597-890-E

2025-09-17

CXr 15
CXr 25
CXr 45

Manual and spare parts list

SELDÉN

Contents

1 Introduction

Congratulations on the purchase of your new Seldén CXr furler.

This manual covers installation and operating instructions for CXr 15, CXr 25 and CXr 45. The model designation is found on the top cover of the furler. Serial number is found on the internal hub.

Please read the entire manual before usage and keep the manual available for future reference. The latest version is available at www.seldenmast.com.

Related installation manuals and user guides:

597-135-E, 597-633-E

Safety Precautions

Carefully pay attention to, and follow the instructions, with the following symbols:


ATTENTION

This symbol indicates a critical moment in the assembly or technical advice.


WARNING

This symbol indicates a potentially hazardous situation. If not avoided, this could result in serious personal injury or damage to property.

Choosing the correct version of furler for your boat

The key to a safe and properly working installation is the correct dimensioning in relation to the boat size the products shall be used on. Seldén provides dimensioning guidelines in catalogues, leaflets and on the website. If there are any questions about selecting the right product, please consult an authorized Seldén dealer. All dealers are listed at www.seldenmast.com and divided into categories describing their competence.

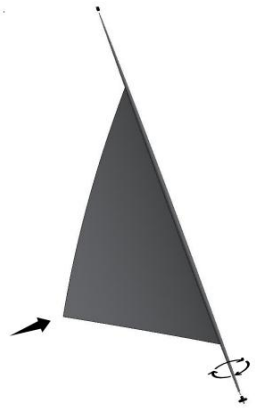
2 Product presentation

CXr is a manually operated furler for flying sails such as Code zero sails and asymmetric spinnakers. CXr can be used with or without a free-spinning tack swivel adaptor depending on the type of sail used.

The furler features an intelligent ratchet mechanism that automatically adapts to the furling direction and provides a safe, efficient and reliable furling experience.

There are two different ways to furl flying head sails; “bottom-up” furling and “top-down” furling. Which furling principle to use depends on the shape and construction of the sail.

2.1 Bottom-up furling



Flatter sails, such as cruising gennakers and upwind code sails, are usually made with a sewn-in, anti-torsion cable (AT-cable) or a torsionally stiff panel in the luff of the sail. This allows the sail to be furled from the bottom, much like a jib or a genoa. Furling from the bottom and up normally does not require the use of a free spinning tack swivel adaptor.

2.2 Top-down furling

More downwind oriented sails, with a fuller shape and more shoulder, cannot be furled from the bottom up because the upper part of the sail will not furl properly. This type of sail has to be furled from the top down. These sails do not have any torsional reinforcement or cable sewn into the luff. Instead, an external AT-cable is connected between the furling unit and the halyard swivel. The top of the sail is attached to the upper part of the AT-cable and the tack of the sail is tied to a free-spinning tack swivel adaptor on top of the furling unit.

When pulling the furling line, the AT-cable begins to spin and eventually brings with it the top of the sail. At this point, the tack of the sail is not yet affected by the spinning AT-cable since the tack of the sail is not attached to the AT-cable but to the free-spinning ring on the tack swivel adaptor.

As the crew continues to pull the furling line, more and more of the upper part of the sail will furl around the AT-cable until the entire sail is furled.

2.3 Anti-Torsion cable

Using a high-quality Anti-torsion cable (AT-cable) in combination with high cable (halyard) tension has a direct impact on furling performance, especially as the wind increases.

A larger diameter cable will generally provide better torsional stiffness. A smaller diameter cable may be preferred by some crews for its lighter weight and easier handling but requires higher cable tension and/or stiffer cable construction.

The cable supplied by Seldén is a premium HAMPIDJAN® DynIce™ construction designed to be used with end terminals. Using the recommended cable diameter, as stated in this manual, will result in the best mix between handling and torsional stiffness for your system.

2.4 End termination

The anti-torsion cable must be terminated so that the cable can be attached to the Furling unit and the halyard swivel. The termination needs to be strong enough to withstand the loads from the halyard as well as the furling toque.

Seldén offers two different end terminal solutions:

- Thimble terminal
- Nail terminal

Thimble termination is the traditional solution. The cable can either be produced to a fixed length by a third-party supplier (consult with your sailmaker) or by using clamps + thimbles.

Note that any third-party thimbles must conform to the fork dimensions shown under “Technical specifications”.

Nail terminals present a sleeker solution where the end of the cable is locked with special nails through the core of the cable.

Nail terminals should only be used in combination with HAMPIDJAN® DynIce™ cables supplied by Seldén.

2.5 Main components

Item		CXr 15	CXr 25	CXr 45
		Art. No.		
Halyard swivel		546-122-01	546-222-01	546-422-01
Tack swivel adaptor *		546-126-01	546-226-01	546-426-01
Tack swivel for Nail terminal *		546-120-01	546-220-01	546-420-01
Furling unit		546-100-01	546-200-01	546-400-01

*) Top-down furling only

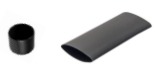
2.6 Anti-torsion cable

		CXr 15	CXr 25	CXr 45
Item	Cable size	Ø11	Ø13	Ø15
	Length	Art. No.		
Anti-torsion cable 	13m	613-021-01		
	16m	613-021-02	613-022-01	
	19m	613-021-03	613-022-02	613-023-01
	22m	613-021-04	613-022-03	613-023-02
	25m		613-022-04	613-023-03
	28m		613-022-05	613-023-04
Thimble		545-116	545-216	545-416
Clamp kit		301-311-01	2x 301-312-01	2x 301-313-01
Nail terminal		301-305-01	301-306-01	301-307-01

2.7 Furling line

Item	Rope Ø	Rope length	CXr 15	CXr 25	CXr 45
			Art. No.		
Endless furling line (16/16 braid polyester rope) 	8 mm	2x4m 2x8m 2x12m 2x10m	611-007-06 611-007-07 611-007-08 611-007-09		
	10 mm	2x5m 2x7m 2x9m 2x12m 2x15m		611-011-05 611-011-06 611-011-07 611-011-18 611-011-19	
	12 mm	2x5m 2x9m 2x12m 2x17m			611-015-06 611-015-07 611-015-08 611-015-09

