

TRACKER. **boats**



DEEP V BOATS

Aluminum Extrusions

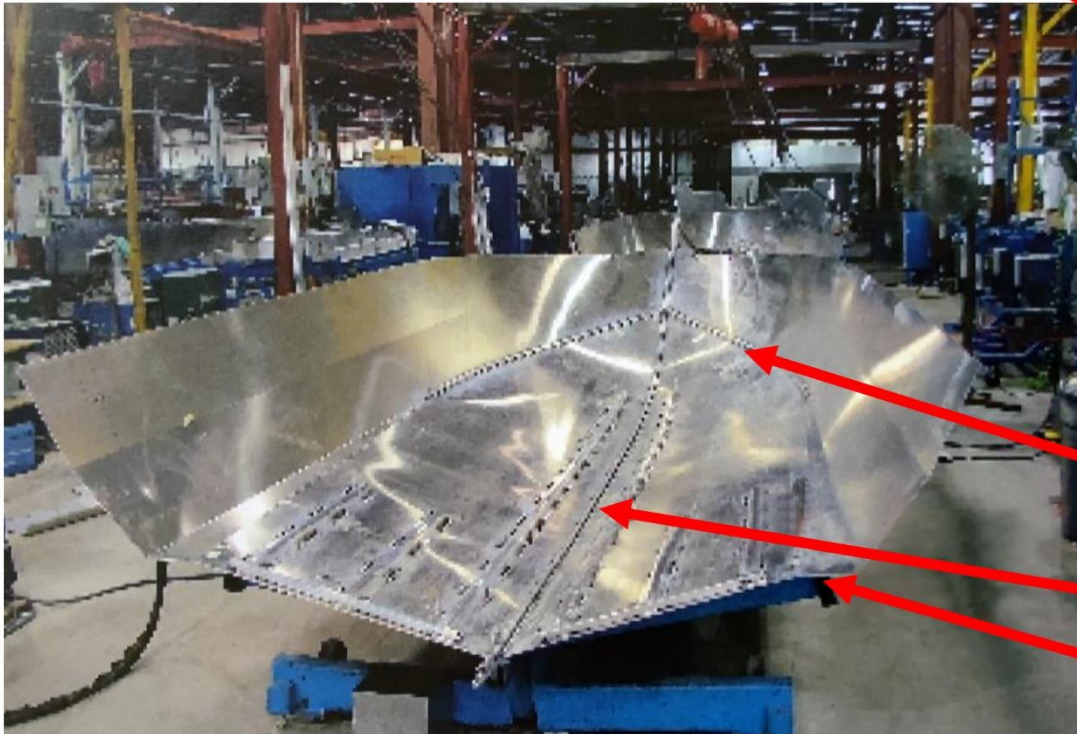
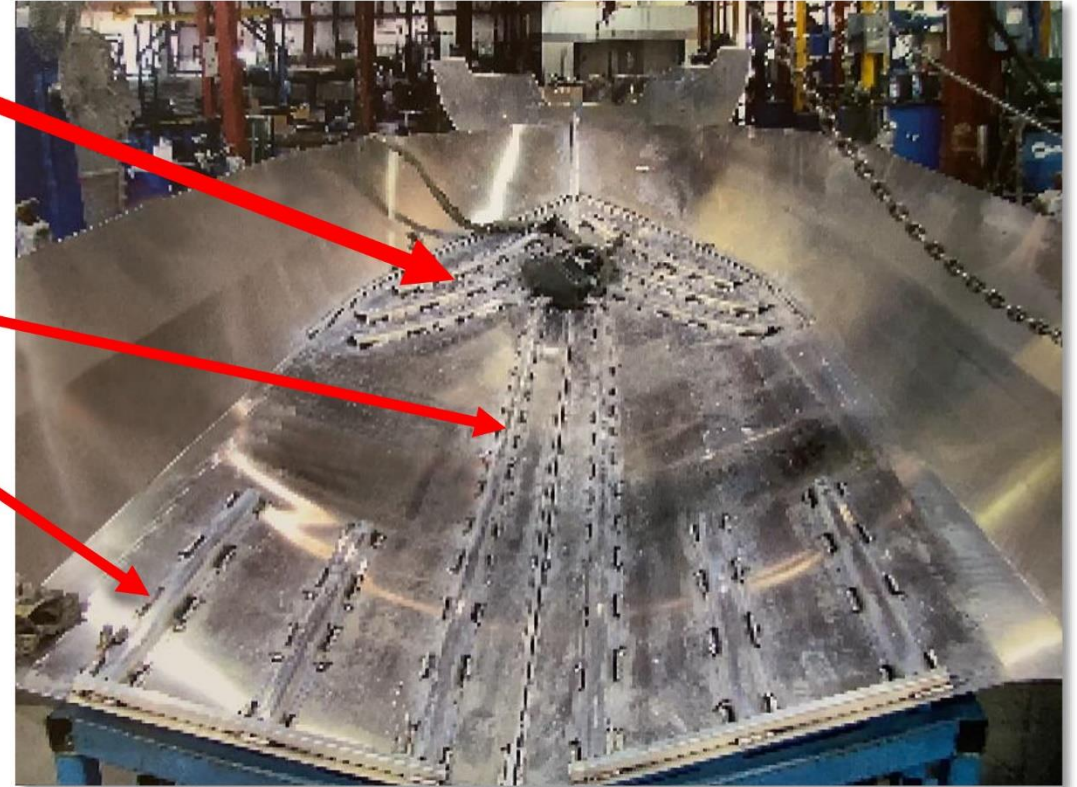


