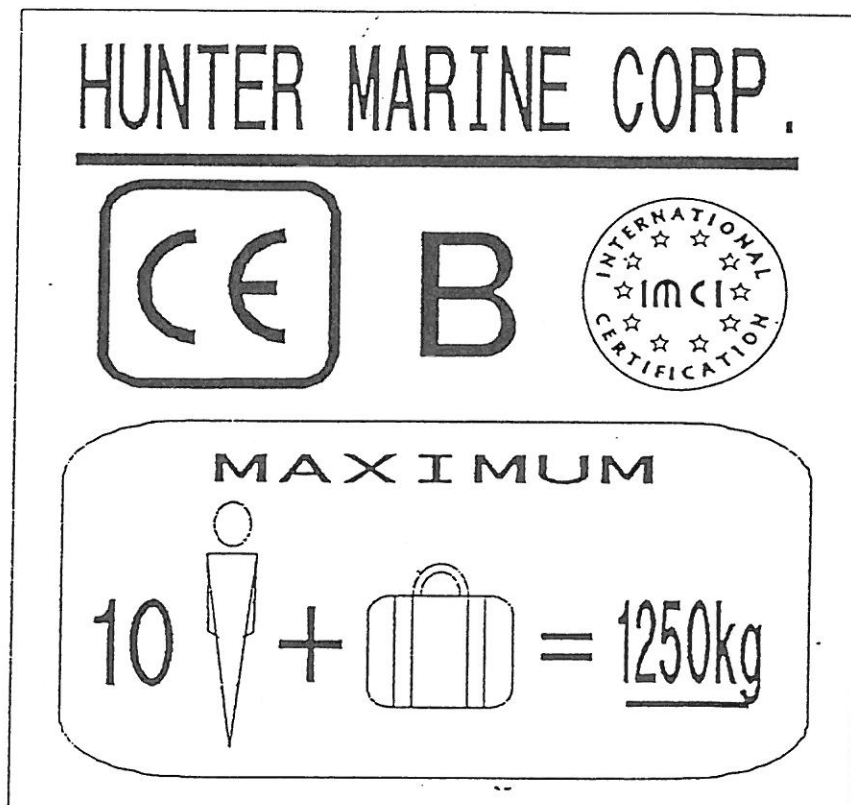


BUILDER'S INFORMATION PLATE

HUNTER MARINE CORPORATION

H340



LIGHT SHIP DISP. = 5,183 kg (11,403 lbs)

FULL LOAD DISP. = 6,944 kg (15,277 lbs)

SINK @ FULL LOAD DISP. = 96mm (3.76")

Each Hunter 340 model with the CE Mark is and will continue to be identical to the individual unit of that model which was officially inspected and approved.

h/340

44'-0" (13.4m)

I = 43'-0" (13.1m)

P = 44'-0" (13.4m)

421 SQ.FT.
(128.3 sq. m)

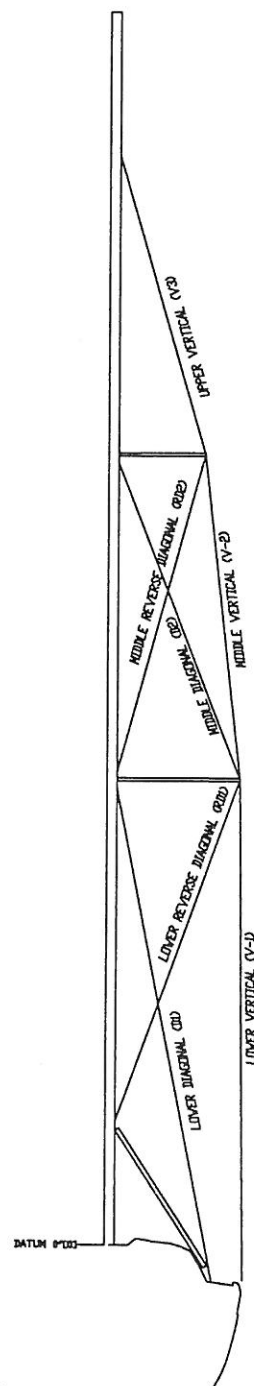
682 SQ.FT.
(207.8 sq. m)

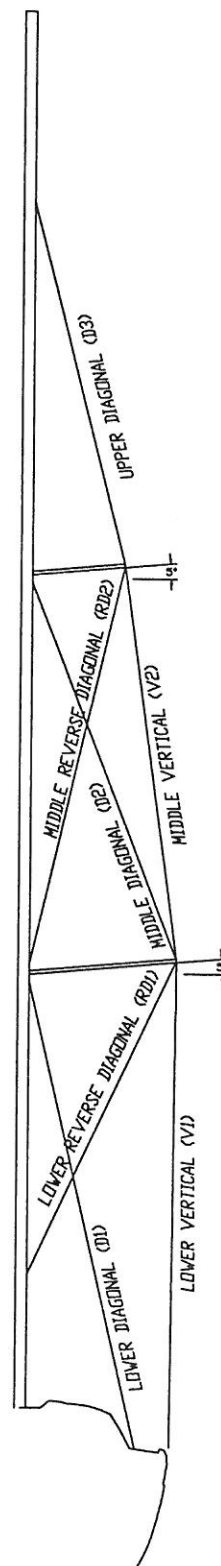
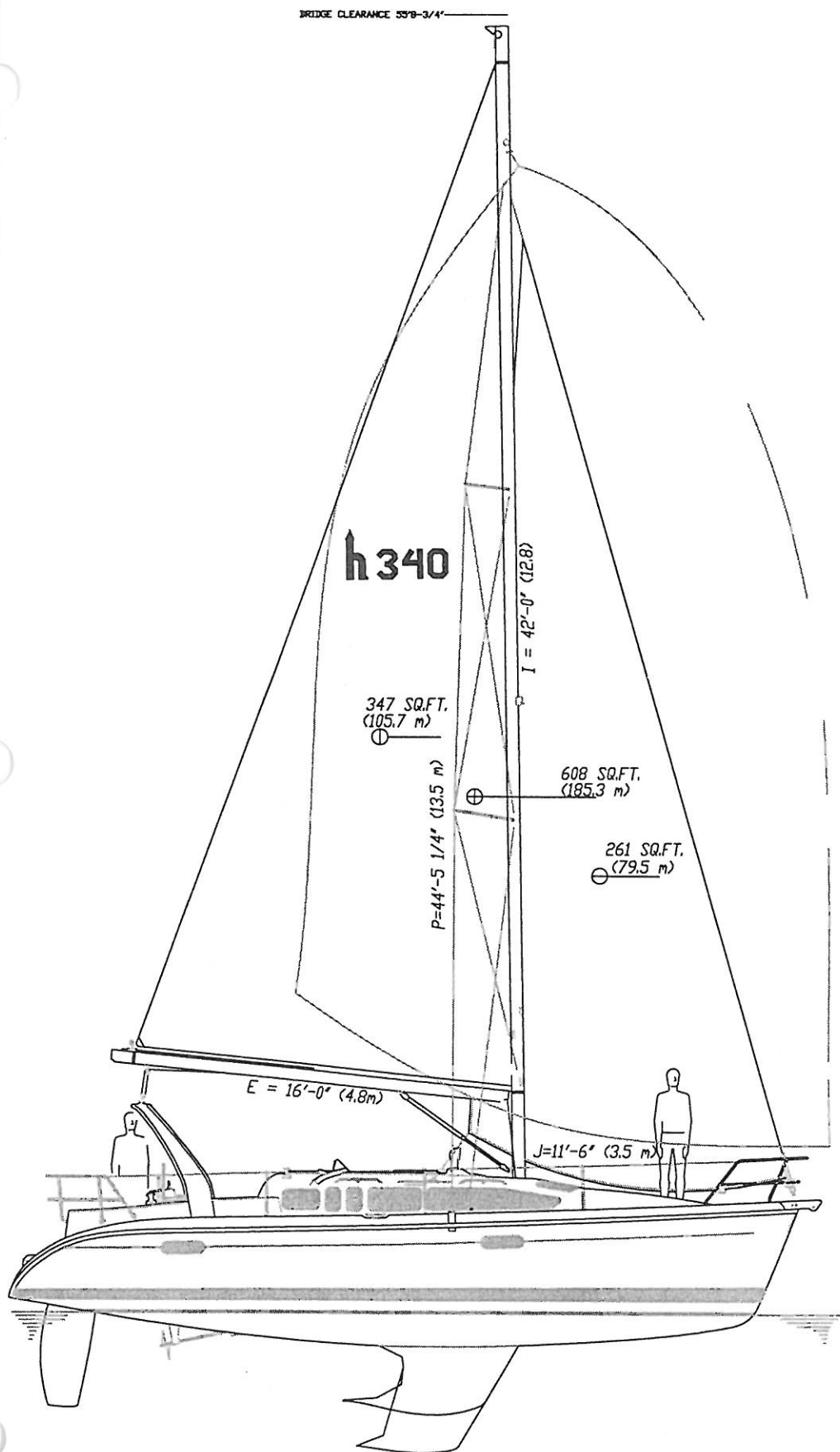
261 SQ.FT.
(79.5 sq. m)

(4.8 m)
E = 16'-0" (4.8m)

(3.5 m)
J = 11'-6" (3.5m)

0 1 2 3 4 5 6 7 8 9 10



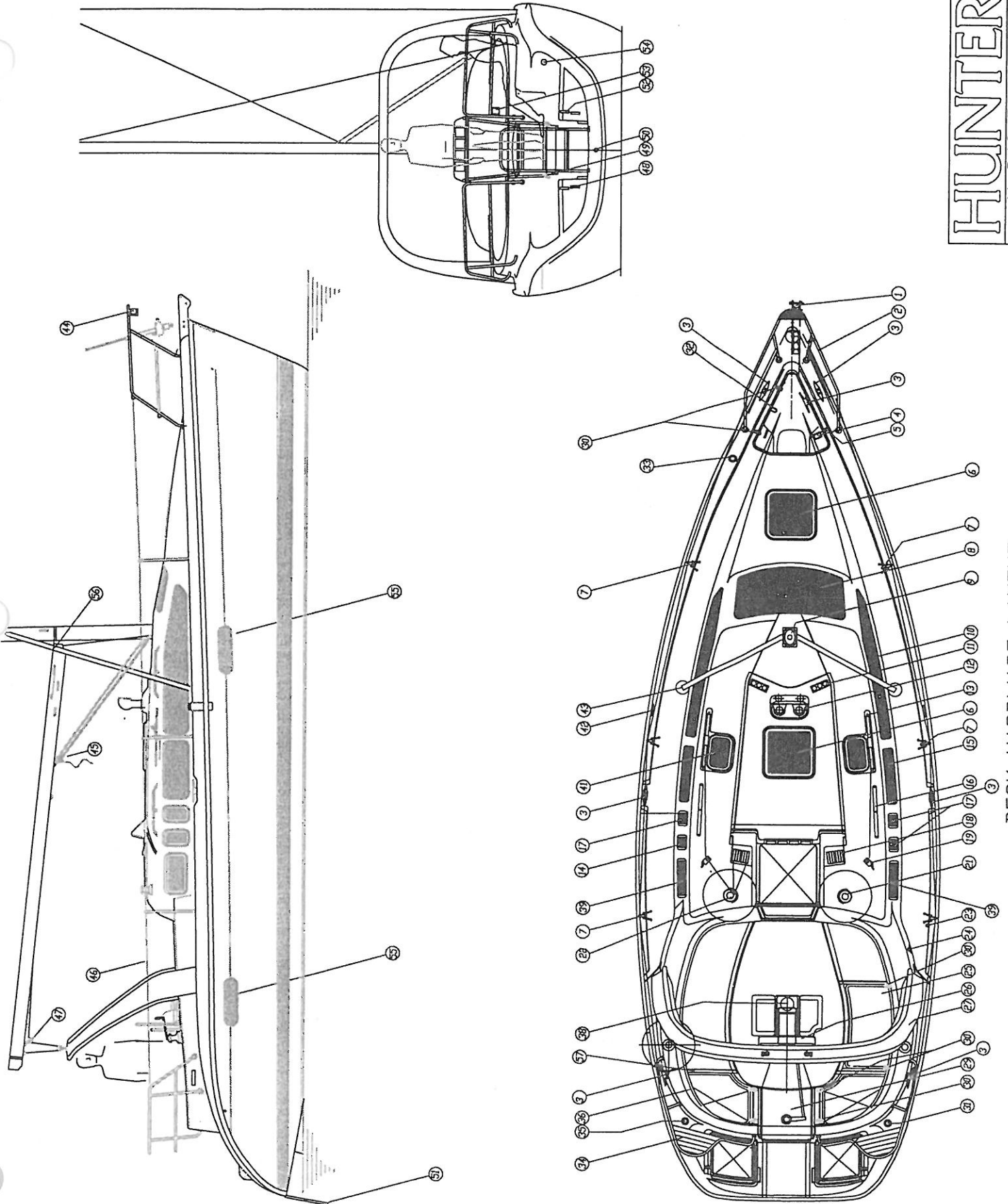


DIMENSIONS, CAPACITIES, ETC.

HUNTER 340

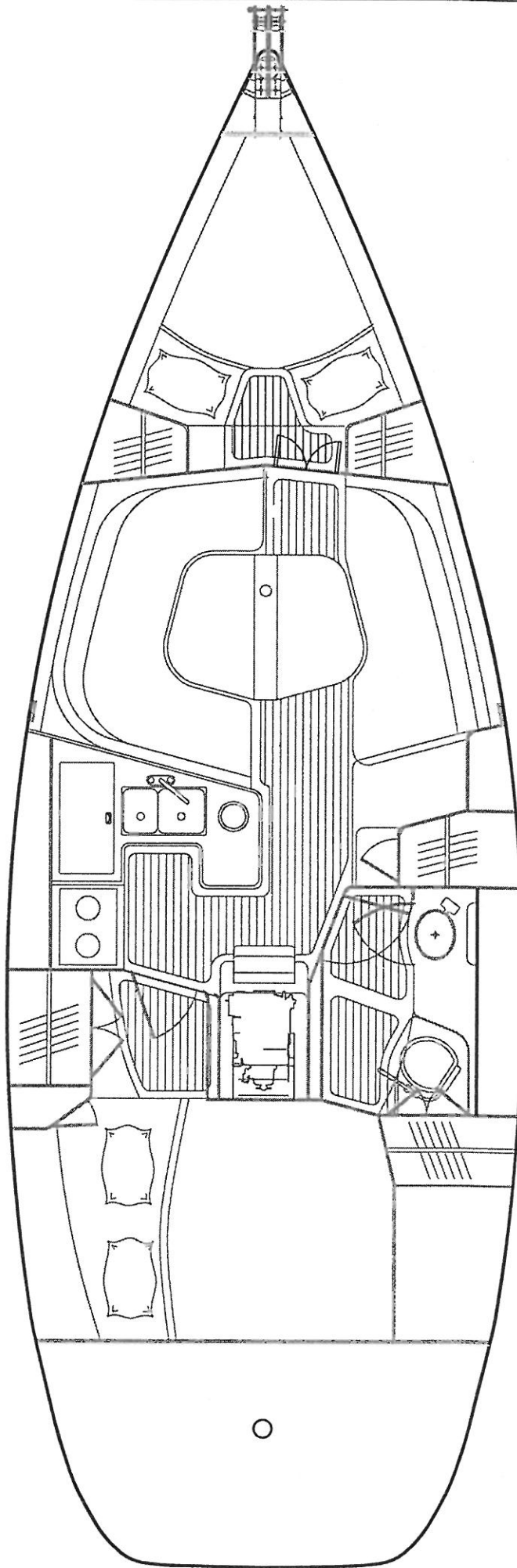
Length overall (LOA)	33'6"	10.20m
Length of waterline (LWL)	28'7"	8.70m
Beam (max)	11'8"	3.54m
Shoal draft	4'6"	1.37m
Deep draft	6'0"	1.83m
Displacement	11,000 lbs	5,007 kg
Shoal ballast	4,000 lbs	1,816 kg
Deep ballast	3,500 lbs	1589 kg
Sail Area (100% triangles)	599 sq ft	55.65 sq m
Sail Area (actual w/standard sails).....	682 sq ft	63.36 sq m
I	43'0"	13.10 m
J	11'6"	3.5 m
P	44'0"	13.41 m
E	16'0"	4.88 m
Mast height (from waterline).....	55'9"	16.99 m
Headroom	6'4"	1.93 m
Water capacity	75 U.S. gal.	284 liters
Holding tank capacity	30 U.S. gal.	110 liters
Fuel tank capacity	30 U.S. gal.	110 liters
LPG tank capacity	4 lbs.	1.82 kg
Battery capacity	Dealer supplied	
Electrical voltages	See Electrical Drawings	
Inboard engine	27 hp	20.1 kw
Maximum loading	10 people	600 kg luggage
Lifting points	Indicated by "Sling" labels on hull	

DECK HARDWARE LAYOUT



340 DECK GEAR			11/23/96	
	PART	PART#	MANUFACTURER	QTY
1	ANCHOR ROLLER	HW1610	SOUTH COAST	1
2	BOW RAIL	HW2348	SOUTH COAST	1
3	MOORING/ANCHOR CLEAT	HW0977		7
4	ANCHOR WELL LATCH	HW4481		1
5	ANCHOR WELL STRIKER PLATE	HW		1
6	HATCH	HW4854	LEWMAR	2
	TRIM RING	HW0384	LEWMAR	2
	SCREEN	HW0084-A	LEWMAR	2
7	LIFE LINE STANCHION	HW1747	SOUTHCOAST	6
8	CABIN WINDSHIELD (PLEXI)	PX0011	VIPLEX	1
9	MAST STEP	RI0522-A	ZSPARS 1103	1
10	WINDOW (PLEXI) PORT SIDE	PX0325		1
	WINDOW (PLEXI) STBD SIDE	PX0326		1
11	HALYARD ORGANIZER	HW0170		2
12	DORADE	HW4857		2
13	JIB TRACK ASSEMBLY			
	TRACK	HW0274		2
	ENDS	HW0215		4
	CAR	HW0217		2
14	OPENING PORT	HW0043	LEWMAR	1
15	WINDOW (PORT)	PX0323		1
	WINDOW (STBD)	PX0324		1
16	GRAB HANDLE	HW2445		2
17	WINDOW (PLEXI NONOPENING)	PX0361		3
18	HALYARD STOPPER	HW1259		2
19	JIB JAMMER	HW0400	SPINLOCK JP/50	2
21	CABIN TOP WINCH CST 40	HW2520		1
22	CABIN TOP WINCH CST 30	HW2519		1
23	JIB FURLER LEAD BLOCK	HW0267		3
24	JIB FURLER CLEAT	HW0980		1
25	LAZZERETTE COVER		GLASS PART	1
26	STEERING PEDESTAL	HW3307	EDSON RACK/PINION	1
27	ARCH		GLASS PART	1
29	STEERING LINKAGE	HW3307	EDSON	1
30	HINGE	HW1209		12
31	WATER FILL	PL1130		1
32	ANCHOR LINE U-BOLT	HW5512		1
33	WASTE PUMP OUT	PL1140		1
34	STERN RAIL	HW2246		2
35	DIESEL FILL	PL1126		1
36	GULL WING SEAT		GLASS PART	2
38	COMPASS	LGO135		1
39	OPENING PORT	HW0008	LEWMAR	2
41	DECK HATCH	HW0083	LEWMAR COAST 20	2
42	CHAIN PLATE	DWG# 34020001		2
43	LOWERS CHAINPLATE	DWG # 30620021		2
44	BOW LIGHT	ELO380		1

