



## **KMH2** Internal halyard lock user's guide

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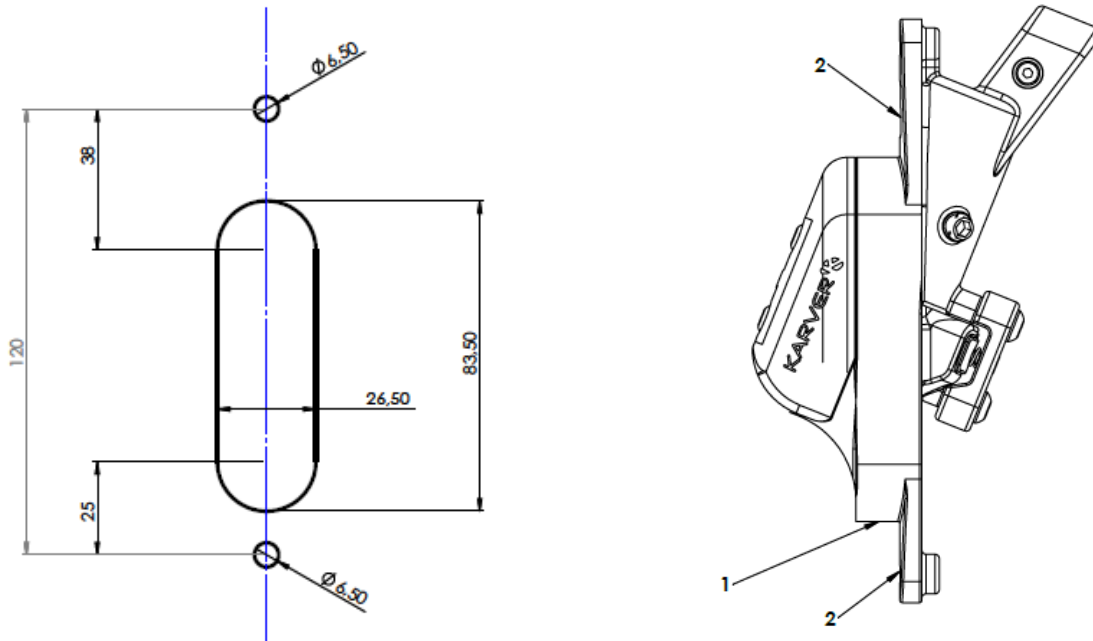


### **WARNING**

- KMH internal halyard locks are designed to hold lines on sailboats. Any other use will not be guaranteed by Karver.
- If you need to send a person up the mast, always secure the lashing eye for extra safety.
- If any part of the system appears to be distorted, we advise you to stop using the lock and contact your reseller for further instructions.
- Always pull the halyard to the max hoist limit (until the male part reaches the end stop) to lock and to unlock
- Do not apply over 200kg on the halyard.
- Do not apply over 2000kg on the hook.
- Max halyard diameter is 6mm
- Rinse with fresh water as often as possible

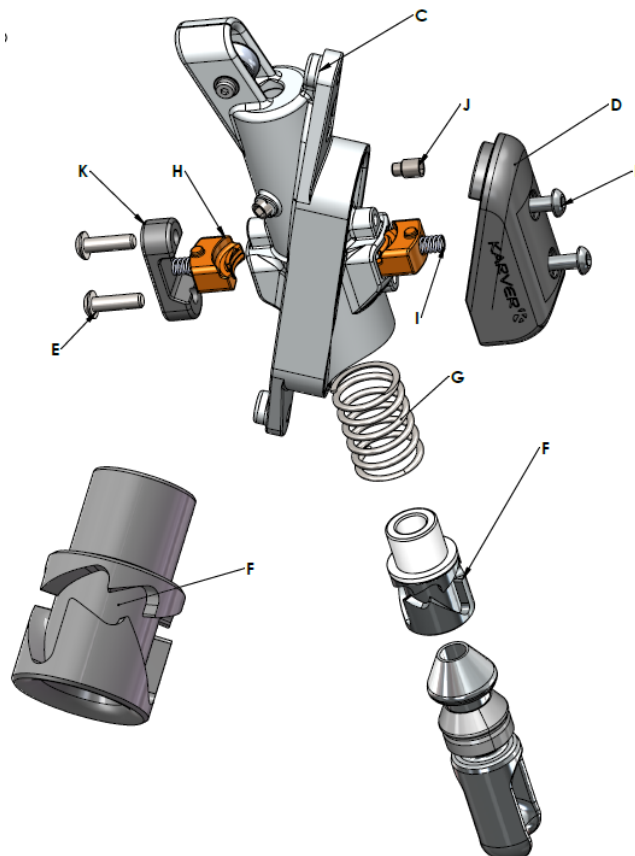
## 2 ONBOARD INSTALLATION

The mast should be cut with the drilling template supplied with the product to install the bracket.



