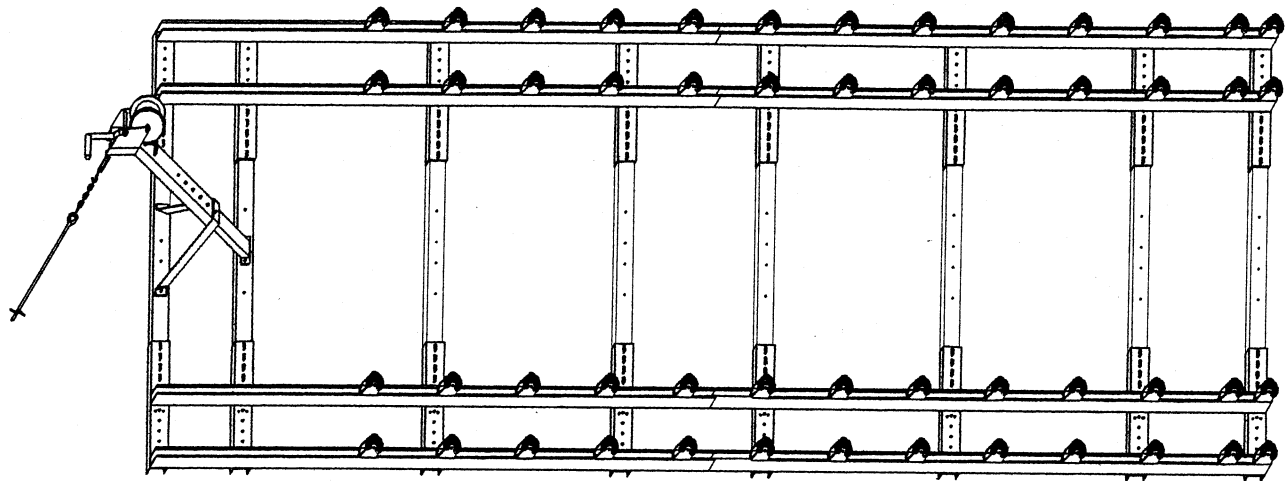


### Operating and Assembly Instructions with warranty.



#### 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.

**IMPORTANT: IN ORDER TO USE THIS SHORE DOCKING RAMP YOUR PONTOON BOAT MUST BE EQUIPPED WITH A CENTER TRAILERING EYELET OR SIMILAR POINT WHERE THE WINCH HOOK MAY BE ATTACHED. BE SURE THAT IT IS STRUCTURALLY SOUND ENOUGH TO SUPPORT YOUR PONTOON WHILE ON THE RAMP.**

If not equipped with one, there are several methods for installing one. We recommend drilling and bolting *or* welding metal bar or angle stock across 2 or more structural deck supports on the bottom side of the pontoon deck. This will of course depend on the design of your boat. This should be a relatively simple project for your marine dealer or local repair/welding shop.

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

1. You will need to position the Roll-N-Go Shore Ramp on the shore so the end rollers are 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 SHORELINES OF GRADUAL to MODERATE GRADE.

**Important:** The Roll-N-Go must be fully supported at both ends and 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 Pontoon is rated for a maximum weight capacity of 2000 pounds including boat, motor, gear and fuel. Support and blocking is necessary to reduce any appreciable deflection of the rails. The amount of blocking 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 end of the pontoons may contact the rollers "head-on" rather than simply gliding over the tops.

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 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 an 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 and very gradually pitched shorelines, simply place your foot on the ramp framework. This may be adequate to prevent the tendency for the ramp to lift at the winch end.

While operating for the first few times, have someone watch to be sure that all components are secure, and there is adequate clearance between pontoons and the ramp and ground obstacles. Check tightness of nuts and bolts after first few uses and at least once per season thereafter.

