Thank You for your recent purchase of a B&A Trailer. At B&A we are committed to building the best quality equipment trailer and providing you with outstanding customer service and service after the sale. We stand behind our work and take great pride in our work and craftsmanship. We are here to assist you in any way possible. The following manual can assist you with some general safety and operating instructions. We hope that you enjoy your new purchase and look forward to your future business at B&A Trailers.

Thank You,

Benjamin McElrath

WARRANTY for B&A Trailers

B&A Trailers warranties each new trailer to be free from defects in material and workmanship under normal use and service for one year from the date of Original sale. Also, this warranty is void of all other warranties and representations and all other obligations or liabilities are the responsibility of the customer, and not the manufacturer, including incidental or consequential damage. Manufacturer's liablility and obligation is limited to repair, or replacement of the product or a refund of purchase price, at Manufacturer's option. The purchaser must return the claimed defective product to the Manufacturer, and an examination by Manufacturer must prove the product to be defective. Manufacturer makes no warranty on tires, wheels, air brake system, axle assemblies, or hitches, or other accessories not manufactured by Manufacturer, these items are warranted by the respective manufacturers of those items. This warranty does not cover any product which has been repaired or altered by anyone other than Manufacturer. This warranty does not cover damage or product failure caused by accident, misuse, negligence or tampering. This warranty does not cover the deterioration in appearance due to use, nor does it cover normal maintenance.

TOW VEHICLE CAPACITY

-It is very important that the vehicle you choose to haul your trailer with is capable and sufficient for hauling your trailer. Check your vehicle owners manual or door jamb for its maximum capacity. NEVER exceed the vehicle manufacturers combined gross vehicle weight rating.

TRAILER CAPACITY

Make sure that you properly load your trailer not to exceed the load rating listed on the data tag at the front of the trailer. Your combined gross trailer weight rating should not exceed the vehicle manufacturers weight rating. For example make sure you remember to add the vehicle weight, trailer weight, and weight of all cargo. Cargo shall not exceed trailers limits, and trailer w/ cargo shall not exceed trucks limits.

HITCH COUPLER

Make sure that vehicle's hitch and ball or ring are rated no less than or above the trailers GVWR. Also make sure that you use the correct size ball with the same size hitch or coupler. Check the truck and trailer ball or coupler for any defects before towing. Check the hitch on the vehicle and trailer to make sure that all connections and bolts are secure before towing.

SAFETY CHAINS

Safety chains must be connected to the tow vehicle when the trailer is in operation. Safety chains must be rated at or above the trailers GVWR. When attaching the safety chains always cross the chains underneath the trailer. This will prevent the trailer from dropping to the ground in the event the trailer comes loose from the tow vehicle. Allow enough slack in the chains for turning, but do not allow the chains to drag the ground.

SAFETY BREAKAWAY SYSTEM

Make sure that you attach your breakaway switch cable to the tow vehicle. All trailers must be equipped with this device and it is the trailer owners responsibility to maintain the battery charge of this safety device. All trailers are wired to charge this device from the vehicles 12 volt charge wire in the vehicles towing package. It is the owners responsibility to make sure this is functioning properly to ensure a working battery. B&A Trailers will check and ensure this operates properly upon request. Make sure to allow for proper turning when attaching this device. DO NOT USE THIS DEVICE AS A PARKING BRAKE. To check proper operation of this device, pull the cord and the trailer brakes should be actuated.

LOADING AND UNLOADING TRAILER

Improperly unloading or loading your trailer can result in serious damage to your vehicle or trailer, and may also cause serious injury or death. Make sure that you always load or unload your trailer while it is attached to your tow vehicle and on level and stable ground. Always secure your load properly to the trailer in a manner that will not result in your load coming loose or off of the trailer. It is the owners responsibility to make sure that the load is properly positioned and secured to the trailer. NEVER exceed your trailers GVWR.

