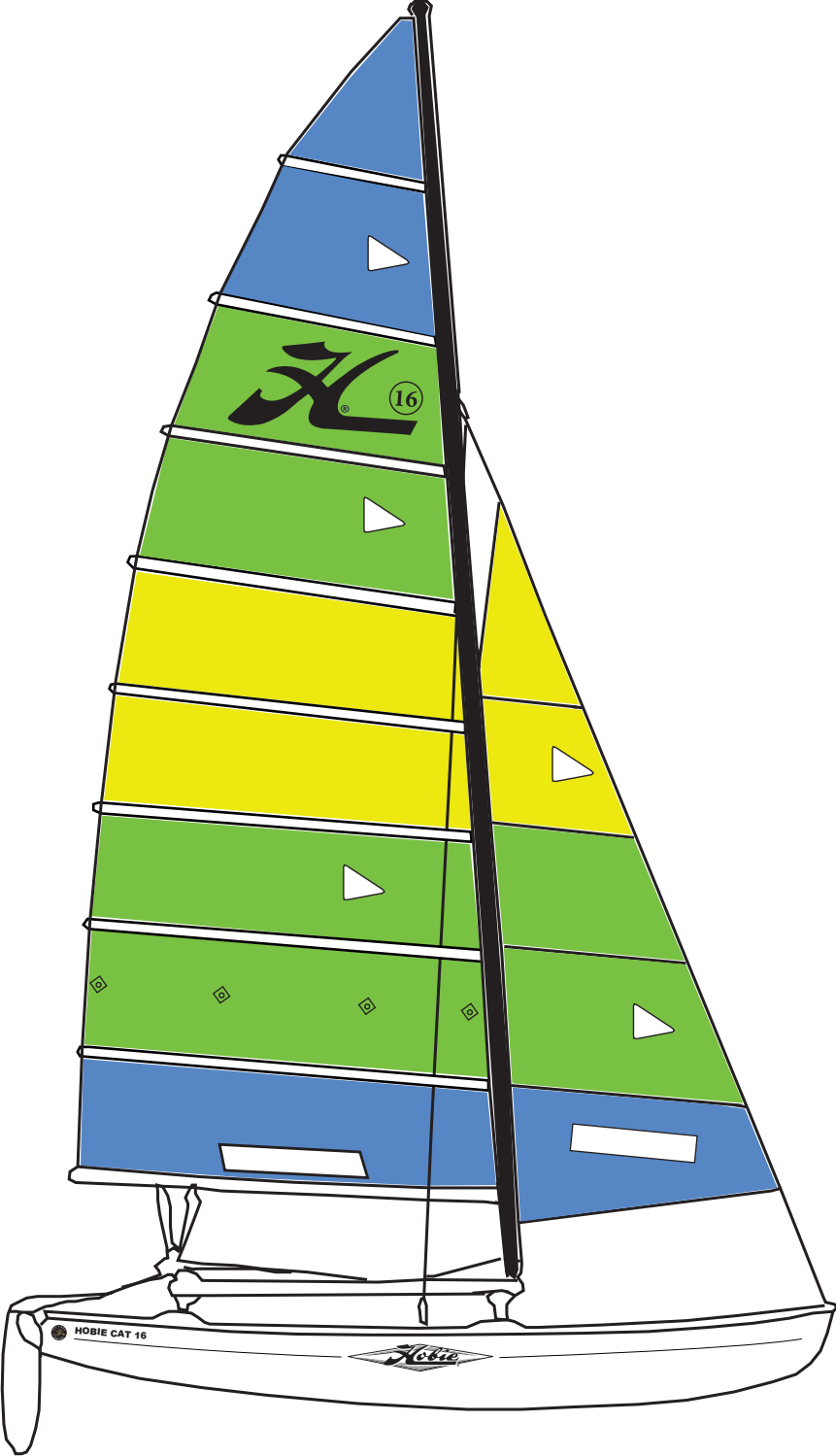




Hobie Cat® Europe  
**Owner's manual - Hobie 16**





## Hobie Cat® Europe Owner's manual - Hobie 16



Congratulations on the purchase of your new Hobie Cat and welcome to the Hobie sailing family. Your Hobie Cat will provide years of enjoyment for everyone, from children through senior citizens.

The Hobie 16 is the most popular catamaran in the world and is still the Hobie best seller ! From sailing school to high level competition, everybody can find a Hobie 16 to sail everywhere.

We offer this manual as a guide to increased safety and enjoyment of your new boat. The purpose of this publication is to provide easy, simple, accurate instructions on how to get your Hobie ready for the water and use it safely. Please read them carefully and familiarize yourself with your boat and all her parts.

Whether you are a new sailor or a veteran of many years, we recommend that you read this manual thoroughly before your first sail and TRY IT OUR WAY FIRST! If you are new to sailing, this manual alone is not intended to teach you how to sail. There are many excellent books, videos and courses on the safe handling of small sailboats. We suggest you contact your local sailboat dealer, college or Coast Guard Auxiliary for recommendations.

Your Hobie is equipped with a full aluminium mast. Watch for overhead wires whenever you are rigging, launching, sailing or trailering with the mast up. CONTACT OF THE MAST WITH POWER LINES COULD BE FATAL! Be certain that the rigging area and the area that you will be sailing in are free of overhead power lines. Report any such power lines to your local power authority and sail elsewhere.

We take pride in presenting this Hobie to you and hope that you'll take as much pride in owning her.

Fair winds and good sailing!

