TRAILEX INCORPORATED
MAINTENANCE AND OPERATION MANUAL
for
BOAT TRAILERS

1. Tires should always be inflated to proper pressure. Correct tire pressure is noted on tire sidewall. (Only exception - TX-200 tires are to be inflated to only 12 to 15 P.S.I.) P.S.I. inflation and load range table is listed on back of page.

2. If possible, store tires off the trailer during winter storage. You can not always determine how much mileage is left in your tires by looking at the tread depth. Inspect the sidewalls for cracks, if you notice any, it would be wise to invest in new tires.

3. Repack all wheel bearings before storing your trailer. Use of bearing protectors does not relieve you of this duty. Procedure in adjusting bearing tension is as follows:

   a. Rotate wheel while tightening spindle nut to approx. 20 ft. lbs.
   b. Back off nut 1/4 turn.
   c. Retorque spindle nut to 10 ft. while rotating wheel. Note: 10 ft. lbs. is equivalent to 10 lbs. of force applied to end of wrench which is 12" long.
   d. Back off spindle nut to first position which will accept cotter pin.
   e. Install cotter pin.
   f. Install dust cover. Note: .002 to .006 in. play is normal. See installation instructions below.

4. After use is salt water, it is a good practice to wash your trailer with fresh water as soon as possible.

5. If trailer is used in winter and is subjected to road chemicals used to melt snow, wash with a mild detergent when you reach destination.

6. Check condition of springs, bushings and hubs before storing your trailer.

7. Check surge brake system, shoes, cylinders and brake line prior to storing trailer. Hydraulic brake information and maintenance booklet is included if your trailer is so equipped.

8. Check condition of your winch rope or cable. Look for fraying or elongation.

9. Inspect the locking mechanism of the coupler. Make sure that it operates freely. The fit of the coupler on the ball can be adjusted with nut located under the head of the coupler.

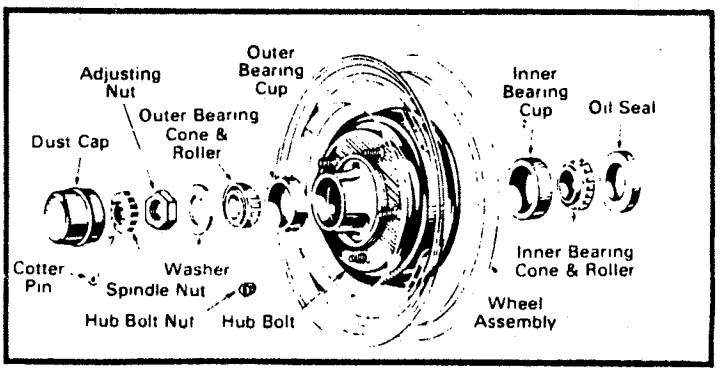
10. Inspect all light bulbs for proper lumination. Check that both functions work on double element bulbs.

11. Inspect all light lenses for fractures or breakage. Replace if broken. Refer to Parts & Assembly drawing for replacement.

12. Do not attempt to weld on any aluminum parts. The special high strength alloy used in your Trailex cannot be welded with permanent results. T-Bolt design permits easy attachment of parts or repairs.

INSTALLATION INSTRUCTIONS

1. Remove wheel.
2. Remove dust cap, cotter pin, nut, and washer.
3. Gently jiggle hub and pull towards you to allow outer bearing cone to come out.
4. Carefully lift hub and remove from spindle.
5. Use a soft metal or fiber punch to tap the seal and inner bearing out, then tap out the outer cup.
6. Install the new bearing cup by gently tapping the outer edge until firmly seated in the hub.
7. Thoroughly grease the new bearing cone and replace it on the spindle.
8. Install the new oil seal and re-assemble hub on spindle.
9. Tighten adjusting nut (refer to number 3 above).
10. Replace wheel.



IMPORTANT: Rubber or nylon spring bushings should be inspected periodically and replaced when signs of wear appear. The reason for this is that the raised collar of the bushing presents an insulation between the steel spring and the aluminum spring channel, (subrail). If you do not replace these worn bushings, abnormal wear to the subrail will occur.

