

Rigging Projects

Internal Bullet Lock with Sheave User Guide



RP3920 - IBLS - UG - 01

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Introduction

This manual provides an overview of the Rigging Projects Internal Bullet Lock with Sheave and its maintenance. Please 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 technically qualified persons.

Please Note

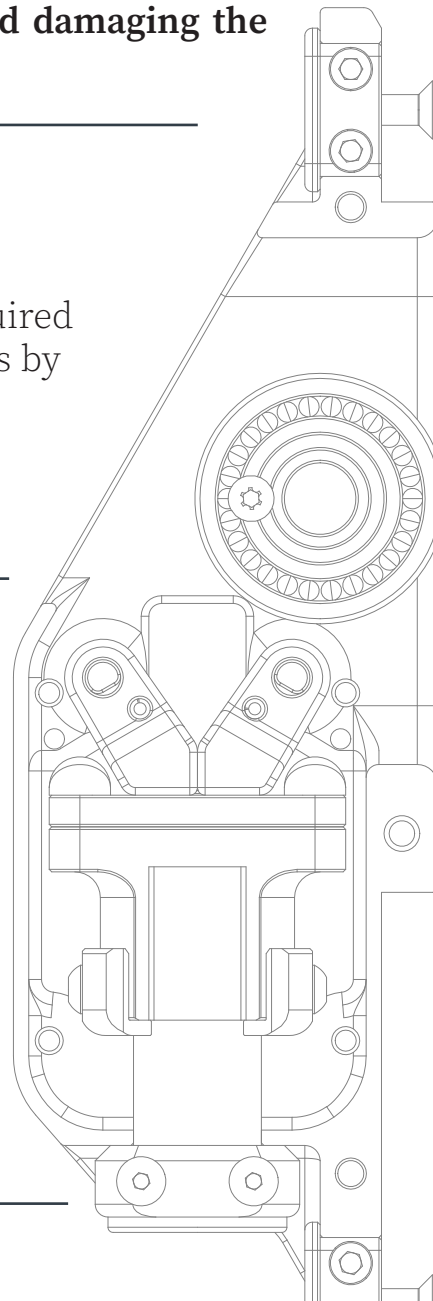
The Rigging Projects Internal Bullet Lock with Sheave is a unique design. The handling procedures are not similar to other bullet lock products on the market. Please read this manual carefully to avoid damaging the mechanism or causing harm to crew members.

Key Design Features

- Patented automatic locking mechanism, no trip line required
- Double pawl arrangement reduces reaction load on boxes by 40% reducing component weights
- Light weight aluminium housing
- Proximity sensor ready
- Easy access to lock mechanism

Caution

The Rigging Projects Internal Bullet Lock with Sheave has been tested extensively to ensure the safety and function of the product. However, it is important for the users to understand the risks involved in the event of a mechanical failure. Care should be taken to stow the control line appropriately to avoid entanglement should the sail drop unexpectedly. Failure to take safety precautions could lead to severe injury or death.



Internal Bullet Lock with Sheave Range

Part Number	Max Working Load (T)	Max Halyard Ø (mm)	Mounting Wall Thickness (mm)	Gate (mm)	
				x	y
RP1592	2.5	6	11	37	135
RP1748	5	8	15	45	163
RP1753	8	10	20	54	194
RP1758	10	11	22	AOR	AOR
RP1759	12	12	24	66	240
RP1760	15	14	25	AOR	AOR
RP1761	20	16	30	AOR	AOR

AOR - Available on Request

Running Rigging

Please contact Rigging Projects to stipulate the correct length and working load of lock strop connected to the sail and bullet to ensure the correct safety factors have been met. Ensure the splicing of the halyard and strop on the bullet is carried out by a technically qualified person.

Installation

Before making structural changes to the mast or boom, please contact the original manufacturer for confirmation that the mast/boom tube engineering .

In order for safe and effective installation please contact Rigging Projects to check the lock and mast/boom tube interface and to request the router jig to cut the mast.

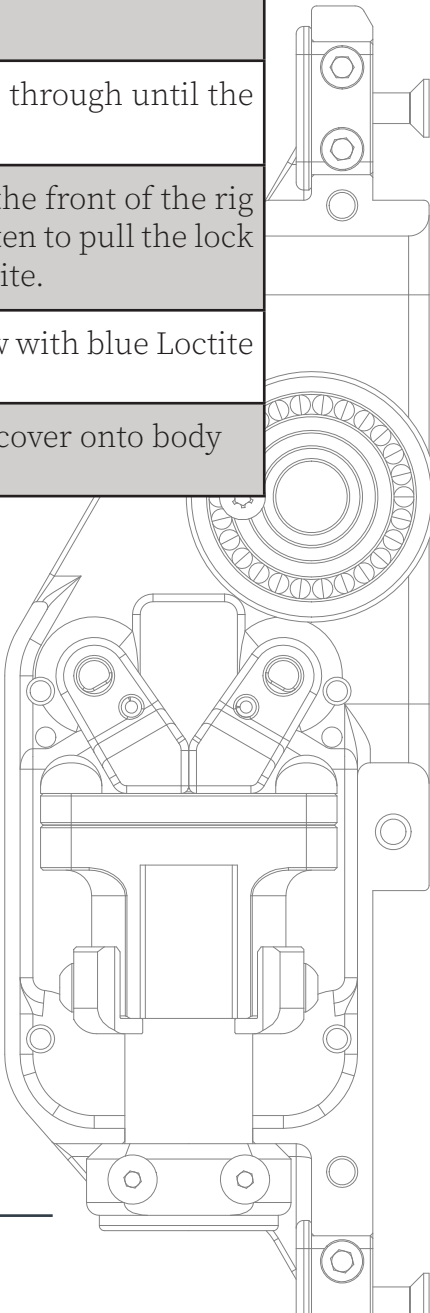
Step	Instruction
1	Working with the rig on the ground, position the router jig in the correct position on the boom and secure the jig using the two lock mounting bolts.
2	Once happy with the position of the lock, cut out the slot within the jig plate and tidy up with a drum sander to achieve a neat finish.
3	Working with the front cover and lower ferrule removed, tie a bowline through the ferrule hole and front cover slot.
4	Apply Tef-Gel to mating faces of lock body and mast.
5	Angle the top of the lock into the slot in the mast and push through until the lower edge passes through the slot.
6	Tilt the lock back to the upright position and pull towards the front of the rig until it seats in the slot. Fit the two mounting bolts and tighten to pull the lock into place. These mounting bolts should be fitted with Loctite.
7	Fit the ferrule to the lock and fit the nylon tipped grub screw with blue Loctite to retain it.
8	Check the operation of the lock and once happy, clip front cover onto body

