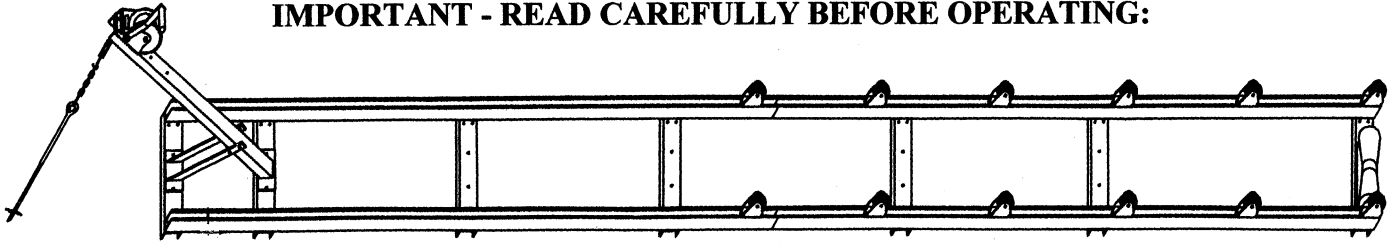


### Operating and Assembly Instructions with Warranty

**IMPORTANT - READ CAREFULLY BEFORE OPERATING:**



**Warning:** All persons who operate the Roll-N-Go Shore Ramp must read these instructions first. Serious injury or damage to watercraft may result from improper or careless use. Do not allow children to operate.

#### OPERATING INSTRUCTIONS TO SET UP ON SHORELINE:

1. You will need to position the Roll-N-Go Shore Ramp on the shore so the keel roller is a few inches underwater. The best position will depend on your boat and the slope of the shoreline.
2. The Roll-N-Go must be located in a stable position. IT IS DESIGNED FOR GRADUAL INCLINE. Use of blocking, leg kits and/or wide support kits may be necessary to insure safe operation

**Important:** The Roll-N-Go must be fully supported at both ends, at or near the connecting points of each 9 foot rail section and in most cases at or near each cross member intersection. The Model 750 is rated for a maximum weight capacity of 750 pounds including boat, motor, gear and fuel. Support is necessary to reduce any appreciable deflection of the rails. The amount of support will depend on your boat, the weight of your motor, etc. This is particularly important if you use additional rail sections. If there is excessive deflection, then as you roll your boat *down* the ramp the stern of the boat may contact the rollers "head-on" rather than simply gliding over the tops. Tip: Support your rails with cement blocks or order leg support kits from Roll-n-Go or your dealer.



Make sure you fully understand the proper use of the winch. Keep a firm grip and never release the winch handle while under load or the when the locking mechanism is not fully engaged. **IN CASE OF A RUN-AWAY HANDLE, STAND CLEAR AND DO NOT ATTEMPT TO GRAB HANDLE!**

Keep in mind that while operating the winch, there is a upward force on the winch end of the ramp. You must use the supplied anchoring kit. During your original setup process you may experiment with trial ramp locations without an anchor. Use extreme caution when cranking up boat. You will need to hold down the winch end of the ramp. This may require the assistance of a helper or in the case of lightweight boats or very gradually pitched shorelines, simply place your foot on the ramp framework. This should be adequate to prevent the ramp from lifting at the winch end as the boat first enters the ramp.

While operating for the first few times, have someone watch to be sure that all components are secure, and there is adequate clearance between boat hull and motor, from the ramp and ground obstacles. Check tightness of nuts and bolts after first few uses and at least once per season thereafter. If there is interference with speed or depth sensors, you can re-mount or change the width of your ramp. Pay attention to the location of hull mounted devices as you determine the original width of the ramp.



Inspect your ramp often to insure safe operation.  
**NEVER LET PEOPLE OR PETS ABOARD WATERCRAFT WHILE IT IS ON YOUR ROLL-N-GO SHORE RAMP. NEVER STAND BELOW OR DOWNHILL OF WATERCRAFT WHILE IT IS ON RAMP.**

3. To dock, lock motor up into trailering position, dismount boat from bow at the shoreline, line up center of bow with keel roller and hook on bow ring to winch strap hook. Engage winch ratchet and crank up. Winch end of ramp should be anchored.

