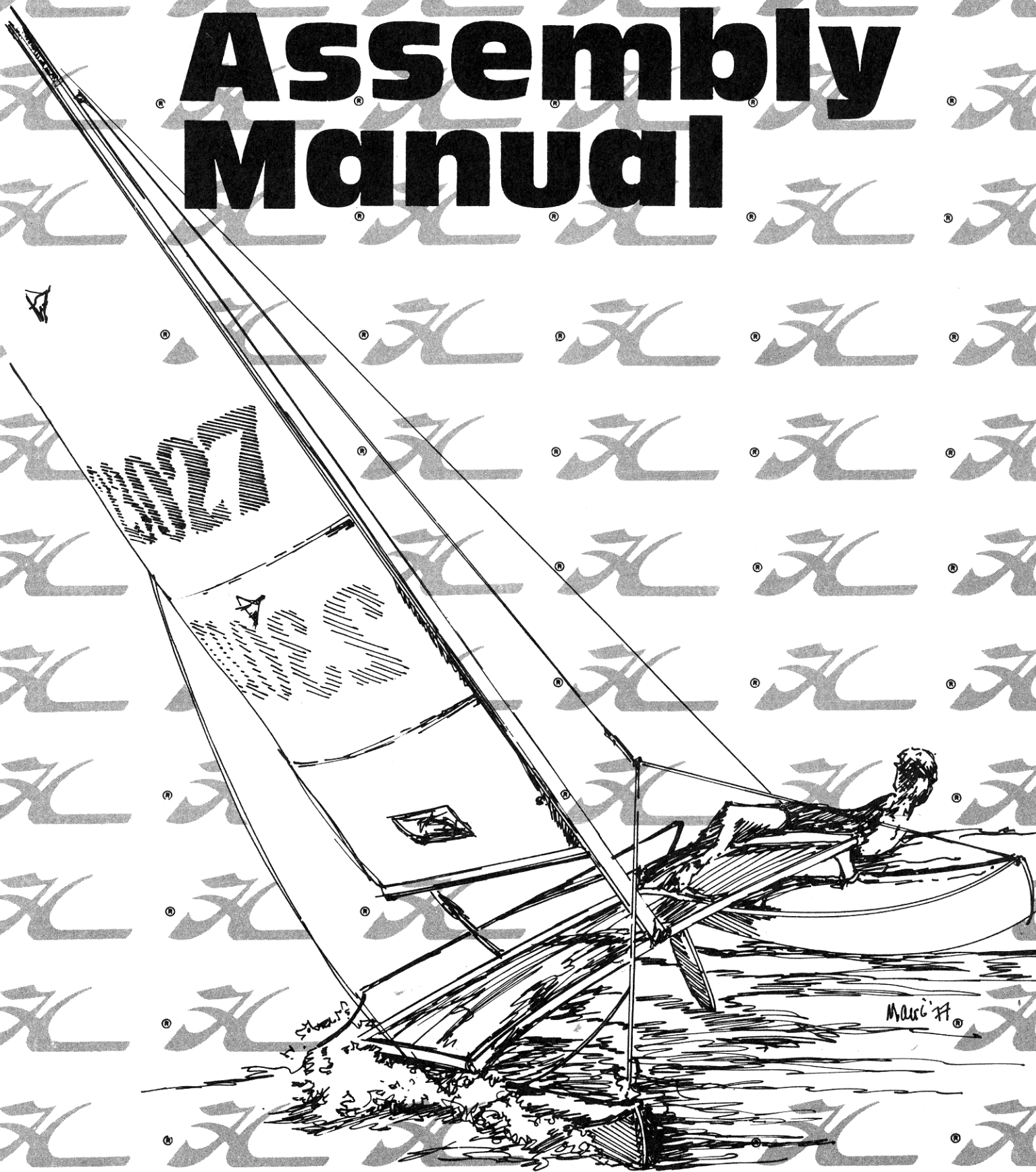


Hobie 14 Assembly Manual





A



COMPANY

TABLE OF CONTENTS

Parts Layout 2

Framing the Hull..... 3

Trampoline Assembly 4

Rudder and Tiller Cross Bar Assembly 6

Mast Assembly and Rigging..... 7

Raising the Sail 9

Safety 13

Parts List..... 15

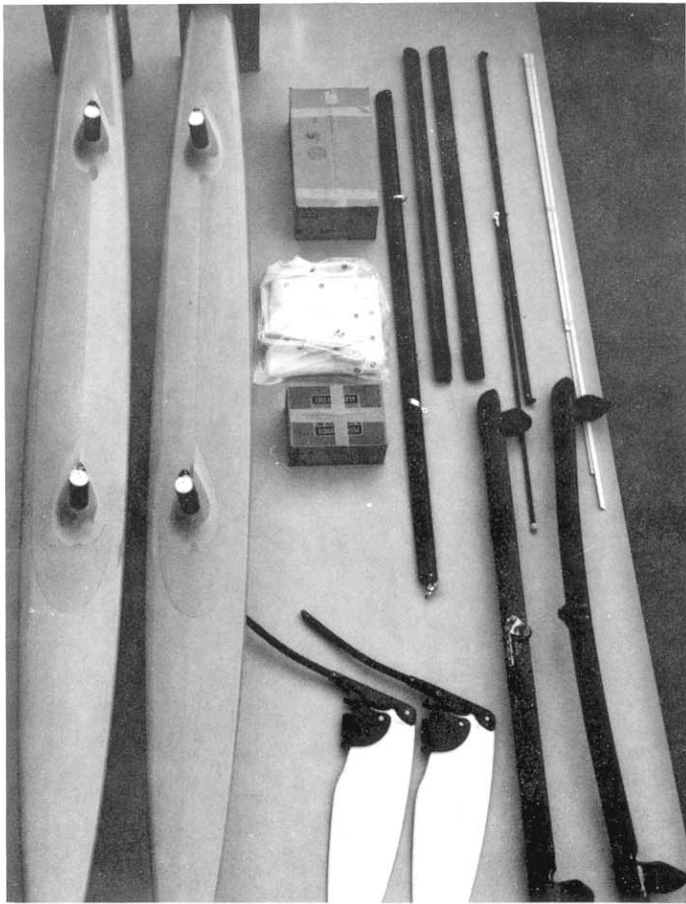
Maintenance, Mooring, Trailing. 17

Patent Numbers: 214766, 3575124, 3921561, 3929086, 352753, 891922, 905789, 4046091, 1069802.