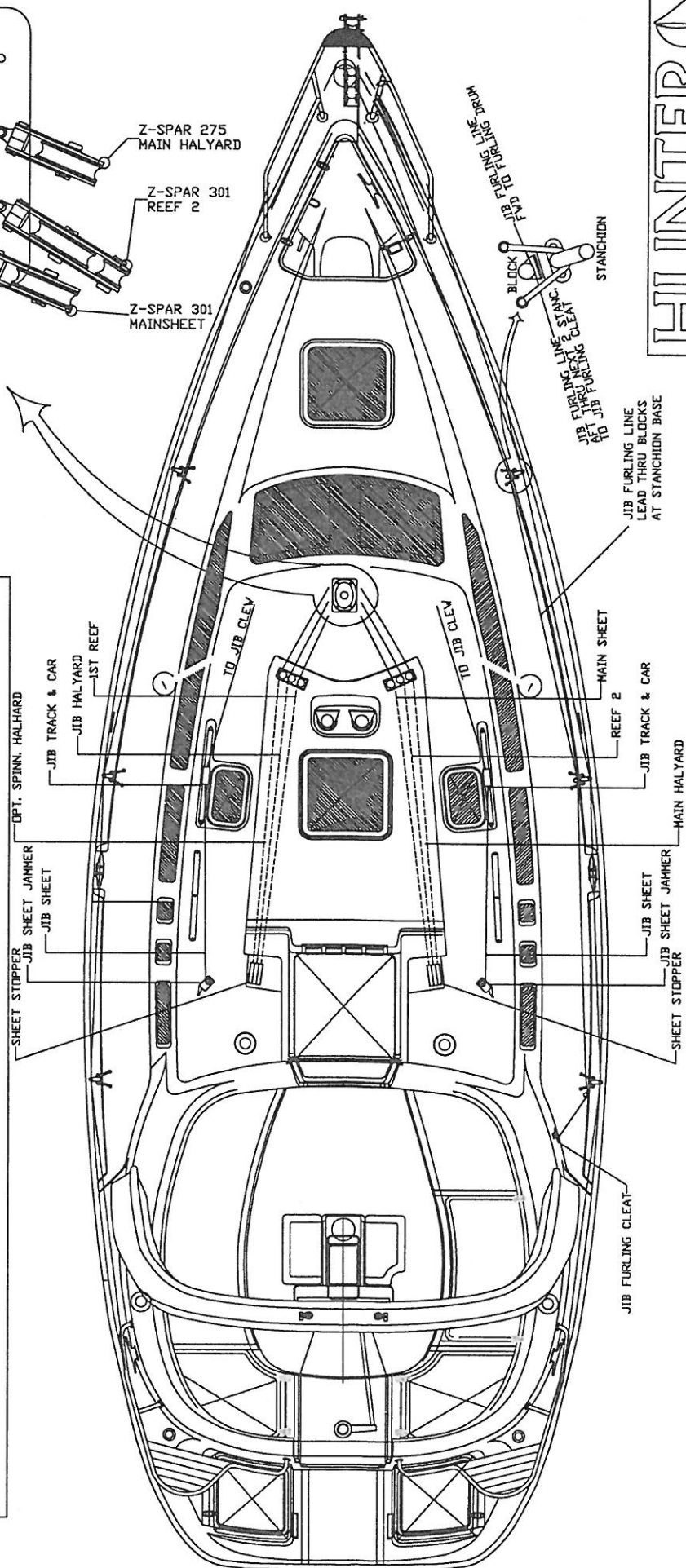
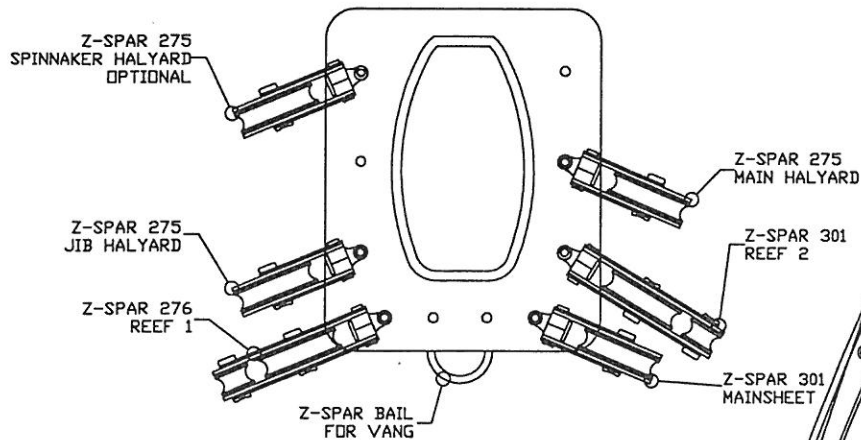
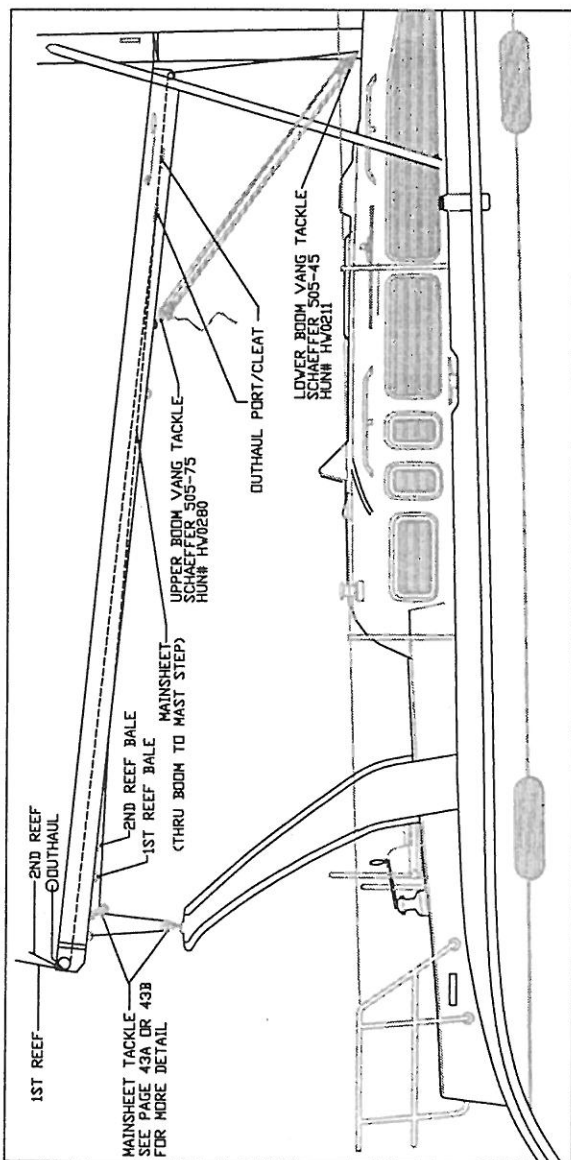
45	BOOM VANG			
	VANG BLOCK	HW0211	SCHAEFER	1
	VANG BLOCK	HW0280	SCHAEFER	1
46	LIFE LINES	RI1222		
47	MAIN SHEET SYSTEM			
	BOOM BLOCK MS.	HW0330	HARKEN 1540	1
	STAND UP SPRING	HW0389	HARKEN 071	2
	ARCH MS. BLOCK	HW0416	HARKEN 1540	2
	STRAP EYE	HW0390	HARKEN 1558	2
48	SWIM PLATFORM HANDLE	HW2404		2
49	HELMSEAT HINGES	HW4175		2
50	PROPANE LOCKER DRAIN	PLO840		1
51	SWIM LADDER	HW	TYP 310	1
52	SWIM SEAT LATCHES	HW4358		2
53	STERN LIGHT	ELO390		1
54	SHORE POWER	LGO100		1
55	FIXED HULL PORT	PX0144		4
56	STRUT	DWG# 30630003		2
57	GULL WING SEAT HANDLE	HW2318	TYP 310	2
	OPT. GEAR			
59	WINDLASS	HW	SIMPSON LAWRENCE SL00605167	1
28	TRAVELER ASSEMBLY			
	TRAVELER BAR	HW	HARKEN 1510-5' 6"	1
	TRAVELER CAR	HW0340	HARKEN 1508	1
	TRAVELER END CAPS	HW0343	HARKEN 1524	2
	STAND UP TOGGLE	HW0340	HARKEN 1561	1
	PORT CONTROL BLOCK	HW0341	HARKEN 1520	1
	STBD. CONTROL BLOCK	HW0342	HARKEN 1521	1
	TRAVELER CONTROL BLOCK	HW0340	HARKEN 1845	2
	3" HARKEN BLOCK	HW	HARKEN 1540	1



HUNTER

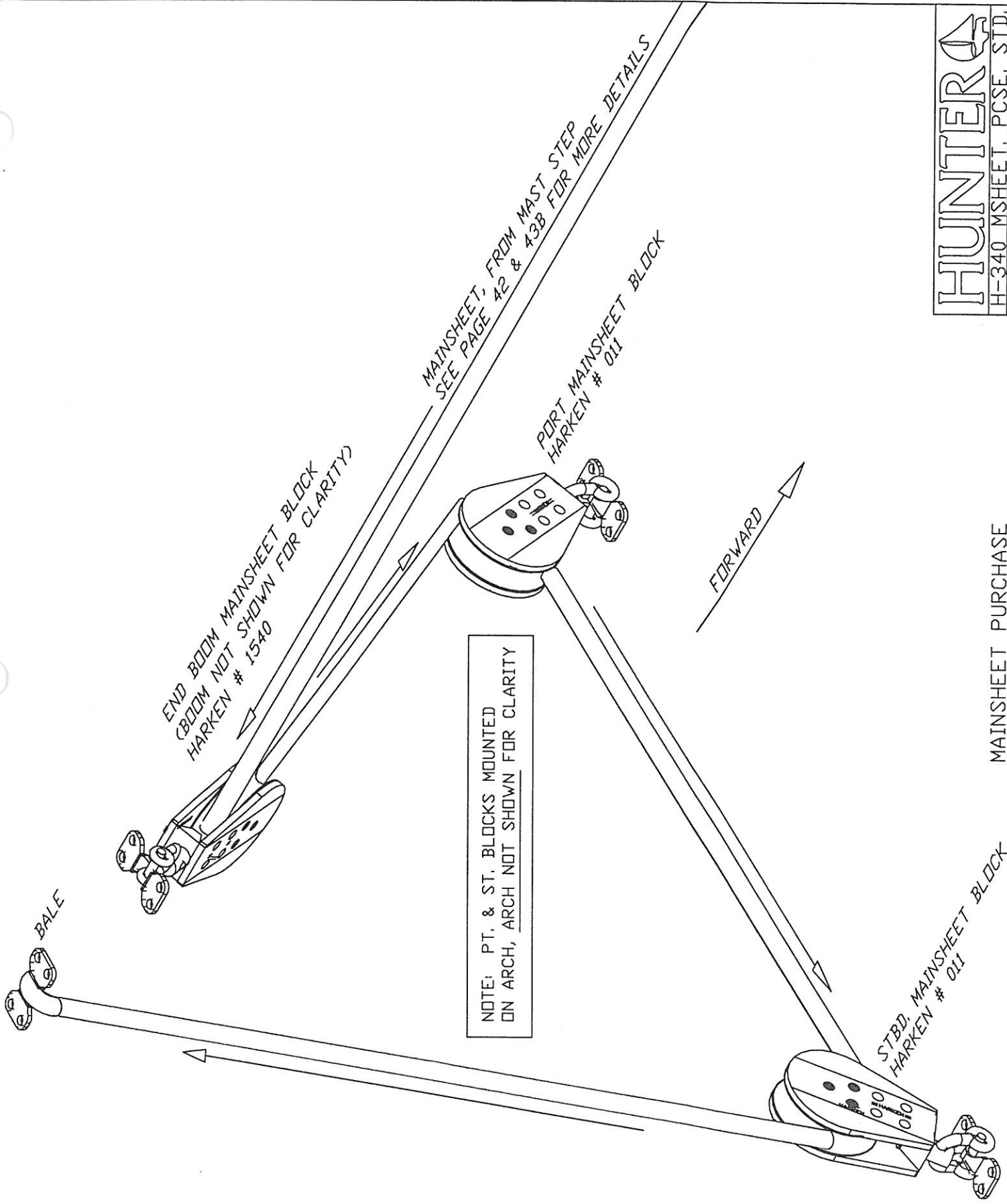
H-340 ACCOMMODATION
DRAWING # 3408041

ACCOMMODATION PLAN



HUNTER
H-340 RUNNING RIG, STD.
DRAWING # 3408042A

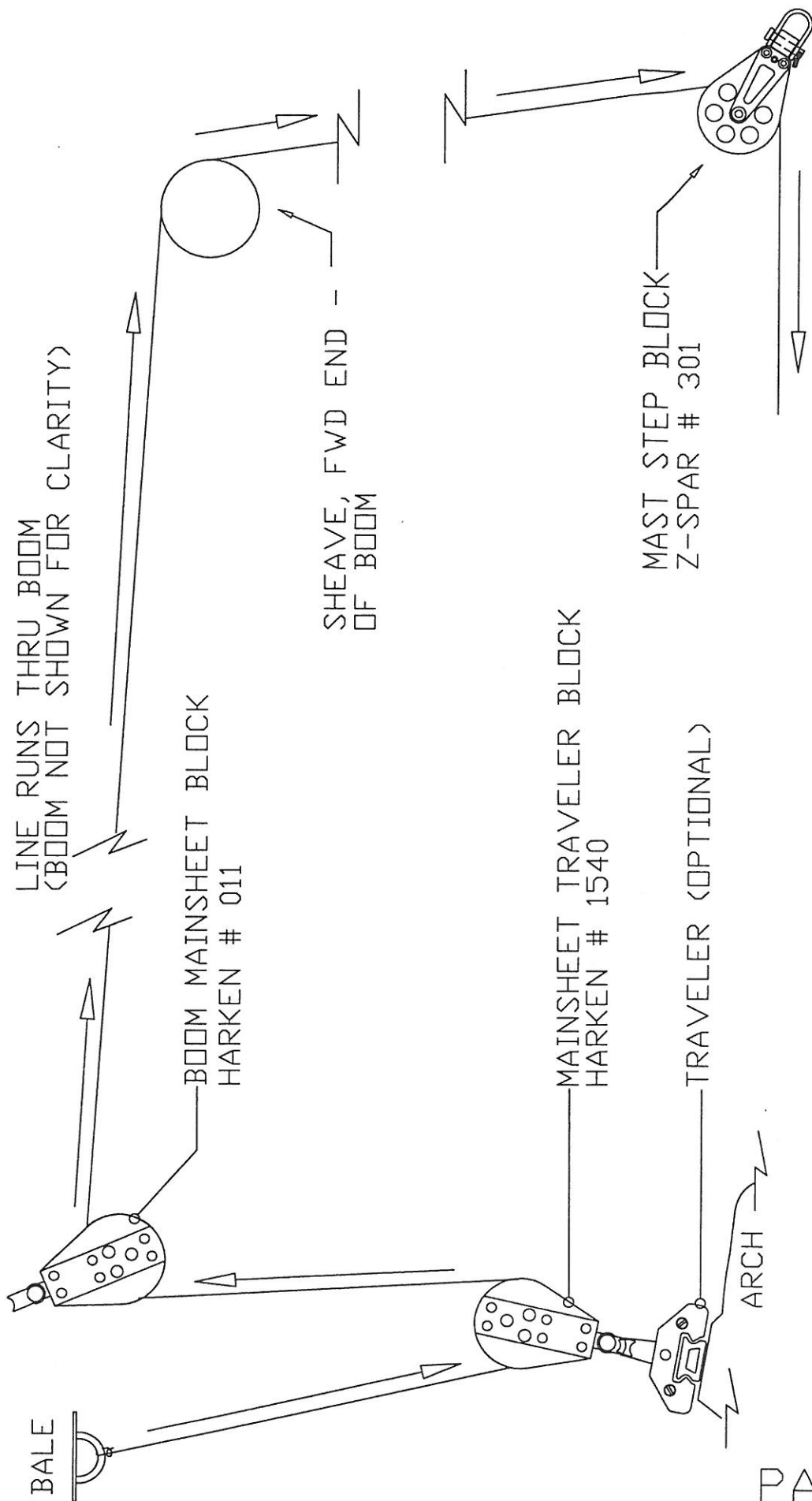
RUNNING RIGGING LAYOUT (STANDARD)



MAINSHEET PURCHASE

IMPORTANT!

USE CAUTION WHEN EASING LAZY JACK TENSION
TO PREVENT BOOM FROM STRIKING ARCH

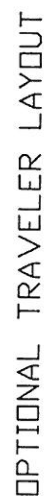


TO STBD. ORG. THEN -
TO SHEETSTOPPER
(SEE PAGE 42)

PORT SIDE SHOWN, STBD. SIDE
IS MIRROR IMAGE

SEE PAGE 43B FOR
MAINSHEET DETAILS

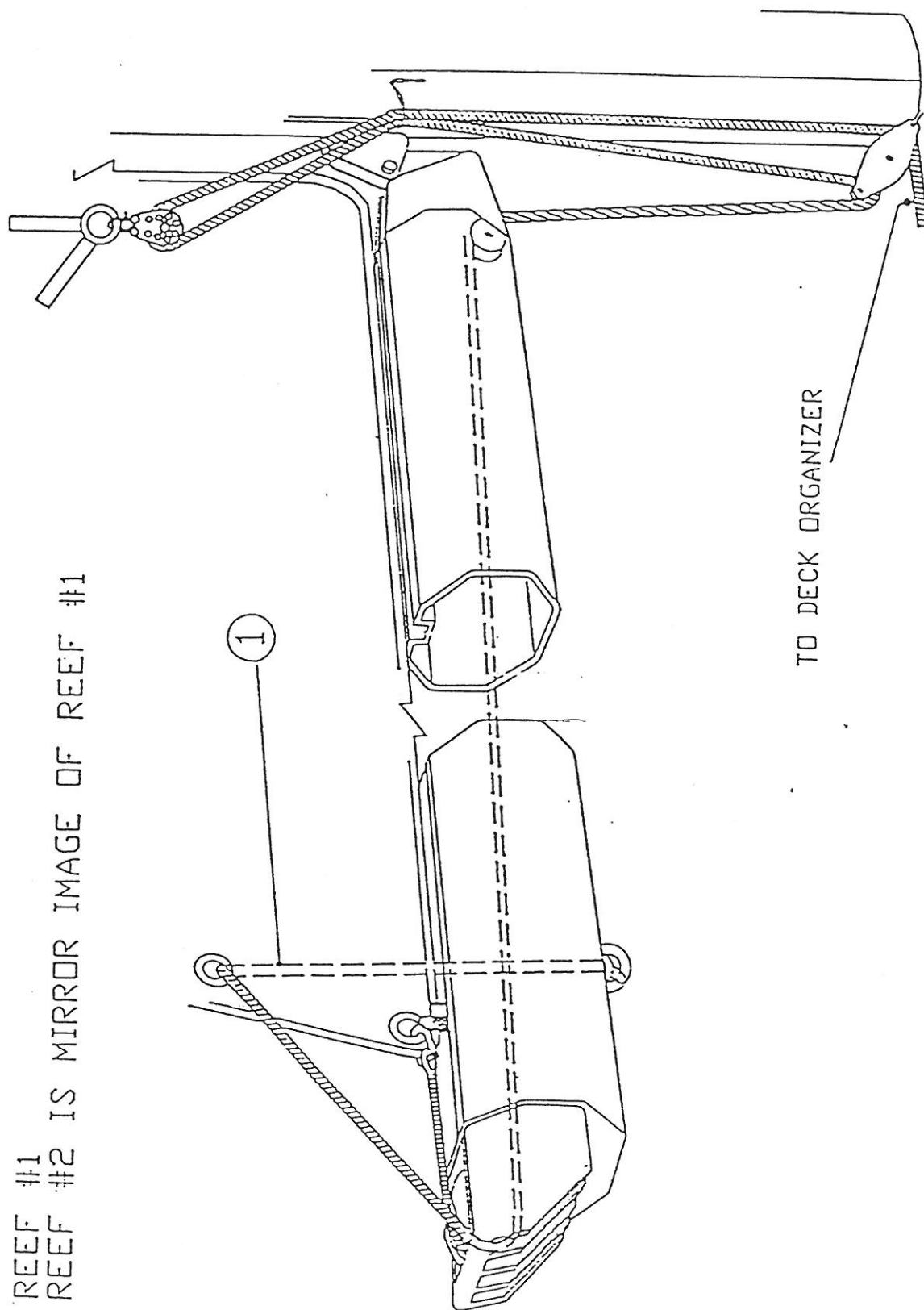
TRAVELER BAR NOT SHOWN
FOR CLARITY



HUNTER

H-340 OPT, TRAV. LAYOUT
DRAWING # 3408043C

① REEF #1
 REEF #2 IS MIRROR IMAGE OF REEF #1



REEFING INSTRUCTIONS

PRE-MARK THE MAIN HALYARD FOR EACH REEF

1. Shackle tack reef blocks to first and second reef tack cringles.
2. Run both reefing lines as illustrated in the Boom & Reef layout. Both portions of the reefing line leading to the reef tack block must run through the stainless steel eye on the side of the spar. The shorter reef line will be used on the first reef (starboard side, GREEN) the longer reef line on the second reef (port side, RED,).
3. Raise the main sail.
4. Ease the mainsheet and vang.
5. Lower the main sail to approximately the first reef position.
6. Take up the slack in the first reefing line.
7. Adjust the main halyard so that the tack reef block is not contacting the stainless steel eye on the side of the spar and is applying tension to the luff of the main above the reef, not below. There will be approximately 6" (150 mm) of stretch in the main luff and main halyard when the reefing line is tensioned, so make sure that this is allowed for when adjusting the main halyard to locate the tack reef block.
8. Tension the reef line with the appropriate self-tailing winch until the clew reef cringle is brought down to the boom.
9. Confirm that the tack reef block is still clear of the stainless steel eye and that only the main luff above the reef cringle is tensioned, not the luff between the cringle and the top stacked sail slide. Ease the reef line and readjust the halyard if necessary.
10. Mark the halyard at the stopped with a 1" (25mm) single band of indelible marker ink. By dropping the halyard to this mark every time a reef is required the halyard is automatically in the correct position for the reef.
11. Repeat the procedure for the second reef, using double bands to mark the halyard in the correct position.

REEFING PROCEDURE

1. Head up into the wind.
2. Ease the mainsheet and vang.
3. Check the topping life for adequate boom support.
4. Lower the main halyard to the appropriate mark, and snub the line with the stopper.
5. Tension the reefing line with the self-tailing winch until the reef clew is brought down to the boom. Apply stopper. Ease the topping lift.

SHAKING OUT A REEF

1. Head up into the wind.
2. Ease the mainsheet and vang. Tension to topping lift.
3. Release the reef stopper and remove reef line from winch.
4. Tension the main halyard to raise sail, making sure reef lines run freely while sail is being raised. Apply stopper to main halyard.
5. Re-tension vang and mainsheet. Ease the topping lift.

RUNNING RIGGING SPECIFICATIONS									
BOAT: h340		FILE NAME: PR340		REVISION:					
BY: KJC		DATE: 11/1/96							
CHECKED BY:		DATE:							
OPT/STD	ITEM	QUANTITY	LINE SIZE	LINE TYPE	COLOR	END 1	LENGTH		END 2
1 STD	MAIN HALYARD	1	3/8" (9.5mm)	XLS EXTRA	BLUE	HEADBOARD SHACKLE	34.3 m	113 ft	BARE
2 STD	JIB HALYARD	1	3/8" (9.5mm)	XLS EXTRA	RED	EYE	31.0 m	102 ft	BARE
3 STD	MAIN TRAVELER LINE	2	5/16" (8mm)	LS	WHITE	SMALL EYE	6.4 m	21 ft	BARE
4 STD	MAINSHEET	1	3/8" (9.5mm)	XLS	BLUE FLECK	SMALL EYE	13.7 m	45 ft	BARE
5 STD	BOOM TOPPING LIFT	1	1/4" (6.4mm)	LS	WHITE	BARE	29.8 m	98 ft	BARE
6 STD	REEFING LINE #1	1	3/8" (9.5mm)	LS	RED FLECK	BARE	19.4 m	64 ft	BARE
7 STD	REEFING LINE #2	1	3/8" (9.5mm)	LS	GREEN FLECK	BARE	28.0 m	92 ft	BARE
8 STD	JIB SHEET	2	7/16" (11mm)	LS	RED FLECK	BARE	13.0 m	43 ft	BARE
9 OPT	CRUISING SPINN. SHEET	2	3/8" (9.5mm)	LS	BLACK FLECK	BARE	26.0 m	85 ft	BARE
10 OPT	SPINNAKER HALYARD	1	3/8" (9.5mm)	XLS	BLACK	SNAP SHACKLE NF11000s	31.0 m	102 ft	BARE

FURLING RUNNING RIGGING SPECIFICATIONS									
BOAT: h340		FILE NAME: PR340-F			REVISION:				
BY: KJC		DATE: 11/1/96							
CHECKED BY:		DATE:							
OPT/STD	ITEM	QUANTITY	LINE SIZE	LINE TYPE	COLOR	END 1	LENGTH		END 2
1 STD	MAIN HALYARD	1	3/8" (9.5mm)	XLS EXTRA	BLUE	HEADBOARD SHACKLE	34.3 m	113 ft	BARE
2 STD	JIB HALYARD	1	3/8" (9.5mm)	XLS EXTRA	RED	EYE	31.0 m	102 ft	BARE
3 STD	MAIN TRAVELER LINE	2	5/16" (8mm)	LS	WHITE	SMALL EYE	6.4 m	21 ft	BARE
4 STD	MAINSHEET	1	3/8" (9.5mm)	XLS	BLUE FLECK	SMALL EYE	13.7 m	45 ft	BARE
5 STD	BOOM TOPPING LIFT	1	1/4" (6.4mm)	LS	WHITE	BARE	29.8 m	98 ft	BARE
6 STD	JIB SHEET	2	7/16" (11mm)	LS	RED FLECK	BARE	13.0 m	43 ft	BARE
7 OPT	CRUISING SPINN. SHEET	2	3/8" (9.5mm)	LS	BLACK FLECK	BARE	26.0 m	85 ft	BARE
8 OPT	SPINNAKER HALYARD	1	3/8" (9.5mm)	XLS	BLACK	SNAP SHACKLE NF11000s	31.0 m	102 ft	BARE

h340 B&R RIG WITH STRUTS DESCRIPTION

To understand how to tune the B&R rig, first you should be familiar with the various parts of a basic single spreader rig, something most sailors know a little about. It is comprised of six interconnected parts: mast, spreaders, upper shrouds, lower shrouds, backstay and forestay.

When the rig is correctly tuned, the mast will not bend sideways appreciably when under sail, though it may be raked and be bent fore and aft to suit the sails and sailing preference of the crew.

The upper shrouds, or D2, keep the mast which is above the spreaders from bending away from the wind. When the D2 is tightened it pulls the upper portions of the mast toward it and pushes the spreader which then pushes the mast near the spreaders in the opposite direction. The lower shrouds, or D1 pull on the area near the spreader. The forestay and backstay position the mast fore and aft allowing you to rake the mast the desired amount.

