



**LINKLETTER'S
WELDING LTD.**



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**Owners &
Warranty Manual**

SUGGESTED PERIODIC MAINTENANCE CHECK LIST.

(Check Appropriate Sections of Owner's Manual for Action Required At Recommended Intervals.)

Check	Check often For first 100 miles.	Before Each Use	After Each Use	Miles	Monthly	Every 3 Months	Every 6 Months	Annually
Tires (air Pressure)		X	X					
Tires (Rotation)				5000-7000				
Fasteners	X							X
Hinges & Bushing						X		
Caulking & Welds							X	
Bumper Pull or Goose-neck Hitch Ball.					X			
Drop Leg Jack or Swivel Jack.							X	
Axles, Wheels Rims and Wheel Lug Nuts.	X							
Breakaway Battery		X						
Breakaway Switch		X						
Lights & Signals		X						
Trailer Elec. Connector/Plug.		X						
Electric Brake Assembly On Trailer.		X						
Repack Bearings, Inspect Hubs And Drum.							X Depends	X On Usage
Clean Trailer Floor & Interior.			X					
Ramps, Pins and Stabilizers Legs.		X						
Rust Prevention.							X	

For more information on wheels, tire, axle, brake shoes and hubs please refer to the **(DEXTER MANUAL)** in your package.

Note: Depending on the actual use of your trailer, more frequent servicing may be necessary.

General Information about LWL Trailers OPERATING INSTRUCTIONS

ALL TRAILERS

All of the following standard or optional features can be further explained or demonstrated by your dealer if any of the operational descriptions are unclear. Throughout this Owner's Manual, you will find **cautions** and **warnings**. Cautions are to prevent you from making an error that could damage the trailer and/or the towing vehicle, or possibly cause personal injury to you or somebody else. Warnings remind you to be especially careful in order to avoid personal injury to you or your animals.

BUMPER PULL TRAILERS BUMPER PULL COUPLER AND HITCH

A Bumper Pull coupler connects a ball attached on the hitch mounted below the back bumper of the tow vehicle; the ball size must match the coupler size. Make sure the safety pin is pulled out and pull swing latch out to release the lock. If latch is stiff, use a pair of pliers to gain leverage. When the latch is out, the lock collar will pull back and the cap of the coupler will allow the ball to slip in. When the ball is aligned in the open coupler, begin retracting the trailer jack leg. As the trailer weight transfers from the jack leg to the ball the trailer will usually shift and come to rest on the ball. At this point, the latch needs to be popped back into place. Ensure that fingers do not get caught in the mechanism. The latch must be completely forward to get the safety pin in place. Finish retracting the trailer jack leg up and connect both safety chains or cables by hooking them to the loops on either side of the hitch. Connect the electrical plug and the breakaway system as per instructions in the section on Hooking up Your LWL Trailer and Breakaway Switch in the Safety Tips section.

Caution

Beware of the trailer shifting as the coupler comes to rest on the ball. Do not move your trailer until the coupler and ball and pin are locked into position, safety chains are attached to the towing vehicle and the jack leg is fully retracted to the UP position.

GOOSENECK TRAILERS GOOSENECK COUPLER AND HITCH

The spring-loaded safety pin on a Gooseneck Hitch should be pulled out to release the coupler before attempting to connect to the ball. When the ball is aligned with the coupler, begin lowering the trailer, using the jack. The trailer will shift onto the ball as the weight of the trailer shifts to the ball from the jack leg. Jump into the truck bed and close the collar, align the spring-loaded safety pin and insert pin to lock the ball in the coupler. The two safety cables should be hooked onto the steel loops that are installed with your truck hitch. Connect the electrical plug and the breakaway system as per instructions in the section on Hooking up Your LWL Trailer and Breakaway Switch in the Safety Tips section.

The coupler of the Gooseneck should be adjusted to a height that keeps the trailer level when loaded. Typically, this means the trailer should be slightly higher in the front when empty. The coupler can be loosened when the hitch and ball are lined up but not connected, and the trailer is at the desired level with the jack leg as the support.

Caution

Do not attempt to loosen the coupler while it is resting on the ball. Using a large wrench, loosen the locking nuts and bolts and adjust the height of the coupler. Make sure the gooseneck bolts and locking nuts are securely tightened before hauling the trailer.

