## **ESCAPADE TRAILER**

## **OWNER'S MANUAL**

## California Sidecar / Escapade Trailers

Colleen Business Park 100 Motorcycle Run Arrington, VA 22922

## **Parts / Service / Technical Support**

Telephone: (434) 263 – 8866 Fax: (434) 263 – 8877 www.californiasidecar.com www.escapadetrailer.com

### **OWNER'S INFORMATION**

## Notes

Dealer where purchased		<u></u>	
Date of Purchase	Order I.D. #		
VIN#			
Trailer Model	Year	_	
Owner's Name			
Address			
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Telephone			
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	Notes:		
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## **Escapade Trailers**

# Owner's Manual and Safety and Product Information

#### **Disclaimer**

Escapade reserves the right to make changes in design and specifications, and/or to make additions to or improvements in its product without imposing any obligations upon itself to install them on products previously manufactured.

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#### **Table of Contents**

Title Page	i
Table of Contents	ii
Introduction / Warnings	1
Limited Warranty	2
Paint	3
Air Shocks and Air Pressure Chart	3
Hand Air Pump	4
Loading and Tongue Weight	4
Coupler Maintenance	5
Safety Chain Connection	6
Trailer Lid Operation	6
Tires, Wheels and Hubs	7
Trailing Arm / Swing Arm	7
Wheel Bearing / Maintenance	8
Vehicle Identification Number (VIN)	9
Manufacturer's Certificate of Origin (MCO)	10
Trailer Specifications & Dimensions	11
Parts Listing	12
Wiring	12
Trailer Wiring Schematic	14

#### For **ELITE** Trailer with remote entry:

The BLACK wire with the in-line fuse must be connected directly to the positive terminal of the motorcycle battery. The WHITE wire must also be attached to the negative terminal on the battery. This will allow use of the remote entry system when the bike ignition is in the off position. This will also power the interior light, which comes on automatically when the lid opens.

If there is an aftermarket fuse box installed on the motorcycle the BLACK wire can be attached directly to the constant power terminal. It is not necessary to remove the fuse in the black wire.

For automobiles with brake and turn signals in the same circuit:

#### Please call our Service Department for additional assistance.

**NOTE:** If the trailer has a spoiler with a brake light / running light, it is imperative that the *ground wire for the spoiler* be attached to a *bare metal frame ground*. If the ground system isn't done to these specifications you will see a dimming of the LED spoiler light. To get an accurate test of the light system *the motorcycle must be running in order for proper amperage to be supplied to the LED light*.

#### TRAILER BODY WIRING SCHEMATIC

<u>NOTE:</u> It is imperative that the <u>ground wire for the spoiler</u> be attached to a <u>bare metal frame ground</u>. This can be done in two (2) ways.

- 1. Remove the motorcycle seat and locate the <u>yellow zinc GR 8 bolt</u> in the cross member under the passenger seat area on the left side. Loosen the bolt and if necessary <u>scrape paint away</u> to achieve a <u>bare metal contact</u>. Attach the **WHITE GROUND WIRE** under the bolt and retighten.
- 2. Find a <u>bare metal</u> connection on the trailer hitch. Attach the **WHITE GROUND WIRE** where the trailer hitch bolts to the frame. If necessary, <u>scrape away the paint under the bolt connection</u> to get bare metal.

<u>NOTE:</u> If the ground system isn't done to these specifications you will see a <u>dimming of the LED spoiler light</u>. To get an accurate test of the light system the motorcycle must be running in order for proper amperage to be supplied to the LED light.

(See next page for schematic)

#### PARTS LISTING

Whenever possible, California Sidecar / Escapade Trailers uses standard automotive parts in building the Escapade Trailer. We do this to make repair and maintenance as easy and as inexpensive as possible. The parts listed below can be purchased in any quality auto parts store.

<u>Lights:</u>	<u> Bulb #</u>
Corner Running Lights / Brake Lights - double filament	#1157 or 2057
Turn Signal Lights - amber or clear	#1156
Center Running Lights – single filament	#89
License Light – single filament	#168
Sidemarker Lights (LE, Classic, Eclipse)	#193
Sidemarker Lights (SE)	# 168

Bearings / Cups/Seals:	<u>P/N</u>
Swing Arm Bearing	LM 11949
Swing Arm Cup /Race	LM 11910
Swing Arm Seal	204505
Hub Bearing	L44643
Hub Cup / Race	L44610
Hub Seal	121982 VH

#### WIRING

The Escapade Trailer has been designed for adaptability to a large variety of automobiles and motorcycles without the need of a lighting converter. This has been accomplished by use of a six-wire lighting harness and six-prong connector plug. When the wires are properly connected to the trailer all four taillights function when the parking lights are turned on. One pair of lights, in turn, will operate when the turn signal or brake is activated. The six-prong trunk harness is supplied with each Escapade Trailer.

