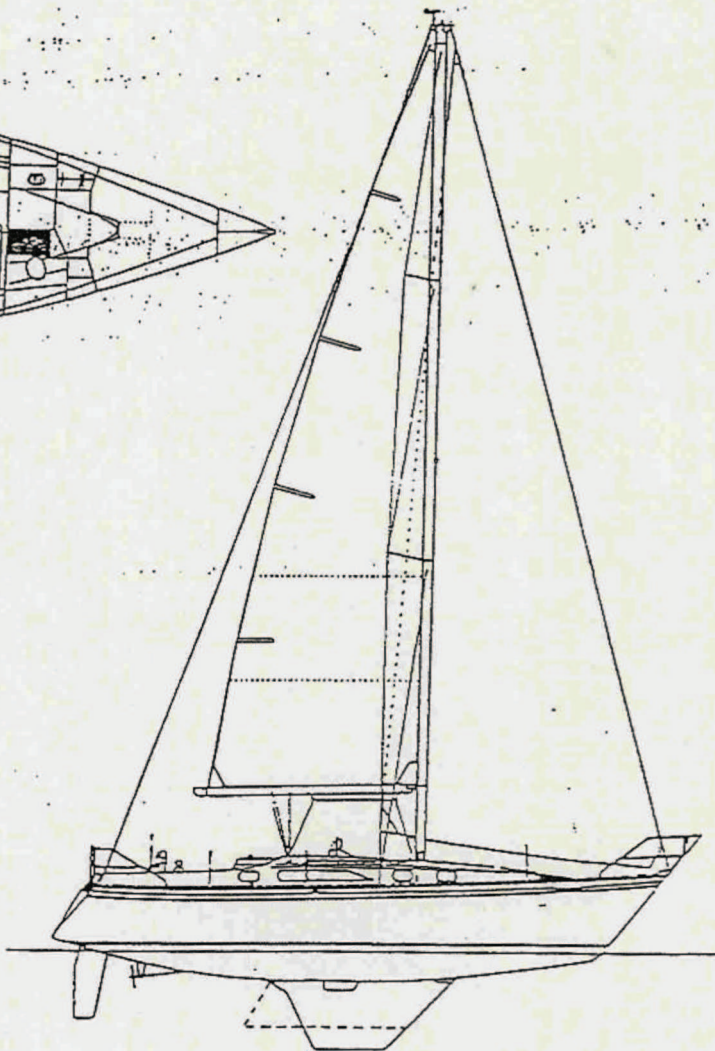
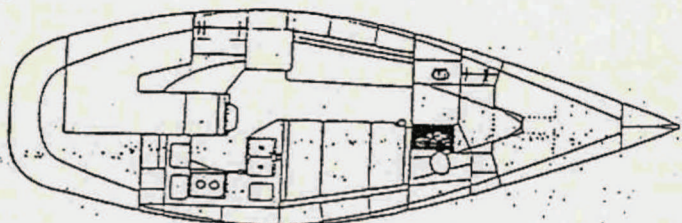


Hunter 34

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.

HUNTER



HUNTER 34 STANDING RIGGING

QTY	DESCRIPTION	WIRE TYPE	FITTING-FITTING	O/A DIM	CUT DIM
1	HEADSTAY	9/32 1 X 19	EYE 9-16-16	48' 4"	47' 2"
1	BACKSTAY UPPER	9/32 1 X 19	JAW EYE	36' 0"	36' 7 3/8"
2	BACKSTAY LOWER	1/4 1 X 19	JAW 8-16-16	13' 11 1/2"	12' 9 1/2"
2	UPPER UPPERS	1/4 1 X 19	EYE EYE	12' 6"	12' 4 5/8"
2	UPPER LOWER	1/4 1 X 19	EYE 8-16-16	33' 6"	32' 4"
2	INTERMEDIATE UPPER LEG	1/4 1 X 19	EYE EYE	14' 10 1/2"	14' 9 1/8"
2	INTERMEDIATE LOWER LEG	1/4 1 X 19	EYE 8-16-16	18' 2"	17' 0"
2	LOWER SHROUDS	9/32 1 X 19	EYE 9-16-16	17' 6"	16' 4"
2	INTERMEDIATE DIAMONDS	1/4 1 X 19	EYE 8-16-U *	15' 7 7/8"	14' 7 5/8"
2	LOWER DIAMOND	1/4 1 X 19	EYE 8-16-U *	16' 5"	15' 4 3/4"

