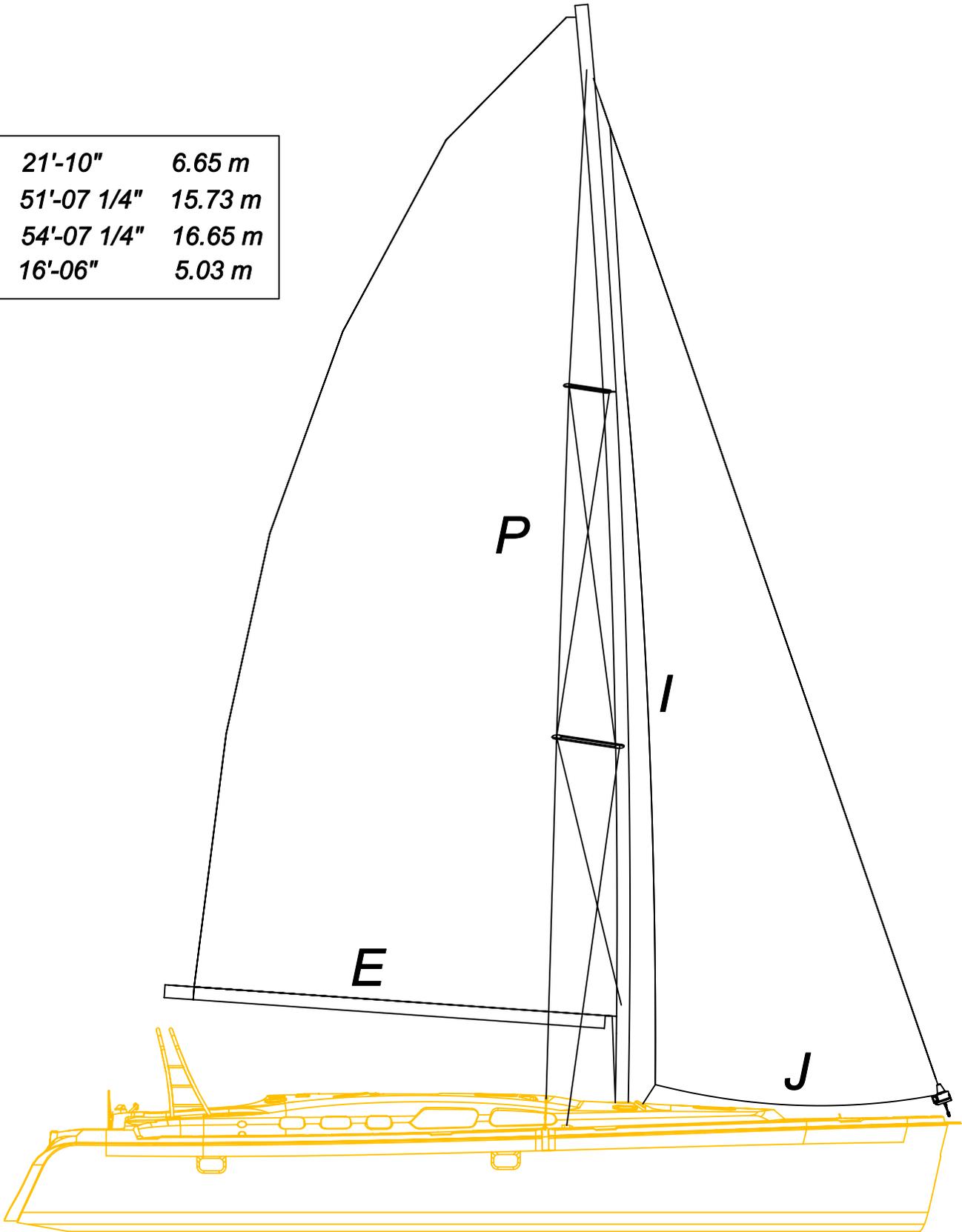


H49 STANDARD SAILPLAN

<i>E</i>	21'-10"	6.65 m
<i>P</i>	51'-07 1/4"	15.73 m
<i>I</i>	54'-07 1/4"	16.65 m
<i>J</i>	16'-06"	5.03 m



NON-OVERLAP JIB
NO STAYSAIL
JIB SHEETS ON
SELF-TACKING APPARATUS

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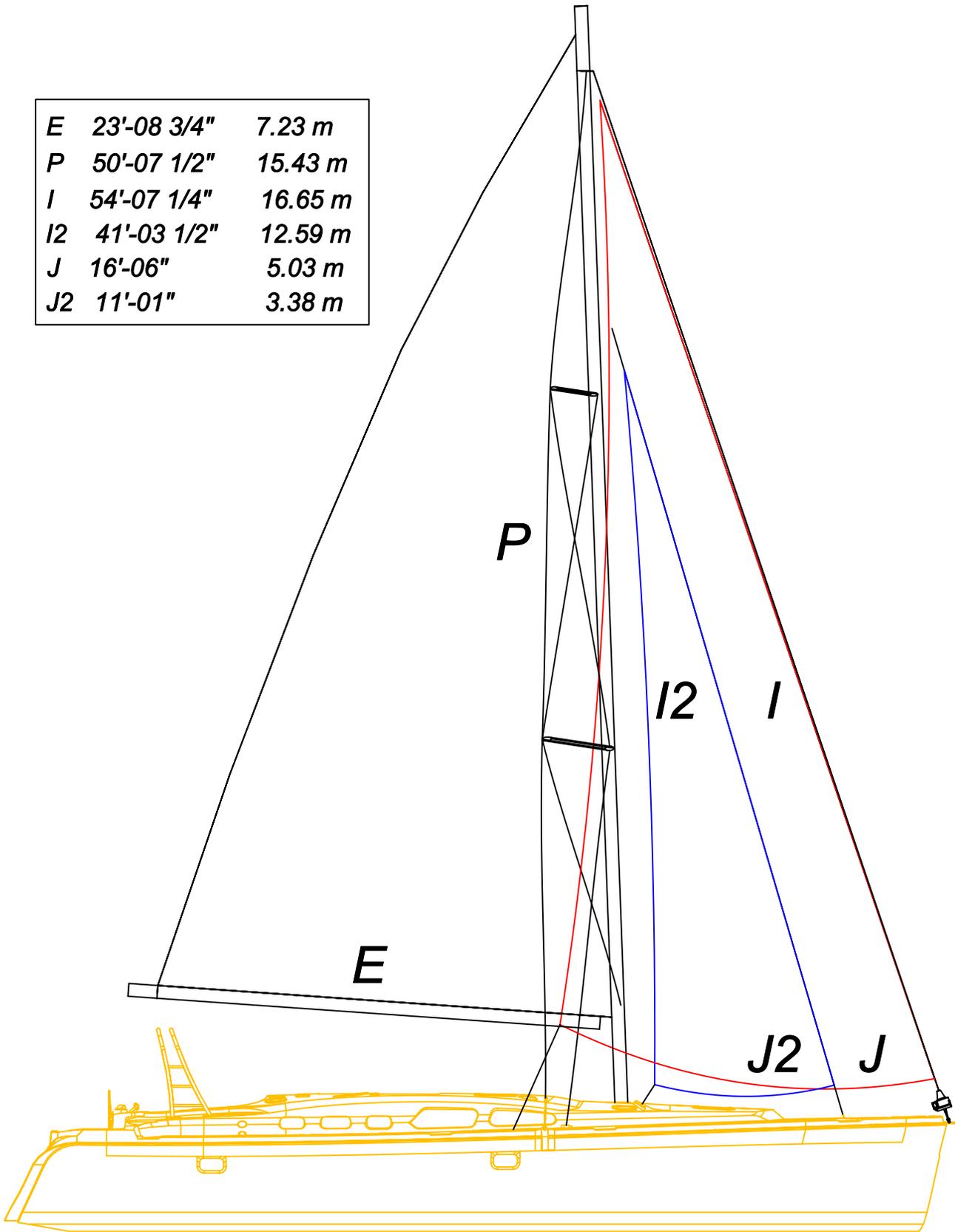
HUNTER

SAILPLAN (STANDARD)

DRAWING NO. 488036A	REGION NO. None	DATE 03/01/06
DESIGNER: ENG		

H49 FURLING SAILPLAN

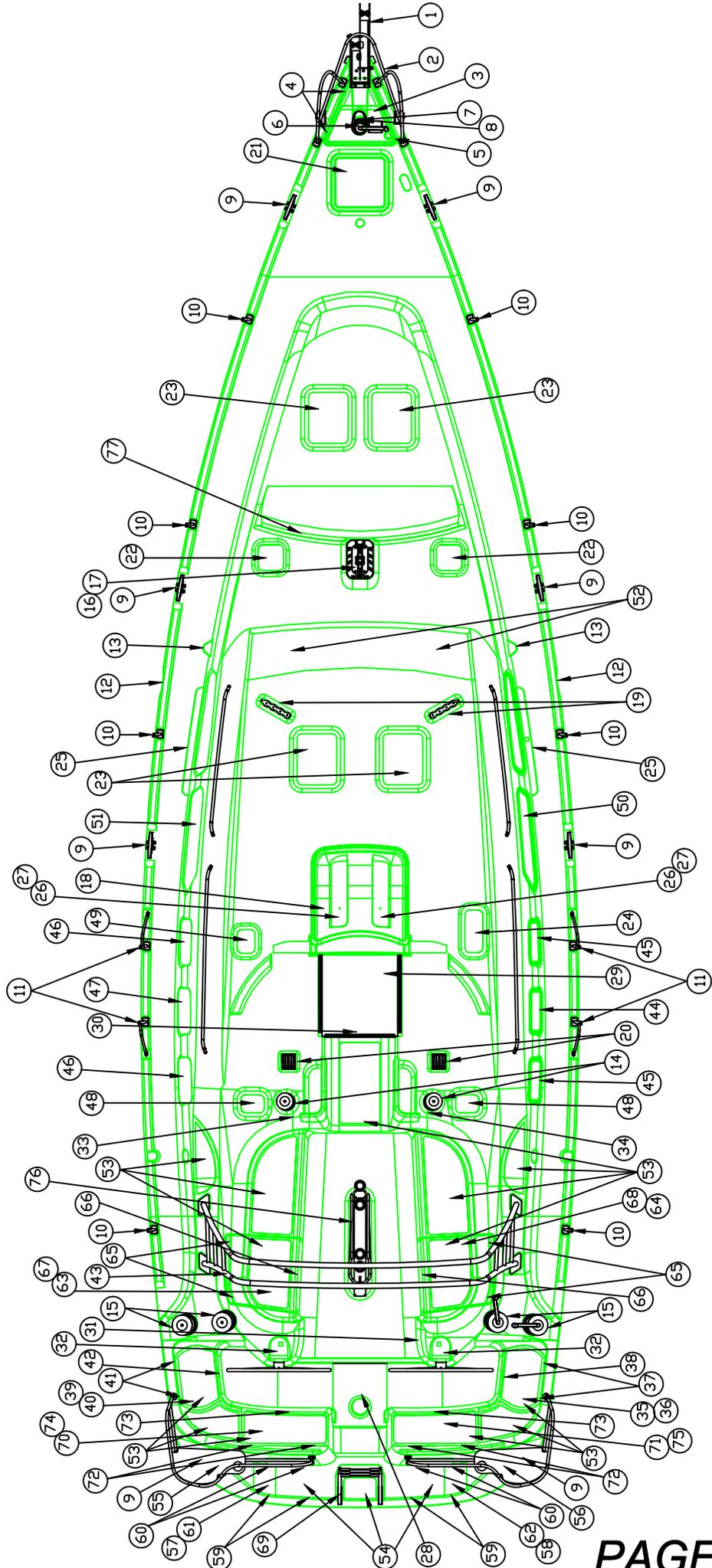
E	23'-08 3/4"	7.23 m
P	50'-07 1/2"	15.43 m
I	54'-07 1/4"	16.65 m
I2	41'-03 1/2"	12.59 m
J	16'-06"	5.03 m
J2	11'-01"	3.38 m



VERTICAL BATTEN MAIN
OVERLAP JIB
STAYSAIL ON SELF-TACKING APPARATUS
JIB SHEETS ON SIDE DECK

H49 DIMENSIONS, CAPACITIES, ETC.

HULL LENGTH	47' 11"	14.61 m.
LENGTH OVERALL (INCLUDES BOW ROLLER)	49' 11"	15.21 m.
LENGTH OF WATERLINE (LWL)	43' 10"	13.36 m.
BEAM (MAX)(without rubrail)	14' 05"	4.39 m.
BEAM (MAX)(with rubrail)	14' 09"	4.50 m.
DRAFT		
* SHOAL	5' 06"	1.68 m.
* DEEP	7' 00"	2.13 m.
DISPLACEMENT		
* SHOAL	32813 lbs.	14884kg.
* DEEP	31485 lbs.	14281kg.
BALLAST (LEAD KEEL)		
* SHOAL	12544 lbs.	5690 kg.
* DEEP	11216 lbs.	5087 kg.
MAST HEIGHT (FROM WATERLINE)		
* STANDARD	63' 04"	19.30 m.
* FURLING	63' 04"	19.30 m.
SAIL AREA		
* STANDARD/TRIANGLE	1013.9 sq. ft.	94.19 sq. m.
* FURLING/TRIANGLE	1052.8 sq. ft.	97.81 sq. m.
* STAYSAIL/TRIANGLE	228.9 sq. ft.	21.26 sq. m.
SA/DISP		
* STANDARD/TRIANGLE	15.83	
* FURLING/TRIANGLE	16.43	
DISPLACEMENT LENGTH		
	173.93	
SAILPLAN		
I	54' 7 1/4"	16.65 m.
I2	41' 3 1/2"	12.59 m.
J	16' 6"	5.03 m.
J2	11' 1"	3.38 m.
P		
* STANDARD	51' 7 1/4"	15.73 m.
* FURLING	50' 7 1/2"	15.43 m.
E		
* STANDARD	21' 10"	6.65 m.
* FURLING	23' 8 3/4"	7.23 m.
BERTHS		
	Sleeps 9	
HEADROOM		
	6' 9"	2.06 m.
FUEL TANK CAPACITY		
	150 US gal.	568 liters
WATER CAPACITY		
	200 US gal.	757 liters
WATER HEATER		
	11 US gal.	42 liters
HOLDING TANK CAPACITY		
	52 US gal.	197 liters
LPG TANK CAPACITY(SPARE OPT.)		
	2 x 10 lbs.	2 x 4.5 kg.
BATTERY CAPACITY		
	House Bank 600 amps	Start Bank 105 amps
INBOARD ENGINE		
* STANDARD	100 hp.	75 kw.
LIFTING POINTS		
	INDICATED BY "SLING" LABELS ON HULL	

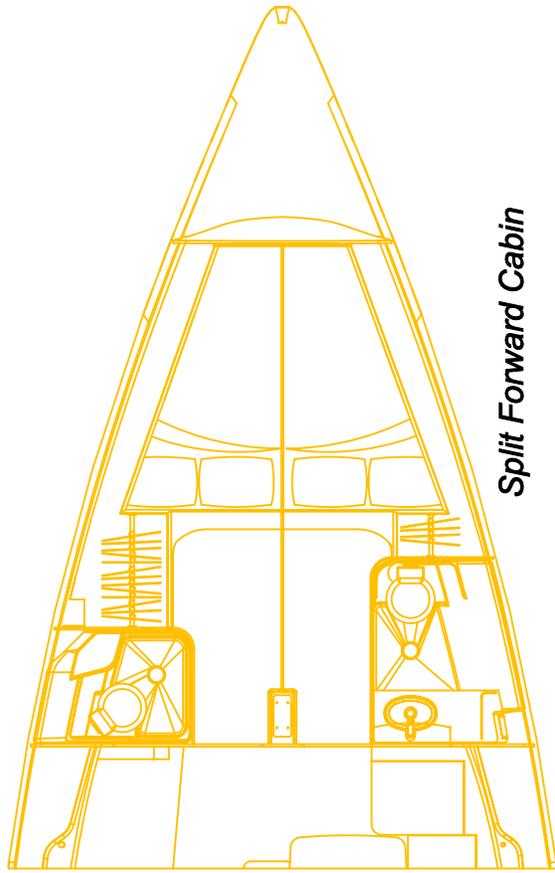
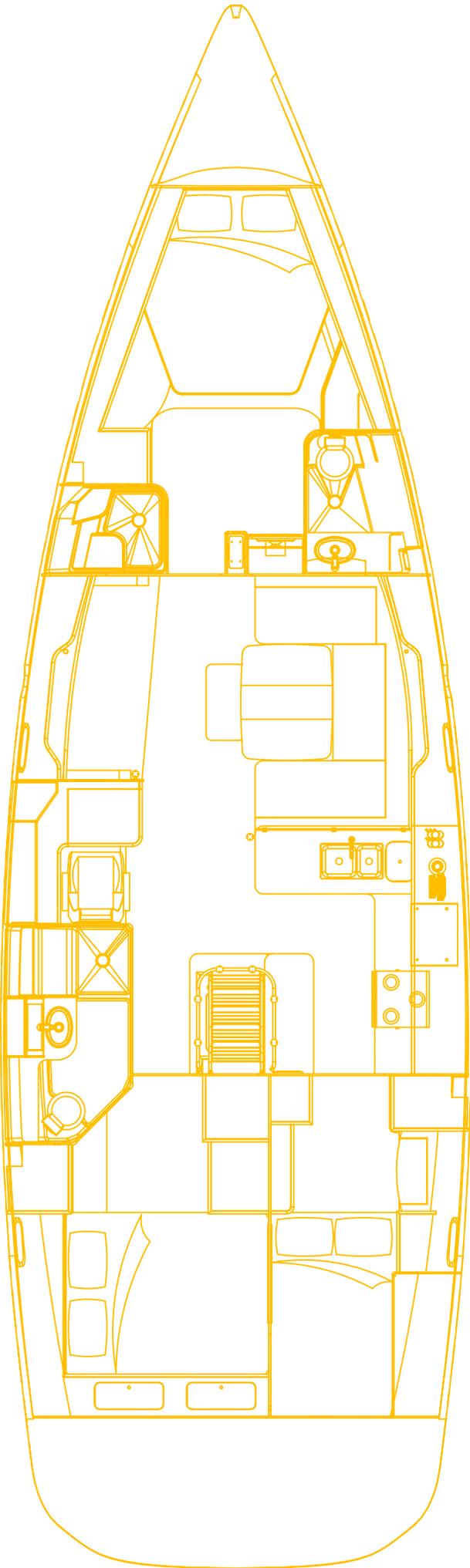


H49 DECK HARDWARE LIST

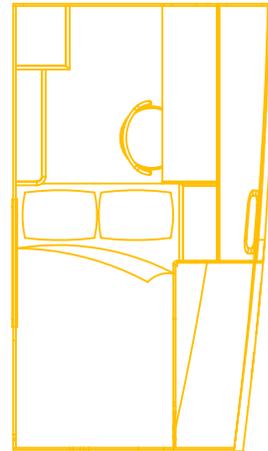
Item Label	Qty	Description
1	1	Bowroller Assembly
2	1	Bowrail with 4 stanchion bases
3	1	Anchorlid (RTM part)
4	2	Anchorlid Hinges
5	1	Anchorlid latch with striker plate
6	1	Windlass
7	1	Anchorwell U-Bolt
8	1	Anchorwell Cleat
9	8	Cleats
10	8	2-line Stanchion with base
11	4	Gate Stanchion with base
12	2	Outer Chainplate
13	2	Inner Chainplate
14	2	Size 44 Winch
15	4	Size 54 Winch
16	1	Mast Step
17	1	Compression Post
18	1	Seahood (small part)
19	2	Deck Organizers
20	2	Sheetstoppers
21	1	Size 60 Hatch (smoked)
22	2	Size 10 Hatch (frosted)
23	4	Size 54 Hatch (smoked)
24	1	Size 41 Hatch (smoked)
25	4	Jib Track Lead System (1m)
26	2	Dorade Vent
27	2	Dorade deck plate
28	1	Quad Cover
29	1	Companionway Slider Asm
30	1	Companionway Drop-Board Asm
31	1	Engine Panel
32	2	Steering System
33	1	Line Locker - port (RTM part)
34	1	Line Locker - stbd (RTM part)
35	1	LPG Locker liner (small part)
36	1	LPG Locker lid (RTM part)
37	2	LPG Hinges
38	1	LPG Lid Latch
39	1	Storage Locker Liner (small part)
40	1	Storage Locker Lid (RTM part)
41	2	Storage Locker lid hinges
42	1	Storage Locker lid latch
43	1	Arch
44	1	Size 3 Portlight (smoked opening)
45	2	Size 1 Portlight (smoked opening)
46	2	Size 1 Portlight (frosted opening)
47	1	Size 3 Portlight (frosted opening)
48	2	Size 03 Hatch (smoked)
49	1	Size 03 Hatch (frosted)
50	1	Custom Portlight STBD (fixed)
51	1	Custom Portlight Port (fixed)
52	2	Windshield custom plexiglass (STBD/Port)
53	1	Cockpit Flexiteak
54	1	Transom Flexiteak
55	1	Sternrail - port
56	1	Sternrail - stbd
57	1	Transom Lid - port (RTM part)
58	1	Transom Lid - stbd (RTM part)
59	4	Locker Lid Hinges
60	4	Locker Lid Latches
61	1	Transom storage liner - port (small part)
62	1	Transom storage liner - stbd (small part)
63	1	Gullwing Locker Lid - port (RTM part)
64	1	Gullwing Locker Lid - stbd (RTM part)
65	4	Locker Lid Hinges
66	2	Locker Lid Hatch
67	1	Gullwing Storage Liner - port (small part)
68	1	Gullwing Storage Liner - stbd (small part)
69	1	Transom Swim Ladder (16"wide)
70	1	Helm Seat Locker Lid - port (RTM part)
71	1	Helm Seat Locker Lid - stbd (RTM part)
72	4	Locker Lid Hinges
73	2	Locker Lid Latch
74	1	Helm Seat Storage Liner - port (small part)
75	1	Helm Seat Storage Liner - stbd (small part)
76	1	Cockpit Table Assembly
77	1	Self-Tacking Jib Track Assembly

H49

Interior Layout



Split Forward Cabin



Workbench/Desk Layout

DRAWING TITLE:

INTERIOR LAYOUT

DRAWING NO. 488040

REVISION NO.

None

DATE:

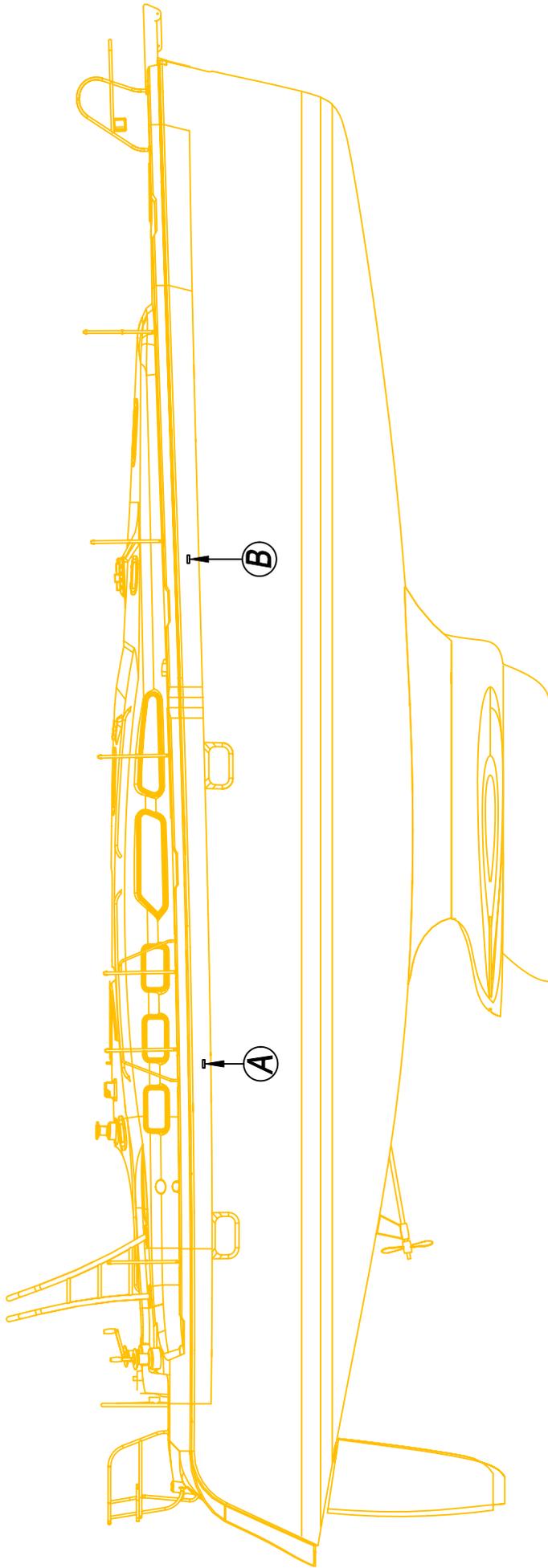
03/01/06

ENG

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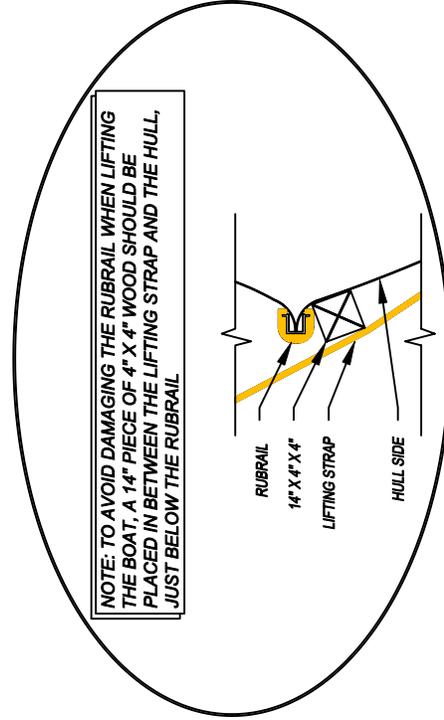


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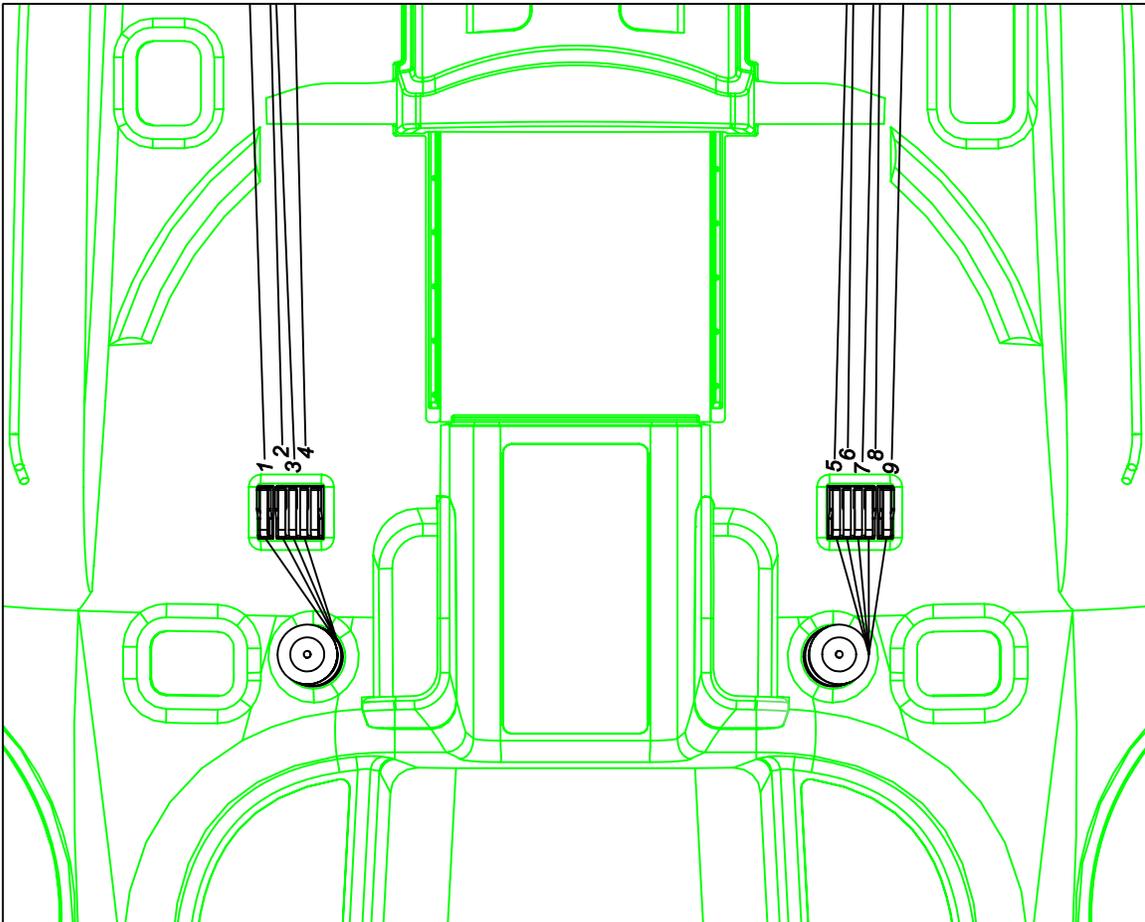
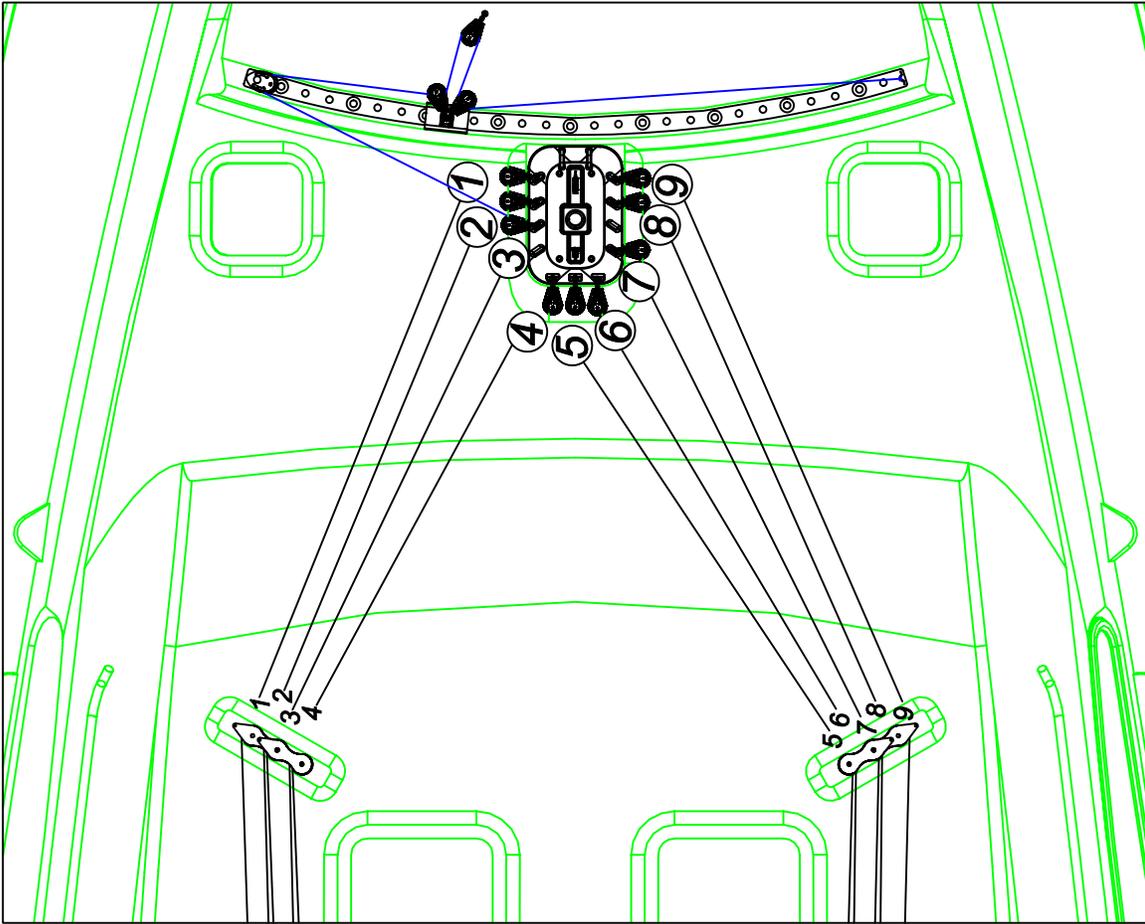


A AFT LIFTING POINT (INDICATED BY DECAL)
 PLACEMENT IS BETWEEN THE HULL WINDOWS
 SO AS TO ALIGN WITH INTERIOR STRUCTURAL
 SUPPORT PROVIDED BY BULKHEADS. ALSO
 BE SURE YOU ARE WELL FORWARD OF
 PROP SHAFT.

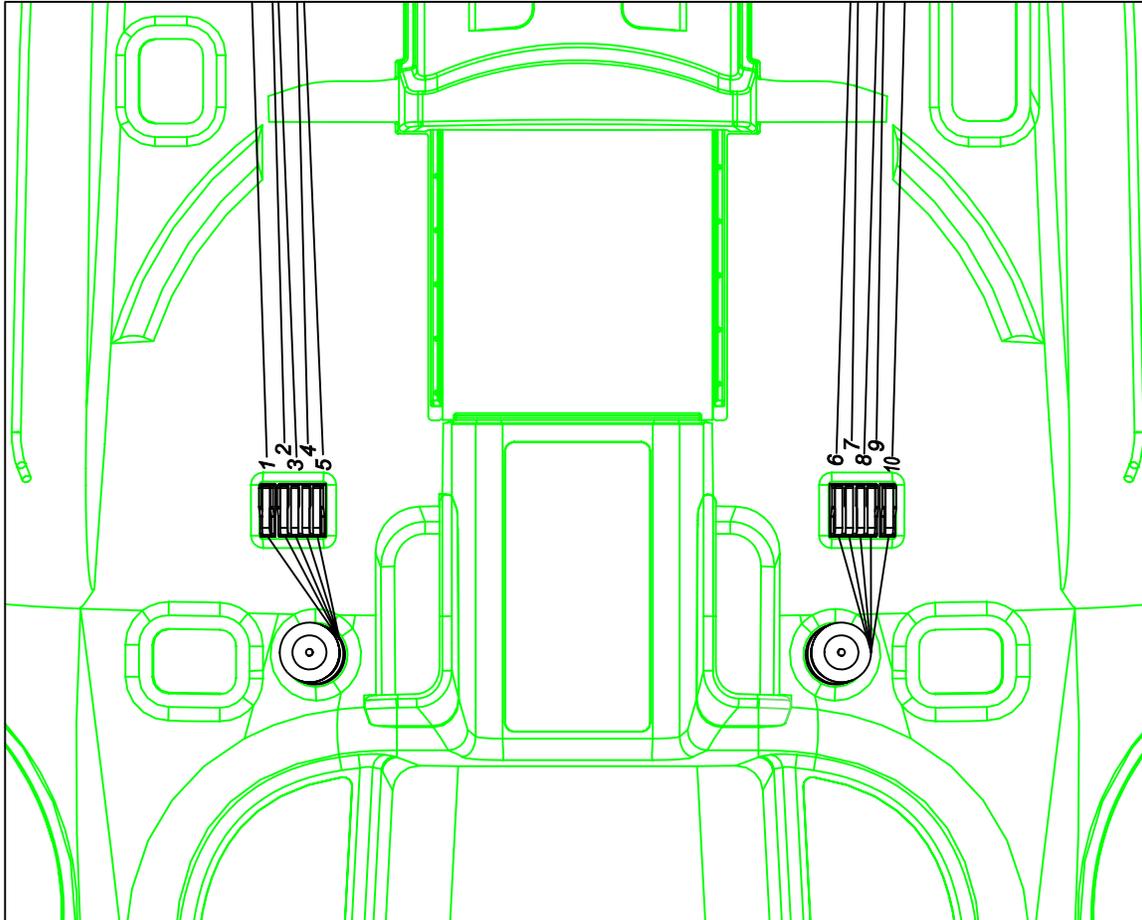
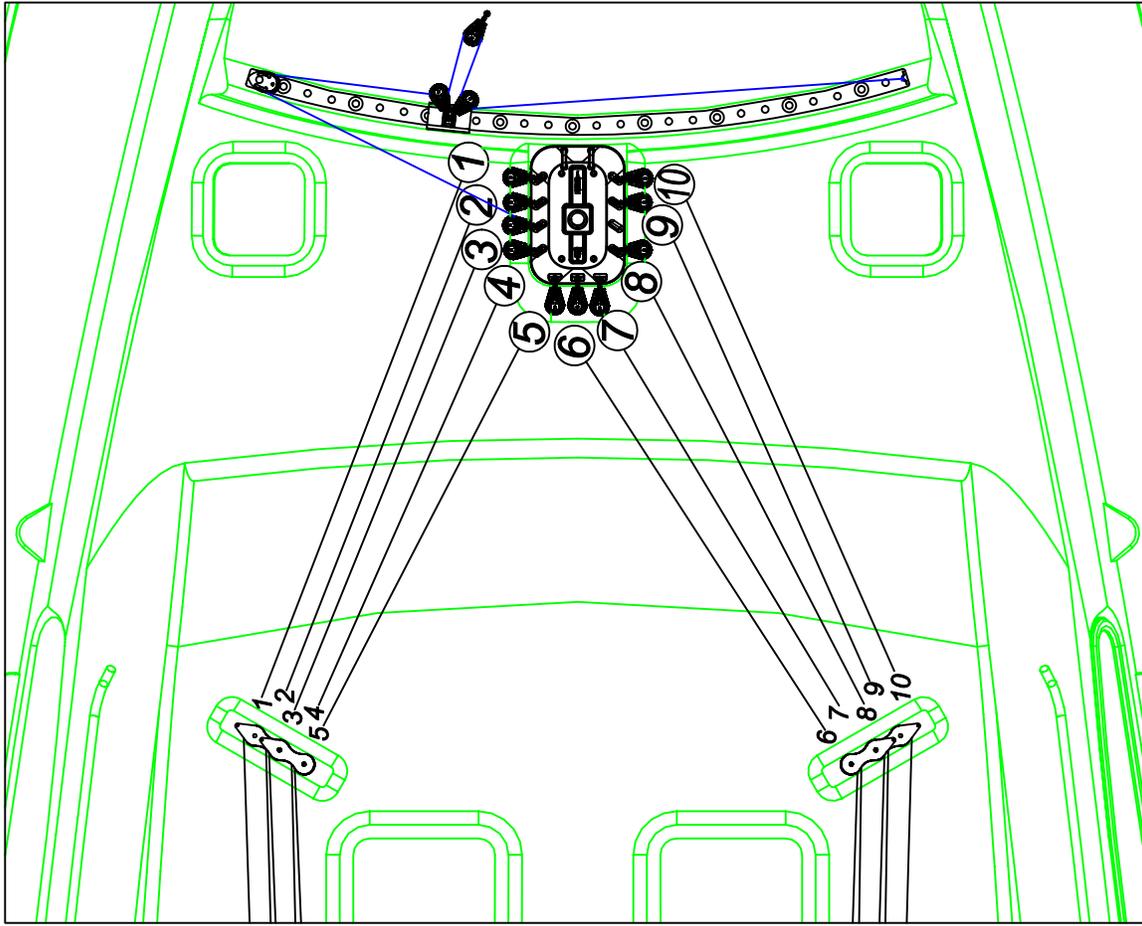
B FWD LIFTING POINT (INDICATED BY DECAL)
 PLACEMENT IS FWD OF CHAINPLATE SO AS
 TO ALIGN WITH INTERIOR STRUCTURAL
 SUPPORT PROVIDED BY FWD SALON
 BULKHEAD.



