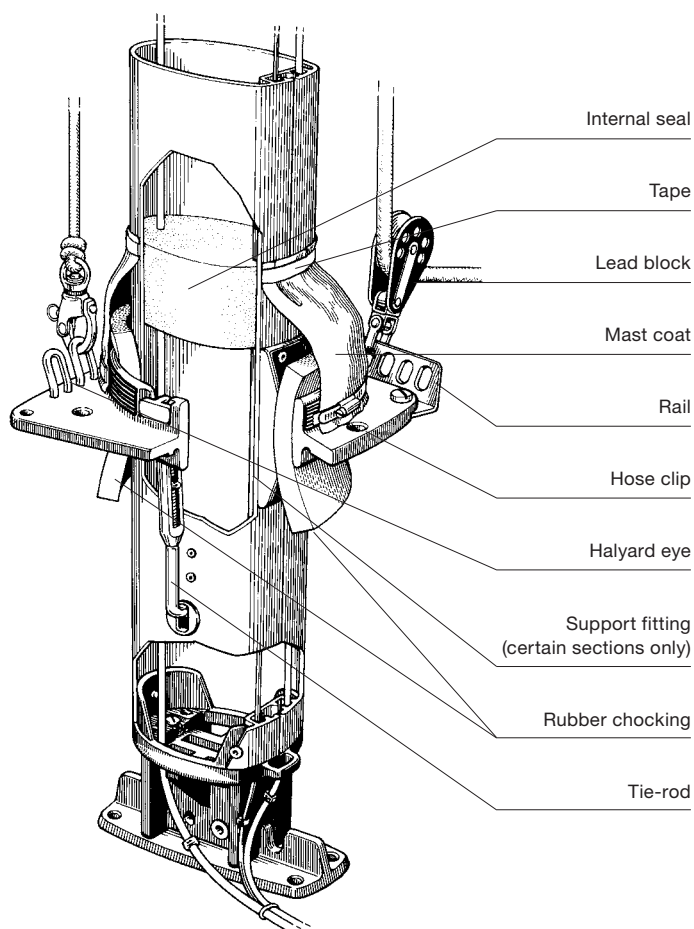
## Replacement sheaves for heels, Series III

Sheave	Art. No.	Dia., mm	Width, mm	Hole dia., mm
	504-335	90	16	12

## Rail, large masts

Mast section	Rail Art. No.	Dimensions mm
C321	508-179	415 x 190
E365		
F324		
R370		

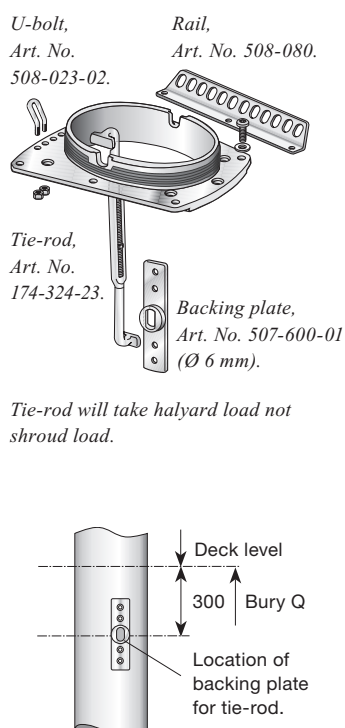
# Deck ring system for keel-stepped conventional masts, E-sections and D-sections



When the mast is keel-stepped, it is important to secure the deck to the mast, especially when the halyards are led via turning blocks attached to the deck ring. Otherwise, the lifting force of the halyards could lift the deck. Seldén traditional deck ring incorporates a “tie-rod system” to eliminate this lifting action. Rubber wedges are used to fix the mast in the deck ring.

Rails and halyard eyes are available as extras.

## Deck ring arrangements E-sections and D-sections



Mast section	Deck ring (tie-rod not included)			
	No extra function	+ Rail* 508-080 + 4 halyard eyes 508-023-02	Separate rail SB or PS incl. bolts*	Two tie-rod rigging screws incl. backing plates
E130	Obsolete	533-008-03 Deckring is drilled for rail + eye function	Included in casting	174-042-04
E138				
D129				
E155	Obsolete	533-011-04	508-080-01	174-042-04
E170				
D137				
D146				
E177	533-009-01 Size 3 253 x 200	533-009-04	508-080-02*	174-042-04
E189				
E206				
D160				
E224	533-010-01 Size 4 302 x 232	533-010-04	508-080-02*	174-042-04
E237				
E274	533-012-01 Size 5 338 x 248	533-012-04	508-080-02*	174-042-04

\* Must not be used for genoa/main/spinnaker if RM > 43 kNm. Rail 508-080 bolted through deck can be used for RM < 130 kNm.





## Wedgings, mast coats, clips E-sections

Mast section	Deck ring size	Wedging Art. No.	Mast coat Art. No.	Upper circumference, mm	Upper seal	Hose clip Art. No.
E122	No ring available		530-022	381	Tape 25 mm	Depends on deck ring size
E130	Size 1	2 x 530-205	530-022	381		312-204
E138		2 x 530-205 + 2 x 530-206	530-022	381		312-204
E155	Size 2	2 x 530-204 + 2 x 530-206	530-024	439		312-205
E170		1 x 530-204 + 1 x 530-205 + 1 x 530-206	530-025	473		312-205
E177	Size 3	2 x 530-204 + 2 x 530-206	530-026	500		312-206
E189/132B		4 x 530-202	530-027	539		312-206
E206/139B		2 x 530-202 + 2 x 530-203	530-028	568		312-206
E224	Size 4	2 x 530-202 + 2 x 530-203	530-029	630		2 x 312-202*
E237		4 x 530-202	530-030	660		2 x 312-202*
E274/185B	Size 5	2 x 530-202 + 2 x 530-207	530-031	752		2 x 312-203*

## Rubber for weddings

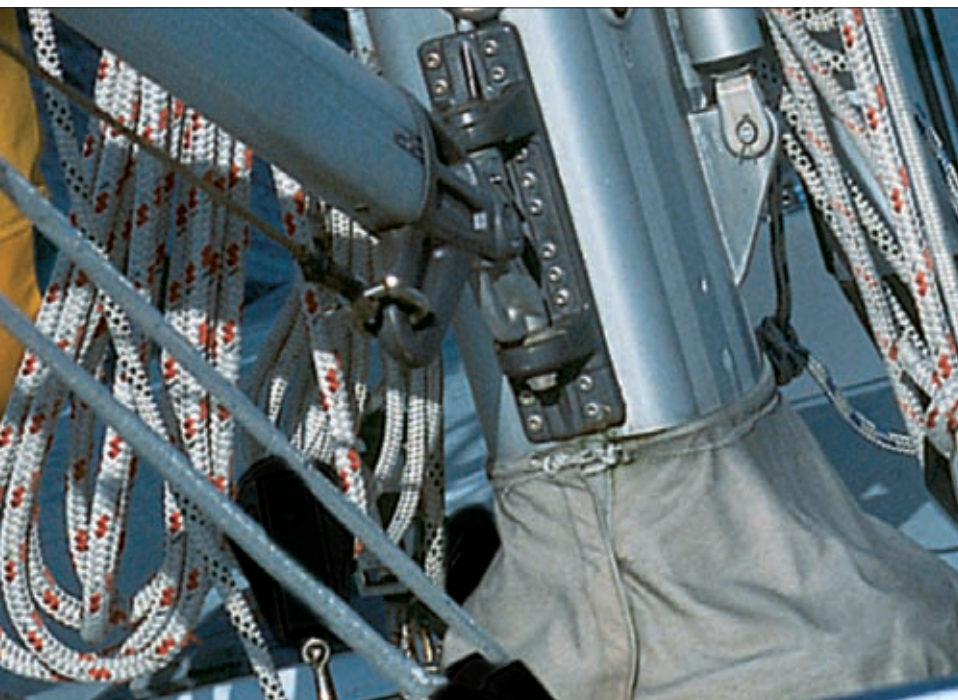
Art. No.	Dim., mm
530-202	20 x 150 x 150
530-203	10 x 150 x 150
530-204	25 x 110 x 150
530-205	20 x 110 x 150
530-206	10 x 110 x 150
530-207	20 x 150 x 225

## Hose clips

Art. No.	Dim., mm min/max
312-202	130/165
312-203	150/180
312-204	175/205
312-205	200/231
312-206	251/282

\* To be spliced.

# Deck ring system for keel-stepped furling masts, R-sections



The deck ring system for keel-stepped furling masts has the same design as the conventional deck ring system. It incorporates the same features, including chocking system, internal sealing, and a tie-rod system to eliminate the lifting action of the halyards.

## Deck rings

Mast section	Art. No. No extra function (dim., mm)	Art. No. incl. rail*	Art. No. Rail**	Art. No. Two tie-rod rigging screws incl. backing plates.
R190	533-013-01 (230 x 154)	533-013-02	508-155-01	174-042-04
R213	533-014-01 (256 x 154)	533-014-02	508-155-01	174-042-04
R214	533-009-01 (253 x 200)	533-009-02	508-080-02	174-042-04
R232	533-015-01 (282 x 180)	533-015-02	508-155-01	174-042-04
R235	533-015-01 (282 x 180)	533-015-02	508-155-01	174-042-04
R260	533-010-01 (302 x 232)	533-010-02	508-080-02	174-042-04
R290	533-012-01 (338 x 248)	533-012-02	508-080-02	174-042-04

\* U-bolt (M8 x 53 mm) + nuts for halyard, Art. No. 508-023-02 1-4 can be fitted.

\*\* Must not be used for genoa/main/spinnaker if RM > 43 kNm. Rail Art. No. 508-080 bolted through deck can be used for RM < 130 kNm.

Tie-rod is designed to take halyard load, not shroud load.

## Wedgings, mast coats, clips

Mast section	Deck ring dia., mm	Wedging Art. No.	Mast coat		Upper circumference, mm	Upper seal	Hose clip Art. No.
			Art. No.	Dia., mm			
R190	230 x 154	2 x 530-202 + 2 x 530-203	530-025	141/220	473	Tape 45 mm	312-205
R213	256 x 154	2 x 530-202 + 2 x 530-203	530-027	159/268	539		312-206
R214	253 x 200	2 x 530-202 + 1 x 530-203	530-028	171/268	568		312-206
R232	282 x 180	3 x 530-202	530-028	171/268	568		312-206
R235	282 x 180	3 x 530-202	530-028	171/268	568		312-206
R260	302 x 232	2 x 530-202 + 1 x 530-203	530-030	195/312	660		2 x 312-202*
R290	338 x 248	3 x 530-207 + 1 x 530-203	530-031	226/337	752		2 x 312-203*

\* To be spliced.



## Deck ring system for larger keel-stepped masts

The opening is held by a sturdy O-ring, squeezed vertically between two deck rings. The lower deck ring is permanently bolted to the deck head. When in place, it allows sufficient mast movement in all directions.



### Deck rings

Mast section	Art. No.	(dim, mm)	Remarks
C321	533-016-01	(358 x 202)	Rails and tie-rods cannot be integrated.
E365	533-019-01	(405 x 225)	
F324	533-016-01	(358 x 202)	
R370	533-019-01	(405 x 225)	
F406	533-036-01	(583 x 383)	

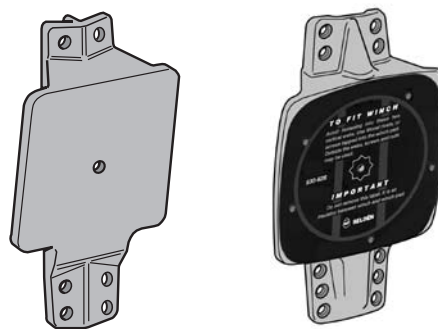
### Mast coats

Mast section	Deck ring size, mm	Inner sealing coat Art. No.	Outer canvas coat Art. No.
C321	358 x 202	530-038	530-040
E365	405 x 225	530-039	530-041
F324	358 x 202	530-038	530-040
R370	405 x 225	530-039	530-041
F406	583 x 383	530-069	-



# Winch pads

The Seldén winch pads fit all mast sections and are easy to install. Each winch pad is labelled with instructions for fitting to winch bases. The pads have a 5° angle to prevent override on the winch (reefing winch pads 15°). They are corrosion insulated with plastic insulating sheet and have well-rounded corners to avoid sail chafe. Seldén offers winch pads for halyard winches and reefing winches.



	5° Halyard winch pads incl. insulating sheet				15° Reefing winch pads incl. insulating sheet		Stopper pad
Art. No.	523-043-01	523-041-01	523-042-01	523-044-01	523-037-01	523-045-01	523-048-01
					523-057-01*	523-056-01*	
Dimension, mm	85 x 85	110 x 110	140 x 140	180 x 180	100 x 100	140 x 140	150 x 106
Safe working load	3 kN	5 kN	10 kN	15 kN	5 kN	10 kN	20 kN
Max. winch							
Andersen		6, 10 12 ST, 16 ST	28, 28 ST 40, 40 ST		6, 10, 12 ST 16	28, 28 ST 40, 40 ST	
Lewmar		6, 7, 8	16, 26, 30, 30 ST 40, 40 ST		6, 7, 8	16, 26, 30, 30 ST 40, 40 ST	

ST = Self tailing

\* For C-sections with wider luff-grooves.

# Cleats



Art. No. 511-030-01.



Art. No. 511-016-02.



Art. No. 511-015-02.



Art. No. 511-025-02.



Art. No. 511-031-02.

Art. No.	Material	Length mm	Fasteners included in kit
511-030-01	Composite	110	2 rivets, Ø 4.8
511-016-02	Composite	145	2 screws, MRT 6 x 16*
511-015-02	Aluminium	165	2 screws, MRT 6 x 16*
511-025-02	Aluminium	195	2 screws, MCS 6 x 16
511-031-02	Composite	165	2 screws, MRT 6 x 25*

\* Self tapping screws.



# CROSS BEAMS FOR CATAMARANS



*Non-Slip area on top of the cross beam.*



*The bridle wire is secured in a slot on top of the bridle support. All prepared for navigational lights.*



*Fitting for anchor or tender.*



*Hull brackets can articulate to absorb movements between the hulls and the beam.*



*Snap-in trampoline sliders*



*Slider*



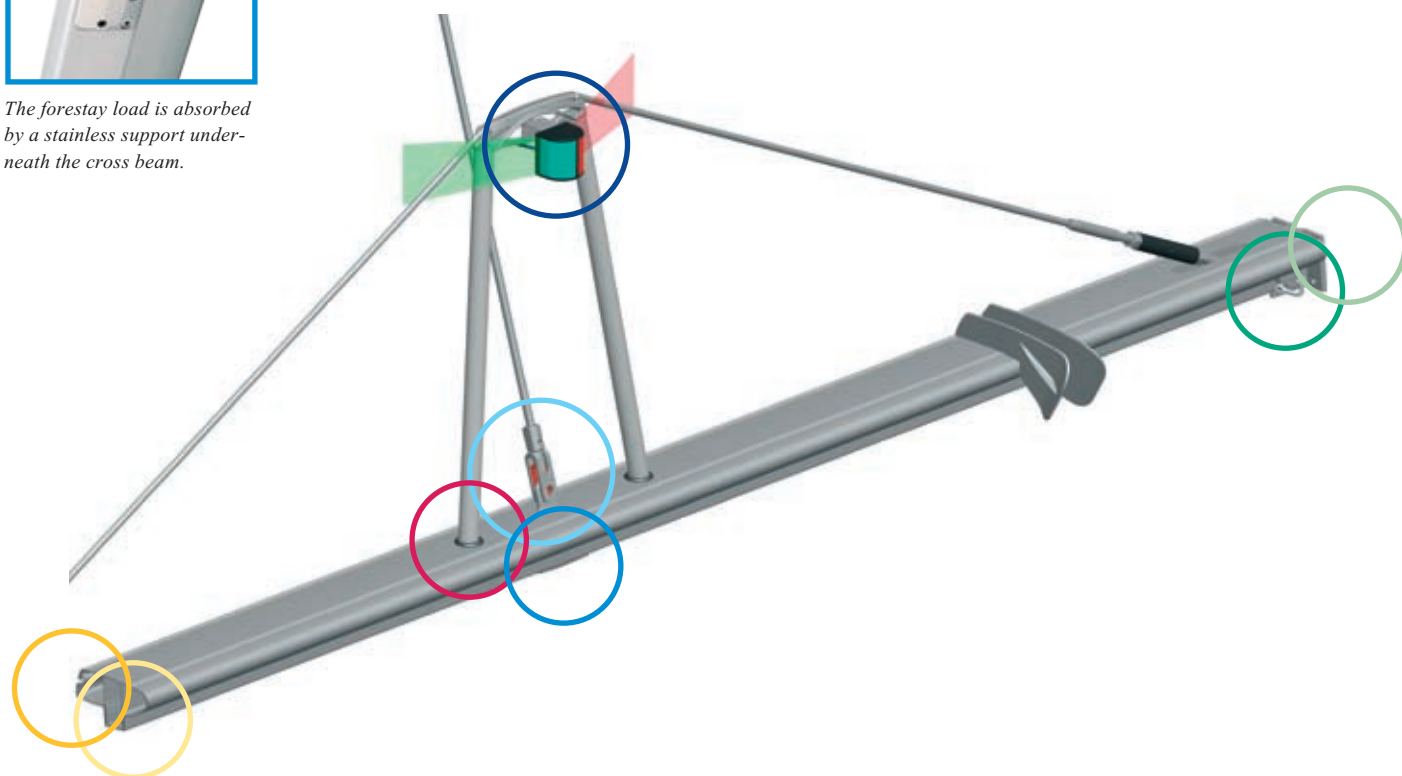
*The cable from the navigational light is fed into the cross beam...*



*...and in to the cable conduit.*



*The forestay load is absorbed by a stainless support underneath the cross beam.*





Our cross beams for catamarans are designed to be more than just a structural connection between the hulls. Integrated cable conduits, fittings for navigational lights and a clever attachment for the trampoline are good examples of details appreciated by the boat builders.

Forestay dimension, Ø mm	Forestay fitting, hole diameter, Ø mm	Max length between hulls, mm	Bridle wire, Ø mm	Description of the system
10	16	6400	12	XB240-FS10-6400
12	19	5900	14	XB240-FS12-5900
14	22	5400	16	XB240-FS14-5400
14	22	6300	16	XB240-FS14-6300 HIGH









# BOOMS

## and Rodkickers

Introduction	76
Seldén racing booms	77
Seldén carbon booms	78
Reefing systems	80
Boom sections choice	82
Booms for slab reef, Single Line Reef and furling masts	84
Boom brackets	85
Reef line kits and sliders	88
Rodkicker rigid vang	90
Rodkicker brackets	93



# Booms with a strong profile

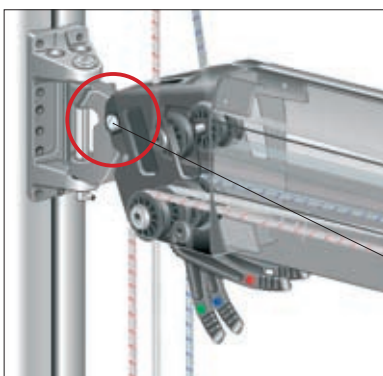
Seldén booms have a wealth of sophisticated features and can be equipped with a variety of reefing systems to suit different boats and the needs of different sailors. The booms can be fitted for traditional slab reefing or Single Line Reef, or be used for furling masts. The boom extrusions are relatively deep in relation to their width, allowing a lighter extrusion with high resistance to vertical bending. This makes them perfect for use with modern, stiff sailcloth and efficient Rodkicker rigid vang.

## Inboard end



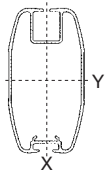
The inboard end fitting contains sheaves for reef lines and outhaul. Spring loaded rope stoppers can be fitted to the inboard end as option. Every stopper is colour-coded to match the relevant line. The clevis pin connecting the inboard end to the boom toggle has a D-shaped head in order to prevent rotation.

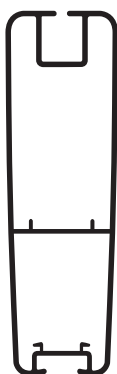
## A perfect end

The boom end is gently rounded. It is fastened with screws and is open at the back to facilitate maintenance and line replacement. It comes with a cast preventer bracket, a topping lift eye and numbered line compartments.




D-shaped head of clevis pin.  
See spare parts list for details.

	Boom section	Dim., mm height/widht	$I_y$ cm <sup>4</sup>	$I_x$ cm <sup>4</sup>	Wall thickness mm	Weight kg/m	$W_y^{\min}$ cm <sup>3</sup>	$W_x^{\min}$ cm <sup>3</sup>	Sail groove mm
	B087	87/60	60.2	27.7	2.0	1.70	13.4	9.3	4.5
	B104	104/60	97.5	33.6	2.0	1.90	18.5	11.2	4.5
	B120	120/62	155	42.5	1.8	2.12	24.8	13.7	5.5 ± 0.75
	B135	135/71	265	70	2.0-2.8	2.66	39	19.5	5.8 ± 0.75
	B152	152/82	433	126	2.5-2.9	3.59	54.2	30.4	5.8 ± 0.75
	B171	171/94	726	189	2.3-3.2	4.66	80.6	41.2	5.5 ± 0.75
	B200	200/117	1280	343	3.1	5.88	121.5	61.3	6.25 ± 0.75
	B250	250/140	2706	692	3.2	7.95	200.1	101.3	6.25 ± 0.75
	B290	290/155	5209	1524	4.1	11.50	339	196	10.25 ± 0.75
	B380	380/186	12030	3283	4.5-9.0	17.80	586	353	No groove



### Seldén racing booms

Developed jointly with sailors and designers in the World Match Racing Tour. Deep boom profile for maximum vertical stiffness. This retains sail trim, even at very high kicker and sheet loads.

	Boom section	Dim., mm height/width	$I_y$ cm <sup>4</sup>	$I_x$ cm <sup>4</sup>	Wall thickness mm	Weight kg/m	$W_{ymin}$ cm <sup>3</sup>	$W_{xmin}$ cm <sup>3</sup>	Sail groove mm
	B190	190/60	732	94	2.5-3.5	4.86	74	31	5.5±0.75
	B230	230/70	1399	176	2.7-3.6	6.53	117.8	50.5	6.25±0.75



## Light booms in carbon fibre



Seldén can also supply carbon booms that harmonise with its carbon mast range. Carbon booms offer weight savings of up to 35% compared to aluminium. This means that boom weight on a typical 35 ft boat is reduced from 30 kg to just 20 kg.

A lighter boom makes gybing less dramatic, as the boom has less momentum. This has a positive effect on the whole boat, especially with regard to the service life of the mainsheet attachment.

A lighter boom reduces the tendency of the boat to roll when sailing downwind. In light airs and choppy seas, a carbon fibre boom will display less tendency to bounce

up to windward than a heavier aluminium boom. A lighter boom also improves the effect of the Rodkickers' gas-spring. Alternatively, it enables a smaller and lighter Rodkicker to be used.

Carbon masts and booms are becoming increasingly popular among serious racing yachtsmen. Boats that sail IRC, and which are already fitted with a carbon mast, suffer no further rating penalty by upgrading to a carbon boom.

### End fittings

In order to reduce weight, while still providing sheaves for single line reefing, we have made the inboard end





fitting as short as possible. The outboard end, which is integrated into the carbon section, is finished with a carbon cover plate.

### Vang attachment

The carbon booms feature hand laid local reinforcement in the vang attachment area.

### Mainsheet attachment

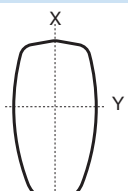
The mainsheet block is attached using a Dyneema® stop that passes through an aramid tube in the boom. Stainless steel bushings at either end of the tube prevent wear, while local carbon reinforcement provides the extra strength required. Booms with “German” split mainsheet systems have fastening positions for blocks at the inboard end, and two webbing stoppers to hold up the mainsheet.

### Reefing options

Carbon booms can be supplied ready for conventional slab or single line reefing. Clutches can be integrated into the inboard end if you do not wish to lead the reef lines to the cockpit.

### Outhaul

We offer two outhaul systems. The standard version features a Dyneema® outhaul line for leading back to the cockpit. It is also available as an internal, geared cascade system with an outhaul line leading to the cockpit or to a block and cam cleat mounted on the underside of the inboard end. This cascade system is not available with single line reefing.

	Boom section	Section dim.	$EI_y$ GNmm <sup>2</sup>	$EI_x$ GNmm <sup>2</sup>	Wall thickness	Weight	$W_y$ cm <sup>3</sup>	$W_x$ cm <sup>3</sup>
	BC154-30	158/87	292	92	3	2.1	50	30
	BC174-30	179/93	492	120	3	2.5	71	37
	BC194-42	198/103	844	235	4.2	3.6	109	61
	BC244-42	249/127	1627	448	4.2	4.4	166	95

# Reefing systems

## Traditional slab reef

This is a simple and efficient reefing system. The reef cringle on the luff is hooked on to fixed hooks at the inboard end. The leech is reefed down with a line running to a winch at the mast. Stoppers at the inboard end allow the same winch to be used with any line on the boom. Lines not in use are kept clear of the winch by a lineguide. Alternatively, the line can lead aft to a cockpit winch.

The boom can also be equipped for slab reefing with hooks on lines. This system is suitable for larger yachts where it can be difficult to hook the reef cringle to a fixed hook in heavy winds.



*Slab reefing with fixed hooks.*



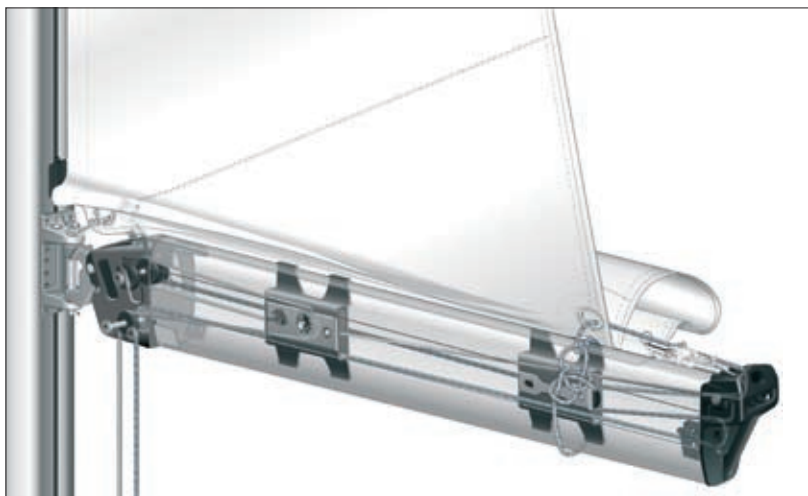
*Slab reefing with running S-hooks.*

## S-Hooks for slab reef or Cunningham

Art. No.	Diameter, mm	Ultimate load, N
307-407	6	5000
307-408	8	6500
307-410	10	9500

## Instant reefing with Single Line Reef

Single Line Reef is a familiar concept, but made practical and reliable by Seldén. All you do is ease off the halyard to premarked reefing points and then haul in on the reefing line. The luff and the leech are reefed at the same time. A system of guided blocks inside the boom ensures that the lines do not tangle. The system has a 2:1 gear ratio, making reefing fast and simple, without having to leave the cockpit.



*Single Line Reef. Pulls down luff and leech at the same time. Operated from the safety of the cockpit.*

## Seldén furling mast

When used with a furling mast, the booms are fitted with low friction outhaul cars. The cars are equipped with horizontal and vertical wheels, enabling them to absorb forces from every direction.



*Boom fitted with outhaul car for Seldén furling mast. For hydraulic outhauls, see page 103.*



## Single Line Reef



*Release the Rodkicker.*



*Slacken the mainsheet.*



*Ease off the main halyard to premarked reefing points.*



*Tension the reef line up to the marked position on the line.*



*The reef is in.  
Remove any slack in other reefs.*



*If necessary, apply more main halyard tension.*



*Adjust the mainsheet.*



*Adjust the Rodkicker.*



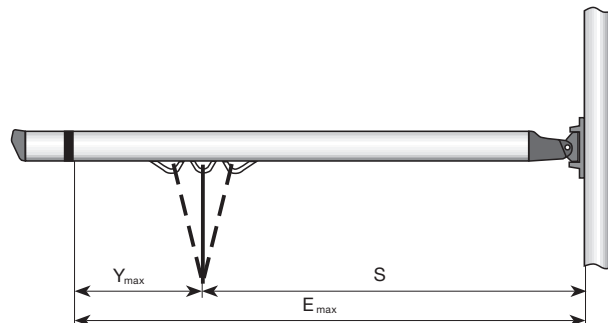
*It's as simple as that!*



# Boom sections choice

To select the correct boom section, you will need to know the sail foot length (E) and righting moment (RM). If the RM is not known, displacement is an alternative.

The E and Y measurements must also be known for dimensioning purposes. The length of the boom is sometimes determined by other factors than E and therefore we need the S measurement as well. A good example is when the boom extrusion needs an overlength to allow the main sheet to pass a sprayhood.



## Masthead rigs, E<sub>max</sub> and Y<sub>max</sub> (m)

Section		B087		B104		B120		B135		B152		B171		B200		B250		B290		B380	
RM 30 kNm	Displ. tonnes	E <sub>max</sub>	Y <sub>max</sub>	E <sub>max</sub>	Y <sub>max</sub>	E <sub>max</sub>	Y <sub>max</sub>	E <sub>max</sub>	Y <sub>max</sub>	E <sub>max</sub>	Y <sub>max</sub>	E <sub>max</sub>	Y <sub>max</sub>	E <sub>max</sub>	Y <sub>max</sub>	E <sub>max</sub>	Y <sub>max</sub>	E <sub>max</sub>	Y <sub>max</sub>	E <sub>max</sub>	Y <sub>max</sub>
6	1.2	3.3	1.7	4.0	1.8	4.1	2.1														
8	1.6	3.3	1.4	4.0	1.6	4.1	1.8	4.6	2.5												
10	2.0	3.3	1.3	4.0	1.4	4.1	1.6	4.6	2.2												
12	2.4	2.9	1.2	4.0	1.3	4.1	1.5	4.6	2.0	5.6	2.9										
14	2.8	2.6	1.1	3.5	1.2	4.1	1.4	4.6	1.9	5.6	2.7										
16	3.2			3.2	1.1	4.1	1.3	4.6	1.8	5.6	2.5	6.1	3.3								
18	3.6			3.0	1.1	4.1	1.2	4.6	1.7	5.6	2.4	6.1	3.1								
20	4.0			2.8	1.0	3.8	1.1	4.6	1.6	5.6	2.3	6.1	3.0								
25	5.0			2.4	0.9	3.3	1.0	4.6	1.4	5.6	2.0	6.1	2.7								
30	5.7					2.9	0.9	4.5	1.3	5.6	1.9	6.1	2.4	6.6	3.7						
35	6.3					2.6	0.9	4.0	1.2	5.6	1.7	6.1	2.3	6.6	3.4						
40	7.0							3.7	1.1	5.1	1.6	6.1	2.1	6.6	3.2						
45	7.7							3.4	1.1	4.7	1.5	6.1	2.0	6.6	3.0						
50	8.2							3.2	1.0	4.4	1.4	6.1	1.9	6.6	2.8						
55	9.0									4.1	1.4	6.1	1.8	6.6	2.7						
60	10									3.9	1.3	5.7	1.7	6.6	2.6						
70	11									3.5	1.2	5.1	1.6	6.6	2.4	7.6	3.7				
80	12									3.2	1.1	4.7	1.5	6.6	2.2	7.6	3.5				
90	14									2.9	1.1	4.3	1.4	6.5	2.1	7.6	3.3				
100	15									2.7	1.0	4.0	1.3	6.0	2.0	7.6	3.1				
110	16											3.7	1.3	5.7	1.9	7.6	3.0				
120	18											3.5	1.2	5.3	1.8	7.6	2.8				
130	19											3.3	1.2	5.0	1.8	7.6	2.7	8.5	4.3		
140	20											3.2	1.1	4.8	1.7	7.6	2.6	8.5	4.1		
150	22													4.6	1.6	7.5	2.5	8.5	4.0		
160	23													4.4	1.6	7.2	2.5	8.5	3.8		
170	25													4.2	1.5	6.9	2.4	8.5	3.7	12	6.1
180	26													4.0	1.5	6.6	2.3	8.5	3.6	12	5.9
190	27													3.9	1.5	6.4	2.3	8.5	3.5	12	5.8
200	28													3.7	1.4	6.1	2.2	8.5	3.4	12	5.6
220	31															5.7	2.1	8.5	3.3	12	5.4
240	34															5.4	2.0	8.5	3.1	12	5.1
260																		8.5	3.0	12	4.9
280																		8.2	2.9	12	4.7
300																		7.9	2.8	12	4.6
320																				12	4.4
340																				12	4.3
360																				12	4.2
380																				11.6	4.1
400																				11.2	4.0



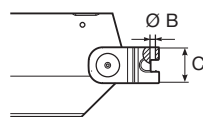
## Fractional rigs, $E_{\max}$ and $Y_{\max}$ (m)

Section	RM 30 kNm	Displ. tonnes	B087		B104		B120		B135		B152		B171		B200		B250		B290		B380	
			$E_{\max}$	$Y_{\max}$	$E_{\max}$	$Y_{\max}$	$E_{\max}$	$Y_{\max}$	$E_{\max}$	$Y_{\max}$	$E_{\max}$	$Y_{\max}$	$E_{\max}$	$Y_{\max}$	$E_{\max}$	$Y_{\max}$	$E_{\max}$	$Y_{\max}$	$E_{\max}$	$Y_{\max}$	$E_{\max}$	$Y_{\max}$
6	1.2		3.4	1.4	4.1	1.6	4.1	1.8														
8	1.6		3.3	1.2	4.1	1.4	4.1	1.6	4.6	2.1												
10	2.0		2.8	1.1	3.7	1.2	4.1	1.4	4.6	1.9												
12	2.4		2.5	1.0	3.3	1.1	4.1	1.3	4.6	1.8												
14	2.8		2.2	0.9	3.0	1.0	4.1	1.2	4.6	1.6	5.6	2.3										
16	3.2		2.0	0.9			2.7	1.0	3.7	1.1	4.6	1.5	5.6	2.1								
18	3.6				2.5	0.9	3.4	1.0	4.6	1.4	5.6	2.1	6.1	2.7								
20	4.0						3.2	1.0	4.6	1.4	5.6	2.0	6.1	2.6								
25	5.0						2.7	0.9	4.3	1.2	5.6	1.7	6.1	2.3	6.6	3.4						
30	5.7								3.8	1.1	5.2	1.6	6.1	2.1	6.6	3.1						
35	6.3								3.4	1.0	4.7	1.5	6.1	1.9	6.6	2.9						
40	7.0								3.1	1.0	4.3	1.4	6.1	1.8	6.6	2.7						
45	7.7										3.9	1.3	5.8	1.7	6.6	2.6						
50	8.2										3.7	1.2	5.4	1.6	6.6	2.4						
55	9.0										3.4	1.2	5.1	1.5	6.6	2.3	7.6	3.6				
60	10										3.2	1.1	4.8	1.5	6.6	2.2	7.6	3.5				
70	11										2.9	1.0	4.3	1.4	6.5	2.1	7.6	3.2				
80	12												3.9	1.3	5.9	1.9	7.6	3.0				
90	14												3.6	1.2	5.4	1.8	7.6	2.8				
100	15												3.3	1.1	5.0	1.7	7.6	2.7				
110	16												3.1	1.1	4.7	1.6	7.6	2.6				
120	18														4.4	1.6	7.3	2.4				
130	19														4.2	1.5	6.9	2.3	8.5	3.7		
140	20														4.0	1.5	6.6	2.3	8.5	3.5		
150	22														3.8	1.4	6.2	2.2	8.5	3.4		
160	23														3.6	1.4	6.0	2.1	8.5	3.3		
170	25														3.5	1.3	5.7	2.1	8.5	3.2	12.0	5.2
180	26														3.3	1.3	5.5	2.0	8.5	3.1	12.0	5.1
190	27														3.2	1.3	5.3	1.9	8.5	3.0	12.0	5.0
200	28																5.1	1.9	8.5	3.0	12.0	4.8
220	31																4.8	1.8	8.1	2.8	12.0	4.6
240	34																4.5	1.7	7.6	2.7	12.0	4.4
260																			7.2	2.6	12.0	4.2
280																			6.8	2.5	11.9	4.1
300																			6.5	2.4	11.4	3.9
320																					10.9	3.8
340																					10.4	3.7
360																					10.0	3.6
380																					9.6	3.5
400																					9.3	3.4

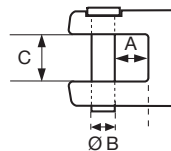
# Booms for slab reef, Single Line Reef and furling masts

After you have determined the correct boom section for your yacht (previous tables), all you have to do is decide what kind of reefing system you prefer. Then check the tables below to find the complete boom in question. If you are in any doubt about which boom to choose, please contact your Seldén dealer for expert advice.

