



J/24 TUNING GUIDE

THE BASIC REQUIREMENTS

- Maximum length forestay, 8670mm (sheerline at stem to intersection of forestay and mast.)
- Mast length minimum.
- Spreaders set to minimum length, 760mm.
- Spreader rake - Line between spreader tips and aft face of mast 155mm
- Deck chocks to achieve maximum 'J'
- Check all halyard sheaves are free running, tape up split rings or pins, and ensure spreader ends are well taped to protect your sails.

MAST HEEL SET UP

The mast heel is positioned so that the front face of the mast is 2855mm from the third bolt down on the stem. Scribe a line across the "I" beam at 2750mm as a reference. Next, mark a position 105mm further aft for the standard position. For winds over 23 knots move the foot forward 10mm and for very light winds under 5 knots 10mm aft. An alternative method is to measure from the outside edge of the transom to the hatch entrance then down diagonally over the top of the main bulkhead lip to the back of the mast should be 4445mm

Note: Not all J24s are the same so this figure is a measurement guide only. With moderate shroud tension and no backstay, adjust heel setting to obtain 35 - 40mm of pre bend in the mast in the standard central position

SHROUD TENSIONS

- *Approximate guide using an American "Loos" gauge Model "B"*

Wind range	0-5kts	6-15kts	16-22kts	22+kts
Uppers	20	24	27	29
Lowers	15	21	24	30

- The rig check should always be carried out with sails down.
- Always check that the mast is in column and upright after adjustments have been made by sighting up the track and taking a halyard to each gunwale.
- For accuracy, ensure that the backstay is completely off and that the boom is centred

SAIL TRIM



MAINSAIL

- **Wind 0-8kts**- Traveller centred or to weather, top batten parallel with boom, outhaul eased 10mm, no kicker tension. Increase mainsheet tension to point, ease for speed.
- **Wind 9-15kts**- Traveller centred, outhaul on the black band, use backstay and traveller to reduce heeling in the gusts, apply moderate kicker tension.
- **Wind 16+kts**- Firm mainsheet, traveller down the track 150 to 200mm to prevent heeling, outhaul on the Black band, increase backstay tension, use firm kicker tension to maintain leech pressure when dumping the mainsheet in large gusts. It is essential that the boat is kept as upright as possible.

GENOA

The Genoa shape is affected by rig tension, halyard tension, sheet tension, and the lead position. Make sure the halyard is marked where it exits the mast to ensure exact replication of settings.

- **Wind 0-8kts**- Ease halyard to just produce scallops between the hanks, use the forward position on the track, sheet to within 120mm of the spreader tips.
- **Wind 9-15kts**- Increase halyard tension to eliminate scalloping between the hanks, use forward position on the track, sheet so that the leech is 100mm off the spreader tips.
- **Wind 16+kts**- Increase halyard tension again so that there are no scallops between the hanks, one hole back on the track, ease sheet so that the leech is 150mm to 200mm off the spreader tips.

JIB

- Change from Genoa to jib in about 18 to 20kts of wind depending on crew weight.
- Halyard tension should remove scallops in the luff, adjust the track so that when sheeted in, the bottom jib batten is parallel to the centreline of the boat.

For the new 3D design, the jib car should line up approximately with the shroud base.

SPINNAKER

- In light airs, use the lower ring setting
- Try to keep the clews level by adjusting the pole height accordingly.
- Keep the pole at right angles to the apparent wind when running.
- Aim to keep the spinnaker luff just curling at all times, avoid over sheeting.

TAKING CARE OF YOUR NEW SAILS

- Always try to roll your fore and aft sails after racing. Roll sails with two people, one at the luff and one at the leech ends. Take great care when the sails are new not to pull out creases in the sail, unroll and shake out the crease and start again.
- Any damage, no matter how slight, should be dealt with as soon as possible. 'Dyform' rigging is notorious for cutting through the Mainsail stitching.
- At the end of the season, have your sails professionally cleaned and valeted.
- Looking after your sails will ensure a longer racing life and less expense!