

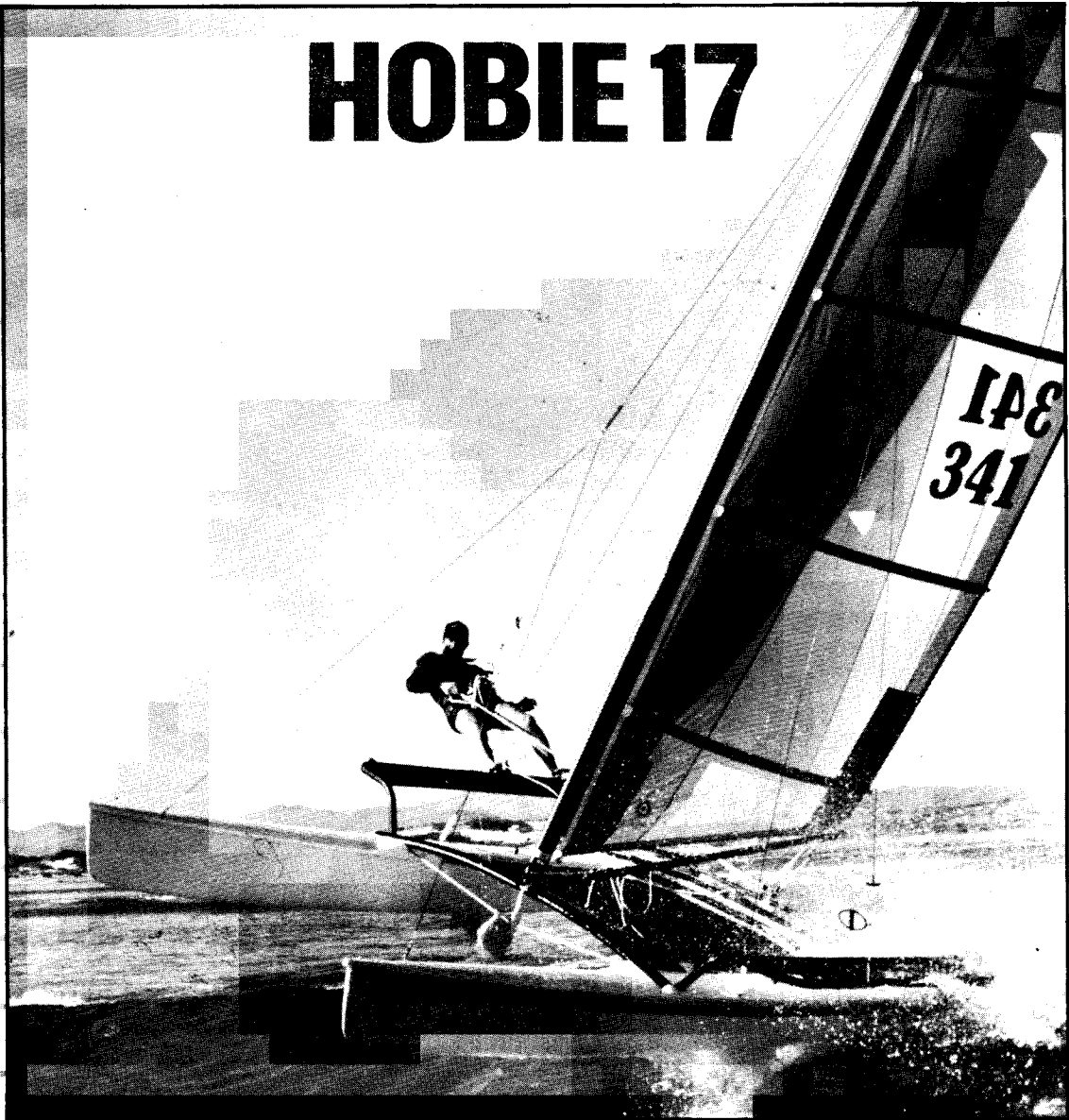
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# HOBIE 17



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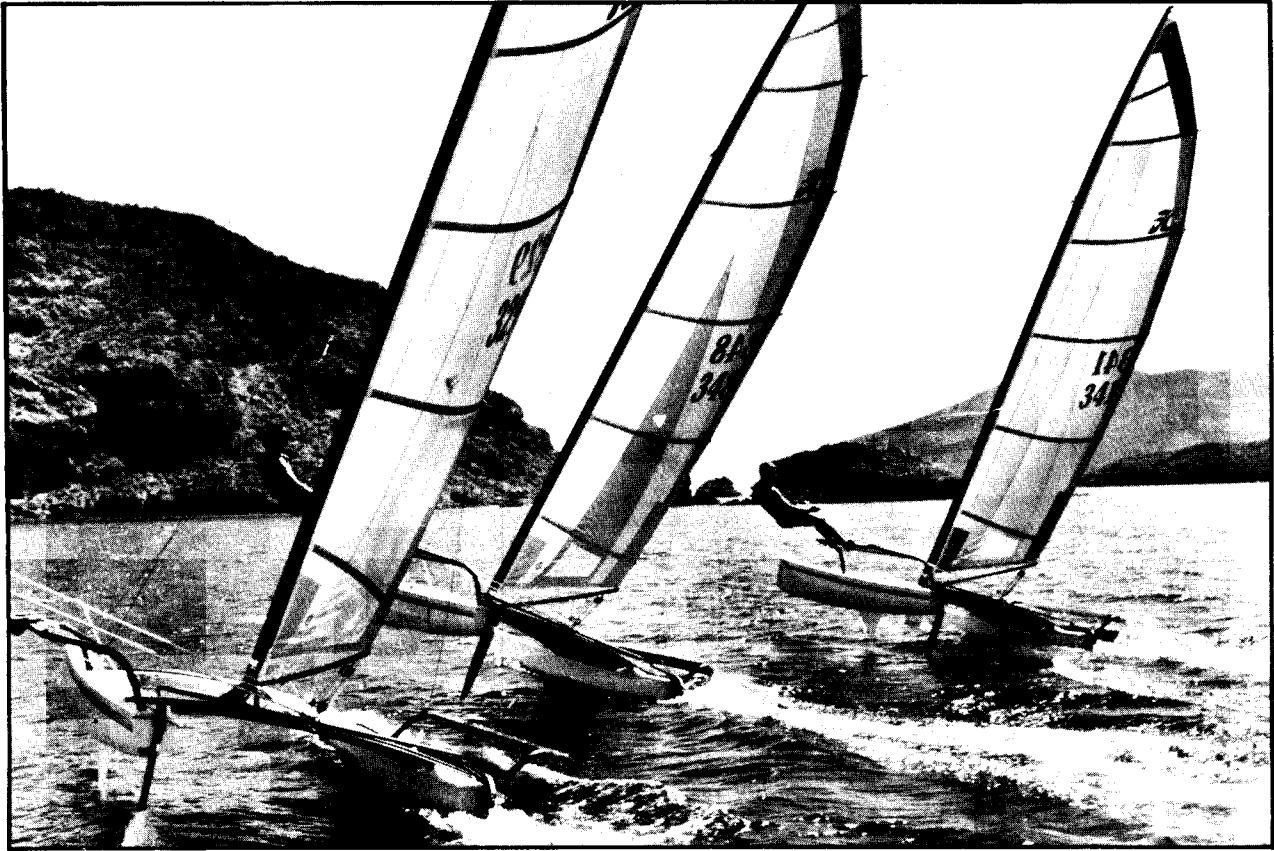
# ASSEMBLY MANUAL

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## Introduction

Welcome to the Hobie Cat family of sailors. Thanks for joining us. By purchasing the Hobie 17, you are treating yourself to the ultimate in single hand sailing enjoyment.

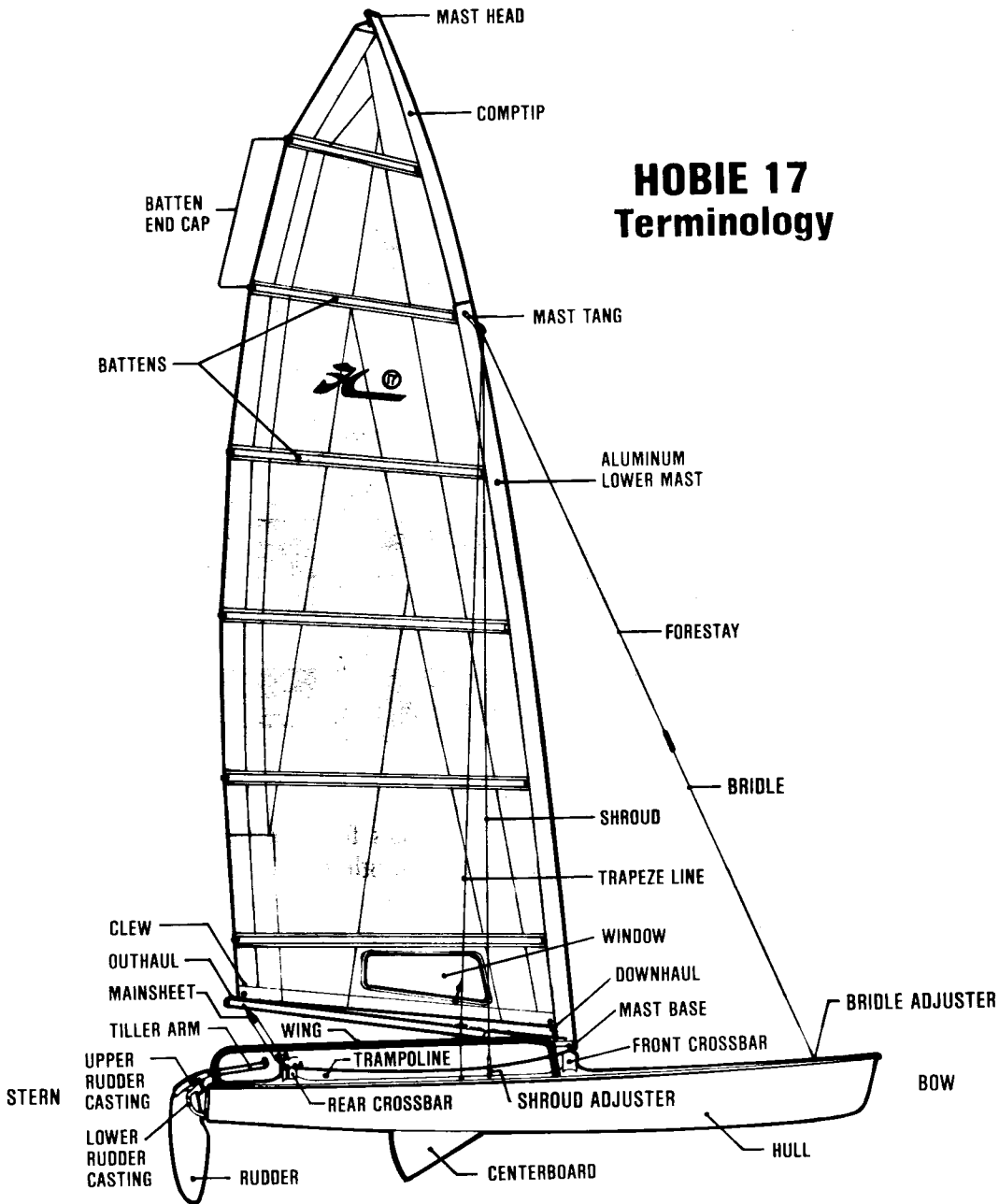
Even if you have long experience with sailboats or if you have owned Hobie Cats in the past, please read this manual thoroughly. It will give you easy, accurate instructions on assembling your new boat. We suggest reading through the manual completely before you begin assembly. Pay special attention to the boat and parts descriptions shown on the following pages.

