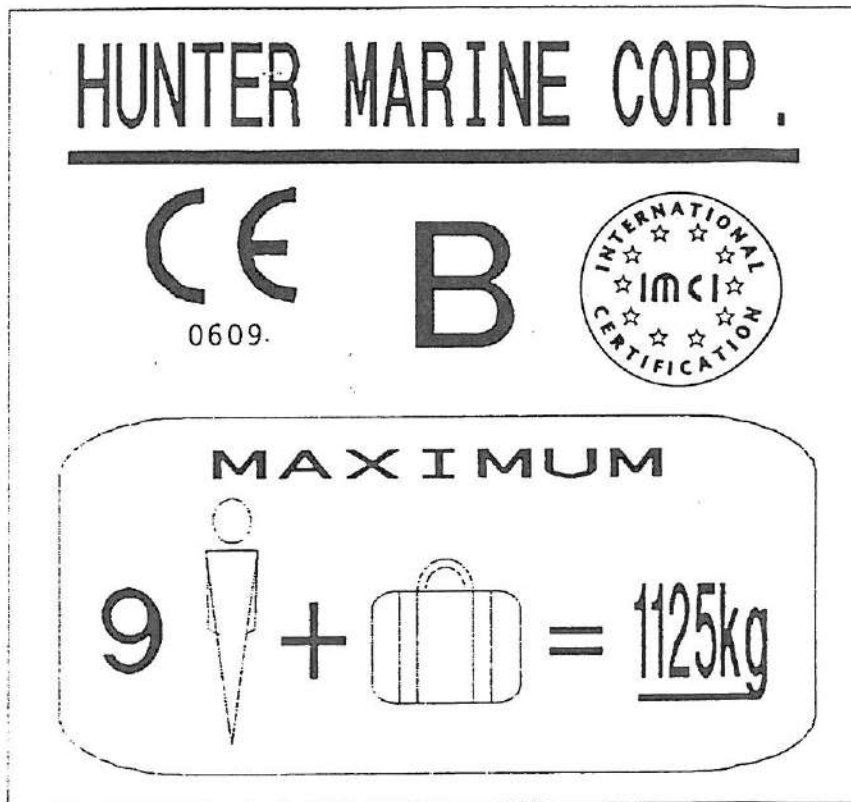


# BUILDER'S INFORMATION PLATE

HUNTER MARINE CORPORATION

# H280

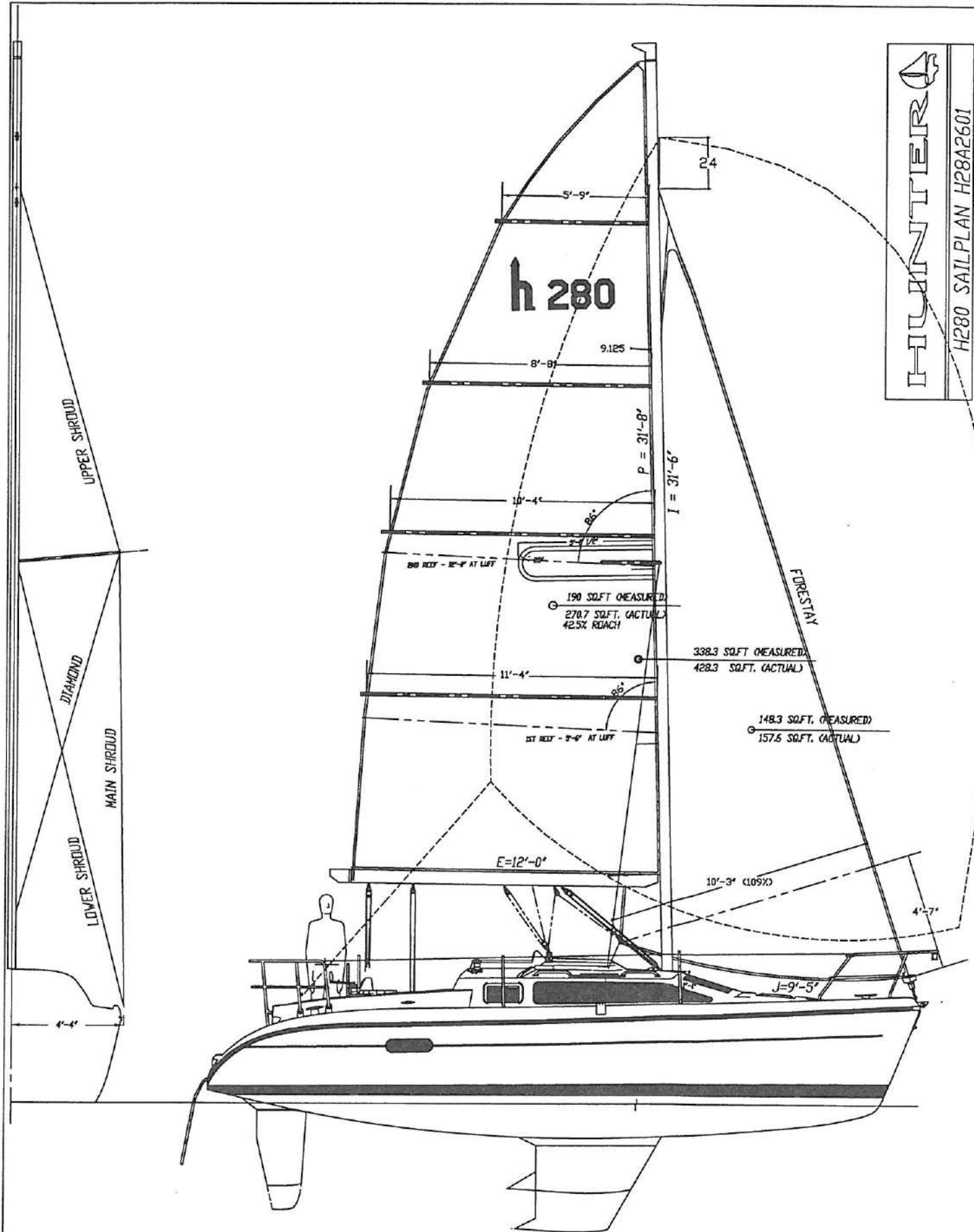


LIGHT SHIP DISP. = 3089kg (6795#)

FULL LOAD DISP. = 4500kg (9899#)

SINK @ FULL LOAD DISP. = 131mm (5.15")

Each Hunter 280 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.



h 280

UPPER SHROUD

DIAMOND

MAIN SHROUD

LOWER SHROUD

FORESTAY

24

5'-9"

9.125

8'-8"

P = 31'-8"

I = 31'-6"

10'-4"

86°

2ND REEF - 22'-4" AT LIFT

190 SQ.FT. (MEASURED)  
270.7 SQ.FT. (ACTUAL)  
42.5% ROACH

11'-4"

338.3 SQ.FT. (MEASURED)  
428.3 SQ.FT. (ACTUAL)

1ST REEF - 9'-6" AT LIFT

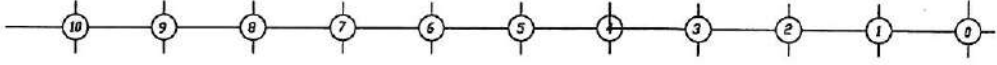
148.3 SQ.FT. (MEASURED)  
157.6 SQ.FT. (ACTUAL)

E=12'-0"

10'-3" (109%)

4'-7"

J=9'-5"

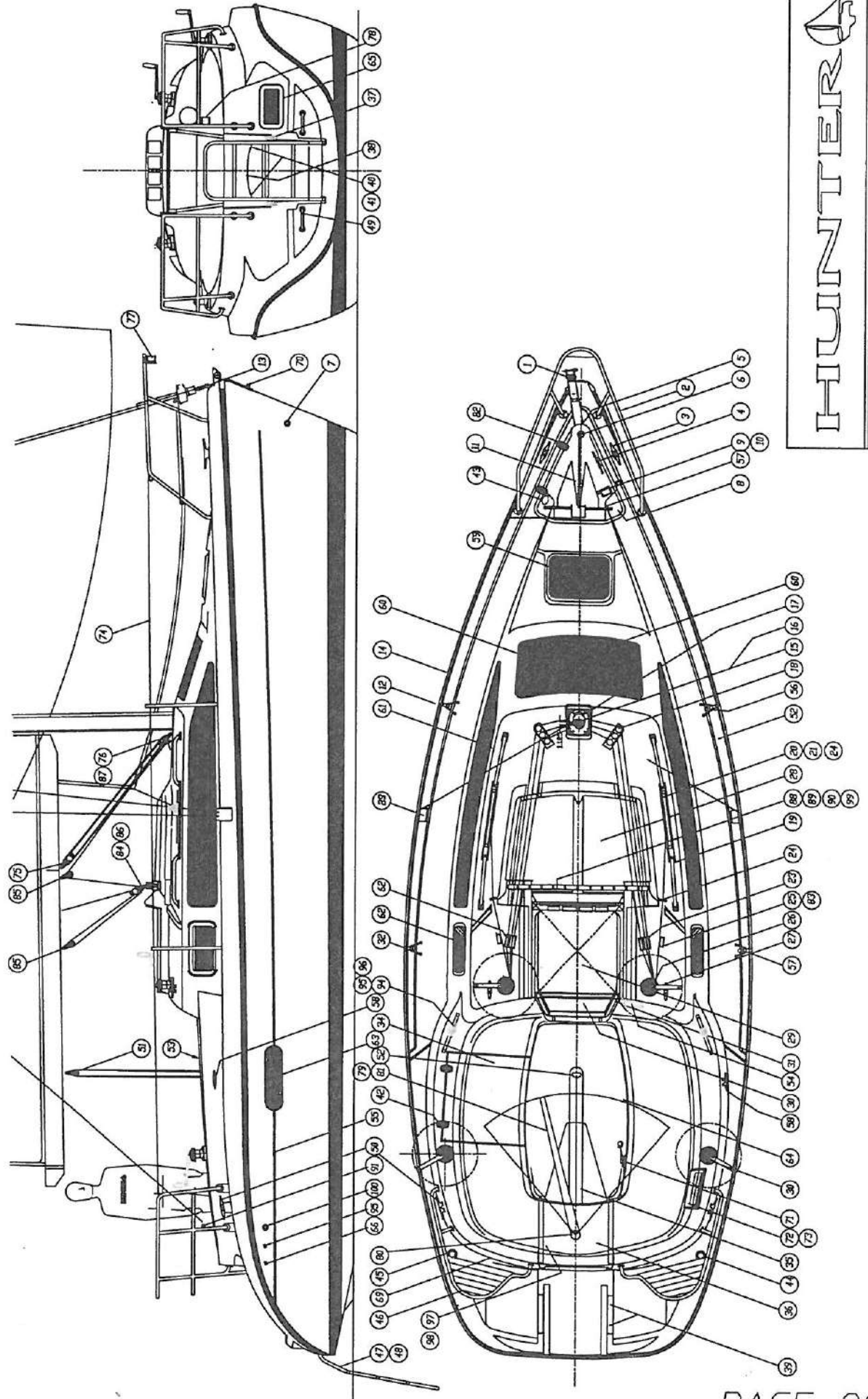


# DIMENSIONS, CAPACITIES, ETC.

---

## HUNTER 280

Length overall (LOA) .....	27'9"	8.46m
Length of waterline (LWL) .....	23'7"	7.19m
Beam (max) .....	9'7.5"	2.93m
Draft .....	3'6"	1.07m
Displacement .....	6,500 lbs	2,948 kg
Ballast .....	2,100 lbs	953 kg
Sail Area (100% triangles) .....	338 sq ft	31.4 sq m
Sail Area (actual w/standard sails).....	428 sq ft	39.8 sq m
I .....	31'6"	9.6m
J .....	9'5"	2.87m
P .....	31'8"	9.65m
E .....	12'0"	3.66m
Mast height (from waterline).....	42'0"	12.80m
Headroom .....	6'1"	1.85m
Water capacity .....	40 U.S. gal.	150 liters
Holding tank capacity .....	20 U.S. gal.	75 liters
Fuel tank capacity .....	20 U.S. gal.	75 liters
LPG tank capacity .....	4 lbs.	1.82 kg
Battery capacity .....	Dealer supplied	
Electrical voltages .....	See Electrical Drawings	
Inboard engine .....	18 hp	13.4 kw
Maximum loading .....	9 people	495 kg luggage
Lifting points .....	Indicated by "Sling" labels on hull	



# HUNTER 280 DECK HARDWARE LAYOUT

## \* OPTIONAL EQUIPMENT

ID	QTY	PART	HUNTER #
1	1	Anchor Roller	HW1582
2	1	Bow Rail	HW2368
3	2	Bow Cleats (8" - 20 cm)	HW0975
4	1	Anchor Cleat (8" - 20 cm)	HW0975
5	1	Anchor U-Bolt	HW5511
6	1	Anchor Locker Drain	PL1480
7	1	Anchor Locker Drain Thru-Hull	PL0840/50
8	1	Anchor Locker Lid	
9	1	Anchor Locker Handle	HW4481
10	1 set	Latch/Stricker Plate	HW2132
11	1	Anchor 13 Lb. - 6 Kg.	LG0300-A
12	2	Forward Stanchions	HW2105
13	1	Stem Strap	HW1860
14	1	Rub Rail/Insert	HW2448,49-C
15	1	Compression Post/Deck Plate	HW1729
16	1	Mast Step	
17	4	Mast Step Blocks	RI0545-A
18	2	Deflector Blocks	HW0170
19	4	Stainless Steel Hand Rail 18" - 46 cm	HW2410
20	4	Track End Stops	HW0293
21	2	Jib Lead Blocks	HW0294
22	2	Jib Track - 1"x16" - 2.5 cm x 41 cm	HW0193
23	2	Halyard Clutch (Double)	HW1276
24	2	Jib Sheet Fairlead	HW1072
25	2	Jib Sheet Jams	HW0304
26	2	Primary Winches	HW2518
27	2	Primary Winch Cleats (6" - 15 cm)	HW0980
28	1	FRP Spray Hood	H28B2411
29	1	Plexiglass Companionway Sliding Hatch	
30	1 set	Pen Boards	
		Top	WT0010
		Center	HW5295
		Bottom	HW5295
31	1 set	Pen Board Tracks	HW2106
32	2	Mid-Ship Stanchions	
33	1 set	Stainless Steel Chain Plates	HW1630
34	1	FRP Euro Seat	
35	1	FRP Quad Cover	
36	1	Helm Seat and Liner	
37	2	Helm Seat Hinge	HW4175
38	1	Helm Seat Lanyard	RI0231
39	4	Helm Seat Bumpers	FM2080
40	2	Helm Seat Eye Straps	HW4450
41	2	Helm Seat Tie Downs	HW4370
42	2	Euro Seat Hinge	HW4172
43	1	Water Deck Fill	PL1130
44	1	Fuel Deck Fill	PL1126
45	1	Waste Deck Pmlate	PL1140
46	1 pair	Stainless Stell Stern Rail (P&S)	HW2256
47	1	Swim Ladder	HW2179
48	1	Swim Ladder Lanyard	RI0231
49	2	Swim Platform Handles	HW2404
50	2	Stern Mooring Cleats	HW0975