Sensor Kit Installation

Contact Rigging Projects for further information regarding electronic connectivity of the sensor kit. If retrofitting the lock with a sensor kit, please contact Rigging Projects for installation guide.

Disclaimer

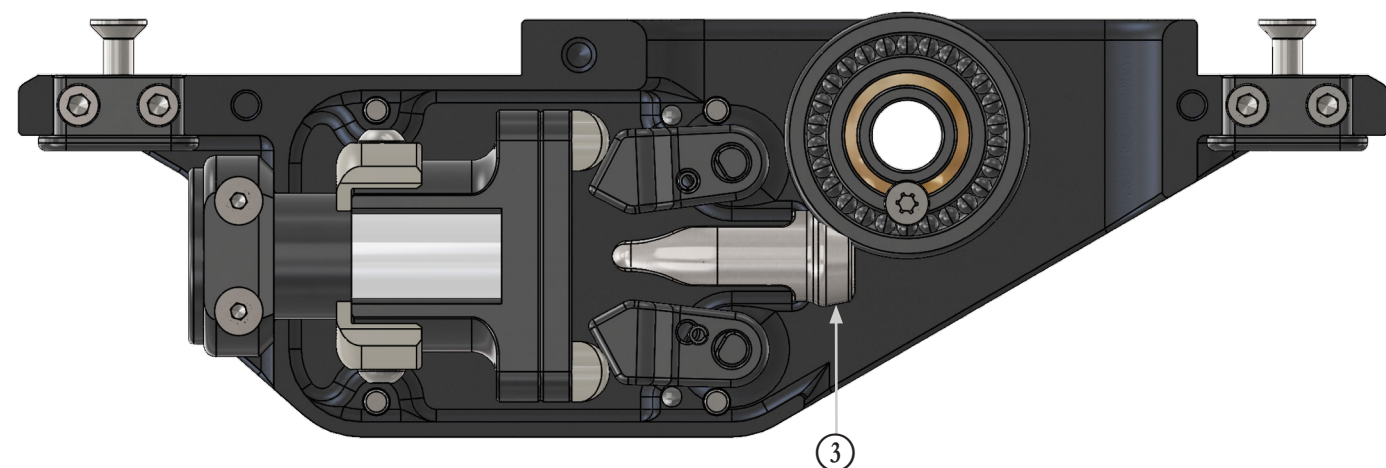
It is not permitted to modify the product or its parts, other than replacing parts specified in this manual. Rigging Projects Ltd is not liable for any dangerous situation, accidents, damage and consequences thereof caused when deviating from the instructions, guidelines and procedures described in this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



