



Folding Multi-Use Trailers

Operation Manual – Version 8.

**Please make sure BEFORE you use your trailer you have read this entire booklet and have conducted the pre delivery check found in the plastic pocket with this Operation Manual.
The Pre delivery checklist ensures the trailer is ready to be used.**

1. Push wheels apart with knees.



2. Pull on draw bar and lower trailer down to the ground gently which will allow the wheels to fold out into place.

1



2



3



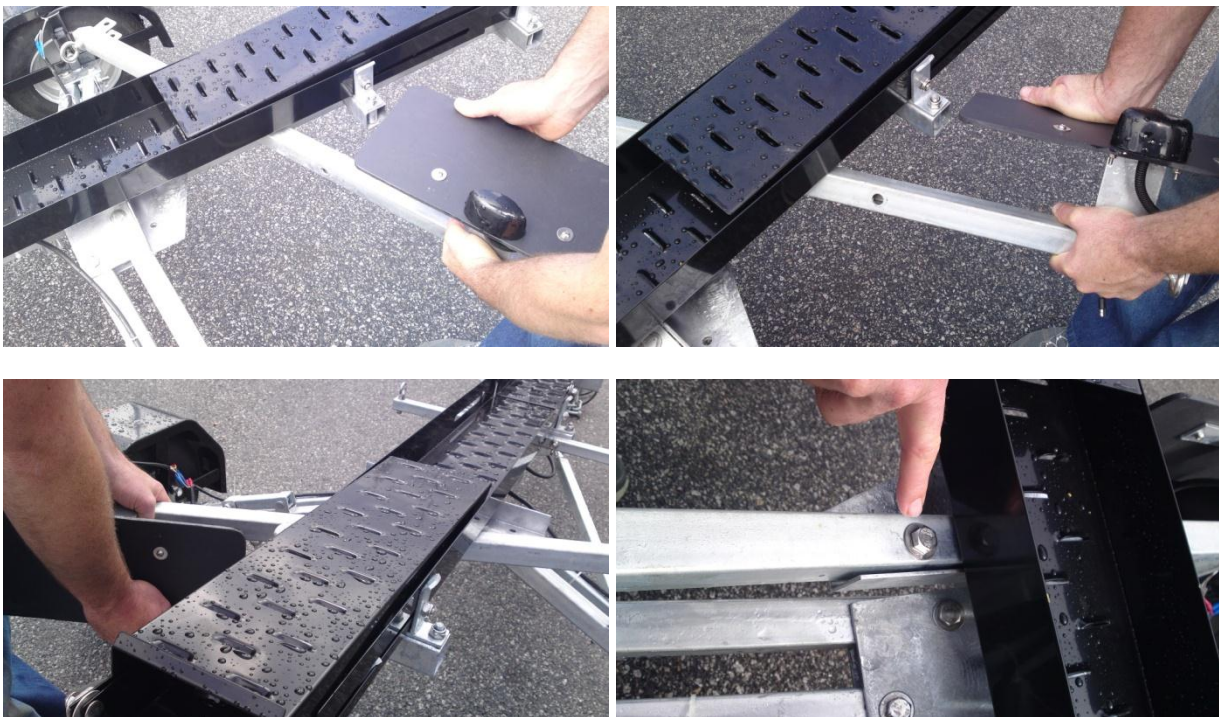
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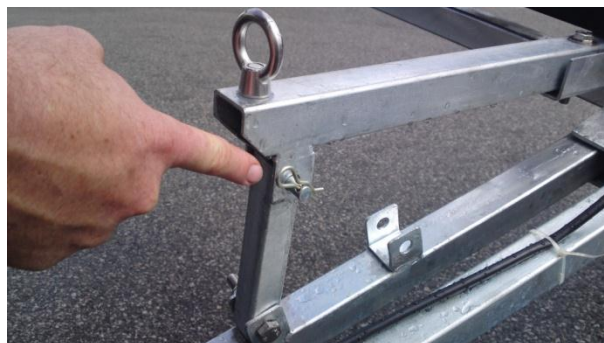
3. If you're not carrying a bike take pin from the pin storage hole and place pin through folding draw bar locking holes.



