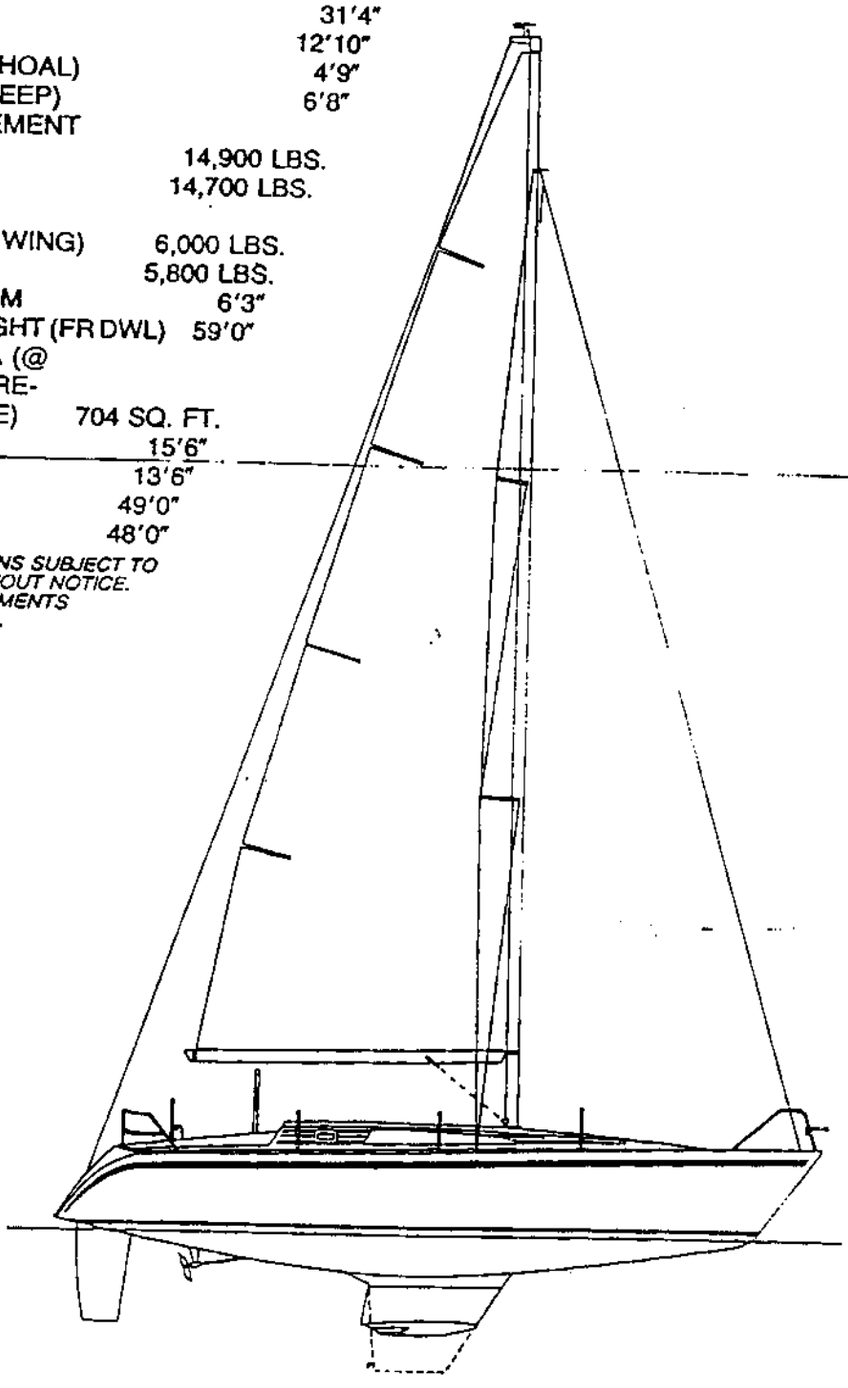
LEGEND® 37

PROFILE

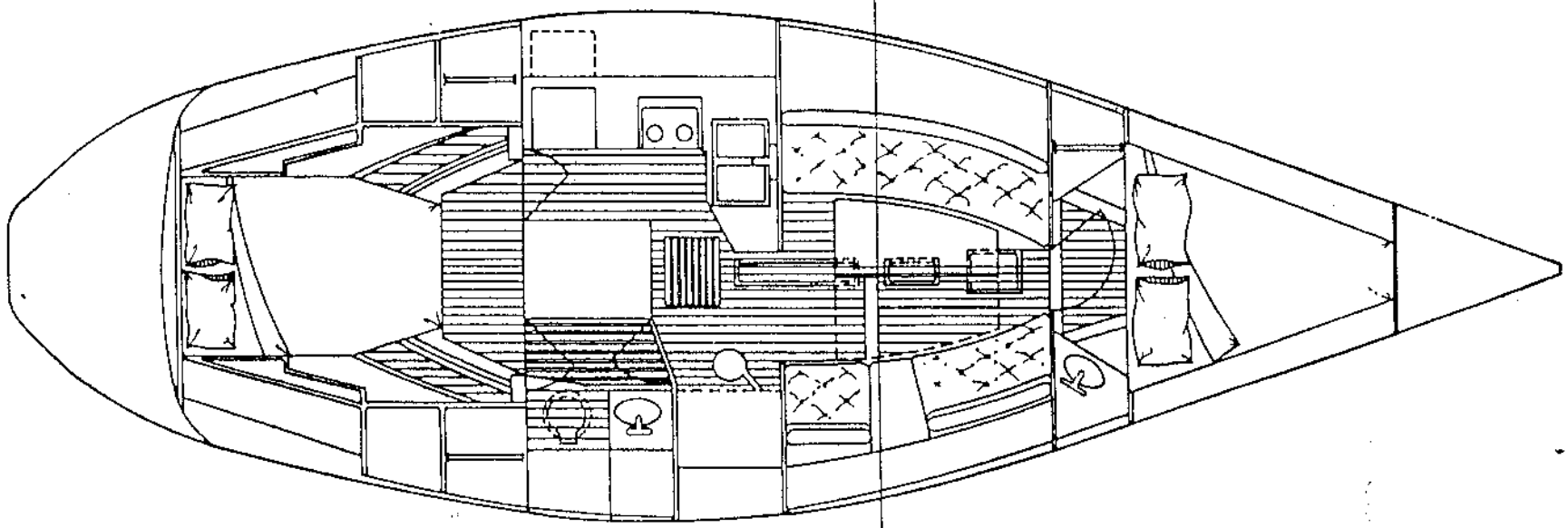
SPECIFICATIONS	
L.O.A.	37'6"
L.W.L.	31'4"
BEAM	12'10"
DRAFT (SHOAL)	4'9"
(DEEP)	6'8"
DISPLACEMENT	
(SHOAL)	14,900 LBS.
(DEEP)	14,700 LBS.
BALLAST	
(SHOAL—WING)	6,000 LBS.
(DEEP)	5,800 LBS.
HEADROOM	6'3"
MAST HEIGHT (FR DWL)	59'0"
SAIL AREA (@ 100% FORE-TRIANGLE)	704 SQ. FT.
E	15'6"
J	13'6"
P	49'0"
I	48'0"

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL MEASUREMENTS APPROXIMATE.



