

# Installing the Product

Before you start here you should have looked at the **'Before You Install'** details. This is designed to help you with the vast range of trailers, winch platform variations, winch posts as well as the different types of boats.

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File: Installation-12

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After looking at the 'Before You Install' details you will have worked out whether you need any variations to your trailer or need to purchase the "RHS Support" or "Wedge" to get the correct mount and Snare to Latch angle.

## *Installing the Product*

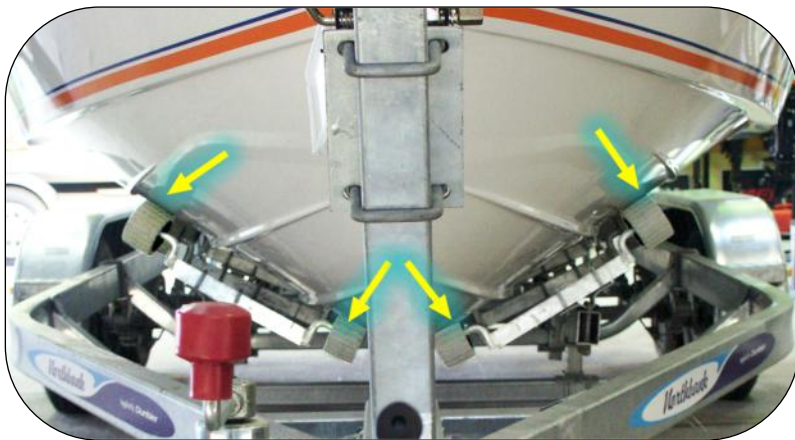


### ▶ **Aligning the Trailer rollers**



This is critical for the product to work properly. Think of it as accurately guiding the Snare on the front of the boat, to the Latch on the trailer.

If the boat Snare is not guided to the Latch then you aren't going to be able to 'capture' the boat. Adjust the rollers/slides so that they properly position the boat on the **centreline of the trailer**.



▶ Note - this is an important step and can be a prime source of problems if not carried out correctly.

Even those people who do not have an L-&-R™ unit and are just using the winch can fracture the tape/cable if the rollers are not properly aligned.



### ▶ **Moving the Winch Post**



Loosen the bolts holding the winch post so you can slide it back out of the way.

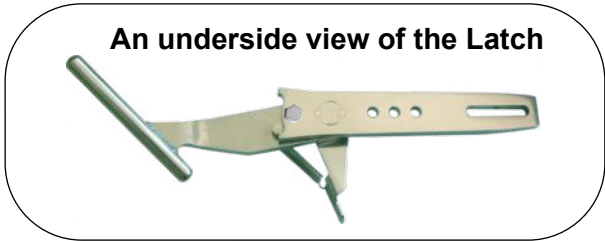
*Installing the Product*



**▶ Moving the Winch Post - continued**

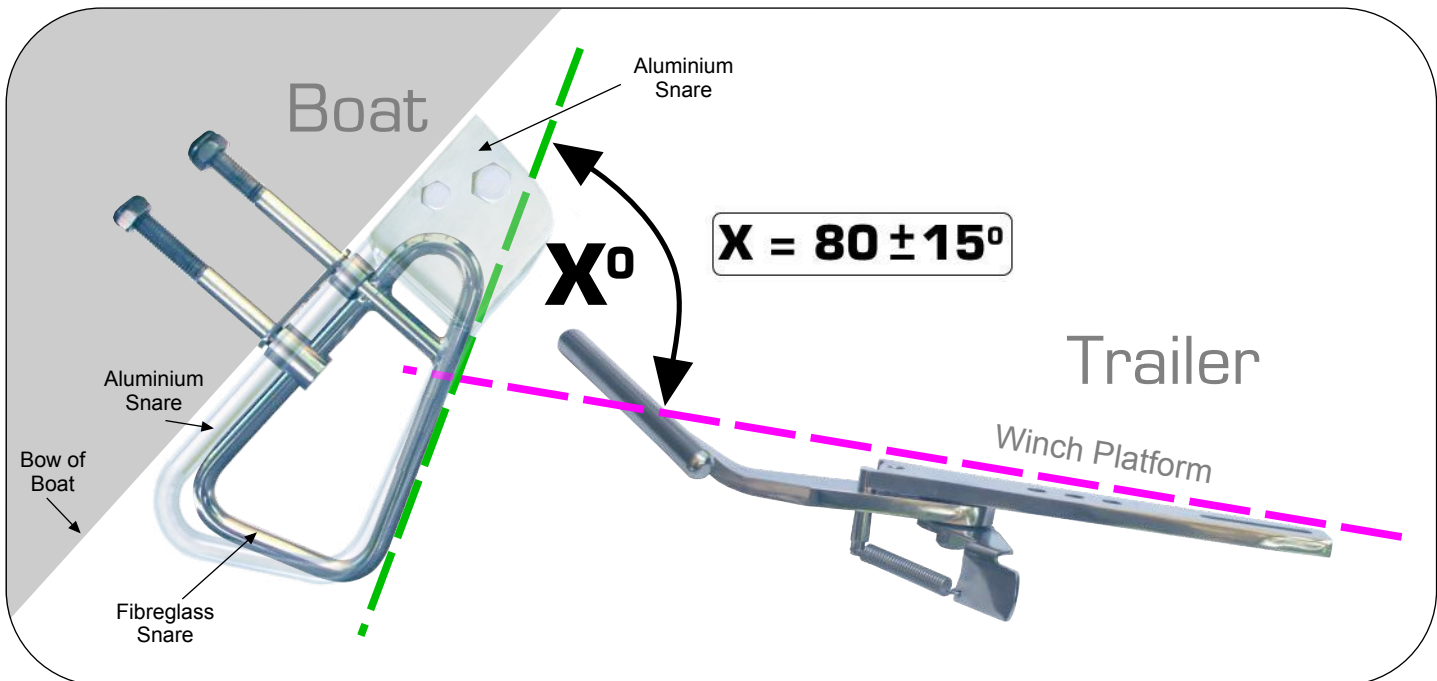
Move the winch post back out of the way. This gives you plenty of room to replace the U-bolt on the hull with the Fibreglass Snare or mount the Aluminium Snare on the winch bracket of an aluminium boat.