DROP LEG JACK

The trailer leg on the LWL Gooseneck is designed to save time and effort by not having to crank the leg fully up or down.

To Extend Leg:

1. Pull and rotate handle on jack leg to released position with hand.
2. Drop leg will extend out to desired extension.
3. Pull and rotate handle to locked position with hand. Drop leg will automatically lock in next hold position.
4. Rotate crank to extend leg until desired trailer height is obtained.

To Retract Leg:

1. Rotate crank to retract leg in minimum retracted position.
2. KEEP HANDS AND FEET CLEAR FROM DROP LEG SECTION, pull and rotate handle and lift drop leg into full up position.
3. Pull and rotate handle to lock drop leg in position.

Caution

Keep hands and feet clear of the drop leg section. Do not move trailer until lower leg is in the full UP position and retraction leg is cranked into the minimum retraction position. See "Caution" sticker located near the jack. Make sure that the locking pin is engaged when lower leg is in the "UP" position.

TWO SPEED JACK

A two speed jack is an added option on larger trailers. It allows you to change the gear ratio of the trailer crank for easier raising of the trailer. When raising the trailer, pull out on the crank handle to change to the lower gear and gently push in on the crank handle to re-engage the higher gear and lower the trailer. The drop leg jack operates as described above in the Spring-Loaded Drop Leg Jack section; however, the drop leg is not spring loaded and must be lifted up into the jack.

SAFETY TIPS HOOKING UP YOUR LWL TRAILER

Make sure to stand clear of truck and trailer when hooking up. Check to be sure that no small children or other persons are in the immediate area when backing up to your trailer. It is easiest if you have someone to guide you, at least until you get a feel for lining up the ball and coupler. Furthermore, do not stand between the trailer and the tailgate of the towing vehicle. Make sure that the trailer coupler will clear the ball so you do not push your trailer, and be sure to move your vehicle at a slow rolling speed.

IMPORTANT

Information published in this Owner's Manual is accurate, to the best knowledge of Linkletter's Welding Ltd.; however, due to the vast number of models and types of LWL trailers, it is necessary for LWL to use many different vendors of raw material products. LWL reserves the right to change or alter raw material products, specifications or recommendations pertaining to maintenance and service. The maintenance and service recommendations set forth herein may vary, due to your specific needs and uses. LWL reserves the right to alter, change, improve, update or discontinue certain lines or models, etc., without any obligation whatsoever to former purchasers of like product. Also, specific suppliers of component parts to LWL may suggest or require different maintenance and service of specific component parts.

Should you have any concerns or questions regarding the servicing or maintenance of your LWL trailer, Please contact your local dealer or call Linkletter's Welding Ltd. At 902-887-2522. For your convenience you can also contact us through the web at www.linklettermfg.com

6. THIS WARRANTY IS MADE EXPRESSLY IN PLACE OF ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WARRANTIES WITH RESPECT TO QUALITY, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.

*The axle assembly is manufactured by Dexter and is specifically warranted by Dexter, a copy of which warranty has been provided to the owner at the date of purchase. LWL DOES NOT DIRECTLY EXTEND ANY WARRANTY WITH RESPECT TO THIS ITEM.

If you do not understand how your hitch or coupler operates, read the sections about Bumper Pull or Gooseneck Couplers and Hitches.

After securing the hitch connection, attach both safety chain hooks to the safety chain loops installed with your hitch. Connect the electrical plug to the truck by opening the lid over the receptacle and lining up the notch in the receptacle with the protrusion on the plug and press firmly into place. Always check that your trailer lights are operating before you pull away. Engage the breakaway system as described in the Breakaway Switch section. When disconnecting, make sure tailgate of the tow vehicle is down and electrical plug is disconnected.

Caution

Do not move your trailer until the coupler and ball or fifth wheel and pin are in the locked position, jack is completely raised, safety chains are attached to the towing vehicle, and the breakaway system is engaged. Make sure your trailer lights and brakes are operating correctly.

