

STORAGE/WINTERIZATION

IMPORTANT

Winter storage is recommended to be done in one of the following three ways, either: 1) by blocking the boat via a cradle; or 2) with chained stands on level ground; or 3) by storing the boat in the water with a bubbler system to prevent icing. Damage to your boat, including engine misalignment caused by twisting, is not covered by the warranty.

SAILS

Sails should be properly folded and stowed in a dry, well ventilated place. Many sailboat owners send their sails back to the sail manufacturer at the end of each season. The sailmaker will check the stitching and sailcloth for wear and store the sails until the start of the next season.

ELECTRICAL

Remove battery from boat. (Refer to Engine Manual) and charge. It is a good idea to also remove the electronics (radio, radar, etc.) and store in a safe place.

CUSHIONS

Cushions should be removed and stored at home if possible. If not, prop them vertically to promote airflow around each cushion. *Dry Clean Only!*

HATCHES

Tenting the deck during storage will help prevent ice from forming and damaging hatches and deck fittings. The installation of a passive vent will help with ventilation while the boat is in storage.

WATER SYSTEM

Open a faucet and allow the pump to empty the tank. Then add approximately two gallons of nontoxic antifreeze solution to the tank and repeat the pumping out procedure.

A second method is to disconnect the hoses at the pump, allowing them to drain. Find the lowest point in the system and disconnect the fitting. Open all faucets to allow the lines to drain. If possible, use a short piece of hose on the faucet to blow through the lines to clear all water. A diluted solution with baking soda will help freshen the system.

WATER HEATER

Open valve and drain fully. Leave valve open during lay-up time.

TOILET AND HOLDING TANK

Drain and flush toilet. Using non toxic antifreeze in a 50/50 mixture with water, pump through toilet and into holding tank.

OUTBOARD ENGINE

Take it home and store it in a safe place. Be very careful storing the gas tank as the gasoline is very flammable. Refer to "Engine Manual" for specific maintenance schedule.

INBOARD ENGINE

Winterizing Fresh Water Cooled Diesel Engines

Step

1. Drain crankcase and transmission and refill with fresh lubricant as specified in owner's manual. Change oil filters.
2. Drain and clean all fuel filters and change elements, gaskets and seals. Bleed all air from fuel systems.
3. Start engine and bring up to operating temperature. Slowly remove the radiator cap on expansion tank. Using an anti-freeze hydrometer, check the antifreeze for proper protection (add antifreeze to lower the freezing point of the antifreeze solution). If the antifreeze solution is dirty, more than 2 years old, or weak, it should be completely drained and replaced with proper mixture of permanent antifreeze and water.
4. Close the seacock, remove the raw water pick up hose from the raw water pump and immerse end into a 5 gallon bucket of antifreeze solution. Start engine and run till antifreeze solution comes out exhaust stack or until bucket is empty. Attach the raw water pick up hose to the raw water pump. Tighten all clamps. **Note: This procedure bypasses the sea strainer to prevent antifreeze from crystallizing sea strainer which warranty will not cover.**
5. Loosen water pump and alternator belts to lessen tension on belts during winter.
6. For engines equipped with a hand crank - pull compression release levers and turn engine slowly with the hand crank. Slowly pour about 2 ounces of engine oil into the intake pipe or manifold while hand cranking the engine. This will allow for a thin coat of oil on the valves and upper cylinder. **DO NOT USE** the starter to turn engine or serious engine damage may result.

STORAGE/WINTERIZATION

7. Tape the openings of the intake and exhaust manifolds with duck tape to help prevent corrosion of the upper cylinder during lay up.
8. Scrape all rust or corrosion from exposed metal parts and surfaces. Scrub all metal surfaces with detergent and rinse thoroughly. Paint any bare metal.
9. Place a dust cover over engine. Do not leave the engine exposed to rain and sea breeze.
10. Disconnect the battery cables, remove the battery from the boat. Clean the terminal ends and battery with a solution of baking soda and water, rinse thoroughly with clean water. Apply a light coat of grease on the terminal end of the battery and cables. Store the battery in a cool, dry place. Use a trickle charger to keep battery charged. Do not charge battery near any open flame or in a confined area.
CAUTION: Wear safety goggles and rubber gloves to protect your eyes and skin.
7. Scrape all rust or corrosion from exposed metal parts and surfaces. Scrub all metal surfaces with detergent and rinse thoroughly. Paint any bare metal.
8. Place a dust cover over engine. Do not leave the engine exposed to rain and sea breeze.
9. Disconnect the battery cables, remove the battery from the boat. Clean the terminal ends and battery with a solution of baking soda and water, rinse thoroughly with clean water. Apply a light coat of grease on the terminal end of the battery and cables. Store the battery in a cool, dry place. Use a trickle charger to keep battery charged. Do not charge battery near any open flame or in a confined area.
CAUTION: Wear safety goggles and rubber gloves to protect your eyes and skin.

Winterizing Raw Water Cooled Diesel Engines

Step

1. Drain crankcase and transmission and refill with fresh oil as specified in owner's manual. Change oil filters.
2. Close seacock, remove raw water pick up hose from water pump, attach a 4-foot length of hose to water pump and immerse in a 5 gallon bucket of antifreeze solution. Remove hose from engine or manifold that leads to exhaust elbow. Attach about a 4-foot length of hose and immerse one end in the bucket of antifreeze solution. Start engine and run until water begins to warm up (about 3 to 5 min.) and thermostat opens. Stop engine. Replace hose that leads to exhaust elbow. Start engine and let run till water comes out exhaust pipe. Stop engine, remove hose from water pump to bucket, attach hose from seacock to water pump and tighten all hose clamps. **Note: This procedure bypasses the sea strainer to prevent antifreeze from crystallizing sea strainer which warranty will not cover.**
3. Loosen water pump and alternator belts to lessen tension on belts during winter.
4. Drain and clean all fuel filters and change elements, gaskets and seals. Bleed all air from fuel systems.
5. Pull compression release levers and turn engine slowly with the hand crank. Slowly pour about 2 ounces of engine oil into the intake pipe or manifold while hand cranking the engine. DO NOT USE the starter to turn engine or serious engine damage may result.
6. Tape the openings of the intake and exhaust manifolds with duck tape to help prevent corrosion of the upper cylinder during lay up.

DEPARTURE FROM THE BOAT

The check list for leaving a boat unattended is very important because items overlooked often will not be remembered until you are far from the boat and corrective actions are impractical or impossible. Primary choices for this list are items relating to the safety and security of the unattended craft --- turning off fuel valves, the proper settings for electrical switches, pumping out the bilge and leaving the switch on automatic (or arranging for periodic pumping out). Other departure check list items are securing ports, windows, hatches, and doors.

ROUTINE MAINTENANCE

Routine maintenance check lists should include items based on how much the boat is used (usually in terms of engine hours) and on calendar dates (weekly, monthly, or seasonal checks). Typical of the former are oil level checks and changes, and oil and fuel filter changes.

On a calendar basis the lists should note such matters as electrolyte levels in storage-batteries, pressure gauges on dry-chemical fire extinguishers, and all navigation lights. Check the operation of automatic bilge alarms or pump switches by running water into the boat. Periodically close and open seacocks several times to ensure their free and easy operation in case they are needed in an emergency. Equipment and supplies carried on board for emergencies should be inspected for any signs of deterioration.

CERTIFICATION DETAILS

CE CERTIFIED

Your Hunter has been manufactured in the United States and has been certified by IMCI to be in compliance with the relevant parts of the Recreational Craft Directive 94/25/EC from the European Parliament. The CE mark means your craft meets or exceeds all current International Organization for Standardization (ISO) standards and directives in effect at the time of manufacture. The builder's plate (copy provided on page 35 of this manual), affixed to your boat, describes various parameters involved in the design of your boat. Please refer to it regularly when operating your boat.

Following are the Design Categories, established by the Recreation Craft directive, which is to be considered a guideline of use application as per the directive's criteria. This criteria is NOT established by Hunter Marine Corporation, and the category assigned is only a reference to the assigned category. The safety of the captain and crew of any vessel is not measurable by such categories, and you should not interpret these categories as an indication of your safety in such conditions. The skill of the captain and crew, together with proper preparation, appropriate safety equipment for the given conditions, and a well maintained vessel are critical to safe sailing.

CE CRAFT DESIGN CATEGORIES

Category A - "Ocean": Craft designed for extended voyages where conditions experienced may exceed wind force 8 (Beaufort Scale) and include significant wave heights of 4 m, for vessels that are largely self-sufficient.

Category B - "Offshore": Craft designed for offshore voyages where conditions up to and including wind force 8 and significant wave heights up to and including 4 m may be experienced.

Category C - "Inshore": Craft designed for voyages in coastal waters, large bays, estuaries, lakes and rivers, where conditions up to and including wind force 6 and significant wave heights up to and including 2 m may be experienced.

Category D - "Sheltered waters": Craft designed for voyages on small lakes, rivers and canals, where conditions up to and including wind force 4 and significant wave heights up to and including 0.5 m may be experienced.

For additional information, contact:

International Marine Certification Institute (IMCI)
Treves Centre, rue de Treves 45
1040 Brussels, Belgium
FX: (32) 2238-7700

NMMA CERTIFIED

Your Hunter has been judged by the National Marine Manufacturers Association (NMMA) to be in compliance with the applicable federal regulations and American Boat and

Yacht Council (ABYC) standard and recommended practices in effect at the time of manufacture.

For additional information, contact:

National Marine Manufacturers Association
200 E. Randolph Dr., Suite 5100
Chicago, IL 60611
PH: (1) 312-946-6200 FX: (1) 312-946-0388



LIGHTNING WARNING	
Version No.	Date
Printed On:	

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HUNTER

LIGHTNING STORM WARNING:

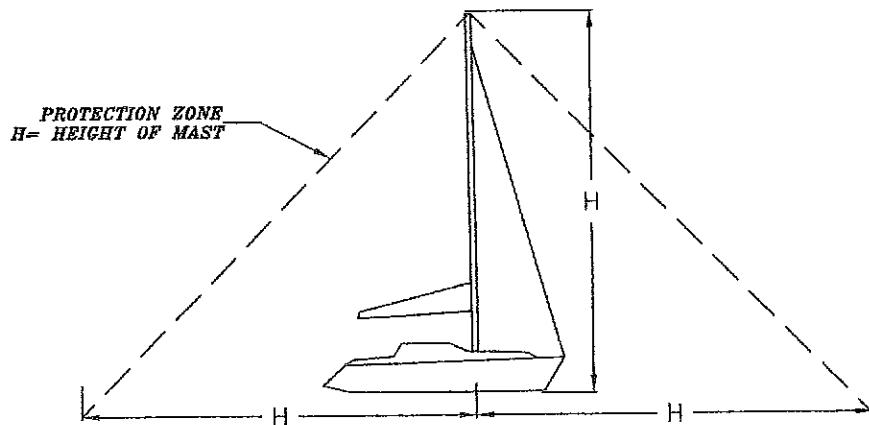
1. ALL WHIP ANTENNAS SHOULD BE TIED DURING STORM, UNLESS PART OF THE LIGHTNING PROTECTION SYSTEM.

2. PRECAUTIONS: DURING LIGHTNING STORMS: A. THE SHIPS OCCUPANTS SHOULD TAKE SHELTER INSIDE A CLOSED AREA OF THE BOAT. EXAMPLE: BELOW DECK. B. OCCUPANTS SHOULD NOT HAVE ANY BODY PARTS IN THE WATER. C. AVOID CONTACT WITH ANY COMPONENTS OF THE L.P.S. SYSTEM. AND D. AVOID ALL CONTACT WITH ANY METAL OBJECTS.

3. SEE DIAGRAM BELOW FOR INFORMATION ON THE LIGHTNING PROTECTION ZONE.

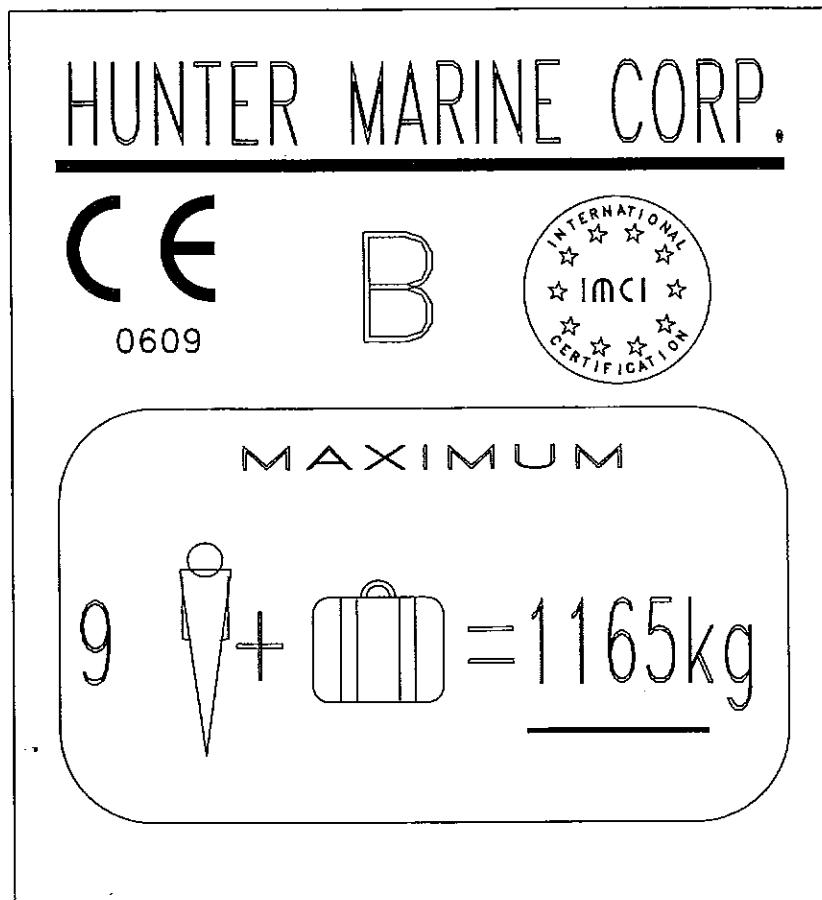
4. IF LIGHTNING SHOULD STRIKE THE SHIP, INSPECT ALL ELECTRONICS, ELECTRIC GEAR, COMPASS AND L.P.S. SYSTEM FOR POSSIBLE DAMAGE. RECALIBRATE AS NECESSARY. NOTE: BEGIN CHECKING ELECTRONICS AFTER THE THREAT OF LIGHTNING HAS PASSED.

FAILURE TO FOLLOW PRECAUTIONS MAY RESULT IN SEVERE INJURY OR DEATH



BUILDER'S INFORMATION PLATE
HUNTER MARINE CORPORATION

H306



LIGHTSHIP DISPLACEMENT = 3,089Kg (6,796Lb)

FULL LOAD DISPLACEMENT = 4,254Kg (9,359Lb)

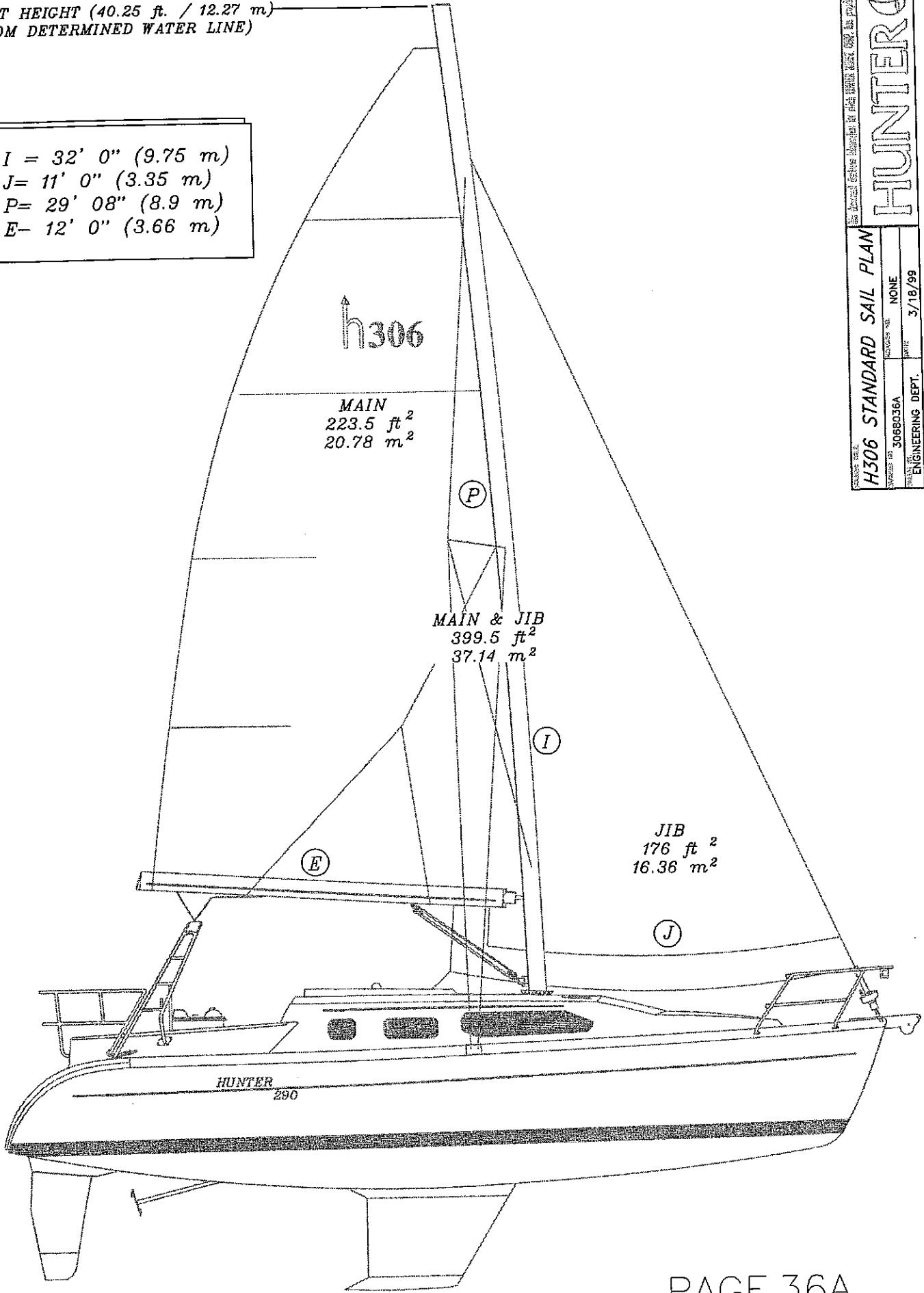
SINK @ FULL LOAD = 96mm (3.77")

EACH HUNTER 306MODEL WITH THE IS AND WILL CONTINUE TO BE IDENTICAL TO THE INDIVIDUAL UNIT OF THAT MODEL WHICH WAS OFFICIALLY INSPECTED AND APPROVED

MODEL YEAR 2001

MAST HEIGHT (40.25 ft. / 12.27 m)
(FROM DETERMINED WATER LINE)

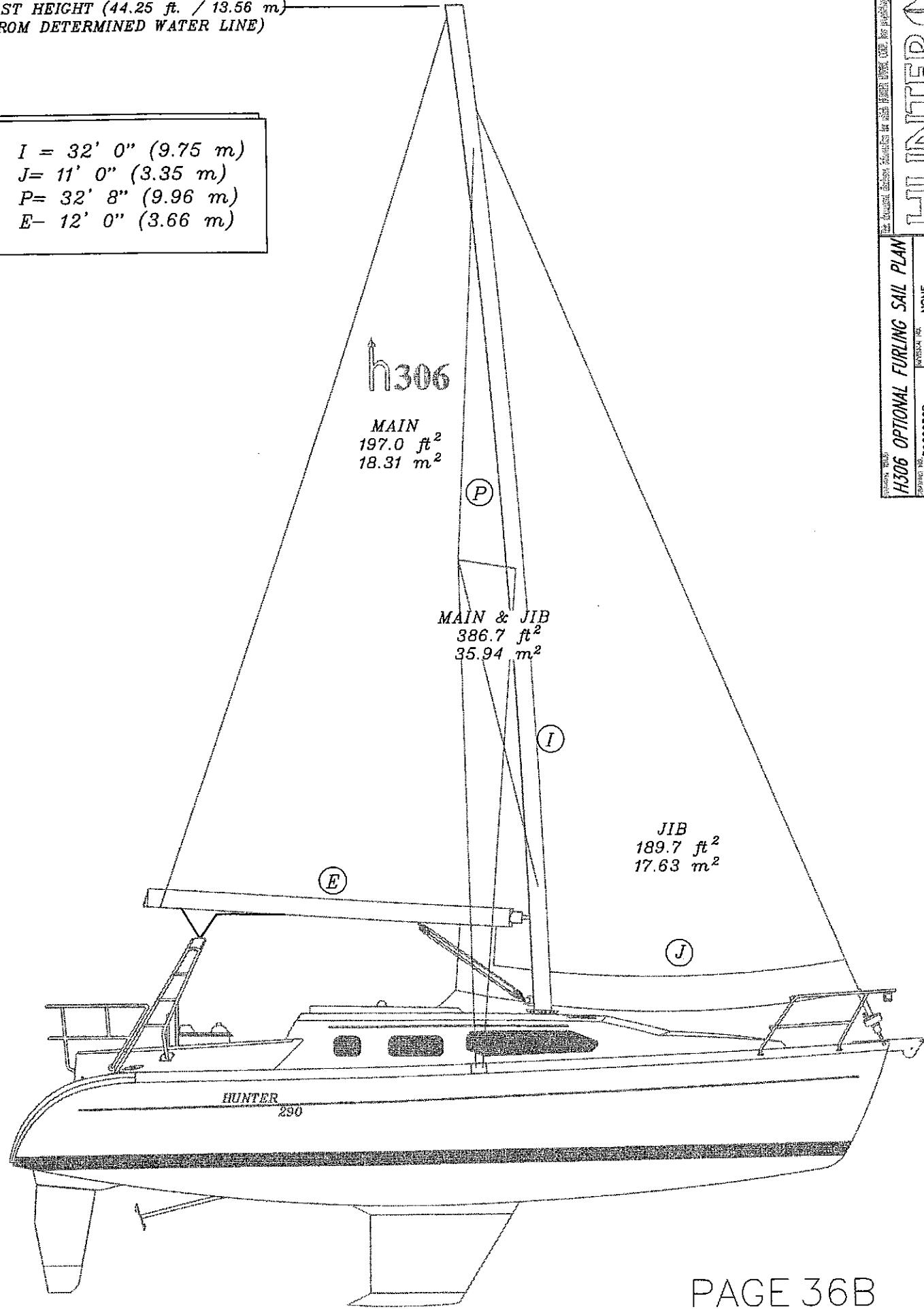
I = 32' 0" (9.75 m)
J = 11' 0" (3.35 m)
P = 29' 08" (8.9 m)
E = 12' 0" (3.66 m)



HUNTER		
Model No.	3068036A	NONE
Supplier	3/18/99	
Engineering Dept.		

MAST HEIGHT (44.25 ft. / 13.56 m)
(FROM DETERMINED WATER LINE)

I = 32' 0" (9.75 m)
J= 11' 0" (3.35 m)
P= 32' 8" (9.96 m)
E= 12' 0" (3.66 m)

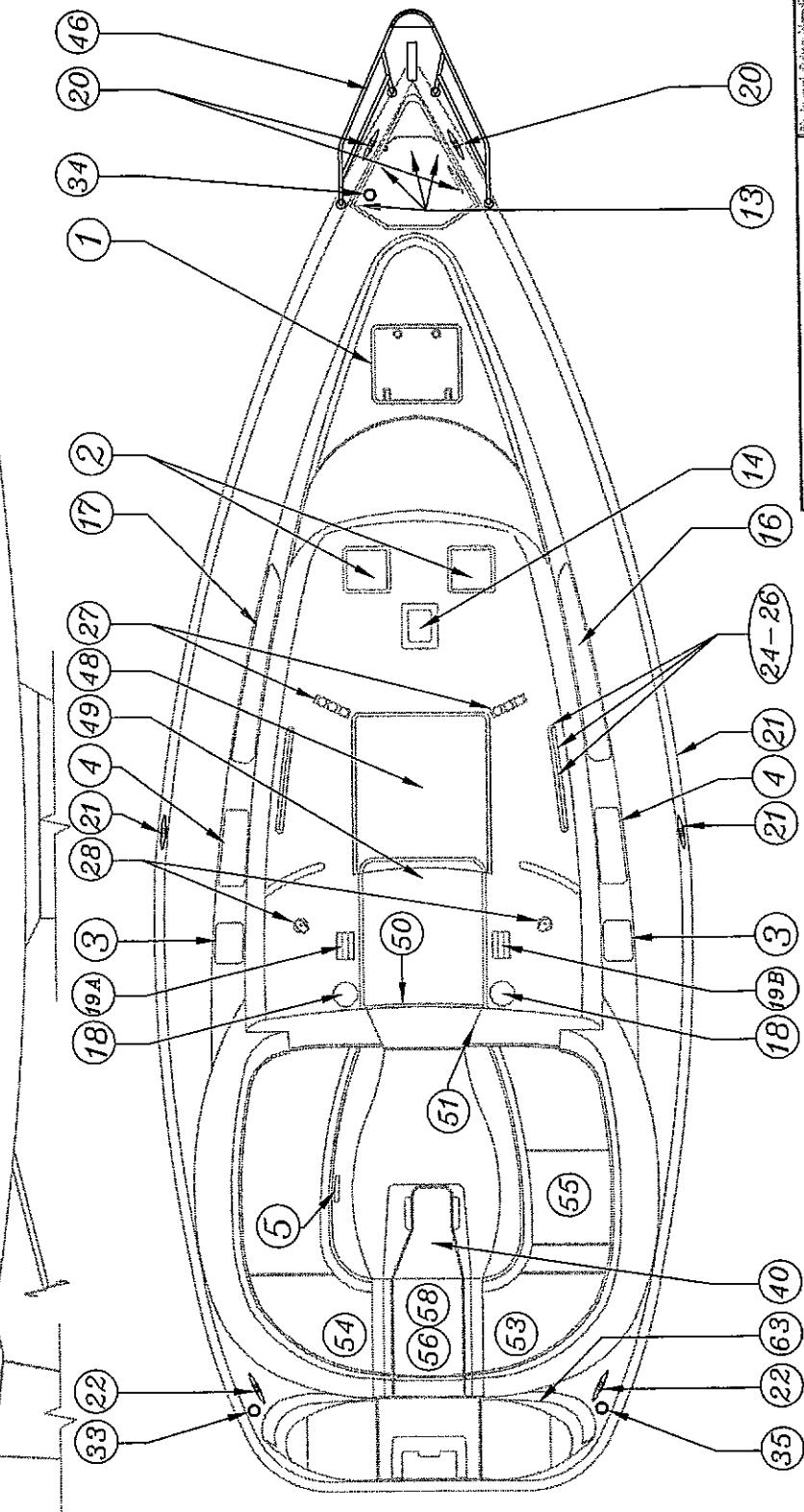
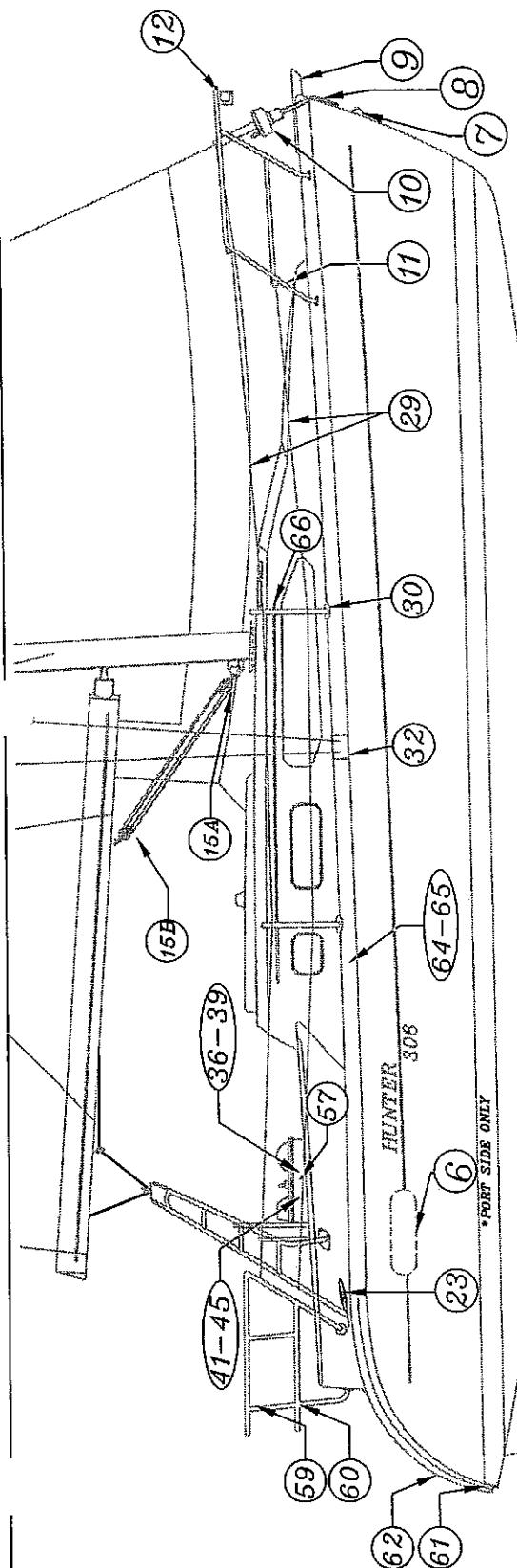


HUNTER 290	
The American Sailboat Association's Standard for Mast Height (Mast Height from Water Line)	
H306 OPTIONAL FURLING SAIL PLAN	None
Design No. 3068036B	Date 5/18/99
Designer Engineering Dept.	

DIMENSIONS, CAPACITIES, ETC.

HUNTER 306

LENGTH OVERALL (LOA).....	28' 6"	8.69 m
LENGTH OF WATERLINE (LWL).....	26' 11"	8.19 m
BEAM (MAX).....	10' 9"	3.28 m
DRAFT (SHOAL).....	3' 6"	1.07 m
DRAFT (DEEP).....	5' 0"	1.52m
DISPLACEMENT (SHOAL).....	7,400 lbs	3,360 kg
BALLAST (SHOAL KEEL).....	2,550 lbs.	1,158 kg
BALLAST (DEEP KEEL).....	2,550 lbs.	1,158 kg
SAIL AREA (100% TRIANGLES).....	349' 6" sq. ft.	32.47 sq.m
SAIL AREA (ACTUAL W/STANDARD SAILS).....	399.5 sq. ft.	37.14 sq.m
I.....	32 0"	9.75 m
J	11' 0"	3.35 m
P.....	29' 1"	8.90 m
E.....	12' 0"	3.66 m
MAST HEIGHT (FROM WATERLINE).....	40' 3"	12.27 m
HEADROOM.....	6' 2"	1.88 m
WATER CAPACITY.....	40 U.S. gal.	151 liters
HOLDING TANK CAPACITY.....	20 U S gal.	76 liters
FUEL TANK CAPACITY.....	20 US gal.	76 liters
LPG TANK CAPACITY.....	5 lbs.	2.28 kg
BATTERY CAPACITY.....	DEALER SUPPLIED	
ELECTRICAL VOLTAGES.....	12 V.D.C.	110 A.C.
INBOARD ENGINES.....	SELECT OVERSEAS MODELS 220 V	
PROP SIZE.....	YANMAR 2GM20F (18 hp) (15 X 12 R.H.)	13.4 kw
MAXIMUM LOADING.....	9 PEOPLE	1165 kg (INCLUDING LUGGAGE)
LIFTING POINTS.....	INDICATED BY "SLING" LABELS ON HULL	



HUNTER

H306 STANDARD DECK HULL LAYOUT

1170C ST11

1000 YEARS ROUND

1000 YEARS ROUND

1000 YEARS ROUND

1000 YEARS ROUND

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REVISION #	6/12/01					
HUNTER 306 DECK HARDWARE						
GEN.DESCR.	LOC. & TYPE	VENDOR	MDL/NAME/#	#REQ.	PART #	DWG #
1 HATCH	FWD CABIN TOP	LEWMAR	SIZE 60	1	300950	
SCREEN	SCREEN	LEWMAR		1	300954	
TRIM RING	TRIM RING	LEWMAR	IVORY	1	300670	
2 HATCH	MAIN CABIN TOP	LEWMAR	OCEAN SIZE 10	2	300210	
SCREEN	SCREEN	LEWMAR		2	300220	
TRIM RING	TRIM RING	LEWMAR	IVORY	2	300230	
3 HATCH (OPENING PORT)	CABIN SIDE	LEWMAR	TRIMPORT 03	2	300180	
SCREEN	SCREEN	LEWMAR		2	300220	
TRIM RING	CABIN SIDE	HUNTER	IVORY	2	300200	
4 HATCH	CABIN SIDE	LEWMAR	SIZE 41	2	300280	
SCREEN	CABIN SIDE	LEWMAR		2	3008300	
TRIM RING	CABIN SIDE	HUNTER	IVORY	2	300840	
5 PORTLIGHT	PORT COCKPIT SIDE		WHITE 4x10	1	300390	
SCREEN			4x10	1	300410	
6 FIXED HULL WINDOW	HULL SIDES	PLEX H310/340		1	422060	
TRIM RING	HULL WINDOWS	VACU-FORM	BEIGE	1	300310	
7 BOW EYE	STEM		7/16" U-BOLT	1	318010	
8 BOW STRAP	HEADSTAY FITTING	SAME AS H280	ST STL TO PRINT	1	305620	
9 BOW ROLLER	STEM			1	304220	
10 FURLING UNIT	HEADSTAY	FURLEX	106-12 W/RIG SCR	1	401265	
11 BOW RAIL	310	HUNTER	SAME AS 310	1	307480	
12 BOW LIGHT	ON BOW PULPIT	C/O 310	62246B	1	255806	
13 ANCHOR HATCH	NEW	HUNTER	NEW PART	1	?	
ANCHOR LATCH (HANDLE)	ANCHOR WELL	HUNTER		1	315700	
STRIKER PLATE	ANCHOR WELL	HUNTER		1	306120	
HINGE	ANCHOR WELL		3"x1.5" SS POLISH	2	314900	
EYE STRAP	ANCHOR WELL		1242-000 CHROME	2	315590	
BUNGEE CORD	ANCHOR WELL		20" 650240-1	1	318530	
14 MAST STEP	H310			1	403096	
15A VANG BLOCK						
15B VANG BLOCK						
16 STBD CABIN SIDE PLEXI	CABIN SIDE FWD			1	P2837	
17 PORT SIDE PLEXI	CABIN SIDE FWD			1	P2836	
18 WINCH	CABIN TOP AFT	LEWMAR	16 CST	2	308590	
19A SHEET STOPPER	CABIN TOP PT AFT	SPINLOCK	XA3	1	304000	
19B SHEET STOPPER	CABIN TOP STBD AFT	SPINLOCK	XA3	1	304000	
20 CLEAT	FWD MOORING		ALUM 8" 4-HOLE	3	P2820	
21 CLEAT	MIDSHIPS SPRING		ALUM 8" 4-HOLE	2	P2820	
22 CLEAT	AFT MOORING		ALUM 8" 4-HOLE	2	P2820	
23 CLEAT (FURL)	COCKPIT COAMING	SCHAEFER	5" METAL	1	303360	
24 JIB TRACK	CABIN TOP	SCHAEFER	1"16"	2	301950	
25 JIB CARS	JIB TRACK	SCHAEFER	#32-88	2	302900	
26 JIB TRACK ENDS		SCHAEFER	#74-35-G	4	302890	
27 DK. ORGANIZER (TRIPLE)	CABIN TOP		505-81	2	303490	
28 CHEEK BLOCK (JIB SHEET)	CABIN TOP AFT CORNERS	SPINLOCK	JK50X	2	303500	
29 LIFE LINES				I SET	P2865	
30 STANCHION W/ BASE	ON TOERAIL	HUNTER	SAME AS 310	4	305140	
32 CHAIN PLATE	ON HULL AMIDSHIPS	NEW DESIGN?	SIMILAR 280	I SET		
33 FILL PLATE	DIESEL			1	356181	
34 FILL PLATE	WATER			1	356199	
35 FILL PLATE	WASTE			1	356217	
36 STEERING CONSOLE	IN COCKPIT	HUNTER	SAME AS 310	1		
37 WHEEL	ON CONSOLE	WHITEWATER	32"	1	310825	
38 STEERING SYSTEM	IN COCKPIT	EDSON	C/O 310			
"			CONNECT ROD			
39 SHIFT CONTROL						
40 QUAD COVER						
EMERG.TILL ACCESS	IN QUAD COVER		DP40-W	1	300520	
41 GRABRAIL, AFT CONSOLE				1	307130	
42 GRAB HANDLE, CONSOLE						
43 COCKPIT TABLE						
44 TABLE DRINK HOLDER	COCKPIT TABLE		SAME AS 310	1		
45 STARBOARD	COCKPIT TABLE		SAME AS 310	1		
46 MAINSHEET U-BOLT	COCKPIT TABLE			1	318010	

306 DECK HARDWARE LIST CON'T

47	MAINSHEET BLOCK					
48	SEA HOOD				1	P2838
49	SLIDING HATCH					
50	SLIDER STOP					
51	COMPANIONWAY TRACK					
53	STBD GULLWING SEAT	STBD COCKPIT	HUNTER	GLASS PART	1	NEW
	HINGES	GULLWING			2	314900
	EYE STRAP	GULLWING			1	315590
	BUNGEE	UNDER LID			1	
54	PORT GULLWING SEAT	PORT COCKPIT	HUNTER	GLASS PART	1	NEW
	HINGES	GULLWING			2	314900
	EYE STRAP	GULLWING			1	315590
	BUNGEE	UNDER LID			1	
55	EURO HATCH	STBD COCKPIT	HUNTER	GLASS PART	1	
	HINGE	EURO HATCH			2	314900
	EYE STRAP	EURO HATCH			1	315590
	BUNGEE	UNDER LID			1	
56	MANUAL BILGE PUMP	COCKPIT	COMPAC			1
57	ENGINE PANEL					
58	HELM SEAT	COCKPIT	NEW DESIGN	GLASS PART	1	
	HINGES	HELM SEAT		4x1 SS STRAP	1 PR	314920
	RUBBER LATCHES	HELM SEAT		BLACK FLEX	2	315430
	EYE STRAP	HELM SEAT		1242-000	2	315590
59	STERN RAIL	AFT COCKPIT COAMING	NEW DESIGN	SIMILAR 310	1 SET	
60	STERN LIGHT	AFT COCKPIT COAMING		62243B	1	255878
61	SWIM LADDER	SWIM PLATFORM	16" TELESCOPING	TDL3XL	1	303650
62	SWIM GRAB HANDLE	STERN	TO PRINT		2	307600
63	SHORE PWR.	TRANSOM		303SSEL-B	1	331700
64	RUBRAIL	GUNN'L	NEW 310 STYLE	84 DUROMETER		
65	KEEPER, RUBRAIL	"	310, 340 SIZE			
66	TEAK EYEBROW	CABIN HOUSE SIDE	310, 340 STYLE	TEAK 1 PT/ 1 STBD	2	

SPINNAKER OPTION

SPIN OPTION						
100	WINCH	COCKPIT COAMING	LEWMAR	16CST	2	308590
101	SPIN BLOCK					
104	DK ORGANIZER (QUAD)					
105	SPINN SHEET BLOCK	ON STERN RAIL	SINGLE W/BECKET		2	318350

OPTIONAL GEAR (FURLING MAST)

FURLING, WITH SPIN						
125	SHEET STOPPER	PORT SIDE		SINGLE		304040
126	DK ORGANIZER (TRIP)	PORT SIDE		TRIPLE		303490

OPTIONAL COCKPIT SHOWER

150	COCKPIT SHOWER	OPTIONAL	WHALE	48500	1	351267
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OPTIONAL ANCHOR WINDLASS

200	WINDLASS	ANCHOR WELL	ANCHORMAN	800	1	310540
201	DUAL CONTROL BOX	ANCHOR WELL		DUAL D	1	310550
202	DECK SWITCH - UP	ANCHOR WELL			1	310570
203	DECK SWITCH - DOWN	ANCHOR WELL			1	310600

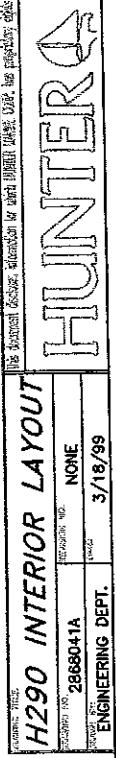


TABLE INSTRUCTIONS

TO LOWER THE TABLE.

1. LIFT UP ON THE TABLE TO RELIEVE PRESSURE ON THE QUICK PIN SUPPORTING THE TABLE BRACKET.
2. CONTINUE SUPPORTING THE TABLE AND REMOVE THE QUICK PIN BY TURNING IT IN A CLOCKWISE MOTION 1/2 TURN AND PULL STRAIGHT OUT. (STORE THE QUICK PIN IN THE KEEPER PROVIDED)
3. SLOWLY LOWER THE TABLE UNTIL IT COMES TO REST ON THE DINETTE SETTEE TOP.

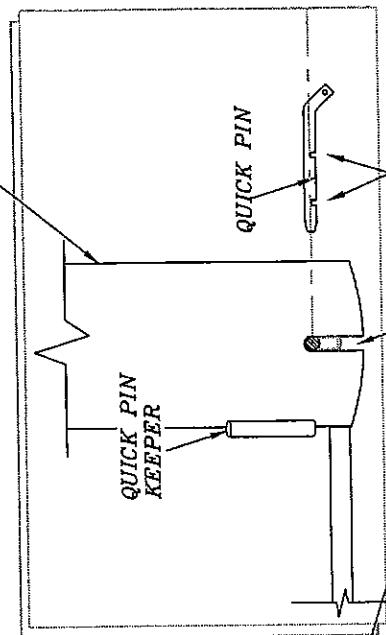
TO RAISE THE TABLE.

1. RAISE THE TABLE AND BRACKET UP PAST THE PROVIDED HOLE IN THE COMPRESSION POST.
2. CONTINUE SUPPORTING THE TABLE AND REPLACE THE QUICK PIN THRU THIS HOLE. ENSURE THE QUICK PIN IS LOCKED IN PLACE USING THE "SAFETY" SLOTS PROVIDED ON THE QUICK PIN.
3. SLOWLY LOWER THE TABLE UNTIL THE BRACKET COMES TO REST ON THE QUICK PIN.
4. ROTATE THE TABLE BACK AND FORTH UNTIL IT "DROPS" INTO PLACE. THIS HAPPENS WHEN THE ENGAGED QUICK PIN AND THE SLOT ON THE TABLE BRACKET SLEEVE LINE UP AND LOCK INTO PLACE.

① THE DINETTE TABLE SHOULD BE SUPPORTED AT BOTH ENDS SIMULTANEOUSLY, WHEN EITHER RAISING OR LOWERING. DUE TO THE WEIGHT OF THE TABLE, TWO OR MORE PEOPLE ARE REQUIRED TO SAFELY COMPLETE THIS JOB.

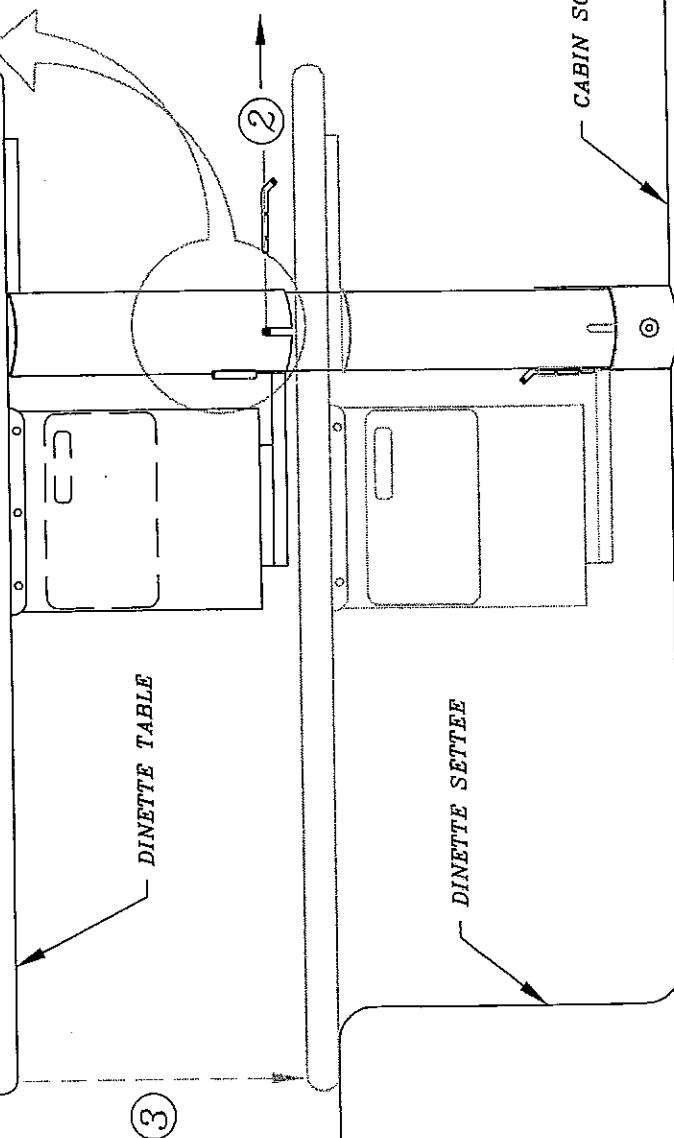
COMPRESSION POST

TABLE BRACKET



SLOT PROVIDED ON TABLE BRACKET SLEEVE

FILLER CUSHIONS TO CONVERT TABLE TO BERTH PROVIDED WITH THE BOAT.



