Owner's Manual & Safety Instructions

Save This Manual Keep this manual for the safety warnings and precautions, assembly, operating, inspection, maintenance and cleaning procedures. Write the product's serial number in the back of the manual near the assembly diagram (or month and year of purchase if product has no number). Keep this manual and the receipt in a safe and dry place for future reference.

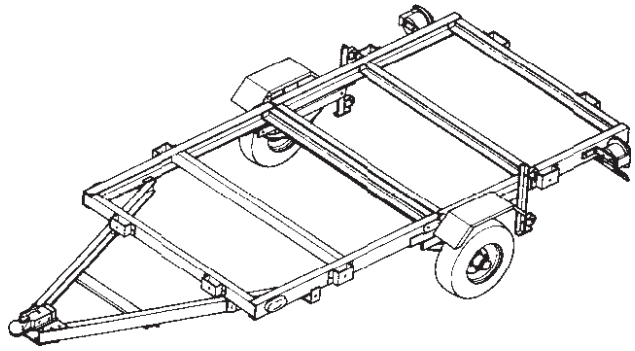
ITEM 42709

950 LB. CAPACITY

Haul Master®

8" WHEELS

FOLDABLE TRAILER



SPECIFICATIONS

Max. Payload Capacity	950 lb.
GVWR	1170 lb.
Net Weight	220 lb.
Rim Size	8 x 3.75 w/4 Lug Nut Pattern
Tire Size	4.8 - 8 (B), 4 PR
Tire Pressure	60 PSI, cold
Hitch Ball	1-7/8″, Class I
Bed Frame	4′ x 8′
Overall Dimensions	140″ L x 61-1/2″ W x 19-1/4″ H

WARNING!

IMPORTANT INFORMATION

This trailer's Hitch Coupler MUST be properly secured to the hitch ball of the towing vehicle. After assembly and attachment, pull up and down on the Hitch Coupler to make sure the hitch ball is fitting snugly in the Hitch Coupler. **There must be no play between the hitch ball and the Hitch Coupler.** If there is play, tighten the Adjustment Nut until no play is present. If the Adjustment Nut is too tight, the Handle will not lock. **Carefully read and follow the complete instructions in this manual BEFORE setup or use.**

If the coupler is not secured properly, the ball could come loose while the trailer is in motion, possibly causing property damage, SERIOUS PERSONAL INJURY, or DEATH.

Visit our website at: http://www.harborfreight.com
Email our technical support at: tech@harborfreight.com

When unpacking, make sure that the product is intact and undamaged. If any parts are missing or broken, please call 1-800-444-3353 as soon as possible.

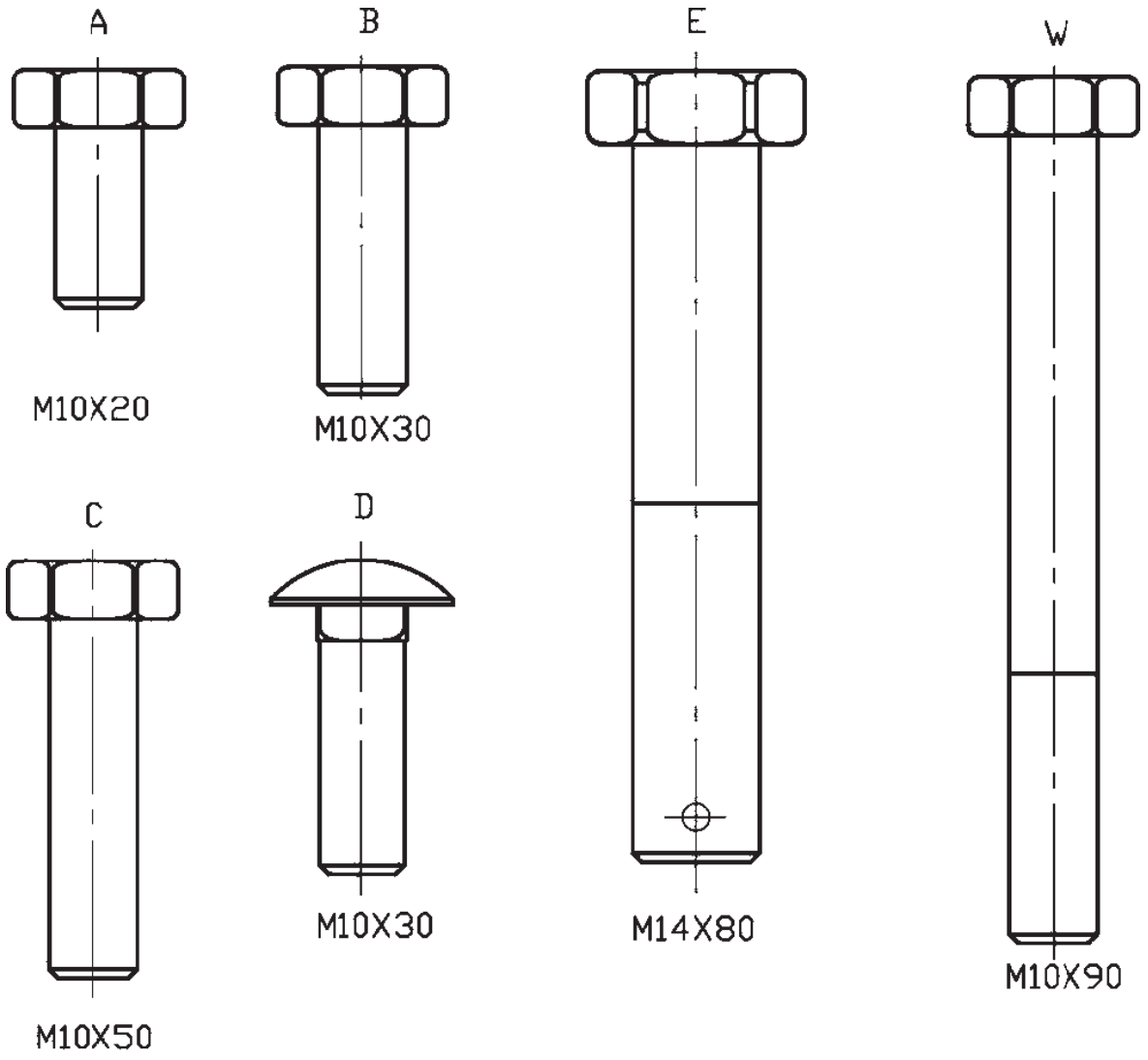
⚠WARNING

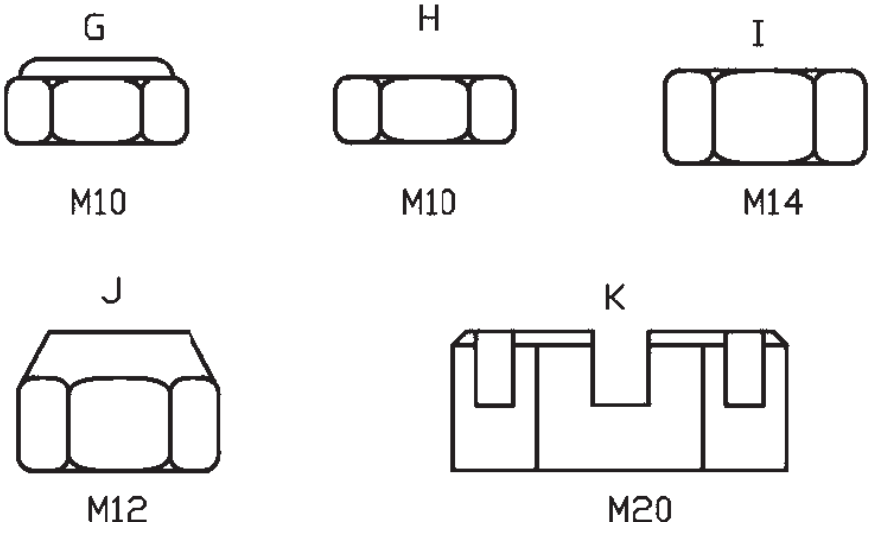
Read this material before using this product. Failure to do so can result in serious injury. SAVE THIS MANUAL.

PARTS LIST

PART	DESCRIPTION	QTY
1FL	Front Left Side Rail	1
1FR	Front Right Side Rail	1
1RL	Rear Left Side Rail	1
1RR	Rear Right Side Rail	1
2A	Cross Member	1
2B	Cross Member	5
3L	Left Connecting Rail	1
3R	Right Connecting Rail	1
4	Spare Tire Bar	1
5	“T” Plate	1
6	Coupler Base	1
7	Coupler	1
8	Safety Chain	1
9	“L”Latch	2
10	Rotation Plate (Flat)	2
11L	Left Rotation Plate	1
11R	Right Rotation Plate	1
12L	Spring Hanger	1
12R	Spring Hanger	1
13	Caster	4
14	Spring Plate	2
15	Spring	2
16	Axle	1
17	V-Bolt	4
18	Hub	2
19	Tire/Rim Assembly	2
20	Bearing	2
21	Dust Cap	2
22	Fender	2
23	Fender Seat	2
24	Side Running Light	2
25	Stake Clamp	8
26	Tail Light Bracket	2
27	License Plate Bracket	1
28L	Left Tail Light	1
28R	Right Tail Light	1
29	Safety Pin	1
30L	Caster Base (Left)	1
30R	Caster Base (Right)	1
31	Grease Fitting	2
32	Seal	2

PART	DESCRIPTION	QTY
A	M10X20 Bolt	64
B	M10X30 Bolt	14
C	M10X50 Bolt	1
D	M10X30 Carriage Bolt	4
E	M14X80 Bolt	6
G	M10 Nylon Nut	92
H	M10 Hex Nut	1
I	M14 Hex Nut	6
J	M12 Lug Nut	8
K	M20 Castle Nut	2
L	10 Spring Washer	8
N	20 Flat Washer	2
O	4 Cotter Pin	2
P	3 Cotter Pin	6
Q	3mm “R” Pin	2
R	4mm Self Tapping Screw	4
S	2mm “R” Pin	1
W	M10X90 Bolt	2


A
M10X20
B
M10X30
C
M10X50
D
M10X30
E
M14X80
W
M10X90


G
M10
H
M10
I
M14
J
M12
K
M20

Read the instructions carefully and follow them step-by-step for easy assembly. You'll find a complete parts list on the previous page. Average assembly time is approximately 3 hrs. You'll need the following tools to assemble your Folding Trailer Kit.

