



## **Installation Guide**

### **1. Legal agreement: By purchasing this product from RNR-Marine, Inc.:**

- a. You agree that you have read and agree to the RNR-Marine™ Sales Agreement, found at [http://www.rnr-marine.com/RNR-Marine-Inc\\_Sales-Agreement.pdf](http://www.rnr-marine.com/RNR-Marine-Inc_Sales-Agreement.pdf) and take full, personal responsibility for mounting the top on your boat,
- b. You agree not to mount this top on aluminum Windshield Grab Rails. The top is not designed or approved for mounting on aluminum rails. RNR-Marine™ considers this an unsafe installation, and will not warrant or be held liable for any damages should the top be mounted on aluminum Windshield Grab Rails,
- c. You agree to check and take full, personal responsibility for the secure mounting of the Windshield Gab Rails to your boat's center console and the mounting of your center console to the floor of your boat.

### **2. Prepare your boat:**

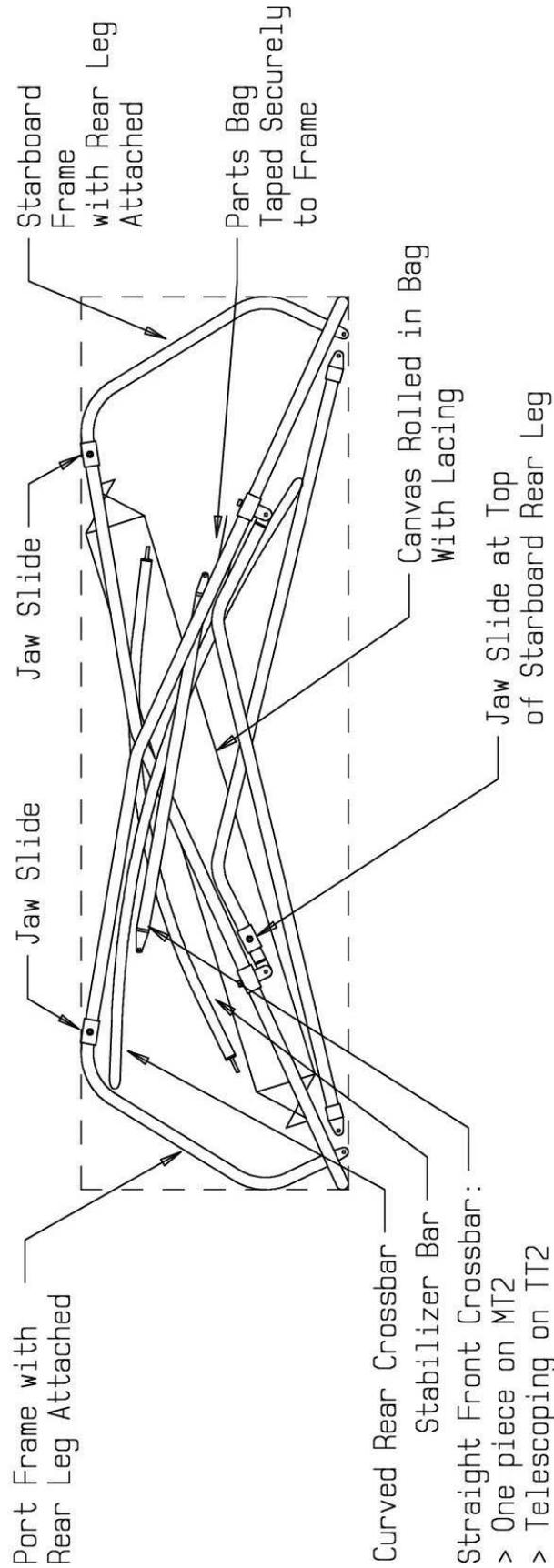
- a. **CONSOLE:** Make sure your boat's console is screwed firmly to the floor. **We recommend removing all of the screws on both sides holding the console to the floor and putting them back in with 3M® 5200 sealant.**
- b. **GRAB RAILS:** Make sure your Windshield Grab Rails are tightly fastened to the console. **We recommend putting 1" stainless steel fender washers inside behind the nuts at all locations.**
- c. **Boston Whaler® SHEPHERD'S HOOK:** Make sure the shepherd's hook railing on the front of Montauk™ and Outrage™ boats is firmly attached at the top and bottom. **We recommend replacing the rivets or two small screws at the top with a single 10-24 x 1-1/4 stainless steel screw with a nylon lock nut (may have to drill through).**

