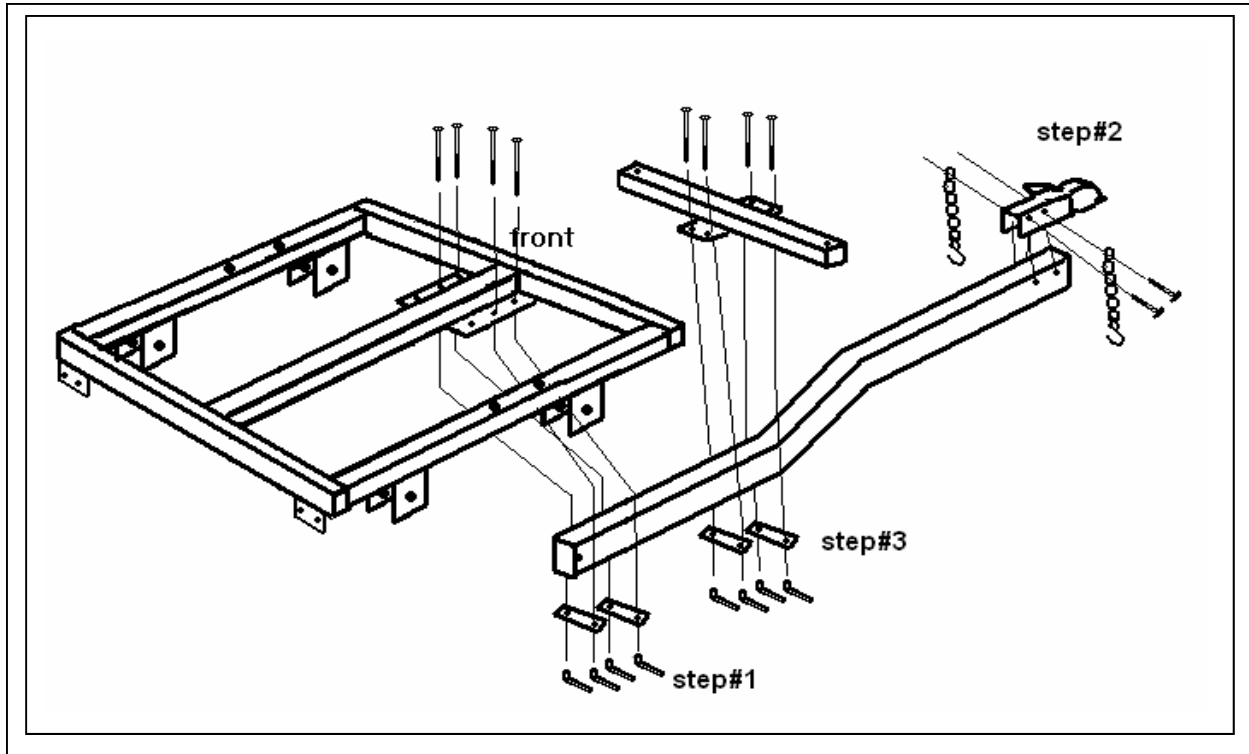


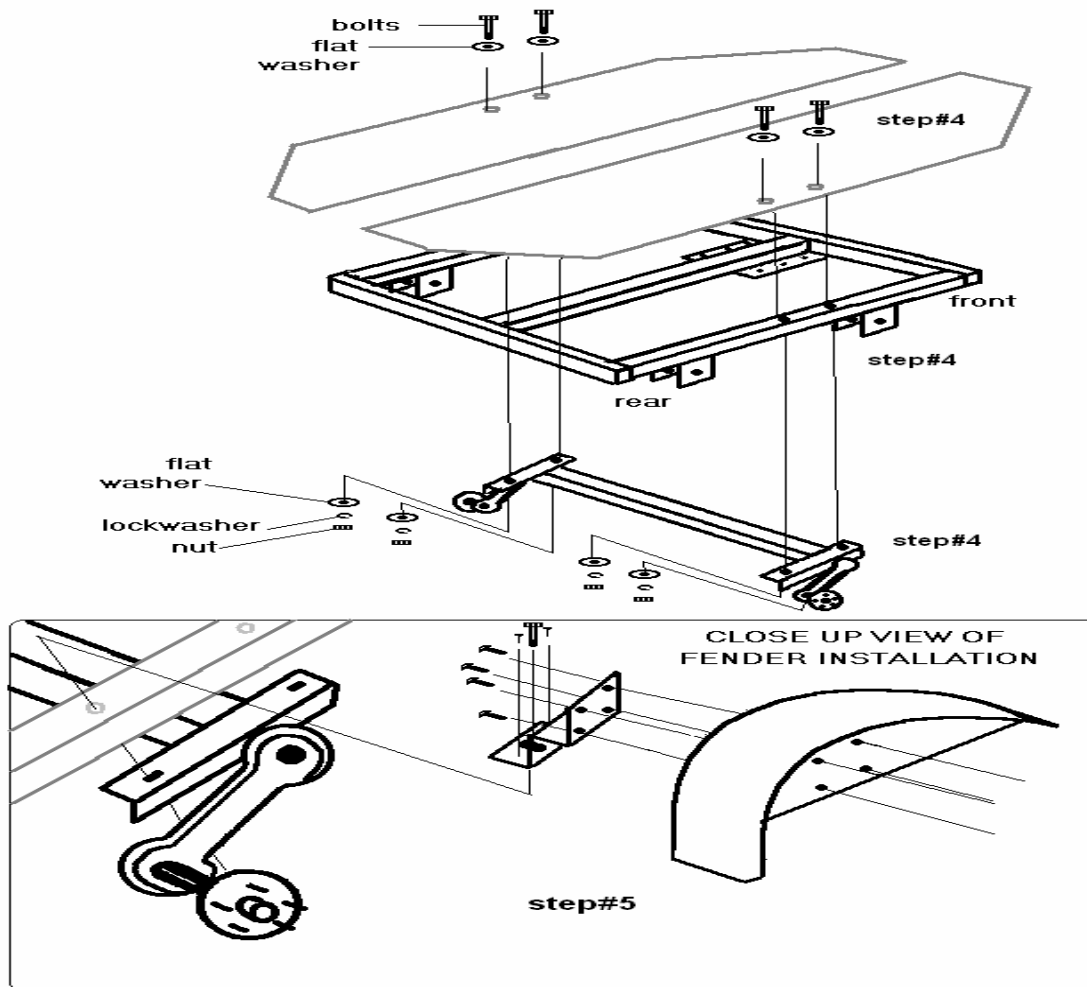
UMCT1XHD ASSEMBLY INSTRUCTIONS



STEP #1- Mounting the tongue and spreader bar. Place the tongue under the plate on the main frame as shown above. Making sure the holes for the coupler are facing up, and to the front of the tongue. Slide the 4 pcs of 3/8"x4" hex head bolts through the holes in the plate as shown above. Make sure that there are 2 bolts on each side of the tongue. Next, place 2 pcs of 2 hole galvanized plates under the tongue, making sure they go across the under side of the tongue and onto the bolts. Make sure the bullets on the rear of the tongue are up against the bolts. Finally secure the bolts using 4 pcs of plastic lever locks.