You can remove it altogether if required.



An underside view of the Latch

**▶ The Right Angle**



The key issue in getting good performance with the L & R Boat Latch is to have the correct angle when the Latch meets the Snare. You need to roughly measure this angle. If it is not right you can adjust it using the "Wedge" or change the winch plate or the winch post to a different type. See 'Before

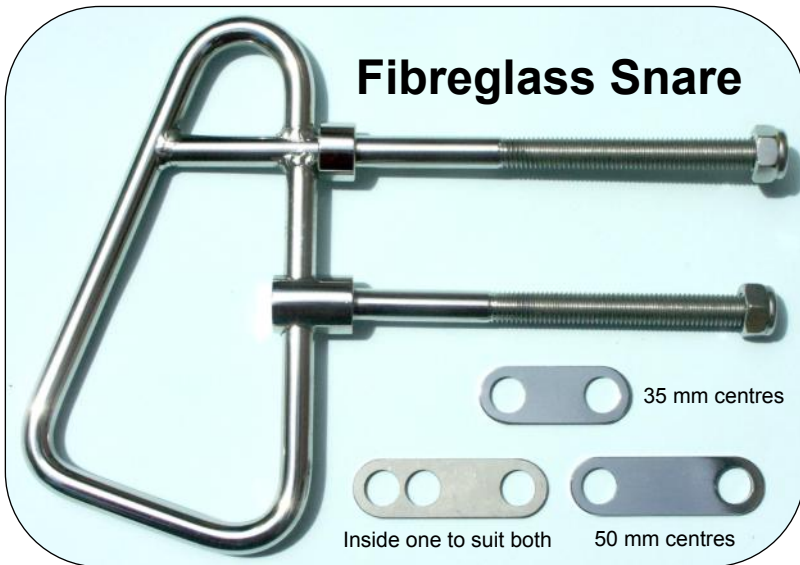
You Install' document for more details.



The 'Wedge'



## Installing the Product

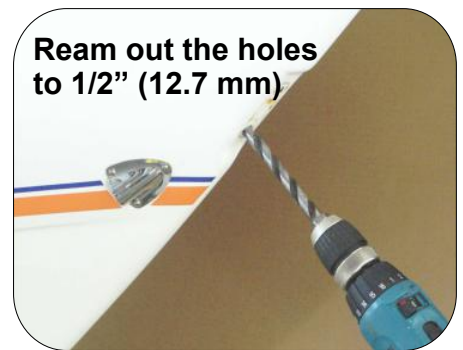
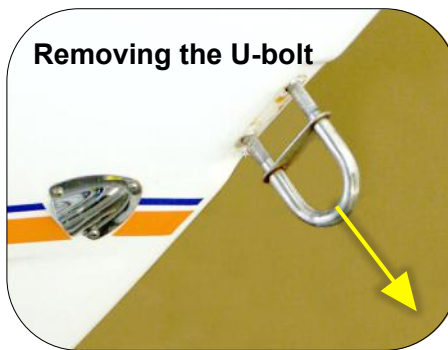


### ▶ Installing the Snare - on Fibreglass boats



Remove the existing U-bolt from the hull.

The Fibreglass Snare parts are shown here.



### ▶ Marine grade silicone application

Select the right sized spacer washer. Place the polished one on the snare, and apply silicone to seal the hull when mounted.



### ▶ Install the snare - on the Fibreglass boat

Insert the snare into the holes. Note the short section is "up". You will be attaching the winch hook to this 'top hole'.

Place the other spacer on the threads that penetrate inside the boat, and then tighten the nylon locking nuts onto each thread.

## Installing the Product



### ▶ Installing the Snare - on Aluminium boats



These are the parts supplied.

Fit the spacer sleeve provided by inserting it in the bottom hole of the winch bracket on the bow of the boat. Slide the Snare over the winch bracket.