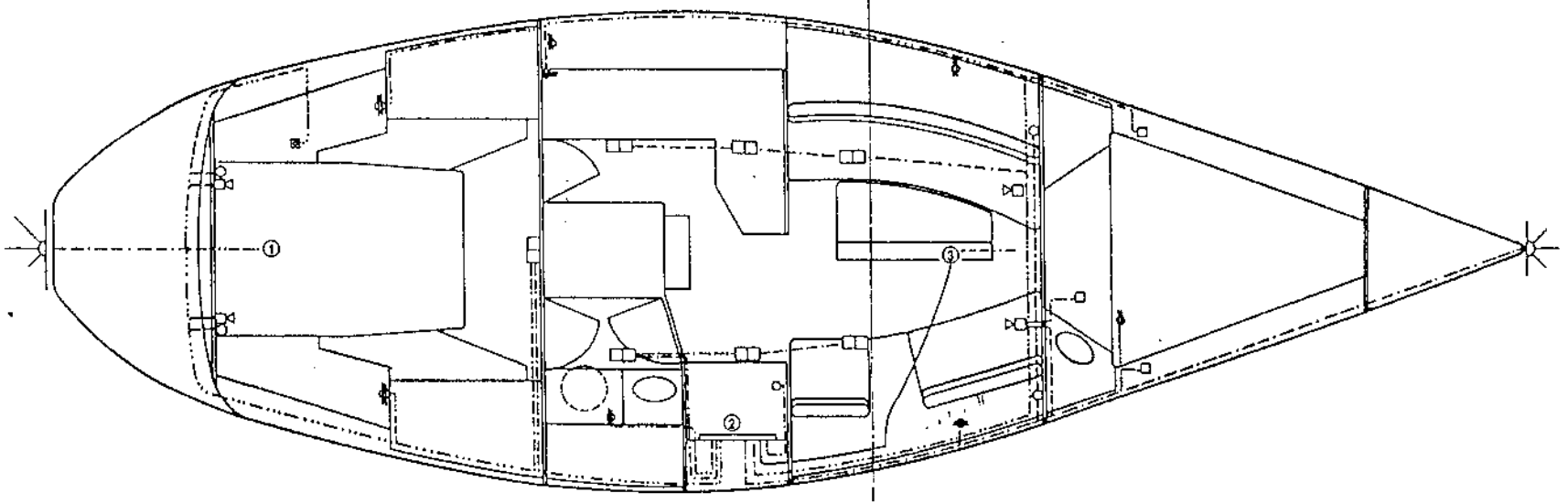
LEGEND®37

INTERIOR



LEGEND® 37

WIRING TO HEADLINER DIAGRAM



LEGEND

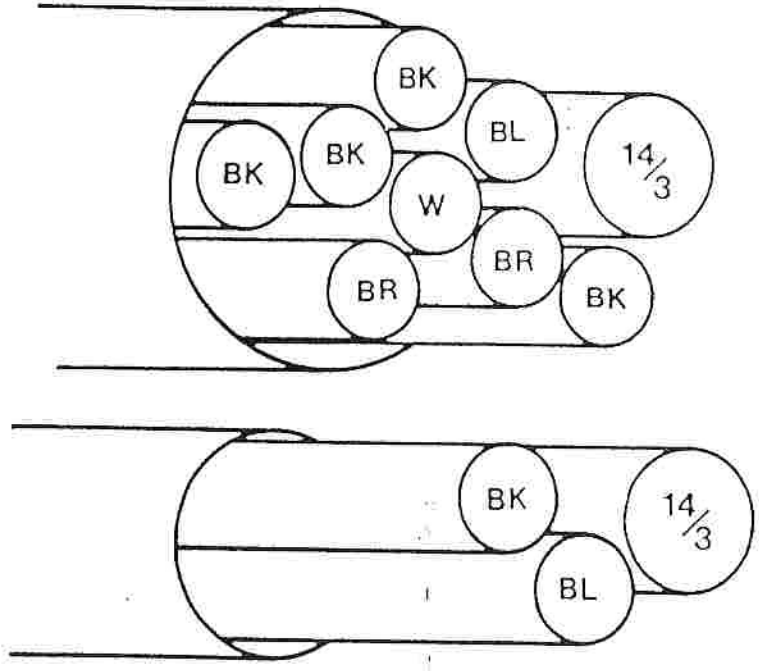
1. COMPASS
2. SWITCH PANEL
3. MAST

SYMBOLS

- CABIN LIGHTS SINGLE
- SWIVEL LAMPS
- CABIN LIGHTS DOUBLE
- 110V RECEPTACLE
- 110V SHORE POWER
- SPEAKERS
- BOW LIGHT
- STERN LIGHT
- WIRE HARNESS "D"
- WIRE HARNESS "B"
- WIRE HARNESS "C"
- WIRE HARNESS "E"
- 4 GA. WIRE
- 14 GA. WIRE
- 8 GA. WIRE
- 14/3 BOAT CABLE
- 10/3 BOAT CABLE

LEGEND® 37

WIRING TO HEADLINER DIAGRAM
Continued



WIRE HARNESS "B"

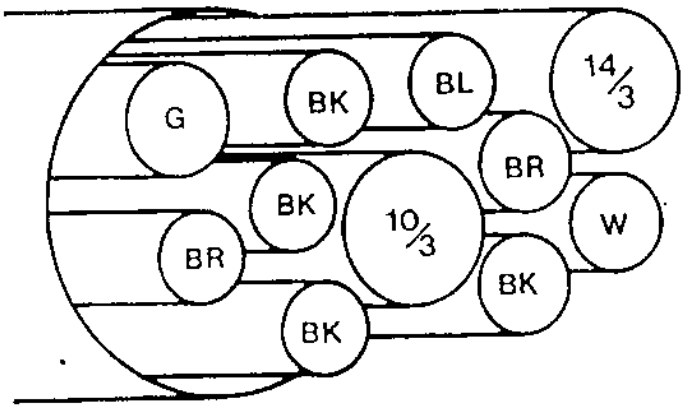
SYMBOL	COLOR	GAUGE	APPLICATION
BR	BROWN	16	SPEAKER–WIRE
14/3	WHITE	14	RECEPTACLE
BL	BLUE	16	CABIN LIGHTS
W	WHITE	16	BOW LIGHTS
BK	BLACK	16	CABIN LIGHTS, SPEAKERS & BOW LIGHTS (COMMON)