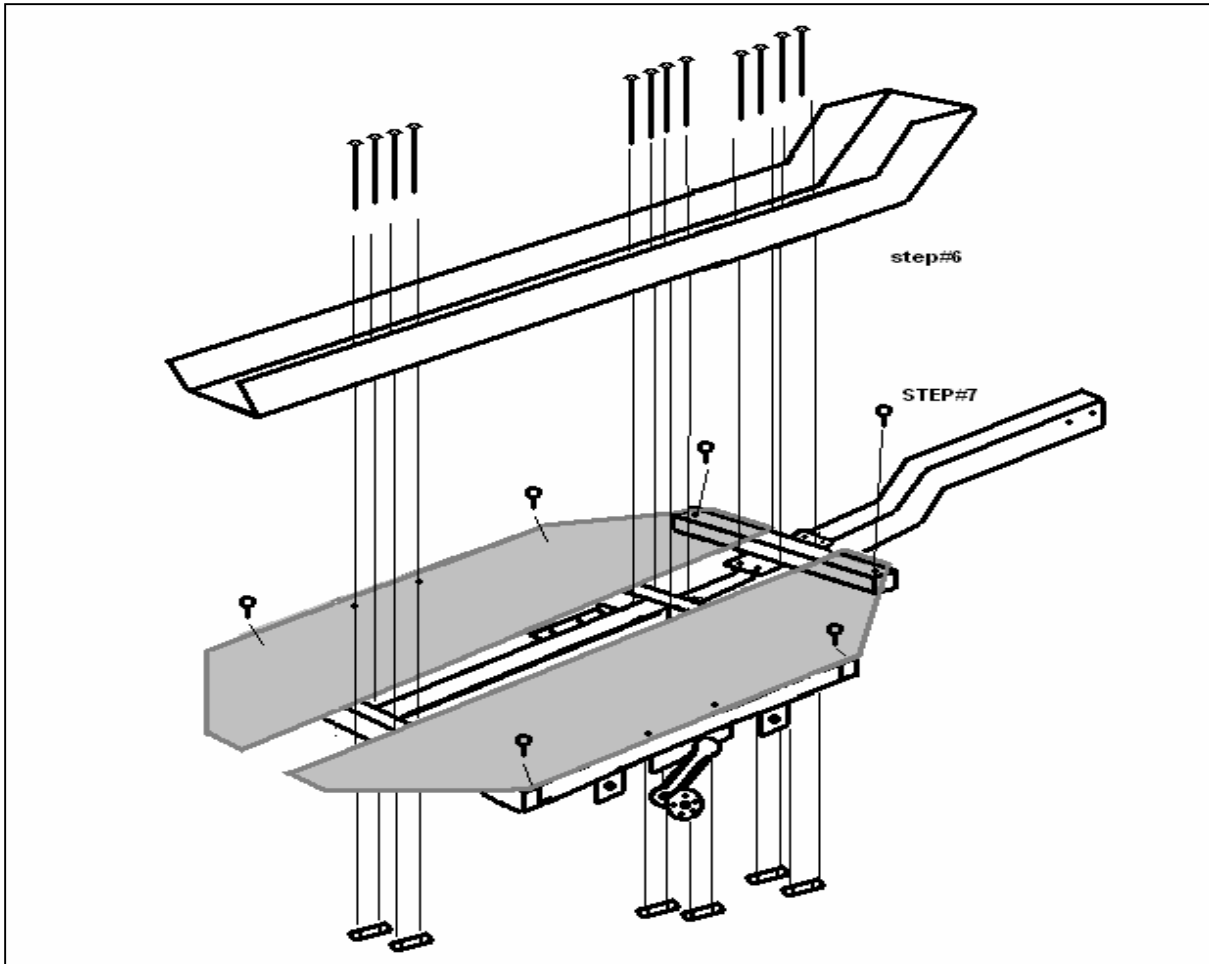
STEP #2 After the tongue is secured to the frame you can now place your coupler on the front of the tongue, lining the holes in the coupler up with the holes in the tongue. Place 1 pc of 7/16"x3" hex head bolt through the front hole of the coupler. Then using 1 pc of 7/16"x3 1/2" hex head bolt slide 1 safety chain, making sure to place the last link away from the hook, onto the bolt. Now slide the bolt through the remaining hole in the coupler. Place the other safety chain on the other end of the bolt. Finally secure the bolts using the 7/16" locknuts.

STEP #3 Place the 30" spreader bar onto the tongue. Make sure the plate of the spreader bar is resting on the top side of the tongue. Using 4 pcs of 3/8"x4" hex head bolts, slide them down through the holes in the plate, again making sure there are 2 bolts on each side of the tongue. Now place the 2 pcs of galvanized 2 hole plates under the tongue and onto the bolts. Finally place 2 pcs of plastic lever locks onto the bolts, but do not tighten them up. Leave them loose. You need to be able to adjust this spreader bar in a future step.



