

Owner's Manual & Safety Instructions

Save This Manual Keep this manual for the safety warnings and precautions, assembly, operating, inspection, maintenance and cleaning procedures. Write the product's serial number in the back of the manual near the assembly diagram (or month and year of purchase if product has no number). Keep this manual and the receipt in a safe and dry place for future reference.

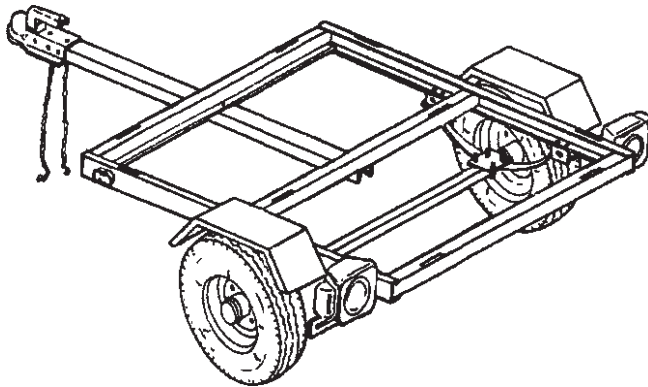
ITEM 42708

870 LB. CAPACITY

HaulMaster®

8" WHEELS

UTILITY TRAILER



SPECIFICATIONS

Max. Payload Capacity	870 lb.
GVWR	1,000 lb.
Net Weight	125 lb.
Rim Size	8 x 3.75 w/4 Lug Nut Pattern
Tire Size	4.8 - 8 (B), 4 PR
Tire Pressure	60 PSI, cold
Hitch Ball	1-7/8", Class I
Bed Frame	40" x 48"
Overall Length	81-1/2"

WARNING!

IMPORTANT INFORMATION

This trailer's Hitch Coupler **MUST** be properly secured to the hitch ball of the towing vehicle. After assembly and attachment, pull up and down on the Hitch Coupler to make sure the hitch ball is fitting snugly in the Hitch Coupler. **There must be no play between the hitch ball and the Hitch 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. **Carefully read and follow the complete instructions in this manual BEFORE setup or use.**

If the coupler is not secured properly, the ball could come loose while the trailer is in motion, possibly causing property damage, SERIOUS PERSONAL INJURY, or DEATH.

Visit our website at: <http://www.harborfreight.com>
Email our technical support at: tech@harborfreight.com

When unpacking, make sure that the product is intact and undamaged. If any parts are missing or broken, please call 1-800-444-3353 as soon as possible.

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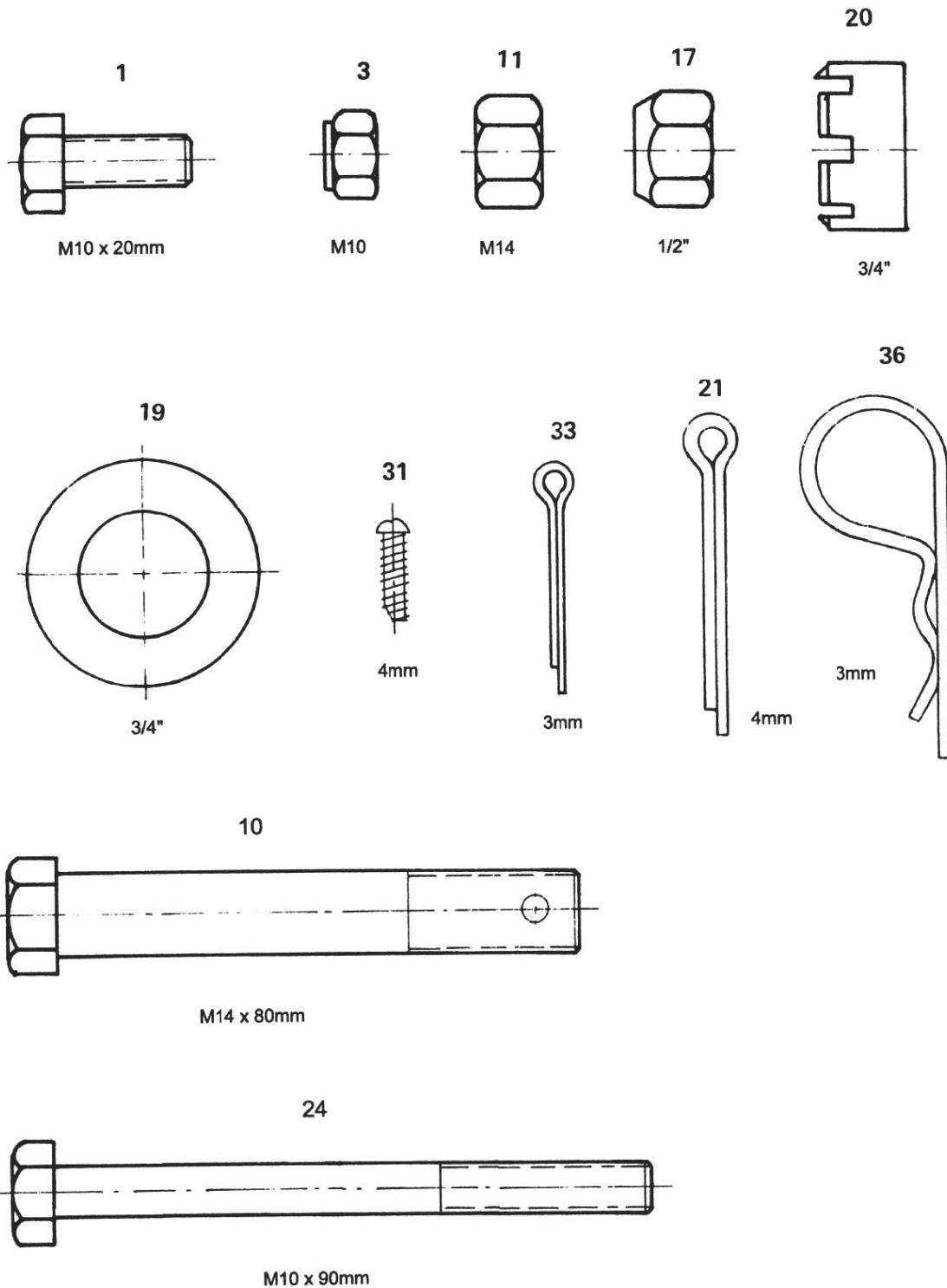
No portion of this manual or any artwork contained herein may be reproduced in any shape or form without the express written consent of Harbor Freight Tools. Diagrams within this manual may not be drawn proportionally. Due to continuing improvements, actual product may differ slightly from the product described herein. Tools required for assembly and service may not be included.

⚠ WARNING

Read this material before using this product. Failure to do so can result in serious injury. SAVE THIS MANUAL.

PARTS LIST

NO.	QTY.	DESCRIPTION	PART #	NO.	QTY.	DESCRIPTION	PART #
1	32	Φ 10 x 20mm Hex Bolts	216B01	23	1	Coupler	216A01
3	42	M10 Nylon Nuts	216B02	24	2	Φ 10 x 90mm Bolts	216B05
4	3	Cross Member	216A03	25	1	Safety Chain	216B17
5	1	Left Side Rail	216A04	27	2	Tail Light Bracket	216A14
5A	1	Right Side Rail	216A05	28	1	License, Plate Bracket	216A15
6	1	Towbar	216A02	29	1	Left Tail Light	216A11
7	4	Spring Hangers	216A16	29A	1	Right Tail Light	216A12
8	2	Spring Slide Plates	216A17	30	2	Side Running Lights	216A13
9	2	Slipper Spring	216A08	31	4	Self Tapping Screw	216B12
10	4	Φ 14 x 80mm Hex Bolts	216B03	33	4	3mm Cotter Pins	216B09
11	4	M14 Nuts	216B04	34	2	Fenders	216A10
12	1	Axle	216A06	35	2	Grease Fitting	216B18
13	4	Φ 10 U-Bolts	216B15	36	1	3mm R-Pin	216B11
14	2	Spring Plates	216B16	37	1	Safety Pin Φ 10 x 25mm	216B19
15	2	Hubs	216A07	99	2	Grease Seal	
16	2	Tires	216A09				
17	8	Lug Nuts	216B07				
18	2	Bearings	216B13				
19	2	3/4" Washers	216B06				
20	2	Castle Nuts	216B08				
21	2	4mm Cotter Pins	216B10				
22	2	Dust Caps	216B14				



Read the instructions carefully and follow them step-by-step for easy assembly, you will find a complete parts list on the previous page. Average assembly time is approximately 1.5 hours. You will need the following tools to assemble your Trailer Kit.

TOOLS NEEDED:

16mm box end wrench	17mm open end wrench	3/4" socket or lug wrench
Pliers	Tongue and Groove Pliers	Screwdrivers
Drill (for installing plywood base)		

NOTE:

1. Trailer parts are numbered from rear of trailer towards tongue.
2. The nuts and bolts should not be completely tightened until the entire trailer is assembled. Installing the 3/4" plywood base, which you will have to supply, is the last step after tightening down all the nuts and bolts. Moreover, all the nuts and bolts should be checked periodically for tightness ... and you should retighten the lug bolts on the wheels after the first 20 miles of use.

