



Instructions for retro-fitting a CT SnuffAir to an existing spinnaker sock

Valves

The valve and release valve are positioned just under the zip which closes the chafe-guard around the internal bladder. If you unzip the chafe guard you will expose the valves.



Unzip the chafe-guard to expose the valves

When you fill the internal bladder with air ensure you have twisted and popped out the internal yellow fitting on the inside of the valve. This fitting is depressed to expel the air when being shipped, you can then leave it out for ease of use. When you fill with air you should continue until you hear the release valve bleed then disconnect the air feed.

You will notice when inflating, the fitting is a little tight on the cover, you can pull the material slightly out of the way.

Inflation

By inflating the SnuffAir you will find it easier to orientate the sock to the SnuffAir correctly. To orientate correctly the SnuffAir logo (not shown in picture) is positioned underneath the up/down line pocket or underneath the up line bridle depending on which sock system you are using. This also positions the valves and the zips correctly so they are easily operated when using the system on the boat.



Orientate the sock to the SnuffAir

Zips

The SnuffAir is attached by sewing the other half of the zip provided with the chafe-guard to the bottom of the sock.

The zips are all the same length and start in the same place so once a sock has been converted you can then replace the chafe-guard if required. There should be no need to take the internal bladder out of the chafe-guard.

Remove any hard eyes from the sock or cord that may be there for a different system.

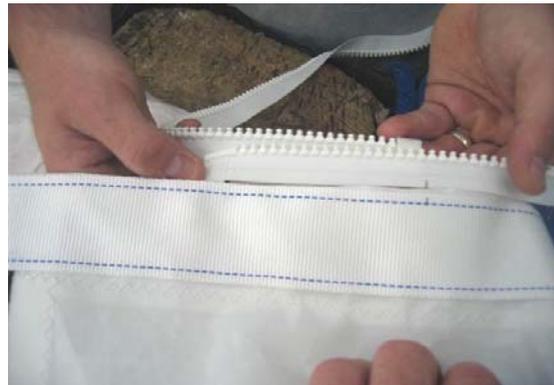
Fitting

The circumference of the sock needs to be the same as the length of the zip provided with the chafe-guard. If the circumference of the sock is very different to the circumference of the chafe-guard, cutting or adding a wedge in the sock may be required.

If you use 50mm wide webbing and lay it out flat with the other half of the zip, this will give you the circumference required. This is where you will need to either increase or decrease the circumference of your existing sock to suit the length of the zip. You should strike the zip, webbing and sock to ensure accuracy and to allow for the overlap in the zip.



Zips



Strike up marks

Existing socks often have a rectangular piece cut out, this is useful as you can use it to slightly adjust the circumference when attaching the 50mm webbing.



Adjusting circumference

Webbing

Once you have the 50mm webbing sticky backed onto the sock you then have the circumference required and strike marks to work to.

From here you can sticky back the zip in place ready for sewing. On the inside of the sock put 20mm wide polyester webbing over the flange of the zip. When you position the zip make sure you sew it in the correct direction.

As you can see in the photo's I positioned the zip inside the bottom of the sock by 40mm which allows the sock to overlap when attached to the chafe-guard. To get an accurate line for the zip to follow you need to use 40mm wide sticky back on the inside of the sock to make it easier to position the zip straight.



Positioning webbing



Zip overlap



Positioning zip



Sewing zip

For the internal pockets for the up line bridle use a 100mm wide Dacron and change the exit of the bridle to external rather than internal, keeping this area soft by keeping away from any hard eyes.



Rope pocket

The Velcro is supplied to protect the spinnaker from the hard plastic zip starter, the other half of the velcro provided needs to be sewn onto the sock.



Finished sewing

You can see the detailing of the 2 zips and how the sock overlaps the top zip only, it's important to still be able to access the lower zip as you will want to deflate and inflate the SnuffAir on the boat easily.



Retro-fit complete, when you add the spinnaker it's easier to do this with the SnuffAir inflated.

Use existing bridle lines or replace if necessary.