



# owner's ski & manual wakeboat trailers



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## Your Easytow Boat Trailer

Congratulations on purchasing an Easytow Boat Trailer. Your trailer is well known for its high quality design, manufacture and component parts. And with a little care it will provide you with years of trouble free towing.

This manual describes the operation and components of your trailer. Before using your trailer please familiarise yourself with the contents, suggestions and cautions in the manual and in particular the checklist for care and maintenance. This will help you to obtain the maximum pleasure from your boating experience and avoid endangering yourself and others.

A little care and attention at the right time will ensure your Easytow Boat Trailer remains in top condition.

Your Easytow Boat Trailer has been custom designed and manufactured. Its configuration and equipment are specific to your boat / vessel. You cannot, therefore, base any claims on the data, illustrations or descriptions shown in this Owner's manual.

The Owner's Manual is part of the trailer. You should keep it and pass it on to the new owner if you sell the trailer. It also recommended to check our website each season as you may find information in future editions and our news articles helpful.

Please consult an Easytow Boat Trailer dealer or contact our Head Office directly if you have any questions.

## Your Easytow Boat Trailer

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We wish you happy boating and trouble free towing – from Easytow Boat Trailers.



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## Pre-Delivery

All Easytow trailers require a certain level of pre-delivery checks and/or adjustments **prior** to their first use. Depending on your specific trailer/boat model combination, the extent of these checks and/or adjustments can vary. You should check your towing package to ensure these checks/adjustments have been completed and constantly monitor/check these areas through the trailer's life. If you think that these points have not been addressed, please bring it to the attention of your dealer.

### Pre-Delivery Checklist

1. Boat is fitted correctly to the trailer

√

This includes (but is not limited to) winch post position and height, and any adjustable rollers or adjustable timbers. Some 'un-jigged' trailers can have significant adjustable parts that must be fitted to the boat correctly to validate your warranty and to allow the trailer to operate properly.

#### **Warning**

*Special attention should be paid to your winch post adjustment. When adjusted correctly there should be a significant amount of shaft still in the winch post base. If for some reason this is not the case, please contact your dealer immediately for guidance. If you need further assistance, please contact our office directly.*

2. Coupling is greased

√

This applies to mechanical or hydraulic override brakes.

## Pre-Delivery

### Pre-delivery Checklist (continued)

3. Wheel nuts are tightened to 108Nm (80lbf-ft) ✓
4. Boat is securely tied to trailer ✓  
Check that all straps are securely fastened. The boat should be tied down at both the rear and the front. *The winch strap is purely for launching and retrieving your boat. It is not a tie down; excessive pressure on this strap can result in damage to your winch which is not covered by warranty.*
5. Load is within maximum carrying capacity ✓
6. Tyres are properly inflated ✓
7. All lights are working correctly ✓
8. Brakes are properly adjusted and working (if fitted) ✓  
*If your trailer is fitted with Dexter brakes, these units are tested on every trailer before they leave the factory. Almost all issues with Dexter brakes are car related.*



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## Operating Safely

### Before Each Journey

When you take delivery of your trailer and prior to each journey, you should conduct a 'Before Each Journey' safety inspection. The inspection items are shown in the 'Before Each Journey Safety Checklist'. Never tow your trailer before satisfying yourself that each item has been properly checked.

When purchasing your trailer ask your dealer or the previous owner to show you how to perform these safety checks. These simple inspections will help you avoid towing problems and possible injury to yourself and others.



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## Operating Safely

### Before Each Journey Safety Checklist

1. Coupling and tow ball are same size √  
The cup on the coupling should fit completely over the tow ball and when fitted should not have more than 5mm play or movement between the cup and the ball.
2. Coupling and safety chains are safely secured to tow bar √  
Safety chains attached to the trailer should be connected to the tow bar with a rated 'D' shackle. ***Do not attach the safety chains to towing vehicle with any other device***
3. Wheel nuts are properly tightened √  
Trailer wheel nuts have a tendency to loosen more readily than those on a car which has shock absorbers.
4. Boat is securely tied to trailer √  
Check that all straps are securely fastened. *The winch strap is purely for launching and retrieving your boat - it is not a tie down.*
5. Load is within maximum carrying capacity √  
Check VIN plate for carrying capacity.
6. Tyres are properly inflated √  
Check VIN plate for inflation pressure.

## Operating Safely

### Before Each Journey Safety Checklist (continued)

7. All lights are working √  
Check both right and left indicator lights, tail lights and brake lights.
  
8. Guide Poles √  
Remove guide poles before towing if their width exceeds trailer maximum width requirements (2500mm).
  
9. Brakes are properly adjusted and working (if fitted) √  
If your trailer is fitted with Dexter brakes, a quick visual check of the Dexter reservoir is recommended to ensure you Dexter does not run out of brake fluid.

## **Operating Safely**

### **Regular Maintenance**

Your Easytow Boat Trailer has been designed and manufactured to give you trouble free towing. The component parts are high quality and conform or exceed Australian Standard requirements. To keep the trailer in top working order, simple, regular maintenance should be performed.

The maintenance to be performed on each component is described in the 'Components' section of this manual. Some maintenance should be performed semi annually and some annually. It also notes which maintenance functions should be performed by qualified technicians and which functions you may consider performing yourself.

The service logs provide a maintenance checklist and can be used to record a history of the maintenance performed. The checklist provides a prompt of what items are to be maintained, when they are to be maintained and what maintenance is to be performed.

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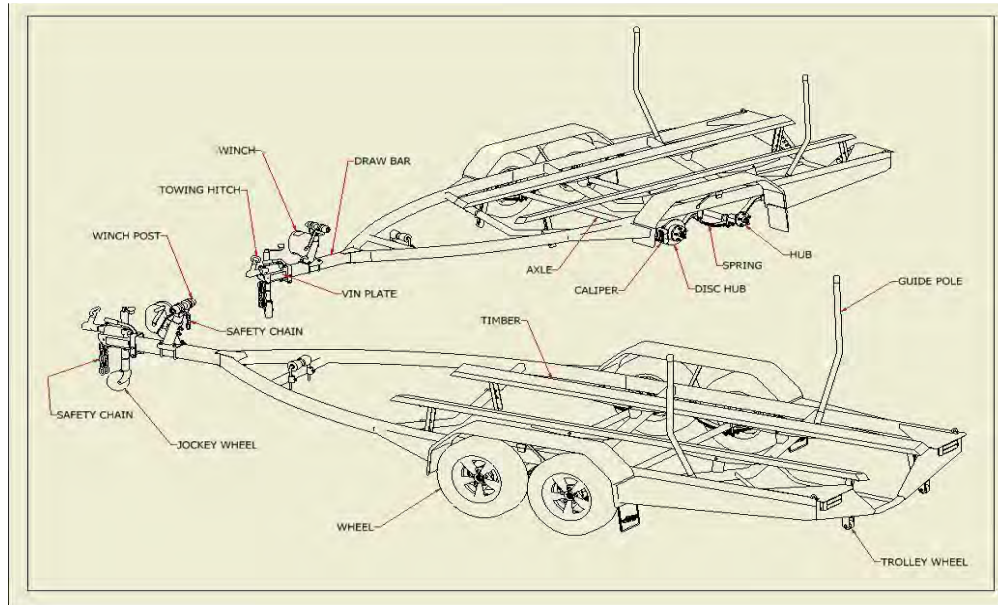
## Operating Safely