WIRE HARNESS "C"

SYMBOL	COLOR	GAUGE	APPLICATION
14/3	WHITE	14	RECEPTACLES
BL	BLUE	16	CABIN LIGHTS
BK	BLACK	16	CABIN LIGHTS (COMMON)

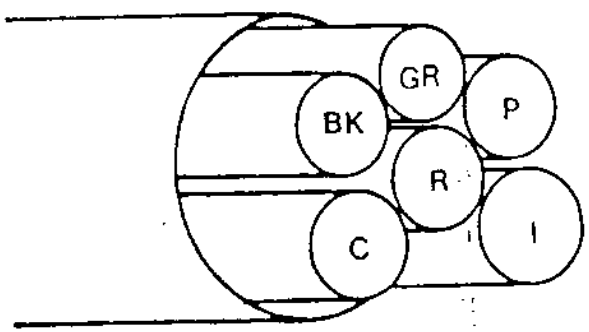
LEGEND® 37

WIRING TO HEADLINER DIAGRAM
Continued



WIRE HARNESS "D"

SYMBOL	COLOR	GAUGE	APPLICATION
BL	BLUE	16	CABIN LIGHTS
14/3	WHITE	14	RECEPTACLES
BR	BROWN	16	SPEAKERS
10/3	WHITE	10	SHORE POWER
W	WHITE	16	STERN LIGHT
BK	BLACK	16	SPEAKERS, CABIN LIGHTS & STERN LIGHT (COMMON)
G	GREY	14	COMPASS LIGHT

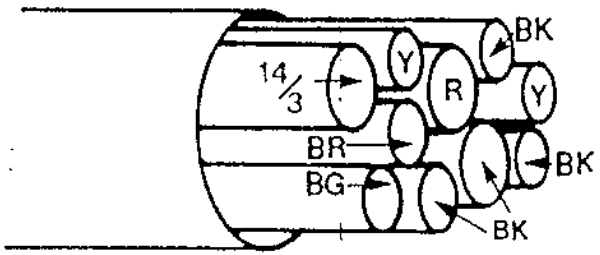


WIRE HARNESS "E"

SYMBOL	COLOR	GAUGE	APPLICATION
GR	GREEN	16	MAST, STEAMING LIGHT
R	RED	16	MAST, ANCHOR LIGHT
P	PURPLE	16	MAST, DECK LIGHT
BK	BLACK	16	STEAMING, ANCHOR & DECK LIGHTS (COMMON)
C	WHITE	Coax.	VHF RADIO ANTENNA
I	BLACK	Inst.	INSTRUMENTS

LEGEND® 37

WIRING DIAGRAM
Continued

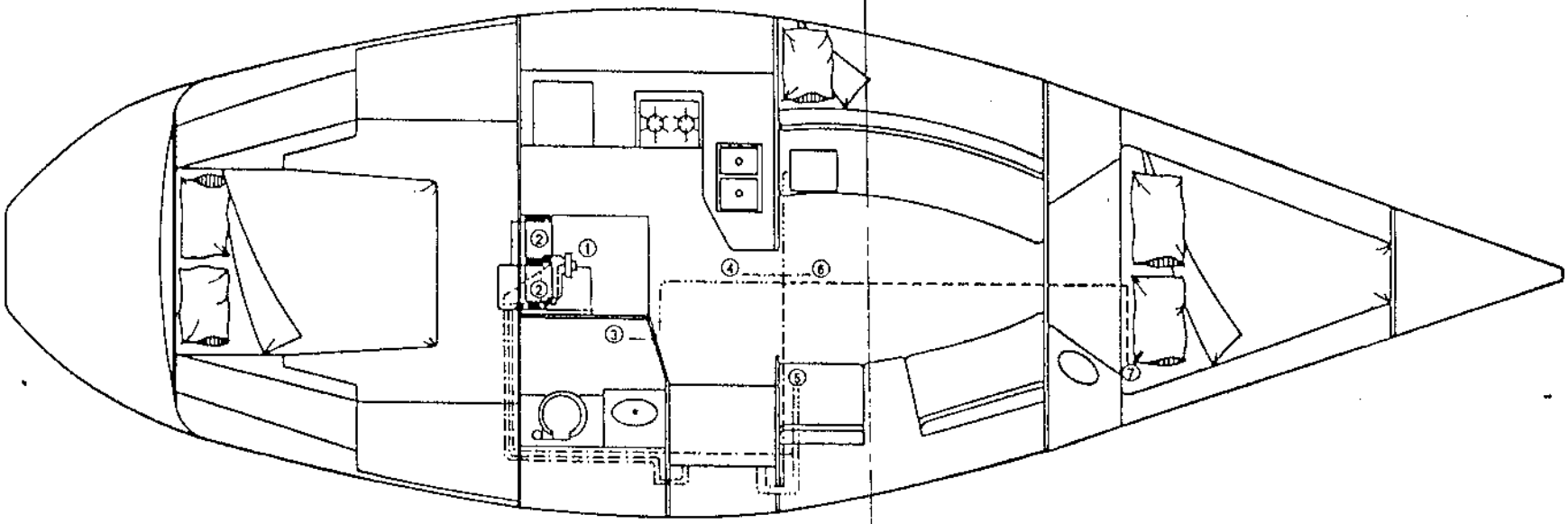


WIRE HARNESS "A"

SYMBOL	COLOR	GAUGE	APPLICATION
R	RED	10	PRESSURIZED WATER PUMP (HOT)
BK	BLACK	10	PRESSURIZED WATER PUMP (COMMON)
BR	BROWN	12	BILGE PUMP (HOT)
BG	BEIGE	12	AUTO FLOAT SWITCH (HOT)
BK	BLACK	12	BILGE PUMP (COMMON)
Y	YELLOW	16	AFT SUMP AND SHOWER SUMP PUMP (HOT)
BK	BLACK	16	AFT SUMP AND SHOWER SUMP PUMP (COMMON)
14/3	WHITE	14	WATER HEATER