When fitting a Seldén boom to a mast of another brand, check the existing toggle's dimensions for compatibility.



\* Boom connects directly to gooseneck bracket. (B190 and B230)



B087-B300

## Inboard end

Boom section	A mm	B mm	C mm
B087	8	8	16
B104	8	8	16
B120	14	10	20
B135	14	12	20
B152	14	12	20
B171	16	12	20
B200	20	16	30
B250	18	16	30
B300	30	16	30
B190*	-	12.2	78
B230*	-	12.2	78

## Booms for furling masts

Art. No.	Boom section	E <sub>max</sub> mm
BS 120-72	B120	3605
BS 120-73		4105
BS 135-72	B135	4055
BS 135-73		4555
BS 152/72	B152	4305
BS 152/73		4555
BS 152/74		5055
BS 152/75		5555
BS 171-71B	B171	4575
BS 171-72B		5075
BS 171-73B		5575
BS 171-74B	B200	6175
BS 200-71B		5605
BS 200-72B	B250	6705
BS 250-71B		5610
BS 250-72B		6110
BS 250-73B		7110
BS 250-74B	B290	7610
BS 290-71		6885
BS 290-73		8385

## Slab reef and Single Line Reef booms

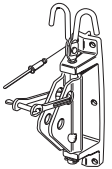
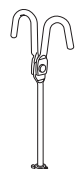
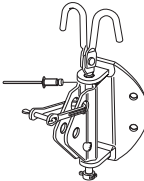
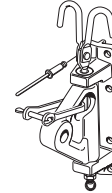
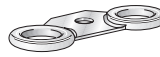
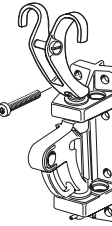

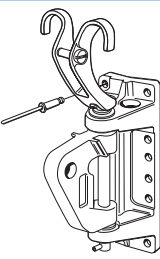
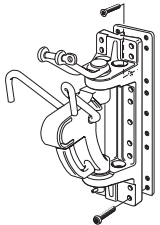
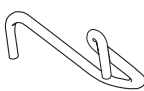
Art. No.	Boom section	E <sub>max</sub> mm	Remarks
BS 087-01	B087	3365	Outhaul (2:1) + 2 reefs, aft
BS 087-21		3365	Outhaul (4:1) + 2 reefs, jam levers
BS 087-61	B104	3365	Outhaul (2:1) + 2 Single Line Reef, aft
BS 104-01		3515	Outhaul (2:1) + 2 reefs, aft
BS 104-02		4015	Outhaul (2:1) + 2 reefs, aft
BS 104-21		3515	Outhaul (4:1) + 2 reefs, jam levers
BS 104-22		4015	Outhaul (4:1) + 2 reefs, jam levers
BS 104-61		3515	Outhaul (2:1) + 2 Single Line Reef, aft
BS 104-62		4015	Outhaul (2:1) + 2 Single Line Reef, aft
BS 120-02B		3540	Outhaul (3:1) + 2 reefs, aft
BS 120-03B		4040	Outhaul (3:1) + 2 reefs, aft
BS 120-22		3635	Outhaul (3:1) + 2 reefs, jam levers
BS 120-23		4135	Outhaul (3:1) + 2 reefs, jam levers
BS 120-62		3635	Outhaul (3:1) + 2 Single Line Reef, aft
BS 120-63		4135	Outhaul (3:1) + 2 Single Line Reef, aft
BS 135-02		4105	Outhaul (3:1) + 2 reefs, aft
BS 135-03		4605	Outhaul (3:1) + 2 reefs, aft
BS 135-22		4105	Outhaul (3:1) + 2 reefs, jam levers
BS 135-23		4605	Outhaul (3:1) + 2 reefs, jam levers
BS 135-62		4105	Outhaul (3:1) + 2 Single Line Reef, aft
BS 135-63		4605	Outhaul (3:1) + 2 Single Line Reef, aft
BS 152-02		4355	Outhaul (3:1) + 3 reefs, aft
BS 152-03		4605	Outhaul (3:1) + 3 reefs, aft
BS 152-04		5105	Outhaul (3:1) + 3 reefs, aft
BS 152-05		5605	Outhaul (3:1) + 3 reefs, aft
BS 152-22		4355	Outhaul (3:1) + 2 reefs, jam levers
BS 152-23		4605	Outhaul (3:1) + 2 reefs, jam levers
BS 152-24		5105	Outhaul (3:1) + 2 reefs, jam levers
BS 152-25		5605	Outhaul (3:1) + 2 reefs, jam levers
BS 152-62		4305	Outhaul (3:1) + 2 Single Line Reef, aft
BS 152-63		4605	Outhaul (3:1) + 2 Single Line Reef, aft
BS 152-64		5105	Outhaul (3:1) + 2 Single Line Reef, aft
BS 152-65		5605	Outhaul (3:1) + 2 Single Line Reef, aft
BS 171-01B		4625	Outhaul (3:1) + 3 reefs, aft
BS 171-02B		5125	Outhaul (3:1) + 3 reefs, aft
BS 171-03B		5625	Outhaul (3:1) + 3 reefs, aft
BS 171-04B		6225	Outhaul (3:1) + 3 reefs, aft
BS 171-21B		4625	Outhaul (3:1) + 3 reefs, jam levers
BS 171-22B		5125	Outhaul (3:1) + 3 reefs, jam levers
BS 171-23B		5625	Outhaul (3:1) + 3 reefs, jam levers
BS 171-24B		6225	Outhaul (3:1) + 3 reefs, jam levers

Art. No.	Boom section	E <sub>max</sub> mm	Remarks
BS 171-61B	B171	4625	Outhaul (3:1) + 2 Single Line Reef, aft
BS 171-62B		5125	Outhaul (3:1) + 2 Single Line Reef, aft
BS 171-63B		5625	Outhaul (3:1) + 2 Single Line Reef, aft
BS 171-64B		6225	Outhaul (3:1) + 2 Single Line Reef, aft
BS 190-02	B190	4940	Outhaul (3:1) + 2 reefs, aft
BS 190-03		5440	Outhaul (3:1) + 2 reefs, aft
BS 190-62		4940	Outhaul (3:1) + 2 Single Line Reef, aft
BS 190-63		5440	Outhaul (3:1) + 2 Single Line Reef, aft
BS 200-01B	B200	5665	Outhaul (4:1) + 3 reefs, aft
BS 200-02B		6765	Outhaul (4:1) + 3 reefs, aft
BS 200-21B		5665	Outhaul (4:1) + 3 reefs, jam levers
BS 200-22B		6765	Outhaul (4:1) + 3 reefs, jam levers
BS 200-61B		5665	Outhaul (4:1) + 2 Single Line Reef, aft
BS 200-62B		6765	Outhaul (4:1) + 2 Single Line Reef, aft
BS 230-01	B230	4540	Outhaul + 2 reefs, aft
BS 230-02		4940	Outhaul + 2 reefs, aft
BS 230-03		5440	Outhaul + 2 reefs, aft
BS 230-04		5940	Outhaul + 2 reefs, aft
BS 230-61		4540	Outhaul + 2 Single Line Reef, aft
BS 230-62		4950	Outhaul + 2 Single Line Reef, aft
BS 230-63		5440	Outhaul + 2 Single Line Reef, aft
BS 230-64		5940	Outhaul + 2 Single Line Reef, aft
BS 250-01B	B250	5670	Outhaul (4:1) + 3 reefs, aft
BS 250-02B		6170	Outhaul (4:1) + 3 reefs, aft
BS 250-03B		7170	Outhaul (4:1) + 3 reefs, aft
BS 250-04B		7670	Outhaul (4:1) + 3 reefs, aft
BS 250-21B		5670	Outhaul (4:1) + 3 reefs, jam levers
BS 250-22B		6170	Outhaul (4:1) + 3 reefs, jam levers
BS 250-23B		7170	Outhaul (4:1) + 3 reefs, jam levers
BS 250-24B		7670	Outhaul (4:1) + 3 reefs, jam levers
BS 250-61B		5670	Outhaul (4:1) + 2 Single Line Reef, aft
BS 250-62B		6170	Outhaul (4:1) + 2 Single Line Reef, aft
BS 250-63B		7170	Outhaul (4:1) + 2 Single Line Reef, aft
BS 250-64B		7670	Outhaul (4:1) + 2 Single Line Reef, aft
BS 290-01	B290	6885	Outhaul + 2 reefs, aft
BS 290-03		8385	Outhaul + 2 reefs, aft
BS 290-61		6885	Outhaul (3:1) + 2 Single Line Reef, aft
BS 290-63		8385	Outhaul (3:1) + 2 Single Line Reef, aft

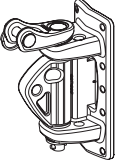

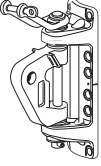

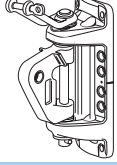
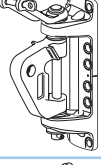
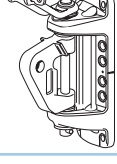
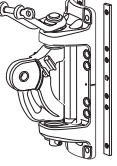
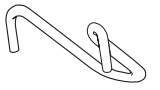
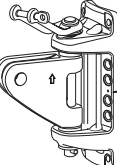
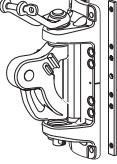
Aft = Lines to cockpit. Jam levers = Lines operated at gooseneck.



## Boom brackets, E-sections, D-sections and R-sections

Fitting	Mast section	Boom bracket Art. No.	Boom type	Boom section	Dimensions mm	Fasteners Art. No.	Separate pin, hooks Art. No.
	E122 E130 E138 E155	508-042-02 508-042-01	Slab reef (with hooks) Single line reef (no hooks)	86/59 85/58	<b>Bracket</b> Height: 127 Width: 36 Back angle: 10° <b>Toggle</b> Width: 13 Hole: Ø 8.2	6 pop rivets 167-006	
	For pear-shaped mast sections	508-052-02 508-052-01	Slab reef (with hooks) No reef (no hooks)	86/59 85/58	<b>Bracket</b> Height: 80 Width: 63 Back angle: 45° <b>Toggle</b> Width: 13 Hole: Ø 8.2	4 pop rivets 167-004	Pin incl. reef hooks: 536-101-01
	D109, D121 D129, D137 D146, D160 E122, E130 E138, E155 E170, E177 E189	508-040-07 508-040-01	Slab reef (with hooks) Single line reef (no hooks)	B120 111/75 128/90	<b>Bracket</b> Height: 138 Width: 44 Back angle: 10° <b>Toggle</b> Width: 20 Hole: Ø 10.5	8 pop rivets 167-002	Pin incl. reef hooks: 536-102-01
		536-110		All above	Width: 96 Eye inner diameter: Ø 14		Guide rings for reef lines/Cunningham.
	D121, D129 D137, D146 D160 E122, E130 E138, E155	508-044-32 508-044-31	Slab reef (with hooks) Single line reef (no hooks)	143/76 B171	<b>Bracket</b> Height: 172 Width: 60 Back angle: 10° <b>Toggle</b> Width: 20 Hole: Ø 12.5	8 screws 155-611	
		508-044-10	Slab reef (with hooks)	150/105 162/125 189/132 206/139	Hole: Ø 14.5	8 screws 155-612	Separate reef hooks: 536-113-01 Max. RM: Masthead 60 kNm Fractional 45 kNm
	E170, E177 E189, E206 E224, E237 E274	508-168-53 508-168-52	Slab reef (with hooks) Single line reef (no hooks)	143/76 B171	<b>Bracket</b> Height: 179 Width: 63 Back angle: 10° <b>Toggle</b> Width: 20 Hole: Ø 12.5	12 pop rivets 167-027 5 + 5 pop rivets 167-002/-027	
	R190, R213 R235	508-168-21	Furling mast RA (no hooks)				
	R232, R260	508-151-01	Furling mast RB (no hooks)				
	E189, E206 E224, E237 E274	508-152-03	Slab reef (with hooks)	B200	<b>Bracket</b> Height: 275 Width: 70 Back angle: 10° <b>Toggle</b> Width: 30 Hole: Ø 16.5	200/117 boom: 18 pop rivets 167-027	
	E206, E224 E237, E274 E321, E365	508-152-23		B250		250/140 boom: 18 screws 155-803 + 2 screws 162-024 + backing plate	Separate reef hooks: 507-651 Max. RM: Masthead 120 kNm Fractional 90 kNm
	E189, E206 E224, E237 E274	508-152-02	Single line reef (no hooks)	B200			
	E206, E224 E237, E274 E321, E365	508-152-22		B250			

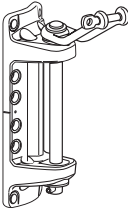

## Boom brackets, C-sections and F-sections

Fitting	Mast section	Boom bracket Art. No.	Boom type	Boom section	Dimensions, mm	Fasteners Art. No.	Separate pin, hooks Art. No.
	C156-C175	508-788-03	Single line reef (no hooks)	B087	<b>Bracket</b> Height: 130 Width: 55	10 pop rivets 167-006	 536-118
		508-788-05	Slab reefing (with hooks)	B104	<b>Toggle (AL)</b> Width: 15 Hole: Ø 8		
	F176-F194	508-231-33	Furling mast	B120	<b>Bracket</b> Height: 160 Width: 61	12 pop rivets 167-002	 536-113-01  Max. RM: Masthead 55 kNm Fractional 40 kNm
	C156-C193	508-231-34	Single line reef (no hooks)		<b>Toggle (AL)</b> Width: 20 Hole: Ø 12.5		
		508-231-35	Slab reefing (with hooks)				
	F212-F246	508-257-33	Furling mast	B120	<b>Bracket</b> Height: 174 Width: 71		
	C211-C245	508-257-34	Single line reef (no hooks)		<b>Toggle (AL)</b> Width: 20 Hole: Ø 12.5		
		508-257-35	Slab reefing (with hooks)				
	F176-F194	508-231-06	Furling mast	B135	<b>Bracket</b> Height: 160 Width: 61		
	C156-C193	508-231-07	Single line reef (no hooks)	143/76	<b>Toggle (AL)</b> Width: 20 Hole: Ø 12.5		
		508-231-08	Slab reefing (with hooks)	B152			
	F212-F246	508-257-03	Furling mast	B135	<b>Bracket</b> Height: 174 Width: 71		
	C211-C245	508-257-04	Single line reef (no hooks)	143/76	<b>Toggle (AL)</b> Width: 20 Hole: Ø 12.5		
		508-257-05	Slab reefing (with hooks)	B152 B171			
	F265-F286	508-233-03	Furling mast	B171	<b>Bracket</b> Height: 242 Width: 81	12 pop rivets 155-622 (MRT 6 x 25, in backing plate)	 Separate reef hooks: 507-651 Max. RM: Masthead 120 kNm Fractional 90 kNm
	C264-C285	508-233-04	Single line reef (no hooks)		<b>Toggle (ST)</b> Width: 20 Hole: Ø 12.5	12 pop rivets 155-621 (MRT 6 x 20, in backing plate)	
		508-233-05*	Slab reefing (with hooks)				
	F228-F246	508-233-36	Furling mast	B200	<b>Bracket</b> Height: 242 Width: 81	12 pop rivets 167-027	
	C211-C245	508-152-37*	Single line reef (no hooks)		<b>Toggle (ST)</b> Width: 30 Hole: Ø 16.5		
		508-152-38*	Slab reefing (with hooks)		<b>Bracket</b> Height: 272 Width: 70	12 pop rivets 167-002 + 6 pop rivets 167-025	
	F265-F305	508-233-08	Furling mast	B200 B250 B290 B300	<b>Bracket</b> Height: 242 Width: 81	12 pop rivets 155-622 (MRT 6 x 25, in backing plate)	
	C264-C304	508-233-09	Single line reef (no hooks)		<b>Toggle (ST)</b> Width: 30 Hole: Ø 16.5	12 pop rivets 155-621 (MRT 6 x 20, in backing plate)	
		508-233-06*	Slab reefing (with hooks)				

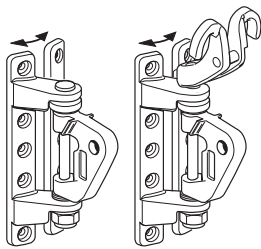
AL = Aluminium ST = Stainless steel \* Masthead RM30° >120 kNm or Fractional RM30° >90 kNm, use "floating hooks".



## Boom brackets, Racing boom

Fitting	Mast section	Boom bracket Art. No.	Boom type	Boom section	Dimensions, mm	Fasteners Art. No.	Separate pin, hooks Art. No.
	C175-C193	508-231-10	Slab reefing (with hooks)	B190	<b>Bracket</b> Height: 160 Width: 71	12 pop rivets 155-621 (MRT 6 x 20)	  536-113-01
		508-231-14	Single line reef (no hooks)	B190			
	C211-C245	508-257-07	Slab reefing (with hooks)	B190	<b>Bracket</b> Height: 174 Width: 71		
		508-257-15	Single line reef (no hooks)	B230			

## Universal boom brackets

	Art. No.	Boom type	Boom section	Fasteners
	508-237-05	Furling mast	B120	10 pop rivets 167-002 (Ø 6.4 x 17.8 MNL)
	508-237-08	Single line reef (no hooks)		
	508-237-11	Slab reef (with hooks)		
	508-237-06	Furling mast	B135	
	508-237-09	Single line reef (no hooks)	143/76	
	508-237-12	Slab reef (with hooks)	B152	
			B171	
	508-237-07	Furling mast	B200	
	508-237-10	Single line reef (no hooks)		
	508-237-13	Slab reef (with hooks)		

These boom brackets are adjustable and fit most mast sections. Ideal when upgrading an old mast with a modern Seldén boom.



# Reef line kits and sliders

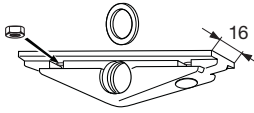
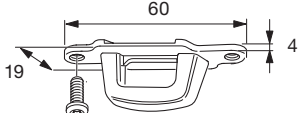
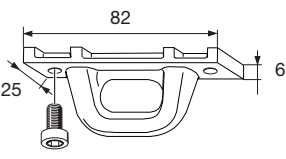
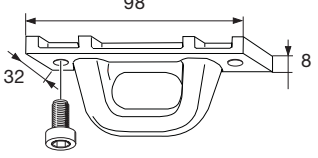
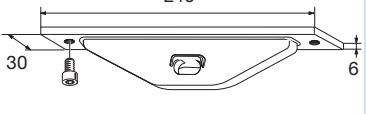


## Jam lever kits

Boom section	Art. No.
B135	511-074-21
143/76	511-072-11
B152	511-074-22
B171	511-072-12 (-2007) 511-072-22 (2008-)
B200	511-071-11 (-2007) 511-071-21 (2008-)
B250	511-071-22

Complete kit of colour coded jam levers with pins.

## Main sheet sliders

Fitting	Art. No.	Boom section
	511-555-02	86/59
	511-641-01	B087 B104
	511-571-01	B120 B135 143/76 B152 B171 B190*
	511-572-01	B200 B230* B250
	511-616-01	B290 B300

\* Webbing is often used as sheet attachment.

## Single Line Reef kits

Boom section	Rope dia. mm	Complete kit (reef 1 and 2 + outhaul) Art. No.	Excl. reef lines Art. No.
B120	8	611-007-10*	611-007-11
B135	10	611-011-14	611-011-15
143/76	10	611-011-04*	611-011-09
B152	10	611-011-16	611-011-17
B171	10	611-011-12*	611-011-13
B200	12	611-015-04	-


\* Outhaul included.



## Lazyjack slider

Two part polyamide slider for Lazyjacks. Fits in the groove without removing the boom end.

For use with Lazyjacks and reef lines for loose footed sails only.

Fitting	Art. No.	Includes	Boom section
	511-636-01	One slider	B120-171
	511-636-02	Two sliders with M6 screws (selftapping) and Ø 5.3 drillbit	
	511-637-01	One slider	B200-250
	511-637-02	Two sliders with M6 screws (selftapping) and Ø 5.3 drillbit	

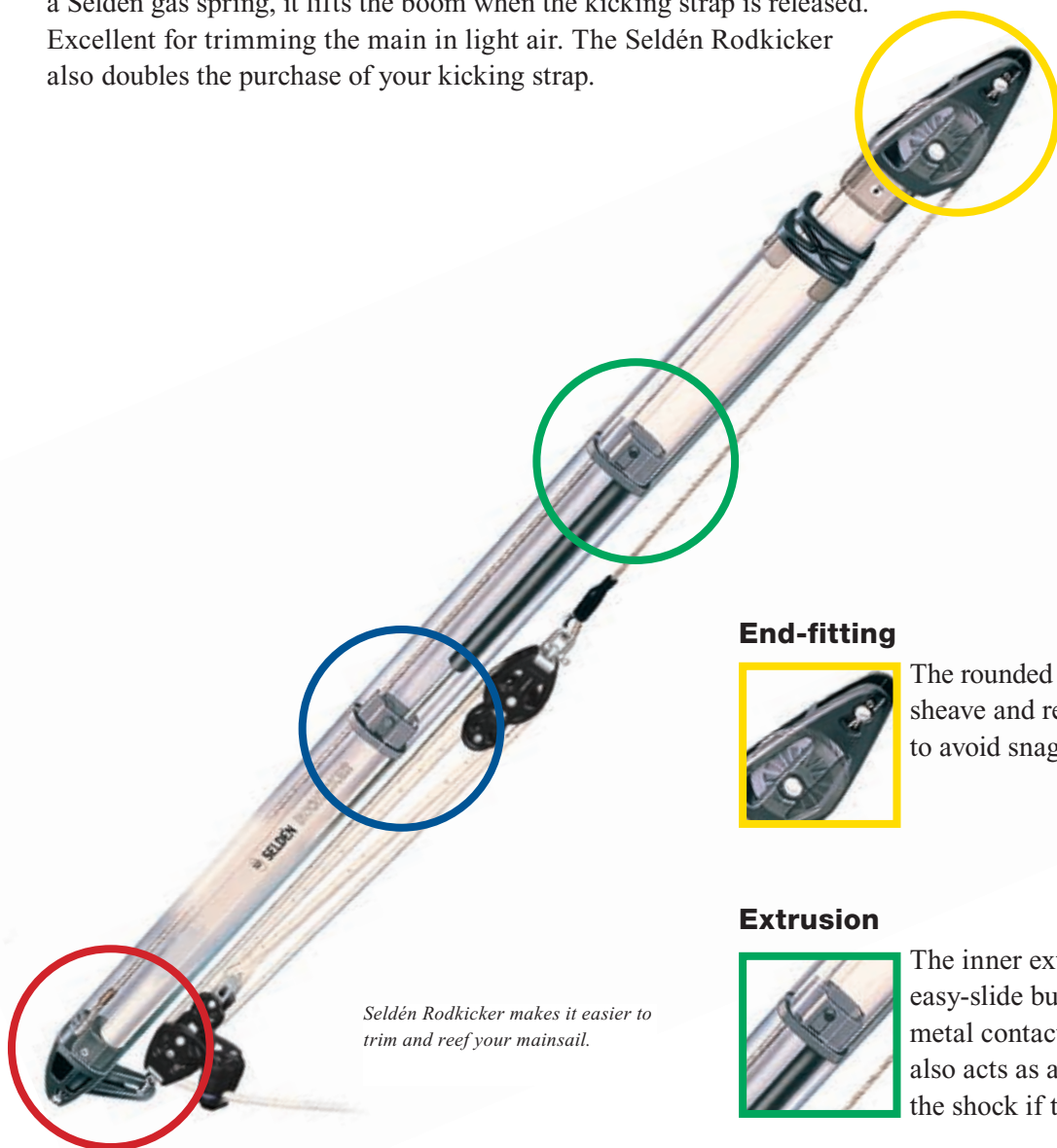






# Rodkicker rigid vang

A Seldén Rodkicker facilitates sail handling when reefing, preventing the boom from dropping into the cockpit or onto the coach roof. When fitted with a Seldén gas spring, it lifts the boom when the kicking strap is released. Excellent for trimming the main in light air. The Seldén Rodkicker also doubles the purchase of your kicking strap.



*Seldén Rodkicker makes it easier to trim and reef your mainsail.*

## End-fitting



The rounded end-fitting, with enclosed sheave and recessed split pin, is designed to avoid snagging sails or crew.

## Extrusion



The inner extrusion end plug acts as an easy-slide bushing and prevents metal to metal contact. The upper sliding bearing also acts as an elastic buffer to dampen the shock if the kicker suddenly bottoms.

## Easily installed, easily operated



The extended block attachment lug allows the block to turn, enabling the tackle to be operated from either port or starboard. The Rodkicker is supplied with detailed instructions and is easily fitted. If a Rodkicker is retrofitted to an existing rig, the original kicking strap tackle can still be used. Seldén Rodkickers are made of anodised aluminium and are carefully tested to meet stringent quality and performance standards.

## Gas spring



The Rodkicker can be supplied with an optional integral gas spring. This lifts the boom when the kicking strap is released, opening the leech of the sail. A Rodkicker with a gas spring replaces the topping lift, making reefing fast and simple. The gas spring is easily retrofitted to a Rodkicker that does not have a spring.





Operation from mast.




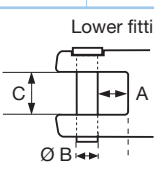
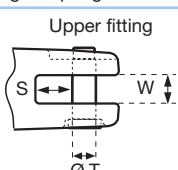


Operation from cockpit.

## Choosing the right size

The choice is based mainly on the righting moment of the yacht, a measure of its ability to carry sail. This is approximately proportional to displacement. The second input is the rig type (masthead or fractional). The table below shows the correct type for monohulls.

Gas springs are available in a range of strengths, to cover variations in boom weight (including the stowed sail) and the Rodkicker angle. The angle varies with gooseneck height and kicker length. If in doubt, ask your dealer for more information.

		Type 05		Type 10		Type 20		Type 30			
	Max. righting moment:	frac. rig	12.5 kNm	25 kNm		50 kNm		120 kNm			
		masthead rig	15.0 kNm	35 kNm		70 kNm		160 kNm			
	Max. displacement:	frac. rig	2.5 tonnes	5 tonnes		9 tonnes		20 tonnes			
		masthead rig	3.9 tonnes	6 tonnes		11 tonnes		25 tonnes			
Current Seldén boom section			B087-B120		B087-B152		B171-B200		B200-B250		
Previous Selden/ Kemp boom section			86/59-111/75		86/59-111/75, 128/90		150/105-189/132, 206/139				
	Height of boom (XBH)		< 900 mm	≤ 1100 mm	> 1100 mm	≤ 1400 mm	> 1400 mm	≤ 1800 mm	> 1800 mm		
	<b>Type of Rodkicker</b>		<b>05 Standard</b>	<b>10 Standard</b>	<b>10 Long</b>	<b>20 Standard</b>	<b>20 Long</b>	<b>30 Standard</b>	<b>30 Long</b>		
	Min. length (L)		1150 mm	1360 mm	1670 mm	1720 mm	2260 mm	2200 mm	2700 mm		
	Without gas spring*	<b>Art. No.</b>	<b>058-036-05</b>	<b>058-036-10</b>	<b>058-036-13</b>	<b>076-046-10</b>	<b>076-046-13</b>	<b>094-056-10</b>	<b>094-056-13</b>		
	With gas spring (normal)*	<b>Art. No.</b>	<b>058-036-06</b>	<b>058-036-11</b>	<b>058-036-14</b>	<b>076-046-11</b>	<b>076-046-14</b>	<b>094-056-11</b>	<b>094-056-14</b>		
	Spring force =		0.7 kN	0.6 kN	0.6 kN	1.2 kN	1.2 kN	2.5 kN	2.5 kN		
	With gas spring (hard)*	<b>Art. No.</b>	–	<b>058-036-12</b>	<b>058-036-15</b>	<b>076-046-12</b>	<b>076-046-15</b>	<b>094-056-12</b>	<b>094-056-15</b>		
	Spring force =			1.2 kN	1.2 kN	2.5 kN	2.5 kN	5 kN	5 kN		
With gas spring (extra hard)*	<b>Art. No.</b>	–	<b>058-036-16</b>	<b>058-036-17</b>	<b>076-046-16</b>	<b>076-046-17</b>	–	–			
Spring force =			2.5 kN	2.5 kN	5 kN	5 kN					
Safe working load			8 kN		12 kN		18 kN		38 kN		
	Supplementary kit with normal Spring force = gas spring.		<b>Art. No.</b>	<b>308-038-03</b>		<b>308-070-03</b>		<b>308-071-03</b>		<b>308-072-03</b>	
				0.7 kN		0.6 kN		1.2 kN		2.5 kN	
	Supplementary kit with hard Spring force = gas spring.		<b>Art. No.</b>	–		<b>308-071-04</b>		<b>308-072-04</b>		<b>308-073-04</b>	
						1.2 kN		2.5 kN		5 kN	
Supplementary kit with extra hard spring. Spring force =			<b>Art. No.</b>	–		<b>308-072-05</b>		<b>308-073-05</b>		–	
						2.5 kN		5 kN			
Lower fitting			Lower fitting A = 9, Ø B = 10, C = 20 Clevis pin 165-207		Lower fitting A = 9, Ø B = 10, C = 20 Clevis pin 165-207		Lower fitting A = 11, Ø B = 12, C = 20 Clevis pin 165-404		Lower fitting A = 14, Ø B = 16, C = 30 Clevis pin 165-556		
			Upper fitting S = 7, Ø T = 10, W = 12 Clevis pin 165-205		Upper fitting S = 7, Ø T = 10, W = 12 Clevis pin 165-205		Upper fitting S = 12, Ø T = 12, W = 14 Clevis pin 165-409		Upper fitting S = 11, Ø T = 16, W = 16 Clevis pin 165-555		
											

\* Kicking strap tackle not included.

## Gas spring, conventional mast

Boom section 86/59	B087	B104	B120	B120	B135	143/76	B152	B171	B200	B200	B250
Weight, kg/m	2	1.75	2.0	2.5	2.5	2.9	3.3	4.0	4.6	6	7.5
Circ., mm	240	240	300	330	330	370	390	420	460	550	680
XBH, mm				Maximum E* normal spring/hard spring/extra hard spring							
Rodkicker	Type 05				Type 10 (S/L)				Type 20 (S/L)		Type 30 (S/L)
600	3.4	3.6	3.4	3.1	3.0/4.0/5.4 (S)	2.6/3.6/4.9 (S)	2.4/3.3/4.6 (S)				
700	3.7	3.8	3.7	3.4	3.3/4.4/- (S)	2.8/3.9/5.3 (S)	2.7/3.6/5.0 (S)				
800	3.9	4.0	3.8	3.6	3.4/4.6/- (S)	3.0/4.2/5.7 (S)	2.9/3.6/5.4 (S)	2.7/3.7/5.1 (S)	3.4/4.7/- (S)		
900	4.0	4.1	4.0	3.8	3.6/4.8/- (S)	3.2/4.4/- (S)	3.1/4.1/5.7 (S)	2.9/3.9/5.3 (S)	3.6/5.1/- (S)	-4.4/6.0 (S)	4.4/5.9 (S)**
1000					3.7/5.0/- (S)	3.4/4.5/- (S)	3.2/4.3/5.9 (S)	3.0/4.1/5.5 (S)	3.8/5.3/- (S)	3.3/4.7/6.3 (S)	4.7/6.3 (S)**
1100					3.9/5.2/- (S)	3.5/4.7/- (S)	3.4/4.6/6.2 (S)	3.1/4.3/5.9 (S)	4.0/5.5/- (S)	3.5/4.9/6.6 (S)	5.0/6.7 (S)**
1200					4.0/5.4/- (L)	3.7/4.9/- (L)	3.5/4.7/6.4 (L)	3.2/4.4/6.0 (L)	4.2/5.7/- (S)	3.7/5.2/6.9 (S)	5.2/7.0 (S)
1300					4.2/- (L)	3.7/5.0/- (L)	3.6/4.8/6.5 (L)	3.3/4.5/6.2 (L)	4.3/5.8/- (S)	3.8/5.3/7.1 (S)	5.4/7.2 (S)
1400							3.6/4.9/6.6 (L)	3.4/4.6/6.3 (L)	4.4/6.0/- (S)	3.9/5.4/7.3 (S)	5.6/7.4 (S)
1500									4.6/6.3/- (L)	4.0/5.5/7.4 (S)	5.7/7.7 (S)
1600									4.7/6.4/- (L)	4.3/5.9/7.9 (L)	5.9/7.8 (S)
1700										4.3/6.0/8.0 (L)	6.0/8.0 (S)
1800											6.2/8.3 (L)
1900											5.8/7.8 (L)
2000											5.9/8.0 (L)



Rodkicker Type 05.



## Gas spring, furling mast

Boom section	B120	B120	B135	143/76	B152	B171	B200	B200	B250
Weight, kg/m	2.5	2.5	2.9	3.3	4	4.6	6	6	7.5
Circ., mm	330	330	370	390	420	460	550	550	680
XBH, mm				Maximum E* normal spring/hard spring/extra hard spring					
Rodkicker	Type 05	Type 10 (S/L)				Type 20 (S/L)		Type 30 (S/L)	
600	3.5	3.3/4.5/- (S)	2.8/4.0/- (S)	2.3/3.4/5.0 (S)					
700	4.0	3.7/5.4/- (S)	3.2/4.5/- (S)	2.7/3.9/5.7 (S)	2.5/3.6/5.3 (S)				
800	4.3	4.0/5.8/- (S)	3.5/5.0/- (S)	3.0/4.3/6.4 (S)	2.8/4.0/5.8 (S)	3.6/5.2/- (S)			
900		4.3/5.9/- (S)	3.7/5.3/- (S)	3.3/4.7/6.9 (S)	3.0/4.4/6.3 (S)	3.9/5.7/- (S)	-4.6/6.6 (S)	4.4/6.3 (S)**	3.8/5.4 (S)**
1000		4.5/- (S)	3.9/5.5/- (S)	3.5/5.0/- (S)	3.2/4.7/- (S)	4.2/6.2/- (S)	-5.1/7.3 (S)	4.9/7.0 (S)***	4.2/6.0 (S)
1100		4.7/- (S)	4.1/5.9/- (S)	3.7/5.4/- (S)	3.4/4.9/- (S)	4.5/6.6/- (S)	-5.5/7.9 (S)	5.4/7.6 (S)	4.6/6.6 (S)
1200		5.0/- (L)	4.2/- (L)	3.9/5.6/- (L)	3.6/5.2/- (L)	4.7/6.8/- (S)	3.9/5.8/8.4 (S)	5.8/8.2 (S)	4.9/7.1 (S)
1300		5.2/- (L)	4.3/- (L)	4.0/5.8/- (L)	3.7/5.3/- (L)	4.9/7.1/- (S)	4.1/6.1/8.7 (S)	6.1/8.7 (S)	5.2/7.5 (S)
1400				4.1/5.9/- (L)	3.8/5.4/- (L)	5.0/7.3/- (S)	4.3/6.3/9.0 (S)	6.4/9.2 (S)	5.5/7.9 (S)
1500						5.3/- (L)	4.4/5.6/9.3 (S)	6.7/- (S)	5.8/8.2 (S)
1600						5.4/- (L)	4.7/6.9/- (L)	6.9/- (S)	5.9/8.5 (S)
1700							4.9/7.1/- (L)	7.1/- (S)	6.2/8.8 (S)
1800								7.4/- (S)	6.3/9.0 (S)
1900								7.6/- (L)	6.6/9.4 (L)
2000									6.7/9.6 (L)

S = Standard L = Long XBH: See page 87.

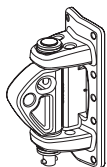
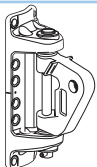
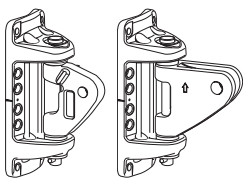
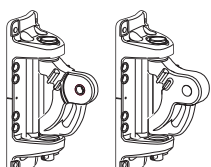
Circ. = Circumference (lists extend beyond the Seldén boom range, to allow selection of the correct Rodkicker for other booms).

\* The maximum E (sail foot length) \*\* An extra hard spring is available. Please contact your Seldén dealer. \*\*\* Boom slider 511-599-01 required.

