

# HARKEN®

## REFLEX™ FURLING

### Unit 1, 2

Installation Manual – Intended for specialized personnel or expert users

5106 11 -16



**Asymmetric spinnaker furler**



**Code zero furler**

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Please read these instructions carefully before installing, servicing, or operating the equipment.  
This manual may be modified without notice. See: [www.harken.com/manuals](http://www.harken.com/manuals) for updated versions.

**PLEASE SAVE THESE INSTRUCTIONS**

This manual gives technical information on installation and service. This information is **destined exclusively** for specialized personnel or expert users. Installation, disassembling, and reassembling by personnel who are not experts may cause serious damage to property or injury to users and those in the vicinity of the product. If you do not understand an instruction contact Harken.

The user must have appropriate training in order to use this product.

Harken accepts no responsibility for damage or harm caused by not observing the safety requirements and instructions in this manual. See limited warranty, general warnings, and instructions in [www.harken.com/manuals](http://www.harken.com/manuals).

## Purpose

The Harken Reflex™ furling system for asymmetric spinnakers is used for handling free-flying downwind and reaching sails. These sails have a loose positive luff that is longer than the leech and are called asymmetric spinnakers, cruising spinnakers, or gennakers. The furling system is also for code zero straight-luffed sails. Attachment methods vary according to sail type. Use of this product for other than normal sailboat applications is not covered by the limited warranty.

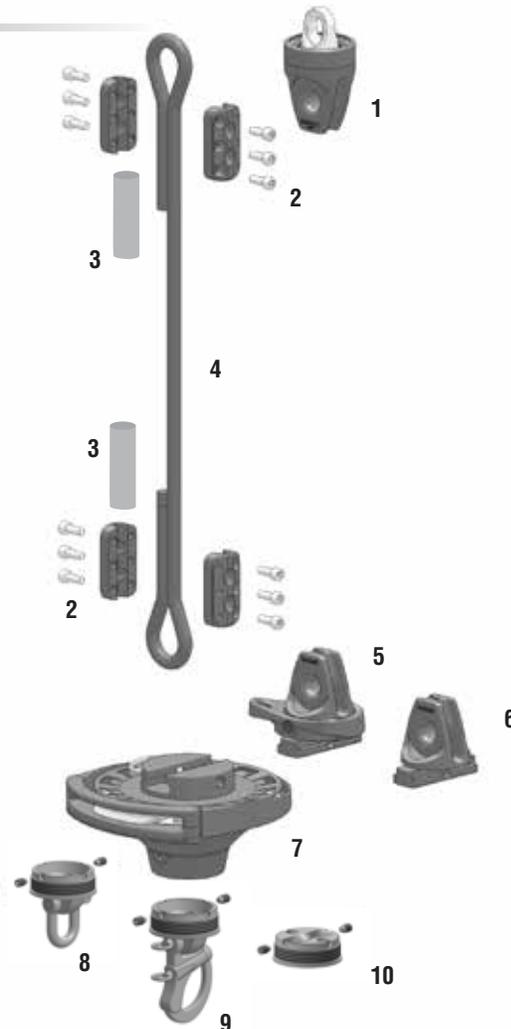
## Safety precautions



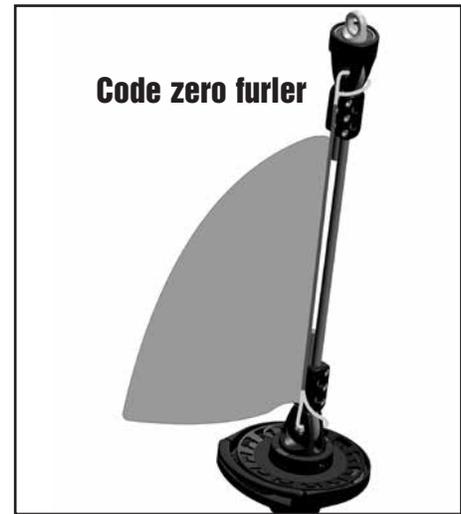
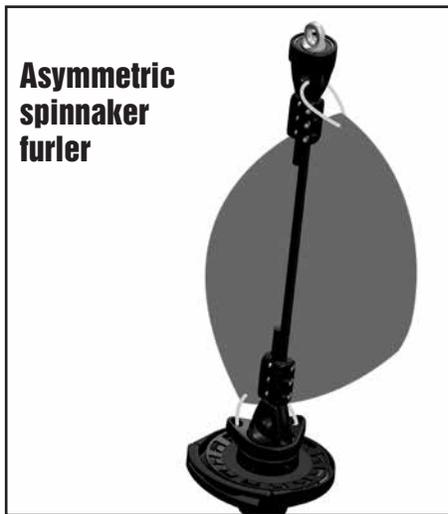
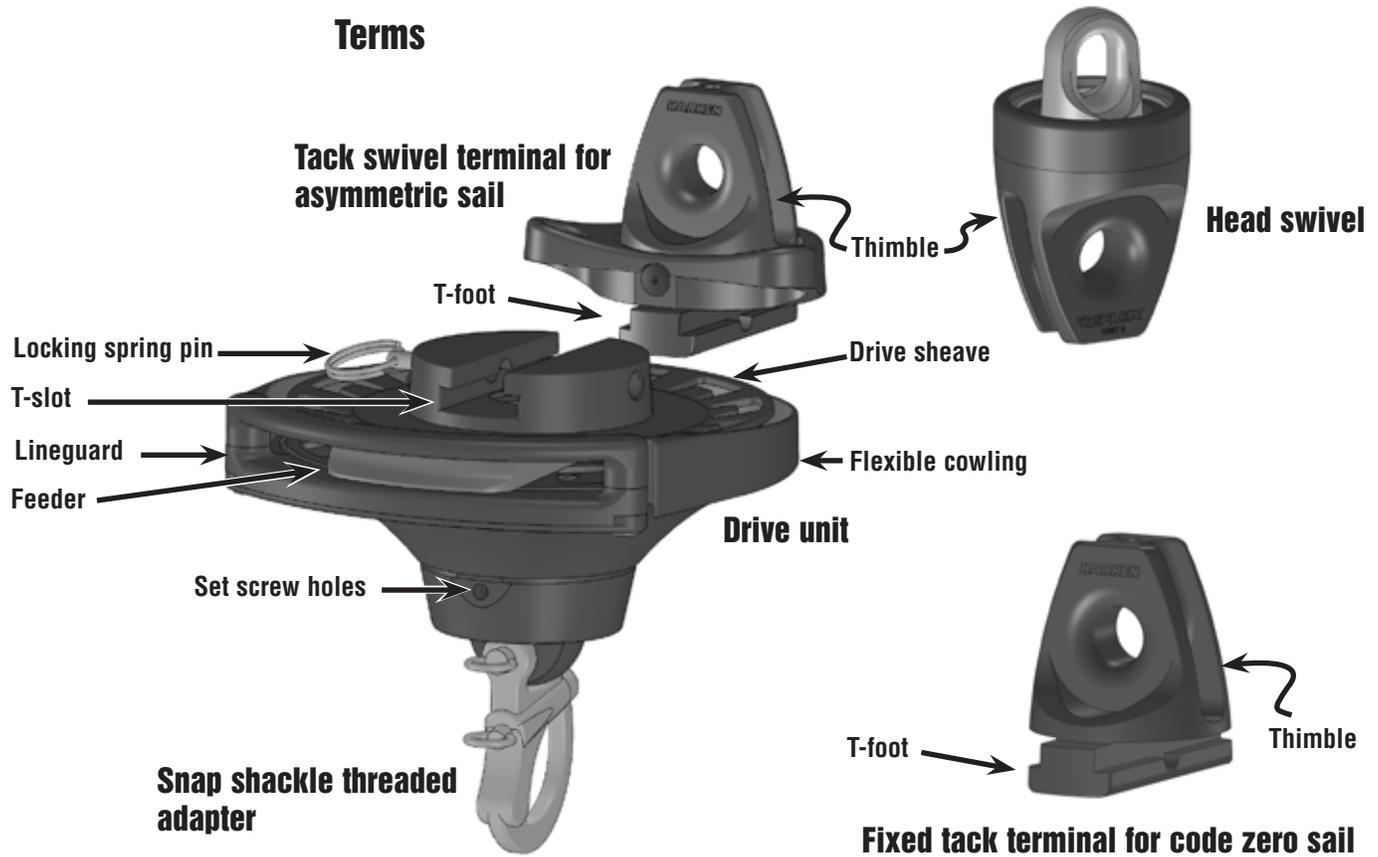
**WARNING! Strictly follow all instructions to avoid potential hazards that may kill or hurt you and others. See [www.harken.com/manuals](http://www.harken.com/manuals) for general warnings and instructions.**

## Part Descriptions

- 1) Head swivel
- 2) Torsion cable clamps
- 3) Heat-shrink tube
- 4) Reflex torsion cable
- 5) Tack swivel terminal
- 6) Fixed tack terminal
- 7) Drive unit
- 8) D-shackle threaded adapter (optional)
- 9) Snap shackle threaded adapter
- 10) 2:1 soft attach threaded adapter



**Terms**



**Sizing check**

Check recommended boat and sail size. **Note:** If you also plan to use the system for code zero sails, the loads will be higher so max boat and sail size will be smaller. If using for multihulls downsize maximums by 10%.

