

Prowler



Prowler Utility Trailer Manual

Introduction:

This manual was prepared to acquaint you with the safe operation and maintenance of your Prowler Utility Trailer. We urge you to review this publication carefully. It will help you enjoy safe and trouble-free operation of your trailer.

Note

*When closing the trailer lid, do not attempt to slam the lid closed.
The lid was designed for the gas struts to regulate the rate of closure.
Once the lid is closed, apply slight pressure to the surface until the lock mechanism engages*

Check the certification label attached to the trailer tongue. It will show the maximum load-carrying capacity of the trailer: 615 lbs. Additionally, it shows the gross vehicle weight rating (GVWR): 1,000 lbs., which is the load carrying capacity plus the weight of the trailer itself.

Warning

The total weight of your trailer and cargo must not exceed the trailer's gross vehicle weight rating.

Weight Distribution

Improper weight distribution can cause a trailer to oscillate from side to side as it moves down the road. This back and forth motion puts excessive strain on both the trailer and the tow vehicle, increasing both gas consumption and the possibility of an accident. This can be avoided by evenly distributing the weight when loading the trailer.

It is extremely important that 5%-10% of the total weight of your loaded trailer should be felt at the coupling ball when the tongue is parallel to the ground. If the weight of the coupling ball does not fall within this range, take immediate corrective action. This can be accomplished by redistributing the load. The importance of an adequate load on the hitch ball cannot be over emphasized.

Trailer Hitch

Before towing, ensure that the tow vehicle has the right size hitch ball to match the coupler on your trailer. The required hitch ball size is 1-7/8" diameter. This information is also marked on the trailer's coupler.

Safety Cables

The safety cables provide added security for your trailer so that it will not become detached from the tow vehicle. The cables need to be checked for proper installation prior to each trip. It is highly recommended (most state laws require it) that you cross the cables below the trailer tongue. For example, the cable on the trailer's left attaches to the right of the hitch ball; and the trailer's right cable attaches to the left of the hitch ball. (See Figure A)

Crisscross Of Safety Cables Under The Tongue

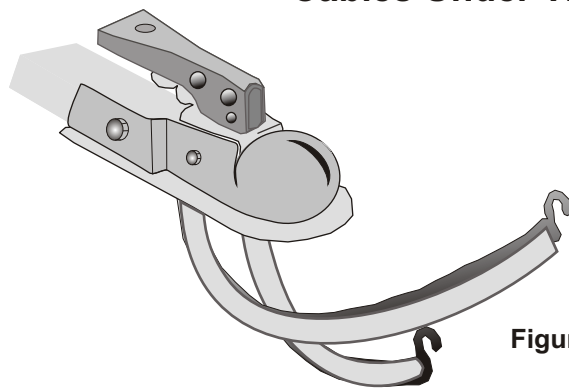


Figure A

The crossing of the cables will prevent the trailer tongue from dropping to the road if the trailer coupler separates from the hitch ball. The cables should be rigged with just enough slack to permit tight turns. If for any reason it becomes necessary to replace a safety cable, do not substitute a lighter weight cable.

Warning

Almost all state laws require that safety cables be crisscrossed under the trailer tongue.

Trailer Coupling

If the hitch's latch mechanism deforms in any way, do not use the trailer until the latch assembly is replaced. When the coupler slides over the hitch ball, the latch should close firmly. If the coupler is loose, tighten the adjustment nut until a tight fit is achieved when the latch is closed. Keep the latch mechanism lightly oiled and clean.

Accidental unlatching or theft can be avoided by placing a bolt or padlock through the hole provided for this purpose in the coupler latch mechanism. (See Figure B)

