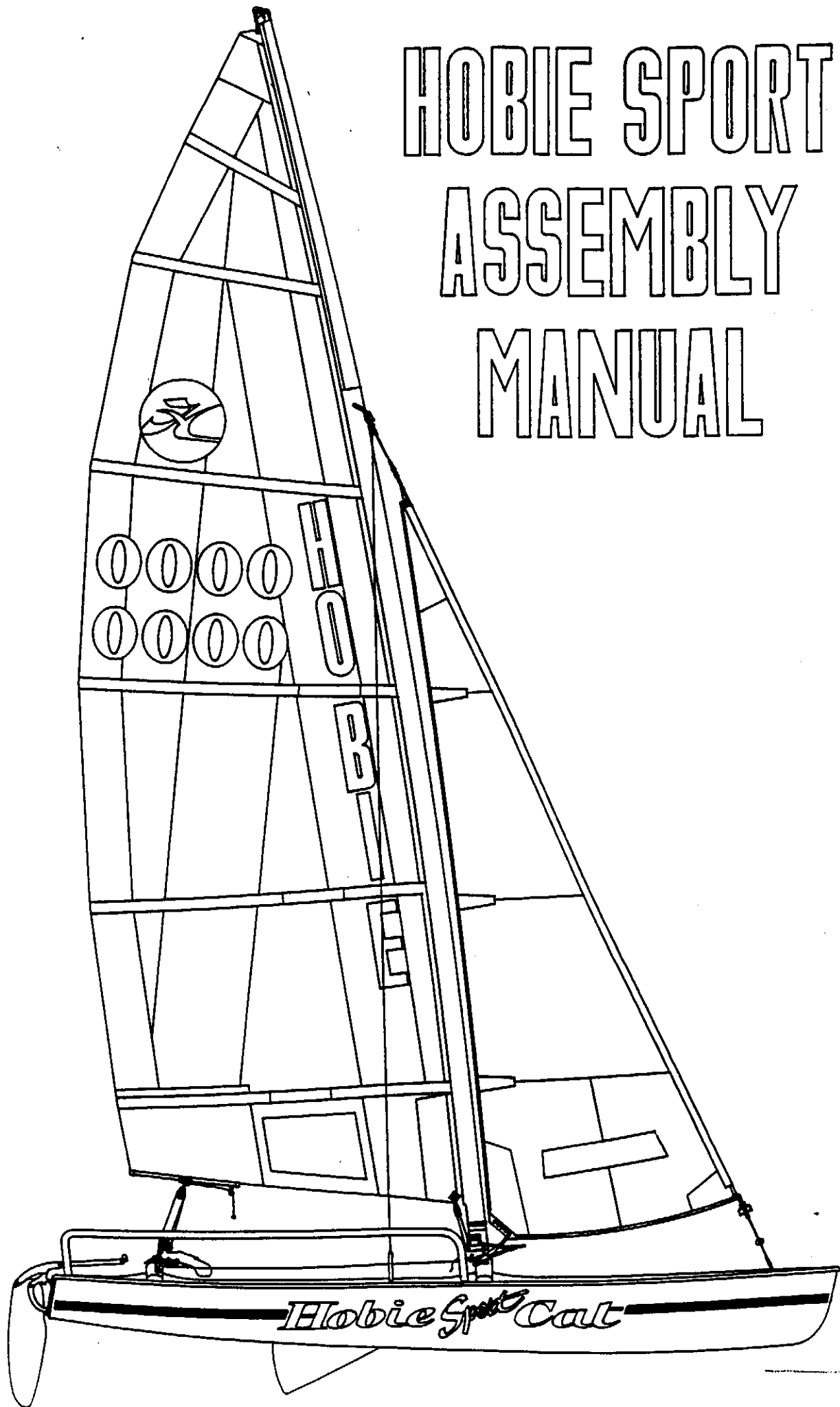


HOBIE SPORT ASSEMBLY MANUAL

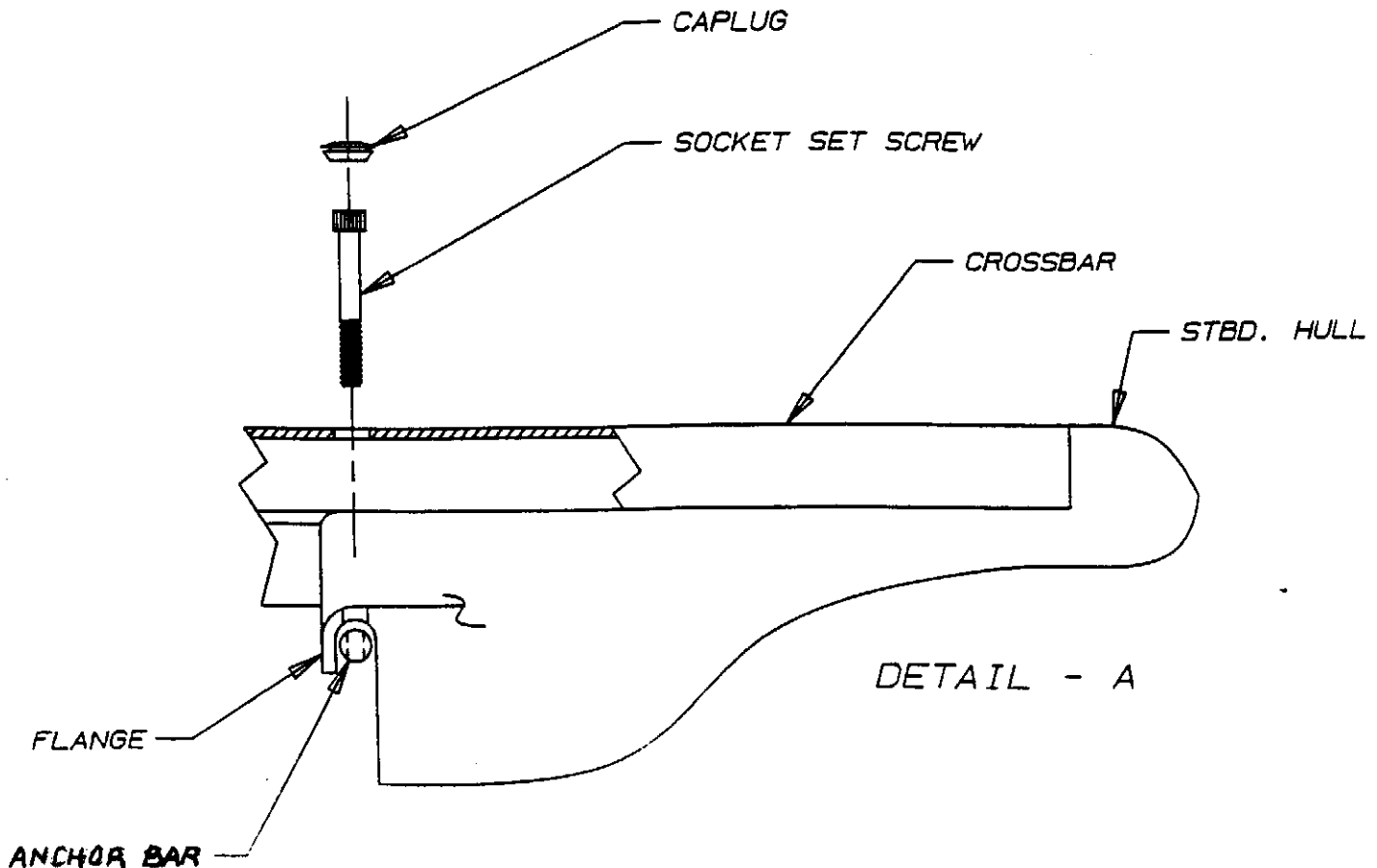
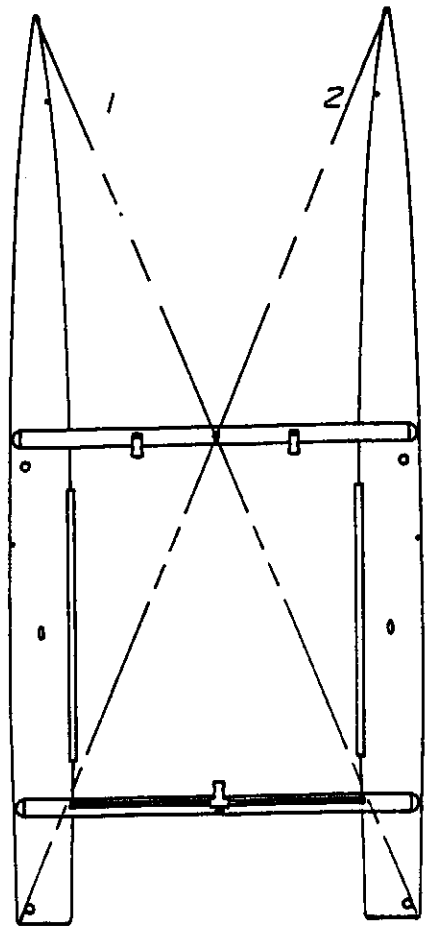