On The Lock

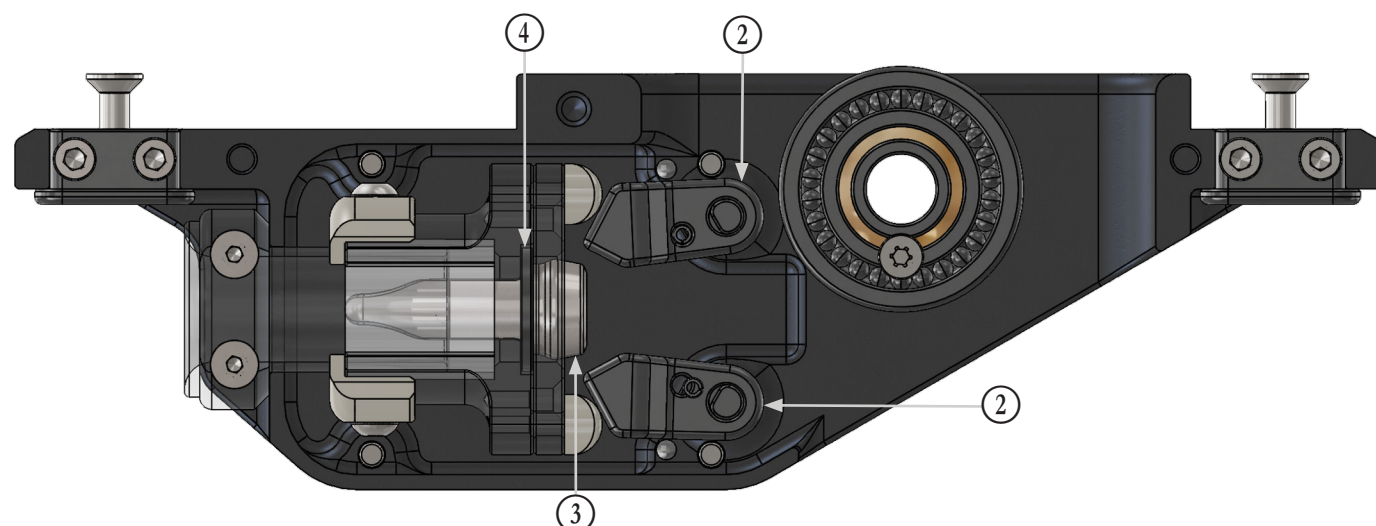
01 Unlocked

1. The pawls ② in default position remain open
2. The locking ring carriage ① will rest on the pawls



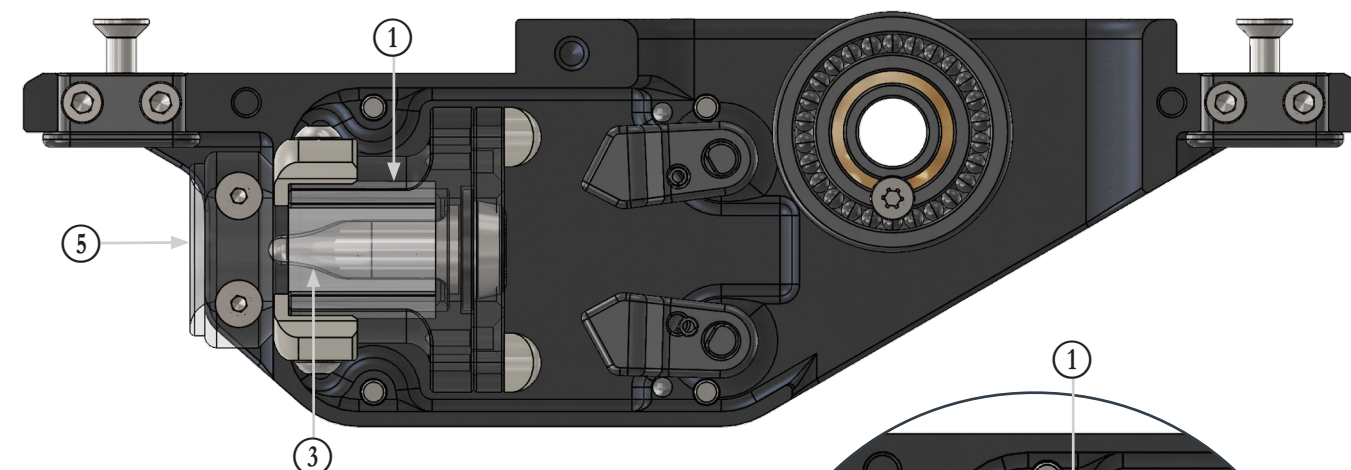
02 During Hoist Bullet into Lock Body

1. The bullet ③ is hoisted past the pawls ②
2. The bullet ③ engages with the locking ring ④



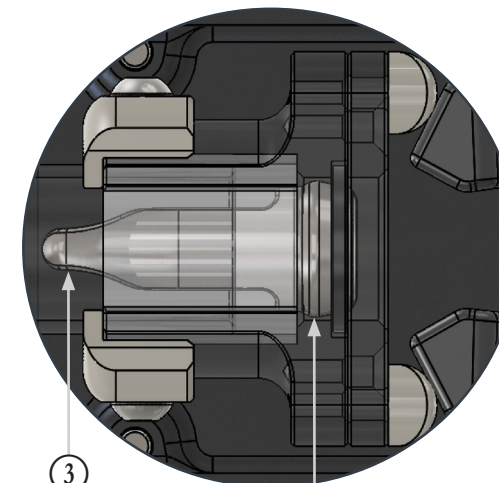
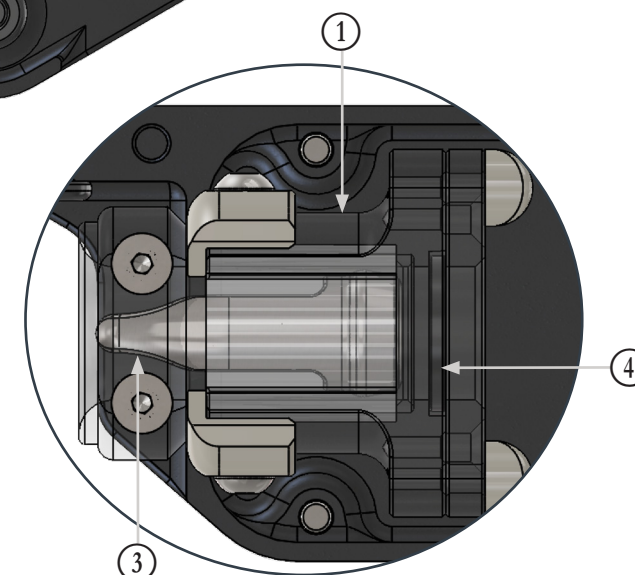
03 Over Hoist Position