2.8 Accessories

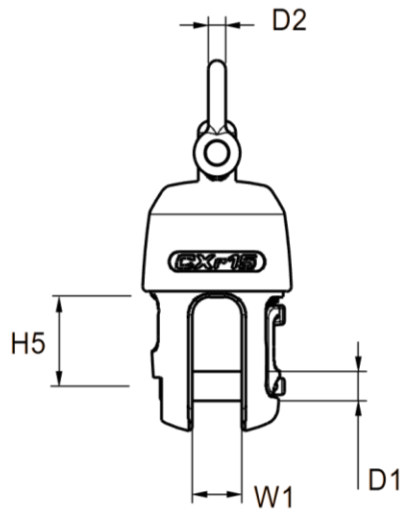
Item	CXr 15	CXr 25	CXr 45
	Art. No.		
Dead end fitting 	508-843-01R	508-844-01R	508-844-01R 508-838-01R
Anti-rotation halyard shackle 	545-130-01R	545-230-01R	545-430-01R
Halyard/Tack block 2:1 	403-501-01R	404-501-01R	405-501-01R
Adjustable tack swivel 	545-140-10	545-240-10	545-440-10
2:1 snap shackle lead 	307-436-01R	307-437-01R	307-438-01R
Twin-cam block 	405-001-40R	405-001-40R 406-001-40R	406-001-40R
Single cam block 	405-001-41R	405-001-41R 406-001-41R	406-001-41R
Double fairlead 	480-501-01R	480-501-01R	480-501-01R
Head board 	546-151R	546-251R	546-451R
Tack board 	546-150R	546-250R	546-450R
Ratchet prevention plugs (x4) 	546-121-01R	546-221-01R	546-421-01R
Flex tube incl. end caps L=2000 	319-432-10	319-434-10	319-436-10
End cap incl. shrink tube 	319-433-01R	319-435-01R	319-437-01R

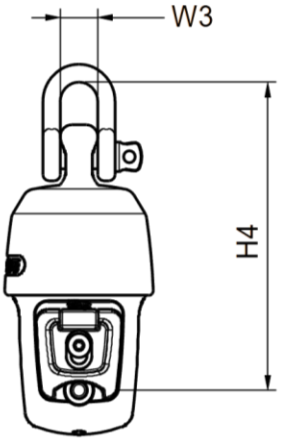
2.9 Technical specifications

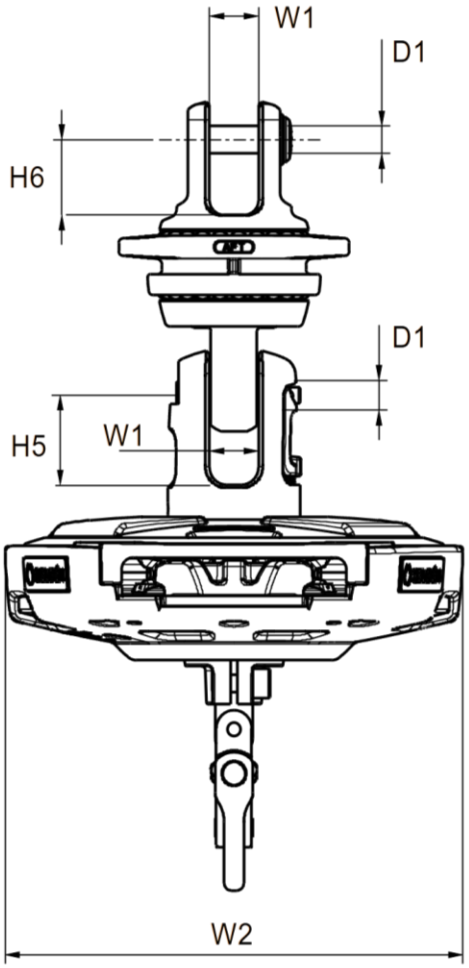
	CXr 15	CXr 25	CXr 45
Max in service luff load (F)	15 kN	25 kN	45 kN
Weight – Furling unit *	1128 g	1449 g	3828 g
Weight – Halyard swivel *	253 g	387 g	715 g
Weight – tack swivel adaptor	352 g	567 g	1154 g

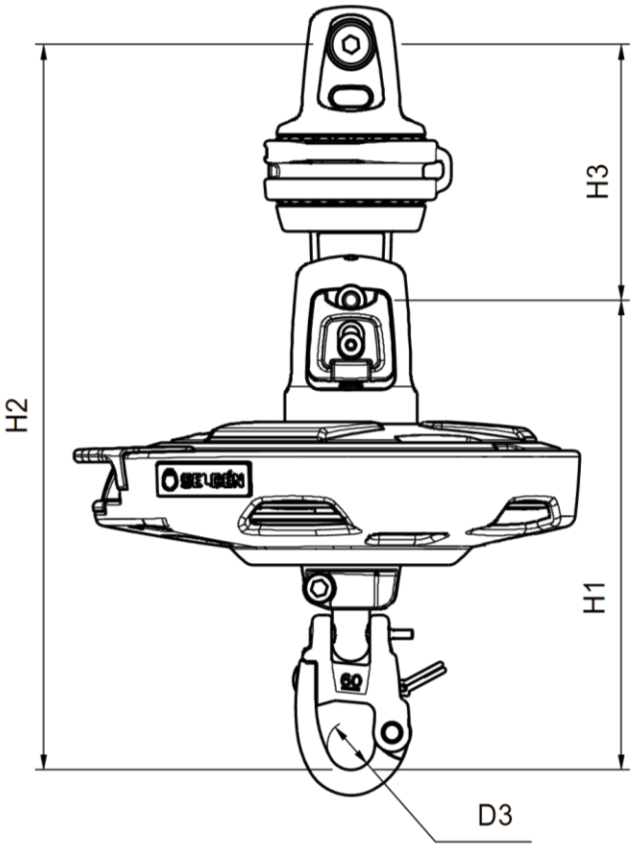
*) weight without shackle

	CXr 15	CXr 25	CXr 45
Pin Ø (D1)	10	12	16
Shackle Ø (D2)	6	10	12
Snap shackle (D3)	16	22	24
Fork width (W1)	17	21	22
Drum diameter (W2)	159	172	223
Shackle width (W3)	13	20	24
Height (H1)	163	181	213
Height (H2)	248	274	331
Height (H3)	86	93	118
Height (H4)	104	129	154
Fork depth (H5)	30	32	34
Fork depth (H6)	25	28	34


