

# HARKEN

## INSTRUCTIONS

### V™ Blocks

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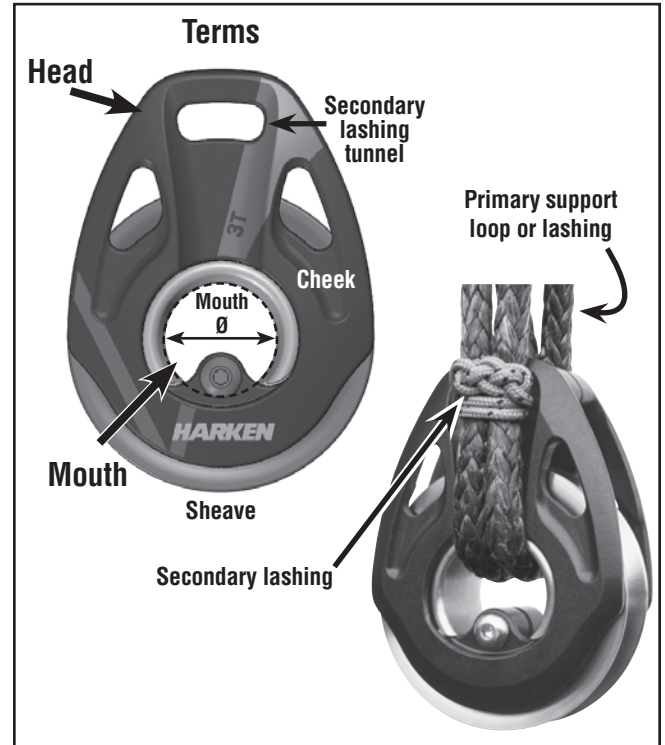
**⚠ WARNING! Strictly follow all instructions to avoid an accident, damage to your vessel, personal injury or death. See [www.harken.com/manuals](http://www.harken.com/manuals) for additional safety information.**

**⊘ = Incorrect. Avoid to prevent accidents.**

V blocks mount using soft attachment methods. The primary support lashings or loops pass through the block's mouth. A secondary lashing keeps the block aligned. Cheeks are 3D-molded carbon or machined aluminum. The bearing system combines axial and thrust bearings into a single bearing set of angled titanium rollers.



Carbon and aluminum V blocks



### Specifications

Part No.*	Description	Sheave diameter		Max line Ø		Mouth Ø		Maximum working load		Breaking load	
		mm	in	mm	in	mm	in	kg	lb	kg	lb
3294, 3294AL	1.5T single	47	1.85	9	11/32	15	.59	1500	3300	3000	6600
3295, 3295AL	3.0T single	56	2.20	11	7/16	20	.785	3000	6600	6000	13200
3296, 3296AL	5.0T single	62	2.44	13	1/2	20	.785	5000	11000	10000	22000
3297, 3297AL	6.5T single	82	3.23	16	5/8	26	1.02	6500	14300	13000	28600

\*Block cheeks are carbon or aluminum. AL signifies aluminum cheeks.

Note: See replacement part numbers on last page.

### You Must Supply

#### 1. Primary support loop or lashing line

Harken is not liable or responsible for choosing line used to secure blocks. Go to Harken Limited Warranty at [www.harken.com/manuals](http://www.harken.com/manuals) for complete details.

Refer to the "Specifications Chart" above and use a loop/lashing with a maximum working load that meets or exceeds the maximum working load listed. If working with breaking loads, use a breaking load that is four (4) times the maximum working load listed.

#### Important information on choosing line, knots, and splices:

See [www.harken.com/knots](http://www.harken.com/knots).

#### 2. Secondary lashing line

Use a small diameter line for lashing the primary supporting loop or lashing near the head. Line length and diameter will vary depending on block.

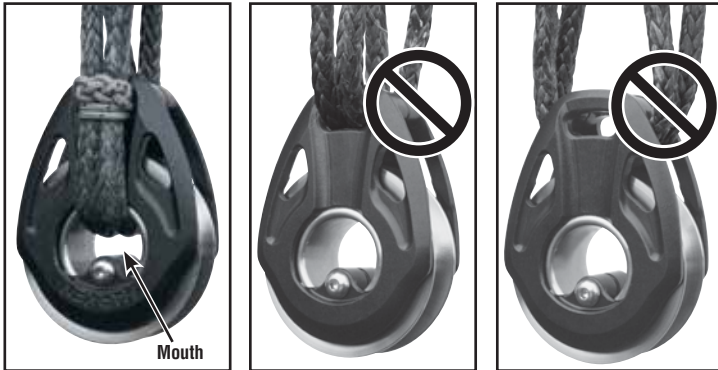


**WARNING! Knots weaken line considerably. Work with a qualified rigger or line manufacturer on securing line. Select high-strength loops using the instructions in "1" at left, or consult rigger for recommendations on lashing.**

## Attach Block

Slip primary support lashing or loop through mouth to make four (4) holding strands.

