



Hobie Wave  
Assembly Manual



In 1950, Hobie's dream was born in his parents' garage when he decided to apply his love of woodworking to the sport of surfing. Dad backed out the Buick... Hobie carved out his very first surfboard...

Hobie's business of fun had begun.

## Setting Up Your Wave

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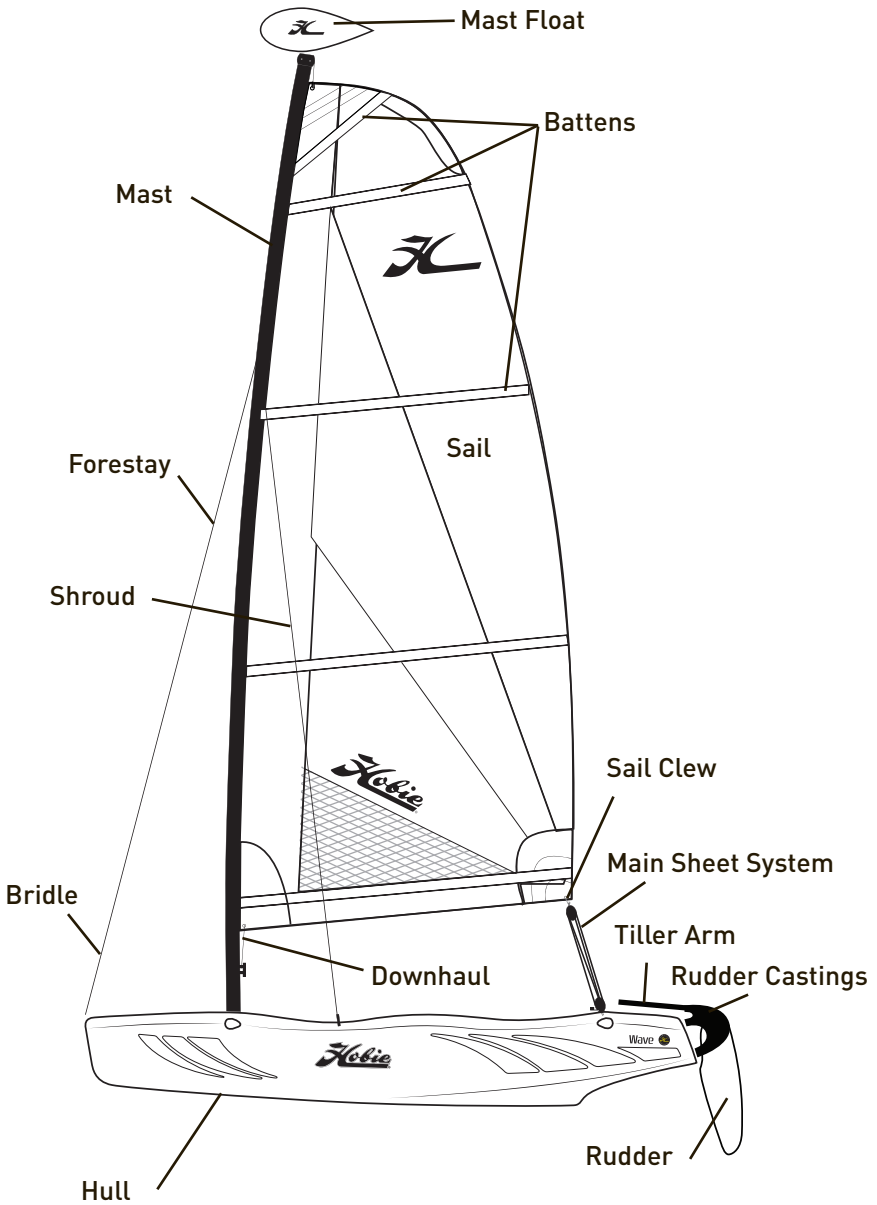
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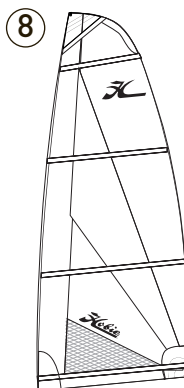
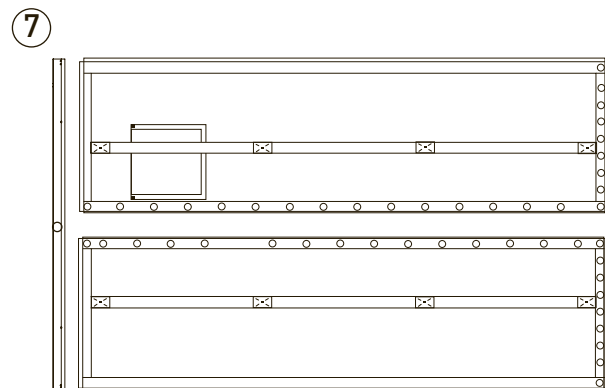
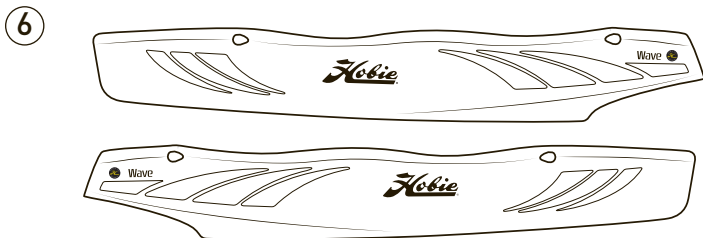
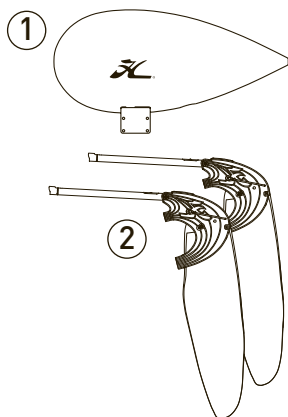
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Please read through the instruction manual before using this product



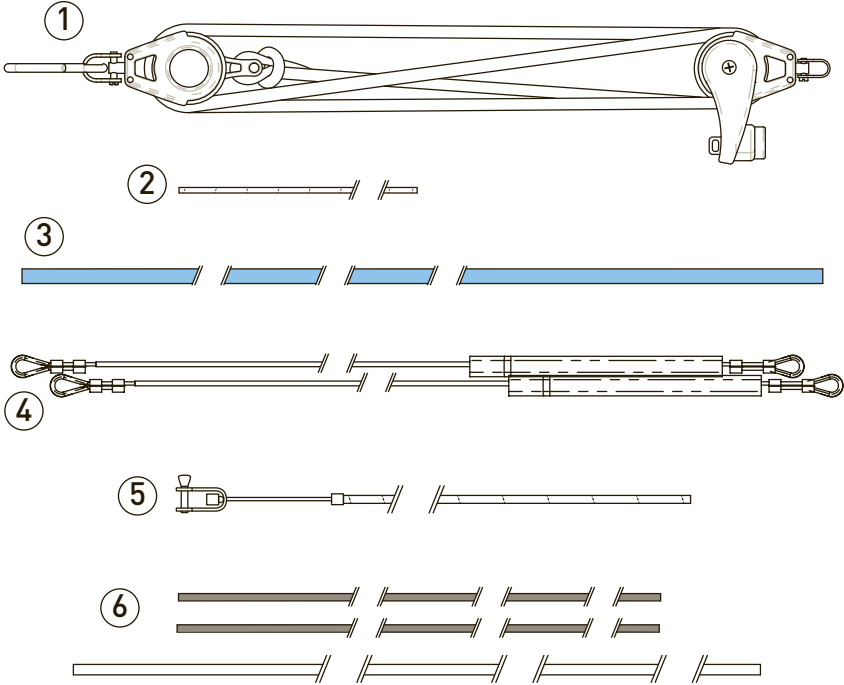
## Large Components

1. (1) Mast float
2. (2) Rudder assemblies
3. (2) Mast pieces
4. (1) Rear crossbar
5. (1) Tiller crossbar, Tramp Rod
6. (2) Hulls with hardware bag
7. (1) Tramp and Main crossbar
8. (1) Main sail



## Small Parts

1. Mainsheet Assembly
2. Downhaul line
3. Righting line
4. Wires (shroud, forestay, bridles)
5. Main halyard line
6. Trampoline lace lines  
Hardware box (shackles, pins, etc.)



