



HOBIE TIGER

Necessary tools :
 2 spanners #17
 1 pair of universal plier

It is advisable to be at least 2 people to assemble the Hobie Tiger .

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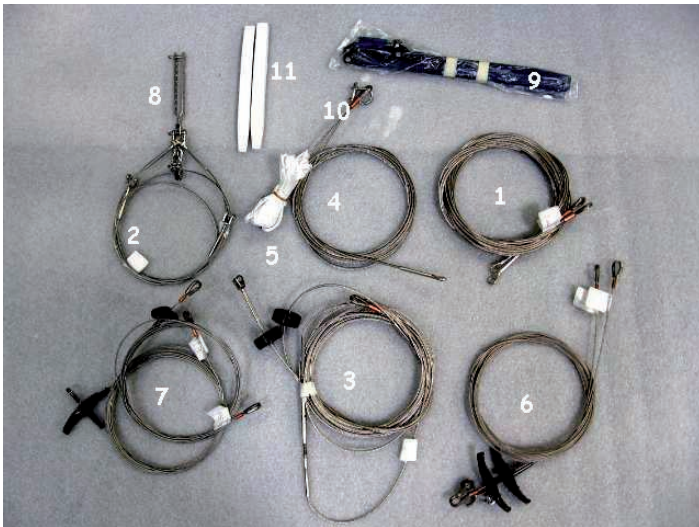
LIST OF PARTS

Hulls (2)
 Front crossbar
 Rear crossbar
 Mast
 Boom
 Trampoline
 Part bag (wires)
 Rigging bag
 Ropes bag
 Spinnaker rig bag
 Rudder assemblies (2)
 Tiller crossbar
 Tiller extension FX6
 Mainsail + battens (7)
 Jib
 Trampoline lacing rod
 Daggerboards (2)



**CAUTION - DANGER ALUMINIUM
 MAST - STAY AWAY OF
 ELECTRICAL WIRES**





WIRES :

1. Shrouds
2. Bridles
3. Diamond wires
- 4.5. Forestay + pigtail + jib halyard rope
- 6.7. Trapeze wires
8. rigid forestay
9. Stay adjuster
10. Spreader bars
11. Stay adjuster covers
12. Shackle D8



ROPES :

1. Kit trapeze handle
2. Jib sheet
3. Jib halyard
- 4.6. Side lines for Cunningham
5. Central line for Cunningham
7. Mast rotation line
8. trapeze shock cord
9. Trapeze line
10. Trapeze handles
11. Trampoline laces
12. Righting line
13. Main sheet system



RIG BAG :

1. Drain plug + gasket
2. Plastic spring for boom
3. Main cunningham blocks
4. Heart shackle + cunningham blocks
5. Gooseneck connector
6. Ball stop
7. Stay adjusters
8. Batten kit
9. Cunningham blocks
10. Inox rudder pins + split rings



1. Position the hulls in parallel with the inner sides facing the ground.
Lift the right hull. One person straddles the hull to hold it in place. The other person applies the silicone sealant (for waterproofing) around the screw holes.



2. Take the front crossbar (with dolphin striker). Place it in its support so that the trampoline track faces the rear of the boat. Insert the two bolts. Pass your hand through the inspection port to position the nuts and washers onto the screws photo). Fasten loosely.
Lift the left hull, and follow the same steps as for the right hull. Do not fully tighten the screws.

Respect same order for the washers as assembled at the delivery



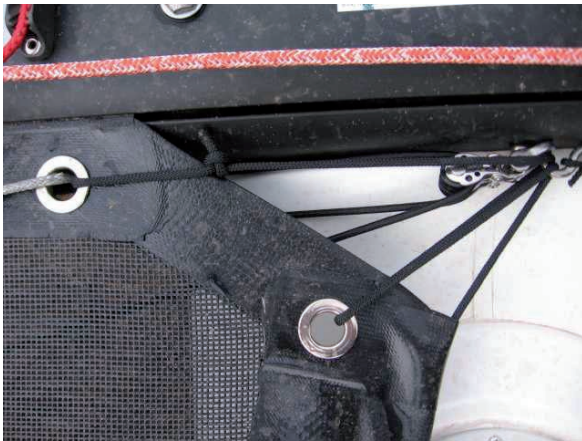
3. Apply silicone sealant around the screw holes at the back of the hulls. Place the rear crossbar on the right side. Insert the bolts, washers and nuts as shown for the front crossbar. Do the same thing for the left side.
Once the frame has been mounted, tighten all the bolts fully and then install the lock nuts.



It is advisable to check the fastening of the bolts after the first trip out onto the water, and re-check these at regular intervals.

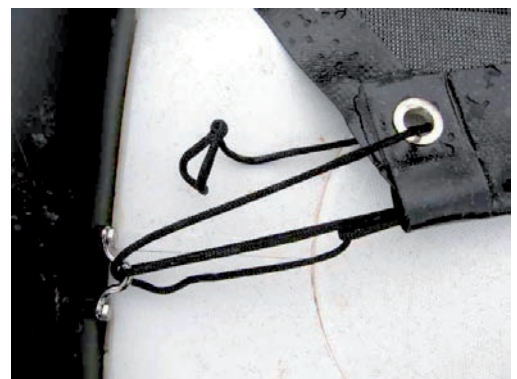


1. Unfold the trampoline. Note that the trampoline has side tension lines that are already pre-threaded. Insert the front edge of the trampoline into the track at the left, rear side of the front crossbar. Continue feeding the trampoline into the track and position it in the center. Line up the grommet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



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

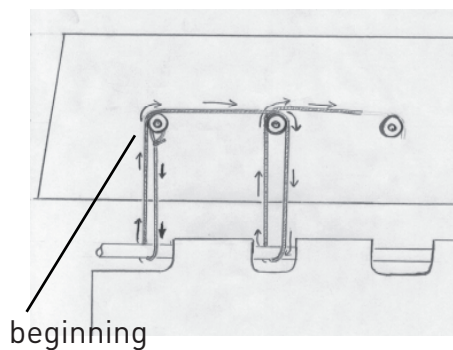
3. Move to the rear of the trampoline. Very closely to where the side tensioning line exits the rear of the trampoline tie a loop. Ensure you pull the side tensioning line firmly as to tie the loop as closely to the trampoline where the rope exits as possible. Tie a bowline or a similar loop in the line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



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



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



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



7. Again, take the side tensioning line and very firmly pull the line in order to tighten the trampoline line. Repeat this for the opposite side rear corner.



8. Once the sides of the trampoline have been further tightened, tie off the line and hide the tail under the trampoline. Repeat this step for the opposite side rear corner.



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

1. Identify the right rudder from the left rudder (green sticker = right ; red sticker = left)
Take the left rudder, and align the lower rudder casting onto the rear gudgeon.



2. Insert the rudder pin.
Do not forget to put in the two split rings: one on top and one at the bottom of the rudder pin.

Repeat the procedure for the right rudder assembly.