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.**

- To dock, lock motor up into trailering position, dismount boat from bow at the shoreline or onto a dock, line up center of the pontoons into the pairs of rails 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.**

- 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 RUN AWAY HANDLE!! SERIOUS INJURY CAN RESULT.**

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

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

**TO ASSEMBLE:**

**Tools needed:** 1/2" and 9/16" combination wrenches and sockets with short extension and large 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.**

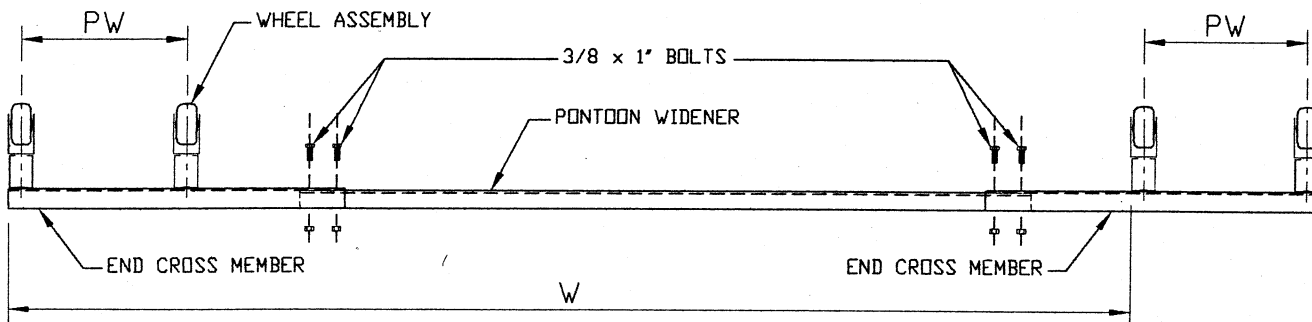
Your kit should include:

Box A (2 cartons included)	Box B cont'	Box B Hardware Bag	Box B Anchor Kit
8 roller section rail	52 wheel bracket	80 5/16 x 1 hex bolt	1 eyenut
8 cross support	52 wheel bracket nut	52 3/8x2 1/2" hex bolt	1 2' chain 3/16"
16 End cross support	52 wheel with bushings	2 3/8x1 1/2" hex bolt	1 turnbuckle
<b>Box B</b>	1 Winch with strap	90 3/8x1" hex bolt	1 S-hook
1 Lower winch post	1 Winch handle	80 5/16 nylock nut	1 anchor
1 Upper winch mount	4 connector bracket	91 3/8 nylock nut	
1 Winch angle support			

**Part A: Determine the Spacing between the rails. Assemble the cross members.**

**Important:** The Roll-n-Go Model Pontoon is designed for *round pontoons only!* You may use the shore ramp for "tri-toons" (3 pontoon models) if the center pontoon is not larger in diameter than the outer two pontoons. The boat will be supported on the two outer pontoons only. Because the side walls of hexagonal pontoons are steep, the roller system will not withstand the side-load pressures. This model has two important spacing elements that are critical to the proper operation.

**FIGURE I**



Determine these measurements:

- Figure 1, Setting PW: There are two possible settings for pontoon diameter. Notice on the end cross supports, the pairs of 5/16" holes. These will hold the outside rails for each pontoon. There are two other pairs of holes that are spaced 10" and 12" from the outer holes. Measure the diameter of your pontoons (easier at stern.) If they are 24" or larger, you will use the 12" rail spacing. Under 24" diameter, use the 10" spacing.
  - Figure 1, Setting W: Width "W" is the "on-center" measurement of your pontoons. This is easiest to measure at the bow of the pontoons. Most have a keel ridge or edge. You want to determine the pontoon on-center spacing within 1/16" to 1/8". Any error in this measurement will result in uneven pressure to either the inner or outer rollers.
1. Assemble all of the cross members as shown in **Figure 2** with 3/8" x 1" bolts and lock nuts. Each cross member contains a pontoon widener and (2) end cross members. The overlap areas are slotted so that you may achieve the correct measurement "W". With the first such assembly, lay the parts out in such a way that the measurement between the holes for one pontoon's outer rail and the other pontoon's inner rail equals your measurement "W". *Remember to use the inner holes for your setting for "PW".* Use two 3/8" x 1" bolts and lock nuts in each end cross member to attach it to the ends of the pontoon widener. With the bolts loosely screwed slide the parts so that each end of the pontoon widener overlaps the end cross members equally. (Having the widener centered is especially important with the two front winch end assemblies.) Assemble all cross member assemblies insuring the correct width "W". If you purchased extra rail sections, it is easiest assemble the cross member assemblies for it at this time.
  2. On one of the cross member assemblies attach the Lower Winch Post. See **Figure 2**. Use two 3/8" x 1" bolts and lock nuts to attach it to the center holes of one of the cross member assemblies.

