

Bicycle Trailer Assembly Instructions

Tools Required

4 m hex key (included)

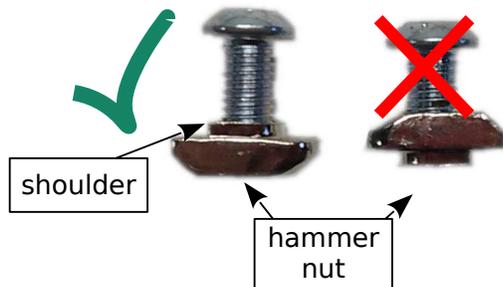
Phillips head screw driver (not included)

10 mm and 13 mm wrenches, or small adjustable wrench (not included)

Before you Begin

Layout and identify all the parts before starting.

When assembling the trailer, be sure to put the hammer nut on each screw with the shoulder side nearest the head. See figure below.



Parts List	Model 32B	Model 64B	Model 96B
front T-slot extrusion	1	1	1
rear T-slot extrusion	1	1	1
side T-slot extrusions	2	4	6
splice plates	0	2	4
corner brackets	4	4	4
round crossmembers	3	6	9
wheel assemblies	2	2	2
rectangular crossmembers	2	2	2
towbar	1	1	1
U-bolts, saddles, plates	2	2	2
L-bolts and knobs	4	4	4
10mm locknuts	4	4	4
M6 x 12 screws	20	36	52
M6 x 30 screws	6	12	18
M6 x 35 screws	4	4	4
M6 x 45 screws*	8	8	8
M6 T-slot nuts	30	52	74
M6 nylon insert locknuts	8	8	8
#8 x 3/4 thread cutting screws	2	2	2
1/4" x 3/4" Phillips head screws	6	12	18
large round washers	6	12	18
hitch and mounting hardware	1	1	1
reflectors	2	2	2

* - these screws are already partially installed in the wheel assembly

1. Identify the front, rear, and side T-slot extrusions (Fig. 1A). The front and rear extrusions are the same length and have four and two holes in them, respectively. The remaining extrusions have no holes and are side extrusions. Set the front and rear extrusions aside for now.



Fig. 1A

Split the remaining side extrusions into two groups, one for the left side of the trailer and the other for the right. If you are assembling a 32B trailer, skip to step 4; otherwise, butt the extrusions of each group end-to-end with the long face of each extrusion facing up (Fig. 1B).

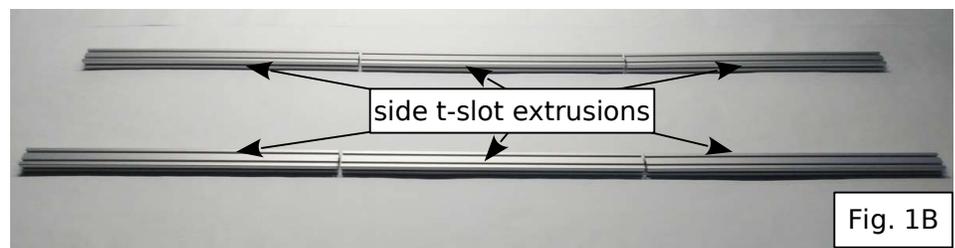


Fig. 1B

2. Insert eight M6 x 12 button head socket screws into the holes of each splice plate and thread the shoulder side of a hammer nut on the end of each screw approximately one turn. Align the hammer nuts lengthwise (Fig. 2).

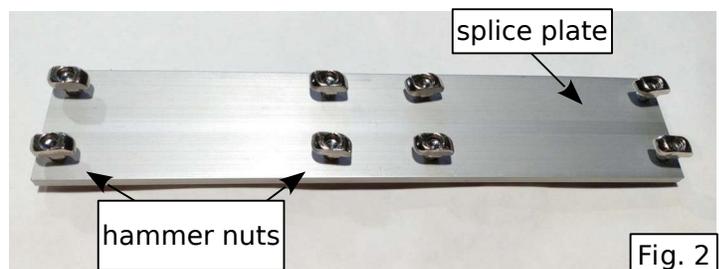


Fig. 2

3. Mount a splice plate over each joint by flipping the splice plate over and pushing the hammer nuts into the slots (Fig. 3A, below). (You may find it easier to separate each joint and slide the hammer nuts in from the ends, as shown in Fig. 3B at right. Tighten the screws using the 4 mm hex key. To ensure each pair of side T-slot extrusion are perfectly aligned, hold a front or rear T-slot extrusions against them while tightening the screws (Fig. 3C).

