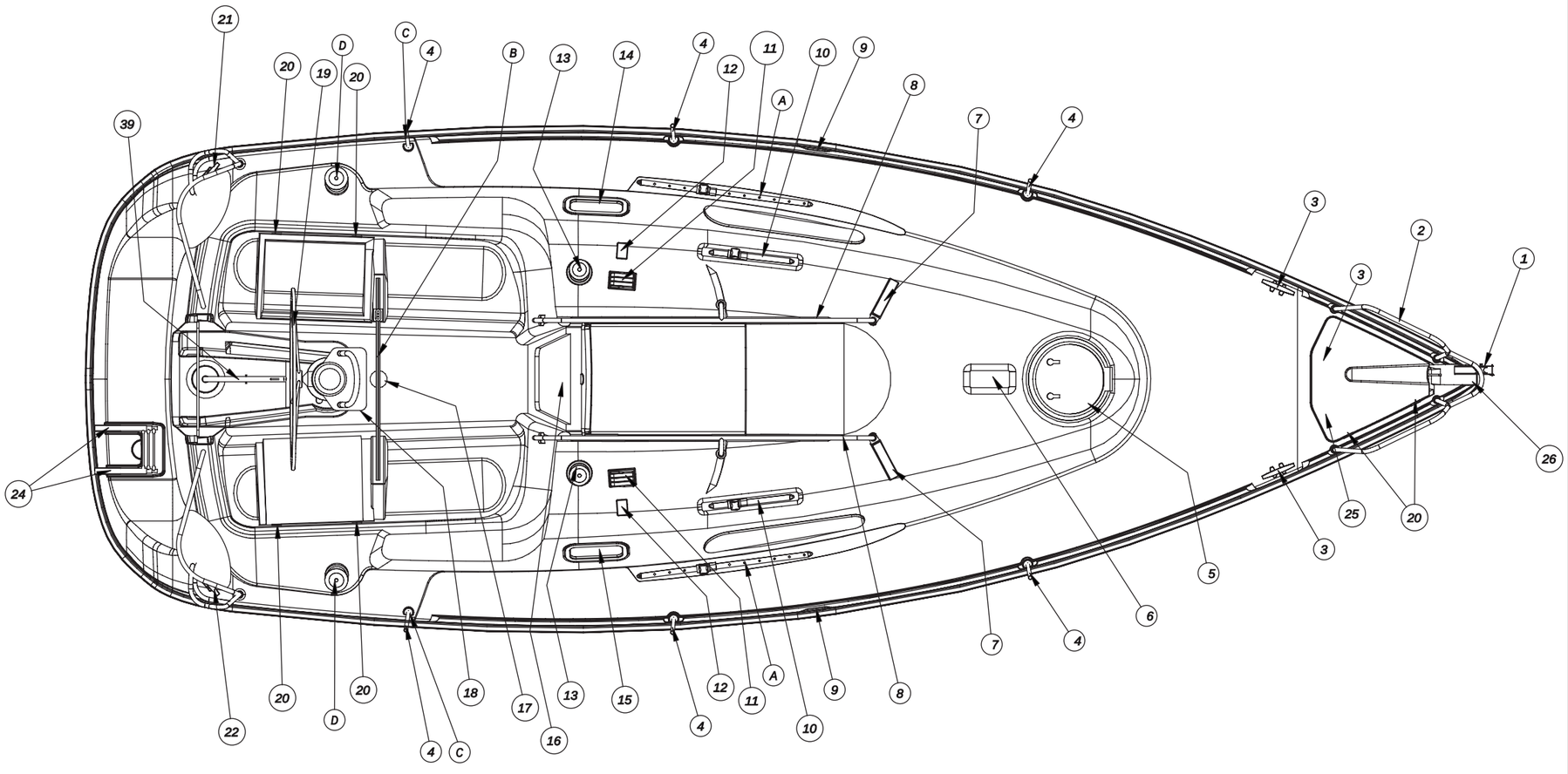
Hunter 27
Deck Hardware

⚠ CAUTION ⚠

Always be aware of your surroundings when on the deck!
Area's of the deck may be very slippery when wet.
This could result in a fall, or a "Man Overboard"!
Be sure and review the procedures for rescue of a man overboard, and have a plan in place!

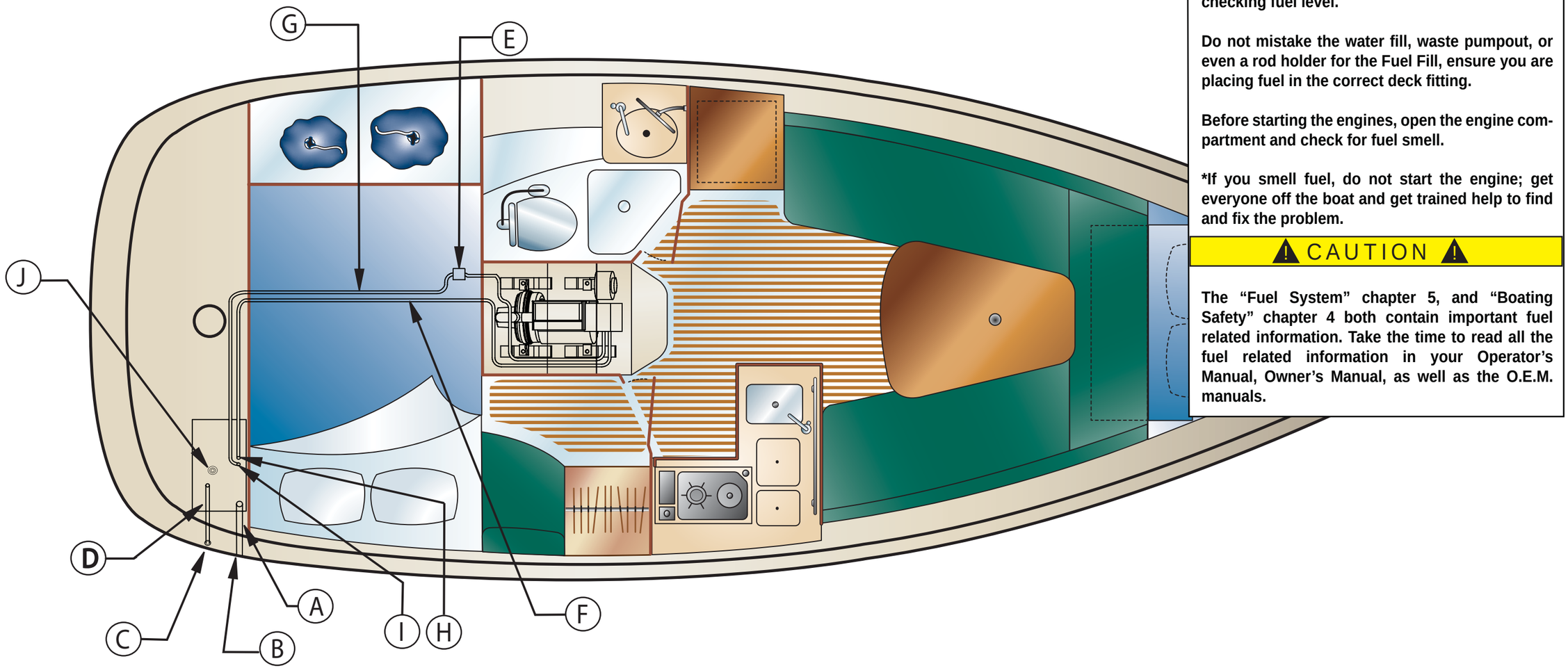
H27 DECK HARDWARE LIST

ITEM	QTY.	U.O.M.	DESCRIPTION
1	1	EA.	BOW ROLLER
2	1	EA.	27 BOWRAIL
3	5	EA.	CLEAT 10" STNLESS (1 IN ANCHOR LOCKER)(U.K. 8")
4	6	EA.	27 STANCHION
5	1	EA.	LOW PROFILE ROUND HATCH
6	1 set	EA.	MAST STEP PLATE/BLOCKS
7	2	EA.	SHEET ORGANIZER
8	2	EA.	27 COMPANIONWAY SLIDER RAIL
9	2	EA.	CHAINPLATES (OUTER)
10	2	EA.	JIB TRACK SYSTEM (INCL BLOCKS) 18"
11	2	EA.	SHEETSTOPPER TRIPLE SYSTEM (EACH)
12	2	EA.	JIB TURNING BLOCK
13	2	EA.	WINCH
14	1	EA.	LEWMAR PORT PORTLIGHT SIZE 1 FROSTED
15	1	EA.	LEWMAR STBD PORTLIGHT SIZE 1 SMOKED
16	1 set	EA.	COMPANIONWAY DOOR HARDWARE
17	1	EA.	MAINSHEET BLOCK
18	1	EA.	STEERING PEDESTAL
19	1	EA.	STEERING WHEEL
20	6	EA.	COCKPIT SEAT & ANCHOR LOCKER HINGES
21	1	EA.	PORT STERNRAIL
22	1	EA.	STBD STERNRAIL
23	1	EA.	EMERGENCY TILLER
24	1	EA.	SWIMLADDER 10" AND MOUNTING COMPS
25	1	EA.	U- BOLT (ANCHOR LOCKER)
26	1	EA.	STEMPLATE
OPTIONAL			
A	2	EA.	JIB TRACK SYSTEM (INCL BLOCKS) 1 METER
B	2	EA.	TRAVELER 1.2 M
C	2	EA.	JIB TURNING BLOCKS
D	2	EA.	WINCH



Hunter 27
Fuel System

A FUEL FILL HOSE 1 1/2” (3.8cm)
B FUEL FILL (ON DECK)
C FUEL VENT (ON DECK)
D FUEL VENT HOSE 5/8” (1.6cm)
E FUEL FILTER/WATER SEPARATOR
F ENGINE FUEL RETURN LINE 1/4” (.64cm)
G ENGINE FUEL SUPPLY LINE 1/4” (.64cm)
H ENGINE FUEL RETURN PORT
I FUEL CUTOFF VALVE
J FUEL LEVEL SENSOR



⚠ DANGER ⚠

California Proposition 65

Diesel Engine Exhaust and some of it’s components are known by the state of California to cause cancer, birth defects, and other reproductive harm.

Leaking fuel is a fire and explosion hazard. Avoid serious injury or death from fire or explosion.

NO SMOKING

Keep both sight gauge valves closed except when checking fuel level.

Do not mistake the water fill, waste pumpout, or even a rod holder for the Fuel Fill, ensure you are placing fuel in the correct deck fitting.

Before starting the engines, open the engine compartment and check for fuel smell.

***If you smell fuel, do not start the engine; get everyone off the boat and get trained help to find and fix the problem.**

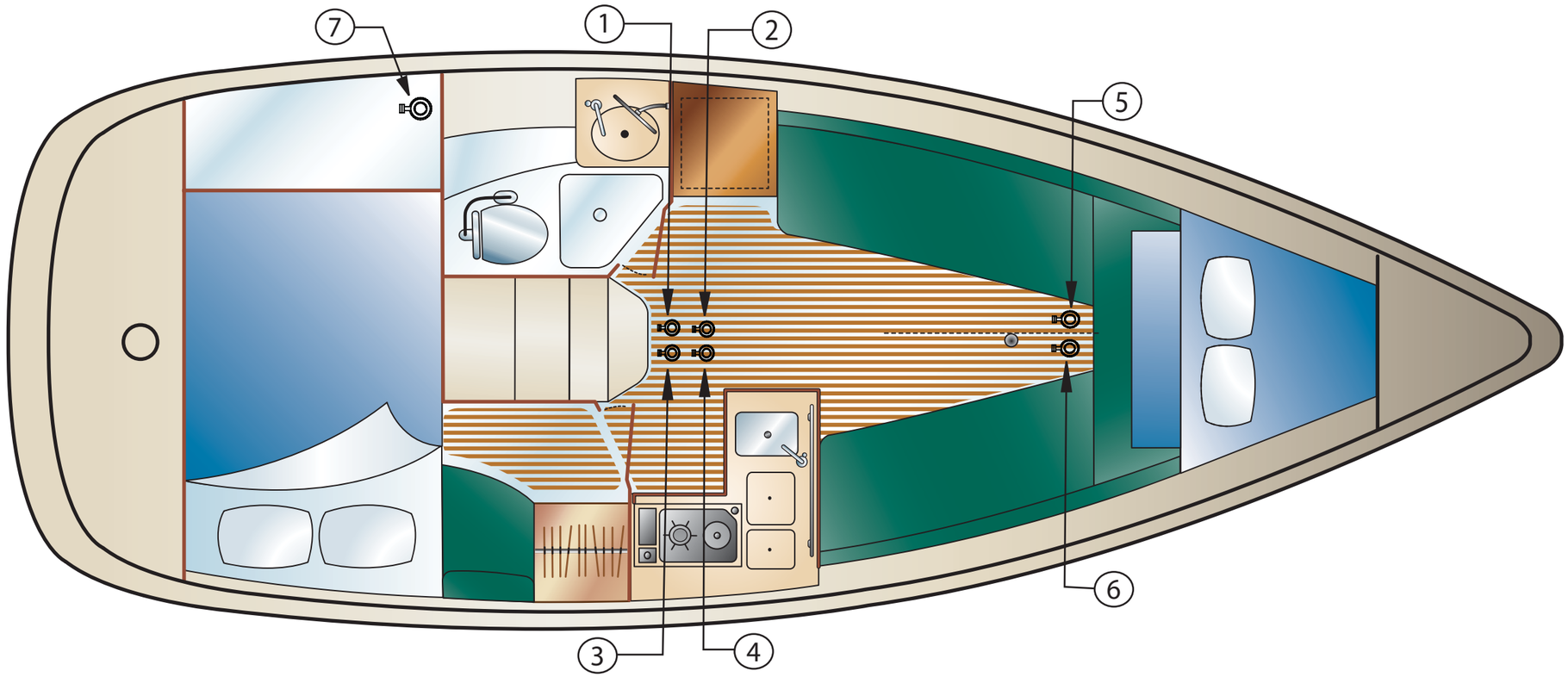
⚠ CAUTION ⚠

The “Fuel System” chapter 5, and “Boating Safety” chapter 4 both contain important fuel related information. Take the time to read all the fuel related information in your Operator’s Manual, Owner’s Manual, as well as the O.E.M. manuals.