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

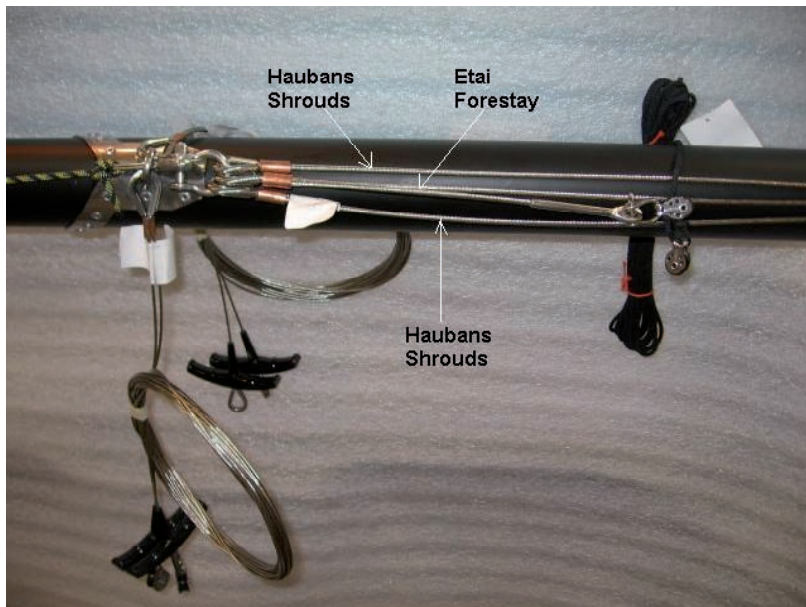
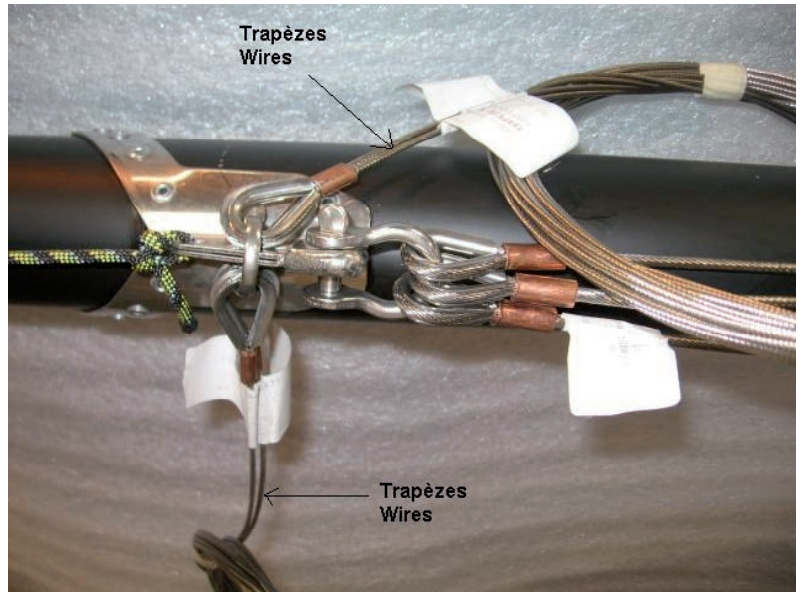


2. Take the yoke connection of the tiller extension and fix it into the middle of the tiller crossbar

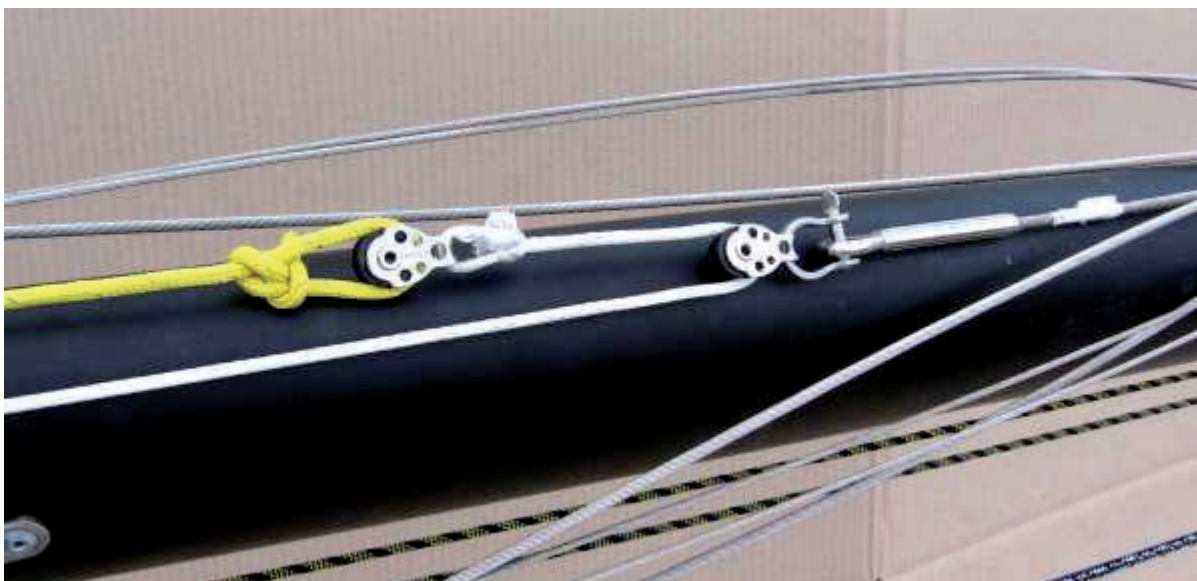


3. Then fix the tiller head into the yoke connection as shown on the photo.

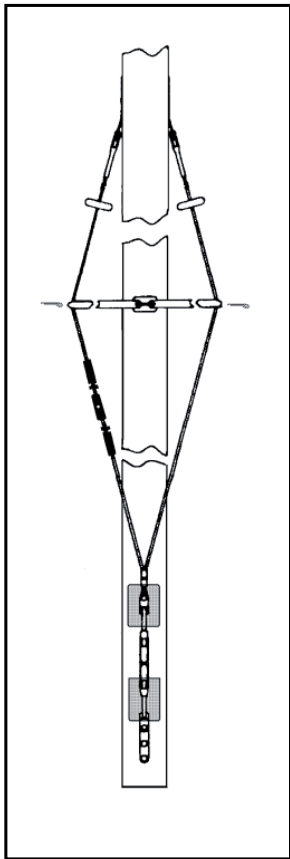
1. Place the mast onto two supports (eg: two pieces of polystyrene).
Unroll the trapeze wires and fix them using a 6 mm shackle to the upper hole on the mast tang (two on each side).



2. Unroll the shrouds and the forestay wire + pigtail + jib halyard rope and fix them to the lower hole of the mast tang using a shackle 8 mm. The shrouds go onto each side of the forestay.

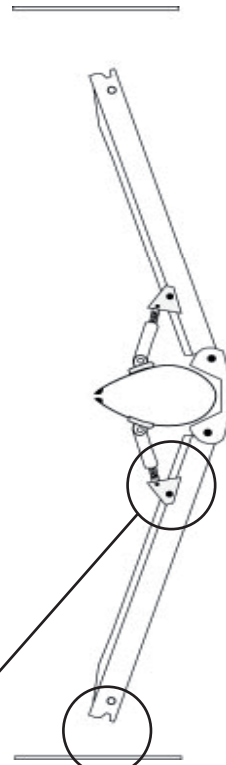


3. **IMPORTANT** : Do not forget to attach the jib halyard rope to the small single block at the end of the jib halyard wire. Tie off the jib halyard wire and rope near the base of the mast.



