

**GEARWAGON™ AT SPORT PERFORMANCE TRAILER™**

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**Read this owner's manual carefully before you begin using your Trailer.**



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**SAVE THIS MANUAL**

Read the owner's manual over carefully before you begin using your trailer. You will need this manual for the safety warnings and precautions, operating procedures, parts list, inspection, and maintenance information. Keep this manual for continued reference.



## SAFE USE & OPERATION

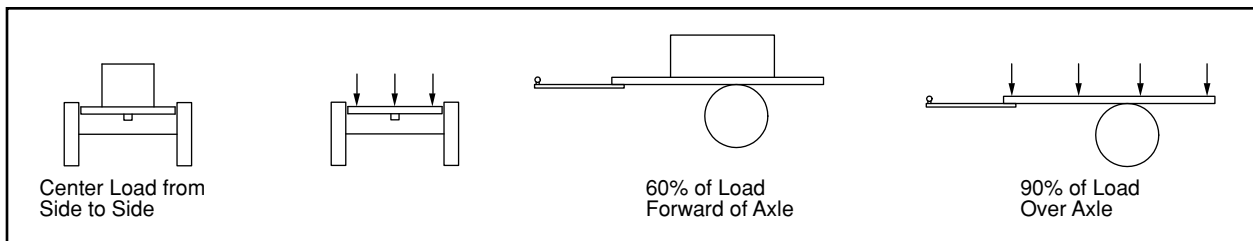
Be sure to follow these guidelines to prevent possible hazards from misuse.

### Important Safety Check List

1. Do NOT exceed the trailer's maximum weight capacity load of 700 lbs (318 kilos) The Gross Vehicle Weight Rating (G.V.W.R.) for the GearWagon™ AT trailer is 975 lbs (443 kilos), and is calculated as follows:

The Empty Weight of the Trailer (275 lbs/125 kilos) + the maximum payload the trailer can carry (700 lbs/318 kilos) = 975 lbs/443 Kilograms G.V.W.R.

2. Make sure the towing vehicle as well as the hitch is capable of towing the trailer and its payload. Check your vehicle and hitch owner's manual for tow ratings.
3. The tail light bulbs supplied with this trailer are for a 12 volt DC electrical system only. Do not attempt to power the light bulbs with any other type or voltage electrical current.
4. Always check to make sure the payload being transported is properly and safely secured in the trailer. Never place loads on one side only. Load the trailer evenly from side to side with 60% of the load forward of the axle (the tongue weight is 10% of the load, which does not include the weight of the trailer. The load is divided so that 90% of the load is over the axle and 10% is over the tongue). See diagrams below:



### Before Each Use

Trailers are generally not used everyday. Your trailer may sit for extended periods of time between uses making it very important to check all components thoroughly before each use. Following these simple instructions will maximize the life of your trailer and keep you safely transporting your cargo.

- Always check wheel lug nuts for proper tightness. When using trailer for the first time, check wheel lug nuts for proper tightness at 50 miles of travel. Before every subsequent use and at 500 mile intervals during every trip, check and tighten the tire lug nuts. Always ensure wheel bolts are tight. Torque to 50 – 75 ft.-lbs.
- Inspect the general condition of the trailer. Check for loose bolts and nuts, misalignment or binding of moving parts, cracked, bent, or broken parts, excessively worn safety cable, damaged tail lights/side running lights/wire harness, loose lug nuts, loose hitch connection, and any other condition that may affect its safe operation.
- Check your maintenance schedule to ensure that all routine maintenance matters are current. Perform any neglected maintenance by a qualified technician.
- Check the tires for wear and the tire pressure for proper inflation (30 PSI).
- Check the operation of all lights. Replace any faulty bulbs. Operating lights are mandatory on a trailer. Periodically check lighting when towing over long distances. Check the tightness of all connections.
- Make sure wiring is properly installed and secured to trailer to prevent from hanging and catching on any road debris.
- Make sure the safety cables are attached to the trailer and the towing vehicle. Criss-cross cables as necessary to prevent from hanging and catching on any road debris.
- Check and adjust your tow vehicle's tow height to make sure that the trailer is being towed level.
- Check that the trailer coupler is fastened securely onto the trailer ball. The GearWagon™ AT is equipped with a 2" coupler and must be used with a 2" trailer ball. After assembly and attachment, pull up and down on the coupler to make sure the hitch ball is fitting snugly in the coupler. If the coupler is not secured properly, the ball could come loose while the trailer is in motion, possibly causing property damage, serious personal injury, or death.
- Verify that the lids are secured using elastomer draw latches and pin locks furnished.