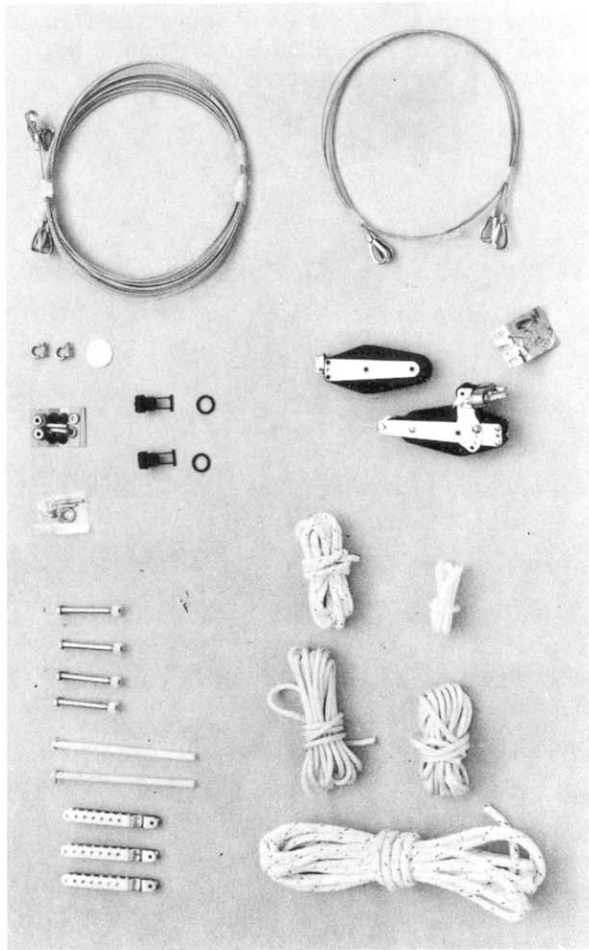
IMPORTANT NOTICE. This manual is devoted to increasing your safety and enjoyment of your Hobie Cat. We ask that you read it all thoroughly and TRY OUR WAY FIRST! Please pay particular attention to the Safety section and the Maintenance, Mooring, and Trailing sections. It would also be a good practice to review these on a periodic basis.

Please read and abide by the safety section on page 13 . It would also be good practice to review it on a periodic basis.

Danger!! 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.



1. Port hull
2. Starboard hull
3. Right and left rudders
4. Back bar
5. Front bar
6. Boom
7. Sidebars
8. Tiller cross bar
9. Main battens
10. Rig kit
11. Sail box, main and jib
12. Trampoline
13. Mast (not shown)



14. Bridle wires
15. Forestay and shrouds
16. Bridle wire shackles
17. Mast step bearing
18. Tiller connection kit
19. Shroud adjuster pins and shackle
20. Drain plugs with O-rings
21. Pylon bolts with nuts
22. Rudder pins
23. Shroud and forestay adjusters
24. Mainsheet
25. Center trampoline lacing
26. Aft trampoline lacing
27. Down haul
28. Ratchet block
29. Boom block

FRAMING THE HULL

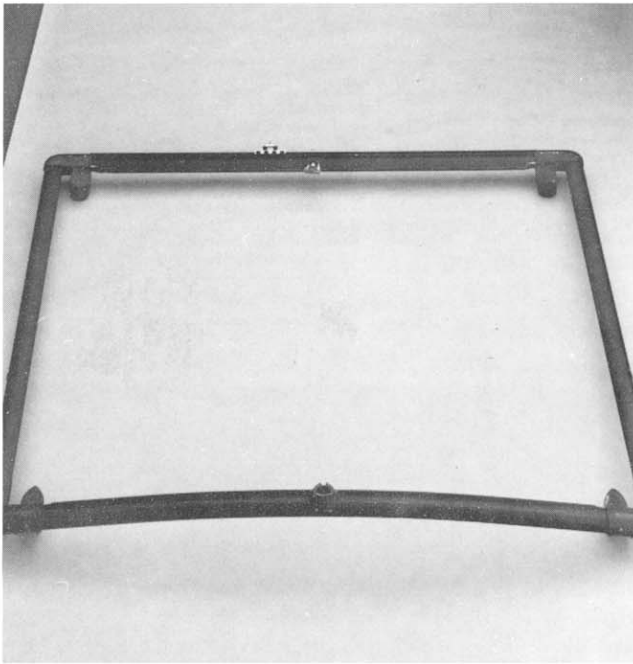


Figure 1



Figure 2

Tools needed: Rubber mallet, adjustable crescent wrench, screwdriver, and pliers.

Assemble the front bar and back bar with the side bars as shown in figure 1. The flared track on the side bar should go forward. Carefully place and balance the wing section on top of the four pylons. An assistant is very helpful here. Beginning at the front left corner, line up the casting with the pylon and tap it part way down. Repeat this procedure with the other corner castings.

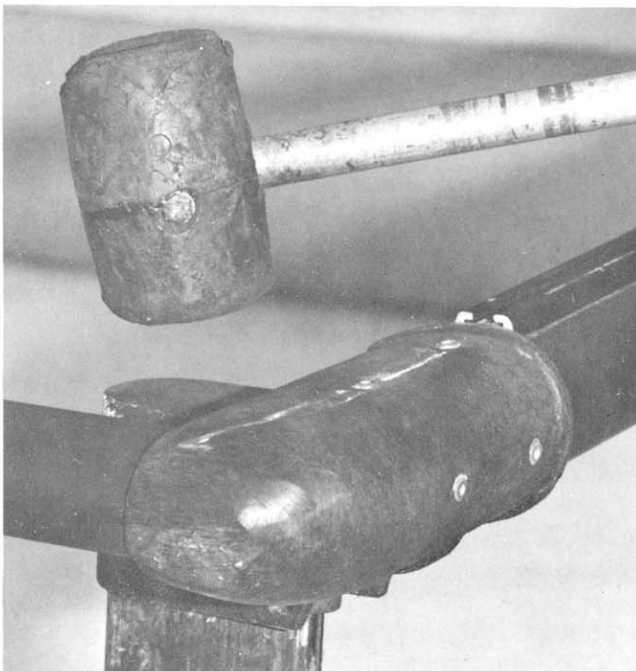


Figure 3



Figure 4

Starting at the left front casting, knock the castings down on to the pylon until the pylon bolt holes line up. To facilitate the casting's travel only strike it directly over the pylon. Once all the corner castings are all the way down install the pylon bolts and nut as shown in figure 4. Tighten the nuts securely.

