



TRAILER MAINTENANCE & INFORMATION

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Thank you for your purchase of the Road King Trailer. Road King Trailers, Inc., is dedicated in producing the best product at a competitive price. With proper maintenance this product will last for many years. Each Road King Trailer comes with a "Customer Information Package" with information on your trailer including your warranty registration card. Please read all of the information provided and associate yourself with the proper maintenance and trailering procedures. Following is a list of items to associate yourself with to maintain. We ask that you read all of the following material carefully. If you have a question regarding any of this material we ask that you contact your dealer or call one of our plants for further assistance. For your safety we require that this list be checked each time before you tow your trailer. Each states laws vary so we suggest that you check with your local dealer to make sure you are in complete compliance with the following items but not limited to; brakes, transom tie downs, licenses.

SELECTING THE PROPER TRAILER

One of the most important aspects of trailer selection is selecting the proper weight capacity. Too light of capacity could lead to excessive tire wear, abnormal wearing of parts and brakes and possibly trailer structure damage. To determine the proper capacity add boat hull weight, engine weight, fuel weight @ 7 lbs per gallon, water holding tank weight @ 8.5 lbs per gallon, T-tops, batteries, electronics, trolling motors, plus all gear including life jackets, anchors, fishing poles, skis, ice coolers, etc. Once you have this total "wet weight" we suggest adding a 10% safety margin. Once this number is totaled a weight carrying capacity can be determined

TRAILER MAINTENANCE & STORAGE

It is very important to properly care for your trailer. As your trailer sets at the ramp after launching the corrosive process begins. Each time you are finished loading your boat it is important that you wash the entire trailer as soon as possible with a detergent soap. Salt water especially deteriorates certain metals over time and with proper care you can extend the life of your trailer. You must lubricate moving parts such as the tongue jack, winch & coupler with a quality lubricant. Also use electrical grease on light sockets and bolts periodically. This helps keep these parts working properly and extend their life. Tires loose air when they sit for extended periods of time. Each time before towing check your tires for proper tire inflation "when cold". Low tire pressure can lead to excessive tire wear & blowouts. Lubricate your trailer hubs each time before towing. When storing the unit for long periods of time cover the tires to protect from ultra violet rays that cause tire cracking and elevate the front of the trailer and remove the drain plugs from the boat to help the boat drain so water does not collect in the bow and cause excessive strain on the trailer tongue & frame.

WARRANTY

Simply keep a copy of your original bill of sale so that you may submit it in the event that you will need to use the warranty.

TRAILER LOAD CARRYING CAPACITY

Each Road King Trailer is equipped with a manufacturers vehicle identification tag. This tag is located near the front of the trailer inside of the frame. It can be accessed from the driver's side of the trailer. This tag states all of the trailer information required by law including tire info and pressure, carrying capacity, etc. It is important to make sure you have more than enough capacity for the boat, motor, fuel and gear. Failure to do so may result in trailer failure, excessive tire wear and void the warranty.

LAUNCHING & LOADING YOUR BOAT

We require that you have a trained professional such as your boat dealer train you until you become comfortable with the launching and loading procedures. Even though you may have had a boat before, each boat, trailer and ramp combination loads differently. A trained professional can help you gain experience with this.

TRANSOM BOAT TIE DOWNS

The rear of your boat must be tied down by law. This keeps the boat securely attached to the trailer in the event of accident or bad road conditions. An approved transom tie down can be purchased from your boat dealership or boating supply store. The trailer is equipped with tie down hooks on each side of the trailer for your convenience. Also make sure that the winch bow stop and winch strap are tight to the bow of the boat and the bow safety chain from your winch stand is secured to the boats bow hook for added safety in the event of winch strap loosening or failure.



TRAILER BRAKES

State laws on trailer brakes vary from state to state. Some states require brakes on trailers grossing as little as 1500 pounds. Road King Trailers only builds trailers in accordance to the states law that it was sold to. It is the sole responsibility of the consumer to comply with their respective states law on items including brakes. For your convenience a list of the state break laws are on our web site at www.roadkingtrailers.com. Road King Trailers strongly recommends brakes on all wheels for best stopping power and longevity of the brake system.

Check the brake fluid level each time before towing. Test your trailer brakes each time for proper operation. If the brakes are not working properly, brake fluid level is low or brakes need adjustment, only a qualified establishment with experience in trailer brake systems should repair or adjust the trailer brakes before towing.