## WARNINGS

Failure to adhere to these recommendations may result in potential hazards from improper operation, including property damage and bodily injury.

- **Keep children away.** Be sure children are kept a safe distance from the trailer operating area.
- **Never sit, stand, or ride on the trailer (people or pets).** Serious injury or death could occur.
- Whenever possible, park the trailer on a flat, level, paved surface and chock both tires to keep the trailer from accidentally moving.
- **When driving do not exceed the speed limit.** Braking time can be considerably longer when a vehicle is towing a loaded trailer. Excess speed is a major cause of vehicle-trailer accidents.
- **Make sure the coupler is secured properly to the hitch ball.** If not secured properly, the ball could come loose while the trailer is in motion, possibly causing property damage, **SERIOUS PERSONAL INJURY, or DEATH.**
- **Tighten wheel lug nuts.** Failure to properly tighten wheel lug nuts and to check for proper tightness during travel may result in property damage or serious personal injury.
- **Secure lids** using elastomer draw latches and pin locks furnished.
- **DO NOT EXCEED YOUR VEHICLE'S TOW LIMITS OR TRAILER'S LOAD LIMIT.** Refer to your vehicle's towing information to learn the capabilities and limits of your vehicle. Refer to GearWagon AT's weight specifications on page 3 for load details.

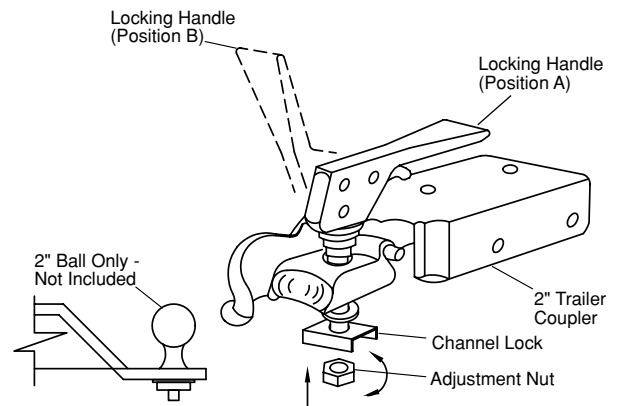
## GEARWAGON AT SPECIFICATIONS

### Coupler

#### Make Sure That the Trailer Ball is Completely Engaged in the Coupler Ball

Place coupler over the 2" trailer ball on your vehicle. Raise the locking lever to allow the coupler to drop fully onto the hitch ball. Press the locking lever down on the coupler to make sure the hitch ball is fitting snugly in the coupler. There should be no play between the hitch ball and the coupler. If there is play, tighten the adjustment nut until no play is present. If the adjustment nut is too tight, the handle will not lock.

To adjust coupler to ball, raise the locking lever, push up on the channel lock and turn nut to tighten or loosen the coupler. Proper adjustment is obtained when coupler is as tight as possible on the ball and locking lever can still be opened and closed.



GearWagon AT's coupler comes with the Handi-Grip handle and Stabilizer swing arm stand with caster for easy maneuverability when uncoupled from the vehicle. The Stabilizer swing arm secures in reclined position for transit. Pull arm away to release from notched position in order to operate in downward position for trailer support. To adjust swing arm height, simply adjust arm length by pressing the release latch on the arm.



### **Hitch, Ball, Wire Plug**

GearWagon AT's can be pulled with any tow rated vehicle and receiver (Class I on up). Never exceed your vehicle's tow limit, as specified by your vehicle and hitch manufacturer's rating. See page 3 for trailer weight and load ratings.

The optimal ball height is 15 inches from the ground. Coupling the trailer at the designed height will insure that the trailer floor is level in orientation to the ground.

The GearWagon AT's coupler fits a 2" size ball. Make sure that the ball used is matching in size and is rated equal to or greater than the towing load.

