



SOLO TUNING GUIDE.

TUNING IS KEY TO PERFORMANCE – P&B TUNING GUIDES ARE CREATED, TRIED AND TESTED BY OUR SAILORS AND BRAND AMBASSADORS.

WIND	Light	Medium	Heavy
FORESTAY	-	1 Hole up	1 Hole up
MAST RAKE	5960mm	5940mm	5920mm
SHROUDS	-	+ 1/2 Hole down	+ 1/2 Hole down
CHOCKS	1	2	1

The Solo is a relatively simple one-design class. With speed differences minimal and a boat that has little adjustment on the water it is essential that the right rig settings are chosen before launching.

MAST FOOT POSITION

The distance from the front of the mast, at the heel of the outside of the transom should be 3060mm.

SETUP

Use your forestay and shrouds so that the mast sits as per the instructions below. The measurement is best achieved without the sail raised. Push the mast to the back of the gate and adjust the forestay so that it is just under tension.

This position is your datum point from which the following will apply. All our measurements are reliant on the mast having the track cut away a deck level to gain more movement.

- First define your rake – pull a tape measure to the top of the mast and measure to the top of the gooseneck black band the measurement for this is 5030mm.
- Once you have achieved this measurement take the tape to top of transom check your rake measurement and move you forestay position until you reach 5960mm.
- To set the shrouds pull the mast forward at deck level, the mast will just touch the front of the gate.
- For the D+ section the measurement should be

8mm from cut out to the back of the mast gate.

- For cumulus and M7 and masts the mast will touch the back of the mast gate, these masts are not cut away.

CHOCKS

We supply 2.5 chocks, when a chock is not in use it should be placed behind the mast, so that it eliminates movement.

CENTREBOARD

Turn the boat on its side and lower the board to find the vertical position. This is your datum point to work from so mark it clearly on the handle of the board. In very light conditions the board should be positioned forward of the vertical point and slowly raised as the wind increases and you begin to hike. With increasing wind raise the board beyond the vertical point to reduce the weather helm and de-power the boat.

TRAVELLER

In very light airs the traveller should be positioned 50mm from in the centreline of the boat. With increasing wind ease from this position up to a maximum of 240mm using the mainsheet tension to control the leach.

- Light airs cleat 50 - 100mm off the centreline
- Medium 100 - 160mm off centre line
- Heavy 160 - 240mm from centre line

KICKER

This should be set so the slack is just taken out of the system when the main is sheeted in. As the

wind increases it can be used to de-power the sail bending the mast flattening the sail. In heavy airs the kicker must be eased before you tack!

CUNNINGHAM

This is an effective way to de-power the sail flattening the sail and opening the leach. Use only to remove excess creases in the medium conditions but can be pulled hard to de-power in the heavy and can be used in very light airs to flatten the entry to the sail.

OUTHHAUL

In very light winds the sail should be pulled out to the black band, in medium airs ease outhaul up to 60mm from band. When over powered pull sail out to black band to increase power downwind ease this up to 75mm.

INHAUL

Should be set with the block level to the blue band on the mast. Your datum setting is to have the inhaul pulled on until the tack eye is set above the old pin hole in the boom. This would be your medium air setting. In light to medium airs ease the inhaul a little giving more power and height whilst you can hold it. As the wind increases bring the inhaul back in to lose some of the power. This also work in choppy conditions. When going down wind ease the inhaul to remove distortion and increase power.

GO FAST TIPS

A common mistake for Solo sailors is to use too much mainsheet tension bringing down the boom too close to the centreline, closing the leach and stalling the sail.

As a general rule one will aim for the second leach telltale down from the top to be streaming 85% of the time. This means the leach is nice and open but not too open, the right balance between height and power.

If you have to ease the mainsheet too much it means the traveller is too close to the centreline and needs to be eased a little allowing you to sheet on and vice versa. All the time aiming for the boom to be just inside the back quarter (for medium airs).