# HUNTER 280 DECK HARDWARE LAYOUT

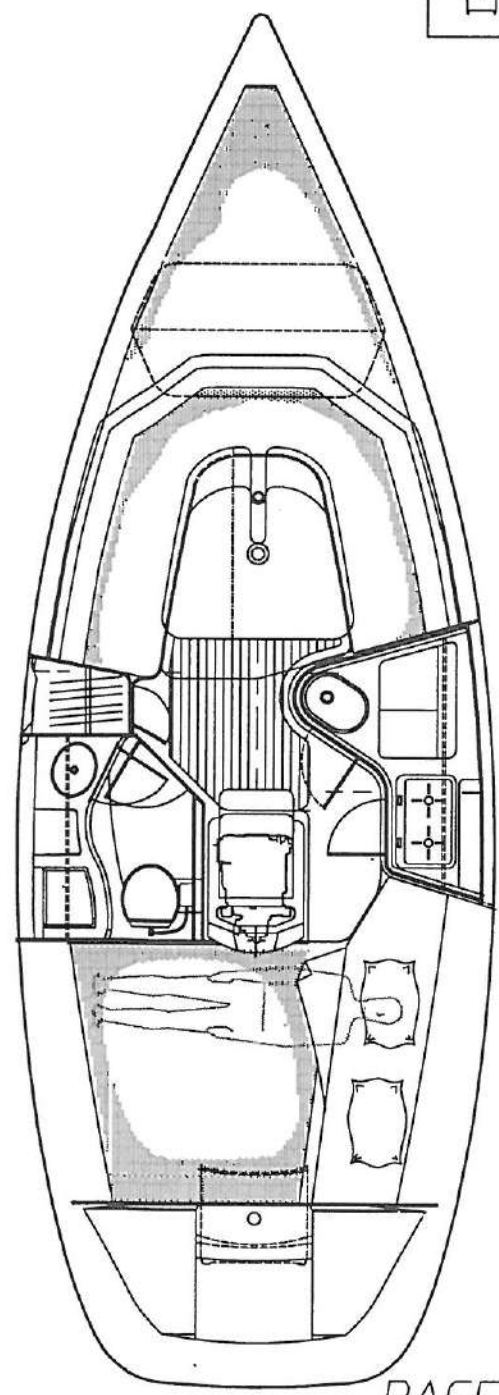
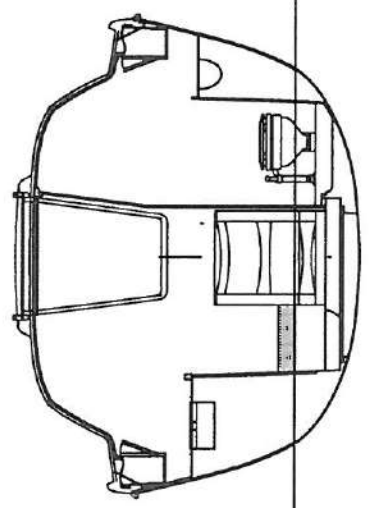
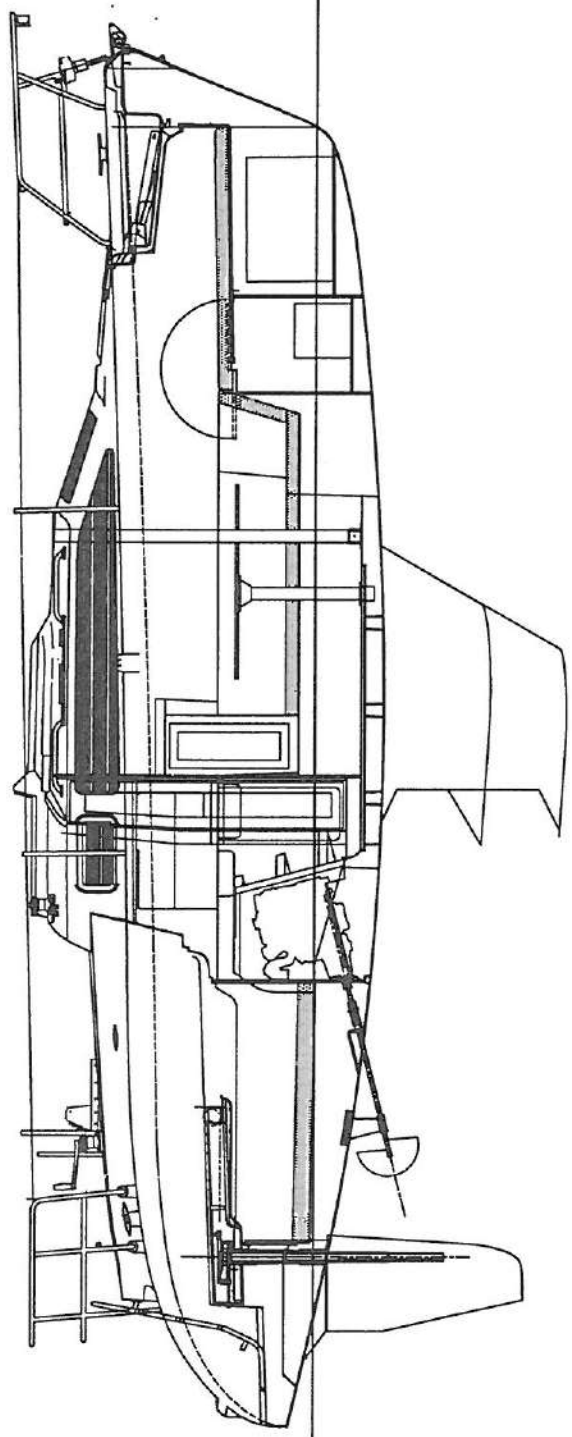
\* OPTIONAL EQUIPMENT

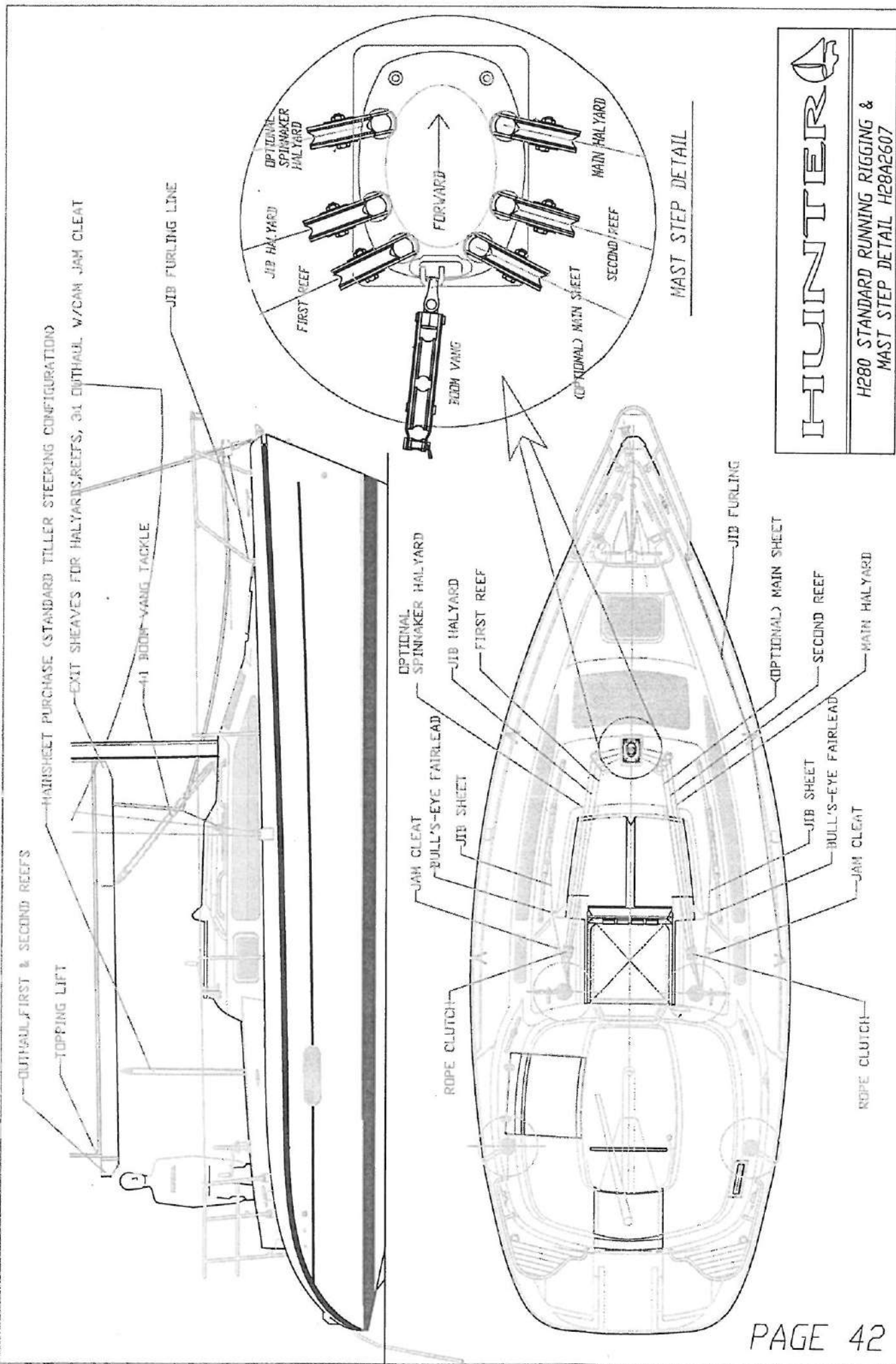
(continued)

ID	QTY	PART	HUNTER #
51	1	Upper Main Sheet Block	HW0211
52	1	Main Sheet U Bolt	HW5511
53	1	Lower Main Sheet Block	HW0214
54	1	Compass	LG0132
55	1	Topside Graphic Tape	
56	1	Fixed Furling Block	
57	2	Swivel Furling Blocks	
58	1	Furling Cleat 4" - 10 cm	HW0383
59	1	Foredeck Hatch	HW0121
60	1	Plexiglass Windshield 3/8" - 9.5 mm	HW0051
61	2	Fixed 1/4: Plexiglass Side Ports	PX0364,65
62	2	Opening Side Port	HW0035
63	1	Fixed Hull Port 3/8" - 9.5 mm Lexan	PX0144
64	1	Cockpit Opening Port 4"x10" - 10 cm x 25 cm	HW0037
65	1	Transom Port 5"x12" - 13 cm x 30 cm	HW0035
66	1	Fuel Tank Vent	PL0520
67	1	Water Vent	PL0520
68	1	Holding Tank Vent	PL0520
69	1	Shore Power Inlet	LG0105
70	1	Bow Strap U-Bolt	HW5511
71	1	Engine Control	HW3572
72	1	Engine Panel	HW3375A
73	1	Plexiglass Engine Panel Cov.	HW5280
74	2 set	Lifeline Assembly	RI1237
75	1	Upper Boom Bang Block	HW0211
76	1	Lower Boom Vang Block	HW0212
77	1	Bow Light	ELO380
78	1	Stern Light	ELO390
79	2	Anchor Locker Hinges	HW4172
80	1	Euro Locker Liner	

\* OPTIONAL HARDWARE

81	1	Tiller	
82	1	Tiller Adapter	HW4015
83	1	Tiller Extension	LG0138
84	1	Mid Boom Lower Main Sheet Block	HW0284
85	1	Mid Boom Upper Main sheet Block	HW0209
86	1	Traveler Car	HW0204
87	1	Main Sheet Turning Block	
88	1	Mid Boom Traverler Track	
89	1	Traveler End Stops	HW0237
90	2	Traveler Mount Bracket	HW4182
91	2	Spinnaker Blocks	HW5784
92	1	Bimini Assembly	
93	2	Genoa Tracks 1"x12" - 2.5 cm x 30 cm	
94	2	Genoa Lead Blocks	HW0294
95	4	Track End Stops	HW0293
96	1	Deck Shower	PL0189
97	1	Control Block (Port)	HW0206
98	1	Control Block (Starboard)	HW0207
99	1	Mainsheet Upper Block	HW0276
100	1	Spinnaker Halyard Turnbuckle Block	HW0209
101	1	Sheet Stopper Triple Clutch	

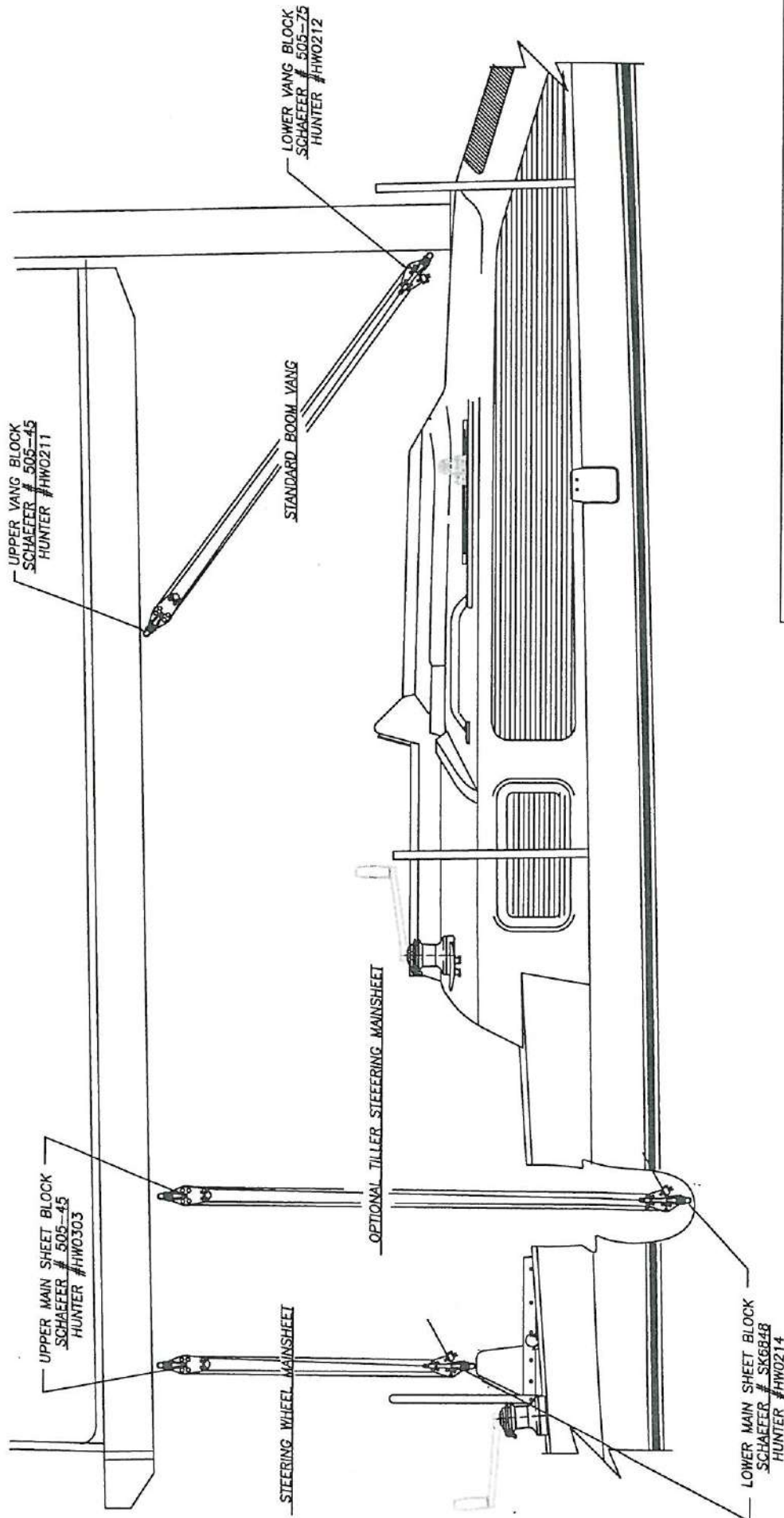




**HUNTER**

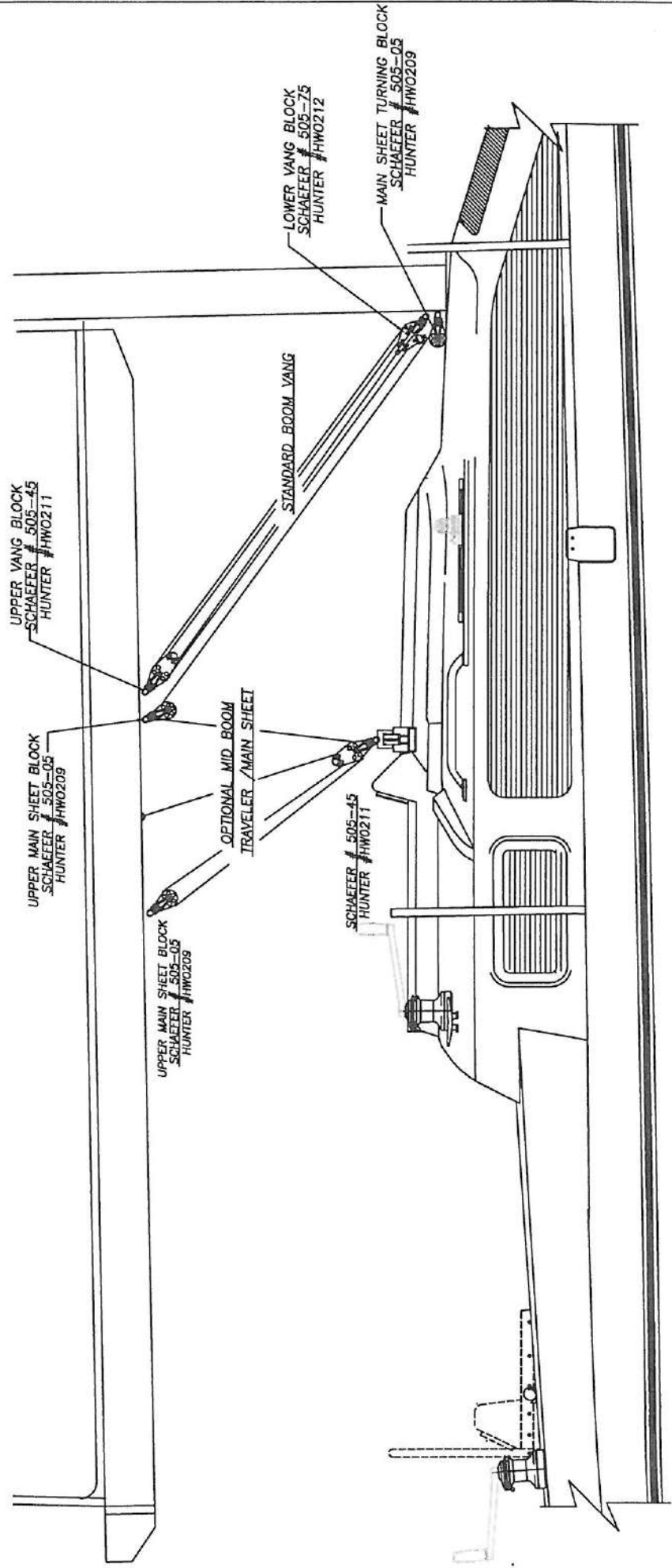
H280 STANDARD RUNNING RIGGING &  
MAST STEP DETAIL H28A2607