GearWagon AT uses a four-flat connector plug. Vehicles with a round pin plug should source a wire plug adaptor.



### **Lid Operation**

The clamshell lid design provides convenient waist level access to the entire interior of the trailer, while providing extensive storage capacity at 86 cubic feet.

### **Opening and Closing Lids**

Use the lid handles for opening and closing. To open, begin with the front lid, followed by the rear lid. Reverse order to close and properly overlap the matching edges.



<b>WARNING</b>
<b>Handles on Lids MUST be used for opening and closing lids! Failure to do so may void the warranty.</b>

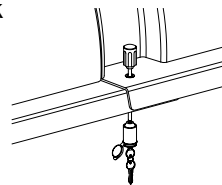


### **Securing Lids**

Use elastomer draw latches to close lids. The latches will pull the lids together tightly. To close, align elastomer arm latch to fit receiver plate notches and press arm latch to snap into closed position. If locking security is not a concern, the elastomer draw latches are sufficient to secure the lids closed for transit.



Two locks are furnished with a set of keys. Always lock down lids before transit using a minimum of one lock. Begin by inserting pin (with lock removed) into hole located where lids overlay on lip of base. Apply locks by inserting into pin at a notched location. Turn key counter clockwise to lock; turn key clockwise to unlock.

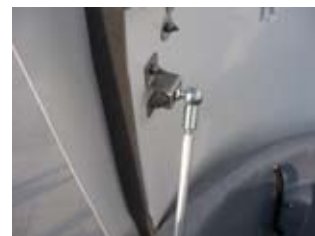
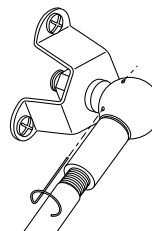
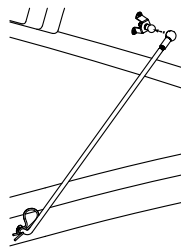


<b>WARNING</b>
<b>Lock down lids using either one or both pin locks before transit. Failure to do so may result in property damage under extreme road or weather conditions.</b>

### Removing Lids

One or both clamshell lids may be removed to operate as an open bed trailer. To do so, the lid hardware must be released. Beginning with the lid arms, remove the ball studs from their sockets. First, remove the hair pin clip located around the ball stud. Then, pull the ball stud from its socket using force. Allow the lid arms to stay connected to the trailer base and simply rest in downward position.

Note that a paper clip may be used in place of the ball stud's hair pin clip, should this clip be lost (in the event of removal). The clip secures the ball stud joint in place.



### Use of C-Channel Track Inside Trailer Base

The C-Channel Track provides attachment point capability, using things like bungee cords and ratchet straps. Let's Go Aero offers Tie Down hardware that's custom fit for use in the track. Consult your local dealer for accessories, or contact Let's Go Aero.



### Painting your Trailer

The GearWagon AT trailer uses a fiberglass base and ABS lids. Both materials accept the same paint used on vehicles. Consult a local vehicle paint shop for services. To prepare for painting, simply wash the trailer with a mild dish soap and rinse.

### Fenders

#### **WARNING**

**Do NOT stand on fenders. Standing on fenders is a misuse of product, may result in property damage, and will void the warranty.**



## Inspection, Maintenance, and Cleaning

All replacement parts, maintenance and repairs should be undertaken by certified and licensed technicians. The buyer assumes all risk and liability arising out of his or her repairs to the original product or replacement parts, or arising out of his or her installation of replacement parts.

- Once a year or every 6,000 miles, inspect the bearings for proper lubrication. Repack if necessary. Be sure to have a qualified technician re-pack the hub assembly and handle other maintenance items.
- To reduce friction between the coupler and hitch ball, apply a layer of heavy weight grease over the hitch ball. Lubrication of the coupler should be done periodically to stop corrosion and keep parts moving freely.
- When servicing, use only identical replacement parts. Only use accessories intended for use with this product. Approved accessories are available from your trailer dealer or Let's Go Aero.
- Any modifications made to the trailer or parts of the trailer will void the trailer warranty and release Let's Go Aero of any responsibility for damages, injuries, or accidents incurred.