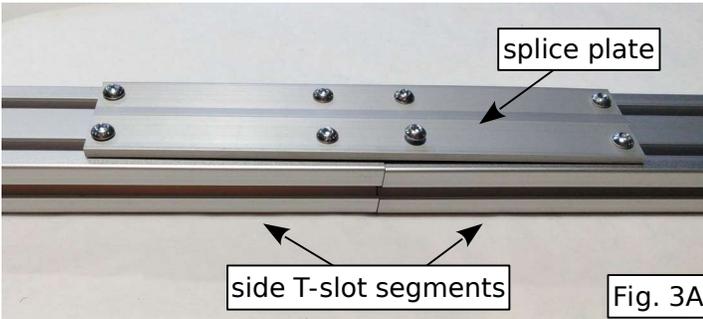


Fig. 3A



Fig. 3B

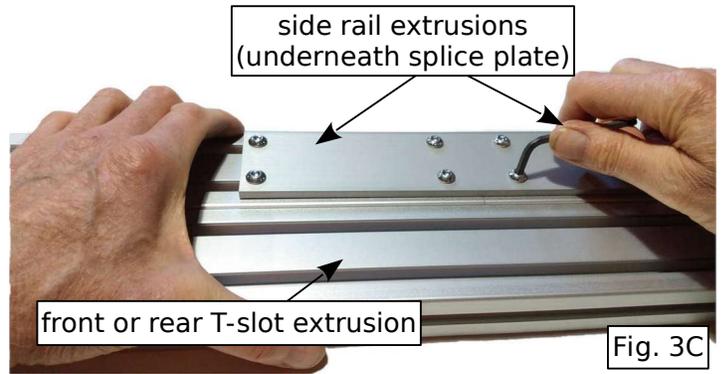


Fig. 3C

4. Insert four M6 x 12 mm button head socket screws into the holes of the long leg of each corner bracket from the inside of the angle. Thread the shoulder side of a hammer nut one turn on the end of each screw (Fig. 4A). Slide the hammer nuts into the slots on the end of each side rail until the short leg of each corner bracket is flush with the end (Fig. 4B). Tighten the screws with the 4 mm hex key.

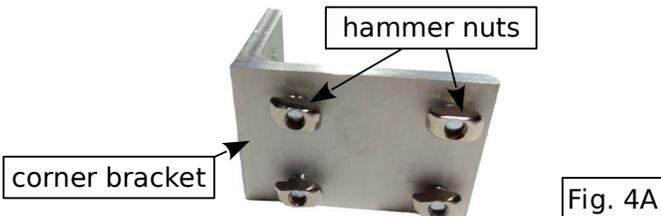


Fig. 4A

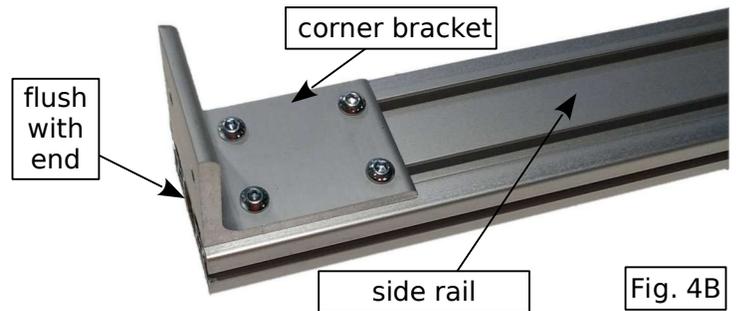


Fig. 4B

5. Lay out the trailer sides and front T-slot extrusion as shown in Fig. 5A below. Slide a hammer nut over each hole in the front extrusion on the side **opposite** the corner bracket (Fig 5B, right). Insert four M6 x 35 mm hex head screws through the holes on the corner brackets and front extrusion and thread them into the hammer nuts. Tighten with a 10 mm wrench (Fig. 5C).

