



# LittleGiant & SpecOps Trailers

Part No. #T02035 & #T01366

(refer to printed instructions provided with camper upfit trailer models for upfitting assembly)

## ASSEMBLY & OPERATING INSTRUCTIONS

### IMPORTANT NOTICE ABOUT LICENSING YOUR KIT TRAILER BE SURE TO READ THIS NOTICE!

**YOUR MANUFACTURER CERTIFICATE OF ORIGIN (MCO) IS REQUIRED TO LICENSE THIS TRAILER.**

**YOUR MCO WITH VIN TAG IS PROVIDED TO YOU SEPARATE OF YOUR TRAILER SHIPMENT. THIS DOCUMENT IS YOUR TRAILER TITLE FOR LICENSING YOUR TRAILER WITH YOUR LOCAL DMV – BE SURE TO KEEP YOUR TRAILER VEHICLE DOCUMENTATION IN A KNOWN PLACE (JUST LIKE THE CARE FOR YOUR CAR).**

**YOUR MCO WITH VIN TAG IS SENT TO YOU VIA MAIL SERVICE UPON SHIPMENT OF YOUR TRAILER (OR TENDERED TO YOU BY YOUR RESELLER FROM WHOM YOU PURCHASED THE TRAILER).**

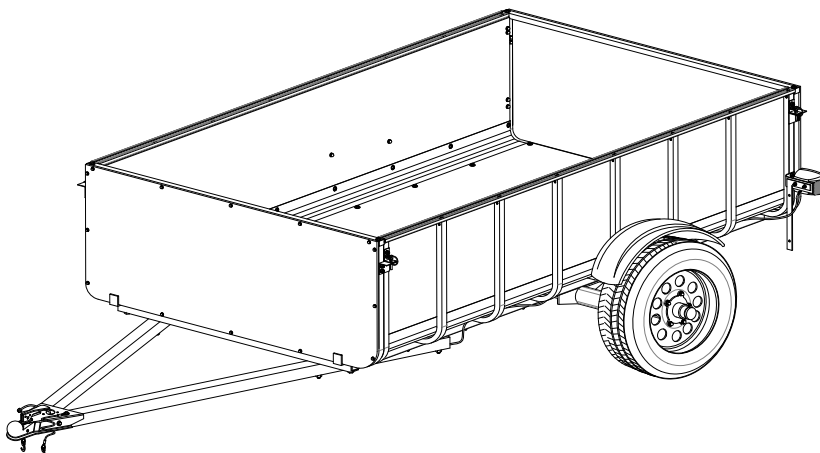
**CONTACT YOUR DEALER FOR THE STATUS OF RECEIVING YOUR MCO WITH VIN TAG.**

**STATE LAWS ALLOW YOU 30 DAYS TO REGISTER YOUR TRAILER WITH THE DMV. SIMPLY SAVE YOUR SALES INVOICE IN YOUR GLOVE BOX WHEN OPERATING WITHIN YOUR GRACE PERIOD.**

***To license this trailer at the DMV or transfer ownership of your trailer before licensing it, you MUST have your Manufacturer Certificate of Origin (MCO).*** This statement is the trailer's "birth certificate". Motor vehicle law in most states require trailer registration; the DMV gives you a license plate upon registration.

Contact your local DMV for any additional requirements in your jurisdiction.

**Your trailer VIN tag is also included with your MCO, and must be affixed to the driver side of your trailer's drawbar as part of your assembly procedures and in event of DMV inspection.** If you do not register your trailer, SAVE YOUR MCO for the future need, and apply your VIN tag as instructed.



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## TOOLS

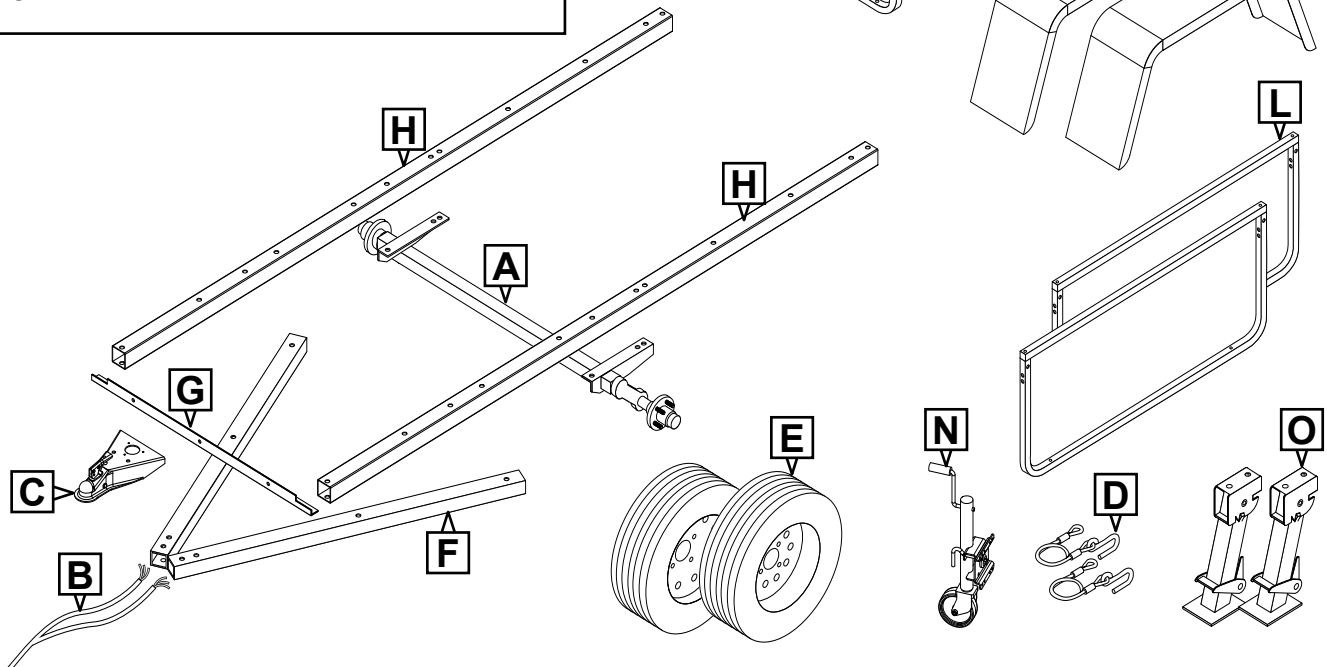
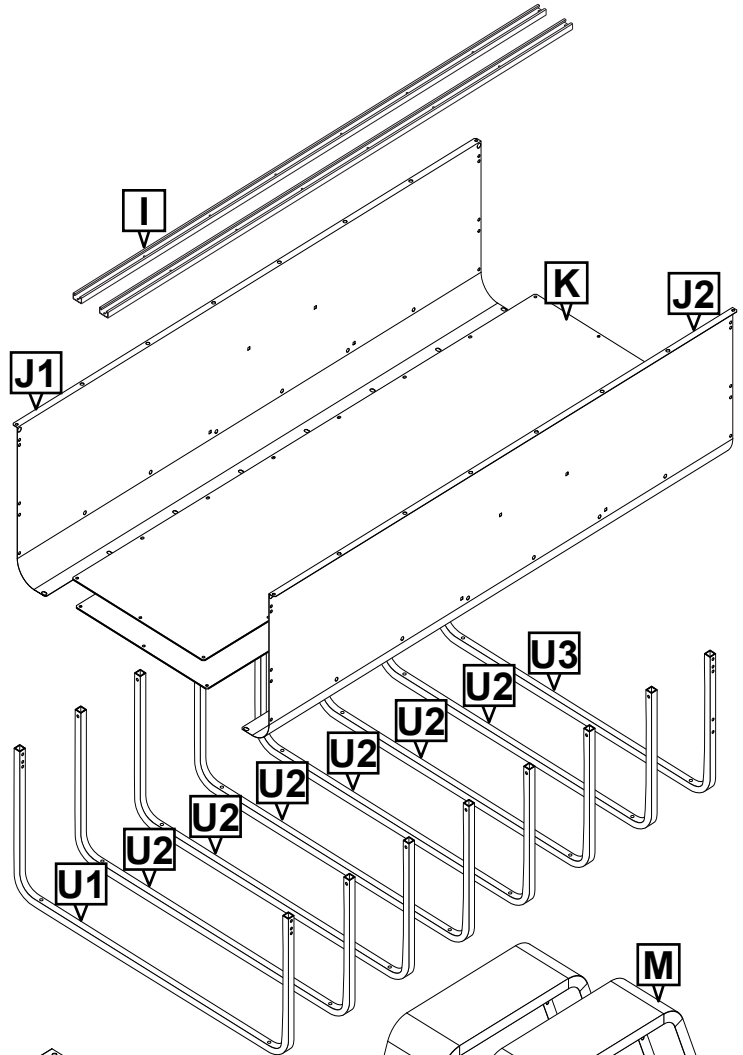
### QTY. TOOLS REQUIRED

- 2 3/4" WRENCH
- 1 1/2" WRENCH
- 1 1/2" SOCKET WRENCH
- 1 FLAT HEAD SCREWDRIVER
- 1 POWER DRILL W/ PHILLIPS BIT
- 1 7/16" WRENCH, CRIMPING TOOL