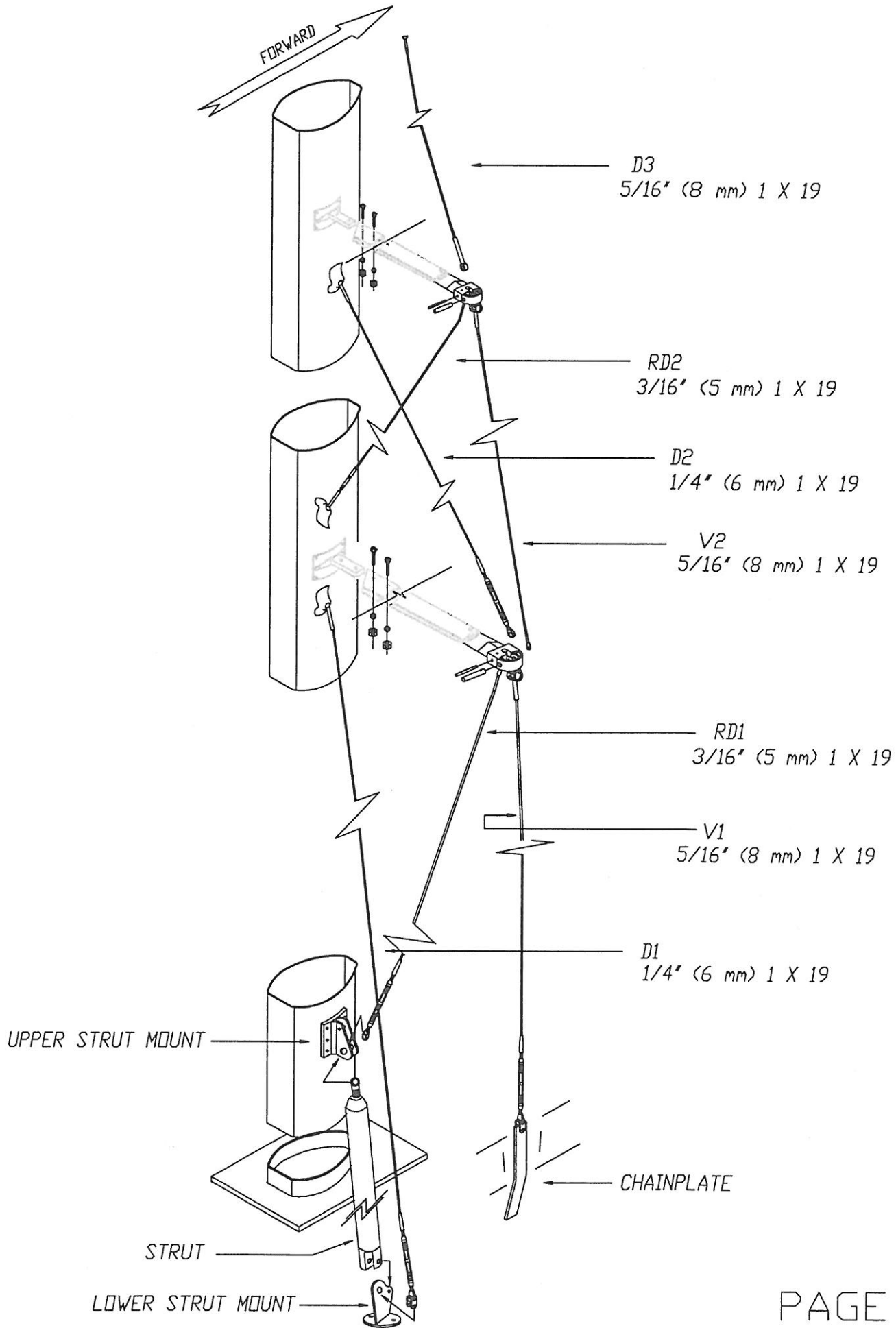
An improvement on the single spreader rig, which allows you to use a smaller mast section, is to support the bottom of the mast by holding it in place with struts and adding a second set of spreaders. The struts make a strong point where they attach and also serve as handholds making work on deck safer. By going to a smaller mast section it would normally be necessary to also support the mast fore and aft with additional rigging such as runners and

checkstays and inner forestays. To avoid the complication and inherent risk these additional items represent, Hunter uses the B&R rig which is as evenly supported fore and aft as it is sideways.

The B&R rig consists of aft swept spreaders and reverse diagonals which support the mast fore and aft thus combining the functions of inner forestays, checkstays, runners, and a backstay with their function as spreaders. With the B&R rig, no rigging has to be adjusted while sailing, thereby achieving a safe rig at all times. The performance minded skipper will benefit from the aerodynamic efficiency of the smaller mast section and the ability to make faster tacks because of the lack of running backs or inner forestays. The cruising sailor, who often sails with minimum crew, will enjoy the safety and comfort of not having to constantly move about the boat doing and undoing various parts of the rigging.

The furling mast option will eliminate the mast support struts, as a larger section is utilized due to the size of the mainsail when stowed inside this section. This larger mast section has the required strength that it can be used without the struts.

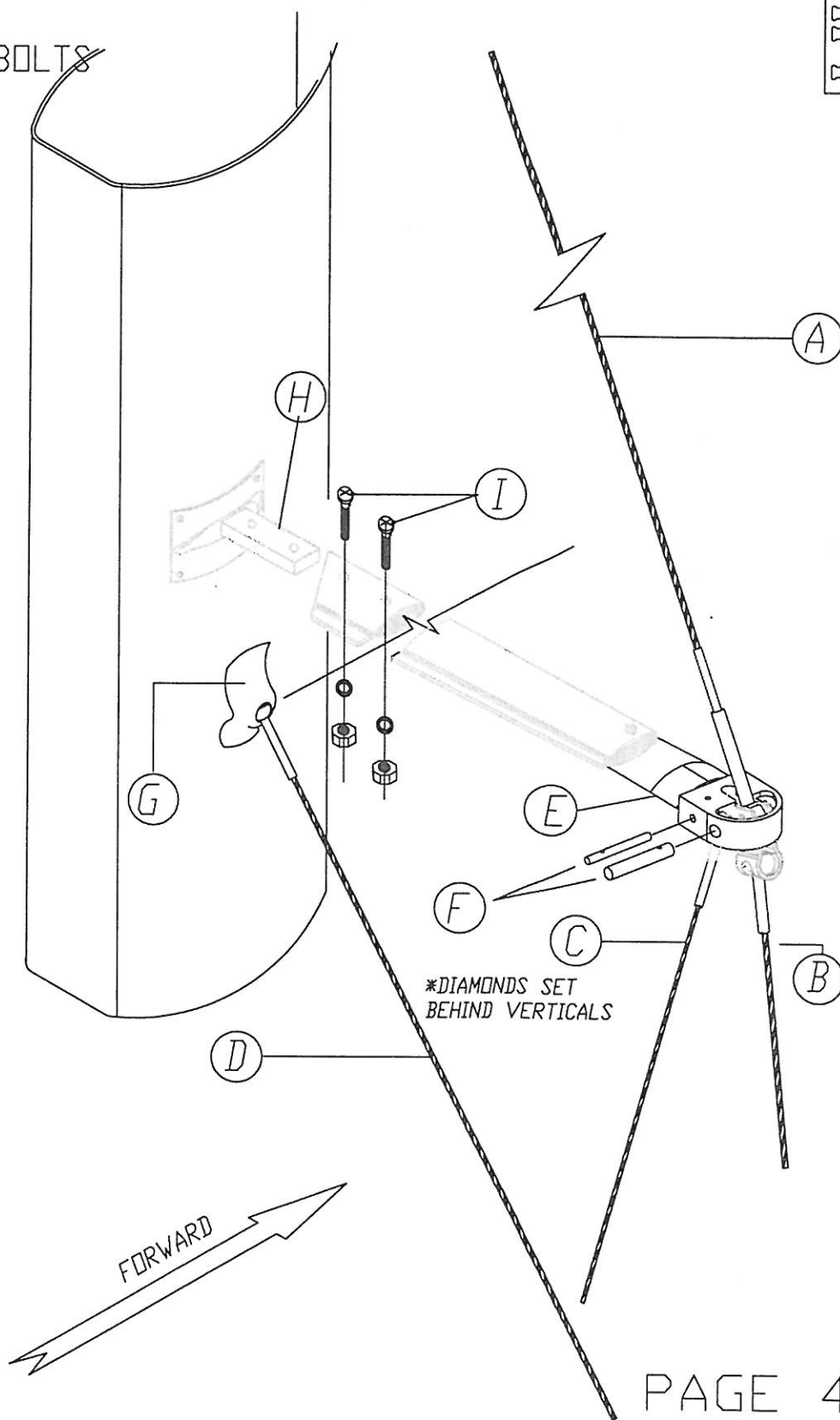
B&R rigging systems are on boats the world over: world cruisers and racers, OSTAR boats, 2 ton, 1 ton, 3/4 ton, 1/4 ton and multihulls — wherever one finds sailors who want performance and reliability.



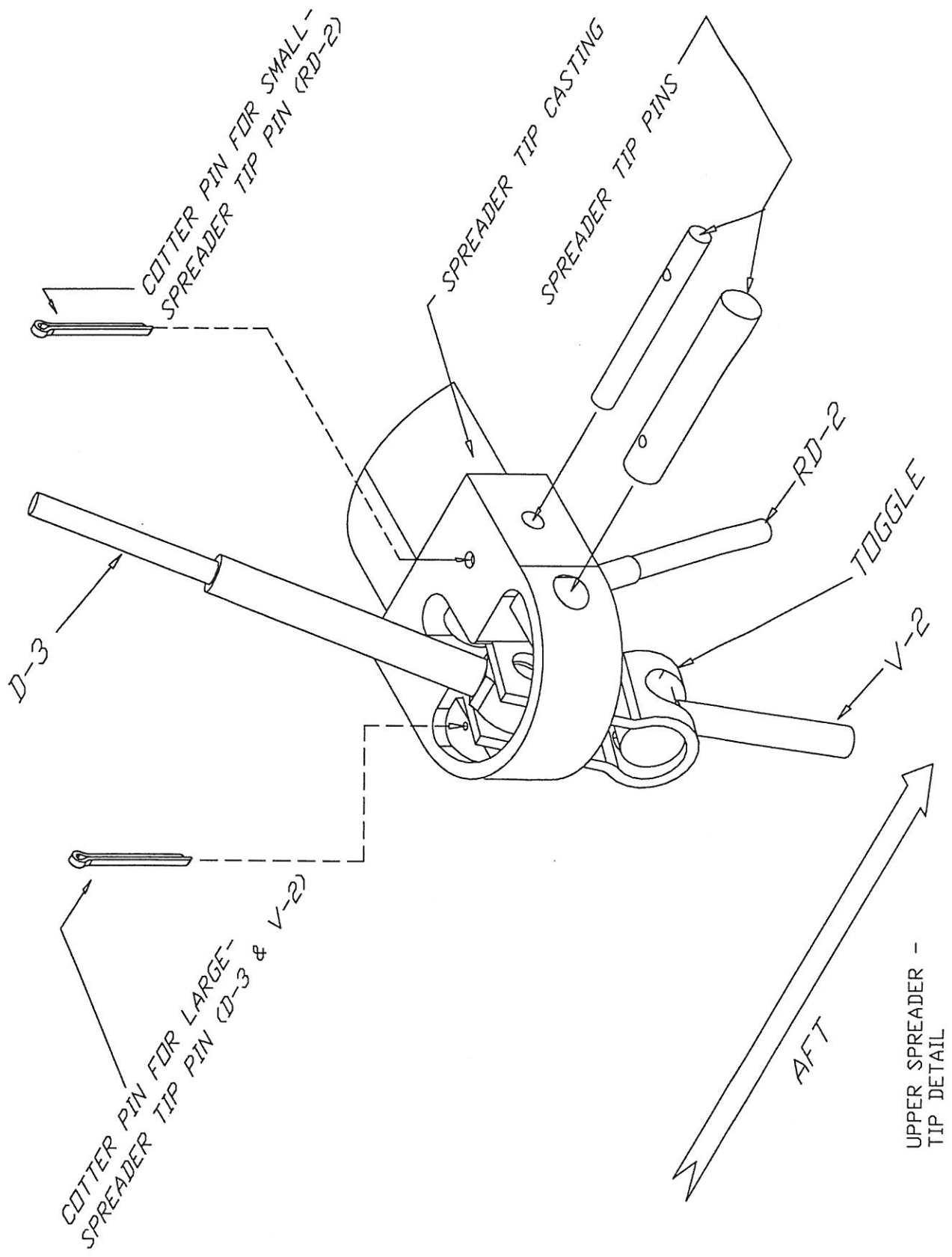
- (A) UPPER DIAGONAL (D3)
- (B) UPPER VERTICAL (V2)
- (C) REV. DIAG. (RD2)
- (D) MIDDLE DIAG. (D2)
- (E) SPREADER TIP CASTING
- (F) SPREADER TIP PINS
- (G) BACKING SHELL
- (H) SPREADER BAR
- (I) SPREADER BAR BOLTS

HUNTER

H-340 UPP. SPR. DET.
DRAWING # 3408049A

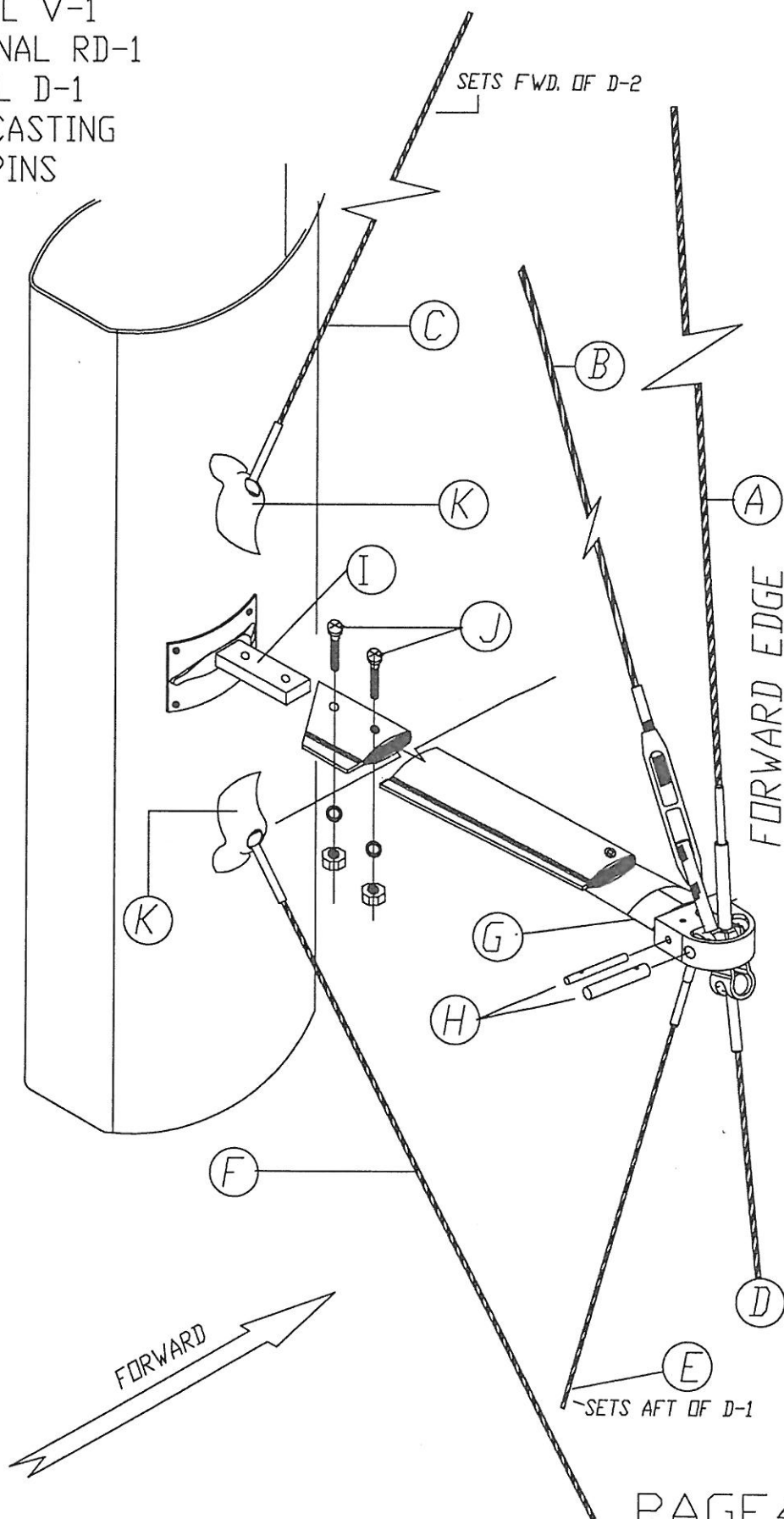


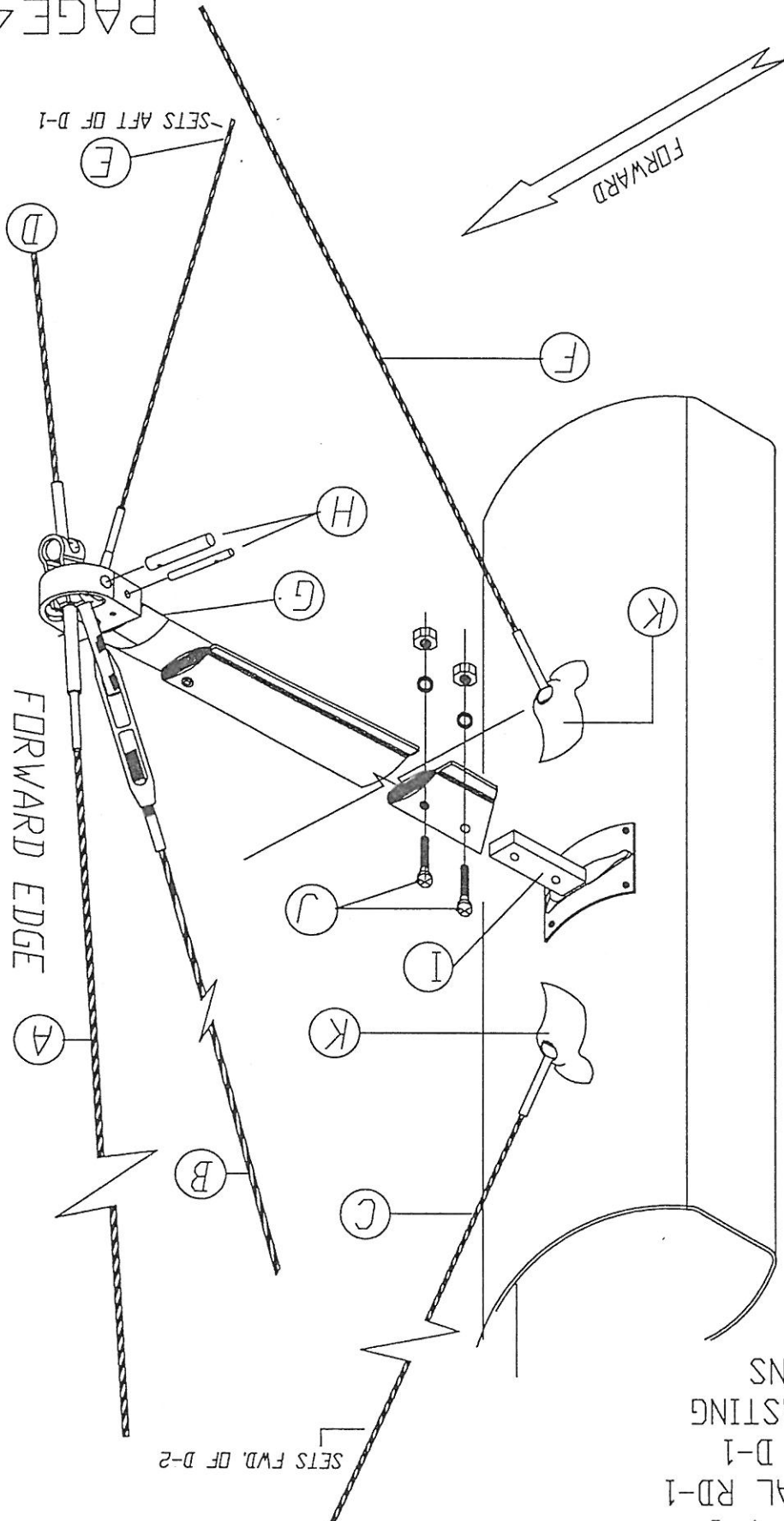
UPPER SPREADER DETAIL



UPPER SPREADER TIP DETAIL

- (A) MIDDLE VERTICAL V-2
- (B) MIDDLE DIAGONAL D-2
- (C) REV. DIAG. RD2
- (D) LOWER VERTICAL V-1
- (E) REVERSE DIAGONAL RD-1
- (F) LOWER DIAGONAL D-1
- (G) SPREADER TIP CASTING
- (H) SPREADER TIP PINS
- (I) SPREADER BAR
- (J) SPREADER BAR BOLTS
- (K) BACKING SHELL





- (A) MIDDLE VERTICAL V-2
- (B) MIDDLE DIAGONAL D-2
- (C) REV. DIAG. RD2
- (D) LOWER VERTICAL V-1
- (E) REVERSE DIAGONAL RD-1
- (F) LOWER DIAGONAL D-1
- (G) SPREADER TIP CASTING
- (H) SPREADER TIP PINS
- (I) SPREADER BAR
- (J) SPREADER BAR BOLTS
- (K) BACKING SHELL

LOWER SPREADER DETAIL

COTTER PIN FOR LARGE-
SPREADER TIP PIN (V-1 & V-2)

V-2

COTTER PIN FOR SMALL-
SPREADER TIP PIN (RD-1)

D-2

SPREADER TIP CASTING

SPREADER TIP PINS

RD-1

TOGGLE

V-1

AFT

LOWER SPREADER TIP DETAIL

h340 STANDING RIGGING SPECIFICATIONS									
BY:		KJC	DATE: 20-Dec-96		REVISION:		12/20/96		
OPT/STD	ITEM	QUANTITY	WIRE SIZE	UPPER END	LENGTH	LOWER END			
1 STD	D3	2	1/4" (6.4mm) 1x19	STEMBALL, BACKING SHELL	0.000 m	12 ft. 5 in.	MARINE EYE		
2 STD	V2	2	1/4" (6.4mm) 1x19	JAW TOGGLE	3.823 m	12 ft. 6 1/2 in.	MARINE EYE		
1 STD	D2	2	3/16" (5mm) 1x19	STEMBALL, BACKING SHELL	3.721 m	12 ft. 2 1/2 in.	6-12-12 TURNBUCKLE W/ EYE DRILLED FOR 1/2" PIN		
2 STD	V1	2	9/32" (7mm) 1x19	JAW TOGGLE	6.204 m	20 ft. 4 1/4 in.	9-16-16 TURNBUCKLE		
3 STD	D1	2	1/4" (6.4mm) 1x19	STEMBALL, BACKING SHELL	6.071 m	19 ft. 11 in.	8-12-12 TURNBUCKLE		
3 STD	UPPER DIAMOND, RD2	2	3/16" (5mm) 1X19	MARINE EYE	3.905 m	12 ft. 9 3/4 in.	6-10-10 STEMBALL TURNBUCKLE WITH BACKING SHELL		
4 STD	LOWER DIAMOND, RD1	2	3/16" (5mm) 1X19	MARINE EYE	4.509 m	14 ft. 9 1/2 in.	6-10-10 TURNBUCKLE WITH JAW TOGGLE		
5 STD	FORESTAY	1	N/A	OS JAW TOGGLE	0.000 m	0 ft. 0 in.	SHIP TOGGLE LOOSE WITH PINS		

T-BOLT W/TOGGLE

$\frac{1}{3}$ $\frac{2}{3}$ $\frac{2}{3}$ $\frac{1}{3}$

TURNBUCKLE

EYE

FORK

STEM BALL

CUP

EYE

LENGTH

TUNING THE H340 B&R RIG

The easiest method for tuning the B&R rig is to perform step one as follows before the mast is stepped, with it lying aft side down on two sawhorses. Begin with all rigging slack. If the mast is already stepped, loosen all the rigging, and then proceed to step one.

