



2018 J/70 Tuning Guide

Finding Base on the J/70

All numbers using the PT2 Loos Gauge

STEP 1:

With the spinnaker halyard keeping the mast up, take the forestay and put it on the mast. Then with a black marker, make a mark on the headstay where it meets the top of the white band.

STEP 2:

Re-connect the forestay and adjust it so that the distance from the center of the of the furler pin to the black mark is 54 1/2".

STEP 3:

Tension the cap shrouds with a PT2 Loos Gauge until the gauge reads 17. While on the trailer, fill a bucket up 3/4 with water and hang from the jib halyard so that the bucket handle hangs 4" below the rail and even with the shrouds. Mark the halyard with tape even with the deck. Carefully move the bucket to the other side. By doing this, you'll be able to tell if the mast is in the center of the boat. Adjust the cap shrouds up and down until the mark is even on both sides while keeping the Loos Gauge at 17. We'll lay a batten down on the deck in front of the shrouds for more accuracy. You can also achieve this by attaching a tape measure to the jib halyard and measuring to a chain plate pin.

STEP 4:

Bring the lower shrouds up to 18 on the PT2 Loos Gauge. Sight up the mast track and see if the mast is straight. Adjust the lowers on and off one turn at a time until the mast is visually straight and the gauge reads 18. After the mast is straight, ease the lowers 3 full turns. This should create around 3/4" of leeward mast sag when sailing base.

STEP 5:

Using a caliper, measure the distance between the studs in the turnbuckles. Write this down as it is a quick way to find base if you get lost while on the water.



Quick Check on Lowers Quick Shroud Guide

At base, the horizontal distance between the lowers even with the top edge of the lower mast band should be close to 58.25". We are looking for 1.5-2" of pre-bend at base.

TWS	1-6	6-9	9-12 BASE	12-14	14-16	16-19	19-25
UPPER/LOWER From BASE - Total	-3/-2	-2/-1	0	+2/+1.5	+4/+3	+6/+6	+7/+8
UPPER/LOWER Incremental	-1/-1	-2/-1	0	+2/+1.5	+2/+1.5	+2/+3	+1/+2

J/70 Boat Preparation

Mast, Boom, & Running Rigging

- Make sure you are using the lowest stretch line available for jib and main halyards
- Add spreader marks 20", 23", & 26" from the edge of the mast.
- Use Teflon tape at spreader ends to minimize the risk of spinnaker from ripping on them.
- Tie small bungee between the lowers 8" below the spreaders to prevent the spinnaker from getting caught.
- Tie bungee between the cap shrouds 8" under the top as well. This keeps the spinnaker from getting caught at the hounds as well. Some people like to pass the bungee over the top of the forestay as well.
- Add a carabineer under the boom, 2-3" aft of the gooseneck for the spinnaker halyard to run through on douses. This keeps the halyard from getting knots or cleating itself.
- Shroud locks and Turnbuckle locks are a must to allow for quick adjustments between races.
- Velcro pins in the forestay make for secure locking of the forestay and easy adjustment if needed.
- As you sail and get comfortable with sail settings, mark your sheets so that you can reproduce the settings again without too much trouble. By reducing your time on fine tuning settings, you make more time on the rail hiking or concentrating on driving.

Hull, Deck, & Interior

- Polishing the hull with McLube Hull Coat or Starbrite with PTEF is not only fast; it retards growth while in the water and repels that oily slime at the waterline. One theory is to polish the hull but not the keel and rudder as they are lifting surfaces.
- Add a second cleat on a riser for cleating the jib sheet on the weather side. This allows for "Banjo" style sheeting. The riser allows for easier cleating and uncleating while staying hiked out.
- A hatch bag for the spinnaker and a hatch cover to keep water out of the interior is a must.



Electronics

- We highly recommend the Velocitek ProStart and the Tacktick T075 RaceMaster complete with through-hull and paddlewheel.
- The ProStart is extremely helpful for starting and also has a great timer. It is GPS-based, so it is also good for "course over ground" and "speed over ground". This is an advantage when you compare it to the TackTick RaceMaster with heading and "speed through the water". You will instantly know current speed and your heading by comparing the two. This is a great advantage when sailing in locations heavily influenced by tides and currents.
- As the speed is most important when displacing, we recommend putting the knot meter in front of the keel. Just aft the mast is a nice place. Glue in a 5" tall PVC tube around the through-hull to protect the knot meter from being kicked.
- We recommend hardwiring the TackTick "brain" rather than relying on the provided solar panel. We use a small remote control battery pack that holds 4 'AAA' batteries. The battery packs and quick disconnects are available at any RadioShack. We'll bolt a very small Tupperware down in front of the mast to keep the battery back and connection dry at all times. Even though the battery pack lasts over 4 long regattas, we recommend keeping 4 spares on board. On the Melges 24 we also carry a spare battery pack for the handheld VHF so the batteries are dual purpose.



Tuning Chart

J/70 Tuning Chart Radial Head Main/El Grande Jib

WIND SPEED	FORESTAY	UPPER/LOWER From BASE - Total (PT 2)	UPPER/LOWER Incremental	JIB LEAD	JIB HALYARD	INHAUL	VANG	OUTHHAUL	TRAVELLER
1-6	54.5"	-3/-2	-1/-1	6 Holes From Front	Many Scallops	1-2"	Off	2-3"	Max up
6-9	54.5"	-2/-1	-2/-1	6 Holes	Many Scallops	1-3"	Off	2-3"	Max up
9-12 BASE	54.5"	0 (17)	0	6.5 Holes	Some Scallops	4-5"	Loose	2-3"	Up 8"
12-14	54.5"	+2/+1.5	+2/+1.5	7 Holes	Light Scallops	4-5"	Snug	1"	Up 6"
14-16	54.5"	+4/+3	+2/+1.5	7.5 Holes	Just Firm	4-5"	Light Pull	1"	Up 4"
16-19	54.5"	+6/+6	+2/+3	8 Holes	Firm	2-3"	Firm	0"	Center
19-25	54.5"	+7/+8	+1/+2	7.5 Holes	Tight	2-3"	Hard	0"	Center

Forestay measured from mark on headstay to center of the furler pin. All shroud settings use PT2 Loos Gauge. Outhaul measured in distance from mid boom to mid mainsail foot. Jib lead shown as visible holes in front the car.