

# MANUAL FOR ASSEMBLY, USE AND MAINTENANCE

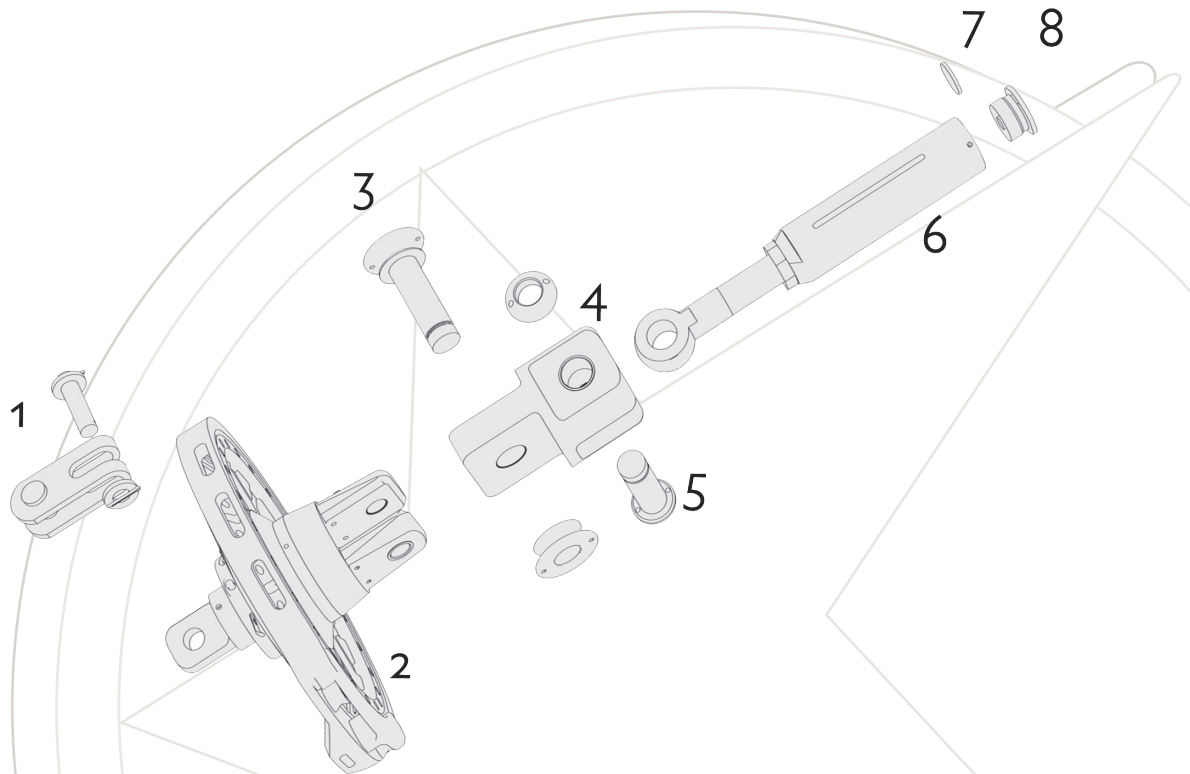
“ JIBER® “

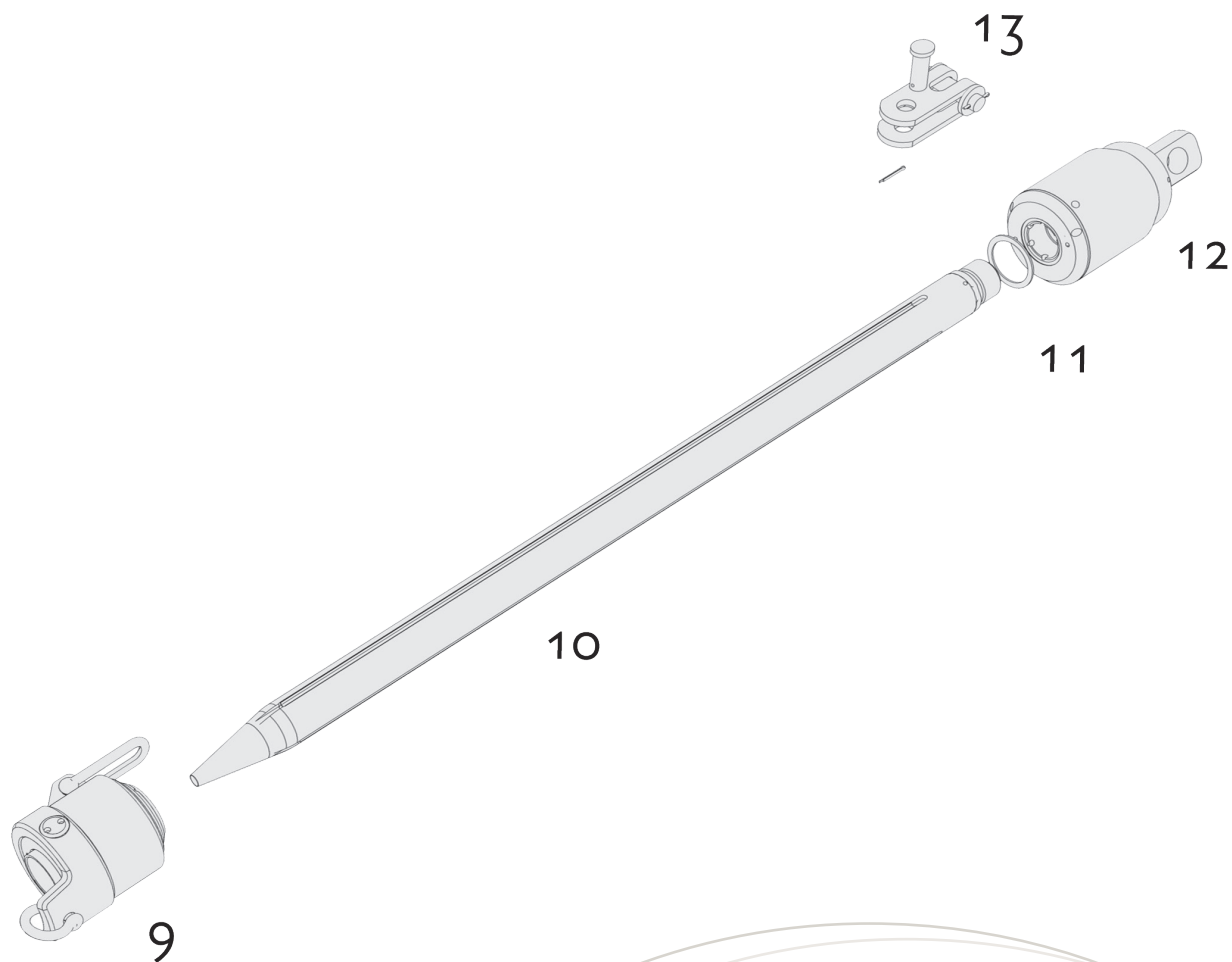
MODEL

## JBI5 FLAT DRUM (FR-RW)

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## DESCRIPTION

- |                                       |   |
|---------------------------------------|---|
| 1- Joint for deck coupling            | 8- Steel connector for the rod headstay |
| 2- Drum furler                        | 9- Shuttle                              |
| 3- Connection pin and tack attachment | 10- Shaft                               |
| 4- Gimbal                             | 11- Plastic Seal                        |
| 5- Connection pin                     | 12- Swivel                              |
| 6- Turnbuckle                         | 13- Joint for mast coupling             |