STEP #4- Place the axle under the frame. Make sure to place it as shown in the picture above. Then place 1 tread plate half on each side of the frame. There is a left side tread plate half and a right side tread plate half. Make sure when placed on the frame, that the longer part of the half is sticking over the front of the frame. The holes for the axle bolts will have to be drilled. The aluminum sheets we purchase are not consistent in length, therefore we cannot pre-drill the holes for the axle bolts. Drill a 3/8" pilot hole first then proceed to drill the 5/8" hole! Next, place one fender bracket on each side, as shown in the picture above. Make sure to place the fender bracket on the rear hole. Now, using the 4 pcs of 5/8"x4" hex head bolts, place a 5/8" flat washer on each bolt, then place one bolt in each of the four holes. Make sure the rear bolts go through the bracket, tread plate, frame, and the holes in the axle. This secures all of these at once. Now place a 5/8" flat washer on each of the bolts, followed by a 5/8" lock washer on each of the bolts. Before securing these bolts with the 5/8" locknuts, make sure that the fender bracket is straight and not twisted, this will cause the fender to fit wrong and possibly ruin your fender. After you have secured the 5/8" bolts, take the 4 pcs of #10x1" tek screws and screw them into the 2 small holes remaining in each of the fender brackets.

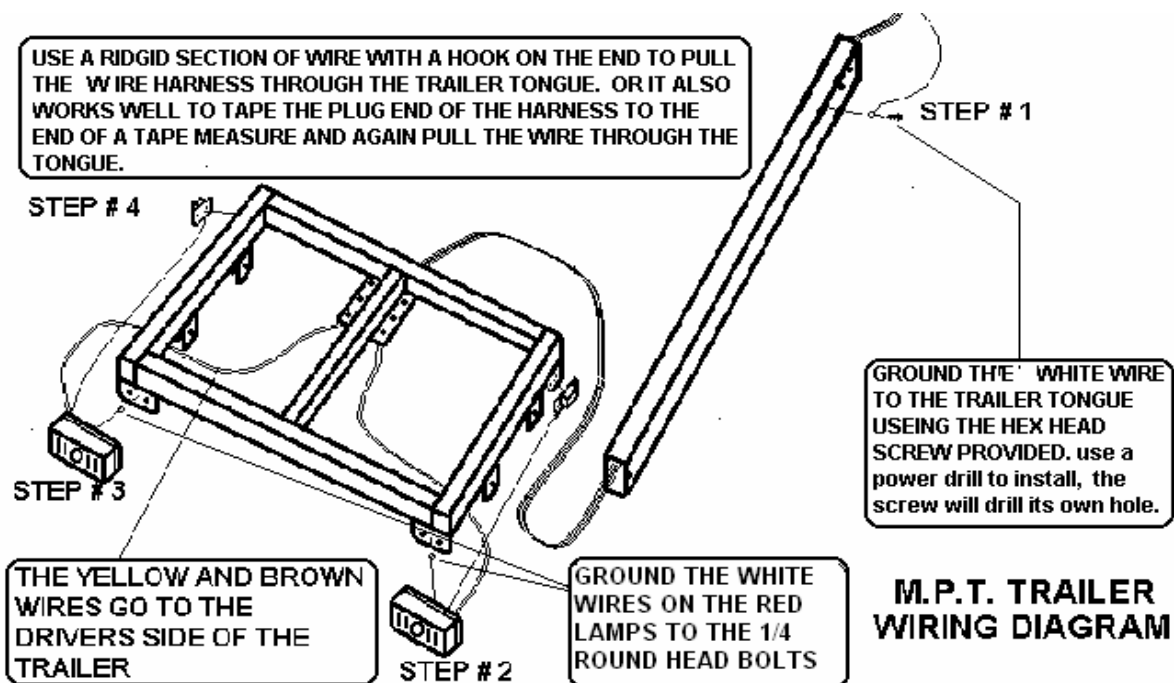
STEP #5- Installing the fender onto the bracket. Place the wheels on the axle, but do not put lugnuts on. Next hold the fender up to the bracket making sure it is level. Now holding it level make sure there is an even gap between the fender and the tire all the way around the fender. Now mark the four holes where they need to be drilled. Now place the fender on a drillable surface and drill the holes where you marked them. Repeat for the opposite side. Now using the 8 pcs of 3/8"x1" carriage head bolt (4 per side), place the fender against the fender bracket and place one bolt in each hole. Now take the tires off and secure the bolts using the 8 pieces of 3/8" regular nuts.



