

ASSEMBLY MANUAL



Last modified : March 2004

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Tools necessary :

- ⇒ 2 spanners - No. 17
- ⇒ 1 pair of universal pliers

It is advisable to have at least 2 people to assemble the Hobie Fox .



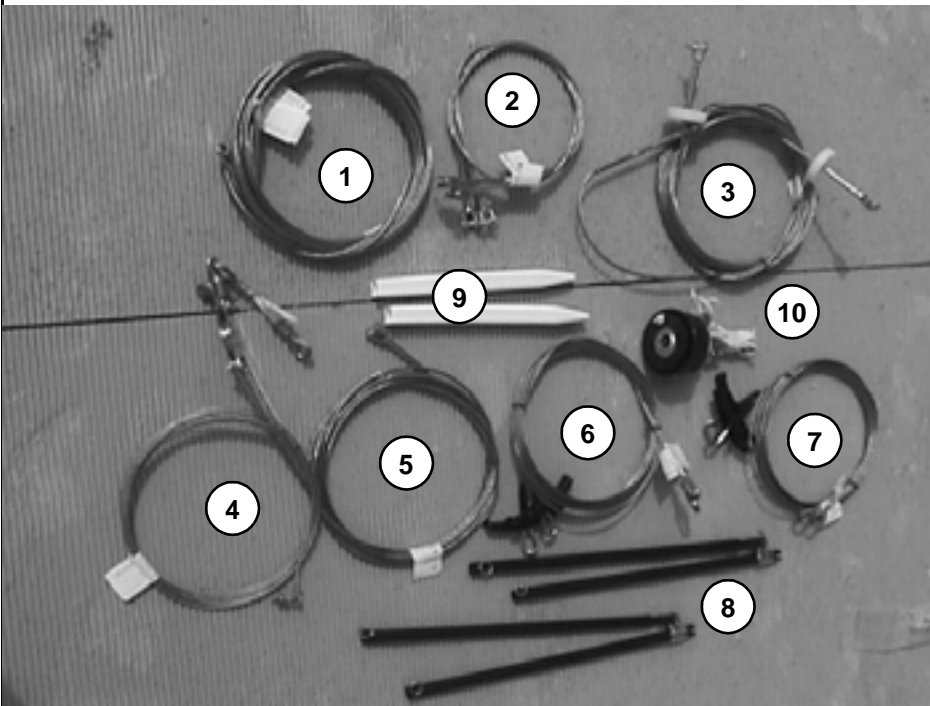
LIST OF PARTS

- | | |
|------------------|--------------------------------------|
| Hulls (2) | Daggerboards (2) |
| Front crossbar | Ropes bag |
| Rear crossbar | Rudder assemblies (2) |
| Mast | Tiller crossbar |
| Boom | Tiller extension |
| Trampoline & rod | Mainsail + battens (7) |
| Rigging bag | Jib |
| Wire bag | Spinnaker kit + spinnaker (optional) |



CAUTION - DANGER
ALUMINIUM MAST - STAY AWAY OF
ELECTRICAL WIRES

LIST OF PARTS



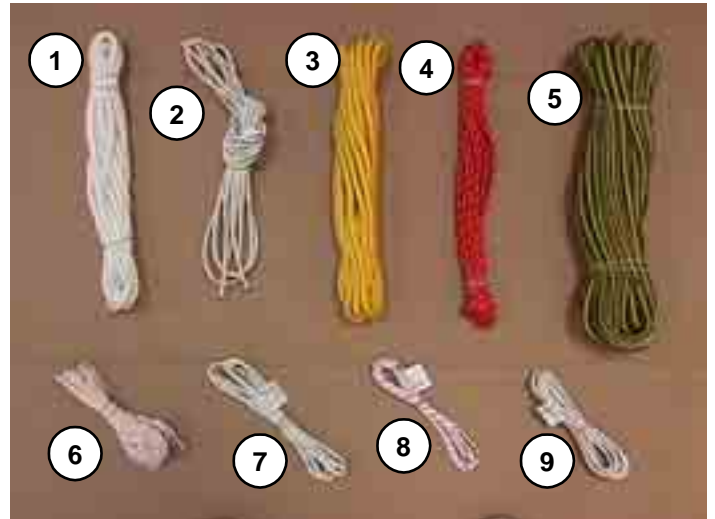
WIRES :

1. Shrouds
2. Bridles
3. Spreader diamond wires
- 4.5. Jib halyard + forestay
- 6.7. Trapeze wires
8. Spreader assembly
9. Stay adjuster cover
10. Jib furler

ROPES :

All ropes are labelled with ref. number and name. Please check carefully before using.