| 7- Safety steel disc                  |   |

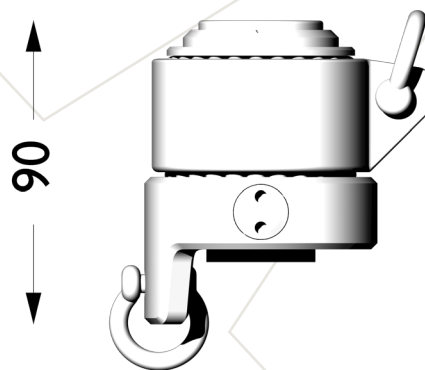
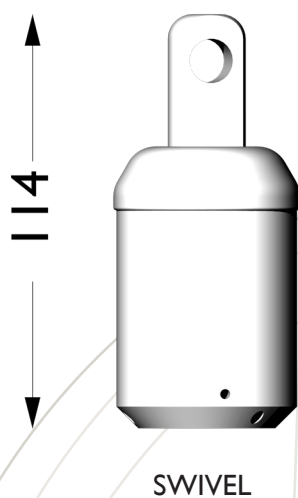
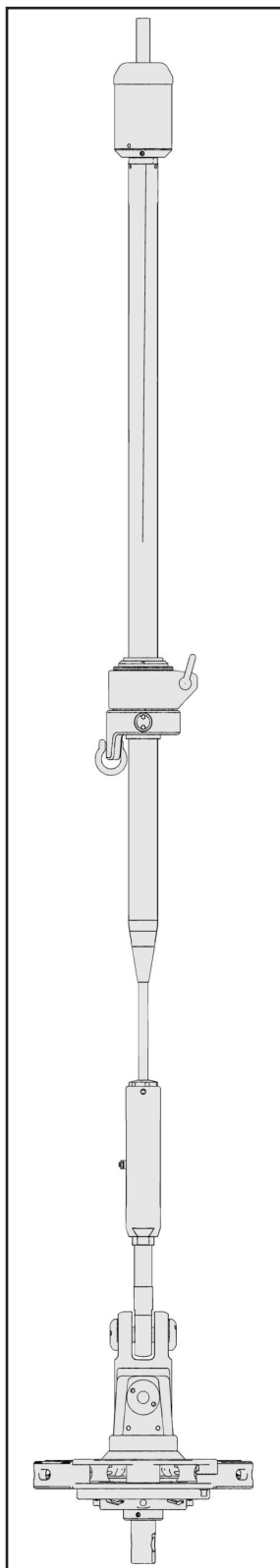
## I. GENERAL INFORMATION

The JIBER® by UBI MAIOR ITALIA® is a new generation of furler designed to work with staysails without the usual extruded profiles on the stay. The JIBER® is structural and works exclusively with a stay rod (not supplied) that has been specially modified at the ends by an Authorized Supplier, following the indications provided by UBI MAIOR ITALIA®.

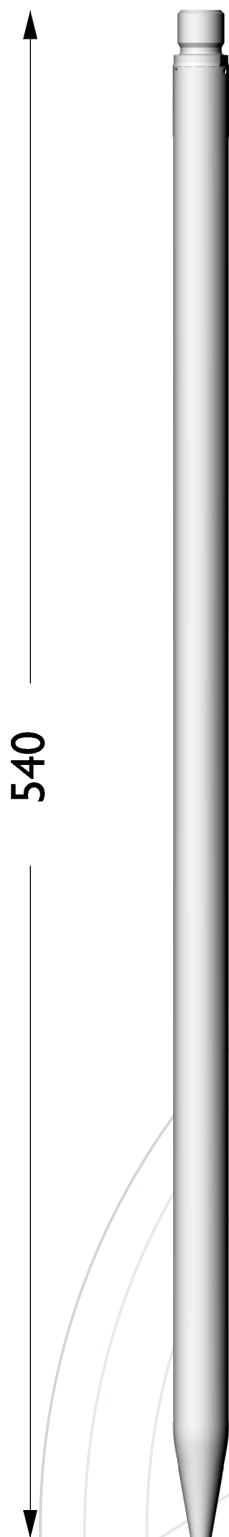
**THE JIBER® WAS BUILT IN ORDER TO BE CLOSED AND REDUCED ALWAYS ANTI-CLOCKWISE: THEN BE SURE THAT THE U/V PROTECTION IS ON THE RIGHT SIDE OF THE SAIL.**

The JIBER® is composed of 4 main parts:

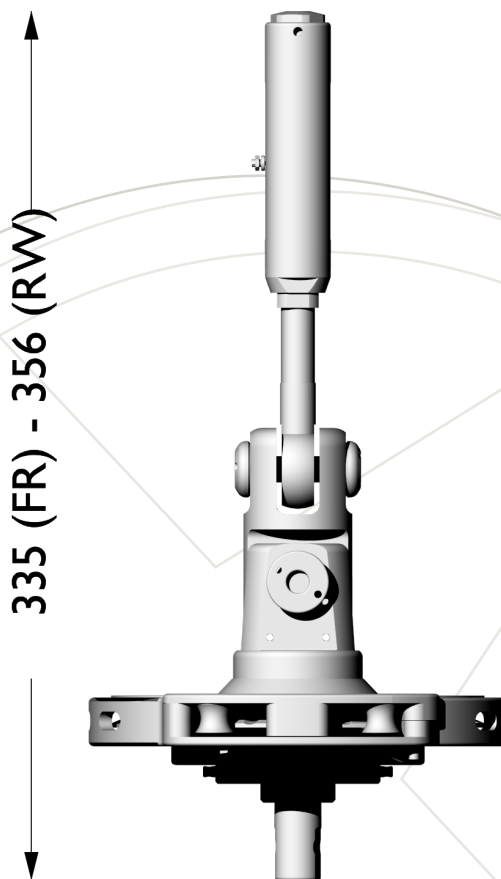
1. SWIVEL
2. SHAFT (supplied with the stay rod)
3. SHUTTLE
4. DRUM



SHAFT



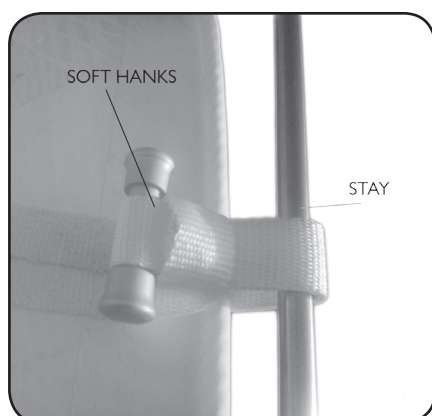
DRUM



## 2. USE

### HOISTING SAILS

- Secure the genoa halyard to the top of the shuttle hook
- With a textile, connect the tack of the sail to the pin of drum
- Tie the genoa sheets to the clew of the sail
- Connect the head of the sail with the bottom of the shuttle hook
- Start hoisting the sail by connecting the loop hanks (or zip bag) to the stay rod



- Once the sail is hoisted, check that the length of the halyard between shuttle and shaft is not more than about 40cm, to avoid that the latter getting tangled during furling

### HALYARD TENSION

The halyard must be taut, but not too tight.

Tip: The extrusion gives support to the sail along its entire length, so in reality the tension of the halyard serves only to give the sail shape, not to support it. Apply enough tension to remove the wrinkles along the luff of the sail. Do not tension the halyard so much that it causes vertical wrinkles or folds along the luff. Change the tension of the halyard to adjust the position of the sail and adapt it to navigation conditions. The halyard must be kept in tension, but never be too tight. When in doubt, ease off the halyard. To avoid damaging the sail, slacken the halyard when you are not sailing.

## STAY TENSION

To set the stay tension use the turnbuckle carefully. Please refer to final ASSEMBLY part on this manual.

**To check the maximum extension of the deck turnbuckle, ensure to be always able to insert the safety pin into the hole.**

## FURLING AND REDUCTION

**REMEMBER THAT THE JIBER® WAS BUILT IN ORDER TO BE CLOSED ALWAYS ANTI-CLOCKWISE!**

To furl or shrink, ease off the sheets and tighten the furling line. In very light wind conditions, you may need to give a little tension to the genoa sheets in order to furl it more tightly. In windier conditions, you need ease off the sails completely, loosening all of the sheets before starting to furl. The furling line should be easy to tighten. The force required is proportional to the intensity of the wind, but the JIBER® system will never require the use of a winch to furl. If the sail will not furl or furling requires excessive effort, there is a problem in the system. Do not use a winch to force the furler's rotation. You can use a winch to furl more easily only if you are sure that the system works properly.

## REDUCTION

**REMEMBER THAT THE JIBER® WAS BUILT IN ORDER TO BE REDUCED ALWAYS ANTI-CLOCKWISE!**

A sail may be partially furled before continuing to navigate. In this case, one talks about reducing or taking in the sail. Many sailors are used to marking the base of the sail with the predetermined measures, and it is advisable to make corresponding marks on the rail or the gunwale so you can quickly change clew according to how much the sail has been reduced.

**During the process of reduction, it is also recommended that the forestay be wound 4 times before increasing the lead and setting the sails again. Due to the nature of the JIBER® system, too few rotations during the reduction phase may cause an accidental central luff in the genoa.**

Usually sails are reduced to balance the boat and reduce heeling, however, one may also reduce the sails to increase visibility or slow a boat down in areas with heavy sea traffic, or while entering or leaving harbours.

## CLOSING THE SAIL

Before leaving the boat or the mooring, make sure that the sail is tightly furled, continuing to furl it so that the sheets do two or three turns around the sail. You can secure the sail with a rubber band or a sail tie. Make sure to fix the furling line on a cleat. If desired, you can lock the furling system by aligning the holes at the bottom of the drum and insert a line to secure it. Check that the mooring lines do not pass over the furling line, as this will cause friction and increasing wear on both elements. If you have the RW model, check that the ratchet system is activated.

## HOW TO USE REWIND®

(only on RW models)

### OPEN-RATCHET RELEASE

To open the bow sails, activate the line on the right (blue), which controls the opening and release of the ratchet. At this point REWIND® is used like a standard furler and is used as normal.