### *Club Small Parts*

Tramp Lace Lines

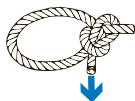
Classic Small Hardware

- a. (2) Shackles
- b. (1) Downhaul line
- c. (1) Mast Stepper Pin
- d. (5) Clevis Pins
- e. (2) Bow Tangs
- f. (2) Drain Plugs
- g. (3) Adjusters

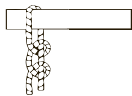
## Knots to Use



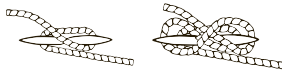
Figure 8 Knot



Bowline Knot



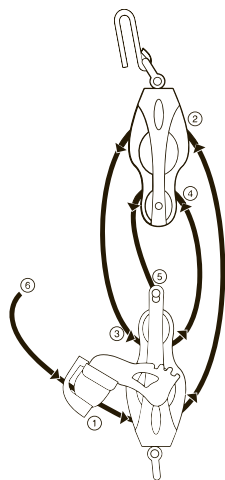
Halyard Knot



Cleating off a Line

## Reeving Your Mainsheet Block

1. Run the line through the cleat and under the lower pulley.
2. Follow above the large pulley on the upper block.
3. Continue underneath the fiddle on the lower block.
4. Bring the line back up to the upper block and run over the lower pulley.
5. Tie the line off at the becket on the lower pulley with a bowline knot.
6. Place a figure eight knot at the end of the line to prevent the line from pulling out of the pulley.



## Hull Assembly

Lay the hulls on the ground, about six feet apart with the decals facing down. Lay the front and rear crossbars between the hulls.



There is one drain plug in the rear of each hull used to drain the hulls. The plugs should be in place before sailing. Remove the drain plugs after sailing to empty water that may have leaked into the hulls. It is best to travel with and store the boats with the drain plugs removed to allow for pressure change due to heating, cooling and altitude change. This will prevent warping of the hull surface.



## Club Wave Crossbar and Trampoline Assembly

The Club Wave incorporates a Hobie standard three-piece trampoline assembly with lace lines in the center of the rear trampoline.

①

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Insert the left and right main sections into the forward crossbar (grommets toward the center and rear of the boat) and the rear lacing strip into the rear crossbar. Lift the front crossbar and insert the left end into the left hull. Pick up the rear crossbar and insert the left end into the left hull. The crossbars have stops built into the underside that will limit the depth that the crossbar can be inserted.

②

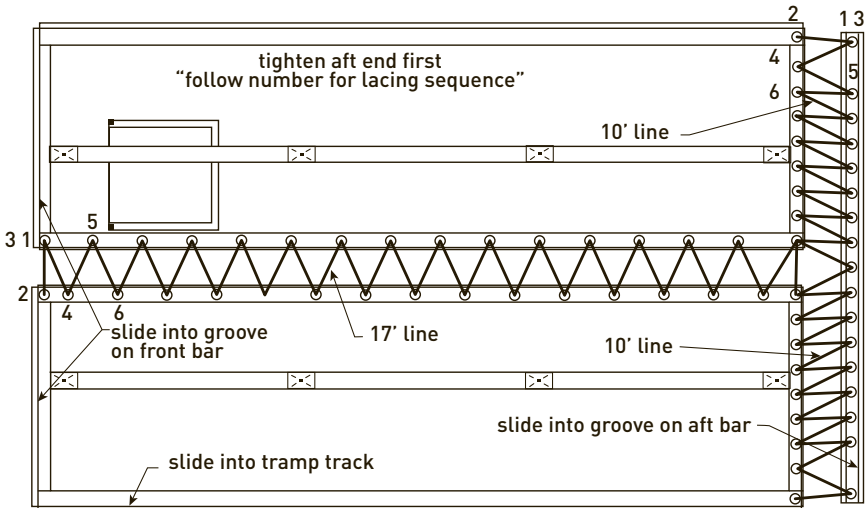
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Reach up and hold the right end of the front crossbar, and pull it down. This will rotate the left hull to the upright position. Straddle the right hull and rotate it to the upright position by grabbing the crossbar insert hole on the outboard side and pulling it horizontal to the ground. Insert the front crossbar partially. Align and insert the rear crossbar partially. Working front and rear, wiggle hull onto crossbars until fully inserted.

3

Once the crossbars are completely inserted, slide the tramp halves in the front crossbar into the hull/tramp tracks on each hull. Use of soap or spray silicone to lube the track can help if it is difficult to slide in.

Three lace lines are provided. The longer lace line (17') will be tied to the forward end of the center lace grommets with a bowline knot. Lace the line through all of the center grommets to the rear of the trampoline as shown (by number) in the illustration. Lace the rear of the tramp starting from the outboard ends toward the center. Tension all lace lines and tie off with half hitches at the rear/center of the trampoline.

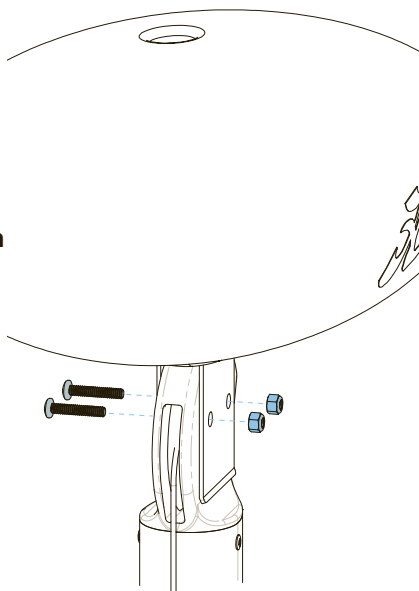


## Mast Assembly

①

The mast is in two sections. The bottom section is aluminum and displays the warnings against sailing and assembling near overhead wires and power lines. **Before raising the mast check again that you are in a safe area and always remember this warning.** Insert the upper section into the lower section.

Install the mast float to the upper mast section as shown here. First time assembly will require the removal of the two halyard pulley screws and nuts, and placement of the float assembly over the mast top casting assembly. Be sure the blunt end of the float is facing forward towards blunt side of the mast.



②

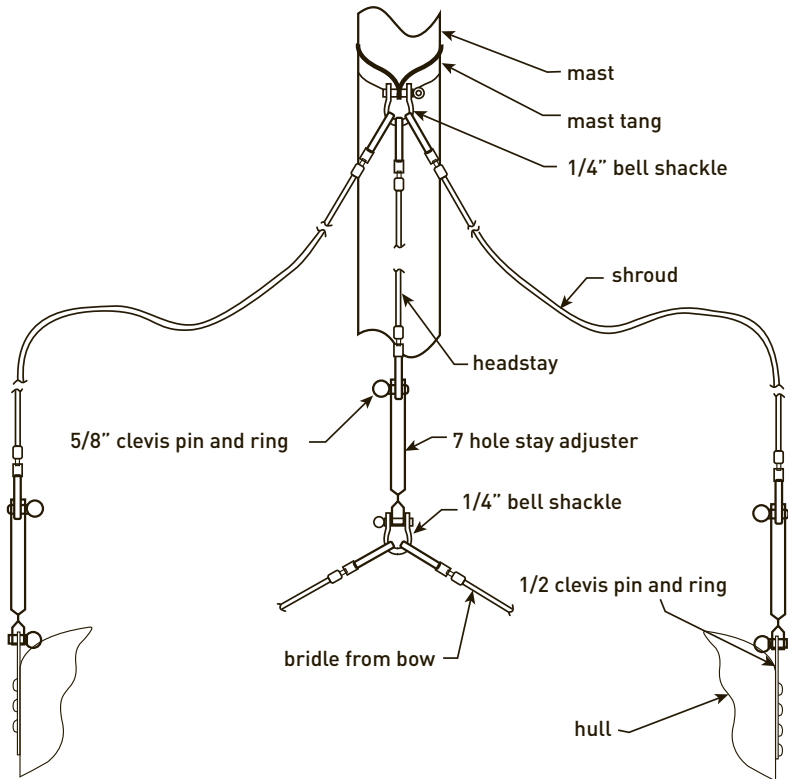
With the mast float installed, make sure that the upper section fits completely into the lower section. Locate the main halyard line and place the hook through the cleat located at the base of the mast in the luff track. Bring the line up to the top of the mast, through the halyard pulley, and back down to the bottom. Tie it off at the cleat on the side of the mast.