Unit size	Unit part no.	Intended application	Typical boat length		Maximum sail area	
			m	ft	m <sup>2</sup>	ft <sup>2</sup>
1	7351.10	Asymmetric spinnaker	7.5 - 11	25-36	112	1200
	7361.10	Code zero	6.7 - 10	22-32	60	650
2	7352.10	Asymmetric spinnaker	10 - 14	34 - 45	168	1800
	7362.10	Code zero	9 - 12	30 - 40	84	900

Main components



Head swivel with soft cover



Reflex torsion cable



Tack swivel terminal



Cable clamp set



Drive unit



Snap shackle threaded adapter



Heat-shrink tubing

Optional components



Fixed tack terminal for code zero sail



D-shackle threaded adapter



D shackle only



2:1/soft-attachment threaded adapter

Asymmetric furler - main components	Unit 1		Unit 2	
Head swivel with soft cover*	7351.28 (includes CV803 soft cover)		7352.28 (includes CV804 soft cover)	
Tack swivel terminal*	7351.26		7352.26	
Drive unit	7351.10BASE		7352.10BASE	
Reflex torsion cable (ordered by the foot)*	7371		7372	
Included in 7351.10 or 7352.10 systems	<b>Unit</b>	<b>7371 cable length</b>	<b>Unit</b>	<b>7372 cable length</b>
	7351.10.16M	16.15 m (53')	7352.10.20M	20.12 m (66')
	7351.10.18M	18.29 m (60')	7352.10.23M	22.87 m (75')
	7351.10.20M	20.12 m (66')	7352.10.25M	25 m (82')
Torsion cable clamp set*	7357		7358	
Snap shackle threaded adapter	7351.20		7352.20	
Heat-shrink tubing	HCP2070		HCP2070	
<b>Optional components</b>				
Fixed tack terminal (code zero sail)*	7351.27		7352.27	
Reflex torsion cable (by the foot) for extra sails*	7371		7372	
Reflex torsion cable spool (305 m - 1000')*	7371.SPOOL		7372.SPOOL	
D-shackle threaded adapter	7351.21		7352.21	
D shackle only - high resistance (HR)	2109 (6 mm HR)		2116 (8 mm HR)	
2:1/soft attachment threaded adapter	7351.22		7352.22	

\*Order these components for extra sails. **Note:** Each extra sail has a head swivel, torsion cable, clamp, and track terminal

Main components



Head swivel with soft cover



Fixed tack terminal



Drive unit



2:1/soft-attachment threaded adapter

Optional components



Snap shackle threaded adapter



D-shackle threaded adapter



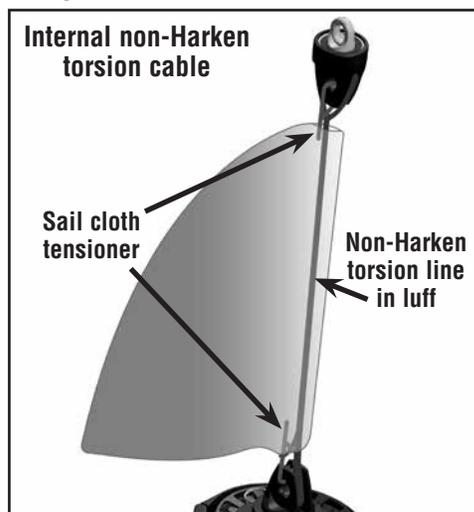
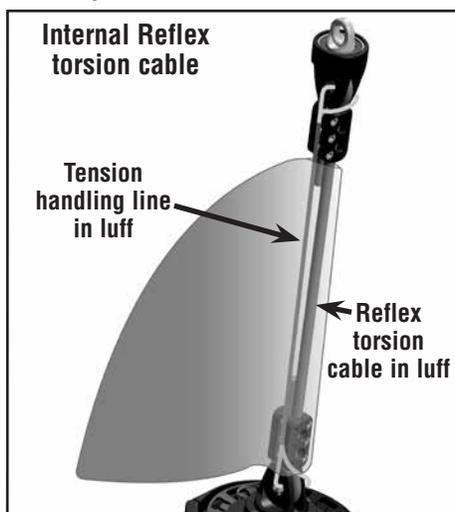
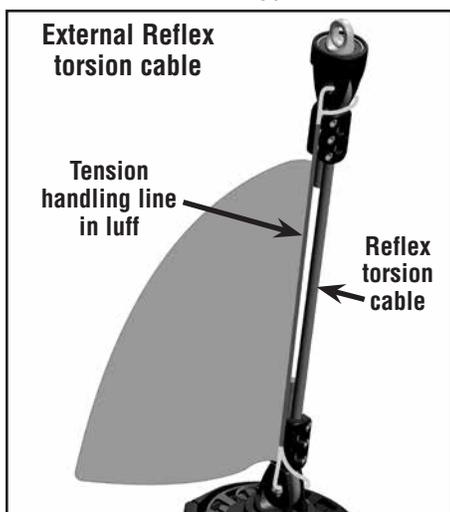
D shackle only

Code zero furler - main components	Unit 1	Unit 2
Head swivel with soft cover*	7351.28 (includes CV803 soft cover)	7352.28 (includes CV804 soft cover)
Fixed tack terminal*	7351.27	7352.27
Drive unit	7351.10BASE	7352.10BASE
2:1/soft attachment threaded adapter	7351.22	7352.22
<b>Optional components</b>		
Reflex torsion cable (by the foot)**	7371	7372
Torsion cable clamp set**	7357	7358
Snap shackle threaded adapter	7351.20	7352.20
D-shackle threaded adapter	7351.21	7352.21
D shackle only - high resistance (HR)	2109 (6 mm HR)	2116 (8 mm HR)

\*Order these components for extra sails. **Note:** Each extra sail has a head swivel and fixed tack terminal. See note regarding Reflex cable.

\*\* See diagrams below regarding use of Reflex torsion cable to improve furling.

**Using the Reflex torsion cable with a code zero sail:** The Reflex torsion cable is designed for furling an asymmetric spinnaker and transmits torque at lower halyard/luff loads than other types of torque cables. The Reflex torsion cable improves furling when used with a code zero type sail. **IMPORTANT! Always make sure there is a tension handling line as shown below.**

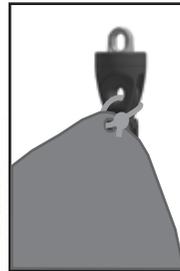


**Continuous furling line** - Talk to your rigging supplier about furling line construction using a structural cover over a nonstructural core. **Note:** Have the rigger capture the aft block in the loop before making the loop. The furling line loop can load into the stanchion leads and the drive unit after the line is spliced into a loop.

**Determining furling line length** - Refer to the chart below for line size and length. Double the loop length and add enough length for the overlap in the end-for-end splice.

Unit	Line diameter	Length of loop - cruise	Length of loop - race
1	6 mm (1/4")	Measure from furler to aft cockpit block	Use J dimension, plus bow sprit, minus 60 cm (2')
2	8 mm (5/16")		

**Sail attachments: asymmetric spinnaker** - Use a shorter soft shackle for head of sail and a longer soft shackle for the tack of sail. Consult a rigging supplier, a knot tying book or see a link to instructions at [www.harken.com/knots](http://www.harken.com/knots).



**7356 fairlead kit** - For cruising, lead the furling line loop back to the cockpit. Leads fit 25 mm (1") stanchions. Includes two double fairleads, a double fairlead with cleats, and aft block with bungee.

**7355 double fairlead** - Order if additional stanchion positions are required.

**7360 aft block with bungee** - Order for race boat attachment near shrouds.



**Aft block with bungee**



**7355 fairlead**



**7356 kit**

**Tools Required**



- |                       |   |
|-----------------------|---|
| 1. Long tape measure  | 4. Hacksaw or large Felco® cutter (C16) |
| 2. Short tape measure | 5 Heat gun                              |
| 3. Metric hex keys    |   |

**Luff length - asymmetric spinnaker**

Note offset H at the top and offset D at the bottom. When using system for asymmetric spinnakers, D represents the attachment point to the tack swivel terminal.

**Luff length - code zero**

**Note** offset H at the top and offset E at the bottom representing the attachment points for the sail cloth.

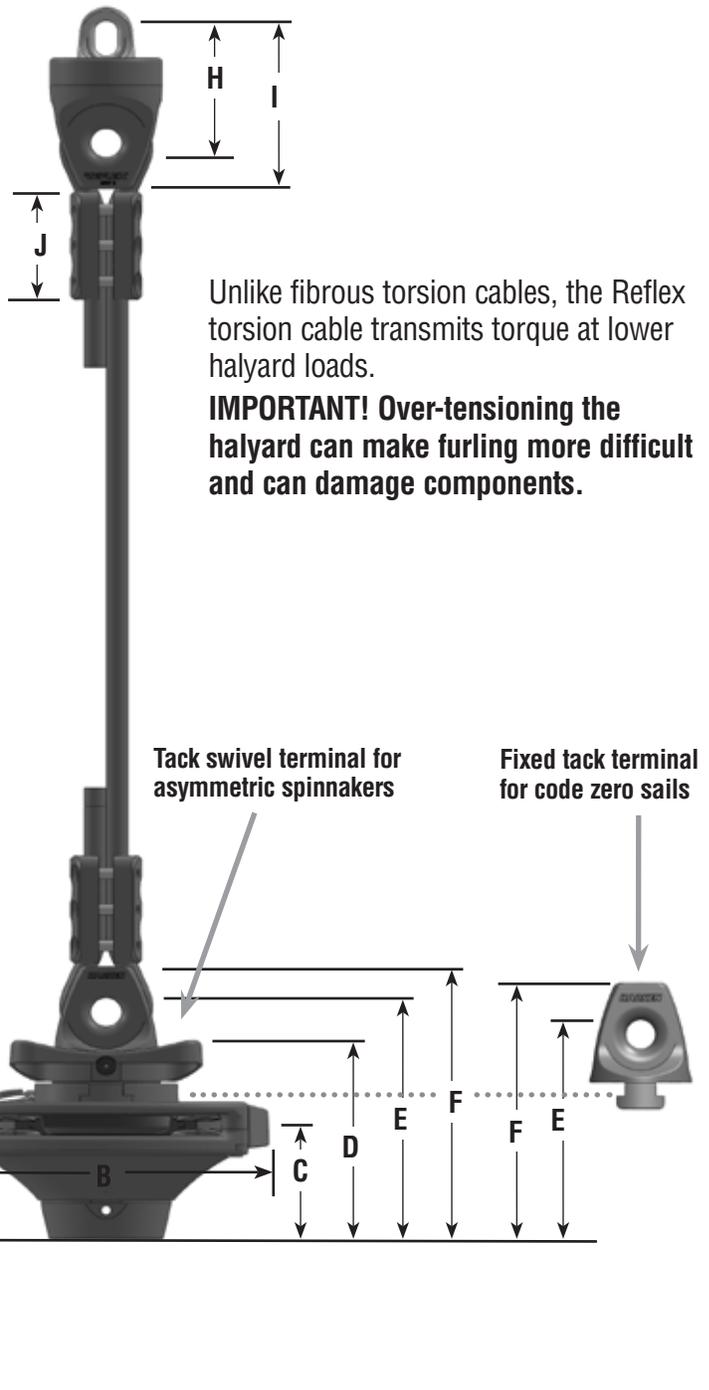
**Code zero luff cable**

The Reflex torsion cable is designed for use with asymmetric sails and transmits torque at lower halyard/luff loads. When using the Reflex torsion cable with a code zero sail, make sure there is an additional tension-handling line used. Alternatively, use a tension-handling line that is torsionally resistant, and splice it to the thimble in the head swivel and the fixed tack terminal. This alternate method, using a non-Harken torsion line will require more tension to furl, making furling more difficult.