If you are new to sailing, this manual will not teach you how to sail. There are many excellent courses and books available on the safe handling of small sailboats. Contact your Hobie dealer or local Coast Guard Auxiliary for recommendations on courses in your area. They'll be happy to help. For your information, we have included a toll-free number on page 25 which will enable you to learn more about courses in your area.

Please remember to obey the most important rule of all when assembling your boat — stay away from overhead power lines! Before starting to rig your boat, thoroughly examine the area for power lines and report any potentially hazardous power line that you see by writing to the responsible utility company, send a copy to Hobie Cat Bounty Program, P.O. Box 1008, Oceanside, CA 92054 and sail elsewhere. Remember, **CONTACT OF A MAST WITH A POWER LINE COULD BE FATAL.**

The Hobie 17 is made with the innovative Comptip™ mast tip (U.S. Pat. No. 4,597,346). This is an essentially non-conducting composite tip which can help prevent electrocution and boat damage from mast/power line contact. Hobie Cat worked many years to develop this new tip so that it would be as effective as possible. Still, nothing can provide total protection at all times, so it's best to avoid wires. Be sure to read the "Maintenance" section to find out how to protect the tip's insulating ability.

By following the instructions, maintaining your new boat properly and observing safety rules, we're confident you'll receive many years of sailing enjoyment from the Hobie 17.



## HOBIE 17 Terminology

### WARNING

Before starting assembly, be sure the area in which you plan to work is free from overhead power lines. Contact of a mast with a power line could be fatal.

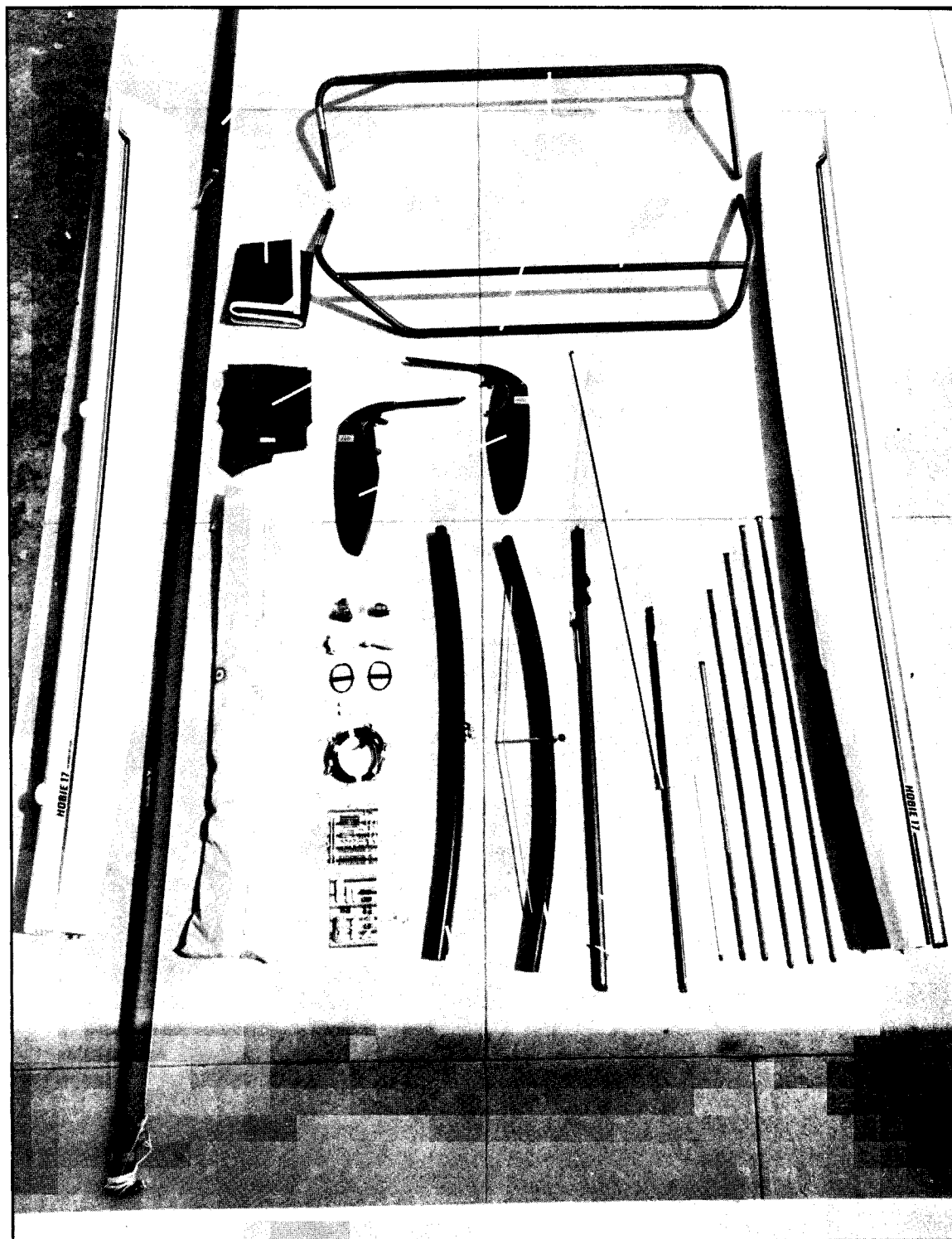
### Tool List

You will need the following tools to complete assembly:

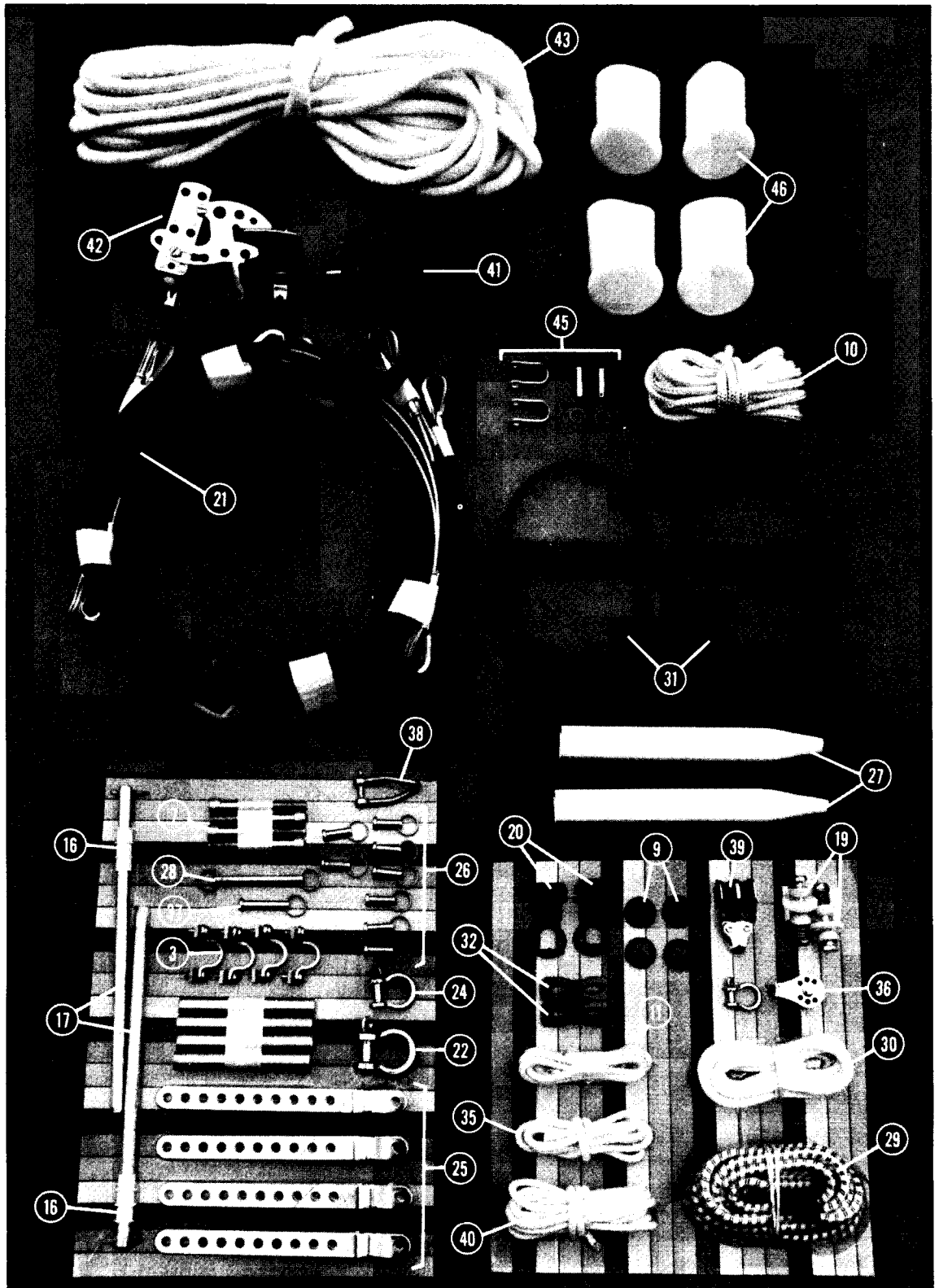
- |                              |                           |  |
|------------------------------|---------------------------|--|
| 1. 1/4" allen wrench         | 5. standard pliers        | 9. knife or razor blade                    |
| 2. phillips head screwdriver | 6. needle-nose pliers     | 10. 7/16" socket wrench or open-end wrench |
| 3. flathead screwdriver      | 7. bailing wire           | 11. adjustable wrench                      |
| 4. rubber mallet             | 8. anti-seizing lubricant |  |

# HOBBIE 17 PARTS & COMPONENTS

1. Rear Crossbar
2. Right 17 Hull (Starboard)
3. Eye Straps (4)
4. Trampoline
5. Front Crossbar
6. Left 17 Hull (Port)
7. Crossbar Bolts (4)
8. Anchor Bars (4)
9. Plastic Caps (4)
10. Trampoline Lace Line
11. Trampoline Corner Tie Lines (4)
12. Wing Frames (2)
13. Wing Trampolines (2)
14. Removable Wing Bar (2)
15. Rudder/Tiller Assemblies (2)  
Red Sticker = Port (left)  
Green Sticker = Stbd. (right)
16. White Teflon Rudder Pin Bearings (6)
17. Rudder Pins (2)
18. Tiller Crossbar w/Extension
19. Tiller Connector Kit (2)
20. Drain Plugs (2)
21. Wire Set
22. Large Bell Shackle



- 23. Mast
- 24. Small Bell Shackle (1)
- 25. 10-Hole Stay Adjuster (4)
- 26. 1/2" Clevis Pin and Ring (8)
- 27. White Shroud Adjuster Covers (2)
- 28. Mast Step Pin and Rings
- 29. Trapeze Shock Cord
- 30. Trapeze Lines (2)
- 31. "J & H" Trapeze Handles (2)
- 32. Rope Locks (2)
- 33. Mainsail
- 34. Battens (6)
- 35. Mast Rotation Line
- 36. Downhaul Single Block w/Shackle
- 37. 1 1/4" Clevis Pin and Ring
- 38. Twist Shackle
- 39. Double Block
- 40. Downhaul Line
- 41. Triple Block Block
- 42. Mainsheet Cleat/Triple Block
- 43. Mainsheet
- 44. Boom
- 45. Shackle w/Pins & Rings for #41 & 42
- 46. Hull Wing Opening Caps (4)



# HOBIE 17 ASSEMBLY MANUAL UPDATES

The following items have been changed or re-designed.