HOBIE SPORT LINE IDENTIFICATION CHART

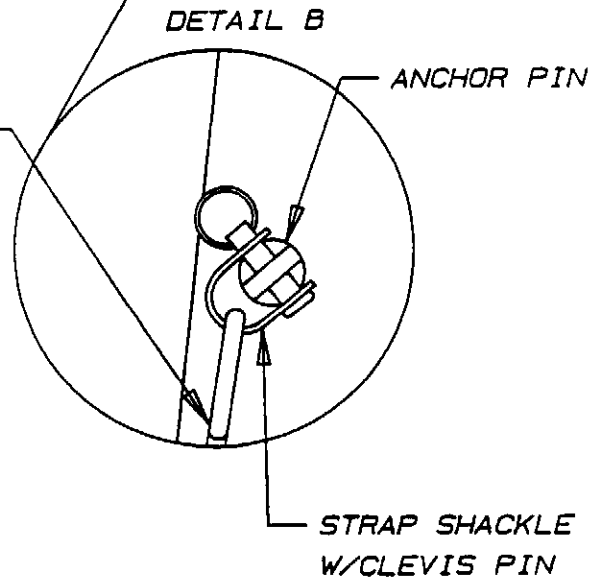
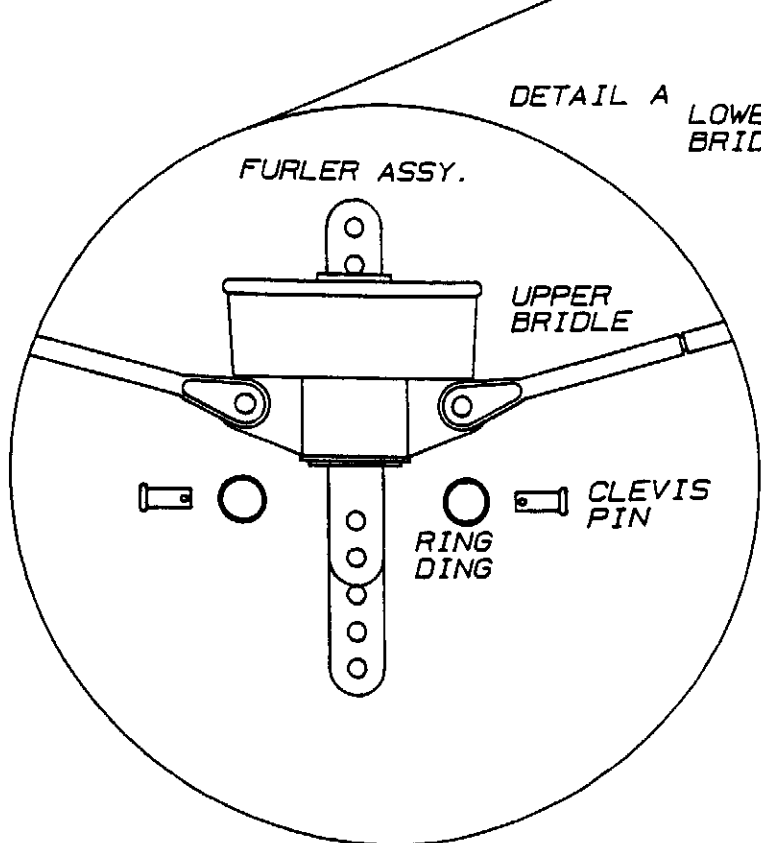
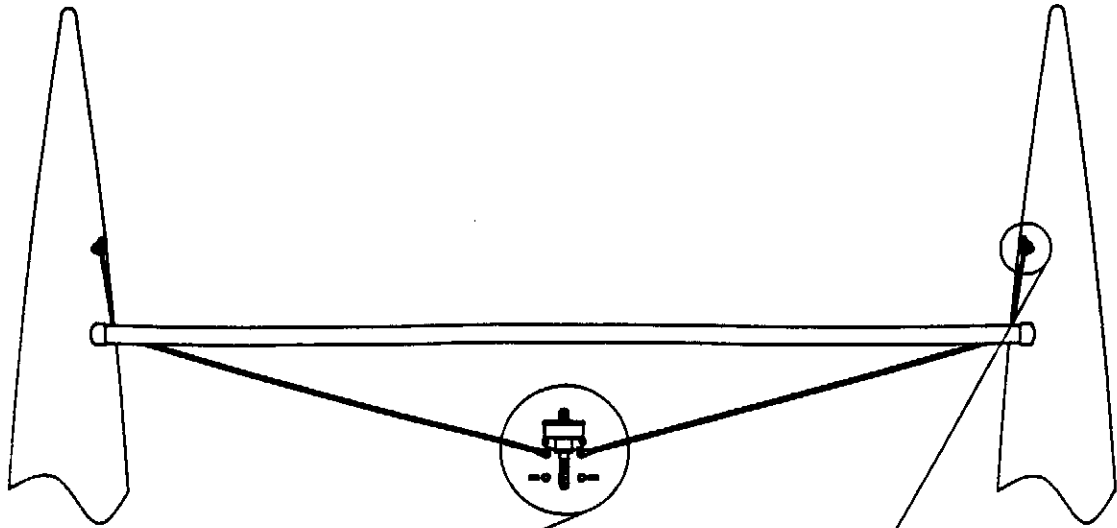
LINE	DESCRIPTION	LENGTH
OUTHAUL LINE	3/16" Y.B. (WHITE)	3'
DOWNHAUL LINE	1/4" S.B. (RED)	7'
MAIN SHEET LINE	3/8" S.B. (WHITE)	42'
JIB SHEET LINE	5/16" S.B. (BLUE)	32'
JIB TENSIONER LINE	3/16" Y.B. (WHT.)	6'
JIB HALYARD LINE	#2 1/2 COVE (WHT.)	19'
TRAMP LACE LINE (2EA)	3/16" Y.B. (WHITE)	15'
TRAPEZE ADJUSTMENT LINE (2EA)	1/4" LOW STRETCH (WHITE)	5'
TRAPEZE BUNGEE LINE	1/4" SHOCK CORD	11'
MAIN HALYARD LINE (IN THE MAST)	3/16" Y.B. (WHITE)	59'
JIB FURLER LINE (IN THE FURLER)	#200 NYLON BRD. (WHT.)	17'

1. FRAMING YOUR BOAT.

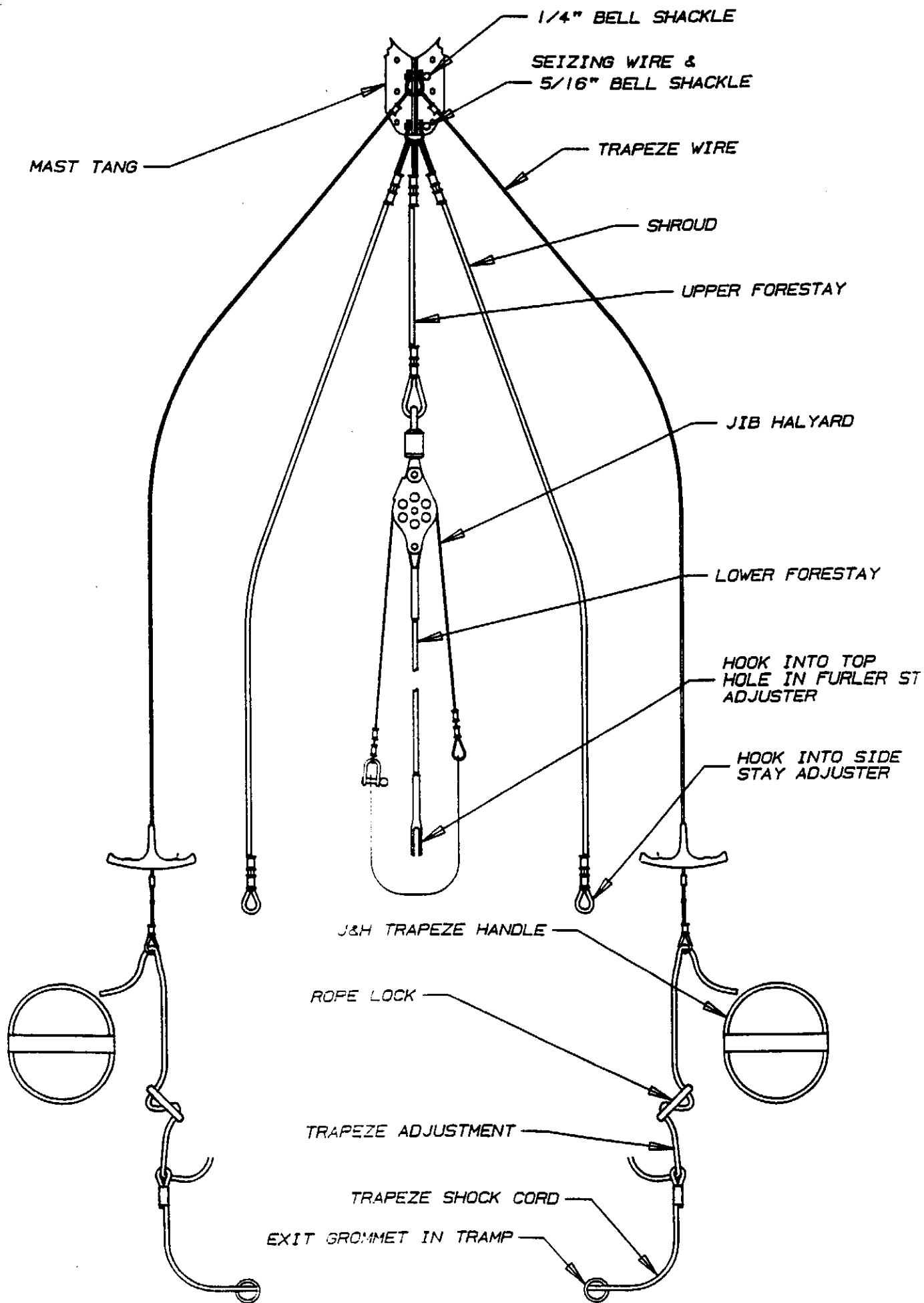
- A. PLACE HULLS PARALLEL TO ONE ANOTHER SO THAT PHANTOM LINES 1 AND 2 ARE EQUAL. WIDTH APART SHOULD BE THE LENGTH OF THE CROSSBARS.
- B. INSERT CROSSBARS ON ONE HULL, ONTO THE INSERT CASTINGS, THEN REPEAT FOR OTHER HULL.
- C. CONNECT CROSSBARS TO HULLS BY THREADING THE SOCKET SET SCREW AS SHOWN IN DETAIL - A, INTO THE ANCHOR BARS PLACED UNDER THE FLANGE. NOTE - DO NOT TIGHTEN ANY OF THE CONNECTIONS UNTIL ALL 4 HAVE BEEN STARTED.
- D. TIGHTEN DOWN SOCKET SCREWS AND THEN COVER CONNECTION ENTRANCES WITH THE CAPPLUGS SUPPLIED FROM THE RIG KIT.