1. Start with all the rigging slack. Then induce the mast bend by tightening the reverse diagonals (diamonds). Measure the bend by tensioning a line or the main halyard between the masthead and the gooseneck. The maximum amount of bend should be no more than 1' [300mm] for the standard rig and no more than 4" [100mm] for the furling mast measured perpendicular from the aft face of the mast to the halyard at the deepest part of the bend. It can be less than that based on the sail shape and your own preference. The bend should also be evenly distributed along the mast to give a smooth shape. Keep in mind that bending a furling mast may make it more difficult to furl and will not do much to flatten the sail as in a standard rig. It is very important that the mast also be straight from side to side at this time. Tighten or loosen the reverse diagonals to achieve this.
2. Step the mast with all shrouds attached but with the turnbuckles completely loosened (if the mast was not already stepped).
3. Attach the jib halyard to a cleat on the bow to support the mast in a raked position (the masthead should be about 2'-0" [~600mm] behind the step). Attach the verticals and tighten them until you can just see the hole for the cotter pin in the turnbuckle. Tighten the jib halyard until you can attach the forestay. At this point the masthead should be raked so that a weight hung on the main halyard hangs about 1' behind the mast step.
4. Use the main halyard to check that the mast is centered from side to side. Pull it tight and mark the halyard next to the verticals chainplate. Now do the same to the other side to see if the marks line up. If not, tighten and/or loosen the verticals until the marks line up. Once the masthead is centered, begin tightening the verticals until the turnbuckles are approximately half closed. While tightening the verticals you may notice the bend in the mast increasing. Now you can tighten the lowers which will tend to straighten the lower part of the mast. Be sure to tighten port and starboard sides evenly.
5. Now you should tighten the headstay until it is approximately half closed as well. This should induce the appropriate amount of headstay tension. *Never* use anything more than a pair of wrenches to tighten your rigging. If you use an extended piece of pipe on the handle of a wrench you can over tighten the rigging and do damage to the mast or rigging.
6. On the Passage 450 it is necessary to go up the mast in a bosun's chair to tighten the number 2 diagonal shroud (D2 or intermediate shroud). Always use caution when "going aloft". You should always use a mountain climbing harness or Bosun's Chair intended for this use. Always tie into the harness with the halyard using a bowline and then secure the shackle as a back up as the knot is more reliable than a mechanical fastener. The person hoisting you aloft should keep the halyard stopper closed to prevent falls. Good communication between the two of you is also important. Tighten the D2 until it has just become tight and then add two complete turns. While at the first spreader, look up the back of the mast to see if it is straight. If not then adjust the appropriate D2 to straighten it.
7. Have the person on deck carefully lower you. They should keep the halyard wrapped at least twice around the winch and should always have one hand able to stop the halyard from running free. Once on deck look up the back of the mast and see if it is straight. If not then adjust the lowers (D1) until it is.
8. If you have the standard rig you need to attach the struts at this time. Attach the lower end of the strut to the smaller hole in the chainplate. Adjust the length by turning

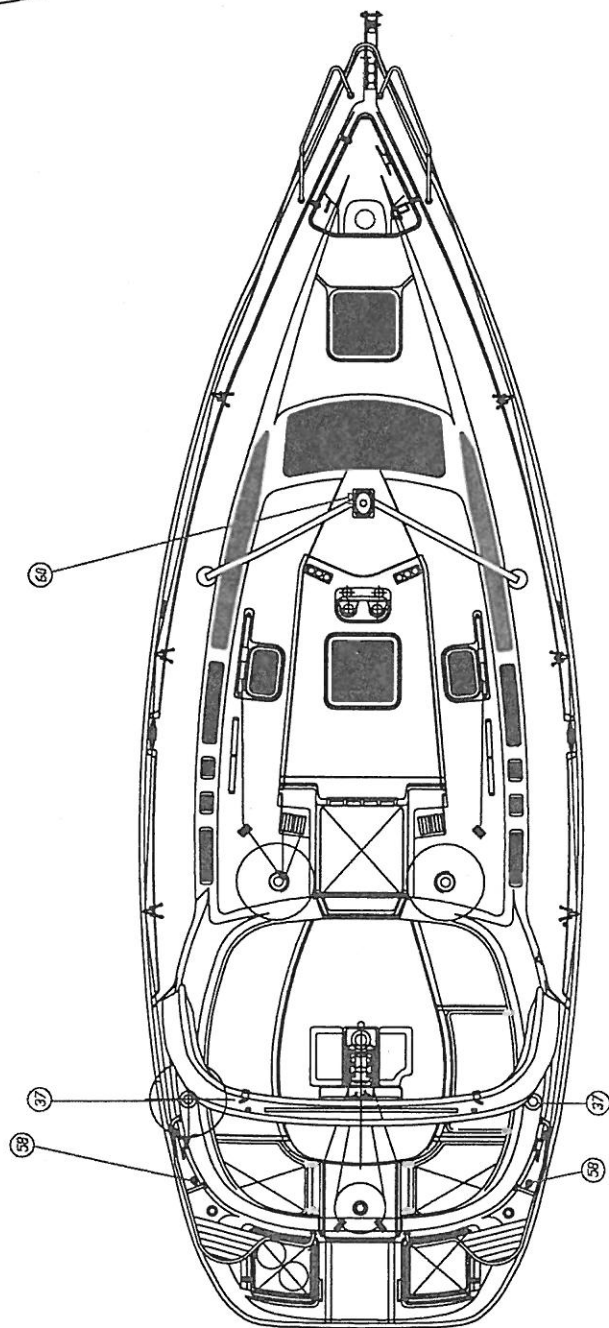
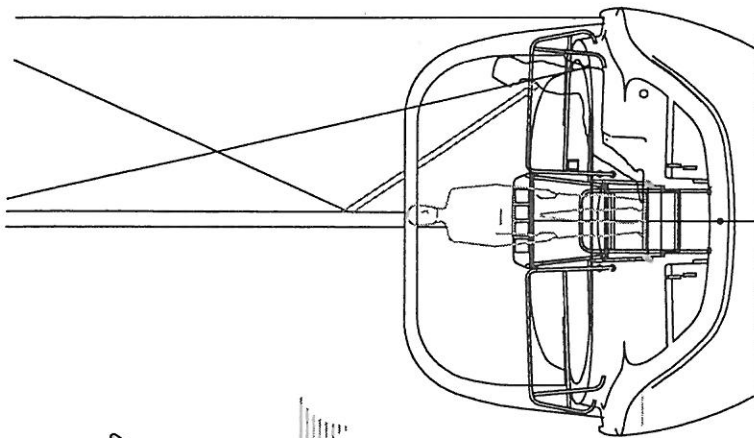
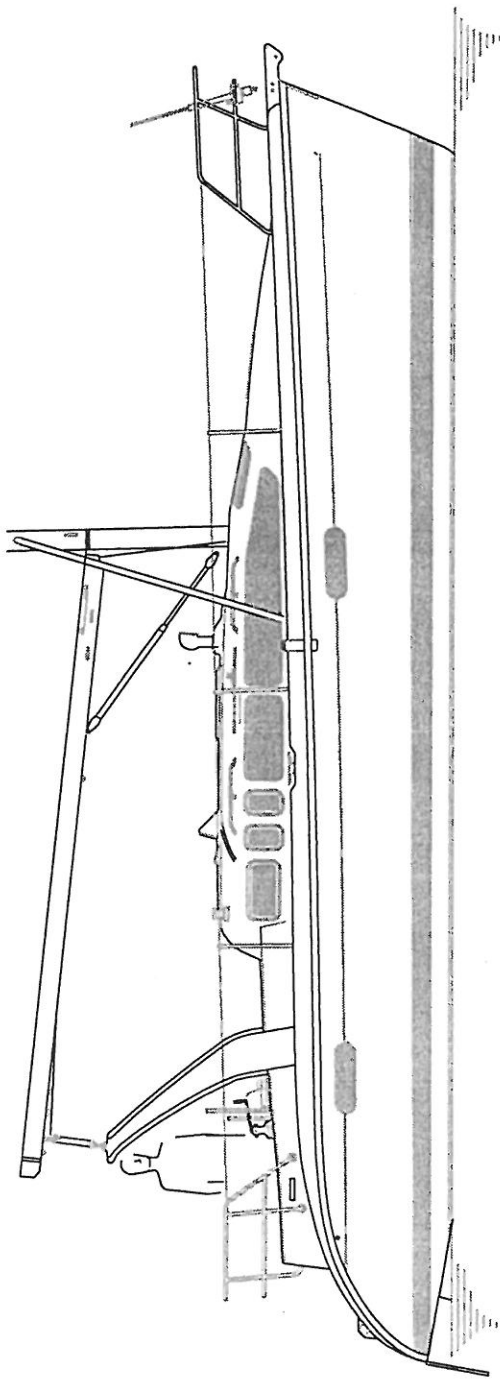
TUNING THE H340 B&R RIG

the ball joint bearing in the upper end of the strut until the holes in the pin can be attached. It is normal to have some play between the strut and the chainplate and strut bracket

Caribbean it should be replaced every 2-3 years compared to every 10 for the great lakes. You should consult a professional rigger for advice.

9. The final test is to go sailing in 10-15 knots of wind. First, adjust the tension in the shrouds. If when sailing upwind, the shrouds on the leeward side are slack then tighten them to remove about half the slack keeping note of the number of turns. Then tack and do the same to the other side. Do this until you are happy with the tension and the leeward side does not get loose when the boat is heeled. Now sight up the mast to be sure it is still relatively straight from side to side. If it is not then adjust to appropriate rigging to correct it. For example: if the mast is straight until the upper spreader and then hooks to the windward side then you will have to revisit steps 6 and 7 above. Remember to always tighten the leeward shroud, tack and tighten the new leeward shroud the same amount. This prevents damage to the turnbuckles and is also much easier to do. Keep in mind it is also possible to have something too tight such as a diagonal shroud.
10. At this point you should have adequate headstay tension. The sails are built for about 10" [250mm] of headstay sag, the bend in the standard mast should be about 4" [100mm] and 1" [25mm] in the furling mast and it should be nearly straight from side to side when sailing upwind. If any of these are not true then revisit the appropriate step above to correct it. If the sag in the headstay is too much then adding tension to the verticals will fix it.
11. Once the rig is tuned you should make sure to add the cotter pins to all the rigging bending back the ends and taping them to prevent snagged lines sails and fingers.

Remember that rigging, like everything else, can age. As it gets older it may need to be replaced. The frequency for which this becomes necessary depends on the climate and conditions in which the boat is sailed. For example: if you sail in the

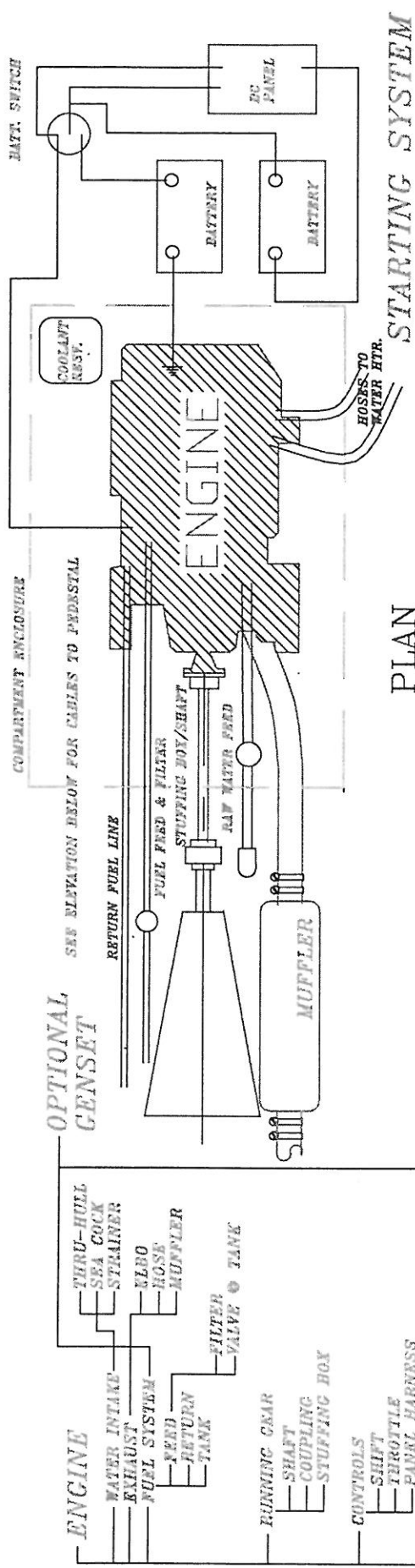


HUNTER

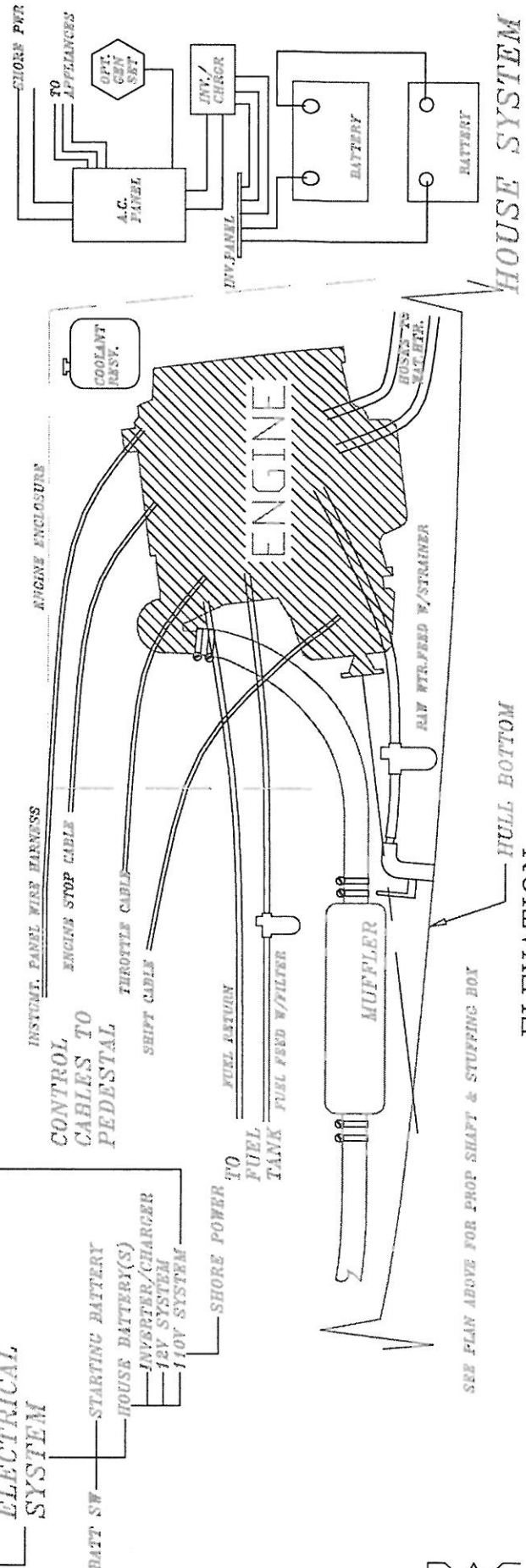
H-340 OPT. SPINN.
DRAWING #3408054A

OPTIONAL SPINNAKER LAYOUT

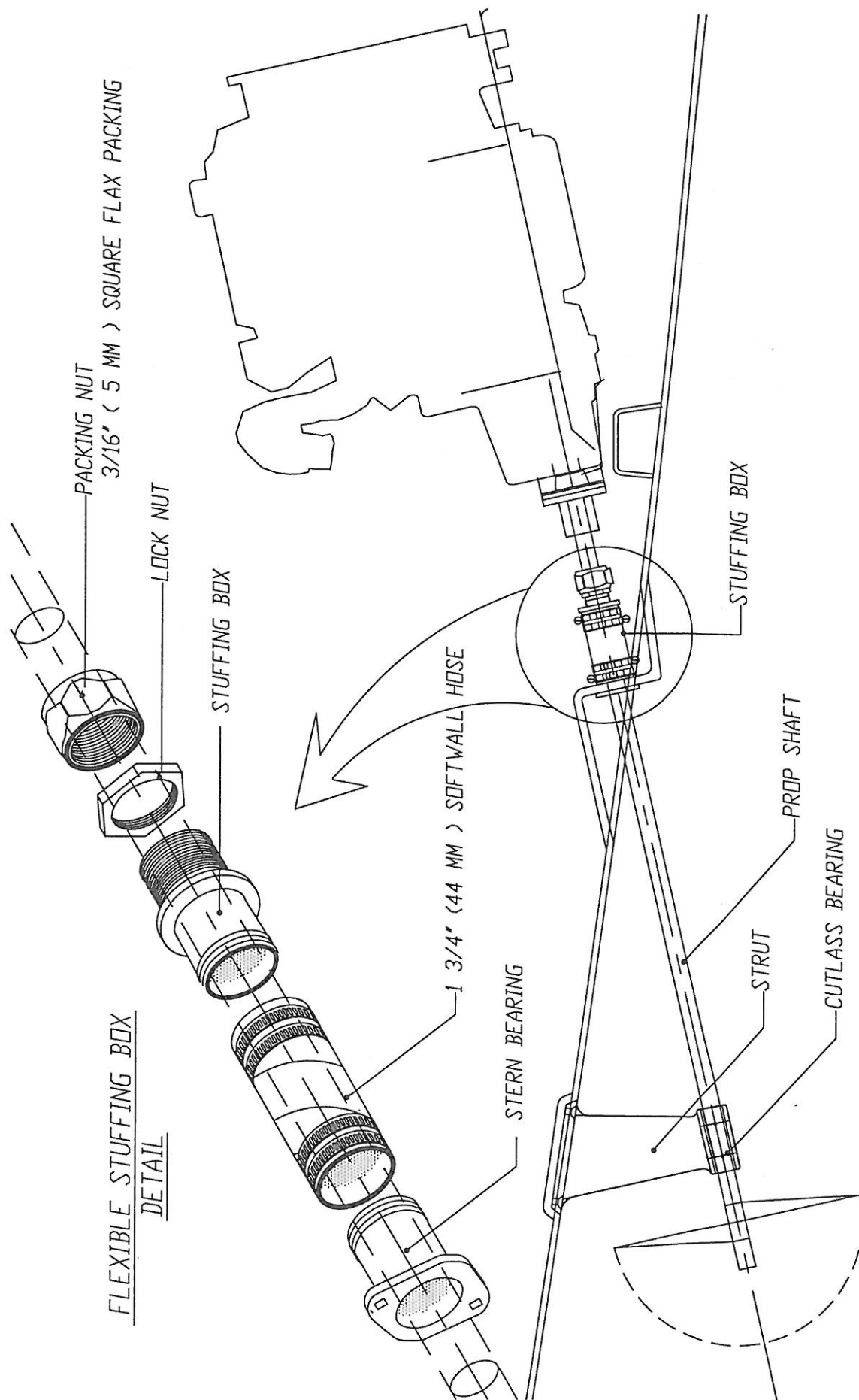
	SPINN. GEAR			
37	SPINN WINCH	HW2520		2
58	BLOCK	HW	SCHAEFER 08.05	2
60	MAST STEP BLOCK	HW	ZSPARS 275	1
	LINES			
	SPINNAKER HALYARD	RI0340	ITEM 9	1
	SPINNAKER SHEETS	RI0341	ITEM 8	1



PLAN

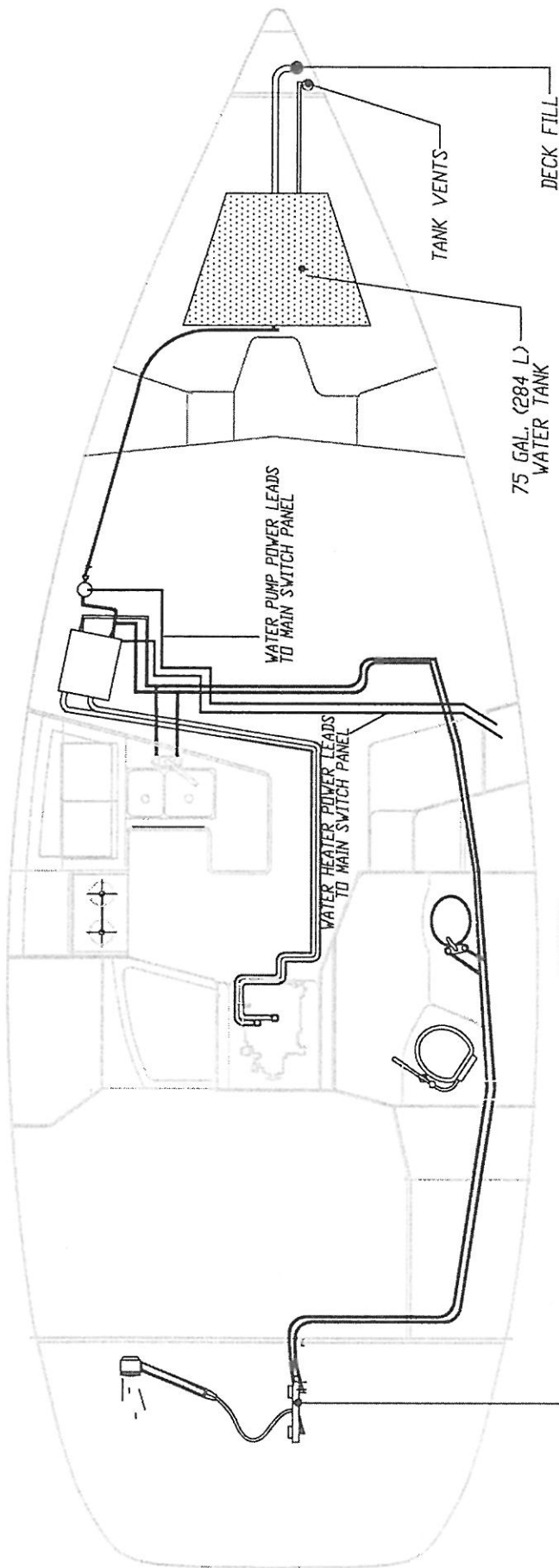


NOTE: THIS DWG. IS SCHEMATIC FORM
SEE SYSTEM DRAWING FOR
BATTERIES/CHARGERS/CHARGER ETC. LOCATIONS
AND WIRE RUNS.