### **3. Unpack T-Topless-2™ or Montauk-T-Topless-2™ :**

- a. Check for damage to the box. If there is damage, be sure to make note of it with your Fedex® or UPS® driver. The delivery driver will patiently wait for you to assess damage and sign for the package. **By signing, you agree that the box and your top were delivered intact with no damage, so be careful before signing!** If the box is severely damaged or pieces are bent or missing, refuse it. The shipping company (Fedex® or UPS®) is responsible for any damage to the box and product (and we have paid for insurance on this shipment). **RNR-Marine™ is not responsible for shipping damage or loss of parts due to a damaged box.**



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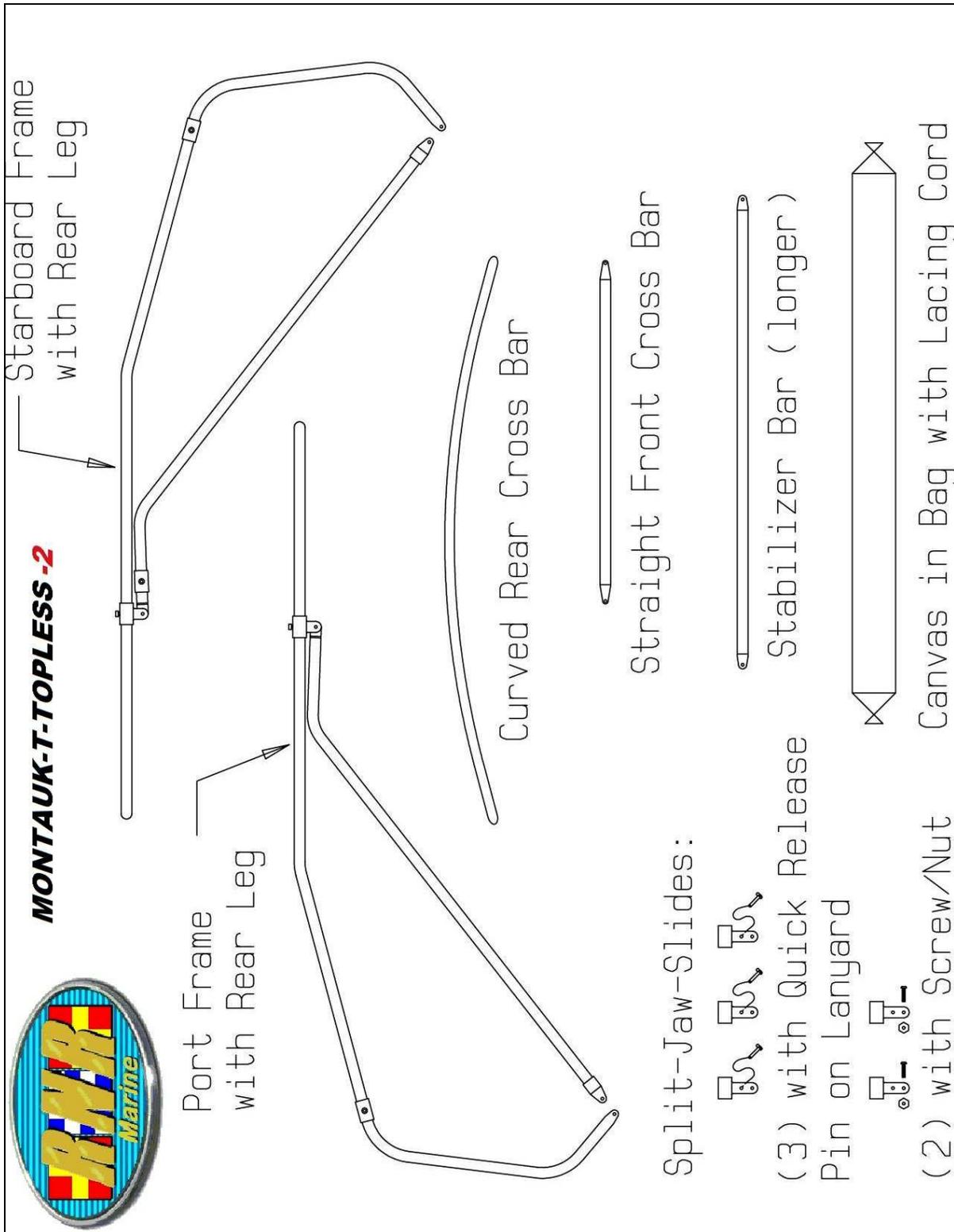