TRAMPOLINE ASSEMBLY

Lay the trampoline halves over the front bar with the grommets running down the center and across the back. Insert the right trampoline half into the flare of the right side bar. Slide the trampoline all the way to the back until its leading edge is even with front bar. Make sure you slip the front outboard corner into the sidebar opening too. Next insert the inner front corner into the track opening on the front bar. The opening is located at the out board end of the bar just above the pylon. Feed the trampoline to the center. Repeat this process for the left trampoline.

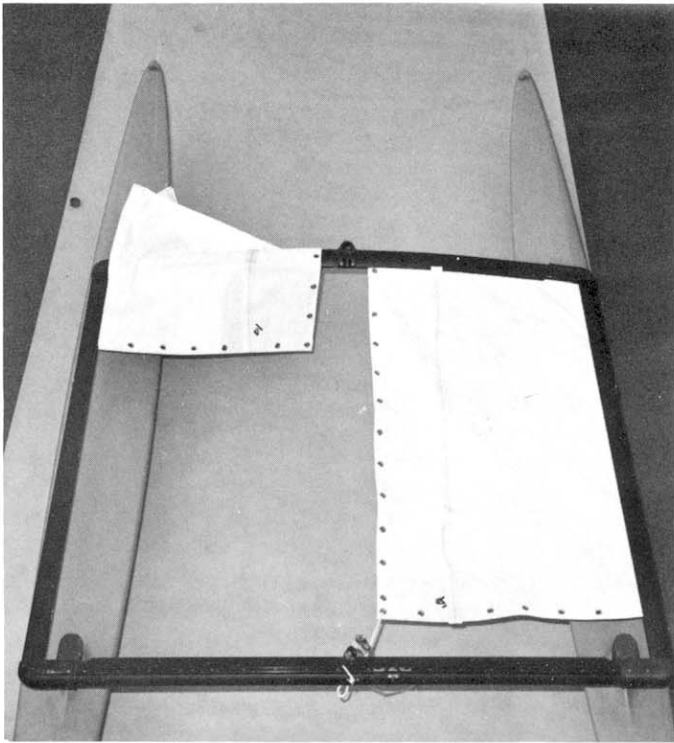


Figure 5

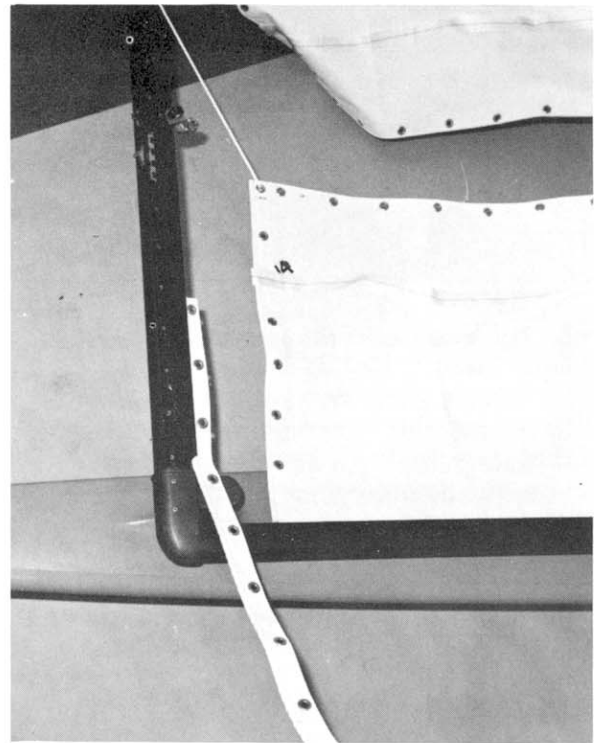


Figure 6

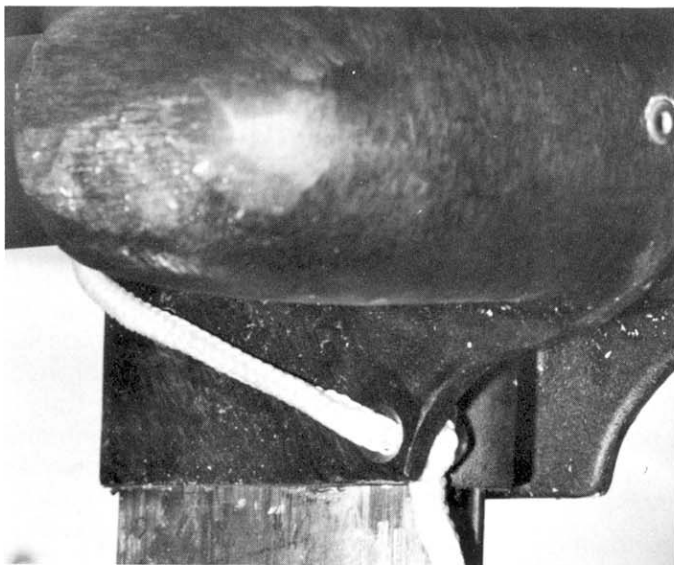


Figure 7

Insert the aft lacing strip into the rear cross bar. Using one of the aft lacing lines, tie a figure 8 knot in one end and run the other end through the hole in the right casting as shown in figure 7. Next thread the line up to the corner of the trampoline and then over to the corner grommet of the aft lacing strip.

Continue lacing in this manner toward the center. Repeat this same process for the opposite side and secure the lines temporarily in the center.