SPREADER BAR INSTALLATION



WIRE ATTACHMENT TO MAST TANG

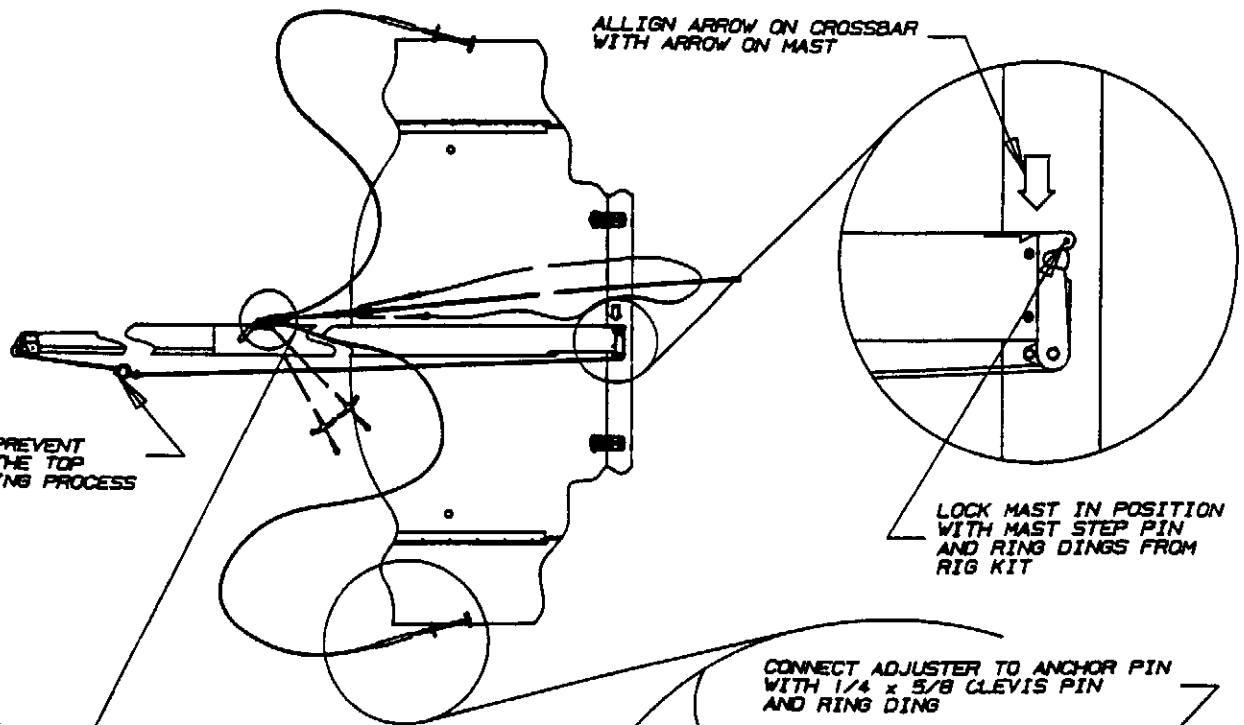


INSTALLING AND RAISING YOUR MAST

WARNING: BEFORE STARTING THIS SECTION BE SURE THE AREA WHERE YOU ARE WORKING IS CLEAR OF POWER LINES, CONTACT OF A MAST WITH A POWER LINE COULD BE FATAL.

1. PLACE THE MAST ON THE BOAT WITH THE TIP OF THE MAST SUPPORTED.
NOTE - SUPPORT SHOULD GIVE CLEARANCE FROM THE TILLER CROSSBAR.
2. ATTACH MAST TO CROSSBAR WITH MAST STEP PIN AND RING DINGS FROM THE RIG KIT AS SHOWN IN DETAIL A.
3. CONNECT THE SHROUDS TO THE STAY ADJUSTERS AS SHOWN IN DETAIL B.
4. SECURE MAIN HALYARD BY TYING THE TWO ENDS TOGETHER, THIS WILL PREVENT THE MAST RAISING RING FROM GOING TO THE TOP OF THE MAST IN THE RAISING PROCESS.
5. IF ARROWS ARE ALLIGNED AT THE BASE OF THE MAST, AND SHROUDS ARE TANGLE FREE YOU ARE READY TO RAISE THE MAST. USING THE AFT CROSSBAR FOR SUPPORT, SLOWLY RAISE THE MAST TO CHEST LEVEL, THEN WALK IT FORWARD UNTIL ALL THE SLACK COMES OUT OF THE SHROUDS. ONCE IN THIS POSITION ATTACH THE LOWER FORESTAY TO THE TOP HOLE IN THE FURLER ADJUSTER ON THE SPREADER POLE WITH THE CLEVIS PIN AND RING DING ON THE ADJUSTER.
6. MAST RAISING IS COMPLETE.

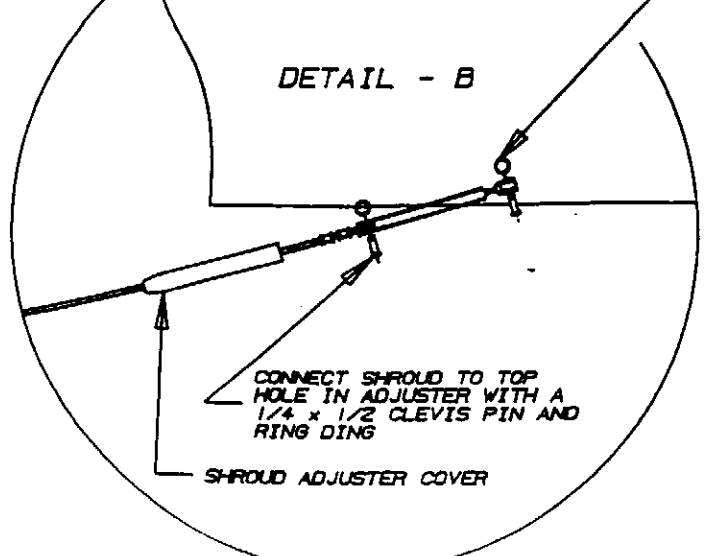
DETAIL - A



TIE THE TWO ENDS OF HALYARD TOGETHER TO PREVENT RING FROM GOING TO THE TOP OF MAST DURING RAISING PROCESS

CONNECT ADJUSTER TO ANCHOR PIN WITH 1/4 x 5/8 CLEVIS PIN AND RING DING

DETAIL - B



SEIZING STRAND & 5/16 BELL SHACKLE

PORT SHROUD

1/4 BELL SHACKLE

FORESTAY

STBD SHROUD

TRAPEZE WIRE

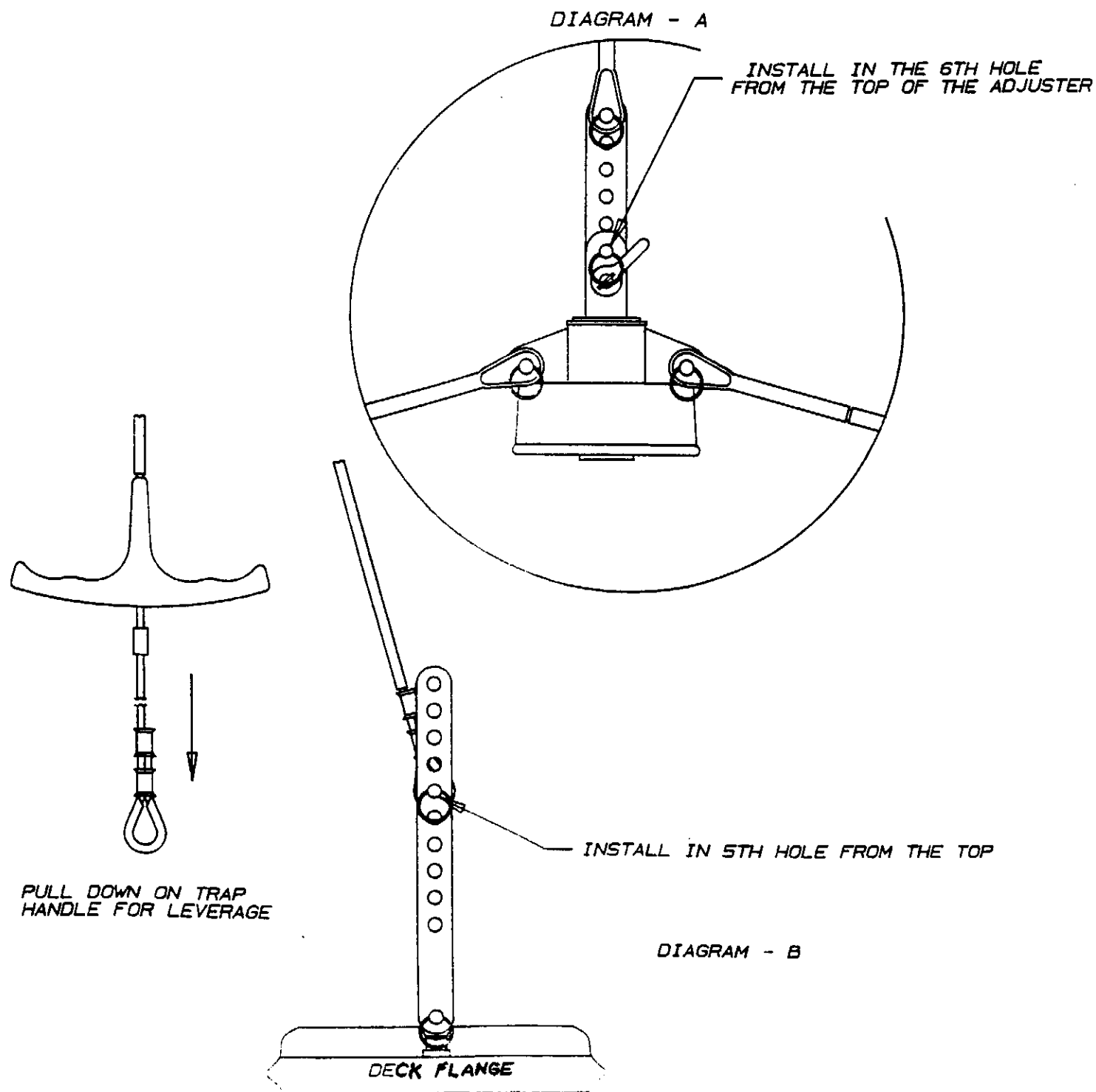
TIGHTENING THE RIG

THE FOLLOWING SPECS FOR TIGHTENING THE RIG ARE RECOMMENDED BY THE FACTORY, INDIVIDUAL PREFERENCE MAY VARY.