ELECTRIC BRAKES

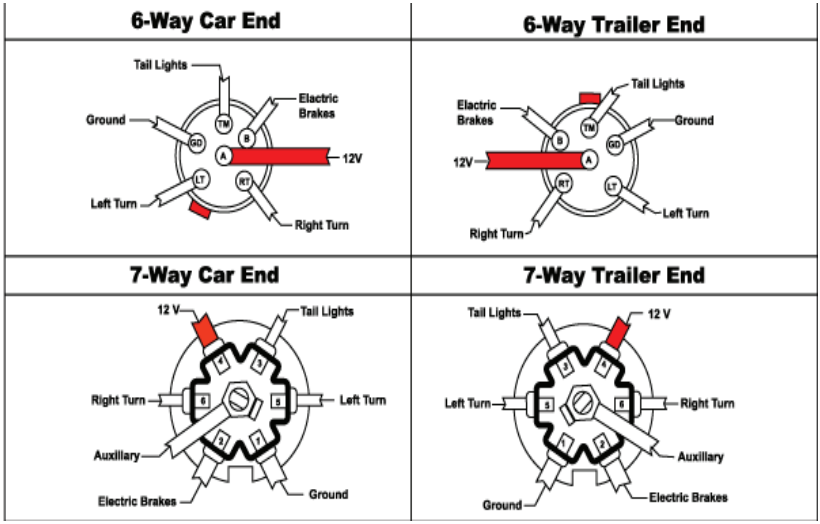
If your trailer as in most case has an electric brake system, make sure that your tow vehicle is properly wired and compatible with this system. Your vehicle must be equipped with a professionally-installed brake controller, available from B&A Trailers if necessary. You can check your brake operation by simply holding the manual slid on the controller and pulling forward, make sure to do this at slow speed on a level surface. It will be the owners responsibility to understand correct operation and adjustment of vehicle brake controller. For any further information regarding trailer brakes refer to www.dexteraxle.com.

ELECTRICAL AND LIGHTING

All lighting on your trailer is 12 volt and DOT approved. All power is supplied from the tow vehicle. It is very important that your trailer and tow vehicle are properly grounded for proper functioning of lights and brakes. If you do encounter a wiring problem always consult a professional for assistance. Do not attempt to tamper with or fix wiring issues. The following is a color code for all wiring on B&A Trailers:

White or Black: Ground
Green: Right Turn
Yellow: Left Turn
Brown: Marker Lights
Blue: Brake
Red: Accessory 12 Volt charge

Color coding is not standard among all manufacturers and is not standard according to your trailers plug connection. So again DO NOT tamper with your wiring harness, always consult a professional. The above color coding is for roadside emergencies and qucikfix problems only.



JACK OR LANDING GEAR

Make sure before towing the vehicle that the jack is in the highest position possible. B&A Trailers does not install spring loaded jacks due to safety concerns. To operate the jack pull the jack foot handle to adjust to desired height, disconnect or connect trailer completely to or from the vehicle, and crank jack handle to release or connect the trailer. Jacks also have grease fittings, keep greased normally to ensure proper functioning.

BEFORE TOWING CHECK THE FOLLOWING:

- Tires, wheels and lug nuts
- Tire Pressure. Inflate tires on trailer and tow vehicle to the pressure stated on the Certification / VIN label.
- Coupler secured and locked.
- Safety chains properly rigged to tow vehicle, not to hitch or ball.
- Test Tail, Stop, and Turn Lights
- Test trailer brakes.
- Safety breakaway lanyard fastened to tow vehicle, not to safety chains
- Cargo properly loaded, balanced and tied down.
- Tongue weight and weight distribution set-up.
- Ramps secured for travel.
- Fire extinguisher
- Flares and reflectors
- After each 50 miles, or one hour of towing, stop and check the following items:
- Coupler secured.
- Safety chains are fastened and not dragging.
- Cargo secured.
- Doors latched and secured.
- Safe Trailer Towing Guidelines
- Recheck the load tie downs to make sure the load will not shift during towing.
- Before towing, check coupling, safety chain, brakes, tires, wheels and lights.
- Check the lug nuts or bolts for tightness
- Check coupler tightness after towing 50 miles.

