

EVERY FOUR MONTHS (or 2000 miles - whichever is the sooner) - CHECK

1. Wheel bearings

- 1a Remove wheel
- 1b Remove hub cap, split pin, nut and thrust washer.
- 1c lift the hub up, so removing the front bearing cone.
- 1d Lift off the rear bearing cone.
- 1e Rinse the bearings in paraffin or de-greaser and inspect. If there are any flats on the rollers or any signs of disintegration, they must be replaced.
- 1f Inspect the bearing cups (the silver races fixed inside the hub) for any sign of wear. If replacing the bearing cones then these should be replaced. These cups are inserted under pressure and are an interference fit, however they can be removed with a hammer and drift. There is a small cut-out on the cup seat (or collar) on the hub casting for access.

- 1g When refitting bearing cups it is vital that the cup is seated properly inside the casting, Care must be taken not to damage the cup or casting when drifting down,

- 1h After refitting bearing cups to the hub, smear the bearing cones with grease, slide the back bearing cone (with the black rubber grease seal) onto the stub axle, then replace hub, outer bearing cone and thrust washer.

- 1i The castellated nut on the stub axle ends that retains the bearings should now be tightened down (20 ftlb torque) then 'backed off' one quarter of a turn to the nearest hole position for the split pin. A new split pin must be used every time the bearings are adjusted.
- 1j NOTE: when adjusting the wheel bearings it is necessary to have some end 'float' (1 mm 0.004"). If the hub is not running freely, excessive heat build up can cause damage to occur. If in doubt as to which castellation to use when refitting the split pin - a roller bearing performs better slightly slack than too tight.

ALSO CHECK

Towing Eye - Ensure neither the eye or pin are worn, excessive wear on the jaw / eye may cause the pin to bend and jam. The trailer should tow on the pin but brake on the Jaw.

Condition and mounting of the mudguards.

For any signs of corrosion that may affect the chassis strength or connections, Particularly inside the axle.

Finally, a thorough cleaning to remove all road dirt is highly recommended. After cleaning, wipe down the trailer with a lightly oiled rag and re-grease to help prevent possible corrosion and prolong the unit's life.



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THE MCT / F/ 1 SERIES 1 FOLDAWAY MOTORCYCLE TRAILER

ASSEMBLY SEQUENCE (No tools are required)

- 1. Lay out main components. Select Front half of trailer body.
- 2. Set break back, locking pin to the locking position.
- 3. Swing towing eye arm up until the spring loaded locking pin engages. (Trapping hazard! mind your fingers!)
- 4. Lock pin in place.
- 5. Insert axle into axle tube, form near side lug on top and insert until lug reaches stop.
- 6. Engage locking pin and ring.
- 7. Fit wheels to axle tube with suspension units trailing.
- 8. Engage locking pins and ring on each wheel unit.
- 9. Slide rear half body part way onto protruding bar at rear end of half body.
- 10. Release locking pins, fully engage and refit locking pins and rings.
- 11. Adjust sliding half of wheel well to suit the diameter of the wheel of the motor cycle (some readjustment may be needed later).
- 12. Remove ramp from storage position and place into slots at rear of rear half body.
- 13. Release break back locking pin and lock in disengaged position.

LOADING SEQUENCE

1. Fit loading straps to motorcycle in accordance with the standard AA procedure.
2. Fit ratchet end's of straps to triangular lugs adjacent to each wheel of trailer.
3. Push the motorcycle slowly forwards onto the trailer whilst allowing the trailer to break its back.

Continue pushing¹ the motorcycle forwards until it reaches a point of balance when the trailer will straighten its back then continue pushing slowly until the front wheel comes to rest in the wheel well.

When extra clearance is required, the motorcycle should be rolled back and then the length of the wheel well reduced by adjusting the sliding half of the wheel well.

When excessive clearance occurs, the wheel well may be lengthened with care while the wheel is in the wheel well by only partially releasing the slider locking lever.

NOTE !! For stretched motorcycles, the clearance between the motorcycle and the top of the ramp should be checked as the motorcycle rolls over the point of balance. It may be better to load the motorcycle on backwards.

4. With assistance, strap down the motorcycle as normal practice and fit a front strap to hold the wheel into the wheel well.
5. Re-engage break back locking pin into the locked position.
6. Remove the ramp and re-stow in service vehicle.
7. Fit lighting board (optional extra) into rear channel (before used to hold ramp), and secure with spring loaded shoot bolts.
8. Connect electric cable to 7 pin socket of service vehicle.

NOTE :- The Foldaway motorcycle trailer is not designed to be towed unladen.

¹ - During this process it is necessary to check the clearance beneath the motorcycle as the front wheel is rolled into the wheel well.

THE MCT / F/ 1 SERIES 1 FOLDAWAY MOTORCYCLE TRAILER MAINTENANCE SCHEDULE

The Series 1 Foldaway Motorcycle Trailer is easy to assemble and tow, and is very stable at speed. To keep the trailer in this condition, the following maintenance is required: -

REGULARLY (APPROX~ EVERY 3 JOURNEYS OR ONCE A MONTH) CHECK:

1. Tyre pressures - The maximum pressure when carrying heavy bikes is 75 p.s.i (5.4 bar). If the operator is uncomfortable with this high pressure then common sense must prevail, and the pressure may be reduced 5- 10 p.s.i if the maximum load carrying capacity is not required.
2. Tyre tread depth - Current legislation on vehicle tyre wear is also applicable to trailers. So legally the 'grooves of the tread pattern must be at least 1.6 mm deep throughout a continuous band comprising the central three quarters of the breadth of the tyre, and round the entire outer circumference of the tyre. However Treales Trailers recommend a minimum of 3mm. Also inspect for any bald patches or lumps. If the tread is wearing unevenly the trailer may have a worn suspension or bent axle. if so replace.
3. Wheel nut torque - The nuts on the road wheels should have a torque of 45 ftlbs applied when tightening.
4. Wheel bearings - With two hands (one either side of the wheel), try to rock the wheel backwards and forwards. There should be slight movement only, if excessive then the bearings need adjustment (see four months check). If there are signs of heat dissipation then further investigation should be made (there may be a lack of grease or the bearings could be overtightened).
5. Lighting board - Ensure all functions are working correctly. Check for any damage to plug/wire, lenses, bulbs and retaining pins on trailer rear section.
6. Grease all pivot points and wipe chassis down with a lightly oiled rag. Remove the hubcaps. If the grease looks In good condition, just apply more. Replace hubcaps properly. NOTE: only high melting point grease (such as Lithium EP2 complex or 'Aqualube' trailer grease) must be used. If it is dirty or emulsified then the bearing should be stripped (see six months check). The towing eye may also be greased to reduce wear.
7. Connecting pins and joints should all be secure.