

ASSEMBLY MANUAL

TABLE OF CONTENT

Hobie Bravo terminology	2
List of the parts	3
Frame and mast ball	4
Righting line	5
Sail	6
Mast assembly	7
Mast and sail assembly	8
Mast float	10
Rudder	11
Stepping the mast	12
Mainsheet system	13
Unfurling/furling the sail	14
Boom (option)	15
Reefing the sail	16

HOBIE BRAVO TERMINOLOGY

MAST FLOAT

The mast float serves as flotation for the boat if it tips on its side and helps to prevent turtling. Turtling is when a sailboat turns completely over and is upside down.

MAST

The mast is a two piece, long vertical tube designed for easy trailering and storage. The upper mast section features the Hobie Comptip, a non-conductive piece designed to maximise safety on the water.

DOWNHAUL

The downhaul is a line at the base of the sail that is used to righten the sail on the mast.

A-FRAME

The A-Frame provides a structurally secure base for attaching the mast eliminating the need for side stays

HULL

The Bravo hull is constructed from Super Linear polyethylene. The polyethylene provides an extremely durable hull that is quite resistant to dings and scratches

SAIL

The sail is a "square-top" design, utilising the latest technology in sail design.

BATTENS

Battens are long thin pieces of fiberglass rod. These rods give the sail stiffness and help maintain sail shape. The unique angles of the Hobie Bravo battens allow the sail to roller furl easily

TELL TAILS

Tell tails help to determine the trim of the sail. They will tell you whether you need to sheet your sail in or out.

MAINSHEET

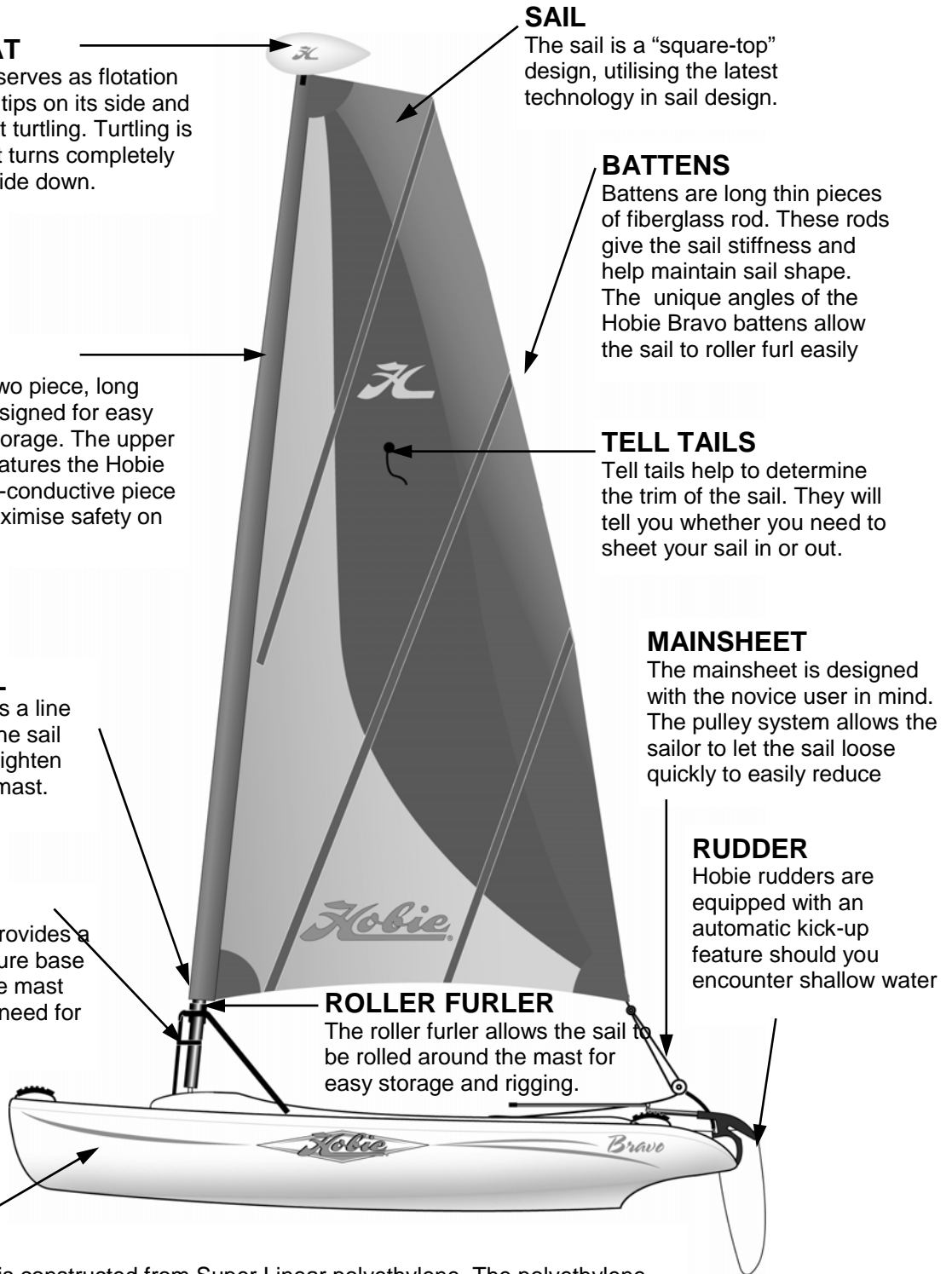
The mainsheet is designed with the novice user in mind. The pulley system allows the sailor to let the sail loose quickly to easily reduce