NOTE: TO AVOID DAMAGING THE RUBRAIL WHEN LIFTING THE BOAT, A 14\"/>



- 1 OPT SPINNAKER HALYARD
 - 2 JIB HALYARD *
 - 3 SELF-TACKING JIB SHEET
 - 4 #2 REEF *
 - 5 VANG LINE
 - 6 #1 REEF *
 - 7 MAINSHEET
 - 8 MAIN HALYARD
 - 9 OPT STAYSAIL HALYARD
- * RUNS THROUGH TOP ORGANIZER BLOCK



- 1 OPT SPINNAKER HALYARD
 - 2 JIB HALYARD *
 - 3 SELF-TACKING JIB SHEET
 - 4 FURLING LINE *
 - 5 FURLING LINE
 - 6 VANG LINE
 - 7 OUTHAUL *
 - 8 MAINSHEET
 - 9 MAIN HALYARD *
 - 10 STAYSAIL HALYARD
- * RUNS THROUGH TOP ORGANIZER BLOCK

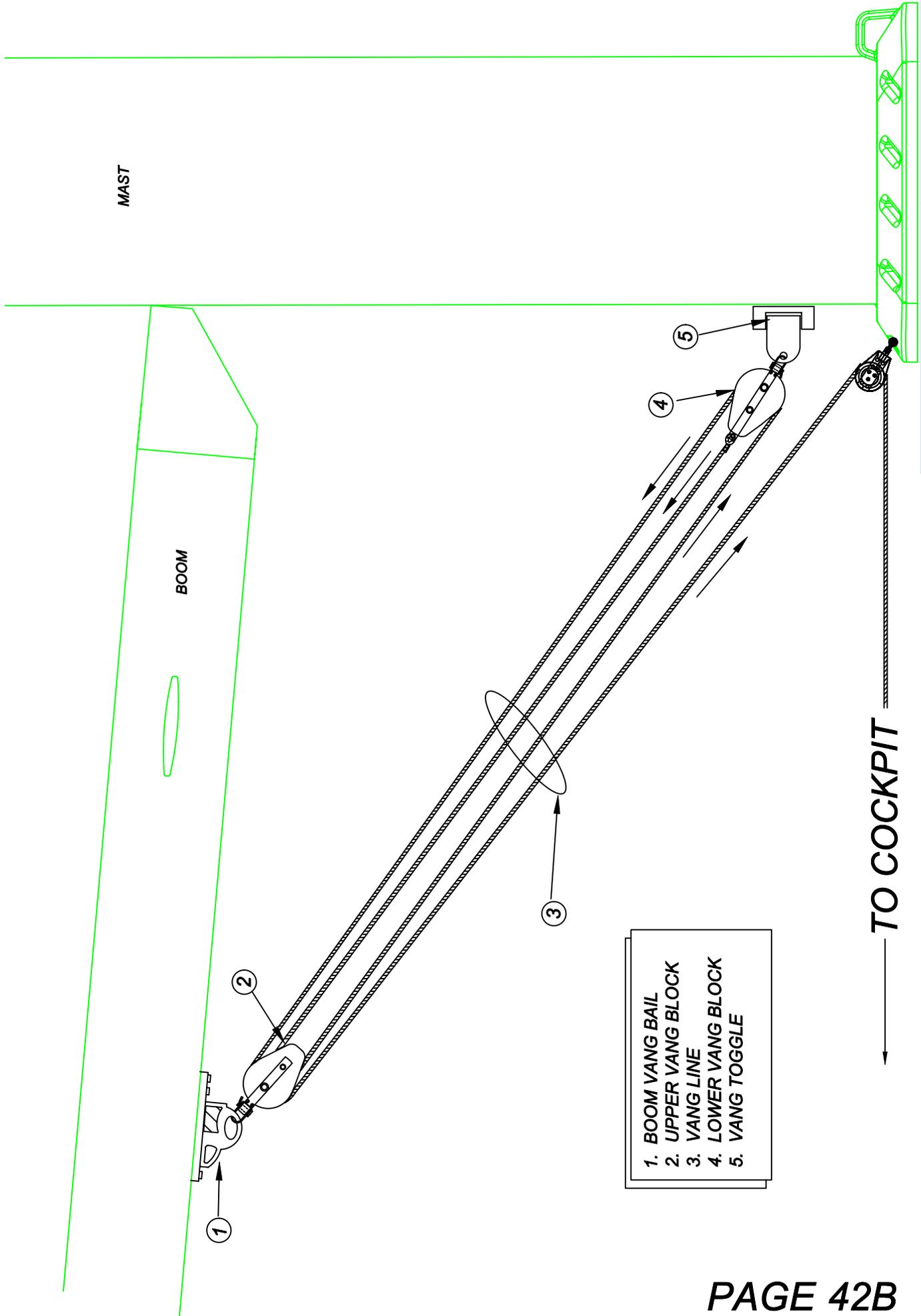
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FURLING RUNNING RIGGING

DRAWING NO.	488042A-2	REVISION NO.	None
DRAWN BY:	ENG	DATE:	03/01/06



MAST

BOOM

- 1. BOOM VANG BAIL
- 2. UPPER VANG BLOCK
- 3. VANG LINE
- 4. LOWER VANG BLOCK
- 5. VANG TOGGLE

TO COCKPIT

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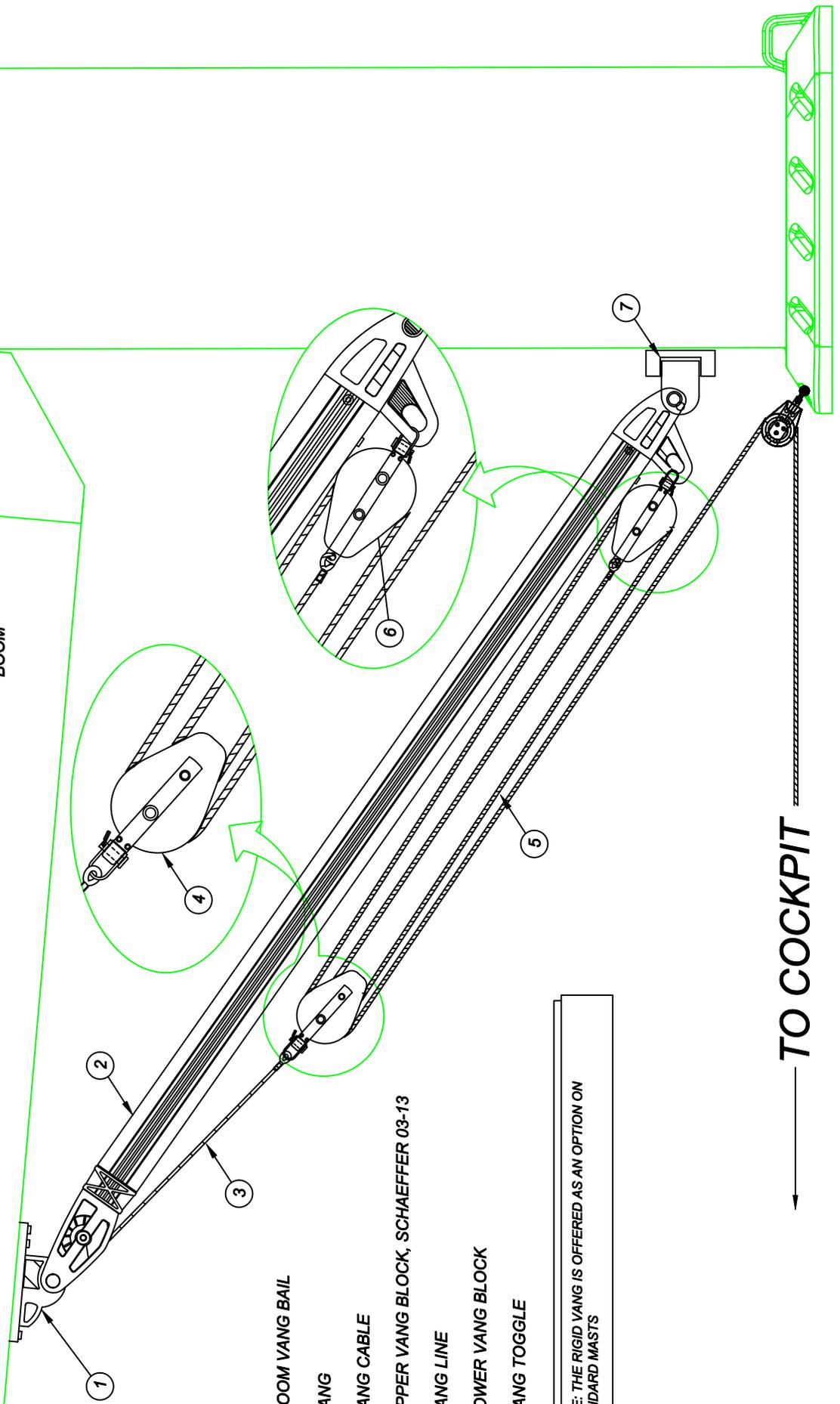
ROPE VANG DETAILS (STANDARD)

REVISED BY:	458042B	REVISION NO.:	NONE
DATE:	ENG	DATE:	03/07/06

HUNTER

MAST

BOOM



- ① BOOM VANG BAIL
- ② VANG
- ③ VANG CABLE
- ④ UPPER VANG BLOCK, SCHAEFFER 03-13
- ⑤ VANG LINE
- ⑥ LOWER VANG BLOCK
- ⑦ VANG TOGGLE

NOTE: THE RIGID VANG IS OFFERED AS AN OPTION ON STANDARD MASTS

TO COCKPIT

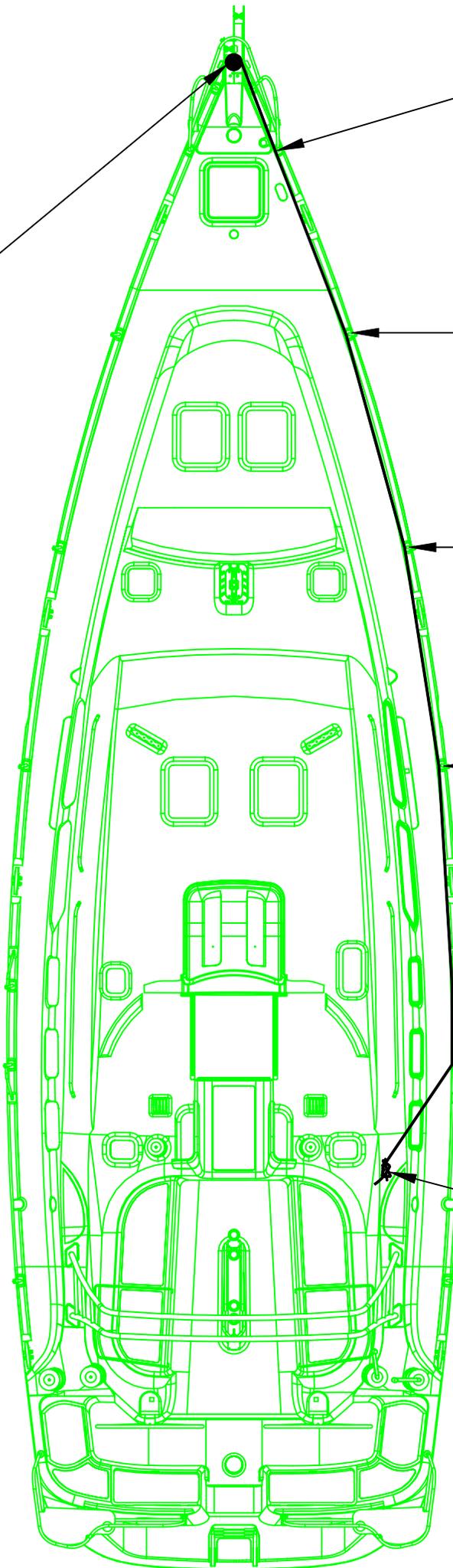
DRAWING TITLE: **RIGID VANG (FURLING OPTION)**

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DRAWING NO. 488042C	REVISION NO. NONE	DATE 03/07/06
DRAWN BY: ENG		



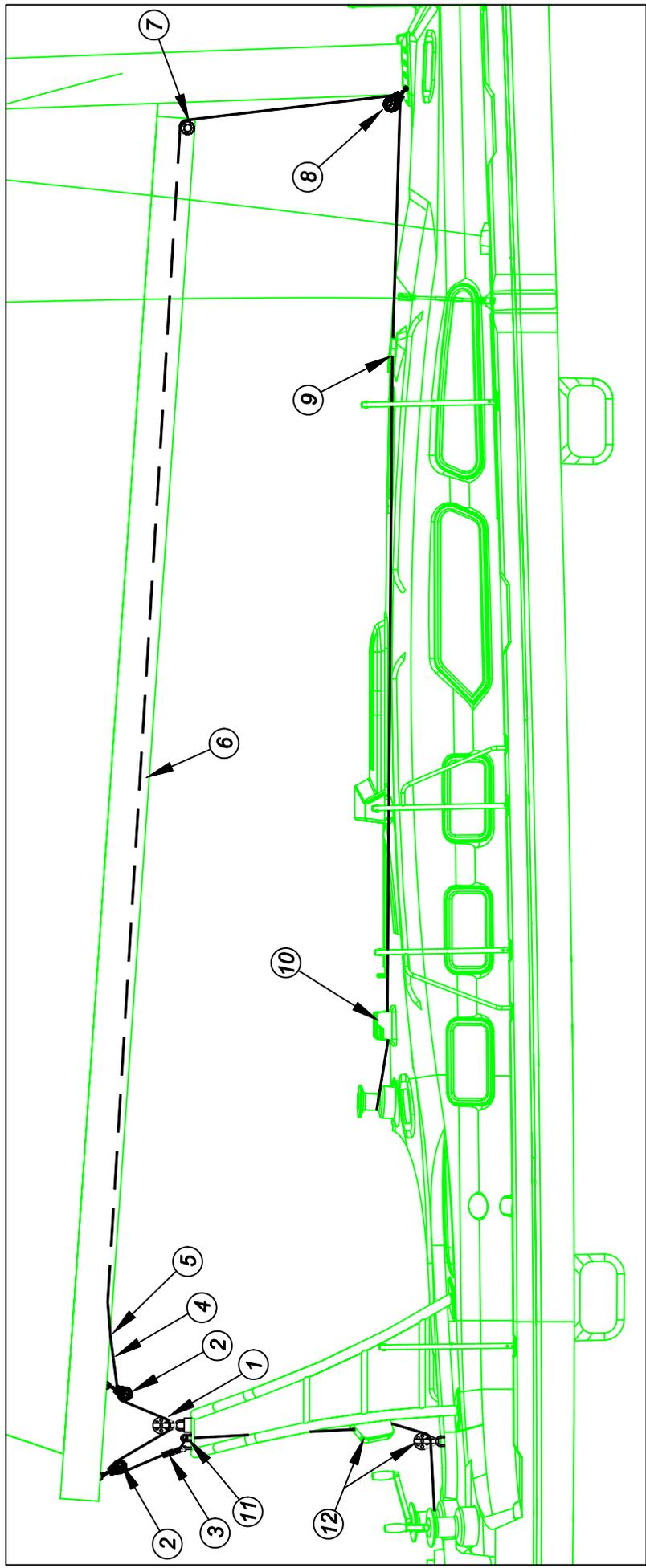
JIB FURLING DRUM (SEE FURLING MANUAL FOR
DETAILS ON LINE ATTACHMENT)



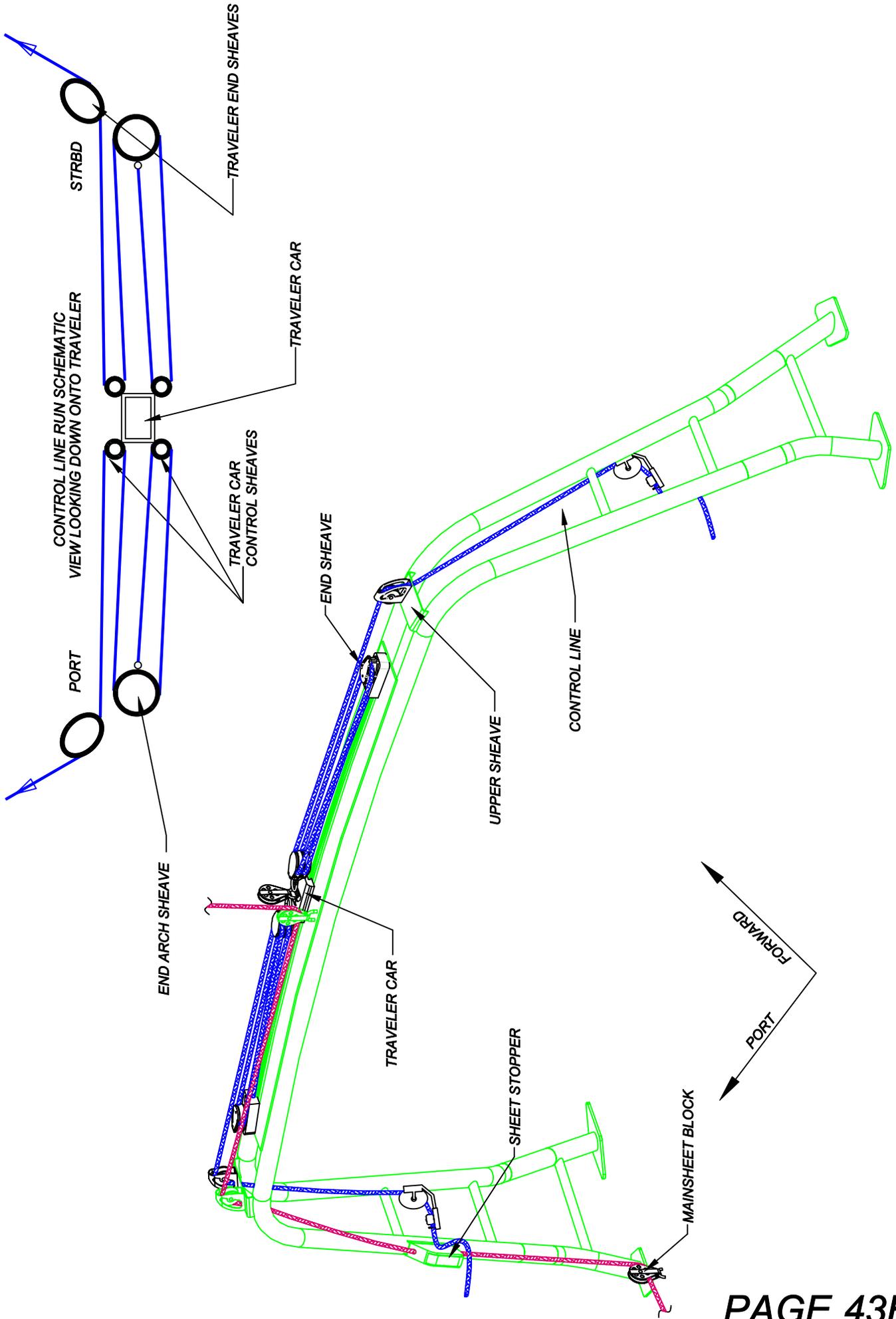
JIB FURL LINE
LEAD BLOCK
(on bow rail)

JIB FURL LINE RUNS
THROUGH STANCHION BLOCKS

JIB FURL LINE TIES
OFF ON CLEAT



- 1 BLOCK ON TRAVELER CAR
- 2 BOOM BALE AND MAINSHEET BLOCK
- 3 ARCH BLOCK ON BALE TO ARCH UPPER SHEAVE
- 4 MAINSHEET
- 5 MAINSHEET BOOM EXIT
- 6 MAINSHEET RUN INSIDE BOOM
- 7 MAINSHEET SHEAVE INSIDE FWD BOOM END
- 8 MAINSHEET BLOCK AT MAST STEP
- 9 MAINSHEET THRU BLOCK ORGANIZERS
- 10 MAINSHEET THROUGH SHEET STOPPER TO WINCH
- 11 ARCH UPPER SHEAVE FOR MAIN SHEET (PORT SIDE)
- 12 MAINSHEET THROUGH SHEET STOPPER AND BLOCK TO WINCH



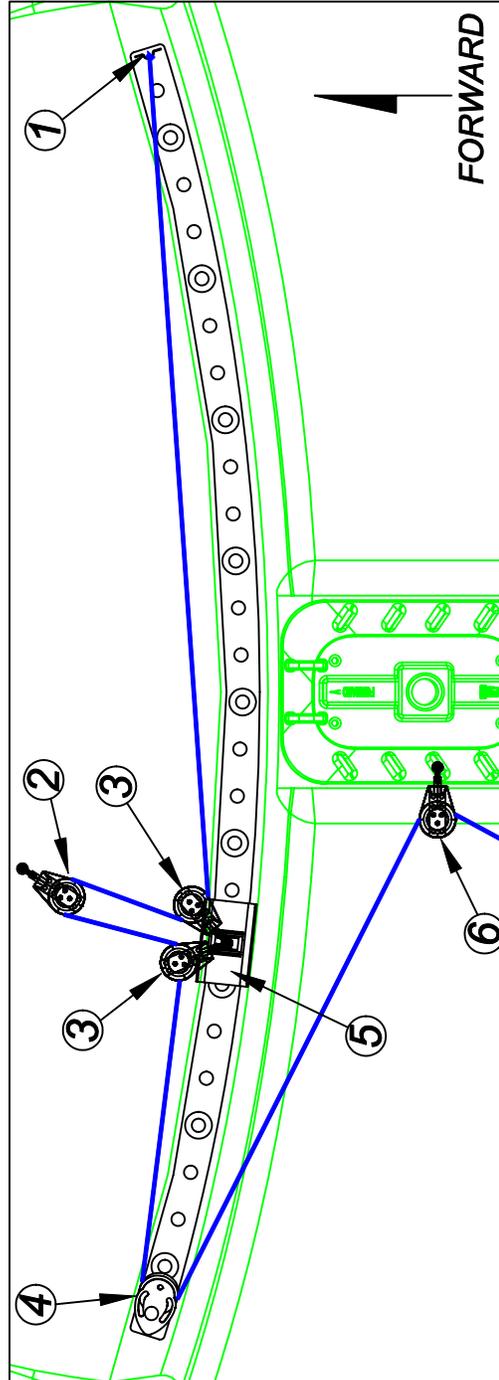
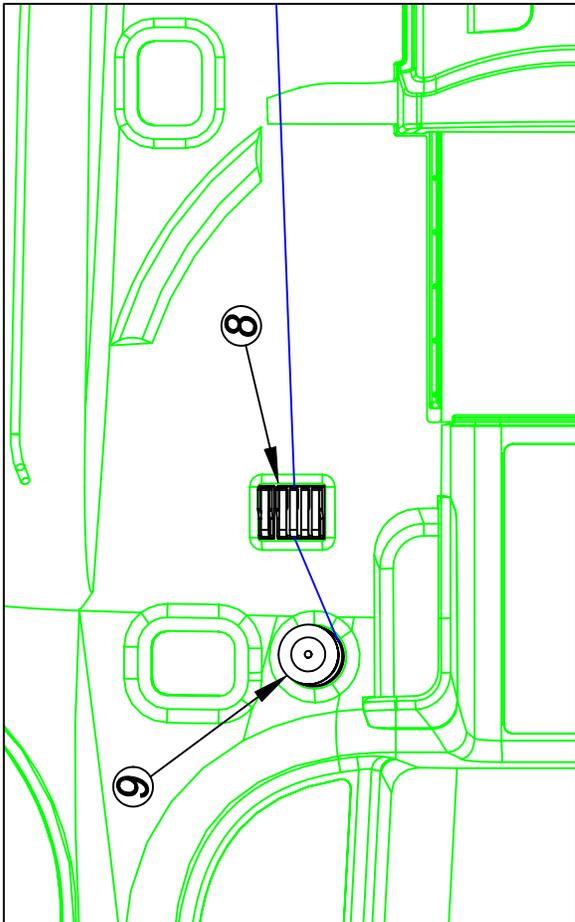
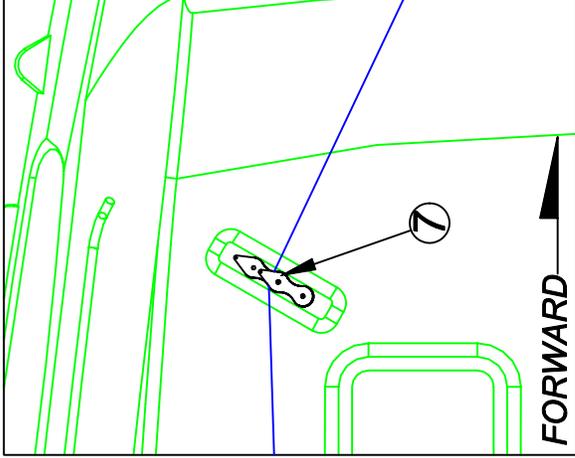
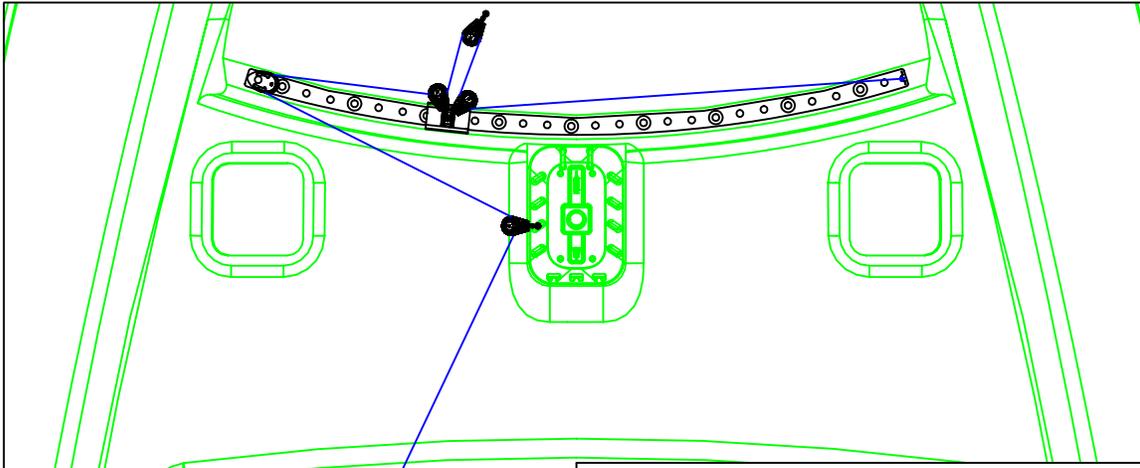
DRAWING TITLE: **MAINSHEET TRAVELER**
 DRAWING NO.: 488043B
 DRAWN BY: ENG

REVISION NO.: NONE
 DATE: 03/07/06

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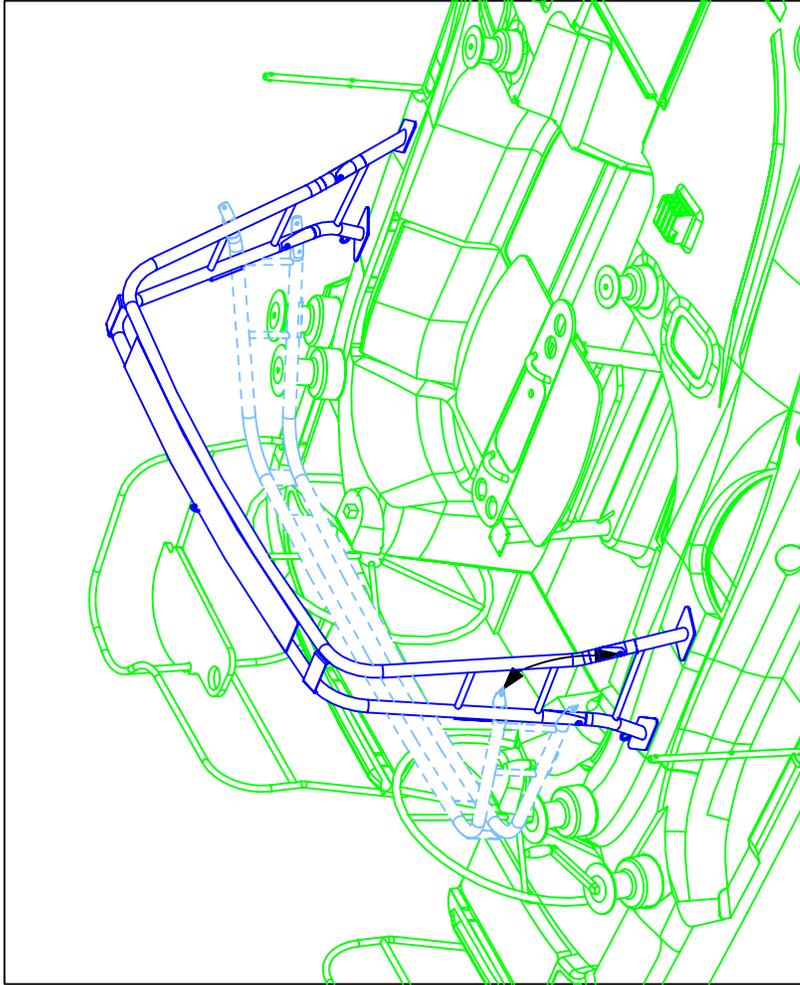


- 1 JIB SHEET BAIL FOR DEAD END
- 2 JIB CLEW BLOCK
- 3 JIB SHEET CAR BLOCK
- 4 JIB SHEET TRACK TURNING SHEAVE
- 5 JIB SHEET CAR
- 6 JIB SHEET BLOCK
- 7 DECK ORGANIZER
- 8 SHEET STOPPER
- 9 WINCH

ARCH INSTALLATION: NOTES AND TOOL LIST

NOTES:

1. **IMPORTANT: READ ALL OF THE INSTALLATION INSTRUCTIONS THOROUGHLY BEFORE BEGINNING.**
2. **THIS JOB REQUIRES TWO PEOPLE. IT IS IMPORTANT THAT THE ARCH IS FIRMLY SUPPORTED UNTIL IT IS FULLY ATTACHED TO THE DECK.**
3. **WHEN INSTALLING ARCH: TO AVOID POSSIBLE INJURY, ORIENT THE DIRECTION OF THE ARCH PRIOR TO BEGINNING THE INSTALLATION PROCESS.**
4. **SEE BELOW FOR A LIST OF TOOLS SUGGESTED FOR THE INSTALLATION PROCESS.**
5. **IMPORTANT: REMEMBER TO CHECK ALL THE ARCH BOLTS / NUTS AFTER THE INITIAL SEA TRIAL AND RETIGHTEN AS NECESSARY**



SUGGESTED TOOL LIST:
DRILL AND 3/8" DRILL BIT (TO CLEAR SEALANT FROM HOLES)
3/8" DRIVE RATCHET
6" EXTENSION
9/16" DEEP & REGULAR SOCKET
9/16" WRENCH
SCREW DRIVER--PHILLIPS HEAD (LARGE P-4)
CAULK GUN
TUBE OF SEALANT (3M 5200)
NEVER SEIZE (BOLT LUBE)
RAZOR KNIFE
WIRE STRIPPERS/CRIMPS
RAGS
ACETONE OR LACQUER THINNER / CLEAN UP

ARCH INSTALLATION

DRAWING TITLE:

REVISION NO.

None

488044A

ENGINEER:

ENG

DATE:

03/01/06

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HUNTER

BOOM TOPPING LIFT CONNECTS
TO BOOM USING A D-SHACKLE.

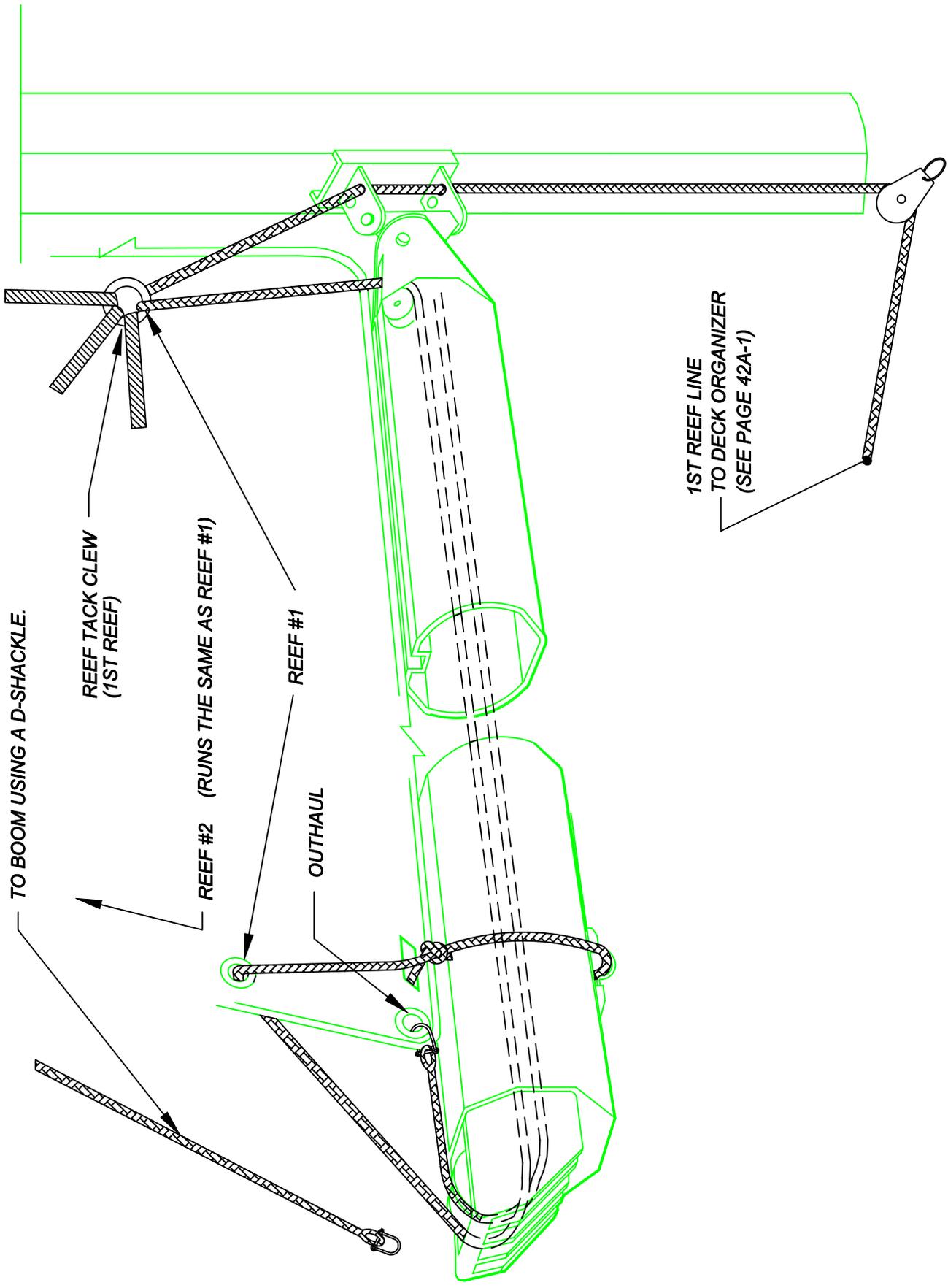
REEF TACK CLEW
(1ST REEF)

REEF #2 (RUNS THE SAME AS REEF #1)

REEF #1

OUTHAUL

1ST REEF LINE
TO DECK ORGANIZER
(SEE PAGE 42A-1)



REEFING INSTRUCTIONS

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 GOOSE NECK ON THE AFT 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 REEF LINE UNTIL THE TACK AND THE CLEW ARE DOWN TO ABOUT 2" ABOVE THE BOOM.
7. ADJUST THE MAIN HALYARD SO THAT THE TACK REEF BLOCK IS NOT CONTACTING THE GOOSE NECK ON THE FRONT OF THE SPAR AND IS APPLYING TENSION TO THE LUFF OF THE MAIN ABOVE THE REEF, NOT BELOW. THERE WILL BE AP-

REEFING PROCEDURE

1. HEAD UP INTO THE WIND.
2. EASE THE MAINSHEET AND VANG.
3. CHECK THE TOPPING LIFT FOR ADEQUATE BOOM SUP-PORT.

1. HEAD UP INTO THE WIND.
2. EASE THE MAINSHEET AND VANG. RELEASE THE TENSION ON THE TOPPING LIFT. (IF NEEDED)
3. RELEASE THE REEF STOPPER AND REMOVE REEF LINE FROM WINCH.

- PROXIMATELY 6" (150mm) 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. ALSO, 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 TACK SHACKLE 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 STOPPER 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.

SHAKING OUT A REEF

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 AND TENSION THE MAIN HALYARD BACK UP. EASE THE TOPPING LIFT. (IF NEEDED)
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. (IF NEEDED)

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REEFING INSTRUCTIONS	
FRAMING NO. 488045B	REVISON NO. None
FRAMING BY: ENG	DATE: 03/01/06



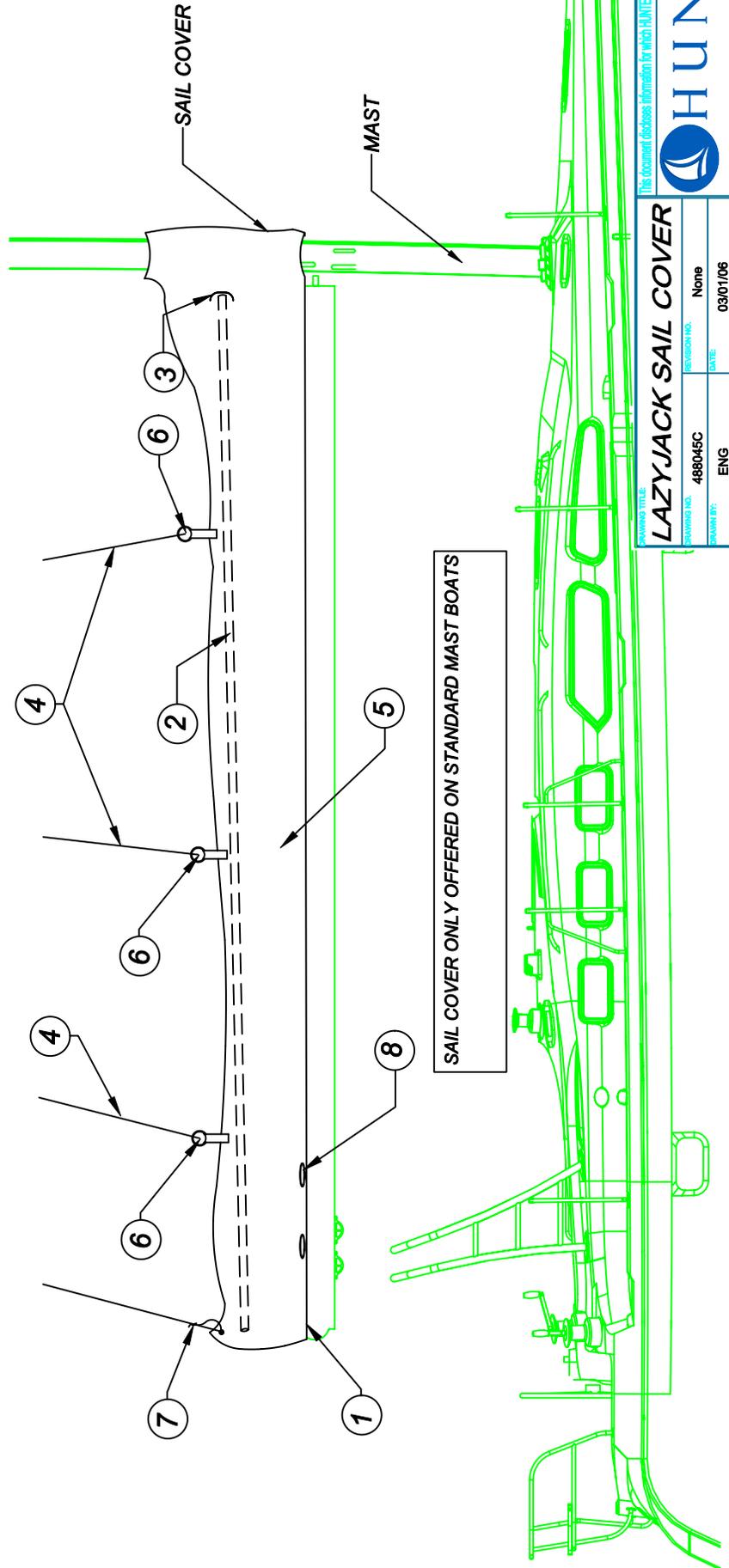
HUNTER

SLIDE THE BOLTROPE INTO BOOM TRACK①. START FROM THE AFT END AND MAKE YOUR WAY FORWARD.

INSTALL THE PVC BATTENS② INTO EACH HALF OF THE SAIL COVER. THERE ARE POCKETS③ THAT OPEN TOWARDS THE FRONT, ON THE INSIDE OF THE COVER. SLIDE THE BATTENS INTO PLACE FROM THE FRONT, AND ROLL THE INSIDE LIP OF THE POCKET BACK IN ORDER TO HOLD THE BATTENS STATIONARY.

FEED THE LAZYJACK LINES④ TO THE SAIL COVER⑤ AND DEAD END THE LINES TO THE FWD AND AFT BAILS⑥ ON THE SAIL COVER.

TIE THE AFT END OF THE SAIL COVER UP TO THE TOPPING LIFT LINE USING THE PIECE OF STRING PROVIDED⑦. USE HALF HITCH KNOTS TO SECURE THE COVER IN PLACE AT THE OUTER END OF THE BOOM. THE REEF LINES RUN OUT THROUGH THE COVER SLOTS⑧ AND TIE OFF.



SAIL COVER ONLY OFFERED ON STANDARD MAST BOATS

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LAZYJACK SAIL COVER	
REVISED BY:	None
REVISION NO.:	488045C
DATE:	03/01/06
DESIGNED BY:	ENG

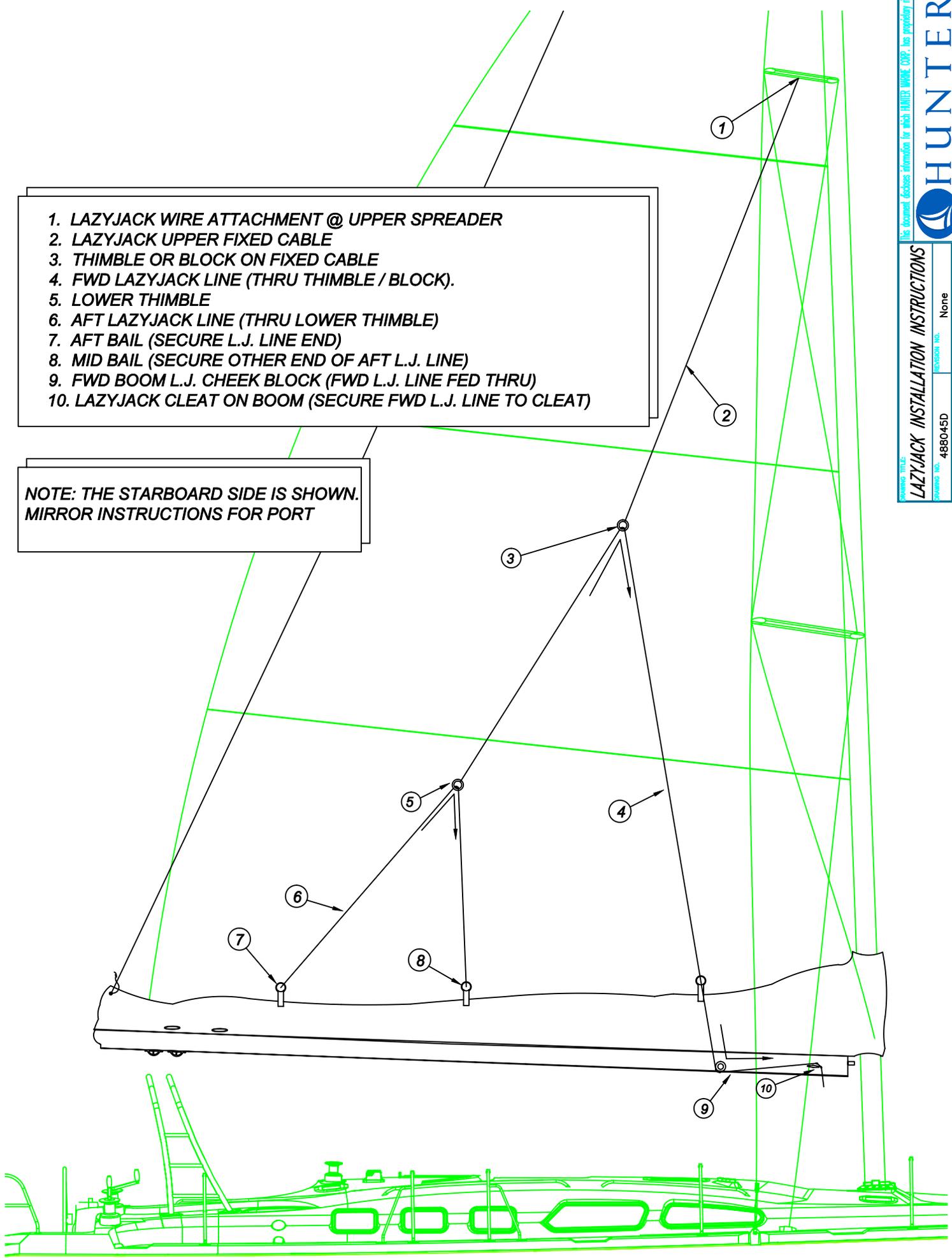


LAZYJACK INSTALLATION INSTRUCTIONS

DESIGN NO.	None
ENGINE NO.	488045D
DATE	03/01/06
ENGINEER	ENG

1. LAZYJACK WIRE ATTACHMENT @ UPPER SPREADER
2. LAZYJACK UPPER FIXED CABLE
3. THIMBLE OR BLOCK ON FIXED CABLE
4. FWD LAZYJACK LINE (THRU THIMBLE / BLOCK).
5. LOWER THIMBLE
6. AFT LAZYJACK LINE (THRU LOWER THIMBLE)
7. AFT BAIL (SECURE L.J. LINE END)
8. MID BAIL (SECURE OTHER END OF AFT L.J. LINE)
9. FWD BOOM L.J. CHEEK BLOCK (FWD L.J. LINE FED THRU)
10. LAZYJACK CLEAT ON BOOM (SECURE FWD L.J. LINE TO CLEAT)

**NOTE: THE STARBOARD SIDE IS SHOWN.
MIRROR INSTRUCTIONS FOR PORT**



H49 B&R RIG DESCRIPTION

The B&R rig, utilized on the Hunter 49, eliminates the need for a backstay to allow for a more efficient mainsail shape. Fixed backstays are commonly being designed out of today's performance-oriented boats to allow the mainsail to incorporate a full roach design - a more aerodynamic shape both for racing and cruising performance.

To accomplish this, the B&R rig has 30 degree swept spreaders, creating 120 degrees between each rigging point. This tri-pod arrangement has excellent strength for sailboat rigs, and has been used for years to support huge radio towers.

Additional support is given to the B&R rig (and is unique to it) with the addition of reverse diagonal rigging. For example, the diagonals that you see beginning by the top of the mast strut, ending at the tip of the spreader, supports and stabilizes the upper section of the mast as it creates a triangle with the upper shroud.