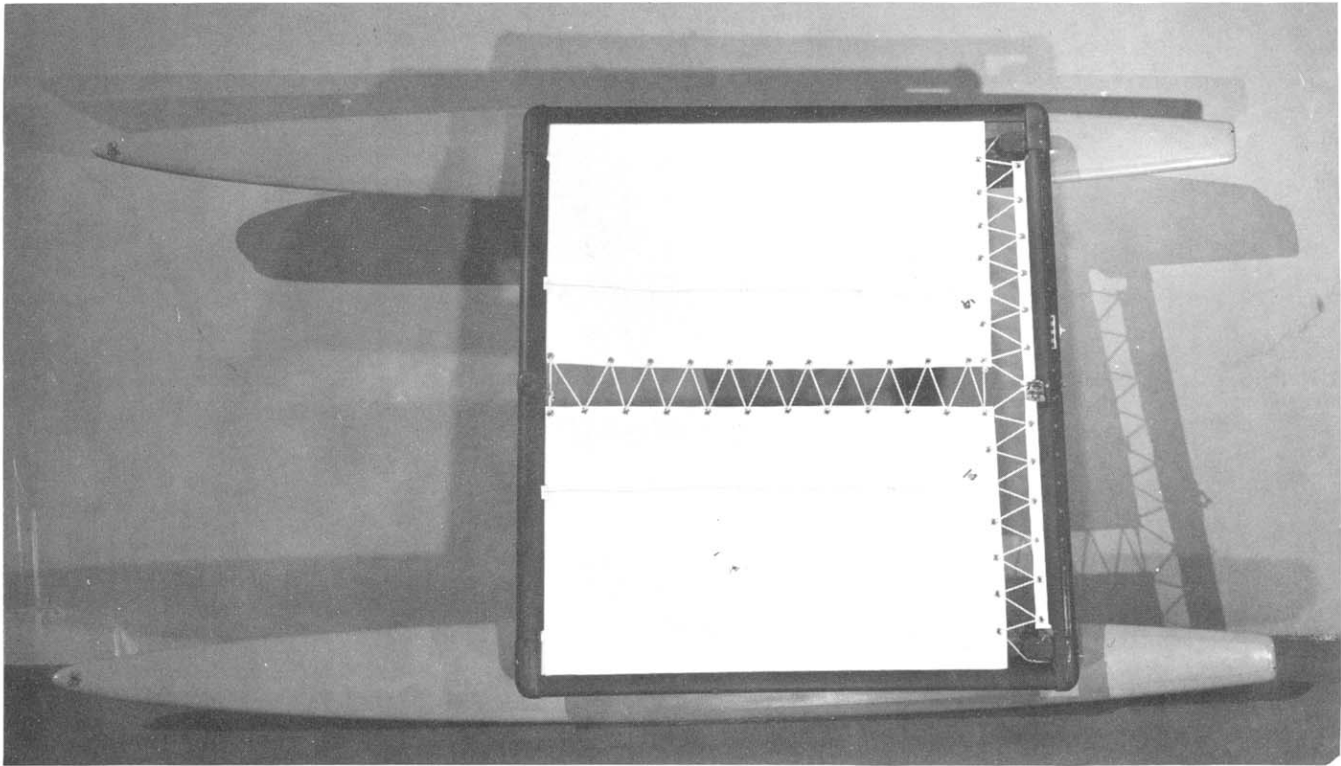
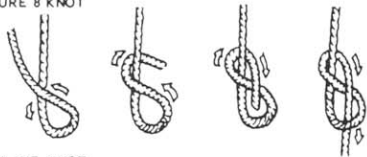


Figure 8

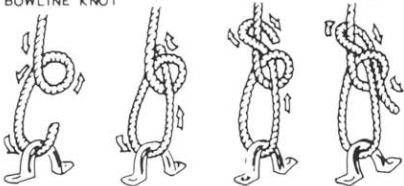
Attach one end of the center trampoline lacing line to the forwardmost grommet on the left trampoline half. Proceed to lace the line back and forth taking up the slack as you go. Once you have reached the rear of the trampoline, tie off the line and remove slack again by working it out from the front to back. Retie the center and aft lacing lines when you have finished. As the boat is used it will be necessary to periodically retighten the lacing lines.

KNOTS TO USE

FIGURE 8 KNOT



BOWLINE KNOT



RUDDER AND TILLER CROSS-BAR ASSEMBLY



Figure 9

Install the left rudder assembly on to the left transom. Note the nylon nuts should be facing inward. Fit the rudder up to the transom and while holding the tiller arm out of the way slip the rudder pin down and through the casting and gudgeons. See figure 9. Install the cotter key through the bottom of the rudder pin.



Figure 10

Repeat this procedure with the right rudder. After both rudders are installed insert the drain plugs complete with o-rings into the housings in the transom as shown in figure 10.

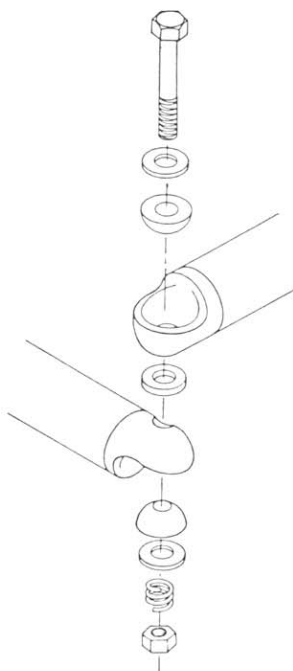


Figure 11

Attach the tiller cross bar to the tiller arm as shown in the illustration.

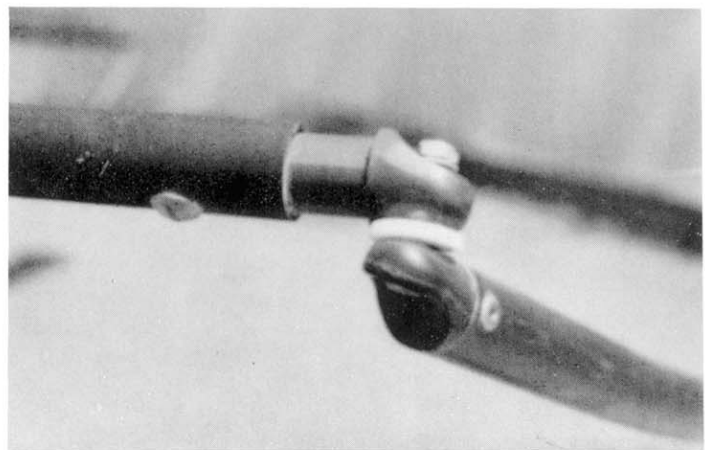


Figure 12

MAST ASSEMBLY AND RIGGING

Shroud adjuster assembly.

The two side stay adjusters are assembled the same. One short clevis pin is inserted through the bottom hole and secured with a retaining ring. One long clevis pin is inserted through the top hole in the stay adjuster and secured with a retaining ring.