## Mast Wires

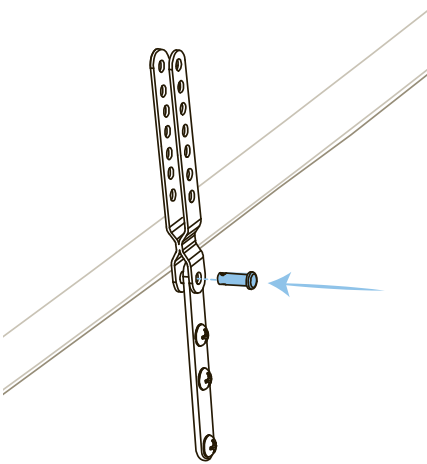
①

The mast will be held in the upright position by two side wires (shrouds) and one front wire (forestay). The forestay will attach to two shorter wires (bridles) with a "7 hole" adjuster. Locate the three main (longer) wires and install onto the mast tang as shown below using the 1/4" threaded shackle provided in the rig kit. The shorter forestay wire goes in the middle of the shackle with one shroud on either side.



2

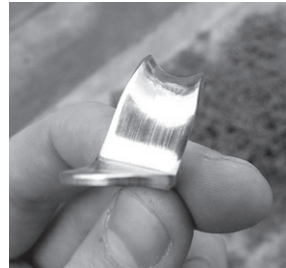
Connect one adjuster plate to the anchor plate to each hull using the clevis pins. Once the adjuster plates are installed, place the shroud in the adjuster and run a clevis pin through to secure.



3

Slide the vinyl boot over the assembly to cover and prevent loss of the pins if a ring should fall out.

To attach the bridles, unscrew the two screws at the bows of each hull. Included in the small hardware package are two bow tangs. For the Club Wave, you'll want to place the bow tangs through the thimble on the bridle wires and screw the tangs to the hull. You'll notice that the tangs have a "slope" to them. You want the "slope" of the tang to point toward the middle of the boat. If you are assembling a Wave Classic, attach just the bow tangs to the hull.

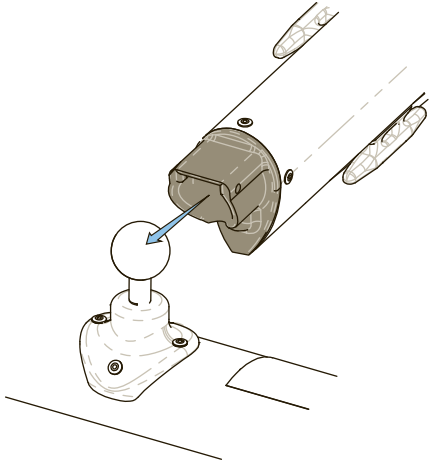


**NOTE:** Bow tang is leaning toward the center of the boat.

## Stepping the Mast

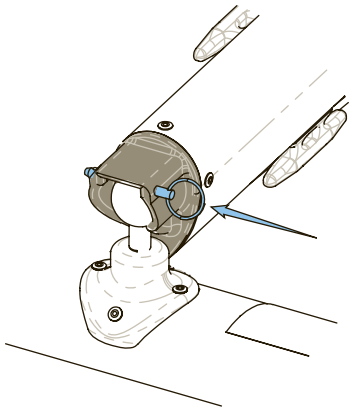
①

To step the mast into the upright position, position the mast base at the mast step ball located on the front of the crossbar. The mast top and float should be positioned to the rear of the boat in the center of the rear crossbar.



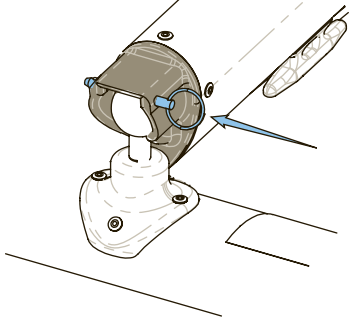
②

Connect the mast base to the step ball by positioning the step ball inside the mast base cup. Pass the pin through the mast base as shown.



③

Pass the long pin through the mast base. There is a small spring-loaded ball lock that will keep the pin captive in the mast base. For safety, the pin should remain in the mast base while sailing.



## WARNING



Watch for overhead power lines. Never rig, trailer or sail the boat near overhead power lines. Mast contact with a power line could be fatal.

4

Check wires to be sure they are not crossed and that they freely allow the mast to swing to the upright position.

If you are stepping the mast by yourself, or just to make things easier, pull the sail halyard hook forward, over the top of the shroud wires, to the bow. Hook into the bridle wire fitting. Loosely tie opposite end of halyard to the cleat at the bottom end of the mast. This line will be used to hold mast in the upright position before forestay and bridle wire assembly are attached to the bow fittings.

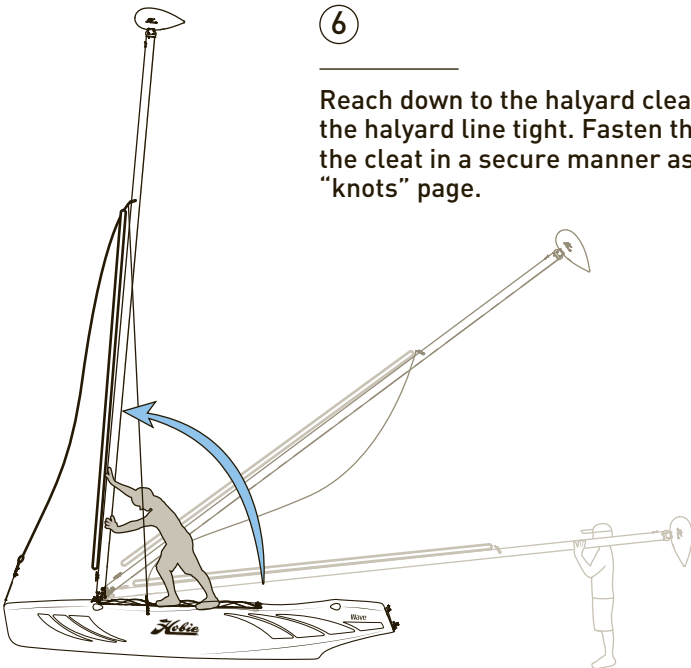
5

Stand on the trampoline near the rear crossbar and lift the mast to your shoulder

Face forward on the boat with a wide stance for stability. Walk forward while lifting the mast until the side shrouds become tight, preventing the mast from further forward movement. Lean your weight against the mast to hold it in this position.

6

Reach down to the halyard cleat and pull the halyard line tight. Fasten the line to the cleat in a secure manner as shown in "knots" page.



7

The halyard line should be running from the top of the mast directly to the bow fitting. Carefully let go of the mast to be sure that it will stay upright. If not, add tension to halyard line and re-cleat.

This will hold the mast in the upright position while you get off the trampoline to fasten the bridle wires to the bow fittings.