Hunter 27

Bottom Thru Hulls

1. HEAD PICKUP	*4. ENGINE PICKUP*
2. VANITY DISCHARGE	*5. KNOT TRANSDUCER*
3. GALLEY DRAIN	*6. DEPTH TRANSDUCER*
7. OVERBOARD DISCHARGE	

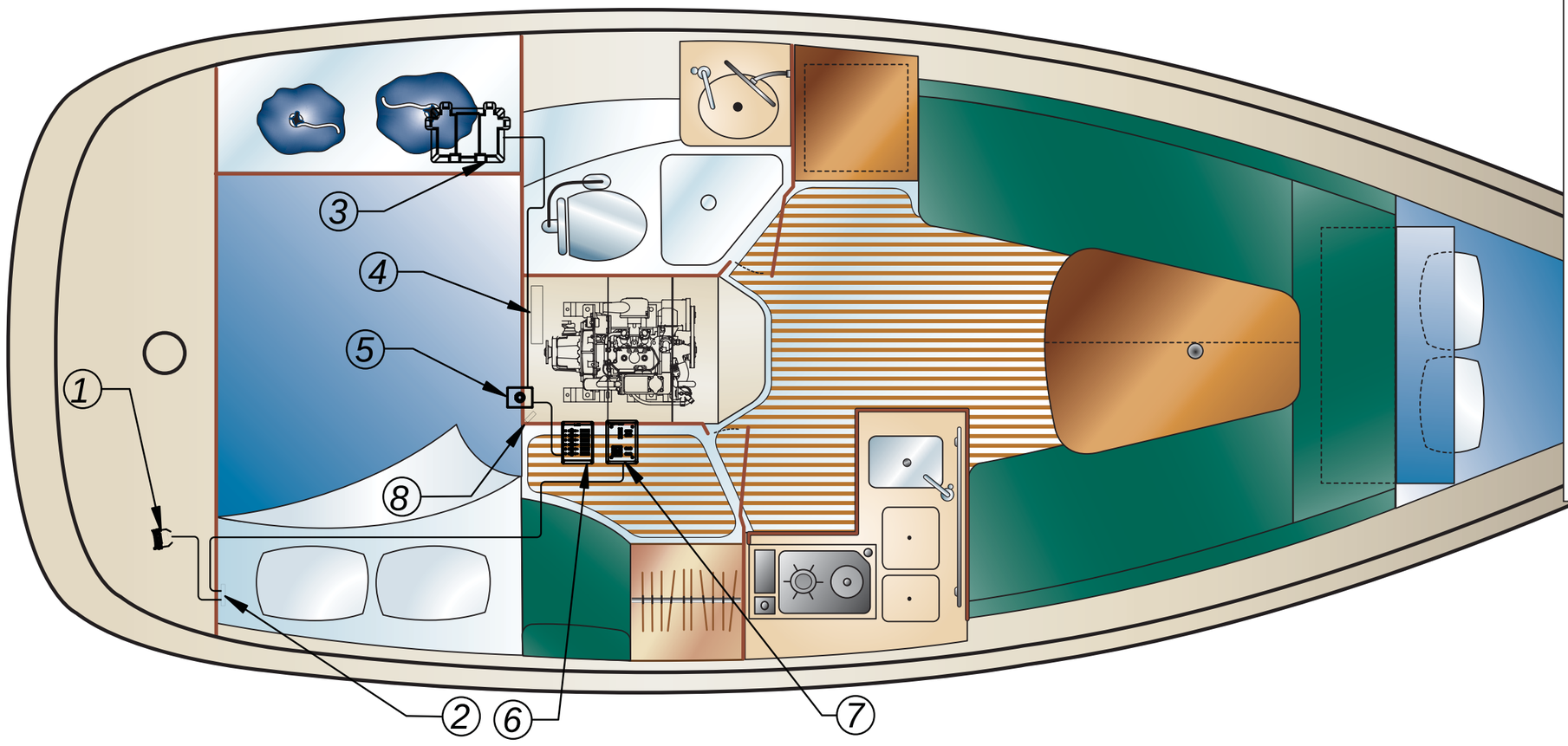


Hunter 27

Basic Power Supply System Layout

1 SHORE POWER POWERS AC PANEL
2 SHORE POWER RESET
3 HOUSE BATTERIES PROVIDE 12V.D.C. VOLTAGE TO DC SIDE OF DISTRIBUTION PANEL.
4 OPTIONAL BATTERY CHARGER.
5 BATTERY SWITCH PANEL
6 D.C. PANEL
7 A.C. PANEL
8 NEGATIVE BUS

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



⚠ DANGER ⚠

Fuel Fumes in the engine compartment can explode! Before working on any electrical wiring, ventilate the engine compartment and disconnect the batteries to prevent sparking.

Never use an open flame in a battery storage area.

Batteries can explode if a spark or flame ignites the free hydrogen given off during charging.

Batteries contain Sulfuric Acid and can cause severe personal injury if mishandled. Avoid contact, flush with water for at least 15 in. If swallowed, drink large quantities of milk of magnesia, beaten egg, or vegetable oil, and get medical attention immediately.

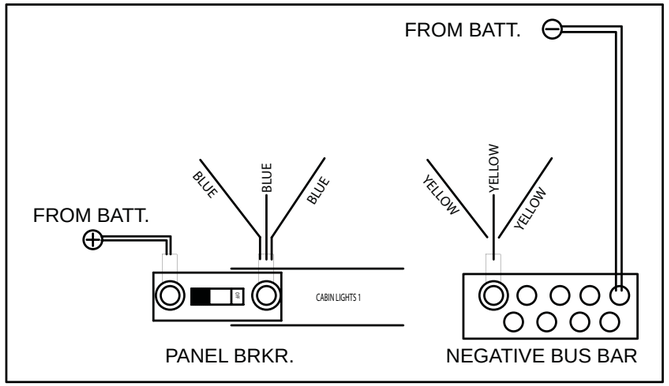
Never reset a breaker that has tripped without first correcting the problem. Electrical system devices can be damaged and be faulty which can cause fire. Always correct the problem causing the tripped breaker before re-energizing.

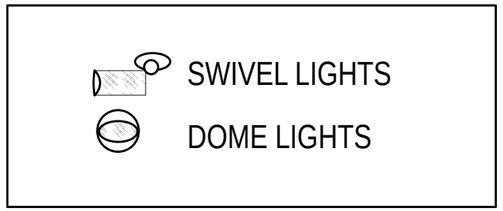
Alterations or extensions to your electrical system can cause electrical fire or shock.

Hunter 27

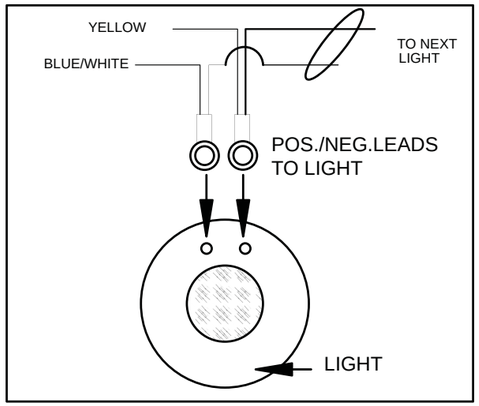
Interior 12 Volt DC Lighting

EXAMPLE SWITCH PANEL WIRING (PARALLEL CIRCUITS)

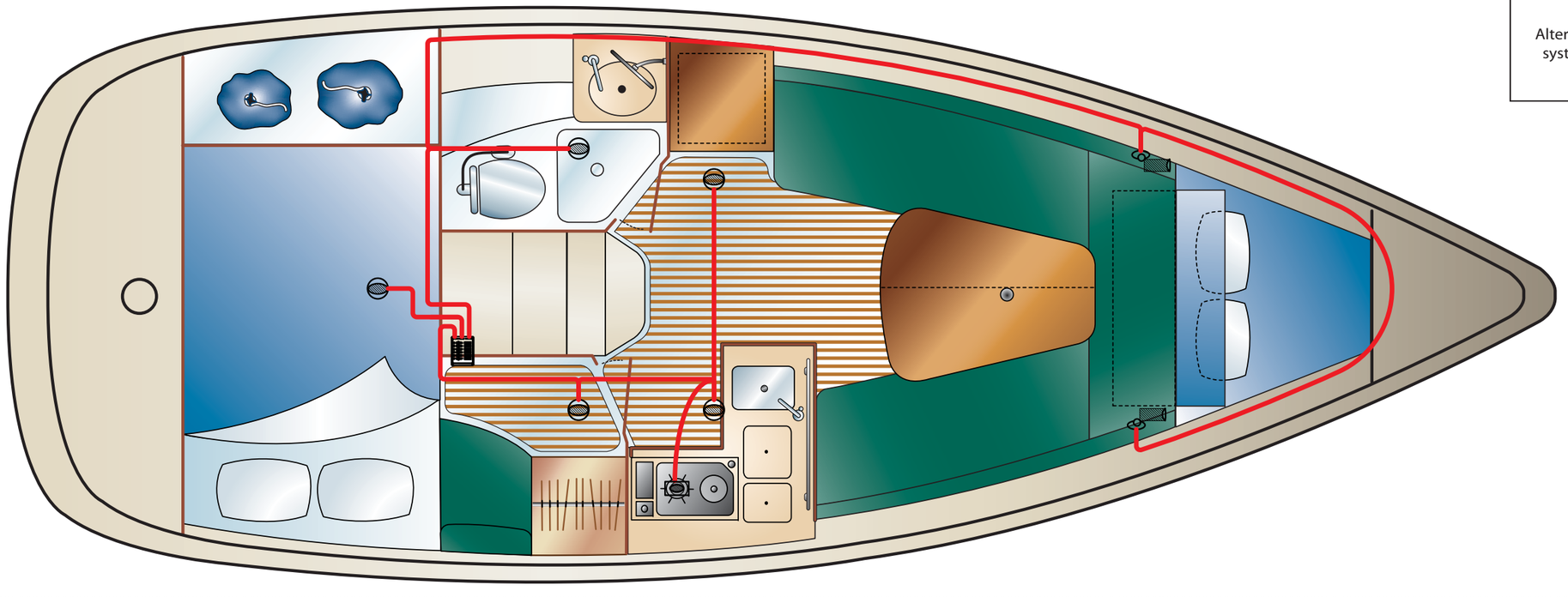




EXAMPLE LIGHT WIRING (PARALLEL CIRCUIT)



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



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Never reset a breaker that has tripped without first correcting the problem. Electrical system devices can be damaged and be faulty which can cause fire. Always correct the problem causing the tripped breaker before re-energizing.

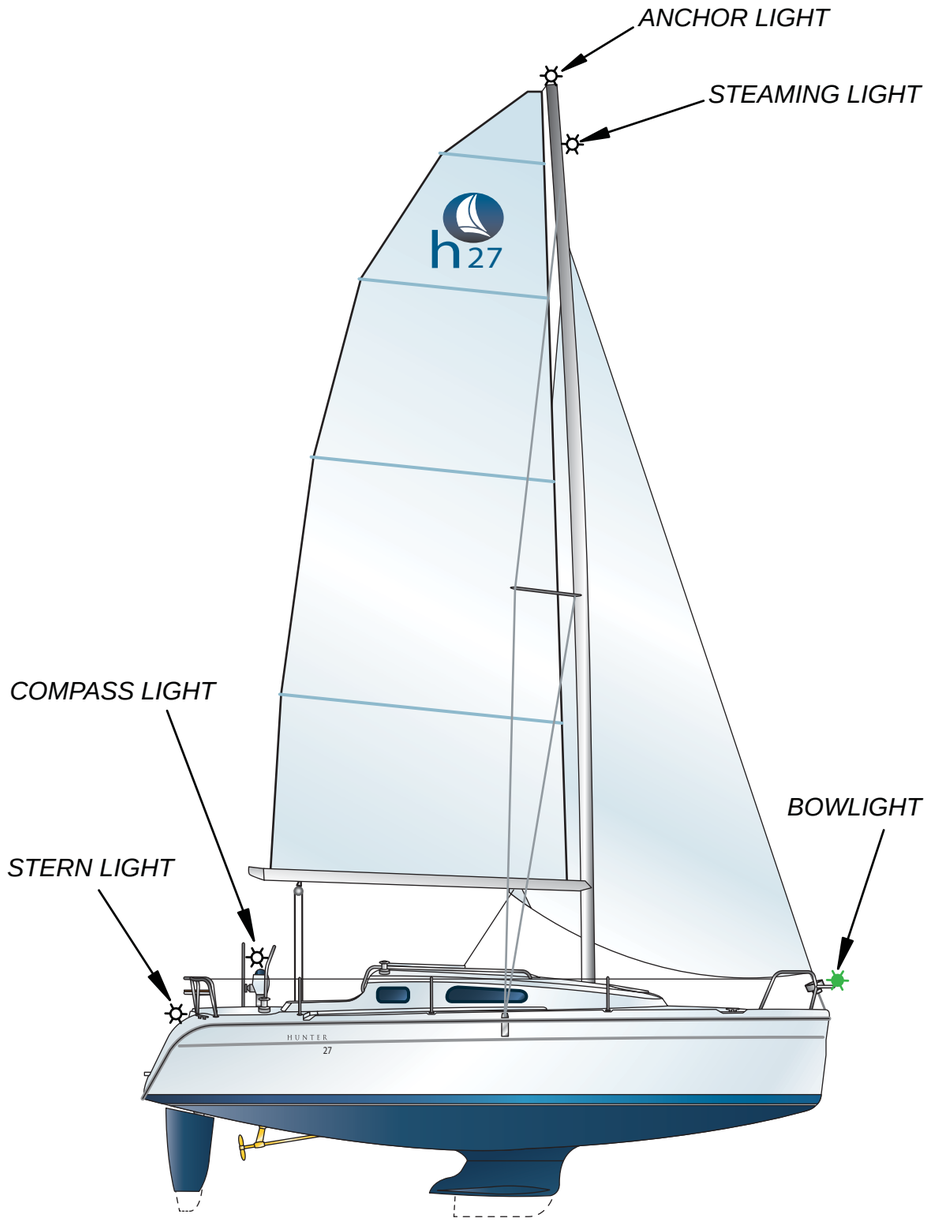
Alterations or extensions to your electrical system can cause electrical fire or shock.

