



ALUMINIUM TRAILERS

Think Trailers, Think Swiftco.

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Dear Customer

Congratulations on your purchase of a quality and durable SWIFTCO ALUMINIUM BOAT TRAILER. As an Australian family business, we thank you for your purchase.

Swiftco aluminium trailers have been designed to the highest standard and fully certified under new Federal Road Vehicle Standards Legislation. Designed in conjunction with our inhouse engineer who was the leading Aerospace Engineer and Finite Element Analysis Consultant for companies such as Boeing, Airbus, Northrop and UTC Aerospace. Unlike other manufacturers, at Swiftco we use stronger T6 aluminium beams with a stronger MPa strength giving you assurance in Swiftco aluminium trailer strength.

As with any vehicle, all trailers require maintenance and servicing. Adhering to this Maintenance Schedule will service you with a quality Swiftco trailer you can trust for many years. Please read through this manual for the care and maintenance of your new Swiftco aluminium trailer.

Please contact us directly if you have any questions.

THE SWIFTCO TEAM

If you did not choose a Swiftco professional boat fitting with your aluminium trailer purchase, follow these steps to ensure correct fitting of boat to your new trailer. Following these steps will ensure you tow safely while also ensuring an easier launch and retrieval at the boat ramp.

STEPS TO BOAT TRAILER FITTING

Remember safety first- always ensure the trailer is secured from movement by placing chocks under wheels.

- Set winch post to length of boat
Measure from bow eye (where winch attaches to boat) to stern. Add 100mm to measurement. Set winch post roller accordingly to this measurement. Drop all wobble and keel rollers down to lowest position.
- Set boat onto trailer
Sink trailer at boat ramp and hand winch boat onto trailer. If you have measured correctly in Point 1, stern of boat will be fitting 100mm past end rollers. This is best position.
- **Set correct tow-hitch weight**
Drive trailer off boat ramp and onto level/firm ground. At this point check and set the tow hitch weight using tow hitch scale. Use the ideal tow hitch for your trailer using format of trailer/boat length below.
Up to 4.4m: 50-70 kgs
4.5 to 5.5m: 90-110 kgs
5.6 to 6.5m: 120-150 kgs
6.6 to 7.6m: 150-220 kgs
Accomplish movement of weight by moving axle group front or back along the main frame. Moving axle group to back of frame will increase tow hitch weight, moving axle group forward will decrease tow hitch weight. Ensure you tighten all associated fixings once position is confirmed.
- **Adjust rear 6 pack rollers and keel rollers**
Loosen U-bolt's of rear 6pack rollers. Adjust inwards or outwards to get the keel of boat sitting flat on the keel rollers. Tighten U-bolt's to the six pack rollers and adjust any keel rollers that are not touching the keel so that equal weight is on all keel rollers. In most cases 80-90% of your boats weight should be on the keel ladder rollers, the strongest part of your hull. Tighten U-bolt's.
- Adjust wobble/skid rollers
The purpose of wobble rollers/skids is to keep the boat stable and secure in upright position and assist in guiding boat to resting trailer position. As keel rollers are to take approx 80-90% of the boat weight, the skids/wobble rollers are there to only take 10-20% of boat weight- take this into consideration, when adjusting wobble rollers/skids to make sure you are not taking any of the keel load off the role of the keel rollers. Remember to tighten all U-bolts.
- Set winch carrier.
Loosen U-bolts, adjust winch carrier so roller sits just above the bow eye. Tighten U-bolts securely

.....continued overleaf....

- **Secure boat to trailer**
Use a turnbuckle and chain system from bow eye down to base of winch post. This is a legal towing requirement. Attach safety chain. Take strain off the winch so winch is taking little load. The winch should never take full load of the boat during towing, nor be used as a secure tie-down. The winch should only be used to winch boat onto trailer. Always strap rear of boat to trailer using ratchet strap anchoring to tie down points on trailer.
- **Check tyre pressure.**
Make sure you have a firm ride. Too much air in tyres will give you a bumpy ride. Not enough air will provide a soft ride, however this is more unstable and may possibly result in sway around corners. Play with tyre pressure to obtain optimum ride for your individual load. Correct tyre pressure will make a massive difference to how your trailer handles and tows.
- **Check U-bolts, wheel nuts and bearings**
U-bolt's- Tighten U-bolts ensuring not to over tighten
- **Wheel nuts- Tighten wheel nuts as required.** Good practice to use Lanox on wheel nuts on regular basis. This will help protect from salt water
- **Bearings- Grab top of wheel, rock wheel back and forth towards and away from you to ensure no wheel bearing movement.** Do this on regular occurrence to check bearings.