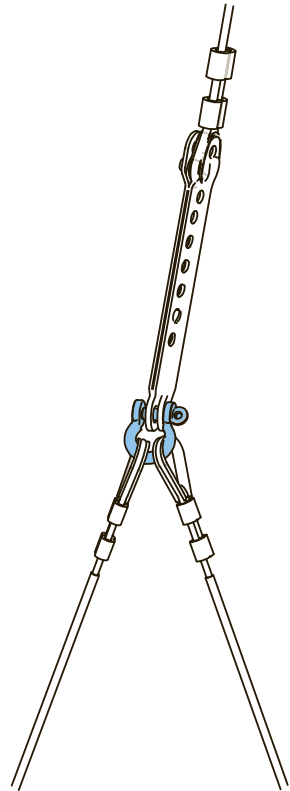
## Club Wave

1

The bridles should already be attached to the hulls by this point. Once the mast is stepped, grab the end of the forestay and slide it into the adjuster on the bridles and fasten with a clevis pin. Make sure that the forestay is not tangled around anything and that the bridles aren't twisted in the bow tangs.

2

There is a limit to the amount of aft mast rake. This will be seen when the main sail block on the sail clew nears or touches the block attached to the rear crossbar when fully sheeted while sailing. Too much mast rake will not allow you to sheet the sail properly. It may also be more difficult to tack the boat, as the "mast forward" design is intended to help bring the bows through the wind when tacking. Positioning the shrouds lower will rake (lean) the mast aft. This can help when sailing in higher winds.

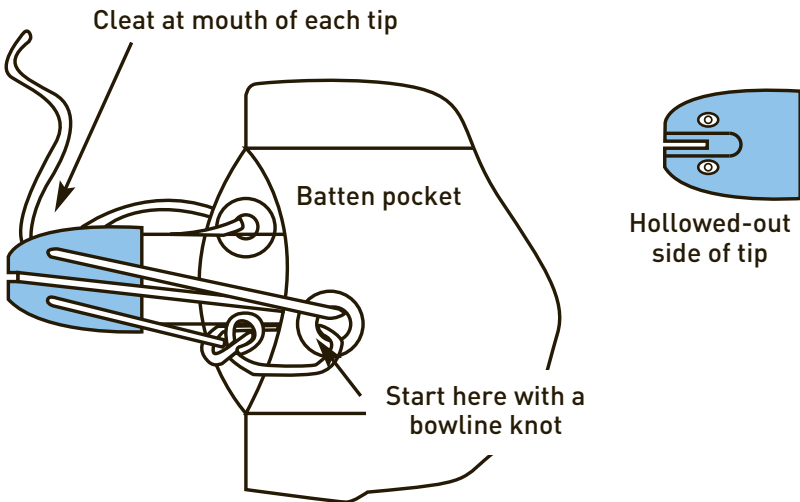




## Installing Sail Battens

①

Unfold the sail and lay it out on the trampoline. There will be a small bundle of thin lines tied to the top of the sail. These are the batten tension lines. Tie the batten tension lines to one of the small grommets at the end of each batten pocket as diagramed (one to each batten pocket). Tie the lines using a bowline knot as found in the “knots” page. It is best to tie the lines all to one side of the sail. Insert each batten (shortest at the top to longest at the bottom of the sail).



**NOTE:** The batten ends have a “V” jam cleat molded into them. These “V” jam cleats will keep the tension line from slipping in only one direction. Note the hollowed-out side of the cleats. Pull the line from the flush side toward the hollowed side.

②

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The upper two battens are narrower and have a different cleat shape. To be sure these cleats work correctly, position them so that the hollowed-out side of the cap faces the bowline that you have tied to the sail grommet. Position the larger caps so that the hollowed sides face away from each knot.

③

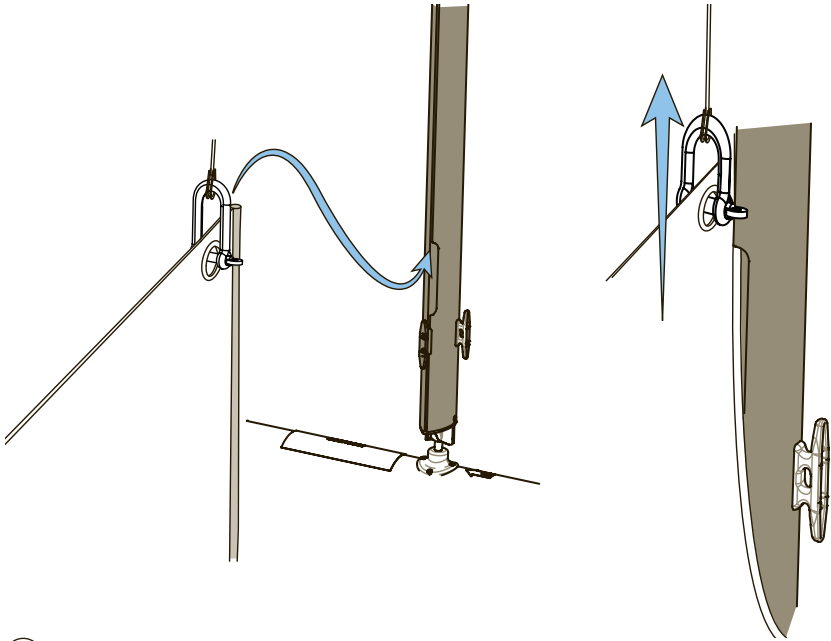
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Following the diagram on the previous page, lace the tension lines through each batten end cap. Pass the line through the hole in the cap then through the grommet on the opposite side. For the smaller caps, pass the line over the "V" cleat, and pull tight to force the batten into the pocket, then pull the line into the cleat to hold it. For the larger caps, pass the line through the second hole in the cap, then pass the line through the first grommet and back to the "V" cleat. Pull tension on the line forcing the batten into the pocket and cleat it. Tie a small figure 8 knot in the end of each line to prevent the battens from falling from the sail if the line releases from the cleat. Tension each batten so that the batten is well seated and the wrinkles in the batten pockets are removed. Excessive batten tension will cause the sail to be more difficult to handle.

## Raising the Sail

①

Place the sail in the center of the trampoline with the exposed batten ends to the rear. The front of the sail has what is called a “luff rope” running the length of it. This rope is fed into the mast “luff” track when raising the sail.



②

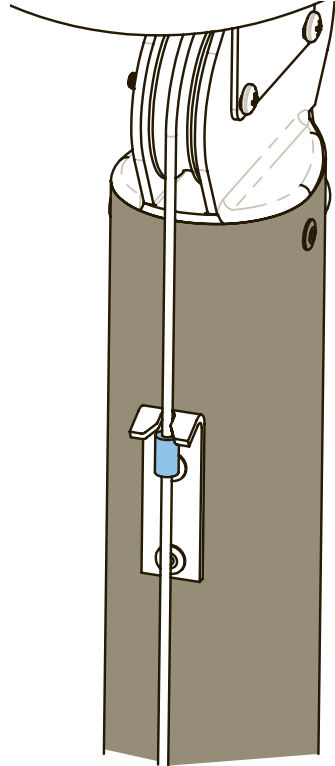
Hook the halyard to the top of the sail. Pass the tail of the halyard line through the thimble that holds the halyard hook and tie a knot. This will create a continuous loop with the halyard as with the flag halyard. This will allow you to pull the halyard hook back down the mast if the hook disengages from the sail while hoisting. Feed the top portion of sail into the mast track opening, then begin pulling on the halyard line. Use caution to be sure the sail feeds smoothly into the mast while raising. Hoist the sail all the way to the top of the mast. It will be necessary to help feed the sail into the track while hoisting.

③

There is a two-fingered hook at the top of the mast. The halyard has a small bead of metal which is held by this hook when fully raised.

