Instructions for assembling a cycle trailer

Steven Muir

Email: steve@cycletrailers.co.nz

These instructions are to assist you to reconstruct your trailer that has been collapsed for transporting. Please note the nuts provided are nylocks and should not vibrate loose. Do not over-tighten them. If you notice the aluminium tube bending significantly under the pressure of the nut, you have made it too tight. The 25mm square tube must have a washer wherever it contacts a bolt otherwise the bolt head will damage the tube. You will need two 10mm spanners, a 15mm spanner (or adjustable spanners) and a screwdriver for the hose clamp.

		Step 1.
	Wheel dropout bolts	Using 10 mm spanners, undo the wheel dropouts on the side of the trailer and fit the wheels into the trailer frame. If one side of the axle has a spacer in it then put it towards to centre of the trailer to give more room for the bin. Bolt up the wheel nuts tightly then place the dropout bolts back through and tighten them up. The washer goes on the top of the tube under the bolt head.
Ho	se clamp	Step 2 . Fit the tow bar using the two bolts and the hose clamp at the front end.
		Step 3. Attach the hitch base to your bike underneath the rear wheel nut or quick release lever (left hand side). It stays on your bike all the time. It is important to align the tow ball with the tow bar and quick disconnect ball joint coupling to allow up/down movement over bumps. If there is a permanent angle on the tow ball there may not be enough play and the ball joint may bend or break. Pliers or an adjustable spanner on the end of the metal plate can help to prevent it rotating as the nut tightens up on top of it. The picture (left) shows a correctly fitted hitch base – nicely aligned with the towbar.



Frame mount hitch
If you have a frame mount hitch, place the plastic paint protector on your frame under the hitch.
Attach the angle section to the chain stay (lower tube of the bike's rear triangle) using the two hose clamps around the ends. Ensure any excess length on the end of the hose clamp does not extend out from the frame so it will not catch your foot or leg.
If required bend the 6mm rod to suit your frame. You may cut off any excess with a hacksaw if it is too long. Use the cable tie to secure the rod to the seat stay (upper tube of the bike's rear triangle) to prevent the hitch from rotating under load.
Thru axle If you have a thru axle adaptor, remove the existing thru axle. Check the length is the same (usually 168mm from the head to the tip). Also check the thread pitch is the same by placing the two threads on top of each other and checking the peaks all align. If the pitch is different you will severely damage your frame if you attempt to screw the new axle in. Screw the new thru axle into your frame using a 5mm Allen key.
Thru axle Use a spanner to attach the hitch base to the axle. Use the 5mm Allan key in the axle to prevent the



Finishing touches

- Foam or rubber glued to the top edge of the trailer will stop bins from rattling when unloaded (this can be noisy).
- A flag, reflector and rear light are very good additions to make the trailer more visible.

Safety Information

- Don't overload the trailer. 70 kg is about the limit, but you can do a little more if it's well balanced. The plastic bin may break with > 70 kg load as it is not as strong as the trailer.
- If the hitch base rotates during use, it indicates the load is not well balanced in the trailer or the nut/quick release skewer is not done up tightly enough.
- Don't use the trailer with disc brakes without thoroughly testing the towbar doesn't bend the disc under all turning/falling over movements.
- Be careful when going up curbs particularly with an unloaded trailer. If you get a wheel hitting the square edge of the curb they will flip very easily.
- Be careful on sharp right hand turns as the tow bar can rub against the back wheel of the bike putting a huge strain on the tow ball. Most corners are fine but do any U-turns to the left.