# Rodkicker brackets



## Rodkicker mast brackets, C-sections and F-sections

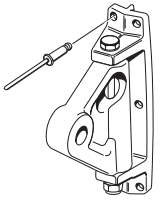
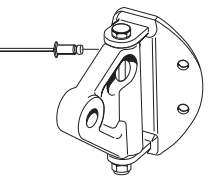
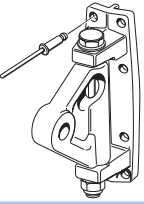
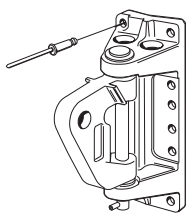
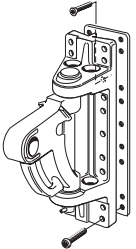
	Mast section	Boom section	Rodkicker brackets Type 05, 10 och 20 Art. No.	Rodkicker Type 30	Bracket dimensions	Fasteners Art. No.
	C156-C175	B087-B104	<b>508-788-12</b> Toggle (AL): Width: 20 mm Hole: Ø 10 mm		Height: 130 mm Width: 55 mm	10 pop rivets 167-006
	F176-F194 C156-C193	B120-B171	<b>508-231-12</b> Toggle (AL): Width: 20 mm Hole: Ø 12,5 mm		Height: 160 mm Width: 61 mm	12 pop rivets 167-002
	C211-C245	B120-B200	<b>508-257-12</b> Toggle (AL): Width: 20 mm Hole: Ø 12,5 mm	<b>508-257-14</b> Toggle (ST): Width: 30 mm Hole: Ø 16,5 mm	Height: 174 mm Width: 71 mm	
	F212-F246	B120-B200	<b>508-257-22</b> Toggle (ST): Width: 20 mm Hole: Ø 12,5 mm	<b>508-257-24</b> Toggle (ST): Width: 30 mm Hole: Ø 16,5 mm		
	C264-C285	B171	<b>508-233-12</b> Toggle (ST): Width: 15 mm Hole: Ø 16,5 mm		Height: 242 mm Width: 81 mm	12 screws 155-621 (MRT 6 x 20, in backing plate)
	F265-F285	B171	<b>508-233-22</b> Toggle (ST): Width: 15 mm Hole: Ø 16,5 mm			12 screws 155-622 (MRT 6 x 25, in backing plate + 2 pop rivets 167-008)
	F265-F305	B200-B250		<b>508-233-24</b> Toggle (ST): Width: 30 mm Hole: Ø 16,5 mm		
	C264-C304	B200-B250		<b>508-233-14</b> Toggle (ST): Width: 30 mm Hole: Ø 16,5 mm		12 screws 155-621 (MRT 6 x 20, in backing plate)

AL = Aluminium ST = Stainless steel



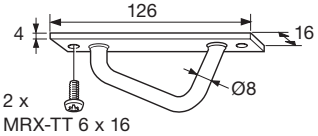
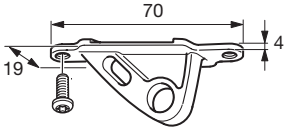
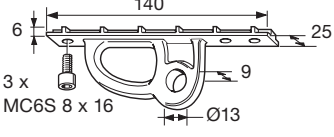
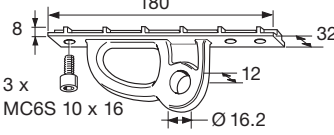
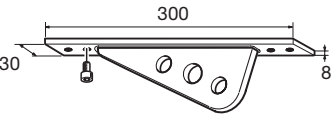
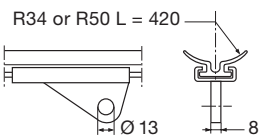
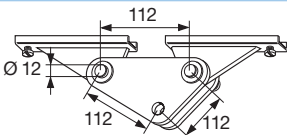


## Rodkicker mast brackets, E-sections, D-sections and R-sections

Fitting	Mast section	Kicker brackets (incl. fasteners) Art. No.	Dimensions mm	Boom section	Rodkicker Type	Fasteners Art. No.	Fasteners dia. x length mm
	E122, E130, E138 D109, D121, D129	508-042-03	<b>Bracket</b> Height: 127 Width: 36 Back angle: 10° <b>Toggle</b> Width: 20 Hole: Ø 10.5	86/59 85/58	05 10	6 pop rivets 167-006	4.8 x 16.5
	For pear shaped mast sections	508-052-03	<b>Bracket</b> Height: 80 Width: 63 Back angle: 45° <b>Toggle</b> Width: 20 Hole: Ø 10.5	86/59 85/58	05 10	4 pop rivets 167-004	6.4 x 12.7
	D109, D121, D129, D137, D146, D160 E122, E130, E138, E155, E170	508-040-03	<b>Bracket</b> Height: 138 Width: 44 Back angle: 10° <b>Toggle</b> Width: 20 Hole: Ø 10.5	B120 111/75 128/90	05 10	8 pop rivets 167-002	6.4 x 17.8
	E-sections from E170	508-168-62	<b>Bracket</b> Height: 179 Width: 63 Back angle: 10° <b>Toggle</b> Width: 20 Hole: Ø 12.5	143/76 B171	10 20	12 pop rivets 167-027	6.4 x 25
	R190, R213, R235	508-168-32			10 20	12 pop rivets 167-002	6.4 x 17.8
	R232, R260	508-151-12			10 20	10 pop rivets 167-027 + backing plate	6.4 x 25
	E-sections from E189	508-152-12	<b>Bracket</b> Height: 275 Width: 70 Back angle: 10° <b>Toggle</b> Width: 30 Hole: Ø 16.5	B200	30	18 pop rivets 167-027	6.4 x 25
		508-152-32		B250	30	18 screws 155-803 + 2 screws 162-024	MRT 6 x 50 + MFT 6 x 40 + backing plate
	R-sections	508-153-32		B200 B250	30	10 screws 155-802 + 9 x 155-622 + 6 x 162-032 + backing plate	MRT 6 x 30 + MRT 6 x 25 + MFT 6 x 25




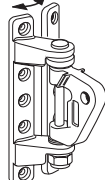
## Rodkicker boom brackets

Description, mm	Art. No.	Boom section	Rodkicker Type
 <p>2 x MRX-TT 6 x 16</p>	511-556-02	85/58, 86/59	05 10
 <p>2 x MC6S 8 x 16</p>	511-643-01	B087, B104	05 10
 <p>3 x MC6S 8 x 16</p>	511-800-01	B120, 111/75 B135, 128/90 143/76, 150/105 B152, 162/125 B171, B190	05 10 20
 <p>3 x MC6S 10 x 16</p>	511-801-01	B200, B230 B250	30
	511-599-01	B300	30
 <p>R34 or R50 L = 420 Ø13 8</p>	<b>Slider</b> 511-513-01 <b>Track</b> 515-504-05 (Radius 34) 515-501-03 (Radius 50)		10
 <p>Ø12 112 112 112</p>	<b>Slider</b> 511-513-02 <b>Track</b> 515-501-04 (Radius 50)		20

## Universal mast brackets

### Universal boom brackets

	Art. No.	Dimensions mm	Rodkicker Type	Fasteners
	508-403-01	Length: 250 Width: 9	10	6 screws included
	508-403-02	Hole: Ø13	20	6 pop rivets included

	Art. No.	Dimensions mm	Rodkicker Type	Fasteners
	508-237-01	<b>Bracket</b> Height: 185	10	No fasteners incl.
	508-237-02	<b>Toggle</b> Width: 20	20	10 screws included
	508-237-03	Hole: Ø12.5		10 pop rivets incl.

Please visit:

[www.seldenmast.com](http://www.seldenmast.com) for assembly instructions.



A Seldén furling mast lets you operate your mainsail from the cockpit, simply and easily. Its unique features for reducing friction and initial sail resistance make furling and reefing child's play. And it also makes sailing safer and far easier for you and your crew.



# FURLING MASTS

## manual, hydraulic and electric drive



Furling masts	98
Hydraulic cruise control	104
Electric cruise control	108
Furling mast specification	110

With a powered furling mast and a powered Furlex jib furler it is even easier to set, reef and handle your sails. You can work your sails single handed, without leaving the helm. Powered systems are available for yachts ranging from 35 to 70 feet.

# Let your rig do the hard work



## **Simple**

You hoist the sail just once a season, so a small crew can manage a much larger boat.

## **Easy**

A Seldén furling mast makes it easy to unroll and set your mainsail. Rolling it in is just as quick and easy. As your sail is neatly stowed out of the way the instant it is rolled in, you have a clear view when manoeuvring under power.

## **Safe**

You can set your sail to suit the weather conditions, from the safety of the cockpit.

## **Efficient**

By furling the sail vertically into the mast, you don't have to furl very much to get a substantial decrease of the sail area.



### **Well balanced**

There are no fixed reef points, so the number of combinations between furling genoa and main are unlimited.

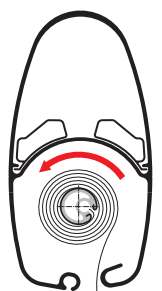
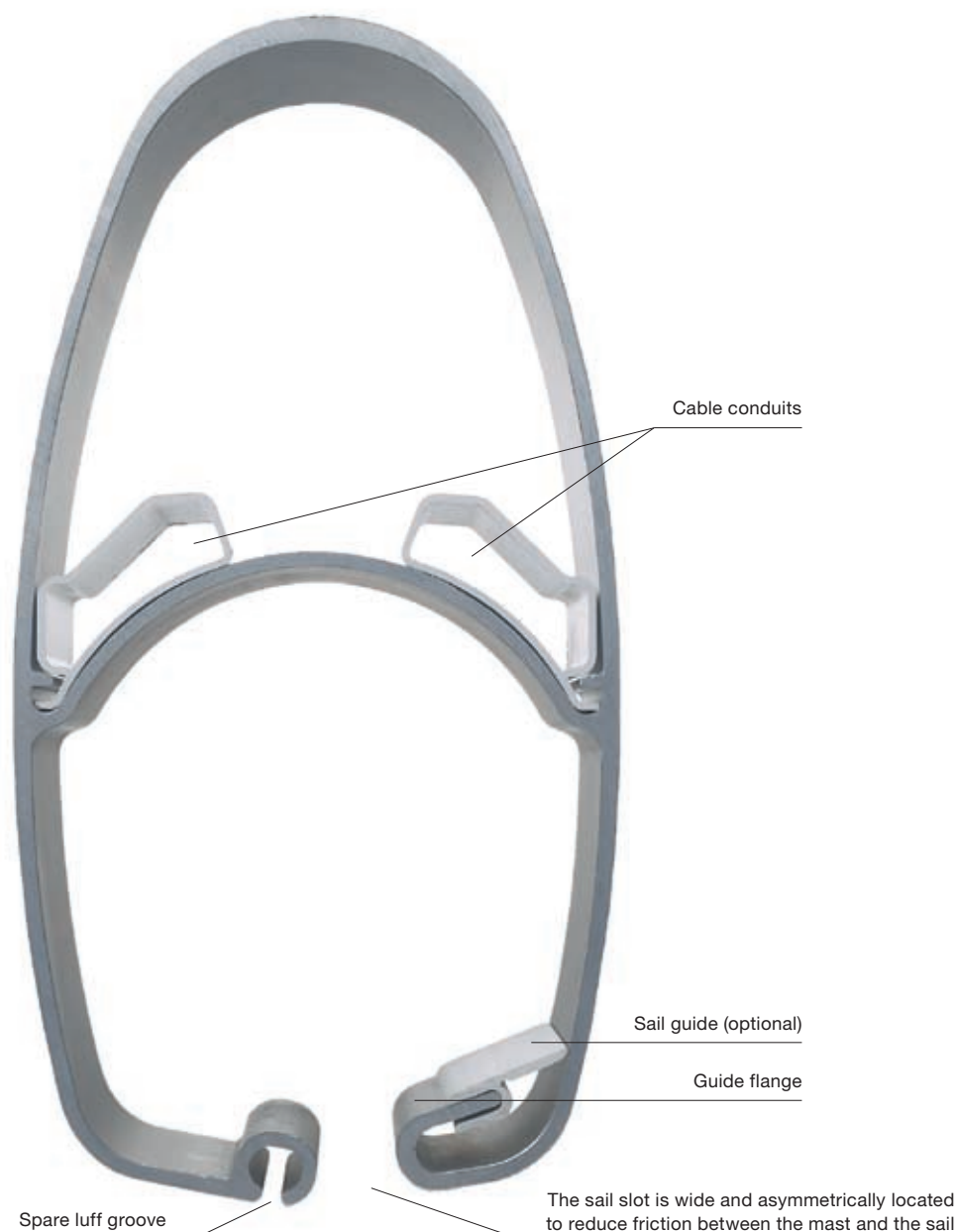
### **More enjoyable**

Due to the easy handling, with a furling mast you will do more sailing and less motoring.

*Vertical battens allow for a positive roach on the furling mainsail.  
A fine combination of performance and convenience.*







*Cross-section  
of a Seldén furling  
mast.*

### **The Seldén furling principle**

The wide sail slot allows for vertical battens and a positive roach of the main sail. The actual sail slot is placed asymmetrically to reduce furling resistance and to lead the sail straight on to the internal luff extrusion.

The furling system is based on Seldén's proven technology. Geared line driver winch, tensioned luff extrusion, asymmetrically located sail slot and the patented load distributor of the halyard swivel. All to make furling an easy and fast operation. The Seldén furling masts come with twin cable conduits, enabling the cables to run freely and well protected from all running rigging. The cable conduits also facilitate cable replacement.

### **Spare luff groove**

The furling masts incorporate an additional luff groove for a spare mainsail. The extra luff groove will also accept a foresail fitted with the correct luff tape.



#### ● **Easy to operate**

There is an outhaul line for rolling out the sail, and an endless line for rolling it in. It's as simple as it sounds. Or if you wish, you can operate the sail at the mast using a winch handle. The geared reefing winch mechanism runs on ball bearings, so it takes little effort to roll in the sail. Greasing holes in the mast facilitate maintenance.

#### ● **Accessible**

Two oval holes on the port side of the mast allow for easy access to the tack attachment, sail feed, tensioning screw and halyard swivel. Just remove the composite covers and the rest speaks for itself. You can inspect the halyard swivel and carry out annual maintenance through the upper access hole.

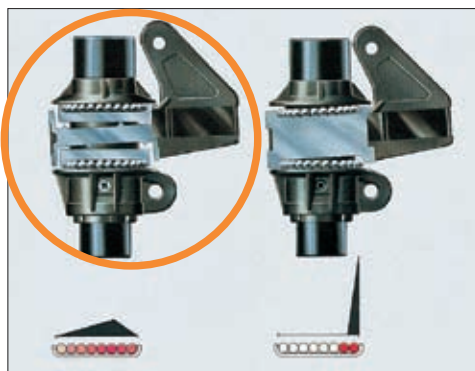
#### ● **Absorbs all sail forces**

The outhaul cars are fitted with horizontal and vertical wheels, enabling them to absorb forces from every direction.

#### ● **Turning block for control lines**

Turning blocks at the base of the mast are designed to enable the ready-spliced, endless line to be easily threaded into position. Seldén deck blocks have the same feature.





*The Seldén load distributor prevents...*

*... point loading!*

### **Seldén's unique load distributor**

The furling mechanism rotates easily even under high load. This is largely due to the unique bearing system in the halyard swivel, which was originally developed for the Furlex jib furling system. The cleverly designed load distributor has three fulcrums, distributing the load over the entire bearing race and all the bearings, rather than over small areas of the race.

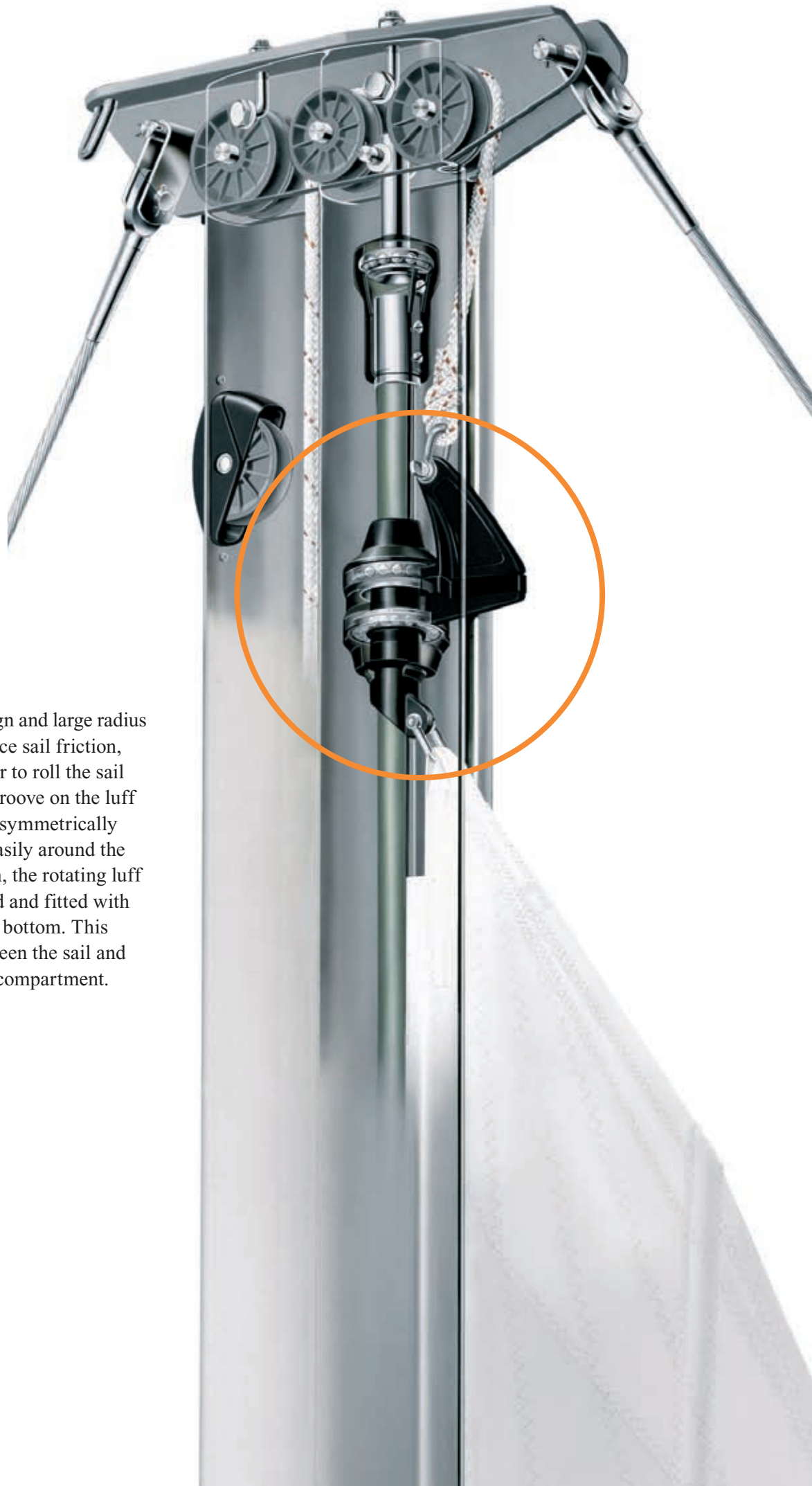


*Asymmetric sail slot wide enough for vertical battens. Extra long guide flange. Optional sail guide for sails with horizontal battens.*



*The Seldén furling masts come with twin cable conduits, enabling the cables to run freely and well protected from all running rigging.*





### **Low friction**

The asymmetric design and large radius edges of the slot reduce sail friction, making it much easier to roll the sail in and out. The sail groove on the luff extrusion is located asymmetrically to help the sail furl easily around the extrusion. In addition, the rotating luff extrusion is tensioned and fitted with ball bearings top and bottom. This reduces friction between the sail and the inside of the sail compartment.

# Hydraulic cruise control

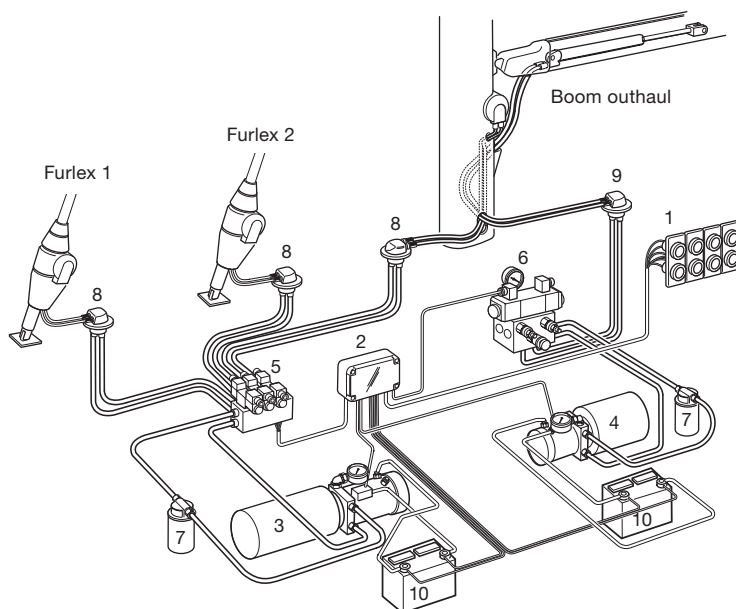


Seldén offers a complete hydraulic cruise control programme based on three major components:

- Furlex Hydraulic for headsails
- Hydraulic furling mast
- Hydraulic outhaul

The picture to the right shows the principle of a hydraulic system with hydraulic pump, valve units and drive units, all connected by hydraulic hosing. The system is operated from the cockpit by control switches connected to the system through a control box.



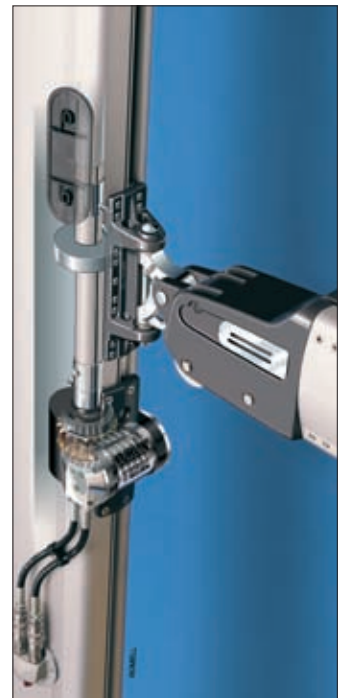


1. Control buttons
2. Control box
3. Pump unit, furling mast + Furlex
4. Pump unit, outhaul
5. Valve unit, furling mast + Furlex
6. Valve unit, outhaul
7. Filter
8. Deck gland, furling mast + Furlex
9. Deck gland, outhaul
10. Battery









*Långedrag 501 equipped with Seldén hydraulic furling mast, hydraulic outhaul and double hydraulic Furlex jib-reefing systems.*

## Sailing from the cockpit at the press of a button

A powered furling mast enables you to reef, furl and trim the sail area to suit the wind conditions at the touch of a button. The patented, built-in motor has a direct drive to the worm gear, to keep moving parts to a minimum and increase power, efficiency and reliability. The worm gear, which is self-braking, locks the sail in the required position. In an emergency, the mainsail can also be manually furled and unfurled with an ordinary winch handle.

## Hydraulic clew outhaul – the ultimate control

The push-button controls in the cockpit give you complete command of your mainsail. You can also trim the outhaul when sailing close hauled – a task which would ordinarily require the full strength of a crew member using a manual winch. Furthermore, there is no clew outhaul line to clutter up the cockpit.

**Booms** available for hydraulic outhaul.

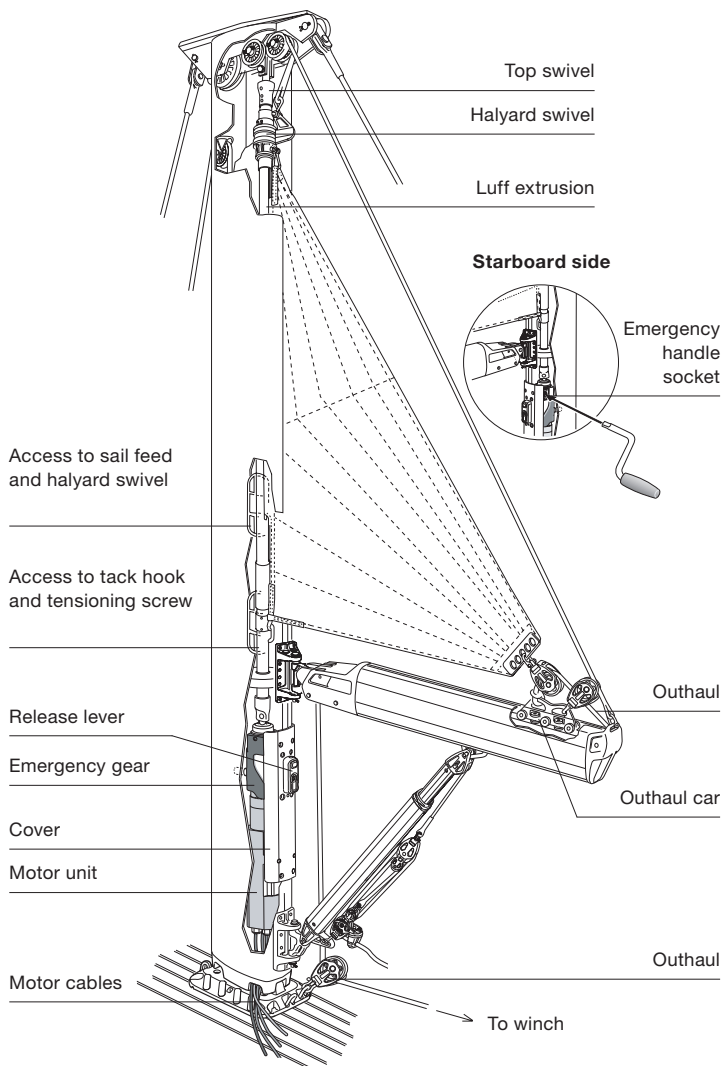


Boom section	$I_y \text{ cm}^4$	$I_x \text{ cm}^4$	Material thickness, mm	Weight kg/m	$W_{y \min} \text{ cm}^3$	$W_{x \min} \text{ cm}^3$
B200	1280	343	3.1	5.88	121.5	61.3
B250	2706	692	3.2	7.95	200.1	101.3
B300	5086	1291	4.0	10.50	321	167

# Electric cruise control

## New mast or retro-fit

Is your deck layout giving you a hard time leading a furling line back to the cockpit? Are you fed up with operating your furling mast with a winch handle at the mast? Upgrade with electric drive and stay in the safety of the cockpit. Seldén electric furling is available as a retro fit kit for manual furling masts or custom built for new Seldén furling masts.



- Completely built-in.
- Operated from the safety of the cockpit.
- Planetary gear with permanently set brake. Released only when the motor is running.
- Drive release for emergency furling.
- Control box with factory-set rotation speed and maximum torque. Current cuts out at maximum torque and is automatically reconnected after two seconds. Prevents overloading.
- Asymmetric and tensioned luff extrusion in combination with stainless steel ball bearings with load distributor makes for low furling resistance.
- Wide sail slot allows for vertical battens and positive roach.
- Retro-fits to manually operated furling mast.

## Technical information

Mast section	Type	Model Voltage	E <sub>max</sub> mm	Speed rpm	Max running torque, Nm	Required cable, mm <sup>2</sup> (between battery and control box)		Fuse (A) 12V / 24V
						< 8 m 12V / 24V	> 8 m 12V / 24V	
F228	RB	12	4900	38-40	150	25 / -	35 / -	125 / -
F246			5400					
F265			6000					
F286	RC	12 / 24	5800		230	35 / 25	50 / 35	160 / 125
F305			6300					
F324			6700					
			7000					

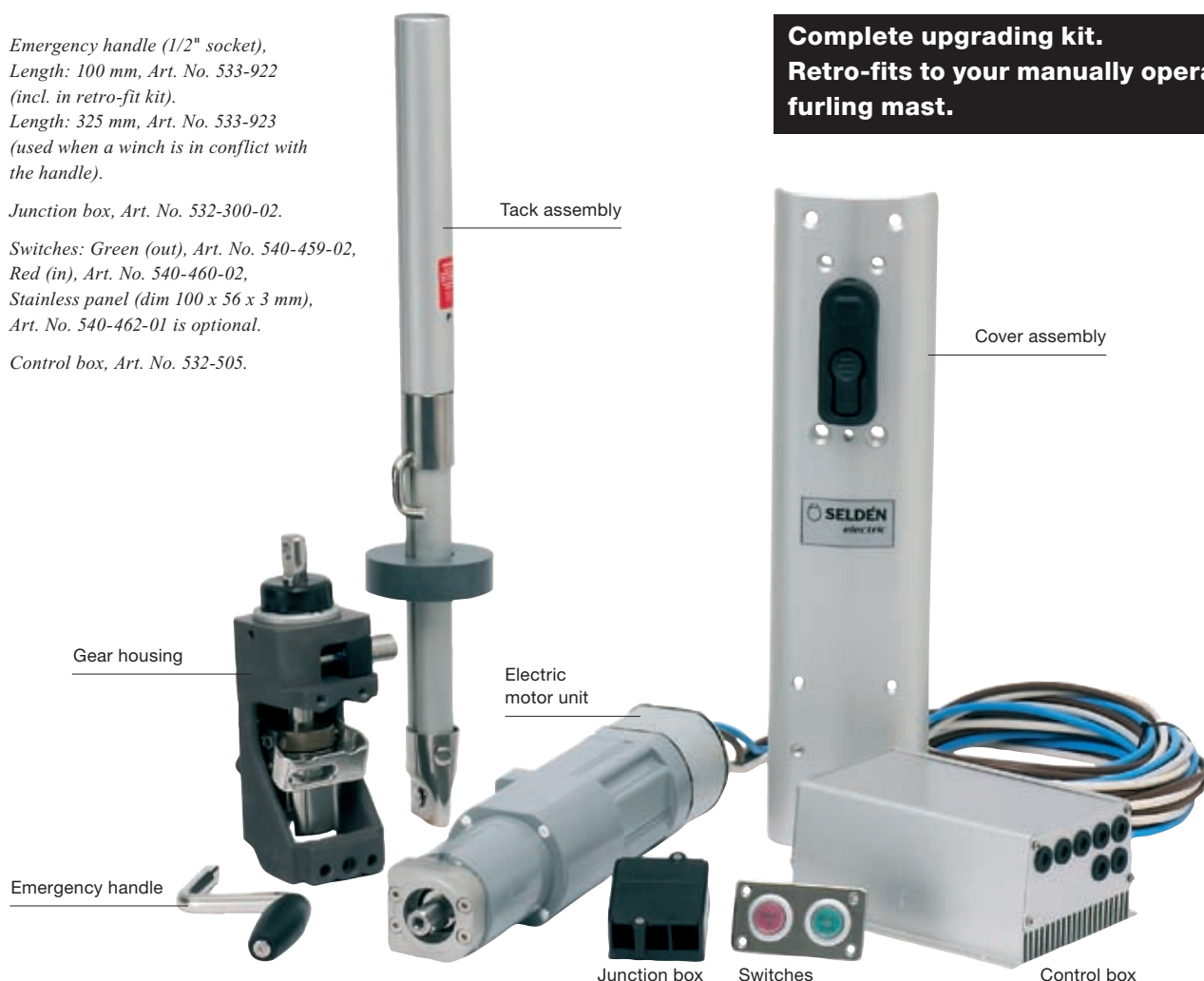


Emergency handle (1/2" socket),  
Length: 100 mm, Art. No. 533-922  
(incl. in retro-fit kit).  
Length: 325 mm, Art. No. 533-923  
(used when a winch is in conflict with  
the handle).

Junction box, Art. No. 532-300-02.

Switches: Green (out), Art. No. 540-459-02,  
Red (in), Art. No. 540-460-02,  
Stainless panel (dim 100 x 56 x 3 mm),  
Art. No. 540-462-01 is optional.

Control box, Art. No. 532-505.



**Complete upgrading kit.  
Retro-fits to your manually operated  
furling mast.**

## Retro-fit installation kits

### Cables for installation below deck

(from mast to control pack)

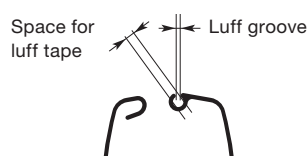
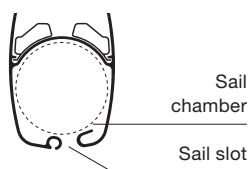
Art. No.	Area, mm <sup>2</sup>	Length, m
531-026-03	16	3
531-026-04	16	4
531-026-05	16	5
531-026-06	16	6
531-026-07	16	7
531-026-08	16	8
531-026-09	16	9
531-026-10	16	10
531-029-03	25	3
531-029-04	25	4
531-029-05	25	5
531-029-06	25	6
531-029-07	25	7
531-029-08	25	8
531-029-09	25	9
531-029-10	25	10

Mast section (max boom section)	Type	Model Voltage	Kit Art. No.	Control pack Incl. switches	Excl. switches
R232 (B171)	RB	12	532-501-30	532-505-01*	532-505-02
R232 (B250)	RB	12	532-501-29		
R260 (B171)	RB	12	532-501-32		
R260 (B200)	RB	12	532-501-31		
R290 (B171)	RC	12	532-502-31		
		24	532-503-31		
R290 (B200)	RC	12	532-502-30		
		24	532-503-30		
R324	RC	12	532-502-23		
		24	532-503-23		
F228	RB	12	532-501-20		
F246	RB	12	532-501-21		
F265	RB	12	532-501-22		
F265	RC	12	532-502-20		
		24	532-503-20		
F286	RC	12	532-502-21		
		24	532-503-21		
F305	RC	12	532-502-22		
		24	532-503-22		
F324	RC	12	532-502-24		
		24	532-503-24		

\* Includes control box, junction box, lubricating grease, instructions and switches.  
For more information please see our instructions for installation, [www.seldenmast.com](http://www.seldenmast.com)



## Seldén furling mast specifications



Mast section	Type	Sail chamber dia., mm	Sail slot mm	Max foot length E, mm	Luff groove mm	Spare luff groove Max. space for luff tape dia., mm	Rec. slide	Manual	Drive options Hydraulic	Electric (Voltage)	
F176	RA	85	15 ±3	3750	3.25	6	–	X			
F194	RA	93		4200				X			
F212	RA	100		4500				X			
	RB			4400				X			
F228	RA	108	5000	8		Aquabatten AO31 or Rutgerson 101	X				
	RB		4900				X		X (12)		
F246	RB	114	5400				X	X	X (12)		
F265	RB	123	17 ±3				6000	10	Aquabatten AO32	X	X
	RC			5800		X				X	X (12/24)
F286	RB	133		6500		X				X	
	RC			6300		X				X	X (12/24)
F305	RB	141		6900		X	X				
	RC			6700		X	X	X (12/24)			
	RD			6000			X				
F324	RC	154		15 ±3	7000	4.0	12	Aquabatten AO32 or Rutgerson 101	X	X (12/24)	
F370	RD	174		22 ±3	7500	3.3	13	Aquabatten AO33 or Rutgerson 102	X		



## Specifications of hydraulic motors

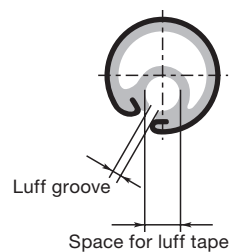
Model	Motor designation	Max. torque at max. pressure, Nm	Nominal speed luff extrusion (n), rpm	Nominal oil flow (Q), l/min	Nominal oil pressure (p), bar	Max. oil pressure (p), bar	Rec. min. power hydraulic pack (P) kW	Max. sail area m <sup>2</sup>
Type RB	OML 12.5	158	40	10	40	120	1.5	60
Type RC	OML 12.5	158	40	10	40	140	2.0	60
Type RD	OML 12.5	158	40	10	40	140	3.0	80
Type RD	OML 20.0	230	40	20	40	140	4.0	120
Type RD Built-in	OML 20.0	255	40	20	40	140	3.0	120

## Covers and plugs

	Description	Art. No.
	Cover for access to sail-feeder and tack attachment. 57 x 126 mm.	540-026
	Cover for access to sail-feeder and tack attachment. 72 x 207 mm.	540-120
	Grease hole cover, Ø 44 mm.	319-609
	Grease hole cover, 25 x 60 mm.	Obsolete

## Furling gear and luff extrusion

Type	Gear ratio manual drive	Diameter mm	Luff groove mm	Max space for luff tape, dia., mm
RA	1.75:1	25	2.75 ±0,25	6
RB	2:1	30	3.25 ±0,35	8
RC	2:1	38	3.25 ±0,25	10
RD	–	58	3.25 ±0,25	10







# FURLEX

## jib furling and reefing system



Introduction	114
Furlex S (Standard)	116
• Benefits when racing	118
• Furlex with rod forestay	119
• Choose the right Furlex	120
• Toggles	122
Furlex TD (Through-Deck)	124
Furlex E (Electric)	126
Furlex H (Hydraulic)	130
Seldén Code X	132

# Furlex – for carefree sailing

The Furlex jib furling and reefing system was first introduced in 1983. The basic concept was not new, but Furlex broke new ground with innovative design, attention to detail, good value and worldwide service backup. Today, Furlex is the world market leader, and a normal feature on any well equipped yacht.