TRAILER LICENSING NOTICE

Some states may consider that this trailer kit is a specially constructed or homemade vehicle for registration, licensing and/or titling purposes.

The Manufacturer's Certificate of Origin supplied with your trailer should be filled out and signed by the dealer transferring ownership to you.

Take these to your local Department of Motor Vehicle and upon payment of the appropriate State fees, you will be issued a title, registration and license plate (if required). Some states will require inspection of the assembled and finished trailer kit before issuing a title registration/license.

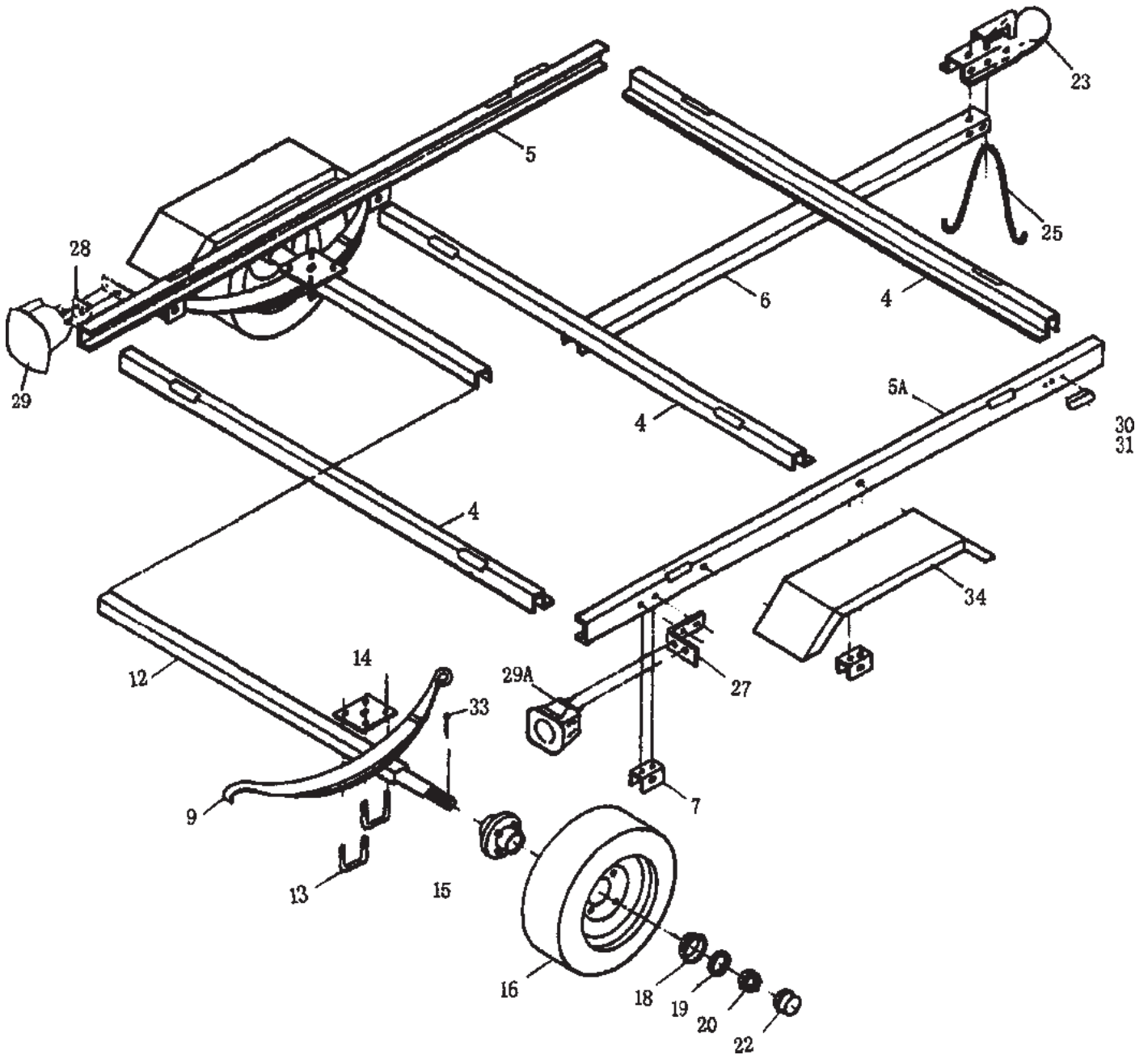
If you require additional information or guidance on licensing or titling, please consult your State Department of Motor Vehicles.



DON'T TIGHTEN YET!

TO MAKE ASSEMBLY EASIER, wait until assembly is complete and all hardware is in place before tightening any nut or bolt. Leave hardware snug until then.

MAIN ASSEMBLY DIAGRAM





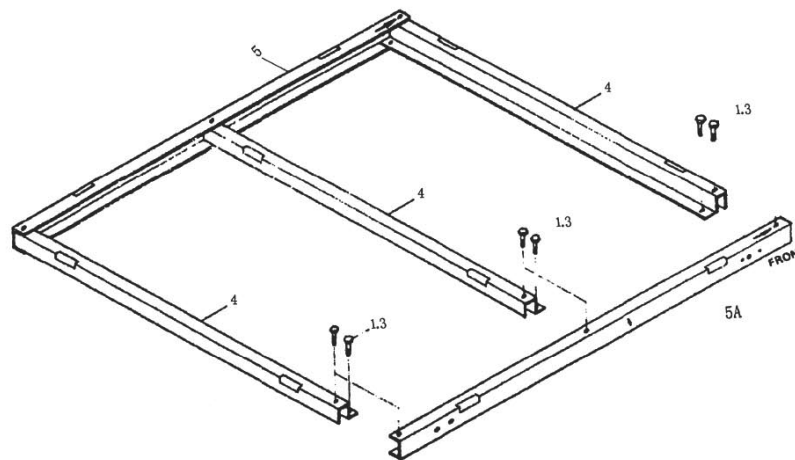
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ASSEMBLY INSTRUCTIONS

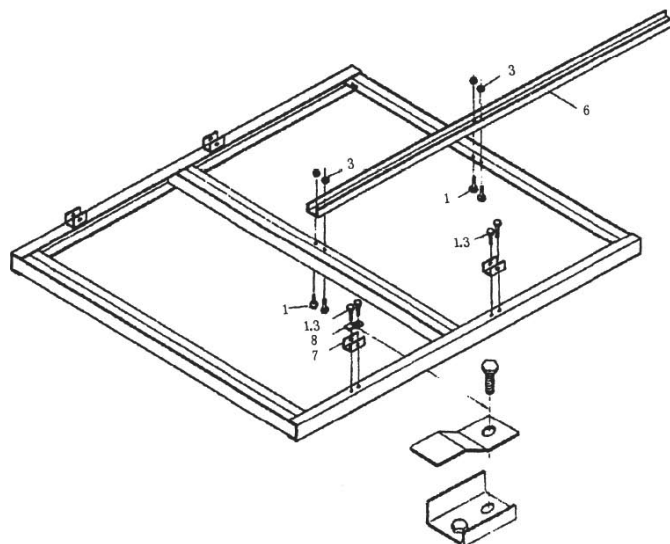
PART NEEDED			INSTRUCTIONS
NO.	QTY.	DESCRIPTION	
1	12	Φ10 x 20mm Hex Bolts	1. Lay out three cross members (4) to right and left side rail (5, 5A) shown in figure, notice the "Front" signal. 2. Assemble (4, 5, 5A) by using Φ10 x 20mm Hex Bolts and nuts, with flat flanges of cross member positioned as shown in figure. 3. Don't tighten nuts until all bolts are positioned in place.
3	12	M10 Nylon Nuts	
4	3	Cross Members	
5	1	Left Side Rail	
5A	1	Right Side Rail	

STEP 1



PART NEEDED			INSTRUCTIONS
NO.	QTY.	DESCRIPTION	
1	12	Φ10 x 20mm Hex Bolts	1. Turn the trailer assembly upside down. 2. Bolt towbar (6) with hex bolts, and nuts (1, 3). Notice the bolt direction as shown in figure. 3. Bolt front spring hangers (7) to side rails (5, 5A) with hex bolts and nuts. Attach another spring hanger with one bolt in toward rear of trailer, then cover this bolt head with spring slide plate (8) and spring hanger as shown in figure.
3	12	M10 Nylon Nuts	
6	1	Towbar	
7	4	Spring Hangers	
8	2	Spring Slide Plates	

STEP 2



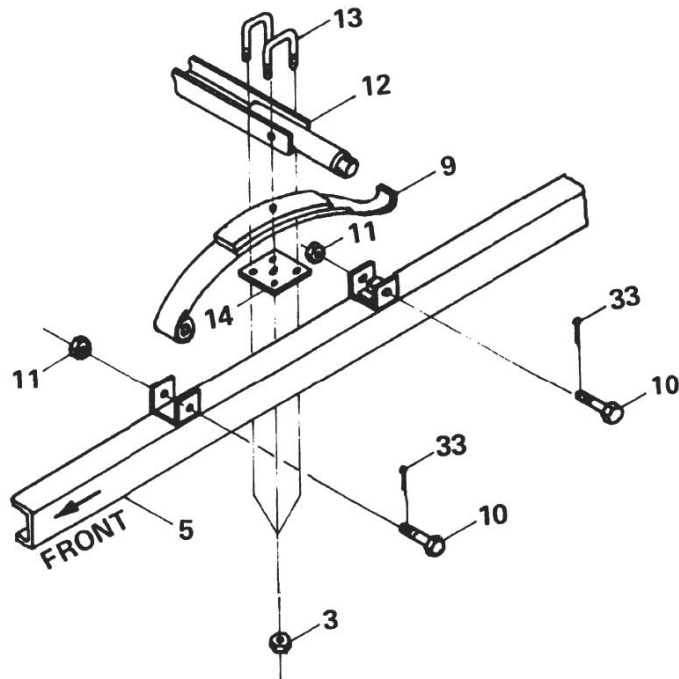


DON'T TIGHTEN YET!