STEP #6- Before starting this step you will need to finish mounting the 30" spreader bar. Slide the spreader bar all the way to the front of the tread plate halves, lining it up with the front edge of the tread plate. Now tighten down the nuts you finger tightened in a previous step. Next, place the 8" channel in the middle of the 2 pcs of tread plate. Slide the channel as far as forward on the frame as possible without touching the offset in the tongue. You will have to slide under the trailer for this next part. Under the trailer you will have to mark where the holes should go. Looking at the picture above you can see how the channel should bolt on. There will be four holes around each crossmember, two in front of the crossmember, and two behind each crossmember. Mark the holes two inches apart on each side. Repeat for all 3 crossmembers. Next take the channel off and drill the holes with a 3/8" or 7/16" drill bit. Do not drill any bigger or the square section on the carriage head bolts will not lock into the channel and will spin when tightening. Next place the channel back onto the trailer, so the holes line up with each crossmember. Finally place the 6 pcs of 2 hole galvanized plates under the crossmembers and onto the bolts as shown above. Secure with the 12 pcs of 3/8" regular nuts.

STEP #7- Installing the tie-downs. Using a drill and a 3/8" drill bit get about 1" from the edge of the tubing in all four corners. Make sure to drill it on the corners with an opening, so as you can get a wrench in there to tighten the nuts for the eyebolts. After drilling them holes, move to the spreader bar up front and drill holes in the outer edge of the spreader bar also. Now find your 6 pcs of 3/8" eyebolts and your 12 pcs of 3/8" regular nuts, and thread one nut on each eyebolt all the way on. Now place the eyebolts in the 6 holes you just drilled and secure the eyebolts on the inside of the tube, using the remaining 3/8" regular nuts.

Finally place the tires on the hub of the axle and secure with the provided 10 lugnuts! Now the trailer is done and you are ready to wire the lights! Instructions on the following page!



STEP #1 Insert the plug end of the wire harness through the rear of the 8 ft tongue section. If your trailer is equipped with a 2 -4-or 6 foot tongue extender continue the wire on through the square hole in the rear of the tongue extender and out the front of of the extension. Once you have the wire through the tongue or the extender leave 1 1/2 feet of extra wire hanging out from the end of the tongue or extender. Next use the hex headed screw provided to fasten the white wire to the side of the trailer tongue about 1 inch behind the coupler.

STEP#2 Fasten the red light with the brown and green wires to the rear right corner of the trailer frame. [rear right when standing behind the trailer]

STEP#3 Repeat step number 2 for the red light with the yellow and brown wires on the left side of the trailer [left while standing behind the trailer]

STEP # 4 Fasten the orange side marker lights to the welded on bracket on the front corners of the trailer frame. this is the same for both sides of the trailer.

SECURE THE LIGHTS TO THE TRAILER FRAME USING THE BOLTS PROVIDED IN THE LIGHT KIT BAG. USE THE 1/4" ROUND HEAD BOLTS TO SECURE THE RED LAMPS. NOTICE THE ROUND HEAD OF THE BOLT SLIDES INTO THE CHANNEL ON THE REAR OF THE RED LAMP FIXTURE. THE SMALL #8 ROUND HEAD SLOT BOLTS SECURE THE ORANGE SIDE MARKER LIGHTS. YOU MAY NEED TO SCRATCH THE WHITE FINISH OF THE TRAILER FRAME DOWN TO BARE METAL WHERE THE LIGHT ATTACH SO THE LIGHT GROUND PROPERLY TO THE TRAILER FRAME. NEXT USE THE CABLE TIES PROVIDED TO SECURE AN LOW HANGING WIRES.

IF YOUR STATE REQUIRES YOU TO LICENSE THIS TRAILER YOU WILL NEED TO INSTALL THE BLACK PLASTIC LICENSE PLATE BRACKET TO THE DRIVERS SIDE TAILLAMP . SIMPLY REMOVE THE TAILLAMP BOLTS AND INSTALL THE BRACKET USING THE SAME BOLTS AND BRACKET THAT MOUNTS THE DRIVERS SIDE TAILLAMP.



WARNING!

- Always check tire pressure before travel!
- Always plug wire harness into a properly functioning receptacle!
- Always check for proper functioning lights before travel!
- Always connect safety chains before road travel!
- Always latch and lock coupler before road travel!
- Always tie down your load before road travel!
- Always insert all locking pins before road travel!
- Always adjust all trailer brackets to best fit your load!
- Always load your trailer with more tongue weight and less tail weight!
- Always use the proper ball size! (ball size shown on coupler)
- Always adjust coupler adjustment nut to best fit the tow ball!

