



Fitting Guide: Rigid PVC Fendering & PVC Insert



Wilks is proud to be one of the world's leading companies in the manufacture and supply of impact protection and decking systems.

Since 1973 we have supplied many leading boat builders with their profiles and our customer base spans the globe.

We manufacture a wide range of fendering profiles for both boat and pontoon applications as well as accessories for other marine users including Dek-King®, a superb alternative to teak decking.

At our premises we hold a vast stock of profiles in flexible PVC, rigid PVC, PVR, stainless steel, aluminium and rubber; but as manufacturers we can also supply to meet your individual trade requirements.

If you are unable to find what you need then please do not hesitate to contact us to discuss your exact requirements. Our in-house tooling facilities ensure that we are able to offer our customers full support from the early stages of product development through to manufacture. We can also extrude custom-made profiles to your specific colour requirements with extremely reasonable order quantities.

Disclaimer

All dimensions and information shown in this brochure are to our knowledge correct at the time of going to print. They are subject to our normal manufacturing tolerances and any modifications that we feel are necessary. Whilst we have endeavoured to ensure that the information given herein is true and reliable it is given only for the guidance of our customers. It is the user's responsibility to ascertain the suitability of products by their own tests.

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Introduction

Please read these instructions fully before starting work. Should you require any clarification then please contact our Sales Team.

Tools

We recommend having the following tools available when fitting our aluminium profiles:

Tape measure	Variable speed reversible drill
Rubber mallet	Putty Knife
Sealant applicator gun	Hack saw
Hot air gun	Tub of hot water
Masking tape	Drill bits (plus appropriate screwdriver bits)

Materials

Rigid PVC fendering & Stainless Steel insert
Silicone sealant (marine grade)
Stainless steel screws
Safety goggles

Assistance

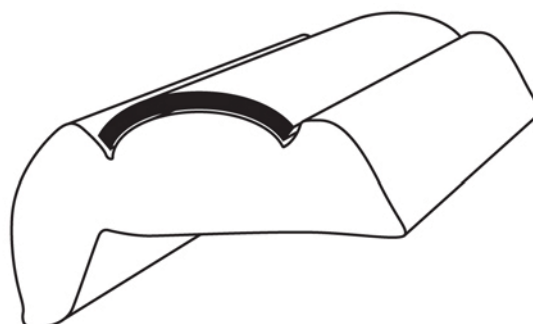
In order to achieve a good finish we recommend that 2 persons are used when fitting our profiles.

Measuring

To calculate the amount of fendering required the simplest method is to double the boat's length, add the boat's beam (width) and then round up to the nearest full length of Rigid PVC Body. This will give a total meterage of fendering required.

Our Rigid PVC Body is supplied in 3.65m lengths and the Stainless Steel Insert in lengths of 4.89m.

We strongly recommend taking the time to plan the fitting of your boat in order to be aware of where any bends or mitres will be required before commencing any work.



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Fixing method

Place Rigid PVC Body against the hull (if the profile has a lip then this should cover the underside of the deck moulding). Place the pre-drilled stainless steel insert into the channel (it may assist to hold the insert in place with masking tape which also can be used to protect insert when drilling) then drill directly into the hull and secure in place with screws.

Tip: by applying some sealant to the end of each screw before fitting you will ensure that each hole is well sealed.

Lengths should be butt joined to give the appearance of a continuous length.

Trimming may be required of the body in order to finish the transom. We recommend using a hack saw to achieve this and an end cap should then be used to complete the finish.

Instructions

WEAR SAFETY GOGGLES AT ALL TIMES WHEN FITTING FENDERING

If you are replacing an existing fendering system then it will typically be held in place by one of two methods – screws or pop rivets. These instructions will cover replacing the fendering in both instances.

- 1) Remove end caps to allow access to profile. Typically these are held in place by screws and perhaps some silicon sealant.
- 2) If there is an insert within the profile remove this too which will then allow you to ascertain the method of fixing:

Screws: simply put the required screwdriver bit (either Philips or flathead) into your drill and remove them by reversing the drill.

Pop rivets: these are slightly trickier as the heads will need to be drilled out. To do so you will require a drill bit that is no bigger than the shaft of the rivet. This is to ensure that you only remove the head of the rivet. Once done the shaft can then be pushed through.

- 3) Fixings will usually be found every 225-300mm. Depending on your working conditions and size of profile being removed it may be easier to remove the old fendering in sections.
- 4) Remove end caps, insert, fixings and fendering. There will quite likely be silicone sealant behind the fendering which will pull away when the fendering is removed.
- 5) Now use the putty knife to gently remove any excess or loose silicone sealant that was revealed with the removal of the old fendering.

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6) Put the silicone sealant in the applicator gun and go around the boat filling in the holes left by the old fendering's fixings. New holes will be required for the new fendering.

7) Using a pencil, mark a centre point on a length of Rigid PVC Body. Hold this mark against the centre of the bow and then 'roll' the fendering body around the hull until you reach the end of the length. This gives you your first fixing point to start the installation of the fendering.

8) Drill and secure with screws or rivets every 225-300mm

Tip: by applying some sealant to the end of each screw before fitting you will ensure that each hole is well sealed.

9) Pull the body around the radius of the boat, fastening as you go.

Please note:

In ambient conditions our Rigid PVC Body should be able to be fitted without prior heating, however, in some cases such as with tight radiuses it may be necessary to apply heat directly to the area with a hot air gun. In these extreme cases be sure to apply the heat over an area and not just to a single spot. This will avoid any potential damage to the hull, paint, gelcoat or fendering.

10) Secure and finish the fendering with an end cap (where available).



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