- Extrusions are used where possible because of the strength of the material. It is ideal for areas that need a flat or straight support
- Extrusions are used for deck support and to provide additional support for the hull.

Deep V All Welded Hull

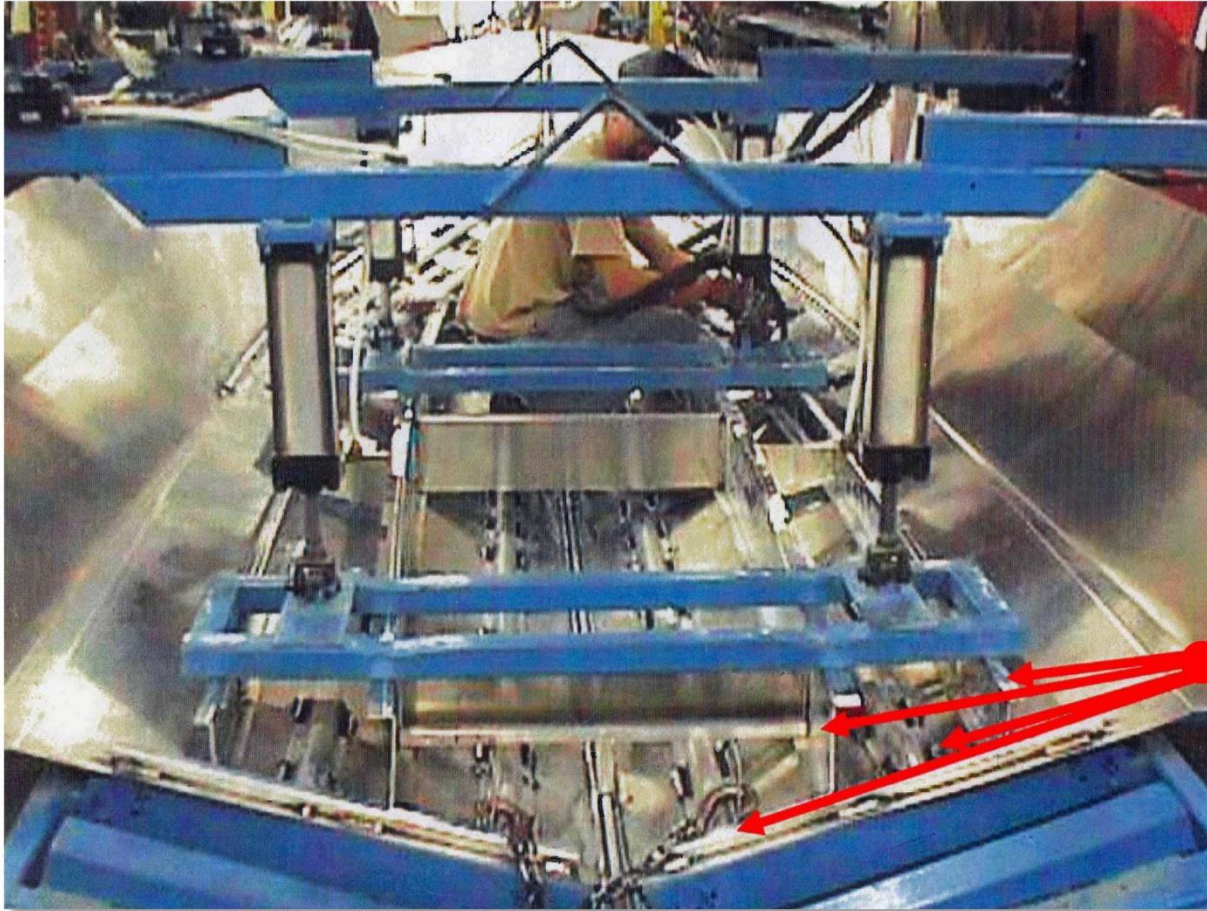


- Extruded chevron supports