### After Launching and Retrieving Checklist

1. Chassis is washed √  
Wash boat and trailer at the ramp after salt water immersion.  
Ensure the water drain holes are free of blockages.
  
2. Carpet (where fitted) is hosed √  
Remove sand and dust from fibres.
  
3. Brakes (if fitted) are flushed and dried √

# Components

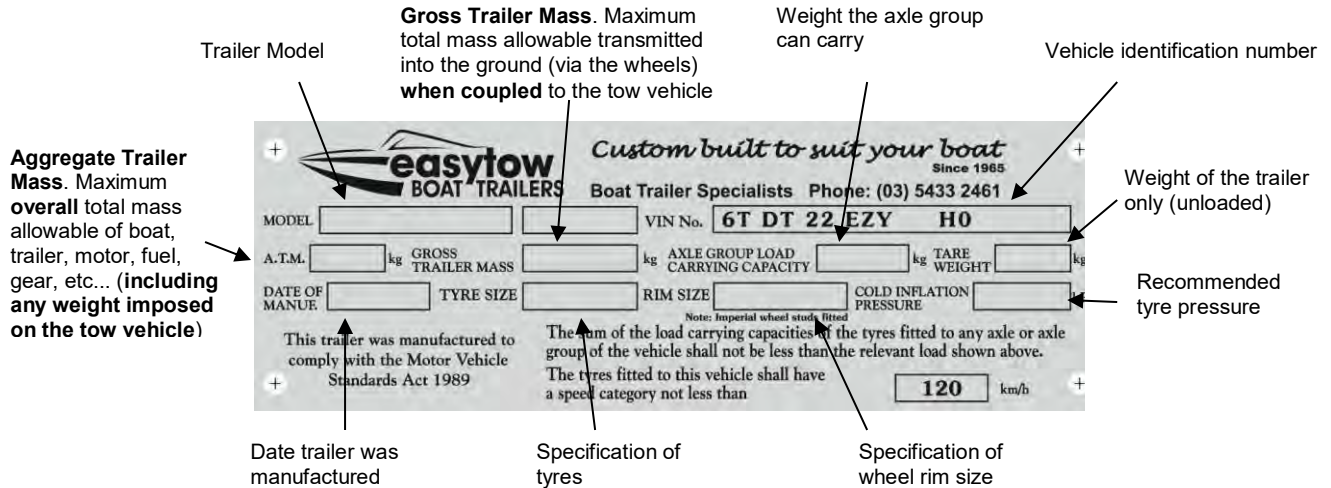
Figure 1 – Trailer Components



# Components

## VIN Plate

The VIN plate contains the trailer's vehicle identification number. It also carries information about the trailer including gross weight and wheel specifications. The VIN plate is riveted to the drawbar at the front of the trailer. It is your responsibility to familiarise yourself with the information on the VIN Plate and ensure that the total load on the trailer is within the G.T.M. and A.T.M. parameters.



## Components

### Chassis

#### Frame

A distinctive feature of all Easytow Boat Trailers is the high quality and strength of the trailer frame. The side rails are manufactured to reduce distortion and formed to fit the contours of your boat.

All the steel trailer frames are manufactured from high grade, custom rolled steel sourced from Australian mills and conforming to Australian Standards.

For ski boat trailers there are three finishes available – painted over bare metal; galvanised or painted over galvanising.



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## Components

### Chassis

#### i) Painted over Bare Metal

Trailers painted with a 'painted over bare metal' finish have been prepared with an undercoat and four (4) top coats of automotive 'two (2) pack' paint directly applied to the steel. To provide strong bonding, the bare metal is sandblasted prior to applying the undercoat.

These trailers have been made for fresh water use only and should be stored with the front of the trailer highest so that any water can drain out the rear of the side rails.

### ***Maintenance***

#### *As Required*

*Touch up any stone chipping immediately. Once moisture gets on to the bare steel corrosion will start.*

### ***Warning***

*The life of the trailer will be substantially shortened and warranty will be voided if used in salt or brackish water. Washing the trailer after use will not help as the salt water will have already done the damage.*



## Components

### Chassis

- i) Painted over Bare Metal

#### ***Warning***

*Special attention should be given to your boat's fuel level and breather especially on hot days. As fuel expands with heat, overfilling your tank can result in fuel expelling out your fuel breather.*

*Fuel left unattended constantly dripping and drying on a painted trailer is dangerous and can have a negative effect on the finish of the trailer (and boat decals). Trailers parked on excessive angles can have the same consequence as an overfilled tank.*

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## Components

### Chassis

#### (ii) Galvanized

Galvanising is an industrial process that covers the trailer (and parts) with a protective zinc coating. The zinc provides a 'sacrificial' protection to the metal frame. Instead of the steel rusting, the zinc is 'sacrificed' to the corrosion process first through a cathodic reaction. This process takes many years and does not require that the zinc completely cover the steel to provide protection.

The zinc, itself, will react with the environment to form a white powder (this reaction begins within a week of the trailer being manufactured). This white powder is called calcium carbonate and it protects the zinc from the elements. It can be removed by a wire brush or washing with a dishwashing detergent but it is best left on.

As galvanising involves hanging and dipping the frame and parts in to molten zinc, the thickness of the zinc coating can vary slightly. Any large lumps and burrs are removed but the varying thickness is left otherwise the presentation of the finished trailer would appear worn.

Even though these trailers have been made for extra corrosion protection they should be stored with the front of the trailer highest so that any water can drain out the rear of the side rails.

Refer 'The Galvanising Process' in the appendix.