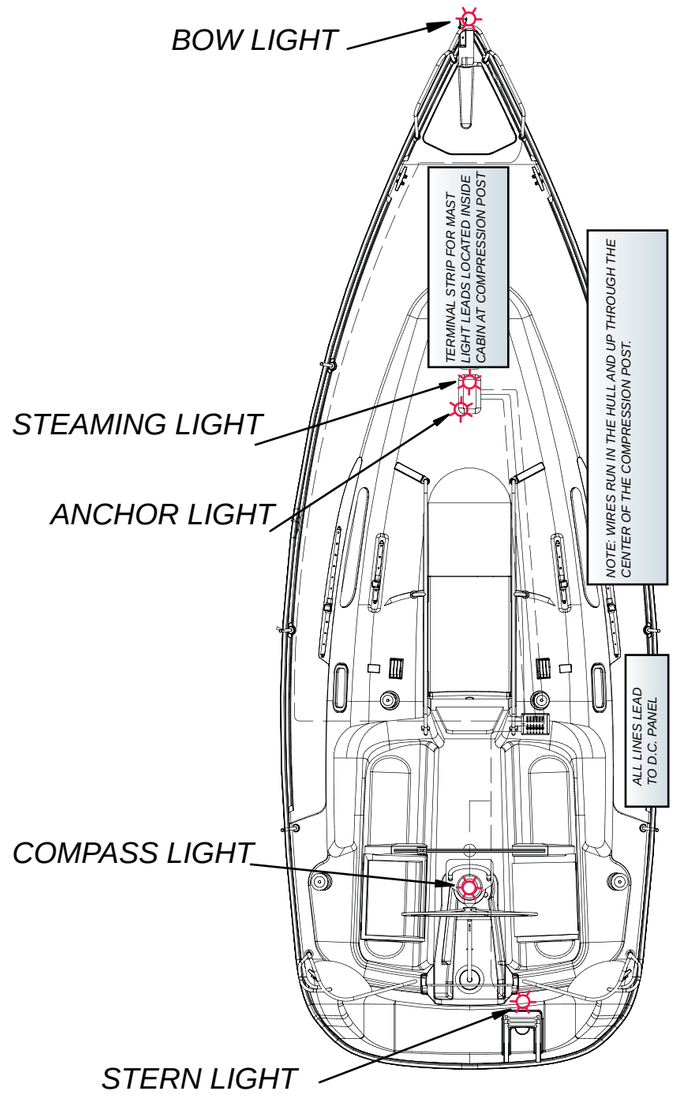
Hunter 27

12 Volt DC Deck Lighting

⚠ CAUTION ⚠

Always be aware of your surroundings when on the deck. Area's of the deck may be very slippery when wet. This could result in a fall, or a "Man Overboard"!

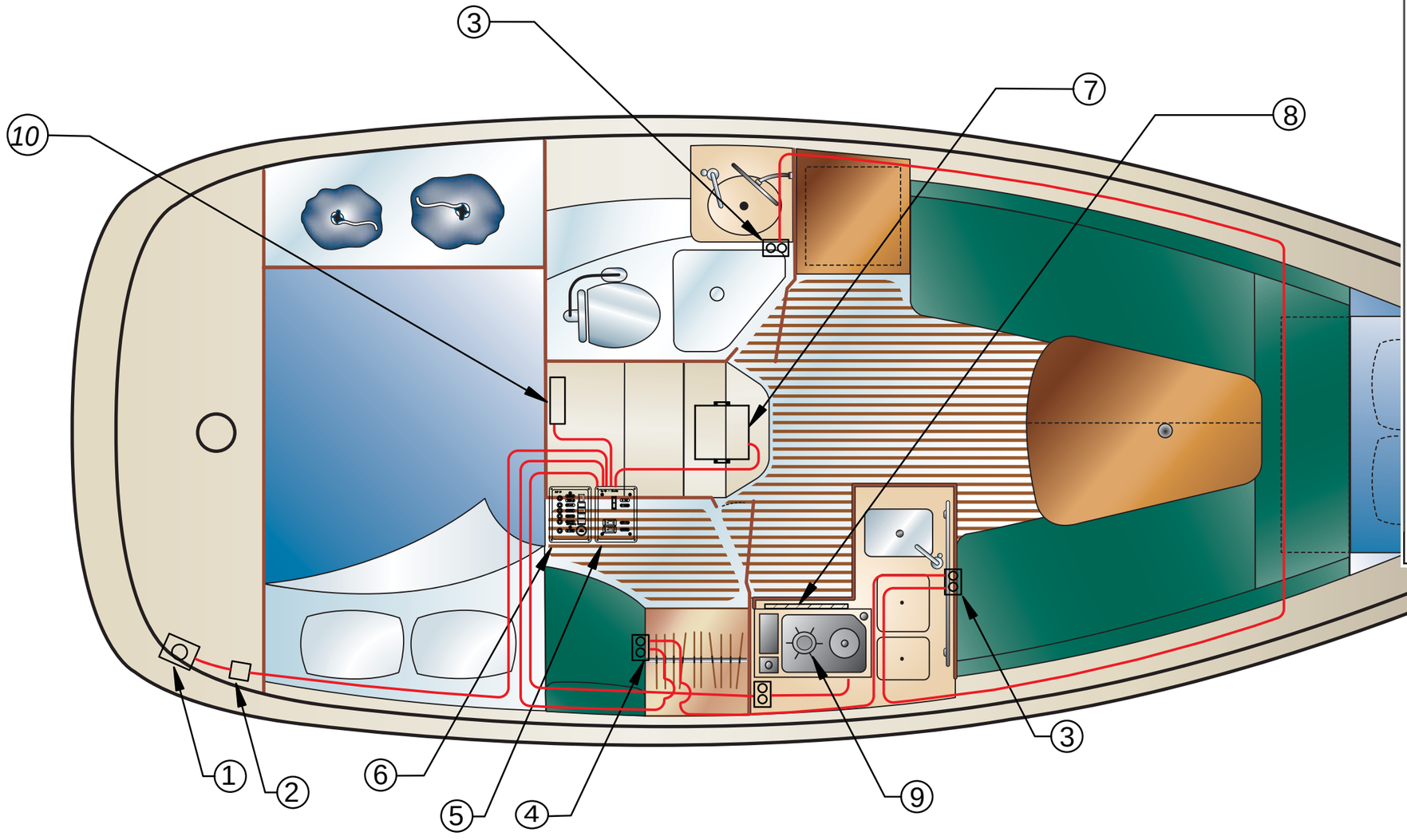




Hunter 27

AC Electric Wire Run Diagram

1. *SHORE POWER INLET*
2. *SHORE POWER BREAKER*
3. *120 VAC OUTLETS*
4. *GFCI OUTLETS*
5. *AC PANEL*
6. *DC PANEL*
7. *WATER HEATER*
8. *MICROWAVE (OPT.)*
9. *STOVE TOP*
10. *BATTERY CHARGER*



⚠ DANGER ⚠

Never work on an energized circuit, Always treat any circuit as if it were live!

Electricity cannot be detected without specialized test equipment.Never think you know whether a circuit is "live", always have qualified, competent professionals inspect or make repairs to your electrical systems.

Always run the blowers for at least four minutes before starting any engines.

Internal combustion engines produce carbon monoxide, a dangerous, poisonous gas. Be sure and read the boating safety chapter concerning Carbon Monoxide before starting any engines.

Alterations or extensions to the electrical system can cause electrical shock or fire. Only trained, competent, and certified electricians should perform any electrical maintenance, work, or changes to your boats electrical system.

Hunter 27

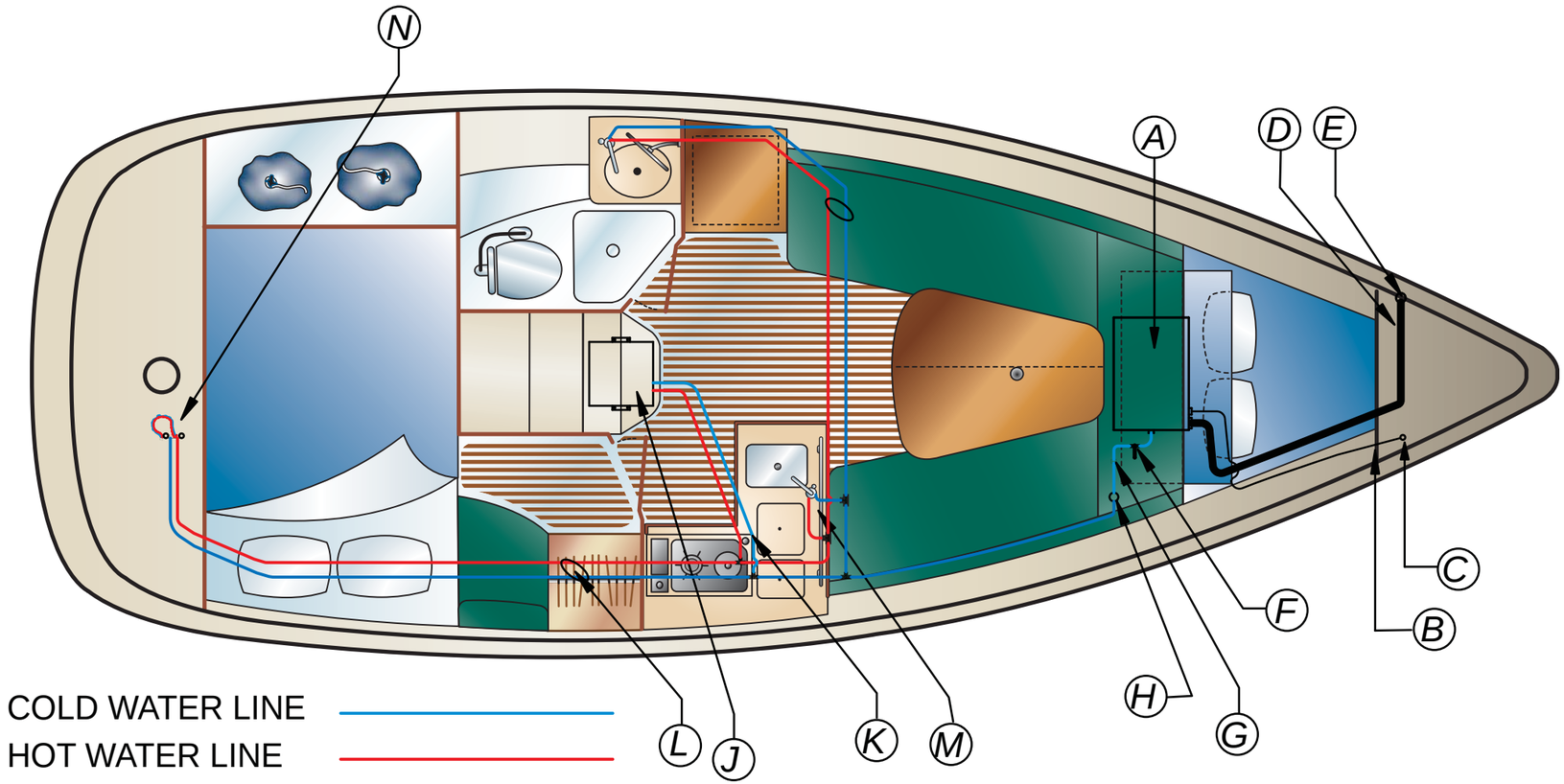
Fresh Water Layout

Ⓐ *WATER TANK*	Ⓕ *SHUT OFF VALVE*	Ⓚ *COLD LINE TO WATER HEATER*
Ⓑ *TANK VENT HOSE*	Ⓖ *WATER FILTER*	Ⓛ *HOT & COLD LINES TO COCKPIT SHOWER*
Ⓒ *TANK VENT*	Ⓗ *WATER PUMP*	Ⓜ *HOT & COLD LINES TO GALLEY SINK*
Ⓓ *TANK FILL HOSE*	Ⓘ *HOT & COLD LINES TO HEAD*	Ⓝ *HOT & COLD LINES TO DECK COCKPIT SHOWER*
Ⓔ *TANK FILL*	Ⓙ *WATER HEATER*	

ALL WATER LINES ARE 15mm TUBING (10mm U.K.)

TANK VENT HOSE IS 5/8" (16mm)

TANK FILL HOSE IS 1-1/2" (38mm)



⚠ WARNING ⚠

Allowing your boat to stay connected to dockside water supply while unattended, could result in a sunken boat.
A major leak or break in the system could flood the bilges, excess water in the bilges could, flood the batteries and result in your boat sinking.

Before connecting to a dockside water source,make certain the water is suitable for drinking. Water that may be of questionable quality could result in serious illness or death.