Hobie Cat Europe



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**KEEP THIS MANUAL IN A SAFE PLACE AND GIVE IT TO THE  
NEW OWNER IF YOU SELL YOUR BOAT**



## BOAT DESCRIPTION

	Length (m)	5,11
	Beam (m)	2,41
	Mast height (m)	7,92
	Weight (kg)	de 145 à 155 selon modèle
	Main sail area (m <sup>2</sup> )	13,77 / 10,50 (easy)
	Jib area (m <sup>2</sup> )	5,12 / 3,70 (easy)
	Spi area (m <sup>2</sup> )	17,5 (option)
	Maximum load (kg)	240
	Crew number	3
	Homologation EC N°	HCE 97 0063 S
	Module	Abis
	Category	C
Hull construction	Sandwich polyester	

### The manufacturing of Hobie Cats conforms to the following ISO norms :

Hull construction and scantlings	ISO 12215-1:2000
Stability and buoyancy assessment and categorization	ISO 12217-3:2002
Hull identification	ISO 10087:1995
Builder's plate	ISO FDIS 14945
Owner's manual	ISO 10240:2004
Small crafts - principal data	ISO FDIS 8666



## SAFETY ADVICES

### Read carefully before sailing :

- 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 (see the regulations in force).
- 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. Protect yourself against heat and sun.
- Learn about the local sea regulations.
- 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. Remove the plugs after sailing to drain any water that may have leaked into the hulls.

### Safety equipment :

All necessary safety equipment must be available on board. (Life jackets, etc.) and must correspond to the boat type, weather conditions, etc. This material is mandatory in some countries. The crew must know how to use this material and how to behave in case of emergency (men at sea, towing, etc.) ; Sailing schools and clubs regularly organise training sessions to learn how to use the safety equipment and how to behave in case of emergency.



Hobie Cat® Europe

## Owner's manual - Hobie 16

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### INTERNATIONAL HOBIE CLASS ASSOCIATION (I.H.C.A.)

### INTERNATIONAL HOBIE CLASS ASSOCIATION (I.H.C.A.)

Hobie Cat owners are organised in a world-wide class association : the IHCA (International Hobie Class Association).

For Europe, you can contact the EHCA (European Hobie Class Association).

Visit their web site : <http://ehca.hobieclass.com>  
to find the name and contact details of the association of you country.





## HANDLING & MAINTENANCE

### Before sailing, check the following points :

1/ Install the drain plugs (if any) – 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/ Check all fastenings :

- Mast tang shackles and shrouds (to prevent the mast to fall down)
- pins and trapeze rope locks (to prevent falling out in the water if the trapeze is not well fastened)
- pins and spring rings on the forestay and shrouds (to prevent the mast to fall down)
- spring rings on the rudder pins (to prevent losing the rudder assembly in case of capsizing)

## Transport

In order to avoid hull damages :

- Always use a dolly to transport your Hobie on the beach (even if it is sand beach) and for launching. Step into the water with the dolly and once the cata is afloat take out the dolly.
- DO NOT BEACH. Beaching, even smoothly, may damage the hulls. use your beach dolly to take the boat out of the water.
- For towing, always use an homologated road trailer with cradles.

## Launching your Hobie Cat

Launching the boat is easiest when the boat can be pointed into the wind to keep it de-powered and floated 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 until you can power up and steer away from any obstacle.



## HANDLING & MAINTENANCE

### Righting your Hobie Cat



If you tip the boat over, in order to avoid the mast from sinking under the hull, one of the crew must rapidly climb on the hull that remains on the water. In the meantime, the other crew uncles all the lines and sheets.

It is not necessary, but it is easier, to right the boat when the bow and the mast are pointed into the wind. There will be less resistance and better control in this position.

Skipper and crew stand up on the hull. 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. As the mast and sail lift out of the water, drop down to your knees then into the water. Hold on to the crossbar near the hull that you were standing on.

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.

### Maintenance of your Hobie

This manual is not an exhaustive guide for the maintenance or repair of your Hobie. In case of difficulties, take contact with the builder or his representative.

Always use the service of an experienced professional for the maintenance, the mounting of accessories or the modifications to your Hobie.

Modification that may affect the safety use of the boat must be checked before processing and made by an experienced professional. The builder cannot be held responsible for modification that he has not duly approved.

In some countries, prior authorisations are necessary or specific regulations are in force. Check them.

Always maintain your boat and take into account the deterioration that may occur with the time or following inappropriate or intensive use. Any boat (even the strongest one) may be severely damaged if it is not used the right way. This is not compatible with a safe sailing.

- Hobie Cat does not recommend leaving your Hobie in the water on a mooring. Accelerated wear to the boat and rigging will be experienced. Damage to the hull material is possible. Limitation of the mast rotation and tensioning of the rigging are required to lessen this wear. Inspect rigging often and tape rigging rings and shackles to prevent loosening.
- After sailing, it is recommended to wash the hulls to remove the salt. Also remove the sails and wash them. Only store them when they are perfectly wet.
- There is one plug in the rear of each hull. These plugs are used to drain the hulls. The plugs should be in place before sailing. Remove the plugs after sailing to drain any water that may have leaked into the hulls. It is best to travel with and store the boat with the plugs removed to allow for pressure changes due to heating, cooling, and altitude changes. This will prevent warping of the hull surface.





## WARRANTY

This warranty applies to customers of Hobie Cat Europe.

The boat is warranted to the original retail customer for two years from the date of retail purchase against defects in materials and workmanship.

The spare parts are warranted for two year.

The components coverage applies only to the original retail customer. The warranty is not transferable.

In no case, the repairs made will extend the initial date of the warranty, except for any replacement or repaired parts.

The Warranty Registration Card is required by law for use in the event of a product problem notification.

The warranty is only effective if the boat is sold by an authorised Hobie Cat dealer.

What is covered?

Replacement parts and labour. According to the decision of Hobie Cat Europe, the dealer will make the repairs himself or through an external contractor, after presentation of an estimate and written agreement from HCE. The dealer will be then reimbursed after presentation of the invoice. The warranty covering these repairs will no longer be at HCE's charge but at the contractor's charge.