## Impressive appearance

Furlex, with its attractive combination of aluminium, composite and stainless steel, adds more than a touch of style to any yacht. The smooth lines are not only pleasing to the eye, they also make Furlex very durable and easy on the sail and on the sailor.

## Correctly specified for your yacht

Choosing the right size and type of jib furling and reefing system is vital to ensure maximum performance and service life. The majority of Furlex systems installed in the early 80s are still operating reliably today, proof of the durability of the design. It also says a great deal about how carefully Seldén evaluates which particular Furlex will best suit your yacht. To do this we examine the righting moment of the yacht (a function of displacement, ballast, beam and draft), in relation to the type of rig.

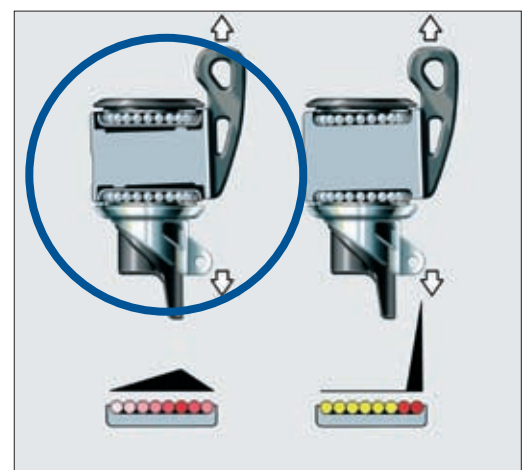




This gives us a clear picture of the loads the system may be subjected to and enables us to ensure you receive a jib furling and reefing system that is correctly specified for your yacht.

### Unique internal mechanism

Seldén's unique load distributor in the halyard swivel incorporates our own patented technology for reducing rolling resistance, friction and bearing loads. The loads are distributed across the ball races as the halyard load changes position. This innovative solution improves furling and reefing, and also increases the service life of the swivel. The basic design of the load distributor remains unchanged and unchallenged since it was first patented worldwide in 1983.



*The Seldén load distributor prevents...*

*... point loading!*

# Furlex S

(Standard)



*Furlex 50S.  
For yachts from  
18 to 26 feet.*



The Furlex jib furling and reefing system is available in seven sizes – 20S (see Seldén Dinghy catalogue), 50S, 100S, 200S, 300S, 400S and 500S. The right model for you depends on the size of your yacht and the type of rig. All models are characterised by elegant lines and superior performance, derived from a carefully considered design down to the smallest detail.

*Furlex 100S.  
For yachts up to  
approx. 30 feet.*



*Furlex 200S-300S.  
For yachts ranging  
from 30 feet to  
approx. 45 feet.*



*Furlex 400S-500S.  
For larger yachts rang-  
ing from approx. 45 feet  
to approx. 70 feet.*





## Furlex benefits

- Centred and insulated forestay and completely insulated joining sleeves make furling easier, reduce wear and cut out the risk of corrosion.
- Unique, patented load-distributor for easy furling and unrivalled bearing durability. Lightweight halyard swivel keeps weight aloft to a minimum.
- Sailfeeder in high grade, marine stainless steel for improved durability and service life. Composite connector for the optimum strength-to-weight ratio.



Furlex 50S. Halyard swivel in composite with stainless steel reinforcement. Low weight (230 g). Low friction due to the load distributor.

- Furlex 100S–500S. Tack swivel with a free-turn, combined with the uniform profile of the forestay extrusion, give a perfectly furled sail and effective performance even when reefed. Twin grooves and split drum – allow for fast sail changes and make Furlex easily adapted for racing.
- Unique line-guide system – controls and centres furling line and arranges it evenly onto the drum.
- Furlex 200S–500S. Fully integral rigging screw (optional) for fast and simple forestay adjustment, without affecting the uniform profile of the extrusion or the drum height above deck. The rigging screw adjusts through 60 mm, 80 mm and 100 mm depending on size of system.

The Furlex 100S has no internal rigging screw. However, an optional external rigging screw for the 100S model (6 mm wire), for mounting under the drum, is available.



## Benefits when racing



With a Furlex 100S-500S on board, you can quickly adapt your yacht for racing. The line drum and line guide fitting are easily removed, enabling you to tack the sail directly to the deck. Detach the sail feeder, and the halyard swivel can be dropped right down to the lower bearing assembly. Reassemble it, and the forestay extrusion is now ready for racing. The extrusion features twin luff grooves, giving you the potential for fast, race-winning sail changes.

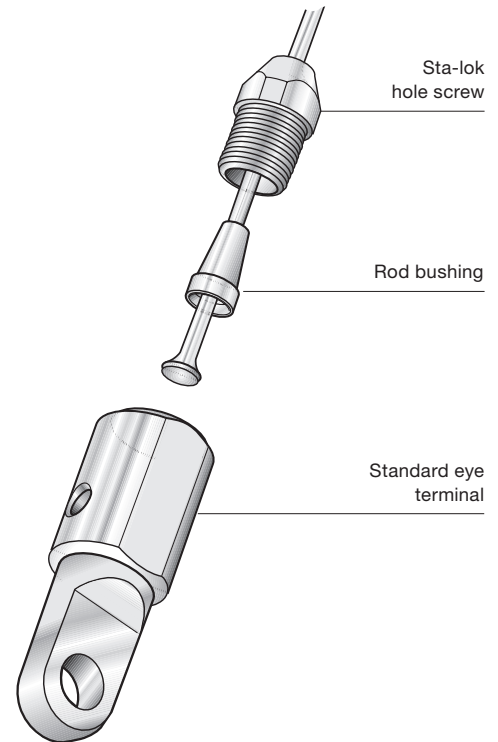
# Furlex with rod forestay

## Bush packs\*

\* Includes instructions, bushing and a Sta-lok hole screw. Always needed for rod installation.

Rod	Diameter mm	Type of Furlex	Series			Art. No.	Art. No. TD
			S/E	TD	H		
Navtec -8	5.7	200	X	X		301-407-02	301-407-03
Navtec -10	6.4	200	X	X		301-408-02	301-408-03
Navtec -12	7.1	200/300	X	X	X	301-409-02	301-409-03
Navtec -17	8.4	300	X	X	X	301-413-02	301-413-03
Navtec -22	9.5	300	X	X	X	301-410-02	301-410-03
Navtec -30	11.1	400	X	X		301-411-02	301-411-04
Navtec -30	11.1	400			X	301-411-03	
Navtec -40	12.7	400	X	X		301-412-02	301-412-04
Navtec -40	12.7	400			X	301-412-03	
Navtec -48	14.3	500	X			301-616-02	
OYS (Riggarna) R-8	5.7	200	X	X		301-401-02	301-401-03
OYS (Riggarna) R-10	6.4	200	X	X		301-402-02	301-402-03
OYS (Riggarna) R-15	7.5	200/300	X	X	X	301-403-02	301-403-03
OYS (Riggarna) R-22	9.5	300	X	X	X	301-404-02	301-404-03
OYS (Riggarna) R-30	11.1	400	X	X		301-405-02	301-405-03
OYS (Riggarna) R-30	11.1	400			X	301-405-03	
OYS (Riggarna) R-40	12.7	400	X	X		301-406-02	301-406-03
OYS (Riggarna) R-40	12.7	400			X	301-406-03	
OYS (Riggarna) R-48	14.3	500	X			301-615-02	
BSI -8	5.7	200	X	X		301-418-02	301-418-03
BSI -10	6.4	200	X	X		301-419-02	301-419-03
BSI -12	7.1	200/300	X	X		301-415-02	301-415-03
BSI -15	7.5	200/300	X	X		301-420-02	301-420-03
BSI -17	8.4	300	X	X		301-417-02	301-417-03
BSI -22	9.5	300	X	X		301-721-02	301-421-03
BSI -22	9.5	400			X		301-424-04
BSI -30	11.1	400	X	X		301-422-02	301-422-04
BSI -30	11.1	400			X	301-422-03	
BSI -40	12.7	400	X	X		301-416-02	301-416-04
BSI -40	12.7	400			X	301-416-03	
BSI -48	14.3	500			X	301-634-02	

Bushings for Navtec, BSI and OYS rods are available from Seldén. Your rod rigger will supply the rod forestay and upper terminal part, slide on the joining sleeves, rod bushing and Sta-lok hole screw, and form your rod heads.



## Extrusions and joining sleeves

If the rod rigger is located far from the boat, it is practical to provide him with a separate kit of joining sleeves. This way he can coil the formed rodstay and deliver to the boat for final assembly. A set of luff extrusions, excluding joining sleeves, should also be delivered to the boat.

Furlex series	Max. length, mm		Furlex S/E			Furlex TD		
	S/E	TD	Alternative 1: Complete set of extrusions	Alternative 2: Set of extrusions excl. joining sleeves	Separate kit of joining sleeves	Alternative 1: Complete set of extrusions	Alternative 2: Set of extrusions excl. joining sleeves	Separate kit of joining sleeves
200S	10600	10400	539-565-12	539-565-22	539-567-01	539-565-42	539-565-52	539-729-01
	2400	2400 (extra extrusion)	539-565-16	539-565-26		539-565-16	539-565-26	
300S	15500	15200	539-265-12	539-265-22	539-267-01	539-265-42	539-265-52	539-739-01
	2400	2400 (extra extrusion)	539-265-16	539-265-26		539-265-16	539-265-26	
400S	17700	17400	539-165-12	539-165-22	539-167-02	539-165-42	539-165-52	539-759-02
	2400	2400 (extra extrusion)	539-165-15	539-165-25		539-165-15	539-165-25	
500S	23000	-	539-423-11	539-423-21	539-427-11	-	-	-
	4800	- (extra extrusion)	539-423-10	539-423-20		-	-	

**Alternative 1:** Rod is to be formed at the location of the boat.

**Alternative 2:** Rod is to be formed remote from the boat.

These set of extrusions, both alternatives, include slotted distance tubes to be snapped on to the headed rod.

# Choose the right Furlex



- Complete kit containing everything you need:
- Forestay wire
  - Wire terminal
  - Halyard swivel
  - Lower bearing part
  - Split line drum (100S-500S)
  - Line guide fitting
  - Line drum housing
  - Furling line
  - Halyard lead, insulating sheet, screws
  - Drill bit
  - Torx key set
  - Stanchion blocks
  - Locking adhesive
  - Lubricating grease
  - Top guard
  - Luff extrusion
  - Joining sleeves
  - Connecting plate
  - Sail feeder
  - Prefeeder
  - Manual, spare parts list
  - Certificate of guarantee

Furlex 50S-300S  
Spare stanchion block  
538-971-01 (1 off)  
538-971-02 (4 off)

## Simple to install, easy to maintain

It only takes a couple of hours to fit a Furlex system to your yacht. As the Furlex kit comes complete with all the materials and a full set of instructions, you can easily fit it yourself. When you fit a Furlex you have invested in a virtually maintenance-free piece of kit. You set your sail after launching and then just keep on furling and reefing throughout the season. When the season is over you simply rinse the various parts with fresh water, wait for them to dry and then grease the halyard swivel and lower bearing assemblies. The Furlex kit even includes the grease. What could be simpler?



The optional rigging screw for Furlex 200S- 500S.

Furlex series	Forestay dia., mm	Rod dia. (mm)	Navtec	OYS** (Riggarna)	BSI	Max righting moment (kNm) at 30° heel		Approx. displacement, tonnes		DH mm	DW mm	DD mm	CB mm
						Masthead rig	Fractional rig	Masthead rig	Fractional rig				
50S	4	-				6.5	8	1.4	1.7	100	60	120	25
	5	-				8.5	11	1.8	2.5	100	60	120	25
100S	4	-				6.5	8	1.4	1.7	100	80	152	60
	5	-				10	14.5	2.1	3	100	80	152	60
	6	-				17	22	3.5	4	100	80	152	60
200S	6	-8 (5.7)	X	X	X	19	23	3.9	4.5	120	94	186	60
	7	-10 (6.4)	X	X	X	27	34	5.5	7	120	94	186	60
	8	-12 (7.1)	X		X	37	45	7.5	9	120	94	186	60
		-15 (7.5)		X*	X*								
300S	8	-12 (7.1)	X		X	40	50	8	10	147	113	216	80
		-15 (7.5)		X	X								
	10	-17 (8.4)	X		X	70	80	14	15	147	113	216	80
400S		-22 (9.5)	X	X	X								
	12	-30 (11.1)	X	X	X	120	160	20	26	200	140	250	95
	14	-30 (11.1)	X		X	180	190	28	30	200	140	250	95
500S		-40 (12.7)	X	X	X								
	16	-40 (12.7)	X	X	X	230	250	38	40	200	140	250	95
		-48 (14.3)	X	X	X								

\* As the male part of this rod terminal type/size is too large to pass through the luff extrusions, the rod forestay can only be cold-headed at its upper terminal end after the stay has been pulled through the assembled extrusions. The extrusion must be made 200 mm (8") shorter than the stay at the top to make room for the cold-heading machine. Consequently, the luff extrusions length and available sail space is reduced. The system has to be assembled at the location of the cold-heading machine.

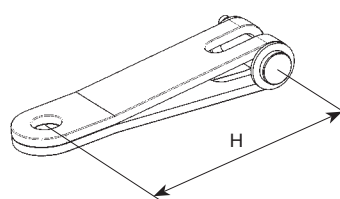
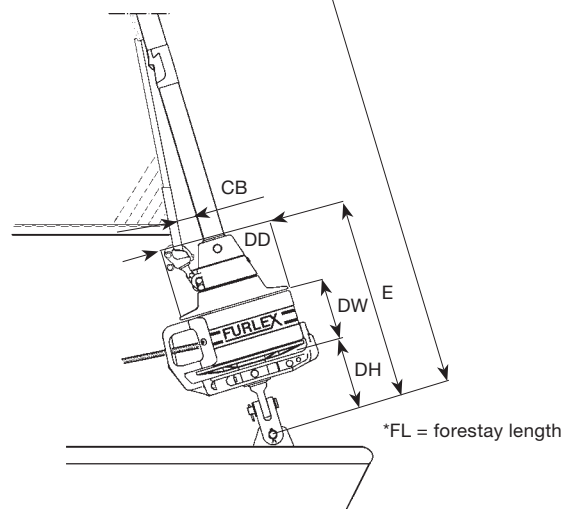
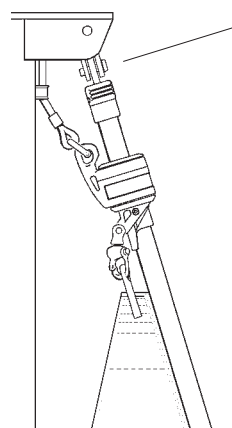
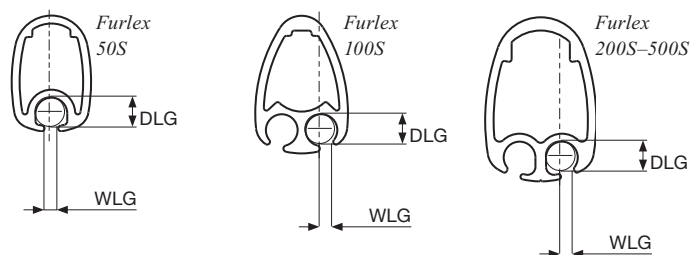
\*\* The upper eye terminal must be of the MNY type.



Furlex series	Forestay dia., mm	Max. forestay length (FL) m	Art. No. Standard version	Art. No. Incl. rigging screw
50S	4	7.7	022-015-51	-
	4	10.1	022-015-52	-
	5	7.7	022-015-53	-
	5	10.1	022-015-54	-
	5	12.5	022-015-55	-
100S	4	8.1	027-019-51	-
	4	10.5	027-019-52	-
	5	8.1	027-019-53	-
	5	10.5	027-019-54	-
	5	12.9	027-019-55	-
	6	10.5	027-019-56	-
200S	6	12.9	027-019-57	-
	6	10.6	031-021-51	031-021-61
	6	13.0	031-021-52	031-021-62
	6	15.4	031-021-53	031-021-63
	7	13.0	031-021-54	031-021-64
	7	15.4	031-021-55	031-021-65
	7	17.8	031-021-56	031-021-66
	8	15.4	031-021-57	031-021-67
300S	8	17.8	031-021-58	031-021-68
	8	15.5	039-027-51	039-027-61
	8	17.9	039-027-52	039-027-62
	10	15.5	039-027-53	039-027-63
	10	17.19	039-027-54	039-027-64
400S	10	20.3	039-027-55	039-027-65
	12	17.7	049-034-51	049-034-61
	12	20.1	049-034-52	049-034-62
	12	22.5	049-034-53	049-034-63
	14	20.1	049-034-54	049-034-64
500S	14	22.5	049-034-55	049-034-65
	16	23.0	060-046-56	060-046-66
	16	27.8	060-046-57	060-046-67

Furlex is available with Dyform wire. Please ask your dealer for details.

Furlex series	Internal diameter of luff groove (DLG), Ø mm	Width of luff groove (WLG), mm
50S	6.0	2.6
100S	6.0	3.0
200S	6.0	3.0
300S	7.5	3.0
400S	8.0	3.0
500S	9.2	3.0



Extension link: Used to increase the distance between the lower unit and the deck for a bow anchor etc.

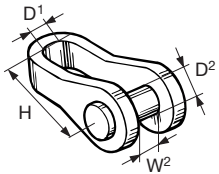
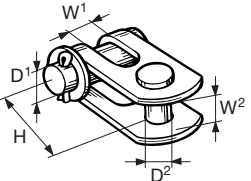
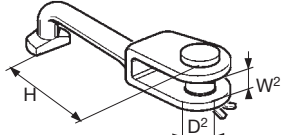
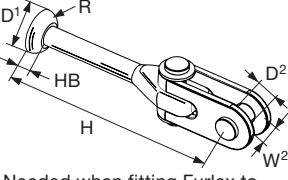
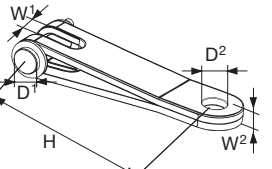
Furlex standard toggle.

E mm	ID mm	W2 mm	D2 Clevis pin	Forestay adjustment dia., mm	Extension link H mm	Halyard sheave box Art. No.
215	17	8.5	8	-	-	505-004-10
215	19	11	10	-	-	505-004-10
280	17	8.5	8	-	-	505-004-10
280	19	11	10	-	-	505-004-10
280	24	11	10	50	90	505-006-10
330	24	11	10	60	90	505-006-10
330	24	12.5	12	60	90	505-006-10
330	31	15.5	14	60	130	505-012-10
400	31	15.5	14	80	130	505-012-10
400	34	16	16	80	130	505-012-10
535	40	21	19	100	190	505-012-10
535	50	23	22	100	190	505-012-10
535	50	26	22	100	-	505-038-10

# Toggles

If the boat is fitted with a bow anchor, it may be necessary to permanently raise the lower bearing assembly for anchor clearance. A selection of extension links are available.

If the lower bearing assembly is raised by means of an extension link, a Furlex fork/fork toggle, should be fitted between the link and the forestay attachment.

Eye/fork toggle	Forestay dia., mm	Art. No.	Length H mm	Ø Clevis pin D <sup>2</sup> mm	Fork width W <sup>2</sup> mm	Ø Eye D <sup>1</sup> mm		
 <p>Can be used to lengthen a Furlex system. Fit it underneath the standard fork/fork toggle or at the top end of the Furlex wire.</p>	4	174-102-01	25	8	8	8		
	5	174-103-01	35	9.5	10	10		
	6	174-104-01	40	11	12	11		
	7	174-105-01	45	13	12	13		
	8	174-106-01	50	15.8	12	16		
	10	174-107-01	65	15.8	20	16		
	12	174-134-01	95	19	22	20		
	14	174-135-01	95	22	22	23		
	16	174-126-01	120	22	25	23		
Standard Furlex fork/fork toggle	Forestay dia., mm	Art. No.	Length H mm	Ø Clevis pin D <sup>1</sup> mm	Ø Clevis pin D <sup>2</sup> mm	Fork width W <sup>1</sup> mm	Fork width W <sup>2</sup> mm	
	4	517-056-02	25	8	8	7.5	8.5	
	5	517-054-02	30	10	10	10	11	
	6	517-046-02	40	12	10	11	11	
	7	517-047-02	40	12	12	11	12.5	
	8	517-048-02	50	14	14	14	15.5	
	10	517-060-04	55	16	16	14	16	
	12	517-052-02	65	19	19	20.5	21	
	14	517-053-02	80	22	22	20.5	23	
	16	517-074-02	85	25	22	22	26	
T/fork toggle	Forestay dia., mm	Art. No.	Length H mm	Ø Clevis pin D <sup>2</sup> mm	Fork width W <sup>2</sup> mm			
 <p>Needed to connect the Furlex to a Seldén backing plate for T-terminals.</p>	4	174-127-01	60	8	8			
	5	174-128-01	70	9.5	10			
	6	174-122-01	80	11	12			
	7	174-123-01	90	13	14			
	8	174-124-01	100	15.8	16			
Stemball/Eye toggle with Fork/fork toggle	Forestay dia., mm	Art. No.	Length H mm	Ø Clevis pin D <sup>2</sup> mm	Fork width W <sup>2</sup> mm	Height HB mm	Radius R mm	Ø Stemball D <sup>1</sup> mm
 <p>Needed when fitting Furlex to some masts of other origin than Seldén.</p>	5	517-065-01	138	10	11	8.5	10	26
	6	517-066-01	152	10	11	8	10	26
	7	517-067-01	157	12	12.5	9	15	34
	7	517-097-01	153	12	12.5	11	13	26
	8	517-068-01	197	14	15.5	9	15	34
	10	517-068-02	202	16	16	9	15	34
	12	517-069-01	226	19	21	8.5	15	34
Eye/Fork extension link*	Forestay dia., mm	Art. No.	Length H mm	Ø Clevis pin D <sup>1</sup> mm	Fork width W <sup>1</sup> mm	Ø Eye D <sup>2</sup> mm	Gauge W <sup>2</sup> mm	
	6	517-063-01	90	12	11	12	6	
	7	517-063-01	90	12	11	12	6	
	8	517-062-01	130	16	14	16.5	10	
	10	517-062-01	130	16	14	16.5	10	
	12	517-075-01	190	19	20.5	20	12	
	14	517-076-01	190	22	20.5	22.5	16	

\* The standard Furlex fork/fork toggle must always be fitted between the extension link and the forestay attachment of the boat. This in order to secure proper articulation in all directions.





# Furlex TD

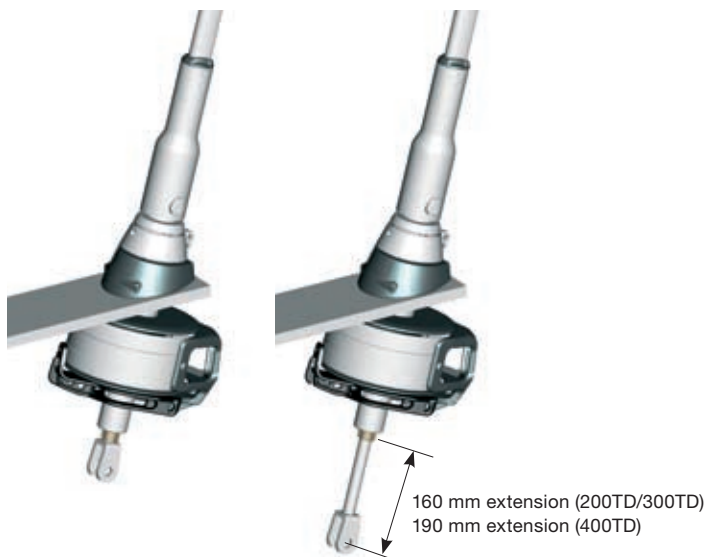
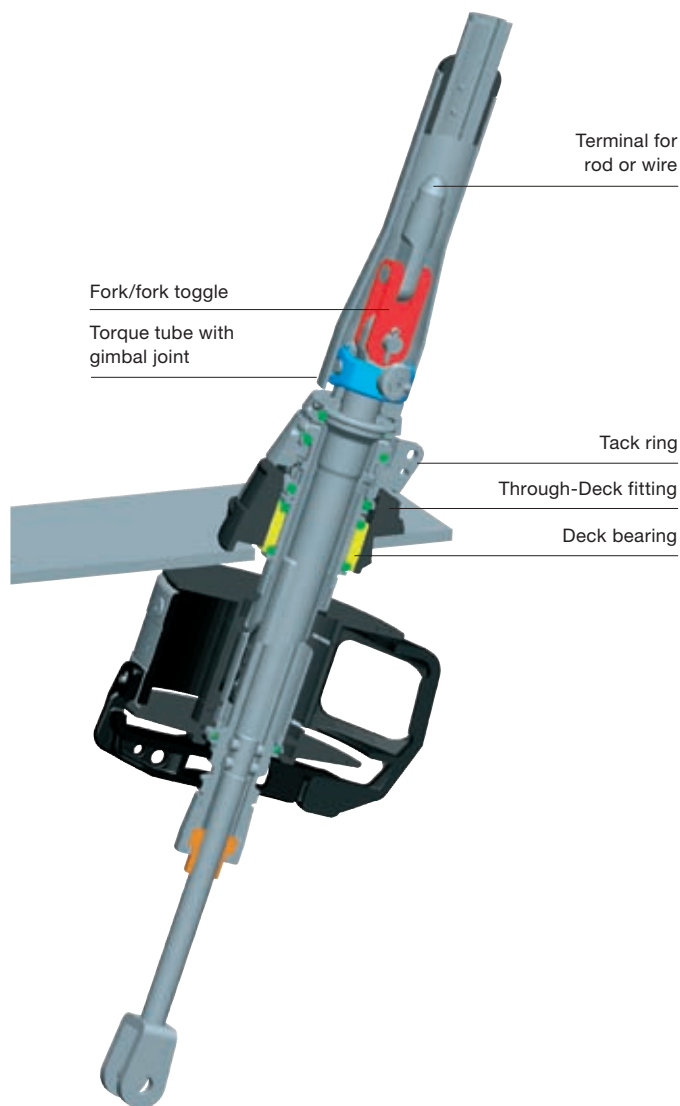
(Through-Deck)

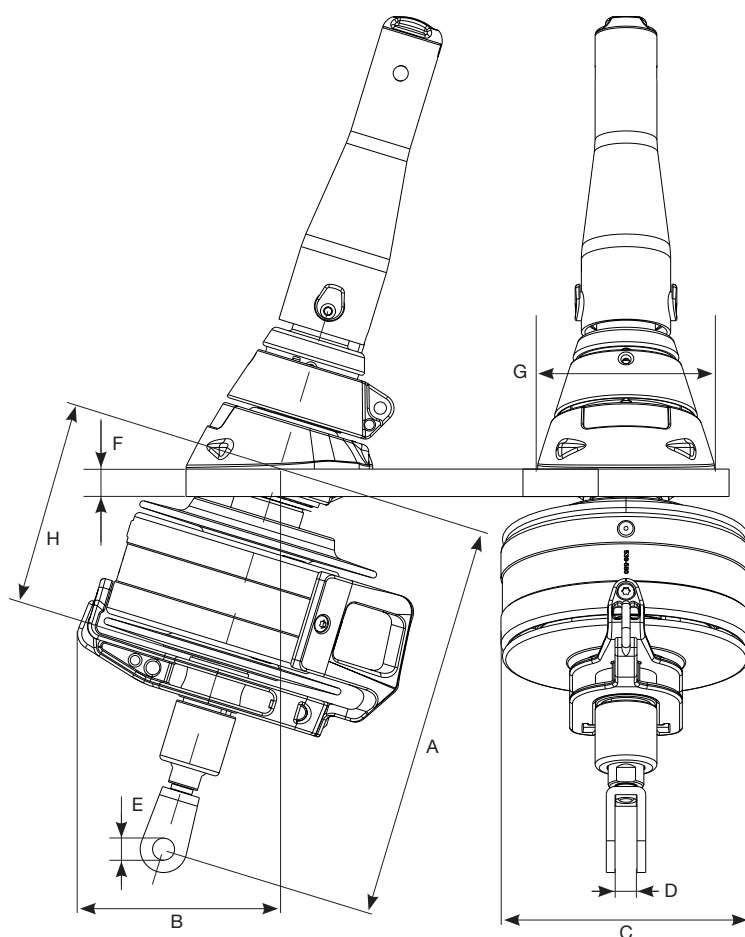
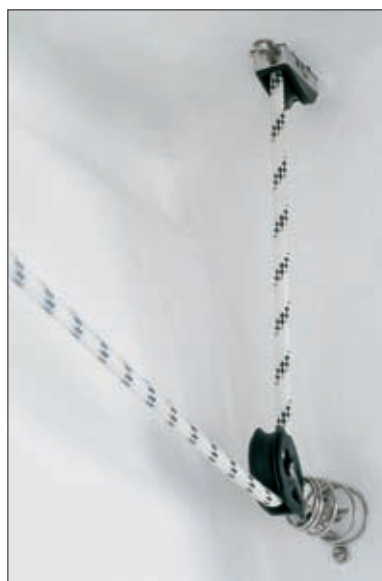


Maximize your luff length and gain performance by a through deck installation. The free turn of the tack swivel is the same as in all other Furlex models. The tack fitting, however, is fixed to the deck. This gives you a more efficient trim of the sail. More space on the foredeck will be an extra bonus!

The Furlex TD is designed for mounting through the deck. A torque tube with gimbal joint allows for full toggle articulation of the forestay. With the Furlex TD you avoid having lots of water splashing into your anchor well. The very small amount of water that seeps through is easily handled by a normal drainage.

The Furlex TD is designed for installation on a wide range of yachts. The fork under the drum is extendable to reach down to the forestay attachment below deck.





Type	Forestay dimension, mm	Max forestay length (m)*	Art. No.
200TD	6	10.4	031-021-41
	6	12.8	031-021-42
	6	15.2	031-021-43
	7	12.8	031-021-44
	7	15.2	031-021-45
	7	17.6	031-021-46
	8	15.2	031-021-47
	8	17.6	031-021-48
300TD	8	15.2	039-027-41
	8	17.6	039-027-42
	10	15.2	039-027-43
	10	17.6	039-027-44
	10	20.0	039-027-45
400TD	12	17.4	049-034-41
	12	19.8	049-034-42
	12	22.2	049-034-43
	14	19.8	049-034-44
	14	22.2	049-034-45

Type	A mm	B mm	C mm	D, mm (forestay dia., mm)	E, mm (forestay dia., mm)	F max. mm	G mm	H mm
200TD	290-450	150	182	14 (6 and 7) 16 (8)	14 (6 and 7) 16 (8)	20	130	150
300TD	330-490	170	214	21.5 (8 and 10)	16 (8 and 10)	20	142	175
400TD	440-630	210	255	22 (12 and 14)	20 (12 and 14)	26	194	210

\* From deck to attachment in mast.







# Furlex E/TDE

(Electric)

Furlex has been making life on board easier for decades. In fact, Furlex is the best-selling headsail furler in the world. Once you have experienced using a Furlex you will not want anything else up front. And now there is a new Furlex that will make life on board even easier. Lean back and enjoy Furlex Electric.

## All the power you need

The new Furlex Electric is available as a complete kit or as an upgrade kit for an existing Furlex 200S, 300S or 400S series. The push-button performance of a Furlex Electric makes pulling on the furling line a thing of the past.

## Reliable action

Furlex Electric is designed around a highly efficient 12V or 24V electric motor. Power is transmitted to a self-locking worm gear to rotate the luff extrusion at a max torque of 60Nm (200E), 90Nm (300E) and 135 Nm (400E) respectively. These high torque levels mean that you can always rely on being able to furl your foresail – even when the wind and sea are doing their worst. The motor uses only 30 amps at normal load and it takes 25-30 seconds to furl a genoa. Once the required sail area is set, the worm drive provides a mechanical lock.

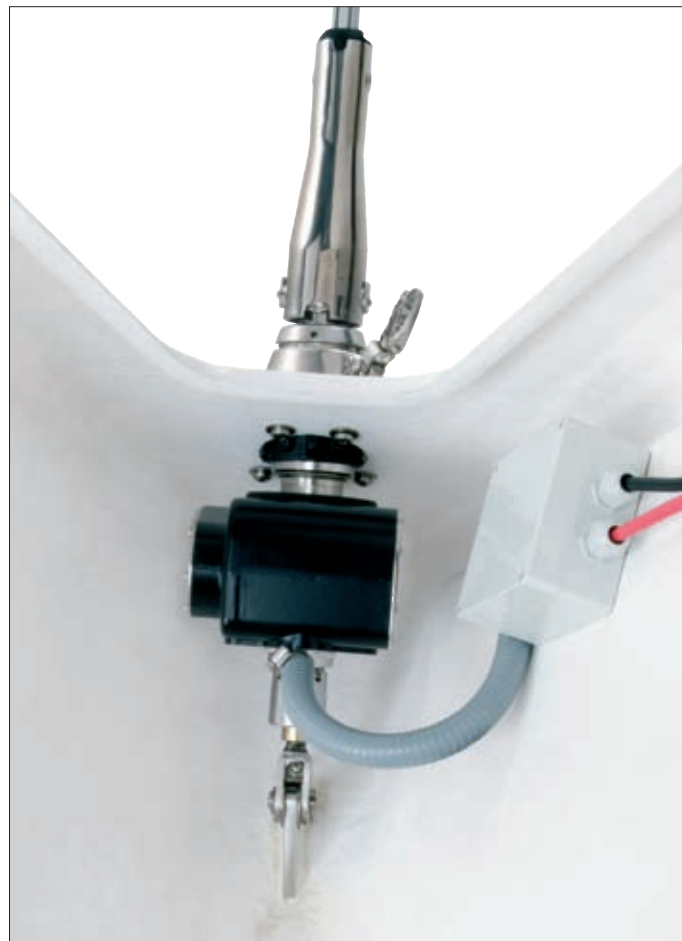
In order to prevent accidental overloading, the system comes with a built-in circuit breaker. If you attempt to reef the sail without first releasing the sheet, the power is immediately switched off. This safety feature is automatically re-set a few seconds after the control switch is released. In the event of power failure, the sail is simple to reef manually. An emergency line-driver system is included as standard and can be used for both on-deck and through-deck installations. An emergency handle with 1/2" socket is available as an option.

Like all other Furlex models, Furlex Electric is equipped with Seldén's unique load distributor in the halyard swivel for low friction. Low friction means low power consumption and long service life.



## On-deck or through-deck. The choice is yours

Furlex Electric is available for either on-deck or through-deck installations. The main advantage of a through-deck installation is better sailing performance as a result of maximised luff length. More space on the foredeck is an added bonus!



*Installation of a Furlex 200TDE.  
The connection box is water-tight.*

## Upgrade your manual Furlex

Push-button performance is an easy upgrade for anyone who already has a manual Furlex 200S, 300S or 400S series on their yacht. The furling line, drum and line guard assembly are simply replaced with a Furlex Electric motor unit. No sail conversion is required as the luff length of your existing sail is unaffected.