1. The bullet ③ lifts the locking ring carriage ①
2. The locking ring carriage ① hits the end stop ⑤



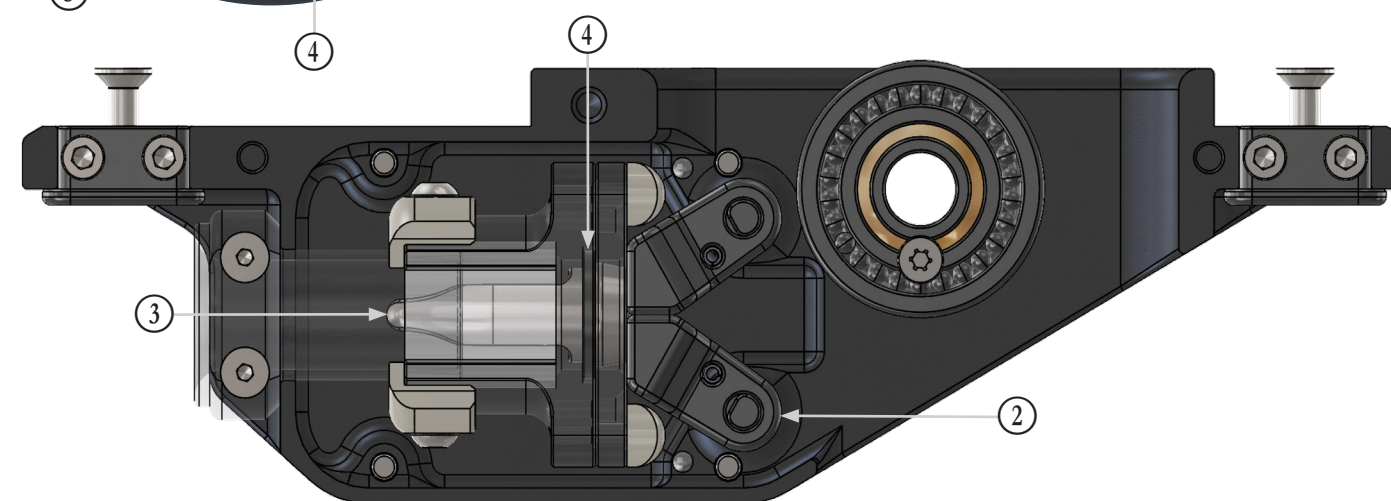
04 Over Hoist through Locking Ring

1. With a small over hoist the bullet ③ is force through the locking ring ④
2. The locking ring carriage ① is free to drop down onto the pawls ②



05 On to Lock

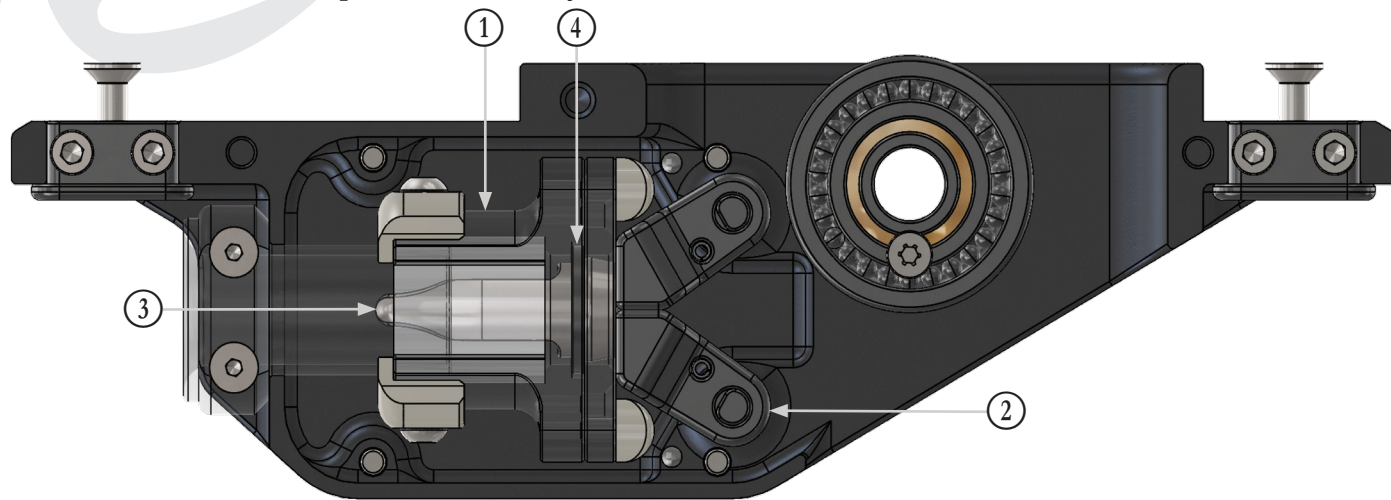
1. A **slow ease** from the over hoist position allows the bullet ③ to engage with the top of the locking ring ④
A forceful ease may lead to a false lock
2. A further ease will force the pawls ② closed
3. The bullet ③ will be forced through the locking ring ④
4. The bullet ③ will rest on the pawls ②