Call with any enquiries on correct fitting your boat. Correct fitment will ensure an enjoyable and easy tow and launch/retrieval. Or arrange a professional Swiftco boat fit by our experienced boat fitters.

Safe Operation: Always check following before towing your trailer each and every time:

Remember SAFETY FIRST.

- Your trailer coupling (sometimes referred to as a hitch) should sit firmly and completely on the tow ball with the R clip in place.
- Trailer safety chains are safely secured from your trailer to your tow bar via rated 'D' shackles. Chain should not be tight, crossed to reduce possibility of stress, and never touching the ground. Check safety chains regularly for wear, especially if they have been dragged along the ground.
- Tyres are inflated evenly around. Swiftco use light truck tyres so should have a high psi. We recommend 50-60 psi depending on your boat/trailer set up. Call us if you are unsure. Make sure you have a firm ride. Too much air in tyres will give you a bumpy ride. Not enough air will provide a soft ride, however this is more unstable and may possibly result in sway around corners. Play with tyre pressure to obtain optimum ride for your individual load. Correct tyre pressure makes a massive difference to how your trailer handles and tows.
- Hand brake cable-check and adjust as required- Swiftco trailers rated 750kg – 2000kg
- All lights on your trailer are working and in good order
- Your load is within maximum carrying capacity as per the ATM inscribed on VIN plate on your trailer- Boat + Motor + Trailer + Equipment/Contents + Fuel + Water. The TOTAL weight capacity of your trailer travelling on the road should NEVER exceed the ATM of the trailer
- Boat is properly secured to trailer, using tie-down straps at transom and a turnbuckle and chain at the winch.
- For braked trailers, over 2000kg, ensure the Brake fluid level is sufficient. Refer to the Manufacturers supplied Brake Actuator Manual.
- Electric brake-away box is charging. Plug the Anderson and the trailer plug into vehicle which will activate the which will in turn activate the hydraulic pump. You will hear this.
- Visually check U-bolts and replace if any cracks of galvanising. Tighten U-bolts as required, ensuring not to over tighten or bend shape. These can fail when put under stress, when wheel drops in potholes/ crevices in road. Check nuts are evenly tightened. Important not to overtighten.
- Check & tighten wheel nuts as required. Spray with Lanox on regular basis to help protect from salt water
- Bearings- Grab top of wheel, rock wheel back and forth towards and away from you to ensure no wheel bearing movement.
- Check hubs at boat ramp. On arrival, before placing trailer in water, check hub for heat. Do not sink in water until ambient temperature. Check again at end of tow. If one side is hotter than other, suspect issue with bearing or brakes.

Cleaning your Swiftco Aluminium Trailer

Salt water is inherently corrosive. While aluminium trailers are significantly more resistant to corrosion than traditional galvanised steel trailers, they still require your care and maintenance to avoid the possibility of rust and corrosion. While we take care in the manufacturing and assembling process to mitigate against this, corrosion can still occur. Maintaining a clean trailer can help minimise corrosion and other types of damage that can shorten a trailers lifespan. Despite popular believe ALL Aluminium trailers are susceptible to corrosion which in turn can weaken the metal. Regular cleaning also allows you to inspect the trailer for any wear and tear or damage allowing you to address before they become troublesome. Even if your trailer is only used in fresh water, follow the below cleaning instructions.