1. WHILE YOUR PARTNER IS SUPPORTING THE MAST, UNPIN THE FORESTAY AND RESET TO SPECS IN DIAGRAM - A.

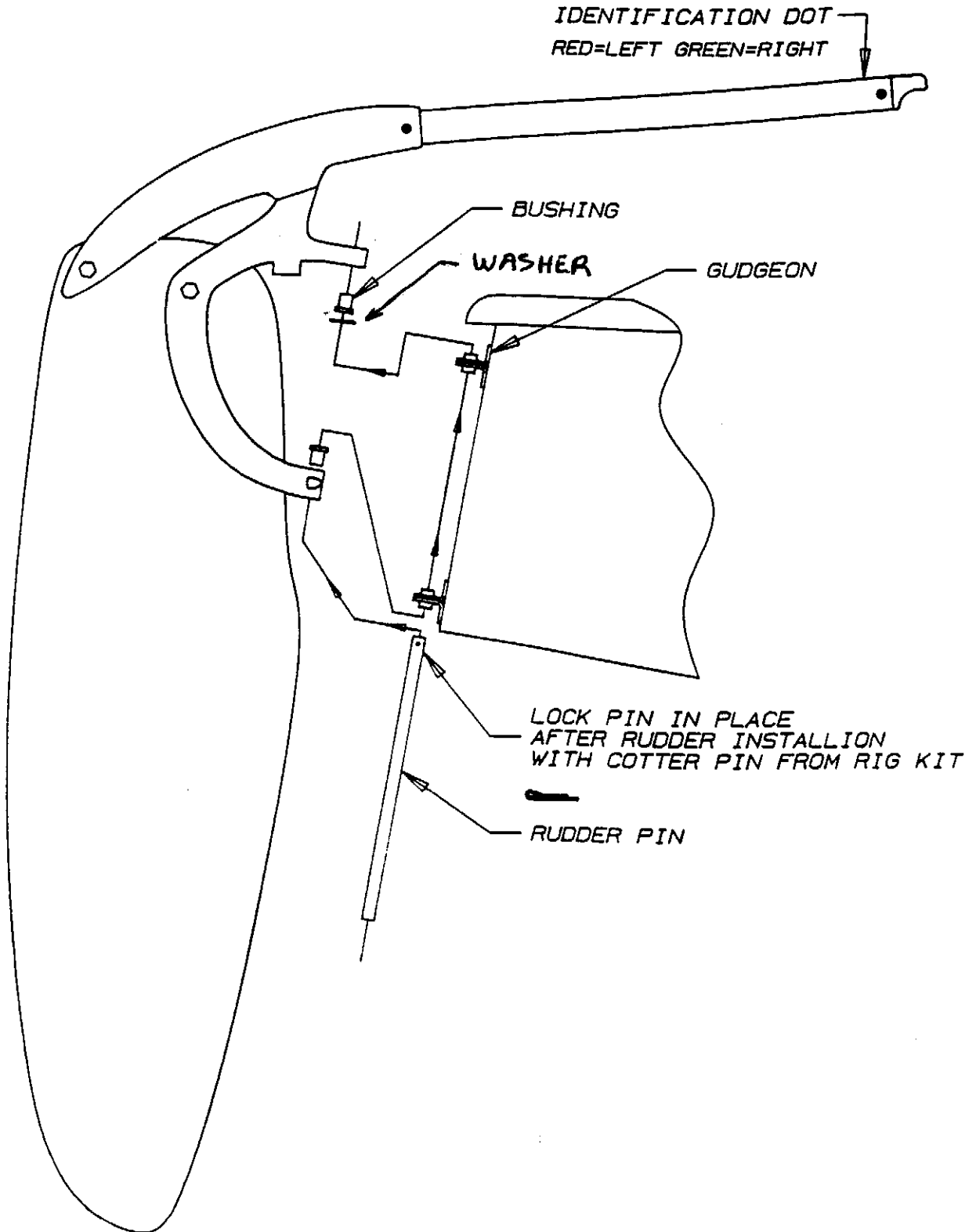
2. ONCE FORESTAY IS PINNED AT THE PROPER SETTING, USE THE TRAPEZE AS A LEVER TO GET SLACK ON THE SHROUD AND RESET TO DIAGRAM - B.

3. REPEAT FOR THE OTHER SHROUD.

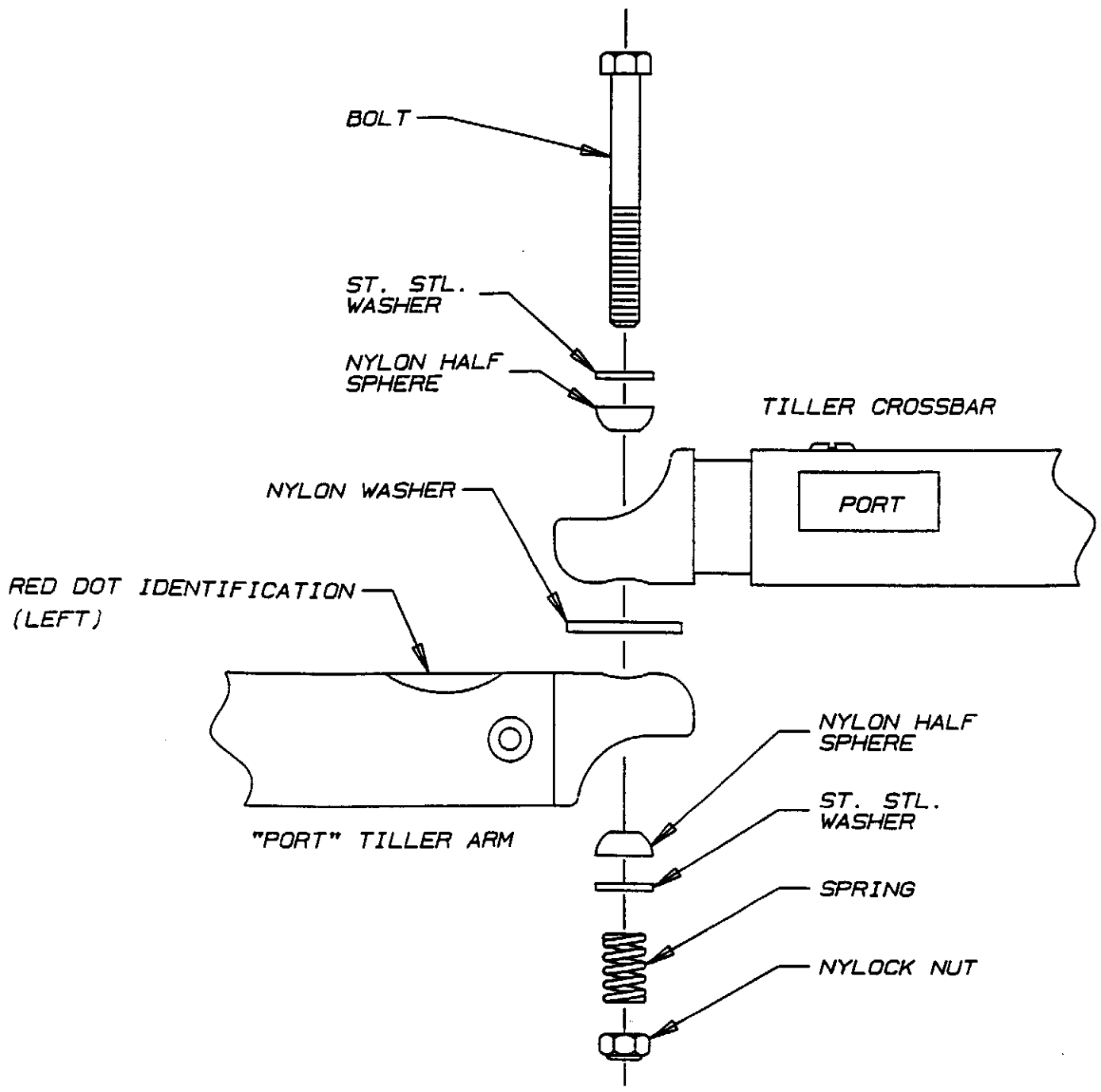


RUDDER INSTALLATION

NOTE - DUE TO TIGHT TOLERANCES BETWEEN THE CASTING AND GUDGEONS, SOME BUSHINGS MAY REQUIRE SANDING IF YOU ARE HAVING TROUBLE GETTING THEM TO FIT.



TILLER EXTENSION ASYY INSTALLATION

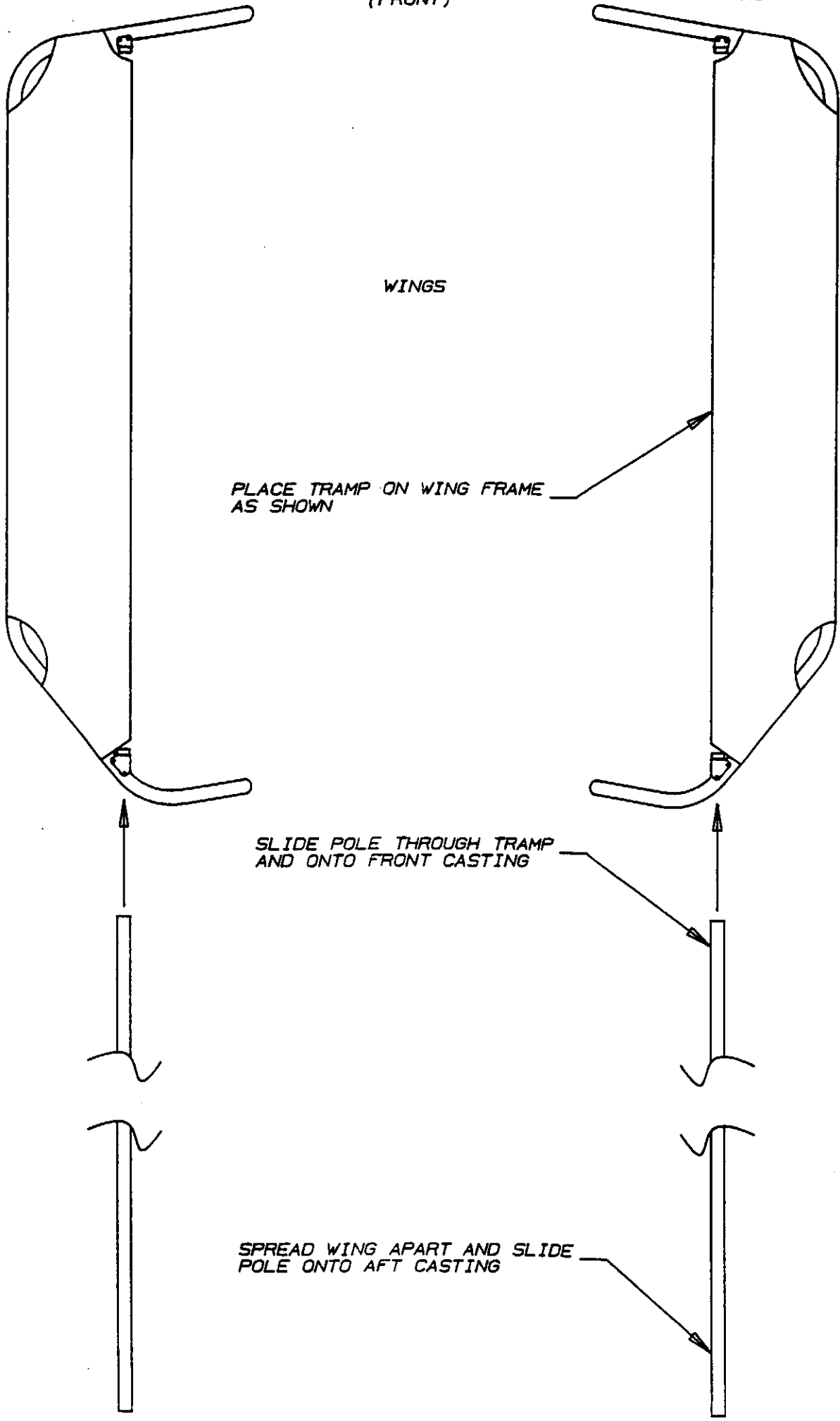


REPEAT FOR STBD SIDE

LEFT

(FRONT)