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

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



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



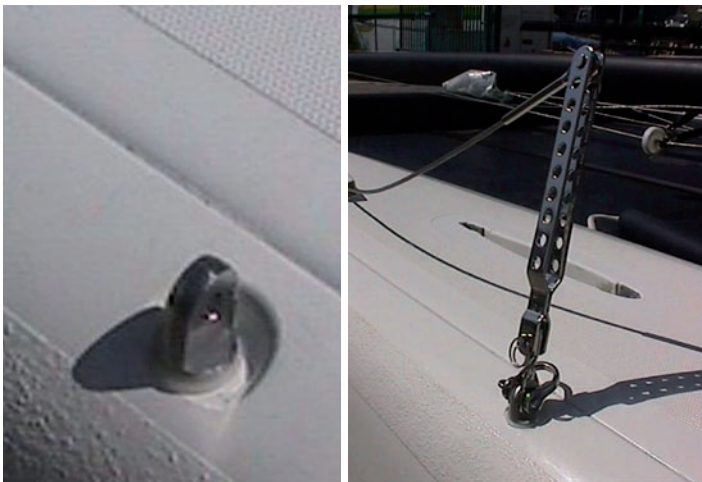
Caution : do not try to adjust spreader rake while diamond wires are tensioned. Only adjust under no diamond wire tension and screwing the barrel by hand.



3. Slide the diamond Wires into the corresponding slots at the end of the spreaders. Ensure the black plastic roller is above the spreader arm. It may be necessary to release tension from the diamond wire turnbuckle adjuster near the base of the mast. Secure the diamond wire with the thin wire supplied. Pass the wire through the small hole near the spreader tip, bend the wire and on one side of the spreader turn the wire around the thicker diamond wires two or three times. Do the same for the other side of the spreader. Cut off the excess thin wire ensuring it is bent neatly onto the diamond wires as to prevent the wire from tearing the sails. Once secured, tape over the spreader tips to further ensure there are no sharp edges. **10**

1. Lay the mast on top of the boat with the sail track to the bottom and the mast base toward the bows. Place padding under the mast to prevent scratching.

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



3. Ensure that the shroud anchor pins are sealed, tight and pointing at 90° to the centreline of the hull. Attach the twist toggles to the anchor pins using the clevis pins and rings. If you have the optional spinnaker kit use the 6-mm bow shackles provided instead of the clevis pins. Attach the stay adjusters to the twist toggles with the clevis pins and rings. Attach both shrouds into the top hole of the respective stay adjusters. This is only a temporary position for raising the mast.



4. Attach the bridle wires to the bow tangs.



5. OPTION JIB FURLER

Now, attach the jib furler to the bridle wires.

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

The cleat for the jib furler is located at the left side of the front cross bar. The furler line passes under the cross bar and through a small eyelet in the trampoline. Directly above the eyelet is a small black cleat. Pass the line through the cleat and tie a figure eight knot in the end. This will prevent the line from falling out.



CAUTION - DANGER ALUMINIUM MAST



STAY AWAY OF ELECTRICAL WIRES



1. Place the mast foot on the mast base and place the pin in it. This prevents the mast from leaving its base when lifted. Check that the wires are not tangled.



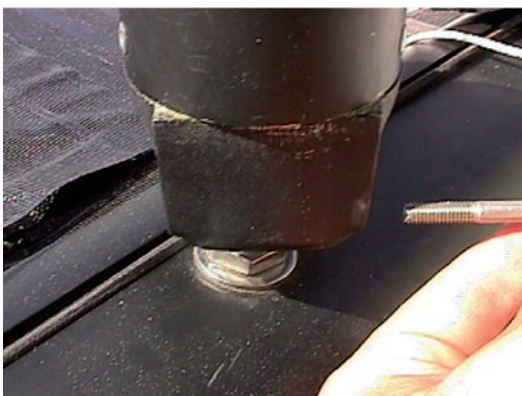
2. Then, with one person on the trampoline, the second person lifts the mast by the top and moves down the mast until the person on the trampoline can take the mast on their shoulder. Then this person pushes his feet against the rear cross-bar and pushes the mast forward with the weight of his body. Once the mast is secured, remove the pin from the base of the mast which can now turn freely. Fix the cunningham blocks on each side of the base of the mast.



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



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



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



**For the 1st time you raise the mast,
it is recommended
you use 3 people for extra safety.**

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



2. Attach the trapeze handles and kits to the trapeze wires.



3. Pass the skipper trapeze shock cords underneath the trampoline and up through the grommets at the side of the trampoline. Attach to the trapeze system as shown in the photographs.

- 4.. For the crew trapeze, take the shock cord that comes out of the cross bar and fix to it the end of the trapeze adjustable rope using a bowline knot. (see above photo)



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



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



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

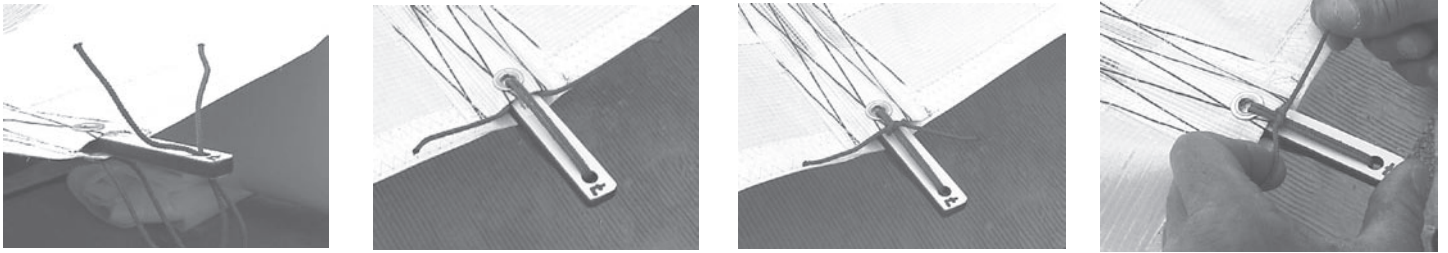


4. Tie one end of the rotation line to the front of the clamcleat on top of the boom. Pass the other end of the line through the end of the rotation arm on the mast. Take the line back through the clamcleat.



5. fit a plastic ball stopper at the end.

