

# CERTIFICATION DETAILS

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## **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

# BUILDER'S INFORMATION PLATE

HUNTER MARINE CORPORATION

# H40.5

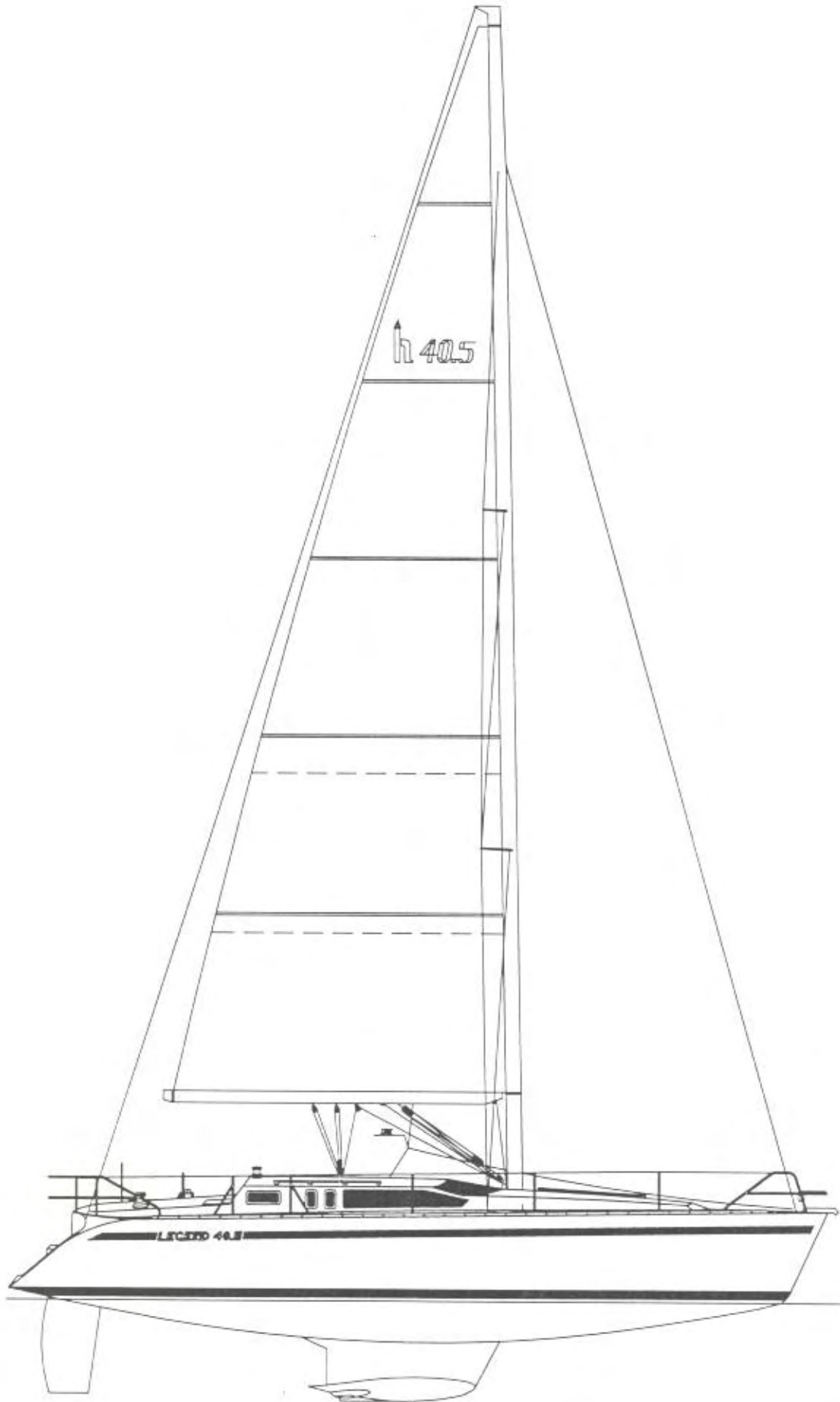


LIGHT SHIP DISP. = 8989kg (19775#)

FULL LOAD DISP. = 10896kg (23970#)

SINK @ FULL LOAD DISP. = 68mm (2.67")

Each Hunter 40.5 model with the CE Mark is and will continue to be identical to the individual unit of that model which was officially inspected and approved.



HUNTER

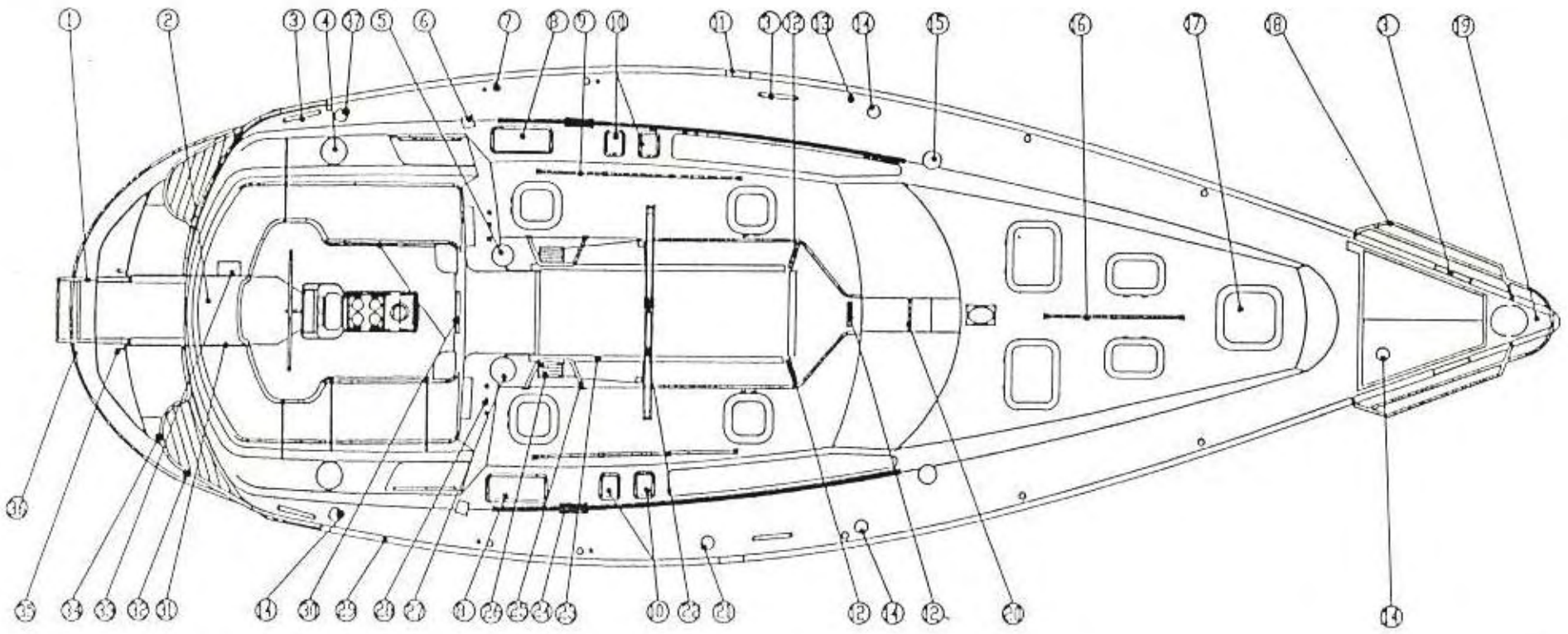
L 40.5 SAIL PLAN L 40-A-2619

## DIMENSIONS, CAPACITIES, ETC.

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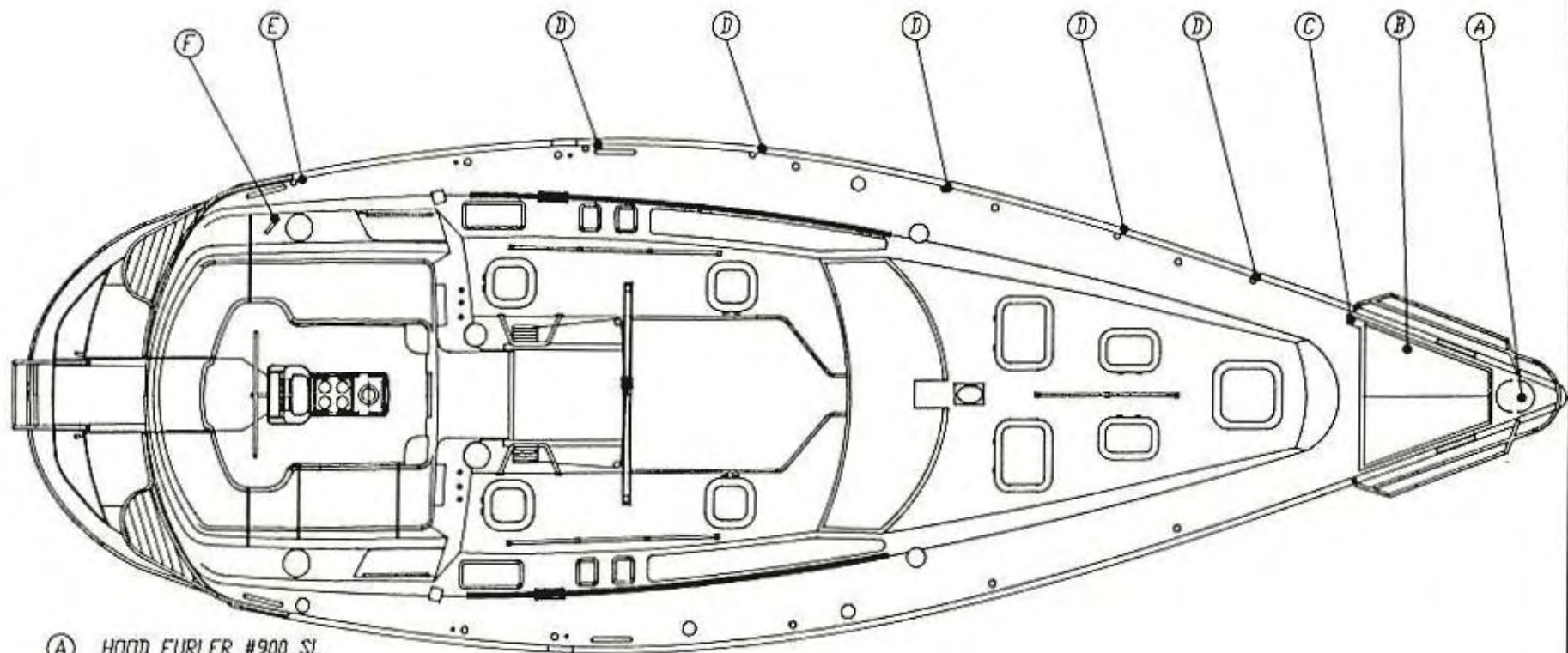
### HUNTER 40.5

Length overall (LOA) .....	40'2"	12.24m
Length of waterline (LWL) .....	35'4"	10.77m
Beam (max) .....	13'5"	4.09m
Draft .....	4'11"	1.5m
Displacement .....	20,000 lbs	9,072 kg
Ballast .....	7,000 lbs	3,175 kg
Sail Area (100% triangles) .....	760 sq ft	70.6 sq m
Sail Area (actual w/standard sails).....	882 sq ft	81.9 sq m
I .....	50'4"	15.34m
J .....	13'3"	4.04m
P .....	52'0"	15.85m
E .....	16'5"	5.00m
Mast height (from waterline).....	63'3"	19.28m
Headroom .....	6'6"	1.98m
Water capacity .....	105 U.S. gal.	400 liters
Holding tank capacity .....	35 U.S. gal.	130 liters
Fuel tank capacity .....	40 U.S. gal.	150 liters
LPG tank capacity .....	10 lbs.	4.54 kg
Battery capacity .....	Dealer supplied	
Electrical voltages .....	See Electrical Drawings	
Inboard engine .....	50 hp	37.3 kw
Maximum loading .....	10 people	570kg luggage
Lifting points .....	Indicated by "Sling" labels on hull	



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<h1>HUNTER</h1> 
<p>L 40.5 DECK HARDWARE L40-A-2620</p>



- (A) HOOD FURLER #900 SL
- (B) SCHAEFER #300-32
- (C) BULLS EYE
- (D) SCHAEFER #300-31
- (E) SCHAEFER #300-35
- (F) YS #YS7107E-8'

NOTES REGARDING FURLING LINE:  
 RUN LINE THROUGH BLOCKS (D)  
 AND STANCHION BASES.

HUNTER 

L 40.5 HOOD FURLING SYSTEM L40-A-2621

## LEGEND 40.5

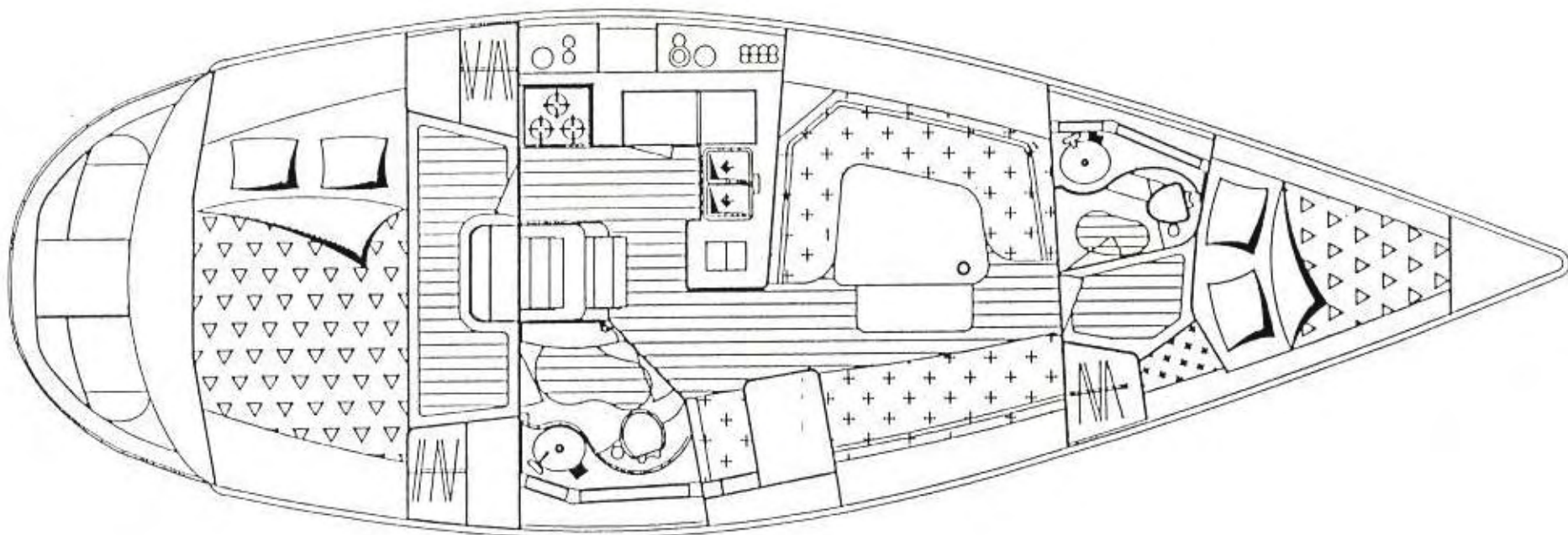
#	Item	Vender	Part #
1.	Swim Ladder	Southcoast	N/A
2.	Inspection Port	Pyhi	DP40-W
3.	Mooring Cleat	Y/S	YS7107F-10"
4.	Primary Winch	Bariant	27-48
5.	Halyard Winch	Bariant	21-23
6.	Turning Block	Schaefer	08-09N
7.	Pt & Stb Stanchion Gate	Southcoast	N/A
8.	Port Light	Lewmar	HSKO341
9.	Handrail (aft)	Southcoast	N/A
10.	Port Light	Lewmar	8902
11.	Mid-Ship Chock	Custom	N/A
12.	Deck Organizer	Garhouer	N/A
13.	Stanchions	Southcoast	N/A
14.	Water Tank Fill	Scanduik	NY6144-00
15.	Chain Plates	Southcoast	N/A
16.	Hand Rail (fwd)	Southcoast	N/A
17.	Hatch (fwd)	Bomar	1049-10
	Trim Ring	Bomar	NT2049
	Screen	Bomar	NS2049-EX
18.	Bow Rail	Southcoast	N/A
19.	Forestay Fittings	Southcoast	N/A
20.	Windshield Roller	Custom	N/A
21.	Waste Deck Plate	Scanduik	NY6146-00
22.	Mainsheet Traveller	Schaefer	SK6618
	Traveller Car	Schaefer	72-89
	Fiddle Block w/Becket	Schaefer	10-55
	Double Block w/Becket	Schaefer	SK-6448
	Fair Lead Block	Schaefer	500-32
23.	Cpway-Slider Track	Bomar	N26-40.5
24.	Genoa Track	Schaefer	N/A
	End Stop	Schaefer	74-36-6
	Block Lead	Schaefer	32-09
25.	Cpway Grab Rail	Southcoast	N/A
26.	Sheet Stopper (quad)	Garhauer	11-11
27.	Haylard Winch	Bariant	#24-45
28.	Line Holder	Custom	N/A
29.	Toe Rail	Tifton	N/A
30.	Port Light	Lewmar	38942
31.	Cockpit Shower	Stowaway	48500
32.	Backstay Fitting	Southcoast	N/A
33.	Shower (cockpit)	Stowaway	48500