LEGEND®37

WIRING DIAGRAM



LEGEND

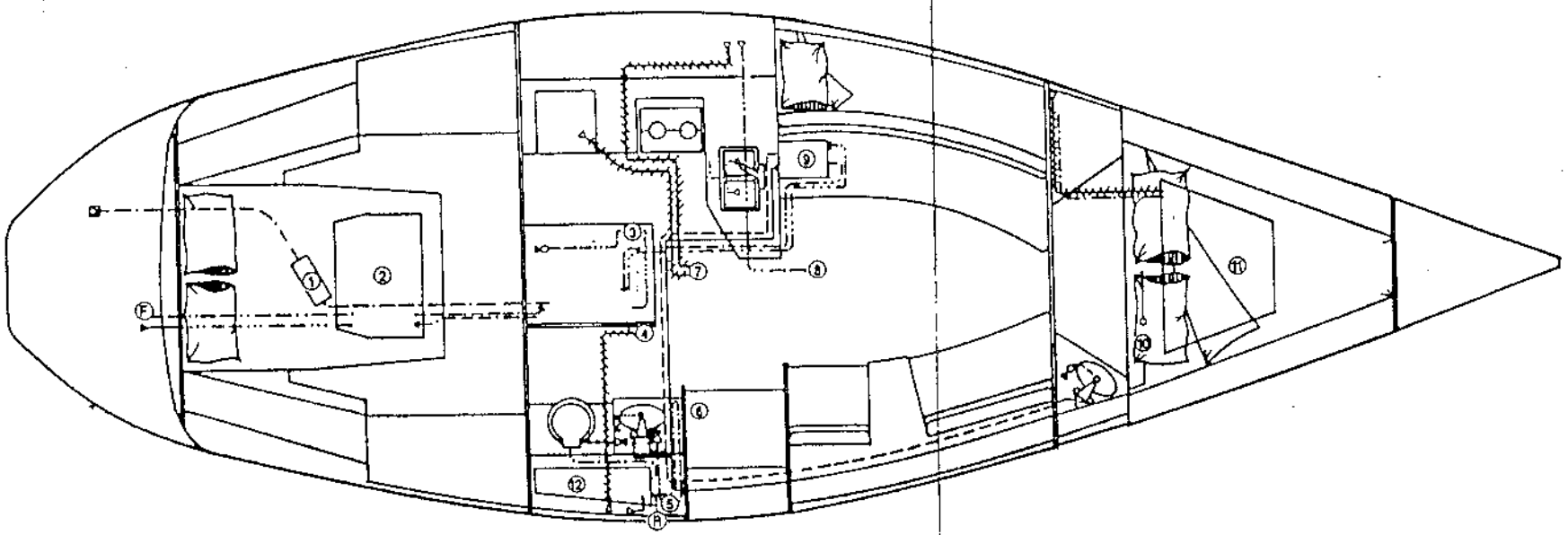
1. BATTERY SELECTOR
2. 85 AMP BATTERY
3. SHOWER SUMP PUMP
4. AFT SUMP PUMP
5. BATTERY CHARGER
6. BILGE PUMP
7. PRESSURIZED WATER PUMP
8. WATER HEATER

SYMBOLS

- 4 GA. BATTERY CABLE
- 10 GA. WIRE
- 12 GA. WIRE
- 8 GA. WIRE
- WIRING HARNESS "A"
- 16 GA. WIRE
- 14/3 BOAT CABLE

LEGEND® 37

PLUMBING DIAGRAM



LEGEND

1. MUFFLER
2. FUEL TANK
3. SEA STRAINER
4. SHOWER SUMP PUMP
5. VENTED LOOP
6. WASTE PUMP (MANUAL)
7. AFT SUMP PUMP
8. BILGE PUMP
9. WATER HEATER
10. PRESSURIZED WATER PUMP
11. WATER TANK
12. WASTE TANK – 14 Gallon

