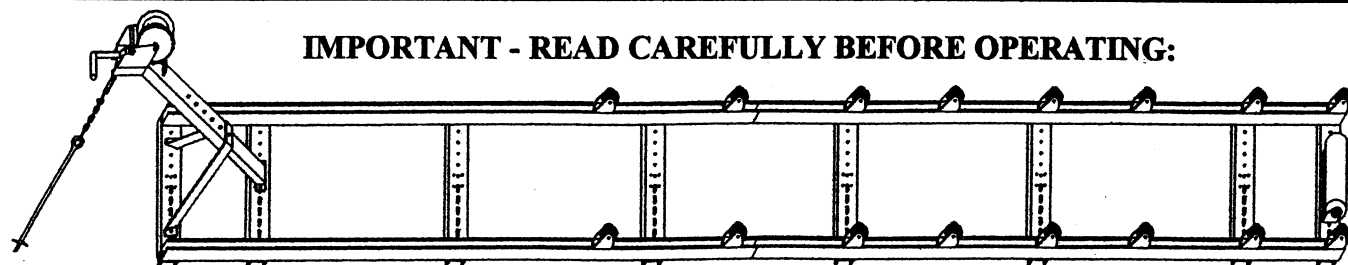




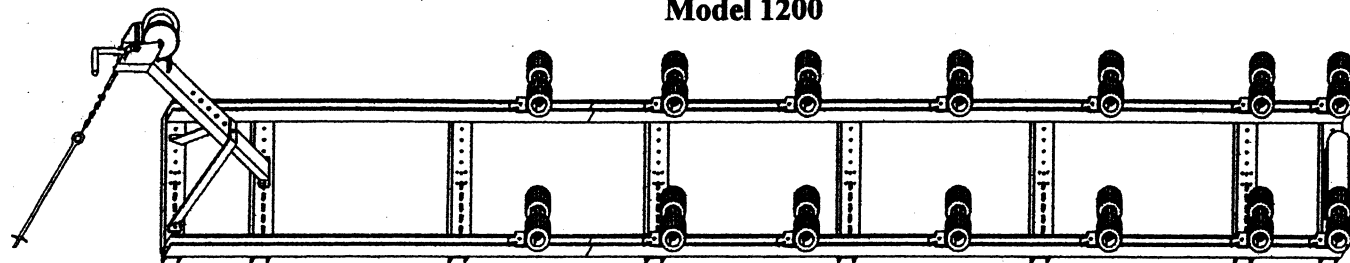
MODEL 1200 and 2000

Operating and Assembly Instructions with warranty.

IMPORTANT - READ CAREFULLY BEFORE OPERATING:



Model 1200



Model 2000

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 SHORELINES OF GRADUAL GRADE.

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 1200 is rated for a maximum weight capacity of 1200 pounds including boat, motor, gear and fuel. The Model 2000 is rated for a maximum weight capacity of 2000 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!** A winch upgrade to a self braking winch is available from Roll-n-Go or your dealer. You **MUST** return your original winch **unused** to receive upgrade price.

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: 1/2" 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:

Model 1200

| Box A | Box B cont' | Box B Hardware Bag | Box B Anchor Kit |
|------------------------|------------------------------|-------------------------|--------------------|
| 4 roller section rail | 16 wheel bracket | 40 5/16 x 1 hex bolt | 1 eyenut |
| 8 Male cross support | 16 wheel bracket nut | 16 3/8x2 1/2" hex bolt | 1 2' chain 3/16" |
| 8 Female cross support | 16 wheel with bushings | 8 3/8x1 1/2" hex bolt | 1 turnbuckle |
| Box B | 1 Keel roller bracket | 34 3/8x1" hex bolt | 1 S-hook |
| 1 Lower winch post | 1 keel axle | 40 5/16 nylock nut | 1 anchor |
| 1 Upper winch mount | 1 Keel roller | 41 3/8 nylock nut | |
| 1 Winch angle support | 1 Keel roller bracket spacer | 16 3/8 split lockwasher | Winch Box |
| 2 connector bracket | | 2 5/8 flat washer | 1 Winch with strap |
| | | 4 3/8 fender washer | 1 Winch handle |
| | | 2 1 x 1/8 cotter pin | |