H306 DINETTE TABLE OPERATION

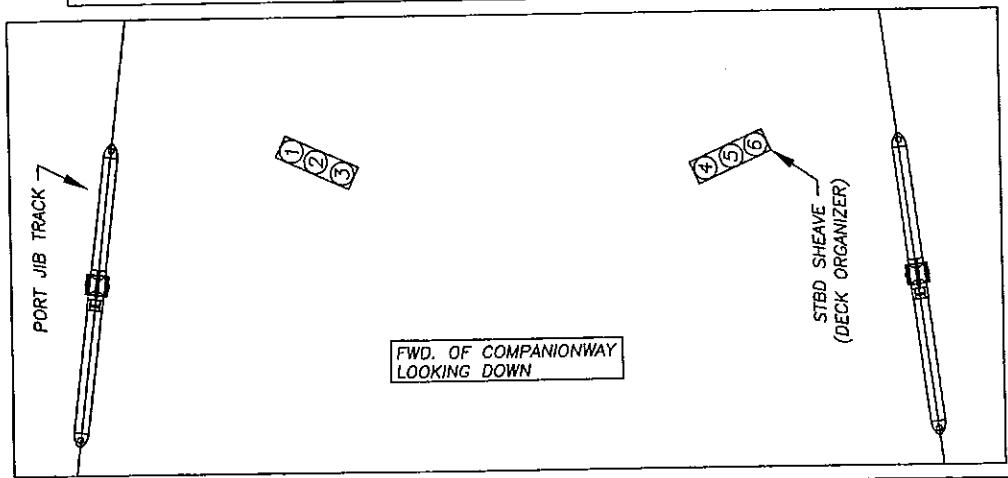
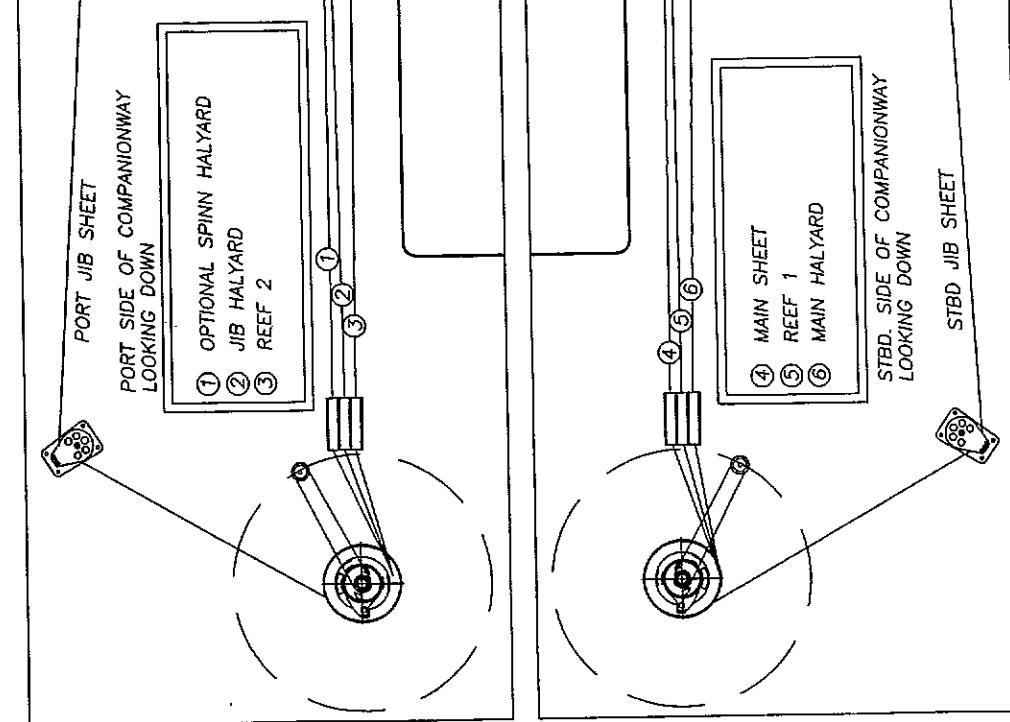
H306 DINETTE TABLE OPERATION		This document defines instructions for H306 DINETTE TABLE OPERATION.	
CHASSIS NO.	3068041B	MANUFACTURER	NONE

6/8/99

6/8/99

HUNTER

SELDEN STANDARD



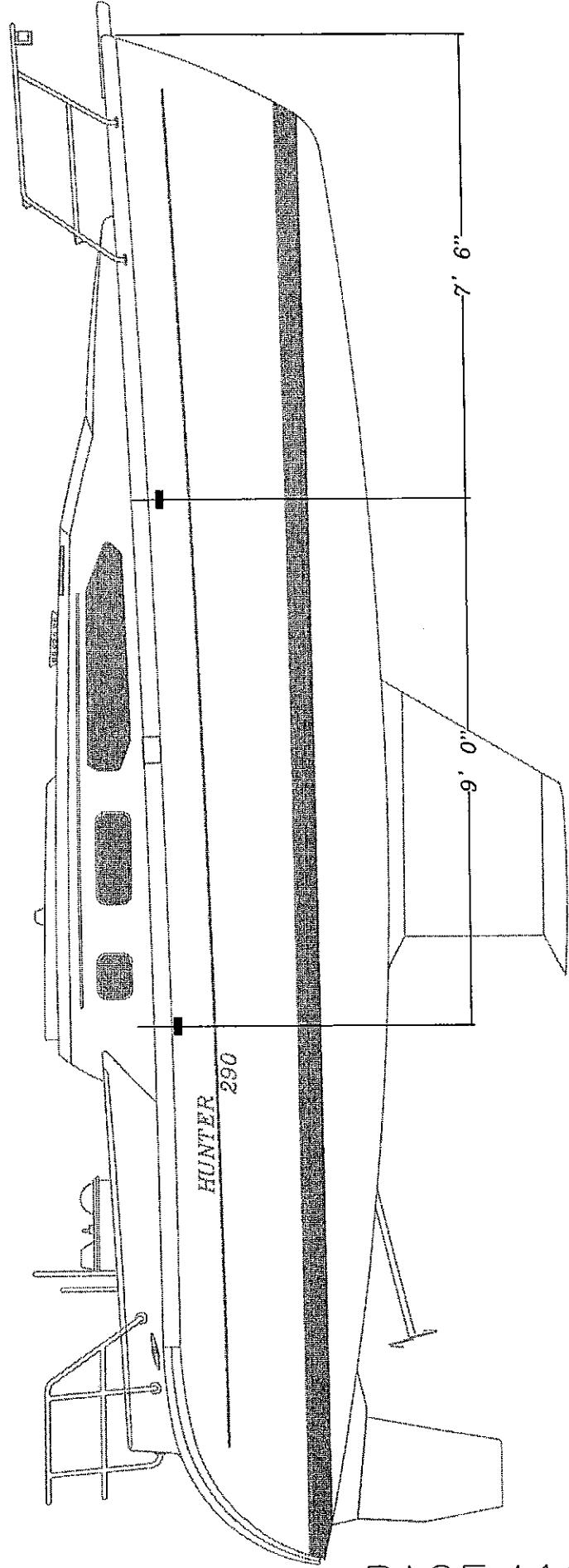
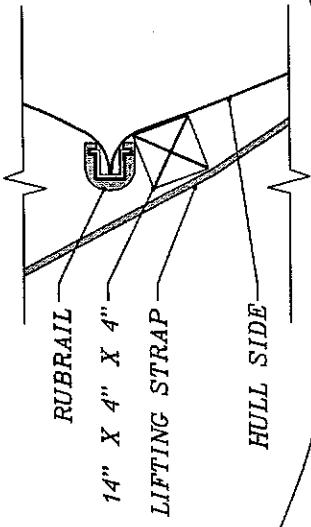
PAGE 42A-1

306 RUN, RIG & MAST STEP DETAIL (STD)	
REF ID:	3068042A-1
REV:	NONE
DATE:	5/10/99
ENGINEERING DEPT.:	

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HUNTER

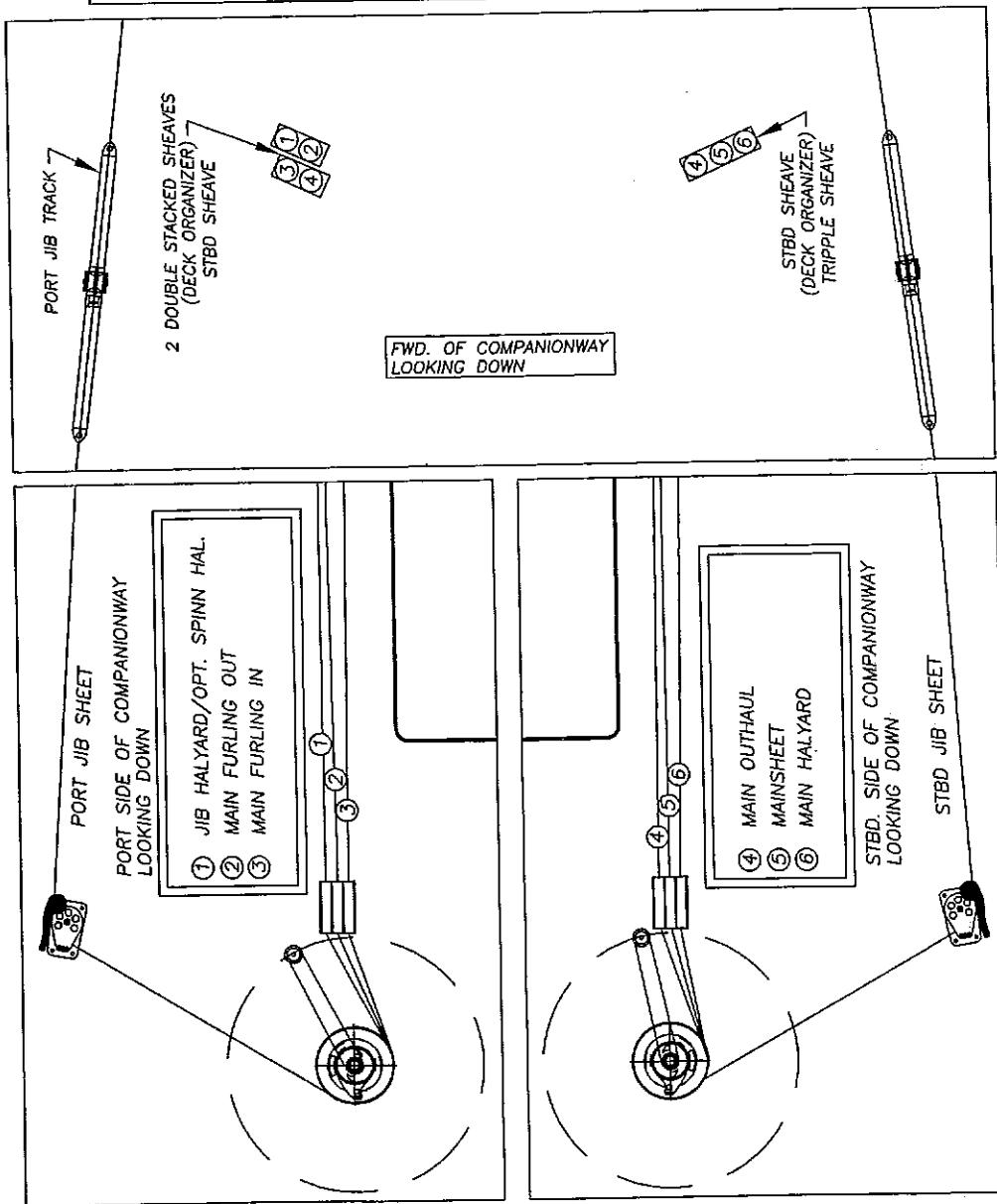
**NOTE: TO AVOID DAMAGING THE RUBRAIL
WHEN LIFTING THE BOAT, A 14" PIECE OF 4"
X 4" WOOD SHOULD BE PLACED IN BETWEEN
THE LIFTING STRAP AND THE HULL. JUST
BELOW THE RUBRAIL**



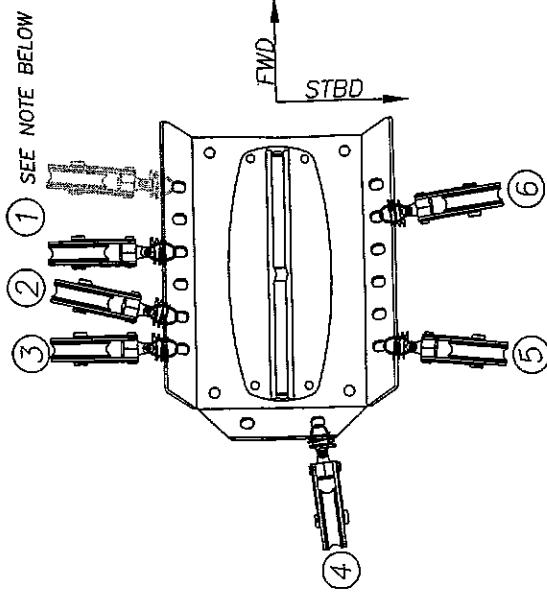
H306 LIFTING SLING LOCATIONS

H306 LIFTING SLING LOCATIONS		
SYSTEMS ID	3068041C	EXCERPT NO.
ENGINEERING DEPT.		DATE:
		4/13/99

SELDEN FURLING



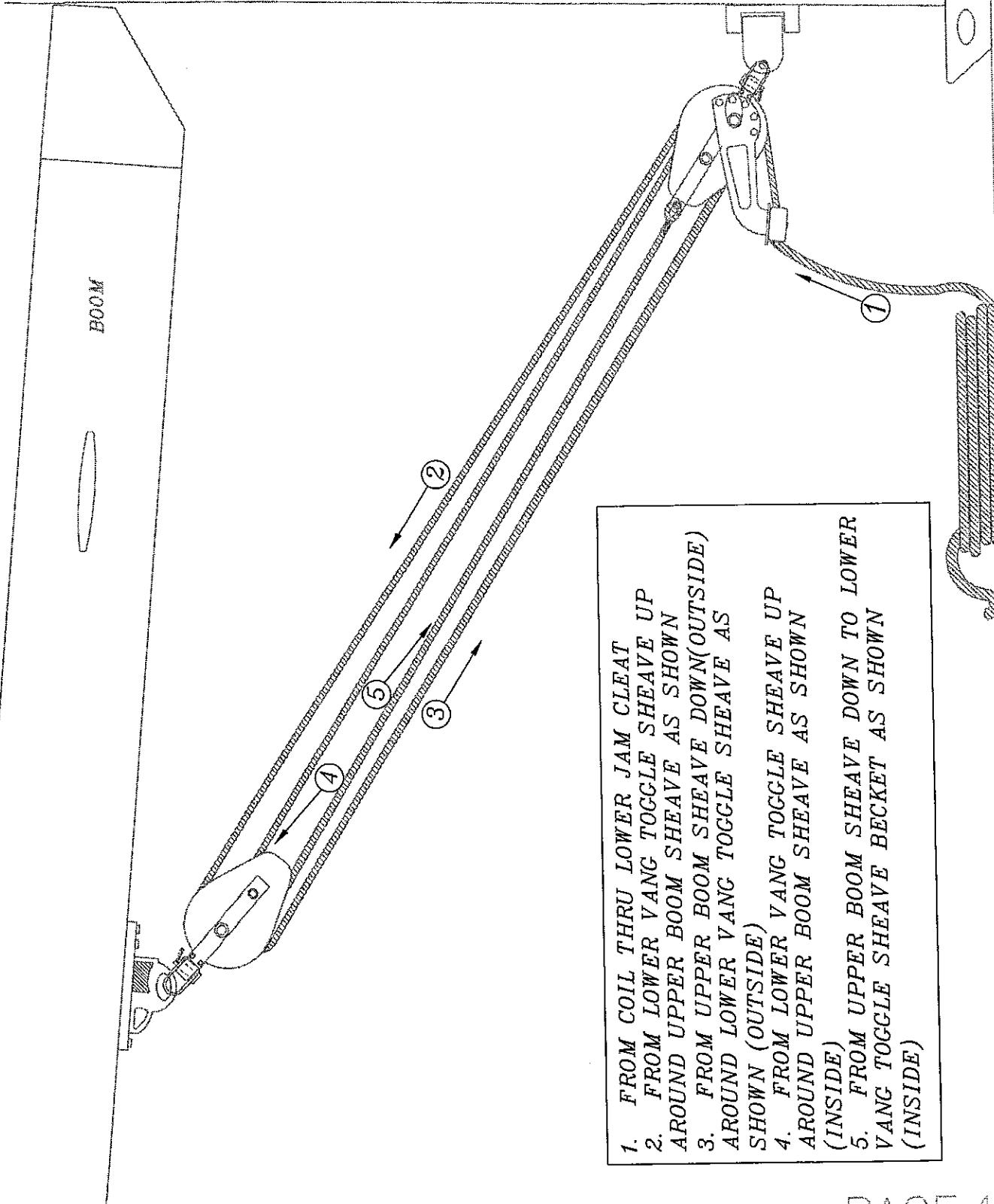
FURLING MAST STEP W\SPINNAKER OPTION



H300RIG RIG & MAST STEP DETAIL (FURLING)		The document describes hardware for which HUNTER WOULD NOT BE RESPONSIBLE	
Part No.	30680-02A-2	Revision No.	NONE
Date	4/13/99	Engineering Dept.	4/13/99

MAST

BOOM



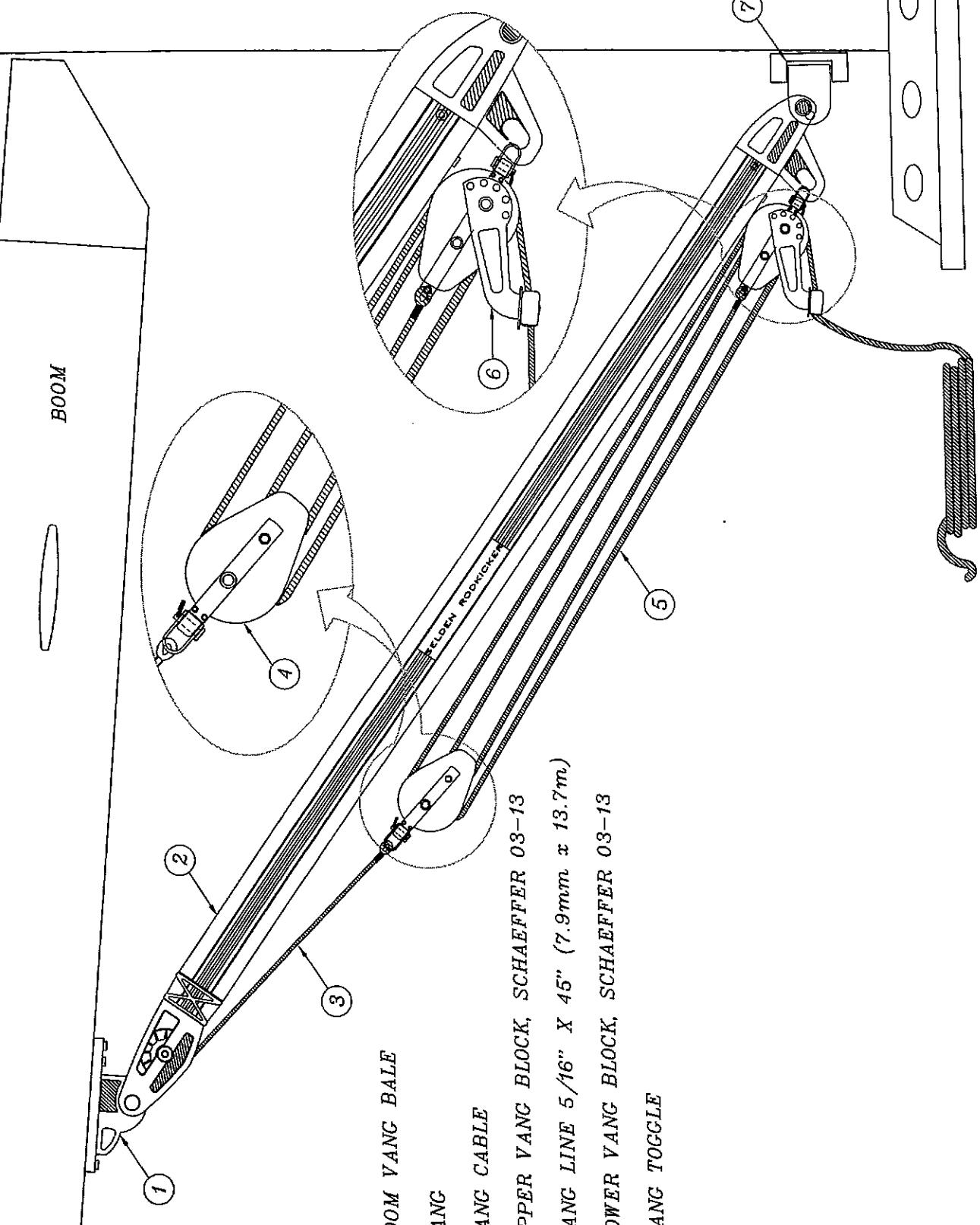
1. FROM COIL THRU LOWER JAM CLEAT
2. FROM LOWER VANG TOGGLE SHEAVE UP AROUND UPPER BOOM SHEAVE AS SHOWN
3. FROM UPPER BOOM SHEAVE DOWN(OUTSIDE) AROUND LOWER VANG TOGGLE SHEAVE AS SHOWN (OUTSIDE)
4. FROM LOWER VANG TOGGLE SHEAVE UP AROUND UPPER BOOM SHEAVE AS SHOWN (INSIDE)
5. FROM UPPER BOOM SHEAVE DOWN TO LOWER VANG TOGGLE SHEAVE BECKET AS SHOWN (INSIDE)

H30Rope Vang Details (Furling Option)

Part No. 30680-2B-1 Revision A Date 4/16/99

Engineering Dept.

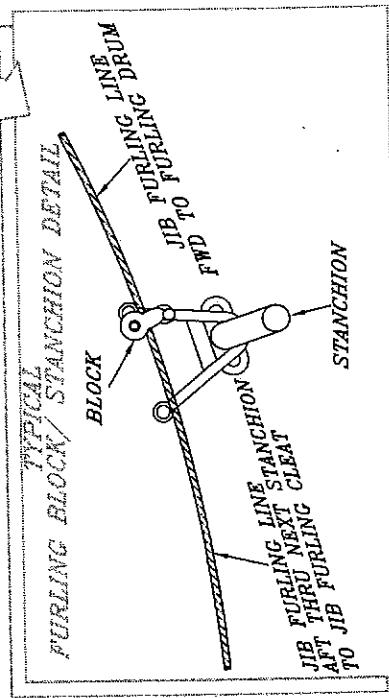
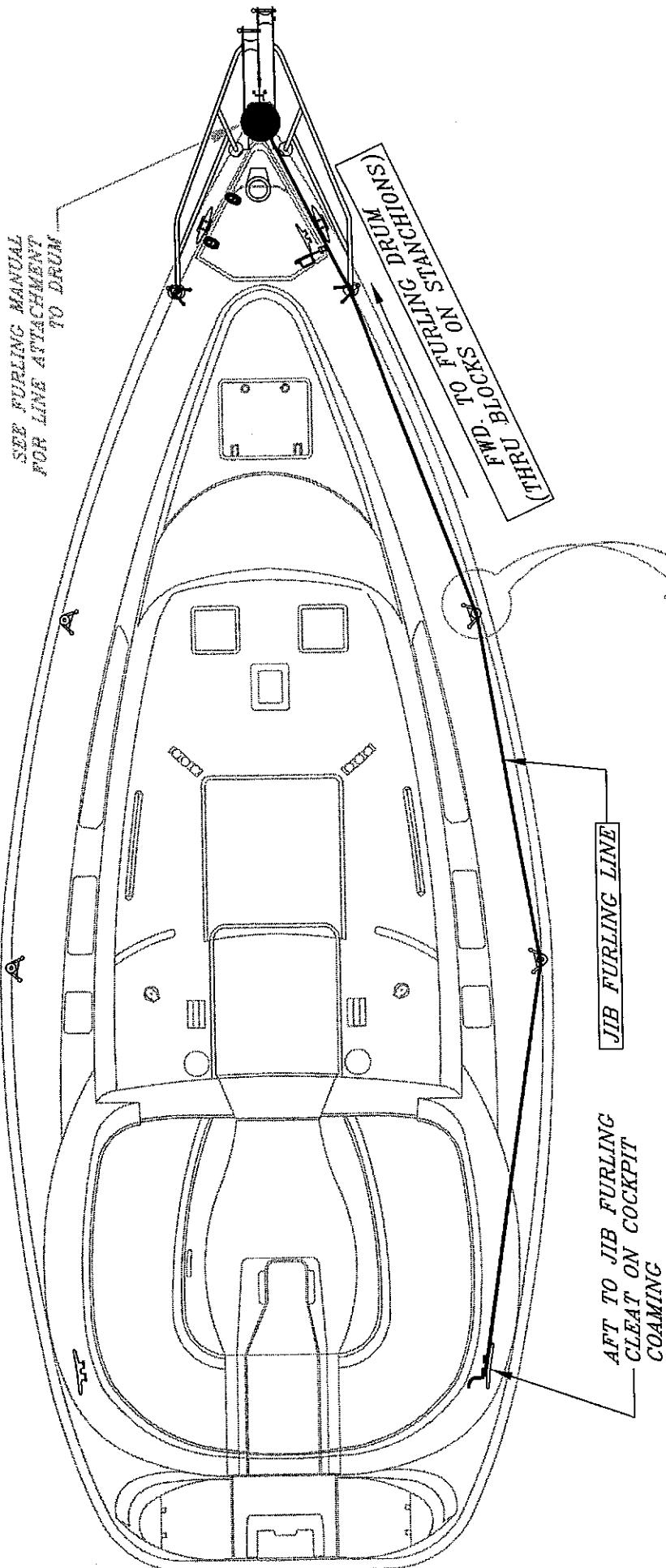
HUNTER



Drawing Title: H306 RIGD VANG DETAILS (FIRING OPTION)
Drawing No.: 30680-28-2
Date: 11/03/99
Engineering Dept.: NONE

HUNTER

JIB FURLING SYSTEM



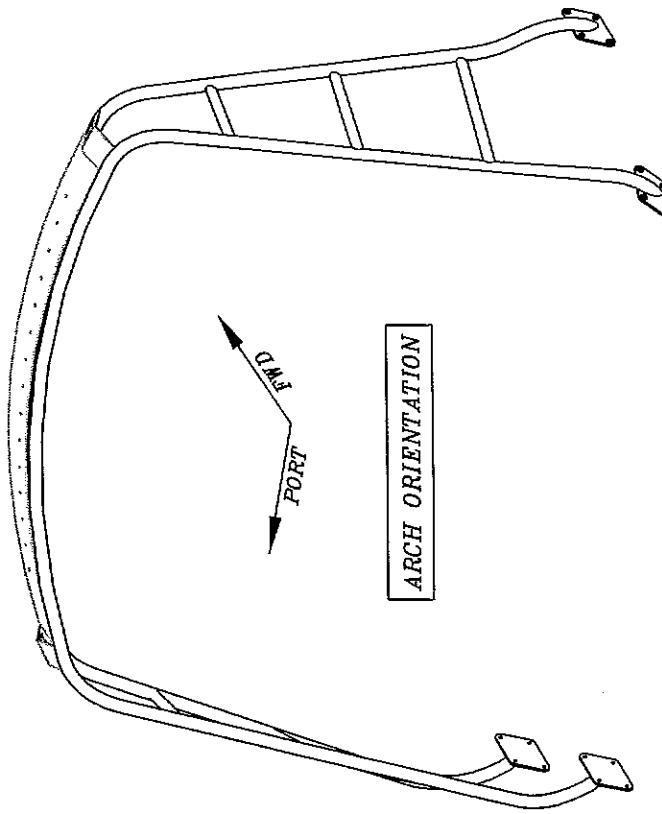
H306 JIB FURLING LINES LAYOUT	
SPRING NO.	3068042C
SPRING TYPE	None
ENGINEERING DEPT.	4/14/99

ARCH INSTALLATION: NOTES AND TOOL LIST

NOTES:

1. IMPORTANT: COMPLETELY READ ALL OF THE INSTALLATION INSTRUCTIONS BEFORE BEGINNING.
2. THIS JOB REQUIRES THREE PEOPLE. IT IS IMPORTANT THAT THE ARCH CONTINUE BEING SUPPORTED ONCE IT HAS BEEN SET IN PLACE, UNTIL BEING FULLY SECURED TO THE DECK.
3. WHEN INSTALLING ARCH: TO AVOID POSSIBLE INJURY, ORIENT THE DIRECTION OF THE ARCH (LEANING FORWARD) 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

ARCH ORIENTATION



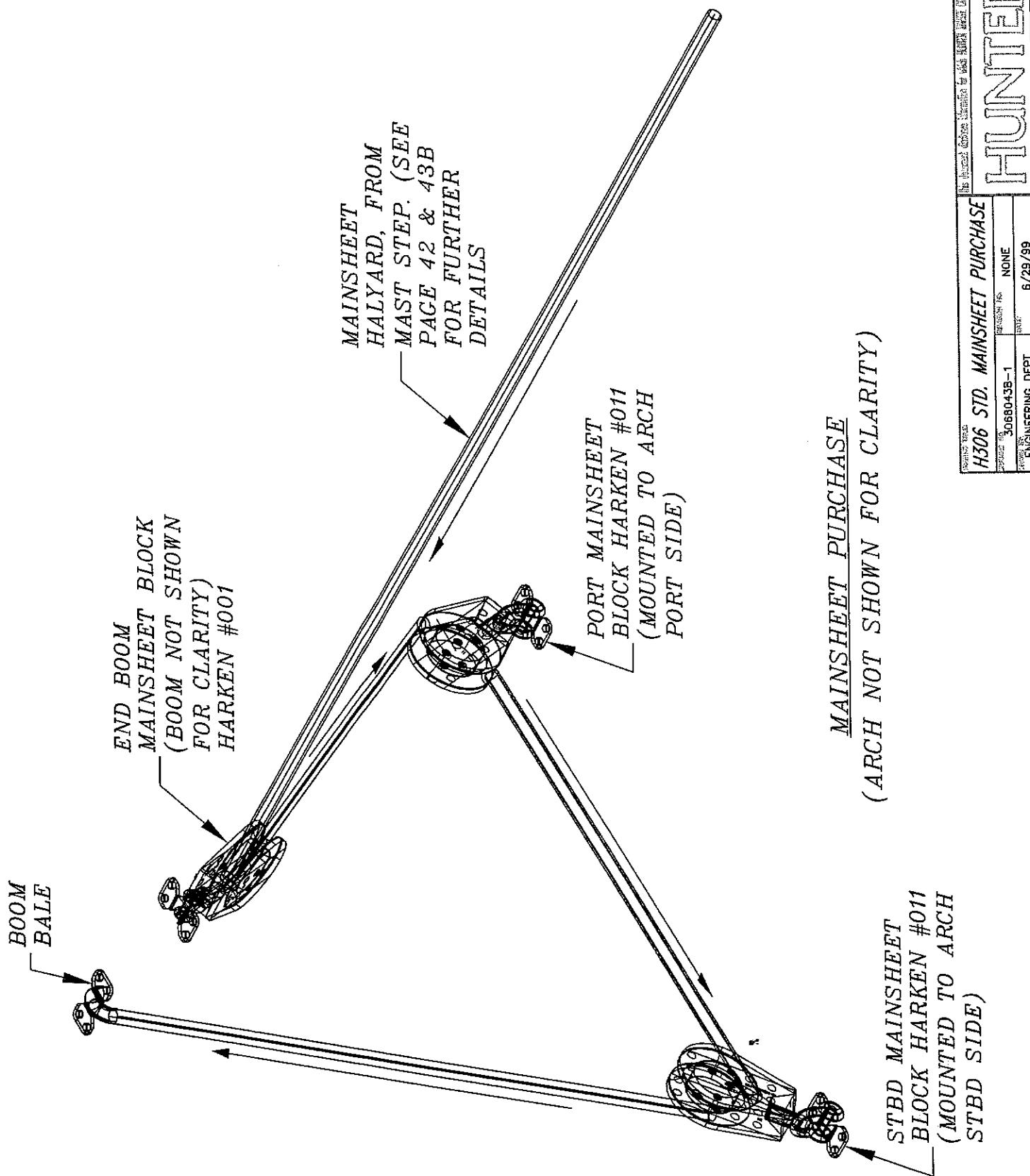
SUGGESTED TOOL LIST:

3/8" DRIVE RATCHET
6" EXTENSION
9/16" DEEP & REGULAR SOCKET
9/16" WRENCH
SCREW DRIVER--PHILLIPS HEAD
RATCHET STRAP
CAULK GUN
TUBE OF SEALANT (3M 5200)
NEVER SEIZE (BOLT LUBE)
RAZOR KNIFE
RAGS
ALCOHOL / CLEAN UP

H306BARCH INSTALLATION INSTRUCTIONS

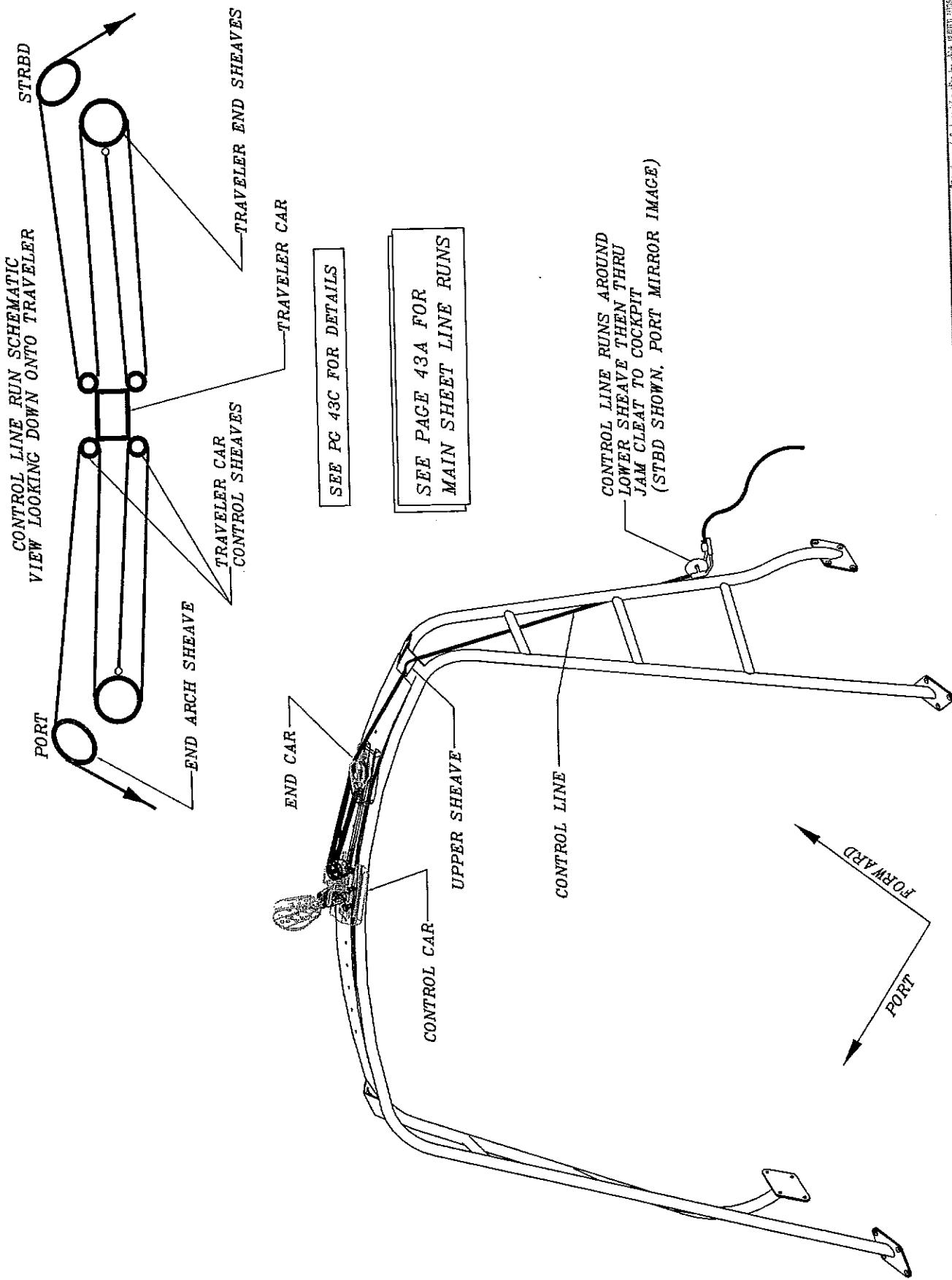
See document below for detailed instructions	
Form No. 306B043A-1 Engineering Dept.	6/8/99

HUNTER



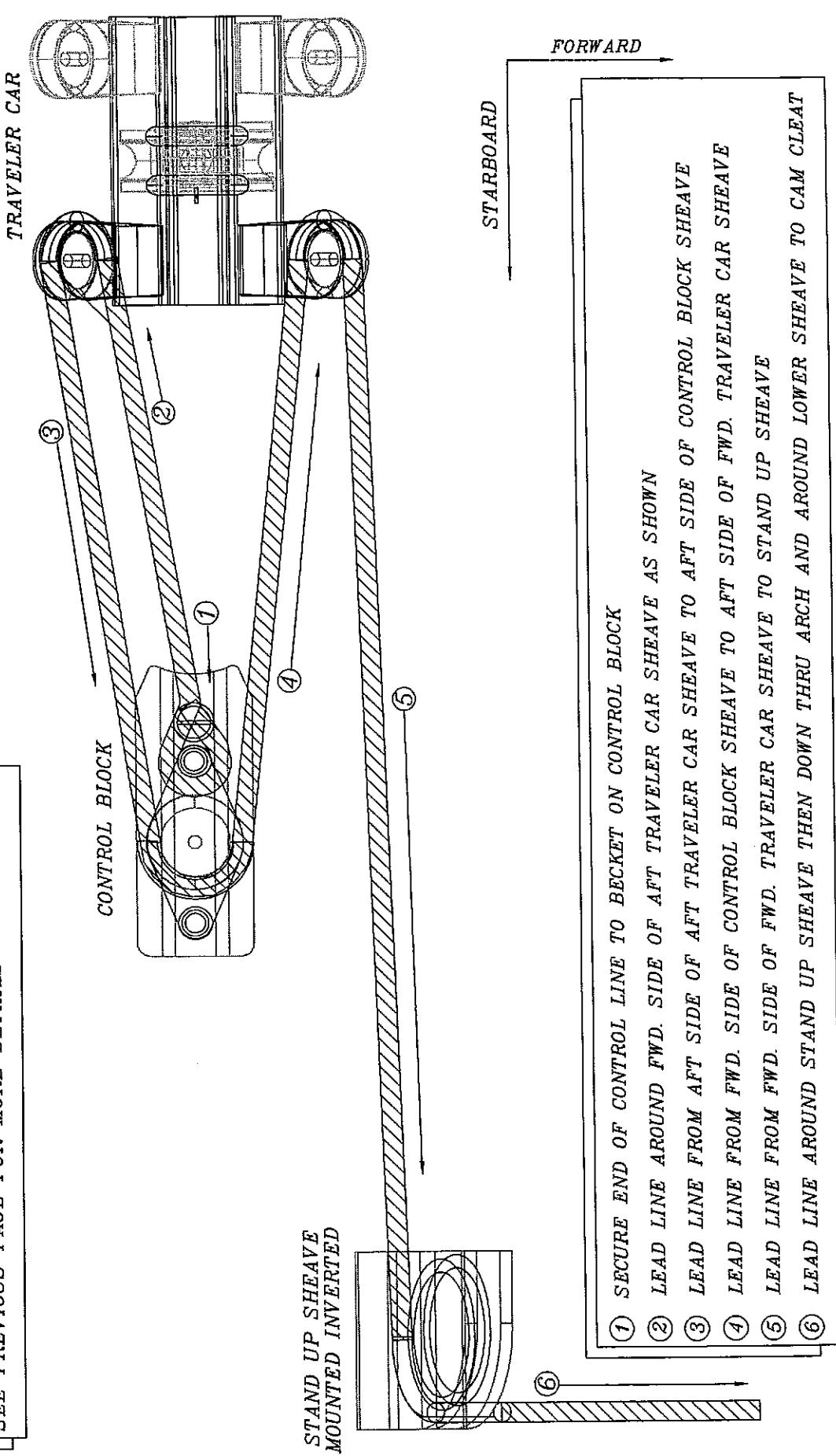
Part Number		Description		Date
H306	STD. MAINSHEET PURCHASE	3068043B-1	None	6/29/99

Engineering Dept.



H306 OPT. TRAV. CONTROL LINE DETAILS		
REF ID:	306804-3B-2	REVISION NO.:
PRINTED:	6/19/98.	SPEC:
ENGINEERING DEPT.:		

NOTE: ARCH & TRAVELER BAR NOT SHOWN FOR CLARITY.
STARBOARD SIDE SHOWN, PORT SIDE IS MIRROR IMAGE
SEE PREVIOUS PAGE FOR MORE DETAILS



- ① SECURE END OF CONTROL LINE TO BECKET ON CONTROL BLOCK
- ② LEAD LINE AROUND FWD. SIDE OF AFT TRAVELER CAR SHEAVE AS SHOWN
- ③ LEAD LINE FROM AFT SIDE OF AFT TRAVELER CAR SHEAVE TO AFT SIDE OF CONTROL BLOCK SHEAVE
- ④ LEAD LINE FROM FWD. SIDE OF CONTROL BLOCK SHEAVE TO AFT SIDE OF FWD. TRAVELER CAR SHEAVE
- ⑤ LEAD LINE FROM FWD. SIDE OF FWD. TRAVELER CAR SHEAVE TO STAND UP SHEAVE
- ⑥ LEAD LINE AROUND STAND UP SHEAVE THEN DOWN THRU ARCH AND AROUND LOWER SHEAVE TO CAM CLEAT

PRINTED BY:

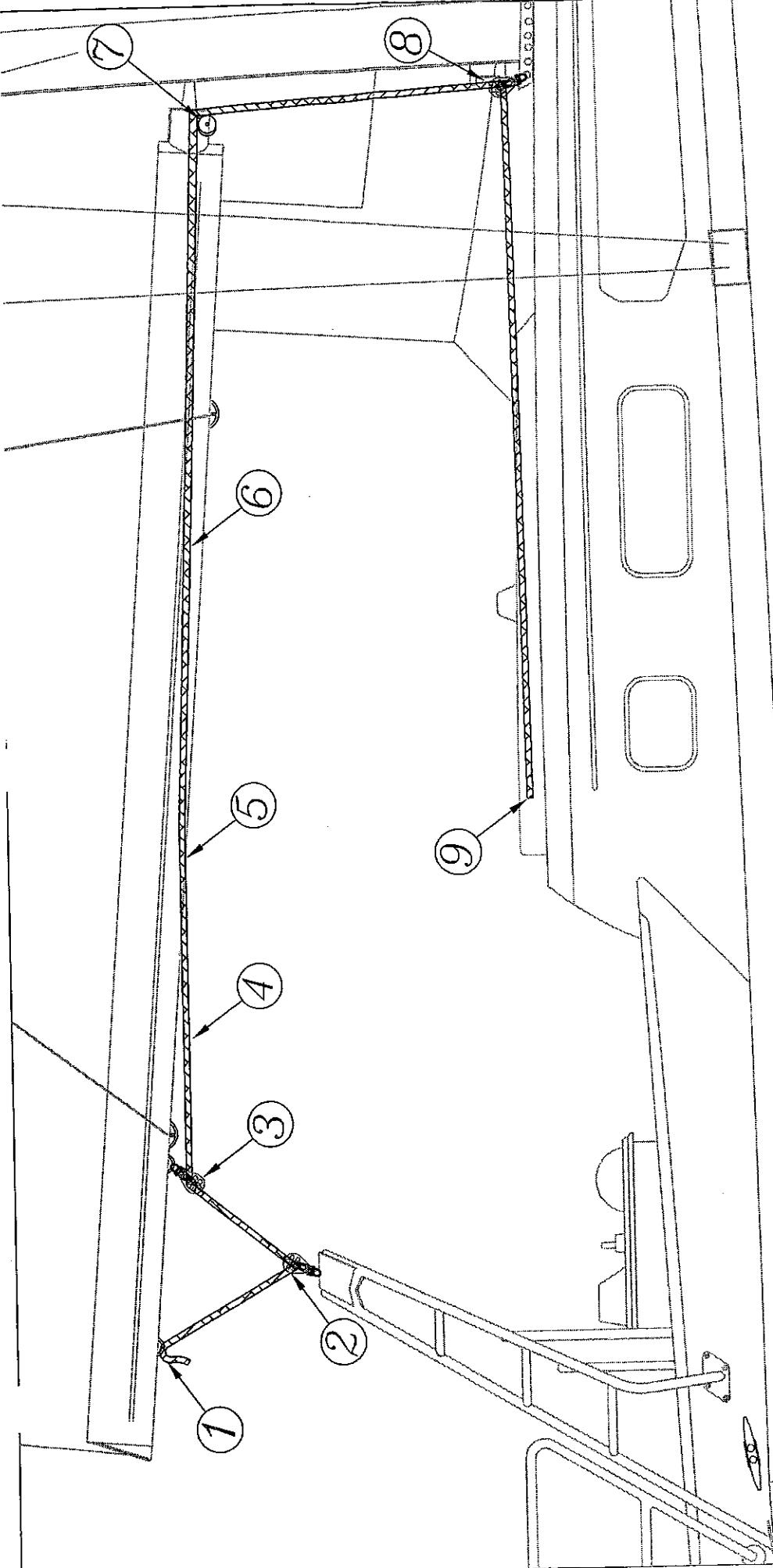
3068043C

REVISION NO.:

6/6/99

ENGINEERING DEPT.:

HUNTER 4



1. BOOM BALE (MAINSHEET PURCHASE END TIE OFF)
 2. ARCH BRIDLE / (OPT TRAVELER CAR SHEAVE)
 3. BOOM BALE AND MAINSHEET BLOCK
 4. MAINSHEET PURCHASE HALYARD
 5. HALYARD EXIT
 6. HALYARD RUN INSIDE BOOM
 7. HALYARD SHEAVE INSIDE FWD BOOM END
 8. MAINSHEET BLOCK AT MAST STEP (SEE PG 42A-1)
 9. HALYARD RUN AFT TO COCKPIT

PAGE 43D

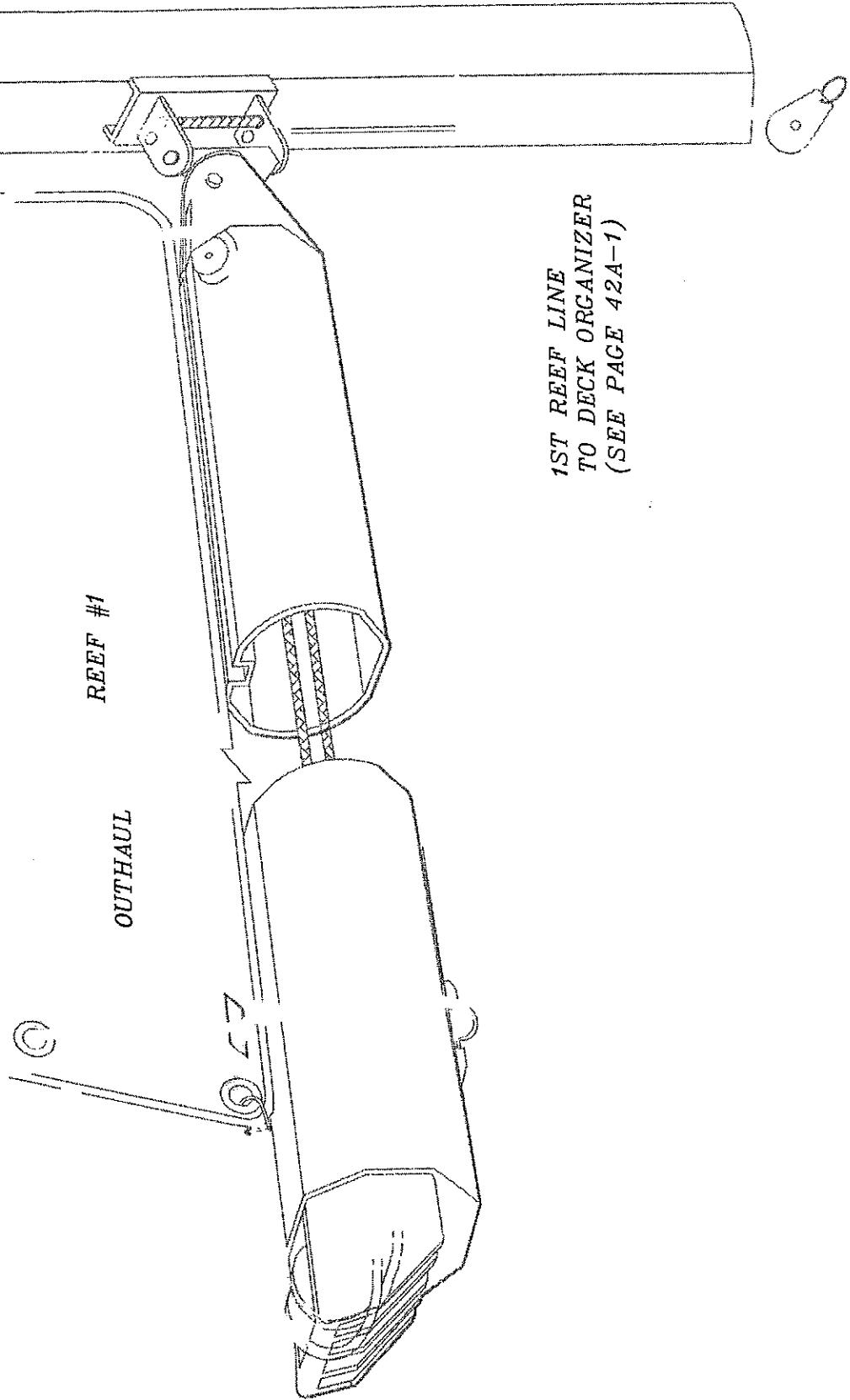
H306 MAINSHEET PURCHASE LAYOUT	
SEARCHED	INDEXED
SERIALIZED	FILED
6/11/99	
Engineering Dept.	