NOTE; * REMOVE U FROM FITTING *

RUNNING RIGGING

MAIN HALYARD	7/16"	LOW STRETCH	110'
JIB HALYARD	7/16"	LOW STRETCH	110'
MAIN SHEET	7/16"	YACHT BRAID BBE	60'
GENOA SHEET	1/2"	YACHT BRAID BBE	100'
TRAVELLER	3/8"	YACHT BRAID BBE	40'
VANG LINE	3/8"	YACHT BRAID BBE	40'
TOPPING LIFT	1/8"	7X7 PVC THIMBLE TO THIMBLE	44' OVERALL
34RIG	*	BBE BURN BOTH ENDS	*

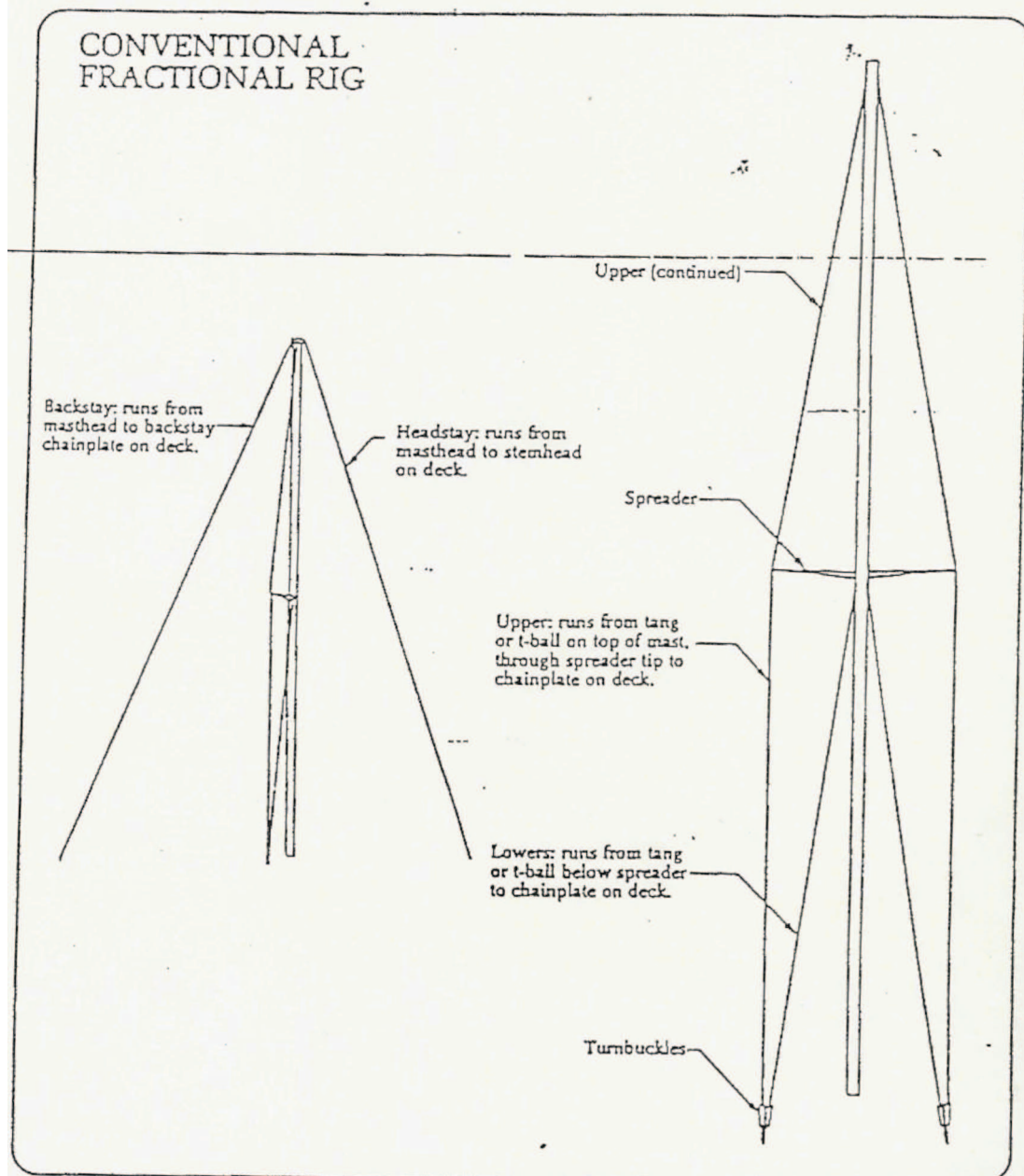
III. Sails & Rigging

A. Tuning the Conventional Fractional Rig (Hunter 23,-30-Hunter 26.5, Hunter 333, Legend 35, Legend 37)

TUNING THE RIGGING:

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

To center the mast athwartships, start with only slight tension on the upper and lower shrouds. Check that 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 one inch 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. (The uppers should always be the tightest.) Both the Legend 35 and Legend 37 are equipped with double