



Gold Coast | Brisbane | Sunshine Coast

Supplying Quality Boat Trailers to Australia

BRANCHES: **GOLD COAST** AND **SUNSHINE COAST**

BOAT FITTING

- Ensure you get the boat adjusted to your trailer. These are a universal trailer and as such have two main adjustments.
- The Keel Rollers, these are adjustable in the vertical plane (up and down). These are to be adjusted to the keel shape of your boat
- The strongest part of the boat is the keel and as such the keel rollers are designed to take 85 – 90% of the boat weight
- The Wobble Rollers, these have two adjustments. They can move in the vertically and horizontally.
- These serve two purposes, to keep the boat stable and sitting upright on the trailer, and to guide your boat on and off the trailer
- We also supply as an option Driver on Guides (see image below) These are set either side of the keel roller to align the boat back to the centre keel roller in the event you bring the boat in on an angle.
- Once the boat is fitted to the trailer correctly, the final task before taking it on the road is to tie the boat down. There is a tie point at the front of the trailer at the base of the winch post, this is to tie the front of the boat to the trailer. The other tie points are either side at the rear of the trailer. You will require a long ratchet strap . The strap goes over the rear of the boat from one side to the other. Tighten the strap to anchor the rear of the boat.
- There is a safety chain under the winch, this needs to be attached to the front of the boat.
- Please NOTE: The winch is only to there to retrieve the boat, NOT to anchor the boat to the trailer
- Finally check tyre pressure and inflate to correct pressure usually around 45 – 55 PSI depending on the weight of the boat trailer combination



Driver on Guides

INITIAL TRAILER CHECKS AFTER FIRST 5KM WITH BOAT ON TRAILER

Below are items that require checking and adjusting as required in the first 10 – 100km of using the trailer

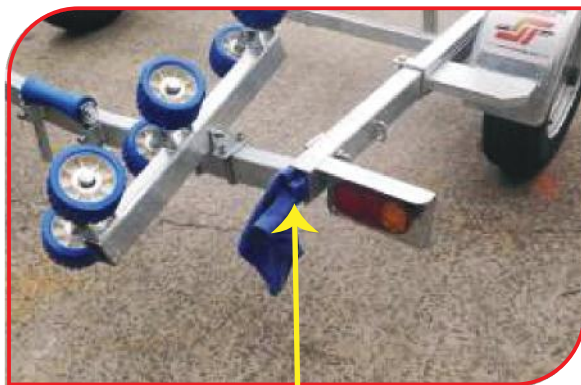
- Check and adjust wheel bearings and repack through the bearing buddie grease nipple
- Check and adjust brake cable as this can stretch during this period
- Grease the grease nipple on the 2 tonne tow hitch
- Check Tyre pressures and inflate as required



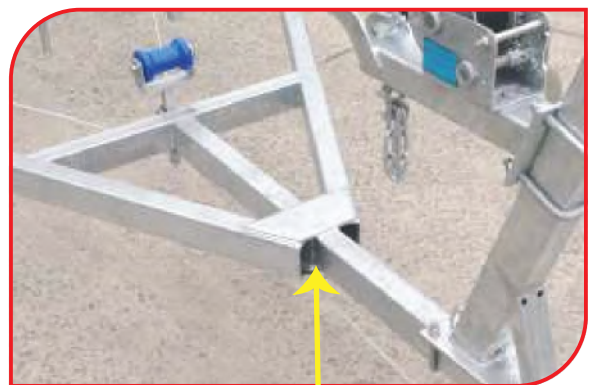
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WASHING TRAILER

- The environment in which the trailer is used, stored and maintained determines the level of deterioration of the galvanized zinc coating. Locations with high salt content and high humidity, it is common for the galvanized finish to deteriorate very quickly and a higher degree of care is required to slow the deterioration of the zinc.
- Use soapy water with brush as this will take any salt residue off the galvanising this extending the life of the trailer. This is especially important for locations with high salt content in the water or in high humidity locations.
- Always wash out brake callipers with soapy water after each use, this will increase the life of the brake pads and callipers.
- **Trailer Frame** - It is important that the drain holes throughout the trailer frame are kept clear and checked as a regular maintenance schedule. This allows for trapped water in the frame to clear.
- Using a sponge or rag, block the end of the main frame (see fig below)
- Then using a hose insert at the front of the main frame (see fig below). Flush the frame with clean tap water, this will flood the complete chassis including the cross members as they are all open to each other
- The water will run out of all the **Drain Holes** in the cross members, cleaning out all salt water and residue.
- Run water for around 5 minutes.
- Failure to carry out the above cleaning process will greatly reduce the life expectancy of your trailer