HUNTER

BOOM TOPPING LIFT CONNECTS
TO BOOM USING A 1/4" (6.4mm)
D-SHACKLE.

REEF TACK CLEW
(1ST REEF)

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



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

PAGE 44A

Printed on 3/25/99

H306BOOM AND REEF LAYOUT	
Exhibit No.	Specified No.
3068044A	NONE
PROJ. NO.	DATE
ENGINEERING DEPT.	4/14/99

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HUNTER

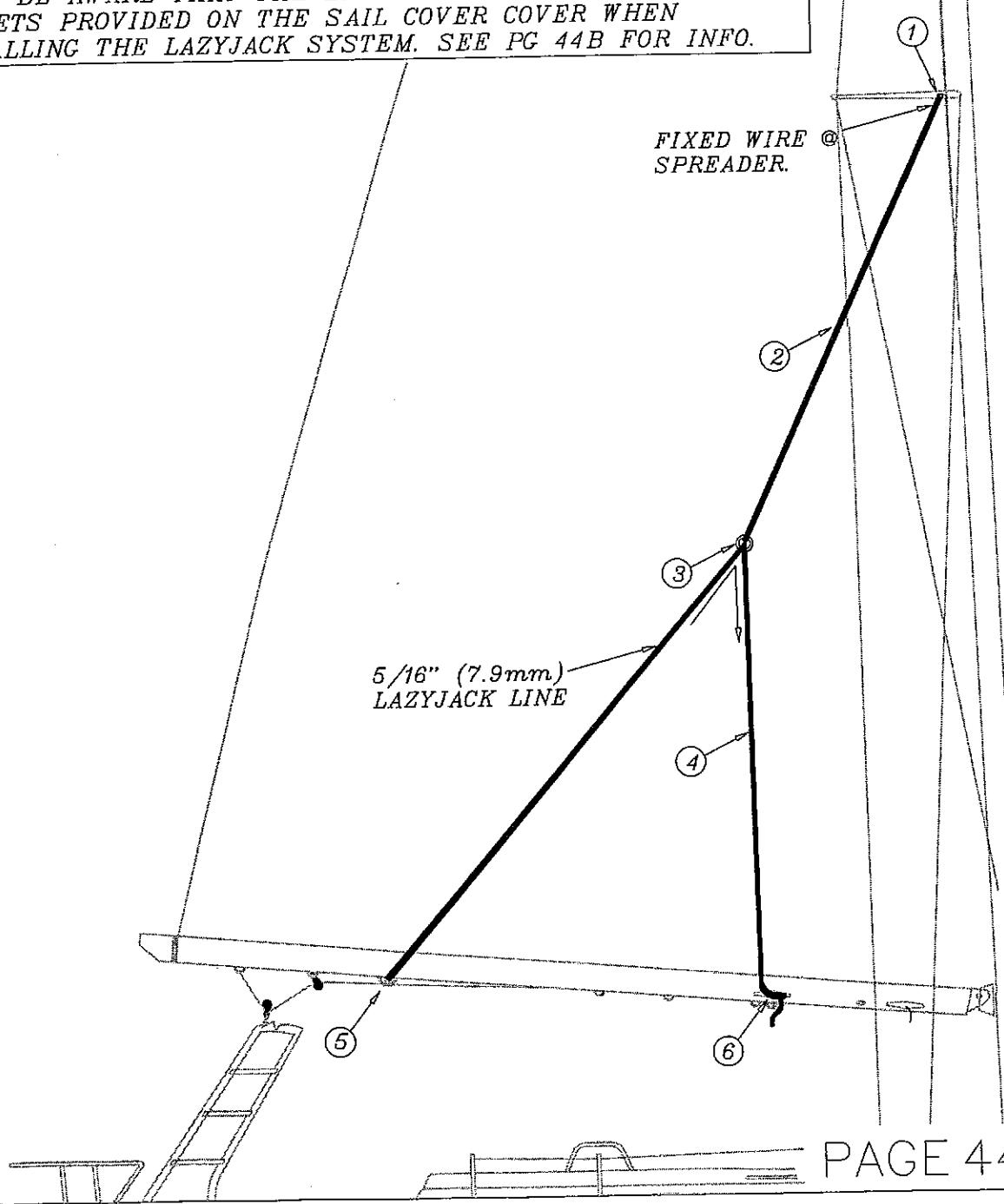
h306

HUNTER

No detailed factory information or data under WIRE CO. LOS ANGELES.

1. LAZYJACK WIRE ATTACHMENT @ UPPER SPREADER
2. LAZYJACK UPPER FIXED CABLE
3. THIMBLE OR BLOCK ON FIXED CABLE
4. 5/16" (7.9mm)LAZYJACK LINE (THRU THIMBLE / BLOCK).
5. AFT BOOM BAIL (SECURE L.J. LINE END)
6. LAZYJACK CLEAT ON BOOM (SECURE FWD L.J. LINE TO CLEAT)

NOTE: BE AWARE THAT THE LAZYJACK LINES PASS THRU THE GROMETS PROVIDED ON THE SAIL COVER COVER WHEN INSTALLING THE LAZYJACK SYSTEM. SEE PG 44B FOR INFO.



H306 LAZYJACK INSTALLATION INSTRUCTIONS

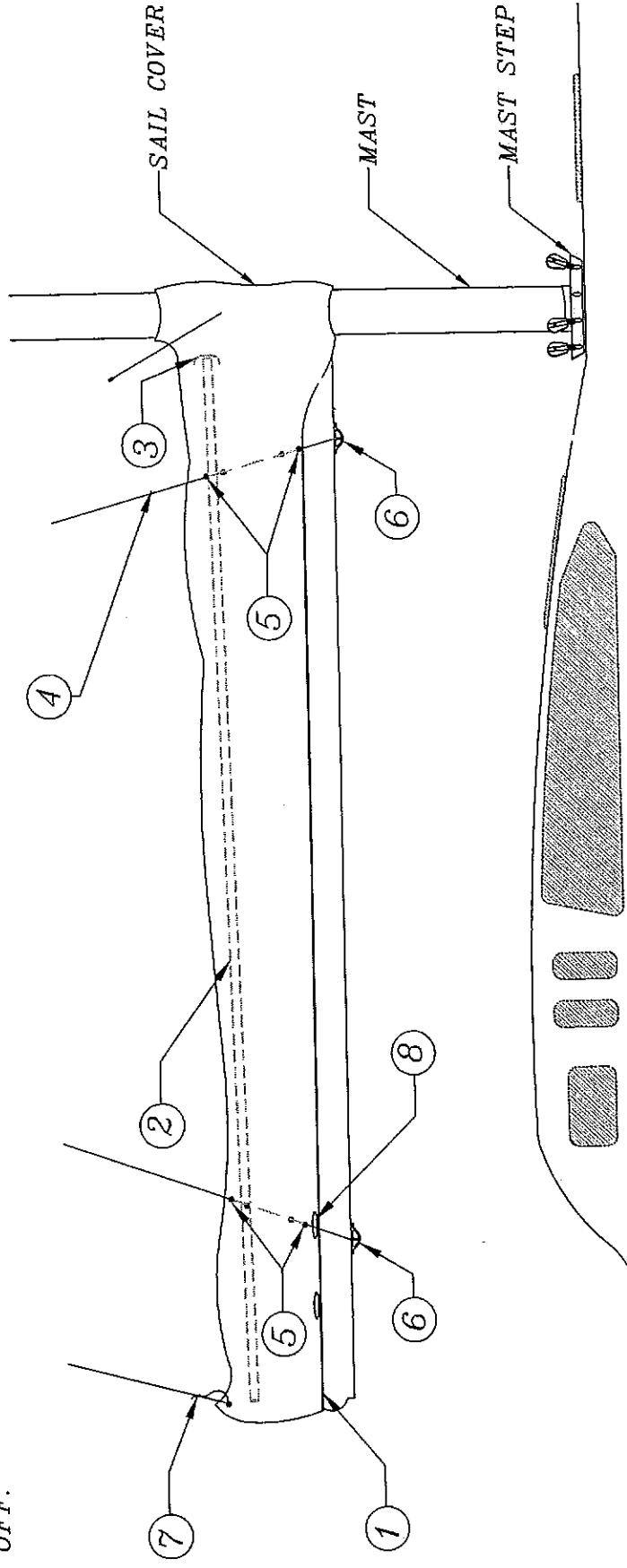
ITEM NO.	DESCRIPTION	QTY	DATE
3068044B	LAZYJACK	1	6/9/99

SLIDE THE BOLTROPE ON THE TWO HALVES OF THE COVER INTO THE BOLTROPE TRACKS **①** ON BOTH SIDES OF THE BOOM. START FROM THE AFT END AND MAKE YOUR WAY FORWARD.

INSTALL THE PVC BATTENS **②** INTO EACH HALF OF THE SAIL COVER. THERE ARE POCKETS **③** 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** DOWN THROUGH THE GROMMETS/RINGS **⑤** IN THE SAIL COVER, STARTING AT THE TOP AND COMING OUT AT THE BOTTOM OF THE COVER. DEAD END THE LINES TO THE BALES ON THE UndERSIDE OF THE BOOM **⑥**.

TIE THE AFT END OF THE SAIL COVER UP TO THE TOPPING LIFT LINE USING THE PIECE OF STRING PROVIDED **⑦**. 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 SLOTS **⑧** AND TIE OFF.



SAIL COVER ONLY OFFERED ON STANDARD MAST BOATS

ITEM NO. H306 HUNTER LAZYJACK SAIL COVER	
CHASSIS NO.	3068044-C
CLASS NO.	None
ENGINEERING DEPT.	ENGD
DATE 5/25/99	

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HUNTER

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-

- PROXIMATELY 6" (150mm) OF STRECH 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.

REEFING PROCEDURE

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

4. LOWER THE MAIN HALYARD TO THE APPROPRIATE MARK, AND SNUB THE LINE WITH THE STOPPER.
5. TENSION THE REEFING LINE WITH THE SELF-TAILING WINCH UNTIL THE REEF CLEW IS BROUGHT DOWN TO THE BOOM. APPLY STOPPER AND TENSION THE MAIN HALYARD BACK UP. EASE THE TOPPING LIFT. (IF NEEDED)

SHAKING OUT A REEF

1. HEAD UP INTO THE WIND.
2. EASE THE MAINSHEET AND VANG. TENSION TO TOPPING LIFT. (IF NEEDED)
3. RELEASE THE REEF STOPPER AND REMOVE REEF LINE FROM WINCH.
4. TENSION THE MAIN HALYARD TO RAISE SAIL, MAKING SURE REEF LINES RUN FREELY WHILE SAIL IS BEING RAISED. APPLY STOPPER TO MAIN HALYARD.
5. RE-TENSION VANG AND MANSHEET. EASE THE TOPPING LIFT. (IF NEEDED)

H306 STANDARD REEFING INSTRUCTIONS	
Engineering Dept.	None
Serial No.	3068045
Date	4/14/99

This document contains information for the owner's benefit only.

HUNTER

H306 SELDEN STANDARD MAST RUNNING RIGGING SPECIFICATIONS

BOAT: H306
BY: KJC
CHECKED BY:

DATE: 5/12/99

REVISION: ADD 4' TO MAIN HALY, SHORTEN REEFS 10' KJC 7/14/99
ADD VANG LINE 8/7/00 KJC

OPT/STD	ITEM	QUANTITY	LINE SIZE	LINE TYPE	COLOR	END 1	LENGTH	
1 STD	JIB HALYARD	1	3/8" (9.5mm)	XLS	RED	EYE	23.7 m	78 ft
2 OPT	MAIN TRAVELER LINE	2	5/16" (8mm)	LS	WHITE	SMALL EYE	7.9 m	26 ft
3 STD	MAINSHEET	1	3/8" (9.5mm)	LS	BLUE FLECK	SMALL EYE	14.8 m	49 ft
4 STD	JIB SHEET	2	7/16" (11mm)	LS	RED FLECK	BARE	10.1 m	33 ft
5 STD	REEF LINE 1	1	3/8" (9.5mm)	LS	GREEN FLECK	BARE	14.6 m	48 ft
6 STD	REEF LINE 2	1	3/8" (9.5mm)	LS	RED FLECK	BARE	21.9 m	72 ft
7 OPT	SPINN. SHEET	2	3/8" (9.5mm)	LS	BLACK FLECK	BARE	20.1 m	66 ft
8 STD	LAZY JACK WIRE	2	5/32" (4mm)	1x19 PLASTIC COATED	WHITE	NICO PRESSED EYE W/ 1/4" D-SHACKLE	2.1 m	7 ft
9 STD	LAZY JACK ROPE	2	5/16" (8mm)	LS	WHITE	BARE	6.4 m	21 ft
10 STD	VANG	1	5/16" (8mm)	LS	WHITE	BARE	13.7 m	45 ft
11 OPT	SPINNAKER HALYARD	1	3/8" (9.5mm)	XLS	BLACK	SNAP SHACKLE NF11000S	23.7 m	78 ft
12 STD	MAIN HALYARD	1	3/8" (9.5mm)	XLS	BLUE	HEADBOARD SHACKLE	24.5 m	80 ft
13 STD	BOOM TOPPING LIFT	1	5/16" (8mm)	LS	WHITE	1/4" D-SHACKLE	19.6 m	64 ft

H306 SELDEN FURLING MAST RUNNING RIGGING SPECIFICATIONS							
BOAT: H306		REVISION: ADDED VANG LINE 8/7/00 KJC					
BY: KJC		DATE: 5/12/99		CHECKED BY:			
OPT/STD	ITEM	QUANTITY	LINE SIZE	LINE TYPE	COLOR	END 1	LENGTH
1 STD	JIB HALYARD	1	3/8" (9.5mm)	XLS	RED	EYE	23.7 m 78 ft BARE
2 OPT	MAIN TRAVELER LINE	2	5/16" (8mm)	LS	WHITE	SMALL EYE	7.9 m 26 ft BARE
3 STD	MAINSHEET	1	3/8" (9.5mm)	LS	BLUE FLECK	SMALL EYE	14.8 m 49 ft BARE
4 STD	JIB SHEET	2	7/16" (11mm)	LS	RED FLECK	BARE	10.1 m 33 ft BARE
5 STD	VANG	1	5/16" (8mm)	LS	WHITE	BARE	13.7 m 45 ft BARE
6 OPT	SPINN. SHEET	2	3/8" (9.5mm)	LS	BLACK FLECK	BARE	20.1 m 66 ft BARE
7 OPT	SPINNAKER HALYARD	1	3/8" (9.5mm)	XLS	BLACK	SNAP SHACKLE NF11000s	23.7 m 78 ft BARE
8 STD	MAIN FURLING LINE	1	3/8" (9.5mm)	LS	BLUE	BARE	9.1 m 30 ft BARE
9 STD	BOOM TOPPING LIFT	1	1/4" (6.4mm)	LS	WHITE	1/4" D-SHACKLE	21.9 m 72 ft BARE

H306 B&R RIG DESCRIPTION

The B&R rig, utilized on the Hunter H306, 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 near the gooseneck and ending at the tip of the spreader, supports and stabilizes the lower section of the mast as it creates a triangle with the lower shroud. The top RD2 runs from above the lower spreader base to the end of the top spreader, and stabilizes the top section of the mast.

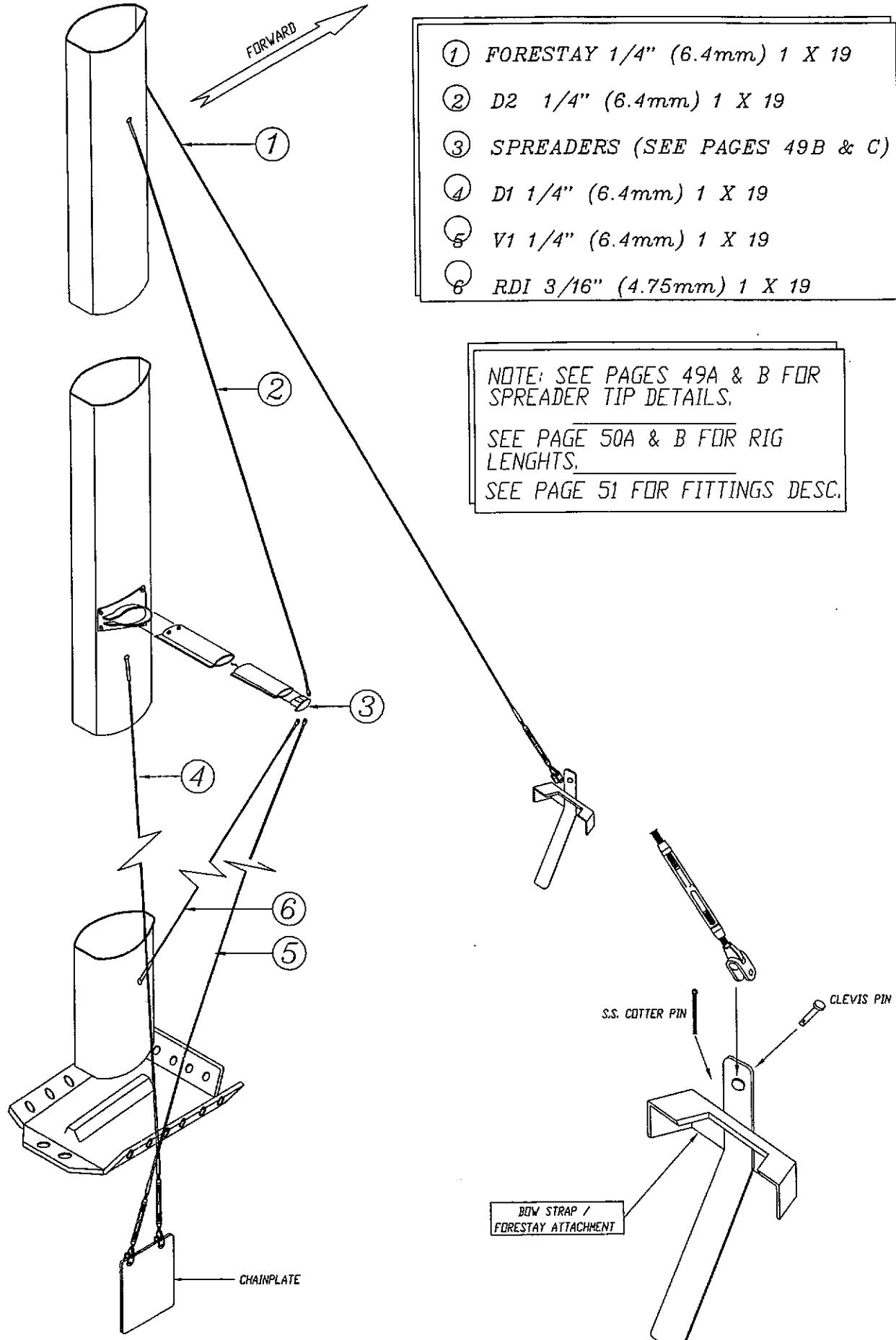
The B&R rig is designed to be pre-bent to further add rigidity to the mast section and eliminate the need for adjustable rigging (like backstay adjusters). This design should prove more reliable than a rig with adjustable backstays or runners, as there is less chance for error.

The large main, small jib, sail plan on the H306 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 leach 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.



- | | |
|---|-------------------------------|
| ① | FORESTAY 1/4" (6.4mm) 1 X 19 |
| ② | D2 1/4" (6.4mm) 1 X 19 |
| ③ | SPREADERS (SEE PAGES 49B & C) |
| ④ | D1 1/4" (6.4mm) 1 X 19 |
| ⑤ | V1 1/4" (6.4mm) 1 X 19 |
| ⑥ | RDI 3/16" (4.75mm) 1 X 19 |

NOTE: SEE PAGES 49A & B FOR SPREADER TIP DETAILS.
SEE PAGE 50A & B FOR RIG LENGTHS.
SEE PAGE 51 FOR FITTINGS DESC.

H306 STANDING RIGGING DETAILS	
STAND BY NO.	NONE
STAND BY DATE	5/25/99
ENGINEERING DEPT.	30680-AB

HUNTER

100 percent design drawings by the work of the company

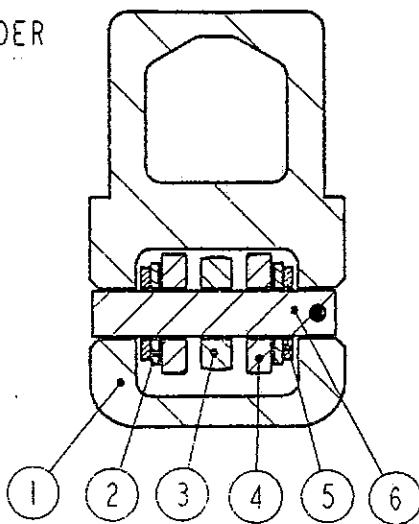
SELDEN MAST SPREADER TIP DETAIL

STANNO. 4608049C Revision No. NONE

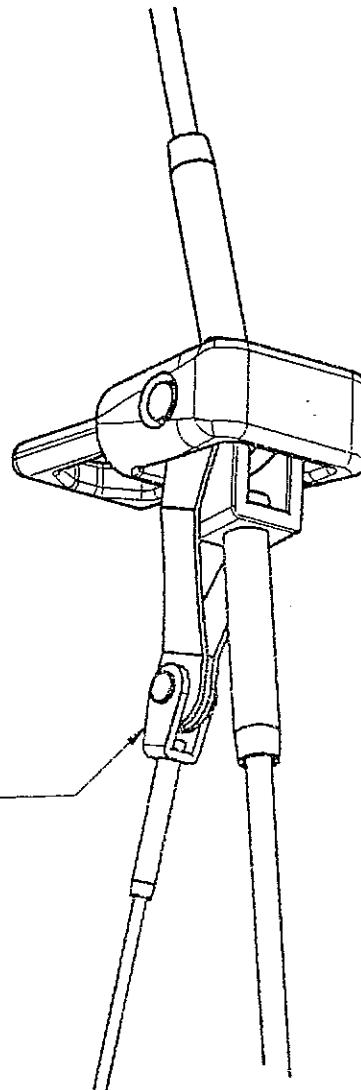
DATE 3/1/99

ENGINEERING DEPT.

UPPER SPREADER



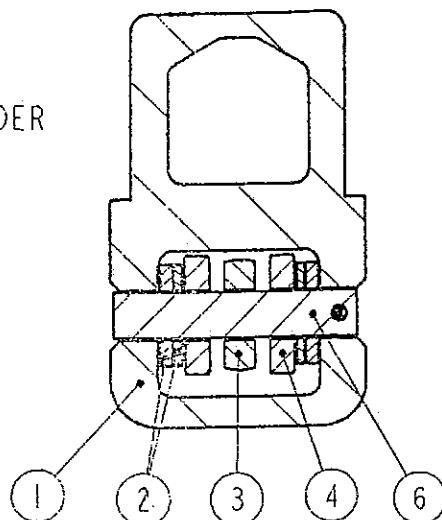
NYLON WASHERS
BETWEEN STRIPS
TO FILL OUT
EXCESSIVE PLAY



1. SPREADER TIP CASTING
2. NYLON WASHER
3. MARINE EYE
4. TOGGLE
5. LINK PLATES
6. SPREADER TIP PIN

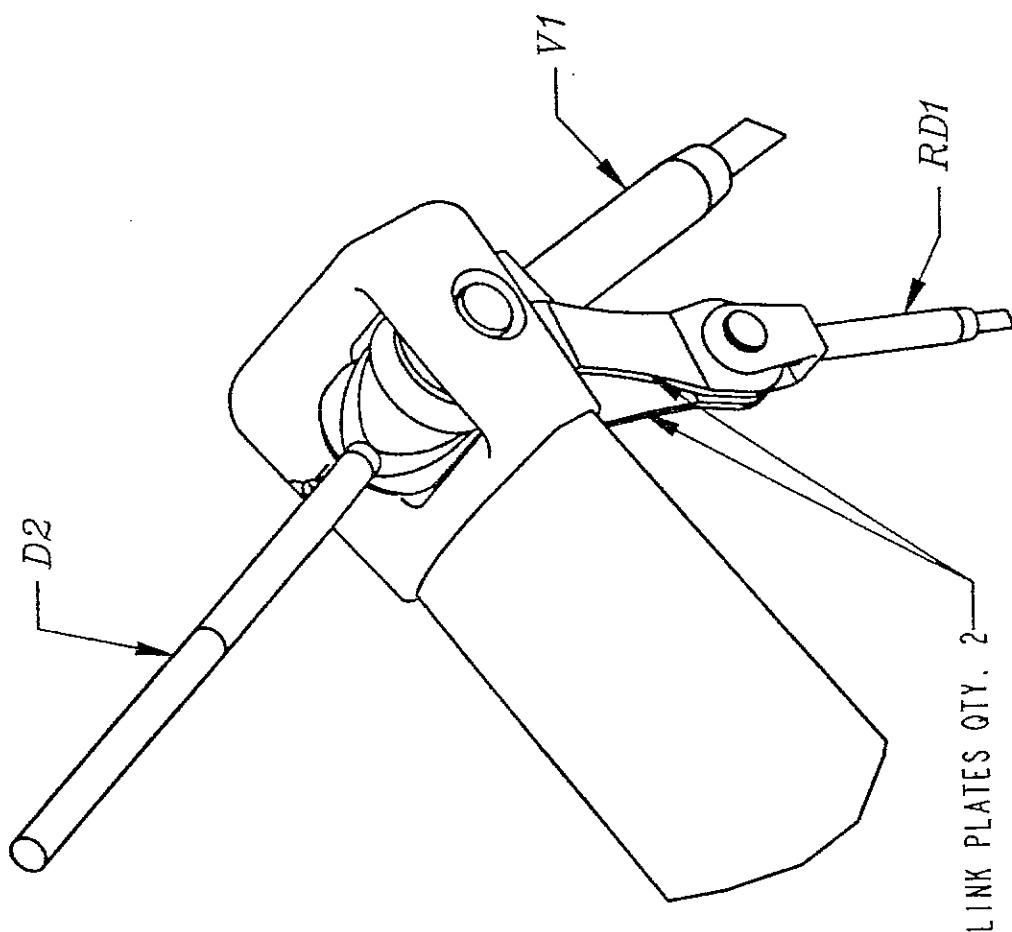
NOTE: OTHER LINK PLATES
WILL ATTACH TO SPREADER
TIP ON EITHER SIDE OF #3.

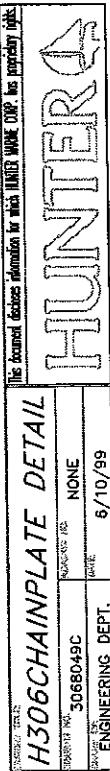
LOWER SPREADER



H200 SELDEN MAST SPREADER DETAIL	
The desired feature dimension is given in parentheses. If no dimension is given, refer to drawing H200.	
Part No.	2908049B
Revision No.	None
Date	6/10/99
Engineering Dept.	

HUNTER 4





PORT SIDE SHOWN

1. DIAGONAL SHROUD SWAGE END
2. VERTICAL SHROUD SWAGE END
3. SPILT RING(S) ON ALL SHROUD ENDS
4. DIAGONAL SHROUD TURNBUCKLE BODY
5. VERTICAL SHROUD TURNBUCKLE BODY
6. THREADED TOGGLE JAW(S)
7. CLEVIS PIN(S)
8. STAINLESS STEAL CHAINPLATE
9. RUB RAIL

H306 SELDEN STANDARD STANDING RIGGING SPECIFICATIONS

BY:	KJC	DATE:	7-Jun-01	REVISION:	SHORTEN RD1 FROM 11' 11 3/4"" TO 11' 3 1/2" 3/14/00	
OPT/STD	ITEM	QUANTITY	WIRE SIZE	UPPER END	LENGTH	LOWER END
1	STD	D2	2	1/4" (6 mm)	T TERMINAL 308-324	4.065m
2	STD	V1	2	1/4" (6 mm)	FORK 308-314	5.455m
3	STD	D1	2	1/4" (6 mm)	T TERMINAL 308-324	5.320m
4	STD	LOWER DIAMOND, RD1	2	5/32" (4 mm)	FORK 308-312	3.440m
5	STD	FORESTAY	1	1/4" (6 mm)	MARINE EYE 308-314	10.01m
						32 ft. 10in.
						FURLEX DRUM106-12

HEADSTAY SUPPLIED BY JIB FURLING SYSTEM PROVIDER

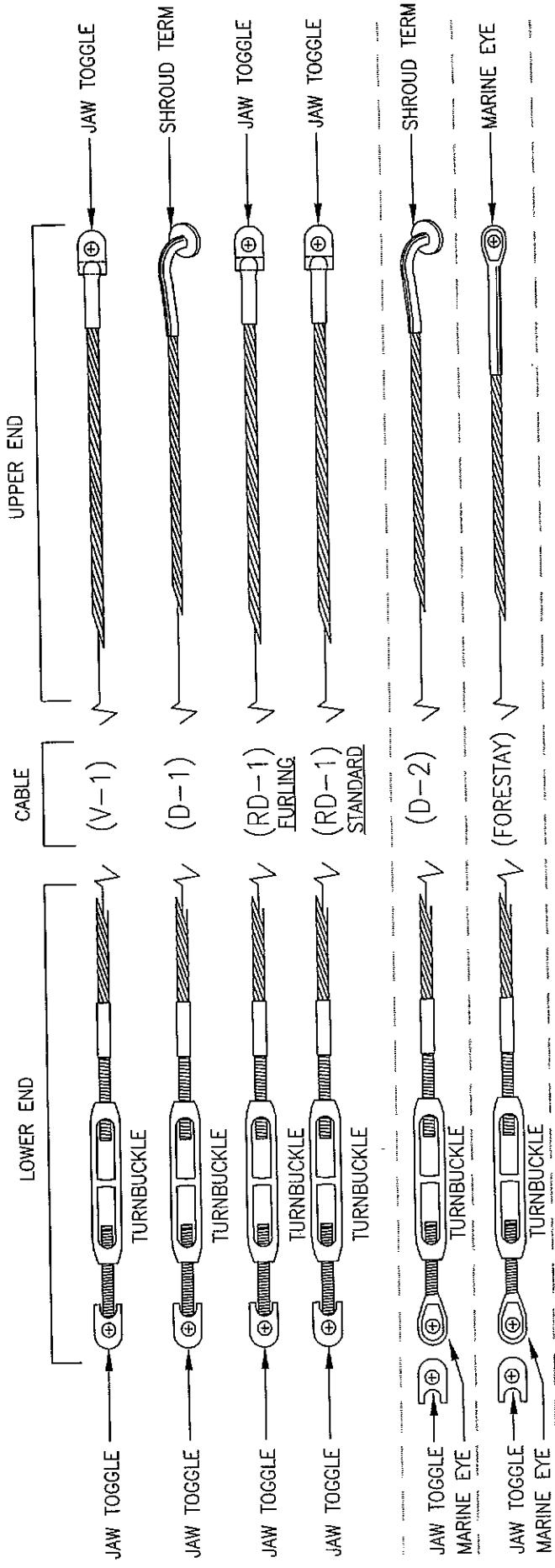
h306 SELDEN FURLING STANDING RIGGING SPECIFICATIONS

BY: KJC DATE: 17-May-01

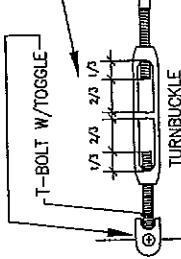
REVISION:

OPT/STD	ITEM	QUANTITY	WIRE SIZE	UPPER END	LENGTH	LOWER END
1	STD D2	2	1/4" (6 mm)	T TERMINAL 308-324	4.09m	MARINE EYE 308-362
2	STD V1	2	1/4" (6 mm)	FORK 308-314	5.48m	STANDARD TOGGLE TURNBUCKLE 3/8"
3	STD D1	2	1/4" (6 mm)	T TERMINAL 308-324	5.36m	STANDARD TOGGLE TURNBUCKLE 3/8"
4	STD LOWER DIAMOND, RD1	2	5/32" (4 mm)	FORK 308-312	4.44m	STANDARD T TURNBUCKLE 174-014
5	STD FORESTAY	1	1/4" (6 mm)	MARINE EYE 308-314	9.94m	FURLEX DRUM106-12

FORESTAY SUPPLIED BY JIB FURLING SYSTEM PROVIDER



NOTE: DIMENSION OF RIG LENGTHS WITH TURNBUCKLES ARE DETERMINED WITH THE TURNBUCKLE 2/3 OPEN AS SHOWN.



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

DRAWING TITLE:		H306RIGGING LENGTHS DETAIL	
DRAWING NO.:		H306B051	
REVISION NO.:		NONE	
DATE:		6/19/98	
ENGINEERING DEPT:			

HUNTER

The drawing titles, numbers, or data on this drawing are for identification only. They do not necessarily reflect the current status of the drawing.

TUNING THE 306 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 up on two sawhorses (one at each end). 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 6" (152 mm) for the standard rig and no more than 2" (50 mm) 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 diagonals or 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 2-1/2' 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.

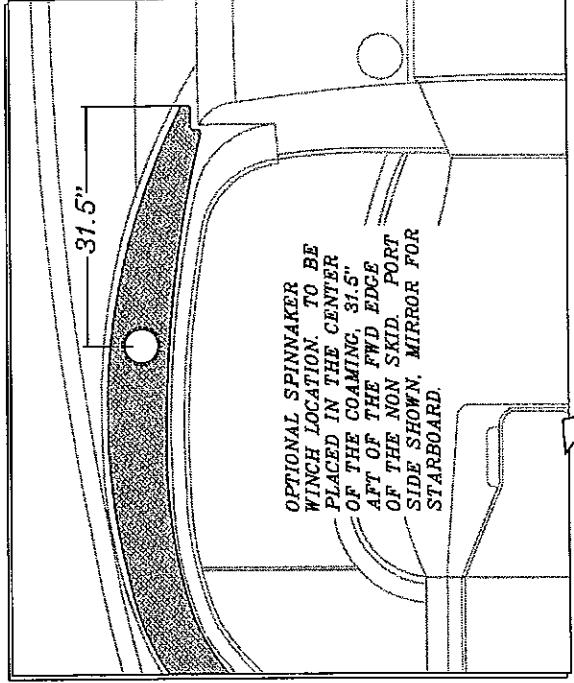
- 4. Use the main halyard to check that the mast is centered from side to side. Pull it tight and mark the halyard next to the verticals chainplate. Now do the same to the other side to see if the marks line up. If not, tighten and/or loosen the verticals until the marks line up. Once the masthead is 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. The final test is to go sailing in 10-15 knots of wind. First, adjust the tension in the shrouds. If when sailing upwind, the shrouds on the leeward side are slack then tighten them to remove about half the slack keeping note of the number of turns. Then tack and do the same to the other side. Do this**

TUNING THE 306 B&R RIG

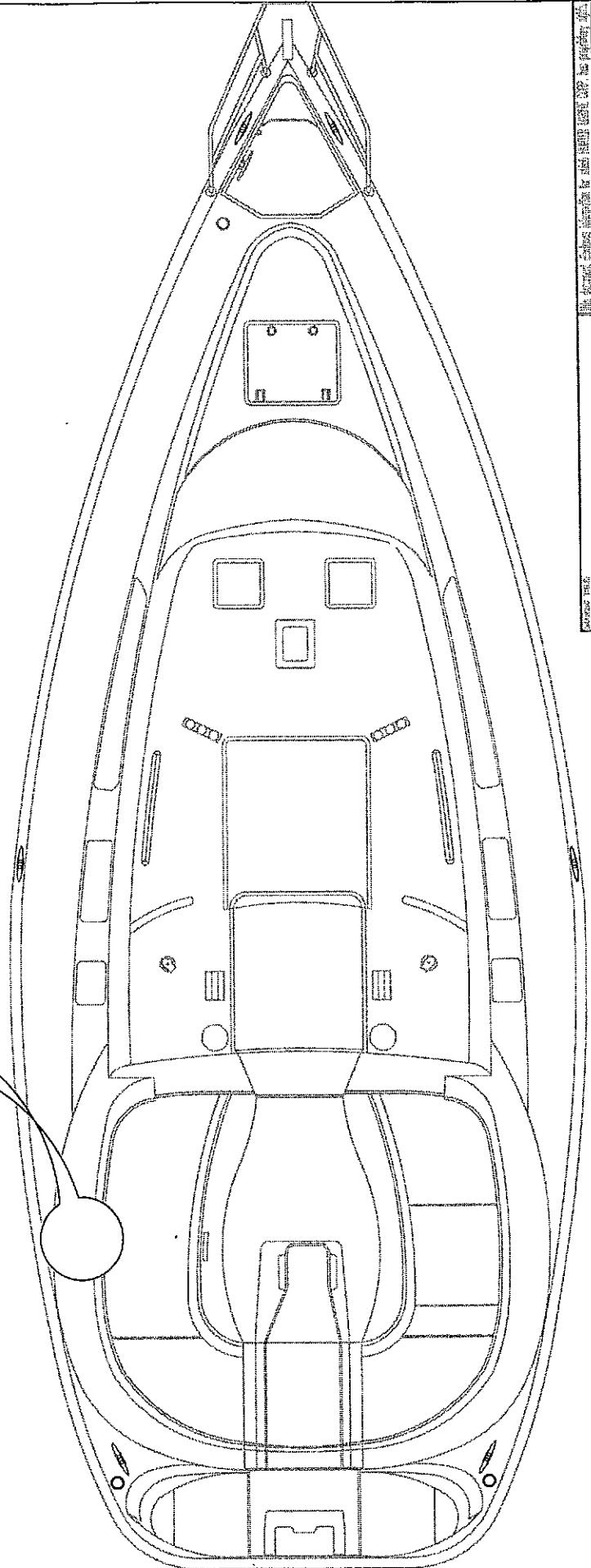
until you are happy with the tension and the leeward side does not get loose when the boat is heeled. Now sight up the mast to be sure it is still relatively straight from side to side. If it is not then adjust to appropriate rigging to correct it.

- 7. At this point you should have adequate headstay tension. The sails are built for about 10" of headstay sag, the bend in the standard mast should be about 6" and 2" 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.**
- 8. 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.



SEE PAGES 38B-40 FOR DETAILED OPTIONAL DECK HARDWARE INFORMATION



H306 SPINNAKER HDWR LAYOUT		HUNTER	
SPINNAKER WINCH NO.	3068054	BATTERY NO.	NONE
SPINNAKER WINCH SPEC.		SPINNAKER	3/20/99
SPINNAKER WINCH ENGINEERING DEPT.			

ENGINE OPERATING INSTRUCTIONS:

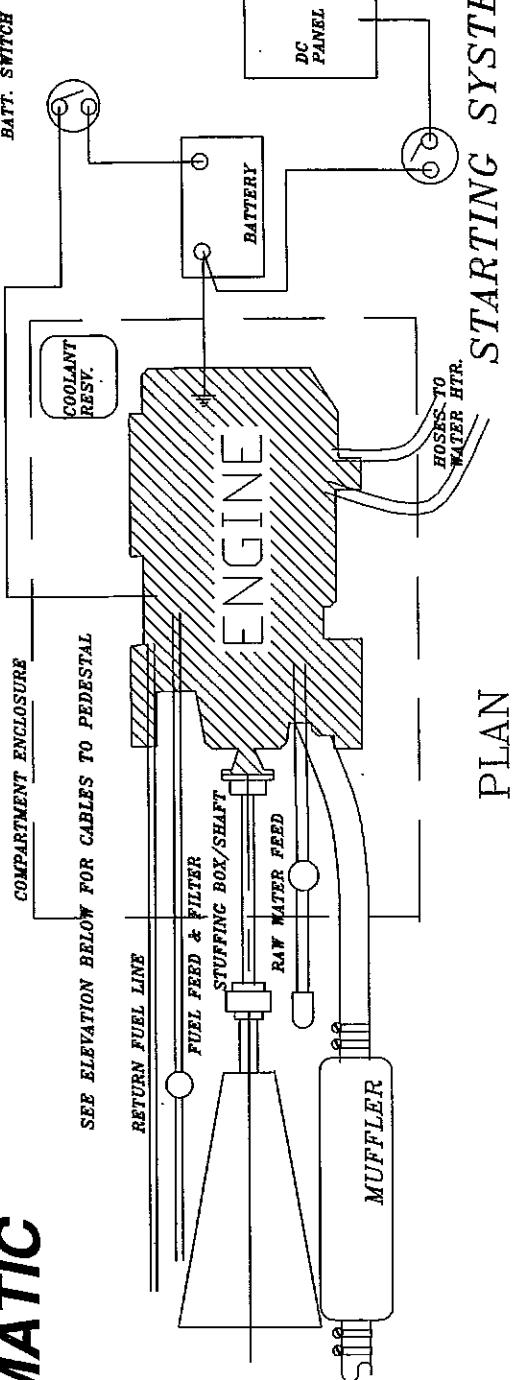
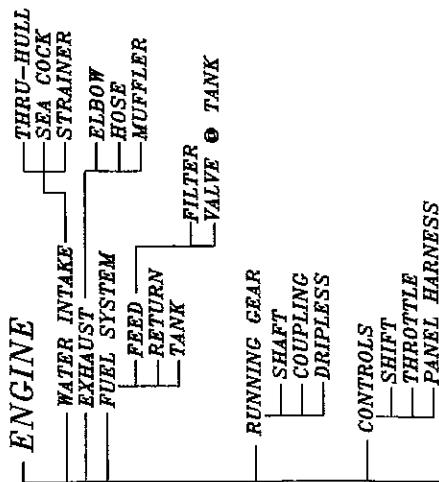
- ① FILL DIESEL TANK WITH DIESEL FUEL
- ② CHECK ENGINE OIL LEVEL (SEE YANMAR MANUAL)
- ③ OPEN ENGINE RAW WATER PICKUP SEACOCK (SEE PAGE 60A)
- ④ TURN ON "START BATTERY SELECTOR SWITCH" (LOCATED AT NAVIGATION STATION)
- ⑤ TURN KEY TO START POSITION, RELEASE WHEN ENGINE STARTS
- NOTE" IF ENGINE APPEARS 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 POISIONING, OR EVEN DEATH.

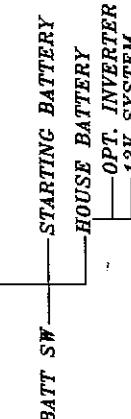
ISSUED BY:	H306 ENGINE OPERATING INST.
SPRING NO.:	NONE
ANCHOR DEPT.:	4/14/99

HUNTER

SYSTEMS SCHEMATIC



ELECTRICAL SYSTEM



INSTRUMT. PANEL WIRE HARNESS

CONTROL CABLES TO PEDESTAL

ENGINE STOP CABLE (FLEX SHUT OFF)

THROTTLE CABLE

SHIFT CABLE

FUEL RETURN

FUEL

TANK

MUFFLER

HULL BOTTOM

HULL ELEVATION

PLAN / HOUSE SYSTEM

NOTE: THIS DWG. IS SCHEMATIC FORM
SEE SPECIFIC SYSTEM DWGS. FOR
BATTERIES/SWITCHES/CHARGER ETC.
LOCATIONS AND WIRE RUNS.

