

S.24 THA Through Fix Door Installation Instructions

A241 -v1

If in doubt, Seaglaze would always recommend the use of an experienced fitting team. If you do not know any then we would be happy to point you towards some of our relevant customers who fit our products on a regular basis.

If required Installation and Spares Kits are available from Seaglaze. Please contact us for details.

Authorities:

S.24 THA doors are Type Approved by DNV GL. The door complies with DNV GL rules for classification—High speed and light craft.

Certificate Number: TAS00000D7



Warnings:

- We recommend avoiding the use of power tools as they can strip screw threads. This could cause damage to the finish which could lead to premature corrosion.
- Only Marine grade screws of the correct length should be used.
- If your door is glazed with Toughened Safety Glass it is important not to use knives or screw drivers around the glass as this could cause the pane to shatter.
- Also if the door is glazed with Acrylic scratches can not be removed.
- The frame should not be forced or bent in any way.
- No adhesives should be used for holding the window in place.

Corrosion/Leak Prevention:

- Each screw should be coated in anti corrosive gel before fitting.
- If any paint is scratched during installation this should be addressed immediately. Please see M400—Paint touch up instructions.
- After installation all frame joints should be filled with clear gap sealer.

Equipment:

Pre-Installation Checks

- Use the cleaning material to ensure the hull aperture surface is clean, tidy and flat. If you are replacing through fixed door, make sure you have filled and finished any previous holes.
- Dry fit the door into the aperture checking the fit. The door should fit in the aperture with a limited amount of movement. The inner leaf must be kept in to ensure the frame remains square.

Installation Instructions

- All Fixing holes should be marked. The door should then be removed before drilling clearance holes for the screws.
- When drilling the holes it is important, if the hull is thick, that the holes are drilled at the correct angle.
- If preferred the inner leaf can be removed from the outer frame at this point for fitting.

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Installation Instructions (continued)

- Apply the not-setting sealant (Mastic) to the flange either using a gun or tape.
 - One person should hold the door into the aperture from the outside.
 - The second person should hold the trim to the frame on the inside of the boat.
 - The first person, while supporting the door, should screw through the frame from the outside, picking up the female fastening (inter-screws) or box trim on the inside of the boat. (If using a box trim a pilot hole will need to be drilled.)
 - You should start by loosely fitting a screw at each end/corner to hold the window in place, these can be tightened later. Now alternate around the window fixing the window in place to provide even pressure.
- ⇒ *Customer feedback has suggested it may help to use a couple of longer screws to initially hold the window in place. It is very important to be careful not to bottom these screws out.*
- Then alternate around the door fixing it in place to provide even pressure.
 - If the leaf has been removed, reattach ensuring that any removed parts are coated with an anti corrosive gel, and they are correctly aligned with their holes.

Post Installation

- Check all fastenings have been fitted.
- Ensure the door is pulled tight in all areas.
- Check when the door is in the fully closed position, all dogs have been engaged and are pulling into the wedges. Also ensure that all visible parts of the seal are compressed.
- Ensure the lock is checked and operates correctly.
- Use clear gap sealer in any frame joints (typically 2 in the main frame and at the top and bottom of each mullion).
- After 24hours we recommend re tightening all screws as the mastic will slowly settle.
- Insert the screw cover (if required).

It is required that the door is function tested to DNV GL Rules—DNV-GL-SHIP-Pt2-Ch4-Sec.8 (October 2015).

After installation initial maintenance should always be carried out on all Seaglaze products. Please see M240—S.24 Door Maintenance for instructions.

END OF INSTRUCTION

Options

Other useful instructions include...

- M240—S.24 Door Maintenance
- M310—Touch Up Paint
- F011—Fining and repairing a Leak
- A440—FAQ's