D2
H5
D1
W1


W3
H4


W1
D1
H6
D1
H5
W1
W2


H3
H2
H1
D3

3 Attachment considerations

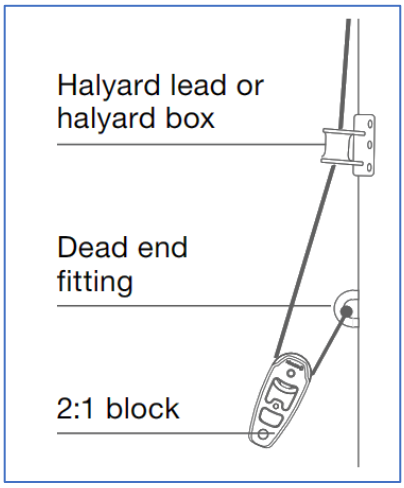
To get the most out of your furler, it is important to make sure that the attachment points on the mast and at deck level are set up properly. Failing to do so may inflict the function of your system and could cause damage on furler, sail, and rig components.

3.1 Head attachment

The halyard must enter the mast at a distance from other halyards or stays to allow the sail to fly, furl and unfurl without interference. If this cannot be achieved, it may be necessary to fit an additional sheave box or lead for the halyard.

A “dead end” bracket is necessary for 2:1 halyard arrangements. Using a 2:1 purchase will make it easier to get the right amount of tension in the furling cable.

Consult with your rigger or contact your Seldén dealer for details regarding the type of fittings needed and their placement on your mast.



3.2 Tack attachment

At deck level, the furler is placed in front of the forestay at a distance that allows the sail to furl and unfurl without interference. The furler can be attached either directly to a non-swiveling, fixed point or by using a 2:1 tack line arrangement. It is recommended to have the furler mounted as far forward as possible, either on a fixed or retractable bowsprit. This will leave more clearance to the forestay and will also increase the efficiency of your sail as more sail area is projected to the wind.

3.2.1 Fixed point attachment

Before using a fixed point for tack attachment, make sure that the fitting can withstand the tensional load (F) of your system. Mount the furler directly to the fitting.

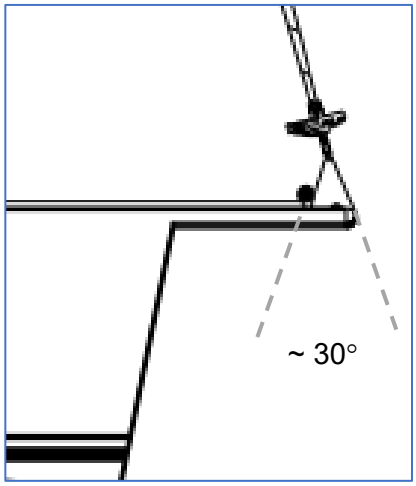
Make sure that the furler is rotationally fixed. Do not use a strop between the fixed point and the furler as this will allow the furler to twist and may cause the furling line to get wrapped up.

3.2.2 Tack line arrangement

Using a 2:1 tack arrangement will make it easier to get the right amount of tension in the furling cable. It also allows for easier adjustments of the luff tension. To reduce friction, it is recommended to replace the standard snap shackle with a 2:1 snap shackle lead or a tack block. Make sure that the fixing points are strong enough to withstand the tensional load (F) of your system.

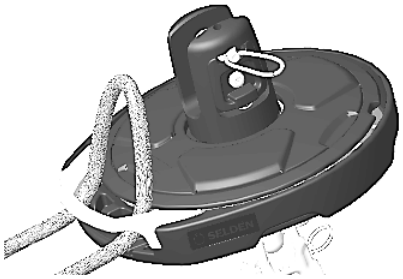
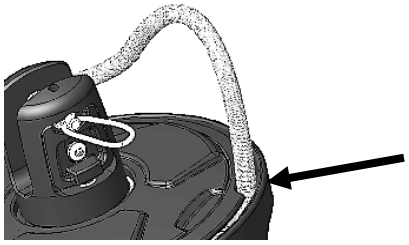
Try to achieve an angle of 30° or more to prevent twisting of the furler.

Do not use a 1:1 tack line as this will allow the furler to twist and may cause the furling line to get wrapped up.



4 System setup

4.1 Furling line insertion

1. Feed the endless line in and up between the line guide and the drum.	
2. Locate the small opening on the drum perimeter.	
3. Locate one part of the rope in the opening and turn the drum until the rope falls into place around the entire drum.	

It is not necessary to remove the stripper when inserting the furling line.

4.2 Cam block installation

1. Remove screws as shown and take the block apart.	
2. Fit the furling line in the block.	
3. Reassemble the block in the reverse order. Make sure that the bushing sits inside the sheave.	

4.3 Line guard orientation

1. Figure out the orientation of the line guard to achieve the desired exit angle for the furling line.	
2. Use the appropriate Hex socket key and loosen the clamp screw (1-2 turns).	
3. Turn the line guard relative to the snap shackle to obtain the desired orientation. Re-adjust, if necessary, after sailing.	
4. Keep the line guard pushed upwards and tighten the clamp screw firmly.	