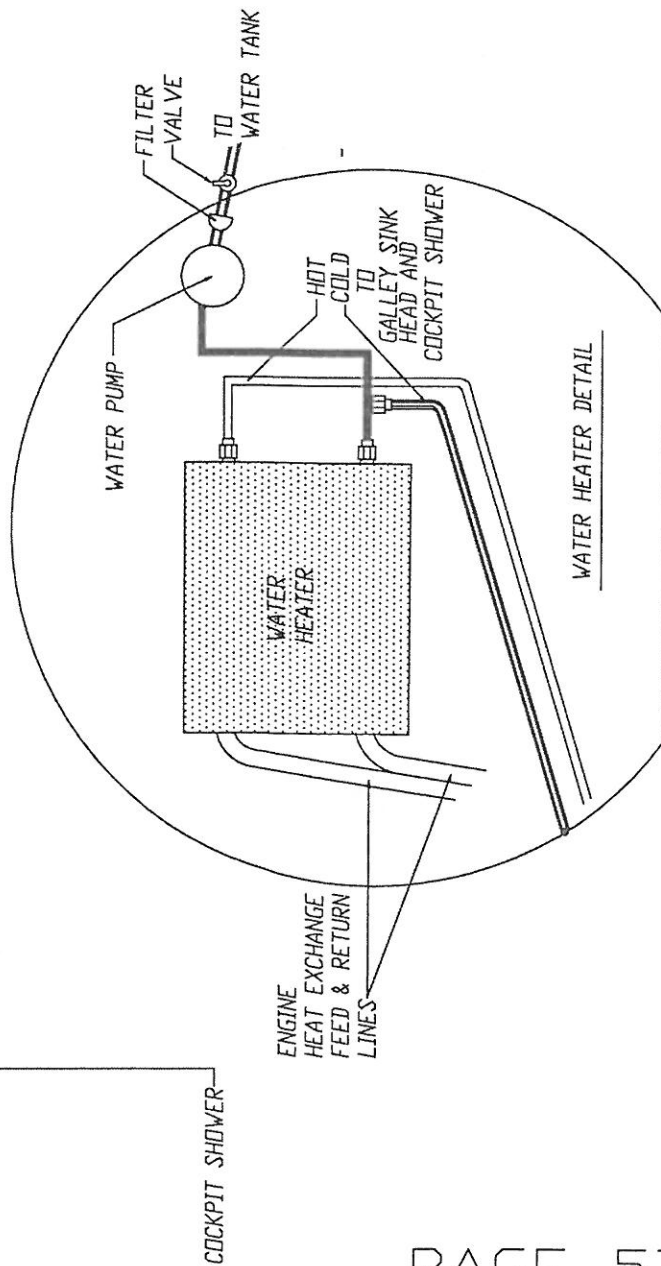


FLEXIBLE STUFFING BOX
DETAIL

PROP SHAFT & STUFFING BOX DETAIL



NOTE:
 SEE PAGE 60A FOR SPECIFIC-
 SEACOCK / THRUHULL / DECK FITTING LOCATIONS
 SEE PAGE 60B FOR SPECIFIC-
 SEACOCK / THRUHULL / DECK FITTING ASSEMBLY
 SEE FOLLOWING PAGE FOR
 PART #S, PART SIZES, ETC.

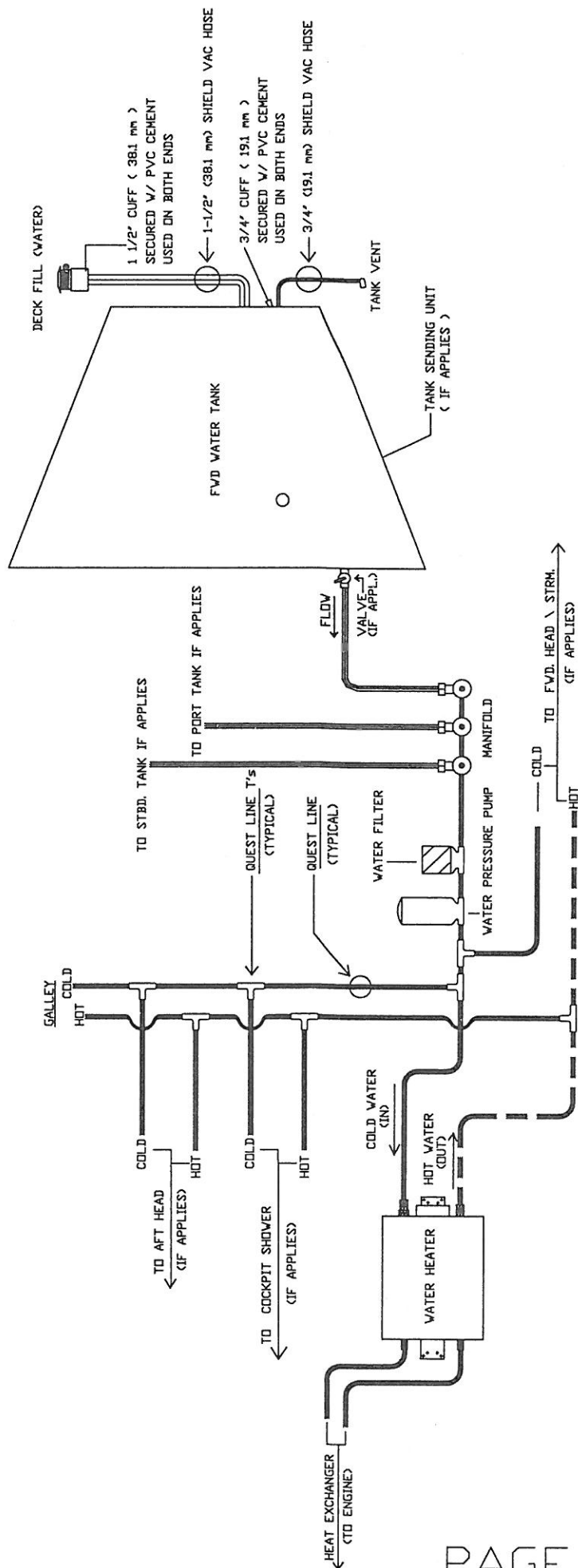


HUNTER PART #'S

WATER HEATER 6 GAL. (23 L.).....PLD280
 WATER PUMP.....PLD301
 WATER FILTER.....PLD350
 TANK VALVE.....PLD1815
 COCKPIT SHOWER.....PLD189
 QUEST LINE 1/2" (12.7 mm).....PL1825
 QUEST LINE NUTS.....PL1820
 QUEST LINE T'S.....PL1830
 QUEST LINE ELBOW.....PL1853
 WATER DECK FILL 1 1/2" (38.1 mm).....PL1130
 1-1/2" (38.1 mm) SHIELD/VAC HOSE.....PL1440
 1-1/2" (38.1 mm) HOSE CUFF.....PL1500
 TANK VENT FITTING.....PLD520
 3/4" (19.1 mm) SHIELD/VAC HOSE.....PL1450
 3/4" (19.1 mm) HOSE CUFF.....PL1480
 WATER TANK.....SPECIFIC TO BOAT MODEL
 FAUCETS.....SPECIFIC TO BOAT MODEL
 SENDING UNIT(S).....SPECIFIC TO BOAT MODEL

NOTE:

SEE PAGE 60A FOR SPECIFIC-
 SEACOCK / THRUHULL / DECK FITTING LOCATIONS
 SEE PAGE 60B FOR SPECIFIC-
 SEACOCK / THRUHULL / DECK FITTING ASSEMBLY
 SEE PAGE 63A FOR SPECIFIC-
 WATER HEATER WIRING LAYOUTS



HUNTER

H-340 STD. H2O LAYOUT
 DRAWING # 3408057B

STANDARD H2O SYSTEM LAYOUT

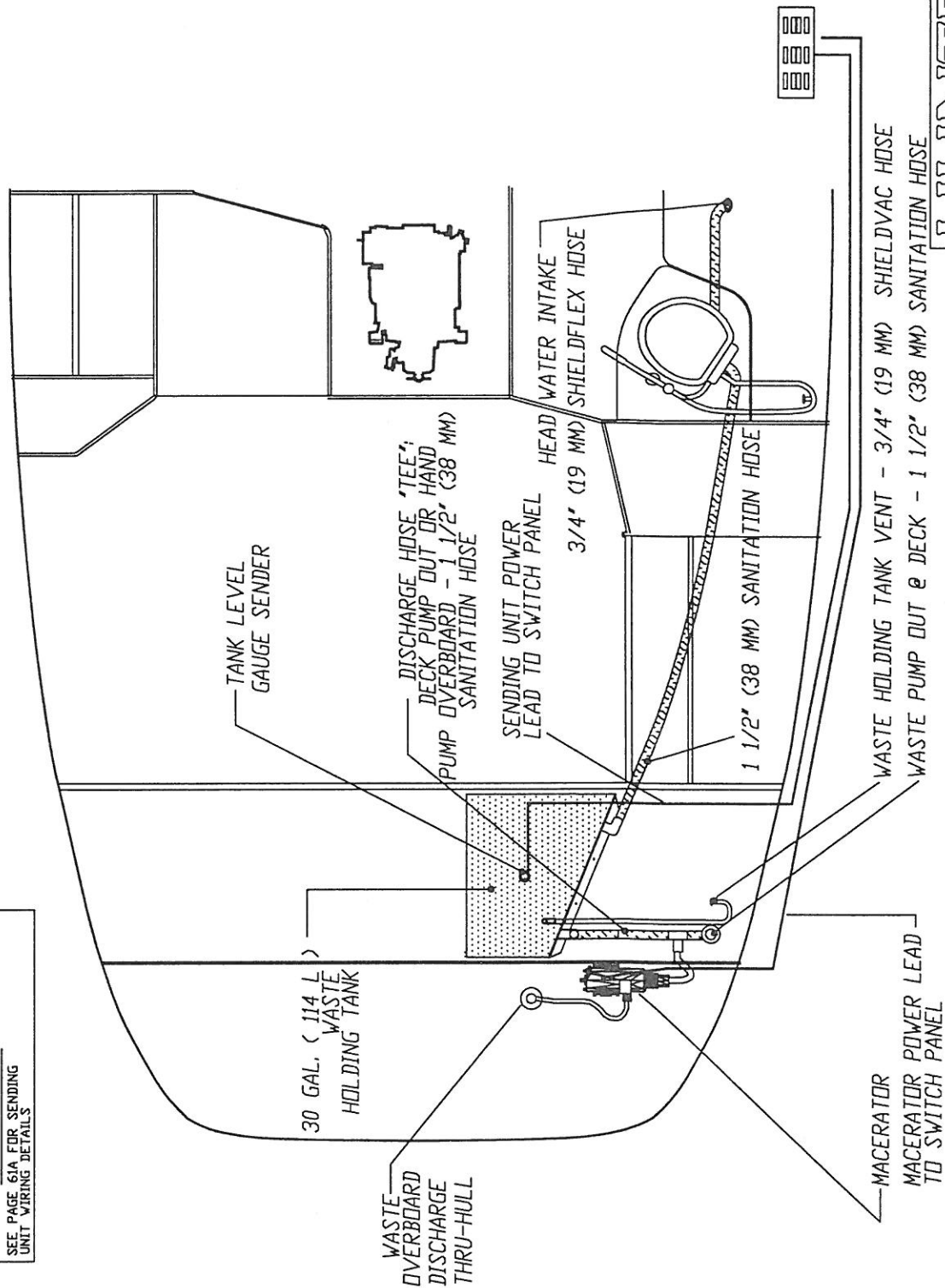
NOTE:

SEE PAGE 60A FOR SPECIFIC-
SEACOCK / THRUHULL / DECK FITTING LOCATIONS

SEE PAGE 60B FOR SPECIFIC-
SEACOCK / THRUHULL / DECK FITTING ASSEMBLY

SEE FOLLOWING PAGE FOR
PART #'S, PART SIZES, ETC.

SEE PAGE 61A FOR SENDING
UNIT WIRING DETAILS

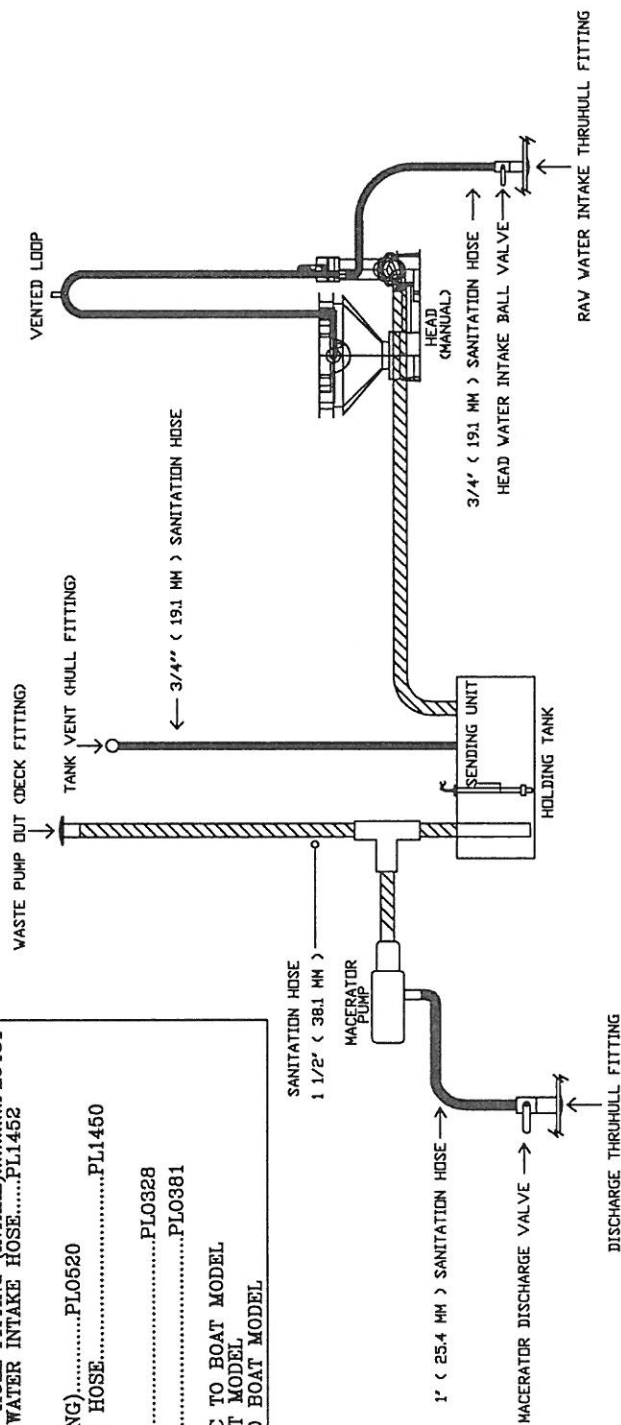


HEAD(S) & WASTE SYSTEM

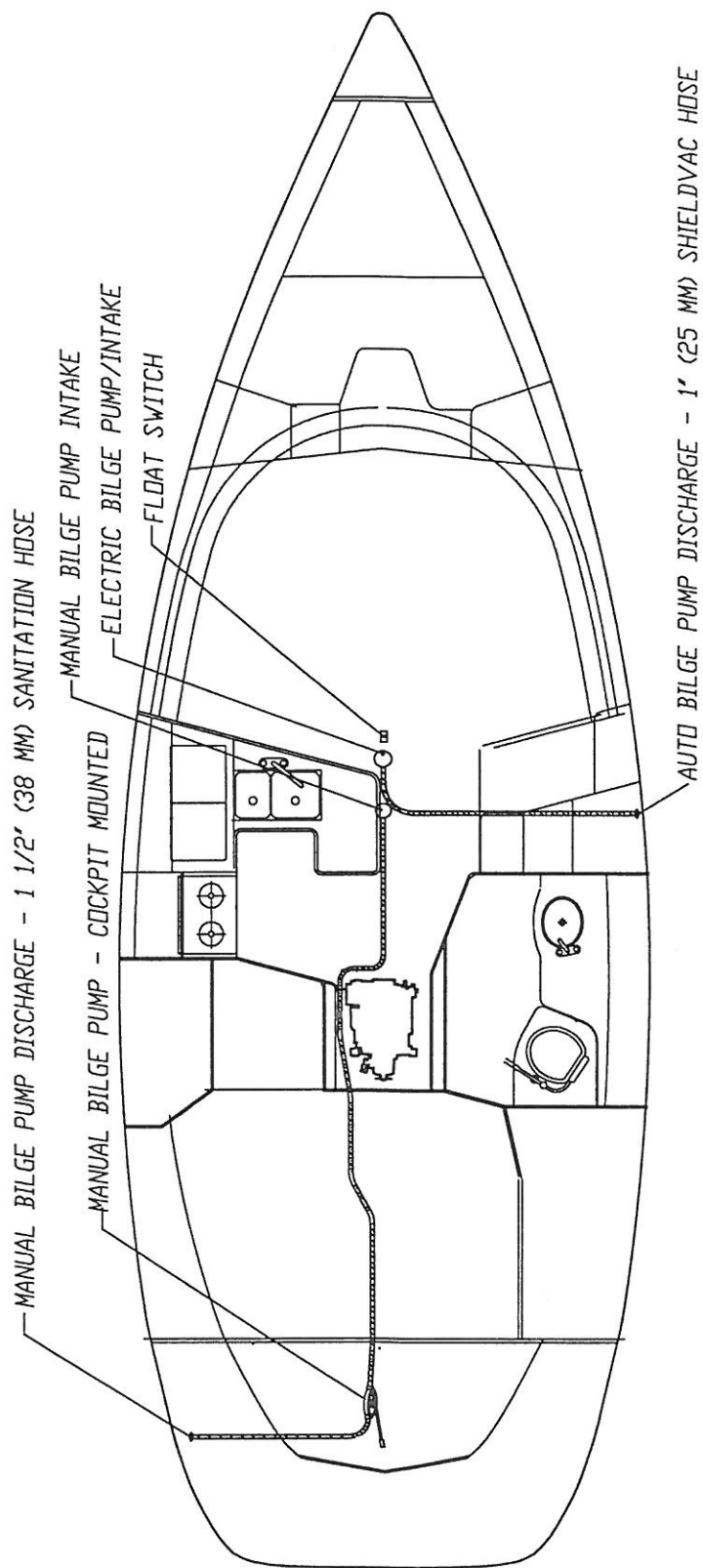
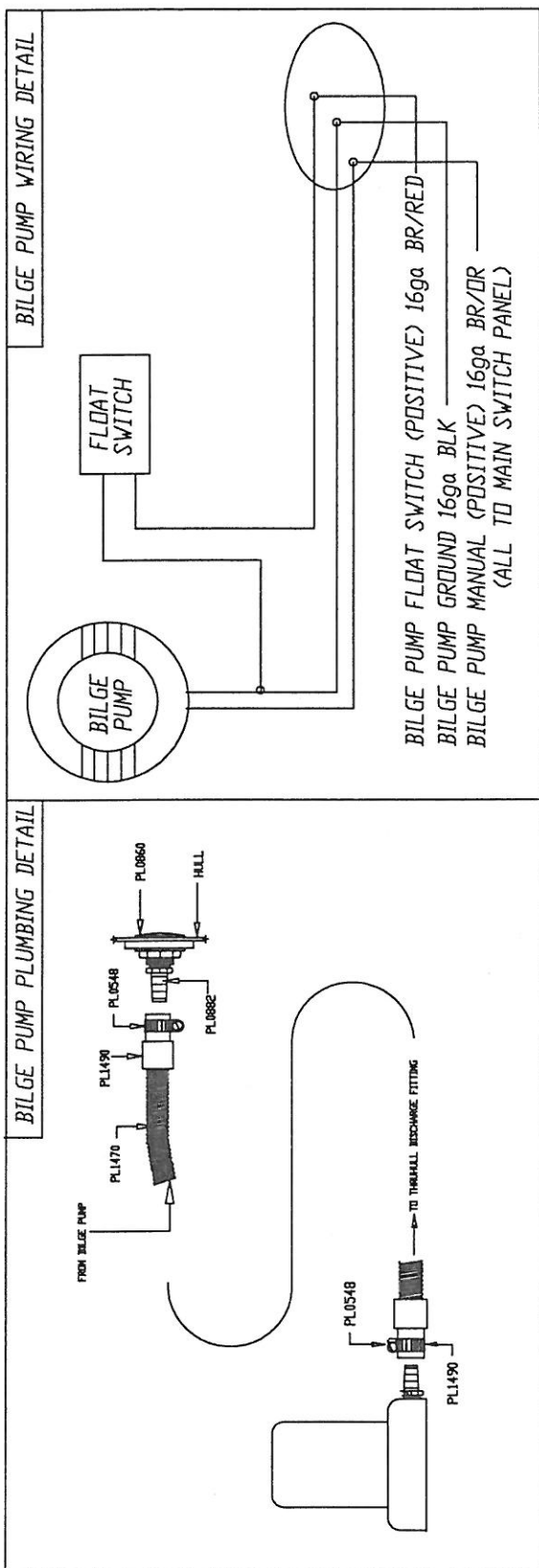
HUNTER PART #'s

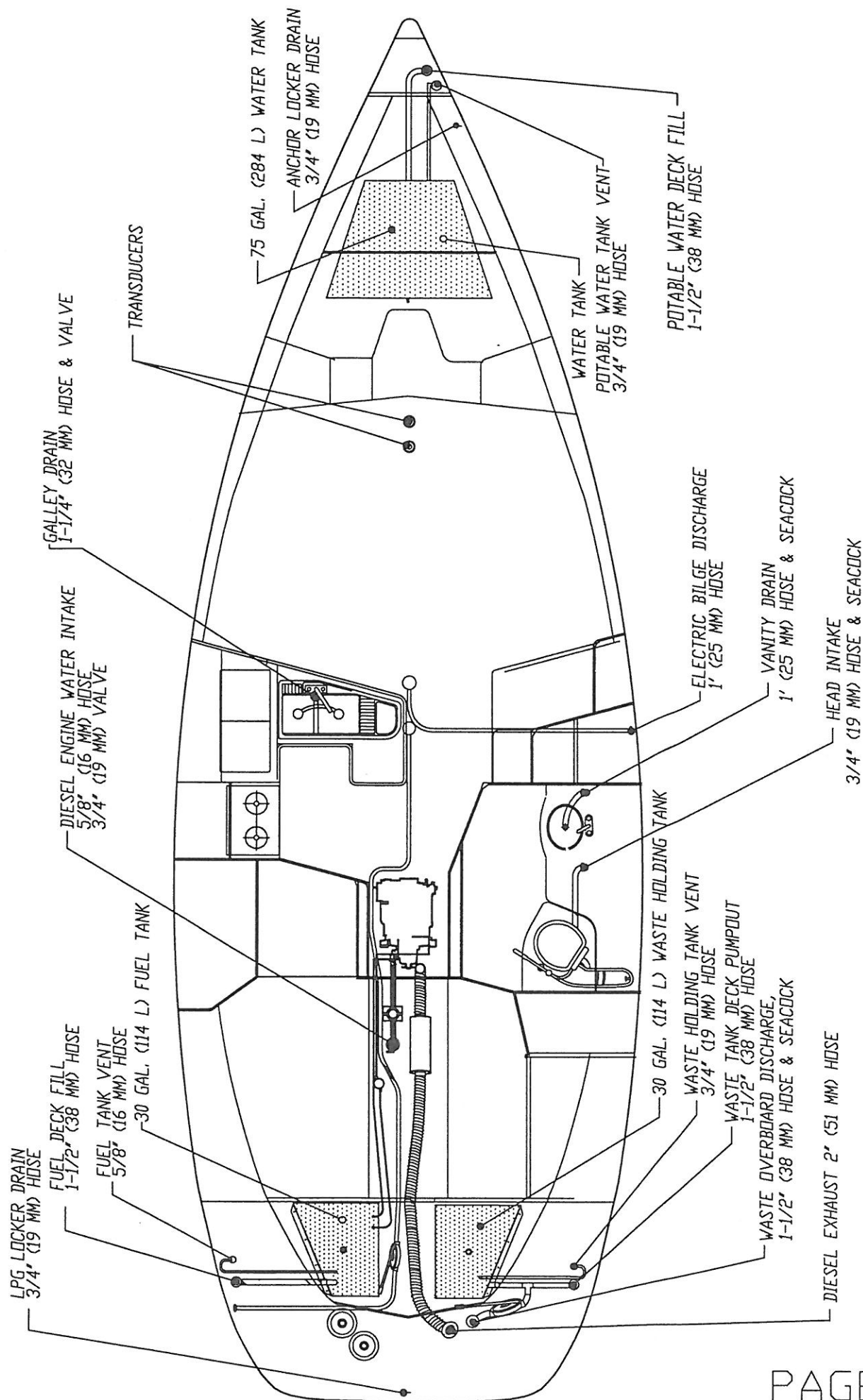
WASTE (PUMP OUT) DECK FITTING.....	PL1140
1" (25.4 MM) BALL VALVE (DISCHARGE).....	PL0661
1" (25.4 MM) DISCHARGE THRU HULL FITTING.....	PL0483
1" (25.4 MM) WASTE (SEA) DISCHARGE HOSE.....	PL1525
1-1/2" (38.1 MM) DECK WASTE PUMP OUT HOSE.....	PL1525
3/4" (19.1 MM) BALL VALVE (INTAKE).....	PL0663-A
3/4" (19.1 MM) THRU HULL FITTING (INTAKE).....	PL0481
3/4" (19.1 MM) RAW WATER INTAKE HOSE.....	PL1452
TANK VENT (HULL FITTING).....	PL0520
3/4" (19.1 MM) VENT HOSE.....	PL1450
MACERATOR PUMP.....	PL0328
VENTED LOOP.....	PL0381
HOLDING TANK...SPECIFIC TO BOAT MODEL	
HEAD...SPECIFIC TO BOAT MODEL	
SEND UNIT...SPECIFIC TO BOAT MODEL	