***Do not tighten the bolts at this time.*** It may be useful to use a long table or saw horses for the next step.

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

1. Important references: The winch end of the ramp may be referred to as the "forward" or "shore" end while the keel roller end is the "aft" or "water" end.
2. Begin with the winch section; Lay out (4) cross member assemblies under 2 rails as shown in **Figure 3**. Using 5/16 x 1" bolts and lock nuts, start at the winch or forward end of the rails by installing a cross member into the end holes of 4 of the rails. In the next set of holes in the rails, install the cross member that has the lower winch post attached. The lower winch post should angle forward. Install two more cross member assemblies to the next 2 sets of holes along the 2 rails. No cross members are installed in the aft (or last) set of holes. Those will be used for connecting the two sections.

Now lay out the water end section in the same manner. Starting at the forward end, Skip the 1st (end) pairs of holes in each rail since they will also be used for the section connecting brackets. Bolt the remaining cross member assemblies to the rails with the final water end in the end holes of the rails.

3. You will need a larger space to lay out the ramp, perhaps a driveway. Temporarily connect the two sections. Slide the (4) connector brackets into the end of one section and bolt in place with (2) 5/16 x 1" bolts and lock nuts in each connector. Slide the other section onto the connectors and bolt in place with 2 more 5/16 x 1" bolts.

**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.

**INSTRUCTIONS FOR OPTIONAL ADD-ON RAIL SECTIONS.**

To use additional sections, assemble as above with these changes: Use 3 cross members assemblies 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.

