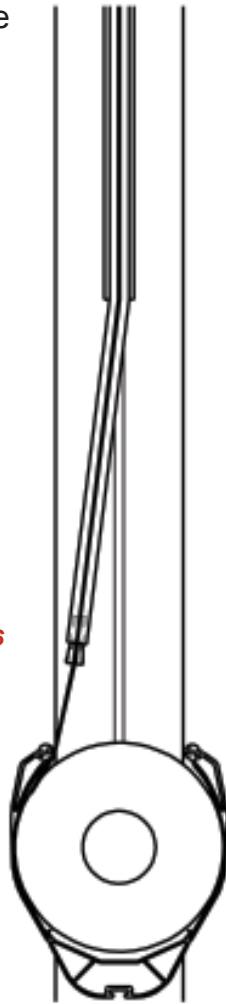


The flex feeder and restrictor line assembly is a highly stressed part of your Leisure Furl[™] luff system which requires proper hoisting and reefing operation. Virtually all of the cases where flex feeders have broken are the result of operator error. Here are some guidelines to proper operation which will prevent flex feeder breakage.

It is very important to tail the furling line sufficiently when hoisting the sail. The sail should enter the prefeeder as flat and vertical as possible. This will greatly reduce stresses on the flex feeder.

The restrictor line and the two termination blocks have been omitted from these drawings for clarity.

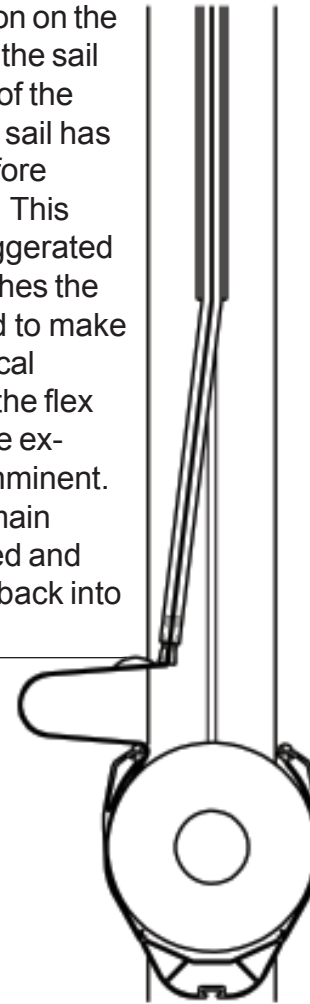
Ensure that the restrictor line is installed and allows prefeeder movement port and starboard, but not aft.



**PROPER
TECHNIQUE**

Insufficient tailing tension on the furling line can result in the sail billowing out of the top of the boom. This means the sail has to make a hard turn before entering the prefeeder. This problem is greatly exaggerated when a batten approaches the prefeeder and is forced to make the hard turn. The vertical compression loads on the flex feeder instantly become extreme and fracture is imminent. Should this occur, the main halyard must be secured and the billowed sail furlled back into the boom.

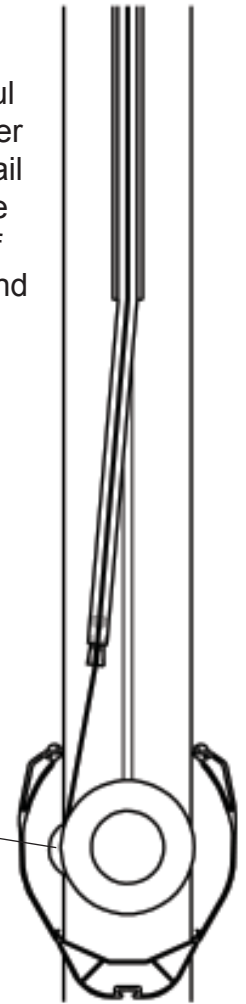
Batten



**IMPROPER
TECHNIQUE**

As stated in the Owner's Manual, a batten must be on the mandrel to provide outhaul tension to a reefed sail. Under no circumstances should a sail be reefed with a batten on the flex feeder. Forward surge of the batten as the sail loads and unloads will cause the flex feeder to fracture.

**Reef so the
batten is
here**



**PROPER
TECHNIQUE**