- Extruded running surface supports



- Chine Extrusion
- Keel Extrusion
- Reversed Chine

Longitudinal Stringer Press



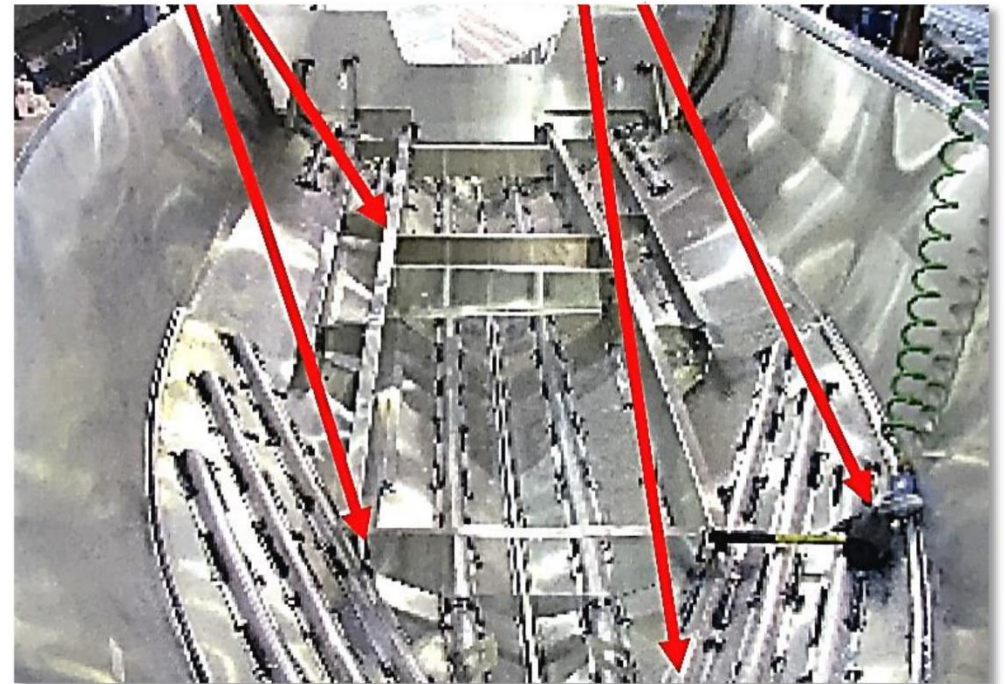
- Longitudinal stringer system is hydraulically pressed into the hull.
- The press ensures a consistent running surface.
- Note all the support for the hull when the stringers are in place.

