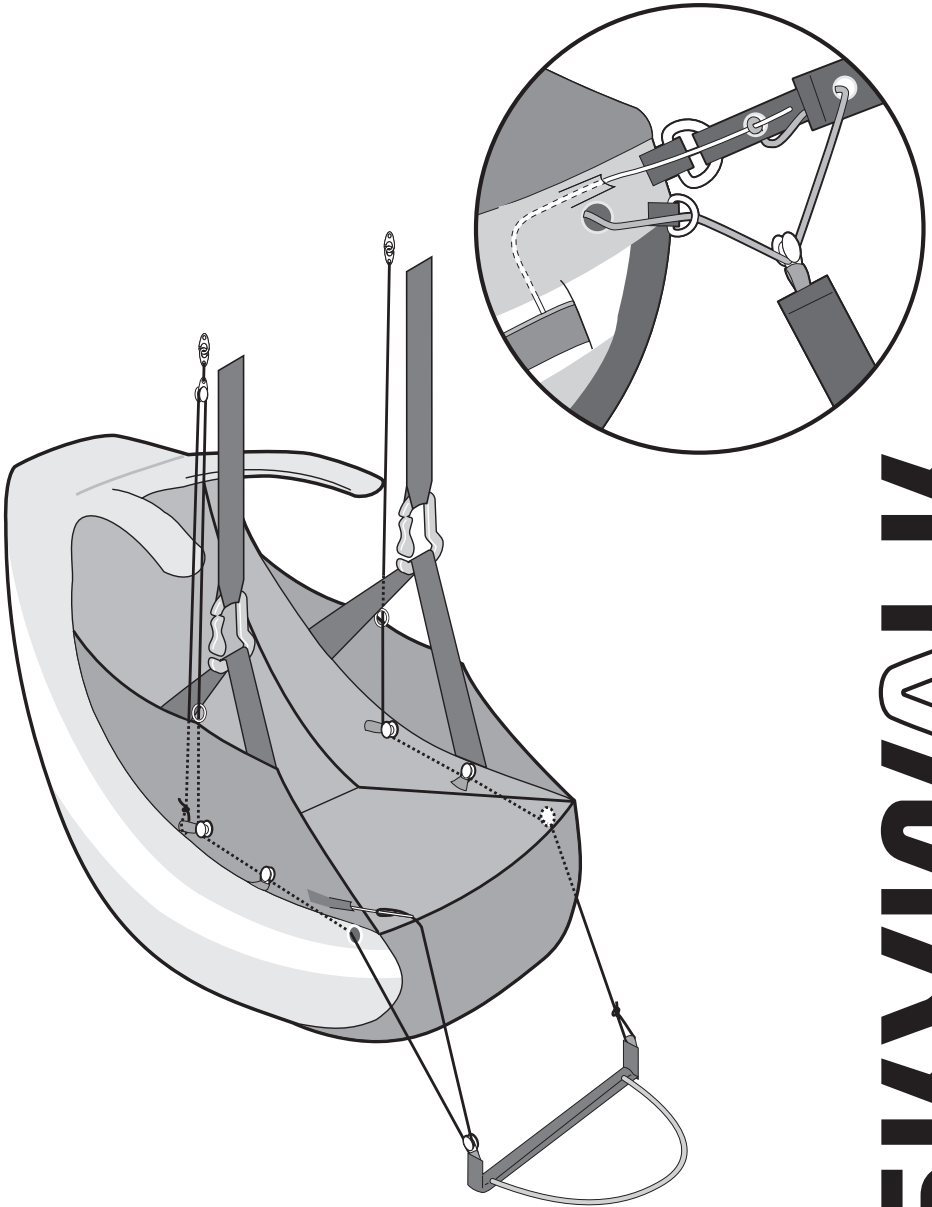


# SEPARABLE SPEED SYSTEM



# YAMAHA



## SEPARABLE SPEED SYSTEM:

**The new Separable Speed System can be mounted retroactively to any model CULT or CULT XC harness. It is based upon the proven separable leg stirrups of the CULT and functions in the same manner:**

