



INSTRUCTIONS FOR:
TRAILPRO 5 (700kg)
MODEL NO: **STK05**

Thank you for purchasing a Sealey product. Manufactured to a high standard this product will, if used according to these instructions and properly maintained, give you years of trouble free performance.



IMPORTANT: PLEASE READ THESE INSTRUCTIONS CAREFULLY. NOTE THE SAFE OPERATIONAL REQUIREMENTS, WARNINGS AND CAUTIONS. ALSO CONSULT YOUR VEHICLE MANUFACTURER'S HANDBOOK AND TAKE NOTE OF ANY SPECIAL INSTRUCTIONS RELATING TO TOWING. USE THIS PRODUCT CORRECTLY AND WITH CARE FOR THE PURPOSE FOR WHICH IT IS INTENDED. FAILURE TO DO SO MAY CAUSE DAMAGE OR PERSONAL INJURY AND WILL INVALIDATE THE WARRANTY. PLEASE KEEP INSTRUCTIONS SAFE FOR FUTURE USE.

1. SAFETY INSTRUCTIONS

- ✓ It is important that your trailer is serviced on a regular basis to ensure your own safety and that of other road users. This should include brakes, bearings, lights, jockey wheel, over-run unit (if fitted), tyres and all other moving mechanical parts.
- ✓ Maintain the trailer in good condition. Replace or repair damaged parts. Use recommended parts only. Unauthorised parts may be dangerous and will invalidate the warranty.
- ✓ Ensure that the towing vehicle has a correctly and solidly mounted tow ball and has a socket fitted for connecting the trailer lighting.
- ✓ The tow ball mountings must be strong enough to tow a fully laden trailer up to a maximum of 700kg. Check that there is no corrosion in the area of the mountings.
- ✓ It is your responsibility to ensure that the vehicle is adequate to tow the trailer and its load. Check that the engine is large enough to safely tow a fully laden trailer of 700kg. Check that the brakes are powerful enough. Check that the gross weight of the trailer does not exceed the towing capacity of the vehicle. The vehicle manufacturer's recommended towing limit should be in the vehicle manufacturer's handbook and on the VIN plate on the chassis.
- ✓ The addition of a loaded trailer to a vehicle will have a very serious effect on the vehicles performance. Starting, particularly on hills, can be much more laboured; stopping can take longer distances; cornering and negotiating sharp bends require extra care. If you have no experience of towing a trailer you should practice in a quiet area or on a large car park at a non-peak time. Particular attention should be paid to reversing a trailer. Alternatively complete a trailer towing training course such as that offered by the National Trailer and Towing Association (www.ntta.co.uk).
- ✓ Before setting off check that the lighting system for the trailer is connected and working.
- ✓ Loads must be securely tied down or restrained.
- ✓ There must be no load projections outside the trailer that might cause danger to other road users.
- ✓ Loads must be evenly distributed across the trailer and positioned in such a way as to keep the nose weight within the recommended limits.
- ✓ Always have the correct number plate fitted.
- ✓ Always ensure that the safety chain is attached to the towbar before setting off.
- ✓ Always ensure that the tyre pressures are correct and that the tyres are free from cuts and bulges and have adequate tread.
- ✓ Always ensure that the trailer is correctly connected to the tow bar before setting off.
- ✓ Before setting off ensure that any jockey wheel fitted is in the up position and properly secured.
- ✓ Make sure the nose weight is between 50 and 100kg and matches the figure recommended by the manufacturer of the vehicle. The nose weight is an important factor in keeping the vehicle/trailer combination stable during towing. If the load is too far back, inadequate nose weight will result in snaking problems. If the load is too far forward, resulting in excessive nose weight, the rear of the vehicle will be forced down resulting in a detrimental effect on the steering.
- x DO NOT allow passengers to travel in the trailer.
- x DO NOT use this trailer for off-road purposes.

