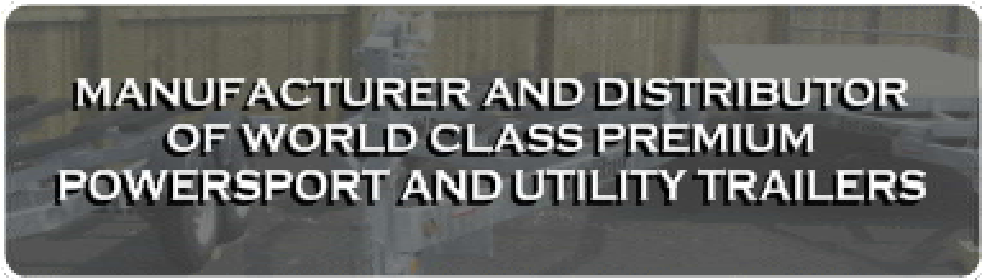


# ***Excalibur*** ***TRAILERS***



MANUFACTURER AND DISTRIBUTOR  
OF WORLD CLASS PREMIUM  
POWERSPORT AND UTILITY TRAILERS

## ***Owners Manual***

# ***Welcome to Excalibur Trailers***

*Excalibur Trailers has a full line of powersport, utility, commercial, and cargo trailers. We offer an unsurpassed variety, with a wide selection of price levels and specialty use configurations to meet any budget or need.*

*At Excalibur Trailers, we feel it's our job to make the best trailers for the best price in the industry. We know the value of strength, durability, and quality and it is our goal to give you nothing less than the best.*

*Our goal is not only to sell you a quality trailer, but also to give you the best service you can get after the sale. That is why we also give you a 1 year limited warranty. We also have a well trained service department that will help you with any questions or needs that you may have. Best of all, they handle all service needs quickly and courteously.*

*We know you will enjoy your newly purchased trailer.*

## **WARNING !**

**This manual contains safety information and instructions for your trailer.**

**You must read this manual before loading or towing your trailer.  
You must follow all safety precautions and instructions.**

***Date Purchased*** \_\_\_\_\_

***VIN Number*** \_\_\_\_\_

***Model*** \_\_\_\_\_

***Hitch Size*** \_\_\_\_\_

***Axle Size*** \_\_\_\_\_

***Tire Size*** \_\_\_\_\_

***Dealer Name & Address***

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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## **Commitment to Customer Satisfaction**

We know the investment you made is an important one, so we've included safety procedures and routine maintenance guidelines that will help keep your Excalibur trailer in the best shape possible. They will also give your investment a higher resale or trade-in-value.

This manual is a very important document that covers basic trailer safety and maintenance. Please keep it in your trailer or tow vehicle for quick reference every time you set out on the road. By following these instructions, you decrease your chances of encountering any problems with you trailer.

Thank you for choosing Excalibur Trailers.



## **Limited Warranty**

Thank you for choosing to purchase an Excalibur Trailer, a fine product in which design and construction have received the care that quality demands. This important warranty covers many items and is indicative of our desire to stand behind our products and assure our customers' complete satisfaction.

### **Warranty coverage**

**Summary of Warranty:** Excalibur Trailers, 35 Hale Rd. Brampton, Ontario L6W3J9 warrants only the ORIGINAL CONSUMER PURCHASER For a period of 1 year from the date of purchase, that the body structure of this trailer shall be free of substantial defects in materials and workmanship attributable to Warrantor.

**Exclusions from this Warranty:** Warrantor expressly disclaims any responsibility for damage to the trim and appearance items located in or on the unit where damage is due to condensation, normal wear and tear, or exposure to the elements. Warrantor makes no warranty with regard to tires, tubes, batteries, and routine maintenance.

The Warrantor further makes no warranty with regard to any product used as a rental unit, or any product not registered and normally used in Canada or the United States.