## Section I Trampoline installation.

The trampoline has been changed from the original one or two piece to the three piece shown here.

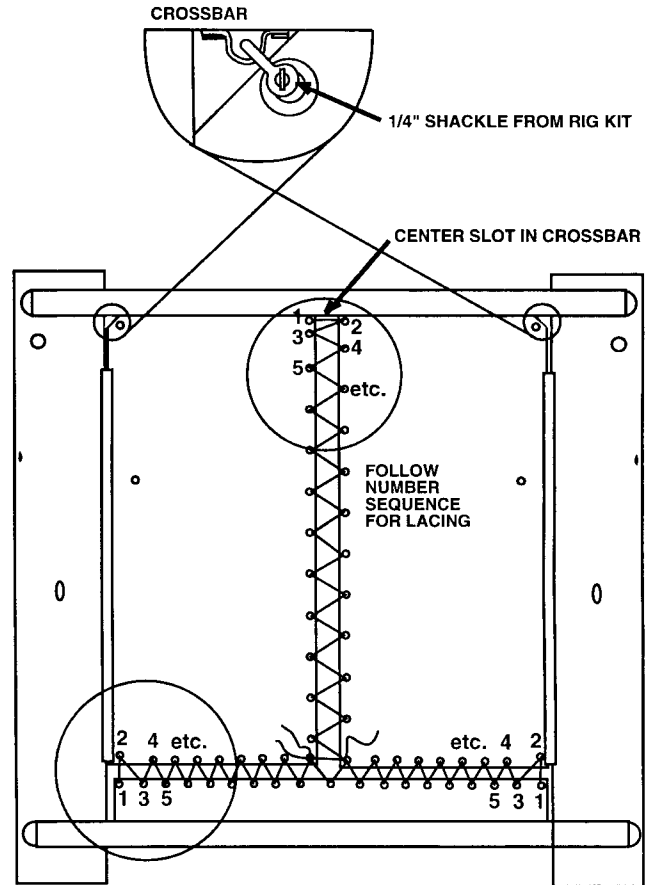
Install as shown here.

1. Slide left and right halves into front crossbar using slot in center of front crossbar. Slide trampolines aft along tracks in hulls. Fasten corners to eyestraps with shackles. Shackle connections are only used at front corners.

2. Fold rear section in two then feed from center slot in rear crossbar towards each hull.

3. Lace as shown in diagram to right. Tie off one end of each lace line at grommet indicated as #1 (3 lace lines) with a bowline knot. Follow number sequence and end at rear center area. Tighten and tie off with several half hitch knots.

NOTE: do not over-tighten as damage may be caused to grommets.



## Section IX Boom

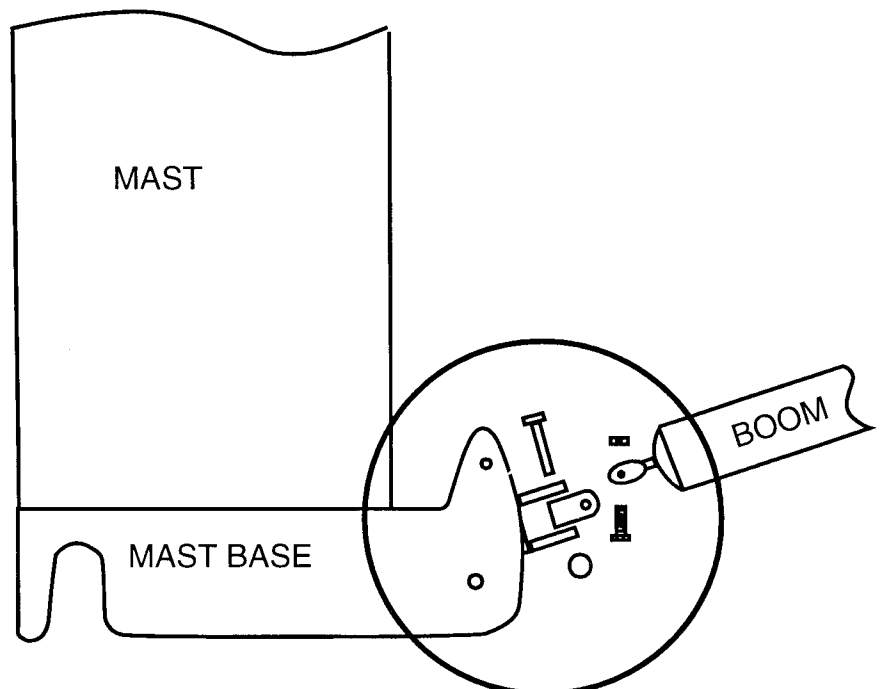
The gooseneck connection (boom to mast) has been changed from the original assembly.

Install as shown here.

1. The gooseneck fitting is installed in the mast base and held from vertical movement by the clevis pin that supports the downhaul block.

2. Bolt the "U" shaped stainless steel plate (vertex) to the boom pin.

3. the "U" shaped stainless steel plate(vertex) is pinned to the gooseneck by a clevis pin passed through vertically.



# Assembly Instructions

## I. Frame and Vinyl Trampoline Assembly Instructions

(See page 8 for mesh trampoline instructions.)

### Note

All directions referring to "right," "left," "front" and "back" are based on looking from the stern toward the bow.

1. First, with the trampoline track facing forward, slip the rear crossbar (part no. 1) onto the right hull (part no. 2). The factory-installed support castings slide into the crossbar. Be sure the crossbar fits entirely over the support casting. It may be necessary to tap the crossbar onto the hull with the rubber mallet. See Figure 1.

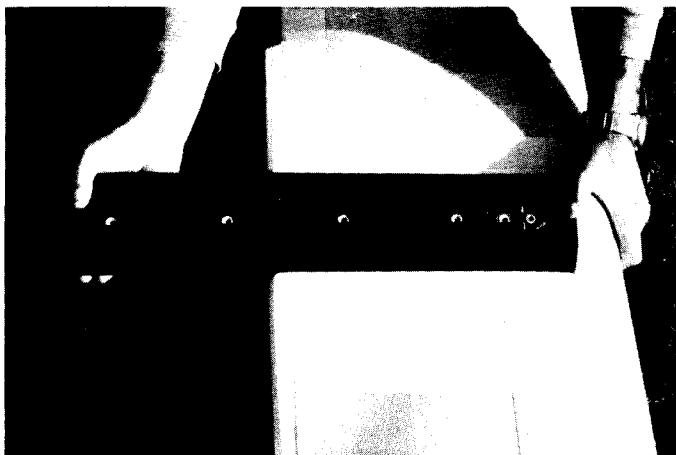


Fig. 1

2. Slide one of the four eyestraps (part no. 3) on the crossbar by slipping the square nut inside the track. The eyestrap should be positioned as close to the hull as possible, without touching it.

### Note

The trampoline (part no. 4) is split diagonally into two halves. The right, rear section of the vinyl trampoline has Velcro® patches sewn to it. The left, forward section has a 4-inch flap also with Velcro® patches.

3. Now, insert the rear bolt rope of the vinyl trampoline (item 5) into the crossbar track and slide it across from left to right.
4. Now slide the right trampoline bolt rope through the track on the right hull. Refer to Figure 2 for completed procedure.
5. Slide the second eyestrap (part no. 3) onto the crossbar so one eyestrap is on each side of the trampoline on the crossbar. As each



Fig. 2

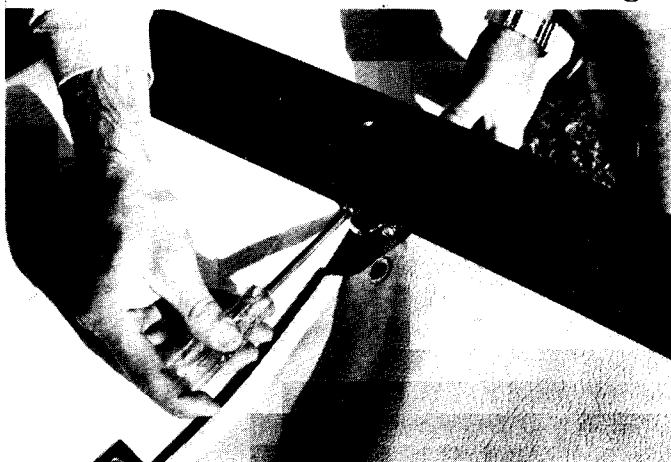


Fig. 3

eyestrap is attached to its crossbar and positioned as shown in Figure 3, tighten the eyestrap.

6. Attach the front crossbar (part no. 5) onto the left hull (part no. 6) over the crossbar receiver casting. Slide the eyestrap on as in step 5.
7. Slide the left corner of the trampoline into the right side of the front crossbar from right to left. The flap on the trampoline should be on the top on this side. Now slide on the last eyestrap (part no. 3).
8. Now slide the small bolt rope down the siderail of the left hull. Check to make sure there is an eyestrap on all four corners of the trampoline.
9. You can now join the left hull, the forward crossbar, and the trampoline assembly to the right hull rear crossbar and trampoline. First, attach the left side of the rear crossbar and the left hull, making sure the crossbar is completely over the support casting. Next, slip the front, right receiver into the right side of the front crossbar so each corner of each crossbar fits snugly over the castings as shown in Figure 1.

## CAUTION

Before completing step 10, check the threads of the crossbar bolts (part no. 7) by hand screwing them into each anchor bar (part no. 8). If the bolt will not thread easily, use a tap and die to clear the threads. Use an anti-seizing lubricant such as Never-Seez® to help prevent cross-threading and galling.

10. Now that the boat is framed, you can insert the crossbar bolts (part no. 7) into each of the access holes on the inboard side of each crossbar. The access holes can be seen in the center of the crossbar in Figure 3. To help align the bolt and anchor bar under the rail, use one of the other bolts to hold the anchor bar in position while starting to thread the assembly from the top using the 1/4-inch allen wrench. (See Figures 4 and 5 for reference.)

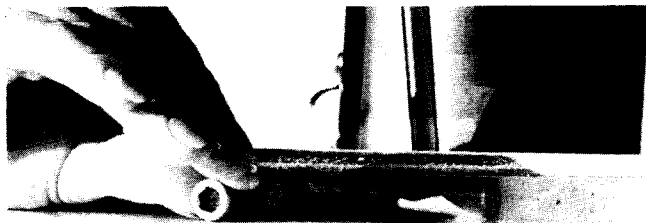


Fig. 4

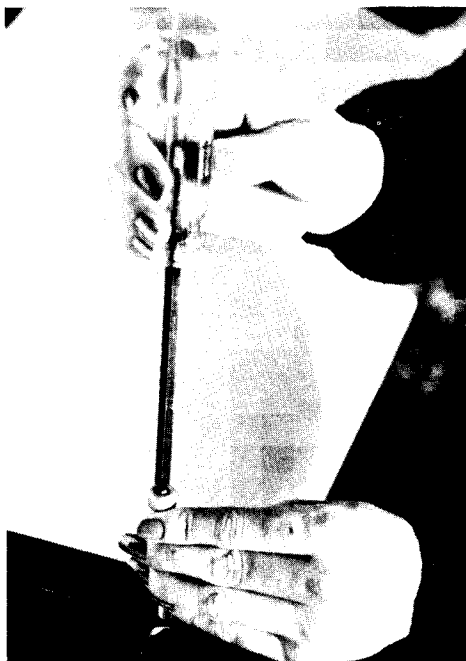


Fig. 5

## Note

Once the boat has been sailed a few times it takes on "normal set." In other words, the crossbar and hulls will set and need retightening. This setting also occurs after trailering any long distance. This tightening procedure should be performed periodically.