2. LEGAL REQUIREMENTS

- ✓ In brief, drivers who passed a car test before 1st January 1997 retain their existing entitlement to drive a vehicle and trailer combination up to 8.25 tonnes GTW (gross train weight). Drivers who passed a car test on or after 1st January 1997 will be required to take an additional test to gain entitlement. To check your exact eligibility to tow a trailer as defined by the categories in your driving license refer to the DVLA website www.dvla.gov.uk. Select 'driver information' and then under the heading 'What you can drive and your obligations' select 'Caravans, trailers & commercial vehicles'.
- ✓ As a minimum you are required to take out third party insurance which covers you when the trailer is attached to the vehicle. Additional cover will be required for theft or damage to the trailer and/or its contents.
- ✓ When towing a trailer you are restricted to 60mph on motorways and dual carriageways and 50mph on other roads where no lower speed limit applies.
- ✓ You are not permitted to tow a trailer on the outside lane of a motorway or dual carriageway unless this is unavoidable due to roadworks, accident or other obstruction.
- ✓ Rear view mirrors should allow you to see the road behind the trailer on both sides. If additional mirrors are required they should not protrude more than 200mm beyond the width of the trailer or the vehicle when the trailer is not attached.

3. INTRODUCTION & SPECIFICATION

Introduction: Galvanized steel body, on steel chassis, with hinged tailboard for easy loading. Side handles to aid manoeuvring. Fully road-legal with 12V lighting and reflectors. Lockable tow hitch, 7-pin lighting plug and safety chains. Unladen weight 116kg, maximum payload 584kg.

Specification:

1 Model No:	STK05	5 Maximum Gross Weight:	700kg
2 Load Space:	1500 x 1000 x 360mm	6 Tyre Size:	5.3-12 6PR
3 Maximum Load:	584kg	7 Tow Ball Socket:	50mm
4 Unladen Weight:	116kg	8 Electrical System:	12V DC with 7 pin, N type plug

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4. CONTENTS

NO.OFF COMPONENTS
(and associated fixings)

Fig.1

- 1 **TRAILER BASE**
- 1 **WIRING LOOM**
- 1 **DRAWBAR**
- 2 M10 x 70 Bolts
- 2 **DRAWBAR SIDE BRACES**
- 4 M8 x 25 bolts
- 4 M8 Spring washers
- 2 M10 x 70 bolts
- 2 M10 Nyloc
- 2 **LEAF SPRINGS**
- 4 M14 x 80 bolts
- 4 M14 Nuts
- 4 Split pins
- 1 **AXLE**
- 2 Axle Plates
- 4 'U' Bolts
- 8 M10 Nyloc Nuts
- 2 **WHEELS 12" x 5.3"**
- 8 Wheel Nuts
- 1 **COUPLING HEAD**
- 1 Drawbar Foot
- 1 Safety Chain
- 2 M10 x 80 bolts
- 2 M10 Nyloc Nuts
- 1 **LIGHTING BOARD**
- 2 M8 X 16 BOLTS
- 2 **SIDE PANELS**
- 8 M8 x 20 bolts
- 2 **FRONT BUMPER BARS**
- 2 M8 x 20 bolts
- 2 **REAR BUMPER BARS**
- 4 M8 x 20 bolts
- 1 **FRONT PANEL**
- 2 M8 x 20 Bolts
- 4 M8 x 16 Bolts
- 1 **REAR PANEL**
- 2 **LIGHT BOARD SIDE BRACKETS**
- 4 M8 x 20 Bolts
- 4 M6 x 16 Bolts
- 4 M6 x Nylock nuts
- 2 **MUD GUARDS**
- 4 M8 x 25 Bolts