**LIMITATION AND DISCLAIMER OF WARRANTIES: WARRANTOR EXPRESSLY LIMITS THE DURATION OF ALL EXPRESS AND IMPLIED WARRANTIES OF MERCHANTABILITY AND ALL IMPLIED WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE TO THE WARRANTY PERIOD OF 1 YEAR. WARRANTOR EXPRESSLY DISCLAIMS ALL IMPLIED WARRANTIES OF MERCHANTABILITY OF FITNESS FOR A PARTICULAR PURPOSE AFTER EXPIRATION OF THE WARRANTY PERIOD.** No action to enforce express or implied warranties shall be commenced later than (90) days after expiration of the warranty period. There is no warranty of any nature made by the Warrantor beyond that contained in this Warranty. No person has the authority to enlarge, amend or modify this Warranty.

**DISCLAIMER OF CONSEQUENTIAL AND INCIDENTAL DAMAGES: THE ORIGINAL CONSUMER PURCHASER OF THIS TRAILER AND ANY PERSON TO WHOM THIS UNIT IS TRANSFERRED, AND ANY PERSON WHO IS INTENDED OR UNINTENDED BENEFICIARY OF THIS UNIT SHALL NOT BE ENTITLED TO RECOVER FROM WARRANTOR ANY CONSEQUENTIAL OR INCIDENTAL DAMAGES.**

**WARRANTOR'S OBLIGATIONS:** Warrantor will remedy substantial defects in materials and workmanship caused by Warrantor. Warrantor shall elect to remedy the defect from among the following: repairs, replacement or refund. Warrantor may not elect refund unless the Purchaser agrees, or the Warrantor is unable to provide replacement and repairs are not commercially practicable or cannot be timely made. Warranty performance can only be obtained at Warrantor's authorized dealers and from the Warrantor.

**EVENTS DISCHARGING WARRANTOR FROM OBLIGATION UNDER THIS WARRANTY:** Misuse or neglect, including failure to provide reasonable and necessary maintenance, unauthorized alteration, accident and improper loading, leasing of the trailer shall discharge Warrantor from any obligation under this warranty

**PARTS AND DESIGN CHANGES:** Warrantor reserves the right to change the parts and design of its products from time to time without notice and with no obligation to maintain spare parts or make corresponding changes in its product previously manufactured.

**OBTAINING WARRANTY SERVICE:** It is recommended that all warranty service be done by the authorized dealer ,from whom you purchased your unit. This is to insure your local dealer's personal interest in your complete satisfaction. If service becomes necessary as you are traveling or following a move, service under this warranty will be done by any authorized dealer. Such service should, whenever possible, be scheduled by an appointment in order to avoid possible delays.

**Other Warranties:** As indicated in the paragraph entitled "Exclusions from this Warranty," above, certain items that are not covered by this Warranty may be warranted separately by their manufacturers or suppliers. In order to validate those warranties, you may also be required to complete and return to the appropriate manufacturer the warranty forms included with the information package. These other warranties may cover such items as chassis, tires, tubes, batteries, which are not covered by Limited Warranty. For service or parts required for these products it may be necessary to write or call the product manufacturer to obtain the nearest service center location. In requesting parts for separately warranted products from the manufacturer to work authorization before the work is done. It may also be necessary to provide the Product name, model, and serial number along with the description of the problem and part needed, plus shipping instruction. See these warranties with respect to the terms and conditions.


**OWNER ASSISTANCE:** Your personal satisfaction and good will are most important to Excalibur Trailers, as well as a confident and pleasant relationship with our dealers. We at Excalibur Trailers recognize that there may be occasions where a warranty or service problem is not handled satisfactorily resulting in misunderstanding. If your problem has not been handled to your satisfaction after discussing it with the dealership management, we welcome you to contact Excalibur Trailers directly.

## **Knowing your trailer**

There are many different labels that are put on each trailer. The ones listed on the following pages are very important! They include your VIN tag, and warning labels. Please take the time to familiarize yourself with the many features of your trailer. Each label contains important information about the safe and proper operation of your Excalibur Trailer.

The most important sticker to notice on your trailer is the VIN tag. The VIN tag is located on the driver side of the tongue of your trailer. This tag has the VIN number, GVWR(gross vehicle weight rating) Manufacturing date, Axle rating, Tire Size, Tire Pressure and Number of Axles.