## PARTS

### QTY. DESCRIPTION

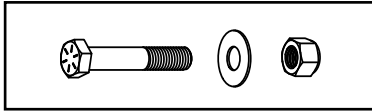
- A 1 AXLE
- B 1 WIRE HARNESS
- C 1 COUPLER
- D 2 SAFETY CABLE
- E 2 WHEEL
- F 2 A-FFRAME TUBE
- G 1 FRAME ANGLE
- H 2 FRAME TUBE
- I 2 C-CHANNEL
- J1 1 SIDE PANEL- PASSENGER'S SIDE
- J2 1 SIDE PANEL- DRIVER'S SIDE
- K 2 FLOOR PANEL
- L 2 END GATE
- M 2 FENDER
- U1 1 U-TUBE FRONT
- U2 6 U-TUBE
- U3 1 U-TUBE REAR
- N 1 TRAILER JACK
- O 2 LEVELER KIT



# HARDWARE LIST

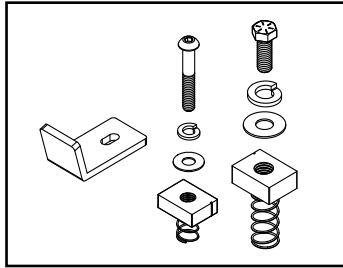
## STEP 2 HARDWARE

- 4 QTY. 1/2-13 x 3" Hex Bolt
- 8 QTY. 1/2" Flat Washer
- 4 QTY. 1/2-13 Nylock Nut



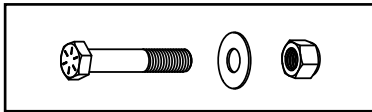
## STEP 3 HARDWARE

- 2 QTY. 5/16-18 x 2.25" Button Bolt
- 2 QTY. 5/16" Split Ring Washer
- 2 QTY. 5/16" Flat Washer
- 2 QTY. 5/16" Spring Nut
- 2 QTY. 1/2" Spring Nut
- 2 QTY. 1/2" Flat Washer
- 2 QTY. 1/2" Split Ring Washer
- 2 QTY. 1/2"-13 x 1" Hex Bolt
- 2 QTY. End Gate Support Bracket



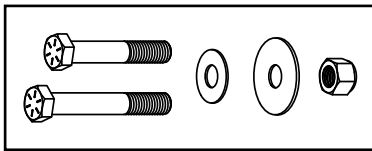
## STEP 4 HARDWARE

- 4 QTY. 1/2-13 x 3" Hex Bolt
- 8 QTY. 1/2" Flat Washer
- 4 QTY. 1/2-13 Nylock Nut



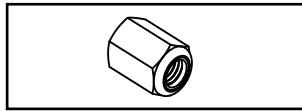
## STEP 5 HARDWARE

- 2 QTY. 1/2-13 x 3" Hex Bolt
- 2 QTY. 1/2-13 x 3.5" Hex Bolt
- 8 QTY. 1/2" Flat Washer
- 2 QTY. 3/4 x 2" Flat Washer
- 4 QTY. 1/2-13 Nylock Nut



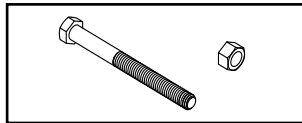
## STEP 6 HARDWARE

- 10 QTY. Lug Nuts



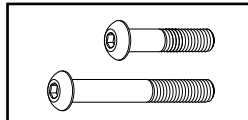
## STEP 6a HARDWARE

- 4 QTY. 3/8" x 4" Hex Bolt
- 4 QTY. 3/8" Nylock Nut
- \*Hardware found in Swivel Jack Kit



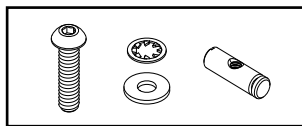
## STEP 7 HARDWARE

- 4 QTY. 5/16-18 x 2.25" Button Bolt
- 12 QTY. 5/16-18 x 4" Button Bolt



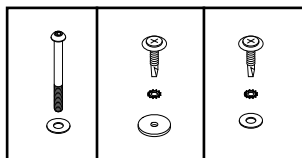
## STEP 8 HARDWARE

- 16 QTY. 1/4-20 x 1" Button Bolt
- 16 QTY. 1/4 Inner Tooth Lock Washer
- 16 QTY. 1/4 Flat Washer
- 16 QTY. 1/4-20 Pin Nut



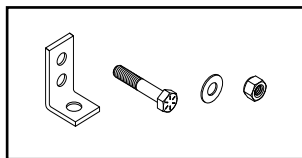
## STEP 9-11 HARDWARE

- 28 QTY. 10 x 3/4 K-Lath Screw
- 28 QTY. #10 Outer Tooth Lock Washer
- 28 QTY. 1/4 x 1" Fender Washer
- 12 QTY. 5/16-18 x 4" Button Bolt
- 28 QTY. 5/16" Flat Washer
- 12 QTY. 5/16-18 Nylock Nut



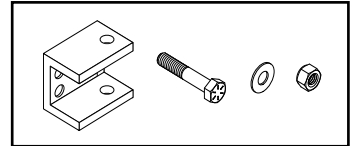
## STEP 12 HARDWARE

- 8 QTY. 5/16-18 x 1.75" Hex Bolt
- 16 QTY. 5/16 Flat Washer
- 8 QTY. 5/16-18 Nylock Nut
- 4 QTY. End Gate Body Latch



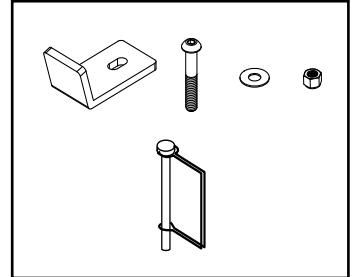
## STEP 13 HARDWARE

- 8 QTY. 5/16-18 x 1.75" Button Bolt
- 16 QTY. 5/16 Flat Washer
- 8 QTY. 5/16-18 Nylock Nut
- 4 QTY. End Gate Latch
- 2 QTY. End Gate Bubble Trim (not shown)



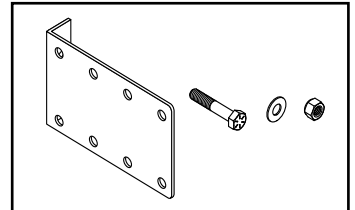
## STEP 14-15 HARDWARE

- 2 QTY. 5/16-18 x 2.25" Button Bolt
- 4 QTY. 5/16" Flat Washer
- 2 QTY. 5/16-18 Nylock Nut
- 2 QTY. End Gate Support Bracket
- 4 QTY. Snap Pin



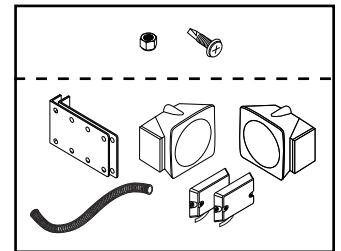
## STEP 16 HARDWARE

- 4 QTY. 5/16-18 x 1.75" Button Bolt
- 8 QTY. 5/16 Flat Washer
- 4 QTY. 5/16-18 Nylock Nut
- 2 QTY. Tail Light Bracket



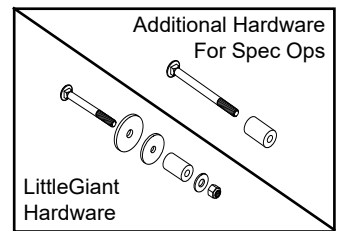
## STEP 17 HARDWARE

- 4 QTY. 4mm Button Head Tek Screw
- 2 QTY. Amber Side Light
- 4 QTY. Convalute
- 1 QTY. Tail Light, Passenger Side
- 1 QTY. Tail Light, Driver Side
- 2 QTY. Tail Light Bracket
- 1 QTY. Wire Harness
- 6 QTY. Zip Ties
- 4 QTY. Nylon Nut Spacer



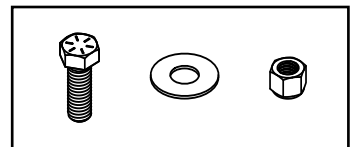
## STEP 18 HARDWARE

- 8 QTY. 5/16-18 x 2" Carriage Bolt\*
- 8 QTY. 5/16-18 x 3" Carriage Bolt\*
- 8-16 QTY. 1" Fender Spacer (Black)\*\*
- 8 QTY. 5/16 Flat Washer
- 8 QTY. 5/16-18 Nylock Nut
- 8 QTY. 1/2in x 2in Fender Washer
- 6 QTY. 3/8 x 1.5" Fender Washer
- \*Depending on trailer model



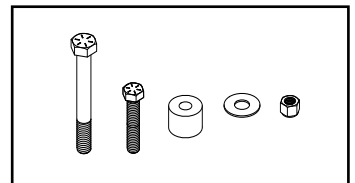
## STEP 19 HARDWARE

- 2 QTY. 1/4-20 x .5in Bolt
- 2 QTY. 1/4 x 1" Fender Washer
- 2 QTY. 1/4" Nylock Nut



## STEP 20 LEVELER INSTALL

- 2 QTY. Leveler Jack
- 2 QTY. 1/4-20 x 3.5" Bolt
- 2 QTY. 1/4-20 x 2" Bolt
- 4 QTY. 1/4-20 Nylock Nut
- 4 QTY. Spacers (Silver)
- 8 QTY. Flat Washer



\* LittleGiant Trailer Hardware

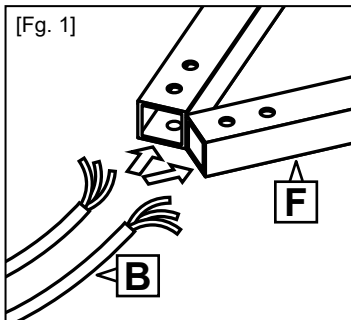
\*\* Spec Ops Trailer Hardware

# ASSEMBLY

**PREPARATION:** Place axle [A] on two jack stands (Optional & Recommended, user supplied, not included).  
**Unless otherwise noted, for the following steps “assembly fit” all nuts and bolts, meaning snug but with a bit of play for alignment of parts from one step to the next.**

## STEP 1:

Feed wire [B] through two 54in A-frame tubes [F].