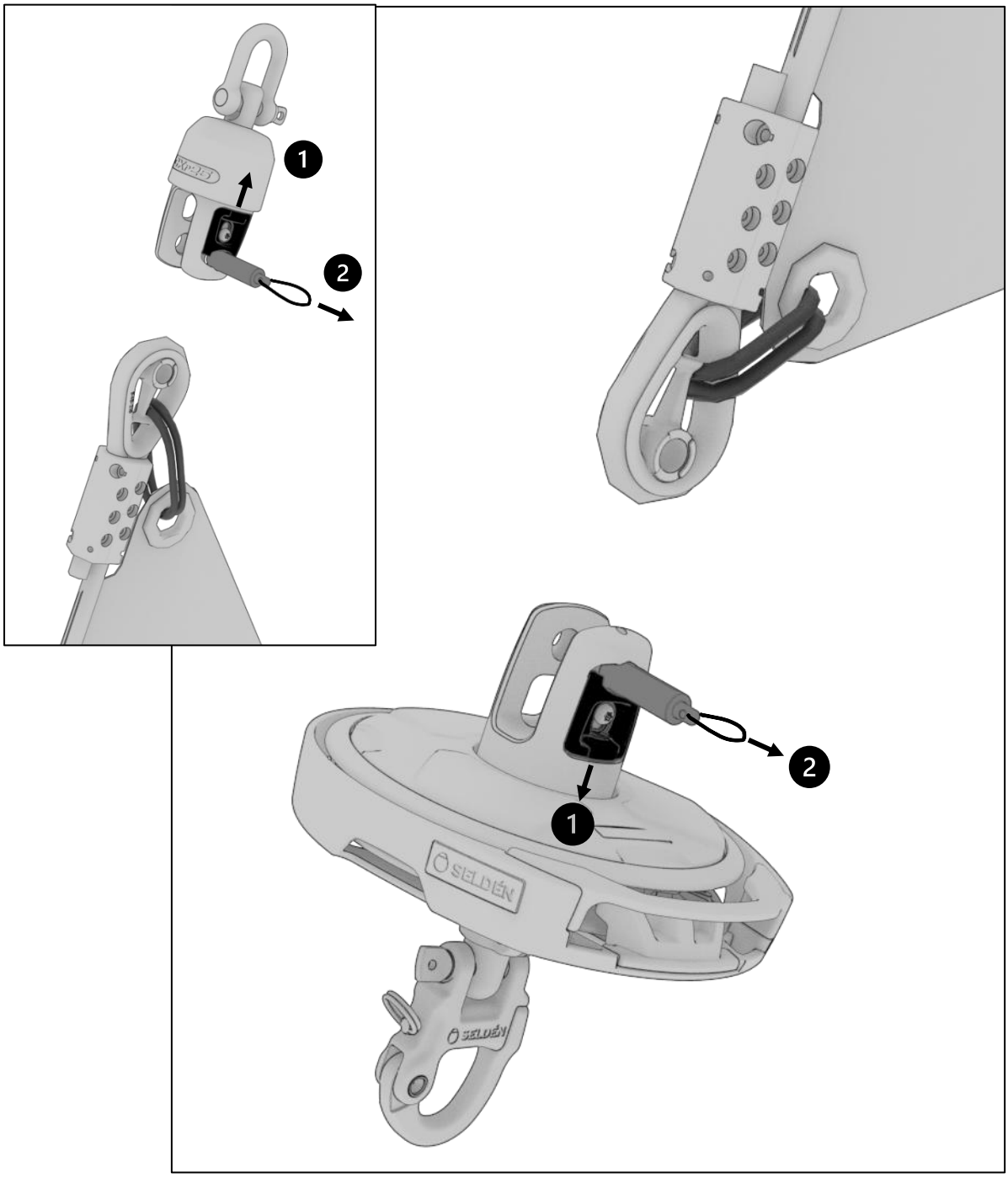
If the line guard assembly cannot be moved after the screw is fully loosened, bend open the clamp slot carefully using a large flat-head screwdriver while turning the line guard. Take care not to damage the surface of the shaft.

4.4 Sail preparations

4.4.1 Bottom-up furling

Sails made for bottom-up furling usually have an anti-torsion cable (AT-cable) sewn into the luff, with the head and the tack tied to the end terminals. There are also cable-less sails that have a torsionally stiff panel construction in the luff, usually in combination with a tack-board.

Connect the furling unit and the halyard swivel to the end terminals by pressing the release button [1]. Pull the pin out [2], connect and push the pin back in until it locks into position. Make sure that the pins are secured by pulling the string.



4.4.2 Top-down furling

Sails made for top-down furling do not have any torsionally stiff luff construction. Instead, the head of the sail is tied to an external or internal AT-cable and the tack is connected to a tack swivel ring.

A. Connect the tack swivel adaptor to the AT-cable. If a nail terminal is used, attach the tack swivel to the nail terminal.

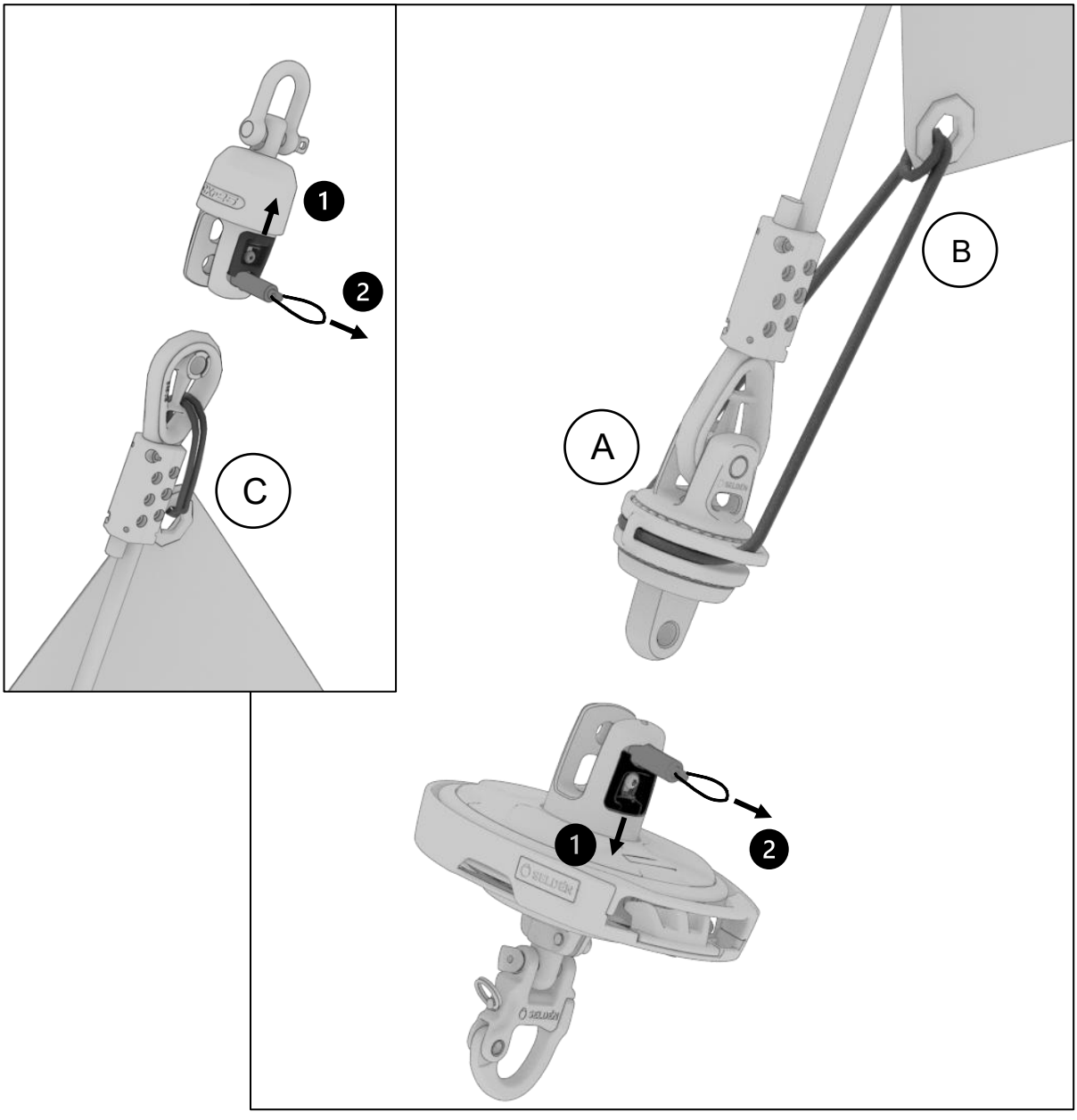
B. Lash the tack of the sail to the tack swiveling ring.