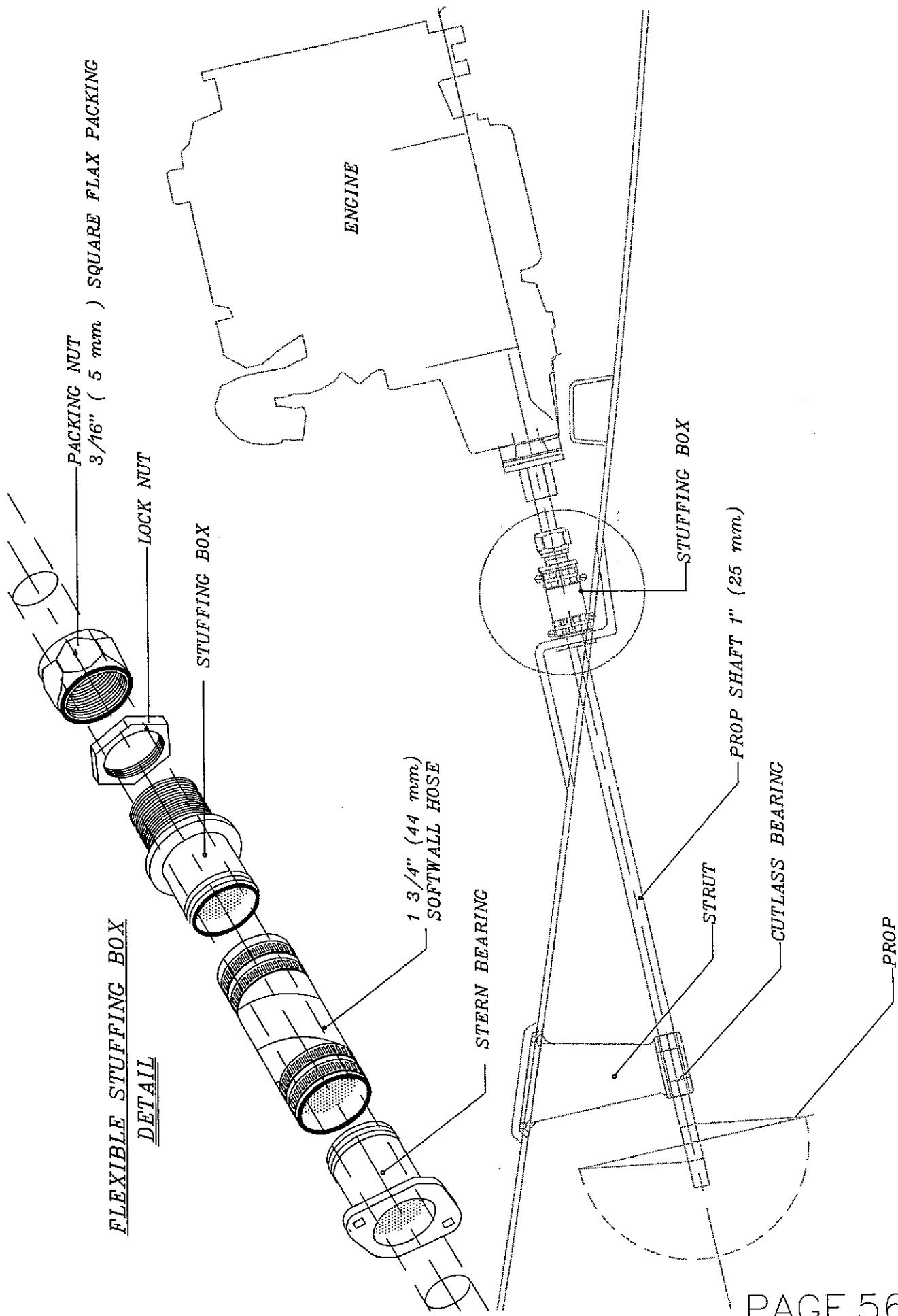
H306 ENGINE COMPARTMENT LAYOUT

H306 ENGINE COMPARTMENT LAYOUT		
Comments:	None	Revisions:
Comments:	None	Comments:
Comments:	5/5/99	Comments:

This document defines Standard for Mich. Navy. Where diff. is specified diff.

HUNTER

FLEXIBLE STUFFING BOX
DETAIL



PAGE 56

H306 FLEXIBLE STUFFING BOX DETAIL	
DRAWING NO.	3068056
REVISIONS	None
SCALE	1/4"
ENGINEERING DEPT.	5/11/99

THIS DRAWING CONTAINS TRADE SECRET INFORMATION FOR THE HUNTER YACHT GROUP INC.
HUNTER YACHTS

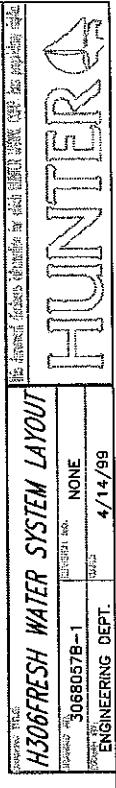
FRESH WATER SYSTEM OPERATION:

- ① FILL TANK WITH FRESH WATER (SEE PAGE 60B FOR FILL LOCATIONS)
- ② OPEN MANIFOLD VALVE (SEE PAGE 57B-1 FOR MANIFOLD LOCATION)
- ③ TURN BATTERY "ON/OFF" SWITCH TO THE ON POSITION
- ④ "FLIP" MAIN PANEL BREAKERS @ BATTERY SWITCH TO THE "ON" POSITION
(LOCATED BELOW NAV STATION)
- ⑤ TURN ON "D.C. MAIN" BREAKER ON MAIN BREAKER PANEL
- ⑥ "HOT WATER" IS ATTAINABLE BASICALLY IN TWO WAYS...
 - ⑦ "HOT WATER" IS ATTAINABLE BASICALLY IN TWO WAYS...
 - ⑧ BY HEATING THE WATER THRU THE ENGINE HEAT EXCHANGER UNIT
 - ⑨ BY SUPPLYING 110V.A.C. BY "DOCKSIDE SHORE POWER".
 - ⑩ TO HEAT BY "ENGINE" SEE PAGE 55 FOR ENGINE OPERATING INSTRUCTIONS.
- ⑪ WHEN COOLANT IS INSTALLED, BLEED AIR FROM HEAT EXCHANGER LINES TO WATER HEATER.
- ⑫ TO HEAT BY "SHORE POWER"
 - ⑬ HOOK UP SHORE POWER CABLE/S
 - ⑭ TURN ON A.C. MAIN BREAKER ON MAIN BREAKER PANEL
 - ⑮ TURN ON "WATER HEATER" BREAKER ON MAIN BREAKER PANEL

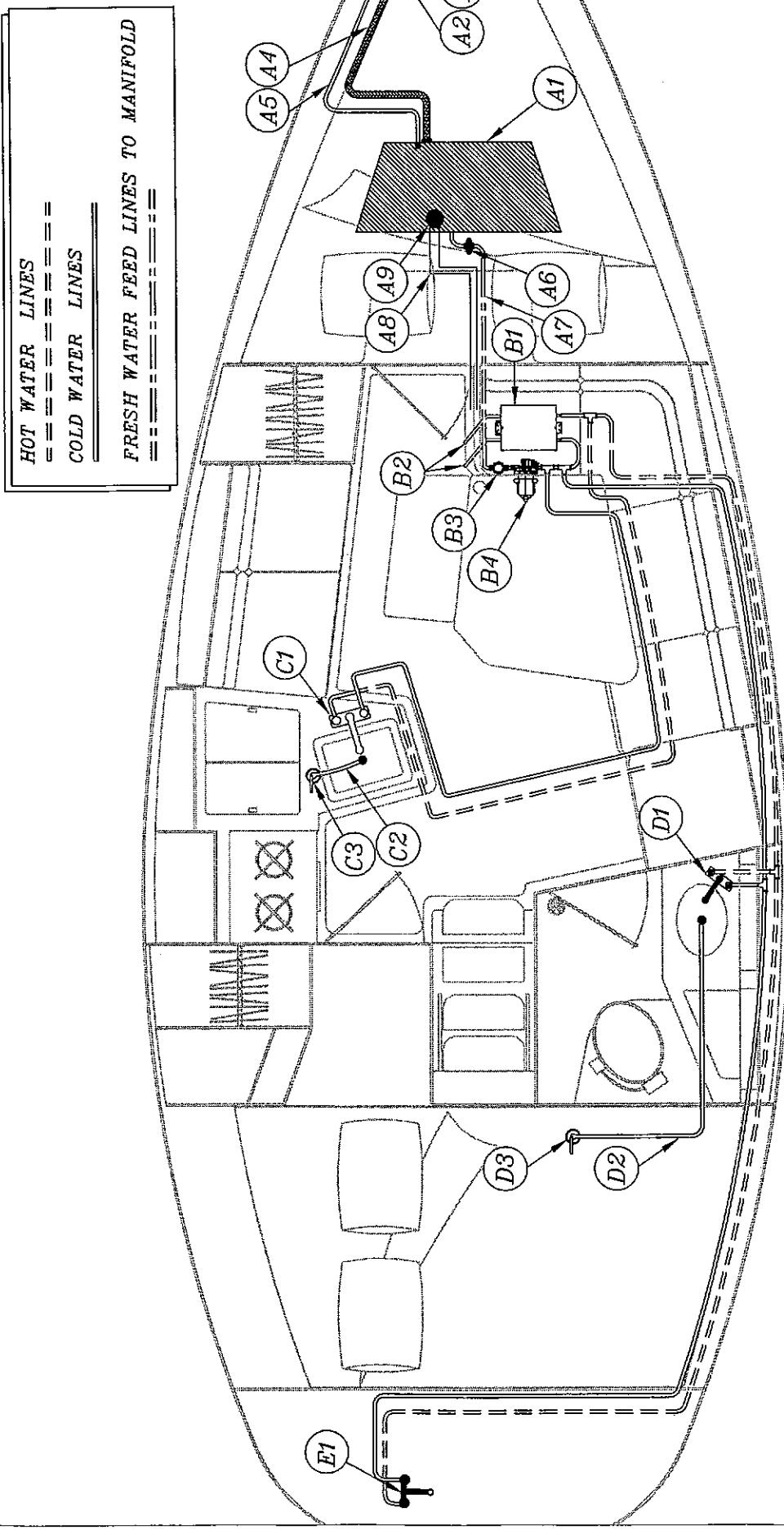
NOTE: WHEN COOLANT IS INSTALLED, BLEED AIR FROM HEAT EXCHANGER LINES TO WATER HEATER.
CRANK ENGINE, OPEN BLEEDER VALVE (SEE PAGE 55A) UNTIL AIR IS GONE FROM LINES

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

H306 FRESH WATER OPERATING INST.		For journal entries, reference to this HUNTER WATEC has priority date	
Serial No.	3066057A	Revision No.	NONE
Engineering Dept.	4/14/98	Date	
HUNTER			



NOTATIONS ON FOLLOWING PAGE



FRESH WATER SYSTEM LAYOUT LIST

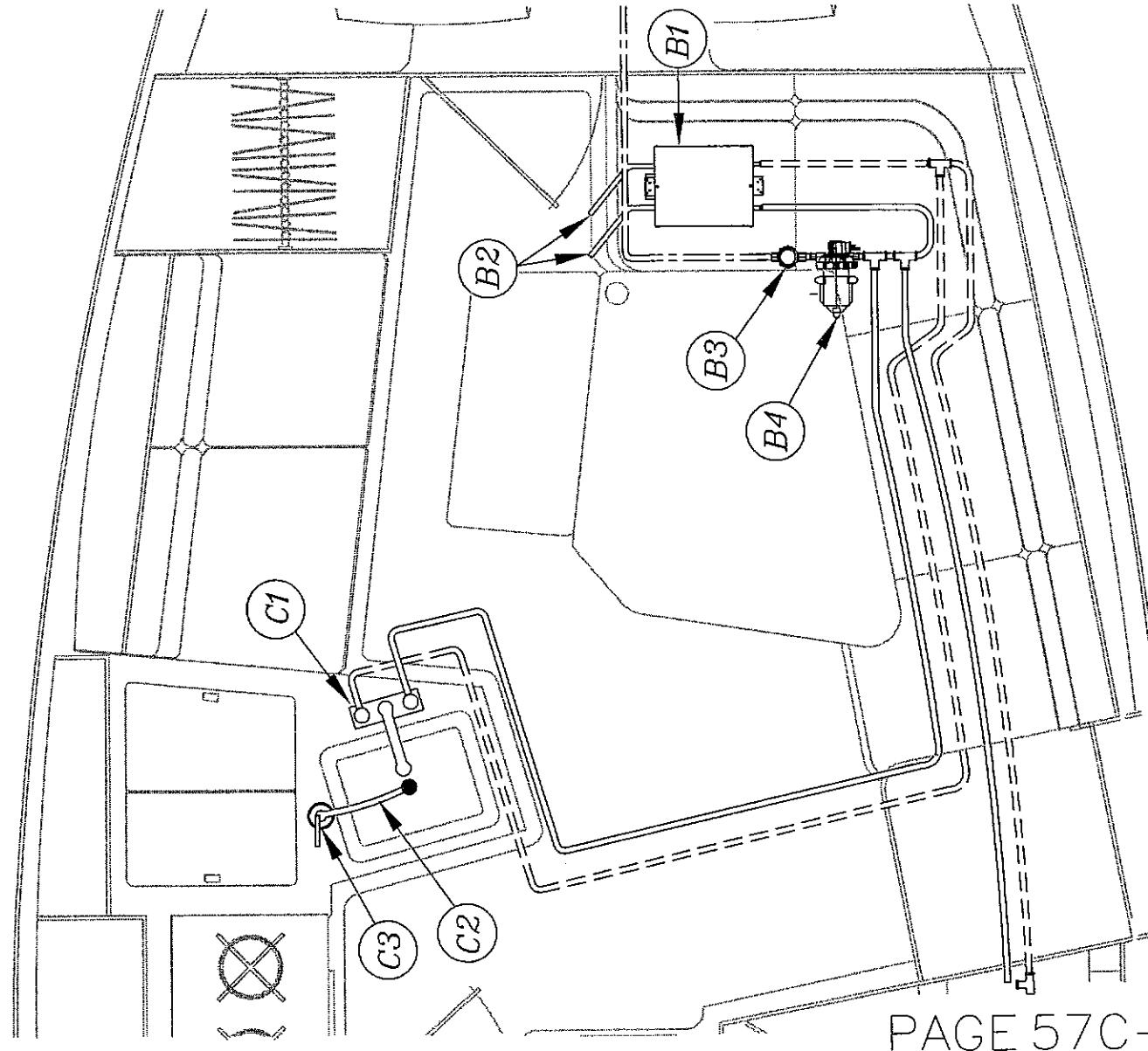
FWD WATER TANK COMPONENTS	A1	FWD WATER TANK (40 GALLONS/151 LITERS)
	A2	TANK FILL VENT LOCATION (3/4" / 19.1mm HULL FITTING)
	A3	TANK FILL LOCATION (1 1/2" / 38.1mm DECK FITTING)
	A4	FILL HOSE RUN (1 1/2" / 38.1mm SHEILDVAC)
	A5	VENT HOSE RUN (3/4" / 19.1mm)
	A6	TANK ON/OFF VALVE (MANIFOLD) LOCATION (JUST AFT OF FWD BERTH)
	A7	FWD WATER TANK FEED LINE TO WATER PUMP (1 1/2" / 38.1mm)
	A8	TANK SENDING UNIT / POWER LEADS
	A9	TANK SENDING UNIT LOCATION
WATER PUMP/HEATER COMPONENTS	B1	WATER HEATER (6 GALLONS/23 LITERS)
	B2	WATER HEATER HEAT EXCHANGER LINES TO ENGINE
	B3	IN LINE WATER FILTER (LOCATED UNDER FWD STBD SETTEE)
	B4	12 VOLT D.C. WATER PUMP

GALLEY WATER SYSTEM COMPONENTS	C1	GALLEY FAUCET
	C2	GALLEY SINK DRAIN HOSE RUN (1 1/2" / 38.1mm SHEILDVAC)
	C3	GALLEY SINK DRAIN SEACOCK (1 1/2" / 38.1mm)
HEAD WATER SYSTEM COMPONENTS	D1	HEAD VANITY/ SHOWER FAUCET (SEE PG 59B FOR MORE DETAILS)
	D2	HEAD VANITY SINK DRAIN HOSE RUN (1" / 25.4mm)
	D3	HEAD VANITY SINK DRAIN SEACOCK (1" / 25.4mm)
TRANSOM SHOWER WATER SYSTEM COMPONENTS	E1	TRANSOM SHOWER FAUCET

H306 FRESH WATER SYSTEM LAYOUT LIST (IN CAB.)	
SEARCH NO.	306605FB-2
SEARCH DATE	4/15/99
ENGINEERING DEPT.	None

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HUNTER



HOT WATER LINES (1/2" / 12.7mm)
COLD WATER LINES (1/2" / 12.7mm)

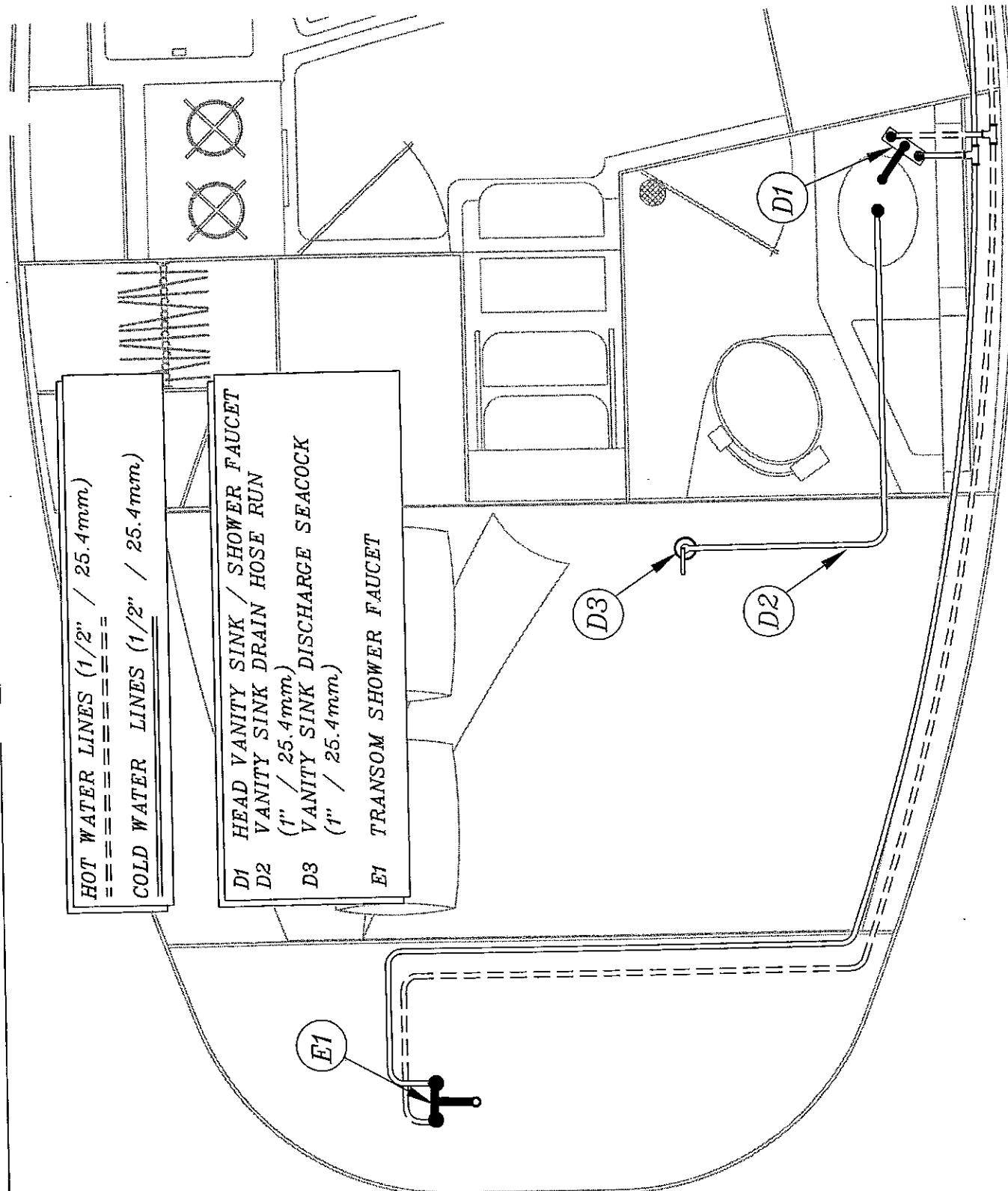
B1 6 GALLONS (23 LITERS) WATER HEATER
 B2 HEAT EXCHANGER LINES AFT TO ENGINE
 B3 IN LINE WATER FILTER (ACCESS UNDER
 FWD STBD SETTEE ACCESS PANEL)
 B4 12 VOLT D.C. WATER PUMP
 (PRESSURIZES WATER SYSTEM)

C1 GALLEY FAUCET
 C2 GALLEY FAUCET SINK DRAIN HOSE RUN
 TO SEACOCK (1 1/2" / 38.1mm
 SHEILDVAC)
 C3 GALLEY DRAIN DISCHARGE SEACOCK
 (1 1/2" / 38.1mm)

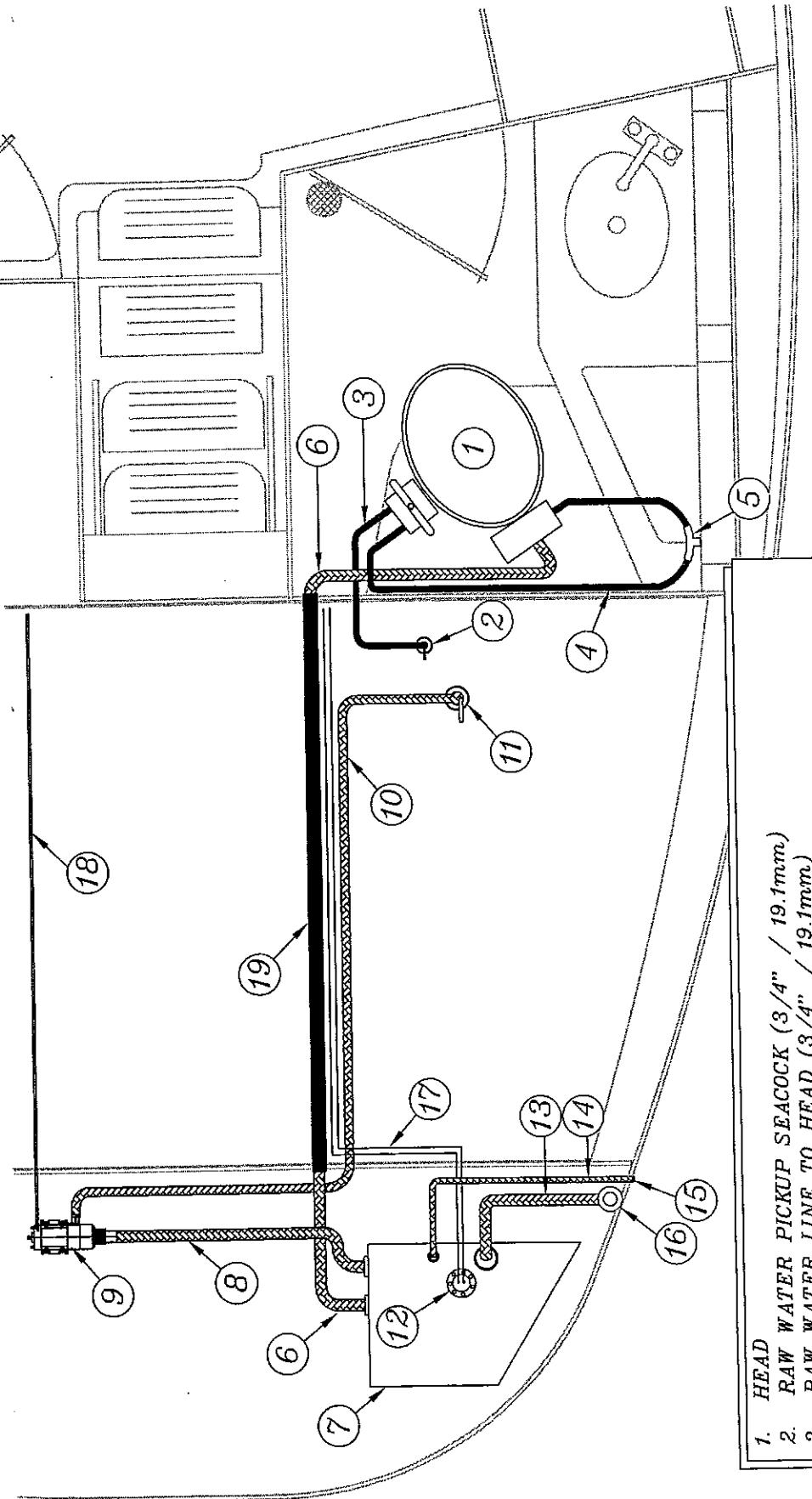
REVISION DATE:	H308WATER PUMP/GALLEY COMPONENT LAYOUT	
ISSUE DATE:	3008057C-2	
SEARCH NO:	NONE	
ENGINEERING DEPT.	P&M	4/14/99

HOT WATER LINES (1/2" / 25.4mm)
=====
COLD WATER LINES (1/2" / 25.4mm)

D1 HEAD VANITY SINK / SHOWER FAUCET
D2 VANITY SINK DRAIN HOSE RUN
(1" / 25.4mm)
D3 VANITY SINK DISCHARGE SEACOCK
(1" / 25.4mm)
E1 TRANSOM SHOWER FAUCET



HOTHEAD/TRANSOM SHOWER COMPONENT LAYOUT	
ITEM NO.	3068057C-3
PRINTED BY	NONE
DATE	4/14/99
ENGINEERING DEPT.	



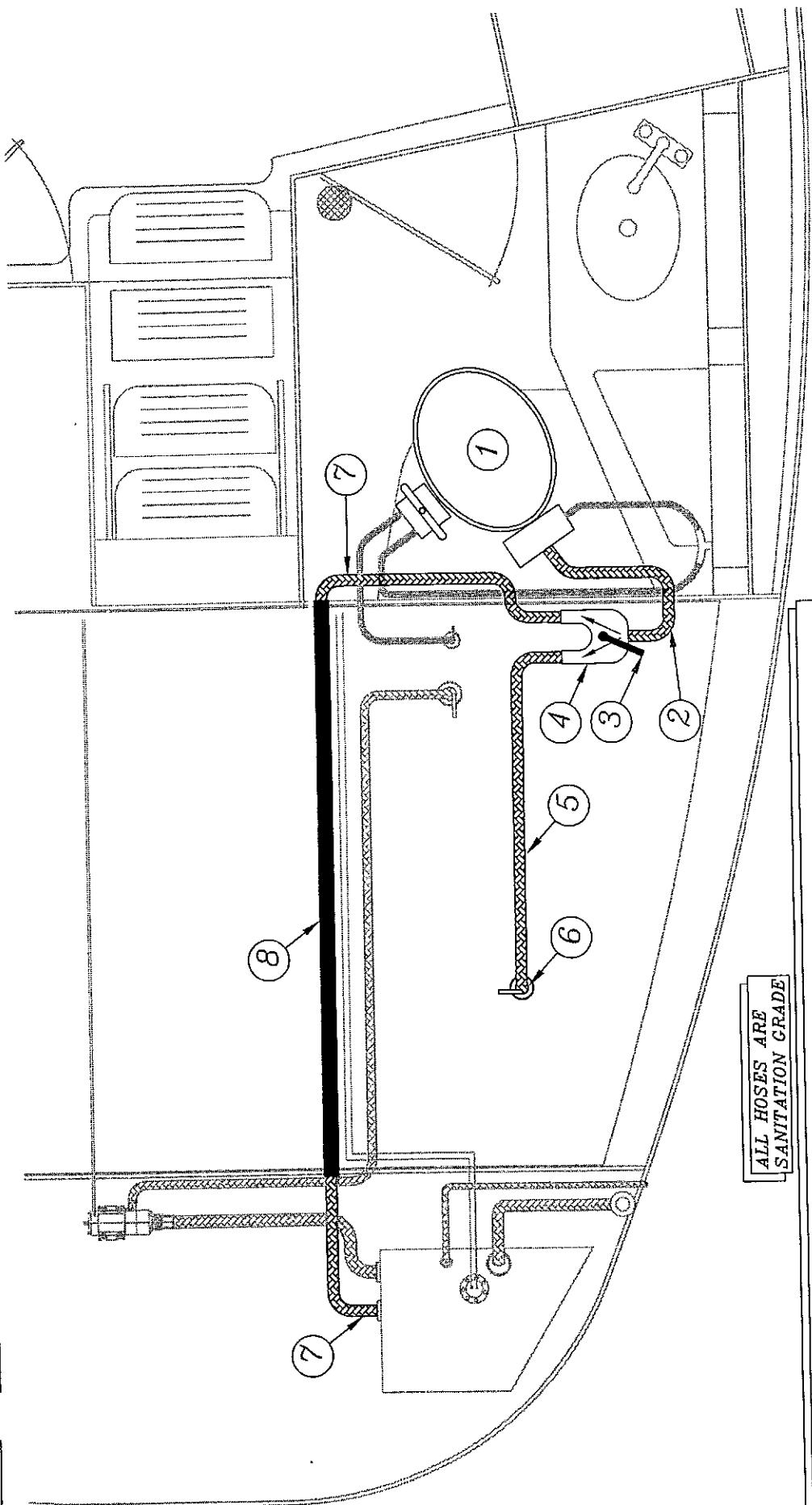
1. HEAD
 2. RAW WATER PICKUP SEACOCK (3/4" / 19.1mm)
 3. RAW WATER LINE TO HEAD (3/4" / 19.1mm)
 4. RAW WATER LINE TO VENTED LOOP (3/4" 19.1mm.)
 5. VENTED LOOP (3/4" / 19.1mm.)
 6. WASTE HOSE INTO TANK FROM HEAD (1 1/2" / 38.1mm.)
 7. WASTE HOLDING TANK (20 GAL. / 76 L.)
 8. WASTE HOSE FROM TANK TO MACERATOR (1 1/2" / 38.1mm.)
 9. 12 VOLT D.C. MACERATOR PUMP.
 10. WASTE HOSE FROM MACERATOR TO DISCHARGE (1" / 25.4mm)
 11. MACERATOR DISCHARGE SEACOCK (1" / 25.4mm HULL FITTING)
 12. HOLDING TANK SENDING UNIT
 13. WASTE HOSE FROM TANK TO PUMPOUT (1 1/2" / 38.1mm.)
 14. WASTE TANK VENT HOSE (3/4" / 19.1mm.)
 15. WASTE TANK VENT FITTING (3/4" / 19.1mm HULL FITTING)
 16. WASTE TANK PUMPOUT DECK PLATE (1 1/2" / 38.1mm.)
 17. SENDING UNIT POWER LEADS TO PANEL / GAUGE
 18. MACERATOR POWER LEADS TO MOMENTARY SWITCH/PANEL
 19. (1 1/2" / 38.1mm) PVC WASTE PIPE RUN (THRU PAN)

ALL HOSES ARE SANITATION GRADE

H306 WASTE SYSTEM LAYOUT

HUNTER

PRINTED ON 3088056A-1
4/15/99
ENGINEERING DEPT.



ALL HOSES ARE
SANITATION GRADE

1. HEAD
2. WASTE HOSE FROM TANK TO "Y-VALVE" (1 1/2" / 38.1mm)
3. "Y-VALVE" HANDLE (LOCATED ON VALVE)
4. "Y-VALVE" PRESENT ON SELECT OVERSEAS BOATS ONLY
5. WASTE HOSE FROM "Y-VALVE" TO DISCHARGE (1" / 25.4mm)
6. DIRECT OVERBOARD DISCHARGE SEACOCK (1" / 25.4mm HULL FITTING)
7. WASTE HOSE FROM "Y-VALVE" TO HOLDING TANK (1 1/2" / 38.1mm)
8. (1 1/2" / 38.1mm) PVC WASTE PIPE RUN (THRU PAN)

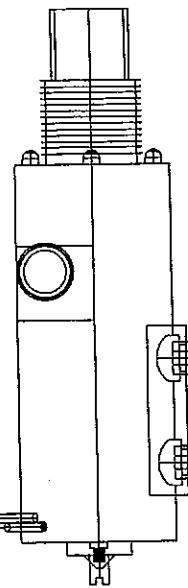
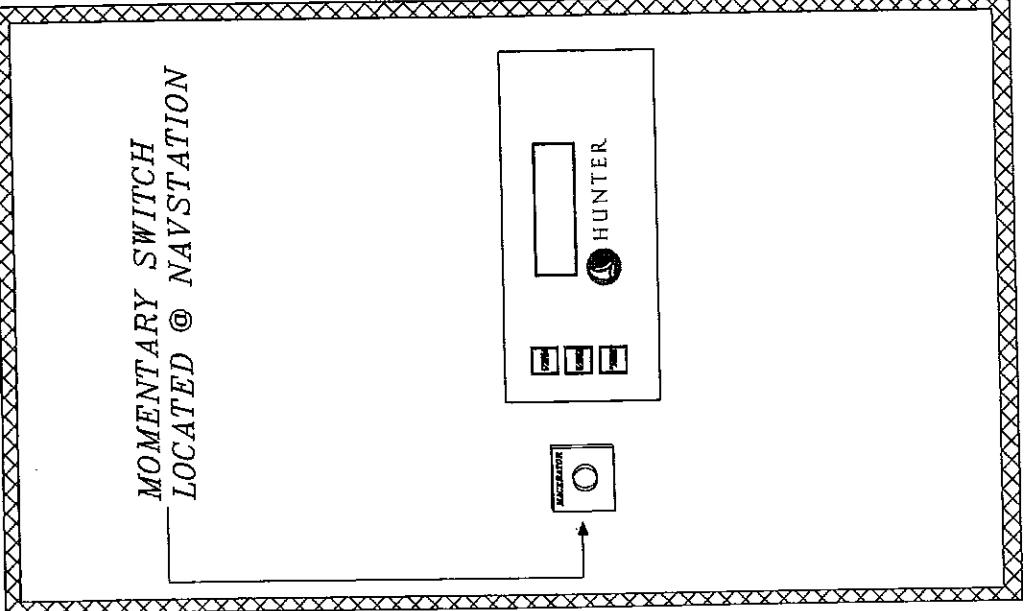
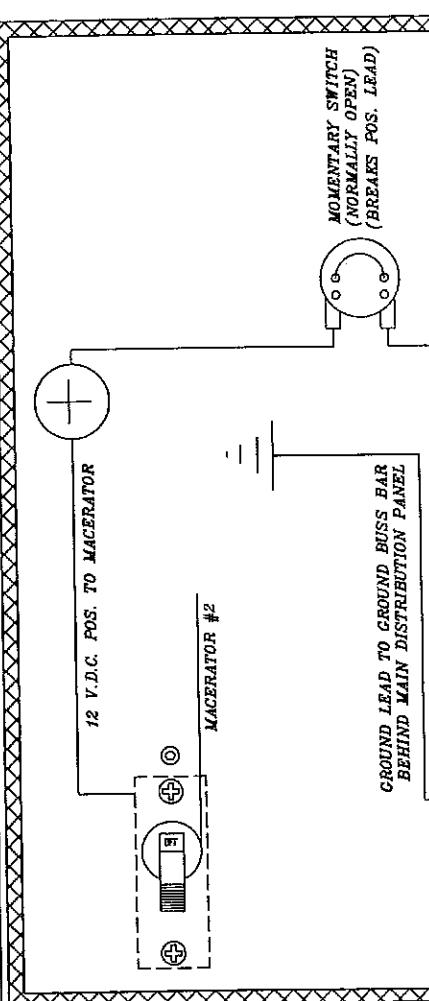
NOTE:

ALL OTHER COMPONENTS ARE THE SAME AS THE PREVIOUS PAGE. SEE
PAGE 58A-1 FOR FURTHER INFORMATION.

H300 INTERNATIONAL WASTE SYSTEM LAYOUT

Document No.	3066058A-2	Revision No.	NONE
Date	4/15/99	Engineering Dept.	Engineering Dept.

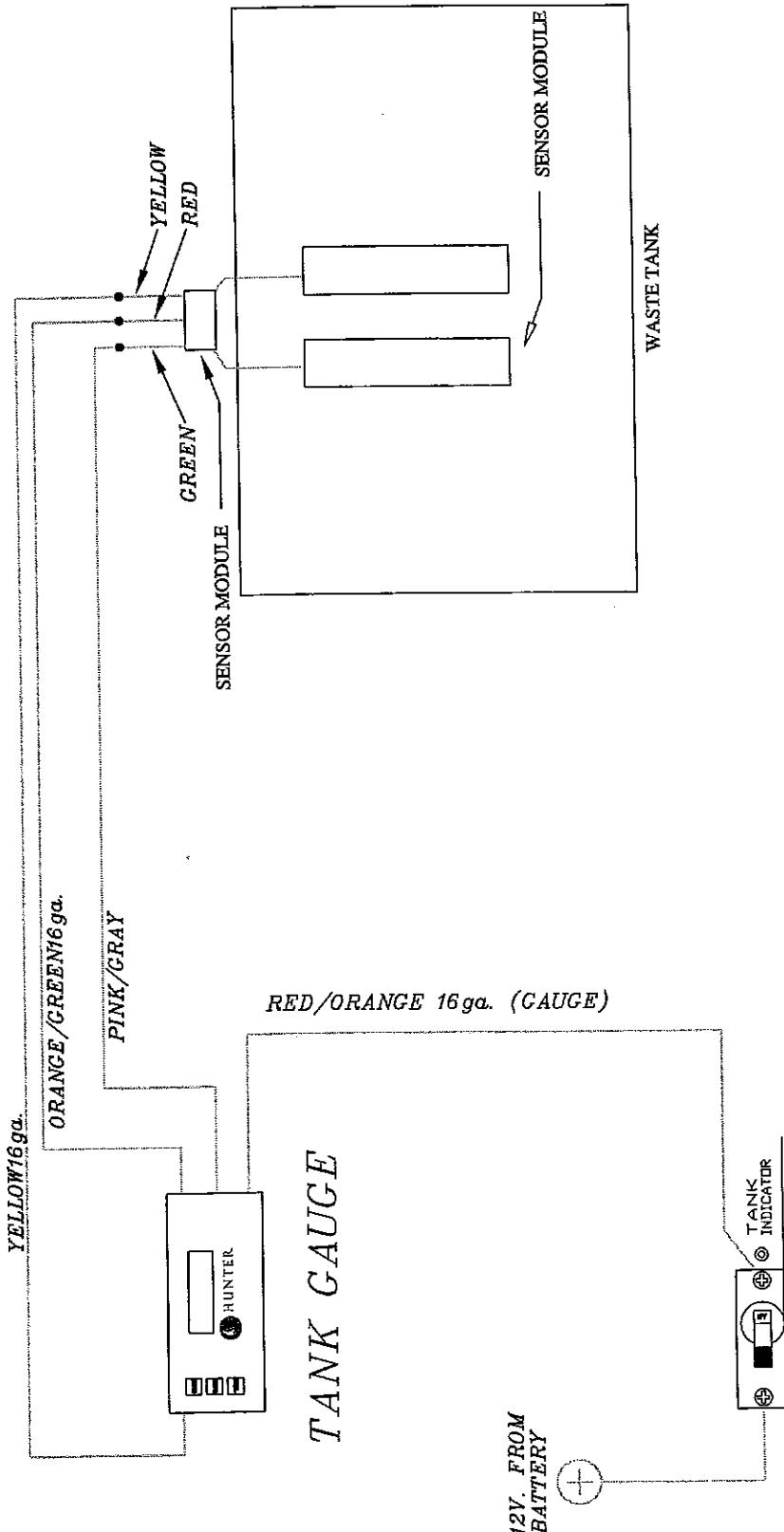
THE MACERATOR MOMENTARY SWITCH IS PROVIDED TO PROHIBIT THE "DRY RUNNING" OF THE MACERATOR TO OPERATE THE MACERATOR, TURN THE MACERATOR BREAKER TO THE "ON" POSITION. WHILE EITHER WATCHING THE WASTE TANK LEVEL INDICATOR, OR LISTENING TO THE PITCH OF THE PUMP, PUSH THE MOMENTARY SWITCH IN. THIS WILL ACTIVATE THE MACERATOR. ONCE THE TANK LEVEL INDICATOR REACHES "EMPTY", OR THE PITCH CHANGES NOTICABLY, RELEASE THE MOMENTARY SWITCH AND TURN THE BREAKER TO THE "OFF" POSITION. NOTE: OCCASIONALLY THE TANK SENDING UNIT BECOMES STUCK, THEREFORE IT IS MORE EFFECTIVE AND SAFER FOR THE PUMP IF THE OPERATOR USES THE "LISTENING" METHOD TO DETERMINE IF THE TANK HAS BEEN EMPTIED.