The forestay adjuster is assembled with a long clevis pin through the top hole and secured with a retaining ring. A shackle is attached to the bottom of the adjuster. See figure 13.

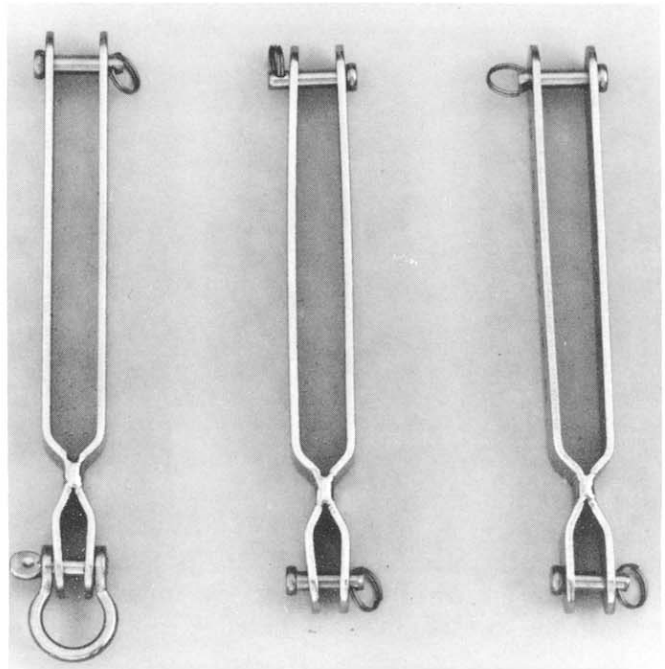


Figure 13



Figure 14

Attach the stay adjusters to the chain plates on the side bars.

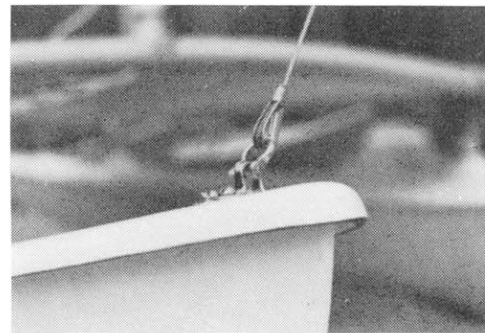


Figure 15

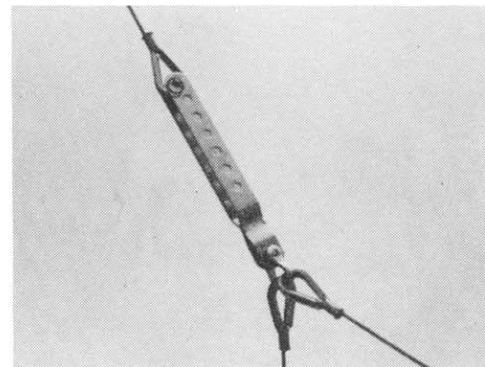


Figure 16

Attach the left bridle wire to the bow tang with a small shackle. Attach the right bridle wire to the right bow tang in the same manner. (see figure 15).

Attach both bridles to the shackle on the bottom of the forestay adjuster (see figure 16).

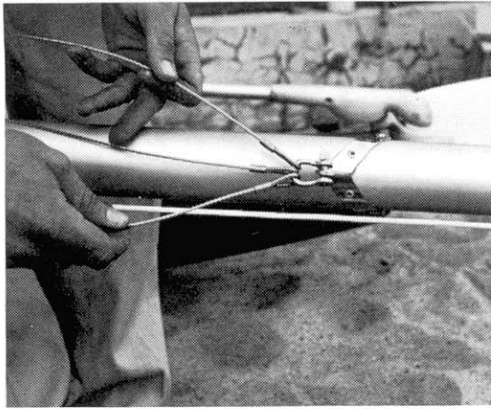


Figure 17

Attach the shackle which connects the top of the forestay and shrouds together to the tang on the mast. See figure 17. The shrouds (the longer wires) should be on either side with the forestay in the middle.



Figure 18

Place the mast pivot bearing in the bottom of the cup.

NOTE: Be sure to remove the bearing when trailering so it won't be lost.

STEPPING THE MAST. Danger — Do not attempt to step the mast in an area of overhead wires. A mast contact an electrical wire could be fatal.

Watch the wind and make sure you are on level ground. Check that the shrouds are not fouled on anything. Make sure there are no overhead wires that could interfere with raising the mast. Don't raise the mast if there are any wires above.

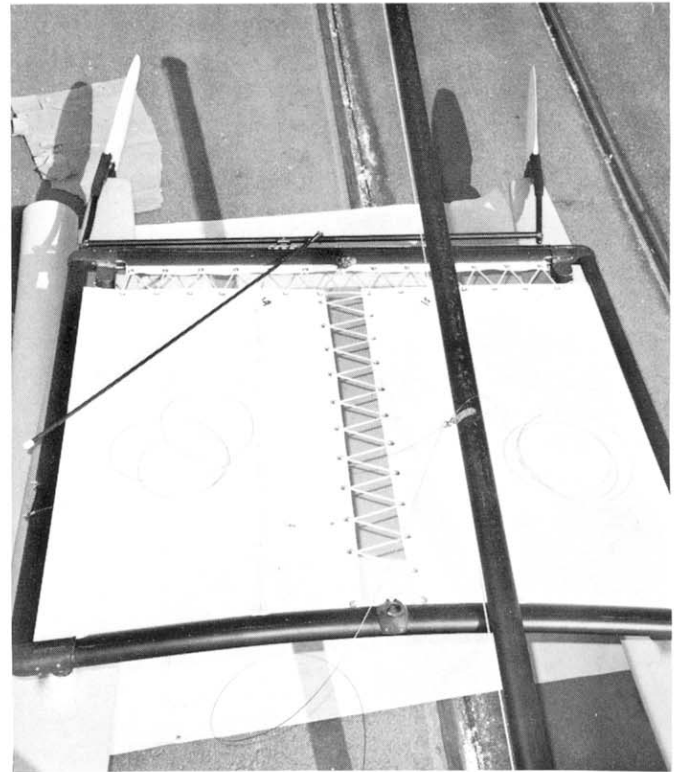


Figure 19

Lay the mast on the top of the trampoline with the top of the mast to the rear. The sail track should be on the bottom side of the mast. Connect the shroud on the left side of the mast tang to the adjuster on the left side bar. Connect the shroud on the right side of the mast to the adjuster on the right side bar. See figure 19. Use the top hole in the adjuster.