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#### 4. Take inventory of your parts:

##### Montauk-T-Topless-2:

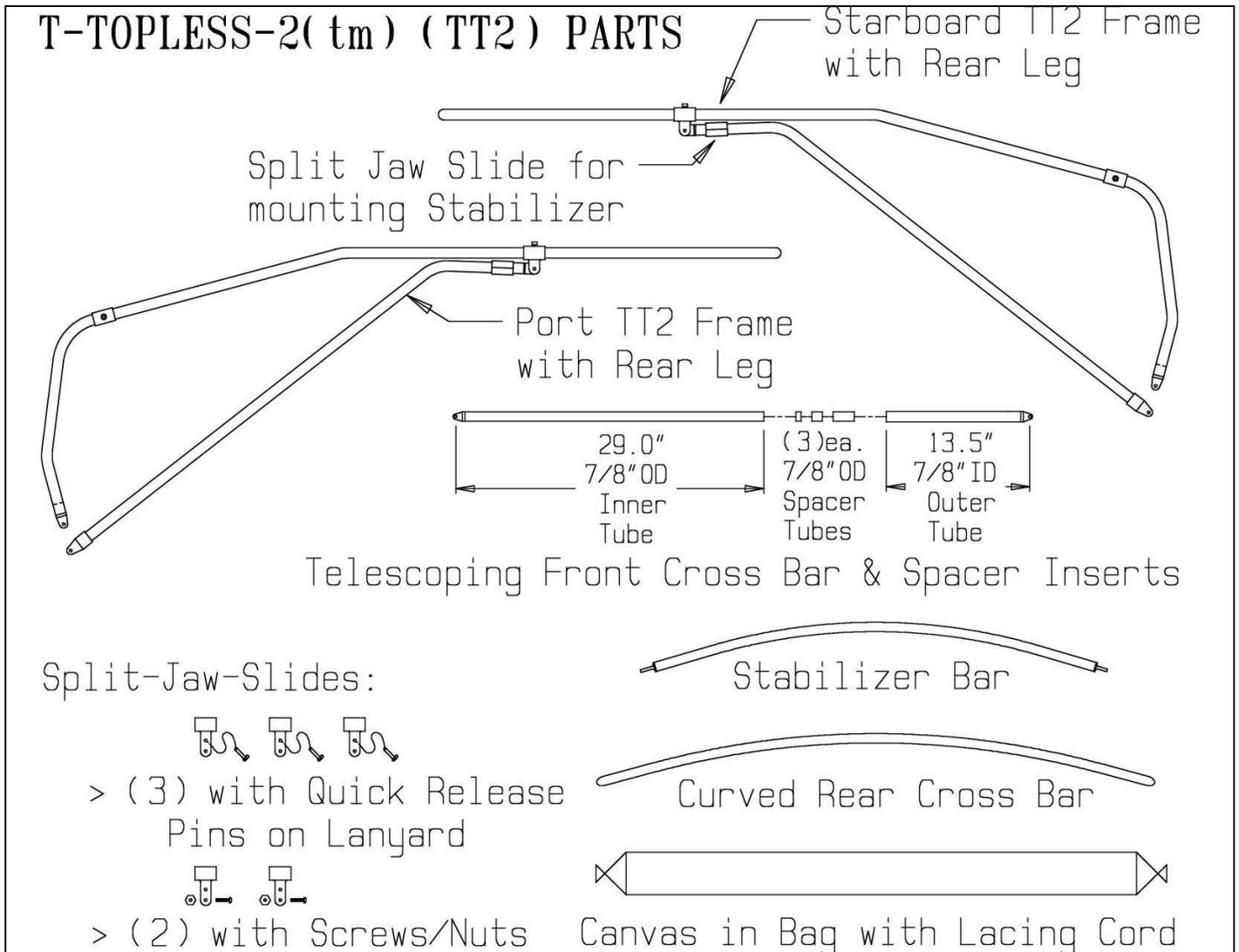




# T-Topless-2™ (TT2™) & Montauk-T-Topless-2™ (MT2™)

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or T-Topless-2:





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### **Install T-Topless-2™ or Montauk-T-Topless-2™ Frame & Legs :**

- a. Refer to the installation drawing on page 8 below...
- b. **FORWARD SPLIT-JAW-SLIDES (PIVOTS):** Install the (2) Split-Jaw-Slides fitted with screws and lock nuts on each side of your boat's Windshield-Grab-Rails (aiming down) to act as pivots for the T-Topless. **On 1973 to 2001 Montauk™ 17/170 boats, the hole where the ¼-20 x 1-½ screws/nut (the "Pivot Point" for the top) should be 43-3/4" from the bottom of the boat, to allow the optional Spray-Shield to fit properly.**
- c. **REAR-LEGS and SPLIT-JAW-SLIDES:** The Rear-Legs have been slid to the back for shipping. Move them and mount the (2) Split-Jaw-Slides fitted with Quick-Release-Pins (on lanyards) as follows:
  - i. **1973-2001 Montauk™ 17/170 & Outrage™ 18:**
    1. **Loosen the Cap Screws holding the (2) Rear-Legs on top and slide them both forward so they are 40" from the back of the top, and snug them up.** We will tighten these later when we get the top up and aligned,
    2. **Mount the (2) 7/8" inside diameter (ID) Split-Jaw-Slides (fitted with quick release pins) on the vertical stainless steel Windshield Grab Rail tubing (just above the upper support) on each side of the console, or**
  - ii. **2001-current Montauk™ 170 and Dauntless™ 160:**
    1. **Remove the (2) Rear-Legs from the Jaw-Slides on each top frame, and flip them upside down (bend nearer bottom of boat) and re-install,**
    2. **Loosen the Cap Screws holding the (2) Rear-Legs on top and slide them both forward so they are 6-20" from the back of the top, and snug them up.** We will tighten these later when we get the top up and aligned,
    3. **Mount the (2) 1.00" inside diameter (ID) Split-Jaw-Slides (fitted with Quick-Release-Pins) on the front or back of the Reversible Pilot Seat (RPS, aka Flip-Flop seat) 1" diameter stainless steel tubing vertical supports, or**



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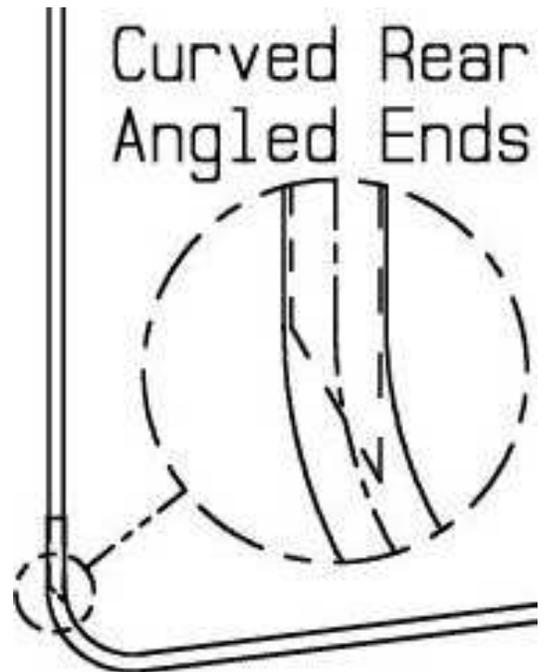
### iii. Other Center Console Boats:

1. **Remove Loosen the Cap Screws holding the (2) Rear-Legs on top and slide them both forward so they are about 40" from the back of the top, and snug them up.** We will tighten these later when we get the top up and aligned,
2. **Mount the (2) 7/8" or 1.00" I.D. Split-Jaw-Slides (fitted with Quick-Release-Pins) on**
  - a. **the vertical stainless steel windshield grab rail tubing (just above the upper support) on each side of the console, or**
  - b. **the front or back of the helm cooler seat's stainless steel tubing vertical supports.**

iv. Don't fully tighten anything yet.

d. **FRAMES:** Install the port and starboard frames to the forward Split-Jaw-Slide pivots (with ¼ - 20 x 1-½ screws and nylon lock nuts), with the top of the frames laying on the bow of the boat.