BREAKAWAY SWITCH

In the accordance with Federal Regulations, breakaway switches are installed on all LWL trailers as part of the electric brake system. This is an important safety feature of the electric trailer brake system. The breakaway switch consists of three main parts: the pull cable connected to the towing vehicle; the switch box mounted to the trailer; and the battery. To engage the system, attach the pull cable to a safety hook on your truck. Do not attach it to the safety chain or hitch ball; it needs to be independently and securely attached to the truck. The purpose of the breakaway system is to automatically apply the trailer brakes if the trailer and towing vehicle are ever separated while moving. For more information, see *the Schematic Wiring Diagram for Tekonsha Breakaway Switch* in your Owner's Manual Packet.

Caution

Do not move the trailer until breakaway switch cable is fastened to the towing vehicle.

TIRE CAPACITY

Your new LWL trailer has been very carefully fitted with the appropriate tires for most uses. Do not overload tire capacity recommended by tire manufacturer. If you feel that you will be loading your trailer beyond the tire capacity, traveling excessive mileage, or in rough terrain, you may choose to upgrade your tires.

Your LWL dealer or a competent tire retailer can assist you in this. Tire air pressure must be maintained for even tire wear and avoid excessive unbalanced load.

For more information, see your *Dexter Axle Service Manual* in your Owner's Manual Packet.

TOW VEHICLE

It is important to tow your LWL trailer using a vehicle equipped with both adequate power and the correct hitch size. Please see your dealer for the correct hitch for your tow vehicle, as suggested by the hitch manufacturer. Tandem axle units need to travel as level as possible to achieve proper action from the Dexter Torflex axles.

LWL trailers require a pickup truck of sufficient towing capacity for the actual weight, or a special tow vehicle. If you plan to use a truck you already own for towing your LWL trailer, you should check with your automotive dealer or manufacturer's manual to be sure the truck is properly equipped. Your LWL dealer may be able to answer your questions or assist you with this.

If you are planning to purchase a new tow vehicle, consult your automobile dealer for recommendations regarding special equipment available for trailer towing.

Caution

Using an over- or under-sized hitch can cause damage to the frame of your LWL trailer. LWL cannot be responsible for the suspension system of the tow vehicle, which is affected by the final hitch height with the trailer attached. Proper clearance between the trailer body and truck bed is necessary for damage free operation and is the responsibility of the vehicle operator. A trailer being ordered can have the axles "blocked" to raise the trailer to allow for proper clearance.

GROSS VEHICLE WEIGHT RATING

The total load-carrying capacity of your LWL trailer is called the Gross Vehicle Weight Rating (GVWR) and is shown on the federal identification tag which is located on the street side near the front. Do not confuse the GVWR with the weight of the trailer. The GVWR is the weight of the trailer and load that the axles can carry. When fully loaded with supplies, equipment, or animals, etc., the total weight of your LWL trailer must not exceed the stated GVWR.

These basic rules should be followed:

1. Stay within your GVWR (preferably traveling as light as possible).
2. Distribute additional weight as evenly as possible.
3. Store heavy items over the axles as near the floor as possible.

Do not at any time exceed the Gross Vehicle Weight Rating (GVWR) of the trailer indicated on the Vehicle Identification Number (VIN) plate.

It is important to pay close attention to both Gross Vehicle Weight Rating (GVWR) and tongue weight of your LWL trailer. Make certain that your tow vehicle is adequate to cover requirements for both. This information is usually found in your tow vehicle's manual.

As a rule of thumb, the tongue weight of most bumper pull trailers is approximately 10% of Gross Trailer Weight (GTW) and the tongue weight of gooseneck trailers is approximately 25% of the GTW.

SPEED AND DRIVING

Use extreme caution when pulling your LWL trailer. Do not exceed the posted speed limits on the roads you are traveling. Be aware that traveling at higher speeds or hauling heavier loads will increase your stopping distance.

The most common trailer repairs stem from people forgetting they are pulling a trailer. It is easy to damage a nose sheet or vehicle by turning too sharply. It is also easy to

LWL TRAILER WARRANTY

WARRANTY

1. LWL has made every effort to ensure that this trailer meets high quality and durability standards. Because of this LWL is able to warrant to the original Purchaser the following warranty:

- A.) That this product is free from defects in materials and workmanship, hitch to bumper, for a period of (1) year from the date of sale.
- B.) In addition to this warranty, the axle assembly* and the structure of the trailer are warranted for an additional four (4) years and the LED lights are warranted for an additional nine (9) years.