Note :- The Aluminium Snare must sit back against the bow.

Quite often it is necessary to remove some surplus welding 'bumps' which can interfere with a good fit.

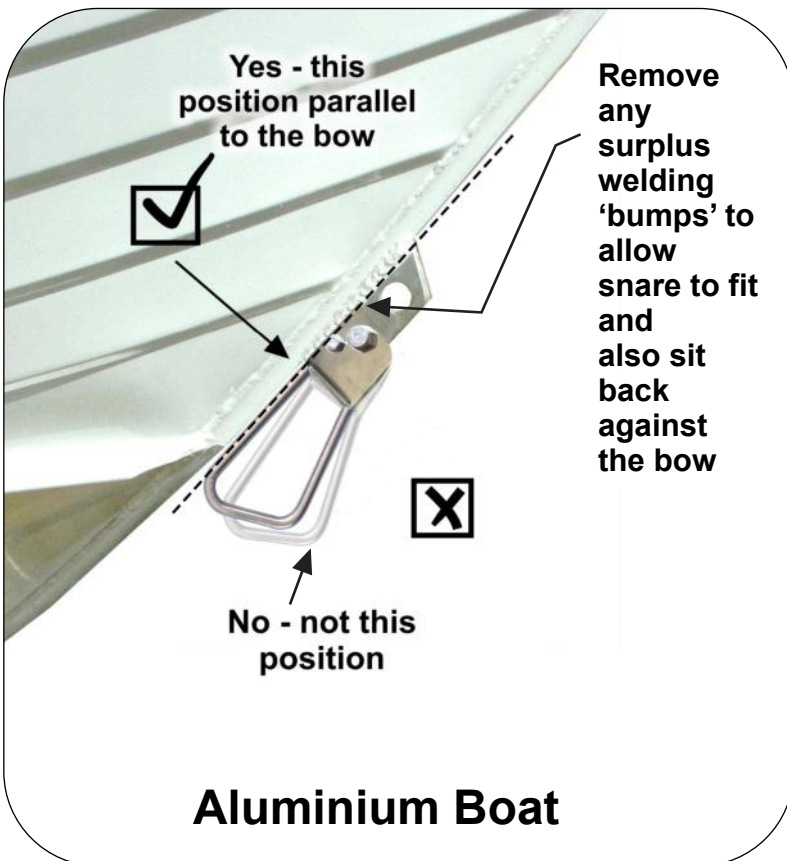
You may need to cut out a small triangular piece of aluminium from the bottom of the boat winch bracket to allow the 12mm round rod of the Snare to sit against the bow

If you do not mount the Snare against the bow as shown, it can possibly catch the trailer roller and also the anchor rope can get caught between the Snare and the bow.

Drill the second small hole through the winch bracket.

To overcome the reaction between stainless steel and the aluminium, smear a coating of Duralac\* as corrosion protection.

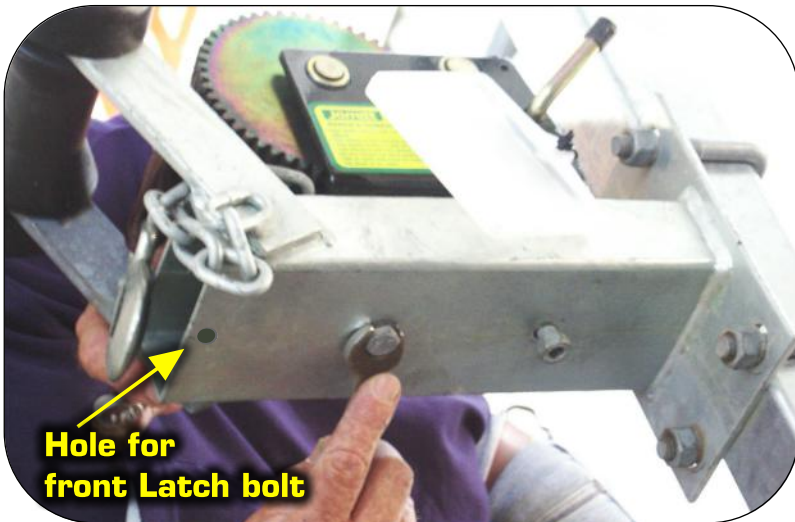
Fit the stainless steel bolt and tighten both nuts.



\*Duralac is an anti corrosive jointing compound which prevents electrolytic corrosion between dissimilar metals. Available from a number of marine component dealers.