Model 2000

| Box A | Box B cont' | Box B Hardware Bag | Box B Anchor Kit |
|------------------------|------------------------------|--------------------------|--------------------|
| 4 roller section rail | 12 axle | 40 5/16 x 1 hex bolt | 1 eyenut |
| 8 Male cross support | 12 axle bracket | 12 5/16 x 1 1/2 hex bolt | 1 2' chain 3/16" |
| 8 Female cross support | 24 rail nut | 8 3/8x1 1/2 hex bolt | 1 turnbuckle |
| Box B | 24 wobble roller | 42 3/8x1" hex bolt | 1 S-hook |
| 1 Lower winch post | 1 Keel roller bracket | 52 5/16 nylock nut | 1 anchor |
| 1 Upper winch mount | 1 keel axle | 26 3/8 nylock nut | |
| 1 Winch angle support | 1 Keel roller | 24 3/8 split lockwasher | Winch Box |
| 2 connector bracket | 1 Keel roller bracket spacer | 48 3/4 flat washer | 1 Winch with strap |
| | | 2 5/8 flat washer | 1 Winch handle |
| | | 4 3/8 fender washer | |
| | | 26 1 " cotter pin | |

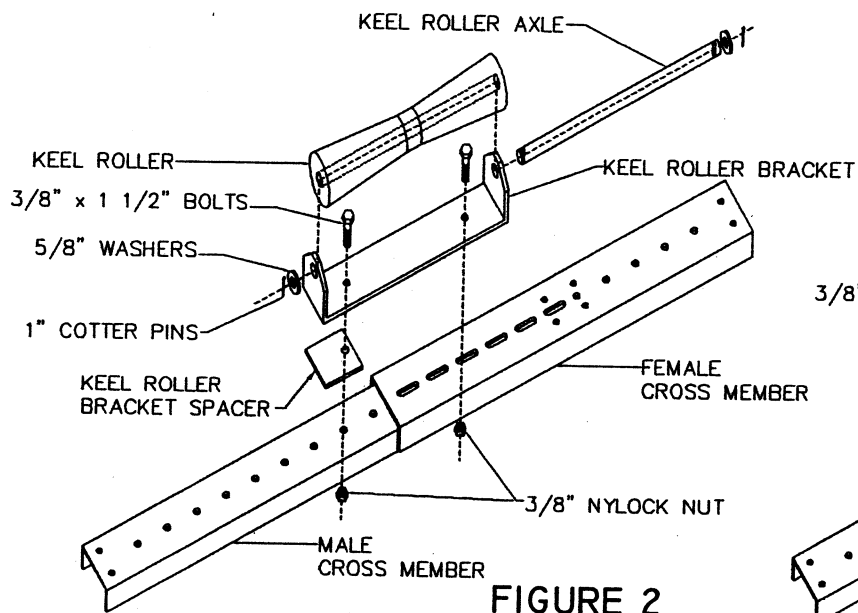


FIGURE 2

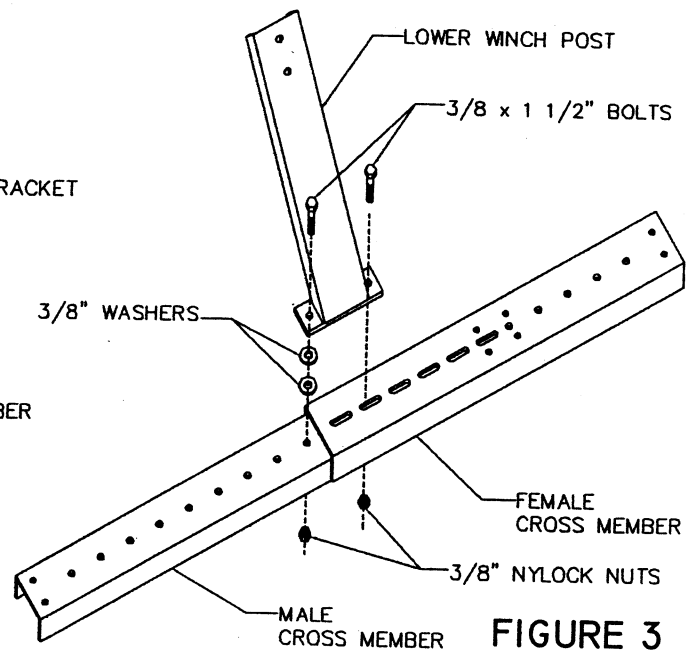
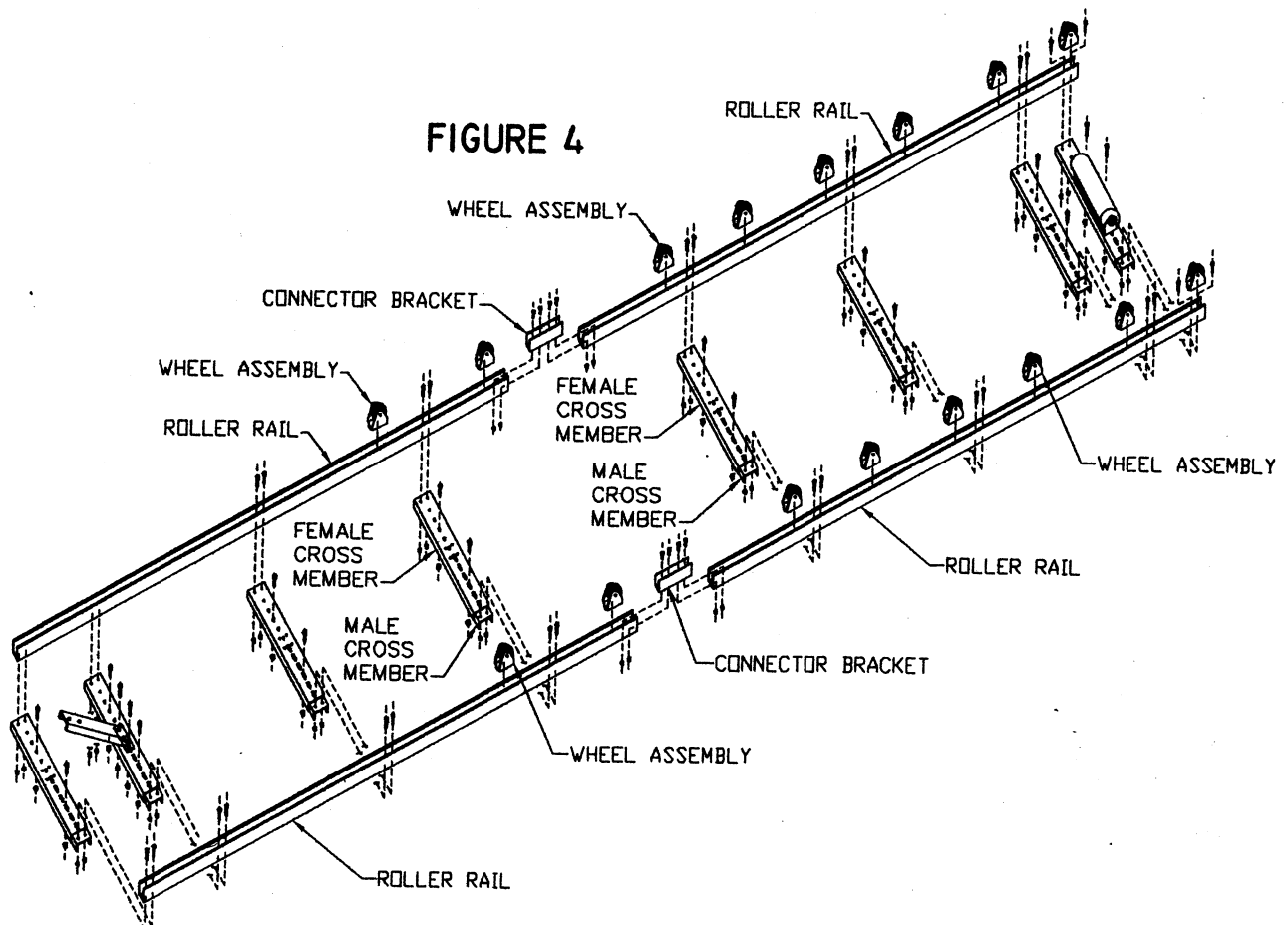


