

MALONE®

ATTENTION CUSTOMERS

Thank you for your recent purchase of a Malone trailer.

Please inspect all parts and hardware bags prior to assembly.

***Set the large red envelope (in the axle box) containing important documents in a safe spot.*

If you encounter any missing components please contact us at:

Email: technical@maloneautoracks.com

OR

Phone: (207) 774 - 9100 X215

Business Hours: Monday-Friday
9am- 5pm

Thank you from all of us at Malone



MPG550LB

CHANGING THE WAY YOU GET THERE

MALONE

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Important Note

Product Warranty & Registration Form

All information is confidential and used exclusively by MALONE only.

Dear Customer,

Thank you for your purchase of a Malone Product.

In order to be eligible for the Malone Warranty program, we ask that you contact us by email or online at one of the following: With-in 30 days of purchase. You can also mail this letter back to the address at the bottom.

- Online: www.maloneautoracks.com
- Email: Technical@maloneautoracks.com

We will require the information below.

Here is the information collected:

First Name: _____

Last Name: _____

Address: _____

Address2: _____

City: _____

State: _____

Zip: _____

Country: _____

Email: _____

Phone: _____

Product Description/Name: _____

Product MPG# _____

Date Purchased: _____

Store Where Purchased: _____

Purchase Price: _____

Thank you for choosing Malone!

81 County Rd. Ste 1, Westbrook, ME 04092

P: 207.774.9100 F: 207.615.0551

E: sales@maloneautoracks.com W: www.maloneautoracks.com

MALONE®

MPG550LB

CHANGING THE WAY YOU GET THERE

Malone MegaSport™ Trailer

Model MPG550LB Assembly Instructions



Take a few moments and read through these instructions to familiarize yourself with the step by step assembly process before you begin turning wrenches.

Unpack and sort the components into groups as shown in the following pages.

Then assemble each group in order. Lets get started !!

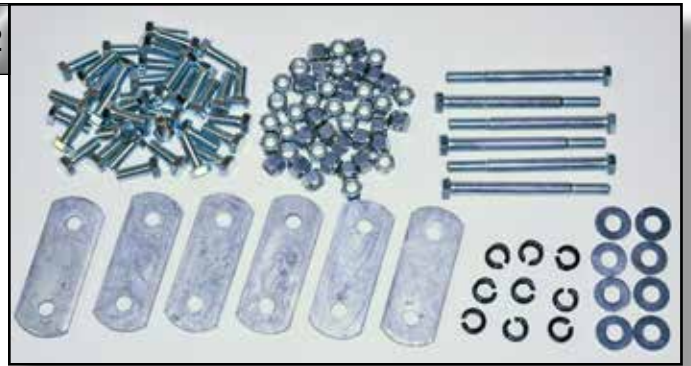
Required Tools:

- (2) 3/4" wrenches • (2) 9/16" wrenches (a deep socket is recommended)
- Large flat blade screw driver • 7/16" wrench • 3/8" wrench and socket
- Large Phillips head screw driver • Rubber hammer