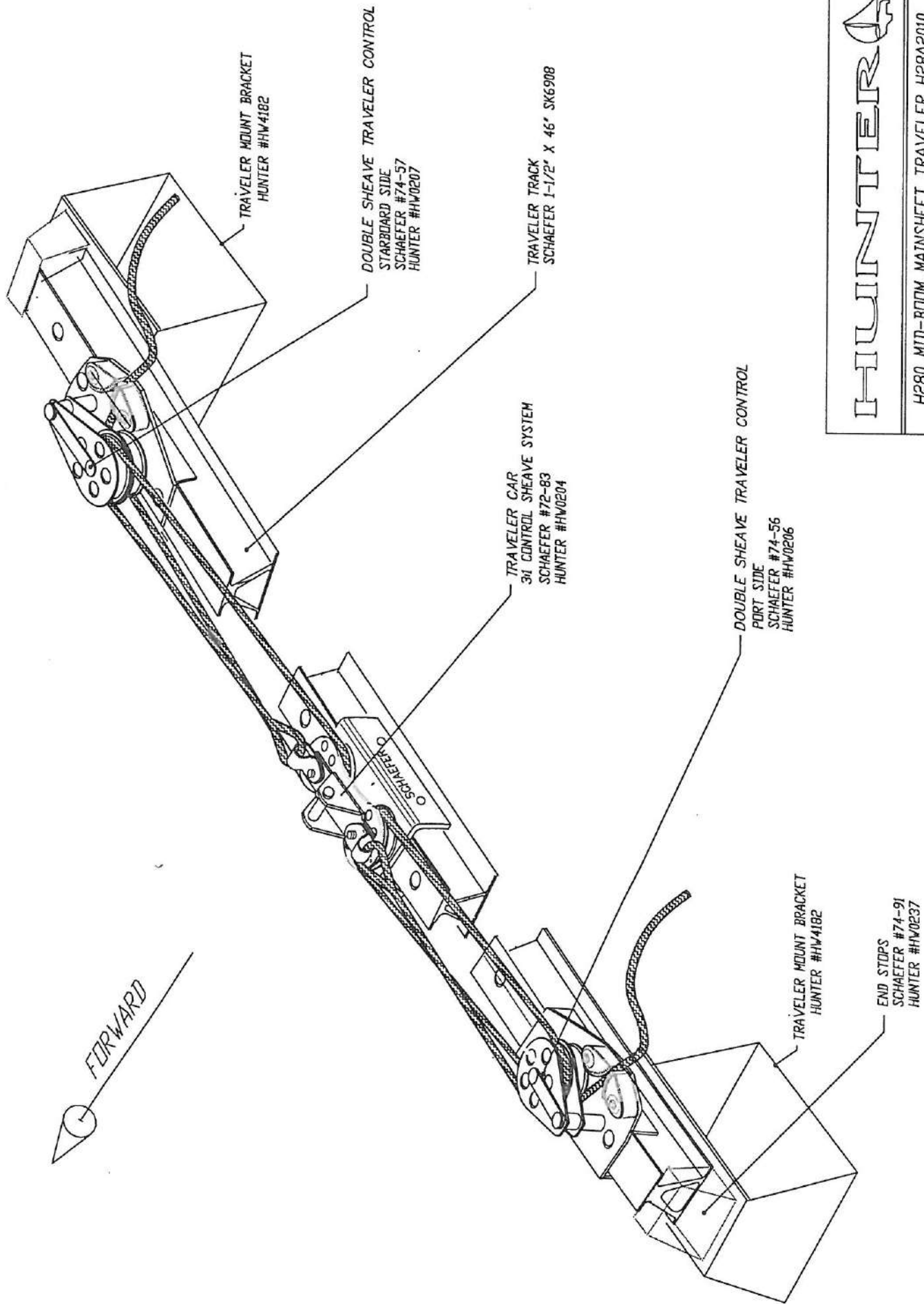
# HUNTER

H280 END BOOM MAINSHEET  
 WHEEL STEERING OR OPTIONAL TILLER H28A2605

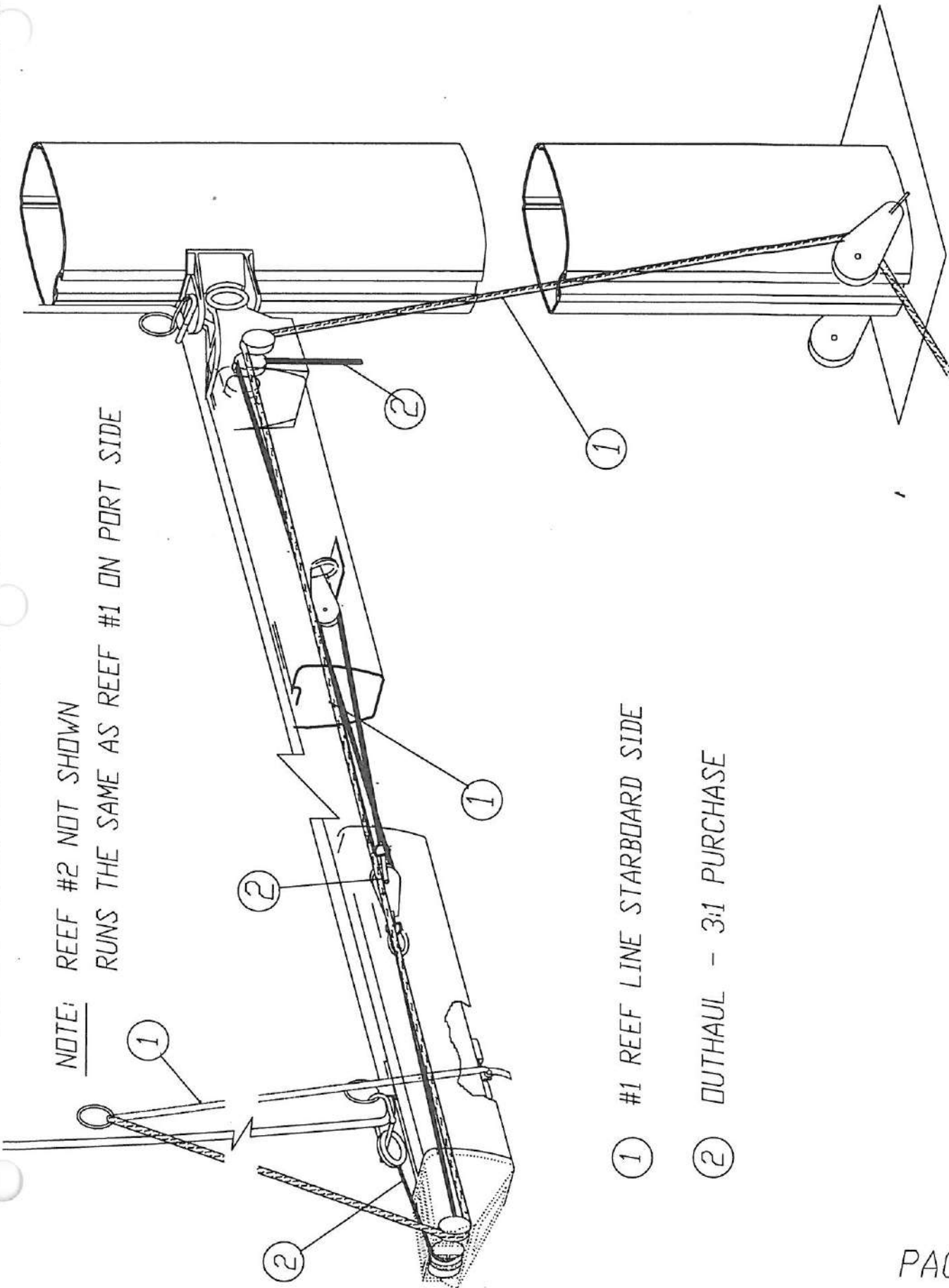


**HUNTER**

H280 OPTIONAL MID-BOOM MAINSHEET H28A2604



NOTE: REEF #2 NOT SHOWN  
 RUNS THE SAME AS REEF #1 ON PORT SIDE



- ① #1 REEF LINE STARBOARD SIDE
- ② DOUTHAIL - 3:1 PURCHASE

# REEFING

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*While keeping your boat headed upwind for the duration of the reefing procedure, be sure that the mainsheet is unstopped so that the mainsail can luff freely and does not catch wind and send you sailing off at mid-reef!*

1. Head up into the wind.
2. Take slack out of the topping lift.
3. Ease all tension on the mainsheet.
4. Ease the vang.
5. If on a port tack, transfer the jibsheet from the starboard winch to the jamcleat to free up the winch for the main halyard,
6. Transfer the main halyard to the winch and, with tension now on the halyard, pop it free of the rope clutch.
7. Lower the main sail until the reef hook on the boom gooseneck can be inserted into the forward reef cringle on the sail.
8. Tension the halyard until all slack and wrinkles are removed from the luff.
9. Bring the aft reefing cringle down to the boom by pulling the reef line through the rope clutch until it cannot be tensioned further. Close the rope clutch.
10. Stop the main halyard securely with the rope clutch and remove it from the winch.
11. Transfer the jib back to the winch and retension the vang.
12. Ease the topping lift.

## *Shaking out the reef*

- 
1. Transfer main halyard to winch, as above.
  2. Ease halyard down enough to remove forward reef cringle from gooseneck hook.
  3. Unjam reef line.
  4. Raise the main halyard, making sure that the reefing line continues to run through the cringle and rope clutch.
  5. Tension the main halyard and stop it with the rope clutch.
  6. Adjust sheet and vang as necessary.

# HUNTER 280 RIGGING SPECIFICATIONS

## RUNNING RIGGING

### FITTINGS

Description	Line Size	Color	Attachments	Overall Length
Jib Halyard	3/8" (9.5 mm)	Blue	Snapshackle	75' (22.9 m)
Main Halyard	3/8" (9.5 mm)	Black	Hdbd. Shackle	85' (25.9 m)
Spinnaker Halyard*	3/8" (9.5 mm)	White	Snapshackle	80' (24.4 m)
Jib Sheets	7/16" (10.1 mm)	White	B.B.E.	50' (15.2 m)
Mainsheet	3/8" (9.5 mm)	White	Eye Splice (one end)	55' (16.8 m)
Mainsheet (Midboom)*	7/16" (10.1 mm)	White	Eye Splice	55' (16.8 m)
Spinnaker Sheets*	3/8" (9.5 mm)	White	Snapshackles	55' (16.8 m)
Topp Lift	1/4" (6.4 mm)	White	B.B.E.	75' (22.9 m)
Reef #1	3/8" (9.5 mm)	Red	B.B.E.	40' (12.2 m)
Reef #2	3/8" (9.5 mm)	Green	B.B.E.	55' (16.8 m)
Outhaul	5/16" (7.9 mm)	White	B.B.E.	27' (8.3 m)
Vang	3/8" (9.5 mm)	White	Eye Splice	25' (7.6 m)
Traveler Control (Midboom)*	3/8" (9.5 mm)	White	Eye Splice	25' (7.6 m)
Anchor Rode	7/16" (10.1 mm)	White	Eye Splice & Galvanized Shackle	100' (30.5 m)
Furling Line	1/4" (6.4 mm)	White	B.B.E.	35' (10.7 m)

\*Optional

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

# HUNTER 280 SAILPLAN

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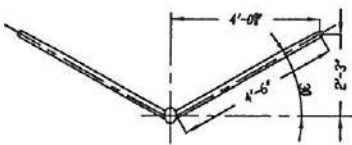
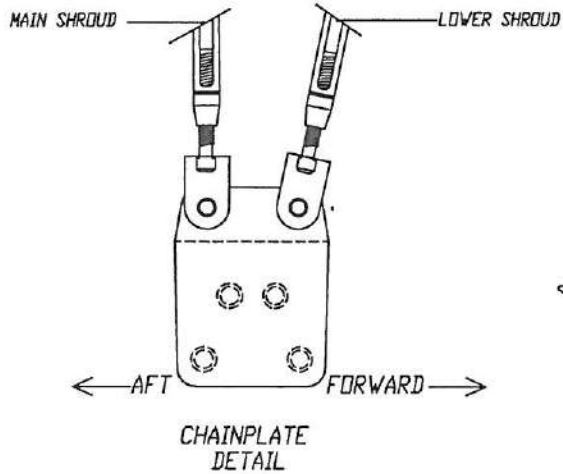
The sweptback spreaders & shrouds on the Hunter 280 support the spar in all conditions without the need for a conventional backstay by providing a stable tripod of support. This means we are free to maximize the mainsail roach size in order to increase sail area in a location which is far more easily controlled than adding the same or less area to the overlap of the jib.

By utilizing a shorter overlap jib we are able to sheet the jib inside the shrouds for a very efficient 11 degree sheeting angle .

Therefore, with the 280 we have created a sail plan with not only greater area than a conventional rig with a 150% LP jib, but also one which is more efficient due to the higher aspect ratio jib and tighter sheeting angles.

This rig configuration is also easier to handle. Upwind tacks often can be completed without the need for a winch handle and, with the majority of the sail area in the main, sudden gusts can be easily handled by "dumping" the mainsheet.

Because the swept back spreaders & shrouds limit the boom from being eased as much down wind as on more conventional rigs, the H280 should not be sailed directly downwind, but instead should be "tacked" downwind by gybing from broad reach to broad reach. This will not only help to prevent the jib from being blanketed by the large main but, most important, "tacking" downwind is also much safer, since the boat is more stable and has much less chance of being caught "by the lee" and being exposed to an accidental gybe or broach.