Off The Lock

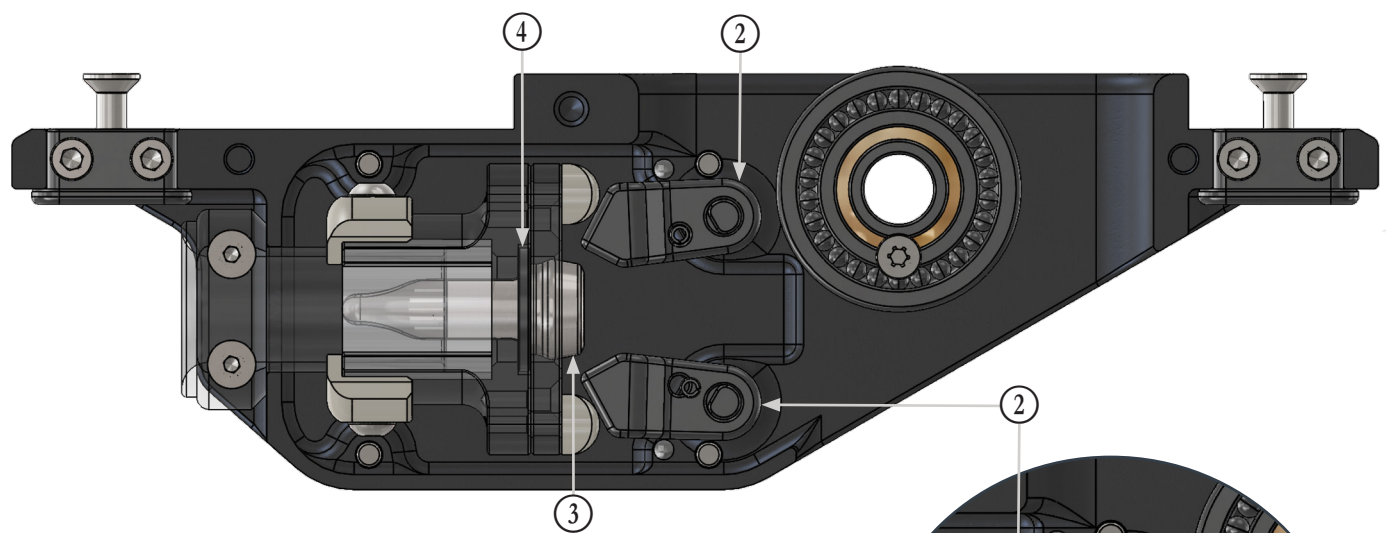
01 Prepare to Drop

1. Ease tack line
2. Take up tension on halyard/reef line to mark



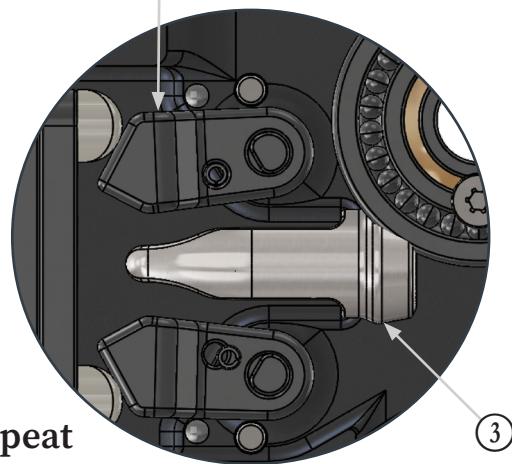
02 Unlocked

1. The pawl springs will return the pawls (2) to default position (open)



03 Ease Control Line

1. The bullet (3) is now free to pass the pawls (2)



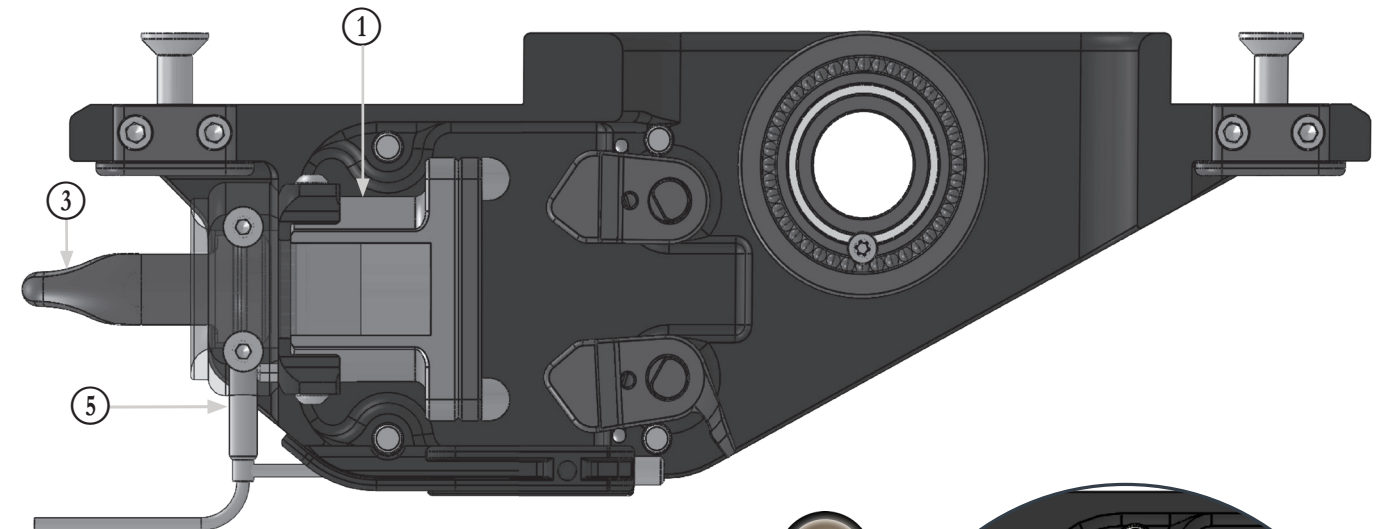
If failing to unlock; return to page 6 and repeat process to fully re-engage the lock before attempting to unlock again

Sensor Kit

Please read the preceding pages on the function of the lock.