MANUFACTURED BY: ETM		DATE	
FABRIQUÉ PAR: 1435741 Ontario Inc., Brampton, Ontario			
GVWR:	KG	V.I.N.:	
PNBV:		N.I.V.:	
GAWR/PNBE	KG	SIZE/DIMENSION	PSI/KPA COLD/FROID
FRONT AVANT		TIRE/PNEU	RIM/JANTE
INT.			
REAR ARRIÈRE			
TYPE:	TRA/REM		



**WARNING**

Always check the following points before towing trailer

- ✓ Make sure all parts, bolts and nuts are tight
- ✓ Secure load to trailer - check all tilt and tie down mechanisms and straps.
- ✓ Check tire air pressure when tires are cold
- ✓ Lube axle hubs every three months and check wheel bearings after extended periods of non use.
- ✓ DO NOT exceed the trailer capacity.
- ✓ MAKE SURE the coupler is securely latched to the hitch ball.
- ✓ Cross safety chains under the tongue and secure to towing vehicle. If equipped, secure breakaway chain or cable with enough slack to permit cornering.
- ✓ Check for proper brake operation.
- ✓ MAKE SURE the jack is raised to its highest position.
- ✓ Check that all gates and latches are secured.

**WARNING**

**CHECK WHEEL LUG NUTS**

1. On first trip, tighten wheel lugs at start and every 100 KM for the first 300 KM
2. Thereafter, check wheel lugs before each trip.
3. Following excessive braking, inspect wheel lugs.
4. Lube axle hubs every three months & inspect wheel bearings.
5. Check for proper brake operation before each use.



## **First Trip Checklist**

This is the most important thing you should look at before using your new trailer. Please take your time, and make sure you go over this list completely! A description of how these parts work and how they should be properly checked is included on the following pages of this manual.

- Hitch and coupler with safety pin
- Safety chains crossed and secured properly
- All jacks are up
- All running lights, brake lights, and turn signals functioning
- Brakes, brake controller, and breakaway system
- Proper tire pressure and tire condition on trailer and tow vehicle
- Wheel lug nuts tightened
- Tie down devices
- Proper load distribution

**Always remember that some common causes of accidents are (1) driver error, (2) failure to match your road speed with road conditions, and (3) improper loading.**

**Safety chains:** Be sure to always connect the safety chains by crossing them beneath the coupler when hooking to your trailer. Crossing your safety chains will make stopping your trailer easier if the coupler breaks from the hitch. If you notice that your chains are too long, then they should be shortened (just simply twist them). If they look like they been over-stressed, they should be replaced.

**It is required by law that you cross your safety chains.**

**Brakes:** Excalibur Trailers come with many different types of brake options. Brakes on new trailers usually tend to “pull” or pulsate, but don’t worry, this is normal. Remember that not all Excalibur Trailers are equipped with brakes.

**Tire pressure:** The proper air pressure for your tires is printed on the sidewall of the tire. Air pressure should always be checked when tires are cold for the most accurate reading. You must not raise or lower your air pressure to meet your load. Serious injury may result in under and over inflation. Excessive wear and tear will also result if recommended pressure is not met. You must avoid, if possible, any chuckholes, curbs, or other hazards in the road. There is a chart that describes various symptoms of tire wear and their causes.

**Hitch and coupler:** You must correctly match your tow vehicle to your trailer. It is essential that your tow vehicle can handle the total trailer weight (GVWR). You should also check to see that the hitch weight carrying capacity of your tow vehicle matches the loaded tongue weight of your trailer. If you have a brake controller then you want it to match with the number of braking wheels on your trailer.

The electrical wiring of your tow vehicle needs to match the wiring on your trailer. **It is very important that the ball on your hitch matches the coupler size on the trailer.**

**Proper load distribution:** All Excalibur Trailers are carefully designed to maintain a proper hitch weight when the trailer is evenly loaded. If improperly loaded, your trailer can become very unstable and difficult to control on the road. Uneven loading and improper hitch weight can make steering difficult and result in unsafe stopping and braking of the trailer and the tow vehicle.

**For bumper-hitch trailers, always load 60 percent of the weight evenly in front of the axles. For Goosenecks, load 70% of the weight in front of the axles. This will result in an approximate 10 percent of the loaded trailer weight on the hitch. Hitch weight should never be less than 10 percent of the gross vehicle weight ( trailer plus payload).**

Please read over the previous pages slowly and really get to know your newly purchased Excalibur Trailer. Before you hit the highway, take a few minutes to thoroughly review your First Trip Checklist. Here are a few tips to help you with your driving.