## LEGEND 40.5

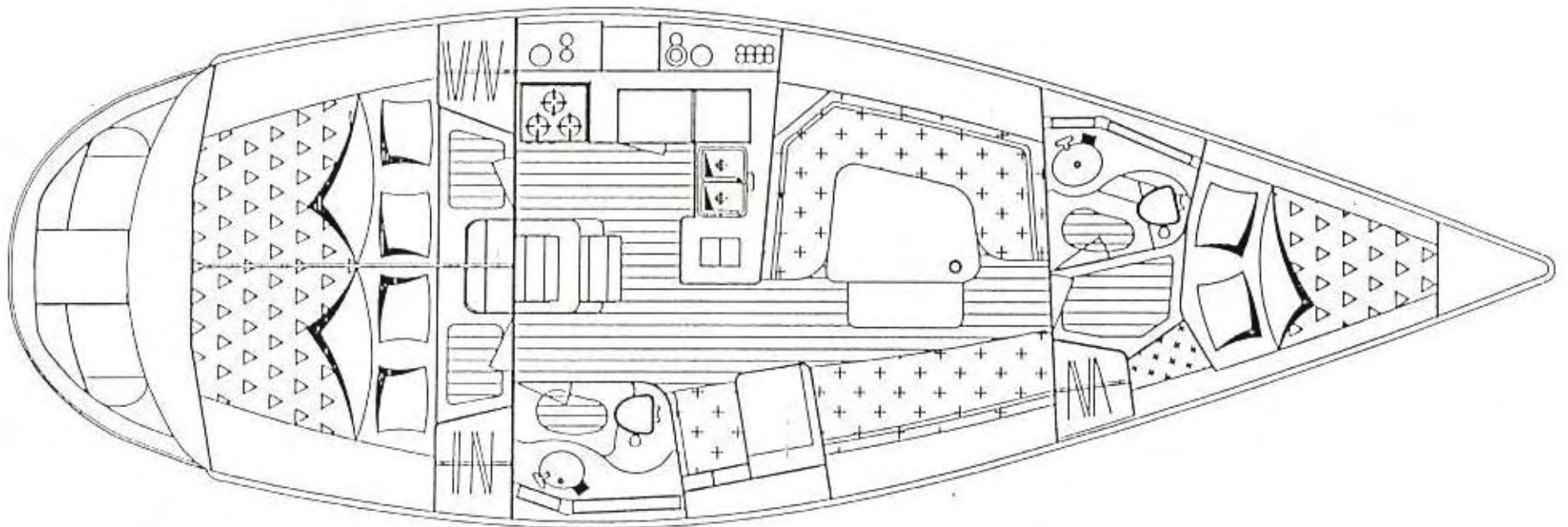
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#	Item	Vender	Part #
34.	Bilge Pump (manual)	Whale	BP3740
	Deck Plate	Whale	CP3804
35.	Stern Rail	Southcoast	N/A
36.	Grab Rail	Southcoast	N/A
37.	Rub Rail	Barbour Plastic	F2040
38.	Fuel Tank Fill	Scanduik	NY614



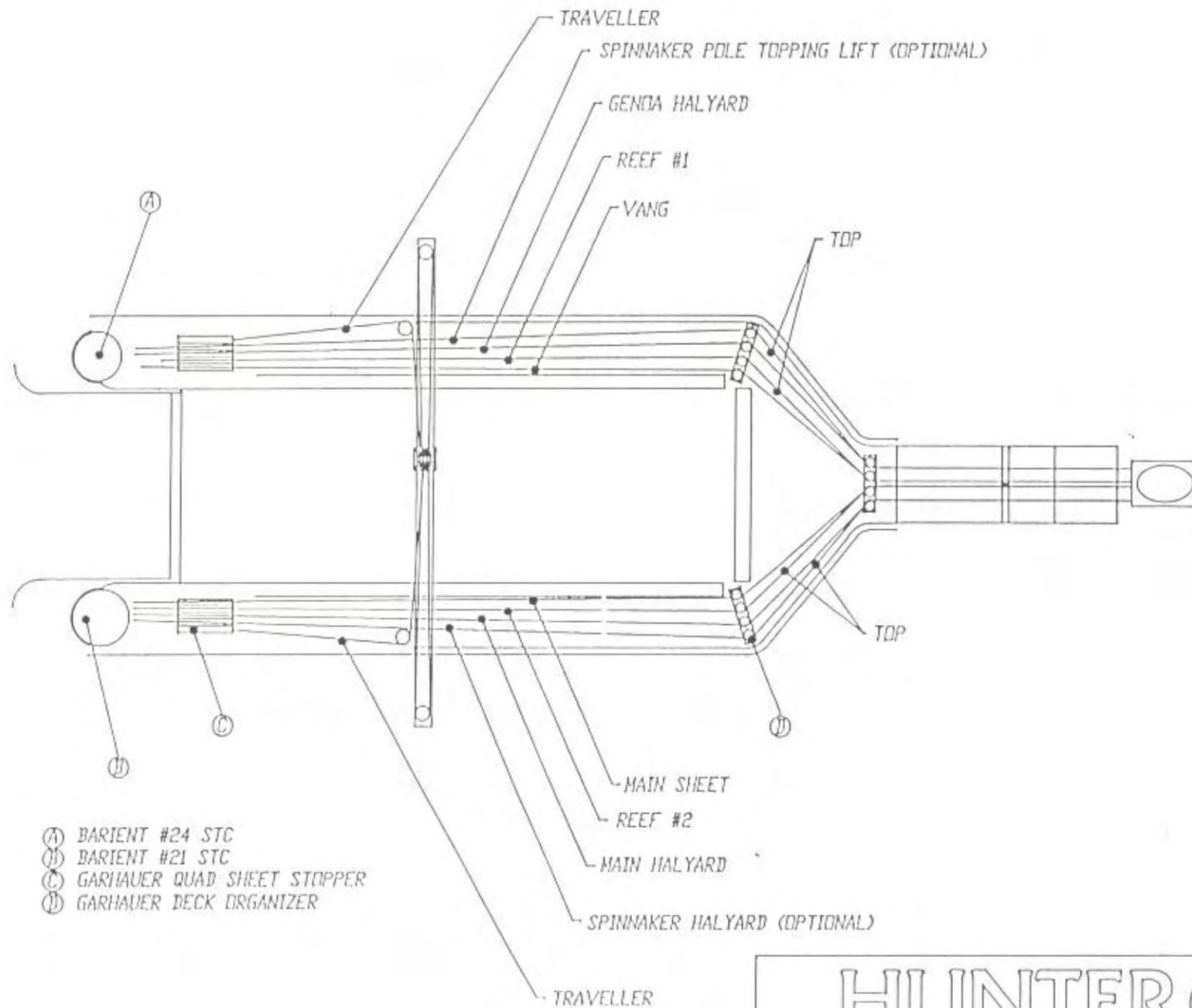


<h1>HUNTER</h1> 
L 40.5 TWO CABIN LAYOUT L40-A-2629



# HUNTER

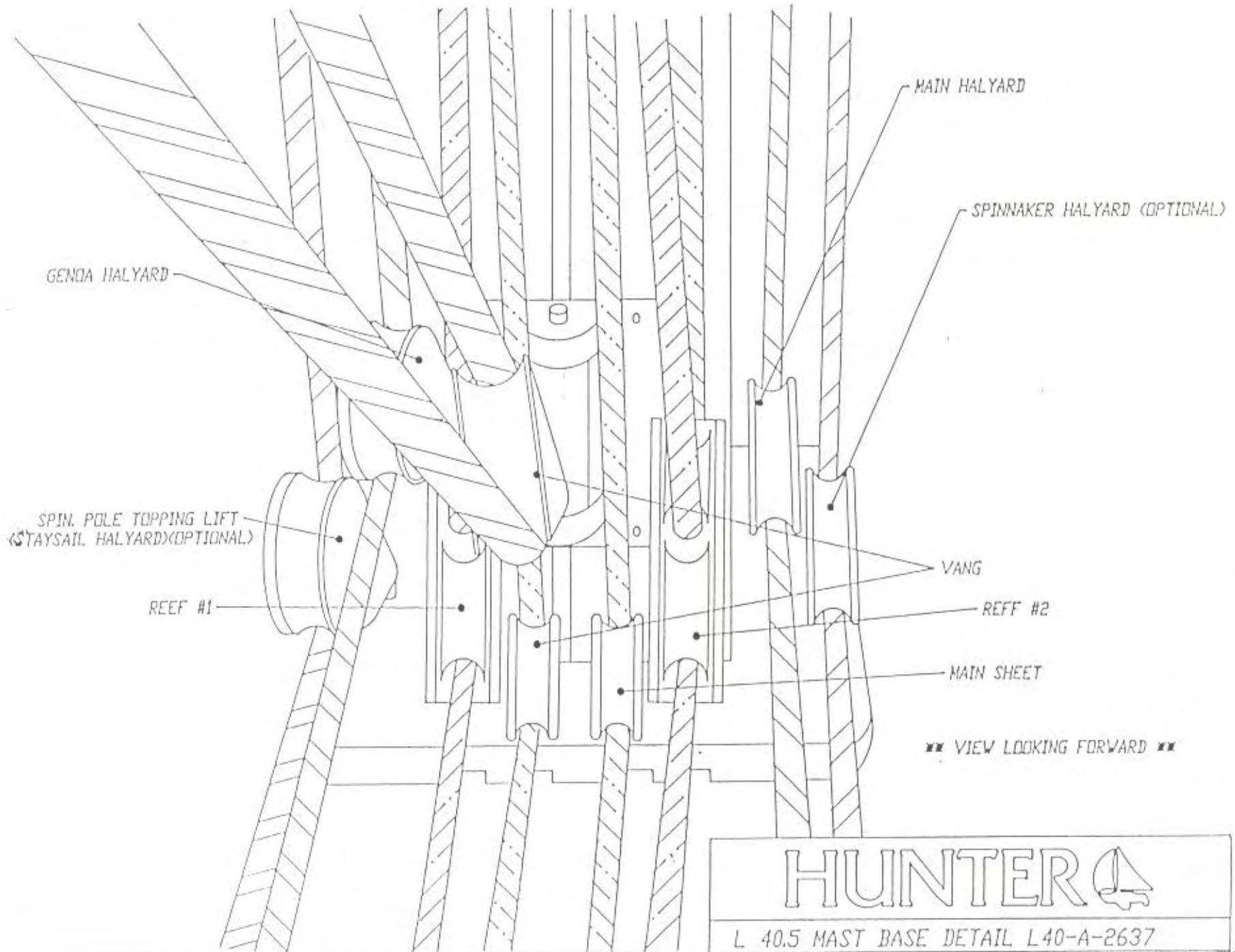
L 40.5 TRI-CABIN LAYOUT L40-A-2616



- (A) BARIENT #24 STC
- (B) BARIENT #21 STC
- (C) GARHAUER QUAD SHEET STOPPER
- (D) GARHAUER DECK ORGANIZER

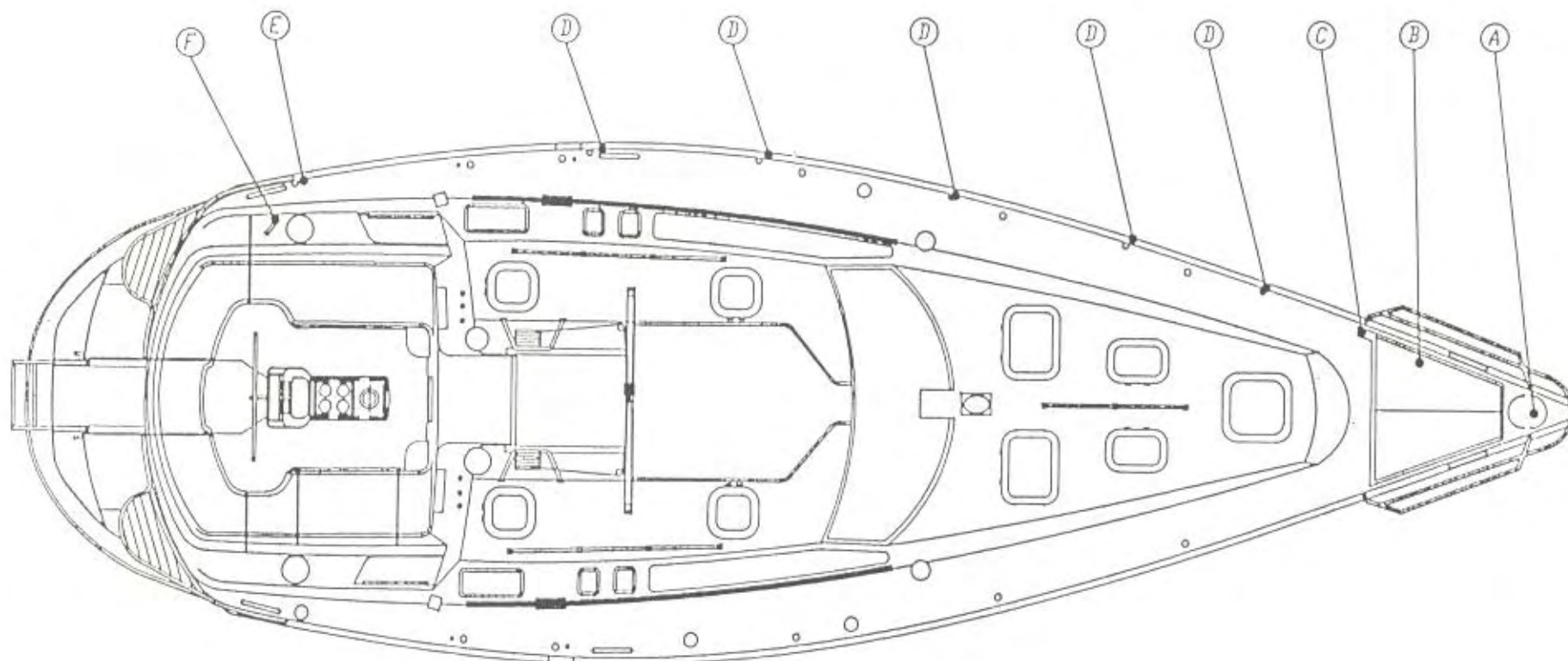
**HUNTER** 

L 40.5 RUNNING RIGGING L40-A-2623



HUNTER 

L 40.5 MAST BASE DETAIL L40-A-2637

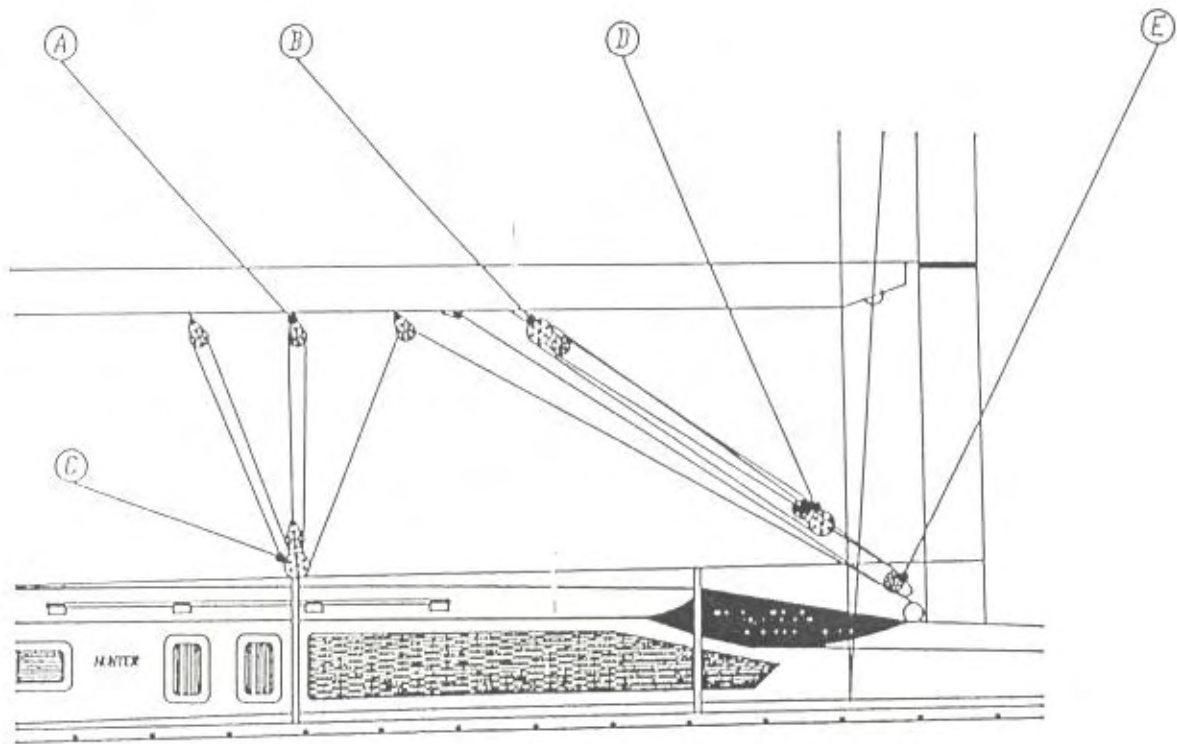


- Ⓐ FURLER PROFURL #35 BASIC
- Ⓑ SCHAEFER #300-32 (HW0268)
- Ⓒ BULLS EYE (HW0855)
- Ⓓ LEAD BLOCKS (SUPPLIED W/ PROFURL UNIT)
- Ⓔ SCHAEFER #300-35 (HW0267)
- Ⓕ KLEAT #YS7107E-8' (HW0975)