TO MAKE ASSEMBLY EASIER, wait until assembly is complete and all hardware is in place before tightening any nut or bolt. Leave hardware snug until then.

PART NEEDED		
NO.	QTY.	DESCRIPTION
3	8	M10 Nylon Nuts
9	2	Slipper Springs
10	4	Φ14 x 80 Bolts
11	4	M14 Nuts
12	1	Axle
13	4	Φ10 U-Bolts
14	2	Spring Plates
33	4	3mm Cotter Pins

STEP 3



1. Put the slipper springs (9) on the spring hangers (7) with spring eyes forward, secure with Φ14 x 80mm bolt (10) by going through spring hangers, lock it with nuts (11). Then push a cotter pin (33) through the hole in the end of the bolt and spread it.
2. Place axle (12) on top of slipper springs (9). Place spring plate (14) under slipper spring; using Φ10 U-bolt (13) pass through axle, slipper spring and spring plate, then lock with M10 nuts(3).

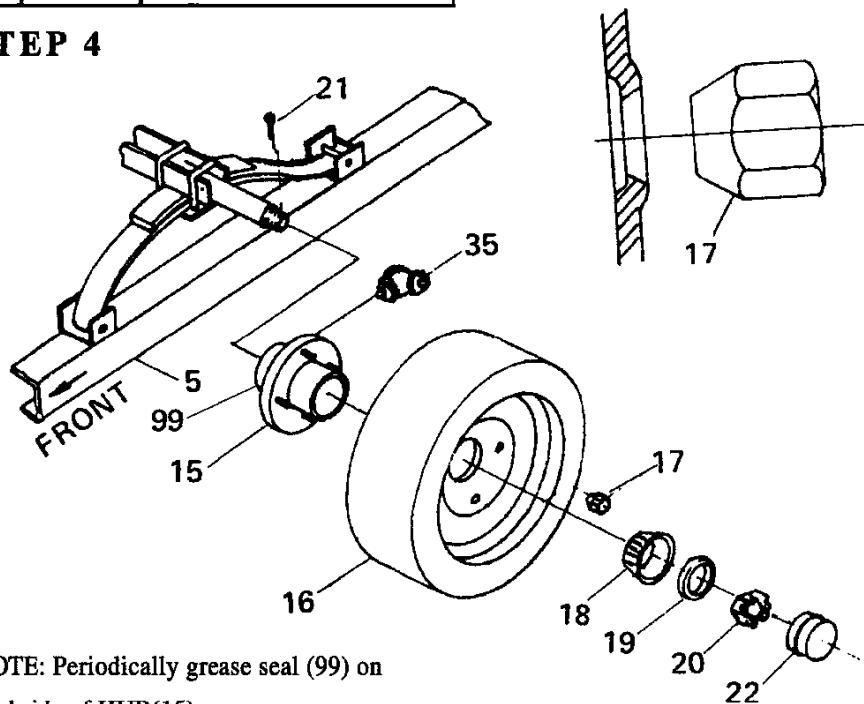


DON'T TIGHTEN YET!

TO MAKE ASSEMBLY EASIER, wait until assembly is complete and all hardware is in place before tightening any nut or bolt. Leave hardware snug until then.

PART NEEDED		
NO.	QTY.	DESCRIPTION
15	2	Hubs
16	2	Tires
17	8	Lug Nuts
18	2	Bearings
19	2	3/4" Flat Washers
20	2	Castle Nuts
21	2	Cotter Pins
22	2	Dust Caps
35	2	Grease Fitting
99	2	Grease Seal

STEP 4



NOTE: Periodically grease seal (99) on backside of HUB(15).

1. Fix Grease fitting (35) to hub (15).
2. Carefully slide hubs over spindles at each end of axle and push on outer bearings (18) and 3/4" flat washer (19), then castle nuts(20), tighten them snugly. Back the castle nuts off just enough so that the wheel can just move freely.

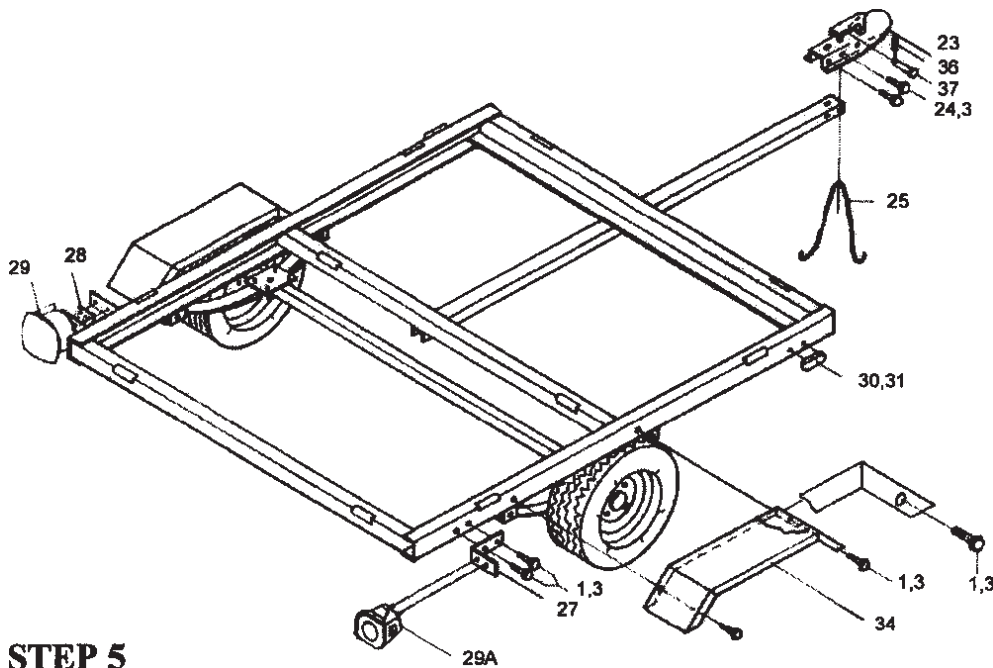
Follow the Bearing Packing Instructions as explained on the last page of this manual.

3. Put tire (16) on hub dry. Then lock with 4 lug nuts (17) tighten with socket or lug wrench to 90 LBS (VERY TIGHT).

NOTE: Be sure that axle is perpendicular to side rails and springs are parallel to side rails.

4. Push a cotter pin (21) through the hole at the end of the spindles, spread cotter pin, fill the dust cap (22) 1/4 full with automotive grease then press it onto the hub.

PARTS NEEDED						
NO.	QTY.	DESCRIPTION		NO.	QTY.	DESCRIPTION
1	8	Φ10 x 20mm Bolts		29	1	Left Tail Light
3	10	Nylon Nuts		29A	1	Right Tail Light
23	1	Coupler		30	2	Side Running Lights
24	2	Φ10 x 90mm Bolts		31	4	Self Tapping Screw
25	1	Safety Chain		34	2	Fenders
27	2	Tail Light Bracket		36	1	3mm R-Pin
28	1	License Plate Bracket		37	1	Safety Pin