spreaders. The three shrouds should be made progressively tighter toward the top of the rig; the uppers should be the tightest of all. Tighten backstay to a taut position: perhaps eight to ten turns past your original tension.

Check the mast tuning by sailing in medium winds (10-12 knots). Sometimes fine tuning 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 be taut 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.

B. Tuning the B&R Rig (Hunter 28.5, Legend 40, Legend 45)

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 one-quarter 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 one percent of the mast height above the boom ($.01 \times$ 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 inch), adjust turnbuckles an equal amount in opposite directions until the mast is straight.

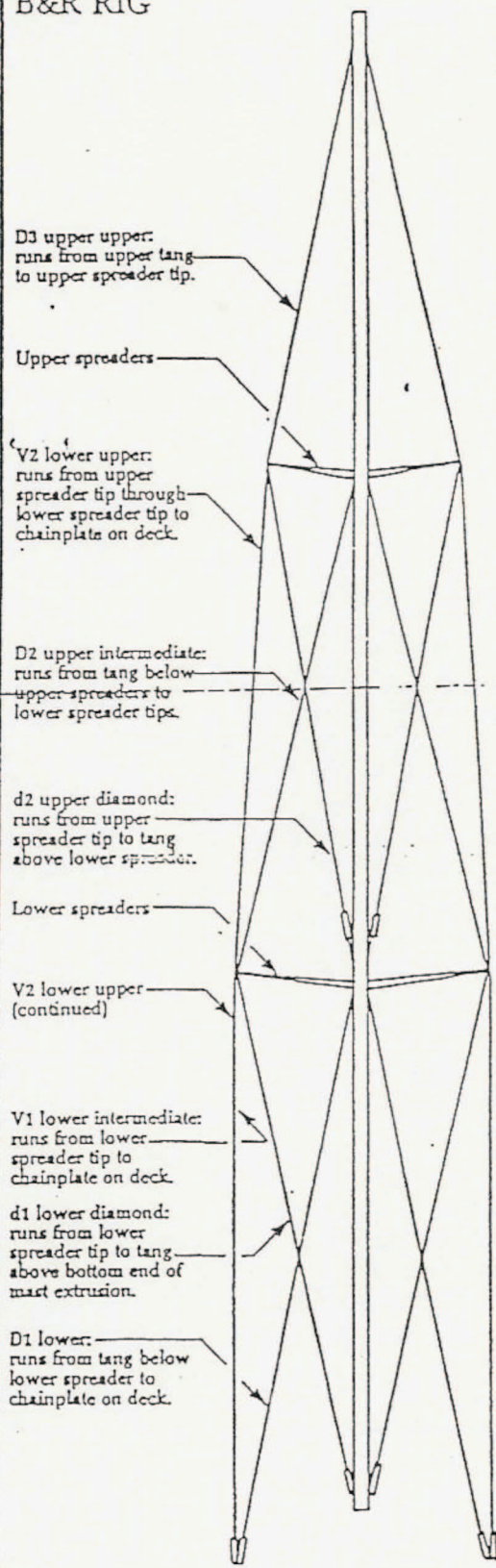
Adjust V1 (port and starboard) using the above procedure.