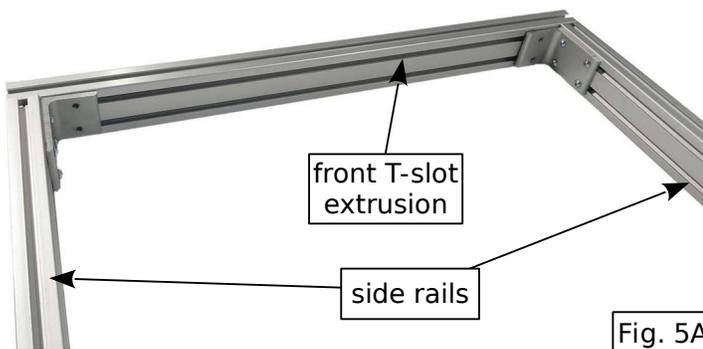


Fig. 5A

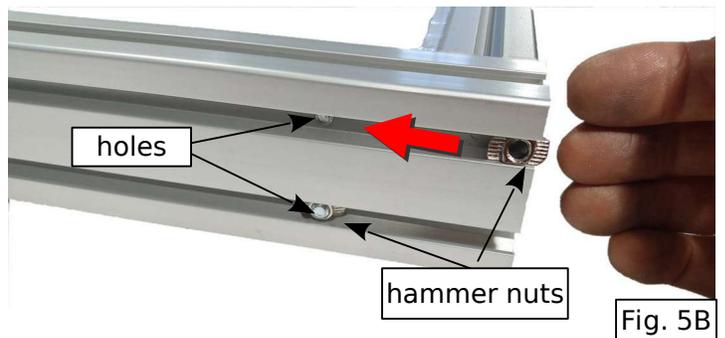


Fig. 5B

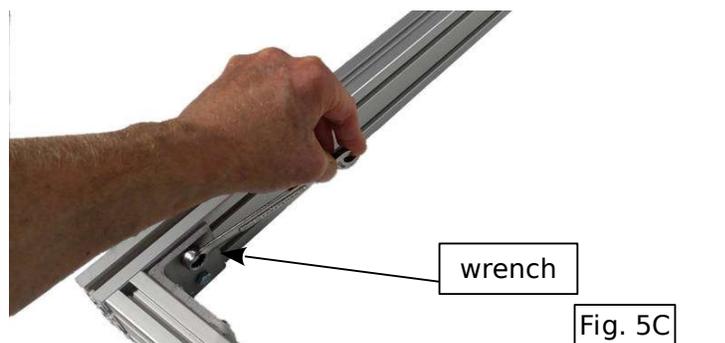


Fig. 5C

6. Insert two M6 x 12 mm button head socket screws into the holes in the short legs of the corner brackets on the opposite end of the frame. Thread the shoulder side of a hammer nut one turn on the end of each screw (Fig 6A, below). Slide the slots in the rear T-slot extrusion over the hammer nuts until the ends of the rear extrusion are flush with the outside of the side rails (Fig 6B, right). Tighten the screws with the 4 mm hex key (Fig 6C).

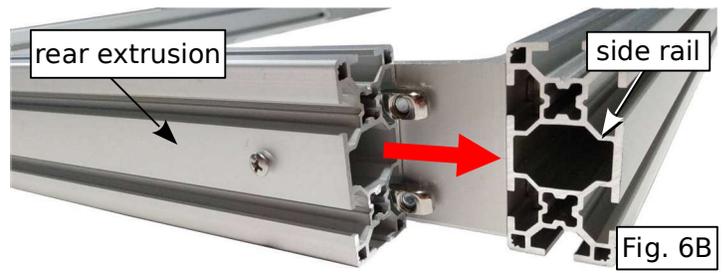


Fig. 6B

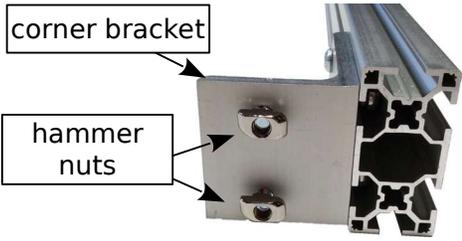


Fig. 6A



Fig. 6C

7. Install a large flat washer on the end of each round crossmember using a Phillips head screw (Fig. 7A). Insert a M6 x 30 screw into each hole of each crossmember and put a hammer nut on the opposite end (Fig. 7B). Position three crossmembers across each the top of each section of the trailer frame (Fig. 7C), push the hammer nut into the extrusion, and tighten the screws. When you are done, flip the trailer frame over. The result should look like Fig. 7D.

