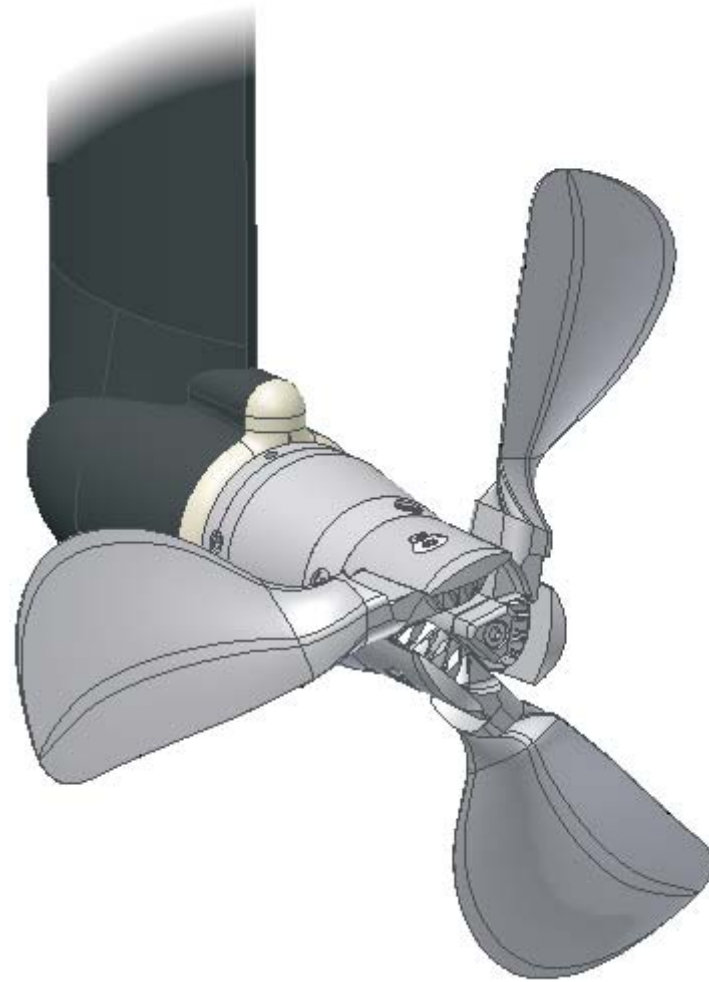
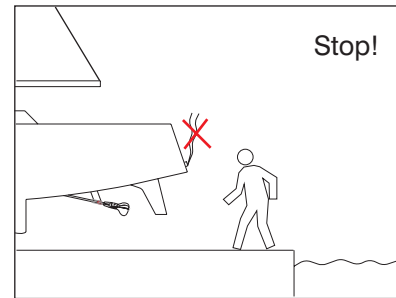
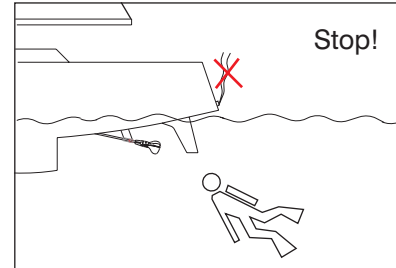
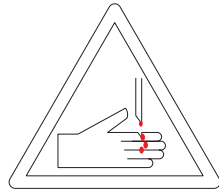
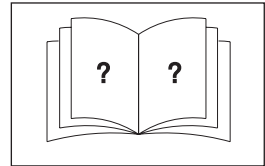


# Gori<sup>®</sup> propeller



# Gori<sup>®</sup> propeller



**GB** Check that the propeller works in both forward and reverse before starting each trip.

If any strange sounds or vibration are noticed coming from the propeller, stop the engine immediately and solve the problem.

In case of problems in connection with the mounting, use or function of the propeller, contact Gori propeller or the importer in your country.

**DK** Kontrollér før hver sejltur, at propellen fungerer - både i frem og bak.

Hvis der konstateres mislyde eller vibrationer fra propellen, skal motoren øjeblikkelig stoppes og fejlen udbedres.

Hvis De er i tvivl om montage, anvendelse, funktion eller lignende, skal De tage kontakt med Gori propeller eller Deres lands importør.

- D** Kontrollieren Sie vor jeder Fahrt, ob der Propeller funktioniert - sowohl im Vorwärts- als auch im Rückwärtsgang.

Wenn Sie ungewöhnliche Geräusche oder Vibrationen am Propeller feststellen, muß der Motor sofort abgestellt und der Schaden behoben werden.

Wenn es mit der Montage, Verwendung, Funktionierung oder dgl. Probleme geben sollte, sollten Sie sich mit Gori propeller oder mit dem Importeur in ihrem Lande in Verbindung setzen.

- F** Vérifier que l'hélice fonctionne correctement en marche avant et en marche arrière avant chaque appareillage.

Si des vibrations ou des bruits suspects se produisent venant de l'hélice, stopper immédiatement le moteur et définir les causes.

En cas de problèmes liés au montage, l'utilisation ou le fonctionnement de l'hélice, contacter Gori propeller ou le distributeur dans votre pays.

- IT** Non tentare di rimuovere dall'elica oggetti incagliati quali reti da pesca o funi quando il motore é in funzione.

Se dall'elica provengono suoni o vibrazioni anomali, fermare immediatamente il motore per verificare e risolvere il problema.

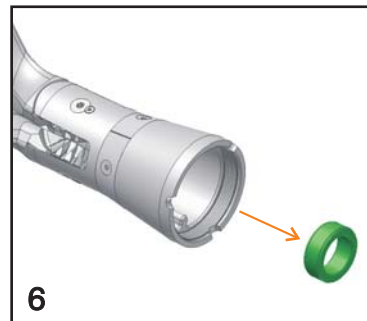
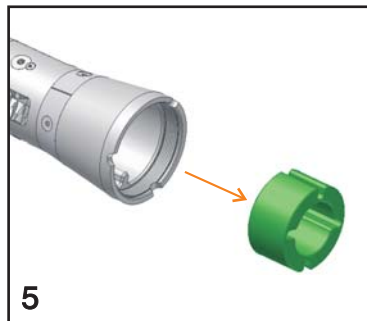
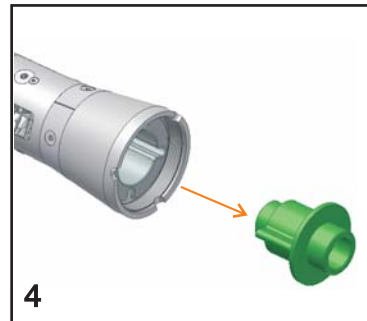
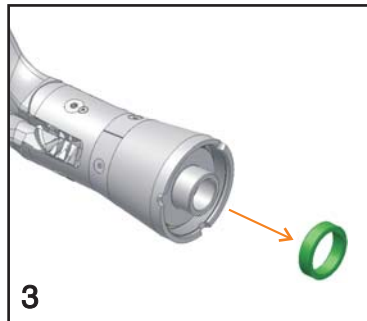
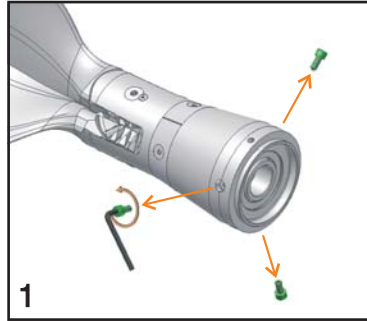
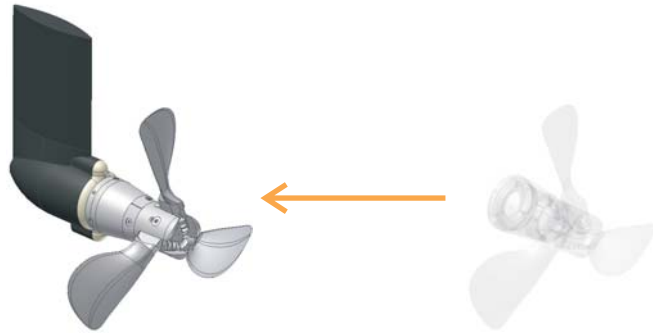
In caso di problemi connessi al montaggio, uso o funzionamento dell'elica, contattare la Gori propeller o l'importatore del Vs. paese (contatti sono reperibili sul sito [www.gori-propeller.dk](http://www.gori-propeller.dk)).