STEP 5

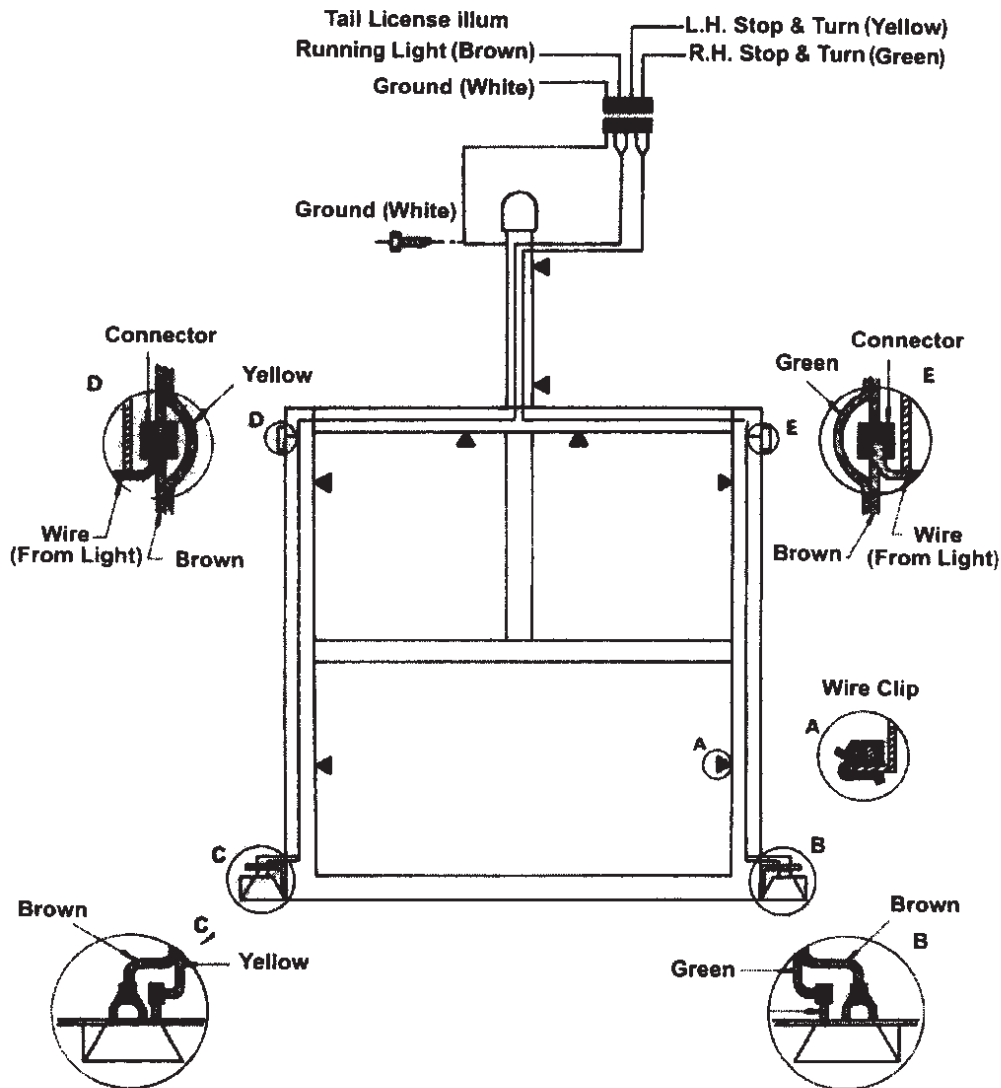
1. Turn over the trailer assembly to make tire touch the ground.
2. Bolt coupler (23) to towbar (6) with hex bolts and nuts (24, 3), attach safety chain (25), then lock it.
NOTE: Make sure safety chain is same length each side.
3. Attach tail light brackets (27) with bolts, and nuts (1,3), be sure protruding leg of bracket is forward, install license plate bracket (28) and left tail light (29) (with clear lens for license plate light) with nuts, install right tail light (29A).
4. Open the lens of side running lights (30), with self tapping screw (31) and run wire lead through the center hole to firm wire tightly to side rails.
5. Bolt fenders to side rails by using hex bolts (1), lock nuts (3).

TIGHTEN ALL HARDWARE!

Now that frame is completely assembled, retrace all assembly steps and make sure that all hardware is properly wrench-tightened. Also, tighten lug nuts/lug bolts to 90 ft-lb.

TRAILER LIGHT KIT WIRINGDIAGRAM AND INSTRUCTION

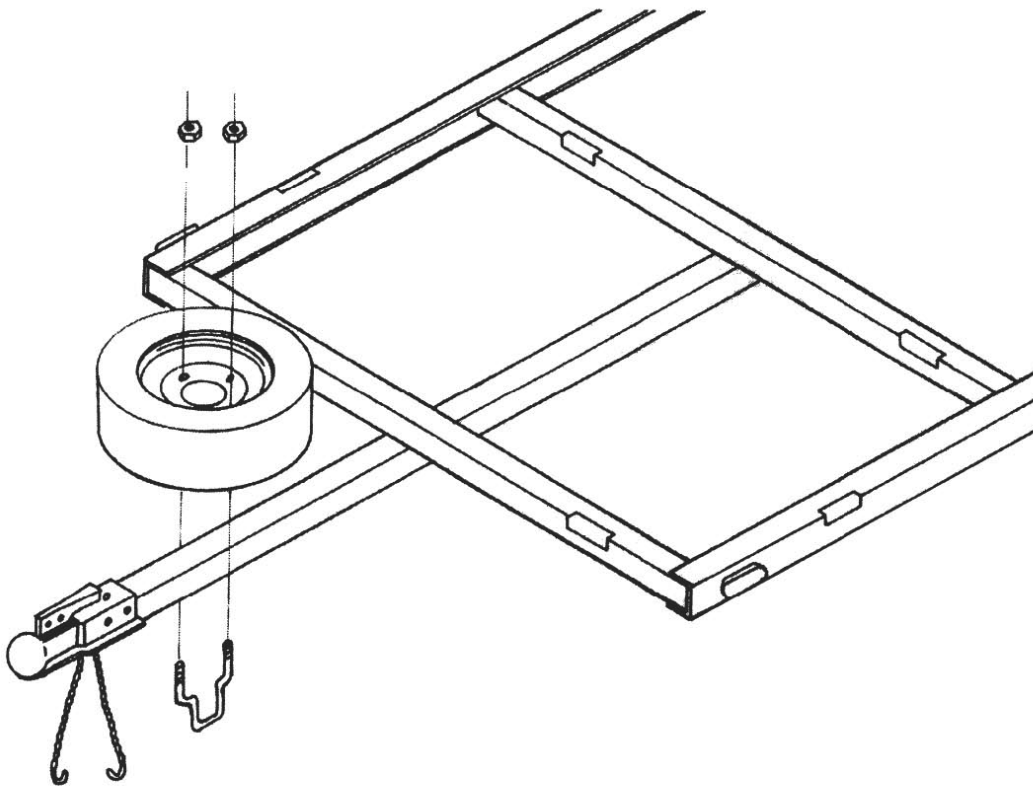
Check alignment of all parts and install the 4-wire vehicle connector in the trunk area of your car. Locate the connector plug near the hitch ball and lay out wires. Connect the white wire to the frame or body of the car; connect the brown wire to the tail light by stripping, wrapping and taping connector; similarly connect the yellow wire to the left signal and stop light wire and the green wire to the right signal and stop light wire. Some foreign vehicles may require an adaptor to convert their 5 wire system to wire vehicle connector.



1. Attach white ground wire at plug end of wiring harness to the small hole in towbar with SELF tapping screw.
2. Leave about 18" of wire beyond the coupler and lay out wire on the inside of towbar and front cross-member as shown in the diagram. Push on the wire clips.
3. Connect the wire lead from the running lights to the brown wire on each side with the wire connector. Use pliers to squeeze the connector closed.
4. Push on wire clips to hold wires down the side rails of the trailer.
5. Cut yellow/brown and green/brown wires to appropriate lengths and strip ends of wires 3/4".
6. Make taillight connections as per color code:

Left side	Right side
Yellow - Yellow wire	Green - Green wire
Brown - 2 Brown wires	Brown - 2 Brown wires

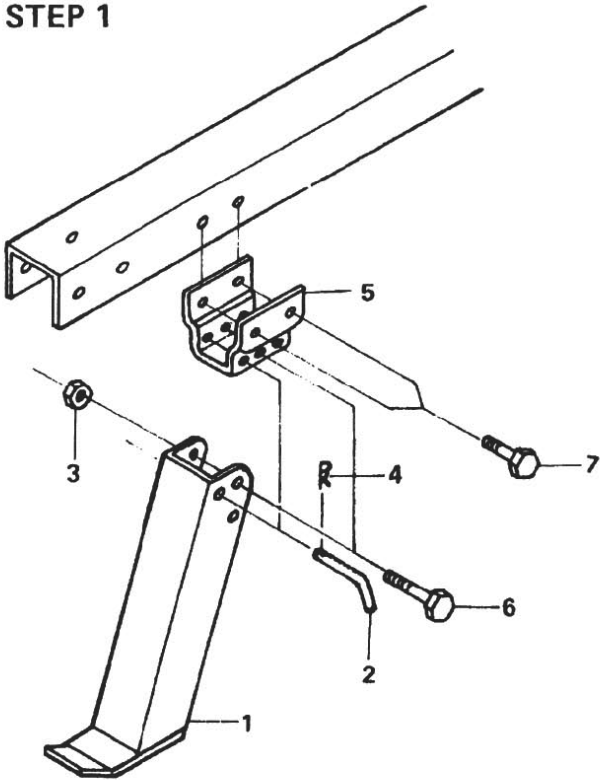
SPARE TIRE HOLDER INSTALLATION INSTRUCTION (NOT INCLUDED)



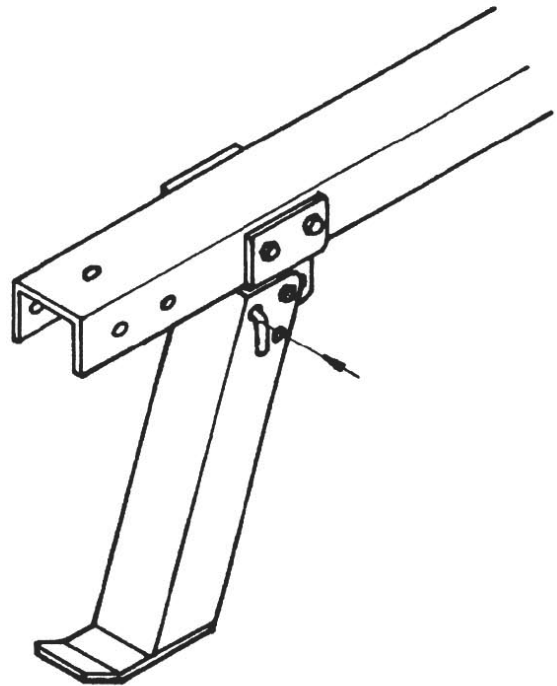
Place "U" holder under towbar and go through two holes on wheel rim, lock nuts with same depth, do not make the tire swing.