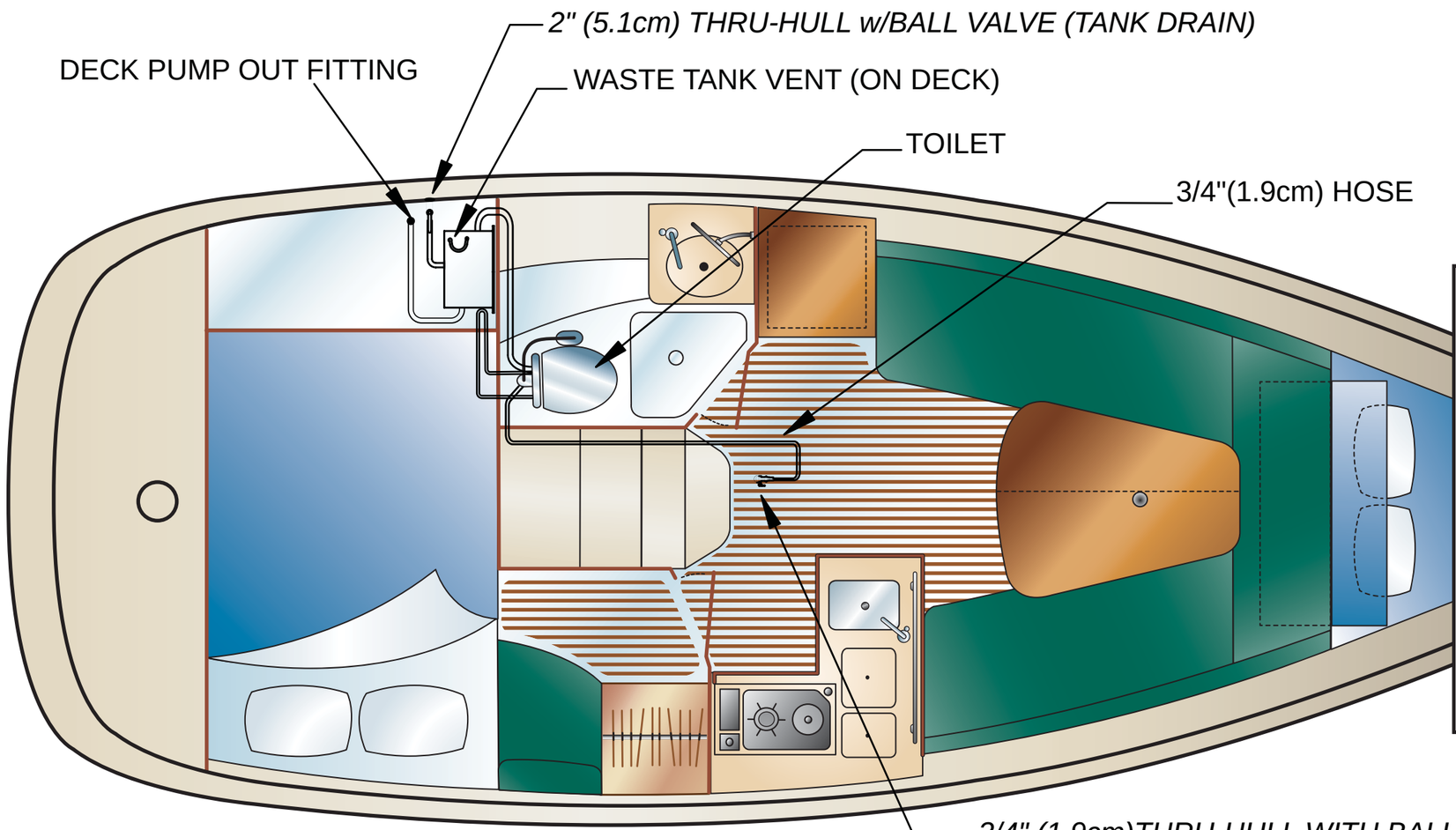
Hydrogen gas may form in a water heater if not used. You should always open the valves!
Do not smoke or use electrical appliances for several minutes before use.

⚠ CAUTION ⚠

Make sure that the water heater is full before energizing, bleed off any air by opening the hot water valve, close only when there is a steady flow of water, this will bleed the hot water system of air. Failure to follow these instructions could result in damage to the heating elements in your water heater.

Hunter 27

Waste System (Black Water System)



Save Our Seas

It is illegal to dump plastic trash anywhere into the ocean or navigatable waters of the United States. Violation of these requirements may result in civil penalty up to $25,000, a fine of $50,000 and imprisonment for up to five years.

PLASTIC - Includes but is not limited to : plastic bags styrofoam cups and lids, sixpack holders, stirrers, synthetic fishing nets, ropes, lines, and bio or photo degradable plastics.

GARBAGE - Means paper, rags, glass, metal, crockery (generated in living spaces aboard the vessel-what we normally call trash), and all kinds of food, maintenance andcargo-associated waste "Garbage" does not include fresh fish or fish parts, dishwater and gray water.

INSIDE 3 MILES

(and in U.S. Rivers, Bays and Sounds)
PLASTICS
DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT
ANY GARBAGE EXCEPT DISHWATER GRAYWATER, FRESH FISH PARTS

3 TO 12 MILES

PLASTICS
DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT
ANY GARBAGE NOT GROUND TO LESS THAN ONE SQUARE INCH

12 TO 25 MILES

PLASTICS
DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT

12 TO 25 MILES

PLASTICS

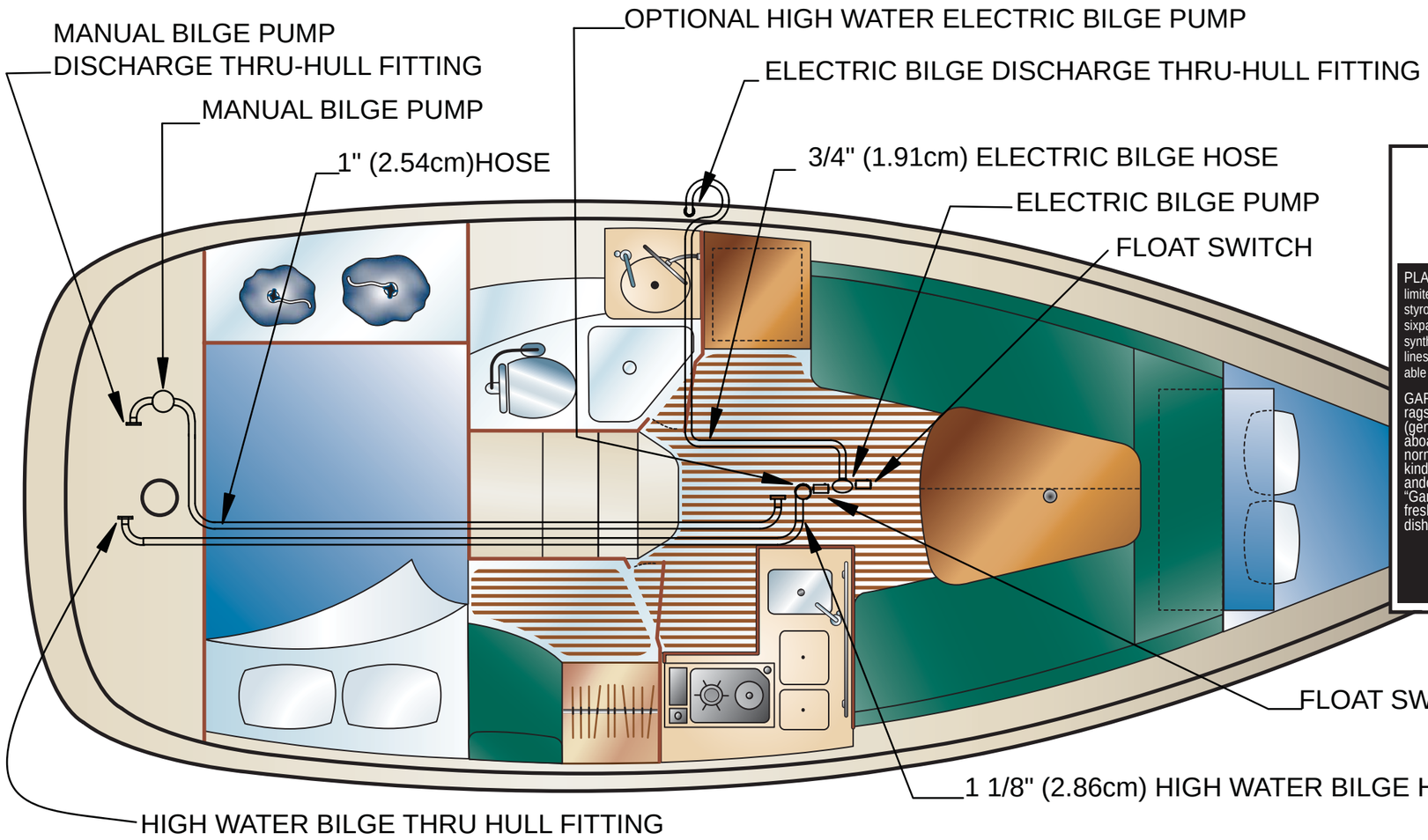
DUNNAGE-Materialused to block and brace cargo, and is considered a cargo associated waste.

DISHWATER- Means the liquid residue from the manual or automatic washing of dishes and cooking utinsils which have been pre-cleaned to the extent that any food particles adhering to them would normally interfere with the operation of automatic dishwashers.

GRAYWATER- Means drainage from a dishwasher, shower, laundry, bath, and washbasin, and does not include drainage from toilets, urinals, hospitals, and cargo spaces.

Hunter 27

Waste System (Bilge Water)



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INSIDE 3 MILES

(and in U.S. Rivers, Bays and Sounds)
PLASTICS
DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT
ANY GARBAGE EXCEPT DISHWATER GRAYWATER, FRESH FISH PARTS

3 TO 12 MILES

PLASTICS
DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT
ANY GARBAGE NOT GROUND TO LESS THAN ONE SQUARE INCH

12 TO 25 MILES

PLASTICS
DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT

12 TO 25 MILES

PLASTICS

DUNNAGE-Materialused to block and brace cargo, and is considered a cargo associated waste.

DISHWATER- Means the liquid residue from the manual or automatic washing of dishes and cooking utinsils which have been pre-cleaned to the extent that any food particles adhering to them would normally interfere with the operation of automatic dishwashers.

GRAYWATER- Means drainage from a dishwasher, shower, laundry, bath, and washbasin, and does not include drainage from toilets, urinals, hospitals, and cargo spaces.

Hunter 27
Exhaust System

! DANGER !

Direct exposure to Carbon Monoxide will cause brain damage or death!

Carbon Monoxide is colorless, odorless, and dangerous!

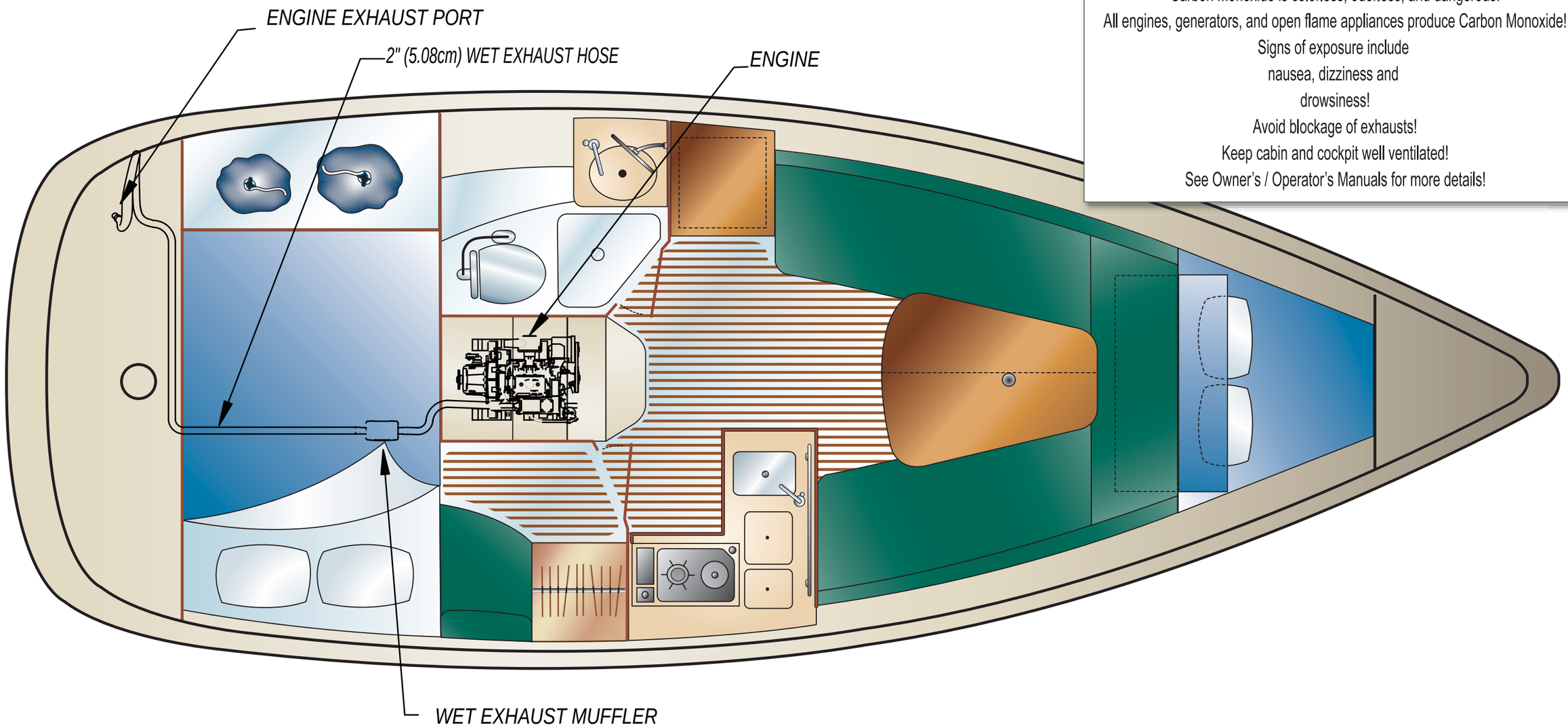
All engines, generators, and open flame appliances produce Carbon Monoxide!

Signs of exposure include nausea, dizziness and drowsiness!

Avoid blockage of exhausts!

Keep cabin and cockpit well ventilated!