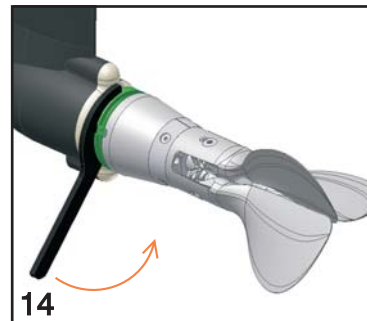
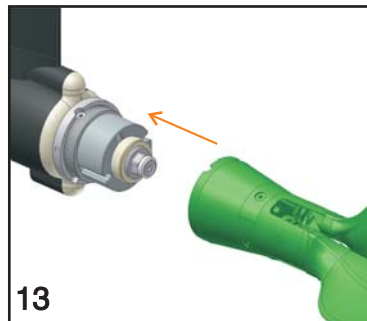
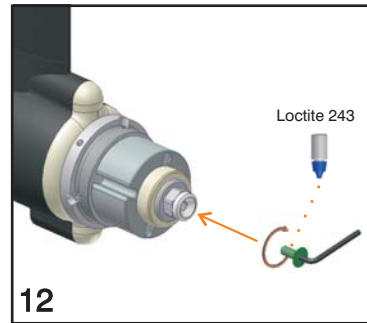
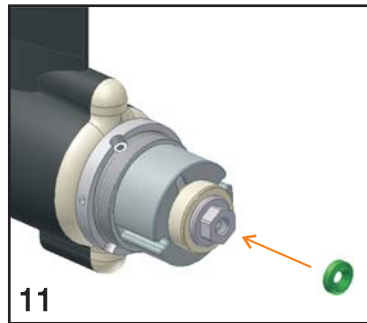
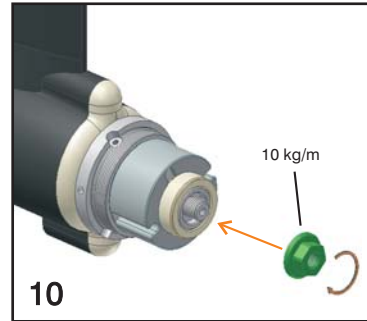
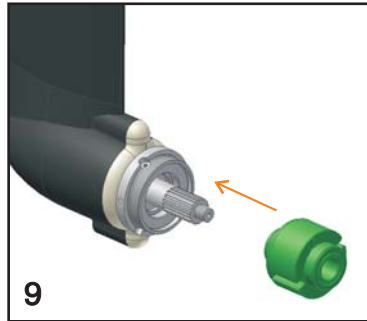
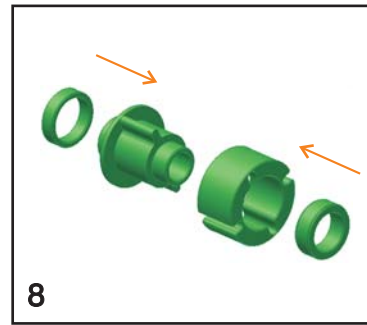
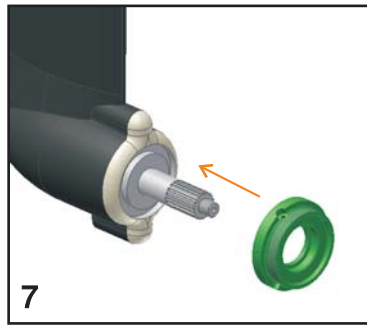
## ESP

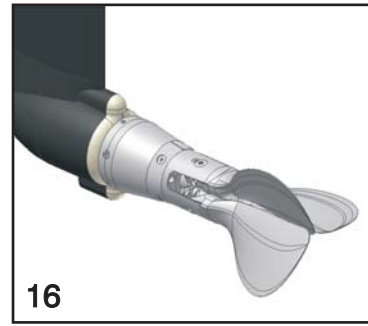
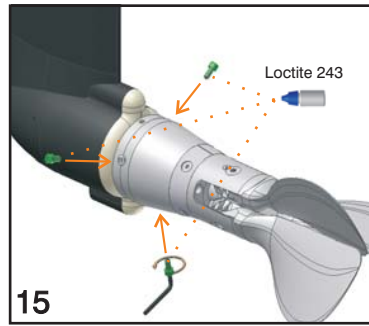
- NL** Wanneer er onverwacht vreemde geluiden of trillingen van de schroef of schroefas komen tijdens de vaart moet de motor onmiddellijk gestopt worden en de oorzaak ervan worden opgespoord.

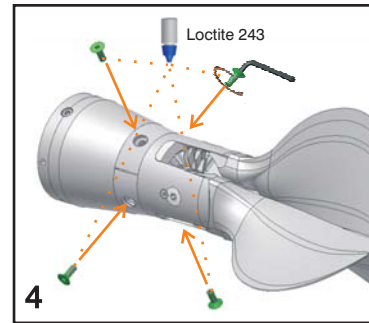
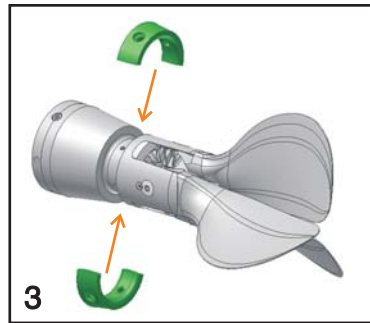
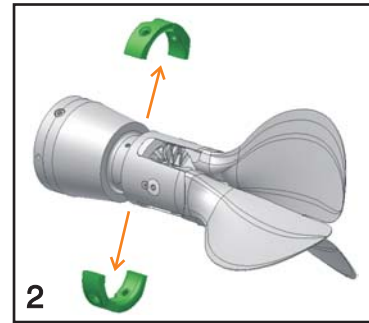
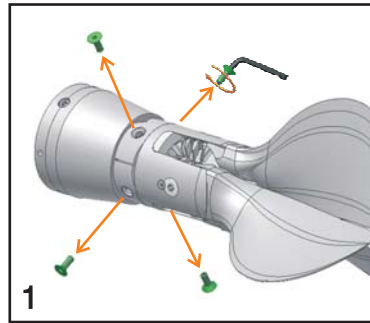
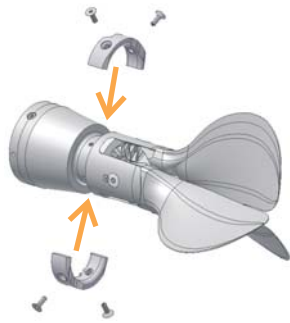
Uw Gori klapschroef is in principe onderhoudsvrij, maar controleer regelmatig of de borgboutjes nog vast zitten en of er geen overmatige speling op het bladmechanisme is.