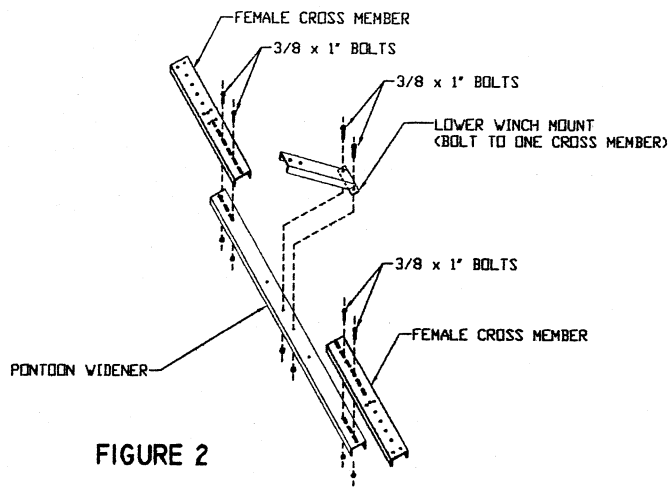


FIGURE 2

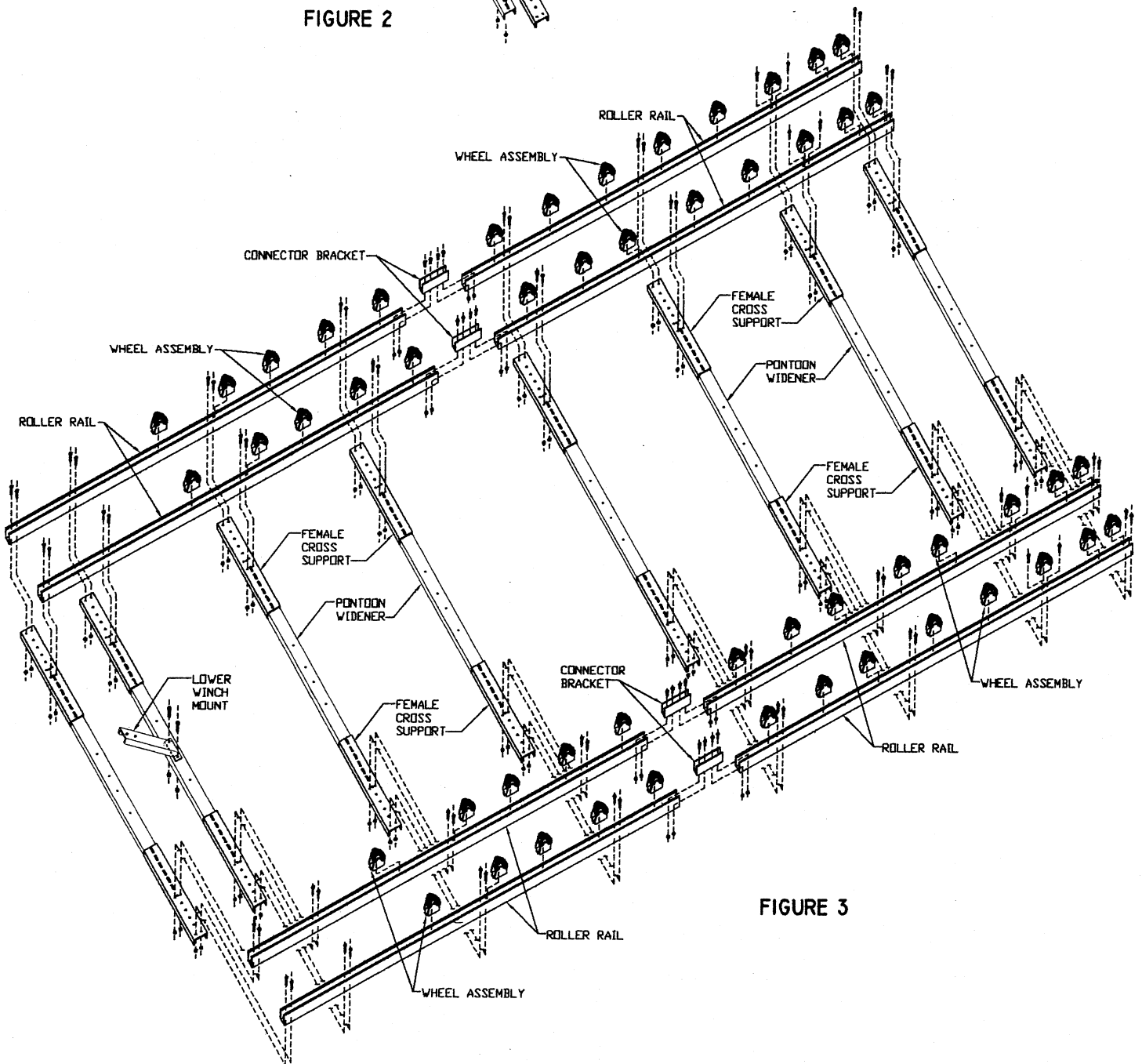
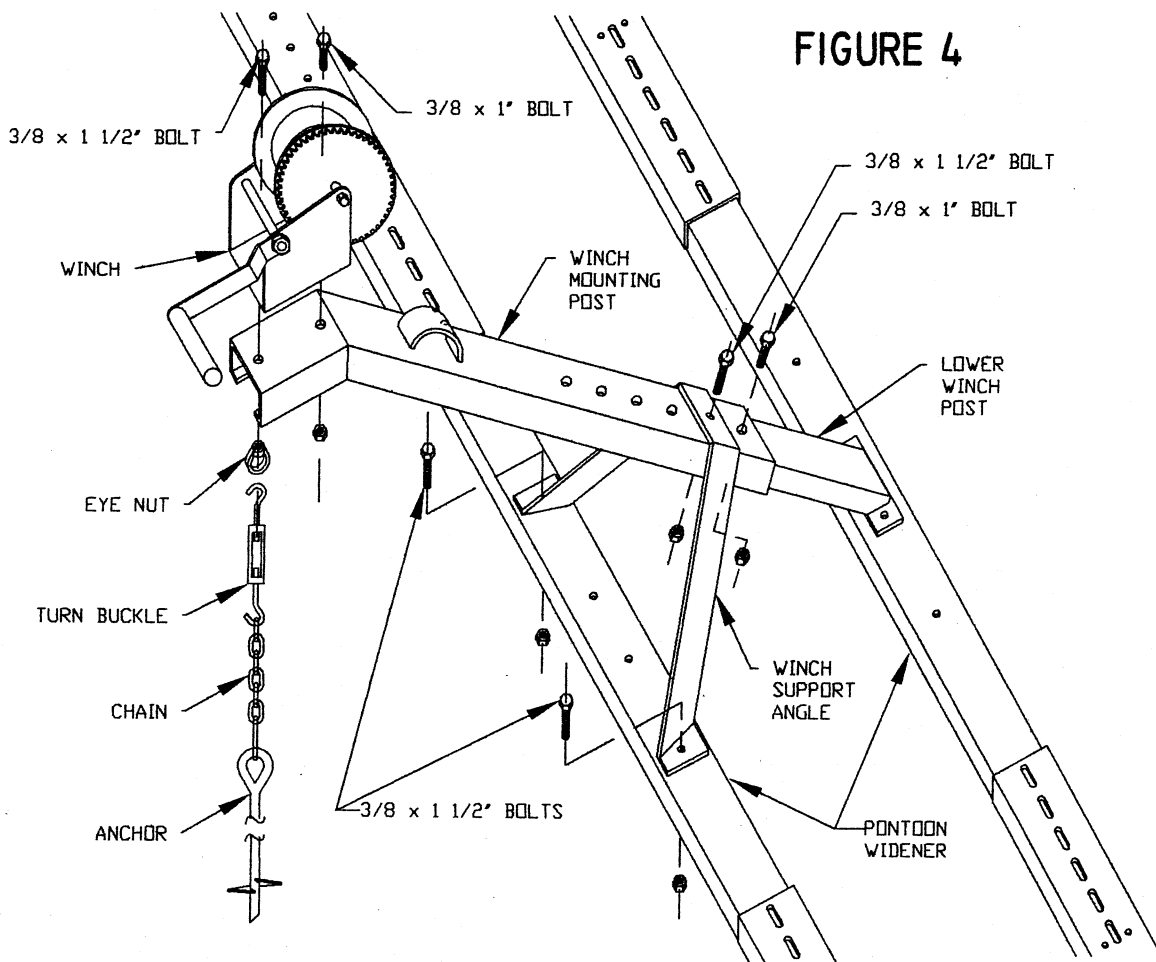