1. Righting line (white)
2. Trapeze shock cord
3. Jib sheet (yellow)
4. cunningham line (red)
5. Mainshjeet (black and yellow)
6. Jib halyard rope
7. Jib luff tensioner line
8. Rotation line
9. Jib sheet tangle preventor



- 1 Position the hulls in parallel with the inner sides facing the ground.

Lift the right hull. One person straddles the hull to hold it in place. The other person applies the silicone sealant (for waterproofing) around the screw holes.



- 2 Take the front crossbar (with dolphin striker). Place it in its support so that the trampoline track faces the rear of the boat. Insert the two bolts. Pass your hand through the inspection port to position the nuts and washers onto the screws (photo). Fasten loosely.

Lift the left hull, and follow the same steps as for the right hull. Do not fully tighten the screws.

*****Respect same order for the washers as assembled at the delivery*****

- 3 Apply silicone sealant around the screw holes at the back of the hulls. Place the rear crossbar on the right side. Insert the bolts, washers and nuts as shown for the front crossbar. Do the same thing for the left side.

Once the frame has been mounted, tighten all the bolts fully and then install the lock nuts.



NB : it is advisable to check the fastening of the bolts after the first trip out onto the water, and recheck these at regular intervals.

TRAMPOLINE ASSEMBLY



1 Unfold the trampoline. Note that the trampoline has side tension lines that are already pre-threaded. Insert the front edge of the trampoline into the track at the left, rear side of the front crossbar. Continue feeding the trampoline into the track and position it in the center. Line up the grommet in the center of the trampoline with the dolphin striker post to ensure it is centered.



2

Take one of the side tensioning lines and pass the line through the pad-eye that is fixed to the front crossbar. Then tie with a bowline knot the line onto the grommet of the trampoline near where the rope exits the trampoline. Repeat this step at the opposite side front corner.



3

Move to the rear of the trampoline. Very closely to where the side tensioning line exits the rear of the trampoline tie a loop. Ensure you pull the side tensioning line firmly as to tie the loop as closely to the trampoline where the rope exits as possible. Tie a bowline or a similar loop in the line which will be used for a 4:1 purchase of the side tensioning lines. Repeat this step for the opposite side rear corner.



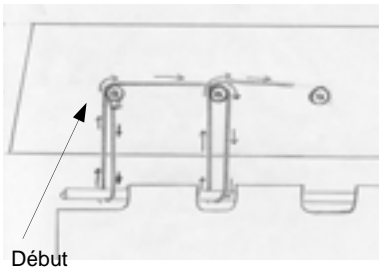
4

Now take the tail of the side tensioning line and pass the rope through the pad-eye mounted on the rear cross beam closest to where the line exits the trampoline. Then pass the line back through the loop tied in step 3. Again go through the pad-eye on the beam and back through the loop. This will provide a 4:1 purchase. Pull the line slightly as to take some tension for the sides but do not completely tension at this stage. Repeat this step for the opposite side rear corner. Ensure that the trampoline is still centered.



**5**

Find the trampoline rod and insert it into the rear of the trampoline.

**6**

Commence lacing the rear of the trampoline. The lacing line starts at the left, rear lacing button on the rear crossbar. Lace the rear of the trampoline as tightly as possible as per the photographs and diagrams supplied. Continue across the rear crossbar and tie off securely when finished.

**7**

Again, take the side tensioning line and very firmly pull the line. Once as tight as possible tie off the line with an adequate knot. Repeat this for the opposite side rear corner.

**8**

Now, once the side tension line has been tied off, using the long tail, pass it back through the grommet at the rear corner of the trampoline near where the side tensioning line exits the trampoline. Then pass the line through the pad-eye on the rear crossbar. Again pass the tail through the grommet on the trampoline and pull the line firmly. Once the sides of the trampoline have been further tightened, tie off the line and hide the tail under the trampoline. Repeat this step for the opposite side rear corner.



NB : It is important that the trampoline be strongly tightened.
Check the tension on a regular basis.

RUDDER ASSEMBLY



- 1 Identify the right rudder from the left rudder (green sticker = right ; red sticker = left)

Take the left rudder, place the washers as shown in the photo, then align the rudder casting onto the gudgeon.

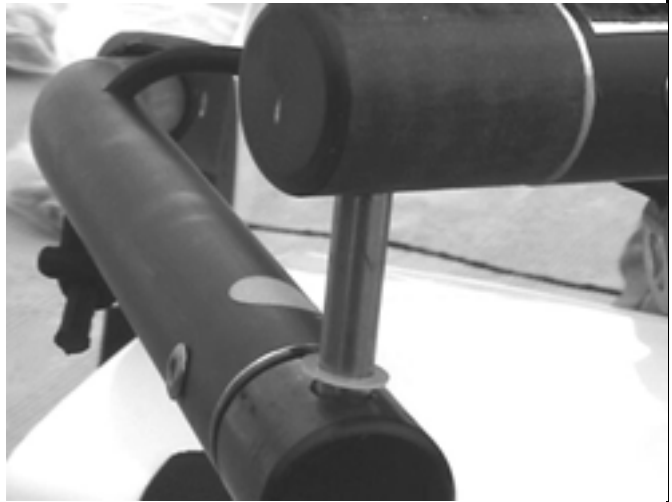


- 2 insert the rudder pin, and do not forget to put in the two split rings: one on top and one at the bottom of the rudder pin.

