

Boston Whaler 17' Side Rail Installation Instructions

1. Remove contents from box, verify that all parts are present:

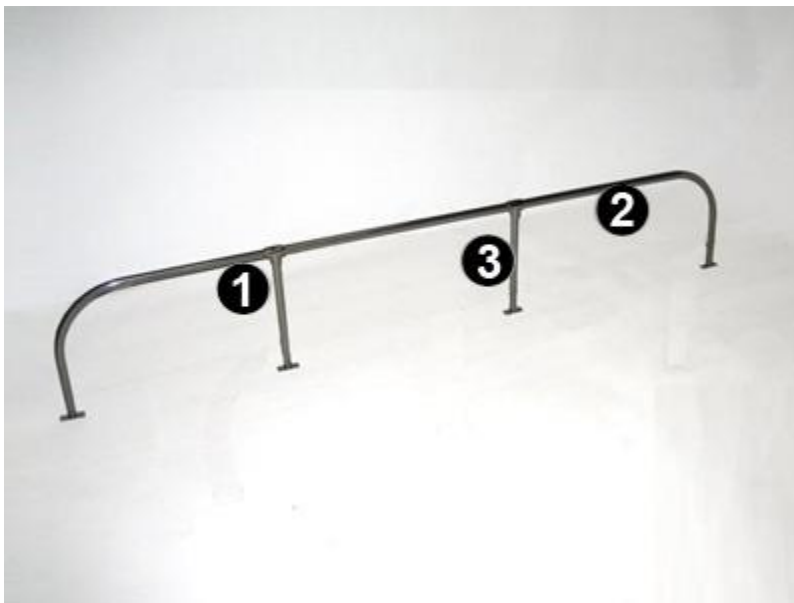
Rail Pieces: There is a total of 8 sections of railing, 4 of which are uprights (Per set of 2 rails).

Rail Fittings (pre 1977): 8 rail bases, 4 "T" fittings, and 6 SA-2 stanchions (stand-offs), and (2) SA-1 stanchions (stand offs).

Rail Fittings (post 1977): 8 rail bases, 4 "T" fittings, and 8 SA-2 stanchions (stand-offs).

Hardware: 16 pan head screws, 16 oval head screws.

2. The next step is to roughly assemble the rail sections together so that it's adjustable. To do this, start with loosening the set screws on all of the "T" fittings so they can slide freely onto the rail sections. Be sure that each "T" fitting is slid onto the rail prior to fitting the sections together because they will not slide past any bends in the railing. Use the illustration below for assistance in assembling the rail together (Note: There may be numbers on the plastic wrap your railing came in, disregard these numbers and use the identifying numbers in the illustration below). Numbers 1 & 2 are the main sections of the rail (#2 is the longest section, and is the rear of the rail), and number 3 are the uprights. Once you have all the sections and uprights fitted together, tighten the set screws just enough so that the railing is still adjustable, you will not tighten these completely until a later step.



3. Locate the 8 stanchions (stand-offs), these are the parts that fasten the rail to the inside wall of the boat. (Special Note: For installation into hulls pre-1976, the 2 stanchions that support the

rear-most uprights are shorter - 1 3/8", which would have been selected at purchase. Be sure these are used in the rear). Slide 1 stanchion onto each, #1, 2 & 3 on each side. Next, locate the 8 rail bases and fasten them using the holes in #1, 2 & 3. You should now have 2 completely assembled rail sets (port/starboard), with no parts remaining except screws.

4. The next several steps are fitting and fastening the railing into the boat. It is recommended to have a second person to help with these steps. Place the railing inside the boat and move it forward or backward to get it into its rough location. You can slide the "T" fittings forward or backward in order to get the uprights of the rail in the desired locations. Typically, the uprights are equally spaced. Be sure the set screws in the "T" fittings are not too tight which can scratch the rail, loosen if needed.

6. At this point, the railing should be in or near its final position. There are 2 molded "steps" that run the length of the inside wall on each side of the hull that serve multiple purposes, such as a ledge where the seats sit on, etc. These also come into play with the railing. Be sure that the rail bases are sitting on the upper molded step. Note that it is not uncommon for some of the bases to not sit exactly in position or flat, however this will be corrected as described next. Before proceeding, make sure the railing is sitting "square" in relation to the hull. You can verify this by measuring the distance from the rear of the rail to the transom or any other marker that is the same on both sides.

7. It's time to begin marking and fastening the rail into position. You will be working from the back to the front of the rail. Mark the holes of the rear rail base on each side with a pen or pencil. You will be fastening only one screw on each side in the rear at this point, as this will be a "mock up" prior to final fastening. Using a 9/64" drill bit, drill pilot holes in each of the 2 locations you marked. Next, using pan head screws fasten only one screw on each side, and do not tighten down completely at this time. Repeat this process moving back to front. You may encounter some rail bases that do not sit "flat" which is common. Since the railing is malleable, you can commonly use moderate force to position the base where it needs to be while simultaneously fastening with a screw.

8. Once you have the railing mocked up with at least 1 screw in each base, it's time to install the stanchions. On all 4 uprights on each side, there should be stanchions that were slid on at the beginning of the installation. These are to provide stability to the rail. Slide each stanchion down/up until it is firmly in position and the rail is as vertical as possible. Once in position, mark the hole locations and drill pilot holes. It is not necessary to fasten these at this time. Repeat this on each upright moving forward.

9. The final step is to fasten everything tight and use sealants around the screws and thread lock for the set screws (See last page about anchoring to areas with no wood backing). You will

need a couple different products for this step. One is a sealer such as silicone or the product we recommend 3M 5200 Marine Adhesive Sealant which is both a sealant and an adhesive. Second is thread locker, which is used on all the set screws to prevent them from vibrating out. These products can be found at most large home improvement stores. Working your way from one end to the other, remove and install screws, making sure to coat them generously with sealant. Also, you will want to coat the surface of the bottom of the bases as well as the pad on the stanchions. This will provide a better seal and bond. Once the entire rail is securely fastened to the hull, remove and tightly fasten all of the set screws, while first coating the threads with thread locker. This will prevent them from falling out later due to vibration.