NOTICE

2. The owner shall immediately notify either LWL or an authorized dealer of warranty claims.

WHAT IS NOT COVERED BY THIS WARRANTY

3.
 - a) modification, additions or accessories added to the trailer after the trailer has been shipped from the LWL plant;
 - b) damage arising directly or indirectly from normal wear and tear or animal damage;
 - c) shipping charges or transportation costs to or from the factory or authorized service center;
 - d) damage or loss caused in whole or in part by salt, animal excretion or exposure to chemicals either directly or in the atmosphere;
 - e) liability for indirect or consequential damages however so arising;
 - f) Any deficiency in paint finish caused by rock chips.

LWL REMEDIES

4. Upon receipt of notice, LWL shall promptly advise the owner of its intentions with respect to the repair of the trailer. In event of a defect of material or workmanship covered by this warranty, LWL in its sole discretion shall:
 - a) correct the defective work or replace the defective part on a no charge basis at the LWL factory located in Bedeque, Prince Edward Island, Canada;
 - b) reimburse the owner by paying a sum not exceeding LWL's cost for such work;
 - c) provide repair of the defect or replacement of the defective parts at an authorized dealership service shop.

5. **MISUSE, NEGLIGENCE, OVERLOADING, UNAUTHORIZED REPAIRS, ADDITIONS, MODIFICATIONS, SUBSTITUTIONS OR FAILURE TO PROVIDE PROPER MAINTENANCE AS SET FORTH IN THE OWNERS AND WARRANTY MANUAL SHALL RELIEVE LWL FROM ALL LIABILITY UNDER THIS WARRANTY.**

B. Cleaning and inspection

1. Clean backing plate and magnet arm.
2. Inspect the magnet arm for any loose or worn parts.
3. Replace any spring that is broken, bent or in weak condition.

C. Brake Lubrication

Apply a light film of Lubriplate or similar lubricant on the brake anchor pin and the areas on the backing plate that are in contact with the brake shoe and magnet lever arm.

D. Installation

1. Attach adjuster screw and spring to the new brake shoes. The star wheel adjuster must be on the same side as when removed.
NOTE: The primary shoes (shoes with the shorter lining) must always be on the same side as the magnet lever arm.
2. Install the shoe hold-down assemblies by reversing the removal steps.
NOTE: Lower cup must be installed flat side down.
3. Install the brake shoe return spring.
4. Install the hub and wheel assembly and adjust bearings. (Correct high temperature, 425 degree, grease should be used.)
5. Adjust brake.
6. Remove jack stands and lower trailer.

*** See the illustration of the Electric Brake Assembly located in your Dexter Axle Service Manual in your Owner's Manual Packet.**

damage running boards and fenders if you forget how wide your trailer is. You should also be aware of your turning radius to avoid clipping objects or damaging fenders and tires while turning. Position mirrors so that you have good visibility of the area around and behind the trailer.

While you should always check your brakes for proper function before a trip, a good rule of thumb is to drive as if you do not have trailer brakes. A horse cannot see where it is going or anticipate when the trailer will stop or turn. For your animals' safety, brake gradually and navigate turns as smoothly as possible.

SECURING YOUR LOAD

Gate and/or tie your livestock and equipment as tightly as possible. Livestock, horses and equipment shifting in the trailer may cause the driver to lose control, and could lead to an accident. If hauling cargo, make sure to secure it to avoid it shifting.

DISTRIBUTION OF LOAD

There are three aspects to proper loading.

1. The trailer should sit as close to level as possible when loaded, to allow for even weight distribution to the axles. Use a drop hitch on bumper pull trailers or adjust the gooseneck coupler.
2. Distribute the load to ensure proper tongue weight. Since most animals or equipment do not weigh the same, the heavier animal or equipment should be put in front so tongue weight would stay over 10% of total weight.
3. Know the trailer's capacity. Do not overload the trailer.