Max compression is applied on surface 1, the mast thickness has to be as closed to 10mm but should not exceed it. Surface B has to be in direct contact with the wall, which means the inside wall surface should be flat. Tighten the bracket with a minimum of Two M6 countersunk head screws.

### Exploded drawing of the inside mechanism



## Halyard connection.



Make a knot (screw knot is better) or a splice around a small resistant dog bone (not provided).

## 3 OPERATING THE SYSTEM



The systems is activated and deactivated with the same halyard.

To facilitate the engagement and disengagement of the locking mechanism, the male part needs a 2-3cm slack to go up and down the female part.

Please note that if the luff of the sail is tensioned when the locking mechanism is being engaged, the locking mechanism could be partially activated only and result to damage or failure of the internal halyard lock.

**To lock:** Pull the halyard to the max hoist limit (until the male part reaches the first end stop) to activate the locking mechanism. The system is locked.

We recommend to make a mark on the halyard at full hoist which will act as point of reference.

However, it is also recommended to apply down pressure on the sail to fully certify the lock is engaged before sailing at full power. If the locking mechanism is not fully engaged, it could result to problems when necessary to unlock the mechanism.

**To unlock:** To disengage the locking mechanism; pull again on the halyard to the max hoist.

If the sail is light, it may be necessary to slightly pull it down to help dropping it.

#### 4 TECHNICAL FEATURES

Length: 120mm; Width: 26mm; Height: 75mm

Total weight: 345gr

Max halyard: 6mm

Max working load: 2T

#### 5 SERVICING



You can easily to all the part, but for a full access you have to remove it from the mast (see enclosed drawing).

The locking mechanism is made of two (2) jaws (H), inside the female part (C), that connect together around the male part (G) when locked.

Another two stage system - on/off – (F) operates the locked and unlocked position; this mechanism is integrated within the lock, behind the Two jaws in the lock female part.

By removing part D & K & the 3 screws J and the Two jaws, you can have direct access to this on/off mechanism.

Clean and lubricate every year jaws (H) and on/off mechanism (F), check if those parts are not damaged (see Troubleshooting).

Screws J have to be adjunted to let the part F turn freely.

Karver mast halyard locks are made from high quality alloy and hr stainless steel.

It is possible that over time, oxidation marks may appear on the stainless steel parts. These marks can be removed by using a stainless steel cleaner and a passivator for better protection against corrosion.

Flush your system with fresh water as often as possible.

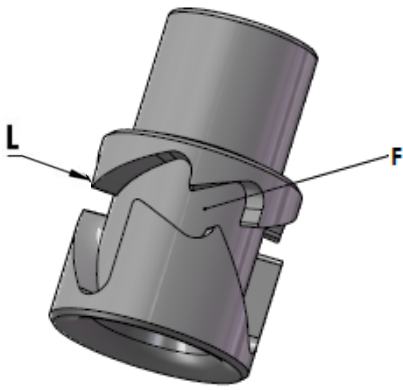
## 6 TROUBLESHOOTING

Main troubleshooting is coming from a bad utilization of the system, if the tension on the halyard has not been high enough when locking or unlocking (the male part has not reached the end stop), the on/off mechanism or the jaws can be affected.

### **On/Off mechanism:**

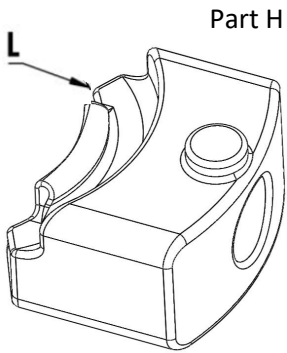
After having dismantled the system check if there is no metal distortion on point F and jaws H.

In normal condition, if you press this system, each pressure has to put the system in Two different positions (L1 then L2)



**Jaws and rotating mechanism :**

Check if there is no metal distortion around surface L (part H and F)



We recommend to carry onboard a spare on/off mechanism (F and jaws H).  
Do not hesitate to contact Karver technical service for any problem.

More info : Karver Systems – Email : [service@karver-systems.com](mailto:service@karver-systems.com) – Tel : +33 (0)2 31 88 37 98

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