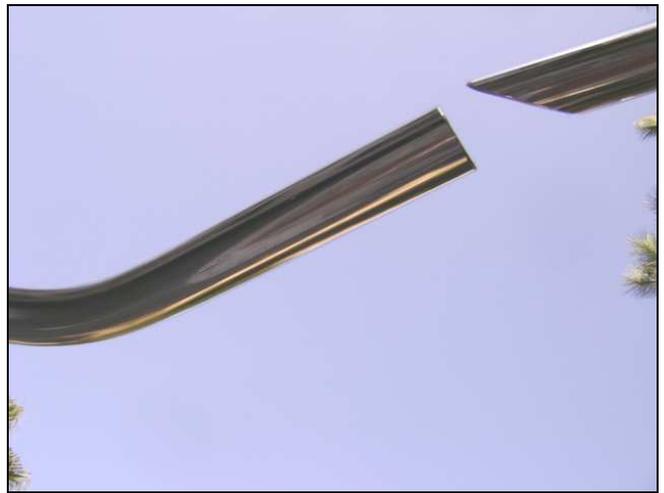
e. **CURVED-REAR-CROSS-BAR:** Slide the Curved-Rear-Cross-Bar into one side of the Frame at the rear. **It is very important that it is oriented as shown at right.** Otherwise, the top will not be as stable, and will also be about 2-3" wider and the canvas will not fit properly. Slide the Curved-Rear-Cross-Bar into the Frame on the other side. **This will require you to twist the Frame slightly and force the cross bar in, as there is a built-in twist to make the Frames more rigid.** Don't worry... we will eliminate this twist when we put the Front-Straight-Cross-Bar on and lace the top. **Be sure the Curved-Rear-Cross-Bar is pushed in as far as possible on both sides. It should measure 50" across the outside at the back when properly assembled. If it is 52" or more wide (to the outside), then you have the Curved-Rear-Cross-Bar in backwards, and you must take it apart and flip it around.**





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**YES!**



**NO:**





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- f. **STRAIGHT-FRONT-CROSS-BAR(s):**
- i. The **Montauk-T-Topless-2 (MT2)** uses a solid Straight Front-Cross-Bar.
  - ii. The **T-Topless-2 (TT2)** uses a Telescoping Straight Front-Cross-Bar with (3) 7/8" O.D. spacers (1/2", 1" and 2") to set its length properly. **The Telescoping Front-Cross-Bar length should be set (using a combination of these spacers inserted in the tube) so the distance from hole-to-hole (on each end) is 1" less than the (center to center) of your Windshield Grab Rails.**
  - iii. Loosen the Cap Screws (1/4 -28 x 1/4", 1/4" Allen wrench) on the Jaw-Slides on the Port and Starboard Frames for the Front-Cross-Bar and slide them all the way forward to the beginning of the bend in the Frames. Mount the Front-Cross-Bar between these. **The Jaw-Slides for the Front-Cross-Bar should be adjusted back/forth so the Front-Cross-Bar is 63" from the Curved-Rear-Cross-Bar.**
- g. **PREPARE STABILIZER:** Loosen the mount slightly for the Stabilizer-Bar (curved with fittings on each end) near the top of the starboard Rear Leg, so it can be moved out of the way while we raise the top for the first time. **For boats other than the Montauk 17, one end of the Stabilizer will be free to rotate, and this rotating end should go to your boat's Windshield Grab Rail.**
- h. **RAISE TOP:** Swing the Rear-Legs down so they are aiming towards the back of the boat. **If they are aiming forward they will drop dangerously when the top is raised and hurt you, your friend or the boat.** Begin raising the top up and over until the Rear-Legs can be aligned with their mounts on the back of your windshield grab rails or flip-flop seat. You will need to play with these a bit to get everything aligned, and then you can insert the quick release pins to hold the rear legs in place. **Keep the clamps loose until everything lines up perfectly and then tighten the clamps onto your rails.**
- i. **SETUP STABILIZER:** Release the starboard Rear Leg from the quick-release pin on the mount and allow the leg to hang free. Mount a Split-Jaw-Slide on the top of your windshield Grab Rail towards the port side (about 5" from the edge). Swing the Stabilizer up and rotate and adjust the upper mount and the jaw slide on the windshield grab rail until the Stabilizer fit into the mount and can be secure with the Quick-Release-Pin. Tighten the mount at the top of the