RUDDER

Hobie rudders are equipped with an automatic kick-up feature should you encounter shallow water

ROLLER FURLER

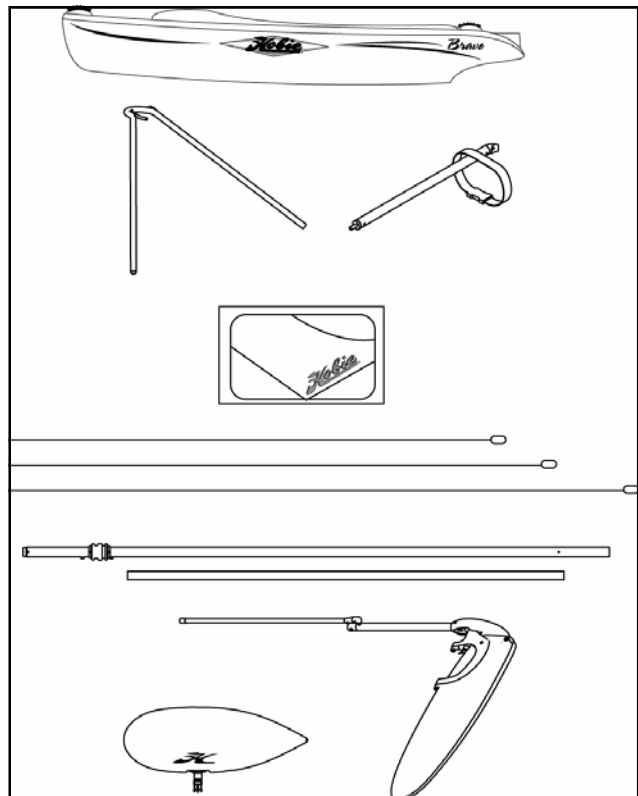
The roller furler allows the sail to be rolled around the mast for easy storage and rigging.



When opening your new Hobie Bravo, make sure to check that all of the parts are present and that the boat is in good order. Find a good clean spot, lay out all of your components and run through the checklist.