## Components

### Chassis

(ii) Galvanized

### ***Maintenance***

*Every launch / retrieval*

*Wash boat and trailer at the ramp after salt water immersion to prolong the life of the trailer. Even salt residues dripping from the boat onto your trailer will cause a reaction with the zinc surface whilst drying.*

*Dry trailer before garaging in an enclosed space. One of the biggest causes of zinc deterioration is washing your trailer and garaging it whilst still wet.*

*Ensure the water drain holes underneath the cross members are not blocked so the water can drain freely.*

## Components

### Chassis

#### (iii) Painted over Galvanising

Trailers finished with paint over galvanising combine the attraction of a painted finish with the protection of galvanising.

Galvanising is an industrial process that covers the trailer (and parts) with a protective zinc coating. The zinc provides a 'sacrificial' protection to the metal frame. Instead of the steel rusting, the zinc is 'sacrificed' to the corrosion process first through a cathodic reaction. This process takes many years and does not require that the zinc completely cover the steel to provide protection.

Refer 'The Galvanising Process' in the appendix.

Once galvanised, the trailer and parts are prepared and finished with an undercoat and four (4) top coats of automotive 'two (2) pack' paint. These are applied directly to the galvanised steel.

Even though these trailers have been made for extra corrosion protection they should be stored with the front of the trailer highest so that any water can drain out the rear of the side rails.

## Components

### Chassis

(iii) Painted over Galvanising

### **Maintenance**

*Every launch / retrieval*

*Wash boat and trailer at the ramp after salt water immersion to prolong the life of the trailer.*

*Ensure the water drain holes underneath the cross members are not blocked so the water can drain freely.*

### **Warning**

*Special attention should be given to your boat's fuel level and breather especially on hot days. As fuel expands with heat, overfilling your tank can result in fuel expelling out your fuel breather.*

*Fuel left unattended constantly dripping and drying on a painted over galvanized trailer is dangerous and can have a negative effect on the finish of the trailer (and boat decals). Trailers parked on excessive angles can have the same consequence as an overfilled tank.*

## Components

### Chassis

### Carpet

On some trailers marine carpet is used to cover trailer infills and boat skids. The marine carpet should last for many years.

Figure 2a – Carpet on Timber Skids



Figure 2b– Carpet Covered Infill



## **Components**

### **Chassis**

Carpet

### ***Maintenance***

*Every four / five (4/5) launches*

*Hose down the carpet to remove sand and dust from the fibres*

### ***Warning***

*Do not winch your boat over carpet as dust and sand particles can scratch the hull, and/or burn the carpet. Damage caused by winching over the carpet or burnt carpet is not covered by any warranty.*

## Components

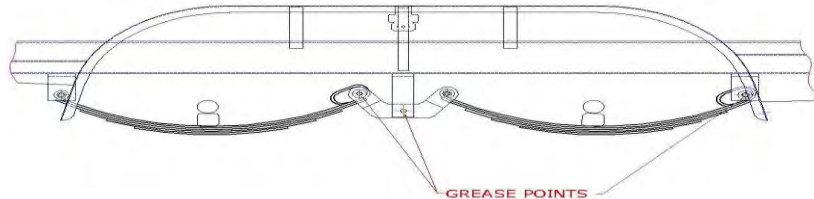
### Axle Assembly

#### Axles

Easytow uses a combination of either solid Duraflex axles or Duraflex / RHS axles in order to minimise the tare weight of your trailer. All Easytow axles are rated to comply with the gross trailer mass rating of your trailer

#### Springs

**Figure 3a – Rocker Roller Springs**





## Components

### Axle Assembly

#### Springs

The springs can be either slipper leaf and/or rocker roller springs.

Rocker roller springs are bolted to the trailer frame at both ends. The more complex 'double jointed' design allows the springs to flex under load without sliding. They are used on larger trailers.

Rocker roller springs have three (3) greaser points each side.

For slipper leaf springs, one end is bolted to the trailer frame while the other end is unattached but sits in a spring hanger welded on the frame. This enables the springs to slide back and forth while carrying the weight of the boat

#### **Maintenance**

*Every six (6) months*

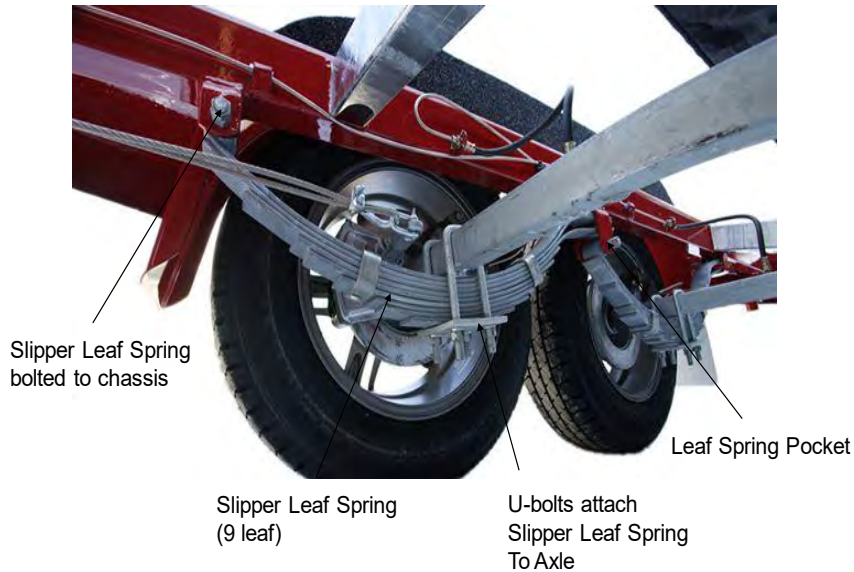
*Tighten the u-bolts which connect the axles to the springs. If you have been towing off-road or over unsealed roads, the tightness of the u-bolts should be checked more regularly. Replace worn shackle bolts on springs and any broken or rusted spring leaves. Grease rocker roller spring grease points.*

## Components

### Axle Assembly

Springs

Figure 3b – Slipper Leaf Spring



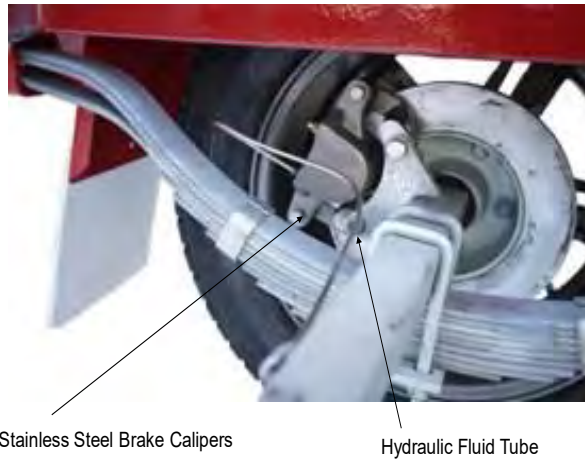
## Components

### Brakes

The load / weight rating of the trailer determines if brakes are fitted or not and, if fitted, the type of braking system installed. (Refer Appendix 1 – Australian Design Rules)

#### Hydraulic Brakes

Figure 4 – Hydraulic Brakes



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## Components

### Brakes

#### Hydraulic Brakes

Easytow Boat Trailers fitted with hydraulic disc brakes can have one of two types of hydraulic calipers fitted.