*Visit us at **maloneautoracks.com**
for more fine products and accessories.*

**Group 1:
Frame
Components**

Bag 11412



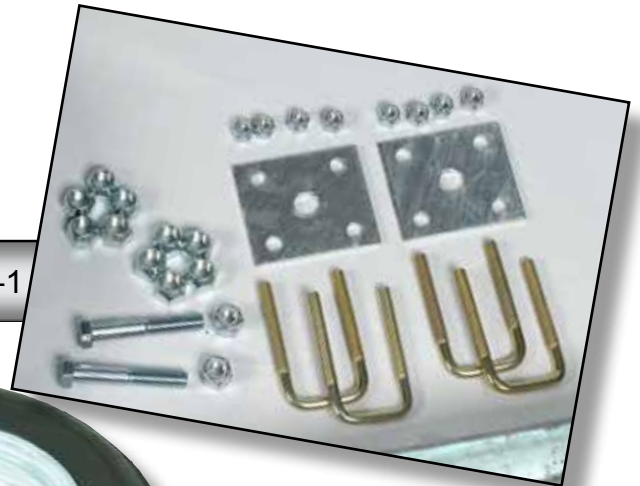
Main Frame



Tongue Frame

**Group 2:
Axle / Spring
Components**

Bag 11412-1



**Visit www.maloneautoracks.com/Replacement-Parts
for all of your spare part needs**

Group 3: Lighting Components



Bag 11468



Group 4: Fender Components

Bag 11464



Group 5: Coupler Components

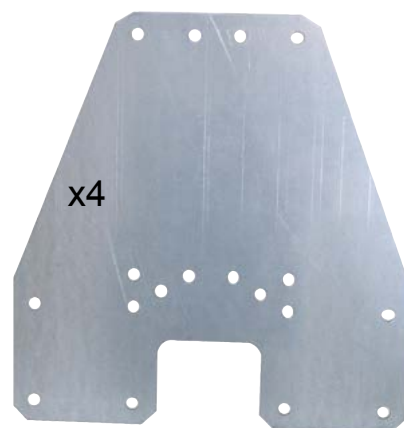
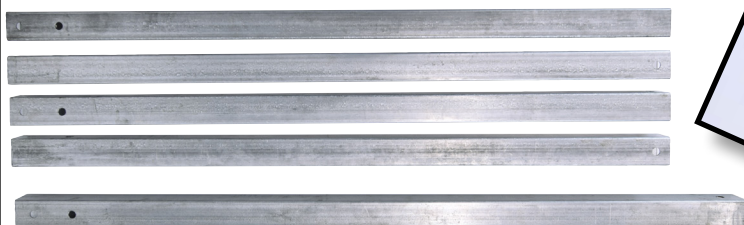


Bag 11494

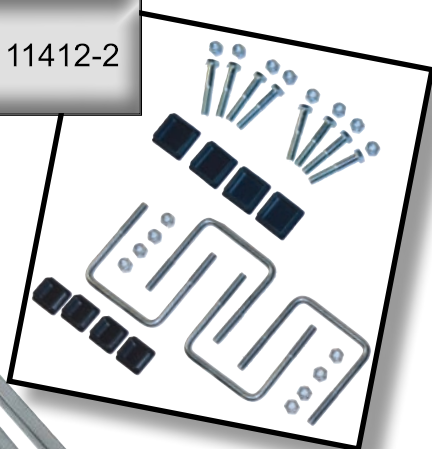
**Visit www.maloneautoracks.com/Replacement-Parts
for all of your spare part needs**

Group 6:
Load Bar and Tier Components

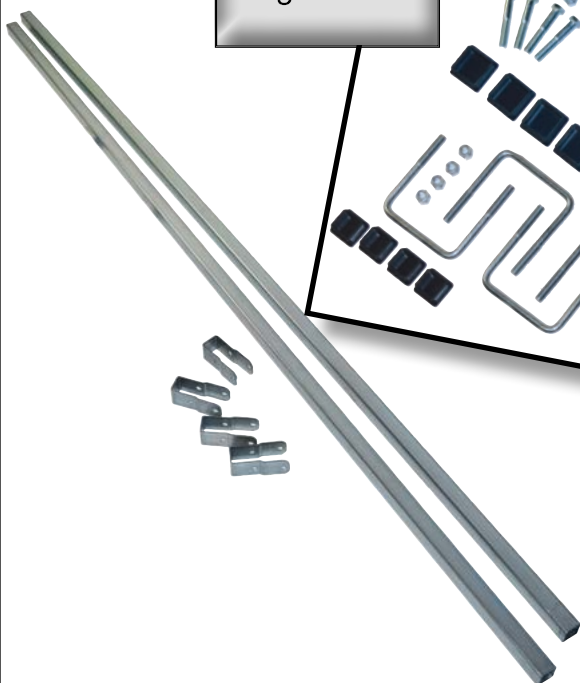
Bag 550-HDW



Bag 11412-2



Group 7:
Jack Stand



Visit www.maloneautoracks.com/Replacement-Parts
for all of your spare part needs

MAIN FRAME ASSEMBLY (Group 1)

1. We start the assembly of the Main frame first, right side up. Aline all the cross members as shown. NOTE: Direction of 3rd cross member faces forward. Install the bolts downward from the top and secure with nylon lock nut. **Hand Tighten Only.**

Measuring from the rear corners diagonally to the front corners will insure your frame is square. Adjust as needed and **fully secure** the 4 corners.

We now flip the main frame **on its back** to make it easier to install the tongue frame, springs and axle. Once the springs and axle assembly is installed we will flip the trailer over to complete the assembly.



