

J40 Halyard Clutches (1/27/2012, updated 11/15/2013)

Our J40 (#4) came with 4 banks of Spinlock XT Clutches, as it came with the “Performance Package” option.

- Spinnaker Setup:

1. Pole & Deck storage components
2. Harken Mast Track/Ball Bearing Car & side controls,
3. Pole Lift & Gear and Deck Padeye, and blocks and double cabin side ends
4. After-guy deck mounted Large Harken Standup blocks
5. (2) extra halyards, mast cranes & Blocks

- Mid-boat deck gear

(2) extra Barient #22 self-tailing halyard winches

(4) XT halyard clutches

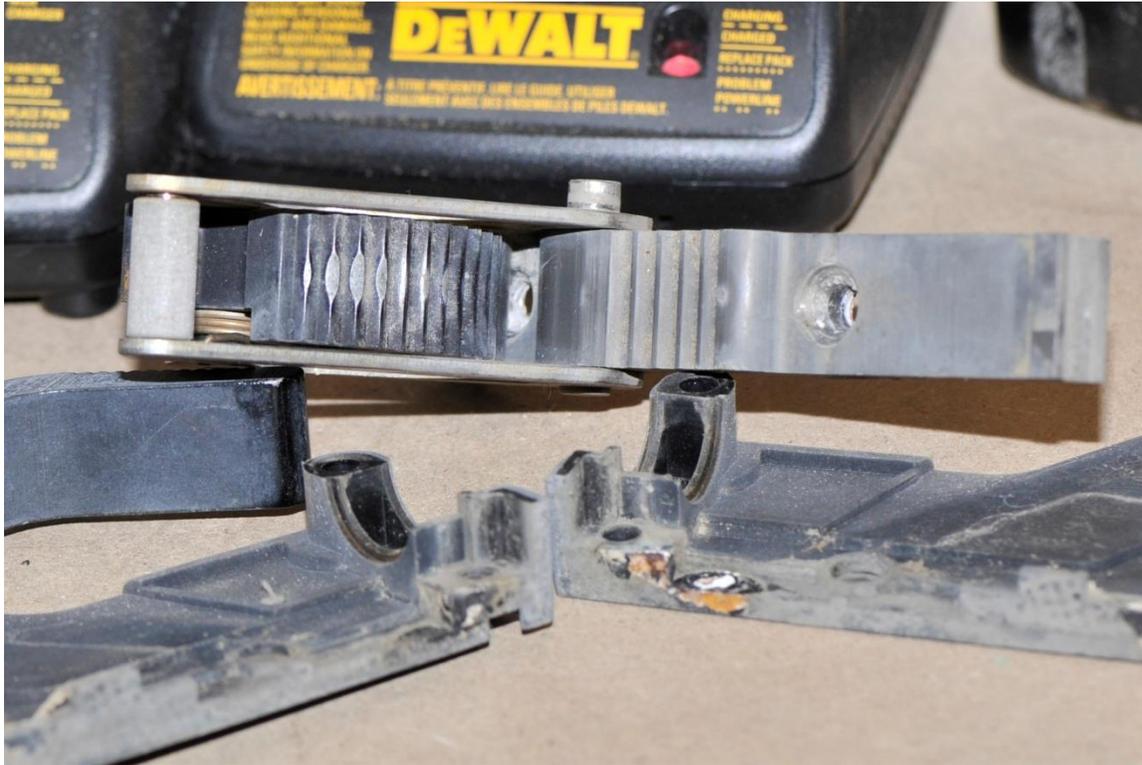


Port mid-deck (performance pkg)

- Runners, Turning Blocks and (2) Barient self-tailing runner winches

(No kidding, the boat has FIVE pairs of winches...)

All the clutches are Spinlock XT as part of the original package, and the halyards have recently started slipping. With all of the self-tailing winches, that isn't a big deal, but it was time...



You can see the wear on the teeth pretty easily. From what I could tell the replacement for the Spinlock XT was the Spinlock XTS (confirmed) , but there were a lot of other choices:

1. Rebuild with new plate and clutch assembly:
 - New Cam (CAM 0814), Base Plate (X-BASE) & handle \$70
 - Maybe Sides (X-SIDE) and new Labels (X-LBL)
2. Replace with New Spinlock XTS: \$126
3. Replace with Spinlock XCS (Metal-sides, but otherwise similar) \$200
4. NEW Fall 2013: Replace with Spinlock XTR – not sure of the price (new).
5. Replace with Beefy Clutch (ie. Spinlock XX): \$400
6. Replace with Lewmar D2: \$90
7. Other brands - didn't really look at too closely

The cost performer is just to rebuild the originals with a base and plate for \$70 each. There are a few components like the screw and pins and springs and sides that need to be reused, but it should be fine.

Part of the strength of the clutch comes from the sides, and since ours were 25 years old, I thought a few extra bucks for new sides might be the ticket, so I sprang for new XTS Clutches. The mid-boat setup we have is (4) individual clutches in (2) side by side pairs. Note that if you use a double, which is cheaper, the holes won't line up. If you fill in a set of holes and redrill, that's a reasonable option. Make sure you look closely at what is already installed.

The styling performer is to replace the whole assembly. The holes in the deck were 7mm apart on centers and Spinlock XT, XCS, and XTS all fit fine. Otherwise to do it properly – fill in the holes with West System Resin and re-drill the new holes for the clutches in place. The mid-deck area is solid glass where the winches and clutches bed. The metal sided XCS appear to be overkill – the metal sides give an additional strength rating. If you have metal sided clutches, I wouldn't replace the clutch, just the cam and base plate when the time comes. It will probably out-last the boat...



(left) Spinlock Rope Clutch Service Kit

The Spinlock XX Clutches are for big-boats and high loads. They are BIG.



Spinlock XTS in front of a Spinlock XX. XX is longer and higher by a bit...



The newer Spinlock XTR. They come in different colors, black, silver, white and (above) "citris", presumably to match your iPhone cover. It is designed for 10mm line +/- 2mm which is a sweet spot for strength and handling for the J40. Same as the XTS with the larger cam. It is supposed to be lighter, installable by one person (not sure how unless they use Velcro...) and more easily maintained. The cam module can be removed, cleaned and serviced without pulling out the through-deck bolts. Strength rating is the same as the XTS and the through-deck holes are supposed to line up.

The Lewmar D2 Clutches are inexpensive (under \$100) and I have a friend who uses them on his 44-footer and loves them. They appear to be wider though, so keep that in mind.



Note also that the headliner in the J40 needs to be removed and the length of the bolts going through the deck is pretty exact to allow for the close fitting liner. Don't throw them out – if you replace them make the replacements the *same* length.



Headliner removed, screws/nuts exposed.

Pretty sure the screws were 10-20 1-3/4", but definitely use the existing ones as your best guide

It's also a two-person job as you'll need someone to hold the screw driver on deck and one below with the ratchet, for the halyard clutches if they're mid-deck. If you don't have the performance package, I think they are located back by the companionway which is easier for one person.

You can inspect your clutches pretty easily. The wear photo above should help you know what to look for. Size your clutches to the line used, but typical is 9-11mm these days with the high performance and durability ropes that are available. Ones that slip will wear out your halyards at an alarming rate, and your sails won't have the proper tension due to slippage and they will wear more too.