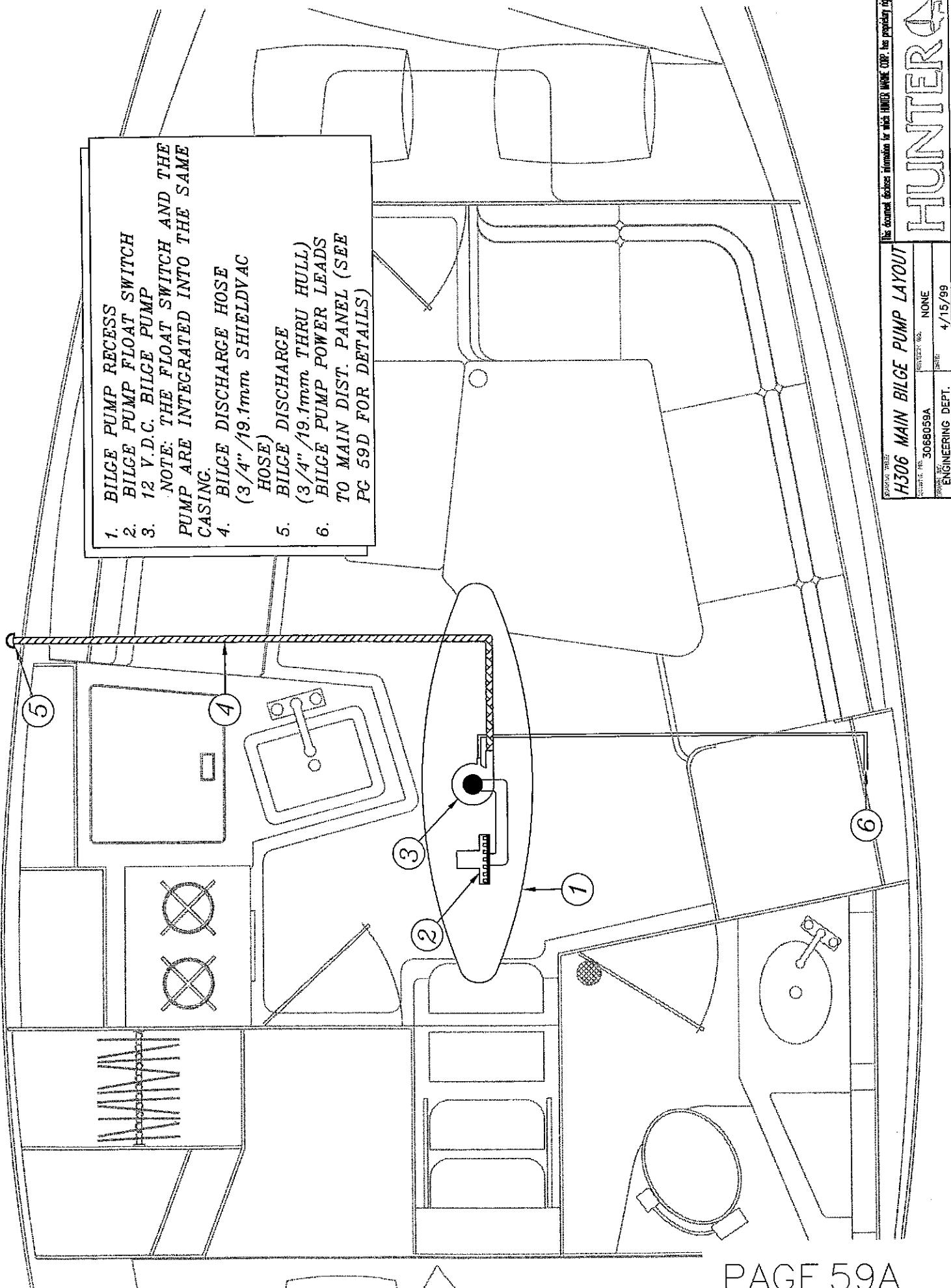


**MACERATOR SCHEMATIC
TYPICAL**

H306 BASIC MACERATOR WIRING SCHEMATIC

DRAWING NO.	DESIGN NO.	REV.	DATE
H306	30680588	NONE	4/15/99
ENGINEERING DEPT			



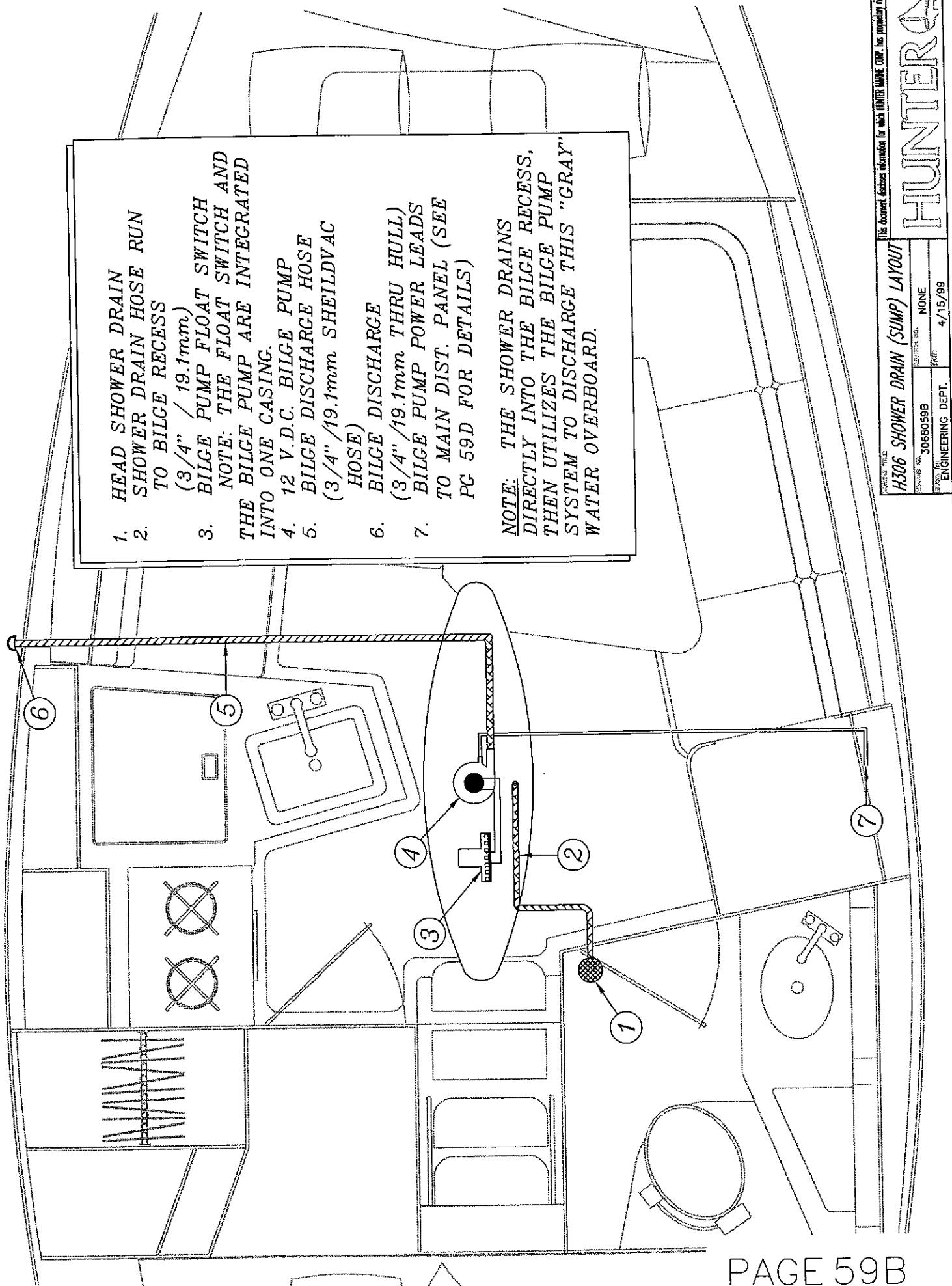


PAGE 59A

SPONSOR: FREE
SUBMITTAL NO.: 3068059A
SUBMITTED BY: NONE
DATE: 4/15/99

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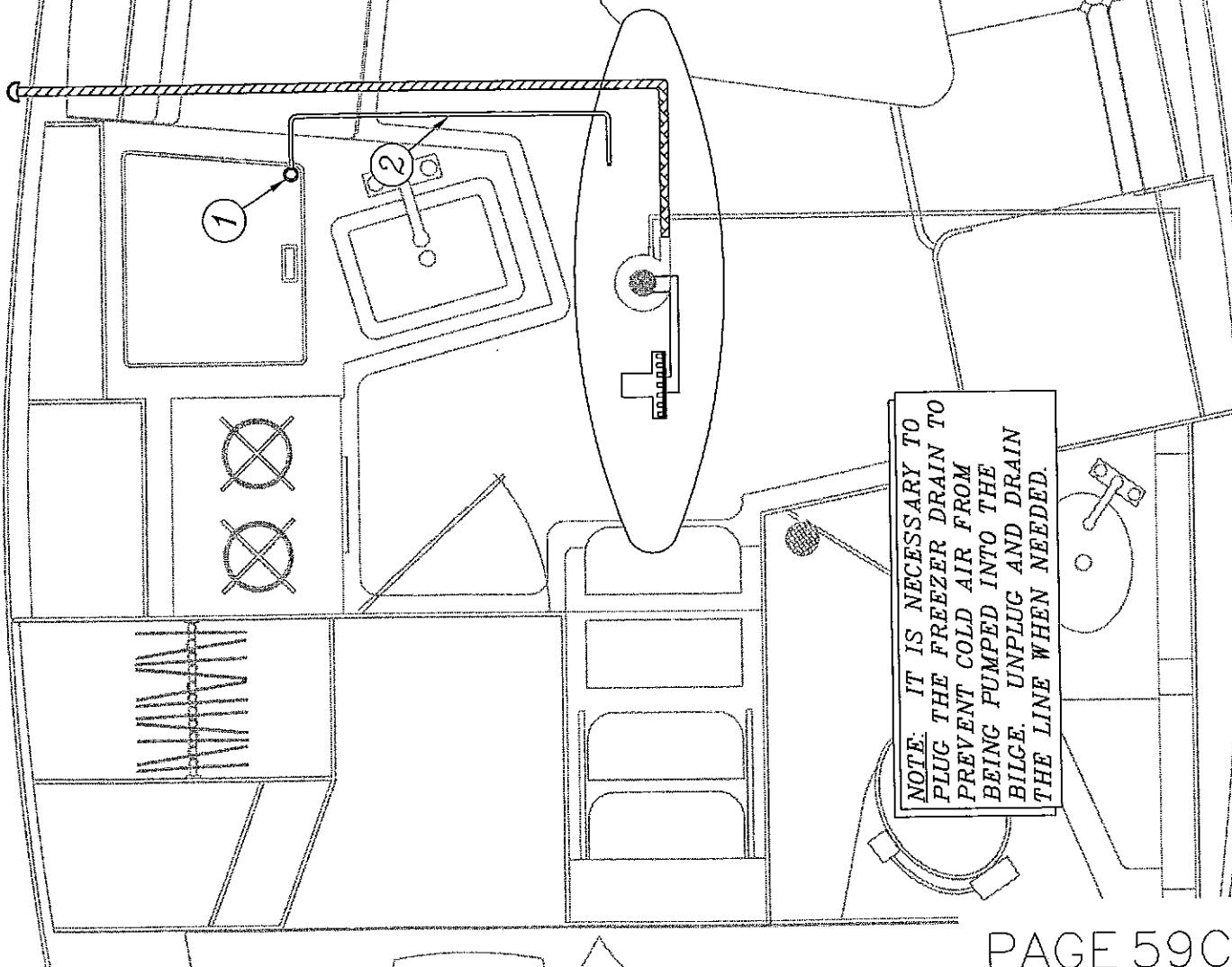
H306 MAIN BILGE PUMP LAYOUT



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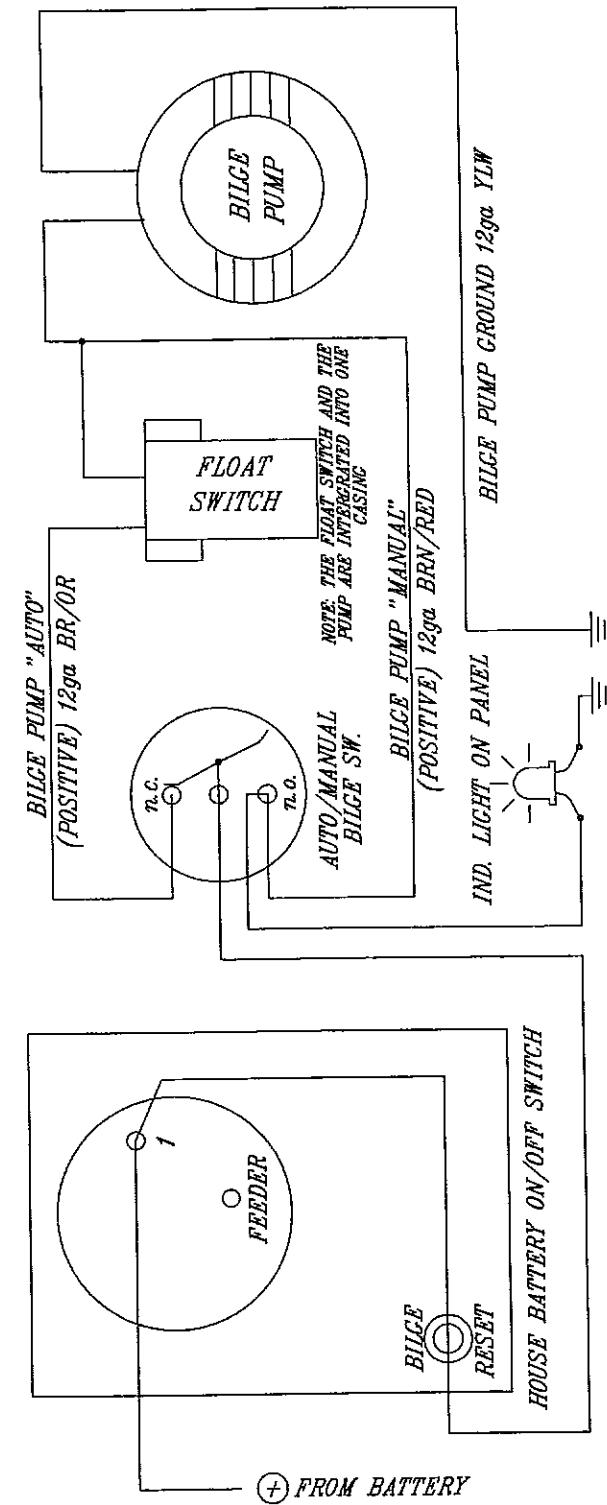
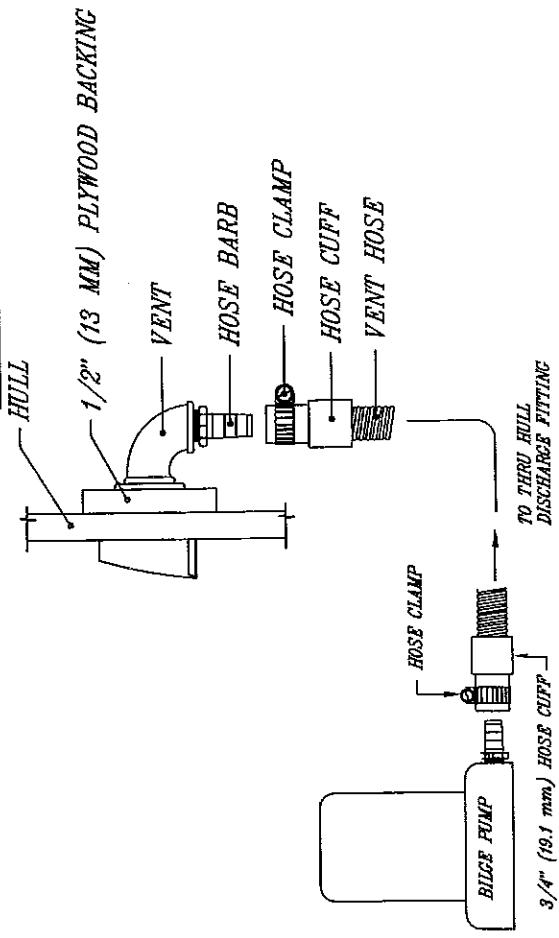
HUNTER

Printed on:	4/15/99
Engineering Dept.:	Engineering
Printed by:	None
Date:	30680598



This form is for use in Hunter Marine Corp. Inc. products only.	
H306	OPTIONAL REFRIGERATION DRAIN LAYOUT
SEARCH NO.	3058059C
PRINTED BY	NONE
DATE	4/15/99
ENGINEERING DEPT.	HUNTER

BILGE PUMP PLUMBING DETAIL



STANDARD BILGE PUMP WIRING

H306 BILGE SYSTEM DETAILS		<small>See document reference information for additional wiring details</small>
TYPE	306B055D	REVISION NO.
DATE	4/16/99	ENGINEERING DEPT.

Its journal keeps informed for which HUNTER WINS OR LOSSES THIS
HUNTER 4

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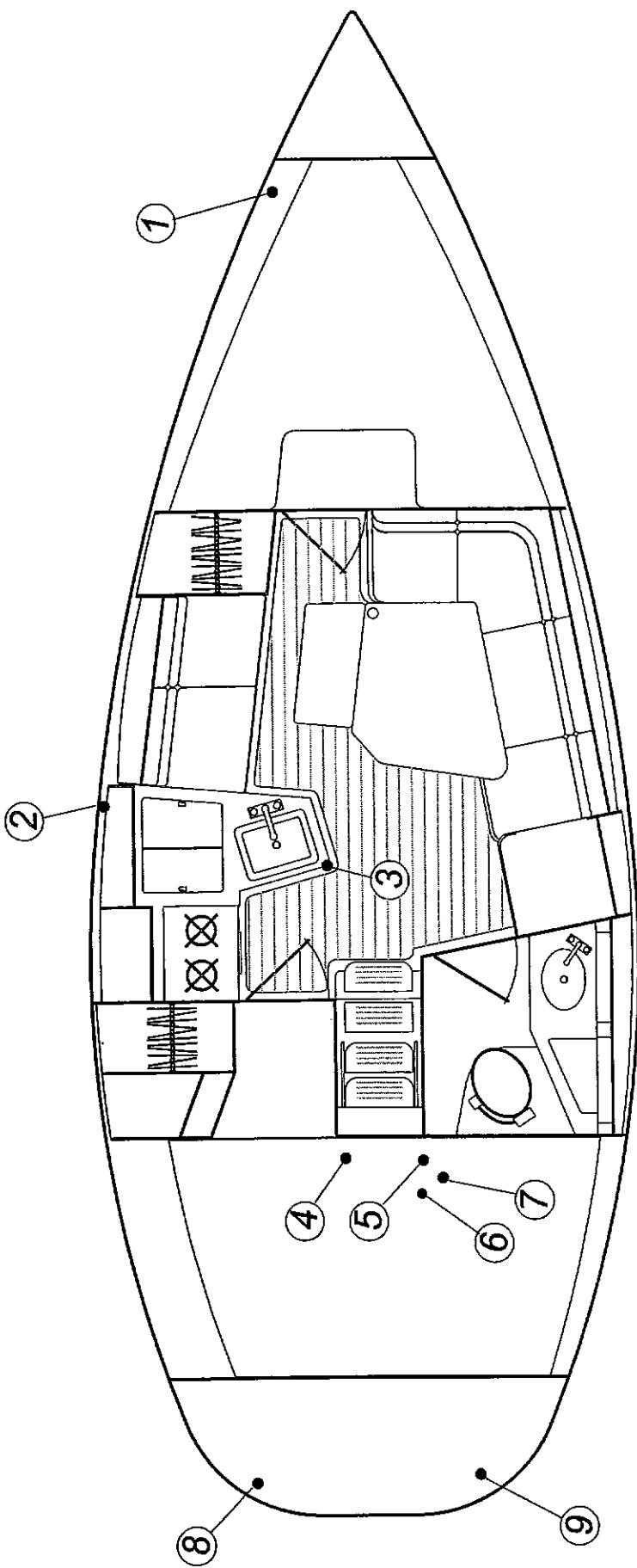
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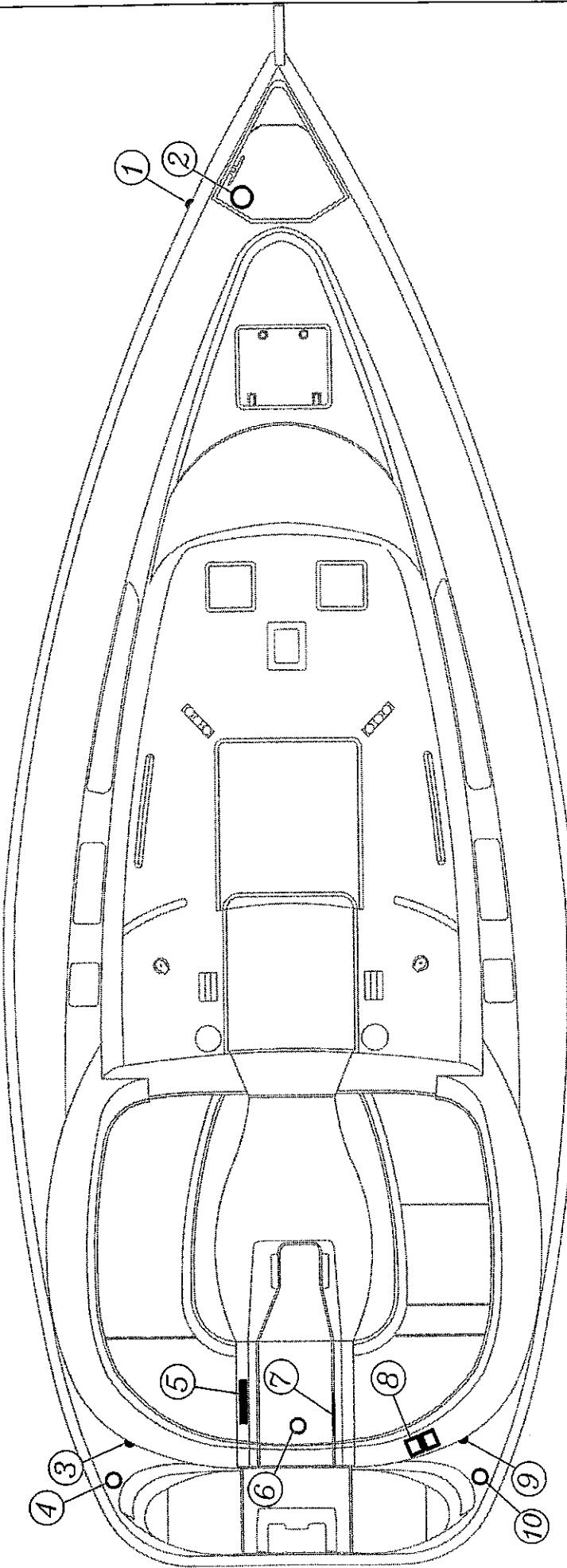
293

294



- HULL LOCATIONS**
1. WATER TANK VENT (THRU HULL)
 2. BILGE PUMP DISCHARGE (THRU HULL)
 3. GALLEY SINK DISCHARGE (BALL VALVE)
 4. ENGINE RAW WATER PICKUP (BALL VALVE)
 5. SELECT OVERSEAS MODEL DIRECT OVERBOARD WASTE DISCHARGE (BALL VALVE)
 6. MACERATOR DISCHARGE (BALL VALVE)
 7. HEAD VANITY SINK DISCHARGE (BALL VALVE)
 8. LPG LOCKER DRAIN (THRU SHELL)
 9. ENGINE EXHAUST

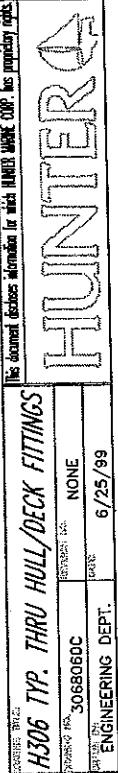
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SEARCH BY IS: 3058060A	
SEARCH BY:	None
SEARCH DATE:	1/22/99
HUNTER 4	



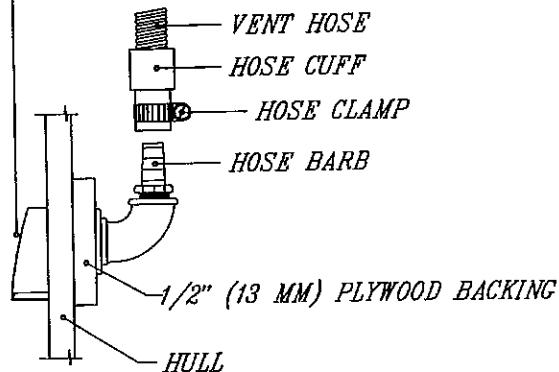
1. FWD WATER TANK FILL VENT (3/4" / 19.1mm)
 2. FWD WATER TANK FILL LOCATION (1 1/2" / 38.1mm)
 3. FUEL TANK VENT (3/4" / 19.1mm)
 4. FUEL TANK FILL LOCATION (1 1/2" / 38.1mm)
 5. TRANSOM SHOWER LOCATION
 6. EMERGENCY TILLER COVER PLATE
 7. MANUAL BILGE PUMP PUMP ASSEMBLY
 8. SHORE POWER INLET LOCATION
 9. WASTE TANK VENT (3/4" / 19.1mm)
 10. WASTE TANK DECK PUMP OUT LOCATION (1 1/2" / 38.1mm)

H306 THRU DECK LOCATIONS	
SEARCHED	INDEXED
SERIALIZED	FILED
3068060B	NONE
ENGINEERING DEPT.	
5/15/99	

HUNTER

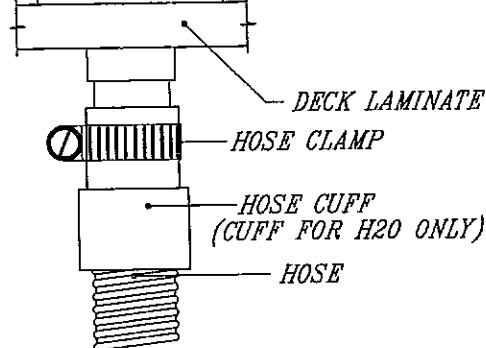


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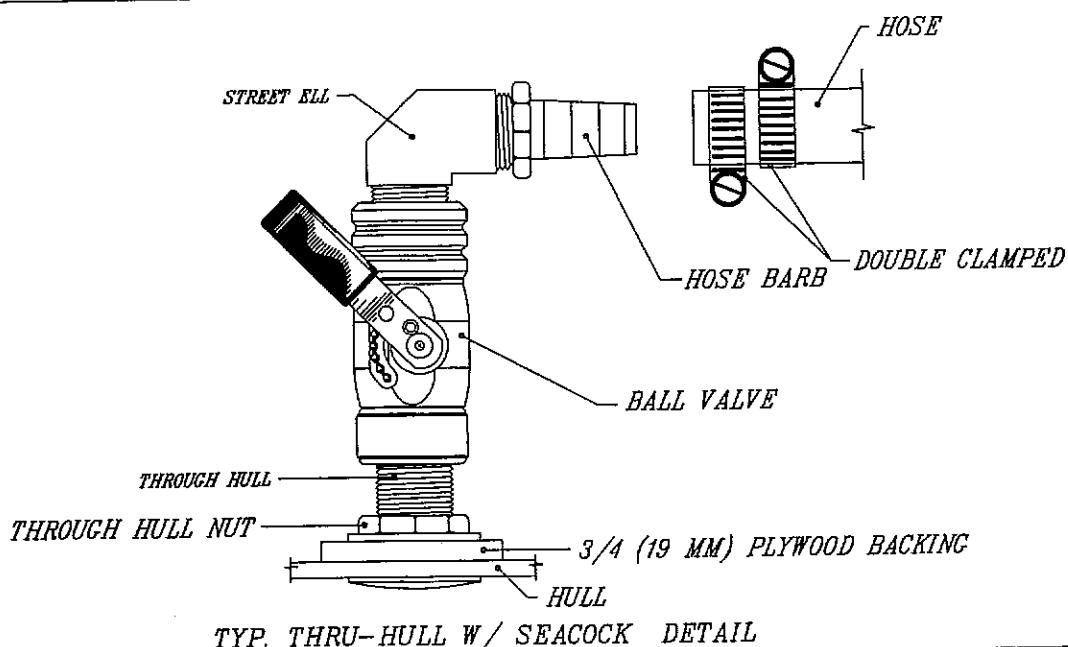
TYP. VENT DETAIL

DECK FITTING

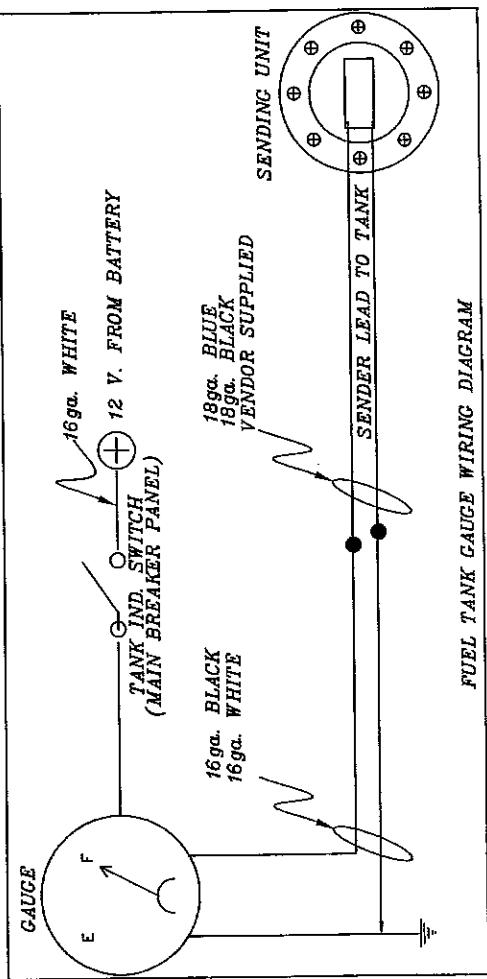


TYP DECK PLATE DETAIL

STREET ELL

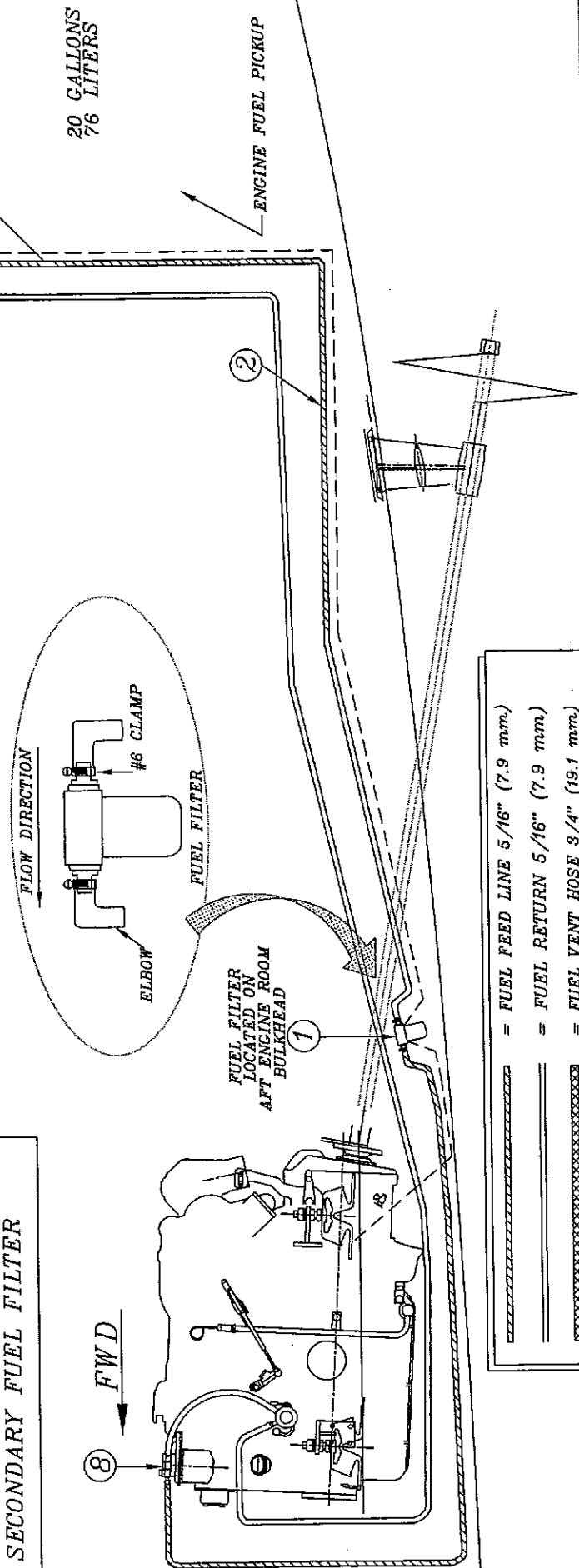


TYP. THRU-HULL W/ SEACOCK DETAIL



1. PRIMARY ENGINE FUEL FILTER
2. ENGINE FUEL HOSE
3. DIESEL FILL
(DECK FITTING)
4. DIESEL TANK VENT
(HULL FITTING)
5. DIESEL FILL HOSE
6. DIESEL VENT HOSE
7. TANK SENDING UNIT
8. SECONDARY FUEL FILTER

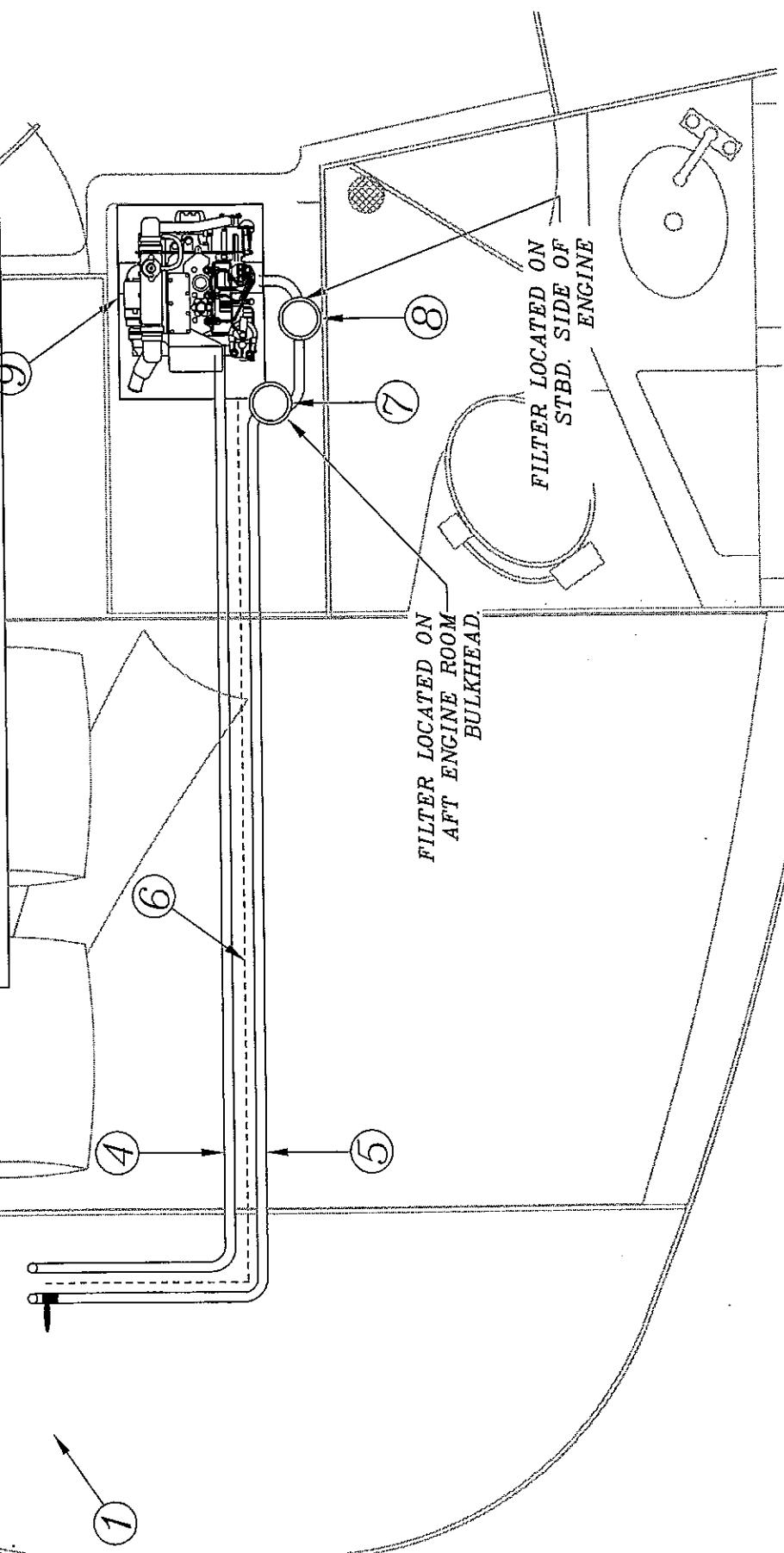
FLOW DIRECTION



- = FUEL FEED LINE 5/16" (7.9 mm)
- = FUEL RETURN 5/16" (7.9 mm)
- = FUEL VENT HOSE 3/4" (19.1 mm)
- = FUEL FILL HOSE 1 1/2" (38.1 mm)
- — — — = OVERSEAS/CHTR SPEC ALUM. TANK STATIC GND.

HUNTER
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DRAWING NO. 3068061A
PRINTED BY: NONE
ENGINEERING DEPT. DATE: 4/16/99

1. DIESEL FUEL TANK (20 GALLONS / 76 LITERS)
2. FUEL FILL HOSE TO DECK FITTING (1 1/2" / 38.1mm)
3. FUEL VENT HOSE TO DECK FITTING (5/8" / 15.9mm)
4. DIESEL FUEL RETURN LINE (1/4" / 6.4mm)
5. DIESEL FUEL FEED LINE (1/4" / 6.4mm)
6. OVERSEAS / CHTR. SPEC ALUMINUM TANK STATIC GUARD
7. SECONDARY FUEL FILTER @ ENGINE
8. (18 HP / 13.4 KW). DIESEL ENGINE
9. PRIMARY FUEL FILTER

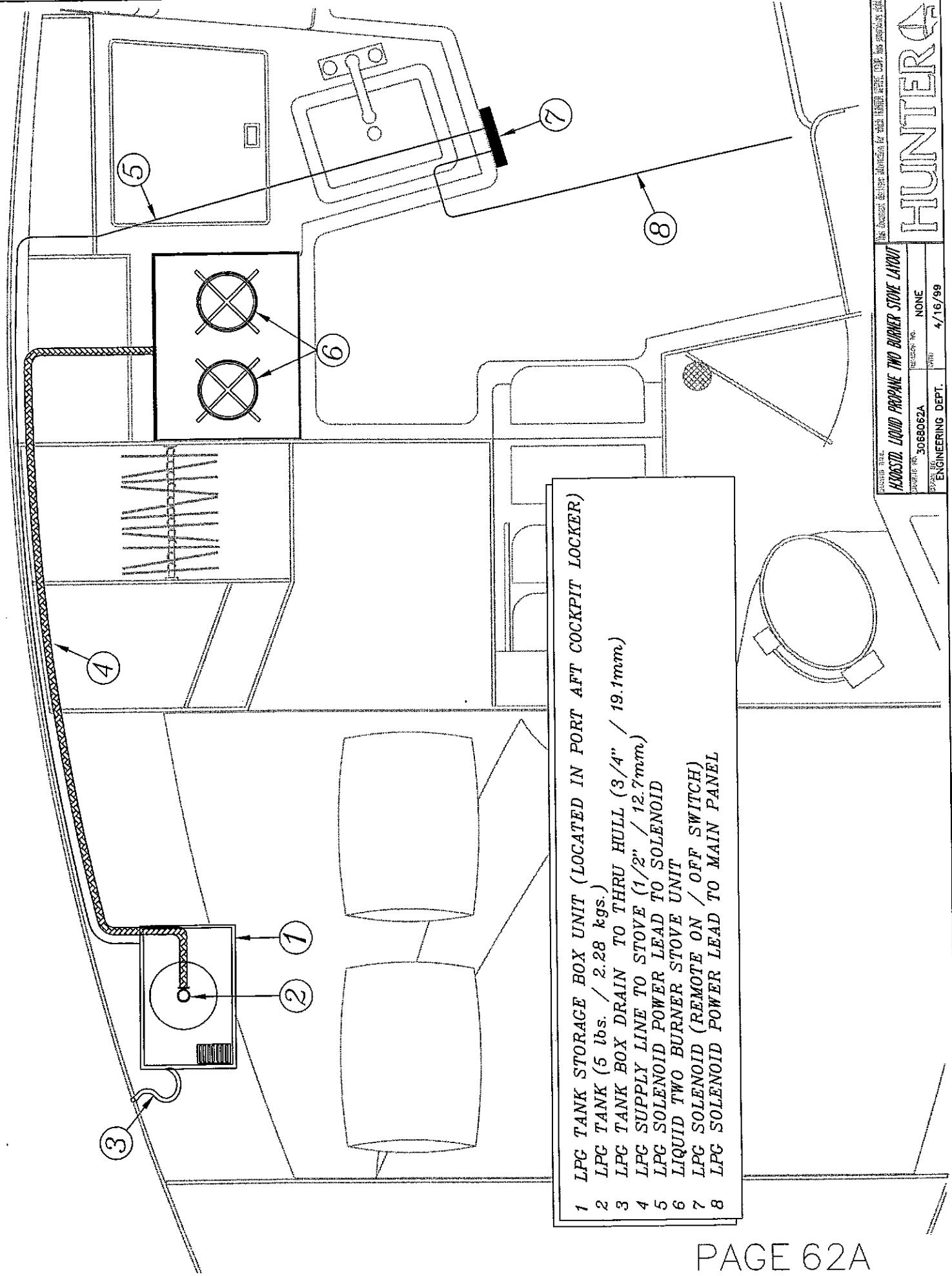


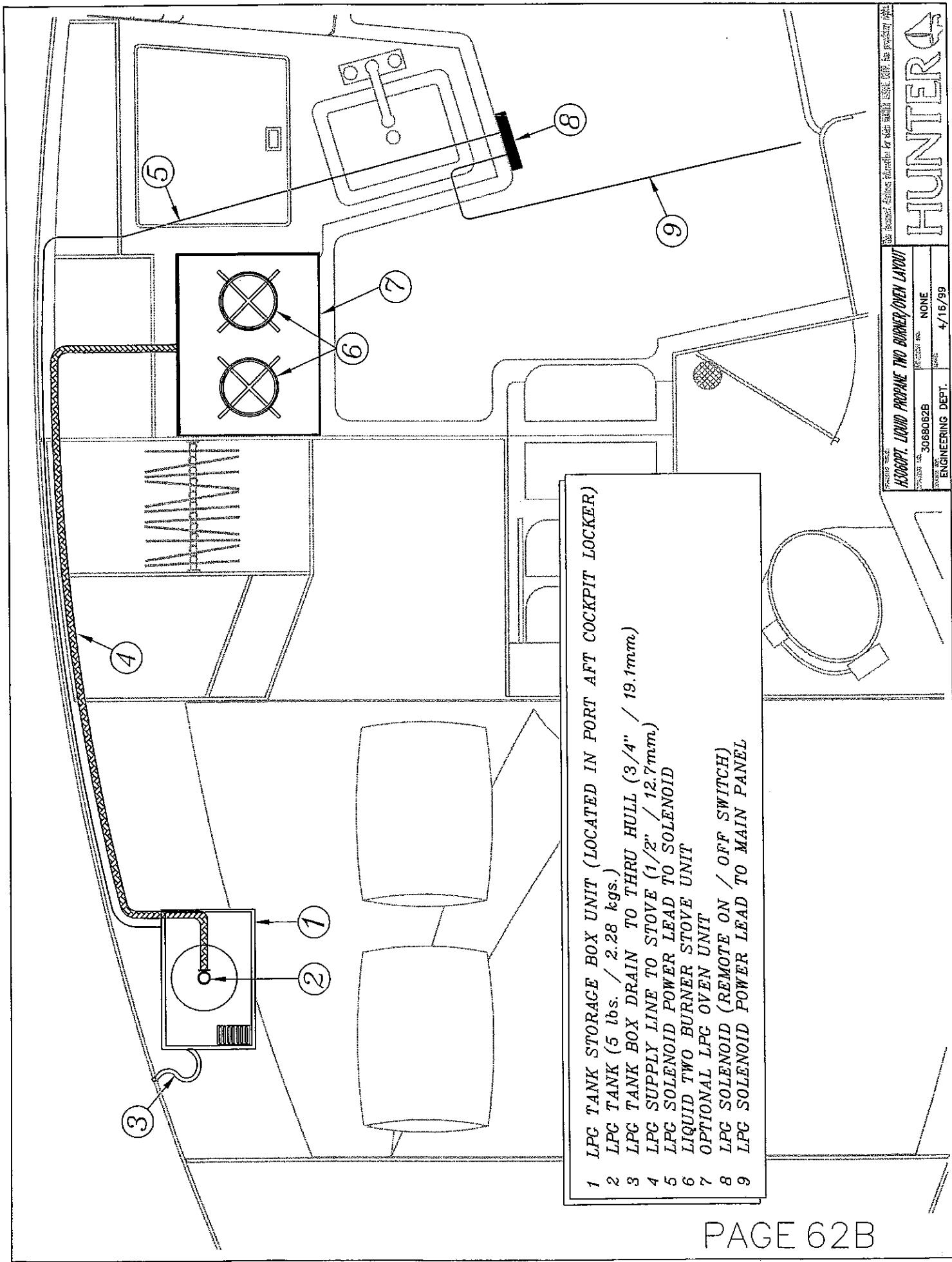
HULL ENGINE FUEL LINE RINGS AND COMPONENTS		
REF ID: 3086061B	REF ID: 3086061C	None

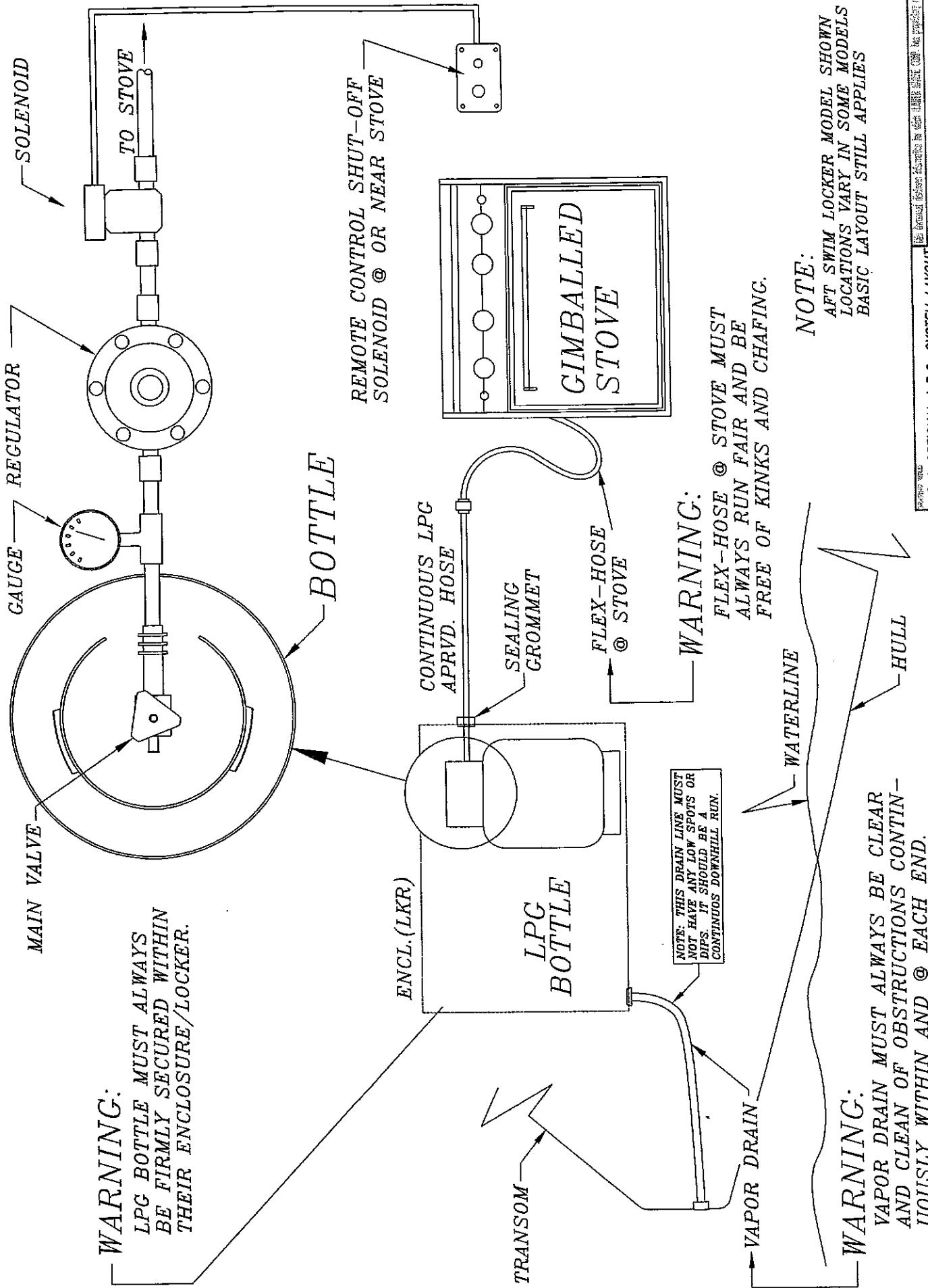
4/15/99
ENGINEERING DEPT.

Is there excess airtime for each winter name? If so, provide info.

HUNTER







H306 OPTIONAL L.P.G. SYSTEM LAYOUT		
PRINTED PAGE NO.	3060062C	EDITION NO.
WORKS DEPT.	4	DATE
ENGINEERING DEPT.	4/15/99	

H306 ELECTRICAL SYSTEMS

H306 ELECTRICAL SYSTEM CONTENTS

PAGES 63A-10 THRU 63C-3 CONTAINS A.C. POWER SYSTEMS
(110 V.A.C.) (220 V.A.C. ON OVERSEAS MODELS)

NOTE TO CONSUMER: THE FOLLOWING PAGES PROVIDE DETAILED INFORMATION, SCHEMATICS ETC. PERTAINING TO THE H306 STANDARD ELECTRICAL SYSTEMS AS WELL AS THE OPTIONAL ELECTRICAL SYSTEM.

BE SURE TO READ THE DRAWING TITLE IN THE TITLE BLOCK TO ENSURE YOU ARE REFERING TO THE CORRECT SYSTEM FOR YOUR MODEL.

BASIC POWER SYSTEMS / MAIN DIST. PANEL DESCRIPTION.....	PAGES 63A-2 THRU 63A-7
SELECTOR SWITCH PANELS.....	PAGE 63A-8 AND 63A-9
POWER SYSTEMS TROUBLESHOOTING GUIDE	PAGES 63A-10 THRU 63A-13
A.C. DISTRIBUTION PANEL SCHEMATIC:	PAGES 63A-14 AND 63A-15
A.C. POWER WIRING.....	PAGE 63B AND 63C
OPTIONAL BATTERY CHARGING SYSTEM.	PAGES 63D-1 THRU 63D-3

PAGES 64A-1 THRU 64J CONTAINS D.C. POWER SYSTEMS
(12-VOLT D.C.)