Securing four corners

2. With the frame components upside down as shown install the remaining hardware for the cross members, fully tighten the four corners first, again measuring to insure the frame is square. NOTE: Skip the bolts for the 4th cross member from the front until we add the frame rail for the tongue.

The spring bracket mounting holes should be facing up. All the decals should be upside down.



TONGUE ASSEMBLY (GROUP 1)

3. Identify the hitch end of the tongue by the 3 holes on the left (drivers) side.



4. Pass the wiring harness (with a plug at each end), into the open end of the tongue, leaving enough excess at the front to reach the vehicle. **NOTE: MAKE SURE YOUR PLUG MATCHES THE VEHICLE CONNECTION. IF NOT REVERSE YOUR WIRING HARNESS NOW.**



5. Add the tongue safety bolt at the non-coupler end as pictured. **NOTE: Wires removed for clarity**



6. Begin attaching the tongue components with the side frame rails first, then the tongue down the middle.

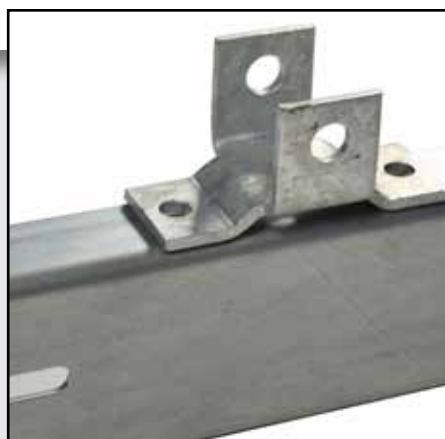
Tighten the side rails beginning at the 4th cross member back, going through both the main frame rail and the cross member, joining them together. Working your way forwards, the side rails will pinch together at the tongue. You'll use washers on the front 2 cross members utilizing the larger oval holes.



7. Secure the tongue to the main frame and frame rails with the flat plates and longer bolts. Placing one plate on each side of the tongue as pictured.

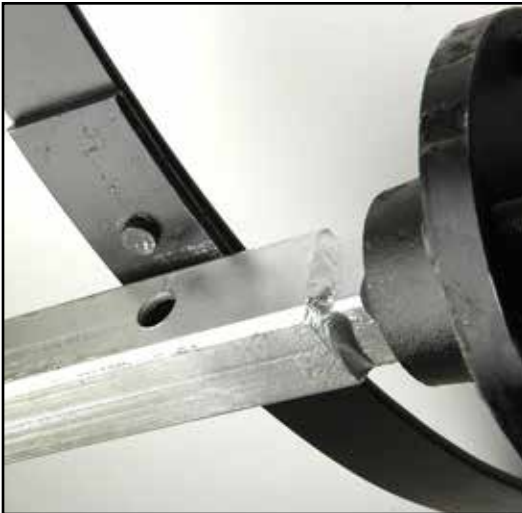


8. Attach the spring hanger brackets to the frame. Right at the end of tongues side rail. The U shaped shackle bolt brackets mount to the front and the C shaped "slipper" brackets mount to the rear as shown. Use 3/8" x 1" bolts and nuts. Assemble with the nuts on the inside of the frame rails. Fully tighten all 8 bolts now.



SPRING AND AXLE ASSEMBLY (Group 2)

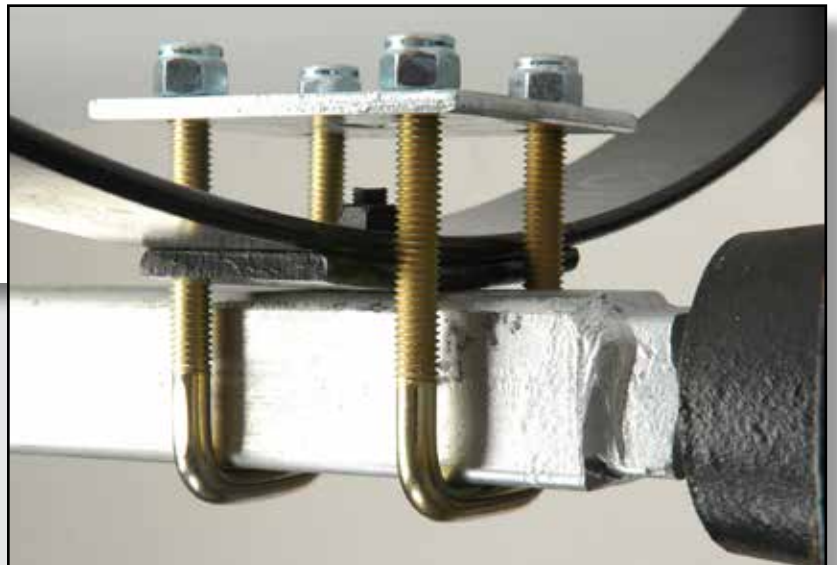
****Set the large red envelope
(in the axle box) containing
important documents in a safe spot.***