3 SHEAVES FOR OUTHAUL, 1ST & 2ND REEF, PLUS DEADEND FOR TOPPING LIFT

WHEEL STEERING

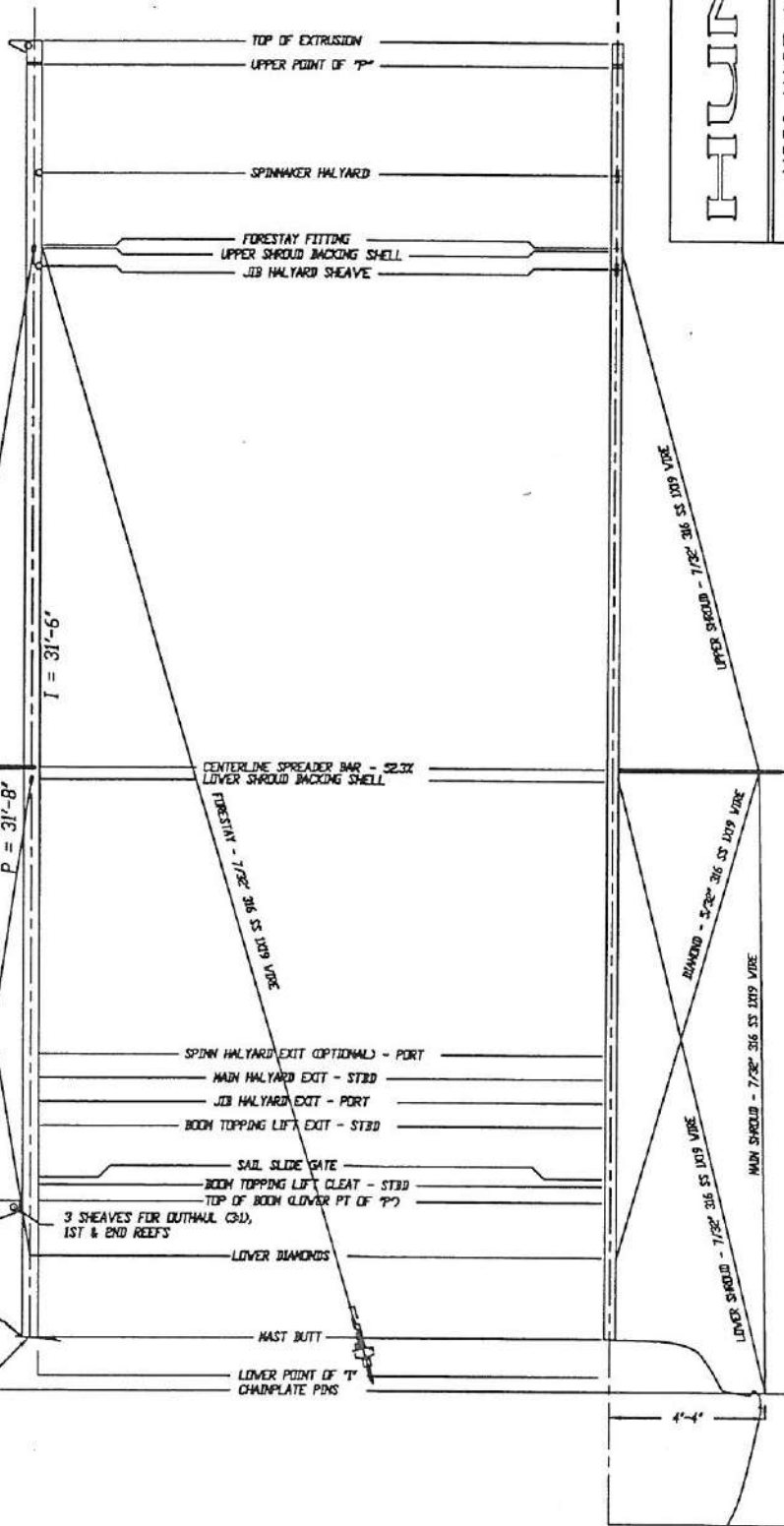
TILLER STEERING

OPTIONAL REDROOM SHEETING

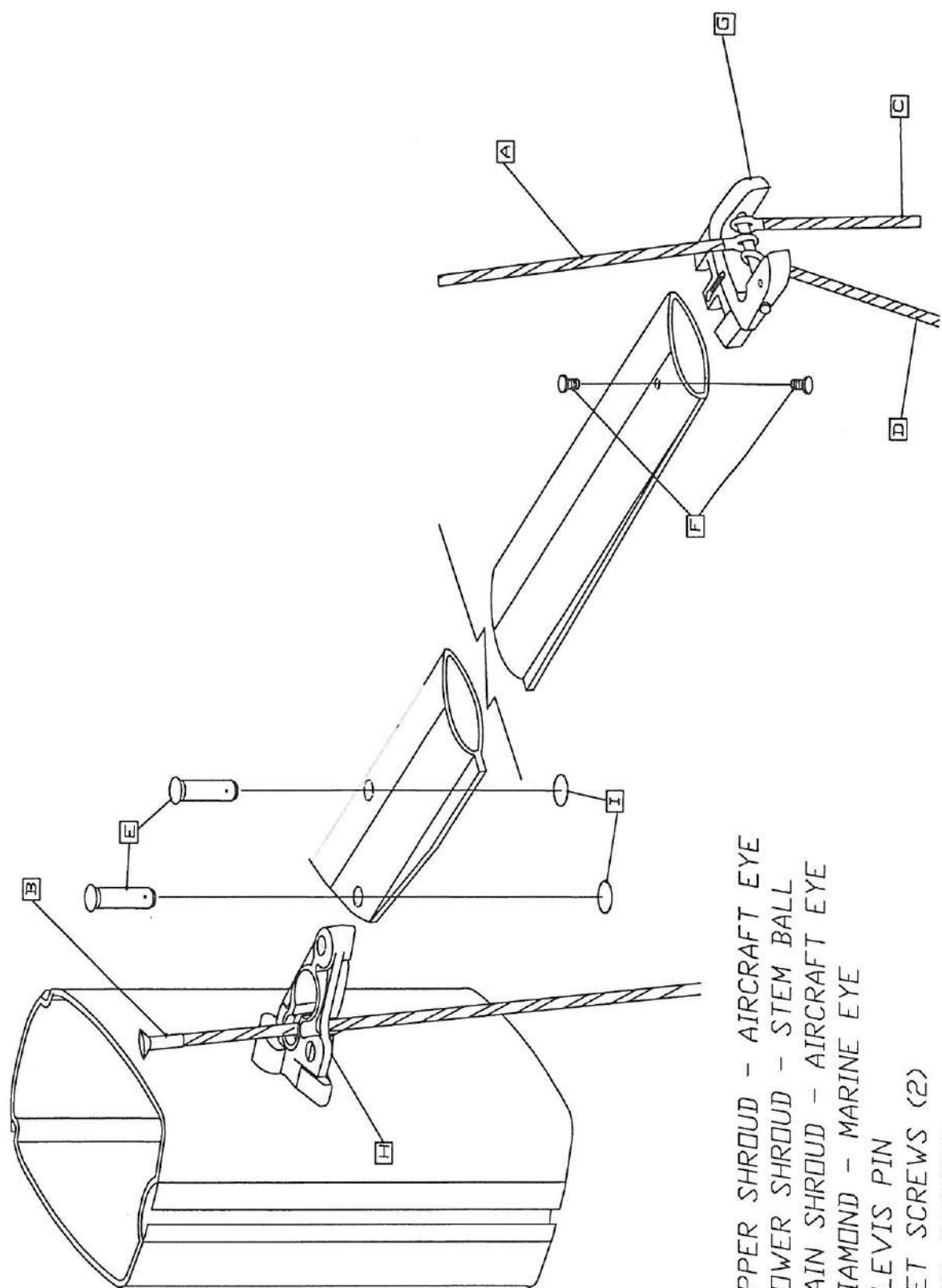
4:1 TACKLE VANG

SEE ABOVE FOR CHAINPLATE DETAIL

MAST STEP CASTING WITH BAIL FOR VANG AND BLOCKS FOR MAIN & JIB HALYARD, 1ST & 2ND REEFS







- A UPPER SHROUD - AIRCRAFT EYE
- B LOWER SHROUD - STEM BALL
- C MAIN SHROUD - AIRCRAFT EYE
- D DIAMOND - MARINE EYE
- E CLEVIS PIN
- F SET SCREWS (2)
- G TIP CASTING
- H SPREADER BAR
- I LOCKING RING

# HUNTER 280 RIGGING SPECIFICATIONS

## STANDING RIGGING

### FITTINGS

Description	Wire Size	Upper End	Lower End*	Overall Length
Forestay	7/32" (5.56 mm)	Marine Eye w/DJ Toggle	7-12-12 turn. w/Toggle	33'-1/2" (10.071 m)
Upper Shroud	7/32" (5.56 mm)	Stemball w/Backing Shell	Aircraft Eye 10 mm Dia. Pin	15'-1 3/4' (4.616 m)
Lower Shroud	7/32" (5.56 mm)	Stemball	7-12-12 Turn. w/Toggle	17'-8 1/2" (5.397 m)
Main Shroud	7/32" (5.56 mm)	Aircraft Eye 10 mm Dia. Pin	7-12-12 Turn. w/Toggle	17'-4 1/4" (5.290 m)
Diamond	5/32" (3.97 mm)	Marine Eye 10 mm Dia. Pin	Stemball Turnbuckle w/Backing Shell	14'-4 1/4" (4.375 m)

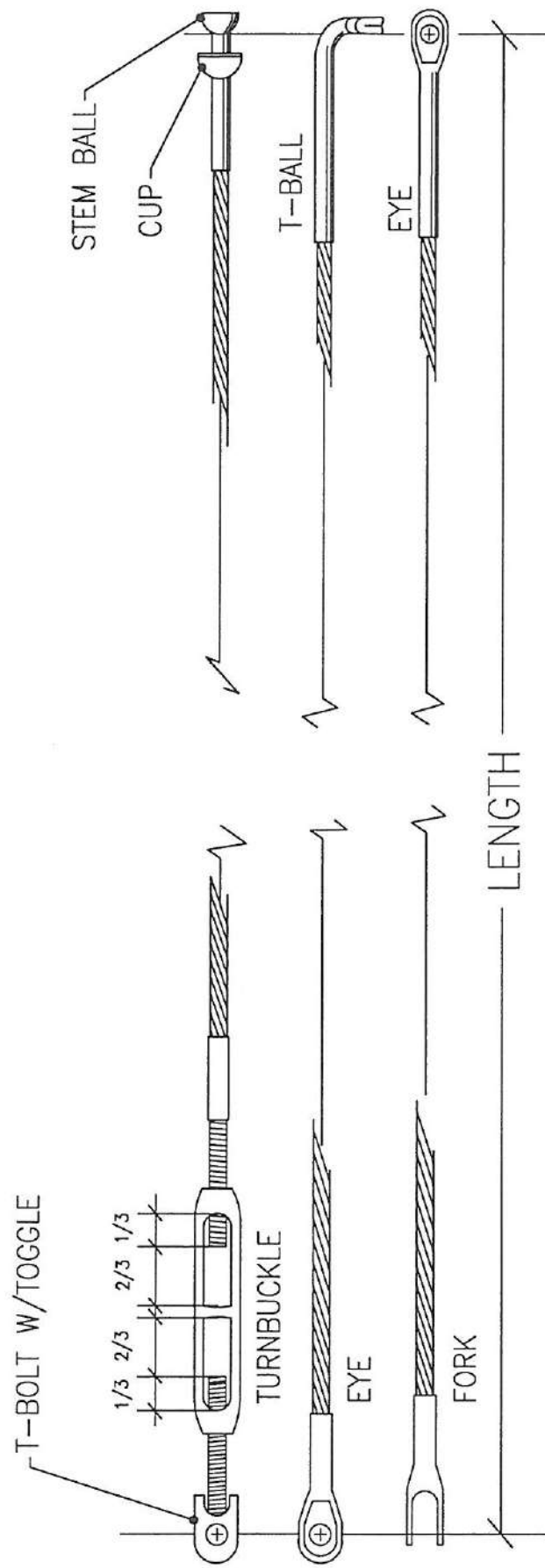
All wire is 1 x 19 type 316 stainless steel.

\* "X-X-X" represents the turnbuckle size as follows:

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

Example: 7-12-12 is a turnbuckle that accepts a 7/32" wire, has a 3/8" (12/32") thread diameter in the body, and uses a 3/8" (12/32") pin.

\*\* See Dwg. GENA2605 "Rigging Length Standards" for details



# HUNTER

H-280 RIGGING LENGTHS GENA2605

# TUNING THE 280 FRACTIONAL RIG

## THE HUNTER 280 FRACTIONAL RIG

The Hunter 280's swept back spreaders and shrouds support the mast fore and aft as well as transversely. By allowing the aft component of the shrouds to support the forestay loading directly, this tripod support system eliminates the need for a conventional backstay. Therefore, forestay tension and forestay sag are directly controlled by upper shroud tension.

For that reason it is very important that the upper shrouds are as tight as possible. It is also important in this rig configuration that the mast be tuned with a substantial amount of "pre-bend" for maximum rig stability. The following tuning instructions are designed to achieve these goals.

### BEFORE STEPPING THE MAST

Install the spreaders on to the spreader bar, being careful to note which spreader is labeled "starboard." The spreaders are custom fitted to each spreader bar and are designed to fit snugly against the mast wall. To ease the installation, and align the holes, it may be necessary to squeeze the mast together ever so slightly at the spreader base with a large wood clamp or a large, well padded, metal "C" clamp.

Install the rigging to the spreader tips. See Drawing #H28A2621, page 49.

Remove all clevis and cotterpins from the turnbuckles and place them close by the appropriate chainplate and forestay fitting. Open all turnbuckles to the maximum, making sure that there is still enough thread gripping that the turnbuckles don't come apart. Install the Windex instrument, VHF antenna and masthead light and any additional wind instruments on the masthead.

The Windex mounts on an aluminum bar extending aft to allow it to clear the VHF antenna. If not al-

ready attached to the masthead, this bar may be found in the "loose gear" kit.

Also make sure that the interior cover plate inside the boat on the overhead liner at the top of the mast compression post is removed to allow access to the mast wiring.

It is always wise to pad and tape the tips of the spreaders to prevent them from chafing the mainsail when the main is eased.

If not already done, run the halyards in the spar using the messenger lines installed.

Install the reefing lines and outhaul in the boom.

When all the rigging is attached, induce 4" (10 cm) of "pre-bend" in the mast by tensioning the diamonds. (Measure the amount of bend by tensioning a string or the main halyard along the back edge of the mast. Check the distance between the string and the mast at a point halfway up the mast.) Make sure that this bend occurs longitudinally only, and that the mast is still straight transversely.

### STEPPING THE MAST

The spar should be hoisted from a location just above the spreaders. During stepping, make sure that the electrical wiring for the VHF and mast lights is pulled through the hole in the deck on top of the mast step for connection belowdeck. **Just before seating the butt of the mast onto the mast step, caulk the opening with copious amounts of silicon caulk to ensure a watertight seal.** After stepping your mast, attached the lower shrouds to the forward holes in each chainplate and the upper shrouds to the aft holes. The turnbuckle cotterpins should be installed with the clevis pins located inboard. With the turnbuckles still eased all the way, attach the forestay to the forestay turnbuckle. A jib

halyard run forward to the "U" bolt in the anchor locker may have to be used to achieve enough slack to connect the forestay.

Tension the shrouds to remove most of the slack, making sure that the port and starboard turnbuckles for each shroud pair (mains & lowers) are tensioned uniformly. When all the standing rigging is attached and the slack removed, unrig the lifting hoist.

Run the halyards from their exits in the spar through the appropriate block on the mast step, through the deflector blocks and aft through the rope clutches, as outlined on the Running Rigging Drawing (H28A2607, page 42). Rig the boom to the mast and attach the mainsheet and vang.

## PLUMBING THE MAST & SETTING THE RAKE

To center the mast athwartships, start with only slight tension on the main and lower shrouds. Check that the mast is centered athwartship by measuring from the masthead to the chainplates with a steel tape measure hoisted completely up the main halyard. Adjust the main shrouds, easing one and tightening the other, until the measurements port and starboard are exactly the same. If a steel tape isn't available, the main halyard can also be used for this purpose, while being careful that equal tensions are applied each side.

Once the mast is plumb athwartships, check the amount of rake or aft angle on the mast by hanging a weight from the shackle on the main halyard and adjusting the halyard position so the weight hangs just above the boom. On a calm day, with nobody on the boat, this weight should hang 12 to 14 inches (30 cm - 36 cm) aft of the mast. Adjust the main shrouds uniformly, easing or tightening the same number of turns each side, and the forestay to achieve the proper amount of rake.

### INITIAL TUNING

With the mast plumb athwartships and the proper amount of rake achieved, tension both main shrouds equally, counting turnbuckle revolutions as you go. As you tighten the mains, the amount of "pre-bend" will increase as the spreaders push the middle of the mast forward. As this happens, the previously tensioned diamonds will go slack. At this point, ten-

sion the lowers and bring the "pre-bend" back to the original amount and thus remove the slack from the diamonds. Make sure that the lowers are tensioned uniformly so that no transverse curvature is introduced into the mast.

Complete forestay tensioning until its turnbuckle is 1/3 to 1/2 closed.

### FINAL TUNING

After the initial rigging is adjusted as above and the mast is straight amidships and has the necessary 4" (10 cm) of pre-bend, continue tensioning the main shroud turnbuckles uniformly each side (counting and matching the same number of half turns) with a wrench and a screw driver until no more tension can be applied without exceptional effort. Do not use any artificial means, such as pipe extensions on the wrench and screw driver, to achieve additional tension.

**To achieve the desired forestay tension, Hunter recommends that shroud tension on your main and lowers be approximately 20% of the cable breaking strength. Thus, for these 7/32" 1x19 stainless steel cables, with breaking strengths of 6300 lbs. (2,858kg) each, they may be tensioned up to approximately 1260 lbs. (572 kg). Never exceed 25% of the cable breaking strength (1575 lbs. (714 kg).**

## CHECKING THE RIG'S TUNING UNDER SAIL

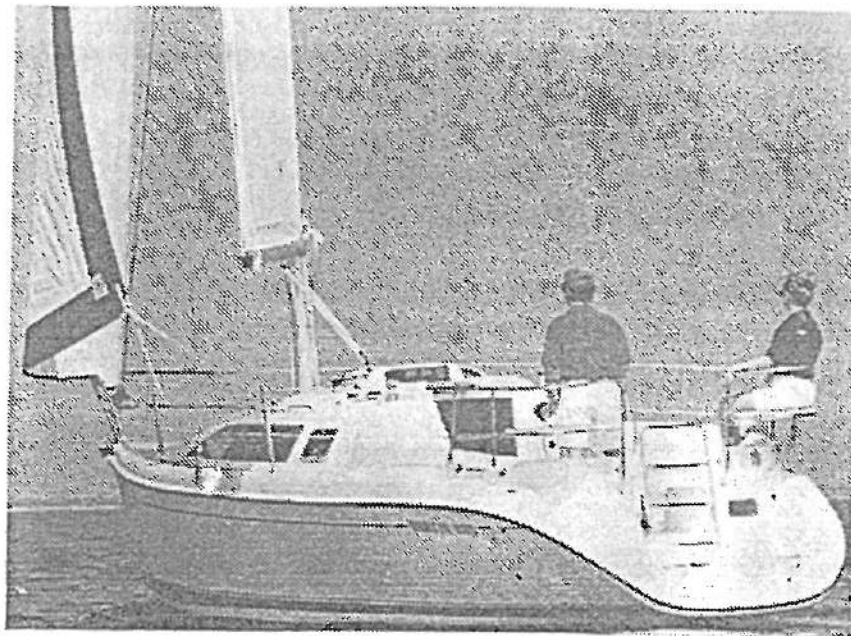
Install cotterpins in all turnbuckles and tape over sharp edges on the cotterpins with chafe tape.

Check the mast tuning by sailing in medium winds (10-12 knots). Sometimes fine tuning the diamonds and lower shrouds is necessary when the mast is

loaded in sailing conditions. Sail on both tacks, sighting up the mast luff groove to check athwartship straightness. When sailing with full main and jib, all the leeward rigging should remain taut.