Prepare To Raise Mast.

Figure 20



Figure 21

Pick the mast straight up not allowing it to sway to either side or fore and aft. Carefully lift the mast the rest of the way and place it in the mast step.

RAISING THE SAIL

Before raising the sails point the boat directly into the wind. This will make the sails easier to raise.

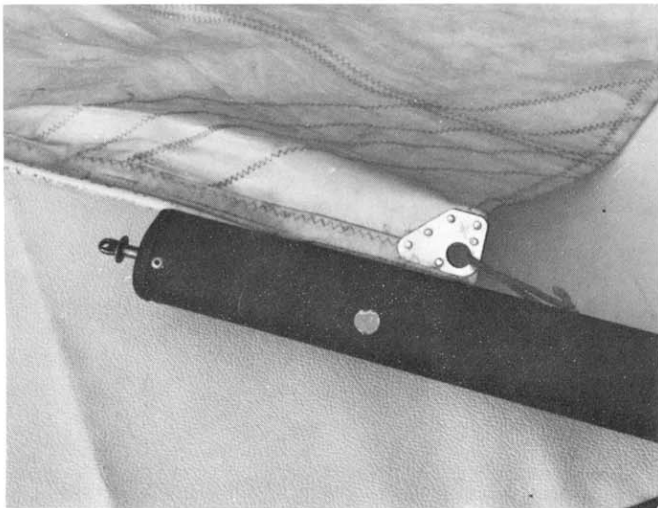


Figure 23

Lay out the main sail on the trampoline. Thread the boom onto the base of the sail starting at the track opening in the front of the boom.

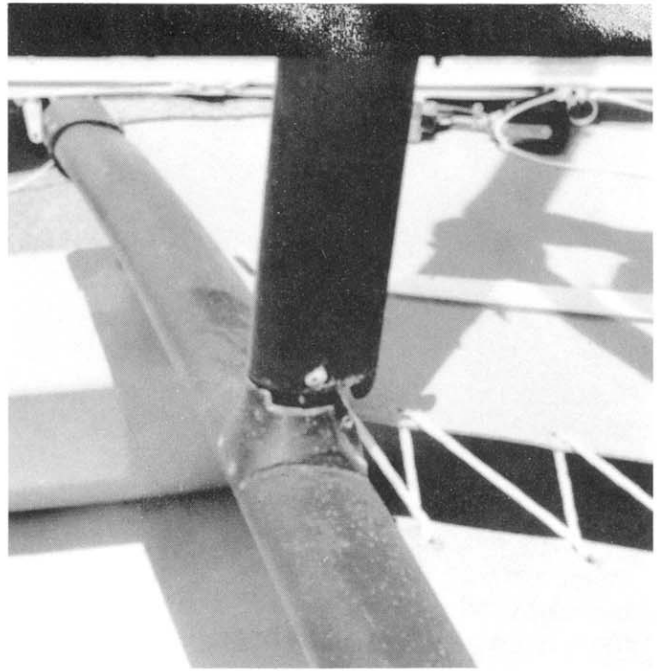


Figure 22

Once you have located the mast lean it all the way forward until there is no slack in the shrouds. Have the second person attach the forestay to the forestay adjuster. With practice and experience the mast can be raised by one person, however, it is recommended that if you are beginning a second person be available to lend assistance.

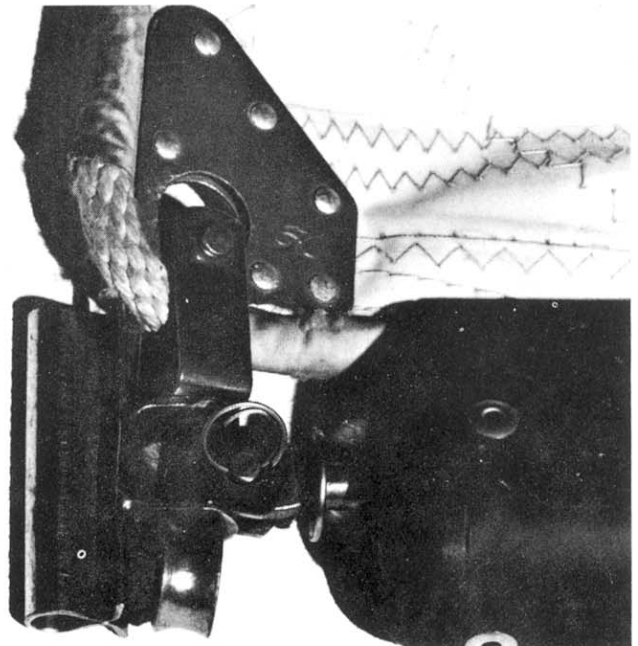


Figure 24

Attach the sail to the gooseneck shackle.

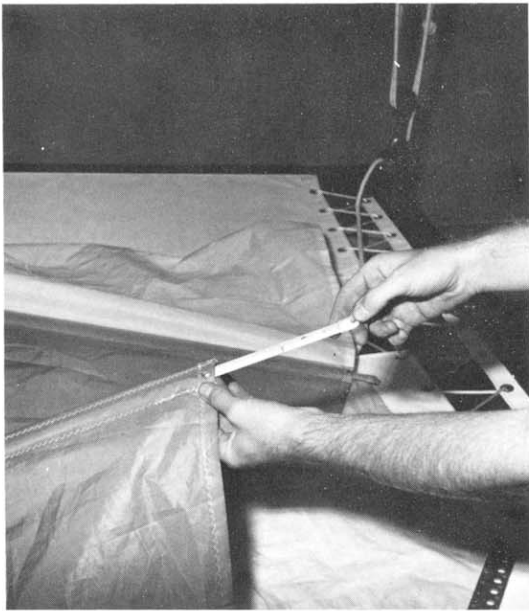


Figure 25

Insert battens, starting from the top, into the sail making sure that the batten seats all the way into the batten pocket.