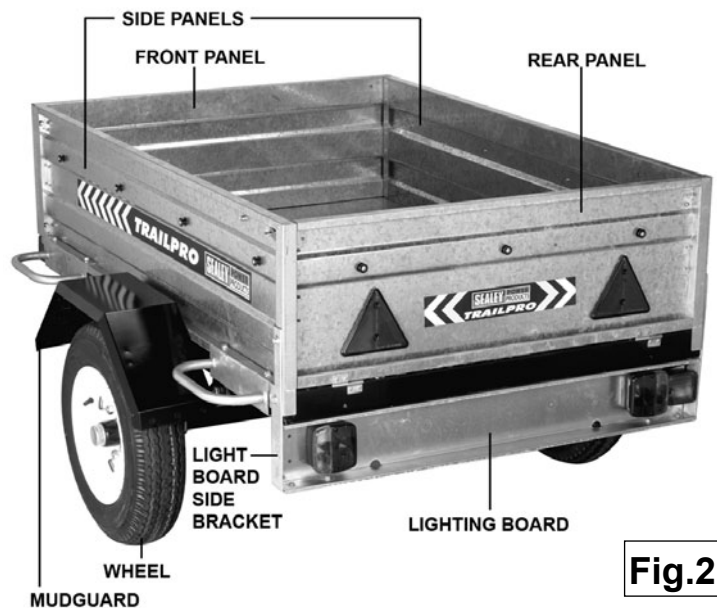
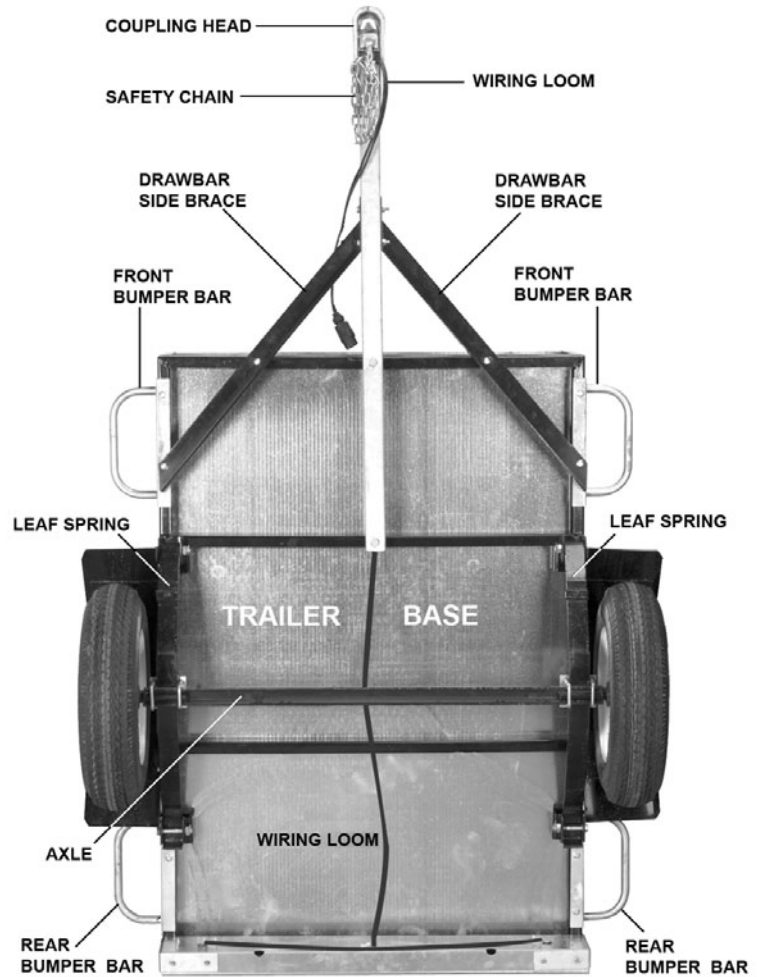
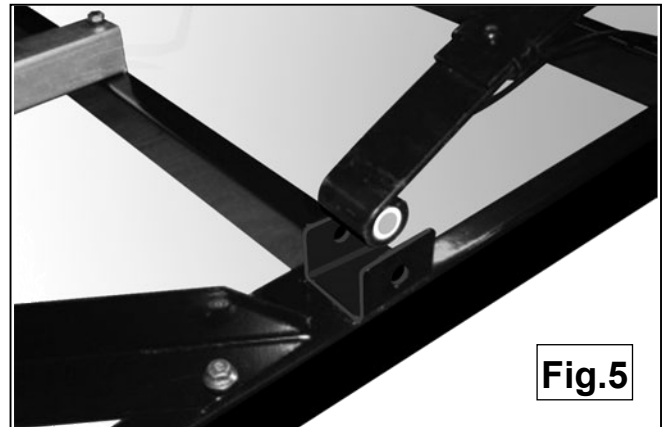
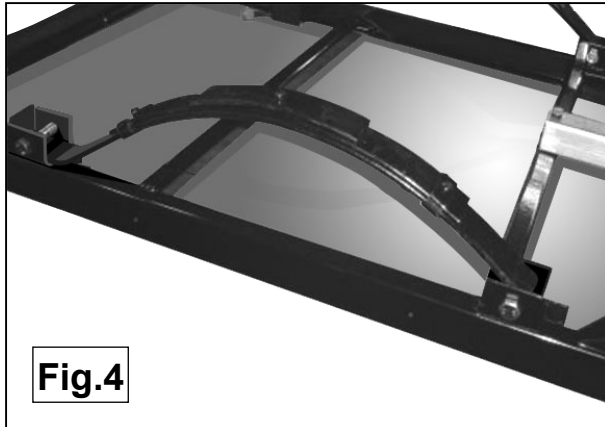