NOTES REGARDING FURLING LINE:  
 RUN LINE THROUGH BLOCKS (D)  
 AND STANCHION BASES

**HUNTER** 

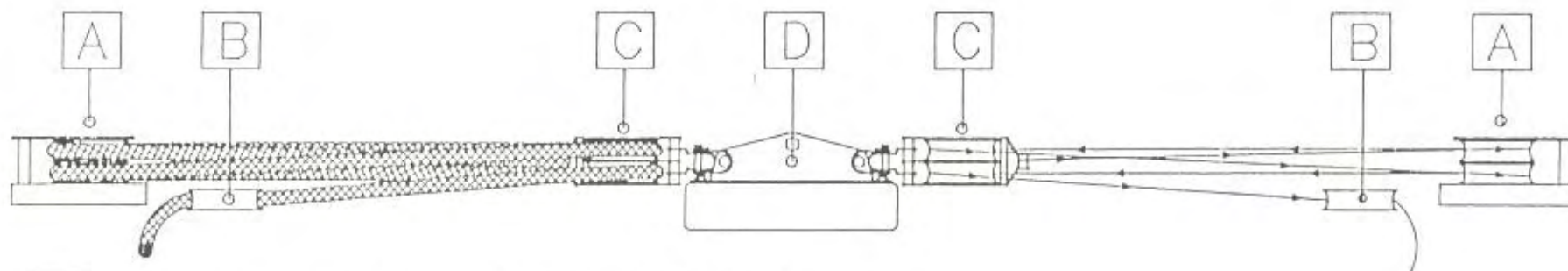
L40.5 JIB FURLING SYSTEM L40A2621



- Ⓐ SCHAEFER #701-03
- Ⓑ SCHAEFER #701-45N
- Ⓒ SCHAEFER #00-55
- Ⓓ SCHAEFER #701-13
- Ⓔ SCHAEFER #00-09

**HUNTER** 

L40.5 MAST AND BOOM LAYOUT L40-A-2622

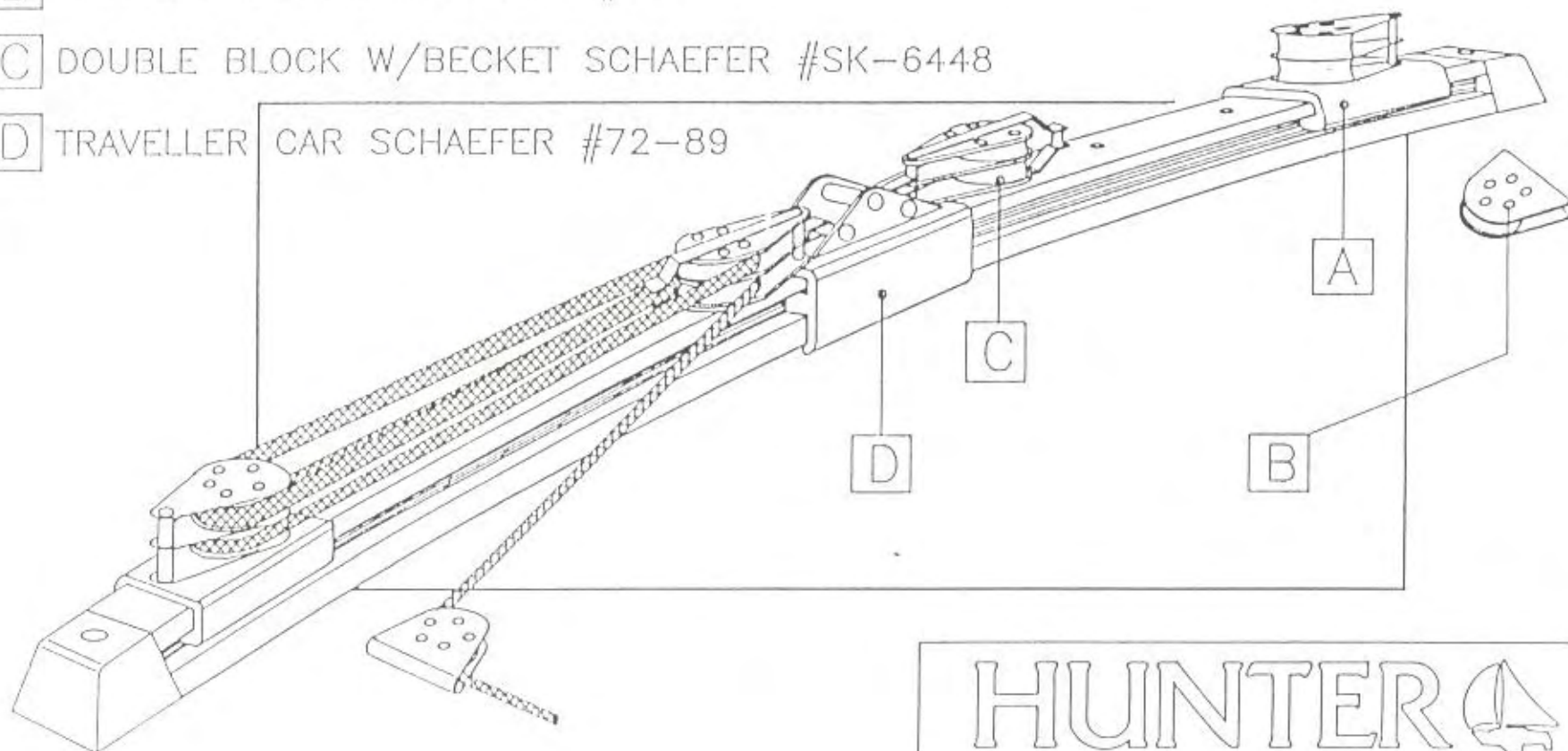


[A] CONTROL BLOCK SCHAEFER #74-60

[B] FAIRLEAD BLOCK SCHAEFER #500-32

[C] DOUBLE BLOCK W/BECKET SCHAEFER #SK-6448

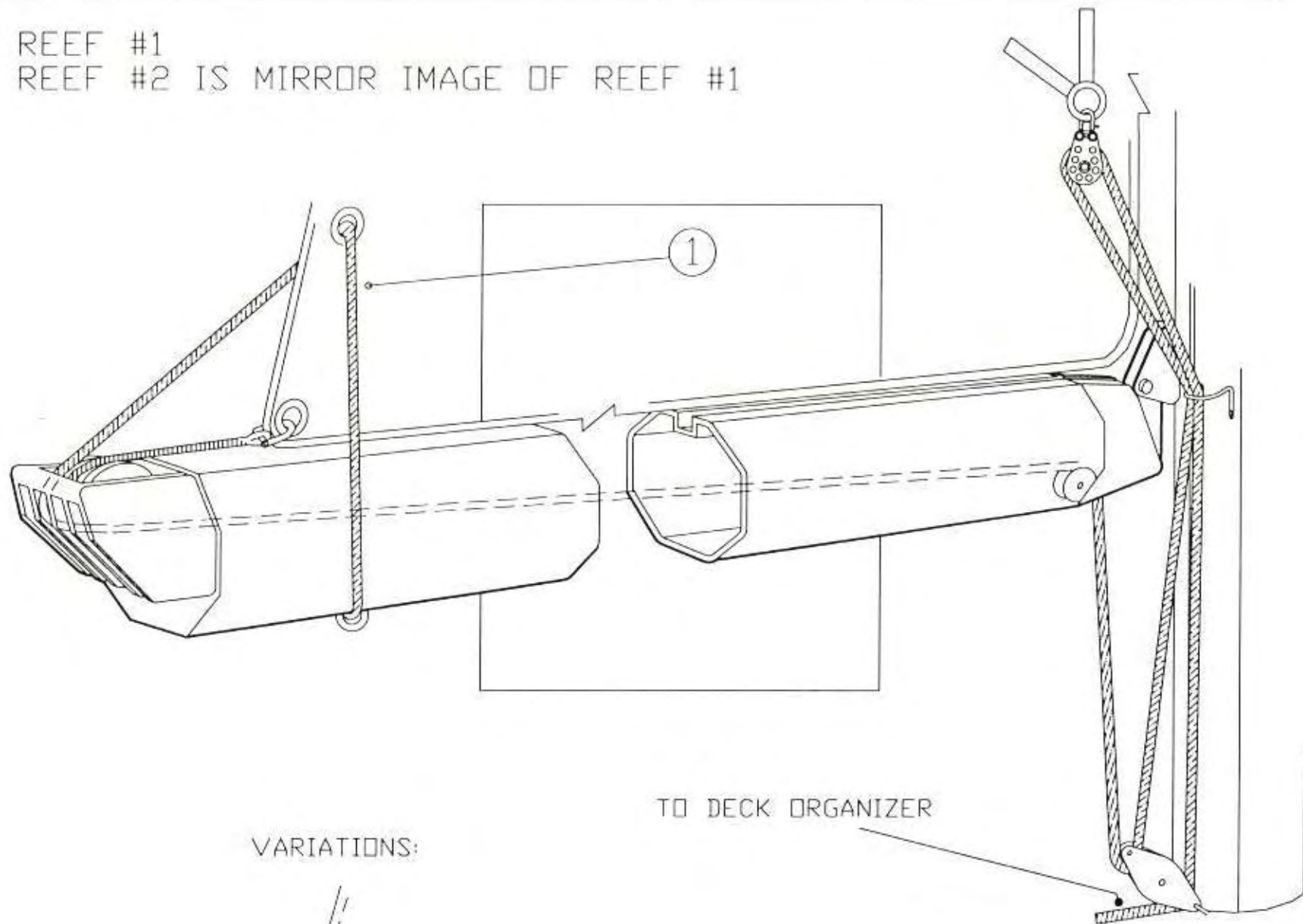
[D] TRAVELLER CAR SCHAEFER #72-89



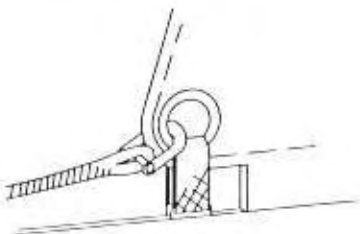
HUNTER 

L 40.5 MAINSHEET TRAVELLER L40-A-2624

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



VARIATIONS:



HUNTER 

BOOM AND REEF LAYOUT  
Z-SPAR L40-A-2625



# REEFING INSTRUCTIONS

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## PRE-MARK THE MAIN HALYARD FOR EACH REEF

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

## REEFING PROCEDURE

1. Head up into the wind.
2. Ease the mainsheet and vang.
3. Check the topping 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. Ease the topping lift.

## SHAKING OUT A REEF

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

## LEGEND 40.5 RIGGING SPECIFICATIONS

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### RUNNING RIGGING

#### FITTINGS

Description	Line Size	Attachments	Overall Length
Main Halyard	7/16" (10.1 mm)	Headboard Shackle	134" (40.8 m)
Genoa Halyard	7/16" (10.1 mm)	Swivel Snapshackle	120" (36.6 m)
Main Sheet	7/16" (10.1 mm)	Eye Splice	76' (23.2 m)
Genoa Sheets	1/2" (12.7 mm)	B.B.E.	55' 2 pcs. (16.8 m)
Furling Line	7/16" (10.1 mm)	B.B.E.	70' (21.3 m)
Traveller Cont. Lines	3/8" (9.5 mm)	Eye Splice	29' 2 pcs. (8.8 m)
Vang Line (short)	1/2" (12.7 mm)	Eye splice w/Shackle O.E.	9' 6" (2.9 m)
Vang Line (long)	3/8" (9.5 mm)	Eye Splice	46' (14 m)
Topping Lift	3/8" (9.5 m)	Shackle	70" (21.3 m )
Anchor Line	5/8" (15.9 mm)	Shackle	250' (76.2 m)
Reef #1	7/16" (10.1 mm)	B.B.E.	82' (25 m)
Reef #2	7/16" (10.1 mm)	B.B.E.	114' (34.7 m)

B.B.E., "burned both ends"

## HUNTER B&R RIG DESCRIPTION

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

When the rig is correctly turned the mast will be straight athwartships when under sail. While it may be raked or bent longitudinally to suit the individual skipper's boat handling preference, the mast will not bend sideways.

The upper shrouds, or uppers, keep the top part of the mast, that which is above the spreaders, from moving from side to side. When an upper is tightened it will pull the top of the mast in the same direction as the shroud and will put a bind 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 and push the middle of the mast at the spreader to port.

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

The forestay and backstay position the tip of the mast in a fore and aft direction. It is possible to rake the mast forward or aft to the desired amount by the correct adjustment of the forestay and backstay.

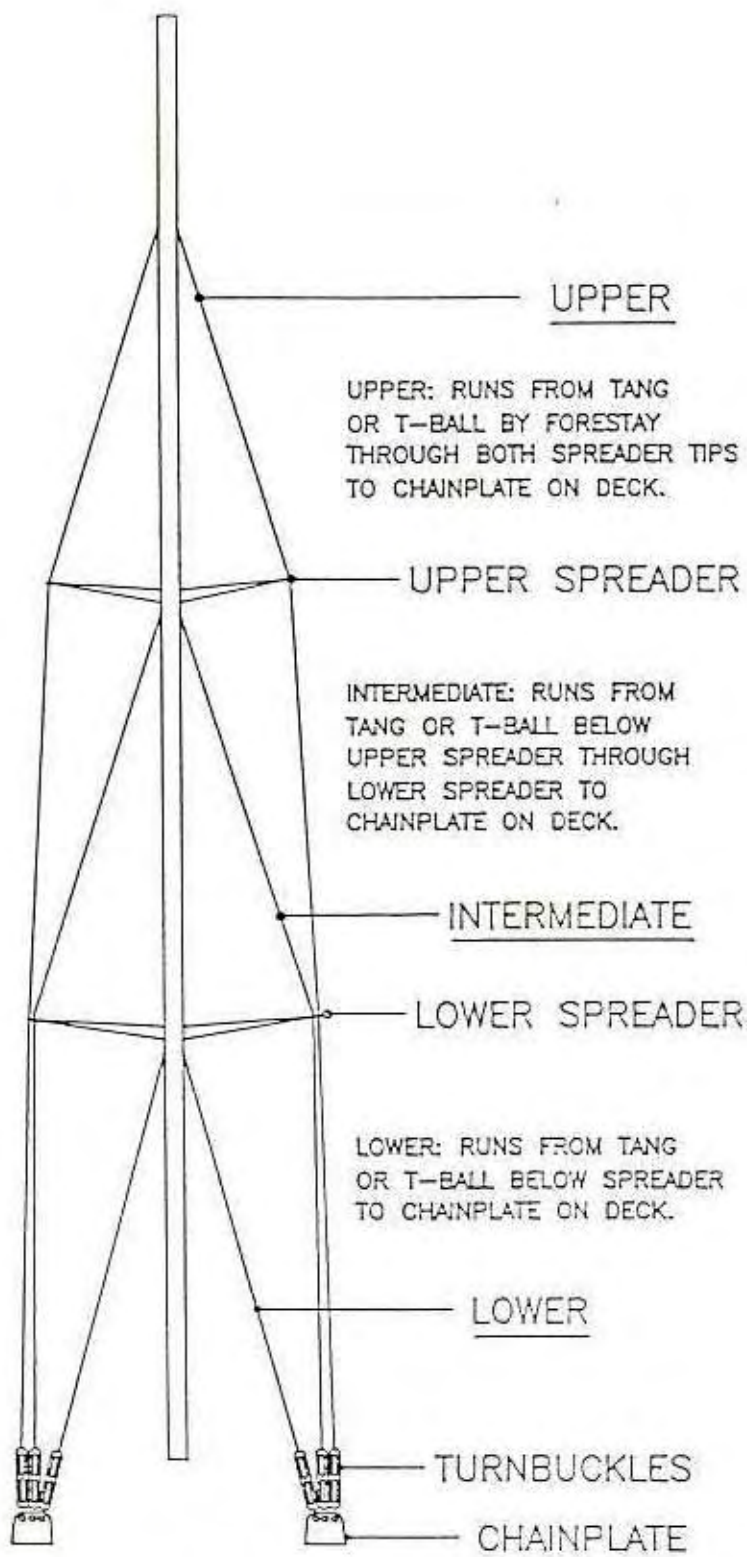
An improvement upon single spreader rig aerodynamics is to reduce the diameter of the mast by increasing its number of spreaders. The double spreader rig, only slightly more complicated than the single spreader rig, has an intermediate shroud between the upper and lower shroud which functions to keep the mast from bending athwartships.

However, with a conventional two spreader rig, one needs to add an inner forestay and running backstays which complicate 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. During a gybe, at one point, both inner forestay and running backstays will be clack; the mast will have very poor longitudinal support, and mast failure can result. In heavy weather, if a running backstay or inner forestay comes loose for some reason or is not properly set after a gybe or a tack, there is a distinct possibility of a mast failure.

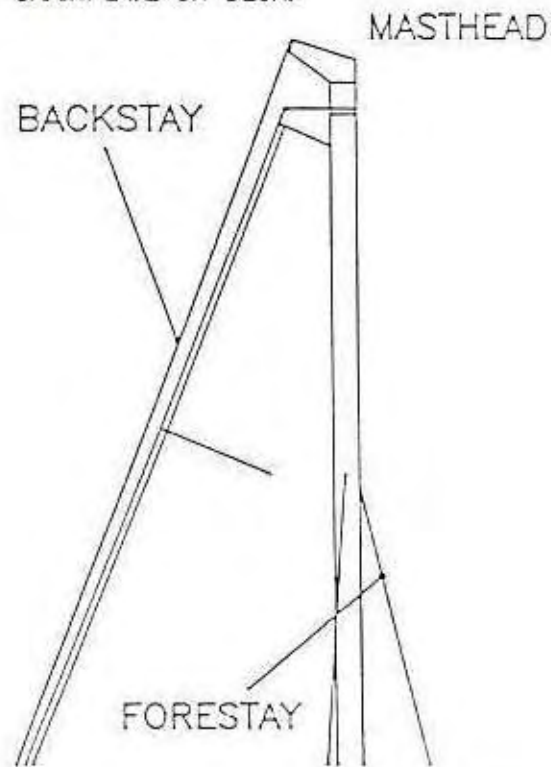
The B&R rig is designed to eliminate the inner forestay and backstay, yet allowing the use of a small mast section which will provide for good aerodynamics. The basic difference between a B&R rig and a conventional rig lies in the B&R's use of swept back spreaders and diamonds: diamonds perform the same function as inner forestays, and the swept back spreaders with shrouds eliminate the need for the backstay.

With the B&R rig no rigging has to be adjusted on any point of sail, thereby achieving a safe rig at all times. The performance-minded skipper will benefit from the inherent aerodynamic efficiency and quick tacking ability of the B&R rig's smaller mast section and swept back spreader arrangement. The cruising sailor, who often sails with minimum crew, will enjoy the safety and comfort of not having to worry about constantly moving about the boat doing and undoing various parts of the rigging.

