595-862-E PHB 1010 2004-12-07

1(2)

Bolt rope extrusion and feeder

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General

For this procedure, the mast needs to be lying down. For reference see MB M 1010:2 NMP and MB M 1480 NMP. Min. lengths to be fitted: 2400 mm. The last extrusion piece may be shorter, see section Assembly below.

Tools:

Angular cutter Drilling machine Saw Torx key T25

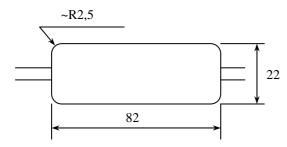
File Drill bit Ø4,2 M5 thread tap Loctite 639

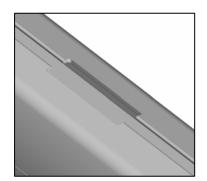
Cut-out

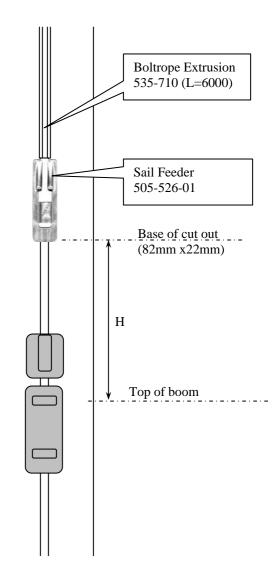
Cut out hole in mast for luff rope feeder as shown. (Use an angular cutter if available.) Grind the edges on the out and inside.

Cut-out location: (Ref: MB 48NMP)

Boom section	H (top of boom/band to lower edge of cut-out)
86/59	500
120/62, 143/76, 171/94	700
200/117, 250/150	700









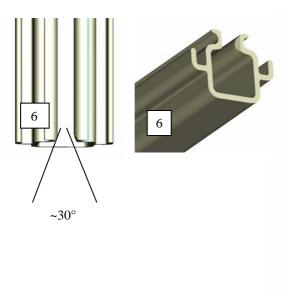
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2(2)

Assembly

- 1. Insert the sail feeder and force it up towards the top of the mast ~5mm. (A small hammer can be used.)
- 2. While keeping the feeder in position, drill the hole with a Ø4,2 drill bit.
- 3. Tap the hole with an M5 thread tap.
- 4. Insert the feeder, use locking adhesive on the screw and tighten firmly.
- 5. Grind (chamfer) the edges of each bolt rope extrusion piece to prevent the sail from snagging at the joins (see pic.) M
- 6. Feed the bolt rope extrusion pieces from the top (or from the join if possible). Use Vaseline or non-friction spray if necessary to reduce friction. Let the lowest extrusion piece rest on the sail feeder and the other extrusion(s) on each other. Make sure there are no gaps.
- 7. Cut off the last extrusion piece in level with the head box cut-out edge at a 45° angle. (See pic.)
- 8. Drill a Ø4,2 hole ~10mm from top of extrusion. (See pic.)
- 9. Tap M5 and secure with M5 screw (MRT 5x20). Use locking adhesive.





Retro-fit

Follow the above instructions.

Note: The head box must be removed and the bolt rope extrusion pieces need to be fed from the top. Try not to drill in the cable conduit, the cables can be damage.

Check-points

- 1. Make sure there are no gaps between the bolt rope extrusion pieces.
- 2. Make sure all joins are chamfered so that the sail will not snag when hoisted.



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