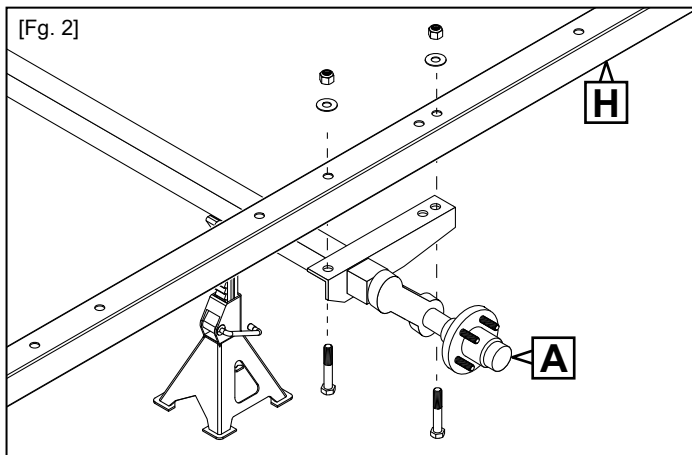
### IMPORTANT:

Yellow wire, driver's side. Green wire, passenger's side (curb side). [Fig. 1]

## STEP 2:

TOOLS: TWO 3/4" WRENCHES

Attach frame tubes [H] to axle [A]. [Fig. 2]

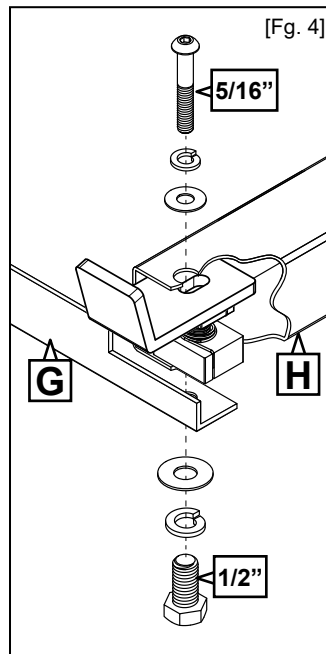
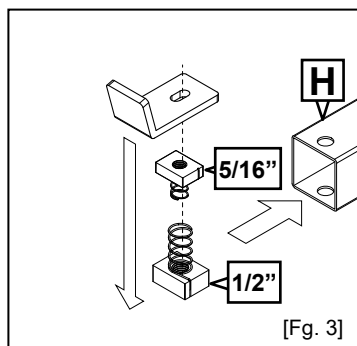


## STEP 3:

TOOLS: ONE 1/2" WRENCH & ONE 3/4" ALLEN WRENCH

At the front of each frame tube [H], install hardware as shown. Attach frame angle [G]. [Fig. 3-4]

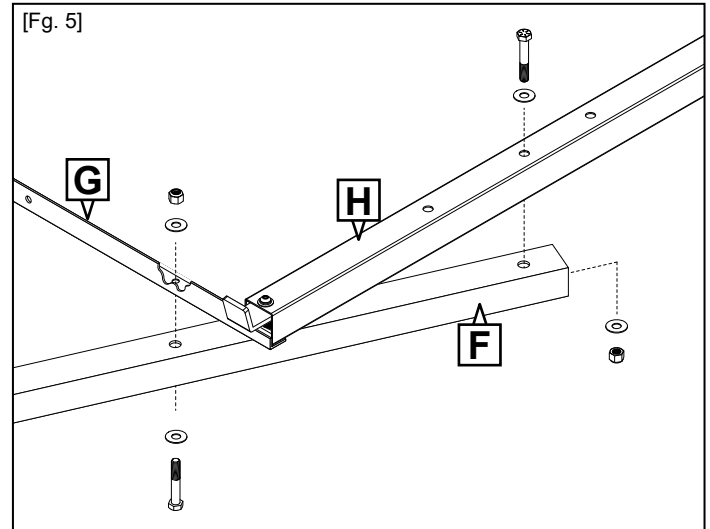
**NOTE:** Loosely install the 5/16in Bolt.



## STEP 4:

TOOLS: TWO 3/4" WRENCHES

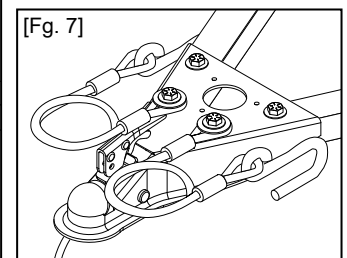
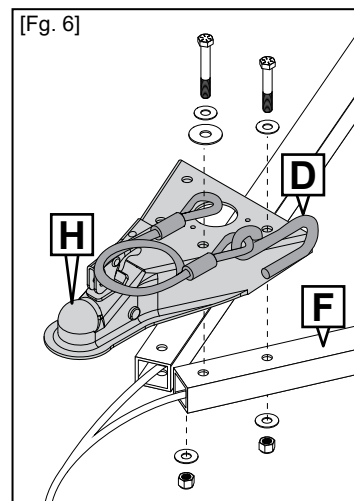
Attach a-frame tubes [F]. [Fig. 5]



## STEP 5:

TOOLS: TWO 3/4" WRENCHES

Attach coupler [C] and safety cables [D]. [Fig. 6-7]

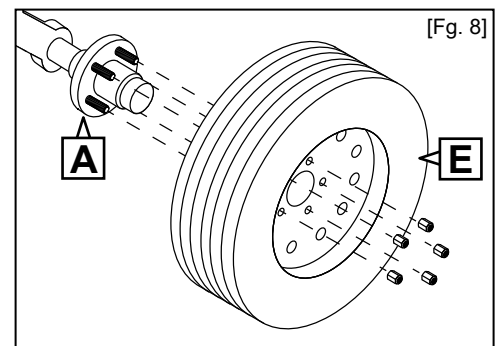


## STEP 6:

TOOLS: TORQUE WRENCH WITH 13/16" DEEP WELL SOCKET

Attach wheels [E] using 5 lug nuts per wheel. [Fig. 8]

**IMPORTANT:** Tighten each lug nut to 50-75 ft. lbs. torque.



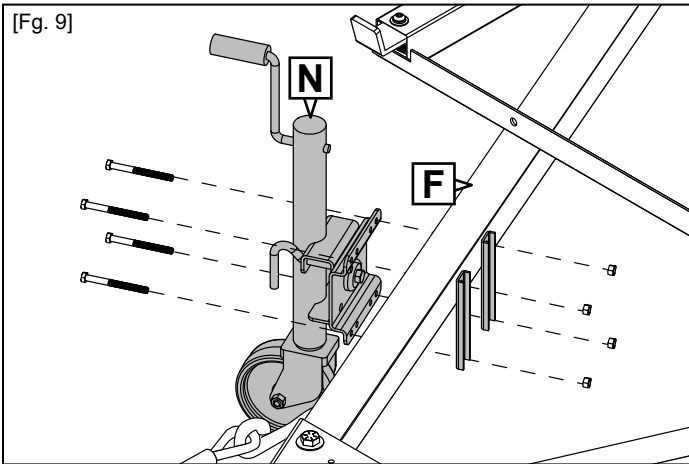
**STEP 6a:**

TOOLS: TWO 9/16" WRENCHES

Attach trailer Jack [N] to the passenger side (curb side) A-Frame tube [F]. [Fig 9]

**Tighten nuts and bolts securely.**

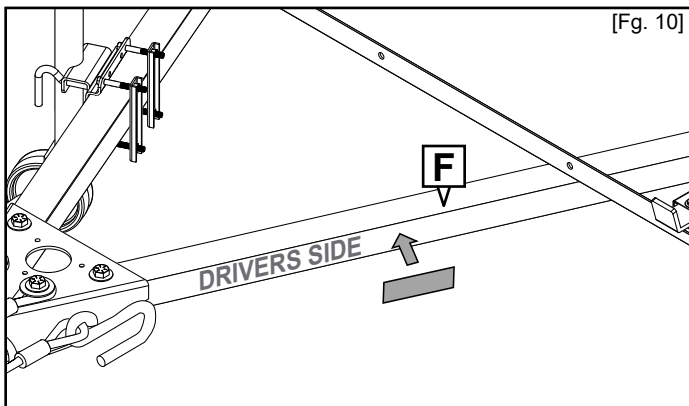
[Fig. 9]