**IMPORTANT! When using a 2:1 tack line, remember that it is pulling against the halyard. Downsize the diameter of the 2:1 tack line so that it does not overpower the stretch of the halyard.**

Unlike fibrous torsion cables, the Reflex torsion cable transmits torque at lower halyard loads.

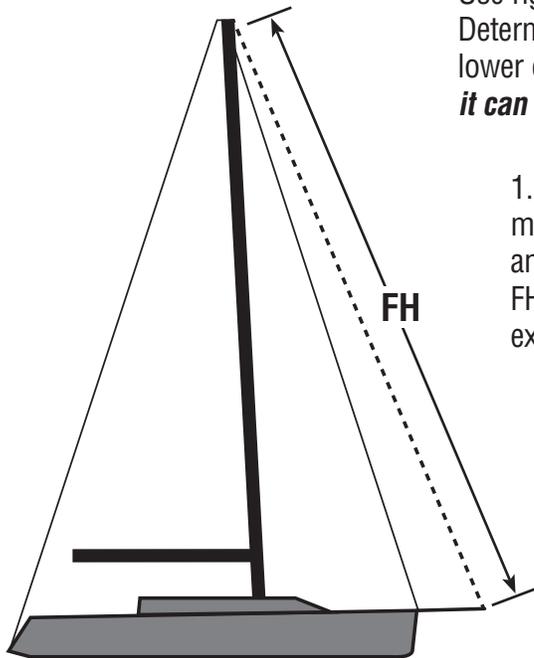
**IMPORTANT! Over-tensioning the halyard can make furling more difficult and can damage components.**



	Snap shackle A	D-shackle A	Diameter B	Line height C	Tack swivel D	Hole top E	Thimble top F	Hole bottom H	Thimble bot. I	Clamp ht. J	
<b>UNIT 1</b>	<b>7351.10 Reflex furling system - Asymmetric spinnakers</b>										
	55 mm	28 mm	140 mm	54 mm	94 mm	114 mm	131 mm	53 mm	83 mm	50 mm	
	2.16"	1.12"	5.5"	2.13"	3.7"	4.5"	5.17"	2.08"	3.27"	1.97"	
	<b>7361.10 Reflex furling system - Code zero sails</b>										
55 mm	28 mm	140 mm	54 mm		103 mm	120 mm	53 mm	83 mm	50 mm		
2.16"	1.12"	5.5"	2.13"		4.04"	4.71"	2.08"	3.27"	1.97"		
<b>UNIT 2</b>	<b>7352.10 Reflex furling system - Asymmetric spinnakers</b>										
	61 mm	38 mm	167 mm	64	111 mm	134 mm	152 mm	76 mm	93 mm	60 mm	
	2.41"	1.49"	6.59"	2.52"	4.35"	5.28"	5.97"	2.98"	3.67"	2.36"	
	<b>7362.10 Reflex furling system - Code zero sails</b>										
61 mm	38 mm	167 mm	64		121 mm	138 mm	76 mm	93 mm	60 mm		
2.41"	1.49"	6.59"	2.52"		4.76"	5.47"	2.98"	3.67"	2.36"		

### Determining Reflex torsion cable rough length

Use rig dimension to determine cable length. Determine final measurements when building the lower cable terminal. **Tip: If the cable is too long, it can be shortened later.**

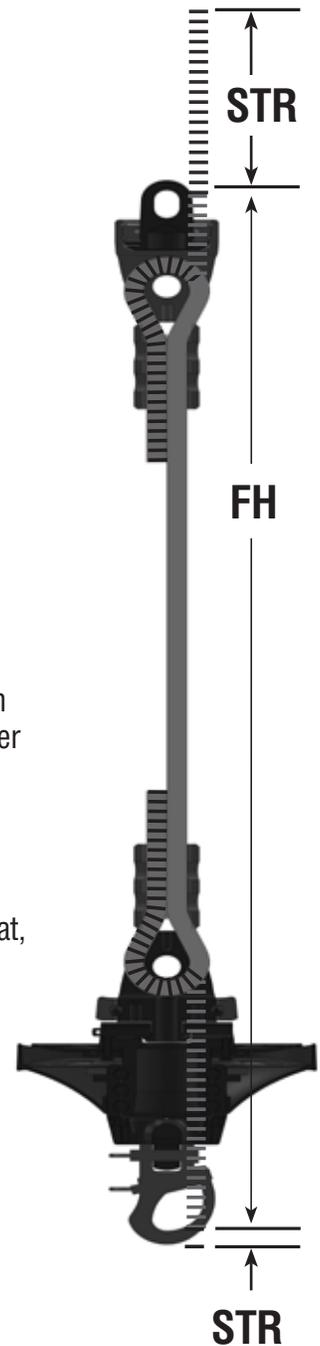


1. Extend bow sprit. Use long tape measure secured to halyard shackle and hoist to masthead. Measure FH length from full-hoist shackle to extended bowsprit fitting.

2. The required untensioned cable length roughly equals the FH length. The length may seem too short as illustrated by the "straightened" cable beyond the FH length as seen on the diagram. See ends labeled STR at right. The STR length is gained back by stretch over the full torsion cable when the system is tensioned when hoisting the spinnaker. Note: The amount of halyard tension to furl the sail using the Reflex torsion cable is moderate compared to other systems.

The best way to determine the cable length is to secure the torsion cable to the head swivel, hoist the cable without sail, attach the assembled lower unit to the bow of the boat, and pull the cable through the lower unit. This procedure is described in the assembly portion of the manual.

**Tip: For example, untensioned system will appear short if laid out on the dock. When tensioned the system will stretch.**



Note: When using an A2 sail, it is important to maximize the cable length so the sail can be at full hoist. The best way to achieve the maximum is to add to the cable length, then adjust the cable length after sailing. When sailing, tension the halyard only enough to pull slack out of the Reflex torsion cable.

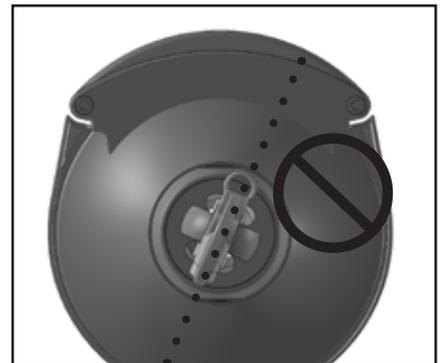
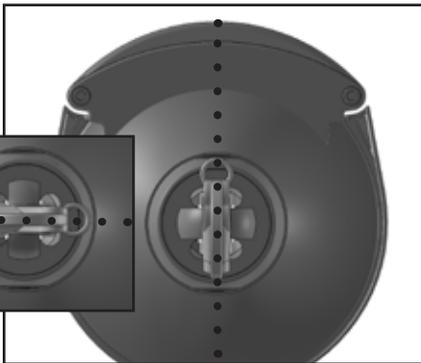
Thread the adapter completely into the drive unit until it stops.



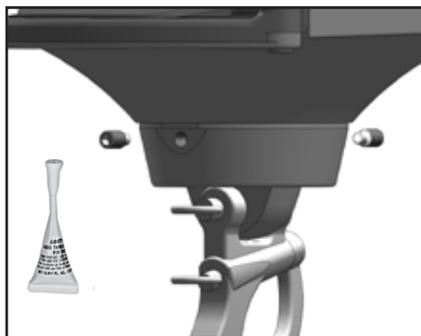
Back the adapter out no more than one (1) rotation until the set screw holes line up with the recesses at the top of the threaded adapter. Sight into one of the set screw holes to confirm alignment.

**IMPORTANT! Make sure the adapter is either parallel or perpendicular to the feeder opening.**

The parallel or perpendicular position will depend on the fitting on the bow sprit or extended bow fitting.



Install set screws using threadlocking solution such as blue Loctite® adhesive.