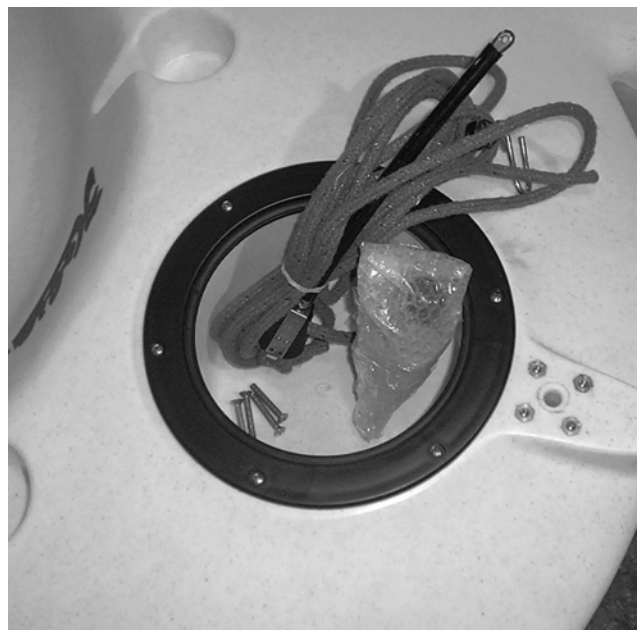
Large Parts

1. (1) Hobie Bravo hull
2. (1) A-Frame with vertical support
3. (1) Sail
4. (3) Battens
5. (1) Lower Mast Assembly
6. (1) Upper Mast Assembly
7. (1) Rudder with tiller extension
8. (1) Mast float



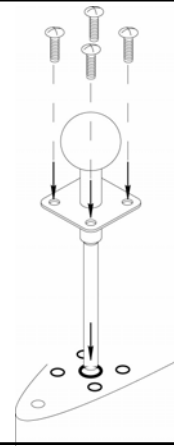
Small Parts

1. (1) Main sheet system
2. (1) Mast ball with hardware
3. (1) Bag of A-frame hardware



1 Mast ball installation

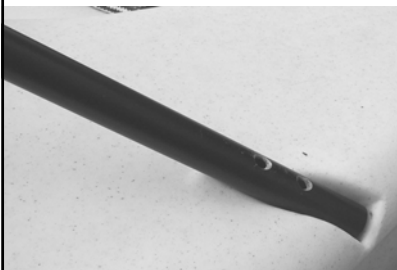
- 1 Remove packaging from the mast ball.
- 2 Insert end of mast ball and start to screw into the hull. As the threads go deeper in the hull, it will become difficult to turn further. Gripping a pair of pliers around the post will help complete the installation. Continue to screw in the post until the plate is flush against the hull and screw holes are aligned.
- 3 Open the package of screws that were attached to the mast ball.
- 4 Insert and tighten screws into each of the holes in the plate.



2 A-Frame Assembly



- 1 Separate the A-Frame and vertical support tube from each other.
- 2 Insert the bottom screw of the vertical support into the threaded insert in front of the mast ball. Once completely screwed in, be sure that the connector at the top of the tube faces toward the back of the boat (the half-round in the connector faces toward the back). If the connector does not face the proper direction, either tighten or loosen it to adjust to the proper position.

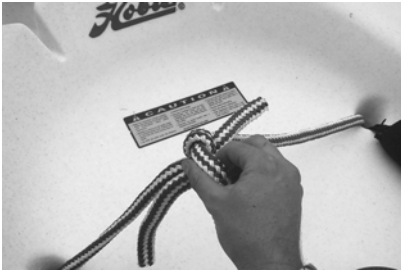


- 3 Place the arms of the A-Frame into each of the designated slots in the hulls.
- 4 Loosely connect the tip of the A-Frame to the connector on the vertical tube. This will help hold the end up while you align the other holes.
- 5 Install the screws into each of the A-Frame legs. Before tightening down, we recommend that you start to thread each screw with a hand screwdriver. This helps in aligning the holes properly, and will prevent crossthreading of the screws. Once all the screws have been started, tighten each one down with a screwdriver.



- 6 Tighten the screw that attaches to the vertical support.