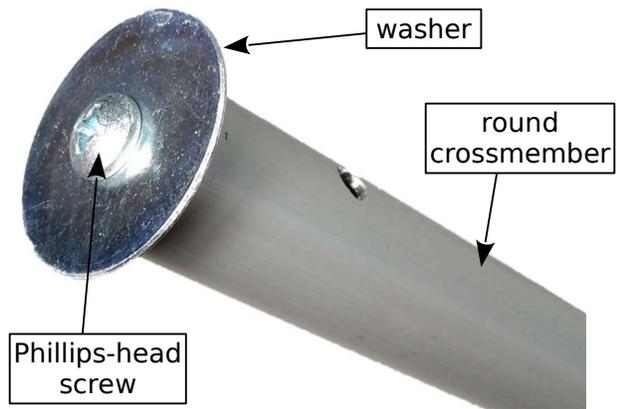


Fig. 7A



Fig. 7B

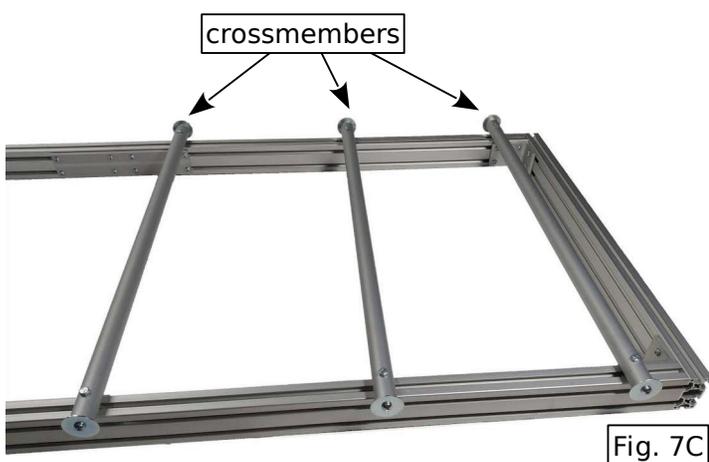


Fig. 7C

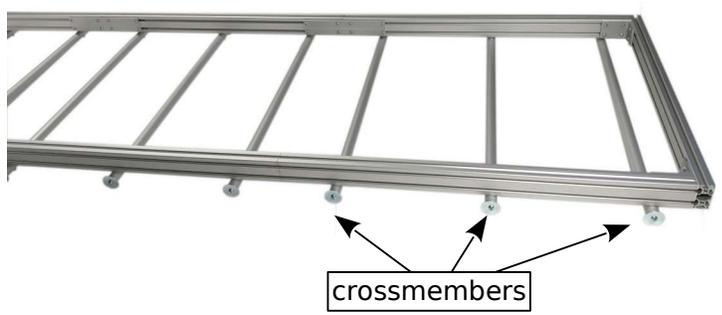
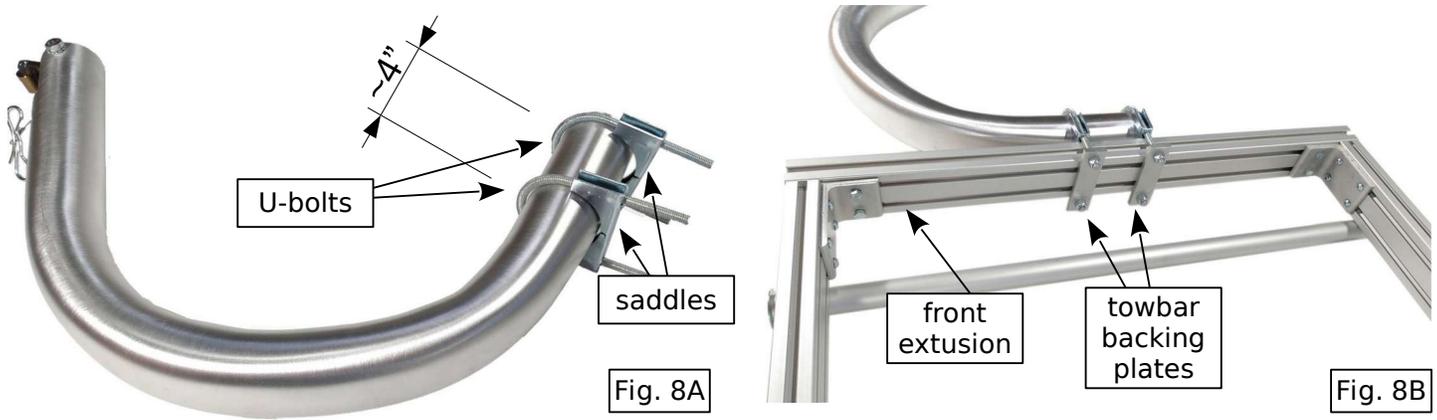
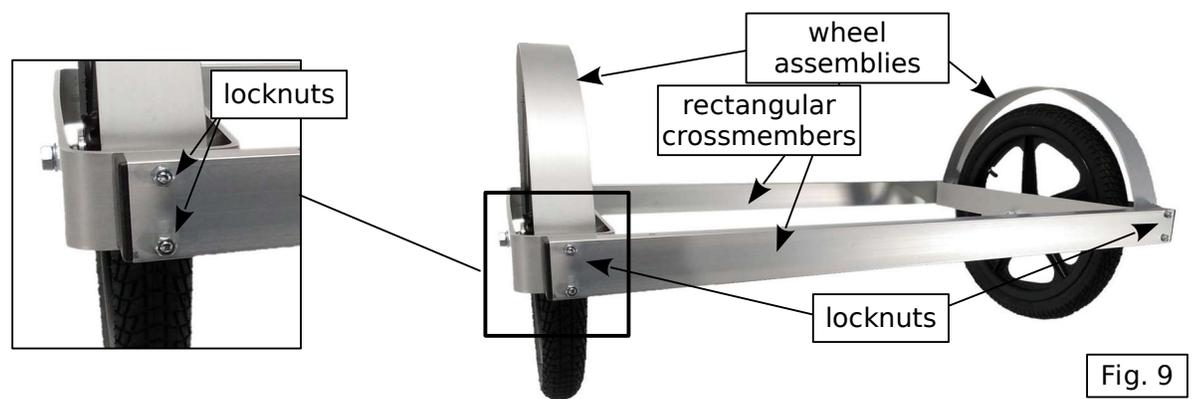


Fig. 7D

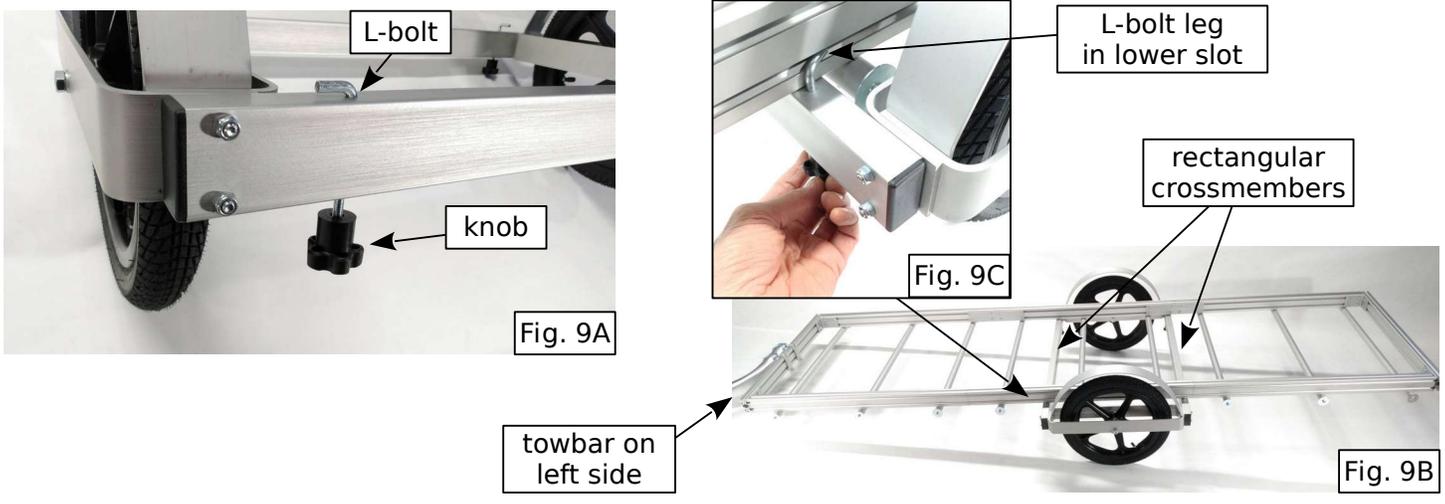
8. Mount the U-bolts and saddles over the short end of the towbar so they are approximately 4" / 10 cm apart (Fig. 8A). Make sure the bend in the towbar is in the orientation as shown relative to the clamps. Place the legs of the U-bolt over the **front** T-slot extrusion and put a backing plate over the ends of each U-bolt. Center the towbar mounting assembly on the front T-slot extrusion, then secure in place with 10 mm locknuts on the ends of the U-bolts (Fig. 8B). With the towbar horizontal (parallel to the trailer frame), tighten the nuts as tightly as you can.