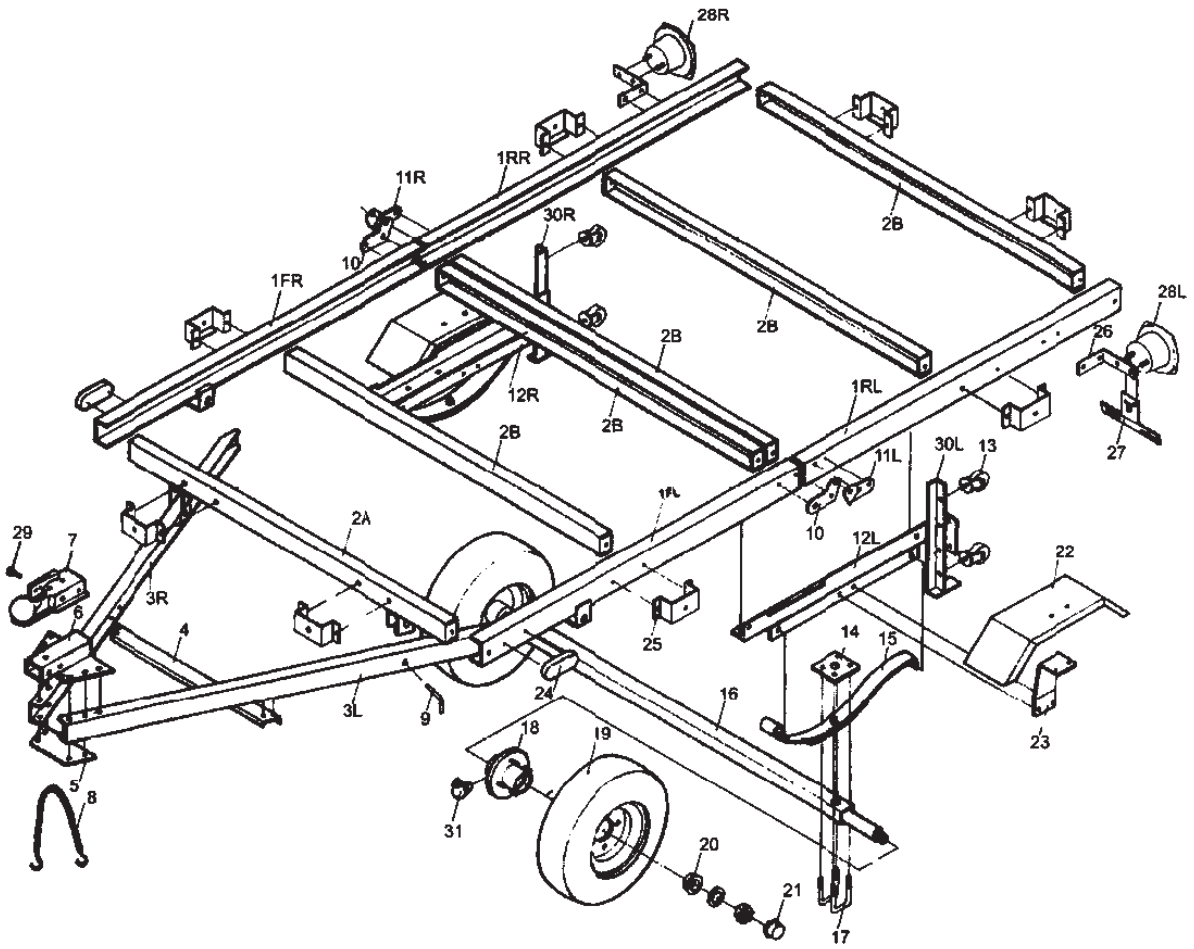
TOOLS NEEDED:

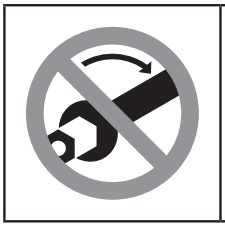
9/16" box end wrench	Pliers
9/16" open end wrench	Channel lock pliers
3/4" socket or lug wrench	Screwdriver
Electric Drill or hand drill	5/16"drill bit for installing
(for installing plywood base)	side rails

NOTE:

1. In assembling trailer parts, they are called out by standing at rear of trailer and looking toward tongue.

2. The nuts and bolts shouldn't be completely tightened until the entire trailer is assembled. Installing the 3/4" plywood base which you will have to supply is the last step after tightening down all the nuts and bolts. Moreover, all the nuts and bolts should be checked periodically for tightness... and you should retighten the lug bolts on the wheels after the first 20 miles of use.



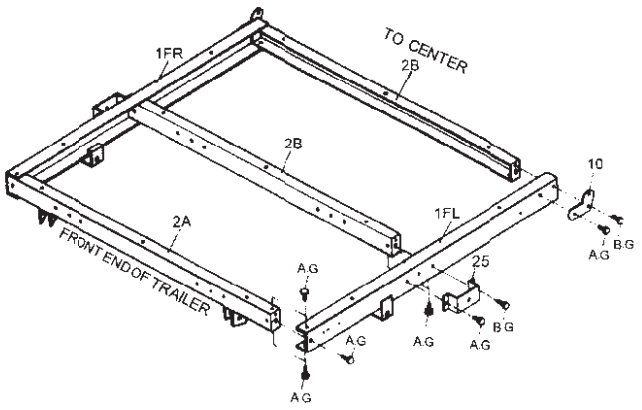


DON'T TIGHTEN YET!

TO MAKE ASSEMBLY EASIER, wait until assembly is complete and all hardware is in place before tightening any nut or bolt. Leave hardware snug until then.

STEP 1

PARTS NEEDED		
NO	QTY	DESCRIPTION
1FL	1	No.1FL labeled on part
1FR	1	No.1FR labeled on part
2A	1	No.2A labeled on part
2B	2	No.2B labeled on part
10	2	Rotation Plate
25	2	Stake Clamp
A	12	M10x20 Bolt
B	4	M10x30 Bolt
G	16	M10 Nylon Nut



1. Lay out front side rails (1FL, 1FR), cross member (2A, 2B), as shown.
2. Assemble (1FL, 1FR, 2A, 2B) , stake clamps (25), rotation plates (10) by M10x20 bolts, nylon nuts (A.G.), and M10x30 bolts, M10 nylon nuts (B.G.).

NOTICE:

The center of front portion cross member must fits in the rear holes of side rail (1FL, 1FR) and make sure to use bolt/nut sets (A.G.) and (B.G.) carefully, following the picture.

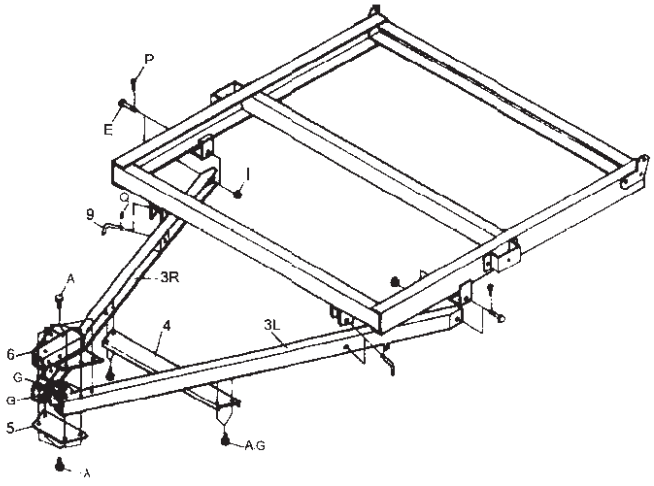
STEP 2

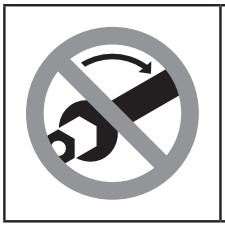
PARTS NEEDED		
NO	QTY	DESCRIPTION
3L	1	Left Connecting Rail
3R	1	Right Connecting Rail
4	1	Spare Tire Bar
5	1	"T" Plate
6	1	Coupler Base
9	2	"L" Latch
A	14	M10x20 Bolt
E	2	M14x80 Bolt
G	14	M10 Nylon Nut
I	2	M14 Hex Nut
P	2	3mm Cotter Pin
Q	2	3mm R Pin

1 Attach right and left connecting rail (3L,3R) to side rails, use M14x85 bolt(E) steady the connecting rail first. Then attach latch (9) go through holes on cross member (2A), put "R" pin (Q) into the hole of latch.

2 Use M14 hex nut tighten bolt, and put a cotter pin(P) into bolt (E) then split it. Do the same step on the other side

3 Attach spare tire bar(4) and connect "T" plate(5) and coupler base(6) to connecting rail by using M10x20 bolts and nuts (A.G.).





DON'T TIGHTEN YET!

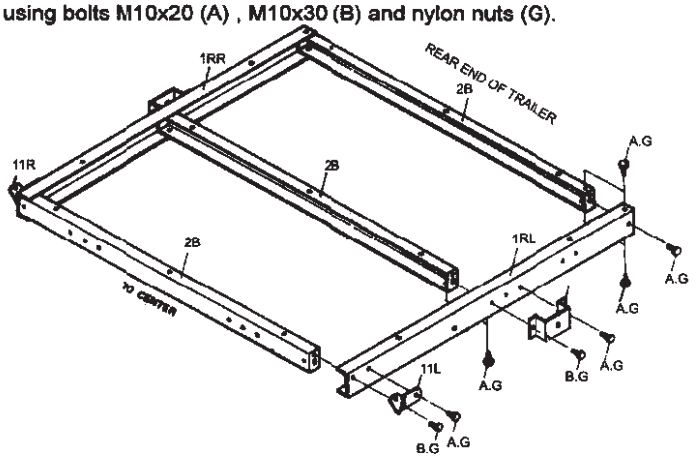
TO MAKE ASSEMBLY EASIER, wait until assembly is complete and all hardware is in place before tightening any nut or bolt. Leave hardware snug until then.

STEP 3

PARTS NEEDED		
NO	QTY	DESCRIPTION
1RL	1	No. 1RL labeled on part
1RR	1	No.1RR labeled on part
2B	3	No. 2B labeled on part
11L	1	Left rotation plate
11R	1	Right rotation plate
25	2	Stake clamp
A	12	M10x20 Bolt
B	4	M10x30 Bolt
G	16	M10 Nylon Nut

1 Lay out rear side rail (1RL, 1RR), cross member (2B) as shown.

2 Assemble (1RL, 1RR, 2B), stake clamps (25), rotation plates (11) by using bolts M10x20 (A) , M10x30 (B) and nylon nuts (G).