2. Spin the axle to find the side with the spring centering holes. These holes mate with the spring center stud (shown to the left)

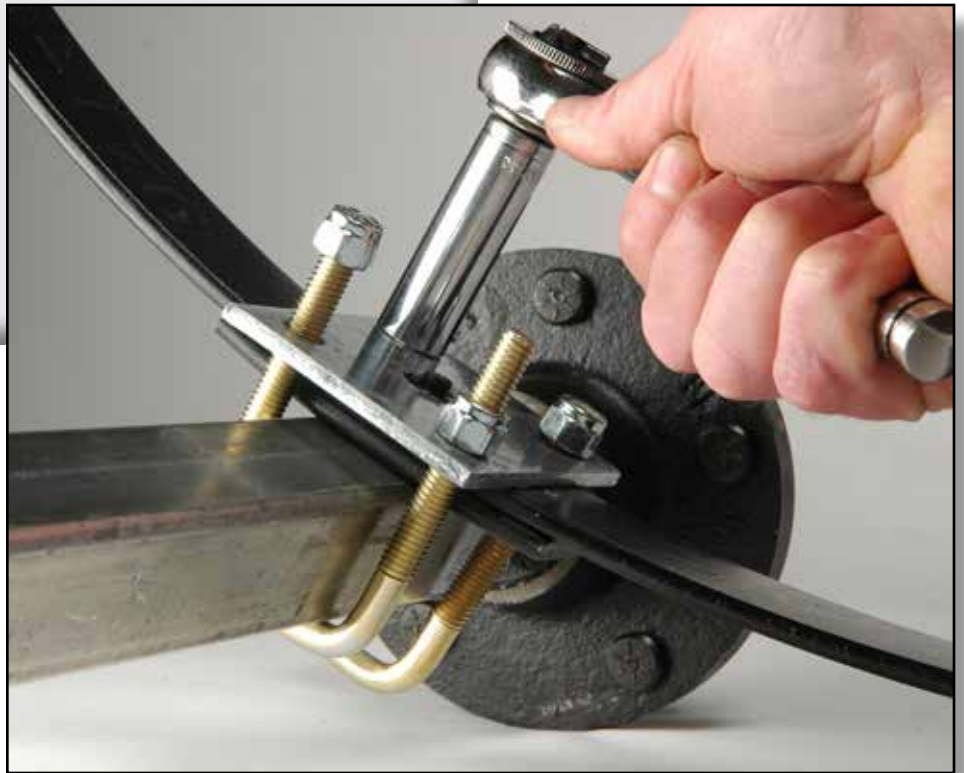
3. Lay the springs on top of the axle with the centering studs in the holes in the axle. Then assemble the U-bolts, tie plates and nuts as shown.

Make sure both springs are turned with the ends facing the same way!



4. Run each nut down **UNTIL IT TOUCHES THE PLATE ONLY! DON'T TIGHTEN !!**

You will need to wiggle the springs to fit them into the spring brackets in the next step.



5. Lift the axle/spring assembly to the trailer frame and slide the slipper spring ends into the slipper spring brackets as shown.



6. Wiggle the spring eyes into the front hanger brackets and bolt using 1/2" x 3" bolts and self locking nuts. Tighten the shackle bolts ONLY until they grip the sides of the brackets. This is a hinge, the spring needs to move freely.



7. Now that the axle assembly is attached to the frame, tighten the axle plate U-bolts evenly until there is a slight bend in the tie plates.

8. Mount the wheels onto the hubs and hand tighten the lug nuts.



9. With 2 people Standing on the side the trailer, lift the frame rail member at the corners and flip the trailer over onto the tires. Carefully lower onto wheels.

