

# Seldén CX45

## Furling system for Code 0

### Basic Fitting and Operation

Max working load 45kN. Breaking load approx. 90kN

The system is suitable for Code 0 sails.

Manufactured from glass filled polyamide, the line driver has 14 inset aluminium teeth.

The design ensures a good grip on the endless line, yet allows the line to be easily disengaged when unrolling.

#### Unrolling the sail

The typical deployment sequence is to slacken the endless line completely, then pull on the sheet. The system will rotate freely with minimal friction and the sail fully unroll. If a more controlled deployment is desired, it is essential that the forward loop is kept in contact with the line-driver teeth. The technique is, first identify which part of the line will be pulled forwards by the unrolling sail. Take a turn of this line round a winch, and keep the other side of the line in hand. As another crew member pulls on the sheet, carefully allow the line around the winch to ease out. At the same time, take in the slack generated in the other line. If this is not done, the loop will not remain in full contact with the linedriver teeth, and allow the sail to unroll at high speed. This slower unrolling method is not guaranteed, as it depends on good crew technique. Once the system does start to unroll at speed, do not attempt to use the endless line as a brake.



#### Rolling the sail

When rolling the sail, the forward loop must stay in contact with the linedriver teeth. Keep some tension in the line being pulled forwards by allowing it to slowly slip through a crew's hand.

## 1. Fitting the endless line

The sail must be disconnected from the system

### 1.1 Assembly

1. Pull on the red lanyard and remove the wedge-shaped divider. Rotate the system so that notches in the stainless steel line guard and the linedriver are aligned (fig 1.1a).
2. Feed the endless line through the line guide and up through the central notch. (fig 1.1b).
3. Holding one side of the endless line in the linedriver notch, rotate it with the linedriver for a complete circle. Check that the line remains in the linedriver notch throughout the operation. It is normal for the line to be compressed slightly during this process.
4. Remove any twists or kinks in the endless line, then refit the divider wedge.



Fig. 1.1a



Fig. 1.1b



Fig. 1.1c

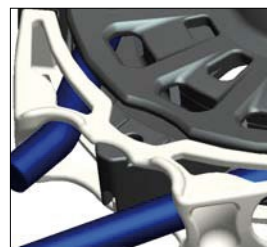


Fig. 1.1d

### 1.2 Removing the endless line

The method is a reverse of the fitting sequence.

## 2. Line guide

To allow minimal deflection of the endless line as it enters the line driver, the line guide can be adjusted through 360° in 4x90° steps. To adjust the angle, loosen the set screw (B) a few turns and rotate the line guide assembly to the desired position.

Apply locking adhesive to set screw. Make sure the set screw aligns with the hole (C) in the shaft and tighten it until it bottoms-out in the hole. Do not over-tighten!



To facilitate the alignment adjustments, the lower unit is supplied without locking adhesive on the set screw. Apply locking adhesive to the set screw as described above even if adjustment is not necessary.

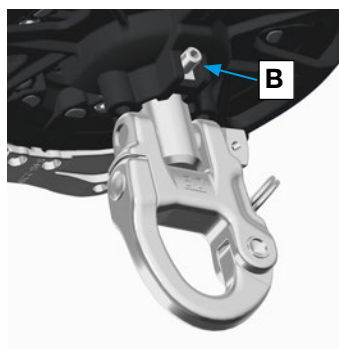


Fig. 2a

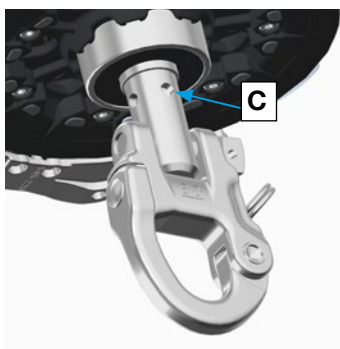


Fig. 2b

## 3. Pin Removal

To release the pins for head and tack, pull on the locking spring's red lanyard. This releases the lock, allowing the pin to be removed.



Fig. 3

## 4. General

The recommended endless line is 12 mm diameter 16/16 braid/braid polyester. Seldén can provide pre-spliced endless lines in a variety of lengths. For normal operation, the endless line is led aft to the cockpit. Alternatively, a short endless line can be operated on the foredeck.

A longer endless line will operate more effectively, as the residual friction in the line being pulled forward will assist full engagement in the linedriver.

CX 45 has sealed and maintenance-free bearings. Just rinse the system with fresh water, let it dry and store in the boat preferably together with the sail.



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