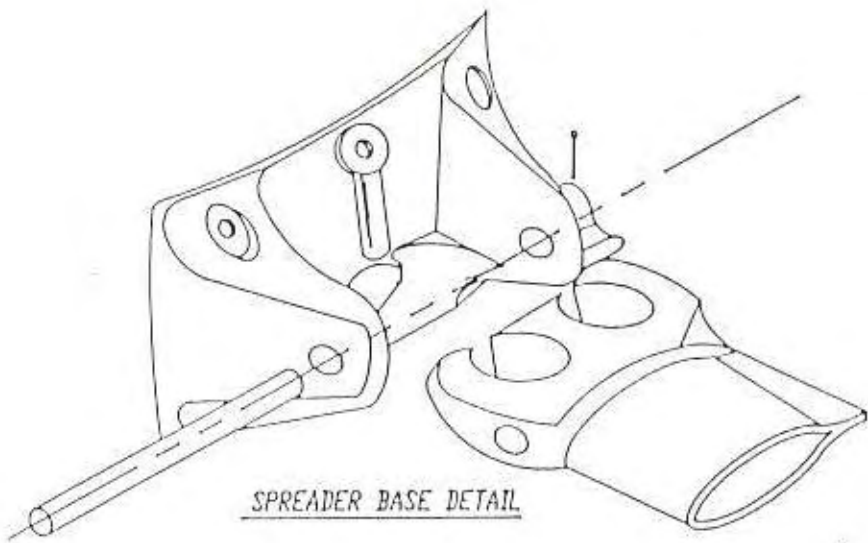
B&R rigging systems are on boats the world over: world cruisers and racers, OSTAR boats, 2 ton, 1 ton, 3/4 ton, 1/4 ton boats and multihulls, wherever one finds sailors who want performance and reliability.



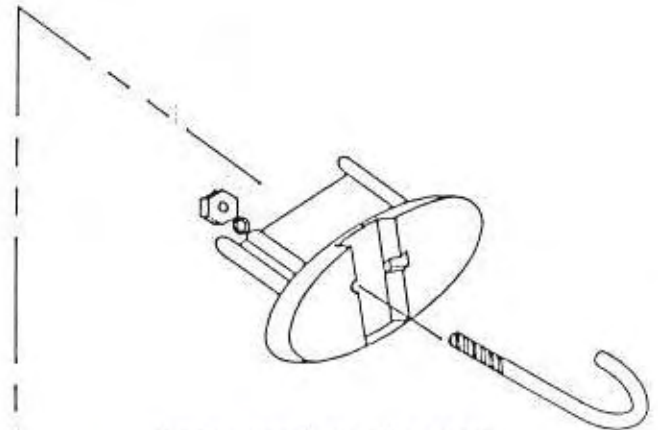
BACKSTAY: RUNS FROM MASTHEAD TO BACKSTAY-CHAINPLATE ON DECK.



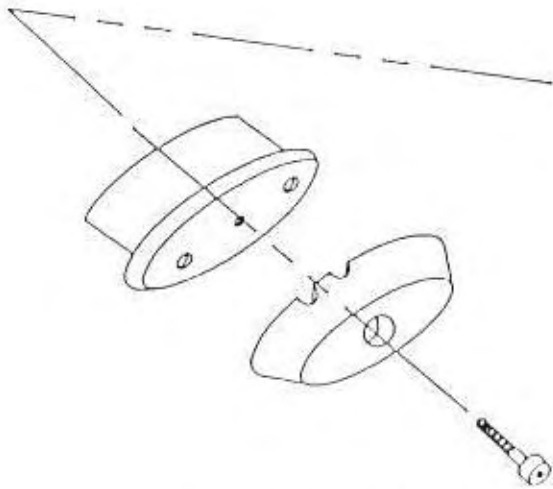
FORESTAY RUNS FROM A POINT APPROXIMATELY 20% BELOW MASTHEAD TO STEMHEAD FITTING.



SPREADER BASE DETAIL



UPPER SPREADER TIP DETAIL



LOWER SPREADER TIP DETAIL

HUNTER 

Z-SPAR SPREADER DETAIL HUN-A-2630

# LEGEND 40.5 RIGGING SPECIFICATIONS

## STANDING RIGGING

### FITTINGS

Description	Wire Size	Upper	Lower End*	Overall Length
Forestay	3/8 (9.5 mm)	Marine Eye	12-20-20	53' 2 1/2" (16.22 m)
Backstay Uppers	1/4 (6.4 mm)	Stemball w/2 cups	marine eye	36' 6 1/8" (11.13 m)
Bridles	3/16 (4.8 mm)	Marine Eye	6-12-12	26' 2 3/4" 2 pcs. (7.99 m)
Uppers	3/8 (9.5 mm)	Stemball w/Shell	12-20-20	50' 2 1/4" 2 pcs. (15.30 m)
Intermediates	5/16 (7.9 mm)	Stemball w/1cup	10-20-20	34' 6 1/2" 2 pcs. (10.53 m)
Lowers	3/8 (9.5 mm)	Atemball w/large Cup	12-20-20	17' 11" 2 pcs. (5.46 m)
Inner Forestay (opt.)	9/32 (7.1 mm)	Stemball w/Backing Shell	removable turnbuckle (Use <i>Norseman</i> )	Approx. 38

All wire is 1 x 19 stainless steel.

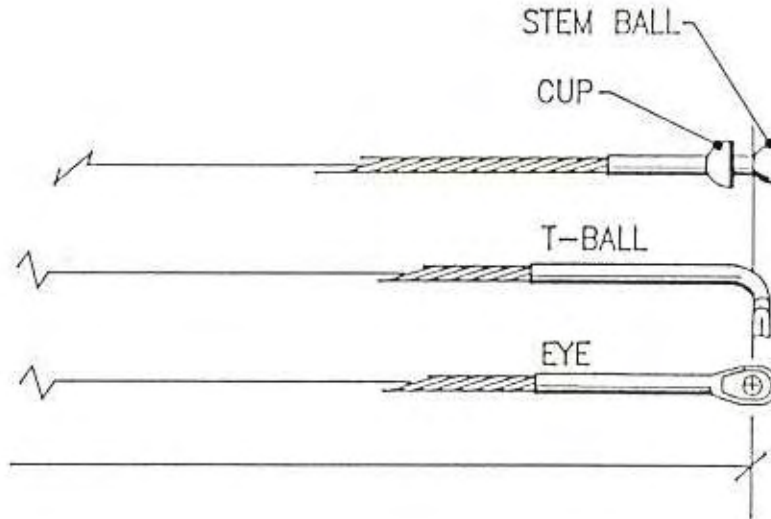
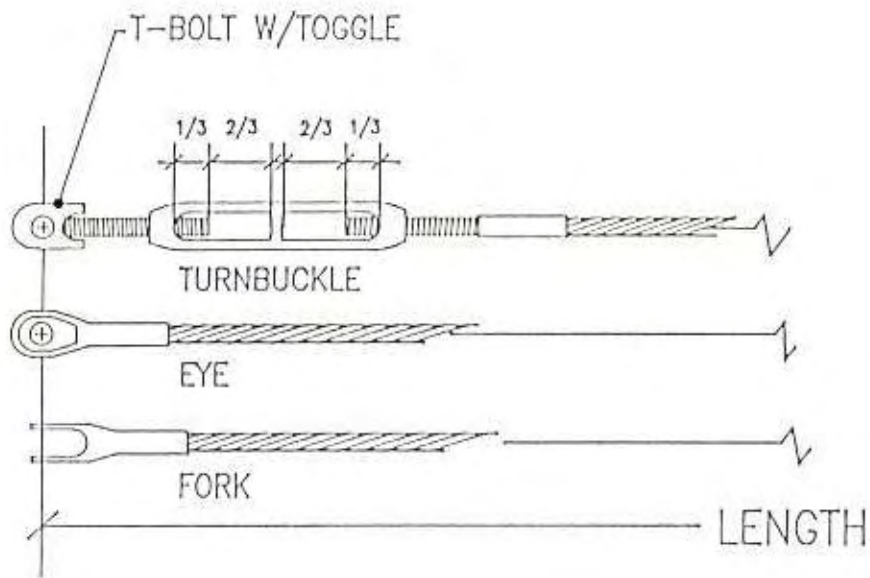
Backstay is attached to bridle with two splitter plates and three pines - 1/2" (12.7 mm) x 3/8" (9.5 mm) x 3/8" (9.5 mm)

Tie a 5/8" (15.9 mm) eye/jaw toggle to forestay.

\* The three numbers represent the turnbuckle size as follows:

Wire size, body size, pin diameter in 32nd's of an inch.

Example: 12-20-20 is a turnbuckle that accepts a 12/32" wire, has a 3/8" (12/32 - 9.5 mm) thread diameter in the body, and uses a 3/8"(12/32 - 9.5 mm) pin.



## LEGEND 40.5 RIGGING PROCEDURE

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1. Connect lower shrouds to forward holes of the lower spreaders.
2. Connect lower spreaders to the mast.
3. Connect intermediate shrouds to forward holes of the upper spreaders.
4. Connect upper spreaders to mast.
5. Connect upper shrouds to mast.
6. Pull upper shroud along side of the mast and mark shroud at intersection of the center line of the upper spreader bracket.
7. Remove tips from upper spreaders and install shroud and tighten at the mark on the upper shroud.
8. Mount tips back in upper spreaders.
9. Remove outside part of aluminum spreader tip on the lower spreaders.
10. Bring upper and intermediate shrouds through the tip (upper forward).
11. Mount tip back on spreader and tighten lightly (the upper shroud should just slide).
12. Connect headstay and backstay to mast.
13. Pull halyards through mast with color-coded messenger lines.
14. Check VHF antenna and lights connections.
15. Step mast and leave some slack in the wiring coming through the deck in the mast to help prevent water from entering the cabin.
16. Connect all shrouds and headstay to chainplates and adjust to hand tight.
17. Verify that mast is centered athwartship by using the main halyard from side to side of the boat. Adjust as needed with upper turnbuckles.
18. Sight up the sail track to get mast straight. Adjust with lower and intermediate turnbuckles.
19. Connect backstay bridles to deck fittings.



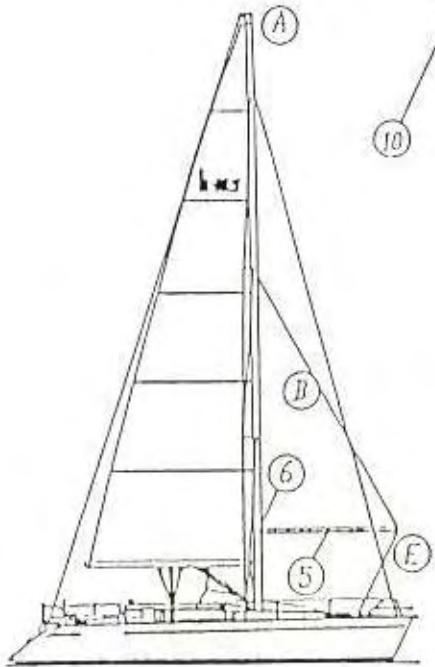
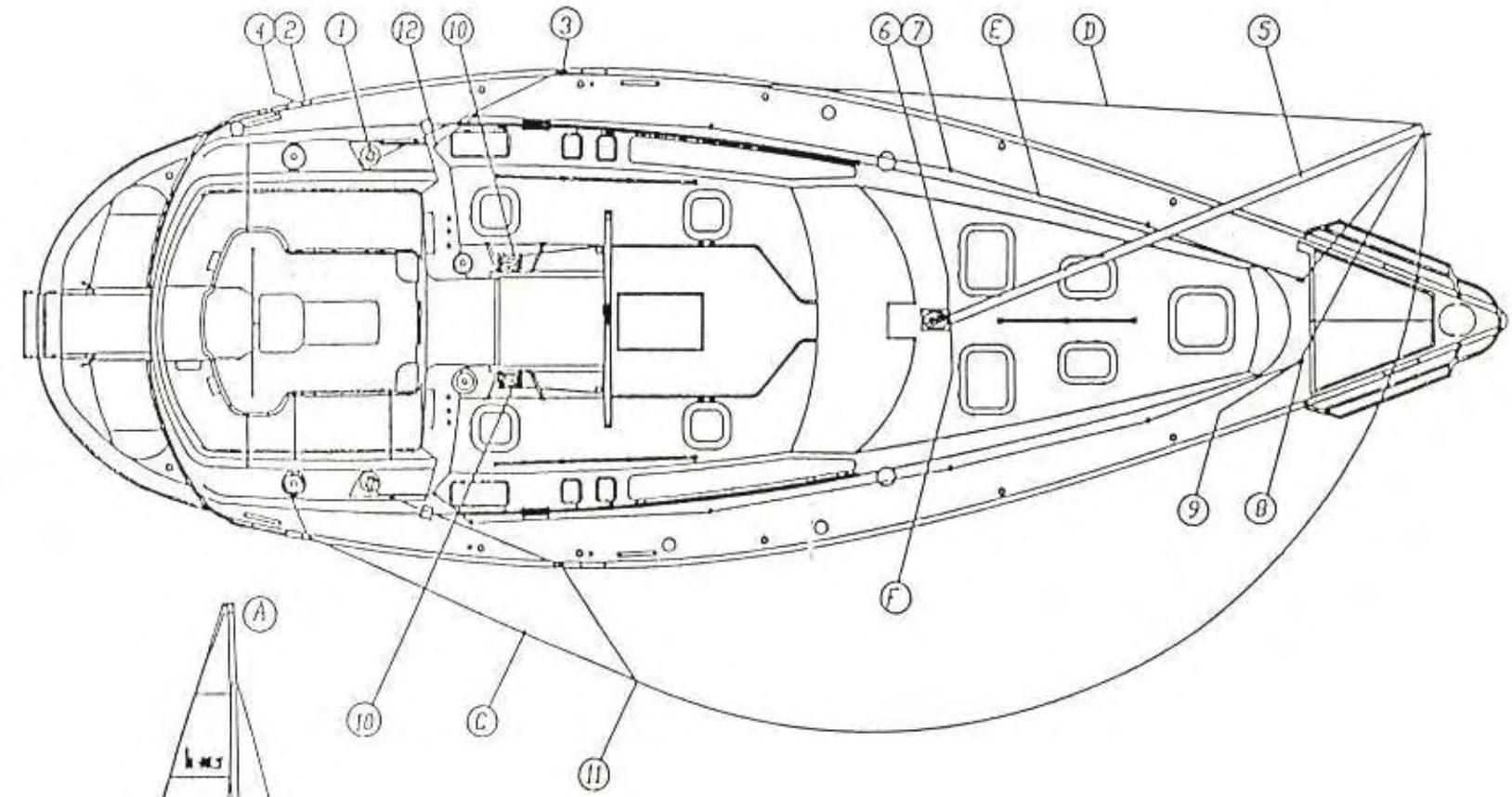
## LEGEND 40.5 RIGGING PROCEDURE

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20. Tighten upper, lower, and intermediate shrouds till very tight going from port to starboard in equal amounts (upper shrouds should always be the tightest of the three).
21. Tighten headstay.
22. Adjust pre-bend (3 to 5 inches) with backstay.
23. Go up the mast to the lower spreader and tap the tip end upward and tighten bolts.
24. Sail the boat on both tacks observing the rig and take note.
25. Fine tune the rig accordingly.

NOTE: AFTER SAILING FOR THE FIRST TIME IN 18+ KNOTS OF WIND, THE RIG WILL NEED TO BE RETIGHTENED (2 TO 4 TURNS) DUE TO STRETCH OR ELONGATION OF THE CABLES.

If you should have any questions or need additional information, please feel free to call Z-Spar at (904) 462-5146.



