trim guide.

WELCOME

Welcome to the new black racing beast of Point-7. You have just received the ultimate racing evolution done by our Point-7 PWA BLACK TEAM. A lot of hours have been spent in developing to the milimiters all the characteristics needed to win. It's a continuous non stop process of development. We are sure to have brought to you the ultimate performance available. No more excuses on any race course. It is now up to you know to bring the sail to victory!

MAST

Only SDM masts can be used. The sail could work on every sdm mast, but if you want to have the sail to work at 100% of it's e□cien-cy, a Point-7 mast is the recommended choice.

RIGGING SIDE

The sails should be rigged on the port tack side. This to allow easy access to the cams through zippers while rigging.

QUICK EXTENSION TUNING

These are the real scale length you extension needs to be. So place your extension next to the triangles. One of the triangles shows the position of the top part of the pulley system of the extension, the other triangle the position of the top part of the ring setting of the extension. This is the most accurate way to get the perfect length to set your extension. Point-7 sails can be tuned and adjusted using the Downhaul and Outhaul together. This means the more downhaul the more outhaul, the less downhaul the shorter your boom can be.

BATTEN PROFILE

Before rigging the first time put some tension on batten 5 to 8. The sail has a deep profile so it is better to do this before to get the tip of the battens to have tension all the way to the end. The tension key is stored in the mesh pocket in the tack fairing. Use the same pocket to insert the rest of the downhaul rope after downhauling the sail. Do not leave the tension key in the pocket or it will rust.

Batten 1, 7 & 8 need to have good tension to obtain the profile as in the diagram. Batten 2 to 6 need to have just enough to remove some wrinkles.The profile of the battens should be only at the front and straight flat exit.To check this stand behind the batten tensioner and look from that point. In the next page there will be the exact downhaul tension pattern of the leach.You can adjust the fine tuning also with the batten tension. More pressure and the batten rises. Less pressure then the batten lowers. So you can micro adjust with this the leach positioning. Take care also not to put over tension on the batten, as it could slow down the rotation of the cams.

battent 2,3,4,5,6

battent 1,7 and 8

CAM & BATTEN WARNING

The profile of the AC-1 is very deep unlikely to many other sails on the market. This puts a good challenge to the battens. The profile will give you the super drive that has pushed our sail to win PWA events. To make sure that the battens do not get extra overload, here are few important steps which need to be taken care of.

1. Place the cams on the mast only after having placed the boom on the mast. If the cambers are hard to place on the mast, release the downhaul. If they fall out the mast, pull more downhaul.
2. When de-rigging, make sure that the cams are removed by hand from the mast, before taking of the full downhual on the sail.
3. If you want to rotate the sail on the beach, do not do it by placing force on one batten and pushing on it with one hand. It will not work. To do this action, place your hands fat in the middle of batten 6 and 7 and push gently. Only the battens will rotate to the other side but not the cams. After this step, put your hands fat on cam 6 and 7, (not on the battens), and pump gently the cams on the other side. Any hard and strong action can cause batten damage.

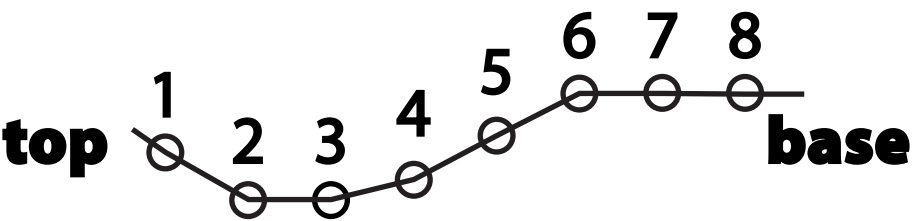
4. There is no need to kick or punch cams for the rotation. The cam pressure has been perfectly tuned for switching to the new tack in jibing condition to guarantee maximum racing performance. Do not panic if you pump the sail in the garden with zero wind and will not rotate. Take it on the water and you will realize the smoothness of rotation that the AC-1 2K14 can o f er.

CLEW POSITIONING

There are 2 positions. Use top clew grommet for more power, and lower one for less power in the sail. The Black Team uses the low clew setting in all conditions. The top setting is used only if underpowered, very gusty and half wind courses. We advise to use the lower grommet at all times on sizes from 7.9 down.

TWIST

If you have a P7 extension follow exactly what is written on the extension Otherwise:
1- pull the downhaul till the mast sleeve has no more lose areas. You'll see that the whole pocket goes in tension nicely. Once you reach that don't pull more then one extra 1 cm from there.
2-check the leach from the boom. Stand behind the boom looking from the base to the top. You should see the following as in the diagram. Batten 1 staying higher then 2. Batten 2 and 3 should be in line. Batten 4, 5 and 6 should be also in line descending. If some batten is staying not inline as in the drawing, but higher, then more downhaul is needed. If a batten is not staying in line, but lower, it means there is too much downhaul.



CAM PRESSURE

The AC-1 is the racing sail with the deepest profiles and widest sail sleeve on the market. This gives a high performance in terms of acceleration, speed, d stability, but makes the rotation of the cam more complicated. To avoid breakages of battens, do not push with your hands on a cam or a batten to rotate the sail. You could break it. There is a lot of pressure, so the sail needs to rotate in the wind on the water. If you want to rotate the sail on the beach apply equal force on all the cams at the same time. No panic therefore if you find the sail locked in on the beach out of the wind.

The sails are given with extra battens. This is done for extra tuning or incase in future you will end up in an accident. The cams are tuned for perfect rotation. If you like to experience higher reflex on the sails you can add spacers after the sail has been used at least 5 times on the water. Cam rotation only depends on the pressure on the cam this is given by the distance from the sail body to the mast. The narrower the distance the more pressure on the cam and higher reflex from the mast. The more space for the cam the easier the rotation.

If you want to simulate the rotation on land follow these instructions: Place the sail on the ground with the profile facing up. Put one person holding the back of the boom up about waist high (or the back of the boom on a chair). One person presses the mast foot to the ground

and another person presses the mast top edge down towards the ground with power. This way you will simulate the rotation of the sail on the water. The cams will turn at once with a click. If you notice that a cam is not rotating and it has a lot of pressure and you feel you want a more friendly rotation, remove the spacer behind the cam, If you see that the some cams are only a little hard to rotate, but they do rotate, try the sail first on the water, as the sail is new and needs

HINTS

Rinse your sail after sailing on salty waters.

Problem Soving, hints and tips.
Your sail feels heavy put more downhaul.
Your sail feels unstable release outhaul, then if not enough release downhaul.
Sail feels underpowered release outhaul. Sail feels overpowered: pull more outhaul.
Sail feels heavy on your front hand move harness lines forward
Sail feels heavy on your back hand move harness lines back.

Follow more Tips and Tricks from our BLACK TEAM on our online Academy at www.point-7.com