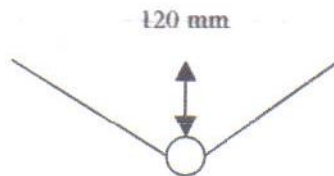


## Laser 5000 Tuning Guide

Pre-Bend - Measured at spreader height from back of mast track to main halyard, taught between cunningham tie off eye and tip of mast



TIP – Do this with the mast on its side to avoid halyard sag affecting reading. Also ensure halyard does not induce pre-bend when tensioning.

Rig Tension - Measured on forestay approx. 1m above tack- 30 on Super-Spars gauge (400lbs)

Mast Rake - Attach measure to halyard and hoist halyard until it reads 1m to top of Goose-neck

Wind Speed	Mast Rake	Notes
Up to 20 Knots	2370mm	Measured to lowest edge in centre of transom avoiding gudgeon (Typically 2 <sup>nd</sup> hole down)
Above 20 Knots	2310mm	(Typically 3 <sup>rd</sup> hole down)

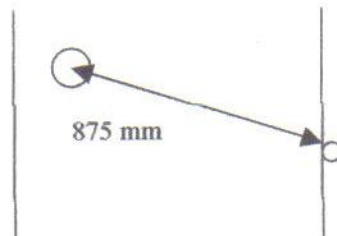
TIP – When measuring this ensure the lowers are let right off or are detached to obtain a correct reading.

### Lowers -

There is no hard and fast rule as to where to set these, although the range to work between is 2 and 6. As a rough guide with the rig tension and kicker set, but with no downhaul, there should be horizontal creases coming from the mast and stopping between  $\frac{1}{3}$  and  $\frac{1}{2}$  way along the main. If the creases are too long then more lower tension is needed. If the creases are too short less lower tension is required.

TIP – Generally the tension should be increased in proportion to the amount of kicker being used in order to maintain drive at the bottom of the sail.

### Mainsheet Strop -



Measured from bearing point of eye on boat to centre of becket on block

TIP – This strop should be elasticised to take up the slack when mainsheet tension is dropped

### Jib Cars -

Typically set to 4<sup>th</sup> hole back (from the front obviously) or in other words 3 holes showing

These should be moved to the front most hole, in other words no holes showing, when the jib is set with the foot outside of the foredeck. This setting

only applies when mast rake is set for over 20 knots

### Other Nifty Ideas -

Jib Furler - Attach a piece of elastic round the furler and tie off to the towing eye on front of boat. This will not necessarily make the boat go faster but it will make hoisting the jib easier

### Spinnaker Take Up Protector -

Tie a piece of elastic between the two front eyes under the gunwhale, commonly used for tie off points for capsizes lines. Ensure the take up line passes over the elastic to avoid the block snagging on the way out.

### Jib Fairleads -

It is recommended that the jib cleats have fairleads fitted enabling the helm to set the jib easier when the kite is up, and also allowing the crew to adjust and re-cleat from a wider range of angles.

### Jib Sheet Anti Snag -

Attach a piece of elastic through the innermost rack setting hole, up through a plastic clip and down through the other innermost rack setting hole and tie off. Ensure that the elastic is reasonably tensioned when clipped to the guide eye for the Morison wires, thus avoiding the jib sheet wrapping itself around the rig tension block.

### Cunningham Take Up -

Attach a long piece of elastic to the end of the cunningham which is also tied to the main sheet. Thread through the eye the pole outhaul block uses next to the mainsheet block, pass backwards around the plastic rack spacer and then forwards down the port side of the boat leading under anything it encounters. Tie off to

one of the eyes in the boat, at the base of the mast.

Calibration -

With the exception of the mainsheet and the spinnaker sheet everything should be fixed and calibrated. By fixed, we are assuming that when rigging, variables cannot be introduced i.e. a re-tied knot that can vary each time tied.