- 1 Coming up through the front scupper holes, you will find the installed righting line. Untie the two ends of the line from each other. Be sure to hang onto the line when untying them so that they do not fall back through the scupper holes.



Tip :
When tying one of the lines off, put a knot at the end of the other line to prevent it from falling through the scupper hole.



- 2 Use a slip knot and tie each of the ends to the base of the A-Frame. The left line goes to the left side of the A-Frame and the right line goes to the right side of the A-Frame.



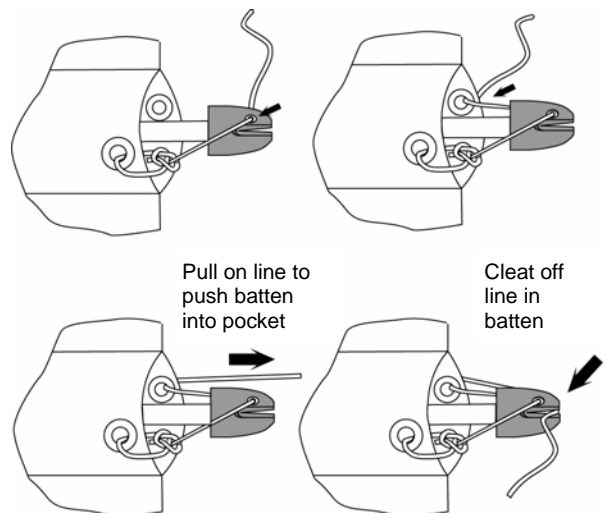
- 1 Find a large clean area where you can lay the sail flat.

The battens for the sail are the long white rods that are attached to the mast. Lay them next to each other to help identify where they go. The longest batten goes in the middle, the shortest at the bottom, and the middle sized batten at the top of the sail.



- 2 Carefully slide each of the battens into their proper sleeve all the way to the end.

- 3 Once the battens are fully installed, use the diagrams below to guide the lacing of the battens to the sail. When tying in the battens, it is important to use the line to push the batten into the pocket. Tension each batten so that it is well seated and removes any wrinkles in the batten pocket.

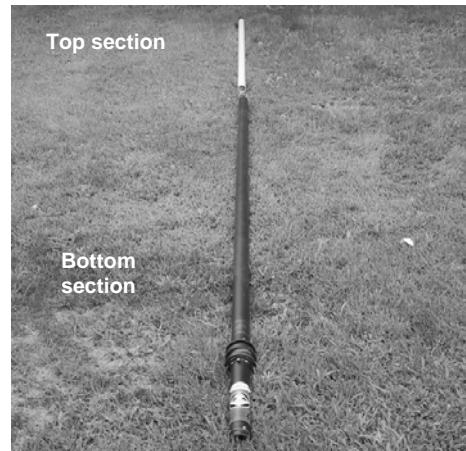


- 4 Tie a small figure 8 knot in the end of the line to prevent the batten from falling from the sail if the line comes out of the cleat.



1

Place the top and bottom sections of the mast end-to-end.



2

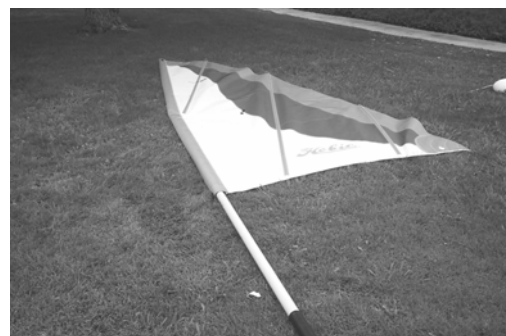
Insert the upper section of the mast into the lower section. The end of the upper section to be inserted has two strips of clear tape and a notch on the bottom. To make sure the comptip is completely engaged, rotate the comptip while pressing the lower section into the extrusion until the rivet drops into the notch.

3

Position the sail so that the bottom of the sail is at the top of the mast.

Insert the top of the mast into the sleeve at the foot of the sail. Gently slide the remainder of the mast into the sail sleeve. While putting the mast into the sail be sure that the webbing at the top is in the saddle and the forward edge of the sail is aligned with the forward side of the comptip (note : the notch is located on the forward side of the comptip).