C. Lash the head of the sail to the top terminal.

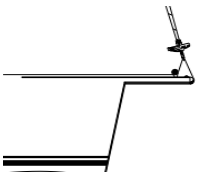
The length of the strap that ties the tack to the swivel is normally 0,3-0,5m. Consult with your sailmaker on the suitable strap length for your sail.

The rope must be fed through the swiveling ring as shown below. Note the text “AFT” on the aft side of the ring. The rope should be tied to the sail so that it cannot slide in the grommet.

Connect the furling unit and the halyard swivel to the sail by pressing the release button [1]. Pull the pin out [2], connect and push the pin back until it locks into position. Make sure that the pins are secured by pulling the string.



4.5 Final setup

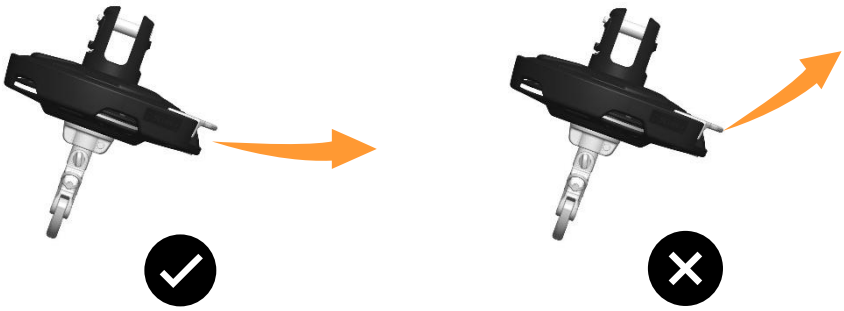
1. Attach the furling unit to a strong point in the bow. It is important to ensure that the furling unit cannot twist as this may cause the sheet to get tangled up around the unit. If a tack line arrangement is used it is important to separate the attachment points to prevent the furling unit from twisting.	
2. Lead the furling line aft to cockpit on either side of the boat. The use of double fairleads will help keep the furling line organized.	
3. Lead one or both parts of the furling line through cam blocks. If two single cam blocks are used it is recommended to keep them well apart. That way there will be no confusion regarding which rope end to pull for furling. *	
4. Attach the sheets and lead them to cockpit.	
5. Attach the halyard to the halyard swivel.	
6. Hoist the sail and put a lot of tension on the halyard. The amount of halyard tension is crucial to furling performance.	

Ensure that the furling unit is attached to the bow in such a way that it cannot twist during furling as this may cause the sheet to get tangled up around the unit.

Use a lot of pre-tension in the halyard. Especially in moderate to stronger winds, keeping a high amount of halyard tension is crucial to avoid furling problems. A 2:1 halyard arrangement and/or a 2:1 tack line arrangement can be used to ensure sufficient luff tension.

Do not exceed the safe working load of the system and associated mast components.

*) Crews that prefer a short furling line, operated by the bowman, should be aware that too much upward pull will increase friction and may cause damage to the furler.



5 Operation

The CXr furlers are equipped with a two-way ratchet mechanism. This means that, if the furling is interrupted half-way, or if the furling line should slip, the sail cannot unfurl itself unintentionally.

5.1 Unfurling the sail

1. Make sure that the luff is tensioned properly. Poor tension will result in poor furling performance.
2. If sailing on a broad reach, head up slightly to help the wind fill the sail when unfurling.
3. Pull lightly on the leeward sheet (windward sheet free).
4. With some tension in the sheet, unlock the ratchet by giving the furling line a distinct pull on the outgoing (furl-out) part. This will unlock the system and allow the sail to unfurl.
5. Keep pulling the sheet in a controlled manner until the sail is completely unfurled. If the sail does not unfurl by pulling the sheet alone, it can help to give the furling line a pull in the outgoing (furl-out) direction but be careful not to pull the furling line too hard or too much as this can result in unintentional backward furling. The sheet must always act as the primary unfurling force.
6. Head into the wind slightly if the sail does not fill behind the mainsail.

The sheet must always act as the primary unfurling force. Forcing the sail to unfurl by pulling the furling line can result in unintentional backward furling.