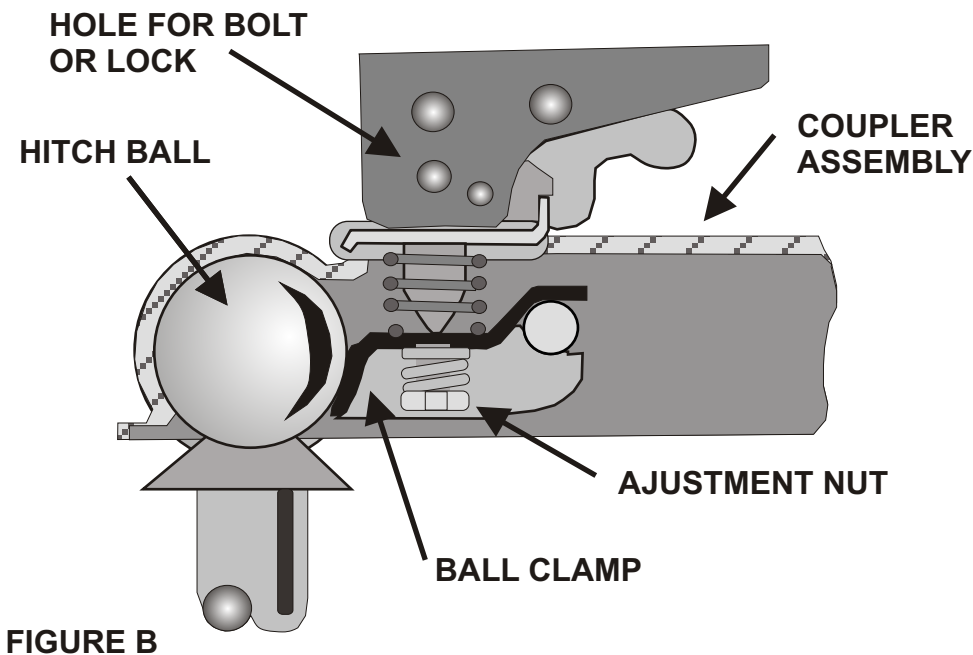


FIGURE B

Lights

State and federal regulations mandate that all types of trailers shall be equipped with tail, stop, turn and side marker lights. The lights on this trailer meet these regulations. However, it is the owner's responsibility to maintain them in proper operating condition. A specific wiring harness for connecting the trailer lights to the tow vehicle's lighting system is available. Prior to towing your trailer, ensure that the connection between the trailer and tow vehicle is complete and functioning properly.

The following list provides preventive maintenance procedures to keep your trailer lighting system in good operating condition.

1. Annually, trace the wiring system of the tow vehicle to the trailer and back. Watch for bare wires, chafed or cracked insulation and corroded or rusted terminals. Replace any parts that are damaged or badly worn,
2. Apply a little waterproof grease on plug contacts and light bulb bases to help prevent rust and corrosion.
3. Before every trip, check for broken or burned out bulbs, cracked or broken lenses, etc.

Lamp and Bulb Replacement Information			
LAMPS	QUANTITY	MOPAR Part No #	TRADE Part No #
License Lamp	1	L0000168	168
Marker Lamp-Rear	2	L0000194	194
Front Marker Lamp	2	L0000168	168
Rear Tail & Stop Lamp	2	L0003157	3157

Wheels, Tires and Hubs

There are three critical items to check: 1) Lug Bolts 2) Hub Lubrication 3) Tire pressure.

Wheel Covers, Removal

To remove the wheel cover, remove the set screw that secureS the wheel cover. The set screw is a Phillips head, this differentiates itself from the torx head assembly screws. Only remove the Phillips head screw. Once the set screw is removed, lightly tap on the wheel cover in a counter Clockwise direction. The cover will disengage from the locking mechanism.

Wheel Covers, Replacement

To install the wheel cover, place it against the wheel with the valve stem centered in the valve stem area of the wheel cover. With the tabs on the back of the cover engaged in the slots on the wheel, rotate the cover clockwise applying pressure until you feel the locking mechanism snap into place and hear an audible click. It is important to make sure that the wheel cover is locked properly in place before towing. When locked the valve stem will be at the edge of the valve stem slot on the cover. Finally, replace set screw.

Lug Bolts

Always check for loose and/or missing lug nuts before using the trailer. Torque lug nuts to 90FT.-LBS,

Lubrication

The best protection against wheel bearing damage is to keep the wheel assemblies fully lubricated. Wheel bearings need to be checked periodically and re-packed if necessary. To re-pack, remove old grease from bearing and hub; re-pack the bearing and fill the hub with wheel bearing grease. When reinstalling the bearing, tighten the retaining nut to a snug position. Back the nut off to the first aligned cotter pin hole and install cotter pin & dust cover.

WARNING

Keep wheel bearings lubricated.

Tires

Specifications:

Manufacturer: Goodyear

Size: 225/55R15 Eagle GS-N

Recommended Inflation Pressure: 26 psi

The most common cause of tire trouble is under inflation. It is important to maintain the air pressure in the trailer tires at 26 psi, as indicated above.

Note:

Always check the air pressure when the tires are cold.

WARNING

Check frequently to assure wheel lug bolts are tight and tires are inflated to proper pressure.