**ALWAYS KEEP A TIGHT GRIP ON HANDLE! NEVER TRY TO GRAB A RUN AWAY HANDLE!! SERIOUS INJURY CAN RESULT.**

4. To launch, grasp winch handle, unload the weight from ratchet and disengage ratchet.  
**ALWAYS KEEP A TIGHT GRIP ON HANDLE! NEVER TRY TO GRAB A RUNAWAY HANDLE!! SERIOUS INJURY CAN RESULT.**

**Crank down boat completely down into water before unhooking from winch strap.**

## ASSEMBLY

**CAUTION: Some edges of metal may be sharp. Use care when handling.**

**Tools needed:** ½" and 9/16" combination wrenches and socket wrenches with short to medium extension and adjustable wrench for winch handle. Pliers for cotter pins.

**Do not use impact or other high-speed air tools with stainless steel hardware. Stainless steel may seize. Lubrication may be used to prevent seizing if air tools are used.**

Your kit should include:

| Box A                 | Box B cont'              | Box B Hardware Bag       | Box B Anchor Kit   |
|-----------------------|--------------------------|--------------------------|--------------------|
| 4 Rail                | 12 Wheel bracket         | 36 ss 5/16 x 1 hex bolt  | 1 3/8x1 ½ hex bolt |
| 7 Cross support       | 12 Wheel bracket nut     | 12 ss 3/8x2 ½" hex bolt  | 1 Eyenut           |
|                       | 12 Wheel with bushings   | 2 s.s. 3/8x4" hex bolt   | 1 2' chain 3/16"   |
| <b>Box B</b>          | 1 Keel roller bracket    | 20 s.s. 3/8x1" hex bolt  | 1 Turnbuckle       |
| 1 Winch post          | 1 Keel axle              | 36 s.s 5/16 nylock nut   | 1 S-hook           |
| 1 Winch angle support | 1 Keel roller            | 22 s.s. 3/8 nylock nut   | 1 Anchor           |
| 2 Connector bracket   | 1 1100 #Winch with strap | 2 s s 5/8 flat washer    |                    |
|                       |                          | 2 s s 1 x 1/8 cotter pin |                    |
|                       |                          | 12 s.s. 3/8 split washer |                    |

### Part A: Determine the Spacing between the rails.

1. The cross members of the Roll-n-Go Model 750 have two sets of holes at each end to which the rails may be attached.
2. Identify the shape of your boat's hull, noting the location of the strakes and ridges running the length of the hull as well as installed depth sensors or speed probes. Determine the best roller and track spacing to avoid interference with such obstacles. If you have an extreme "V" shape to the hull and a relatively steep shoreline, you may need to choose the narrower spacing to avoid having the bow contact the cross members when starting up the ramp.

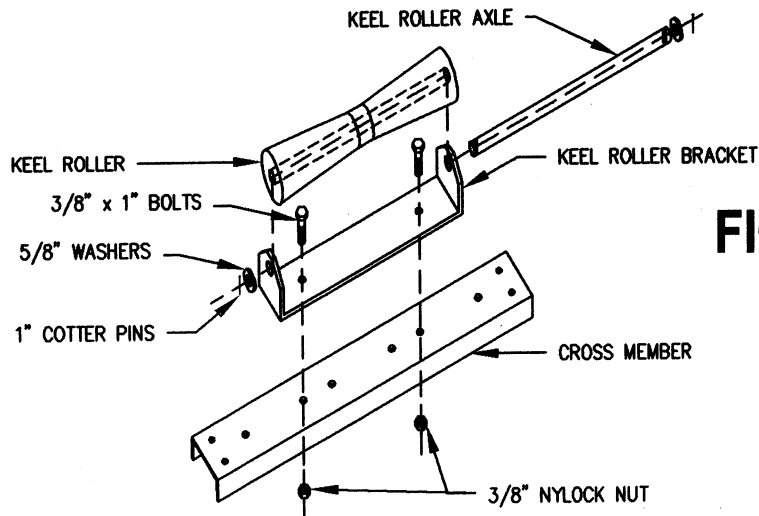
### PART B: Assemble the rails to the cross members and attach the two sections together.