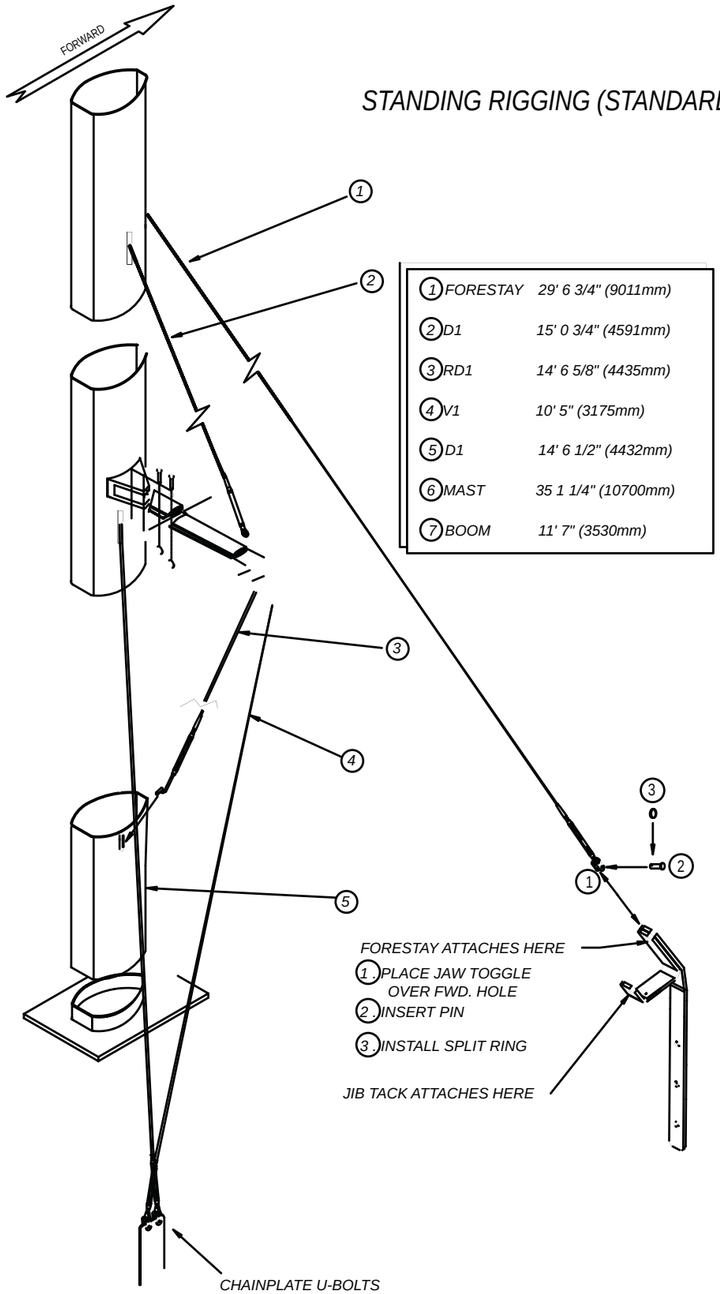
See Owner's / Operator's Manuals for more details!



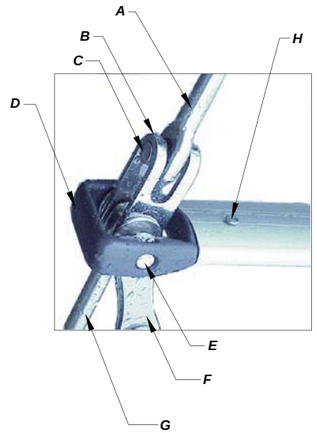
Hunter 27

Standing Rigging

STANDING RIGGING (STANDARD)

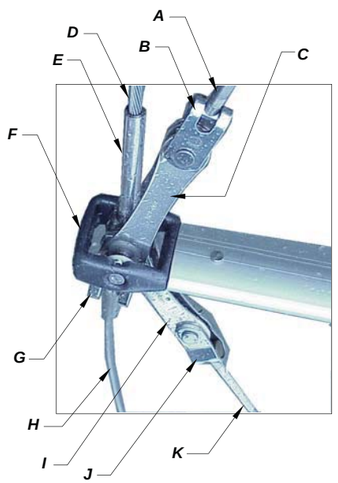


1	FORESTAY	29' 6 3/4" (9011mm)
2	D1	15' 0 3/4" (4591mm)
3	RD1	14' 6 5/8" (4435mm)
4	V1	10' 5" (3175mm)
5	D1	14' 6 1/2" (4432mm)
6	MAST	35 1 1/4" (10700mm)
7	BOOM	11' 7" (3530mm)



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

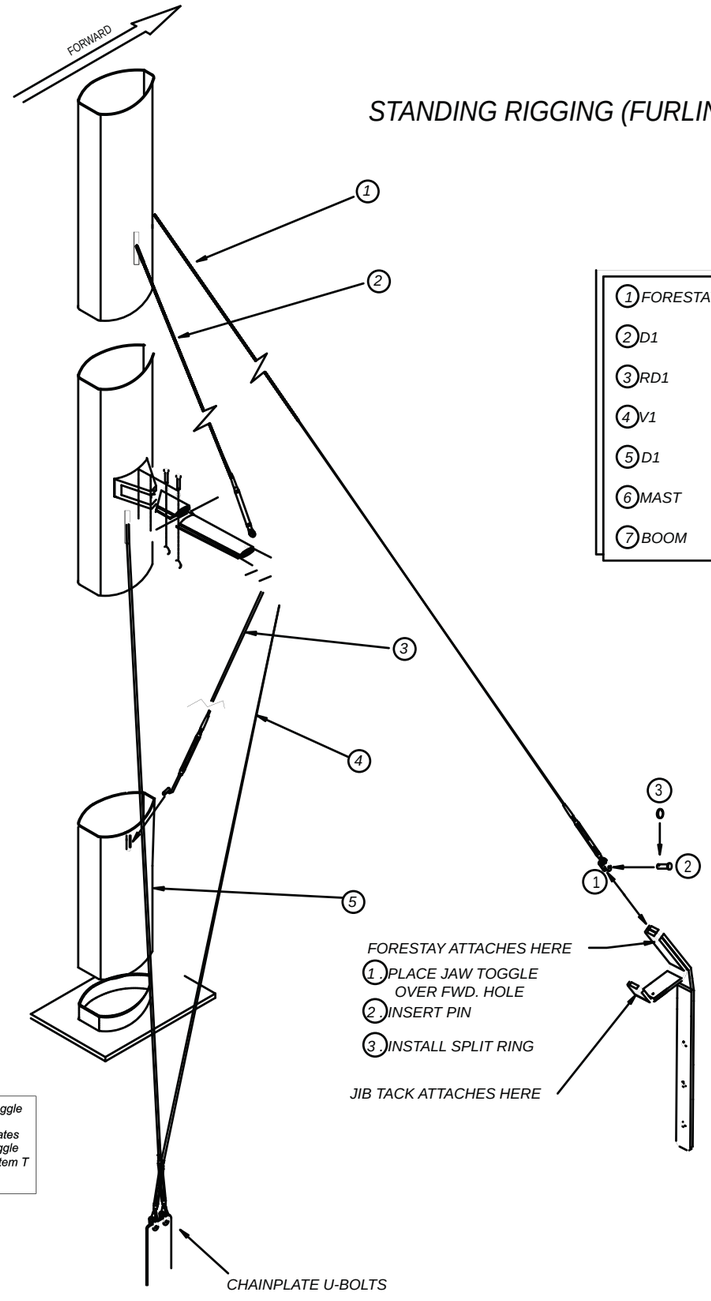
UPPER SPREADER TIP



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

LOWER SPREADER TIP

STANDING RIGGING (FURLING)



1	FORESTAY	29' 6 3/4" (9011mm)
2	D1	15' 0 3/4" (4591mm)
3	RD1	14' 6 5/8" (4435mm)
4	V1	10' 5" (3175mm)
5	D1	14' 6 1/2" (4432mm)
6	MAST	38' 6 1/2" (11750mm)
7	BOOM	13' 3 1/2" (4050mm)

Hunter 27

Standing Rigging Specification

HUNTER 27 CONVENTIONAL STANDING RIGGING

	ITEM	QTY	WIRE SIZE		FITTINGS	OVERALL LENGTH	
1	HEADSTAY	1	3/16"	4.8mm	EYE DRILLED 10mm	**29' 6 3/4"**	**9049mm**
					TURNBUCKLE 5/16" PIN		
2	D1	2	3/16"	4.8mm	Z428 + BALL SWAGE	**15' 3/4"**	**4591mm**
					TURNBUCKLE 5/16" PIN		
3	V1	2	3/16"	4.8mm	TOGG/FORK 10mm	**14' 6 5/8"**	**4435mm**
					TURNBUCKLE 5/16" PIN		
4	RD1	2	5/32"	4mm	EYE DRILLED 8mm	**10' 5"**	**3175mm**
					Z423 + BALL/TURNBUCKLE		
5	D2	2	3/16"	4.8mm	Z428 + BALL SWAGE	**14' 6 1/2"**	**4432mm**
					EYE DRILLED 10mm		
6	MAST					**35' 1 1/4"**	**10700mm**
7	BOOM					**11' 7"**	**3530mm**

HUNTER 27 FURLING STANDING RIGGING

	ITEM	QTY	WIRE SIZE		FITTINGS	OVERALL LENGTH	
1	HEADSTAY	1	3/16"	4.8mm	EYE DRILLED 10mm	**29' 6 3/4"**	**9049mm**
					TURNBUCKLE 5/16" PIN		
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					TURNBUCKLE 5/16" PIN		
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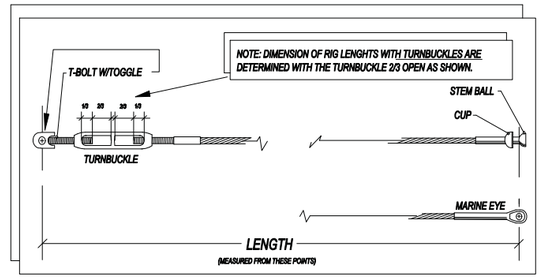
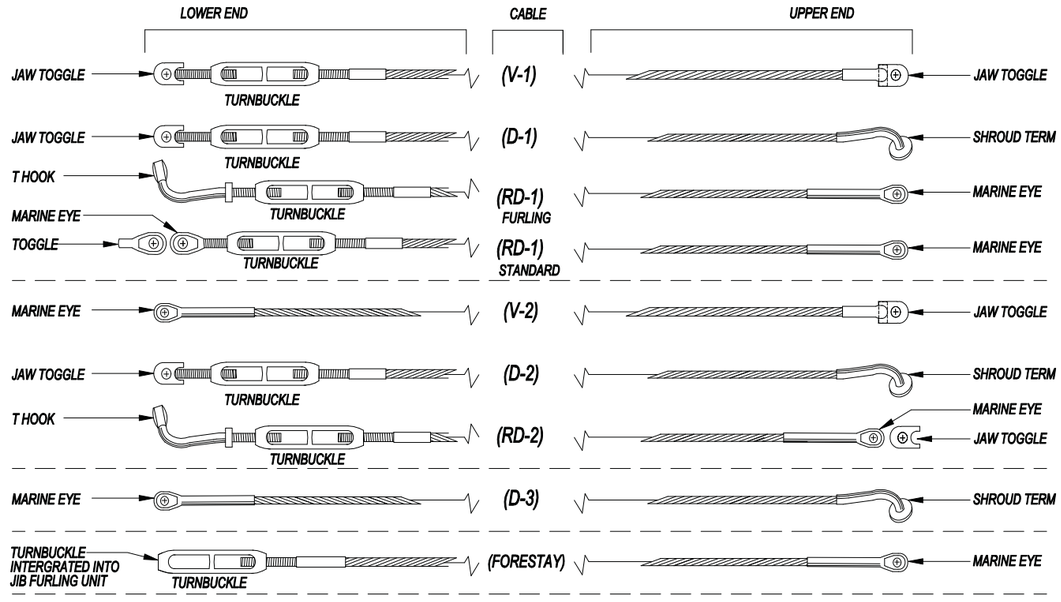
					Z423 + BALL/TURNBUCKLE		
5	D2	2	3/16"	4.8mm	Z428 + BALL SWAGE	**14' 6 1/2"**	**4432mm**
					EYE DRILLED 10mm		
6	MAST					**38' 6 1/2"**	**11750mm**
7	BOOM					**13' 3 1/2"**	**4050mm**

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

V = VERTICAL
D = DIAGONAL
RD = REVERSE DIAGONAL

1 = LOWER
2 = INTER.
3 = UPPER

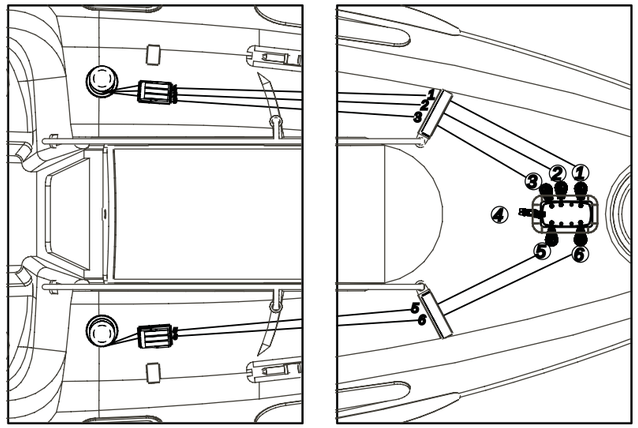




1. ALL ADJUSTABLE RIGGING IS DIMESIONED WITH TURNBUCKLES 2/3 OPEN.
2. LENGTHS DO NOT INCLUDE SPREADER TIP LINKAGE.

Hunter 27
Running Rigging

STANDARD RUNNING RIGGING



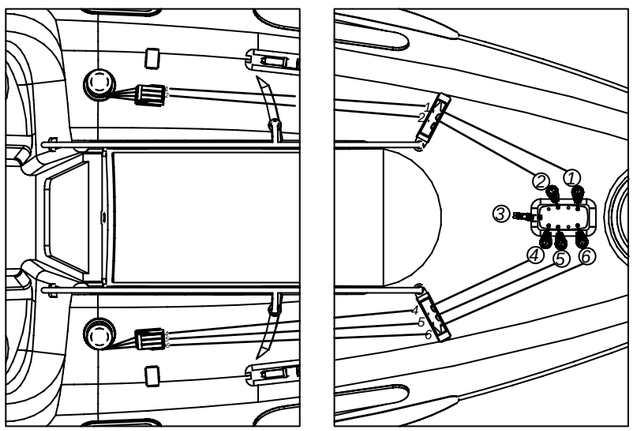
1 MAINSHEET HALYARD
2 JIB HALYARD
3 #2 REEF
4 VANG BLOCK
5 #1 REEF
6 OPT SPINNAKER HALYARD