TOWBAR STAND INSTALLATION INSTRUCTION (NOT INCLUDED)

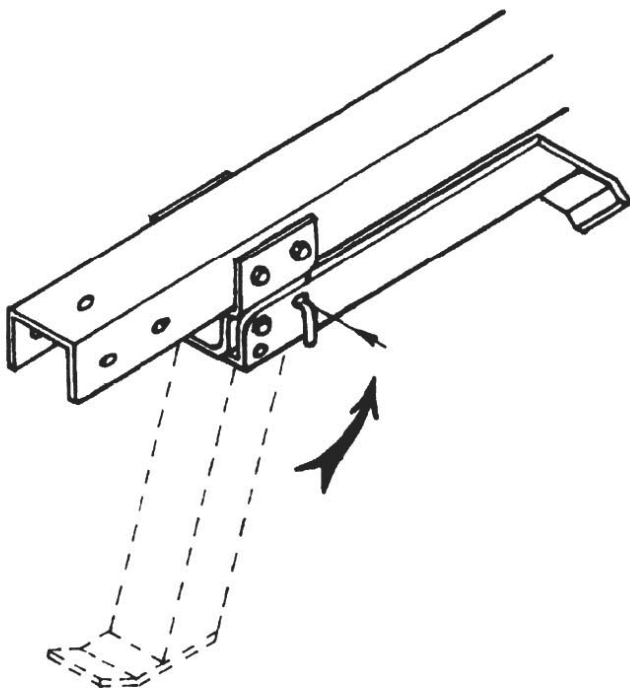
STEP 1



STEP 2



STEP 3

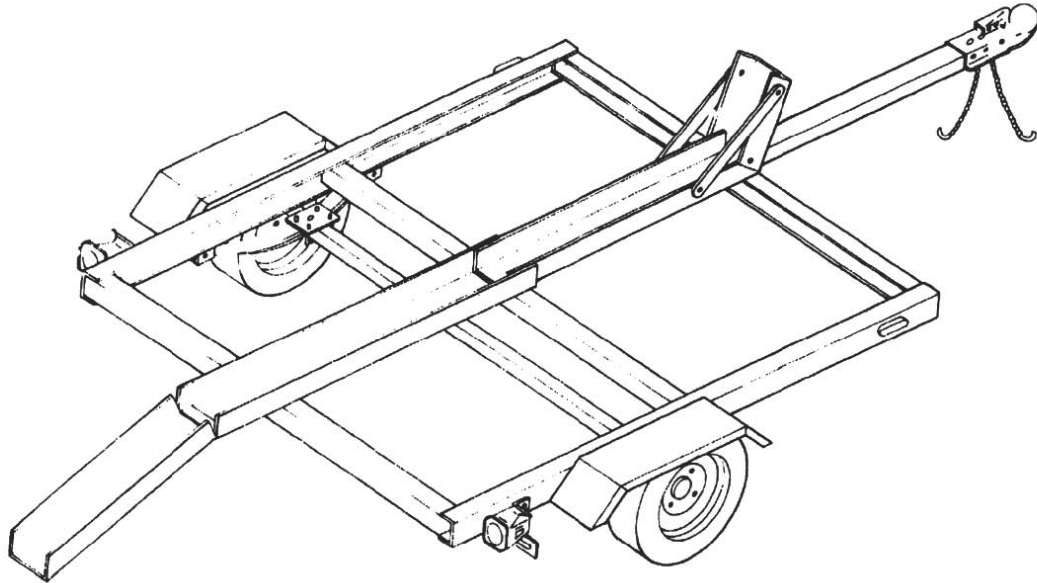


1. Attach lower connecting plate (5) to towbar, with 3/8" x 3/4" bolt, nut.
2. Attach stand (1) to lower connecting plate (5) with 3/8" x 3" bolt, nut.
3. Insert L latch (2) through stand (1) then fix the L latch with R-pin (4)
4. Remove R pin and push stand back, then lock it with R pin and the stand is folded.

AVAILABLE ACCESSORIES

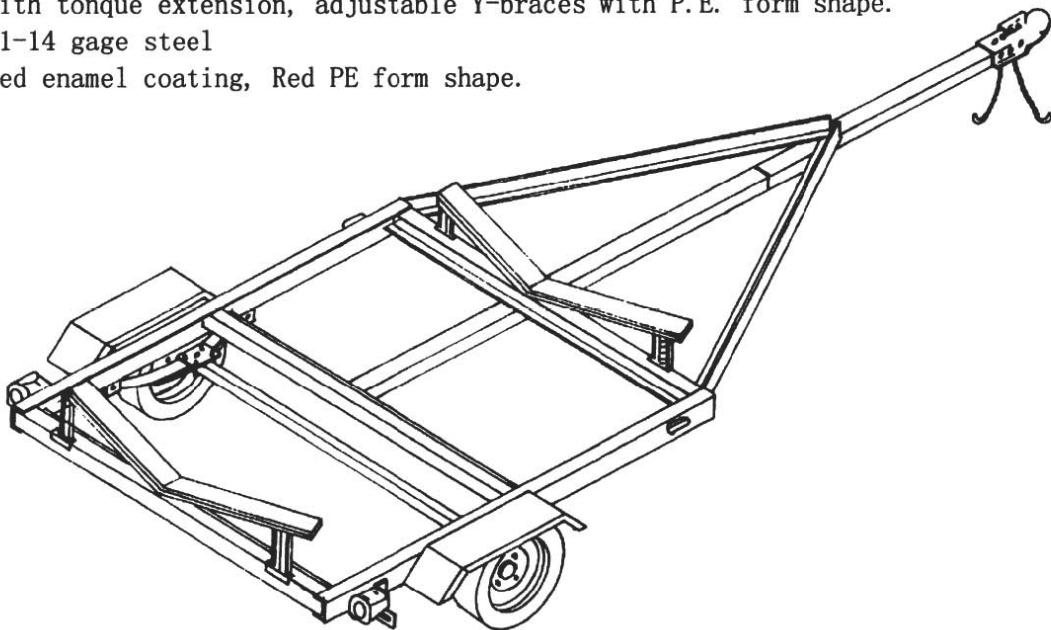
MOTORCYCLE RAIL (NOT INCLUDED)

- 67" L x 4.3" W x 2-1/4" H
- 14 gauge steel
- Two rails can be installed on basic trailer
- Red baked enamel coating.



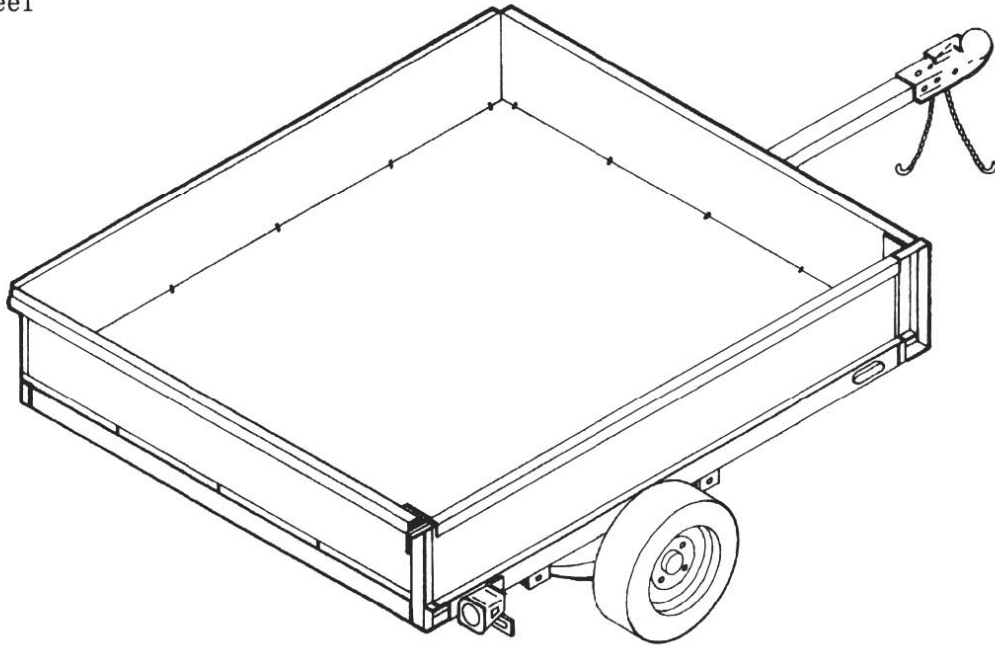
BOAT CRADLE (NOT INCLUDED)

- Extend basic trailer length to 10'7". Can haul up to 12' boat.
- With tonque extension, adjustable Y-braces with P.E. form shape.
- 11-14 gage steel
- Red enamel coating, Red PE form shape.