**STEP 6b:**

Apply the Trailer VIN Tag to the inside of the drivers side frame tube. [Fig. 10]

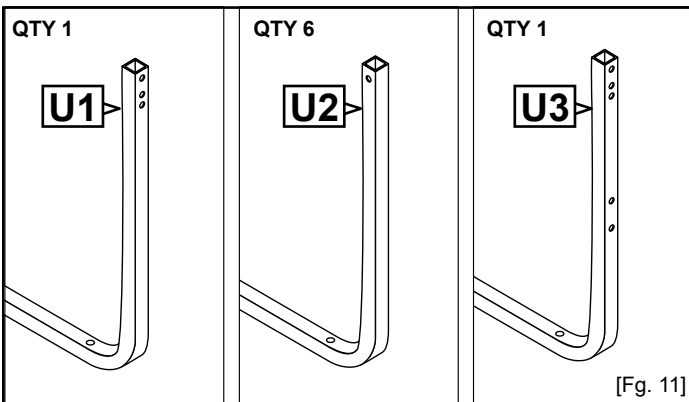
**VIN TAG PROVIDED WITH MSO.**

[Fig. 10]

**STEP 7:**

TOOLS: ONE 3/4" ALLEN WRENCH

Note the three different styles of U-Tube supplied [Fig. 11]



[Fig. 11]

**STEP 7 (continued):**

One at a time, position U-Tubes on the frame, U1 will be in the front and U3 will be rear with the 6 U2's in the middle.

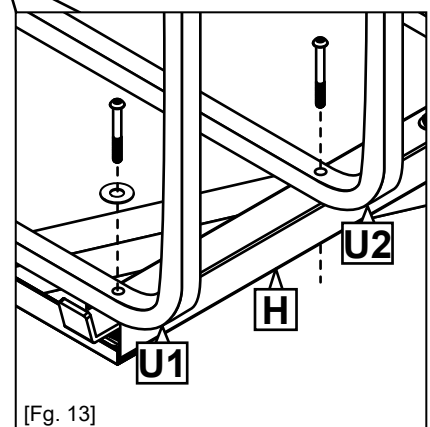
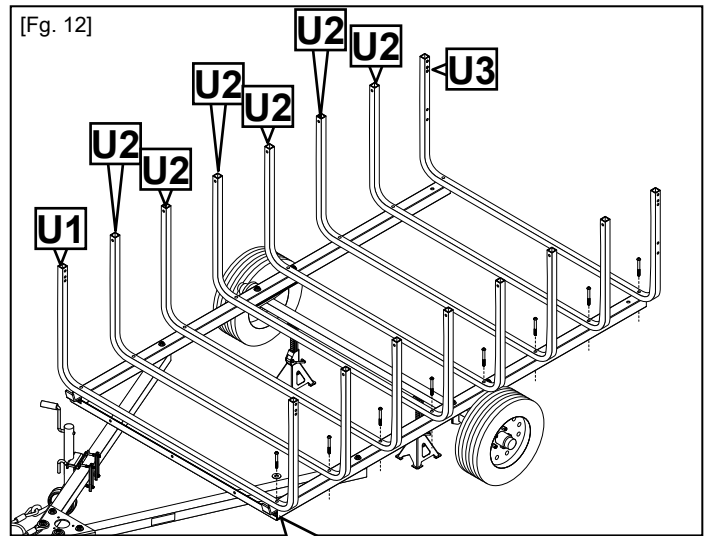
"Pin" each U-tube to the frame of the trailer using the specified Bolts below. This will keep the U-tubes in place for the steps that follow. [Fig. 12]

**U1:** Un-Bolt and then loosely replace the 5/16 x 2.25in Bolts and washer from Step 3. [Fig. 13]

**U2:** Use 5/16in x 4in Hex Bolts

**U3:** Use 5/16 x 2.25in Bolts (found in hardware bags for step 14 & 15).

[Fig. 12]

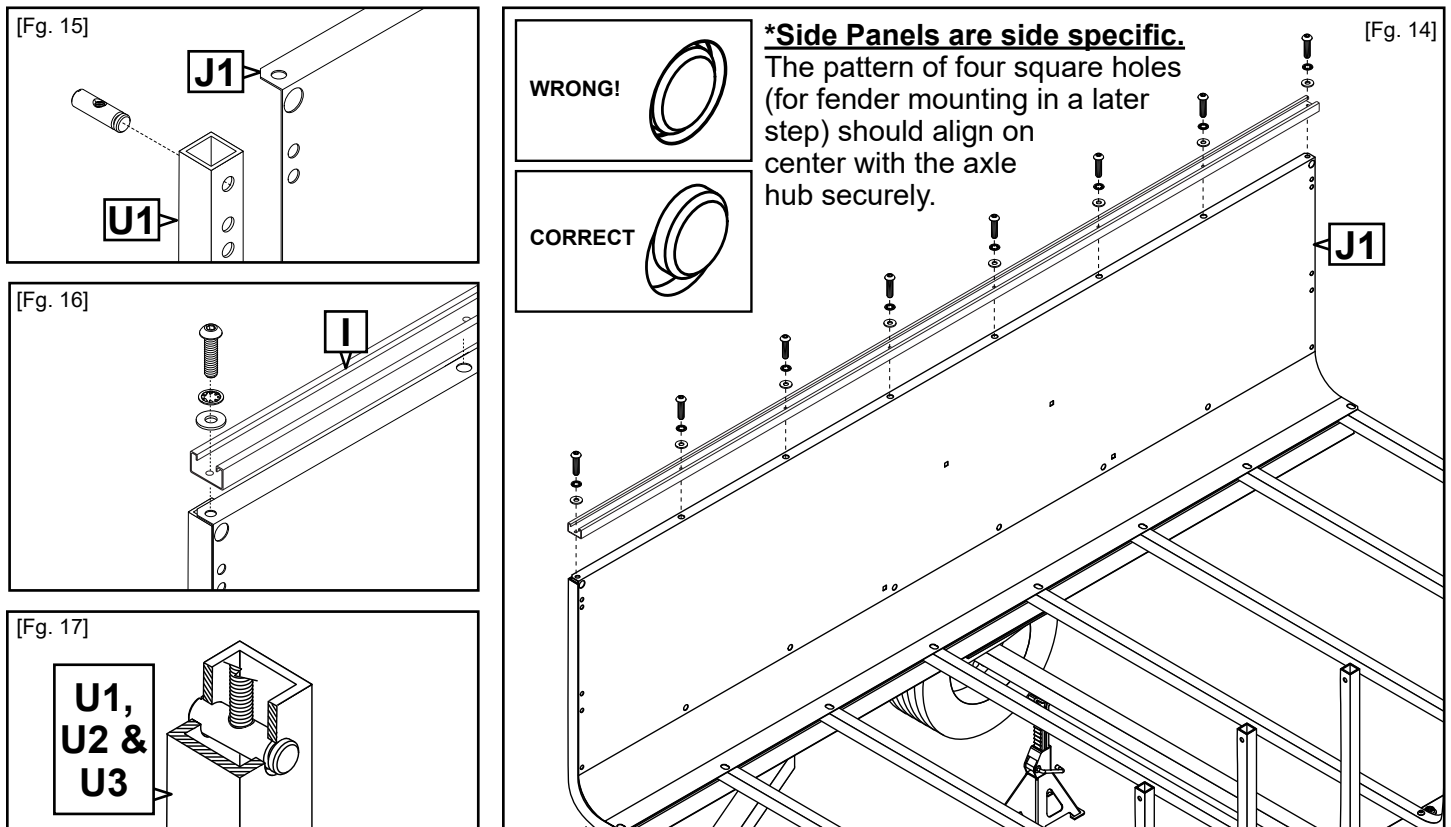


[Fig. 13]

## STEP 8:

TOOLS: 1/2" ALLEN WRENCH AND FLAT HEAD SCREW DRIVER

Loosely attach [ I & J1 & J2] using eight bolts, pin nuts and washers on each side. Note how the button end of each pin nut must engage the side of the tube. Attach [ I & J2]. [Fig. 14-17]