4. Place the removable cross member under the track and loosely place the bolts in place.
5. The removable cross bar needs to be inserted on its side with the number plate bracket facing upwards. Push to half way on a 45 degree angle then twist 90 degrees as seen below right.



6. Attach the swing arm connectors to the removable cross member with the pins.



7. Tighten cross member bolts.



8. Attach to tow bar of car, attach safety chain and attach light socket to car. **The lights** on the trailer already include the number plate light. It can be seen on the left hand side light on its right hand side as seen below.



The number plate light is on the side
Of the square light. (See photo)

9. Depending on the type of motorcycle will determine whether or not the brake back mechanism is required. If you are loading a heavy road bike with minimal clearance then the brake back will allow you to easily load the bike. Off road bikes do not require the brake back. Remove brake back pin and place in storage position. See pictures below.



10. Load motorcycle and adjust ramp size to suit bike.



Please visit the folding trailers website to see the **2 different ways of loading a bike.**

With the **break back** and **without** the break back. <http://bulldogfoldingtrailers.com.au/photo-video-gallery/>
Click on VIDEOS and view the ***Loading and Unloading FMT video.***

For low clearance bikes such as Road Bikes use the break back. There are two inclines.

For Motocross bikes you can leave the pin in and load up the ramp.

Tip: Have the straps set up on the trailer before you load the bike. Push the bike onto the trailer and then place the bike in gear. Secure one middle strap to the bike which is long enough to lean the bike away from you but be held by the strap on the lean. This will hold the bike on the trailer while you walk around and secure the other straps to the bike.

Note: The most important fastening points are in the middle. Either to the central frame or foot pegs.



Central Motorcycle tie down point is **critical** to the stability of bike. Ratchet straps are recommended.

WARNING! Note: Keep fingers clear at all times from pivoting and scissoring points to avoid injury.

Load Capacity:

G.T.M 450kg

Tare weight of single track FMT is 60kg

Maximum load capacity of the single track FMT is 390kg.



Double Track Accessory Kit Assembly

1. Remove single ramp and place to one side including all track guide brackets.



2. Remove front tie down bar.



Your FMT should look like this



3. Slide the 4 cross bars in the accessory kit through the trailer frame.
(Assembly of **flat bed** also applies to this image)



4. Place pins with r-clips from the accessory kit through the trailer frame and the cross bars.
(Assembly of **flat bed** also applies to this image)



5. Bolt the track removed on one side of the trailer using the holes in the cross bars.



6. Place the track from the accessory kit on the other side of the trailer and connect to the crossbars with the pins and r-clips in the accessory kit.



Load capacity:

Maximum load capacity of the double track FMT is 365kg combined weight of bikes.

G.T.M is 450kg

Tare weight is 85kg of the double track FMT.

Double Track Accessory Kit Disassembly

1. Fold track up.

BEWARE: Always watch making sure you don't leave your finger(s) in the joins.



2. Remove track attached with pins.



3. Remove pins from trailer frame.



4. Remove front cross bar



5. Slide out 3 rear cross bars bolted to track.



6. Once cross bars and track are removed fold away trailer and store tracks and cross bars





Folding Flat bed / Box Top Assembly Instructions:



Depending on the version of trailer you have purchased assembly of the Flat top and sides is simple.

If you have purchased the **FMT (No track)** the following applies:

Refer to Points 1 to 6 at the start of this document. Make sure you have inserted the removable cross bar (with number plate) through the main frame of the trailer and then attach the swing arm connectors to the removable cross member with the pins on both sides of the trailer (near the wheel guards)

Your FMT will then look like this below:

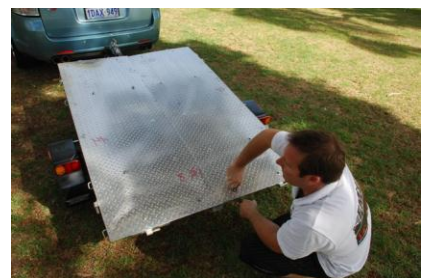


- 1) Your FMT will look like this when unfolded.
- 2) Slide the 4 accessory cross bars through the trailer frame.



- 3) Refer to Point 3 and Point 4 above in the Double track **assembly** section.