**Vehicle Connection Instructions**—Connect the wires of the six-prong trunk harness for the type of vehicle as indicated below:

For motorcycles and automobiles with separate turn signal circuits:

**WHITE** wire Attach to the vehicle frame (Ground)

**BROWN** wire Attach to the running lights or parking lights

YELLOW wire Attach to the left-hand turn signal
GREEN wire Attach to the right-hand turn signal

**RED** wire Attach to the brake circuit

**BLACK** wire Attach to the accessory terminal on the motorcycle

#### **INTRODUCTION / WARNINGS**

It is with sincere pleasure that we introduce the Escapade line of utility trailers, designed and built with the care that quality demands.

Each of us at Escapade is dedicated to providing the products and service necessary for your total trailering experience. With this goal in mind, we offer the following suggestions:

- Please take the time to read the manual of product information. It is intended to familiarize you with the operation and maintenance of your new Escapade Trailer.
- California Sidecar / Escapade Trailer, Inc. encourages the safe operation of your motorcycle. Because many accidents involve untrained riders, we urge all riders to take a certified motorcycle course approved by the Motorcycle Safety Foundation (MSF). For information about the Motorcycle Safety Foundation and to find the location of an approved motorcycle course nearest you, you may call the national toll-free number (800) 446 9277.
- Follow the suggested safety and maintenance procedures listed in the manual.
- Throughout this Owners Manual you will find certain areas identified with the below listed symbols. It is important that you follow the instruction identified with these symbols:

♦ <u>WARNING</u> A special procedure that must be followed to avoid serious injury.

◆ <u>CAUTION</u> A special procedure that must be followed to avoid damage to the motorcycle or trailer.

◆ <u>NOTE</u> A commonly accepted practice or procedure designed to assist the owner.

We wish to "thank you" for purchasing an Escapade Trailer and we wish you a safe and pleasant trailering experience. We are continually striving to improve our product and we welcome your comments and suggestions. If we can be of any assistance, please feel free to contact us.

#### LIMITED WARRANTY

A copy of Escapade's present warranty was included with your trailer when it left the factory. This warranty included a product registration form, and contains the following terms and conditions:

- Warranty covers the Escapade Trailer for one (1) year except as provided elsewhere.
- The warranty covers all defects in material and workmanship. It does not apply to any product that has been subjected to misuse, incorrect installation or normal wear and usage.
- Defects in the fiberglass, paint, chrome trim, or other appearance parts are covered for a period of six (6) months provided the damage is not caused by road hazards or the environment (i.e. tree sap, rock chips, road salt, etc.)
- Warranty covers the chassis of the Escapade Trailer for a period of ten (10) years.
- Warranty extends only to the original owner of the product and is not transferable.
- Repair or replacement of the product shall be at the option of California Sidecar / Escapade Trailer. All warranty repairs must be preAPPROVED BY CALLING THE MANUFACTURER'S SERVICE DEPARTMENT
  AND ACCORDING TO PRESCRIBED PROCEDURES. Should it become necessary to return the product, either in whole or in part, to the manufacturer's facility, the buyer/owner of the product will be responsible for pre-paid one-way shipping costs. The manufacturer will also pay one-way shipping to return the product to the customer. This warranty is governed by laws, which vary from state to state.
- Proof of purchase must accompany any warranty claim.

This warranty is effective for all products manufactured after January 1, 2001.

The individual filing the warranty claim must provide proof of purchase and a Vehicle Identification Number (VIN) before any claim will be processed. It is important to note from the above listed terms and conditions that <u>All warranty repairs must be *pre-approved* by calling the manufacturer's Service Department and according to prescribed procedures.</u>

**NOTE:** Under no circumstances will California Sidecar / Escapade Trailer reimburse for warranty claims that were not approved prior to the work being performed.

Escapade Trailer, Inc. specifically disallows other representations, warranty or liability related to the conditions of or use of the product and the purchaser

#### TRAILER SPECIFICATIONS

**Chassis & Suspension:** 2" square structural tubing; 1? " ball coupler.

**Support Suspension:** Independent trailing arm; air shock

absorbers with internal springs (except Eclipse

model).