1. Important references: The winch end of the ramp is referred to as the "forward" or "shore" end while the keel roller end is the "aft" or "water" end.
2. Begin assembly with the keel roller. Use 3/8"x 1" bolts and locknuts to mount the keel roller bracket to one of the cross members. Complete the assembly as shown in **Figure 1**.
3. Lay out all of the cross members and rails as shown in **Figure 2** and bolt the rails to the chosen pairs of holes on the cross members. Use 5/16" x 1" bolts and locknuts. **Leave the bolts loose for now.**

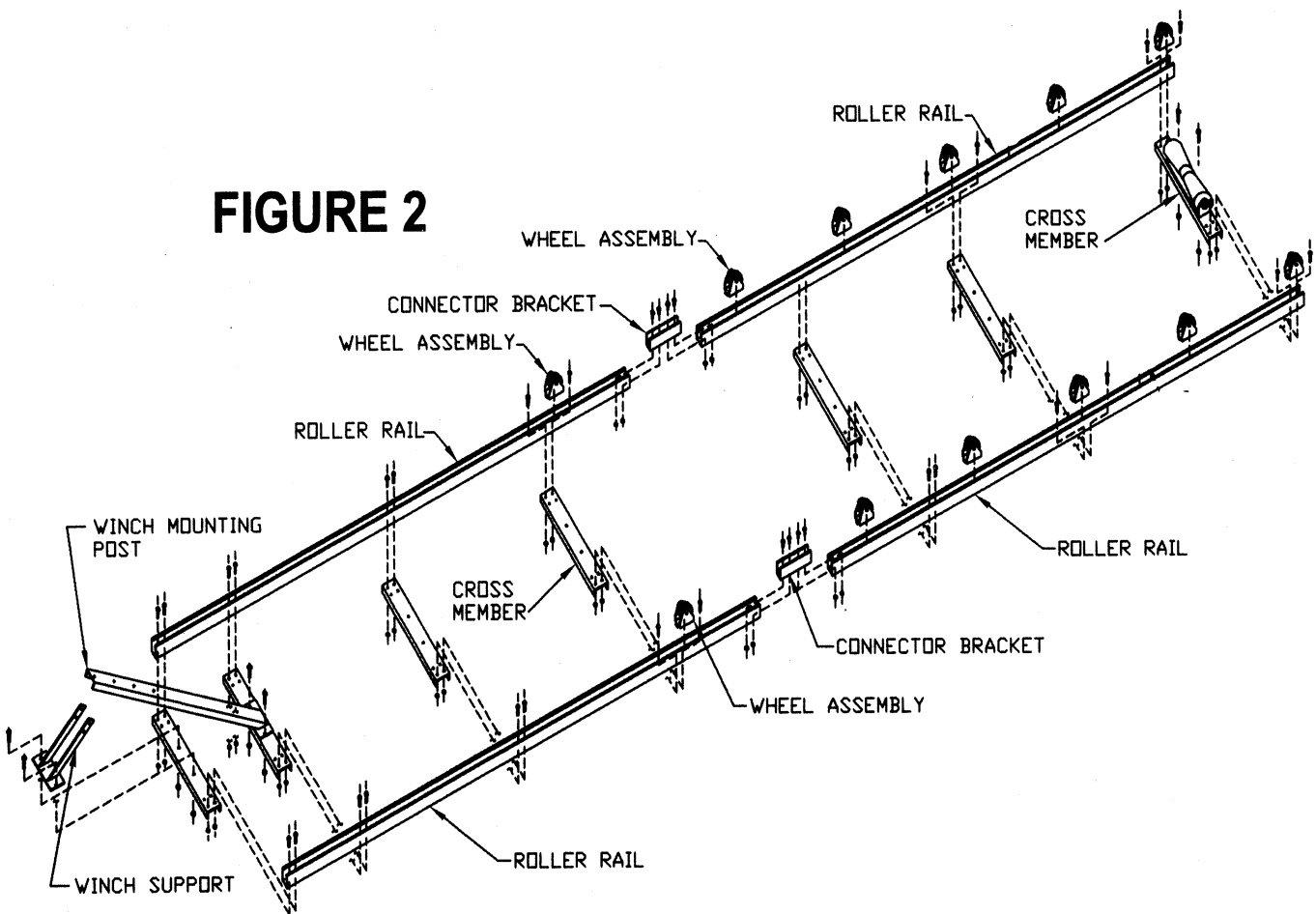
Note that there are some holes in the rails that will be used for the connector brackets that join the two sections together. **Also note** that there is no cross member installed in the position just forward of the keel roller cross member. (Eliminating this cross member will avoid interference with the bow when starting your boat up the ramp.)