Hitching Up Your Trailer

Hitching up your trailer can usually be done by one person, but it is easier if you have an assistant. Here are the basic steps :

1. Back the tow vehicle as close to the trailer as possible; stop the tow vehicle, shut off the engine and set the parking brake. This is easier and safer than pulling the trailer to the tow vehicle
2. Check to be sure that the coupler locking device is released and the coupler is clean.
3. Lift the front of the trailer tongue and retract the stand to the stowed position. The stand is stowed by pulling downward and rotating clockwise until the stand locks into place. The foot on the end of the stand can be adjusted to level the trailer when it is disconnected from the vehicle. Next, position the coupler directly over the hitch ball and lower the tongue until the coupler is completely over the hitch ball.
4. Check under the coupling to be certain that the ball clamp is **BELOW** the ball and not resting on top of the hitch ball.
5. Lock the hitch coupler to the hitch ball. Make sure the locking mechanism is engaged by pulling-up on the tongue. If the tongue comes off of the hitch ball, unlock the hitch mechanism and return to Step #3.
6. Attach the safety cables.
7. Connect the trailer's wiring harness to the harness of the tow vehicle and check it's operation.

WARNING

When hitching the trailer to the tow vehicle, ensure that the coupler is securely locked to the hitch ball. The driver needs to make a final inspection of the trailer.

Towing Your Trailer

Before making your first trip with your trailer, take it out for at least one short run. This will get you familiar with the handling characteristics, and provides an opportunity to make sure everything is working properly.

NOTE

Some insurance policies do not provide coverage when towing a trailer or coverage for the trailer, Check your policy or call your agent to be sure that you and your trailer are fully covered.

SLOW DOWN: There is less strain on the trailer and tow vehicle at moderate to slow speeds. Additionally, many states have reduced speed limits for vehicles towing trailers.

ALLOW EXTRA TIME AND SPACE: Both are required when passing and stopping, especially when the trailer is fully loaded.

SWING WIDER: Trailer wheels are closer to the inside of turns than the wheels of the towing vehicle. Therefore, you should account for this by swinging wider at curves and turns.

PASS WITH EXTRA CARE: While towing a trailer, you will need additional time and distance to accelerate, pass a slower moving vehicle, and return to the right lane.

WATCH WIND EFFECTS: Be prepared for sudden changes in air pressure and/or wind buffeting when larger vehicles pass in either direction. Maintain speed and a firm grip of the steering wheel.

A VOID SUDDEN STOPS AND STARTS: Sudden stops may cause the trailer to skid, slide, or jackknife. This is even more pronounced if a quick stop is made while turning. Smooth, gradual acceleration and stopping will increase gas mileage and minimize wear on trailer and tow vehicle.

SIGNAL YOUR INTENTIONS: Always signal your intentions before stopping, turning, or changing lanes. This will allow approaching and following traffic to know your intentions.

SHIFT TO LOWER GEAR: Traveling in a lower gear when ascending steep hills or traveling over sand, gravel, or dirt will reduce the load on your engine and transmission.

IF A PROBLEM OCCURS: The general rule is stay cool. Do not panic and make abrupt driver inputs. A sudden bumping or swerving of the trailer maybe caused by a flat tire. Do not accelerate and try to "drive out of it." The recommended action is to slow down gradually and come to a stop. Once stopped, check your trailer for a flat tire or possibly the load shifted within the trailer. The load probably is not evenly distributed side to side. Re-distribute the load before continuing

Trailer Storage and Maintenance

When your trailer will not be used for a significant length of time, you can insure increased longevity and performance by following these recommended steps:

1. If possible) store the trailer in an, enclosed area.
2. Repack bearings with wheel bearing grease prior to storage.
3. While in storage, take time to touch-up chips and nicks in the paint, and to check. lights and wiring etc.
4. Lubricate moving parts.
5. Check and tighten all nuts and bolts.
6. The trailer will look better and last longer if washed periodically.

Washing your Trailer

The paint finish on your trailer is automotive quality .It consists of multiple base coats with a protective clear coat. The best way to maintain the trailer's finish is to keep it clean by washing it regularly with lukewarm or cold water.

Always wash your vehicle in the shade using an automotive soap, and rinse the trailer completely with clean water. High pressure hoses may cause water to penetrate the trailer's weather seal and allow water to enter the trailer body.

Use Mopar auto polish to remove road film and stains and to polish your vehicle. Take care never to scratch the paint.

Avoid using abrasive compounds and power buffing that may diminish the gloss or thin out the paint finish.

CAUTION

Do not use abrasive or strong cleaning materials such as steel wool or scouring powder, which will scratch painted surfaces.

Special Care

If you drive on salted or dusty roads or if you drive near the ocean, hose off the undercarriage at least once a month.

If you detect any stone chips or scratches in the paint, touch them up immediately. The cost of such repairs is considered the responsibility of the owner. Your dealer has Mopar touch up paint to match the color. Additionally, a protective bra is available from Mopar.

The bra provides protection from debris kicked up by the rear wheels of the tow vehicle.

Replacement parts

Replacement parts and a complete line of Prowler accessories are available from Mopar, please contact your dealer for information.