Fig.2

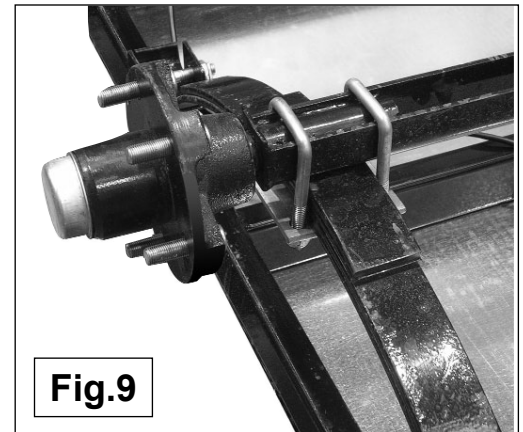
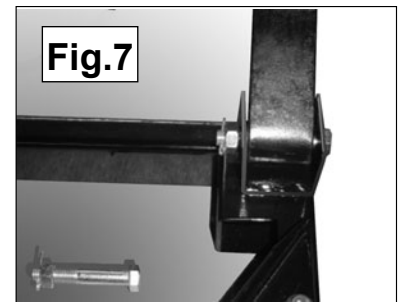
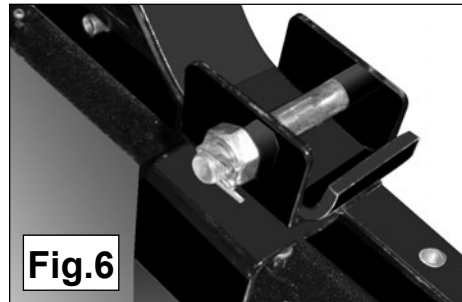
5. ASSEMBLY

5.1 The trailer is supplied in three boxes. The larger box contains the trailer base.

5.2 Unpack the trailer base and place it upside down on the floor or on some trestles for easier access. If the base is raised off the floor ensure that it is well supported and stable before commencing work. Note that the hinge points for the rear panel are at the back end of the trailer and the attachment points for the drawbar are at the front. See A & B in Fig.3.



5.3 Fit the leaf springs as shown in Fig.4. The rounded end which contains a nylon bush (See fig.5) must go in the mounting bracket nearest to the front of the trailer. Pass an M14 x 85 bolt through the bracket and bush on each side of the trailer ensuring that the bolt head is on the outside. Secure each bolt with an M14 nut followed by a split pin as shown in Fig.7. The other end of each leaf spring will rest in the bottom of the two rear mounting brackets. Pass an M14 x 85 bolt through each bracket ensuring that the leaf springs are underneath the bolts as shown in Fig.6. Secure each bolt with an M14 nut followed by a split pin which should be bent over as shown in Fig.6.



5.4 Place the axle across the two leaf springs ensuring that the holes near each end of the axle member drop over the stub posts on top of each spring. See Fig.8. Secure the axle at each end with the steel plates and 'U' bolts provided. The steel plates go on the inside of the leaf springs and have a central hole in them which should align with a peg on the leaf spring. Fit the 'U' bolts and nuts making sure that the threads showing through the nuts are equal. There must be at least two threads showing (Fig.9).

- 5.5 Place a wheel onto each hub (see Fig.10) ensuring that the tyre valve faces outwards and retain each wheel with the wheel nuts provided (four each side).
- 5.6 The wiring loom passes through the drawbar and then is directly wired into the lighting board. Lay the drawbar into position on the frame then pass the lighting board under the axle as shown in fig.11. The lighting board will be fixed in place after the trailer has been turned over.