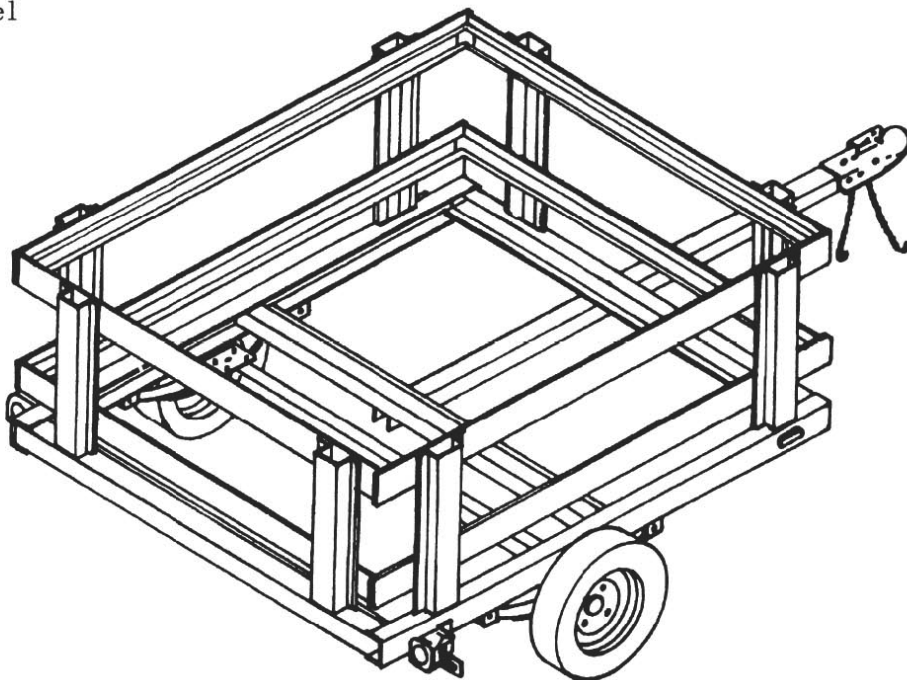
BOX KIT (NOT INCLUDED)

- 47" L x 40" W x 10" H.
- With tail gate.
- Steel



STAKE SIDE KIT (NOT INCLUDED)

- 46" L x 40" W x 12" H.
- Steel



SAFE USE AND OPERATION RULES

NOTE: Always wear ANSI approved safety goggles when assembling and attaching this trailer.

1. TOWING VEHICLE

- Make sure vehicle is capable of towing the load.
- Excess speed is the second highest cause of car-trailer accidents. Recommended maximum speed for all passenger cars towing trailers is 45 MPH.

2. TOWING VEHICLE

- Check that the hitch on the towing vehicle is capable of towing the trailer. The towing capability of the hitch is normally stamped on hitch drawbar.
- Make sure the coupler and the ball are the same sizes and are rated equal to or greater than the load.
- Never attach anything other than the proper size coupler to the ball for towing.

3. SAFETY CHAINS

- Be sure to use safety chains.
- Check that safety chains are attached to towing vehicle with the safety chains the same length for each side.
- Do not allow chains to drag on ground.

4. LOADING

- Never overload trailer. Maximum load is 870 lb.
- Load trailer evenly from side to side with 60% of the load forward of the axle. It is important that the tongue be pressing down on the hitch, but not exceeding a downward force of 87 lb.
- Reduce weight in car trunk and rear seat areas by amount of tongue weight of your trailer.
- It is against the law to carry passengers in any trailer.

5. LIGHTING

- Check lighting before each use and every 100 miles to be sure stop, tail and turn signals are working properly. **REPLACE ANY BROKEN LENSES, REFLECTORS OR BULBS.**
- Check wires for good connections and possible fraying or wearing of insulation.
- Bulbs supplied with this trailer are for 12 volt system.
- Bulbs used in tail light are: No. - 1157 Stop and Tail.
- Bulbs for clearance is: No. - 194

6. TIRES

- Check tires for wear and proper inflation before each use and every 100 miles.
- Tire pressure should be kept at 60 PSI.
- Check and tighten lug nuts. Torque to 85 - 90 ft. lbs.
- Re-torque after first 50 miles.

7. OPERATION

- Know how to properly control your towing vehicle - trailer combination on the highway under all conditions. Remember the loaded weight of the trailer will increase your braking and stopping distances appreciably.
- When towing a trailer over long distances stop and check tightness of all connections lights and running gear every 100 miles.
- Carry emergency flares, and fire extinguisher if required for operation in your state.
- It is desirable to carry extra bulbs and fuses if you are towing the trailer at night over any great distances.

8. INSPECTION, MAINTENANCE, AND CLEANING

- **BEFORE EACH USE**, 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 Chain, damaged Tail Lights/Side Running Lights/Wiring Harness, loose Lug Nuts, loose Hitch connection, and any other condition that may affect its safe operation. If abnormal noise or vibration occurs, have the problem corrected before further use. Do not use damaged equipment.
- **BEFORE EACH USE**, check the Tires for wear and proper inflation (60 PSI).
- **BEFORE EVERY USE AND AT 500 MILE INTERVALS DURING EVERY TRIP**, check and tighten the Tire Lug Nuts. Torque from 85 to 90 Ft.-Lbs.
- **EVERY 2,000 TO 3,000 MILES OF USE**, lubricate the Hub Assemblies with a heavy weight bearing grease. **Follow the Bearing Packing Instructions as explained on the last page of this manual.** After each Hub Assembly is reassembled, tighten the Castle Nut until the wheel starts spinning with slight resistance. Loosen the Castle Nut about 1/6 turn from this point. Insert a new Cotter Pin through the Castle Nut and the hole in the axle. Bend the Pin back, locking it and the Nut in place.
- **TO CLEAN**, use only water and a mild detergent.

CAUTION

Care must be taken when backing up the Trailer; only back up the trailer on a straight path. If the Trailer is allowed to turn off the straight path while backing up, the Trailer could jackknife, causing severe damage to the trailer and to the towing vehicle.

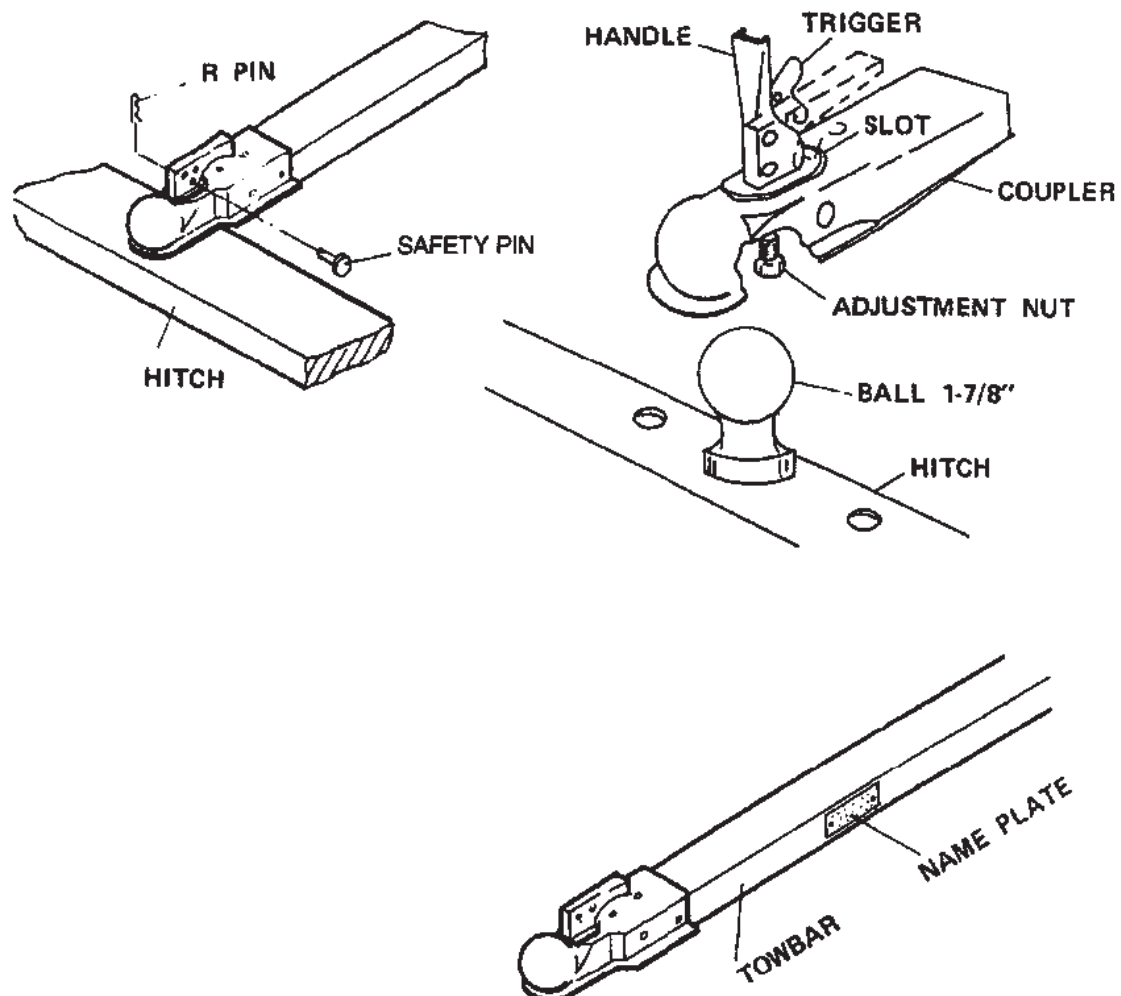
SPECIAL NOTICE FOR COUPLER

1. Only use a 1-7/8" ball hitch (not included) on the towing vehicle.
2. Temporarily remove the "R" Pin and Safety Pin. Then, pull up on the Trigger and lift up on the Handle.
3. NOTE: To reduce friction between the hitch ball and Coupler, apply a layer of heavy weight grease over the hitch ball.
4. With assistance, place the Coupler over the vehicle's hitch ball and pull back on the Trigger and push down on the Handle until the Trigger locks in the slot. Pull up and 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 Coupler.

