

Rigging Projects

Flip Flop Parking Block User Guide



RP4415- FF - UG - 01



Table of Contents

How to

Lock & Unlock	4
Excessive Load	5

Setup Guide

Global View	6
Installation Guide	7

Service Guide

Inspection Intervals	8
Troubleshoot	9

Customer Support

Email & Telephone	10
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Introduction

This manual provides an overview of the Rigging Projects Flip Flop Parking Block and its maintenance. Read this manual carefully before installation, use or maintenance, to ensure that you have understood and are familiar with all relevant details.

Prior to using this product, all persons should be made aware about the possible hazards associated with its operation and use. Any service work, repairs maintenance or equivalent work carried out on the product should be undertaken by Rigging Projects Technician.

The Rigging Projects Flip Flop Parking Block has been tested extensively to ensure the safety and function of the product up to it's designated safe working load. Stow the halyard appropriately to avoid entanglement should the sail drop unexpectedly. Failure to take safety precautions could lead to severe injury or death.

Key Design Features

- The Flip Flop Parking Block is design to eliminate the used of mast jammers
- It is a compact design with very little maintenance required
- Integrated overload safety mechanism

Important

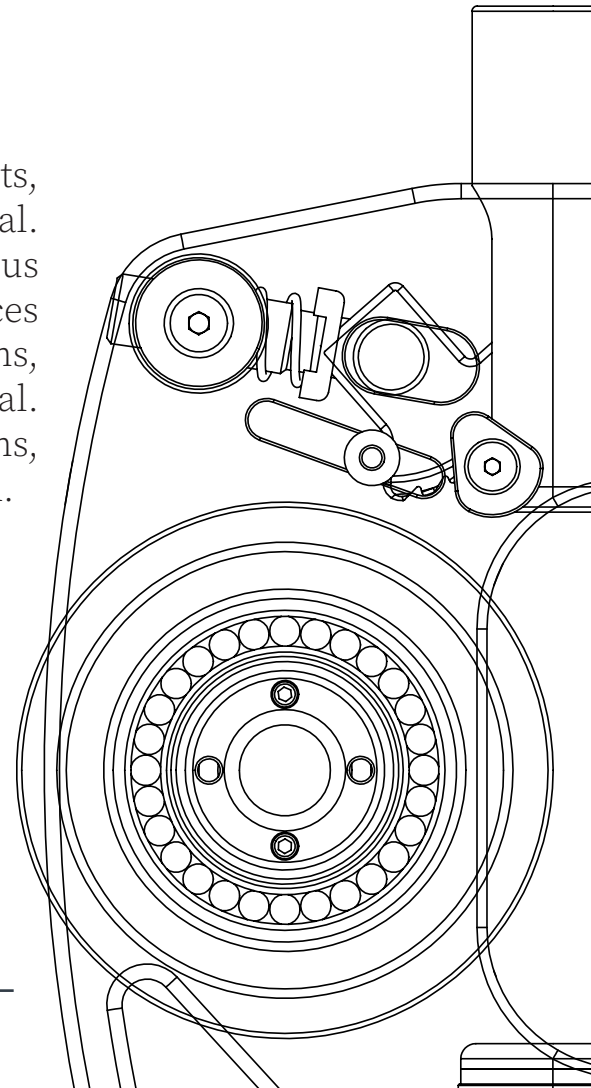
The Flip Flop Parking Block is strictly designed to park unloaded halyards whilst not in use. It is not designed to be used as a halyard lock whilst under sail.