⚠ Always point your Hobie directly into the wind before you raise the mainsail. ⚠

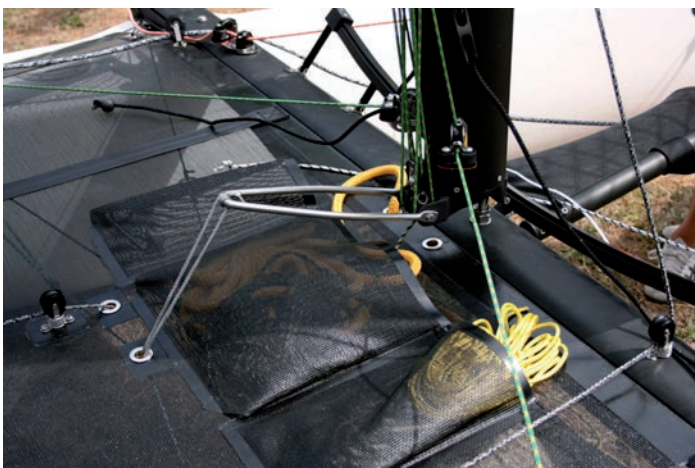


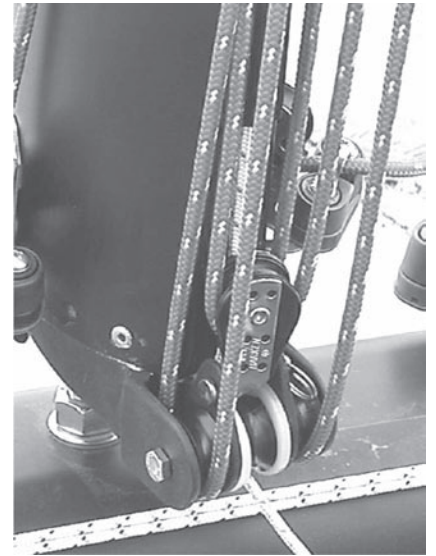
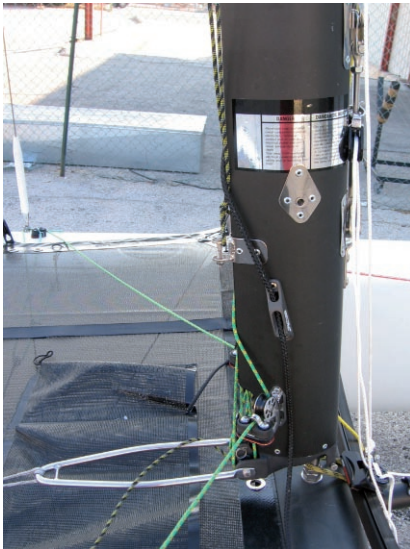
1. Unfold the mainsail onto the trampoline and insert each batten into its respective pocket. The battens are numbered (from 1 to 7) the smallest (N ° 1) goes at the top of the sail and the longest (N° 7) at the bottom of the sail. Attach the batten end caps with the batten lines as shown on the photos.

2. Undo the main halyard rope which is rolled around the mast. Pass one end through the hole in the mainsail head plate and stop with a 8 figure knot. (on the left side).



3. Go onto the trampoline. Feed the luff of the mainsail into the opening of the mast track ensuring that the hook is on one side of the mast and the halyard rope on the other side. Raise the mainsail by pulling the halyard and feeding the sail until it reaches the top. When the sail is all the way up, turn the mast slightly to the left in order to hook on the mainsail. Insert the bottom end of the luff into the base of the mast track. Roll up the halyard rope and place it into the pocket on the trampoline at the foot of the mast.



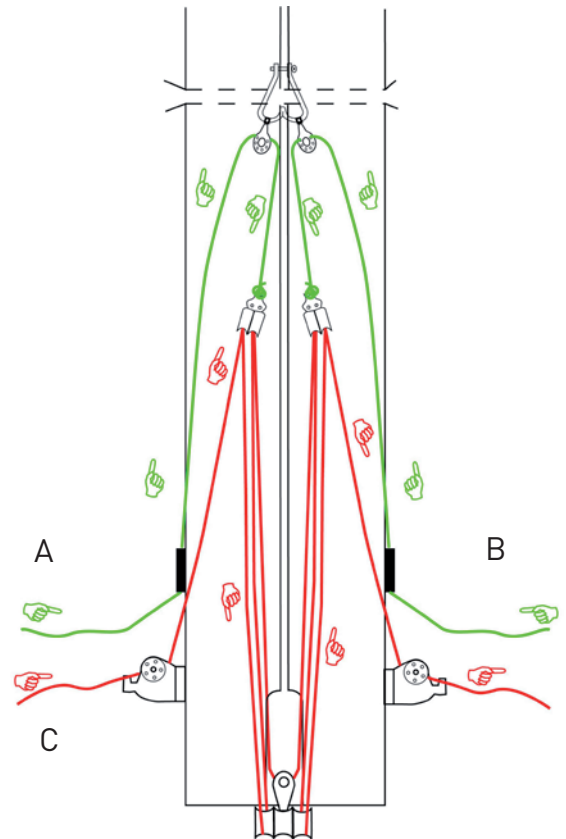


1. Attach the cunningham blocks (with the hooks) into the grommet of the mainsail tack. Take the cunningham line and feed as follows : (NB : the line must go through the inside of the rotation arm).

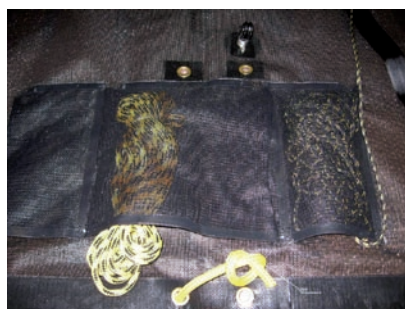
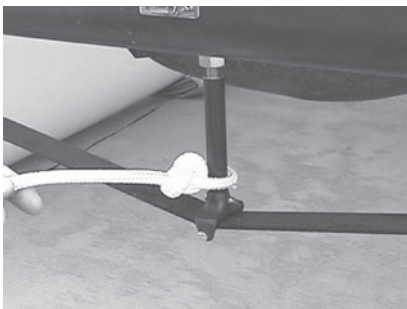
Start with the A line and insert it into the cleat, round the single block and attach the end to one double block supplied with a bowline knot.

Same thing on the other side with the B line.

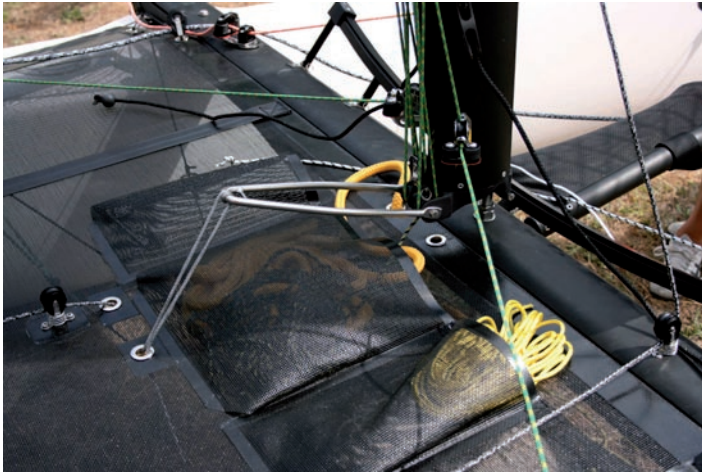
take the central line (C). Insert it in the cunningham block on the left side of the mast and feed it up through the first sheave in the left pulley from the rear to the front, take it down in the left sheave at the bottom of the mast from the front to the rear, take it back up into the second sheave of the left block from the rear to the front take it down in the single block of the bottom of the mast take it back up in the first sheave of the right hand block from the rear to the front take it down in the right sheave at the bottom of the mast from the rear to the front take it back up in the second sheave of the right hand block from front to the rear and finish in the right cunningham block on the other side of the mast.



