

### Installing Traveler Car on Track

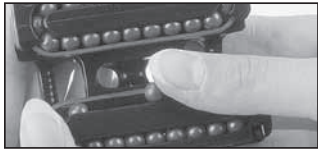
Position car at end of track and gently roll on. Car should roll on easily, if not check to make sure you are using CB track. **Do not remove ball retaining wires.** Cars will not roll unless they have retaining clips.

### Removing Ball Bearings from CB Cars



Position the car on edge and gently push one ball at a time from the center of the retaining clip. **Do not remove the retaining clip from the car!**

### Loading Ball Bearings into CB Cars



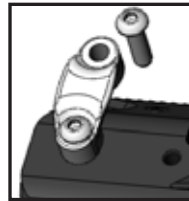
Position car on edge with retaining clip in place. Gently push one ball at a time into car from center of clip. Allow balls to roll into return race and insert remaining balls. **Do not overfill the car!**

### Ball Replacement Chart

CB Car	Description	Car Length	Balls/Car	Balls	Order	Balls/Set	Ball Ø
1635	Midrange CB	4 1/4" (108 mm)	48	Torlon	1526	25	5/16" (8mm)
1636	Midrange CB/High-Load	5 3/16" (132 mm)	60	Torlon	1526	25	5/16" (8mm)

### Attaching Splice

- 1) Loosen one endstop screw on end control. Remove other screw and rotate bail to capture splice loop. Install screws using a threadlocker such as blue Loctite® on screws.
- 2) When using smaller control line pass eye through bail and run tail through to make a hitch without undoing bail.



### Inspect

Frequently inspect shackles and control block fittings for signs of fatigue and replace as necessary. Make sure every installation includes Harken track end stops. Arrange control tackle so cars do not hit end stops under load.

### Maintenance

**Traveler Cars:** Clean by frequently flushing with fresh water. Periodically clean car by squirting a detergent/water solution into center openings. Roll car back and forth to distribute evenly then flush bearings with fresh water.

Do not use spray lubricants because ball bearings may skid not roll. Apply one to two drops of McLube® OneDrop™ to ball contact surfaces of track. Roll car back and forth through OneDrop™ several times to distribute onto bearings. Wipe remaining OneDrop™ off track. OneDrop™ is preferred but you can also use one to two drops of a light machine oil, such as 3-in-1. Too much oil attracts dirt.

**Track:** Clean with detergent and water.

**Important:** Exposure to some teak cleaners and other caustic solutions can result in discoloration of part and is not covered under the Harken warranty.



### Warranty

For additional safety, maintenance and warranty information see [www.harken.com](http://www.harken.com) or the Harken® catalog.

Instructions: [www.harken.com/manuals](http://www.harken.com/manuals)

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# HARKEN®

## INSTRUCTIONS

### Midrange Windward Sheeting Cars

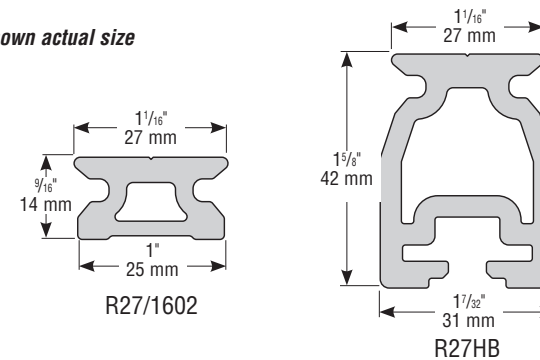
1635, 1636, 1637  
1637 Kit only fits 1624/1625 cars – not designed for T27 cars

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## CB CARS ONLY ROLL ON CB TRACK