Aluminum Transom and Hull Supports

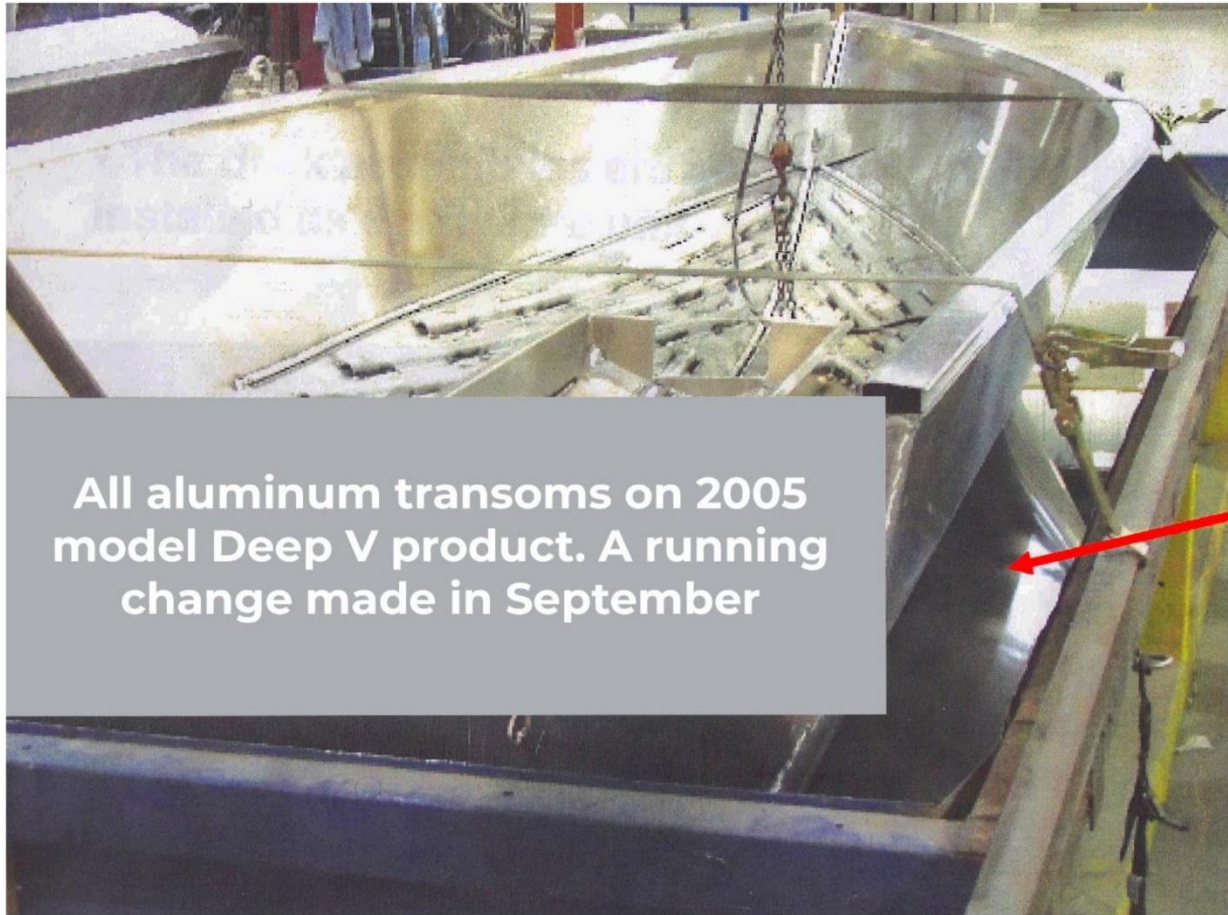


- The knee braces are tied to the hull bottom and stringer system for maximum strength.