FIGURE 3



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

1. The Roll-n-Go Model 1200 and 2000 have adjustable rail spacing ranging from between 24.37" to 40.37". Although there are adjustment holes in the 2-part cross members at 2" increments, you will be limited to spacing of rails at 4" increments. This is because you *must have an odd number of holes (Including slots) exposed on the assembled cross members*. The reason for this is in order to have the keel roller and winch mount post centered between the rails.
2. Identify the shape of your boat's hull, noting the location of the strakes and ridges running the length of the hull, to determine the best roller and track spacing. If you have an extreme "V" shape to the hull you will want to tend toward a narrower spacing to avoid having the keel contact the cross members.. A 24" setting is appropriate for most small fishing boats, row boats, etc. If you have a flatter bottom hull your other options will be 28", 32", 36" and 40".
3. Once you have determined the overall width of your rail system assemble (6) of the male cross members to (6) of the female cross members using (2) 3/8 x 1" bolts and lock nuts in each pair. **DO NOT TIGHTEN ANY BOLTS** at this time.
4. On one of the remaining cross member pairs, place the 2 parts together at their proper spacing. Then place the keel roller bracket so that it is centered on the assembly. If it overlaps across the end of the female cross member you will need to insert the keel roller bracket spacer between the keel roller bracket and the male cross member. See **Figure 2**. Use the slightly longer 3/8 x 1 1/2" bolts and lock nuts for this cross member assembly. Verify that you have followed the "odd number" hole rule above... you should have the same number of exposed holes on each side of the keel roller bracket. Assemble the keel roller into the bracket as shown, using the 5/8" washers and cotter pins.
5. With the final cross member pair, you should attach the Lower Winch Post . Again this should be centered in the assembly and (2) 3/8" spacer washers should be inserted if the base plate spans over the male-female overlap joint. Use (2) 1 1/2" bolts and lock nuts here as well.

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**. All of the cross members should have their male side on the left or all on the right. This depends on which way you attached the lower winch post. 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 2 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. Keeping the cross members oriented in the same manner as in the winch section (left to right), bolt the remaining cross member assemblies to the rails with the final water end being the assembly with the keel roller.

3. You will need a larger space to lay out the ramp, perhaps a driveway. Temporarily connect the two sections. Slide the (2) 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.

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.

4. *Complete the winch mounting.* 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 1/2" 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. If one foot of the angle support attaches to the male cross member, be sure to insert (2) spacer washers. 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