- Adjust the brake controller to engage the trailer brakes before the tow vehicle brakes.
- Follow the brake controller manufacturer's literature.
- Use your mirrors to verify that you have room to change lanes or pull into traffic.
- Use your turn signals well in advance.
- Allow plenty of stopping space for your trailer and tow vehicle.
- Do not drive so fast that the trailer begins to sway due to speed.
- Generally never drive faster than 60 m.p.h.
- Allow plenty of room for passing. A rule of thumb is that the passing distance with a trailer is 4 times the passing distance without a trailer.
- Use lower gears for climbing and descending grades.
- Do not ride the brakes while descending grades; they may get so hot that they stop working. Then you will potentially have a runaway tow vehicle and trailer.
- Slow down for bumps in the road.
- Do not brake while in a curve unless absolutely necessary. Instead, slow down before you enter the curve.
- Do not apply the tow vehicle brakes to correct extreme trailer swaying. Instead, lightly apply the trailer brakes with the hand controller.
- Make regular stops, about once each hour. Confirm that
- The coupler is secure to the hitch and is locked,
- Electrical connectors are made,
- There is appropriate slack in the safety chains,
- There is appropriate slack in the breakaway switch pull pin cable,
- The tires are not visibly low on pressure, and
- The cargo is secure and in good condition.
- It is critical that the trailer be securely coupled to the hitch, and that the safety chains and emergency breakaway brake lanyard are correctly attached. Uncoupling may result in death or serious injury to you and to others.

WARNING
Proper selection and condition of the coupler and hitch are essential to safely towing your trailer. A loss of coupling may result in death or serious injury.

- Be sure the hitch load rating is equal to or greater than the load rating of the coupler.
- Be sure the hitch size matches the coupler size.

- Observe the hitch for wear, corrosion and cracks before coupling.
- Replace worn, corroded or cracked hitch components before coupling the trailer to the tow vehicle.
- Be sure the hitch components are tight before coupling the trailer to the tow vehicle.
- Check emergency breakaway brake system BEFORE each tow.

SAFETY TIPS FOR WHILE DRIVING/TOWING

GENERAL HANDLING

- Use the driving gear that the manufacturer recommends for towing.
- Drive at moderate speeds. This will place less strain on your tow vehicle and trailer. Trailer instability (sway) is more likely to occur as speed increases.
- Avoid sudden stops and starts that can cause skidding, sliding, or jackknifing.
- Avoid sudden steering maneuvers that might create sway or undue side force on the trailer.
- Slow down when traveling over bumpy roads, railroad crossings, and ditches.
- Make wider turns at curves and corners. Because your trailer's wheels are closer to the inside of a turn than the wheels of your tow vehicle, they are more likely to hit or ride up over curbs.
- To control swaying caused by air pressure changes and wind buffeting when larger vehicles pass from either direction, release the accelerator pedal to slow down and keep a firm grip on the steering wheel.

BRAKING

- Allow considerably more distance for stopping.
- If you have an electric trailer brake controller and excessive sway occurs, activate the trailer brake controller by hand. Do not attempt to control trailer sway by applying the tow vehicle brakes; this will generally make the sway worse.
- Always anticipate the need to slow down. To reduce speed, shift to a lower gear and press the brakes lightly.

ACCELERATION AND PASSING

- When passing a slower vehicle or changing lanes, signal well in advance and make sure you allow extra distance to clear the vehicle before you pull back into the lane.
- Pass on level terrain with plenty of clearance. Avoid passing on steep upgrades or downgrades.
- If necessary, downshift for improved acceleration or speed maintenance.
- When passing on narrow roads, be careful not to go onto a soft shoulder. This could cause your trailer to jackknife or go out of control.