## STEP 9-11:

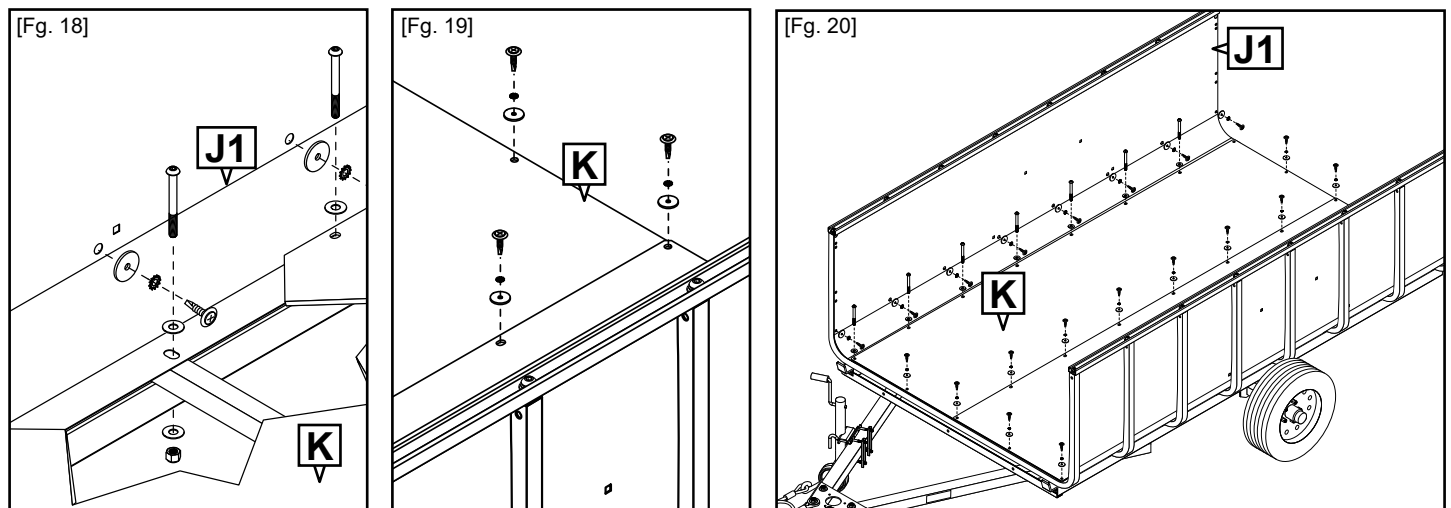
TOOLS: POWER DRILL WITH PHILLIPS HEAD BIT, TWO 1/2" WRENCHES

**FIRST:** Place two Floor Panels over the U-Tubes. Carefully pull back [J1 & J2] and one side at a time, remove the bolts pinning the U-tubes from Step 7 and re-insert the bolts them adding washers (two per bolt) and Nylock Nuts to join side panels [J1 & J2] to floor panels [K] through the frame.

**NEXT:** Drive nine k-lath screws (each side of trailer) to secure side panels [J1 & J2] to U-tubes. [Fig. 18]

**NEXT:** Drive twelve k-lath screws along center to secure floor panels [K] to U-tubes. [Fig. 19-20]

**LAST:** Tighten floor nuts/bolts securely, **EXCEPT** for the two 5/16in Bolts located on U3 at the rear of the trailer.

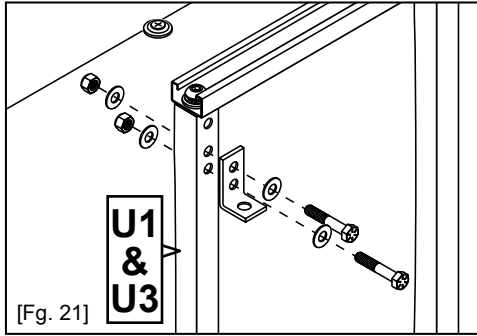


**WITH STEP 11 COMPLETED, TIGHTEN ALL NUTS AND BOLTS FROM PREVIOUS STEPS SECURELY.**

**STEP 12:**

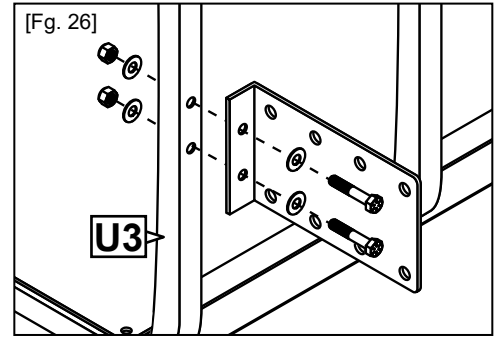
TOOLS: TWO 1/2" WRENCHES

At each corner of the trailer, attach one End Gate body Latch. [Fig. 21]

**STEP 16:**

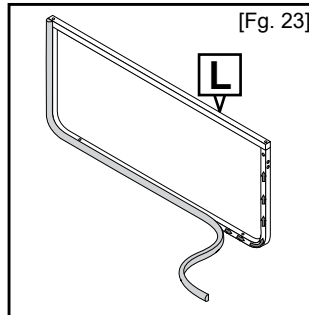
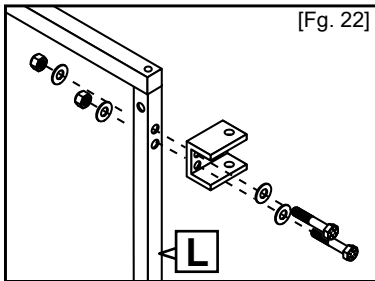
TOOLS: TWO 1/2" WRENCHES

Attach one Tail Light Bracket on each side of the rear trailer. [Fig. 26]

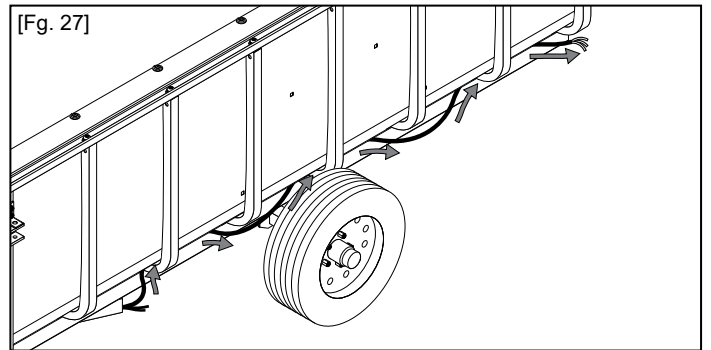
**STEP 13:**

TOOLS: TWO 1/2" WRENCHES

Attach two End Gate Latches (one on each side) to each end gate [L]. [Fig. 22]  
Apply peel n' stick bubble trim to the inside of the both end gates. [Fig. 23]

**STEP 17:**

For each side of the trailer, weave the electrical wire in and out of U-tubes [U2]. Secure at two or three spots along frame tube [H] with zip ties provided. [Fig. 27]

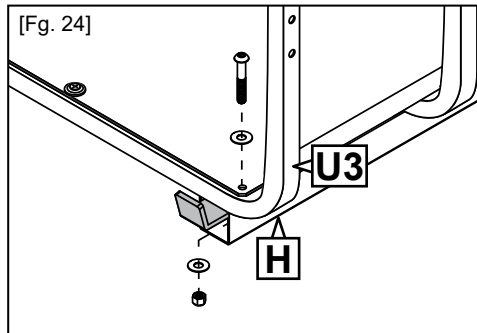


**RECOMMENDED for best adhesive bond**  
Clean the metal surface with rubbing alcohol and allow it to dry.

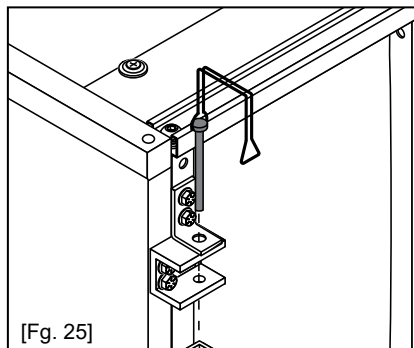
**STEP 14-15:**

TOOLS: ONE 1/2" ALLEN WRENCH, ONE 1/2" WRENCH

At the rear of each frame tube [H], install end gate support hardware as shown. [Fig. 24] **Tighten securely.**

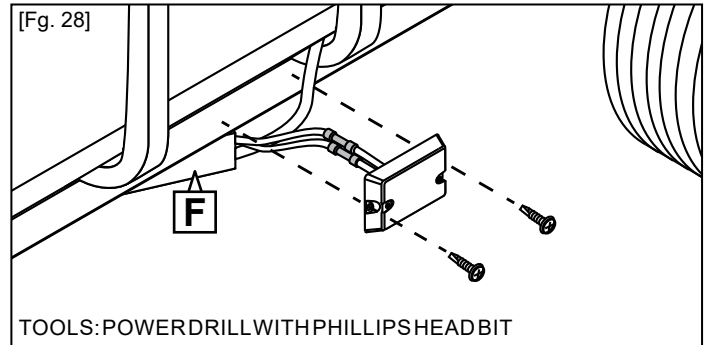


Attach end gates [L] using Snap Pins. [Fig. 25]

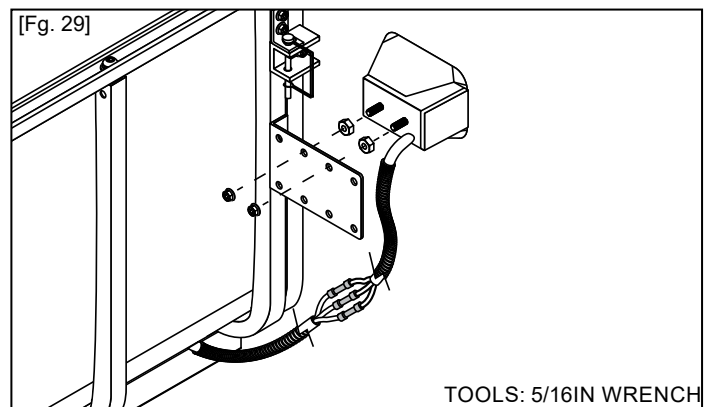


At four corners of the trailer, adjust end gate support brackets so that end gate fits snug. **Tighten securely.**