On The Lock

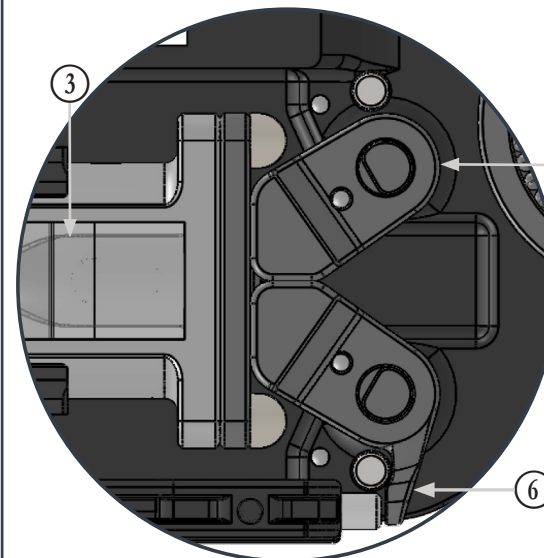
1. When the halyard/reef line is in tension and the bullet (3) breaks through the locking ring, the proximity sensor (5) is activated
2. The position sensor signals with a visual and/or audio alarm indicating the locking ring carriage is in the over hoist position



1. The halyard/reef line is eased, the bullet is disengaged; the over hoist signal is deactivated and the first signal turns off



The light must be off before easing the halyard otherwise a false lock will occur



03

1. The bullet (3) breaks through the locking ring
2. The locking ring carriage engages the pawls (2) and the bullet (3) is on the lock
3. The activator tab (6) on the pawl engages with the second proximity sensor and signals a visual and/or audio alarm indicating the bullet (3) is on the lock



Off The Lock



Please carry out the procedure as per page 8.

When going 'off the lock' only **one** position sensor signal (audio and/or visual) will disengage and therefore the sail is able to be dropped.

If a second signal (audio and/or visual) engages: this means the bullet has been over hoisted and the lock is not disengaged.

Inspection Intervals

During each interval please carry out preceding inspection advisories

Interval	Advisories
Inshore Racing Daily Check	Visual inspection of the bullet for damage or sharp edges
	Visual inspection around the lock body of the mounting surface for deformation
	Visual inspection of lock body and fasteners for deformation or signs of wear
	Visual inspection of ferrule for damage or sharp edges
	Visual inspection through the ferrule into the lock body for abnormalities
	Manual inspection through the ferrule for debris
Offshore Sailing or 2 Months or 2500nm	Fresh water rinse to remove salt and rope debris
Annual or 20,000nm	Remove lock for full inspection and clean- if you have any doubts please contact Rigging Projects
2 years	Full service by Rigging Projects technician

Serviceable Parts

This product is not designed to be serviced by an unqualified technician. If you are experiencing issues beyond the troubleshoot, please **do not hesitate** to contact Rigging Projects.

Important

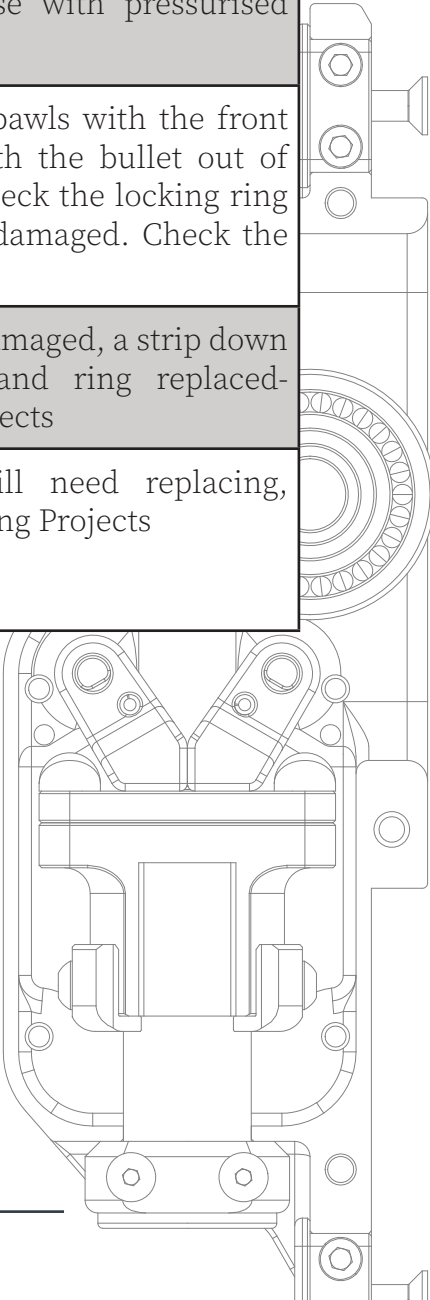
Rigging Projects equipment is designed for minimal maintenance, but some maintenance is required for optimum and safest possible operation and to comply with the Rigging Projects limited warranty. In general, the most important aspect of maintenance is to keep your equipment clean by frequently flushing 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
Pawls not retracting into unlock position smoothly	Product or debris has contaminated the pawl springs	Rinse thoroughly with pressurised fresh water first, if unsuccessful use degreaser to clean the mechanism through the ferrule
Attempting to drop: the lock re-activates rather than unlocking	Hoisted through the 'over hoist position' and re-engaged the locking ring	Reset to back on the lock and attempt to unlock procedure more slowly
Not Unlocking	The control line may not have been raised enough to allow the pawls to open	Increase the amount of halyard hoisted unlock - this will be a very marginal amount
	The pawls are not opening to allow the bullet to pass through	Remove front cover, check that the pawls spring open. The pawl springs may need to be cleaned, rinse with pressurised fresh water
Not Locking	The snap ring or bullet may have been damaged	Try to operate the pawls with the front cover removed. With the bullet out of the lock, visually check the locking ring is present and not damaged. Check the bullet for damage
	The force required to close the pawls is more than normal	If the snap ring is damaged, a strip down will be required and ring replaced- contact Rigging Projects
	The rolling wedges on the snap ring holder may be worn not closing the pawls	Rolling wedges will need replacing, please contact Rigging Projects