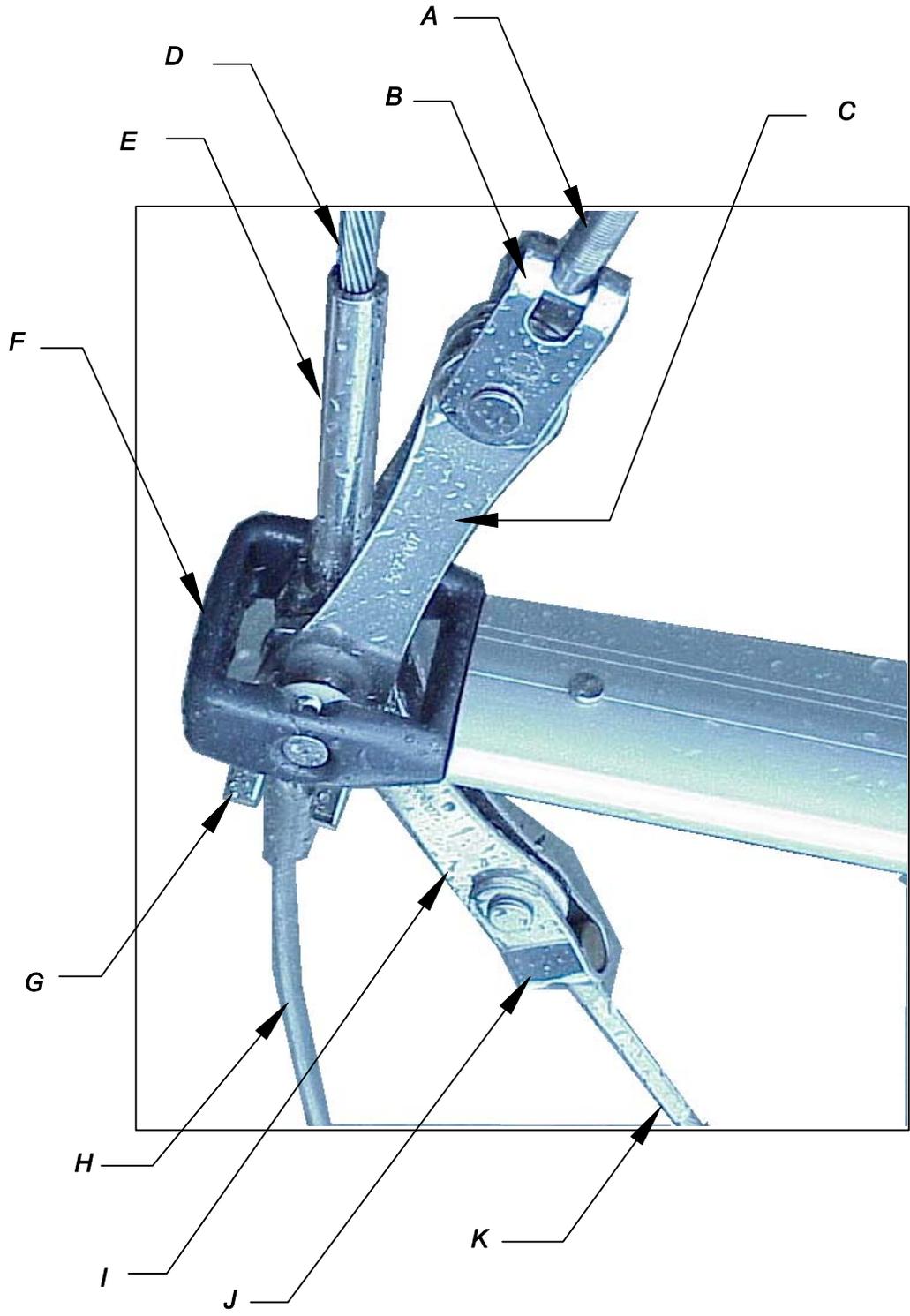
The B&R rig is designed to be pre-bent to further add rigidity to the mast section and eliminate the need for adjustable

rigging (like backstay adjusters). This design should prove more reliable than a rig with adjustable backstays or runners, as there is less chance for error. Label1

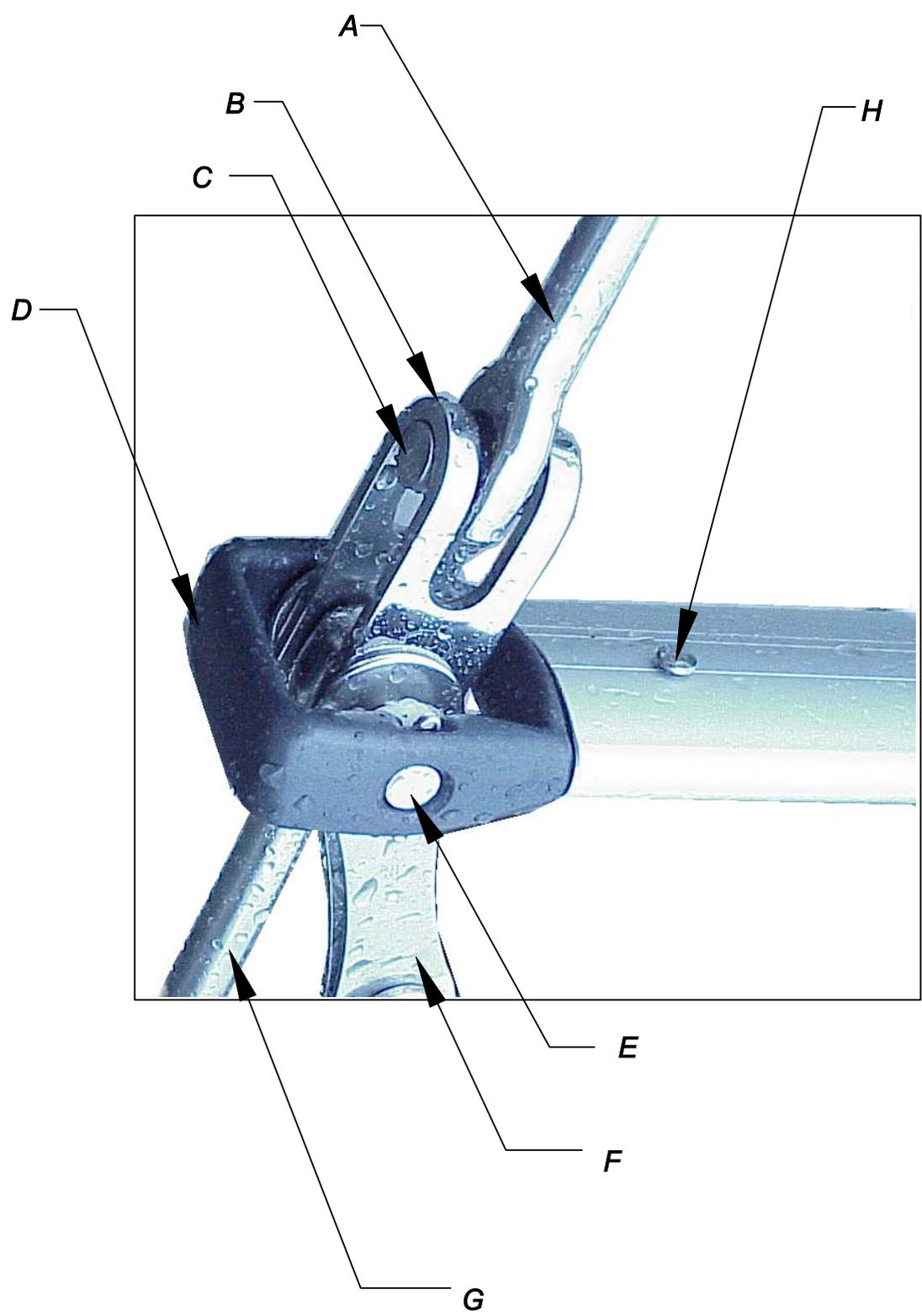
The large main, small jib, sail plan on the H49 also eliminates the need for large overlapping headsails (genoas), as the driving power comes from the much improved shape and size of the mainsail. This allows for an easier tacking small jib, creating good performance and more comfortable sailing as it is less work for the crew.

As the large main is creating additional mainsheet and leech loading, Hunter has included a cockpit arch whereby the mainsheet and leech loads are directed to the strong part of the boom (the outboard end) and is located at the heaviest loading point of the mainsail. The cockpit arch serves addition safety and comfort functions as handholds and cockpit canvas attachment points.

B&R rigs have been used on thousands of sailboats, and we are proud to incorporate this successful design on your new Hunter.



- | | | | |
|----------|-----------------------------|----------|--------------------|
| A | <i>D2 stem T</i> | G | <i>jaw toggle</i> |
| B | <i>jaw toggle</i> | H | <i>V1</i> |
| C | <i>link plates</i> | I | <i>link plates</i> |
| D | <i>V2</i> | J | <i>jaw toggle</i> |
| E | <i>marine eye</i> | K | <i>RD1 stem T</i> |
| F | <i>spreader tip casting</i> | | |

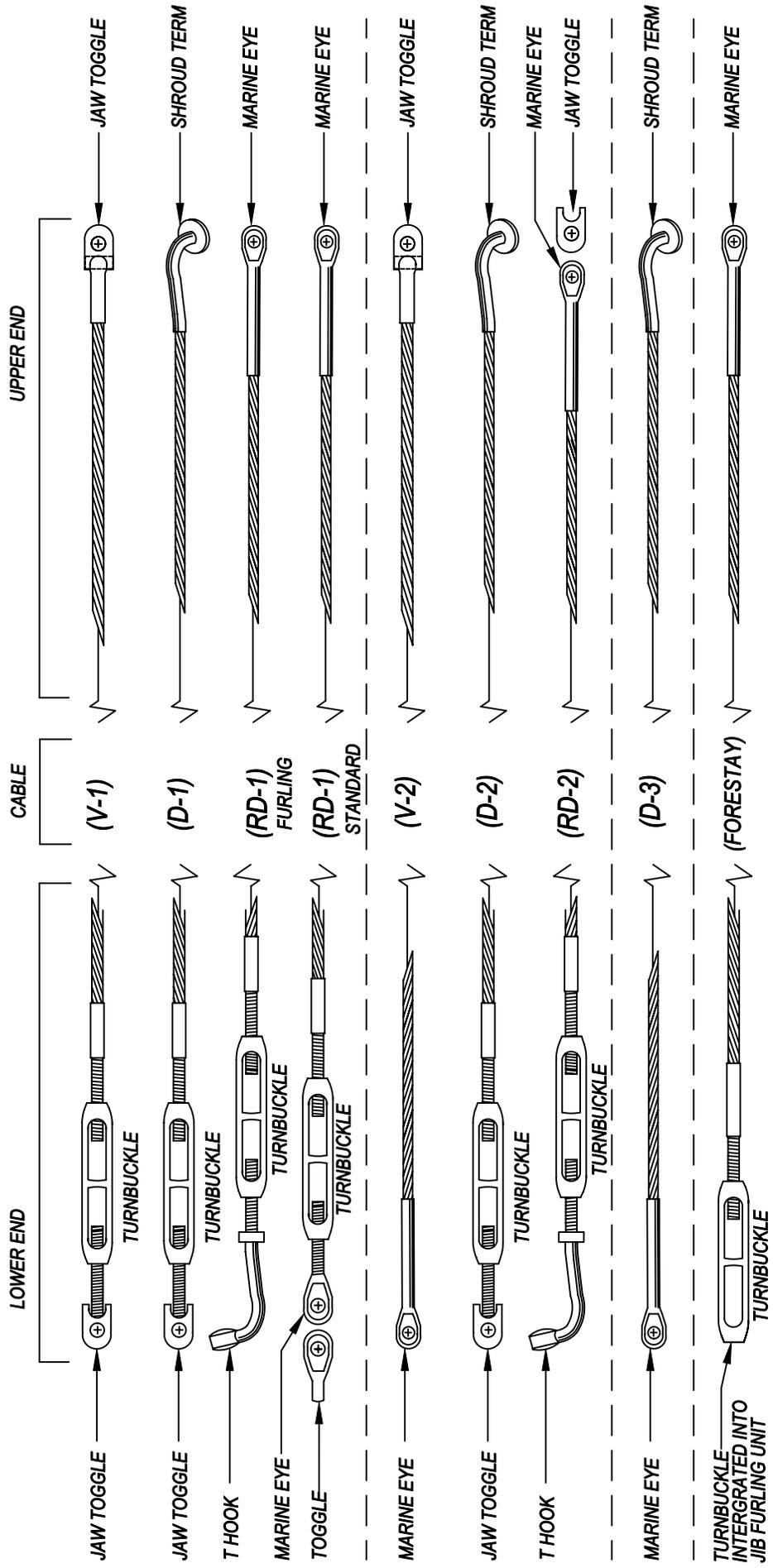
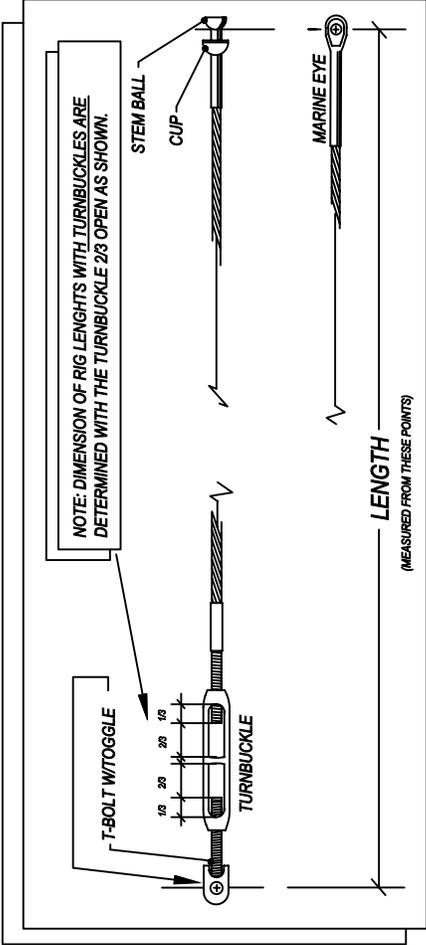


- | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>A <i>D3 marine eye</i></p> <p>B <i>jaw toggle</i></p> <p>C <i>1/2" (1.27cm) pin</i></p> <p>D <i>spreader tip casting</i></p> | <p>E <i>3/8" (.95cm) pin</i></p> <p>F <i>link plates</i></p> <p>G <i>marine eye stem</i></p> <p>H <i>spreader tip casting fastener</i></p> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

V = VERTICAL
 D = DIAGONAL
 RD = REVERSE DIAGONAL

1 = LOWER
 2 = INTER.
 3 = UPPER

NOTE: SEE PAGES 50A & 50B FOR ACTUAL RIG LENGTHS.



STANDING RIGGING DETAILS

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TUNING THE H49 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% of the length of "P" for the standard rig and no more than 2" [50mm] 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" [~6cm] 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 Hunter 49 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 (rather than bent from side to side). If it is not straight 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 (rather than bent from side to side). If not then adjust the lowers (D1) until it is.

TUNING THE H49 B&R RIG

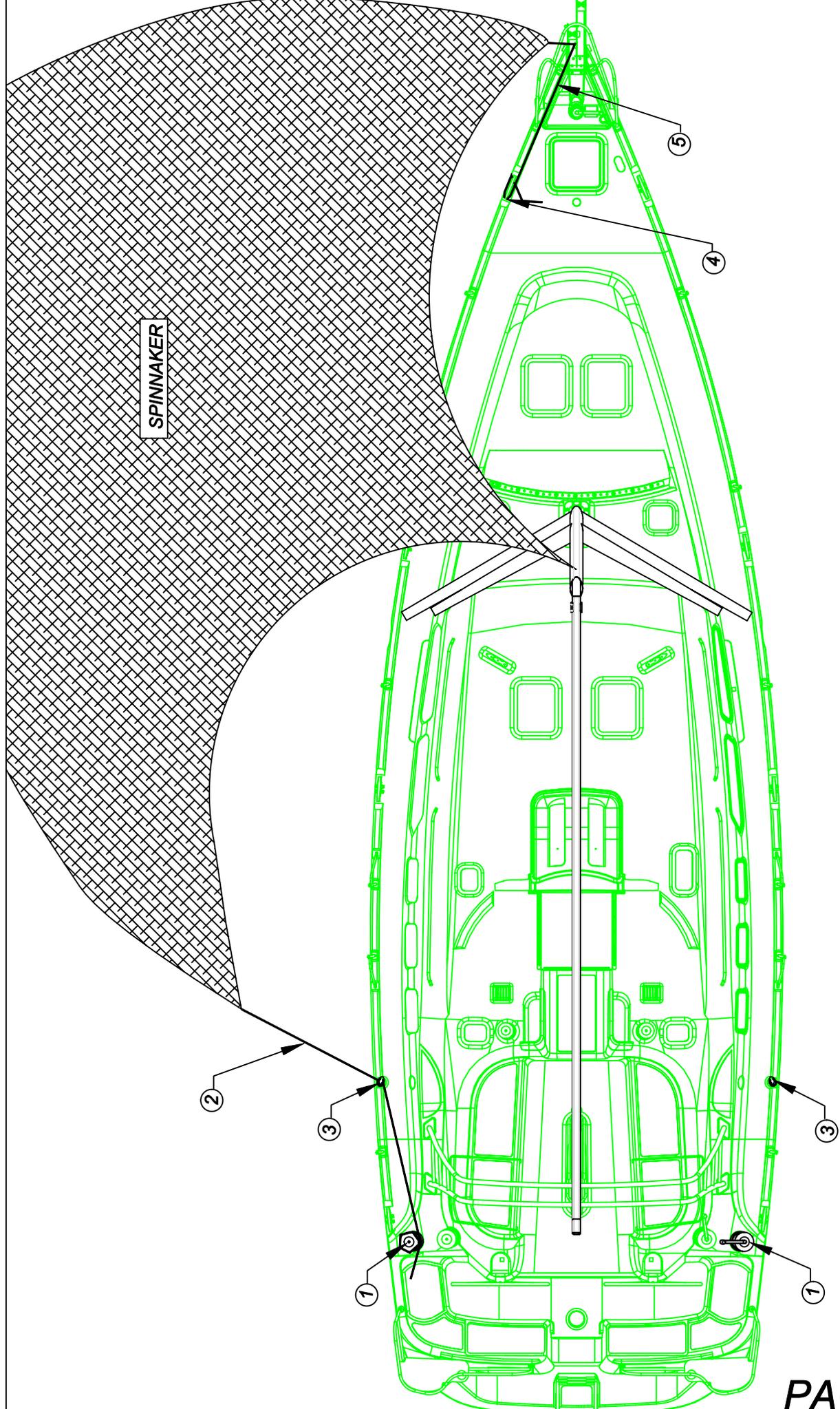
8. The final test is to go sailing in 10-15 knots of wind. If when sailing upwind, the shrouds on the leeward side are slack then tighten them to remove about half the slack keeping note of the number of turns. Then tack and do the same to the other side. Do this until you are happy with the tension 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.

9. At this point you should have adequate headstay tension. The sails are built for an average of 14" [350mm] of headstay sag, possibly more or less depending

upon light or heavy air. The bend in the standard mast should be about 1%(maximum) of "P" and 2" [25mm] (maximum) 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.

10. 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 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.



SPINNAKER

- 1. SPINNAKER WINCH
- 2. SPINNAKER SHEET
- 3. SPINNAKER SHEET BLOCK
- 4. SPINNAKER TACK LINE CLEAT
- 5. SPINNAKER TACK LINE

SEE PAGES 42A-1&2 FOR SPINNAKER HALYARD LAYOUT



ENGINE OPERATING INSTRUCTIONS:

- ① FILL DIESEL TANK WITH DIESEL FUEL
- ② CHECK ENGINE OIL LEVEL (SEE YANMAR MANUAL)
- ③ OPEN ENGINE RAW WATER PICKUP SEACOCK (SEE PAGES 60A-1)
- ④ TURN ON BATTERY SWITCH (LOCATED IN THE MAIN SALON BUNK)
- ⑤ TURN KEY TO START POSITION, RELEASE WHEN ENGINE STARTS
NOTE" IF ENGINE APPEARS TO HAVE TROUBLE STARTING, SEE YANMAR MANUAL
- ⑥ TO SHUT ENGINE DOWN: PUSH RED BUTTON AT KEY SWITCH PANEL
UNTIL ENGINE STOPS RUNNING THEN TURN KEY TO OFF POSITION.

WARNING: DO NOT LEAVE AFT HATCHES/ PORTS OPEN WHILE ENGINE IS RUNNING. THERE EXISTS A POSSIBILITY OF EXHAUST POISONING, OR EVEN DEATH.

SEE PAGE 63D-1 FOR OPTIONAL GENERATOR OPERATING INSTRUCTIONS

DRAWING TITLE		
ENGINE SYSTEM OPERATION		
DRAWING NO.	REVISION NO.	NONE
488055A		
DRAWN BY:	DATE:	03/01/06
ENG		

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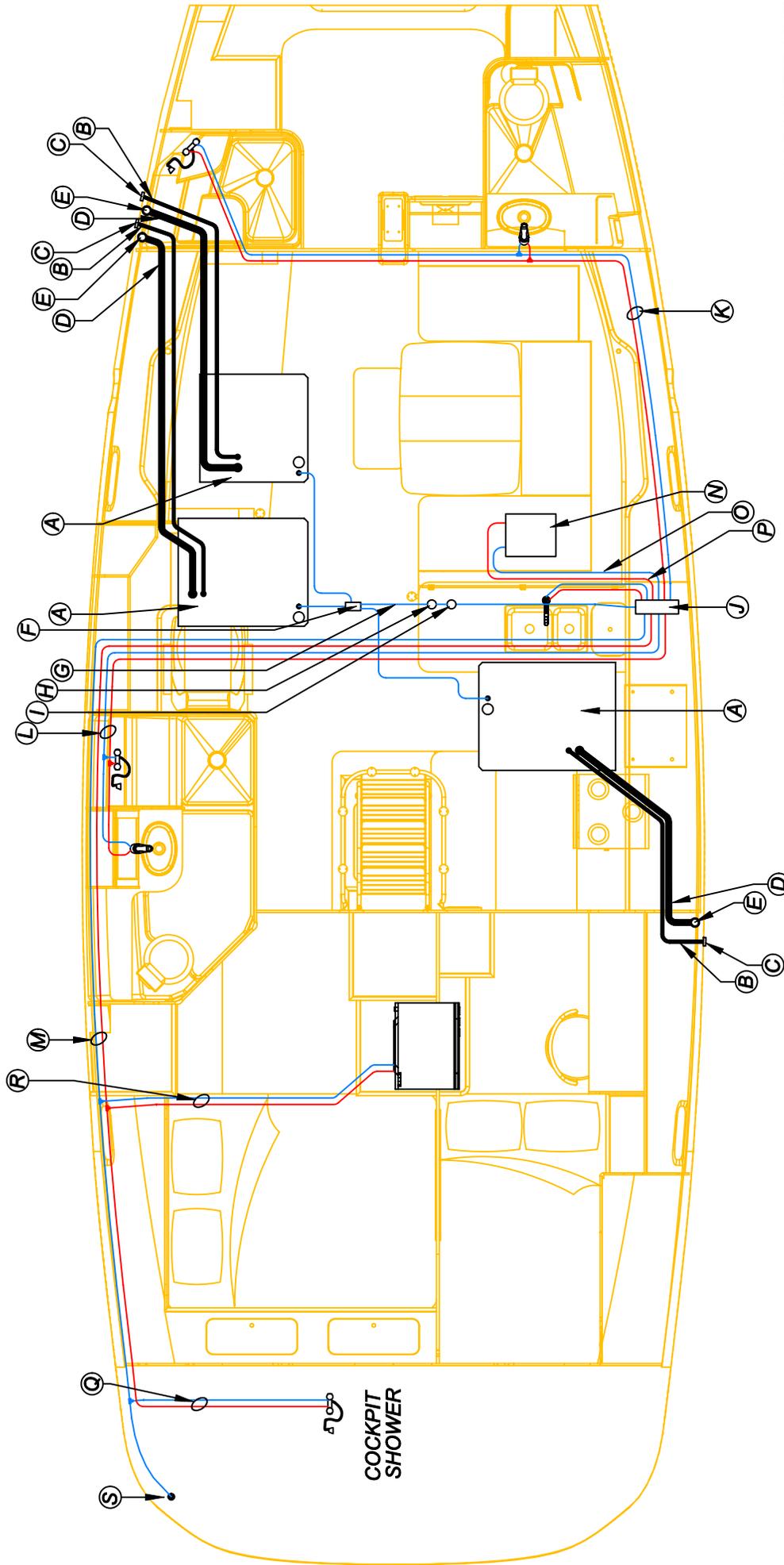
FRESH WATER SYSTEM OPERATION:

- ① FILL TANK WITH FRESH WATER (SEE PAGE 60B FOR FILL LOCATIONS)
- ② OPEN ISOLATOR VALVE (SEE PAGE 57B FOR LOCATION)
- ③ OPEN DESIRED MANIFOLD VALVES (SEE PAGE 57C)
- ④ TURN BATTERY SELECTOR SWITCH TO THE "ON" POSITION
"FLIP" MAIN PANEL BREAKER @ BATTERY SWITCH TO THE "ON" POSITION
(PANEL LOCATED AT THE MAIN SALON BUNK)
- ⑤ TURN ON "WATER PUMP" SWITCH ON CONTROL PANEL @ NAV STATION
- ⑥ "HOT WATER" IS ATTAINABLE BASICALLY IN TWO WAYS...
 - Ⓐ BY HEATING THE WATER THRU THE ENGINE HEAT EXCHANGER UNIT
 - Ⓑ BY SUPPLYING 110V.A.C. BY "DOCKSIDE SHORE POWER".
- ⑦ TO HEAT BY "ENGINE" SEE PAGE 55A FOR ENGINE OPERATING INSTRUCTIONS.

NOTE: WHEN COOLANT IS INSTALLED, BLEED AIR FROM HEAT EXCHANGER LINES TO WATER HEATER.
CRANK ENGINE, OPEN BLEEDER VALVE (SEE PAGE 55B) UNTIL AIR IS GONE FROM LINES

- ⑧ TO HEAT BY "SHORE POWER"
 - Ⓐ HOOK UP SHORE POWER CABLE/S
 - Ⓑ TURN ON A.C. MAIN BREAKER LOCATED IN AFT CABIN
 - Ⓒ TURN ON "WATER HEATER" SWITCH ON CONTROL PANEL

NOTE: AS WITH ALL WATER HEATERS, BE SURE THE UNIT IS FILLED WITH WATER
BEFORE APPLYING POWER TO UNIT, TO AVOID DAMAGE TO HEATING ELEMENT



— COLD WATER LINES
— HOT WATER LINES

- (A) WATER TANK
- (B) TANK VENT HOSE
- (C) TANK VENT
- (D) TANK FILL HOSE
- (E) TANK FILL
- (F) ISOLATOR VALVE
- (G) LINE OUT TO MANIFOLD
- (H) WATER FILTER
- (I) WATER PUMP
- (J) WATER MANIFOLD
- (K) FORWARD VANITY AND SHOWER
- (L) AFT VANITY AND SHOWER
- (M) COCKPIT SHOWER AND WASHER/DRYER
- (N) WATER HEATER
- (O) COLD LINE TO WATER HEATER
- (P) HOT LINE FROM WATER HEATER TO MANIFOLD
- (Q) HOT & COLD LINES TO COCKPIT SHOWER
- (R) HOT & COLD LINES TO OPTIONAL WASHER/DRYER
- (S) SHORE INLET

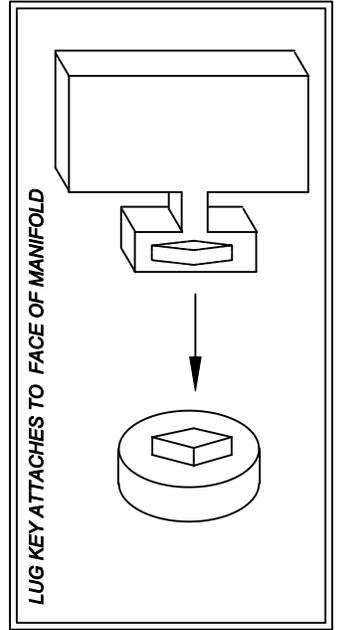
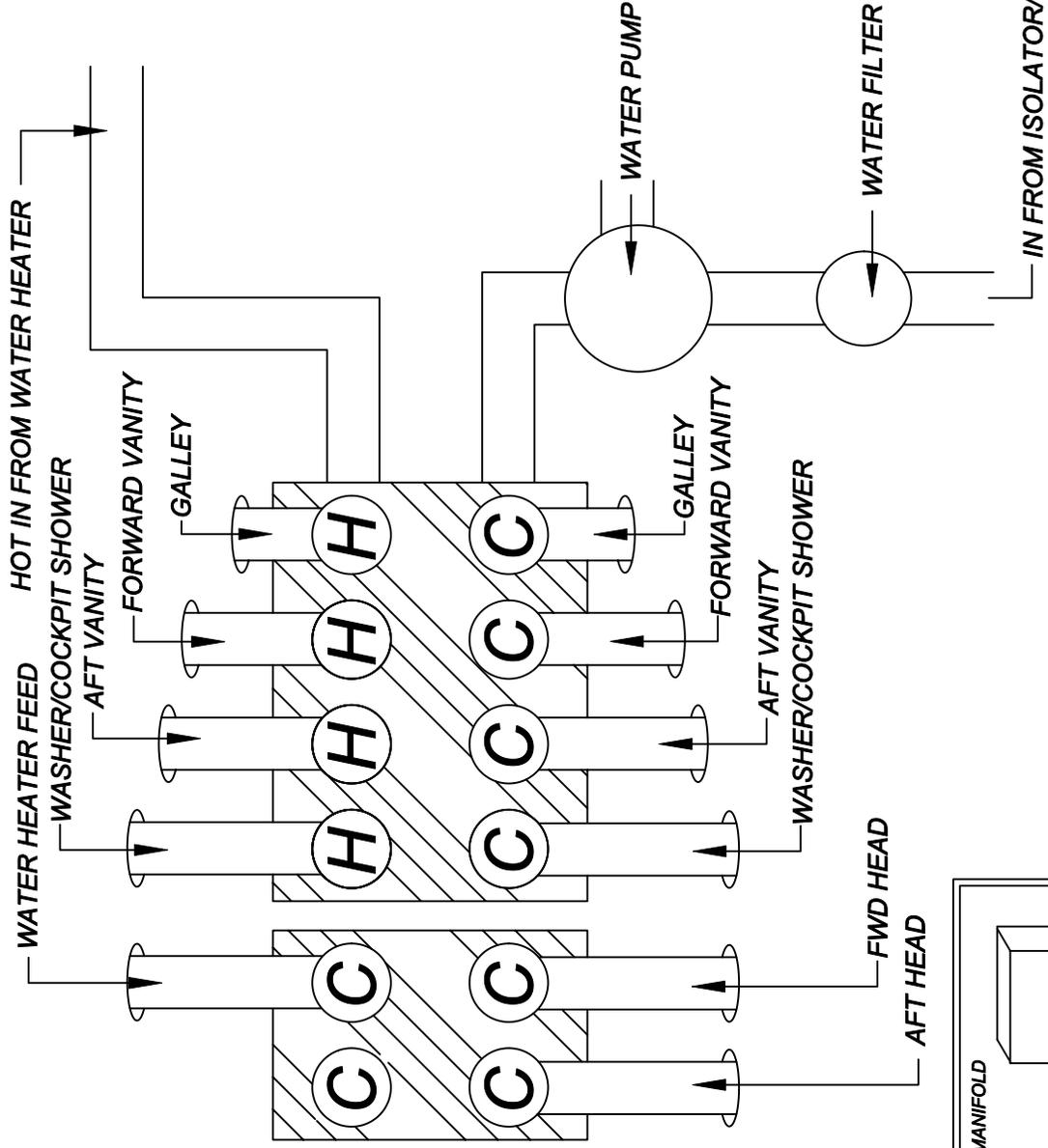
ALL WATER LINES ARE 15mm TUBING TANK VENT HOSE IS 3/4" (19mm) TANK FILL HOSE IS 1-1/2" (38mm)

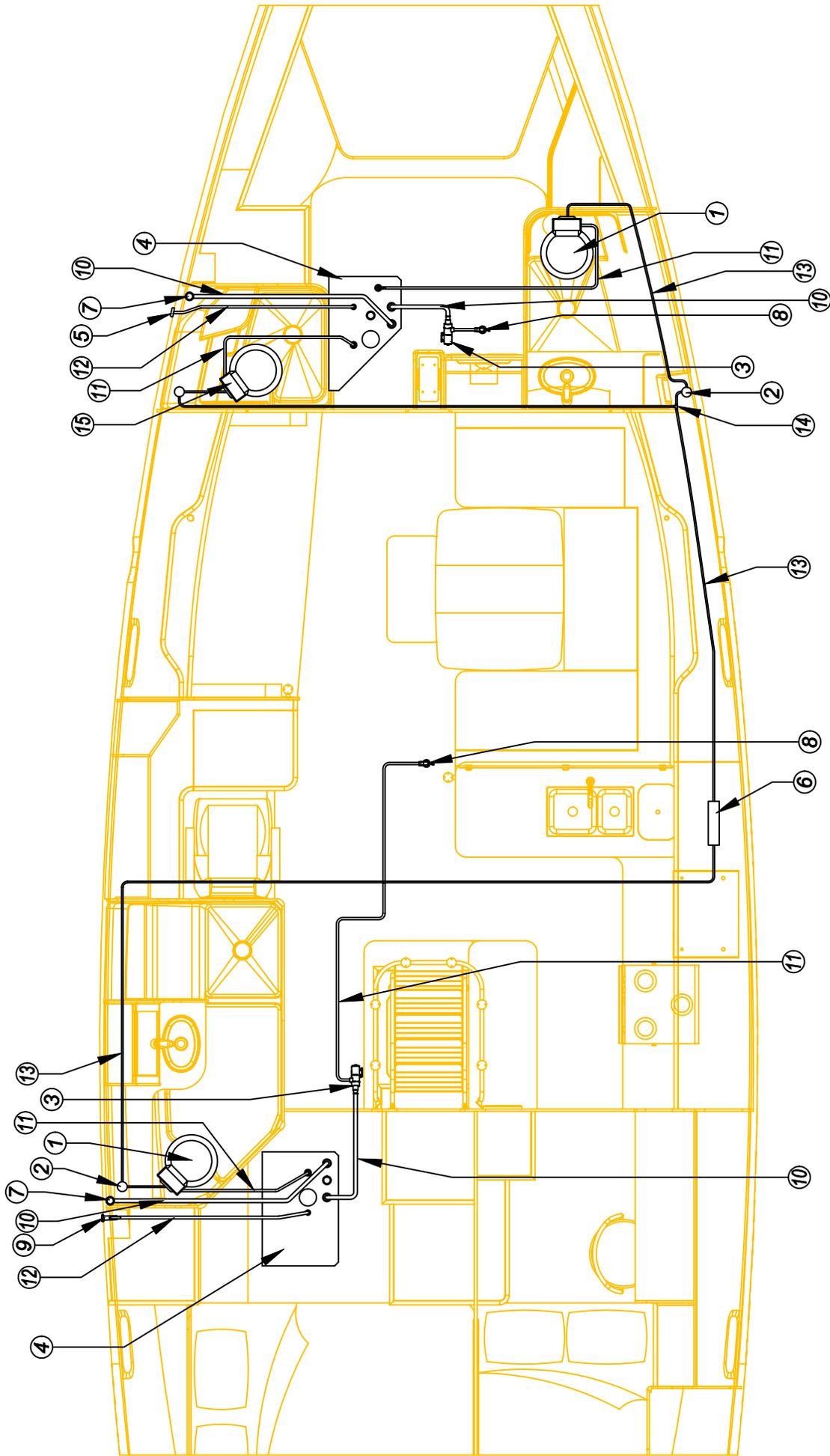
DRAWING TITLE: **FRESH WATER SYSTEM LAYOUT**
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DRAWING NO. 488057B	REVISION NO. None
DRAWN BY: ENG	DATE: 03/01/06

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WATER MANIFOLD SCHEMATIC (LOCATED IN CABINET BENEATH GALLEY SINK)

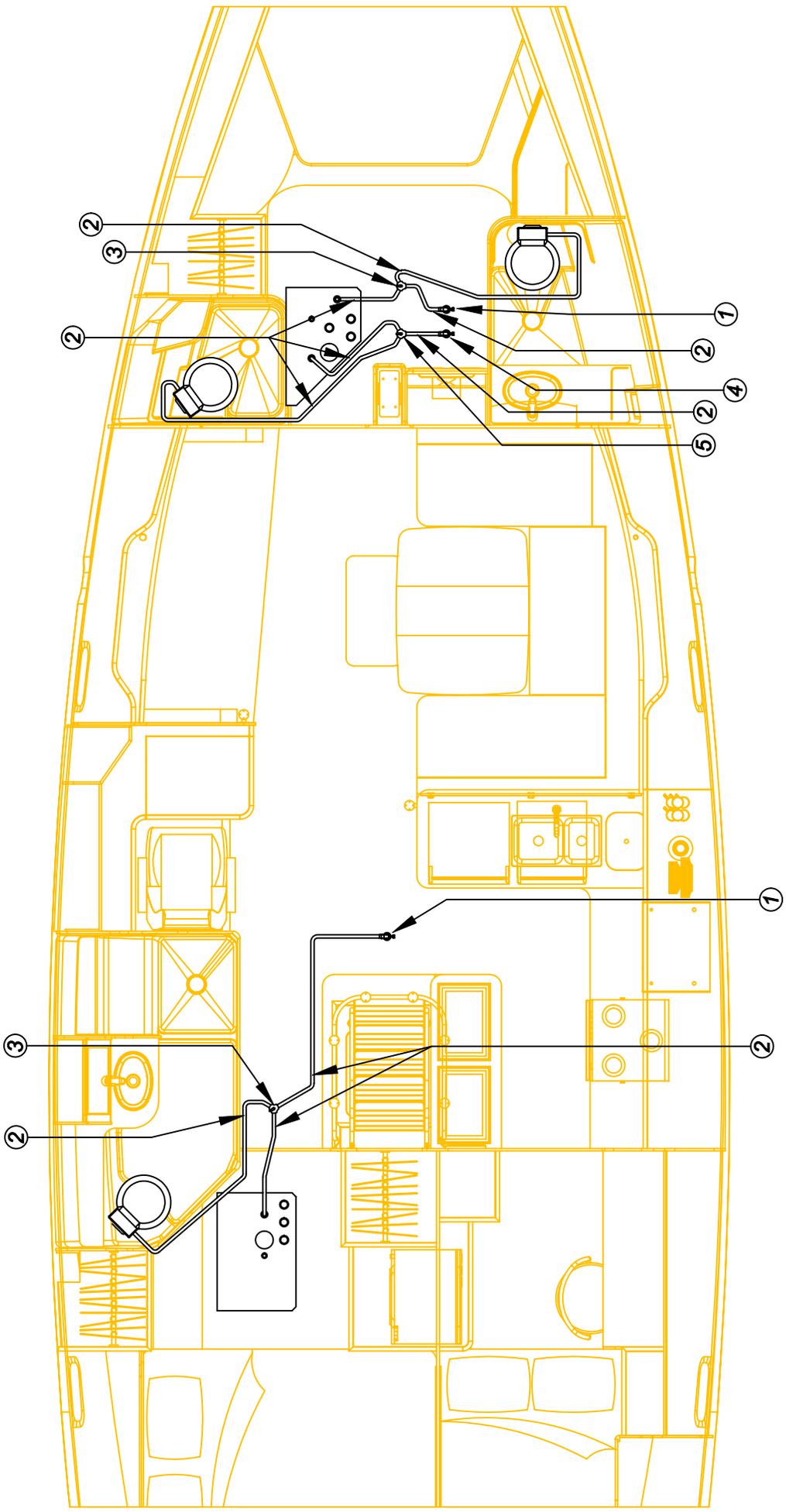




- | | |
|---------------------------|-----------------------------------------|
| 1. QUIET FLUSH TOILET | 9. 3/4" (1.91cm) THRU HULL / BALL VALVE |
| 2. FRESH WATER SOLENOID | 10. 1 1/2" (3.8cm) HOSE |
| 3. MACERATOR PUMP | 11. 1" (2.54cm) HOSE |
| 4. WASTE TANK | 12. 5/8" (1.59cm) HOSE |
| 5. WASTE TANK VENT | 13. 15mm FRESH WATER LINE |
| 6. WATER MANIFOLD | 14. 15mm TEE FOR OPTIONAL THIRD TOILET |
| 7. DECK PUMP OUT FITTING | 15. OPTIONAL THIRD TOILET |
| 8. 1" (2.54cm) BALL VALVE | |



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- 1. 1" (2.54cm) THRU HULL / BALL VALVE
- 2. 1" (2.54cm) HOSE
- 3. Y - VALVE
- 4. 1" (2.54cm) THRU HULL / BALL VALVE FOR OPT THIRD TOILET
- 5. Y - VALVE FOR OPT THIRD TOILET

NOTE: SEE PREVIOUS PAGE FOR FRESH WATER CONNECTIONS AND MACERATOR.

NOTE: USE OF DIRECT OVERBOARD WASTE DISCHARGE SYSTEM IS FORBIDDEN IN MANY AREAS. PLEASE CONSULT LOCAL REGULATIONS BEFORE USING IN COASTAL WATERS.