Tongue weight is a determining factor in trailer handling. Too little tongue weight causes sway or hitch disengagement from the ball. Too much tongue weight may exceed guidelines set out by the manufacturer of the tow vehicle and cause steering or suspension problems. A general guideline is that for bumper pull trailers, tongue weights should be 10% – 15% of trailer weight. Tongue weights less than 10% of trailer weight can cause stability problems. For goosenecks, tongue weight should be approximately 25% of trailer weight.

Along with maneuverability, controlling trailer sway has been a driving factor in the popularity of the gooseneck hitch. The gooseneck hitch is located over the rear axles of the tow vehicle. This prevents the trailer from causing vehicle sway because the vehicle cannot move from side to side.

By contrast, the bumper pull hitch is located from 3 to 6 feet behind the rear axles. This placement gives the trailer the necessary leverage to move the rear of the tow vehicle laterally. When this occurs, the trailer in effect steers the vehicle and sway or fishtailing occurs. More tongue weight increases the weight on the tow vehicle wheels and the traction of the tires and reduces sway.

General Maintenance

This Owner's Manual is intended to assist you in maintaining and caring for your LWL trailer. Proper maintenance and care will help to ensure that your LWL trailer gives you long and satisfying service.

If your trailer has been unused for a period of time, it is wise to run through the following maintenance items before using again.

REPAIR SUPPLIES

Listed below are several recommended repair supplies you should have with you when pulling your trailer:

1. Jack – Hydraulic jack of sufficient size or a ramp jack (Jiffy Jack) to raise the trailer if necessary.
2. Jumper cables – Your battery is apt to run down if you accidentally leave a trailer light on.
3. Replacement fuses – Fuses are a small item that can save a big headache in the event you have a short or overload your vehicle's electrical system.
4. Flashlight.
5. Electrical and Duct Tape.
6. Spare Tire and Tire Iron – Flats happen at the least opportune time, so be prepared.
7. Tool kit – This should include at least a Philips and flat screwdriver and adjustable wrench, vise-grips or pliers. It may also be handy to include a small socket set and wrenches. Keep tools in a tool box or bag for easy loading and preventing damage to the interior of your trailer from lost objects.
8. Tire pressure gauge.
9. Flares or emergency hazard markers.

TRAILER TIRES

A daily check of the air pressure in your tires is essential. The PSI rating is located on the sidewall of each tire. It is wise to not mix types of tires, e.g., don't use both radials and bias-ply tires. For more information on tires and tire wear, see the *Dexter Axle Service Manual* in your Owner's Manual Packet.

ROTATING TIRES

Tires should be rotated side to side and front to rear every 5,000 miles to 7,000 miles (8000, km to 11000, km) to ensure maximum tire mileage and even wear.

Warning

Failure to check axle bolts can cause severe damage to the trailer or axle, and can lead to accidents.

CONTROLLER

You must have a Brake Controller in your tow vehicle to control the trailer brakes either automatically or manually. The controller power connection must be made to the positive (+) post of the battery or the "bat" terminal of the starter solenoid. The ground should be directly connected to the battery negative (-) post. See the *Dexter Axle Service Manual* in your Owner's Manual Packet for information on adjusting various brands of Controllers, synchronizing your brakes and testing your brakes.

Your dealer should explain the following methods of control on your Controller; if it is unclear to you, refer to the manual for the specific Controller installed in your vehicle.

- A. Manual control is obtained by activating the controller handle
- B. Automatic control is obtained with your brake pedal through your brake controller in tandem with your vehicle's brakes.
- C. The most common method of brake control is the electronic controller. Electronic control is obtained by connecting the electronic controller electrically to the tow vehicle's hydraulic system or to the brake pedal transducer supplied with the controller. For adjusting your controller, refer to your manufacturer's guide on your specific brake controller or ask your dealer for assistance.

BRAKE CONTROLLER TEST

When a controller is activated, the increase of current should be gradual, or modulated. If the controller allows the current to jump from "Off" to "Full On," it can lock the trailer brakes. To check the controller, insert the voltmeter in the circuit between the trailer brakes and controller. As the controller is activated, the voltmeter should show a gradual increase until maximum current flow is reached. Failure to achieve this will result in "grabbing" or "locking" trailer brakes. Usually, this is caused by a defective or improperly adjusted controller.