What is not covered?

- normal wear and discoloration
- Transport charges to or from the dealer's shop to the client
- charges occurred in case of an on-the-spot repair.
- Damages caused by abuse or failure to perform normal maintenance (see assembly manual), by a defective or abnormal use or by a bad storage.
- Discoloration, blistering or grazing of gelcoat caused by boat being moored or stored in salt or fresh water.
- The boat is not covered under warranty if the boats are hired or placed in commercial service.
- Hobie Cat Europe is not responsible for boat damage as a result of adding additional blocks to the original manufacturer's sheeting arrangement.
- Any other expenses: CONSEQUENTIAL DAMAGES, INCIDENTAL DAMAGES, OR INCIDENTAL EXPENSES, INCLUDING DAMAGE TO PROPERTY.

How to obtain warranty performance within 30 days of discovering the defect:

Bring your boat to the nearest authorised Hobie Cat Europe dealer (a list of the dealers is available at HCE). Be sure to take proof of date of retail purchase (invoice). All payments for in-warranty expenses shall be made by Hobie Cat Europe to the Hobie Cat Europe dealer and not to the customer.

Implied warranties:

IMPLIED WARRANTIES, INCLUDING THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, SHALL BE NO LONGER THAN THE DURATION OF THIS EXPRESS WARRANTY.

Hobie Cat Europe makes no express warranties in addition to this limited warranty. Hobie Cat Europe's dealers have no authority to make any warranties on behalf of Hobie Cat Europe in addition to or inconsistent with those stated herein.

To the extent any provision of this warranty is prohibited by federal, state, or municipal law and cannot be pre-empted, it shall not be applicable.

HOW IT WORKS?

It is essential that for each sold boat, the warranty card be completely filled in, signed by the dealer and the customer, and that the copy for Hobie Cat Europe be returned to the factory within 8 days of boat delivery.

For all claims the warranty department must be contacted. The final decision regarding warranty claims lies with this service.

SPECIAL NOTES:

1. All warranty transactions will be handled through the claiming dealership and not directly with the customer.
2. Hobie Cat dealers are responsible for proper diagnosis and completion of all warranty claims.
3. If in doubts about warranty coverage of a particular problem, contact the Warranty department first.
4. Warranty work may be carried out by an authorised dealer other than the original seller of the boat, however for all warranty requests it is mandatory to fax or mail a copy of the completely filled out warranty card which must have been registered immediately following delivery to the customer.
5. As warranty work is registered following the information of the warranty card, it is mandatory that the card be filled out in detail in all the boxes. Failure to cite a hull, sail, or serial numbers on the warranty will make claims impossible to process.



## YOUR DISTRIBUTOR

Distributor's stamp



Your dealer is our representative and will bring you all necessary assistance in order to solve problems you may encounter.

As soon as you become owner, please date and sign this receipt (below) and give it to your dealer to be covered by our warranty.

Please carefully read the warranty conditions written in this manual.

Please carefully and thoughtfully read this manual. Keep it in a safe place

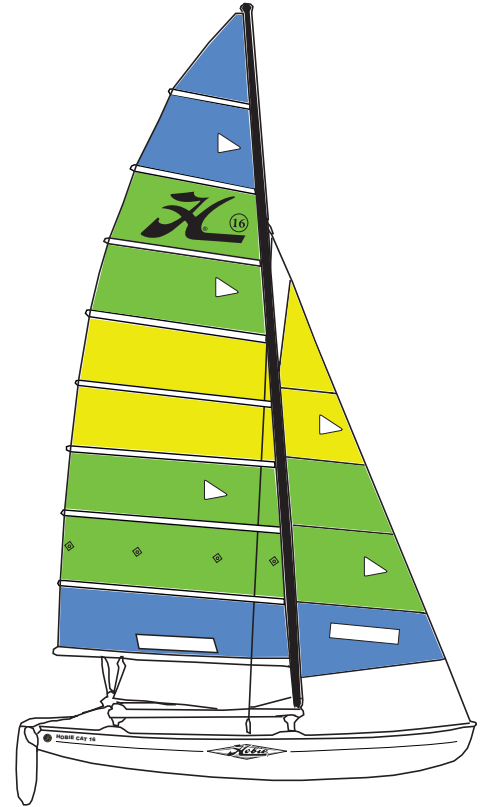
Give it to the new owner if you resell your Hobie.



## LIST OF THE PARTS

### List of the parts delivered

- Hulls (2)
- Front crossbar
- Rear crossbar
- Side bars (2)
- Mast (with mast step link for safety assembly)
- Boom (except HC16 Easy)
- Trampoline
- Rig bag
- Wire bag
- Rope bag
- Rudder assemblies (2)
- Tiller crossbar
- Tiller extension
- Main sail + battens (7)
- Jib
- Spinnaker kit (option)



### Necessary tools

- One pair of pliers
- One rubber mallet
- 1 flat screwdriver
- 2 wrenches #17 and #10
- 1 driller with a #10 auger

## LIST OF THE PARTS



### Wires

- Big jib halyard block
- Small jib halyard block
- 2 sets of trapeze (1 for Easy & Classic models)
- 2 shrouds
- Forestay + pigtail + 8 mm shackle



### Trapezes

- 4 Trapeze handles (2 for Easy & Classic)
- 4 adjusting rope locks (2 for Easy & Classic)
- 2 shackles
- 2 Trapeze shock cords (1 for Easy & Classic)
- 2 trapeze lines



### Cordages

1. Main halyard rope
2. Jib sheet
3. Richting line
4. Jib halyard rope
5. Main sail tack line
6. Trampoline side lacing line
7. 2 trampoline rear lacing lines



## LIST OF THE PARTS



### Rig bag

- 2 stay adjusters + twist toggles
- 2 stay adjuster + shackles
- Additional stay adjuster (16 Race)
- 4 pylon screws + 4 pylon screws
- Tiller connection kit (except 16 Race)
- 2 rudder pin
- 2 jibsheet blocks + shackles
- Teflon washer
- 4 split rings
- 2 drain plugs + washers
- Gooseneck
- SSI main traveller
- Mainsheet system mounted



## HULL / CROSSBAR ASSEMBLY

Position the hulls parallel (2 meters apart) and check the left from the right hull (anti-skid on the deck towards the outside). Start each corner casting onto the pylon just to get them together. Use the soft mallet.