HUNTER 

L 40.5 SPINNAKER PACKAGE L40-A-2618

# LEGEND 40.5 SPINNAKER PACKAGE

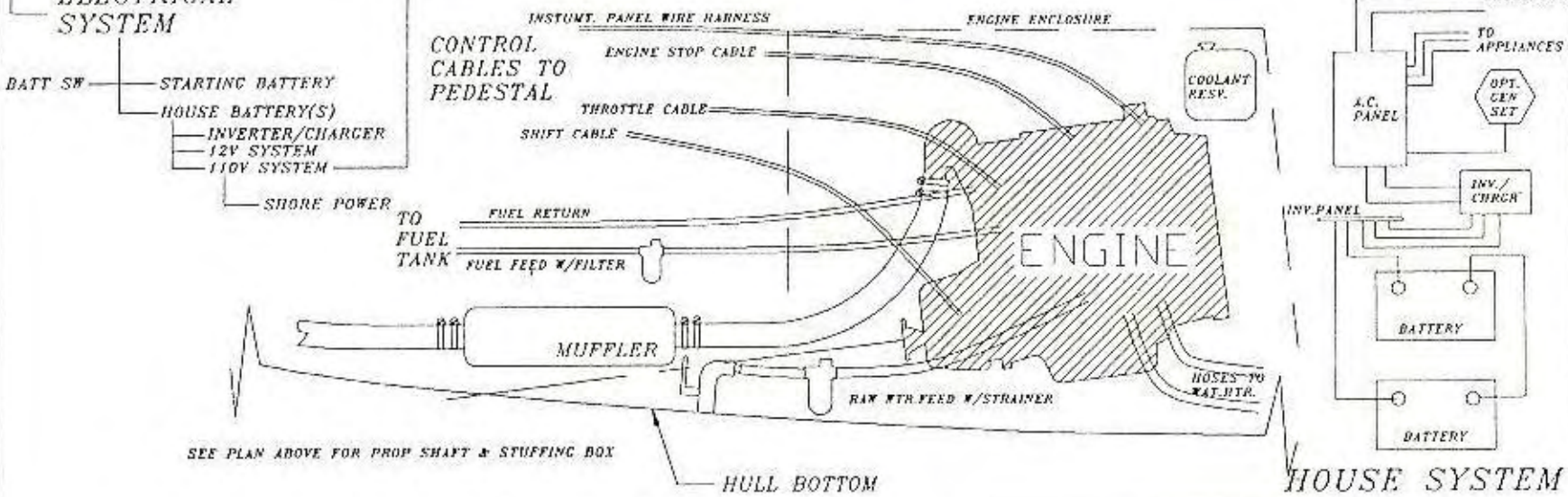
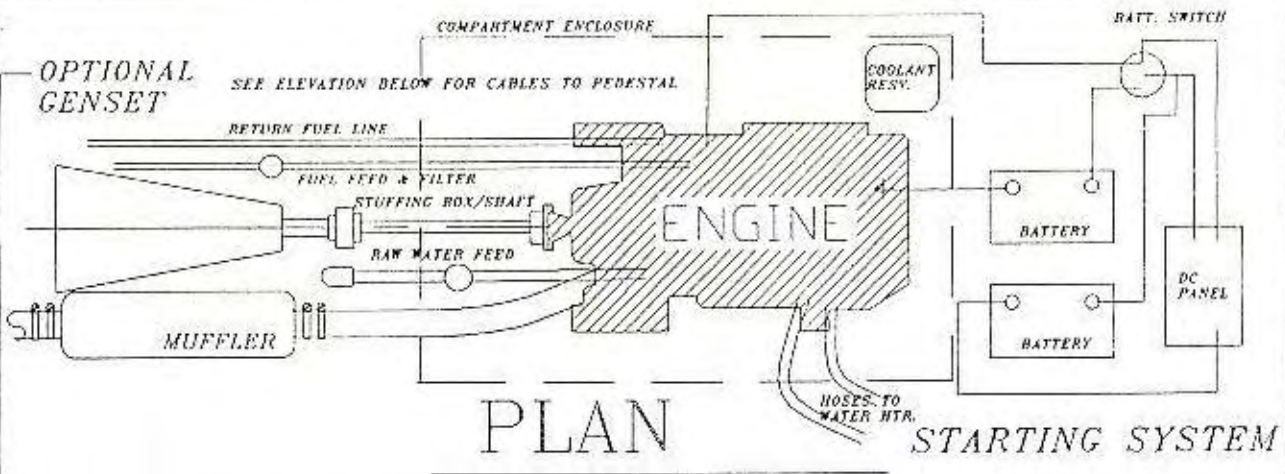
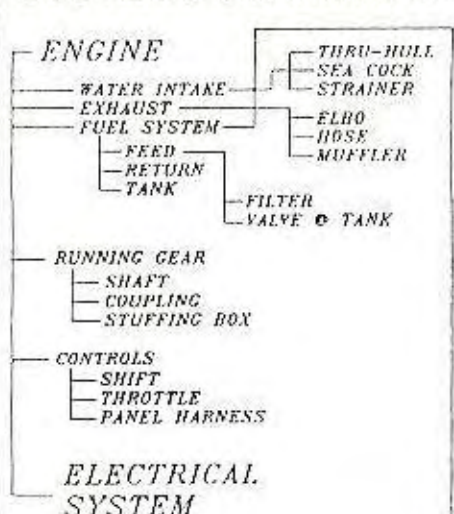
## DECK FITTINGS

Number	Item	Quantity	Vendor & Model	Notes
1.	Spinnaker Sheet Winches	2	Lewmar 44CST	
2.	Spinnaker Sheet Blocks	2	Schaefer 08-15	
3.	After Guy Blocks	2	Schaefer Snatch Blocks 0799	
4.	Pad Eyes Sheet	2	Schaefer 78-25	Mount on toerail
5.	Spinnaker Pole With Ends	1	Z-Spar	Dip pole style
6.	Spinnaker Pole Car		Z-Spar	Car & adj. gear
7.	Fair Lead Eyes for Foreguy	8	Schaefer 78-01 Foreguy	Along edge of house above genoa track
8.	Pad Eye for Foreguy	2	Schaefer 78-25	Just behind anchor well
9.	Block With Snap shackle	3	Schaefer 701-09	Foreguy
10.	Sheet Stoppers	2	Garhauer single, S.S.	1 port, 1 stbd.
11.	Spinnaker Guy Donuts	2	Schaefer 45-50	1 green, 1 red
12.	Foreguy Cam Cleat	2	Schaefer 70-52	On house side

## LINES

Letter	Item	Line	Length	Shackles	Vendor
A.	Spinnaker Halyard (XLS extra)	7/16"	130' (10.1 mm) (39.6 m)	Nicro Fico NF 15000S	Seco South
B.	Spinnaker Pole Topping Lift	7/16"	100' (10.1 mm) (30.5 m)	Nicro Fico NF 11000S	Seco South
C.	Spinnaker Sheets	7/16"	2/80' (10.1 mm) (2/24.4 m)	Nicro Fico NF 15000 FR	Seco South
D.	Spinnaker After Guys (XLS extra)	1/2"	2/65' (12.7 mm) (2/19.8 m)	Nicro Fico NF 15000 FR	Seco South
E.	Spinnaker Foreguy	7/16"	100' (10.1 mm) (30.5 m)	Nicro Fico NF 15000 S	Seco South
F.	Spinnaker Car Control Line	3/8"	30' (9.5 mm) (9.1 m)		Z-Spar

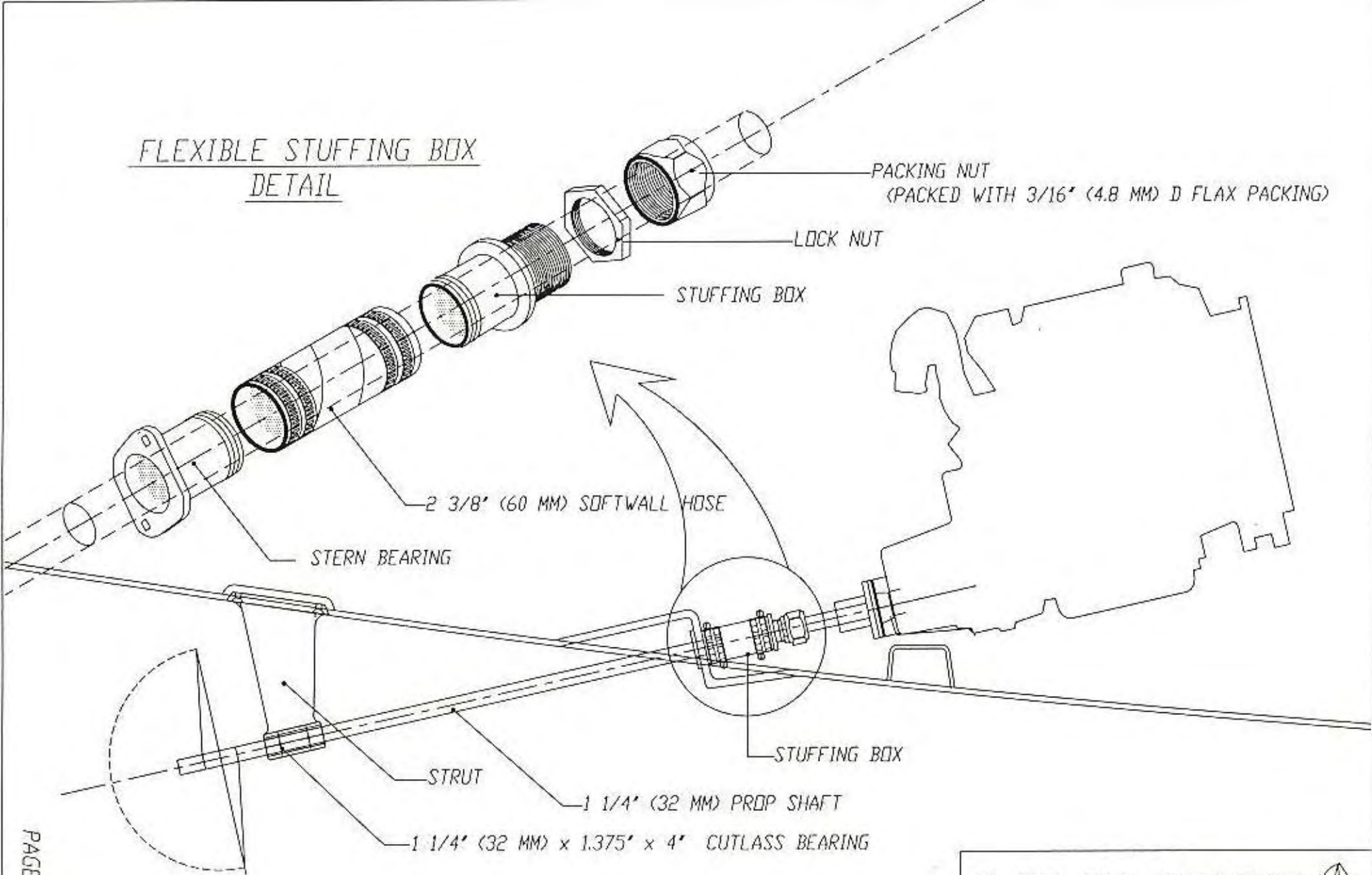
# SYSTEMS SCHEMATIC



**HUNTER** 

**ENGINE COMPARTMENT.**

FLEXIBLE STUFFING BOX  
DETAIL



PACKING NUT  
(PACKED WITH 3/16" (4.8 MM) D FLAX PACKING)

LOCK NUT

STUFFING BOX

2 3/8" (60 MM) SOFTWALL HOSE


STERN BEARING

STUFFING BOX

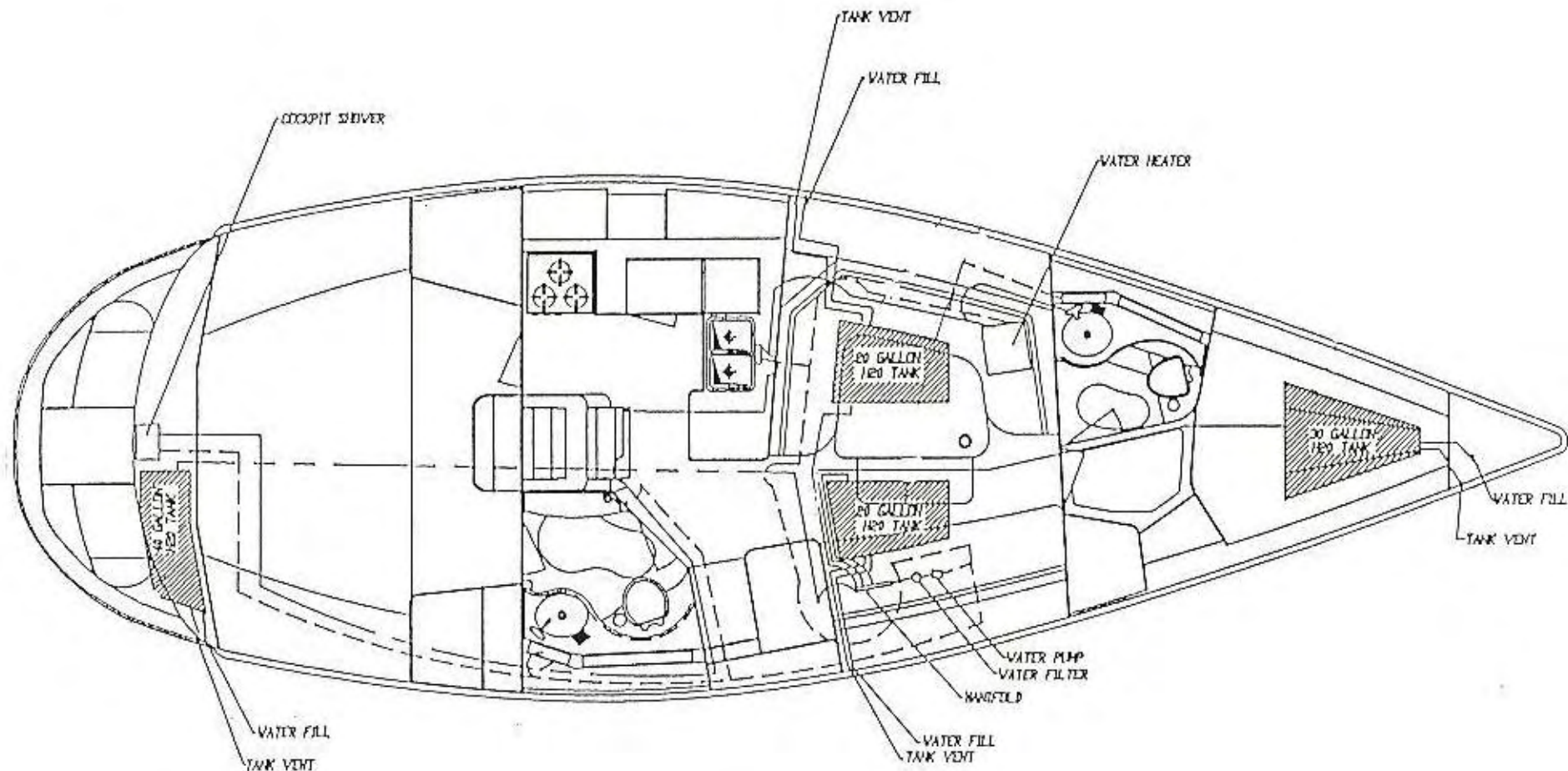
STRUT

1 1/4" (32 MM) PROP SHAFT

1 1/4" (32 MM) x 1.375" x 4" CUTLASS BEARING

HUNTER 

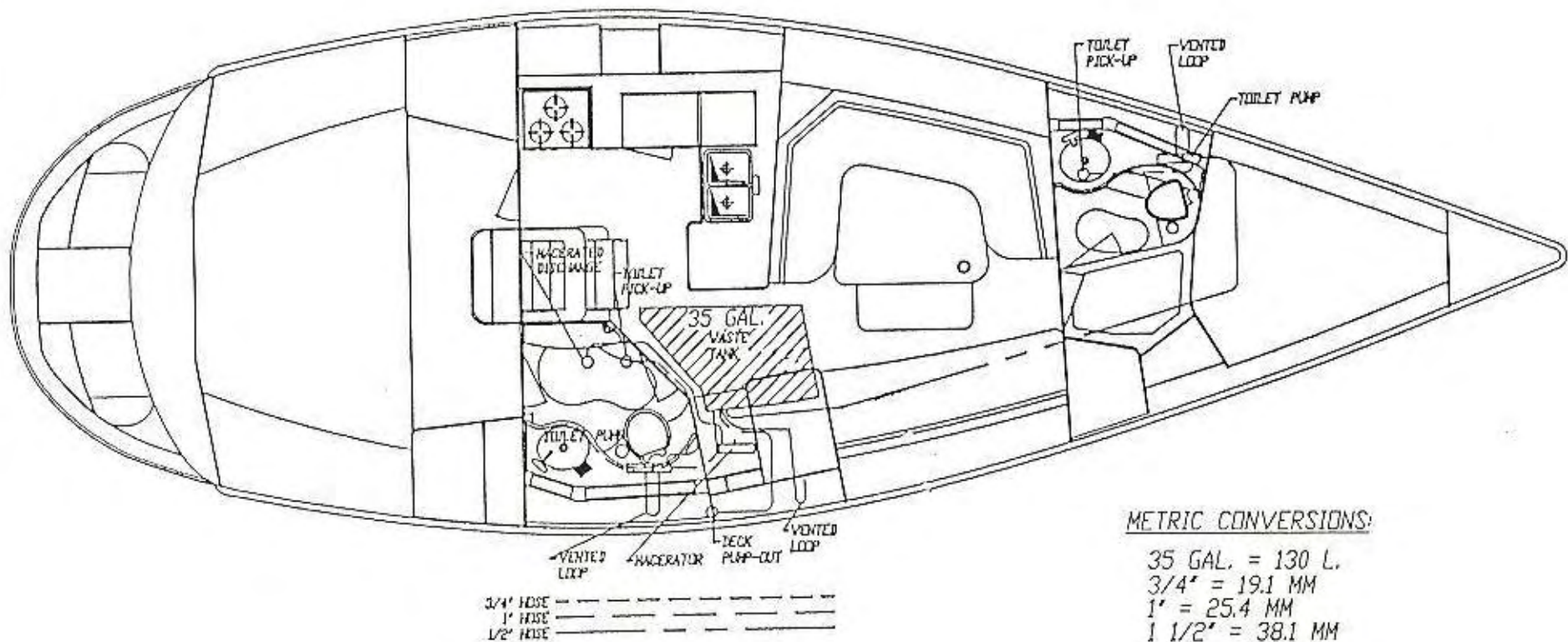
L40.5 PROP SHAFT\STUFFING BOX DETAIL



WATER FILL	_____	1 1/2' (38.1 MM) SHIELDVAC
TANK VENT	_____	3/4' (19.1 MM) SHIELDVAC
HOT WATER	_____	3/8' (9.5 MM) POLYBUTYLENE
COLD WATER	-----	3/8' (9.5 MM) POLYBUTYLENE

CAPACITIES (METRIC EQUIV.)

- 30 GAL. = 115L.
- 20 GAL. = 75L.
- 40 GAL. = 150L.