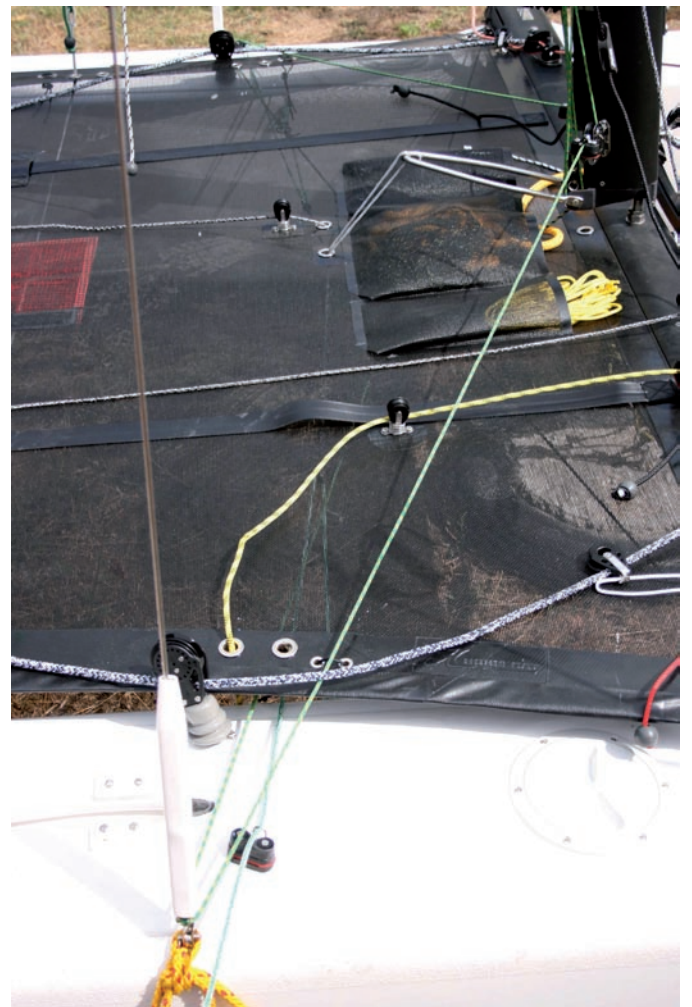
Attach each end of the cunningham line to the shrouds.



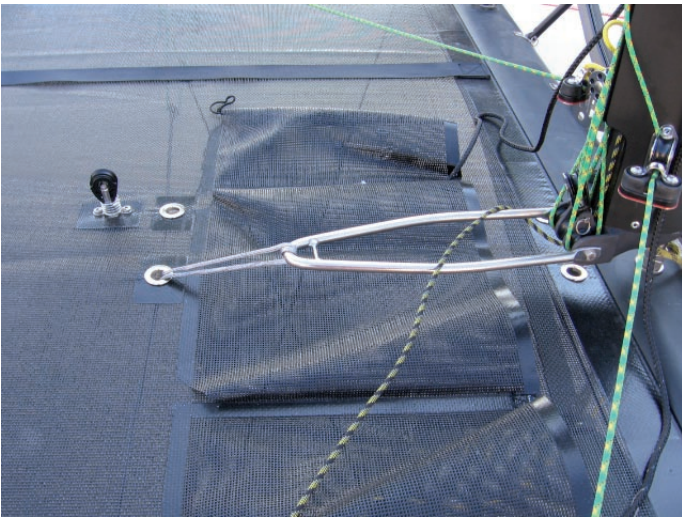
2. Take the righting line from the rope bag. Attach it to the dolphin striker post under the front crossbar (photo). Pass it under the trampoline through the grommet at the base of the mast. Fold up the end of the line and stow it in the trampoline pocket at the base of the mast.



3. To finalise the main cunningham, take each end of the central line (C) lead them behind the shrouds, under the trampoline and attach them on the inox rings that are hold by shock cords.



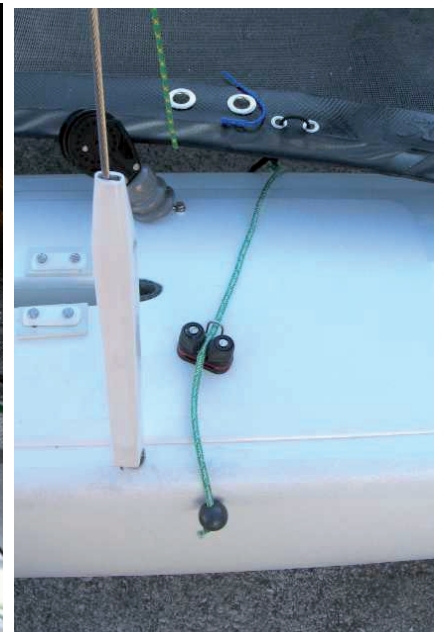
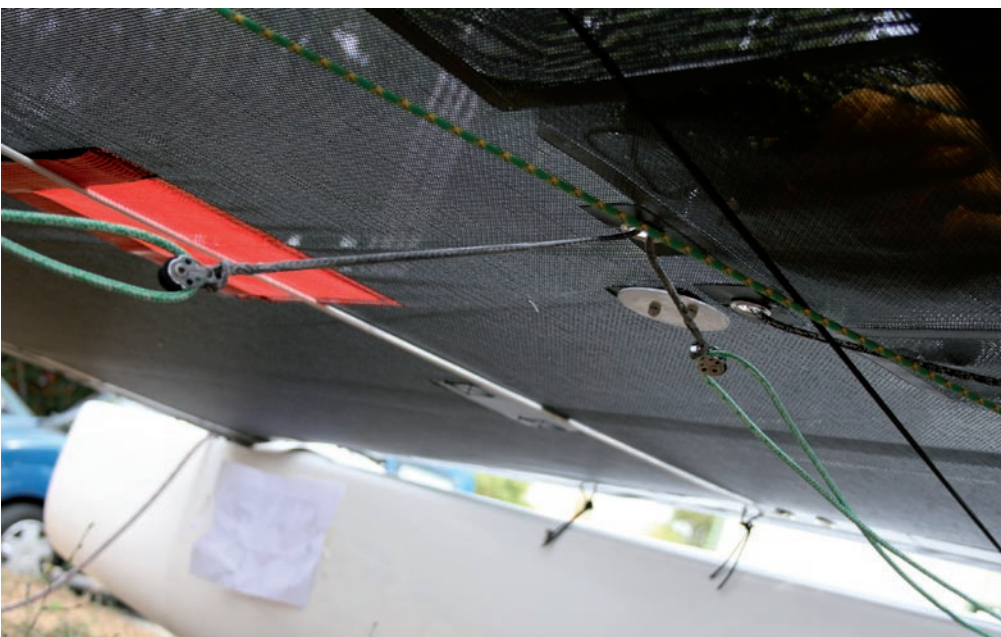
Be careful to cross the lines. Attach the end coming from the right to the left ring and the end coming from left to the right ring.