- Never extend your load more than 3 feet past the tail lights!
- Never exceed the trailer weight capacity! (gross capacity listed on trailer tongue tag)
- Never exceed speed rating on the tires!
- Never use harness adapter plugs between vehicle and trailer!
- Never install lug nuts with the tapered side out, always install with the tapered side toward wheel!



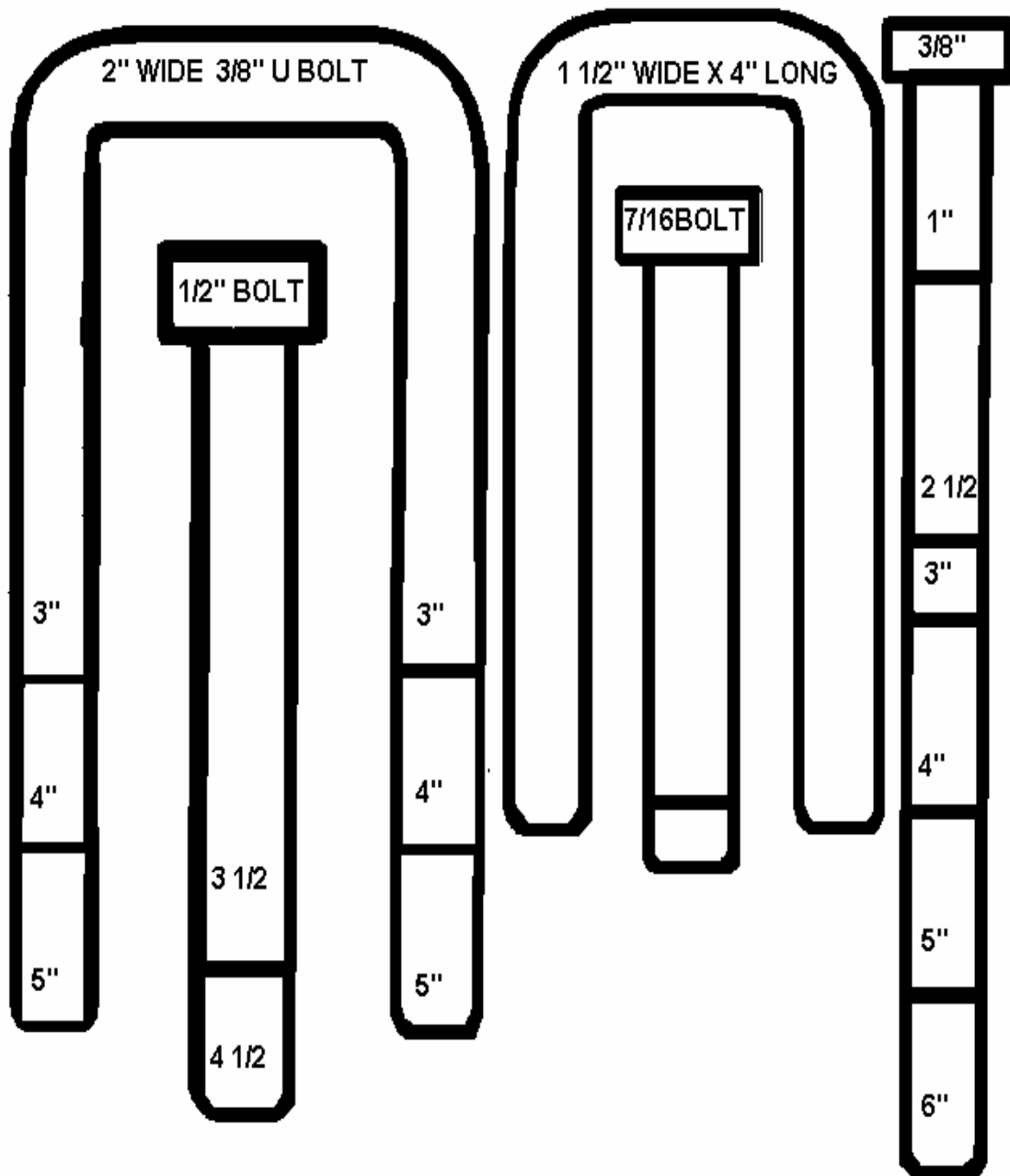
MAINTENANCE

- Maintenance schedule

- Every use
 - 1. Check tire pressure, tire life is increased by proper tire pressure
 - 2. Check for frayed tie down straps or worn locking pins