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starboard Rear-Leg and the Split-Jaw-Slide on the windshield grab rail. Push the starboard Rear-Leg back into its mount and secure it with the Quick-Release-Pin. There should be a slight misalignment here require you to force it some. This is intentional to provide rigidity.

- j. **LOWERING THE TOP:** To lower the top, simply remove the Quick-Release-Pins in the following order: 1<sup>st</sup>) Starboard (right looking forward) Rear-Leg , 2<sup>nd</sup>) Stabilizer-Bar, 3<sup>rd</sup>) Port (left looking forward) Rear-Leg. Then carefully raise and rotate the top up and over into the bow of the boat. **Be aware of where the Stabilizer Bar is when rotating, as it will need to clear the windshield as you raise the top.**
- k. **RAISING THE TOP:** Make sure the Rear-Legs are aiming to the back of the boat and raise and rotate the top up (standing on the starboard side). Connect to the (3) mounts using Quick-Release pins in the following order: 1<sup>st</sup>) Port (left) Rear-Leg, 2<sup>nd</sup>) Stabilizer, 3<sup>rd</sup>) Starboard (right) Rear-Leg (force this one in).



# T-Topless-2™ (TT2™) & Montauk-T-Topless-2™ (MT2™)

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|                                |                                  |                                |                                  |                                |
|--------------------------------|----------------------------------|--------------------------------|----------------------------------|--------------------------------|
| DWG. NO.<br><b>MT2INSTL-01</b> | SHEET<br><b>1</b> OF<br><b>1</b> | DWG. NO.<br><b>MT2INSTL-01</b> | SHEET<br><b>1</b> OF<br><b>1</b> | DWG. NO.<br><b>MT2INSTL-01</b> |
|--------------------------------|----------------------------------|--------------------------------|----------------------------------|--------------------------------|

|          |                  |                   |   |
|----------|------------------|-------------------|---|
| SCALE    | DRAWN R. JOHNSON | SHEET 1 OF 1      | <b>RnR-Marine, Inc.</b><br>ENGINEERING DEPARTMENT<br><br>TITLE<br><b>MONTAUK-T-TOPLESS-2 (MT2) INSTALLATION</b> |
| DATE     | CHKD             | DESIGN R. JOHNSON |   |
| 04/23/20 |                  | MFG               |   |
|          |                  |                   |   |

| CODE | DESCRIPTION                | DATE | BY | APPD |
|------|----------------------------|------|----|------|
|      | <b>MONTAUK-T-TOPLESS-2</b> |      |    |      |
|      | REVISIONS                  |      |    |      |



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### 5. Lace Canvas Top:

- a. Use 6 to 10 zip ties (loosely) to line up the canvas on the frame, and slowly tighten the zip ties to get the canvas perfect centered.
- b. Starting at the middle of the front, begin lacing towards across and to the rear on one side, and then lace cross and back on the other side. We will end up with the two loose ends in the middle of the back.
- c. To lace properly (with the top in the raised position) take the lacing **UNDER** the frame:
  - i. then **DOWN through the grommet** in the canvas,
  - ii. then **ACROSS and UP through the next grommet**,
  - iii. go **OVER** and around the frame and **DOWN through the same grommet**,
  - iv. keep repeating these (3) steps until you get the middle of the back.
- d. The lacing cord goes from hole to hole on the BOTTOM of the canvas, so the edge will tend to be pushed down and not collect water or dirt.**
- e. Lace the other side all the way to the middle/back of the top.
- f. Pull all lacing tight and gathering it to the rear.
- g. Pull the two lacing cord together and tie them tightly together in a bow. Leave 6 inches or so of exact lacing cord, and cut the excess off. We will use these to tighten the top again after running the boat, and then these can be tightened more permanently and cut shorter.
- h. Tuck the lacing in and remove the zip ties.
- i. If you purchased a Gear Loft, we recommend lacing it separately, because we want to make it lace even tighter, so your gear doesn't hang down, but instead pushes the top up.**