1. On the 2009 Tiger, the rotation arm is on the mast base. Take the grey spectra line with 2 micro blocks. Insert the line through the rotation arm, center it and make two turns. They feed it under the trampoline through the eyelet and fix one micro block at each end.



2. Take the green and white lines. Attach them, using a bowline knot, to the trampoline chain plates on the inside of the hulls. Take each free end, feed each of them into one of the micro block (installed in point 1 above) and lead each of them out to the respective cleat located on the hulls near the shrouds.





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



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

To use without the jib cunningham, please follow the instructions 3 & 4 below, otherwise see next page

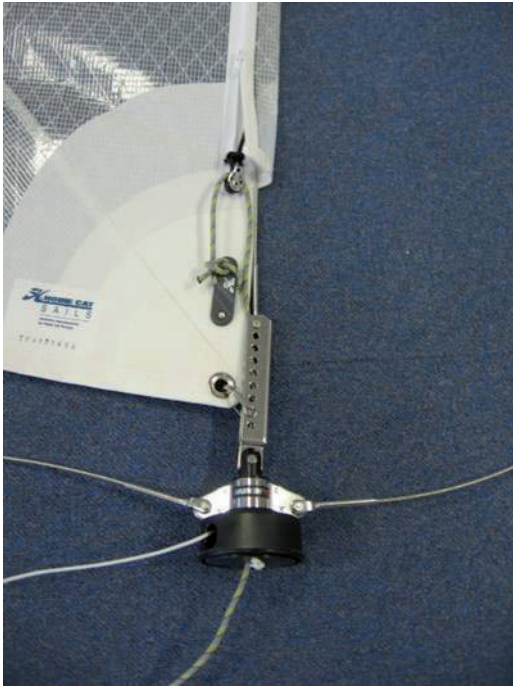


3. Once the jib is fully raised, take the jib luff tensioner line and secure it to the bottom holes in the stay adjuster.



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

To use with the cunningham kit, please follow steps 5,6, 7 & 8 below



5. Block the jib halyard in the cleat at the tack point, then feed it through the small pulley. Then lead it down through the stay adjuster and through the furler.



6. After that, lead it through the small pulley at the end of the line that is attached on the bridle toggle on the left hull .



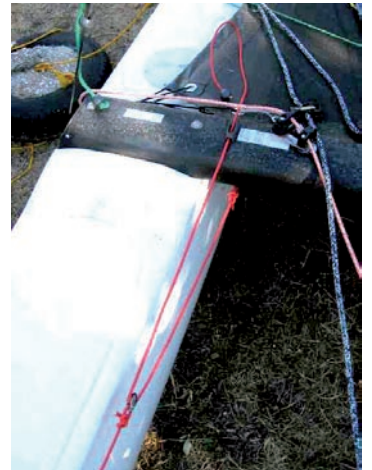
7. Lead it through the block fixed on the bridle toggle of the opposite side (right hull).



8. Lastly secure it in the cleat on the front crossbar.



1. Take the jib cunningham kit. Attach the 2 m lang line on the dolphin striker. Lead the free end through one of the supplied blocks and fix it to the jib cleat on the front crossbar.



2. Then take the 4 m lang line. Attach one of the ends to the block installed in point 1, lead the other end through the block located on the bridle fix plate on the hull and in the last block of the rigid forestay. Let the

line pending.

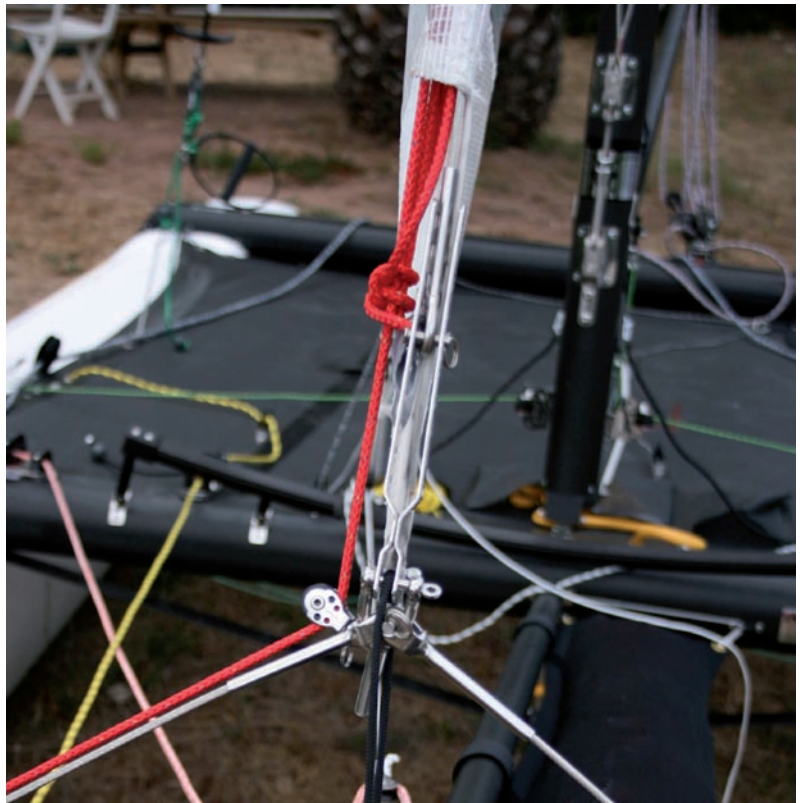


3. Unroll the jib and open the zipper on the luff. Attach the jib head using the shackle of the white halyard rope. Take the other end of the halyard (with the small pulley). Then position the jib and the halyard line against the forestay as shown on the picture. As you pull down on the halyard line close the zipper as the sail is raised.



4.

When the Jib is fully hoisted, replace the yellow line by the red one (that comes from the rigid forestay). Lead it down to the cleat that is on the jib and pull strongly to tighten the jib. Attach the line and stow the excess line into the zip to avoid disturbance while sailing.

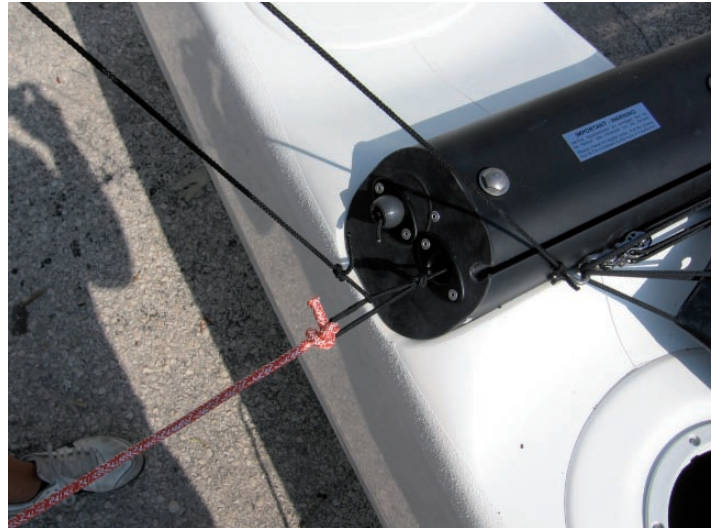




1. Attach the middle of the grey spectra line supplied to the pad-eye on the spigot pole. Make a knot to fix the line. Attach one micro block to each end of the spectra.

