

LAZY-LOWDER

Ground Loading Trailers

USER HANDBOOK



Congratulations. You are the proud owner of the New LAZY-LOWDER ground loading Double Bike Trailer. Safe and convenient to operate, all on your own.

Your LAZY-LOWDER is the result of over 20 years of production. Many improvements have been made to make your trailer more reliable and your journeys as enjoyable as possible.

We wish you many years of safe motoring.

FOR YOUR SAFETY

Please note there are a few safety instructions to be aware of:

Ensure that the wheel-nuts are tight

So often you find trailers on sidings with loose wheels.

Never overload the trailer.

When this happens the suspension can no longer operate properly. This may result in damage to the trailer and could cause it to malfunction and become dangerous.

Do not immerse in salt water.

This trailer is NOT designed for maritime use and saltwater may cause premature wear.

Ensure that the tow-ball, the trailer and load are properly secured.

If the trailer should come adrift from the towing vehicle, a hazardous situation can easily develop. Check your load regularly. If you notice that your load has shifted or that there are unusual sounds coming from the trailer. Immediately, STOP and inspect that everything is properly stowed, secure and you are good to go.

Ensure the load is secure before lifting the platform.

Wheel chocks are ONLY intended to hold the motorcycle while attaching strap tie-downs. NOT as a sole means of securing the motorcycle for transit.

Operate the winch carefully

Lowering the platform onto a living beings or fragile objects could cause damage or injury.

Ensure that the jockey wheel is stowed before leaving

Notice that the drawbar is fitted with a special hook to hold the jockey-wheel while in transit.

Be cautious - NEVER be in a hurry when operating the trailer

Accidents often happen through not securing trailer and load or not being fully aware when reversing the trailer. Take a moment to walk round the trailer when leaving to make sure there are no hidden obstacles or children about.

Please make sure to take the trailer size into account and that your path is clear.

"It not good practice to aim and hope for the best!"

Allow extra time to clear an intersection and keep longer following and stopping distances.

Never yank the steering wheel while traveling at speed. This may cause you to lose control. Driving smoothly and carefully makes travelling a dream and ensures both you and your load, arrive safely.

THE MOVING PARTS

Trailer Coupling

The trailer coupling is designed to fit a standard 50mm tow-ball. To be sure that it is properly engaged, pull the trigger fully while coupling. Now rattle the drawbar up and down to check that it is secure. There should be little movement.

Jockey Wheel

The swivel mechanism is locked by turning the handle firmly, fully clockwise. Next place the Jockey wheel on the hook, tightening the clamp provided to prepare for transit.

Security Chain

The safety chain must be attached to the towing vehicle using a D-Shackle. If the trailer should come adrift, this can prevent extensive harm.

7 Pin Flat Electrical Plug

The plug connects the lights to the towing vehicle. Notice the 2 lugs under the plug. To prevent the plug from falling out while travelling, these lugs engage with the socket cover on the towing vehicle. Before setting out, always ensure that all the lights operate correctly.

BEWARE : The Rampless. LAZY-LOWDER HAS a low profile and we do want to be clearly visible to vehicles that are following us.

Hand Winch

The hand winch allows controlled raising and lowering of the platform. When raising the platform, a loud clicking sound can be heard. This indicates that the winch is locked. So, if you stop winding the winch, the platform will still be secure. The platform is lowered by rotating the handle anti-clockwise. The brake is engaged but when it clicks it is actually locked.

Platform Latches

There are 2 platform latches, front left and right, located under the beam. These form part of a 3 point securing system for the loading platform.

Secure tie-down points

Several tie-down points are provided on the deck for securing the load.

Wheel Chock

If your trailer is fitted with wheel chocks, these are to secure the front wheel of the motorcycle while loading and unloading. Note that the position is adjustable fore and aft. In the optimal position for a particular bike, the centre of gravity should be slightly forward of the axle.

The wheel chock cradle can also be moved to suit various size wheels. In the correct position the front wheel will be slightly raised. In this way, the weight of the bike keeps the wheel chock engaged. While you can easily ride or push the bike onto the wheel chock, you may need to rock the bike off.

Wheels

The wheel rims are secured with 19mm hex bolts.

CORRECT LOADING AND UNLOADING SEQUENCE.

LOADING

NOTE : Ideally, the trailer should be on a flat surface. Avoid heavy cambers. If not coupled to a towing vehicle, the trailer wheels should be chocked to prevent the trailer rolling down the hill.