1. Insert the sidebars in their slots on the front crossbar. The flared portion of the sidebar track must be forward and facing inward. Fit in the rear crossbar onto the rear of the hulls and on the other end of each sidebar.



2. Once the frame is assembled and fitted onto the hulls, drive each corner casting down onto the pylon until the bolt holes line up. Strike the casting directly over the pylon only. Use the soft mallet only.



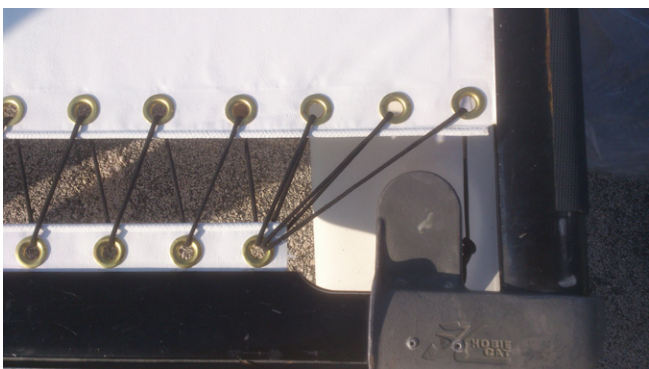
3. Once the frame is definitely adjusted, we strongly recommend to redrill each bolt passage with an auger of 10 in order to ease the fitting of the bolts (drill alternatively each side of the pylon).
4. Install the four pylon bolts and nuts, with the nuts inboard. Tighten securely, but do not over-torque.

TIP : do not hesitate to file off the top of the pylons. This will avoid gripping and jamming when you fit the frame.

## TRAMPOLINE ASSEMBLY - RIGHTING LINE



1. Insert trampoline half into the flared sidebar track so that the grommets are running down the center and across the back. Position the forward edge even with the forward crossbar. Insert the forward edge of the trampoline into the front cross bar track adjacent to the corner casting and slide it all the way to the center. Repeat this operation for the opposite side. Install the aft lacing strip by feeding the larger bead into the track in the aft crossbar. Make sure it is centered.  
NB : The hiking straps should be on top.



2. Tie each aft lacing line to the aft corner casting as follows : Start with an 8 knot at one end of the line which you will block into the inferior hole of the rear casting (behind the crossbar fitting). Then, pass the line through the grommet on the side of the trampoline (from underneath), then in the rear trampoline strip (from above). After 3 or 4 laces, temporarily tie it at the aft end. Repeat the same operation on the other side.  
NB : Make sure you passe the line above the crossbar binding nut to avoid friction during sailing.



3. Tie the center lacing line. Start with a bowline knot. Lace the line back and forth taking up slack as you go. When lacing go through the grommets over/under.



4. Stop the central lacing by a triangle. Use the central grommet on the rear trampoline stripe. Make a key at the end.
5. Temporarily tie off the line at the aft end, then remove slack again by working it out front to back. Lace the two aft lines simultaneously in the same manner.

### Righting line

Attach the righting line to one of the front pylon with a figure eight knot. Tie the other end to the opposite pylon. The line should be lead under the trampoline through the center lacing.

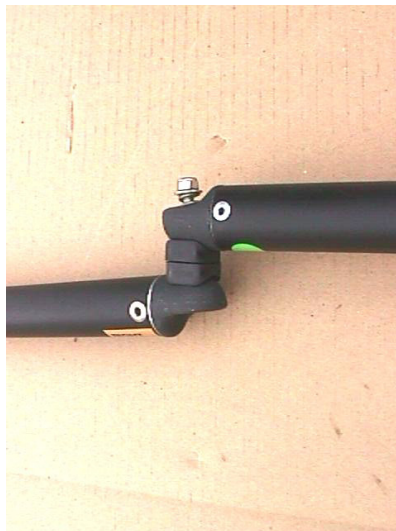
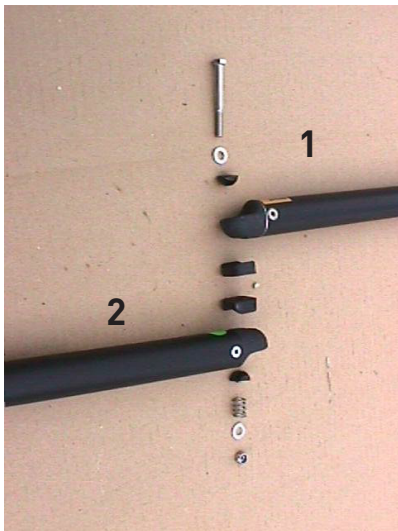
## RUDDER ASSEMBLY



### 1. Rudder head

Identify the right rudder assembly (green sticker) and the left one (red sticker). They must not be reversed. Slip the rudder pin down through the casting and gudgeons. Insert the split pin in the hole of the rudder pin so that it prevents it from falling down. Do the same thing on the opposite side.

Make sure that the plastic cam has the nose up as indicated on the drawing.