LOAD/INFLATION FOR TIRES IN TRAILER SERVICE

Size	Load Range	Load	Inflation	Size	Load Range	Load	Inflation
4.80-0	A	390	30	ST175/80R13	B	1100	35
	B	590	60		C	1360	50
	C	745	90				
5.70-8	B	715	50	ST205/75R14	B	1430	35
	C	910	75		C	1760	50
16.5x6.5-8	B	620	45				
	C	795	70	ST215/75R14	C	1870	50
18.5x8.5-8	B	770	35				
	C	940	50	ST205/75r15	B	1480	35
6.90-9	B	885	40		C	1820	50
	C	1120	60				
	D	1375	85	ST225/75R15	C	2150	50
	E	1510	100		D	2540	65
20.5x8.0-10	B	905	35				
	C	1105	50				
	D	1330	70				
	E	1535	90				
4.80-12	B	780	60				
	C	990	90				
5.30-12	B	840	55				
	C	1045	80				

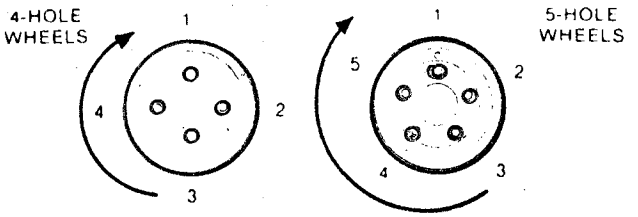
SAFE TRAILERING TIPS

1. Coupling - Make sure ball size is the same as coupler size.
2. Safety chains - Cross chain under tongue and secure to car.
3. Attach breakaway lever of surge brake system, if so equipped.
4. Lights - Connect and make sure all lights are operating.
5. Tighten lug nuts on wheel and check tire pressure. Refer to charts on this page.
6. Secure boat on trailer with straps or other tie down devices.
7. Do not overload trailer.

LAUNCHING AND LOADING

1. Unplug flat wiring at coupler before submersing tail lights into the water. This is not necessary if your trailer is equipped with submersible tail lights.
2. Back trailer to water edge. Try not to submerge the hot hub as it may draw water in the hub. Bearing protectors can be added to eliminate this problem.
3. Disconnect tie down straps and release boat into water.
4. When loading, attach winch rope to bow eye. Aligning bow with trailer makes winching easier.
5. By keeping winch rope tight and winching slowly, you can load your boat in cross currents or strong winds.
6. To prevent accidental injury, only use rope in good condition and stand to side of winch.
7. Secure boat on trailer and pull away from ramp.
8. Check trailer before leaving area. Always check coupling, lights, lug nuts, tire pressure and tie down straps.

Recommended Lug Nuts and Torquing Procedure



Use 60° cone angle zinc plated nuts or lug bolts. Initially tighten to 12-20 ft. lbs. using a cross tightening sequence (1, 3, 2, 4, or 1, 3, 5, 2, 4). Finish torquing to 70-80 ft. lbs. (NOTE: Nuts and studs should be clean, dry and unlubricated.). Retorque after 50 miles of use and periodically thereafter.

ADJUSTING YOUR BOAT TRAILER

1. Tongue weight on single axle trailers should be approximately 10% of gross load. Tandem units should have approximately 125 lbs. Cathedral and tri-hull boats must have additional tongue weight to offset lift action created at highway speeds.
2. All rolls should be in contact with the hull of the boat. This helps distribute weight evenly.
3. Position winch on stand so that the pull to the bow eye is parallel to the tongue. Snug boat to bow roll.
4. Rear cradles are raised to support the bottom of the boat.
5. **Front cradles should fit firmly against the boat. Front** cradles provide stability in trailering only. They are not meant to support the weight of the boat.
6. All brackets and rolls on the Trailex trailer are adjustable. Use a 9/16" wrench to loosen lock nuts. Slide unit in keyway desired location. Re-tighten nuts.

If you should have any questions regarding this Maintenance and Operations Manual please call toll free at 1-800-282-5042 or (330)533-6814.

For further information refer to the Parts and Assembly Drawing for your model trailer.