METRIC CONVERSIONS:

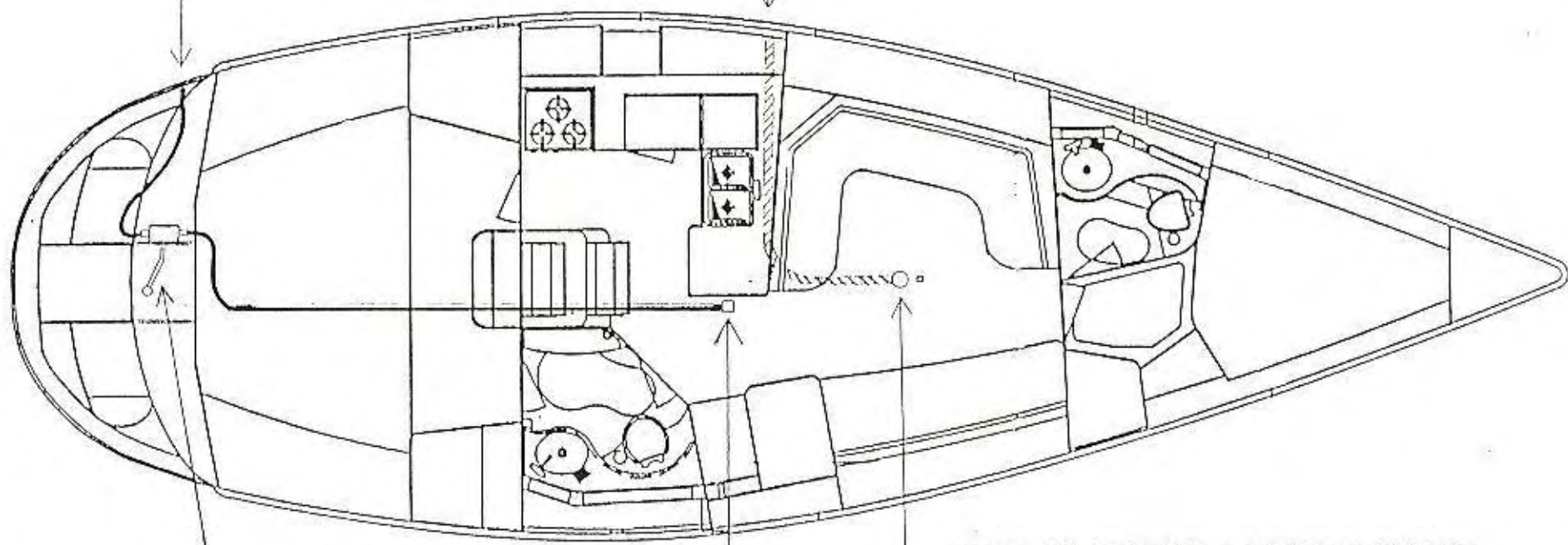
- 35 GAL. = 130 L.
- 3/4" = 19.1 MM
- 1" = 25.4 MM
- 1 1/2" = 38.1 MM

**HUNTER** 

L 40.5 WASTE SYSTEM L40-A-2653

MANUAL BILGE PUMP DISCHARGE 1 1/2' ( 38 MM ) SANITATION HOSE

AUTO BILGE PUMP DISCHARGE 1' ( 25 MM ) SHIELDVAC HOSE

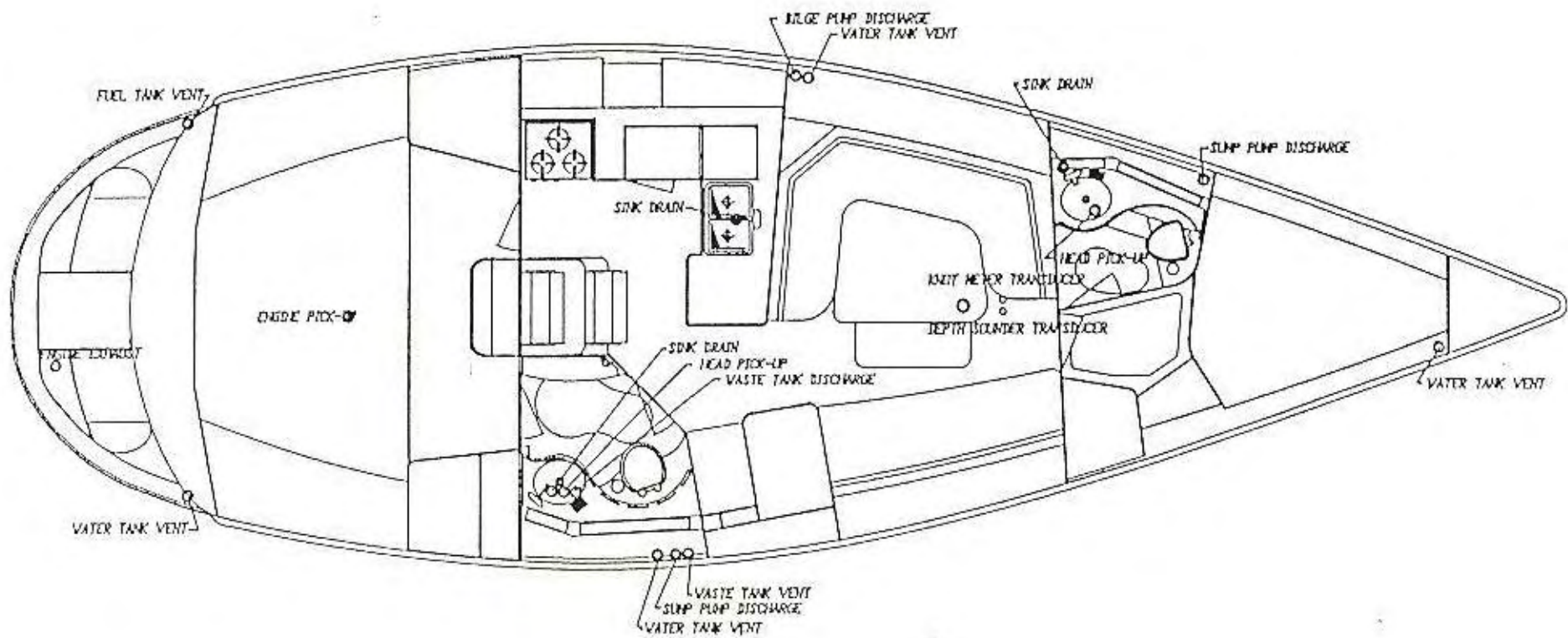


MANUAL BILGE PUMP RECEPTACLE-  
ACCESS UNDER HELM SEAT

AUTO BILGE PUMP W/FLOAT SWITCH

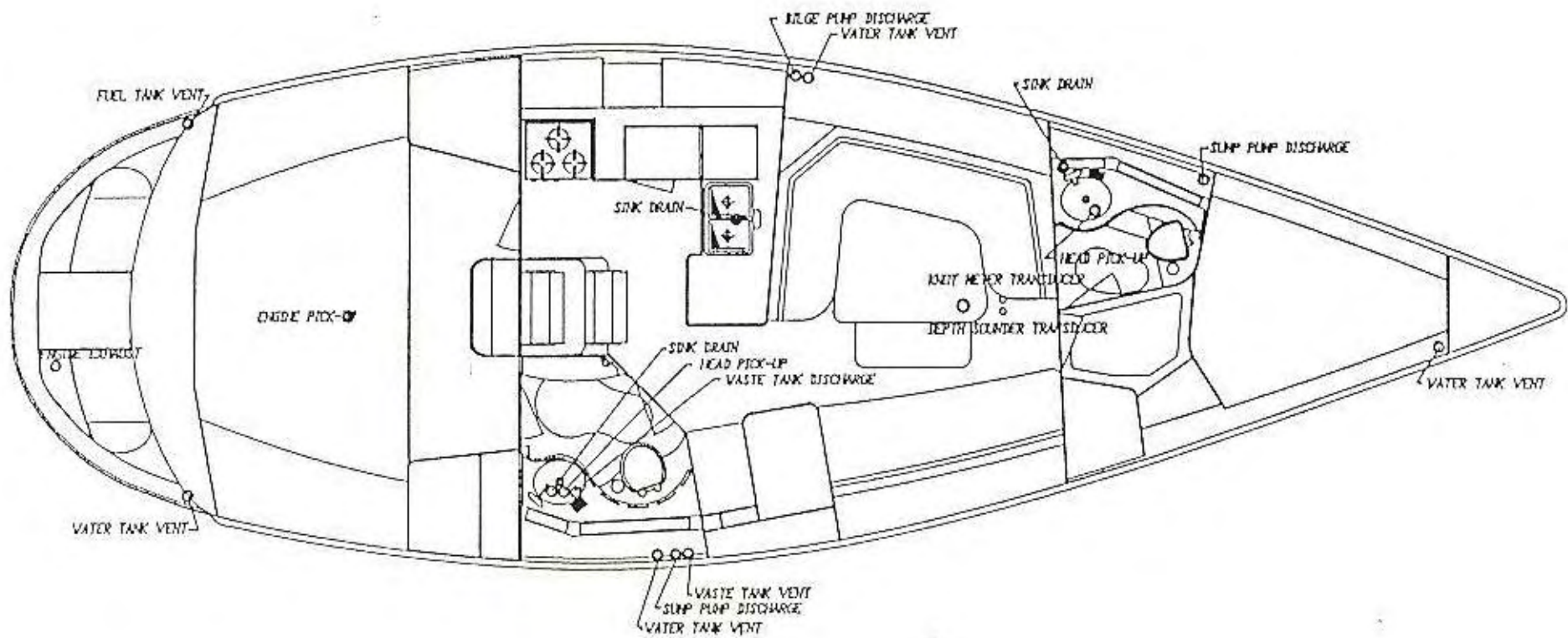
MANUAL BILGE PUMP PICKUP





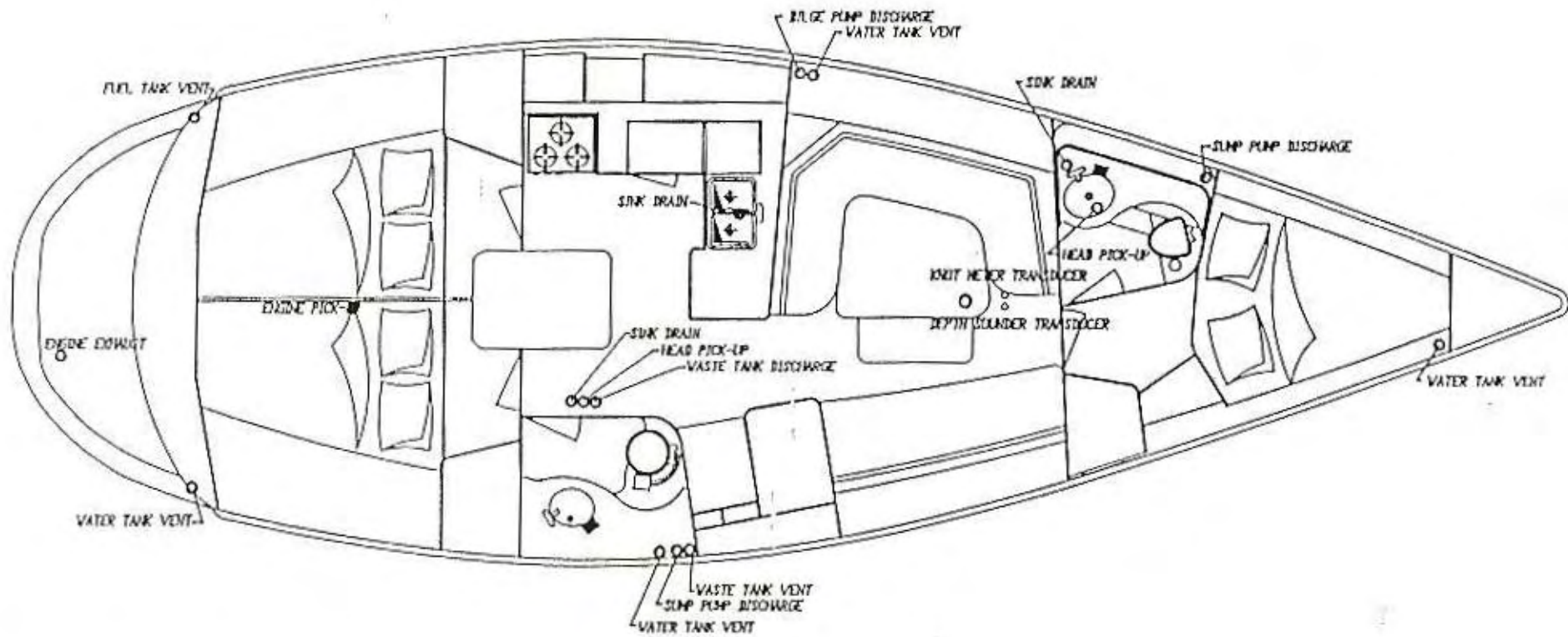
# HUNTER

L 40.5 THRU-HULL LOCATIONS L40-A-2655



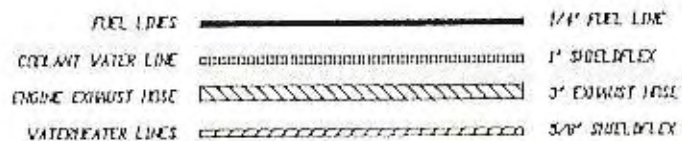
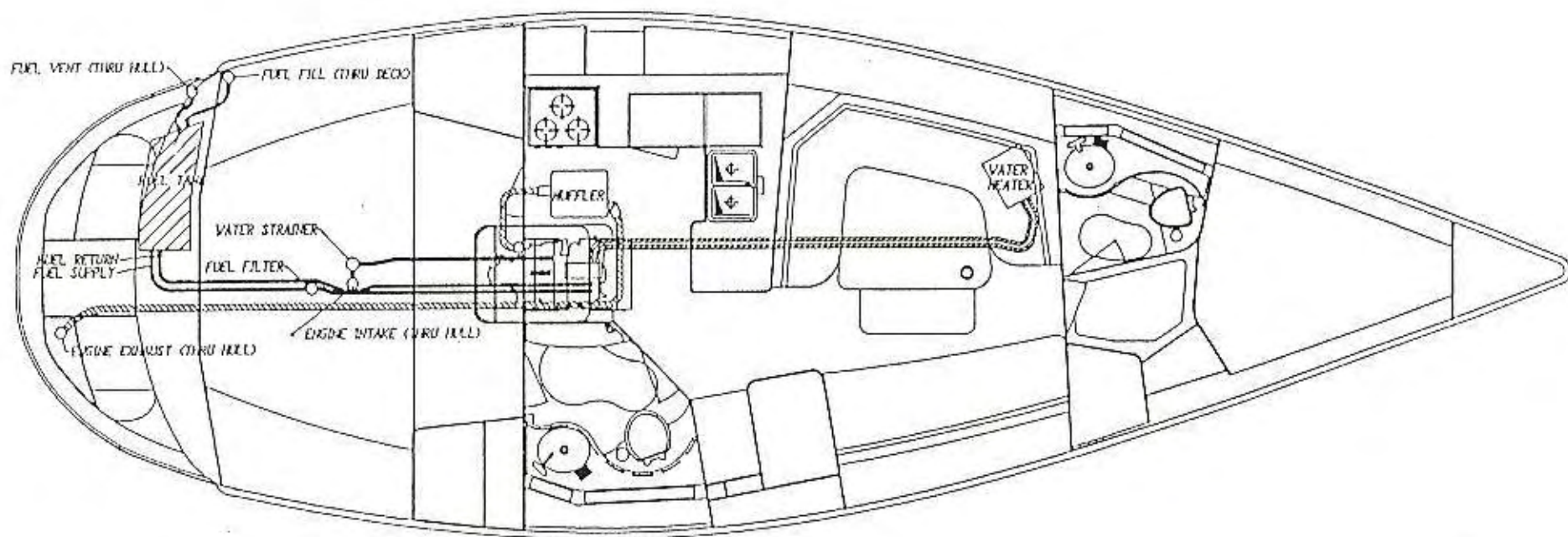
# HUNTER

L 40.5 THRU-HULL LOCATIONS L40-A-2655



**HUNTER** 

L 40.5 THRU-HULL LOCATIONS L40-A-2630



METRIC EQUIV.

FUEL TANK 40 GAL. = 150L.