### ***Tips for the beginner – Turning & Backing up***

Always remember when turning, that the trailer makes tighter and quicker turns than your tow vehicle. To help compensate for this, please allow as much space as possible when turning so that the trailer will not jump the curb or hit any obstacles. When backing up, place your hand on the bottom of the steering wheel while watching in your outside mirror. If you want the rear of the trailer to turn right move your hand right, and if you want the rear of the trailer to turn left then move your hand left. Please always remember to check the area behind the trailer to see that there are no obstacles in the way before you begin to back up.

***Remember- if your trailer begins to jackknife while backing up, stop!! You can always pull forward and straighten it out !!!***

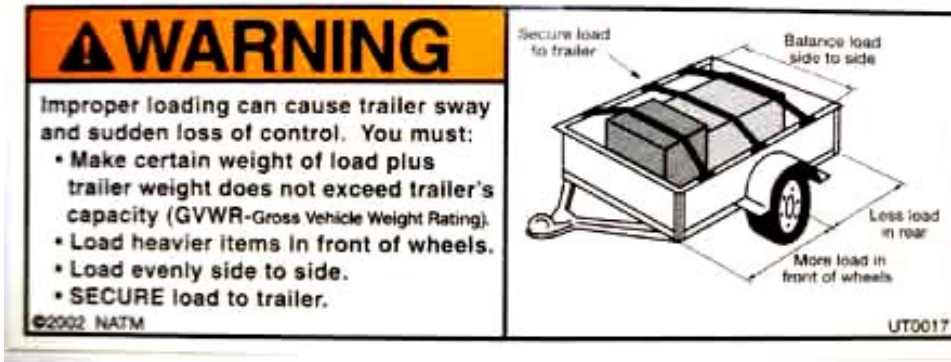
## **Hitching UP**

To ensure safe towing, make sure you have a suitable vehicle, hitch, and trailer. It is the trailer owner's responsibility to correctly match the combination of tow vehicle and trailer. Contact a hitch specialist who can help you match your tow vehicle and hitch, and equip you with a properly installed brake controller

- Make sure the ball on your hitch matches the coupler size on the trailer
- Use the jack to raise the coupler high enough for the hitch ball to slip beneath
- Release the coupler-locking device (raise the lever).
- Back your tow vehicle into mounting position
- When properly aligned lower the coupler onto the ball.
- With the coupler on the ball, continue raising the jack until it is fully raised for maximum ground clearance.
- Latch the coupler-locking device (It is very important to lower the lever and insert a pin in the lock hole).
- Connect the safety chains by crossing the chains beneath the coupler and attach them to the tow vehicle. Allow enough slack for turning, but no dragging (Tip: if chains are too long, simply twist them).
- Connect the electrical plug on the trailer to the plug on the tow vehicle. Check to make sure that all running, directional, and brake lights are functioning.
- Load properly approx.. 60% in front of the axles ( you want 10-15% of the trailer and load weight on the hitch), balance the load side to side, and secure it (you don't want it getting loose). Don't overload, go by acceptable payload ratings or you may void the warranty.
- Take a trial run and familiarize yourself with the handling characteristics of your tow vehicle and trailer.

