



9/1/2022

Instructions

Trailer Shock Replacement

1. Raise Trailer and remove wheel
2. Remove old shock absorber and discard old hardware including any air lines that might be remaining in trailer. These will no longer be necessary.
3. After air lines are removed there will be holes in the body, fill these with silicone sealer so that water does not get into trailer.
4. Install new shock to the trailing arm using appropriate fasteners (included) depending on trailer model. Do not tighten.
For Excel Trailers see image 1
For Elite, LE, or SE trailers see image 2
Discard unused fasteners.
5. Remove top rubber washer, aluminum cap, steel washer and nylon locking nut from preassembled shock unit.
6. Insert threaded stud into trailer.
7. Inside trailer reinstall top rubber washer, top aluminum cap, steel washer and nylon locking nut. Tighten until rubber washers have tightly sandwiched the fiberglass body of trailer but do not overtighten and severely distort rubber washers. All trailer bodies have a different thickness of fiberglass in this area so the installed number of turns on the nut will be different possibly even between the left and right sides of the trailer.
8. Tighten lower fasteners.
9. Set Shock Spring Preload. See Chart 1. Both Shocks should have the same preload.
10. Reinstall wheel and lower trailer.
11. Repeat for opposite side.

California SideCar/Escapade Trailers

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Image 1



Image 2

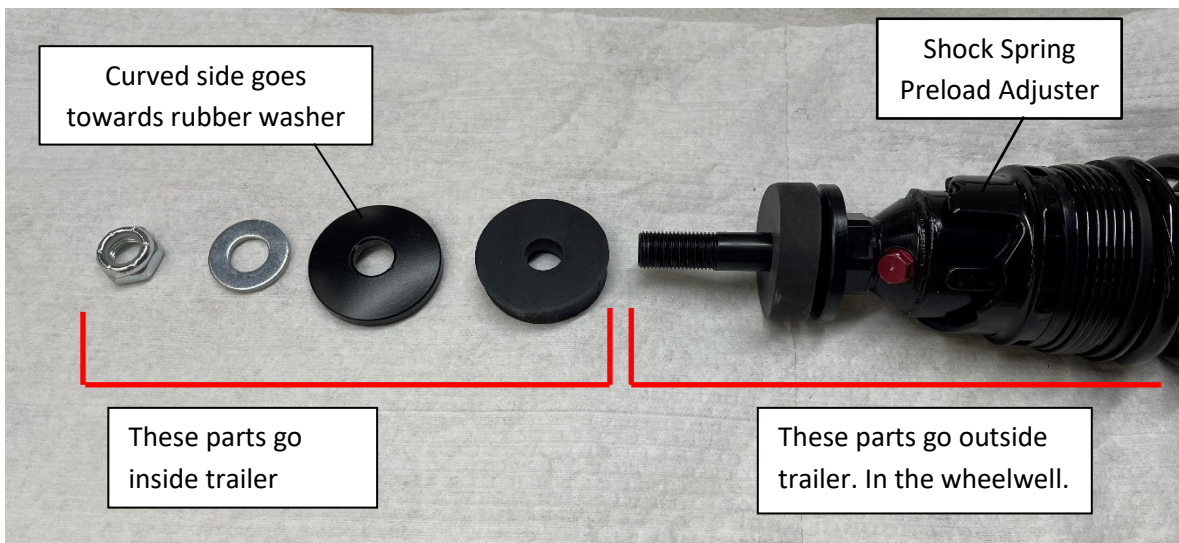


Image 3

SHOCK PRELOAD SETTING	CARGO WEIGHT
1	EMPTY TRAILER TO 70lbs
2	71-140lbs (DEFAULT SETTING FROM ESCAPADE)
3	141-210lbs
4	211-280lbs
5	281-350lbs

Chart 1