

Here is information about Hunters 23 to 45 that can be found at:

<http://www.eyesail.net/sailing/MainSailingPage.html>


Plus Additional info Re B & R rigging

Graphics that did not appear to relate to the Hunter 34' were not included below.

Compliments of:
TRI-STATE MARINE
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INTRODUCING THE HUNTER 34

Revolutionary HUNTER technology
 in an exciting, affordable 34-footer.



HUNTER 34

STANDARD EQUIPMENT

RIGGING	CABIN
Dacron sails main and 110% genoa (twice reef points)	Selected hardwood trim
Jiffy reefing, main	Teak and holly cabin sole
Sheets	Opening ports
Snap shackle jib blocks	Curtains on ports
Main-sheet winch	Tilted forward hatch
Two, two-speed, self-tailing jib sheet winches	Tilted Lexan® slider hatch(es)
Jib halyard winch(es)	Tilted cockpit vent hatch
Self-tailing halyard winch	Dinettes table
Double standing sheet stopper	Full hanging locker(s)
Double line organizer	Sail storage locker
Internal halyards, pre-stretched dacron	Fully enclosed head(s) with mirror
Main-sheet cleat	Pressure water in lavatory
Mastboom sheeting	Shower
Main-sheet traveler	Vanity in head
Inboard recessed genoa tracks	Navigator's station
White aluminum mast and boom	Gossamer chart table light
DECK	Fabric cushions
Row pulpit, stainless steel	GALLEY
Stern rail, stainless steel w/ fender rack	Stainless steel sink(s)
Stainless steel swim ladder	Hot and cold pressure water system
Lifelines and stainless steel stanchions	Fully gimbaled stove and oven w/ cutting board
Double lifelines	Formica® counter tops
Moorng cleats	Icebox(es)
Stainless steel dome and dorade vents	Fresh water tank
Teak handrails	<small>GALLONS (LITERS)</small>
On-deck anchor well	AUXILIARY POWER
Cockpit seat lockers	Diesel engine
Molded-in non-skid deck	Fuel tank
Anchor roller	<small>GALLONS (LITERS)</small>
COCKPIT	GENERAL/SAFETY GROUP
T-shaped cockpit	Anchor and line
Pedestal steering, w/engine controls and lighted compass	Life jackets, signal horn, throwable device
Cockpit activated manual bilge pump	Fire extinguisher
W/tear-resistant coaming	Emergency tiller
ELECTRICAL	
Dual 12 volt battery w/switch & cabin lights	
European running lights	
Bilge pump, automatic	
Bilge pump, manual	
110 volt dockside power with 50' (15.2m) cord	
AC outlets in cabin	
Mast steaming light and anchor light	

HUNTER

Hunter Marine
 P.O. Box 1030
 Route 441
 Alachua, Florida 32615

HUNTER 34

The all-new Hunter 34 was designed by Cortland Steck using the same revolutionary technology that has made the Hunter 54 a legend in less than two years. This technology creates excellent performance and strength as well as unexpected spaciousness.

Like the 54, the new 34 employs a unidirectional fiberglass frame to carry all major rig and keel loads. With it, the mast can be deck stepped while preserving rig strength and making more room below.

Above, the cockpit is extremely large. Its contoured seats, generous stowage areas, pedestal steering and helmsman's seat provide comfort and convenience for all hands.

With its innovative cabin layout, the 34 provides much more usable space than most boats its size. The forward cabin features a V-berth and a hanging locker, while the head area has a shower and vanity.

In the main salon, a space-saving, fore-and-aft-facing dinette converts to a double berth. Opposite, is a settee/berth and chart table.

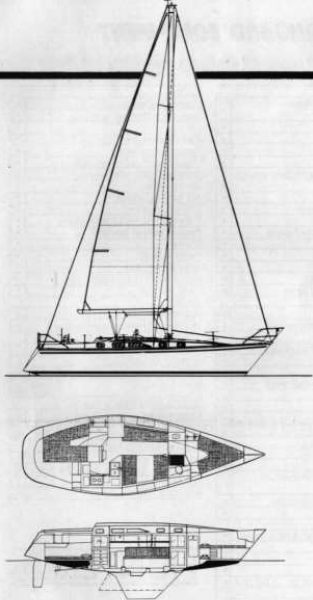
The fully equipped galley features a stainless-steel sink, hot and cold pressurized water, ice box and a two-burner kerosene stove with oven.

Located on the port quarter is a private stateroom complete with a double berth, sink vanity and a hanging locker.

The Hunter 34 is an exciting, intelligently designed yacht that offers a state-of-the-art design combined with traditional Hunter affordability.

PRELIMINARY SPECIFICATIONS

L.O.A.	34'5"	10.49 m.
L.W.L.	28'3"	8.61 m.
Beam	11'7"	3.53 m.
Draft	4'3"	1.29 m.
Shoal deep	5'6"	1.68 m.
Displacement:		
shoal	11,120 lbs.	5,048.48 kg.
deep	10,900 lbs.	4,948.60 kg.
Ballast:		
shoal	4,760 lbs.	2,161.04 kg.
deep	4,540 lbs.	2,061.16 kg.
Mast height from waterline	46'3"	14.09 m.
Headroom	51'6"	15.69 m.
Sail area	6'3"	1.90 m.
E (Mainsail foot)	557 sq. ft.	51.76 sq. m.
J (Foretriangle base)	11'7"	3.58 m.
P (Mainsail luff)	13'9"	4.91 m.
I (Foretriangle ht.)	41'0"	12.49 m.
	46'0"	14.02 m.



Equipped with
CRUISE PAC™
 The most complete standard equipment package available

HUNTER



THE B & R RIG (patented)

To understand about tuning the B & R rig, it will help first to comprehend the various parts of a conventional rig.

The basic one spreader rig is comprised of six basic parts, all interconnected. The parts are: mast, spreaders, upper shrouds, lower shrouds, backstay and forestay.

When the rig is tuned correctly, the mast will be straight athwartships when under sail. While it may be raked and/or bent fore and aft to suit the individual skipper's preference as to boat handling, the mast should not bend sideways.

The upper shrouds, also called uppers, keep the top part of the mast, above the spreaders, from moving side to side. When an upper is tightened, it does two things: it pulls the top of the mast in the same direction as the shroud, and it puts a bend in the mast at the spreader in the opposite direction from the shroud. Example: When the starboard upper is tightened, it will pull the top of the mast to starboard as the spreader pushes the middle of the mast to port.

The lower shrouds keep the middle of the mast from bending sideways. If the boat is fitted with fore and aft lowers, these will also keep the middle of the mast from moving fore and aft.

The forestay and backstay position the top of the mast in the fore and aft direction. It is possible to rake the mast forward or aft to the desired amount by correctly adjusting the forestay and backstay.

An attractive way to reduce the mast diameter (and thereby improve the aerodynamics of the rig) is to increase the number of spreaders on the mast. The double spreader rig is only slightly more complicated as it has an intermediate shroud between the upper and lower shroud. The function of the intermediate shroud is to keep the mast from bending to either side at the upper spreader. However, the additional spreaders still do not increase the fore and aft support to the mast by much. Therefore, if the mast section size has been decreased, one needs to add an inner forestay and running backstay. This complicates sail handling.

The inner forestay is generally in the way when tacking. Sails often get hung up on it, slowing the tack down and sometimes requiring crew to go forward to clear the fouled sail. At one point, when gybing, both the inner forestay and running backstays will be loose, leaving the mast with very poor support fore and aft. If anything extraordinary happens, this can result in a mast failure. In heavy weather if a running backstay or inner forestay comes loose for some reason, or is not set properly after a jibe or tack, there is a distinct possibility of a mast failure.

The B & R Rig is designed to eliminate the inner forestay and running backstays, along with their inherent problems mentioned above, yet allowing for the use of a small mast section attaining improved aerodynamics. Hence, on the B & R Rig the rigging has to be loosened at any point of sail, thereby maintaining a safe rig at all times.