- Safety First. Ensure your trailer is parked securely on flat level ground with hand brake activated and a chock behind all wheels.
- Ensure a non-slippery, ventilated area away from others, including children and pets.
- Once you have finished using the trailer for the day, wash down all surfaces, ensuring removal of sand, salt, road grime with water only. Avoid high pressure cleaners, just a normal garden hose pressure is suitable.
- Next mix a soapy product designed for aluminium use, in a bucket of water and hand wash the trailer, follow instructions and suggested dilution on packaging. A very soft brush can be used to assist. However, avoid using abrasive cleaners or tools that could scratch or damage components.
- Rollers, keel ladder rollers and skids can stick or degrade due to salt and sand. Always give them a good wash after use and replace if excessive wear is visible. If wear is more prominent on one side, rollers may need adjusting.
- Now, using garden hose, fully rinse entire trailer making sure to remove any soapy residue.
- Dry the trailer using a microfibre towel, paying extra attention to any areas water may collect.
- Axle assembly, and winch- These components are made from galvanised steel and therefore are exposed to rust and corrosion without due care. After following the above cleaning schedule, spray these galvanised and powdercoated components with Lanox every three months.

Service Schedule

As with any vehicle, servicing is required. We have qualified mechanics on site who perform servicing on all types of towable vehicles. If you are not close to us, use your trusted qualified mechanic.

Regular trailer servicing is critical to safety while ensuring the longevity of your trailer. Use below as a minimum guide to scheduling the mechanical servicing of your SWIFTCO trailer.

- For commercial trailers that receive heavy daily use, we recommend servicing at least every 3 months
- For trailers that travel long distances, we recommend servicing every 6 months
- For trailers doing the occasional tow, we recommend a minimum 12 monthly service routine.
- Before you go on holiday, book in for a safety check

Warranty

Your Swiftco Aluminium trailer is warranted for an industry leading 6 years from the date of purchase. This covers the chassis. The submersible lights are covered for 5 years.

Components that Swiftco Trailers do not manufacture, such as winches, jockey stands/wheels etc, are covered by the manufacturer's warranty, usually 12 months.

Warranty does not include:

- General wear and tear via normal use (eg, but not limited to bearings, winch, jockey wheel/stand & brake pads, lights housing etc)
- Normal wear & tear on tyres, or tyres that have not been used with correct psi
- Cosmetic damage (eg, but not limited to scratches, dents)
- Brakes, wheel bearings, seals, coatings and wear surfaces
- Servicing

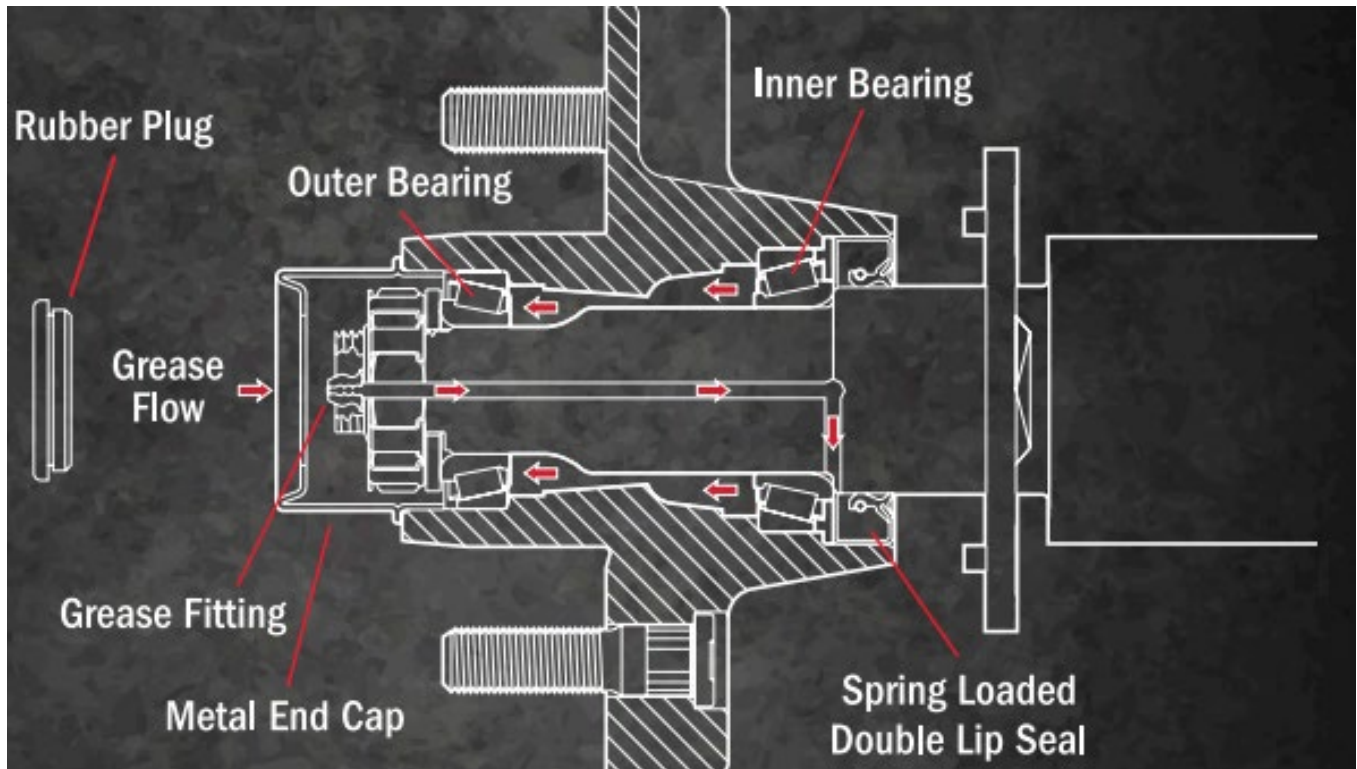
Your warranty will be void under following circumstances:

- Damage due to or caused by misuse of trailer, neglect of care, negligence to conduct checks/servicing, tampering or malicious damage
- Not servicing your trailer
- Defects arising from an accident or miss-use
- Rough/4WD road use or off-road use
- Loading trailer greater than the registered ATM or using the trailer for other than boat designed for
- Use of non-approved chassis or frame modifications
- Use of non approved accessories

EziLube- Bearing Lubrication System

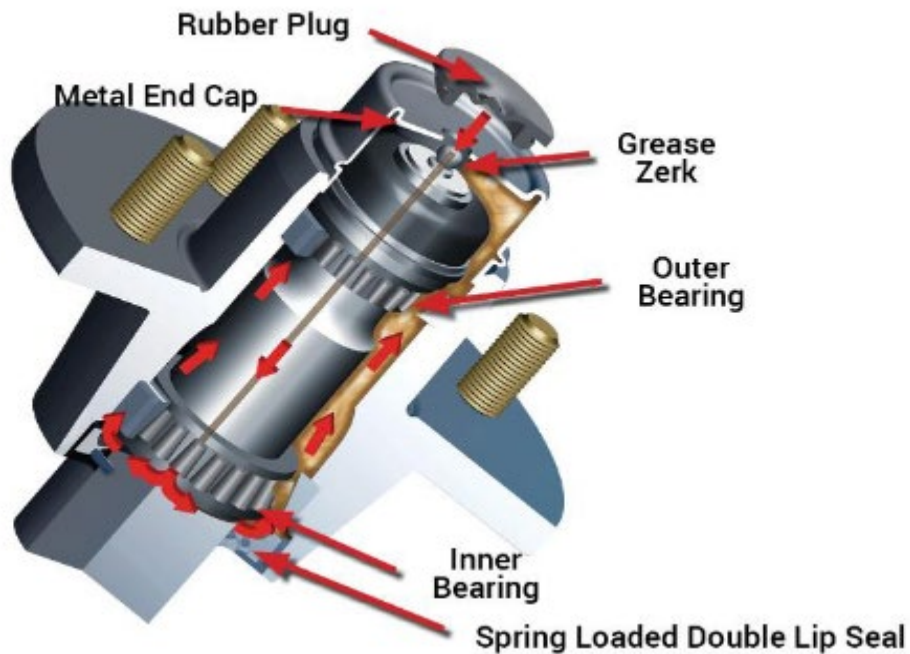
The axles on your Swiftco Aluminium trailer are EziLube axles. Trailer axle lubrication made simple, no disassembly required.