- Full length longitudinal stringer system
 - Chevron Hull and bow supports

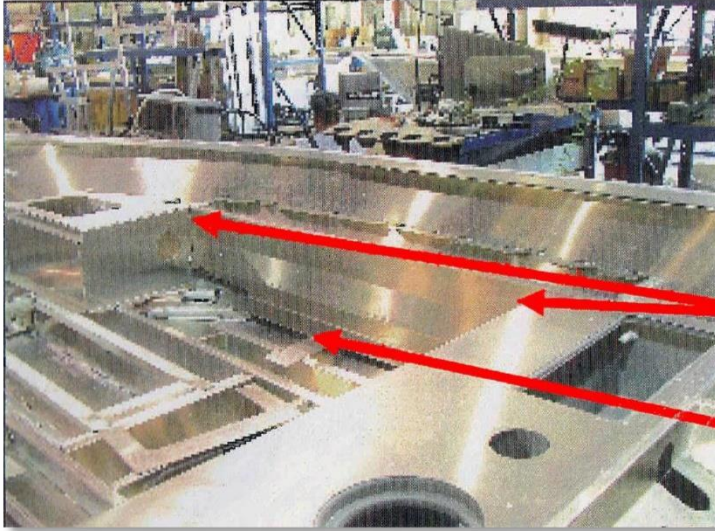


Every Hull Is Water Tested

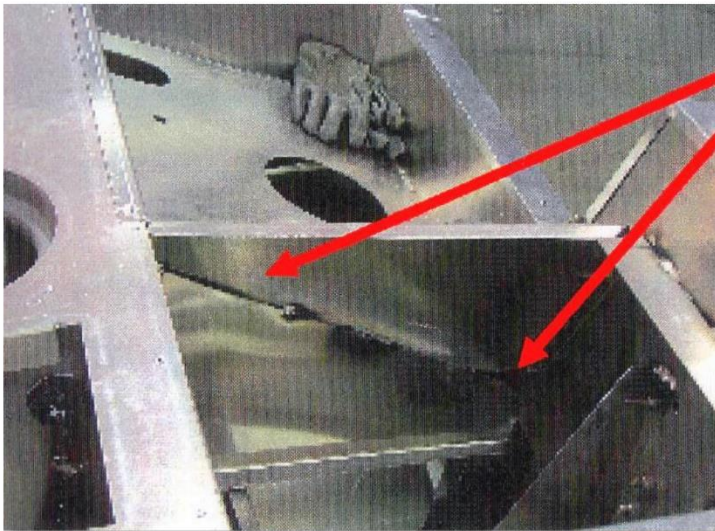
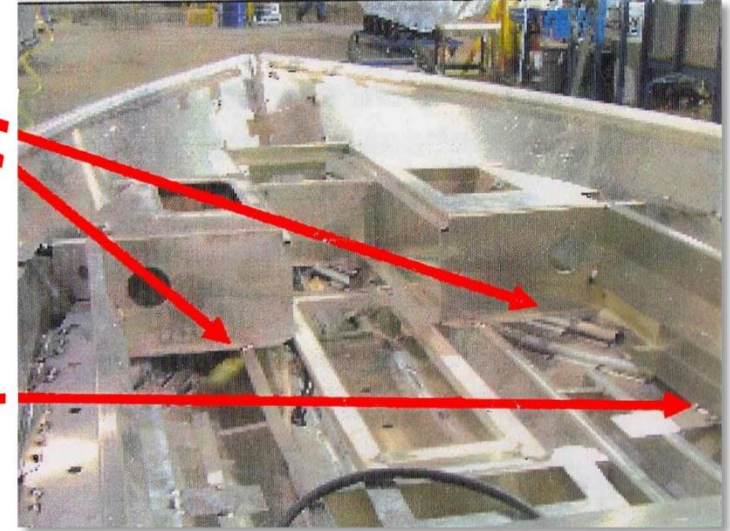


- The hull is forced into the water to create additional pressure which will allow and voids or pin holes to become very visible.