- 4) Place the Flat top onto the cross bars and place bolts down the centre onto the main frame of the trailer



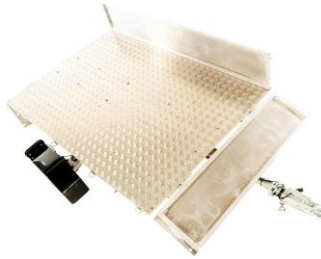
5) Place the bolts and pins through the holes of the accessory cross bars.

Note: No need to bolt through removable cross bar (with number plate)

6) Once secure, attach the box sides. Any side can be attached first. There is no sequence. Use R clips to pin sides together.



1 side



2 sides



until all 4 sides are attached.
(Tilted up showing undercarriage and cross bar positions)

When the FMT is set up as a box top you need to move the lights from the wheel guards to the back side. (Holes are already in place) The registration plate must also be attached to the back. See photo below for the positioning.



Load Capacity of the Box Top with sides.

G.T.M of Box top is 450kg. Tare weight of box top with sides is 100kg.

Load capacity of the box top (with sides) is 350kg.

Load Capacity of the Flat top (No sides attached)

G.T.M of Flat Top is 450kg. Tare weight of flat top is 85kg.

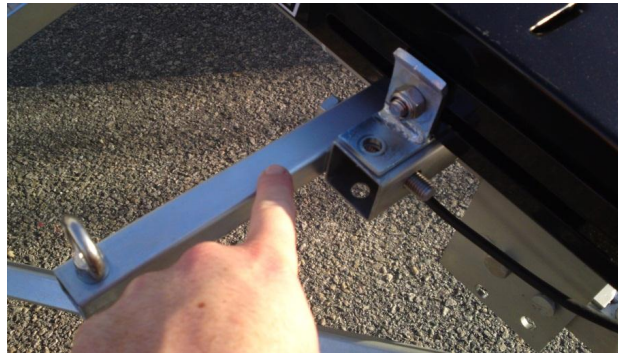
Load capacity of the Flat top is 365kg

If you have purchased an **FMT with a track** and have now purchased the accessory flat bed and cross bars, the following assembly will apply:

1. Remove single ramp and place to one side including all track guide brackets.



2. Remove front tie down bar.



- 3) Your FMT will look like this. Now you will be attaching the 4 x cross bars that you have purchased to use as the base for the flat bed. The extra cross bars can also be used if you want to attach 2 tracks for 2 bikes.

- 4) Your FMT will look like this when unfolded.

- 5) Slide the 4 accessory cross bars through the trailer frame.



- 6) Refer to Point 3 and Point 4 above in the Double track **assembly** section.

- 7) Place the Flat top onto the cross bars and place bolts down the centre onto the main frame of the trailer



- 8) Place bolts and pins through the holes of the accessory cross bars.

Note: No need to bolt through the removable cross bar (Removable cross bar is the number plate bar.)

- 9) Once secure, attach the box sides. Any side can be attached first. There is no sequence. Use R clips to pin sides together.

Load Capacity of the Box Top with sides.

G.T.M of Box top is 450kg. Tare weight of box top with sides is 100kg.

Load capacity of the box top (with sides) is 350kg.

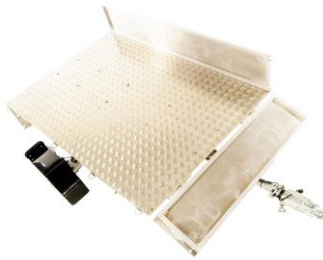
Load Capacity of the Flat top (No sides attached)

G.T.M of Flat Top is 450kg. Tare weight of flat top is 85kg.

Load capacity of the Flat top is 365kg



1 side



2 sides



until all 4 sides are attached.
(Tilted up showing undercarriage and cross bar positions)

When the FMT is set up as a box top you need to move the lights from wheel guards to the back side.
(Holes are already in place) The registration plate must also be attached to the back.