*Installing the Product*



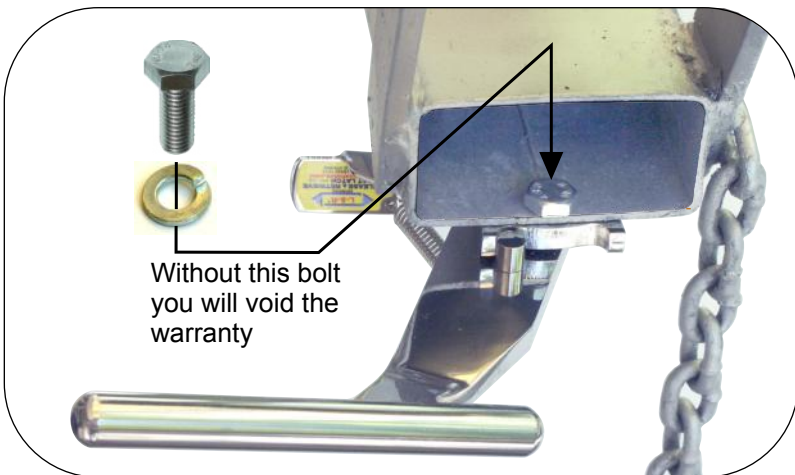
**▶ Removing the Winch bolts & bolting on the Latch**



There are a variety of winch types out there - the one shown here is a very common one.

You will need to drill a hole for the front latch bolt..

Longer versions of the same winch bolts may be required to reach through the latch plate.



**▶ Remember the front Latch bolt**

The front of the latch must be properly held by a bolt (provided).

In the event of an extreme impact the latch base plate could be bent if not held here.

Without the bolt you could void the warranty.

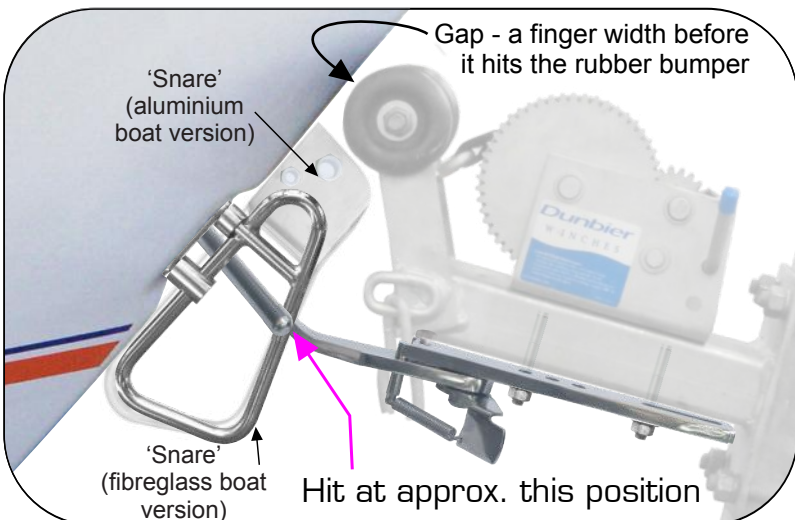


**▶ Clearance for Shift Lever**

Trim bolt end if, required, so there is clearance for Shift Lever to move.

**▶ Spring Washers for bolts**

Remember to use spring washers on bolts, so they won't work loose.



**▶ Adjusting the Latch relative to the Snare**



At the front of the latch there is a choice of holes to set the latch forward or backwards on the winch base. Engage one of these and check that when the winch post is moved forward (to the final position) that the latch will properly engage with the snare. See 'finger test' below.

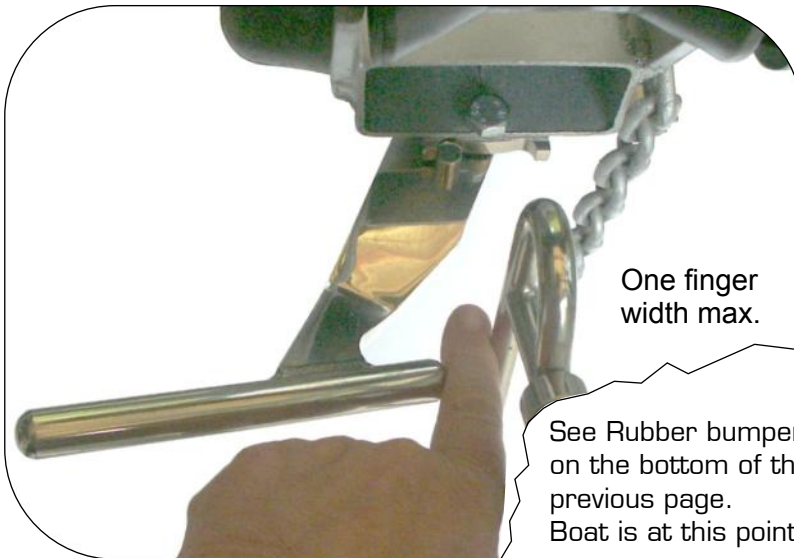
*Installing the Product*



▶ **Adjusting the Latch relative to the Snare ..the 'Finger Test' [1]**

When the boat is fully forward, touching the rubber roller or bumper, you should be able to put your finger, as shown in the photo, between the latch and the snare.

**Important :** On some trailers you may have to move the roller/bumper so as to let the boat come forward sufficiently.



▶ **The 'Finger' Test [2]**

The Latch should move aside to give a finger spacing as shown in the photo.