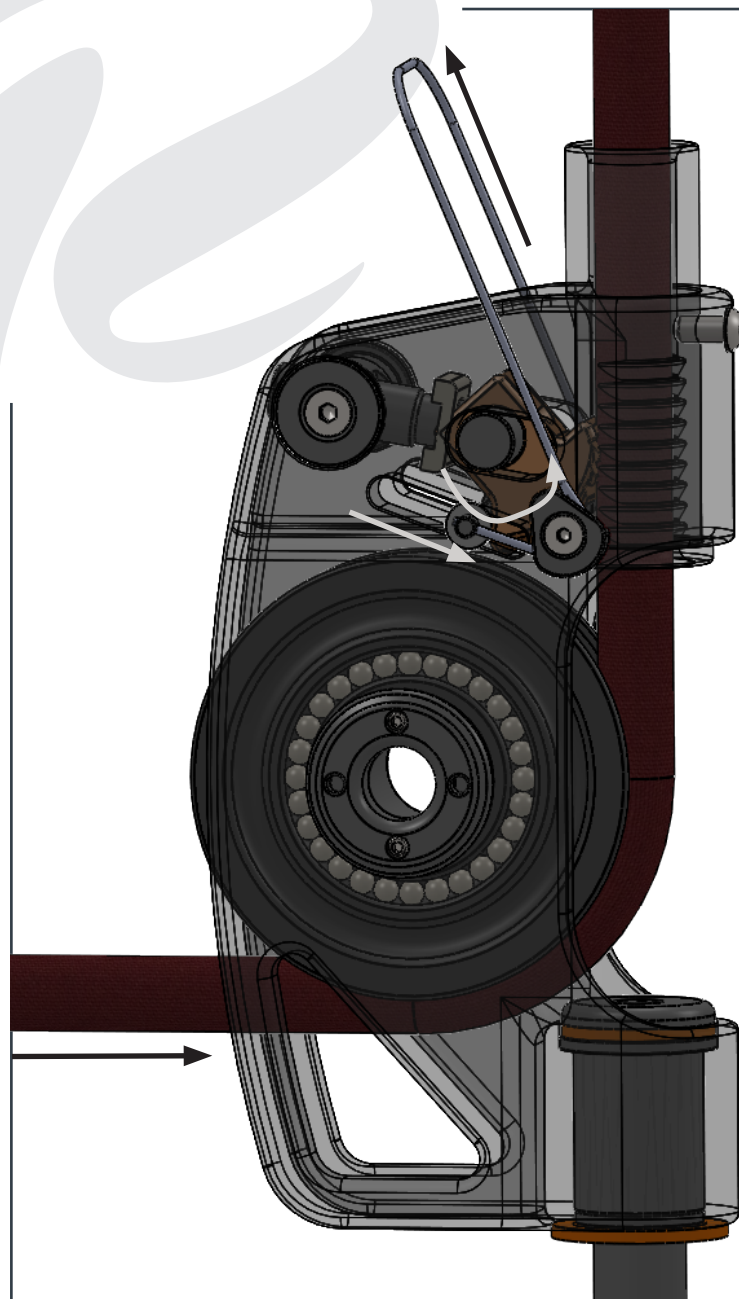
Range

MWL (T)	Part No.	Line Ø (mm)
6T	RP3302	10-14
12T	RP3301	14-18

Disclaimer

It is not permitted to modify the product or its parts, other than replacing parts specified in this manual. Rigging Projects Ltd is not liable for any dangerous situation, accidents, damage and consequences thereof caused when deviating from the instructions, guidelines and procedures described in this manual. To retain warranty do not deviate from the instructions, guidelines and procedures described in this manual.