11. Once each bolt is tightened securely, insert the four plastic caps (part no. 9) into each existing access hole in the crossbars. If the track on the rear crossbar interferes with the covers, slice a small piece of the cap off using a razor blade. (See Figure 6.)



Fig. 6

12. Lace the trampoline using the supplied length of 1/4-inch lace line (part no. 10). Thread the line by alternating trampoline grommets on each side. Tie one end off to the last grommet and eyestay (see Fig. 7). Work the lace line tighter and tighter between the grommets from each end, then secure the line once again at each end as in Fig. 7.

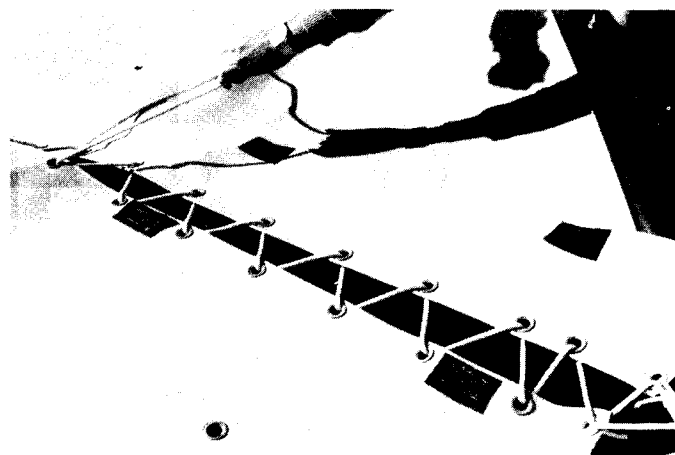
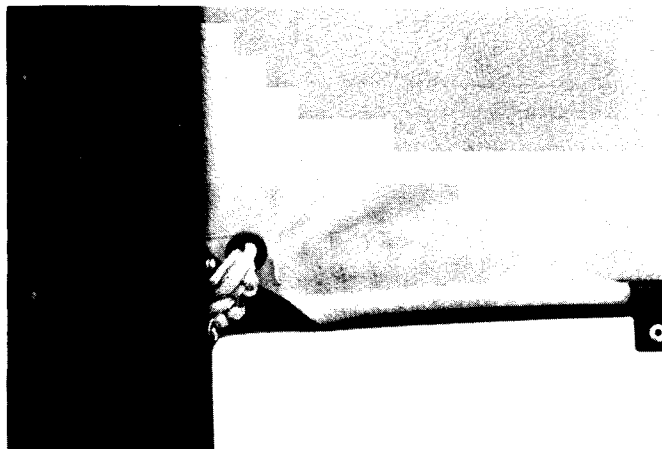


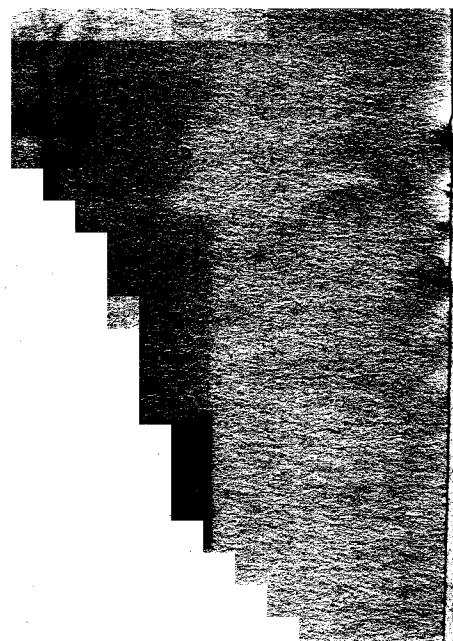
Fig. 7



13. Use the supplied trampoline corner tie lines (3/16 x 12" part no. 11) to tighten each corner of the trampoline to its corresponding eyestraps. Tighten snugly (see Figure 8). Close the flap and check the fit. This completes the vinyl trampoline installation.



**Fig. 8**



## II. Frame and Mesh Trampoline

### Note

The one-piece mesh trampoline installs with the lacing grommets on the side closest to the rear crossbar. The side with grommets nearest the crossbar, is the rear portion of the trampoline.

All directions referring to "right," "left," "front" and "back" are based on looking from the sterns toward the bows.

1. First, with the trampoline track facing forward, slip the rear crossbar (part no. 1) onto the right hull (part no. 2). The factory-installed support castings slide into the crossbar. Be sure the crossbar fits entirely over the support casting. It may be necessary to tap the crossbar onto the hull with the rubber mallet. See Figure 1.
2. Slide one of the four eyestraps (part no. 3) on the crossbar by slipping the square nut inside the track. The eyestraps should be positioned as close to the hull as possible without touching it.
3. Slide the mesh trampoline (part no. 4), with the grommets aft, into and across the rear crossbar (part no. 1).
4. Slide the second eyestraps (part no. 3) into position so there is one at each corner of the trampoline. Tighten the eyestraps.
5. Slip the left side of the rear crossbar onto the left hull. You may need to use the rubber mallet to tap the assembly snug.

### CAUTION

Before completing step 5, check the threads of the crossbar bolts by hand screwing them into each anchor bar by hand. If the bolt will not thread easily, use a tap and die to clear the threads. Use an anti-seizing lubricant such as Never-Seez® to help prevent crossthreading and galling.

6. Drop in each of the rear crossbar bolts into each side of the crossbar. DO NOT attach the anchor bars (part nos. 7 and 8).
7. Slide both sides of the trampoline up both siderail grooves simultaneously.

### Note

Placing the bows in a slightly toed-in position will make sliding the trampoline easier.

8. Slide the front crossbeam onto the trampoline bolt rope suspended between the hulls.
9. Slide each front eyestraps on either side of the front crossbar so one is at each end.
10. Spread the bows apart slightly and insert one side of the crossbar over its receiver. Then slip on the other side. Use the rubber mallet to snug each side onto its receiver.
11. Attach the crossbar bolts as described in steps 10 and 11 of section I.

### Note

Once the boat has been sailed a few times it takes on "normal set." In other words, the crossbar and hulls will set and need retightening. This setting also occurs after trailering any long distance. This tightening procedure should be performed periodically.

12. Secure the trampoline corners as in step 13, section I.

This completes assembly of mesh trampolines.

### III. Vinyl and Mesh Wing Trampolines

Both mesh and vinyl wing trampolines assemble in the same way.

1. Lay one wing frame (part no. 12) alongside each hull as if they were being inserted into the hulls to make it easier to identify each side. The steeply angled end of each wing should be facing toward the sterns.
2. Lay the wing trampoline (part no. 13) beside each wing frame to verify the correct side as in Fig. 9.
3. Slide the wing trampolines onto the front end of the wing frame. Be sure to slide all three sections onto the frame.

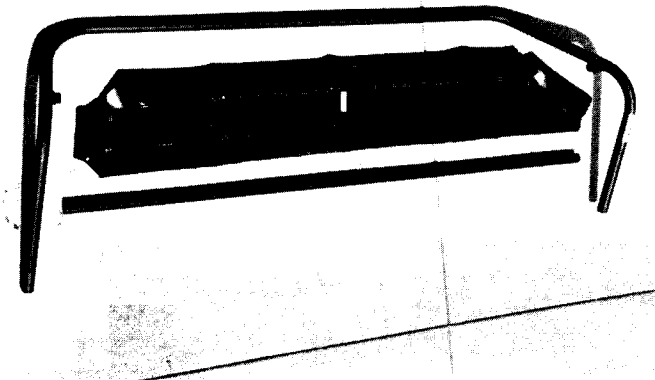


Fig. 9

#### Note

The wing sleeve will only fit when you start installing it from the front end of the wing frame. Look closely at the frame and you'll notice one end has a casting which extends further from the frame. The sleeve of the trampoline will not slide over this casting. (See Figure 10.) Slide the sleeve on from the side shown in Figure 11.

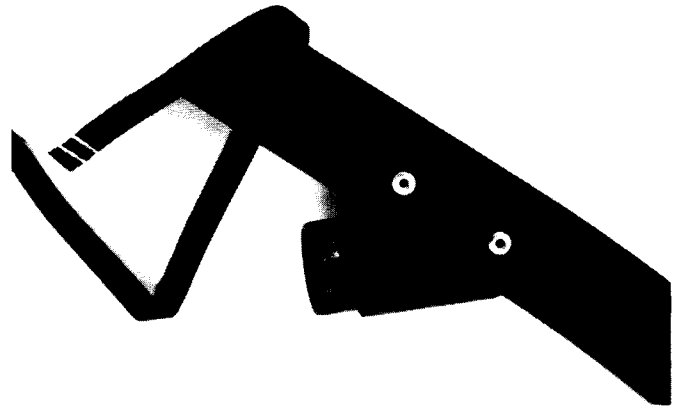


Fig. 10

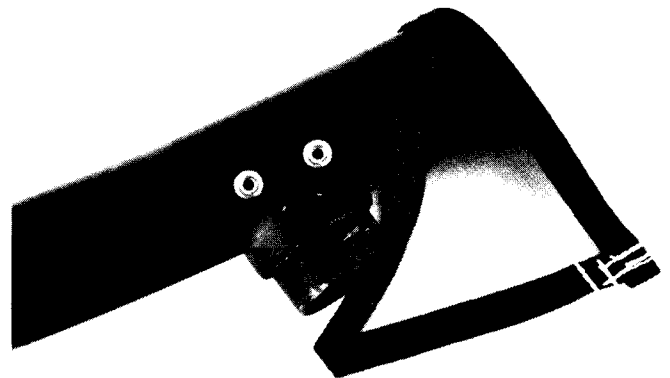


Fig. 11

4. Once the wing tramp is fitted over the wing frame, slide the wing frame compression bar (part no. 14) through the trampoline opening as in Fig. 12. Attach the opposite end over the casting.



Fig. 12

5. The wing now must be sprung enough to allow the compression bar to slip over the opposite casting. Use your foot to spread the wing apart slightly. Slip the compression bar over the casting and slowly release

tension. Repeat this step on the other wing.  
(See Fig. 13.)



**Fig. 13**

6. Now set the wings aside while completing the rest of the assembly.

This completes the wing frame and trampoline assembly.

## IV. Rudder and Tiller Crossbar Assemblies

### Note

The rudder assemblies (part no. 15) are marked with red and green tags. Red tags stand for left side assembly while green stands for right side. To help make assembly easier, place all items marked with a red tag behind the left stern and green-tagged items behind the right. Do not mix differently tagged items. The following steps are identical for both assemblies.

### Note

The rudder castings are installed with three small, white teflon bearings (part no. 16) which are placed in the casting where the rudder pin slides through the casting. These bearings fit between the rudder pin and the casting with one on the top of the bottom casting and two in the upper casting.