4. Insert the connector brackets between the two sections and bolt with 5/16" x 1" bolts and locknuts.

**NOW TIGHTEN ALL BOLTS AND NUTS.** It may be helpful to lean the ramp against a wall or set it on sawhorses. After the bolts are tight you may separate the two sections for final assembly and reattach them after moving the completed ramp to the shore.



**FIGURE 1**



**FIGURE 2**

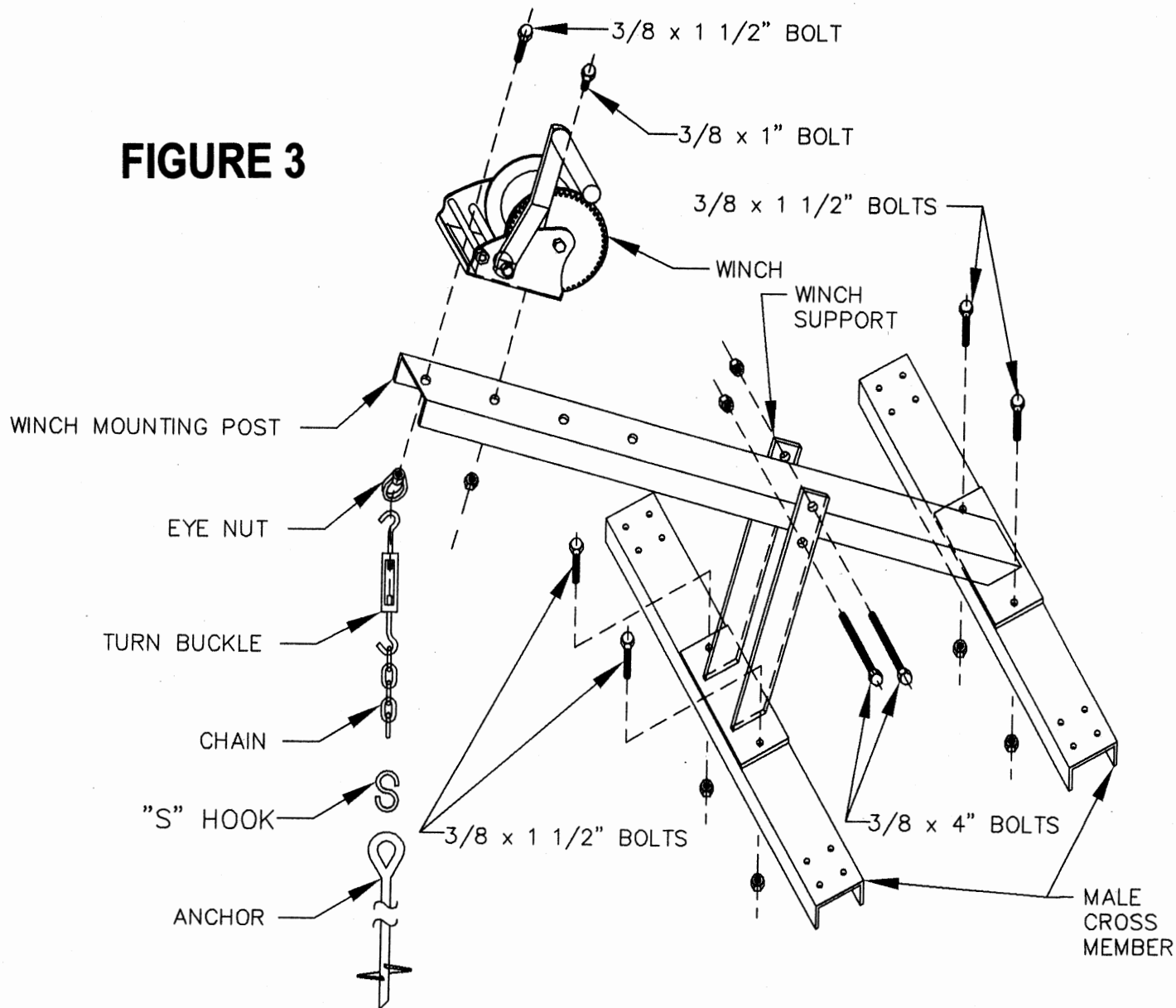
**IF YOU ARE USING OPTIONAL ADD-ON RAIL SECTIONS DO THIS STEP NEXT.**