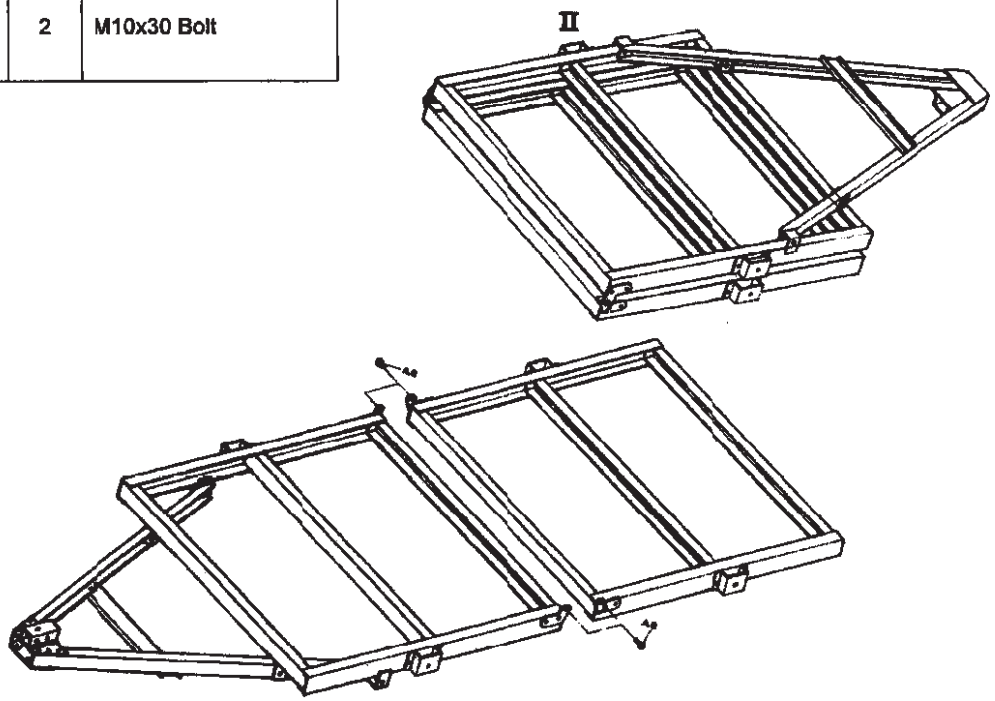
NOTICE: The center of rear portion cross member must fits in the rear holes of side rail (1RL, 1RR) and make sure to use bolt/nut sets (A.G.) and (B.G.) carefully, following the picture.

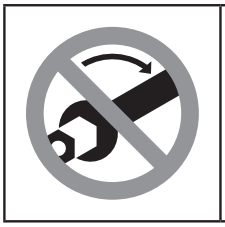
STEP 4

PARTS NEEDED		
NO	QTY	DESCRIPTION
A	2	M10x20 Bolt
G	2	M10x30 Bolt

1 Assemble front portion and rear portion using M10x20 bolt and nylon nut as diagram shows. Do not overtighten the nuts to allow trailer to fold easily.

2 Fold trailer as shown in illustration II.



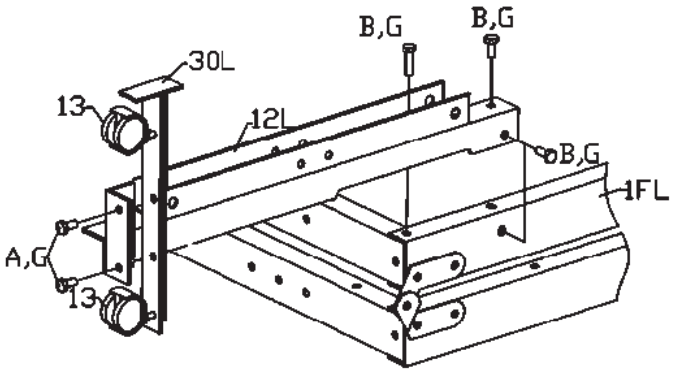


DON'T TIGHTEN YET!

TO MAKE ASSEMBLY EASIER, wait until assembly is complete and all hardware is in place before tightening any nut or bolt. Leave hardware snug until then.

STEP 5

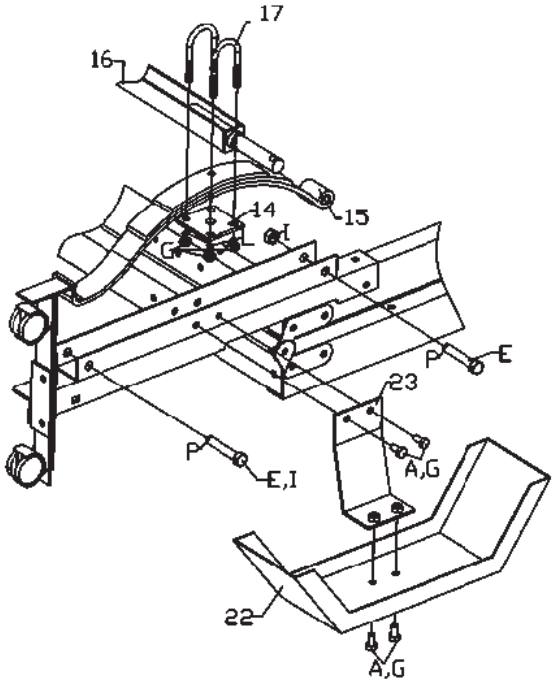
PARTS NEEDED		
NO	QTY	DESCRIPTION
12L	1	No.12L labeled on part
12R	1	No.12R labeled on part
13	4	Caster set
30L	1	Left caster base
30R	1	Right caster base
A	4	M10x20 Bolt
B	6	M10x30 Bolt
G	10	M10 Nylon Nut



1. Assemble (12L,12R) to front side rail (1FL, 1FR) by using bolt and nut (A.G. & B.G.) as figure shows.
2. Tight (30L, 30R) to (12L,12R) by using M10x20 bolt and M10 nut (A.G.).
3. Fix caster (13) to caster base connecting (30L, 30R) by hex nut and spring washer.

STEP 6

PARTS NEEDED		
NO	QTY	DESCRIPTION
14	2	Spring Plate
15	2	Spring
16	1	Axle
17	4	U Bolt
22	2	Fender
23	2	Fender Seat
A	8	M10x20 Bolt
E	4	M14x80 Bolt
G	16	M10 Nylon Nut
I	4	M14 Hex Nut
P	4	3mm Cotter Pin



1. Assemble fender seat (23) to caster base (12L, 12R) using M10x20 bolt and nylon nut (A.G.). Assemble fender (22) to fender seat (23) by using M10x20 bolt and nylon nut (A.G.)
2. Tighten slipper spring (15) to caster base (12L, 12R) by using M14x80 bolt (E) and M14 hex nut (I). Put cotter pin (P) through the holes in end of the bolt (E) and split it.
3. Place axle (16) on top of sliper spring (15). Put spring plates (14) under spring using "U" bolt (17) pass through axle (16), spring (15) and spring plates(14) then lock with M14 nylon nuts (G).

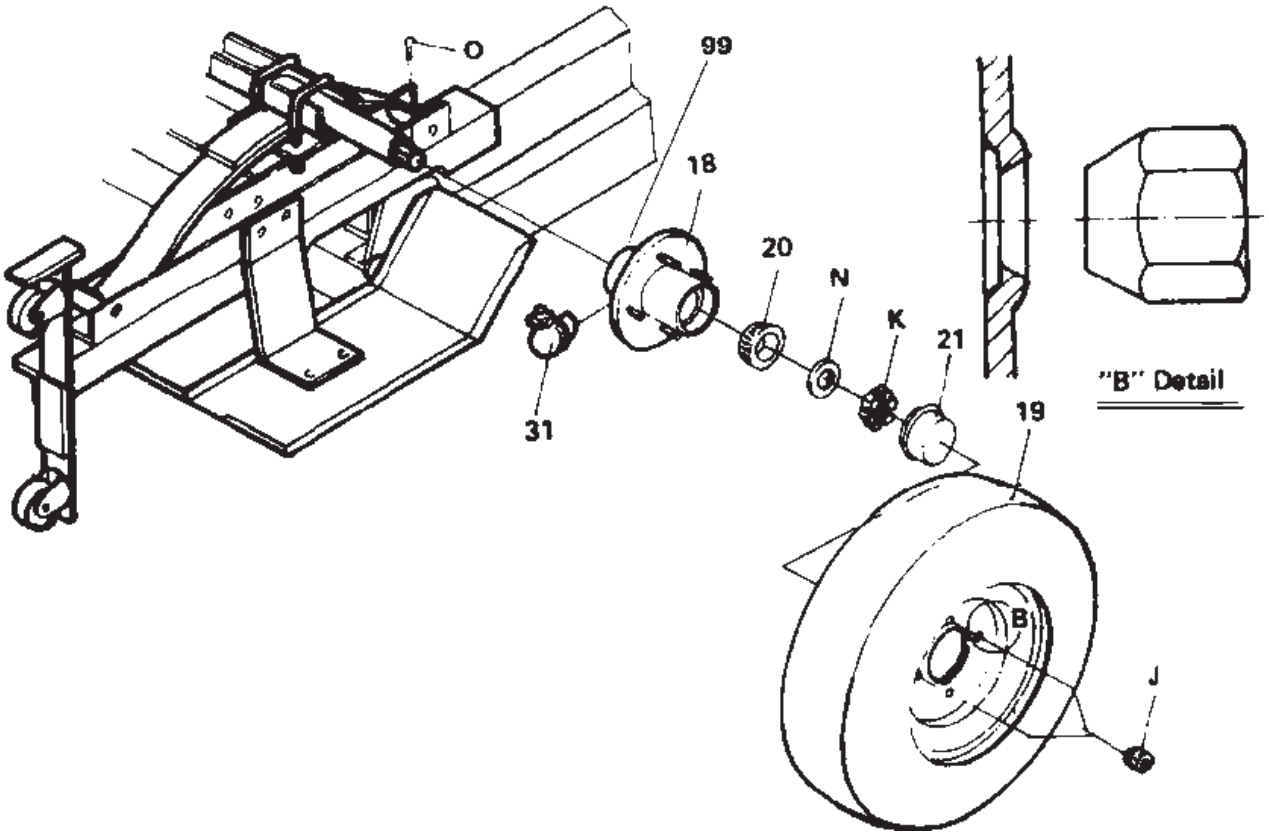
DON'T TIGHTEN YET!

TO MAKE ASSEMBLY EASIER, wait until assembly is complete and all hardware is in place before tightening any nut or bolt. Leave hardware snug until then.