SEE PREVIOUS PAGES FOR DETAILS OF STANDARD WASTE SYSTEM

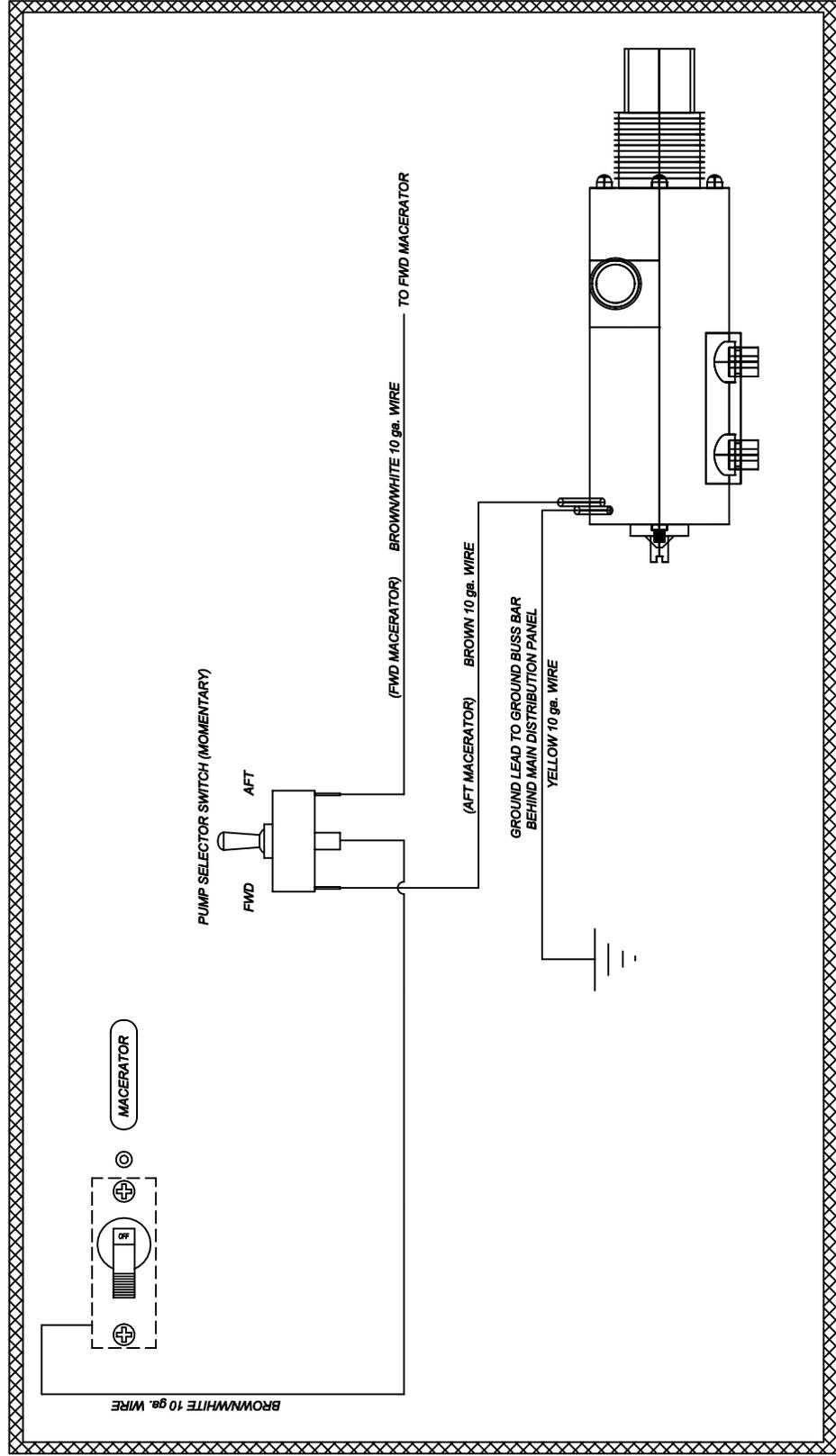
DRAWING TITLE: **OPTIONAL OVERBOARD WASTE SYSTEM LAYOUT**
 DRAWING NO: 488058A-2
 DRAWN BY: ENG

REVISION NO: None
 DATE: 03/07/06

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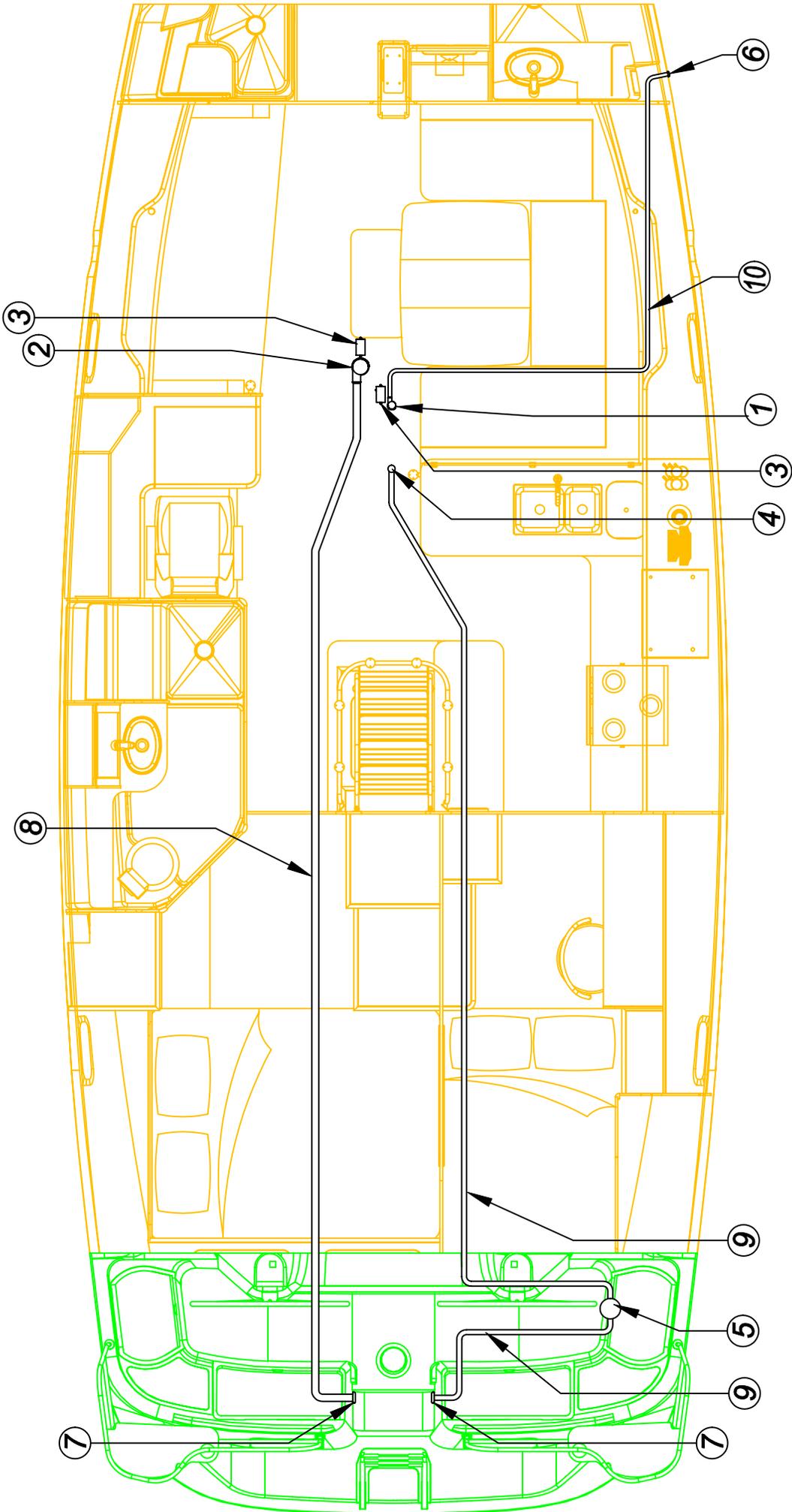
THE MACERATOR MOMENTARY SWITCH IS PROVIDED TO PROHIBIT THE "DRY RUNNING" OF THE MACERATOR. TO OPERATE THE MACERATOR, TURN THE MACERATOR BREAKER TO THE "ON" POSITION. WHILE EITHER WATCHING THE WASTE TANK LEVEL INDICATOR, OR LISTENING TO THE PITCH OF THE PUMP, HOLD THE MOMENTARY SWITCH FORWARD OR AFT. THIS WILL ACTIVATE THE MACERATOR. ONCE THE TANK LEVEL INDICATOR REACHES "EMPTY", OR THE PITCH CHANGES NOTICEABLY, RELEASE THE MOMENTARY SWITCH AND TURN THE BREAKER TO THE "OFF" POSITION. NOTE: THE TANK MONITOR UPDATES SLOWLY, THEREFORE IT IS MORE AFFECTIVE AND SAFER FOR THE OPERATOR USES THE "LISTENING" METHOD TO DETERMINE IF THE TANK HAS BEEN EMPTIED.



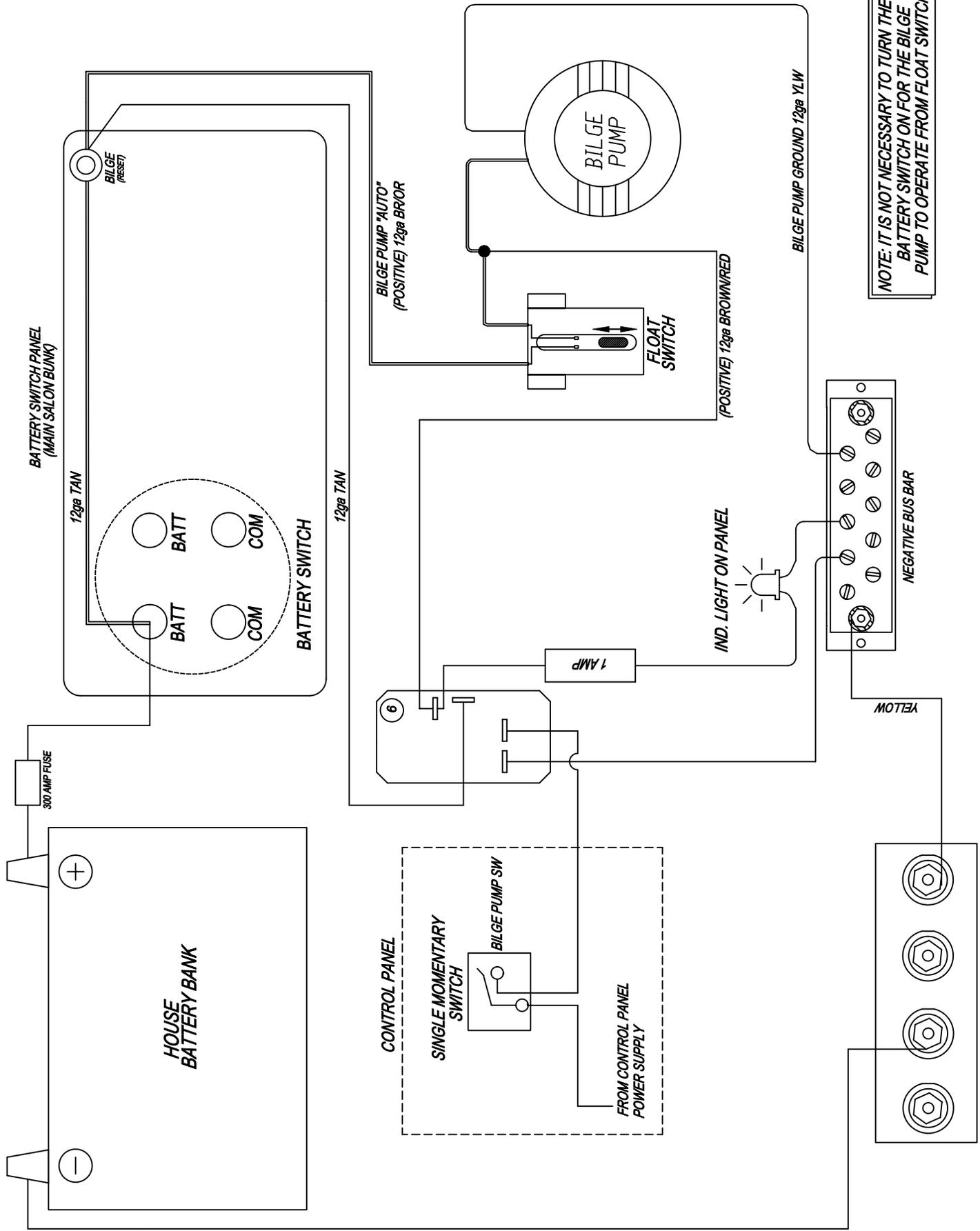
MACERATOR SCHEMATIC
TYPICAL

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MACERATOR SCHEMATIC
 DRAWING TITLE
 ENGINEER NO. 488058B
 DESIGNER NONE
 DRAWN BY ENG
 DATE 03/01/06



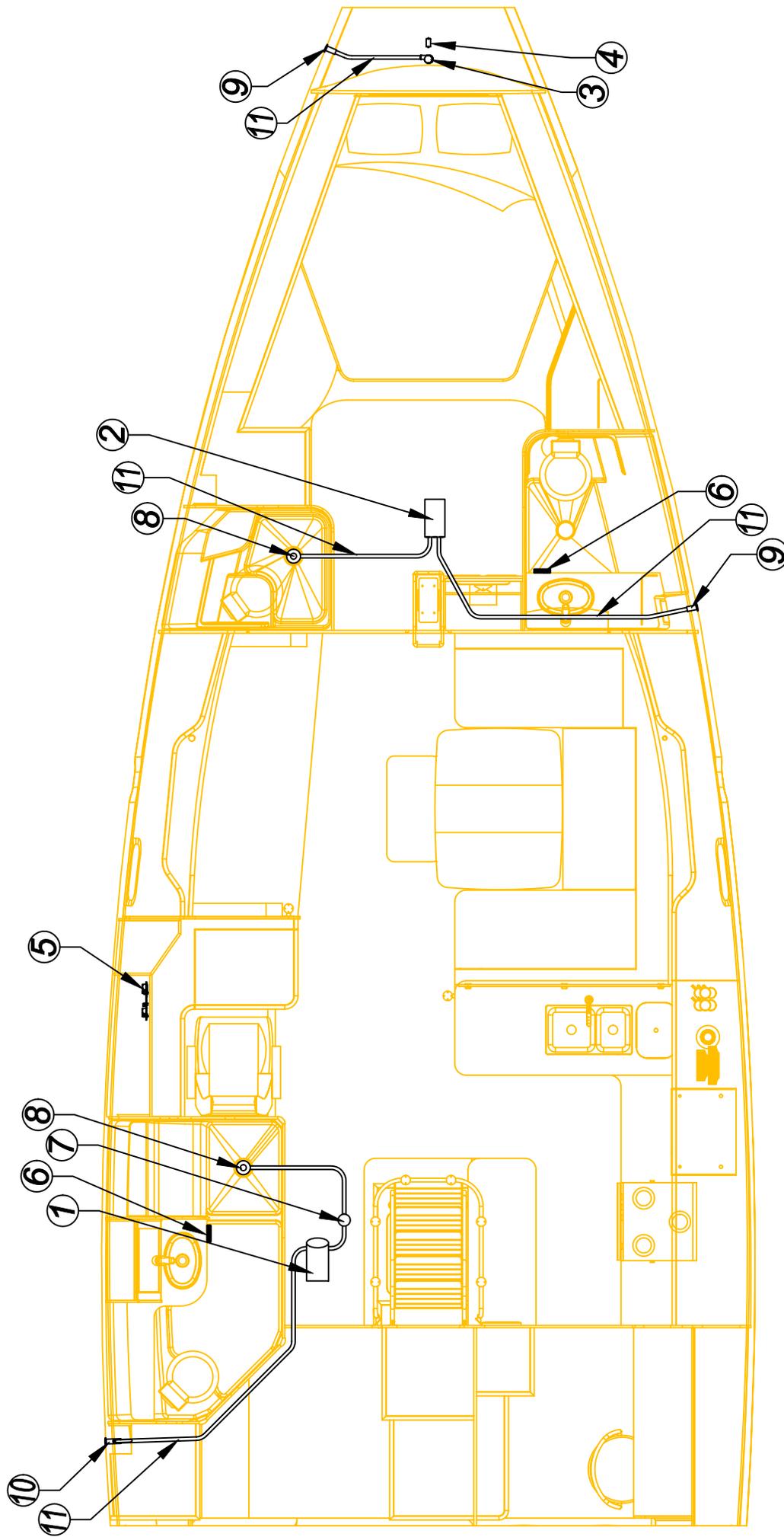


- | | |
|-----------------------------------------|---------------------------------------|
| 1. ELECTRIC BILGE PUMP | 6. THRU HULL DISCHARGE |
| 2. HIGH WATER BILGE PUMP | 7. DISCHARGE LOCATED UNDER QUAD COVER |
| 3. FLOAT SWITCH | 8. 2" (5.1cm) HOSE |
| 4. MANUAL BILGE PUMP STRAINER | 9. 1 1/2" (3.8cm) HOSE |
| 5. MANUAL BILGE PUMP LOCATED IN COCKPIT | 10. 1" (2.54cm) HOSE |

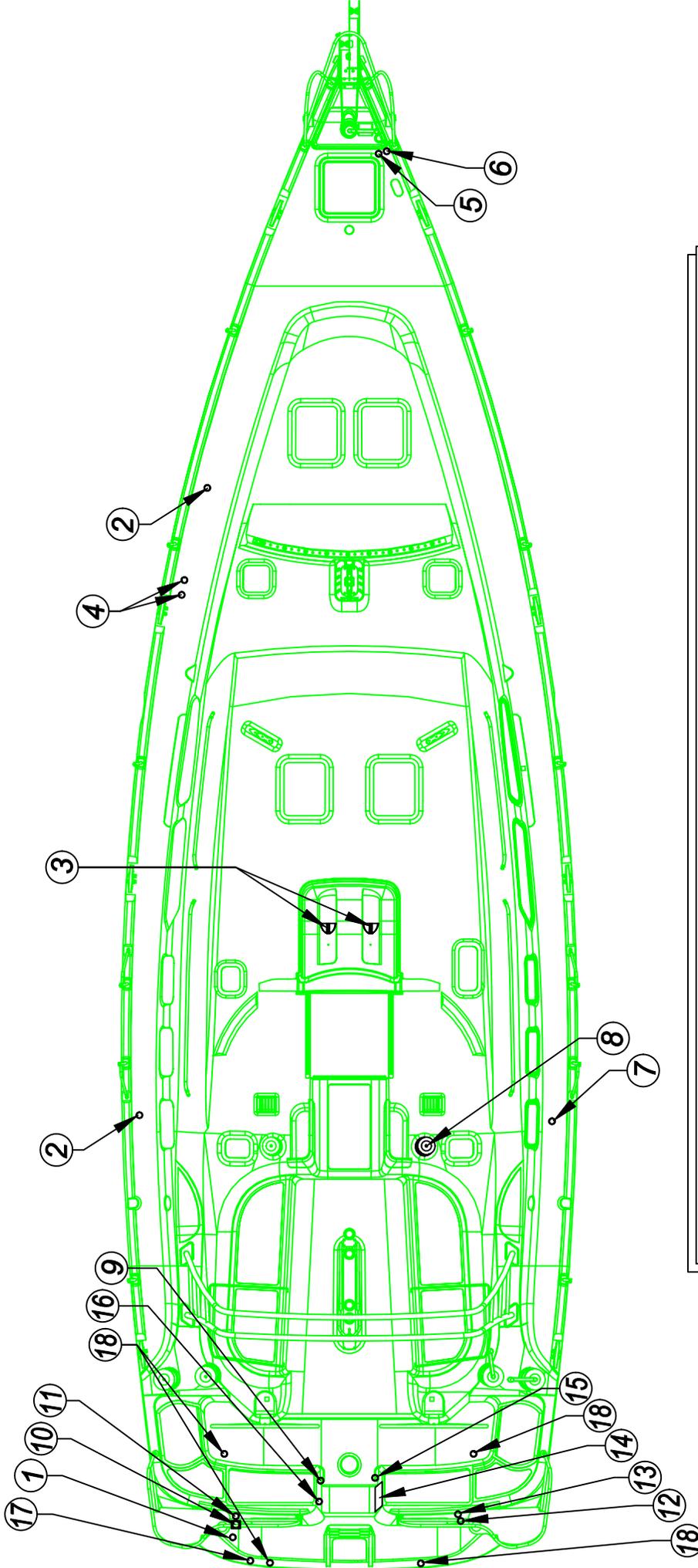


NOTE - IT IS NOT NECESSARY TO TURN THE BATTERY SWITCH ON FOR THE BILGE PUMP TO OPERATE FROM FLOAT SWITCH.

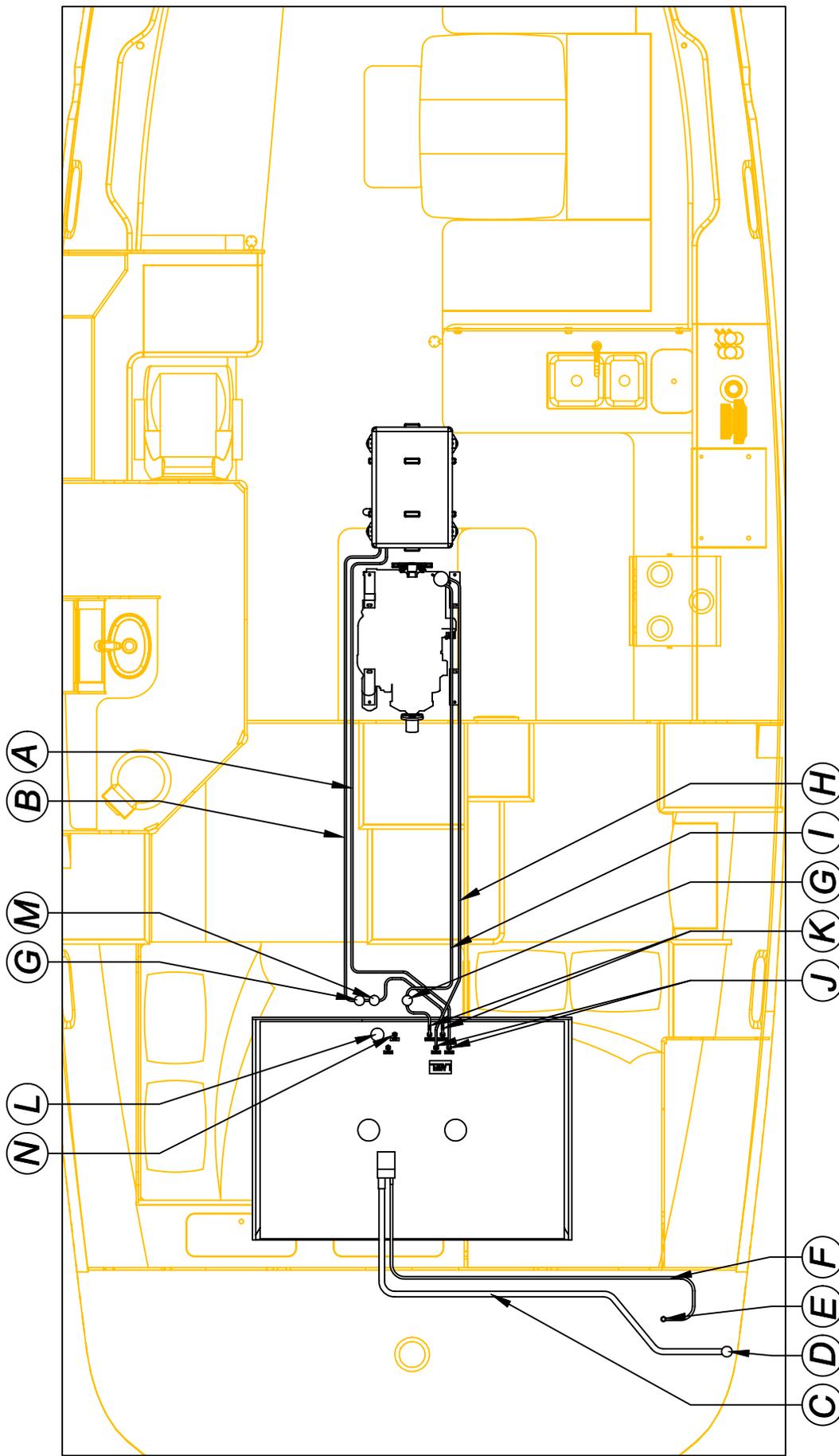
30 YELLOW



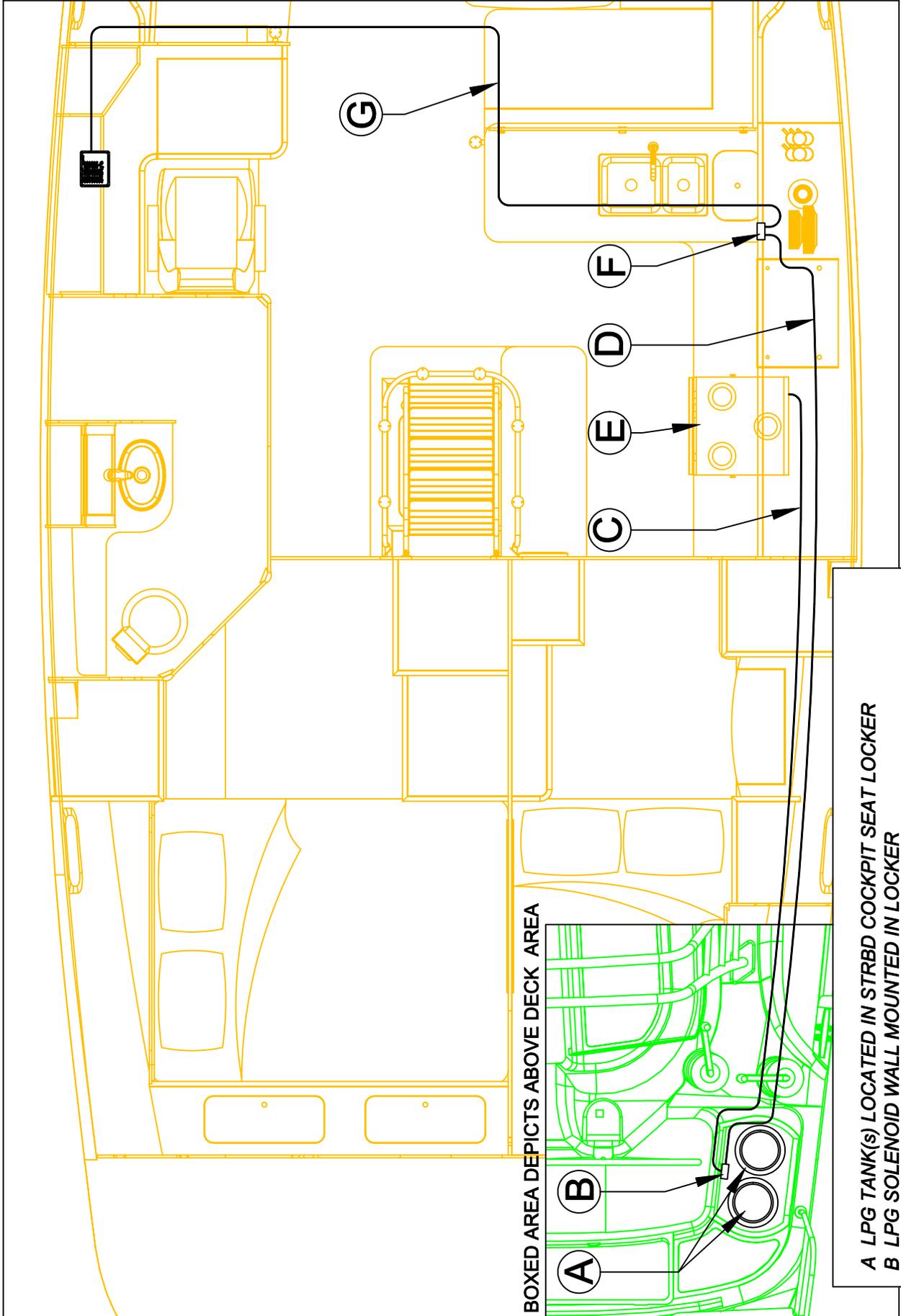
- | | |
|-----------------------------------------------------|--------------------------------------------|
| 1. SUMP PUMP | 7. FILTER |
| 2. SUMP PUMP BOX | 8. SHOWER DRAIN |
| 3. SAIL LOCKER PUMP (SWITCH ON AC/DC CONTROL PANEL) | 9. 3/4" (1.9cm) THRU-HULL |
| 4. FLOAT SWITCH | 10. 3/4" (1.9cm) THRU-HULL WITH BALL VALVE |
| 5. AC/DC CONTROL PANEL | 11. 3/4" (1.9cm) HOSE |
| 6. SUMP PUMP ON/OFF SWITCH | |



- | | |
|----------------------------------|-------------------------------------|
| 1 SHORE WATER IN | 10 SHORE POWER 1 |
| 2 WASTE TANK PUMPOUT | 11 TELEVISION/TELEPHONE CONNECTIONS |
| 3 DORADE VENT | 12 FUEL TANK VENT |
| 4 PORT WATER TANK FILL | 13 FUEL TANK FILL |
| 5 WINDLASS UP SWITCH | 14 COCKPIT SHOWER |
| 6 WINDLASS DOWN SWITCH | 15 MANUAL BILGE PUMP DISCHARGE |
| 7 STBD WATER TANK FILL | 16 BLOWER |
| 8 ELECTRIC HALYARD | 17 WASHER DISCHARGE |
| 9 HIGH WATE BILGE PUMP DISCHARGE | 18 FLOOR DRAIN |

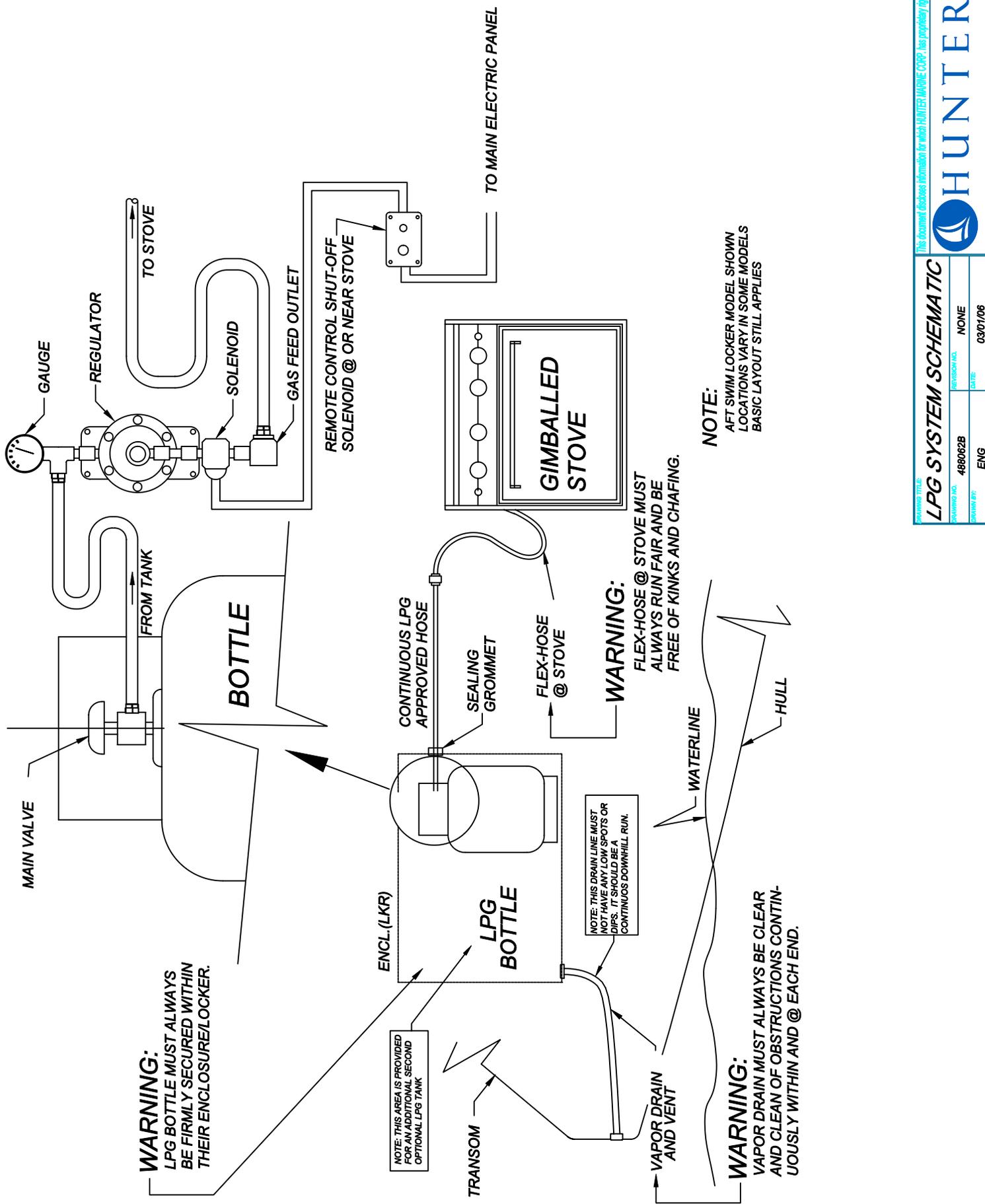


- A GENERATOR RETURN FUEL LINE 1/4" (.66cm)
- B GENERATOR FUEL SUPPLY LINE 1/4" (.66cm)
- C FUEL FILL HOSE 1-1/2" (3.8cm)
- D FUEL FILL (ON DECK)
- E FUEL VENT (ON DECK)
- F FUEL VENT HOSE 5/8" (1.6cm)
- G FUEL FILTER/WATER SEPARATOR
- H ENGINE FUEL RETURN LINE 5/16" (.79cm)
- I ENGINE FUEL SUPPLY LINE 5/16" (.79cm)
- J ENGINE AND GENERATOR FUEL RETURN PORTS
- K FUEL CUTOFF VALVES
- L FUEL LEVEL SENSOR
- M GENERATOR FUEL PUMP
- N OPTIONAL HEATER FUEL SUPPLY LINE



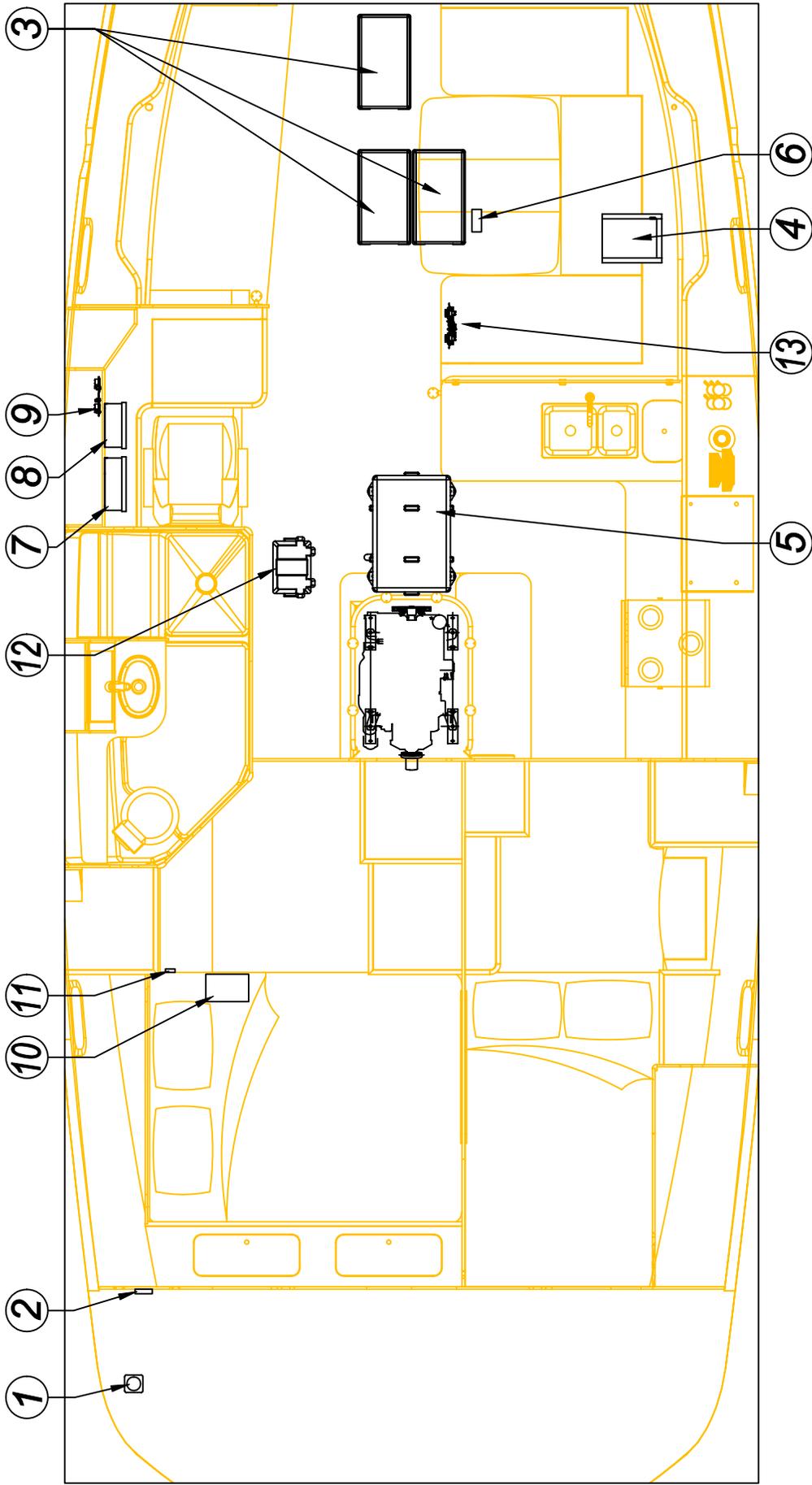
BOXED AREA DEPICTS ABOVE DECK AREA

- A LPG TANK(S) LOCATED IN STRBD COCKPIT SEAT LOCKER
- B LPG SOLENOID WALL MOUNTED IN LOCKER
- C RUBBER GAS LINE HOSE (COPPER IN CERTAIN REGIONS)
- D POWER LINE FROM LPG CONTROL SWITCH
- E GIMBALLED STOVE
- F REMOTE CONTROL SHUT-OFF LOCATED IN GALLEY FACE
- G POWER FROM DC DISTRIBUTION BOX TO REMOTE SWITCH



POWER SYSTEMS OPERATION PROCEDURES

	TO OPERATE:
D.C. MAIN	<ol style="list-style-type: none"> 1. TURN THE BATTERY SWITCH TO THE "ON" POSITION. 2. TURN DC MAIN BREAKER (LOCATED ON BATTERY SWITCH PANEL) TO THE "ON" POSITION TO SUPPLY POWER FROM HOUSE BATTERIES TO DC DISTRIBUTION BOX. IF NO POWER: CHECK 300 amp IN LINE FUSE AT HOUSE BATTERY IN CENTER BILGE COMPARTMENT, AND/OR BATTERY CONNECTIONS IF NECESSARY.
SHORE POWER	<ol style="list-style-type: none"> 1. CONNECT SHORE POWER CABLE TO BOAT SHORE INLET. 2. CONNECT SHORE POWER CABLE TO PROPER DOCKSIDE OUTLET TO SUPPLY POWER. 3. TURN ON MAIN BREAKER, LOCATED STARBOARD AFT CABIN. 4. TURN ON SWITCH ON CONTROL PANEL TO SHORE POWER, INDICATOR SHOULD BE ILLUMINATED ON THE CONTROL PANEL IF POWER IS AVAILABLE. <p style="text-align: center;">IF NO POWER, CHECK THE FOLLOWING:</p> <ol style="list-style-type: none"> 1. BREAKER AT DOCKSIDE POWER SUPPLY BOX 2. BREAKER IN STBD Q-BERTH
INVERTER/INVERT MODE (CONVERTS 12V.D.C. TO 120V.A.C.)	<ol style="list-style-type: none"> 1. TURN THE BATTERY SWITCH TO THE "ON" POSITION. 2. PRESS THE INVERT BUTTON ON THE INVERTER REMOTE PANEL. (LOCATED AT NAV STATION) 3. TURN ON DESIRED APPLIANCES. (NOTE: OUTLETS AND MICROWAVE WILL RUN FROM THE INVERTER. WATER HEATER, AIR CONDITIONERS AND WASHER/DRYER WILL NOT.) <p style="text-align: center;">NOTE: IT TAKES 10 D.C. AMPS TO CREATE 1A.C. AMP, IF THE BATTERY VOLTAGE DROPS BELOW 10.5V. THE INVERTER WILL AUTOMATICALLY SHUT DOWN.</p> <p>THE INVERTER AUTO TRANSFERS SHORE POWER TO THE A.C. DISTRIBUTION BOX WHEN "SHORE POWER" CABLE IS CONNECTED AND DOCKSIDE POWER PRESENT AT A.C. BOX AND BYPASSING THE INVERT MODE CAPABILITIES.</p>
BUILT IN INVERTER-TRANSFER SWITCH.	
OPTIONAL GENERATOR	<ol style="list-style-type: none"> 1. TURN BATTERY SWITCH TO THE "ON" POSITION 2. CHECK SEA STRAINER AND OPEN RAW WATER SEACOCK. SEE PAGE 60A FOR LOCATION 3. START GENERATOR (FOLLOW STARTING INSTRUCTIONS PROVIDED IN THE "GENERATOR MANUAL") 4. TURN ON GENERATOR ROCKER SWITCH TO THE "ON" POSITION LOCATED ON THE CONTROL PANEL.
ENGINE ALTERNATOR	<ol style="list-style-type: none"> 1. TURN BATTERY SWITCH TO THE "ON" POSITION 2. CHECK SEA STRAINER & OPEN RAW WATER SEACOCK. SEE PAGES 60A FOR LOCATION 3. START SHIP'S ENGINE (FOLLOW STARTING INSTRUCTIONS IN THE "ENGINE MANUAL")
INVERTER/CHARGER INVERTER HAS A BUILT IN AUTO. CHARGING SYSTEM	<ol style="list-style-type: none"> 1. TURN THE BATTERY SWITCH TO THE "ON" POSITION. 2. FOLLOW INSTRUCTIONS ON "SHORE POWER". 3. PRESS THE CHARGER BUTTON ON THE INVERTER REMOTE PANEL. (LOCATED AT NAV STATION) <p style="text-align: center;">NOTES: WHEN LEAVING BOAT UNATTENDED, BE SURE INVERTER REMOTE IS NOT IN THE INVERT MODE. THIS WAY IF SHORE POWER IS LOST FOR ANY REASON, THIS WILL PREVENT THE INVERTER FROM CONVERTING 12V.D.C. TO A.C. VOLTAGE CAUSING HOUSE BATTERY TO BE DRAINED. TYPICALLY THE BOAT SHOULD NOT BE LEFT UNATTENDED WITH SHORE POWER CONNECTED.</p>



NOTE:
 BE SURE THE BATTERY
 SELECTOR SWITCH ON
 THE BATTERY CHARGER IS
 IN THE PROPER POSITION
 FOR YOUR BATTERY TYPE

- 1. SHORE POWER
- 2. SHORE POWER BREAKER
- 3. HOUSE BATTERIES PROVIDE 12V.D.C. VOLTAGE TO DC SIDE OF DISTRIBUTION PANEL AND TO THE OPTIONAL INVERTER VIA THE BATTERY SWITCH PANEL
- 4. OPTIONAL INVERTER OR OPTIONAL BATTERY CHARGER
- 5. OPTIONAL GENERATOR
- 6. HOUSE BATTERY BANK 300A FUSE
- 7. AC DISTRIBUTION BOX
- 8. DC DISTRIBUTION BOX
- 9. AC/DC CONTROL PANEL
- 10. ISOLATION TRANSFORMER
- 11. SECONDARY TRANSFORMER BREAKER
- 12. START BATTERY
- 13. BATTERY SWITCH PANEL

12 V.D.C. DISTRIBUTION BOX

BREAKER	DESCRIPTION
CABIN LIGHTS	SUPPLIES POWER TO ALL INTERIOR LIGHTS
COURTESY LIGHTS	SUPPLIES POWER TO FLOOR LIGHTS, ENGINE BOX, DISH RACK, COCKPIT LIGHT AND RANGE HOOD
RADAR	SUPPLIES POWER TO CHART PLOTTER AND RADAR SYSTEMS
SHOWER PUMP	SUPPLIES POWER TO SUMP PUMPS
BLOWER	SUPPLIES POWER TO THE VENTILATION BLOWER IN THE ENGINE BOX
FWD HEAD	SUPPLIES POWER TO FORWARD ELECTRIC TOILET
AFT HEAD	SUPPLIES POWER TO AFT ELECTRIC TOILET
WASTE PUMP	SUPPLIES POWER TO MACERATOR PUMP NOTE: THESE DEVICES ARE USED FOR DIRECT OVERBOARD DISCHARGE OF RAW SEWAGE, BE AWARE OF YOUR LOCAL BOATING REG. BEFORE USING.
FWD ENTER.	SUPPLIES POWER TO FORWARD CABIN STEREO AND TV SYSTEMS
MAIN ENTER.	SUPPLIES POWER TO MAIN SALON STEREO AND TV SYSTEMS
AFT ENTER.	SUPPLIES POWER TO AFT CABIN STEREO AND TV SYSTEMS
COCKPIT STEREO	SUPPLIES POWER TO COCKPIT STEREO UNIT
FRIDGE	SUPPLIES POWER TO REF. COMPRESSOR, ADJUST THERMOSTATS INSIDE FRIDGE/FREEZER TO DESIRED TEMP.
FREEZER	SUPPLIES POWER TO FREEZER COMPRESSOR, ADJUST THERMOSTATS INSIDE FREEZER TO DESIRED TEMP.
VHF	SUPPLIES POWER TO THE VHF RADIO
AUTOPILOT	SUPPLIES POWER TO AUTO PILOT SYSTEM AND TO SEATALK RESET
NAV LIGHTS	SUPPLIES POWER BOW, STERN AND MAST LIGHTS
DECK LIGHTS	SUPPLIES POWER TO MAST MOUNTED DECK LIGHT
WATER PUMP	SUPPLIES POWER TO FRESH WATER PUMP TO PRESSURIZE WATER SYSTEM.
SPARE	SUPPLIES POWER TO STUD MOUNTED ON SIDE OF DISTRIBUTION FOR OWNER'S USE. NOTE: UP TO 10 AMPS.
12V OUTLET	SUPPLIES POWER TO POWER PLUGS PROVIDED FOR CELLPHONE, LAPTOP COMPUTER, ETC.
CONTROL PANEL	SUPPLIES POWER TO AC/DC CONTROL PANEL
BILGE IND.	OVER CURRENT PROTECTION FOR BILGE PUMP RUN INDICATOR ON CONTROL PANEL.
SEATALK	OVER CURRENT PROTECTION FOR INSTRUMENT DISPLAYS