The basic difference between a B & R Rig and a conventional rig lies in B & R's use of swept-back spreaders and diagonals. The swept-back spreaders eliminate the running backstays. The diagonals perform the same function as the inner forestay, and run from the tips on one set of spreaders to the roots of the next lower set of spreaders, or to the base of the mast.

The performance-minded skipper will appreciate the inherent aerodynamic efficiency and quick tacking ability of the B & R Rig due to the smaller mast section and the swept-back spreader arrangement. The cruising sailor, who often sails with minimal crew, will also enjoy the feeling of safety and comfort of not having to worry about constantly moving about the boat fastening or loosening various parts of the rigging.

B & R rigging systems are on boats the world over. World cruisers and racers, TOR boats and OSTAR boats, monohulls as well as multihulls -- wherever one finds sailors who want performance and reliability.

SUGGESTED PROCEDURE FOR TUNING THE B & R RIG.

It is easier to perform step one before the mast is stepped, lying with the forward side down, supported 1/4 of its length from both ends (this will decrease the effects of gravity on your adjustments), and with all rigging slack. If the mast is already stepped, loosen all the rigging until it is slack, and go to step one. Please study the sketches, and familiarize yourself with the names of the various parts of the rig to see how to measure mast bend.

1. Start with all rigging slack. Induce the desired mast bend by tightening the diagonals. Measure the bend by tensioning a thin string on the main halyard along the back edge of the mast. The amount of bend desired depends in part on the way the sails are cut. However, as a general rule, 1% of the height of the mast over the boom can be used for mast bend. This means that a mast 5' high over the boom should have the string approximately 0.45', or 5-6", away from the mast when measured half way up. Upper and lower diagonals should be about equally tight so you have a nice even bend in the mast. It is very important

that you get the mast straight athwartships at this stage so that the bend is in the fore and aft plane only. When these goals are achieved, all 4 diagonals should have approximately equal tension.

2. Step the mast, with all shrouds attached loosely (if the mast was not already stepped).

3. Adjust the backstay and forestay to yield the desired mast rake. Look at the boat from the side, and refer the mast rake with the horizon. Normal is to have the mast vertical or raked back slightly. More mast rake will increase the weatherhelm on the boat. At this point, the forestay and backstay should be snug but not tight. Now tighten the forestay up to approximately 25% of the final tension you will want on it. This means that the turnbuckle on the forestay will be adjusted approximately another 0.2% of the forestay length to reach its final tension.

4. Up until now all shrouds will have been slack, and the mast will be straight athwartships. Start by adjusting the uppers, until they are tight, finishing with approximately equal amounts of threads showing on both turnbuckles. Now the mast bend has increased some, which will be corrected later.

5. The next step is to check to see if the mast is standing straight up athwartships on the boat. Use the jib halyard for this. Pull it out so that it will reach below the sheerline by the mast. Then pull it down past the sheerline on one side, and mark the halyard at the sheerline. Bring the halyard over to the other side, and do the same thing. If you find a big difference (more than $\frac{1}{2}$ "), adjust the turnbuckles an equal amount of turns on both sides in opposite directions until the mast is standing straight on the boat.

6. Tighten the intermediate shrouds until they are almost as tight as the uppers, finishing with approximately equal adjustment on both turnbuckles. Sight along the mast and see it is straight athwartships. If it is not, adjust the intermediates an equal amount of turns on both sides in opposite directions until it is straight.

7. Tighten the lower shrouds until they are as tight as the upper shrouds. Then tighten both lowers two turns more. Again, sight along the mast and see that it is straight athwartships. If it is not, again adjust the lowers as with the intermediates in step 6, until it is. Your mast will now have about the same amount of fore and aft bend as you originally set up and no bend athwartships.

8. Finally, set the desired load on the forestay as mentioned above. If the forestay is 40' long, it should be tightened approximately 1" more.



TUNING THE RIGGING:

MAST TUNING INSTRUCTIONS:

Attach stays and shrouds.

After raising your mast, attach the headstay, backstay, upper shrouds and lower shrouds. Set the headstay turnbuckle at 1/2 open and then tighten backstay turnbuckle to medium tension.

To center mast athwartships, start with only slight tension on the upper and lower shrouds. Check to see if the mast is centered in the boat by measuring from the masthead to the chainplates with a steel tape measure hoisted completely up the main halyard. Adjust the upper shroud until the measurements port and starboard are exactly the same. Now the spar is plumb athwartships, tension both uppers equally, counting turnbuckle revolutions as you go. Tighten uppers until you have approximately 1" of "prebend" fore and aft in the mast. This is achieved because the swept spreaders will push the middle part of the mast forward as you increase tension of the uppers.

Now tighten the lower shrouds evenly making sure the mast remains straight athwartship. Sight up the luff groove to assure this straightness. Lowers should end up almost as tight as the uppers. Tighten backstay to a taut position. Perhaps 8-10 turns past your original tension.

Check the mast tuning by sailing in medium winds (10-12 knots). Sometimes fine tuning of the upper and lower shrouds is necessary when the spar is loaded in sailing conditions. Sail on both tacks, sighting up the luff groove to check athwartship straightness. Both upper and lower

shrouds should not be loose on the leeward side.

When mast tuning is complete, install cotter pins in all turnbuckles and tape over sharp edges of the cotter pins with chafe tape.



TUNING THE B&R RIGGING

NOMENCLATURE DESIGNATION

upper-upper	D3*
lower upper	V2
lower intermediate	V1
lower	D1
upper intermediate	D2*
lower diamond	d1
upper diamond	d2

*D2 and D3 are cut to a fixed length (no turnbuckles).

Initial tuning is best accomplished before the mast is stepped.

Support the mast, forward side down, about 1/4 of its length from the end and at its center. Once the mast is supported, make certain that it has no bow in any direction. Attach a small string from the masthead, in line with the sail track groove, to the base of the mast, stretching it as tight as possible. Check to make sure it is a constant distance from the mast along the entire length.

You are now ready to "tune in" the desired mast bend, which is 1% of the mast height above the boom (.01 x mast height above boom). On a 50' mast, this would be .5 feet at the mid point of the mast.

Using the rigging diagram, locate d1 and d2. Before tuning, make sure the turnbuckles are adjusted back with equal thread showing. Carefully counting turns, adjust d1 port, d1 starboard, d2 port and d2 starboard evenly until the desired bend is induced. This is checked by measuring from the string down to the mast at the center of the mast.

It is important to make sure the mast is straight athwartships at this time.

You are now ready to step the mast.

Step the mast with all shrouds loosely attached.

Adjust the forestay and backstay to obtain the desired mast rake. The mast should be vertical or raked aft. The more rake, the greater the weather helm. The

forestay and backstay should have a reasonable amount of tension on them.

Adjust V2 (port and starboard) evenly until they are tight. You should finish with approximately equal amounts of thread showing on each turnbuckle.

Using the jib halyard, check the mast for athwartship plumb. Pull the halyard out to the side of the boat and below the shear. Repeat the procedure on the opposite side. If you find a big difference (more than 1/2") adjust turnbuckles an equal amount in opposite directions until the mast is straight.

Adjust V1 (port and starboard), using the above procedure.

Repeat for D1 (port and starboard).

Your mast should now have the original "pre-bend" and be straight athwartship.

Check the mast tuning by sailing in medium winds (10-12 knots). Sail on both tacks, sighting up the luff groove to check athwartship straightness. Shrouds should not be loose on the leeward side. When mast tuning is complete, install cotter pins in all turnbuckles and tape over sharp edges of the cotter pins with chafe tape.