To use additional sections, assemble as above with these changes: Use 3 cross members for the 9 foot section. Do not use the holes at the end of the rails as the cross members would interfere with the connecting brackets. Separate the original sections and add the new section between them using connecting brackets. Do not tighten the 5/16" bolts that attach the cross members to rails until the section connectors are in place.

### PART C: Winch post and winch.

1. As in **Figure 3**, bolt the Winch Mounting Post and the Winch Support to the forward cross members with  $3/8'' \times 1''$  bolts and locknuts. Insert the (2)  $3/8'' \times 4''$  bolts and locknuts as shown. Tighten all nuts.
2. Install the winch as shown. The eyenut and  $3/8 \times 1 \frac{1}{2}''$  bolt are included in the anchor kit hardware. The rest of the anchor kit will be installed in a later step.

**Note:** There are three positions to mount the winch. As a part of the set up process, you may need to reposition the winch. The object is to mount the winch at a height such that the winch is making a straight pull of your boat, i.e. the winch strap should be as nearly as parallel to the rails as possible. As the bow approaches the winch, the strap should not be pulling it up or down.



### PART D: Install the Rollers.

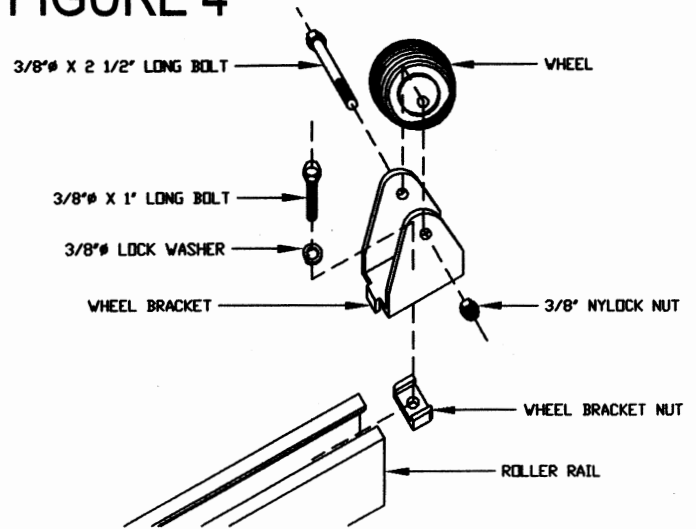
1. Your Roll-n-Go Shore ramp has rollers that will mount anywhere along the rails. You may readjust their location after running your boat up the ramp for the first time. But, you can make a good guess based on the following:

- Spacing should be relatively short along any area that the stern will cross. This is especially important if your motor is heavy.
- Spacing can be relatively long near the winch end of the ramp. In fact, you may not need any rollers under the front  $1/4$  of the hull. After a trial run-up, you may determine that some the front rollers don't even contact the hull.
- For example a typical spacing might be each foot where the stern crosses and under the rear  $1/4$  of the hull (at the boat's highest resting place.) Then space them each 2 feet until they will no longer contact the hull.
- Additional roller sets are available through your dealer or Roll-n-Go

- There are two methods of installing the roller brackets. You may install them from the end of the rail or at intermediate points along the rail. In both cases, do not install the roller onto the bracket until you have determined their location and tightened the brackets into place. If you need to relocate the roller assemblies later you will be able to do so without removing the roller by loosening the bracket bolt and sliding the assembly along the rail.