ALWAYS BEND FROM YOUR KNEES WHEN LIFTING. THIS TRAILER IS HEAVY TO FLIP SAFELY ALONE, GET SOME FRIENDS TO ASSIST YOU.

10. Tighten the lug nuts firmly to 75 to 85 foot pounds of torque.



11. With the trailer now turned right-side up, go back and fully tighten all bolts and nuts along the frame rails and cross members from Step 1.



LIGHT ASSEMBLY (Group 3)

L.E.D. REFERENCE:

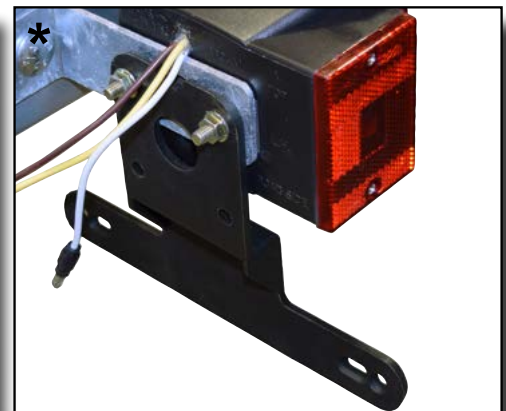
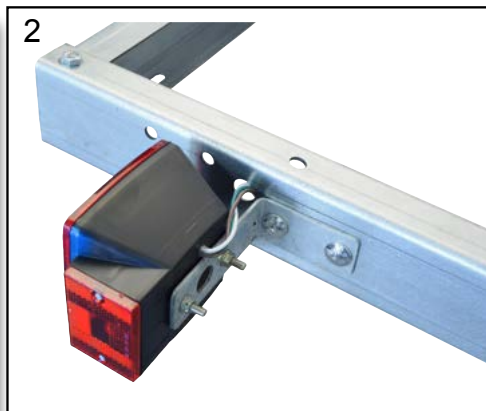
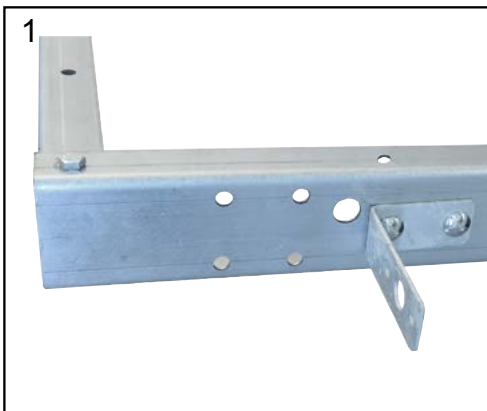
Trailer Wiring Color Code

- Brown = running lights
- Yellow = left turn / left brake
- Green = right turn / right brake
- White = ground



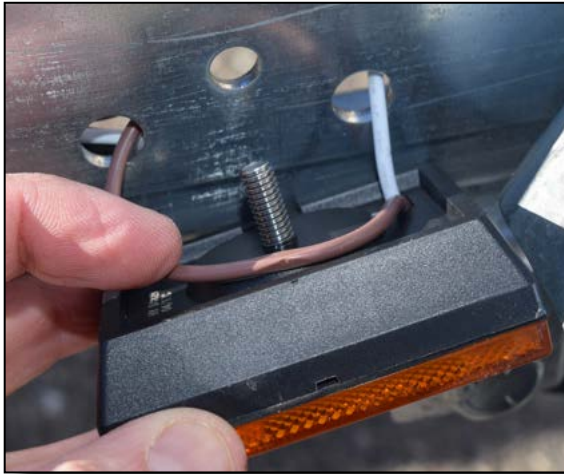
1. First attach the taillight brackets to the frame as shown using 3/8" x 1" carriage head bolts and nuts. No washers are needed.

2. Mount the taillights to the light brackets using the nuts provided with the light kit. *Making sure to Attach/secure the license plate holder to the backside of the drivers side lamp bracket as shown.

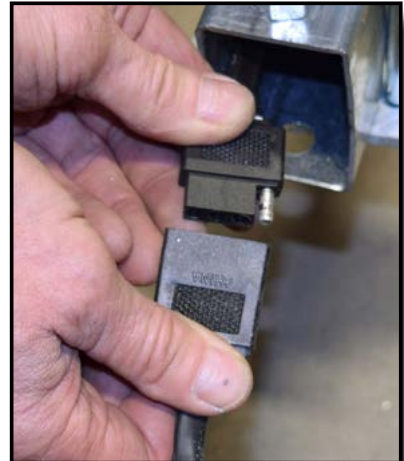


3. Use the holes just behind the second cross member to mount the amber side lights. First, push the wire leads through the outside holes and the lamp stud through the center hole.