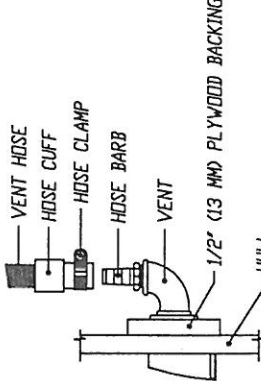
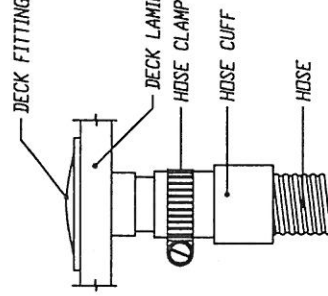
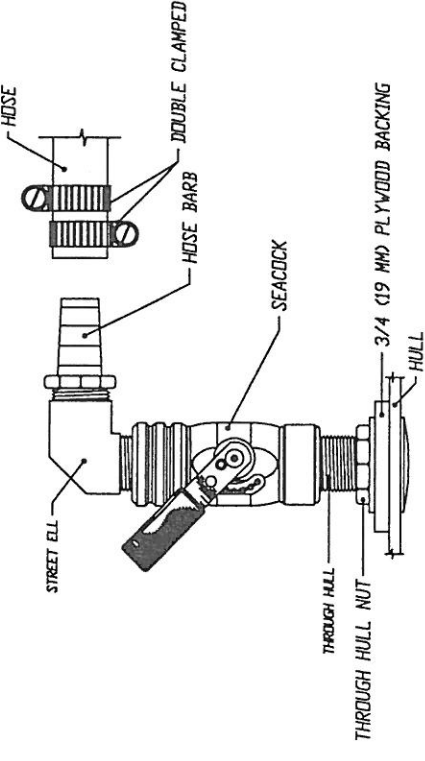
STANDARD WASTE SYSTEM LAYOUT (NON ELECTRIC HEAD MODELS)



NOTE:
SEE PAGE 60A FOR SPECIFIC -
SEACOCK / THRUHULL / DECK FITTING LOCATIONS
SEE PAGE 60B FOR SPECIFIC -
SEACOCK / THRUHULL / DECK FITTING ASSEMBLY





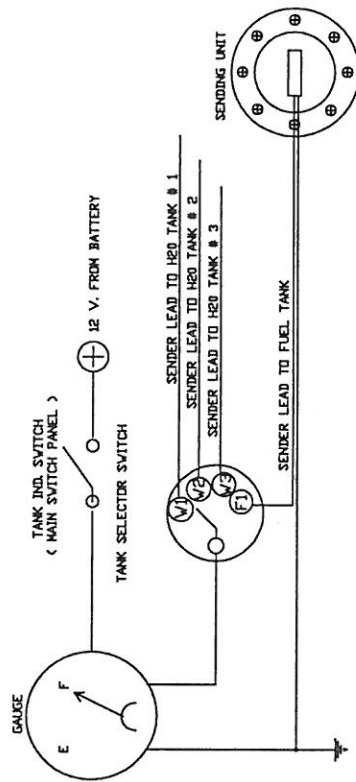
 TYP. VENT DETAIL	 TYP. DECK PLATE DETAIL	 TYP. THRU-HULL W/ SEACOCK DETAIL
WATER TANK VENT...1/2" (12.7 MM)	WATER FILL...1 1/2" (38.1 MM)	ENGINE WATER PICKUP MODELS 376 ON UP = 1" (25.4 MM) MODELS 336 ON DOWN = 3/4" (19.1 MM)
WASTE TANK VENT...1/2" (12.7 MM)	DIESEL FILL...1 1/2" (38.1 MM)	VANITY DRAIN...1" (25.4 MM)
DIESEL TANK VENT...1/2" (12.7 MM)	WASTE P/OUT...1 1/2" (38.1 MM)	BILGE PUMP DISCHARGE MODELS 295 ON DOWN = 3/4" (19.1 MM) MODELS 336 ON UP = 1" (25.4 MM)
L.P. TANK VENT...1/2" (12.7 MM)	WASTE P/OUT...1 1/2" (38.1 MM)	REF. WATER PICKUP (IF APPL.) 3/4" (19.1 MM)
VENT HOSE SIZES AS FOLLOWS: H ₂ O/WASTE/L.P. HOSE = 3/4" (19.1 MM) FUEL HOSE...5/8" (15.9 MM)		A. C. WATER PICKUP (IF APPL.) 3/4" (19.1 MM)
	WASTE O/BBOARD DIS...1 1/2" (38.1 MM) OVERSEAS MODELS ONLY	SH. SUMP DIS. (IF APP.) 3/4" (19.1 MM) ALL MODELS EXCEPT P-42 P-42 = 1" (25.4 MM)

TYP. DECK PLATE SIZES (REFLECTS HOSE SIZE)

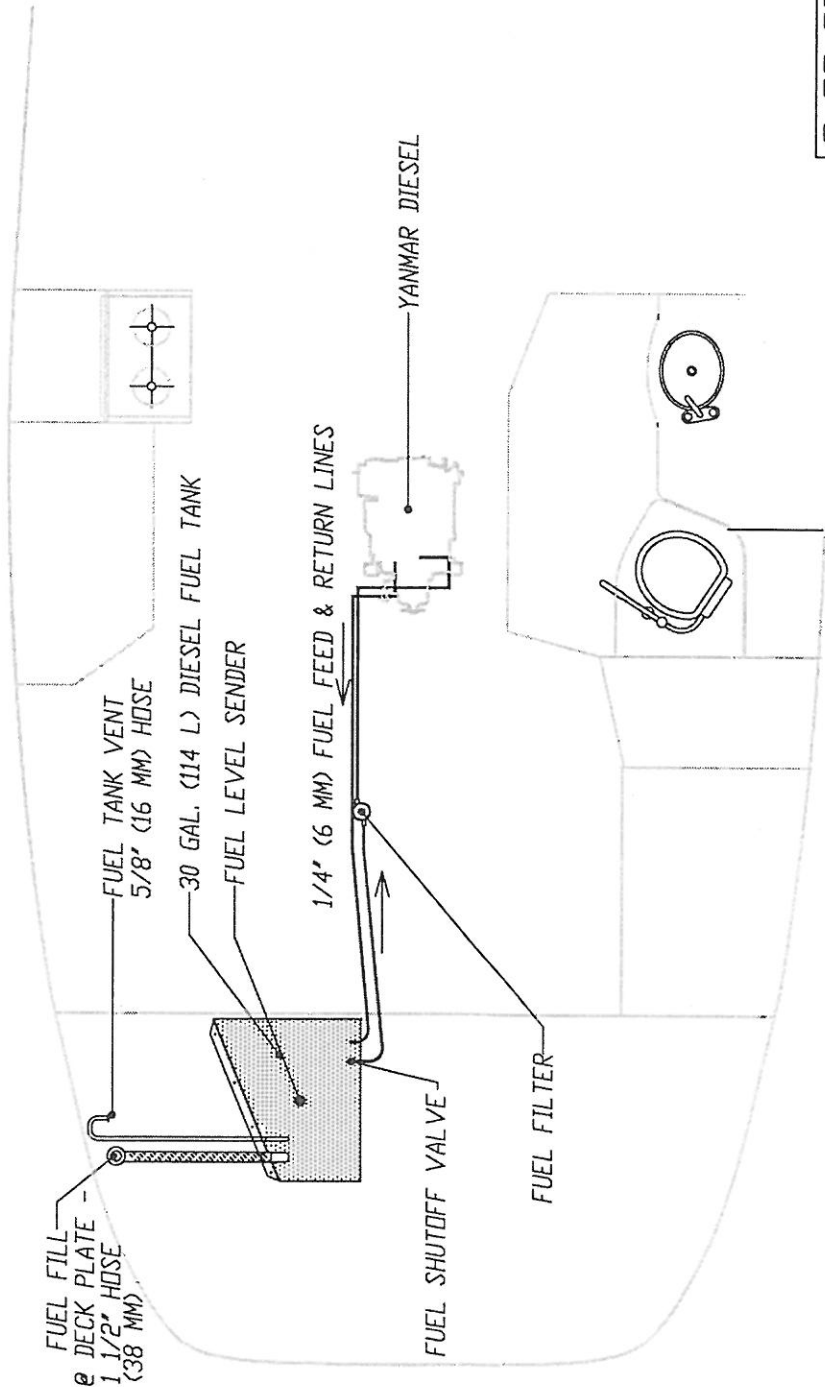
TYP. THRU-HULL/SEACOCK SIZES (REFLECTS HOSE SIZE)

TYP. VENT SIZES

DESCRIPTION	HUNTER PART #
ENGINE FUEL FILTER	PLD430
GENER. FUEL FILTER	PLD430
ENGINE FUEL FEED / RETURN HOSE 5/16" (7.9 MM)	PLI370
GENER. FUEL HOSE FEED / RETURN 1/4" (6.4 MM)	PLI415
DIESEL FILL FITTING	PLI126
TANK VENT FITTING	PLD320
DIESEL FILL HOSE 1 1/2" (38.1 MM)	PLI330
TANK VENT HOSE 3/4" (19.1 MM)	PLI450
TANK GAUGE	ELD169D
SENDING UNIT	



FUEL < WATER TANK > GAUGE WIRING DIAGRAM

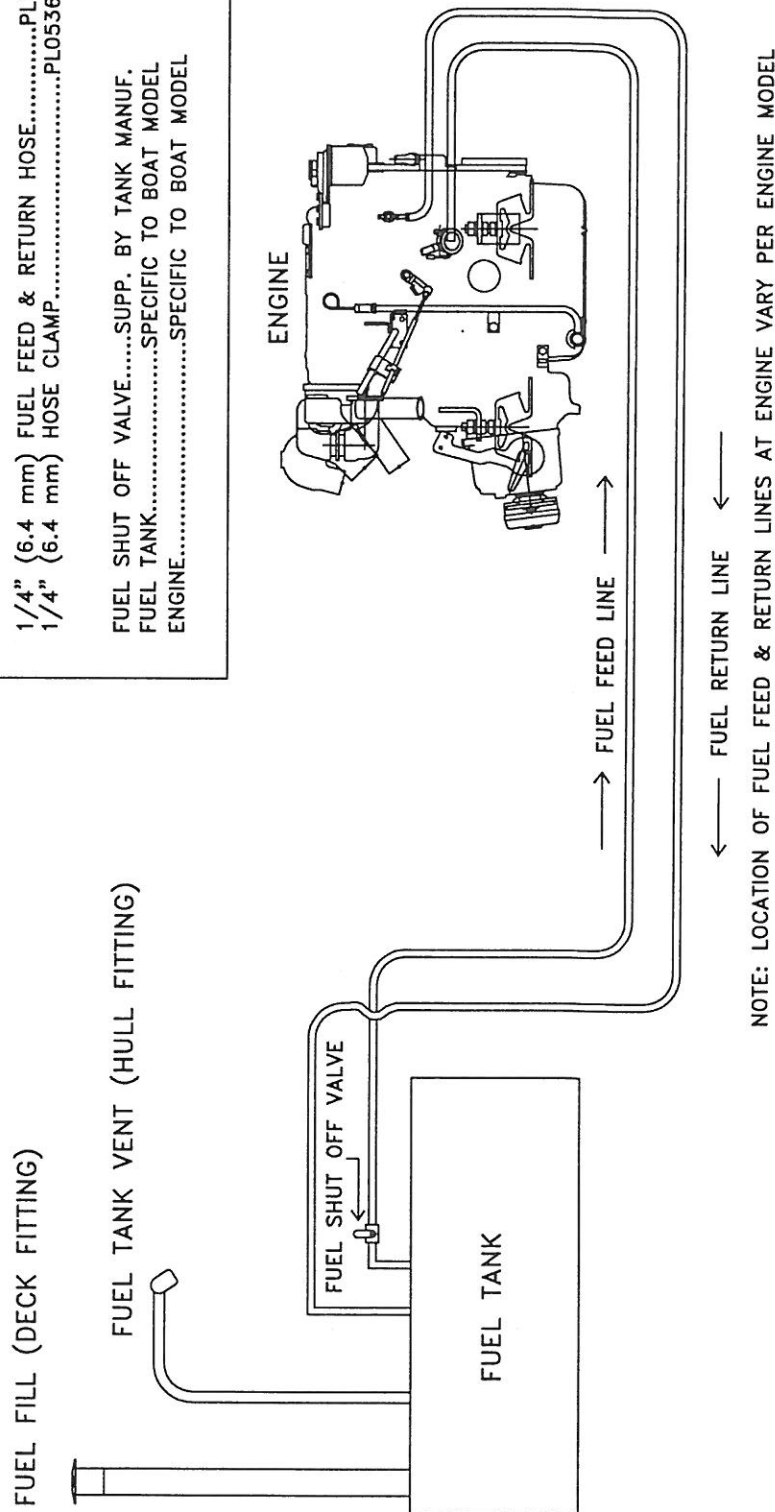


H-340 FUEL SYSTEM

HUNTER PART #'s

FUEL FILL (DECK FITTING).....	PL1126
1-1/2" (38.1 mm) FUEL FILL HOSE.....	PL1530
1-1/2" (38.1 mm) HOSE CLAMP.....	PL0550
FUEL TANK VENT (HULL FITTING).....	PL0520
5/8" (15.9 mm) VENT HOSE.....	PL1374
5/8" (15.9 mm) HOSE CLAMP.....	PL0540
1/4" (6.4 mm) FUEL FEED & RETURN HOSE.....	PL1415
1/4" (6.4 mm) HOSE CLAMP.....	PL0536

FUEL SHUT OFF VALVE.....SUPP. BY TANK MANUF.
 FUEL TANK.....SPECIFIC TO BOAT MODEL
 ENGINE.....SPECIFIC TO BOAT MODEL



SEE FOLLOWING PAGE
FOR REGULATOR, HUN# HW4938-E
SOLENOID, HUN# HW4938-I
DETAILS

(1) 4 LB. (1.8144 kg)
LPG CYLINDER, HUN# HW4939
IN PT. AFT SEAT COMP.
(SPACE PROVIDED FOR TWO)

SEAWARD 2 BURNER STOVE W/OVEN
HUN# HW4883

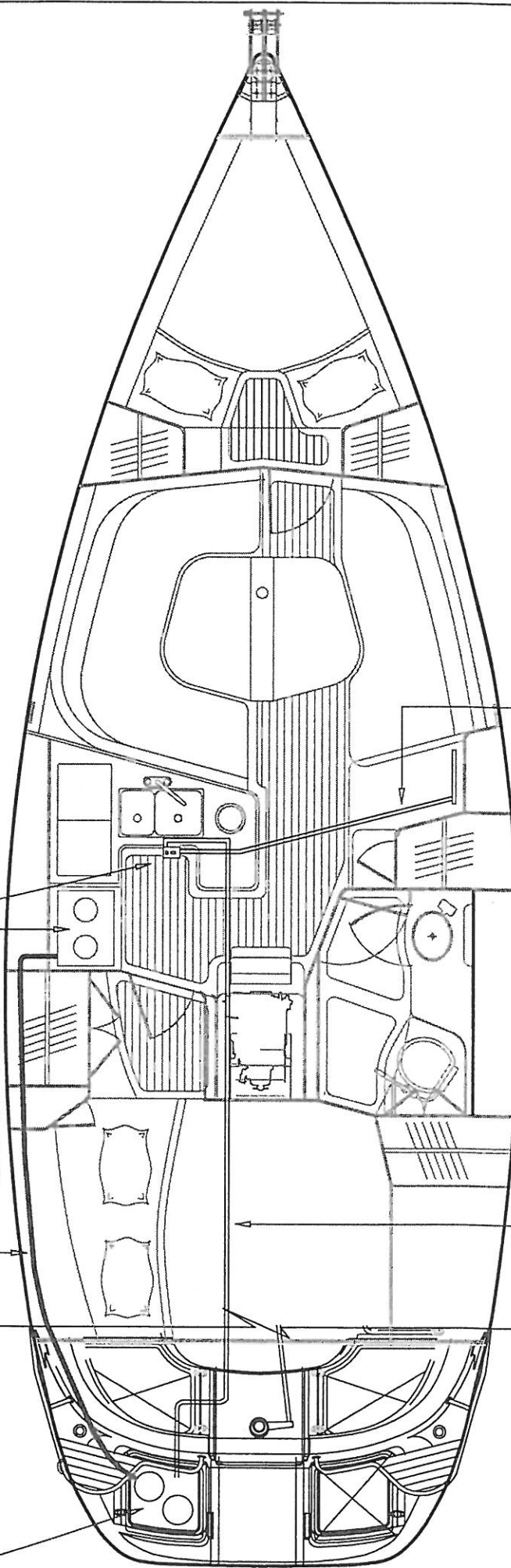
LPG SUPPLY HOSE
RUNS THRU PAN FROM
L.P. COMP. TO STOVE
HUN# HW4938-A

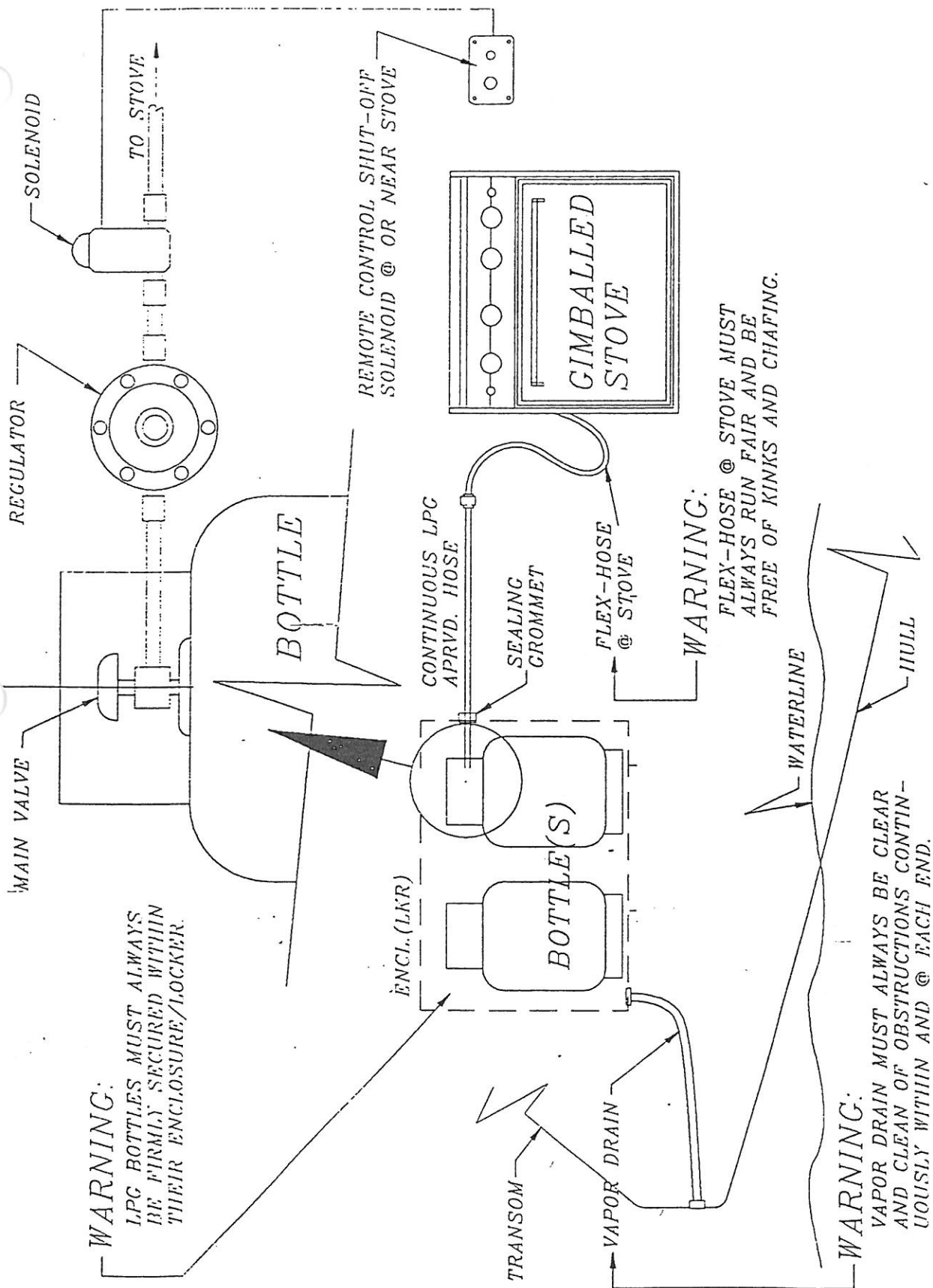
L.P.G. ON/OFF SWITCH
LOCATED AFT GALLEY FACE
ABOVE SINK COMP. DOORS
HUN# 4938-B

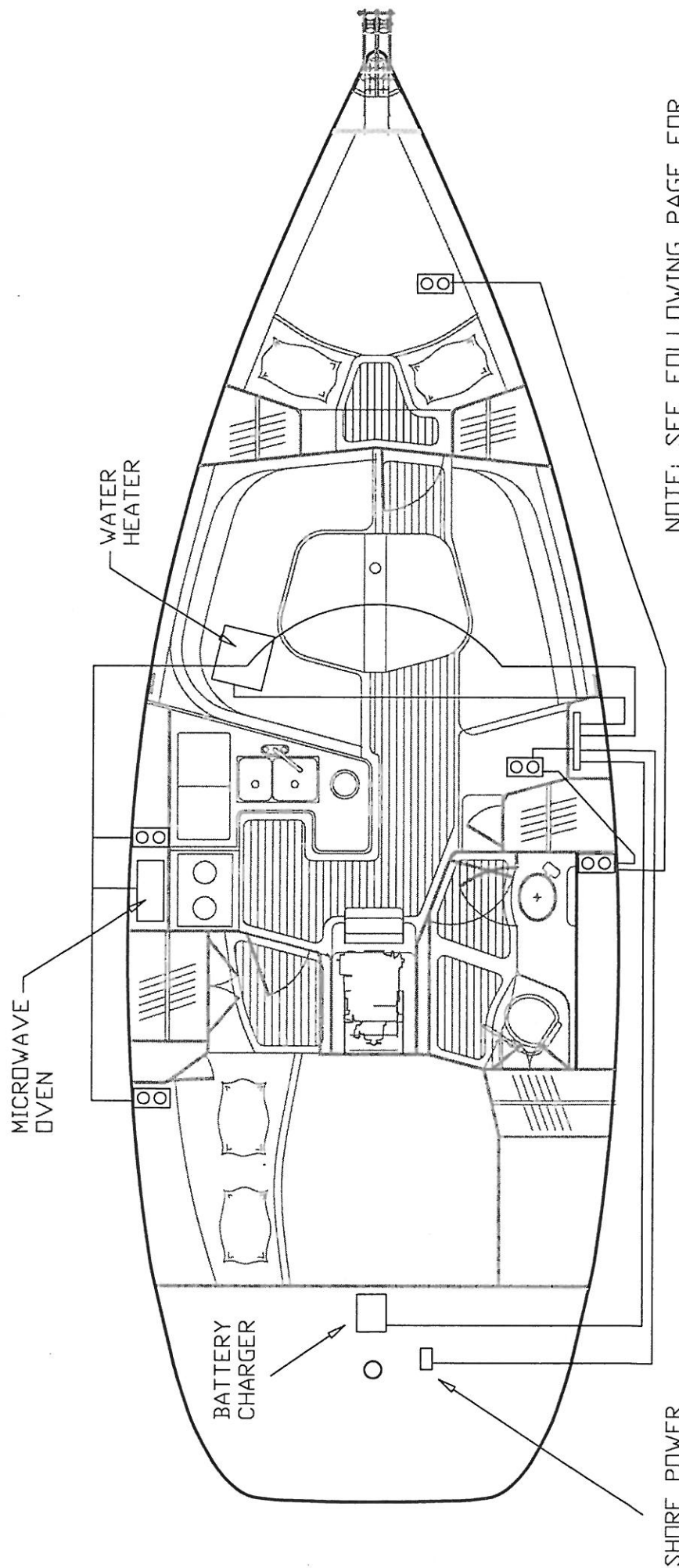
POWER LEAD FROM SWITCH
TO L.P. SOLENOID IN PT. AFT
SEAT COMP.