With a heavy motorcycle, it is better to load/unload facing uphill. However, your wheel-chock does need to be set correctly so that the motorcycle cannot roll out on its own.

1. Ensure that the trailer is secure from rolling away.
2. Disengage the latches, pull the handles inwards and turn to fix in the “locked open” position.
3. Rotate the winch handle counter-clockwise and lower the platform in a controlled manner.
4. Ride or push the load onto the platform with purpose, so that you have sufficient momentum to engage the front wheel chock.

If at first you don't succeed, try again. You will soon discover what is required.

IMPORTANT : *Always approach the loading platform straight-on and ensure the wheel is properly engaged in the chock before leaving the motorcycle.*

A severe road camber will reduce the locking action of the wheel chock.

If not careful, this may result in the bike tipping over.

5. Use Tie-downs to secure the load to the platform.
6. To raise the platform, ensure that the latches are still open.
7. Rotate the winch handle in a clockwise direction and raise the platform fairly tightly to the stops.
8. Twist the latches to allow the beam to engage with the drawbar. Visibly notice that the latches are all the way home.
9. Make sure the winch handle can't hit the towing vehicle in the event of jackknifing.

UNLOADING

Unloading is similar to loading except in reverse.

Remember : *Untie the load ONLY once the platform has been lowered.*

If the winch is tight, it will make it easier to disengage the latches

Videos : A demonstration [video](#) can be found at www.rampless.net

TIPS & TRICKS

SETTING OUT

Before you take off with a trailer, it's a good idea to go through a brief checklist.

1. Is the load properly secure....YES!
2. Is the Beam secure....YES
3. Is the trailer coupling secure....YES!
4. Is the jockey wheel stowedYES!
5. Is the trailer chain secure....YES!
6. Do the lights work.....YES !
7. The area is clear.....YES !

.....Good to Go!



CHANGING A WHEEL

Preferably, have the lazy-Lowder attached to the towing vehicle. Alternatively, chock the opposite wheel.

1. Loosen the wheel nuts using a 29mm wheel brace.
2. To jack up the wheel, place a block under the offset-axle on the side to be raised.
3. Lower the platform. Notice that the wheel is raised off the ground.
4. Replace the wheel and pre-tighten the wheel nuts.
5. Raise the platform and tension the wheel nuts.

While we're talking wheels, please make sure your wheel-nuts are always tightly fastened

Demonstration Video : <https://vimeo.com/277957217>

FLAPPING COVERS

Don't be tempted to put a cover over your motorcycle while towing. Even if it is a light material, it will "polish" the paintwork while it flaps and may even wear the surface away.

Use electrical or duct tape to prevent strap ends damaging your paintwork.

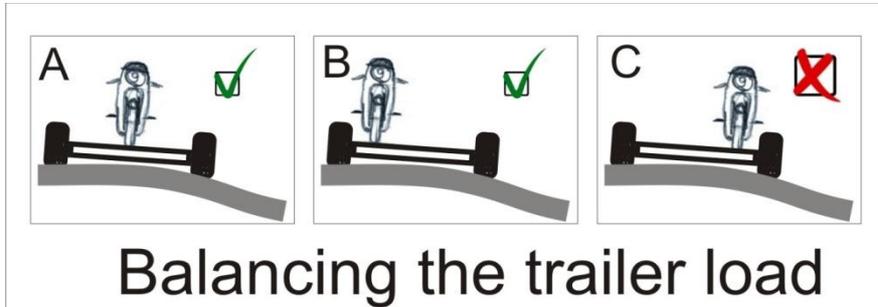
REVERSING A TRAILER

Feared by many, but there are a few simple tips.

1. Take it slow and don't be embarrassed if you need a repeat attempt.
2. If the trailer is not in line, it will get **more** out of line if you don't correct it.
(That is, if you begin to turn, even if your steering wheel is straight, because the trailer is out of line, it will continue to turn more even more sharply, as you reverse.)
3. Practice moving the trailer by hand, now imagine the tow ball is your hand.
4. If you want to straighten the trailer, you need to turn the cars wheels to the side the trailer is protruding. So, if you look in your side mirror and see the trailer, you would turn towards that mirror. Do it early.
5. Never reverse and hope for the best.
6. Avoid jackknifing the trailer. This is where you allow the trailer to turn to such an extent that it collides with the towing vehicle.
7. Worst case, you can always unhitch the trailer and move it into position.

