



ALCORT SAILBOAT DIVISION  
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### SUNFISH RUDDER MOUNT CONVERSION

In 1972, both the rudder shape and mounting assembly for the Sunfish sailboat were changed. All 1972 and later Sunfish have this new rudder and tiller assembly with the mounting bracket (Gudgeon Bracket) installed on the boats. For owners with 1971 and earlier models, the new shape is available as a standard replacement rudder with gudgeons to fit the old style mounting hardware (Rudder with Gudgeons #62330). While this item has been modified to provide substantially more strength in the upper portions of the rudder, it mounts on the older boats in exactly the same way, using the same vertical plate from the original rudder assembly, and all existing hardware on the stern of the boat. As an additional means of strengthening the old style mount, replacement Deck Plates (#79052) are available, which include provision for bolting through the flange at the boats stern.

To use the new spring loaded 1972 Rudder & Tiller Assembly (#66645) on the older boats is the situation which requires modification to the hull. The following would be required.

1. Removal of all existing rudder mounting hardware from the hull. Screw holes must, of course, be plugged.
2. The hull must be opened at the stern to allow installation of a back-up plate on the inside of the transom. This may be done by installing an inspection port (access port) in the aft deck. This requires cutting a circular hole in the deck near the stern, through which the work may be accomplished. Be sure not to cut the circular hole too large.
3. The Back-up Plate (#43061) may then be installed, fiberglassing it into place, followed by aligning the pre-drilled Gudgeon Bracket (#79042) centrally on the outside transom and through-drilling. In manufacturing, the Gudgeon Bracket is installed via four (4) machine screws supplied with the bracket and this requires thread tapping into the Back-up Plate. As an alternative, the Gudgeon Bracket may simply be attached using bolts, nuts and lock washers. (Use a caulking compound, such as "Poly-Seam-Seal" in all fastening holes.)
4. This completes the installation. If access was gained through the cutting of a circular hole, the inspection port may be installed. These ports are usually available for holes of 4" or 5" diameters, and consist of a plastic or nylon rim, into which the port itself is snapped or twist-locked. The advantage of such a port, of course, is that it may be re-opened at any time to regain access to the hull interior.