POWER LEAD FROM PANEL
TO L.P. SWITCH AT GALLEY

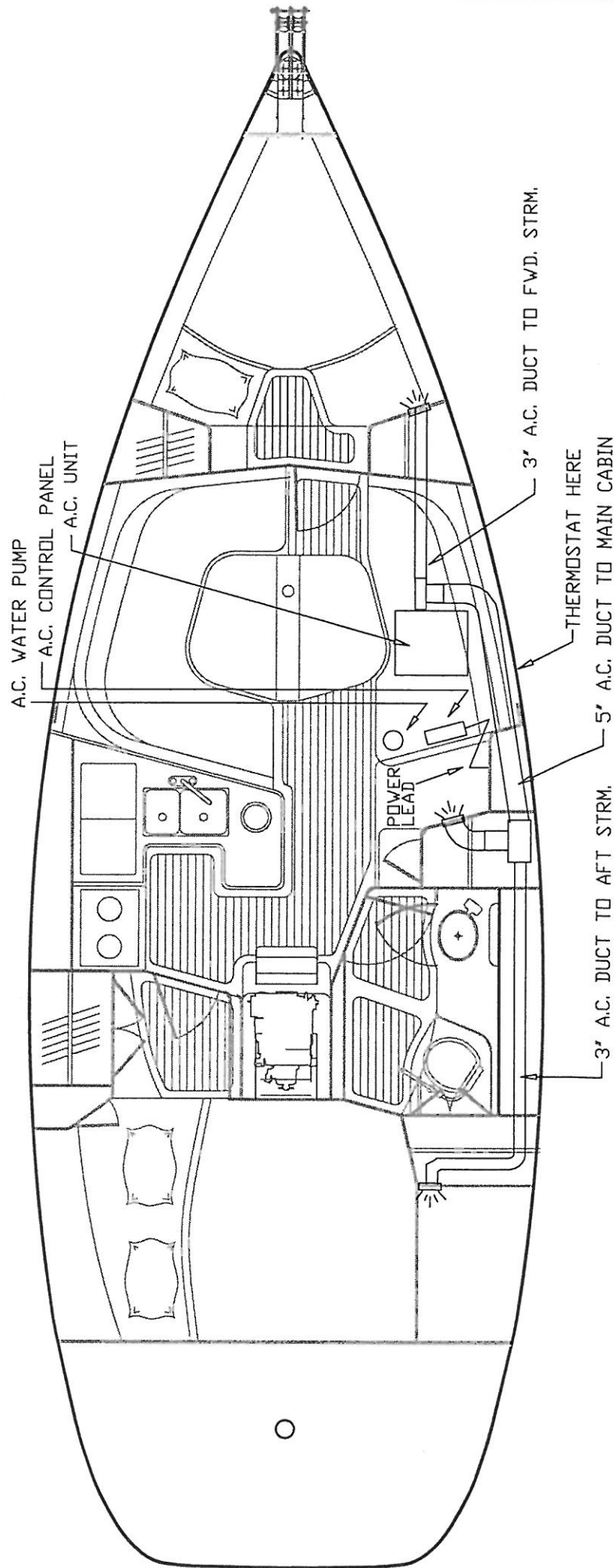
SEE PAGE 65B FOR
WIRING COLOR CODE & SIZES

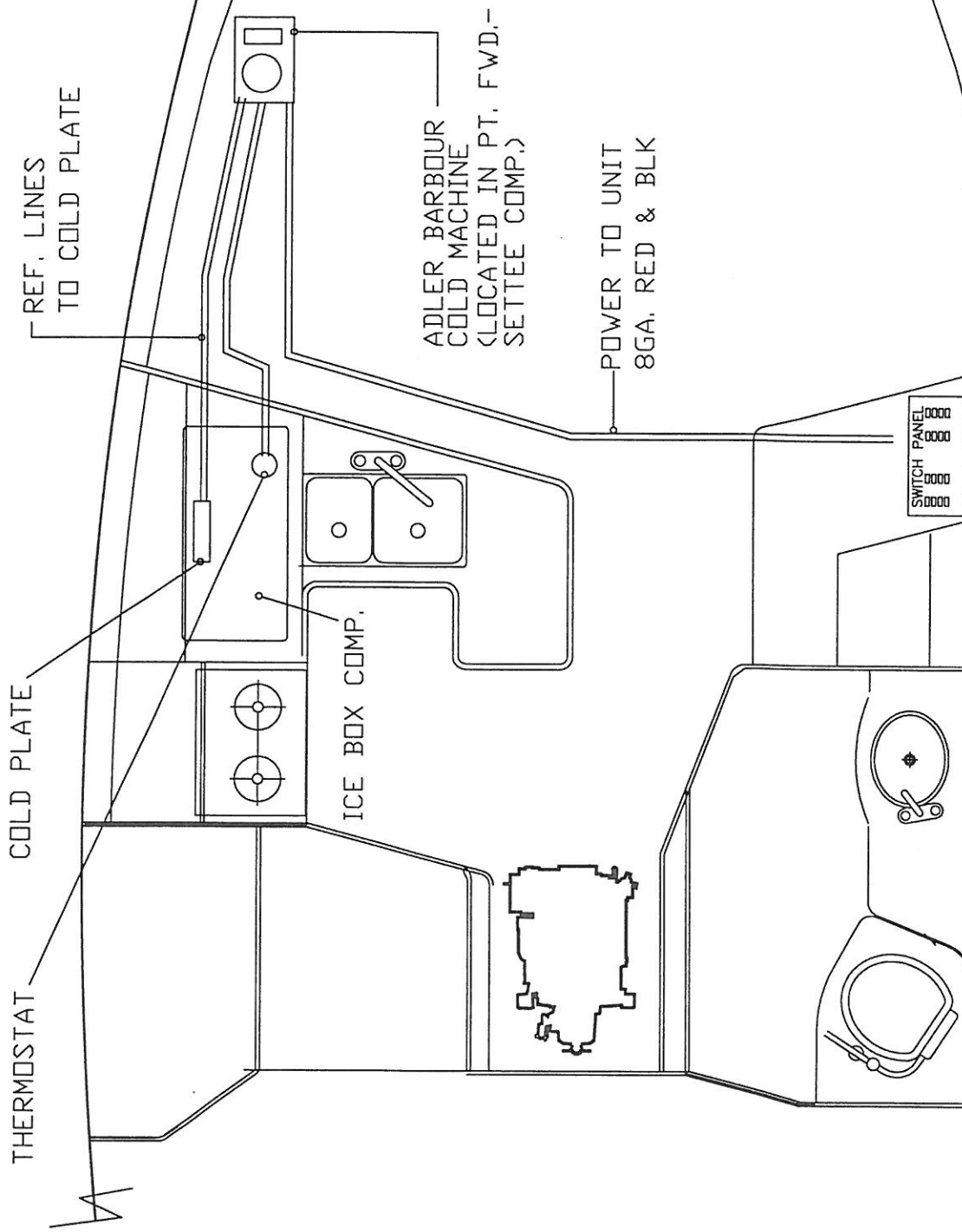


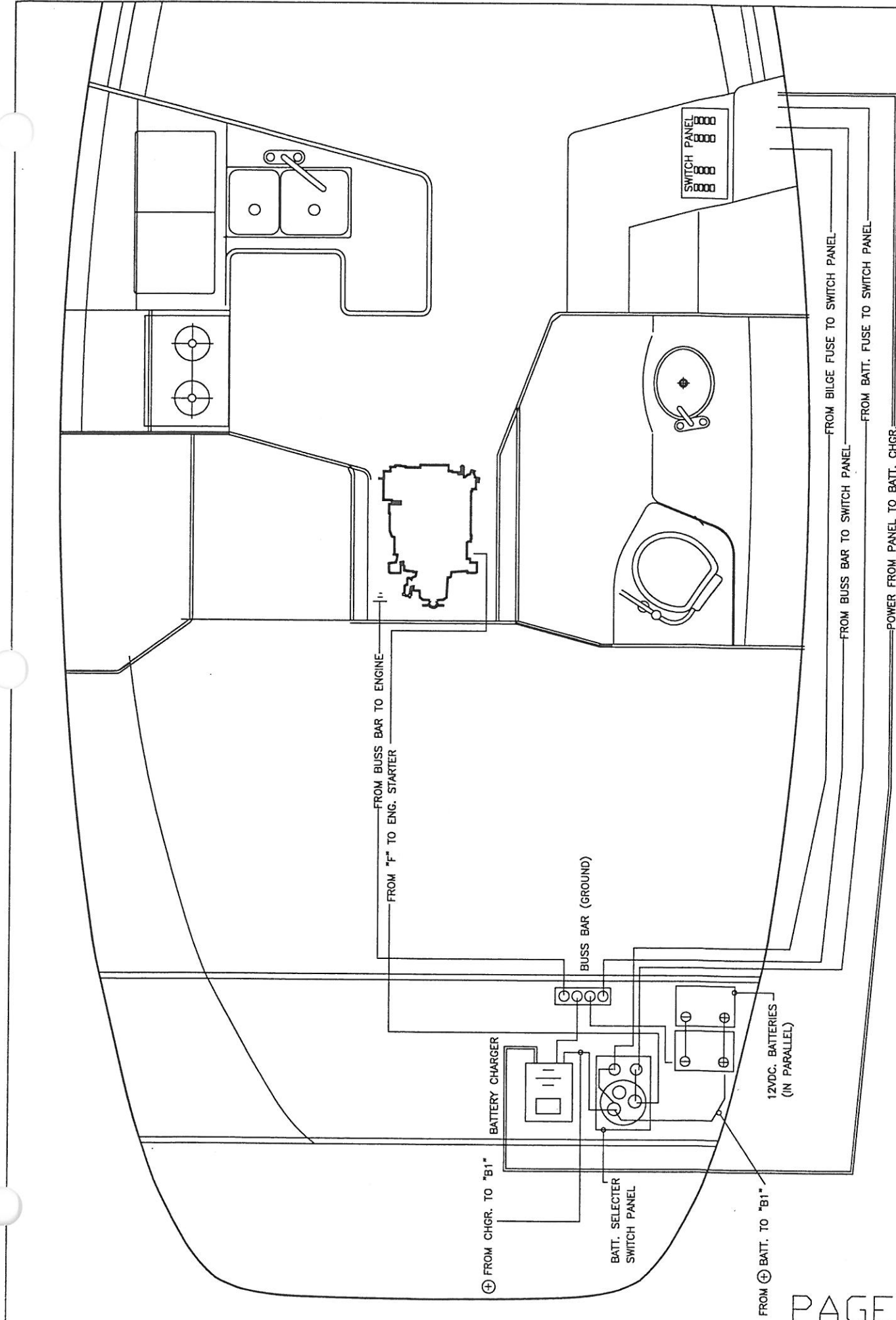


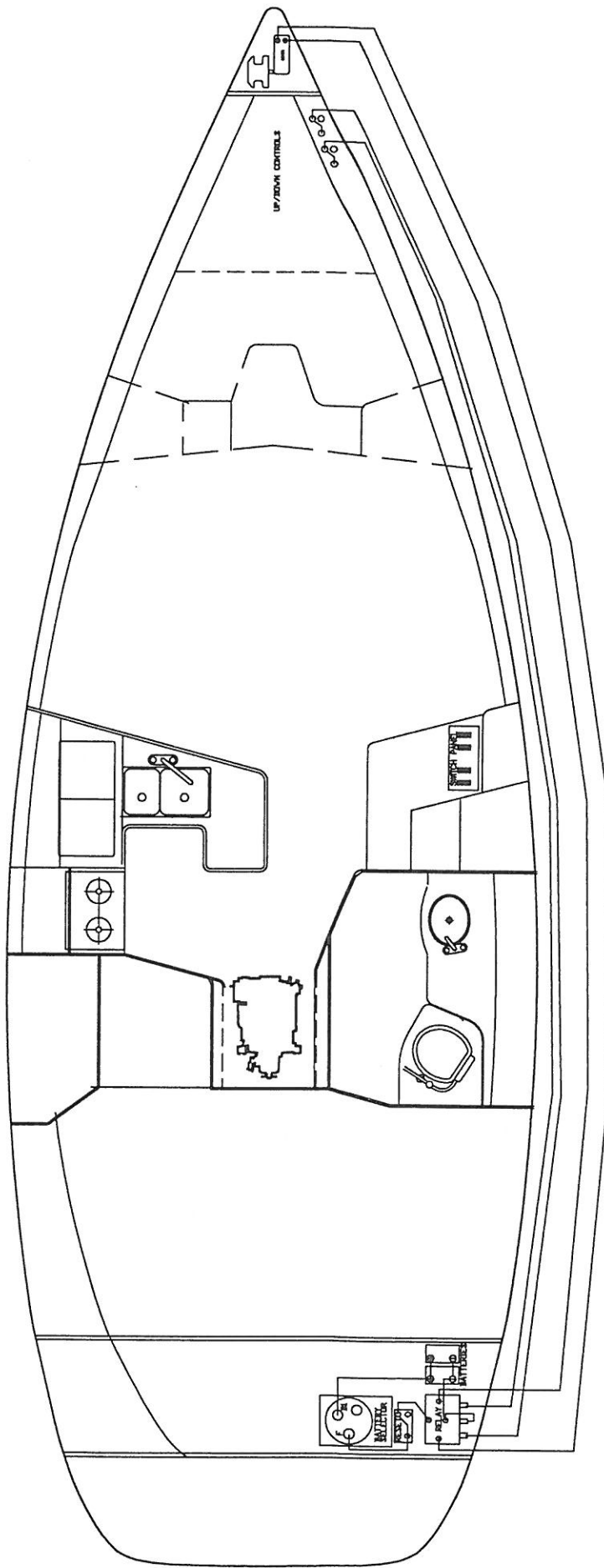
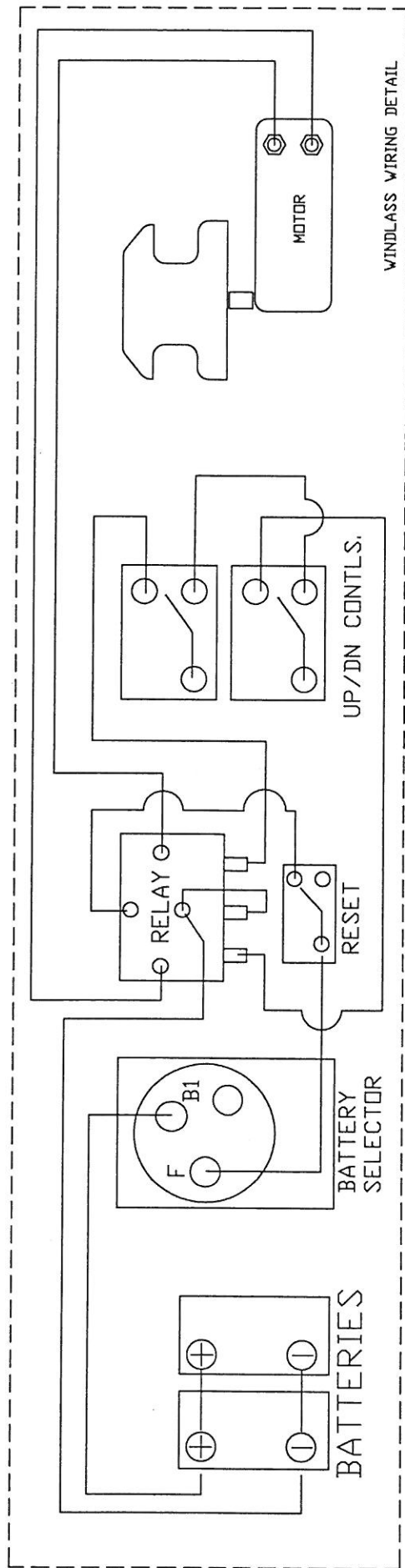


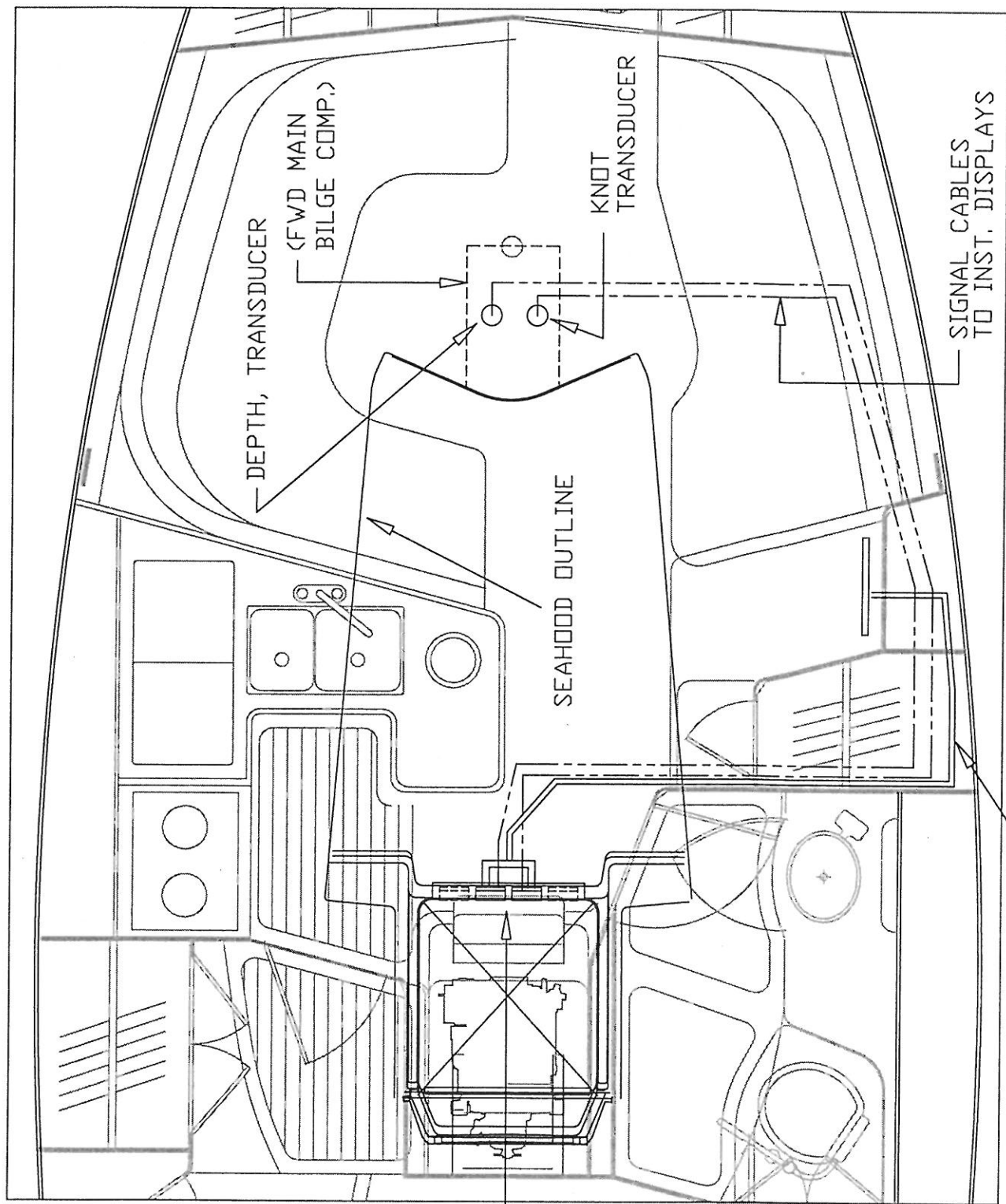
NOTE: SEE FOLLOWING PAGE FOR
(OPTIONAL) AIR COND. DETAILS











INSTS.
ON SEAHOOD

DEPTH, TRANSDUCER
(FWD MAIN
BILGE COMP.)