DOWNHILL AND UPHILL

- Downshift to assist with braking on downgrades and to add power for climbing hills.
- On long downgrades, apply brakes at intervals to keep speed in check. Never leave brakes on for extended periods of time or they may overheat.
- Some tow vehicles have specifically calibrated transmission tow-modes. Be sure to use the tow-mode recommended by the manufacturer.

BACKING

- Put your hand at the bottom of the steering wheel. To turn left, move your hand left. To turn right, move your hand right. Back up slowly. Because mirrors cannot provide all of the visibility you may need when backing up, have someone outside at the rear of the trailer to guide you, whenever possible.
- Use slight movements of the steering wheel to adjust direction. Exaggerated movements will cause greater movement of the trailer. If you have difficulty, pull forward and realign the tow vehicle and trailer and start again.

PARKING

- Try to avoid parking on grades. If possible, have someone outside to guide you as you park. Once stopped, but before shifting into Park, have someone place blocks on the downhill side of the trailer wheels.

Apply the parking brake, shift into Park, and then remove your foot from the brake pedal. Following this parking sequence is important to make sure your vehicle does not become locked in Park because of extra load on the transmission. For manual transmissions, apply the parking brake and then turn the vehicle off in either first or reverse gear.

- When uncoupling a trailer, place blocks at the front and rear of the trailer tires to ensure that the trailer does not roll away when the coupling is released.
- An unbalanced load may cause the tongue to suddenly rotate upward; therefore, before un-coupling, place jack stands under the rear of the trailer to prevent injury.

AXLES

For any information regarding axles and maintenance or repairs please refer to your dexter axle manual that is given to you at the time of sell, or visit www.dexteraxle.com.

PROPER CARE AND USE OF YOUR TRAILER

Wash your trailer normally to keep it free of dirt, grease and other surface materials. Try to keep surfaces paint to prevent rust and corrosion. For added protection B&A Trailers only uses pressure treated flooring (unless oak), for even better protection you can use boiled linseed oil or water sealer on your trailer floor. If possible store your trailer out of the elements in a building or under a covered shelter. The proper maintenance and care of your trailer will give you even more added years of use and trouble free use.

Steps for Determining Correct Load Limit-Trailer

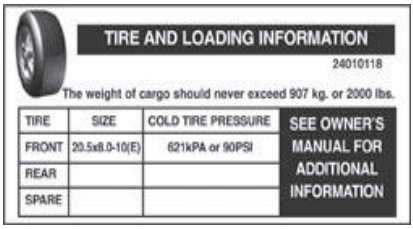
Determining the load limits of a trailer includes more than understanding the load limits of the tires alone. On all B&A Trailers there is a Federal certification/VIN label that is located at the front of the unit. This certification/VIN label will indicate the trailer's Gross Vehicle Weight Rating (GVWR). This is the most weight the fully loaded trailer can weigh. It will also provide the Gross Axle Weight Rating (GAWR). This is the most a particular axle can carry. If there are multiple axles, the GAWR of each axle will be provided.

If your trailer has a GVWR of 10,000 pounds or less, there is a vehicle placard located in the same location as the certification label described above. This placard provides tire and loading information. In addition, this placard will show a statement regarding maximum cargo capacity. Cargo can be added to the trailer, up to the maximum weight specified on the placard. The combined weight of the cargo is provided as a single number. In any case, remember: the total weight of a fully loaded trailer can not exceed the stated GVWR.

When loading your cargo, be sure it is distributed evenly to prevent overloading front to back and side to side. Heavy items should be placed low and as close to the axle positions as reasonable. Too many items on one side may overload a tire. The best way to know the actual weight of the vehicle is to weigh it at a public scale. Talk to your dealer to discuss the weighing methods needed to capture the various weights related to the trailer. This would include the weight empty or unloaded, weights per axle, wheel, hitch or king-pin, and total weight. Excessive loads and/or underinflation cause tire overloading and, as a result, abnormal tire flexing occurs. This situation can generate an excessive amount of heat within the tire.