Kontakt zonodig Uw leverancier voor reparatie- of onderhoudsadvies.



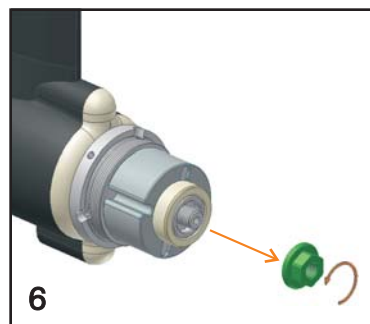
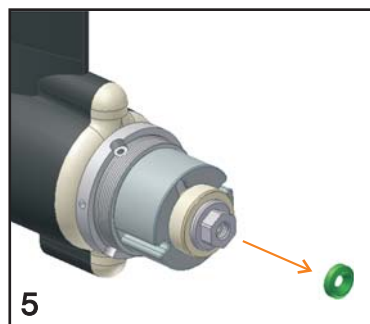
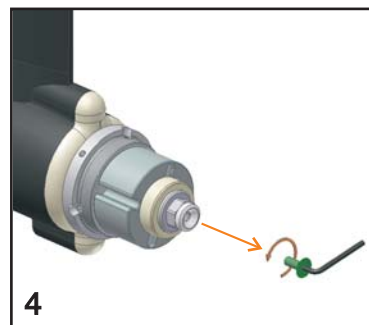
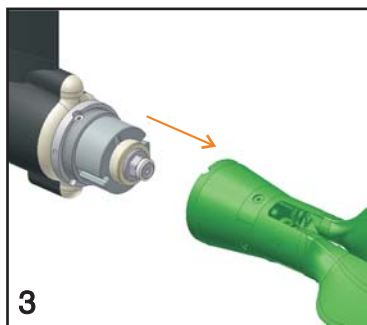
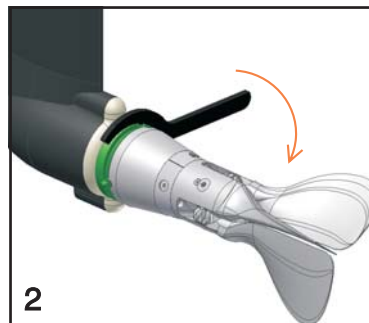
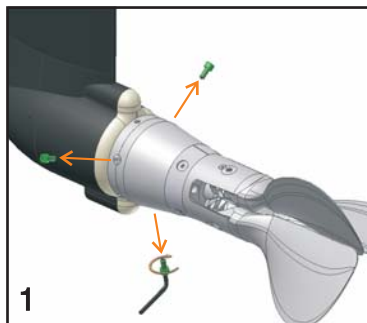
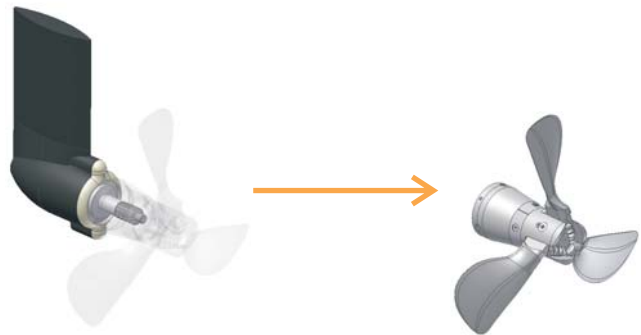




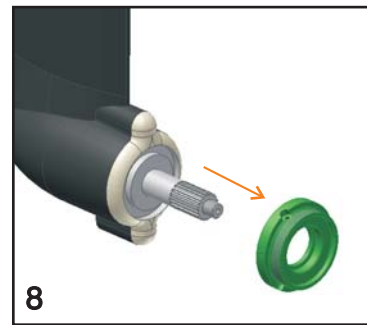
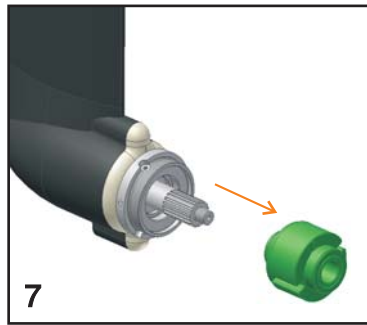


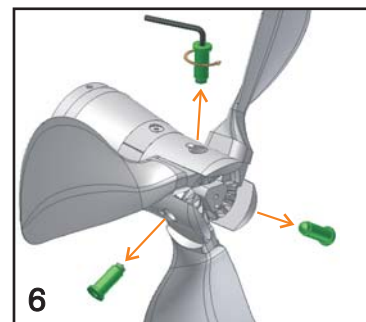
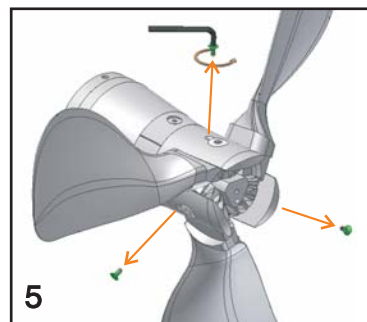
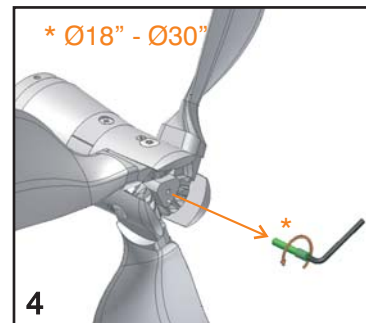
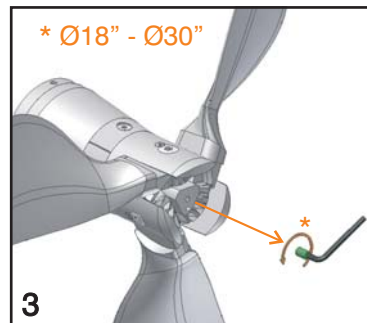
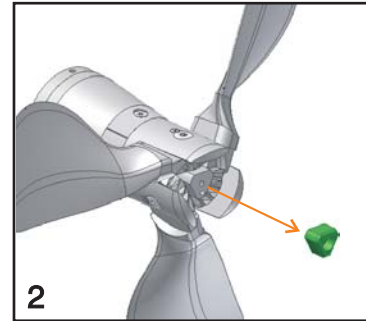
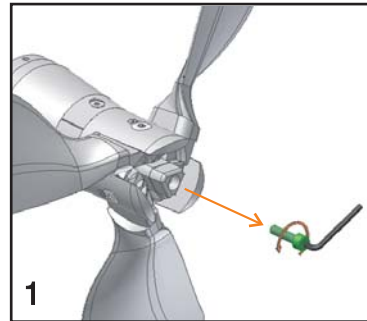
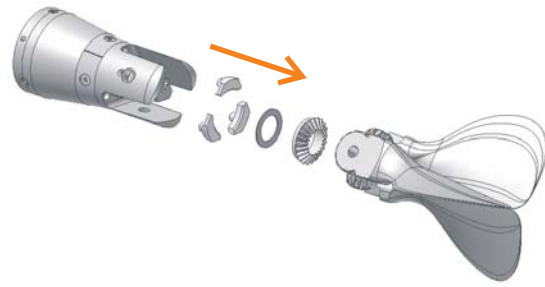
	100%	50%
Ø15"-Ø16,5"	0,36 kg	0,18 kg
Ø18"-Ø20"	0,94 kg	0,47 kg