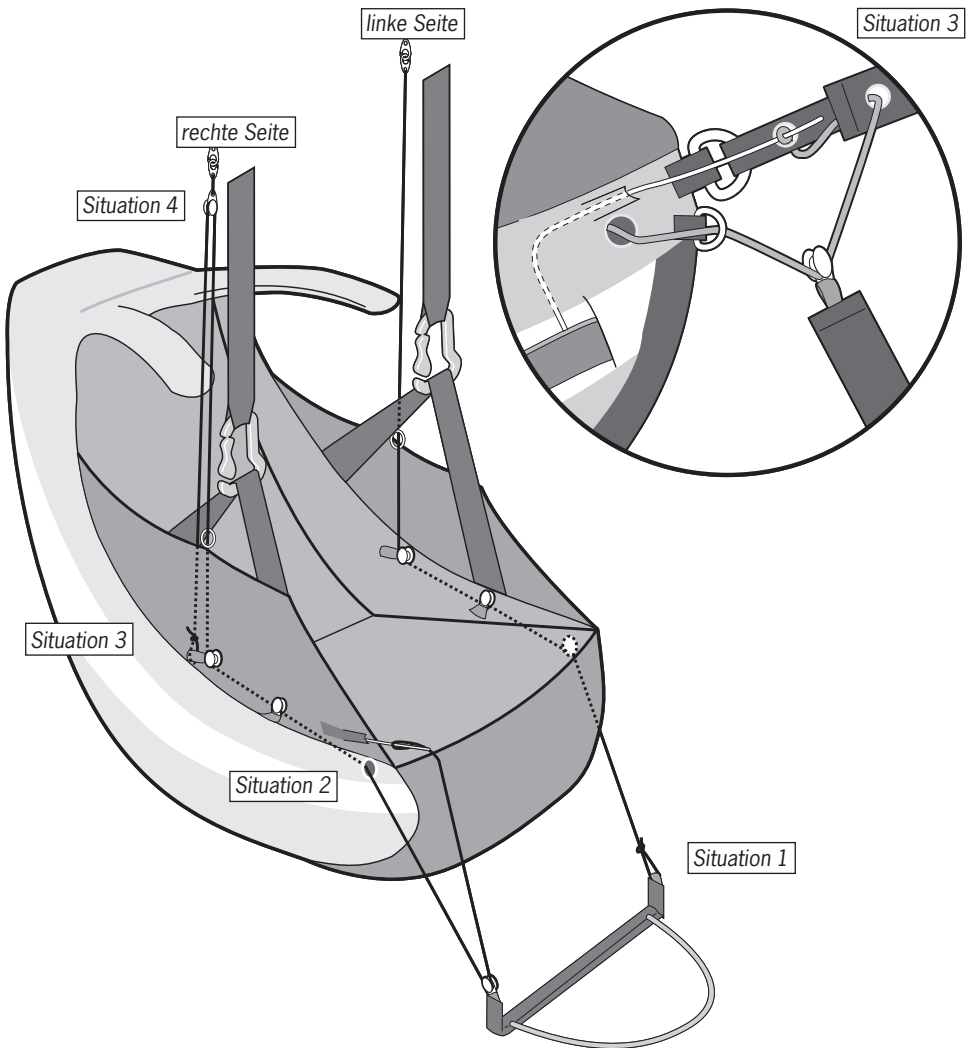
The splint-secured connection on the right side of the harness between the harness and attachment point of the stirrups and speed system detaches fully upon activation of the rescue.

**Therefore, the possibility is eliminated that the rescue can be blown back through the stirrups or Speed System.**

Even before the rescue is fully pulled, the stirrups and Speed System on the right side are completely detached from the harness.

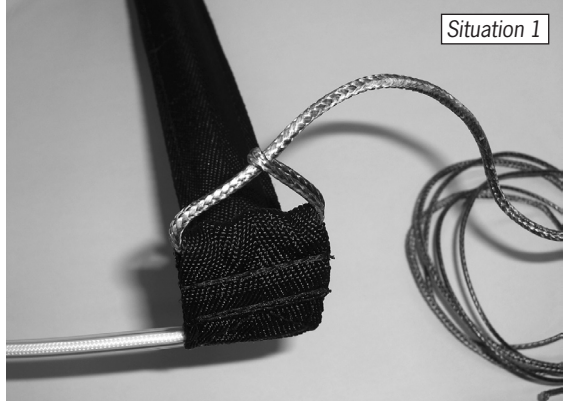


## PRINCIPAL:



## CONNECTION (LEFT SIDE):

**Situation 1:** The end of the left speed system line is tightly connected to the loop on the left end of the Speedbar. Then the line should be led first through the small ring, then through the interior of the riveted grommet, then through both pulleys and through the grommets found further upwards on the elastic. Finally, the brummel hook is knotted with a bowline knot to determine the correct length.

