

## FEW TIPS TO AVOID THIS WITH YOUR TOP DOWN FURLER !



### TENSION ON THE LUFF :

With not enough tension on the luff, the top swivel will turn slower than the drum and after the first drum turns. Cause of this lag, the sail will begin to furl by the bottom part and won't furl properly at the end. **Advice # 1 : More tension on the luff !**

### ANTI TORSION (AT) SPECIFICATIONS :

As explained just before, the target is to get a system properly designed & installed to be sure or at least optimize the forces transmission between the drum and the swivel. The best should be one turn on the drum have a one turn action on the swivel. Between those 2 parts, the only one is the anti torsion cable. You HAVE to install a high quality anti torsion to have the best force transmission. You can contact us to have more info. **Advice # 2 : Use a High Quality AT**

### SAIL CLEW POSITION & SAIL DESIGN :

The sail design could be a part of the problem but 95 % of the sails have a general common design that fits for all furlers brands. Most of the racing multihull (MOD70) use to hang one crew on the jib sheet to get more tension on the leech and get down the clew. This is a rough way to do but if you pay attention to get enough tension and angle in the sheet, that will help a lot. **Advice # 3 : Control sheet angle & sheet tension !**

### WIND ANGLE :

Depending on the wind angle, tension in the sail (and anti torsion) and clew position will change. Just try different solutions and you will see different results. Furling front wind is usually not the better solution like a full back wind. Find your own best angle ! **Advice # 4 : Find your perfect wind angle (but most of the time 140/150° is the best)**

Those tips are not useful? You have others ones to share with us ? Please contact us :

[service@karver-systems.com](mailto:service@karver-systems.com) or + 33 (0)6 71 64 51 15

[www.karver-systems.com](http://www.karver-systems.com)