STEP 7

PARTS NEEDED		
NO	QTY	DESCRIPTION
18	2	Hub
19	2	Tire
20	2	Bearing
21	2	Dust Cap
N	2	Flat Washer
J	8	Tire Nut
K	2	Castle Nut
O	2	4mm Cotter Pin
31	2	Grease Fitting
99	2	Grease Seal

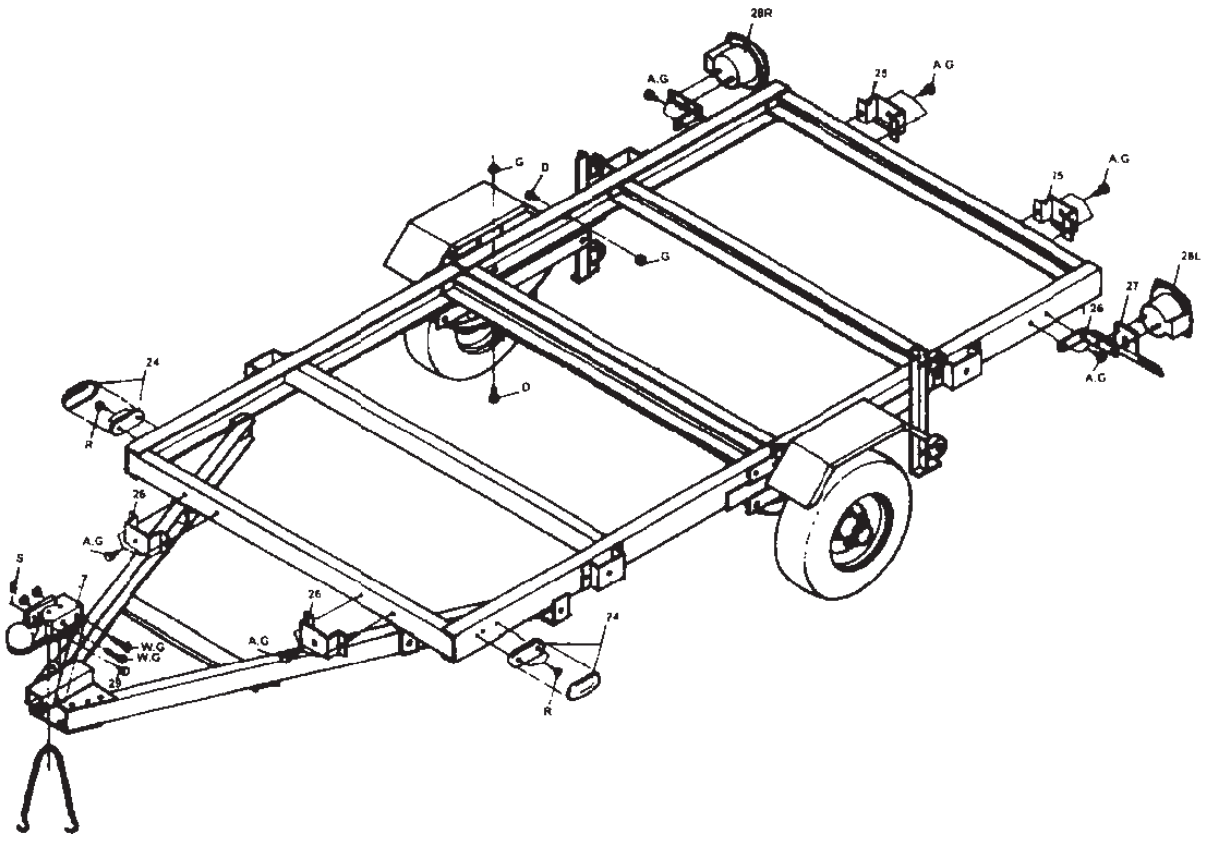
1. Assemble grease fitting (31) on hub (18).
2. Carefully slide hubs (18) over spindles at each end of axle and push on outer bearings (20) and flat washer (N), then castle nuts (K), tighten them snugly.
3. Push a 4mm cotter pin (O) through the hole in end of the spindles then spread cotter pin, fill the dust cap (21) with automotive grease then press it onto hub.
4. Put tire/wheel assembly (19) on hub set (18), then lock with four lug nuts (J) tighten with socket or lug wrench to 90FT-LBS (very tight).



STEP 8

PARTS NEEDED		
NO	QTY	DESCRIPTION
7	1	Coupler
8	2	Safety Chain
24	2	Side Running Light
25	4	Stake Clamp
26	2	Tail Light Bracket
27	1	License Plate
28L	1	Left Tail Light
28R	1	Right Tail Light
29	1	Safety Pin
A	12	M10x20 Bolt
D	4	M10x30 Bolt
G	18	M10 Nylon Nut
R	4	Self Tapping Screw
S	1	2mm R Pin
W	2	M10x90 Bolt

1. Extend trailer bed to full length by lifting upper section 180° towards rear of trailer.
2. Bolt coupler (7) to coupler base (6) by using M10x90 bolt (W), then lock coupler trigger by using safety pin (29), put "R" pin (S) through the hole of safety pin (29) to secure it.
3. Attach safety chain (8) to coupler with bolt M10x90 (W) through the center link of the chain, lock with M10 nylon nut (G).
4. Attach each 2 sets of stake clamps (25) to front and rear cross members by using two sets of bolt and nut (A.G.) on each side.
5. Attach side running light (24) by opening the lens of light, then have screw-run wire lead through the center hole of side rail, then lock light to rail with two self tapping screws (R) on each side.
6. Assemble tail light bracket (26) to rear end of side rail (1RL,1RR) by using M10x20 bolt and M10 nylon nut (A.G.) then install license plate bracket (27) and left tail light (28L) [with clear lens for light] with nuts then install right tail light (28R).
7. Tighten rear portion frame to caster base (12L, 12R) by using two sets of M10x30 carriage bolt (D), M10 nylon nut (G) on each side (see diagram).



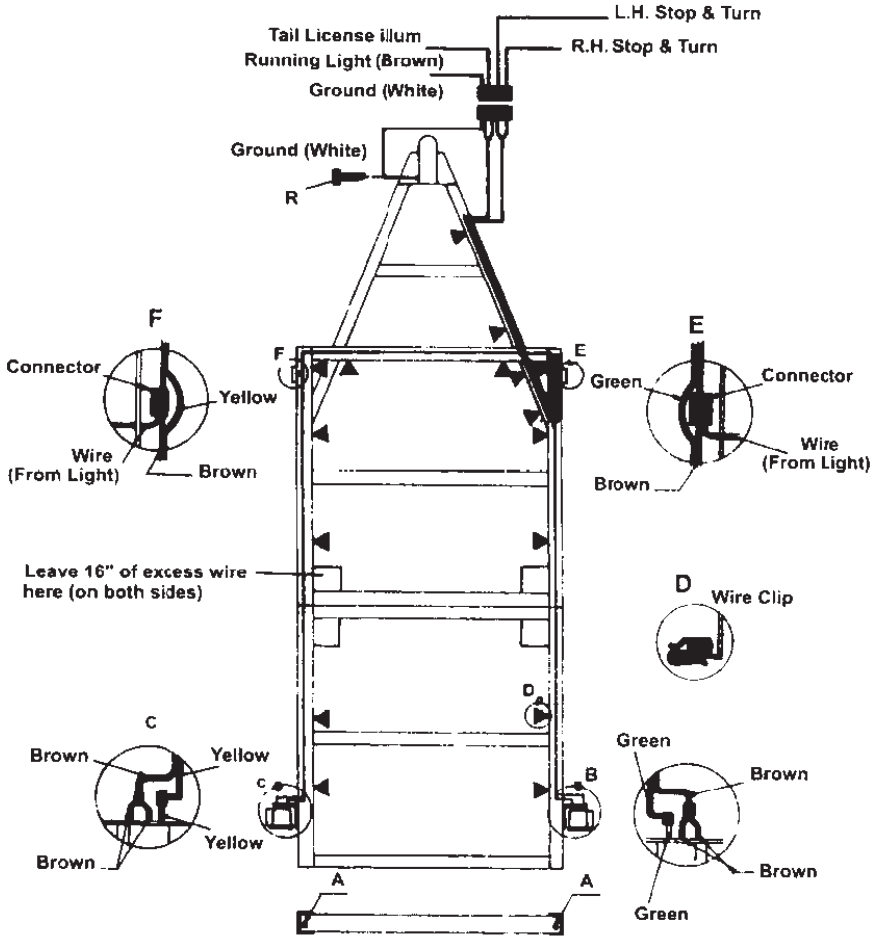
TIGHTEN ALL HARDWARE!

Now that frame is completely assembled, retrace all assembly steps and make sure that all hardware is properly wrench-tightened. Also, tighten lug nuts/lug bolts to 90 ft-lb.

STEP 9

TRAILER LIGHT KIT
WIRING DIAGRAM AND INSTRUCTION

Check alignment of all parts and install the 4-wire vehicle connector in the trunk area of your car. Locate the connector plug near the hitch ball and lay out wires (wires must through cross member's hole). Connect the white wire to the frame or body of the car. Connect the brown wire to the tail light by stripping, wrapping and taping connector; similarly connect the yellow wire to the left signal and stop light wire and the green wire to the right signal and stop light wire. Some foreign vehicles may require an adaptor to convert their 5 wire system to wire vehicle connector.

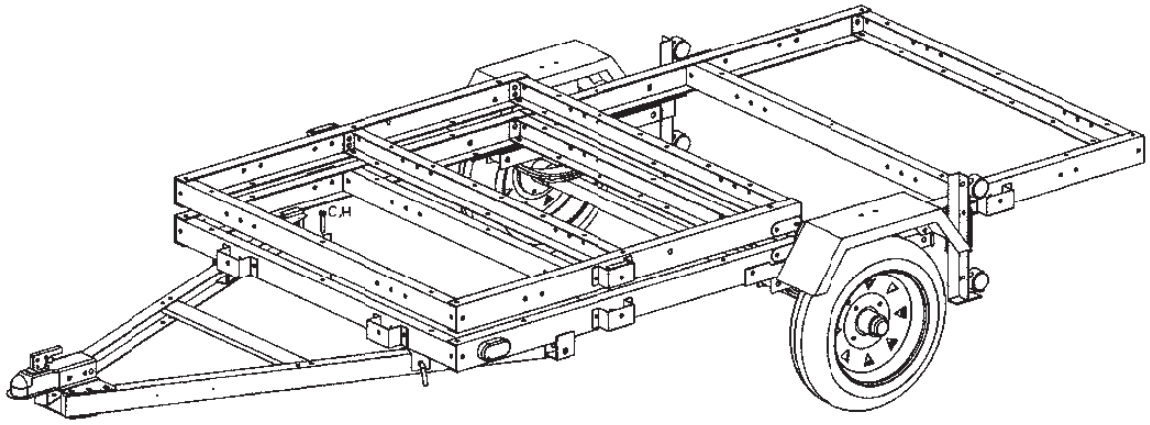


1. Attach white ground wire at plug end of wiring harness to the small hole in right tongue with safety tapping screw.
2. Leave about 18" of wire beyond the coupler and lay out wire on the inside of right tongue to the side rail joint (as shown), then from this joint, split the yellow/brown wire and green/brown wire. Make yellow/brown go through cross member to left running light, make green/brown wire go to the right running light.
3. Connect the wire lead from the running lights to the brown wire on each side with the wire connector. Use pliers to squeeze the connector closed.
4. Push on wire clips to hold wires down the side rails of the trailer.
5. Cut yellow/brown and green/brown wires to appropriate lengths and strip ends of wires 3/4".
6. Make taillight connections as per color code:

LEFT SIDE	RIGHT SIDE
Yellow – Yellow wire	Green – Green wire
Brown – Brown wire	Brown – Brown wire

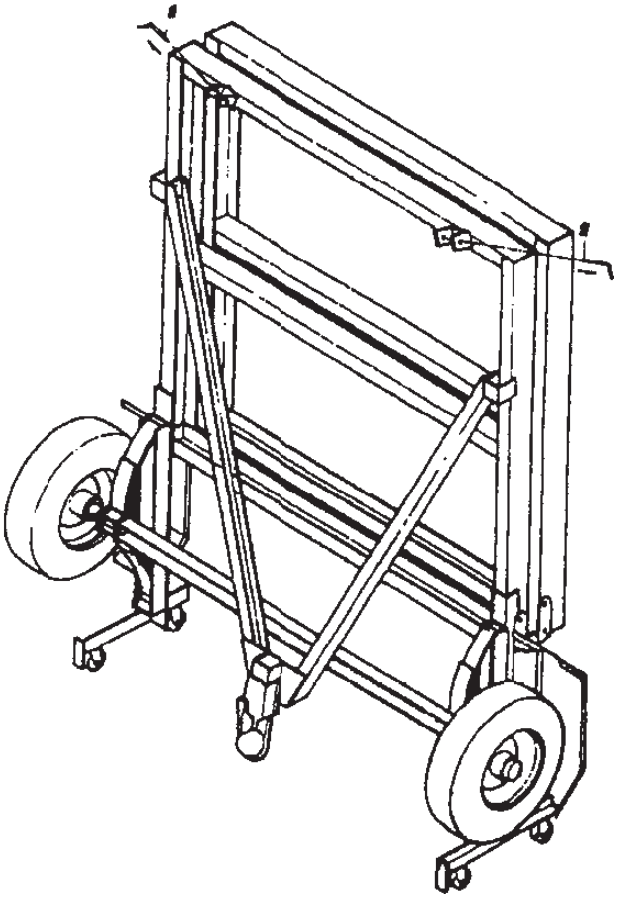
7. Or insert wire in color coded holes in rear of tail lights.