Now that the sail is on the mast, you are ready to put downhaul tension on the sail.



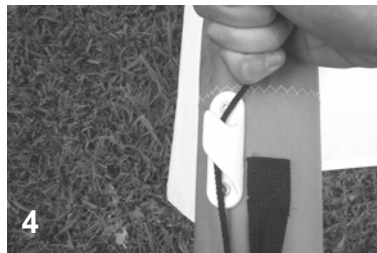
4

Rotate the mast so that the knob just above the bearing lines up with the small loop and line at the base of the sail.



5

(1) Wrap the line around the post, (2) back through the loop, (3) around the post again, (4) pull tight and fasten in the cleat at the base of the sail sleeve. The goal here is to put tension on the sail to pull all the wrinkles out of the sail sleeve.



NOTE : Before applying downhaul on the sail, be sure that there are no twists in the sail sleeve. Once the tension is applied, the sail top will not rotate relative to the bottom.



The downhaul tension may have to be adjusted from time to time. When the downhaul tension is lost, the sail sleeve could start to twist on the mast. If this happens, unhook the downhaul and rotate the mast to straighten the sail sleeve on the mast. Once straight, put downhaul tension back on the sail.

6

Once the downhaul is attached, the mast is no longer free to spin within the sleeve, which allows the sail to be rolled around the mast.

Pick up the bottom end of the mast, leaving the top end resting on the ground, or held by another person.

With the sail in the same orientation as shown in the diagrams, rotate the mast counterclockwise. The sail will start to roll around the mast. Continue to roll the sail until it is completely around the mast.



7 After the sail has been rolled onto the mast, it will still be a little loose. Give the loose end a pull to snug up the sail.

8

Take the blue line that runs through the grommet in the sail and pull the knot through the plastic hook.



1

Notice that there is about 8" (20 cm) of extra sail and mast extending above the actual sail. This is designated for the mast float.



2

Before placing the float on the mast, you want to be sure that it is oriented in the correct direction. You will notice that on one side of the sleeve there is white stitching holding the sleeve together. The slimmer side of the float is to point toward the white stitching.



3

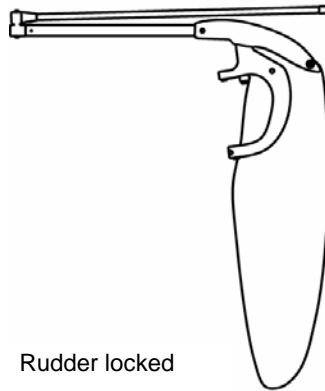
Slide the float onto the mast and clip the mast float to the sail.



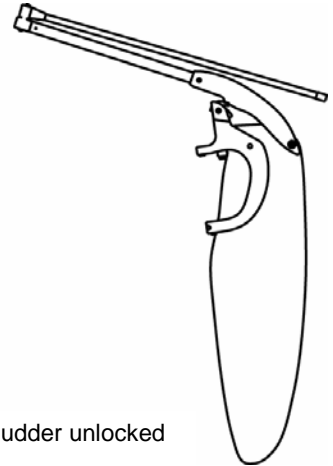
If you are trailering the Hobie Bravo long distances, it is a good idea to unclip and remove the mast float from the sail.

1

It is much easier to attach the rudder when the handle is unlocked. If locked, brace the rudder blade between your feet and pull up the handle. It may help to bump the bottom of the handle with the palm of your hand.



Rudder locked



Rudder unlocked



2

Align the holes of the lower rudder section over the top of the pintles.



3

Once they are aligned, lower the rudder down so that the pintles are fully inserted. If it is difficult to slide down, pivot the rudder back and forth while pushing it down.

NOTE : the split ring will be installed after the mainsheet system has been mounted.



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



1 Pick up the mast and rest the base of the mast on the mast stepper ball



Once it is sitting securely on the ball, raise the mast on your shoulders.