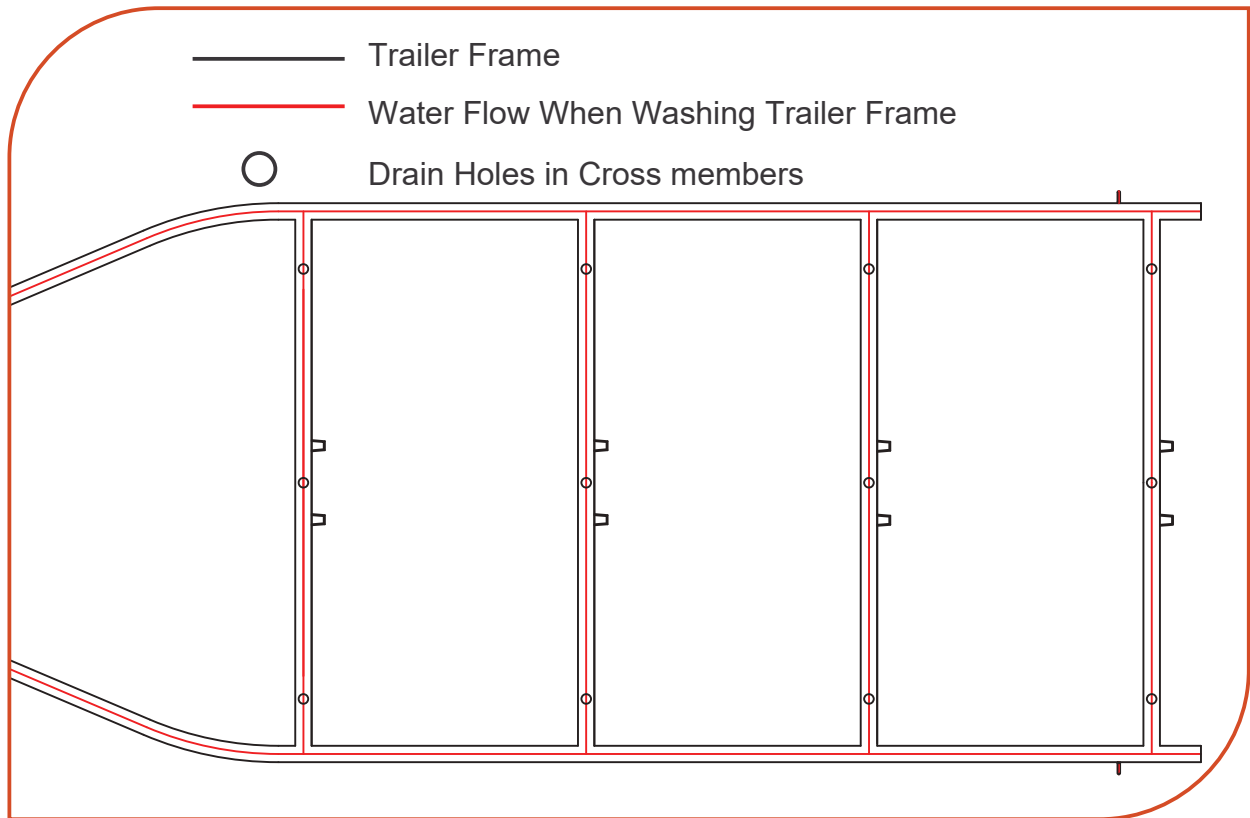
Block Trailer Frame End Here
Trailer Frame from Here



Fill



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BEARINGS BUDDIES

- Bearing buddies are fitted to all our Swiftco Boat Trailers, these are designed to keep water out of the bearing hub when you put the trailer in the water to launch or retrieve your boat.
- Most important: The only time that you grease the bearing buddies is prior to putting the trailer in the water.
- At the boat ramp you have a situation that you have a hot hub with liquid grease in the hub.
- Taking the trailer into cold water tends to allow a small amount of water to seep in through the rear seal of the hub, thus causing damage to the bearings when driving down the road
- Pumping grease into the hub will cool down the hub and pack the hub with solid grease thus eliminating any possibility of water entering the hub



Grease Bearing Buddies,
prior to putting trailer in water



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- Check wheel bearings and brake adjustment within the first 10 – 50km of using the trailer
- As long as you follow our system on bearing buddies checking and servicing wheel bearings should be done 6 monthly for regular boat users
- If the wheel does not rotate on the axle smoothly, then you will need to replace the bearings. This should be carried out by an authorised mechanic.
- It is good practice to get the trailer checked by a mechanic every 6 months to avoid costly on road costs

Coupling

Need to be greased every six months or when there is no grease present on the shaft and all the bolts and nuts need to be checked for tightness

Brakes

Need to be serviced every 6 months. Brake adjustment for the mechanical over-ride system can be adjusted at the front pulley or the adjustment bolt on the callipers. Remember to leave enough slack in the cable to allow for the flex in the trailer while



Grease Point on Tow Hitch
Grease on regular basis

Jockey Wheels

Ensure swing-up jockey wheel when swivelled from the horizontal position to vertical that the spring loaded handle and extension pins lock securely into both holes in the jockey wheel mounting plate. Lubricate regularly to keep rust away.

Trailer lights

Every 6 months check for cracked wiring and damaged lenses and that all functions of the lamps are working.

Tyres

Regularly check for the correct inflation pressure and uneven tyre wear inspection should be carried out. Tyre rotation should be carried out every 6 or 12 months depending on trailer use.

Hand Winch

Do not overload your winch, use it only for the application it has been supplied for on normal ramp conditions. Winches are supplied with a webbing strap which has a higher load rating and braking strain. Ensure that the winch strap is dry. If the winch strap is wet, unwind