1. Grasp one of the rudder pins (part no. 17) so the end with the small hole and cotter pin faces up. Remove the cotter pin. Slide it through both the lower rudder casting bearings and the gudgeon as well as the upper assembly as shown in Fig. 14. When inserted, the small hole in the pin should appear just above the top of the rudder casting. Be sure the small white bearings are in place.
2. Insert the supplied cotter pin into the rudder pin hole and bend the cotter pin to prevent rudder pin from backing out of the casting. Refer to Fig. 14.

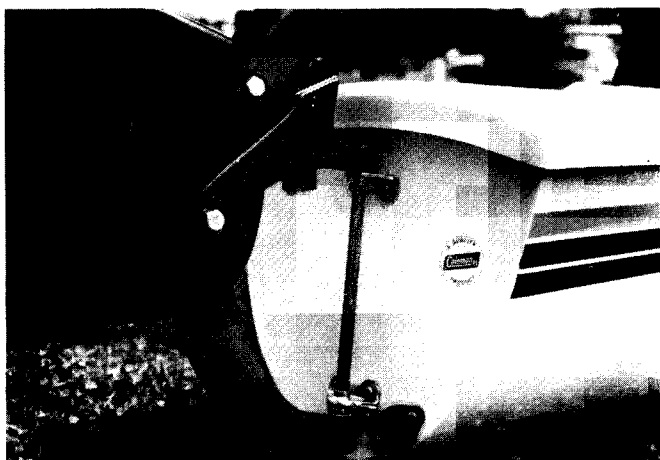


Fig. 14

3. Repeat these steps on the other rudder assembly.
4. Attach the left end of the tiller crossbar (part no. 18 marked with a red tag) to the left rudder arm using one of the tiller connecting assemblies (part no. 19) by inserting the connector bolt through the tiller crossbar to the tiller arm.
5. Place the flat washer over the threads of the bolt followed by the delrin half-round washer. Then place the crossbar arm on top of the white delrin washer located between the connector arm and the tiller arm. Refer to Fig. 15.



Fig. 15

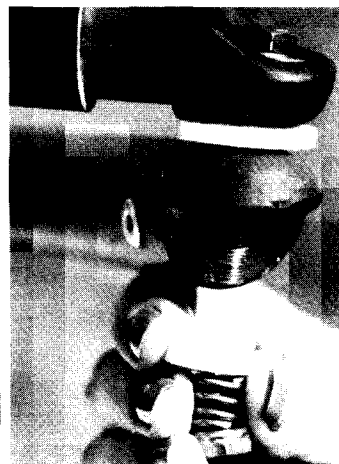
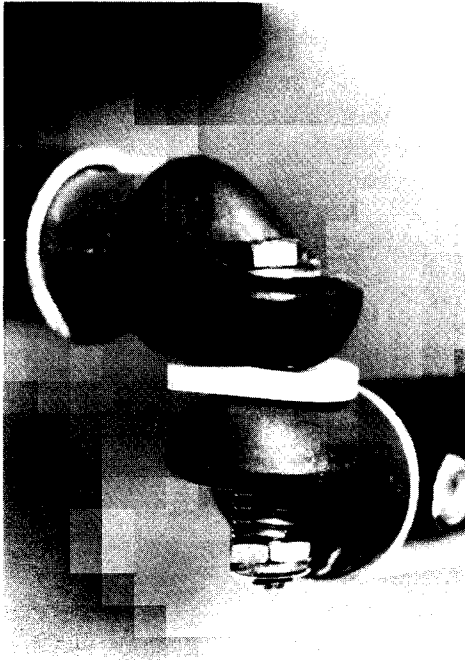


Fig. 16

6. Then place the opposite white delrin washer over the bolt threads followed by the washer and spring. Secure the assembly with the Nylock nut. Tighten the nut to prevent the assembly from vibrating or backing out. See Fig. 16.

### CAUTION

Be sure the nut is threaded past the nylon portion of the bottom of the nut by one complete thread as illustrated in Fig. 17.



**Fig. 17**

7. Repeat steps 4 through 6 on the other side of the tiller crossbar.

This concludes assembly of the rudders and tiller crossbar.

## V. Drain Plugs

Both plugs (part no. 20) are the most often forgotten item during rigging, but among the most important. Even championship sailors forget to put their drain plugs in once in a while, but you can't go very far with them out. Be sure to check your drain plugs before you leave shore. Be sure you have gaskets in place and no sand, or other debris which can permit leakage, around the opening. Drain plug location is next to the lower gudgeon as shown in Figure 14.

## VI. Mast Rigging, Raising and Lowering

### WARNING

Before starting assembly, be sure the area in which you plan to work is free from overhead power lines. Contact of a mast with a power line could be fatal.

### Note

The wire set for the Hobie 17 consists of the following: Trapeze wires; Shrouds; Forestay; Bridles. The trapeze wires and the left and right shrouds are universal. In addition, all three forestay/bridle wires are the same length.

1. Uncoil the supplied wire set (part no. 21) and lay the wires on the ground in the following pattern from left to right: a. left trapeze wire, b. left shroud wire, c. one of the forestay/bridle wires, d. right shroud wire, e. right trapeze wire.
2. Slide the wires onto the large bell shackle (part no. 22) in the same pattern as they were laid out in step 1. Then attach the shackle to the mast tang (part no. 23). Be sure the trapeze wires are attached so the handle end is not the end closest to the tang. Refer to Fig. 18.
3. Secure the shackle pin to the shackle with bailing wire. Tie the shackle to the pin, to prevent the pin from backing out.
4. Use the small bell shackle (part no. 24) to attach the two bridles to the forestay. Securely tighten the shackle with pliers (see Fig. 19).

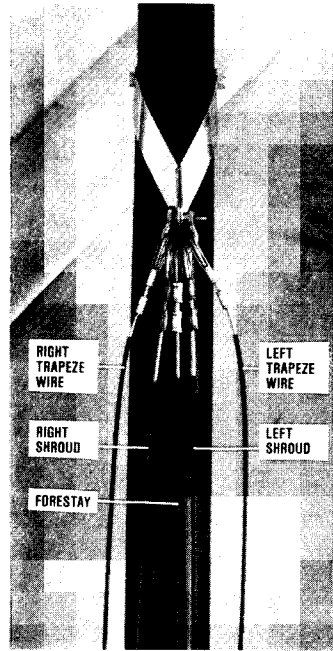


Fig. 18

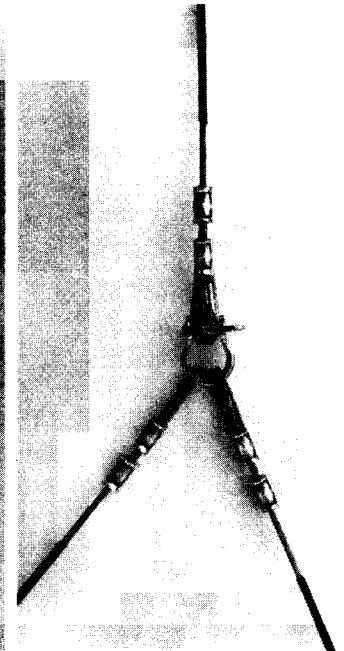


Fig. 19

5. Attach each of the two ten-hole stay adjusters (part no. 25) to the bow anchor pins. Pin the stay adjuster to the anchor pins with the single open end down. For reference, see Figure 28.
6. Attach each of the two remaining ten-hole stay adjusters (part no. 25) to the each hull at the chain plate anchor pin. Pin the stay adjusters to the anchor pins with the single open end down. For reference, see Figure 21.
7. The main halyard (70' x 3/16" line) should be threaded through the top of the mast and back down through the middle sheave at the base of the mast. If it is not, thread it now. Check the halyard shackle and ring to be sure they are attached to the end exiting the mast head.
8. Check the main halyard shackle and ring. Make sure the halyard is securely tied with a halyard knot as described. (See "Knots" on page 17.) Be sure the halyard ring has a twist shackle attached to it.

### Note

Make sure the knot is as small as possible so the ring will be able to clear the halyard hook when fully hoisted as seen in Fig. 20. The knot shown is much larger than that described on page 17. Use the halyard knot.

9. Tie a figure-eight knot (see "Knots" on page 17) at the bare end of the halyard.

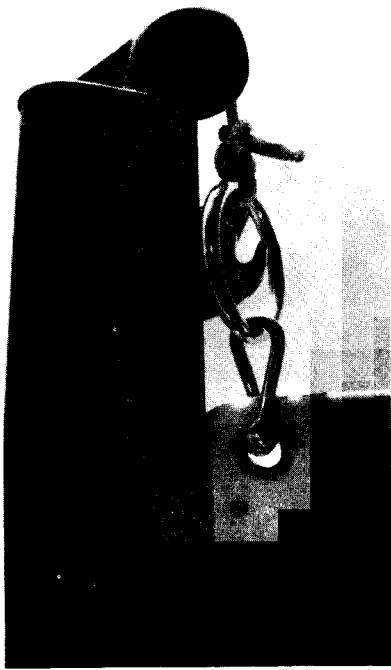


Fig. 20

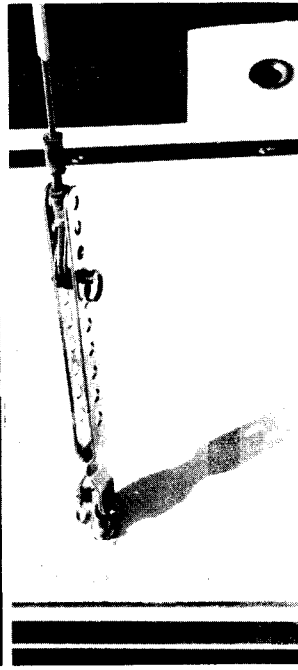


Fig. 21

**WARNING**

Before raising the mast, be sure the area is free from overhead power lines. Contact of a mast with a power line could be fatal.

15. Locate the mast step pin (part no. 28) from the mast base or rig kit.
16. Rotate the mast so the arrows are aligned and slip the mast base over the mast step ball. Then insert the step pin. Secure the pin in place by inserting the ring through the hole in the end of the pin. (See Fig. 22 ring not secure.)



Fig. 22

**CAUTION**

Be sure the mast tip is supported by a rear mast support, a box, a ladder or a friend so its weight does not lay on the tiller crossbar or directly on the boat during the following procedure.

10. Position the mast so the mast tip points toward the sterns and the mast base is next to the mast step ball on the forward crossbar so the yellow arrows are aligned. Check both shroud wires to be sure they are not fouled or wrapped around the mast.
11. Now slip the white shroud covers (part no. 27), thimble end first, over each shroud cover through the smallest opening in the end of the cover.
12. Attach both left and right shrouds to the ten-hole stay adjusters on corresponding sides of the boat. Place each shroud wire in the stay adjuster and insert the clevis pin and ring (part no. 26). Use the fourth hole from the top of each stay adjuster. (See Figure 21.)
13. Clear each trapeze wire so they are not fouled around the opposite shroud or the forestay.
14. Check the forestay to be certain it is not fouled around the shrouds during the mast raising. Be sure it remains clear.

17. To raise the mast alone, attach the shackle end of the main halyard to the right bow's ten-hole adjuster (Fig. 27), being certain it passes over both the left and right shrouds, trapeze wires and the forestay.