HUNTER 27 STANDARD
RUNNING RIGGING SPECIFICATIONS

Boat: HUNTER 27 CONV. **Date: 8/17/04**

	OPT/STD	ITEM	QTY	Line Size	Color	End 1 E	Length		nd 2
1	STD	MAIN TRAVELER LINE	2	5/16" (8mm)	WHITE	EYE	20'	6.1m	BARE
2	STD	MAINSHEET	1	3/8" (9.5mm)	WHITE	EYE	71'	21.6m	BARE
3	STD	JIB SHEET	2	7/16" (11mm)	WHITE	BARE	38'	11.7m	BARE
4	STD	VANG	1	3/8" (9.5mm)	WHITE	EYE	25'	7.6m	BARE
5	STD	MAIN HALYARD	1	5/16" (8mm)	RED	6mm SHACKLE	79.5'	24.2m	BARE
6	STD	JIB HALYARD	1	5/16" (8mm)	BLUE	6mm SHACKLE	64'	19.6m	BARE
7	STD	BOOM TOPPING LIFT	1	1/4" (6mm)	YELLOW	6mm SHACKLE	79.5'	24.2m	BARE
8	STD	OUTHAUL LINE	1	5/16" (8mm)	BLACK	BARE	28.5'	8.7m	BARE
9	STD	REEFING LINE #1	1	5/16" (8mm)	BLUE	BARE	57.5'	17.5m	BARE
10	OPT	LAZY JACK LINE	2	1/4" (6mm)	WHITE	BARE	19'	5.8m	BARE
11	OPT	FIXED LAZY JACK WIRE	2	1/4" (6mm)	WHITE	D-SHACKLE TO EYE	8.25'	2.5m	EYE
12	STD	REEFING LINE #2	1	5/16" (8mm)	GREEN	BARE	80.4'	24.5m	BARE

FURLING RUNNING RIGGING



1 JIB HALYARD
2 FURLING LINE
3 VANG BLOCK
4 MAIN HALYARD
5 OUTHAUL
6 OPT SPINNAKER HALYARD

HUNTER 27 FURLING
RUNNING RIGGING SPECIFICATIONS

Boat: HUNTER 27 FURLING **Date: 8/17/04**

	OPT/STD	ITEM	QTY	Line Size	Color	End 1 E	Length		nd 2
1	STD	MAIN TRAVELER LINE	2	5/16" (8mm)	WHITE	EYE	20'	6.1m	BARE
2	STD	MAINSHEET	1	3/8" (9.5mm)	WHITE	EYE	71'	21.6m	BARE
3	STD	JIB SHEET	2	7/16" (11mm)	WHITE	BARE	38'	11.7m	BARE
4	STD	VANG	1	3/8" (9.5mm)	WHITE	EYE	25'	7.6m	BARE
5	STD	MAIN HALYARD	1	5/16" (8mm)	RED	FURLING SHACKLE #56	80.7'	24.6m	BARE
6	STD	JIB HALYARD	1	5/16" (8mm)	BLUE	6mm SHACKLE	64'	19.6m	BARE
7	STD	BOOM TOPPING LIFT	1	1/4" (6mm)	YELLOW	6mm SHACKLE	80.7'	24.6m	BARE
8	STD	INHAUL LINE	1	5/16" (8mm)	BLACK	BARE	52.5'	16m	BARE
9	STD	OUTHAUL LINE	1	5/16" (8mm)	BLACK	BARE	52.5'	16m	BARE
10	STD	ROLLER FURLING LINE	1	5/16" (8mm)	WH /BLK FLECK	BARE	42'	12.8m	BARE

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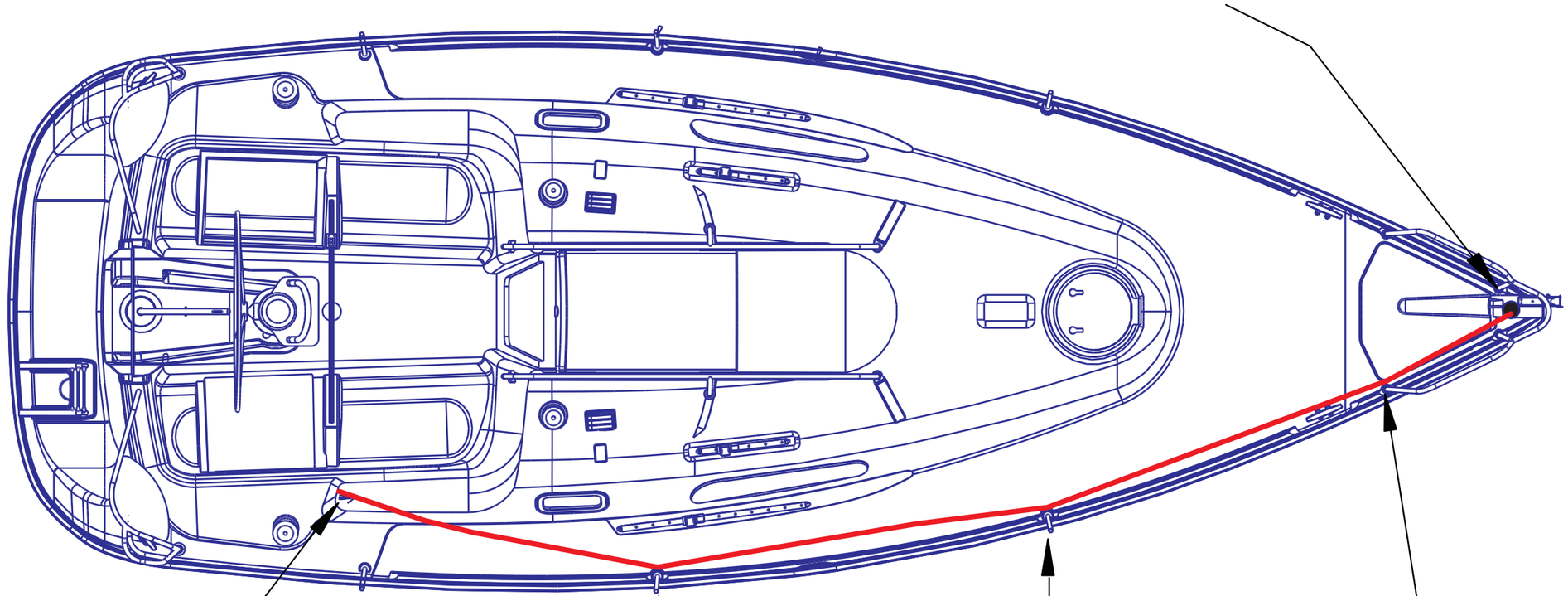
Jib Furling Line Layout

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



JIB LINE TIES OFF ON CLEAT

JIB LINE RUNS THROUGH STANCHION BLOCKS AND AFT TO CLEAT

JIB FURL LINE LEAD BLOCK (on bow rail)

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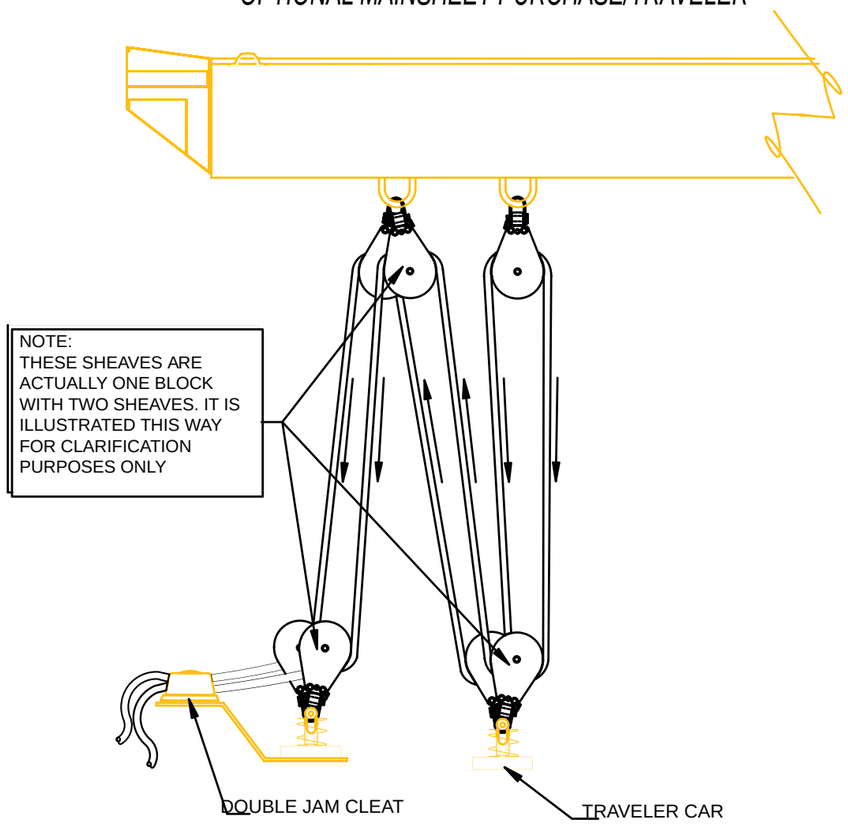
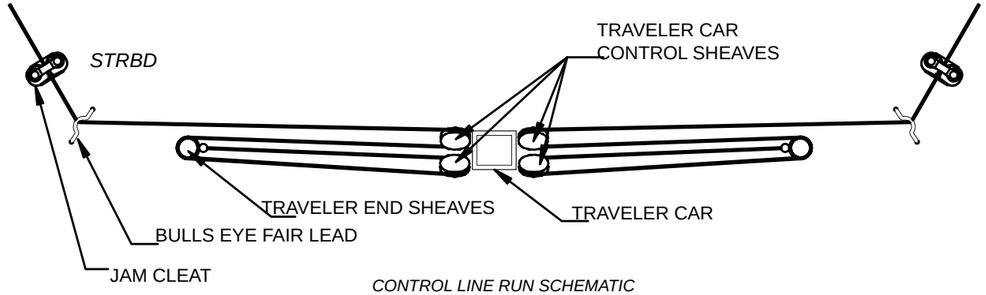
Optional Mainsheet Purchase Traveler Layout

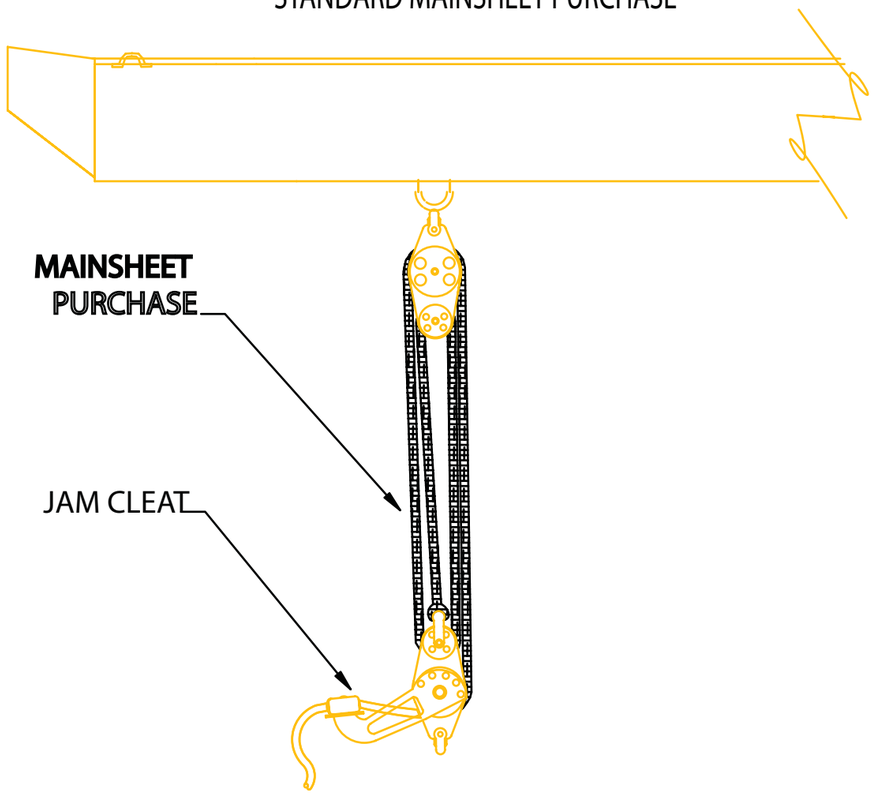
OPTIONAL MAINSHEET PURCHASE/TRAVELER





CONTROL LINE RUN SCHEMATIC
VIEW LOOKING DOWN ONTO TRAVELER

STANDARD MAINSHEET PURCHASE



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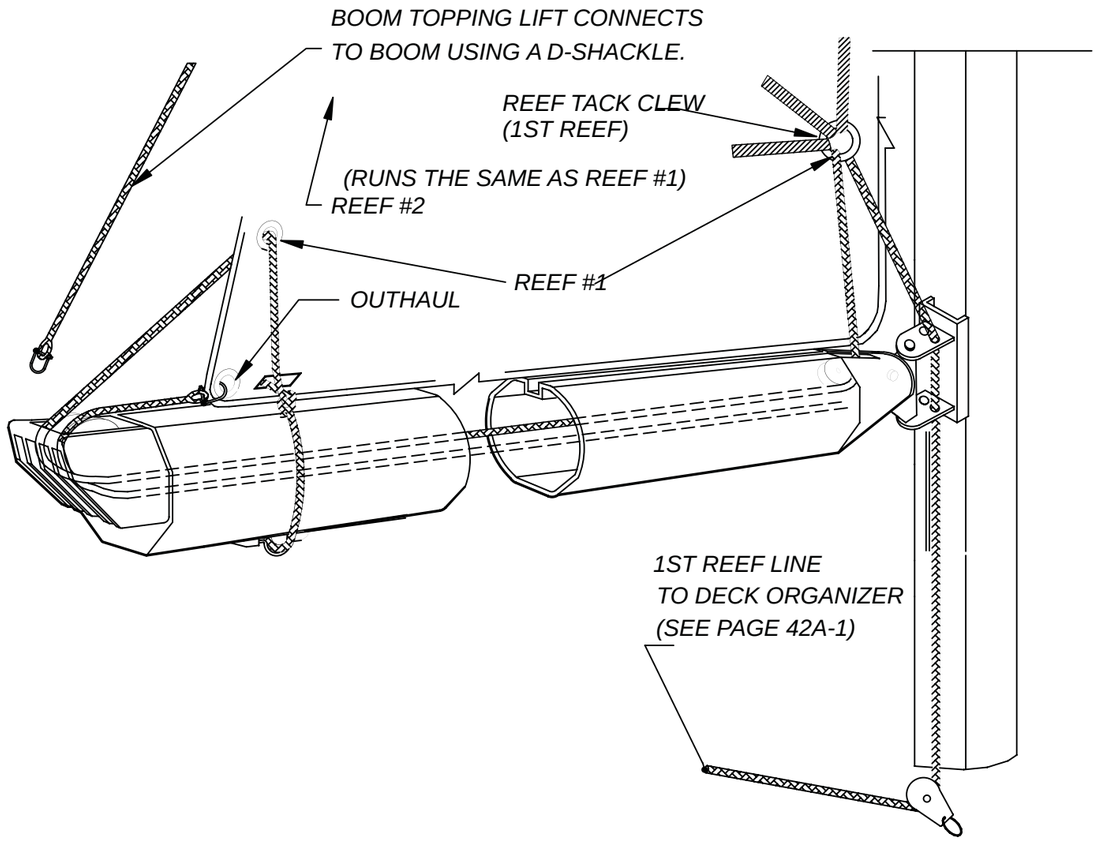
Boom with Reefing Layout