**WARNING!** Attaching line to or through block head will considerably weaken block, and it can break under low load. Attach primary support loop/lashing only through mouth of sheave.



**WARNING!** Using a loop in a choker style weakens the loop connection. Do not use choker style connection.



## Secondary Lashing to Head

1. Wrap small line around both sides of primary support loop/lashing by passing through the secondary lashing tunnel. Use a secure knot such as a Carrick bend to hold the primary support loop/lashing against the cheeks. See [www.harken.com/knots](http://www.harken.com/knots).

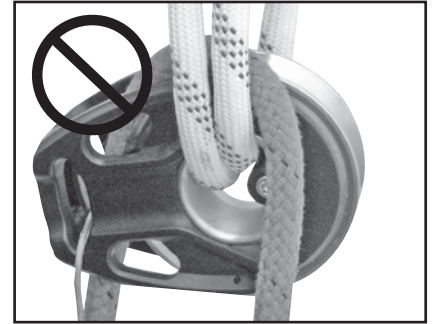


2. Shorten the secondary lashing ends and tuck them into the tunnel.



**WARNING!** If secondary lashing at head comes loose, block can flip and cause line to jam, resulting in loss of control. Inspect lashing often and redo if necessary.

Make sure secondary lashing at head is secure so block stays aligned.



## Use as Becket/Fiddle Block

Anchor point



V blocks can be set up as becket or fiddle blocks. Attach becket or secondary block to anchor point. Lash to head and mouth as shown.

**WARNING!** Attaching becket or secondary block to primary block will weaken block, and it can break under load. Attach to anchor point.

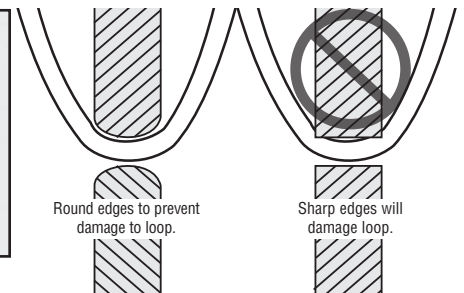
## Anchor Point Chafing or Cutting

**WARNING!** Loops or lashings running over a sharp edge can cause part to break under load. Attach to fitting with a rounded edge.

Loops must attach to round bails such as those found on padeyes or pins. Sharp edges on many perforated toe rails will cut loop, severely weakening it. When loop is attached to a plate, it must be at least 6 mm (1/4") thick and have rounded edges to keep loop from being damaged.



Anchor point



## Inspect Parts Every Time You Sail

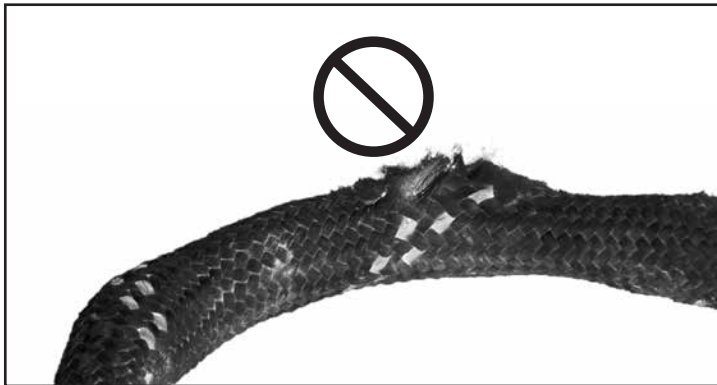


**WARNING! Failure to inspect and correct block, and loop or lashing can result in block breaking under load. Inspect parts each time you sail. If parts are under load during long passages, it is important to inspect them carefully while in use.**

Replace loops or lashings if there are signs of wear or if the colored tracers fade from UV damage. Fading tracers indicate general UV degradation. Pull loop out of mouth and inspect loop/lashing carefully for any signs of wear, UV damage, fatigue, or strand separation. Replace loop if it shows signs of UV damage or wear.



**WARNING! Failure to replace damaged or weakened parts can cause part to break under load. Replace all loops and lashings every year, or if there is any sign of wear, UV damage, fatigue or strand separation. If in doubt replace. Consult chart to match strength of loop/lashing to block and load.**



Inspect secondary lashing at head of block to make sure knot and stop knots are holding tightly.