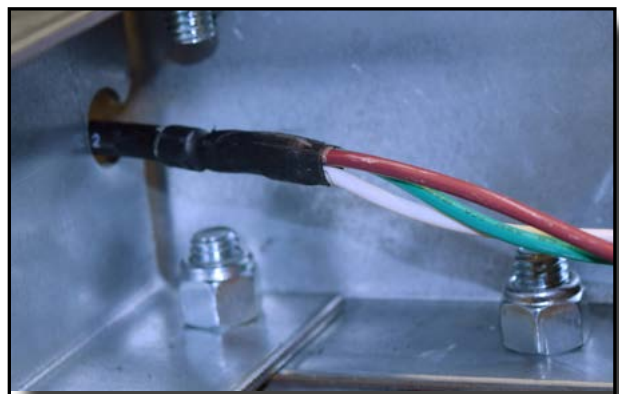
4. Secure with the lamp stud nut.



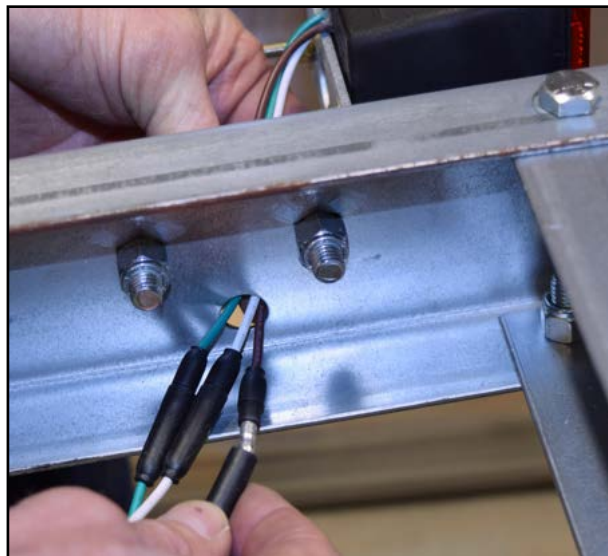
5. Plug in the remaining wiring harness into the connection behind the tongue. Looking at the end connections, route the GREEN/BROWN/WHITE wire along the passengers side. Route the YELLOW/BROWN/WHITE along the drivers side as shown.



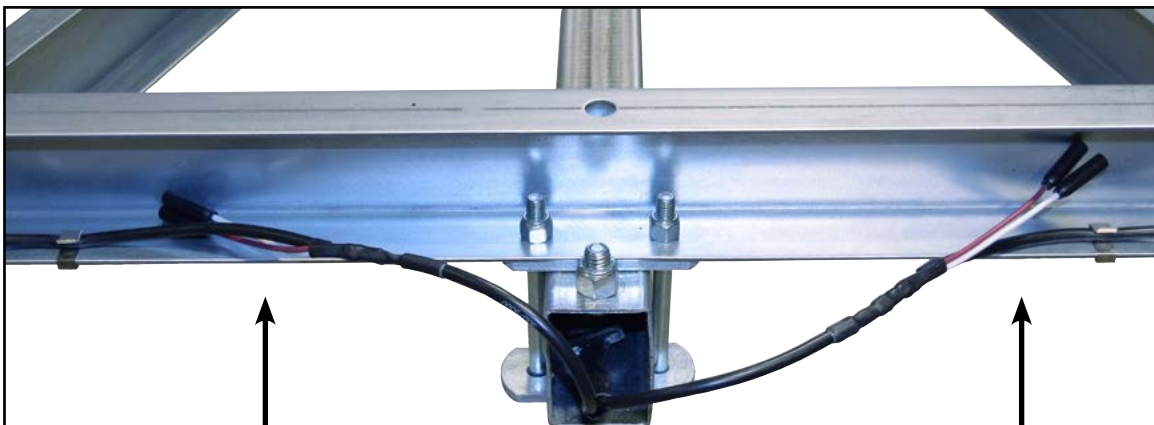
6. Next, we'll route the wires through the cross members, One lead at a time, all the way through the trailer to the tail lights.