2. Using the small black line attached to the trampoline pad-eye, pull to get the jib shock cord out of the front crossbar. Take the jib sheet out of the line bag and attach one end to the shock cord using a tight bowline knot. Let the line go back inside the crossbar.

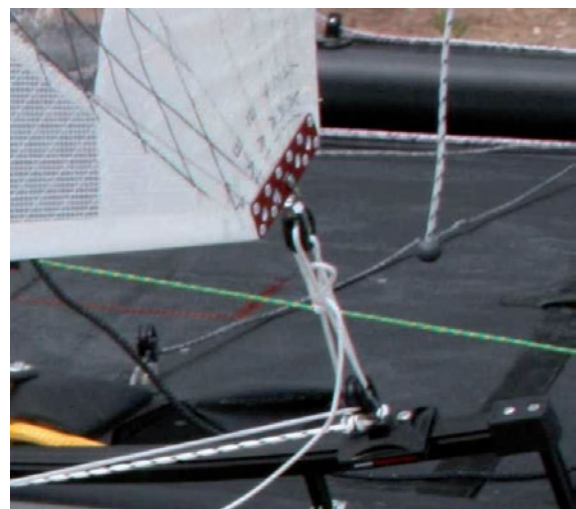
the front crossbar. Take the jib sheet out of the line bag and attach one end to the shock cord using a tight bowline knot. Let the line go back inside the crossbar.



3. Take one micro block and fix it to one end of the self tacker spectra line. Take the other end of the jib sheet and start feeding it through the cam cleat on the crossbar, then through the first micro block installed at point 1 above, then in the pulley of the white spectra, continue in the other block installed at point 1, and lastly in the cam cleat on the other side of the crossbar. Lastly, attach the end of the jib sheet to the other jib shock cord on the other side of the crossbar (same way as at point 2). As a result, the lines form a W.



4. Take the other end of the white spectra and lead it through the carbo pulley attached to the traveller car on the self-tacking track.



5. then passes through the carbo block of the jib clew and then ties off to the carbo block mounted on the traveller car. Tie a bowline knot through the hole in the middle of the pulley.



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

2. The line then passes through the plastic pad-eye that is fixed to the spinnaker pole near the base. This line passes from the front to back through the pad-eye.
The line then passes through the black cleat on the crossbar (lead the line between the rail and the crossbar) and tie an 8 figure knot at the end to prevent the line from falling off.



3. To adjust the limit of the jib traveller car simply pull or release the thin line and replace in the cleat once set.



1.
Your mainsheet system has been pre-assembled for you by your Hobie dealer. If not, see the following page for assembly instructions.



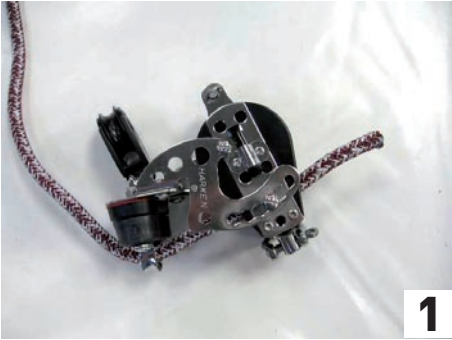
2.
Shackle the mainsheet ratchet block to the top of the main traveller car.



3.
Shackle the boom block to the boom block hanger.

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







1. Take the spi halyard and lead it through the pulley and thread as per the photograph. One end of the spi halyard must go through the spreader bars along the mast.



2. Connect the spi pole in the middle of the front crossbar.



3. Fix the spi pole bridles to the bridle plates at the bow of the hull.



4. Take the spi bag and insert it in the trumpet as shown on the picture. Then fix the whole thing to the pole using the screws supplied in the kit.



5. Attach the spi bag to the pole using the velcro stripes, and attach the rear part of the bag to the crossbar using the plastic pad-eye and the spi pole attachment.

6. Take the loose end of the spi halyard (out of the spreader bars) and fix it to the spinnaker head. Take the spinnaker tack line at the end of the spi pole and fix it to the tack point of the spinnaker.



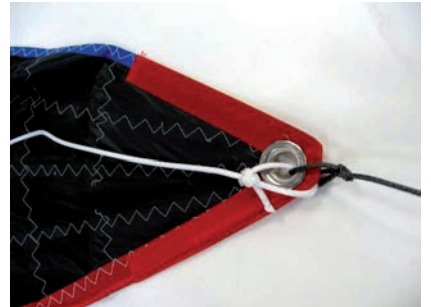
7. Take the other end of the spinnaker halyard, the one that is along the mast between the spreader bars. Lead it through the cam cleat that is on the mast, then through the pulley on the crossbar, then through the pulley on the shock cord near the rear crossbar, then back on the pulley that is on the trampoline, and lastly in the eyelet that is in front of the trampoline pulley.



8. Lead it then through the spinnaker bag and then out to attach it to the 3 patches on the spi while hoisting the spi at the same time. On the last patch tight a figure 8 knot.



9. Attach the security line between the last patch and the spinnaker head.



10. To avoid the trumpet mouth to move during the handlings, it must be fixed using a grey spectra line as shown on the photos. The line must be attached on the pole, then through the trumpet and fixed on the bridle plate on the hull.





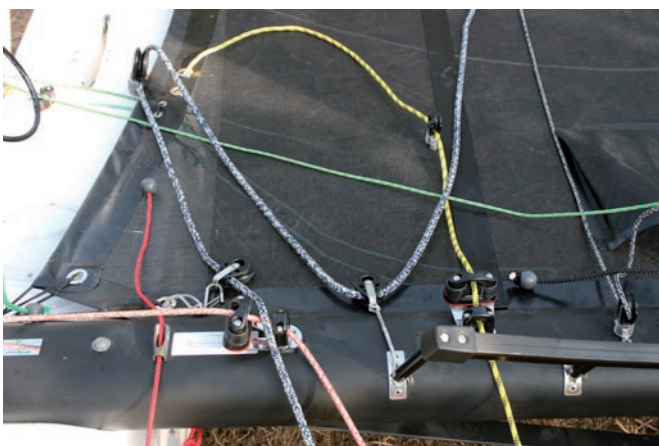
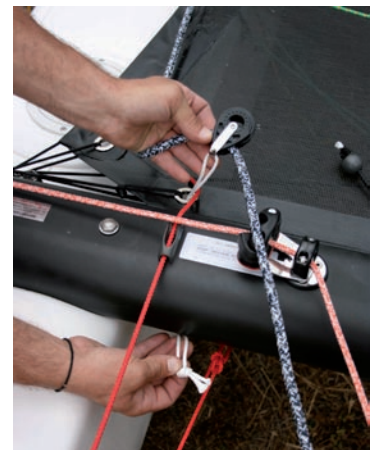
1. Take the spinnaker sheet. Notice the spectra line that is in the middle of the line. Attach this spectra line to the spinnaker clew point.