STEP 10



1. Unscrew carriage bolt from rear section side rails. Fold rear section over front section and secure with M10 x 50 bolt (C) and hex nut M10 (H).

2. Tilt trailer onto caster base, remove bolt from cross member and fold tongue down.

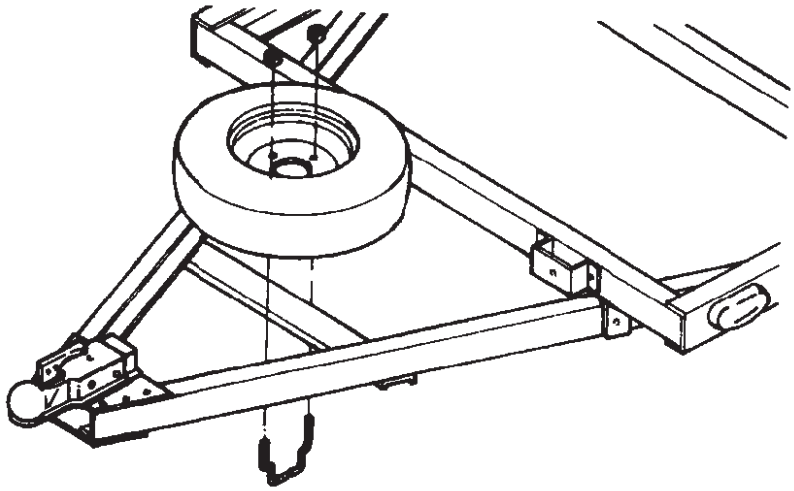


Note: Casters are designed to allow repositioning of the trailer only. Do not roll the trailer long distances on casters.

STEP 11

QTY	PARTS NEEDED(NOT INCLUDED)
1	Tire & Wheel (Not included)
1	U Bolt (Not included)
2	3/8" or M10 Nut (Not included)

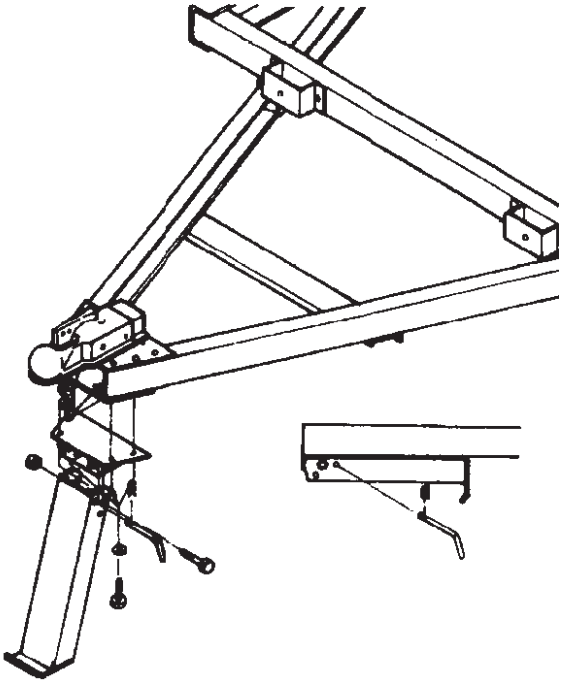
Use U-bolt under bar and through two holes in the rim.
Secure with nuts, tightening them evenly.
Make sure the spare tire is held firmly in place.



STEP 12

QTY	PARTS NEEDED(NOT INCLUDED)
1	Lower Connecting Plate (Not included)
1	Stand (Not included)
5	3/8" x3" Bolt (Not included)
4	3/8" Nut (Not included)
1	L Latch (Not included)
1	R Pin (Not included)

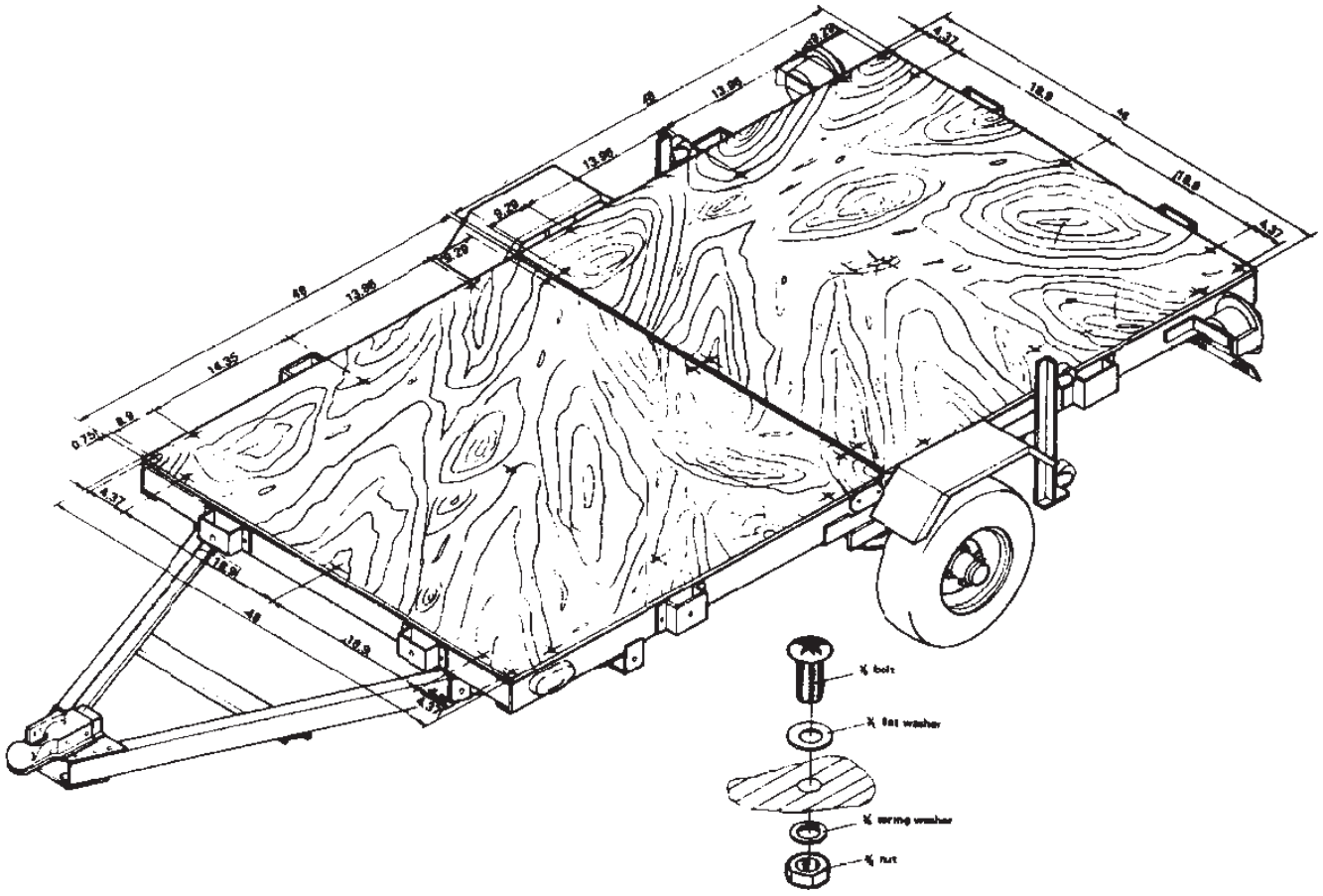
1. Assemble the stand as shown.
2. Remove R-pin, pivot stand into transport position, and replace R-pin.



STEP 13

QTY	PARTS NEEDED(NOT INCLUDED)
2	3/4"X48"X48" Plywood (Not included)
24-30	3/8" Cross Head Bolt (Not included)
24-30	3/8" Flat Washer (Not included)
24-30	3/8" Spring Washer (Not included)
24-30	3/8" Hex Nut (Not included)

1. As shown in diagram drill all holes with a high speed drill bit.
2. Use 3/8" flat washer, spring washer and 3/8" hex nut to mount floor tight to frame.