Important

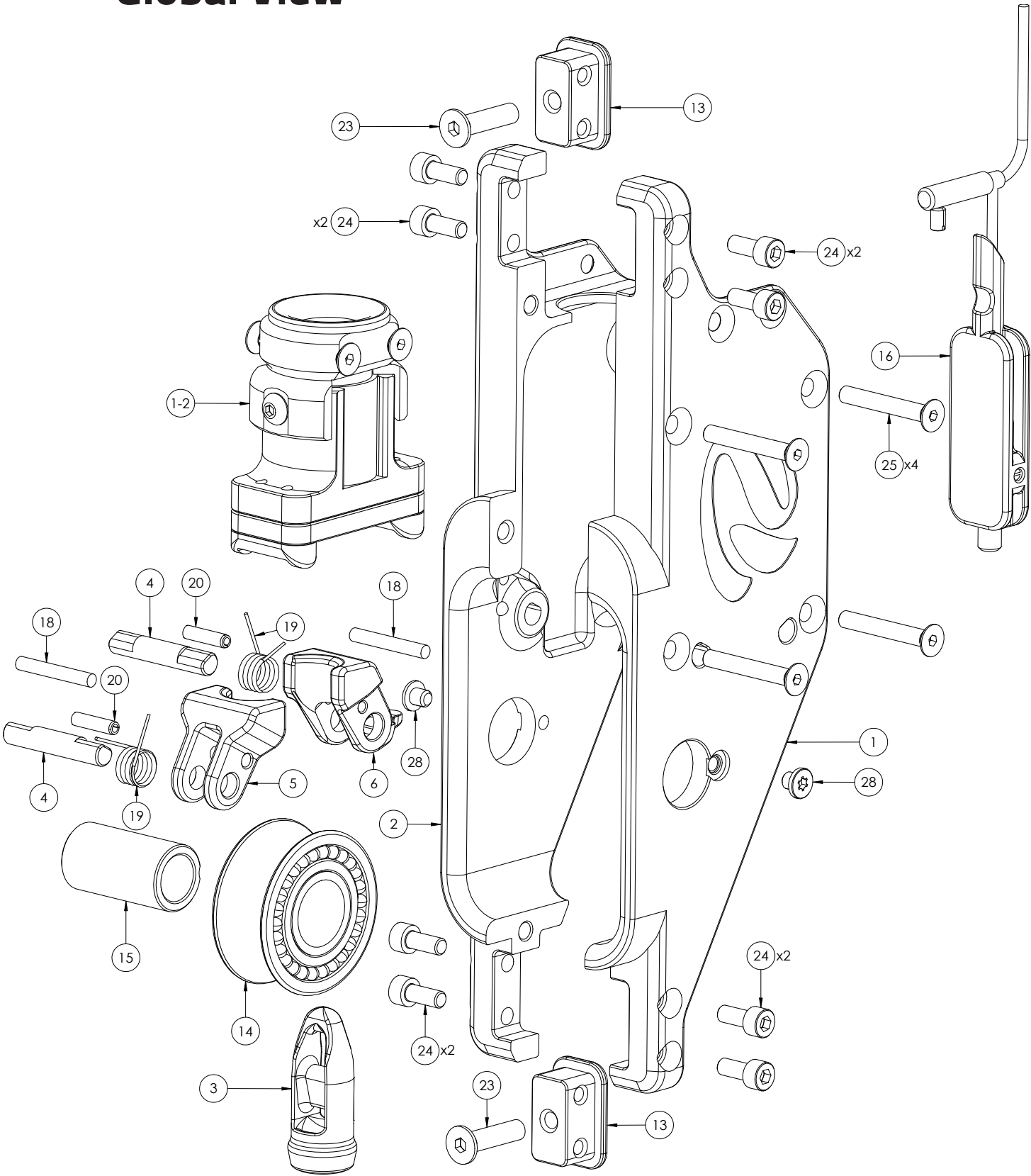
This product is designed to be self lubricating. Please do not attempt to lubricate the pawl springs or apply any product to the internals as you will damage the mechanism.



Bill of Materials

ITEM #	DESCRIPTION	QTY
1	HOUSING (1)	1
2	HOUSING (2)	1
3	BULLET	1
4	PAWL PIN	2
5	PAWL	1
6	PAWL - SENSOR	1
13	THREADED INSERT	2
14	SHEAVE	1
15	SHEAVE PIN	1
16	LOWER COVER	1
18	SPACER DOWEL	2
19	TORSION SPRING	2
20	PARALLEL PIN	2
23	SOCKET CSK HEAD SCREW	2
24	SOCKET HEAD CAP SCREW	8
25	SOCKET CSK HEAD SCREW	4
28	ULTRATHIN NS LOW HEAD SCREW	2