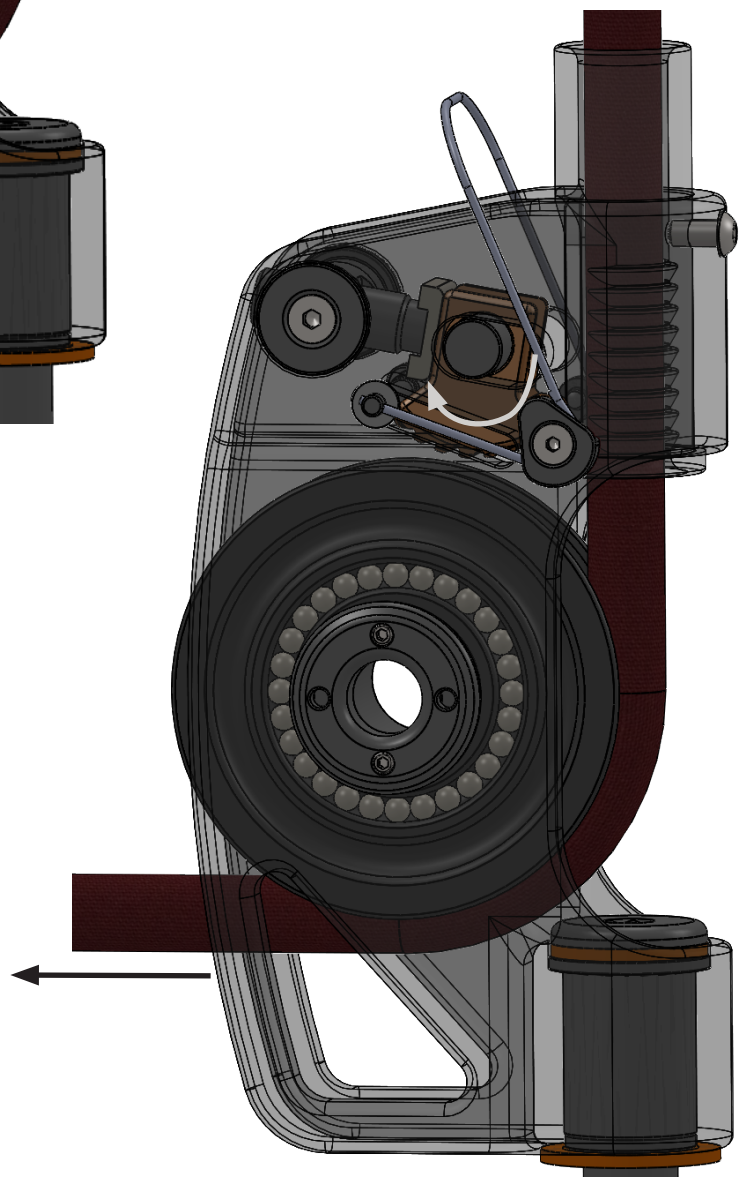


Lock

1. Secure the working end of the halyard to an appropriate fitting on deck
2. Using two or three wraps on a winch, take up tension
3. Pull the trip line to engage the jammer cam
4. Ease the halyard

Unlock

1. Using two or three wraps on a winch, take up tension
2. Ensure the trip line is slack
3. The Jammer Cam will automatically disengage
4. The halyard is now unlocked



Excessive Load

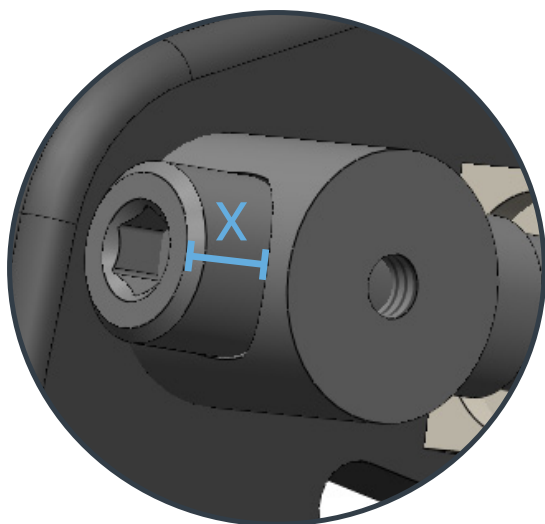
The Flip Flop Parking Block is designed with an excessive load capsize feature to reduce the possibility of damage to the block or the line. Should the Jammer Cam experience excessive load, the mechanism will automatically capsize the Cam and the halyard will become unlocked.