Fig.10

- 5.7 Attach the drawbar to the two cross members at the front of the base (see Fig.1 and Fig.12) using two M10 x 70mm bolts which screw directly into threaded inserts in the main frame. Ensure that the specification plate will be on the top side of the drawbar when the drawbar is the right way up. Fully tighten the bolts.

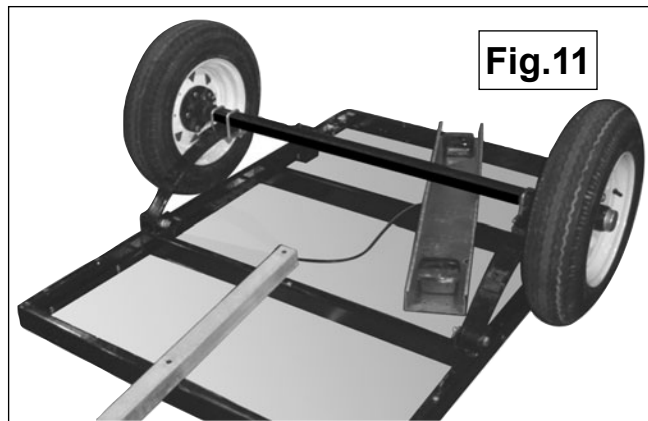


Fig.11



Fig.12

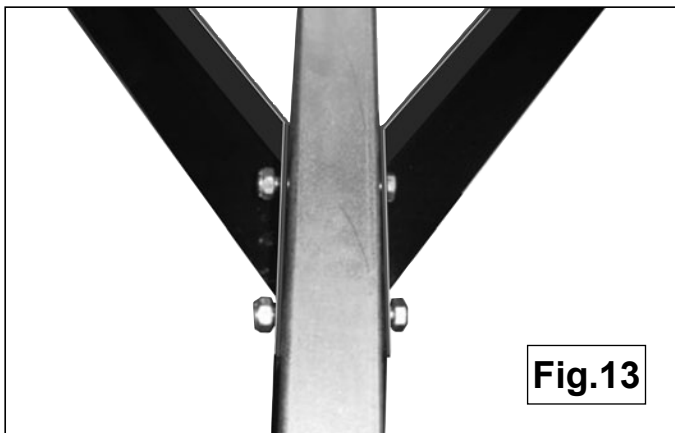


Fig.13

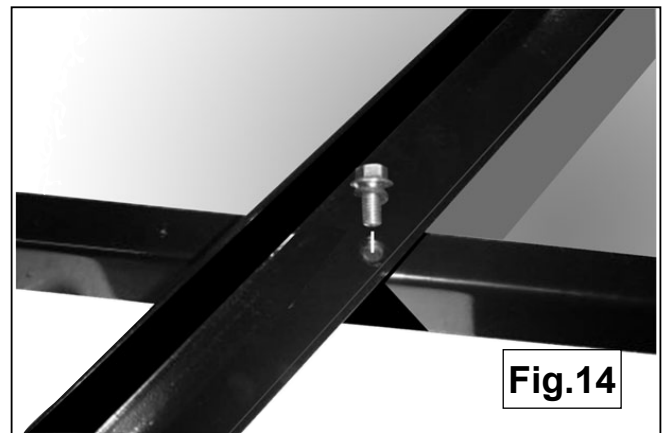


Fig.14

- 5.8 Fit the draw bar side braces. Place them diagonally across the front corners of the base as shown in Fig.1 with the fixing plates against either side of the draw bar as shown in fig.13. Align the two holes in each side brace with the threaded inserts in the base frame. See fig.14. Fix each side brace to the base frame using two M8 x 25 flange hex bolts. Do not tighten at this stage. Pass two M10 x 70 bolts through the draw bar and both side brace fixing plates and retain with two M10 nylock nuts. Tighten the side brace bolts first and then tighten the two drawbar bolts. (Leave rear drawbar bracing bolts finger tight as they will need to be removed at a later stage).

5.9 Now remove the trailer from its supports and turn it the right way up.

WARNING! AT LEAST TWO PEOPLE WILL BE REQUIRED TO PERFORM THIS OPERATION.

- 5.10 Attach the lighting board to the back edge of the base frame using two M8 x 16mm flange hex bolts with M8 lock washers (see Fig.15).