Hunter

B & R RIGGING

D3. Upper Upper:
Runs from Upper Tang to
Upper Spreader Tip

Upper Spreaders

V2. Lower Upper:
Runs from Upper Spreader
Tip, thru Lower Spreader
Tip to Chainplate on Deck

D2. Upper Intermediate:
Runs from Tang below
Upper Spreaders to Lower
Spreader Tips

d2. Upper Diamond:
Runs from Upper Spreader
Tip to Tang above Lower
Spreader

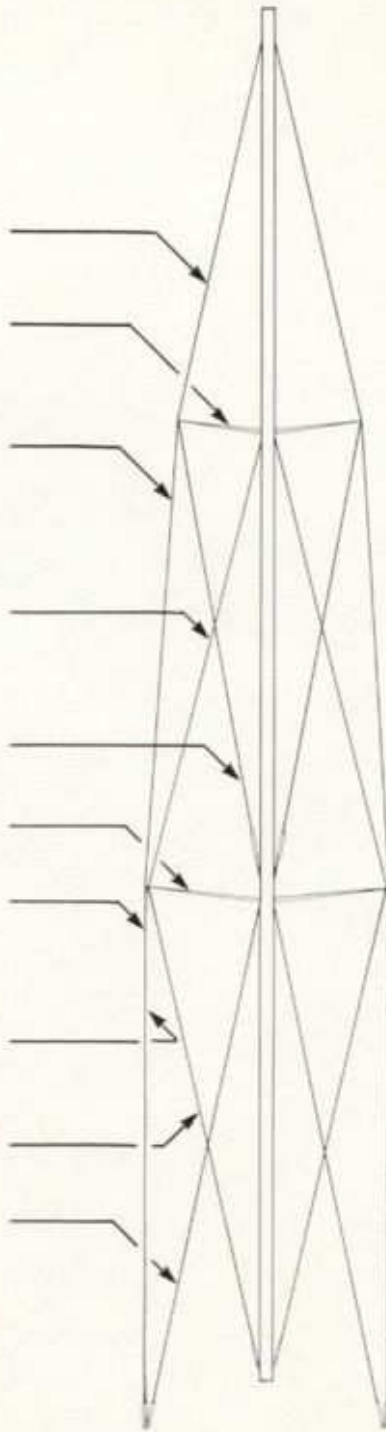
Lower Spreaders

V2. Lower Upper Cont.

V1. Lower Intermediate:
Runs from Lower Spreader
Tip to Chainplate on Deck

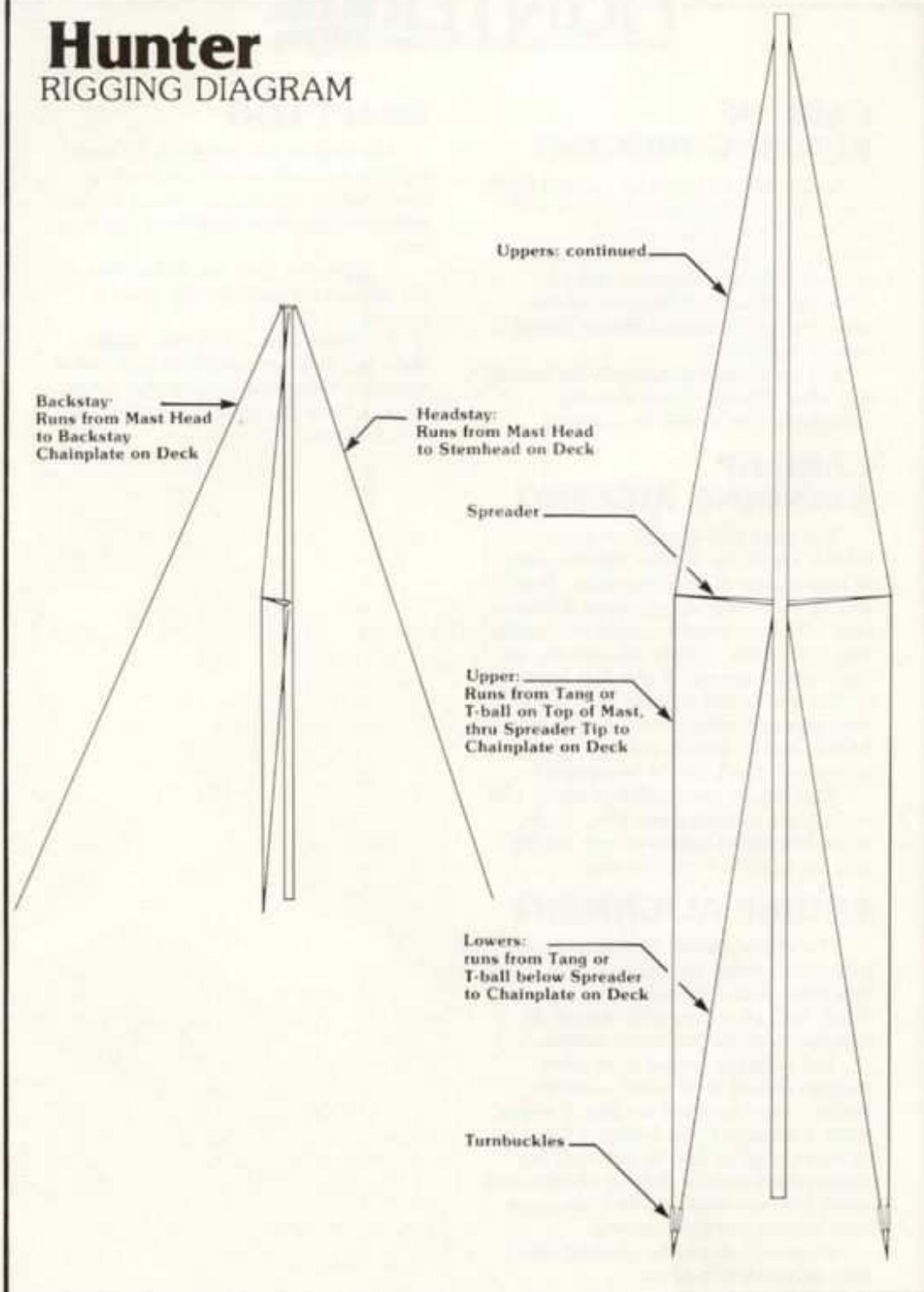
d1. Lower Diamond:
Runs from Lower
Spreader Tip to Tang
above Bottom End of
Mast Extrusion

D1. Lower:
Runs from Tang below
Lower Spreader to
Chainplate on Deck



Hunter

RIGGING DIAGRAM





CARE OF RUNNING RIGGING

To protect your running rigging (sheets, halyards) from damage, wash with cold water (and a mild detergent, if necessary), especially after exposure to salt water. Rinse thoroughly and coil. Hang the tail ends of halyards off the deck to promote drying. Sheets should also be hung to dry.

Inspect all lines periodically for fraying and other damage. Lines showing substantial wear should be replaced.

CARE OF STANDING RIGGING

The stays and shrouds on your Hunter are highly durable stainless steel to insure years of reliable service. To protect your standing rigging, keep it clean, and, whenever possible, rinse thoroughly with fresh water. Check occasionally for "fishhooks," strands of wire that have broken and curled outward. These can snag sails and inflict painful cuts in bare hands. Broken strands indicate the wire is deteriorating and should be replaced.

Also inspect turnbuckles regularly and replace any missing cotter pins. Occasional lubricating improves both the life and the function to turnbuckles.

ENGINE ALIGNMENT

The engine should be aligned by experienced marine service personnel. Final alignment should be done after launching, with all normal gear aboard. A description of the procedure follows.

The coupling flanges must come together evenly at all points; a feeler gauge is used to check the gap. If adjustment is necessary, the engine is tilted up or down, and/or side to side until the flanges meet equally. Severe vibration will result from misalignment and can cause strut bearing and shaft damage.

Alignment should be checked again after several weeks of use.

SHAFT LOG

The stuffing box is held to the shaft log tube by a rubber tube, secured by hose clamps. The clamps should be tight and no water should leak from this location.

A slight drip from the stuffing box at the shaft exit is necessary (4 drops a minute).

To adjust, loosen lock nut, tighten gland nut 1/4 turn, retighten lock nut. If excessive water flow persists after adjustment, replace the packing and then adjust as above.



DIESEL ENGINE

An engine owners manual is supplied with your boat and should be read thoroughly. The manual contains technical specifications, running instructions and maintenance schedule on lubricants and fluids. For long engine life, follow routine maintenance schedules.

You should check engine oil, transmission fluid, and coolant levels. Water, rust, scale and dirt will cause serious damage to the injectors on diesel engines. You should check your filters frequently and change when necessary.