④

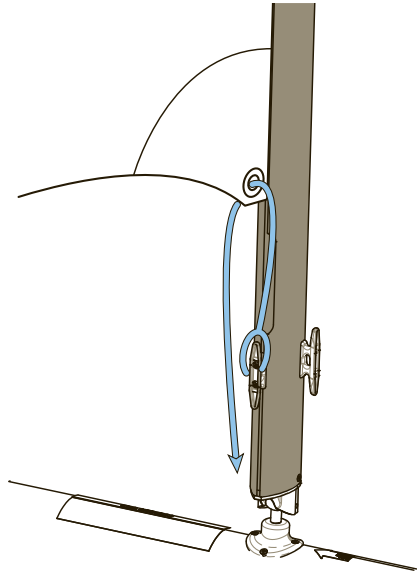
When fully raised, pull the halyard line (while still holding tension) forward and away from the mast. Keep the line centered with the mast. Then pull the line back against the mast. This will place the bead below the two fingered hook. Release the halyard to engage the hook. Repeat the process if the sail does not remain at the top of the mast. The line must be centered with the mast to engage the hook. Tie the halyard line to the mast cleat.



## Downhaul

①

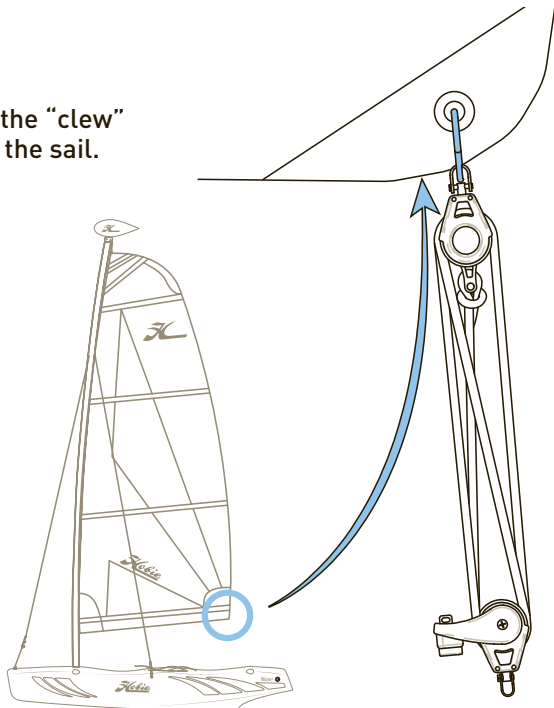
Locate the downhaul line. Tie it to the sail "tack" grommet near the mast (when finished sailing, leave it tied here). Pass the line down and through the center of the cleat mounted in the luff track of the mast. Run the line up to and through the "tack" grommet. Run the line back down to the cleat. Tension it and then tie to the cleat.



## Mainsheet

①

Hook the mainsheet to the "clew" grommet at the rear of the sail.

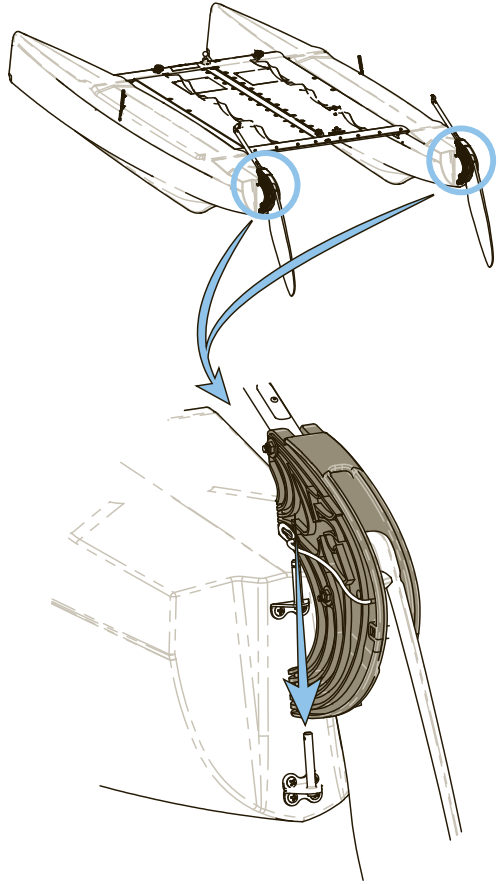


## Rudder Installation

①

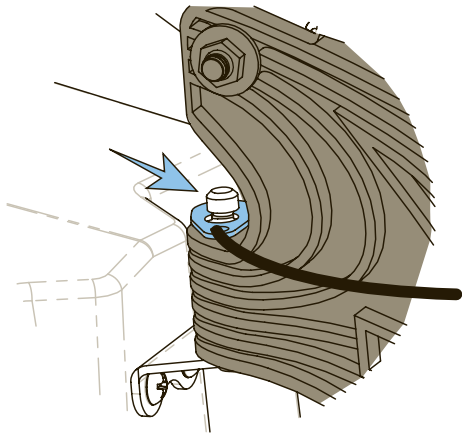
Line up the rudder pintles (metal pegs on the hulls) with the rudder housing. Push the rudder housing down onto the pintles.

**NOTE:** The rudder must be between the up and down position in order to install and remove the rudders from the pintles.



②

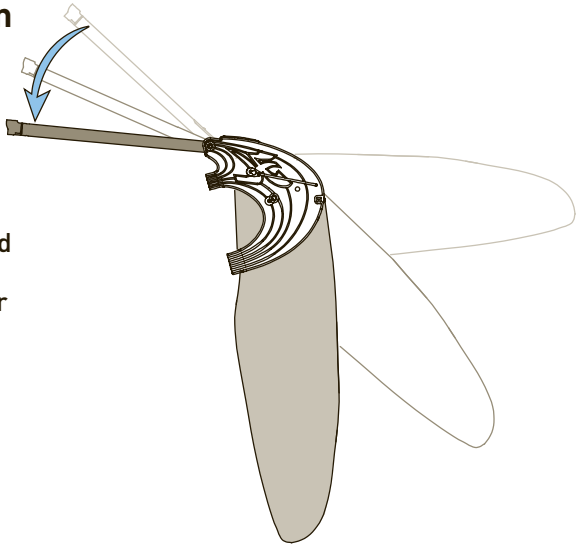
Place the locking key over the groove in the upper pintle. This key will prevent the rudders from falling off the boat in the event of a capsize.



## Rudder Operation

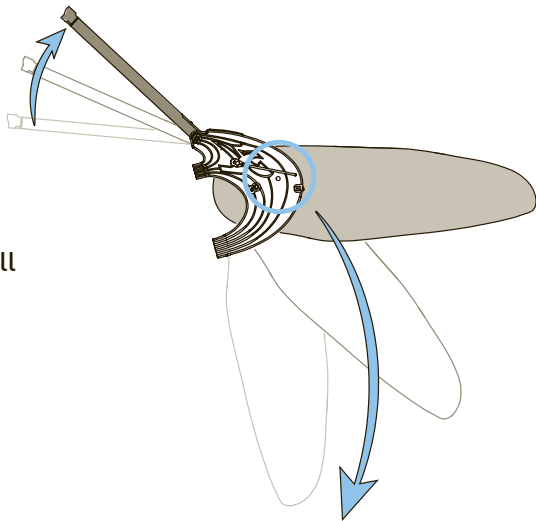
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The rudders are locked in the “down” position by pushing on the tiller arm.



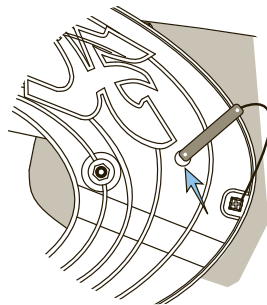
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To raise the rudder, pull up on the tiller arm.