BOOM WITH REEFING LAYOUT



27 REEFING INSTRUCTIONS

IF THE WIND STRENGTH BUILDS TO THE POINT WHERE THE BOAT HEELS EXCESSIVELY OR UNCOMFORTABLY, YOU MAY REDUCE THE SAIL AREA BY TAKING IN A REEF. REEFING IS EASIEST WHEN DONE ON A STARBOARD TACK (WHEN THE WIND IS BLOWING FROM THE STARBOARD SIDE) SINCE ON THE H27, THE JIB SHEET IS ON THE PORT SIDE, AND THE HALYARD WINCH IS THEN FREE. HOWEVER, REEFING CAN BE DONE ON EITHER TACK.

1. ***FEATHER THE BOAT INTO THE WIND SLIGHTLY TO REDUCE THE HEEL.***
2. ***EASE THE TENSION ON THE MAINSHEET.***
3. ***MAKE SURE THE PORT WINCH IS FREE BY EITHER PUTTING THE BOAT ON A STARBOARD TACK OR BY TAKING THE JIB SHEET AND JAMMING IT IN THE JIB SHEET JAM CLEAT BEFORE REMOVING IT FROM THE WINCH.***
4. ***TRANSFER THE MAIN HALYARD TO THE WINCH, AND TAKE UP FULL TENSION OF THE HALYARD BETWEEN THE WINCH AND THE SHEET STOPPER. THEN UNLOCK THE MAIN HALYARD SHEET STOPPER.***
5. ***LOWER THE MAIN HALYARD UNTIL THE FORWARD REEF CRINGLE ON THE SAIL CAN BE SECURED BY INSERTING THE REEF HOOK LOCATED ON THE BOOM GOOSE NECK THROUGH THE CRINGLE.***
6. ***RETENSION THE MAIN HALYARD UNTIL ALL THE SLACK OR WRINKLES ARE REMOVED FROM THE LUFF.***
7. ***TIGHTEN THE REEF LINE AT THE FORWARD END OF THE BOOM BY PULLING THE LINE DOWN THROUGH THE SHEAVE AND JAM UNTIL THE AFT REEFING CRINGLE IS AGAINST THE BOOM AND THE LINE CANNOT BE TENSIONED ANY FURTHER. THE MAINSHEET AND VANG MAY HAVE TO BE LOOSENED TO BE ABLE TO ACHIEVE THE PROPER TENSION.***
8. ***JAM THE REEF LINE AT THE GOOSENECK. RETENSION THE VANG AND MAINSHEET ACCORDINGLY. REJAM THE MAIN HALYARD AND TRANSFER THE JIB SHEET BACK TO THE WINCH IF NECESSARY.***
9. ***IF THE WIND CONTINUES TO INCREASE, YOU MAY DROP THE JIB COMPLETELY AND LASH IT TO THE DECK USING A SAIL TIE. THIS WILL ALLOW YOU TO SAIL ON A REEFED MAIN ALONE. IN SOME CASES, YOU MAY FIND IT MORE EFFECTIVE TO DROP THE JIB FIRST, BEFORE YOU TAKE IN A REEF. IT MAY ALSO BE EASIER TO TAKE IN A REEF BY TEMPORARILY LOWERING THE JIB DURING THE REEFING PROCESS.***

SHAKING OUT A REEF

1. ***TRANSFER MAIN HALYARD TO THE WINCH AS EXPLAINED ABOVE.***
2. ***EASE THE MAIN HALYARD DOWN ENOUGH TO REMOVE THE FORWARD REEF CRINGLE FROM THE REEF HOOK ON THE BOOM GOOSENECK.***
3. ***UNJAM THE REEF LINE AT THE FORWARD END OF THE BOOM.***
4. ***RAISE MAIN HALYARD USING THE WINCH. WHILE DOING SO, ENSURE THE REEFING LINE CONTINUES TO RUN THROUGH THE SAIL REEF CRINGLE AND THE FORWARD BOOM JAM.***
5. ***TENSION THE MAIN HALYARD AND REJAM***
6. ***ADJUST THE SHEET AND VANG AS NECESSARY.***

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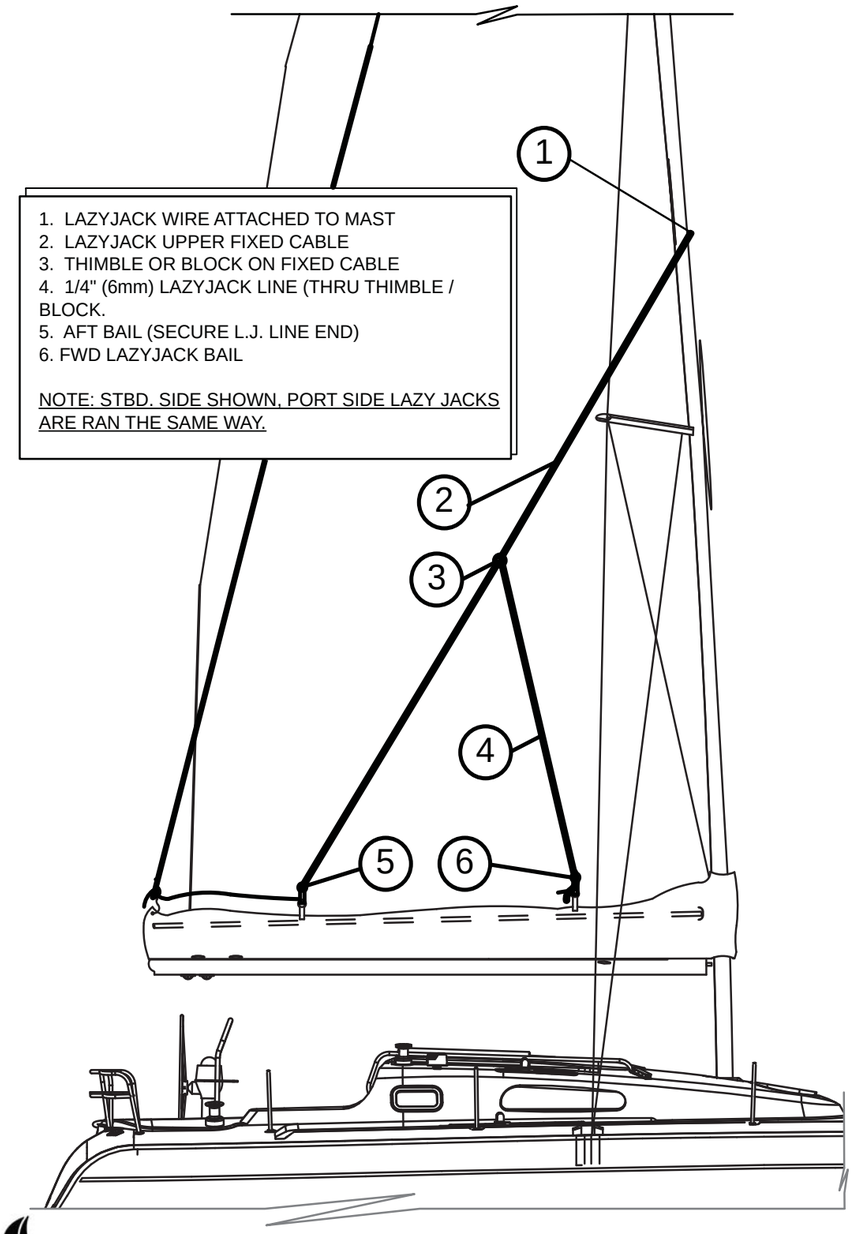
Lazyjack Installation



1. LAZYJACK WIRE ATTACHED TO MAST
2. LAZYJACK UPPER FIXED CABLE
3. THIMBLE OR BLOCK ON FIXED CABLE
4. 1/4" (6mm) LAZYJACK LINE (THRU THIMBLE / BLOCK.
5. AFT BAIL (SECURE L.J. LINE END)
6. FWD LAZYJACK BAIL

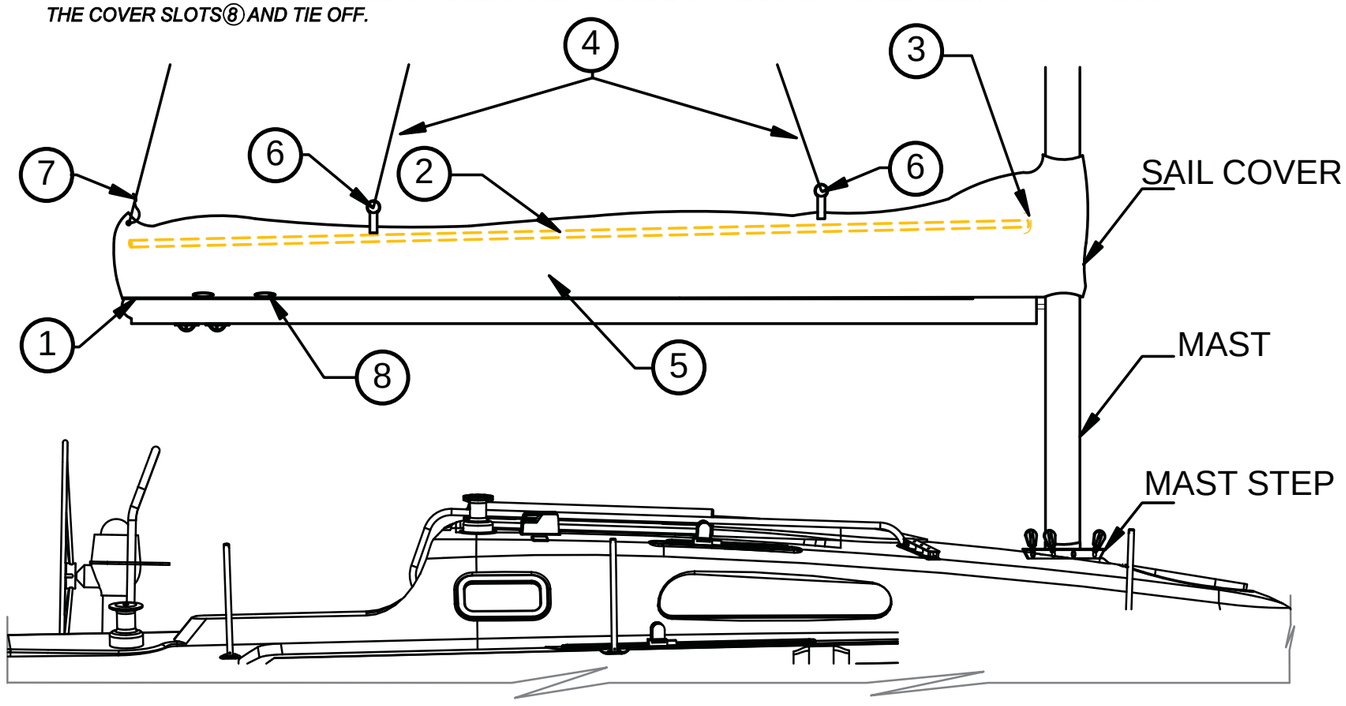
NOTE: STBD. SIDE SHOWN, PORT SIDE LAZY JACKS ARE RAN THE SAME WAY.

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 LINES ④ TO THE SAIL COVER ⑤ AND DEAD END THE LINES TO THE FWD AND AFT BAILS ⑥ 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.