To reset the Cam Jammer: Remove the halyard from sheave and manually flip the cam jammer into the original position

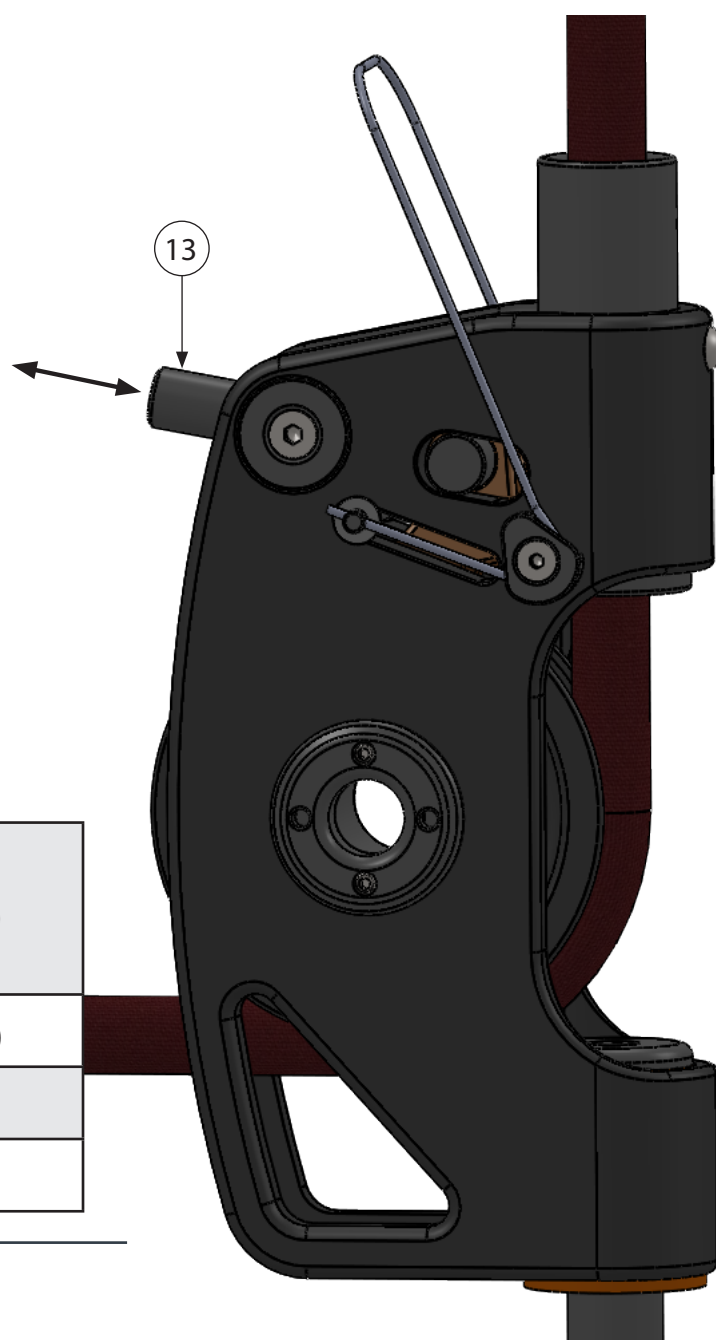
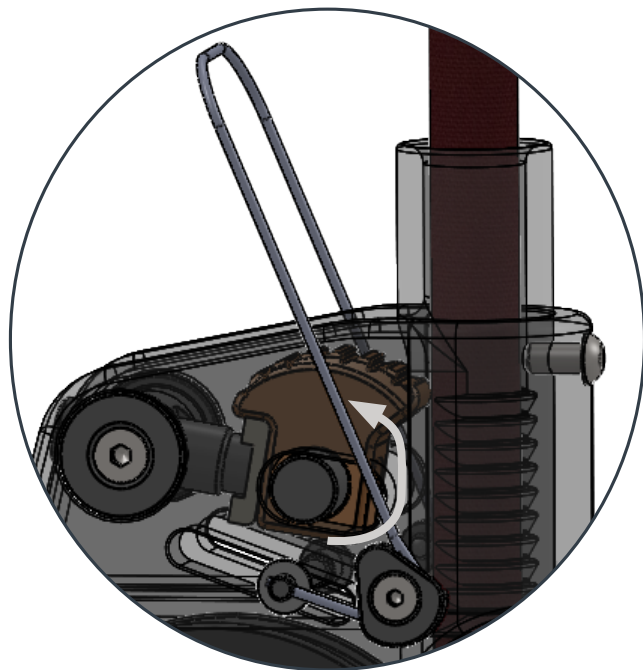
Tuning the capsize feature is as simple as using an allen key on the adjustment pin.