If you start your engine, run it a minimum of 15 minutes to bring it up to operating temperature. This insures that any condensation is evaporated. Your engine should "run-out", at 3/4 throttle, at least once a month to clean out carbon build up and moisture.

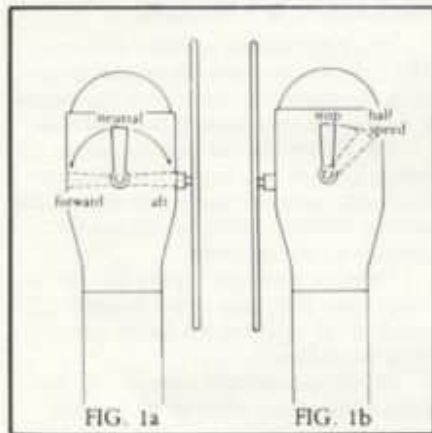
STARTING:

1. Visually check engine compartment to see that the throttle linkage, shifting controls, electrical connections and fuel lines are properly secured.

2. BEFORE EACH START check oil in engine and transmission.

3. Insure that engine shut-off cable is properly secured and operating.

4. Place the shift lever (Fig. 1a) in the neutral position.



5. Move the throttle or "fuel" lever (Fig. 1b) forward to approximately the half speed position.

6. Insert the starter key and turn to the "ON" position.

7. Press the starter button and hold until engine starts, then release. The buzzer and/or light should then go off.

8. Back the throttle off to an idle position (700-800 rpm) allow cold engine to warm up a minimum of 5 minutes.

9. Check to see that the lube oil pressure warning light and the charge lamp go off.

If any of the warning lamps do not go off above 1000 rpm, the engine is malfunctioning and should be stopped immediately. Consult your nearest engine dealer.

NOTE: To stop engine at any time, pull "fuel" lever all the way aft (Fig. 1b). Before stopping, however, it is a good idea to idle the engine in neutral for about 5 minutes, then race it in the full throttle position for a moment, then return to idle and stop the engine.

CAUTION: DO NOT TURN SAFETY MAIN SWITCH TO "OFF" WHILE ENGINE IS RUNNING. THIS CAN SERIOUSLY DAMAGE THE ALTERNATOR.

MOTORING:

When engine is warm, you may move the "shift" lever either forward to go ahead or aft to move in reverse (Fig. 1a).

CAUTION: your rigging will conduct electricity. Always check for overhead high tension wires before proceeding. Once clear, you may increase your speed in a reasonable and safe manner as desired.

IMPORTANT: do not shift from forward to reverse or back without first lowering engine rpm.

closed usually indicates a leak somewhere in the lines. Trace the lines to locate the leak and correct.

STOVE OPERATION

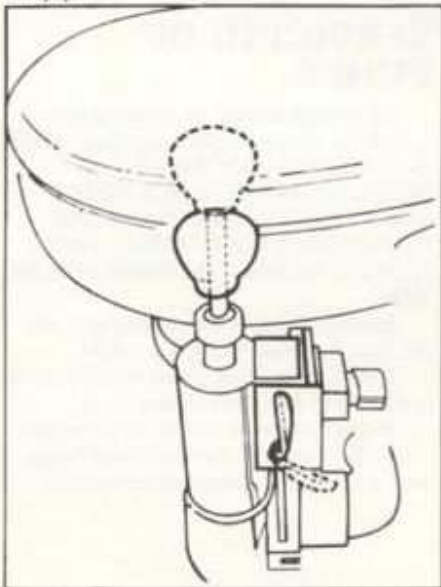
Follow the operating instructions supplied with the unit installed with your boat.

TOILET

IMPORTANT: When not in use, lever must be left in the dry position to prevent flooding.

Before using, place the lever in the wet position and pump slowly to partly fill and wet the inside of the bowl. Return to dry position.

After using: return the lever to the wet position for flushing and pump until the bowl is thoroughly cleaned. Continue with several more full strokes to flush discharge lines. Return lever to the dry position and pump slowly until bowl is empty.



CLEANING OF FIBERGLASS SURFACES

Fiberglass surfaces should be cleaned regularly. Normal accumulations of surface dirt can be removed simply by occasional rinsings with water. If your boat is operated in saltwater, more frequent rinsing will be required. To remove stubborn dirt, grease or oil, use a mild detergent and a soft brush. Rinse with clean fresh water.

It is also a good idea to wax the fiberglass once or twice a year to maintain a deep, glossy appearance. Your local marine supply should be able to supply an appropriate wax.

FIBERGLASS REPAIRS

Your Hunter dealer can supply you with the proper gel coat to be used in repairing any hairline cracks or chips.

1. Using a mild detergent solution, clean repair area completely of wax, dirt or oil and dry completely.

2. To patch "spiderweb" or hairline cracks, begin by widening the crack so that it will hold putty. This is most easily done with an electric drill or router equipped with a V-shaped grinding bit. Also, cut a quarter inch or so beyond the end of each crack to relieve any stress.

3. Brush away all dust from the crack.

4. Mix gel coat with filler powder to form a creamy consistency, mix more than enough patching compound to do the job and stir to a smooth blend. Temperatures should be in the 60's or above, or a heat lamp should be used.

5. Using a putty knife, work the mixture firmly into the crack to eliminate air bubbles. Leave an excess of about 1/16th of an inch above the surface of the crack to allow for shrinkage.

HUNTER



ELECTRICAL SYSTEM

Your Hunter is fitted with an electrical system designed for both AC (AC not available on the 25.5 and smaller) and DC. While in port, you can operate any tool, appliance or other device designed to function on regular house current (120V) simply by plugging your dockside power cord into a convenient outlet on shore, and turning your AC main breaker on.

(DO NOT ALLOW YOUR DOCKSIDE POWER CORD TO COME IN CONTACT WITH THE WATER. NEVER OPERATE ANY AC POWER TOOL OR OTHER ELECTRICAL EQUIPMENT WHILE YOU OR THE DEVICE ARE IN CONTACT WITH THE WATER.)

When leaving port, disconnect the dockside power cord and turn the main DC breaker on. This allows you to use the ship's lights and other equipment designed to operate on direct current. Keep in mind that your DC power source is a 12-volt battery and, just as with your automobile, it must be charged regularly by operating the engine. Unless a state of charge is maintained, there may not be enough power to operate the starter motor. Dangerous situations can result if the engine cannot be started when needed.

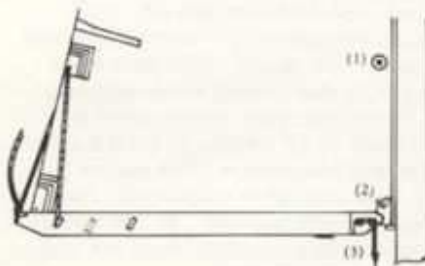
Make a regular visual check of battery(ies) to insure proper water level and to inspect terminals for signs of corrosion. If your boat sits for long periods without use, it is often a good idea to remove the battery(ies) and attach them to a trickle charger to keep them fully charged and ready for use.

REEFING THE MAINSAIL

Your Hunter is equipped with an easy-to-use jiffy reefing system. To reef the main:

1. Ease the main sheet (boom vang if installed) — make sure topping lift is secured in position.

2. Lower main halyard so that tack reef cringle (1) can be placed on gooseneck reef hook (2). Retension main halyard when hooked in place.
3. Clew reef line (3) must now be tensioned so that clew reef cringle is brought down snugly against boom.



4. Re-adjust mainsheet and boom vang.
 5. The reefed folds of cloth can be rolled up and secured with short lines through the reef points and around the folds and boom.
- IMPORTANT: be sure to untie these first when shaking out the reef.
6. To unreef, reverse the process.

OPERATION OF THE WATER SYSTEM

The water heater operates either on 120 volts AC or when the engine is running. To obtain hot water from the engine it must run a minimum of one half hour.

CAUTION: do not turn the water heater on until you are sure the tank is filled with water. To do so will destroy the heating element, which would not be covered by the warranty.

Pressure water pumps are the demand type. Once the circuit breaker switch is on, opening the faucet will produce water flow.