DISC BRAKE EQUIPPED TRAILERS

Make sure fluid level is always approximately 1/4" below top. Use only DOT 3 brake fluid. Trailers that are equipped with "disc brakes" require a 5-prong trailer harness. The 5th wire is red in color and is to be hooked up to the back-up lights of the towing vehicle. This allows the trailer to be backed up freely without damaging the trailer brakes. Failure to hook up this wire could result in brake system failure (blown pistons). A 5-prong wire harness is the safest way to assure proper connection. Aftermarket adapters that convert the 7-way vehicle connector to the 5-prong trailer connector are not always compatible to the trailer light system. If the adapter is used you must test each connection coming out of the adapter to assure proper wiring diagram including the 5th wire disc brake wire.

TRAILER LIGHT SYSTEM

Check each trailer light to make sure they are working properly before each towing. If lights are not working properly check bulbs or wiring and take corrective measures before towing. Submerging the lights in water can cause corrosion. The contacts may become corrosive and therefore not allowing electric current to the lights. A simple movement of the light against the contacts will usually re-gain light function. Electrical grease comes on the lights from the factory, which helps corrosion but will need re-application over time.

Wire Code For Trailer System: Brown wire=tail / running lights. Yellow wire=left turn signal. Green wire= right turn signal. Red wire (if equipped) =hook into back up lights of towing vehicle for "disc brake" equipped trailers. White wire=ground.



COUPLERS & BRAKE ACTUATORS

Verify that the hitch ball size of the coupler or actuator (brake coupler) and the towing vehicles hitch ball are the same size. Failure to do this could result in the trailer detaching from the towing vehicle and lead to accident. The ball size is listed on the top of the trailers coupler or actuator. Securely latch the coupler onto the towing vehicles trailer ball. Place a safety pin or lock on the coupler latch to prevent the coupler from opening while towing. If the coupler and hitch ball are the same size but don't seem to be snug the coupler unit can be adjusted from beneath the coupler housing. Do not over tighten the latch to the hitch ball, as this will cause excessive wear. A snug fit is all that is required. In the event that the coupler or brake unit should become bent replace the coupler or brake unit before towing.



SAFETY CABLES

Road King Trailers are equipped with safety cables at the front of the trailer. Make sure there is slack for cornering. These cables attach to your towing vehicles hitch and are required in the event of trailer / towing vehicle separation. It is required by law to "cross" the cables under the coupler. In the event of separation this may keep the trailer from hitting the ground before you are able to safely stop.



FASTENERS & BRACKETS

Check all fasteners, brackets, frames, bunks, etc., periodically for looseness, rusting, cracking or any sign of deterioration. Replace any questionable item before using trailer. If signs of rust show clean with appropriate items and spray with a galvanize spray. If item flakes with rust replace it before using trailer. Always make sure your tongue jack is fully retracted or swung horizontal before towing.



WHEEL LUG NUTS & AXLES

Each time before towing check lug nuts for proper tightness. Torque settings: 90 pounds. If lugs become rusty replace before towing. Each axle has a different rating depending on weight capacities. Axles used on Road King Trailers vary up to 8000 lb weight rating. Both "spring" & "torsion" axles are used. Spring axles have leaf springs on each side. Overtime springs can become rusty losing their weight carrying capacity as metal flakes off. Should this happen you must replace the springs otherwise failure could cause damage or accident. A torsion axle is independent on each side and doesn't require springs. Torsion axles are required to be towed level.



TIRES & INFLATION

Each time before towing check all tires for proper inflation when the tire is cold. Under inflation could result in excessive tire wear or blowout. Inflation ratings are listed on the tire sidewall. If there is excessive tire wear do not tow until correction / replacement is completed. We suggest to always carry a proper weight jack, spare tire & wheel, spare hub & bearings in case of failure. There are two style tires, bias & radial. Bias tires are a good overall value but will wear quicker than radial tires. Radial tires will give more mileage, a smoother ride and run cooler than bias tires.



BEARINGS

Most Road King Trailers are equipped with the "posi lube" bearing lubrication system. We suggest each time before towing to simply remove the grommet from the bearing dust cap and fill with a lithium based marine grease with a grease gun. If excessive grinding sound comes from the hubs have the bearings and all internal parts replaced by a qualified trailer repair center before towing. Bearing Sizes:

4 Lug Hubs: Same inside & out: bearing 1 1/16" #L44649, bearing cup #L44610, seal # 125255GT

5 Lug Hubs: bearing (outside) 1 1/16" #L44649, bearing (inside) 1 3/8" #L68149, bearing cup (outside) #L44610, bearing cup (inside) #L68111, seal # 171255UC

6 Lug Hubs: bearing (outside) 1 1/4" #15123, bearing (inside) 1 3/4" #25580, bearing cup (outside) #15245, bearing cup (inside) #25520, seal #225255UC