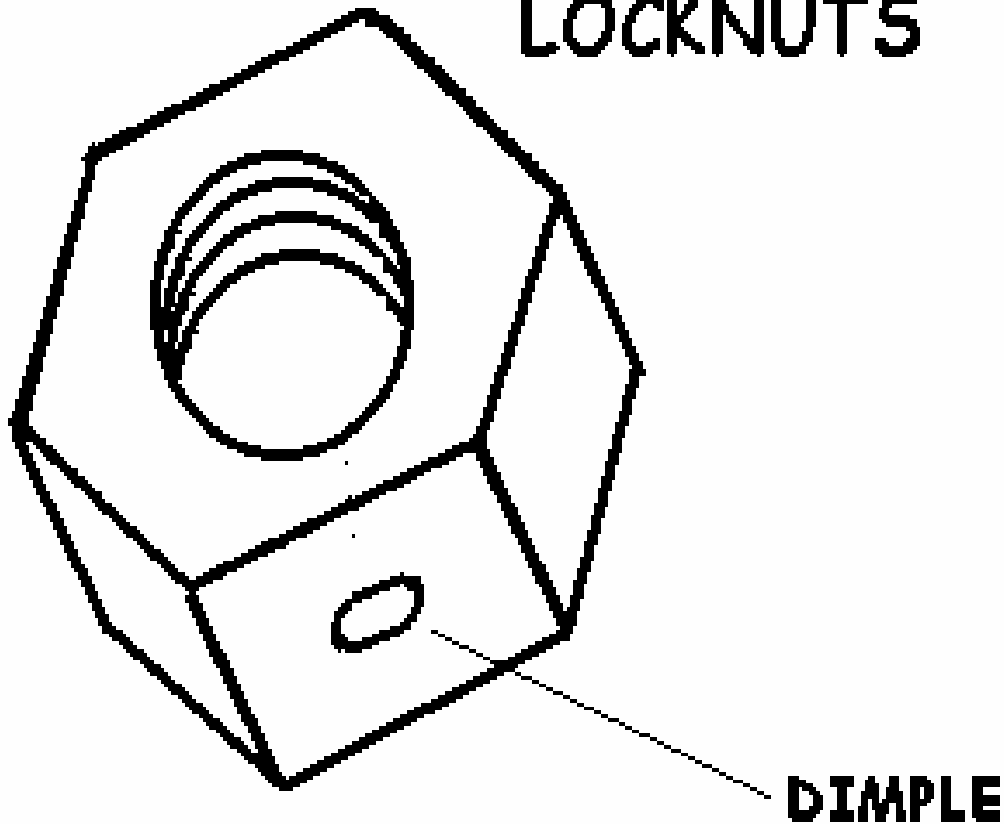
- Bi-yearly
 - 1. Relube inner and outer bearings twice per year on marine trailers.
(replace seal and bearing if needed)
 - 2. Lubricate coupler latch mechanism

- Yearly
 - 1. Relube inner and outer bearings
(replace seal and/or bearing if necessary)
 - 2. Retighten any loose fasteners
 - 3. Inspect coupler housing and latch for excessive wear.



ACTUAL BOLT SIZES - USE THIS CHART TO DETERMINE BOLT SIZE AND LENGTH. BOLT LENGTHS ARE MEASURED FROM THE UNDER SIDE OF THE HEAD OF THE BOLT. U BOLTS ARE MEASURED FOR LENGTH AND WIDTH ON THE INSIDE OF THE U SHAPE. THE NUTS SUPPLIED FOR THE ABOVE BOLTS ARE LOCK NUTS. THEY WILL TURN ON HARD ALL THE WAY. THE BOLTS DO NOT REQUIRE LOCK WASHERS WHEN THE LOCK NUTS ARE USED.

LOCKNUTS



THIS TRAILER KIT IS SUPPLIED WITH LOCKNUTS - IF YOU WILL TAKE A LOOK YOU WILL SEE A DIMPLE ON THE SIDE OF THE NUT. THIS IS CALLED A CENTER PUNCH LOCK NUT. IT WILL TURN ON HARD ALL THE WAY. The locknuts are used for product liability reasons