### Wiring

- The GearWagon™ AT has a four flat-connector wire style plug. This is a common pin hole configuration for the wiring of towables. Check to verify your vehicle's wiring plug style. Should it differ, consult your local hitch installer for a wire plug adaptor.
- Always check all lights before towing for brake, running, signal, and side marker light operation. Make sure that all your connections are solid and that all wiring is in good condition. Should the brake, signal, or running lights not be working, first check that the vehicle's lighting is operating properly.

**Note:** Bare, striped or pinched wire will cause a short in the trailer, which will cause the vehicle fuse to blow. A solid ground is required for your lights to work properly. All contacts must be to bare metal. Light covers should be well maintained and kept clean.

#### To test vehicle wiring:

You will need a 12v light tester. Attach the wire clamp of the tester to the ground wire on the vehicle plug. Then touch the tester pin into one of the vehicle plug contacts. Turn on the corresponding vehicle operation, i.e., running lights. This will illuminate the tester light if the vehicle wiring is correct. Follow this same procedure for the signal and brake lights.

#### To test the trailer wiring:

Once you have confirmed that the vehicle trailer plug is operating properly, connect the trailer plug to your vehicle. Proceed to test each of the lights and power leads using your 12v light tester.

### Bearing Inspection / Replacement

**GearWagon AT's axle bearings have been factory lubricated.** The bearings should be inspected any time the hub is removed from the axle or at intervals as outlined in the maintenance schedule shown on page 11 of this manual. The bearing cones should show no signs of excessive wear or damage such as flat spots on the rollers, broken cages, pitting, or corrosion. The bearing cups that are pressed into the hub should also be checked for wear or damage. If the bearings do need to be replaced, follow the procedure as outlined and only use bearings that are approved for use in the following chart.

**IMPORTANT:** Both the bearing cup and bearing cone should be replaced any time a bearing is replaced.

The following procedure should be used for bearing cup replacement:

1. Carefully tap the existing bearing cup out of the hub using a brass punch
2. Clean the bore area after removing the cup to ensure there are no nicks or burrs.
3. Carefully tap the new bearing cup into the hub making sure the cup is seated against the bottom of the bore.

<b>BEARING REPLACEMENT &amp; INTERCHANGE</b>						
Axle Capacity	# of Bolts	Spindle Type	Inner Bearings		Outer Bearings	
			Cup	Cone	Cup	Cone
1000# - 2500#	4 or 5	Straight	L44610	L44643	L44610	L44643

***Bearing Lubrication***

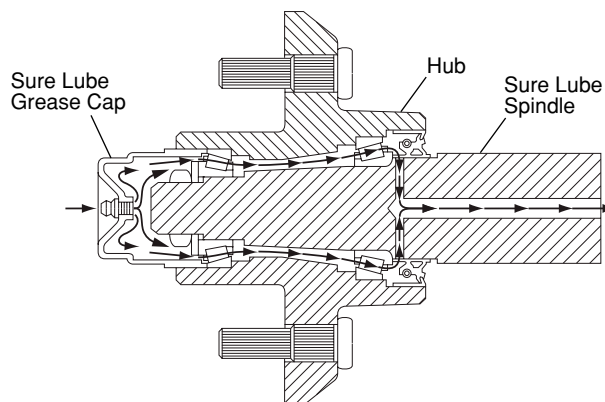
GearWagon AT's axle bearings have been factory lubricated. For continued maintenance, below is a listing of approved lubrication:

<b>LUBRICATION SPECIFICATIONS</b>		
<b>Grease</b>		<b>Approved Sources</b>
Soap Type	Lithium Complex or Equivalent	Exxon Ronex MP or equivalent
Consistency	NLGI Grade 2	
Dropping Point	230°C (446°F) Minimum	
Additives	Corrosion and Oxidation Inhibitors, EP Optical	
Base Oil	Solvent refined petroleum oil	
Viscosity Index	80 Minimum	

The GearWagon trailer's axle is equipped with the Sure Lube greasing system which allows, the bearings to be lubricated without the hassle of packing the bearings by hand. After assembling the unit, simply apply grease through the grease fitting that is in the end of the grease cap or spindle. The grease used should meet the requirements as shown in the chart above. The following amounts of grease should be used:

- 5-7 ounces to completely exchange the grease throughout the hub
- 1 1/2 - 3 ounces every 12 months or 6,000 miles thereafter or as use requires (ie, if submerged in water).

