



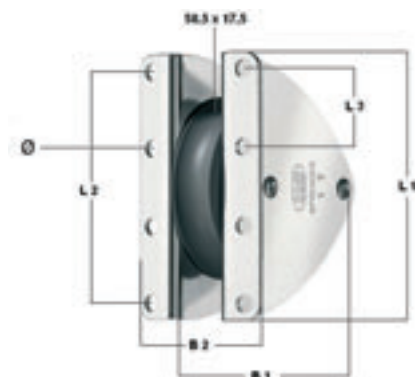


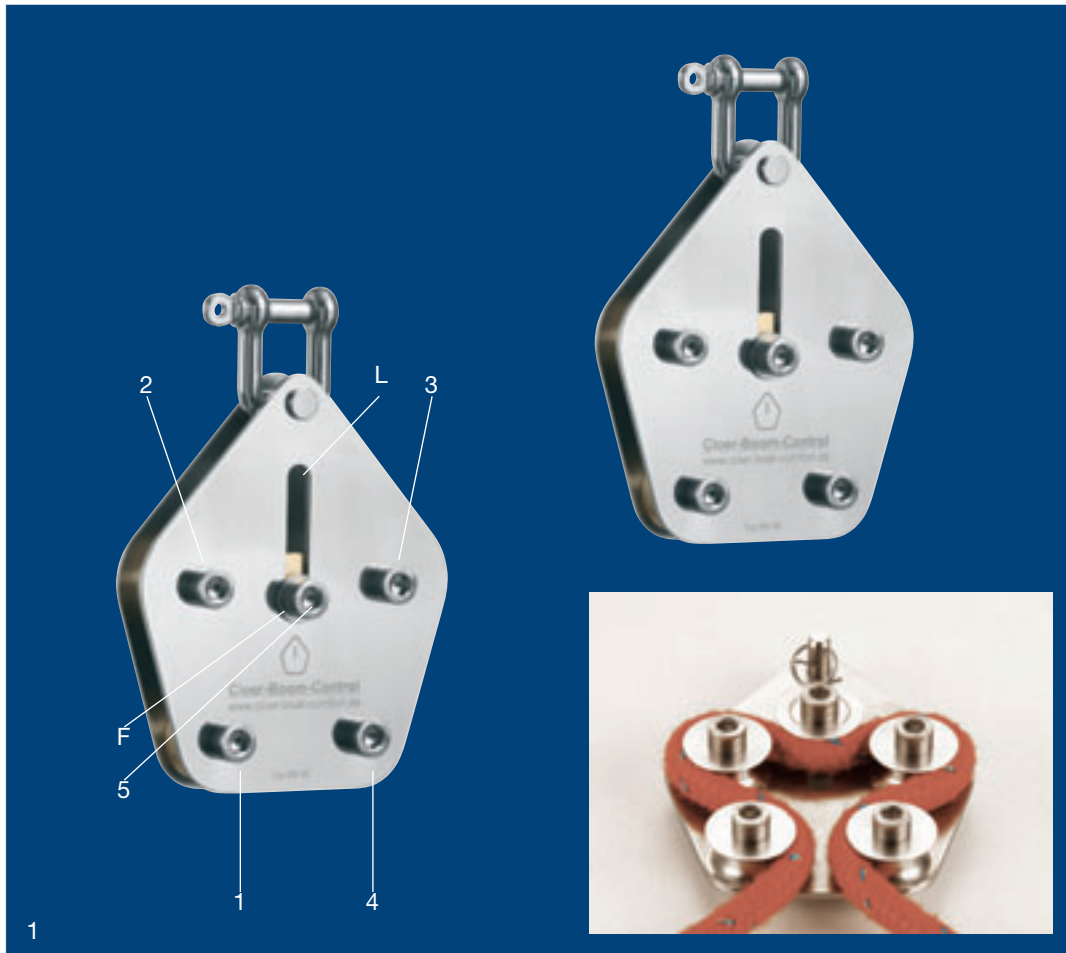
 Ø 8 - 12 mm	 plastic sliding bearing	 Made in Germany	 stainless steel
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	 mm	 Ø	B1 mm	B2 mm	L1 mm	L2 mm	L3 mm	screw hole Ø mm	 mm	art.-no.	
1 mast cheek block	30 x 12 plastic	8	40	19	60	40		5	2	35086 008 55	78
2 mast cheek block	44 x 14 plastic	10	47	23	80	68	34	5	2	35086 010 55	187
3 mast cheek block	58,5 x 17,5 aluminum	12	56	29	100	87	29	6	2.5	35086 012 55	473

Advantages:

- sliding bearing strongly loadable
- cage of stainless steel
- wobble riveting: avoids sharp burrs at the rivet head
- sheaves of high quality UV-resistant plastic or aluminum
- Made in Germany
- excellent price/performance ratio





		mm	art.-no.	
1	Cloer boom control (boom brake)	8 12 16	37680 008 55 012 55 016 55	233 716 1395
A model for 20mm brake rope (type 04-20) is available as special model				

Advantages:

- safety on running's
- safety when jibing
- defusion of the situation at accidental gybe
- cage: stainless steel
- sheaves: brass

The new Cloer-boom-control rewards by its very solid type without removable parts.

It has 5 fixed sheaves, which are arranged between 2 case plates. The sheaves 1, 2, 3 and 4 are fixly screwed.

The sheave no. 5 is also a fix sheave, but it can be infinitely moved in the slot of the case plates from the upper position „L” to the lower position „F”. The sheave can then be fixed in each possible position.

By this a continuous adjustment of the wrap angle around the sheaves 2, 3 and 5 and thereby the friction and a stepless adjustment of the ground-brake efficiency is achieved. By sheave no. 5 this is usually adjusted once. With the tension of the braking rope the braking effect can be increased up to complete blocking (lazy guy function). By light releasing of the tension the brake can be carefully disconnected.

The braking rope is fixed on both sides of the boat on height of the shrouds, e.g. on the chain plates with a 3-4 fold tackle.

The free ends of the tackle are led inside the cockpit, from where on each sides the tension of the brake rope and thereby the braking effect can be adjusted.

If the braking effect has to be changed, it is reached by increase or decrease of the rope tension. If the tall boom should be free-moving, this is reached by complete release of the braking rope tension.