IMPORTANT - If there is play, tighten the Adjustment Nut until no play is present:

After unlocking the Handle, the Nut retaining plate (holding the adjusting nut in place) needs to be pressed back while the Nut is tightened. After Nut is tightened, the retaining plate needs to fit in place against the flats of the Nut to prevent it from moving. This adjustment should be done by 2 people. If the Adjustment Nut is too tight, the Handle will not lock.

After the Adjustment Nut is properly adjusted, pull back on the Trigger and push down on the Handle until the Trigger locks in the slot. Pull up on Handle firmly to make sure the Trigger is locked in place and the Handle cannot move. Replace the Safety Pin and "R" Pin.

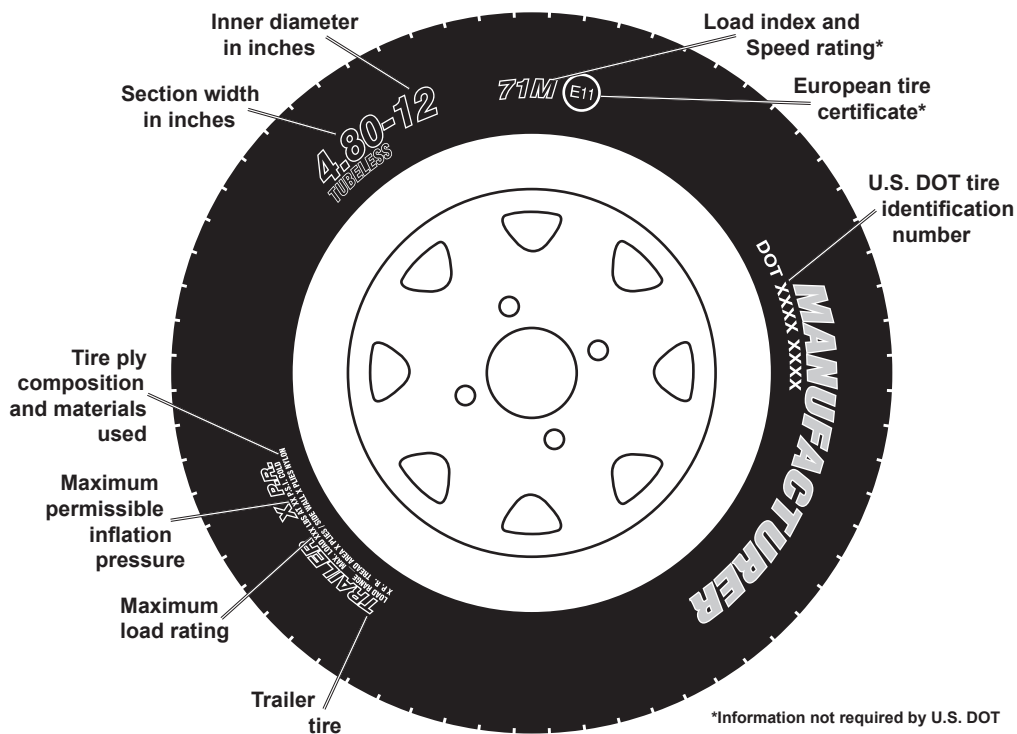


TIRE INFORMATION

Tire Terminology Glossary

- **Accessory weight means**- the combined weight of automatic transmission, power steering, power brakes, power windows, power seats, radio, and heater, to the extent that these items are available as factory-installed equipment.
- **Carcass means**- the tire structure except for the tread which provides the major portion of the tire's capability to deflect in response to the vertical loads and tractive forces that the tire transmits from the roadway to the non-pneumatic rim, the wheel center member, or the vehicle and which attaches to the vehicle or attaches, either integrally or separately, to the wheel center member or non-pneumatic rim.
- **Carcass separation means**- the pulling away of the carcass from the non-pneumatic rim or wheel center member.
- **Chunking means**- the breaking away of pieces of the carcass or tread.
- **Cracking means**- any parting within the carcass, tread, or any components that connect the tire to the wheel center member.
- **Curb weight means**- the weight of a motor vehicle with standard equipment including the maximum capacity of fuel, oil, and coolant, and, if so equipped, air conditioning and additional weight optional engine.
- **Load rating means**- the maximum load a tire is rated to carry.
- **Maximum loaded vehicle weight means**- the sum of:
 - a. Curb weight;
 - b. Accessory weight;
 - c. Vehicle capacity weight; and
 - d. Production options weight.
- **Maximum tire width means**- the greater of either the linear distance between the exterior edges of the carcass or the linear distance between the exterior edges of the tread, both being measured parallel to the rolling axis of the tire.
- **Normal occupant weight means**- 68 kilograms times the number of occupants.
- **Occupant distribution means**- distribution of occupants in a vehicle.
- **Production options weight means**- the combined weight of those installed regular production options weighing over 2.3 kilograms in excess of those standard items which they replace, not previously considered in curb weight or accessory weight, including heavy duty brakes, ride levelers, roof rack, heavy duty battery, and special trim.
- **Tread means**- that portion of the tire that comes in contact with the road.
- **Tread separation means**- pulling away of the tread from the carcass.
- **Vehicle capacity weight means**- the rated cargo and luggage load plus 68 kilograms times the vehicle's designated seating capacity.
- **Vehicle maximum load on the tire means**- that load on an individual tire that is determined by distributing to each axle its share of the maximum loaded vehicle weight and dividing by two.
- **Vehicle normal load on the tire means**- that load on an individual tire that is determined by distributing to each axle its share of the curb weight, accessory weight, and normal occupant weight and dividing by 2.

Tire Markings



- **Section width**- This number gives the width of the tire in inches. The larger the number, the wider the tire. (The markings on the example tire diagram show 4.80. The markings on your tire may differ.)
- **Inner diameter**- This number gives the inner diameter of the tire in inches. This is also the rim diameter in inches. (The markings on the example tire diagram show 12. The markings on your tire may differ.)
- **U.S. DOT tire identification number**- This begins with the letters "DOT" and indicates that the tire meets all federal standards. The next two numbers or letters are the plant code where it was manufactured, and the last four numbers represent the week and year that the tire was built. For example, the numbers 2107 mean the 21st week of 2007. Any other numbers used are marketing codes used at the manufacturer's discretion. This information is used to contact consumers if a tire defect requires a recall.
- **Maximum Load Rating**- This number indicates the maximum load in kilograms and pounds that can be carried by the tire.
- **Load index**- This is a measurement of how much weight each tire can support. See chart above. (The markings on the example tire diagram show 71. The markings on your tire may differ.) Note: You may not find this information on all tires because it is not required by law.
- **Speed Rating**- The speed rating denotes the speed at which a tire is designed to be driven for extended periods of time. *This does not indicate that the vehicle or rims can safely reach or maintain that speed.* These ratings are listed to the right. (The markings on the example tire diagram show M. The markings on your tire may differ.) Note: You may not find this information on all tires because it is not required by law.
- **Tire Ply Composition and Materials Used**- The number of plies indicates the number of layers of rubber-coated fabric in the tire. In general, the greater the number of plies, the more weight a tire can support. Tire manufacturers also must indicate the materials in the tire, which include steel, nylon, polyester, and others.
- **Maximum Permissible Inflation Pressure**- This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

Tire Speed Rating Codes

Code	MPH	Code	MPH	Code	MPH
F	50	N	87	U	124
G	56	P	94	H	130
J	62	Q	100	V	149
K	68	R	106	Z	149
L	75	S	112	W	168
M	81	T	118	Y	186

Load Index Rating Codes

Code	Pounds	Code	Pounds	Code	Pounds
71	761	85	1,135	99	1,709
72	783	86	1,168	100	1,764
73	805	87	1,201	101	1,819
74	827	88	1,235	102	1,874
75	853	89	1,279	103	1,929
76	882	90	1,323	104	1,984
77	908	91	1,356	105	2,039
78	937	92	1,389	106	2,094
79	963	93	1,433	107	2,149
80	992	94	1,477	108	2,205
81	1,019	95	1,521	109	2,271
82	1,047	96	1,565	110	2,337
83	1,074	97	1,609		
84	1,102	98	1,653		

BEARING PACKING INSTRUCTIONS

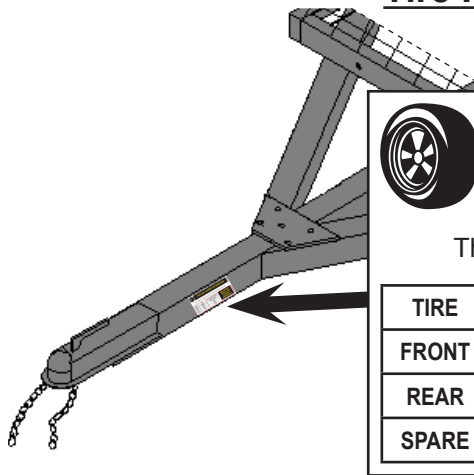
Important

Read and adhere to the following instructions; failure to read and obey all of the following instructions COMPLETELY will void the warranty and can result in damage to the trailer, property damage, or SERIOUS PERSONAL INJURY.