RIGHT



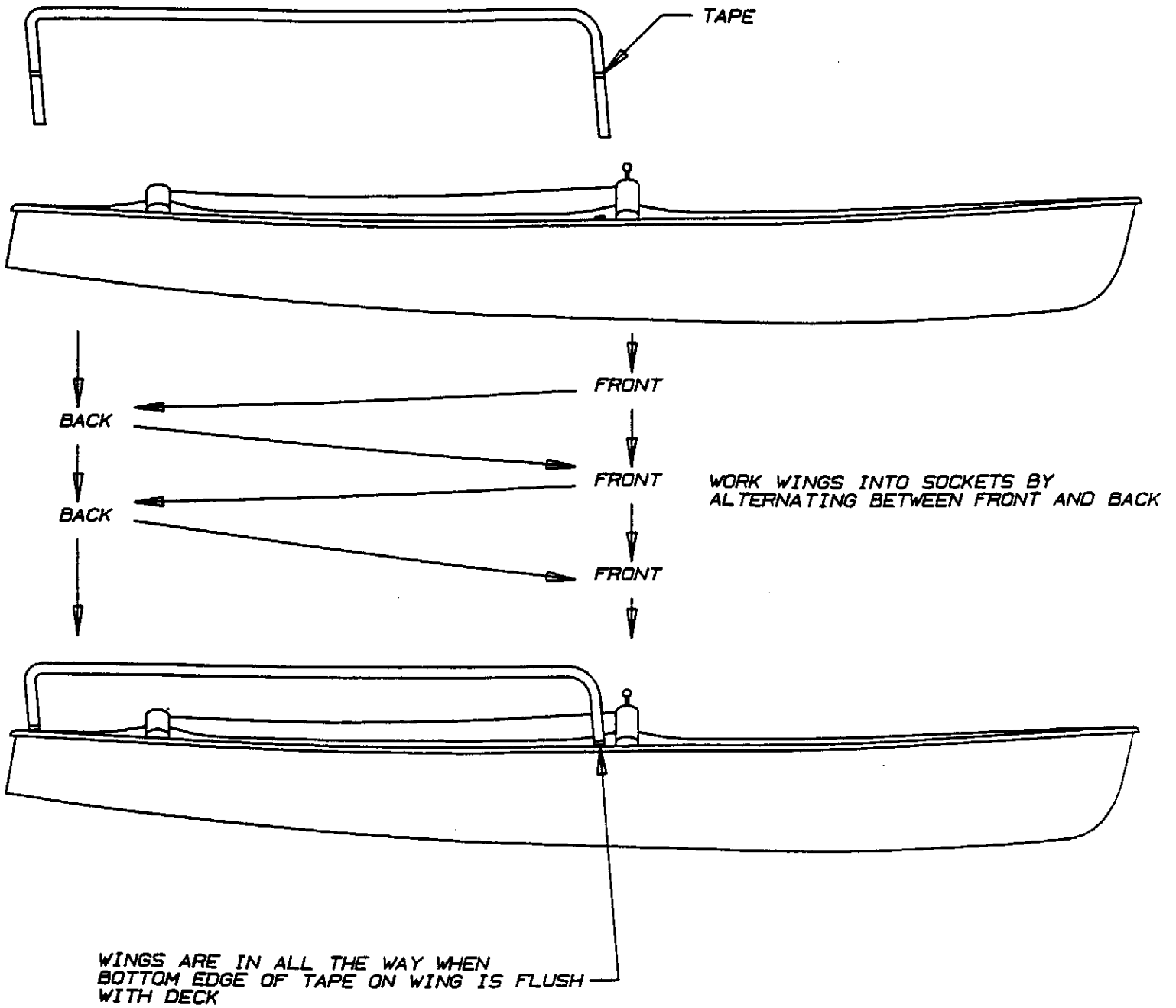
WINGS

PLACE TRAMP ON WING FRAME AS SHOWN

SLIDE POLE THROUGH TRAMP AND ONTO FRONT CASTING

SPREAD WING APART AND SLIDE POLE ONTO AFT CASTING

WING INSTALLATION

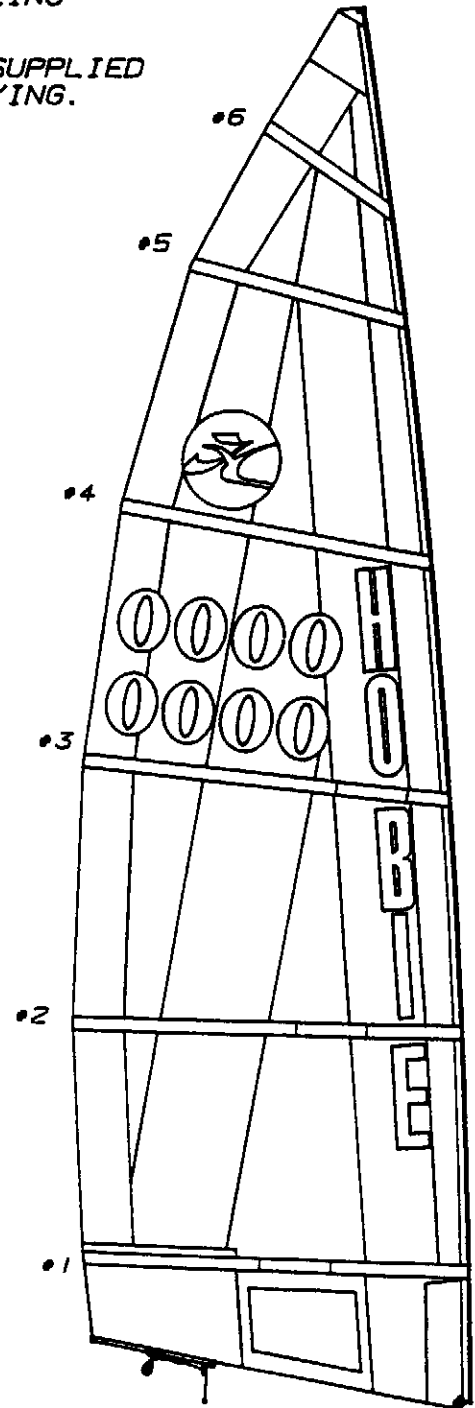
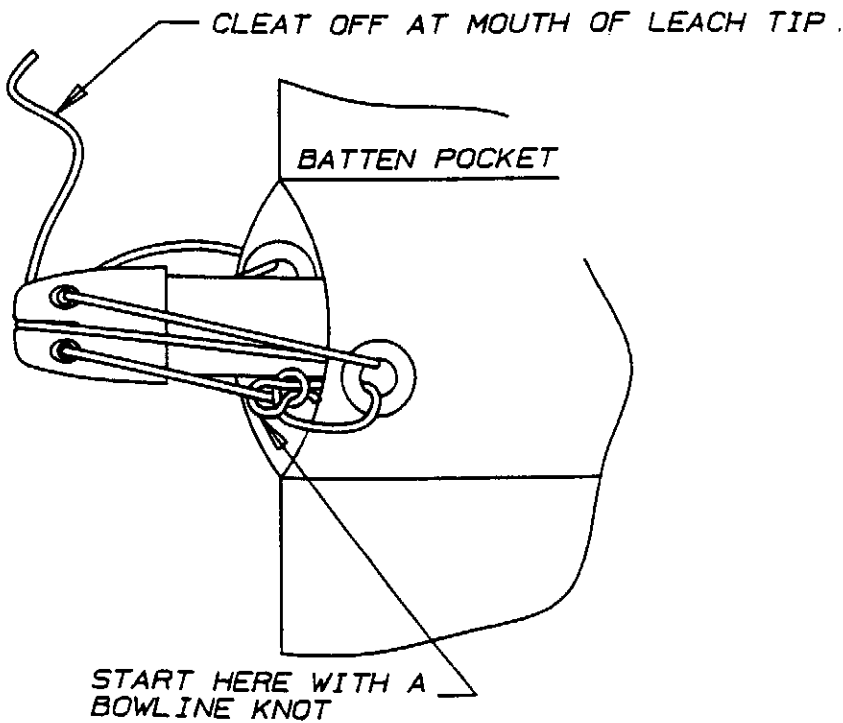


INSTALLING THE BATTENS IN THE MAIN SAIL

1. UNTAPE THE SET OF BATTENS AND PUT EACH BATTEN IN ITS PROPER POCKET WITH THE FISH HEAD FACING THE TRAILING EDGE OF THE SAIL.

