



BENNETT RETROFIT/ Single ram to Dual ram

PLEASE TAKE A MOMENT TO READ THROUGH THESE INSTRUCTIONS.

All Victory trim tabs have been designed to utilize your existing trim tab mounting holes. (popular bolt patterns) **Owners who currently have a single row of holes will reuse those existing holes and will have to drill their transom for the additional upper row of holes featured on all Victory trim tabs.** **Those with Bennett ST or HD series will not be required to drill new holes since these designs already employ two rows of holes in most cases.**

1) Remove existing trim tab plates and actuators. If you experience difficulty due to the type of adhesive/sealant used in your original installation it may be necessary to employ the next method:

Apply moderate heat (using a propane torch or heat gun) to the surface of the *backing plate only*. The heat will loosen the grip of the adhesive/ sealant without damaging the gelcoat. If you don't feel comfortable employing this method please feel free to call us for further advice.

2) Temporarily install your Victory trim tabs using two (2) original Bennett screws and two of the outermost Victory mounting holes. Make sure the screws are centered in the Victory holes. (which will be larger than your original tabs' holes) **IMPORTANT:** Now, check the bottom clearance of your installed Victory trim tab making sure the hinge barrel will not be introduced to the flow of water underneath your hull. Ideally, this will measure 1/8"- 1/4" up from the bottom of your hull when measured from a 48" straight edge placed along the bottom and extending outward underneath the hinge barrel. Mark all holes using a fine tip marker.

Please call the factory if you require assistance determining the proper clearance.

3) Using your original hardware attach the lower 'foot' of each actuator to the Victory trim tab. To set the 'retracted' clearance of the tab, swing this assembly into the approximate final resting position and use a suitable wooden prop rod to temporarily hold the tab/actuators in place. Using the straight edge placed along the bottom of the boat while extending it out beneath the tab, adjust tab so a measurement of between 1 1/2" and 2" has been achieved at the tip.

4) With the retracted tab clearance set it's time to mark the Bennett actuator upper mount holes. With the mounts resting against the transom and using the cover plates (included in part# **RK1**) as a template, carefully mark all holes with a fine tip marker. **The cover plates will serve to conceal and seal the holes from the previous single ram installation.**

5) Remove the tabs from the transom and the actuators from the tabs. Drill the mounting holes with a **5/32"** drill bit to a depth of **1 1/4"** Next, use a **5/16"** drill bit in 'reverse' (**try it, it works!**) to drill through the **outer fiberglass 'skin' ONLY** to prevent chipping the gelcoat when turning in the larger mounting screws. (**DO NOT** enlarge the holes with the 5/16" bit deeper than the fiberglass skin) Usually, the fiberglass skin on your transom will be anywhere from 3/16"-5/16" thick. (If the holes seem too tight when using a 5/32" bit, try progressively larger drill bits until a snug fit has been achieved.)

- 6) Drill the upper actuator holes. For most applications use a 3/16" drill bit (for the mounting screws) and as noted in the step above, enlarge the thickness of the gelcoat/fiberglass skin if necessary. This will allow the installation of the screws without chipping the gelcoat. Next use a 1/2" bit to drill the thru-hull hole for the hydraulic pipe fitting on the actuator.
- 7) Generously apply a quality marine sealant (we like 3M 4200, **not 5200, as it is permanent**) around each trim tab mounting plate hole and also to the threads of each mounting screw to ensure a watertight seal. Alternatively, silicone can be used since this is an application where said product will be in 'compression'.
- 8) Tighten all fasteners until snug. (**TIP:** Use a length of masking tape across the hinge to help protect the powder coat finish while tightening the bottom row of screws.) This clearance will be very close due to the shear size of the hinge while using the original trim tab mounting holes.
- 9) Install (dry, no sealant or Teflon tape) the 3" pipe nipples snugly into the actuators. (**DO NOT tighten the nipples 'too' tightly as cracking of the actuator may occur**) Use a sealant around all holes and also on the screw threads. Loosely mount them to the transom and to the trim tabs. Now, with all upper screws installed tighten each one evenly until snug. Wipe off any excess sealant at this time.
- 10) Moving to the engine compartment, install all hydraulic lines per included sketch. Make sure the hyd. pump reservoir is topped up and purge the hyd. lines of air. (Air can be bled from the hyd. lines by slightly loosening each hyd. connection and having an assistant operate each trim tab until all air bubbles have escaped / retighten / check reservoir again) Allow sufficient time for the sealant to cure before using your boat. (**refer to sealant manufacturer's recommendations**)

JOB WELL DONE! ENJOY YOUR NEW FOUND PERFORMANCE!

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Best regards,

Brian Kamrath/ MMDI

AS WITH ANY PERFORMANCE ENHANCEMENT, PLEASE EXERCISE CAUTION WHILE BECOMING FAMILIAR WITH THE WAY YOUR HULL RESPONDS TO YOUR NEW VICTORY TRIM TABS!

RETROFITTING FROM SINGLE TO DUAL RAM TRIM TABS

TOOLS REQUIRED:

- 1) SHARP UTILITY KNIFE
- 2) LOCKING PLIERS (VISE GRIPS)
- 3) 7/16" OPEN END WRENCH
- 4) 1/2" OPEN END WRENCH
- 5) 9/16" OPEN END WRENCH

