

J/88 QUICK TUNE CHART



TWS Knots	V1 Uppers Turns from base	D1 Lowers Turns from base	D2 Intermediates Turns from base	Jib Inhaul Area	Jib Lead #	Outhaul Off Boom	Traveler Upwind	Vang Upwind	Backstay Upwind	Jib Furl Downwind	Jib Upwind	Spin Downwind
0 to 6	- 4	- 1.5	- 3	4	AFT	6"	Up 20"	0	None	In	L/M	A2
6 to 10	- 2	- 1	- 1.5	4	AFT	4"	Up 16"	0	25%	In	L/M	A2
10 to 14	BASE	BASE	BASE	3	BASE	2"	Up 6"	30%	50%	In	L/M	A2
14 to 18	+ 3	+ 1	+ 2	2	FWD	1"	Up 4" to 0	50%	75%	In	L/M	A2
18 to 22	+ 5	+ 1.5	+ 3	2 or 1	FWD	0	Center	75%	85%	Out	HVY	A2
23+	+ 7	+ 2.5	+ 4	1	FWD	0	Center	95%	Max	Out	HVY	A3

*All turns are from BASE Setting of 10 to 14 TWS | * This guide for the HALL SPARS mast

BASE SETTINGS

Caliper #'s	Port	Starboard	Loos PT-2	Headstay ARC
V1 Uppers	_____ mm	_____ mm	39	(Rake #) 1.682 m
D1 Lowers	_____ mm	_____ mm	22	
D2 Intermediates	_____ mm	_____ mm	16	

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



Mark spreaders with tape. Lower Spreader .800 m off centerline of mast & .55 m off centerline on Top Spreader | Headstay ARC 1.682 m (measure from top of white band at gooseneck with halyard and then swing to headstay and mark. Then measure down to tack shackle pin on furler to set rake | Base jib car setting for the L/M - J1 is 3 screws showing aft of the car | The Jib Inhaul Area settings from max out to max inboard are: #1 on jib track, #2 cabin top edge, #3 stainless steel handrail, #4 is max in setting that is just outside the halyard organizer | The less jib inhaul you use the more the jib car needs to go forward. As you add more inhaul car goes aft on jib track | Inhaul will be set up to sea state. Chop & waves require more twist and more inhaul. In flat water you can sheet harder with less inhaul on for less twist | Mark backstay with hand whippings for repeatable settings on 2:1 adjuster | Mark the vang with color marks for easily repeatable settings for both upwind and downwind sailing | Go to the HVY Heavy class Jib once your rig and backstay are very tight and you are having trouble keeping the mainsail full | We recommend you sail at class max weight of 1110 lbs. | J/Boats Target Upwind Heel angle is around 12 degrees and then 21 degrees in 12+ TWS | The boat likes windward heel downwind in over 12 TWS to help the spinnaker project to windward and reduce wetted surface | Move weight forward downwind and 3 crewmembers forward of the mast in less than 14 TWS | Wing-on-Wing is very good VMG downwind in 10-16 TWS.....Don't be afraid to experiment with this as a team | Late main gybes are safe and the best VMG in the J/88