2:1 soft attach threaded adapter installs the same way as above. **Tip: Load the loop or 2:1 adjuster in the adapter before installing.**

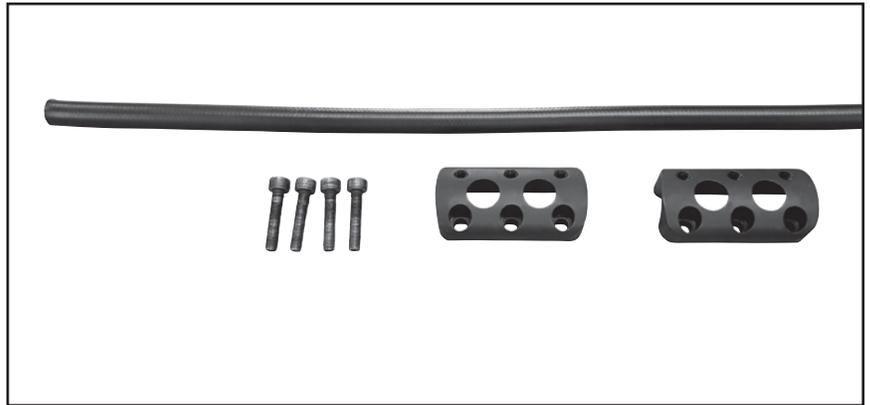
**Tip: The D-shackle adapter and snap shackle adapters use the same threaded bases so you can switch the shackles to change types.**



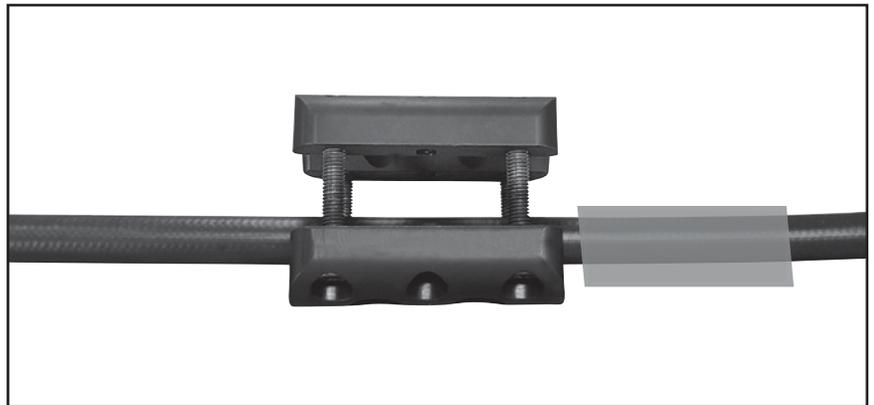
Loctite is a registered trademark of Henkel AG & Company KGaA.

**IMPORTANT!** - Secure the torsion cable to the head swivel first. Wait to cut the torsion cable to length until you can check the length by dry fitting into the assembled drive unit with tack swivel and threaded adapter in place.

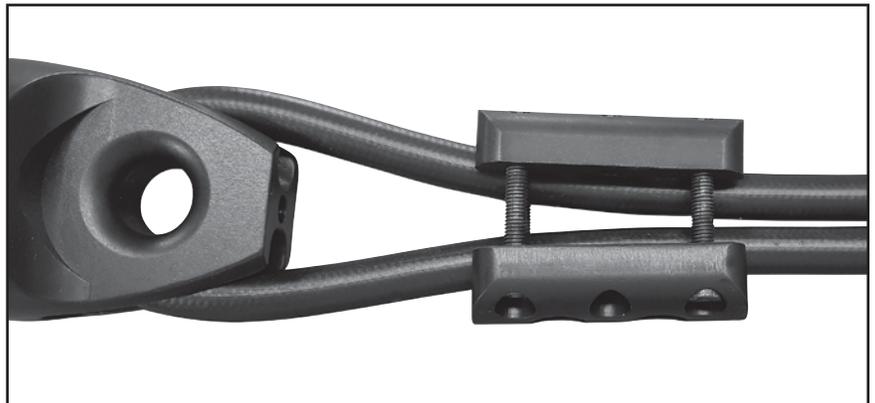
1. Locate the clamp halves and the long fasteners (M5 X 25 mm) as shown.



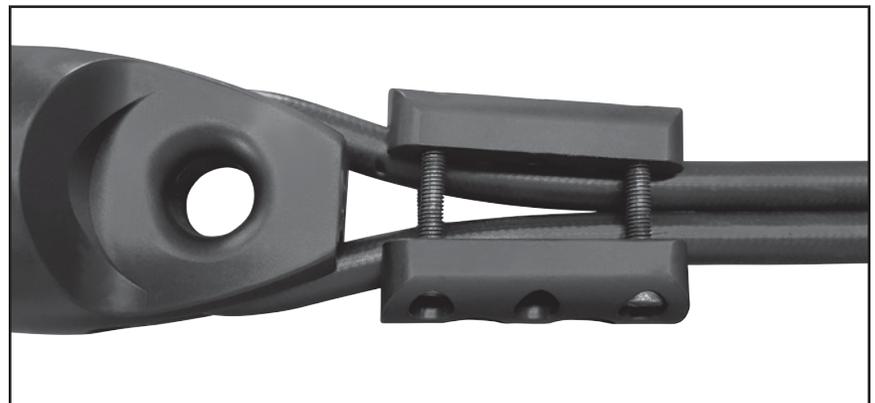
2. Cut heat-shrink tubing to half length and slide the half onto the cable. Assemble the clamp halves near the cable end using four (4) longer screws threaded into the corner holes. Turn several turns as shown and leave enough space to load the cable end.



3. Insert the end of the cable through thimble at the head swivel and position it at the desired location on the cable. Slide the clamp assembly over the end of the cable as shown. **Tip: Secure the head swivel in a vise when building the terminal to hold it in place.**



4. Push the clamp assembly toward the thimble. Squeeze the torsion cable at the thimble. Position clamp about 10 mm (3/8") from the thimble as shown. Make the tail of the cable about 90 mm (3.5") beyond the clamp.



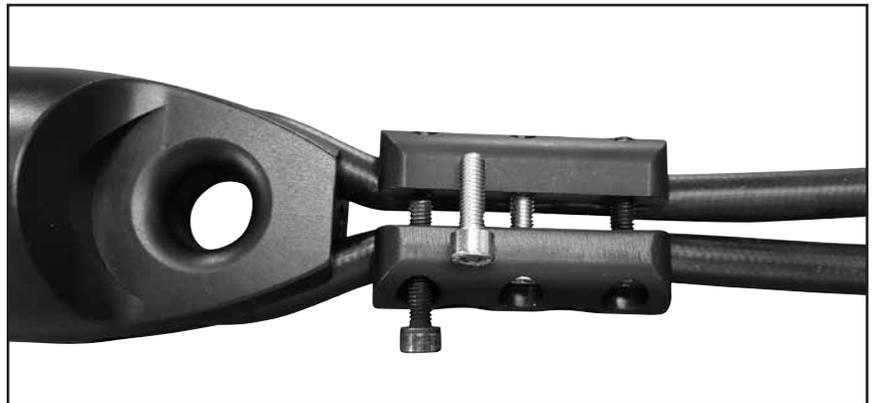
**IMPORTANT! - Secure the torsion cable to the head swivel first. Wait to cut the torsion cable to length until you can check the length by dry fitting into the assembled drive unit with tack swivel and threaded adapter in place.**

5. Gradually tighten each of the four (4) corner fasteners, alternating to maintain a relatively even gap between clamp halves. When the gap is about 8 mm (5/16"), locate two (2) of the short fasteners supplied (M5 X 16 mm). Apply blue Loctite® adhesive and thread the fasteners into the two remaining screw locations. It is not necessary to tighten these at this time.

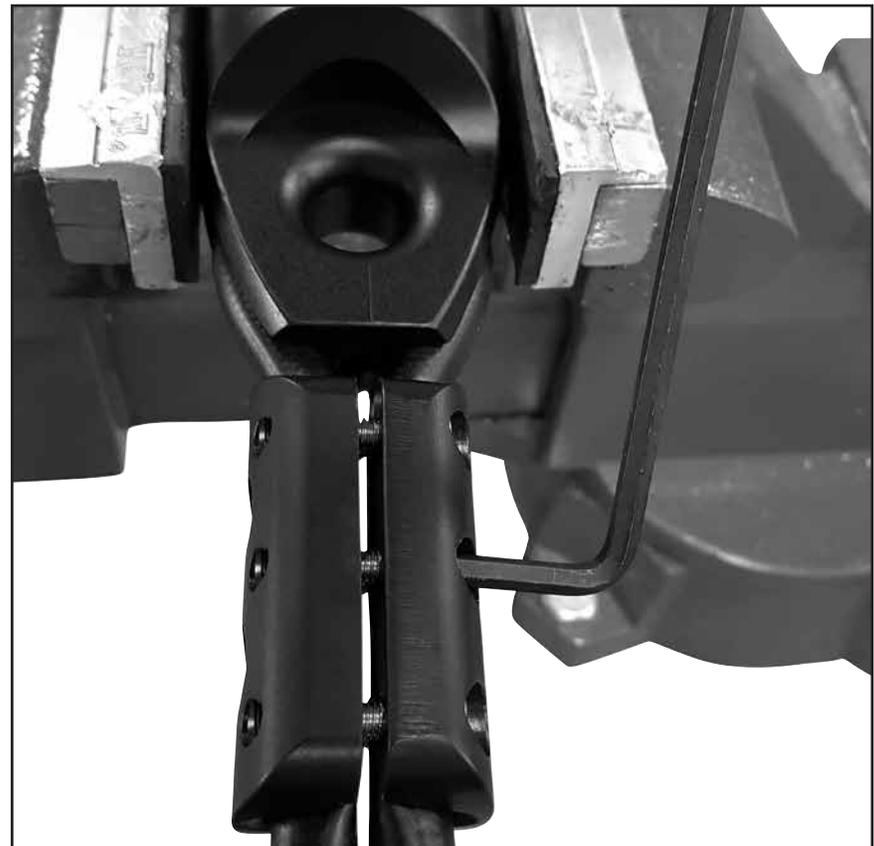


6. Continue to tighten the four (4) corner fasteners until the gap between the clamp halves is around 5 mm (3/16"). Now tighten the two center fasteners until snug.