**Wheels:** 12" X 4" steel spoke wheels with chrome lug nuts.

**Tire Size:** 4.80 X 12, load range B, tubeless.

**Body Design** 

Finish: Smooth, color saturated flat black gel-coat

Construction: Fiberglass.

**Electrical System:** Wesbar wiring with 6-prong plug suitable for all

motorcycles and automobiles.

**Lights:** License plate light; two taillights with red lenses

and two turn signals with amber lenses or clear lenses with amber bulbs. Optional: Sidemarker run-

ning lights front and rear of both sides.

#### **DIMENSIONS**

	Small (17 Cu. Ft.)	Large (25 cu. ft.)
	<u>Size</u>	<u>Size</u>
Wheel Base Track	30 in.	33 in.
Body Length	58 in.	67 in.
Body Width	37 in.	40 in.
Body Height	20 in.	22 in.
Overall length	85 in.	94 in.
Trailer Volume	17 cu. ft.	25 cu. ft.
Empty Weight	142 lbs.	168 lbs.
Load Capacity	350 lbs.	350 lbs.
Tongue Weight	17 lbs.	14 lbs.

The smaller 17 cu. ft. size models are the Escapade Classic (a.k.a. Standard) and the Eclipse.

The larger 25 cu. ft. models are the Escapade LE, SE, and the new Gold Wing 1800 trailer.

(NHTSA) and can be found in the Federal Motor Vehicle Safety Standards (FMVSS) Number 115 (Basic Requirements) and in Part 565 (Content Requirements) (49 CFR Part 571.115 and Part 565).

The VIN sticker was applied to the underside of your Escapade Trailer on the steel frame when it left the factory. It complies with all the NHTSA requirements in existence at the time of manufacture. A sample of the sticker is illustrated below. It contains the month and year of manufacture as well as the complete VIN code which will appear on any document issued by any state Motor Vehicle Bureau. The year of manufacture is also represented in the VIN by a coded  $10^{\rm th}$  digit.

CAUTION: DO NOT TAMPER WITH THE VIN LABEL. VIN labels

are made of a tamper proof, self-destructing VOID patterned adhesive. Any attempt to remove the label will render it useless and VIN LABELS cannot BE REPLACED or reissued as they are imprinted sequentially with the serial number and appropriate DOT / NHTSA codings.

#### MANUFACTURER'S CERTIFICATE OF ORIGIN

The Manufacturer's Certificate of Origin (MCO or MSO) is the document evidencing ownership and is in a format that is approved by the American Association of Motor Vehicle Administrators (AAMVA) and is valid in all 50 states. These MCO's incorporate security features such as steel engraved borders and chemically sensitive paper to protect against fraud and alteration. This certificate has your trailer VIN imprinted on it and also contains its own certificate serial number, which is imprinted with fluorescent ink as additional insurance against fraud or alteration.

This MCO is the document you will take to your state's Department of Motor Vehicles to get license plates and a state issued Certificate of Title of ownership.

shall be solely responsible for determining the adequacy of the product for any and all uses to which the purchaser shall apply the product. The application of the product by a purchaser shall not be subject to any implied warranty of fitness for that purpose. Statements of descriptions are information only and are not made or given as warranty of the product in any way.

#### **PAINT**

The same warnings and care instructions that apply to new and freshly painted automobiles apply to your new Escapade Trailer. The fresh paint requires **90 DAYS** after painting to cure and dry properly. Therefore, **DO NOT**, under any circumstances, cover your trailer or wax it for 90 days from the date of shipment!!! The paint is suitable for pin-striping or murals when it leaves the factory. Remove the stoneshield whenever possible within the first 90 days.

#### AIR SHOCKS

<u>CAUTION:</u> The connector nuts for attaching the air hose tubing to the Progressive Air Shocks are to be <u>HAND TIGHTENED</u> only!!!

If you use a wrench to tighten the connector nuts, you could strip the shock fitting and it is **NOT COVERED UNDER WARRANTY REPLACE- MENT.** 

Your Escapade Trailer is fitted with adjustable air shocks and built-in coil springs to provide more than 3" of wheel movement over the roughest roads. The shocks, without air pressure, are designed as a set to provide optimum springing and damping from a moderate load to an empty load. Should replacement of either shock absorber be necessary, use original equipment parts, since any other shock absorber may result in unsafe operating conditions or unfavorable handling characteristics.