Note: the Snare, on the boat should be central - if it is not the boat may not be centrally aligned on the trailer.  
See Step 1.



▶ **Tighten up all the nuts and bolts**

Having the correct position for the Latch, tighten all the nuts & bolts up properly.

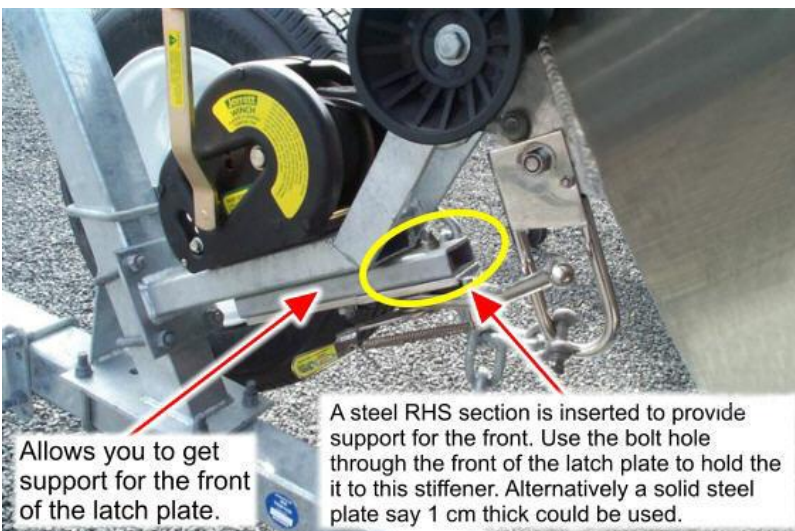
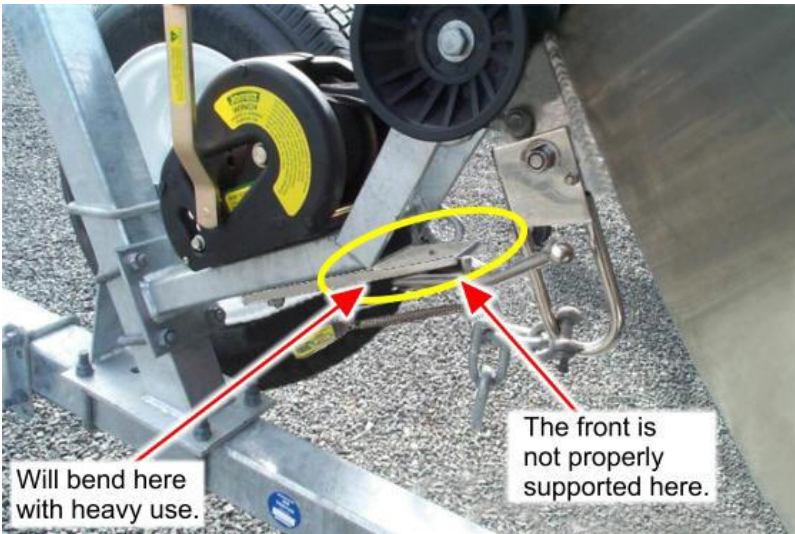


**A Top view of the Latch**



## Unusual Trailers - Example 1

### Issue - front of Latch not properly supported



Here is another issue. The Snare is not mounted in close to the bow. This is an old version Snare. A gap here can catch the bottom roller on the trailer and also the anchor rope.

## Installing the Product

### Comments

Whilst there are a lot of trailers 'out there' that are similar there are a few that vary from the 'norm' and require a different install procedure

Here we will show some of these, and explain how you can avoid potential problems.

- ▶ **Example 1**  
The trailer requires that the latch be installed too far forward without support at the front of the latch. If you install it this way the latch is likely to bend at the point indicated, when under heavy load.

- ▶ Here a support is inserted to brace the front 'overhang' of the latch. A bolt is used to attach to this support at the front. An optional part ('Latch Support') is available from your dealer if you do not wish to make one up.

The support and the use of the front bolt on the latch is essential and without it we will not warranty the product.

- ▶ Close-up showing steel box section option - bolted to latch at the front.

This is the optional 'Latch Support' Part No. 080





## Unusual Trailers - Example 2

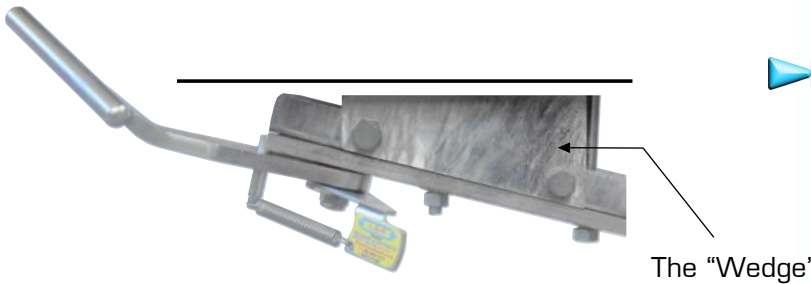
### Issue - Latch at the wrong angle to the Snare



