

Correct fitting of a WinTech Quick Release Wing Rigger

With clean and well maintained parts, this whole 4 step operation should take no more than 20-25 seconds

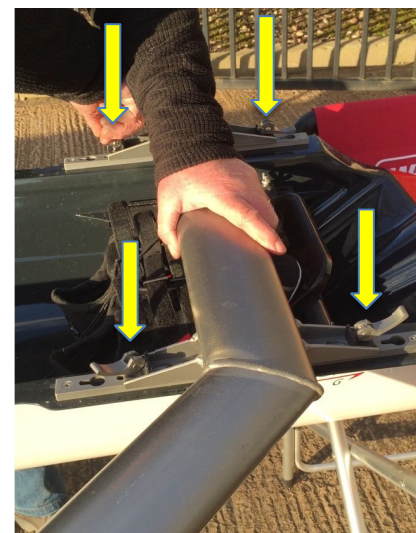
1.

Place the rigger onto the cam plates with the cam bolts on the rigger brackets positioned over the corresponding holes on the cam plates. In this instance, and generally, this will be the middle set. (The extra holes fore and aft are for adjusting the rower with respect to the work 'face' and/or weight distribution for boat trimming). Once placed, keep a firm hold and pressure on the rigger centrally with one hand. N.B. If you hold the rigger on both sides with both hands, when you lift one hand off to press the cam bolts into the cam plate holes (step 2) uneven pressure will result in one side of the rigger lifting up making this difficult to locate the cam bolts properly.



2.

Whilst still maintaining downward pressure on the rigger with one hand, with the other hand, press each of the cam bolts down into the cam plate holes. There should be noticeable downward movement of around 5mm of the bolts into the holes. This pressing down of the bolts ensures that the discs at the bottom of the bolt falls below the cam plate and into the hole. Keep maintaining pressure on the rigger with one hand once this step is completed and prepare to slide the rigger towards the bow of the boat.



3.

You will notice that the slot of the cam plate hole used should be showing at this point. Whilst still maintaining downward pressure on the rigger with one hand, with the other hand, firmly grasp the boat and pull the rigger sharply towards the bow of the boat. As it travels towards you, all four of the discs on the cam bolts will locate in the cam plate slots (shaped like a key hole) and should come to rest with a satisfying clunk signifying the cam bolts are located correctly. At this point, it is still best to keep some pressure on the rigger to prevent it moving whilst you perform the next step (4) which is to press the cam levers down into place.



Also see the video at <http://www.oarsport.co.uk/assets/scripts/showvideo.php?vid=wingrigger> and <https://www.youtube.com/watch?v=cheWhWp JsY>

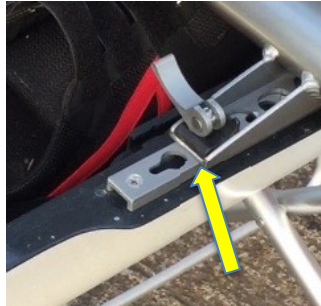
3a.

Before step 4, notice that now the rigger is located in position, the rigger brackets now cover the key hole slot of the cam plate hole used.

Before



After



4.

Now flip the cam levers over to tighten the cam bolts to the underside of the cam plate. A black cam “washer” on the rigger bracket is what the lever will tighten against as the cam bolt disc pulls up on the underside of the cam plate. Correctly adjusted, the lever should be tight enough as the lever reaches the horizontal position which leaves enough room for the finger or thumb tip to fit under the lever to lift the lever open when required. If pressed down too far and overtight it will be difficult to open them again by hand.

At eye level, a check to see that the rigger brackets are flush to the cam plate and even across the plate will assure you that the rigger is now locked into position correctly.



Tips.

As with all rowing equipment, general care and maintenance goes a long way to ensure smooth and trouble-free operation.

- Do keep dirt and grit from fowling the cam bolts and cam plate holes. Flush with fresh water and clean periodically especially if your environment is muddy or sandy.
- Periodically check that the adjustment is correct (see adjustment procedure).
- Vibration during trailer transportation is a menace for all screws, nuts and bolts. Ensure that the cam bolt grub screws are tight before travel or, tape the cam levers down so that they do not rattle and vibrate. Or invest in a rigger bag which will protect your rigger and catch any parts that may vibrate loose.
- Periodically, and especially in dirty water areas clean the cam bolts as well.

Also see the video at <http://www.oarsport.co.uk/assets/scripts/showvideo.php?vid=wingrigger> and <https://www.youtube.com/watch?v=cheWhWp JsY>

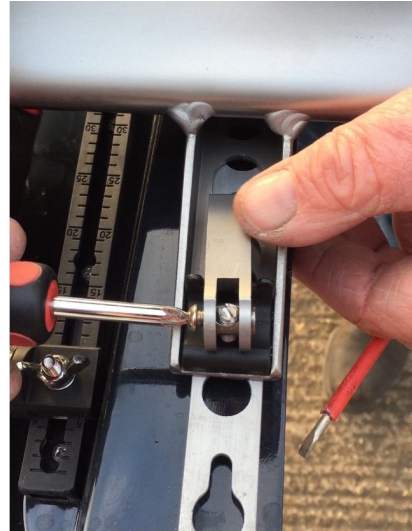
Adjusting the cam bolts for correct tension.

All boats with QR riggers leave the WinTech factory having been fitted and adjusted correctly. However, should a cam lever be loose and floppy when the lever is operated or it becomes tight before reaching the horizontal position either on first fit or after some use, it will need a small amount of adjustment to achieve the correct tension. N.B. You cannot adjust the tightness by simply swiveling the cam lever around. The locking grub screw on the side of the cam bolt MUST be loosened first and adjusted with a small screwdriver in the slot at the top of the cam bolt!

1.

This step should be performed with all four cam bolts pressed down into the cam plate holes and the rigger pulled back into position as described earlier.

With the cam lever in the down position, or as far as it can be to horizontal, loosen the grub screw on the side of the cam bolt lever.



2.

Still with the cam lever in the down position, adjust the tension of the cam bolt to the cam plate by turning the cam bolt clockwise or anti-clockwise with a small screwdriver depending on whether increasing or reducing tension. Check the operation of the cam lever and keep adjusting the cam bolt with the screwdriver until satisfied that the cam lever can be pressed into the horizontal position with some tension. In most cases only small incremental turns will be required and can be the difference between being too tight or not.



All parts described are available as spares from Oarsport in Nottingham. More recently purchased boats are supplied with a spares/tool pack containing small metal hardware including a spare cam lever assembly.

OARSport 0115 981 8183

Also see the video at <http://www.oarsport.co.uk/assets/scripts/showvideo.php?vid=wingrigger> and <https://www.youtube.com/watch?v=cheWhWp JsY>