2. SNUGLY TIE BATTENS IN PLACE WITH BATTEN TIES SUPPLIED WITH THE SAIL. USE DIAGRAM - A AS A GUIDE FOR TYING.

DIAGRAM - TYING DETAIL



BATTEN LENGTHS

# 1	89 3/4"
# 2	91 3/8"
# 3	86 1/4"
# 4	74 3/4"
# 5	52 1/4"
# 6	37"

RAISING THE MAIN SAIL

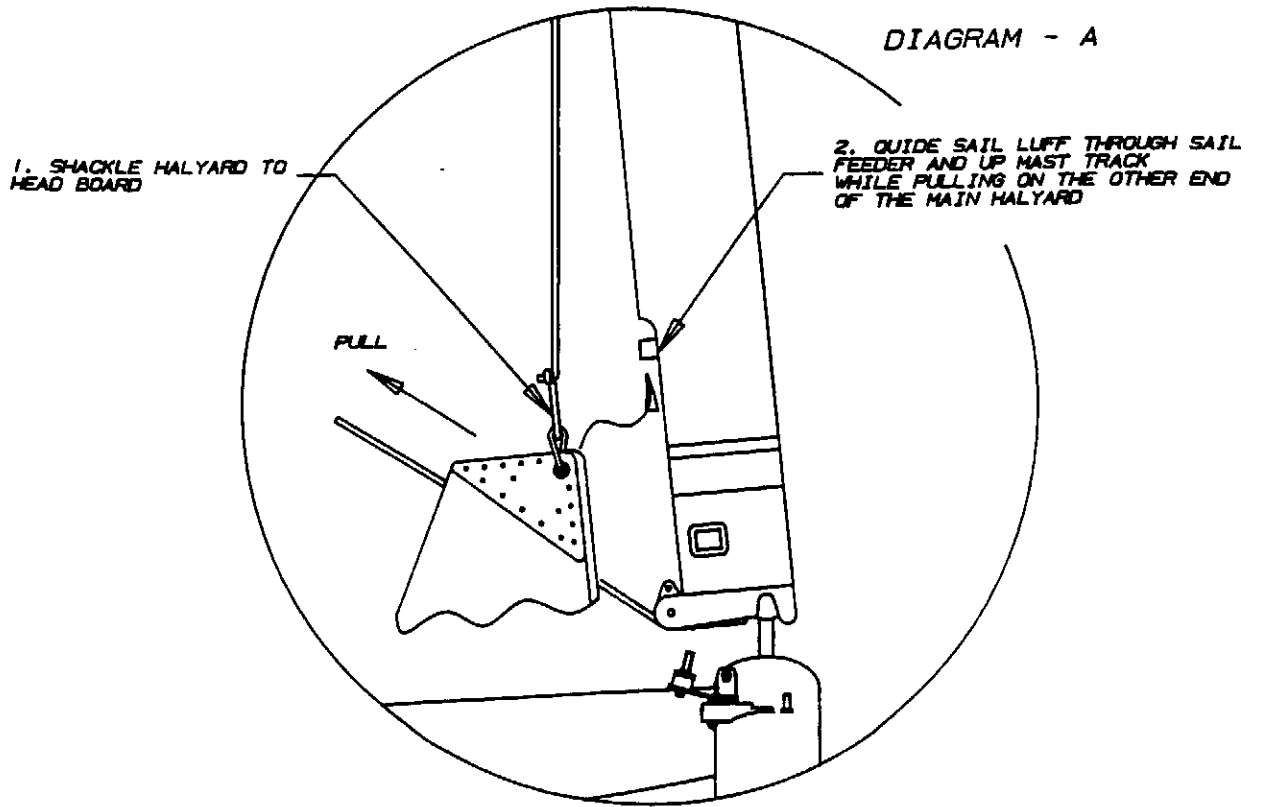
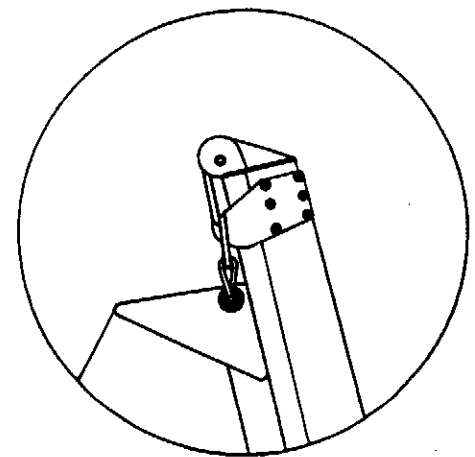
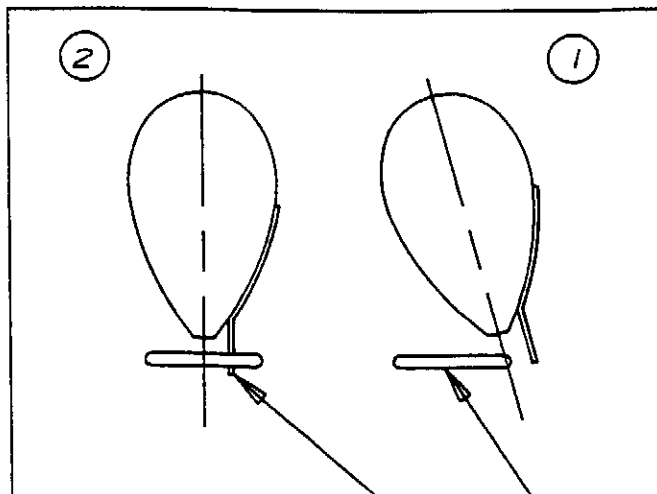


