

FINAL CHECK

- Give rear chocks a tug thus ensuring that shoot bolts are fully engaged.
- Adjust the mudguards, which may have moved during handling.
- Ensure that the pins through the top of the king-pins are not through the locking lugs, these lugs are only used when locking the steering for reversing or towing unloaded.
- Check all the connector pins and the cross bar on the 'A' frame to see that everything is in order.

BEFORE TOWING AWAY :

- The hand brake and steering lock should both already be released and gear lever in neutral, just check again. Wind up windows and ensure doors are closed
- NOTE - it is not necessary for cars being towed forwards to have the steering locks released or for front wheel drive cars to be out of gear.

TOWING

General safety requirements and common sense should prevail. The towing vehicle should have the capacity to tow and brake the combination. The casualty axle weight must not exceed the dolly axle rating and the vehicle being towed should be adequately secured onto the dolly to the satisfaction of the driver. Never detach the trailer from the towing vehicle if it is fully laden.

Towing is very smooth, do not forget you are towing another vehicle! Stopping distances will be increased. For adverse road conditions / heavy casualty vehicle, adjust speed accordingly.

GENERAL GUIDANCE ON USE – (UK ONLY)

The tow dolly should only be used for towing broken down vehicles, proceeding to a garage for repair or storage. Always affix a lighting board to the rear of the vehicle being towed.

The above information is for general guidance only. It is a condition of sale that it is the responsibility of the user to ensure that the towing operation is correct and safe. Before towing, consider vehicle weights, unit rating, road conditions, taxation, MOT etc.

NOTE!!

Do not fit any other wheels to this unit other than those specified.
Tyres = load index 86 500 Kg. Pressures 90 –100 p.s.i. max.



STOW AND TOW TRAILER

Please follow these guidelines until familiar with the equipment.

Each 'Stow and Tow' kit is comprised of the following: -

- 1 x 'A' Frame.
- 1 x Pair of Wheel assemblies (near and offside)
- 1 x pair of extension legs (near and offside)
- 1 x pair of wheel pans (near and offside)
- 1 x inner axle
- 1 x outer axle
- 1 x pair ramps
- 1 x winch, complete with web and retaining straps.
- 1 x winch post
- 1 x pair of wheel strap assemblies.

Once the unit is unloaded it should take less than 5 minutes to assemble and be ready for loading. The procedure is simple and easy, just follow the assembly sequence. The height to the top of the ball bracket should be approximately 15".

The side mounted dolly wheels would at first sight appear to require tie rods to control the steering, or at the very least a track rod to connecting the wheel assemblies to maintain tracking, however, the 'Automatic Self Steering System' (patent applied for) is unique. The wheels will precisely track the direction of travel, automatically turning to a degree proportional to the corner or bend or will self centre when proceeding straight.

ASSEMBLY SEQUENCE

1. Reverse the towing vehicle in line as straight as possible, stopping approximately 10 feet from the front of the casualty vehicle.
2. If loading the casualty vehicle forwards, check that the front wheels are straight ahead.
3. Unload attachment in front of casualty vehicle and Identify parts. Fig 1
4. Lay ramps on ground and line up with centre of car wheels. Fig 2
5. Position offside wheel pan in front of offside ramp and line up.
6. Insert outer axle fully into wheel pan front socket until spigot protrudes through the hole at the end. Insert 'R' clip. Fig 3 **NOTE** - Handles should face forward.
7. Insert inner axle fully into outer axle matching handle position.
8. Line up nearside wheel pan socket with end of inner axle.
9. Slide inner axle fully into the nearside wheel pan socket until spigot protrudes through the end. Secure with 'R' clip.
10. Line up wheel pans with ramps and wheels.
11. Assemble 'A' bar front to extension legs before fixing to towing equipment. Do not at this stage connect to coupling.
12. Lie assembled bar on ground in front of attachment, opening up the legs wide enough to line up with the connecting stubs. Fig 4
13. It will be necessary to support the 'A' bar whilst positively pushing the socket over the stub. Secure with connecting pin and clip.
14. Repeat the procedure for the opposite side.
15. Check the alignment of the wheel pans to the ramps and at this stage secure the cross bar on the 'A' bar, adjusting arms in or out to suit pre drilled holes. Fig 7
16. Remove kingpin stub covers and stow. Carry nearside dolly wheel assembly to its position outboard of the wheel pan. Ensure light covering of grease on stub. Hold handle protruding from the front with your left hand and position the kingpin stub vertical and adjacent to the bush/tube into which it is to slide. Take hold of the wheel pan handle with your right hand, the steering limiter lugs (on the dolly wheel stub block) should be close to and either side of the king-pin bush/tube.
17. Lift up the corner of the wheel pan and engage the top of the king-pin hub into the bottom of the bush/tube, turning the wheel back and forward through the top of the stub only (not through the hole in the lug), secure with lynch pin. Fig 8 & Fig 10
18. Repeat process for opposite side. NOTE Lifting the corner of the wheel pan to engage the stub is not difficult but does require a little practice.
19. Lift up 'A' bar front and hitch up to coupling. Ensure 'R' clip is fitted.
20. Engage ramps on wheel pans.
21. Ensure ramps and pans are in line with wheels for loading. Adjust as necessary. Remove wheel pan chocks for loading. Fig 13
22. If using the detachable winch arrangement, pull out approximately 4 ft of webbing and hook into towing eye in front of casualty vehicle. Loop the strap at the rear of the winch over the protruding 50mm ball bracket on the coupling. Take up the slack.
23. The vehicle wheels should be almost touching the ramps and held by the winch so that it is safe to release the hand brake, put the gear in neutral and release the steering lock.
24. The vehicle can now be winched up the ramps, turning the steering wheel slightly if necessary, ensuring the wheels are on the centre of the ramps. Pull the vehicle right forward on the pans to the stops at the front. NOTE Due to the ultra safe, low platform height and shallow ramps, various winch arrangements work satisfactorily. Fig 14
25. Fit rear chocks as close to wheels as possible. Fig 15
26. Remove winch and stow.
27. Using the special wheel nets, loop over the wheels, snap hook at rear around small lug at the centre between the rear of the pan and the support bar. Adjust the rear buckle so that the side webbing is horizontal. Feed the front webbing on the outside of the wheel chock bar and through the angled guide to the ratchet buckle of the 'A' bar. Fig 16
28. **Note** - Ensure that the nearside extension leg is fitted to the nearside and vice versa. This is due to the slope on the strap guides.
29. Remove ramps and stow.
30. Fit lighting board to vehicle being towed.