### 2. Standard tiller crossbar

Attach the tiller crossbar (1) to the Rudder arm (2). Pay attention to the left and right side. Insert the screw as shown on the photo. Repeat the same operation on the opposite side.



### 3. Race tiller crossbar





## RUDDER ASSEMBLY



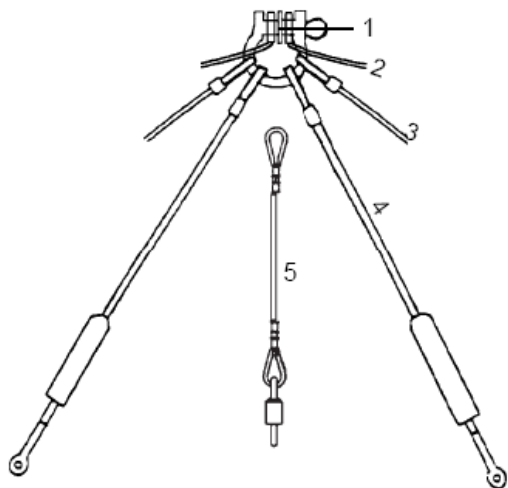
### 4. Rudder adjustment

The two rudder blades must be parallel or slightly turned inside (3-4 mm). To do this it is necessary to adjust the length of the tiller crossbar. The screw under the tiller crossbar allows for this adjustment. Unscrew it and you can move the bar inside or outside. Once the rudder blades are well trimmed, do not forget to retighten the screw.



### 5. Fixation of the tiller extension (all models)

## MAST PREPARATION

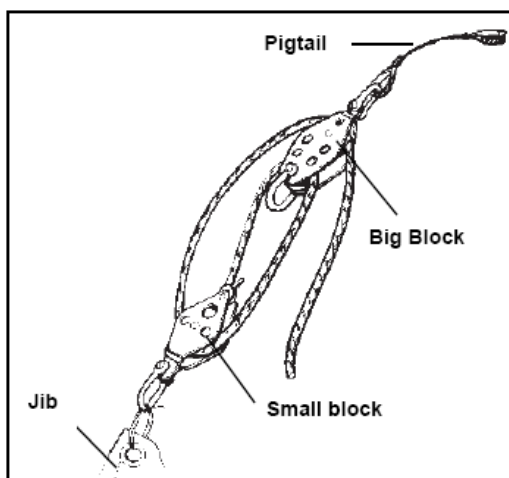


1. Take the wire sets and install them along the mast as shown on the drawing below :

- helm's trapeze (2)
- crew's trapeze (3)
- shroud (4)
- forestay + pigtail (5)
- shroud
- crew's trapeze
- helm's trapeze

Use the shackle to fix the wires to the mast tang (1) insuring that :

- a) the trapezes are slipped around the shackle pin apart from the mast tang.
- b) the forestay is between the two shrouds



2. Attach the big block to the pigtail with a shackle. Hook the halyard to the small block with a bowline block. Slip it into the lower sheave of the big block then back to the sheave of the small block and then in the upper sheave of the big block. (see the drawing).



3. Take the small block down to the bottom of the mast. Thread the jib halyard around the cheek block at the base of the mast, through the jib downhaul block and around the cleat as shown.

## MAST PREPARATION

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4. Take the small block down to the bottom of the mast. Thread the jib halyard around the cheek block at the base of the mast, through the jib downhaul block and around the cleat as shown.



5. Attach the main halyard rope to the main halyard wire (falling from the mast head) with a bowline knot. Set the halyard wire and rope alongside the mast. Attach the main halyard rope to the black cleat and then thread it through the shackle of the halyard cable and secure it back to the black cleat.



6. Attach the opposite ends of the bridle wire to the shackle on the bottom of the forestay adjuster. If you have a jib furler, attach the two ends of the bridles to the furler chain plate using the shackle.

## MAST PREPARATION



7. Check that the bolts of the shroud anchor bars are well tightened. Attach the shroud stay adjuster to the anchor bolts on each hull with the clevis pins and lock rings supplied.



8. Place the mast pivot bearing in the mast step cup. Install the mast step link following the instructions supplied with the kit.
9. lay the mast on top of the frame with the mast head aft. Position the mast foot in front of the step link body in order to insert the pin through.



10. Attach the shrouds to the top holes of the adjusters. Make sure that the shrouds are not crossed at the mast tang. Put the shroud covers over the adjusters. The mast is ready for stepping.

## STEPPING THE MAST



**ATTENTION - DANGER ALUMINIUM MAST -**  
**When stepping the mast or launching the boat watch for overhead electric wires. Shock or even death could result if the mast comes in contact with overhead electric wires.**

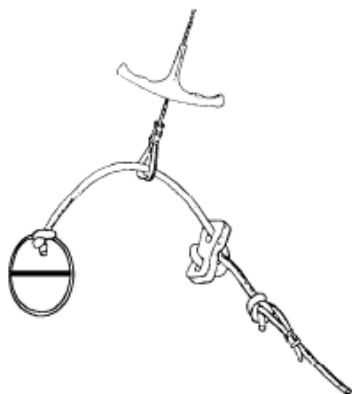
We recommend that you have someone assist you. As you begin to raise the mast the link will rotate upward. Stand on the rear crossbar and raise the mast to your shoulder. At this point, insure that the shrouds are clear of the rudders and rear corner castings. An assistant is recommended. Walk forward raising the mast as you go. At the full upright position, lean the mast forward against the shrouds and have an assistant attach the forestay (upper hole).

NB : Later adjustment may be necessary.



Once the mast is upright, take the pin off the mast step link.

Attach one of the shroud to the four or fifth hole of the stay adjuster. Have someone pulling down on the trapeze in order to relieve the shroud. Do the same operation on the opposite side. Caution : it is necessary to have the same tension on both sides. Then put the shrouds covers completely over the stay adjusters.