FUEL LINE 1/4" = 6.4 MM

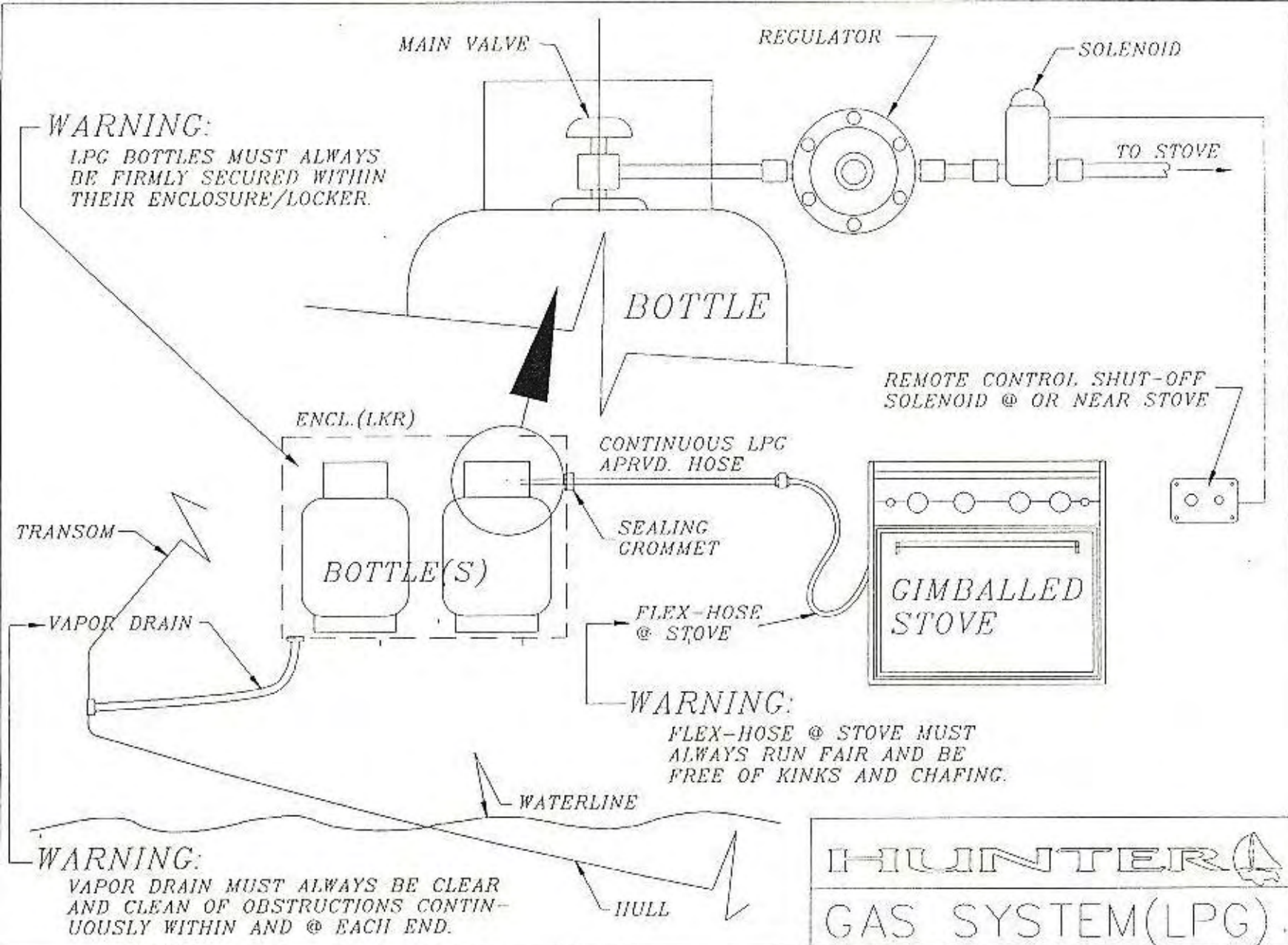
COOLANT WATER LINE 1" = 25.4 MM

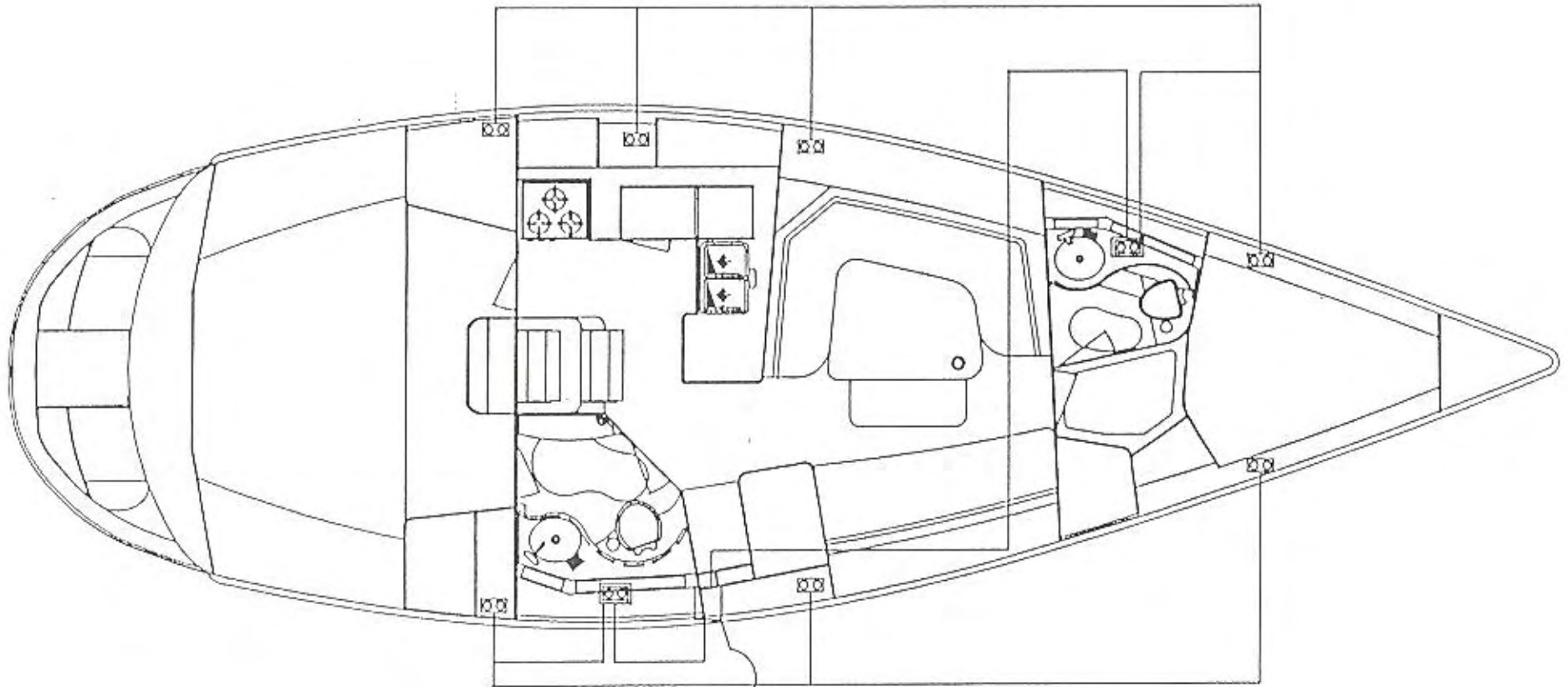
ENGINE EXHAUST HOSE 3" = 76.2 MM

WATER HEATER LINES 5/8" = 15.9 MM

HUNTER

L40.5 ENGINE AND FUEL SYSTEM L40-A-2650





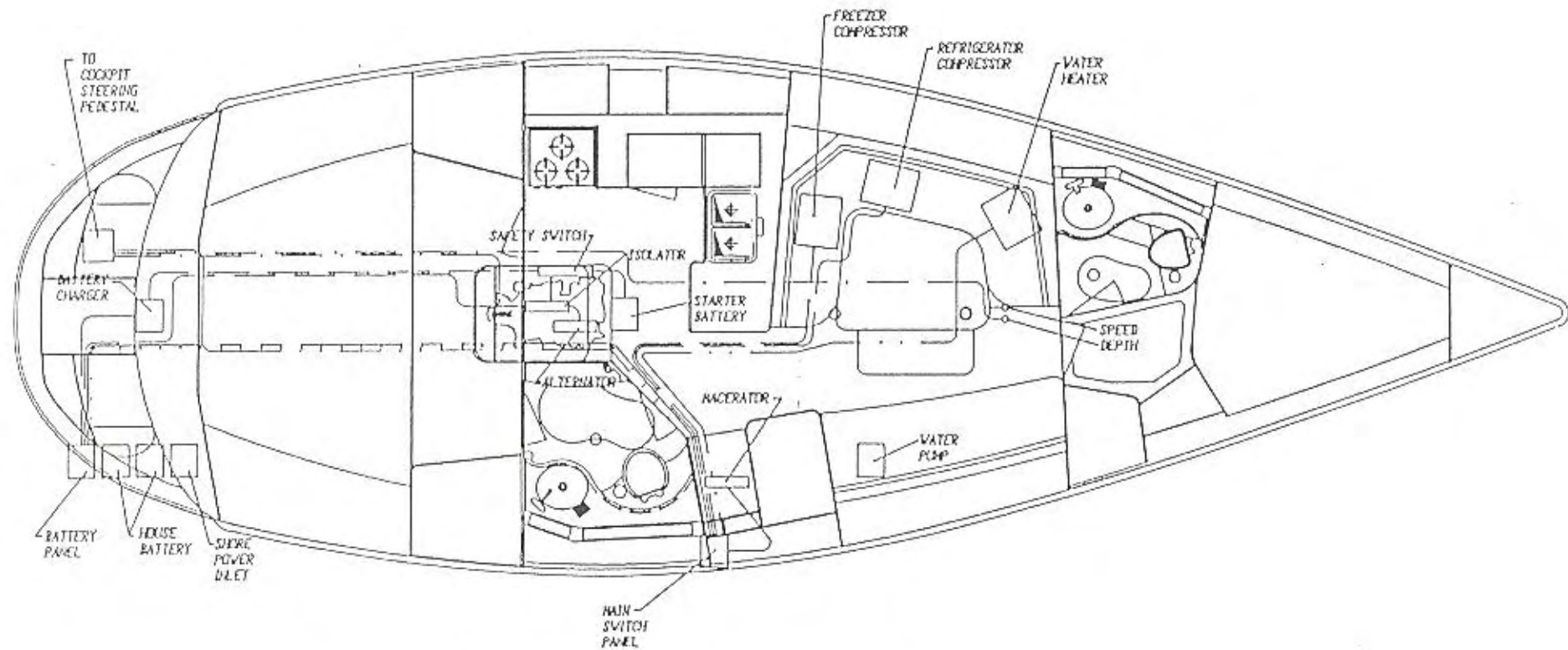
○ ○ STANDARD OUTLET

□ ○ MAIN  
BREAKER  
PANEL

NOTES  
L AC RUN ON 11/2 DC VOLT

HUNTER 

L 40.5 HEADLINER A.C. SYSTEM L40-A-2654

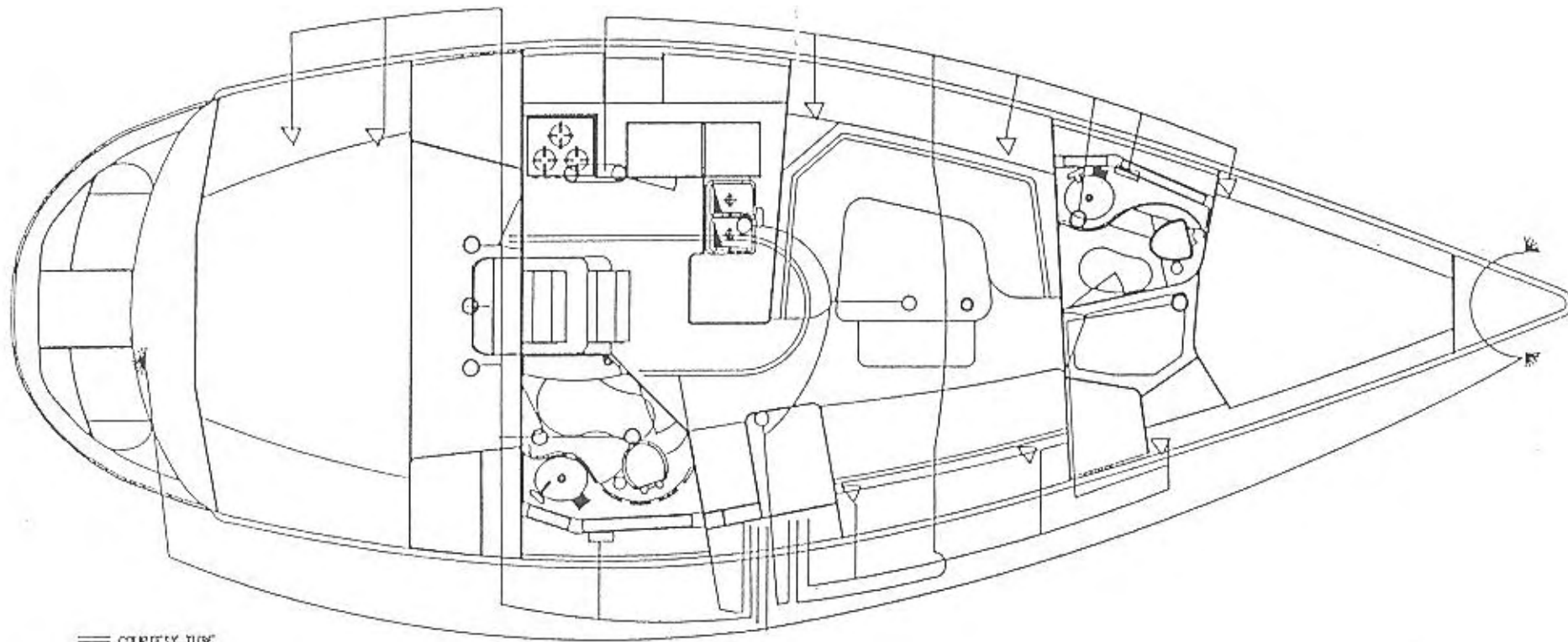


2 GA	-----
4 GA	-----
8 GA	-----
10 GA	-----
10/3 BOAT CABLE	.....
11/3 BOAT CABLE	-----
ENGINE HARNESS	-----
100 CABLE	-----