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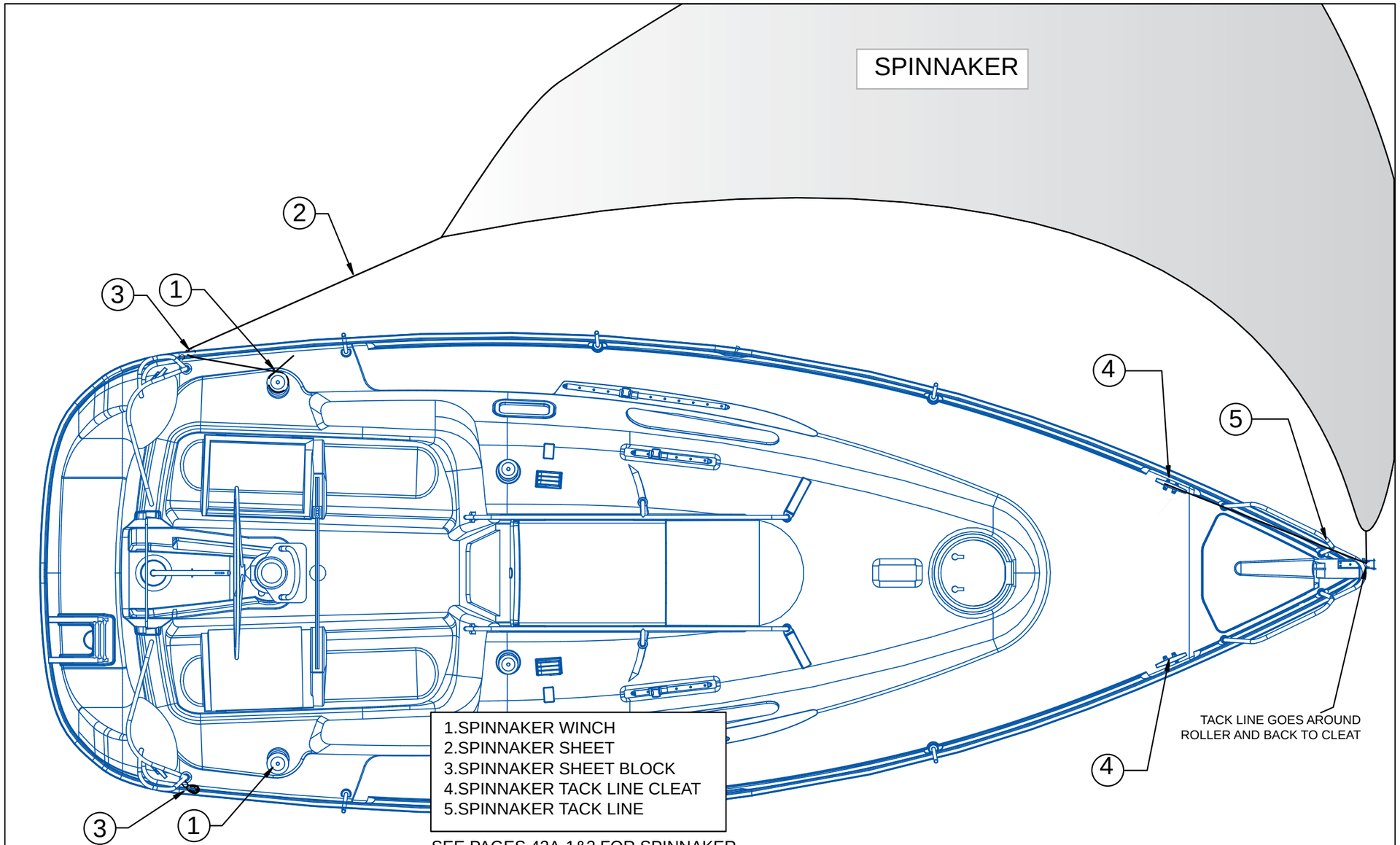
Optional Spinnaker Layout



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

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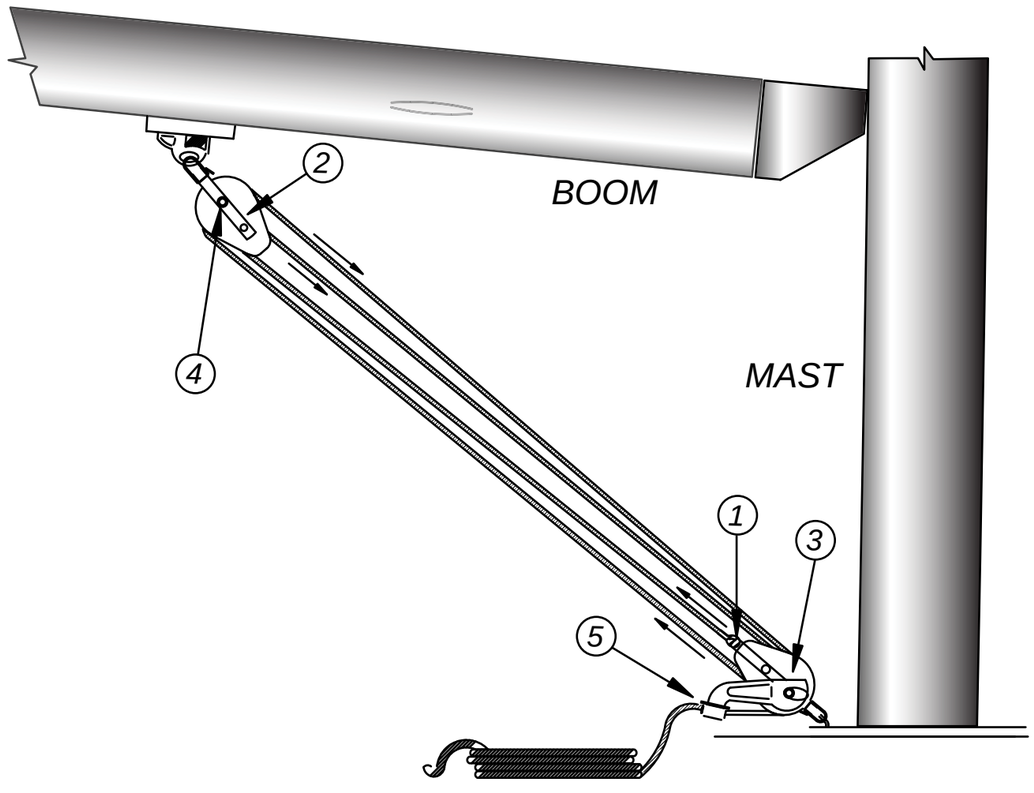
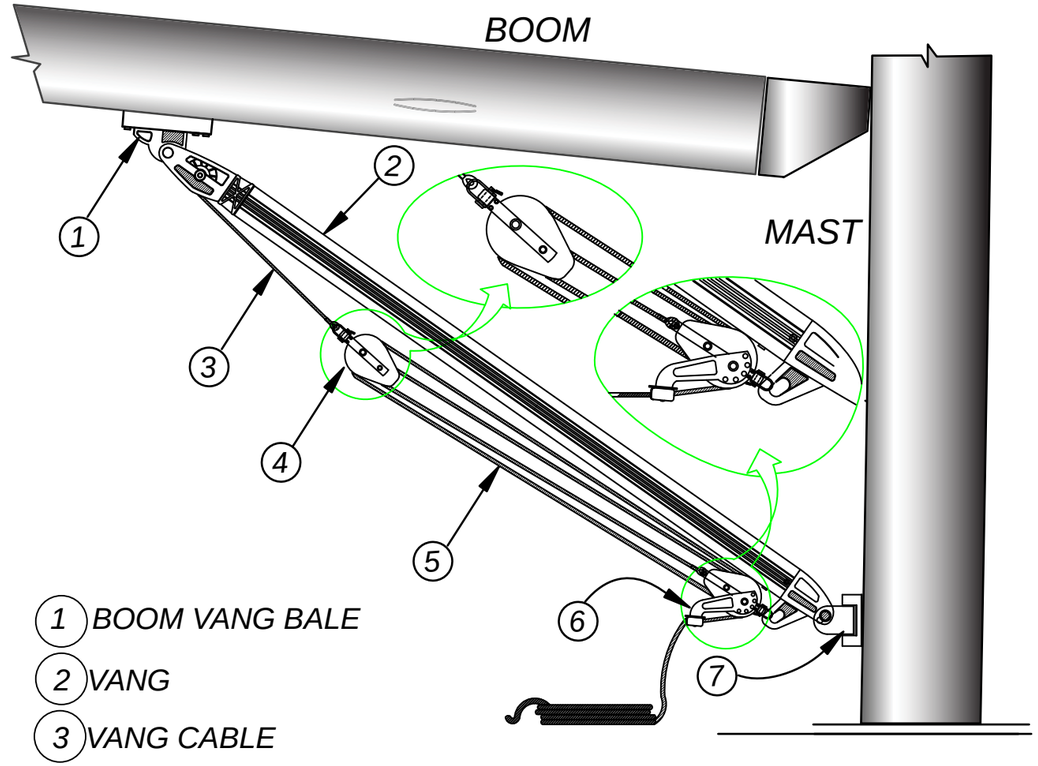
Standard & Option Vang Layouts

TYPICAL ROPE VANG DETAILS (STANDARD)



1. SECURE THE END OF THE VANG LINE TO THE LOWER VANG BLOCK BECKET.
2. LINE RUNS UP TO INNER SHEAVE ON UPPER VANG BLOCK.
3. LINE RUNS DOWN TO INNER SHEAVE ON LOWER VANG BLOCK.
4. THEN UP TO OUTER SHEAVE ON UPPER VANG BLOCK.
5. DOWN TO OUTER SHEAVE ON LOWER VANG BLOCK. THEN THRU THE CAM CLEAT

TYPICAL RIGID VANG DETAILS (FURLING OPTION)



1. BOOM VANG BALE
2. VANG
3. VANG CABLE
4. UPPER VANG BLOCK, SCHAEFFER 03-13
5. VANG LINE 5/16" X 45" (7.9mm x 13.7m)
6. LOWER VANG BLOCK, SCHAEFFER 03-13
7. VANG TOGGLE

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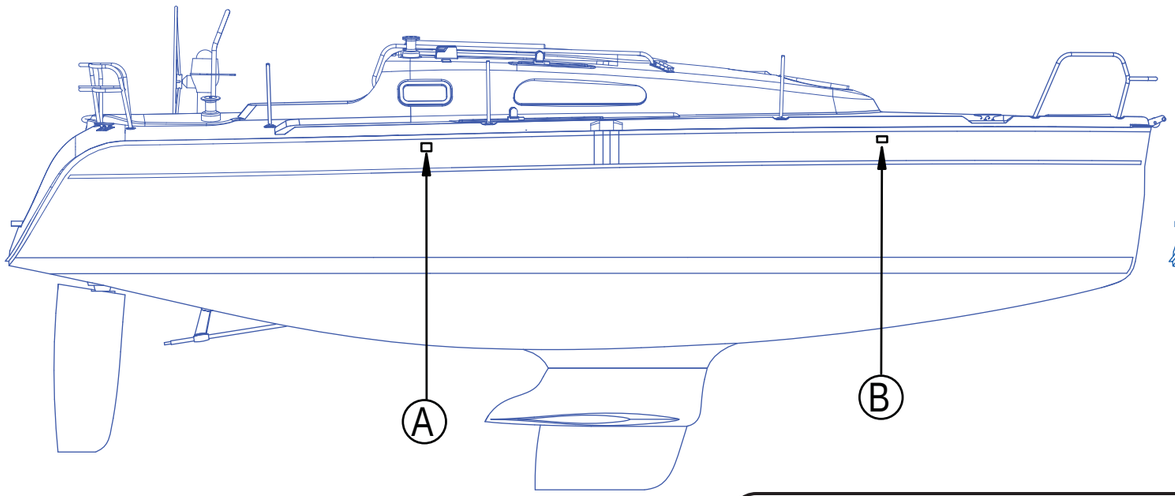
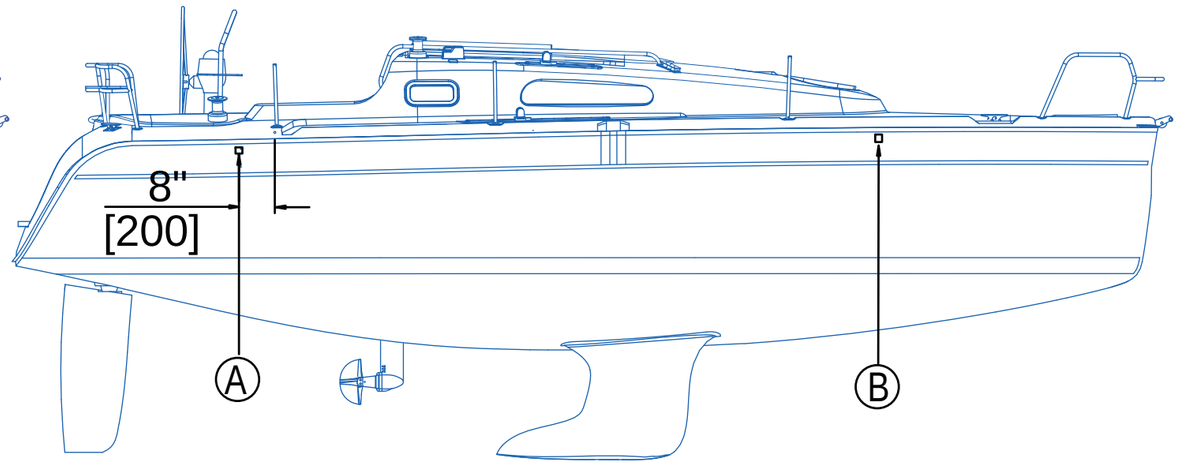
Lifting Points

LIFTING POINTS FOR STERN DRIVE



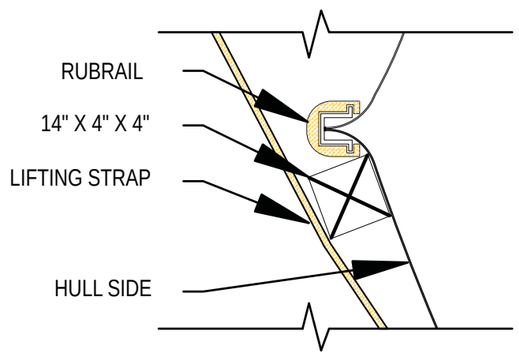
LIFTING POINTS FOR SAILDRIVE



A AFT LIFTING POINT (INDICATED BY DECAL) PLACEMENT IS ALIGNED 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" PIECE OF 4" X 4" WOOD SHOULD BE PLACED IN BETWEEN THE LIFTING STRAP AND THE HULL, JUST BELOW THE RUBRAIL



A AFT LIFTING POINT (INDICATED BY DECAL).
BE SURE YOU ARE WELL AFT OFF FOOT OF ENGINE.

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.