*Manual Furlex 200S.*



*Remove line guard, line guide, rope and drum halves.*



*Ready to get powered up.*



*Slide on Furlex 200E from below and install the cables. Done!*



*Heavy-duty toggle to withstand torsional loads. An extension link is available to provide anchor clearance.*

*In case of power failure, Furlex Electric can be operated manually.*



*Manufactured from high-grade materials for rugged reliability and long service life.*

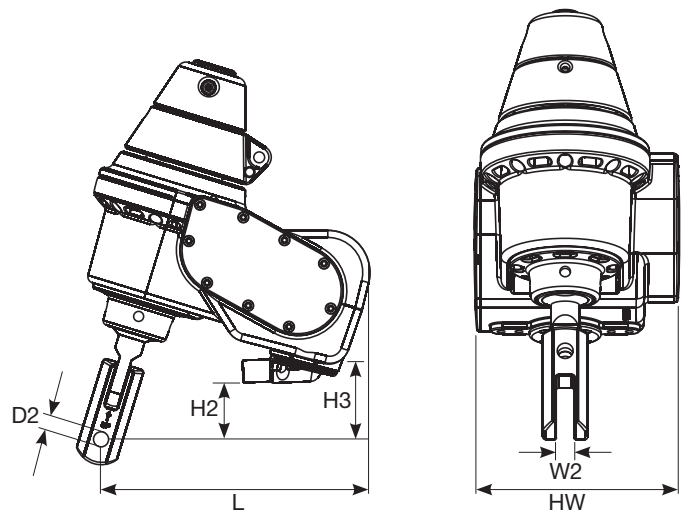


*Adjustment screws enable the Furlex housing to be aligned precisely.*



## Furlex Electric specifications

Type	Forestay diameter mm	L mm	H3 mm	HW mm	W2 mm	D2 diam. mm	H2 mm
200E	6	225	60	160	12	10	45
	7				14	12	
	8				14	14	
300E	8	260	80	210	14	14	65
	10				16	16	
400E	12	314	159	218	21	20	135
	14				23	22.5	



Type	Forestay diameter mm	Max. forestay length, m	Furlex Electric assemblies (excl. control pack)						Control pack* Art. No.	
			Standard version Art. No.		Incl. rigging screw Art. No.		TDE version (Through-Deck) Art. No.			
			12V	24V	12V	24V	12V	24V	12V	24V
200E	6	10.6	031-021-11	–	031-021-21	–	031-021-31	–	532-448-01	–
	6	13.0	031-021-12		031-021-22		031-021-32			
	6	15.4	031-021-13		031-021-23		031-021-33			
	7	13.0	031-021-14		031-021-24		031-021-34			
	7	15.4	031-021-15		031-021-25		031-021-35			
	7	17.8	031-021-16		031-021-26		031-021-36			
	8	15.4	031-021-17		031-021-27		031-021-37			
	8	17.8	031-021-18		031-021-28		031-021-38			
300E	8	15.5	039-027-11	039-027-16	039-027-21	039-027-26	039-027-31	039-027-36	532-449-01	532-459-01
	8	17.9	039-027-12	039-027-17	039-027-22	039-027-27	039-027-32	039-027-37		
	10	15.5	039-027-13	039-027-18	039-027-23	039-027-28	039-027-33	039-027-38		
	10	17.9	039-027-14	039-027-19	039-027-24	039-027-29	039-027-34	039-027-39		
	10	20.3	039-027-15	039-027-20	039-027-25	039-027-30	039-027-35	039-027-40		
400E	12	17.7	049-034-11	049-034-16	049-034-21	049-034-26	049-034-31	049-034-36	532-468-01	532-469-01
	12	20.1	049-034-12	049-034-17	049-034-22	049-034-27	049-034-32	049-034-37		
	12	22.5	049-034-13	049-034-18	049-034-23	049-034-28	049-034-33	049-034-38		
	14	20.1	049-034-14	049-034-19	049-034-24	049-034-29	049-034-34	049-034-39		
	14	22.5	049-034-15	049-034-20	049-034-25	049-034-30	049-034-35	049-034-40		

### Cables & fuses included:

Furlex → connection box. Control box → switches. Control box → control panel.  
Fuse for control circuit in control box.

### Cables & fuses not included:

Connection box → control box. Control box → battery. Fuse for power supply.

\* Includes deck gland, control box, connection box, instructions and switches.  
Control pack is ordered separately, often prior to the delivery of the Furlex Electric assembly.

Type  Forestay diameter mm		Retro-fit installation kit incl. control pack			
		Type S → E Art. No.		Type TD → TDE Art. No.	
		12V	24V	12V	24V
200E	6	539-620-11	–	539-620-51	–
	7	539-620-13			
	8	539-620-15			
300E	8	539-638-11	539-638-21	539-638-51	539-638-61
	10	539-638-13	539-638-23		
400E	12	539-763-11	539-763-21	539-763-51	539-763-61
	14	539-763-13	539-763-23		

Optional items	Art. No.
Remote control, receiver card included	532-510-01
Remote control, receiver card excluded	532-460-01
Additional receiver card	532-465-01
Stainless steel panel for switches (100 x 56 x 3 mm)	540-462-01
Emergency handle (1/2" socket)	533-922
Ø 6/7 mm eye/fork extension link, L=90 mm	517-070-01
Ø 8/10 mm eye/fork extension link, L=130 mm	517-071-01
Ø 12 mm eye/fork extension link, L=190 mm	517-072-01
Ø 14 mm eye/fork extension link, L=190 mm	517-073-01

For further technical information, please see our instructions for installation, [www.seldenmast.com](http://www.seldenmast.com).



# Furlex H

(Hydraulic)



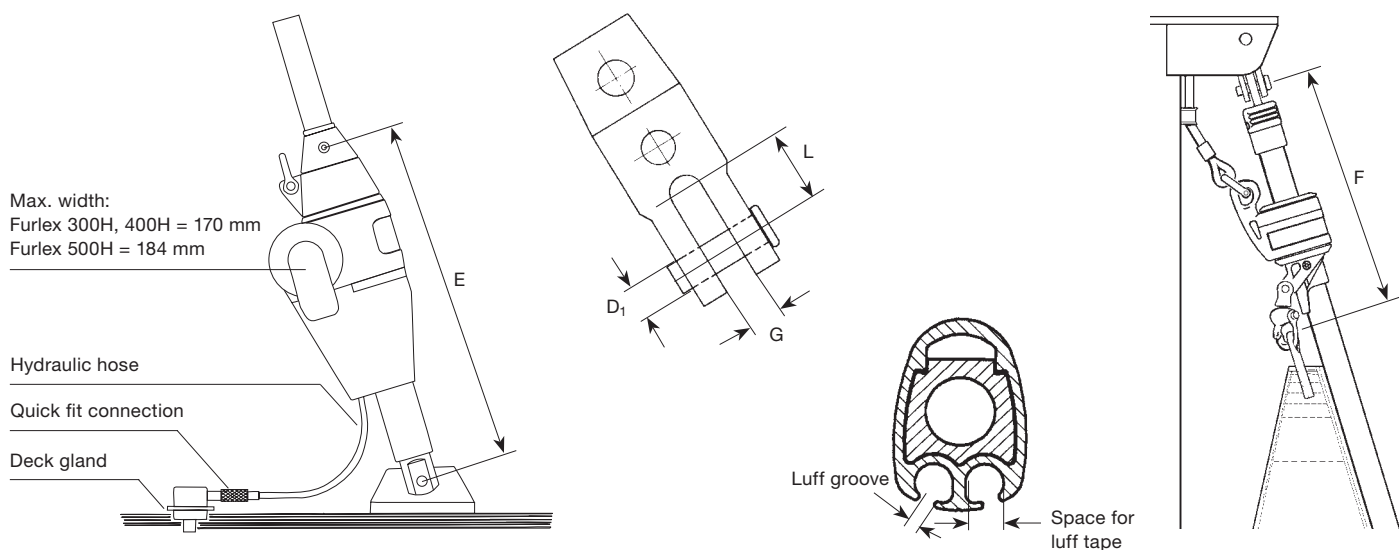
*With a Furlex Hydraulic, the cruise control is complete. All you need to do is press a button in the cockpit!*

The Furlex Hydraulic is designed to provide a harmonious visual interplay of stainless steel and aluminium. The hydraulic motor is located inside the worm gear, in the same way as it is with the furling mast system. The positioning of the motor contributes to the compact design of the Furlex Hydraulic.



*Furlex Hydraulic, deck gland and deck gland protection.*





## Furlex Hydraulic specifications

Type	Total weight drive unit, kg	Luff extrusion kg/m	Halyard swivel, kg	Extrusion dim., mm	Luff groove mm	Max space for luff tape, dia., mm	Max. luff tape dia., mm	"Cut-Back" mm
308H, 310H	16	0.76	1.7	40 x 27	3.0	7	6	80
412H, 414H	25	1.06	3.3	50 x 34	3.0	8	6	100
516H-560H	37	1.93	7.0	60 x 46	3.0	9	7	100

Type	Forestay wire dia., mm	Rod dia. mm	Nav-tec	OYS* (Riggarna)	BSI	Max RM (kNm) at 30° heel		Clevis dia., mm	G mm	L mm	E mm	F mm	Forestay adjustment
						Masthead	Fractional						
308H	8	-12 (7.1)	X		X	40	50	14	15	30	490	540	100
		-15 (7.5)		X	X								
310H	10	-17 (8.4)	X		X	70	80	16	15	30			
		-22 (9.5)	X	X	X								
412H	12	-30 (11.1)	X	X	X	120	160	19	19	35	610	620	110
414H	14	-30 (11.1)	X			180	190	22	23	40			
		-40 (12.7)	X	X	X								
516H	16	-				230	250	25.4	26	45	675		100
540H (-40 rod)	-	-40 (12.7)	X	X		180	190	25.4	26	45			
548H (-48 rod)	-	-48 (14.3)	X	X	X	230	250	28.6	29	50			
560H (-60 rod)	-	-60 (16.8)	X	X	X	330	-	31.8	32	55			

\* The upper eye terminal must be of the MNY type.

Type	Motor designation	Max. torque at max. pressure, Nm	Nominal speed luff extrusion (n), rpm	Nominal oil flow (Q), l/min	Nominal oil pressure (p), bar	Max. oil pressure (p), bar	Rec. min. power hydraulic, pack (P) kW	Max. sail area m <sup>2</sup>
300H	OML 12.5	158	40	10	40	140	1.5	80
400H	OML 12.5	175	40	10	40	140	2.0	125
400H	OML 20.0	255	40	20	40	140	3.0	150
500H	OMM 20.0	290	40	20	40	140	4.0	200

# SELDÉN CODE X

## Furling system for gennaker, Code 0 and stay sail

Both the gennaker and the Code 0 take over when the spinnaker cannot be carried any more. They do not need a spinnaker pole, lift or downhaul. Sailing off the wind becomes easy, more efficient and definitely more fun.

Seldén has been manufacturing furling systems since the 80's and are world market leaders in jib furling and main sail furling. All this experience is put into the Seldén Code X and, as usual, our design focus has been reliable function. Our attention to details combined with low weight makes Seldén Code X easy to handle for the crew.

### Seldén Code X

Art. no. Basic kit	Model	Max working load, kN	Max suggested sail area	Max RM at 30° heel, when used with Code 0
545-100-10	CX15	15	80 m <sup>2</sup>	45 kNm
545-200-10	CX25	25	115 m <sup>2</sup>	90 kNm
545-400-10	CX40	40	200 m <sup>2</sup>	180 kNm

The system is operated with an endless furling line running over a line driver. A narrow line guide fitting leads the line on to the line driver and gives a good grip. A wedge shaped line stripper separates the line when unfurling, allowing the line driver to spin freely. The furling line is usually led all the way back to the cockpit. To help handling the endless control line, Seldén have a new custom Tandem-block. This is a fiddle block with two cam cleats. As an alternative, a shorter furling line can be operated by the foredeck crew.



### Endless furling line

System	Art. No.	Dimension Ø mm	Length mm
CX15	611-007-06	8	4000
	611-007-07		8000
	611-007-08		12000
CX25	611-011-05	10	5000
	611-011-06		7000
	611-011-07		9000
	611-011-18		12000
	611-011-19		15000
CX40	611-015-06	12	5000
	611-015-07		9000
	611-015-08		12000
	611-015-09		17000



Tandem-block for furling line (option)  
PBB50 Art. No. 405-001-40R (max Ø10 mm line)  
PBB60 Art. No. 406-001-40R (Ø12 mm line)



## Halyard swivel

Sealed steel bearings.

Unique rubber fender prevents abrasion to the mast.

Spring loaded locking of the clevis pin. Pull the string and it opens. Push back and it locks. The captive locking arrangement is protected from accidental release.

## Lower bearing assembly

Stainless "teeth" make for a good grip on the line when furling the sail.

The line guide fitting can be adjusted to one of 15 positions.

Sealed steel bearings.

Impact resistant composite cover around the line driver keeps the line in order and prevents damage to the boat when handling the system on the foredeck.

A wedge shaped line stripper separates the rope from the line driver when unfurling the sail. This allows the line driver to spin freely.

Reduced articulation of the snap shackle makes it easier to connect the furler to the bow of the boat or to a bow sprit.

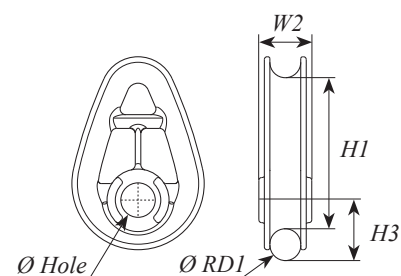
All structural parts are made of high-strength duplex stainless steel which has 50% higher breaking load than 316 stainless steel. This means less material and lower weight.

Glass fibre/PA composite for strength and low weight.

## Additional equipment

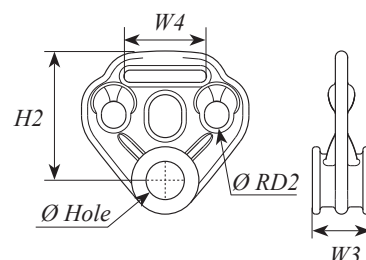
### Thimble for torque rope

System	Art. No.	Ø Hole mm	Max line RD1, mm	W2 mm	H1 mm	H3 (at max line dim.), mm
CX15	545-114-01	10,3	8	16	43	17
CX25	545-214-01	12,3	11	19	55	21
CX40	545-414-01	16,3	11	19	55	21



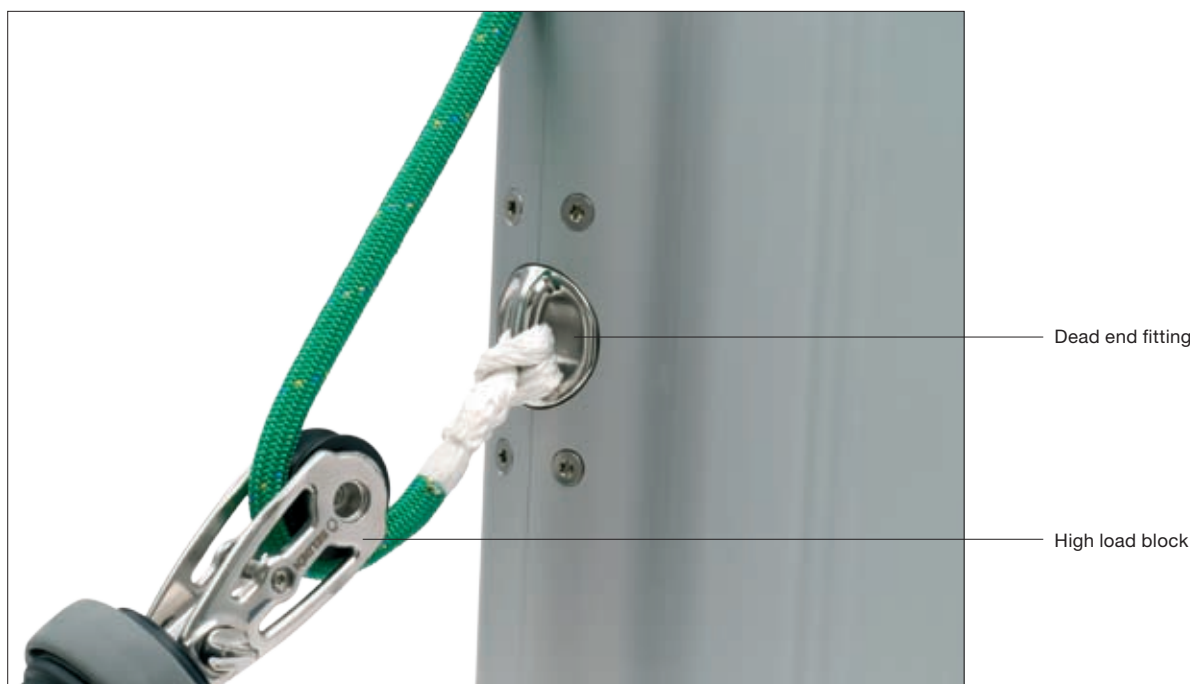
### Thimble for double rope

System	Art. No.	Ø Hole mm	RD2 mm	W3 mm	W4 mm	H2 mm
CX15	545-115-01	10,3	8	16	22	34
CX25	545-215-01	12,3	8	19	27	42
CX40	545-415-01	16,3	12	20	33	52



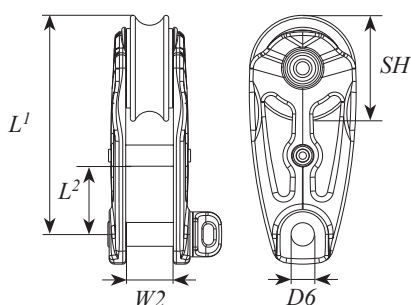
## Code 0 halyard with 2:1 purchase

To boost the performance when using a Code 0, the halyard load must be higher than what normal halyard boxes and stoppers can handle. Therefore, a 2:1 purchase needs to be arranged by fixing the dead end of the halyard in the mast and letting it run through a block attached to the halyard swivel. Position on the mast must be specified by Seldén. In most cases Code 0 sails need to be hoisted lower than gennakers and spinnakers. Gennaker bow sprits are normally not dimensioned for Code 0 sails.



## High load block

Block	Art. No.	L <sup>1</sup>	L <sup>2</sup>	W2 mm	SH Ø mm	D6
PBB 30 HL	403-501-01	66	21	13	32	8
PBB 40 HL	404-501-01	83	26	18	40	10
PBB 50 HL	405-501-01	104	31	24	50	12



*The pin is captive. No risk dropping it over board.*

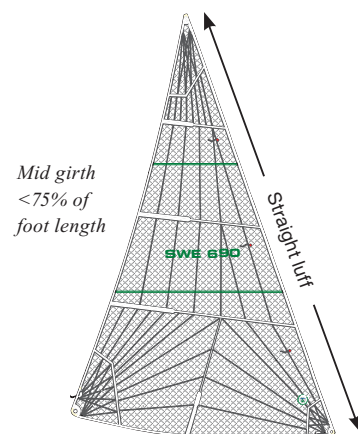
## Dead end fitting

Art. No.	Section	Max rope Ø mm	Max RM at 30° kNm
508-843-01	C156-F228	12	45
508-844-01	C245-F305	14	180
508-838-01	C321-F406	16	350



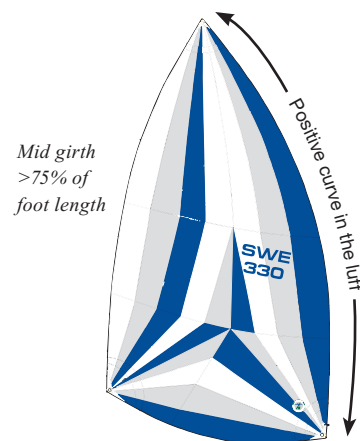
## Code 0

The Volvo Ocean Race was the break through for the Code 0 concept, but lately the benefits of this type of sail have become recognized and appreciated also amongst ordinary sailors for the extra power it brings to light wind sailing. The luff is straight, set under tension and made for furling which simplifies the handling of this gigantic sail. The Code 0 is hoisted as high as the mast dimension permits and is tacked to the bow or to a sturdy bowsprit. The design is quite flat and reaches its maximum performance in apparent wind angles between 45° and 80°.



## Asymmetric spinnaker

This sail is sometimes called a “gennaker” or “cruising chute” and is used off the wind. The mid girth is >75% of the foot length and is defined as a spinnaker in most international rules. The luff is at least 2% longer than the leech and this is what makes the sail asymmetric. To enable the sail to be furled, a torque line or double luff lines are integrated in the luff. This sail is tacked to the bow or to a retractable Seldén bow sprit (page 158) and performs at its best in apparent wind angles between 70° and 110°. The sail will have positive curve in the luff and is not set with luff tension.



Type of sail	Mid girth in relation to foot length. (ORCi, IRC)	Most efficient in apparent wind angles of...
Code 0	< 75	45°-80°
Asymmetric spinnaker	> 75	70°-110°



Code 0 and staysail, both on Seldén Code X furlers.



Spinnaker and staysail. The staysail is handled with a Seldén Code X furler and tacked to windward for more projected sail area.



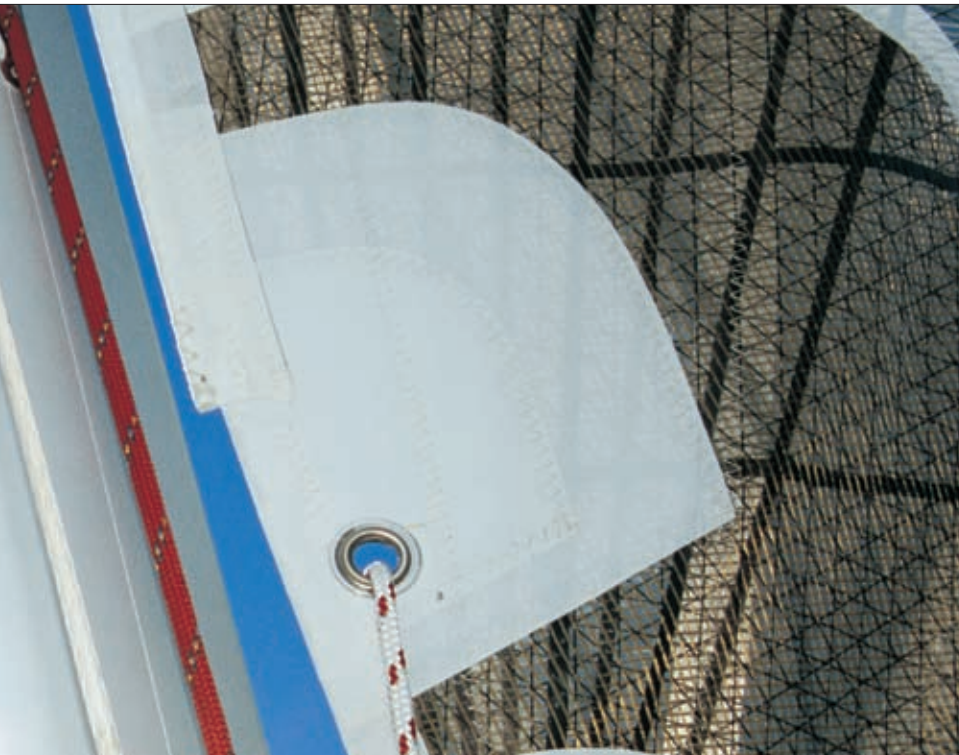


### **The exhilarator**

Once you have experienced the thrill of the wind filling the spinnaker, you are sure to be hooked on spinnaker sailing. Seldén brings this sensation to yachtsmen all over the world through its complete range of easy-to-use aluminium and carbon spinnaker poles and accessories.

# SPINNAKER & GENNAKER

## poles and accessories



Aluminium spinnaker poles	138
Telescopic poles	140
Jockey poles	140
Setting a spinnaker	141
Carbon spinnaker poles	142
Selecting the right pole	144
Spinnaker pole kits	148
Spinnaker halyard attachments	150
Spinnaker pole attachments	151
Spinnaker pole fittings	154
Spinnaker pole heel lift system	156
Vertical pole stowage	157
Gennaker bowsprit	158

# Aluminium spinnaker poles



Seldén aluminium spinnaker poles give you fast and safe spinnaker handling. All the fittings have well-rounded edges to prevent personal injury and damage to equipment. The extrusions are lightweight and very durable, and are fitted with pole savers to shield the pole against damage from forestay and shrouds.

Composite end fittings are available for our Ø 48-Ø 96 poles. These fittings are normally used for end-for-end gybing but can be used for vertical pole stowage and dip gybing as well.

Our traditional aluminium fittings for dip gybing are available for the Ø 72-Ø 111 sections.

## Trip trigger

All aluminium fittings and composite fittings for Ø 72-Ø 111 poles are available with a trip trigger function. You open the end fitting with a control line and the sheet locks it automatically. This makes life easier for the fore-deck crew.

## Four good ways

There are four basic ways to handle the spinnaker. The end-for-end method, with the topping lift and downhaul attached to the centre of the spinnaker pole, is most suitable for boats up to 25 feet in length. Another end-for-end method, with the topping lift at the centre of the pole and





*Small composite end fitting with stainless chafe guard and Dyneema bridle for downhaul.*



*Medium composite end fitting with stainless chafe guard, trip trigger and Dyneema bridle for downhaul.*

*The aluminium extrusions are fitted with pole savers to shield the pole against damage from forestay and shrouds.*

the downhaul attached to the outboard end, is best for masthead rigged boats (max. 33 ft) and fractionally rigged boats (max. 40 ft). The third method, dip pole, is suitable for larger boats. The fourth way, twin pole arrangements, is recommended for yachts ranging from 40 feet and upwards. Twin poles make it much easier and safer to gybe with the spinnaker on a big yacht.

## Section data

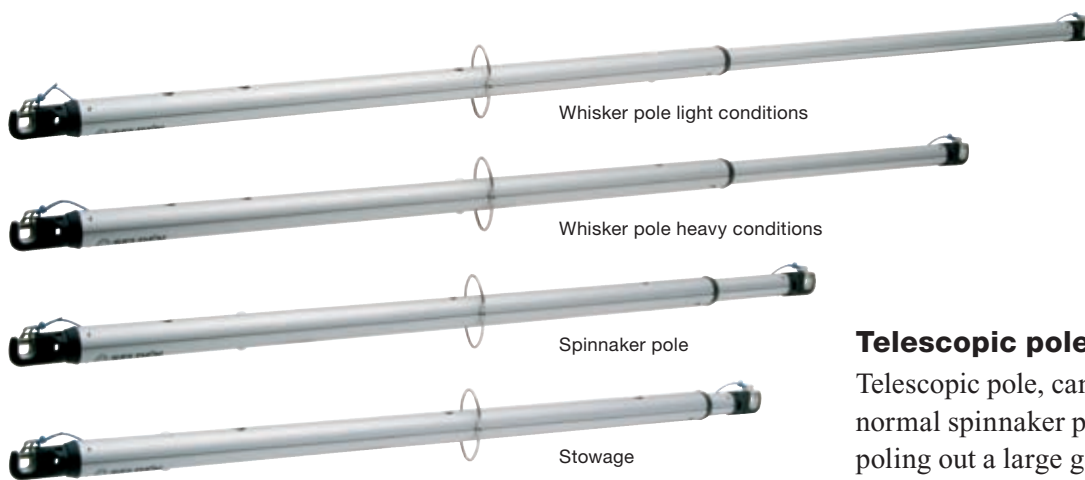
	Section dia., mm	$I_y$ cm <sup>4</sup>	$I_x$ cm <sup>4</sup>	Wall thickness, mm	Weight kg/m
	48/48	7.65	7.65	2.0	0.75
	60/60	15.4	15.4	2.0	1.00
	72/72	29.9	29.9	2.2	1.38
	84/84	48.0	48.0	2.2	1.53
	96/96	72.3	72.3	2.2	1.76
	99/99	123	123	3.6	2.65
	111/111	197	197	4.1	3.38
	140 x 3*	303	303	3.0	3.17

\* Only available with Harken end fittings.

## Composite spinnaker pole fittings

A lightweight composite fitting for fast and easy spinnaker handling. Stainless, spring loaded plunger. These fittings can be used for end-for-end gybing as well as vertical pole stowage and dip gybing.

Spinnaker poles with composite fittings come with Dyneema-core bridles for topping lift and downhaul. Can be secured in place without removing the fittings from the tube, which also makes it easier to change or adjust the bridles.

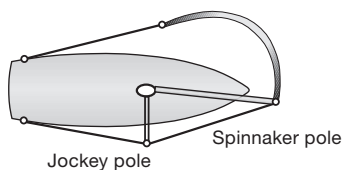


*Telescopic pole. Maximises your downwind performance. Minimises your stowage problem.*

## Telescopic poles

Telescopic pole, can be extended to 150% of normal spinnaker pole length, a must when poling out a large genoa or a gennaker. It can be telescoped down for easier stowage.

Art. No.	RM 30° kNm	Displ. tonnes	Section dia., mm		Weight kg	Min. length for stowage mm	Spinnaker pole postion mm	Whisker pole heavy conditions mm	Whisker pole light conditions mm
			Inner	Outer					
060-060-58	18	3.6	48	60	6	2530	3000	3600	4500
072-072-61	35	6.3	60	72	10	2950	3500	4200	5250
084-084-60	55	9.0	72	84	13	3340	4000	4800	6000



*The jockey pole reduces the loads and minimises the wear on guys and life lines.*

## Jockey poles



\*096-096-59 includes inboard end 534-778-04 and requires male fitting 508-149-01 at the mast.

Art. No.	RM 30° kNm	Sec- tion	Total length mm
048-048-56	16	48/48	1570
060-060-55	26	60/60	1810
060-060-56	35	60/60	2010
072-072-58	43	72/72	2030
072-072-64	55	72/72	2230
084-084-58	90	84/84	2480
096-096-58	250	96/96	2760
096-096-59*	250	96/96	2840



## Ready, set, go



*Hook up the spinnaker. Set up the spinnaker pole, topping lift and downhaul. Adjust the pole to suitable sailing trim. Haul in the windward guy. Also, haul in the leeward sheet to prevent the sail from twisting.*



*Hoist the spinnaker. It is a good idea if someone assists at the mast. Let the halyard run through a closed rope stopper. That way, you will not lose it if it fills early.*



*Make sure that the spinnaker runs free from the bag or through the forepeak hatch.*



*Call out "Top!" when the spinnaker is fully hoisted.*



*Adjust the guy and sheet.*



*Tidy up and hand in the jib.*



*When taking down the spinnaker, release the halyard first, followed by the leeward sheet. Do not release the windward guy until the spinnaker is fully down. If you want to read more about spinnaker sailing please order our free brochure, Using a spinnaker, Art. No. 595-560-E.*



# Carbon spinnaker poles



## Seldén quality

We have developed our own computer controlled manufacturing method in which prepreg (pre-impregnated) tows are wound onto a mandrel (cylinder) prior to oven curing. This method enables us to exercise full control over every stage of the manufacturing process and guarantee products of consistently high quality. One of the big advantages of this Seldén production method is that it enables us to achieve sufficient durability in the areas subject to the greatest loads and wear.

## In all sizes

Seldén carbon spinnaker poles are suitable for dinghies and for yachts up to 30 tonnes. The larger poles are tapered to optimise weight/strength requirements, and facilitate handling.



Seldén spinnaker poles are designed to make light work of spinnaker handling. The big advantage of carbon fibre is its low weight. The weight savings enable the crew to handle the spinnaker faster, with less effort.



Carbon spinnaker poles (dimensions 47/47 and 59/59) with small composite end fittings and Dyneema bridle.



Carbon spinnaker poles (dimensions 77/77 and 88/88) with medium composite end fittings, trip trigger and Dyneema bridle.



Dip pole, trip trigger end fitting.



Female casting for clip-on spigot.



Harken end fitting for larger poles.

Weight comparison – aluminium and carbon spinnaker poles (equal strength).  
**Aluminium spinnaker pole** Section 99/99, length 5150 mm, weight 16.9 kg.  
**Carbon spinnaker pole** Section 102/102, length 5150 mm, weight 9 kg.

## Seldén carbon spinnaker poles

Type	Section dia., mm	Weight kg/m	Inertia Al-equivalent cm <sup>4</sup>
Untapered tube	47	0.33	5.4
	59	0.42	10.8
	61	0.59	18.5
	77	0.65	42.3
	88	1.00	63
	90	1.26	88
Tapered tube	102	1.15	134.6
	119	1.68	217
	137	1.94	335
	156	2.69	508
	158	3.15	642



Twaron protection can be supplied as an option. Twaron filaments protect the pole from damage caused by the forestay and shrouds.



## Selecting the right pole

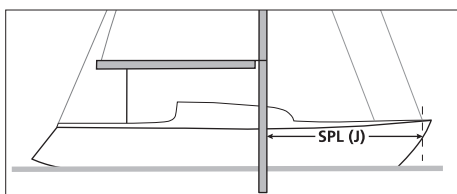
Just look in the appropriate table for your yacht's displacement or righting moment (RM) at 30° heel, then look right for the value exceeding your SPL or J value (shown in the sail plan).

Example: For an aluminium spinnaker pole. Yacht displacement 8.0 tonnes, SPL is 6100 mm. The correct section is 99/99.



### Table terminology

RM: Righting moment at 30° of heel.



SPL (J): Maximum spinnaker pole length for your yacht.

A whisker pole should be approximately as long as the foot of the sail you intend to pole out.

#### Topping lift

When SPL is within 500 mm of a dimension shown in **bold blue**, a bridle topping lift is recommended if downhaul is at outboard end of pole. For 99/99 and larger diameter poles, use outboard end lift only.

#### Downhaul

Poles should have downhaul attached via a bridle or at outboard end. If a central attachment is desired, the pole diameter must be increased to the next size up.

### Aluminium spinnaker pole selection max SPL (mm)

RM 30° kNm	Displ. tonnes	48/48	60/60	72/72*	84/84*	96/96	99/99	111/111	140/140
8	1.6	3000							
10	2.0	2700							
12	2.4	2500	3600						
14	2.8	2400	<b>3500</b>						
16	3.2	2350	<b>3400</b>						
18	3.6	2300	<b>3300</b>						
20	4.0	2250	<b>3200</b>	4650					
25	5.0		<b>3000</b>	4250					
30	5.7		<b>2850</b>	3905	5010				
35	6.3		<b>2730</b>	3720	4710				
40	7.0		<b>2600</b>	3250	4460	5480			
45	7.7			3360	4260	5230			
50	8.2			3220	4080	5010	6530		
55	9.0				3930	4820	6290		
60	10					4660	6070		
70	11					4380	5710	7230	
80	12					4150	5410	6850	
90	14						4950	6540	8110
100	15						4770	6270	7770
110	16						4600	6030	7480
120	18							5830	7230
130	19							5640	7000
140	20							5330	6790
150	22							5190	6600
160	23							4950	6440
180	26							4750	6140
200	28								5890
220	31								5670
240	34								5480

\* Max available SPL with composite end fittings, attached to a fixed mast ring.  
If the pole is to be "Dip Gybe", max available SPL is increased by 165 mm.





## Aluminium whisker pole selection max pole length (mm)

RM 30° kNm	Displ. tonnes	48/48	60/60	72/72	84/84	96/96	99/99
12	2.4	3200					
14	2.8	3200					
16	3.2	3200					
18	3.6	3200					
20	4.0	3150	4700				
25	5.0	2800	4700	5240			
30	5.7	2550	4700	5240	5240		
35	6.3		4400	5240	5240		
40	7.0		4100	5210	5240		
45	7.7		3800	4970	5240		
50	8.2		3650	4770	5240	6280	
55	9.0			4590	5240	6280	6530
60	10			4430	5240	6280	6530
70	11				5240	6280	6530
80	12				5010	6140	6530
90	14					5860	6530
100	15						6530
110	16						6530



### Downhaul

Poles should have the downhaul attached via a bridle or at the outboard end. If a central attachment is desired, the pole diameter must be increased to the next size up.

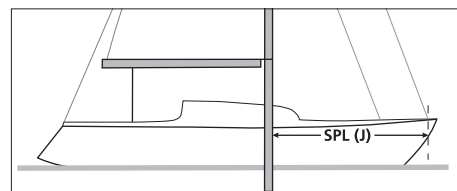


#### Topping lift/Downhaul

Central attachment points for lift and downhaul are not available.  
End-for-end poles have optional bridles made from the core of spectra rope.  
Poles for dip gybe always use the out-board end attachments.

#### Table terminology

RM: Righting moment at 30° of heel.



SPL (J): Maximum spinnaker pole length for your yacht.

A whisker pole should be approximately as long as the foot of the sail you intend to pole out.