NOTES  
 1. 12 GA WIRES REFER TO L40-A-2651

# HUNTER

L 40.5 PAN ELECTRICAL SYSTEM L40-A-2652

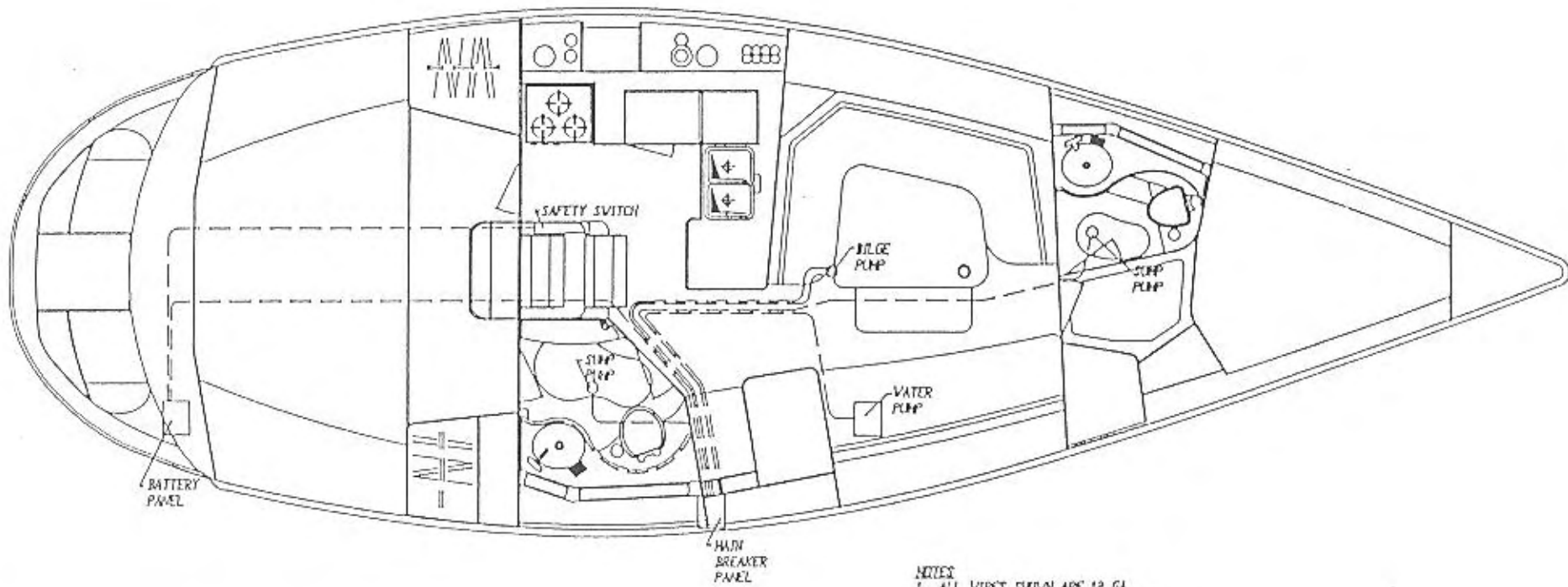


- COURTESY TUBE
- DOME LIGHT
- HALOGEN LIGHT
- △ READING LIGHT
- ▭ FLUORESCENT
- ⚓ BOW LIGHTS
- ⚓ STERN LIGHT

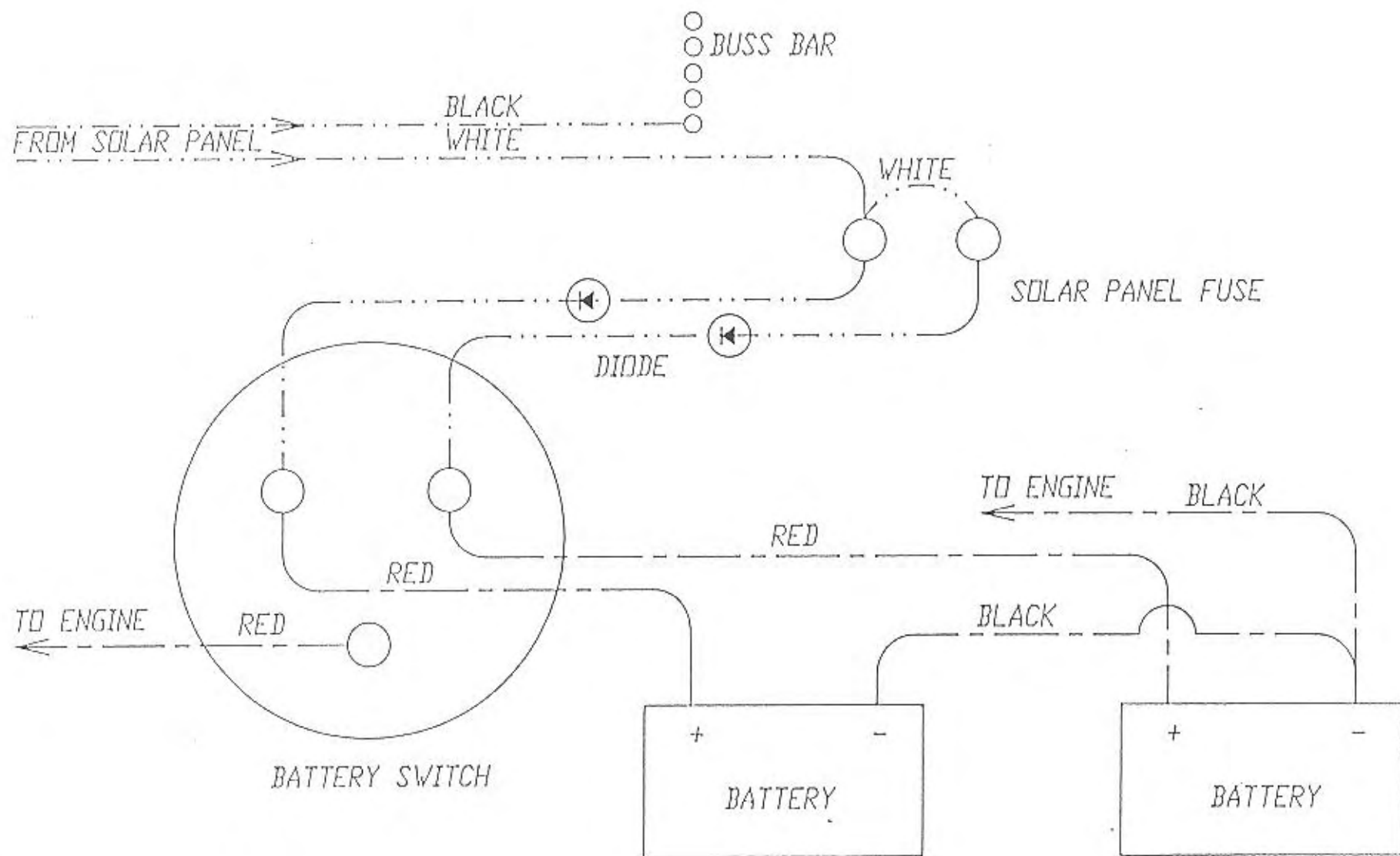
# HUNTER

L 40.5 LIGHTING SYSTEM L40-A-2659





NOTES  
 1. ALL WIRES SHOWN ARE 12 GA.  
 2. OTHER WIRING REFER TO L40-A-2652



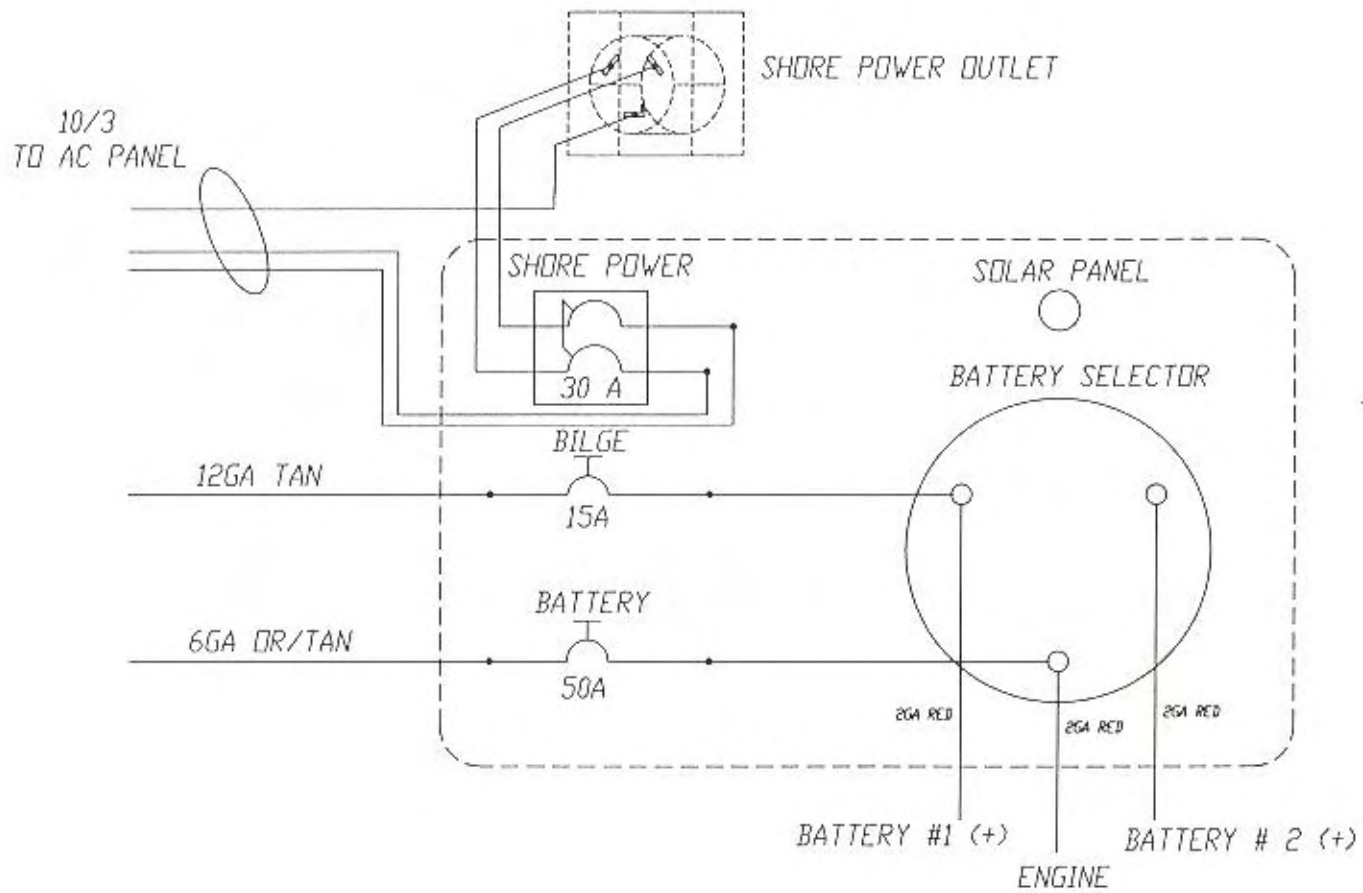
LINE TYPES

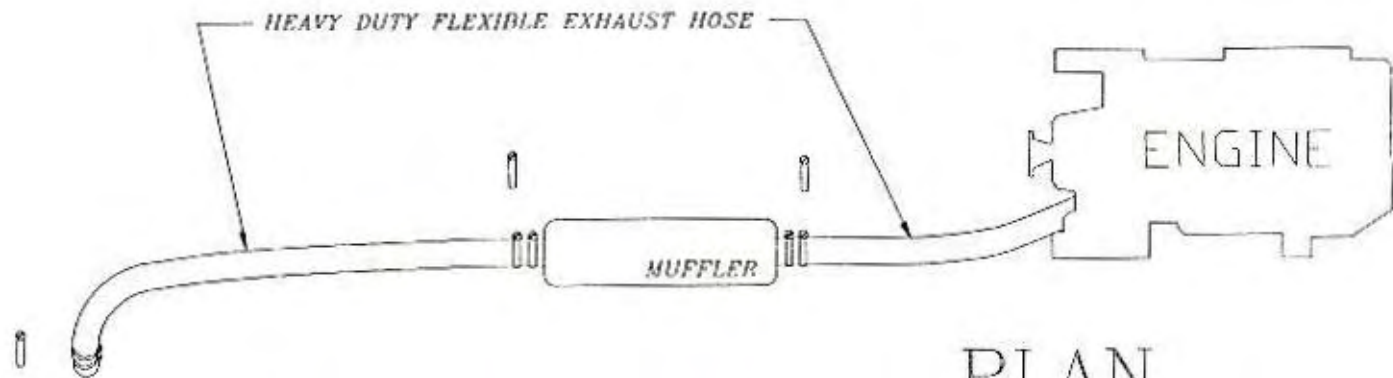
2/0 WIRE —————

14 GA. WIRE - - - - -

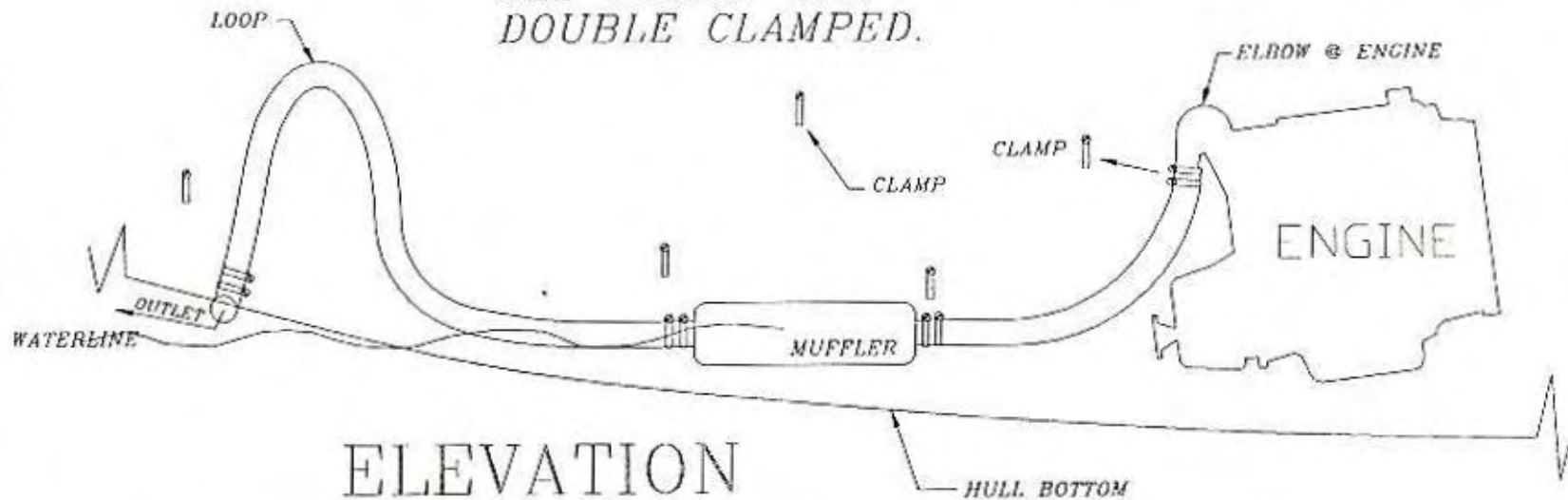
HUNTER 

SOLAR PANEL INSTALLATION HUNA2623





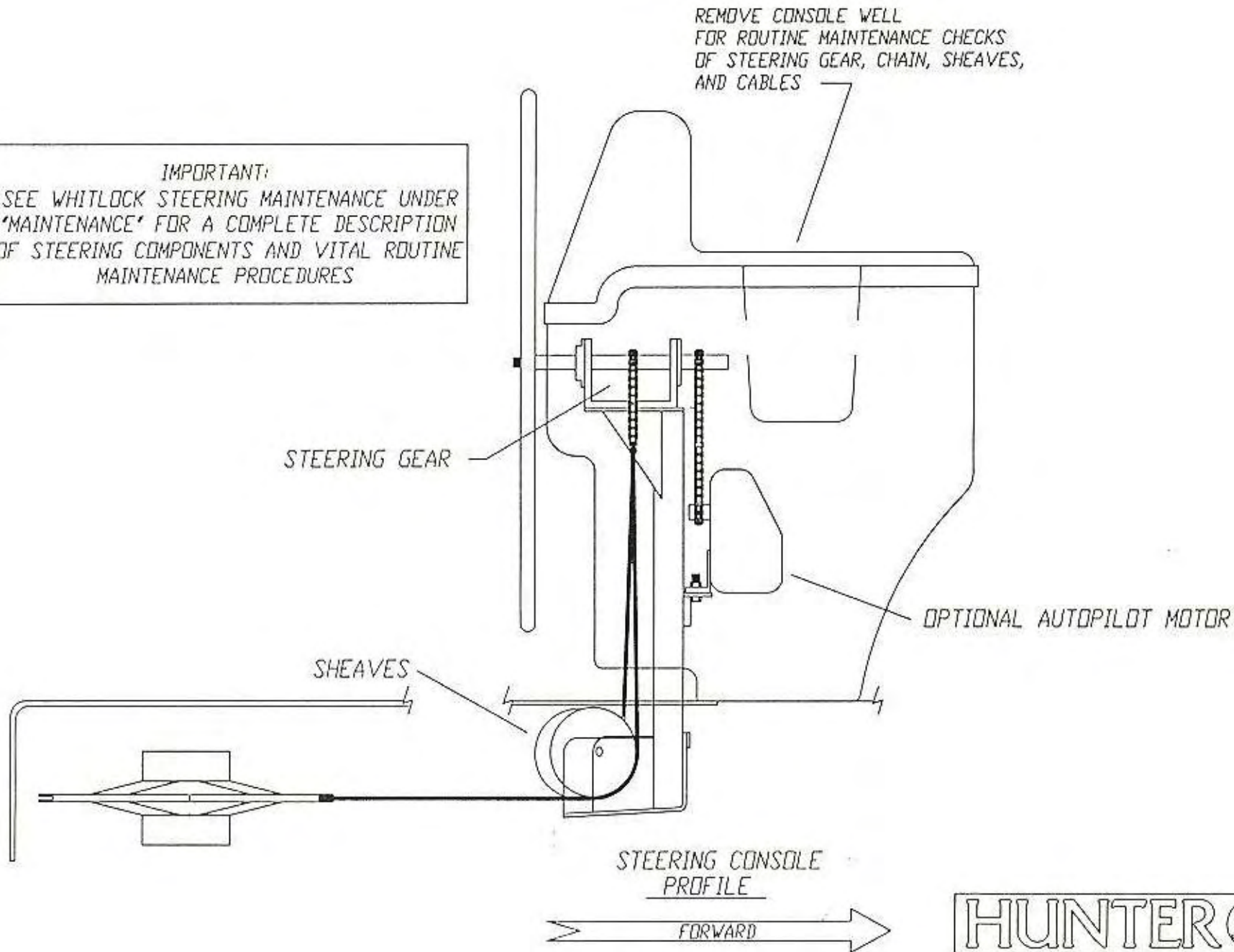
ALL HOSES ARE  
DOUBLE CLAMPED.



HUNTER 

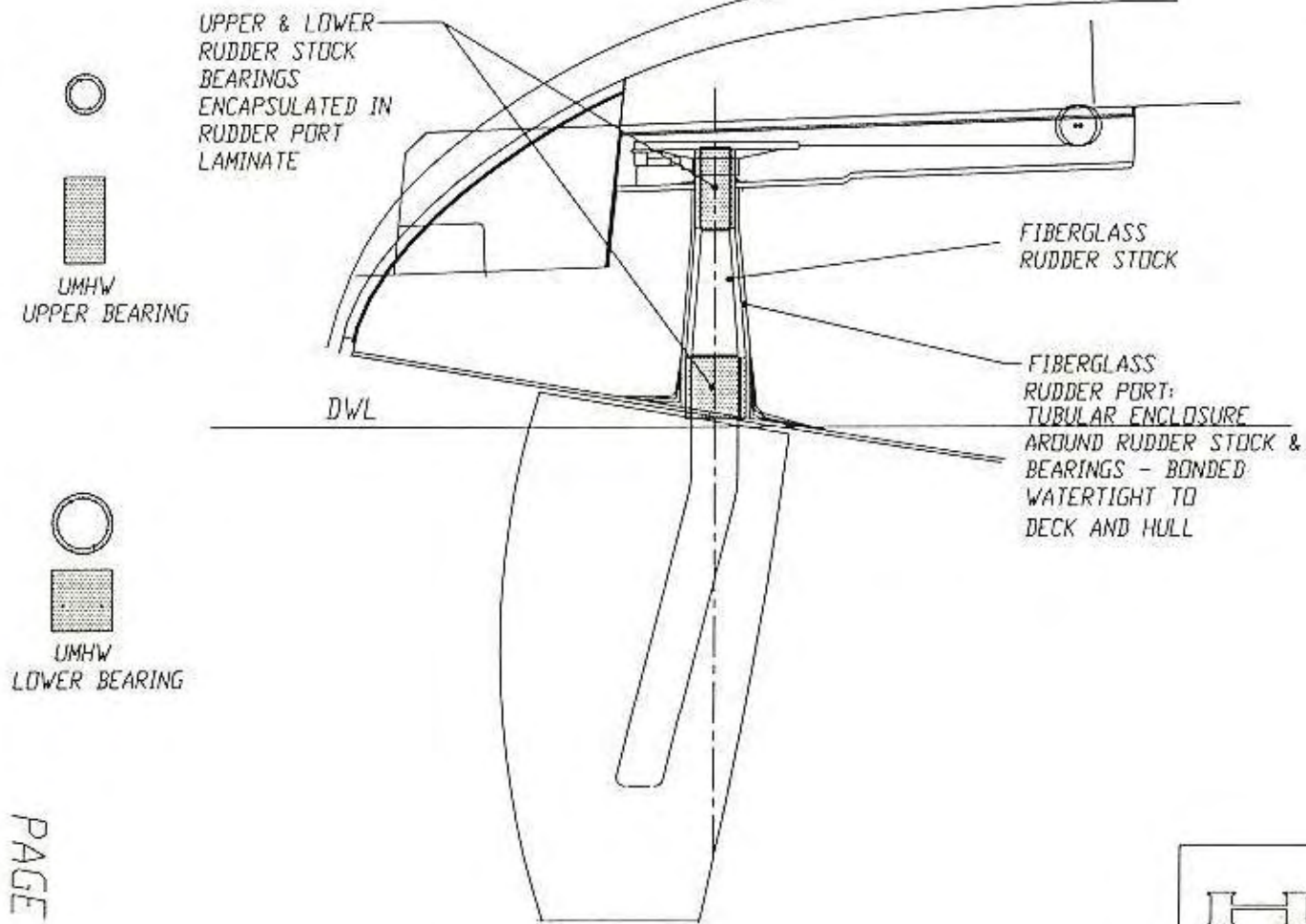
EXHAUST SYSTEM

IMPORTANT:  
SEE WHITLOCK STEERING MAINTENANCE UNDER  
'MAINTENANCE' FOR A COMPLETE DESCRIPTION  
OF STEERING COMPONENTS AND VITAL ROUTINE  
MAINTENANCE PROCEDURES



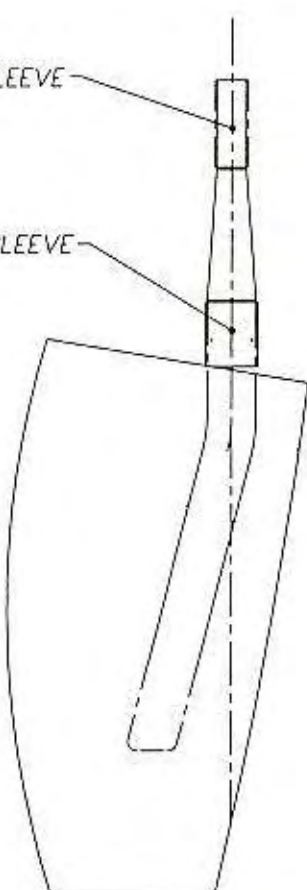
HUNTER 


L-40.5 STEERING CONSOLE  
L40A2616



UPPER BEARING  
STAINLESS STEEL SLEEVE

LOWER BEARING  
STAINLESS STEEL SLEEVE



HUNTER 

L40.5 RUDDER & SHAFT