SYMBOLS

- Ⓦ WATER FILL CAP
- Ⓕ FUEL FILL CAP
- Ⓡ WASTE CAP
- △ PLASTIC THRU-HULL
- ◮ VENT
- ▲ BRONZE THRU-HULL

LEGEND® 37

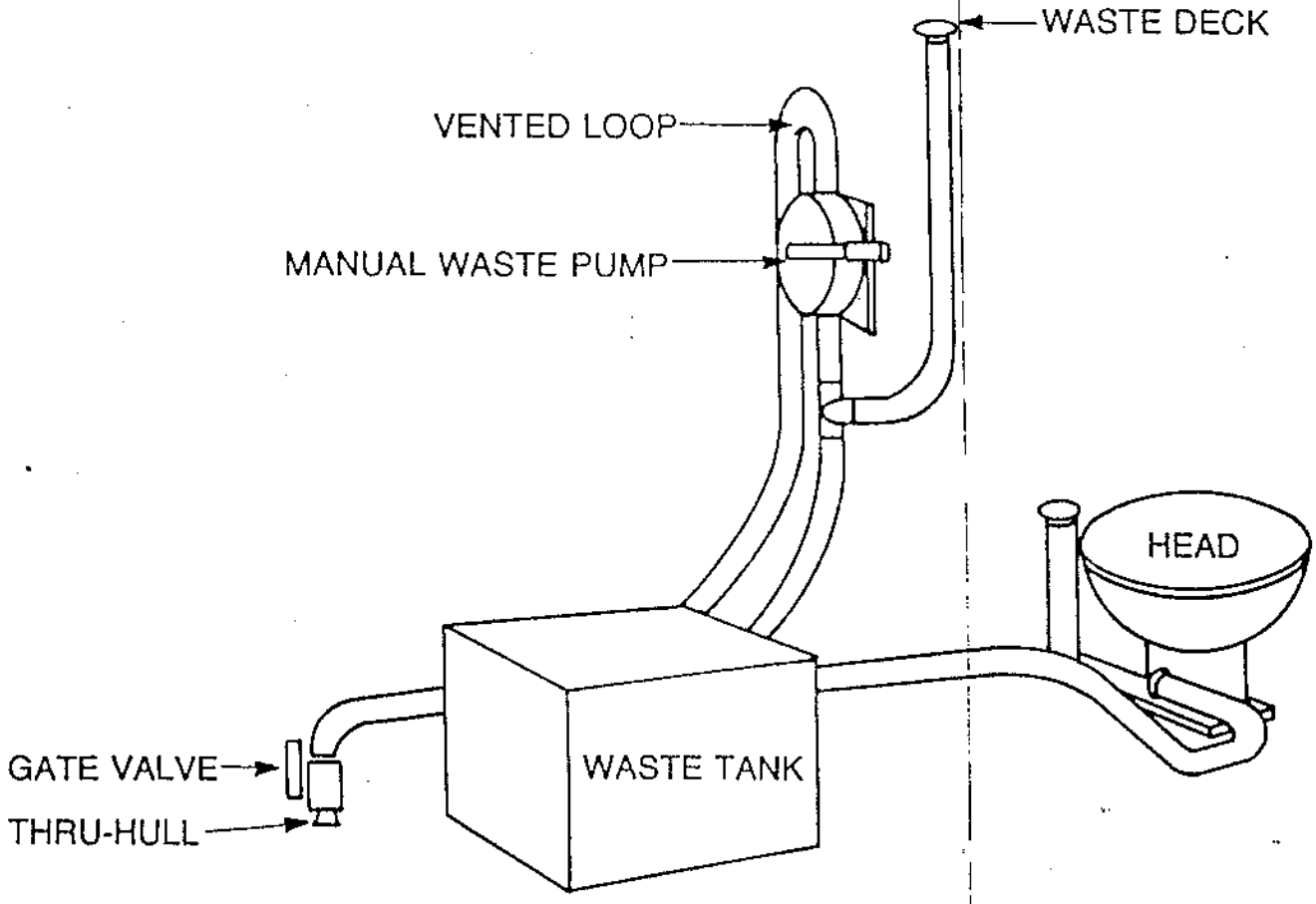
PLUMBING DIAGRAM
Continued

SYMBOLS *Continued*

- SCUPPER (ENGINE EXHAUST)
- GATE VALVE
- POLYBUTYLENE TUBE, PRESSURIZED WATER (COLD)
- POLYBUTYLENE TUBE, PRESSURIZED WATER (HOT)
- 1½" SHIELDVAC HOSE, WASTE SYSTEM & GALLEY DRAIN
- 1¼" SHIELDVAC HOSE, VANITY DRAIN
- ¾" SHIELDVAC HOSE, VENT (WASTE & WATER), AFT & SHOWER SUMP PUMPS
- ¾" BLACK WATER HOSE, HEAD WATER PICK-UP
- 2" EXHAUST HOSE
- 1½" FUEL FILL HOSE
- ⅝" FUEL HOSE (VENT)
- ¼" FUEL HOSE, ENGINE FUEL FEED & RETURN
- 1" SHIELDVAC HOSE, BILGE PUMP
- ⅝" WATER HOSE, ENGINE WATER PICK-UP & HEAT EXCHANGE (WATER HEATER)

