

SABRE 28 LOOSE STRUT REPAIR INSTRUCTIONS

CAUTION: Read these instructions carefully before proceeding with repair. This work may prove to be more difficult than it at first appears. Therefore, we recommend that it be done by experienced marine service personnel.

No repair involving resin should be attempted when air temperature is below 60°F. Our experience has been that, even with the use of heat lamps, the hull draws too much heat away for a proper cure to take place.

1. Using a drill with a $\frac{1}{4}$ " bit, drill a series of holes around the base of the strut to form a $\frac{1}{4}$ " wide by 1" deep slot. See Figure 1.
 2. Use a chisel to remove all loose fiberglass.
 3. Sand a 12" diameter area on the hull around the base of the strut. Be sure to remove all paint. Sand all existing paint, fiberglass and putty off the strut. This allows the new fiberglass to bond properly with the strut and hull.
 4. Fill the $\frac{1}{4}$ " slot at the base of the strut with a marine putty composed of epoxy or polyester resin mixed with short fiberglass strands, $\pm \frac{1}{4}$ " long. These strands can be made by cutting fiberglass mat into $\frac{1}{4}$ " strips and breaking it up. Pack the slot thoroughly with this putty and form a radius around the strut as shown in Figure 1.
 5. Fiberglass around the base of the strut with two layers of two ounce mat and cloth. The glass should extend 3" onto both the strut and the hull.
- Note: Be sure each layer of fiberglass is wrapped around the forward and aft edges of the strut as shown in Figure 3.
6. Use an automotive body putty over the fibreglassed areas to fair all edges to the strut and hull.
 7. Repaint the area as needed.

REMOVE FIBERGLASS
MAT AND ROVING

HULL

CUT $\frac{1}{2}$ " GAP BETWEEN STRUT AND HULL

STRAIGHT STRUT

8 ALTERNATE LAYERS OF
 $\frac{1}{2}$ oz. MAT AND 24 oz. ROVING

FIBERGLASS PUTTY

GROUND WIRE

HULL

FILLER PUTTY TO
FAIR IN STRUT FLANGE

FIBERGLASS PUTTY
BETWEEN STRUT
AND HULL

NEW "T" STRUT

SCALE: NONE

DATE: 4-15-77

BY: D.F. APVD:

DWG NO:

Sabre Yachts

SO. CASCO, MAINE

SABRE YACHTS
DIRECTIONS FOR INSTALLING "T" STYLE STRUTS
IN BOATS BUILT WITH EARLY STYLE STRAIGHT
STRUTS

April 15, 1977

INSIDE HULL

Remove the gas tank (see separate instructions)
Cut the ground wire attached to the strut
Grind fiberglass and wood until you can see the brass strut

OUTSIDE

Drill holes to form 1/2" gap between strut and hull
Take a chisel and remove the loose putty until you see a stain-
less steel bolt
Cut off the bolt on both sides of the strut
Drive strut up into hull. Don't try to drive it down

TO FILL HOLE

Tape over the bottom of the hole on outside with masking tape
Make sure that where the mound was on the inside is flat
Fill the hole in with fiberglass putty. Let set
Put 8 layers 12" x 12" of alternating 1 1/2 oz. mat and 24 oz.
roving over hole
Install shaft
Place strut on shaft

TO POSITION THE STRUT

Move it along the hull until it lines up and shaft can be turned
freely by hand.

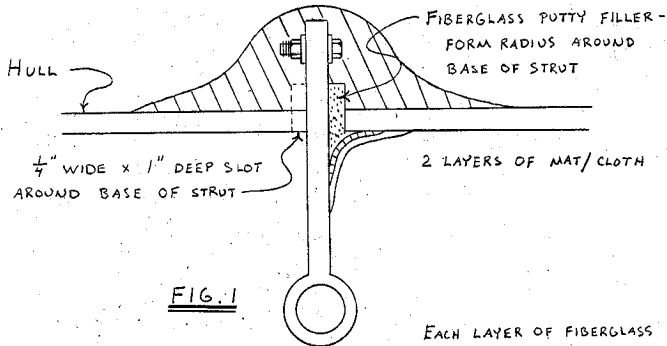
NOTE: The distance between keyway on shaft and aft face
of strut should not be more than 2 1/2" or less than
3/4"

Remove gelcoat for an area 10" around each side of new strut location
This will allow for a good bond of the filler putty to be used
later.

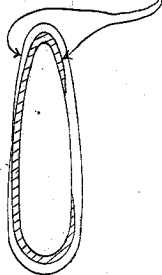
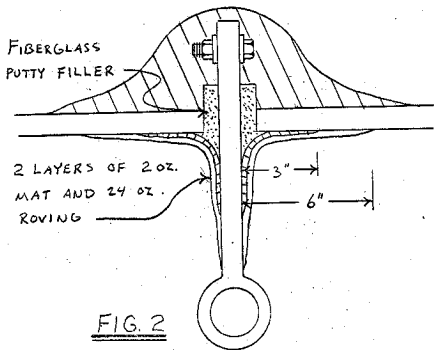
Drill 4 holes

Mount strut with brass bolts, filling any voids between hull and
strut flange with fiberglass putty made from resin and chopped
fiberglass strands

Tighten bolts after fiberglass putty has cured
Fair strut flange into hull with filler putty
(largest part of job)



EACH LAYER OF FIBERGLASS
MUST BE WRAPPED AROUND
FWD AND AFT EDGES OF STRUT



NOTE: THESE REPAIR PROCEDURES
ARE FOR BOATS WITH EITHER
OFFSET OR CENTERLINE
PROPELLERS.

S-28 STRUT REPAIR

Sobre Yachts
SO. CASCO, MAINE

SCALE: NONE

DATE: 1 DEC 79

BY: G.W. RPVD: MS

DWG NO: 781201-1

SABRE YACHTS

SABRE 28 LOOSE STRUT REPAIR INSTRUCTIONS

Note: In most cases, the above repair procedure has proven satisfactory. However, some boats will require additional reinforcing to prevent the strut from loosening. If you find this is the case, the following procedure is recommended.

1. Repeat steps 1 through 4 as above.
2. Apply two layers of 2 ounce mat and 24 ounce roving around the base of the strut. See Figure 2. The first layer of mat-roving should extend 3" onto the strut and hull. The second layer should extend 6" onto the strut and hull.

Once again, it is most important that each layer be wrapped around the forward and aft edges of the strut as shown in Figure 3.

3. Fair all edges with automotive body putty and paint the area as needed.

Note: Engine alignment should be checked whenever a loose strut occurs. Poor alignment will promote loosening of the strut.