Tip : *Make a habit of locking the jockey wheel by raising it fully and make sure the winch handle can't hit the towing vehicle should you jackknife.*

BALANCING THE TRAILER



Balancing the load on trailer both fore and aft and left and right, will make driving both safer AND more comfortable.

If it is not possible to balance the load left to right, it's better to have the load toward the centre of the road, away from the camber. (see diagram)

Balancing the trailer front to back, it is important that the centre of gravity of the load is not behind the trailer axle because this can allow the trailer sway.

The *ball weight* or *tongue weight*, is the downward force on the towball.

It should be 9 to 15% of the GVM (Gross Vehicle Mass). This means that with the trailer fully loaded, where the GVM is 750kg, the downward force on the towball should be somewhere between 65kg and 115kg.

You can adjust ball weight by moving the load backwards or forwards. For bikes, you re-position the front wheel chocks.

Note : Your towing vehicle needs to be able to handle the ball weight and in terms of braking, The towing vehicle should be at least twice the weight of the loaded trailer. If the ball weight is too high, it can make steering and stopping difficult.

TRAILER CARE

Trailers that are stored indoors or undercover will outlast those exposed to the elements.

Over time, UV from the sun is particularly damaging to paint and plastics.

A cover keeps the trailer clean and protects it from bird droppings and UV.

Make sure the wheel nuts are tight.

Latches should be greased to prevent wear and to allow smooth movement.

Hitch coupling should be kept clean and greased.

Check annually that the wheels bearings turn freely.

If the trailer will be standing for months on end, it's a good idea to jack the wheels off the ground and rotate them every few weeks. This prolongs wheel bearing life.

Storing with the loading wedges submerged in soil could cause chemical damage.

Tyre pressure should be correct for load.

Service at least once annually is recommended.

Trailers must be inspected before use, to ensure their roadworthiness.

7.

FITTING AND REMOVING ACCESSORIES

Your Lazy-Lowder is fitted with tabs welded to the frame. Each tab has a welded thread.
(This prevents water entering the frame thereby extending its life.)

Please be sure that the threads are clean and that the bolts going in are NOT cross threaded.

HOW TO CHANGE THE TAIL LAMPS

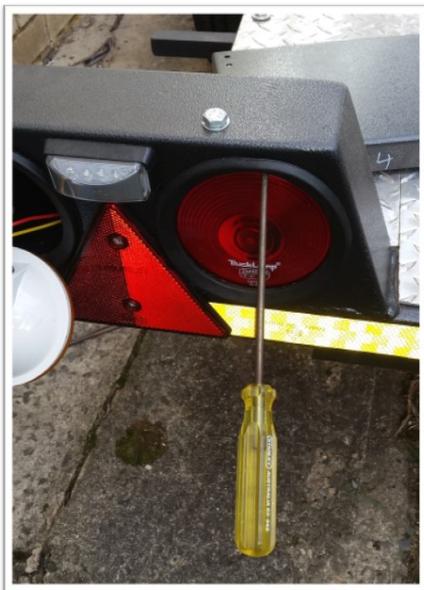
The tail lamps are standard P21W bayonet cap incandescent light bulbs.

The waterproof housing is made of quite tough plastic.

Using 1 or preferably 2 flat screwdrivers, it is fairly easy to wedge the lamp housing from its rubber grommet.

Swap out the lamp and test .

To gently force the lamp housing back into to the rubber grommet, ensure that the housing is properly located from below. Then, using your knee to push on the outside until the lamp housing is properly seated..



USEFUL TOOLS

12mm spanner fits winch handle

13mm socket will fit front wheel chocks, spare wheel brackets

17mm socket and spanner fits the fenders and suspension

19mm wheel brace fits the wheel hex bolts and spare wheel nuts

Philips #2 driver fits the connector plug

Flat screwdriver for changing tail lamps.

Touch up paint to repair scratches

Grease for latches and coupling

Penetrating oil for treating rust spots

WARRANTY

Rampless.net warrants the workmanship on their trailers for life.

Weathering, accidental damage and wear and tear are not covered.

As driver of the vehicle, you are responsible to ensure that your vehicle is safe on the road.