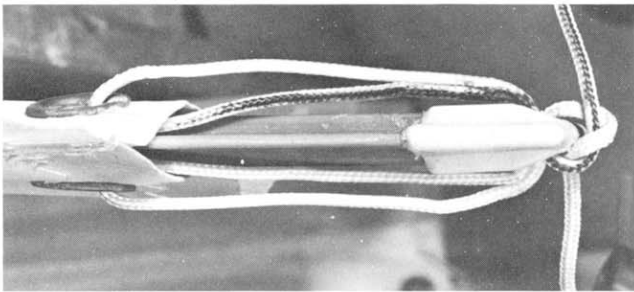


Figure 26

Thread the batten tie through the batten and to the grommet as shown in figure 26.

NOTE: The battens should be tight and snug and as the sail stretches, periodic adjustments will be necessary.

It is recommended that you wax (bar paraffin wax) your sail along the bolt rope (front edge) where it threads into the mast track. This will insure less wear and make it easier to raise the sail.

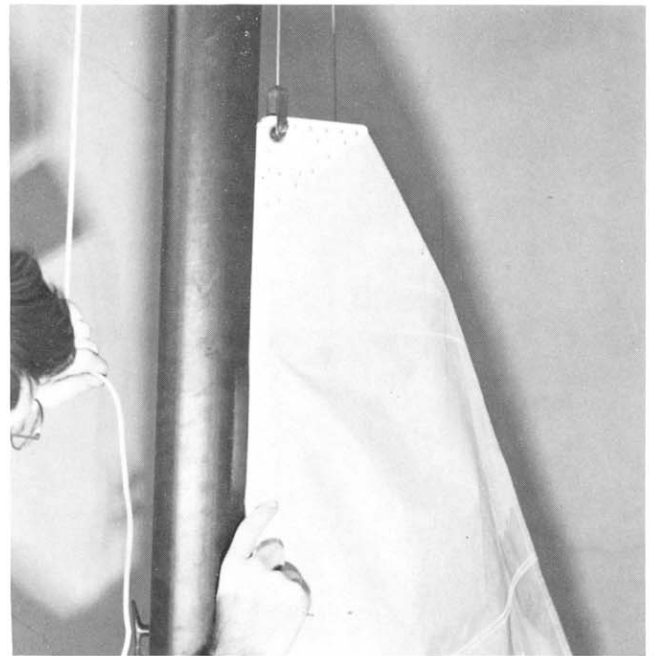


Figure 27

Attach the halyard shackle to the head of the sail and feed the leading edge of the sail into the opening in the mast track. To raise the sail pull down on the halyard. Continue pulling the halyard and feeding the sail into the mast track until the sail has reached the top.

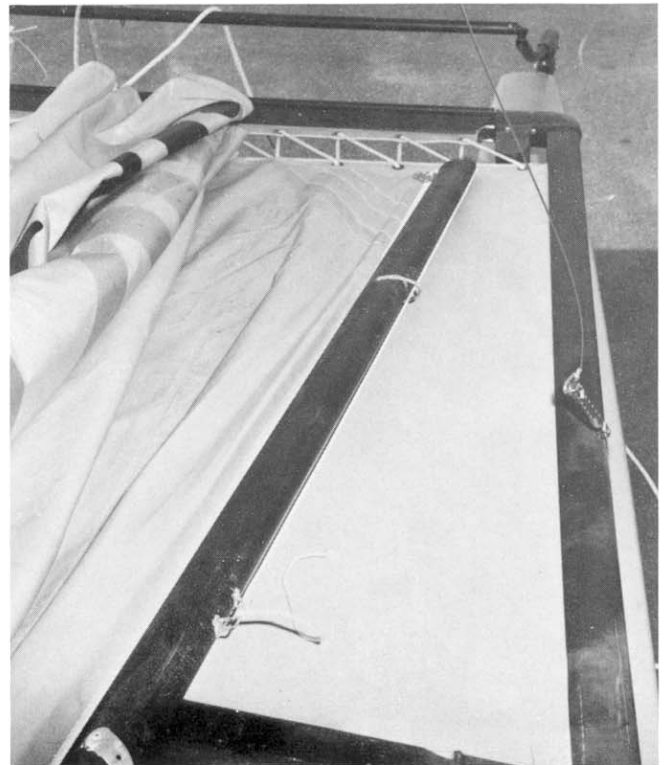


Figure 28

Thread the sail outhaul line around the groove on the end of the boom and through the block hanger and jam cleat. Once through the jam cleat tie a figure 8 knot in the end of the line.

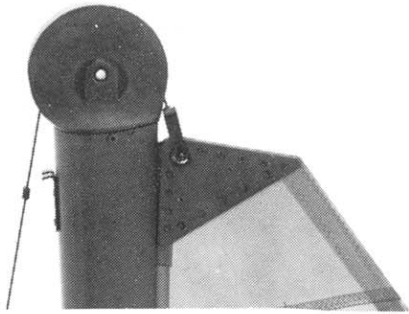


Figure 29

Note the prong halyard catch three inches from the top of the forward side of the mast and also note the metal slug attached to the halyard wire.



Figure 30

When the sail is all the way up pull the halyard down and secure the metal slug underneath the prong halyard catch.



Figure 32

Cleat the halyard loosely and store the excess line as shown. To lower the sail reverse the above procedure.

Once you have the desired downhaul tension, cleat it, store the excess line.

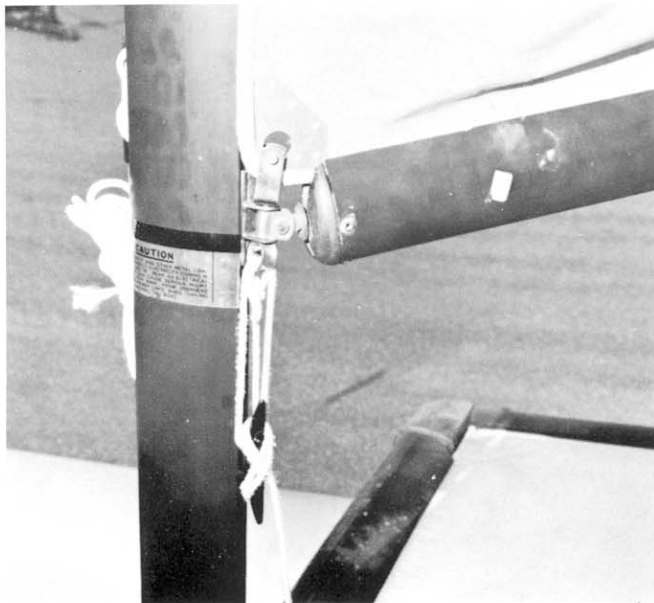


Figure 31

Insert the gooseneck into the mast track and tie downhaul line to the eye on the bottom of the gooseneck with a bowline. Run the loose end through the cleat and back up and through the gooseneck eye and back down under the cleat. This will allow you good leverage to pull the downhaul tight.

