

Lock-n-Haul®

Advanced transom saver replacement

This single device fits all models and sizes of **YAMAHA, MERCURY, EVINRUDE, JOHNSON, SUZUKI, HONDA** and any others with center piston hydraulic tilt and trim systems.

Kinetic energy is introduced into your system with the movement (shaking) of the outboard motor bolted to your transom. This energy can only be dissipated through friction, and friction can only develop between moving objects (motor rigging).

Unless your outboard motor is stabilized completely so that no movement occurs, the kinetic energy will dissipate where the motor moves (the motor mount and tilt and steering pivots), causing stress and wear on the entire system, including the transom.

- ***One piece device*** solidly stabilizes the outboard during transport, effectively making it part of the boat and ***eliminating the stress*** on the transom and rigging.
- ***No clumsy "clips"*** needed which only take 'some' of the slack out of the steering.
- ***No more paint scuffs***, worn out bushings and loose rigging.
- ***Helps retain the value*** of your motors appearance and the rigidity of the rigging.
- ***No more motor swiveling*** due to uncontrolled steering pivoting.
- ***Universal design*** allows for quick fitting to any boat and outboard match.
- Fixed assembly with ***no moving parts*** to wear out.
- Quick clip coated aircraft cable ***retaining lanyard included***.
- Alodine chromate conversion coating (Chemfilm) for ***superior anti-corrosion protection*** even in saltwater.



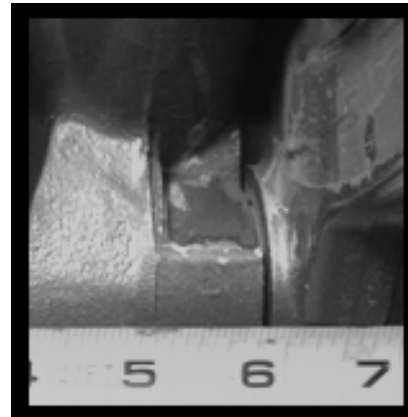
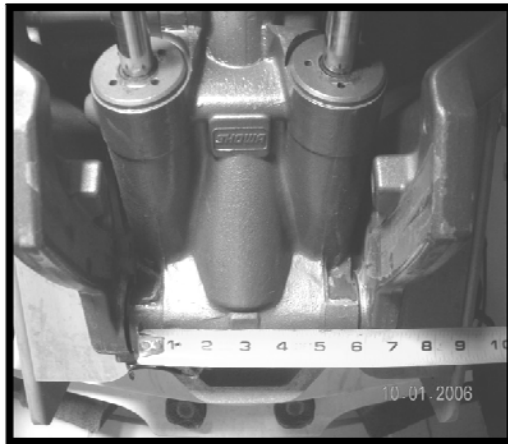
Retaining lanyard placement (Cable around hydraulic piston, and clip to cable.)

1. Turn the motor in one direction through the entire range of motion so that you can measure the distance between the centers of the flange bolts. These bolts are recessed on Evinrude motors. *In this picture it is about 6”.*



Yamaha flange bolt measurement

2. Raise the motor as high as possible and measure to the centers of the pocket areas on each side of the hydraulic cylinder housing and the engine mounting bracket. *In this picture it is about 5-1/2”.*



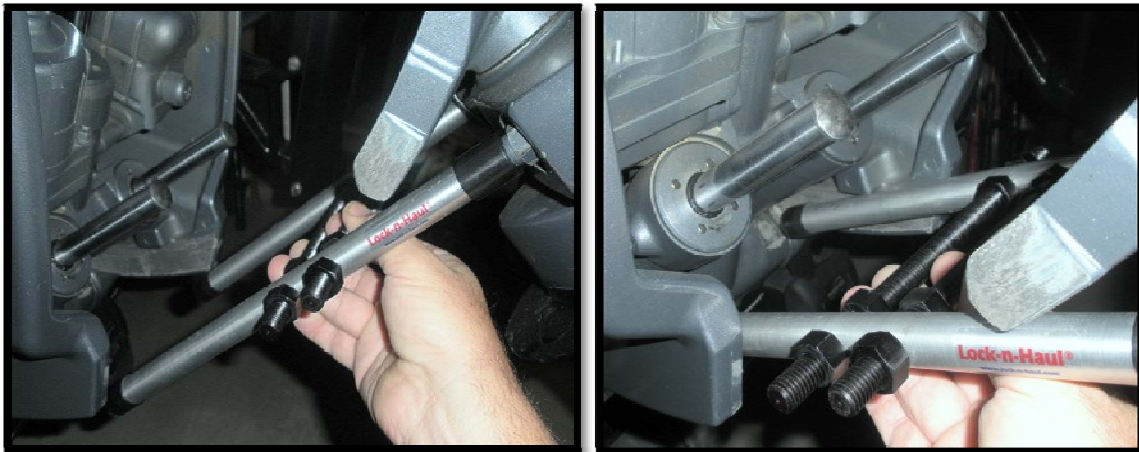
Yamaha pocket measurement

3. Adjust the nuts until you get the measurement you established in step 2. The special threaded nylon rod can bend to allow the angle necessary on some motors. This special threaded nylon rod is only a positioning spacer and does not carry any load.



Angled measurement

4. Hold the **Lock-n-Haul®** in position with the cupped ends of the tubes centered and placed over the flange bolt heads. Slowly lower the motor with the tilt and trim while guiding the rounded ends of the tubes down and into the pocket areas on the motor mounting bracket shown in step 2. **LOAD THE TUBES AS EVENLY AS POSSIBLE.**



Yamaha pocket placement

5. When the **Lock-n-Haul®** is in position slowly lower the motor until the hydraulic system starts to 'load' and then stop lowering. Turn the steering wheel on the boat slightly in both directions until the motor is completely centered and then lower until the hydraulic system bottoms out (the slave cylinders do not need to go all the way down).



Mercury ProXS pocket placement
Lower (round) tube ends near center piston



Evinrude E-tec pocket placement

IMPORTANT!

The most important detail to using this device is to be sure to get the legs loaded evenly. Make sure that your motor is as straight as possible by following the instructions in step 5 above.

If you "load" one tube heavier than the other, it may feel solid but may reposition on a rough road, resulting in the device coming dislodged. Use of the included retaining lanyard will insure that you don't lose the device due to improper installation.