NOTE: intermittent operation of the fresh water pump while all faucets are

6. Since gel coat will only dry fully in the absence of air, cover the area with a sheet of cellophane or plastic food wrap and tape edges to make the covering airtight.

7. When the putty has reached a tacky consistency, peel back the seal and carefully slice away the excess filler that protrudes above the surface.

8. Replace seal and allow putty to harden. Once hardened, remove seal and sand flush using 320 wet or dry sandpaper and follow with 600 wet sandpaper. Buff with fine buffing compound to desired luster and finish by applying a coat of wax.

SAIL CARE AND STORAGE

Your Hunter comes with Dacron mainsail and 110% genoa jib. To extend the life of your sails and maintain their best performance:

1. Never use them in wind ranges that exceed their capabilities.
2. Never let them luff for extended periods of time.
3. Rinse your sails in fresh water whenever possible if you sail in saltwater. Tub wash them every few seasons to keep them bright and attractive. **DO NOT MACHINE WASH.** Use a mild detergent in warm water, and **REMOVE ALL DETERGENTS COMPLETELY WITH A THOROUGH RINSING.**

For oil and grease stains, use commercial cleaning solvents. Should a yellow stain develop, bleach with oxalic acid and rinse thoroughly. Rust stains should be soaked in a warm solution of two parts hydrochloric acid per 100 parts water, rinsing thoroughly.

After rinsing your sails, spread them and allow to dry thoroughly before bagging. This is a good time to inspect them for minor damage. First spread sail on flat surface, then fold in a smooth accordion

pleat from the foot to the head. Next roll the folded sail from the clew to the tack and slide carefully into bag.

At the end of each season, it is good practice to have your local sailmaker inspect your sails for signs of wear and tear.

TEAK CARE

Teak wood is an extremely durable wood with a high oil content. To maintain that durable quality it should be given a coat of teak oil once a year or more in northern climates and twice a year or more in tropical climates.

Teak can be allowed to weather out, as seen on many boats, but this will eventually lead to cracking and splitting.

If you wish to maintain your teak with varnish, resin or urethane; a sealer should be applied after cleaning and sanding. Complete finish procedures can be obtained from your marine finish products manufacturer or supplier.

SERVICING OF PUMPS

All pumps should be checked frequently to insure proper operation. **THIS IS AN ESPECIALLY IMPORTANT REGULAR MAINTENANCE ITEM SINCE FUNCTIONING OF A PUMP COULD SAVE YOUR VESSEL FROM SERIOUS DAMAGE AT SOME FUTURE TIME.**

Inspect all hoses for chafing and dry rot. See that hose clamps are tight.

Check to see that pump impeller area is clean and free from obstructions.

Inspect electrical wiring for corrosion.

Make sure float switch moves freely and is making an electrical connection.

WINCH MAINTENANCE

Follow the maintenance instructions prescribed by the winch manufacturer.

GENERAL MAINTENANCE OF HARDWARE

Check all fittings regularly to be sure screws are tight.

Occasionally lubricate all moving parts on such fittings as blocks, turnbuckles and cam cleats, as well as the locking pins of snatch blocks, track slides, spinnaker poles, etc.

Inspect chocks, cleats and fairleads for roughness and smooth with finegrained emery paper if necessary.

Also, replace any missing or damaged cotter pins in turnbuckles and shackles, and either tape them or use protective covers manufactured for that purpose.

STORING YOUR BOAT FOR WINTER

IMPORTANT: Winter storage should be on a cradle. The cradle should be blocked level and square to prevent twisting the boat. Damage to your boat, including engine misalignment caused by twisting, is not covered by the warranty.

SAILS

Sails and synthetic lines should be washed and dried thoroughly. 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.

CUSHIONS

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

HATCHES

Hatches and floorboards should be left open a crack to provide ventilation for the whole boat. However, it is prudent to loosely cover any open hatches with a tarp or plastic sheeting.

WATER SYSTEM

Open a faucet and allow the pump to empty the tank. Then add approximately 2 gallons of *non-toxic* anti-freeze solution to the tank and repeat the pumping out process.

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.

HOT WATER HEATER

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

TOILET AND HOLDING TANK

Drain and flush toilet. Using automotive anti-freeze (ethyleneglycol) in a 50/50 mixture with water, pump through toilet and into holding tank.

ENGINE

1. Drain the cooling water completely out of the engine and flush the line thoroughly with fresh water. Don't use high pressure through the line.

2. Remove the fuel completely from all fuel lines.

3. Disconnect the main battery cables from the battery terminals.

HUNTER



4. To prevent corrosion inside the cylinders, pour a little lubricating oil into the suction pipe while turning the engine. Enough oil to reach the intake/exhaust valves is sufficient.

5. Put the piston at top dead center of compression stroke so that the intake/exhaust valves are completely closed.

6. Apply a thin anti-corrosion treatment to the plating and exposed painted surfaces.

7. The engine should be in a well-ventilated area, and protected from any kind of dampness.

8. Put a dust cover over the engine.

9. Check your operation manual for engine diagram and for **MANUFACTURERS RECOMMENDED WINTERIZING PROCEDURES.**

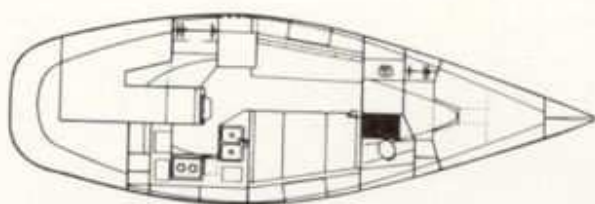
HUNTER 

CAUTION!

**WHILE UNDERWAY
CLOSE SEACOCKS
TO VANITIES AND
TOILETS!**

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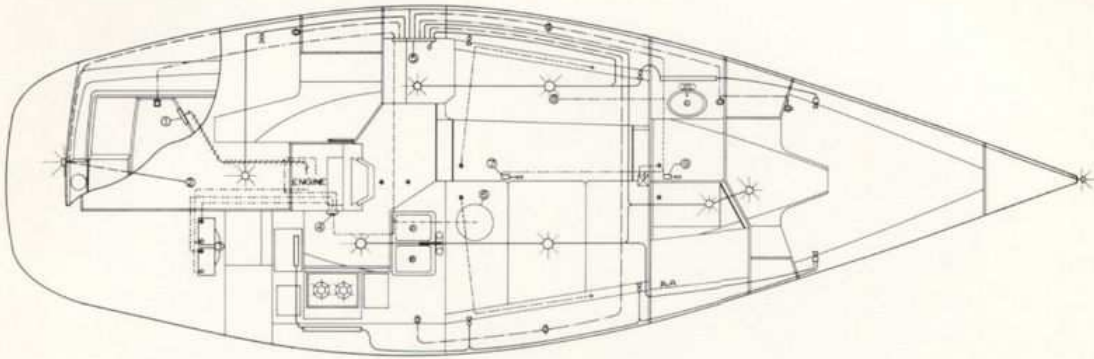
SPECIFICATIONS



L.O.A.	34'5"	10.49m.
L.W.L.	28'3"	8.61m.
Beam	11'7"	3.53m.
Draft: Shoal	4'3"	1.29m.
Deep	5'6"	1.68m.
Displacement: Shoal	11,920 lbs.	5411.68kg.
Deep	11,820 lbs.	5366.28 kg.
Ballast: Shoal	5,100 lbs.	2315.4kg.
Deep	5,000 lbs.	2270kg.
Mast height	46'3"	14.09m.
from waterline	51'6"	15.69m.
Headroom	6'3"	1.90m.
Sail area	557 sq.ft.	51.76 sq.ft.
E (Mainsail foot)	11'9"	3.58m.
J (Foretriangle base)	13'9"	4.91m.
P (Mainsail luff)	41'0"	12.49m.
I (Foretriangle ht.)	46'0"	14.02m.