The single air valve for both shock absorbers is found inside the trailer body to the left of the lid latch. The Suspension Air Pump provided with each Escapade Trailer is both a hand pump for inflating the shocks and also contains a gauge for checking air pressure in the shocks and tires.

The shocks are set at approximately 20 PSI when the trailer leaves the factory. This pressure level is adequate for towing any empty trailer or an average-size load (up to 200-250 lbs.). Upward adjustments will need to be made as the load is increased.

The following chart on the next page gives recommended air pressures for various load weights.

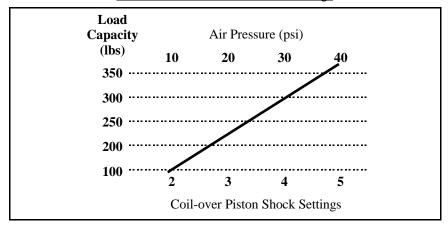
CAUTION: <u>DO NOT EXCEED 50 PSI</u> in the air shocks and never use gas station air pumps to inflate your air shocks!!

#### NON - AIR SHOCKS

If you purchased the Escapade Eclipse model, your trailer does not have air shocks but rather a 5-way adjustable coil-over piston shock. These shocks are set mid-range (setting number 3) when the trailer leaves the factory. This setting is adequate for empty trailers or average loads (up to 200-250 lbs.), but will need to be increased to setting 4 or 5 as the load is increased.

Each trailer comes equipped with a spanner wrench for adjusting these shocks.

#### **Recommended Shock Absorber Settings**



#### HAND AIR PUMP

All Escapade Trailer models equipped with air shocks come equipped with a combination air gauge / hand pump for inflating the air shocks.

Simply remove the valve cap, attach the valve end of the hand pump to the valve stem, pull up the thumb-lock lever to lock the pump onto the valve and inflate the shocks up to the desired pressure. The gauge is accurate to  $\pm$  2 PSI up to 100 PSI.

#### **LOADING / TONGUE WEIGHT**

In addition to the required pre-ride checks of both your motorcycle and trailer, you should give utmost attention to proper trailer loading to ensure proper trailer balance and optimum trailer performance on the highways. The Escapade's engineered low center of gravity and independent wheel suspension help to maintain stability while traveling. Heaviest items should be placed on the floor of the trailer and over the axle centerline with remaining loads positioned front and rear to properly balance the trailer while attaining the correct "tongue weight".

- assembly until solidly seated against the hub shoulder. Be careful not to damage cup surface. **NEVER** use a cone to drive a cup.
- 6. Using a long bristled brush and kerosene or mineral spirits, wash all old lubricant from cones. Allow to air dry.

**WARNING:** Do not spin the bearings at any time with air gun because the rollers may escape through the cage and fly out from the bearing, thereby creating a risk of being struck.

Once cleaned, inspect cones for wear, metal flaking, rust, cage damage or other visual damage. Replace all damaged cones with matching cups.

- 7. Repack cones immediately after inspection or fresh from carton. To hand pack cones, force wheel bearing grease under the cage between the rollers from the large end of the rollers until it shows at the small end. Fill the hub with grease to the inside diameter of the cup.
- 8. Install the repacked inner cone in hub (the cone which slides on the wheel spindle first), then install the new grease seal. Make sure the new seal faces in the same direction as the original; the lip should face the grease. Press fitting tools should have an outside diameter approximately .010" smaller than the hub bore size and for best results, the center of the tool should be open so that pressure is applied only at the outer edge.
- 9. Position the seal properly on the hub and using a proper driving force, such as an arbor press or soft wood tapped with a hammer, apply force evenly around the outer edge. Once installed, check for alignment and any inadvertent installation damage.
- 10. <u>Lubricate the grease seal before attempting to install</u> and slide wheel assembly back on spindle, being careful not to damage the seal against the spindle threads. Insert grease-packed outer cone, washer and adjusting nut.
- 11. Tighten the adjusting nut (castle nut) by  $^{1}/_{6}$  to  $^{1}/_{4}$  turn or to the nearest locking hole, or sufficiently to allow the wheel to rotate freely within limits of .001" to .010" end play. Lock nut in this position using a <u>NEW</u> cotter pin.

<u>WARNING:</u> FAILURE TO BACK OFF ADJUSTING NUT WILL CAUSE THE BEARING TO RUN "HOT" AND BE DAMAGED. THE WHEEL COULD THEN **LOCK** OR **COME OFF** DURING OPERATION!!!!!!