③

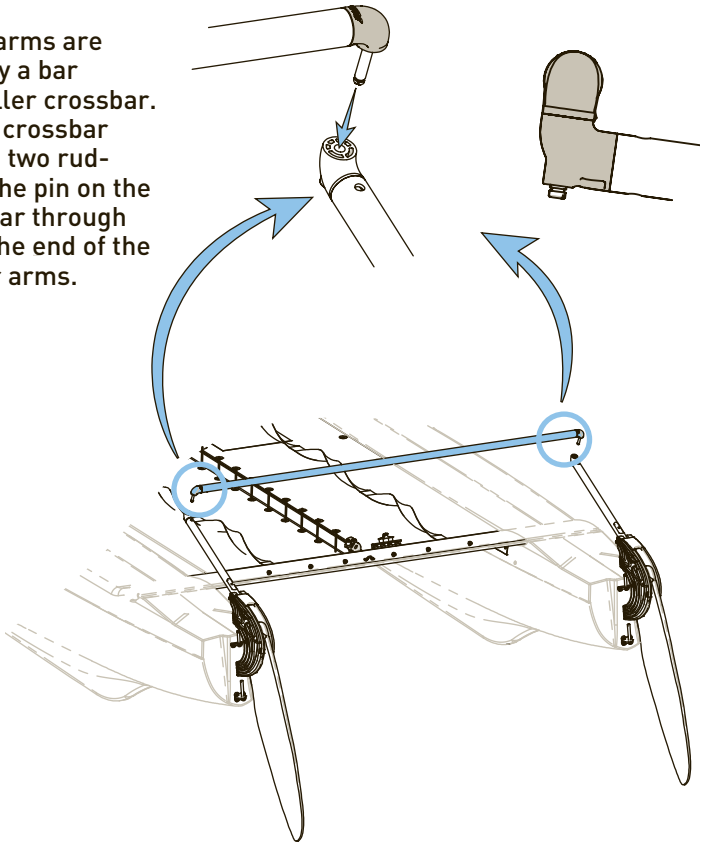
If you want to keep the rudder in the “up” position for transport, install the pin through the rudder and housing. Remove the pin before lowering.



## Tiller Crossbar

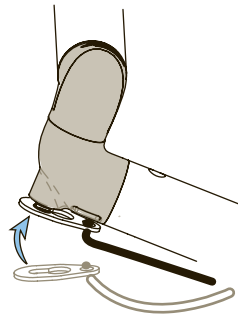
①

The rudder arms are connected by a bar called the tiller crossbar. Position the crossbar between the two rudders. Slide the pin on the tiller crossbar through the hole at the end of the rudder tiller arms.



②

Lock the key on the bungee cord onto the groove that is on the stainless steel pin.



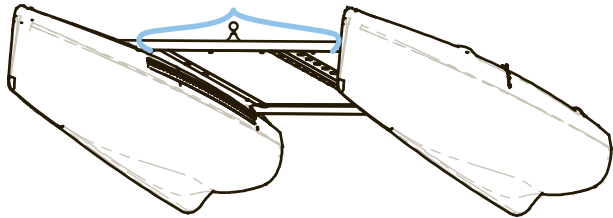


## Righting Line

The righting line is the white and blue line in your box of small parts.

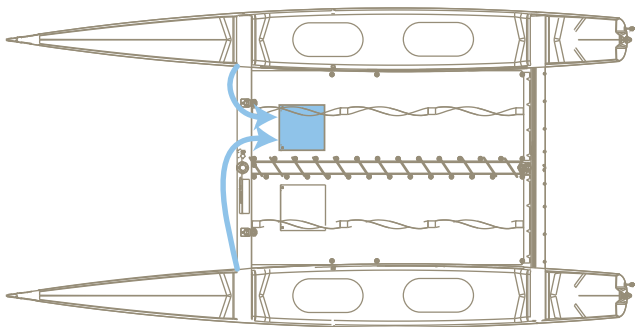
①

Run each end of the line over the cross bar and through the eye strap on the bottom, and up through the hole in the tramp. Tie the line off with a bowline knot.



②

Once the line is securely tied, you can tuck away the excess like in the pocket on the trampoline to help keep your lines organized.



## Sailing your Wave

Safe and sane guidelines for the beginner; and an easy review for the experienced.

## Balancing the boat

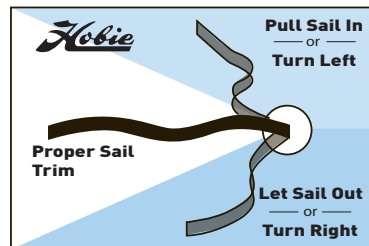
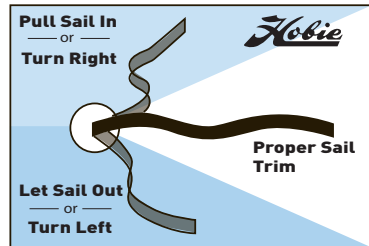
When sailing, sit on the upwind side of the boat (wind on your back) just in front of the tiller, facing the sail. Balance your weight further outboard as the boat begins to tip or heel over with the wind in the sails. Tuck one foot under the hiking strap for balance. Use your hand that is forward to hold and control the mainsheet. Use your hand that is aft to steer.

## Steering

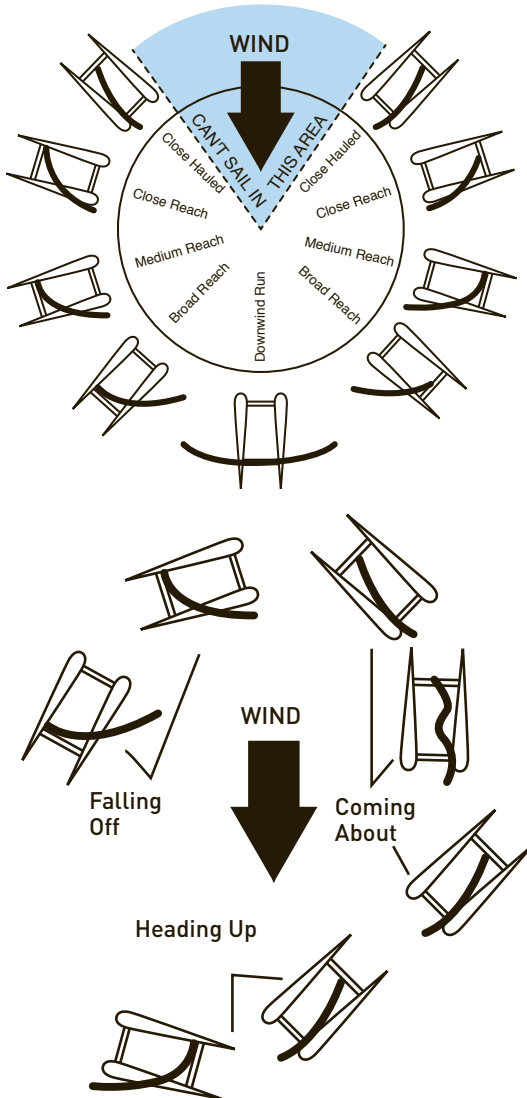
Steer the boat by pushing the tiller away from you to turn towards the wind. Pull the tiller towards you to turn away from the wind. Keep the movement of the tiller to a minimum to prevent over-steering. This will help you keep the boat moving in a straight line as you pay attention to other watercraft and sail adjustments.

## Sail Power

Face the sail to monitor the trim or adjustment of the sail. When the front of the sail, just behind the mast, luffs or flutters in the breeze, you lose power. To start moving, pull the sail in just enough to stop the sail from luffing. There are also short ribbons hanging on either side of the sail. Follow the diagram of sail and course adjustments above using these “tell tails” to get optimum performance from the sail for all angles of sailing. The tell tails react to air flowing over the sail and will help you determine whether the sail is pulled in too tightly or too loosely. If you pull the sail in too tight, you will stall the sail power. Ease the sail out until it luffs, then pull it in just a little until it stops luffing. You will adjust the trim whenever the wind shifts direction or you change course.