#### Carbon spinnaker pole selection max SPL (mm)

RM 30° kNm	Displ. tonnes	47/47	59/59	61/61	77/77	88/88*	90/90*	102/102	119/119	137/137	156/156	158/158
8	1.6	2850										
10	2.0	2610	3710									
12	2.4	2430	3450	4490	4810*							
14	2.8	2280	3420	4220	4810*							
16	3.2	2160	3070	4000	4810*							
18	3.6	2070	2930	3820	4810*							
20	4.0		2810	3660	4810*	5450*						
25	5.0		2750	3350	4810*	5450*						
30	5.7		2390	3110	4710	5450*	5450*					
35	6.3			2930	4430	5440	5450					
40	7.0				4200	5160	5450	6500				
45	7.7				4000	4920	5450	6500				
50	8.2				3840	4720	5450	6500	8500			
55	9.0					4540	5330	6500	8360			
60	10					4390	5150	6360	8080			
70	11					4120	4840	5980	7590	9370		
80	12					3910	4590	5670	7200	8950		
90	14					3730	4380	5410	6870	8540	9370	
100	15						4200	5190	6590	8180	9370	
110	16							4990	6340	7880	9370	
120	18							4820	6120	7610	9360	
130	19							4670	5930	7370	9070	
140	20							4530	5760	7150	8800	9370
150	22								5600	6960	8560	9370
160	23								5460	6780	8340	9370
180	31								5210	6470	7960	8980
200	32								4990	6200	7630	8610
220	34								4810	5970	7350	8290
240	35									5770	7090	8000
260										5590	6870	7750

\* Max available SPL with composite end fittings, attached to a fixed mast ring.  
If the pole is to be "Dip Gybe", max available SPL is increased by 65 mm.



## Carbon whisker pole selection max pole length (mm)

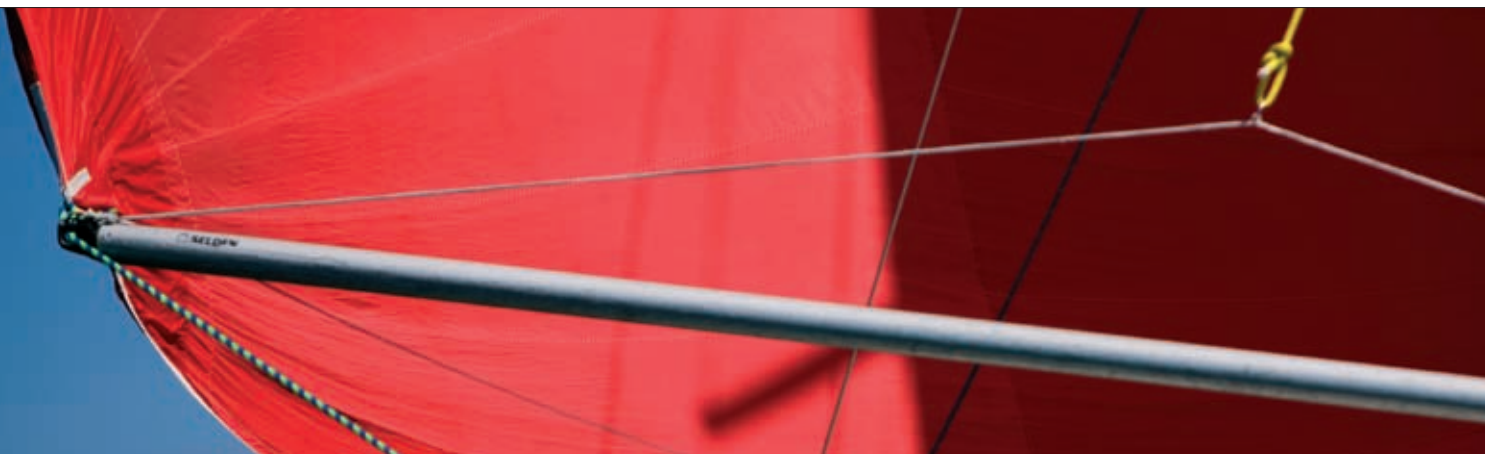
RM 30° kNm	Displ. tonnes	47/47	59/59	61/61	77/77	88/88*	90/90*	102/102	119/119	137/137	156/156
8	1.6	3700									
10	2.0	3700									
12	2.4	3580	5100								
14	2.8	3380	4800	5230							
16	3.2	3200	4550	5230							
18	3.6	3060	4340	5230	4810*						
20	4.0	2930	4160	5230	4810*						
25	5.0	2680	3810	4950	4810*	5450*					
30	5.7		3540	4600	4810*	5450*	5450*				
35	6.3		3330	4330	4810*	5450*	5450*				
40	7.0		3150	4100	4810*	5450*	5450*				
45	7.7			3920	4810*	5450*	5450*	6500			
50	8.2			3750	4810*	5450*	5450*	6500			
55	9.0			3610	4810*	5450*	5450*	6500	8500		
60	10				4810*	5450*	5450*	6500	8500		
70	11				4810*	5450*	5450*	6500	8500	9370	
80	12				4710*	5450*	5450*	6500	8500	9370	
90	14					5450*	5450*	6500	8500	9370	9370
100	15					5280	5450*	6500	8500	9370	9370
110	16					5080	5450*	6500	8500	9370	9370
120	18						5450*	6500	8500	9370	9370
130	19						5450*	6500	8500	9370	9370
140	20						5430	6500	8500	9370	9370
150	22							6500	8290	9370	9370
160	23							6360	8080	9370	9370
180	31							6070	7710	9370	9370
200	32							5820	7390	9180	9370
220	34								7110	8840	9370
240	35								6870	8540	9370
260										8270	9370

\* Max available SPL with composite end fittings, attached to a fixed mast ring.  
If the pole is to be "Dip Gybe", max available SPL is increased by 65 mm.



# Spinnaker pole kits

There is no need to wait for Seldén to build your customized spinnaker pole. You can easily build it yourself from one of our kits. Your local Seldén dealer will, of course, be happy to do the job for you.



## Aluminium spinnaker pole kits

Fittings designed for:  
End-for-end gybing, dip pole gybing and vertical pole stowage.

Art. No.	Section, dia., mm	Max spinnaker pole length, mm	Type of end fitting
048-048-54	48	3220	2 of 534-865
060-060-54	60	3760	
060-060-68		5260	
072-072-57	72	4280	2 of 534-854*
072-072-68		5280	
084-084-57	84	4830	
084-084-68		5330	2 of 534-854*
096-096-68**	96	6260	

\* Trip trigger retrofit kit, Art. No. 534-857-01.

\*\* Only to be used as a whisker pole.

## Aluminium spinnaker pole kits

Fittings designed for: Dip pole gybing and vertical pole stowage.



Art. No.	Section dia., mm	Max spinnaker pole length, mm	Type of end fitting
072-072-67	72	5420	534-854* Outboard end
084-084-67	84	5470	
			534-778 Inboard end
096-096-67	96	6500	534-777 Outboard end
099-099-67	99	6500	
			534-778 Inboard end

\* Trip trigger retrofit kit, Art. No. 534-857-01.

## Carbon spinnaker pole kits

Fittings designed for:


End-for-end gybing, dip pole gybing and vertical pole stowage.

Art. No.	Section dia., mm	Max spinnaker pole lenght, mm	Type of end fitting
047-047-01	47	2680	2 of 534-865
047-047-02		3180	
047-047-03		3680	
059-059-01	59	3220	
059-059-02		3720	
059-059-03		4220	
061-061-01	61	3220	
061-061-02		3720	
061-061-03		4220	
061-061-04		5220	
077-077-01	77	3680	2 of 534-854*
077-077-02		4480	
077-077-03		4780	
088-088-01	88	4230	
088-088-02		4930	
088-088-03		5430	
090-090-01	90	4230	
090-090-02		4930	
090-090-03		5430	

\* Trip trigger retrofit kit, Art. No. 534-857-01.

## Carbon spinnaker pole kits

Fittings designed for: Dip pole gybing and vertical pole stowage.

Art. No.	Section dia., mm	Max spinnaker pole lenght, mm	Type of end fitting
077-077-21	77	3755	Inboard end, 534-778
077-077-22		4555	
077-077-23		4855	
088-088-21	88	4295	Outboard end, 534-854*
088-088-22		4995	
088-088-23		5495	
090-090-21	90	4295	
090-090-22		4995	
090-090-23		5495	

\* Trip trigger retrofit kit, Art. No. 534-857-01.

## Tools for working with carbon fibre

Art. No.	Description	Used for section, dia., mm
592-080	Drill ø 4,8 mm	47, 59, 61
592-081	Drill ø 6,4 mm	76, 88, 90
592-102	Hacksaw blade	All

**Warning:** Always use breathing protection when drilling or cutting carbon products.

## Twaron protection

Protects the pole from damage from the forestay, rail impact, etc. Two protectors needed for end-for-end poles.

For section, mm	One protector, for dip pole gybing, Art. No.	Two protectors, for end-for-end gybing, Art. No.
59	—	535-586-02
61	—	535-593-02
77	535-599-01	535-599-02
88	535-588-01	535-588-02
90	535-594-01	535-594-02



## Bridle kit

Includes Ø4 mm HMPE\* rope and stainless steel ring.

Art. No.	For max spinnaker pole lenght, mm
613-051-04	3250
613-051-05	4500
613-051-06	5500

\* High modulus polyethylene.

## Exit box for trip line

For dip pole gybing, the trip line must exit through an exit box. For further information, see instruction 595-415-E on [www.seldenmast.com](http://www.seldenmast.com).


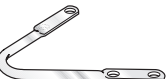
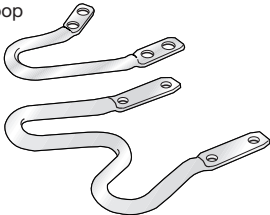


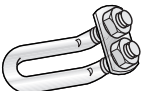
Art. No.	Dimensions, mm
505-069-11	21x9



# Spinnaker halyard attachments



Masthead rig or fractional. Seldén offers a full range of single and double spinnaker halyard attachments.

	Mast section	Single fitting Art. No.	Dimensions mm	Double fitting Art. No.	Dimensions mm	Remarks
Loop 	Fits small mast sections	508-035-01	Ø 6 Width: 50			
Loop 		508-034-01	Ø 6 Width: 65			
Loop 	E122-E177 C156-C193 F176-F194	508-175-01	Ø 10 Width: 65	508-071-01	Ø 10 Width: 75	Max. RM: 60 kNm
Bracket 	E189-E206 R190-R213 C156-C227 F176-F228	508-182-01	86 x 100	508-191-01	86 x 100	Max. RM: 60 kNm
Bracket 	C245-C304 F246-F305	508-247-01	135 x 145 x 6			Max. RM: 60 kNm
U-bolt 	E224, E237 R214, R232, R260 C156-C285 F176-F286	508-023-01	Ø 8 Width: 53			Max. RM: 100 kNm
	E274 R290 C304 F305	508-092-01	Ø 12 Width: 70			Max. RM: 180 kNm
	E321, E365 R290-R370 C285-C365 F324-F370	508-173-01	Ø 12 Width: 70			With fixed lower washer Max. RM: 250 kNm





# Spinnaker pole attachments

Seldén has the right attachment for all your needs – dip pole or end-for-end arrangement, RCB cars and slide cars, including cars for vertical pole stowage.

## Jockey poles, fixed eye

Inner diameter 30 mm

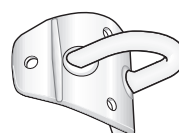
Mast section	Art. No.
E155, E170, E177, E189 E206, E224, E237, E274 D137, D146, D160	534-509-01
R190, R214, R213, R235 R232, R260, R290 All C-sections and F-sections	534-514-01

## Spinnaker poles, fixed eye

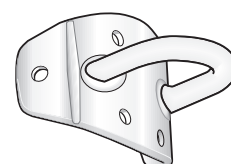
Inner diameter 30 mm

Mast section	Art. No.
P90, E122, C156	534-531-01
P100, P111, E130, D121, D129, E138, E155, D160, R190, R213, C175-C227, F176-F228	534-528-01
E170, E177, E189, E206, D146, R235, R232, R260, R290, C245-C304, F246-F265	534-529-01
E224, E237, E274	534-507-01
F286-F305	534-529-02

Modify base to match front radius of section.



Art. No. 534-528.

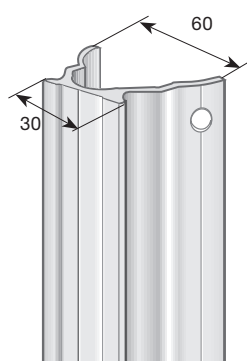
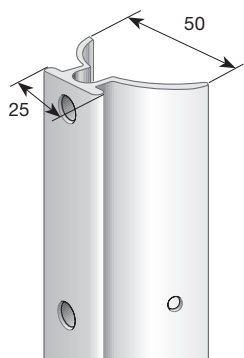



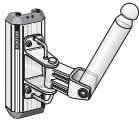






Art. No. 534-529.



Art. No. 511-585-04.

## Spinnaker pole cars, RCB




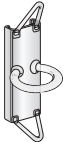
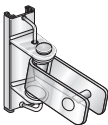
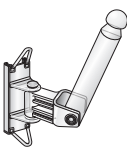
Type of car	Art. No.	Track width mm	Spinnaker pole end fitting, Art. No.	Max. RM
 10° car for vertical pole stowage.	511-585-01	30	Medium	120 kNm
 10° bayonet car.	511-585-04	30	534-778	120 kNm
 Ring car with eyes for lift and downhaul.	511-585-03	30	Small and medium	120 kNm
 10° bell (Harken)*	511-585-09	30	534-813 (Harken)	120 kNm
 10° vertical pole stowage, double car.	511-585-05	30	534-778	240 kNm
 0° standard, double car.	511-585-07	30	534-778	240 kNm
 10° vertical pole stowage, double car with bell (Harken)*.	511-585-08	30	534-813 (Harken)	240 kNm
 0° standard, double car with bell (Harken)*.	511-585-10	30	534-813 (Harken)	240 kNm

\* Includes trigger cover, Art. No. 508-253.





## Spinnaker pole sliders

Type of slider	Art. No.	Ring inner dia., mm	Track width mm	Spinnaker pole end fitting, Art. No.	Max. RM	Sliding inserts Art. No.
 Ring slider with locking device.	511-505-01	30	25	534-865/534-854	45 kNm	530-705
	511-526-01		32			530-712
 Ring slider with eyes for lift and downhaul.	511-536-01	30	32	534-778	45 kNm	530-712
	511-536-02		RCB 30		120 kNm	530-717
	511-720-01		25		45 kNm	530-705
 10° slider fore vertical pole stowage.	511-553-01*		25		45 kNm	530-705
	511-554-01*		32		45 kNm	530-712
	511-554-03*		RCB 30		75 kNm	530-717
	511-553-04	With bayonet	25		45 kNm	530-705
	511-554-02	With bayonet	32		45 kNm	530-712
 Slider with eyes for lift and downhaul.	511-554-04	With bayonet 10°	RCB 30		75 kNm	530-717

\* These sliders include toggle 534-800, designed for our composite end fittings (page 146).





Composite spinnaker pole fitting,  
Art. No. 534-865.



Composite spinnaker pole fitting,  
Art. No. 534-854.



Inboard end fitting, for bayonet slider.  
Art. nr. 534-778.



Outboard aluminium end fitting.  
Art. No. 534-777.

## Spinnaker pole fittings

End fitting	Material	Art. No.	Trip trigger function	Pole section	Adaptor Art. No.
Small	Composite	534-865-01	No	48/48	–
		534-865-03		60/60	534-779
Medium		534-854-01	No	72/72	–
		534-854-11	Yes		
		534-854-03	No	84/84	534-781
		534-854-13	Yes		
		534-854-04	No	96/96	534-782
		534-854-14	Yes		
Outboard	Aluminium	534-777-01	Yes	72/72	–
		534-777-03		84/84	534-781
		534-777-12		96/96	534-782
		534-777-12		99/99	534-782
		534-777-06		111/111	534-801
		Inboard	534-778-01	–	72/72
534-778-02			84/84		534-781
534-778-04			96/96		534-782
534-778-04			99/99		534-782
534-778-06			111/111		534-801

## Jockey pole fitting, outboard end



Jockey pole fitting.

End fitting	Art. No.	Pole section dia., mm	Adaptor Art. No.
Small	534-964-01	48	–
	534-964-02	60	534-779
Medium	534-965-01	72	–
	534-965-02	84	534-781
	534-965-03	96	534-782





# Spinnaker pole heel lift system

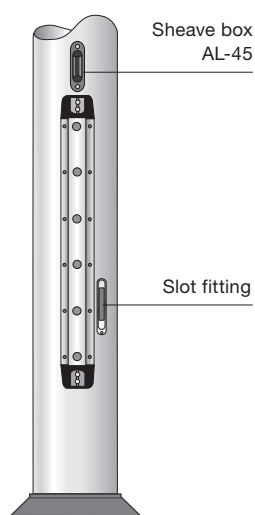


The heel lift system provides effortless spinnaker handling and allows the crew to set the spinnaker in the perfect position.

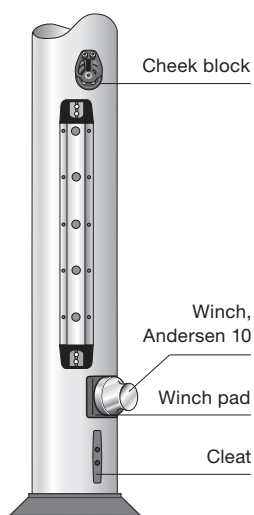
Tracks not included in the heel lifting system. See page 149.



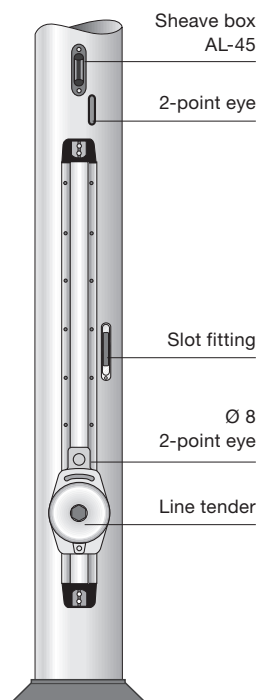
C175-F212, E122-E170:  
Art. No. 405-001-81.  
C227-F246, E177-E206:  
Art. No. 405-001-82.  
C264-F305, E237-E274:  
Art. No. 406-001-83.



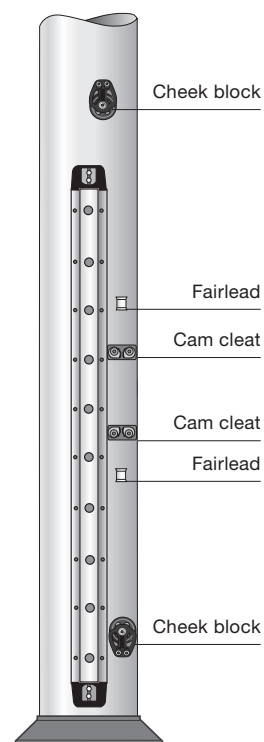
Art. No. 538-508-06.  
Operation from cockpit.



Art. No. 406-001-87.

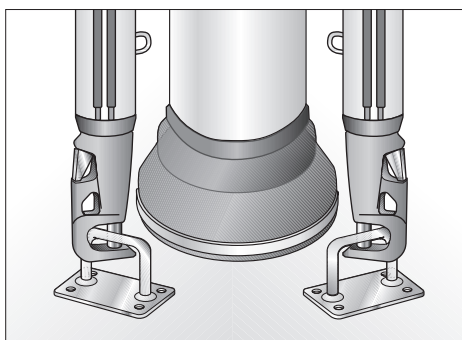


Art. No. 538-508-11.

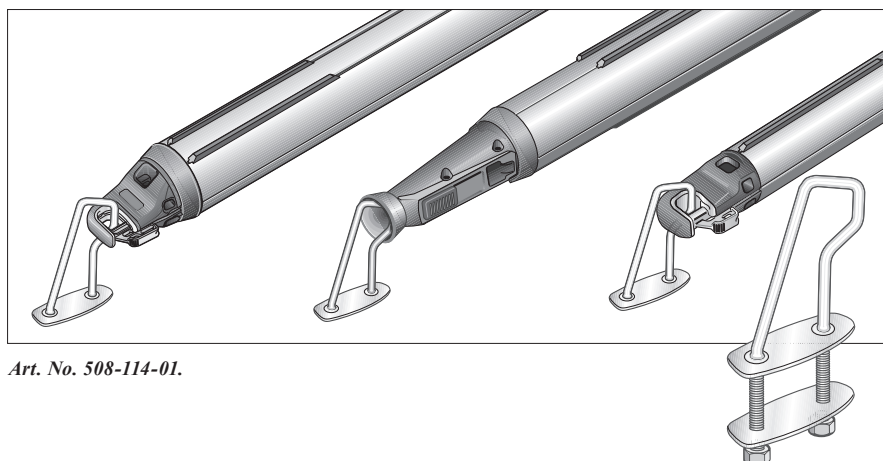


C175-F246:  
Art. No. 405-001-85.  
C264-F305:  
Art. No. 406-001-85.

## Stowage brackets




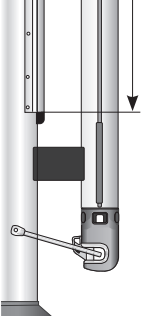
Art. No. 508-145.  
Art. No. 508-215 for Harken B147.



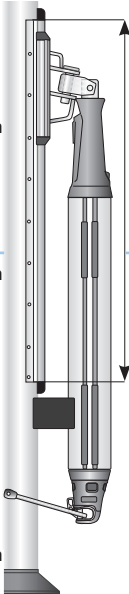
Art. No. 508-114-01.



# Vertical pole stowage

Mast section		Track width 25 mm, radius 34* Length 1700 mm, Art. No. 515-504-01 Length 3400 mm, Art. No. 515-512-01		
E122, E130 D137, E138 E155, D160 R190, R213 R235 C156-C264 F176-F265		Vertical pole stowage		End-for-end spinnaker pole slider
		End-for-end slider for pole sections 48/48-96/96 Carbon 47/47 and 88/88 Art. No. 511-553-01	Bayonet slider for pole sections 72/72 and 84/84 Carbon 77/77-118/118 Art. No. 511-553-04	Ring slider with locking device Art. No. 511-505-01
		Spi-pole lift system, see page 148		
		Loop + support Art. No. 508-090-02		
E170, E177 E189, E206 D146 C285-C304 F286-F305		Track width 25 mm, radius 50* Length 2400 mm, Art. No. 515-506-01 Length 3400 mm, Art. No. 515-513-01		
		Vertical pole stowage		End-for-end spinnaker pole slider
		End-for-end slider for pole sections 48/48-96/96 Carbon 47/47 and 88/88 Art. No. 511-553-01	Bayonet slider for pole sections 72/72 and 84/84 Carbon 77/77-118/118 Art. No. 511-553-04	Ring slider with locking device Art. No. 511-505-01
		Spi-pole lift system, see page 148		
		Loop + support Art. No. 508-090-02, Art. No. 508-212-02 for C304/F305		

\* For yachts with an RM over 25 kNm fit track with double pop rivets. Art. No. 167-018 (Ø 4.8x12.7 mm). 14 extra pop rivets/track.

Mast section		Track width 30 mm, radius 38 Track incl. Ø 6.4x12.7 mm pop rivets: Length 2400 mm, Art. No. 515-567-02 Length 3400 mm, Art. No. 515-550-02 Length 4800 mm, Art. No. 515-551-02 Track incl. Ø 6.4x17.8 mm pop rivets: Length 2400 mm, Art. No. 515-567-06 Length 3400 mm, Art. No. 515-550-06 Length 4800 mm, Art. No. 515-551-06			
<div>Ø 6.4x12.7 mm pop rivets: E170 D146, D160 R213, R235 C193-C264 F194-F265  Ø 6.4x17.8 mm pop rivets: R232, R260 C285 F286  Ø 6.4x12.7 mm pop rivets: E177, E189 E206, E224 E237 C321* C304* F305*  Ø 6.4x17.8 mm pop rivets: E274*, E365* R290*, F324*</div> 	Vertical pole stowage			End-for-end spinnaker pole slider	
	End-for-end slider for pole sections 72/72-96/96 Carbon 77/77-88/88 Art. No. 511-554-03	End-for-end RCB spinnaker pole car for sections 72/72-96/96 Carbon 77/77-88/88 Art. No. 511-585-01	Bayonet RCB spinnaker pole car for sections 72/72-111/111 Carbon 77/77-118/118 Art. No. 511-585-04	Ring slider with eyes for lift and downhaul Art. No. 511-536-02	RCB ring slider with eyes for lift and downhaul Art. No. 511-585-03
	Spi-pole lift system, see page 148				
	Loop + support Art. No. 508-090-02				
	Track width 30 mm, radius 54 Track incl. Ø 6.4x12.7 mm pop rivets: Length 2400 mm, Art. No. 515-568-02 Length 3400 mm, Art. No. 515-552-02 Length 4800 mm, Art. No. 515-553-02 Track incl. Ø 6.4x17.8 mm pop rivets: Length 2400 mm, Art. No. 515-568-06 Length 3400 mm, Art. No. 515-552-06 Length 4800 mm, Art. No. 515-553-06				
Vertical pole stowage			End-for-end spinnaker pole slider		
End-for-end slider for pole sections 72/72-96/96 Carbon 77/77, 88/88 Art. No. 511-554-03	End-for-end RCB spinnaker pole car for sections 72/72-96/96 72/72-111/111 Carbon 77/77-88/88 Art. No. 511-585-01	Bayonet RCB spinnaker pole car for sections downhaul Carbon 77/77-118/118 Art. No. 511-585-04	Ring slider with eyes for lift and downhaul Art. No. 511-536-02	RCB ring slider with eyes for lift Art. No. 511-585-03	
Spi-pole lift system, see page 148					
Loop + support Art. No. 508-090-02					
Art. No. 508-212-02 for C304/F305/C321/F324					

Calculate track length: Min. = Spinnaker Pole Length (SPL) minus 1500 mm. Max. = SPL minus 600 mm. If the spinnaker pole track passes a P-spreader bracket, "bedding" must be used. Art. No. 535-125 (L = 4000 mm).

Calculate length of pole heel lift rope: 2 x SPL + 2 metres.

\* Use stowage bracket Art. No. 508-145 or 508-215.

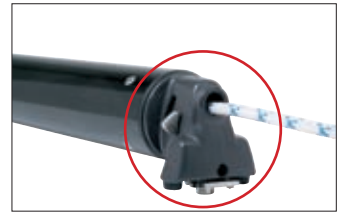


# Gennaker bowsprit

Extendable gennaker bowsprit. Sold as a kit for deck mounting. Just fit the two stainless steel pad eyes to the deck in line with the bow bracket. This bracket is a stainless ring with a low friction polyamide inner lining through which the bowsprit slides into the “active” position. After the gennaker is doused, the bowsprit can slide back and be secured to the aft eye. If required, it can be quickly removed and stowed securely below.

- Gives the gennaker more clear air
- Facilitates rapid gybing
- Always ready for quick extension
- Makes for fast and efficient gennaker handling
- Improves performance when gennaker sailing
- Can be fitted to most yachts
- Choose between carbon fibre and aluminium models

The gennaker tackline runs through the bowsprit, entering and leaving via well rounded holes, and then aft to the cockpit. An alternative is to fit an external tack block at the outboard end.



Spring-loaded locking device for safe and easy handling.



## Bowsprit kits

The kit includes: Aluminium or carbon bowsprit, inboard end fitting with plunger, outboard end fitting, 2 stainless steel pad eyes (508-750-01) and instructions.

	Description	Art. No.
Aluminium	Ø 72/72 L= < 2080 mm	072-072-70
	Ø 75/75 L= < 2230 mm	075-075-70
	Ø 87/87 L= < 2270 mm	087-087-70
	Ø 99/99 L= < 3160 mm	099-099-70
Carbon	Ø 76/76 L= < 3000 mm	076-076-70
	Ø 88/88 L= < 3000 mm	088-088-70
	Ø 89/89 L= < 3000 mm	089-089-70



Pad eyes incl. in kit.

## Bow bracket

		Bowsprit, diameter (mm)	Art. No.
	Stainless steel bow bracket with PA inner lining. To be bolted to deck or rail.	Ø 72/72	508-783-01
		Ø 75/75   Ø 76/76	508-783-02
		Ø 87/87   Ø 88/88   Ø 89/89	508-783-04
		Ø 99/99	508-794-05
	Stainless steel bow ring with PA inner lining. Can be welded to bow anchor fitting or sturdy pulpit.	Ø 72/72	508-758-01
		Ø 75/75   Ø 76/76	508-758-02
		Ø 87/87   Ø 88/88   Ø 89/89	508-758-04
		Ø 99/99	508-757-05
	Stainless steel bow fitting with PA inner lining bushing. Can be integrated with some bow anchor fittings (e.g. Jeanneau). Width of base: 175 mm. Fitted with Ø 12 mm bolt.	Ø 72/72	508-782-01
		Ø 75/75   Ø 76/76	508-782-02
		Ø 87/87   Ø 88/88   Ø 89/89	508-782-04
	90° bracket and bow ring for assembly on bow anchor fitting.	Ø 72/72	508-834-11
		Ø 75/75   Ø 76/76	508-834-12
		Ø 87/87   Ø 88/88   Ø 89/89	508-834-14
		Ø 99/99	508-834-15



Bow fittings on some boats can be integrated with the bow anchor fitting.



Side mounted installation on stem head anchor fitting



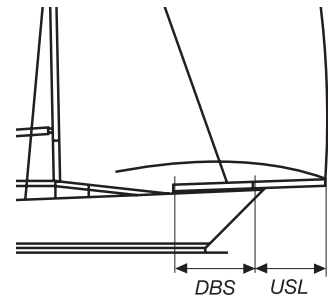
## Dimensioning for gennakers (Not applicable for "Code 0" = straight luff)

RM	Approx. displ. (tonnes)	Aluminium Max unsupported length, USL				Carbon Max unsupported length, USL		
		72/72	75/75	87/87	99/99	76/76	88/88	89/89
8	1,7	1280				1500		
10	2,1	1090				1500		
12	2,4	960	1700			1462	1500	
14	2,8	860	1520			1311	1500	
16	3,1	790	1390			1194	1500	
18	3,4	720	1280	1640		1098	1453	1500
20	3,7	670	1180	1520		1020	1349	1500
25	4,5	570	1010	1300	1710	871	1152	1452
30	5,2	500	890	1140	1510	766	1013	1277
35	5,9		800	1020	1350	687	909	1145
40	6,7		730	930	1230	626	827	1043
45	7,3		670	850	1130	576	762	959
50	8,0		620	790	1050	535	707	891
55	8,7		580	740	980		661	833
60	9,3		550	700	930		622	783
65	10,0			660	870		588	740
70	10,6			630	830		588	703
75	11,3			600	790		531	669
80	11,9			570	750		508	640
85	12,5			550	720			613
90	13,1			530	700			597
95	13,8				670			589
100	14,4				650			547
105	15,6				630			528
110	16,0				600			511
115	16,1				590			
120	16,7				570			
125	17,3				550			
130	17,9				540			
135	18,5				520			
140	19,0				510			
145	19,6				500			
150	20,2				490			
155	20,7				480			
Min. distance between support, DBS (mm)		580	600	700	800	620	710	720
MSL at inner end (Kn)*		2,9	4,9	5,4	6,2	2,0	2,4	2,9

\* MSL = Max Service Load, based on minimum DBS.

MSL at bow bracket = MSL at inner end x (1 + DBS/USL).

DBS = Distance between support. USL = Unsupported length.



## Dimensioning for Code 0

RM 30° (kNm)	Appr. depl. (tonnes)	Aluminium for Code 0								Carbon for Code 0					
		72/72		75/75		87/87		99/99		76/76		88/88		89/89	
		Max USL	Min DBS	Max USL	Min DBS	Max USL	Min DBS	Max USL	Min DBS	Max USL	Min DBS	Max USL	Min DBS	Max USL	Min DBS
8	1.7	580	580	1020	720	1300	920	1720	820	880	630	1160	820	1460	1030
10	2.1	490	580	870	830	1100	1050	1460	890	750	710	990	940	1250	1190
12	2.4	390	640	760	950	980	1220	1280	970	660	820	870	1080	1100	1370
14	2.8	350	750	680	1110	870	1420	1150	1070	590	960	780	1270	980	1590
16	3.1	330	950	620	1330	790	1690	1050	1190	530	1140	710	1520	890	1900
18	3.4	300	1200	570	1640	730	2090	960	1310	490	1410	650	1860	820	2350
20	3.7	280	1670	-	-	-	-	890	1470	460	1830	-	-	-	-
22	4.4	-	-	-	-	-	-	830	1660	-	-	-	-	-	-
24	4.8	-	-	-	-	-	-	780	1900	-	-	-	-	-	-
26	5.2	-	-	-	-	-	-	740	2230	-	-	-	-	-	-
28	5.6	-	-	-	-	-	-	700	2660	-	-	-	-	-	-









# LIGHTS



Masthead lights	164
Floodlights and steaming lights	165
Retro-fitting cables	166
Cable conduits	166
Cables and dimensions	166

## Compulsory lights

International Regulations for Preventing Collisions at Sea, 1972, stipulate compulsory lights on all yachts. Seldén offers all the necessary lighting equipment to comply with the rules.



*Tricolour/white  
with or without anchor light.*



*Anchor light  
Art. No. 526-163.*



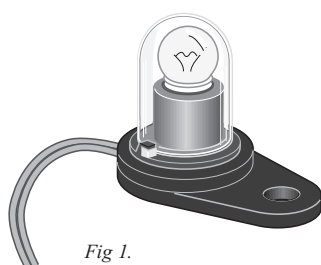
*Anchor light/steaming light  
Aquadial series 50.  
Art. No. 526-022/-002.*



*Steaming light  
Available in two versions, for yachts  
less than 12 m and for yachts between  
12 m and 20 m. Available in black  
composite or in stainless steel.*

## Masthead lights

Item	Conditions	Fitting	Art. No.	Type of masthead	Required cable Art. No.
Anchor light 12V	For boats <7 m (Scandinavia) < 12 m (International)	Base 508-549-01 incl.	526-163-01	15°	531-003
		Base 508-562 incl.	526-163-02	0°	
Anchor light 12V/24V	For boats LOA > 7 m	Stainless housing + screws MRT 5x10	526-022-03/06	0°	
		Stainless housing, base 508-560 incl.	526-022-01/04	15°	
		Stainless housing, base 508-562 incl.	526-022-02/05	0°	
Anchor and steamlight 12V	For boats LOA < 12 m	Stainless housing, base 508-562 incl.	526-026-01	0°	531-007
		Stainless housing, base 508-560 incl.	526-026-02	15°	
Windex light 12V	All	No fasteners required	526-153-01	See fig 1.	531-003
Windex light 24V		Fit below Windex base.	526-153-02		
Tricolour lamp, Quick fit. 12V/24V	For boats LOA < 20 m	Base 508-560 incl.	526-020-02/05	15°	531-006
		Base 508-562 incl.	526-020-03/06	0°	
Tricolour lamp/white Quick fit. 12V/24V		Base 508-560 incl.	526-021-02/05	15°	531-007
		Base 508-562 incl.	526-021-03/06	0°	



*Fig 1.*



#### **V-spreader integrated**

*In-spreader lighting is a good solution for improving working light on board. The in-spreader light is available for Seldén V-spreaders.*



#### **Floodlight**

*Suits bigger mast sections. Completely protected against halyards and sails. Light guard, Art. No. 508-172-01.*

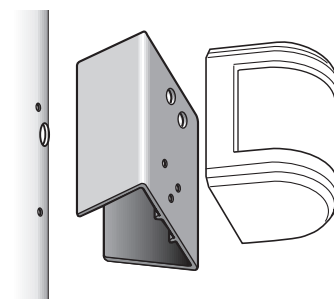


#### **In-boom light**

*The Seldén in-boom light comes in handy to light the cockpit or as a guide light when going down below. The in-boom lights are available for new Seldén boom section from 135/71 and upwards. Not available for retrofit.*

## **Floodlight and steaming lights**

Item	Conditions	Fitting	Art. No.	Remarks	Required cable Art. No.
Floodlight, 12V/35W	All masts, front mounted	Black housing	526-156-01*	Pop-rivets incl.	531-006
Floodlight, 24V/50W			526-156-02*		
Floodlight, 12V/35W		White housing	526-156-03*		
Floodlight, 24V/50W			526-156-04*		
Floodlight, 12V/35W	All masts, side mounted	Black housing	526-156-11*		
Floodlight, 24V/50W			526-156-12*		
Floodlight, 12V/35W		White housing	526-156-13*		
Floodlight, 24V/50W			526-156-14*		
Steaming lights, 12V/10W	For boats LOA <7 m (Scandinavia) <12 m (international))	Base 508-566 incl.	526-015-01		531-003
Steaming lights, 12V/25W	For boats LOA <12 m (Scandinavia) <20 m (international)	Base 535-614 incl.	526-009-03	Screws incl.	531-006
Steaming lights, 24V/25W			526-009-04		
Steaming lights, 12V/25W	For boats LOA <20 m	Protection loop 508-519 incl.	526-002-01	Pop-rivets incl.	
Steaming lights, 24V/25W			526-002-02		
Protection loop, alum.	For use with Aquasignal steaming lights		508-519-01 x2		
Protection loop, stainless	E274, C304, F305 and bigger		508-172-01		



#### **Nylon base for light.**

*Suits most lights and mast sections. Art. No. 535-614.*

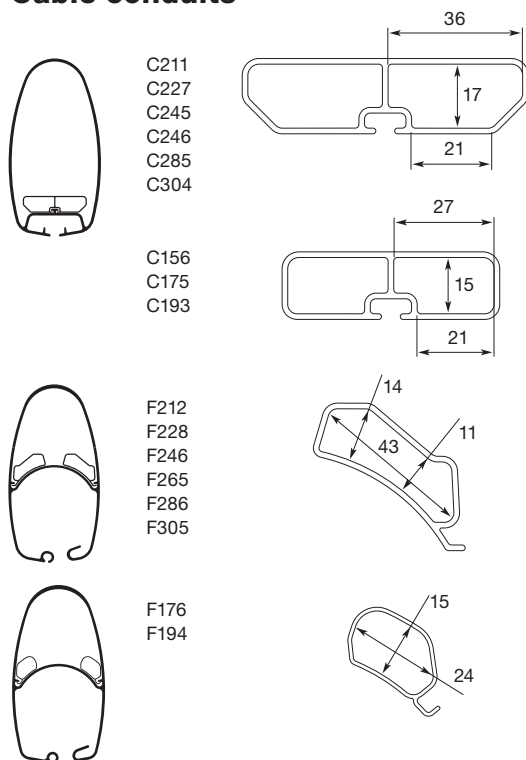
\* Light insert: 12V (Art. No. 532-154), 28V (Art. No. 532-155).