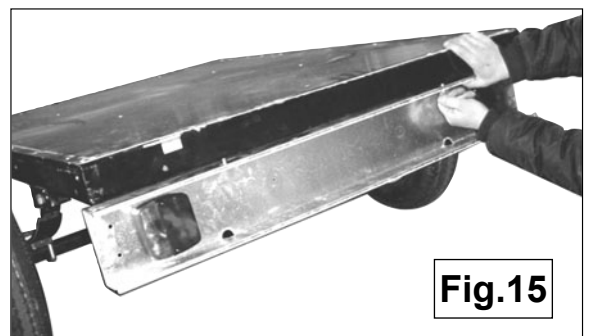
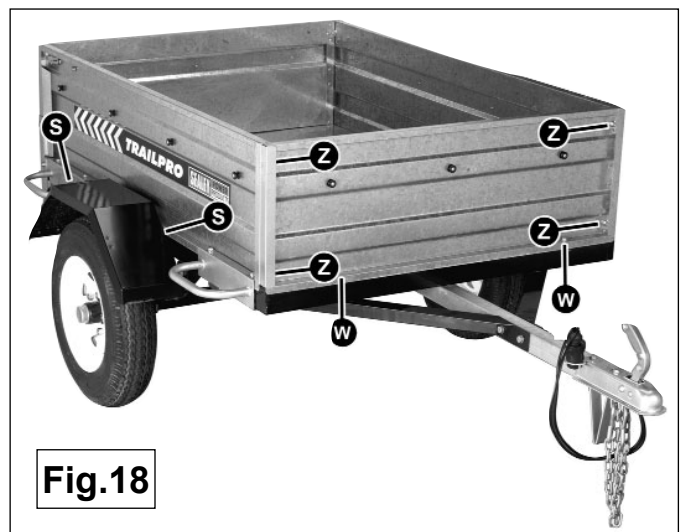
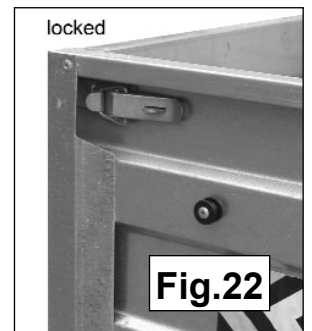
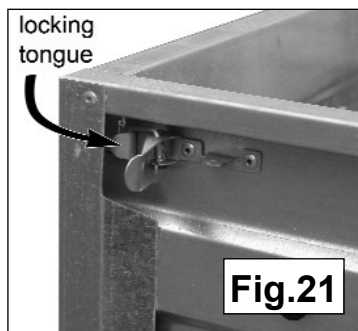
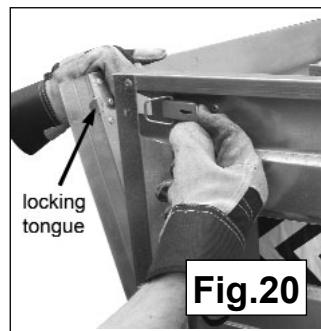
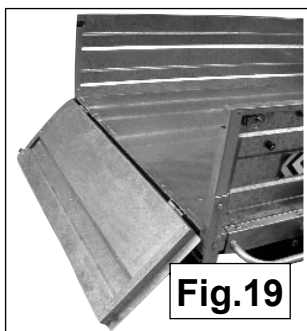


Fig.15

5.11 Place a side panel onto one side of the base frame followed by a rear bumper bar which has a cut-out on it to clear the rear suspension mounting (see Fig.16). Place the rear bumper bar onto the base frame and over the edge of the side panel. Fix in place with four M8 x 20 flange hex bolts at positions 'X' as shown in Fig.17. Leave the bolts finger tight at this stage. Before attaching the front bumper bar remove the finger tight bolt from the side brace. The lower edge of the bumper bar slides between the side brace and the base frame. This can be seen in Fig.1. Attach the front bumper bar using four M8 x 20 flange hex bolts at positions 'Y' as shown in Fig.17. Leave finger tight until all panels are positioned. Re-fit the side brace bolt.



5.12 Place the front panel onto the front edge of the base frame and up against the ends of the side panels. Use two M8 x 20 flange hex bolts to first fix the lower edge of the panel at points 'W' as shown in Fig.18. Attach the front panel to the side panels using four M8 x 20 flange hex bolts at points 'Z' as shown in Fig.18.