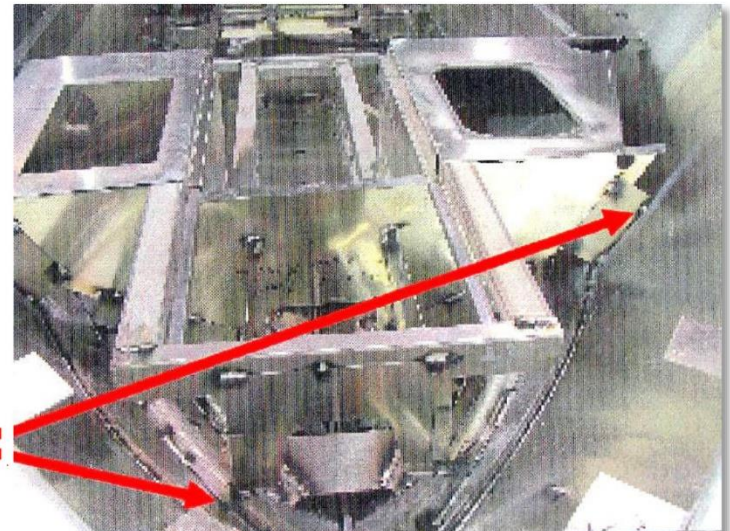
Integrated Hull Construction



- Bulkheads are attached to the stringer system.
- Rod Boxes are attached to the bow and aft deck structure and the stringer system.

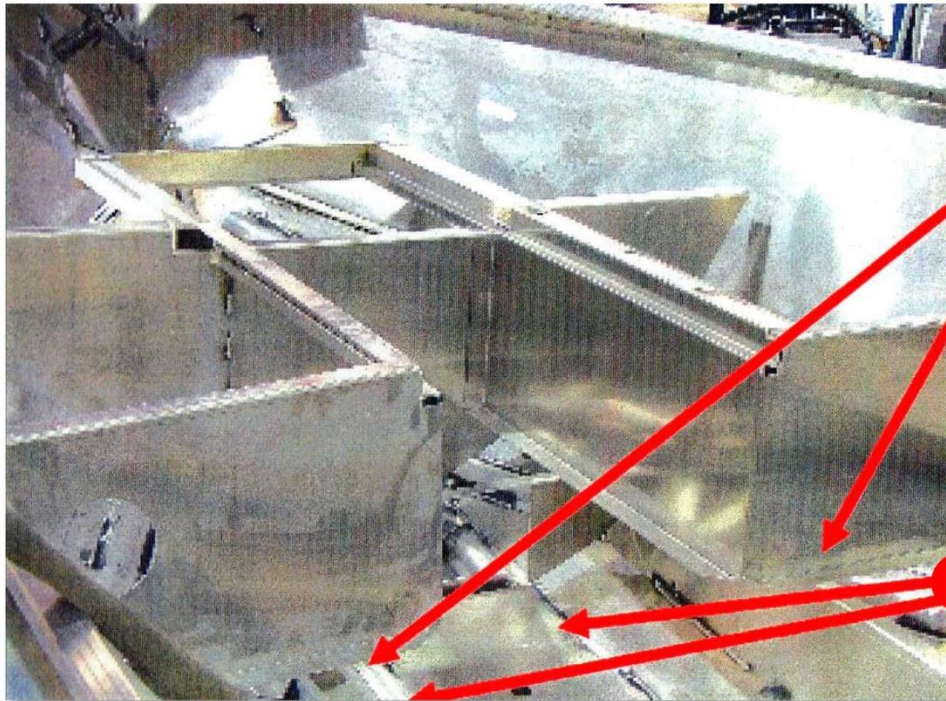


- The splash well is an integral part of the transom support.
- The bow deck assembly supports the hull bottom and hull sides.



Bow Deck Assembly Installed

- A blend of extrusions and formed parts.
- The deck assemblies are installed as a separate unit.