7. With the wires routed all the way to the tail lights, firmly grasp the wiring connections and plug-in matching colored leads/wires. Repeat with all remaining lights.



8. Use the clips provided to secure the wire to the inside of the frame channel as shown.



NOTE: THESE UNUSED PLUGS ARE FOR AUXILIARY ACCESSORIES LIKE THE MALONE MPG543 CHARGING UNIT AND/OR MPG539 FLOOD LIGHT (NOT INCLUDED)

MPG543



MPG539



FENDER ASSEMBLY (Group 4)



1. Connect all 4 fender brackets to the fenders using 3/8" x 3/4" slot head screws and nuts. Assemble with the nuts to the inside of the fenders as shown. No washers here. Fully tighten all 8 screws and nuts.

Note: fenders are symmetrical and fit on either side of the trailer.
Install trick shown below



Note that when bolting the mounting brackets to the frame you will install a washer on both sides, under the head of each bolt and under each nut.

2. Using 3/8" x 1" bolts, washers on both sides, and nuts, attach the fender brackets to the slotted holes in the frame as shown.



3. Tighten bolts fully and repeat for other side.

COUPLER ASSEMBLY (Group 5)



1. Assemble the tongue skid and safety chain assembly with a 3/8" x 1-1/2" bolt as shown. Use washers above and below the chain ends.



2. Place the skid and chain assembly under the tongue and insert the bolt up through the skid bolt hole on the bottom of the tongue as shown.

3. Slip the nylon lock nut over the bolt and hand tighten.

4. Check that the rear end of the skid is still in its hole in the bottom of the tongue. Fully tighten the bolt and lock nut.



5. Install the coupler and coupler handle onto the tongue as shown. Then tighten until the coupler firmly grips the tongue. Don't over tighten and crush the tongue.

NOTE: OVER TIGHTENING WILL PREVENT THE COUPLER LATCH FROM FUNCTIONING PROPERLY.

JACK STAND (Group 7)

NOTE: To make the installation of the load bars and tier (group 6) easier we'll install the Jack Stand next. This will allow you to have the trailer level for the next steps.

Measure and mount the Jack Stand approximately 24" back from the coupler.



Rotating the handle will raise and lower the coupler unit accordingly, making for a quick and easy install to the vehicles trailer ball.

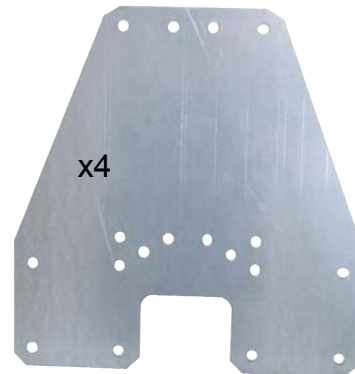


Pull the release lever to fold the Jack stand up and out of the way during transport. It can be rotated towards the front or rear.

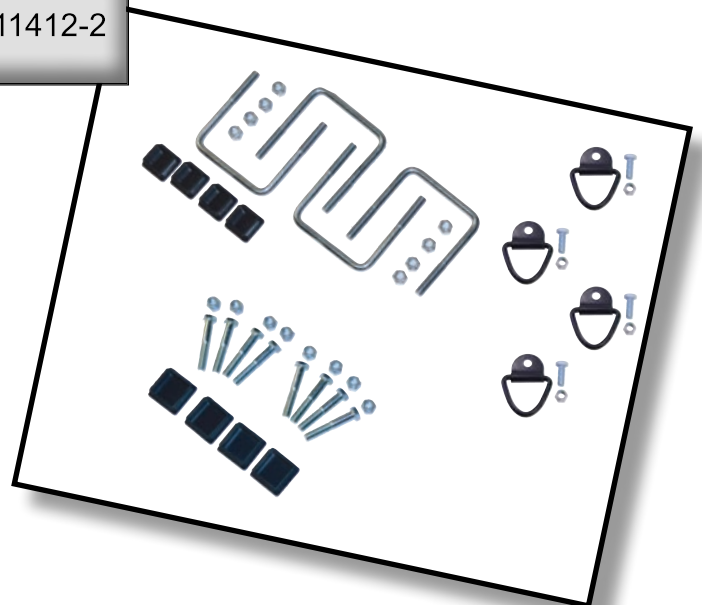


Load Bar Components (Group 6)