First place a 3/8 split washer on a 3/8 x 1" bolt and pass through the wheel bracket base. Start it with a couple of turns onto the bracket nut as shown in **Figure 4**. Be sure the 2 grooves on the top of the nut face up. If sliding the assembly into the end of a rail, align the top grooves of the nut so they engage under the lips of the rail. Tighten the bolt enough to keep the nut aligned but loose enough to slide the assembly along the rail. The other method is the same except that after you start the nut on the bolt, you may drop the nut down through the top of the rail while it is turned 90° from its normal position. As you tighten the bolt, take care that the nut turns 90° into position and that the top grooves of the nut engage under the top lips of the rail as you tighten the bolt.

**FIGURE 4**



- After you are satisfied with the initial position of the roller brackets, tighten the bolts. Now install the rollers onto the brackets using 3/8 x 2 1/2" bolts and lock nuts.

**PART E: Setup and adjustments.**

*Read this entire section before beginning set up. Make sure you understand the safety issues and proper operation of the winch, as explained in the operating instructions, before beginning.*

Set up the ramp on shore as outlined in the operating instructions. If you disconnected the sections for transporting or final assembly, reconnect. This is a good time to double check that all bolts are tight.

Locate the ramp on a gradual to moderately sloped shoreline. If you will be using a dock to board and unboard the boat, it is convenient to locate the ramp just offset from the shore end of the dock. When unboarding, either onto a dock or out the bow onto shore, take a bow line with you to help position the bow onto the ramp's keel roller. Hook the winch strap hook onto the boat's bow eyelet and hold the slack out of the winch strap while walking to the winch. If the boat is not lined up perfectly, it should straighten out as it starts up the ramp.

During this trial, the ramp will not be anchored. The winch may tend to rise or "bounce" until the weight of the boat is firmly on the ramp. You should take care to eliminate this tendency throughout this process by having a helper hold down the winch end of the ramp. Since this force is not great, with a light boat or a more gradual slope, you will be able to hold the end down by placing your foot on a rail while cranking the winch. Once there is weight from the boat on the higher rollers this tension is not a problem. **NOTE:** After Part D is completed you must complete Part E: Anchoring. This is essential for safe operation and to prevent damage to the ramp.

There are 3 purposes for this trial exercise:

- Find the best position with regard to the keel roller depth. This will depend on the steepness of your slope and the draft of your boat (how deep it floats in the water). Locate the ramp at a point deep enough so that the boat enters the ramp smoothly. If the ramp is too high on shore, excessive weight will be applied to the keel roller. If the keel roller is too deep, the bow will contact the ground or a ramp cross member before it is adequately supported on the rollers.

**HINT:** If you have purchased an extra roller section, in order to accommodate the boat at varying water levels, you may find it necessary to add keel roller kits to higher cross members to help boat entry during high water.

- You will need to determine whether the ramp is supported properly. You may change the ground level with a shovel and rake at certain points or use blocking. Available leg kits or concrete patio blocks work well for this purpose. Generally, support at or near the ends of the ramp, at the rail connectors and cross members is adequate. It is necessary to support the ramp enough so that the rails do not deflect from the weight of the boat and the boat motor. Pay special attention that when lowering the boat, the stern rolls onto each set of rollers smoothly. If there is excessive deflection or bowing of the rails, the stern will strike onto the face of the rollers causing the hull to "bounce" over them or actually hang up on them.

**DANGER! Do not stand below the boat to lift the stern over a set of rollers!! Make sure winch is attended and in locked position when freeing the boat !**

If deflection is a problem carefully lower the boat and add additional blocking as necessary.