Should the jammer cam be capsizing too easily; tighten the adjustment pin N quarter of a turn and test.

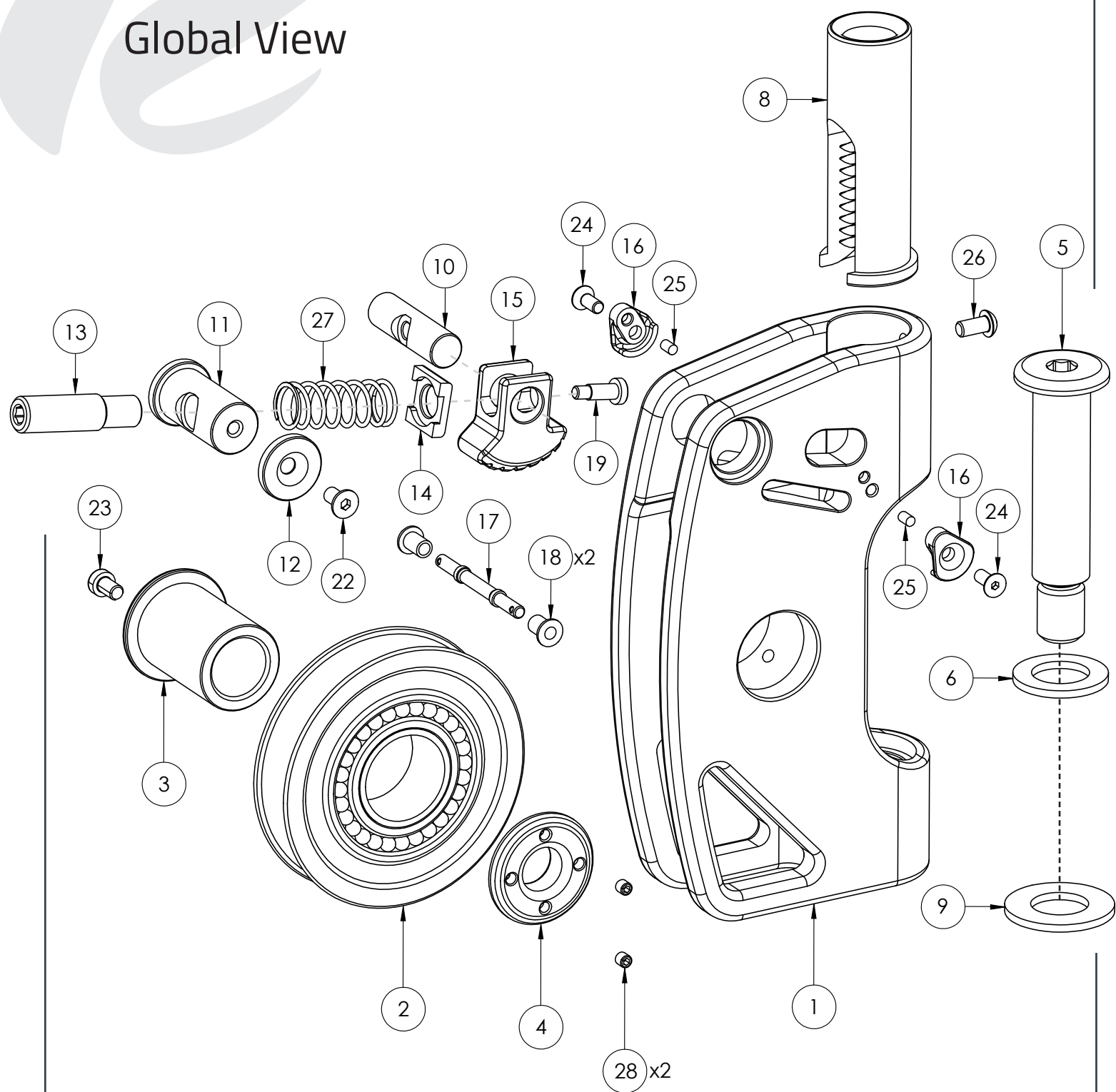
Using Vernier Calipers; Refer to the diagram carefully as to how to measure 'X' accurately. Use the table below to assess the distance of the adjustable relative to the holding load.