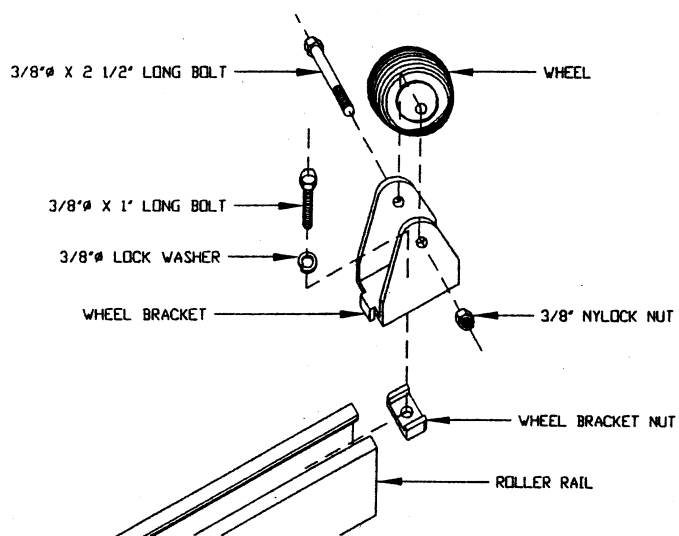
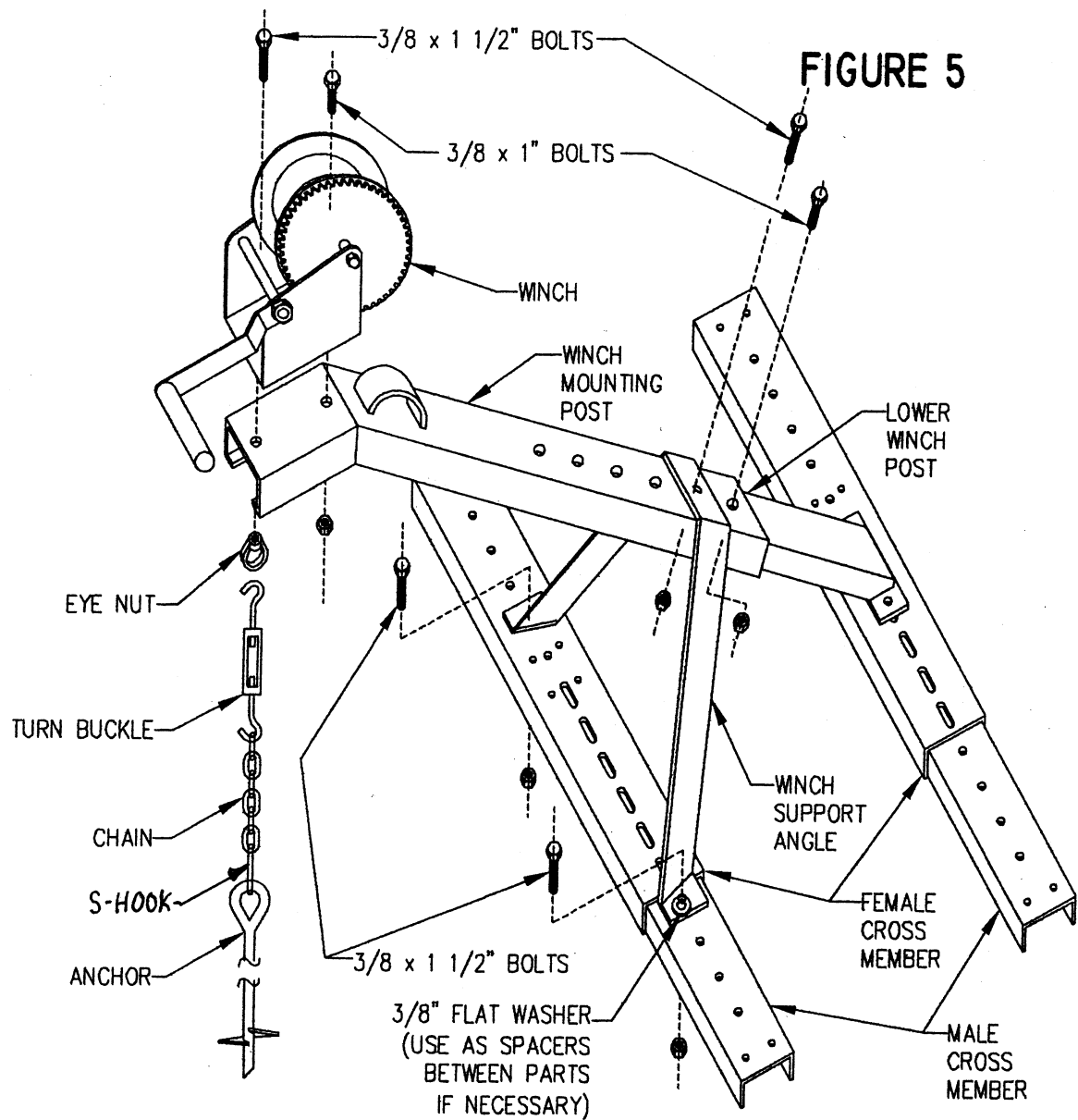
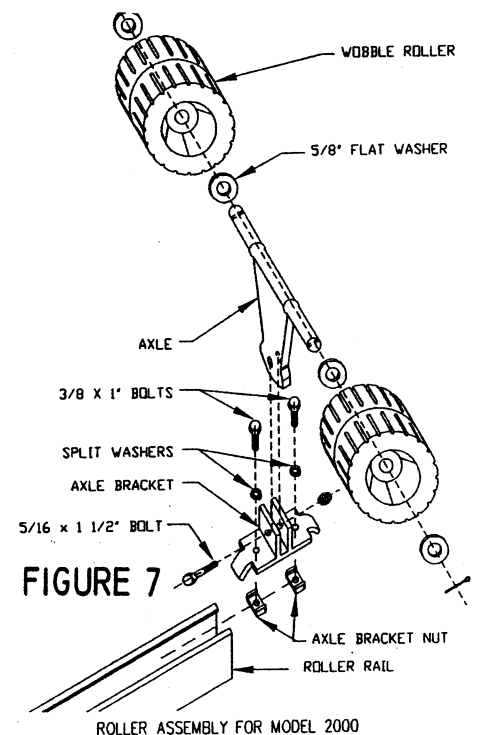