Excessive heat may lead to tire failure. It is the air pressure that enables a tire to support the load, so proper inflation is critical. The proper air pressure may be found on the certification/VIN label and/or on the Tire Placard. This value should never exceed the maximum cold inflation pressure stamped on the tire.

Trailers 10,000 Pound GVWR or Less


TIRE AND LOADING INFORMATION

24010118

The weight of cargo should never exceed 907 kg. or 2000 lbs.

TIRE	SIZE	COLD TIRE PRESSURE	SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION
FRONT	20.5x8.0-10(E)	621kPA or 90PSI	
REAR			
SPARE			

Tire & Loading Information Placard Figure 1-1

1.) Locate the statement, "The weight of cargo should never exceed XXX kg or XXX lbs.," on your vehicle's placard. See figure 1-1.

2.) This figure equals the available amount of cargo and luggage load capacity.

3.) Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage load capacity.

The trailer's placard refers to the Tire Information Placard attached adjacent to or near the trailer's VIN (Certification) label at the left front of the trailer.

Trailers over 10,000 Pounds GVWR

(NOTE: These Trailers Are Not Required to Have a Tire Information Placard on the Vehicle)

1.Determine the empty weight of your trailer by weighing the trailer using a public scale or other means. This step does not have to be repeated.

2. Locate the GVWR (Gross Vehicle Weight Rating) of the trailer on your trailer's VIN (Certification) label.

3. Subtract the empty weight of your trailer from the GVWR stated on the VIN label. That weight is the maximum available cargo capacity of the trailer and may not be safely exceeded.

Steps for Determining Correct Load Limit- Tow Vehicle

1.Locate the statement, "The combined weight of occupants and cargo should never exceed XXX lbs.," on your vehicle's placard.

2. Determine the combined weight of the driver and passengers who will be riding in your vehicle.

3. Subtract the combined weight of the driver and passengers from XXX kilograms or XXX pounds.

4. The resulting figure equals the available amount of cargo capacity.

5. Determine the combined weight of cargo being loaded on the vehicle. That weight may not safely exceed the available cargo capacity calculated in Step # 4.

6. If your vehicle will be towing a trailer, load from your trailer will be transferred to your vehicle. Consult the vehicle's owner's manual to determine how this weight transfer reduces the available cargo and luggage capacity of your vehicle.

Tire Safety - Everything Rides On It

The National Traffic Safety Administration (NHTSA) has

published a brochure (DOT HS 809 361) that discusses all aspects of Tire Safety, as required by CFR 575.6. This brochure is reproduced in part

below. It can be obtained and downloaded from NHTSA, free of charge, from the following web site:

http://www.nhtsa.dot.gov/portal/site/nhtsa/menuitem

Studies of tire safety show that maintaining proper tire pressure, observing tire and vehicle load limits (not carrying more weight in your vehicle than your tires or vehicle can safely handle), avoiding road hazards, and inspecting tires for cuts, slashes, and other irregularities are the most important things you can do to avoid tire failure, such as tread separation or blowout and flat tires. These actions, along with other care and maintenance activities, can also:

- Improve vehicle handling
- Help protect you and others from avoidable breakdowns and accidents
- Improve fuel economy
- Increase the life of your tires.

This bulletin presents a comprehensive overview of tire safety, including information on the following topics:

- Basic tire maintenance
- Uniform Tire Quality Grading System
- Fundamental characteristics of tires
- Tire safety tips.

Use this information to make tire safety a regular part of your vehicle maintenance routine. Recognize that the time you spend is minimal compared with the inconvenience and safety consequences of a flat tire or other tire failure.

Safety First - Basic Maintenance

Properly maintained tires improve the steering, stopping, traction, and load-carrying capability of your vehicle.

Underinflated tires and overloaded vehicles are a major cause of tire failure. Therefore, as mentioned above, to avoid flat tires and other types of tire failure, you should maintain proper tire pressure, observe tire and vehicle load limits, avoid road hazards, and regularly inspect your tires.