**WARNING! If secondary lashing at head comes loose, block can flip and cause line to jam, resulting in loss of control. Inspect often.**

Inspect screws to make sure they are tight. If loose, remove and use Loctite 222 purple thread locking solution to secure. See torque specs on last page.



## Short Term Maintenance

Flush block and attachments frequently with detergent and fresh water. Clean bearings by flushing areas shown while rotating sheave.



## Long Term Maintenance

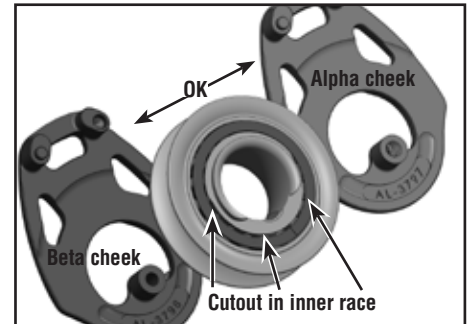
Disassemble block. Flush with detergent and fresh water. Clean and remove grease using solvent.



Remove rollers for cleaning or replacement by pushing outward. Install from outside pushing in.



Inner race has a cutout on one side to allow removal of bearing assemblies. See last page for details. When assembling block, there is no need to match lip cutout side to Alpha or Beta cheeks.

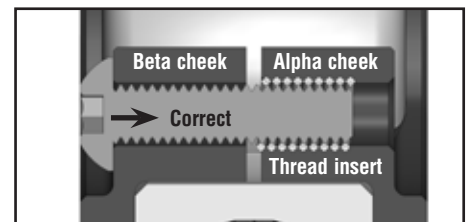


Lightly grease inner ring of sheave as shown at right.



### IMPORTANT!

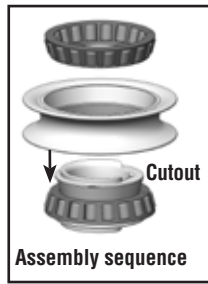
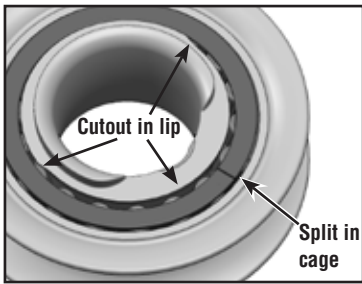
**When assembling:**  
**3294AL - 1.5T block**  
**3295AL - 3T block**  
**Start fastener from Beta cheek. DO NOT insert from outside of Alpha cheek.**



All blocks: Secure screw using Loctite® 222 purple thread locking solution. See torque specifications on last page.



# Assembly Notes, Torque Specifications, and Reorder Parts



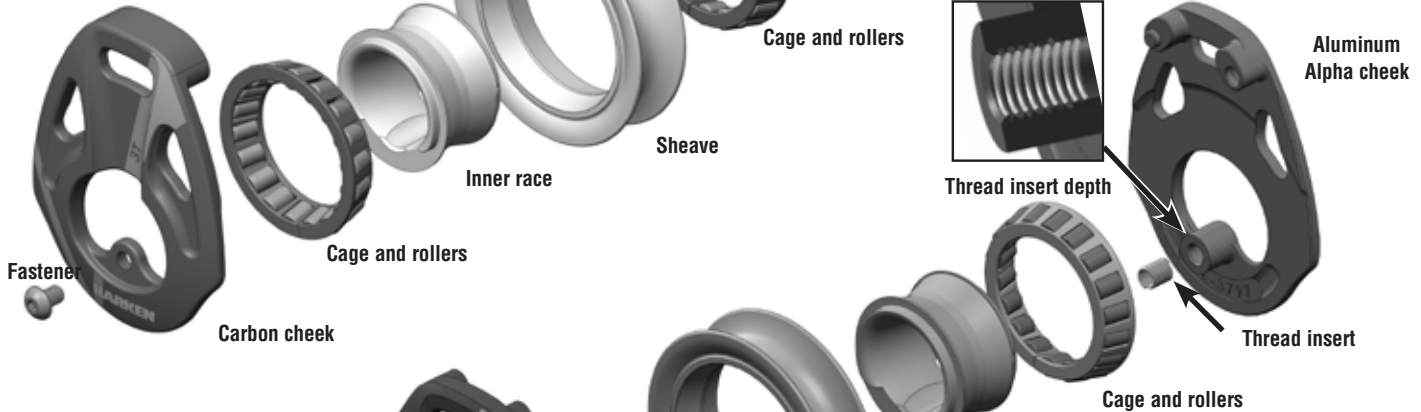
Split bearing cage and cutout in inner race lip