Line Diameter	X - Distance Adjustment Pin is protruding (mm)	Load (kg)
18	1.5 ± 0.2	900-1100
16	0 ± 0.2	700-900
14	-1 ± 0.2	500-700



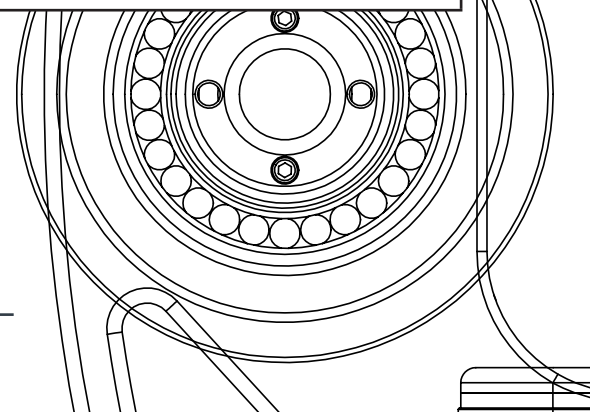
Global View



Installation Guide

Ensure the maximum working load of the Flip Flop Parking Block is rated to the resultant line load of the application before installing

Step	Instruction
1	The sleeve bearings will be pressed into into the lower top hat H which will be pressed into the body B
2	Install the bottom washer J between the deck and the body B . Install the lower washer G and secure with the lower pin F to torque 170Nm
3	Install the activator pin R into the body B and secure with sleeve bearings with flange S x2. Secure both ends of trip line to activator pin.
4	Install parallel pins Z x2 to body B and secure line deflectors Q x2 with CSK fastener Y x2 applying blue loctite on thread
5	Secure Pin L to body B with washer M and CSK fastener W applying blue loctite on thread
6	Inside the body B insert the Cam Jammer P and secure with Cam pin K , through the body B ,
7	Install adjustment pin N through the pin L , the spring 9 , cam pusher O and cam pin K
8	Secure the cam jammer P assembly with fastener T applying blue loctite on thread
9	Install anti rotation screw X Install the sheave C into the body B and secure into position with main pin D . Secure with Main Pin Nut E with the grub screws :x2.
10	Install upper pin I to body B from underneath, secure with button head fastener 8 . Ensure Trip Line is on the outside of the upper pin



Inspection Intervals

During each interval please carry out preceding inspection advisories

Interval	Advisories
Inshore Racing Daily Check	Visual inspection of the sheave for damage or sharp edges
	Visual inspection of the area around the body for deformation
	Visual inspection of cam and fasteners for deformation or signs of wear
	Visual inspection of halyard for chaffing
Offshore Sailing or 2 Months or 2500nm	Fresh water rinse to remove salt and rope debris
	Remove cam jammer assembly for full inspection and clean
2 years	Remove halyard from mast and inspect for chaffe
	Remove sheave to inspect the ball bearings for wear and tear
	Inspect the upper and lower washers of the lower pin for wear and tear. Inspect the top hat bearing bushes for deformation

Important

This product is design to be self lubricating. Please **do not attempt to lubricate** the sheave or apply any product to the internals as you will damage the mechanism.