Repeat the procedure 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 to 12 knots). Sail on both tacks, sighting up the luff groove to check athwartship straightness. Shrouds should not be loose on the leeward side. (This is especially important with the B&R rig.) Follow the progressive shroud tightness routine described in the tuning instructions for the conventional rig. When mast tuning is complete, install cotter pins in all turnbuckles and tape over sharp edges of the cotter pins with chafe tape.

B&R RIG



C. Roller Furling

OPERATING THE ROLLER FURLING:

1. To furl the sail, release the jib sheet and pull in on furling line from cockpit. Hand power is all that's needed; only special situations necessitate using a winch.
2. To roll the jib tightly around the headstay, it is advisable to keep some tension on the jib sheet. This can be done by holding the jib sheet and allowing it to slide through your fingers or by leaving two turns around a winch while furling. After jib has been completely furled, furling line should be cleated and jib sheet tensioned.
3. To unfurl, uncleat furling line, leaving one turn around the cleat for friction. This prevents snags on the drum. The jib sheet on leeward side of boat is then pulled to unfurl sail. It may be unrolled part-way or all the way, depending on wind conditions.

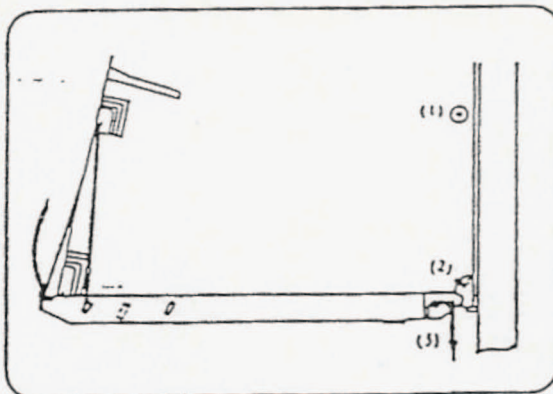
REEFING THE ROLLER FURLING SAIL:

1. The sail should be tightly rolled to maintain optimum sail shape. Leave two turns around the sheet winch with the tail of the jib sheet held loosely in your hand. Then pull the furling line in against tension of jib sheet to achieve the tightest roll (and, therefore, the best sail shape).
2. You may reef the sail to any point. Most any sail may be reefed except a large genoa which is specifically cut very full and has a lightweight cloth that cannot withstand the strain of reefing. (Consult a sailmaker if in doubt.)

D. Reefing the Mainsail

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

1. Ease the mainsheet (boom vang if installed), making sure topping lift is secured in position.
2. Lower the main halyard so that tack reef cringle can be placed on gooseneck reef hook. Re-tension main halyard when hooked in place.
3. Clew reef line must now be tensioned so that clew reef cringle is brought down snugly against boom.
4. Readjust 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 procedure.



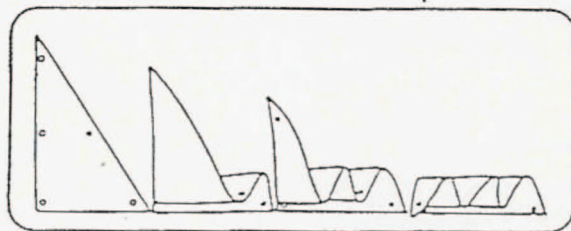
E. Sail Care and Storage

Your Hunter or Legend 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 freshwater whenever possible if you sail in saltwater. Tub wash them every few seasons to keep them bright and attractive. **CAUTION:** 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. When dry, fold according to diagram. 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 tack to the clew 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.

F. Care of Standing Rigging

The stays and shrouds on your Hunter or Legend 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 freshwater. Check occasionally for "fish hooks," 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 of the turnbuckles.