Install Side Lights with installed Tex Screws. [Fig. 28]



Install Tail Lights using the supplied protective plastic conduit, Hex Nut and Nylock Nut Spacer. **Be sure to match the wire colors.** [Fig. 29]



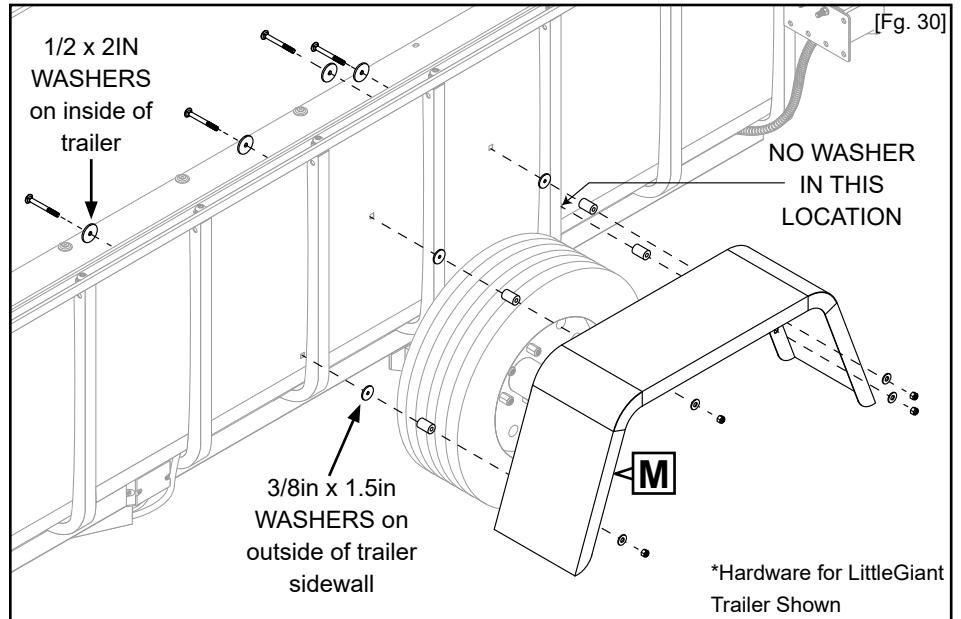
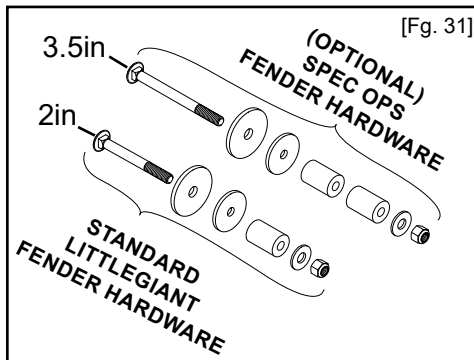
## STEP 18:

TOOLS: 1/2" WRENCH

**FIRST:** Remove the K-Lath Screws installed into the side walls of the center three U2 U-Tubes.

**NEXT:** Install fenders as shown [M]. Depending on the model purchased, use 2" length Carriage Bolts for LittleGiant Trailer (model T02035) or 3.5" length Carriage Bolts for SpecOps Trailer (model T01366). Unused size bolts may be discarded. [Fig. 30-31]

**LAST:** RE-install the K-lath Screws.

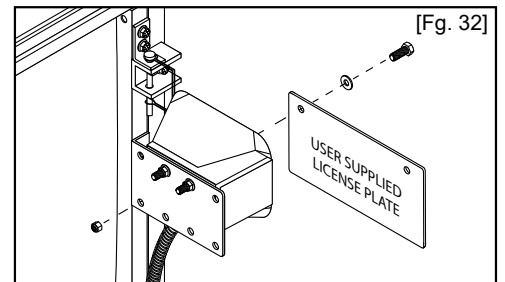


## STEP 19:

TOOLS: 7/16" WRENCH

Attach your trailer license plate to the bottom of the driver's side tail light bracket with a bolt, washer and nut provided. Only one bolt, washer & bolt is necessary but two of each are provided. [Fig. 32] **IMPORTANT!: DO NOT OVERTIGHTEN**

OPTIONAL: License Plate can be installed vertically if preferred but check your local laws to ensure compliance.



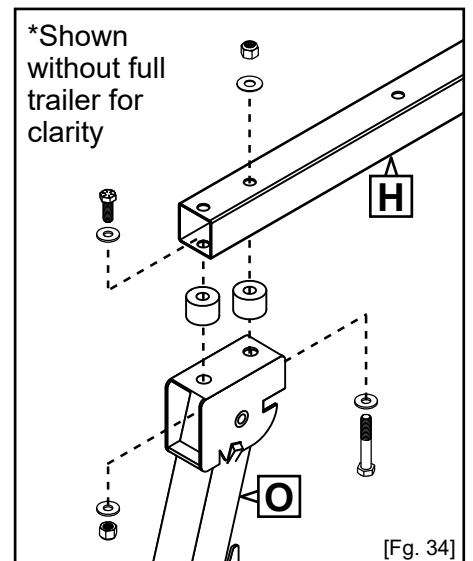
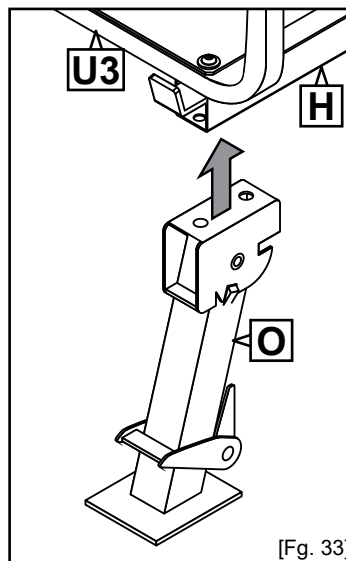
## STEP 20:

TOOLS: 7/16" WRENCH

Locate the two Frame Tubes [H] underneath the end of the trailer. Attach each Leveler Jack [O] with nuts, bolts, spacers, and washers as shown. [Fig. 33-34]

The Leveler Kit [O] is a supportive feature used to prevent tipping from occurring when stepping onto or loading the trailer while off the hitch. The Leveler Jacks are spring loaded and swing between two notched positions. To operate, pull leg away from its notch and allow to swing to the other catch position.

To adjust leg height, press downward on adjustment lever to free inner telescope tube movement.



**WARNING: BEFORE TOWING YOUR TRAILER, REVISIT ALL NUTS & BOLTS AND TIGHTEN SECURELY**

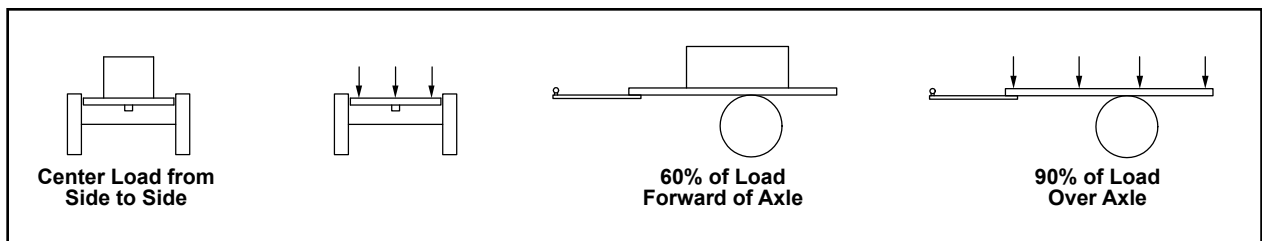
# Safe Use & Operation

Be sure to follow these guidelines to prevent possible hazards from misuse:

Do NOT exceed the trailer maximum load weight capacity and Gross Vehicle Weight Rating (G.V.W.R.) as follows:

LittleGiant Trailer	Empty Weight = 480 lbs	Maximum payload is 1,500 lbs	GVWR is 1,980 lbs
SPEC OPS Trailer	Empty Weight = 540 lbs	Maximum payload is 2,000 lbs	GVWR is 2,540 lbs

2. Make sure the towing vehicle as well as the hitch is capable of towing the trailer and its payload. Check your vehicle and hitch owner's manual for tow ratings.
3. The tail light bulbs supplied with this trailer are for a 12 volt DC electrical system only. Do not attempt to power the light bulbs with any other type or voltage electrical current.
4. Always check to make sure the payload being transported is properly and safely secured in the trailer. Never place loads on one side only. Load the trailer evenly from side to side with 60% of the load forward of the axle (the tongue weight is 10% of the load, which does not include the weight of the trailer. The load is divided so that 90% of the load is over the axle and 10% is over the tongue). See diagrams below:



## Safety Checklist: Before Each Use

Trailers are generally not used everyday. Your trailer may sit for extended periods of time between uses making it very important to check all components thoroughly before each use. Following these simple instructions will maximize the life of your trailer and keep you safely transporting your cargo.