FIGURE 6
WHEEL ASSEMBLY FOR MODEL 1200



ROLLER ASSEMBLY FOR MODEL 2000

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 locknut on the aft mounting hole. On the forward mounting hole use a longer 1 1/2" bolt with the eyenut that is included in the anchoring kit. Tighten all bolts in this step. See **Figure 5**.

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

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 FOR MODEL 1200: 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.
2. 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 6**. 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

3. 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 C FOR MODEL 2000: Install the Axles and Rollers.

1. Your Roll-n-Go Shore ramp has roller axles 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.
2. 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.

First place 3/8 split washers on a (2) 3/8 x 1" bolts and pass through the axle bracket base. Start it with a couple of turns onto the axle bracket nuts as shown in **figure 7**. Be sure the 2 grooves in the nuts are facing up. If sliding the assembly into the end of a rail, align the grooves of the nuts 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

3. After you are satisfied with the initial position of the axle brackets, tighten the bolts. Install the axles, then rollers as shown in **figure 7**. When inserting the 5/16" x 1 1/2" pivot bolt through the axle bracket and axle, tap it firmly thru the holes. Turning the bolt though will create "false threads" in the softer aluminum, making the clamping adjustment more difficult. BE SURE *both* of the washers are installed for each roller before bending cotter pins.
4. Tighten the pivot bolt going through the axle bracket and axle. Tighten just enough so you can still adjust the axle angle by hand. You will need to tighten them fully as a part of the final adjustments explained below.

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 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.
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. 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. **THIS STEP FOR MODEL 2000:** After the boat has run up and down once and the roller location is finally determined, tighten the pivoting bolts on the axle brackets so the angle is firmly held. However, do not over-tighten.
4. 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.

Now apply the warning label to the upper winch post. You should apply it as high as possible depending on the location of the 2 adjusting bolt heads. (It is possible that you will have to apply it below the bolt heads.) There are hazards in operating the shore ramp and all operators should be familiar with the cautions on the label. It also contains our web address and phone number, should you ever need to contact us.

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 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 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.

Available Options and Accesories

Additional Anchor

(Does not include chain or hardware)

Extra roller set Model 1200(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)

Extra roller set Model 2000. (includes 2 axles, 4 rollers and mounting hardware.)

Extra Keel roller

(includes bracket, spacer and hardware)

Complete 9 foot roller section Model 1200

Complete 9 foot roller section Model 2000

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 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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