120/240 V.A.C. (230 OVERSEAS MODELS) DISTRIBUTION BOX

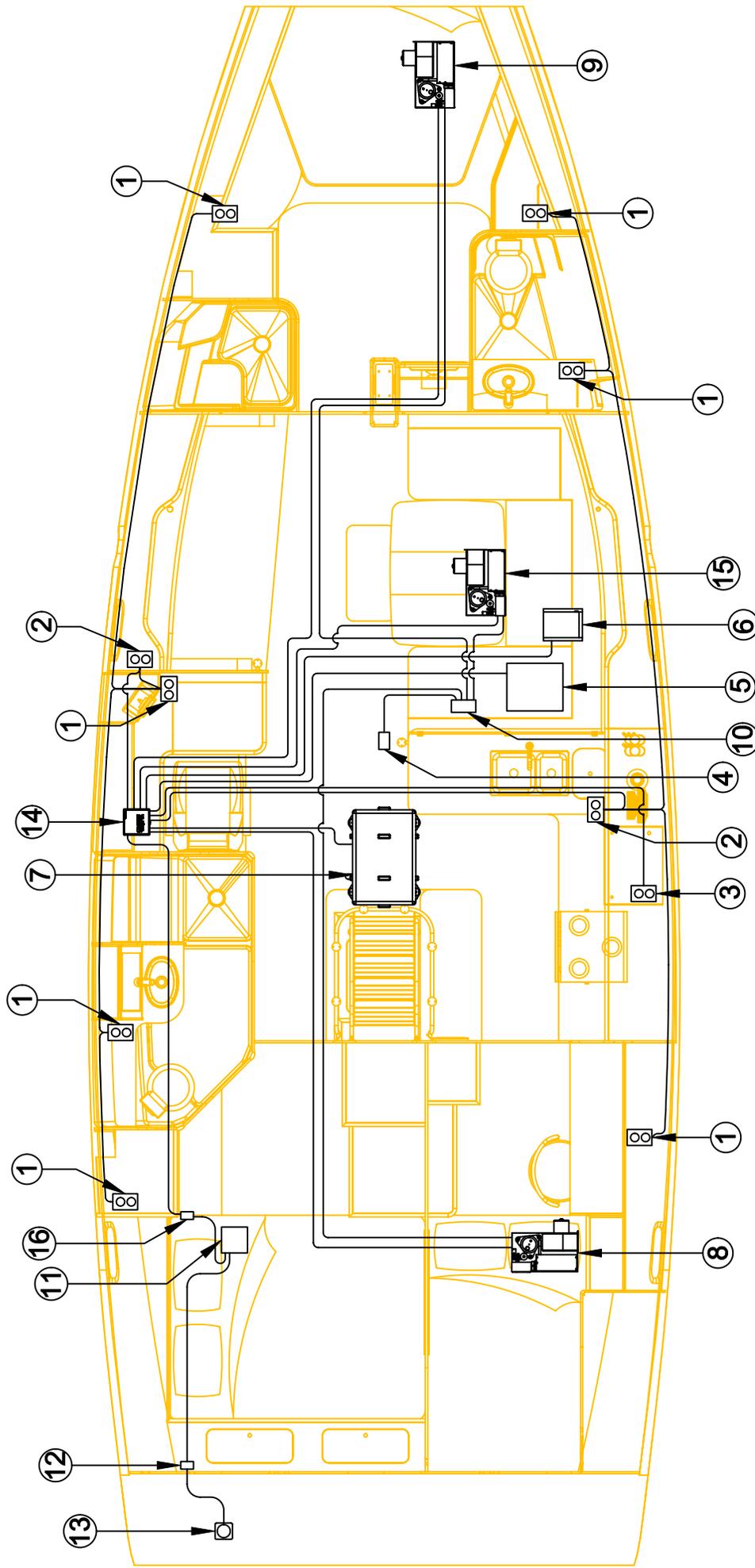
BREAKER	DESCRIPTION
MICROWAVE	SUPPLIES POWER TO OUTLET BEHIND MICRO. IN WHICH MICROWAVE IS PLUGGED INTO.
PORT OUTLETS	PROVIDES A.C. POWER TO THE OUTLETS ON THE PORT SIDE OF BOAT.
STBD OUTLETS	PROVIDES A.C. POWER TO THE OUTLETS ON THE STBD. SIDE OF BOAT.
SPARE (W/D)	SUPPLIES POWER TO OUTLET USED FOR THE WASHER/DRYER OPTION.
SPARE (I/M)	SUPPLIES POWER TO OUTLET USED FOR THE ICE MAKER OPTION.
WATER HEATER	SUPPLIES POWER TO WATER HEATER. BE SURE TANK IS FULL AND SYSTEM IS FREE FROM AIR BEFORE APPLYING POWER TO HEATER TO PREVENT ELEMENT BURNOUT. NOTE DO NOT TRY TO POWER WATER HEATER OFF OF THE OPTIONAL INVERTER, IT IS NOT CAPABLE OF SUPPLYING ENOUGH POWER TO POWER UNIT.
INVERTER	PROVIDES POWER TO BATTERY CHARGER AND TO OUTLET CIRCUITS. WHEN ON SHORE POWER OR GENERATOR THIS BREAKER MUST BE ON TO PROVIDE FEED THROUGH POWER TO OUTLETS.
FWD AIR COND.	PROVIDES POWER TO FORWARD AIR COND. UNIT (SEE "AIR COND. MANUAL" FOR OPER. INSTRUCTIONS.)
MID AIR COND	PROVIDES POWER TO MIDDLE AIR COND. UNIT (SEE "AIR COND. MANUAL" FOR OPER. INSTRUCTIONS.)
AFT AIR COND	PROVIDES POWER TO REAR AIR COND. UNIT (SEE "AIR COND. MANUAL" FOR OPER. INSTRUCTIONS.)
PUMP RELAY	PROVIDES POWER TO AIR COND. SYSTEM WATER PUMP ALWAYS TURN RELAY BREAKER ON BEFORE TURNING ON AIR COND UNITS
VOLT METER 1	OVER CURRENT PROTECTION FOR LINE 1 VOLT METER ON CONTROL PANEL
VOLT METER 2	OVER CURRENT PROTECTION FOR LINE 2 VOLT METER ON CONTROL PANEL

AC/DC CONTROL PANEL

SWITCH	DESCRIPTION (12VDC SIDE)
PANELS LIGHTS	PROVIDES BACK LIGHTING TO THE PANEL LABELS
DECK LIGHTS	TURNS ON/OFF THE MAST MOUNTED DECK LIGHT.
INSTRUMENTS	TURNS ON/OFF THE INSTRUMENT DISPLAYS AND AUTO PILOT SYSTEM IF EQUIPED.
WATER PUMP	TURNS ON/OFF THE FRESH WATER PUMP.
SPARE	TURNS ON/OFF OWNER'S INSTALLED EQUIPMENT FOR USE BY OWNER.
BILGE PUMP	TURNS ON MAIN BILGE PUMP, SWITCH IS MOMENTARY AND USED FOR TESTING THE SYSTEM.
ANCHOR LIGHT	TURNS ON/OFF THE MAST MOUNTED ANCHOR LIGHT.
STEAMING LIGHT	TURNS ON/OFF THE FORWARD MOUNTED MAST LIGHT.
NAVIGATION LTS	TURNS ON/OFF THE BOW AND STERN LIGHTS.
HOUSE (I)	SHOWS HOUSE BATTERY BANK VOLTS ON METER DISPLAY. ALL LOADS SHOULD BE OFF FOR ACCURATE READING.
START (II)	SHOWS START BATTERY VOLTS ON METER DISPLAY.
AUTO BILGE (LED)	ILLUMINATES IF MAIN BILGE PUMP IS RUNNING.

SWITCH	DESCRIPTION (120/240V-60 HERTZ SIDE)
WATER HEATER	TURNS ON/OFF THE WATER HEATER.
SHORE POWER (I)	PROVIDES POWER FROM DOCKSIDE.
GENERATOR (II)	PROVIDES POWER FROM GENERATOR.
SHORE POWER (LED)	INDICATOR LIGHT ILLUMINATES IF POWER IS FROM DOCKSIDE.
GENERATOR (LED)	INDICATOR LIGHT ILLUMINATES IF POWER IS FROM GENERATOR.
AC VOLTS (I)	SHOWS VOLTAGE ON LEG 1.
AC VOLTS (II)	SHOWS VOLTAGE ON LEG 2.

- 1. OUTLETS
- 2. GFCI OUTLETS
- 3. MICROWAVE OUTLET
(ONLY OUTLET ON CIRCUIT)
- 4. AIR CONDITIONER WATER PUMP
- 5. WATER HEATER
- 6. INVERTER
- 7. GENERATOR
- 8. AFT AIR CONDITIONER
- 9. FWD AIR CONDITIONER
- 10. AIR CONDITIONER PUMP
RELAY CONTROL
- 11. TRANSFORMER
- 12. SHORE POWER BREAKER
- 13. SHORE POWER INLETS
- 14. AC DISTRIBUTION BOX
- 15. MID AIR CONDITIONER
- 16. SECONDARY TRANSFORMER BREAKER



WATTAGE DEMAND FOR ELECTRICAL EQUIPMENT AND APPLIANCES

NOTE: A PRUDENT MARINER REALIZES THAT THE RESOURCES TO POWER A VESSEL ARE LIMITED. WHEN USING THE ALTERNATE POWER SOURCES ONE SHOULD BE CONSERVATIVE AND AWARE OF THE AMOUNT OF POWER BEING SUPPLIED VERSES POWER BEING DRAWN THIS IS ESPECIALLY IMPORTANT WHEN USING THE INVERTER POWER. CONSULT THE "INVERTER MANUAL" FOR POWER OUTPUT CAPABILITIES.

FIXED APPLIANCES:

SEE MANUALS AND/OR SPECIFICATION SHEETS IN YOUR OWNER'S PACK

PORTABLE APPLIANCES:

BELOW ARE APPROXIMATE EXAMPLES OF THE AMPERAGE DRAW ASSOCIATED WITH CERTAIN ITEMS.

APPLIANCES: / WATTS:

COFFEE MAKER.....	800 - 1,000 WATTS
FRYING PAN.....	1,000 - 2,500 WATTS
TOASTER.....	800 - 1,000 WATTS
FAN.....	75 - 300 WATTS
RADIO.....	60 - 150 WATTS
TV.....	250 - 600 WATTS
HOT PLATE.....	800 - 1,200 WATTS
HAIR DRYER.....	700 - 1,100 WATTS
SHAVER.....	50 - 100 WATTS
CLOCK.....	25 - 50 WATTS
BLENDER.....	250 - 350 WATTS
TOASTER OVEN.....	1,250 - 1,700 WATTS

ALTERNATE POWER SOURCES: / PROVIDED WATTS:

SMALLER MODEL INVERTER.....	1,000 WATTS
LARGER MODEL INVERTER.....	2,500 WATTS
SMALLER MODEL GENERATOR.....	6,000 WATTS (5,000 WATTS FOR 50 Hz)
LARGER MODEL GENERATOR.....	8,000 WATTS (6,600 WATTS FOR 50 Hz)
SHORE POWER (PER INLET).....	3,600 WATTS

EXAMPLE: TV (250-600)+ TOASTER (800-1,000)+ HAIR DRYER (700-1,100) = TOTAL (1,750-2,700)
THUS, IF THE WATTS BEING USED EXCEEDS THE WATTS BEING PRODUCED, THEN SOME OF THE ITEMS IN USE WILL NOT BE FUNCTIONAL. AGAIN, IT IS IMPORTANT TO BE AWARE OF THE AMPERAGE DRAW VERSUS THE AMPERAGE OUTPUT AT ALL TIMES.

BASIC OPERATING INSTRUCTIONS:

- ① CHOOSE POWER SOURCE (SHORE POWER OR GENERATOR) SEE SECTION 63A
- ② CHECK AIR COND. SEA STRAINER, CLEAN IF NECESSARY
- ③ OPEN RAW WATER PICKUP SEACOCK
MAKE SURE THAT DISCHARGE VALVE IS OPEN
- ④ TURN ON A.C. MAIN BREAKER LOCATED IN AFT CABIN
- ⑤ TURN ON UNIT AT THERMOSTAT DISPLAY PANEL AND SET TEMP.

NOTE:

**IF THERE IS NO POWER AT PANEL WHEN CONNECTED TO SHORE POWER,
CHECK BREAKERS ON DOCK**

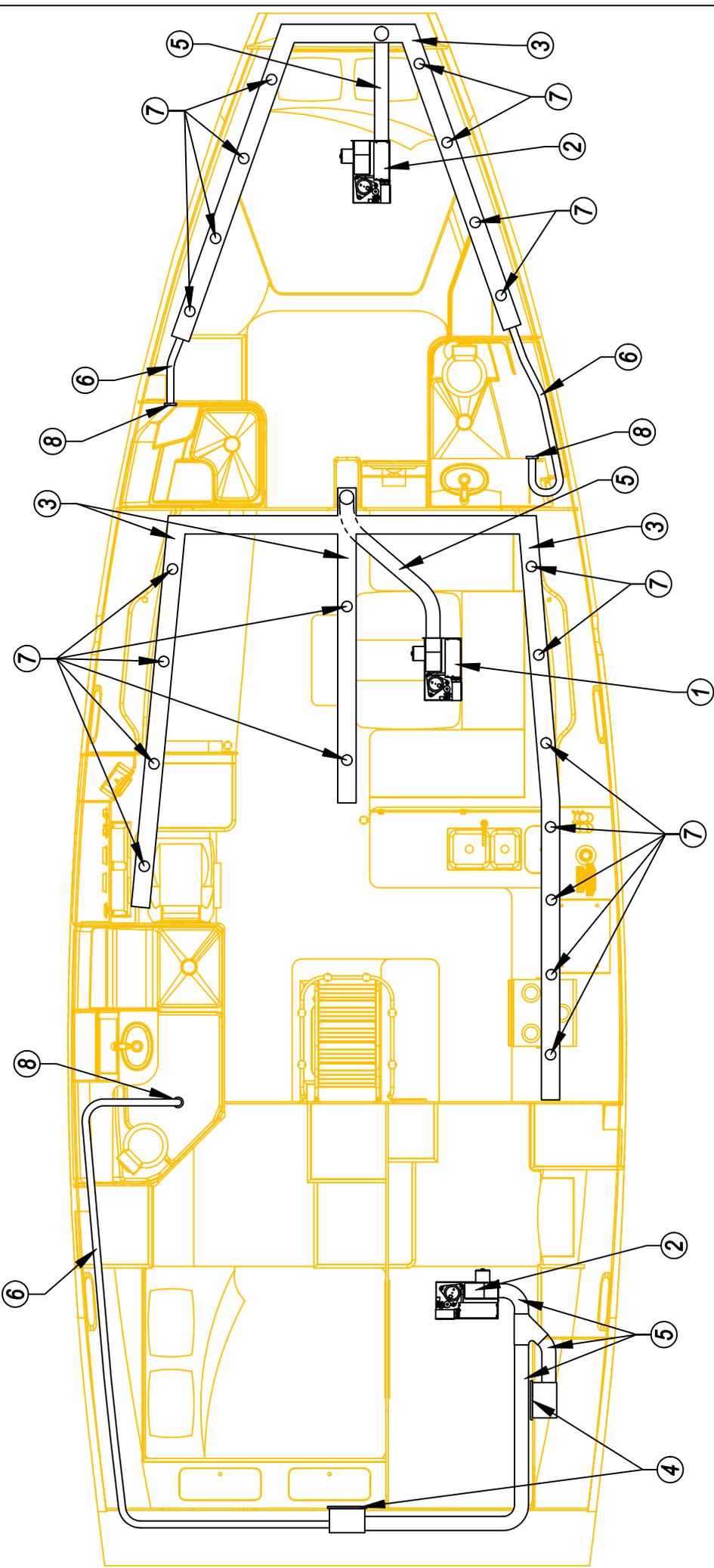
**SEE AIR CONDITION MANUAL FOR DETAILED OPERATING
PROGRAMMING/TROUBLESHOOTING INSTRUCTIONS**



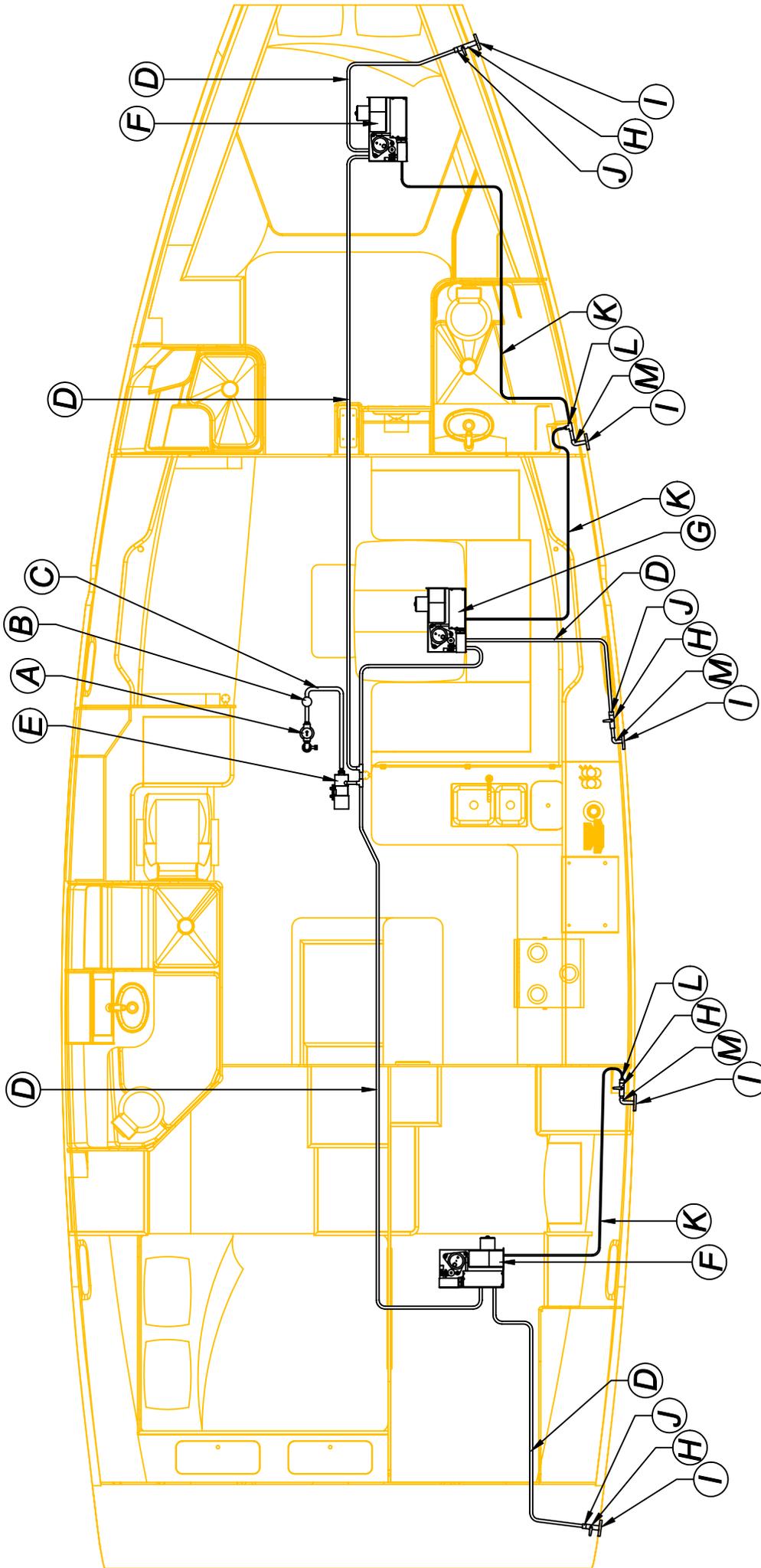


AIR CONDITIONING DUCT LAYOUT

DRAWING NO.	488063B-2	REVISION NO.	None
DRAWN BY:	ENG	DATE:	03/01/06



- 1. 18K BTU AIR CONDITIONER
- 2. 10K BTU AIR CONDITIONER
- 3. HARD DUCT CHANNEL
- 4. 5" (12.7cm) X 10" (25.4cm) VENT
- 5. 5" (12.7cm) DUCT
- 6. 2" (5.08cm) DUCT
- 7. 3" (7.62cm) VENT
- 8. 2" (5.08cm) VENT



- A 3/4" (1.9cm) BALL VALVE WITH THRU-HULL
- B 3/4" (1.9cm) STRAINER
- C 3/4" (1.9cm) HOSE
- D 5/8" (1.6cm) HOSE
- E A/C SEA WATER PUMP
- F 10K BTU AIR CONDITIONER
- G 18K BTU AIR CONDITIONER
- H 1/2" (1.27cm) BALL VALVE
- I 1/2" (1.27cm) DISCHARGE THRU-HULL FITTING
- J 5/8" (1.6cm) HB TO 1/2" (1.27cm) MPT
- K 1/4" (.64cm) TUBING
- L 1/2" (1.27cm) MPT TO 1/4" (.64cm) HB
- M 1/2" (1.27cm) STREET ELBOW

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DRAWING TITLE: AIR COND SYSTEM PLUMBING LAYOUT

DRAWING NO. 488063B-3	REVISION NO. None
DRAWN BY: ENG	DATE: 03/01/06

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BATTERY CHARGING SYSTEM

BASIC OPERATING INSTRUCTIONS:

- ① CONNECT SHORE POWER TO DOCKSIDE SUPPLY AND SHORE POWER INLET ON STERN OF BOAT STBD. SIDE
- ② TURN ON "A.C. MAIN" BREAKER, LOCATED IN AFT CABIN.
- ③ TURN ON "BATTERY CHARGER" SWITCH ON CONTROL PANEL.

NOTE:

CHECK FOR CORRECT FLUID LEVEL IN BATTERIES PRIOR TO USING CHARGER / OPT INVERTER.
USING THE ENGINE ALTERNATOR AS A CHARGING SOURCE WILL SIGNIFICANTLY REDUCE THE
DRAIN ON THE HOUSE / START BATTERIES. SEE SECTION 64A FOR SCHEMATICS



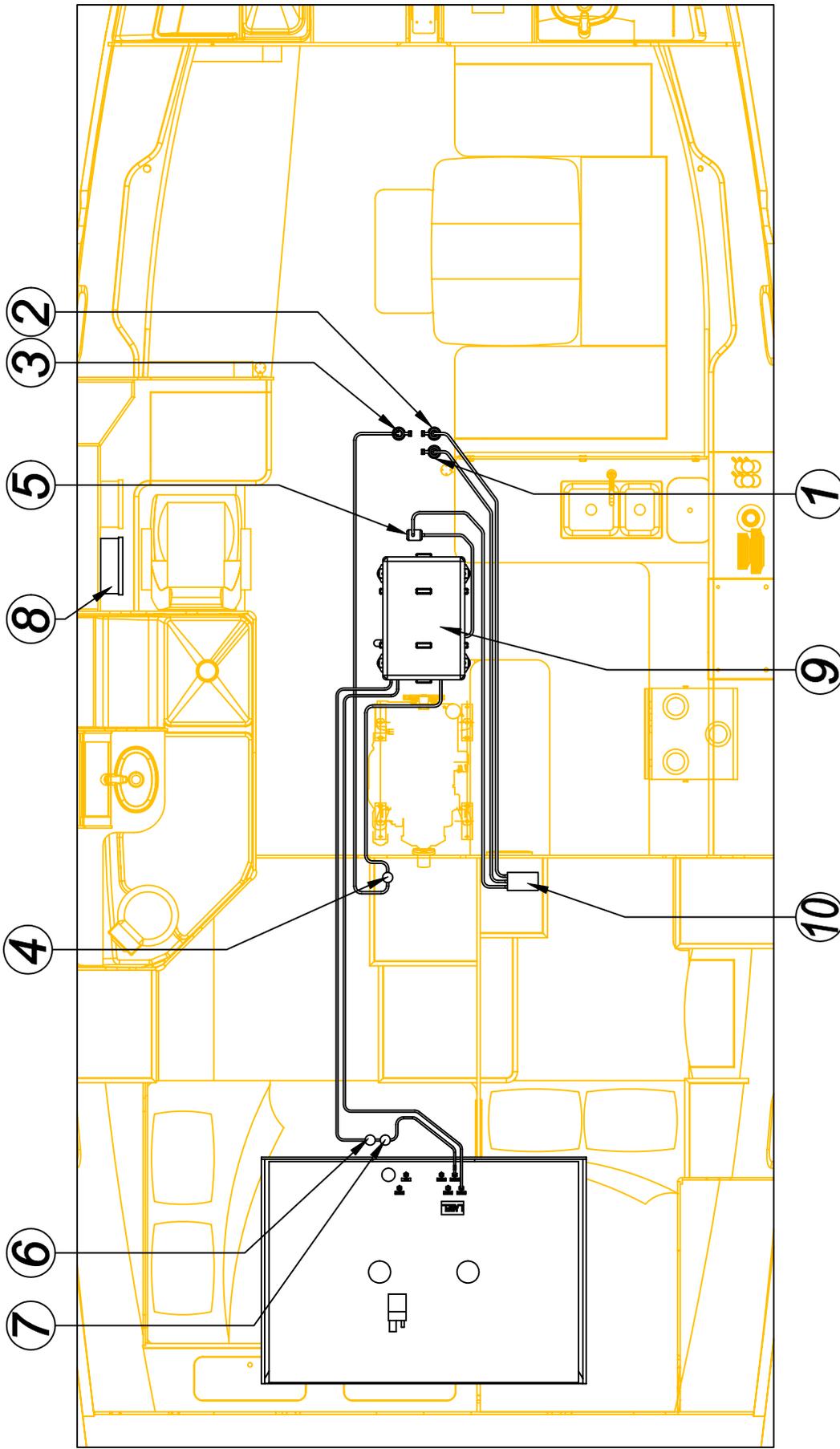
OPTIONAL GENERATOR SYSTEM...

BASIC OPERATING INSTRUCTIONS: (NOTE: READ GENERATOR MANUAL BEFORE OPERATING GEN.)

- ① CHECK DIESEL FUEL LEVEL
- ② CHECK OIL LEVEL IN GENERATOR (SEE GEN. MANUAL FOR INST.)
- ③ TURN ON BATTERY SWITCH (LOCATED IN MAIN SALON BUNK)
- ④ CHECK SEA STRAINER (LOCATED NEXT TO GENERATOR)
- ⑤ OPEN RAW WATER SEACOCK (LOCATED W/STRAINER)
- ⑥ START GENERATOR USING START PROCEDURE IN "GENERATOR MANUAL" !!!
- ⑦ TURN ON "GENERATOR" SWITCH ON CONTROL PANEL
- ⑧ TO SHUT GEN. DOWN, PUSH STOP BUTTON ON GENERATOR PANEL.

NOTE: SEE GENERATOR MANUAL FOR PROPER MAINTENANCE, TROUBLESHOOTING, ETC.





NOTE: SEE GENERATOR MANUAL FOR SCHEMATICS.

- 1. EXHAUST DISCHARGE THRUHULL
- 2. EXHAUST WATER DISCHARGE
- 3. WATER PICKUP (GENERATOR COOLING SYSTEM)
- 4. SEA STRAINER
- 5. WATERLOCK MUFFLER
- 6. FUEL FILTER
- 7. FUEL PUMP
- 8. AC DISTRIBUTION BOX
- 9. GENERATOR
- 10. EXHAUST/WATER SEPARATOR

SECTION 63E.....INVERTER SYSTEM

BASIC OPERATING INSTRUCTIONS: (FOR INVERTING D.C. POWER TO A.C. POWER)

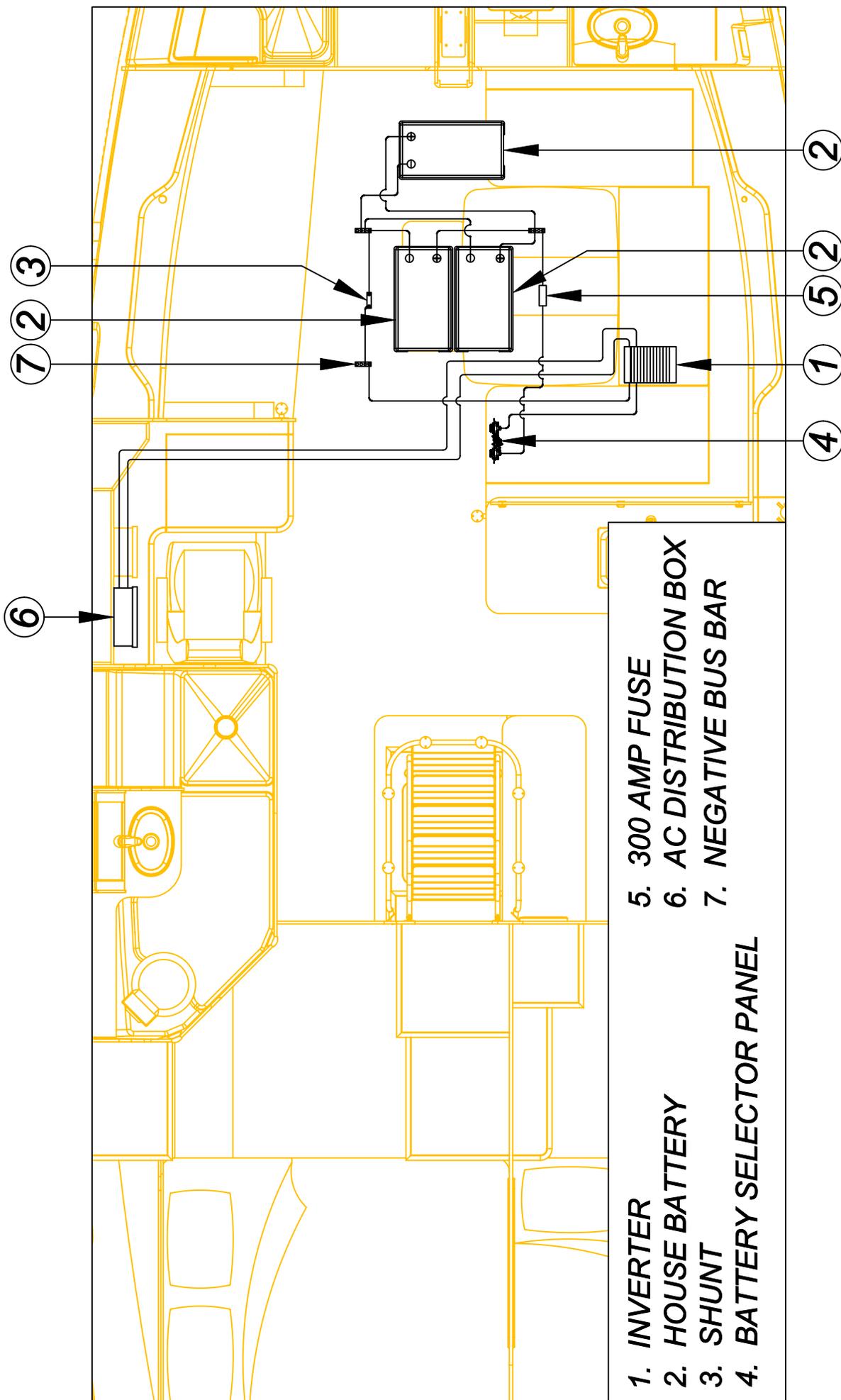
- ① TURN THE BATTERY SWITCH TO THE "ON" POSITION.
- ② PRESS INVERT ON THE INVERTER REMOTE PANEL, LOCATED AT THE NAV STATION
- ③ TURN ON APPROPRIATE APPLIANCE BREAKER ON A.C. SIDE OF PANEL.

NOTE:
READ "INVERTER" SECTION ON PAGE 63A-2 FOR INVERTER SYSTEM DETAILS

**SEE INVERTER MANUAL FOR TECHNICAL DATA, TROUBLESHOOTING, ETC.
OPERATING/PROGRAMMING INSTRUCTIONS**

<small>WARNING TITLE:</small>		
INVERTER SYSTEM INSTRUCTIONS		
<small>DRAWING NO:</small>	<small>REGION NO:</small>	<small>None</small>
488063E-1		
<small>ISSUED BY:</small>	<small>DATE:</small>	<small>03/01/06</small>
ENG		

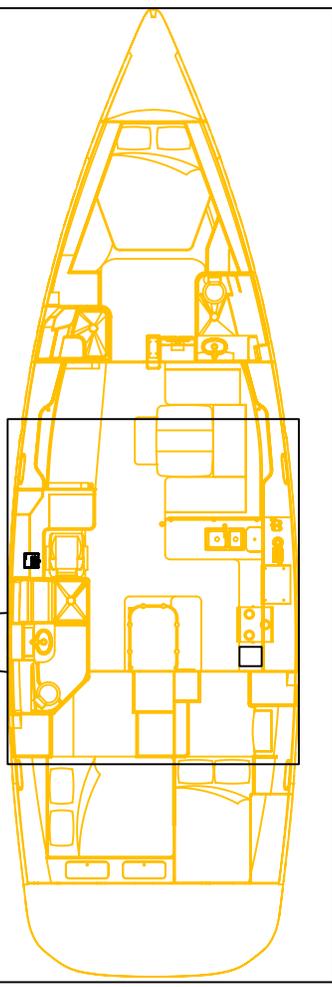
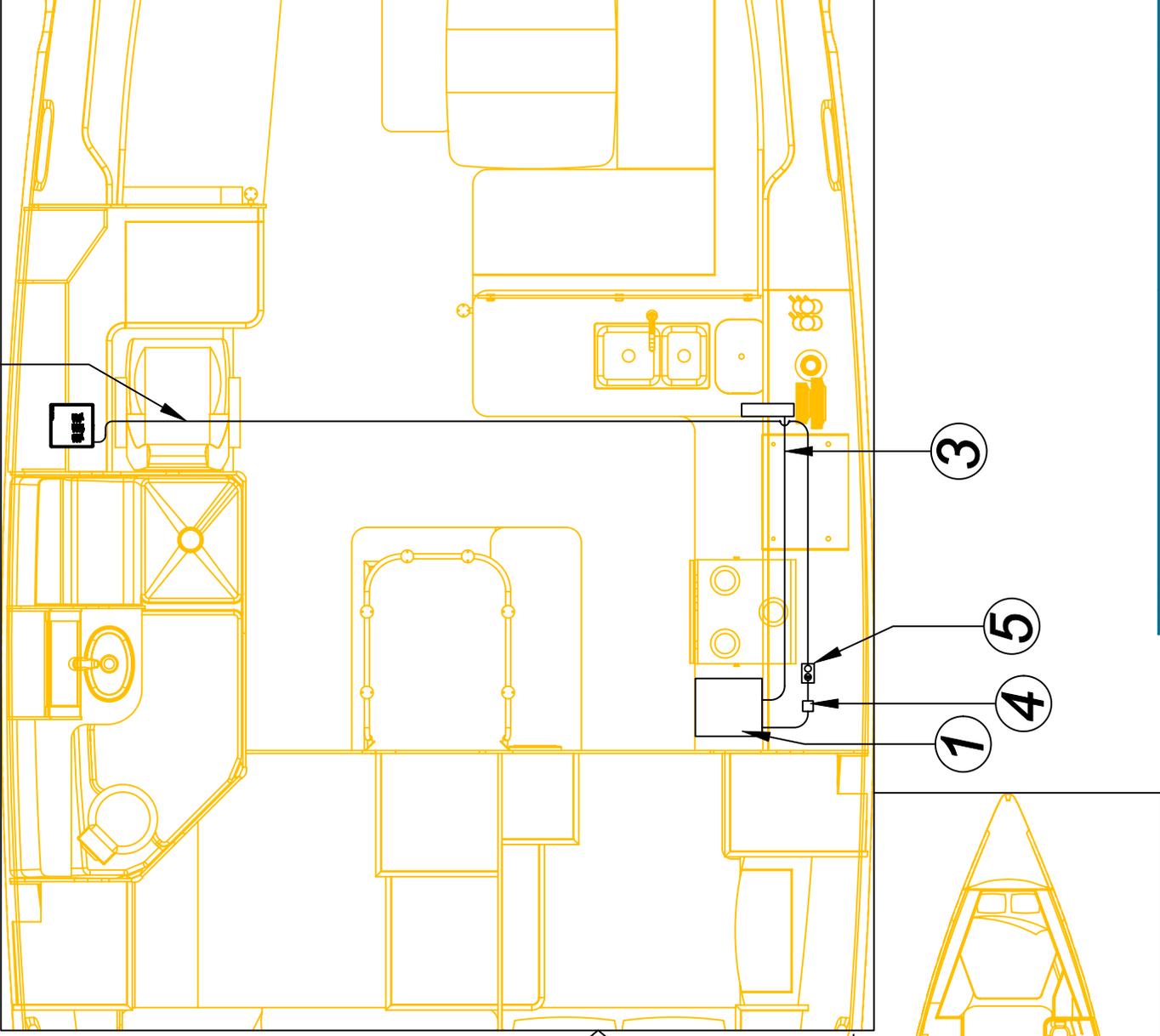




- 1. INVERTER
- 2. HOUSE BATTERY
- 3. SHUNT
- 4. BATTERY SELECTOR PANEL

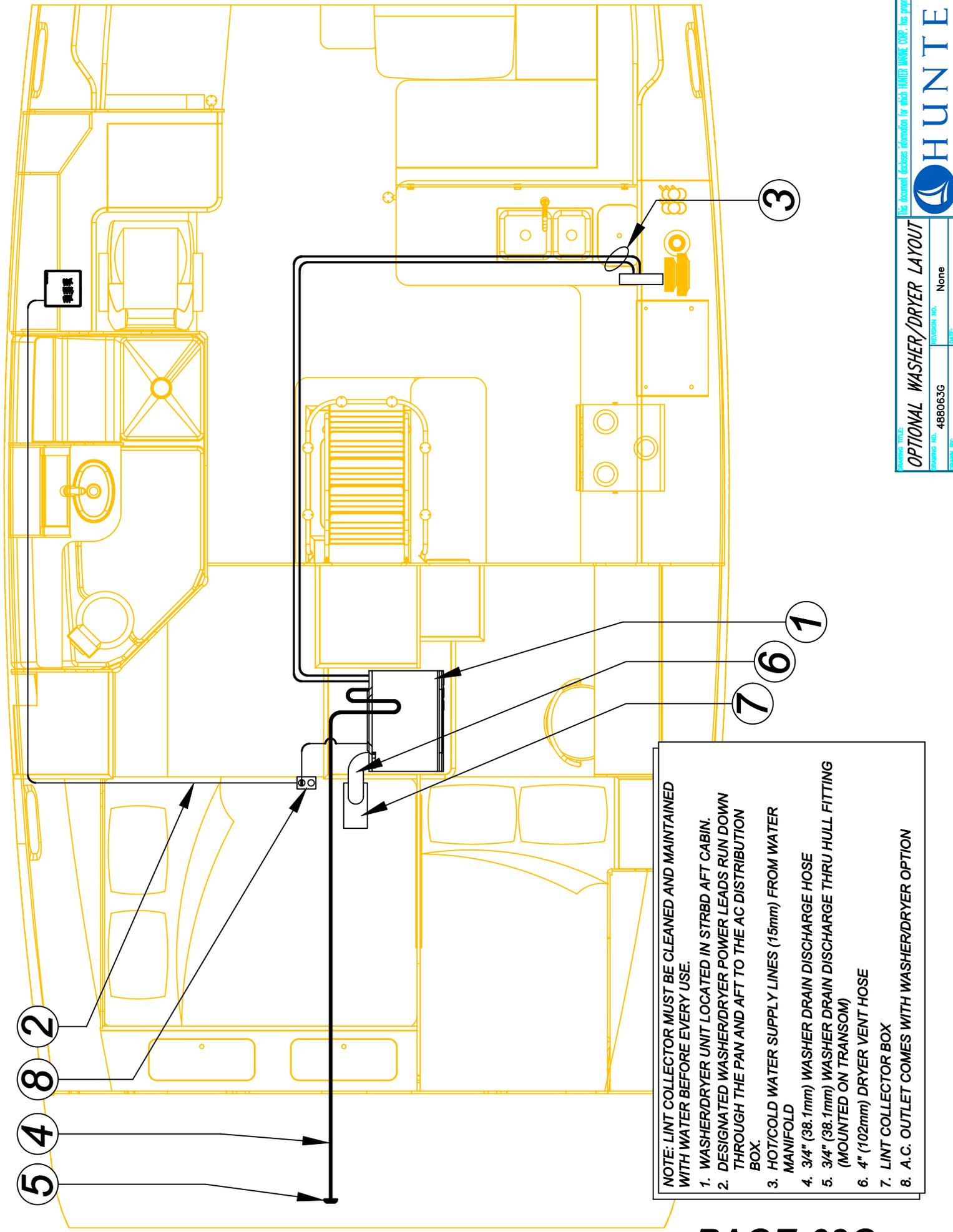
- 5. 300 AMP FUSE
- 6. AC DISTRIBUTION BOX
- 7. NEGATIVE BUS BAR

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NOTES: WHEN AN ICE MAKER IS OPTIONED, A 15 amp BREAKER IS INSTALLED @ THE MAIN BREAKER PANEL, LOCATED @ NAV STATION.

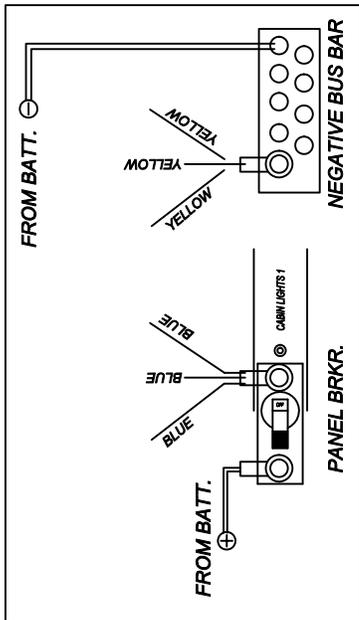
1. ICE MAKER UNIT
2. DESIGNATED ICE MAKER POWER LEADS RUN DOWN THROUGH THE PAN AND FWD AND OVER TO THE A.C. DISTRIBUTION BOX.
3. COLD WATER SUPPLY LINE (15mm) TO WATER MANIFOLD
4. AC/DC CONVERTER
5. A.C. OUTLET COMES WITH ICE MAKER OPTION.



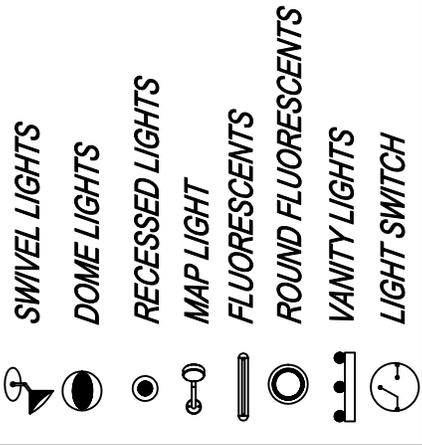
NOTE: LINT COLLECTOR MUST BE CLEANED AND MAINTAINED WITH WATER BEFORE EVERY USE.