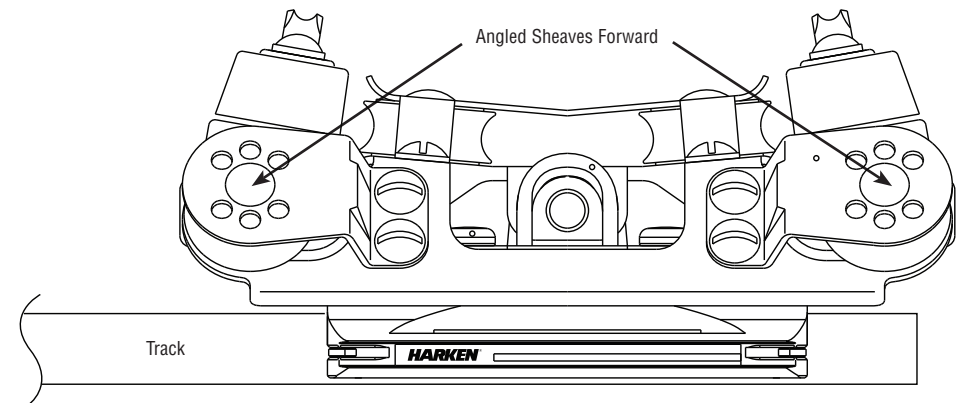
Car	Description	Car Width	Track
1635	Midrange CB	4 1/8" (105 mm)	R27, 1602, R27HB
1636	Midrange CB/High-Load	4 1/8" (105 mm)	R27, 1602, R27HB

Note: Track not shown actual size



### Mounting Windward Car Assembly 1635 And 1636

1. Butt car against track so angled sheaves face forward.
2. Slide car onto track.

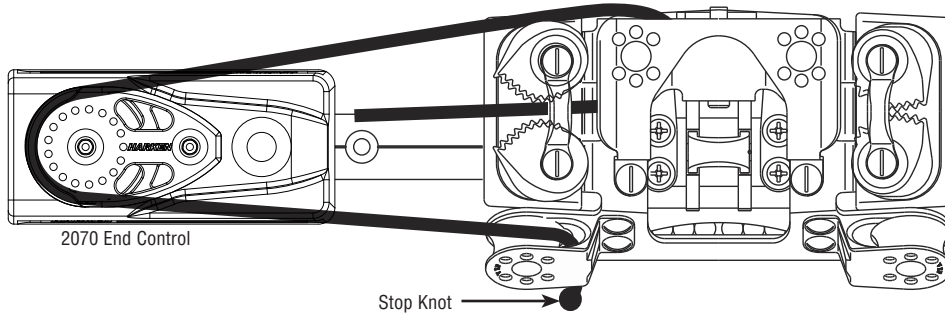


### End Controls

For a 3:1 or 4:1 traveler control, use a Harken® Midrange E2730 single sheave end control at each end of track.

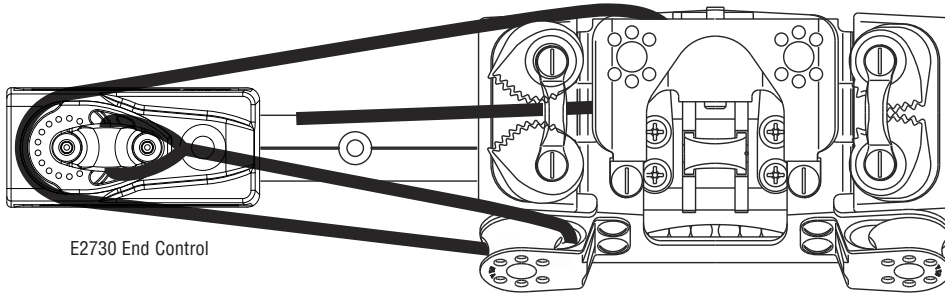
### Reeving 3:1 End Control

1. Use 5/16" (8 mm) or 3/8" (10 mm) line.
2. Deadend line to angled sheaves by reeving line downwards and tying a stop knot in end of line.
3. Reeve line around end control sheave, around top sheave on windward mechanism and out through cleat.
4. Tie stop knots on end of lines so car will not be damaged if in an uncontrolled gybe.



### Reeving 4:1 End Control

1. Use 5/16" (8 mm) or 3/8" (10 mm) line.
2. Splice or cow hitch eye to dead-end eyestraps on top E2730 end control. If not used, dead-end to eyestraps or becket of block.
3. Reeve line downwards through angled sheave, around sheave at end of track, around top sheave on windward mechanism and out through cleat.
4. Tie stop knots on end of lines so car will not be damaged in an uncontrolled gybe.