2

3 When you are ready, you may start to raise the mast. **Check overhead again for any power lines that could make contact with the mast.** When raising the mast, apply constant forward pressure on the mast ball so that it does not pop off. As you raise it, you will walk forward and move your hands down the mast.



4 Continue to push the mast up until the collar interlocks with the A-Frame



5 When the mast is all the way up, it will require very little strength to hold it up. Use one arm to hold the mast up to the A-Frame while swinging the gate with your free hand over the mast bearing. Hand turn the knob on the A-frame



to thread the bolt into the gate. **Be sure that the bolt successfully enters the gate and is fully threaded in.** Hand tighten all the in.



6 Wrap the strap around the mast and clip the two ends together. Unwrap the furling line from the A-frame. Take the end with the loop sewn into it and place the loop around the knob underneath the mast collar.





1

Install the end of the mainsheet system through the hole on the top of the rudder and place the end around the tip of the upper rudder pintle.



2 Once the holes line up, insert the quick pin through the holes.
NOTE : the quick pin not only holds the mainsheet on, but also prevents the rudder from falling off in the event of capsize.

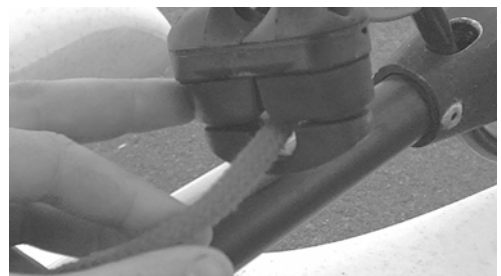


3 Place the hook on the mainsheet line through the grommet on the sail.

4 About your mainsheet block



The mainsheet block provided with your Hobie Bravo allows you to cleat the mainsheet for more comfortable cruising. To cleat off the line, simply pull



the mainsheet into the spring-loaded cleat. To uncleat the line, a flick of the wrist with the line in hand can usually pop it out of the cleat.



The red switch on the side of the mainsheet block controls the pulley wheel. Having the switch pointing up prevents the pulley from rolling backwards. This will help you hold onto the line if it is not cleated.



With the switch in the down position, the pulley is free to spin in both directions. This allows the mainsheet to be released quicker. **We recommend that the switch be in the down position for**



To adjust the angle of the cleat, unscrew the three screws on the side of the block, pull the screws out, and adjust the angle of the cleat. Once in the desired position, install the screws and tighten back up.

- 1 The sail furling system of your Hobie Bravo makes rolling up your sail a snap. Before you can unfurl the sail, it is important that you have the furling line running through the padeye on the A-frame to the knob on the mast (see stepping the mast)

In order, for the furling mechanism to work properly, the sail must be rolled up on the mast when raised. With the sail rolled and mainsheet attached, remove the blue sail-holder line from the plastic hook and pull on the mainsheet line. You will see that the furling line has been wound around the mast. If the mast does not seem to be unrolling, check to see that the furling line has not been stopped in the cleat on the A-frame or been caught somewhere on the boat.

- 2 To furl the sail, be sure that the mainsheet is free from any obstructions. Grab the furling line and pull through the padeye. This will cause the mast to rotate with the sail around it. Once the sail is fully furled, cleat the furling line on the cleat on the A-frame. Sometimes, when furling, the sail will not wrap completely around itself. This will be fine if you are beaching for a short time. But if it is over a long period of time or for transport, unhook the mainsheet and wrap the sail around itself. Run the knot of the blue rope at the base of the sail through the plastic hook.



We recommend furling up the sail whenever the boat is not in use. This will help prolong the life of the sail.

The Hobie Bravo was designed for sailing without a boom, but one can be used if desired. A boom will get more performance out of the sail during high wind conditions. Attaching the boom is simple.