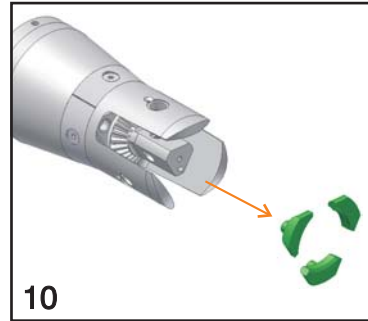
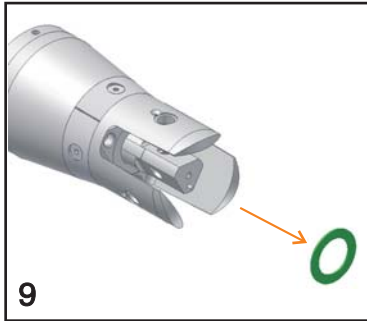
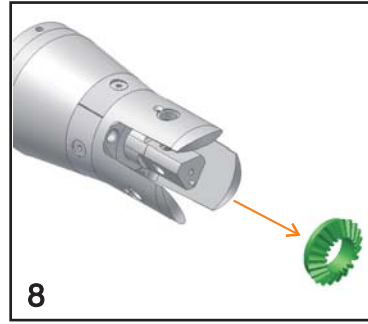
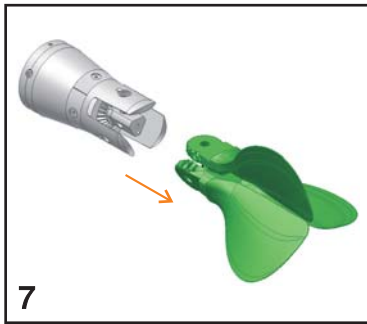


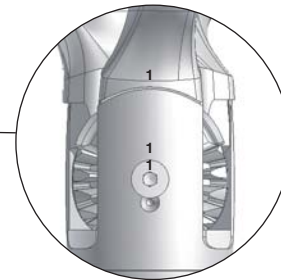
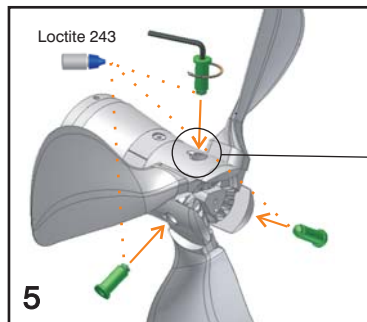
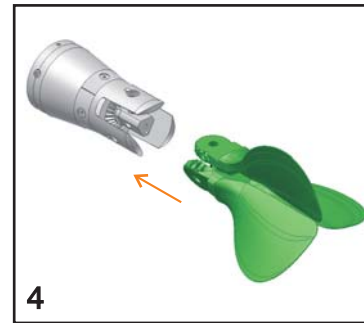
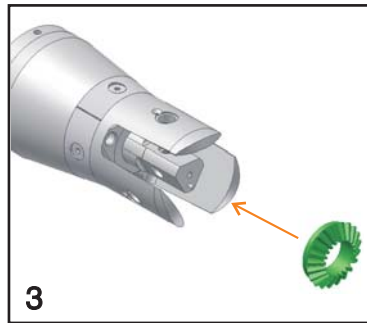
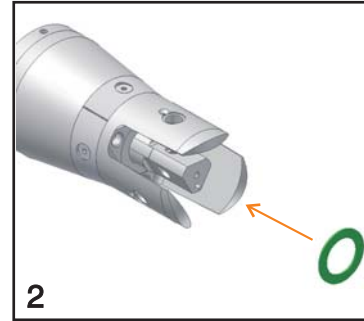
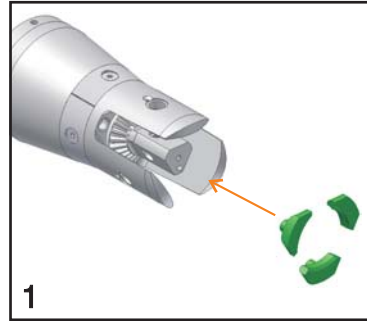
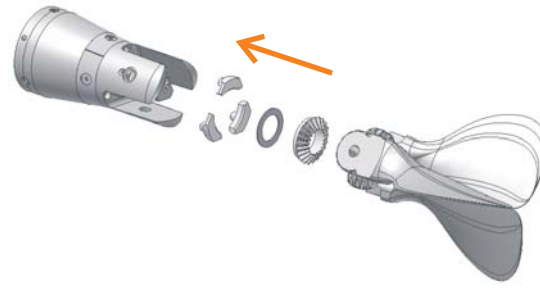


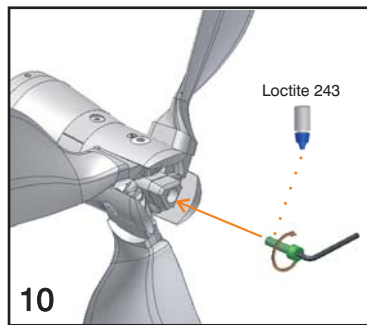
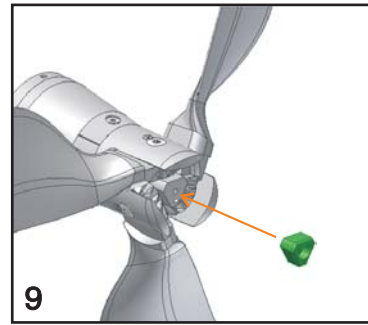
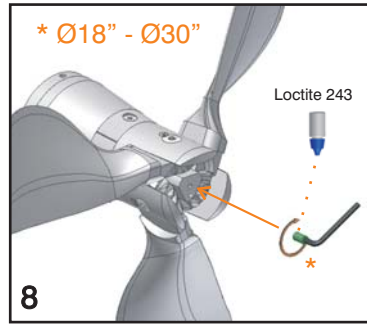
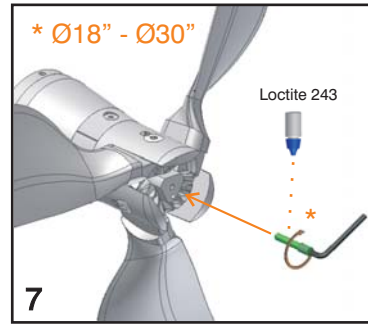
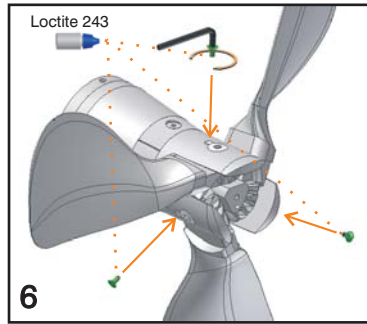