## Retro-fitting cables

For all D-sections, E-sections, P-sections and R-sections, please see our instruction “Running cables” 595-557-E. Also available from [www.seldenmast.com](http://www.seldenmast.com).

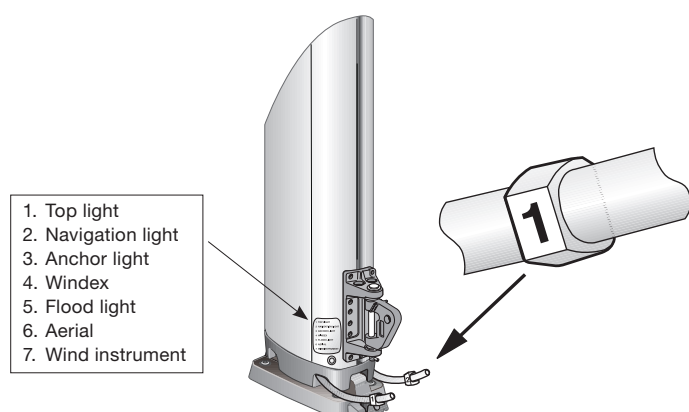
## Cable conduits



## Cables and dimensions

Light	Effect	Cable length, m	Required cable area, mm <sup>2</sup>
Anchor light	10W	0-33	1.5
		33-55	2.5
Steaming lights and navigation lights	10W	0-13	1.5
		13-22	2.5
	25W	0-5	1.5
		5-9	2.5
Floodlight	45W	9-14	4
		7-12	2.5
		12-20	4

All Seldén masts have a cable identification to facilitate connection when stepping the mast.



Cable for:	Cable area, mm <sup>2</sup>	Art. No.	Remarks
Wind instrument	10 x 0.25	531-012	Ø 7.3 mm
Windex light, anchor light and steaming lights	2 x 1.5	531-003	Ø 6.9 mm
Tricolour/white/strobe	4 x 2.5	531-018	Ø 8.6 mm
Tricolour lamp, flood-light and steaming lights	2 x 2.5	531-006	Ø 7.6 mm
Tricolour lamp/white, anchor and steaming lights	3 x 2.5	531-007	Ø 8.1 mm
Aerial	RG 213U	531-010	50 ohm (min. for VHF-radio according to German standard) Ø 10.2 mm (Cable terminal Art. No. 532-021)
	RG 58U	531-024	50 ohm, Ø 5.4 mm (Cable terminal Art. No. 532-023)



#### **Cable support**

Protects the cable from wear in the exit area. Lead the cable out through a Ø 14 mm hole, jam the support onto the cable and plug the hole. Max cable size: 2 x 2.5 mm<sup>2</sup> (Ø 7.6 mm).  
Art. No. 532-105.





All our rig fittings are manufactured using the very latest in production technology, to achieve maximum durability and corrosion resistance. All product development work is carried out at Seldén's own development department in Sweden.

We retain complete control over every aspect of the whole design and manufacturing process. By doing this, we can guarantee quality, and ensure that you get the most out of your rig.





## RIG FITTINGS

Chrome bronze rigging screws	170
Stainless steel rigging screws	174
Backstay tensioners	176
Rigging screw covers	177
Hints	177
Fittings	178
Toggles	180
Split pin, split rings and clevis pin	181
Sheaves, bridles plates and insulators	183

# Chrome bronze rigging screws



## A new bronze age

Bronze, like stainless steel, is very strong and highly resistant to corrosion. By making the body of the rigging screw in chrome plated aluminium bronze and the terminals in high grade marine stainless steel, we have reduced the risk of the thread seizing up under heavy loads. A design feature which gives you a product that performs better and lasts even longer.



Conversion kit,  
Art. No. 306-558-03.

## Important note on 5/8" rigging screws

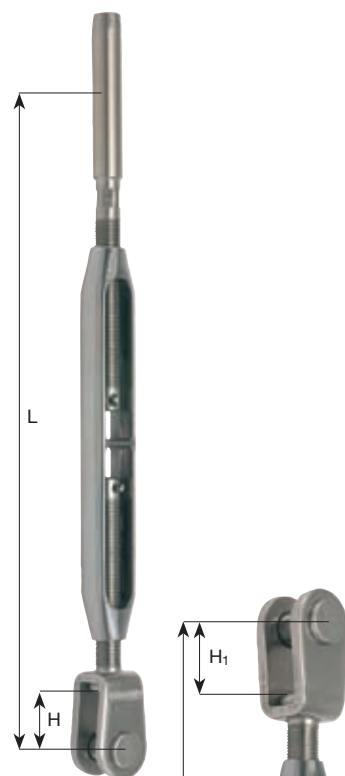
Back in 1998 we changed the clevis pin diameter from Ø 13 mm to Ø 15.8 mm. When upgrading to new rigging screws on a boat built prior to this change, the clevis pin will most likely be bigger than the chain plate hole. The Ø 15.8 mm clevis pin has to be replaced by one Ø 13 pin and two bushings.

## Chrome bronze rigging screws Fork + Fork, Split pin

Art. no.	Thread size UNF	Length (L)		Clevis pin dia. mm	Internal fork height mm (H)	Internal fork width mm	Breaking load kN
		Min. mm	Max. mm				
174-321-01	1/4"	135	199	6.5	12.5	7	15.50
174-322-01	5/16"	166	238	8	15	8	24.50
174-323-01	3/8"	198	285	9.5	18	10	34.50
174-324-01	7/16"	233	342	11	18	12	47.50
174-325-01	1/2"	268	399	13	24	14	62
174-326-01	5/8"	318	466	15.8	31	16	95
174-327-01	3/4"	369	544	15.8	32	20	125
174-327-02	3/4"	369	544	19	32	20	125
174-328-01	7/8"	444	648	19	45	22	180
174-328-02	7/8"	444	648	22	45	22	180

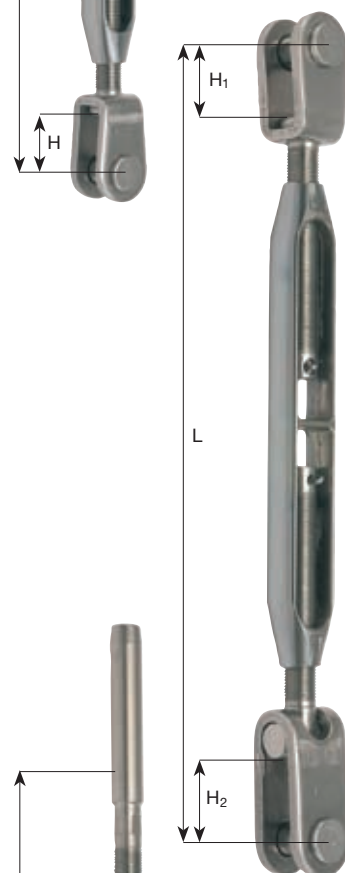
## Chrome bronze rigging screws Fork + Stud terminal, Split pin

Art. no.	Thread size UNF	Wire dia. mm	Length (L)		Cleviss pin dia. mm	Internal fork height mm (H)	Internal fork width mm	Breaking load kN
			Min. mm	Max. mm				
174-321-05	1/4"	3	139	204	6.5	6.5	7	15.50
174-321-06	1/4"	4	139	204	6.5	12.5	7	15.50
174-322-05	5/16"	4	164	237	8	15	8	24.50
174-322-06	5/16"	5	176	249	8	15	8	24.50
174-323-05	3/8"	5	201	290	9.5	18	10	34.50
174-323-06	3/8"	6	200	289	9.5	18	10	34.50
174-324-05	7/16"	6	231	338	11	18	12	47.50
174-324-06	7/16"	7	231	338	11	18	12	47.50
174-325-05	1/2"	7	261	390	13	24	14	62
174-325-06	1/2"	8	258	387	13	24	14	62
174-326-05	5/8"	8	298	446	15.8	31	16	95
174-326-06	5/8"	10	303	451	15.8	31	16	95
174-327-05	3/4"	10	354	532	15.8	32	20	125
174-327-06	3/4"	12	356	534	15.8	32	20	125
174-327-07	3/4"	10	354	532	19	32	20	125
174-327-08	3/4"	12	356	534	19	32	20	125
174-328-05	7/8"	12	428	635	19	45	22	180
174-328-06	7/8"	14	436	648	19	45	22	180
174-328-07	7/8"	12	428	635	22	45	22	180
174-328-08	7/8"	14	436	648	22	45	22	180



## Chrome bronze rigging screws Toggle fork + Fork, Split pin

Art. no.	Thread size UNF	Length (L)		Cleviss pin dia. mm	Toggle fork internal fork height, mm (H <sup>2</sup> )	Internal fork height, mm (H <sup>1</sup> )	Internal fork width mm	Breaking load kN
		Min. mm	Max. mm					
174-321-13	1/4"	150	214	6,5	15	12,5	7	15.50
174-322-13	5/16"	183	255	8	19	15	8	24.50
174-323-13	3/8"	221	308	9,5	22	18	10	34.50
174-324-13	7/16"	255	364	11	23,5	18	12	47.50
174-325-13	1/2"	294	424	13	30	24	14	62
174-326-13	5/8"	353	501	15,8	39,5	31	16	95
174-327-13	3/4"	412	587	15,8	40,5	32	20	125
174-327-14	3/4"	412	587	19	40,5	32	20	125
174-328-13	7/8"	496	700	19	55	45	23	180
174-328-14	7/8"	496	700	22	55	45	23	180



## Chrome bronze rigging screws Toggle fork + Stud terminal, Split pin

Art. no.	Thread size UNF	Wire dia. mm	Length (L)		Cleviss pin dia. mm	Toggle fork internal fork height, mm (H)	Internal fork width mm	Breaking load kN
			Min. mm	Max. mm				
174-321-39	1/4"	3	155	218	6,5	15	7	15.50
174-321-40	1/4"	4	155	218	6,5	15	7	15.50
174-322-39	5/16"	4	180	254	8	19	8	24.50
174-322-40	5/16"	5	192	266	8	19	8	24.50
174-323-39	3/8"	5	224	312	9,5	22	10	34.50
174-323-40	3/8"	6	223	311	9,5	22	10	34.50
174-324-39	7/16"	6	252	361	11	23,5	12	47.50
174-324-40	7/16"	7	252	361	11	23,5	12	47.50
174-325-39	1/2"	7	287	415	13	30	14	62
174-325-40	1/2"	8	284	412	13	30	14	62
174-326-39	5/8"	8	335	480	15,8	39,5	18	95
174-326-40	5/8"	10	340	485	15,8	39,5	18	95
174-327-39	3/4"	10	403	575	15,8	40,5	20	125
174-327-40	3/4"	12	405	577	15,8	40,5	20	125
174-327-41	3/4"	10	403	575	19	40,5	20	125
174-327-42	3/4"	12	405	577	19	40,5	20	125
174-328-39	7/8"	12	486	687	19	55	25	180
174-328-40	7/8"	14	494	695	19	55	25	180
174-328-41	7/8"	12	486	687	22	55	25	180
174-328-42	7/8"	14	494	695	22	55	25	180





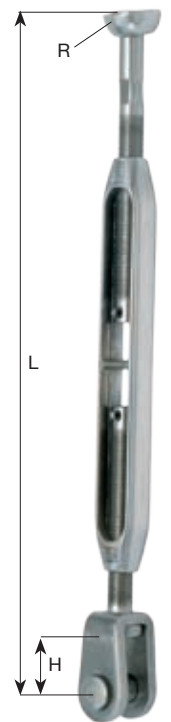
## Chrome bronze rigging screws Open + Stemball, Split pin

Art. No.	Thread size UNF	Radius	Breaking load kN
174-321-18	1/4"	9	15.50
174-321-19	1/4"	11	15.50
174-322-18	5/16"	9	24.50
174-322-19	5/16"	11	24.50
174-322-20	5/16"	14	24.50
174-323-18	3/8"	11	34.50
174-323-19	3/8"	14	34.50
174-324-18	7/16"	11	47.50
174-324-19	7/16"	14	47.50
174-325-18	1/2"	11	62
174-325-19	1/2"	14	62
174-326-18	5/8"	14	95



## Chrome bronze rigging screws Fork + Stemball, Split pin

Art. No.	Thread size UNF	Length (L)		Clevis pin dia. mm	Radius	Internal fork height mm (H)	Internal fork width mm	Breaking load kN
		Min. mm	Max. mm					
174-321-34	1/4"	156	220	6.5	9	12.5	7	15.50
174-321-35	1/4"	156	220	6.5	11	12.5	7	15.50
174-322-34	5/16"	183	255	8	9	15	8	24.50
174-322-35	5/16"	183	255	8	11	15	8	24.50
174-322-36	5/16"	183	255	8	14	15	8	24.50
174-323-34	3/8"	213	300	9.5	11	18	10	34.50
174-323-35	3/8"	213	300	9.5	14	18	10	34.50
174-324-34	7/16"	248	357	11	11	18	12	47.50
174-324-35	7/16"	248	357	11	14	18	12	47.50
174-325-34	1/2"	280	410	13	11	24	14	62
174-325-35	1/2"	280	410	13	14	24	14	62
174-326-34	5/8"	326	474	15.8	14	31	16	95



## Chrome bronze rigging screws Stemball + Terminal, Split pin

Art. No.	Thread size UNF	Length (L)		Radius	Breaking load kN
		Min. mm	Max. mm		
174-321-15	1/4"	88	153	9	15.50
174-321-16	1/4"	88	153	11	15.50
174-321-17	1/4"	88	153	11	15.50
174-321-23	1/4"	88	153	9	15.50
174-322-15	5/16"	104	177	9	24.50
174-322-16	5/16"	104	177	11	24.50
174-322-17	5/16"	104	177	14	24.50
174-323-15	3/8"	117	205	11	34.50
174-323-16	3/8"	117	205	14	34.50
174-324-15	7/16"	137	245	11	47.50
174-324-16	7/16"	137	245	14	47.50
174-325-15	1/2"	149	278	11	62
174-325-16	1/2"	149	278	14	62
174-326-15	5/8"	170	317	14	95



## Chrome bronze rigging screws Open + Terminal, Split pin

Art. No.	Thread size UNF	Breaking load kN
174-321-30	1/4"	15.50
174-321-31	1/4"	15.50
174-322-30	5/16"	24.50
174-322-31	5/16"	24.50
174-323-30	3/8"	34.50
174-323-31	3/8"	34.50
174-324-30	7/16"	47.50
174-324-31	7/16"	47.50
174-325-30	1/2"	62
174-325-31	1/2"	62
174-325-32	1/2"	62
174-326-30	5/8"	95
174-326-31	5/8"	95
174-327-30	3/4"	125
174-327-31	3/4"	125
174-328-30	7/8"	180
174-328-31	7/8"	180



## Chrome bronze rigging screws Eye + Terminal, Split pin

Art. No.	Thread size UNF	Length (L)		Eye, Ø mm	Breaking load kN
		Min. mm	Max. mm		
174-321-45	1/4"	60	125	6.5	15.50
174-321-46	1/4"	60	125	6.5	15.50
174-322-45	5/16"	76	149	8.5	24.50
174-322-46	5/16"	76	149	8.5	24.50
174-323-45	3/8"	92	180	10.5	34.50
174-323-46	3/8"	92	180	10.5	34.50
174-324-45	7/16"	107	215	11.5	47.50
174-324-46	7/16"	107	215	11.5	47.50
174-325-45	1/2"	119	248	13.5	62
174-325-46	1/2"	119	248	13.5	62
174-326-45	5/8"	138	285	16.5	95
174-326-46	5/8"	138	285	16.5	95
174-327-45	3/4"	167	345	19.5	125
174-327-46	3/4"	167	345	19.5	125
174-328-45	7/8"	195	402	22.5	180
174-328-46	7/8"	195	402	22.5	180



# Stainless steel rigging screw



Seldén rigging screws are made from high-grade, marine stainless steel.

The rigging screws have cold rolled threads and are polished for higher corrosion resistance. The threads are lubricated with Seldén rigging screw oil prior to delivery. To keep your rigging screws in good condition, please clean and lubricate them regularly with our special rigging screw oil.



Conversion kit,  
Art. No. 306-558-03.

## Important note on 5/8" rigging screws

Back in 1998 we changed the clevis pin diameter from Ø 13 mm to Ø 15.8 mm. When upgrading to new rigging screws on a boat built prior to this change, the clevis pin will most likely be bigger than the chain plate hole. The Ø 15.8 mm clevis pin has to be replaced by one Ø 13 pin and two bushings.

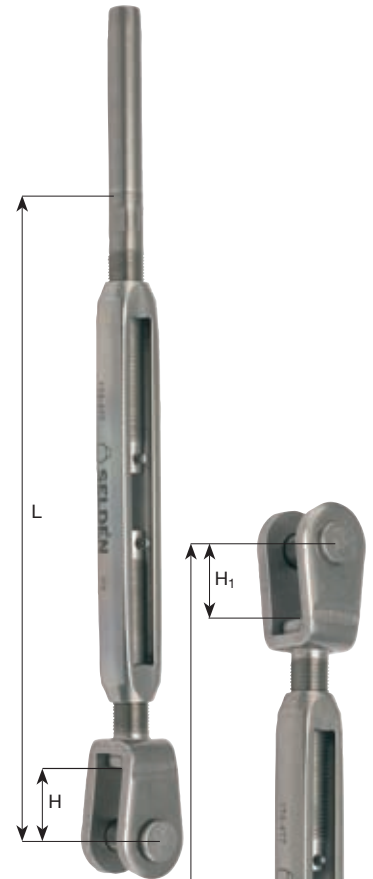
## Stainless steel rigging screws Fork + Fork, Split pin

Art. no.	Thread size UNF	Length (L)		Clevis pin dia. mm	Internal fork height mm (H)	Internal fork width mm	Breaking load kN
		Min. mm	Max. mm				
174-475-01	1/2"	244	359	13	24	14	62
174-476-01	5/8"	268	388	15.8	31	16	95
174-477-01	3/4"	304	444	15.8	32	20	125
174-477-02	3/4"	304	444	19	32	20	125
174-478-01	7/8"	418	610	19	45	22	180
174-478-02	7/8"	418	610	22	45	22	180
174-479-01	M24	570	860	22	50	25	250



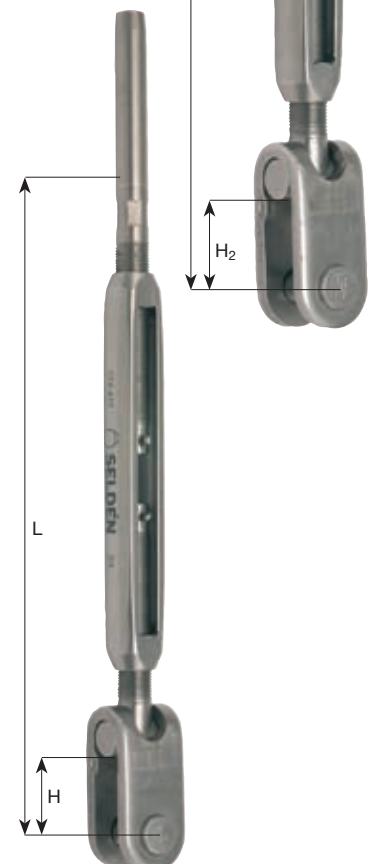
### Stainless steel rigging screws Fork + Stud terminal, Split pin

Art. no.	Thread size UNF	Wire dia. mm	Length (L)		Clevis pin dia. mm	Internal fork height mm (H)	Internal fork width mm	Breaking load kN
			Min. mm	Max. mm				
174-475-05	1/2"	6	232	329	13	24	14	62
174-475-06	1/2"	7	237	334	13	24	14	62
174-475-07	1/2"	8	234	331	13	24	14	62
174-476-05	5/8"	8	247	367	15.8	31	16	95
174-476-06	5/8"	10	250	370	15.8	31	16	95
174-477-05	3/4"	10	299	439	15.8	32	20	125
174-477-06	3/4"	12	301	441	15.8	32	20	125
174-477-07	3/4"	10	299	439	19	32	20	125
174-477-08	3/4"	12	301	441	19	32	20	125
174-478-05	7/8"	12	405	587	19	45	22	180
174-478-06	7/8"	14	413	595	19	45	22	180
174-478-07	7/8"	12	405	587	22	45	22	180
174-478-08	7/8"	14	413	595	22	45	22	180



### Stainless steel rigging screws Toggle fork + Fork, Split pin

Art. no.	Thread size UNF	Length (L)		Clevis pin dia. mm	Toggle fork internal fork height, mm (H <sub>2</sub> )	Internal fork height, mm (H <sub>1</sub> )	Internal fork width mm	Breaking load kN
		Min. mm	Max. mm					
174-475-03	1/2"	260	370	13	30	24	14	62
174-476-03	5/8"	293	403	15.8	39.5	31	16	95
174-477-03	3/4"	332	473	15.8	40.5	32	20	125
174-477-04	3/4"	332	473	19	40.5	32	20	125



### Stainless steel rigging screws Toggle fork + Stud terminal, Split pin

Art. no.	Thread size UNF	Wire dia. mm	Length (L)		Clevis pin dia. mm	Internal fork height mm (H)	Internal fork width mm	Breaking load kN
			Min. mm	Max. mm				
174-475-09	1/2"	6	243	353	13	30	14	62
174-475-10	1/2"	7	248	358	13	30	14	62
174-475-11	1/2"	8	245	355	13	30	14	62
174-476-09	5/8"	8	272	382	15.8	39.5	16	95
174-476-10	5/8"	10	280	390	15.8	39.5	16	95
174-477-09	3/4"	10	328	469	15.8	40.5	20	125
174-477-10	3/4"	12	328	469	15.8	40.5	20	125
174-477-11	3/4"	10	328	469	19	40.5	20	125
174-477-12	3/4"	12	328	469	19	40.5	20	125

# Backstay tensioners



Seldén backstay tensioners have smooth, clean surfaces. Even the wire terminal is fully covered. These low-weight backstay tensioners are simple to use. All you do is insert a standard winch handle and turn. The tensioner has a maximum working load of 30 kN. The stroke is an ample 250 or 400 mm, depending on the length of the tensioner. Clevis pins and bushes are supplied with every adjuster to suit small chainplates for Ø 6 and Ø 7 mm wire. When using the backstay adjuster with a Ø 10 mm backstay, the following limitations apply:

- forestay and backstay are both Ø 10 mm, 1 x 19 wire or other stay material with an ultimate strength of 88 kN (8800 kg/19499 lbs) or less
- the backstay-to-mast angle must be at least 40% greater than the forestay-to-mast angle.

### Works as a halyard tensioner too

The backstay tensioner can also be used as genoa and main halyard tensioner, suitable for yachts up to 70-80 feet. It is permanently fitted to the mast, and connects directly to the wire halyard. The halyard's detachable rope tail simplifies stowage.



Halyard tensioners.

### Backstay tensioners for Ø 6-8 mm wire

Art. No.	Stroke mm	Min/max length, mm	Breaking load, kN	Safe working load, kN
174-601-01	250	518/768	65	30
174-601-02	400	818/1218	65	30

### Halyard tensioners

Art. No.	Stroke mm	Min/max length, mm	Breaking load, kN	Safe working load, kN
174-601-03	400	818/1218	65	30

# Rigging screw covers

## Aluminium rigging screw covers with PVC top-plug

The round rigging screw covers are kind to your sails, sheets and clothing. Nothing can get snagged or chafed on the rigging screws. The rigging screws can be kept well greased, without having to worry about staining the sails or sheets.

Art. No.	For rigging screw	Tube dia., mm outer/inner	Tube length mm	Spare top plug Art. No.
319-580-01	7/16" (6 mm)	38/35	650	319-580 x 2
319-581-01	1/2" (7 mm)	43/40	650	319-581 x 2
319-582-01	5/8" (8 mm)	50/46	700	319-582 x 2
319-583-01	3/4" (10 mm)	57/53	800	319-583 x 2
319-584-01	7/8" (12 mm)	67/63	1100	319-584 x 2
319-585-01	M24 (14 mm)	75/71	1400	319-585 x 2



When the backstay has been fully tightened, mark the stay with a piece of tape (see Fig. 1) at the top of the backstay tensioner. The tape marker will enable you to avoid overtensioning. Intermediate values can be marked with different colours.

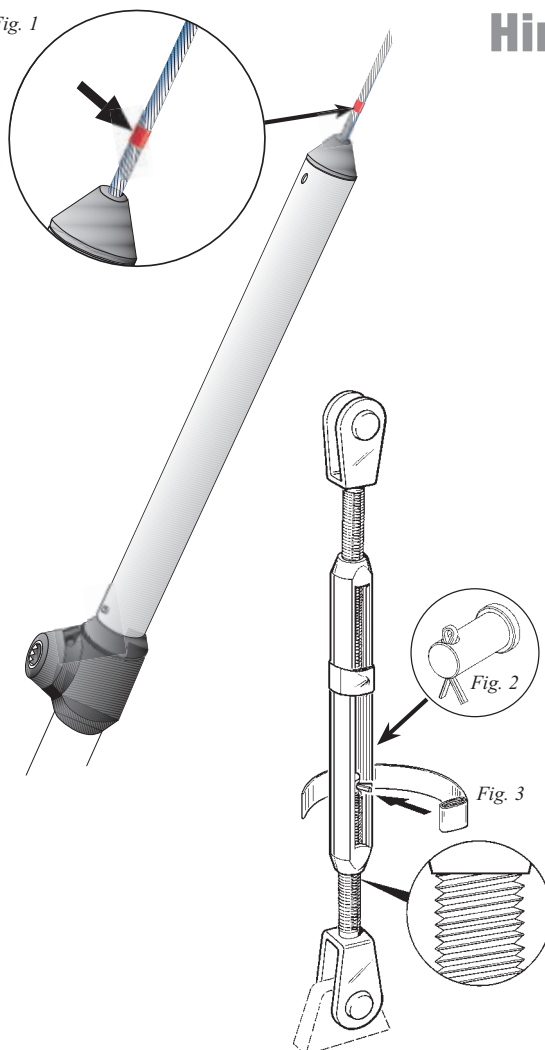
**The length of the split pin** should be 1.5 x the diameter of the clevis pin or the threaded terminal. The ends of the pin should be spread approx. 20° apart when the pin is locked (see Fig. 2). To protect the ends, fold a length of tape into a cushion, place the cushion over the ends and wrap the remaining tape a couple of times around the rigging screw (see Fig. 3).

**Adjust the rigging screw** using two ordinary or adjustable spanners (see picture). Never insert a screwdriver through the body of the rigging screw, as this can seriously damage the screw.



Read more about rigging and tuning in Seldén's publication "Hints and advice".

Fig. 1



## Hints



# Fittings

## Stud terminals for rigging screws (right-hand thread)

For stainless steel rigging screws, Art. No.	For bronze rigging screws Art. No.	Thread size UNF	Wire mm
308-344	308-344	1/4"	3
308-408	308-408	1/4"	4
308-345	308-345	5/16"	4
308-409	308-409	5/16"	5
308-346	308-346	3/8"	5
308-418	308-418	3/8"	6
308-347	308-347	7/16"	6
308-414	308-414	7/16"	7
308-413	—	1/2"	6
308-348	308-426	1/2"	7
308-349	308-427	1/2"	8
308-385	308-428	5/8"	8
308-419	308-429	5/8"	10
308-386	308-430	3/4"	10
308-420	308-431	3/4"	12
308-421	308-432	7/8"	12
308-422	308-433	7/8"	14

## Eye terminals for metric wire

Art. No.	Wire dia. mm	Eye dia. mm	Eye thickness mm
308-301	3	6.5	3.5
308-302	4	8.3	5.6
308-303	5	10.3	6.6
308-304	6	12.3	8.6
308-451	6	13	8.6
308-305	7	13.5	9.6
308-306	8	13.5	10.6
308-330	8	16	10.6
308-308	10	16	12.6
308-309	12	19.2	18
308-310	14	23	17
308-367	14	25.5	17

## Fork terminals for metric wire

Art. No.	Wire dia. mm	Clevis pin dia. mm	Internal fork height mm (H)	Internal fork width mm
308-311-01	3	6.5	12.5	7
308-312-01	4	8	15	8
308-313-01	5	9.5	18	10
308-314-01	6	11	18	12
308-315-01	7	13	24	14
308-316-01	8	15.8	31	16
308-318-01	10	15.8	32	20
308-319-01	12	19	39	20
308-590-01	14	22	45	22

## T-terminals for metric wire

Art. No.	Wire dia. mm
308-321	3
308-322	4
308-323	5
308-324	6
308-325	7
308-326	8
308-327	10

## Lifeline terminal with removable fork

Art. No.	Wire dia. mm	Clevis pin dia. mm	Internal fork height mm (H)	Internal fork width mm
308-339-01	3	6.5	12.5	7
308-337-01	4	8	15	8
308-338-01	5	9.5	18	10

## Backing plates

for T-terminal (see also pages 24 and 35)

Art. No.	Wire dia. mm	Rod	Remarks
507-553-01	3	—	
507-551-01	4	-3	
507-552-01	5	-4	
507-600-01*	6	-6	
507-601-01*	7	-8	
507-582-01*	8	-10, -12	C174-C245
507-583-01*	10		C227
507-583-02*	10		C245
507-583-03*	10	-15, -17	C264
507-583-04*	10		C285-C304
507-583-05*	10		F228-F305

\* Use only as shroud attachment.

## Lifeline Pelican hook terminal

Art. No.	Wire dia. mm
174-356	4
174-357	5



## Wire terminal Sta-lok®



Art. No.	For wire dim., mm	Type of terminal
301-117	4	Eye
301-118	5	
301-119	6	
301-120	7	
301-121	8	
301-122	10	
301-123	12	Fork
301-124	14	
301-132	16	
301-125	4	
301-126	5	
301-127	6	
301-128	7	
301-129	8	
301-130	10	

## Stemball terminals

for rigging screws (Stemball cups – see page 45)



Art. No.	For rigging screws	Radius
308-560	1/4"	9
308-561	5/16"	9
308-562	3/8"	9
308-563	7/16"	11
308-564	1/2"	11
308-565	5/8"	14

## Stemball terminal and washers

Wire diameter, mm	Art. No. Terminal+cups (radius)	Art. No. Terminal (radius)	Art. No. Cups (inner/outer radius)	Art. No. Cups (inner/outer radius)
4	308-558-01 (R14)	308-558 (R9)	306-572 (R9/11)	306-573 (R11/14)
5	308-552-01 (R14)	308-552 (R9)		
6	308-553-01 (R14)	308-553 (R11)	306-573 (R11/14)	–
	308-553-02 (R18)			306-574 (R14/18)
7	308-554-01 (R14)	308-554 (R11)		–
	308-554-02 (R18)			306-574 (R14/18)
8	308-555 (R14)	308-555 (R14)	–	–
	308-555-02 (R18)		306-574 (R14/18)	–
10	308-556 (R14)	308-556 (R14)	–	–
	308-556-02 (R18)		306-574 (R14/18)	–
12	308-557 (R18)	308-557 (R18)	–	–



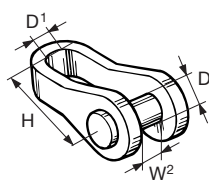
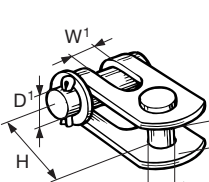
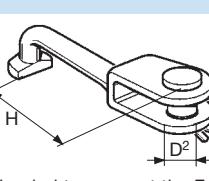
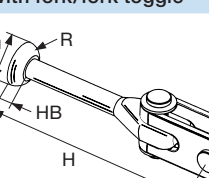
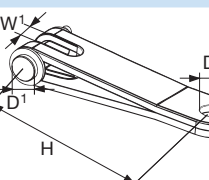
## T/Eye toggle for rope runners

Wire dia., mm	Art. No.
3	174-136
4	174-137
5	174-138
6	174-139
7	174-140
8	174-141



When replacing traditional wire runners with lightweight runners, in for example Dyneema, keep your existing backing plate and add a T/Eye toggle.

# Toggles

Eye/fork toggle	Forestay dia., mm	Art. No.	Length H mm	Ø Clevis pin D <sup>2</sup> mm	Fork width W <sup>2</sup> mm	Ø Eye D <sup>1</sup> mm	For rigging screw diam	
 <p>Can be used to lengthen a Furlex system. Fit it underneath the standard fork/fork toggle or at the top end of the Furlex wire.</p>	3	174-101-01	21	6.5	7	7	1/4"	
	4	174-102-01	26	8	8	8	5/16"	
	5	174-103-01	33	9.5	10	10	3/8"	
	6	174-104-01	39	11	12	11	7/16"	
	7	174-105-01	43.5	13	14	13	1/2"	
	8	174-106-01	48.5	15.8	16	16	5/8"	
	10	174-107-01	65	15.8	20	16	3/4"	
		174-132-01	65	19	20		3/4"	
	12	174-134-01	95	19	22	20	7/8"	
	14	174-135-01	95	22	22	23	7/8"	
16	174-126-01	20	22	25	23	M24		
Standard Furlex fork/fork toggle	Forestay dia., mm	Art. No.	Length H mm	Ø Clevis pin D <sup>1</sup> mm	Ø Clevis pin D <sup>2</sup> mm	Fork width W <sup>1</sup> mm	Fork width W <sup>2</sup> mm	
	4	517-056-02	25	8	8	7.5	8.5	
	5	517-054-02	30	10	10	10	11	
	6	517-046-02	40	12	10	11	11	
	7	517-047-02	40	12	12	11	12.5	
	8	517-048-02	50	14	14	14	12.5	
	10	517-060-04	55	16	16	14	16	
	12	517-052-02	65	19	19	20.5	21	
	14	517-053-02	80	22	22	20.5	23	
	16	517-074-02	85	25	22	22	26	
T/fork toggle	Forestay dia., mm	Art. No.	Length H mm	Ø Clevis pin D <sup>2</sup> mm	Fork width W <sup>2</sup> mm			
 <p>Needed to connect the Furlex to a Seldén backing plate for T-terminals.</p>	4	174-127-01	60	8	8			
	5	174-128-01	70	9.5	10			
	6	174-122-01	80	11	12			
	7	174-123-01	90	13	14			
	8	174-124-01	100	15.8	16			
Stemball/eye toggle with fork/fork toggle	Forestay dia., mm	Art. No.	Length H mm	Ø Clevis pin D <sup>2</sup> mm	Fork width W <sup>2</sup> mm	Height HB mm	Radius R mm	Ø Stemball D <sup>1</sup> mm
 <p>Needed when fitting Furlex to some masts of other origin than Seldén.</p>	5	517-065-01	138	10	11	8.5	10	26
	6	517-066-01	152	10	11	8	10	26
	7	517-067-01	157	12	12.5	9	15	34
	7	517-097-01	153	12	12.5	11	13	26
	8	517-068-04	197	16	15.5	9	15	34
	10	517-068-02	202	16	16	9	15	34
	12	517-069-01	226	19	21	8.5	15	34
Eye/fork extension link*	Forestay dia., mm	Art. No.	Length H mm	Ø Clevis pin D <sup>1</sup> mm	Fork width W <sup>1</sup> mm	Ø Eye D <sup>2</sup> mm	Gauge W <sup>1</sup> mm	
	6	517-063-01	90	12	11	12	6	
	7	517-063-01	90	12	11	12	6	
	8	517-062-01	130	16	14	16.5	10	
	10	517-062-01	130	16	14	16.5	10	
	12	517-075-01	190	19	20.5	20	12	
	14	517-076-01	190	22	20.5	22.5	16	

\* The standard Furlex fork/fork toggle must always be fitted between the extension link and the forestay attachment of the boat. This in order to secure proper articulation in all directions.