## **Loading your trailer**

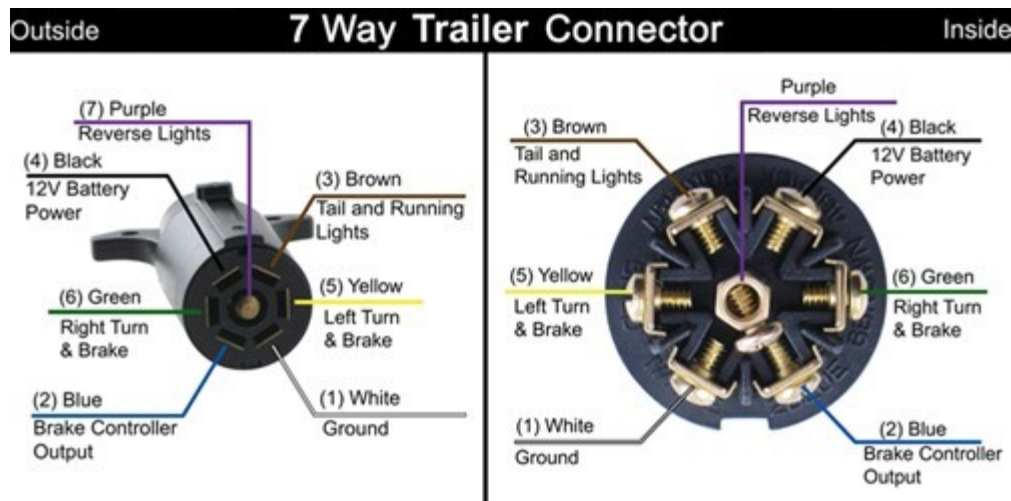
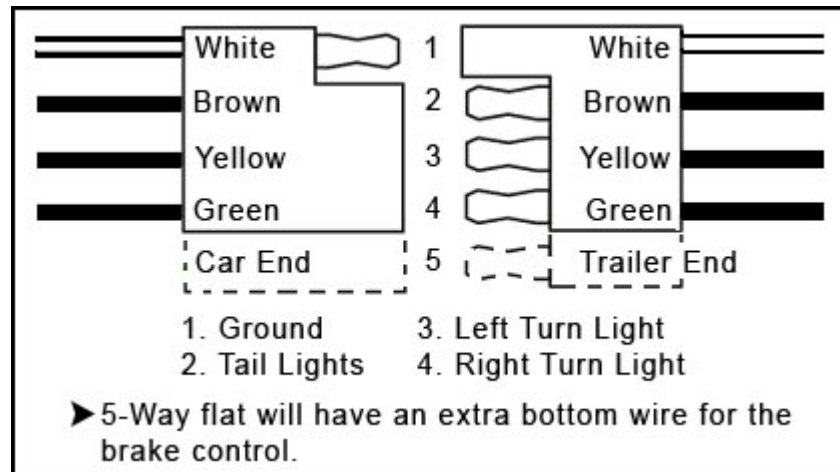
The total weight of the load you put in the trailer, plus the empty weight of the trailer, must not exceed the trailer's Gross Vehicle Weight Rating (GVWR). If you do not know the empty weight of the trailer, you must weigh it at a commercial scale. In addition, you must distribute the load in / on the trailer so that the load on any tire or axle does not exceed the tire load rating or the Gross Axle Weight Rating (GAWR). More of the trailer load should be in front of the trailer axle(s) than behind the axle(s) for proper hitch weight. About 7 – 15 percent of the trailer's total weight should be supported on the hitch, within the weight limit marked on the hitch. Poor load balance can cause your trailer to sway or fishtail. The ball and hitch may also become separated, especially if there is too much weight in the rear of the trailer. In addition, heavy and improperly placed loads can pull down the rear of your vehicle, lifting the front end and affecting your steering, especially in wet and slippery conditions. It may also affect the aim of your headlights and the alignment of your mirrors.



## **Electrical Wiring**

You must have the correct vehicle wiring when using your trailer. Trailers not equipped with brakes will have a 4-way flat plug and all other trailers will have a larger 7-way plug. Don't forget that a ground wire running from the plug back to the frame of the tow vehicle must be incorporated into proper tow vehicle wiring.

**WARNING:** Safety chains, hitches, and couplers **DO NOT** provide adequate grounding by themselves and can cause electrical failures. Below are diagrams of the 4-way and the 7-way plugs.



## **Routine Maintenance**

Here is a list of some checks you will want to do every trip and every 3 months or 3000 miles.

<b>Check these items:</b>	<b>How to check:</b>	<b>Every trip</b>	<b>Every 3 months or 3000 miles</b>
Tire pressure	Inflate all tires to the proper pressure	<b>X</b>	
Wheel lugs, nuts, & bolts	Tighten to proper torque specifications	<b>X</b>	
Coupler Ball or 5 <sup>th</sup> wheel pin	Check for unusual wear, sufficient lube and lock mechanism	<b>X</b>	
Safety chains and hitch ball	Check for unusual wear on chain links and hitch ball	<b>X</b>	
Coupler	Check the safety pin to make sure it is fastening properly	<b>X</b>	
Brakes	Check operation and proper adjustment	<b>X</b>	
Suspension Parts	Inspect for bending, loose fasteners and wear		<b>X</b>
Breakaway battery and switch	Check the battery in the breakaway system regularly	<b>X</b>	
Welds	Check welds for cracking and separations		<b>X</b>
Hinges	Lubricate with light oil		<b>X</b>
Tie downs, E-track, and D-rings	Check to make sure the hardware has no cracks and fastened tight		<b>X</b>
Lights	Replace spent bulbs and fix any broken lights	<b>X</b>	
Load distribution	Make sure cargo weight is properly distributed	<b>X</b>	