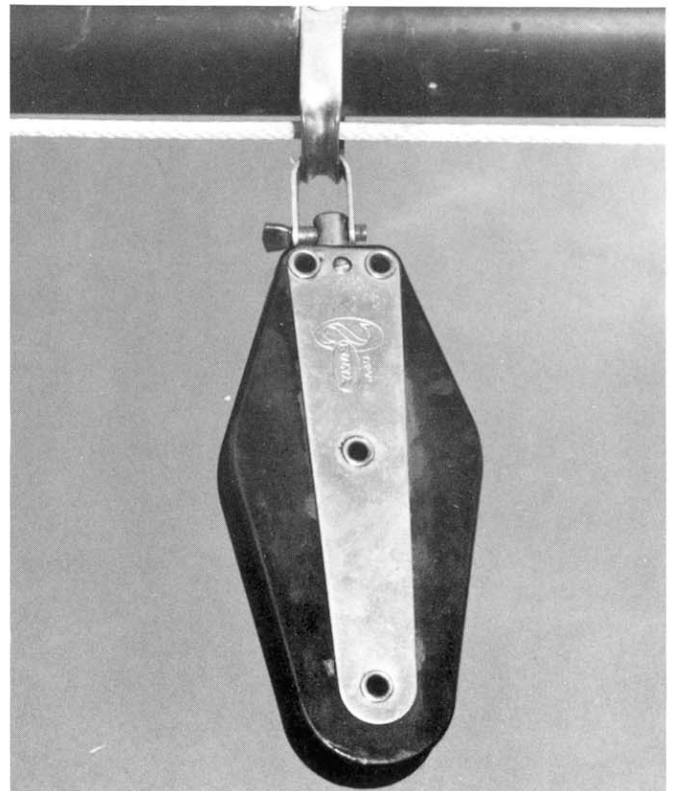


Figure 33

Attach the boom block to the boomhanger.

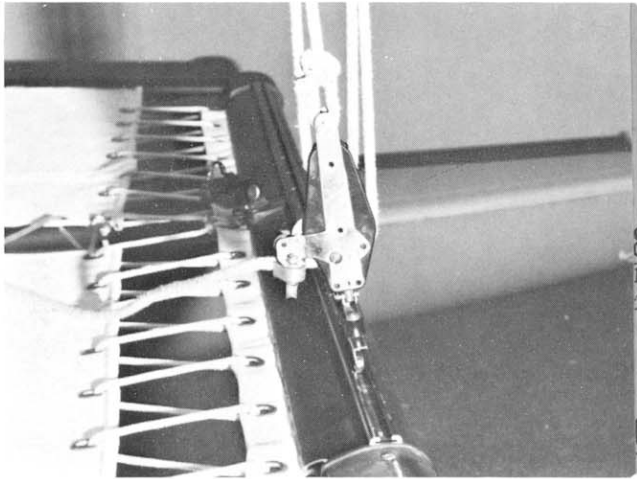


Figure 34

Remove the clevis pin in the top of the traveler car deck plate. Insert the eye, at the bottom of the ratchet block, into the traveler car deck plate and slip the clevis pin back through the deck plate and the eye. Secure the clevis pin with its retaining ring.

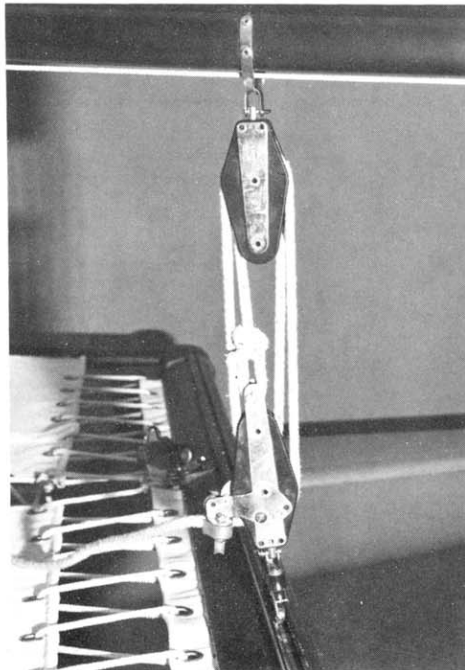


Figure 35

Tie one end of the mainsheet to the bucket of the rear boom block and thread as shown in photo 35.

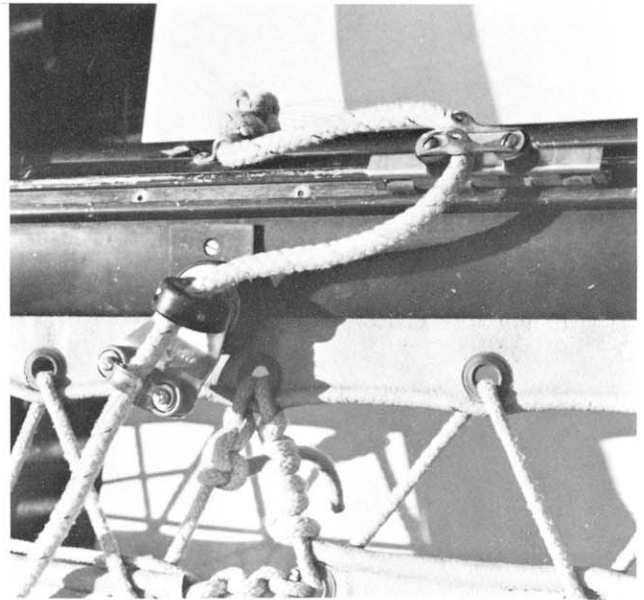


Figure 36

Slip the other end of the main sheet through the jam cleat on the rear cross bar. Thread it through the traveler car as shown and secure it to the dead eye on the back of the cross bar.

By pulling upwards on the mainsheet you automatically lock the line in the ratchet block jaws. To release the mainsheet pull the line straight down. You should practice this procedure until it becomes second nature.



Figure 37

Your Hobie 14 is ready to sail.