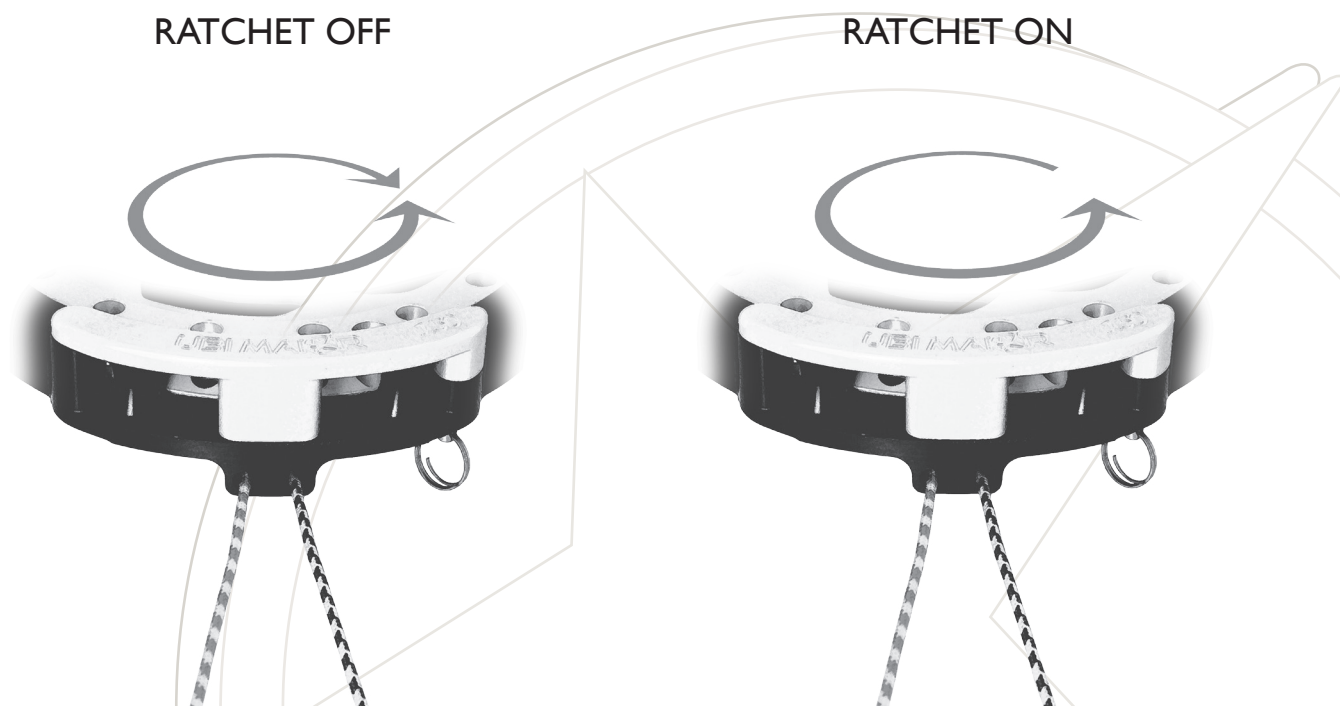
If there is an anomaly in the opening of the sails, the furler allows one to block the rotation using the line, which offers a clear advantage in the case of considerable wind pressure on the sail.

### CLOSE-RATCHET LOCK

To wind the sail, use the line to the left (red) to activate the ratchet mechanism, which allows the rotation of the drum in the direction of closure. The effort is almost halved since, as well being able to act on the loop with both hands, REWIND® ensures that the sail stays closed.

Practically, REWIND® is a furler with a sort of winch that offers the advantage of not having to bring the loop up to the cockpit.

In addition, you can leave the bow sails armed without the risk that they open accidentally, either while motoring, in port or when the wind and sea conditions require that one return to the cockpit quickly.





### 3. ROUTINE MAINTENANCE

#### CLEANING

Always keep the furling mechanism clean. When washing the boat, wash all of parts with a mild detergent and fresh water. Lower the sail and wash the shuttle with mild soap and water.

Ensure that the tracks of the shuttle balls are free of dirt and that the security tape on the shuttle is intact: If the tape is damaged, replace it with normal security tape.

At least twice a year the unit should be cleaned thoroughly by removing the top (first note the direction of drum rotation) and washing the drum body with a mild detergent and fresh water.

#### SAFETY CHECKS

**Check the equipment listed below, including any other components when deemed necessary. Failure to carry out periodic safety checks on equipment could cause damage to your boat, accidents and even personal injury or death.**

Check the furler for signs of chafing, wear or damage. Inspect the locking devices below the drum to check for signs of loosening. Check the forestay tension to ensure it is not loose.

Check that the bearing protection gaskets (seals) are not stiff or worn.

Check that the attachment end of the forestay rod is not loose.

Check that all screws on the furler are properly inserted and have not been loosened.

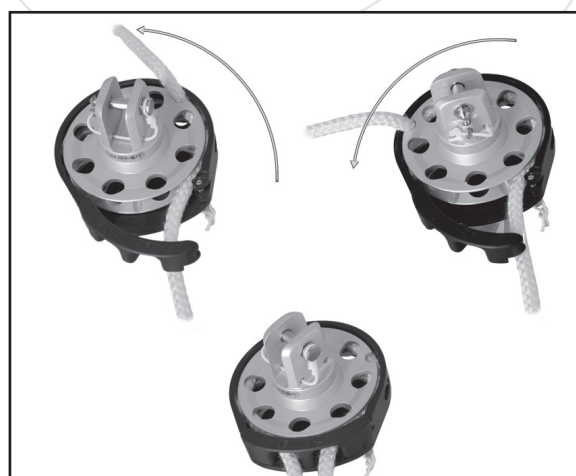
Check that the extrusion has not dropped into the torque tube.

Check that the line is not frayed or shows signs of loose strands that could open up.

#### CHANGING THE FURLING LINE

Use a top quality furling loop line with good durability. Use an 10mm line. **REMEMBER THAT THE JIBER® WAS BUILT IN ORDER TO BE CLOSED AND REDUCED ALWAYS ANTI-CLOCKWISE!**

After disconnecting the stay, insert the continuous line into the drum as in figure:



## 4. WARRANTY

**The JIBER® system is covered by warranty for a period of 5 years (12 months for business clients) from the date of receipt by the end customer, on condition that all mandatory installation and service checks (see p. 19 of this manual) are duly completed by the Customer's Installer and the Customer and sent to the *Dini S.r.l. Meccanica di Precisione* via e-mail or fax within 30 days from the date of purchase. To qualify for the warranty, the unit must also have been properly maintained as specified by the manufacturer. Failure to send the necessary service checks or their partial compilation automatically renders the warranty null and void.**

The warranty covers the repair or replacement free of charge, excluding labour, of those parts that present defects in material and workmanship. *Dini S.r.l. Meccanica di Precisione* is not liable for damage caused to the system by improper use, assembly or maintenance, or use under load conditions that exceed the specific values or the size of the forestay rod, as illustrated in the UBI MAIOR ITALIA® catalogue or other publications. The warranty does not cover components that present deterioration due to wear under normal conditions, nor does it cover accessory parts such as lines, snap hooks, terminals, etc. In relation to the guarantee of the stay rod, please refer to the manuals provided by vendors and suppliers recommended by UBI MAIOR ITALIA®.