A/ Dacromet® or galvanised calipers comprising of a coated cast iron caliper and brake pads with stainless steel backing.

B/ Stainless calipers comprise a stainless steel body and bolts with brass fittings, phenolic piston and brake pads with stainless steel backing.

The two types of calipers are interchangeable enabling Dacromet® or galvanised to be upgraded to stainless steel at a later date. The bundy tube has a 3,000 hour salt spray rating to resist corrosion. This provides a brake system that can tolerate the harsh environment of salt water with minimal maintenance.

The hydraulic brake calipers are self adjusting. However, if used in combination with an override coupling, the brake adjustment can be made by using the contact bolt on the override lever at the coupling.

## **Components**

### **Brakes**

Hydraulic Brakes

#### ***Maintenance***

*Before each Journey*

*Check brake fluid levels. No fluid means no brakes!*

*Every year*

*Change the brake fluid.*

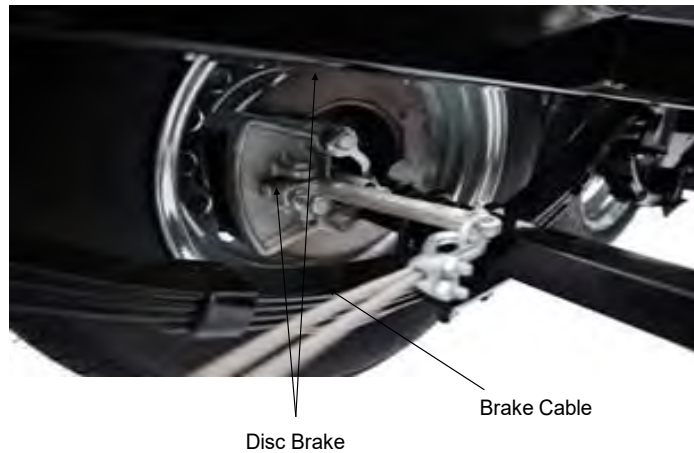
*Replace worn or corroded flexible brake lines and bundy tube.*

## Components

### Brakes

#### Mechanical Brakes

Figure 5a – Mechanical Disc Brakes



## Components

### Brakes

#### Mechanical Brakes

Mechanical disc override brakes are fitted to the majority of boat trailers rated under 2000Kg. The brakes have a galvanized body fitted with stainless steel sleeves and springs.

The calipers are operated by the stainless steel cable linked to the override coupling.

Mechanical disc override brakes must have the correct cable adjustment for the brakes to work efficiently. Adjust the brakes with your boat fully loaded on the trailer, the trailer hooked on to your tow vehicle and the combination sitting on level ground.

There should be an 8-10 mm gap between the coupling shaft and actuation lever. This is adjusted by using the cable adjuster attached to the hand brake lever. If you run out of thread shorten the cable at the caliper.

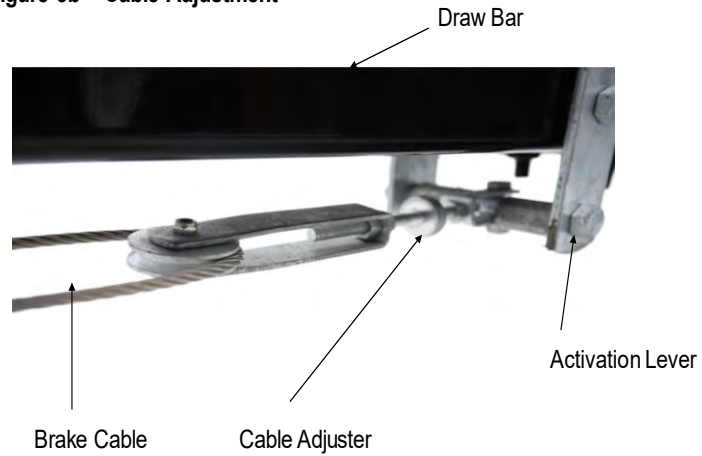
## Components

### Brakes

#### Mechanical Brakes

#### *Maintenance*

Figure 5b – Cable Adjustment





## Components

### Brakes

Mechanical Brakes

#### *Maintenance*

*Before each Journey*

*Check cable adjustment.*

*Every launch / retrieval*

*Flush out brakes with fresh water immediately (at the ramp) if they have been immersed in salt or even brackish water*

## Components

### Brakes

#### Hydraulic Disc Break Away Brakes

Dexter break away brakes are fitted to trailers with a Gross Trailer Mass (GTM) over 2000Kg. They automatically activate if the tow vehicle and trailer become detached while in transit.

Dexter brakes work off a small pump mounted in the unit on the winch post.

The tow vehicle must have an in-car controller fitted to operate the brake system.

The unit has a separate break away switch mounted on or in the draw bar close to the coupling. The break away switch has a small steel lanyard that must be connected to the safe chain anchor point on the tow vehicle. If the trailer becomes dislodged from the tow vehicle the pin will get pulled out of the break away switch and the brakes are applied. The power to run the unit, in break away mode, comes from the battery mounted beside the unit on the winch post.

See Dexter operating instructions available from [www.easytow.com.au](http://www.easytow.com.au) go to downloads.

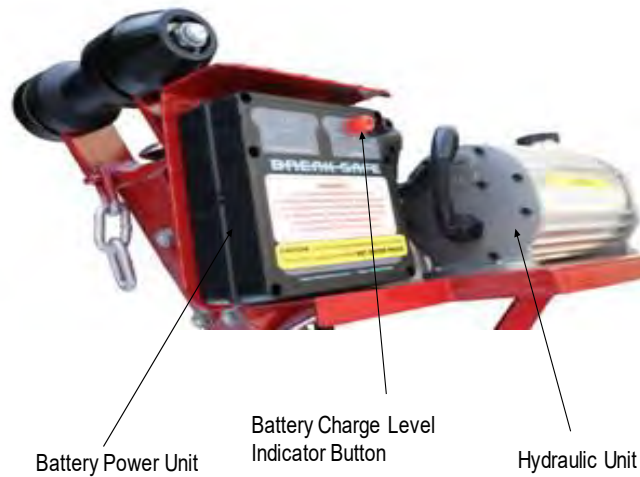
The Break Away unit should not be submersed in water, this is not covered by the manufacturer's warranty.