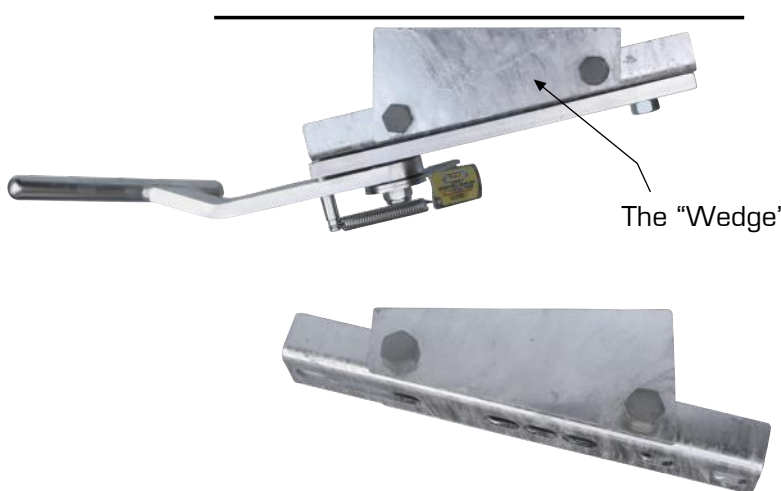
Examples where the 'Wedge' would sort out the angle problem. The ski boats are about 58 to 62° which is too low, and the 'Wedge' will bring them nicely into the right operating range.



▶ Tilt 14 degrees UP



▶ Tilt 14 degrees DOWN



The 'Latch Support' can be mounted at an angle using the 'Wedge' side plates. This provides a simple way of adjusting the angle that the Latch hits the Snare. We see this as a fast and simple way of coping with some of the more unusual trailers out there that do not have a suitable surface at the right angle to mount the Latch.

## Installing the Product

### Comments

The angle of the Latch to the Snare - see page 3 - should be  $80 \pm 15^\circ$ . If this is not the case, you can use the 'Wedge' to correct the angle.

Note - a side benefit of using the 'Wedge' is that it can provide a support the front of the Latch as well in cases where there is no surface to attach the front Latch bolt.

▶ So an angle of  $51^\circ$  could be moved up to  $65^\circ$  - just within usable range.

Note - the Latch Support and the Wedge Side Plates are optional extras

▶ An angle of  $109^\circ$  could be moved down to  $95^\circ$  - the top of a usable range.

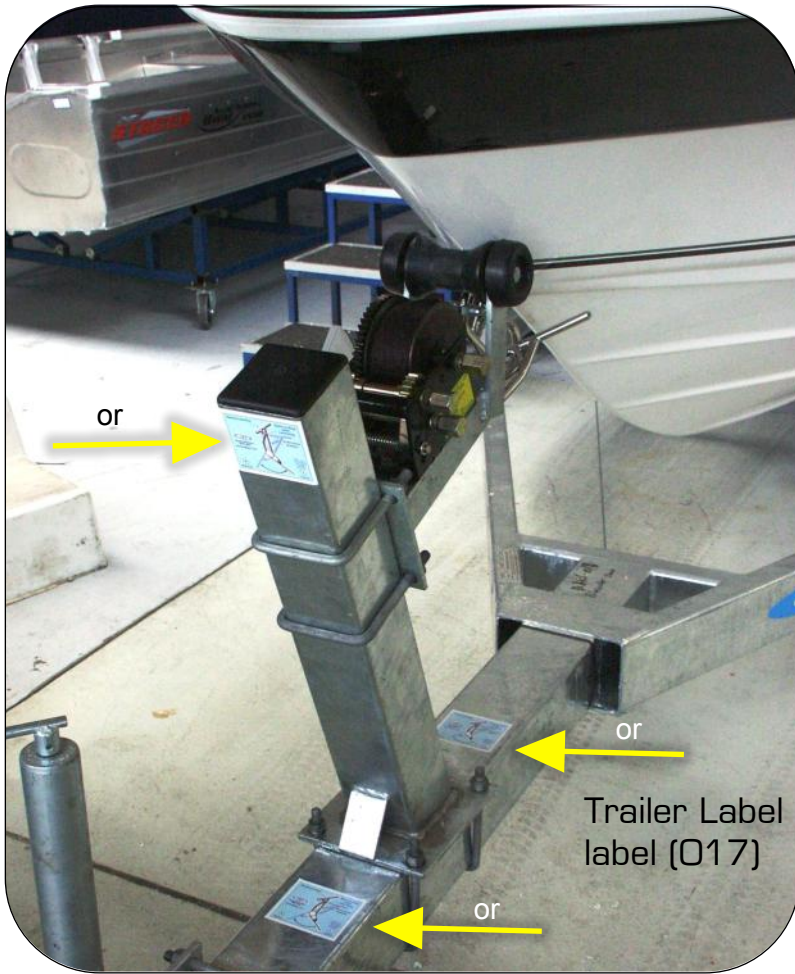


"Wedge" side plates - Part No 082



The 'Latch Support' - Part No 080

*Installing the Product*



**Place the Sticker on the Trailer**



A special weatherproof sticker is included in the pack to place on your trailer.