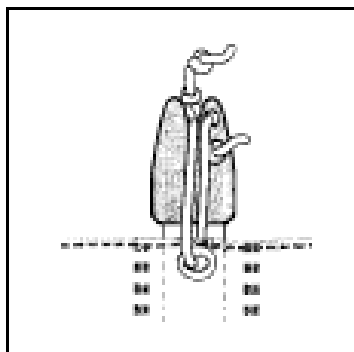
### Trapeze adjustment

Assemble the trapeze adjustment components as shown in the illustration. The shock cord should pass beneath the trampoline frame from the port trapeze line to the starboard line

## MAIN SAIL



**Before hoisting the sail, place your Hobie Cat directly into the wind**



Unfold the mainsail on the trampoline and insert the battens starting from the top of the sail.

### 1. How to fix the race battens

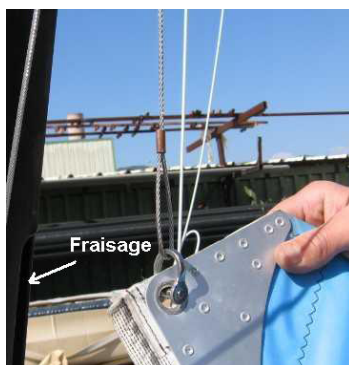
Insert the batten tie in one of the hole of the batten end cap, feed it into the opposite grommet of the batten pocket, then into the second hole of the batten end cap, then back in the first grommet and secure it with a knot into the V groove. Batten tension can be varied to suit personal preference or sailing conditions.



### 2. Standard battens (Classic, Club et Easy)

NB :

The battens should be stiff. It may be necessary to make adjustments and retighten them periodically after sailing



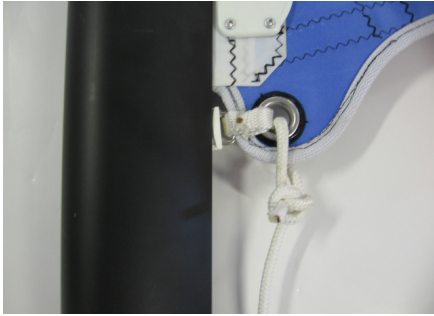
3. Take the halyard rope and the halyard wire which are attached together on the mast and pull them apart. Pull on the halyard rope to hoist a bit the halyard wire

4. Feed the luff into the opening in the mast track and attach the halyard shackle to head of the sail. Continue pulling the halyard and feeding the sail until it reaches the top. When the sail is all the way up, pull the halyard forward sufficient for the stop sleeve to clear the halyard hook.



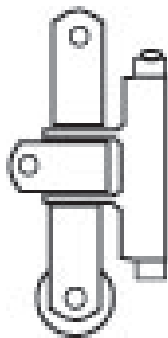
5. Once the sleeve is past the hook position, pull the halyard so that the sleeve will engage the hook when you release tension.

## MAIN SAIL TACK LINE



### Hobie 16 Easy

This model has no boom. To fix the tack point attach the supplied tack line in the grommet at the tack point of the main sail using a bow line knot, lead the line down to and around the black cleat, then up through the grommet and down again around the cleat. Secure the line around the cleat.



### Hobie 16 Classic & Club

#### 1. Gooseneck

Take the gooseneck and fix it to the grommet of the sail (at the clew). The sheave is facing down. Feed the gooseneck slider in the opening of the mast and pull it down in the gorge.

**NB :** in order to check that it is secured, untie the halyard rope and pull the sail somewhat down. In order to avoid crossing the halyard rope with the wires, it is recommended to route the halyard from the front to the starboard side and around behind the starboard shroud and trapeze wires. Secure it to the white mast cleat at the bottom of the mast and stow the excess line.



#### 2. Boom

Take the boom Feed the foot of the sail into the track opening in the forward end of the boom. Fix the boom to the gooseneck. Lead the outhaul (already tied to the mainsail clew) around the boom cap, through the block hanger and through the outhaul jam cleat. Tie a figure eight knot in the end of the line.

#### 3. Downhaul line

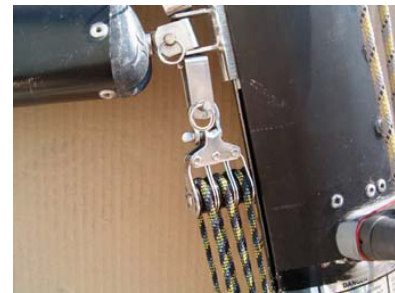
Tie the downhaul line onto the cleat with a palstek (check that the cleat is well fixed) lead it into the gooseneck sheave, down to the cleat and fix it. This allows to tension the luff of the sail.

## BOOM AND CUNNINGHAM (RACE)



### 1. Gooseneck and Boom

Install the gooseneck and the boom in the same way as for Classic et Club models. The difference is that the «race» gooseneck has no sheave. The boom is specially equipped with a cleat and pulley.



### 2. Cunningham

Fix the upper triple block to the lowest gooseneck thimble using the supplied 4 mm shackle. The cunningham line is threaded in the same way as the mainheet system (6:1 purchase). No other system is authorized by the Hobie Cat class rules.



## MAINSHEET SYSTEM



The mainsheet system is already mounted when delivered with your boat. We indicate hereunder the way to thread it, in case that you need to change the line. Shackle the boom block to the boom block hanger. Shackle the ratchet block to the traveller car (the jam cleat facing inboard).

