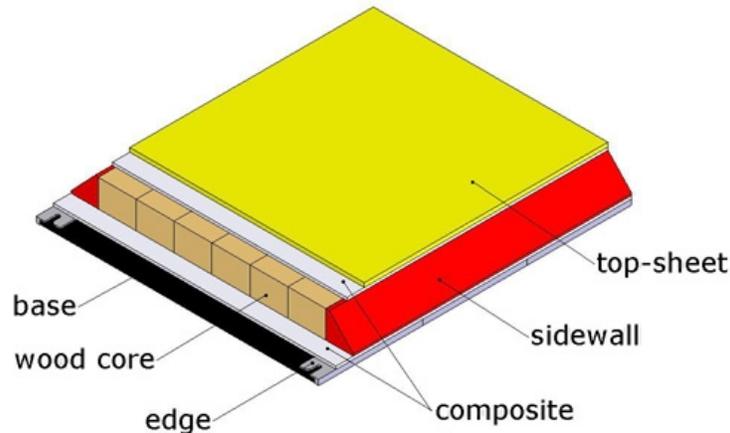


HOW TO REPAIR YOUR SKI, BOARD AFTER A THIN COVER DAY ON THE SLOPES.

Every run looks great from the lift. We have all been here. On a run and the nasty creatures below are trying to attack your ski or board. Loose stones, rocks, twigs and sticks can wreak havoc on the plastic bottom. All is not lost if you happen upon one of these dangers. Repairs come in two flavors. Surface, only on the surface, a scratch. Core shot, goes deeper than the base, into the composite and maybe into the wood or foam core. Once it happens, clean it up, rub in some hard wax and deal with it later. Keep the water out as best you can. I get about five years out of a pair of skis at 150 trips. Then off to the closet as an extra pair.



To the left of the X-acto knife, is a cut that goes down to the core. This material will have to be cut out to allow for the new plastic to be applied.



To fix this cut, two different plastics will be used. METAL GRIP is a Co-polymer plastic and adhesive mixed. It is rubbery and will adhere to the core fiberglass or metal edge.

Then the area is built up using standard P-tex repair string. P-tex repair string is harder than P-tex drip candles.

Below right is a rock or branch cut. Surface only. Not through to the core. Repair is easy. Use standard P-tex repair string.



Tools Needed:

Scraper,
Repair String Iron,
X-acto Knife,
4 inch Pansar File,
P-tex repair string,
METAL GRIP... co-polymer repair string.
Repair String comes in clear or black.

Places to buy supplies:

Tognar tool works
Reliable Racing
Race Works



The cut has been cleaned with the X-acto knife.
The white color in the cut is the core / base fiberglass.

Use ACETONE to clean cut and around the cut area. It is flammable, Use with ventilation. Do not smoke or have open flames nearby. **CAUTION !!!!**

ACETONE will clean the cut, remove wax and other contaminants, and will evaporate quickly.



Use the wooden handle heating element to melt a piece of METAL GRIP and press it into the cut. Make sure to heat the plastic till it flows. Press into the cut to assure bonding to the core base. Leave space at the top of the cut for the P-tex repair string to be filled in.

You can use a micro torch and a wooden handled putty knife.

Allow the METAL GRIP to cool for 20 minutes.

Now use the heating element to melt the P-tex repair string into the cut area. Keep filling, then let cool 20 minutes.



The Repair has been filled with the new plastic. Shown is the repair string, heating element and the new plastic that has not been shaved down.



Once the repair has cooled 20 minutes, use the 4 inch Pansar File to scrape the new plastic to the base level.



Repair made, ready for edge tuning and hot wax.

I use Zardoz NotWAX.

Ed Birdmon Fowler teaches the art of Ski, Snowboard tuning and repair for free. Email edfowler@skidome.org or call 410-356-5548. Classes are held in the spring and fall. The www.skidome.org webpage has great links for tuning.

PLEASE BE CAREFUL OF HOT ELEMENTS, ACETONE ISSUES, AND VENTILATION.

IF YOU GET HURT, BURN SOMETHING UP, OR RUIN YOUR SKI OR BOARD DO NOT BLAME ME. PRACTICE ON AN OLD WORN OUT SKI OR BOARD FIRST.

IF YOU ARE NOT HANDY, YOUR LOCAL SHOP CAN FIX IT FOR YOU.