1. WASHER/DRYER UNIT LOCATED IN STRBD AFT CABIN.
2. DESIGNATED WASHER/DRYER POWER LEADS RUN DOWN THROUGH THE PAN AND AFT TO THE AC DISTRIBUTION BOX.
3. HOT/COLD WATER SUPPLY LINES (15mm) FROM WATER MANIFOLD
4. 3/4" (38.1mm) WASHER DRAIN DISCHARGE HOSE
5. 3/4" (38.1mm) WASHER DRAIN DISCHARGE THRU HULL FITTING (MOUNTED ON TRANSOM)
6. 4" (102mm) DRYER VENT HOSE
7. LINT COLLECTOR BOX
8. A.C. OUTLET COMES WITH WASHER/DRYER OPTION

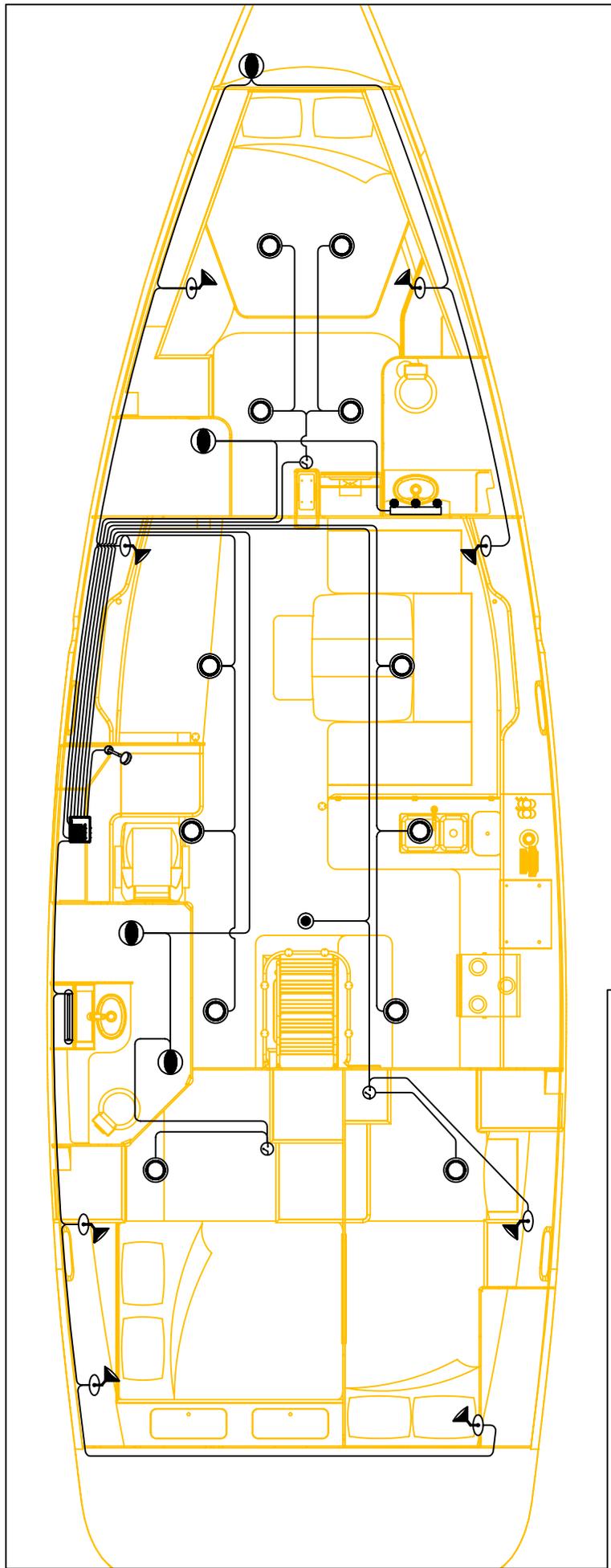
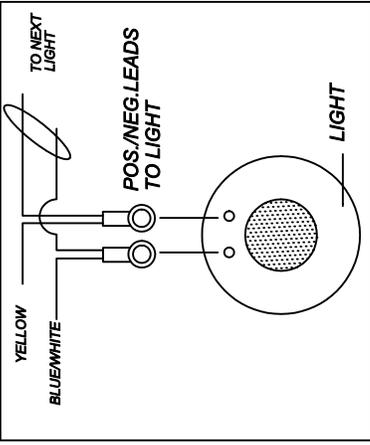
EXAMPLE SWITCH PANEL WIRING (PARALLEL CIRCUITS)



EACH CIRCUIT IN PARALLEL, BLUE (LOAD TO BREAKER) AND YELLOW NEGATIVE TO NEGATIVE BUS BAR (SEE EX.)



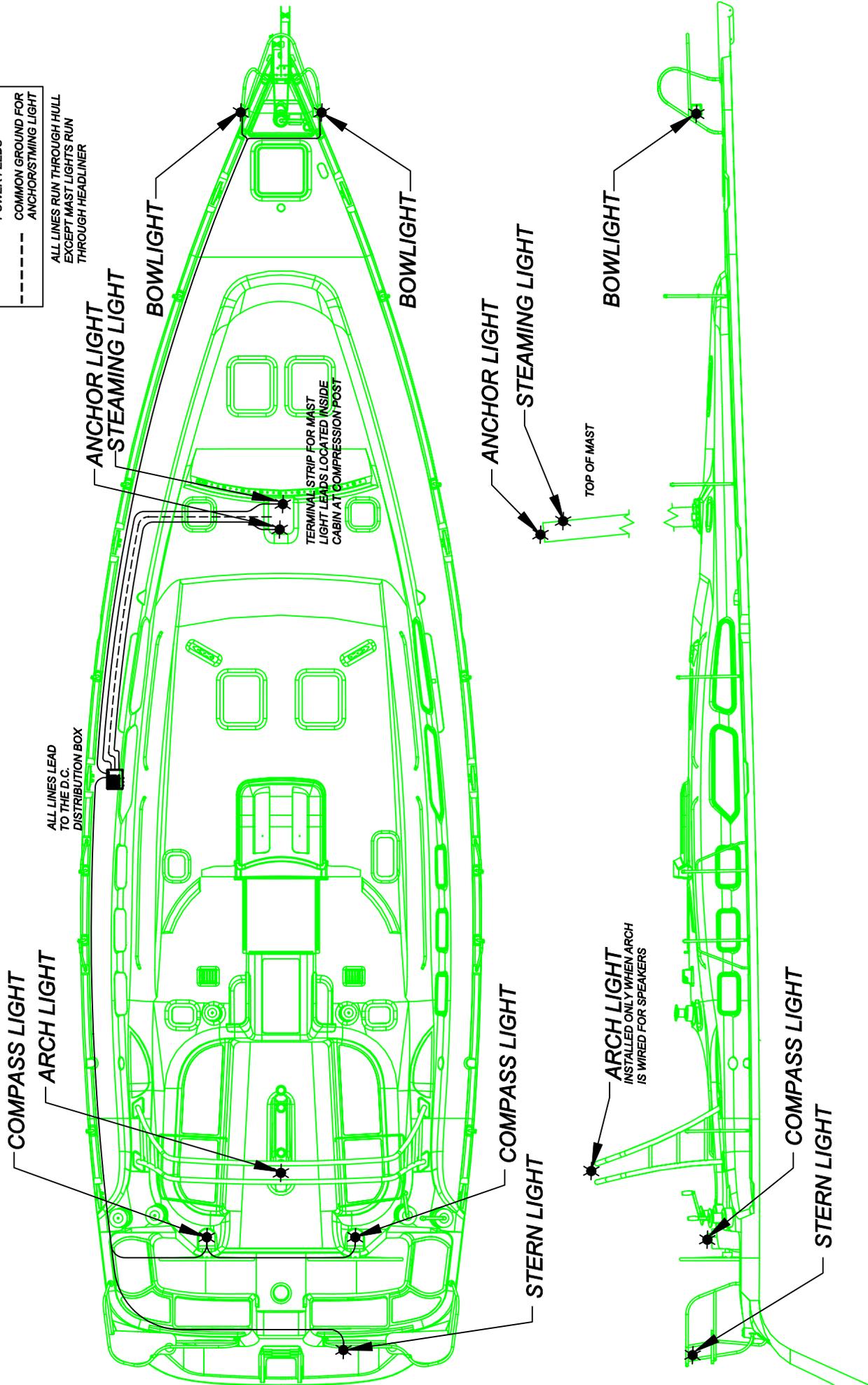
EXAMPLE LIGHT WIRING (PARALLEL CIRCUIT)



A TO ARCH LIGHT (PROVIDED WITH COCKPIT STEREO OPTION)
 B DISTRIBUTION BOX



ALL LINES RUN THROUGH HULL EXCEPT MAST LIGHTS RUN THROUGH HEADLINER

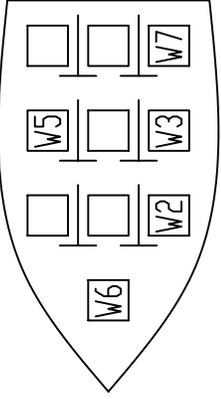
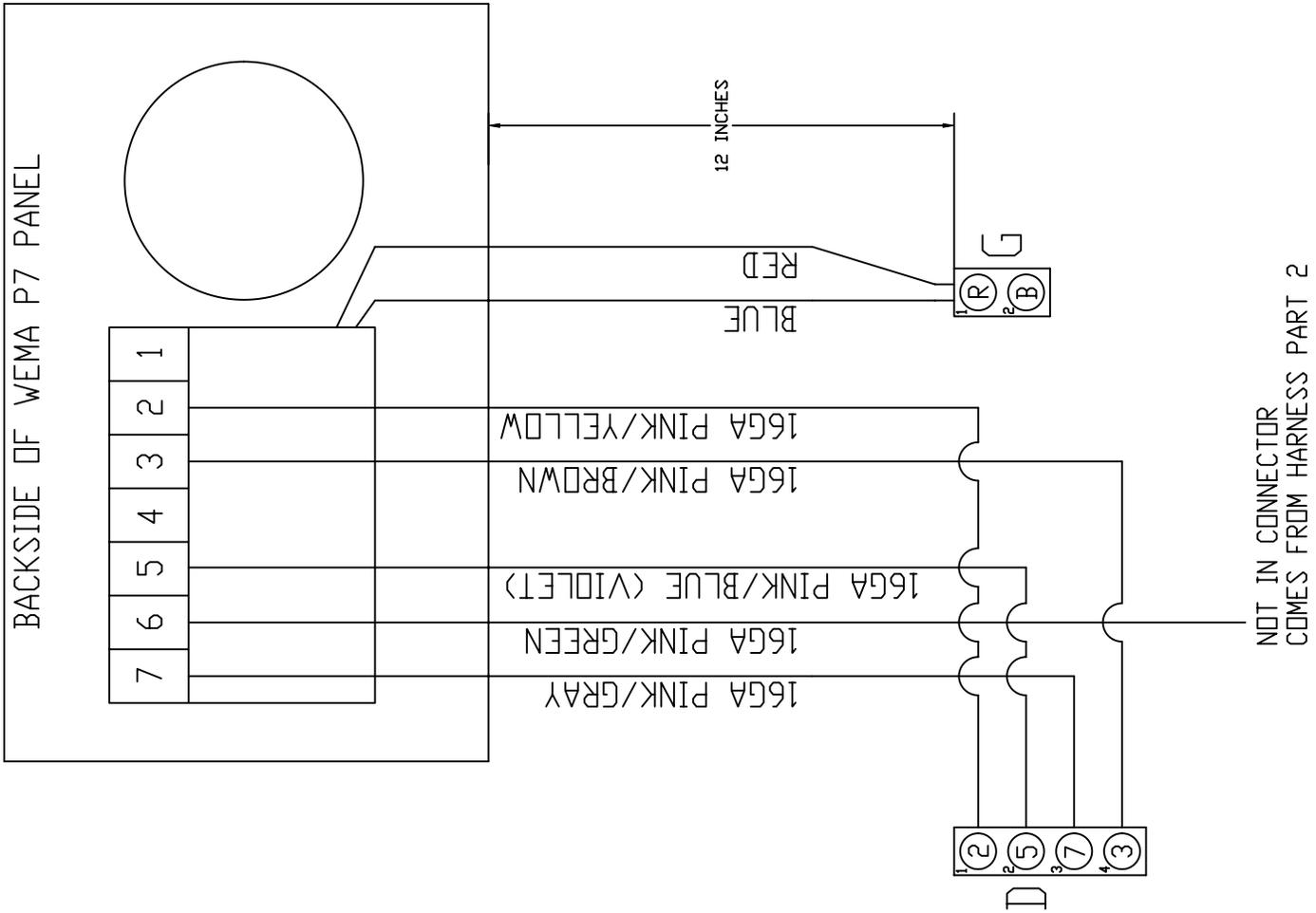


DRAWING TITLE: 12V.D.C. EXTERIOR LIGHTS LAYOUT
 DRAWING NO.: 488064C
 FRANCHISE: ENG
 REVISION NO.: None
 DATE: 03/01/06

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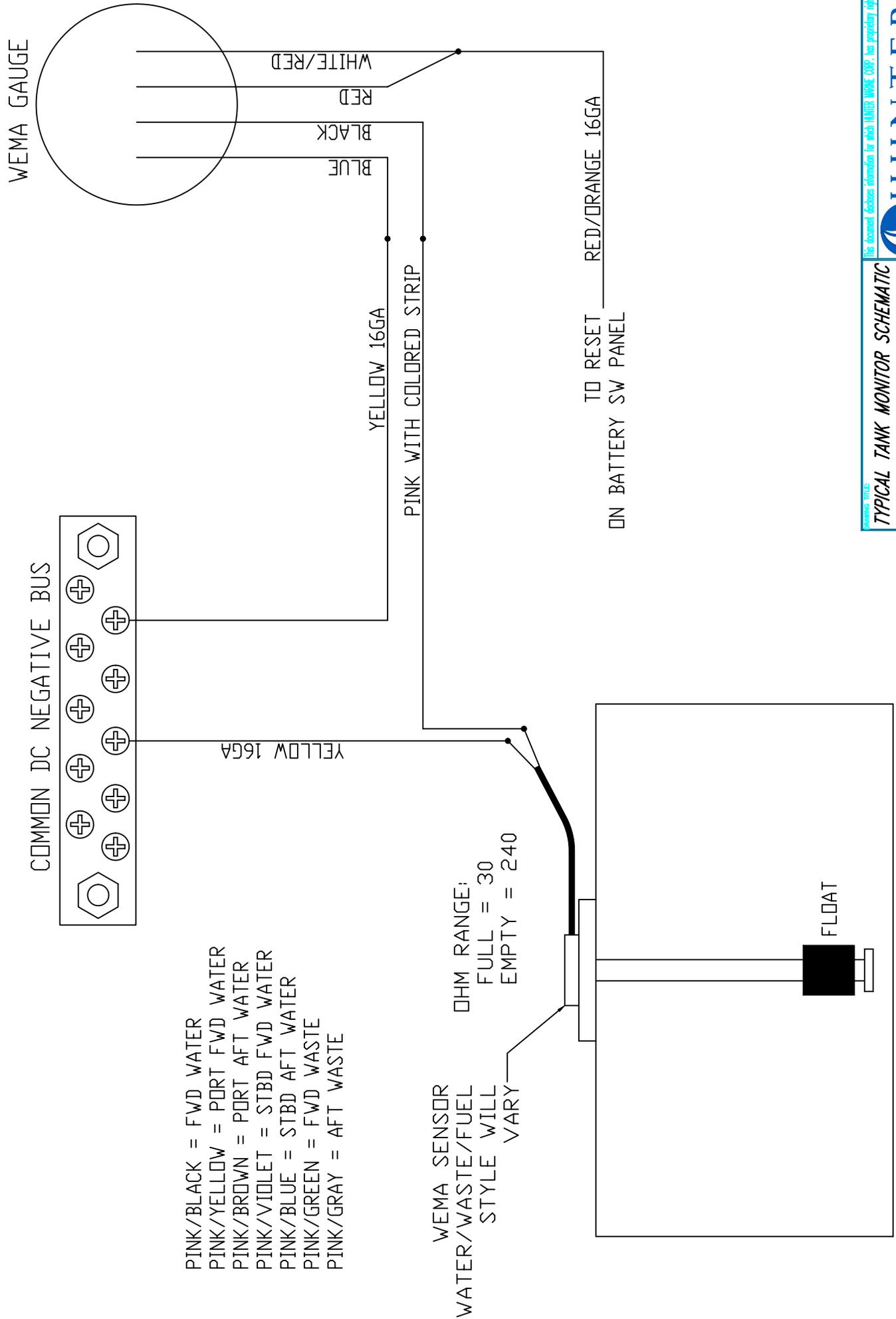
49



W1-W5=WATER TANKS
W6&W7=WASTE TANKS

D = Deutsch DT 4-pin female housing w/male pins

G = Deutsch DT 2-pin female housing w/male pins



WEMA GAUGE

COMMON DC NEGATIVE BUS

- PINK/BLACK = FWD WATER
- PINK/YELLOW = PORT FWD WATER
- PINK/BROWN = PORT AFT WATER
- PINK/VIOLET = STBD FWD WATER
- PINK/BLUE = STBD AFT WATER
- PINK/GREEN = FWD WASTE
- PINK/GRAY = AFT WASTE

WEMA SENSOR
 WATER/WASTE/FUEL
 STYLE WILL VARY
 OHM RANGE:
 FULL = 30
 EMPTY = 240

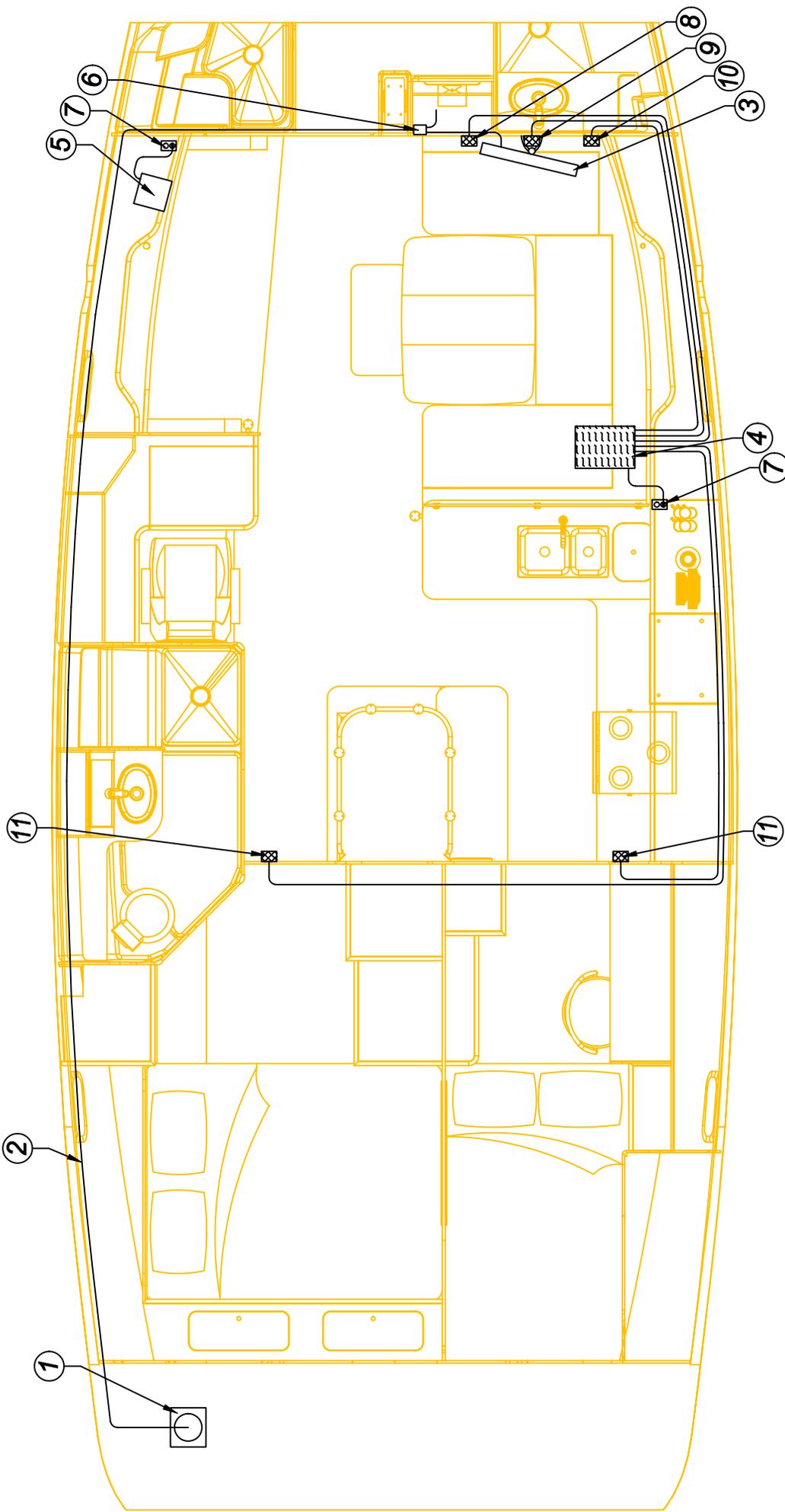
FLOAT

ON BATTERY SW PANEL TO RESET RED/ORANGE 16GA

DRAWING TITLE: **TYPICAL TANK MONITOR SCHEMATIC**

DRAWING NO. 428064D-2	REVISION NO. None	DATE 03/01/06
DRAWN BY: ENG		

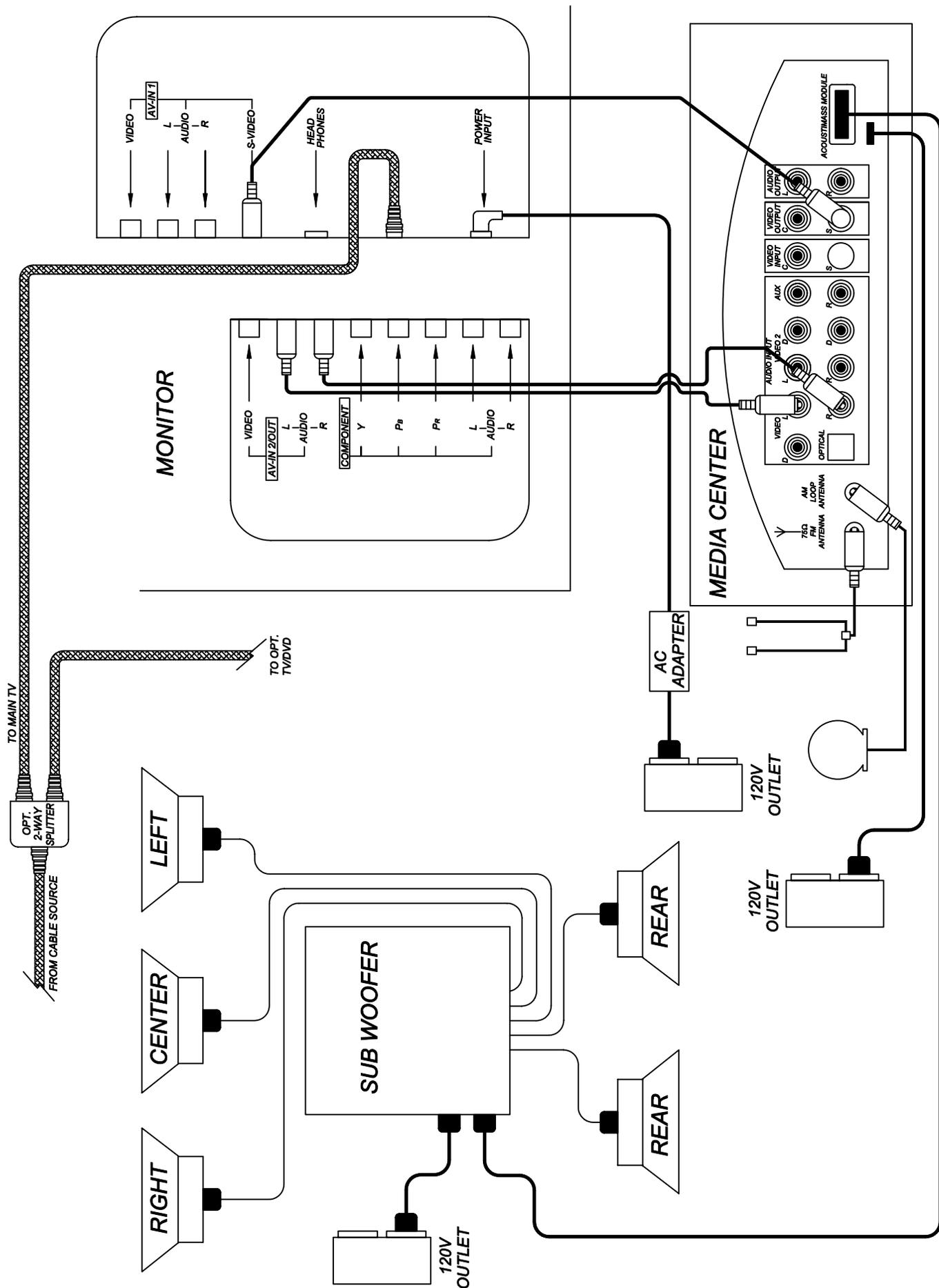
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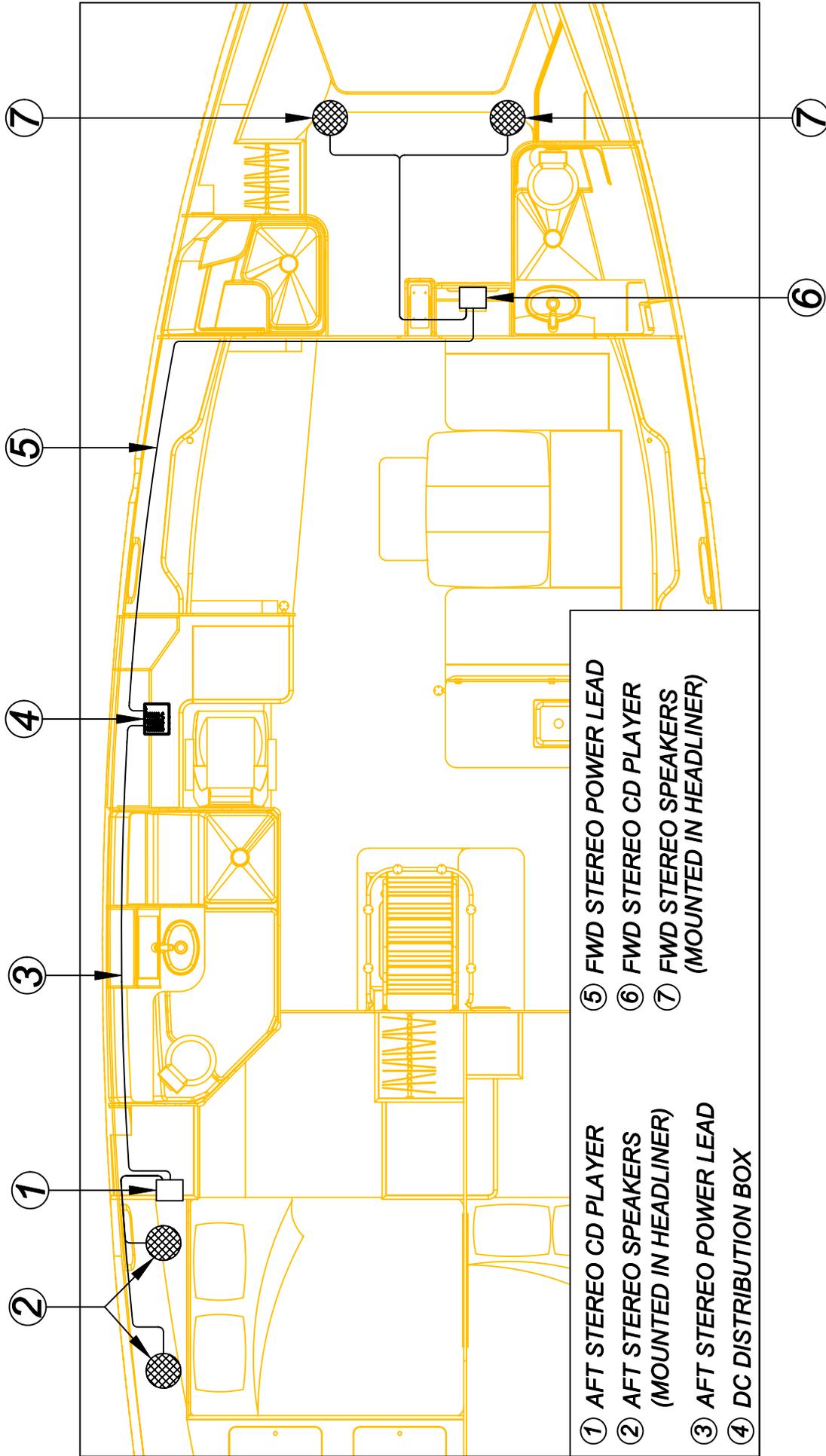


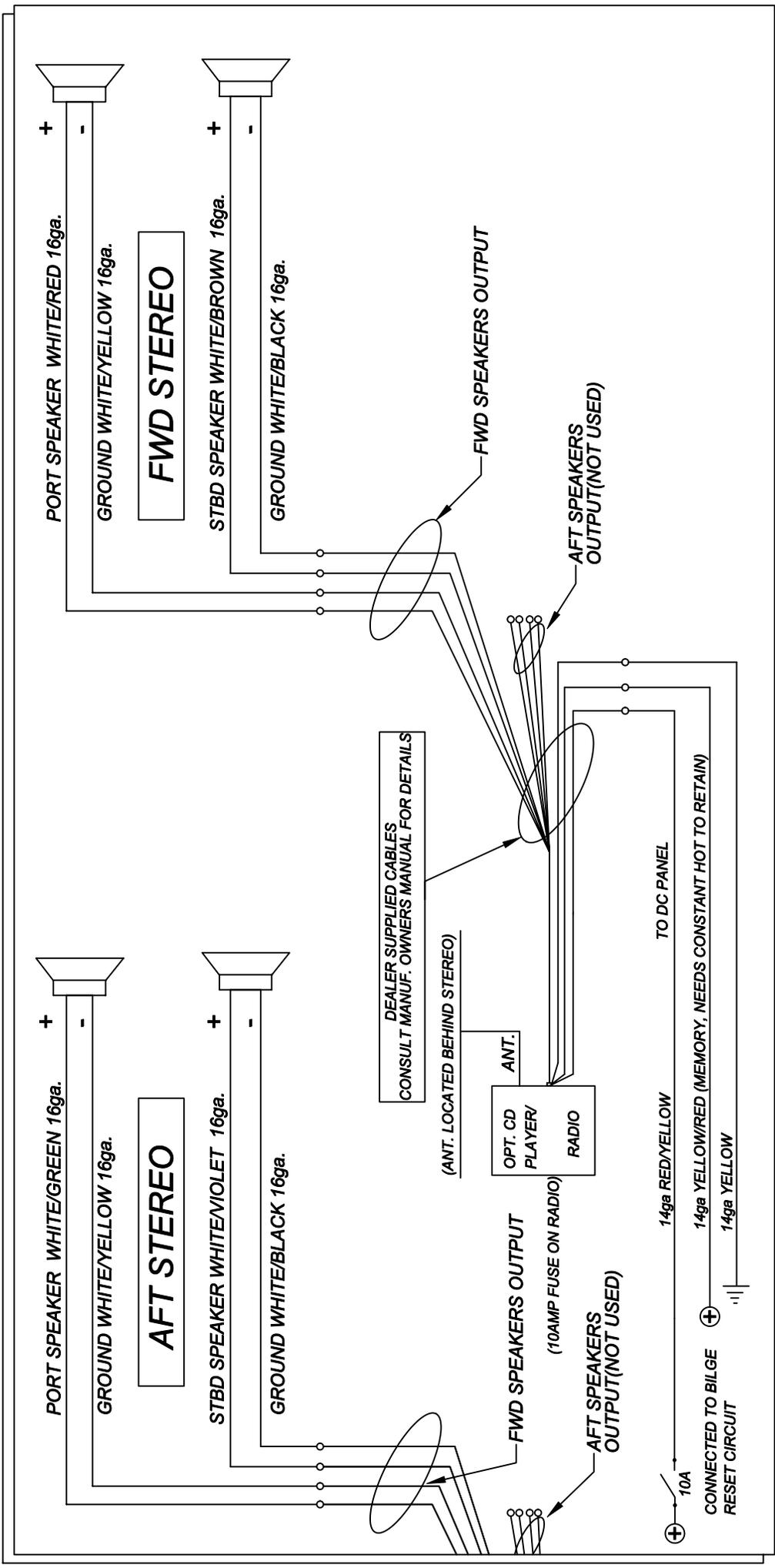
- | | |
|--------------------------------|---------------------------|
| 1. CABLE / PHONE INLET | 7. 120V OUTLET |
| 2. COAX CABLE | 8. LEFT CHANNEL SPEAKER |
| 3. FLAT SCREEN MONITOR | 9. CENTER CHANNEL SPEAKER |
| 4. SUB-WOOFER | 10. RIGHT CHANNEL SPEAKER |
| 5. BOSE LIFESTYLE 28 | 11. REAR CHANNEL SPEAKER |
| 6. SPLITTER TO OPTIONAL FWD TV | |



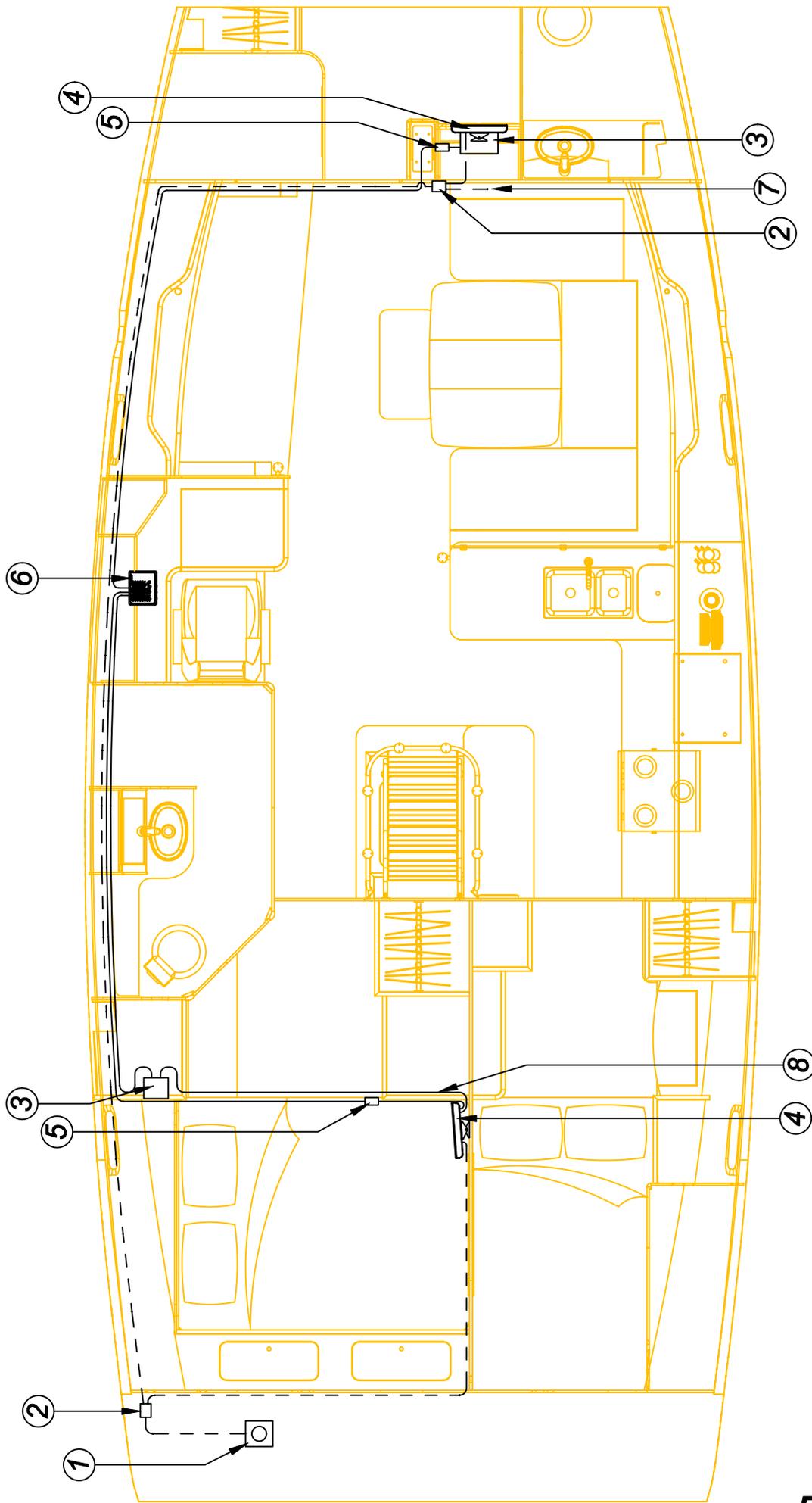
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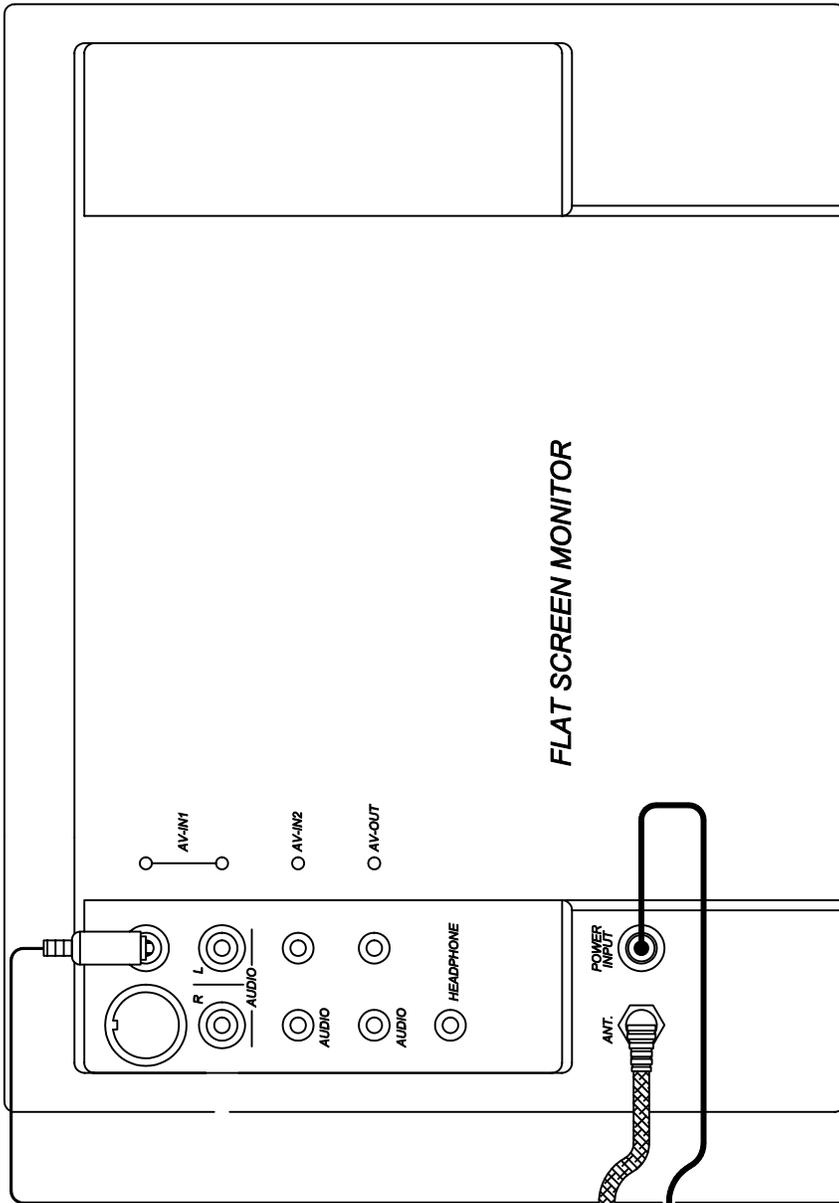
NOTE:
 THE FWD AND THE AFT STEREO'S ARE WIRED THE SAME. THE ONLY DIFFERENCE IS THE COLOR OF THE POSITIVE SPEAKER LEAD.