## Components

### Brakes

#### Hydraulic Disc Break Away Brakes

Figure 6a – Dexter Brake Break Safe Unit



## Components

### Brakes

#### Hydraulic Disc Break Away Brakes

Figure 6b – Hydraulic Disc Assembly (fitted with optional park brake)



Disc Brakes

Hydraulic Fluid Lines

## Components

### Brakes

Hydraulic Disc Break Away Brakes

### *Maintenance*

*Before each Journey*

*Check brake fluid levels. No fluid means no brakes!*

*Every year*

*Change the brake fluid.*

*Replace worn or corroded flexible brake lines and bundy tube.*



## Components

### Wheels

Easytow Boat Trailers fit alloy wheels as standard. Wheels may be either 15" or 17" in diameter. The following table gives details for each wheel size.

Wheel type	Diameter	Width	Stud pattern	PCD	Off set
Std	15"	5 1/2"	Ford	114.3	23 Positive
Upgrade	17"	7 1/2"	Ford	114.3	45 Positive

Check the VIN plate for your trailer's wheel identification.

Easytow Boat Trailers use a general trailer hub.

## Components



**Figure 7a – ET15 – 15” Wheels (Standard)**



**Figure 7b 17” Wheels (Upgrade)**

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## Components

### Wheels

#### ***Maintenance***

*Before Taking Delivery; At first 200 km; At each wheel change; After every 1000 km*

*Tighten wheel nuts*

#### ***Warning***

*Check with your wheel supplier to ensure correct fitting before purchasing alloy wheels. Some Commodore and Ford AU wheels do not seat properly against the hub face and in the after market Commodore wheels come with Metric wheel nuts. Trailers fitted with 7/16 unf wheel studs (as stated on VIN plate) may appear to fit with the metric wheel nuts but will not securely retain your wheel to the hub. This may result in the wheel falling off the trailer endangering yourself and others.*



## Components

### Wheels

#### Changing Wheels

When changing wheels on your trailer the contact point for locating the jack is under the U-bolts connecting the springs to the axle.

Figure 8 – Lift Point for Jack



## Components

### Bearings and Seals

#### Bearings and Seals

Bearings connect the axle stub to the wheel hub and allow the wheel hub to rotate freely.

**Figure 9 – Bearings**



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## Components

### Bearings and Seals

The wheel bearing combination used for your trailer is shown on the bearing sticker at the front of the trailer, generally it will be the combination listed below.

<b>Part Number</b>	<b>Description</b>
12710NSK	Outer Cup - Slimline
LM12749NSK	Outer Bearing - Slimline
L68110NSK	Inner Cup - Slimline
L68149NSK	Inner Bearing - Slimline
SESLM82120	Marine Seal - Slimline

Water in the wheel hub is the most common cause of wheel bearing failure so every endeavor must be taken to keep water out.



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## Components

### Bearings and Seals

It is good practice to carry a spare set of bearings; these are available in a vacuum pack from Easytow Boat Trailers.

### Bearing Protectors

Durahub Extreme bearing protectors are a sealed hub style bearing protector. The protector has a clear sight glass and flexible membrane fitted to the outer face of the protector.

The flexible membrane expands and contracts with various operating temperatures. The clear lens enables you to monitor the condition of the grease in the hub. If moisture appears on the inside replace the rear hub seal.

Durahub Extreme bearing protectors are available as an option on new trailers or can be purchased from our spare parts department.

### ***Warning***

*Easytow Boat Trailers recommend and use Valvoline Optimum Choice grease in the Durahub Extreme bearing protectors. The use of any other lubricant (including oil) in the Durahub voids the bearing warranty.*

## Components

### Bearings and Seals

Figure 10 – Dura Hub Bearing Protector





## Components

### Bearings and Seals

#### *Maintenance*

##### *First six (6) months*

*Wheel bearings are tensioned at the factory but they do **bed in** with use. After 6 months, a qualified tradesperson should retension the bearings to remove any slack that has occurred.*

##### *Every six (6) months*

*Inspect wheel bearings. Jack up the wheel and give it a wobble from side to side. If there is slack in the bearing tighten the axle hexagonal nut. Spin the wheel and if noisy replace the bearings.*

##### *Every year*

*Re-pack and where required replace bearings. This should be done by a qualified tradesman.*

*(When wheel bearings are replaced ensure that quality wheel bearings, seals and grease are used. Easytow recommends Valvoline optimum choice grease, Guest seals and NSK wheel bearings. When assembling the wheel hub ensure new dust caps are fitted and the dust cap is sealed to the hub with silicon.)*

## Components

### Tyres

Easytow Boat Trailers use and recommend Dunlop or Goodyear tyres and advice can be obtained from any Beaufeires store in Australia.

Inflate tyres to recommended pressure on your VIN plate or consult your dealer. Under inflation and over loading the front axle can cause uneven tyre wear.

#### ***Maintenance***

*Every year*

*Rotate tyres*

#### ***Warning***

*Excessive tyre wear on the inside of the tyres occurs if the trailer is overloaded.*

*Excessive tyre wear on both the inside and outside of the tyre will occur if the tyre is under inflated.*

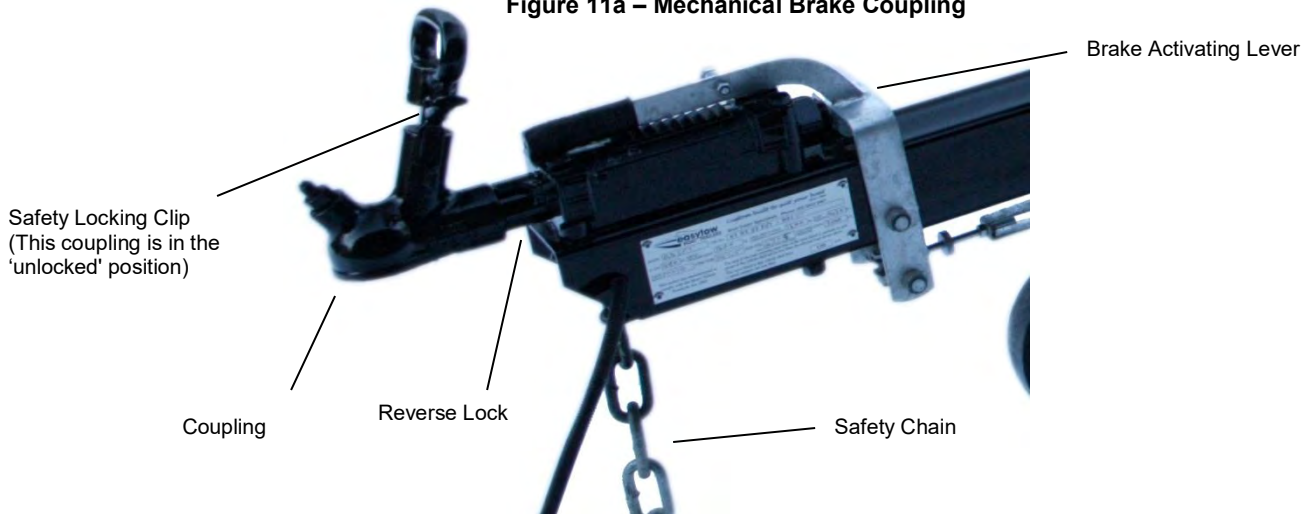
*For tandem trailers excessive tyre wear on the front tyres only will occur if the trailer is not being towed level with the towing vehicle, see 'Weight Distribution' for more information.*

