

HARKEN®

INSTALLATION SHEET

Midrange Windward Sheeting Cars

1575, 1576, 1577

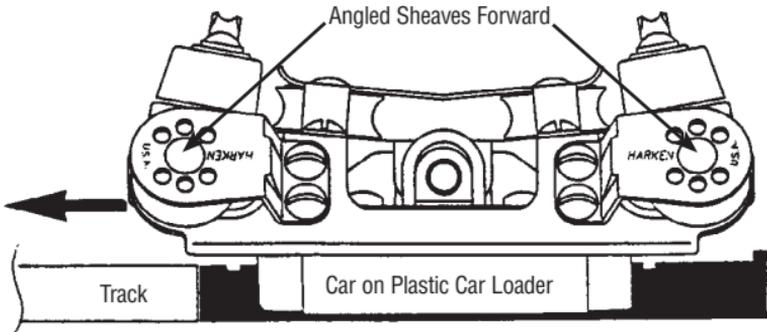
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MOUNTING WINDWARD CAR ASSEMBLY 1575 and 1576

1. Carefully remove retaining clips from car loader. Don't let car slide off the end of the car loader.
2. Butt car loader against track so angled sheaves face forward.
3. Slide car onto track.



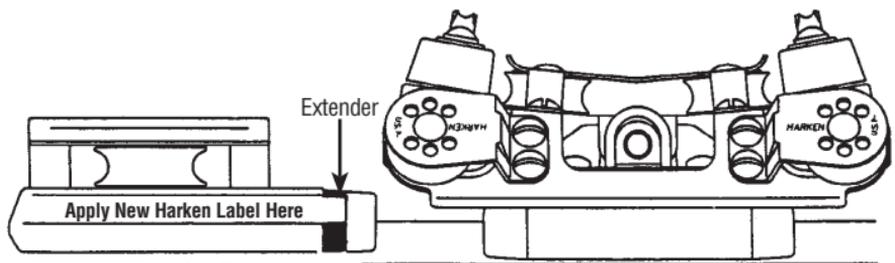
END CONTROLS

For a 3:1 or 4:1 traveler control, use a Harken Midrange 1516 single sheave end control at each end of track. Alternatively use a single sheave block mounted on vertical face of cockpit coaming for a 3:1 and a single block and a deadend becket or strap for 4:1. The axle of the block should be vertical.

EXTENDERS

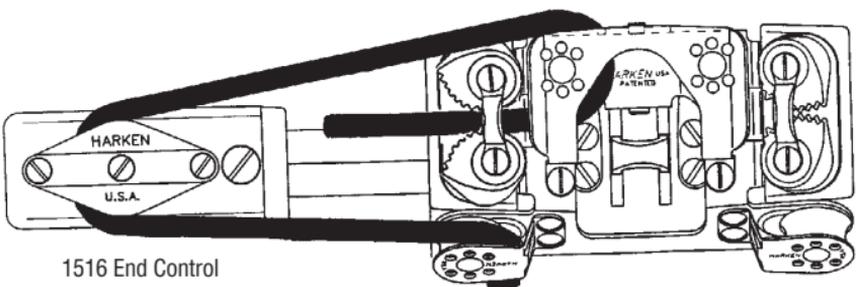
When using a 1575 or 1577 Windward Sheeting Kit mounted on a 1508 car you must install extenders on the 1516 end controls.

1. Back out two phillips screws on 1516 holding end control urethane bumper in place and remove bumper. Discard screws.
2. Place aluminum extender on end of 1516 end control.
3. Put a few drops of blue Loctite® on end of each screw and install urethane bumper using long screws provided.
4. Remove label from 1516 and install longer label provided.
5. Repeat instructions for other end control.



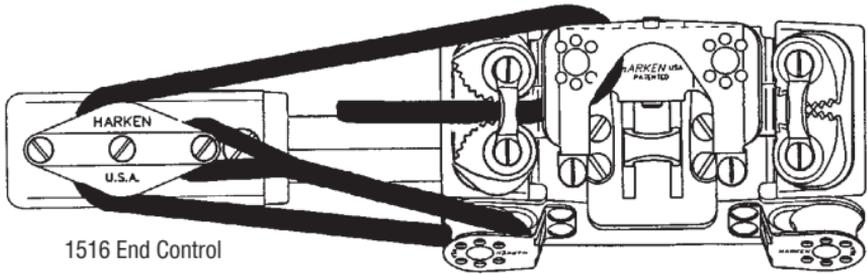
REEVING 3:1 END CONTROL

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 there is an uncontrolled gybe.



REEVING 4:1 END CONTROL

1. Use 5/16" (8 mm) or 3/8" (10 mm) line.
2. Attach eye splice or tie a bowline knot to post of 1516 end control or to eyestraps or becket of block.
3. Reeve line around end control sheave, around top sheave on windward mechanism and out through cleat.
4. Reeve line downwards through angled sheave, around sheave at end of track, around top sheave on windward mechanism and out through cleat.
5. Tie stop knots on end of lines, placed so car will not be damaged in an uncontrolled gybe.



1520/1521 END CONTROLS WITH INTEGRAL CLEATS

1. Back out three screws holding assembly together.
2. Remove stainless pivoting cam plate, four bottom spacers and bottom diamond-shaped stainless plate. In addition remove one sheave, two end posts and cut down screws or purchase replacements screws from Harken.
3. Use blue Loctite on screws and assemble.

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 SLATTING CONDITIONS

If car releases uncontrollably during slatting 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 can cleat the traveler lines in the override cleats as mentioned above.

1577 MIDRANGE ADAPTER KIT FOR 1508/1509 CARS

1. Remove screws holding swivel ears or control blocks on top of car. Save screws.
2. Position windward adapter kit on car so angles 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.

Maintenance

Harken equipment is designed for minimal maintenance, but some is required to give the best service and to comply with the Harken limited warranty. In general, the most important aspect of maintenance is to keep your equipment clean by frequently flushing with fresh water.

In corrosive atmospheres, stainless parts may show discoloration around holes, rivets and screws. This is not serious and may be removed with a fine abrasive.

Traveler Cars

Keep traveler cars clean by frequently flushing with fresh water. Periodically clean cars by squirting a detergent/water solution into the car's center openings. Roll the car back and forth to distribute evenly and then flush bearings with fresh water. This maintenance is very important, particularly when the cars haven't been in use.

Do not use spray lubricants because ball bearings may skid instead of roll. If you use a light machine oil such as 3-in-1, use only a single drop in each ball race. Too much oil attracts dirt. Clean track with detergent and water.

Frequently inspect shackles and control block fittings for signs of fatigue. Be sure that every installation includes Harken track end stops and arrange control tackles so that cars don't hit the end stops under load, but are stopped by the rope.

Warranty

See the Harken catalog for complete maintenance and warranty information.