

410 Zinc sizes shaft/rudder

Commander 410 with 454 Crusaders

Posted by Keith Losoya on May 25, 2020 at 5:33pm

<https://commanderclub.com/forum/topics/zinc-sizes-shaft-rudder-commander-410-with-454-crusaders>

Anyone know off hand the sizes I'd be greatly obliged. Away from boat but have diver scheduled to put them on so dont want to waste his time and my money...




Reply by Kevin McKinnon May 28, 2020

1 1/2 " shafts

,I use 2 -1 1/2" teardrop style zincs per shaft. I use 4 inch heavy duty round rudder zincs, I also use 5" round standard zincs on my trim tabs.

<https://www.boatzincs.com/index.html>

the best prices and free shipping (over \$100.00)I have found. Make sure you clean any corrosion or paint from under where the zincs are mounted, it gets very ugly very quickly when you don't

	Item(s)	Cost
	Camp X-7 Shaft Zinc Anode - 1-1/2"	\$42.84 4 @10.71 ea.
	Item Code: X-7	
	R-3H Rudder Zinc Anode - 4" Dia. Heavy	\$30.40 2 @15.20ea.
	Item Code: R-3H	
		\$36.22 2 @18.11ea.

[R-4 Rudder Zinc Anode - 5" Dia.](#)

Item Code: R-4

Subtotal: \$109.46

Tax: \$6.84

Shipping: FREE

Total: \$116.30

Shaft (cutlass bearing) sizes
with 1 1/2" shafts you will need 4 of either the

Morse- "Flounder" 1 1/2" x 6" x 2 3/8" \$84.50 at LMCSHOP.COM

or

Morse "Flatfish" 1 1/2" x 6" x 2" \$ 79.96 also at LMC The difference being the outside diameter of the brass tube.

Make sure you put the bearings in a freezer for a couple of days and pack them in ice to take to the boat, it shrinks the brass just enough to make the job easier to do.

That strut pro tool is fantastic, I was replacing my shaft so I cut out the old shaft and made my own tool to push out the bearings but removing the shafts is a ton of work, especially with paint and barnacles on the shafts. The problem we have is 2 struts per side. Maybe someone else can chime in on pushing a bearing all the way up to the second strut with a shaft installed? Might be a nightmare, not sure.

Reply by Joe Marino on May 28, 2020

I purchased the strutpro tool, so I would not have to pull shafts. Marina would have charged 3+ hr per shaft and Cut & pounded Pounded bearings in and out. I did the whole job in 3 hr. Bearing cost a bit over \$400. Tool cost me \$395 all set up for my boat.

Using the Strutpro tool, I removed aft bearing first, then the intermediate bearing. I cut the intermediate bearing off with A grinder to avoid pushing it threw the strut. Installing new bearings required pushing intermediate threw first then the aft strut bearing. They go in a lot easier than they come out, But overall the job was rather easy, compared to removing shafts and pounding the bearing in and out.