## Components

### Coupling

All Easytow couplings are made to Australian Standards AS 4177.3. Couplings can come with brake fittings (either mechanical or hydraulic) or without brake fittings.

**Figure 11a – Mechanical Brake Coupling**



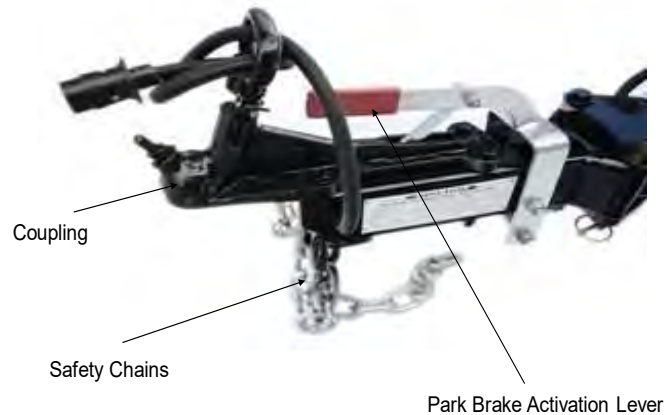


## Components

### Coupling

It is important that the coupling size match that of the tow ball. For safe towing (there should not be any more than 5mm play when the coupling is fitted over the ball).

Figure 11b – Breakaway Trailer Coupling (fitted with park brake)





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## Components

### Coupling

To connect the coupling to the tow ball place the coupling directly over the tow ball, pull up the coupling handle and then let the coupling slide down over the ball.

The coupling handle has provision for a safety locking clip.

### ***Maintenance***

*Every six (6) months*

*For mechanical and hydraulic brake couplings;  
Grease the coupling using the two grease nipples with one or two pumps of grease.*

### ***Warning***

*Ensure that the safety locking clip does not get caught in the handle and hold the handle plunger extended. The coupling and ball will detach in transit causing damage to towing vehicle and trailer and possible injury.*

*Override couplings have a 'reverse lock' mechanism that needs to be engaged when reversing your trailer. Ensure that the 'reverse lock' is disengaged prior to towing your trailer again otherwise your brakes will not operate.*

## Components

### Jockey Wheel

Jockey wheels are provided to assist in lifting the trailer on and off the tow ball and for a small amount of movement sometimes required to position the coupling and tow ball.

If maneuvering the trailer, lower the jockey wheel almost as far as possible to reduce stress on the shaft. The standard jockey wheel is designed to conform with ADR tow ball heights. If you have an excessively low or high towing position, this can lead to trailer damage - see 'Weight Distribution'. If you do need minor height adjustment in your jockey wheel, an adjustable Fulton version can be purchased as a spare part.

Figure 12a – Standard Swing Up Jockey Wheel



Figure 12b – Fulton Adjustable Height Jockey wheel





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## Components

### Jockey Wheel

#### ***Maintenance***

*Every six (6) months*

*Standard swing up*

*Lubricate jockey wheel by removing the handle and sliding out the inner tube to expose a thrust bearing and washer. Grease with a water repellent grease.*

*Fulton F2 swing up*

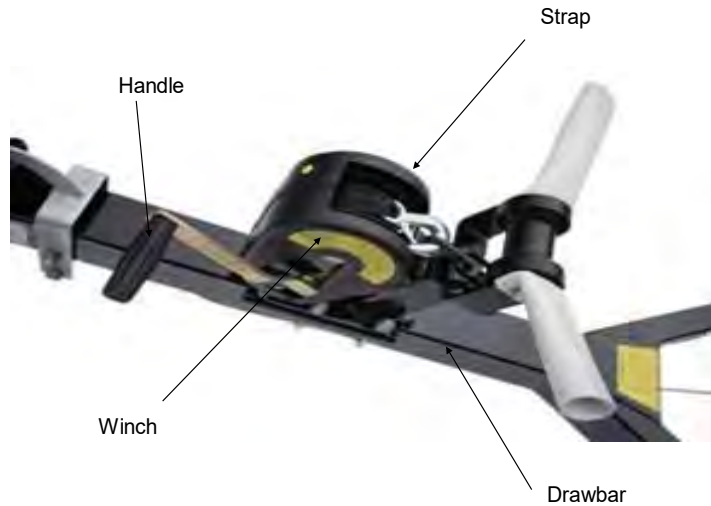
*Wash with mild soap and water along with light oil lubrication of pivot points will prolong peak performance and appearance.*

## Components

### Winch

The winch on your trailer has been calculated to match your boat size. The winch has a webbing strap which is used to load the boat on the trailer.

Figure 13 – Bolt on Winch



## Components

### Winch

#### ***Maintenance***

*Every year*

*Grease winch shaft*

#### ***Warning***

*Winches are not legally allowed to hold your boat on whilst travelling. A chain and shackle must be used.*

## Components

### Lights

LED lights are fitted standard to all trailers. For trailers over 2.1 meters wide, LED clearance lights are fitted.

**Figure 14 – LED Lights**



## Components

### Guide Poles

If ordered, guide poles assist in launching and retrieving your boat in most conditions. There are numerous different guide pole designs depending on the model of your boat. Standard guide poles come with a poly covering; additional *Wetsuit* style guide pole covers are available as a spare part.