# Split pins, split rings and clevis pins for rigging screws



## Split pins

Art. No.	Diameter x length, mm	For rigging screw dia.	For fork terminal, wire dia., mm
301-003	2.5 x 12	1/4"	3
301-004	2.5 x 15	5/16", 3/8"	4, 5
301-011	3 x 20	7/16", 1/2"	6, 7
301-020	3 x 25	5/8", 3/4"	8, 10
301-051	3.7 x 25 (28)	5/8", 3/4"	8, 10, 12
301-007	4.6 x 38	7/8"	12, 14
301-029	4 x 30	3/4", 7/8"	12
301-522	4 x 40	7/8", M24	14
301-036	5 x 50	M24	–



## Split rings

Art. No.	Diameter x thickness, mm	For rigging screw dia.
301-014	16 x 1	1/4", 5/16", 3/8"
301-015	20 x 1.5	7/16"
301-016	25 x 1.5	1/2", 5/8"



## Clevis pins

Art. No.	For rigging screw and toggle dia.	For fork terminal wire dia., mm	For life line terminal wire dia., mm	Diameter mm	Length = L mm
168-010	1/4"	3	3	6.5	17.5
168-011	5/16"	4	4	8	20.5
168-012	3/8"	5	5	9.5	23
168-013	7/16"	6		11	28
168-014	1/2"	7		13	32
168-021*	5/8"	8		15.8	38
168-022	3/4"	10		15.8	45
168-023	3/4"	12		19	45
168-018	7/8"			19	54
168-024	7/8"	14		22	54
168-025	M24			22	60
168-015*				13	40
168-019*				11	40

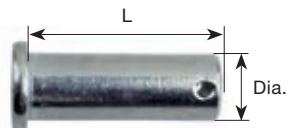
\* = Included in backstay tensioners and halyard tensioner Art. No. 174-601-01, 174-601-02 and 174-601-03.

## Rigging screw oil

Art. No.	Volume ml
312-502	100



*All rigging screws should be lubricated every year.*



## Clevis pins stainless steel

Art. No.	Dia. mm	Length mm	Matching dia. of split pin, mm
165-601	5	28	1.8
165-603	5	34	
165-604	5	41	
165-606	5	47	
165-005	6	26	
165-006	6	30	
165-007	6	36	
165-009	6	50	
165-101	8	18	2.3
165-103	8	22	
165-113	8	27	
165-105	8	32	
165-107	8	36	
165-128 (D-bolt)	8	40	
165-108	8	50	
165-119	8	55	
165-118	8	63	
165-112	8	70	
165-127	8	80	
165-202	10	22	
165-203	10	28	
165-212	10	24	
165-205	10	32	
165-221	10	35	
165-211	10	40	
165-207	10	42	
165-129 (D-bolt)	10	45	
165-208	10	46	
165-206	10	50	
165-213	10	58	
165-216	10	79	
165-209	10	97	
165-401	12	25	2.9
165-402	12	33	
165-409	12	37	
165-405	12	41	
165-404	12	46	
165-403	12	53	
165-410	12	137	
165-411	12	137 (hole Ø5)	
165-412	12	150 (hole Ø5)	
165-413 (D-bolt)	12	61 (hole Ø 4,5)	3.7
165-415	12	162 (hole Ø5)	4.6
165-501	14	31	3.7
165-504	14	35	
165-505	14	41	
165-503	14	49	
165-502	14	53	
165-507	14	61	
165-557	5/8"	30	
165-558	5/8"	33	
165-560	16	34	
165-554	16	37	
165-552	16	50	
165-555	16	57	
165-556	16	69	
165-551	16	76	
165-559 (D-bolt)	16	76 (hole Ø 5,5)	4.6
165-581	19	42	
165-582	19	60	
165-584	19	84	
165-594	22	49	
165-595	22	60	
165-597	1"	102	5.9
165-598	1"	66	
165-586	25	82	



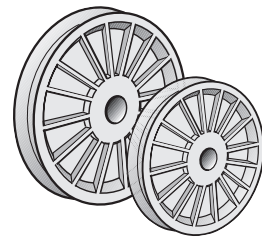
## Split pins stainless steel

Art. No.	Dia., mm	Length, mm
301-046	1.8	10
301-047	2.3	12
301-048	2.3	16
301-006	2.3	25
301-049	2.9	16
301-050	2.9	18
301-013	2.9	24
301-044	2.9	27
301-011	3.2	20
301-061	3.7	18
301-053	3.7	20
301-051	3.7	25
301-045	3.7	33
301-062	3.7	40
301-010	3.7	50
301-054	4.6	28
301-055	4.6	33
301-057	5.9	37
301-059	5.9	43
301-058	5.9	45
301-060	5.9	45

The recommended length of the split pin is approx. 1.5 x the diameter of the clevis pin.

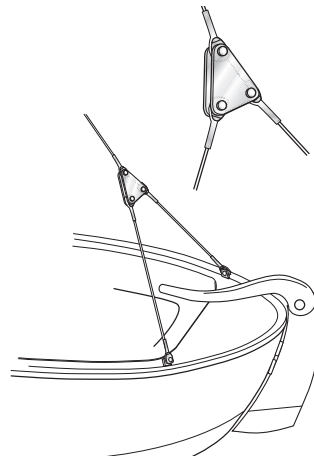
## Sheaves composite

Art. No.	Outer dia. mm	Hole dia. mm	Width mm	Max. rope dia. mm	Max. rope/wire dia., mm
504-310 (PA)	23	6	10	8	–
504-319	28	8	13	10	–
504-316	28	10	13	12	10/4
504-505	38	10	11	10	–
504-320	45	8	13	10	8/3
504-321	45	10	13	12	10/4
504-502	45	12	16	14	12/5
504-504	45	10	11	10	–
504-322	57	8	13	12	10/4
504-323	57	10	13	12	10/4
504-324	57	12	13	12	10/4
504-348	57	14	13	12	10/4
504-382	57	14	11	8	–
504-325	70	10	13	12	10/5
504-326	70	12	13	12	10/5
504-332	70	12	16	16	12/6
504-327	70	14	13	12	10/5
504-333	70	14	16	14	10/6
504-334	70	16	16	14	10/6
504-328	90	10	13	12	10/6
504-329	90	12	13	12	10/6
504-335	90	12	16	16	14/7
504-330	90	14	13	12	12/7
504-336	90	14	16	16	14/7
504-337	90	16	16	16	14/7
504-338	90	20	20	20	16/8
504-339	130	20	20	20	16/8



## Bridle plates

Wire, dia., mm (perm. backstay)	Art. No.	Hole dia., mm
4, 5	528-005-01	3 x Ø 10
6, 7	528-006-01	3 x Ø 12
8	528-013-01	3 x Ø 14
10	528-033-01	3 x Ø 16
12	528-032-01	3 x Ø 16 + Ø 20



## Insulators

Wire, dia. mm	Nylon		Navtec			
	Art. No.	Isolator + 2 talurit-eyes, Art. No.	Art. No.	Isolator + 2 fork Art. No.	Hole dia., mm	Length (c/c), mm
5	319-515	319-515-02	319-612	319-612-02	11	165
6	319-515	319-515-01	319-612	319-612-01	11	165
7	319-524	319-524-01	319-614	319-614-02	16	191
8	319-524	319-524-02	319-614	319-614-01	16	191
10			319-615	319-615-01	16	365
12			319-685	319-685-01	19	287
14			319-686	319-686-01	22.5	410
16			319-687	319-687-01	26	tba





All experienced sailors appreciate smart solutions and features that simplify sail handling and life on board in general. Sometimes they are the most obvious items like furling gear, Rodkickers and single line reef booms. Other times, they can be less self-evident, the things you tend not to think about, but appreciate even more when you use them.

We, ourselves, are experienced sailors. You'll find some of our favourite solutions on the following pages of this "Just Smart" section. We hope they will become yours, too.

# JUST SMART



Backstay flicker	186
Lazyjack systems	186
Rigging screw covers	187
Mast climbing steps	188
Cutter stay stowage	188
Trysail system	189
Cable glue	190
Sealing kits	190
Anti-vibration strips	191
Winch handle pocket	191
Aero strips	191



## Backstay flicker

### – gives the mainsail space to move

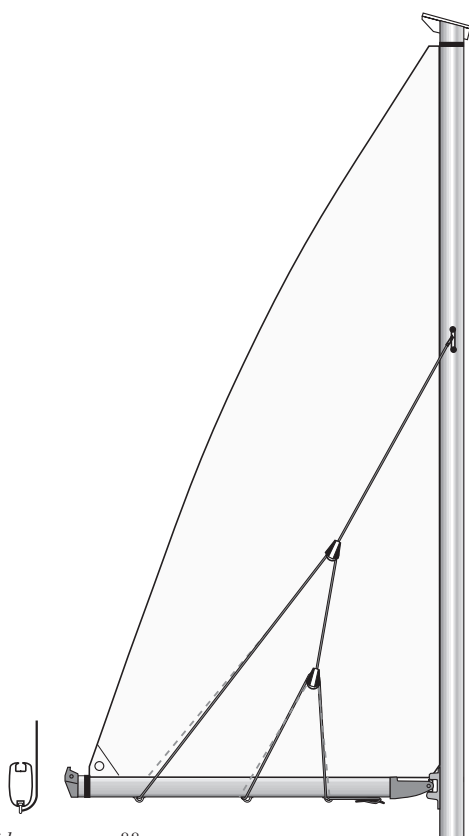
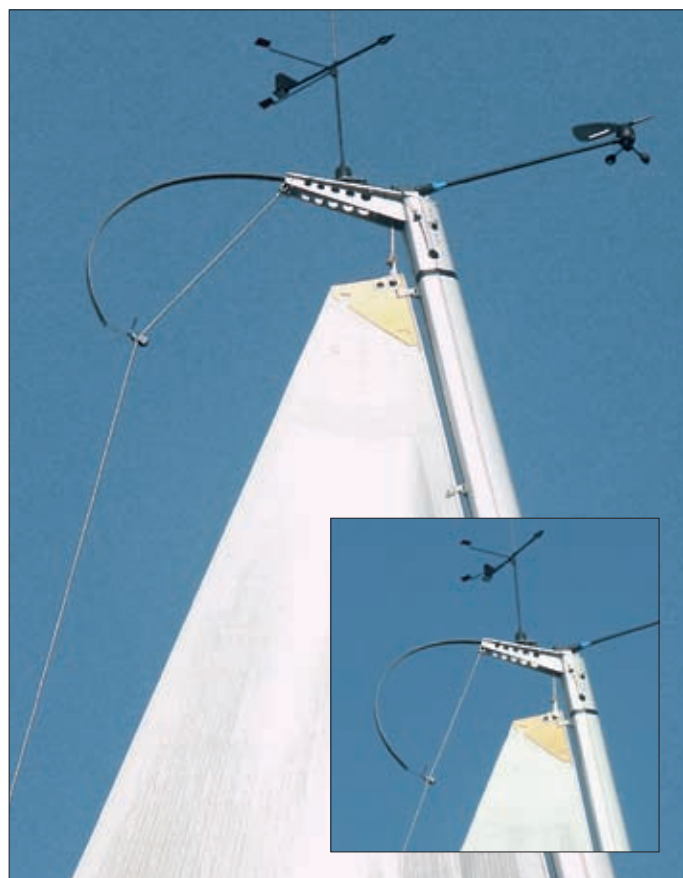
The backstay flicker is a glass fibre rod fitted to the head box on a fractional rig with swept spreaders. It lifts up a wire or rope backstay to allow for free passage of a full roach mainsail.



*The backstay flicker comes complete with fasteners and backstay block.*

### Complete kit with fasteners and instruction for assembly



Art. No.	Batten length, mm	Boat size, ft
511-120-01	1200	< 30 fot
511-121-01	1400	30-37 fot
511-123-01	1800	37-43 fot



*Lazyjack sliders see page 88.*

## Lazyjack – contains the mainsail

A lazyjack system is an active aid for containing the mainsail when reefing and dousing. Our lazyjack system works exceptionally well with fully-battened mainsails, but it is also very handy for use with conventional sails. Seldén supplies complete lazyjack kits with all the necessary blocks, eye straps, lines, fasteners, boom sliders and full instructions.

Description	Art. No.	Boom sections	Remarks
 2-leg system	511-636-05	120/62-171/94	P <sub>max</sub> = 12 m
	511-637-05	200/117-250/140	
 3-leg system	511-636-06	120/62-171/94	P <sub>max</sub> = 20 m
	511-637-06	200/117-250/140	





### Aluminium rigging screw covers with PVC top-plug

The round rigging screw covers are kind to your sails, sheets and clothing. Nothing can get snagged or chafed on the rigging screws. The rigging screws can be kept well greased, without having to worry about staining the sails or sheets.

Art. No.	For rigging screw	Tube dia., mm outer/inner	Tube length mm	Spare top plug Art. No.
319-580-01	7/16" (6 mm)	38/35	650	319-580 x 2
319-581-01	1/2" (7 mm)	43/40	650	319-581 x 2
319-582-01	5/8" (8 mm)	50/46	700	319-582 x 2
319-583-01	3/4" (10 mm)	57/53	800	319-583 x 2
319-584-01	7/8" (12 mm)	67/63	1100	319-584 x 2
319-585-01	M24 (14 mm)	75/71	1400	319-585 x 2

## Mast climbing steps – for extra climbing safety

Mast climbing steps are an easily fitted safety feature. Seldén mast climbing steps are available as fixed steps (an outer guard wire can be used for extra safety) or as foldable climbing steps. The well-rounded shape of the foldable steps reduces windage and sail chafe.



Always use a safety harness when working aloft.



### Climbing steps, fixed

Art. No.	Radius	Mast section
508-539-01	R155	E138-E274 D121-D160
508-565-01	R300	C321, E365 All furling masts All C-sections and F-sections

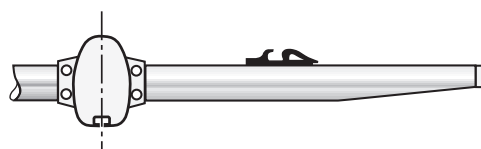
### Climbing steps, foldable

Art. No.	Radius	Mast section	Remarks
508-183-03	R290	All furling masts C321, E365	Incl. screws, for wall thickness > 4 mm.
508-183-04		All C-sections	Incl. rivets, for wall thickness < 5 mm.
508-185-03	R122	E170-E274 D137-D160	Incl. screws, for wall thickness > 4 mm.
508-185-04			Incl. rivets, for wall thickness < 5 mm.

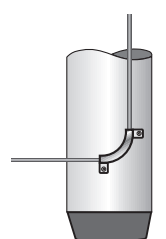
**Hint:** With a foldable mast step 0.5 m up from deck, it will be a lot easier to attach the halyard to the head of the mainsail.

## Cutter stay spreader hook Cutter stay stowage bracket

With a Seldén cutter stay spreader hook mounted on the spreader, and a cutter stay stowage bracket mounted on the mast, your cutter stay will always be ready for use, stand-by secured by its pelican hook (or similar) to a deck bracket. Safely out of the way until you actually need it!

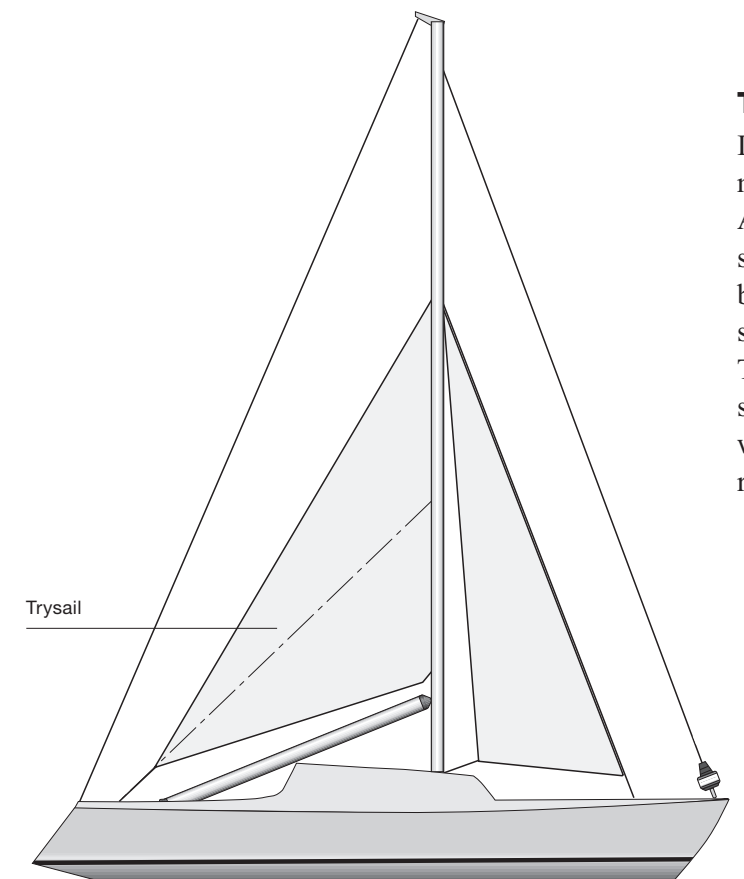


Cutter stay  
spreader hook,  
Art. No. 508-190-01.



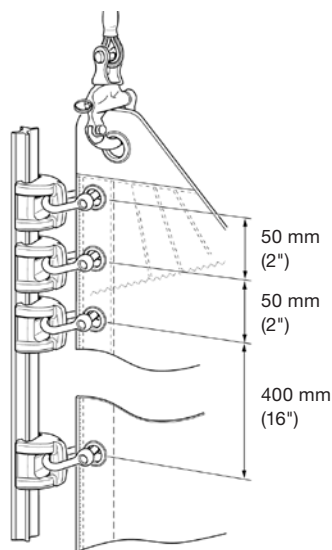
Cutter stay  
stowage bracket,  
Art. No. 508-225-01.





## Trysail system

In stormy weather, when your 2nd or 3rd reef of the mainsail just isn't enough, the way to go is with a trysail. A trysail is a loose-footed, fairly flat sail made from heavy sailcloth, but with a luff length and foot length considerably shorter than your regular mainsail. It is hoisted on a separate track, independent of the normal luff groove. The trysail track is fitted beside the luff groove on the aft side of the mast and runs all the way to deck level. That way you can always have your trysail fitted to the track, ready to be used.



When using a trysail, the end of the main boom is secured to the deck. Sheeting point should be according to the illustration.

If trysail luff length is not available from the yacht designer, our general recommendation is that the trysail should reach 55-65% of the foretri-angle height. The track should end approximately 0.5 m below checkstays/runner attachments, if any.

We recommend fitting three sliders at the head and tack of the sail (c/c 50 mm), remaining sliders to be fitted c/c 400 mm.

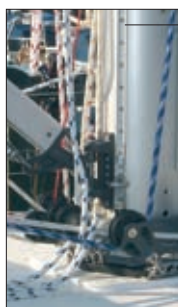
Seldén Silicone lubricant (Art. No. 312-506) can be used on the track to minimise friction.



Trysail with track gate, tack attachment, sliders and fasteners. Art. No. 515-525-31.

## Tracks and sliders

Mast section	RCB track L = 2300 mm incl. pop rivets and 6 trysail sliders	Trysail gate track end stop, tack attachment fasteners 12 trysail sliders	Separate sliders
All E-, D- och R-profiles C227-C304 F212-F305	515-525-35	515-525-31	511-713



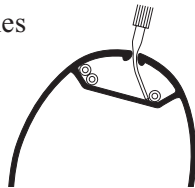
Track



# At your service

## Cable glue

In masts not featuring a dedicated cable conduit, you need to fix your cables with glue. We provide a PU glue (Cascol 1809) complete with instructions.



Gluing cables.



Art. No. 312-301-03.

## Sealing kits



Art. No. 312-322-10.



Art. No. 312-301-02.

Mast section	300 ml glue and instructions, Art. No.
Older E-sections and P-sections	312-301-03

Type of sealing	Sealing kit, Art. No.	Instruction
Sealing of open conduits	312-301-02	595-548-E
Secondary sealing of a keel-stepped mast	312-322-10	595-814-E



Locking adhesive,  
Art. No. 312-305.

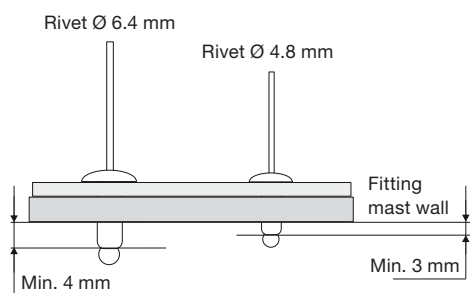
Lubrication for Torlon®  
ball bearings,  
Art. No. 312-534.



Rigging screw oil,  
Art. No. 312-502.



Lubricating grease,  
Art. No. 312-501.



Domed or counter  
sunked head

## Pop rivet

Art. No	Dim., Ø mm	Length, mm	Material	Head	Pcs/ package
167-007-10	4.8	9.9	Monel**	Domed	10
167-018-10	4.8	12.7	Monel	Domed	10
167-022-05	4.8	12.7	Monel	Counter sunked	5
167-006-05	4.8	16.5	Monel	Domed	5
167-005-05	4.8	20.3	Monel	Domed	5
167-008-05	4.8	25.4	Aluminium	Domed	5
167-004-10	6.4	12.7	Monel	Domed	10
167-003-05	6.4	14.5	Monel	Counter sunked	5
167-002-10	6.4	17.8	Monel	Domed	10
167-025-10*	6.4	17.8		Domed	10
167-027-10	6.4	25	Monel	Domed	10

\*Extra long mandrel type for fitting components with deeply recessed rivets. Requires a pop rivet gun with extra long nozzle.

\*\*Monel® = a highly corrosion resistant nickel alloy commonly used with aluminium in harsh environments.



Pop rivet gun for Ø 3.25-6.5 mm aluminium or monel rivets.  
Art. No. 592-003.

## Anti-vibration strips – to prevent mast vibration

Vibration in the mast can arise at moderate wind speeds (2-6 m/s) when the wind is approximately athwartships. When this happens, the mast oscillates periodically in a fore-and-aft direction, causing noise that can disturb the peace of the harbour. This vibration can be counteracted by breaking up the air flow with a Seldén anti-vibration strip. The purpose designed PVC strip is simply hoisted in the mast luff groove. The length of the strip should be at least  $P \times 0.6$ . You can read more about this physical phenomenon on our web site [www.seldenmast.com](http://www.seldenmast.com)

Mast section	Anti-vibration strip, incl. two cringles for tack and head	Length m	Separate cringle*
E-section	535-613-01	10	307-110
D-section			
R232, R260, R290			
F324, R370			
F265-F305			
R190, R213, R235	535-613-02		
F176-F246			
C-section	535-645-01**		

\* To be used if a 10 m strip is too long.

\*\* The anti-vibration strip comes with sail slides that are to be twisted into sail groove above the MDS cars.



## Winch handle pocket

The Seldén winch handle pocket is suitable for most modern winch handles. The pocket has a drainage hole and is easy to fit on both flat and curved surfaces, on the mast or in the cockpit.

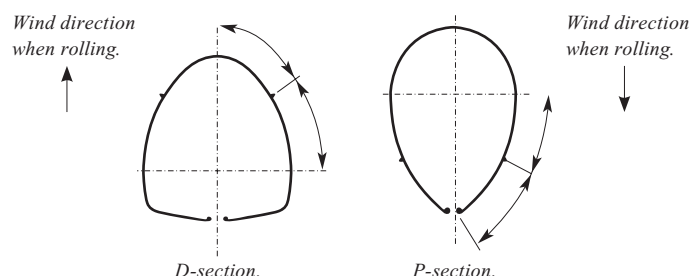


Art. No. 533-925 (excl. fasteners).

Art. No. 533-925-01 (incl. pop-rivets)

## Aero strips – to prevent mast rolling

Rolling is the rhythmic heeling back and forth around a longitudinal axis when the wind is blowing from the general direction of the bow or stern. The aerodynamic force causing the rolling can be eliminated by mounting aero strips that deflect the air flow (30 cm from the masthead and 3-4 m downwards).



Mast section	8 x 1000 mm aluminium aero strips incl. pop-rivets
D-section	535-013-01
P-section	

# Seldén worldwide

Seldén is represented worldwide by more than 750 authorised dealers. We use comprehensive information material, manuals and films to impart our quality thinking to dealers and service centres. We arrange regular dealer training courses to enable our dealers to live up to our requirements for technical expertise and gain a full understanding of the Seldén product philosophy. Our strong local presence on all marine markets means that yachtsmen can access spare parts and know-how wherever they are.

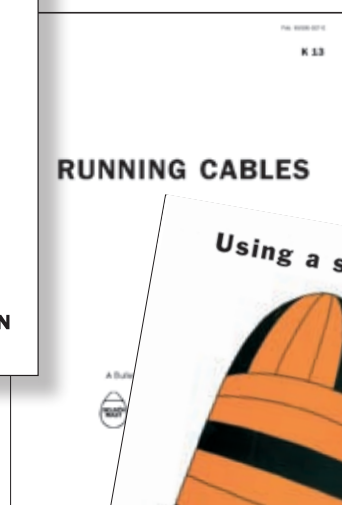


## Useful publications

Our well known “Hints and advice”, for example, is regarded as an essential part of any yachting library. Download the Seldén publication you need from [www.seldenmast.com](http://www.seldenmast.com)



Art. No.  
595-540-E.

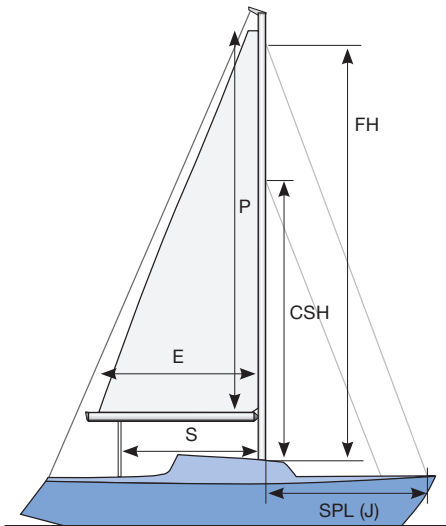


Art. No.  
595-557-E.



Art. No. 595-560-E.





E = Mainsail foot length  
P = Mainsail luff length  
S = Main sheet distance from mast  
FH = Forestay height  
CSH = Cutter stay height  
SPL (J) = Spinnaker pole length

	Multiply number of	by	to obtain equivalent number of	Multiply number of	by	to obtain equivalent number of
Length	Inches (in)	25.4	millimetres (mm)	Millimetres	0.03937	inches
	Inches (in)	2.54	centimetres (cm)	Centimetres	0.3937	inches
	Feet (ft)	30.48	centimetres (cm)	Metres	39.3701	inches
	Feet (ft)	0.3048	metres (m)	Metres	3.2808	feet
Area	Sq. inches (in <sup>2</sup> )	645.16	sq. millimetres (mm <sup>2</sup> )	Sq. millimetres	0.00155	sq. inches
	Sq. inches (in <sup>2</sup> )	6.4516	sq. centimetres (cm <sup>2</sup> )	Sq. centimetres	0.1550	sq. inches
	Sq. feet (ft <sup>2</sup> )	929.0304	sq. centimetres (cm <sup>2</sup> )	Sq. metres	10.7639	sq. feet
	Sq. feet (ft <sup>2</sup> )	0.092903	sq. metres (m <sup>2</sup> )	Sq. metres	1.19599	sq. yards
	Sq. yards (yd <sup>2</sup> )	0.836127	sq. metres (m <sup>2</sup> )			
Weight	Ounces (oz)	28.3495	grams (g)	Grams	0.03527	ounces
	Pounds (lb)	453.59237	grams (g)	Kilograms	35.274	ounces
	Pounds (lb)	0.4536	kilograms	Kilograms	2.20462	pounds

# Contents in alphabetical order

<b>A</b>		Furling masts	97	MDS full-batten system	50-51
Aero strip	191	<b>G</b>		<b>N</b>	
Anchor light	164, 166	Gas spring	91-92	Nose tang fitting	25
Antivibration strip	191	Gennaker bowsprit	158	<b>O</b>	
<b>B</b>		Genoa box	22-27	O-Fittings	24
Backing plate	24, 33, 35, 178	Genoa halyard	30	<b>P</b>	
Backstay flicker	19, 186	Grease hole cover	111	Plug	111
Backstay tensioner	176	<b>H</b>		Pop rivet	190
Barber haul	29	Halyard kits	30-31	Pop rivet gun	190
Block stand-up	58, 60	Halyard lead	22-28	<b>R</b>	
Bolt rope extrusion	48	Halyard routing	26	Rail	58, 62-64
Boom brackets	85-87	Halyard tensioner	176	RCB full-batten system	52
Boom sections	76-79	Headbox	16	Reefing pad	70
Boom selection	82-83	Headbox fittings	18	Rigging screw	170-175
Bridle plate	183	Heel lift system	156	Rigging screw cover	177, 187
Bush pack	119	Heel plug	56, 63	Rigging screw oil	181, 190
Bridle kit	149	Hook bolt	19	Rigid vang	90
<b>C</b>		Hose clip	57, 67	Ring slider	153
Cable conduits	102, 166	Hydraulics	104-107, 130	Rod forestay	119
Cable glue	190	<b>I</b>		Rodkicker	90
Cable hose	60	Instrument bases	18	Rodkicker boom bracket	95
Cables	166	Insulator	183	Rodkicker mast bracket	93-94
Carbon fibre mast	12-15	Inboard end	76, 79, 84	Rubber chocking	56, 66-68
Cleat	70	<b>J</b>		Running backstay attachments	33
Clevis pins	44, 181-182	Jam lever kit	88	<b>S</b>	
Climbing step	188	Jockey pole	140	Sail entry	48-49
Combi box	22	Jockey pole eye	151	Sail slide cassette	49
Cover	111	Jockey pole fitting	154	Sail slides	8, 10
Cross beam for catamaran	72-73	Jumper arrangement	36	Sealing kit	190
Cutter stay arrangements	22, 33	<b>L</b>		Selden Code X	132
Cutter stay stowage	188	Lazyjack slider	88	Seltang	46
<b>D</b>		Lazyjack system	186	Sheave boxes	22-27, 121
Deck ring	56, 66-69	Lifeline terminal	178	Sheaves	65, 183
<b>E</b>		Lifeline Pelican hook terminal	178	S-Hook	80
Electric Furling mast	108-109	Light	163	Shroud attachments	34
Extension link	122, 129, 180	Light base	165	Single Line reef	80-81
Eye terminal	178	Locking adhesive	190	Single Line reef kit	88
<b>F</b>		Lubricating grease	190	Slab reef	80
Flood light	165	<b>M</b>		Sliding insert	153
Forestay fittings	22-29	Main halyard	31	Slot fittings	27
Fork terminal	178	Main sheet slider	88	Spinnaker box	24-27
Furlex Electric	127	Mast coat	57, 67-69	Spinnaker halyard attachment	152
Furlex H (Hydraulic)	130	Mast heels	56, 63	Spinnaker pole	137-149
Furlex specifications	120	Mast jack system	58	Spinnaker pole attachment	151, 156
Furlex S (Standard)	116	Mast sections	8, 10, 15	Spinnaker pole car	152
Furlex TD (Through Deck)	124	Mast step	188	Spinnaker pole fitting	154
Furling mast luff extrusion	8, 10, 111	Match racing boom	77	Spinnaker pole kit	148-149
Furling mast specifications	110			Spinnaker pole slider	153



Spinnaker stowage bracket	156
Split pin	181-182
Split ring	181
Spreader brackets	40-42, 44
Spreader ends	38, 40-43
Spreaders	36-42
Steaming light	164
Stemball terminals	45, 179
Stopper pad	70

## T

T/Eye toggle	33
Tang	35
T-Base	56-65
Telescopic pole	140
Terminals	45, 178
Tie rod	57, 66
Toggles	20, 21, 33, 122, 179, 180
Track gate insert	49
Tricolour lamp	164
Trip line exit box	149
Trip trigger	138, 148, 154
Triple combi box	22
Trysail system	189
T-terminals	178
T-terminal backing plates	35, 178
Twaron protection	149

## U

U-base	63
--------	----

## V

Vertical pole stowage	157
V-spreaders	46

## W

Wedgings	56, 66-68
Whisker pole	145, 147
Winch handle pocket	191
Winch pad	70
Windex base	18
Windex crane	18
Windex extension	18
Windex light	164



### Photo credits:

Anders Averdal  
John Corby  
Bavaria Yachtbau  
Dan Ljungsvik

Leif Wiklund  
Mats Lindgren  
Performance Sailcraft Europe Ltd  
Peter Szamer  
Rickard de Junge  
Seldén Mast AB  
Stefan Ljungstedt  
Stefan Almers  
Search Magazine  
Olle Högdahl  
Per Heegaard  
Sander van der Borch  
Hervé Favre

### Pages:

58  
78  
2, 3, 11-13, 15, 19, 30-32, 34, 39, 41, 49, 54, 57, 62,  
67-68, 76-77, 83, 88-89, 93, 106-107, 114-115, 116, 118,  
123, 126, 135, 136, 138, 140-141, 144, 147-155, 158,  
161, 162-163, 167-169, 174, 176, 186-187, 193, 195  
All studio pictures  
41  
2  
60, 71, 87, 96-97, 101-102  
142  
4, 190  
184-185  
5  
29  
Cover  
14  
7, 45  
73



## Notes

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



# DINGHIESKEELBOATSYACHTS

**Seldén Mast AB, Sweden**  
Tel +46 (0)31 69 69 00  
Fax +46 (0)31 29 71 37  
e-mail [info@seldenmast.com](mailto:info@seldenmast.com)

**Seldén Mast Limited, UK**  
Tel +44 (0)1329 50 40 00  
Fax +44 (0)1329 50 40 49  
e-mail [info@seldenmast.co.uk](mailto:info@seldenmast.co.uk)

**Seldén Mast Inc., USA**  
Tel +1 843-760-6278  
Fax +1 843-760-1220  
e-mail [info@seldenus.com](mailto:info@seldenus.com)

**Seldén Mast A/S, Denmark**  
Tel +45 39 18 44 00  
Fax +45 39 27 17 00  
e-mail [info@seldenmast.dk](mailto:info@seldenmast.dk)

**Seldén Mid Europe B.V.,  
Netherlands**  
Tel +31 (0)111-698 120  
Fax +31 (0)111-698 130  
e-mail [info@seldenmast.nl](mailto:info@seldenmast.nl)

**Seldén Mast SAS, France**  
Tel +33 (0)251 362 110  
Fax +33 (0)251 362 185  
e-mail [info@seldenmast.fr](mailto:info@seldenmast.fr)

**Seldén Mast Ltd, Hong Kong**  
Tel +852 3572 0613  
Fax +852 3572 0623  
e-mail [info@seldenmast.com.hk](mailto:info@seldenmast.com.hk)

**[seldenmast.com](http://seldenmast.com)**

The Seldén Group is the world's leading manufacturer of mast and rigging systems in carbon and aluminium for dinghies, keelboats and yachts. The range was extended with deck hardware in 2008.

The Group consists of Seldén Mast AB in Sweden, Seldén Mast A/S in Denmark, Seldén Mast Ltd in the UK, Seldén Mid Europe B.V. in the Netherlands, Seldén Mast SAS in France, Seldén Mast Inc. in the USA and Seldén Mast Asia Ltd in Hong Kong.

Our well known brands are Seldén and Furlex. The world-wide success of Furlex has enabled us to build a network of over 750 authorised dealers covering the world's marine markets. So wherever you sail, you can be sure of fast access to our service, spare parts and know-how.

SELDÉN and FURLEX are registered trademarks of Seldén Mast AB.