Refer to the sail trim diagram for approximate sail settings for the different points of sail or directions you will be sailing. Note the “can’t sail zone”. You cannot sail in this direction due to the fact that the sail will luff constantly when pointed into the wind. If you get “stuck in irons” (stopped pointed into the wind), you will need to reverse the rudder and push the sail forward to back-wind. This will back the boat up. Reverse the rudders and let the sail out until the boat is positioned more across the wind (close reach). Then you can correctly trim the sail once again and start moving forward.



## Turning

To tack or turn the boat into and across the wind to the opposite direction (also known as “coming about”), follow the points of sail guide illustration and take the boat to the close hauled point of sail. This is when you are nearly 35 degrees from sailing straight into the wind. With the boat moving forward and not staling, push the tiller away from you slowly. When the boat is pointing straight into the wind the boat will become level. Ease the mainsheet trim out just a little. At this time move your body to the other side of the boat, switch hands with tiller and mainsheet and begin to bring the rudder back to straight. The crew should move across the trampoline at the same time. The crew is responsible to ease the jib sheet just after the main sail is released and sheet the jib onto the new course before the mainsheet is trimmed. This action by the crew will prevent the boat stalling head to wind. As the boat comes across the wind and falls off onto the opposite, close hauled point of sail, bring the tiller all the way back to proper sail trim. If you stall pointing into the wind and you cannot steer the boat, refer back to the sail power description concerning getting stuck in irons.

When sailing downwind, the turn from one point of sail across to the other is called a jibe. The jibe is completed by turning away from the wind (falling off) to the opposite point of sail rather than into the wind as when tacking. Care must be taken when attempting a jibe as the boat will be at full power and you cannot easily de-power it without turning back into the wind. Also, be aware that the boat will be less stable in this maneuver as the sail will now have to swing clear across from fully out one side of the boat to fully out the other.

To start a jibe, turn the boat away from the wind and let the sail out slowly. Keep the turn going at a steady rate and being pulling the sail back in as the boat nears the straight downwind direction. This will help prevent the sail from slamming all the way across when the sail fills from the opposite side. Duck below the sail to avoid getting hit as the wind fills the sail from the opposite side and swings across the boat. Attempt to control the speed of the sail while it crosses the deck by maintaining some tension on the mainsheet. Then ease the mainsheet out quickly as the boat turns past the downwind direction onto the new point of sail. Trim the sail according to the desired point of sail.

## Launching the Boat

Launching the boat is easiest when the boat can be pointed into the wind to keep it de-powered and float into deep enough water to lower the rudders. It is possible to launch in shallow water with the rudders partly up. Try not to steer with too much force on the rudders until you lock them in the down position. Keep the sail loose and trimmed out completely.

When launching from a beach where the wind is blowing from the beach towards the water you simply keep the boat pointed into the wind. Drift backwards with the rudders in the up position and your weight towards the front of the boat. Stay forward as the boat drifts into deeper water. You can hold the sail out to catch wind backwards to increase reverse speed. Then move to the rear and lower the rudders. It will be easiest to lower only one rudder while moving backwards. Then lower the other when the boat begins to move forward again. Be aware of the intended direction you wish to sail when lowering the rudder and steer the boat as the rudder drops into the water. There will be a lot of force on the rudder to turn one way or the other when going backwards. Plan ahead and steer the rudders so that they will be pointing in that direction before dropping it into the water. Steer the boat while going backwards so the bow turns away from the wind and toward the direction you wish to sail. As the sail begins to fill with wind, the boat will slow then begin to move forward. Trim in the sail and off you go.

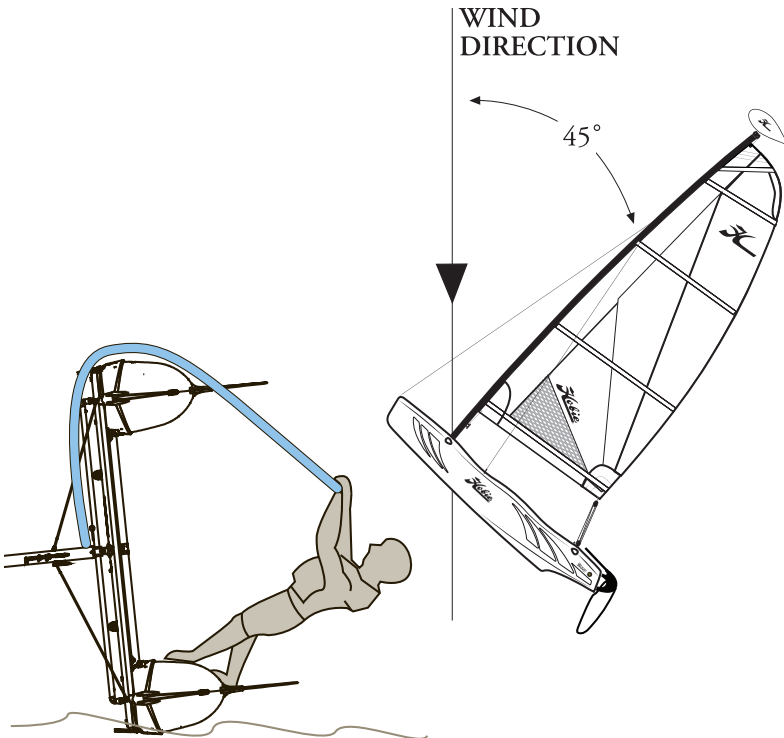
## Docking

Docking the Wave properly will prevent damage. Always dock and rig on the leeward side of a dock (the side the wind reaches last). Come in slowly and always be aware of the wind direction so you can properly de-power the boat when needed. The stronger the wind the more difficult the docking will be. Until you feel confident, you may want to practice with a friend who will remain on the dock and help slow you down if necessary.

## Righting the Boat

If you tip the boat over, stay with the boat. The boat will not sink and is easy to right. It is not necessary, but it is easier, to right the bow and the mast are pointed into the wind as in the following diagram.

There will be less wind resistance and better control in this position. Be sure the mainsheet is released, then swim around to the bottom of the boat. Skipper and crew should climb up on the hull and stand up. Using the righting line, skipper and crew pull the righting line that is against the upper hull and hold the line while slowly leaning back away from the trampoline. Lean to approximately 45 degrees for best leverage. As the mast and sail lift out of the water and the upper hull begins to drop back into the water, drop down to your knees then into the water. Hold onto the righting line near the crossbar or the crossbar itself near the hull that you were standing on. This will prevent the hull from being lifted into the air by momentum which could cause the boat to capsize once again. Be well aware of the hull and crossbar coming down over your head. Holding the crossbar or righting line will also insure that you remain with the boat when it is righted. Climb aboard and continue sailing.



## Beach Landings

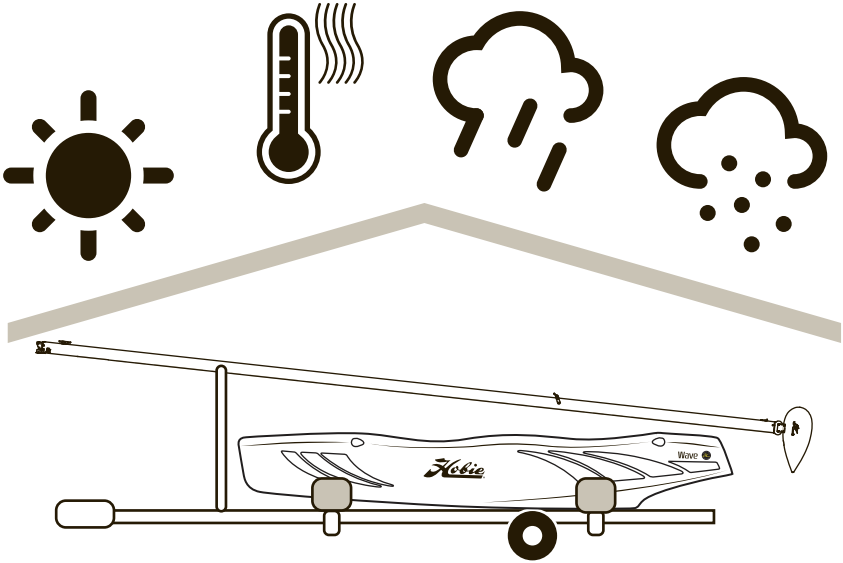
Landing on a beach is simple. The idea is to reach the beach in the point of sail nearest straight into the wind as possible. This will assure that you can properly de-power the sail once beached.

