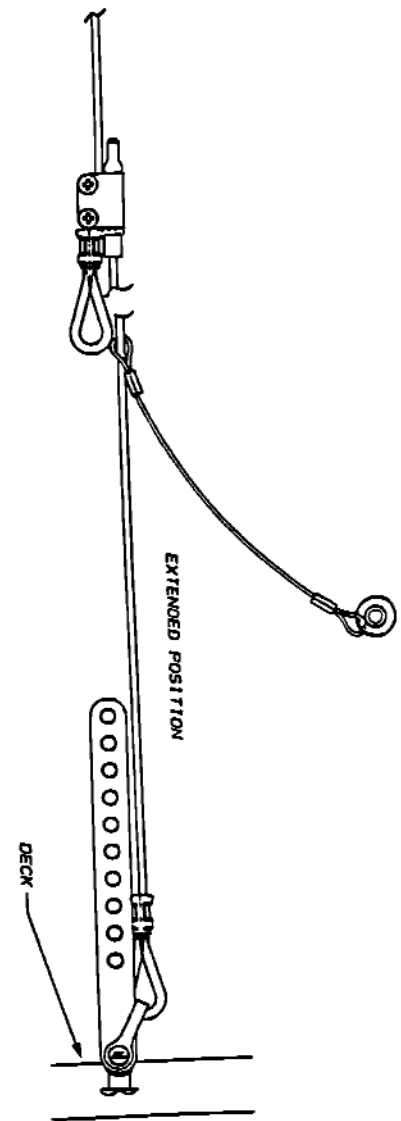
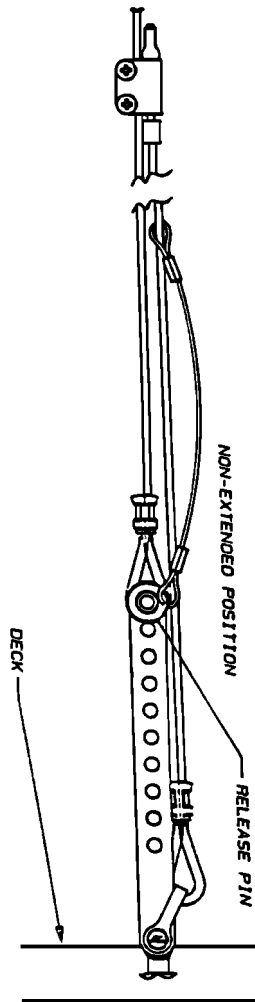


Installation

1. The clevis pin holding the shroud to the shroud adjuster must be removed and replaced by the ball lock pin that is part of the shroud extender wire assembly.
2. Using the clevis pin removed in #1 above, pin one end of the shroud extender wire assembly to the shroud adjuster. For single handed sailing the shroud tension should be less than that for racing. This is to reduce pressure on the quick release pin so that it may be removed more easily to extend the shroud.
3. Attach the other end of the shroud extender wire assembly to the shroud per the drawing. You may have to strip the wire coating in order that the clamp will slide on the shroud.
4. **H-18 only** - The mast retaining wire holds the mast on the mast step while the shroud is extended. Install on diamond wire tang per photo. Bring down and around back of dolpin striker post and back up to other diamond wire.



* These drawing depict the shroud extender attached to the shroud anchor pin with a shackle. The written instructions are to install the shroud extender to the shroud adjuster with the clevis pin. Either method is acceptable.

** **H-21**- This drawing does not show the shroud extender Hyfield lever assembly that is part of the H-21 kit. The subject assembly should be placed between the shroud anchor pin (or twist toggle) and the shroud adjuster with the single hole to the bottom.

1. As soon as the mast head hits the water, pull the ball lock pins out of the lever (Hobie 21 only) and adjuster on the hull that is out of the water. This will effectively lengthen the shroud. On the Hobie 18 the quick release pin will be difficult to pull when the rig is under significant tension. Release the jib sheet if it is cleated. Release the main traveler car trim line if it is cleated. Furling the jib is recommended but not mandatory. Release the main sheet only enough to allow a 2 foot to 3 foot distance between the upper and lower blocks. If possible, raise the boards and rudders. This will assist in keeping the boat head to the wind after it is upright. Using the righting line, pull the upper hull over to you so that it overhangs the water. Normally, at this point, you should wait until the **boat drifts until the mast head is pointing into the wind**. The mast will not sink because the weight of the upper hull counter balances the mast. When the mast head is into the wind, pull on the righting line normally until the boat comes upright. The boat must be kept mast to wind while righting. Once the boat is righting, maintain a bow to wind attitude while securing the loosened shroud.

2. With the boat upright, pull the mast vertical using the trapeze handle. Because you are on the side of the boat where the shroud has been loosened, you should have little difficulty keeping the mast vertical. Re-attach the shroud to the adjuster using the ball lock pin. On the Hobie 18 you will probably find that you cannot put the shroud thimble into the same hole in the adjuster that it was in originally. Simply attach the shroud through any convenient hole in the adjuster.

NOTE: If the seas are rough, you may have difficulty keeping the mast vertical long enough to attach the shroud to the adjuster. In this case, use a line (mainsheet end, jib sheet or other) to tie the trapeze wire to the corner casting until the shroud is re-attached.

FULL TURTLE

If your boat goes full turtle, you may find that by loosening the shroud on the side opposite the direction of pull will assist in getting the mast to the surface, as this allows the buoyancy of the mast to help. If this technique is used, we advise that you re-attach that shroud when the mast comes to the surface, and after you have loosened the other shroud and pulled the hull over. At this point, the directions under CAPSIZED will take over.

WE STRONGLY SUGGEST YOU PRACTICE USING THE “UPRIGHT” TO BECOME FAMILIAR WITH ITS OPERATION.

THE BOAT MUST BE KEPT HEAD TO WIND AFTER RIGHTING. IF YOU FAIL TO DO SO THE EXTENDED SHROUD WILL ALLOW THE MAST BASE TO COME OUT OF THE MAST STEP THUS DISMASTING THE BOAT.