With the Sure Lube System the grease is pumped through the hub via the grease zerk located in the end of the grease cap. The grease is forced through the bearings and out of the exit hole ahead of the seal. The old grease that is inside of the hub is forced out of the hub cavity and exits through the rear hole on the spindle. You can visibly tell when the old grease is flushed out when you see a steady flow of the new grease coming from the rear of the spindle (with exception to the straight style of axles). The grease can then be wiped from the rear of the spindle or, in the case of a straight axle, the grease will flow inside of the axle tube.



***Bearing Adjustment and Hub Installation***

Bearing adjustment is a very important part of achieving maximum bearing life and trouble-free service. Most bearing failures can be attributed to improper bearing adjustment, normally due to the bearings being adjusted too tight.

Once all of the necessary inspections have been performed and the units have been properly lubricated, the following procedure should be used for reinstallation of the hubs:

1. Place the lubricated unit onto the same spindle from which it was removed. Make sure all of the components are reinstalled as they were removed.
2. Tighten the spindle nut to 30-40 ft./lbs. while turning the hub to ensure the bearings are properly seated. Do not move the hub after this step is completed.
3. Loosen the spindle nut completely until the nut can be turned with your fingers.
4. Finger-tighten the spindle nut by hand without moving the hub.
5. If the cotter pin can be assembled with the nut finger-tight, insert the cotter pin without backing the nut off. If the cotter pin cannot be assembled with the nut finger-tight, back the spindle nut up to the next available slot and insert the cotter pin.
6. Bend the legs of the cotter pin over the top of the spindle to ensure the spindle nut will not back off.
7. The spindle nut should be free to move with your fingers with only the cotter pin holding it in place and the hub should not have noticeable movement when pulled back and forth.

## Rubber Torsion Axle Suspension

Except for periodic inspection of the fasteners used to attach the Rubber Torsion axle to the trailer frame and a visual inspection of the welds, no other suspension maintenance is required. However, all maintenance regarding hubs, drums, rotors, bearing, wheels, and tires, should be adhered to.

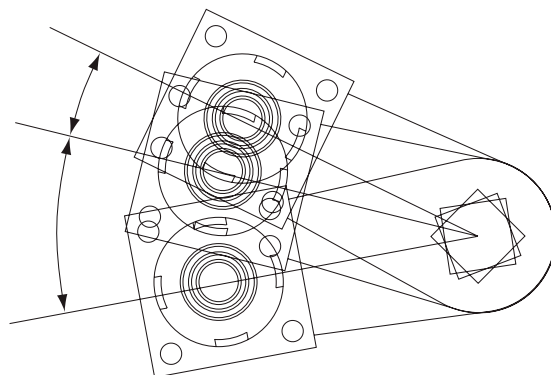
The Rubber Torsion Suspension System is a self-contained suspension system that is housed entirely inside the axle beam. Unlike the spring suspension system, the axle beam attaches directly to the trailer frame without the need for various mounting components. The action provided by the Rubber Torsion Suspension System is unique from the leaf spring suspension providing several operating advantages including independent suspension and a virtually maintenance-free suspension system.

### How the Rubber Torsion Suspension System Works

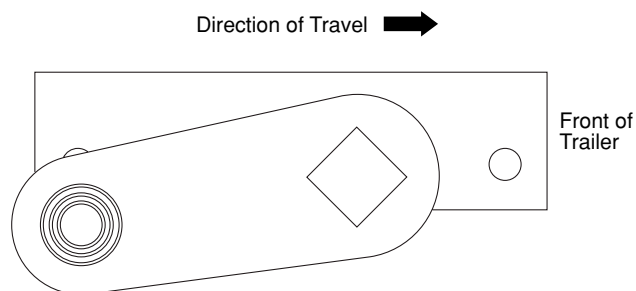
Rubber Torsion Axles provide a much improved trailer ride relative to conventional spring axles through a unique arrangement of the steel torsion bar surrounded by four natural rubber cords encased in the main structural member of the axle beam. The wheel/hub spindle is attached to a lever, called the torsion arm assembly. This assembly includes the torsion arm, the torsion bar and spindle. As load is applied to the trailer, the torsion arm assembly pivots around the torsion bar, causing a rolling or compressive resistance in the rubber cords inside of the axle beam. Both sides of the axle are completely independent from one another.