- 3 Repeat the procedure for the right rudder assembly.



- 1 Take the tiller crossbar and insert the right side into the right rudder arm and the left side into the left rudder arm.



- 2 Take the yoke connection of the tiller extension and fix it into the middle of the tiller crossbar

- 3 Then fix the tiller head into the yoke connection as shown on the photo.

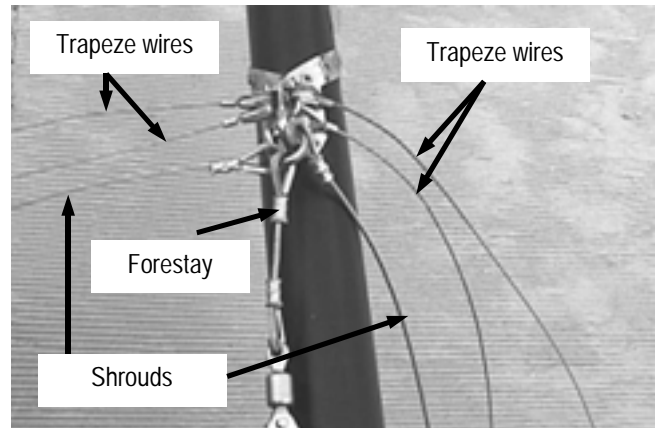


MAST SET UP

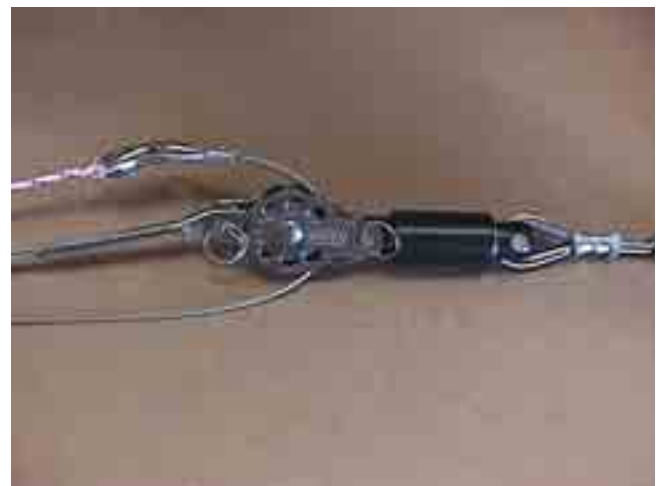


1 Place the mast onto two supports or padding.

Unroll the trapeze wires and fix them using the 6 mm bow shackle to the upper hole on the mast tang (two on each side).



2 Unroll the shrouds and the forestay wire (with the jib halyard block) and fix them to the lower hole of the mast tang using the 8 mm bow shackle. The shrouds go onto each side of the forestay.

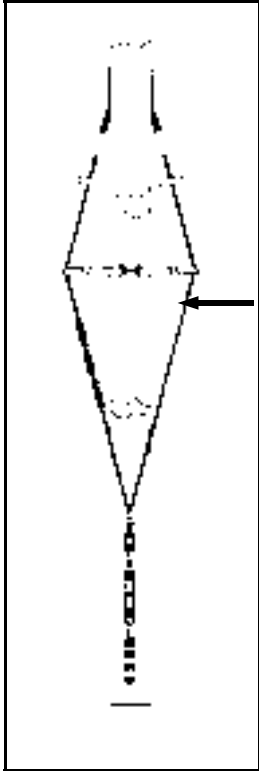


3 **IMPORTANT** : Do not forget to attach the jib halyard rope to the small single block at the end of the jib halyard wire. Tie off the jib halyard wire and rope near the base of the mast.

NB: If you have chosen the optional spinnaker kit, fit the spinnaker halyard now, passing it behind the halyard yoke and around the pulley. Both ends then go over the shrouds and trapeze wires. One end of the halyard passes between the spreader arm and brace on the starboard side of the mast. Secure both ends near the base of the mast.



