105 Epoxy General Use

Safety
Avoid inhaling resin or hardener vapors. Wear adequate protective clothing and equipment (safety glasses, face shield, mask). Wear rubber gloves. Avoid eye contact. Mix only in well-ventilated areas. Keep out of reach of children.

Technical data

Mixing and curing
The pot life of WEST SYSTEM 105 Epoxy is 9–12 minutes at 72°F (22°C). To apply the mixture before it begins to cure, mix one part 105 Resin with one part 205 Fast Hardener. For a longer working time and cure, mix one part 105 Resin with one part 207 Special Clear Hardener™.

Other hardeners may be used to vary the cure time and working time, or to provide adequate cure in hot or cold conditions. For more information, see the Technical Data Sheet available online at westsystem.com.

Bondeing

Mixing the resin and hardener together in a clean, mixing cup. Stir the contents of the container for 1 minute. Stir at a speed of 100–120 rpm for 2–3 minutes. When you are satisfied that the resin and hardener are thoroughly mixed, pour the mixture into an area large enough to accommodate the job. Dampen the surface of the area with water before pouring the mix. This will help the epoxy spread evenly across the surface and minimize bubbling. Avoid introducing air into the mix as it is poured.

Filling

Epoxy is applied in layers of 1/8" (3 mm) or less. Epoxy can be applied with a small brush, squeegee, or plastic paddle. If the epoxy is applied with a squeegee or plastic paddle, the squeegee should be kept flat against the work surface. The epoxy should not be allowed to run off the surface.

Coating

Epoxy can be applied in layers of 1/8" (3 mm) or less. Epoxy can be applied with a small brush, squeegee, or plastic paddle. If the epoxy is applied with a squeegee or plastic paddle, the squeegee should be kept flat against the work surface. The epoxy should not be allowed to run off the surface.

Fairing (surface filling)

Epoxy is applied to fill in surface imperfections and achieve a smooth surface. Epoxy can be applied with a squeegee or plastic paddle. The squeegee should be kept flat against the work surface. The epoxy should not be allowed to run off the surface.

More about fiberglass boat repair

Fiberglass boats are made with good quality unidirectional and bidirectional fiberglass, and are commonly bonded and coated with a urethane-based epoxy. The epoxies are very versatile and offer the ability to create just about anything you need. Whether you are looking to create a structured joint, fix a leak, or create a new trim piece, there is an epoxy that will work for you.

When you buy West System products, you are buying a product that has been carefully manufactured to the highest standards of quality. When you use West System products, you are using a product that will work to the best of its ability and provide you with the best results possible. When you use West System products, you are using a product that has been designed to be used by people who are knowledgeable about the use of epoxies and who are capable of using them correctly.

In addition to the materials in this kit, you may need one or more of the following: a small brush, squeegee, or plastic paddle. A small brush, squeegee, or plastic paddle can be used to apply epoxy to a surface and to spread it evenly. A small brush, squeegee, or plastic paddle can also be used to create a smooth surface.

Surface Preparation

For best adhesion, be sure all surfaces to be bonded are clean and dry and free of oil, grease, wax, or any other contaminates. New and clean surfaces should be dampened with water before bonding. Allow the surface to dry completely before bonding.

Fiberglass surfacing

Fiberglass surfacing can be applied to a surface in order to create a smooth surface. Fiberglass surfacing can be applied to a surface in order to create a smooth surface. Fiberglass surfacing can be applied to a surface in order to create a smooth surface.

Fairing

Fairing is the process of leveling the surface of a fiberglass boat to create a smooth surface. Fairing is the process of leveling the surface of a fiberglass boat to create a smooth surface. Fairing is the process of leveling the surface of a fiberglass boat to create a smooth surface.

Contacting West System

For more information, visit westsystem.com. For technical support, call 800-831-7148 or email tech-support@westsystem.com.
Fiberglass Boat Repair

**Fiberglass Boat Repair**

For repairing this damage. It is stronger and more moisture resistant than polyester resins.

**Cracks in decks or hulls**

Cracks can be a result of impact damage or excessive flexing. Cracks can be minor, penetrating the gelcoat only, or they can penetrate deeper, entering the fiberglass/epoxy laminate. Crack penetration depends on the thickness of the laminate, the diameter of the crack, and the type of resin used. The repair can be performed as a non-sanding repair where the crack is filled with a thickened epoxy flush with the surrounding surface, or a sanding repair where the crack is filled with thicker epoxy, sanded smooth, and re-coated.

**Repairing loose hardware**

For maximum adhesion, immediately move the hardware in the future. (11)

**Repairing delaminated core panels**

To redelaminate the fiberglass inside the epoxy laminate, remove the delaminated area. Prepare the delaminated surface with wet 80-grit or 120-grit sandpaper. Place hardware in position. Trace the outline of the hardware. Apply your choice of bottom paint of choice. Follow the paint manufacturer’s recommendation for final preparation and application. (3)

**Initiating the repair**

Mix a packet of 105/205 epoxy in a mixing cup. Refer to the mixing stick for the depth of the hole. Mix the epoxy with the manufacturer’s recommended ratio. Saturate the inside of the fastener holes (10). Place hardware in position. Trace the outline of the hardware. Apply your choice of bottom paint of choice. Follow the paint manufacturer’s recommendation for final preparation and application. (3)

**Wet sand with 180-grit sandpaper to**

Refill any shallow (about 1/3 of the way into the core) voids. A plastic sheet placed under the repairing damaged lead keels

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