Your trailer axle spindles have been specifically drilled and assembled with grease fittings. When grease is pumped into the fittings, it is channelled to the inner bearing, then in turn to the outer bearing and eventually back out the grease cap hole, allowing a complete and simple bearing repack. The EziLube system is designed for immersion in water making them ideally for marine trailers.



Located at the end of the axle spindle is a grease nipple. This allows you to lubricate the inner and outer bearing by having a pathway from the grease nipple at the end of the axle to the inner bearing. This enables the grease to be pushed towards the outer bearing and into the dust cap.

Always remember- Prior to your trailer axles entering the water, it is important to wait until the hubs have cooled.



EziLube Lubrication- The How to

1. Ensure your trailer is in a safe, flat, stable area
2. Place chocks under your other tyres.
3. Jack up the wheel
4. Remove the dust cap (metal end cap) from end of axle. (We do not use rubber plug as illustrated))
5. Place a standard manual grease gun onto the grease nipple (Grease Zerk)
6. While rotating the hub, slowly pump the grease into the fitting. You will notice the old grease will flow back around your grease gun. Keep pumping until the new clean grease is seen instead of the old
7. Remove the grease gun, wipe off all excess and replace the dust cap.

We use and suggest placing dust cap back with lock-tight (or similar product) to prevent dust cap falling off

General Information and Maintenance

Nuts Bolts & Ubolts

Periodically check all nuts and bolts and U-bolts

Your Swiftco aluminium trailer chassis has been fitted with stainless steel 316 bolts and NYLOC nuts.

Axles run galvanised ubolts should periodically checked. It is good practice to check if travelling on pothole covered roads and long trips

You should periodically check that all nuts are firmly tightened on a regular basis. If at any time stainless steel nuts require replacing, an anti-galling grease needs to be always applied to the bolt thread.

Rattle-guns should never be used on any stainless-steel nuts.

Lights

All Swiftco marine trailers are fitted with fully submersible lights. The lights should not need any maintenance other than ensuring they are washed after each use. Do not use abrasive brushes or chemicals to clean the lights. The manufacturer covers warranty for 5 years from date of purchase. Cracked lenses are not covered.

Trailer wheels

Trailers rated from 3500kg will have alloy wheels. The reason for the alloy wheels is to get a higher design rating than the standard sunrasia wheels. The shiny surface of the alloy rim will become dull overtime due to road grime and salt, so they will require cleaning to maintain their shine. A word of caution, do not use strong detergents or alkaline or acidic cleaners to clean an alloy wheel. Many of these solutions can etch the surface and leave dull streaky areas. For cleaning never use any abrasive cleaner or brushes. We recommend simply cleaning with soapy water and a soft sponge, ensuring to wash this off completely with water. Always make sure the rims and hubs are cool to the touch before washing.

Mechanical Hydraulic Brakes- Trailers rated up to 2000kg

Braked trailers up to 2000kg (2.0 tonne) utilise a mechanical over ride coupling that drives the hydraulic braking system via a momentum activated or inertia piston. These have an adjustment screw on the coupling that can be

altered that determines the response time and strength of the trailer braking. The gap between the head of the adjustment screw and back of the coupling piston in static position should be approximately 10mm. We use DOT4 brake fluid.

Hydraulic brakes- Trailers rated over 2000kg

The hydraulic brake system we install is the Hydrastar 1200PSI or 1600PSI. You will be supplied with the Hydrastar company Technical Manual. Please refer to this for all maintenance and car

DeeMaxx Brakes

We install DeeMaxx Ventilate Brake Systems on our aluminium trailers rated 3000kg (3 tonne) and above. The rotors and calipers are maxx coated but also available in stainless steel.

The slip over rotors are ventilated which assists in dispersing heat away from calipers and bearings.

Regular fresh water flushing is always required after each use.

Flushing of brake fluid every 6-12 months is required to ensure optimal performance and maintenance.



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