Approaching a beach when the wind is blowing from the beach out towards the water will require some planning so that you maintain power. Turn into shore just before the hulls or rudders touch the bottom. Plan so the final tack towards the location you choose to land is the tack that is nearest straight into the wind. Get a little closer to the beach than you need on the previous tack to account for wind shifts in direction and speed. This will give you a little room for error. This also will allow you to point a little further away from the wind after the tack to gain speed before heading up into the beach to de-power at the last moment.

When approaching a beach when the wind is blowing onshore, sail in towards the beach from either side of the landing spot. Sail in just short of touching the bottom with the rudders. Allow some distance to turn the boat out towards the water and into the wind just out from the landing spot. Turn sharply to head into the wind and stall the boat. Raise the rudders and drift back onto the beach.

Always keep the boat pointed into the wind while beached and keep the sail trimmed out and un-cleated.

## Store out of Weather



## Additional Storage Key Points

- Always open drain plugs and remove all water from boat.
- If you are living in freezing conditions, make sure all water is drained from all aluminum assemblies.
- Don't leave tie-down straps tight over a long period of time.
- Storing in non-recommended configurations can result in hull damage and can void your warranty.
- Always allow your sail to dry and store it in the bag to prevent fabric damage.
- If you are storing your sail long term, make sure it is stored in a cool, dry place.
- Do not store mast upright in freezing conditions. Water accumulation inside the mast extrusion can freeze and crack the aluminum.

## Transportation

The best way to transport your boat is to purchase a trailer from your dealer. Using proper cradles/rollers that support the hull, the boat can be transported without causing damage. Straps can be laid across the hulls and tied to the trailer crossbars. Straps should be tight, but not so tight that they distort the shape of the boat. Avoid using ratchet straps to prevent overtightening. **BOAT, MAST AND OTHER COMPONENTS SHOULD BE ATTACHED TO THE TRAILER WITH ADEQUATE TIE-DOWN STRAPS. FAILURE TO DO SO COULD CAUSE EXTENSIVE DAMAGE OR SERIOUS INJURY!**



## Loading Your Trailer

The weight of the boat, equipment and additional gear should never exceed the manufacturer's rated weight capacity. Proper distribution of the load is of vital importance. Too much weight on the hitch will cause "tail dragging" of the towing vehicle, impairing steering and raising headlights into the eyes of oncoming traffic. Too little or negative weight on the hitch, and the trailer will sway or "fishtail". The solution to proper distribution is often adjusting movable gear. A more permanent solution is to shift axle position before taking your boat to water the very first time.

## Towing Vehicle

Most vehicles are limited in towing capacity. Towing heavy loads places extra demands on the engine, transmission, breaks and other systems vital to the vehicle. Towing "packages" are available through most auto dealers and should be considered for heavy boats.



**Be sure to first consult your vehicle owner's manual to ensure that you comply with all recommendations, precautions and specifications.**

## Towing

Extra caution is necessary when towing any trailer. The heavier the rig, the more time required to accelerate, pass, and stop. For this reason, the maximum speed for vehicles with trailers is less than without a trailer in more states. A long rig requires a larger turning radius. Curbs and obstructions should be given wide clearance. Most boats on trailers obstruct the rear view mirror on the right side of the towing vehicle is required by law.

The trailer boatman should be familiar with traffic and highway laws relating to the towing of trailers. Towing a Hobie presents particular hazards that should be mentioned. A Hobie is very wide. Obstacles should be given plenty of room when you are passing them. Tie down straps or lashings should be of sufficient size and diameter and placed on all four corners. The mast support on a trailer is subject to a lot of side-to-side motion and consequently may fatigue where it is welded to the trailer. All this can be reduced by tying a line from each bow to the mast support. This will stiffen the rig up and prolong the life of the trailer.

## Launching and Retrieving

Prepare boat for launching at the top of the ramp or parking facility. Remove all tie-down straps, check boat plugs and fasten boat painter. Do not release winch line until the boat is in the water. Back trailer to the left if possible; backing left gives better launching visibility. Avoid dunking wheel bearings wherever possible. Never leave the towing vehicle unattended on the ramp with only the parking break set. If vehicle must be left while on the ramp, set transmission in “park” or first gear, in addition to setting the parking break. In retrieving your boat, make sure that the boat is properly placed on the trailer. Pull trailer up steadily to prevent spinning the wheels.

## Trailer Maintenance

**Lights:** Most state laws require two red taillights on the rear that may be combined with the stop and turn signals. Vehicles over 80 inches in width require clearance lights. If lights are dunked, waterproof light fixtures should be used. If water is allowed to enter the lamp may crack and short out the entire system. Water also promotes contact corrosion. Always carry spare lamps. The wire coupling to the towing vehicle should be high enough to stay dry. Never rely on the trailer hitch for ground connection. Four-pole connectors should be used.

The mast should not extend over three feet behind the rear light assembly.

**Wheels:** Tires should ALWAYS be inflated to manufacturer’s recommended pressure. Always carry a spare wheel and a jack that fit the boat trailer. If wheel bearings are always dunked, waterproof bearings and caps should be considered. If water is allowed into the hub, lubricating grease will float away and bearings will burn out or seize, causing damage and a safety hazard. Waterproofed bearings should be inspected prior to each boating season, others more often. Special care should be given when traveling on unimproved roadways with small diameter wheels.

If a spare wheel is not available, a spare wheel bearing set should be taken on long trips in case the grease seal has been broken.

## Frame and Rollers

Rust should not be allowed to accumulate. Remove rust and repaint with anti-rust paint. Some trailers offer galvanized coating to prevent rust. Rollers should roll freely and should not have checks, breaks or flat spots.

## Rinsing

The most effective maintenance tool on your Hobie Cat is a fresh water rinse after every use.

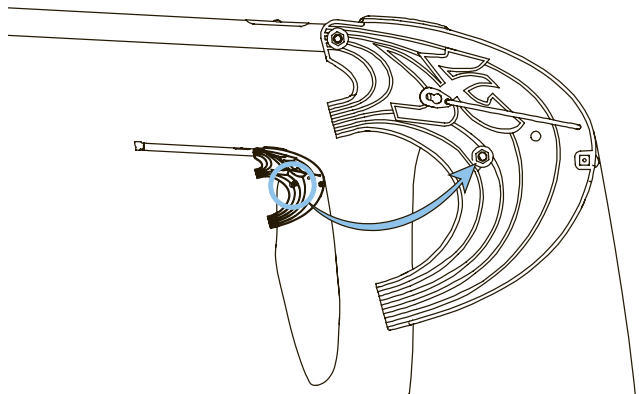


## Inspection

Check the entire boat before and after every use. Key areas to inspect are the rudder mounts, shroud/bridle mounts, and wire thimble (rust build-up and frayed wires.)

## Rudder Detent Pressure

Your rudder assembly come from the factory pre-adjusted for optimal detent pressure. This detent keeps the rudder in either the “up” or “down position. With a lot of use, the rudder detent pressure may need to be adjusted. To increase the amount of detent, tighten the bolts of the side of the rudder housing. It doesn't take much adjustment to make a big difference. IF THE BOLT IS TOO TIGHT IT WILL BIND RUDDER MOVEMENT.





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