**CAUTION**

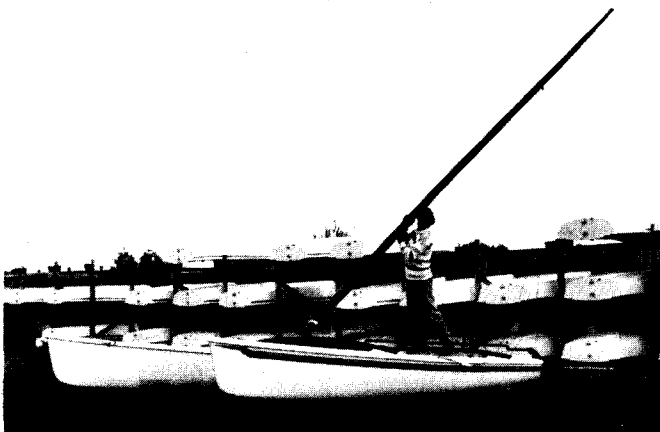
The first time you try to raise the mast, have the help of two friends available. Also check the gooseneck to be certain it is not positioned at an angle forward or away from the top of the mast. If it is, tilt or tie it to the rotation arm to prevent it from touching the front crossbar during raising.

**WARNING**

Before raising the mast, be sure the area is free from overhead power lines. Contact of a mast with a power line could be fatal.

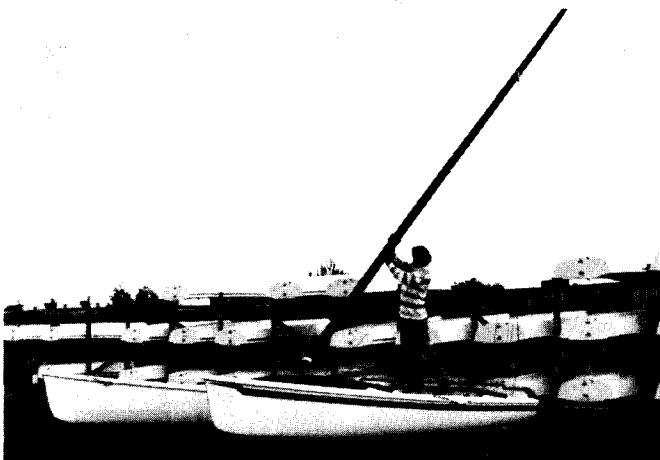


18. Step onto the trampoline and place your foot on the rear crossbar.
19. Keeping all the weight on that foot, lift the mast being sure to keep it rotated so the yellow arrows are aligned. Refer to Fig. 23.



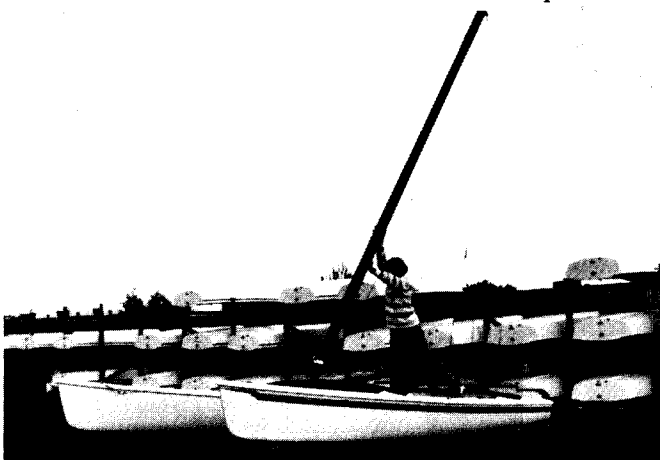
**Fig. 23**

20. Swing your arms over your head while shifting your body under the mast. (Fig. 24)

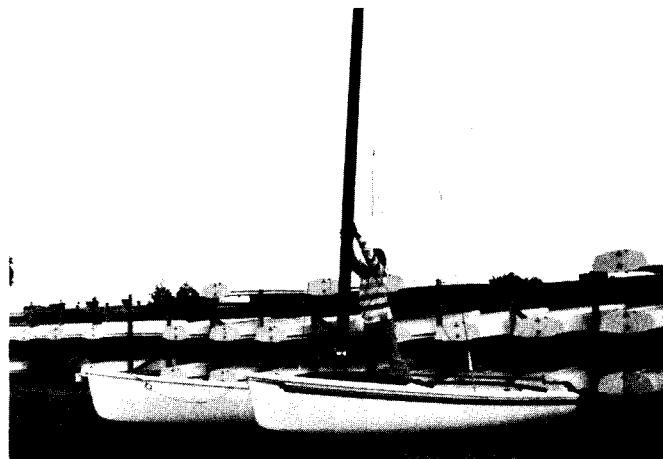


**Fig. 24**

21. Push the mast up and over your head, then walk it forward grasping hand-over-hand as you go. (Figs. 25, 26) If you are raising the mast alone, maintain forward pressure



**Fig. 25**



**Fig. 26**

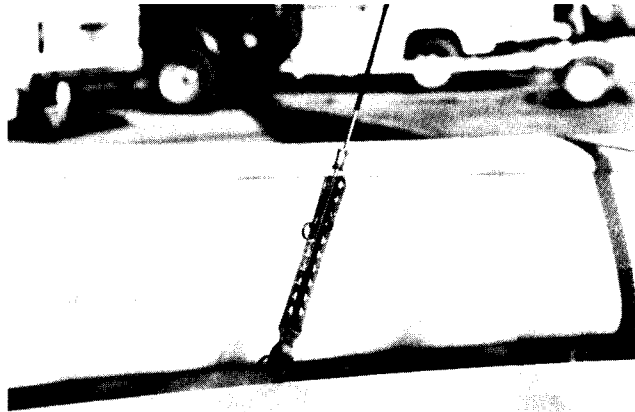
- with one hand to stabilize the mast once it is completely up, while you perform the next step with the other hand.
22. Take up the slack in the main halyard (Fig. 27) and secure the main halyard to the mast rotation bar or the mast base, whichever is most comfortable for you. Tie it very securely with a double or triple hitch (see "Knots" on page 17). Remember, the knot you tie here will have to support the total weight of the mast once you release forward pressure. Due to the distance and characteristics of the line, try to pull some stretch into it.



**Fig. 27**

23. When you're certain the halyard is secure, walk forward, clear the bridles of any wraps and attach the cleared bridle to the ten-hole adjuster you installed during step 6 of chapter VI. Insert the clevis pin and

ring (part no. 26), using the fourth hole from the top. (Fig. 28)



**Fig. 28**

24. Now slowly release the main halyard. Let about 2 feet of the halyard line run through the sheave and tie the rest securely to the mast rotation bar or the mast base as in step 23 of this chapter. The angle of the mast will shift from left to right as the load is shifted from the main halyard to the side bridle wire.
25. Locate the other bridle wire. Clear the bridle of any wraps and attach the cleared bridle to the right ten-hole adjuster you installed during step 6 of this chapter VI. Insert the clevis pin and ring (part no. 26), using the fourth hole from the top.
26. Release the twist shackle end of the main halyard from the right ten-hole adjuster.
27. Secure the shackled end of the main halyard to the boat to prevent it from slipping to the top of the mast accidentally.

## VII. Trapeze Wires

1. Lead the trapeze shock cord (part no. 29) through the grommet on the forward out-board side of the trampoline, then under the trampoline and through the opposite grommet.
2. Clear the trapeze handles so they lead to the outside of the shrouds. Then tie the 3-foot length of quarter-inch line (part no. 30) to the dogbone or the J and H handle (optional) with a bowline knot. After the line is led through the thimble on the end of the trapeze wire, attach the rope lock (part no. 32). Now tie the end of the line to the shock cord with another bowline knot. (The complete assembly is shown in Fig. 29.)



Fig. 29

## VIII. Sail and Battens

1. Spread the sail (part no. 33) out flat on the ground and lay each batten (part no. 34) over the correct batten pocket.

### CAUTION

It's important that the sail be perfectly flat on the ground. A wrinkled sail could lead to a tear in the sail fabric when the battens are pushed into their pockets.

### Note

When battens are laid over the correct pocket, two to three inches of the batten end should be laying over the outer edge of the sail.

2. Start at the top of the sail and insert each batten into its pocket being sure that the end of the batten with the flat end cap slips in first.
3. Tie each batten snugly with the batten ties as shown in Figure 30. (Batten ties have been attached to the corner of the sail before shipping.) Battens are at the correct tightness when the batten has removed the wrinkles from the pocket. Proper tension will vary with wind conditions.



Fig. 30

4. Point your Hobie 17 into the wind. This allows you to pull up the sail easily and prevents the boat from sailing away.
5. Check the halyard to be sure it is not wrapped around the mast or shrouds. Twisting the main halyard approximately six times in a clockwise direction may facilitate halyard locking. Then attach the halyard to the top of the sail and secure the

shackle tightly. Feed the sail luff through the sail feeder on the mast (Figure 31). Use the halyard to gradually pull the sail up while guiding the luff into the feeder. If the sail binds at the feeder, back it down a bit, then continue pulling it up.



Fig. 31

6. When the sail nears the halyard hook at the top of the mast, gently pull the sail up and listen for a slight "click" as the ring passes the small hook. (See Fig. 32) Then rotate the mast to the right by pushing on the mast rotation arm at the mast base. Then release the halyard. When you think it has locked, pull down on the bottom of the sail to be certain.

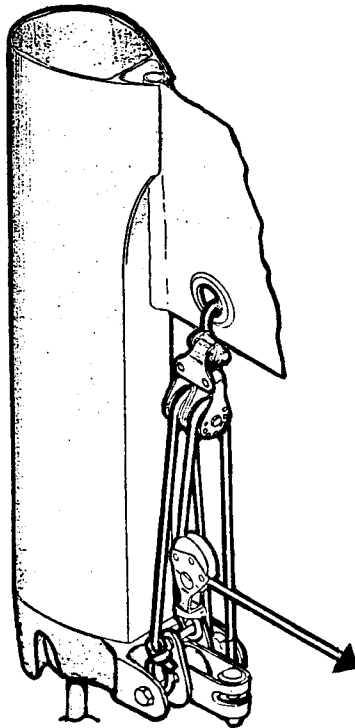
### Note

If you raise the sail too quickly or pull too hard, you will slide the hook past the lock. The ring will then slide back down past the lock assembly. Use a gentle touch when nearing the lock assembly and listen for the click. When disengaging the ring, pull the halyard so the hook passes the lock, thus allowing the arm to close and the ring to pass the hook.