7. Remove each of the long corner fasteners and replace with a short fastener using blue Loctite.

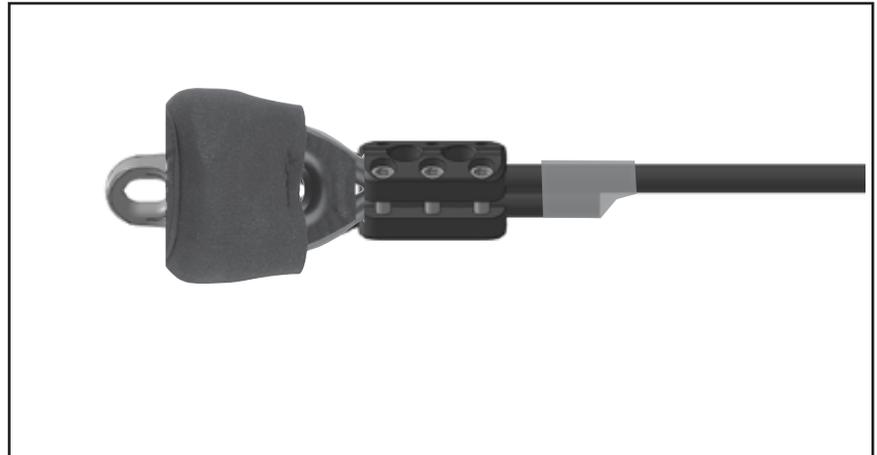


8. Gradually tighten all fasteners, alternating to maintain a relatively even gap between the clamp halves. Assembly is complete when all fasteners achieve a maximum torque of 5.6 Nm 50 in-lb (5.6 Nm). The gap between the clamp halves should be even and nearly closed.



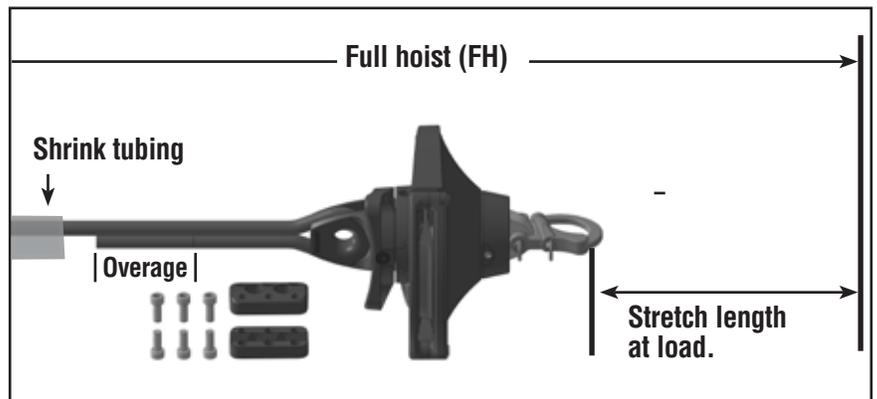
9. Slip shrink tubing over end and use heat gun to cover end and main cable.

**IMPORTANT! Be careful not to damage cover of Reflex cable.**



10. If assembling away from the boat, lay cable out straight. Install tack terminal and snap shackle adapter on drive unit. **Note:** See following pages for preferred method of determining length at boat.

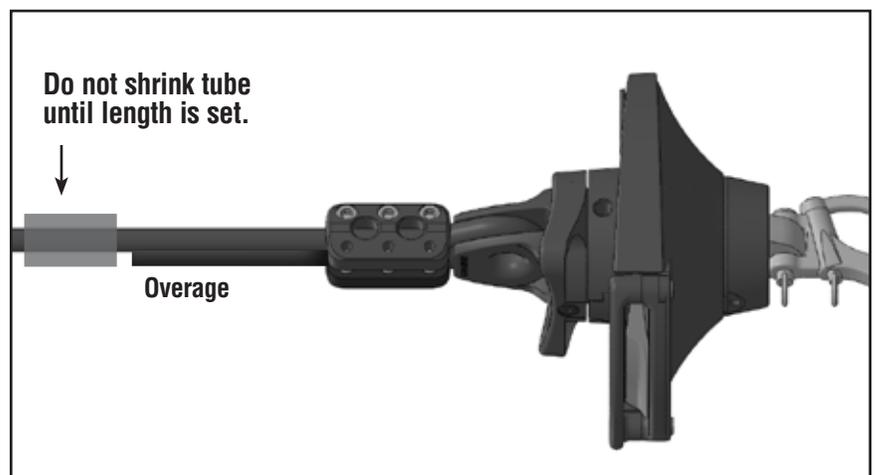
**IMPORTANT! Slide the heat-shrink tubing onto the cable before slipping the cable into the thimble.** Slip the cable into the thimble and check to make sure the unit is shorter than the (FH) full-hoist length by the amount shown in the chart. Clamp cable. *Tip: The finished tail will be about 100 mm (4"). Leave a longer tail as overage so you can make the cable longer if necessary. See following pages on determining length at boat. Unlike fibrous torsion cables, the Reflex torsion cable transmits torque at lower halyard loads. Too much tension can damage cable.*



Estimated stretch length at load				
Full hoist (FH) length	Unit 1		Unit 2	
14 to 16 m (45 to 53')	150 mm	6"	-	-
16 to 18 m (53 to 59')	190 mm	7 1/2"	250 mm	10"
18 to 20 m (59 to 66')	230 mm	9"	300 mm	12"
20 to 23 m (66 to 75')	280 mm	11"	350 mm	14"
23 to 25 m (75 to 82')	-	-	450 mm	16"

11. Follow the same procedure used to build the head swivel terminal.

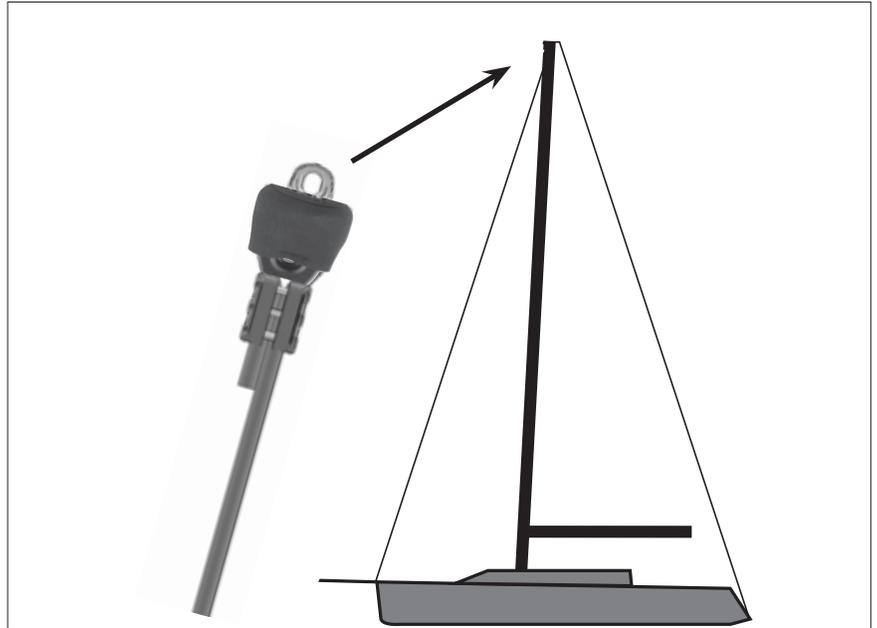
**Note: Wait to shrink the heat-shrink tubing and wait to cut overage length until the sail is hoisted and sailed.** Adjustments to length may be necessary. See length check, and final fit and finish at end of assembly section. Steps 8-9.



**Physical length determination at the boat - Preferred method**

Moore the boat so you can reach the end of the sprit from the dock. Have the mast in forward setting for running; use a halyard to pull the mast forward.

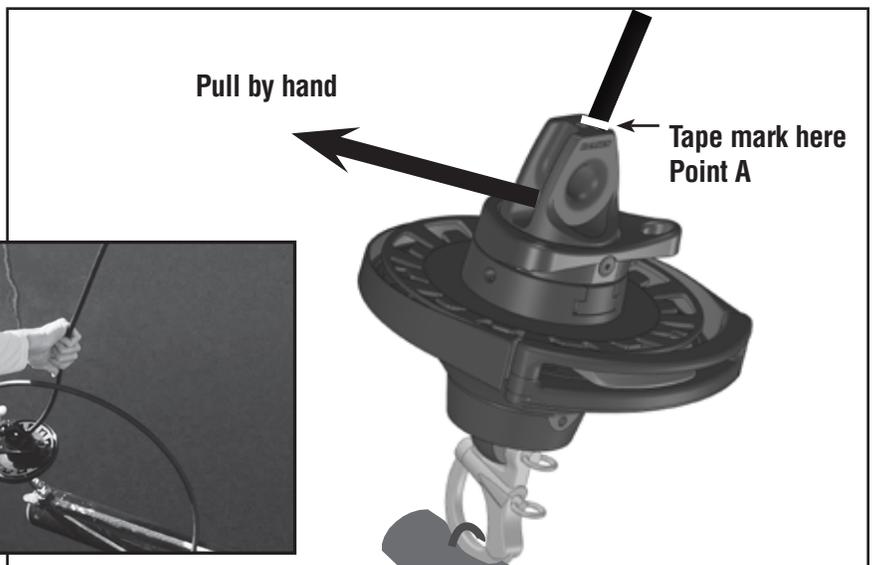
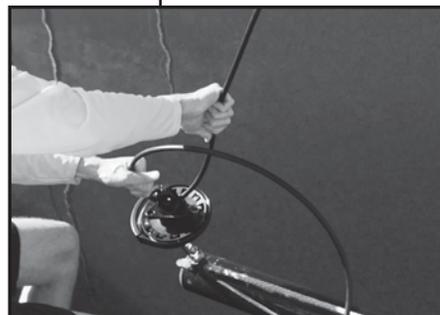
**1. Dry-fit setup at boat:** Hoist the head swivel with cable installed to the top of the mast. Bottom end of cable will be open, no lower unit.