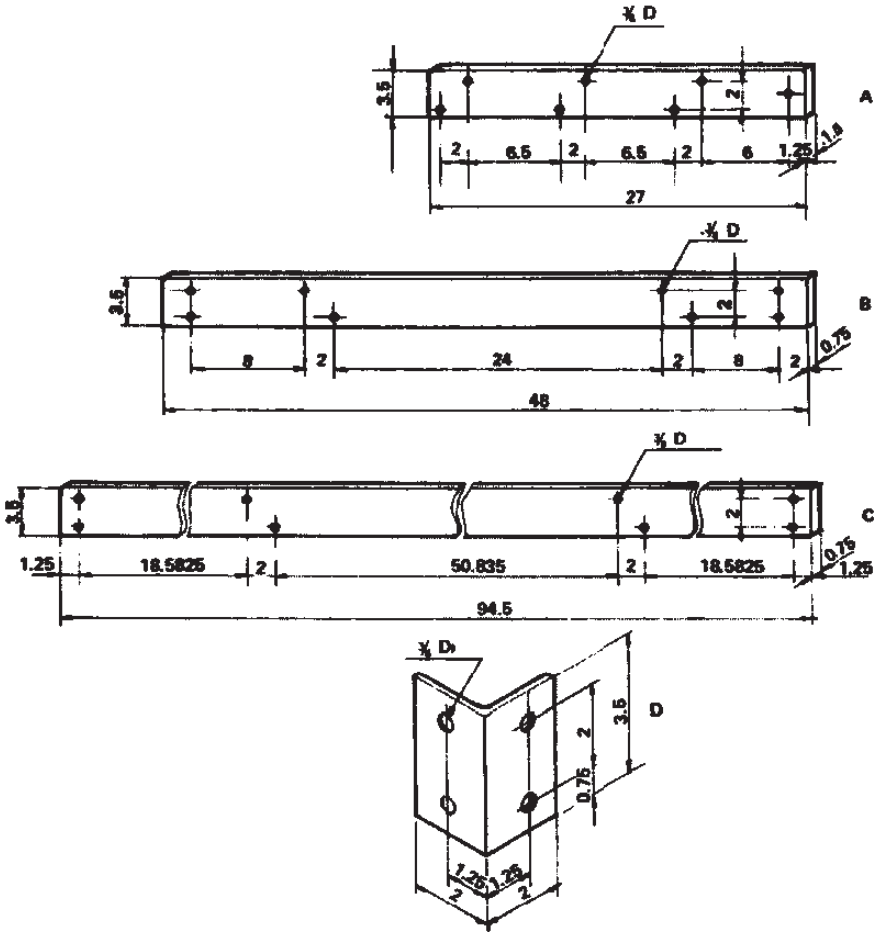


STEP 14

QTY	PARTS NEEDED **(NOT INCLUDED)**
8	1.6x3.5x27 Wooden Strip
6	0.75x3.5x48 Wooden Strip
6	0.75x3.5x94.5 Wooden Strip
4	0.175x2x2x3.5 Steel Angle
16	3/8"x1-3/4" Hex Bolt
56	3/8" x 2-3/8" Hex Bolt
72	3/8" spring Washer
112	3/8" Flat Washer
72	Hex Nut

1. Cut side rails, front end rails and back end rails to the sizes indicated in drawing and drill 3/8" mounting holes where indicated.
2. Cut stakes to size indicated in drawings.
3. Sand and finish all side, front and back rails and stakes if desired. Next, as shown in drawings, drill all holes with a 3/8" high speed drill bit. For placement of your bottom holes, place stakes in stake pickets and mark hole location with a pencil. NOTE: these holes should not be countersunk. Then using a 3/4" power wood bit, drill a 1/2" deep hole into each of your top three 3/8" holes. This will allow you to countersink your stake hardware.

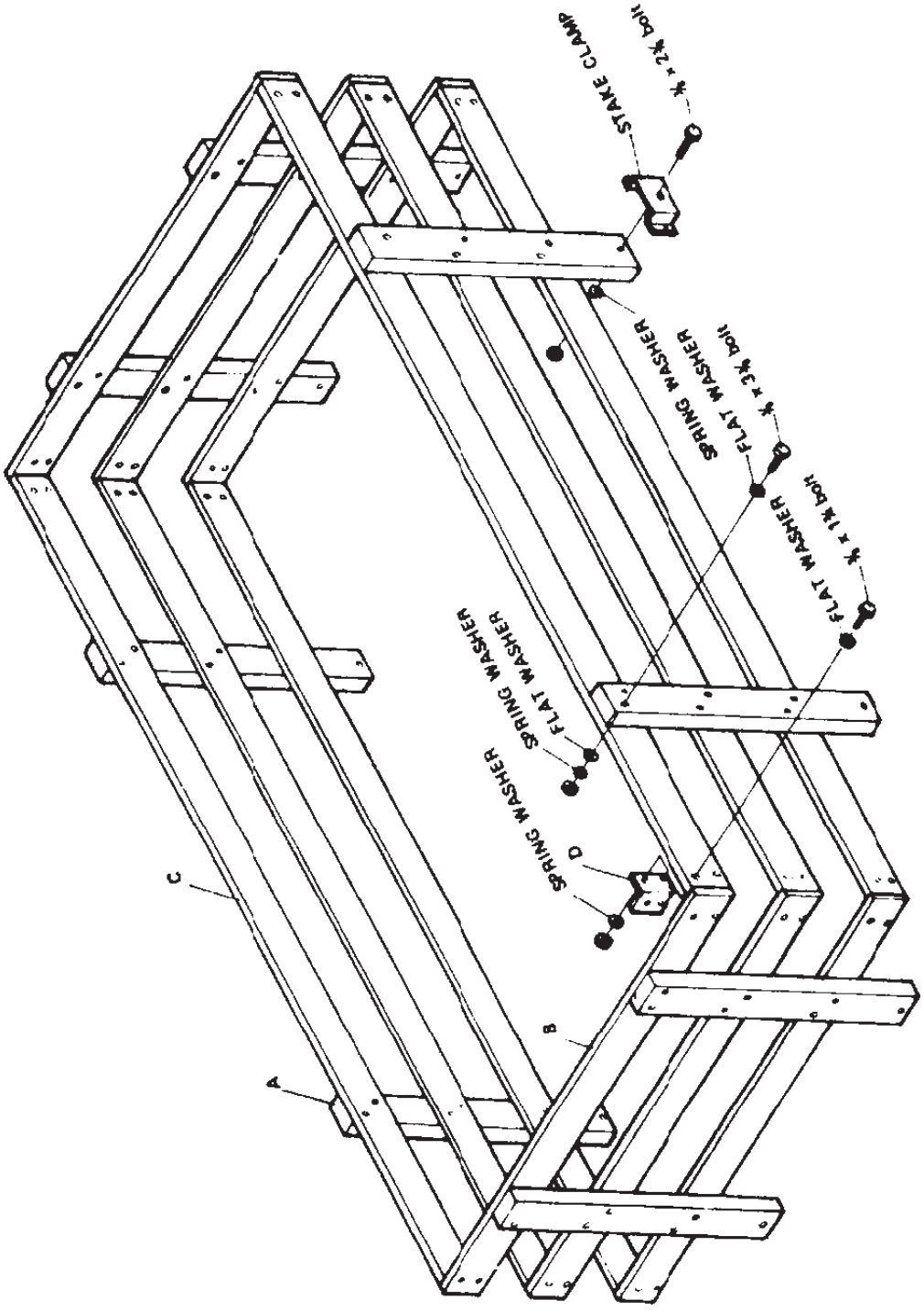
STEP 14 continued on next page.



STEP 14 CONTINUED

4. Mount side rails and end rails to stakes by using 3/8" x 3-3/8" cross head bolts, flat washer and 3/8" nuts.
5. Fasten the stakes to the stake pockets by using 3/8" x2-3/8" hex bolts, spring washer and 3/8" nuts.
6. Fasten connecting plate to side rails and end rails by using 3/8"x1-3/4" cross head bolts and nuts.

NOTE: For quick folding purposes, you may not want to bolt down the stakes permanently to the side pockets.



SPECIAL NOTICE FOR COUPLER

1. Only use a 1-7/8" ball hitch (not included) on the towing vehicle.

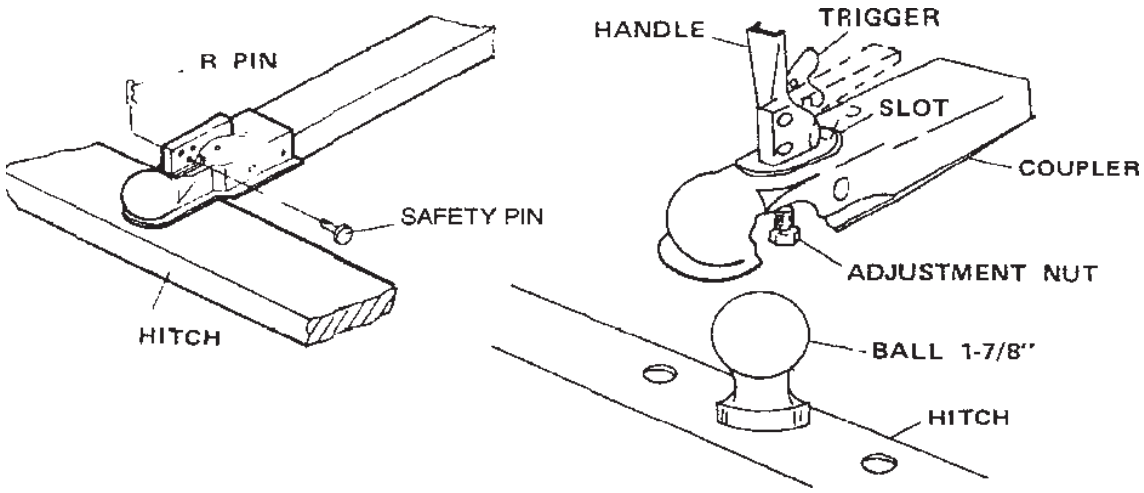
2. Temporarily remove the "R" Pin and Safety Pin. Then, pull up on the Trigger and lift up on the Handle.

3. NOTE: To reduce friction between the hitch ball and Coupler, apply a layer of heavyweight grease over the hitch ball.

4. With assistance, place the Coupler over the vehicle's hitch ball and pull back on the Trigger and push down on the Handle until the Trigger locks in the slot. Pull up and down on the Coupler to make sure the hitch ball is fitting snugly in the Coupler. There should be no play between the hitch ball and Coupler.

   IMPORTANT - If there is play, tighten the Adjustment Nut until no play is present:
   After unlocking the Handle, the Nut retaining plate (holding the adjusting nut in place) needs to be pressed back while the Nut is tightened. After Nut is tightened, the retaining plate needs to fit in place against the flats of the Nut to prevent it from moving. This adjustment should be done by 2 people. If the Adjustment Nut is too tight, the Handle will not lock.

   After the Adjustment Nut is properly adjusted, pull back on the Trigger and push down on the Handle until the Trigger locks in the slot. Pull up on Handle firmly to make sure the Trigger is locked in place and the Handle cannot move. Replace the Safety Pin and "R" Pin.



TRAILER LICENSING NOTICE

Some states may consider that this trailer kit is a specially constructed or homemade vehicle for registration licensing and/or titling purposes. The M.C.O. (Manufacturer's Certificate of Origin) supplied with your trailer should be filled out and signed by the dealer transferring ownership to you. When licensing your trailer, you will need the signed M.C.O., a purchase invoice, cash register receipt, or bill of sale showing the purchase and retail sales tax or use tax collection by the retailer. Take these to your local Department of Motor Vehicle and upon payment of the appropriate State fees, you will be issued a title, registration and license plate (if required). Some states will require inspection of the assembled and finished trailer kit before issuing a title registration/license. If you require additional information or guidance on licensing or titling, please consult your State Department of Motor Vehicles.

SAFE USE AND OPERATION RULES

NOTE:Always wear ANSI approved safety goggles when assembling and attaching this trailer.

1. **TOWING VEHICLE–**

—Make sure vehicle is capable of towing the load.

—Excess speed is the second most important cause of car-trailer accidents. Recommended maximum speed for all passenger cars towing trailers is 45 MPH.

CAUTION

Care must be taken when backing up the Trailer; only back up the trailer on a straight path. If the Trailer is allowed to turn off the straight path while backing up, the Trailer could jackknife, causing severe damage to the trailer and to the towing vehicle.