FMT – Maintenance and Commissioning

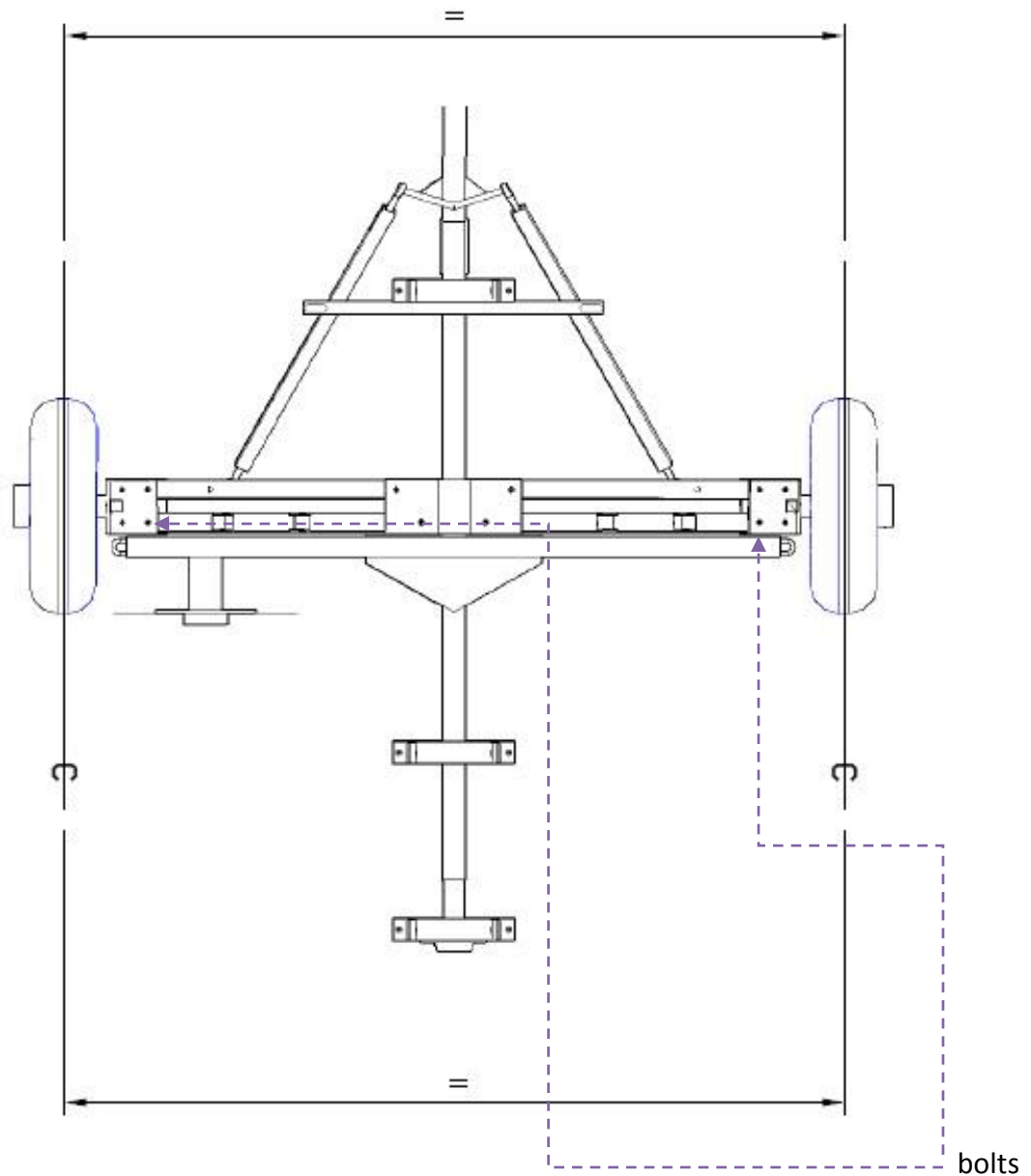
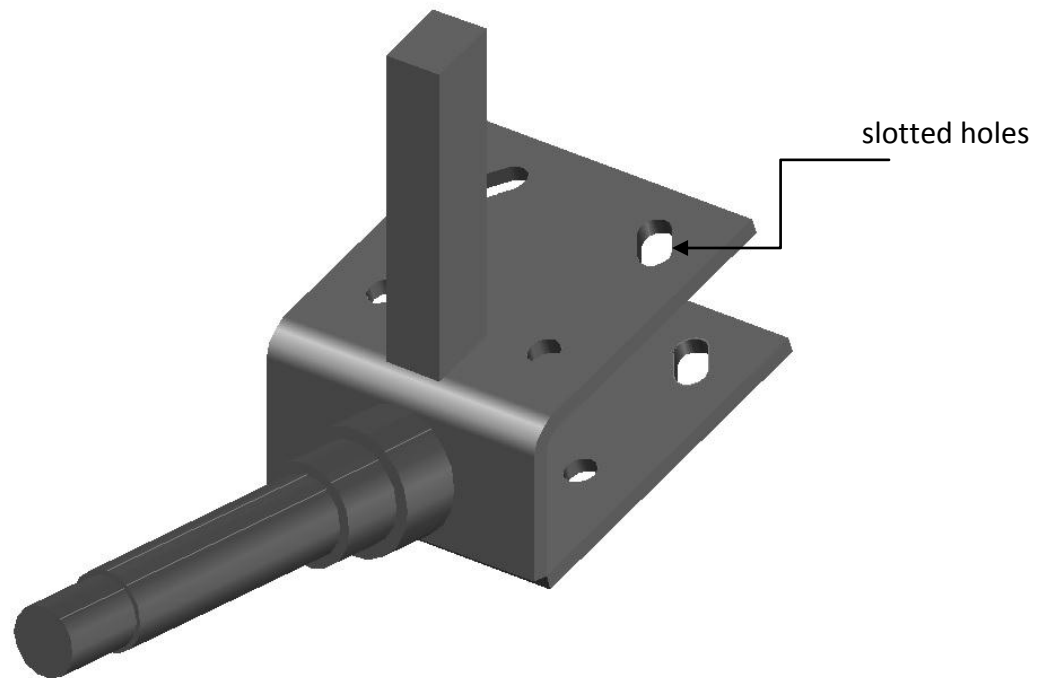
It is imperative that the FMT is looked after and maintained to ensure longevity and safe workings of your trailer. This will always ensure hassle free use of your trailer and continuation of the warranty to its full extent.

