



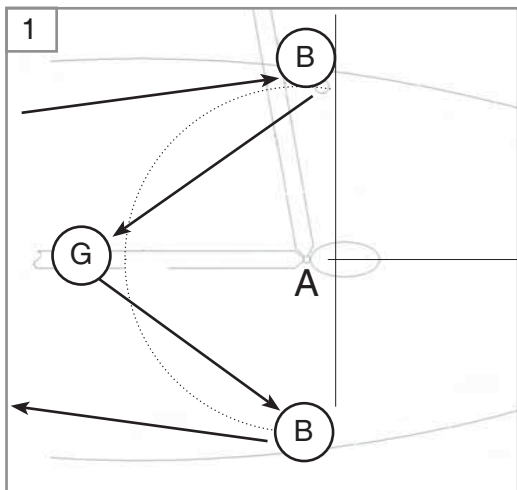
*Boom Brake*

*Gyb'Easy*



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# RECOMMENDED INSTALLATION



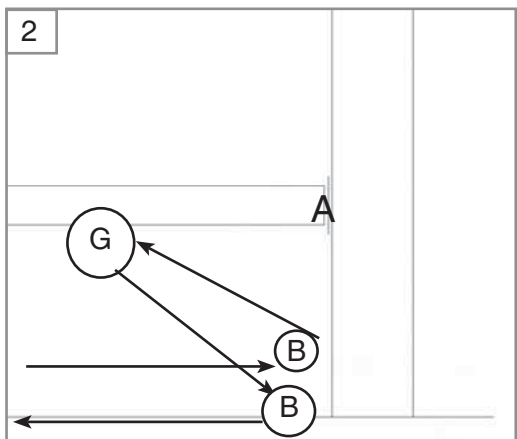
→ : Gyb'Flex line

A: boom rotation axis

(G) : Gyb'Easy

(B) : blocks

Blocks	
/	Ø
Mainsail area	Réf (Part #)
0 - 15 m <sup>2</sup>	Ø 45 / # 63105
16 - 30 m <sup>2</sup>	Ø 55 / # 64105
31 - 40 m <sup>2</sup>	Ø 70 / # 65105

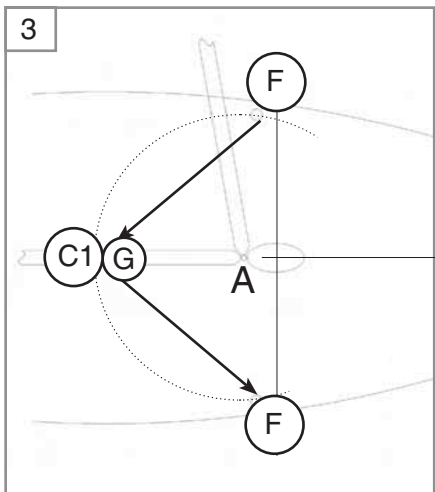


Gyb'Easy

Gyb'Flex



# OTHER POSSIBLE INSTALLATION



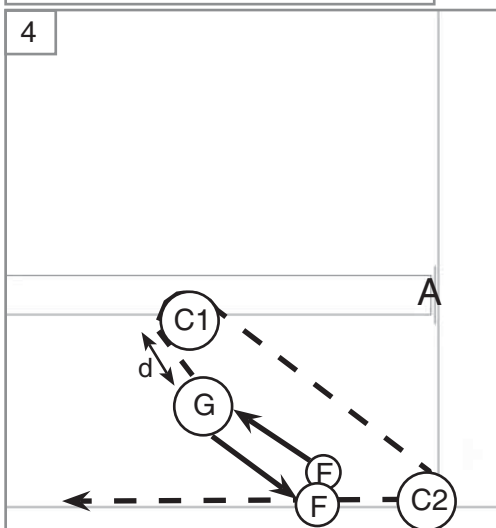
---> : Standard line

—> : Gyb'Flex line

(F) : Chainplates

(C1) (C2) : Block

A: boom rotation axis



Poulies / Blocks	
/ Mainsail area	Ø Réf (Part #)
0 - 15 m <sup>2</sup>	Ø 45 / # 63105
16 - 30 m <sup>2</sup>	Ø 55 / # 64105
31 - 40 m <sup>2</sup>	Ø 70 / # 65105

Gyb'Flex

Gyb'Easy

block C1


standard line



## SETTINGS



Strength of the brake



## I) INTRODUCTION:

Thank you for purchasing Gyb'Easy the new Wichard boom brake. We hope that it will bring you great satisfaction.

### 1) **Concept:**

Gyb'Easy, the Wichard boom brake uses a specific line called Gyb'Flex passing over the boom brake itself. Thanks to its unique technical features and the frictions on the brake, the boom is allowed to gybe smoothly. The Gyb'Flex rope absorbs the shock loading. The gybing operation is controlled only by tensioning the Gyb'Flex without any action on the main sheet.

### 2) **Settings of Gyb'Easy:**

Three different positions exist (see page 4 pictures 5, 6 & 7) for a perfect adaptation to the mainsail area (up to 40 m<sup>2</sup>) and to the wind conditions (i.e. sudden increase of wind from 3 to 6 bf). The more times the line passes over the openings of the brake, the more the friction is increased and hence the brake efficiency. As any boom brake, several tests may be useful before getting the right adjustment. Once the correct setting is found, the strength of the brake can be increased by tensioning the Gyb'Flex. If there is too much friction, remove one of the lower turns.