- 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 cable, damaged tail lights/side running lights/wire harness, loose lug nuts, loose hitch connection, and any other condition that may affect its safe operation.
- Check your maintenance schedule to ensure that all routine maintenance matters are current. Perform any neglected maintenance by a qualified technician.
- Always check wheel lug nuts for proper tightness. When using trailer for the first time, check wheel lug nuts for proper tightness at 50 miles of travel. Before every subsequent use and at 500 mile intervals during every trip, check and tighten the tire lug nuts. Always ensure wheel bolts are tight. Torque to 50 – 75 ft.-lbs.
- Check the tires for wear and the tire pressure for proper inflation (30 PSI).
- Check the operation of all lights. Replace any faulty bulbs. Operating lights are mandatory on a trailer. Periodically check lighting when towing over long distances. Check the tightness of all connections.
- Make sure wiring is properly installed and secured to trailer to prevent from hanging and catching on any road debris.
- Make sure the safety cables are attached to the trailer and the towing vehicle. Criss-cross cables as necessary to prevent from hanging and catching on any road debris.
- Check and adjust your tow vehicle's tow height to make sure that the trailer is being towed level.
- Check that the trailer coupler is fastened securely onto the trailer ball. The trailers are equipped with a 2" coupler and must be used with a 2" trailer ball. After assembly and attachment, pull up and down on the coupler to make sure the hitch ball is fitting snugly in the coupler. If the coupler is not secured properly, the ball could come loose while the

## Steps for Determining Correct Load Limit

- (1) Locate the statement "The weight of cargo should never exceed XXX kg or XXX lbs" on your vehicle's placard.
- (2) This 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.



## WARNINGS

Failure to adhere to these recommendations may result in potential hazards from improper operation, including property damage and bodily injury.

- Keep children away. Be sure children are kept a safe distance from the trailer operating area.
- Never ride on the trailer. Serious injury or death could occur.
- Whenever possible, park the trailer on a flat, level, paved surface and chock both tires to keep the trailer from accidentally moving.
- When driving do not exceed the speed limit. Braking time can be considerably longer when a vehicle is towing a loaded trailer. Excess speed is a major cause of vehicle-trailer accidents.
- Do not overload trailer. Overloading has adverse effects on handling, stopping, and on tires, and may cause property damage, serious personal injury, or death.
- Make sure the coupler is secured properly to the hitch ball. If not secured properly, the ball could come loose while the trailer is in motion, possibly causing property damage, serious personal injury, or death.
- Tighten wheel lug nuts. Failure to properly tighten wheel lug nuts and to check for proper tightness during travel may result in property damage or serious personal injury. **\*Torque set to 50-75 lbs.**

## Inspection, Maintenance, and Cleaning

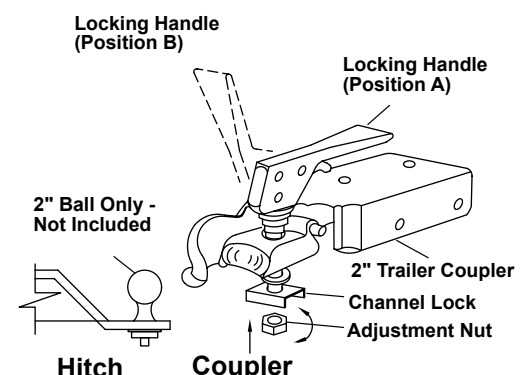
All replacement parts, maintenance and repairs should be undertaken by certified and licensed technicians. The buyer assumes all risk and liability arising out of his or her repairs to the original product or replacement parts, or arising out of his or her installation of replacement parts.

- Once a year or every 6,000 miles, inspect the bearings for proper lubrication. Repack if necessary. Be sure to have a qualified technician re-pack the hub assembly and handle other maintenance items.
- To reduce friction between the coupler and hitch ball, apply a layer of heavy weight grease over the hitch ball. Lubrication of the coupler should be done periodically to stop corrosion and keep parts moving freely.
- When servicing, use only identical replacement parts. Only use accessories intended for use with this product. Approved accessories are available from Let's Go Aero.
- Any modifications made to the trailer or parts of the trailer will void the trailer warranty and release Let's Go Aero of any responsibility for damages, injuries, or accidents incurred.

### To Make Sure That the Trailer Ball is Completely Engaged in the Coupler Ball

Place coupler over the 2" trailer ball on your vehicle. Raise the locking handle to allow the coupler to drop fully onto the hitch ball. Press the locking handle 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 the 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.

To adjust coupler to ball, raise the locking lever, push up on the channel lock and turn nut to tighten or loosen the coupler. Proper adjustment is obtained when coupler is as tight as possible on the ball and locking lever can still be opened and closed.



## Wiring

- The LittleGiant Trailer has a four flat-connector wire style plug. This is a common pin hole configuration for the wiring of to wables. Check to verify your vehicle's wiring plug style. Should it differ, consult your local hitch installer for a wire plug adaptor.
- Always check all lights before towing for brake, running, signal, and side marker light operation. Make sure that all your connections are solid and that all wiring is in good condition. Should the brake, signal, or running lights not be working, first check that the vehicle's lighting is operating properly.

Note: Bare, stripped or pinched wire will cause a short in the trailer, which will cause the vehicle fuse to blow. A solid ground is required for your lights to work properly. All contacts must be to bare metal. Light covers should be well maintained and kept clean. Be sure that your lights are always visible, not obstructed by your load.

To test vehicle wiring:

You will need a 12v light tester. Attach the wire clamp of the tester to the ground wire on the vehicle plug. Then touch the tester pin into one of the vehicle plug contacts. Turn on the corresponding vehicle operation, i.e., running lights. This will illuminate the tester light if the vehicle wiring is correct. Follow this same procedure for the signal and brake lights.

To test the trailer wiring:

Once you have confirmed that the vehicle trailer plug is operating properly, connect the trailer plug to your vehicle. Proceed to test each of the lights and power leads using your 12v light tester.

## Rubber Torsion Axle With The Suspension Built-In

- Durability and Reliability.
- A Soft, Quiet, No Shock Ride With Independent Wheel Action.
- Pre-Assembled, Easy Installation.
- Load Carrying Cross-member.
- Low Maintenance.
- Eliminates Sway.



## Bearing Inspection / Replacement

The bearings should be inspected any time the hub is removed from the axle or at intervals as outlined in the maintenance schedule shown on page 8 of this manual. The bearing cones should show no signs of excessive wear or damage such as flat spots on the rollers, broken cages, pitting, or corrosion. The bearing cups that are pressed into the hub should also be checked for wear or damage. If the bearings do need to be replaced, follow the procedure as outlined and only use bearings that are approved for use in the following chart.

**IMPORTANT:** Both the bearing cup and bearing cone should be replaced any time a bearing is replaced.

The following procedure should be used for bearing cup replacement:

1. Carefully tap the existing bearing cup out of the hub using a brass punch
2. Clean the bore area after removing the cup to ensure there are no nicks or burrs.
3. Carefully tap the new bearing cup into the hub making sure the cup is seated against the bottom of the bore.

<b>BEARING REPLACEMENT &amp; INTERCHANGE</b>							
<b>Axle Capacity</b>		<b># of Bolts</b>	<b>Spindle Type</b>	<b>Inner Bearings</b>		<b>Outer Bearings</b>	
				<b>Cup</b>	<b>Cone</b>	<b>Cup</b>	<b>Cone</b>
<b>1500#</b>	<b>2000#</b>	<b>4 or 5</b>	<b>Straight</b>	<b>L45410</b>	<b>L45449</b>	<b>L45410</b>	<b>L45449</b>

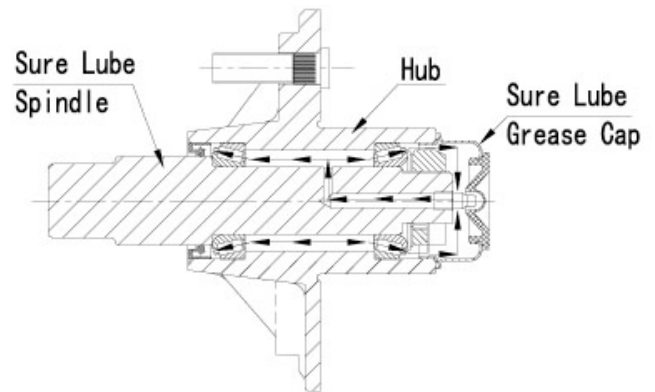
## Bearing Lubrication

Below is a listing of approved lubrication.

LUBRICATION SPECIFICATIONS	
Grease	
Dropping Point	230°C (446°F) Minimum
Viscosity Index	80 Minimum

The grease used should meet the requirements as shown in the chart above. The following amounts of grease should be used:

- 4 ounces to completely exchange the grease throughout the hub
- 1 1/2 - 3 ounces every (3) months or 1000 miles thereafter or as use requires



## Bearing Adjustment, Hub Installation, and Lubrication

Bearing adjustment is a very important part of achieving maximum bearing life and trouble-free service. Most bearing failures can be attributed to improper bearing adjustment, normally due to the bearings being adjusted too tight.