Take the mainsheet rope :

- Tie a eight figure knot at the end of the mainsheet and feed it through the upper strap of the ratchet block and then,
- up into the first sheave of the boom block from front to rear
- down into the first sheave of the ratchet block from front to rear
- up into the second sheave of the boom block from rear to front
- down into the second sheave of the ratchet block from front to rear
- up into the third sheave of the boom block from rear to front
- down into the third sheave of the ratchet block from rear to front



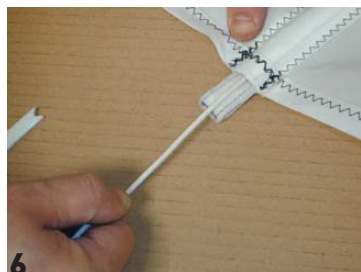
Feed it then into the lower strap of the cam cleat of the ratchet block.

Run the free end of the mainsheet through the cam cleat of the aft crossbar, through the traveller car from inside to outside, and the dead eye behind the cam cleat. Tie a figure eight knot to secure the line.

Sheet in and out to see if all is well mounted.

## JIB

Unfold the jib on the trampoline and insert the battens in their pockets following the instructions below. (If you have a jib furler, your jib is not battened. Go to the next step).



1. Make sure the line is correctly inserted in the hole of the strap.
2. Insert the batten in its pocket
3. Bend the strap in half and insert the end in the batten pocket.
4. Introduce the batten pusher in the batten pocket, making sure the line is positioned in the « V » of the batten pusher.
5. Push the batten pusher in the batten pocket until the desired tension is obtained.
6. Simply pull on the line to take the batten out of its pocket.



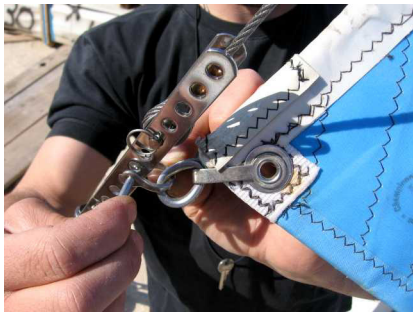
Take the jib sheet. Thread one end in the external hole of the jib traveler car and secure it with a knot. The knot is outside the frame.



Lead the jib sheet to one of the clew blocks and back through the second hole of the Trentec traveller car, then back to the jib block on the front crossbar, leading it first through the sheaves and then under the strap of the cam cleat. Repeat the operation on the opposite side in a reverse manner : feed the jib sheet under the strap of the opposite jib block on the front crossbar, then between the sheaves, then through the 2nd hole of the Trentec traveller car (the one towards the inside) from outside to inside, and then back to the first hole of the traveller from inside to outside. Secure the end of the line with a knot.

NB : to lead the jib sheet from one jib block to the other, be careful to stay inside of the boat. Never lead the rope behind the mast.

## JIB



WITHOUT FURLER



WITH FURLER

1. Shackle the jib tack to the 4th or 5th hole of the forestay adjuster (depending on the sailing conditions).



2. Take the jib block at the bottom of the mast and fix it to the head of the jib. The small line on the jib is a further security.
3. Secure the plastic hank to the forestay by twisting it 90° onto the wire and hoist the jib. Secure the jib halyard on the cleat at the bottom of the mast and stow the excess line on the trampoline pocket.



4. Shackle the small jib blocks to the jib clew plate. Check that the ropes do not cross each other. First, fix the shackle in the middle hole of the jib clew plate. This can be changed according to sailing conditions.