The term misuse includes all operations carried out without following the installation procedures described in this manual. Examples include, and are not limited to: the shuttle being hoisted with ropes coiled on the forestay, the use of a winch or other means to force the rotation unit if it appears to be blocked; any use of the system in a manner incompatible with good seamanship practices.

Improper installation includes any assembly methods or installation practices that do not follow the procedures described in this manual by an UBI MAIOR ITALIA® authorized installer.

Improper maintenance includes any form of maintenance that does not comply with the procedures described in this manual, and in particular, the failure to complete all planned routine maintenance and checks, which must be performed by an authorised UBI MAIOR ITALIA® service technician. All scheduled routine maintenance checks should be performed regularly and recorded in full in this booklet. Other examples of improper maintenance include, but are not limited to: Failure to clean the dirt or salt from the bearings or other parts of the unit; immersion of the system in water in order to clean some or all of its parts, failure to periodically inspect the rigging screws, locking mechanisms, extrusions and terminals crimped to the rod for damage or corrosion stress.

**Special, incidental or consequential damages arising from a warranty problem with the JIBER® winding system by UBI MAIOR ITALIA® are not covered by this warranty.**

**In the case of system installation by anyone other than an authorized UBI MAIOR ITALIA® technician, *Dini S.r.l. Meccanica di Precisione* cannot offer any warranty on the installation of the JIBER® system. The warranty is only applicable for individual details that are defective in terms of material and / or workmanship.**

The Buyer / User must report any mechanical defects within 8 days (60 days for the end consumer) from their detection in writing to *Dini S.r.l. Meccanica di Precisione*, or the warranty will no longer be valid. The Buyer / User must also authorise any checks required by *Dini S.r.l. Meccanica di Precisione* and undertakes to return the defective parts at his/her expense.

***Dini S.r.l. Meccanica di Precisione* is released from all liability for any damages to persons or property resulting from the failure to observe the provisions set out in this manual.**

For any additional information you may need, please refer to the UBI MAIOR ITALIA® Worldwide Limited Warranty, which can be downloaded from our website: [www.ubimajoritalia.com](http://www.ubimajoritalia.com)

**THIS SECTION IS RESERVED FOR AUTHORISED TECHNICAL CONSULTANTS**

## 5. ASSEMBLY

### PRE-ASSEMBLY

**In order to use the JIBER® furler, a stay rod of that is sized<sup>1</sup> to the boat's displacement must be fitted. The stay used must be provided by an UBI MAIOR ITALIA® authorised supplier.** (NB: in some cases, it is possible to reuse an existing stay, but the condition and size of the stay will have to be checked by a professional, UBI MAIOR ITALIA® authorised rigger before it can be reused as an old rod, which is damaged or undersized, could break suddenly, possibly causing damage to your boat, an accident or even personal injury or death).

The authorised supplier of the stay rod will need a copy of the JIBER INSTALLATION MEASUREMENTS FORM supplied in this manual, which details the PIN to PIN length and types of attachments.

In order to install the JIBER®, the stay will be delivered with end fittings (including the shaft) pre-assembled.

Make sure that the sail to be used has either a ZIP BAG or Hanks that are compatible with the JIBER system. Changes in the furling system might mean that you need to alter the tack of the existing sail, but your sailmaker can refer to the Specifications Sheet for a description of any changes to the sail that may be needed.

### ASSEMBLY

Scegliere un luogo sicuro e privo di ostacoli dove distendere lo strallo per lavorare in sicurezza.

#### • HEAD



APPLY TEF-GEL® TO THE INSET HEAD OF THE ROD TERMINAL



APPLY TEF-GEL® TO THE THREAD OF THE CONNECTOR

<sup>1</sup>For the sizing (DASH) of the rod, please consult your authorized dealer.

• HEAD



ENSURE THAT THE PLASTIC SEAL IS POSITIONED BETWEEN THE CONNECTOR AND THE SWIVEL



SCREW THE SWIVEL ONTO THE CONNECTOR (ANTI-CLOCKWISE) UNTIL IT IS FULLY SCREWED ON



LOCK THE 3 SAFETY GEARS BY SETTING THE MIDDLE THREADLOCK



ADD A JOINT THAT WILL FIT THE MASTHEAD ATTACHMENT<sup>2</sup>

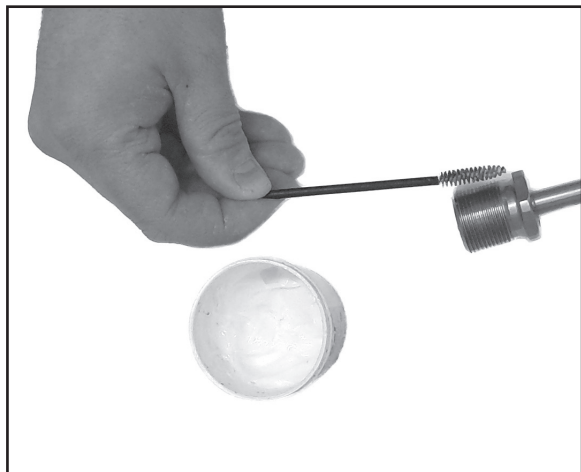
• SHUTTLE



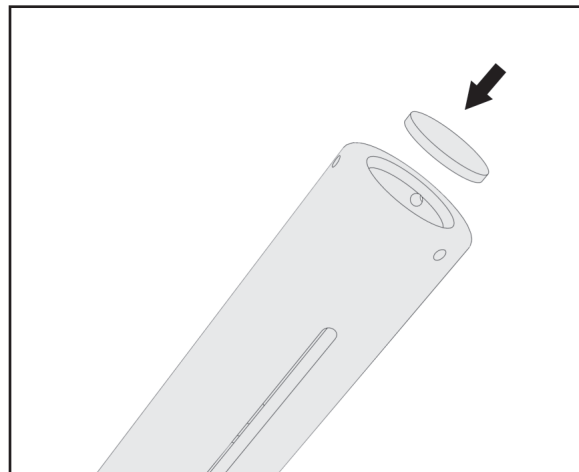
INSERT THE SHUTTLE INTO THE ROD IN THE CORRECT DIRECTION (AS SHOWN)