Figure 15a – Standard Guide Pole



Figure 15b – Optional Wetsuit Covers





## Components

### Guide Poles

#### **Maintenance**

*Every twelve (12) months*

*Check the general condition of the guide poles. Some gunwales have screws that can accelerate the wear of the guide pole coverings.*

#### **Warning**

*Remove guide poles before towing if their width exceeds trailer maximum width requirements (2500mm).*

*Pay special attention to the **guide pole height** protruding out of the water when launching and retrieving your boat. If you have your trailer too far in the water (or an abnormally deep ramp), the guide pole height may decrease to a point where you can hit it with your boat causing damage. Common sense should be used in this situation – longer guide poles can be purchased via our spare parts department if your circumstances require this.*

## Weight Distribution

Easytow recommends between 5% - 10% of the complete towing package weight should be on your tow bar, i.e., if your complete towing package weighs 1,000 kg there should be between 50 and 100 kg weight on your tow ball. Always check manufacturers max load recommendations stamped on your vehicle tow bar before towing.



In conjunction with the industry '5-10%' standard, you must ensure that your towing package is on relatively level longitudinal terms – this generally relates to the tow ball height, or suspension attributes of the towing vehicle. Excessive draw bar weight; or conversely not enough weight can cause serious car, and trailer structural and safety issues.

An incorrect towing set up can void your warranty.

## Towing Guide and Tow Vehicle Set Up

To ensure safe driving conditions and optimum towing performance, it is important to correctly set up your boat and trailer package.

It is with the trailer's owner that the responsibility rests to ensure that the appropriate towing set up, load distribution, and tow vehicle are used for safe and legal towing.

There are numerous factors that need to be considered in the relation to the tow vehicle and tow set up including (but not limited to):

- Complying with the Gross Trailer Mass
- Complying with the Aggregate Trailer Mass
- Complying with the tow vehicle's Towing Capacity
- Complying with the tow vehicle's Tow Bar Capacity
- Complying with the tow vehicle's Tongue Weight Capacity
- Ensuring Tongue Weight is at the correct %
- Ensuring the Tow Ball height is correct (**which greatly effects points 1, 4, 5 & 6**)
- The amount of, and where you position gear/stowage in the boat

Please refer to our website [www.easytow.com.au](http://www.easytow.com.au) for the complete Towing Guide. This can be used as a reference to ensure you are set up to optimize safe towing. If you are unsure or need any vehicle modifications, you should seek advice from a towing/suspension specialist.

Easytow Boat Trailers has a dedicated Spare Parts department to provide backup and support for the years to come. The Spares section on our website <http://www.easytow.com.au/spares.php?id=1> provides a list of the spare parts available, and also images of the most commonly purchased items. If you have any questions about Easytow Spares, speak to your dealer, or contact us via our contact page.



# Service Logs

(Service should be performed every six months)

Service	No.: ==>	1	2	3	4	5	6	7	8
	Date:==>	/ /	/ /	/ /	/ /	/ /	/ /	/ /	/ /
<b>(i) Axle Assembly</b>									
(a) Tighten the u-bolts									
(b) Replace worn shackle bolts									
(c) Replace broken or rusted spring leaves									
(d) Grease rocker roller spring grease points									
<b>(ii) Brakes</b>									
(a) Refer separate operators manual <i>(Hydraulic Disc Break Away Brakes only)</i>									
(b) Full Service <i>(Electric Drum Brakes only)</i>									
(c) Change the brake fluid <i>(Hydraulic brakes only)</i>									
(c) Replace worn or corroded flexible brake lines and bundy tube <i>(Hydraulic brakes only)</i>									
<b>(iii) Wheels</b>									
(a) Tighten wheel nuts									
<b>(iv) Bearings and Seals (re-tension after first 6 months)</b>									
(a) Repack bearings and seals <i>Replacement required?</i>									
<b>(v) Tyres</b>									
(a) Rotate Tyres									
<b>(vi) Coupling</b>									
(a) Grease the coupling <i>(mechanical and hydraulic brake couplings only)</i>									
<b>(vii) Jockey Wheel</b>									
(a) Lubricate with water repellent grease									
<b>(viii) Winch</b>									
(a) Grease winch shaft									
Service not required ==>									

# Service Logs

(Service should be performed every six months)

Service	No.: ==>	9	10	11	12	13	14	15	16
Date:==>		/ /	/ /	/ /	/ /	/ /	/ /	/ /	/ /
<b>(i) Axle Assembly</b>									
(a) Tighten the u-bolts									
(b) Replace worn shackle bolts									
(c) Replace broken or rusted spring leaves									
(d) Grease rocker roller spring grease points									
<b>(ii) Brakes</b>									
(a) Refer separate operators manual <small>(Hydraulic Disc Break Away Brakes only)</small>									
(b) Full Service <small>(Electric Drum Brakes only)</small>									
(c) Change the brake fluid <small>(Hydraulic brakes only)</small>									
(c) Replace worn or corroded flexible brake lines and bundy tube <small>(Hydraulic brakes only)</small>									
<b>(iii) Wheels</b>									
(a) Tighten wheel nuts									
<b>(iv) Bearings and Seals(re-tension after first 6 months)</b>									
(a) Repack bearings and seals <small>Replacement required?</small>									
<b>(v) Tyres</b>									
(a) Rotate Tyres									
<b>(vi) Coupling</b>									
(a) Grease the coupling <small>(mechanical and hydraulic brake couplings only)</small>									
<b>(vii) Jockey Wheel</b>									
(a) Lubricate with water repellent grease									
<b>(viii) Winch</b>									
(a) Grease winch shaft									
Service not required ==>									

## **Appendix 1**

### **Australian Design Rules**

#### **Braking**

Trailer up to 750 kg Gross Trailer Mass – no brakes required (i.e. boat on your trailer fully loaded).

Trailers 750 kg up to 2,000 kg GTM – brakes on at least one axle. “Efficient” over-run brakes acceptable.

Trailers 2,000 kg up to 4,500 kg GTM – brakes on all wheels, independent brakes (electric/power assisted brakes with control from the driver whilst in driver’s seat) with breakaway system to automatically apply trailer brakes fully for at least 15 minutes.

#### **Lighting**

All lights must comply with ADR requirements and provide an ECE approval mark on each lamp. (All lights used by Easytow Boat Trailers have this).

#### **Safety Chain**

The safety chain must comply with Australian Standard 1872 – 1976.



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## Appendix 1

### Coupling

The coupling must comply with Australian Standard D18 – 1968.

More information can be found from the Commonwealth Department of Transport and Regional Services.



## Appendix 2

### Galvanising

Galvanising is an industrial process that bonds zinc to the trailer and its parts. It is achieved by hanging the trailer frame and parts from wires, chemically treating them and then lowering them into a bath of molten zinc.

The process is designed to cover 100% of the trailer with a 55-70 micron coating of zinc inside and out. The thickness of the coating relates to the gauge of the material.