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AC/DC ELECTRICAL DIAGRAM



LEGEND:

- ① ENGINE IGNITION PANEL
- ② COMPASS LIGHT
- ③ BATTERIES
- ④ SAFETY MAIN SWITCH
- ⑤ ELECTRIC PANEL
- ⑥ ELECTRIC WATER HEATER
- ⑦ ELECTRIC BILGE PUMP W/AUTOMATIC FLOAT SWITCH
- ⑧ PRESSURIZED WATER PUMP
- ⑨ ELECTRIC SUMP PUMP W/AUTOMATIC FLOAT SWITCH

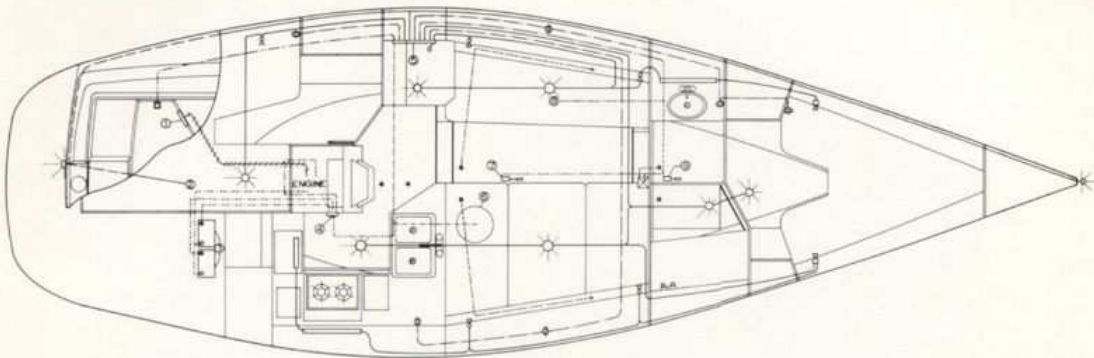
SYMBOLS:

- ☒ MAST
- ⊕ SHORE POWER INLET
110v. RECEPTACLE
- ROUND CABIN LIGHTS (LG.)
- ROUND CABIN LIGHTS (SM.)
- WHITE CABIN LIGHT
- SINGLE LIGHT (SILVER)
- BOW & STERN LIGHTS

Continued on next page

Hunter 34

AC/DC ELECTRICAL DIAGRAM



LEGEND:

- ① ENGINE IGNITION PANEL
- ② COMPASS LIGHT
- ③ BATTERIES
- ④ SAFETY MAIN SWITCH
- ⑤ ELECTRIC PANEL
- ⑥ ELECTRIC WATER HEATER
- ⑦ ELECTRIC BILGE PUMP W/AUTOMATIC FLOAT SWITCH
- ⑧ PRESSURIZED WATER PUMP
- ⑨ ELECTRIC SUMP PUMP W/AUTOMATIC FLOAT SWITCH

SYMBOLS:

- ☒ MAST
- ⊕ SHORE POWER INLET
110v. RECEPTACLE
- ROUND CABIN LIGHTS (LG.)
- ROUND CABIN LIGHTS (SM.)
- WHITE CABIN LIGHT
- SINGLE LIGHT (SILVER)
- BOW & STERN LIGHTS

Continued on next page

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AC/DC ELECTRICAL DIAGRAM CONTINUED



- FLOURESCENT LIGHT (LG.)
- FLOURESCENT LIGHT (SM.)
- ♂ CHART LIGHT
- ◆ KEEL BOLTS
- + CHAINPLATE
- 16ga. WIRE (THRU-HEADLINER)
- 16ga. WIRE
- WIRE HARNESS (A) THRU-HEADLINER
- WIRE HARNESS (A) THRU-PAN
- WIRE HARNESS (B)
- 14/3 MARINE POWER
- 14/3 MARINE POWER
- 14/3 MARINE POWER
- 4ga. BATTERY CABLE
- 8ga. GROUND WIRE
- 10/3 MARINE POWER
- 12ga. WIRE
- IGNITION WIRES

WIRING NOTES:

COLOR:	GAUGE:	APPLICATION:
RED	16	ANCHOR LIGHT
YELLOW	16	SUMP PUMP
GREEN	16	STEAMING LIGHTS
BLUE	16	CABIN LIGHTS
WHITE	16	BOW, STERN, & COMPASS LIGHTS
RED	12	PRESSURIZED WATER PUMP
BROWN	12	BILGE PUMP
BEIGE	12	FROM SAFETY MAIN SWITCH TO INLINE FUSE AT PANEL, FROM PANEL TO AUTOMATIC FLOAT SWITCH AT BILGE PUMP
RED	10	DC SUPPLY TO PANEL
BLACK	8	MAST & CHAINPLATE GROUND
RED	4	BATTERY CABLE

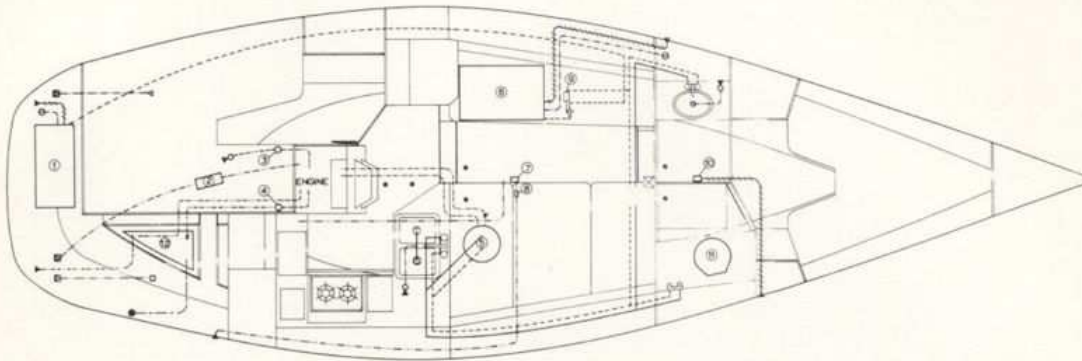
SYMBOL:	COLOR:	GAUGE:	APPLICATION:
B	BLACK	16	MAST LIGHTS & SUMP PUMP GROUND.
G	GREEN	16	MAST STEAMING LIGHT
R	RED	16	MAST ANCHOR LIGHT
Y	YELLOW	16	SUMP PUMP
B	BLACK	12	BILGE & WATER PUMP GROUND
R	RED	12	PRESSURIZED WATER PUMP
BG	BEIGE	12	BILGE PUMP AUTOMATIC FLOAT SWITCH TO PANEL INLINE FUSE
BR	BROWN	12	BILGE PUMP
C	COAXIAL	-	RADIO ANTENNA
SYMBOL:	COLOR:	GAUGE:	APPLICATION:
R	RED	10	DC SUPPLY TO PANEL
B	BLACK	10	DC SUPPLY TO PANEL
BG	BEIGE	12	PANEL INLINE FUSE TO SAFETY MAIN SWITCH
14/3	WHITE	14/3	WATER HEATER

NOTE:

ALL LEADS, EXCEPT FLOAT SWITCH ON BILGE PUMP, MAST AND CHAINPLATE GROUND, ARE RUN WITH A BLACK WIRE OF EQUAL GAUGE. THESE ARE CONNECTED TO A COMMON GROUND AT THE SWITCH PANEL WHICH IS GROUNDED TO THE ENGINE WITH A 10 GAUGE BLACK WIRE.