### Using The Windward Sheeting Traveler Car

The windward sheeting car is much easier to use than to describe.

1. Position car by pulling windward traveler control line.
2. It is not necessary to release line from leeward cleat to pull car to windward.
3. When you tack, car stays in place until you pull it to windward. No need to release the leeward line.
4. If car is pulled to windward and then dropped back to the centerline before a tack, there will be slack in the leeward control line and when you tack the car will drop below the centerline.

### Override Cleating For Slating Conditions

If car releases uncontrollably during slating conditions (large waves, little wind), it may be necessary to mount a Harken® 150 cam cleat to deck near each end of traveler. Position cleats so traveler control lines can be cleated to override the windward mechanism and hold car in place.

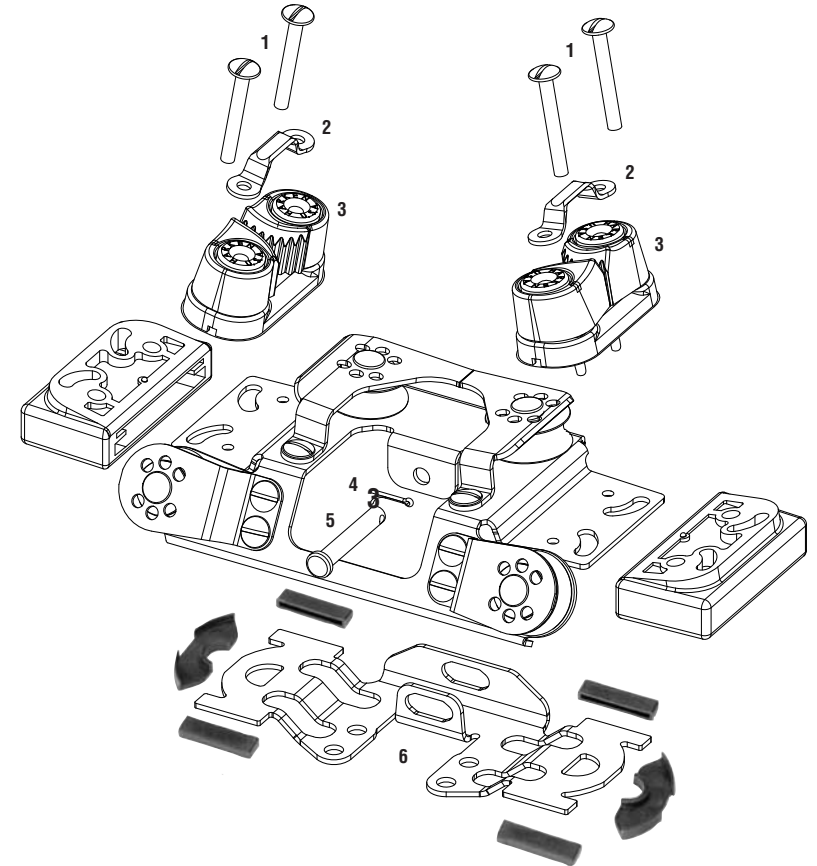
### Mooring And Motoring

Tie the windward sheeting car completely to one side while motoring or when leaving the boat moored. Otherwise the car may work loose and be damaged when it hits track ends. You can also cleat the traveler lines in the override cleats as mentioned above.

### 1637 Midrange Adapter Kit For 1624/1625 Cars

1. Remove screws holding swivel ears or control blocks on top of car. Save screws.
2. Position windward adapter kit on car so angled sheaves face forward.
3. Put a few drops of blue Loctite® on screws and install in corresponding holes in the windward adapter kit. Tighten screws firmly.

### Replacement Parts



### Replacement Parts:

No.	Part No.	Qty	Description
1	HFS107	4	Trusshead Screws 10-32X1.5"
2	201	2	Eyestraps
3	150SP* **	2	Cam Cleats (Special)
45	HFS118	1	Cotter Pin
5	HCP507	1	Clevis Pin
6	HCP218	1	Slide Set

\*Replacement Kit (Balls): Part No. 150BALLS; \*\*Cam Rebuild Kit (Parts/Balls): Part No. 150KIT