Finding Your Vehicle's Recommended Tire Pressure and Load Limits

Tire information placards and vehicle certification labels contain information on tires and load limits. These labels indicate the vehicle manufacturer's information including:

- Recommended tire size
- Recommended tire inflation pressure
- Vehicle capacity weight (VCW - the maximum occupant and cargo weight a vehicle is designed to carry)
- Front and rear gross axle weight ratings (GAWR - the maximum weight the axle systems are designed to carry).

Both placards and certification labels are permanently attached to the trailer near the front.

Understanding Tire Pressure and Load Limits

Tire inflation pressure is the level of air in the tire that provides it with load-carrying capacity and affects the overall performance of the vehicle. The tire inflation pressure is a number that indicates the amount of air pressure - measured in pounds per square inch (psi) - a tire requires to be properly inflated. (You will also find this number on the vehicle information placard expressed in kilopascals (kPa), which is the metric measure used internationally.)

Manufacturers of passenger vehicles and light trucks determine this number based on the vehicle's design load limit, that is, the greatest amount of weight a vehicle can safely carry and the vehicle's tire size. The proper tire pressure for your vehicle is referred to as the"recommended cold inflation pressure." (As you will read below, it is difficult to obtain the recommended tire pressure if your tires are not cold.)

Because tires are designed to be used on more than one type of vehicle, tire manufacturers list the "maximum permissible inflation pressure" on the tire sidewall. This number is the highest amount of air pressure that should ever be put in the tire under normal driving conditions.

Checking Tire Pressure

It is important to check your vehicle's tire pressure at least once a month for the following reasons:

- Most tires may naturally lose air over time.
- Tires can lose air suddenly if you drive over a pothole or other object or if you strike the curb when parking.
- With radial tires, it is usually not possible to determine underinflation by visual inspection.

For convenience, purchase a tire pressure gauge to keep in your vehicle. Gauges can be purchased at tire dealerships, auto supply stores, and other retail outlets.

The recommended tire inflation pressure that vehicle manufacturers provide reflects the proper psi when a tire is cold. The term cold does not relate to the outside temperature. Rather, a cold tire is one that has not been driven on for at least three hours. When you drive, your tires get warmer, causing the air pressure within them to increase.

Therefore, to get an accurate tire pressure reading, you must measure tire pressure when the tires are cold or compensate for the extra pressure in warm tires.

Steps for Maintaining Proper Tire Pressure

Step 1: Locate the recommended tire pressure on the vehicle's tire information placard, certification label, or in the owner's manual.

Step 2: Record the tire pressure of all tires.

Step 3: If the tire pressure is too high in any of the tires, slowly release air by gently pressing on the tire valve stem with the edge of your tire gauge until you get to the correct pressure.

Step 4: If the tire pressure is too low, note the difference between the measured tire pressure and the correct tire pressure. These "missing" pounds of pressure are what you will need to add.

Step 5: At a service station, add the missing pounds of air pressure to each tire that is underinflated.

Step 6: Check all the tires to make sure they have the same air pressure (except in cases in which the front and rear tires are supposed to have different amounts of pressure).

If you have been driving your vehicle and think that a tire is underinflated, fill it to the recommended cold inflation pressure indicated on your vehicle's tire information placard or certification label. While your tire may still be slightly underinflated due to the extra pounds of pressure in the warm tire, it is safer to drive with air pressure that is slightly lower than the vehicle manufacturer's recommended cold inflation pressure than to drive with a significantly underinflated tire. Since this is a temporary fix, don't forget to recheck and adjust the tire's pressure when you can obtain a cold reading.

Tire Size

To maintain tire safety, purchase new tires that are the same size as the vehicle's original tires or another size recommended by the manufacturer. Look at the tire information placard, the owner's manual, or the sidewall of

the tire you are replacing to find this information. If you have any doubt about the correct size to choose, consult with the tire dealer.