The sticker is your guide to which side of the trailer you need to move the Shift Lever to in order to **launch** or **retrieve** your boat.

Three possible locations are shown on the photograph.

It is most important to remove all salt, dirt, grease, before fixing the sticker.

Note : The latch should be disengaged for road travel. When traversing boat ramps **NEVER rely on the latch to hold the boat to the trailer**. Safety chains and the winch cable/straps should always be used to secure the boat to the trailer.

**Using the Product - *Key Tips***

- ▶ **'LAUNCH'** - the boat **MUST** be **UNABLE** to float off the trailer - there is resistance from rollers/slides, & the latch is holding the front of the boat.
- ▶ **'RETRIEVE'** - have the trailer the same depth as a 'good launch'. If it is too deep (a common mistake), the approach speed will be high & the equipment may be damaged.



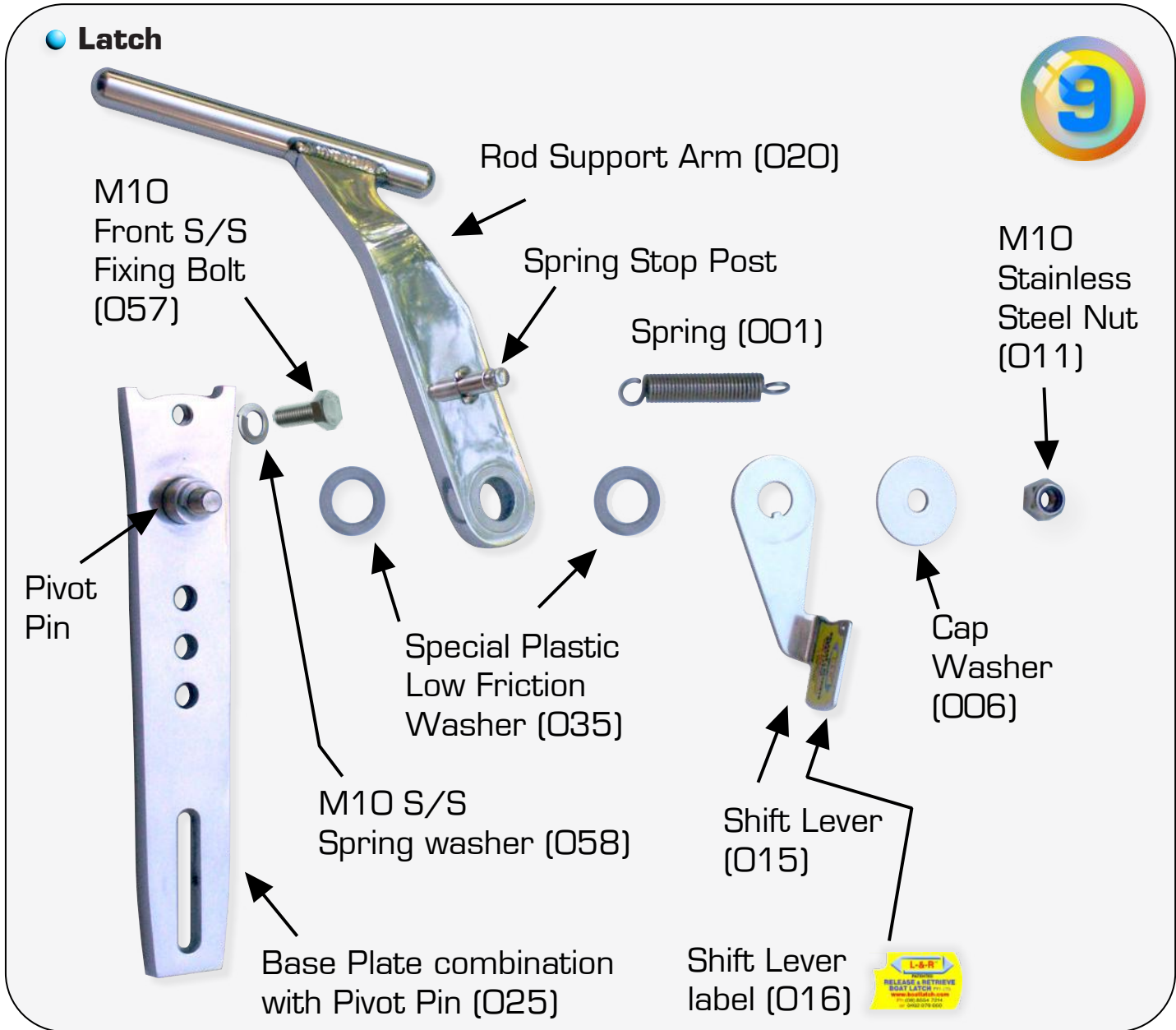
*Now get out there and enjoy !*



## Maintenance - SPARE PARTS



### Latch



### "Latch Support" option (080)



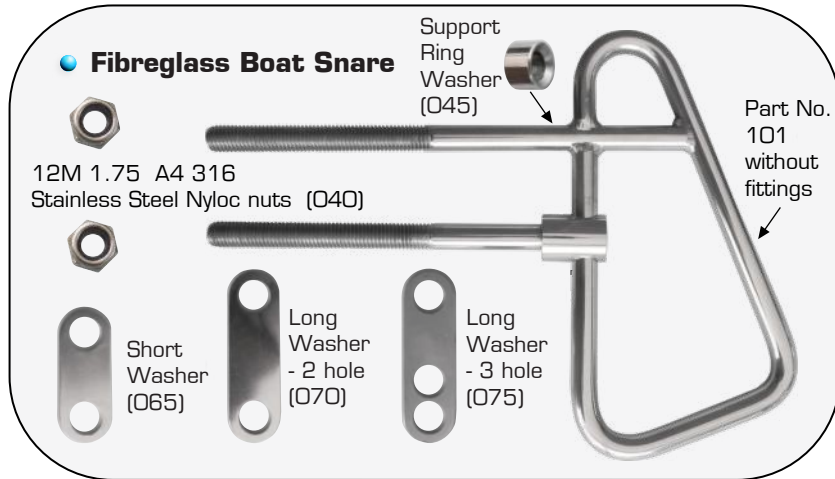
### "Wedge Side Plates" option (082)



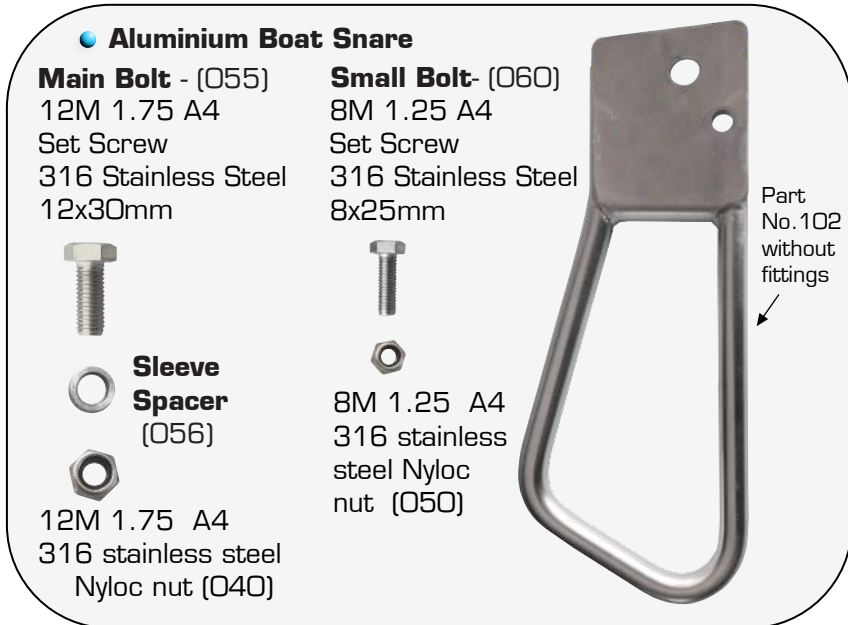
- 001 - Spring (version 2)
- 006 - Cap washer (version 2)
- 011 - M10 Nyloc Stainless nut (version 2)
- 015 - Shift Lever (version 2)
- 020 - Rod Support Arm (version 2)
- 025 - Base Plate (version 2 - includes Pivot Pin)