<sup>2</sup>The joint will be supplied to the specifications provided on the JIBER INSTALLATION MEASUREMENTS FORM

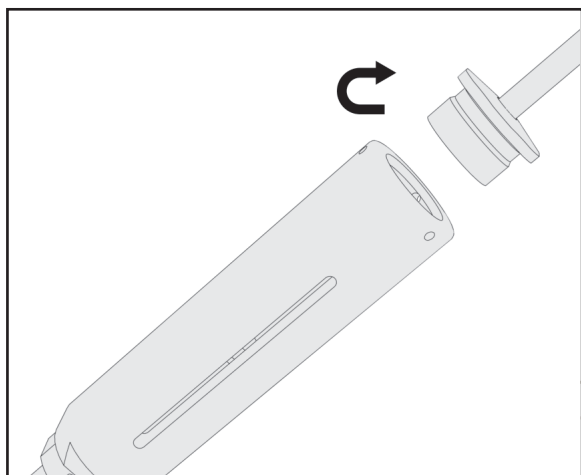
• DRUM



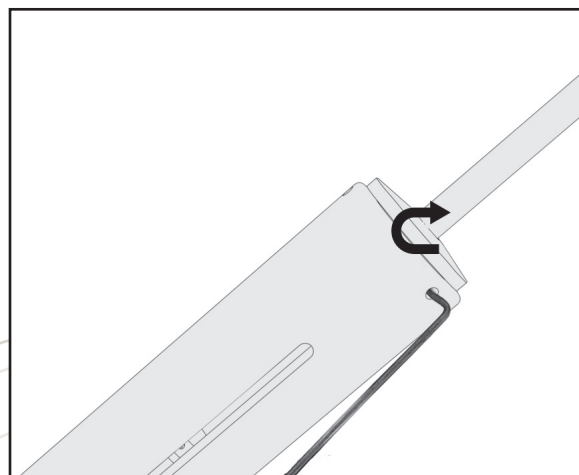
APPLY TEF-GEL® TO THE INSET PART OF THE TERMINAL AND THREAD



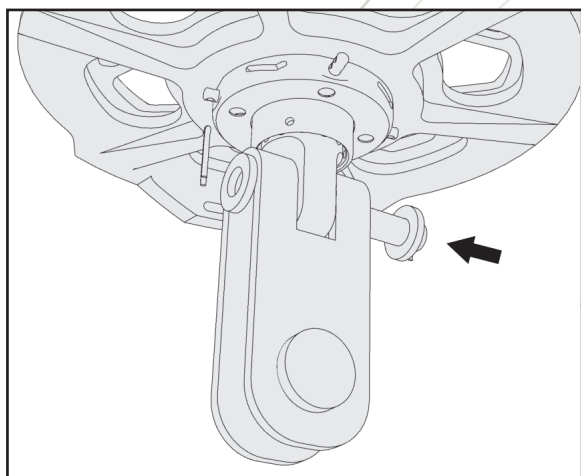
INSERT IN THE SEAT THE SAFETY STEEL DISC



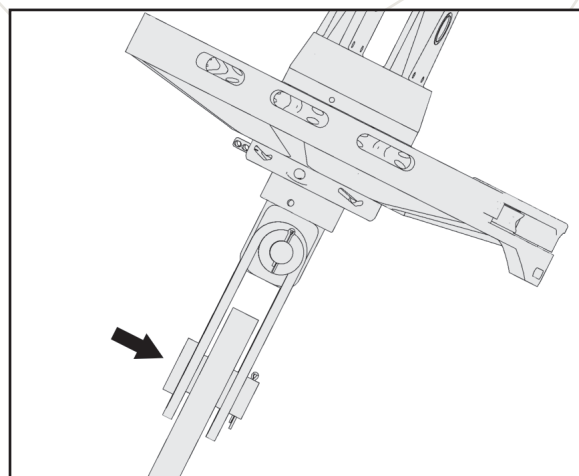
SCREW THE TURNBUCKLE ONTO THE STAY CONNECTOR (ANTI-CLOCKWISE) UNTIL IT IS FULLY SCREWED ON AND TIGHTEN WELL



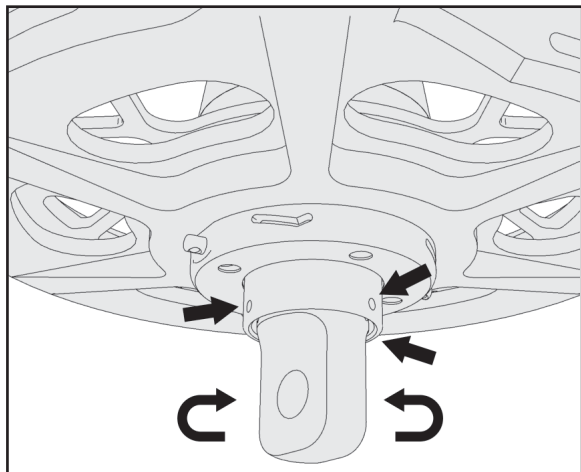
LOCK THE 3 SAFETY GEARS BY SETTING THE MIDDLE THREADLOCK



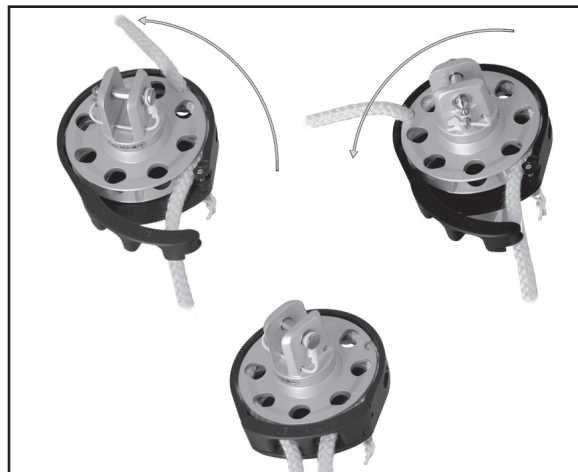
ADD A JOINT THAT WILL FIT TO THE DECK CHAINPLATE?