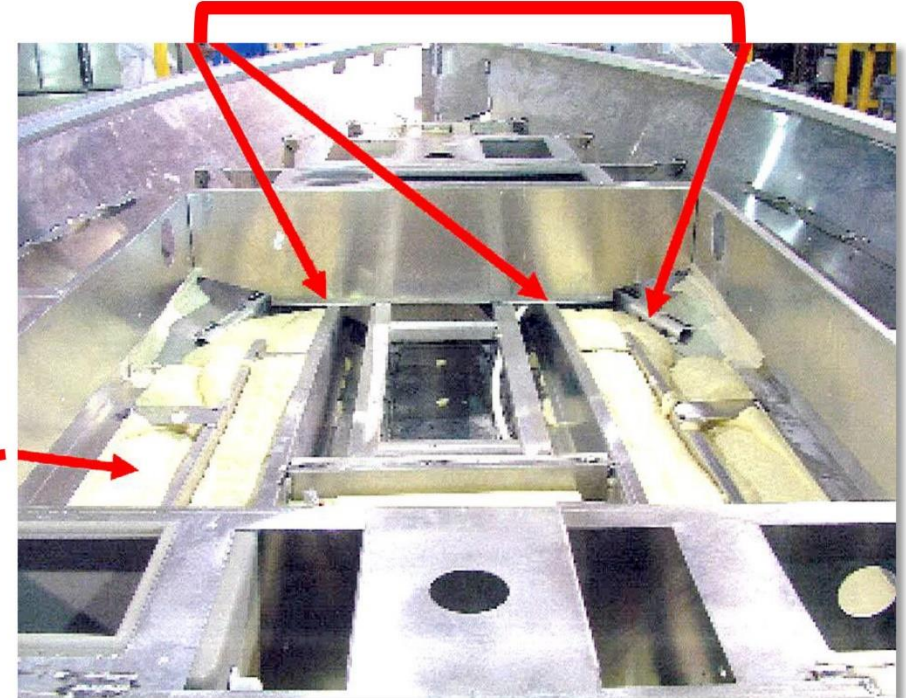
- Bow deck assemblies are tied directly to the stringer system.

- Keel support secures the two hull bottom halves together and will prevent any twist in the hull.

Flotation Adds Strength and Insulation



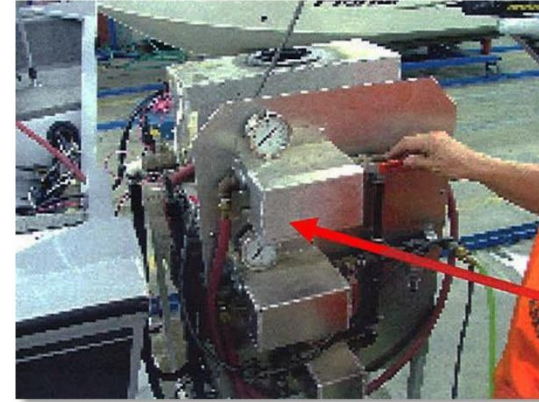
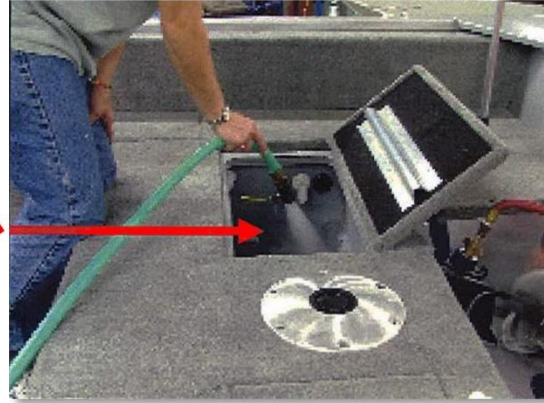
- Two part pour foam is installed in the floor not only to provide needed flotation but will also dampen any noise.
- Note how the bulkheads support the hull bottom by being attached directly to the stringers and how far aft the bow supports come to provide maximum strength



- The two part foam adds strength to the stringer system

All Systems and Functions are Checked

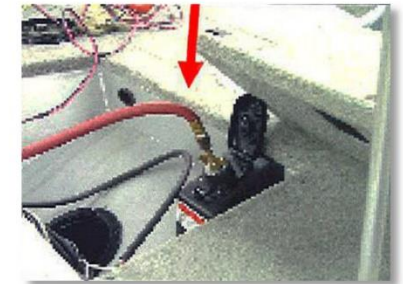
- All livewells are checked for proper operation and plumbing integrity.