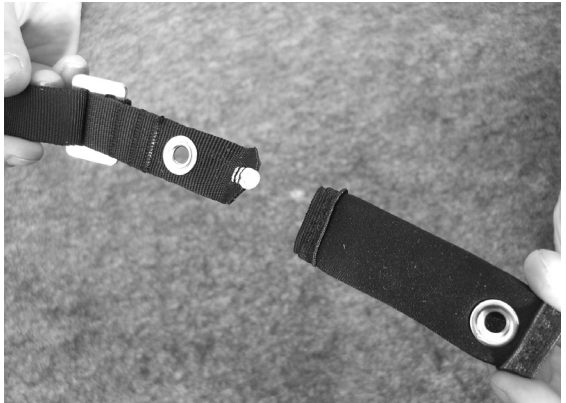


**Bowline Instruction:** <http://www.sailornet.at/palstek.htm>

## CONNECTION(RIGHT SIDE):

To begin, remove the old neoprene stirrup closure cover and slide on the new cover with the press-fitted grommet accurate to side.

**Situation 2:** The stirrups are connected to the ring as usual and secured by the yellow splint.

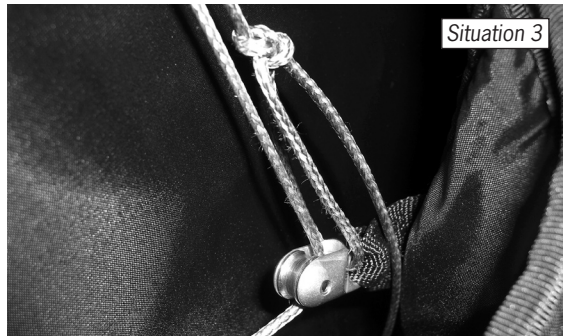


## SEPARABLE SPEED SYSTEM

The right Speed System line is thread as well on to the yellow splint and first through the grommet of the stirrups, then inwards into the neoprene cover and finally led out through the grommet of the cover. In Situation 2, the cover is somewhat pushed back for visualisation. During operation, the cover should completely cover the connection point. Now this line is led from front to back through the pulleys on the Speedbar and then through the ring and grommet to the interior of the harness.

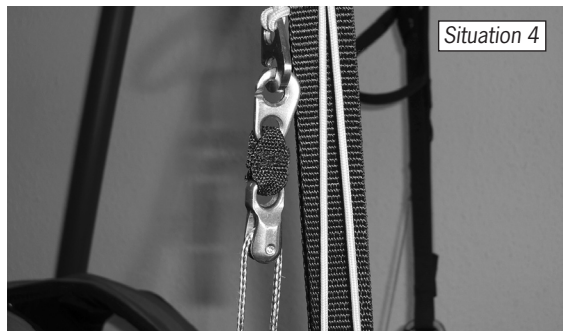


**Situation 3:** The line then runs further through the interior of the harness through both pulleys and is led through the grommets located further upwards on the elastic. The previously used stoppers are no longer necessary, the Speedbar can be attached with velcro to the harness.



**Situation 4:** The upper end of the right Speed System line is then threaded through the brummel-hook fixed pulleys and again led down back into the harness, to be knotted there also with a bowline knot at the connection point of the pulley. Thereby the correct length is determined.

( see also Situation 3 ).



The separation mechanism for the Speed System functions also without the mounted stirrups. Instead, only the cover piece of the stirrups is used and covered with the neoprene cover as described above.



**After successful assembly, the System should be tested with a test activation in order to rule out malfunction.**

## **CONTENTS OF DELIVERY:**

1. Speedbar with pulley
2. two lines
3. simple brummel hook
4. brummel hook with rotation pulley
5. neoprene cover