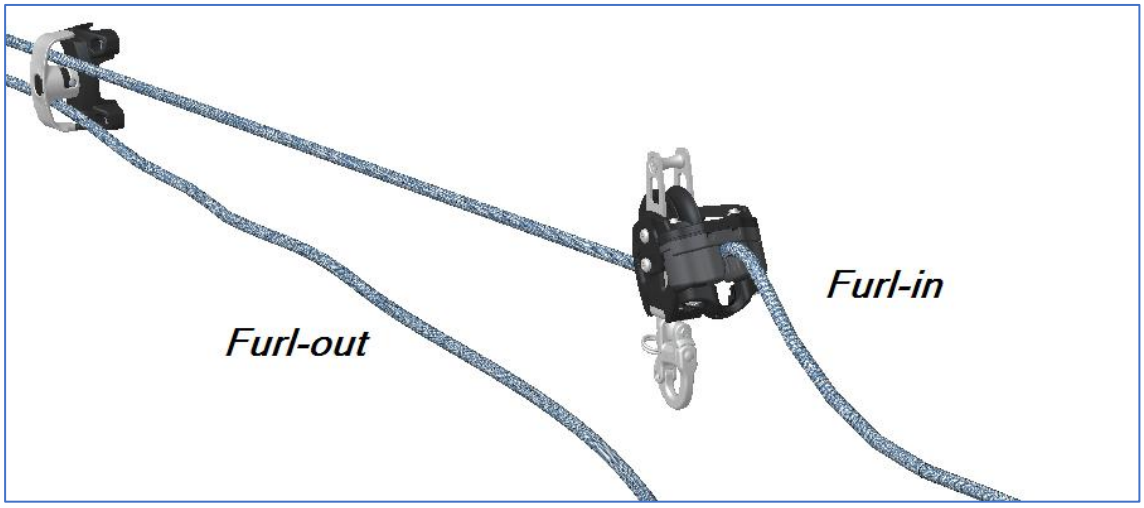
5.2 Furling the sail

1. Make sure that the luff is tensioned properly. Poor tension will result in poor furling performance.
2. Bear away slightly to ease most of the pressure in the sail.
3. Pull on the furling line part that goes through the [*Furl-in*] cam block while making sure that the opposite part runs freely through any second block and/or fairleads.
4. Keep the leeward sheet slightly tensioned during the entire furling sequence to allow the sail to create a nice even roll.
5. Keep pulling the furling line and controlling the sheet until the sail is fully furled. Using a barber haul on the sheet will help to keep the sheet at a steep angle, which in turn helps furling the upper part of the sail.
6. When the sail is fully furled, furl a few more turns and let the sheet pack up around the sail. The ratchet mechanism will prevent the sail from unfurling during the entire furling sequence.

5.3 Securing the sail

With the sail fully furled, the ratchet will be automatically engaged, preventing the sail from unfurling. The system will remain locked until the furling line is pulled in the outward “Furl-out” direction. To prevent accidental unlocking of the system, the furling line should be locked as shown.

If a second cam block (or a twin-cam block) is used, the furling line can be locked in both cams.



If the sail is left unattended for any period of time, it is strongly recommended to further secure the furling unit by connecting the tack of the sail to any fixed point with a suitable strap.

5.4 Operation with the ratchet function disabled

In racing situations, some crews may prefer to use the furler with the ratchet mechanism disabled. To disable the ratchet mechanism, the furling unit must be modified, and four ratchet prevention plugs (sold separately) must be inserted into the four dedicated slots in the ratchet mechanism, beneath the top cover.

To access the slots and insert the ratchet prevention plugs, loosen the three hex screws that hold the top cover in place (see chapter 6, Service and maintenance). After the plugs have been installed, the cover must be screwed back in place.

The ratchet mechanism is re-engaged by removing the ratchet prevention plugs.

6 Trouble shooting

Problem	Cause	Solution
The furling line wraps up around the furler.	The connection between furler and deck is allowed to twist.	Fit the furler so that twisting is prevented. See the section about “Tack attachment”.
The sail does not unfurl when the sheet is pulled.	The ratchet lock is engaged.	Give the furling line a short pull to disengage the ratchet lock.
	Insufficient luff tension.	Put more tension on the halyard and/or downhaul.
The ratchet lock is disengaged and the luff is fully tensioned, but the sail will still not unfurl when the sheet is pulled.	The sail is obstructed.	Check if something is obstructing the sail. For example, the head of the sail or the halyard swivel may be stuck.
		Pull the furling line carefully to assist the unfurling of the sail. Make sure to keep the tension in the sheet to prevent the sail from getting furled the wrong way.
	The furling line is obstructed.	Check the line stripper for damage. Make sure that the furling line runs freely through any leads and/or lead blocks.
The furling line is pulled continuously to furl top-down, and the drum rotates, but the sail will not furl.	Under dimensioned AT-cable.	Keep pulling the furling line. The sail will start to furl eventually.
		Upgrade the AT-cable.
	Insufficient luff tension.	Put more tension on the halyard and/or downhaul.
	Too much pressure in the sail.	Sheet out carefully to ease the pressure in the sail.
The sail is entangled in a semi-furled state and can neither be furled nor unfurled.	Incautious handling when furling or unfurling the sail.	Try to untangle the semi-furled sail by working the furling line and the sheet. If the sail will not entangle it may be necessary to douse the sail roll and untangle the sail on deck or in the dock.
The furling line slips in the line driver.	Worn out furling line.	Check for damage and wear and replace the furling line if necessary.
	Damaged line driver.	Check for damage and replace the line driver if necessary.

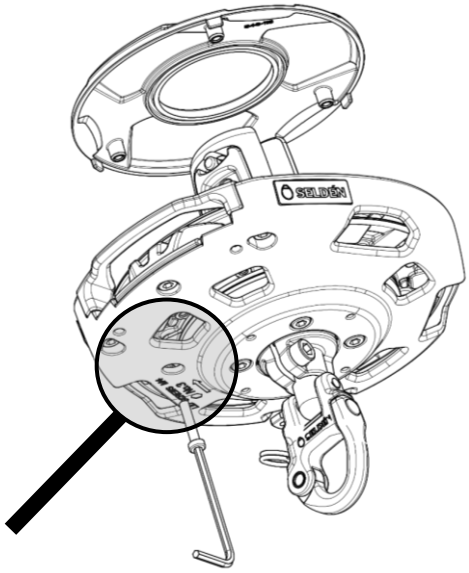
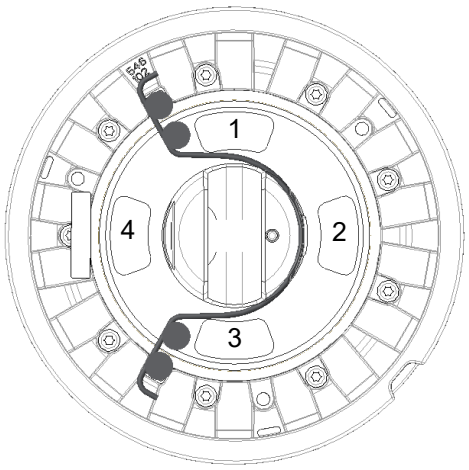
7 Service and maintenance