#### VEHICLE IDENTIFICATION NUMBER

The Vehicle Identification Number (VIN) is a registration number required by the US Department of Transportation for passenger cars, multi-purpose passenger vehicles, trucks, buses, trailers, and motorcycles. The VIN requirements are established by the National Highway Traffic Administration lock nut may cause excessive lateral movement of the trailing arm.

#### WHEEL BEARINGS

WARNING: Wheel bearings and cups will "seat" in the wheel hub the first time the trailer is towed. It is VERY IMPORTANT to check the trailer wheels for any "Play" after approximately 200 miles of initial use. To accomplish this, simply elevate the trailer so the wheel is off the ground. Then move the wheel from side to side by grasping the tire / wheel at the 3 o'clock and 9 o'clock positions with your right and left hands respectively, and alternately "pushing and pulling" in and out on the wheel. If the wheel feels too loose (e.g. lateral play is evident) you will need to remove the wheel, hub cap and dust cover. Remove the cotter pin and tighten the castle nut 1 or 2 notches. Then, insert a **NEW** cotter pin, install the dust cap, hub cap, and wheel. Repeat the process for the other wheel. FAILURE TO CHECK THESE HUBS FOR PLAY COULD RE-SULT IN DAMAGING THE WHEEL HUBS AND/OR WHEEL BEARINGS. Additionally, due to lack of use as well as climate conditions, WHEEL BEAR-INGS SHOULD BE CLEANED AND REPACKED (PER THE FOLLOW-ING PROCEDURE) AT THE BEGINNING OF EVERY RIDING SEASON AND AFTER EVERY 2500 MILES OF USE.

#### WHEEL BEARING MAINTENANCE

#### Wheel Bearing Removal:

**NOTE:** Before starting the discussion of wheel bearing maintenance, please familiarize yourself with the standard roller bearing and the nomenclature used in the Owner's Manual.

- 1. Remove lug nuts and wheel assembly. Remove the cotter pin, adjusting nut (castle nut) and washer from the wheel spindle.
- 2. Pull the wheel hub towards you to loosen the outer bearing cone. Don't Let the cone fall to the ground. As the hub is removed, the inner bearing and grease seal will come with it. Observe which direction the inner seal is facing. Pry out the inner seal and discard.
- 3. <u>Remove all old lubricant</u> from the hub assembly and wheel spindle with kerosene or mineral spirits.

<u>CAUTION:</u> do not use gasoline to clean and remove the old lubricant). Inspect the spindle for scoring, bending, thread or other damage. A light grease coating on the spindle will make bearing installation easier and prevent rust from forming.

- 4. Inspect cups in the hub for pitting, metal flaking, scoring, rust or other obvious damage. Remove any damaged cups with a mild steel bar. Replace cups and cones in matched sets only; not one at a time.
- 5. Use cup driver or mild steel bar to press or drive the new cup into the hub

Accordingly, an ideal "tongue weight" (as implied by the standards of the Trailer Industry) is defined as 10% to 15% of the gross trailer weight. Excessive "tongue weight" will cause hitch fatigue or failure, excessive tire wear, and increased wear on the towing vehicle's components while insufficient "tongue weight" will lead to erratic trailer handling while underway.

<u>WARNING:</u> Determining the correct and safe tongue weight is your responsibility!!! Never exceed the manufacturer's gross vehicle weight rating as stated in the Motorcycle Owners Manual. Exceeding this limit could lead to death or serious personal injury. If the trailer fails to handle in a safe manner always STOP and correct the cause of the improper handling.

"Tongue Weight" may be routinely calculated by using a fish scale or bathroom scale. When calculating "tongue weight", the trailer must be in a loaded and horizontal position. The Escapade Trailer is engineered with built-in floor dividers to prevent items from shifting during travel. Nevertheless, the trailer load should be checked at planned stops as items can shift en route and have an effect on "tongue weight".

Additionally, adding to or removing items from the trailer load will effect "tongue weight" and may require recalculating the load to determine the correct "tongue weight".

#### COUPLER LATCHING AND MAINTENANCE

The coupler on the Escapade Trailer tongue is designed for use with a 1? "ball only.

**CAUTION:** Use of any other ball diameter will create an extremely dangerous condition, which could result in the separation of the coupler and ball or ball failure.

Be sure the coupler is secured to the hitch ball by checking to see that the ball clamp is properly nested under the ball and not sitting on top of the ball. Once in place, push the lock lever down until it "locks" the ball clamp around the ball. Place a coupler lock or 5/16" bolt into the coupler latch to secure it.