1 Notice the groove above where the A-Frame sits in the mast bearing. This is the location for the boom.



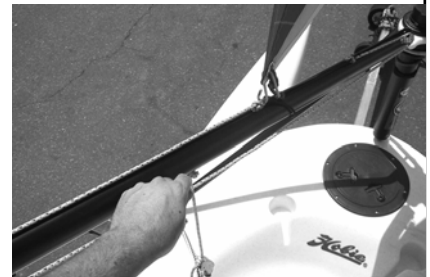
2 Align the boom clip to the groove and give a strong push forward. The clip will flex slightly and snap around the bearing.



3 If your sail is hooked to the mainsheet, unhook it from the grommet in the sail.



4 The hook on the boom is placed in a track. This allows the hook to be moved for furling and outhaul adjustments. Attach the hook to the grommet of the sail.



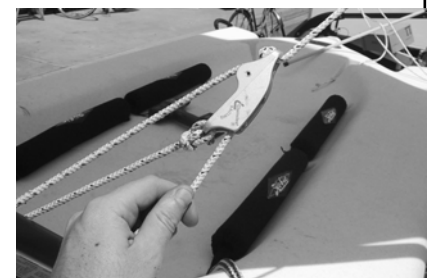
5 The line that runs the length of the boom is called the outhaul. It controls the location of the clew of the sail. By pulling on the outhaul line, it will move the clew of the sail out on the boom away from the mast.



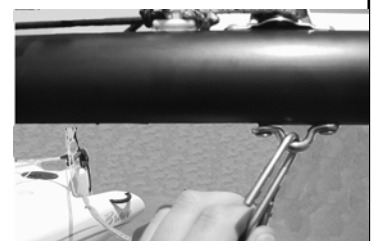
6 To unfurl the sail, uncleat the mast furling line from the A-Frame and pull the outhaul to move the sail out on the boom. Once at the desired location, cleat the outhaul line at the cleat on the bottom of the boom. To furl the sail, uncleat the outhaul line and pull in on the mast furling line. Note that as you pull in, the boom is going to rise



7 Snap the boom vang clip to the padeye in front of the forward storage hatch. The boom vang helps to control the amount of upward lift on the boom. Simply pull down on the line and cleat in the boom vang cleat when the boom is at the desired level.



Attach the mainsheet hook to the padeye at the bottom rear of the boom. Now you are ready to sail at the Hobie Bravo's top performance. **Always be aware of the boom location. Watch your head!**

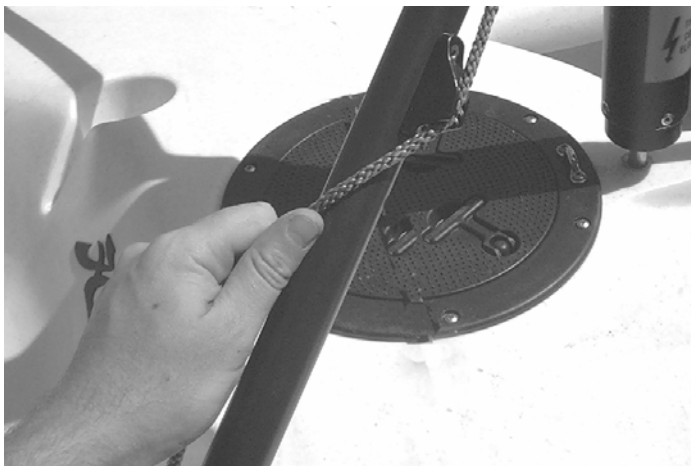




Reefing the sail is typically done during high wind conditions, docking, and beaching. Reduction of sail size helps with control, reducing sail luffing, speed, and chance of tipping over.

To reef the sail, pull in on the furling line until you have re-gained comfortable control of the sail. Remember to place the furling line in the cleat on the A-Frame, or the sail will unroll whenever you pull in on the mainsheet.

Shown above are examples of two different reefed positions. Keep in mind that the higher the wind, the more the sail should be reefed. Also, for best performance, adjust the reefing position so that the mast float faces forward.



To get the sail to its original size, uncleat the furling line and pull in on the mainsheet to unroll the sail.