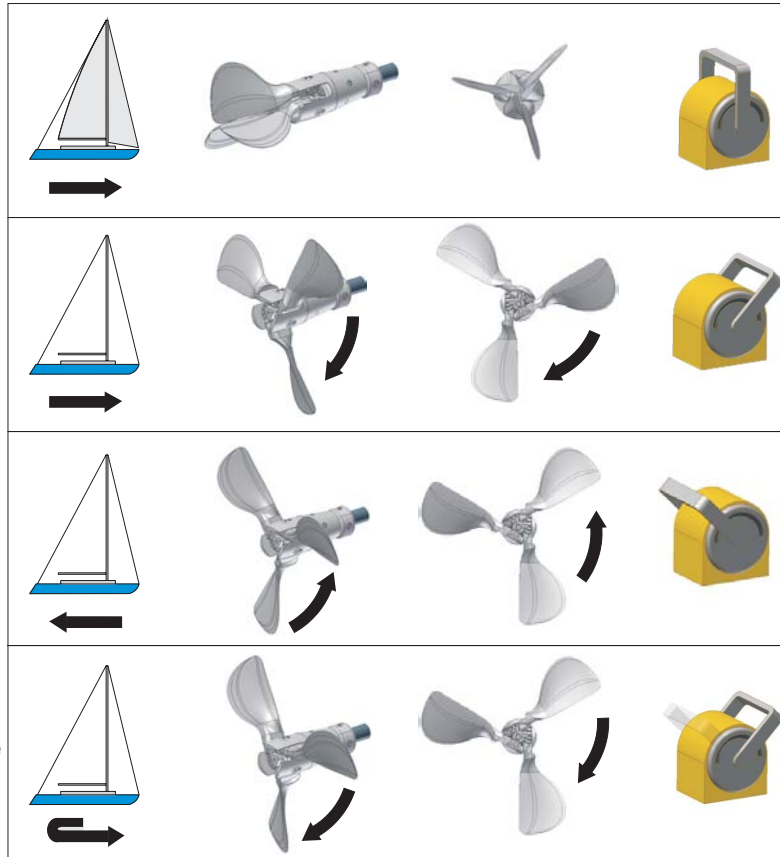












**WORKING INSTRUCTIONS**

Congratulations on choosing the 3-blade Gori Folding propeller!

The 3-blade Gori folding propeller has been designed in such a way that if the propeller is in "overdrive" position, the boat will attain approximately the same speed at lower engine revolutions. Do not press the engine to the utmost as this will result in overloading. Do only use the overdrive function when motoring in calm weather and when using the engine under sail.

**Gori propeller disclaim the responsibility for any damage caused by overloading the engine. In case of doubt about the loading of the engine, you should contact the authorised engine service organisation and Gori propeller.**

**Under sail**

When sailing under sail the blades will fold, however, you should put the lever in reverse if the engine is not turned on. This will lock the shaft and ensure that the propeller folds and does not spin. You can then put the lever back into neutral.

With a hydraulic transmission you can not lock the shaft when the engine is turned off. Therefore the propeller must be folded, before you turn of the engine. See below, on how to sail in "normal ahead" to fold the propeller while motoring.

**Normal ahead**

The propeller usually opens in normal forward position, unless the boat has just been going astern. If you want to shift from "overdrive" to normal forward position, the lever will have to be put into neutral when the boat does more than 1 knot ahead, until the blades have folded again. Then in forward position again.

If the propeller is spinning with the engine in neutral, you must go gently in reverse, while the boat is moving forward. After the propeller has been going in reverse for a few seconds, you can go back to neutral, and the propeller will have folded and the shaft stopped. When you go back to forward, the propeller will be in normal ahead.

In case of harbour manoeuvres the propeller might get into "overdrive" position. Therefore, before leaving the harbour, please always check the position of the propeller by means of the boat's tachometer so that the propeller is in the wanted position.

**Astern**

In the reverse position the blades swing 180 opposite the forward position which ensures the same blade leading edge and profile resulting in high efficiency. If the boat has not been used for some time, you should shift cautiously between forward and reverse a few times before sailing in order to clean the teeth of the blades and the gears from fouling.

**Ahead "Overdrive"**

In order to position the propeller in forward "overdrive" it is necessary to move the boat astern so that the blades are kept in reverse position when the lever is put into forward. Do not try to make the propeller go from forward to "overdrive" position by quick shifts with the lever when the boat is sailing ahead in the water.

**Before going sailing, check that the propeller works in both forward and reverse.**

**BETJENINGSVEJLEDNING**

TILLYKKE med den 3-bladede Gori foldepropeller.

Den 3-bladede Gori foldepropeller er konstrueret således, at når propelleren er i "overgear" position, vil båden opnå ca. samme march fart med lavere omdrejninger på motoren. Motoren må ikke presses maksimalt, idet dette kan medføre overbelastning. Det anbefales kun at anvende overdrive-funktionen ved sejlsads med motor i stille vejr på fladt vand og når der sejles med motor og sejl samtidig.

**Gori propeller fralægger sig ethvert ansvar for skader forvoldt ved overbelastet motor. Såfremt De er i tvivl om belastningen, bør De tage kontakt med Deres motors autoriserede serviceorganisation samt Gori propeller.**

Under sejl

Ved sejlsads under sejl folder bladene sig normalt sammen, men det anbefales ved slukket motor at sætte gashåndtaget i bakposition, hvilket blokerer skrue-akslen og sikrer, at propelleren ikke drejer med.

**Frem**

Propelleren folder normalt altid ud i frem-position, med mindre der lige inden er sejlet baglæns med båden. Hvis der ønskes at skifte fra frem "overgear" til frem position, skal gashåndtaget sættes i neutral-position, når båden sejler over 1 knob frem indtil bladene har foldet sig sammen. Derefter i frem-position igen.

Ved havnemanøvrer kan propelleren komme i frem "overgear" positionen kontrollér derfor altid, inden De forlader havnen, i hvilken position propelleren er ved hjælp af omdrejningstælleren, således at propelleren er indstillet til den ønskede sejlsads.

**Bak**

I bak-position svinger bladene 180 modsat frem-position, hvilket giver den samme blad forkant og profil med en stor effekt til følge. Hvis båden har ligget hen et stykke tid, bør der forsigtigt skiftes nogle gange mellem frem og bak, inden der sejles ud for at rense tænderne på blade og tandhjul for evt. begroning.