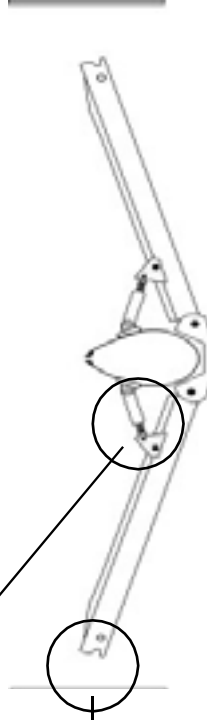
1



Unroll the diamond wires. Attach the joint end of the diamond wires onto the turnbuckle adjuster near the base of the mast (level with the security sticker) using the pin and split ring.

Take the loose ends of the diamond wires and hold tight to adjust to the same length, using the turnbuckle adjuster which is located on the lower section of one of the wires. Once they are the same length, attach the two wires to the shield plaes situated on each side of the mast under the mast tang.

2



Assemble the spreaders on the centre of the mast. The spreader root attaches to the front of the mast section onto the one-piece stainless steel strap. The spreader rake adjuster barrel attaches on each side to the individual fittings on both sides of the mast nearer the sail track. To adjust the spreader rake, adjust the length of the barrel (by winding in or out) and measure from the wire positions at the tips of each spreader.



Caution : do not try to adjust spreader rake while diamond wires are tensioned. Only adjust under no diamond wire tension and screwing the barrel by hand.



3



Slide the diamond Wires into the corresponding slots at the end of the spreaders. Ensure the black plastic roller is above the spreader arm. It may be necessary to release tension from the diamond wire turnbuckle adjuster near the base of the mast. Secure the diamond wire with the thin wire supplied. Pass the wire through the small hole near the spreader tip, bend the wire and on one side of the spreader turn the wire around the thicker diamond wires two or three times. Do the same for the other side of the spreader. Cut off the excess thin wire ensuring it is bent neatly onto the diamond wires as to prevent the wire from tearing the sails. Once secured, tape over the spreader tips to further ensure there are no sharp edges.

PREPARATION FOR MAST ASSEMBLY



- 1 Lay the mast on top of the boat with the sail track to the bottom and the mast base toward the bows.

NB: place padding under the mast to prevent scratching.

- 2 Lay the shroud wires and trapeze wires down each side of the mast. Secure the trapeze wires temporarily near the base of the mast.



- 3 Ensure that the shroud anchor pins are sealed, tight and pointing at 90° to the centreline of the hull. Attach the twist toggles to the anchor pins using the clevis pins and rings. If you have the optional spinnaker kit use the 6-mm bow shackles provided instead of the clevis pins.

Attach the stay adjusters to the twist toggles with the clevis pins and rings.

Attach both shrouds into the top hole of the respective stay adjusters. This is only a temporary position for raising the mast.

- 4 Attach the bridle wires to the bow tangs. →

Now, attach the jib furler to the bridle wires. ↓

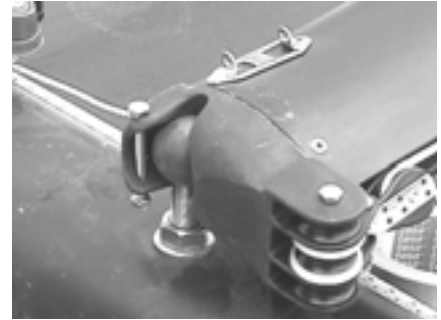


NB: Ensure that the hole in the furler housing is facing towards the front crossbar. Now also is a good time to roll some line onto the furler drum. Leave enough line unfurled to reach the front crossbar mounted furler cleat.



1 Place the mast foot on the mast base and place the pin in it. This prevents the mast from leaving its base when lifted.

Check that the wires are not tangled.



2 Then, with one person on the trampoline, the second person lifts the mast by the top and moves down the mast until the person on the trampoline can take the mast on their shoulder. Then this person pushes his feet against the rear crossbar and pushes the mast forward with the weight of his body. The first person is to push the mast up as far as possible, walking ahead on the trampoline as the mast is raised.



3 The second person can now take the forestay, make sure it is not tangled and pin it into one of the top holes of the furler mounted stay adjuster.



5 Now you can affix the Cunningham blocks to the brackets on each side of the mast.

4 Once the mast is secure remove the bolt from the base of the mast and stow it in a secure place. You will need the bolt later for safe lowering of the mast.



NB: FOR THE FIRST FEW TIMES YOU RAISE THE MAST IT IS RECOMMENDED YOU USE 3 PEOPLE FOR EXTRA SAFETY.

- 1 Release the trapeze wires from the base of the mast. The crew's trapeze has the clamcleat swaged to the wire. The skipper's trapeze has the small block swaged on. Ensure that the crew's trapeze wire is positioned in front of the shroud.

Attach the trapeze handles and kits to the trapeze wires.



- 2 Pass the trapeze shock cords (the crew's is slightly longer than the skipper's) underneath the trampoline and up through the grommets at the side of the trampoline. Attach to the trapeze system as shown in the photographs.