- Fuel tanks are checked prior to and after installation



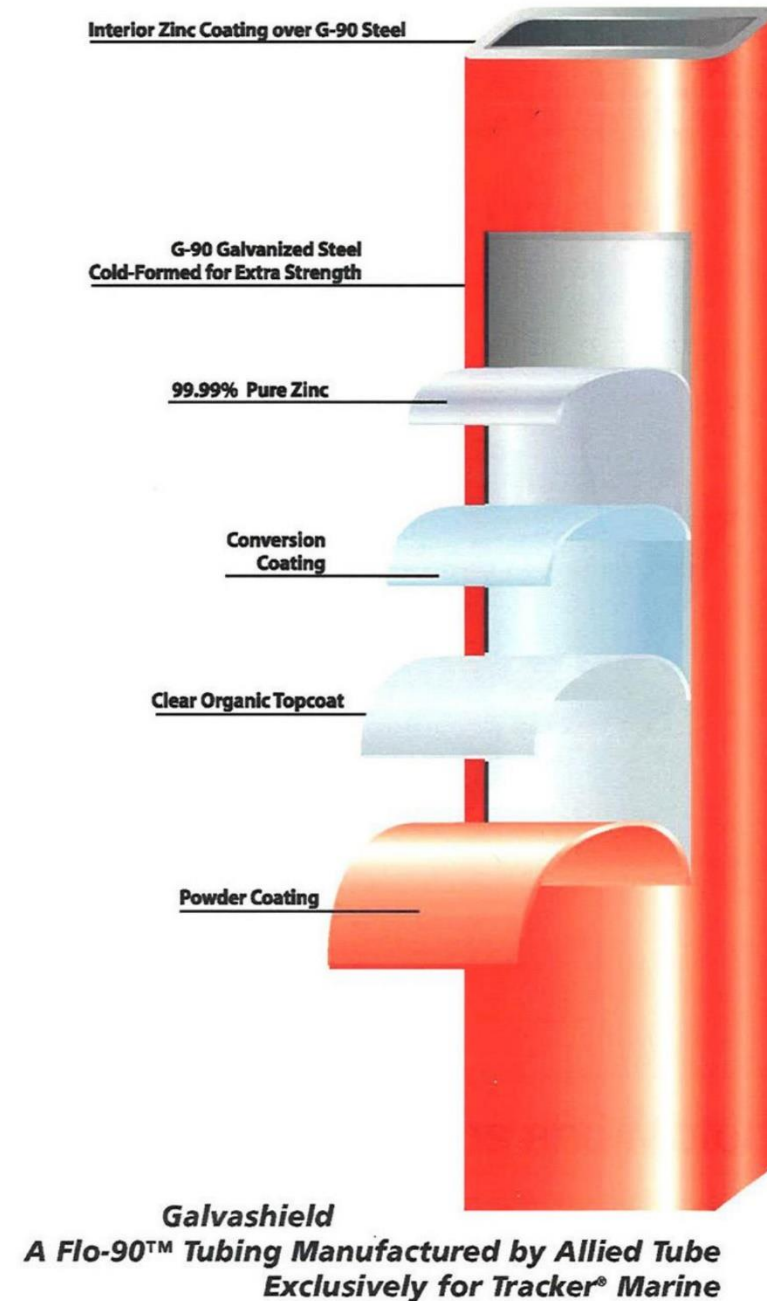
- Every electrical function tested for proper operation.



- All livewells are checked for proper operation and plumbing integrity.

Galva Shield Protection

All painted trailers will have an exclusive coating for 2005. This new coating will only be available on Tracker Marine Group product. The all new GalvaShield coating provides exceptional protection against corrosion. This multi-step process begins at the steel mill, where G90, an industrial grade galvanizing, is applied to both sides of the steel coil. Once the coil is slit and formed into tubes at the tube mill. The interior of the tube receives an additional zinc coating for corrosion protection. The tube exterior receives an additional 99.99% pure zinc coating. The exterior receives an additional coating and a clear coat finish to further seal the tube. This coating provides a smooth base our powder coat. The last stage of the process is applying our high sheen powder coat. This multi-stage process which is unique and exclusive to Tracker Marine Group, is the basis for the most corrosion protected steel trailer on the market.



The Boat is Matched to the Custom Trailstar™ Trailer for Shipment



Available on Most Models

Powder Coat Finish

Swing Away Tongue

Retractable Safety
Cables

Welded Tubular Frame

Pivoting Tongue Jack

Nylon Safety and
Winch Strap

Tie Downs and Motor Toter

Large Aft Step Pad

Welded Bunk Supports