Installation Notes

LTJTOB8, LTJTOB8BL
LTJTOB12, LTJTOB16, LTJTOB16BL
Long Jump/Triple Jump Take-Off Boards

Tools/Equipment Required:

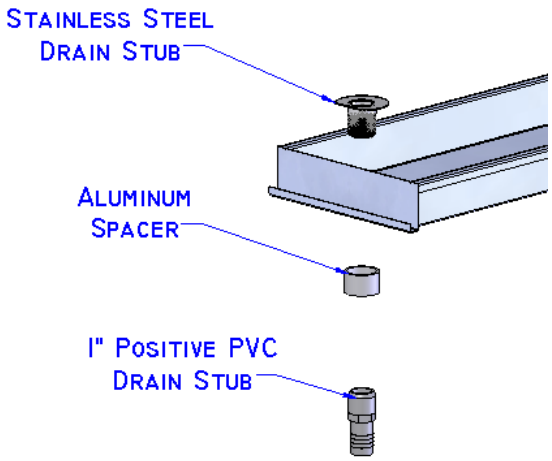
1. **Gasoline Cut-off Saw or Equivalent with Diamond-Asphalt Blade**
2. **Measuring Devices; 50-100 ft. Tape, 6 ft. Folding Rule, Retractable Tape Measure.**
3. **Marking Crayon and Chalk Line**
4. **(2) Bags of Mortar Mix, Cement, Mixing Tools, Hand Towel and Water**
5. **3 to 4 Bricks or Similar Product of Size and Weight**

Installation:

1. Layout the location of each board to be set at its proper distance from the sand pit, remembering that the board edge closest to the pit is the foul line distance and that the board should be installed parallel to the front edge of the sand pit.
    a. The tray frame will be somewhat larger, but all measurements must be based upon the front edge of the board being aligned with the foul line distance. The angle braces are anchors only.
    b. Establish tray location and mark offsets accordingly.
    Note: For the 12" take-off board the narrower yellow board is used as the foul board and should be closest to the sand pit. The edge of the wider board closest to the pit is the actual foul line; use this to locate.
2. With the board in the tray, and the tray in its proper position mark the asphalt runway (or

concrete or other material) using a marking crayon or similar device, approximately 2" larger than the tray in all directions to allow for fastening/anchoring the unit in place. Consult your local building codes for possible variances from this minimum amount.

3. Once the surface is marked, remove the tray and board unit and set it to the side, removing the board from the tray. Touch-up the locating lines by use of a straight edge or chalk line and prepare to cut the surface.
4. Cut through the runway material along each line and remove the surface in its entirety or at least to a minimum of the thickness of the board/tray unit, plus 2". Again, consult local building codes for any further requirements.
    a. Clean out the hole created and establish a level base +/- 2" below the unit. Use additional gravel or crushed stone may be used to establish the correct distance
    b. Should drainage weeps or sumps be desired, they should be provided at the time of install and the final base re-established.
    c. At this time install the provided 1" PVC positive drainage stub to the take-off board tray for connection to the subsurface drainage system where ever possible.



5. With the base complete, mix enough mortar mix to fill the void between the base and bottom of the tray, plus an 1/8th inch. The take-off board unit, when located correctly must be level with the sand pit (by rule) and should be level with the rubber track surface. Therefore, the tray top edge should be set flush with the existing asphalt (concrete, etc.) runway providing there is to be a ½" (13mm) rubber track surface.
6. Because the tray is flat bottomed and recessed below the surface, it will try to float in the wet cement or mortar mix.
    a. By keeping the cement mixture at the level described in Step 5, enough support

will be provided, while minimizing the potential lifting action/floating of the tray.

b. Place several bricks inside the tray at this time to help stabilize the tray and to sink the tray the 1/8th inch into the mortar or cement mixture. This will also ensure that there are no voids under the tray and that the foundation is solid, while maintaining the required height.

c. Because the void in the runway was cut oversized (to provide for a cement encasement on all sides) one must position the tray in its proper location using the offsets established earlier. Double check that the tray height is maintained as well as the proper alignment. Add/subtract cement/mortar mix or brick weight to attain required height.

7. With the tray in its proper position (both height and alignment) you will recall the angle braces mentioned earlier (located at the base of the tray).

   a. At this time they should be embedded in the wet cement/mortar mix, if not add enough additional mix to cover the angles. Once complete let the material set hard.

   b. The angle braces anchor the tray in the cement foundation once complete, however at this time only help to maintain alignment.

8. After the mixture has set (approximately ½ hour) the entire tray is ready for backfill.

   a. Mix up additional cement/mortar mix as required to totally encase the exterior of the tray and to fill in the void of the runway cutout.