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PLUMBING DIAGRAM



LEGEND:

- ① WATER TANK 30gl.
- ② WATERLOCK (MUFFLER)
- ③ SEA STRAINER
- ④ FUEL FILTER
- ⑤ WATER HEATER
- ⑥ WATER TANK 35gl.
- ⑦ ELECTRIC BILGE PUMP
- ⑧ CHECK VALVE
- ⑨ PRESSURIZED WATER PUMP
- ⑩ ELECTRIC SUMP PUMP
- ⑪ HEAD
- ⑫ FUEL TANK 25gl.
- ⑬ HOLDING TANK 20gl.
- ⑭ VENTED LOOP
- ⑮ MANUAL WASTE PUMP

SYMBOLS:

- 3/4" SHIELDVAC HOSE W/CUFFS
- 1/2" SHIELDVAC HOSE W/CUFFS
- 1/4" SHIELDVAC HOSE W/CUFFS
- 1" SHIELDVAC HOSE W/CUFFS

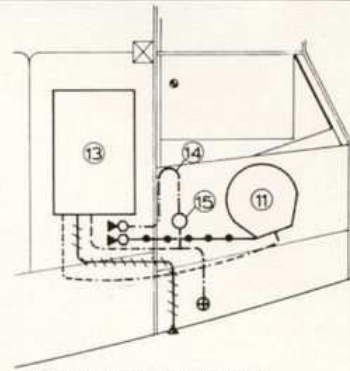
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PLUMBING DIAGRAM CONTINUED

- COLD WATER (POLYBUTYLENE TUBING 3/8" I.D X 1/2" O.D.)
- HOT WATER (POLYBUTYLENE TUBING 3/8" I.D X 1/2" O.D.)
- 1-1/2" FUEL FILL HOSE
- 5/8" SHIELDFLEX HOSE
- 2" SHIELDSAUST HOSE
- FUEL FEED & OVERFLOW HOSE
- 1-1/2" SHIELDFLEX HOSE
- 3/4" BLACK WATER HOSE
- 3/4" SHIELDFLEX HOSE
- 5/8" BLACK WATER HOSE

- △ THRU-HULL (PLASTIC)
- ▲ THRU-HULL (BRONZE)
- ▲ VENT
- GATE VALVE
- SCUPPER TUBE
- ⊠ THRU-HULL SCUPPER TUBE
- ⊖ WATER FILL DECK PLATE
- ⊕ WASTE DECK PLATE
- ⊗ FUEL FILL DECK PLATE
- ⊞ 3 WAY VALVE
- ✱ FUEL SHUT-OFF VALVE
- KEEL BOLTS
- ⊠ MAST POST
- ▼ 5/8 BLEEDER VALVE

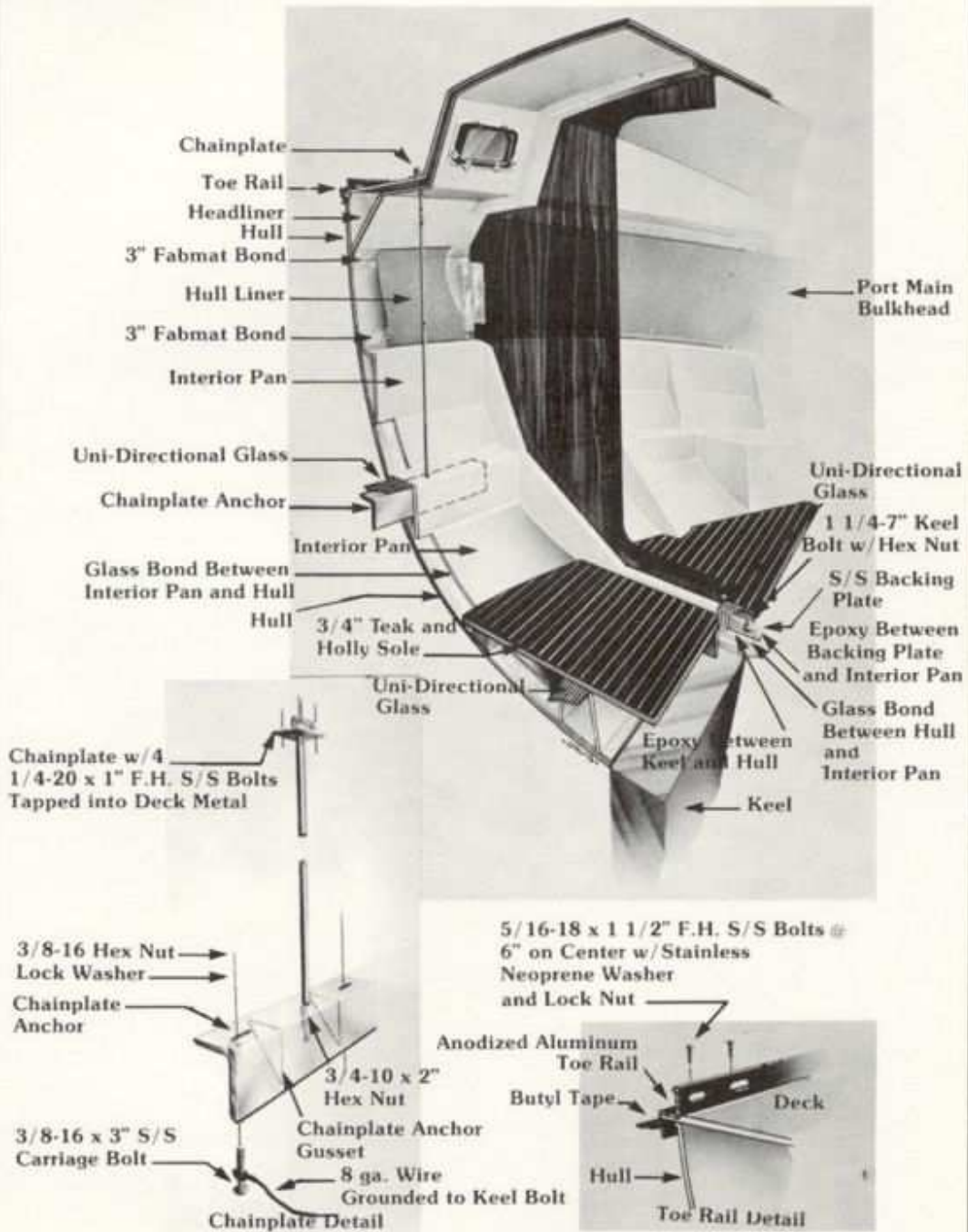


HEAD PLUMBING DIAGRAM

HOSE TYPE:	SIZE:	APPLICATION:
SHIELDVAC	3/4"	VENTS WATER & WASTE, SUMP PUMP, & PORT COCKPIT SEAT DRAIN.
SHIELDVAC	1"	BILGE PUMP, & ICEBOX DRAIN
SHIELDVAC	1-1/4"	VANITY SINK DRAIN
SHIELDVAC	1-1/2"	WATER FILL, COCKPIT DRAINS, FROM MANUAL WASTE PUMP TO VENTED LOOP, VENTED LOOP TO WASTE THRU-HULL OUTLET, & FROM PVC TEE TO WASTE DECK PLATE.
POLYBUTYLENE	1/2"	HOT & COLD PRESSURIZED WATER
FUEL FILL	1-1/2"	FUEL FILL
SHIELDSAUST	2"	EXHAUST
SHIELDFLEX	5/8"	FUEL VENT
SHIELDFLEX	3/4"	ENGINE WATER PICK-UP
SHIELDFLEX	1-1/2"	HEAD TO HOLDING TANK, HOLDING TANK TO PVC TEE, & PVC TEE TO MANUAL WASTE PUMP
BLACK HOSE	5/8"	FROM SENDURE UNIT TO WATER HEATER & BACK
BLACK HOSE	3/4"	HEAD WATER PICK UP