5.13 Slide the rear hinged panel onto the hinge pins at the back of the base frame as shown in Fig.19. Hinge up the panel and lock it into place. Ensure that the locking tongues at either corner of the rear panel pass into the openings in the rear edges of the side panels as indicated in Fig.20. Make sure that the wire loop attached to the locking clip is passed over the locking tongue as indicated in Fig.21. Push the locking clip down over the locking tag as indicated in Fig.22. When all panels are fitted and aligned tighten all the bolts.

5.14 Fix the two lighting board side brackets in place as indicated in Fig.23. Insert two M8 x 20 bolts per side into threaded inserts in positions '1'. The short part of each bracket lies underneath the lower part of the lighting board and is bolted in place using two M6 x 16 bolts per side (positions '2') retained with M6 Nyloc nuts.

5.15 Fix the two mudguards as shown in Fig.23. Each mudguard is held in place with two M6 x 15 bolts and two spring washers. The bolts are screwed directly into threaded holes in the sides of the base frame.

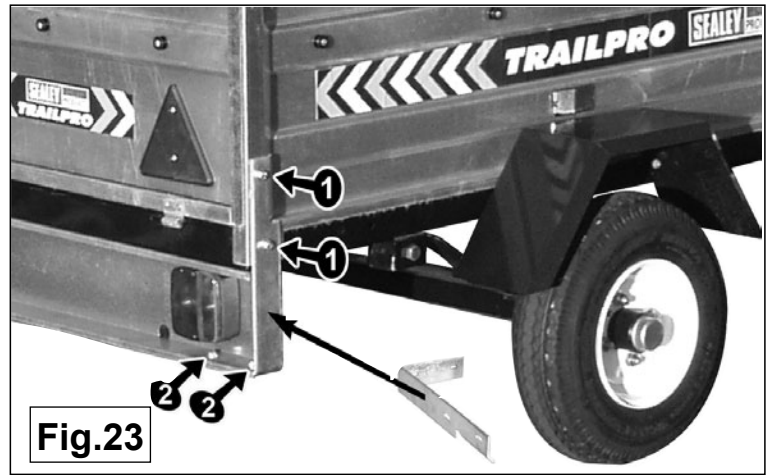


Fig.23

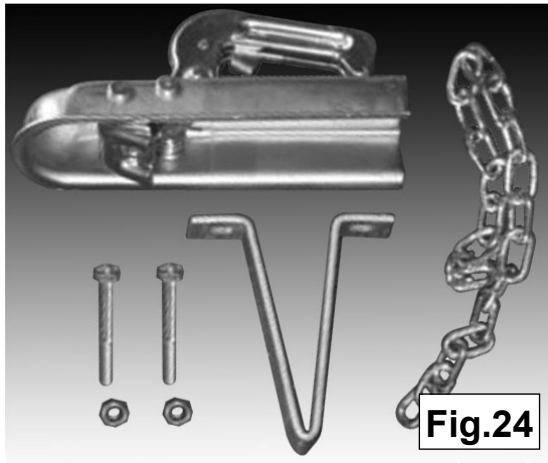


Fig.24

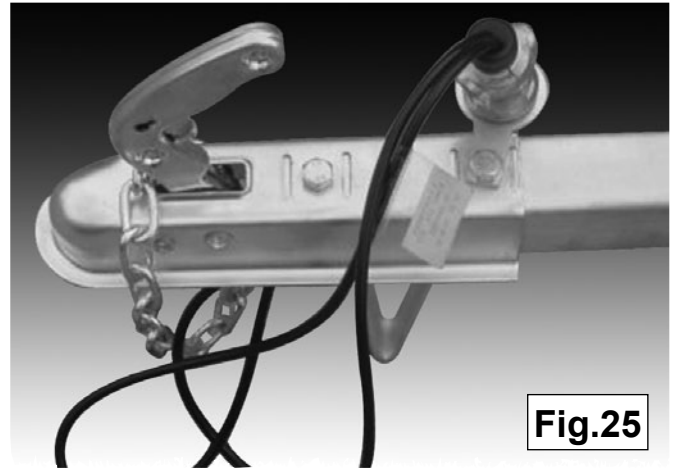


Fig.25

5.16 Fit the coupling head, draw bar foot and safety chain using two M10 x 80 bolts and nylock nuts (See fig.24). Fig.25 shows the components fitted. Before fitting the coupling head the handle should be lifted in order to gain access to the fixing holes. When fitting the bolts through the head, drawbar and foot, ensure that the plug wires are not damaged or crushed when the assembly is tightened. Insert the bolt nearest to the open end of the coupling head first. If the optional lighting ring is required this should be placed onto the bolt before insertion. Position the chain ends in the open end of the drawbar so that when the bolt nearest the handle is inserted it passes through the links. When the bolts are tightened there should be two threads showing through the nut heads.

5.17 When assembly is complete re-check that all nuts and bolts are fully tightened.

6. OPERATION

If you have not already done so please read the safety instructions at the start of this document.

6.1 Coupling Trailer.

6.1.1 Back the towing vehicle as near as possible to the trailer hitching point. Get someone to guide you if possible. Before attaching the trailer to the vehicle ensure that the vehicle handbrake is on.

6.1.2 If no jockey wheel is fitted raise the drawbar by hand and then place the rounded end of the coupling head onto the tow ball. The handle will be in the up position. Push the coupling head down onto the ball which will cause it to automatically lock over



the ball and the handle should now be in the down position. (To release the trailer take hold of the handle, squeeze the trigger on its underside and move the handle forwards and upwards. Lift the coupling head off the ball.) Attach the safety chain to the towbar by looping it over the tow ball.