- ① CABLE/PHONE INLET
- ② CABLE SPLITTER
- ③ DVD PLAYER
- ④ FLAT SCREEN MONITOR
- ⑤ INVERTER
- ⑥ DC MAIN PANEL
- ⑦ TO MAIN TV
- ⑧ PATCH CORD

--- COAX CABLE
 — POWER LEADS

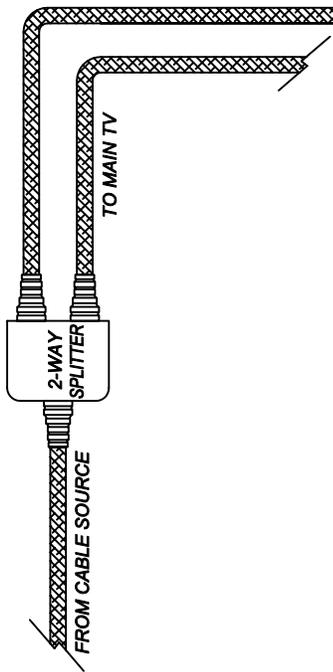
OPTIONAL FWD/AFT TV/DVD LAYOUT



FLAT SCREEN MONITOR

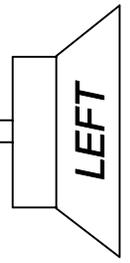
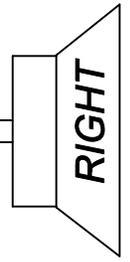


DVD PLAYER

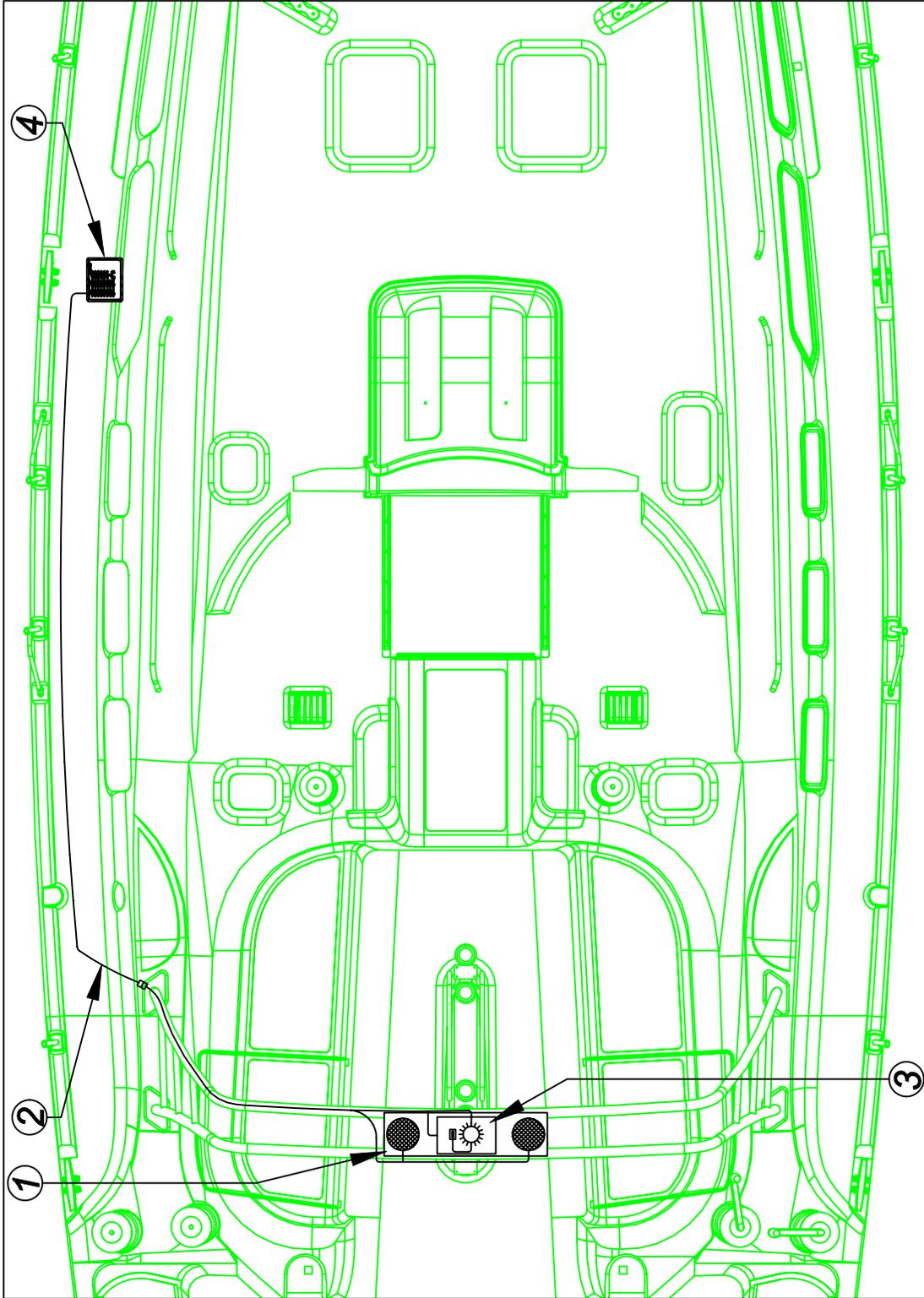


AC ADAPTER

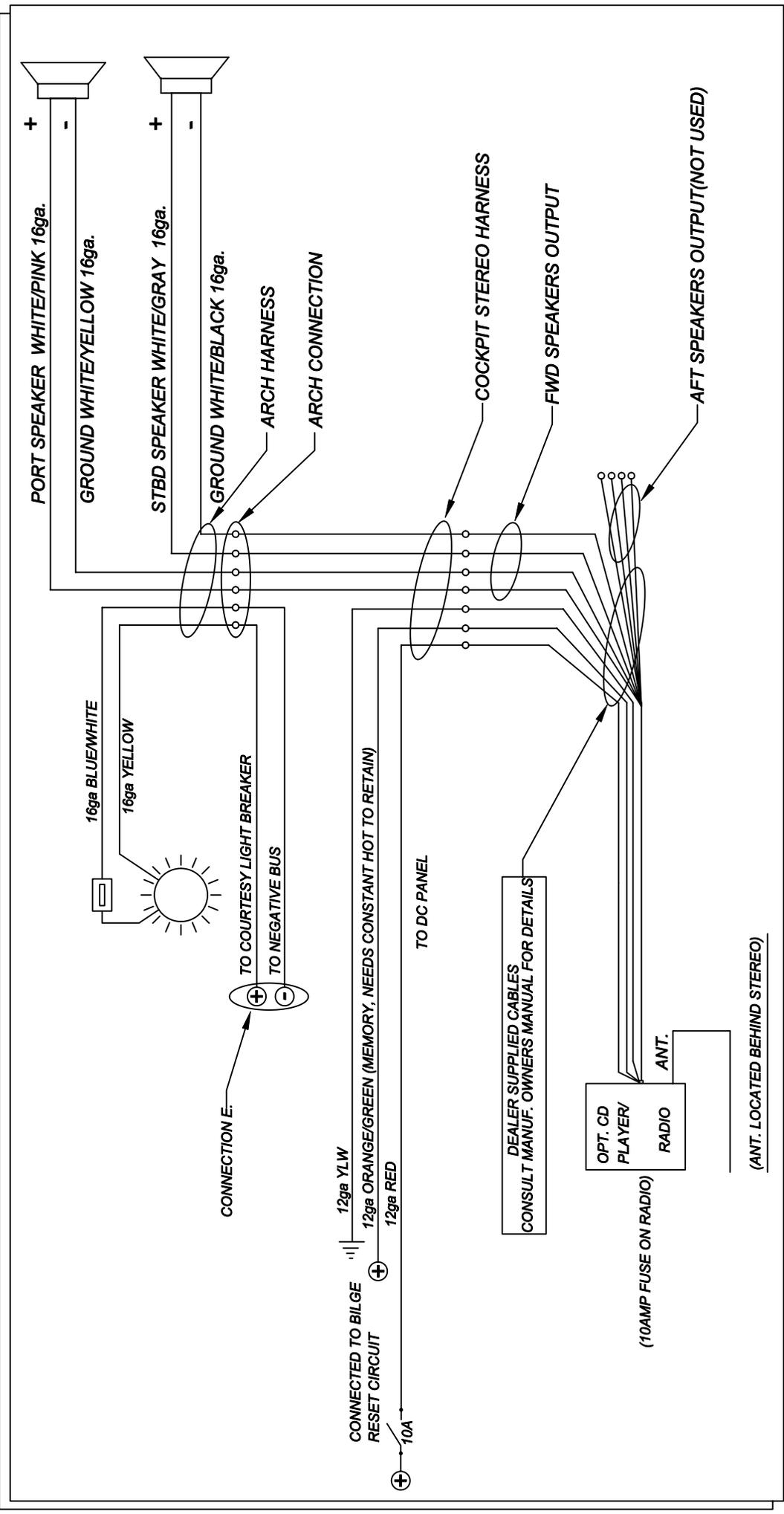
120V OUTLET

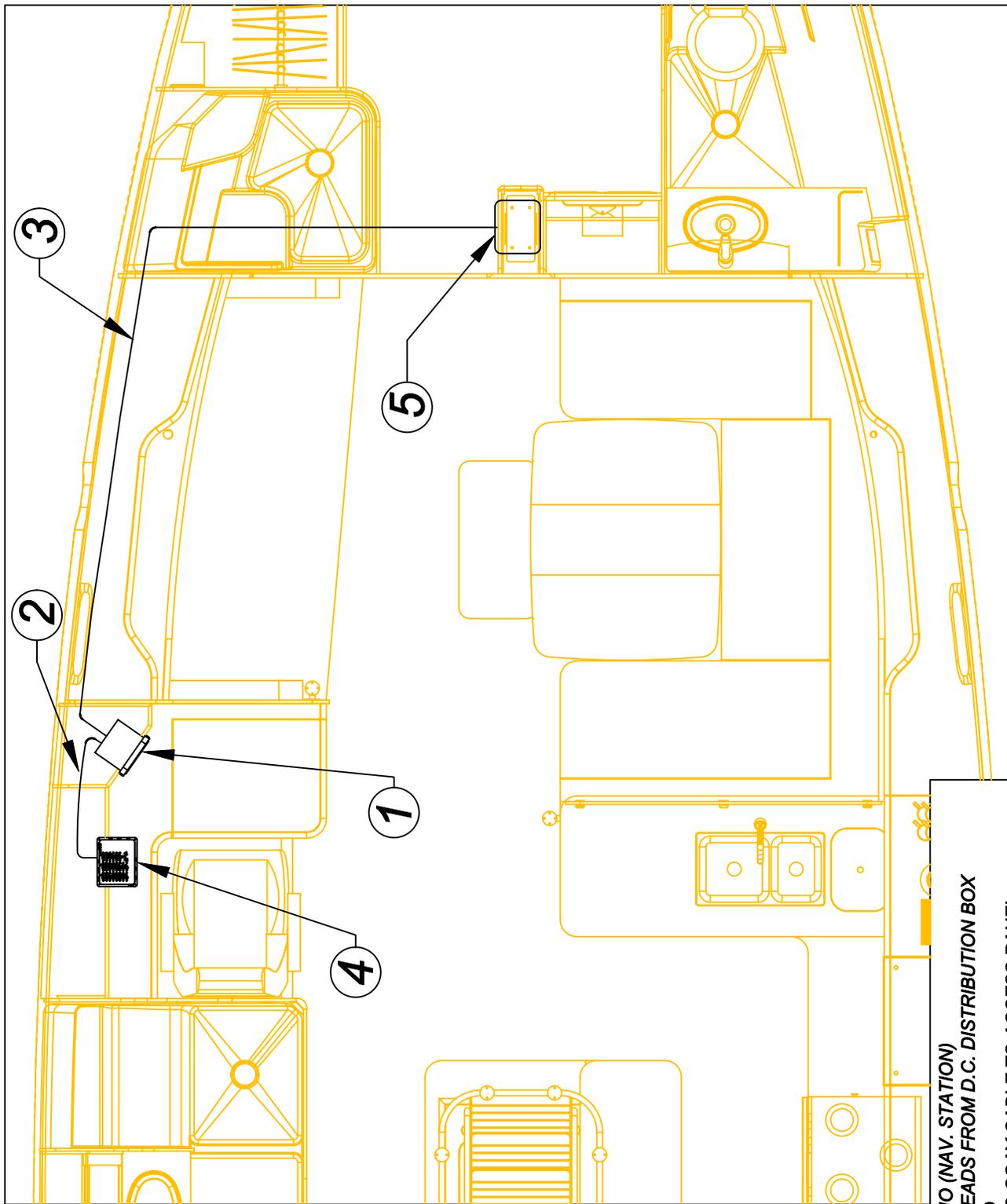


PLEASE CONTACT HUNTER MARINE CORPORATION FOR ANY INFORMATION REGARDING THIS PRODUCT.
HUNTER
 DRAWING TITLE: **OPTIONAL FWD/AFT TV/DVD SCHEMATIC**
 DRAWING NO: 488064E-6 REVISION NO: None
 DRAWN BY: ENG DATE: 03/01/06



- ① SPEAKER POD W/LIGHT (MOUNTED ON ARCH)
- ② POWER LEADS
- ③ STEREO CD PLAYER
- ④ D.C. DISTRIBUTION BOX





1. V.H.F RADIO (NAV. STATION)
2. POWER LEADS FROM D.C. DISTRIBUTION BOX TO RADIO
3. VHF RADIO COAX CABLE TO ACCESS PANEL
4. LOCATION OF D.C. DISTRIBUTION BOX
5. COAX CABLE @ MAST STEP HEADLINER ACCESS PLATE

COAX CABLE RUNS THROUGH THE HEADLINER

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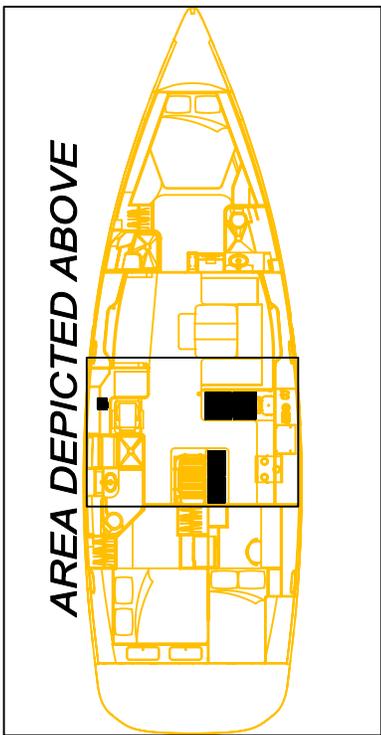
VHF RADIO WIRE RUNS LAYOUT

DRAWING NO.	488064F	REVISION NO.	None
DRAWN BY:	ENG	DATE:	03/01/06

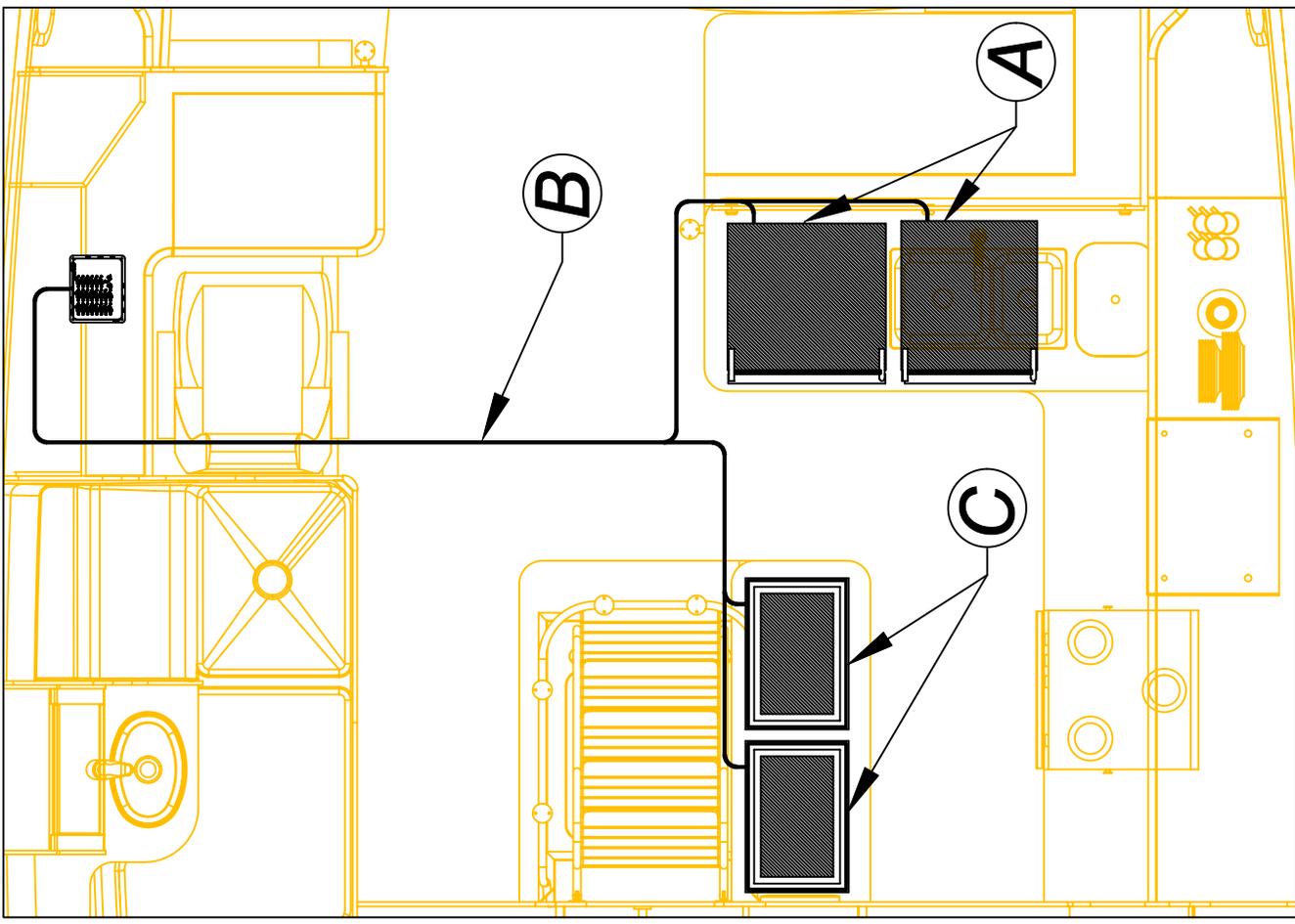
HUNTER

- A REFRIGERATOR
- B POWER RUN TO D.C. DISTRIBUTION BOX
- C TOP LOAD FREEZER

NOTE: CONSULT PRODUCT MANUAL FOR OPERATING THE REFRIGERATOR AND FREEZER UNITS.



AREA DEPICTED ABOVE



SECTION 64H... OPTIONAL WINDLASS SYSTEM

BASIC OPERATING INSTRUCTIONS:

LOWERING ANCHOR....

- ① TURN ON HOUSE BATTERY SWITCH AT NAV. STATION.
- ③ ENSURE THE RESET BREAKER @ BATTERY SWITCH PANEL IS "SET"
- ④ PUSH WINDLASS "DOWN" BUTTON AT ANCHOR WELL LOCKER.

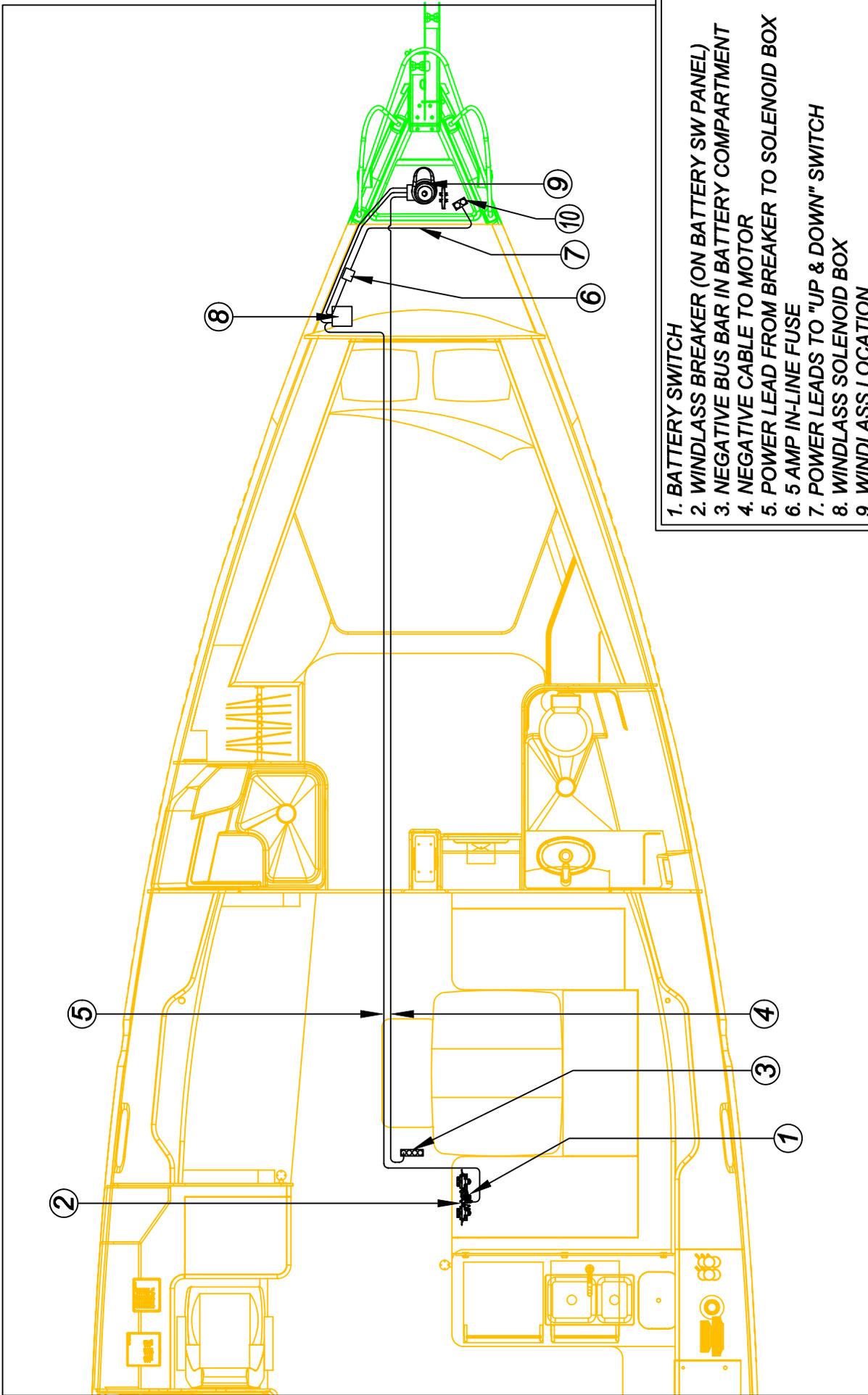
NOTE: "BUMP" SWITCH UNTIL ANCHOR CLEARS ANCHOR ROLLER AND HULL BEFORE LETTING ANCHOR DOWN FREELY.

RAISING ANCHOR....

- ① START BOAT ENGINE, THIS WILL ALLOW CONTROL OF BOAT WHEN ANCHOR BECOMES FREE, AS WELL AS REDUCING LOAD ON BATTERY
- ② SAME AS STEP #1 OF LOWERING ANCHOR
- ③ SAME AS STEP #2 OF LOWERING ANCHOR
- ④ PUSH WINDLASS "UP" BUTTON (LOCATED-NEXT TO "DOWN BUTTON" BEING CAREFUL AS THE ANCHOR APPROACHES THE HULL AND ANCHOR ROLLER) UNTIL THE ANCHOR RESTS IN THE STEMHEAD PROPERLY.

NOTE: IF IT APPEARS THERE IS NO POWER TO THE WINDLASS, CHECK RESET BRKR. AT THE NAV. STATION.
IF WINDLASS BECOMES INOPERABLE ELECTRICALLY, A MANUAL WINCH HANDLE IS SUPPLIED. SEE THE "WINDLASS MANUAL" SUPPLIED IN YOUR OWNERS MANUAL PACKAGE FOR INSTRUCTIONS.





1. BATTERY SWITCH
2. WINDLASS BREAKER (ON BATTERY SW PANEL)
3. NEGATIVE BUS BAR IN BATTERY COMPARTMENT
4. NEGATIVE CABLE TO MOTOR
5. POWER LEAD FROM BREAKER TO SOLENOID BOX
6. 5 AMP IN-LINE FUSE
7. POWER LEADS TO "UP & DOWN" SWITCH
8. WINDLASS SOLENOID BOX
9. WINDLASS LOCATION
10. WINDLASS "UP & DOWN" CONTROLS

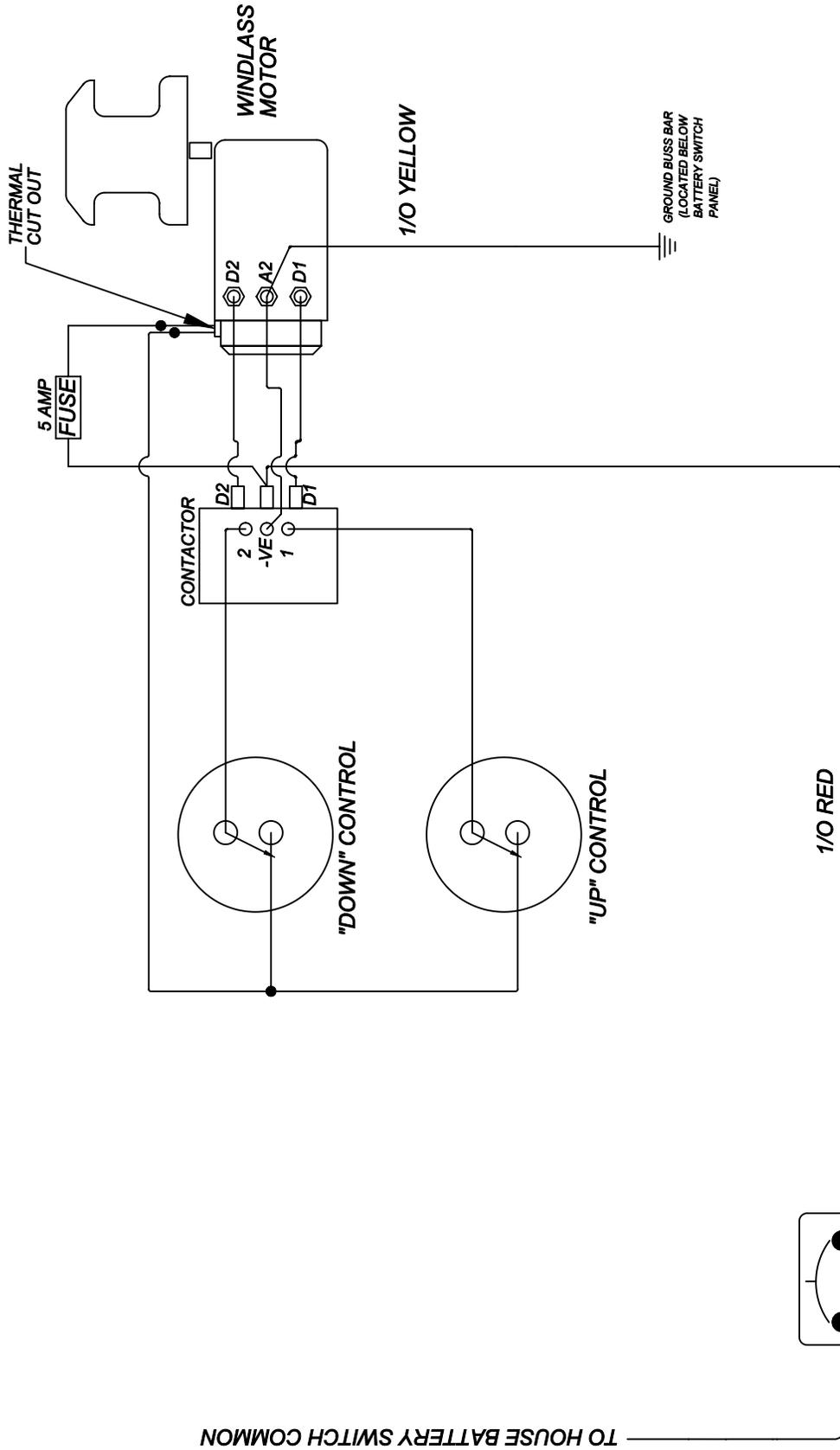
NOTE: SEE FOLLOWING PAGE FOR SCHEMATIC AND WIRE SPECS

DRAWING TITLE: [View document details information for which HUNTER MARINE CORP. has proprietary rights.](#)

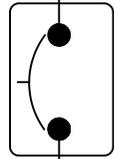
OPTIONAL WINDLASS LAYOUT

DRAWING NO. 488063H-2	REVISION NO. None
DESIGNER: ENG	DATE: 03/01/06

HUNTER



TO HOUSE BATTERY SWITCH COMMON



**WINDLASS
RESET**
LOCATED ON
BATTERY SWITCH PANEL

1/0 RED

1/0 YELLOW

GROUND BUSS BAR
(LOCATED BELOW
BATTERY SWITCH
PANEL)

THERMAL
CUT OUT

5 AMP
FUSE

CONTACTOR

WINDLASS
MOTOR

"DOWN" CONTROL

"UP" CONTROL

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HUNTER

WINDLASS WIRING SCHEMATIC	
DRAWING NO. 488064H-3	REVISION NO. NONE
ENGINEER: ENG	DATE: 03/07/06

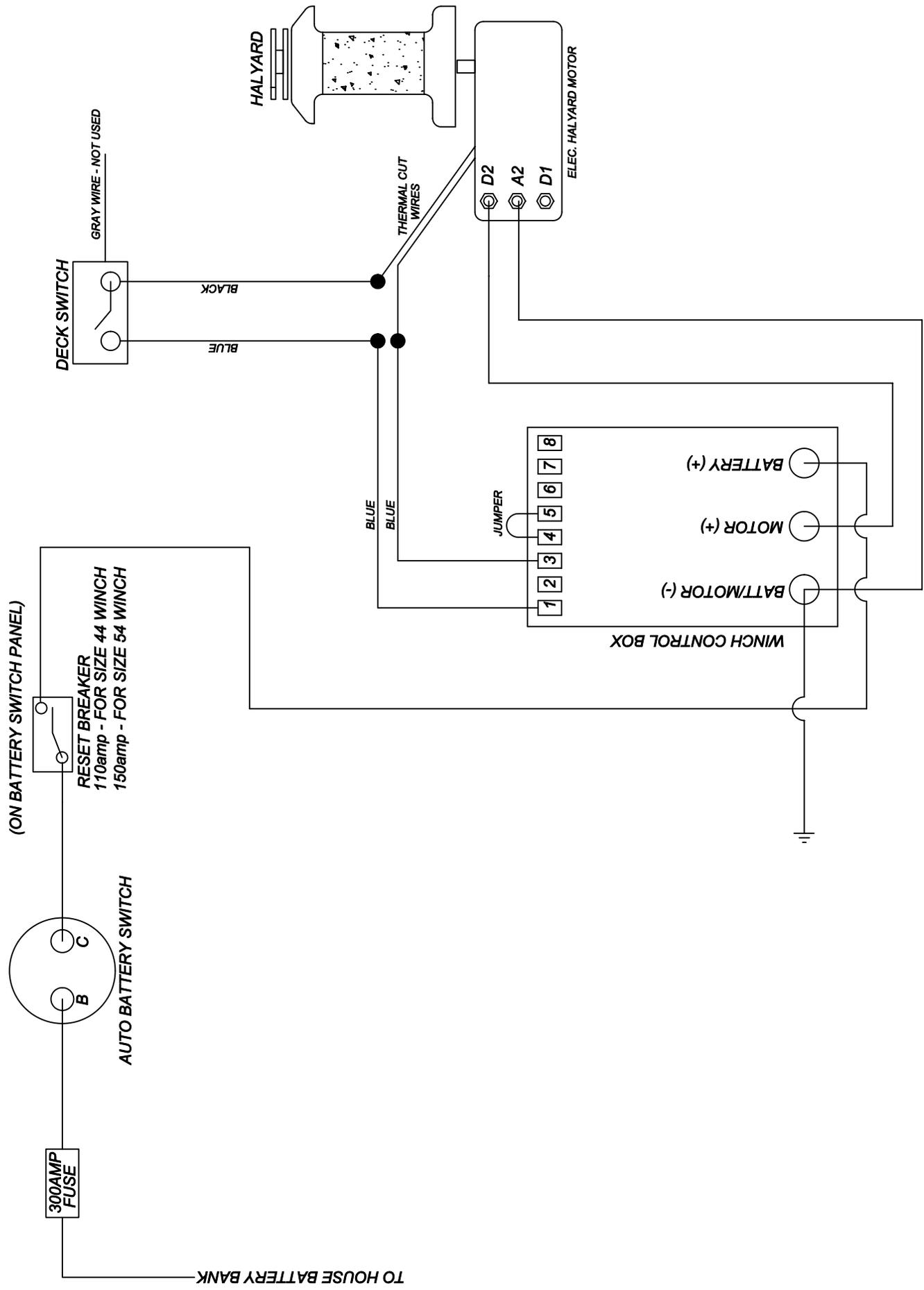
SECTION 64I...OPTIONAL ELEC. HALYARD SYSTEM

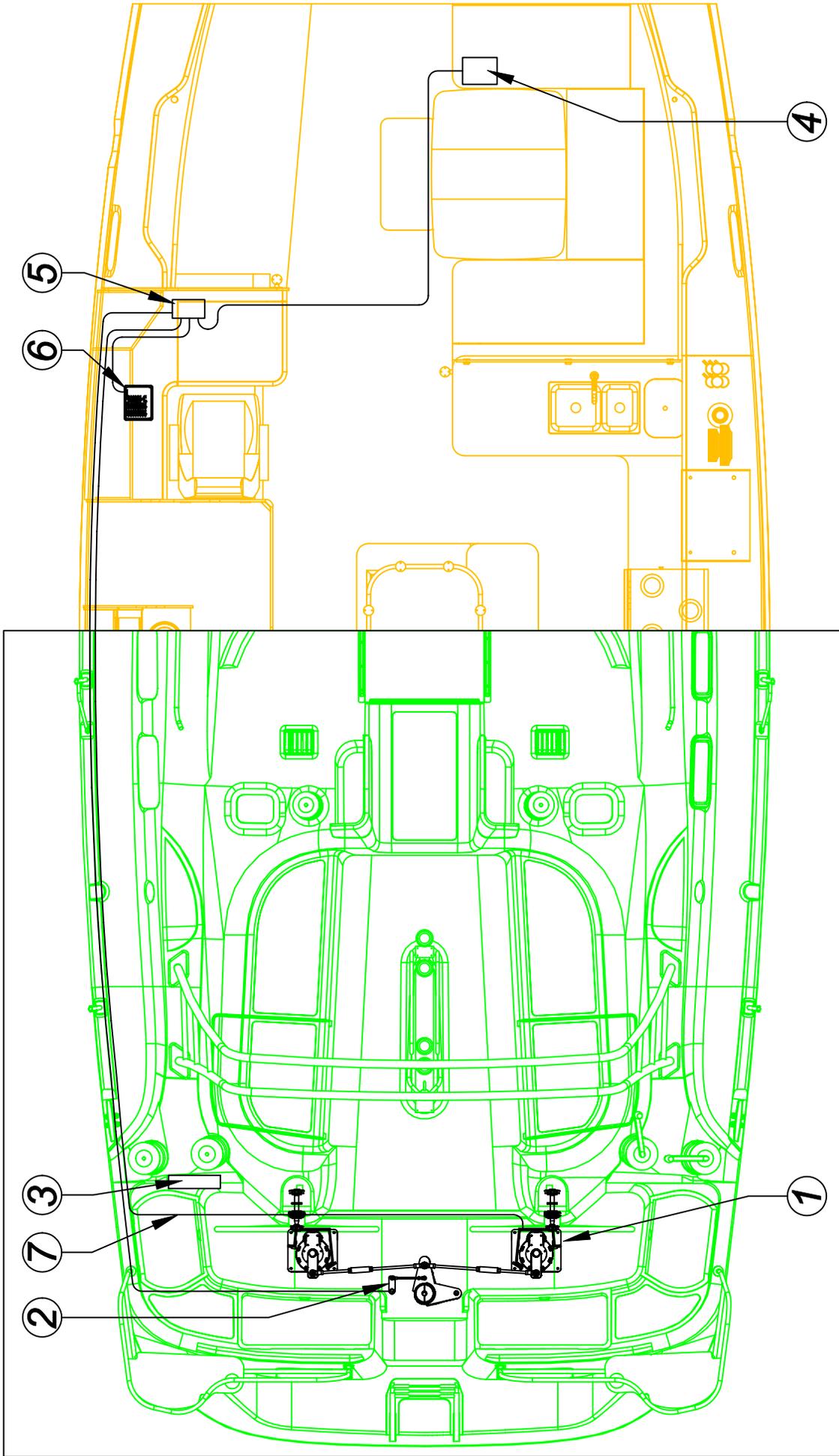
BASIC OPERATING INSTRUCTIONS:

- ① TURN THE HOUSE BATTERY SELECTOR SWITCH TO THE "ON" POSITION.
- ② HALYARD SWITCH ON DECK SHOULD NOW OPERATE WINCH

NOTE: IF IT APPEARS THERE IS NO POWER TO THE WINCH, CHECK RESET BRKR. ON BATTERY SWITCH PANEL.
IF WINCH BECOMES INOPERABLE ELECTRICALLY, A MANUAL WINCH HANDLE IS SUPPLIED, SEE THE "WINCH MANUAL" SUPPLIED IN YOUR OWNERS MANUAL PACKAGE FOR INSTRUCTIONS.







BOXED AREA DEPICTS ABOVE DECK AREA

- 1. LEWMAR DRIVE UNIT (MOUNTED UNDER STEERING GEAR BOX)
- 2. RUDDER REFERENCE
- 3. AUTOPILOT DISPLAY (IN STEERING PEDESTAL)
- 4. FLUX GATE COMPASS (UNDER STRBD MAIN BUNK)
- 5. AUTOPILOT COURSE COMPUTER
- 6. DC DISTRIBUTION BOX
- 7. MOTOR CONTROL LEAD

SEE AUTOPILOT MANUAL FOR FURTHER DETAILS

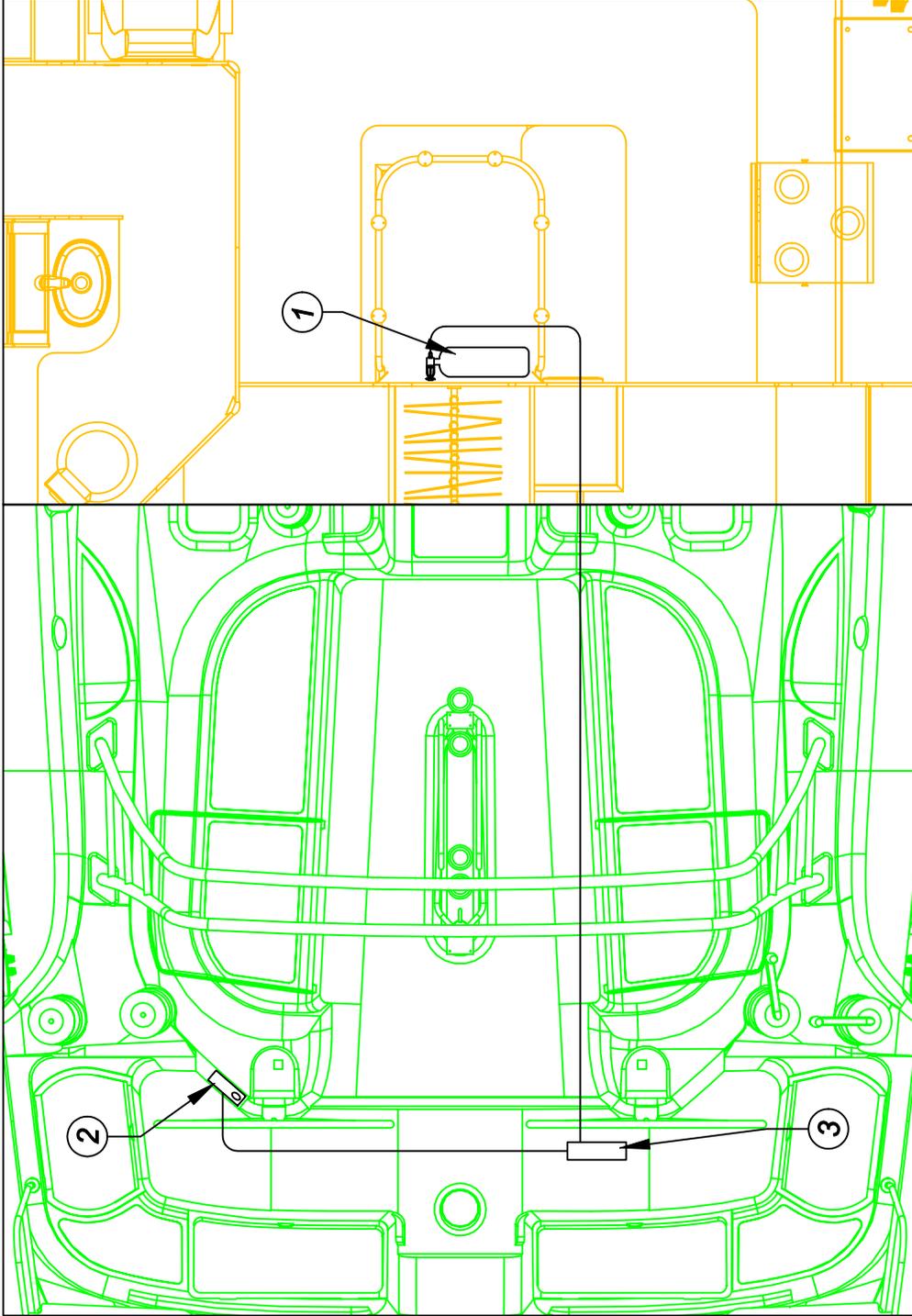
DRAWING TITLE: OPTIONAL AUTOPILOT LAYOUT

DRAWING NO.: 488064J REVISION NO.: None

DRAWN BY: ENG DATE: 03/01/06



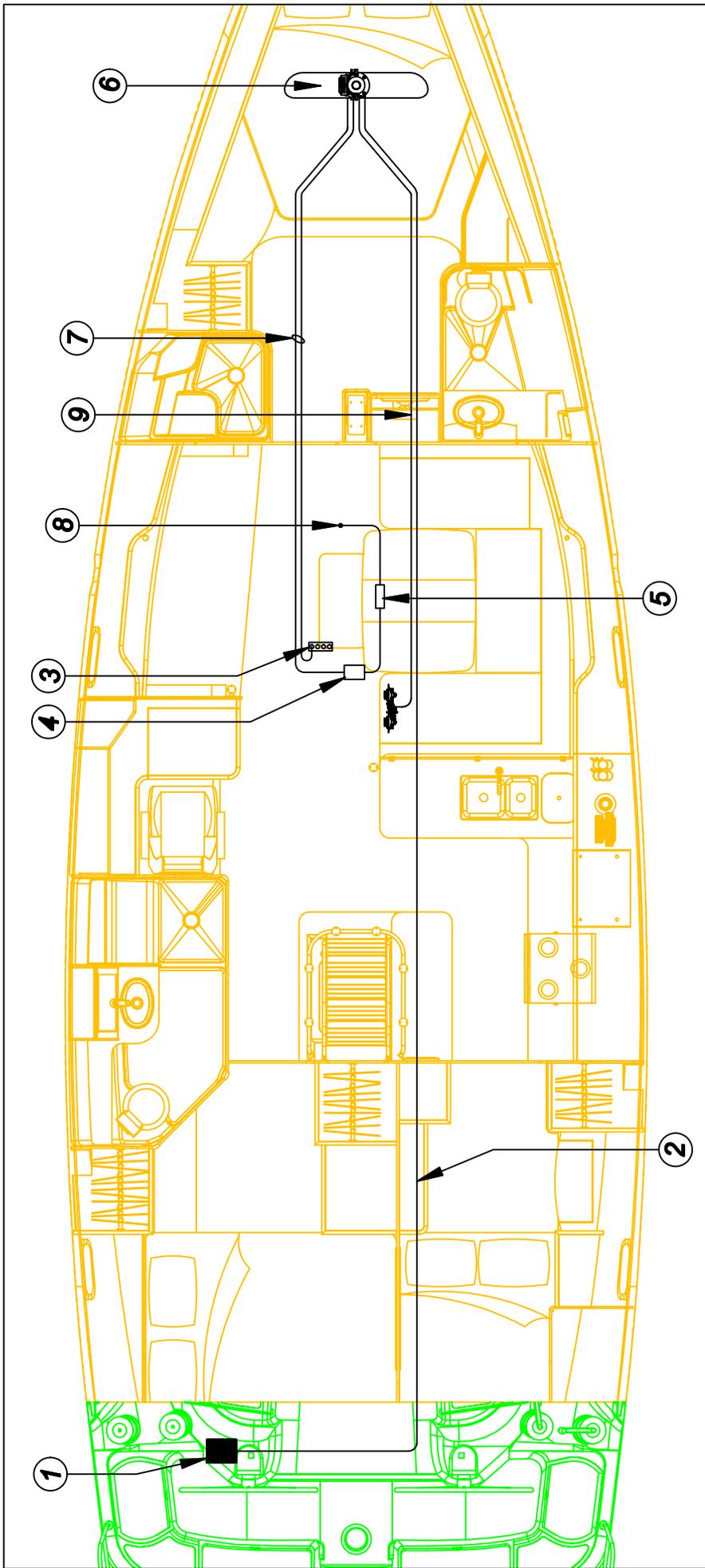
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- ① AUTOMATIC FIRE EXTINGUISHER
(LOCATED IN ENGINE BOX)
- ② ENGINE PANAL W/DISPLAY
- ③ ENGINE INTERRUPT CONTROL BOX



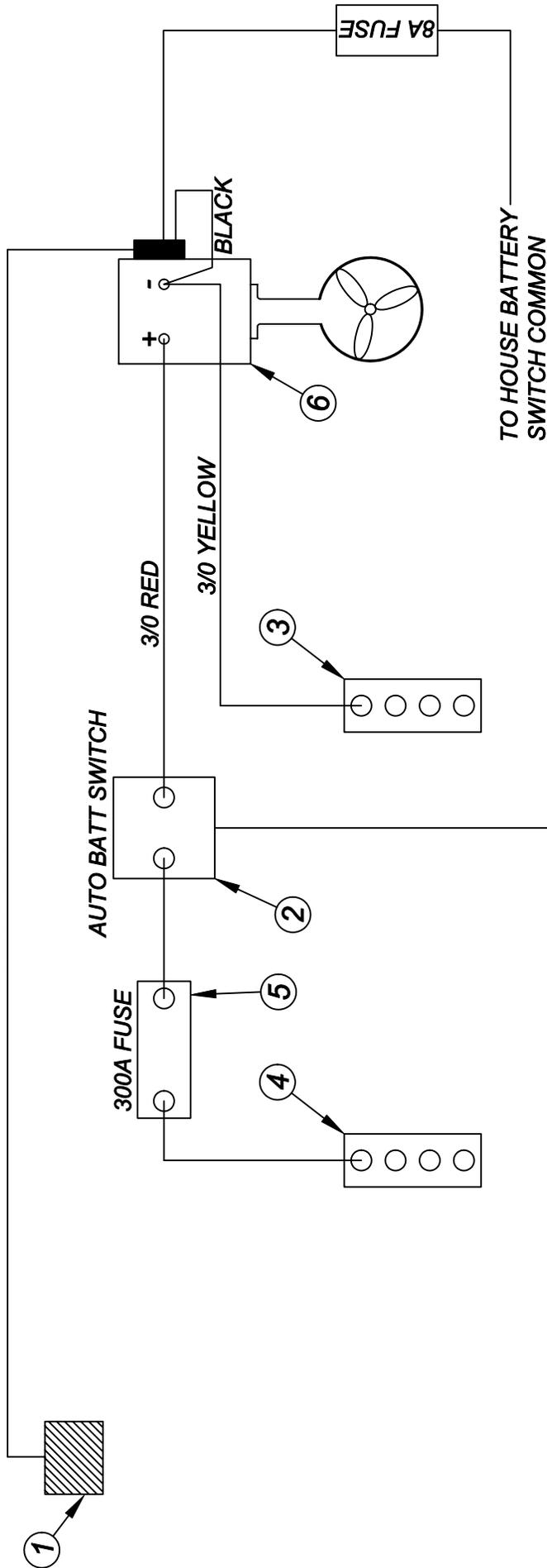
ENLARGEMENT OF BOXED AREA



- 1. BOW THRUSTER REMOTE CONTROL LOCATION (ON COCKPIT CONSOLE)
- 2. REMOTE WIRE RUNS (6 WIRE CABLE)
- 3. NEGATIVE BUS BAR
- 4. ELECTRIC BATTERY SWITCH
- 5. 500 AMP FUSE
- 6. BOW THRUSTER
- 7. BOW THRUSTER MOTOR CABLES
- 8. TO HOUSE BATTERY BANK
- 9. THRUSTER CONTROL BOX POWER LEAD

- IMPORTANT NOTES:**
- 1. SEE PAGE 63L-2 FOR MORE DETAILS AND A SCHEMATIC FOR THE OPTIONAL BOW THRUSTER AND ITS COMPONENTS.
 - 2. SEE BOW THRUSTER OWNERS MAUNAL FOR GUIDELINES, INSTRUCTIONS AND MAINTENANCE. (EX: OIL FILL RESERVOIR AND BATTERY STATUS WHEN NOT IN USE.)