### Direction of Travel

Rubber Torsion axle beams and stub axles must be mounted with the torsion arm and spindle trailing to the rear of the axle beam.



As Load is Applied to the Trailer, the Torsion Arm Moves to Absorb the Shock



## Wheels and Tires

### Wheel Selection

Wheels are a critical component of your running gear system. When specifying or replacing your trailer wheels it is important that the wheels, tires, and axle are properly matched. The following characteristics are extremely important and should be thoroughly checked when replacement wheels are considered.

1. **Bolt Circle.** Many bolt circle dimensions are available and some vary by so little that it might be possible to attach an improper wheel that does not match the hub. Be sure to match you wheel to the hub.
2. **Capacity.** Make sure that the wheels have enough load carrying capacity and pressure rating to match the maximum load of the tire and trailer.
3. **Offset.** This refers to the relationship of the centerline of the tire to the hub face of the axle. Care should be taken to match any replacement wheel with the same offset wheel as originally equipped. Failure to match offset can result in reducing the load carrying capacity of your axle.

### Torque Requirements

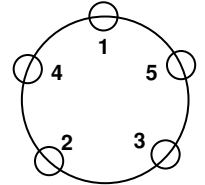
It is extremely important to apply and maintain proper wheel mounting torque on your trailer axle. Torque wrenches are the best method to ensure the proper amount of torque is being applied to a fastener.

It is important that the specified torque levels are maintained on the wheel nuts or bolts on your axle to prevent loose wheels, broken wheel studs, and possible wheel separation from the axle.

Wheel nuts and bolts are offered in different cone angles (usually 60° or 90°). It is important to match the angle of the fastener to the wheel on the axle.

The proper procedure for the attachment of your wheels is listed at right.

1. Start all bolts or nuts by hand to prevent cross threading.
2. The tightening of the fasteners should be done in stages. Following the recommended sequence above, tighten fasteners per the wheel torque chart below.
3. Wheel fasteners should be torqued before the first initial road usage and after each wheel removal. Check and retorqued the wheel fasteners after the first 50 miles and again at 500 mile intervals. Check periodically thereafter to ensure that the proper torque values are maintained.



5 Bolt Pattern

<b>WHEEL TORQUE VALUES</b>			
<b>Wheel Size</b>	<b>1st Stage</b>	<b>2nd Stage</b>	<b>2nd Stage</b>
13"	20-25 ft./lbs.	35-40 ft./lbs.	*50-75 ft./lbs.







### Tires

Like the tires on a car, the most important factor in the life of the tires on your trailer is their inflation pressure. Check your tire placard for the amount of pressure for the specific capacity of your trailer. Inflate to 30 psi for GearWagon. During use of your trailer, inflation pressure should be checked weekly and performed when the tires are cold (prior to operation of the trailer). In doing this, you will ensure that you are achieving the maximum life and tread wear for your tires.

### Wheels and Tires – Inspection and Maintenance

Wheels should be visually checked periodically for dents or cracks. Whenever it is required to have a tire replaced on a rim, the wheel needs to be checked for balance and distortion.

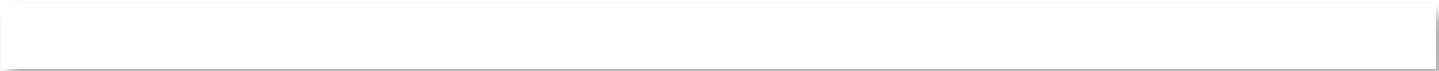
Tire wear should also be checked often for abnormal or excessive wear. The following chart will aid you in troubleshooting if abnormal or excessive tire wear should occur. It is important to monitor tire wear, as once a wear pattern becomes firmly established in a tire it is difficult to stop, even if the underlying cause is corrected.