D.C. DISTRIBUTION. PANEL SCHEMATIC.	PAGES 64A-1 & 64A-2
12 VOLT LIGHTING / SPEAKERS / STEREO.....	PAGES 64B-1 & 64B-3
12 VOLT DECK WIRING.	PAGE 64C
OPTIONAL WINDLASS DETAILS.....	PAGE 64D-1 AND 63D-2
HEADLINER WIRE CHASE LOCATION.....	PAGE 64E
PAN WIRE CHASE LOCATIONS.....	PAGE 64F
OPTIONAL REFRIGERATION SYSTEM.....	PAGE 64G-1 THRU 64G-3
DC CONSUMER NOTES SECTION.....	PAGES 64H

SHORE POWER WIRING.....PAGE 65A

ELECTRIC WIRING COLOR / GUAGE CHART.....PAGE 65B

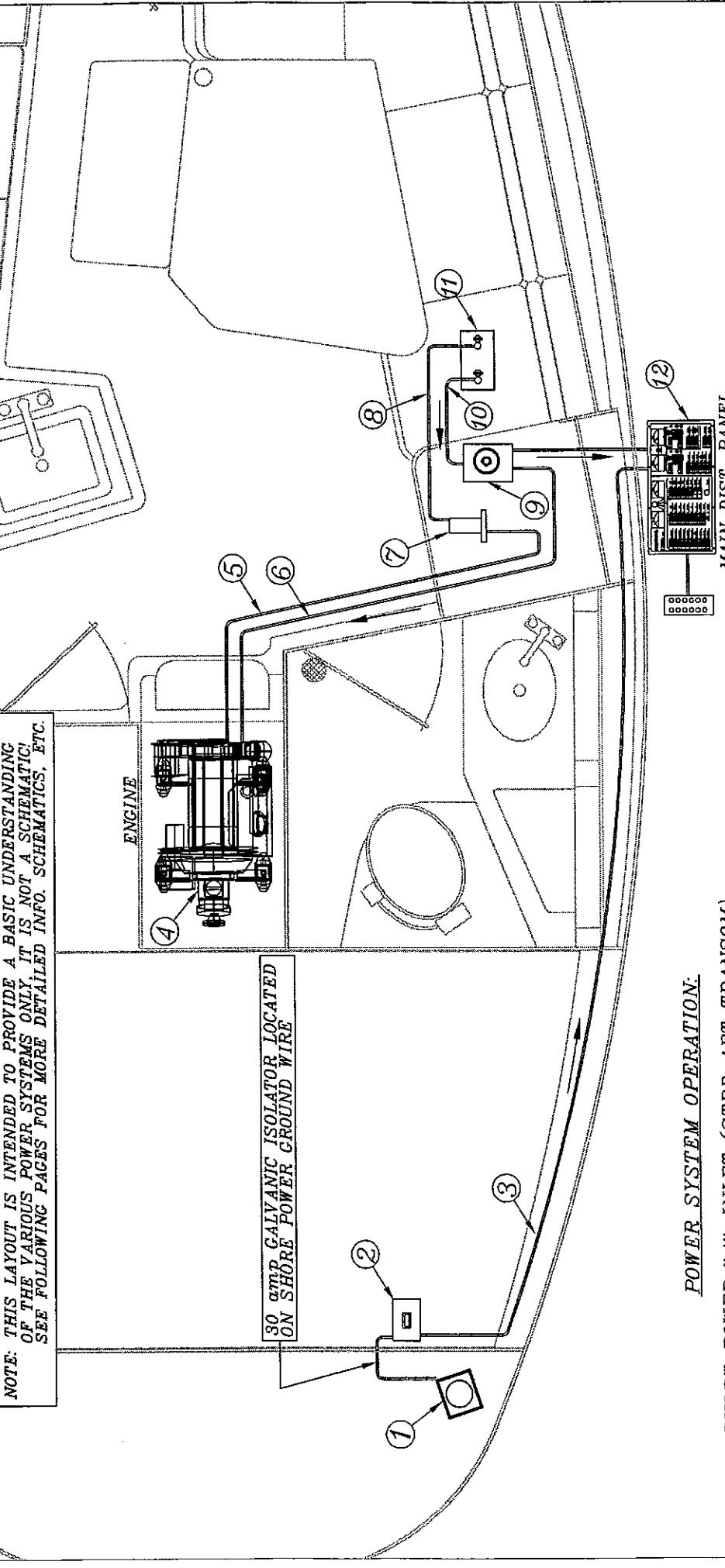
H306 POWER SYSTEMS OPERATION PROCEDURES

POWER SOURCE:	TO OPERATE:
(12V)D.C. MAIN	<p>1. TURN BATTERY SWITCH (LOCATED UNDER NAV STATION, AFT FACE OF SETTEE) TO THE #1, #2 OR "BOTH" POSITION.** (SEE BATTERY SEL. SW. NOTE BELOW)</p> <p>2. TURN ON "D.C. MAIN" BREAKER ON D.C. SIDE OF MAIN DISTRIBUTION PANEL.</p> <p>D.C. SIDE OF DISTRIBUTION PANEL SHOULD NOW BE OPERABLE.</p> <p>IF NO POWER: CHECK 50a. RESET ON BATTERY SWITCH PANEL AND/OR BATTERY CONNECTIONS.</p>
(110V) A.C. MAIN (220V A.C. ON SOME OVERSEAS MODELS)	<p>1. CONNECT SHORE POWER CABLE TO DOCKSIDE POWER SUPPLY AND SHORE POWER INLET ON STERN OF BOAT.</p> <p>2. TURN ON "A.C. MAIN" BREAKER ON A.C. SIDE OF MAIN DISTRIBUTION PANEL.</p> <p>A.C. SIDE OF DISTRIBUTION PANEL SHOULD NOW BE OPERABLE.</p> <p>IF NO POWER:</p> <p>CHECK BREAKER AT DOCKSIDE POWER SUPPLY BOX. CHECK A.C. BREAKER LOCATED ON PORT SIDE OF Q-BERTH HEADLINER.</p>

H306 OPTIONAL BATTERY CHARGING SYSTEM OPERATION PROCEDURES

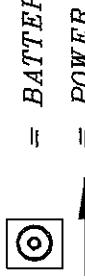
CHARGE SOURCE:	TO OPERATE:
OPT. BATTERY CHARGER	<p>1. CONNECT SHORE POWER CABLE TO POWER A.C. SIDE OF MAIN DISTRIBUTION PANEL AND TURN ON THE "A.C. MAIN" BREAKER.</p> <p>2. TURN OPT. "BATTERY CHARGER" BREAKER (LOCATED ON "A" SIDE OF A.C. PANEL) TO THE "ON" POSITION</p> <p>NOTE: IT IS NOT NECESSARY TO TURN ON THE BATTERY SWITCH TO PROVIDE CHARGING POWER TO THE BATTERY/S.**</p>
ENGINE ALTERNATOR	<p>1. CHECK SEA STRAINER & OPEN ENGINE RAW WATER SEACOCK. SEE PAGE 60A FOR LOCATION.</p> <p>2. TURN BATTERY SELECTOR SWITCH TO THE #1, POSITION.**</p> <p>3. START SHIP'S ENGINE (FOLLOW STARTING INSTRUCTIONS IN THE "ENGINE MANUAL")</p>
BATTERY SEL. SWITCH	<p>NOTE: THE R306 IS CAPABLE OF HAVING TWO BATTERIES IF DESIRED (2ND BATT. NOT PROVIDED) SEE PAGE 63C-3 FOR BATTERY CONNECTION / OPTIONAL CHARGER DETAILS. WHEN CONNECTED AS SHOWN, YOU NOW HAVE ISOLATION CAPABILITIES BY TURNING THE SEL. SW. TO THE #1 OR #2 POSITION, OR DRAW POWER FROM BOTH BATTERIES WHEN SWITCH IS IN THE "BOTH" POSITION.</p>

NOTE: THIS LAYOUT IS INTENDED TO PROVIDE A BASIC UNDERSTANDING OF THE VARIOUS POWER SYSTEMS ONLY. IT IS NOT A SCHEMATIC. SEE FOLLOWING PAGES FOR MORE DETAILED INFO. SCHEMATICS, ETC.



- POWER SYSTEM OPERATION:**
1. SHORE POWER "A" INLET (STBD AFT TRANSOM)
 2. SHORE POWER RESET BREAKER 30 amp (LOCATED IN THE STBD AFT EUROLOCKER)
 3. 110 V.A.C. SUPPLY LINE TO A.C. SIDE OF MAIN DISTRIBUTION PANEL
 4. ENGINE GROUND TO BUSS BAR
 5. ENGINE STARTER LEAD TO BATTERY ON / OFF SWITCH
 6. GROUNDING STUD
 7. START BATTERY GROUND TO GROUNDING STUD
 8. BATTERY ON / OFF SWITCH (LOCATED BELOW CHART TABLE)
 9. START BATTERY LEAD TO BATTERY ON / OFF SWITCH
 10. START BATTERY
 11. MAIN DISTRIBUTION PANEL (LOCATED @ CHART TABLE)

PAGE 63A-3



= BATTERY SELECTOR SWITCHES
= POWER FLOW DIRECTION

HUNTER
It is the policy of Hunter Yachts to keep all parts up to date.

H306BASIC POWER SYSTEM LAYOUT	
Part No.	3068063A-3
Serial No.	NONE
Date:	5/18/99

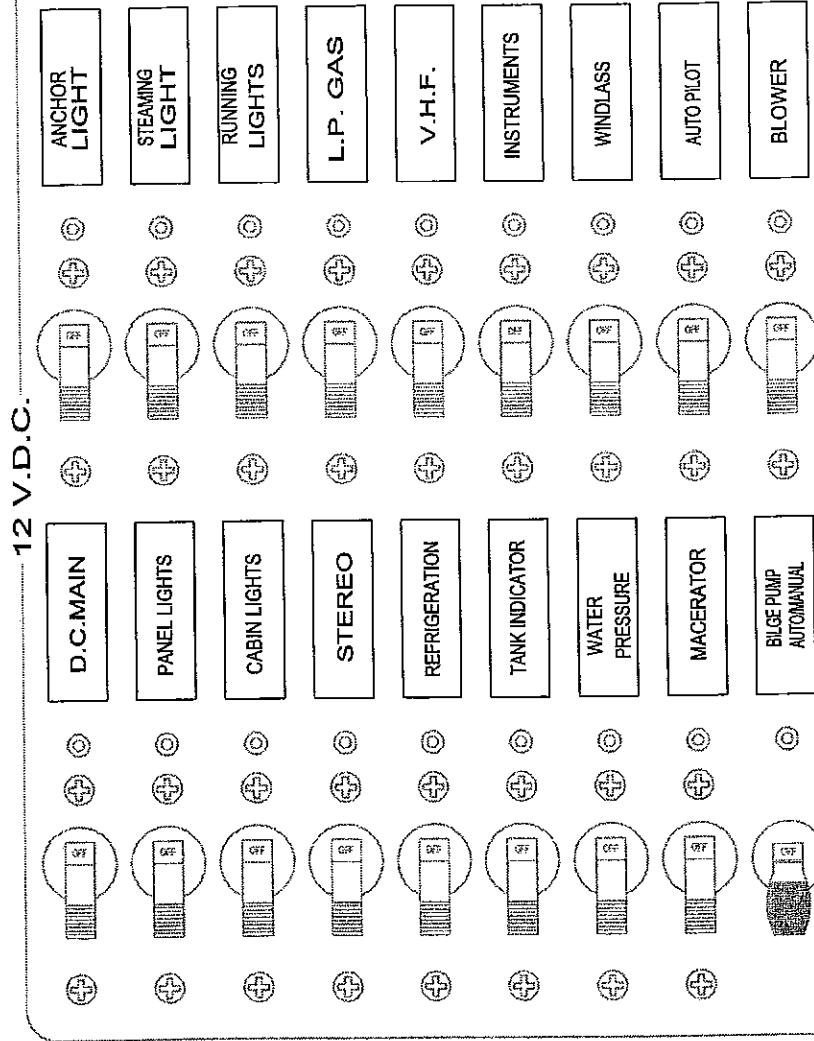
Engineering Dept.

This document contains information for use under MARITIME DRAFTING standards.

HUNTER

H306MAIN DISTRIBUTION PANEL LAYOUT	3068063A-4	12 V.D.C.	110 V.A.C. (60 HERTZ)
DISPATCHER	ENGINEERING DEPT.	None	None
5/5/99			

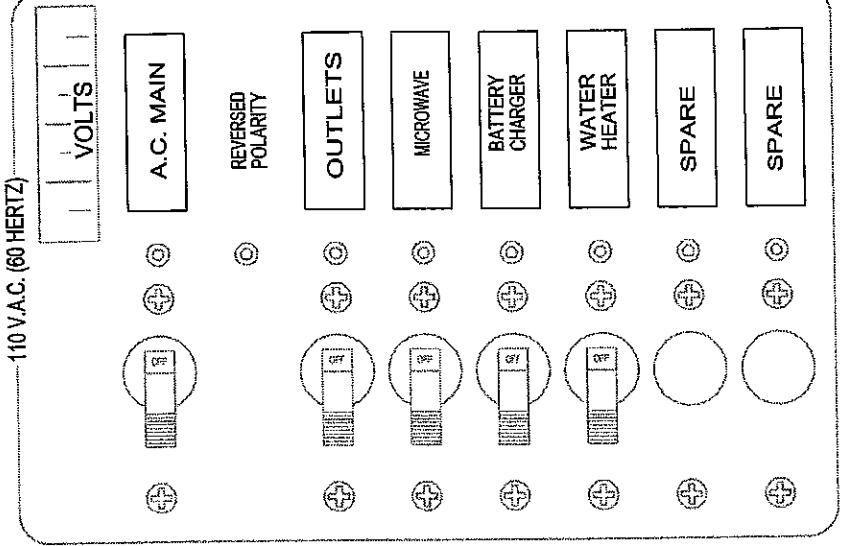
12 V.D.C.



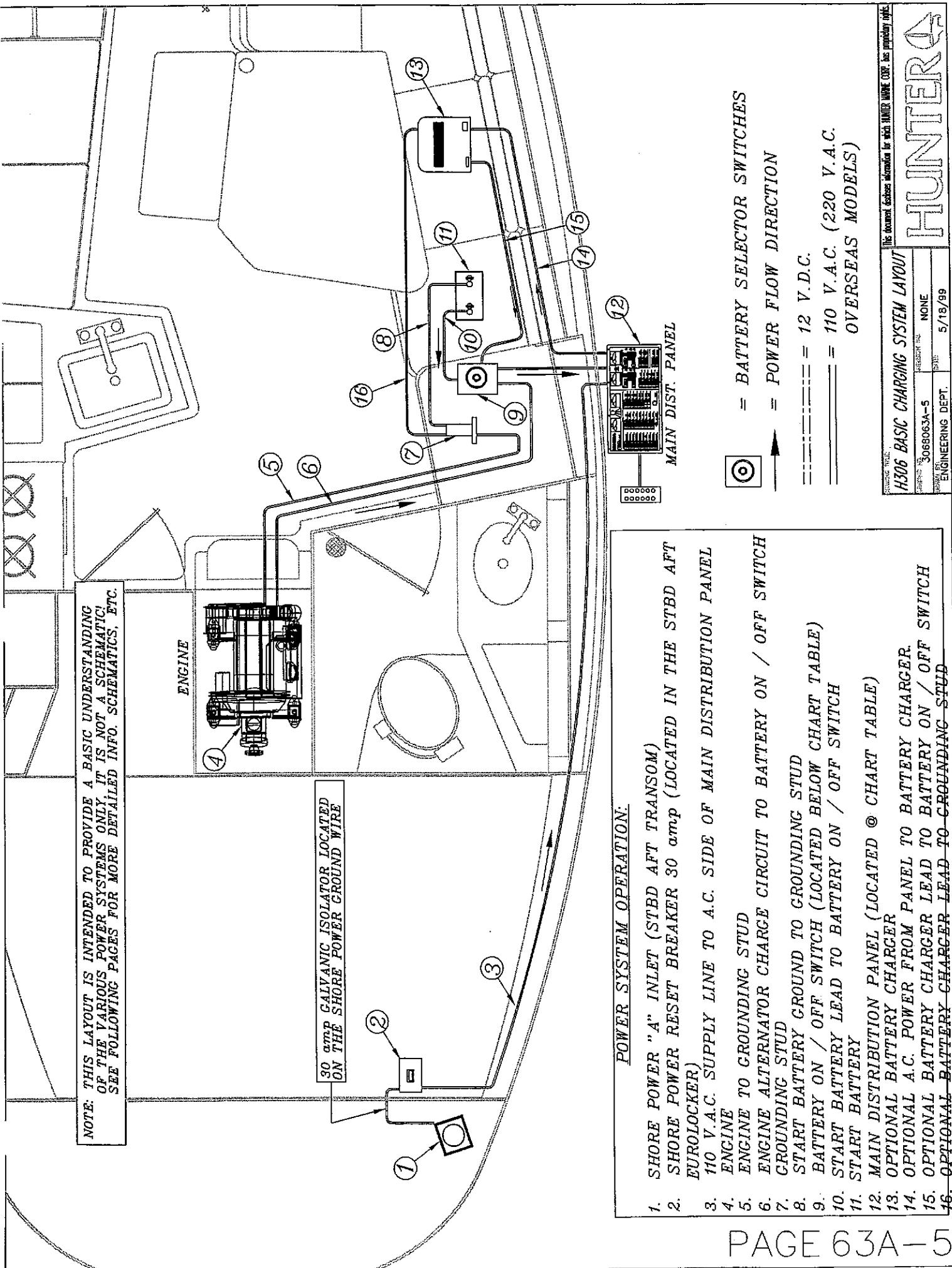
12 V.D.C. AUX.



110 V.A.C. (60 HERTZ)



HUNTER



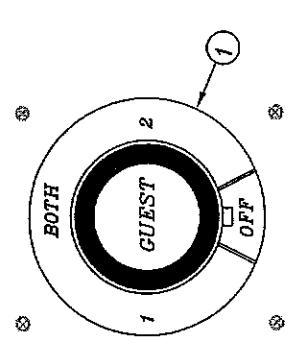
H306 DISTRIBUTION PANEL

BREAKER	(D.C. SIDE OF PANEL)	DESCRIPTION
D.C. MAIN	SUPPLIES 12 V.D.C. POWER FROM BATTERY TO ALL BREAKERS ON D.C. SIDE OF PANEL.	
PANEL LIGHTS	SUPPLIES POWER TO THE BACK LIGHTING ON THE MAIN DISTRIBUTION PANEL	
CABIN LIGHTS	SUPPLIES POWER TO ALL THE INTERIOR LIGHTING AND COCKPIT LIGHT	
AUTO PILOT (OPTIONAL)	SUPPLIES POWER TO THE OPTIONAL AUTOPILOT MOTOR/COMPONENTS. NOTE: THIS BREAKER MAY BE A "FANS" BREAKER IF OPTIONAL AUTOPILOT WASN'T CHOSEN. MAY BE USED FOR "FANS" OR AS A "SPARE" IF DESIRED, SINCE FANS ARE NOT PROVIDED.	
WATER PRESSURE	SUPPLIES POWER TO FRESH WATER PUMP TO PRESSURIZE H2O SYSTEM.	
L. P. GAS	SUPPLIES POWER TO L.P. GAS SWITCH AT GALLEY. SEE "SEAWARD MANUAL" FOR OPER. & SAFETY INST.	
REFRIGERATION	SUPPLIES POWER TO THE OPTIONAL REFRIGERATION COMPRESSOR LOCATED IN THE PORT MAIN BUNK COMP.	
BILGE PUMP	TOGGLE SWITCH STAYS IN THE "AUTO" POSITION, THIS ALWAYS FEEDS POWER TO THE FLOAT SWITCH (AS LONG AS BATTERY IS CONNECTED AND HAS AMPLE CHARGE) FOR MANUAL USE, PUSH SWITCH TO "MANUAL" PRIOR TO LEAVING VESSEL, "MANUALLY" TEST PUMP AND CHECK FLUID LEVELS (IF APPLIES) IN BATTERIES.	
STEREO	BREAKER PROVIDED, STEREO IS NOT	
ANCHOR LIGHT	SUPPLIES POWER TO 360 DEGREE LIGHT AT TOP OF MAST, USE WHEN ANCHORED AT NIGHT.	
STEAMING LIGHT	SUPPLIES POWER TO STEAMING LIGHT (LOCATED W/ANCHOR LIGHT) USE AT NIGHT WHEN VESSEL UNDERWAY BY ENGINE POWER. (ALONG W/RUNNING LTS.)	
RUNNING LIGHTS	SUPPLIES POWER TO THE BOW, STERN, & COMPASS LIGHT. USE AT NIGHT UNDER SAIL AND/OR ENGINE POWER.	
INSTRUMENTS	SUPPLIES POWER TO KNOT & DEPTH, REPEATERS LOCATED ON SEAFOOD.	
VHF	SUPPLIES POWER TO THE VHF RADIO LOCATED IN THE COMPANIONWAY(PT SIDE). (ON SOME EXPORT MODELS THE V.H.F. RADIO IS LOCATED BY THE MAIN DISTRIBUTION PANEL)	
TANK INDICATOR	SUPPLIES POWER TO TANK/S SENDING UNITS TO DISPLAY TANK LEVELS ON TANK GAUGES.	
MACERATOR	SUPPLIES POWER TO MACERATOR (LOCATED BEHIND THE AFT STATEROOM BUNK) NOTE: THIS DEVICE IS USED FOR DIRECT OVERBOARD DISCHARGE OF RAW SEWAGE, BE AWARE OF YOUR LOCAL BOATING REGULATIONS BEFORE USING.	
WINDLASS (OPTIONAL)	SUPPLIES POWER TO UP/DOWN CONTROLS AT ANCHOR WELL. NOTE: IT IS GOOD PRACTICE TO START THE SHIPS ENGINE PRIOR TO OPERATING WINDLASS TO PREVENT BATTERY DRAIN. (IF NO POWER, CHECK RESET ON WINDLASS REMOTE PANEL)	
BLOWER	SUPPLIES POWER TO ENGINE BOX BLOWER (LOCATED INSIDE ENGINE COMPARTMENT) AIDS IN COMPT' VENTILATION	
YELLOW L.E.D.'S	LIGHT EMITTING DIODES ILLUMINATE WHEN 12 V.D.C. POWER PRESENT.	
NOTE:	SEE PAGE 64A-1 FOR BREAKER AMPERAGES	

BREAKERS	(A.C. SIDE OF PANEL)	DESCRIPTION
A.C. MAIN (SHORE POWER)	PROVIDES A.C. VOLTAGE TO MAIN DISTRIBUTION PANEL WHEN SHORE POWER CORD IS CONNECTED TO OUTLET AT DOCKING FACILITY.	
OUTLETS	PROVIDES A.C. POWER TO THE OUTLETS IN THE AFT STATEROOM, GALLEY, HEAD AND NAV. STATION NOTE: NO OUTLET PROVIDED IN HEAD ON SELECT 220 V. MODELS.	
OUTLETS NOTE:	G.F.C.I. (GROUND FAULT CIRCUIT INTERRUPTER) OUTLETS ARE PROVIDED IN THE HEAD. THE G.F.C.I. OUTLET PROTECTS ALL THE OUTLETS ON THE PORT AND STBD SIDES OF THE BOAT THE RED (RESET) BUTTON RESTORES POWER TO THE OUTLETS ON THAT CIRCUIT. THE BLACK BUTTON (TEST) DISCONNECTS POWER TO THAT CIRCUIT.	
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.	
BATTERY CHARGER	SUPPLIES POWER TO CHARGER FOR CHARGING BATTERY(S) (IF 2ND BATT. DESIRED SEE PAGE 63A-10 FOR DETAILS)	
MICROWAVE	SUPPLIES POWER TO OUTLET BEHIND MICRO. IN WHICH MICROWAVE IS PLUGGED INTO.	
SPARE	THIS SPACE PROVIDED FOR AN ADDITIONAL BREAKER IF DESIRED	
MISC. INFO		
RED L.E.D.'S	ILLUMINATE WHEN A.C. POWER PRESENT.	
REV. POLARITY	IF REVERSED POLARITY L.E.D. ILLUMINATES AFTER CONNECTING SHORE POWER CORD, DISCONNECT CORD AND HAVE DOCKSIDE POWER CHECKED BY QUALIFIED PERSONELL.	
NOTE:	SEE PAGE 63A-10 FOR BREAKER AMPERAGES	

HUNTER

INVERTER DRAW
SELECTOR



BILGE PUMP

BATTERY

①

②

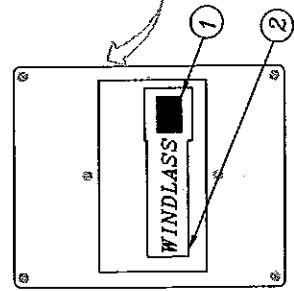
③

1. BATTERY SELECTOR SWITCH
ENABLES DRAW FROM EITHER
BATTERY #1, BATTERY #2 (NOT
PROVIDED) OR BOTH

2. BATTERY RESET BREAKER

3. BILGE PUMP RESET BREAKER
NOTE: (SWITCH LOCATED BELOW
NAV STATION ON AFT FACE OF THE
SETEE)

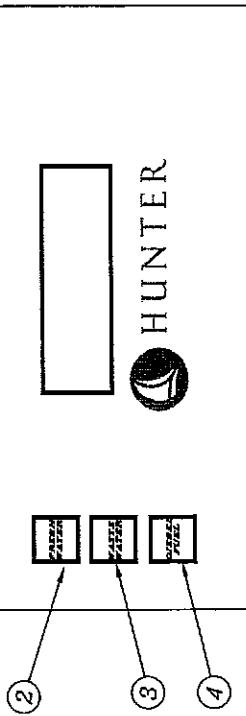
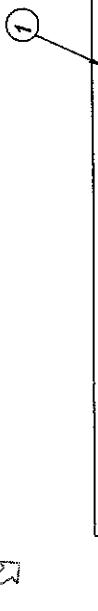
LOCATED BELOW THE CHART
TABLE ON THE AFT FACE OF THE
NAV SEAT



LOCATED BELOW THE CHART
TABLE

1. (TEST) ON/OFF BUTTON, PUSH TO TRIP
RESET
2. "RESET" PUSH UP TO RESTORE POWER
NOTE: WINDLASS PANEL SUPPLIES POWER
TO THE WINDLASS MOTOR. THE "WINDLASS
BREAKER" ON THE DC MAIN DISTRIBUTION
PANEL SUPPLIES POWER TO THE UP/DOWN
CONTROLS IN THE ANCHORWELL LOCKER.

1. WASTE / WATER TANK LEVEL
DISPLAYS (LOCATED @ NAV STATION)
2. WATER TANK GAUGE SWITCH
3. WASTE TANK GAUGE SWITCH
4. FUEL TANK GAUGE SWITCH



①
②
③
④

1. MACERATOR MOMENTARY SWITCH
LOCATED @ NAV STATION (SEE PAGE 58B
FOR OPERATING DETAILS)

LOCATED AT MAIN ELECTRICAL
PANEL (BELOW TANK GAUGES)

LOCATED AT MAIN ELECTRICAL PANEL

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H306 NAV SWITCH PANELS

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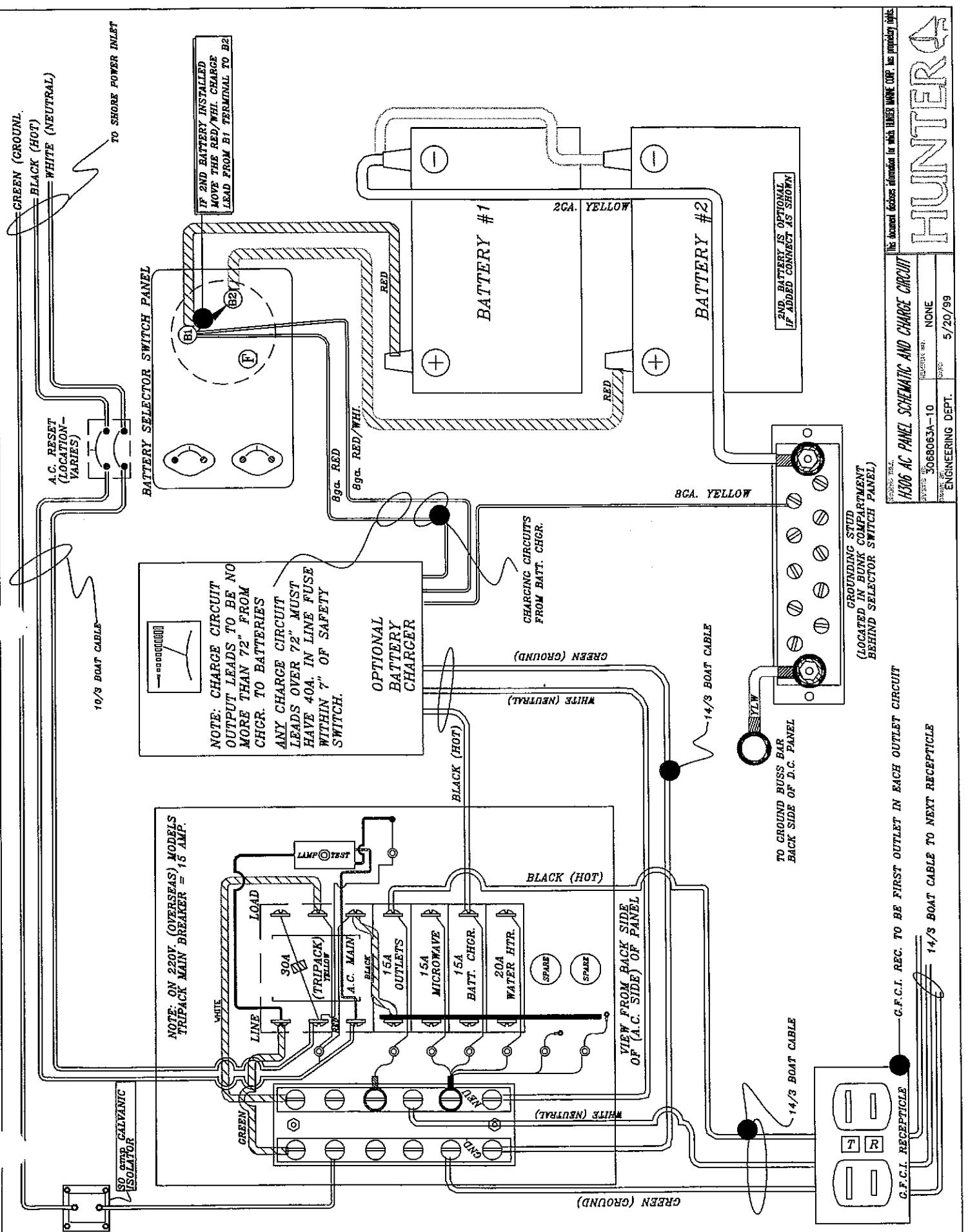
H306 12V.D.C. SYSTEM TROUBLESHOOTING GUIDE

- TO POWER PANEL: 1. TURN BATTERY SWITCH TO THE #1 OR #2 OR "BOTH" POS. (LOCATED IN STBD. AFT COCKPIT LOCKER)
 2. TURN ON "D.C. MAIN" BREAKER ON PANEL,
 IF NO POWER TO PANEL, PUSH "RESET" ON BATTERY SWITCH PANEL
 AND/OR CHECK BATTERY CONNECTIONS.

COMPONENT	SYMPTOM	POSSIBLE SOLUTION/S
D.C. MAIN	NO POWER TO PANEL	SEE "TO POWER PANEL" ABOVE BATTERY/S CHARGED?
PANEL LIGHTS	WON'T ILLUMINATE	SEE "TO POWER PANEL" ABOVE (BULB/S / L.E.D.S) NEED REPLACING?
CABIN LIGHTS	WON'T ILLUMINATE	SEE "TO POWER PANEL" ABOVE BULB/S NEED REPLACING?
OPT. AUTO PILOT	WON'T OPERATE WON,T HOLD STEADY COURSE CONSTANTLY ADJUSTING HELM	SEE "TO POWER PANEL" ABOVE IS THERE ANY METAL OBJECTS NEAR THE FLUX GATE COMPASS LOCATED BEHIND THE KICKBOARD BULKHEAD IN THE Q-BERTH ? SENSITIVITY SETTING SET TO HIGH, SEE "AUTO PILOT MANUAL" FOR SENS. ADJ.
WATER PUMP	NO POWER CYCLES ON/OFF EXCESSIVELY	SEE "TO POWER PANEL" ABOVE FAUCETS OFF? LEAK IN SYSTEM SEE PAGEC 57A FOR CONNECTION LOC.
L.P. GAS	NO POWER TO SWITCH AT GALLEY SYSTEM TURNS ON, NO GAS PRESENT	SEE "TO POWER PANEL" PREV. PAGE IS TANK VALVE OPEN? IS TANK EMPTY? SEE "STOVE/OVEN" MANUAL
REFRIGERATION	WON'T GET COLD	SEE "TO POWER PANEL" ABOVE THERMOSTAT TURNED ON? SEE "REFRIGERATION" MANUAL SEEK QUALIFIED PERSONELL
BILGE PUMP	WON'T OPERATE AUTO OR MANUAL PUMP MAKES NOISE, DOESN'T PUMP PUMP RUNS BUT DOESN'T DISCHARGE	BATTERY LEVEL O.K.? CHECK BILGE RESET ON BATT. SW. PANEL. BATTERY CONNECTIONS GOOD? DEBRIS IN PUMP IMPELLER? DISCHARGE HOSE CLOGGED?
ANCHOR, STEAM., & RUNNING LIGHTS	WON'T ILLUMINATE	SEE "TO POWER PANEL" ABOVE CHECK CONNECTION/S @ TERMINAL STRIP ABOVE PANEL AT TOP OF COMPRESSION POST BULB/S NEED REPLACING?
INSTRUMENTS	REPEATERS DON'T OPERATE	SEE "TO POWER PANEL" ABOVE DO TRANSDUCERS NEED CLEANING? SEE "INSTRUMENTS" MANUAL
V.H.F. RADIO	WON'T OPERATE TURNS ON WON'T TRANSMIT/RECEIVE	SEE "TO POWER PANEL" ABOVE RADIO TURNED ON? ANTENNA CONNECTED PROPERLY?
TANK INDICATOR	TANK LEVEL GAUGES DON'T ILLUMINATE TANK LEVEL DISPLAYED IS INCORRECT	SEE "TO POWER PANEL" ABOVE TANK SENDING UNIT NEEDS CLEANING
MACERATOR	WON'T TURN ON RUNS BUT DOESN'T DISCHARGE PUMP MAKES NOISE, DOESN'T PUMP	SEE "TO POWER PANEL" IS DISCHARGE SEACOCK OPEN? IS WASTE DECK FITTING SECURE, IS IT PULLING AIR THRU? IF SO, TIGHTEN CAP OR REPLACE O-RING ON CAP. IS TANK VENT (HULL FITTING) CLOGGED? (SEE PAGE 60 FOR LOCATIONS) LODGED DEBRIS, TURN OFF POWER TO PUMP, INSERT SCREWDRIVER INTO PUMP ARMATURE AT END OF PUMP AND TURN TO DISLodge DEBRIS
WINDLASS (OPT.)	UP/DOWN CONTROLS DONT OPERATE WINDLASS	SEE "TO POWER PANEL" ABOVE IS RESET "TRIPPED" ON WINDLASS RESET PANEL?
BLOWER	WON'T OPERATE PUMP MAKES NOISE, DOESN'T PUMP PUMP RUNS BUT DOESN'T DISCHARGE	BATTERY LEVEL O.K.? CHECK BREAKER @ MAIN DISTRIBUTION 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. GROUND BUSS BARS ARE LOCATED IN THE BUNK COMPARTMENT BEHIND THE SELECTOR SWITCH PANEL. DUE TO VIBRATION, WEATHER CONDITIONS, ETC. OCCASIONAL INSPECTION, CLEANING AND TIGHTENING OF THESE TERMINALS (BY QUALIFIED PERSONELL) MAY BE NECESSARY.		

H306 110V.A.C. (220 OVERSEAS MODELS) SYSTEM TROUBLESHOOTING GUIDE

COMPONENT	SYMPTOM	POSSIBLE SOLUTIONS
A.C. MAIN	NO POWER TO PANEL	SEE "TO POWER PANEL" ABOVE BATTERY/S CHARGED?
OUTLETS	WONT ILLUMINATE	SEE "TO POWER PANEL" ABOVE IS OUTLET BREAKER/S ON CHECK RESET (RED BUTTON) ON G.F.C.I. OUTLETS AT GALLEY AND Q-BERTH
WATER HEATER	NO POWER	SEE "TO POWER PANEL" ABOVE IS BREAKER ON? CHECK "RESET" ON HEATER SEE "WATER HEATER MANUAL FOR LOCATION SEE WATER HEATER MANUAL FOR THERMOSTAT ADJUSTMENT AND/OR ELEMENT REPLACEMENT
OPT. BATTERY CHARGER	NOT CHARGING BATTERY/S NOTE: SECOND BATTERY NOT PROVIDED AS STANDARD	SEE "TO POWER PANEL" ABOVE IS BATTERY CHARGER BREAKER ON? ARE BATTERY CONNECTIONS GOOD? CHECK GROUND CONNECTIONS AT GROUND BUSS BAR SEE CHARGER MANUAL
ALTERNATOR	NOT CHARGING BATTERIES	CHECK CONNECTIONS AND/OR SEE ENGINE MANUAL
MICROWAVE		SEE TO POWER PANEL ABOVE IS BREAKER ON IS MICROWAVE ON? SEE MICROWAVE MANUAL



PAGE 63A-10

H306 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 VERSUS 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.

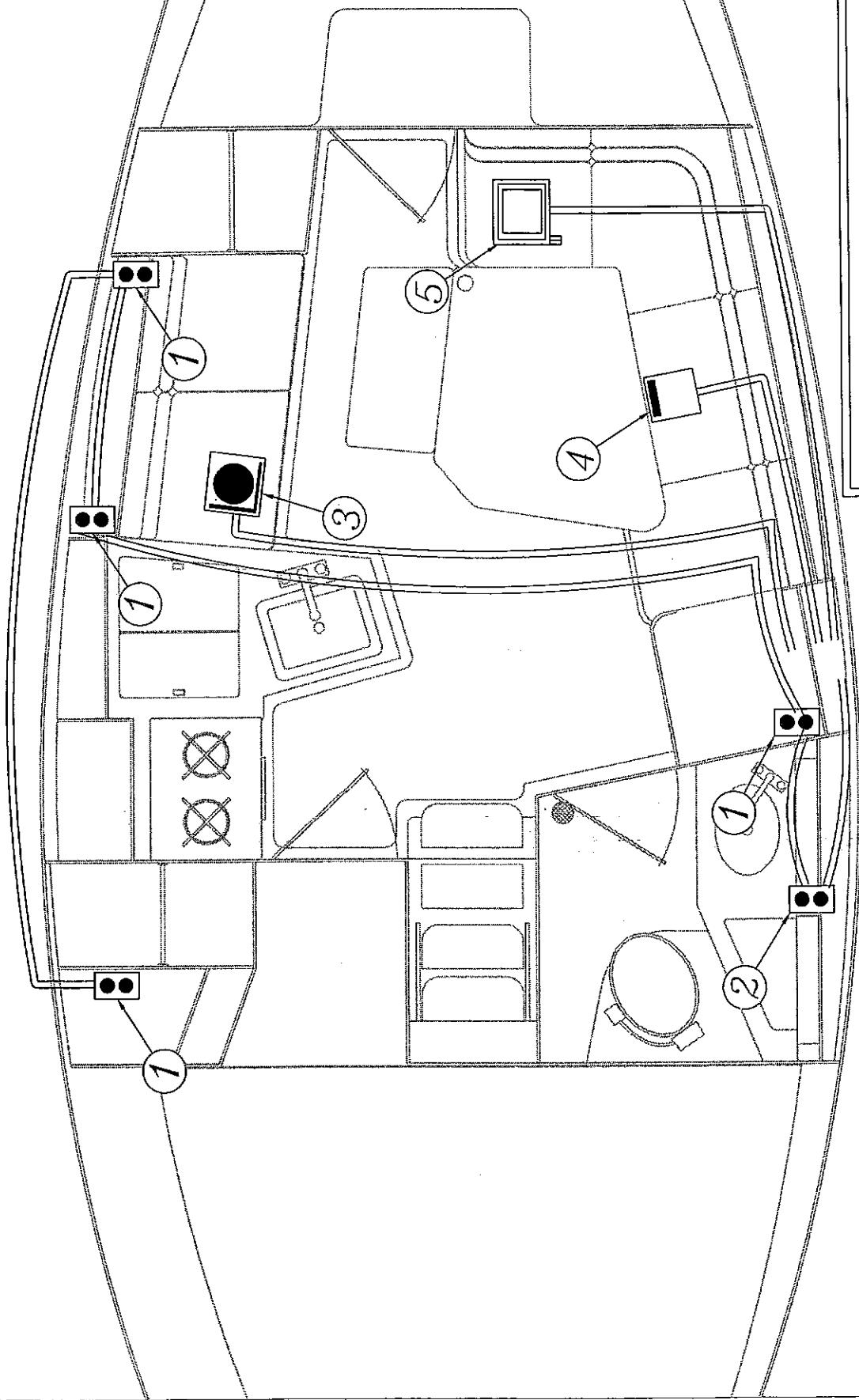
APPLIANCES: / WATTS:

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 (YOUR MODEL)
LARGER MODEL INVERTER.....	2,000 WATTS
SMALLER MODEL GENERATOR.....	5,500 WATTS
LARGER MODEL GENERATOR.....	8,000 WATTS
SHORE POWER (PER INLET).....	3,500 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.

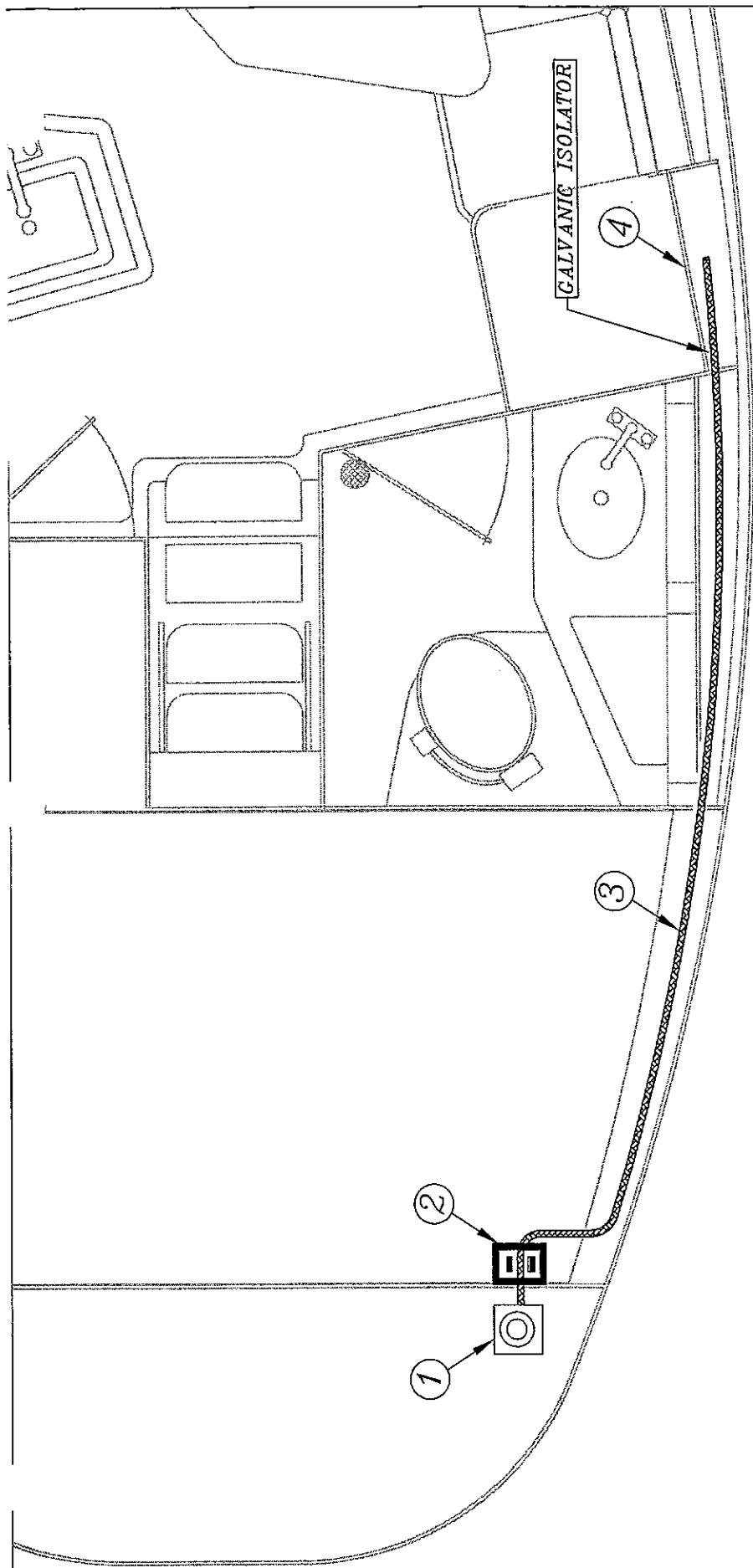


1. POWER OUTLETS
 2. G.F.I. OUTLETS
 3. REFRIGERATION COMPRESSOR UNIT
 4. OPTIONAL BATTERY CHARGER
 5. WATER HEATER

H30BAC POWER PAN WIRING SCHEMATIC	
FILE NO.	3068063B
SPRINTED BY	NONE
DATE	5/20/99
ENGINEERING DEPT.	

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1. SHORE POWER "A" POWER INLET (DECK FITTING)
2. 30 amp SHORE POWER RESET BREAKER
(LOCATED IN STBD. AFT EURO LOCKER)
3. 10/3 BOAT CABLE SHORE POWER FEED
4. LOCATION OF MAIN BREAKER PANEL (NAV STATION)

NOTE: A 30 amp GALVANIC ISOLATOR IS LOCATED ON THE SHORE POWER GROUND WIRE.

