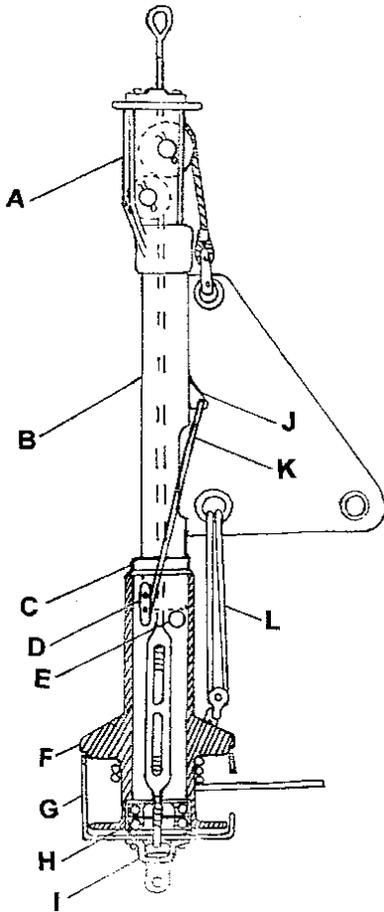


Reefer 8/9 & 10/12

Furling Drum Conversion Kits

This conversion kit replaces the bottom end of your old Reefer 8/9 or 10/12. You will still need your Reefer's aluminum luff extrusions and connectors ("torque links"), plus the halyard and halyard top fitting.

Note: If, in the future, you want to upgrade to a CDI Flexible Furler plastic luff, you can. The plastic luff will fit your new furling drum once you take the adapter out.



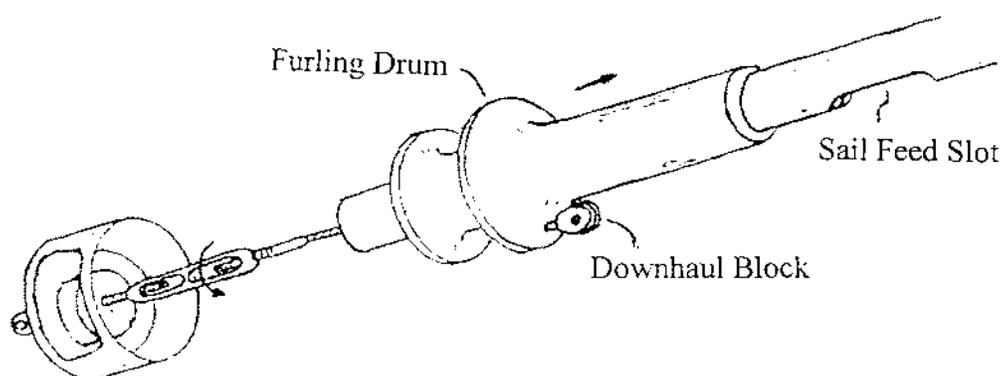
PARTS LIST

REF DESCRIPTION	PART NUMBERS BY MODEL			
	8/9	8/9 Type "O"	10/12	10/12 "O"
A Halyard Top Fitting	Old Part	Old Part	Old Part	Old Part
B Luff Extrusions	Old Part	Old Part	Old Part	Old Part
C Adapter	2103	2105	2104	2106
D Cleat	9000	9000	9000	9000
E Luff Support Pin	1865	1865	1865	1865
F Furling Drum	2064	2064	2064	2064
G Cup, stainless steel	1805	1805	1805	1805
H Ball Bearing	2089	2089	2090	2090
I Antirotation Strap	1074	1074	2068	2068
J Traveler	Old Part	Old Part	Old Part	Old Part
K Rope Tail	Old Part	Old Part	Old Part	Old Part
L Tack Tension Line	Old Part	Old Part	Old Part	Old Part

INSTALLATION

1. After removing your sail, remove the screws or pins supporting the aluminum luff extrusions at the top of the drum throat. Confirm that you can lift the aluminum extrusions at least two inches. This is necessary to accommodate the extra length of the new drum throat. Note: If unable to do so because of interference at the top of the forestay, you will have to remove the bottom extrusion after Step 5 and cut off two inches from the bottom extrusion.

2. Lift up the second-from-the-bottom luff extrusion and remove the torque links joining that extrusion with the bottom extrusion. This will allow you to work on the unit without kinking the extrusions or torque links.
3. Bring a ship's halyard forward and make fast to a bow cleat or other solid object. Tension the halyard so it can act as a temporary forestay.
4. Slack the backstay and detach the forestay from the stem head chainplate. Bring the system back to the mast, bending the furler at the point where you removed the torque links. Lash the upper portion lightly to the mast. This will minimize the chance of losing parts as you disassemble and reassemble the old and new parts.
5. Remove all the parts below the bottom extrusion. This will require the disassembly of the turnbuckle T-bolt and toggle from the turnbuckle body.
6. Inspect the wire and turnbuckle components for signs of wear or corrosion, especially where the wire enters the swage-end of the turnbuckle. If in doubt, check with a rigger, as some or all parts may need replacement. Clean the turnbuckle, and lubricate it using a dry lubricant.
7. Insert the luff adapter into the top of the new furling drum with the broad side of the cut-out over the downhaul eye in the upper flange. Slide the new furling drum over the turnbuckle and bottom luff extrusion. The downhaul eye should be on the same side as the grooves in the luff extrusions. Lock a pair of vice grips on the swage-end of the turnbuckle to keep furling drum and luff extrusions in place.



8. Place one or more washers over the turnbuckle T-bolt so that when the antirotation strap is placed between the sides of the toggle, the top of the washers are just below the top of the antirotation strap (see photo A on next page).
9. Insert the cup and ball bearing over the T bolt. Secure both with two bolts through the holes in the antirotation strap and cup (see photo B on next page). The counter bore in the bearing should be up, allowing the turnbuckle body to enter if the turnbuckle is closed all the way. When assembling, you should position the cup so that when fully assembled and mounted on the chainplate, the furling line will not interfere with the cup. This is usually with the large exit hole in the cup facing aft. However, you may wish to choose other bolt holes which would allow you to run the furling line to the rail.

Photo A



Photo B



10. Screw the T-bolt, antirotation strap, cup, and bearing assembly into the turnbuckle body to the same position it was in before disassembly. **Be sure both cotter pins are replaced.** FAILURE TO DO SO COULD RESULT IN THE TURNBUCKLE UNSCREWING AND DISMASTING.
11. Slide the furling drum down the extrusion, into the cup, and over the bearing. Be sure the thrust washer is in place up inside the bearing race at the bottom of the spool. Lift up the extrusions and insert the luff support pin. The luff extrusions will sit on this pin. Note: there are two pin holes near the top of the furling drum. Secure the one on the side nearest the downhaul eye. Repin the forestay and tighten the backstay. **Replace all cotter pins.** Replace the lowest set of torque links.
12. Install the furling line by passing it through the cup opening and up through the hole in the upper spool flange. Tie a knot to secure it.
13. Position a new fairlead or block on the deck or rail so that the furling line, when wound around the spool, exits the cup at right angles to the forestay and as near to the center of the cup as possible. If the furling line hits the side of the cup, it will eventually chafe and fail. Wind about 20 turns on the sail.