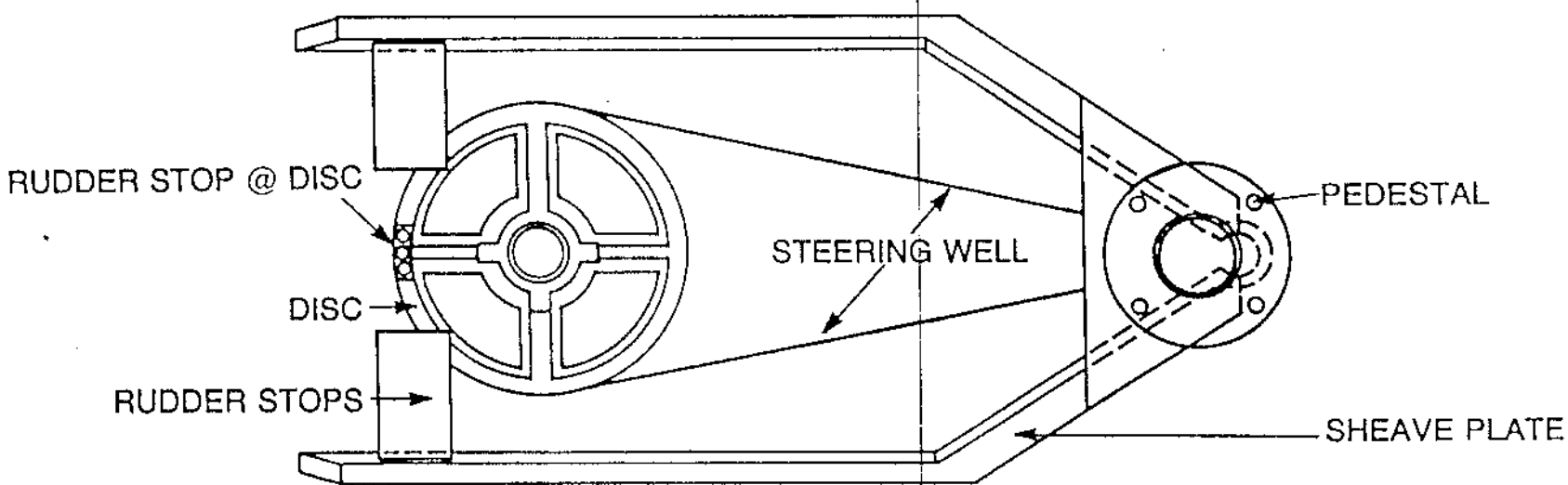
LEGEND®37

PLUMBING SYSTEM



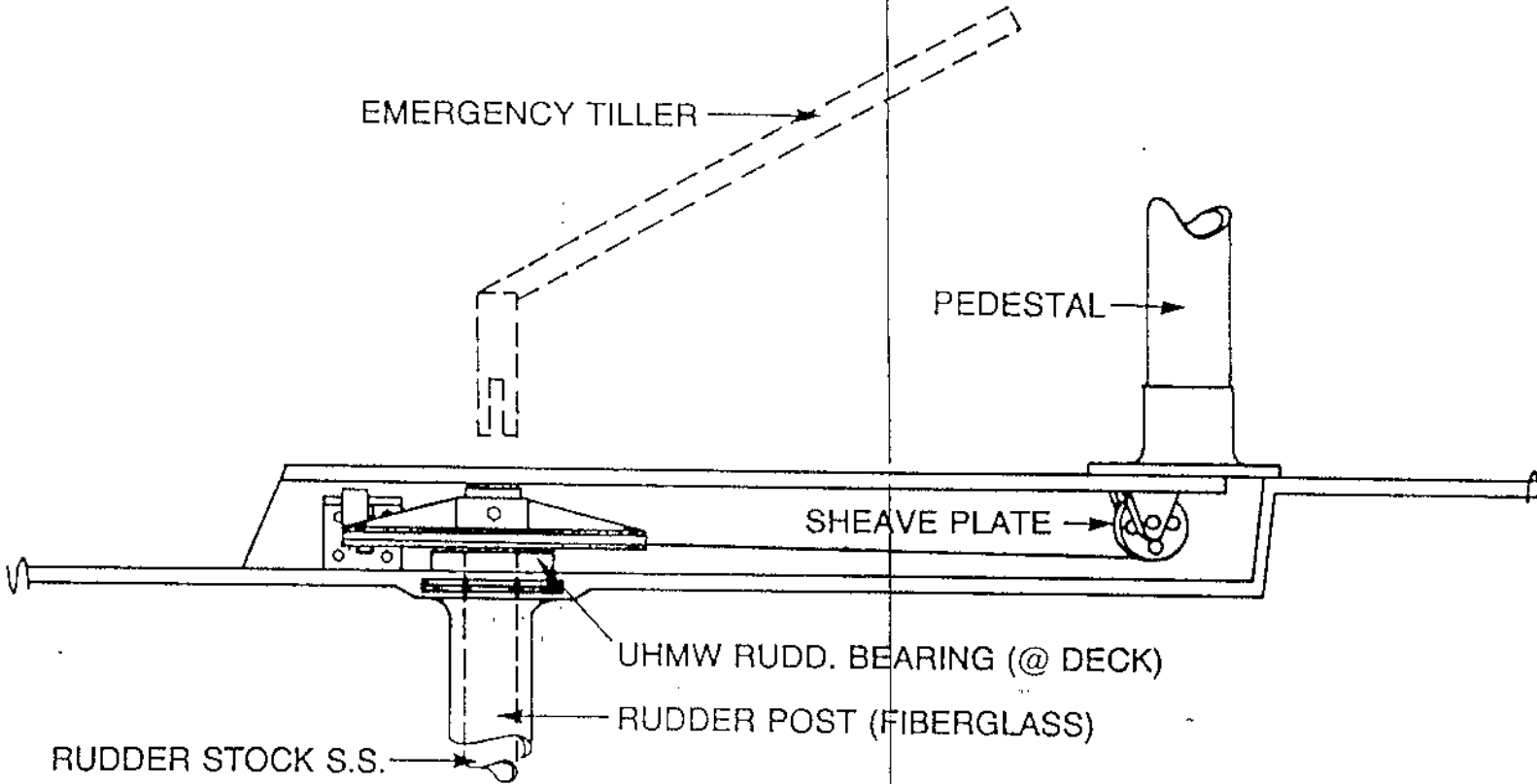
LEGEND®37

STEERING DIAGRAM



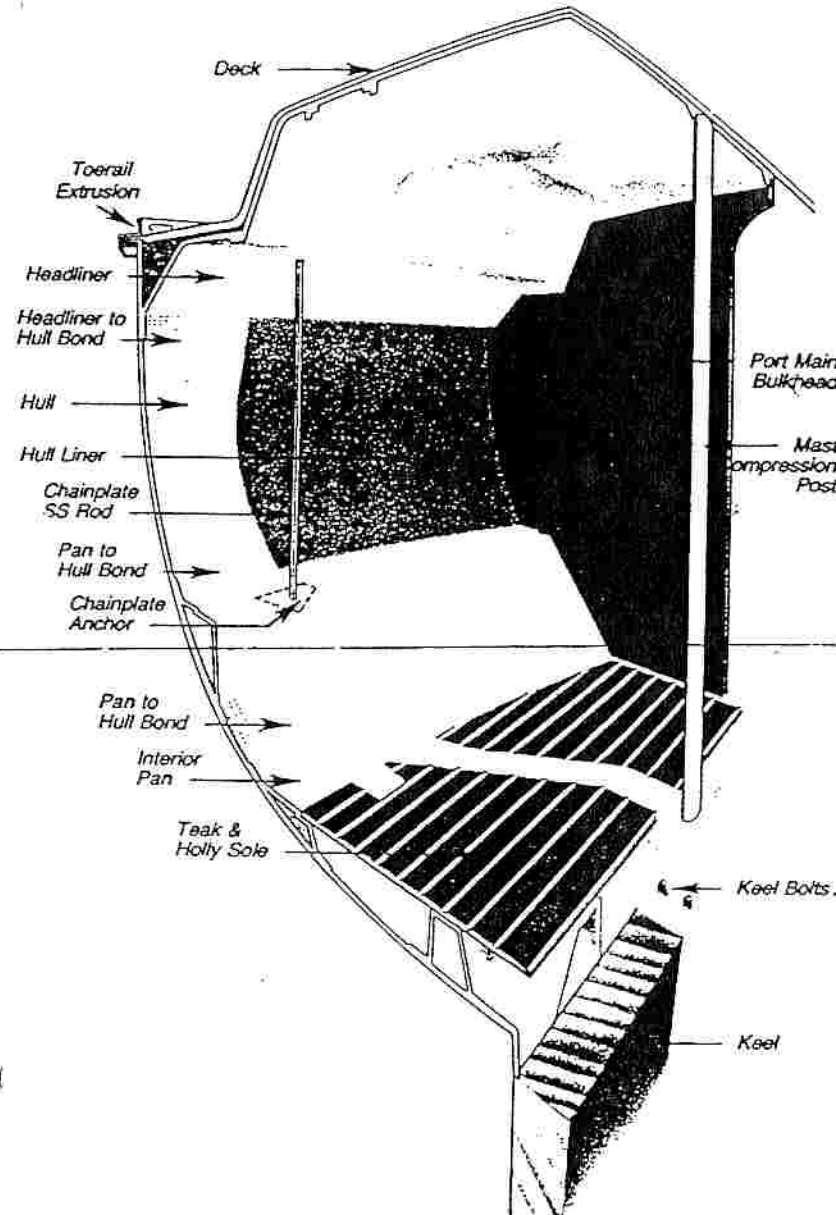
LEGEND®37

STEERING DIAGRAM
Continued



LEGEND 37

CONSTRUCTION DETAIL



II. General Handling & Operation

A. Diesel Engine

An engine owner's 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 ¾ 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 in the neutral position.
5. Move the throttle or "fuel" lever 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 to 800 rpm); allow cold engine to warm up a minimum of five minutes.
9. Check that the lube oil pressure warning light and the charge lamp go off. If any of the warning lamps do not go off above 1,000 rpm, the engine is malfunctioning and should be stopped immediately. Consult your nearest engine dealer.

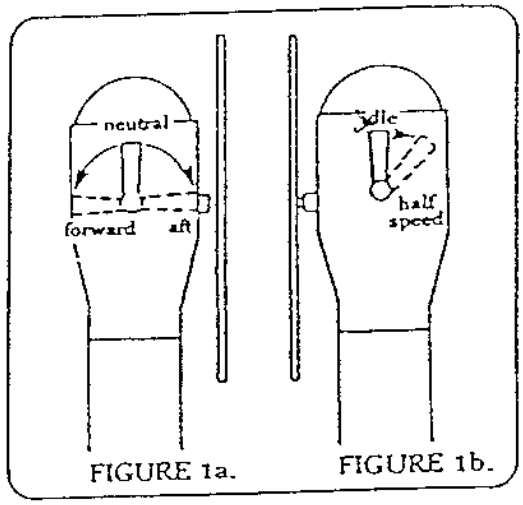


FIGURE 1a. FIGURE 1b.

NOTE: To stop engine at any time, pull "engine stop" lever all the way out. Before stopping, however, it is a good idea to idle the engine in neutral for about five 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.