BRAKE SHOE REPLACEMENT

NOTE: Only an experienced mechanic should perform this procedure.

- A. Removal
 1. Raise the trailer and secure with jack stand.
 2. Remove the wheel and hub assembly.
 3. Remove brake shoe return spring. (See Illustration)*
 4. Remove the shoe hold-down assembly by holding the back of the pin with one hand, pushing against the spring, and twisting with the spring hold-down tool until the cup is released. (See Illustration)*
 5. Remove both shoes together by leaving the adjuster assembly intact. (See Illustration)*

LWL WIRING CODE	
WHITE	GROUND
GREEN	MARKER LIGHTS & TAIL LIGHTS
RED	LEFT SIGNAL
BROWN	RIGHT SIGNAL
BLUE	ELECTRIC BRAKES
BLACK	BATTERY 12VOLT
YELLOW	AUXILARY

Operation and Maintenance of Trailer Systems.

GROUND

Many problems with the electrical brake circuit are the result of defective grounding. A bad ground will cause the same loss of braking as poor wire connection. The trailer hitch is not recommended as a ground connection because of the flexible attachment to the tow vehicle.

The proper ground is through the trailer's electrical connector to the tow vehicle's battery, or to the tow vehicle's frame. This will eliminate grounding as a possible problem in the future.

ELECTRIC BRAKE SYSTEM

Electric brakes are standard on LWL trailers and are fitted to each position for better performance. See the *Dexter Axle Service Manual* in your Owner's Manual Packet for additional information on operation and maintenance of the Trailer Brake System

TRAILER BRAKES

The trailer brakes, when used and adjusted properly, provide many miles of smooth, dependable braking operation. Electric trailer brakes must have a complete circuit from the battery to the trailer's brakes, and back to the battery. Any broken or poor wire connections will prevent or interfere with the flow of electrical energy, resulting in a loss of braking. For more information about electric brake circuit, brake adjustment, brake cleaning and lubrication, brake drum/hub, magnet assembly, shoes and linings, and brake testing of trailer brakes, see the *Dexter Axle Service Manual* in your Owner's Manual Packet.

On new trailers, a "break-in" period may be required to achieve proper braking performance. If you feel that your brakes are not functioning correctly, refer to the TO SYNCHRONIZE or TROUBLE-SHOOTING section of your *Dexter Axle Service Manual* in your Owner's Manual Packet, or call your local LWL dealer.

Warning

Failure to run tires at the proper PSI rating may result in unusual tire wear, damage to axles and can cause accidents.

FASTENERS

There are various types of fasteners on each trailer. New bolts, especially on areas where new painted surfaces are in contact, should be checked several times when first using your LWL trailer. As the painted surfaces wear, the bolts may have room to loosen, and should be tightened to ensure the safety of your trailer. All fasteners, such as rivets and Huck bolts on the axles and the Gooseneck hitch section and gussets on the Gooseneck should be checked several times on a new trailer and then annually. Lug nuts on wheels need to be checked periodically as described later in this manual.

HINGES AND PIVOT POINTS

Periodically lubricate any area with moving parts. Grease axle hubs according to manufacturer's recommendations. Spray hinges, jacks, latches and other moving parts with a lithium lubricant, or coat them with grease to provide better service over a long period of time.

BUMPER PULL HITCH AND BALL

The ball assembly and the coupler in a Bumper Pull hitch should be lubricated monthly or when dry with automotive grease. Use approximately a tablespoon of grease in the coupler and connect the ball to spread thoroughly. While lubricating, the locking mechanism, coupler and ball should be inspected for any abnormal wear. Check the tightness of the nut on the threaded shaft of the hitch ball.

GOOSENECK HITCH AND BALL

The ball assembly and the Gooseneck hitch coupler, should be lubricated monthly. Use approximately a tablespoon of grease in the coupler and connect the ball to spread thoroughly. While lubricating, the locking mechanism and the Gooseneck hitch coupler should be inspected for any abnormal wear.

SPRING-LOADED DROP LEG JACK OR OTHER JACKS

To lubricate the gears in the drop leg jack, remove the top cap in the jack and pump lubricant into the gears. This should be done annually.