SPECIFICATIONS

ATM : 750kg [1650lbs]

Tare : 260kg [550lbs]

Maximum Axle load : 900kg [~2000lb]

Trailer Length : 3800mm [12.5ft]

External Width : 2060mm [6.75ft]

Load Length : 2500mm [8.2ft]

Floor Width : 1400mm [4.6ft]

Height : 680mm [2.2ft]

Wheel Rims : 13/155 Alloy

Tyres : 155/80 R13T Radial Tubeless

Tyre Pressure : 29psi [200kpa] unloaded 32psi loaded [220kpa]

Maximum recommended Speed : 120kph [60mph]

DESCRIPTION

ALL COMPONENTS ARE NEW AND UNUSED.

For maximum versatility, a strong Aluminium Deck is supplied.

The chassis is constructed of quality steel and Load bearing welds are re-enforced. The Beam is specially designed to clear 2 sets of handlebars.

The Offset Axle is re-enforced to handle all normal driving conditions and is rated for 900kg.

The Winch is braked to prevent run-away and avoid back strain while loading and unloading.

A Locking Jockey Wheel is provided with a home position for traveling.

13" Steel Wheels and 155 /80 R13T quality radial tubeless tyres ensure excellent safe-handling.

Accessories provided

A removable full Spare Wheel and Lockable Bracket.

3 removable Front Wheel Chocks with Rear Wheel Channels

Optional accessories include : Nosecone toolbox to fit Drawbar

Note : The trailer is weighed prior to fitting removable accessories. These include spare wheel plus lockable bracket and 3 sets of front-wheel chocks. The overall legal carrying capacity of the trailer will be affected by the weight of the accessories fitted at time of use.

This list is for your safety - please read

ROOKIE MISTAKES

- ❑ **Using the coupling handle in the up position to push the trailer.**
Why: It can give way and you can fall, get hurt and cause damage!
Instead : Ensure the handle is down or find another spot to push
- ❑ **Trailer not coupled**
Why : the trailer will break free when you drive away
Instead : The handle should be up to engage the ball and you should tug on the towbar to ensure it's secure
- ❑ **Cable caught in the coupling**
Why : The coupling handle can crush or cut the cable
Instead : Keep cable clear of coupling
- ❑ **Poor load/offloading spot**
Why : A heavy camber causes the bike to lean heavily.
 Facing downhill means you have to brake on the trailer or to offload uphill.
Instead : Avoid steep camber or choose flat or slight uphill.
- ❑ **Approaching chock from an angle**
Why : the wheel needs to be in line to engage the wheel chock
Instead : Approach straight-on and try to give just enough momentum to clear the cradle.
- ❑ **Load not properly secured**
Why : You could hit large bumps or potholes and lose your load.
Instead : use strong straps and include an unsprung anchor point
- ❑ **Trailer badly balanced**
Why : A poorly packed load may cause the trailer to become unstable.
Instead : Aim for a 50-80kg ball weight and a centre of gravity low down just in front of the axle
- ❑ **Jockey wheel left down**
Why : The jockey wheel or it's bracket could break away
Instead : ensure the wheel is locked in up position and properly stowed
- ❑ **Jockey wheel not locked up tight when travelling**
Why : A loose jockey wheel can unwind and be lost on the way
- ❑ **Beam not secured** - engage spring bolts
- ❑ **Jackknifing when reversing**
Why : Jackknifing may cause damage to the trailer or to the towing vehicle
Instead : Once the spring bolts are engaged, turn the handle back out of the way.
- ❑ **Swerving at speed**
Why : Swerving at speed may cause the trailer to whip violently causing fishtailing
Instead : Drive with care according to the conditions
- ❑ **Not checking the trailer** on a long journey
 (eg lights, tyre pressure, wheel nuts/load)
Why : You often see broken down trailers on the side of the road having lost wheel nuts or missing part of their load.
Instead : Stop regularly to ensure "all secure and in order"

Offloading before all clear

Why : Because there could be obstacles alive or otherwise

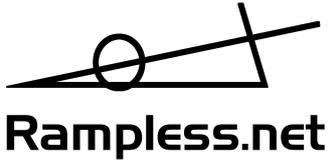
Instead : Take a moment, look behind to check

Tripping or walking into the trailer

Reversing and hoping for the best

Instead : Step out of the towing vehicle, walk around the trailer if necessary

Don't take driving instructions from an unknown or allow yourself to be rushed.



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