7.1 Frequent maintenance

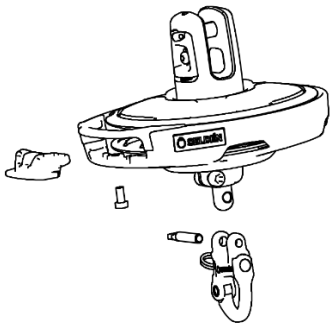
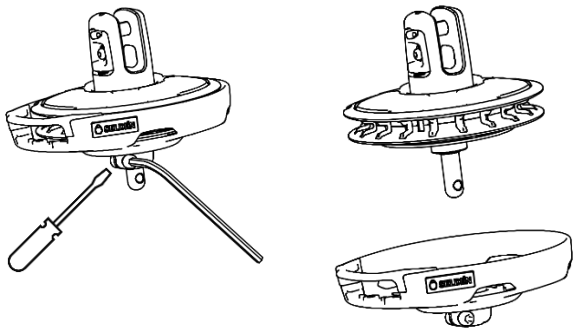
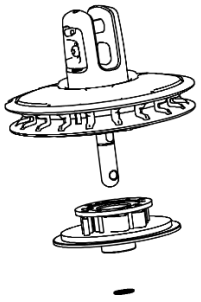
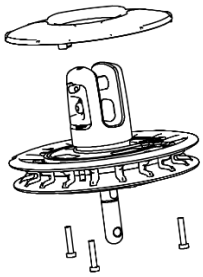
Flush all parts (furling unit, halyard swivel and tack swivel) regularly with fresh water after use.

Do not use high pressure as this may damage seals and cause corrosion in internal parts.

7.2 Yearly maintenance

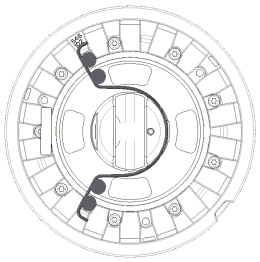
1. Usa a HEX key to remove the top cover of the furling unit. The three screws are accessed through an access hole at the bottom of the line guard. Spin the drum to access each screw.	
2. Rinse the interior with fresh water and let dry.	
3. Check for any damaged parts and replace them if necessary (see *section about replacing parts*).	
4. Spray the interior with a suitable lubricant (WD-40 or similar) through the four openings in the hub. Do not use grease as this may clog the pawls.	
5. Re-fit the top cover using the HEX key through the access hole. Do not over-tighten the screws.	

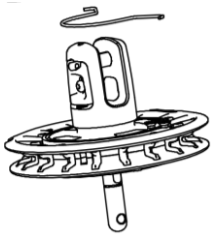
7.3 Replacement of parts

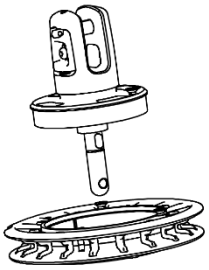
1. Remove the line stripper and the snap shackle.	
2. Use a Hex socket key and loosen the clamp screw that holds the line guard in place (1-2 turns). 3. Remove the line guard by pushing it downwards. If the clamp will not slide down, use a flat end screwdriver and bend carefully in the gap as the line guard is pushed down. Take care not to damage the surface of the shaft.	
4. Use a small flat end screwdriver to carefully remove the retaining ring and remove the ratchet assembly by pulling it down.	
5. Loosen the three HEX screws and remove the top cover.	

6. Use a pair of pliers to remove the centering spring and separate the hub and the line driver assembly.

Note the location and orientation of the centering spring. Make sure that the spring ends hooks around all four screw heads as shown below.





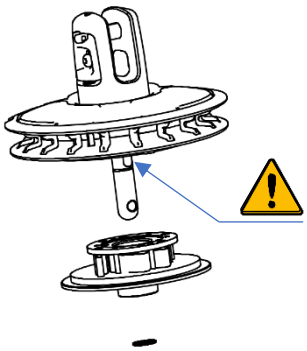


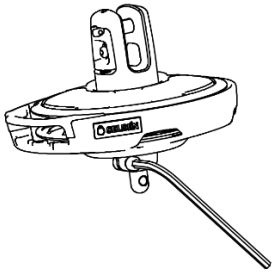
7. After replacing any damaged and/or worn-out parts, lubricate all internal moving parts with a spray lubricant (do not use grease) and re-assemble the furling unit in the reverse order. Note the orientation of the spring, see above.

Make sure that both keys are in place in the shaft before re-fitting the ratchet assembly.

Fit a new retaining ring.

Push the line guard up against the retaining ring and tighten the clamp screw firmly.