G. 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 saltwater. Rinse thoroughly and coil. Hang the tail ends of halyards off the deck to promote drying. Sheets should also be hung to dry.

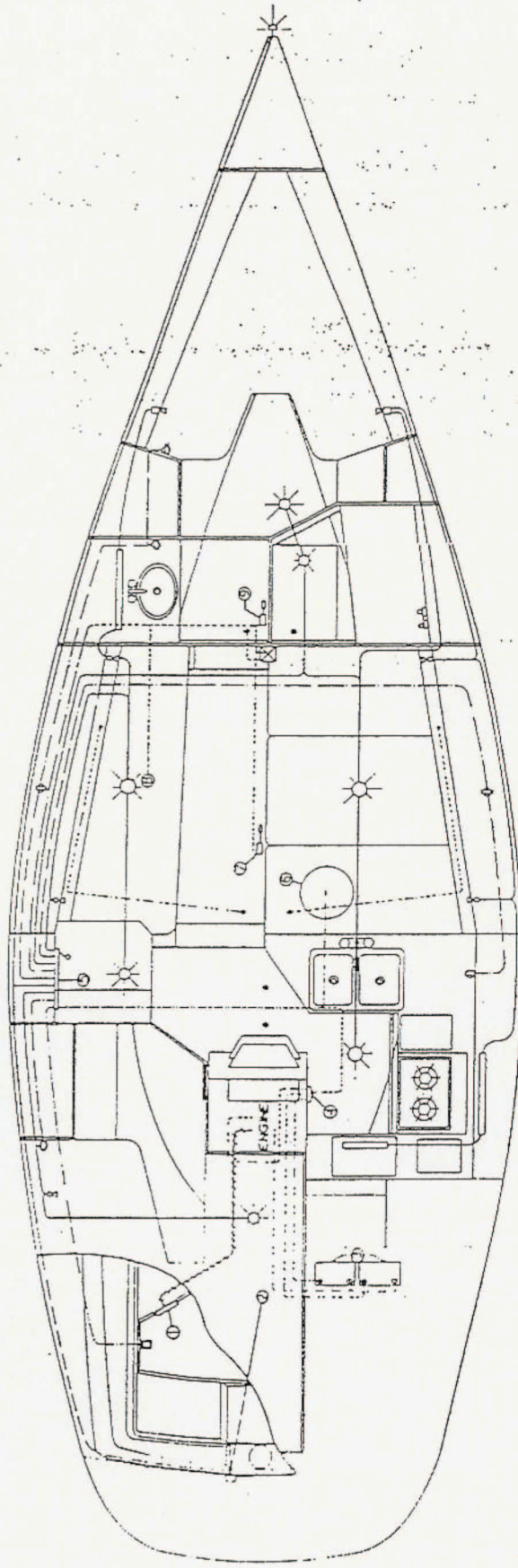
Inspect all lines periodically for fraying and other damage. Lines showing substantial wear should be replaced.

H. Stepping the Mast On the Hunter 23

Hunter Marine recommends that you walk through the following seven steps and assign each person their respective task and positions during the stepping of the mast. Sailing is a fun and safe sport when the crew operates as a team. Good luck and smooth sailing.

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




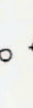

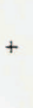

SYMBOLS:

- ☒ MAST
- ☐ SHORE POWER INLET
- ⊕ 110 V. 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 CONTINUED

-  FLOURESCENT LIGHT (LG.)
-  FLOURESCENT LIGHT (SM.)
-  CHART LIGHT
-  KEEL BOLTS
-  CHAINPLATE
-  16ga. WIRE
-  (THRU-HEADLINER)

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

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.



WIRE HARNESS (A)

- 16ga. WIRE
- WIRE HARNESS (A)
- THRU-HEADLINER
- WIRE HARNESS (A) THRU-PAN
- WIRE HARNESS (B)
- 14/3 MARINE POWER



WIRE HARNESS (B)

- 14/3 MARINE POWER
- 4ga. BATTERY CABLE
- 8ga. GROUND WIRE
- 10/3 MARINE POWER
- 12ga. WIRE
- IGNITION WIRES

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