3. You will need to determine the proper height for the winch, and then adjust it accordingly before anchoring. With the boat on the ramp, the height of the winch strap, where it rolls off the winch drum, should be level with the hook where it attaches to the bow eyelet.

#### **PART F: Anchoring**

1. Locate the screw-in type anchor at a position between a point directly below the eye nut on the forward winch mount bolt, to a point about 18 inches farther up shore. Think about whether you are more likely to relocate your ramp up or down due to changing water levels. For example, if you would likely move the ramp upshore, locate the anchor at its forward-most end of the range. Use a pry bar or heavy rod through the eye at the top of the anchor to turn the anchor into the ground. In harder ground you may find it useful to give the anchor a rap on top with a hammer every ½ turn or so. If you hit a rock, you should find another spot (good luck!) Screw the anchor all the way into the ground. NOTE: You may choose to anchor the system using a customized attachment to a footing, short wall or other structure of suitable strength.  
 HINT: If your water level changes frequently, you may want to purchase additional anchors and place them up or down the slope for quickly moving your ramp to a new position, or;  
 HINT: If your water level changes frequently, you may want to purchase an additional 8 ½ foot section. If you set up the keel roller end of the ramp for low water conditions, your ramp may then be long enough to get your boat upshore in higher water.
2. Use the turnbuckle, chain and S-hook to complete the anchoring system as shown in **Figure 3**. The turnbuckle should be maintained as frequently as necessary to hold winch end of system firmly to the ground particularly during winch cranking operation.

#### **Available Options and Accesories**

Additional Anchor

(Does not include chain or hardware)

Extra roller set (includes 2 rollers and mounting hardware per set)

Extra Keel roller set

(includes bracket and hardware)

Complete 9 foot roller section

Support Leg Kit (Pair of adjustable pipe brackets and feet and hardware to mount to rail—Customer supplies pipe sold by the foot at building supply retailers.)

Wide Support Kit (use with Support Leg Kit –

Includes aluminum beam 8'4" wide and hardware to mount leg pipe brackets to beam ends and beam to rails.

**Check your dealer or order direct at (866)876-5548**

### **Roll-n-Go® Limited Warranty**

Roll-n-Go, Inc. warrants to the original consumer-purchaser, all products against manufacturing and material defects for a period of 5 years from date of consumer purchase under normal and reasonable use when assembled correctly, with the following limitations and exclusions:

1. Warranty period is limited to 2 years when used in salt water.
2. Warranty does not apply if product is misused, used for other than its intended purpose, if the ramp is modified in any way or if supported watercraft (including motor, gear and fuel) is beyond the stated weight limit. Purchaser must make reasonable judgements as to the proper application with regard to steepness of slope upon which installed, the extent of anchoring to be used and adequate support of the system. The systems are not designed to operate with rail spans longer than those provided by cross support members nor with rail sections amended in any way as to alter their straight-line alignment
3. Warranty shall become void if any expressed or implied safety cautions are not adhered to. For example, hand winch operation can be hazardous if not used properly. It is the responsibility of the owner to become familiar with all safety precautions prior to use.
4. Warranty is limited to the replacement of Roll-n-Go Shore Ramp parts only. Damage to watercraft or other property resulting from the use of Roll-n-Go Shore Ramps is excluded. In any case, Roll-n-Go's liability shall be limited to the original retail cost paid for the Roll-n-Go Shore Ramp.
5. This warranty extends to original retail purchaser only and is not transferable.
6. Customer is responsible for all shipping costs for returned and replacement parts. All shipments to be prepaid and delivered to the manufacturer and not the place where purchased.
7. A dated sales receipt shall accompany all warranty claims.
8. This Warranty shall not include any damage or injury resulting from the transportation, assembly or positioning of the Ramp.
9. If you wish to obtain performance of any obligation under this limited warranty, you should write to the address herein contained above.
10. All implied warranties, including the implied warranties of merchantability and fitness for a particular purpose, are limited to the duration of the expressed warranty periods specified above.

This warranty gives you specific legal rights and you may have other rights, which vary from state to state. Certain components, in particular winches, may be manufactured by outside sources and are subject to the warranty of their original manufacturer.

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