<b>TIRE WEAR DIAGNOSTIC CHART</b>			
<b>Wear Pattern</b>	<b>Cause</b>	<b>Action</b>	
 Center Wear	Overinflated tire	Adjust tire pressure to specific load rating per tire catalog	
 Edge Wear	Underinflated tire	Adjust tire pressure to specific load rating per tire catalog	
 Side Wear	Loss of camber or overloading	Make sure load does not exceed axle rating. Realign axle at axle shop	
 Toe Wear	Incorrect toe-in	Align at alignment shop	
 Cupping	Out-of-balance	Check bearing adjustment and balance tires	
 Flat Spots	Wheel lockup	Avoid sudden stops when possible and adjust brakes and tire skidding	

***Maintenance Schedule***

Below is a maintenance schedule for routine maintenance of your trailer.

Item	Function Required	500 Mile Intervals	3 Months or 1000 Miles	6 Months or 3000 Miles	12 Months or 6,000 Miles	Refer to Page
Hub/Drum/Rotor	Inspect for abnormal wear				●	—
Bearings (Sure Lube-Bearing Lube)	Replenish grease in the system				●	7
Seals	Inspect for leakage Replace if worn				●	—
Wheel Nuts and Bolts	Check torque values	●				9



### **Trailer Licensing Notice**

Consult your dealer or vehicle licensing department for towing requirements relating to licensing and registration.

In the US, some states may consider this trailer a vehicle requiring registration, licensing, and titling. In many states, you will need the Manufacturers Certificate of Origin filled out and signed *by the dealer transferring ownership to you (the reseller from whom you purchased the trailer)*. Take this M.C.O. along with your bill of sale (cash register receipt) to your local DMV. Once you pay the appropriate fees, you will be issued a title or registration and license plate. Some states may require inspection of the assembled trailer before issuing a title, registration, or license. Check with your Department of Motor Vehicles for information and guidance on registering, licensing, and titling the trailer.

## **GEARWAGON™ WARRANTY & REPAIR**

Let's Go Aero offers a 1 year limited warranty to each new Let's Go Aero trailer against manufacturing defects in workmanship and materials.

The obligation under this warranty is limited to the replacement or repair at the manufacturer's factory, or at a point designated by the manufacturer, of such part as shall appear to the manufacturer or manufacturer's representative upon inspection of such part to have been defective in material or workmanship. This warranty does not obligate Let's Go Aero to bear the cost of labor or transportation charges in connection with the replacement or repair of defective parts, nor shall it apply to a product upon which alterations have been made or for equipment misused, neglected or improperly installed.

Let's Go Aero reserves the right to improve any product through changes in design or materials as it may deem desirable without being obligated to incorporate such changes in products of previous manufacture.

Bills for service, labor, or other expenses which have been incurred by the buyer without express approval or authorization by Let's Go Aero will not be accepted.

If your trailer fails to operate properly, or fails within the warranty period, the following steps should be taken:

1. An RMA (Return Merchandise Authorization) is required for any return of product for warranty work of defective components. Contact Let's Go Aero for an RMA, phone 719-630-3800, or via email to [contact@letsgoaero.com](mailto:contact@letsgoaero.com). Freight must be prepaid – collect shipments will be refused. Include your RMA number, name, return address, phone number and a description of the problem. A copy of the receipt including date of purchase is necessary for any warranty claim.

If your trailer was purchased outside the U.S., consult your dealer for assistance.

2. If damages are due to abuse or misuse, owner will be charged for parts and labor.
3. If any of the components of your trailer are found to be faulty due to defective material or workmanship, they will be repaired at no charge and returned with transportation charges prepaid. If failure occurred because of abuse, neglect or misuse, an estimate of cost to repair will be submitted back to the owner. After repairs are completed, the material will be returned with transportation charges collect.

Any modifications made to the trailer or parts of the trailer will void the trailer warranty and release Let's Go Aero of any responsibility for damages, injuries or accidents incurred.

For further information and customer assistance, call 719-630-3800, write to Let's Go Aero, 3380 N El Paso Street, Colorado Springs, CO 80907, USA, or email to [contact@letsgoaero.com](mailto:contact@letsgoaero.com).

### **Replacement Parts**

Parts replacements from wear and tear may be sourced through your GearWagon dealer or Let's Go Aero.