1

Slide the outboard end of the boom through the webbing loop attached to the clew of the mainsail.

**2**

Connect the boom to the mast using the hinge vertex, clevis pin and split ring.

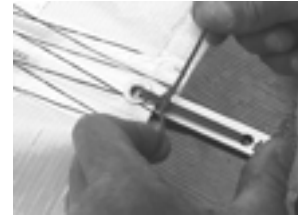
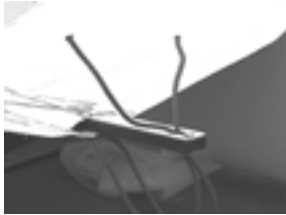
**3**

Connect the shackle on the boom outhaul line to the grommet in the clew of the mainsail.

**4**

Tie one end of the rotation line to the front of the clamcleat on top of the boom. Pass the other end of the line through the end of the rotation arm on the mast. Take the line back through the clamcleat and fit a plastic ball stopper at the end.

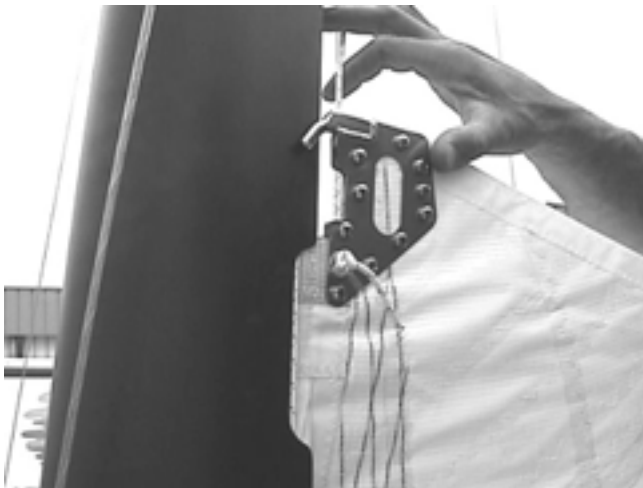




1 * Always point your Hobie into the wind before raising the sails. *

Unfold the mainsail on a clean surface and insert each batten into its respective pocket. The battens are numbered from 1 to 7. Number 1 goes at the top and number 7 at the bottom of the sail. Secure the battens in the pockets with the batten ties – as shown in the photographs.

2 Undo the halyard rope, which is attached to the mast. Pass the end through the hole in the headboard and tie off with a figure «8» knot. →



3 Feed the luff of the mainsail into the opening of the mast track ensuring that the hook is on one side of the mast and the halyard on the other side. Ensure that the halyard inside the track stays inside the track. Raise the sail by pulling the halyard and feeding the sail into the opening. When the sail is all the way up turn the mast slightly so that the hook will engage in the halyard lock when you pull down on the sail. Insert the bottom part of the luff into the lower section of the mast track. Roll up the halyard and place it in the trampoline pocket. ←

4 Attach the clew of the mainsail to the shackle on the boom outhaul car assembly. →

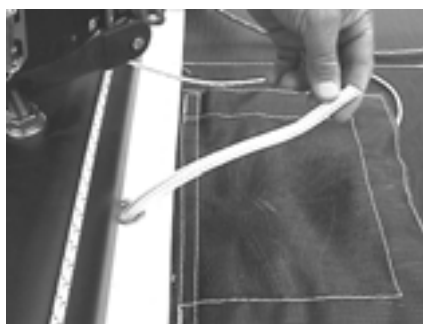
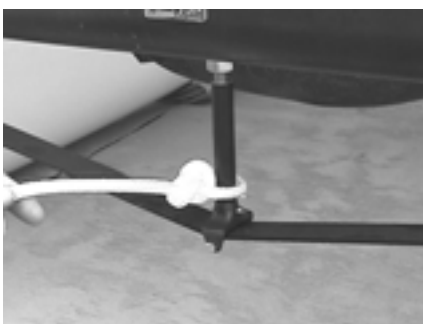




1 Shackle the cunningham blocks into the grommet of the mainsail tack. Take the cunningham line and feed as follows : (NB : the line must go through the inside of the rotation arm)

- Start from the cunningham block on the left side of the mast. Feed the rope into the cleat around the sheave
- push the cord up through the first sheave of the left block from back to front
- take the rope back down, thread it through the left sheave at the base of the mast from front to back
- take it up through the second sheave of the left block from back to front
- take it back down and through the single block,
- take it back up into the first sheave of the right hand block from front to back
- take it back down through the sheave at the right of the mast base from back to front
- take it up through the second sheave in the right block from front to back
- finally thread the line through the cunningham block and in the cleat.

Attach each end of the cunningham line to the shrouds.



2 Take the righting line from the rope bag. Attach it to the dolphin striker post under the front crossbar (photo). Pass it under the trampoline through the grommet at the base of the mast. Fold up the end of the line and stow it in the trampoline pocket at the base of the mast.