1. Always check the nuts and bolts of the trailer before use to ensure they are all tightened correctly. This is especially important for the 2 bolts that connect the removable cross member and wheel guards.

WHEEL ALIGNMENT & DRAW BAR ALIGNMENT



1. Using a tape measure check that the wheels are square with the trailer. This can also be seen when the trailer is folded as the wheels move in alignment with the trailer at all times. Check left and right alignments.
2. If there is some misalignment then loosen the bolt at the rear of wheel assembly at the outside end of the rear swing arm (As illustrated below). This will allow for the wheels to be towed in or out. It is very important that the **wheels are within 1-2mm** from the measurement of the front of the wheel to the main frame and the back of the wheel to the main frame. The closer the alignment the **less wear** you will get on your tyres. It is better to have the wheels slightly towed in at the front than out at the back. Once inline retighten the bolt firmly.



2. Check the alignment of the drawbar with the main longitudinal frame. The two should be perfectly in line. If the two members are not lined up correctly then it will cause the wheel alignment of the trailer to be out which will decrease the life of the tyres. The other telling symptom is that it will be harder to remove and replace the main drawbar locking pin. When checking alignment ensure that the wheels are pressed hard against the main frame equally. Please see photo below.

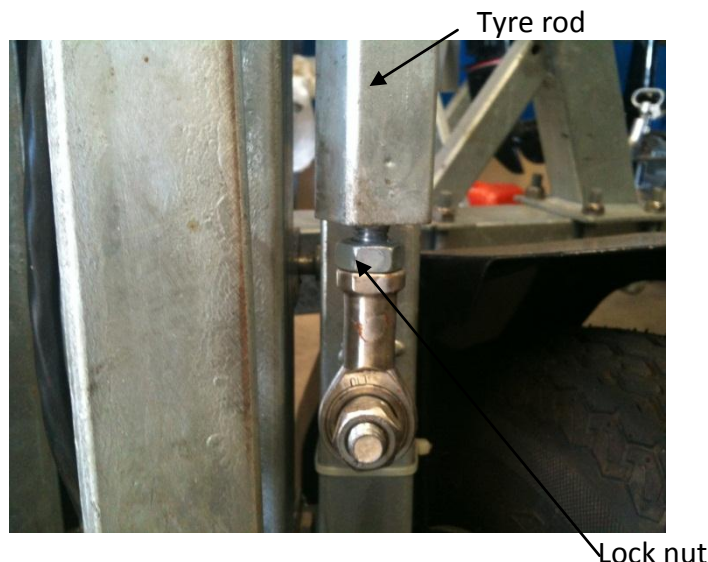


Wheels pushed hard in
Drawbar directly in front of main frame

If the drawbar is out of alignment then adjustment of the tyre rods is necessary to bring the drawbar back in line with the main frame.