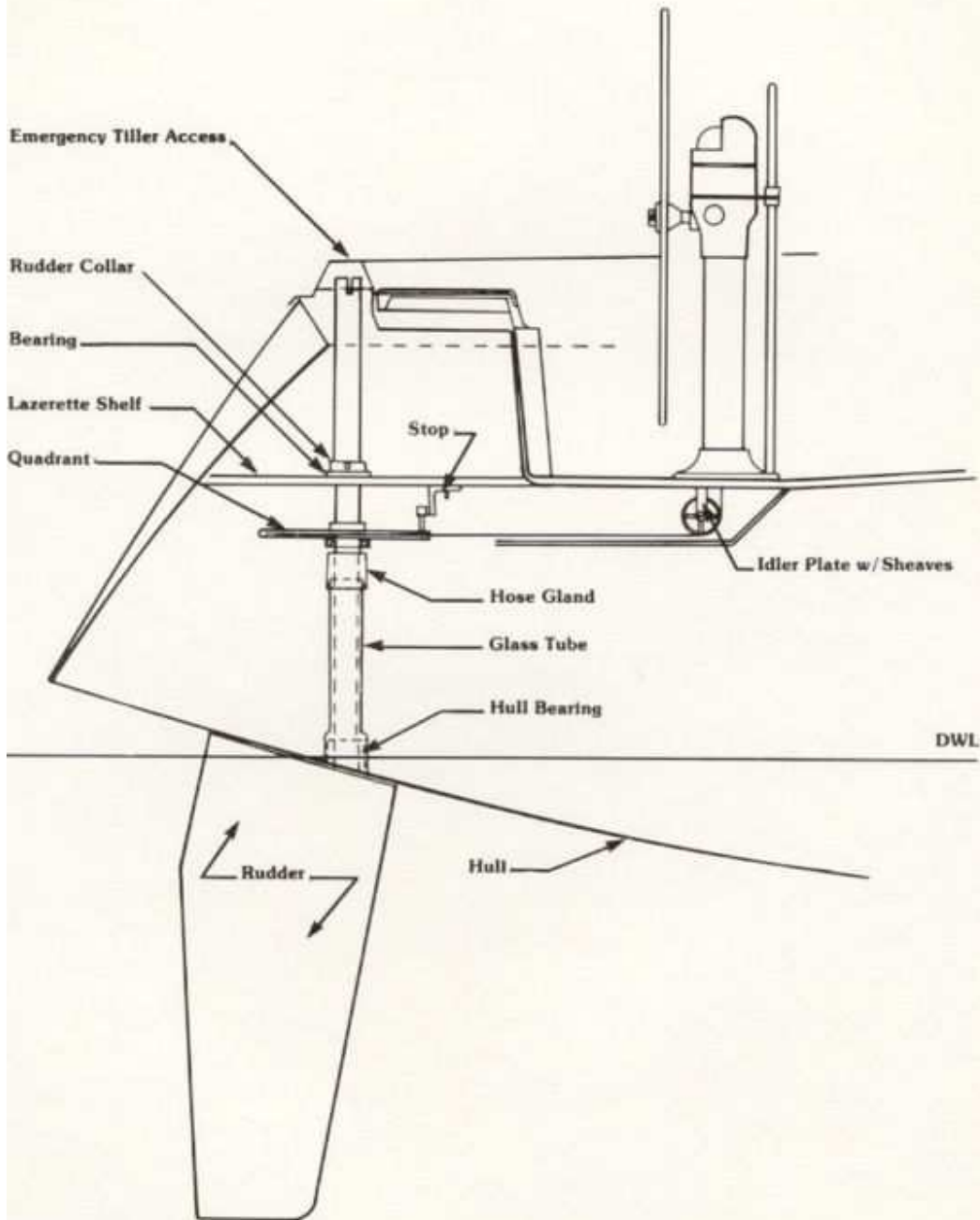
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CONSTRUCTION DETAIL



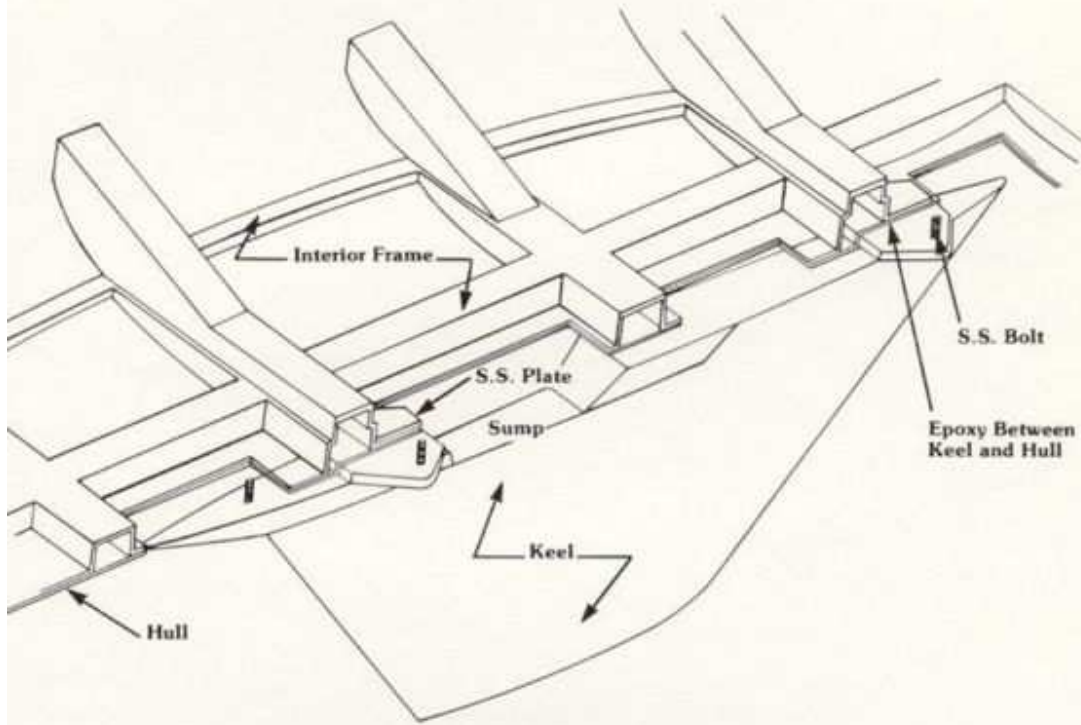
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TYPICAL STEERING SYSTEM



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TYPICAL KEEL INSTALLATION



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B & R RIGGING

D3, Upper Upper:
Runs from Upper Tang to
Upper Spreader Tip

Upper Spreaders

V2, Lower Upper:
Runs from Upper Spreader
Tip, thru Lower Spreader
Tip to Chainplate on Deck

D2, Upper Intermediate:
Runs from Tang below
Upper Spreaders to Lower
Spreader Tips

d2, Upper Diamond:
Runs from Upper Spreader
Tip to Tang above Lower
Spreader

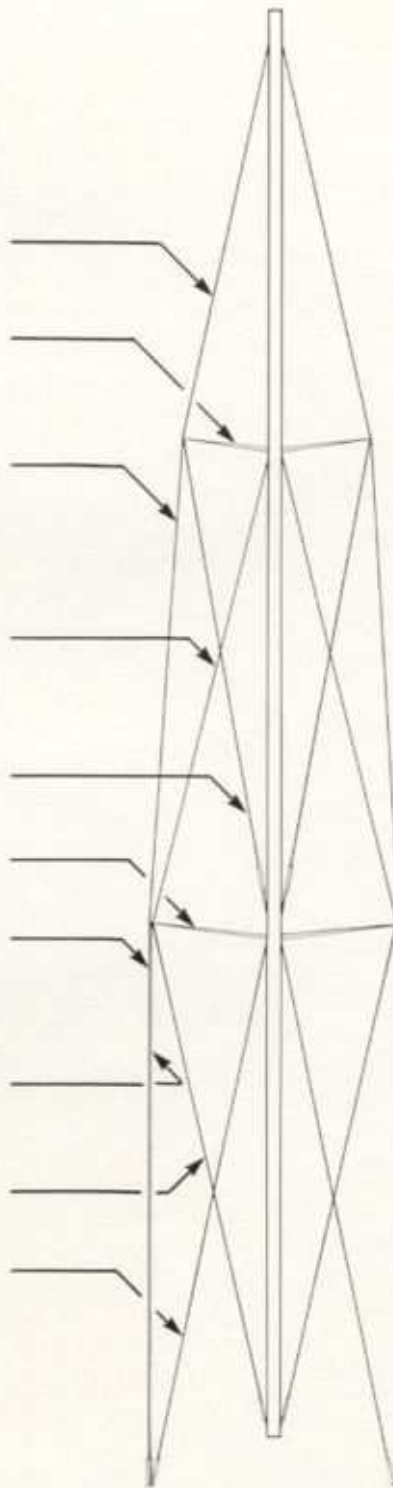
Lower Spreaders

V2, Lower Upper Cont.

V1, Lower Intermediate:
Runs from Lower Spreader
Tip to Chainplate on Deck

d1, Lower Diamond:
Runs from Lower
Spreader Tip to Tang
above Bottom End of
Mast Extrusion

D1, Lower:
Runs from Tang below
Lower Spreader to
Chainplate on Deck



Hunter

RIGGING DIAGRAM