Install the tack swivel terminal on the drive unit by pulling the locking spring pin and slipping the T-foot of the terminal into the T-slot in the drive unit. Make sure the snap shackle threaded adapter or alternate adapter is assembled to secure the unit to the boat.



**2. Finding cut length:** Attach the lower unit assembly to the tack line or fixed bail and pull the tack line all the way down. Slip the bottom of the cable through the thimble in the tack terminal. Pull the cable as tight as you can **by hand**, and wrap a piece of electrical tape **where the cable enters the thimble**. This is point A. Point A will likely be the cut point. Cable stretch will account for the distance around the thimble and the clamp height.



**3. Fine-tune stretch length:** Lower the system and lay the cable out on the dock. Tape mark A from step 2 will roughly be the torsion cable cut point.

To fine tune the length, refer to the chart at right. Measure up the cable from A, and use tape to mark B from chart. When the lower cable terminal is built, B will be located at the point where the cable enters the thimble. The distance A to B represents the amount of stretch over the entire cable length when the torsion cable is tensioned when hoisted.

**IMPORTANT! Over-tensioning the halyard can make furling more difficult and can damage components.**

Amount to pull through thimble - A to B estimated stretch length at load				
Full hoist (FH) length	Unit 1		Unit 2	
	14 to 16 m (45 to 53')	150 mm	6"	-
16 to 18 m (53 to 59')	190 mm	7 1/2"	250 mm	10"
18 to 20 m (59 to 66')	230 mm	9"	300 mm	12"
20 to 23 m (66 to 75')	280 mm	11"	350 mm	14"
23 to 25 m (75 to 82')	-	-	450 mm	16"

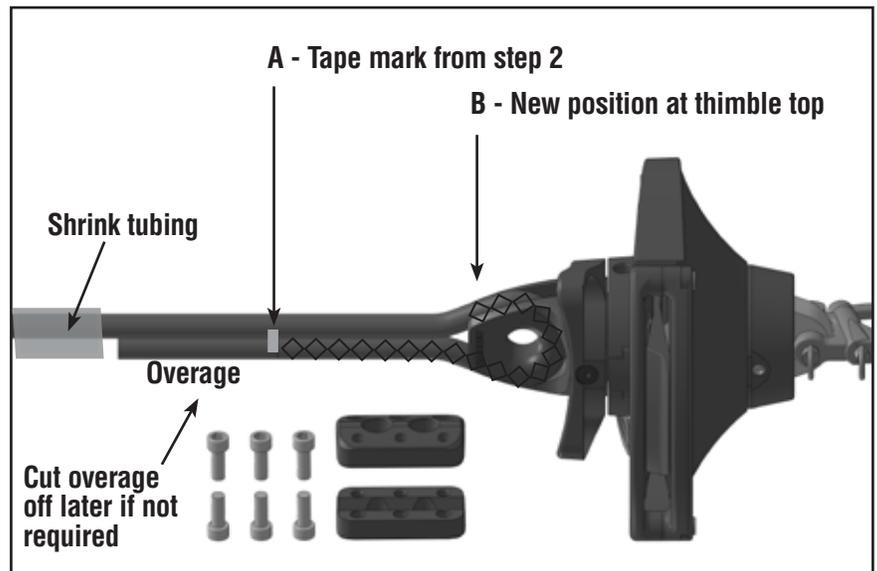
  

**IMPORTANT! Slide the shrink wrap onto the cable before slipping cable into thimble.**

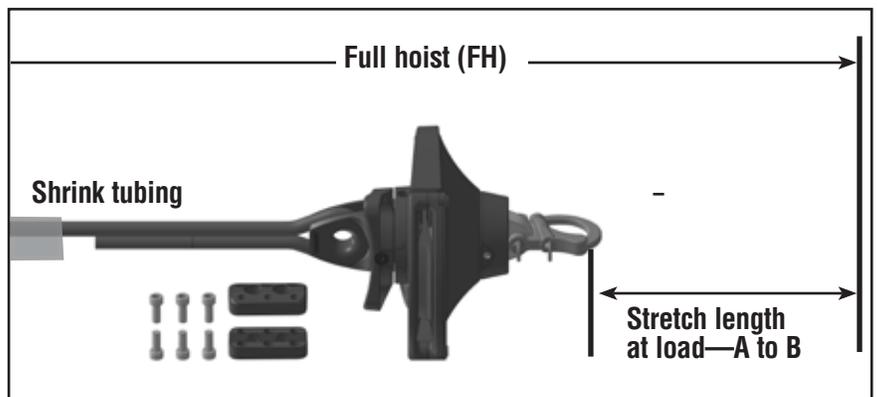
Diamond pattern above and below represents length "gained back" by stretch of the cable over its full length

**4. Setting the length -** Slip the cable into the thimble and pull it through until tape mark B from step 3 is at the point where the cable enters the thimble.

**Note:** The mark for cutting may seem short by about 240 mm (9.5") or more. That 240 mm or more will be close to the cable stretch over the length of the cable when the halyard tensions. **Tip: Plan on overage length so you can lengthen or shorten the cable after sailing.**

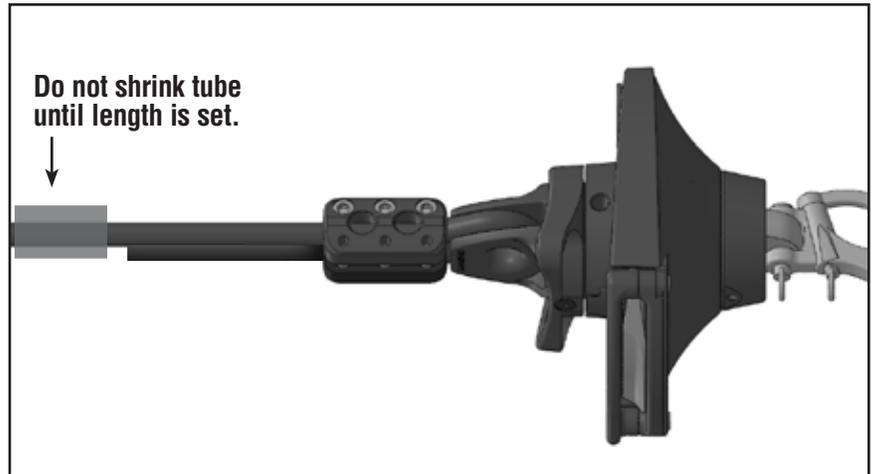


**Note:** When assembled, the length of the system will be shorter than the FH by the A to B stretch length. **Tip: Plan on overage length so you can lengthen or shorten the cable after sailing.**



**6. Building the tack terminal:** Follow the procedure used to build the head swivel terminal from pages 10 and 11.

**Tip: Wait to shrink the heat-shrink tubing until the sail is hoisted and sailed in case length adjustments are necessary.**

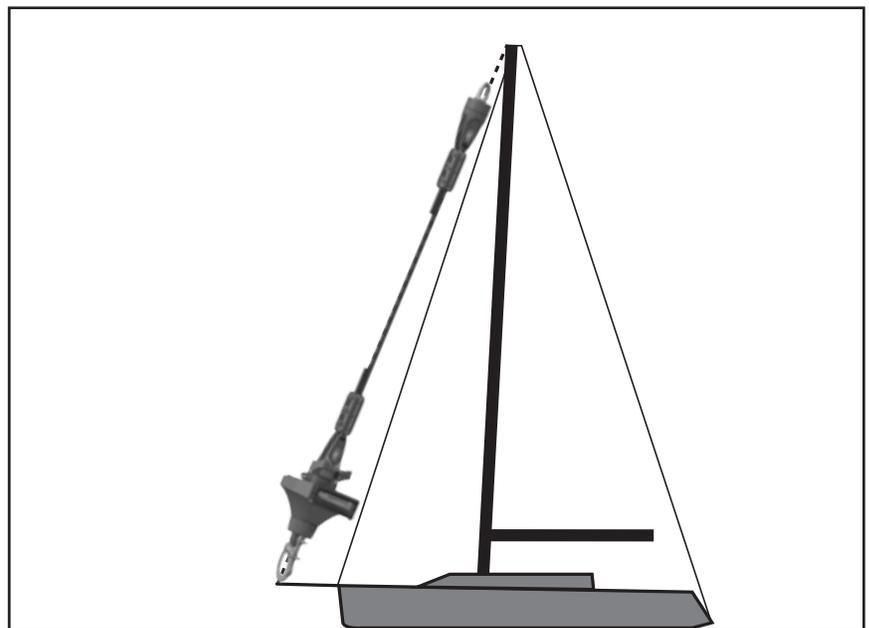


**8. Checking the length:** Attach the drive unit to the bow fitting or pole. Hoist the cable without sail to check the length. Use the halyard winch to tension the halyard enough to straighten the cable.

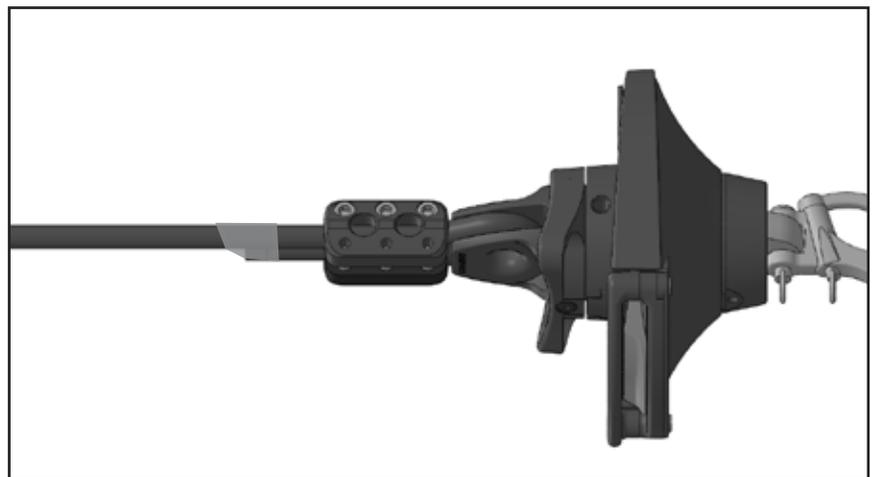
**Tip: Unlike fibrous torsion cables, the Reflex torsion cable transmits torque at lower halyard loads. IMPORTANT! Over-tensioning the halyard can make furling more difficult and can damage components.**

Adjust the tack line if necessary.