**Frem "overgear"**

For at få propelleren i frem "overgear" er det nødvendigt at sejle baglæns med båden, således at bladene holdes i bak-position, når der skiftes til frem på gas-håndtaget. Forsøg ikke at få propelleren fra frem til frem "overgear" position ved hurtige skift med gashåndtaget, når båden sejler fremad i vandet.

**Kontrollér før hver sejltur, at propelleren fungerer i både frem og bak.**



D

### **Rückwärts**

In der Rückwärts-Position schwingen die Flügel 180 in entgegengesetzter Richtung zu der Vorwärts-Position, was die gleiche Flügelvorderkante und das gleiche Flügel-Profil gibt mit großem Effekt zur Folge. Wenn das Boot eine Zeit lang nicht verwendet worden ist, sollten Sie vorsichtig zwischen den Vorwärts- und Rückwärtsgang wechseln, ehe Sie abfahren, um die Zähne der Flügel und das Zahnrad von eventuellem Bewuchs zu reinigen.

### **Vorwärts- "Overdrive"**

Um den Propeller in Vorwärts "Overdrive" zu bewegen, ist es notwendig, mit dem Boot rückwärts zu fahren, so da die Flügel in Rückwärts-Position gehalten werden, wenn die Schaltung auf Vorwärts gestellt wird. Versuchen Sie niemals, den Gashebel schnell von Vorwärts auf Vorwärts-"Overdrive"-Position zu schalten, wenn das Boot im Wasser vorwärts segelt.

**Kontrollieren Sie vor jeder Fahrt, ob der Propeller funktioniert sowohl im Vorwärts- als auch im Rückwärtsgang.**



F

## **INSTRUCTIONS D'UTILISATION**

Merci d'avoir choisi une hélice repliable tripale Gori

L'hélice repliable tripale Gori a été conçue de façon à ce qu'en position « overdrive », le bateau conserve sa vitesse avec un régime moteur inférieur.

Ne pas pousser le moteur au maximum, afin d'éviter une surcharge.

N'utiliser la fonction « overdrive » que par temps calme ou lorsque le moteur est utilisé sous voiles.

**Gori propeller décline toute responsabilité pour tout dommage causé par une surcharge moteur. En cas de doute concernant la charge du moteur, contacter le service technique du fabricant du moteur et Gori propeller.**

Sous voiles

Pendant la navigation sous voiles, les pales normalement se replient, néanmoins, placer le levier d'inverseur en marche arrière si le moteur est arrêté. Ceci bloquera l'arbre et assurera la fermeture des pales.

### **Marche avant**

L'hélice s'ouvre normalement en position avant à moins que le bateau ait été en marche arrière.

Pour passer de la position « overdrive » à la position avant, placer le levier d'inverseur en position neutre quand le bateau est en marche avant à plus d'un nœud, jusqu'à ce que les pales se ferment à nouveau. Ensuite, passer à nouveau en marche avant.

Dans les manœuvres de port, l'hélice pourrait se mettre en position « overdrive ». Par conséquent, avant de quitter le port, toujours vérifier que l'hélice est dans la position voulue en utilisant le compte-tours.

### **Marche arrière**

En marche arrière, les pales basculent de 180° par rapport à leur position en marche avant, ce qui leur donne le même bord d'attaque et profil et leur donne donc le maximum d'efficacité. Si le bateau est resté à quai pendant un certain temps, manœuvrer avec précaution le levier d'inverseur en avant et en arrière plusieurs fois avant d'appareiller, de façon à nettoyer les dents des pales et du pignon.

### **Marche avant « overdrive »**

Pour positionner l'hélice en position avant « overdrive », il est nécessaire de faire culer le bateau de façon à ce que les pales soient maintenues en position marche arrière quand le levier de l'inverseur est placé en position marche avant. Ne pas essayer de faire passer l'hélice de la position avant normale à la position avant « overdrive » par de rapides manœuvres du levier lorsque le bateau est sous voiles.

**Avant d'appareiller, vérifier que l'hélice fonctionne dans les deux positions avant et arrière.**

**ISTRUZIONI GENERALI di FUNZIONAMENTO**

CONGRATULAZIONI per aver scelto un'elica Gori 3 pale abbattibile.

L'elica Gori 3 pale abbattibile e' stata concepita con la particolare caratteristica di utilizzo della funzione "Overdrive" che grazie ad un passo "più lungo", consente all'imbarcazione una maggior velocità di crociera o una medesima velocità ad un minor numero di giri/motore rispetto ad una abituale marcia avanti normale. In "Overdrive", si raccomanda di non spingere il motore al massimo in quanto risulterebbe inutilmente sotto-sforzo. Utilizzare la funzione "Overdrive" solo per navigazione a motore con mare calmo o durante l'uso in combinazione motore-vela.

**Gori propeller-Steel Team A/S non si assume responsabilità per danni derivanti dall'uso improprio e sotto-sforzo del motore. In caso di dubbi circa la capacità del motore, contattare il Servizio Assistenza autorizzato per il Vs. motore e/o la Gori Propeller.**

**A Vela**

Procedendo a vela, le pale risultano di norma in posizione chiusa, tuttavia una volta spento il motore, e' consigliabile inserire la Retromarcia; così facendo si eviterà l'eventuale rotazione involontaria dell'asse, assicurando la completa chiusura delle pale. Di seguito si può poi re-inserire Folle. In presenza di trasmissione idraulica, non è di norma possibile fermare la rotazione dell'asse all'atto dell'arresto del motore; tuttavia l'elica deve risultare chiusa prima di arrestare il motore. Per questo aspetto vedere il seguente paragrafo relativo la Marcia Avanti normale.

**Marcia Avanti normale**

Di norma l'elica si apre in posizione di marcia Avanti a meno che la barca non sia stata fermata in Retromarcia (quindi con pale orientate in senso opposto - vedi par. seguente). Per passare da posizione "Overdrive" a marcia Avanti Normale, occorre inserire il Folle quando la barca procede alla velocità di almeno 1-2 nodi così da consentire l'abbattimento delle pale, quindi inserire marcia Avanti nuovamente onde ottenere l'apertura delle pale nell'idoneo senso.

Se l'elica continua a ruotare nonostante il motore in Folle, si consiglia di inserire delicatamente Retromarcia mentre la barca procede in avanti; dopo alcuni secondi si potrà ritornare alla posizione di Folle ottenendo così la completa chiusura dell'elica e quindi l'arresto dell'asse. All'atto del riavvio in avanti l'elica risulterà nella posizione di marcia Avanti Normale.

**Retromarcia**

In posizione di retromarcia, le pale si invertono ruotando di 180° rispetto alla posizione di marcia avanti, mantenendo così lo stesso profilo "d'ingresso" ottimizzato delle pale e quindi la massima efficienza propulsiva.

**Marcia avanti "Overdrive"**

Per posizionare l'elica in marcia Avanti -"Overdrive" é necessario far arretrare leggermente l'imbarcazione in modo che le pale siano trattenute dall'acqua in "posizione retromarcia" e da questa re-inserire la marcia Avanti (è consigliabile NON eseguire i passaggi-marcia con innesti rapidi della leva); si ottiene così la rotazione dell'elica in avanti fermo restando l'orientamento delle pale della retromarcia, dando luogo alla posizione a "passo lungo" "Overdrive".