2. **HITCH, BALL, COUPLER–**

—Check that the hitch on the towing vehicle is capable of towing the trailer. The towing capability of the hitch is normally stamped on hitch drawbar.

—Make sure the coupler and the ball are mating sizes and are rated equal to or greater than the load.

—Never attach anything other than the proper size coupler to the ball for towing.

3. **SAFETY CHAINS–**

—Be sure to use safety chains.

—Check that safety chains are attached to towing vehicle with the same length for each side.

—Do not allow chains to drag on ground.

4. **LOADING–**

—Never overload trailer. Maximum load is 950 lb.

—Load trailer evenly from side to side with 60% of the load forward to the axle. It is important that the tongue be pressing down on the hitch, but not exceeding a downward force of 95 lb.

—Reduce weight in car trunk and rear seat areas by amount of tongue weight of your trailer.

—It is against the law to carry passengers in the back of any trailer.

Reporting Safety Defects:

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Traffic Safety Administration(NHTSA) in addition to notifying Changzhou Nanxiashu Tool Company.

If NHTSA receives similar complaints, it may open an investigation. And if it finds that a safety defect exist in a group of vehicles, it may order a recall and remedy campaign However, NHTSA cannot become involved in individual problems between you, your dealer or Changzhou Nanxiashu Tool Company.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 or 202-366-0123 or write to NHTSA,U.S. Department,400 7th Street SW NSA-11,Washington,DC 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Note: Check with your local department of Motor Vehicles for registration procedures. Some DMV's require the Certificate of Origin to be notarized, others do not.

5. LIGHTING–

–Check lighting before each use and every 100 miles to be sure stop tail and turn signals are working properly.

Replace any broken lenses, reflectors or bulbs.

–Check wires for good connections and possible fraying or wearing of insulation.

–Bulbs supplied with this trailer are for 12 volt system.

–Bulbs used in tail light are: Number – 1157 – Stop and Tail.

–Bulb for clearance is: Number - 1895.

6. TIRES–

–Check tire for wear and proper inflation before each use and every 100 miles.

–Tire pressure should be kept at 60 PSI.

–Check and tighten lug nuts. Torque to 85-90 FT-LBS.

Retorque after first 50 miles.

7. OPERATION–

–Know how to properly control your towing vehicle-trailer combination on the highway under all conditions. Remember the loaded weight of the trailer will increase your braking and stopping distances appreciably.

–When towing a trailer over long distances stop and check tightness of all connections lights and running gear every 100 miles.

–Carry emergency flares, and fire extinguisher if required for operation in your state.

–It is desirable to carry extra bulbs and fuses if you are towing the trailer at night over any great distances.

8. INSPECTION, MAINTENANCE, AND CLEANING

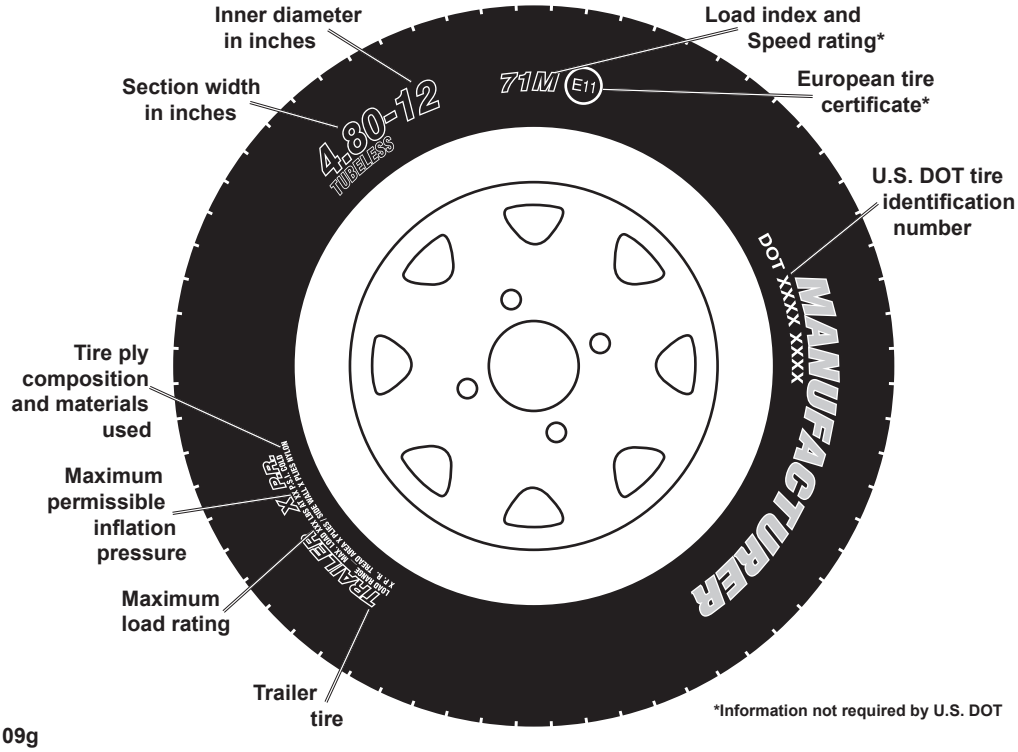
- **BEFORE EACH USE,** inspect the general condition of the Trailer. Check for loose Bolts and Nuts, misalignment or binding of moving parts, cracked, bent, or broken parts, excessively worn Safety Chain , damaged Tail Lights/Side Running Lights/Wiring Harness, loose Lug Nuts, loose Hitch connnection, and any other condition that may affect its safe operation. If abnormal noise or vibration occurs, have the problem corrected before further use. Do not use damaged equipment.
- **BEFORE EACH USE,** check the Tires for wear and proper inflation (60 PSI).
- **BEFORE EVERY USE AND AT 500 MILE INTERVALS DURING EVERY TRIP,** check and tighten the Tire Lug Nuts. Torque from 85 to 90 Ft.-Lbs.
- **EVERY 2,000 TO 3,000 MILES OF USE,** lubricate the Hub Assemblies with a heavy weight bearing grease. **Follow the *Bearing Packing Instructions* as explained on the last page of this manual.** After each Hub Assembly is reassembled, tighten the Castle Nut until the wheel starts spinning with slight resistance. Loosen the Castle Nut about 1/6 turn from this point. Insert a new Cotter Pin through the Castle Nut and the hole in the axle. Bend the Pin back, locking it and the Nut in place.
- **TO CLEAN,** use only water and a mild detergent.

TIRE INFORMATION

Tire Terminology Glossary

- **Accessory weight means**- the combined weight of automatic transmission, power steering, power brakes, power windows, power seats, radio, and heater, to the extent that these items are available as factory-installed equipment.
- **Carcass means**- the tire structure except for the tread which provides the major portion of the tire's capability to deflect in response to the vertical loads and tractive forces that the tire transmits from the roadway to the non-pneumatic rim, the wheel center member, or the vehicle and which attaches to the vehicle or attaches, either integrally or separably, to the wheel center member or non-pneumatic rim.
- **Carcass separation means**- the pulling away of the carcass from the non-pneumatic rim or wheel center member.
- **Chunking means**- the breaking away of pieces of the carcass or tread.
- **Cracking means**- any parting within the carcass, tread, or any components that connect the tire to the wheel center member.
- **Curb weight means**- the weight of a motor vehicle with standard equipment including the maximum capacity of fuel, oil, and coolant, and, if so equipped, air conditioning and additional weight optional engine.
- **Load rating means**- the maximum load a tire is rated to carry.
- **Maximum loaded vehicle weight means**- the sum of:
  a. Curb weight;
  b. Accessory weight;
  c. Vehicle capacity weight; and
  d. Production options weight.
- **Maximum tire width means**- the greater of either the linear distance between the exterior edges of the carcass or the linear distance between the exterior edges of the tread, both being measured parallel to the rolling axis of the tire.
- **Normal occupant weight means**- 68 kilograms times the number of occupants.
- **Occupant distribution means**- distribution of occupants in a vehicle.
- **Production options weight means**- the combined weight of those installed regular production options weighing over 2.3 kilograms in excess of those standard items which they replace, not previously considered in curb weight or accessory weight, including heavy duty brakes, ride levelers, roof rack, heavy duty battery, and special trim.
- **Tread means**- that portion of the tire that comes in contact with the road.
- **Tread separation means**- pulling away of the tread from the carcass.
- **Vehicle capacity weight means**- the rated cargo and luggage load plus 68 kilograms times the vehicle's designated seating capacity.
- **Vehicle maximum load on the tire means**- that load on an individual tire that is determined by distributing to each axle its share of the maximum loaded vehicle weight and dividing by two.
- **Vehicle normal load on the tire means**- that load on an individual tire that is determined by distributing to each axle its share of the curb weight, accessory weight, and normal occupant weight and dividing by 2.

Tire Markings



REV 07f, 09b, 09g

- **Section width**- This number gives the width of the tire in inches. The larger the number, the wider the tire. (The markings on the example tire diagram show 4.80. The markings on your tire may differ.)
- **Inner diameter**- This number gives the inner diameter of the tire in inches. This is also the rim diameter in inches. (The markings on the example tire diagram show 12. The markings on your tire may differ.)
- **U.S. DOT tire identification number**- This begins with the letters "DOT" and indicates that the tire meets all federal standards. The next two numbers or letters are the plant code where it was manufactured, and the last four numbers represent the week and year that the tire was built. For example, the numbers 2107 mean the 21st week of 2007. Any other numbers used are marketing codes used at the manufacturer's discretion. This information is used to contact consumers if a tire defect requires a recall.
- **Maximum Load Rating**- This number indicates the maximum load in kilograms and pounds that can be carried by the tire.

Load Index Rating Codes

Code	Pounds	Code	Pounds	Code	Pounds
71	761	85	1,135	99	1,709
72	783	86	1,168	100	1,764
73	805	87	1,201	101	1,819
74	827	88	1,235	102	1,874
75	853	89	1,279	103	1,929
76	882	90	1,323	104	1,984
77	908	91	1,356	105	2,039
78	937	92	1,389	106	2,094
79	963	93	1,433	107	2,149
80	992	94	1,477	108	2,205
81	1,019	95	1,521	109	2,271
82	1,047	96	1,565	110	2,337
83	1,074	97	1,609		
84	1,102	98	1,653		

- **Load index**- This is a measurement of how much weight each tire can support. See chart above. (The markings on the example tire diagram show 71. The markings on your tire may differ.) Note: You may not find this information on all tires because it is not required by law.