9. Mount the rectangular tube crossmember to each end of each wheel assembly using the existing screws in the wheel assembly. Thread a M6 nylon insert locknut onto the end of each screw and tighten (Fig 9).

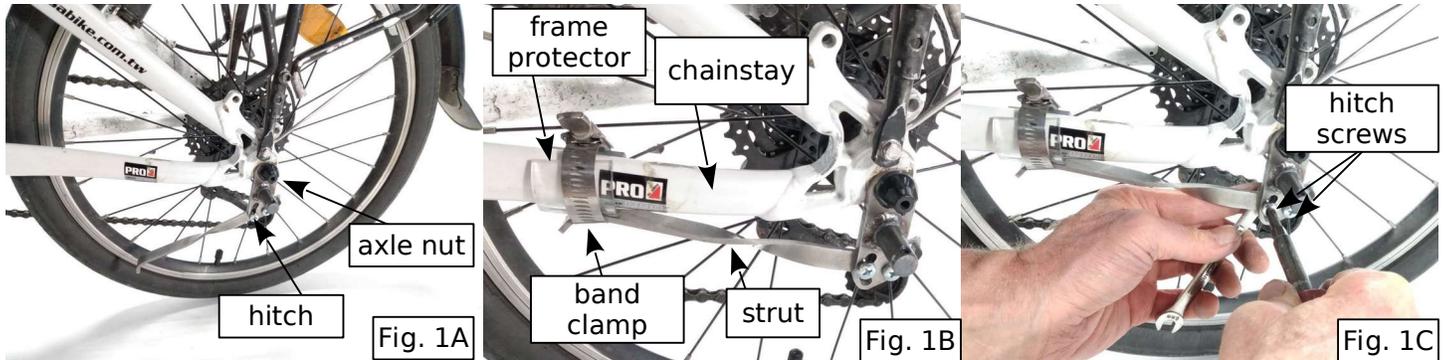


10. Insert a L-bolt from the top into each of the remaining holes on the rectangular crossmembers. Thread a knob on the end of the L-bolt (Fig. 9A). Position the trailer frame on top of the rectangular crossmembers so the center of the wheel assembly is slightly behind the middle of the trailer frame and the towbar is on the left side of the trailer as viewed from the rear (Fig. 9B) Insert the leg of each L-bolt into the lower slot on the extrusions, then tighten the knobs tightly (Fig. 9C)