**AVVERTENZE !**

- Prima di ogni uscita verificare che l'elica lavori correttamente sia in marcia avanti che in retromarcia.
- Se l'imbarcazione non e' stata utilizzata per diverso tempo, si consiglia prima dell'utilizzo, di inserire marcia avanti e retromarcia alcune volte onde liberare da eventuale sporcizia gli ingranaggi delle pale.
- A seguito di manovre in porto, l'elica può ritrovarsi in posizione "Overdrive"; prima di iniziare una nuova navigazione è quindi consigliabile sincerarsi che la posizione dell'elica sia quella desiderata, per esempio verificando lo strumento contagiri motore (la marcia "Overdrive" prevede infatti il raggiungimento di un numero massimo di giri del motore significativamente inferiore rispetto alla marcia Avanti normale).



Gefeliciteerd met de aanschaf van de 3-blads Gori klapschroef. De driebladsschroef met de minste weerstand onder zeil.

De Gori 3-blads klapschroef is zo ontworpen dat U met de overdrive functie met  $\pm 500$  motortoeren minder reeds dezelfde snelheid vaart. In de overdrive stand moet U niet "volgas" geven, er bestaat een mogelijkheid dat U hiermee de motor overbelast. Geef slechts zoveel gas dat elke keer dat U iets meer geeft, de motor ook daadwerkelijk in toeren toeneemt. Wij adviseren U de overdrive functie slechts te gebruiken in relatief vlak water en tijdens "motorzeilen".

**Gori propeller ontkent elke verantwoordelijkheid voor schade aan de motor door overbelasting. Als U twijfel heeft over de maximale belasting van Uw motor, neemt U dan contact op met Uw erkende motordealer of Uw Gori leverancier.**

#### **Onder zeil**

Tijdens het zeilen zullen de bladen vanzelf inklappen. Het is echter beter om eerst even de keerkoppeling in de achteruit te schakelen, waardoor de schroefas zeker stilgezet wordt. Hierna kunt U rustig de keerkoppeling terug in neutraal zetten zodat de motor direkt gestart kan worden.

Met een hydraulische keerkoppeling kunt U de schroefas niet stilzetten en moet U dus vóór het stopzetten van de motor even rustig de achteruit inschakelen, terwijl U vaart. Vervolgens zet U de motor stop en de keerkoppeling in neutraal. De bladen worden dan gedwongen om in te klappen.

#### **Normaal Vooruit**

Als U vooruit inschakelt terwijl het jacht stilligt of nog vooruit vaart, gaan de bladen open in de normale vooruit positie.

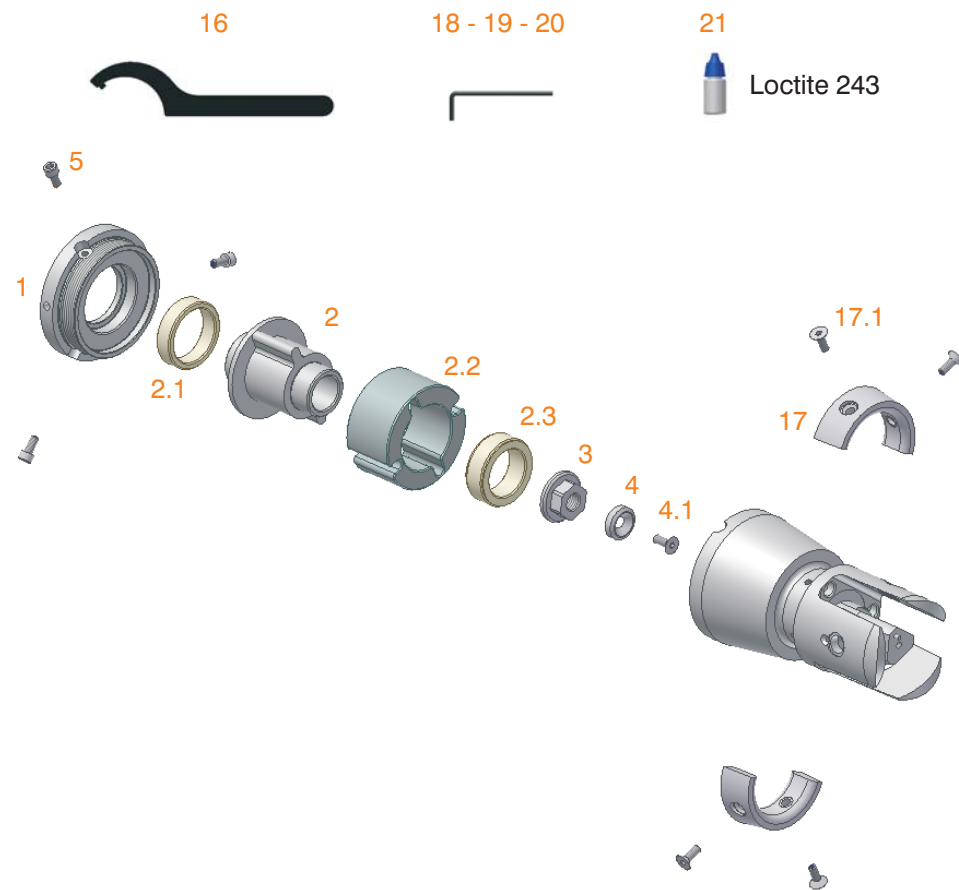
Om van overdrive terug te schakelen naar normaal, zet U de keerkoppeling in neutraal terwijl U vaart en even later in vooruit. Mocht de as blijven draaien tijdens de vaart in neutraal, schakelt U rustig even in de achteruit en vervolgens direkt naar neutraal, waarbij de bladen gedwongen worden om in te klappen. Als U hierna vooruit inschakelt staat de propeller weer in de normaal stand.