DIAGRAM - B

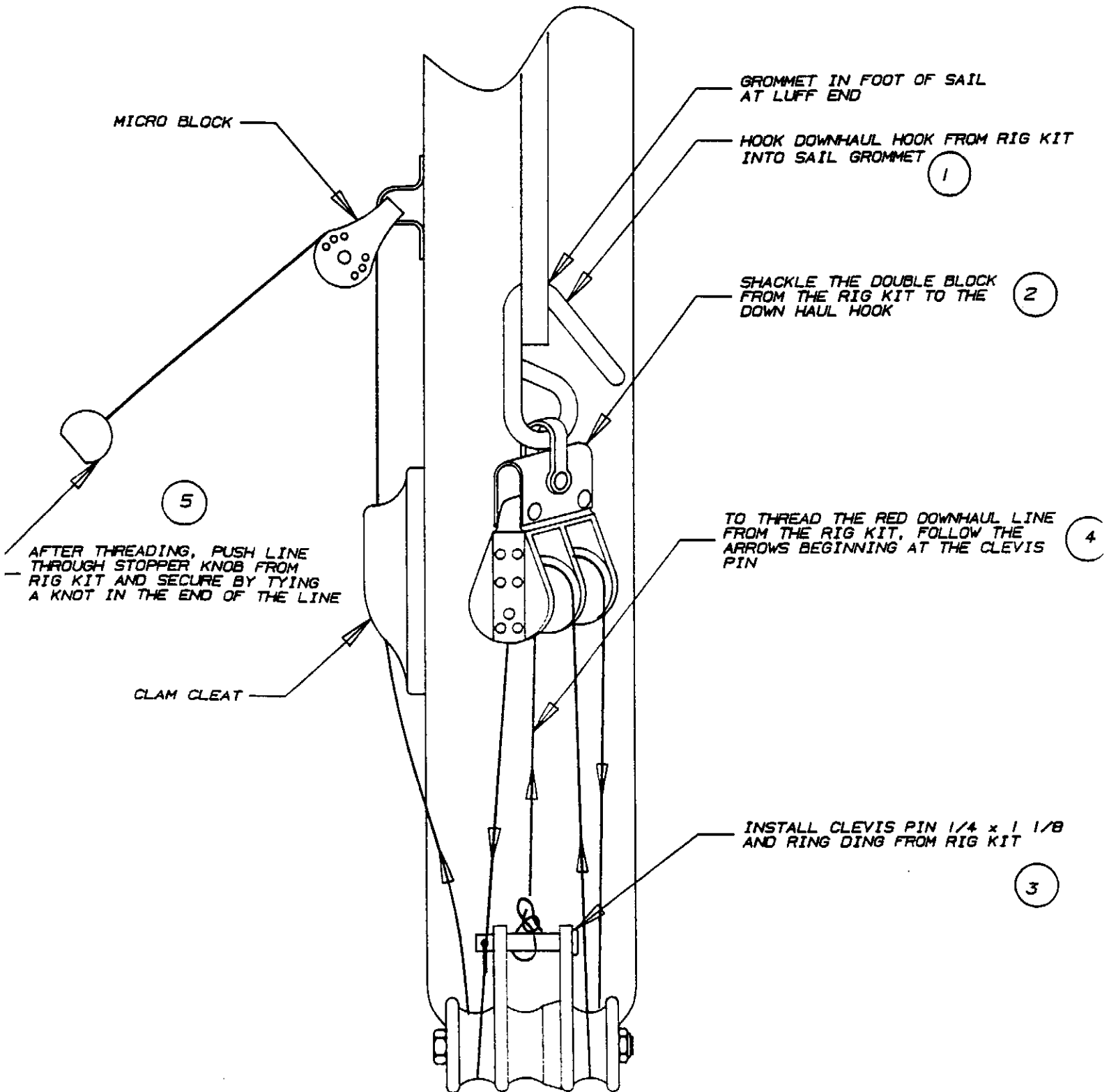


SAIL IN LOCKED POSITION

RAISE TOP HALF OF RING ABOVE THE LOCK

ROTATE THE MAST UNTIL LOCK IS DIRECTLY UNDER THE RING, THEN PULL DOWN TO SECURE THE SAIL

RIGGING THE DOWNHAUL SYSTEM



MICRO BLOCK

GROMMET IN FOOT OF SAIL AT LUFF END

HOOK DOWNHAUL HOOK FROM RIG KIT INTO SAIL GROMMET

1

SHACKLE THE DOUBLE BLOCK FROM THE RIG KIT TO THE DOWN HAUL HOOK

2

TO THREAD THE RED DOWNHAUL LINE FROM THE RIG KIT, FOLLOW THE ARROWS BEGINNING AT THE CLEVIS PIN

4

AFTER THREADING, PUSH LINE THROUGH STOPPER KNOB FROM RIG KIT AND SECURE BY TYING A KNOT IN THE END OF THE LINE

5

CLAM CLEAT

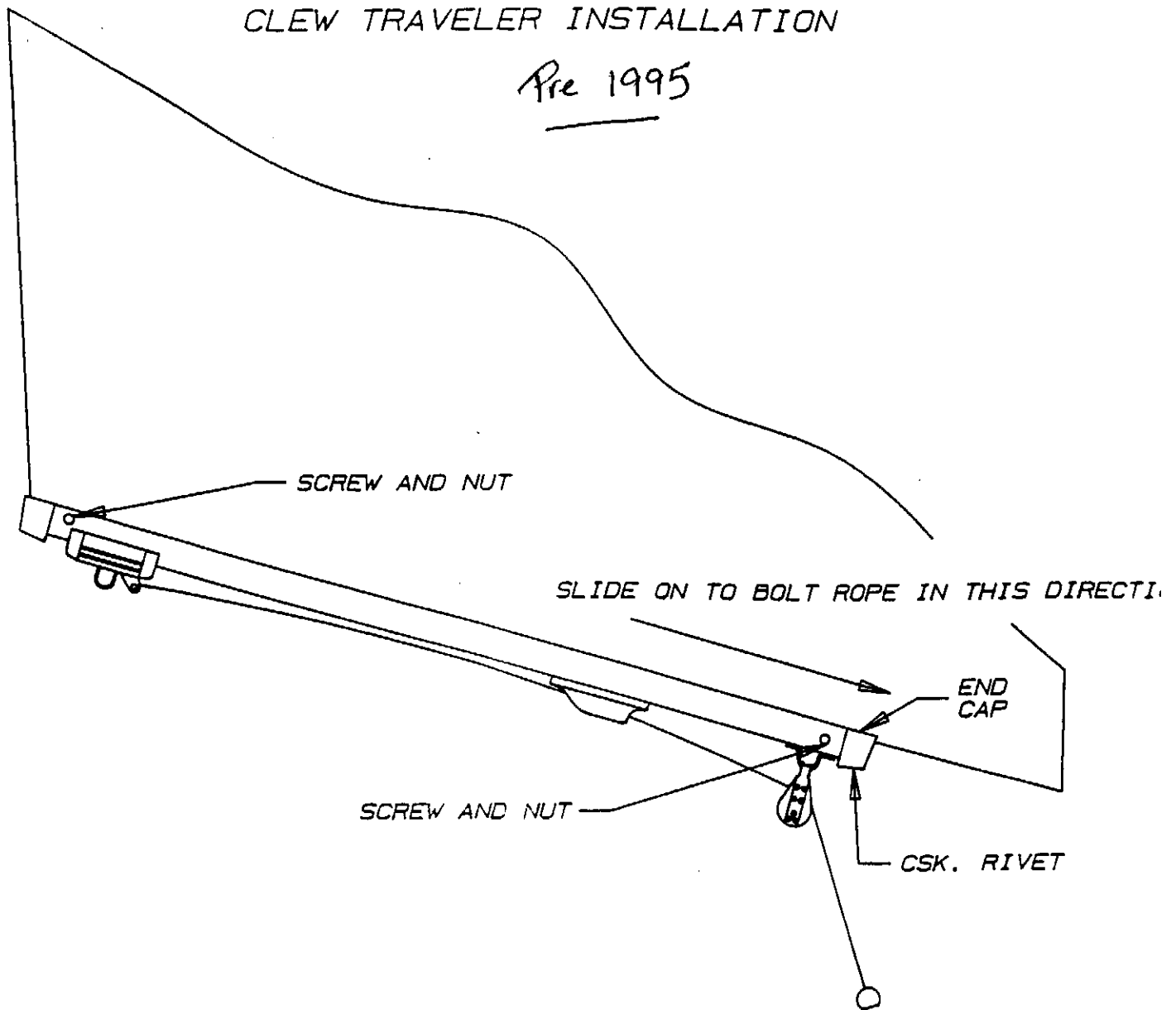
INSTALL CLEVIS PIN 1/4 x 1 1/8 AND RING DING FROM RIG KIT

3

MAST BASE "AFT VIEW"

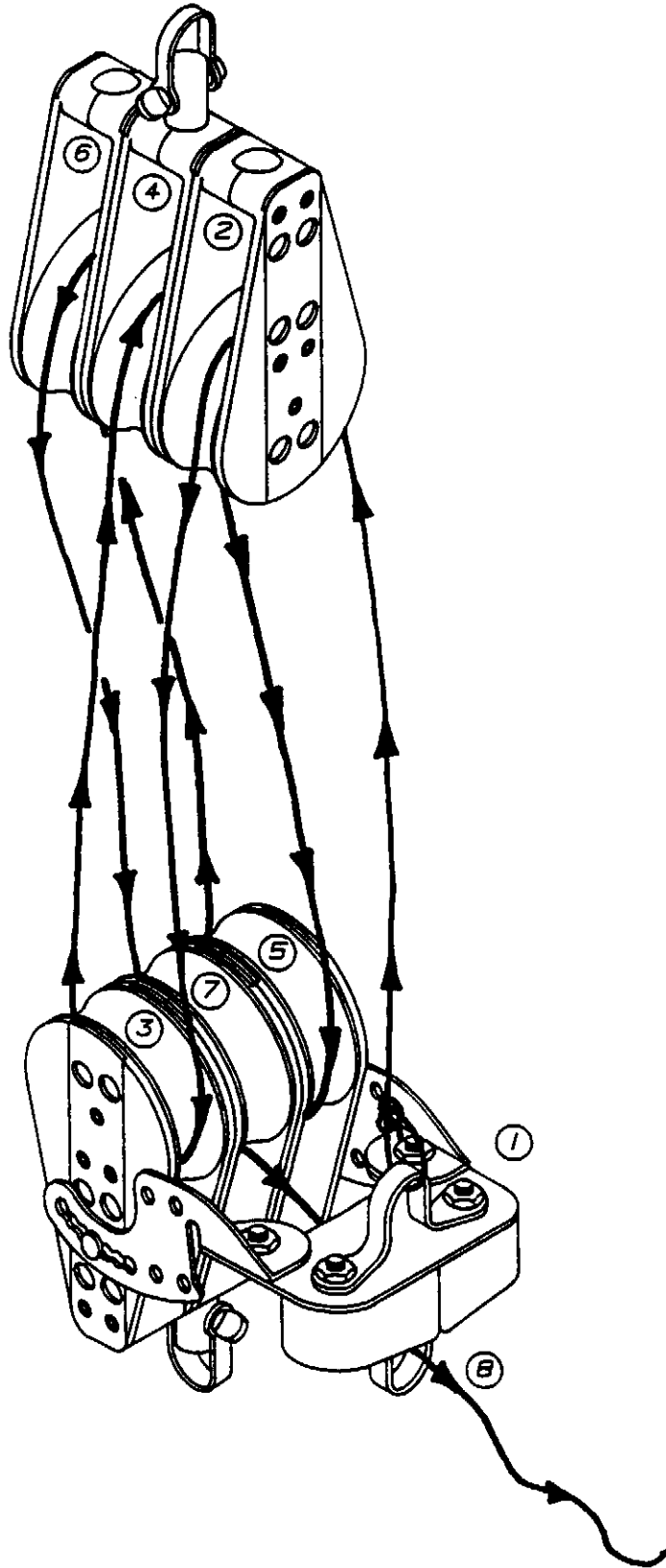
CLEW TRAVELER INSTALLATION

Pre 1995

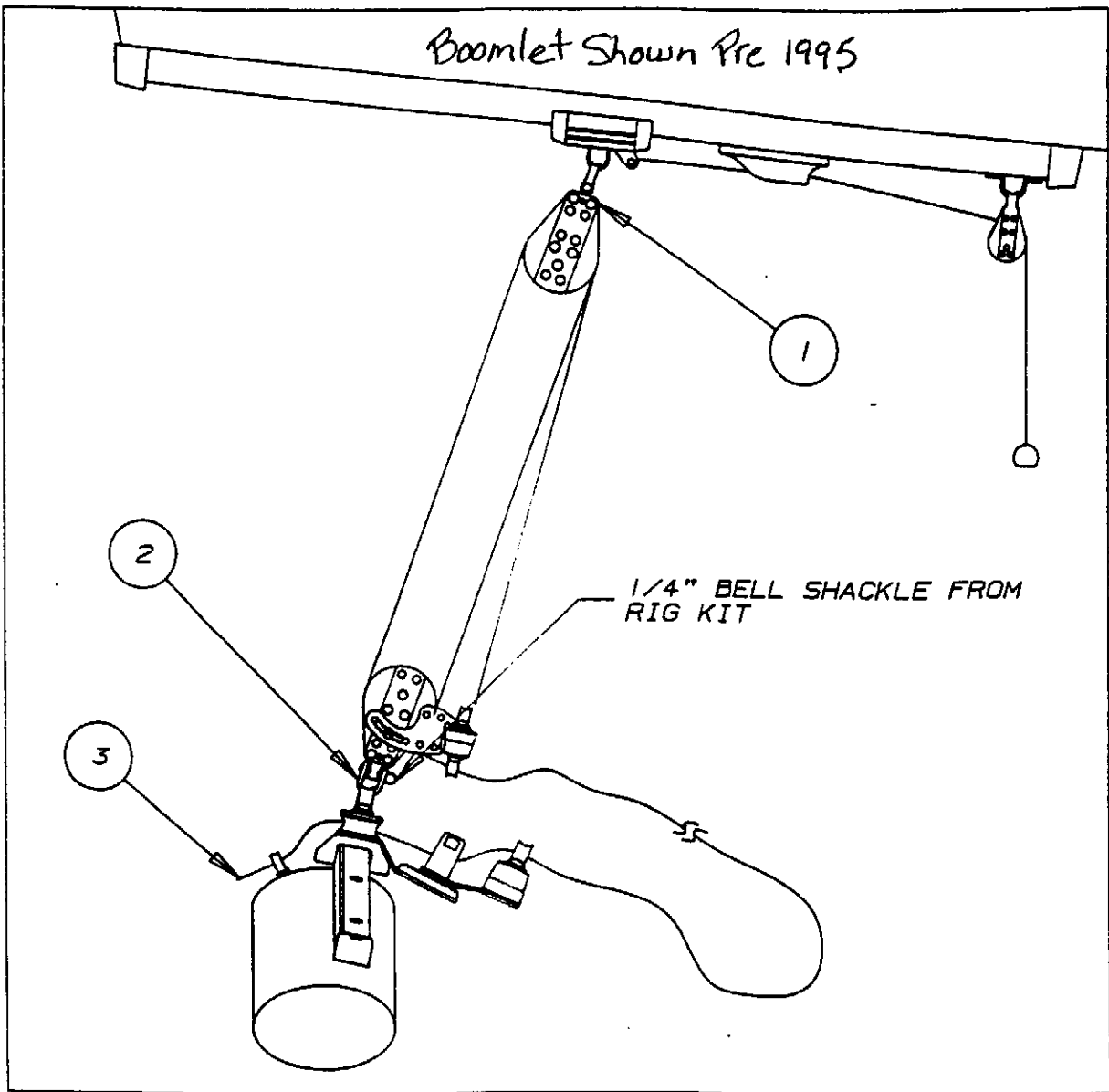


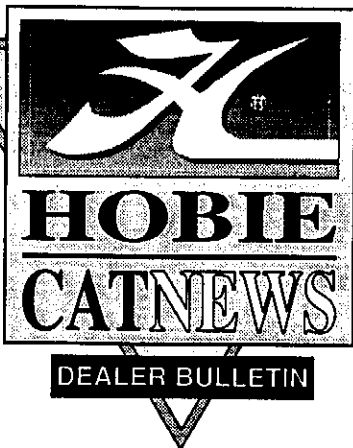
1. SLIDE TRAVELER ASSY. OVER BOLT ROPE AT FOOT OF SAIL.
2. INSTALL END CAP WITH CSK. RIVET.
3. THROUGH BOLT THE TRACK TO FOOT OF SAIL WITH
• 10-32 x 1" PHM SCREWS AND NUTS SUPPLIED.