**Tip: If necessary, cut the cable so that the overage length is manageable. You can tape the overage cable to itself so that you can sail with the overage.**



**9. Final cut and finish:** Once you have sailed with the system and are comfortable with the length, cut the cable so there is about a 90 mm (3.5") tail. Use the heat-shrink tube to finish it. Use a large cable cutter or Dremel-type small circular saw to cut it after assembly and applying halyard loads.



Make sure the torsion cable is not attached to the drive unit. Load the looped furling line into the line guard.



Work the line into the space between the drive sheave and the flexible cowling.



Rotate the drive sheave as you press the line into position around the drive sheave. Load the final part by pulling the line from outside the drive unit.



## Commissioning

**Mounting fairleads to stanchions:** Furling line can lead down either side of boat. The leads are designed for running furling line **outboard** of the stanchions.

**Note:** Do not run the line on the inboard side of stanchion.

Plan the lead system referring to the diagram below. Mount the lead with cleats so it is easily accessible. The aft block with bungee keeps some tension on the furling line.

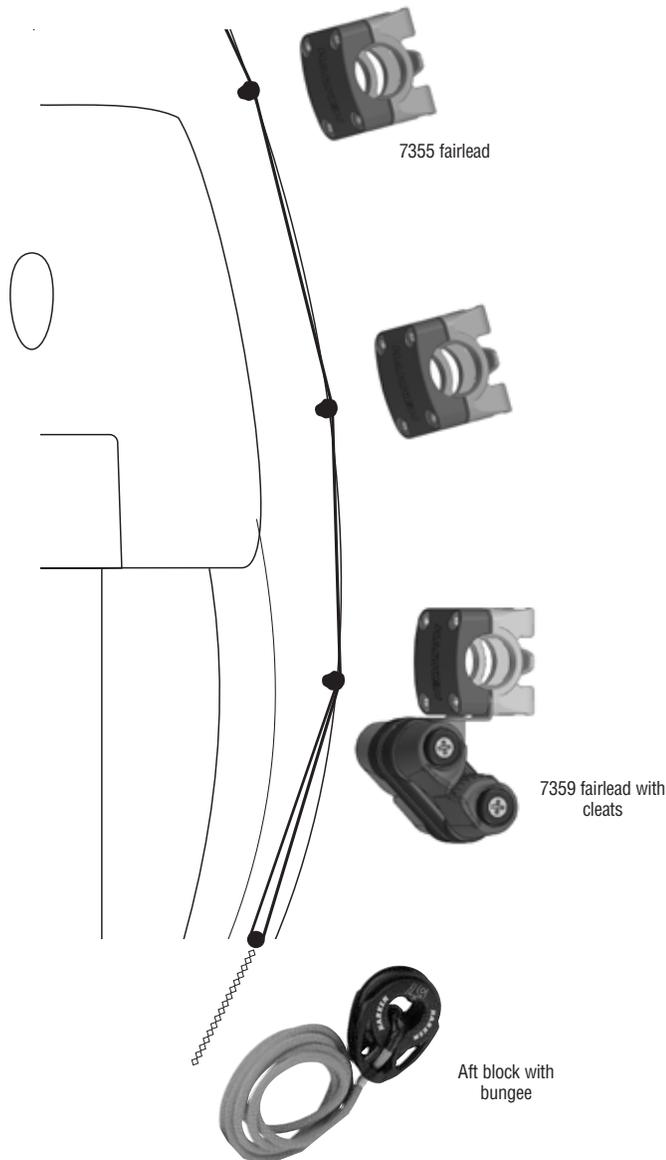
Remove four (4) screws on stanchion leads.

**Note:** Clamp leads to stanchion so the black plastic clamp side is inboard and the metal line guide is outboard.

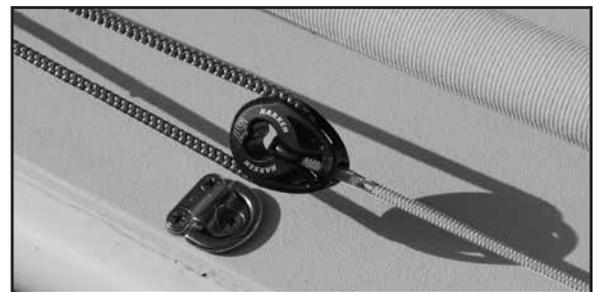
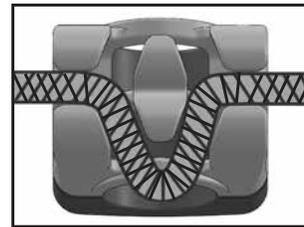
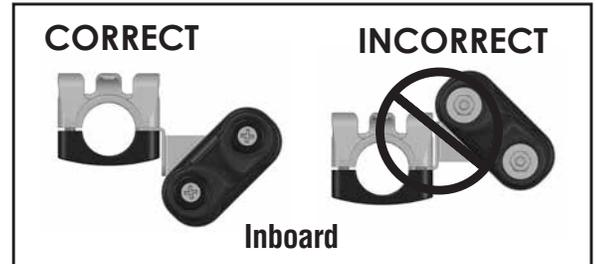
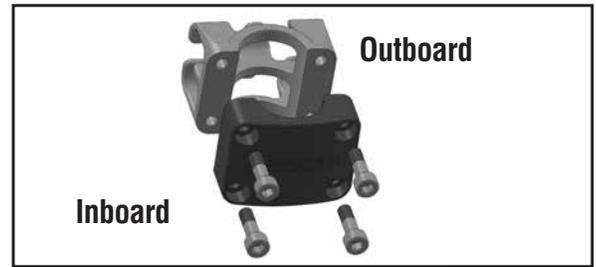
**Tip: Start all four (4) screws before tightening.**

Mount double cam assembly to the aft double fairlead when assembling on stanchion. Make sure cleat faces aft and angles inboard.

**Tip: Install forward screws first so fairlead stays in place on stanchion. Slip double cleat assembly into slot and secure using aft screws.** Align fairlead before tightening.



## Mounting Fairleads - Line to Cockpit



**Installing continuous furling line loop:** Follow instructions in manual to load the furling line into the furler. Load the line into the fairleads by bending into the openings. Push the line into place. Secure the aft block bungee towards the stern.

**Tip:** Once length is determined, use a small clip on the tail to quickly install and remove the furling line.

**For racing:** Mount the aft block with bungee near the shrouds. By using a clip at the end of the bungee cord you can easily clip it to port side or starboard. For distance racing, furling can always be on the weather side.

**Pre-hoist checklist**

There are several assembly steps described in detail in the installation manual.

- Lower drive unit attached to bow with line guard facing aft
- Looped furling line installed on drive unit and led aft
- Head swivel and tack swivel clamped to torsion cable and length checked
- Soft-attach shackle available for attaching head of sail to head swivel
- Soft-attach lashing or shackle available and sized for attaching tack to swivel tack terminal

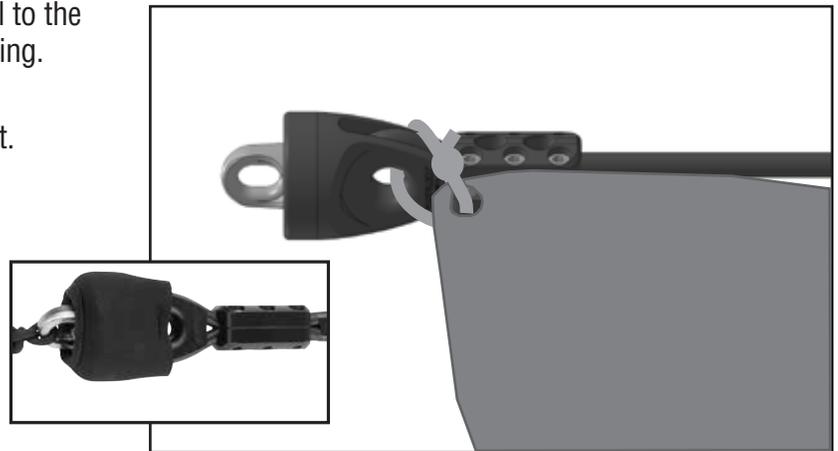
**Preparation for first sail hoist:** Sail is in bag, unfurled.

**Tip: Pick light breeze conditions. Have no jib or have jib furled. Subsequent hoists will be much easier because sail will be furled.**

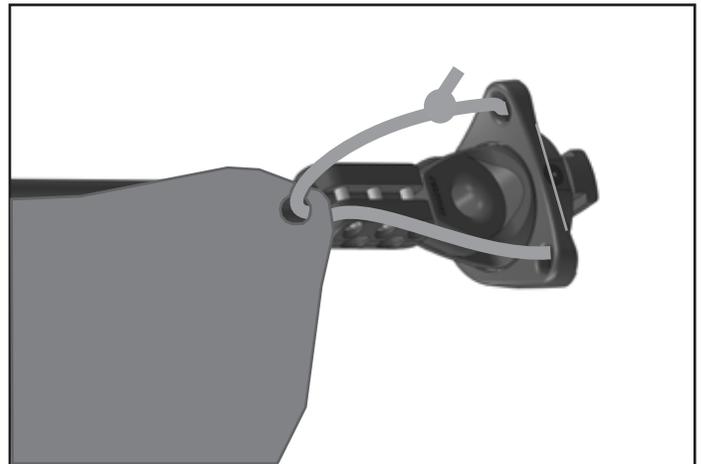
Tip: Temporarily secure the furled jib sheets downward toward the deck to help keep the Reflex furling system, spinnaker sheets, and halyard outside of the jib sheets.