AXLES

Your trailer may be equipped with one of several sizes of axles. For more detailed information about your trailer's axles, see the *Dexter Axle Service manual* in your Owner's Manual Packet.

WHEEL LUG NUTS

For more detailed information on Wheel Lug Nuts and Torque Requirements, see the *Dexter Axle Service Manual* in your Owner's Manual Packet.

Warning

LWL recommends that you check the torque on lug nuts after your first few initial trips, up to 100 miles (160 km) of use, and then check torque weekly thereafter. (See the *Dexter Axle Service Manual* in your Owner's Manual Packet for their recommendations.) New lug nuts, especially on areas where new painted surfaces are in contact can loosen as the painted surfaces start to wear, and should be tightened to ensure the safety of your trailer and yourself. Any damage caused by failure to properly torque lug nuts is the responsibility of the owner. Warranties on the trailer and the axle will not apply to damage or injuries caused by loose lug nuts and/or broken studs.

Wheel lug nuts should be tightened with a torque wrench as specified in the *Dexter Axle Service Manual* in your Owner's Manual Packet or below for Aluminum wheels:

Lug Nut Torque Specifications for Aluminum Wheels

RIM SIZE	STUD SIZE	TORQUE SPECIFICATIONS
14" 5-hole rim	1/2"	65-75ft. lb.
15" 5- or 6-hole rim	1/2"	65-75ft. lb.
16" 8-hole rim	1/2"	65-75ft. lb.

BREAKAWAY BATTERY

A single breakaway battery is supplied with every LWL trailer. In a bumper pull trailer, the battery is located behind the hitch coupler; in a gooseneck trailer, the battery is located at the top of the gooseneck hitch.

Check the charge of the battery each time you use it. You can easily do this by hitching your trailer to your tow vehicle, without connecting the electrical plug, then pull the breakaway cord out of the switch box, pull the trailer forward slowly; the wheels should be locked. To unlock the trailer tires, snap the breakaway plug back into the switch box. If the battery installed for your electric breakaway switch is not properly maintained or replaced as necessary, the breakaway switch may fail to properly activate the trailer brakes, should the trailer and towing vehicle separate. The battery should be charged and tested at least annually. Normal service life is approximately two years.

14.

Caution

Disconnect trailer plug before testing breakaway unit. Failure to do so will result in severe damage to the electronic brake control.

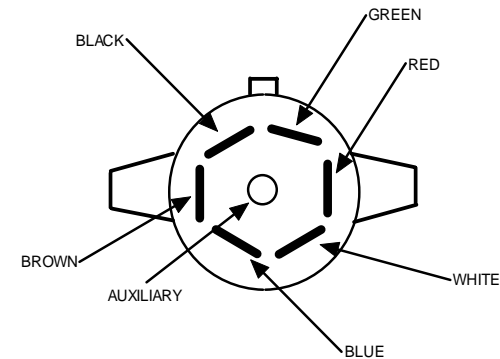
TRAILER ELECTRICAL CONNECTOR/PLUG

The connector, commonly referred to as the electrical plug, provides quick and easy connection or disconnection of the trailer electrical system to the tow vehicle. The trailer connector contains the wiring to operate trailer brakes, stop lights, turn signals, clearance lights and auxiliary power supply. The trailer-to-tow vehicle ground connection is also found in this connector.

Check trailer and tow vehicle plugs frequently to avoid shorts, possible burned wiring, or for corrosion that can cause a bad connection interfering with the flow of current, which could cause weak or inoperative trailer brakes. Visually inspect the cable for cuts and mashed areas. The factory installed plug is sealed to resist corrosion. Periodic application of di-electric lube on the plug will ensure good electrical contact.

WIRING AND LIGHTING SYSTEMS

1. A main 7 strand 14 gauge cable runs from front through back of the LWL trailer.
2. White wire is the ground for lights and brakes.
3. Green wire is for marker lights and tail lights.
4. Red wire is for street side (left) turn signal.
5. Brown wire is for curb side (right) turn signal.
6. Blue wire is for electric brakes.
7. Black wire is for 12 volt Breakaway system.
8. Yellow wire is an auxiliary if required.



15.