### 6. Have fun!

- a. Remember to check your mounts and bolts periodically to make sure they are tight.
- b. Also check your console and windshield grab rails screws to make sure everything is tight on the boat.
- c. We also offer Whaler Grab Rail support bars to stiffen the rails a lot (these really help in rough seas):**  
<http://RNR-Marine.com/purchase.php?product=Whaler-Grab-Rail-Supports>
- d. We also offer a Gear Loft, Spray Shield and Gull Wings:**  
<http://RNR-Marine.com/Purchase.php?product=Montauk-T-Topless#options>



# T-Topless-2™ (TT2™) & Montauk-T-Topless-2™ (MT2™)

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|                      |                 |                      |                 |                      |                 |
|----------------------|-----------------|----------------------|-----------------|----------------------|-----------------|
| DWG. NO.<br>MT2UP-01 | SHEET<br>1 OF 1 | DWG. NO.<br>MT2UP-01 | SHEET<br>1 OF 1 | DWG. NO.<br>MT2UP-01 | SHEET<br>1 OF 1 |
|----------------------|-----------------|----------------------|-----------------|----------------------|-----------------|

Boston Whaler Montauk 17 (197x-2001) Montauk T-Topless-2(tm) , MT2(tm)  
 based on 1982 and 1988 models  
 (c) RNR-Marine, Inc. 11/10/19 RAJ

|   |       |            |  |   |    |   |
|---|-------|------------|--|---|----|---|
| SCALE   | DRAWN | R. JOHNSON | SHEET  | 1 | OF | 1 |
| DATE  | CHKD  | DESIGN     |  |   |    |   |
| 11/10/19  |       | R. JOHNSON |  |   |    |   |
|   |       | MFG        |  |   |    |   |
| <b>RnR-Marine, Inc.</b><br>ENGINEERING DEPARTMENT |       |            | TITLE<br><b>MONTAUK<br/>         T-TOPLESS-2, UP</b> |   |    |   |

| CODE | DESCRIPTION                | DATE | BY | APP |
|------|----------------------------|------|----|-----|
|      | <b>MONTAUK-T-TOPLESS-2</b> |      |    |     |
|      | REVISIONS                  |      |    |     |



# T-Topless-2™ (TT2™) & Montauk-T-Topless-2™ (MT2™)

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|                        |                 |   |                        |                 |
|------------------------|-----------------|---|------------------------|-----------------|
| DWG. NO.<br>MT2DOWN-01 | SHEET<br>1 OF 1 | <div style="text-align: center;"> </div> <div style="text-align: center;"> </div> | DWG. NO.<br>MT2DOWN-01 | SHEET<br>1 OF 1 |
|------------------------|-----------------|---|------------------------|-----------------|

|       |                  |        |            |
|-------|------------------|--------|------------|
| SCALE | DRAWN R. JOHNSON |        |            |
| DATE  | 11/10/19         | CHKD   |            |
|       |                  | DESIGN | R. JOHNSON |
|       |                  | NO.    | MF6        |

|   |                               |
|---|-------------------------------|
| <b>RnR-Marine, Inc.</b><br>ENGINEERING DEPARTMENT |                               |
| CODE  | TITLE                         |
|   | MONTAUK-T-<br>TOPLESS-2, DOWN |

| CODE | DESCRIPTION | DATE | BY | APP |
|------|-------------|------|----|-----|
|      | REVISIONS   |      |    |     |

Boston Whaler Montauk 17 (197x-2001) Montauk T-Topless-2(tm) , MT2(tm)  
 based on 1982 and 1988 models  
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