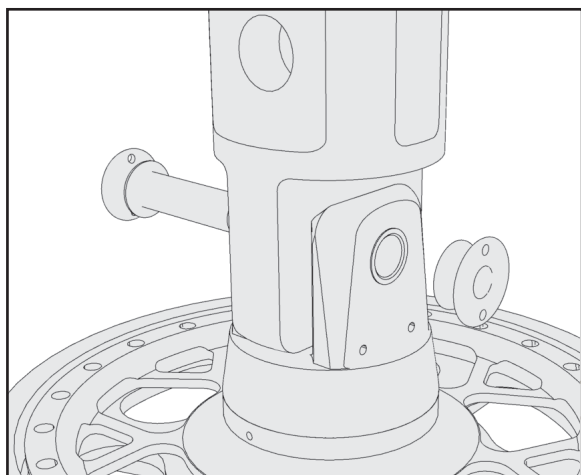
FIX IT ON THE CHAINPLATE ON BOAT



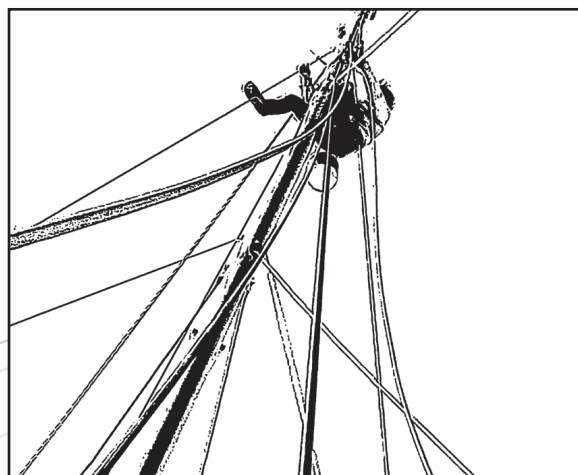
IF YOU NEED SET SCREWS ALLOW ORIENTING THE FURLER TOWARDS THE BOW OF THE BOAT.



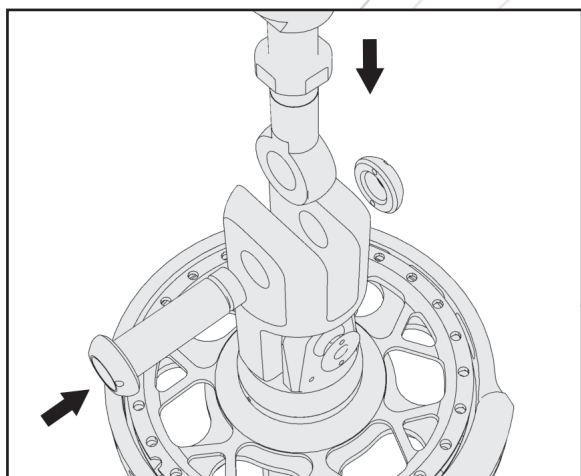
INSERT THE CONTINUOUS LINE INTO THE DRUM AS IN FIGURE



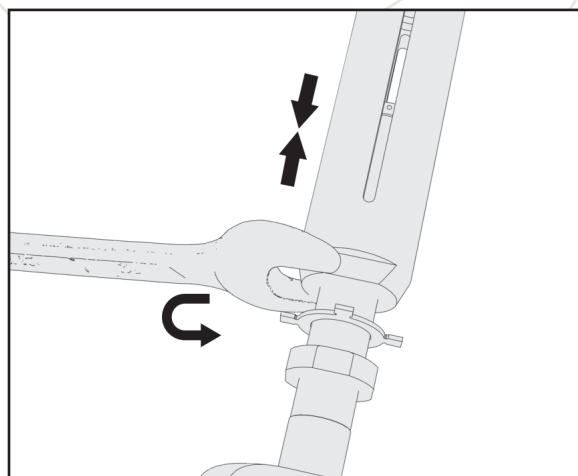
INSERT THE GIMBAL INTO THE DRUM AND LOCK THE CONNECTION PIN BY SETTING THE MIDDLE THREADLOCK



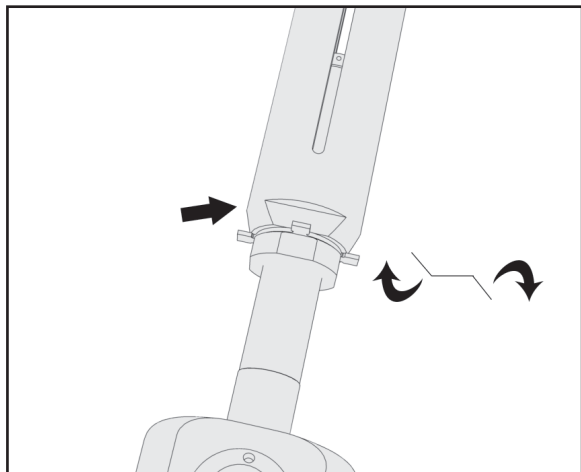
CONNECT THE TOP OF STAY TO THE MASTHEAD



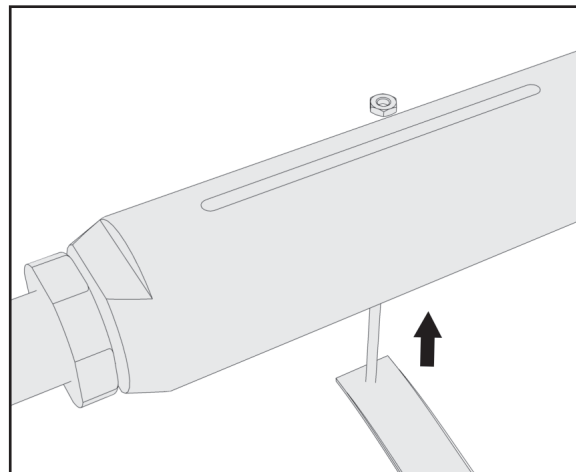
INSERT THE TURNBUCKLE INTO THE DRUM AND LOCK THE CONNECTION PIN BY SETTING THE MIDDLE THREADLOCK