6 Wire Control Cable



TO MAIN BATTERY PANEL.
NOTE: SEE BATTERY SWITCH PANEL SCHEMATIC FOR MORE DETAIL.

1. BOW THRUSTER REMOTE CONTROL BOX (LOCATED @ COCKPIT CONSOLE)
2. AUTO BATTERY SWITCH
3. MAIN NEGATIVE BUS BAR
4. MAIN HOUSE POSITIVE BUS
5. 300 amp IN-LINE FUSE
6. 12 VOLT BOW THRUSTER MOTOR

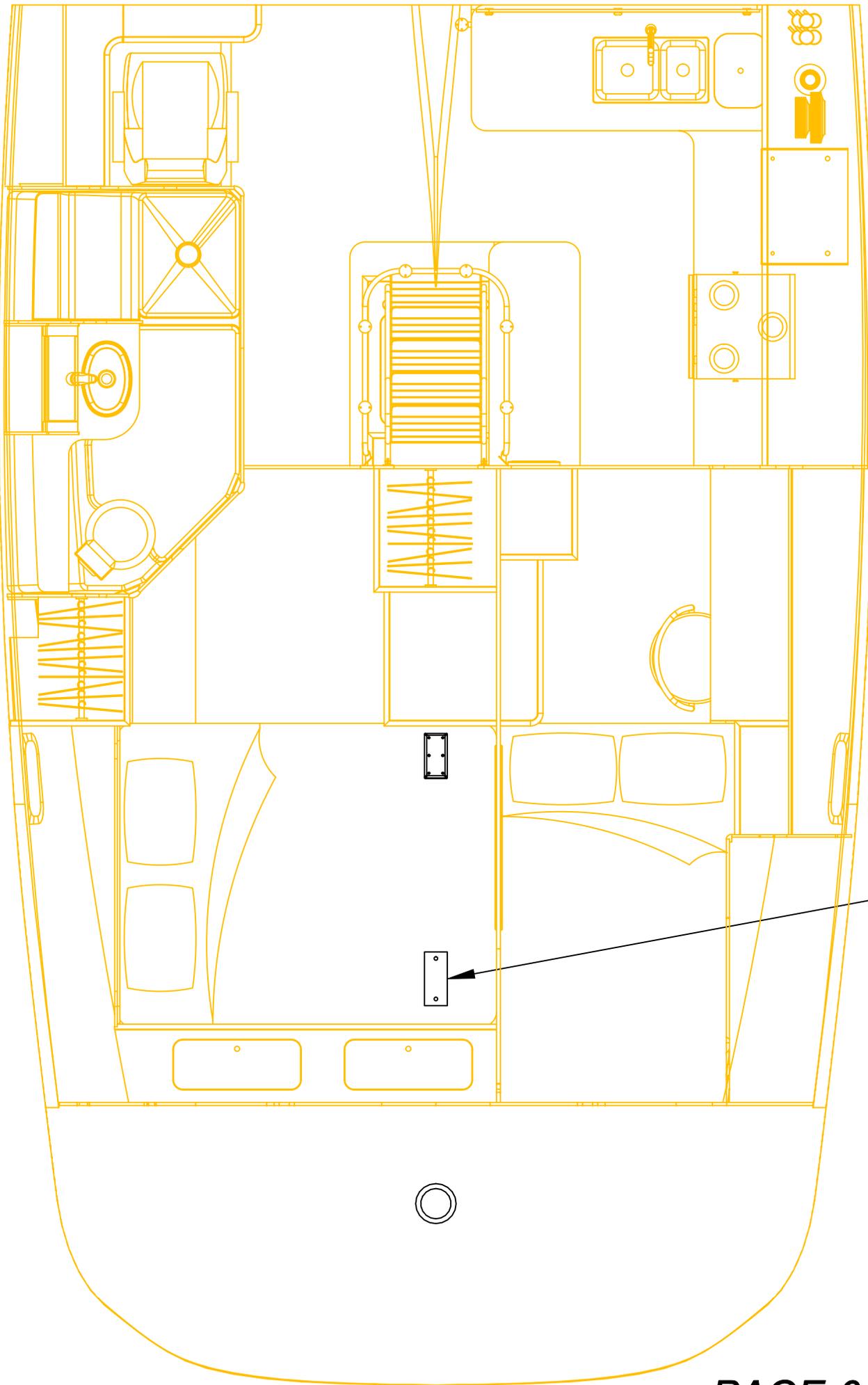
OPTIONAL BOW THRUSTER SCHEMATIC

DRAWING NO. 4868064L-2
REVISION NO. None
DATE: 03/01/06
ENGINEER: ENG

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DYNAPLATE GROUNDING PLATE INSTALLED
BETWEEN STRUT AND RUDDER

PLEASE CONTACT HUNTER MARINE CORPORATION FOR MORE INFORMATION ON THIS PRODUCT.

OPTIONAL DYNAPLATE GROUND LAYOUT

<small>DRAWING NO.</small>	<small>REVISION NO.</small>	<small>DATE</small>
488064M	None	03/01/06
<small>DESIGNED BY</small>	<small>ENGINEER</small>	
	ENG	



MASTER ELECTRICAL AMPERAGE DATA

12V.D.C. SYSTEM	
CIRCUIT/BREAKER	AMPERAGE
D.C. MAIN	75amp
PANEL LIGHTS	5amp
CABIN LIGHTS	30amp
COURTESY LIGHTS	10amp
TANK INDICATOR	5amp
WATER PRESSURE	15amp
SHOWER SUMP	15amp
MACERATOR	20amp
FREEZER	15amp
ENTERTAINMENT	40amp
REFRIGERATION	15amp
L.P. GAS	5amp
WINDLASS (SWITCH)	5amp
INSTRUMENTS	5amp
G.P.S.	5amp
V.H.F.	10amp
AUTO-PILOT	25 amp
ANCHOR LIGHT	5amp
STEAMING LIGHT	5amp
DECK LIGHT	10amp
RUNNING LIGHTS	10amp
COMPASS (TIES TO RUN. LIGHTS)	
HOUSE BATTERY CABLES	300amp
ENGINE STARTER CABLE	150amp
WINDLASS (MOTOR) CABLE	110 amp

120/240V.A.C. SYSTEM	
SHORE POWER A.C. MAIN	50 amp
OUTLETS	15amp
MICROWAVE OVEN	15amp
BATTERY CHARGER	15amp
INVERTER	30amp
WATER HEATER	10amp
AIR CONDITIONING, FWD	10amp
AIR CONDITIONING, MID	15amp
AIR CONDITIONING, AFT	10amp
AIR COND. RELAY PUMP	5amp

230V.A.C. SYSTEM (ON SELECT OVERSEAS MODELS ONLY)	
SHORE POWER A.C. MAIN/S	32 amp
OUTLETS	10amp
MICROWAVE OVEN	10amp
WATER HEATER	10amp
BATTERY CHARGER	10amp
INVERTER	15amp
AIR CONDITIONING, FWD	10amp
AIR CONDITIONING, MID	15amp
AIR CONDITIONING, AFT	10amp
AIR COND. RELAY PUMP	5amp

MASTER ELECTRICAL WIRING/CABLE DATA

DESCRIPTION	WIRE SIZE	WIRE COLOR
LPG SWITCH/POWER	16 gauge	ORANGE/RED
TANK DISPLAY	16 gauge	RED/ORANGE
FUEL SENDER	16 gauge	PINK,ORANGE/WHITE
NEGATIVE	16 gauge	YELLOW
FWD WATER SENDER	16 gauge	ORANGE/BLUE, PINK/BLACK
NEGATIVE	16 gauge	YELLOW
WATER PUMP	12 gauge	BROWN
NEGATIVE	12 gauge	YELLOW
VACCU FLUSH	10 gauge	BROWN/PINK
NEGATIVE	16 gauge	YELLOW
AFT WASTE SENDER	16 gauge	ORANGE/GREEN, PINK/GRAY
NEGATIVE	16 gauge	YELLOW
AFT SUMP PUMP	12 gauge	BROWN/BLACK
NEGATIVE	12 gauge	YELLOW
FWD MACERATOR	10 gauge	BROWN/WHITE
NEGATIVE	16 gauge	YELLOW
VHF	16 gauge	RED/WHITE
NEGATIVE	16 gauge	YELLOW
COURTESY LIGHTS	16 gauge	BLUE/WHITE
NEGATIVE	16 gauge	YELLOW
CABIN LIGHTS	10-14 gauge	BLUE
NEGATIVE	16 gauge	YELLOW
PORT FWD SPEAKERS	16 gauge	WHITE/RED
STBD FWD SPEAKERS	16 gauge	WHITE/BROWN
PORT AFT SPEAKER	16 gauge	WHITE/GREEN
STBD AFT SPEAKER	16 gauge	WHITE/VIOLET
PORT ARCH SPEAKER	16 gauge	WHITE/PINK
PORT NEGATIVE	16 gauge	WHITE/YELLOW
STBD ARCH SPEAKER	16 gauge	WHITE/GRAY
STBD NEGATIVE	16 gauge	WHITE/BLACK
COMPASS BOW LIGHT	16 gauge	GRAY/WHITE
STERN LIGHT	16 gauge	GRAY/YELLOW
NEGATIVE	16 gauge	YELLOW
MAST LIGHT	16 gauge	GRAY
STEAMING LIGHT	16 gauge	GRAY/GREEN
ANCHOR LIGHT	16 gauge	GRAY/RED
HOUSE BATTERY	2/O	RED
NEGATIVE	2/O	YELLOW
AC/DC PANEL	6 gauge	ORANGE/RED
NEGATIVE	6 gauge	YELLOW
ENGINE	2 gauge	RED
HALYARD	2 gauge	YELLOW
T.V.	10 gauge	RED
NEGATIVE	10 gauge	YELLOW
REFRIGERATION	10 gauge	RED/BLACK
FREEZER	10 gauge	RED/WHITE
NEGATIVE	10 gauge	YELLOW
STEREO/DVD	12 gauge	ORANGE/GREEN
STEREO POWER	12 gauge	RED
NEGATIVE	12 gauge	YELLOW
INVERTER GROUND	4 gauge	GREEN/YELLOW
WINDLASS SWITCH	16 gauge	TAN
MANUAL BILGE	12 gauge	BROWN/RED
AUTO BILGE	12 gauge	BROWN/ORANGE
NEGATIVE	12 gauge	YELLOW
AFT SUMP PUMP	12 gauge	BROWN/BLACK
FWD SUMP PUMP	12 gauge	BROWN/YELLOW
AUTO PILOT	8 gauge	RED
NEGATIVE	8 gauge	YELLOW
CHAINPLATE GROUND	4 gauge	GREEN/YELLOW
BATTERY CHARGER # 1	8 gauge	ORANGE/RED
BATTERY CHARGER # 2	8 gauge	ORANGE/GREEN

120/240V.A.C. (230V. OVERSEAS MODELS) SYSTEM TROUBLESHOOTING GUIDE

COMPONENT	SYMPTOM	POSSIBLE SOLUTIONS
SHORE POWER	NO POWER TO PANEL	SEE "POWER SYSTEM OPERATIONS" PAGE 63A-2 CHECK DOCKSIDE BREAKER AND/OR BREAKER #1 LOCATED IN AFT CABIN OR COCKPIT LOCKER. CHECK "RESETS" ON (OPT.) INVERTER (SEE "INVERTER MAN.")
OUTLETS	NO POWER	SEE "POWER SYSTEM OPERATIONS" PAGE 63A-2 IS OUTLET BREAKER/S ON? CHECK RESET ON G.F.I. OUTLETS AT GALLEY & AT NAV. STATION. CHECK RESETS ON (OPT.) INVERTER (SEE "INVERTER MAN.")
MICROWAVE	NO POWER	IS BREAKER ON? SEE "POWER SYSTEM OPERATIONS" PAGE 63A-2 IS MICROWAVE ON? SEE "MICRO MANUAL"
WATER HEATER	NO POWER WON'T HEAT WATER WATER TOO COLD/HOT	IS BREAKER ON? SEE "POWER SYSTEM OPERATIONS" PAGE 63A-2 CHECK "RESET" ON HEATER SEE "WATER HEATER MANUAL" FOR LOCATION. SEE "WATER HEATER MANUAL" FOR THERMOSTAT ADJUSTMENT AND/OR ELEMENT REPLACEMENT, SEEK QUALIFIED PERSONELL.
BATTERY CHARGER (STANDARD)	NOT CHARGING BATTERY/S	IS SHORE POWER "A" ON IS BATT. CHARGER BREAKER ON? IS RESET TRIPPED ON HOUSE BATTERY ON/OFF PANEL ARE BATTERY CONNECTIONS GOOD?
INVERTER/BATT. CHARGER (OPTIONAL) (IN INVERTER MODE)	INV. NOT SUPPLYING A.C.POWER INV. ON BUT UNABLE TO OPERATE DESIRED APPLIANCE/S	IS INVERTER REMOTE SWITCH AT NAV STATION ON? IS DESIRED APPLIANCE BREAKER ON? IS BATTERY VOLTAGE LOW? SEE VOLTAGE DISPLAY ON INVERTER REMOTE PANEL, ARE YOU ASKING THE INVERTER TO POWER MORE THAN IT IS CAPABLE? SEE "INVERTER MANUAL" FOR INFORMATION REGARDING POWER OUTPUT CAPABILITIES. CHECK "RESETS ON (OPT.) INVERTER (SEE "INVERTER MAN.")
INVERTER/BATT. CHARGER (OPTIONAL) (IN CHARGING MODE)	NOT CHARGING BATTERY/S	IS SHORE POWER "A".ON? SEE "POWER SYSTEM OPERATIONS" PAGE 63A-2 IS BATTERY SELECTOR SWITCH IN "ON" POSITION? CHECK IN-LINE 300amp FUSE AT BATTERY ARE BATTERY CONNECTIONS GOOD? INVERTER REMOTE SWITCH SHOULD BE IN THE "OFF" POSITION. (THIS IS NECESSARY IN THE EVENT YOU "LOSE" SHORE POWER, THE INVERTER DOESN'T GO INTO INVERT MODE CAUSING BATT./S TO DRAIN IF YOU LEFT AN A.C. APPLIANCE ON..

120/240V.A.C. (230V. OVERSEAS MODELS) SYSTEM TROUBLESHOOTING GUIDE

CONT:

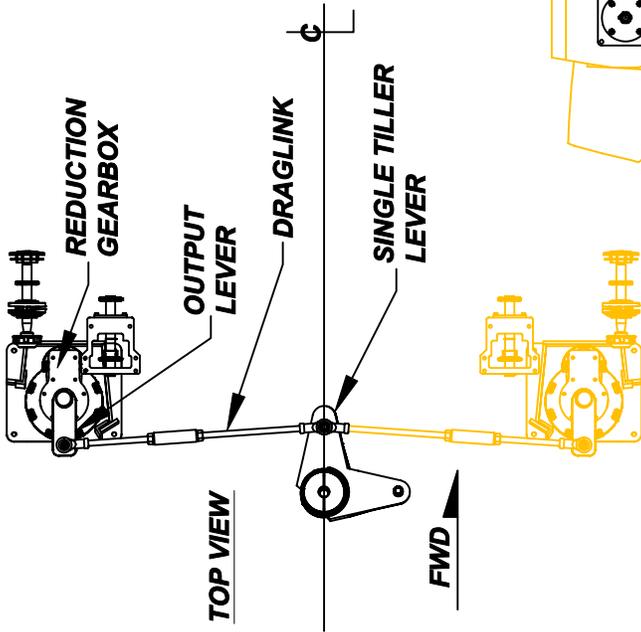
COMPONENT	SYMPTOM	POSSIBLE SOLUTIONS
AIR COND.	<p>WON'T TURN ON</p> <p>URNS ON THEN SHUTS DOWN</p> <p>OTHER</p>	<p>IS BREAKER ON? SEE "POWER SYSTEMS OPERATION" PAGE 63A-2 SEE " AIR CONDITIONER" MANUAL</p> <p>IS AIR COND. RAW WATER PICK UP SEACOCK OPEN? IF SO, IS WATER CIRCULATING? SEE PAGE 60 FOR AIR COND. DISCHARGE THRUHULL LOCATION, IF NOT IS AIR COND. PICKUP BEING RESTRICTED BY DEBRIS? IS DISCHARGE SEACOCK OPEN? SEE "AIR CONDITIONER" MANUAL</p>
GENERATOR	<p>NO POWER TO STARTER RUNNING, BUT NO POWER AT PANEL.</p> <p>WON'T START</p> <p>GEN. STARTS THEN SHUTS DOWN</p>	<p>IS START BATT. SELECTOR SWITCH ON? IS "GENERATOR" SELECTED ON CONTROL PANEL SEE GENERATOR MANUAL</p> <p>DID YOU FOLLOW PROPER STARTING PROCEDURE AS DESCRIBED IN THE "GENERATOR MANUAL"?</p> <p>DO YOU HAVE AN AMPLE AMOUNT OF DIESEL FUEL? REMEMBER THE GENERATOR FUEL PICKUP TUBE IS SHORTER THAN THE PICKUP TUBE FOR THE ENGINE, THIS PREVENTS GENERATOR FROM DRAINING TANK SINCE ENGINE POWER IS MORE IMPORTANT THAN GENERATOR POWER. REFER TO GENERATOR MANUAL FOR <u>POSSIBLE</u> FUSE OR RESET ON GENERATOR.</p> <p>IS RAW WATER PICKUP SEACOCK OPEN, OR OBSTRUCTED?</p>

12V.D.C. SYSTEM TROUBLESHOOTING GUIDE

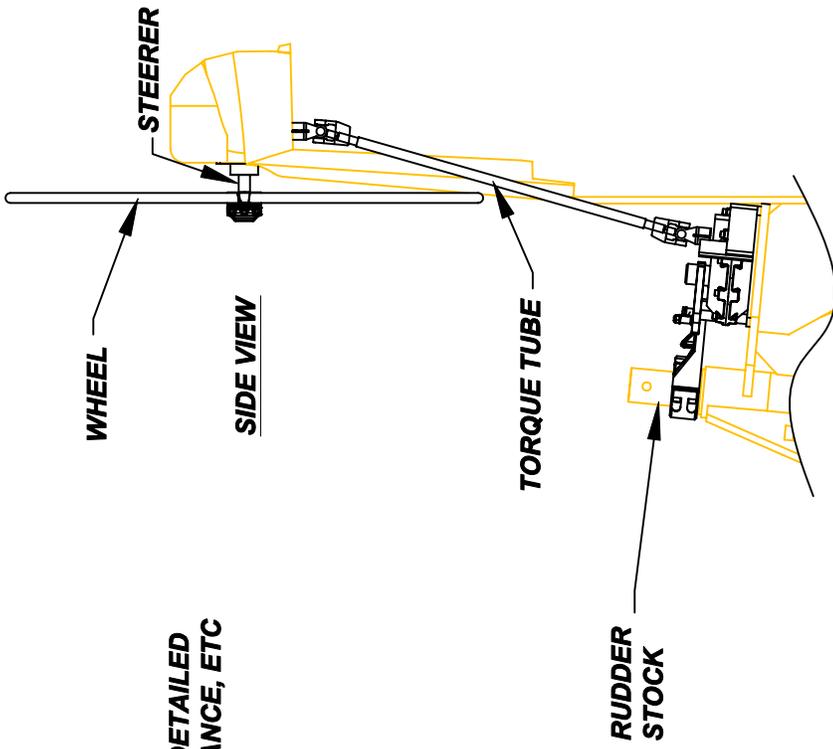
TO POWER D.C. PANEL:	TURN ON "D.C. MAIN" BREAKER ON BATTERY SWITCH PANEL, IT IS NOT NECESSARY TO TURN ON THE HOUSE BATTERY SWITCH TO THE "ON" POSITION TO SUPPLY POWER TO D.C. PANEL	
THIS IS TO POWER PANEL FOR CHARGING, SEE PAGE 63A-2	IF NO POWER TO PANEL: CHECK THE 300 amp IN LINE FUSES AT THE HOUSE BATTERIES OR BATTERY CONNECTIONS IF NECESSARY.	
COMPONENT	SYMPTOM	POSSIBLE SOLUTION/S
D.C. MAIN	NO POWER TO PANEL	SEE "TO POWER PANEL" ABOVE BATTERY/S CHARGED?
PANEL LIGHTS	PANEL WON'T ILLUMINATE	SEE "TO POWER TO PANEL" ABOVE BATTERY TERMINALS CLEAN? SEEK QUALIFIED PERSONNEL
CABIN LIGHTS	WON'T ILLUMINATE	SEE "TO POWER PANEL" ABOVE BULB/S NEED REPLACING?
COURTESY LIGHTS (AT CRTSY. LIGHTS MAIN SALON)	WON'T ILLUMINATE	SEE "TO POWER PANEL" ABOVE BULBS/S NEED REPLACING?
COURTESY LIGHTS ENGINE BOX COMP. COCKPIT CONSOLE	WON'T ILLUMINATE	SEE "TO POWER PANEL" ABOVE PLUNGER SWITCH STUCK? IS SWITCH @ CONSOLE "ON"?
TANK INDICATOR	TANK LEVEL GAUGES DON'T ILLUMINATE TANK LEVEL DISPLAYED IS INCORRECT	SEE "TO POWER PANEL" ABOVE TANK SENDING UNIT NEEDS CLEANING
WATER PRESSURE	NO POWER CYCLES ON/OFF EXCESSIVELY	SEE "TO POWER PANEL" ABOVE FAUCETS OFF? LEAK IN SYSTEM SEE PAGE 57A, B, C FOR SYSTEM LAYOUT
SHOWER SUMP	WON'T PUMP WHEN SUMP BOX FILLED (PUMP WON'T QUIT RUNNING) PUMP MAKES NOISE, DOESN'T PUMP PUMP RUNS BUT DOESN'T PUMP	SEE "TO POWER PANEL" ABOVE IS FLOAT SWITCH STUCK? DEBRIS IN PUMP IMPELLER? DISCHARGE HOSE CLOGGED? SEACOCK DISCHARGE VALVE CLOSED?
MACERATOR	RUNS BUT DOESN'T DISCHARGE PUMP MAKES NOISE, DOESN'T PUMP	IS DISCHARGE SEACOCK OPEN? IS WASTE DECK FITTING SECURE, IS IT PULLING AIR THRU? IF SO REPLACE O- RING ON CAP. IS TANK VENT (HULL FITTING) CLOGGED? SEE PAGE 60A-1,A-2 FOR LOCATIONS LODGED DEBRIS, TURN OFF POWER TO PUMP, INSERT SCREWDRIVER INTO PUMP ARMATURE AT END OF PUMP AND TURN TO DISLodge DEBRIS
STEREO	WON'T TURN ON STEREO TURNS ON, NO SOUND VCP WON'T PLAY	SEE "TO POWER PANEL" ABOVE IS STEREO UNIT ON? ARE VOLUME CONTROLS TURNED DOWN? SEE VIDEO PLAYER OWNERS MANUAL
ENTERTAINMENT SYSTEM	WON'T TURN ON TV TURNS ON, NO SOUND	SEE "TO POWER PANEL" ABOVE ARE TV / DVD UNITS ON? ARE VOLUME CONTROLS TURNED DOWN TURNED DOWN?
REFRIGERATION	WON'T GET COLD UNIT KEEPS TURNING OFF	SEE "TO POWER PANEL" ABOVE. IS THERMOSTATS TURNED ON? IS RAW WATER INTAKE VALVE CLOSED? IS SEACOCK DISCHARGE VALVE CLOSED? IS FILTER CLEAN? IS THRU HULL CLOGGED? SEEK QUALIFIED PERSONNEL
BILGE PUMP	WON'T OPERATE AUTO OR MANUAL PUMP MAKES NOISE, DOESN'T PUMP PUMP RUNS BUT DOESN'T DISCHARGE	BATTERY LEVEL O.K.? SEE VOLT METER CHECK BILGE RESET ON BATTERY SWITCH PANEL. BATTERY CONNECTIONS GOOD? DEBRIS IN PUMP IMPELLER? DISCHARGE HOSE CLOGGED?
NOTE: COMPONENT/S FAILURE COULD ALSO BE THE RESULT OF A POOR "GROUND" CONNECTION. SEE PAGE 64A FOR BUS BAR LOCATION. DUE TO VIBRATION, WEATHER CONDITIONS, ECT. OCCASIONAL INSPECTION, CLEANING AND TIGHTENING OF THESE TERMINALS (BY QUALIFIED PERSONNEL) MAY BE NECESSARY.		

SYSTEM TROUBLESHOOTING GUIDE CONT:

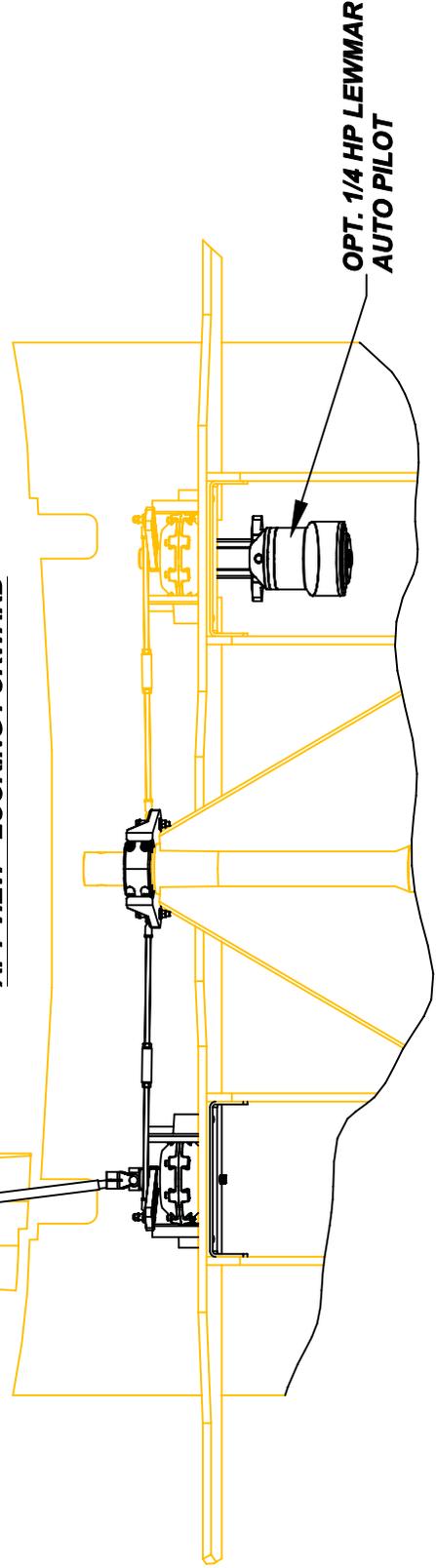
COMPONENT	SYMPTOM	POSSIBLE SOLUTION/S
WINDLASS	UP/DOWN CONTROLS DON'T OPERATE WINDLASS	SEE "TO POWER PANEL" PREV. PAGE WINDLASS SWITCH AT WINDLASS RESET PANEL ON? IS RESET TRIPPED?
INSTRUMENTS	REPEATERS DON'T OPERATE	SEE "TO POWER PANEL" PREV. PAGE DO TRANSDUCERS NEED CLEANING? SEE INSTRUMENTS MANUAL
VHF RADIO	WON'T OPERATE TURNS ON, WON'T TRANSMIT/RECEIVE	SEE "TO POWER PANEL" PREV. PAGE RADIO TURNED ON? ANTENNA CONNECTED PROPERLY?
OPTIONAL AUTO PILOT	WON'T OPERATE WON'T HOLD STEADY COURSE CONSTANTLY ADJUSTING HELM	SEE "TO POWER PANEL" PREV. PAGE IS THERE ANY METAL OBJECTS NEAR THE FLUX GATE COMPASS LOCATED IN THE STBD. AFT MAIN BUNK COMP? SENSITIVITY SETTING SET TO HIGH, SEE "AUTO PILOT MANUAL" FOR SENSE. ADJ.
OPTIONAL GENERATOR BLOWER	WON'T OPERATE	SEE "TO POWER PANEL" PREV. PAGE IS UNIT "ON"?
BILGE PUMP	WON'T OPERATE AUTO OR MANUAL PUMP MAKES NOISE, DOESN'T PUMP PUMP RUNS BUT DOESN'T DISCHARGE	BATTERY LEVEL O.K.? SEE VOLT METER CHECK BILGE RESET ON BATTERY SWITCH PANEL UNDER CHART TABLE. BATTERY CONNECTIONS GOOD? DEBRIS IN PUMP IMPELLER? DISCHARGE HOSE CLOGGED? SEACOCK DISCHARGE VALVE CLOSED?
ANCHOR, STEAMING, DECK, & RUNNING LIGHTS	WON'T ILLUMINATE	SEE "TO POWER PANEL" PREV. PAGE CHECK CONNECTIONS IN ACCESS PANEL TOP OF COMPRESSION POST. BULBS NEED REPLACING?
12 V.D.C.AUX. PLUG	NO POWER PRESENT	CHECK IN-LINE FUSE BACK OF PANEL
VOLT METER	NO VOLTAGE DISPLAYED	SEE "TO POWER PANEL" PREV. PAGE CK. FUSES ON HSE. BATT. ON/OFF PANEL ARE BATTERY CONNECTIONS GOOD? HAVE BATTERIES CHECKED HAVE METER CHECKED BY QUALIFIED PERSONNEL.

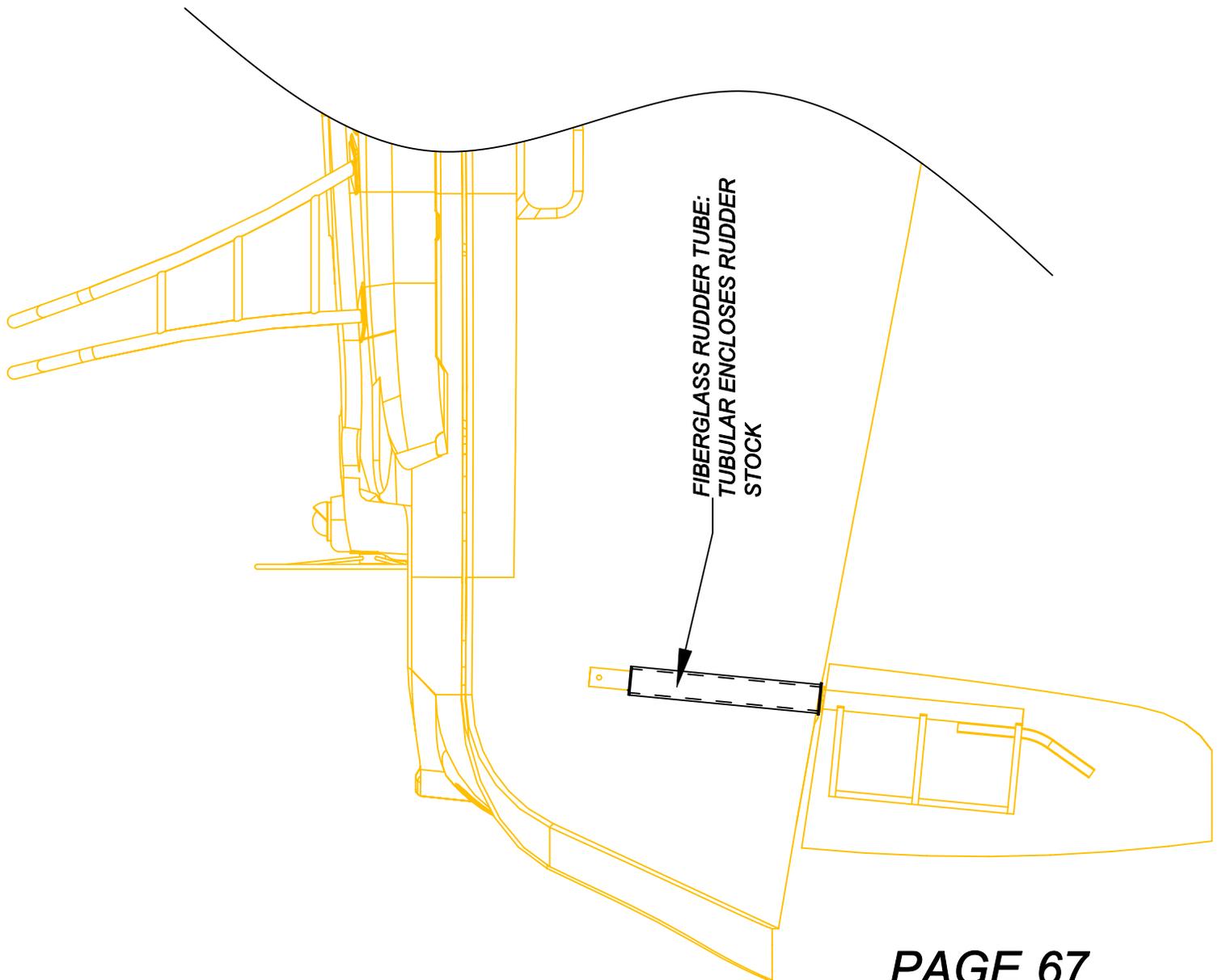
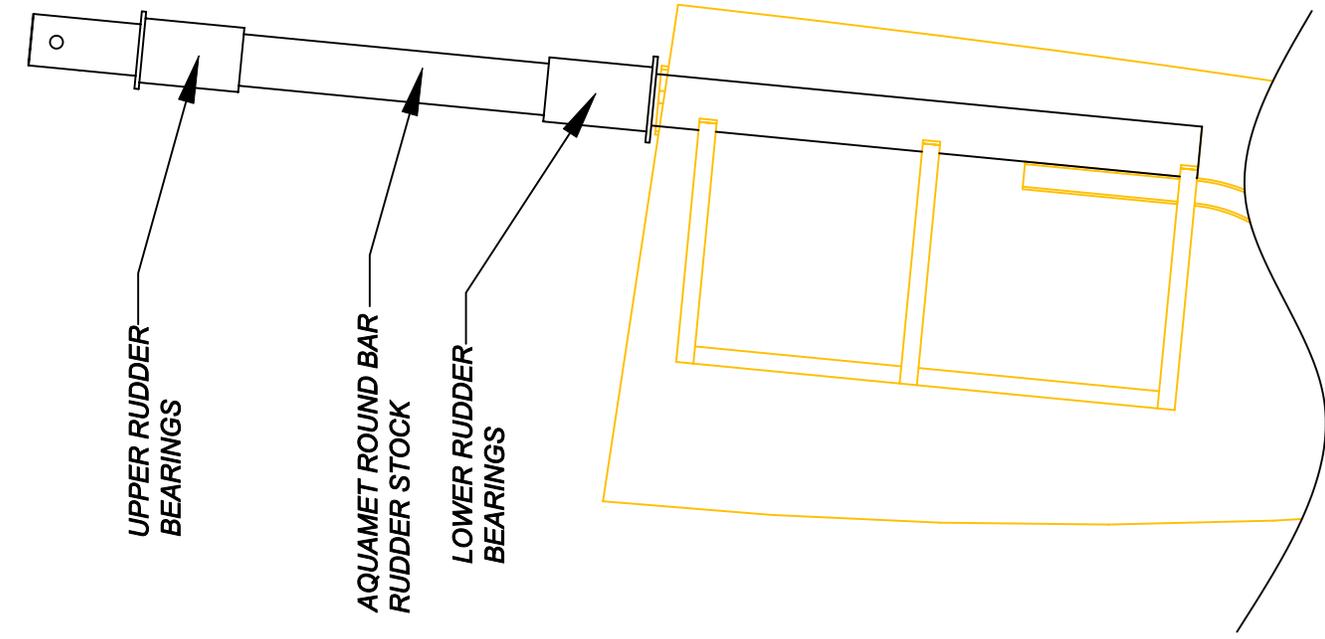


SEE WHITLOCK PROVIDED MATERIAL FOR DETAILED INFORMATION ON COMPONENTS, MAINTENANCE, ETC



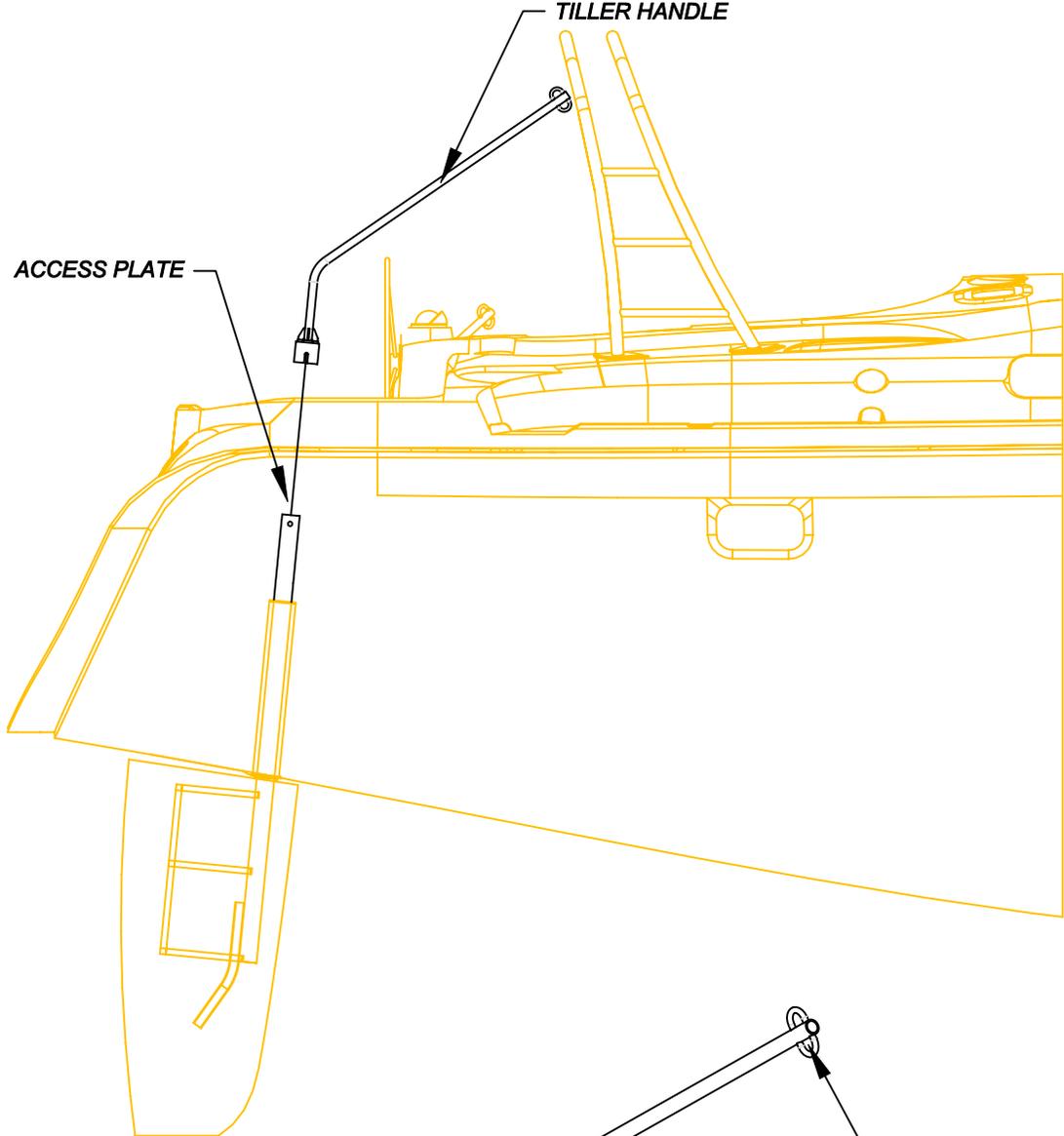
AFT VIEW - LOOKING FORWARD





ACCESS PLATE

TILLER HANDLE



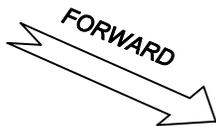
CONTROL LINE EYE

SLOT IN BOTTOM OF EMERGENCY TILLER
FITS OVER BOLT IN TOP OF CONTROL
ARM AFTER OPENING
DECK PLATE ACCESS

DECK PLATE ACCESS

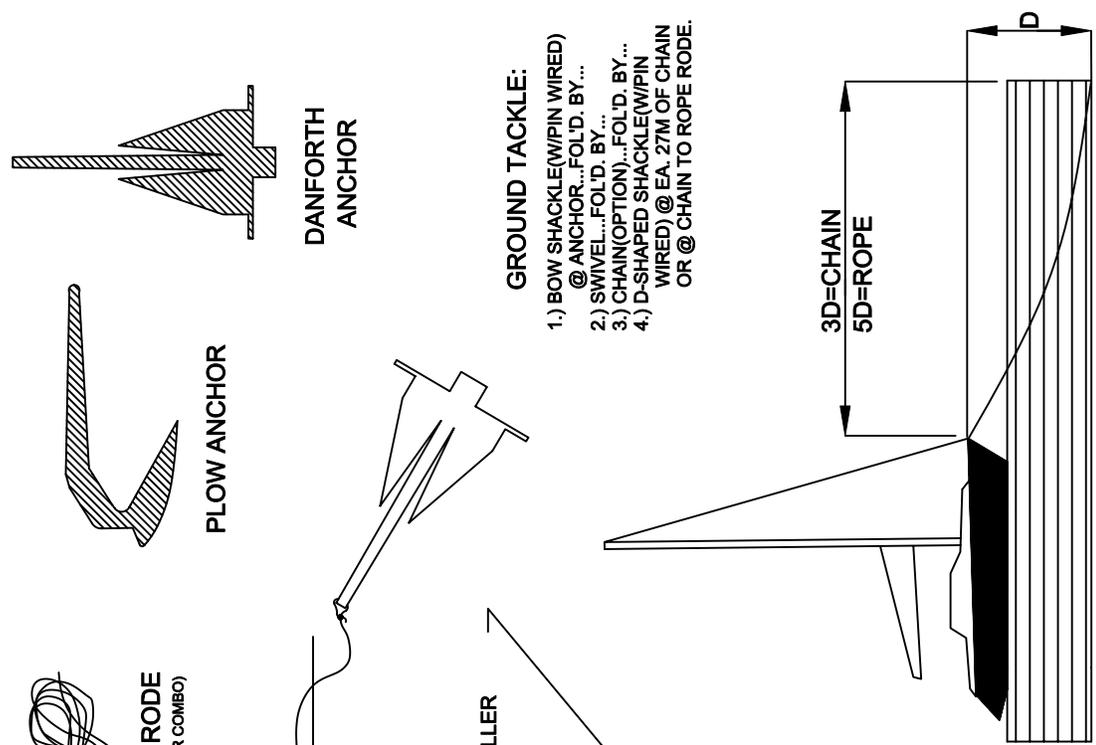
TO OPTIONAL AUTOPILOT

DOUBLE TILLER LEVEL



NOTE: THE FORWARD SIDE CLEATS ON THE DECK ARE CONSIDERED THE STRONG POINT. THAT SHOULD BE THE ANCHOR POINT IF THE BOAT IS TO BE LEFT UNATTENDED.

NOTE: ALWAYS SECURE ANCHOR ROD TO THE CLEAT OR LASH ANCHOR SECURE TO BOW ROLLER IN ADDITION TO THE QUICK PIN!



- GROUND TACKLE:**
- 1.) BOW SHACKLE(W/PIN WIRED) @ ANCHOR...FOL'D. BY...
 - 2.) SWIVEL...FOL'D. BY...
 - 3.) CHAIN(OPTION)...FOL'D. BY...
 - 4.) D-SHAPED SHACKLE(W/PIN WIRED) @ EA. 27M OF CHAIN OR @ CHAIN TO ROPE RODE.



TYPICAL CLEAT LOCATIONS VARY W/MODEL.

ANCHOR ROD (CHAIN OR ROPE OR COMBO)

PLAN

ELECTRIC ANCHOR WINDLASS (STANDARD OR OPTIONAL ON LARGER MODELS)

STAINLESS BOW ROLLER (SIZE & SHAPE VARIES BETWEEN MODELS)

WELL: SMALLER MODELS

WELL: LARGER MODELS

ELEVATION

WATERLINE

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BASIC ANCHORING DIAGRAM

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DATE	ENG	DATE	03/07/06