H306 AC POWER HEADLINE WIRING SCHEMATIC	
ISSUE DATE NO. 3066063C	REVISION NO. 2B
PRINTED BY:	NONE
ENGINEERING DEPT.	DATE: 5/20/99

SECTION 63C...BATTERY CHARGING SYSTEM

BASIC OPERATING INSTRUCTIONS:

- ① CONNECT SHORE POWER TO DOCKSIDE SUPPLY AND SHORE POWER INLET ON STERN OF BOAT
- ② TURN ON "A.C. MAIN" BREAKER
- ③ TURN ON "BATTERY CHARGER" BREAKER

NOTE:
CHECK FOR CORRECT FLUID LEVEL IN BATTERIES (IF APPLICABLE) PRIOR TO USING CHARGER.
USE OF CHARGER (OR ENGINE ALT.) IS IMPORTANT WHEN USING 12V.D.C. SYSTEMS
TO REDUCE BATTERY DRAIN.

PUBLICATION NUMBER: HUNTER BATTERY CHARGING SYSTEM OPERATING INSTRUCTION	
EDITION NO.: 3068063C-1	REVISION NO.: NONE
ISSUED BY: ENGINEERING DEPT.	DATES: 5/20/99

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HUNTER 

SECTION 63C...OPTIONAL BATTERY CHARGING SYSTEM

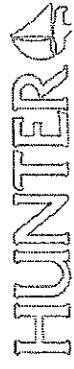
BASIC OPERATING INSTRUCTIONS:

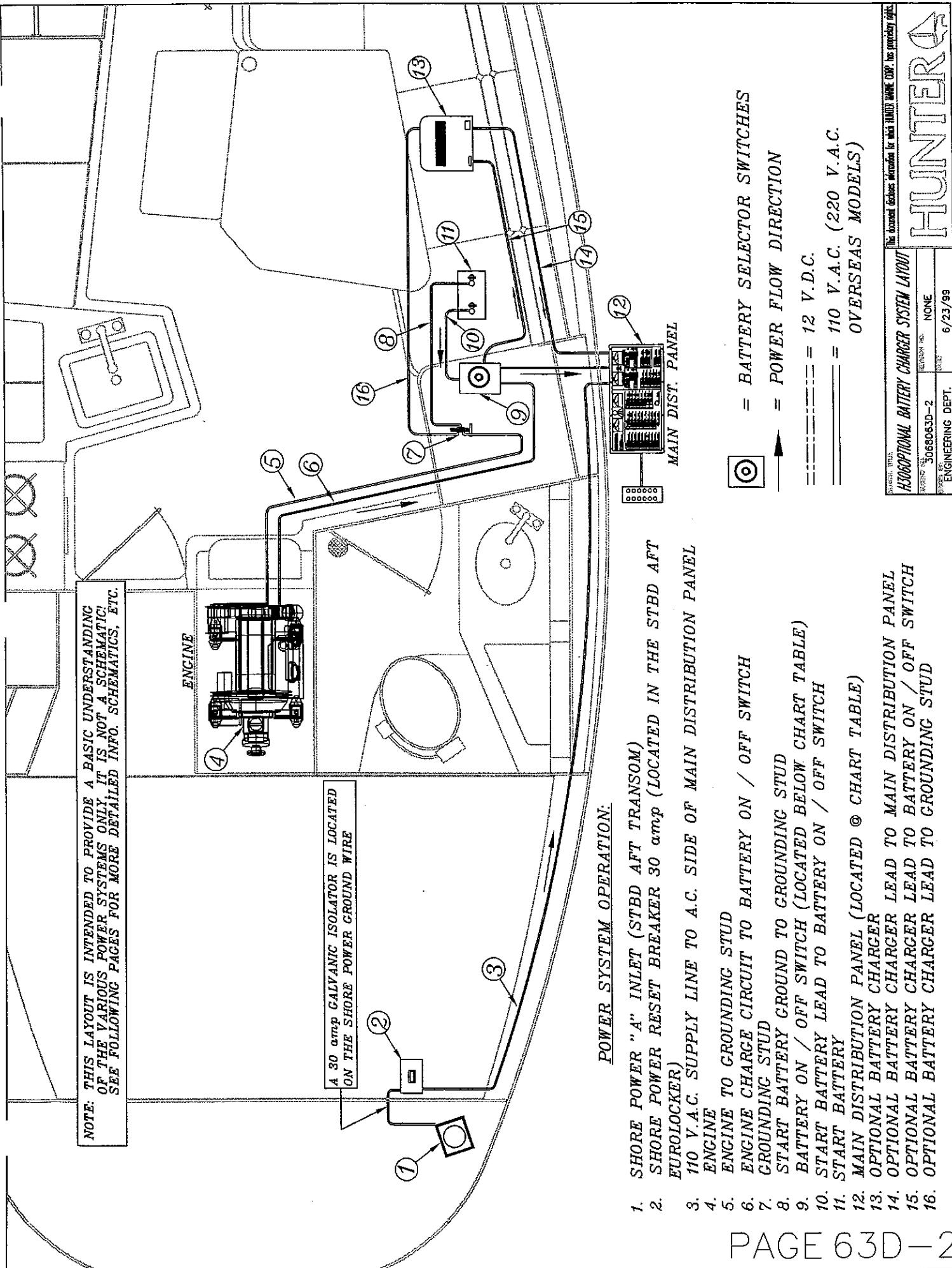
- ① CONNECT SHORE POWER TO DOCKSIDE SUPPLY AND SHORE POWER INLET ON STERN OF BOAT
- ② TURN ON "A.C. MAIN" BREAKER
- ③ TURN ON "BATTERY CHARGER" BREAKER

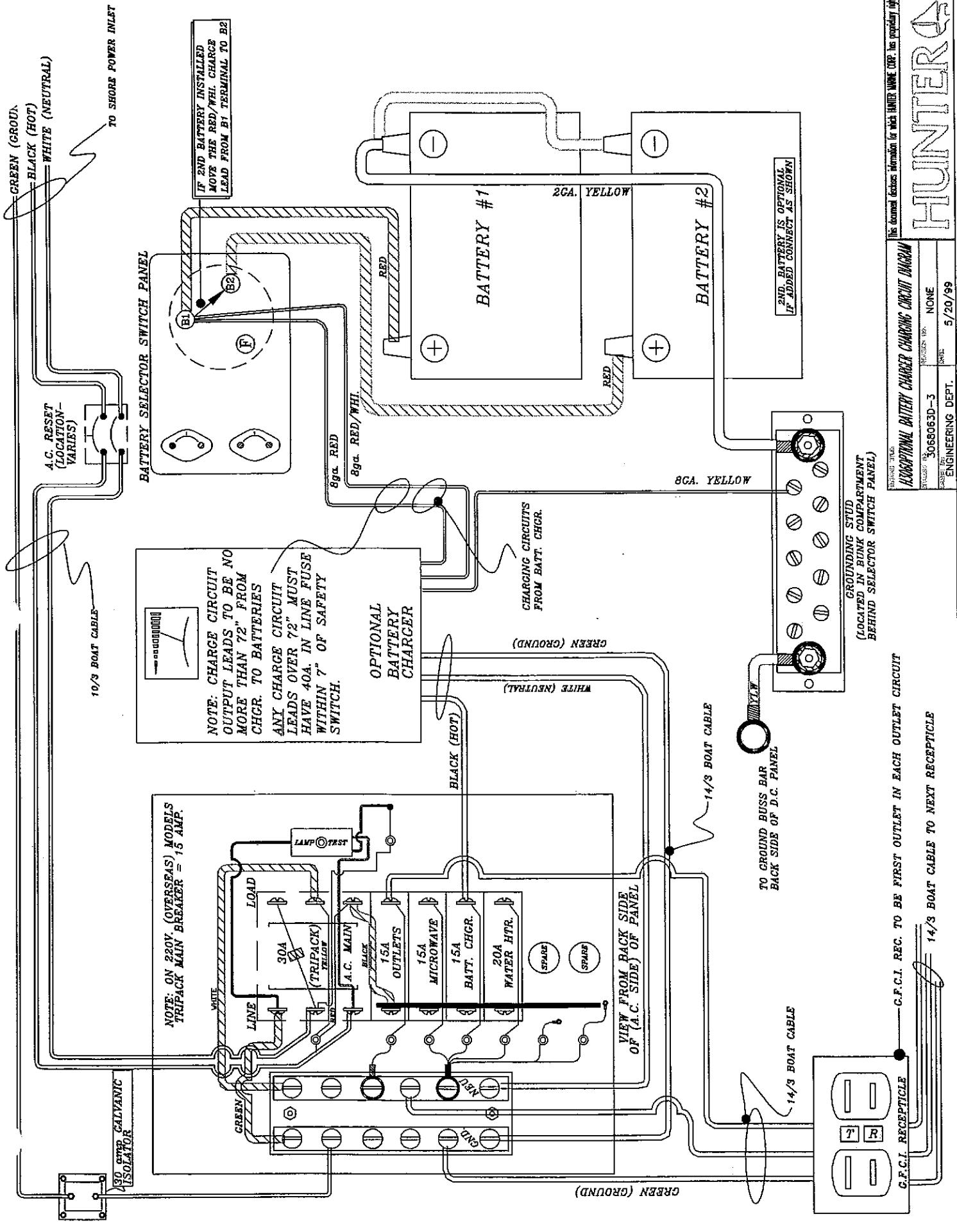
NOTE:

CHECK FOR CORRECT FLUID LEVEL IN BATTERIES (IF APPLICABLE) PRIOR TO USING CHARGER.
USE OF CHARGER (OR ENGINE ALT.) IS IMPORTANT WHEN USING 12V.D.C. SYSTEMS
TO REDUCE BATTERY DRAIN.

HUNTER BATTERY CHARGING SYSTEM OPERATING INSTRUCTION		IS CURRENT ISSUE NUMBER & DATE MADE UP TO
ISSUE DATE	3/06/063D-1	EDITION NO.
TYPE	None	DATE
ENGINEERING DEPT.	5/20/99	







CHARGE CIRCUIT FROM
ENGINE ALT. (CHARGES
BACK THRU STARTER CABLES)

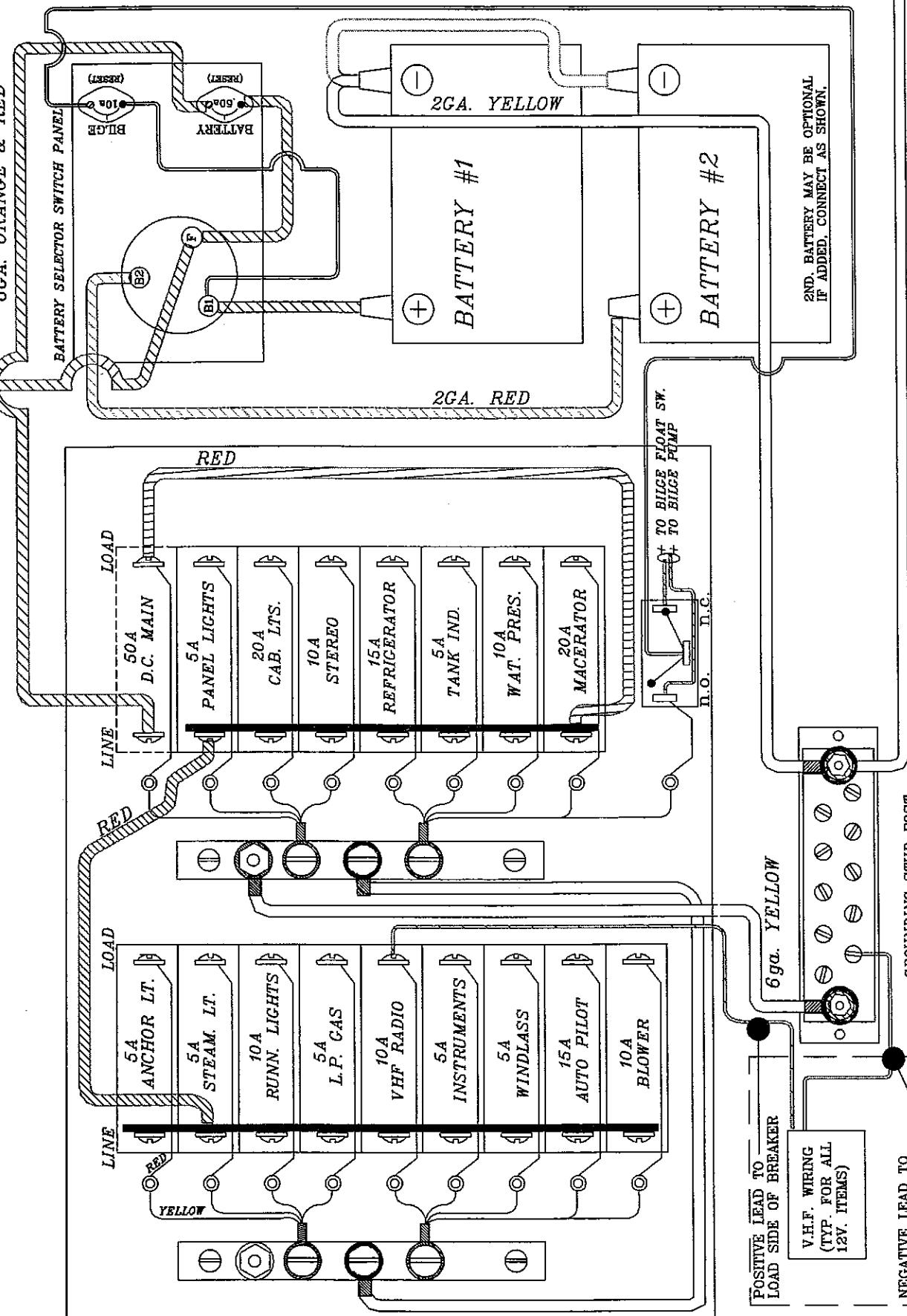
GROUND
ENGINE

12V. POS. TO ENGINE STARTER

2GA. YELLOW

2GA. RED

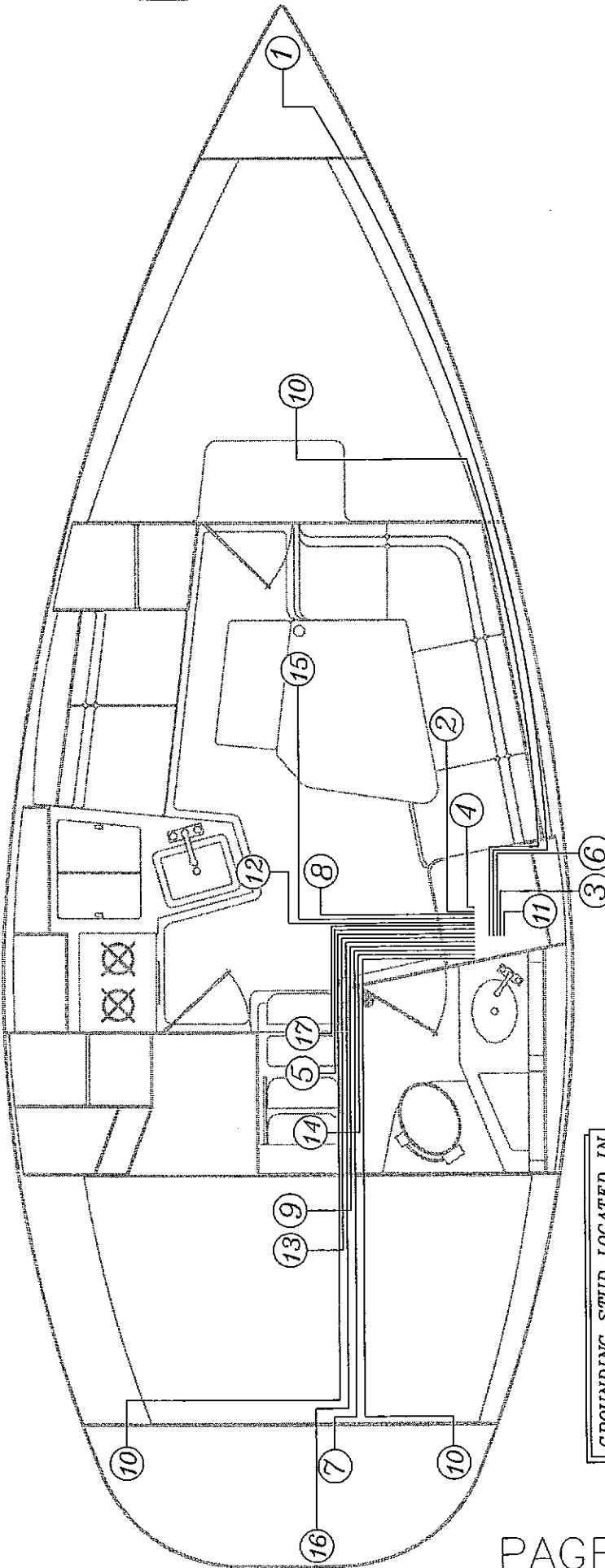
6GA. ORANGE & RED



H30612V.D.C. PANEL SCHEMATIC
Drawing No. 30B064A-1 Revision No. NONE Date 5/20/99
Engineering Dept.

HUNTER 4

- | | |
|--------------------------------|---|
| 1. OPTIONAL WINDLASS | 10. TANK SENDING UNITS |
| 2. OPTIONAL BATTERY CHARGER | 11. STEREO |
| 3. PANEL GROUND TO GRND. STUD | 12. OPTIONAL LPG SOLENOID |
| 4. START BATTERY | 13. INSTRUMENTS |
| 5. ENGINE GROUND TO GRND. STUD | 14. VHF RADIO |
| 6. CABIN LIGHTS | 15. ANCHOR/STEAMING/DECK/RUNNING LIGHTS
(TERMINAL STRIP LOCATED ATOP COMPRESSION POST) |
| 7. MACERATOR | 16. STERN LIGHT |
| 8. BILGE PUMP | 17. ENGINE COMPARTMENT BLOWER |
| 9. OPTIONAL AUTO PILOT | |

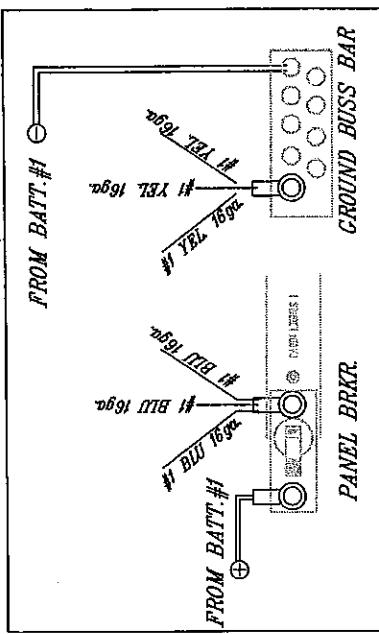


H306D.C. GROUNDING SYSTEM LAYOUT	
FIGURE NO.	30606-1A-2
DESIGN NO.	NONE
ENGINEERING DEPT.	5/20/98

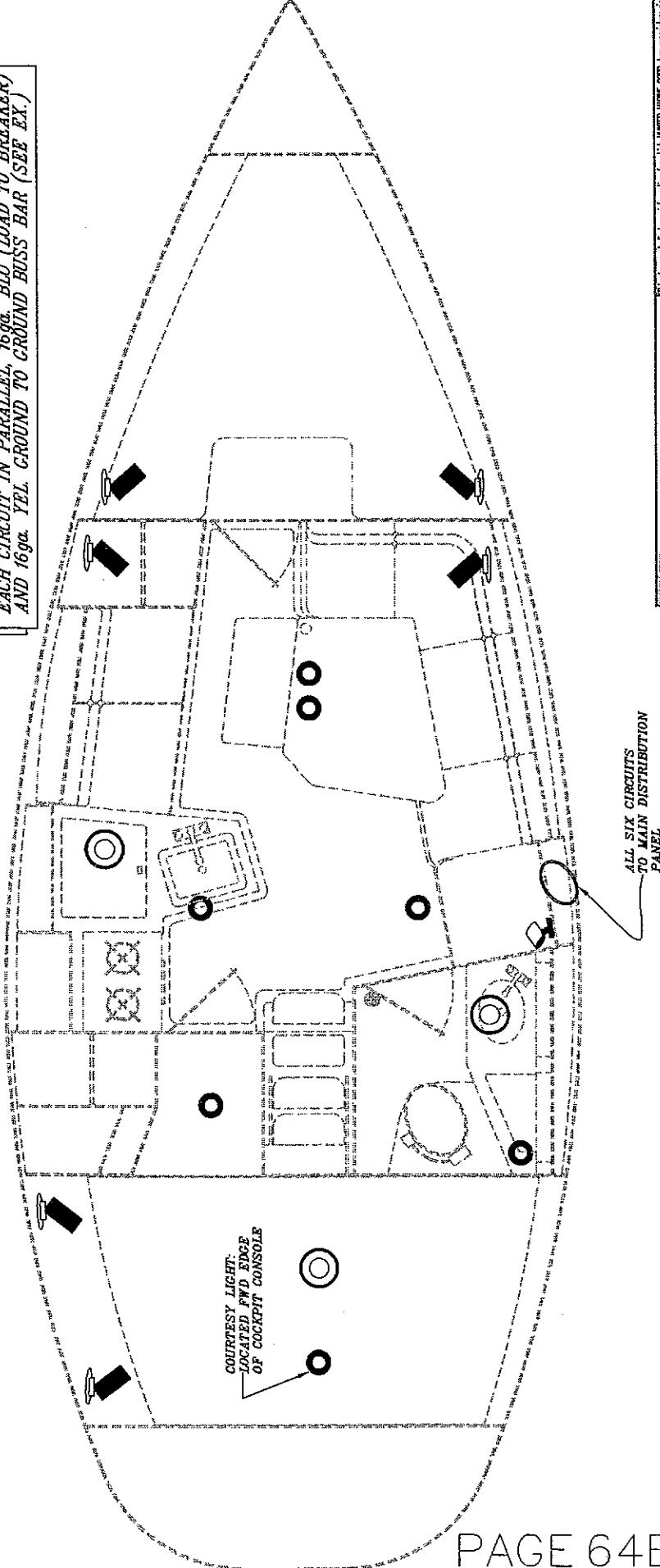
This document is the property of [REDACTED] Marine Corp. It is loaned to you by [REDACTED]. It is your responsibility to return it to [REDACTED] upon demand.

HUNTER

EXAMPLE SWITCH PANEL WIRING (PARALLEL CIRCUITS)

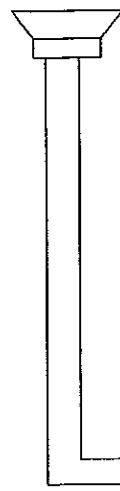


**BACH CIRCUIT IN PARALLEL, 16ga. BLU (LOAD TO BREAKER)
AND 16ga. YEL GROUND TO GROUND BUSS BAR (SEE EX.)**



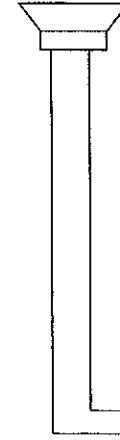
H306 12 VOLT HEADLAMP WIRING LAYOUT	
PRINTED BY:	The electrical devices identified for each number are: OP, Inc property code
PROJ. NO.:	H306064-B-1
DATE:	5/20/98
ENGINEERING DEPT.:	NONE

MAIN CABIN SPKRS.



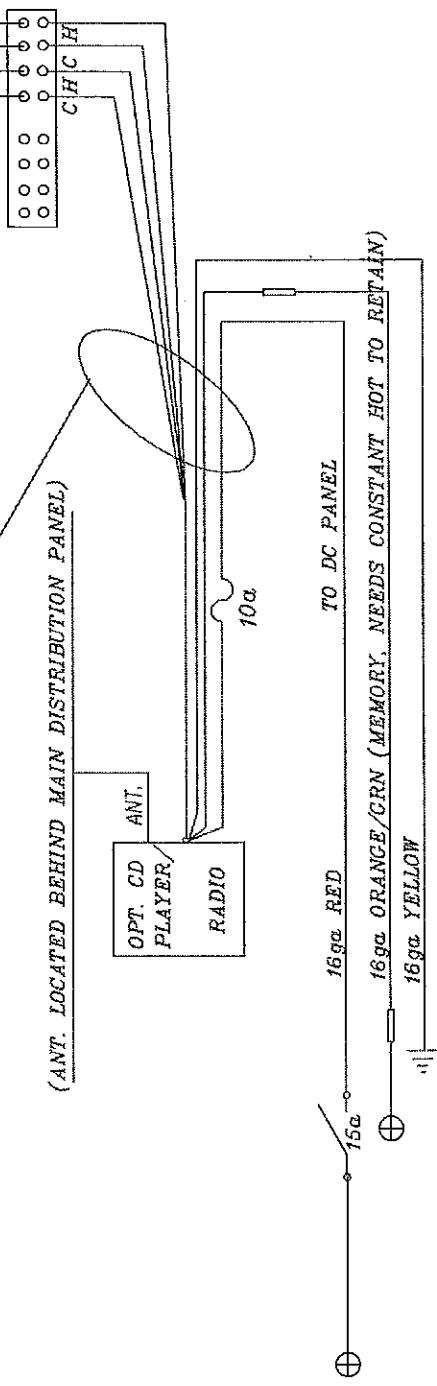
PORT SPEAKER 16ga WHITE/ORANGE

STBD SPEAKER 16ga WHITE/BLUE



CONSULT DEALER SUPPLIED CABLES OWNERS MANUAL FOR DETAILS

(ANT. LOCATED BEHIND MAIN DISTRIBUTION PANEL)



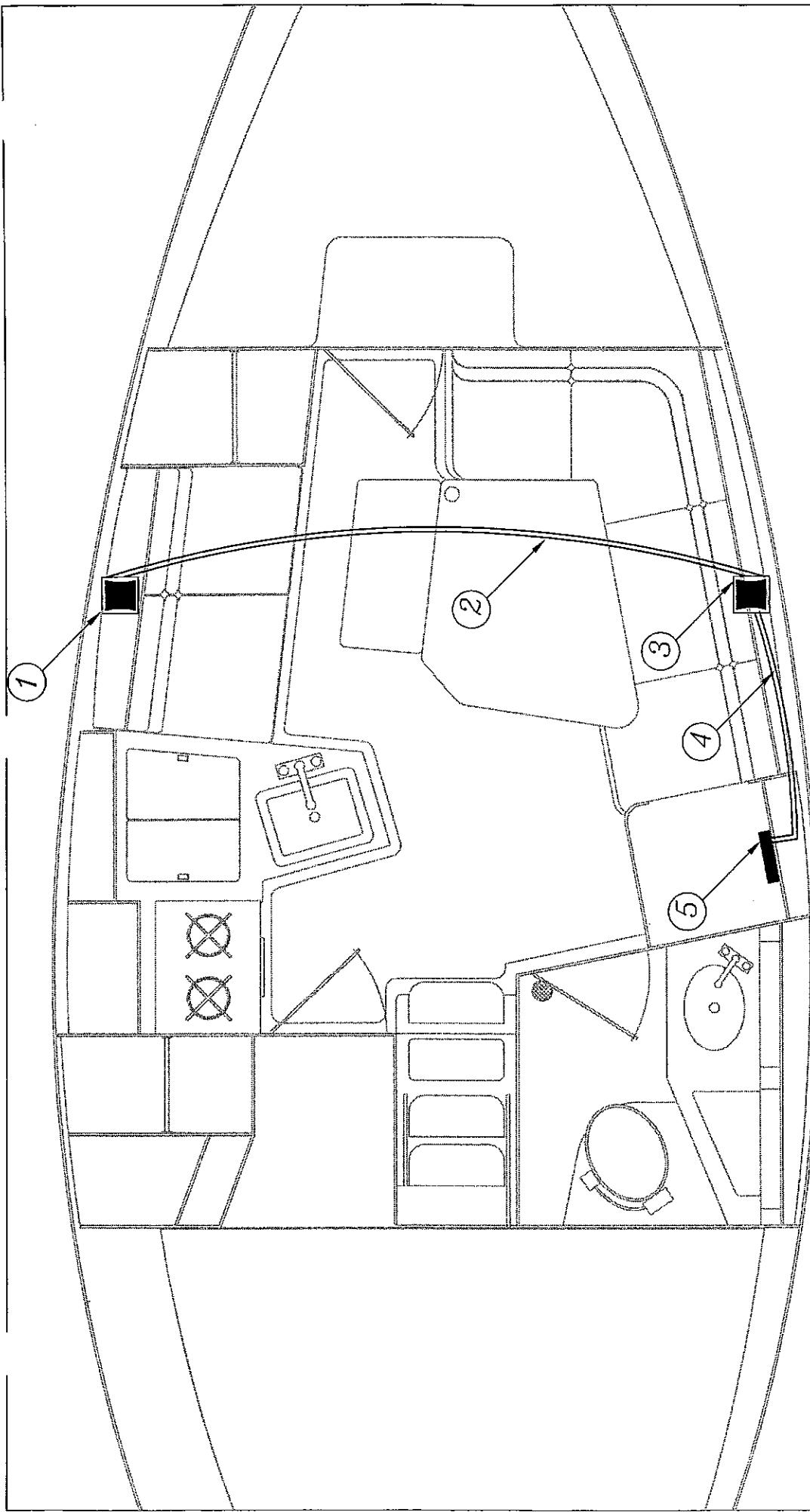
H306 STEREO WIRING SCHEMATIC

3068064B-3

5/21/99

ENGINEERING DEPT.

HUNTER

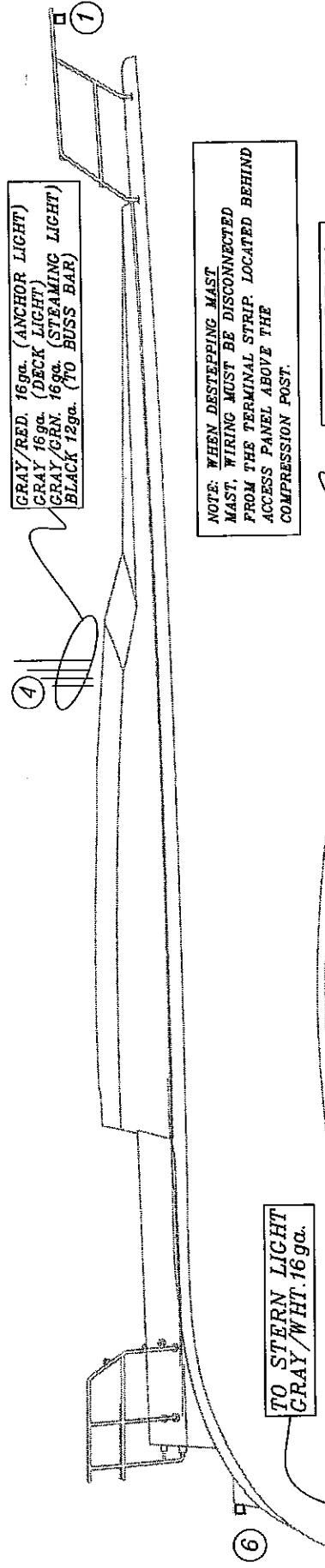


1. PORT SIDE STEREO SPEAKER
2. STEREO SPEAKER WIRE (RUNS THRU CHASE TUBE IN HEADLINER)
3. STBD. SIDE STEREO SPEAKER
4. SPEAKER WIRE RUN TO STEREO RECEIVER UNIT
5. AM/FM/CD STEREO RECEIVER (LOCATED @ NAV STATION)

NOTE: SEE FOLLOWING PAGE FOR SPEAKER WIRING SCHEMATIC.

H306 SPEAKER HEADLINER WIRING	
Revised No. 3068064B-2	Revision No. NONE
Engineering Dept. None	Date 5/20/98

Is Armed Forces version in which NAME, WINE, C.R. or similar applicable
HUNTER 4



NOTE: WHEN DESTEPPING MAST
MAST, WIRING MUST BE DISCONNECTED
FROM THE TERMINAL STRIP LOCATED BEHIND
ACCESS PANEL ABOVE THE
COMPRESSION POST.

**MAIN BEAM
(WIRE CHASE)
IN HEADLINER**

**GRAY 16ga.
COMPASS WIRE**

**BLUE & WHITE 16ga.
COCKPIT CTSY. LIGHT**

**MAIN
BREAKER
PANEL**

**BOW LIGHT = GRAY/WH. & BLACK 16ga.
WINDLASS CTRL. BOX POWER = PINK 16 ga.
GREEN 16 ga.
& BLACK 16 ga.**

- ① BOW LIGHT
- ② OPTIONAL ANCHOR WINDLASS (SEE PAGE 64D-1 & 64D-2)
- ③ OPTIONAL WINDLASS CONTROLS
- ④ POWER LEADS TO ANCHOR, DECK, STEAMING LIGHTS
- ⑤ COURTESY LIGHT (IN COCKPIT CONSOLE BASE)
- ⑥ STERNLIGHT
- ⑦ COMPASS WIRE RUN

= VHF COAX CABLE (CONNECTOR ABOVE MAST POST)

H306 12V. WIRING DECK	
PRINTED BY:	REVISION NO.:
308806-4C	None
PRINT DATE:	SDA:
5/21/98	5/21/98
ENGINEERING DEPT	

HUNTER

SECTION 64D...OPTIONAL WINDLASS SYSTEM

BASIC OPERATING INSTRUCTIONS:

LOWERING ANCHOR...

- ① TURN ON START BATTERY SWITCH UNDER NAV. STATION.
- ② TURN ON WINDLASS BRKR. ON MAIN D.C. BRKR. PANEL.
- ③ ENSURE THE RESET BREAKER @ NAVIGATION STATION IS "RESET".
- ④ PUSH WINDLASS "DOWN" BUTTON INSIDE ANCHOR WELL LOCKER.

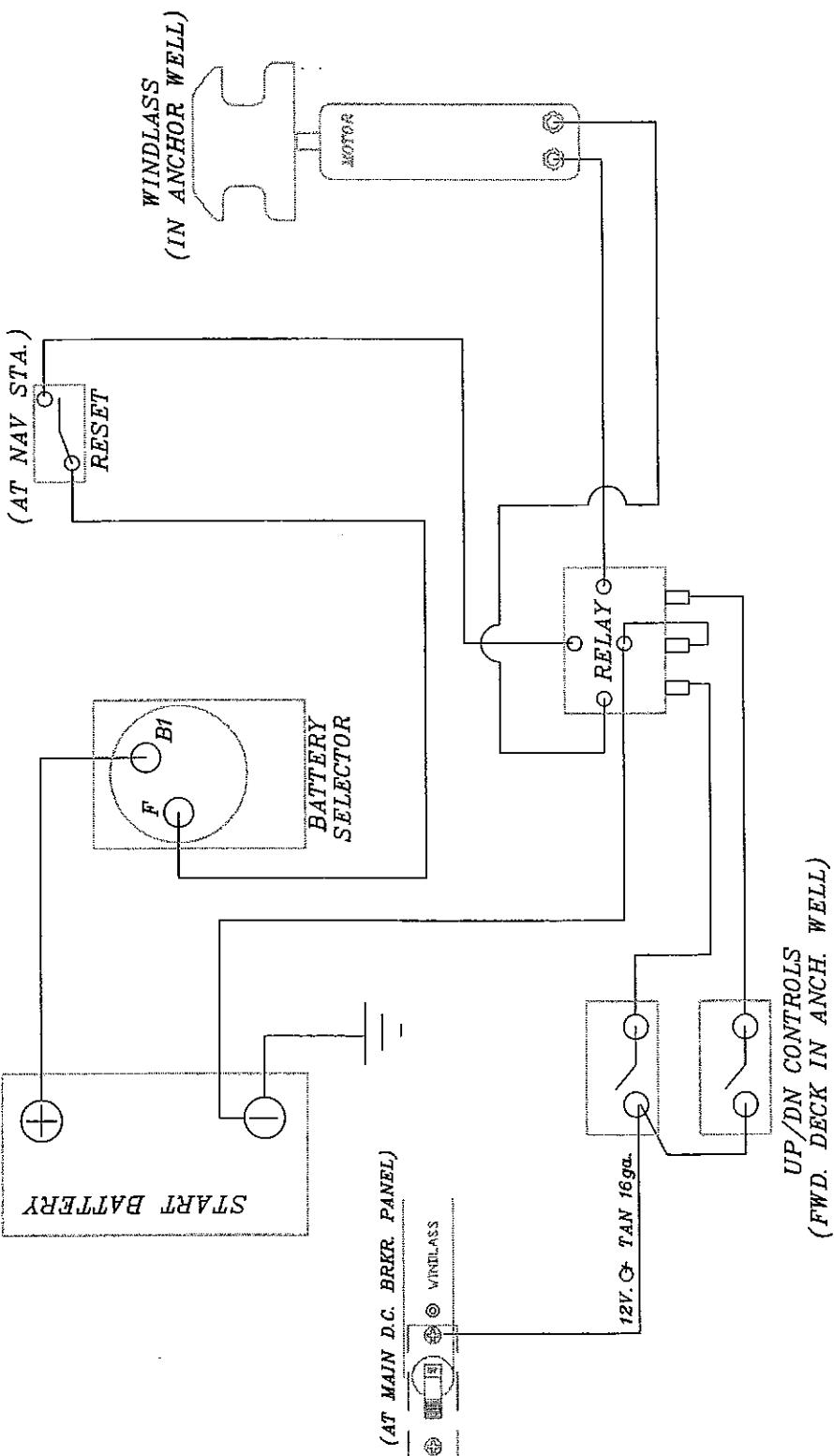
NOTE: "BUMP" SWITCH UNTIL ANCHOR CLEARS ANCHOR ROLLER AND HULL BEFORE LETTING ANCHOR DOWN FREELY.

RAISING ANCHOR...

- ① START BOAT ENGINE, THIS WILL ALLOW CONTROL OF BOAT WHEN ANCHOR BECOMES FREE, AS WELL AS REDUCING LOAD ON THE START 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.

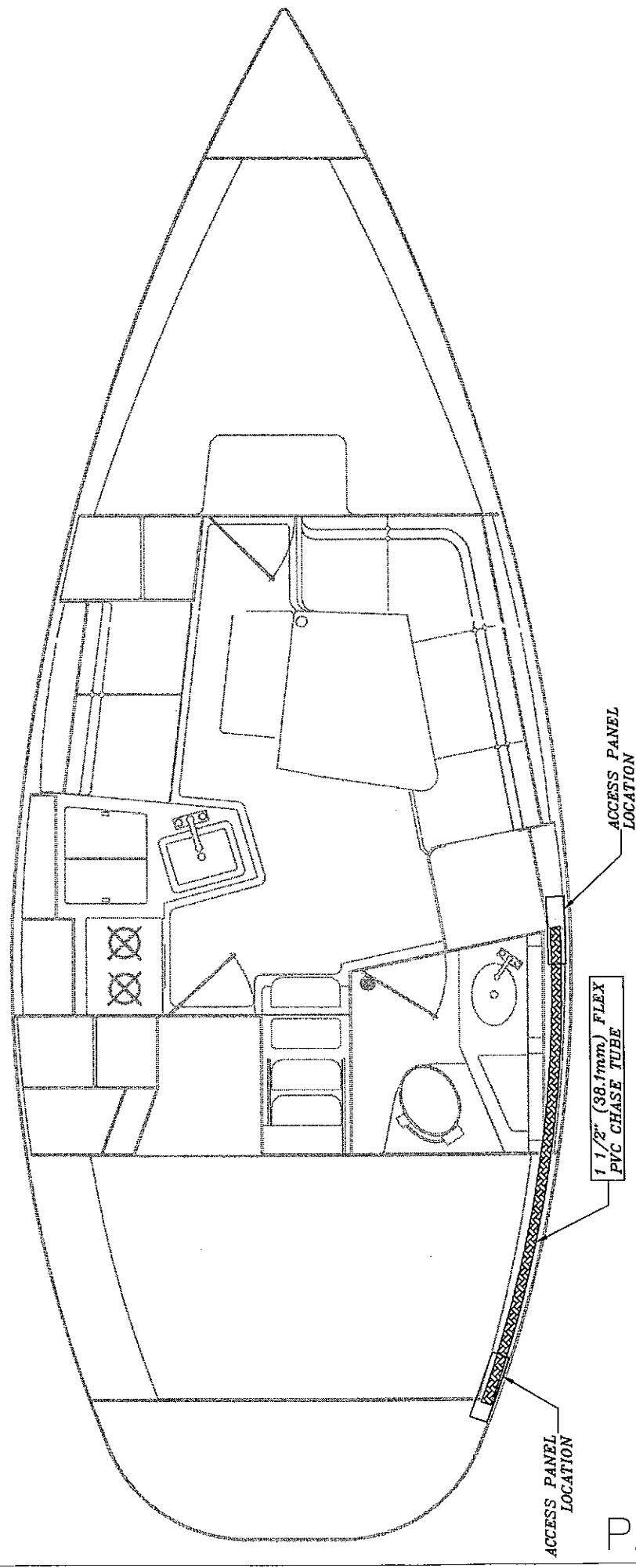
PRINTING DATE: H30 OPTIONAL WINDLASS OPERATING INST.	
ISSUED BY: 306806-D-1	REVISED BY: NONE
ENGINEERING DEPT.	DATE: 5/21/99



NOTE: SEE PAGE 64C FOR POWER FEED/WIRE RUN LOCATIONS

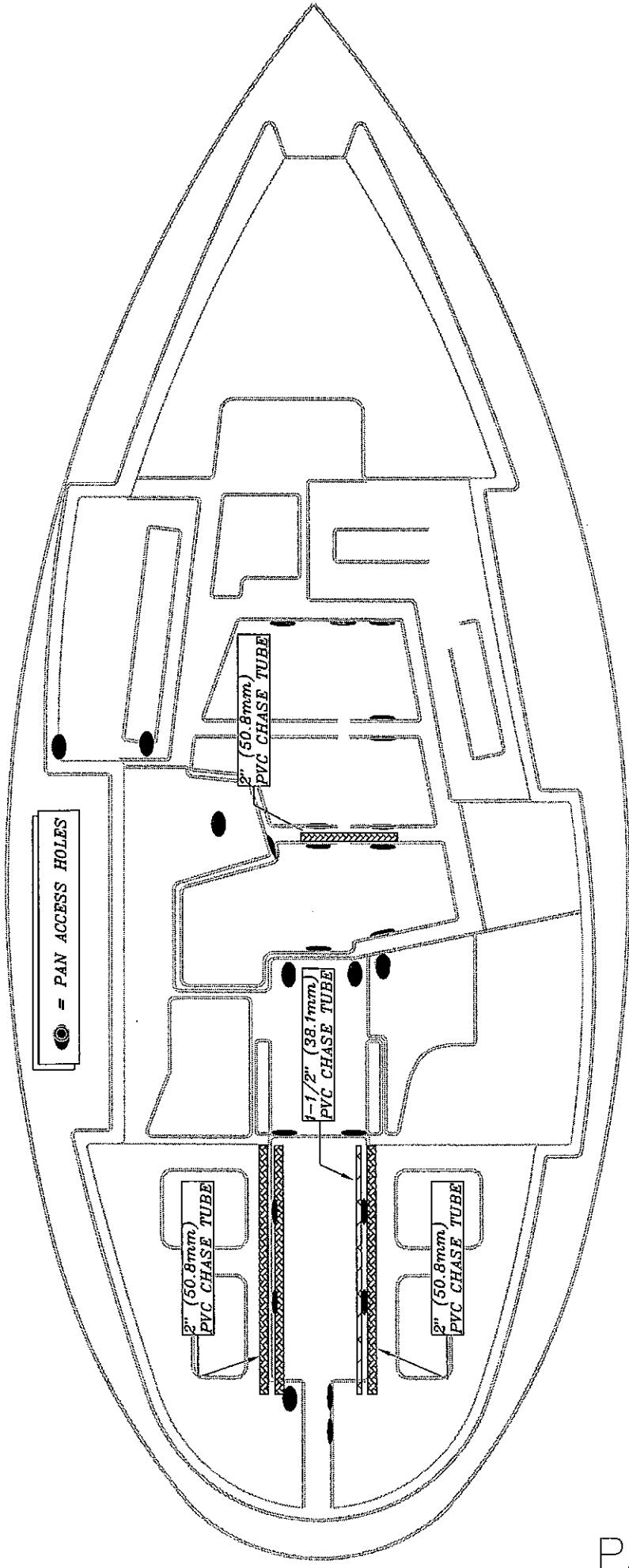
H306 OPTIONAL WINDLASS WIRING	
PRINTED 3/20/96	REVISED 10/20/96
3068064D-2	NONE
PRINTED 3/20/96	6/23/99
ENGINEERING DEPT.	

