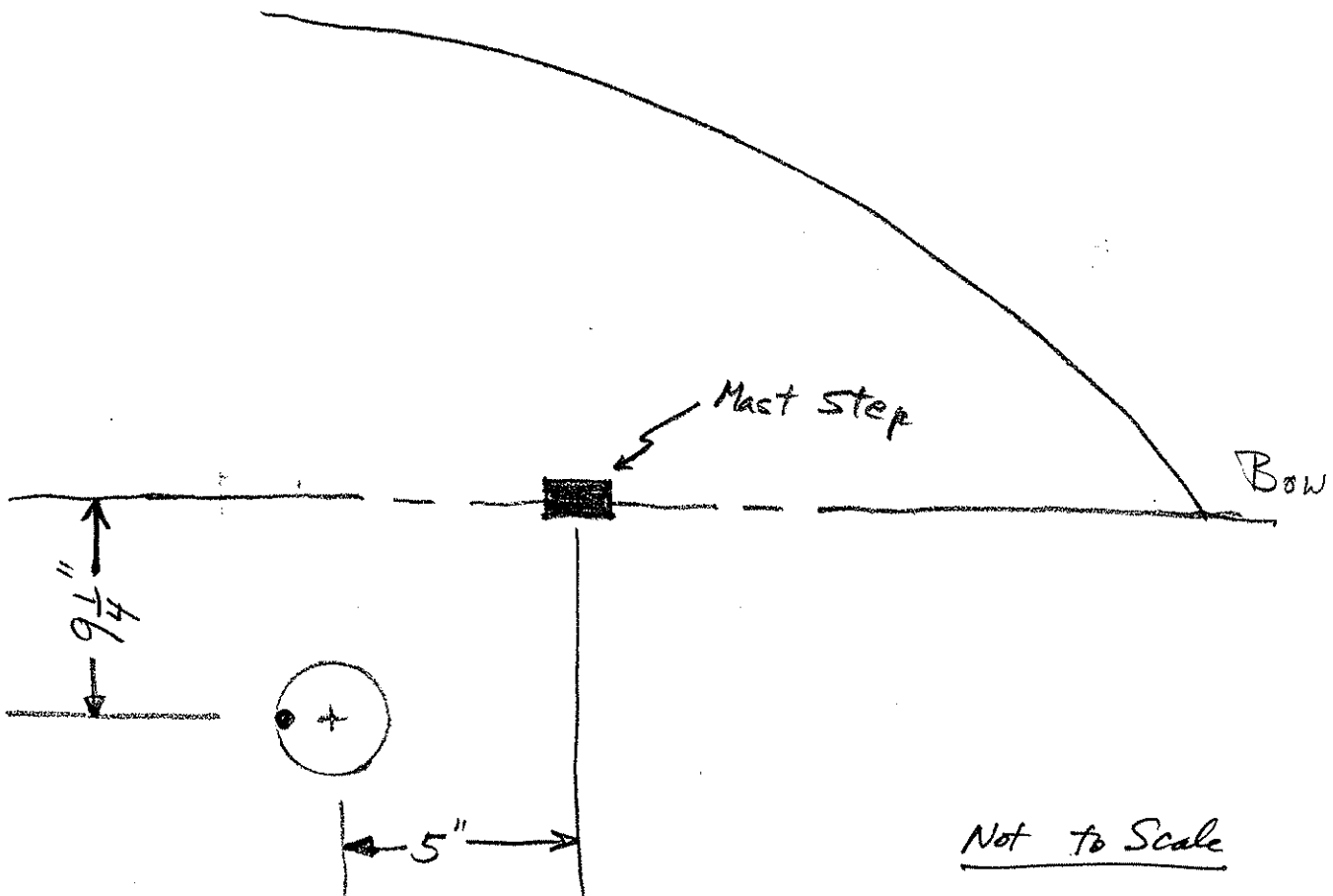


INSTALLATION INSTRUCTIONS

INSPECTION PORT

1. LOCATE CENTER OF I.P. AS SHOWN ON FIGURE TO MINIMIZE INTERFERENCE WITH SUBFLOOR STRUCTURE. MARK WITH CENTER PUNCH.
2. DRAW CIRCLE OF APPROPRIATE DIAMETER WITH COMPASS.
3. DRILL 3/8" HOLE NEAR INNER EDGE OF CIRCLE; INSERT SABER SAW AND CUT OUT THE FLOOR FOLLOWING THE SCRIBED CIRCLE.
4. EXPOSED FLOTATION IS EASILY CUT WITH KEYHOLE SAW AND THEN REINSERTED EITHER FOR OR AFT OF CAVITY.
5. INSERT ETHAFOAM BULKHEADS IN CAVITY, TRIMMING TO FIT. THESE ARE TO PREVENT SMALL ITEMS FROM INADVERTANTLY SLIPPING INTO THE INNER HULL. USE DUCT TAPE TO SECURE IN PLACE.
6. I.P. SHOULD FIT THE CUTOUT HOLE SNUGGLY BUT WITHOUT INTERFERENCE. TRIM HOLE WITH HALF-ROUND FILE IF NECESSARY.
7. APPLY A SILICONE BASE BATHTUB CAULK TO THE BOTTOM LIP OF THE INSPECTION PORT TO CREATE A SEAL BETWEEN THE FLOOR AND THE I.P.
8. DRILL 7/64" HOLES AND SECURE I.P. WITH THE SCREWS PROVIDED.



Mast Step Repair

Be certain the hole in your mast step is clean and dry. Catalyze about 60 cc of auto body filler on a flat expendable surface, using about $\frac{2}{3}$ the amount of catalyst recommended.

Load the filler in the syringe by removing plunger and forcing filler into the end of the syringe as shown in Figure 1. Clean off excess with tongue depressor. Inject filler into hole. Reload syringe and continue until hole is filled.

Hint: Work fast before filler cures.

After first batch has cured, drill about three $\frac{1}{4}$ " holes in mast step as shown in Figure 2. These holes should only be about $\frac{1}{4}$ " deep before you go through the floor and into the hollow space shown in Figure 3.

Hint: Try both 20/10 cc syringes to see which works best. Inject filler into the holes until excess is apparent. Wipe flush with original surface before it cures.

Paint over holes with a brushful of gelcoat (catalyzed but ~~not emulsified~~ with no emulsifier added) when the filler has cured.