Galvanising is an industrial finish and although Easytow Boat Trailers strive for the best finish possible it is not as clean and smooth as a painted trailer. Currently all Easytow Boat Trailer trailers are single dipped in the deepest and most modern galvanising plant in Victoria.

Once the trailer is dipped it starts to age, evidence of this is a white powder forming on the trailer. This powder is called calcium carbonate and it protects the zinc from the elements. It can be removed by a wire brush or washing with a dishwashing detergent but it is best left on.

Trailers are galvanised to Australian Standards and these standards state the sum total of any uncoated area shall not exceed .5% of the total surface area or 250 sq cm, whichever is the lesser and no individual uncoated area shall not exceed 40 sq cm. It is quite common for blind spots to be left uncoated. This is normal and still meets Australian Standards. Usually these spots are not seen as they are mostly underneath the trailer and painted with a zinc rich paint so unnoticeable. Zinc is

self sacrificial which means if a hole is drilled through the trailer the surrounding zinc will cathodically protect the uncoated area.

It is recommended that you wash your boat and trailer at the ramp after salt water immersion to prolong the life of the trailer. Even salt residues dripping from your boat onto the trailer causes a reaction with the zinc surface whilst drying. One of the biggest causes of zinc deteriorations is washing your trailer and garaging it whilst still wet, your trailer needs to be fully dry before storing your boat in an enclosed space.

More information can be found at the Galvanising Association of Australia's website: [www.gaa.com.au](http://www.gaa.com.au).

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## Warranty

From time to time issues can arise, whether it be 'purchased in' items or items fabricated at our factory. To deal with this Easytow has a set warranty procedure that is in place to manage any warranty issues efficiently. Please contact your Easytow dealer that you trailer was purchased from in order to trigger your warranty request.

### 1. 12 Month Warranty

Subject to clause 3 and 4, Easytow warrants new Easytow boat trailers and their components to be free from material defects for 12 months from the earlier of: the date of purchase by end user from the distributor, or 12 months of the invoice date from Easytow to the distributor. For the avoidance of doubt, the commencement of all warranty related periods in this statement will be calculated in accordance with this clause.

- (a) Easytow will at its discretion repair or replace trailers if they fail to function properly during the warranty period. Warranty service will include all labour as well as any necessary adjustments and/or replacement of faulty parts as Easytow considers necessary.
- (b) Easytow must be notified of any defect before repair work is undertaken. All trailers requiring servicing must be (at Easytow's discretion) returned to Easytow or to an authorised dealer at the cost of the purchaser. Proof of the date of purchase will be required with any request for warranty repair.

### 2. Coverage

Subject to clause 4 this warranty is extended to the original purchaser only and does not extend to any other persons to whom the trailer may be transferred. This warranty covers the trailer only and is not extended to items such as boats, motors or towing vehicles even if caused by a defect in the trailer.

### 3. Exclusions

Subject to clause 4:

- (a) To the extent permitted by law including the ACL, Easytow makes no express or implied warranties as to merchantability and fitness for a particular purpose, or that the trailer will meet the purchaser's requirements. The

trailer is provided to the purchaser by description and in accordance with specifications agreed between Easytow and the relevant dealer.

- (b) Easytow's warranty under 1(a), including any warranty made by Easytow for a period of more or less than 12 months with regard to specific trailer components, does not apply and Easytow will have no liability to the extent that the malfunction or defect is caused by:
  - (i) use or operation of the trailer other than in accordance with the User's Guide;
  - (ii) use of the trailer in a manner or for a purpose not contemplated by Easytow;
  - (iii) modification, alteration, repair or overloading of the trailer in a manner not contemplated by Easytow;
  - (iv) damages, failures or corrosion from environmental conditions,
  - (v) fair wear and tear;
  - (vi) lack of, or incorrect pre-delivery checks/adjustments;
  - (vii) continual use when an area of fault has been identified; or
  - (viii) or for any indirect or consequential loss arising due to such malfunction or defect.
- (c) Easytow warrants the trailer frame and its fabricated steel components to be free of structural or welding defects for a period of 3 years.
- (d) Easytow warrants the trailer coupling to be free from defects for a period of 2 years.
- (e) Easytow warrants the following components to be free from defect for a period of 12 months:
  - (i) brakes;
  - (ii) carpet, excluding burning and its general wear and tear;
  - (iii) galvanizing for protection against red rust, and excluding the cosmetic appearance of the galvanized surface;
  - (iv) paint work, unless painted trailers are taken in or near salt water without being painted over galvanizing in which case no warranty applies;
  - (v) rollers;
  - (vi) springs, with the labour costs of replacement excluded from warranty;
  - (vii) timber bearers;
  - (viii) wheels; and
  - (ix) winch, excluding the reverse catch.
- (f) The following components are provided on 12 month warranty but only on the terms of their relevant manufacturer's warranty which is available on request from Easytow:
  - (i) axles;
  - (ii) hubs;
  - (iii) jockey wheels;
  - (iv) Dexter and Brakesafe, with the warranty not extending to defects if immersed in water; tyres, for faulty tyres only;

- (g) Easytow warrants the following components to be free from defect for a period of 6 months:
- (i) bearings; and
  - (ii) break away battery.
  - (iii) lights.
- Where lights are defective they will be replaced only, and labour costs for fitting will not be paid.
- (h) Easytow warrants the following to be delivered free from manufacturing defects:
- (i) winch reverse catch.
- If the components named in this part (h) are defective on delivery, they will be re-supplied and fitted free of charge provided Easytow is notified of the defect within 7 days of delivery of the trailer by the purchaser to the authorised dealer.
- (i) Any representation, warranty, condition or undertaking that would be implied in this warranty statement by legislation, common law, equity, trade, custom or usage is excluded to the maximum extent permitted by law (including the ACL).
- (j) Nothing in this warranty statement excludes, restricts or modifies any condition, warranty, right or remedy conferred on the purchaser by the Australian Consumer Law, Schedule 2 of the *Competition and Consumer Act 2010 (Cth)* (**ACL**) or any other applicable law that cannot be excluded, restricted or modified by agreement.
- (k) Except where we fail to meet a consumer guarantee under the ACL and notwithstanding any other provision of these Terms we are not liable to you for indirect, incidental, special or consequential damages including any loss of profit. These Terms set out the entire agreement between you and us. To the extent permitted by the ACL and other applicable law, all implied terms (not including any consumer guarantees) are excluded

#### 4. Australian Consumer Laws Warranties

Our goods come with guarantees that cannot be excluded under the ACL. To the extent provided for by the ACL, you are entitled to a replacement or refund for a major failure and compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.