1 Unroll the jib and open the zipper on the luff. Using the 4mm bow shackle connect the tack to the stay adjuster.



2 Shackle the two clew blocks to the clew plate using the 4mm bow shackle provided.



3 Shackle the jib head to the jib halyard. Then position the jib and the halyard line against the forestay. Close the zipper ensuring that the halyard line remains inside the zipper. As you pull down on the halyard line close the zipper as the sail is raised.



4 Once the jib is fully raised, take the jib luff tensioner line and secure it to the bottom holes in

6 the stay adjuster.

Now pass the line through the small pulley at the end of the jib halyard, then back down through the cleat on the tack of the jib. Now remove the jib halyard line and stow it in the trampoline po-



6 Now take the yellow thicker sheet rope and starting from one swivel cam cleat on the front crossbar pass the rope under the thinner white spectra rope through the middle size pulley (2) and back to the other side swivelling cam cleat (also on the front crossbar).



Once the jib is hoisted, attach the carbo block (5) with shackle to the jib clew and use the yellow sheet rope to trim.

5 This spectra then passes through the other carbo block (also supplied in kit which attaches with shackle to the jib clew) and then ties off to the carbo block mounted on the traveller car. Tie a bowline knot through the hole in the middle of the pulley.

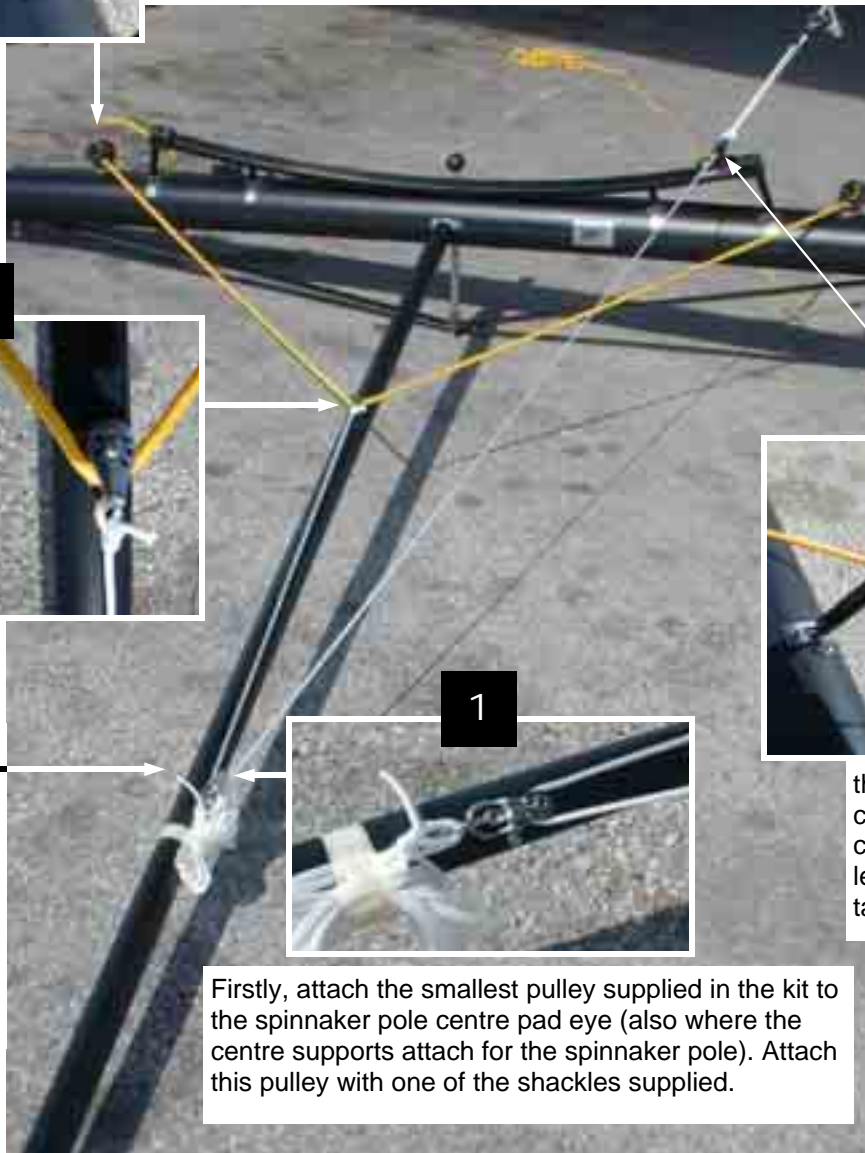
2 Take the white spectra rope and to one end tie on to the top of the middle size block.