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 to idle. When sailing, it is best to start the engine before the sails are lowered. This way, it is still possible to maneuver if the engine should not start.

B. Electrical System

Your Hunter is fitted with an electrical system designed for both AC (AC not available on the 26.5 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.

CAUTION: 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 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 to use.

C. 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 is not 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 freshwater pump while all faucets are closed usually indicates a leak somewhere in the lines. Trace the lines to locate the leak and repair.

D. Stove

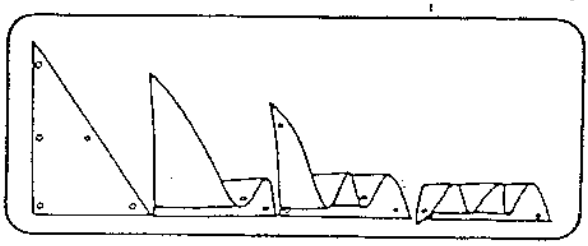
Follow the operating instructions supplied with the unit installed with your boat.

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, accordian 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

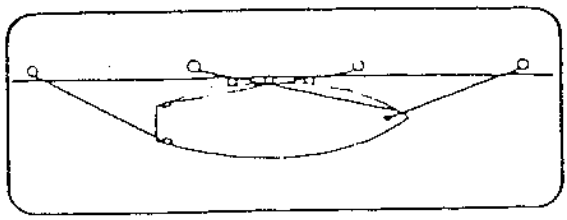
To protect your running rigging (sheets, halyards) from damage, wash with cold water (and a mild detergent, if necessary), especially after exposure to saltwater. Rinse thoroughly and coil. Hang the tail ends of halyards off the deck to promote drying. Sheets should also be hung to dry.

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.

3. Tying up—attach bow and stern lines to dock, hauling boat in with fenders against dock. Rig crossing spring lines to limit motion forward and aft. Be sure to allow some slack in all lines to compensate for tidal activity if present. Never use bow rail, stern rail or stanchions to secure vessel, even for brief periods.



For other types of moorings, or for abnormal wind or water conditions, consult your *Chapman's* or other approved boating guide.

H. Anchoring

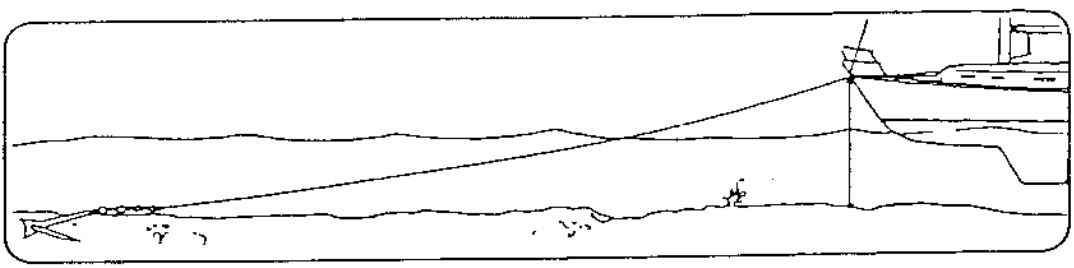
Your Hunter comes with an on-deck anchor well and a burying-type anchor as standard equipment. The anchor is selected to suit the size and weight of your boat under normal anchoring conditions, and provides its best holding characteristic in muddy or sandy bottoms.

When anchoring, pay particular attention to the scope of your anchor rode (i.e., the relationship between the depth of the water and the length of the rode). A good rule of thumb is to allow a scope of about 7:1 (a rode seven times as long as the vertical distance from the bow to the bottom). A helpful aid is to mark the rode every 20 feet or so with knots or other types of indicators. Before dropping anchor, make sure the bitter end is secured to the cleat in the anchor well.

Also, be sure to consider wind direction, currents, mean low tide depths and other local conditions when anchoring, as well as the positions of any boats already anchored nearby.

CAUTION: Anchoring in unusual water and/or weather conditions will require additional precautions. Consult your *Chapman's* or other approved guide for suggestions.

To weigh anchor, motor or sail (under main only) slowly forward. When at a point directly above the anchor, a quick tug should free it from the bottom. Take care not to damage the topsides when hauling the anchor aboard. It is good practice to thoroughly clean the anchor prior to placing it in the anchor well.