**Fig. 32**

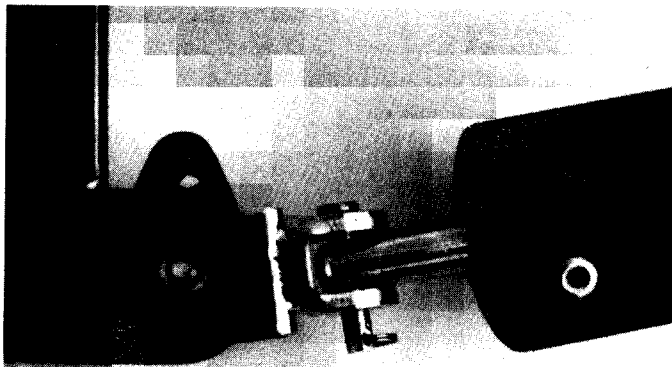
**Downhaul Line Rigged**



**Fig. 32.1**

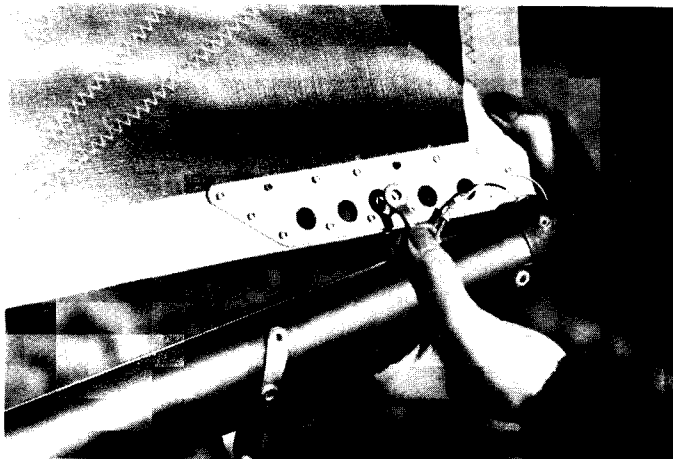
## IX. Boom

1. Hold the boom (part no. 44) with the slot and the two cleats facing up and slip it onto the gooseneck mast fitting. Secure the boom with the clevis pin and ring. (Fig. 33)



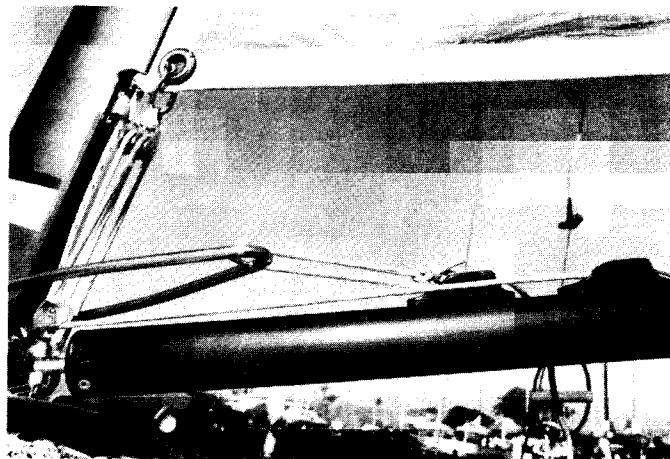
**Fig. 33**

2. Attach the outhaul (secured to the cleat underneath the boom) to the sail by removing the pin from the outhaul shackle and attaching the shackle to the third inboard hole in the plate on the sail. (Newer models have only three holes. See Figure 34.)



**Fig. 34**

3. Use a bowline knot to tie the mast rotation line (part no. 35) (3' x 3/16" line) to the boom cleat closest to the mast. Then lead the line through the mast rotation arm and back through the cleat as shown in Figure 35. Once the line is through the cleat, tie a figure-eight knot in the end of the line.



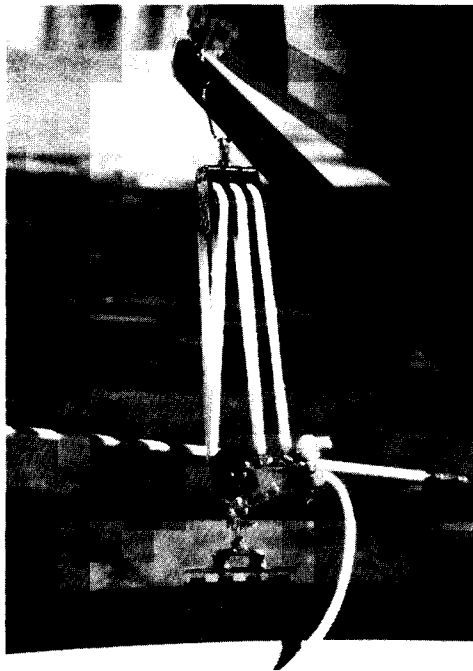
**Fig. 35**

*NOTE: Figure shows Rotation and Downhaul Rigged.*

4. Now turn to the downhaul. First, attach the small single block (part no. 36) and small shackle using the clevis pin and ring (part no. 37). Place the clevis pin through one of the two holes on the top of the mast base casting, attach the block and shackle through the pin, then push the pin through the second hole in the base casting. Now insert the ring to secure the pin.
5. Use the twist shackle to attach the double block (part no. 39) to the grommet at the bottom of the sail.
6. Use a halyard knot (see "Knots" page 17) to tie the downhaul line (part no. 40) (7' x 3/16" line) to the pin or bolt in the mast base. Then thread the line up to and through the double block, down to the small sheave in the mast base casting opposite from the bolt. Then thread the line back up to the double block and down to the small single block you attached in Step 4. Then take the line through the cleat just behind the mast rotation cleat. Refer to Figure 35 for the complete assembly. Once the line is through the cleat, tie a figure-eight knot in the end of the line.

## X. Mainsheet and Traveller

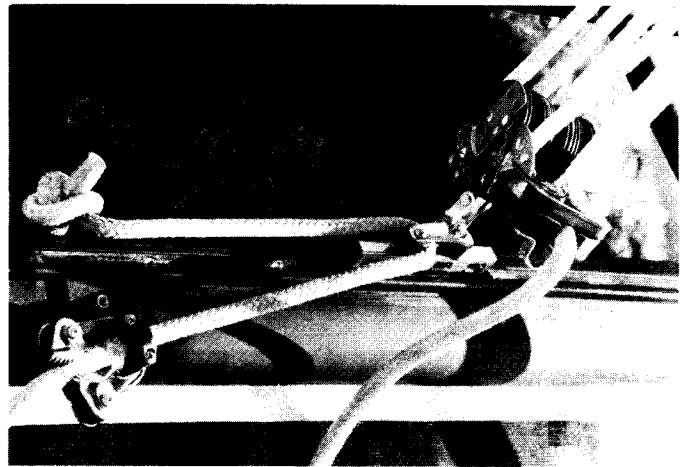
1. Turn to the mainsheet package. First, attach the triple block (part no. 41) to the bale on the boom using the supplied shackle, clevis pin and ring.
2. Attach the mainsheet cleat and triple block (part no. 42) to the traveller car on the rear crossbar using the other supplied shackle, clevis pin and ring.
3. Lead the mainsheet (part no. 43) (42' x 7/16" line) from the cleat on the triple block, through the padeye, the cleat and the center sheave (part no. 42). Then take the line up to the outside sheave on the boom block (part no. 41), down through the outside sheave on the same side on the lower blocks and up through the center sheave on the top blocks. Continue stringing the end of the mainsheet down through the last open sheave on the lower blocks, up through the last open sheave on the top blocks, down through the small padeye on the backside of the cleat on the lower blocks and then secure the end of the line with a figure-eight knot. For the complete assembly, refer to Fig. 36.



**Fig. 36**

4. Now rig the traveller line by using the opposite end of the mainsheet from the one you just tied off in step 3. Lead this end through the swivel cleat attached to the rear crossbar, then the bullseye and finally through the traveller car which slides on the rear crossbar. Take the end through

the small padeye on the back side of the rear crossbar and tie a figure-eight knot to secure the line. Refer to Figures 36 and 37 for the completed mainsheet system. Remember that the system features a crossed line in the purchase.



**Fig. 37**

## XI. Installing the Wings

Now that the entire boat is rigged, you're ready to insert the wings for sailing. We've saved the wings for last to prevent you from constantly having to step around them while you performed the other rigging chores.

### CAUTION

It is very important that the wings be completely inserted when sailing or whenever any load is applied to them. Failure to completely insert the wings will result in hull and/or wing damage. You have inserted the wings completely when the band of tape on the outboard side of each insertion tube aligns with the top of the boat deck. For correct distances, please check drawing below.

1. Place the trapeze wire and hookup outside of the wings as in Figure 29.
2. To insert the wings, simply work the insertion tubes into the hull sockets an inch or so at a time. Push one side of the wing into the tube, then the other and continue alternating until both sides are completely inserted.

### Note

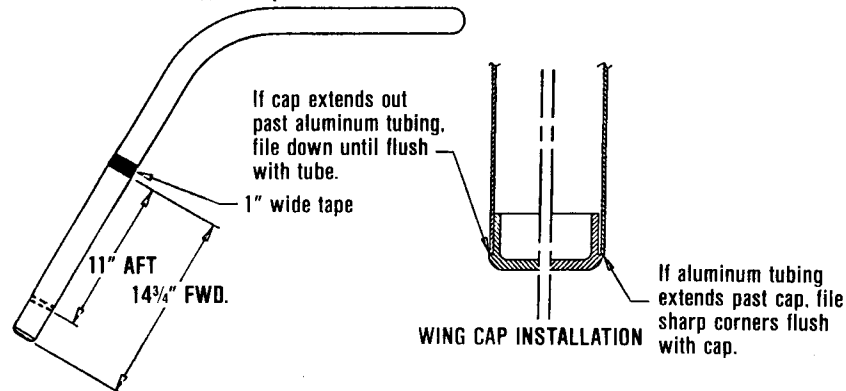
If the wings cannot be easily inserted using this system, check the end caps for debris (such as sand), improper fitting or metal burrs.

### CAUTION

Be sure to cover the hull wing openings with the four white caps after removing the wings. This can be especially important when freezing conditions exist. If any water is allowed into the sockets and then freezes, hull damage could result. When storing the boat for extended periods, use tape and/or silicone to seal the holes more effectively. Maximum load capacity on the wing is **350 lb.**

### TAPE LOCATION FOR WINGS

NOTE- USE TAPE TO INDICATE WHERE LEGS BOTTOM OUT, IN WING SOCKETS.

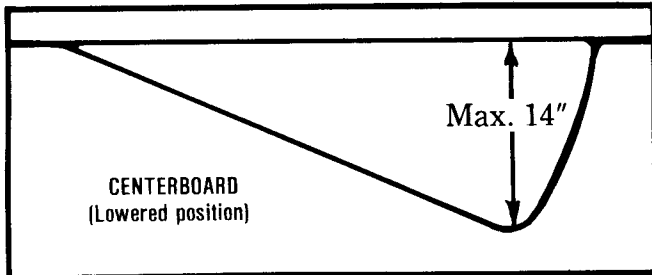




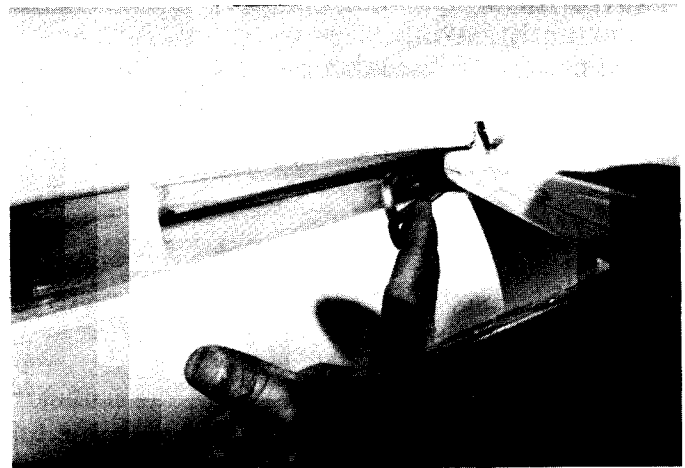
## XII. Centerboards

The centerboard system (Patent Pending), which has already been installed in each hull, is a revolutionary design made easy to operate. The centerboards are spring loaded for ease of adjustment. Note the small handle exiting the deck from atop the centerboard well. The board is held in the fully "up" position by the figure-eight knot in the line. It may be desirable to install a small stainless steel washer between the top figure-eight knot and the centerboard handle. When the handle is lifted slightly and moved forward, the tension is released and the board is free to drop into the fully extended position.