3 Lead the other end of this rope through the smaller pulley that was shackled to the spinnaker pole in step 1.

1 Firstly, attach the smallest pulley supplied in the kit to the spinnaker pole centre pad eye (also where the centre supports attach for the spinnaker pole). Attach this pulley with one of the shackles supplied.

4 then back to the carbo pulley attached to the traveller car on the self-tacking track.



Further Suggestions

- ⇒ To furl the jib you will need to untie the knot on the traveller car for the jib and tie the sheet off to the jib clew block. Otherwise the jib will not furl completely.
- ⇒ As the track is mounted on the front section of the beam you may find that the hole you use on the jib clew board may now have to become one of the lower, more forward holes. Also it may be necessary to tack the jib at a lower position on the forestay adjuster.
- ⇒ The spinnaker halyard system still works exactly the same as the standard Hobie Tiger original system however it has moved to a more outboard position on the beam.

Self-Tacker traveller car control



1

Take the 3mm piece of line and tie it onto the center of the jib traveller car.



2

The line then passes through the plastic pad-eye that is fixed to the spinnaker pole near the base. This line passes from the front to back through the pad-eye.



3

The line then passes under the front cross beam and through an eyelet just to the left of the center of the trampoline.



4

Situated directly above the eye-let is a small black cleat. The rope also passes through the black cleat and once through tie a figure eight knot at the end. This prevents the rope from falling through the cleat.



5

To adjust the limit of the jib traveller car simply pull or release the thin line and replace in the cleat once set. It is recommended the car be situated over or slightly inside the traveller post as shown in the photographs for 'round the buoy' type racing.

1 Your mainsheet system has been pre-assembled for you. If you have problems ask your dealer.



2 Shackle the boom block to the boom block hanger.



3 Shackle the main-sheet ratchet block to the top of the main traveller car.



4 Thread the tail of the main sheet through the swivel cleat assy on the rear beam, through the sheaves on the traveller car, down through the eyestraps on the rear of the beam and tie a figure «8» knot in the end.



MAIN SHEET SYSTEM



1 Install the drain plugs – do not overtighten, hand tight is sufficient. Overtightening may cause the drain plug flange to distort and cause leakage.



2 Tension the rig. This can be accomplished by having your assistant hang from the trapeze or you can use mainsheet tension on one side at a time so that you can adjust the shroud position in the side stay adjusters.

3 Fit the daggerboards into the daggerboards wells. The daggerboard roller shock cord should be tight enough to prevent the daggerboard from slipping down.



4 It is recommended that beach rollers be used to move your Hobie Fox. This will save your back and the bottom of the boat.

5 Always wash traveller with fresh water after use in salty water.



Always wear your Hobie buoyancy vest, look out for overhead power lines and HAVE LOTS OF FUN!

1 Your spinnaker kit includes 4 ratchet blocks. Fit the two «ratchmatic» blocks to the 6mm bow shackles at the bottom of the stay adjusters. Fit the two blocks with the «on/off» switch to the eyestraps on the front crossbar.



2 Attach the spinnaker pole to the tang on the front crossbeam.



3 Now attach the spinnaker pole bridles and the mid pole support wires to the small hole in the bow tang.



4 Use the small length of 3mm line to hold up and induce some pre-bend into the pole. Enough tension must be used as to take the slack out of the mid pole support wires.

5 One end of the tack line ties off at the eyestraps at the front tip of the pole. Lead the line through one of the sister blocks and back out through the block at the pole tip. Then take the line over all the bridles and wires to the trampoline and tie off to the spinnaker tack.





6 Untie the spinnaker halyard from the base of the mast. Taking the end of the piece that runs through the spreaders lead it through the block at the inner end of the pole. Then pass it through the sister block and lead it back to the swivel cam cleat on the front crossbar. Put a plastic ball stopper on this end.
NB: The tack line, sister blocks and this end of the halyard should hang below all the wires.



7 Tie the other end of the spinnaker halyard to the head of the spinnaker.



8 The spinnaker sheet (red) can now be rigged as per the schematic. Tie both ends of the spinnaker sheet to the clew of the spinnaker using either bowline knots or figure «8» knots.
NB: ensure that the spinnaker sheet runs through the ratchet blocks in the right direction.