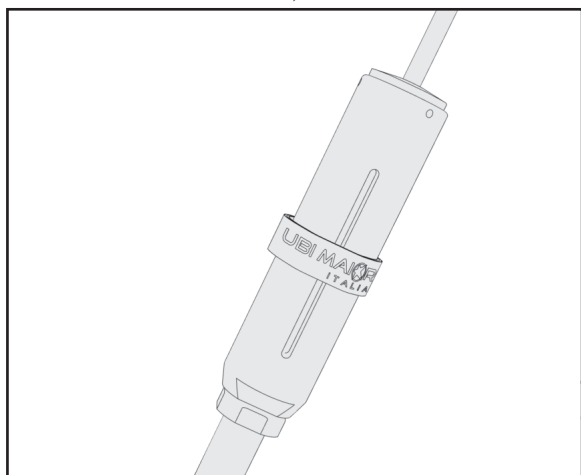
SCREW THE TURNBUCKLE ANTI-CLOCKWISE UNTIL THE DESIRED STAY TENSION



ONCE THE LOCKING NUT IS TIGHTENED, FOLD THE WINGS OF THE SAFETY WASHER. TWO WINGS MUST BE FOLDED UP AND TWO WINGS MUST BE FOLDED DOWN, AS IN FIGURE



INSERT IN THE HOLE THE THREADED SAFETY PIN AND FIX IT WITH NUT



USE THE UBI MAIOR VELCRO TO AVOID THE UNSCREWING



**6. INSTALLATION BOOKLET**

**JIBER® INSTALLATION CERTIFICATE**

**JIBER® MODEL JB15\_\_**

**YACHT**

<b>NAME</b>		<b>MODEL</b>	
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**JB15**

<b>DATE OF INSTALLATION</b>		_ / _ / _	
<b>Swivel Connector</b>	<b>Drum Connector</b>	<b>Drum Pin</b>	<b>Swivel Pin</b>
<b>N°</b>	<b>N°</b>	<b>N°</b>	<b>N°</b>

**AUTHORISED INSTALLER  
(STAMP & SIGNATURE)**

CLIENT'S COPY

**JIBER® INSTALLATION CERTIFICATE**

**JIBER® MODEL JB15\_\_**

**YACHT**

<b>NAME</b>		<b>MODEL</b>	
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**JB15**

<b>DATE OF INSTALLATION</b>		__/__/__	
<b>Swivel Connector</b>	<b>Drum Connector</b>	<b>Drum Pin</b>	<b>Swivel Pin</b>
N°	N°	N°	N°

**AUTHORISED INSTALLER  
(STAMP & SIGNATURE)**

INSTALLER'S COPY

**JIBER** INSTALLATION CERTIFICATE

**JIBER** MODEL **JB15**\_\_

**YACHT**

<b>NAME</b>		<b>MODEL</b>	
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**JB15**

<b>DATE OF INSTALLATION</b>		__/__/__	
<b>Swivel Connector</b>	<b>Drum Connector</b>	<b>Drum Pin</b>	<b>Swivel Pin</b>
N°	N°	N°	N°

**AUTHORISED INSTALLER  
(STAMP & SIGNATURE)**

COPY FOR DINI S.R.L., MECCANICA DI PRECISIONE

## 7. MANDATORY SERVICING

### JIBER<sup>®</sup> MODEL JB15\_\_

**YACHT**

<b>NAME</b>		<b>MODEL</b>	
<b>CHECK 1<sup>ST</sup> YEAR</b>		__ / __ / __	
<b>AUTHORISED INSTALLER (STAMP &amp; SIGNATURE)</b>			CLIENT'S COPY

**YACHT**

<b>NAME</b>		<b>MODEL</b>	
<b>CHECK 1<sup>ST</sup> YEAR</b>		__ / __ / __	
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## 7. MANDATORY SERVICING

### JIBER<sup>®</sup> MODEL JB15\_\_

**YACHT**

<b>NAME</b>		<b>MODEL</b>	
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<b>AUTHORISED INSTALLER (STAMP &amp; SIGNATURE)</b>			CLIENT'S COPY

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**YACHT**

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<b>AUTHORISED INSTALLER (STAMP &amp; SIGNATURE)</b>			INSTALLER'S COPY

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<b>CHECK 3<sup>ST</sup> YEAR</b>		__ / __ / __	
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## 7. MANDATORY SERVICING

### JIBER<sup>®</sup> MODEL JB15\_\_

**YACHT**

<b>NAME</b>		<b>MODEL</b>	
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<b>CHECK 5<sup>ST</sup> YEAR</b>		__ / __ / __	
<b>AUTHORISED INSTALLER (STAMP &amp; SIGNATURE)</b>			COPY FOR DINI S.R.L., MECCANICA DI PRECISIONE

## 8. JIBER INSTALLATION MEASUREMENTS FORM

### BOAT

Name	Model	Lenght	Displacement

### EXISTING STAY

Dyform	Rod	PIN to PIN	Diameter

### MAST FITTING

MALE				FEMALE		
A=	B=	C=	Ø=	D=	E=	Ø=

### CHAINPLATE

MALE					FEMALE		
F=	G=	H=	Ø=	I=	L=	M=	Ø=

### UNDERDECK CHAINPLATE

MALE					FEMALE		
X=	Y=	Z=		X=	Y=	Z=	
N=	P=	R=	Ø=	S=	T=	U=	Ø=