

DIY TRAILER FITMENT GUIDE.

Thank you all for supporting us with the purchase of your Precision Boat Trailer.

Thought we would give you some tips on DIY trailer fitment, we are also available on email and phone if needing any advice on your new purchase.

TOOLS NEEDED

19 mm socket

22 mm socket

19 mm spanner

22 mm spanner

17 mm spanner

Trolley Jack and tape measure.

Step one

First step on your DIY fitment would be setting up winch post along draw bar. Measure your boat from winch strap bow eye to transom where you think trailer should end at rear. (A boat over hang of 100-150mm is also within spec) (See fig 1). Then, measure out on trailer to set your winch post accordingly. Measure from rear of trailer to winch bow roller and set to your measured length by loosening winch post u-bolts then re-tighten.

Step two

Next step is probably loosening and dropping all blue centre guides out of the way.

Dropping side roller assemblies/skid bunks a few inches is also a good option as weight of boat needs to be 100% on center keel rollers initially then bringing up side rollers/skid bunks to take up 50% of weight.

Step three

Now it's time to pre set up side roller assemblies/skid bunks. Side roller assemblies/side skid bunks can move left and right along trailer frame cross member, best thing to do is measure from centre keel line of boat to where you need the centre of side roller assemblies/skid bunks to sit. Strakes on fiberglass boats and ribs on aluminum boats will determine where you need to set these up. (Find the flat surfaces of boat to come to contact with.) Loosen and adjust accordingly, then re-tighten.

Step four

Getting boat on trailer.

Weather you're at the boat ramp or at home, slowly bring Boat to rear of trailer, Pull winch strap from winch and hook to boat bow eye. Winch boat up slowly to come at rest onto Bow roller of which carrier. (Adjust the winch carrier up or down to line up with Boats bow eye when out of the water and when safe to do so).

Connect safety chain with a D shackle or snap hook. You'll probably notice your boat will be rocking left to right on trailer slightly as side rollers/skid bunks still need to be adjusted.

Step five

Remove boat and trailer from water's edge, check boat is centered on keel rollers. Time to adjust winch carrier up or down to line up Boats bow eye to a straight winch strap position. Line up boats bow eye just under winch carrier bow roller. (see fig 2). Again, Check winch post is set accordingly. Check boat is in line with back of trailer (a boat over hang of 100-150mm is also within spec.(see fig 1)) .

Step six

Time to adjust side wobble roller assemblies/side skid bunks. With wobble roller assemblies, start with the two rear assemblies. A trolley jack is needed to apply pressure up on wobble Roller leg. Push roller assemblies up to boat with firm pressure to a point where you can't turn roller, then tightening lock bolt. Also, when doing this, measure height at each side of boat to trailer frame to get level. Release jack and re check. If you happy with rear roller assemblies position and pressure on boat, make your way forward to next set of roller assemblies and so on, finishing with the front side wobble roller assemblies last. Walk around boat check all roller assemblies are doing their job and check all bolts are tightened. Doing this method correctly will end up transferring boats weight across all side rollers and center keel rollers.

If it's a side skid bunk model, adjust skids up to boat firmly to eliminate any side rocking of boat.

Step seven

Now it's time to bring blue Centre guides back up to boat hull. (in step two they were dropped down). Loosen 22 mm locking bolts and bring blue guide up to Boat hull, these guides are not there for any support for boat, purely there to centre your boat on to trailer when driving on. We advise you to leave a millimeter or two gap between boat and blue guides. (see fig 3). Also make sure when bringing up blue guides they are as close as possible to the keel roller ladder assembly and have no gap between them. (see fig 3).

Step eight

If your trailer has mechanical disc brakes fitted, it's now time to adjust brakes as now weight of boat is on trailer. There is a turnbuckle adjuster allocated under drawbar connecting to handbrake lever, loosen 17mm locking nut and adjust turnbuckle so handbrake lever latch drops down into the middle of the break hitch increments. (See fig 4) Re-tighten 17 mm locking nut. Check that handbrake works accordingly.

Step nine

Axle adjustment may need to be done. Tow ball weight is a crucial part of safely towing a boat. We advise customers to have approximately 10% of tow ball weight on cars tow ball. (example -- 1000kg ATM (boat-motor-trailer package) equals to 100kg tow ball weight.) Axle assembly is set up in our factory at a base measurement. All boats differ, depending on weight of motors and other factors of your boat. (Feedback has shown us that our base measurement is on par most of the time.) You be the judge. Your trailer axle can adjust back and forth along trailer side main rails. Loosening u-bolts located at front and rear of guard carriers. (see fig 5). Jack up boat trailer under the rear of side main side rails and slide/roll axle assembly/guard carrier--- back for more tow ball weight, or forward for less tow ball weight .Re tighten all bolts.

Step ten

Final inspection is now necessary. Please check all rollers and guides are in position, recheck and tighten all nuts and bolts, and overall check of boat sitting on trailer.

We advise our customers to check over everything on trailer after a few trips as trailer components have to settle, good to check over nuts and bolts including brake adjustment and tire pressures. Tires are set at 50psi.

Pleasure dealing with you all.

Thanks again.

The Team

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