Firstly loosen the lock nuts on both ends of the two tyre rods.

See Photo below:



Secondly twist either tyre rod to bring the drawbar into alignment.

Note the drawbar should move in towards the main frame when making the adjustment not away.

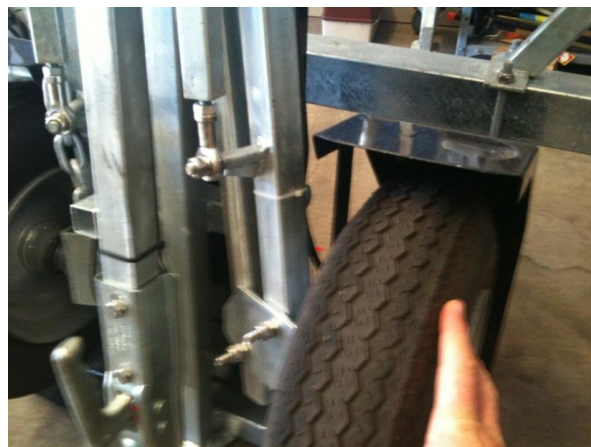
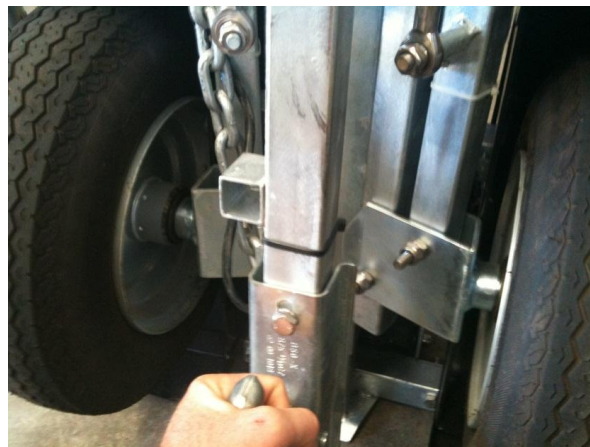
See picture below.



Once the drawbar is inline twist both tyre rods at the same time so that the drawbar moves directly towards the mainframe until the tyre rods are quite tight.

Ensure the drawbar is inline and that there is good firm tension when you pull on the drawbar coupling. Also test the firmness of the wheels against the mainframe; it should require a good push to get the wheels to the frame. This will ensure the top of the coupling does not drag on the ground and that the wheels do not splay when moving the FMT in its folded position.

See Pictures below:



Check the alignment of the drawbar once more and then tighten the top and bottom locknuts on both the tyre rods.

See picture below.



Lock nut

3. Always check the bearings before embarking on long trips. The bearings are “**set 14**” bearings.
Ensure that the wheel bearings (set 14) are sufficiently greased at all times.
4. Tyres should be inflated to the recommended inflation pressure to avoid excessive wear. Recommended pressure with average load 40PSI. If using trailer to maximum capacity inflate to 50PSI.
5. Make sure you trailer is weighted correctly with approximately 20kg of weight on your tow ball. If you have negative weight on your tow ball you will have severe sway in the trailer.
6. **After using the trailer for the first time**, component will settle into place and it is recommended to **RE CHECK the wheel alignment** and make sure its still aligned, and if not, to ensure it is done again. A good idea at this stage is to mark the plate with a permanent marker and if it shifts again – you will have the mark to tighten it back to.

PARTS for the Bulldog Trailer:

Parts, such as nuts and bolts and pins etc for the Bulldog Trailers can be purchased from any trailer retailer including Bunnings.

The bearings are set 14 and can also be purchased from trailer retailers across Australia.

Bulldog Trailers can also sell these parts to you. Please send us an email and we will be more than happy to assist you or point you in the right direction.