Block	Fastener	Torque (Carbon/Al)	
		in-lb	Nm
1.5T, 3T, 5T	M4	15	1.7
6.5T	M5	25	2.8

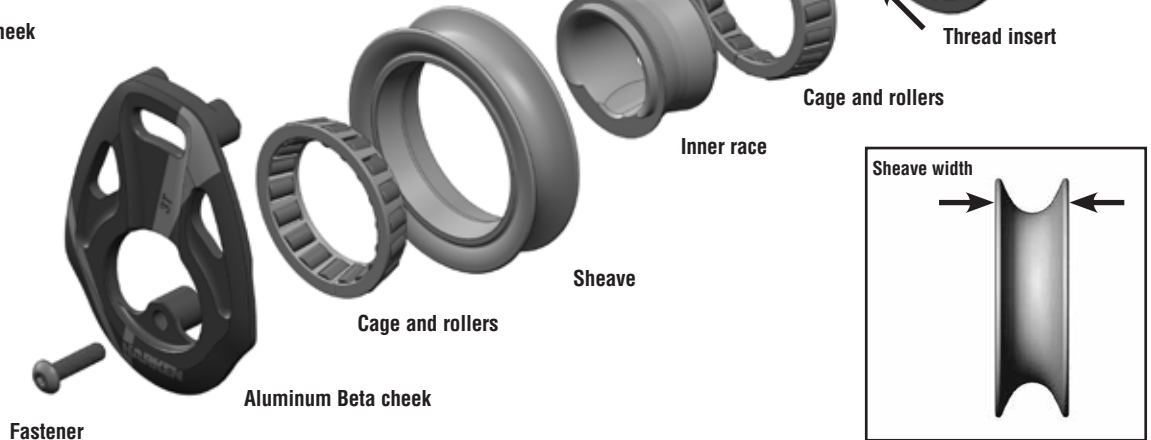
Secure screws using Loctite® 222 purple thread locking solution.

**Sheave and bearing assembly:** One side of inner race has a cutout in lip. Bearing cage his split. Use cutout and split cage to disassemble and reassemble.

## Carbon V block



## Aluminum V block



### V-Block replacement part numbers

Part No.	Desc.	Sheave Ø (mm)	Sheave width (mm)	Maximum working load (MWL) kg	Cheek: Carbon/Aluminum			Sheave	Inner Race	Cage	Rollers		Fastener	
					Alpha	Spacer/ Thread Insert	Beta				Order	Qty	BHCS	Size (mm)
3294	1.5T	47	14	1500	H-71542*	H-71224	–	H-70925	H-73940	H-73941*	H-70384	30	HFS1360.SATIN*	4X0.7X6
3295	3T	56	14	3000	H-71221*	H-71224	–	H-70669	H-73779	H-73780*	H-70669	36	HFS1360.SATIN*	4X0.7X6
3296	5T	62	19	5000	H-71583*	H-71577	–	H-70918	H-73938	H-73939*	H-70921	38	HFS1359.SATIN*	4X.7X10
3297	6.5T	82	24	6500	H-71590*	H-71591	–	H-71044	H-73976	H-73977*	H-71047	40	HFS1369.SATIN*	5X.8X12
3294AL	1.5T	47	14	1500	H-72066**	H-34628A	H-72067	H-70925	H-73940	H-73941*	H-70384	30	HFS1370	4X.7X16
3295AL	3T	56	14	3000	H-72136**	H-34628A	H-72137	H-70669	H-73779	H-73780*	H-70669	36	HFS1370	4X.7X16
3296AL	5T	62	19	5000	H-72069**	H-34628A	H-72070	H-70918	H-73938	H-73939*	H-70921	38	HFS1371	4X.7X20
3297AL	6.5T	82	24	6500	H-72139**	H-34702A	H-72140	H-71044	H-73976	H-73977*	H-71047	40	HFS1147	5X.8X20

\*Two required per block. \*\*Aluminum Alpha cheeks include thread insert.

### General Maintenance

Harken equipment requires minimal maintenance, but some is required to give the best service and to comply with Harken's limited warranty.

It is important to keep equipment clean by frequent flushing with fresh water. In corrosive atmospheres, stainless parts can show discoloration around holes, rivets, and screws. This is not serious and can be removed with a fine abrasive.

Flush blocks thoroughly with fresh water. Periodically, disassemble the blocks and clean with detergent and fresh water.

**Important:** Exposure to some teak cleaners and other caustic solutions can result in discoloration of part and is not covered under the Harken warranty.

### Warranty

For additional safety, maintenance, and warranty information; [www.harken.com/manuals](http://www.harken.com/manuals) or the Harken catalog.