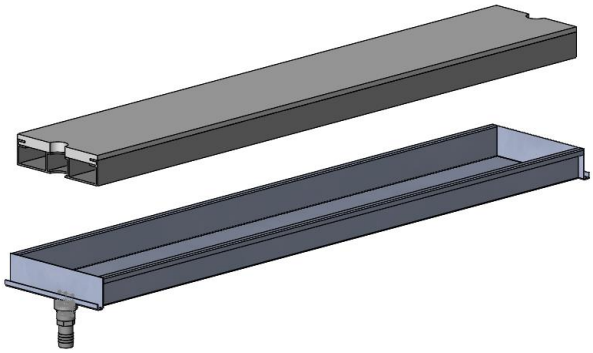
   b. Fill the void flush with runway surface and to the top of the tray unit, trowel smooth with the surrounding surface.

9. Once cement mixture has fully hardened remove the bricks from the tray and cleanup the tray and surrounding areas.

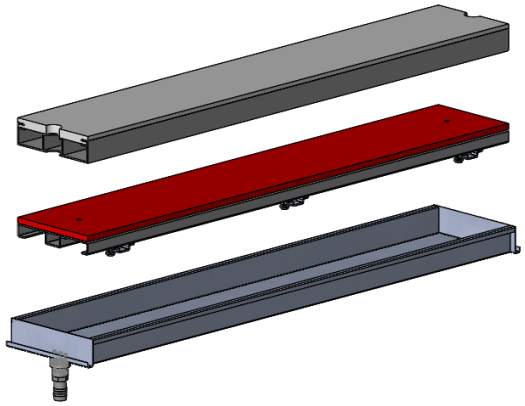
10. At this time the surfacing contractor can apply surfacing. For application of track surfacing with flip-able take-off boards, the 8" and 16" simply flip over the take-off board so that the synthetic Polyboard is down and apply track surface. For the non-flip-able take-off boards the 8", 12", and 16" with blanking lid, replace the competition take-off board with the blanking lid that is designed to accept the 1/2" (13mm) of track surface.

11. For 8", 12" and 16" take-off boards with blanking lids use the adjusting hardware to ensure both the take-off boards and the blanking lids are level and at the proper height with surrounding surfaces. Finish Grade for the take-off board, and the top of runway material before track surface for the blanking lid.

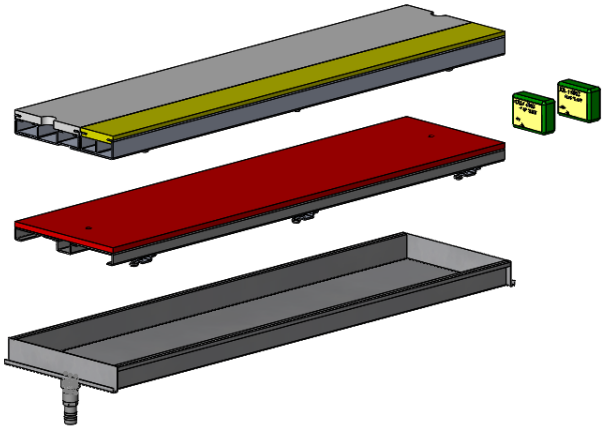
    Note: Remember to position the foul board at the front of the tray closest to the sand pit with the take-off board at the rear.



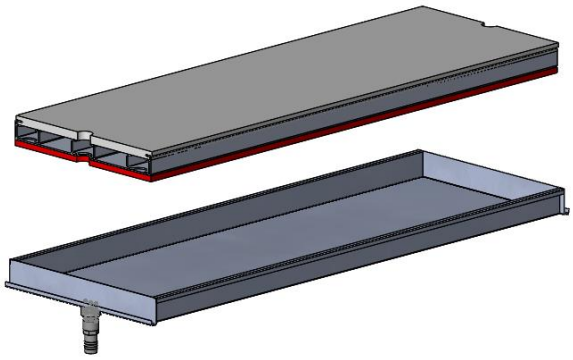
8” Flippable Take-off Board



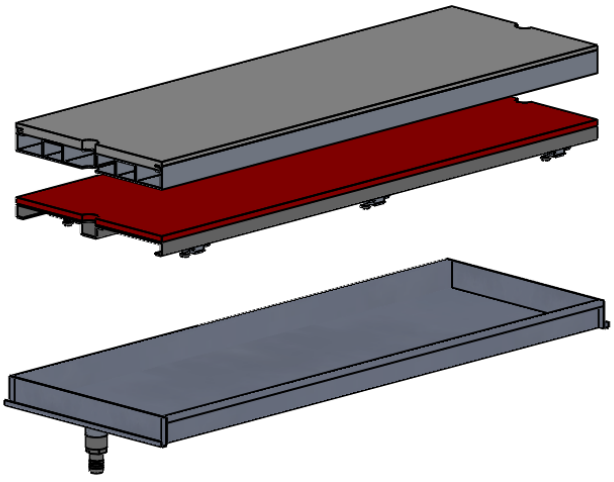
8” Take-off Board with Blanking Lid



12” Take-off Board with Blanking Lid



16” Flippable Take-off Board



16” Take-off Board with Blanking Lid

REPLACEMENT PARTS

Contact Sportsfield Specialties Customer Service at 1-888-975-3343 for replacement hardware.

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