- 6.1.3 If a jockey wheel is fitted use it to raise or lower the drawbar into the right position to lock onto the ball. Make sure any jockey wheel fitted is securely stowed in the up position for journeys.
- 6.1.4 Plug the lighting plug into the socket on the back of the vehicle.
- 6.1.5 Turn on the car lights and check that the trailer lights are working. With the ignition on check that the brake lights and indicators are working.
- 6.1.6 Adjust the mirrors to get a good view past the trailer on both sides. If this is not possible then extensions should be fitted.

6.2 CHECK LIST PRIOR TO EACH JOURNEY

- 6.2.1 The following checks should be carried out before setting off on any journey.
- 6.2.2 Make sure the nose weight is between 50 and 100kg and, as far as possible, matches the load recommended by the manufacturer of the vehicle. The nose weight is an important factor in keeping the vehicle/trailer combination stable during towing. If the load is too far back inadequate nose weight will result in snaking problems. If the load is too far forward, resulting in excessive nose weight, the rear of the vehicle will be forced down resulting in a detrimental effect on the steering.
- 6.2.3 Is the load within the trailer's given maximum carrying weight i.e. 700kg?
- 6.2.4 Is the gross weight being towed within the manufacturer's recommended maximum towing limit for the vehicle.
- 6.2.5 Ensure that the load is correctly secured.
- 6.2.6 Check that the 7 core lighting plug is fully inserted into the socket and is undamaged. Check condition and routing of associated cable.
- 6.2.7 Check that the lights are working correctly and are undamaged.
- 6.2.8 Check that correct number plate is fitted and that it is in the correct style.
- 6.2.9 Check that the safety chain is connected.
- 6.2.10 Check that the tyre pressures are correct and all tyres are free from cuts and bulges. Tyres must have a continuous tread depth of at least 1.6mm on cars, light vans and trailers, across the centre three quarters of the width.
- 6.2.11 Check that the the wheel nuts and bolts are tightened to the correct torque.
- 6.2.12 Check that the mud guards are in good condition and secure.
- 6.2.13 Is the trailer correctly coupled to the tow ball?
- 6.2.14 Is the coupling height correct? i.e. not too nose down or nose up. The trailer should be level when coupled to the towing vehicle.
- 6.2.15 Ensure that the jockey wheel (if fitted) is correctly stowed off the ground and is firmly secured.

NOTE: It is our policy to continually improve products and as such we reserve the right to alter data, specifications and component parts without prior notice.

IMPORTANT: No liability is accepted for incorrect use of this product.

WARRANTY: Guarantee is 12 months from purchase date, proof of which will be required for any claim.

INFORMATION: For a copy of our catalogue and latest promotions call us on 01284 757525 and leave your full name, address and postcode.



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