Tire Tread

The tire tread provides the gripping action and traction that prevent your vehicle from slipping or sliding, especially when the road is wet or icy. In general, tires are not safe and should be replaced when the tread is worn down to 1/16 of an inch.

Tires have built-in treadwear indicators that let you know when it is time to replace your tires. These indicators are raised sections spaced intermittently in the bottom of the tread grooves. When they appear "even" with the outside of the tread, it is time to replace your tires. Another method for checking tread depth is to place a penny in the tread with Lincoln's head upside down and facing you. If you can see the top of Lincoln's head, you are ready for new tires.

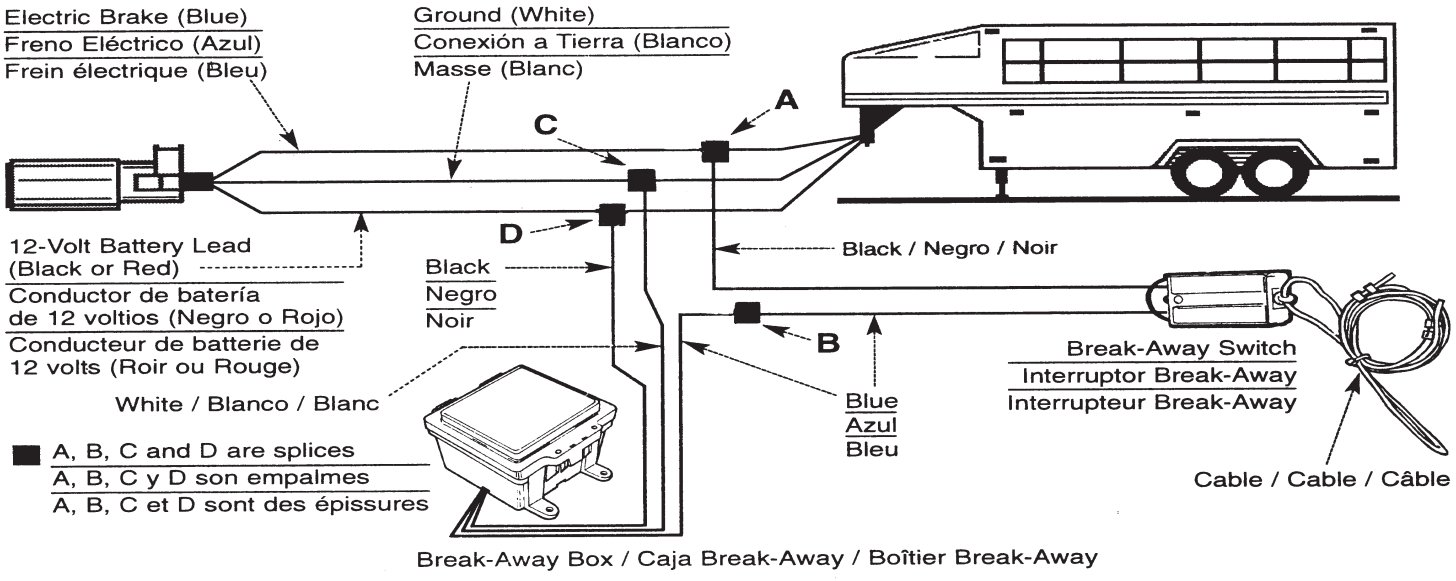
Tire Balance and Wheel Alignment

To avoid vibration or shaking of the vehicle when a tire rotates, the tire must be properly balanced. This balance is achieved by positioning weights on the wheel to counter balance heavy spots on the wheel-and-tire assembly. A wheel alignment adjusts the angles of the wheels so that they are positioned correctly relative to the vehicle's frame. This adjustment maximizes the life of your tires. These adjustments require special equipment and should be performed by a qualified technician.

Tire Repair

The proper repair of a punctured tire requires a plug for the hole and a patch for the area inside the tire that surrounds the puncture hole. Punctures through the tread can be repaired if they are not too large, but punctures to the sidewall should not be repaired. Tires must be removed from the rim to be properly inspected before being plugged and patched.