Most sailors prefer to place several knots at different locations along the line to allow for centerboard adjustment. Several adjustment knots can be placed in the line at one time to permit the boards to extend to a variety of depths. **When the board is fully extended it should reach 14 inches as measured from the bottom of the hull to the tip of the board.** Most sailors like at least one other



knot to make for a seven-inch extension. To raise the board, just pull upon the handle and slide the line into the cleat just below the last figure-eight knot. The removable spring is shown with the board in Figure 38. To remove



**Fig. 38**

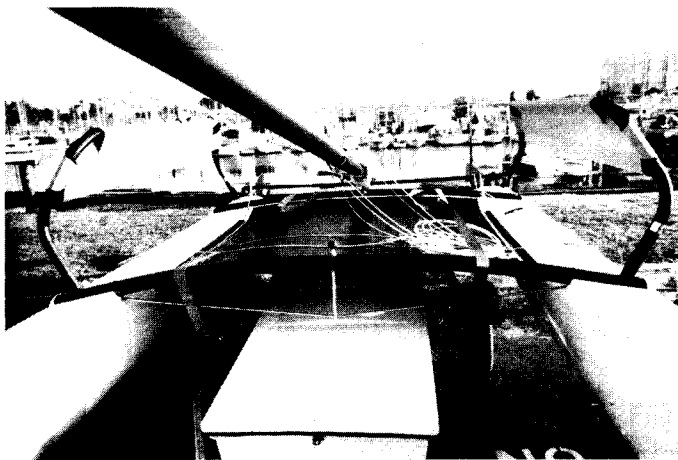
the board, untie the knots that exit thru the deck and slowly release.

The boards then can be removed by unhooking them from the bar in the board well. The spring can be removed by itself once the board is lowered out of the well approximately 16 inches.

### XIII. Trailing

In addition to following all the instructions included with your trailer and obeying the relevant state laws concerning trailing boats, several safety tips should be included in your normal routine to assure the safe passage of your Hobie 17.

1. Use an extra length of line to tie the centerboard control lines back to the rear crossbar to prevent the line from slipping and allowing the centerboards to fall onto the trailer or roadway.
2. If the rudder system has not been removed for trailing, be sure to tie the tiller crossbar down to the rear crossbar after the rudders have been kicked up to prevent the rudders from accidentally lowering during travel. Failure to tie the tiller crossbar down could result in rudder damage.
3. Remove each wing from its socket and insert each one into the opposite side of the boat from normal sailing. This will allow the wings to remain in a straight-up position to reduce the beam of the boat to a lawful trailing width (Figure 39).



**Fig. 39**

4. Before starting on your way with the boat on the trailer, make sure that the boat is securely strapped/tied down. Make sure that the mast is tied down securely at the fore and aft locations, preventing the mast becoming loose during transport.

#### WARNING

NEVER trailer your Hobie 17 so that the plastic luff track of the Comptip™ mast is allowed to touch the rear crossbar or mast support. Contact of the track with either will result in damage to the luff track. For more on the Comptip™ mast, see the maintenance instructions which follow.

#### CAUTION

DO NOT USE THE WINCH LINE FROM YOUR TRAILER TO TIE THE MAST YOKE, IF SO EQUIPPED.

## XIV. Maintenance

### A. Comptip™ Mast

(U.S. Pat. No. 4,597,346)

To be sure your mast is providing maximum protection, it has to be periodically maintained and examined. The following simple steps should be undertaken after each sail.

1. Because surface contamination can allow the Comptip™ to conduct electricity, the fiberglass tip should be carefully and thoroughly cleaned with fresh water after each use. In the event fresh water will not remove surface film or other contamination, use soap and water only. **DO NOT** attempt to clean the Comptip™ mast with any type of solvent. Acetone or other solvents will damage the luff track.
2. Do not leave the mast tip in direct sunlight for extended periods. Cover the tip whenever it is not in use so ultraviolet rays will not degrade the surface.
3. Always trailer the luff track facing up. Do not allow mast tie-downs to touch the luff track. Use a minimum of 1-1/2 inches of soft padding around the mast tip and place the padding between the luff track and any tie-down lines.
4. When storing the mast, be sure the luff track is facing up. **DO NOT** apply any pressure to the luff track during storage.
5. Please remember that the Comptip™ mast is not a total guarantee against injury or death in the event of a mast/powerline contact. If the surface or luff groove is contaminated with moisture, salt, dirt or other foreign matter; or, if the mast touches a line carrying extremely high voltage, an electrical injury could still occur. Additionally, the protection is, obviously, confined to the tip area only. A contact of the aluminum portion of the mast, shrouds or forestay is still extremely dangerous. The only sure protection for any sailor on any boat is a complete avoidance of electrical powerlines.

### B. Tightening

Once the boat has been sailed a few times it takes on "normal set." In other words, the crossbar and hulls will set and need retightening. This setting also occurs after trailering any long distance. This tightening procedure should be performed periodically.

### C. Appearance

It's very easy to keep your new Hobie 17 fresh-looking. Just follow these minor steps.

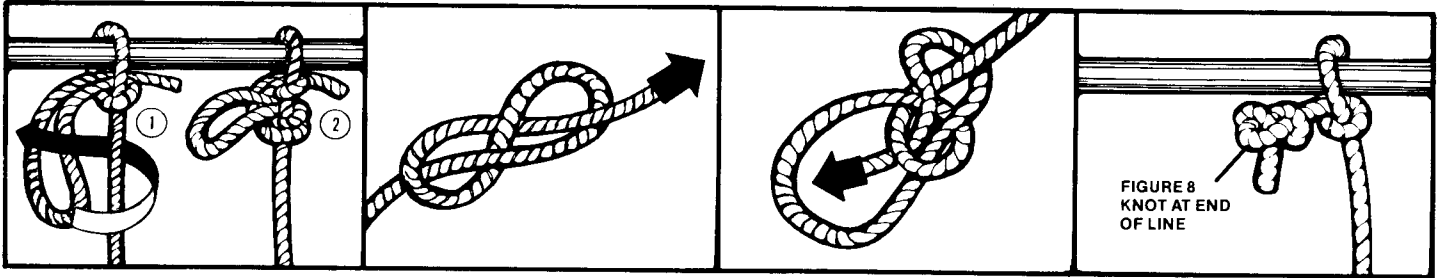
1. After each sail, especially a salt-water sail, thoroughly rinse your boat with fresh, clean water to remove salt, grime or other foreign material. This will help prevent your metal parts from corroding.
2. When not using your boat, keep the trampoline covered to protect it from the damaging rays of the sun. Remove the trampoline when storing your boat for the winter and keep it indoors.
3. Carefully inspect all metal parts, fittings and wires for signs of stress and wear as you rig your boat **before each sail**. If a wire looks frayed or corroded, have it replaced.
4. After a high-speed capsize or a pounding in the surf, completely examine your boat for any signs of stress. Look at the crossbar to hull area, the rudder system, etc.
5. When storing your boat for the winter, cover it with an opaque sheet of plastic. Form the plastic into an A-frame. By tenting your boat, you will prevent snow, leaves and other debris from accumulating on the hulls. Be sure no water lies in the hulls or the wing sockets. Freezing water in those areas could cause hull damage.
6. Regular cleaning, waxing and polishing will keep your boat looking good for years to come.

For more information about boating or available classes and seminars in your area, call the toll-free boating education hotline at 1-800-336-BOAT. Or, write to your state boating authority, local power squadron, or the U.S. Coast Guard, Office of Boating, Public and Consumer Affairs, Washington, D.C. 20593.

REMEMBER

Send in your warranty card.

## KNOTS TO USE

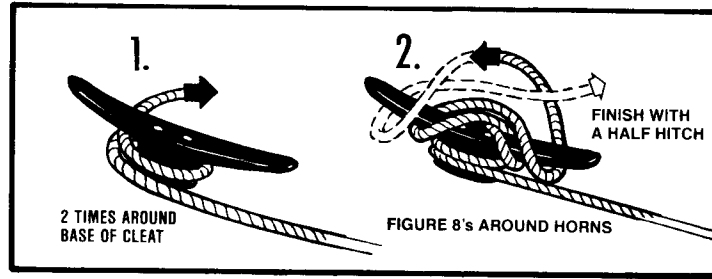


DOUBLE HITCH KNOT

FIGURE 8 KNOT

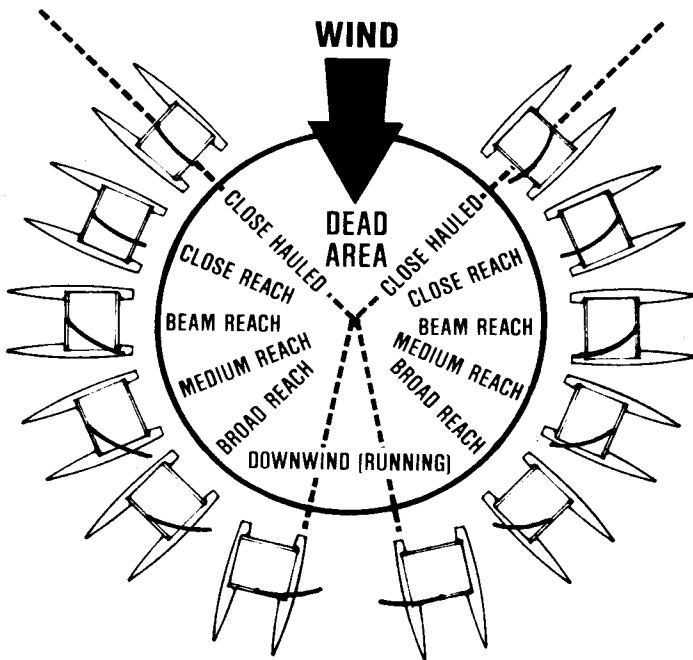
BOWLINE KNOT

HALYARD KNOT

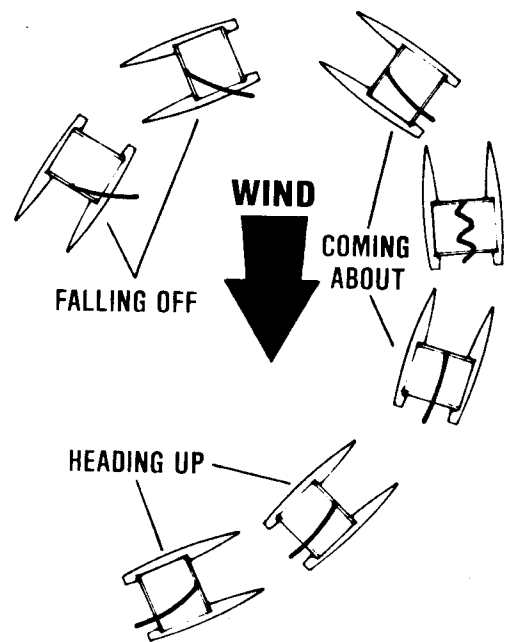


CLEATING OFF A LINE

## BASIC SAILING



Points of Sail



Changing Direction



## **Remember**

*Watch for overhead wires whenever you are sailing, launching, or trailering with the mast up. The mast sticks up there a long way and shock or death could result if it comes in contact with overhead wires. So look up when moving the boat around or even stepping the mast, and give any wires a wide berth.*



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Part No. 50450001