**NOTE:** Recheck the tightness again after towing about 50 miles.

After the coupler is secure over the ball, attach safety chains and connect electrical wiring connectors.

#### Periodic Maintenance:

The ball socket and clamp face should be smeared with chassis grease to avoid abrasion, rust and noise.

Periodically oil the pivot points and sliding surfaces of the coupler with SAE 30 wt. Motor Oil.

**NOTE:** When parking or storing your trailer, keep the coupler off the ground so dirt will not build up in the ball socket.

Before using your trailer each time, check the hitch, ball, and coupler for signs of wear or damage.

**<u>CAUTION:</u>** Should the coupler housing become dented or deformed, the complete coupler should be replaced.

#### **SAFETY CHAIN CONNECTIONS**

- Safety chains should be so connected that the slack for each length of
  chain between trailer and towing vehicle is the same and should have no
  more slack when in use than is necessary to permit proper turning of the
  towing vehicle.
- Utilizing two chains, the attachment should be on opposite sides of the
  trailer tongue or trailer frame and when passing forward to the towing vehicle, the chains must be crossed under the tongue and oriented in such a
  manner as to prevent the trailer tongue from dropping to the ground in the
  event of hitch failure.

<u>NOTE:</u> Safety chain should not be attached to trailer or towing vehicle members using fasteners common with the ball, nor attached directly to and part of the ball, nor should any operation be performed on the chain that might reduce its strength, subsequent to manufacture.

#### TRAILER LID OPERATION

- To "OPEN" the trailer lid simply insert the key and turn clockwise.
- To "CLOSE" the trailer lid, gently "push down" and it will automatically lock.

**NOTE:** The trailer lid lock incorporates a "double cam catch" and must click TWICE to be in the fully locked position.

**NOTE:** If your ESCAPADE trailer is equipped with the optional spoiler, DO NOT "push down" or "pull up" on the spoiler to raise or lower the lid as it could crack the spoiler light housing.

Periodically use a teflon lubricant on the tumbler lock assembly.

If your trailer is equipped with an optional luggage rack, the lid may support additional weight. Call our factory for assistance.

<u>NOTE:</u> Use care in loading items into the lid as hard edges could damage the paint. Additionally, if metal tipped bungee cords are used to secure the load, they will scratch and damage the chrome luggage rack. Neither of these conditions would be covered under the terms of our warranty.

The proper tire inflation pressure for your trailer tire is 18-25 lbs. (124-172 kPa) depending upon the load. The pressure should be checked and adjusted at least once a month. Check more often if subject to a wide range of outdoor temperatures as tire pressures vary with temperature changes. The inflation pressures specified are "cold inflation pressures" defined as the tire pressure after the trailer has <u>not</u> been pulled for at least three (3) hours, or pulled less than a mile after a three (3) hour period.

Tire pressure may increase from 2 to 6 PSI during operation. This is a normal condition and tire pressure should **not** be reduced to compensate for this.

#### **SPECIFICATIONS**

Wheel / Rim: 12 X 4 JA (4 bolt, 4" bolt diameter, 21/2" rear space)

*Tire:* 4.80 X 12 (B) (4 ply rated; cold pressure rated to 465 lbs. of load at 25 PSI).

<u>NOTE:</u> These are standard utility trailer size tires and wheels. Using oversize tires or increasing tire pressures to a level higher than recommended <u>will not</u> increase the Gross Vehicle Weight Rating (GVWR).

#### HUBS

For maximum performance from your Sport Wheels and to avoid damage to your trailer, observe the following precautions:

- When buying a replacement hub, check that the hub flange is no smaller than a diameter of ? ".
- The replacement hub must accept the 1" bearing (Part Number L44643) and matching cup.
- Torque all lug nuts holding the wheel to 75 ft. lbs.

#### TRAILING ARM / SWING ARM

No maintenance is required for the trailing arm bearings for the life of the trailer. However, if the trailing arm is removed for any reason the following steps must be followed.

- 1. Once the ¾" X 16 hex nut has been removed, discard it, and replace with a new lock nut of the same design.
- 2. When replacing the trailing arm, be sure the bearing spacer is located between the bearings.
- 3. Torque the hex nut to <u>14 ft. lbs</u> while moving swing-arm up and down.. **DO NOT BACK OFF FOR ADJUSTMENT**. Insufficient torque to the