Whenever a hub is disassembled (if a hub on a new unit requires assembly or a hub is disassembled for maintenance), the following procedure MUST be followed.

1. Using a suitable solvent, thoroughly clean the bearings and the rest of the parts in the Hub assembly of all grease, dirt, metal shavings, or any other foreign object. **The parts must be cleaned even if they are new or clean.**
2. Allow all pieces to dry completely.
3. Make sure that your hands are thoroughly clean and the bearing packer (not included) is also thoroughly clean.
4. Place fresh, clean bearing grease in the packer.
5. With the grease-filled bearing packer in one hand and the bearing in the other, press the bearing into the grease, forcing the grease inside the slots in the bearing, continue doing this until every slot in the bearing is completely full of grease.
6. Finish assembling the hub/wheel assembly as explained in the manual, being careful not to get any dirt or debris on any part of the assembly.

Tire Inflation and Load Limit



Tire and Loading Information Placard



TIRE AND LOADING INFORMATION

The weight of cargo should never exceed 394 kg or 870 lb.

TIRE	SIZE	COLD TIRE PRESSURE
FRONT	4.80/4.00-8	410 kPa, 60 PSI
REAR	NONE	NONE
SPARE	NONE	NONE

**SEE OWNER'S
MANUAL FOR
ADDITIONAL
INFORMATION.**

MODEL 42708
12a

The Tire and Loading Information Placard displays the cold tire inflation pressure and the load limit for this vehicle. See the Tire Care section for an explanation of tire pressure and see the Vehicle Load Limit section following that for an explanation of load limit.

TIRE CARE

Checking Tire Pressure

Note: Underinflated tires can decrease handling, stopping performance, traction, tire life, and load-carrying capability, in addition to causing other negative and hazardous effects, including tire failure. Overinflated tires are at greater risk of an impact break, where the tread and casing break when striking a hard edge, often opening a huge gash across the tread. Incorrect inflation pressure also increases tires wear rate. Therefore, it is important to keep tires inflated properly.

Check all tires' pressure at least monthly, due to the following factors:

- Most tires naturally lose air gradually.
- Tires can suddenly lose air if the tire strikes a pothole, curb, or other object.
- It is usually not possible to determine underinflation of radial tires by visual inspection.

This vehicle has 60 PSI recommended cold tire inflation pressure. The term "cold" in this manual does not refer to the temperature outside, but it refers to the fact that a tire that has not been driven for a period is cooler (and therefore has lower pressure) than a tire that has been driven on. Tires heat up while being driven on. To check (or fill to) a tire's cold inflation, the tire must have not been driven for more than a mile or two for at least three hours. If you check a tires pressure when it is not "cold", the pressure will appear higher than the actual cold tire inflation.

Steps for Maintaining Proper Tire Pressure

1. Locate the recommended tire pressure on the vehicle's tire information placard, certification label, or in the owner's manual. This trailer has 60 PSI recommended cold tire inflation pressure.
2. Measure and record the tire pressure of all tires.
3. If the tire pressure is too high in any of the tires and the tires have not been driven for at least three hours, slowly release air by gently pressing on the tire valve stem with the edge of your tire gauge until you get to the correct pressure. If the vehicle have been driven within the past three hours and the tire pressure is too high on any tires, then recheck the pressure once the tires have been allowed to sit motionless for at least three hours.
4. If the tire pressure is too low, note the difference between the measured tire pressure and the correct tire pressure. These "missing" pounds of pressure are what you will need to add.
5. At a service station, add the missing pounds of air pressure to each tire that is underinflated.
6. Check all the tires to make sure they have the same air pressure.
7. If the tires' pressure was not measured "cold", then the pressure should be rechecked with the tires cold as soon as possible.

Tire Size

To maintain safety, only purchase new tires of the same size as the original tires. Look at the Tire and Loading Information Placard, the Specifications Chart in this manual, or the sidewall of the tire being replaced. If you have any doubt about selecting the correct size, consult a tire dealer.

Tire Tread

The tire tread provides traction that prevents your vehicle from slipping, especially if the road is wet or icy. Tires are unsafe and should be replaced when the tread is worn down to 1/16". Measure tread depth using a tread depth indicator (not included).

Tire Rotation

Every 5,000 miles the left and right tires should be switched. This will cause the tires to wear more evenly and last longer.

Tire Balance and Alignment

The tires need to be balanced to prevent vibration when driving. This involves attaching small weights to the rim to offset small differences in rim and tire weight. The tires also need to be aligned properly. Alignment is the orientation of the tires to the road surface and their being parallel. This helps the tires to wear evenly, and provide better traction. Both tire balance and alignment require specialized equipment that is not provided with this vehicle.

Tire Repair

To properly repair a punctured tire, the hole needs to be properly plugged and patched from the inside of the tire. Tread punctures can be repaired if they are not too large. Sidewall punctures should not be repaired, the tire needs to be replaced if the sidewall is damaged. Tires should be removed from the rim to be inspected before being plugged and patched. A qualified mechanic should remove the tire from the rim, perform the repair, and remount the tire.

VEHICLE LOAD LIMIT

Steps for Determining Correct Load Limit

1. Locate the statement "The weight of cargo should never exceed XXX kilograms or XXX pounds" on your vehicle's placard.
2. That 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.
4. If the trailer's load exceeds the cargo and luggage load capacity, then the trailer be unsafe resulting in hazardous effects, such as: Trailer's tires will not be able to maintain traction properly, and stopping distance will be increased significantly.

IMPORTANT

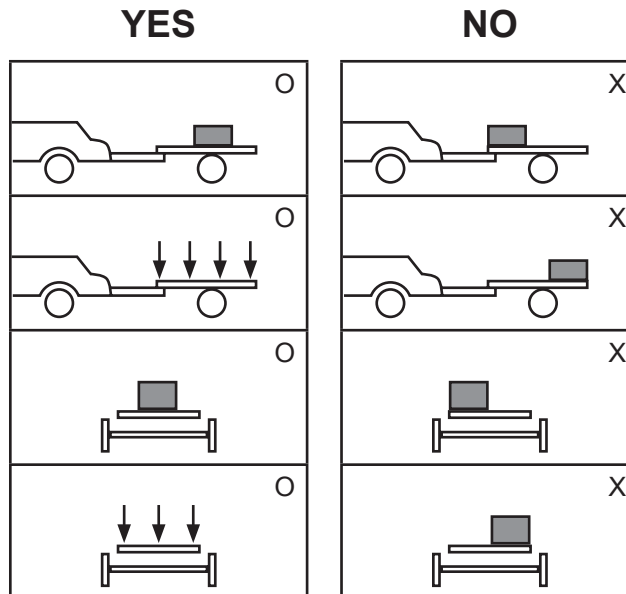
For safe use and operation, obey the following notices:

1. Read all instructions carefully and follow them step-by-step. Keep the instruction manual in a safe place.
2. Double-check the assembly after you finish to ensure everything is assembled properly.
3. Follow the Trailer Licensing notice to properly license this trailer.
4. Inspect before every use; do not use if parts are loose or damaged.
5. Keep permanent labels in place and in good condition.

Notice:

- Repack bearings after every 3,000 miles of use.
- Maintain tires as explained in this manual.
- Comply with the following before every use:
 6. Tighten U-bolt.
 7. Tighten lug nut.
 8. Tighten trigger lock on coupler.
 9. Hook up safety chain.
 10. Trailer load should not exceed 870 lb. capacity and must be properly secured.
 11. Trailer load size must not exceed trailer's bed board size.

CORRECT WAY TO LOAD THE TRAILER



Limited 90 Day Warranty

Harbor Freight Tools Co. makes every effort to assure that its products meet high quality and durability standards, and warrants to the original purchaser that this product is free from defects in materials and workmanship for the period of 90 days from the date of purchase. This warranty does not apply to damage due directly or indirectly, to misuse, abuse, negligence or accidents, repairs or alterations outside our facilities, criminal activity, improper installation, normal wear and tear, or to lack of maintenance. We shall in no event be liable for death, injuries to persons or property, or for incidental, contingent, special or consequential damages arising from the use of our product. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation of exclusion may not apply to you. THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS.

To take advantage of this warranty, the product or part must be returned to us with transportation charges prepaid. Proof of purchase date and an explanation of the complaint must accompany the merchandise. If our inspection verifies the defect, we will either repair or replace the product at our election or we may elect to refund the purchase price if we cannot readily and quickly provide you with a replacement. We will return repaired products at our expense, but if we determine there is no defect, or that the defect resulted from causes not within the scope of our warranty, then you must bear the cost of returning the product.

This warranty gives you specific legal rights and you may also have other rights which vary from state to state.



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