



## J/111 QUANTUM QUICK TUNE GUIDE

TWS Knots	Uppers Turns from base	Uppers RT-10	Lowers Turns from base	Lowers RT-10	D2's	Jib / A sail	Jib Inhaul Weather Jib Sheet on	Traveler Upwind	Vang color Upwind	Backstay Upwind	Jib Furl Downwind
4 to 8	-10	40	-6	0	-2	1 / A1.5	3	+16			In
8 to 12	-5	52	-3	5	0	1 / A2	3	+8			In
12 to 16	0	58	0	15	5	2 / A2	3.5	+6	30%	25%	In
16 to 20	+5	66	3	25	2	2 / A2	3	Center	60%	50%	In
20 to 24	+12	72	6	30	3	3 / A2.5	1	Center / vang	Max	75%	Out / bow up
24+	+20	72	7	30	5	3.5 / A2.5	0	Center / vang	Max	Max	Out / bow up

\*All turns from Base Setting of 12 to 16

BASE SETTINGS				
Caliper #'s	Uppers	D2	Lowers	Headstay
<b>Port</b>	_____ mm	_____ mm	_____ mm	_____ mm
<b>Starboard</b>	_____ mm	_____ mm	_____ mm	_____ mm
<b>Loos RT-10</b>	58	5	15	_____ mm

\*\*Use Calipers to measure distance between turnbuckles once rig is set up at base for repeatability. Record here on this chart.

### NOTES

- Tape for jib trim off lower spreader 1.030m Off top spreader .682 (measured from center of mast)
- Headstay ARC 2.235m (measure from top of white band at gooseneck swung out to mark headstay to deck just aft of furler)
- Mast step .419m measured from forward face of mast to bulkhead including trim (center of adjustment range)
- Partners- Spar tight in center
- Heel in light air upwind and down 10 degrees, Heel in breeze upwind 21 degrees
- Intermediate Tension set at 5
- In haul marks 125mm apart starting at track (0) and going to max in (4) approximately in middle of halyard organizer, see supplemental pictures.
- D2's measured from top of tip cup to bottom of turnbuckle (top of exposed threads) V1's and D1's measured using marks on turnbuckles.
- For Vang color mark the Hall vang with different color rings used to give the tension of the vang.
- For backstay mark a batten with a calibration tape for different settings.

**Jib Inhaul Locations**



**Vang Tension Marks**



**Calibrated Backstay adjuster**