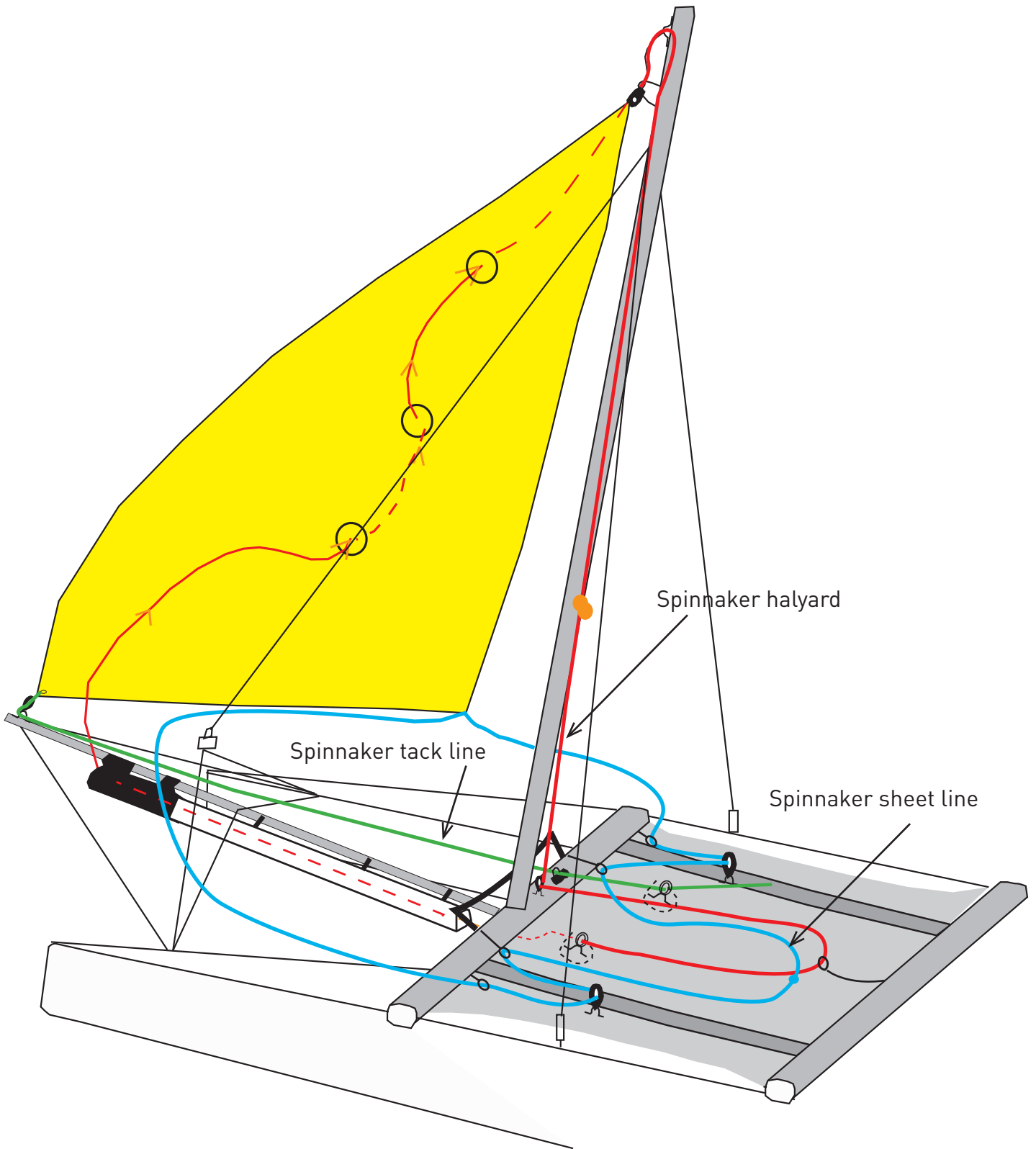
2. Take the grey spectra line supplied with the spinnaker, and fix the 40 mm carbo block as shown on the pictures below.



3. Attach the white spectra to the dolphin striker after you have lead it through the trampolin eyelet.



4. Take one end of the spinnaker sheet line, lead it through the carbo block near the trampolin, through the spi block with plastic spring, mounted on the trampolin, back to the carbo block installed on the self tacker track support. Proceed in the same way on the other side and join the two ends by a knot.





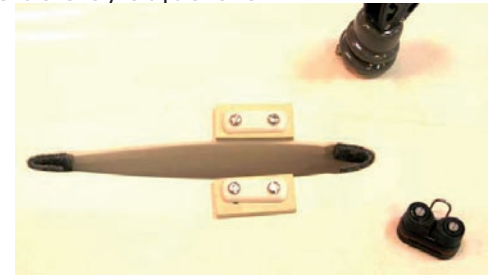
Before sailing check the following points :

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



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

3/ Fit the daggerboards into the daggerboards wells and adjust



the rubbers.

4/ Check all fastenings :

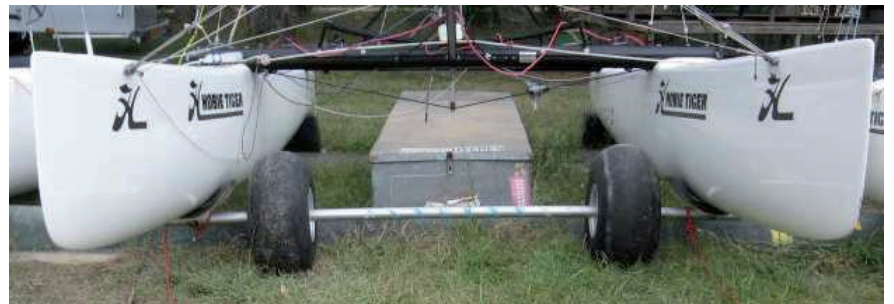


- Mast tang shackles and shrouds (to prevent the mast to fall down)
- pins and trapeze rope locks (to prevent falling out in the water if the trapeze is not well fastened)
- pins and spring rings on the forestay and shrouds (to prevent the mast to fall down)
- spring rings on the rudder pins (to prevent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

Transport and launching

In order to avoid hull damages :

- Always use a dolly with cradles to transport your Hobie Tiger 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.

Maintenance and repair

- Always wash the hulls and the sails with fresh water after sailing in salt water.

- Take off the plugs to drain the water from the hulls.

- In order to avoid expensive repairs, it is recommended to check wear of hull bottoms as follows : as soon as the first woven glass cloth appears, you should apply gelcoat or resin to protect the glassfiber. If the wear is already so advanced that several layers of glass fiber have been worn through or the colored wear indicator is showing, stop using them and rebuild the bottom with glassfiber and resin.



CAREFULLY READ AND OBSERVE THE SAFETY ADVICES MENTIONED IN THE FOLLOWING PAGE.

TO 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.

If you are in the water, remain in contact with the boat, even if it is capsized. A sailboat can drift away faster than a person can swim.

Never sail without a righting line.

Wear appropriate clothes. Wear a wet suit or dry suit in cold weather or cold water conditions.

Learn the right of way rules and when in doubt, give way to others.

When not sailing, always keep the boat pointed into the wind whether in the water or on the beach.

Read the instruction manual carefully.

Make sure everyone on the boat reads and understands these safety instructions.

ALWAYS check that the drain plugs are screwed in before launching your catamaran. Remove the plugs after sailing to drain any water that may have leaked into the hulls. 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.