SEAHOOD OUTLINE

KNOT
TRANSDUCER

SIGNAL CABLES
TO INST. DISPLAYS

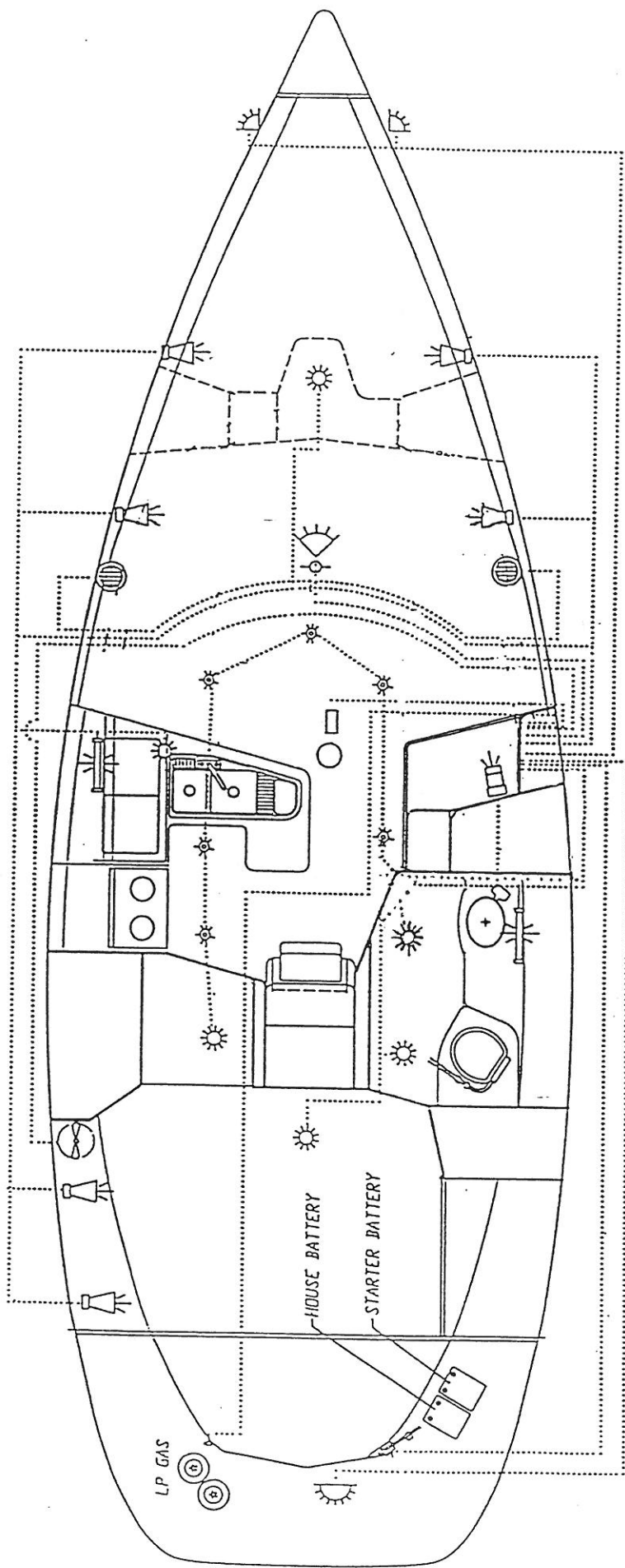
POWER LEADS FROM MAIN
PANEL TO INST. DISPLAYS

HUNTER

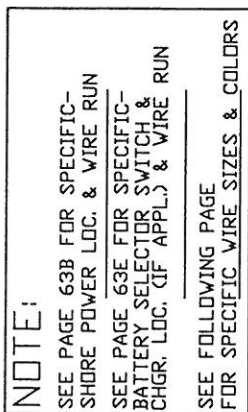
INSTRUMENTS LAYOUT

H-340 INST. LAYOUT

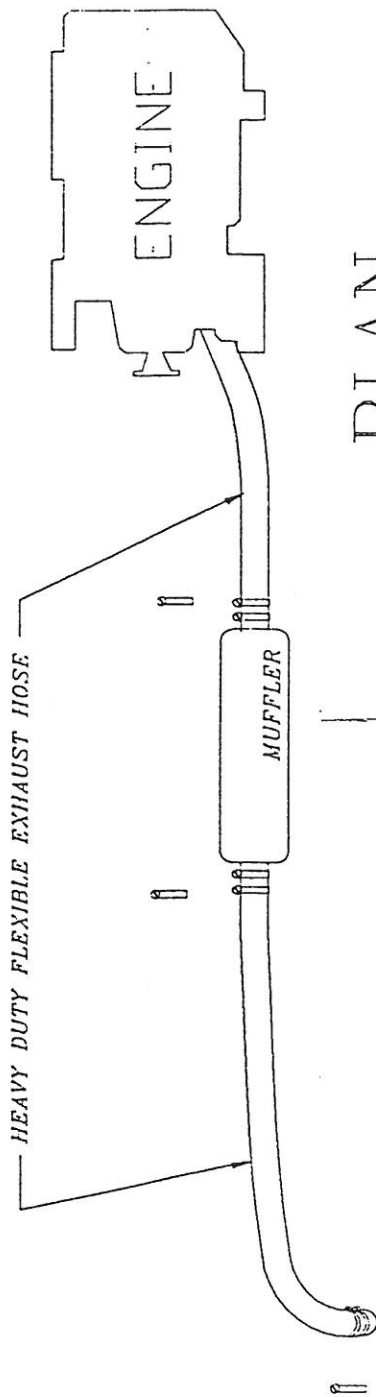
DRAWING # 3408063F



INTERIOR LIGHTS	16ga BLU	ANCHOR/STEERING	16ga GY/RED	VHF	16ga RED/VT
CHART LIGHT		BOV LIGHT	16ga GY/VT	LP GAS	14/2
12" FLUORESCENT LIGHT		BOV LIGHT		WATER PRESSURE	12ga BR
READING LIGHT		STERN LIGHT	16ga GY/VT	BILGE (+)	12ga TAN
RECESSED LIGHT		BATTERY	20ga BLK	BILGE MANUAL	12ga BR/RED
DOME LIGHT		DC MAIN	20ga RED	BILGE AUTO	12ga BR/DR
SPEAKER	16ga_YEL				
FAN	16ga PUR				

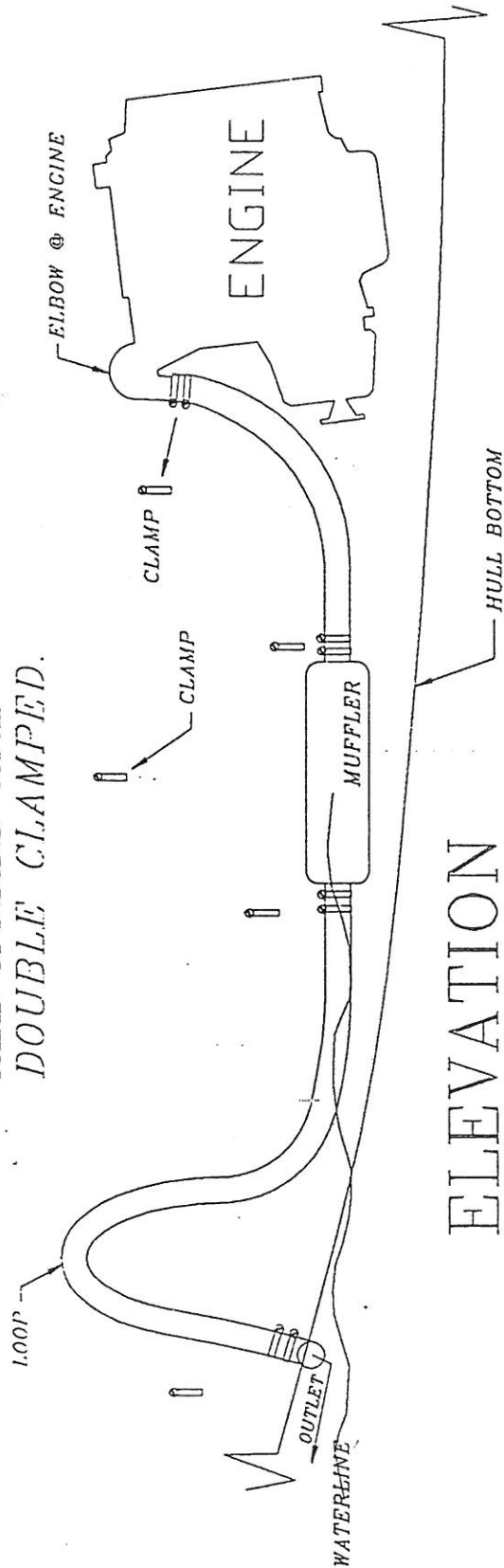


ELECTRICAL WIRING INFO.				ELECTRICAL CABLE INFO.			
12V. ONLY				12V. & 110V.			
EL. COMP.	GA. WIRE	COLOR CODE		EL. COMP.	GA. WIRE	COLOR CODE	
INSTMTS.	22GA.	RED/YEL/SHIELD	VENDOR SUPPLIED	BAT. CABLES	2/0	RED & BLK	
ANC. LITE	16 GA.	GRAY / RED & - *		ENG. ST. CAB.	2 GA.	RED & BLK	
CAB. LITE	16 GA.	BLUE & BLK		HAL. WINCH " "	2 GA.	RED & BLK	
CTSY LITE	16 GA.	BLU/WH & BLK		WDLS. CABLE	2/0	RED & BLK	STANDARD 376-2 GAUGE
DECK LITE	16 GA.	GRAY & - *			↑ (12 V) ↑		
FANS	16 GA.	WH & BLK					
RUN. LITE	16 GA.	GRAY/WH & BLK		SH. POWER			
SPEAKERS	16 GA.	YEL & BLK	PORT SIDE OF BOAT	INVERTER	10/3	BOAT CABLE	
SPEAKERS	16 GA.	BRN & BLK	STBD SIDE OF BOAT	AIR COND.	(110V)	NOTE: EURO. MODELS = 220 V.	
STEAMING	16 GA.	GRAY/GRN & - *					
STEREO	16 GA.	RED & YEL & BLK		AC. RELAY			
VHF RADIO	16 GA.	RED/WHI & BLK		BAT. CHGR			
WINDLASS	16 GA.	PINK		MICRO.			
L.P. SYS.	14/2	BOAT CABLE		OUTLETS	14/3	BOAT CABLE	
TANK IND.	14/2	BOAT CABLE		WATER HTR.	(110V)	NOTE: EURO. MODELS = 220 V.	
SHWR. SUMP	12GA.	BRN/YEL & BLK	FORWARD SHOWER				
SHWR. SUMP	12GA.	BRN/BLK & BLK	AFT SHOWER				
WAT. PUMP	12 GA.	BROWN & BLK					
MACERATOR	10GA.	BRN/WH & BLK					
FREEZER	8 GA.	RED/WH & BLK					
FRIDGE	8 GA.	RED/BLK & BLK					
BILGE PUMP	16GA.	BRN/RED & BRN/OR & BLK					
NOTE: * = 12 GAUGE CABLE (BLACK) FOR -							
ANC./ DECK/ STEAMING LIGHTS							

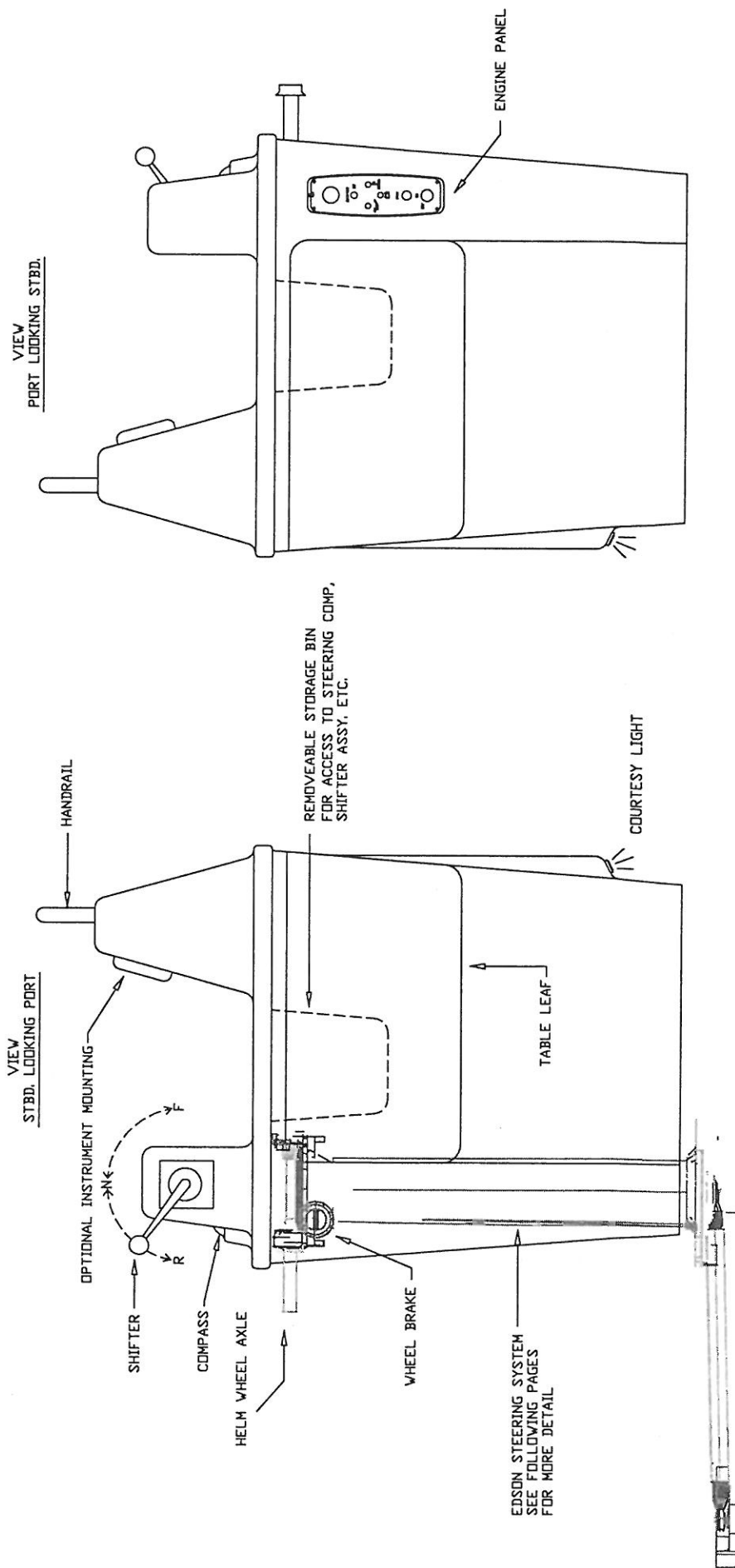


PLAN

ALL HOSES ARE
DOUBLE CLAMPED.



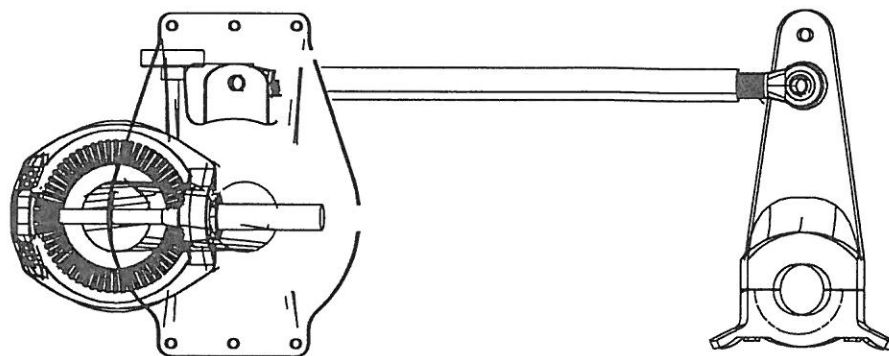
ELEVATION



IMPORTANT:

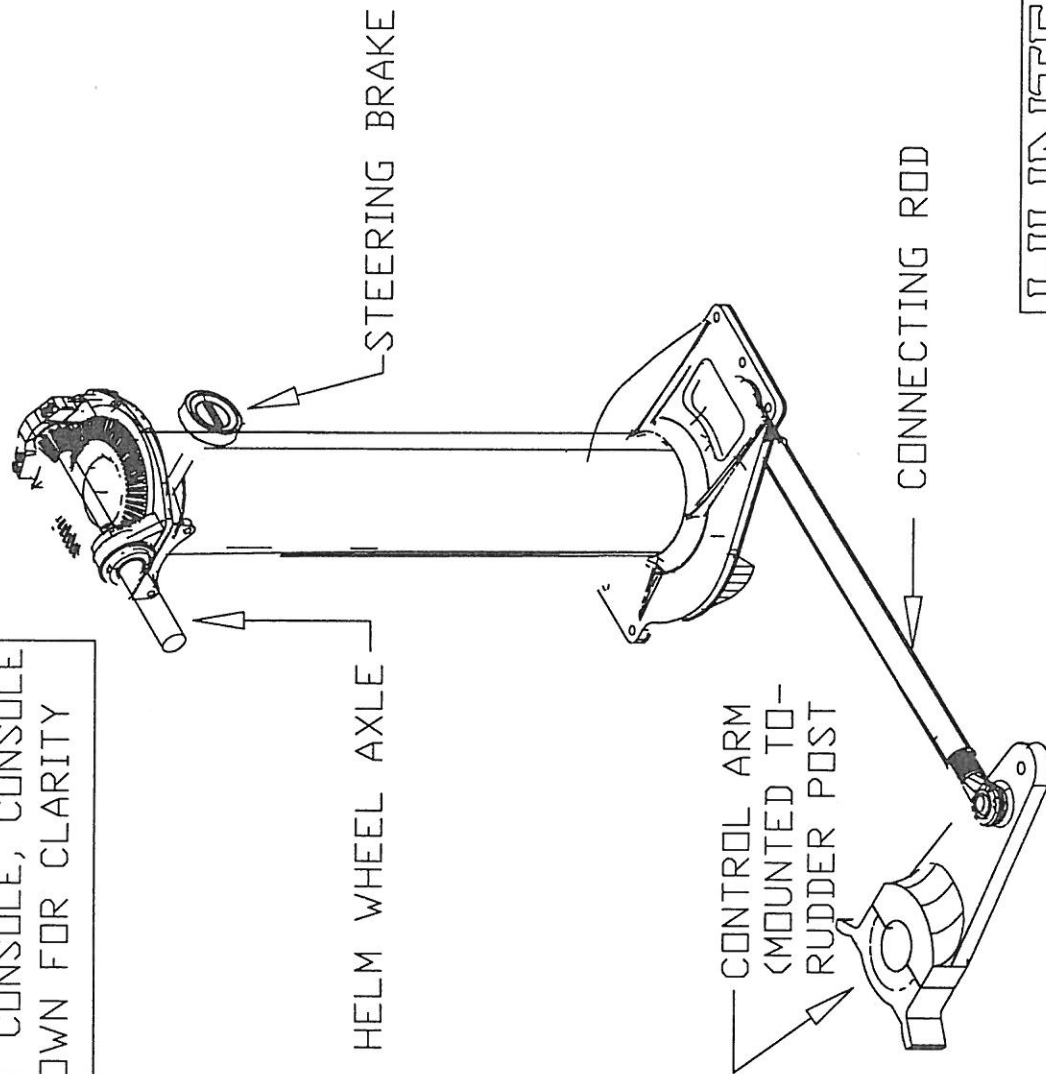
SEE EDSON STEERING MAINTENANCE UNDER "MAINTENANCE" FOR A COMPLETE DESCRIPTION OF STEERING COMPONENTS AND VITAL ROUTINE MAINTENANCE PROCEDURES.

PLAN VIEW

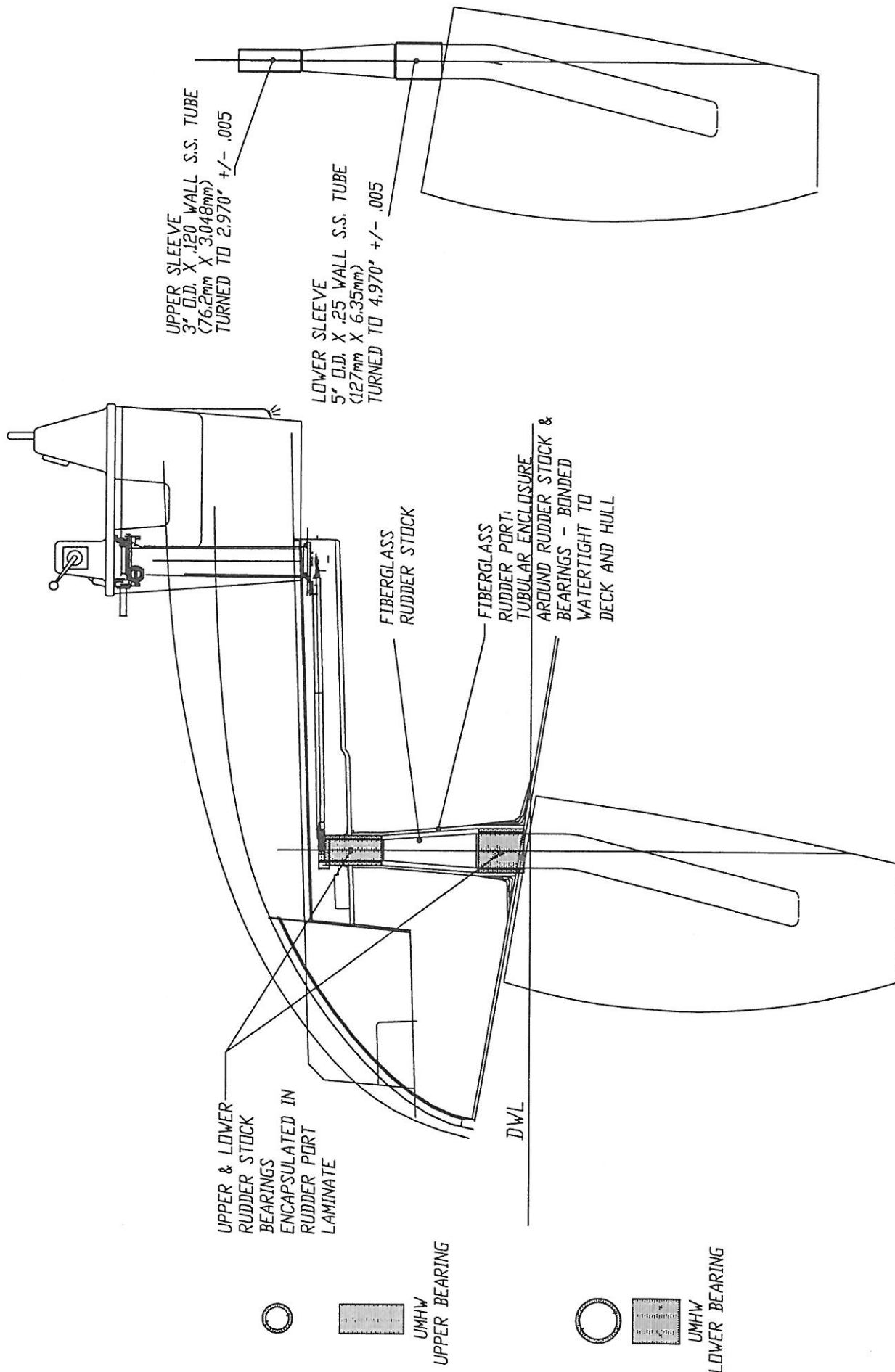


NOTE: THIS UNIT IS INSIDE COCKPIT CONSOLE, CONSOLE NOT SHOWN FOR CLARITY

ISO VIEW



H-310 STEERING LAYOUT



RUDDER & SHAFT DETAIL

