



# FITTING GUIDE: U PROFILES



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.

At our premises we hold a vast stock of profiles in flexible PVC, rigid PVC, PVR, stainless steel, and aluminium; 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 U profiles:

- Tape measure
- Variable speed reversible drill
- Putty Knife
- Sealant applicator gun
- Drill bits (plus appropriate screwdriver bits)
- Pop rivet gun (if preferred over screws to secure fendering)

## Materials

- U Profile
- Silicone sealant (marine grade)
- Stainless steel screws (or pop rivets)
- Safety goggles

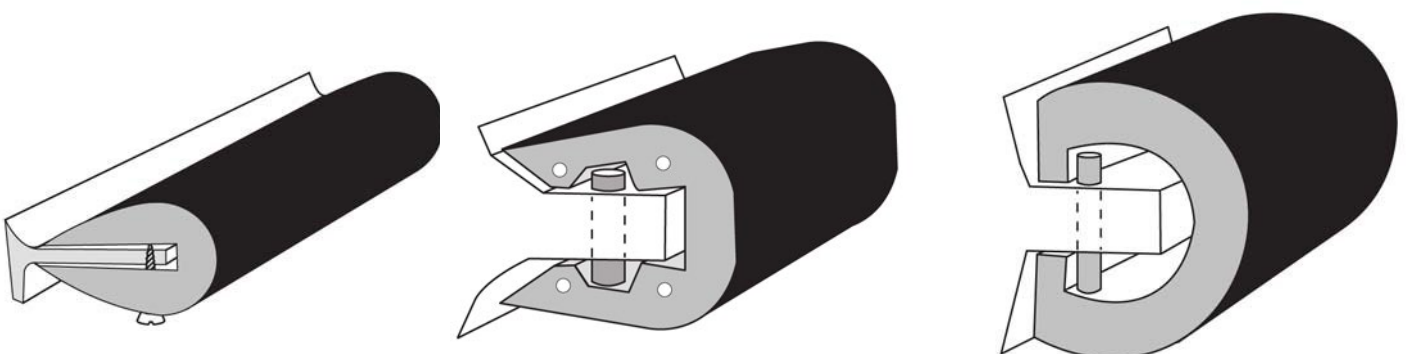
## Assistance

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) plus a further 1-2m to allow for the hull's radius. This will give a total meterage of fendering required.

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

Put the fendering over the flange of the boat and then drill from the underside directly into the flange and secure in place with screws.

Be careful when drilling the fendering - if you drill too far into the boat you risk damaging the surface of the fendering or the boat's gelcoat with the chuck of the drill.

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

## 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** – this is 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 75-150mm. 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 when the fendering was removed whilst being careful not to damage the gelcoat of the hull.

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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) Soak your new fendering in a tub of hot water (approx 40C or 105F) for around 20 minutes to make it easier to fit. If this is not practical then either lay the profile in the sun to heat or gently warm it with a hot air gun - both will also have the desired effect.

8) Mark the middle of the fendering with tape (ie at 15m on a 30m coil) so that you can evenly distribute the profile around the boat.

9) Put the marked area of fendering up to the bow of the boat and secure the new fendering 3 times on each side near the bow (approx 25-40mm apart). This will give the strength to allow you to pull the profile tight from the bow of the boat to ensure a good fit.

10) Be careful when drilling the fendering - if you drill too far into the boat you risk damaging the surface of the fendering with the chuck of the drill.

11) Now go to the back of the boat and stretch the fendering so that it lies tight along the side. Whilst a friend holds the fendering tight, go along the side and clip the fendering over the flange and then secure it 3 times at the back corner using screws approx 25-40mm apart.

12) The fendering will then require securing to the boat every 75-150mm (the larger the profile the closer the fixings should be).

13) Hold the fendering in place, drill fixing hole and secure with screw. Continue this procedure until you reach the bow.

14) Repeat steps 11 through 14 on the remaining side of the boat.

15) Once the fendering has been installed any excess material can be trimmed (ideally using hand shears) and then the end can be secured and finished with an end cap.

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