# HUNTER 280 SAILPLAN

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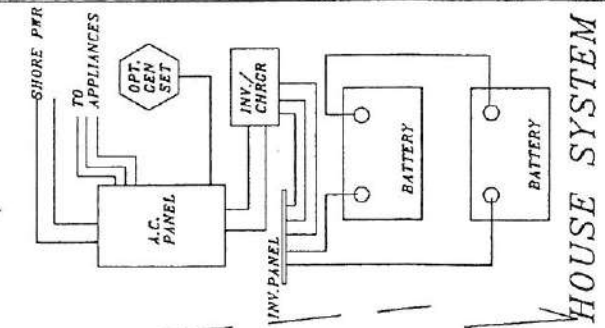
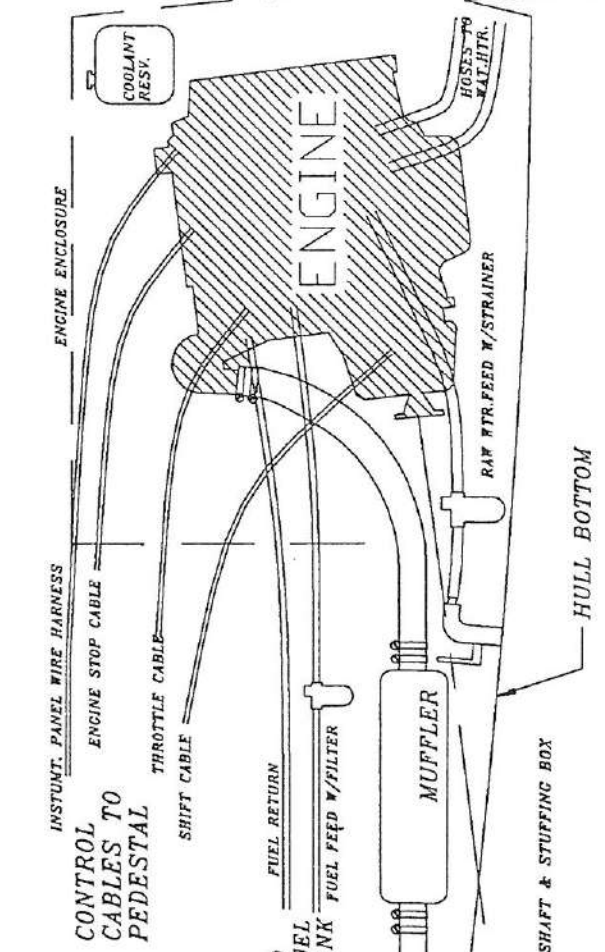
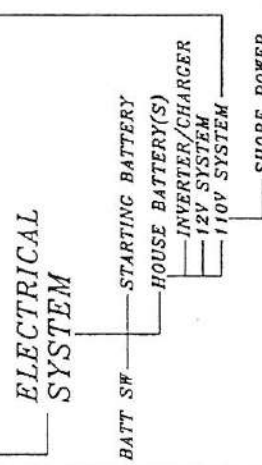
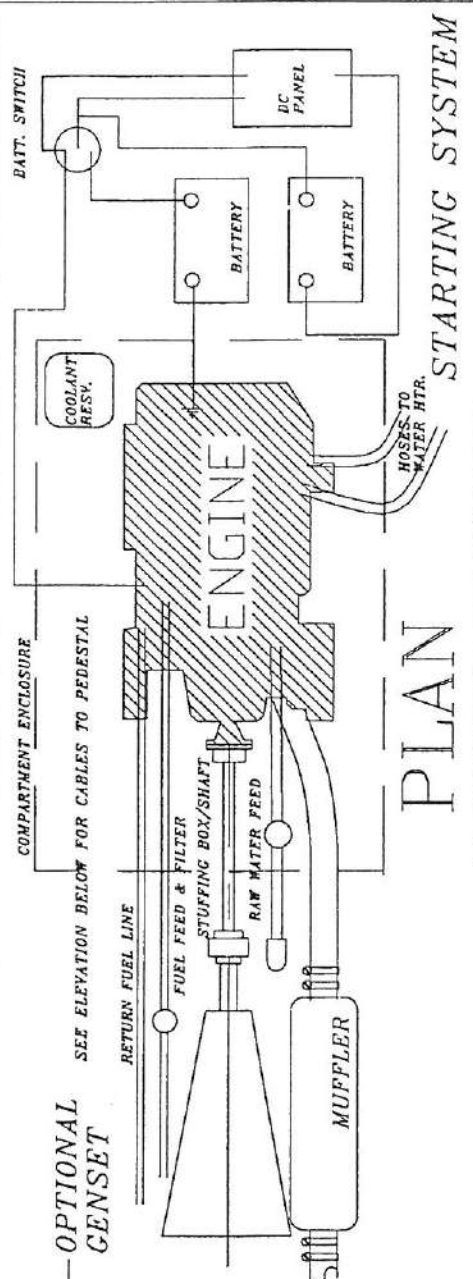
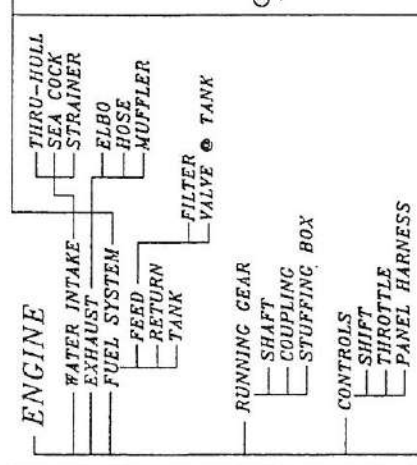
## *Spinnaker options*

The H280's need to "tack" downwind makes it ideally suited to the use of the new asymmetrical spinnakers. These spinnakers are flown like large jibs and do not require conventional spinnaker poles with their complicated topping lifts, foreguys, after guys, and resultant high mast loadings.

The asymmetrical spinnaker on the H280 can be flown from a tack line secured to the "U" bolt on the stemhead and passing over the bow roller. In this configuration, at the majority of sailing angles, the jib must be furled to allow clear air flow to the spinnaker. If not, the spinnaker will be more difficult to fly. The weather sheet should be lead outside the luff of the spinnaker so the sail will fly downwind when gybing. To ease handling of the sail a "snuffer" or "spinnaker sally" can be used.

Talk to your local sailmaker about the best system for your needs and the optimum size of spinnaker.

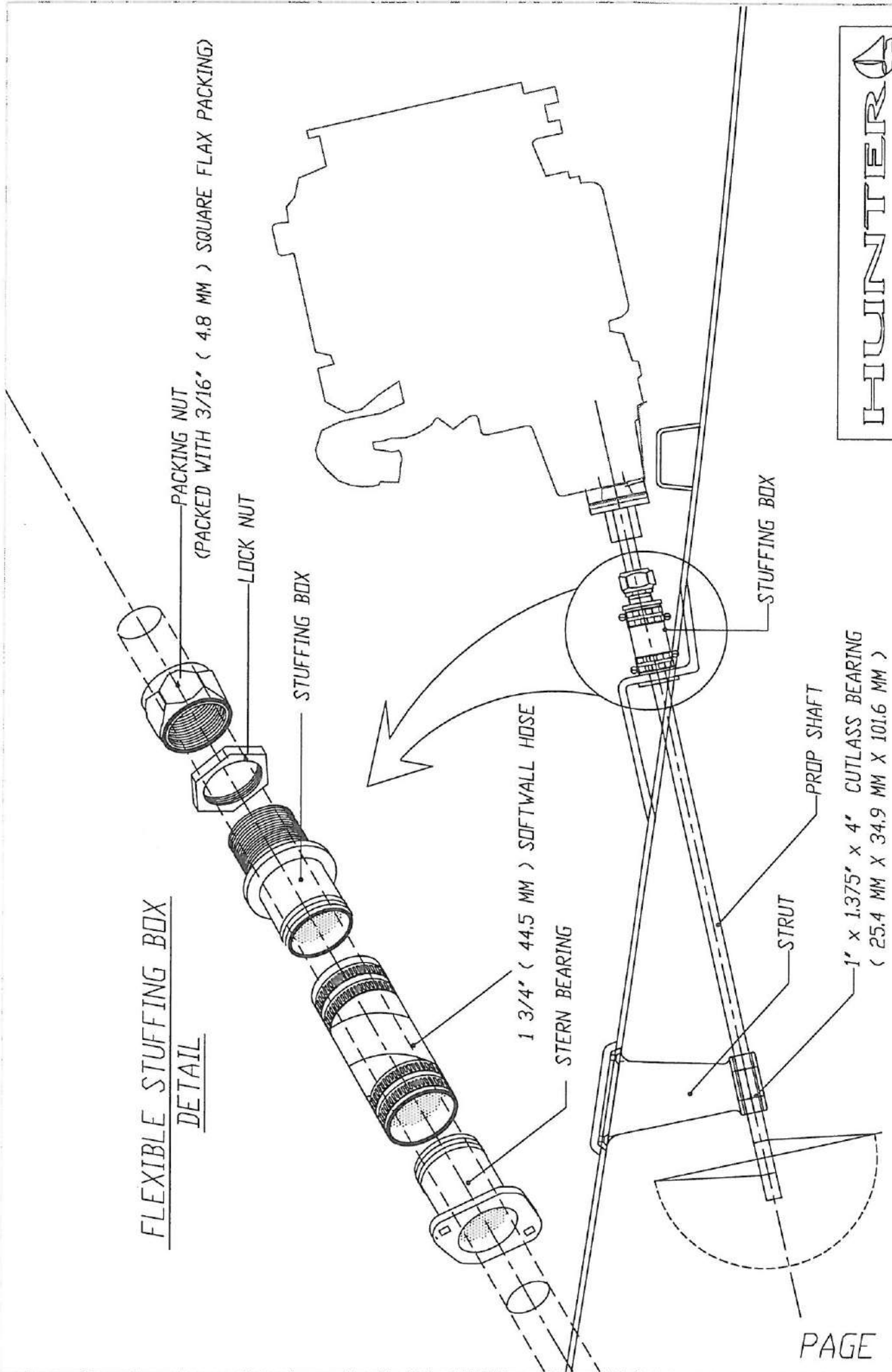
**SYSTEMS SCHEMATIC**



**HULLINTEER**

**ENGINE COMPARTMENT.**

FLEXIBLE STUFFING BOX  
DETAIL





HOSE TYPES

HOT WATER	3/8" ( 9.5 MM )	POLYBUTYLENE
COLD WATER	3/8" ( 9.5 MM )	POLYBUTYLENE
WATER HEATER	5/8" ( 15.9 MM )	SMOOTHFLEX
TANK VENT HOSE	3/4" ( 19.1 MM )	SHIELDVAC
FRESH WATER HOSE	1 1/32" ( 38.1 MM )	SHIELDVAC

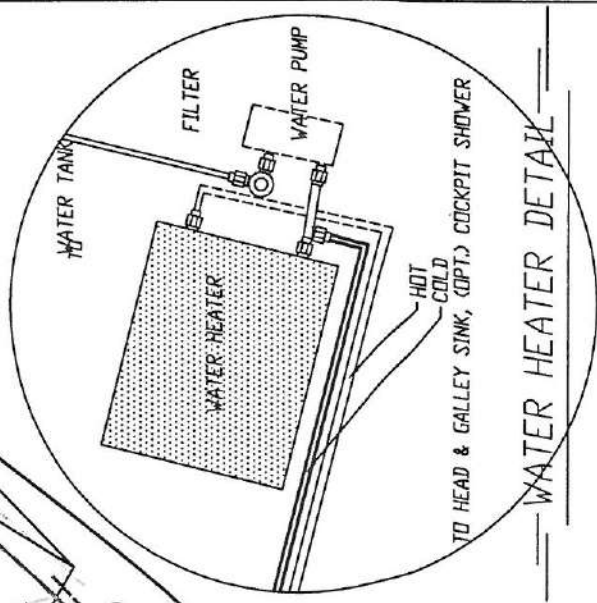
40 (150 L ) GALLON FRESH WATER TANK  
UNDER VEE-BERTH

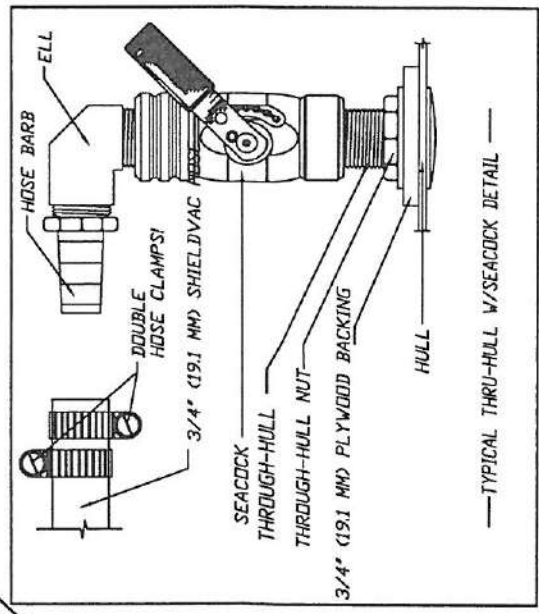
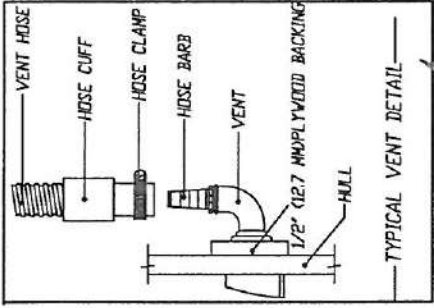
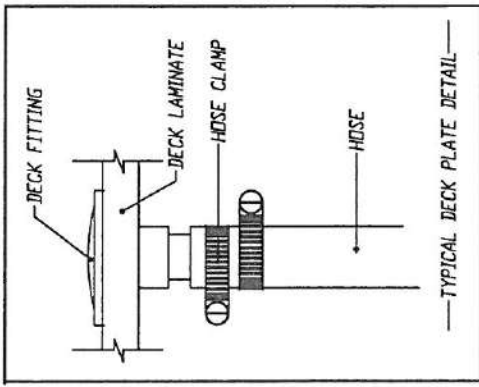
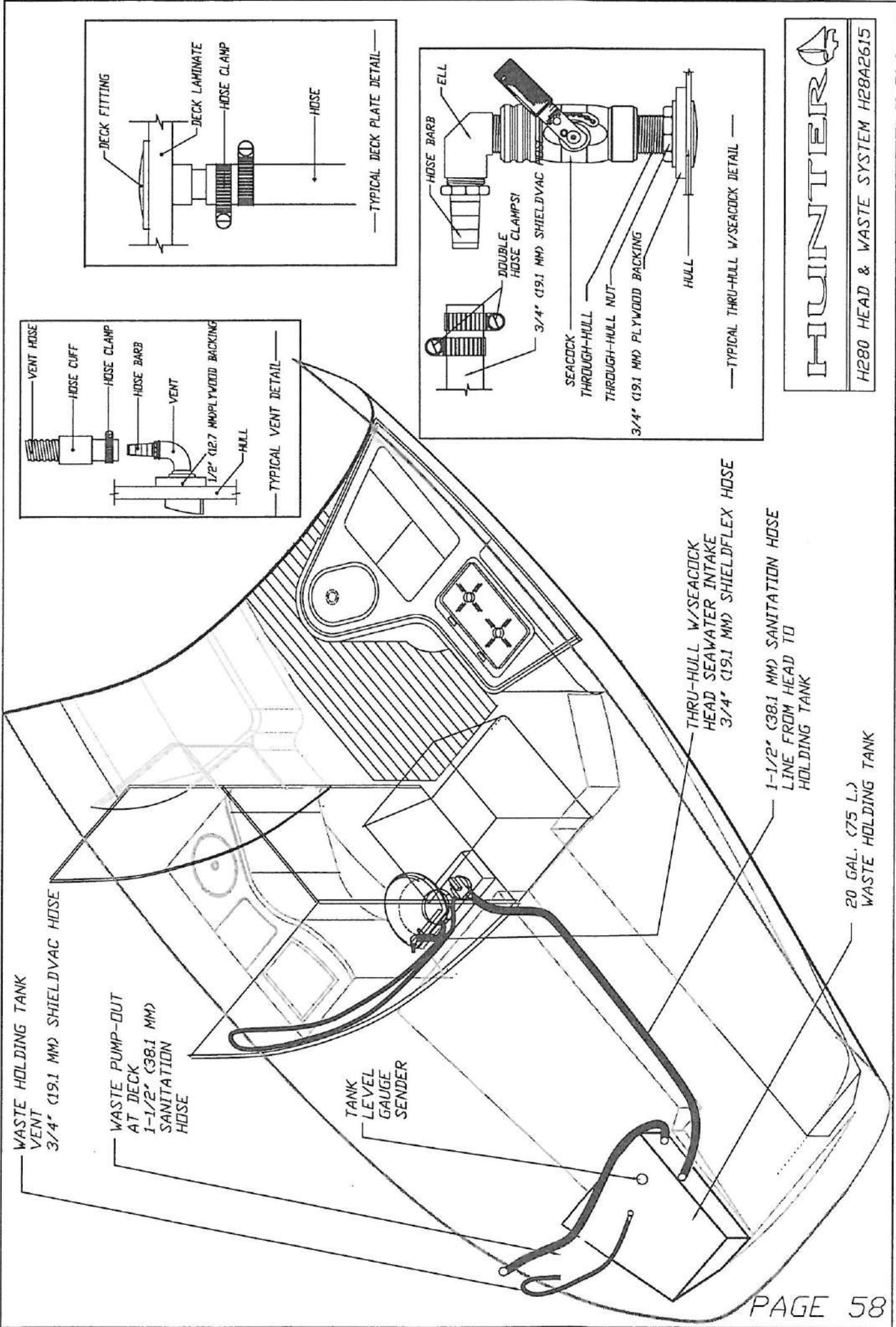
HOT WATER  
HEATER UNDER  
VEE-BERTH

