



FITTING GUIDE

BUMP!

FLEXITEEK

Beautifully engineered synthetic decking
and marine products.

FITTING GUIDE : BUMP!

INTRODUCTION

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

ASSISTANCE

In order to achieve a good finish we recommend that 2 people work together 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.

MATERIALS

- BUMP! body
- BUMP! track
- BUMP! end caps
- Silicone sealant (marine grade)
- Adhesive (marine grade)
- Stainless steel, brass or bronze screws/bolts
- Safety goggles
- P18 - P24 sandpaper (if using BUMP! Traditional)

TOOLS

We recommend having the following tools available when fitting BUMP!:

- Tape measure
- Variable speed reversible drill
- Putty Knife
- Sealant applicator gun
- Rubber/ nylon mallet
- Drill bits (plus appropriate screwdriver bits)

FITTING GUIDE : BUMP!

FIXING METHOD

BUMP! has been developed to provide a quick and simple installation without compromise to impact resistance. Not only easier to fit than traditional D Fender, BUMP! also handles curves and 80mm radius without the need to mitre either track or body.

If fitting traditional BUMP! we recommend that you hand sand the body using a P18 - P24 sandpaper before fitting to the track.

When fitting BUMP! ensure that the back of the body makes full contact with the boat. It is important that the body seals properly with no gaps.

BUMP! is not designed to be used as a spray rail.

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 the 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 (note: you may also need to remove any plugging to see fixings).

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 75-200mm. Rigid PVC or aluminium fixing strips may also be present which act as a strengthener within the profile. 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.

FITTING GUIDE : BUMP!

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. Mark on a length of BUMP! track the desired spacing for your fixings (we recommend 150 - 200mm approximately) and then drill these out to accept the diameter of your chosen screws/bolts.
8. Using this as a template mark and drill holes in the remaining BUMP! track.
9. Hold the first piece of BUMP! track and screw/bolt into place. Work your way around the boat, bending if necessary. The BUMP! track can handle both curves and an 80mm radius.

Tip: ensure that the BUMP! track is positioned to allow the BUMP! body full contact with the back of the boat.
10. If using traditional BUMP! body, the profile will need to be hand sanded before applying to the track. Use a P18 or P24 sandpaper in an up and down motion in the direction of the length of the profile.
11. Position the BUMP! body onto the end of BUMP! track. The BUMP! body can be "opened" and clipped" on by bending the profile back on itself.

Tip: visit the Wilks YouTube channel to view how to attach the body to the track <https://www.youtube.com/user/WilksRubberPlastic>
12. Roll and push the BUMP! body onto the track working your way around the boat.
13. Ensure the BUMP! body is securely attached to the track by running your hands along the profile and squeezing.
14. If using BUMP! end caps place into position and screw into place.

ABOUT WILKS FENDERING



Beautifully engineered synthetic decking and marine products.

Wilks have been the leading brand of marine fendering products for more than 50 years.

Acquired by Flexiteek International AB in 2019, Wilks has since changed its name to Flexiteek International Ltd. Our products are known for quality and innovation around the world with market leading ranges like Bump! and Click as well as an extensive range of traditional fendering options.

Wilks fendering is trusted by many of the world's leading boat makers and boat owners alike.

Find out more about our innovation, quality and craftsmanship for yourself, visit <https://www.wilks.co.uk/> and <https://www.flexiteek.com>.

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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