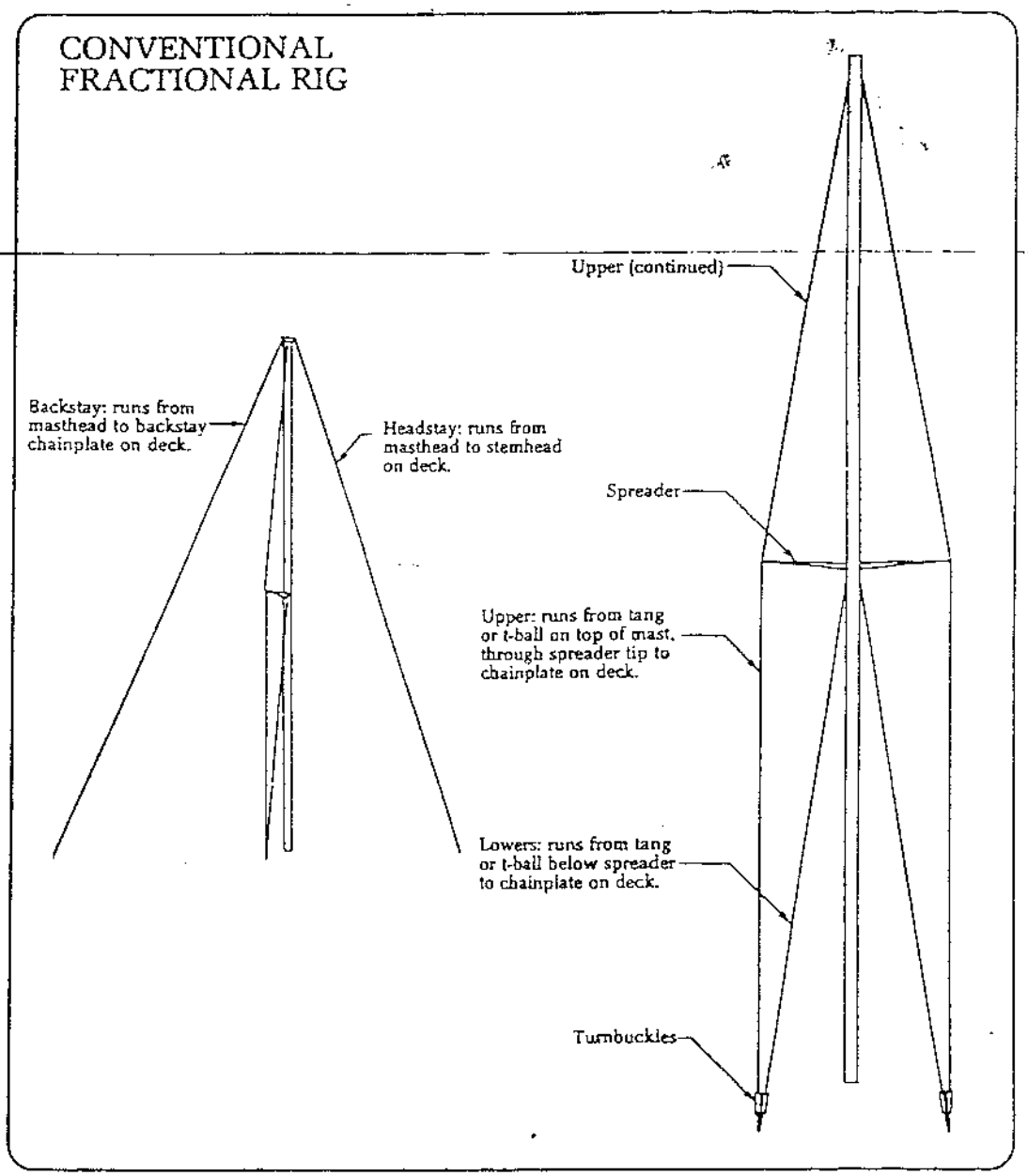
III. Sails & Rigging

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



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.

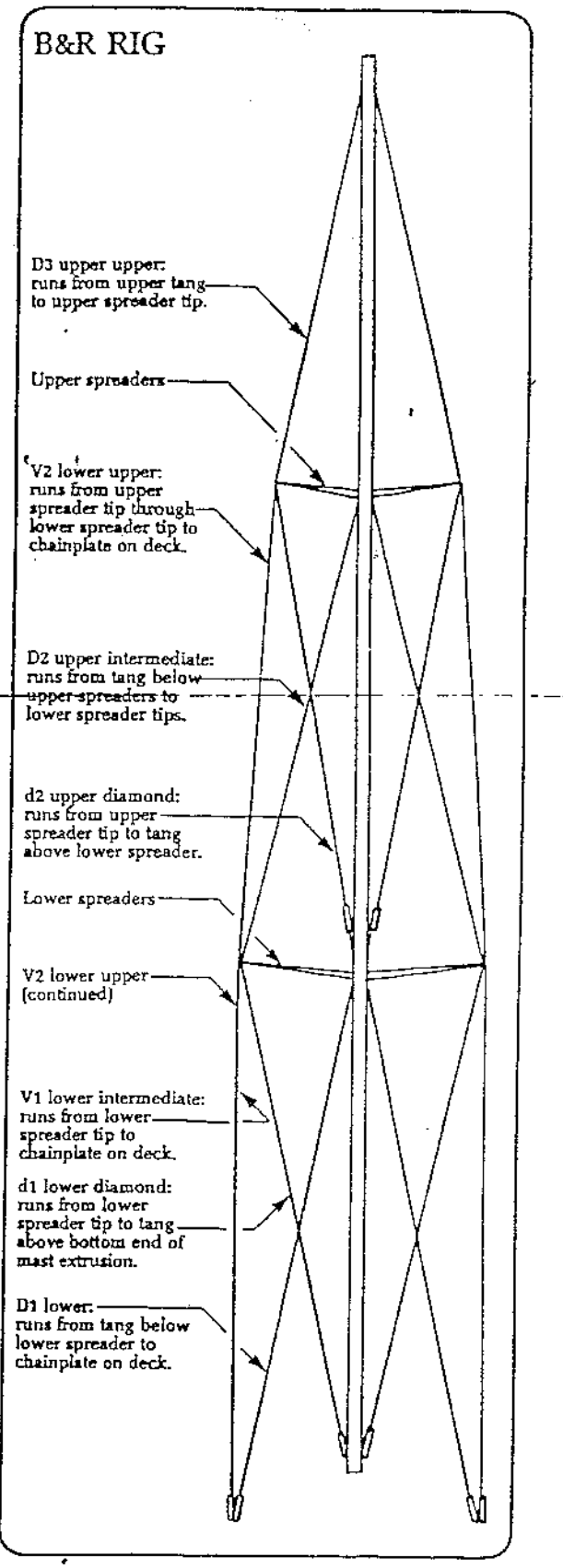
Using the jib halyard, check the mast for athwartship plumb. Pull the halyard out to the side of the boat and below the shear. Repeat the procedure on the opposite side. If you find a big difference (more than ½ inch), adjust turnbuckles an equal amount in opposite directions until the mast is straight.

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.



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 × 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.

C. Roller Furling

OPERATING THE ROLLER FURLING:

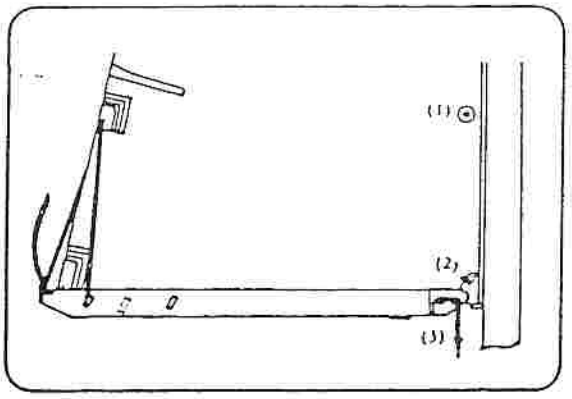
1. To furl the sail, release the jib sheet and pull in on furling line from cockpit. Hand power is all that's needed; only special situations necessitate using a winch.
2. To roll the jib tightly around the headstay, it is advisable to keep some tension on the jib sheet. This can be done by holding the 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.

Temperatures should be in the 60s or above, or a heat lamp should be used for application.

5. Using a putty knife, work the mixture firmly into the crack to eliminate air bubbles. Leave an excess of about one-sixteenth of an inch above the surface of the crack to allow for shrinkage. Wet sand and buff (with compound) the repaired area.

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 finishing procedures can be obtained from your marine finish products manufacturer or supplier.

FABRIC CARE:

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

WINCH MAINTENANCE:

Follow the maintenance instructions prescribed by the winch manufacturer.

GENERAL HARDWARE MAINTENANCE:

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 fine-grained 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.

G. Engine

1. Drain the cooling water completely out of the engine and flush the line thoroughly with freshwater. 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.
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 valve 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 "Manufacturer's Recommended Winterizing Procedures."

H. Outboard Engine

1. Take it home and store it in a safe place. Be *very careful* storing the gas tank as the gasoline is very flammable.