### 3) **Limits of use, maintenance and precautions of use:**

**Limits of use:** Gyb'Easy has been designed for a mainsail area under 40 m<sup>2</sup>. CAUTION: good results are only guaranteed when used with the specific Gyb'Flex line supplied. If replacement of the line becomes necessary, you must use the same type of line (part # 7148). Please contact your local stockist.

In order to ensure your safety and perfect operation of the boom brake, it is recommended to regularly check the line for wear and replace it after 5 years.

**Maintenance:** Gyb'Easy does not require any maintenance. However it is recommended to regularly rinse the brake and the line with fresh water. During winter the system can easily be dismantled.

**Precautions of use:** CAUTION - even with a boom brake, it can still be necessary to reef the mainsail. The Gyb'Flex must be used only for the purpose as described and not for any other applications (halyard, sheet...). Remember: the boom brake does not substitute common sense and good seamanship!

## II) INSTALLING THE BOOM BRAKE:

CAUTION: installation must always be **symmetrical** to the fore and aft axis of the boat.

### 1) **Recommended installation with the line returning to the cockpit: see page 2 drawing 1 and 2**

#### **Step 1: Installing the two blocks (B)**

Attach the two blocks (B) as shown in drawing 1 (i.e.: on the chain plates). To select the blocks, see table page 2.

#### **Step 2: Installing the boom brake (G)**

Attach the boom brake to one saddle of the boom (behind the boom vang) as shown in drawing 1 and 2.

CAUTION: the length AG must be equal to lengths AB.

If it is not possible to attach the brake using a saddle, you can use a lashing (however the installation of a saddle is recommended).

#### **Step 3: Installing the Gyb'Flex line**

Thread the Gyb'Flex line through a cockpit jammer or directly onto a winch and then through both blocks (B) and back through the opposite jammer of the cockpit or on the opposite winch. Make sure that nothing can prevent the free running of the line.

#### **Step 4: Threading the line through the brake**

Take the middle of the Gyb'Flex line between the two blocks B and thread it through the brake as shown on page 4 (pictures 5, 6 or 7).

#### **Step 5: Cut the line**

Tension the line slightly, make 3 turns on the winches and measure one meter before cutting the line to length.

## **2) Alternative installation with a single return to the cockpit. See page 3 drawings 3 and 4.**

When the 1st recommended installation is not possible, it is still possible to install the boom brake as described below. This installation requires more accurate settings and is less efficient for small mainsail areas.

In this particular case, the Gyb'Flex line does not return to the cockpit. The return line is a standard line (not delivered) which allows you to adjust the tension from the cockpit.

### **Step 1: Choice of the chain plates (F) for the Gyb'Flex line**

Choose where to fix the ends of the Gyb'Flex line i.e. the pad eyes of lower shrouds (drawing 3).

### **Step 2: Installing the blocks (C)**

Attach the block C1 to one of the boom saddles behind the boom vang, and then install the second block C2 at the mast foot (see drawing 4). To select the blocks, see table page 3. CAUTION: in all cases the length AC1 must be similar to the lengths AF. If the attachment to a saddle is not possible, use a lashing to attach the block to the boom (however the installation of a saddle is recommended).

### **Step 3: Installing the standard line**

Attach the standard line to the shackle of the boom brake, pass it over the blocks C1 and C2 and then return it to the cockpit (on a jammer or a winch). See drawing 4.

### **Step 4: Positioning Gyb'Easy**

With the standard line, position the boom brake so that the distance between the block C1 and the boom brake is around 30 cm.

See drawing 4.

### **Step 5: Installing the Gyb'Flex line**

Attach the Gyb'Flex on the port chain plate and pass the line through the boom brake as shown in picture 5. The length (d) between the boom brake and the C1 block must be roughly 30 cm (depending on the size of the boat) in order to have movement to tension the Gyb'Flex line. It may take some experimenting to find the correct length (d). See drawing 4.

### **Step 6: Cutting the line**

After several practice gybe operations, and once the right setting has been chosen, cut the extra length of the Gyb'Flex line and keep it on board as spare line.

## **III) USE OF THE BRAKE:**

- > Choose the best setting adapted to your mainsail area and wind conditions (e.g. sudden increase of wind from 3 to 6 bf).
- > When sailing downwind: tension the Gyb'Flex (or the standard line) to allow the boom to gybe smoothly and controlled.
- > When sailing up wind, release the line to allow easy tacking.
- > It is highly recommended to test the various settings in different wind strengths to gauge the correct settings for your boat.

When the wind increases strongly, the settings may need to be changed e.g. from position 1 to position 2 (see page 4 pictures 5, 6 & 7).

- > For your own safety: bring the boat to windward.
- > Release the tension of the Gyb'Flex line (or the standard line).
- > Remove the line from the boom brake.
- > Pass the line over more openings to increase the friction.

## **IV) WARRANTY:**

All Wichard products are warranted to be free of defects in materials or workmanship for five (5) years from the date of purchase by the original end-user. Excluded from this warranty are:

- > Any product which has been improperly fitted.
- > Any product which has been improperly used or used in any application for which it was not intended.
- > Any product which has been improperly maintained.
- > Any product modified without a written approval from Wichard.
- > Any damage being a consequence from alteration, ultraviolet light exposure or normal wear of products.