**Asymmetric spinnaker:** Attach the head of the sail to the eye in the head swivel using a soft shackle or lashing.

**Note:** Head swivel has a soft cover to protect mast.



**Asymmetric spinnaker:** Secure tack of sail using soft-attach long shackle. Make length adjustable for adjustment when sail is finally fitted.



Load the Reflex tack terminal into the T-slot on the lower drive unit. Attach the unit to the bow sprit or a fixed point on the bow ahead of the stay. Attach halyard to head swivel and check halyard and sheet leads. Hoist and trim spinnaker.

**Halyard tension:** Tension the halyard to pull slack out of the Reflex torsion cable. Adjust the tack line if necessary. Use the winch to pull the halyard until the rolled sail is straight. **IMPORTANT! Over-tensioning the halyard can make furling more difficult as you load components. Unlike fibrous torsion cables, the Reflex torsion cable transmits torque at lower halyard loads. Too much tension can damage components.**

**IMPORTANT! If using a code zero sail, always use a tension handling line. See code zero page to follow.**

**Furling**

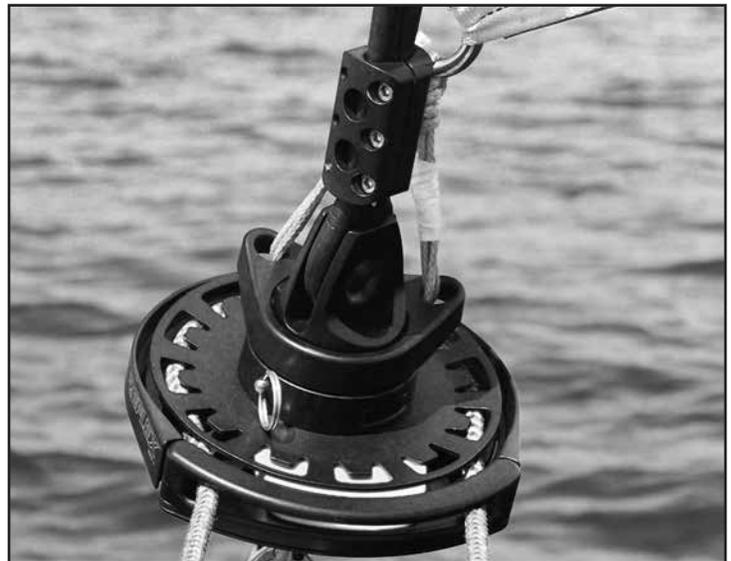
Prepare both spinnaker sheets so they are ready to run. Pull the continuous furling line and the lower drive unit rotates the Reflex torsion cable which immediately rotates the head swivel, furling the sail around the torsion cable beginning at the top.

**Tip: When furling, control the amount the sail flogs. From a broad reach, ease the sheets to reduce sail power. Start furling and then ease more.**



When furling an asymmetric spinnaker, the sail tack is on a swivel and does not begin furling until most of the sail is furled. When furling a code zero sail, the sail tack is fixed.

Continue furling by easing the sheet part way and furling so flogging is minimized and there is some drag on the sheets. Furl until the clew pennant or sheets are securely wrapped around the furled sail.



The furling action when furling an asymmetric spinnaker and tack swivel terminal is top-to-bottom; furling starts at the sail head and moves downward.



**Furling**

Prepare both spinnaker sheets so they are ready to run. Pull the continuous furling line. The lower drive unit rotates the head and tack of sail. The furling action is along the luff.

**IMPORTANT!** When using the Reflex torsion cable with a code zero type sail, always use a tension handling line as shown below. To furl a code zero sail that has a preexisting non-Harken torsion cable sewn into the luff, use either the thimbles or the eyes to secure to the head swivel and fixed tack terminal.

*Tip: When furling, control the amount the sail flogs. From a broad reach, ease the sheets to reduce sail power. Start furling and then ease more.*



Continue furling by easing the sheet part way and furling so flogging is minimized and there is some drag on the sheets. Furl until the clew pennant or sheets are securely wrapped around the furled sail.



Lower furled sail and stow.



**Lowering:** Lower the rolled sail and remove the entire unit from the retracted sprit, or use the T-slot and leave the lower drive unit with furling line and sheets on the bow. Coil the furled sail in a large bag. Tip: A large rectangular bag (3:1 ratio) stows nicely. If removing the lower drive unit, gather the furling line and sheets into the bag.



**Hoisting furled sail:**

After the initial hoist and furl, the Reflex system will be ready for hoisting while furled. These items were covered previously in the first sail-hoist section.

**Checklist:**

- Head of sail securely attached to head swivel
- Tack secured to tack swivel terminal
- Tack swivel terminal loaded into T-slot in lower drive unit
- Unit secured to bowsprit or bow fitting
- Furling line led aft below jib sheets to aft lead block
- Spinnaker sheets attached, and led around forestay and aft to spinnaker blocks outside and above all other sheets
- Halyard attached

**Hoisting steps:**

- Pull tack out to pole if adjustable
- Pull bowsprit out
- Hoist furled sail from the weather side to avoid having to go under the foot of the jib. The head swivel stays ahead of the rig. Work the furled sail outboard and forward while hoisting furled sail.

**Unfurling sail:**

Make sure sheets are led correctly and leeward sheet is ready to trim. Make sure that the furling line is clear to run and people are clear of the line.

As you are unfurling, head up a little so wind begins to unfurl the sail. As it is filling, bear off to reduce the wind in the sail. Let the sail unfurl and spin the furling line.



**WARNING! Stand clear of the drive sheave and the furling line when sail is unfurling. Trying to grab the line and slow it can result in injury. Keep fingers clear of the spinning drive sheave.**



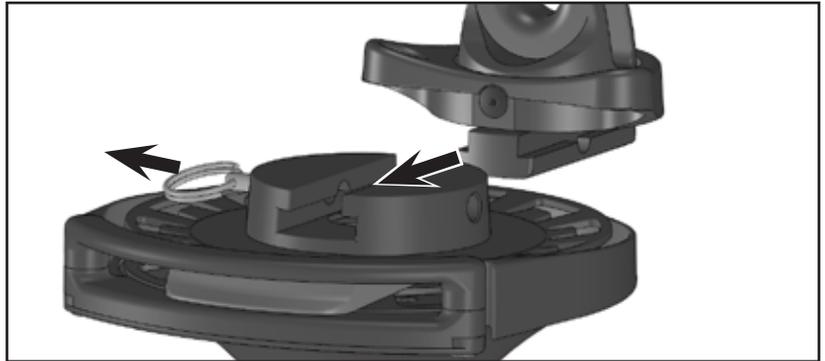
**Sail changes:** Changing furled sails is easy. Components are available for each sail.

Asymmetric spinnakers - Order these additional parts.

- Head swivel
- Tack swivel terminal
- Reflex torsion cable
- Torsion cable clamp set

Code zero sails - Order these additional parts.

- Head swivel
- Fixed tack terminal
- Reflex torsion cable
- Torsion cable clamp set



The sail may have an existing torsion line in the luff. Talk to your sailmaker about installing a Harken Reflex torsion cable. Requires a separate Dyneema® type tension-handling luff line.

**Changing sails:** With the new sail furled and ready to go, changing sails is quick and easy. Simply pull the spring pin, slide out one (1) assembly and slide the new sail assembly into the lower drive unit. You can even switch from a free-flying sail to a code zero sail. Note the fixed tack terminal. Switch sheets and hoist as normal.

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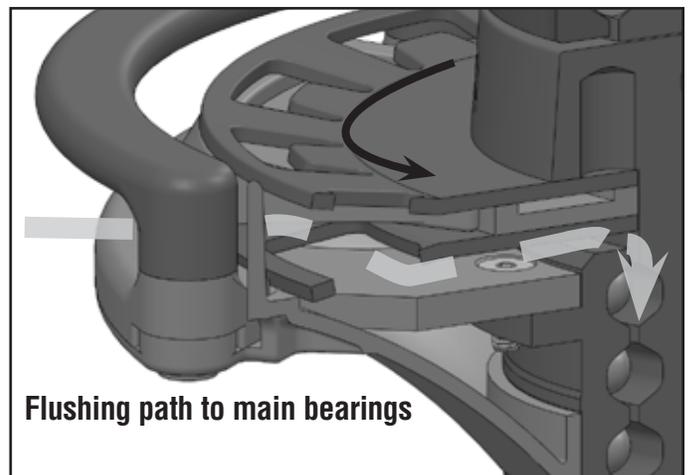
**General cleaning procedure:** Keep your equipment clean and free running by frequently flushing with fresh water. Periodically clean with mild detergent and water solution. Spin components to distribute soap solution evenly. Flush with fresh water. Use this process for flushing procedures below.

**Head swivel:** Flush exterior of swivel, inside the thimble, and the clamp mechanism. Inspect all components for signs of chafing, wear, or damage and replace if necessary.

**Reflex tack swivel terminal:** Flush bearings with soapy water and rinse as you rotate tack swivel.

**T-slot mechanism:** Periodically remove the Reflex swivel tack terminal from the T-slot and flush parts. Be sure to operate and flush the spring pin.

**Lower drive unit:** Remove furling line and flush lower unit on either side of the feeder. Rotate the drive sheave to flush bearings. *Tip: The drive unit easily removes from the sail for thorough flushing. Turn unit upside down and flush interior.*



**Inspection:** Carefully examine all fasteners and tighten as necessary. Inspect all shackles and soft attachments for signs of chafing, splices failing, or wear. Replace as necessary.

**Storage:** Make sure all parts are rinsed and dry before long-term storage.

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