## **General Maintenance**

### **Brakes**

Your trailer brakes must be inspected and serviced every three thousand miles or once a year. Remember the more you use it the more you will want to have your brakes checked.

### **Coupler**

Check your coupler before every trip. Look to see if there are any cracks and that the locking mechanism is in proper working order.

### **Lug Nuts**

Check lug nut tightness before your first trip, after 50 miles, 75 miles and 150 miles. You will want to recheck at least every 3 months or 3000 miles.

### **EZ Lube Hubs**

#### **Procedure for greasing and adjusting bearings**

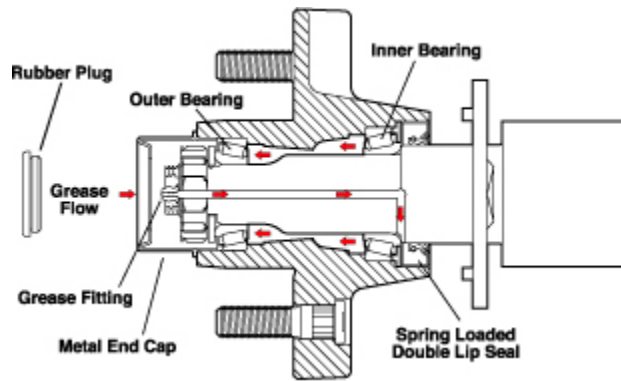
The number one cause of axle vibration and /or failure is insufficiently greased or improperly tightened wheel bearings. This problem can easily be avoided by simply following the procedures on this page. It is important that this is done after the first 50 miles and every 2000 miles or annually, which ever comes first.

Your axle is equipped with the Dexter E-Z lube feature. The bearings can be periodically lubricated without removing the hubs from the axle. This feature consists of axle spindles that have been specially drilled and fitted with a grease zerk in their ends. When grease is pumped into the zerk, it is channeled to the inner bearing and then flows back to the outer bearing and eventually back out the grease cap hole. The E-Z Lube feature is designed to allow immersion, without the need for repacking bearings.

The procedure is as follows:







1. Remove the rubber plug from the end of the grease cap.
2. Place a standard grease gun onto the grease zerk located in the end of the spindle. Make sure the grease gun nozzle is fully engaged on the fitting.
3. Pump grease into the zerk. The old, displaced grease will begin to flow back out the cap around the grease gun nozzle.
4. When the new, clean grease is observed, remove the grease gun, wipe off any excess, and replace the rubber plug in the cap.

**Note:** If hubs are removed from an axle with the E-Z Lube feature, it is imperative that the seals be replaced before bearing lubrication. Otherwise, the chance of grease getting on brake linings is greatly increased.



## Tires and Wheels

Always check your tire pressure before using your trailer. When checking tire pressure, always check when tires are cold. If you are not sure of proper pressure, you can find it on the sidewall of your tires and / or on the VIN tag of your trailer. DO NOT change your tire pressure for the load of the trailer. If you do, it can cause excessive tire wear and even a blowout.

Wear Pattern	Cause	Action
	<b>Center Wear</b>	Over Inflation
	<b>Edge Wear</b>	Under Inflation
	<b>Side Wear</b>	Loss of camber or overloading
	<b>Toe Wear</b>	Incorrect toe-in
	<b>Cupping</b>	Out-of-balance
	<b>Flat Spots</b>	Wheel lockup & tire skidding



### **Maintenance Record**

<b><u>Date</u></b>	<b><u>Service Provided</u></b>	<b><u>Miles</u></b>

# ***Excalibur Trailers***

***35 Hale Rd.***

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***L6W 3J9***

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