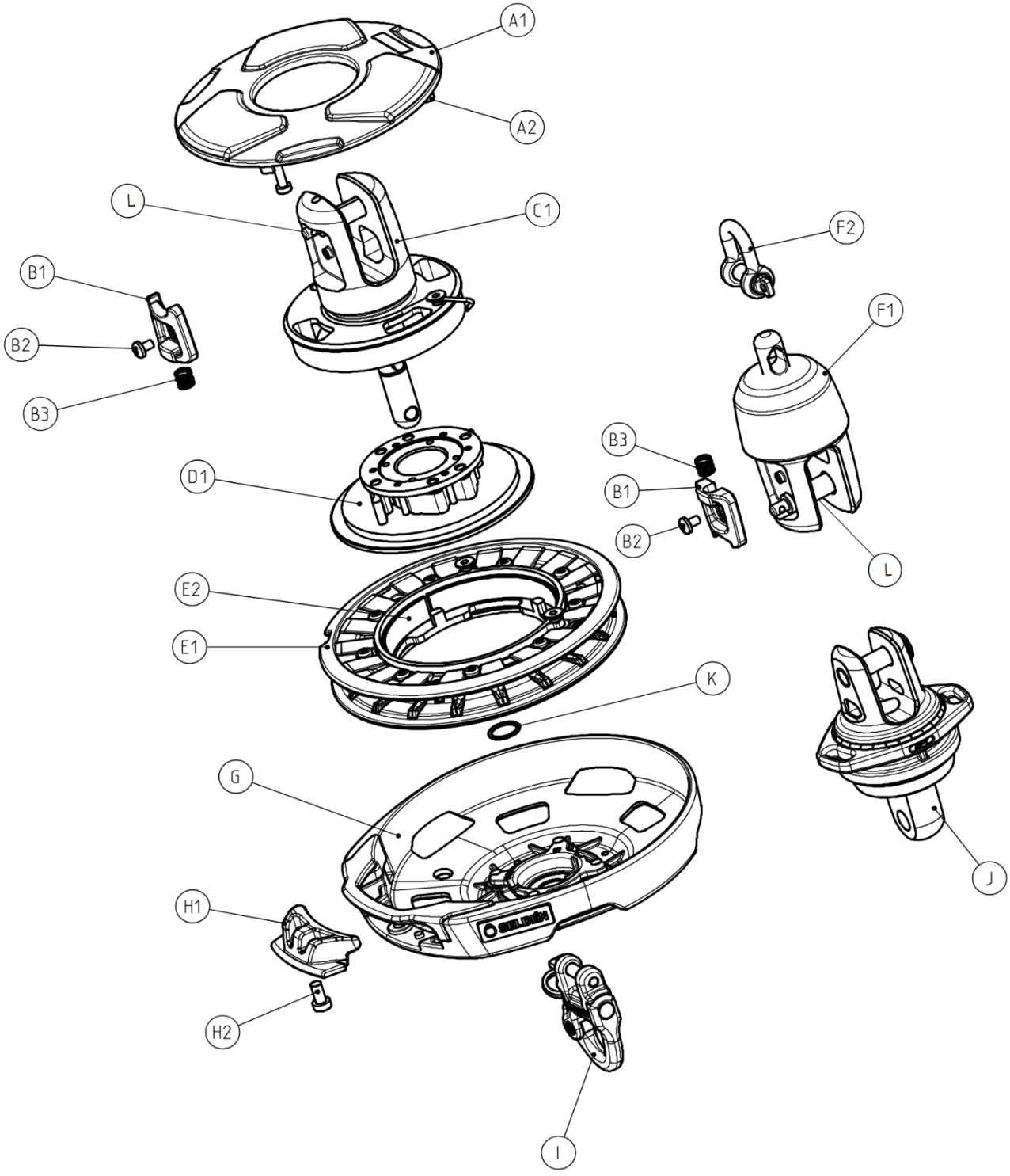


8 Spare parts list

Only articles ending with the letter “R” are available as spare parts. Greyed out numbers in italic are for reference only.

			CXr15	CXr25	CXr45
Item	Description	Qty	Art.No		
A	Cover assembly	⟶	546-113-01R	546-213-01R	546-413-01R
A1	*Cover*	*1*	*546-113*	*546-213*	*546-413*
A2	*Screw*	*3*	*153-145*	*153-145*	*153-145*
Item	Description	Qty	Art.No		
B	Pin lock assembly	⟶	545-469-01R	545-469-01R	545-469-01R
B1	*Pin lock button*	*1*	*545-469*	*545-469*	*545-469*
B2	*Screw*	*1*	*155-650*	*155-650*	*155-650*
B3	*Spring*	*1*	*308-118*	*308-118*	*308-118*
Item	Description	Qty	Art.No		
C	Hub assembly	⟶	546-101-01R	546-201-01R	546-401-01R
C1	*Hub*	*1*	*n/a*	*n/a*	*n/a*
B1	*Pin lock button*	*1*	*545-469*	*545-469*	*545-469*
B2	*Screw*	*1*	*155-650*	*155-650*	*155-650*
B3	*Spring*	*1*	*308-118*	*308-118*	*308-118*
K	*Retaining ring*	*1*	*301-008*	*301-592*	301-009
Item	Description	Qty	Art.No		
D	Ratchet assembly	⟶	546-112-01R	546-212-01R	546-412-01R
D1	*Ratchet hub*	*1*	*546-112-01*	*546-212-01*	*546-412-01*
K	*Retaining ring*	*1*	*301-008*	*301-592*	301-009
Item	Description	Qty	Art.No		
E	Line driver assembly	⟶	546-108-01R	546-208-01R	546-408-01R
E1	*Line driver*	*1*	*546-108-01*	*546-208-01*	*546-408-01*
E2	*Bearing*	*1*	*546-110*	*546-210*	*546-410*
K	*Retaining ring*	*1*	*301-008*	*301-592*	301-009
Item	Description	Qty	Art.No		
F	Halyard swivel assy.	⟶	546-122-01R	546-222-01R	546-422-01R
F1	*Halyard swivel*	*1*	*n/a*	*n/a*	*n/a*
F2	*Shackle*	*1*	*307-097*	*307-024*	*307-004*
Item	Description	Qty	Art.No		
G	Line guard assembly	⟶	546-104-01R	546-204-01R	546-404-01R
Item	Description	Qty	Art.No		
H	Line stripper assy.	⟶	546-106-01R	546-206-01R	546-406-01R
H1	*Line stripper*	*1*	*546-106*	*546-206*	*546-406*
H2	*Screw*	*1*	*153-216*	*153-193*	*153-065*
Item	Description		Art.No		
I	Snap shackle	⟶	406-040-01R	408-040-01R	410-040-01
Item	Description		Art.No		
J	Tack swivel adaptor	⟶	546-126-10	546-226-10	546-426-10
Item	Description		Art.No		
K	Retaining ring	⟶	301-008R	301-592R	301-009R
Item	Description			Art.No	
L	Pin kit	⟶	546-115-01R	545-239-01R	545-470-01R
L1	*Pin*	*1*	*546-115*	*545-239*	*545-470*
L2	*Rope*	*1*	*614-458*	*614-458*	*614-458*
L3	*Screw*	*1*	*153-213*	*153-213*	*153-213*
Item	Description		Art.No		
-	Ratchet prev. plugs	⟶	546-121-01R	546-221-01R	546-421-01R
-	Nail kit	⟶	301-596-01R	301-597-01R	301-598-01R

Exploded view



9 Disposal

Disposing of this product correctly will help save valuable resources and prevent any potential negative effects on human health and the environment, which could otherwise arise from inappropriate waste handling.

Please contact your local authority for further details of your nearest designated collection point.

10 Warranty

Seldén Mast AB guarantees CXr for five (5) years. The guarantee covers faults arising from defective design, materials or workmanship.

The guarantee is only valid if the product is assembled, operated and maintained in accordance with this manual and is not subjected to loads in excess of those indicated in the brochure and on the Seldén website.

Complete shipment and warranty conditions are to be found on Selden’s website www.seldenmast.com. See Resources/Partners information/General information/General conditions of sale (595-546-E).

If the system is repaired or modified by anyone other than Seldén Mast AB or one of our authorized dealers, the guarantee ceases to be valid.

Seldén Mast AB reserves the right to alter the content and design without prior notification.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