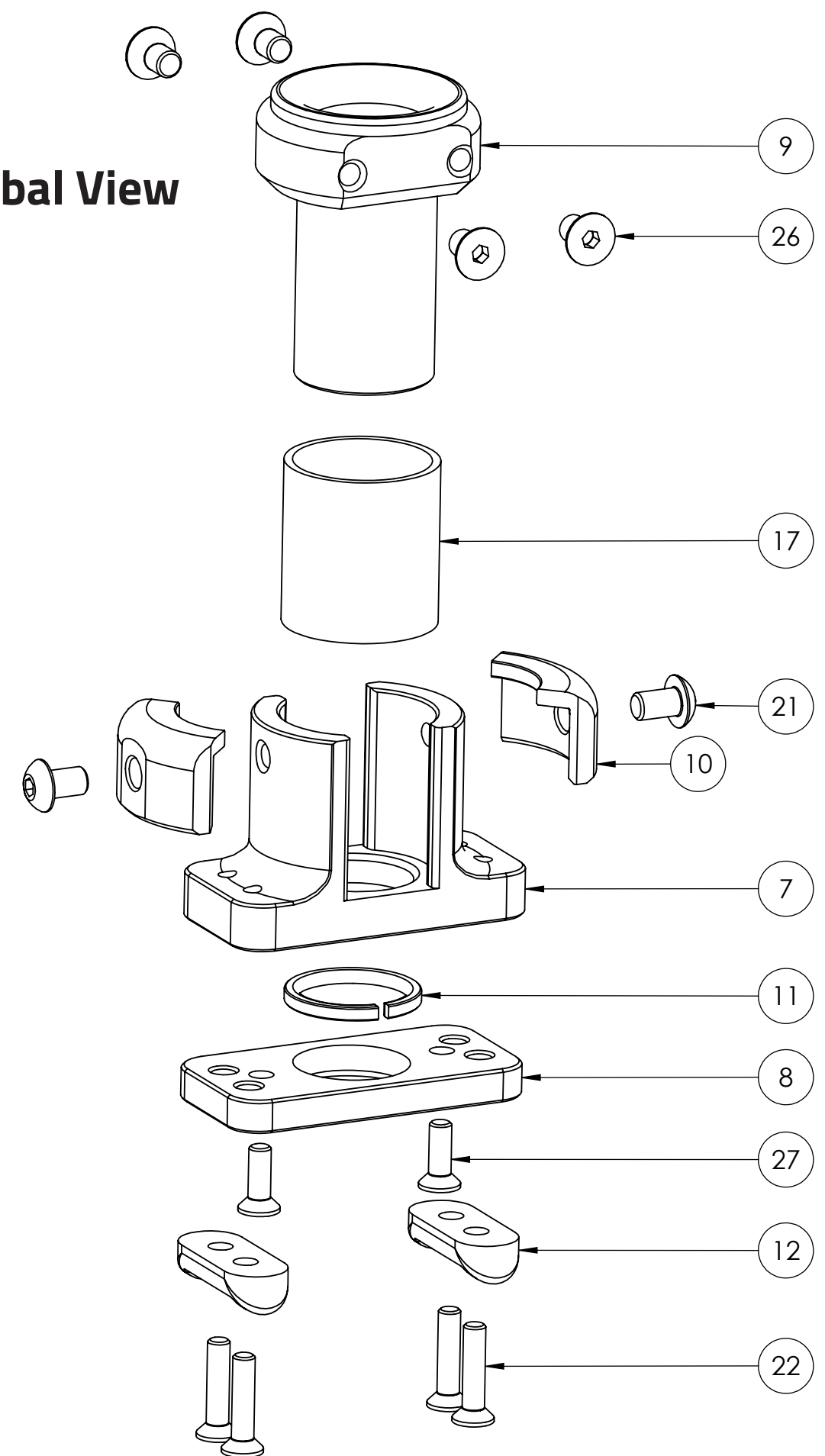
Global View



Bill of Materials

ITEM #	DESCRIPTION	QTY
7	SNAP RING HOLDER	1
8	SNAP RING PLATE	1
9	UPPER FERRULE	1
10	SLEEVE HOLDER	2
11	LOCKING RING	1
12	ROLLING WEDGE - Mk2	2
17	CUSTOM SLEEVE	2
21	SOCKET BUTTON HEAD SCREW	2
22	SOCKET CSK HEAD SCREW	4
26	SOCKET CSK HEAD SCREW	4
27	SOCKET CSK HEAD SCREW	2

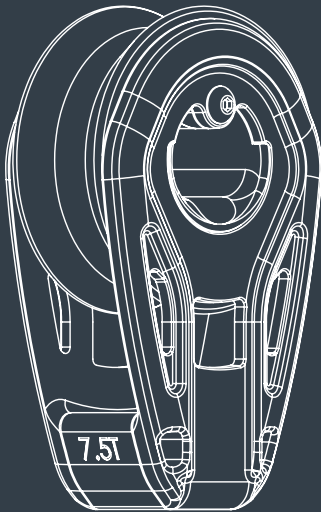
Global View



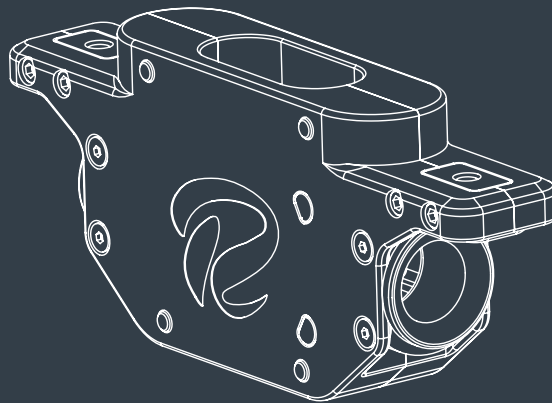
Customer Support

Info@riggingprojects.com

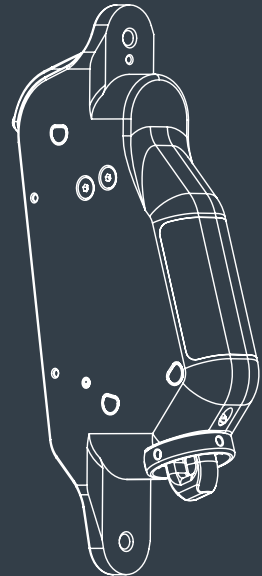
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X- Glide Range



Internal Lock Range



Fwd Lock Range

Project Management

Sail Handling

Hardware

Textile Solutions

Service

Custom

AHEAD OF THE CURVE