FIGURE 3

4. *Complete the winch mounting.* See **Figure 4**. The winch height is adjustable. Assemble the upper winch mount to any intermediate height during this step. After the set-up on shore you will be instructed on how to determine the proper height and then you should re-adjust according to this step. The eventual criteria will be that the winch strap runs parallel to the rails or your boat eyelet is level with the strap where it rolls off the winch drum.

First, using 3/8 x 1" bolts and lock nuts, loosely attach the two base feet of the winch angle support to the forward-most cross member assembly. It should pass over the top end of the lower winch post. Now slide the upper winch mount over the lower winch post. You should have at least 2 overlapping holes, but may adjust downward as far as necessary. Use the 3/8 x 1 1/2" bolt through the angle support, one hole of the upper winch mount and the top hole of the lower winch post. Use a 1" bolt in the next lower hole of the upper and lower winch post assembly. Install winch as shown on mounting plate. Use a 3/8 x 1" bolt and lock nut on the aft anchoring kit. Tighten all bolts in this step.



### **PART C: Install the Rollers.**

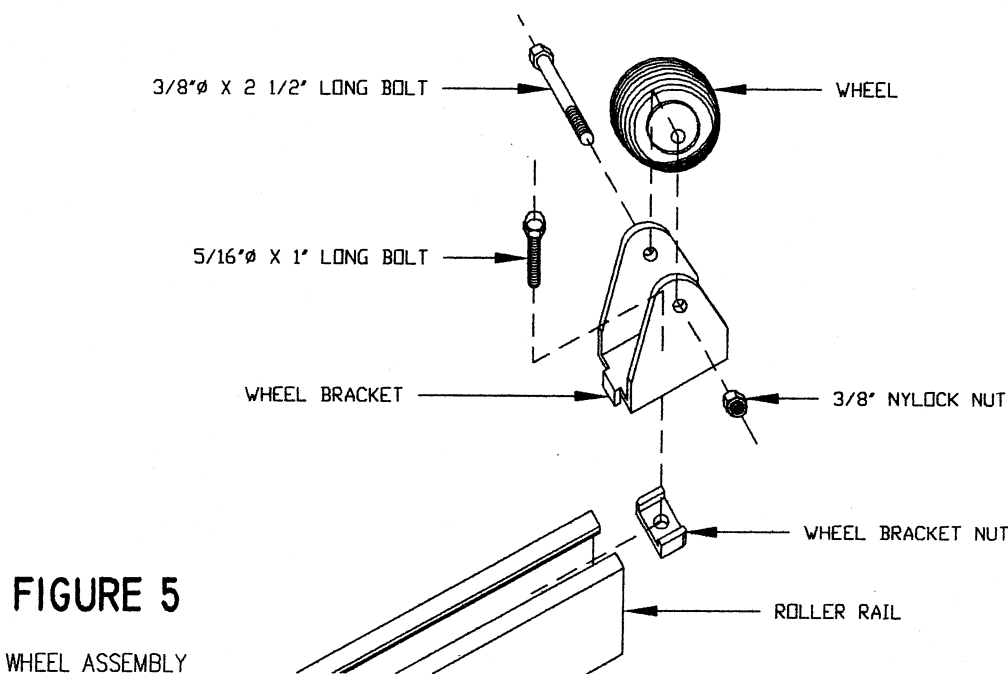
1. Your Roll-n-Go Shore ramp has rollers that will mount anywhere along the rails. You will probably readjust their location after running your boat up the ramp for the first time. But, you can make a good guess based on the following:
  - Spacing should be relatively short along any area that the stern will cross. This is especially important if your motor is heavy.
  - Spacing should be short at the water's edge to be sure that the pontoons start up the ramp before the bows contact the ground or the ramp cross members.
  - For example a typical spacing might be each foot where the stern crosses and under the rear few feet of the pontoons (at the boat's highest resting place.) Then space them each 18 inches until they will no longer contact the pontoons at the winch end.
  - 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 x 1" bolt through the bracket base and start it with a couple of turns onto the bracket nut as shown in **figure 5**. If sliding the assembly into the end of a rail, align the top ridges 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 ridges of the nut engage under the top lips of the rail as you tighten the bolt

- After you are satisfied with the position of the roller brackets, tighten the bolts. The nuts have a nylon locking material applied to the threads but check the tightness of the brackets after the first couple uses and then at least once per season thereafter.

Now Install the rollers onto the brackets using 3/8 x 2 1/2" bolts and lock nuts.



**FIGURE 5**

WHEEL ASSEMBLY

#### **PART D: Setup and final 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 end will 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 tendency 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:

1. Find the best position with regard to the water end roller depth. This will depend on the steepness of your slope and the draft of your boat.
2. 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. 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 there is no slack in the winch strap 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.

After completing these 3 steps, try your boat one more time before proceeding.

### **PART E: 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 forwardmost 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 customised 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 space 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 4**. The turnbuckle should be maintained as frequently as necessary to hold winch end of system firmly to the ground particularly during winch cranking operation.

### **Ordering Options and Extras:**

Additional Anchor

(Does not include chain or hardware)

Extra roller set (order 2 sets at a time for Pontoon model to make a complete row across all 4 rails. (includes 2 rollers and mounting hardware per set)

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. Use with model 1200, 2000, or Pontoon.)

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 state to state. Certain components, in particular winches, may be manufactured by outside sources and are subject to the warrant of their original manufacturer.

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