- 035 - Plastic low friction washer
- 057 - M10 Set Screw Front Fixing Bolt 10x16 mm
- 110 - Latch - complete
- 080 - Latch Support
- 082 - Wedge Side Plates

If you need a spare part these details allow you to clearly identify the part you require with the description and part number.

## Maintenance



- 040** - M12 Nyloc nuts 1.75 A4 316 S/S
- 045** - Snare Support Ring Washer (F/G)
- 065** - Snare Washer - short
- 070** - Snare Washer - long - 2 hole
- 075** - Snare Washer - long - 3 hole
- 101** - Fibreglass Snare with no fittings
- 103** - Fibreglass Snare with fittings
- Optional Parts
- 172** - Snare Washer - 40 mm centres
- 173** - Snare Washer - 60 mm centres



If you need a spare part these details allow you to clearly identify the part you require with the description and part number.

- 040** - M12 Nyloc nuts 1.75 A4 316 S/S
- 050** - 8M 1.25 A4 Nyloc nut S/Steel
- 055** - 12M 1.75 S/S Set Screw 12x30mm
- 056** - Sleeve Spacer
- 060** - 8M 1.25 S/S Set Screw 8 x 25mm
- 102** - Aluminium Snare with no fittings
- 104** - Aluminium Snare with fittings



### Grease on Assembly

You must grease all contacting parts on assembly. Stainless steel will 'bind' badly if you do not lubricate.

Need to use high quality grease (yes that awful black stuff).

The arm must be totally free to move with resistance otherwise it will not work properly.