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HUNTER 
H306 HEADLINER CHASE TUBE LOCATION

Job No.: 3068064E
Drawing No.: 5012
Engineering Dept.: 5/20/98



H300THRU PAN HOLE/CHASE TUBE LOCATIONS

Revised Date: 04/30/99
Drawing No.: 3068064F
Drawing Title:

Signature: None
Date: 4/30/99
Engineering Dept.:

HUNTER

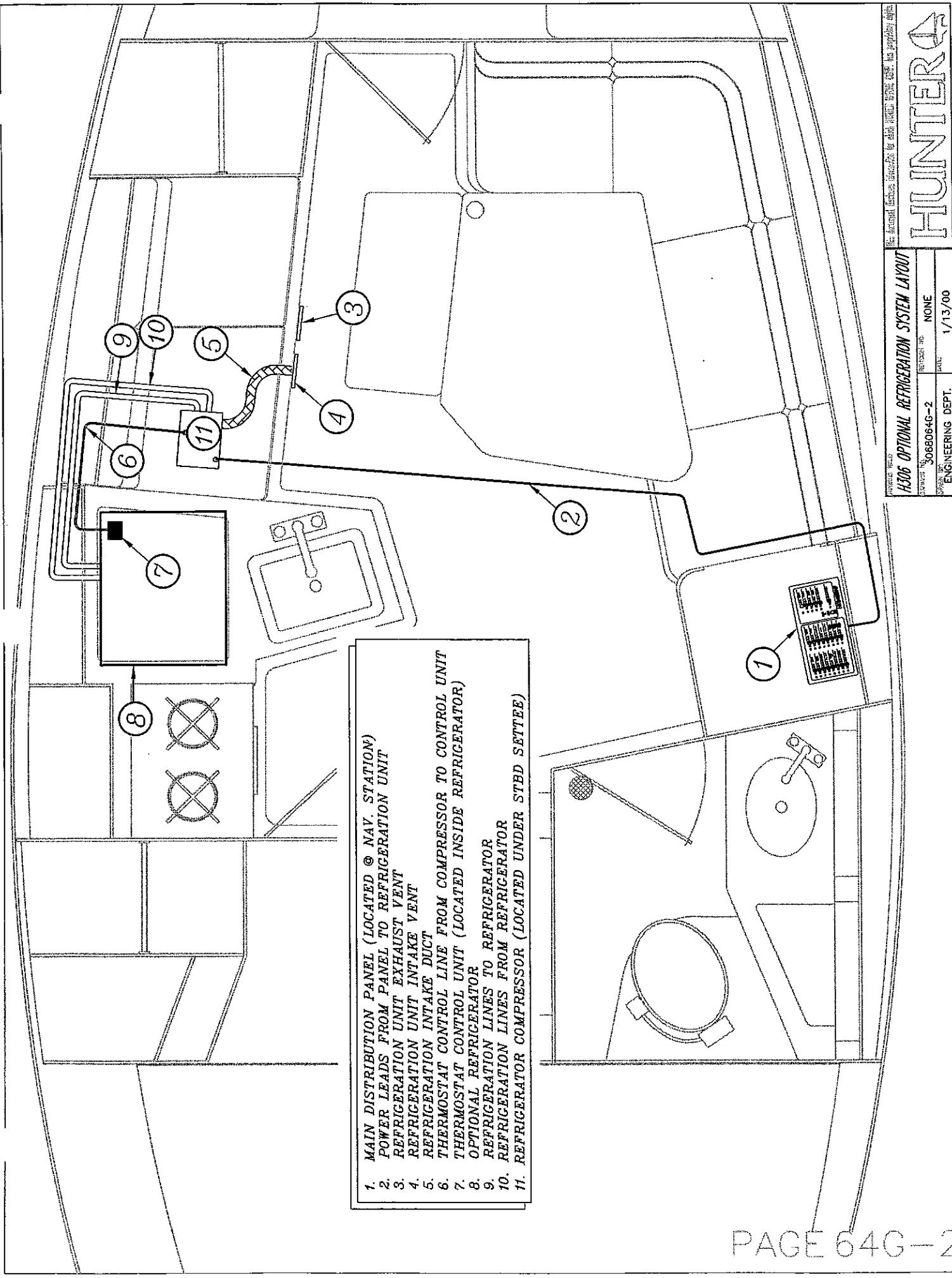
SECTION 64G.. OPTIONAL REFRIGERATION SYSTEM

BASIC OPERATING INSTRUCTIONS:

- ① TURN ON HOUSE/START BATTERY SWITCH (LOCATED UNDER NAV. STATION)
- ② TURN ON MAIN D.C. BREAKER AT MAIN BREAKER PANEL
- ③ TURN ON REFRIGERATION BREAKER
- ④ SET THERMOSTATS TO DESIRED TEMP.

NOTE:
IF LEAVING UNIT ON WHEN AWAY FROM BOAT
BE SURE SHORE POWER CABLES ARE CONNECTED AND
BATTERY CHARGER IS ON TO PREVENT BATTERY DRAIN.

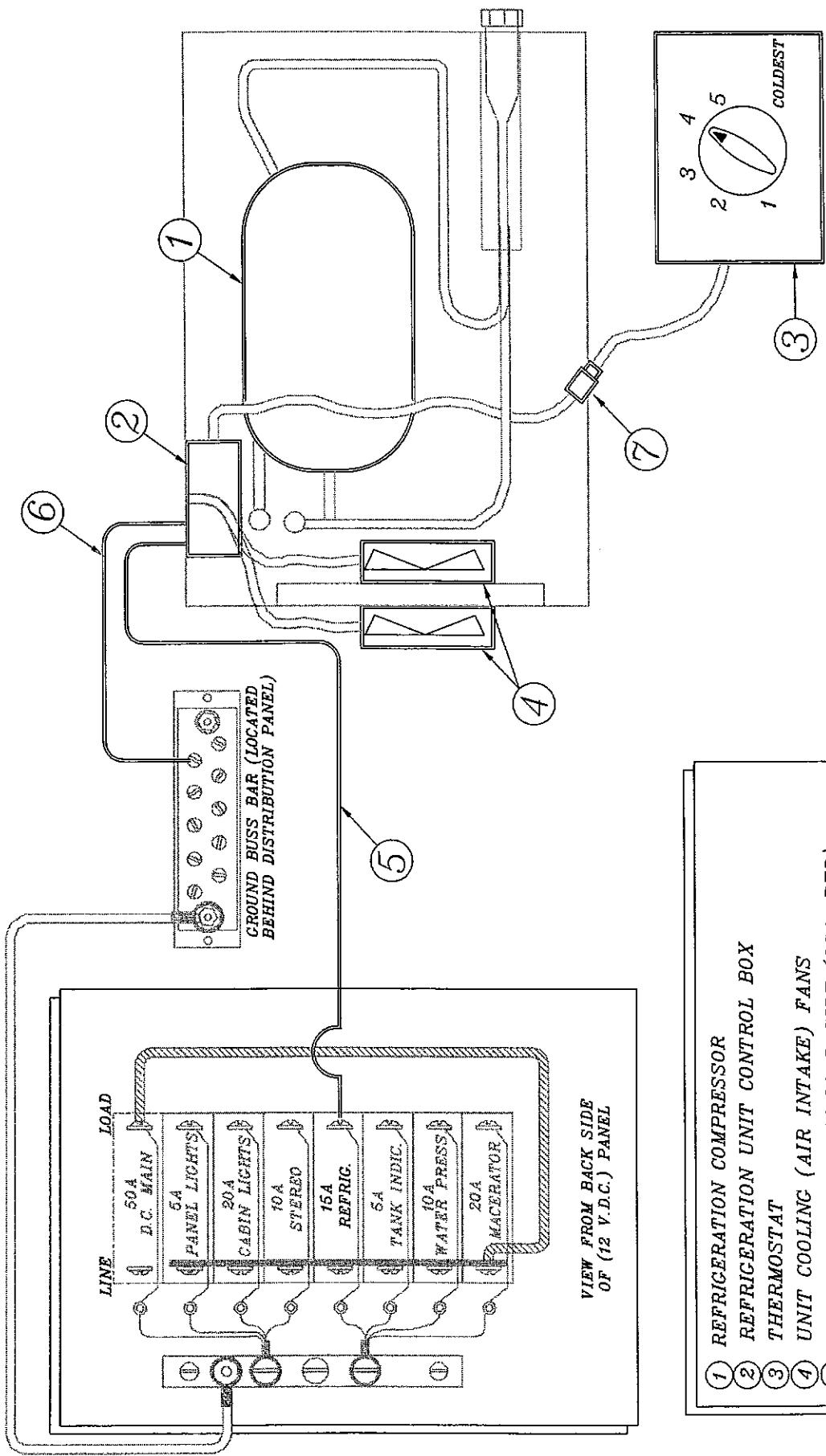
H306 OPTIONAL REFRIGERATION INSTRUCTIONS		Is a printed sheet of paper required for which H306 were OR is printing off?	
PRINTED SHEET NO.	3068064G-1	PRINTING INK	NONE
PRINTING DATE	11/16/99	PRINTING DEPT.	HUNTER



PAGE 64G-2

H306 OPTIONAL REFRIGERATION SYSTEM LAYOUT
Ref. Journal Technical Information for Ship Model Basic Case, U.S. Maritime Admin.
Drawing No. 30630646-2 Revision No. NONE
Engineering Dept. I&M 1/13/00

HUNTER



- (1) REFRIGERATION COMPRESSOR
- (2) REFRIGERATION UNIT CONTROL BOX
- (3) THERMOSTAT
- (4) UNIT COOLING (AIR INTAKE) FANS
- (5) 12V. POSITIVE FROM LOAD SIDE (BGA. RED)
OF BREAKER TO REFRIGERATION UNIT
- (6) GROUND FROM REFRIGERATION UNIT (BGA. BLACK)
TO GROUND BUSS BAR BEHIND BREAKER PANEL
- (7) THERMOSTAT CONNECTOR PLUG

NOTE: SEE REFRIGERATION MANUAL FOR CONTROL BOX HOOKUP DETAILS

H306 REFRIGERATION SCHEMATIC		Refrigeration System
Part No.	3066D64G-3	System No.
Printed by:	None	Date:

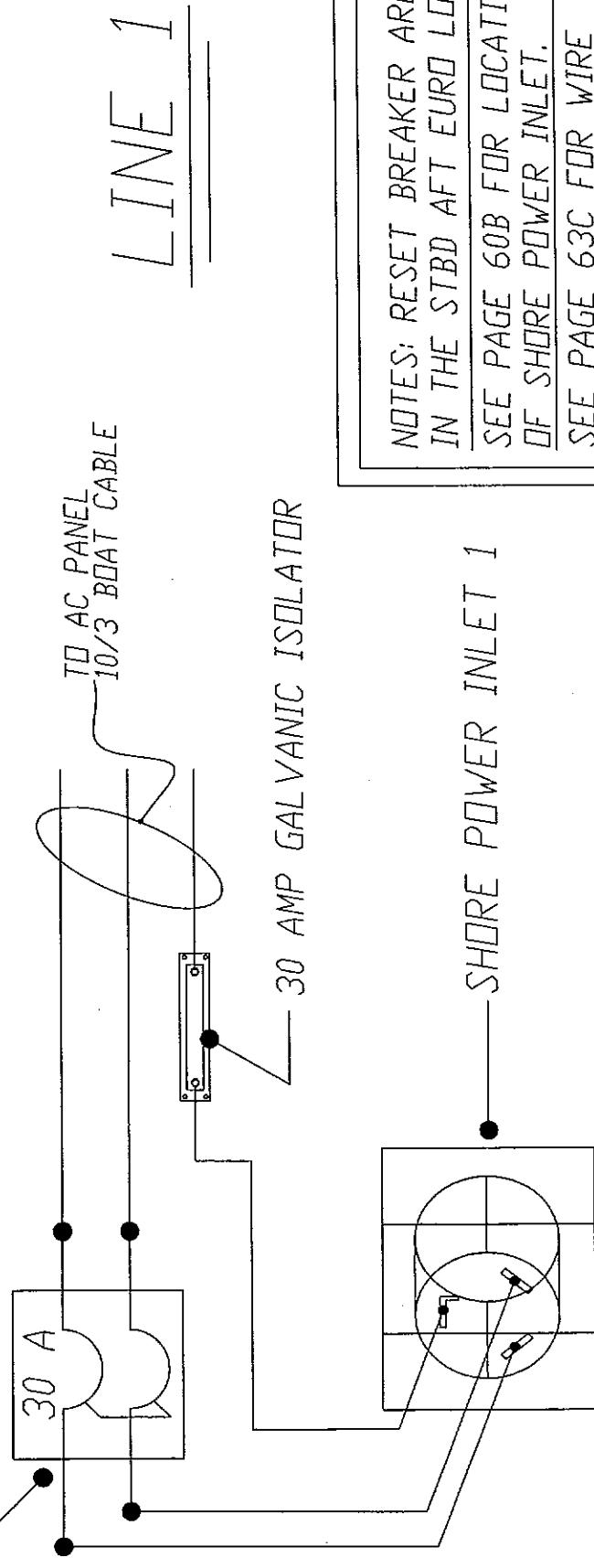
HUNTER

THIS PAGE IS PROVIDED FOR ANY
ADDITIONAL DC ELECTRICAL INFORMATION.

1. ALL DC WIRING WITHIN 12" OF ANY COMPASS SHALL BE TWISTED PAIRS... THAT IS THE HOT LINE AND GROUND SHALL BE TWISTED TOGETHER.

This document defines information for which Hunter Marine Corp. is responsible.	
HUNTER 	
H306 DC CONSUMER NOTES	
SEARCH ID:	3068084H
CREATED BY:	None
CREATED DATE:	1/12/99
ENGINEERING DEPT.:	Engineering Dept.

— 30 AMP SHORE POWER BREAKER
LOCATED IN STBD AFT EUROSEAT LOCKER



H306SHORE POWER DIAGRAM	
PRINTED NO.	308065A
PRINTED BY	ENGINEERING DEPT.
DATE ISSUED	5/21/99
REVISIONS	NONE
HUNTER	

MASTER ELECTRICAL AMPERAGE DATA

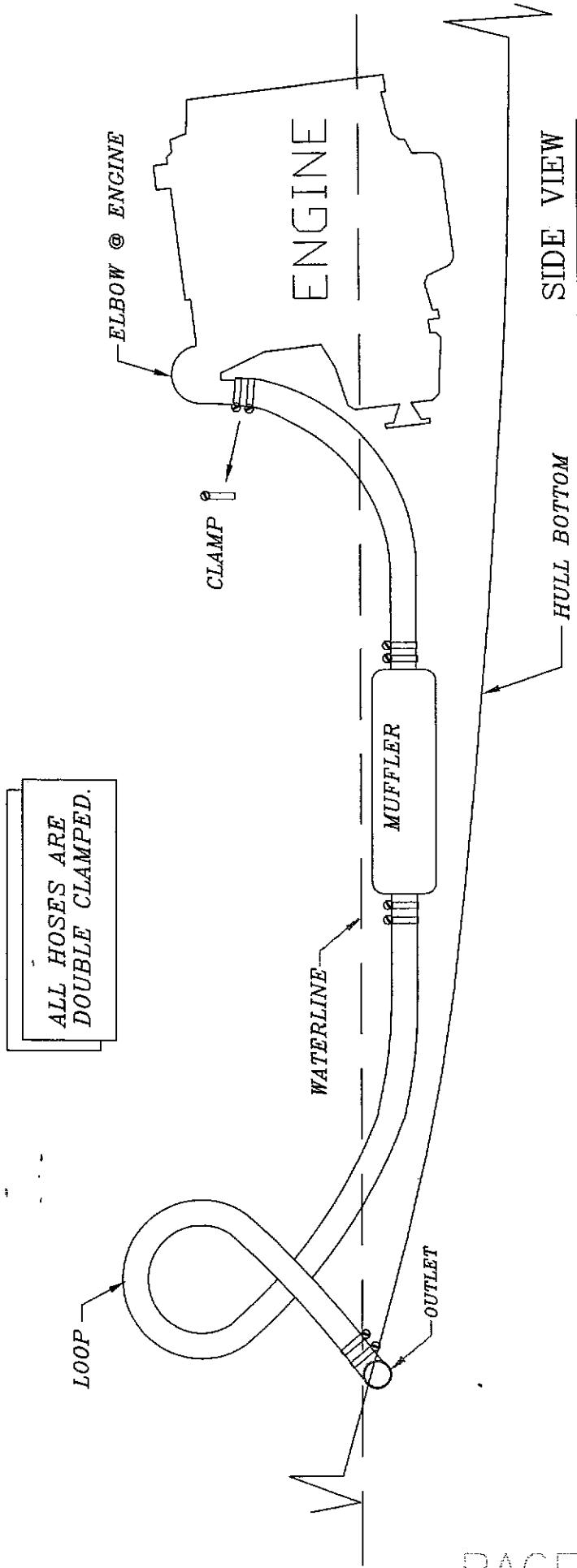
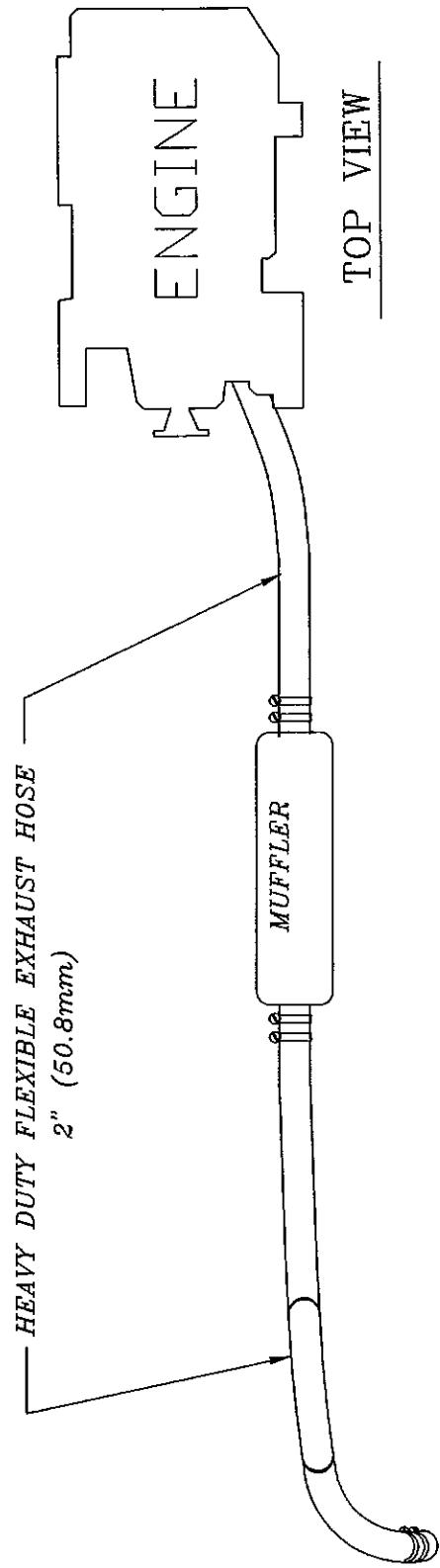
12V.D.C. SYSTEM	
CIRCUIT/BREAKER	AMPERAGE
D.C. MAIN	50amp
PANEL LIGHTS	5amp
CABIN LIGHTS 1	20amp
CABIN LIGHTS 2	20amp
COURTESY 1	10amp
COURTESY 2	10amp
TANK INDICATOR	5amp
WATER PRESSURE	10amp
FWD.SHOWER SUMP	10amp
AFTSHOWER SUMP	10amp
MACERATOR 1	20amp
MACERATOR 2	20amp
STEREO	15amp
STEREO W/AMPLIFIER	20amp
REFRIGERATION	15amp
L.P. GAS	5amp
WINDLASS (SWITCH)	5amp
INSTRUMENTS	5amp
G.P.S.	5amp
V.H.F.	10amp
AUTO-PILOT	VARIABLES PER MODEL
ANCHOR LIGHT	5amp
STEAMING LIGHT	5amp
DECK LIGHT	15amp
RUNNING LIGHTS	10amp (LGR. MOD.)
RUNNING LIGHTS	5amp (SM. MOD.)
COMPASS (TIES TO RUN. LIGHTS)	
BATTERY CABLES	300amp
ENGINE STARTER CABLE	
HALYARD WINCH	
WINDLASS (MOTOR) CABLE	

110V.A.C. SYSTEM	
SHORE POWER A.C. MAIN/S	30 amp
OUTLETS	15amp
MICROWAVE OVEN	15amp
WATER HEATER	20amp
BATTERY CHARGER	15amp
INVERTER	INTERNAL
AIR CONDITIONING	25amp

220V.A.C. SYSTEM (ON SELECT OVERSEAS MODELS ONLY)	
SHORE POWER A.C. MAIN/S	15 amp
OUTLETS	10amp
MICROWAVE OVEN	10amp
WATER HEATER	10amp
BATTERY CHARGER	10amp
INVERTER	N/A
AIR CONDITIONING	15amp

MASTER ELECTRICAL WIRING/CABLE DATA

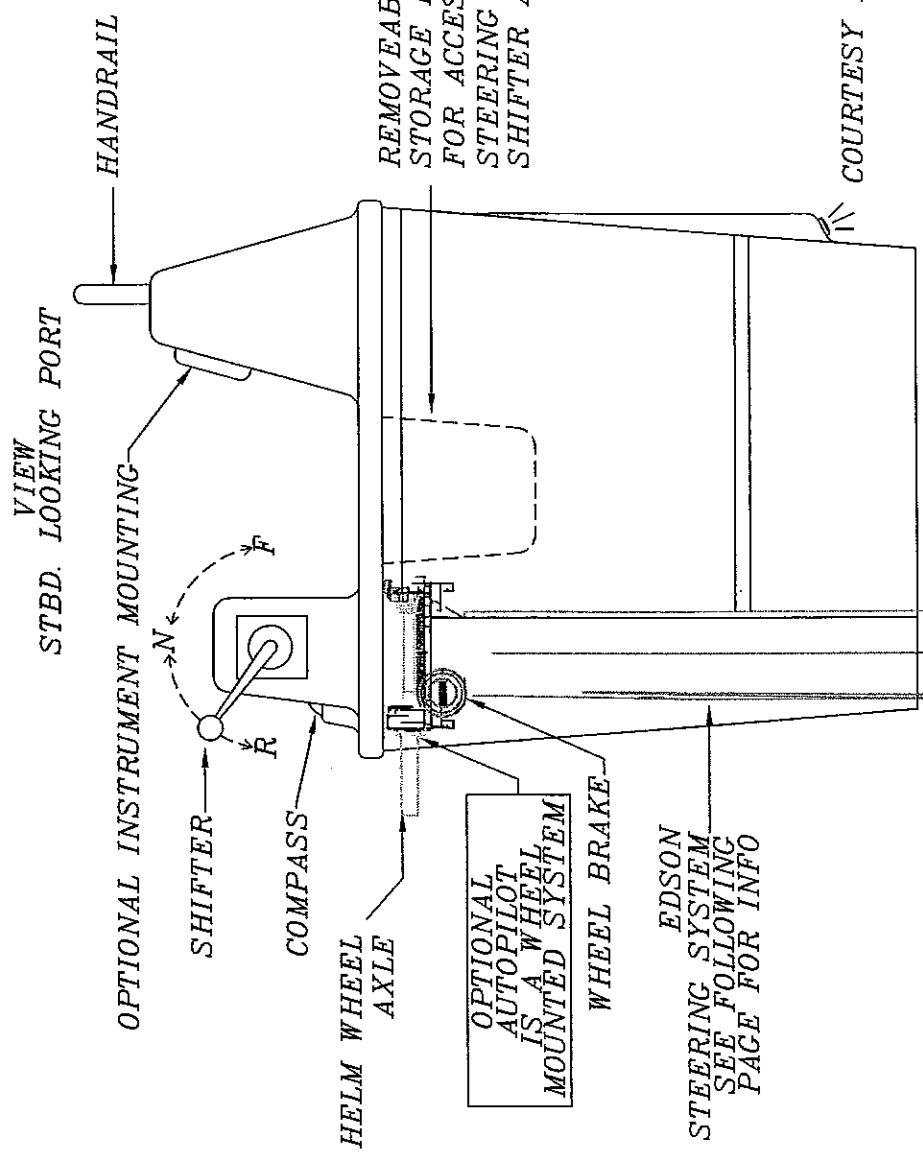
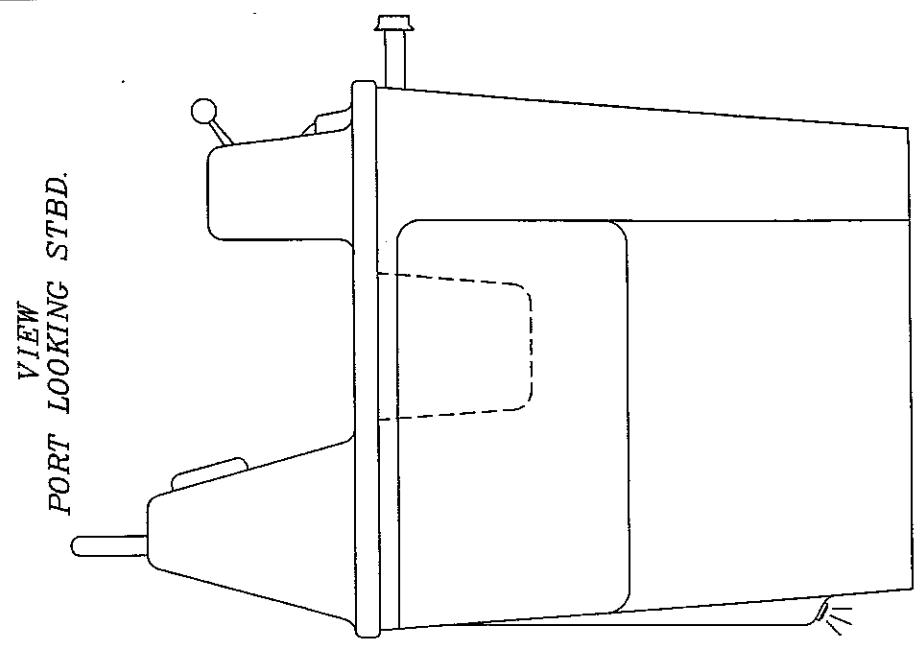
DESCRIPTION	PRT. NUMBER	WIRE SIZE	WIRE COLOR
LPG SWITCH/POWER	659802	16 gauge	ORANGE/RED
SENDER GUAGES	658600	16 gauge	RED/BLUE
FUEL SENDER	658100	16 gauge	PINK,ORANGE/WHITE
GROUND	659800	16 gauge	YELLOW
FWD WATER SENDER	659806	16 gauge	ORANGE/BLUE, PINK/BLACK
GROUND	659800	16 gauge	YELLOW
WATER PUMP	655200	12 gauge	BROWN
GROUND	659700	12 gauge	YELLOW
VACCU FLUSH	652202	10 gauge	BROWN/RED
GROUND	659800	16 gauge	YELLOW
AFT WASTE SENDER	659805	16 gauge	ORANGE/GREEN, PINK/GRAY
GROUND	659800	16 gauge	YELLOW
AFT SUMP PUMP	655400	12 gauge	BROWN/BLACK
GROUND	659700	12 gauge	YELLOW
FWD MACERATOR	655800	10 gauge	BROWN/WHITE
GROUND	659800	16 gauge	YELLOW
SOLAR PANEL	653640	16/2 DUPLEX	RED/YELLOW
VHF	653300	16 gauge	RED/WHITE
GROUND	659800	16 gauge	YELLOW
COURTESY LIGHTS	655100	16 gauge	BLUE/WHITE
GROUND	659800	16 gauge	YELLOW
CABIN LIGHTS	655000	16 gauge	BLUE
GROUND	659800	16 gauge	YELLOW
PORT FWD SPEAKERS	653620	16 gauge	WHITE/RED
STBD FWD SPEAKERS	653622	16 gauge	WHITE/BROWN
PORT MAIN SPEAKERS	653623	16 gauge	WHITE/ORANGE
STBD MAIN SPEAKERS	653624	16 gauge	WHITE/BLUE
PORT AFT SPEAKER	653625	16 gauge	WHITE/GREEN
STBD AFT SPEAKER	653626	16 gauge	WHITE/VIOLET
PORT ARCH SPEAKER	653627	16 gauge	WHITE/PINK
PORT GROUND	653629	16 gauge	WHITE/YELLOW
STBD ARCH SPEAKER	653630	16 gauge	WHITE/GRAY
STBD GROUND	659800	16 gauge	WHITE/BLACK
COMPASS BOW LIGHT	659804	16 gauge	GRAY/WHITE
STERN LIGHT		16 gauge	GRAY/YELLOW
GROUND	659800	16 gauge	YELLOW
MAST LIGHT	657300	16 gauge	GRAY
STEAMING LIGHT	656800	16 gauge	GRAY/GREEN
ANCHOR LIGHT	656900	16 gauge	GRAY/RED
HOUSE BATTERY	653610	2/O, 2 gauge	RED
GROUND	653900	2/O, 2 gauge	YELLOW
AC/DC PANEL	657900	6 gauge	ORANGE/RED,ORANGE/GREEN
GROUND	653618	6 gauge	YELLOW
ENGINE	654100	1/O, 2 gauge	RED
HALYARD	654010	1/O, 2 gauge	YELLOW
T.V. / V.C.R.	658400	10 gauge	RED
GROUND	653631	10 gauge	YELLOW
REFRIGERATION	658800	8 gauge	RED/BLACK
FREEZER	658900	8 gauge	RED/WHITE
GROUND	653615	8 gauge	YELLOW
STEREO OUT	657600	12 gauge	ORANGE/GREEN
STEREO POWER	658500	12 gauge	RED
GROUND	659700	12 gauge	YELLOW
INVERTER GROUND	653642	4 gauge	GREEN/YELLOW
WINDLASS SWITCH	659200	16 gauge	TAN
MANUAL BILGE	655700	12 gauge	BROWN/RED
AUTO BILGE	655600	12 gauge	BROWN/ORANGE
GROUND	659700	12 gauge	YELLOW
AFT MACERATOR	652400	10 gauge	BROWN
AFT SUMP PUMP	655400	12 gauge	BROWN/BLACK
FWD SUMP PUMP	654600	12 gauge	BROWN/YELLOW
AUTO PILOT	658700	10 gauge	RED
GROUND	653615	10 gauge	YELLOW
CHAINPLATE	653642	4 gauge	GREEN/YELLOW
BATTERY CHARGER # 1	658000	8 gauge	ORANGE/RED
BATTERY CHARGER # 2	657800	8 gauge	ORANGE/GREEN



ALL HOSES ARE
DOUBLE CLAMPED.

H306 EXHAUST SYSTEM LAYOUT	
Project No. 3068066	Revised No. None
Engineering Dept.	Date 11/16/99

HUNTER



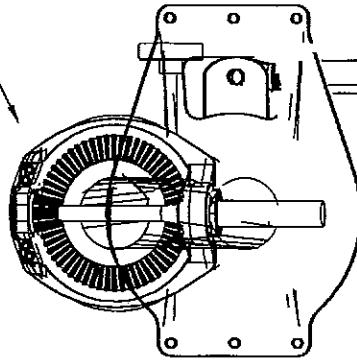
H306 STEERING/CONSOLE LAYOUT		
PRINTED DATE 04/16/99	REVISION NO. NONE	SPRINGER ID: KARL

HUNTER

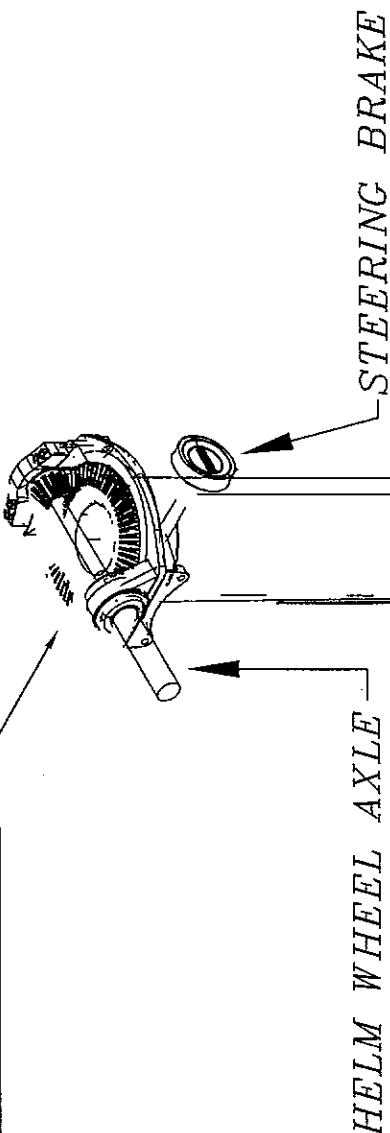
IMPORTANT:

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

PLAN VIEW



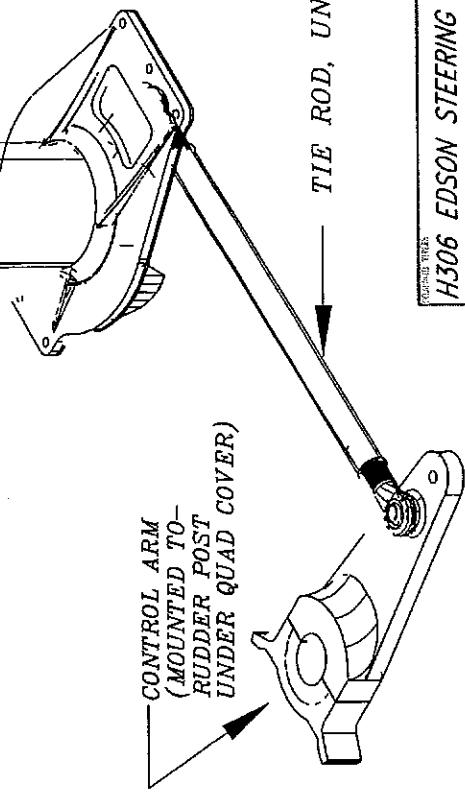
ISO VIEW



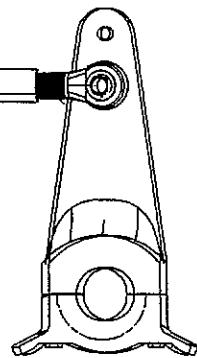
**NOTE: THIS UNIT IS INSIDE
COCKPIT CONSOLE, CONSOLE
NOT SHOWN FOR CLARITY**

STEERING BRAKE

HELM WHEEL AXLE



**CONTROL ARM
(MOUNTED TO
RUDDER POST
UNDER QUAD COVER)**



TIE ROD, UNDER QUAD COVER

H306 EDSON STEERING COMP.			
TYPE	EDSON	MANUFACTURER	HUNTER
MANUFACTURE NO.	3068067B	ITEM NO.	NONE
ENGINEERING DEPT.	202	DATE	4/15/99

EDSON ENGINEERING BULLETIN

CD-i COMPACT RACK AND PINION PEDESTAL STEERING MAINTENANCE

THE EDSON CD-i GEARED STEERING SYSTEM HAS BEEN DESIGNED FOR YEARS OF TROUBLE-FREE SERVICE. BUT AS WITH ALL SYSTEMS USED IN THE HARSH MARINE ENVIRONMENT, PROPER MAINTENANCE AND CARE IS REQUIRED SO THAT THE SYSTEM REMAINS IN LIKE-NEW CONDITION.

THE EDSON CD-i SYSTEM SHOULD BE LUBRICATED WITH HEAVY-DUTY TEFLON GREASE, SUCH AS EDSON'S PART #827. THE TOP RACK AND PINION GEARS, UPPER AND LOWER GREASE FITTINGS FOR THE NEEDLE BEARINGS REQUIRE ANNUAL LUBRICATION.

RACK AND PINION TEETH: GRADUALLY TURN THE WHEEL FROM PORT TO STARBOARD WHILE APPLYING GREASE TO THE INDIVIDUAL TEETH TO INSURE THAT THE ENTIRE TOOTH SURFACES ARE BEING LUBRICATED.

DOWNTUBE NEEDLE BEARINGS: GREASE FITTINGS ARE LOCATED ON THE INSIDE OF THE DOWNTUBE JUST BELOW THE WHEEL SHAFT AND JUST ABOVE THE LOWER END OF THE

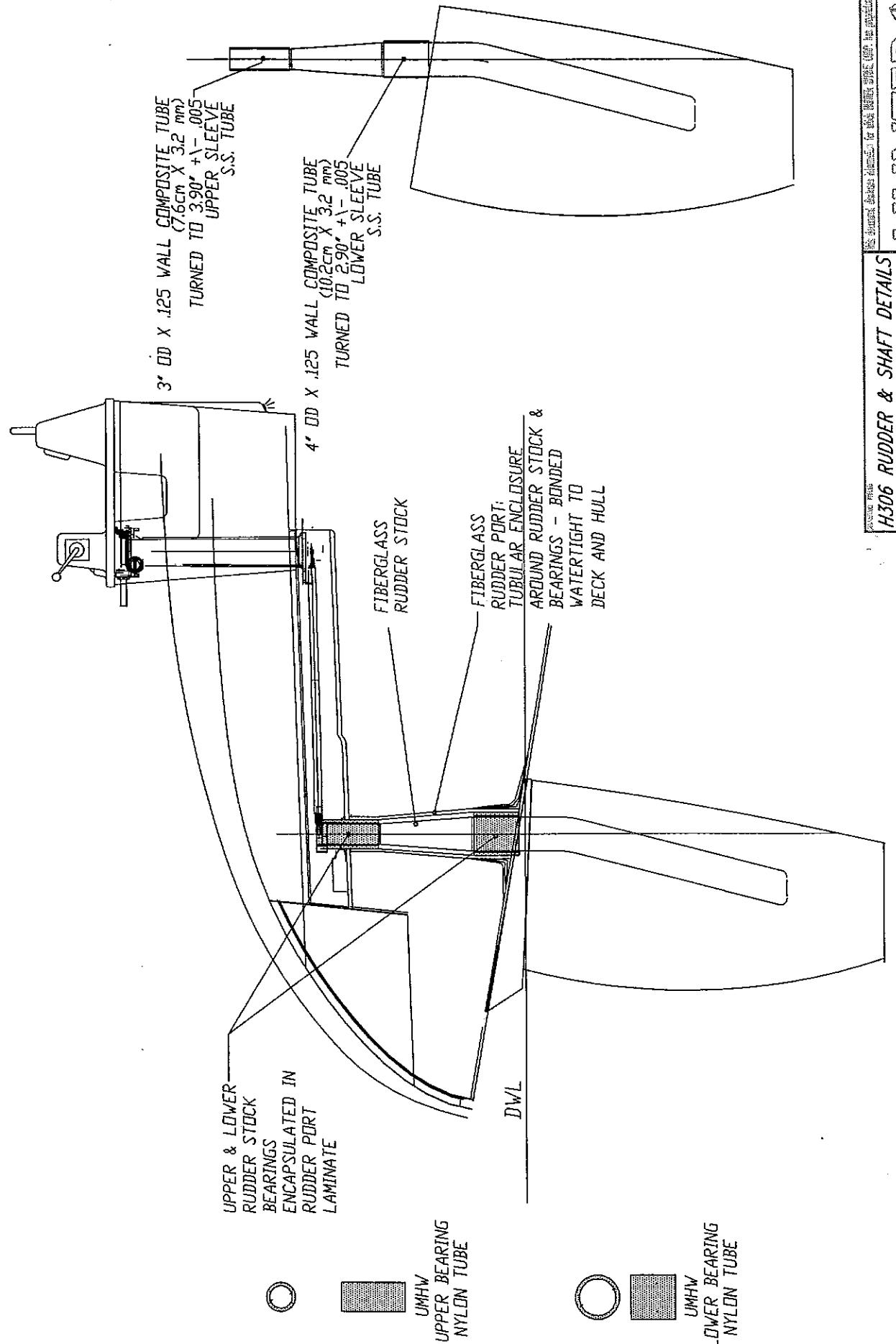
DOWNTUBE ON THE FORWARD SIDE. BOTH BEARINGS SHOULD BE LUBRICATED AT THESE LOCATIONS. BECAUSE OF THE VERY TIGHT TOLERANCES OF THE BEARINGS, A LITTLE GREASE GOES A LONG WAY—DO NOT OVER LUBRICATE THE SYSTEM. THE SYSTEM SHOULD BE LUBRICATED AT LEAST ONCE A YEAR.

DRAG LINK END FITTINGS: THE BALL JOINT AT BOTH ENDS OF THE DRAG LENGTHS SHOULD BE LUBRICATED ANNUALLY WITH TEFLON GREASE AS WELL. APPLY A SMALL AMOUNT OF GREASE TO THE BALL JOINT AND MOVE THE BALL SIDE-TO-SIDE TO LUBRICATE THE ENTIRE BEARING SURFACE. REMOVING THE DRAG LINK ENDS FROM THE TILLER ARMS MAY BE NECESSARY.

SPECIAL INFORMATION FOR EDSON INTERNAL CD-i STEERING SYSTEMS INSTALLED ON HUNTER YACHTS:

BOTH THE DOWNTUBE AND STEERING SHAFT BEARINGS REQUIRE LUBRICATION WITH TEFLON GREASE. THE UPPER BEARING GREASE FITTING IS LOCATED JUST UNDER THE TOP BOWL CASTING ON THE FORWARD SIDE OF THE OUTER TUBE. THE LOWER BEARING GREASE FITTING IS LOCATED JUST ABOVE DECK LEVEL ON THE FORWARD SIDE OF THE OUTER TUBE. THE STEERING WHEEL SHAFT NEEDLE BEARING GREASE FITTING IS LOCATED ON THE TOP OF THE AFT BEARING RACE. THE FORWARD BEARING IS SEALED AND REQUIRES NO LUBRICATION.

HUNTER	
EDSON STEERING MAINTENANCE	4/16/99
306067C	NONE
EDSON DEPT.	

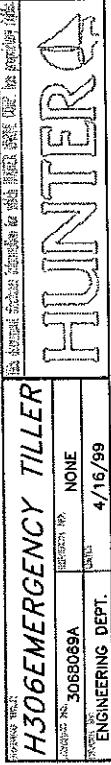


H306 RUDDER & SHAFT DETAILS

Design No. 3066068

Date 2/4/99

HUNTER



H306EMERGENCY TILLER

REF ID: A3068069A

REV: A

DATE: 4/16/99

ENGINEERING DEPT.

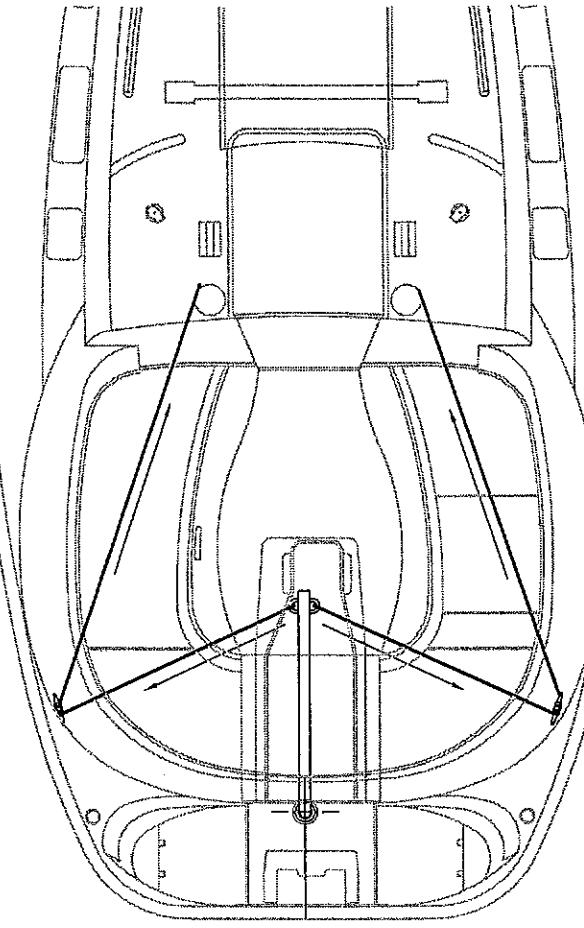
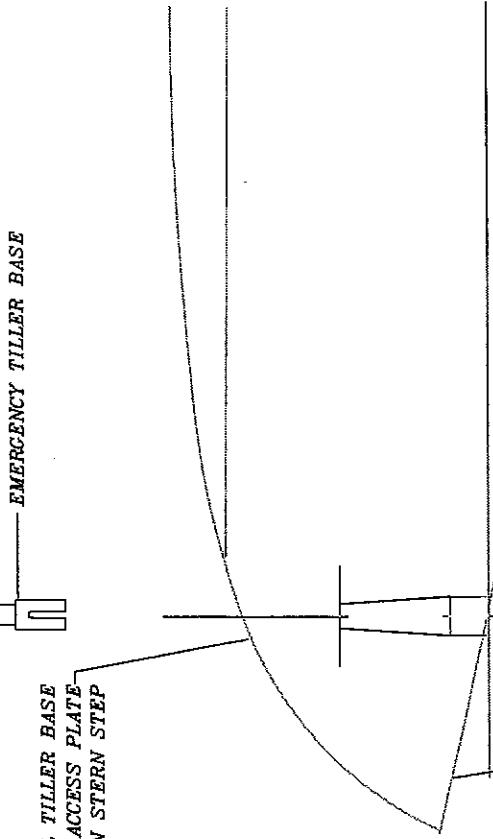
HUNTER

**NOTE: IF SECURING TILLER BECOMES NECESSARY-
OR IF YOU DESIRE TO STEER FROM COCKPIT**

**SECURE LINE TO EYE ON TILLER HANDLE
LEAD AROUND MOORING CLEATS AS SHOWN
THEN FORWARD TO WINCHES.**

EMERGENCY TILLER HANDLE

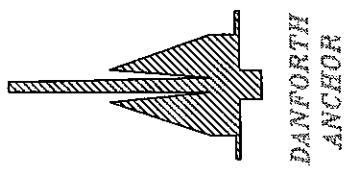
**INSTALL TILLER BASE
THRU ACCESS PLATE
ON STERN STEP**



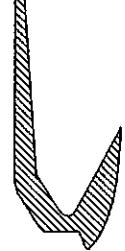
1. REMOVE ACCESS PLATE COVER ON STERN STEP
2. INSERT SLOT IN TILLER BASE OVER PIN
IN TOP OF RUDDER POST.
3. INSTALL TILLER HANDLE OVER TILLER BASE
ALIGNING PIN HOLES, INSERT LOCKING PIN.

EMERGENCY STEERING

ABD6 EMERGENCY TILLER SECURING LINE LAYOUT		Is a correct drawing for this vessel? <input checked="" type="checkbox"/>
CLASSIC NO.	3066069B	DESIGN NO. <input type="text"/> NONE
ENGINEERING DEPT.	<input type="text"/> 4/16/99	DATE



DANFORTH
ANCHOR



BOW ANCHOR

TYPICAL CLEAR
ANCHORS FAIR
W/MAINS
(CHAIN OR ROPE OR COMBO)



PLAN

ELECTRIC ANCHOR
W/NDLASS
(SPINNING OR
ROTATING MOTORS)

STAINLESS BOW ROLLER -
(SIZE & SHAPE VARIES
BETWEEN MODELS)

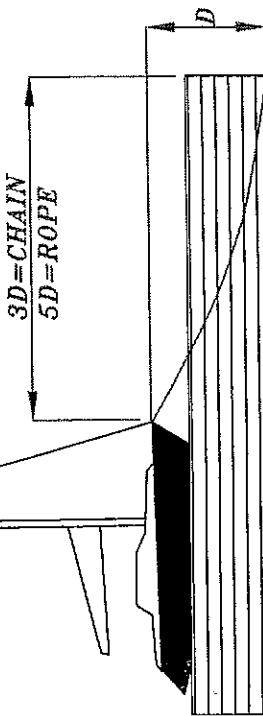
WELL: SMALLER MODELS

WELL: LARGER MODELS

ELIMINATION

WATERLINE

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



H306 BASIC ANCHORING DIAGRAM

SECTION NO.

3088070

NONE

REV. NO.

S022

ENGINEERING DEPT.

4/16/99

HUNTER