Tire Speed Rating Codes

Code	MPH	Code	MPH	Code	MPH
F	50	N	87	U	124
G	56	P	94	H	130
J	62	Q	100	V	149
K	68	R	106	Z	149
L	75	S	112	W	168
M	81	T	118	Y	186

- **Speed Rating**- The speed rating denotes the speed at which a tire is designed to be driven for extended periods of time. *This does not indicate that the vehicle or rims can safely reach or maintain that speed.* These ratings are listed to the right. (The markings on the example tire diagram show M. The markings on your tire may differ.) Note: You may not find this information on all tires because it is not required by law.
- **Tire Ply Composition and Materials Used**- The number of plies indicates the number of layers of rubber-coated fabric in the tire. In general, the greater the number of plies, the more weight a tire can support. Tire manufacturers also must indicate the materials in the tire, which include steel, nylon, polyester, and others.
- **Maximum Permissible Inflation Pressure**- This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

BEARING PACKING INSTRUCTIONS

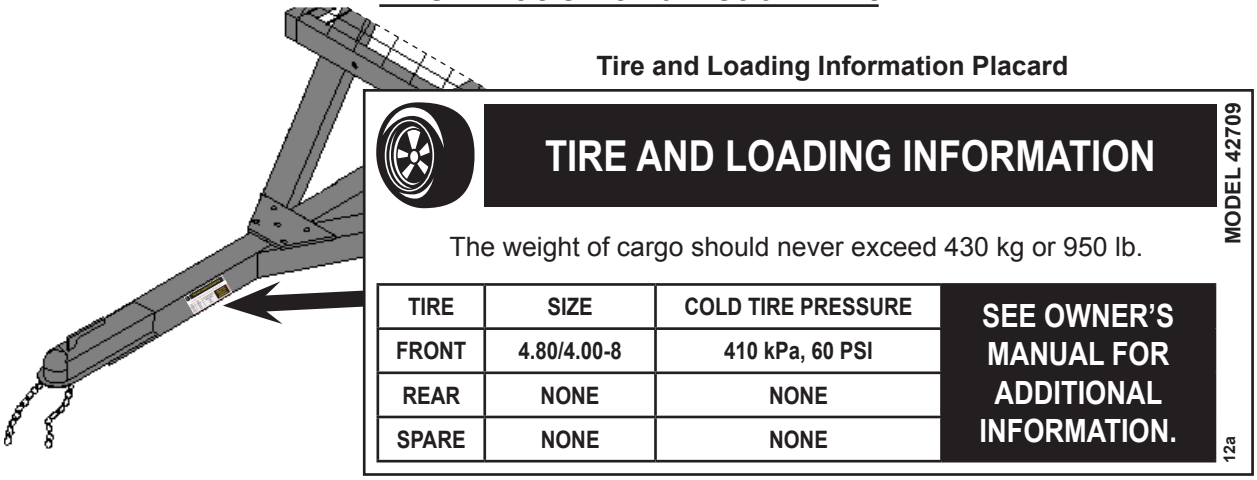
Important

Read and adhere to the following instructions; failure to read and obey all of the following instructions COMPLETELY will void the warranty and can result in damage to the trailer, property damage, or SERIOUS PERSONAL INJURY.

Whenever a hub is disassembled (if a hub on a new unit requires assembly or a hub is disassembled for maintenance), the following procedure MUST be followed.

1. Using a suitable solvent, thoroughly clean the bearings and the rest of the parts in the Hub assembly of all grease, dirt, metal shavings, or any other foreign object. **The parts must be cleaned even if they are new or clean.**
2. Allow all pieces to dry completely.
3. Make sure that your hands are thoroughly clean and the bearing packer (not included) is also thoroughly clean.
4. Place fresh, clean bearing grease in the packer.
5. With the grease-filled bearing packer in one hand and the bearing in the other, press the bearing into the grease, forcing the grease inside the slots in the bearing, continue doing this until every slot in the bearing is completely full of grease.
6. Finish assembling the hub/wheel assembly as explained in the manual, being careful not to get any dirt or debris on any part of the assembly.

Tire Inflation and Load Limit



The Tire and Loading Information Placard displays the cold tire inflation pressure and the load limit for this vehicle. See the Tire Care section for an explanation of tire pressure and see the Vehicle Load Limit section following that for an explanation of load limit.

TIRE CARE

Checking Tire Pressure

Note: Underinflated tires can decrease handling, stopping performance, traction, tire life, and load-carrying capability, in addition to causing other negative and hazardous effects, including tire failure. Overinflated tires are at greater risk of an impact break, where the tread and casing break when striking a hard edge, often opening a huge gash across the tread. Incorrect inflation pressure also increases tires wear rate. Therefore, it is important to keep tires inflated properly.

Check all tires' pressure at least monthly, due to the following factors:

- Most tires naturally lose air gradually.
- Tires can suddenly lose air if the tire strikes a pothole, curb, or other object.
- It is usually not possible to determine underinflation of radial tires by visual inspection.

This vehicle has 60 PSI recommended cold tire inflation pressure. The term "cold" in this manual does not refer to the temperature outside, but it refers to the fact that a tire that has not been driven for a period is cooler (and therefore has lower pressure) than a tire that has been driven on. Tires heat up while being driven on. To check (or fill to) a tire's cold inflation, the tire must have not been driven for more than a mile or two for at least three hours. If you check a tires pressure when it is not "cold", the pressure will appear higher than the actual cold tire inflation.

Steps for Maintaining Proper Tire Pressure

1. Locate the recommended tire pressure on the vehicle's tire information placard, certification label, or in the owner's manual. This trailer has 60 PSI recommended cold tire inflation pressure.
2. Measure and record the tire pressure of all tires.
3. If the tire pressure is too high in any of the tires and the tires have not been driven for at least three hours, slowly release air by gently pressing on the tire valve stem with the edge of your tire gauge until you get to the correct pressure. If the vehicle have been driven within the past three hours and the tire pressure is too high on any tires, then recheck the pressure once the tires have been allowed to sit motionless for at least three hours.
4. If the tire pressure is too low, note the difference between the measured tire pressure and the correct tire pressure. These "missing" pounds of pressure are what you will need to add.
5. At a service station, add the missing pounds of air pressure to each tire that is underinflated.
6. Check all the tires to make sure they have the same air pressure.
7. If the tires' pressure was not measured "cold", then the pressure should be rechecked with the tires cold as soon as possible.

Tire Size

To maintain safety, only purchase new tires of the same size as the original tires. Look at the Tire and Loading Information Placard, the Specifications Chart in this manual, or the sidewall of the tire being replaced. If you have any doubt about selecting the correct size, consult a tire dealer.

Tire Tread

The tire tread provides traction that prevents your vehicle from slipping, especially if the road is wet or icy. Tires are unsafe and should be replaced when the tread is worn down to 1/16″. Measure tread depth using a tread depth indicator (not included).

Tire Rotation

Every 5,000 miles the left and right tires should be switched. This will cause the tires to wear more evenly and last longer.

Tire Balance and Alignment

The tires need to be balanced to prevent vibration when driving. This involves attaching small weights to the rim to offset small differences in rim and tire weight. The tires also need to be aligned properly. Alignment is the orientation of the tires to the road surface and their being parallel. This helps the tires to wear evenly, and provide better traction. Both tire balance and alignment require specialized equipment that is not provided with this vehicle.

Tire Repair

To properly repair a punctured tire, the hole needs to be properly plugged and patched from the inside of the tire. Tread punctures can be repaired if they are not too large. Sidewall punctures should not be repaired, the tire needs to be replaced if the sidewall is damaged. Tires should be removed from the rim to be inspected before being plugged and patched. A qualified mechanic should remove the tire from the rim, perform the repair, and remount the tire.

VEHICLE LOAD LIMIT

Steps for Determining Correct Load Limit

1. Locate the statement “The weight of cargo should never exceed XXX kilograms or XXX pounds” on your vehicle’s placard.
2. That figure equals the available amount of cargo and luggage load capacity.
3. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage load capacity.
4. If the trailer’s load exceeds the cargo and luggage load capacity, then the trailer be unsafe resulting in hazardous effects, such as: Trailer’s tires will not be able to maintain traction properly, and stopping distance will be increased significantly.

IMPORTANT

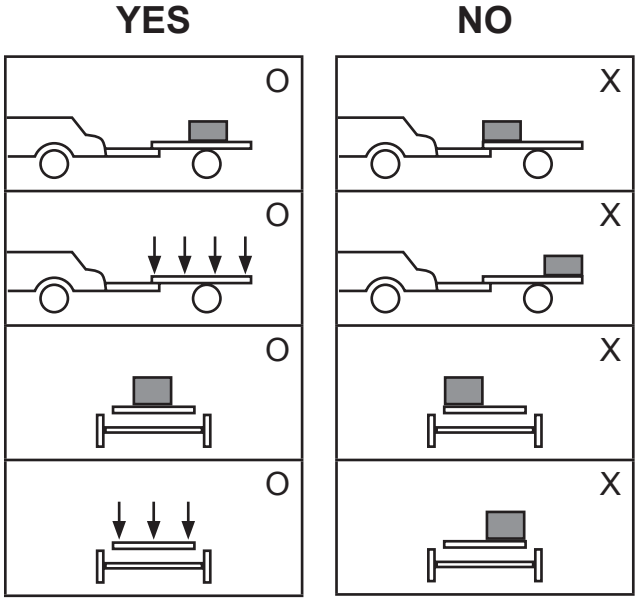
For safe use and operation, obey the following notices:

1. Read all instructions carefully and follow them step-by-step. Keep the instruction manual in a safe place.
2. Double-check the assembly after you finish to ensure everything is assembled properly.
3. Follow the Trailer Licensing notice to properly license this trailer.
4. Inspect before every use; do not use if parts are loose or damaged.
5. Keep permanent labels in place and in good condition.

Notice:

- Repack bearings after every 3,000 miles of use.
- Maintain tires as explained in this manual.
- Comply with the following before every use:
  1. Tighten U-bolt.
  2. Tighten lug nut.
  3. Tighten trigger lock on coupler.
  4. Hook up safety chain.
  5. Trailer load should not exceed 950 lb. capacity and must be properly secured.
  6. Trailer load size must not exceed trailer's bed board size.

CORRECT WAY TO LOAD THE TRAILER



Limited 90 Day Warranty

Harbor Freight Tools Co. makes every effort to assure that its products meet high quality and durability standards, and warrants to the original purchaser that this product is free from defects in materials and workmanship for the period of 90 days from the date of purchase. This warranty does not apply to damage due directly or indirectly, to misuse, abuse, negligence or accidents, repairs or alterations outside our facilities, criminal activity, improper installation, normal wear and tear, or to lack of maintenance. We shall in no event be liable for death, injuries to persons or property, or for incidental, contingent, special or consequential damages arising from the use of our product. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation of exclusion may not apply to you. THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS.

To take advantage of this warranty, the product or part must be returned to us with transportation charges prepaid. Proof of purchase date and an explanation of the complaint must accompany the merchandise. If our inspection verifies the defect, we will either repair or replace the product at our election or we may elect to refund the purchase price if we cannot readily and quickly provide you with a replacement. We will return repaired products at our expense, but if we determine there is no defect, or that the defect resulted from causes not within the scope of our warranty, then you must bear the cost of returning the product.

This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

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