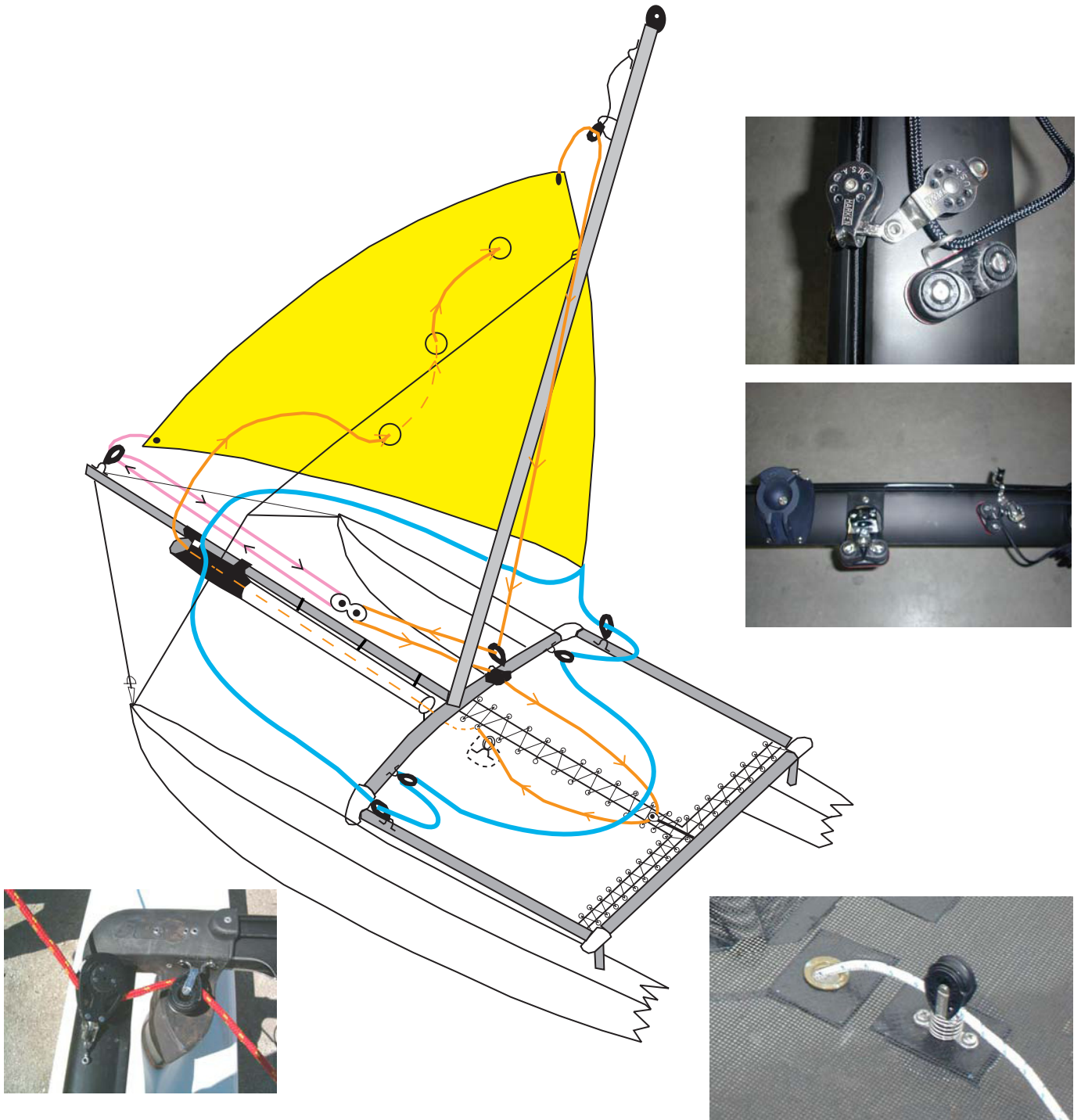
## HOBIE 16 RACE JIB HALYARD



The Jib halyard adjustment system is installed as serial equipment on the Hobie Cat 16 Race. Just thread the jib halyard rope as indicated on the picture and stop it into the white cleat.

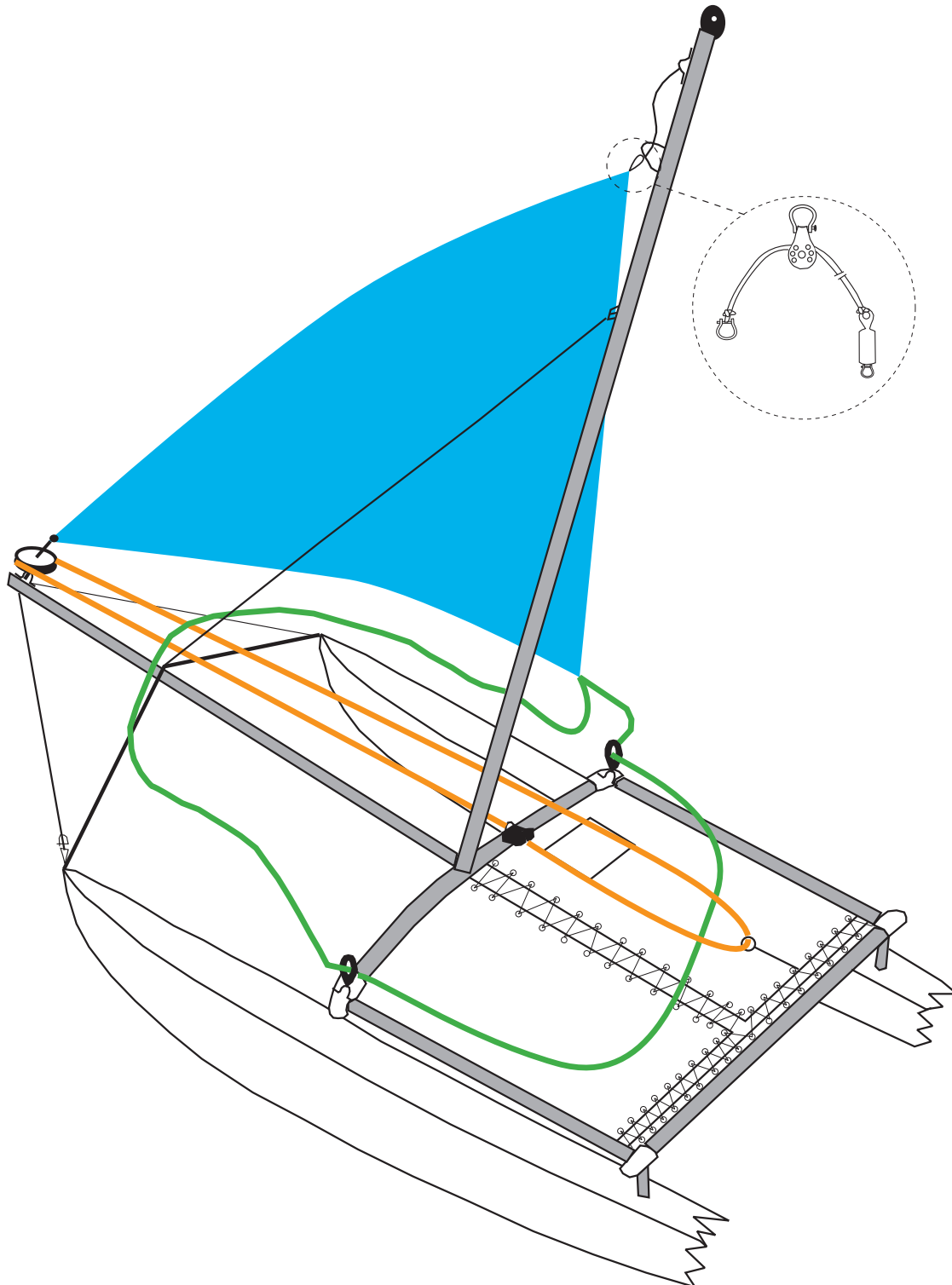
## TRUMPET SPINNAKER (OPTION)

The trumpet spinnaker system is an option - for full details, please read carefully the assembly instructions delivered with the kit.



## GENNAKER (OPTION)

The gennaker system is an option - for full details, please read carefully the assembly instructions delivered with the kit.





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