#### **Achteruit**

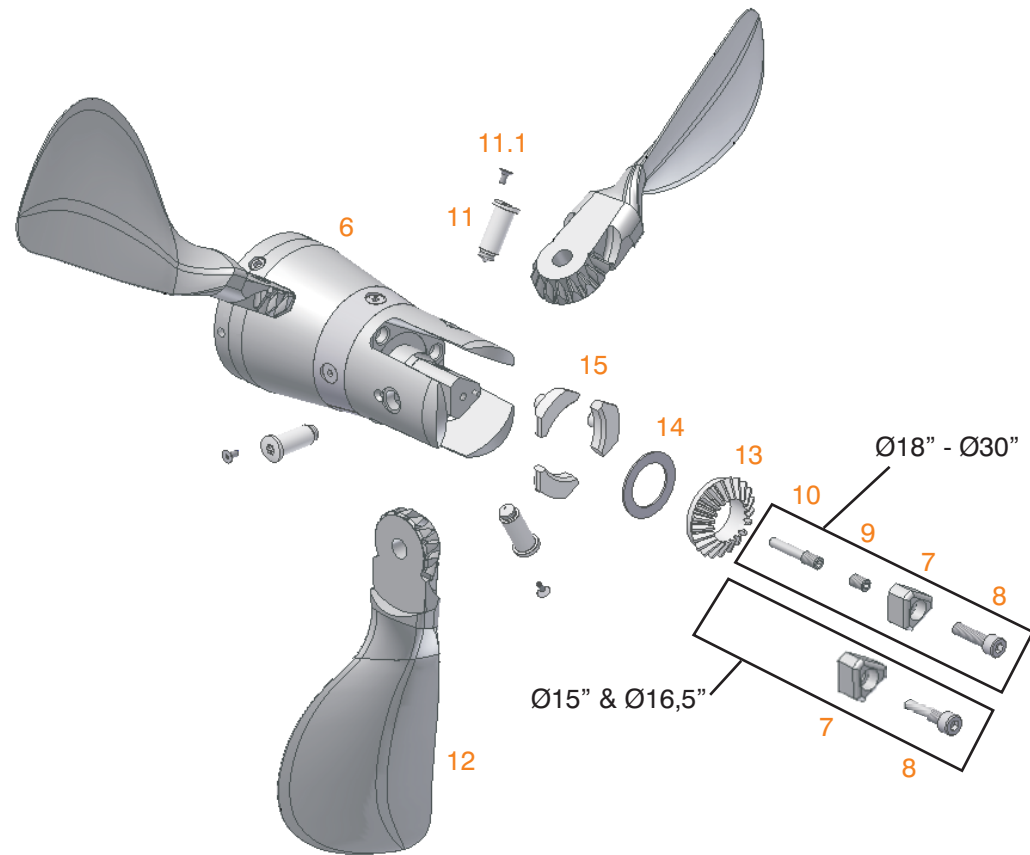
In de achteruitstand draaien de bladen  $180^\circ$ , waardoor ze bij het achteruitslaan weer op de juiste manier door het water gaan dit geeft dezelfde stuwkracht in achteruit als vooruit. Wanneer Uw jacht enige tijd ongebruikt heeft gelegen met name in helder zout water waar veel aangroei optreedt, moet U voor Uw ligplaats te verlaten enige malen met de motor in bedrijf van neutraal naar voor- en achteruit schakelen om eventuele aangroei en ongerechtigheden uit het mechanisme te verwijderen.

#### **Vooruit "Overdrive"**

Om de overdrive stand in te schakeen, moet Uw jacht net even achteruit varen of even "deinzen" onder zeil, terwijl U de vooruit inschakelt. Door de achterwaartse snelheid worden de bladen gedwongen om andersom te openen, wat de overdrive stand inschakelt. Probeer niet de verschillende standen in te schakelen door met veel gas snel voor- en achteruit te schakelen terwijl Uw jacht vooruit zeilt, dit kan de keerkoppeling beschadigen. Tijdens het manoevreren in de haven kan de propeller wisselen tussen normaal en overdrive. U merkt dit aan het sneller of langzamer oplopende motortoerental bij gasgeven, maar U zult merken dat Uw scheepsbewegingen hierdoor niet beïnvloed worden, zodat U zich niet het hoofd hoeft te breken over welke stand nu ingeschakeld staat tijdens het manoevreren.



	GB - DK - D - F - IT - ESP - NL	Pcs.
1	Retaining Cap - Omløber - <b>D</b> - Bague de fixation - Ghiere di ritenuta filettata - <b>ESP</b> - Bevestigingskap	1
2	Inner Hub - Indernav - <b>D</b> - Moyeu intérieur - Mozzo interno - <b>ESP</b> - Binnennaaf	1
2.1	Bushing - Bøsning - <b>D</b> - Douille - Boccola - <b>ESP</b> - Lagerbus	1
2.2	Flexible Bushing - Flexibel-bøsning - <b>D</b> - Douille flexible - Parastrappi - <b>ESP</b> - Flexibele lagerbus	1
2.3	Bushing - Bøsning - <b>D</b> - Douille - Boccola - <b>ESP</b> - Lagerbus	1
3	Nut - Møtrik - Mutter - Ecrou - Dado - Arandela - Moer	1
4	Lock Washer - Låseskive - <b>D</b> - Rondelle de fixation - Rondella-sicurezza - <b>ESP</b> - Ring voor borgbout	1
4.1	Lock Screw - Låsebolt - Verschlußbolzen - Vis de fixation - Vite di bloccaggio - <b>ESP</b> - Borgbout	1
5	Lock Screw - Låsebolt - Verschlußbolzen - Vis de fixation - Vite di bloccaggio - <b>ESP</b> - Borgbout	3
16	C-spanner - Hagenøgle - Hakenschlüssel - Clé de serrage - Chiave a "C" - <b>ESP</b> - C-vormige Tang	1
17	Zinc - Zink - Zink - Anode zinc collier - Anodo di zinco - Ánodo - zinkanode	2
17.1	Bolt - Bolt - Bolzen - Vis - Vite - <b>ESP</b> - Bevestigingsbout	4
18	4mm Allen key - Unbraconøgle - Unbrakoschlüssel - Clé Allen - Chiave esagonale - Allen - Inbussleutel	1
19	5mm Allen key - Unbraconøgle - Unbrakoschlüssel - Clé Allen - Chiave esagonale - Allen - Inbussleutel	1
20	6mm Allen key - Unbraconøgle - Unbrakoschlüssel - Clé Allen - Chiave esagonale - Allen - Inbussleutel	1
21	Loctite - Loctite - Loctite - Loctite - Loctite blocca-filetti - Loctite - Loctite	1



	GB - DK - D - F - IT - ESP - NL	Pcs.
6	Hub - Nav - Nabe - Moyeu - Mozzo - Cuerpo - Naaf	1
7	Zinc - Zink - Zink - Anode zinc - Anodo di zinco - Ánodo - Zink anode	1
8	Lock Bolt - Låsebolt - Verschlussbolzen - Vis de fixation - Vite di bloccaggio - <b>ESP</b> - Borgbout	1
9	Threaded Pin - Pinolskrue - <b>D</b> - Vis - Grano di fermo - <b>ESP</b> - Schroefdraadsok	1
10	Lock Pin - Låsepin - Verschlussbolzen - Vis de fixation - Vite di bloccaggio - <b>ESP</b> - Borgbout voor pins	1
11	Pin - Aksel - Führungsstifte - Goupille - Perni per pale - RVS Bladpennen - Scharnierpennen	3
11.1	Lock Screw - Skrue - <b>D</b> - Vis de fixation - Vite di bloccaggio - <b>ESP</b> - Borgbout	3
12	Blade - Blad - Flügel - Pales - Pale elica - Pala - Propeller bladen	3
13	Gear-wheel - Tandhjul - Zahnrad - Pignon - Ingranaggio - <b>ESP</b> - Verstanding	1
14	Spacer - Skive - Abstandsscheibe - Rondelle - Distanziale - <b>ESP</b> - Afstandsring	1
15	Flexible Stop - Flexibel stop - Gummistopfen - Butées flexibles - Inserti ammortizzanti - <b>ESP</b> - Flexibele stop	3