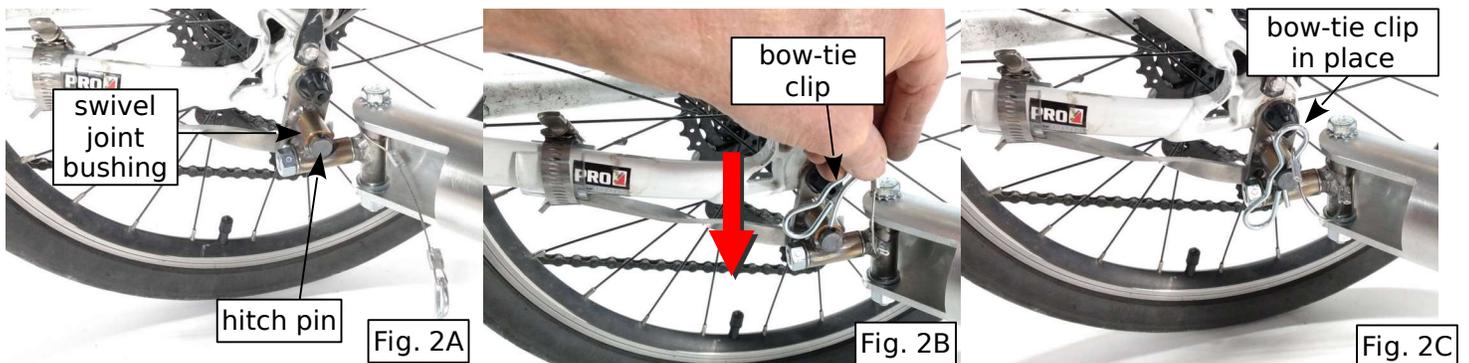


Hitch Instructions

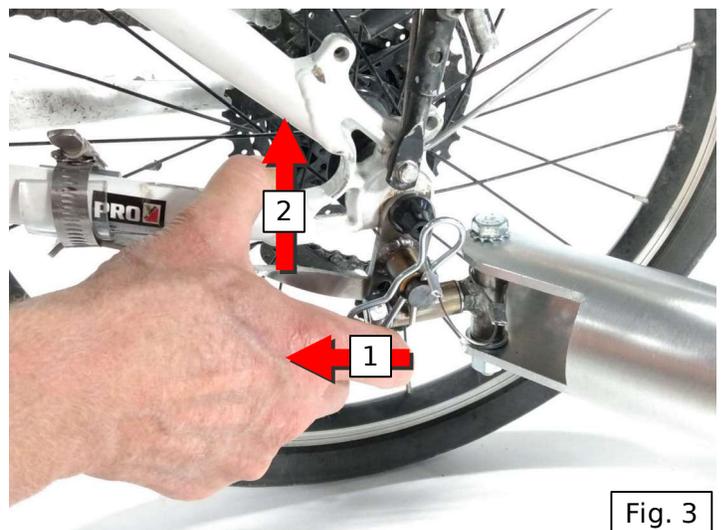
1. Remove the rear axle nut from the left side of the axle (i.e., side opposite the chain). Mount the hitch over the end of the axle or skewer and re-install the nut (Fig. 1A). Put the clear plastic frame protector over the left chainstay. Put a band clamp loosely over the protector. Slide the hooked end of the hitch strut between the band clamp and protector and tighten the clamp (Fig. 1B). Tighten the two screws on the lower end of the hitch using a screwdriver and 10 mm or adjustable wrench (Fig. 1C).



2. To attach the trailer to the hitch, slide the bushing of the swivel joint over the hitch pin (Fig. 2A). Insert the long end of the bow-tie clip on the leash on the end of the towbar into the hole on the top side of the hitch pin (Fig. 2B) and push the bow-tie clip down through the mounting hole until it snaps in place (Fig. 2C).



3. To remove the trailer from the hitch, pull the bottom of the bow-tie clip forward with your finger until it clears the hitch pin and push upwards from the bottom on the clip until the clip is out of the hole (Fig. 3).



Trailer Usage Tips

1. If your trailer is not level when connected to your bike, loosen the towbar clamp U-bolts nuts and rotate the towbar until the trailer is level, then re-tighten the U-bolt nuts.
2. Load your trailer so the heaviest part of your cargo is over the wheels.
3. If your load extends beyond the end of the trailer, reposition the wheels on the frame slightly behind your load's center-of-gravity. To do this, loosen the knobs and rotate the L-bolt legs out of the extrusion, lift the trailer frame off the wheel assembly, move the wheel assembly to its new position, re-insert the leg of the L-bolts into the slots, and re-tighten the knobs.
4. Always secure your load with shock cords or ratchet straps. Don't stand in the rebound path when tying down your load. The cords can snap back and hit you in the face, potentially causing serious injury. Stand off to one side instead and turn your head away.
5. Be careful when pulling your trailer in narrow spaces or near obstacles like sign posts, fences and bollards. Remember, your trailer is wider than your handlebars.
6. Be especially careful when carrying extra tall or wide loads, as your trailer is more prone to tip over. Go slowly around turns, and climb and descend curbs squarely, not at an angle.
7. For minimal rolling resistance, check tire pressure before each use.