

Hobie Cat

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May 24, 1996

Dear TriFoiler Dealer,

Because of the busy Memorial Day weekend we would like for you to especially careful about a couple of things;

1) We have decided that the sensor bow line is not a good design because it is too hard to keep proper adjustment. If it is not working properly personal injury or serious damage may occur. We have designed a new solution that is very easy to implement and kits are on the way, but for this weekend we would like for you to make sure that your customers have properly adjusted the sensor bow line.

Instructions for adjusting the sensor bow line are in the owner's manual, but they are repeated here. -- After the boat is completely rigged use the Sensor Retraction Line to lift the sensor all the way up. In this position the line should have just a little slack. How much slack is hard to say because the system is too flexible which is the real problem. However, please put the ama through it's full motion to make sure that the line is not too tight when the ama pitches down. If the line is too loose it will be not be affective. If the line is too tight it may break the sensor when the ama pitches down. Secure the knot with a little glue (prefferably super glue). If the line needs to be tightened later on put a knot in the line.

2) Newer boats have a 3/16" caribine hook which clips the port boom to the king post while stepping the port mast. Please be carefull that the hook is not twisted or binding. If it is then the back stay will not reach the pad eye and extra stress may break the hole off of the aluminum pulley cleat. If this happens the port mast will fall.

We suggest putting a very short loop of line through the pulley cleat and shorten the line that holds the caribine hook to the king post. The short loop of line will be more flexible and will not allow the hook to bind up. The length of the system is critical. If the line is too short the back stay will not reach the pad eye. If the line is too long the boom will not be able to hold the mast up.

3) It is very important to remain properly seated in the cockpit when ever the boat is on the foils.

4) We have a new owner's manual that we have sent to everyone. Please be sure you have read it and understand it.