LACING YOUR MAIN SHEET BLOCKS



ATTACHING THE MAIN SHEET SYSTEM





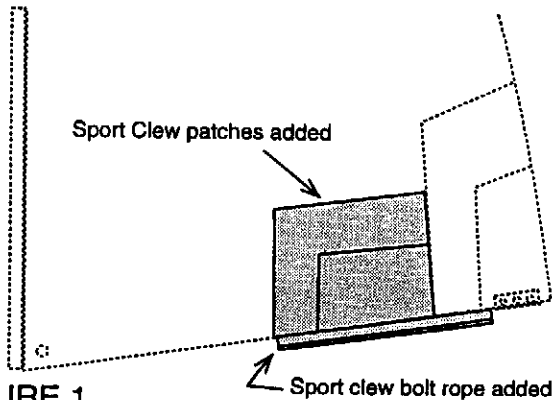
1995 HOBIE 17 SE / SPORT

The 1995 HOBIE 17 was redesigned to be more universal between the SE race model and the SPORT model.

This change in design simplifies stocking the H-17. Dealers may exchange parts to convert inventory between the two versions at minimal cost. This idea was also lobbied by the HOBIE CLASS ASSOCIATION so that more Sport buyers might be able to convert to the SE race rig and enter Class Association racing.

The Change...

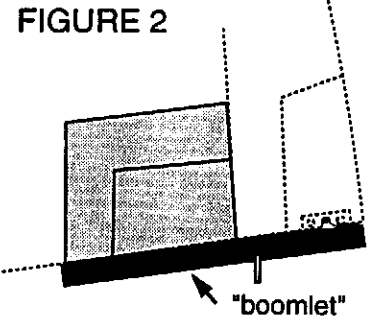
----- = H17 SE (Race sail) Profile left unchanged
 ————— = Additions for SE / Sport Universal sail



The change in design is predominately in the sail. As shown in **figure 1**, the 17 SE sail profile is maintained while adding the Sport features to it. The sail is now fully interchangeable "unisex" between the SE and Sport (see **figure 1, 2 & 3**). The Sport mast is used for both. As of 12/95 production, the new SSI main traveler #111 will be used for both. An owner can now convert back and forth between the two versions without any sail modifications.

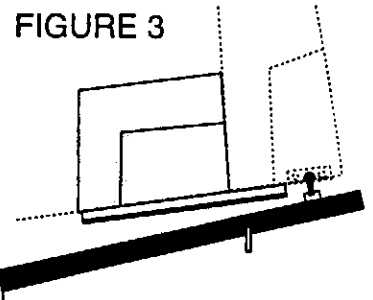
H-17 SPORT...

On the H-17 SPORT, a longer, simplified sail foot "boomlet" was designed using a short section of 17 boom (**figure 2**). The new "boomlet" is lighter and has less "hard edges" than the previously used Harken track. It is also non-adjustable which simplifies the boat and removes unwanted movement of the main blocks. The "boomlet" pins to the clew plate for superior strength and ease of installation.



H-17 SE...

On the H-17 SE, the sail works the same as it has always. As shown in **figure 3**, the foot bolt rope does not inhibit attachment of the outhaul shackle. For the pure racer the foot bolt rope may be removed with a hot knife. The only other changes for the racer are the increased clew reinforcement, a slightly reduced window area and the Sport mast (stronger tang and better downhaul features).



NEW after market CONVERSION KITS

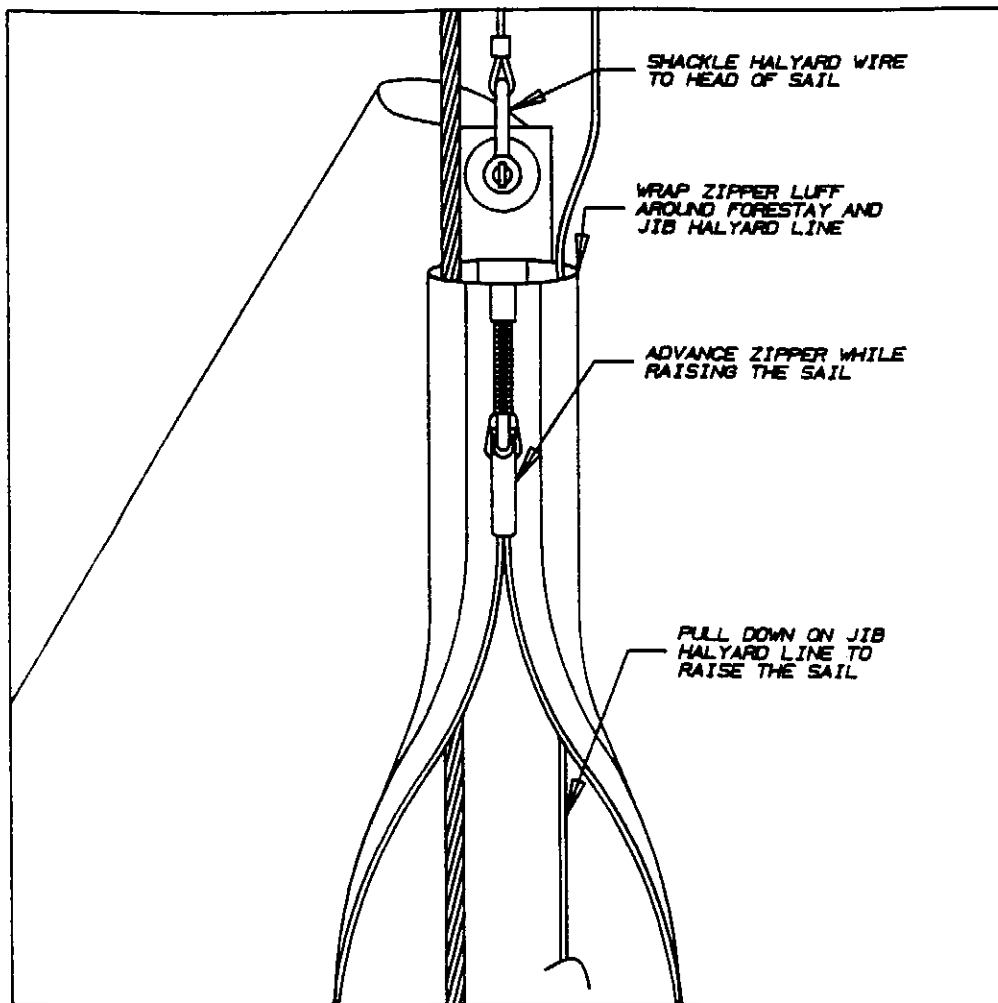
- '95 17 SE to SPORT conversion .. #5299-5630
- '95 17 SPORT to SE conversion .. #5299-5640
- '95 Sport Main sail foot "boomlet" #5272-2011
- The jib conversion kit with bow spreader pole remains the same for all year model H-17s.
- #5299-5610
- Jibs are **NOT** included in any conversion kits and need to be ordered separately.

** To convert '95 boat inventory: contact P&A**

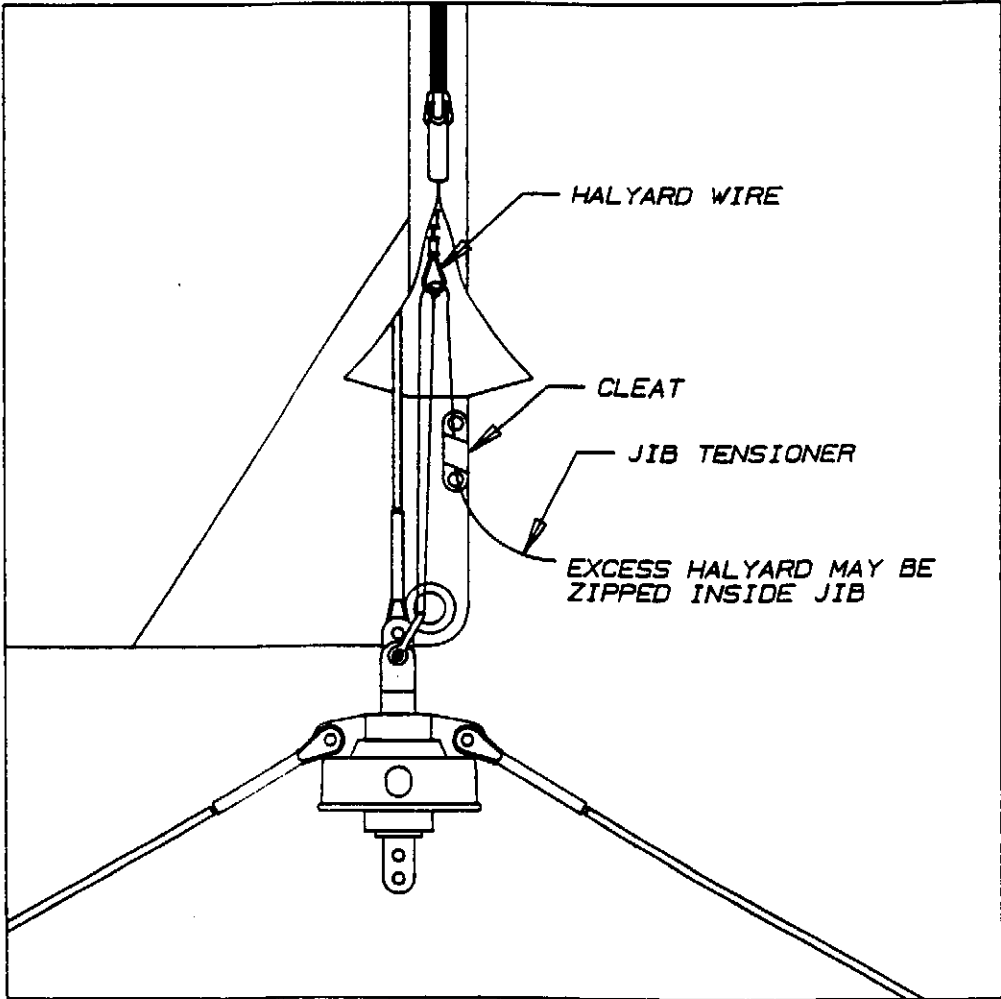
Matt
 Matt Miller



ATTACHING AND RAISING THE JIB



SECURING THE JIB



RIGGING THE JIB SHEET