DIAGRAM WITH CHARGER
DIAGRAMA CON EL CARGADOR
DIAGRAMME AVEC CHARGEUR



Note: Wire By Function Only. Color Coding is Not Standard Among Manufacturers.

Nota: Instale el cableado por su función solamente. Código de color no es la norma entre todos los fabricantes.

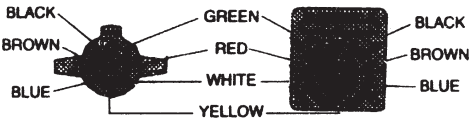
Remarque: Câbler uniquement selon les fonctions. Le code de couleur peut varier d'un constructeur à l'autre.

QUESTIONS - CALL
PREGUNTAS - LLAME AL
QUESTIONS - APPELER AU
1-800-835-0129

Or *B&A Trailers*: (864) 472-3271

7-WAY CONNECTOR WIRING DIAGRAM

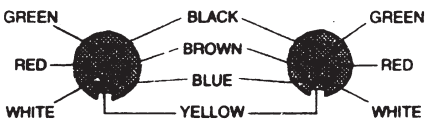
7-WAY MOLDED TRAILER/ SEALED CAR CONNECTOR & CABLE



TRAILER END
As viewed from front face of 7-way connector with molded on cable.

CAR END
As viewed from front face of 7-way connector with sealed cable.

7-WAY THERMO-PLASTIC/ METAL CONNECTOR



TRAILER END
As viewed from core back side where wires are attached with screws.

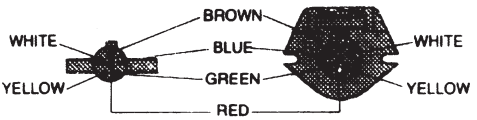
CAR END
As viewed from core back side where wires are attached with screws.

7 - W A Y W I R I N G I N D E X

Wire Color & Gauge	Molded Trailer/Sealed Car Connector Terminal	Thermo-Plastic/Metal Connector Terminal
White / 10 gauge	Common Ground	#1 Common Ground
Blue / 12 gauge	Electric Brake	#2 Electric Brake
Green / 14 gauge	Tail & License	#3 Tail & License
Black / 10 gauge	Battery Charge	#4 Battery Charge
Red / 14 gauge	Left Stop & Turn	#5 Left Stop & Turn
Brown / 14 gauge	Right Stop & Turn	#6 Right Stop & Turn
Yellow / 14 gauge	Center Auxiliary	#7 Center Auxiliary

6-WAY CONNECTOR WIRING DIAGRAM

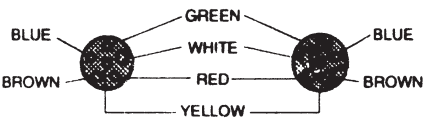
6-WAY MOLDED TRAILER/ SEALED CAR CONNECTOR & CABLE



TRAILER END
As viewed from front face of 6-way connector with molded on cable.

CAR END
As viewed from front face of 6-way connector with sealed cable.

6-WAY ZINC DIE-CAST CONNECTOR



TRAILER END
As viewed from core back side where wires are attached with screws.

CAR END
As viewed from core back side where wires are attached with screws.

6 - W A Y W I R I N G I N D E X

Wire Color & Gauge	Molded Trailer/Sealed Car Connector Terminal	Zinc Die-Cast Connector Terminal
White / 10/14 gauge	Common Ground	GD - Common Ground
Blue / 10/14 gauge	Electric Brake	S - Electric Brake
Green / 10/14 gauge	Right Stop & Turn	TM - Tail & License
Red / 10/14 gauge	Auxiliary	LT - Left Stop & Turn
Brown / 14 gauge	Tail & License	RT - Right Stop & Turn
Yellow / 14 gauge	Left Stop & Turn	A - Auxiliary

REV. A 4/00

Part #5067025