9 Stow the spinnaker in the spinnaker bag on the trampoline.

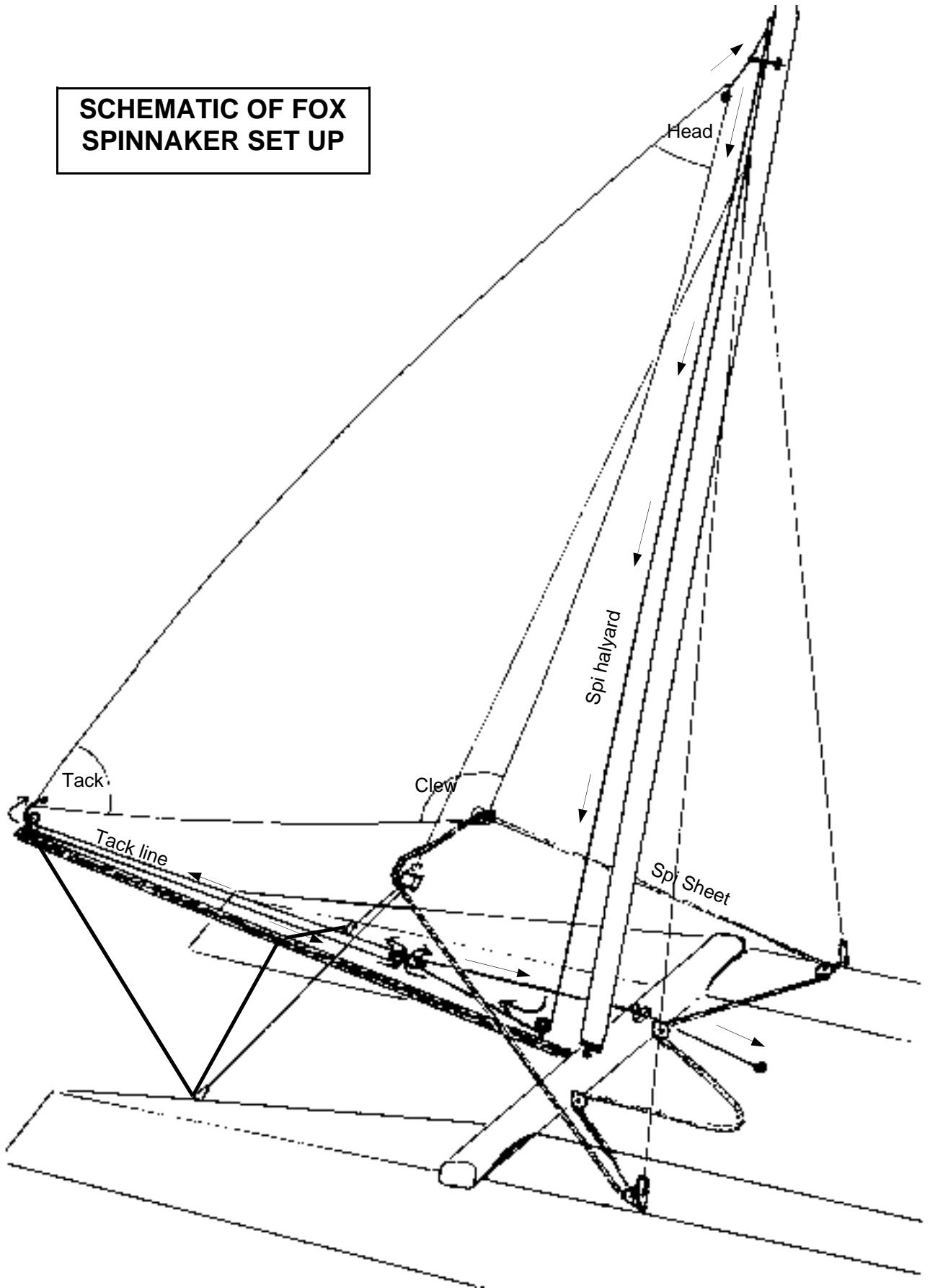


10 If the wind is not too strong a trial spinnaker set and drop is recommended on the beach before you try it on the water.



11 Go do the «wild thing».

**SCHEMATIC OF FOX
SPINNAKER SET UP**



CAUTION / SAFETY TIPS

- ◆ Whether on land or on the water, **watch for overhead power lines**. Contact with power lines can cause serious injury or death.
- ◆ **DO NOT** sail while under the influence of alcohol and/or drugs
- ◆ Only sail in conditions in which you feel comfortable and where you feel confident that you can safely sail the boat. **Never go out in conditions beyond your ability**.
- ◆ Everyone on board should **wear a life jacket at all times**.
- ◆ If you are in the water, remain in contact with the boat, even if it is capsized. A sailboat can drift away faster than a person can swim.
- ◆ Never sail without a righting line.
- ◆ **Wear appropriate clothes**. Wear a wet suit or dry suit in cold weather or cold water conditions.
- ◆ Learn the **right of way rules** and when in doubt, give way to others.
- ◆ When not sailing, always **keep the boat pointed into the wind** whether in the water or on the beach.
- ◆ Read the instruction manual carefully.
- ◆ **Make sure everyone on the boat reads and understands these safety instructions**.
- ◆ **ALWAYS** check that the **drain plugs** are screwed in before launching your catamaran
- ◆ **ALWAYS** HAVE FUN !!