HOT & COLD  
SUPPLY LINES  
TO HEAD & GALLEY

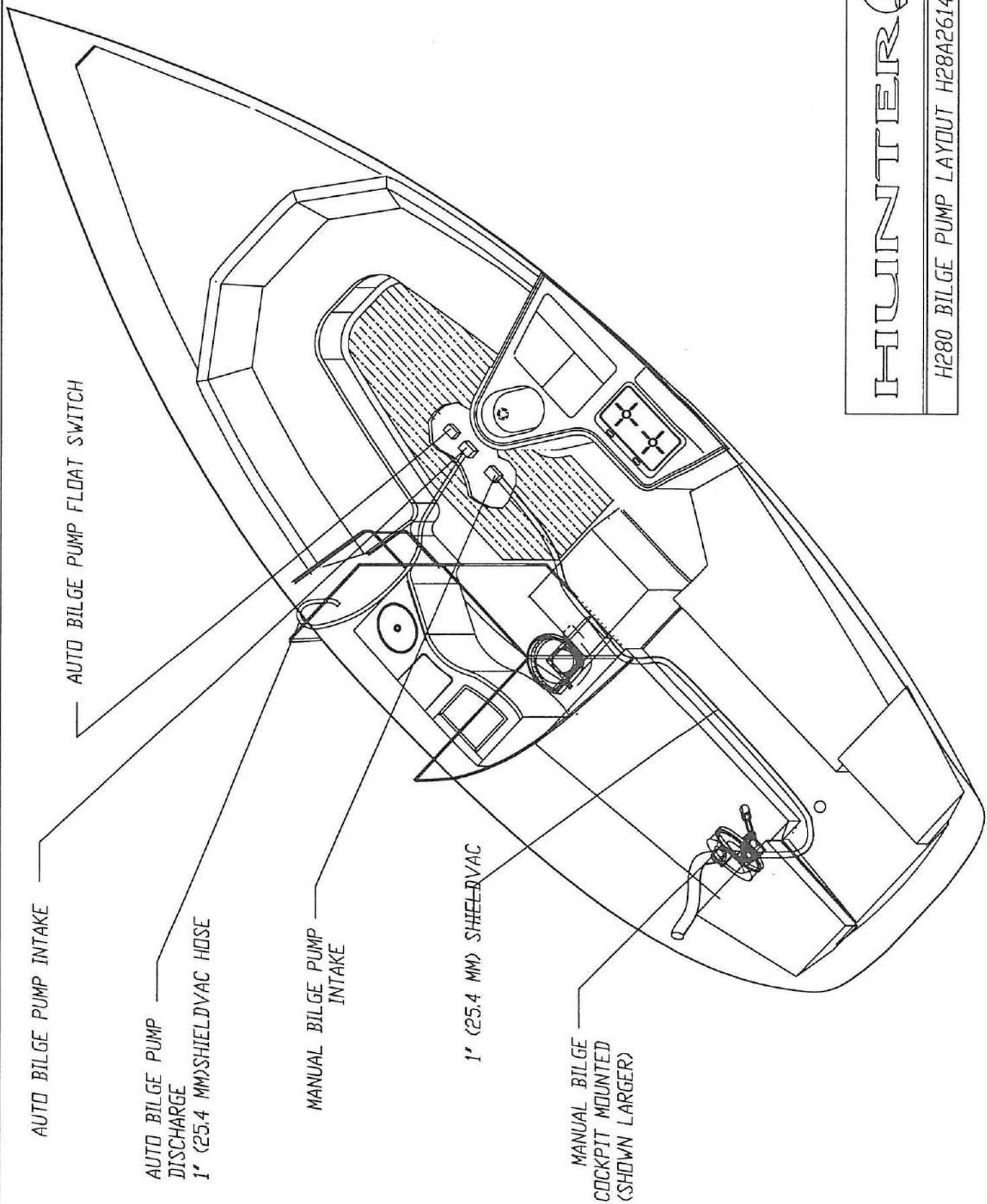
"TEE" LINES TO GALLEY FAUCET

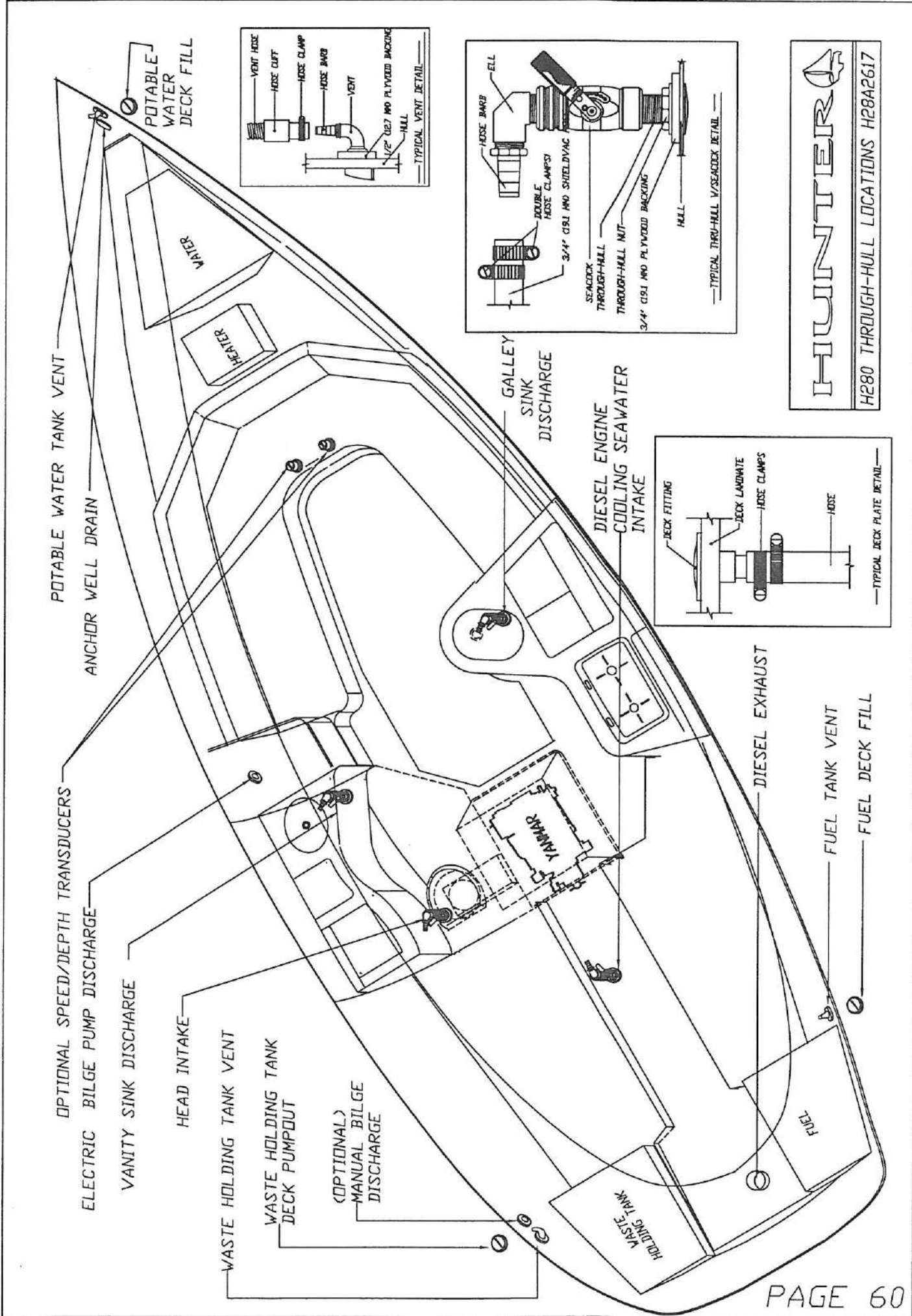
WATER PUMP  
& FILTER



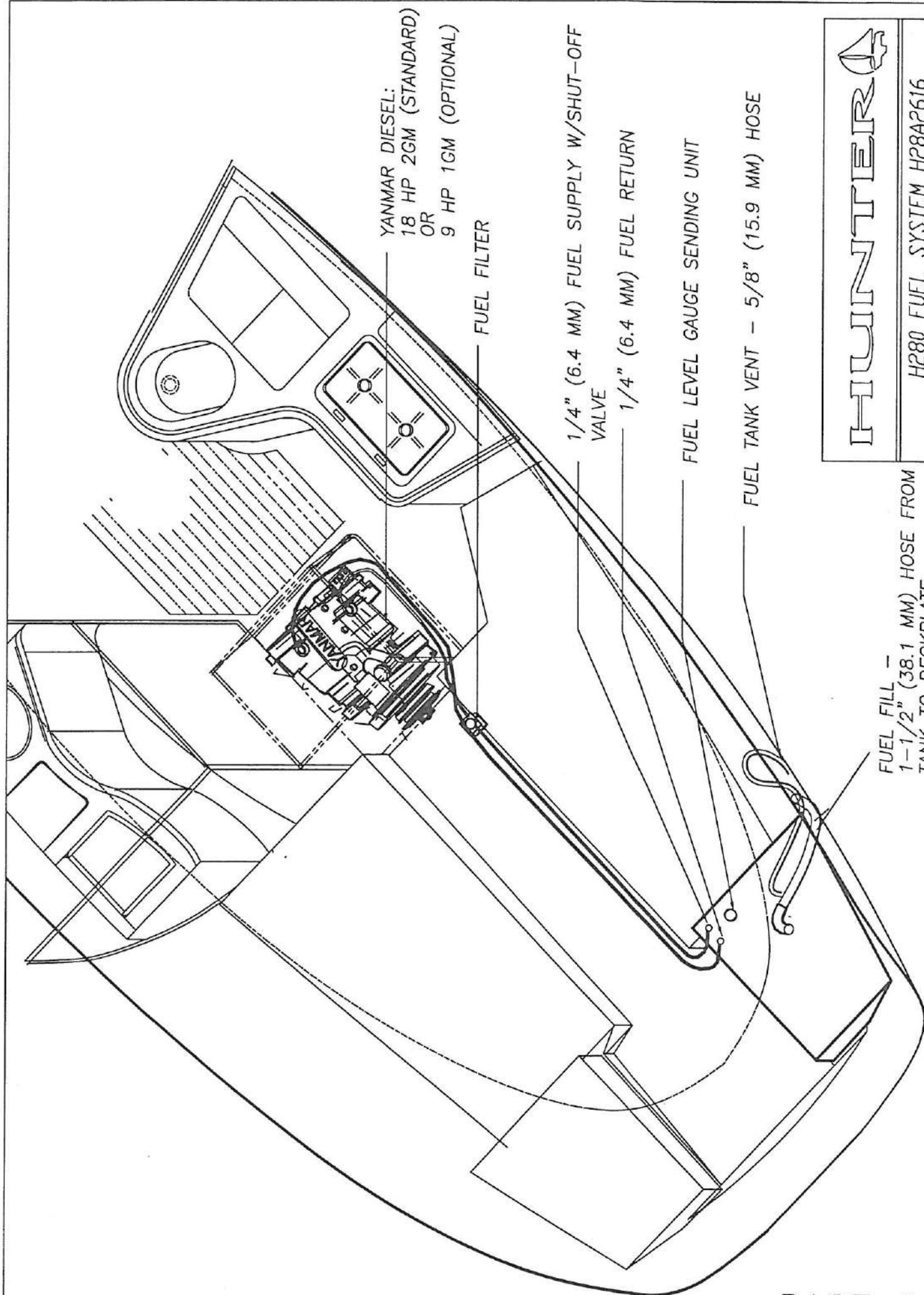


**HUNTER**  
 H280 HEAD & WASTE SYSTEM H28A2615





**HUNTER**  
 H280 THROUGH-HULL LOCATIONS H28A2617

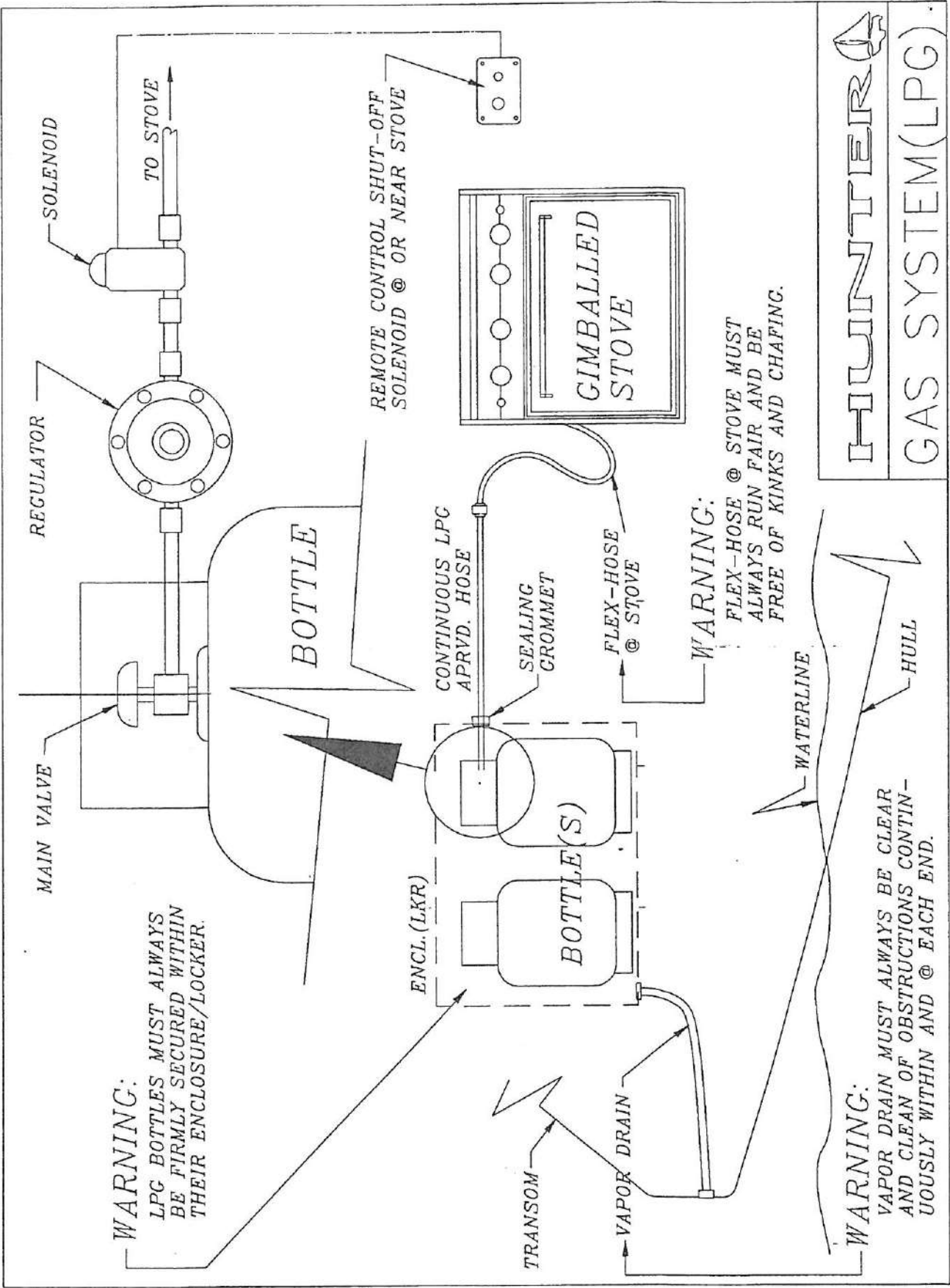


**HUNTER**

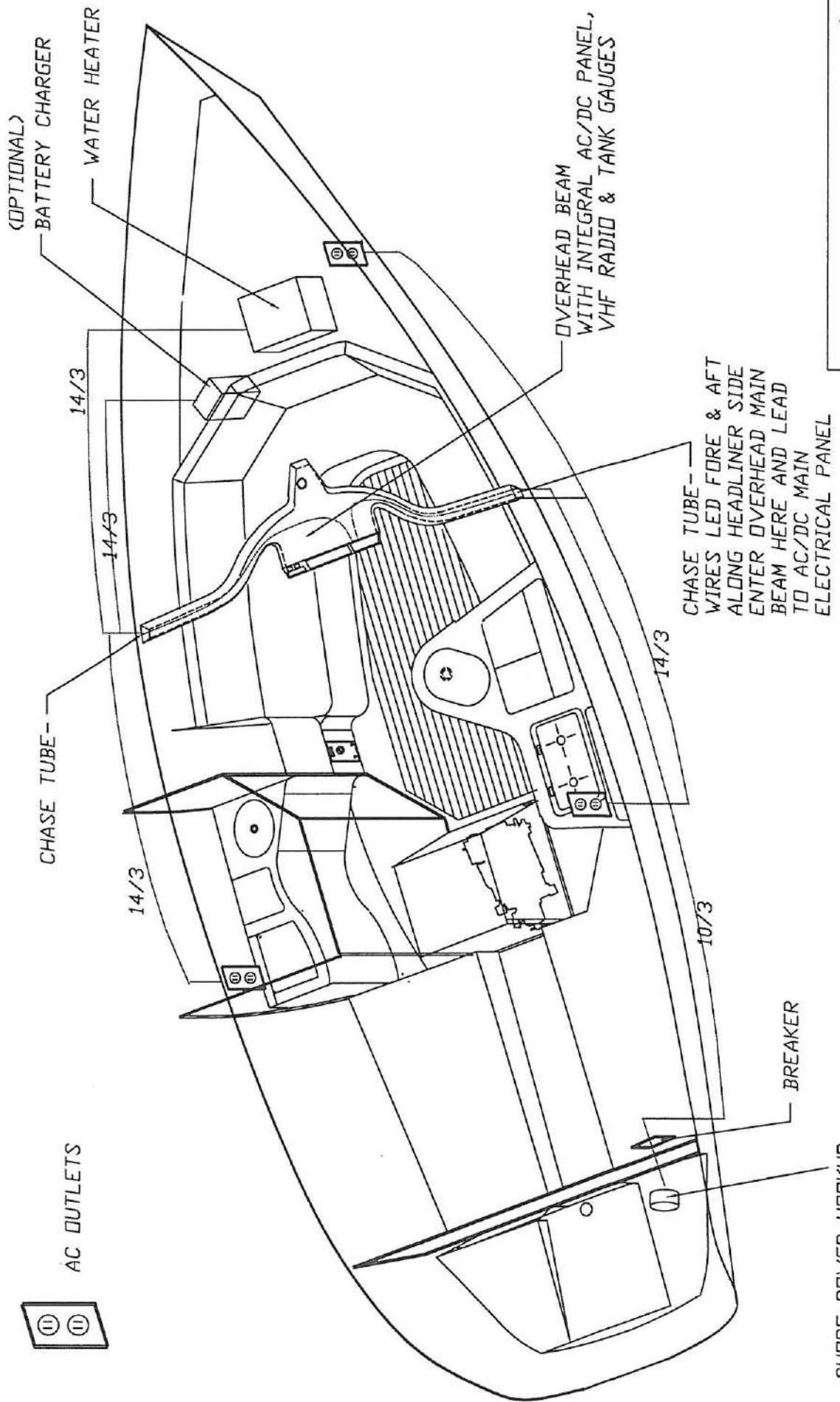
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H280 FUEL SYSTEM H28A2616