Once all of the necessary inspections have been performed and the units have been properly lubricated, the following procedure should be used for reinstallation of the hubs:

1. Place the lubricated unit onto the same spindle from which it was removed. Make sure all of the components are reinstalled as they were removed.
2. Place the flat washer onto the spindle followed by the bend-leg washer, followed by the castle nut.
3. Finger-tighten the castle nut by hand without moving the hub.
4. Bend the legs of the bend-leg washer to the channel of the castle nut to ensure the castle nut will not back off.
5. The castle nut should be free to move with your fingers with only the bend-leg washer holding it in place and the hub should not have noticeable movement when pulled back and forth.
6. After assembling the hub, the grease is pumped through the hub via the grease zert in the end of the grease cap, then through the hole in the spindle to the space between the two bearings. The final step is to reinstall the dust cap.

## Rubber Torsion Axle Suspension

Except for periodic inspection of the fasteners used to attach the rubber torsion axle to the trailer frame and a visual inspection of the welds, no other suspension maintenance is required. However, all maintenance regarding hubs, drums, rotors, bearing, wheels, and tires, should be adhered to.

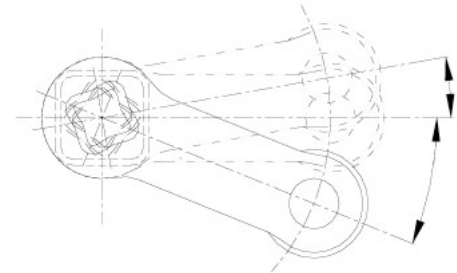
The torsion suspension system is a self-contained suspension system that is housed entirely inside the axle beam. Unlike a spring suspension system, the axle beam attaches directly to the trailer frame without the need for various mounting components. The action provided by the rubber torsion axle provides several operating advantages (over leaf spring suspension) including independent suspension for each wheel and a maintenance-free design.

### How the Rubber Torsion Suspension System Works

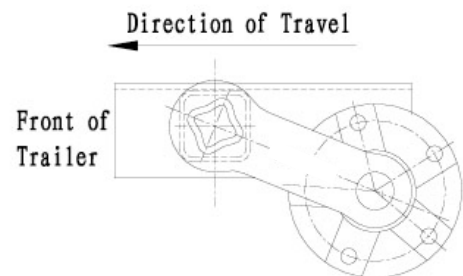
The rubber torsion axles provide a much improved trailer ride relative to conventional spring axles through a unique arrangement of the steel torsion bar surrounded by four natural rubber cords encased in the main structural member of the axle beam. The wheel/hub spindle is attached to a lever, called the torsion arm assembly. This assembly includes the torsion arm, the torsion bar and spindle. As load is applied to the trailer, the torsion arm assembly pivots around the torsion bar, causing a rolling or compressive resistance in the rubber cords inside of the axle beam. Both sides of the axle are completely independent from one another.

### Direction of Travel

The rubber torsion axle beams and stub axles must be mounted with the torsion arm and spindle trailing to the rear of the axle beam.



As Load is Applied to the Trailer, the Torsion Arm Moves to Absorb the Shock



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## Wheels and Tires

### Wheel Selection

Wheels are a critical component of your running gear system. When specifying or replacing your trailer wheels it is important that the wheels, tires, and axle are properly matched. The following characteristics are extremely important and should be thoroughly checked when replacement wheels are considered.

1. Bolt Circle. Many bolt circle dimensions are available and some vary by so little that it might be possible to attach an improper wheel that does not match the hub. Be sure to match you wheel to the hub.
2. Capacity. Make sure that the wheels have enough load carrying capacity and pressure rating to match the maximum load of the tire and trailer.
3. Offset. This refers to the relationship of the centerline of the tire to the hub face of the axle. Care should be taken to match any replacement wheel with the same offset wheel as originally equipped. Failure to match offset can result in reducing the load carrying capacity of your axle.

### Torque Requirements

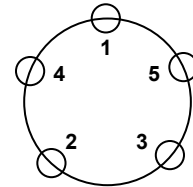
It is extremely important to apply and maintain proper wheel mounting torque on your trailer axle. Torque wrenches are the best method to ensure the proper amount of torque is being applied to a fastener.

It is important that the specified torque levels are maintained on the wheel nuts or bolts on your axle to prevent loose wheels, broken wheel studs, and possible wheel separation from the axle.

Wheel nuts and bolts are offered in different cone angles (usually 60° or 90°). It is important to match the angle of the fastener to the wheel on the axle.

The proper procedure for the attachment of your wheels is listed at right.

1. Start all bolts or nuts by hand to prevent cross threading.
2. The tightening of the fasteners should be done in stages. Following the recommended sequence (illustration, right), tighten fasteners per the wheel torque chart below.
3. Wheel fasteners should be torqued before the first initial road usage and after each wheel removal. Check and retorque the wheel fasteners after the first 50 miles and again at 500 mile intervals. Check periodically thereafter to ensure that the proper torque values are maintained.



**5 Bolt Pattern**







<b>WHEEL TORQUE VALUES</b>			
<b>Wheel Size</b>	<b>1st Stage</b>	<b>2nd Stage</b>	<b>2nd Stage</b>
13" & 15"	20-25 ft./lbs.	35-40 ft./lbs.	*50-75 ft./lbs.

## Tires

Like the tires on a car, the most important factor in the life of the tires on your trailer is their inflation pressure. The recommended tire inflation pressure is 30 PSI. Under-inflation of tires will lead to added wear and tear and tire failure. During use of your trailer, inflation pressure should be checked weekly and performed when the tires are cold (prior to operation of the trailer). In doing this, you will ensure that you are achieving the maximum life and tread wear for your tires.

## Wheels and Tires – Inspection and Maintenance

Wheels should be visually checked periodically for dents or cracks. Whenever it is required to have a tire replaced on a rim, the wheel needs to be checked for balance and distortion.

<b>TIRE WEAR DIAGNOSTIC CHART</b>			
<b>Wear Pattern</b>	<b>Cause</b>	<b>Action</b>	
 Center Wear	Overinflated tire	Adjust tire pressure to specific load rating per tire catalog	
 Edge Wear	Under-inflated tire	Adjust tire pressure to specific load rating per tire catalog	
 Side Wear	Loss of camber or overloading	Make sure load does not exceed axle rating. Realign axle at axle shop	
 Toe Wear	Incorrect toe-in	Align at alignment shop	
 Cupping	Out-of-balance	Check bearing adjustment and balance tires	
 Flat Spots	Wheel lockup	Avoid sudden stops when possible and adjust brakes and tire skidding	

Tire wear should also be checked often for abnormal or excessive wear. The following chart will aid you in troubleshooting if abnormal or excessive tire wear should occur. It is important to monitor tire wear, as once a wear pattern becomes firmly established in a tire it is difficult to stop, even if the underlying cause is corrected.

## Maintenance Schedule

Below is a maintenance schedule for routine maintenance of your trailer.

Item	Function Required	500 Mile Intervals	3 Months or 1000 Miles	6 Months or 3000 Miles	12 Months or 6000 Miles
Hub/Drum/Rotor	Inspect for abnormal wear				●
Bearings (Sure Lube-Bearing Lube)	Replenish grease in the system				●
Seals	Inspect for leakage replace is worn				●
Wheel Lug Nuts & Bolts	Check torque valves	●			

## Warranty/Repair Procedures

Let's Go Aero offers a 1 year limited warranty to each new Let's Go Aero trailer against manufacturing defects in workmanship and materials.

The obligation under this warranty is limited to the replacement or repair at the manufacturer's factory, or at a point designated by the manufacturer, of such part as shall appear to the manufacturer upon inspection of such part to have been defective in material or workmanship. This warranty does not obligate Let's Go Aero to bear the cost of labor or transportation charges in connection with the replacement or repair of defective parts, nor shall it apply to a product upon which alterations have been made or for equipment misused, neglected or improperly installed.

Let's Go Aero reserves the right to improve any product through changes in design or materials as it may deem desirable without being obligated to incorporate such changes in products of previous manufacture.

Bills for service, labor, or other expenses which have been incurred by the buyer without express approval or authorization by Let's Go Aero will not be accepted.

If your trailer fails to operate properly, or fails within the warranty period, the following steps should be taken:

1. An RMA is required for any return of product for warranty work of defective components. Contact Let's Go Aero for an RMA, toll free 877-464-2376, toll 719-630-3800, or via email to support@letsgohero.com. Freight must be prepaid – collect shipments will be refused. Include your RMA number, name, return address, phone number and a description of the problem. A copy of the receipt including date of purchase is necessary for any warranty claim.
2. If damages are due to abuse or misuse, owner will be charged for parts and labor.
3. If any of the components of your trailer are found to be faulty due to defective material or workmanship, they will be repaired at no charge and returned with transportation charges prepaid. If failure occurred because of abuse, neglect or misuse, an estimate of cost to repair will be submitted back to the owner. After repairs are completed, the material will be returned with transportation charges collect.

Any modifications made to the trailer or parts of the trailer will void the trailer warranty and release Let's Go Aero of any responsibility for damages, injuries or accidents incurred.

For further information and customer assistance, call toll free, 1-877-464-2376 or 719-630-3800.