Rigging Projects equipment is designed for minimal maintenance, but some maintenance is required for optimum and safest possible operation and to comply with the Rigging Projects limited warranty. In general, the most important aspect of maintenance is to keep your equipment clean by frequently flushing with fresh water. In corrosive atmospheres, stainless parts may show discolouration around holes and screws. This is not serious and may be removed with a fine abrasive.

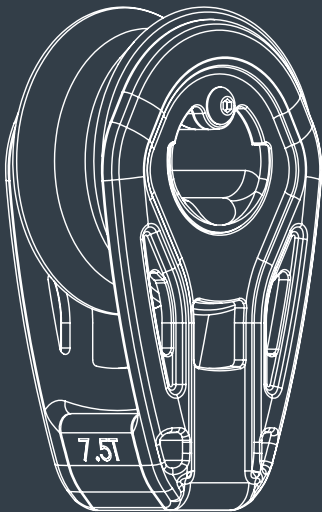
Trouble Shoot

Problem	Probable Cause	Solution
Scraping or rattling sound coming from the sheave	Debris in bearing race way	Rinse out with pressurised fresh water
	Missing or damaged ball bearings	Contact Rigging Projects for service guide and replacement parts
Sheave not turning effectively	Worn out CJ bearing	Contact Rigging Projects for service guide and replacement parts
The Cam Jammer is capsizing too easily	Adjustment pin is too far out	Refer to page 5 for tuning instructions
	The cover on the line is too worn	Remove halyard from mast for full inspection, you may need to replace the line or shorten to adjust jamming section
	The line is not the correct diameter	Replace the line with appropriate size rated for the sheave
	Cam pusher is missing or damaged	Over time the cam pusher O may become worn or damaged and will need replacing. Contact Rigging Projects for service guide and replacement parts
The Cam Jammer is not engaging effectively	The adjustment pin is too far in	Refer to page 5 for tuning instructions
	The line is not the correct diameter	Replace the line with appropriate size rated for the sheave
Cam Jammer is accidentally engaging	The line is too big for the sheave	Replace the line with appropriate size rated for the sheave
	Cam over tightened	Refer to page 5 for tuning instructions

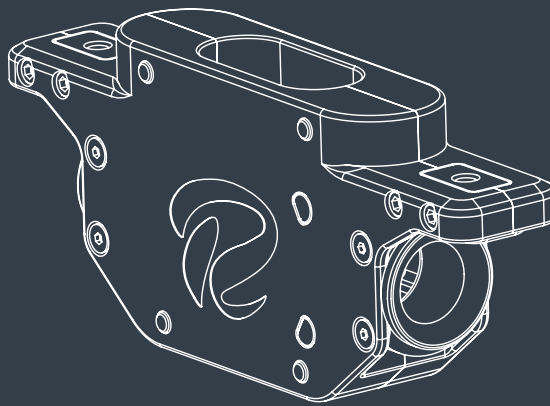
Customer Support

Info@riggingprojects.com

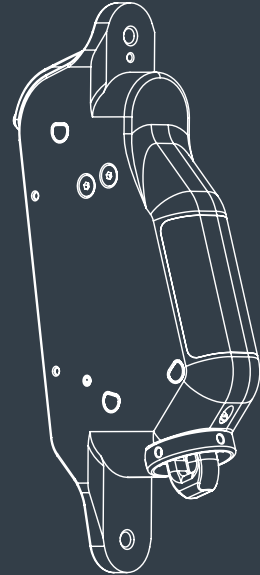
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X- Glide Range



Internal Lock Range



Fwd Lock Range

-  Project Management
-  Sail Handling
-  Hardware
-  Textile Solutions
-  Service
-  Custom

AHEAD OF THE CURVE