FUEL FILL -  
 1-1/2" (38.1 MM) HOSE FROM  
 TANK TO DECKPLATE



**HUNTER**  
GAS SYSTEM(LPG)



INTERIOR LIGHTS 1600 BLU

RECESSED LIGHT

DOME LIGHT

VHF 1600 RED/VT

LP GAS 14/2

WATER PRESSURE 1200 BR

BILGE (+) 1200 TAN

BILGE MANUAL 1200 BR/RED

BILGE AUTO 1200 BR/DR

ANCHOR/STEAMING 1600 GY/GREEN

BOV LIGHT 1600 GY/VT

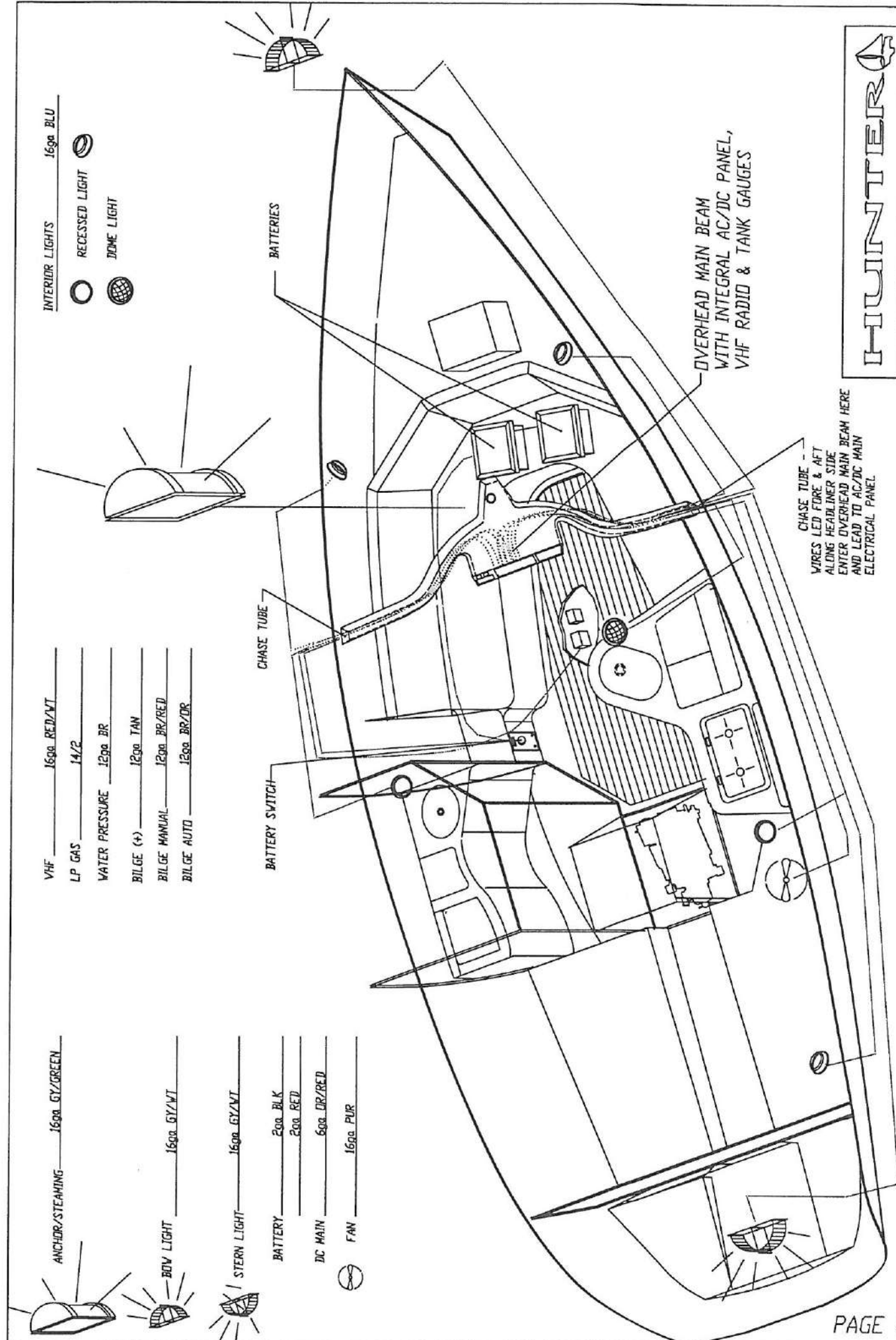
STERN LIGHT 1600 GY/VT

BATTERY 200 BLK

DC MAIN 200 RED

FAN 600 DR/RED

1600 PUR



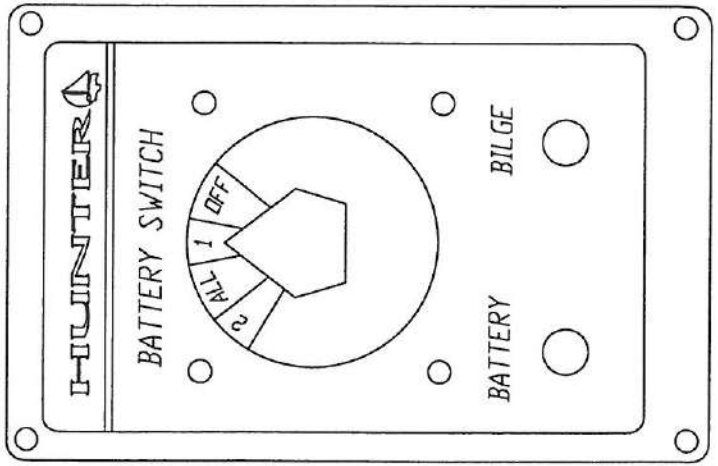
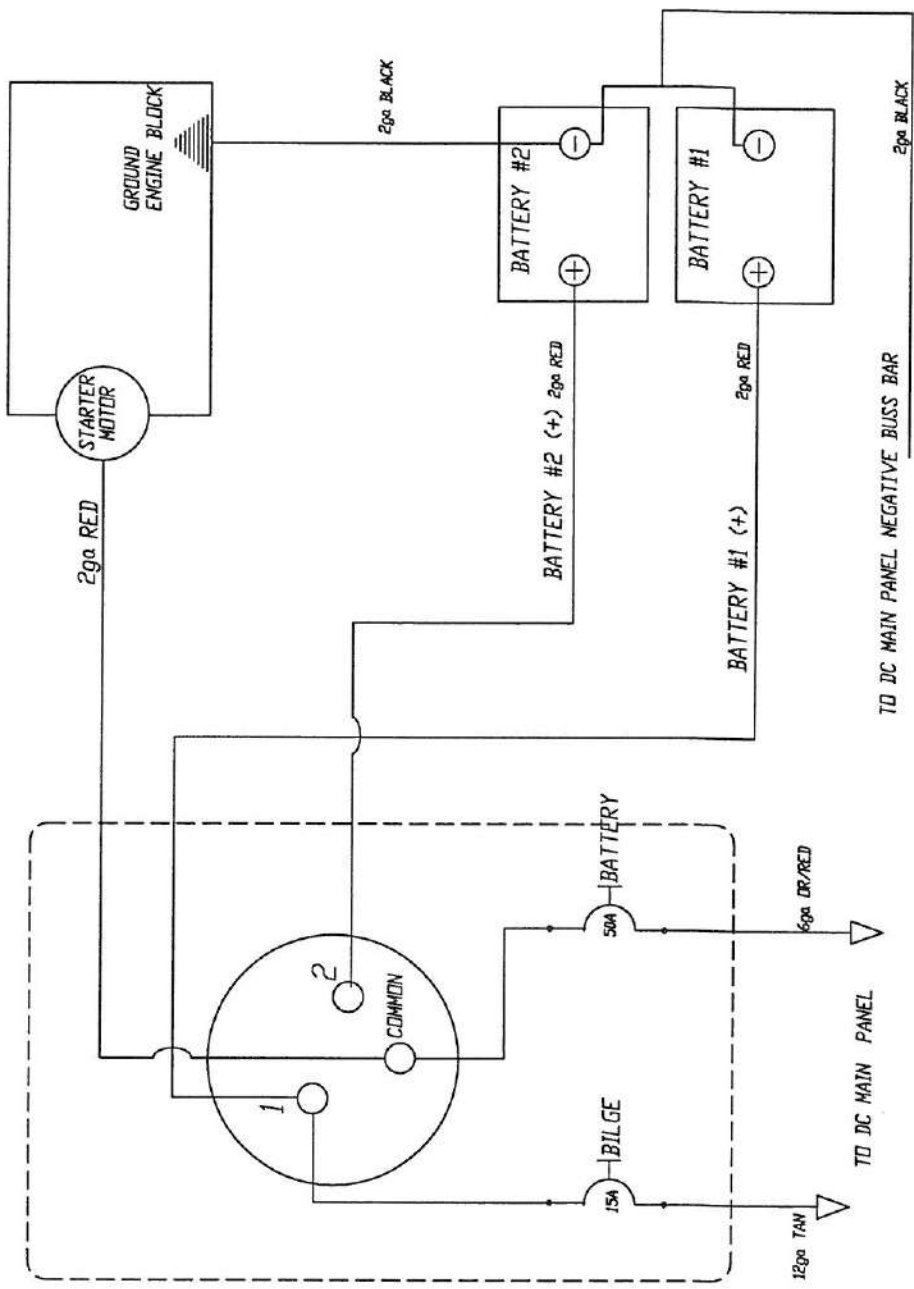
CHASE TUBE  
WIRES LED FORE & AFT  
ALONG HEADLINER SIDE  
ENTER OVERHEAD MAIN BEAM HERE  
AND LEAD TO AC/DC MAIN  
ELECTRICAL PANEL

OVERHEAD MAIN BEAM  
WITH INTEGRAL AC/DC PANEL,  
VHF RADIO & TANK GAUGES

**HUNTER**

H280 12V DC SYSTEM H28B2618

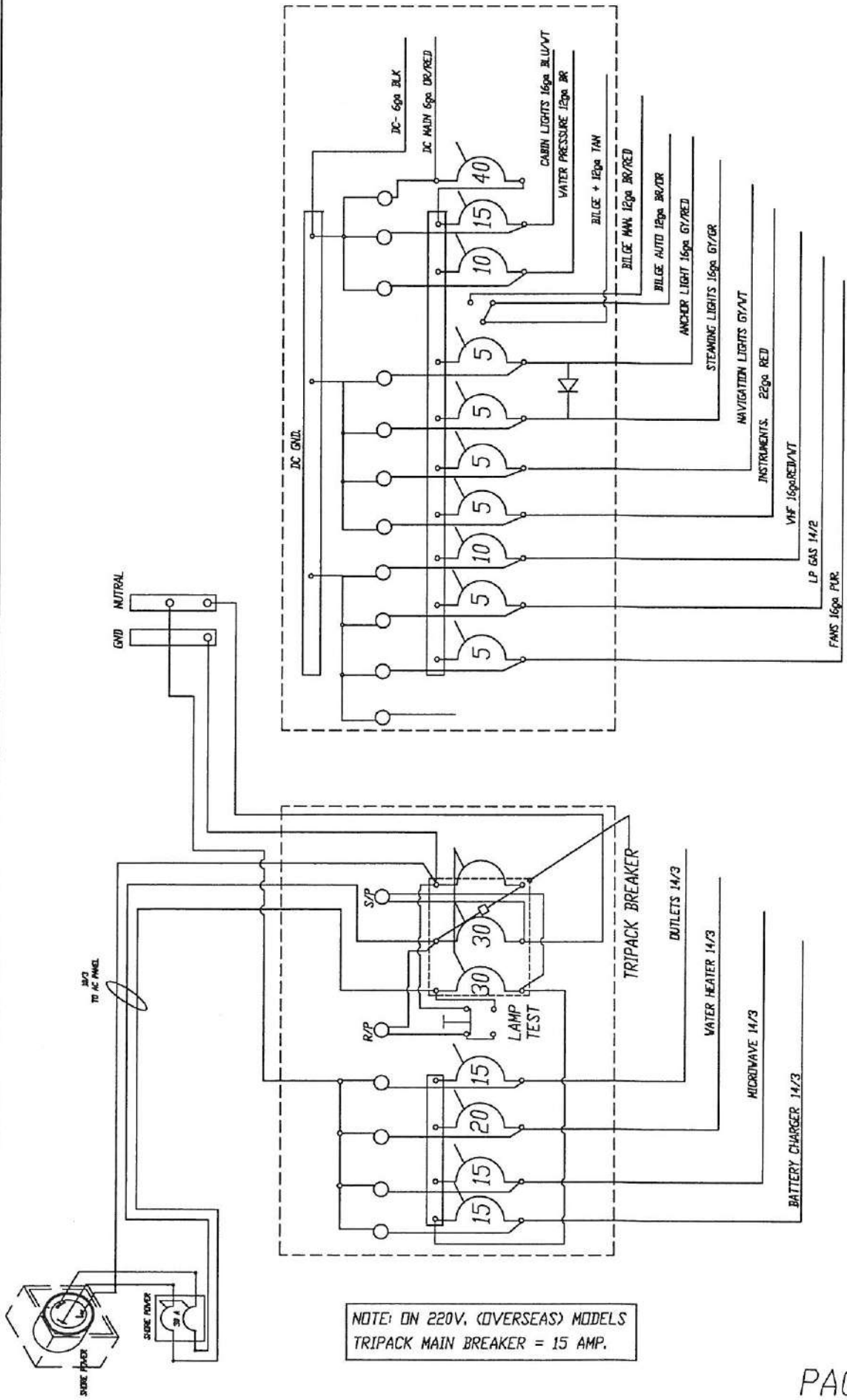




FRONT OF PANEL

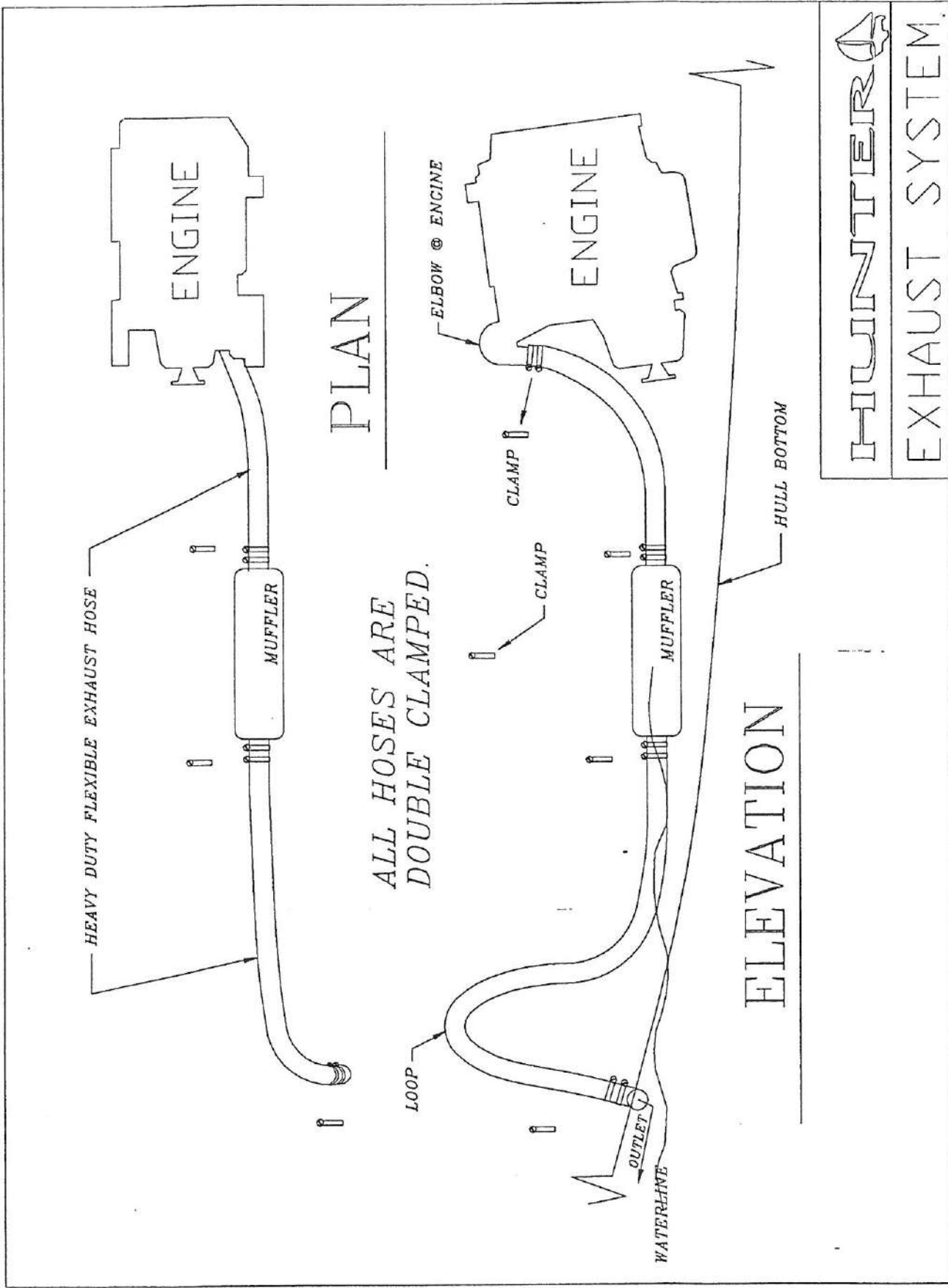
BACK OF PANEL

**HUNTER**  
H280 BATTERY SWITCH H28A2624



DC SCHEMATIC

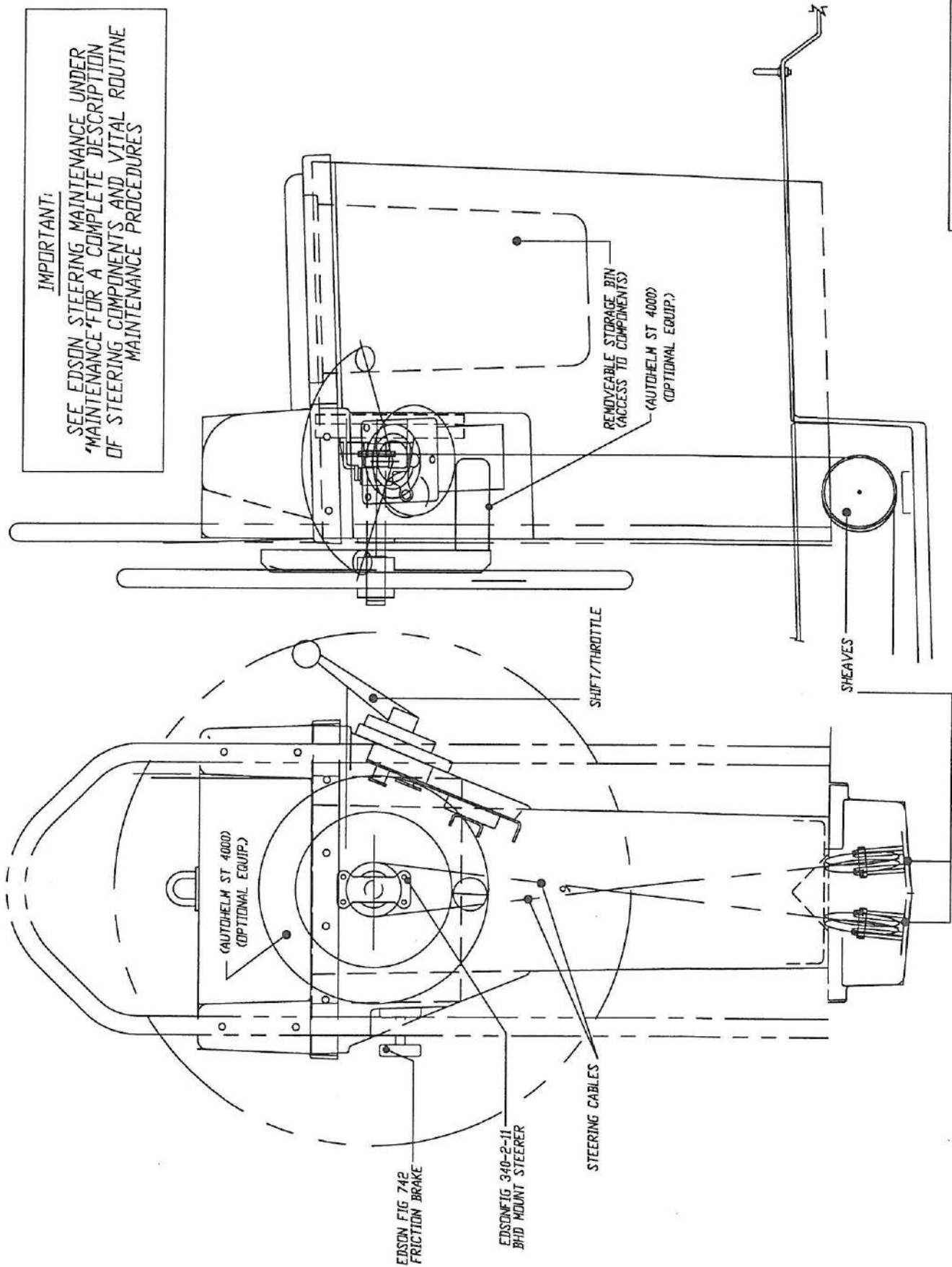
AC SCHEMATIC



HUNTER  
EXHAUST SYSTEM.

**IMPORTANT:**

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



SIDE VIEW

AFT LOOKING FWD.

HW2732

2.355" (59.8 MM) X 6" (15.25 MM) RUDDER BEARING

HW2733

2.355" (59.8 MM) X 3.125 (7.94 MM) RUDDER BEARING



HUNTER

H280 RUDDER & SHAFT H28A2611

RADIAL DRIVE SHOWN  
(WHEEL STEERING ONLY)

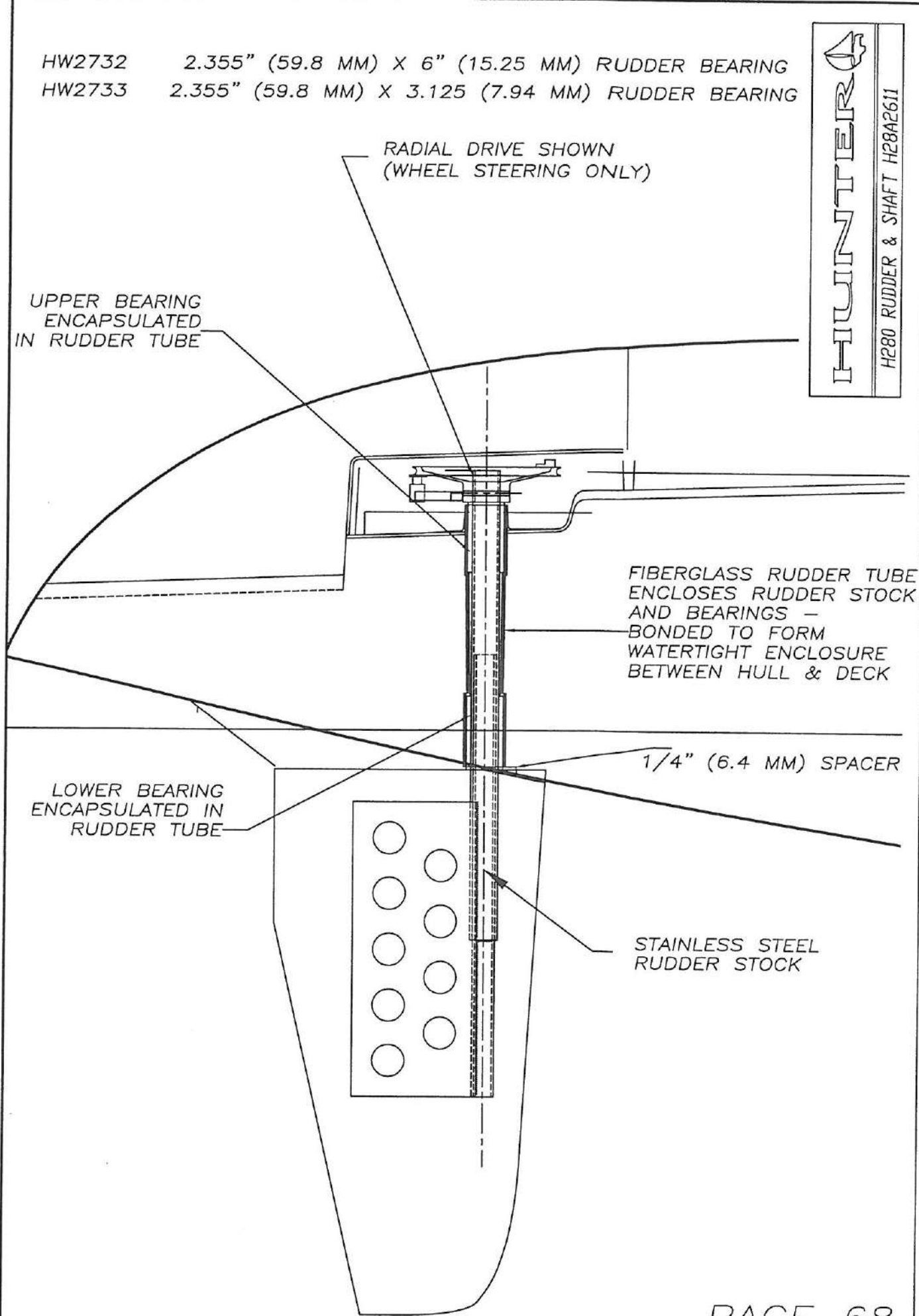
UPPER BEARING  
ENCAPSULATED  
IN RUDDER TUBE

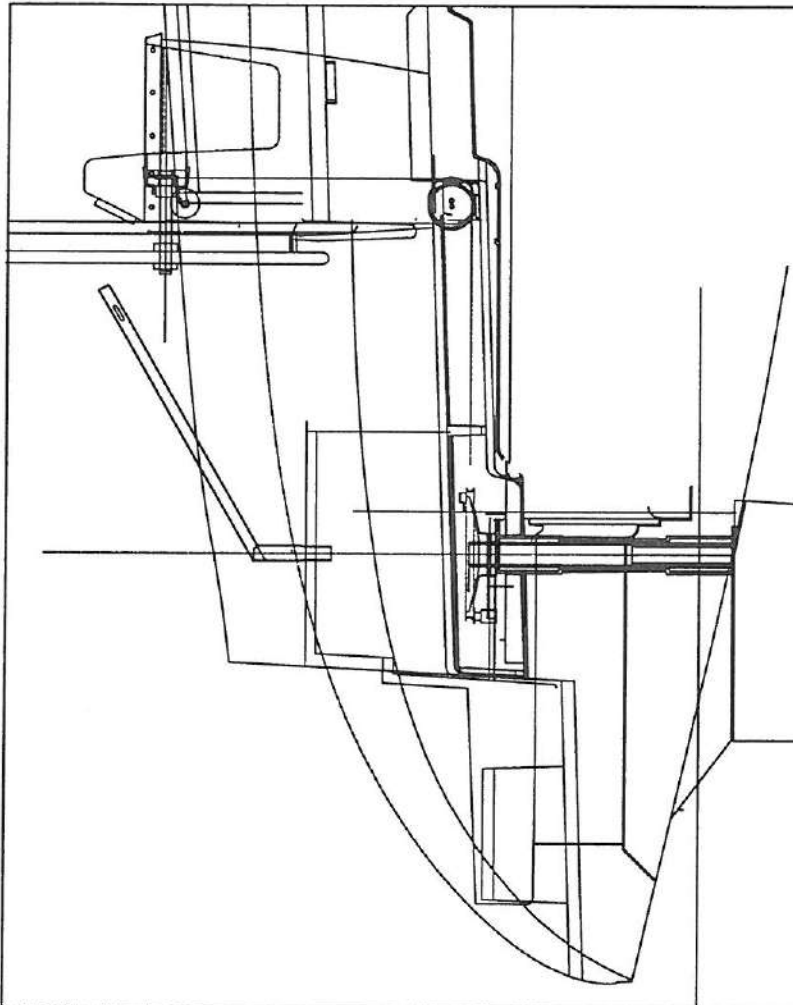
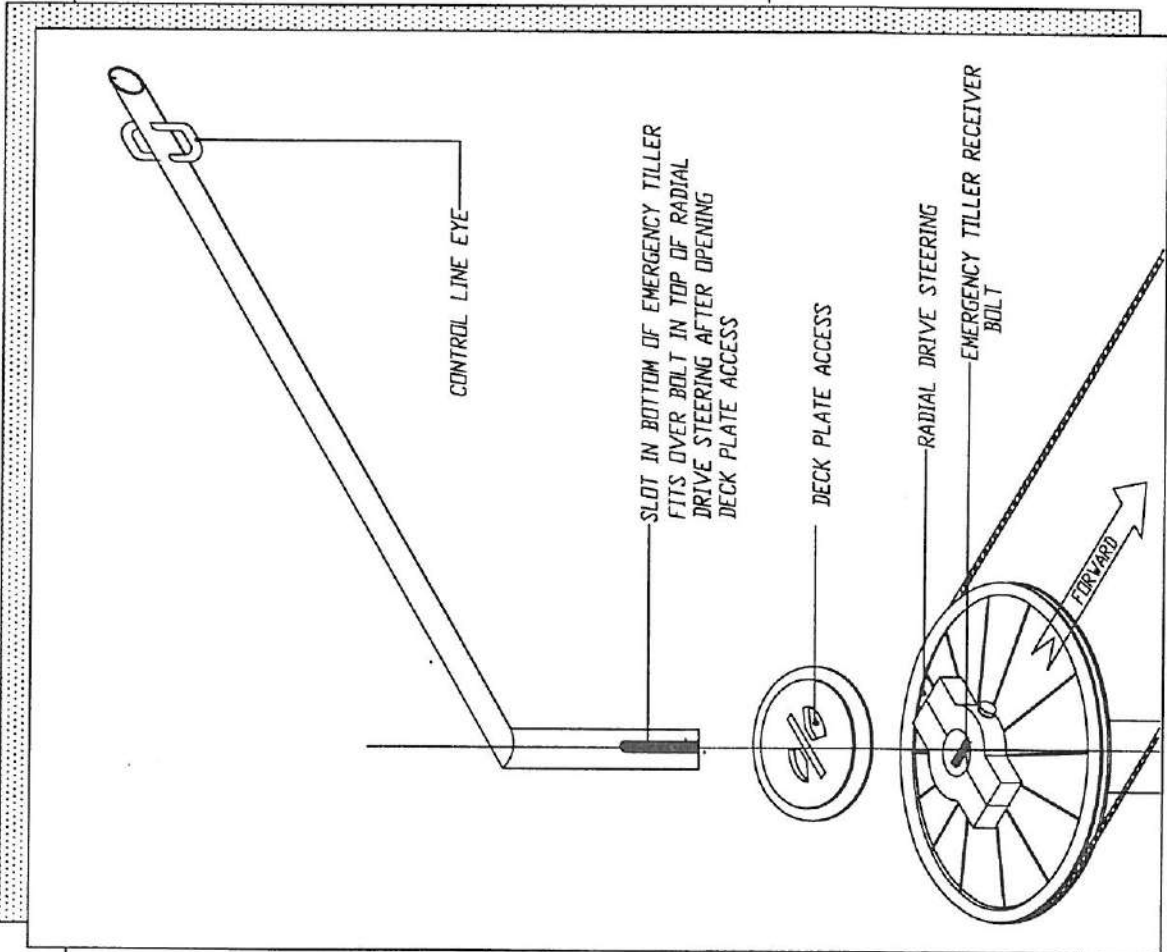
FIBERGLASS RUDDER TUBE  
ENCLOSES RUDDER STOCK  
AND BEARINGS -  
BONDED TO FORM  
WATERTIGHT ENCLOSURE  
BETWEEN HULL & DECK

1/4" (6.4 MM) SPACER

LOWER BEARING  
ENCAPSULATED IN  
RUDDER TUBE

STAINLESS STEEL  
RUDDER STOCK





**HUNTER**

H28 EMERGENCY TILLER H28A2612