Bag 550-HDW



Bag 11412-2



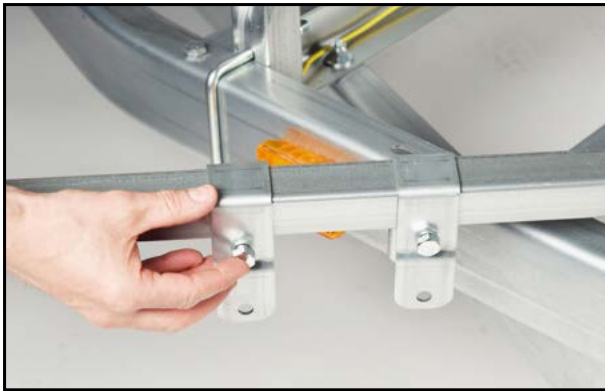
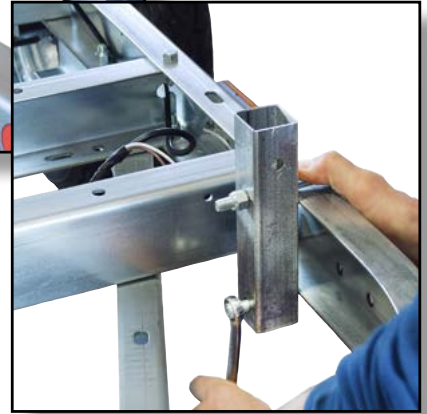
NOTE: The curved upright supports will not be used for this build. (not pictured)

1. Using the large u-bolts, Install the load bar support tubes in the rear corners, and then just in front of the second cross member up front. Use the 4-hole bolt pattern on the frame rail as your reference point.

2. Slip the load bar brackets over the load bars as shown and loosely install the two small bolts / nuts through each bracket trapping the load bars inside the brackets.

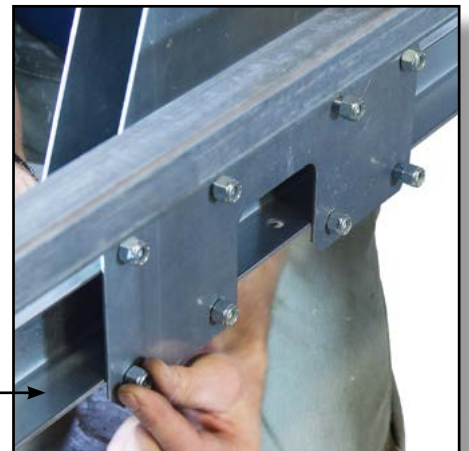
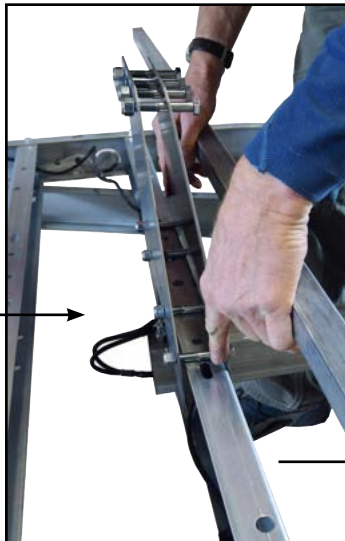
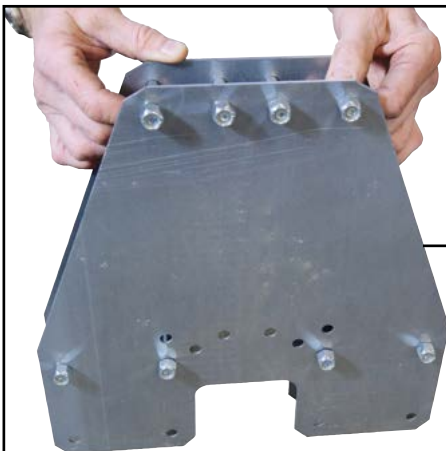
3. Install and hand tighten the bolts holding each bracket to the support tube.

4. Center the load bars to the trailer, then tighten all 8 bracket bolts



5. Assemble the front and rear vertical mounting brackets as pictured (below left).

6. Using the slotted holes on the rear and front cross member (directly behind the front load bar) sandwich the brackets over the frame rail and install the 2 bolts / nuts underneath. Trapping the frame rail between the brackets.



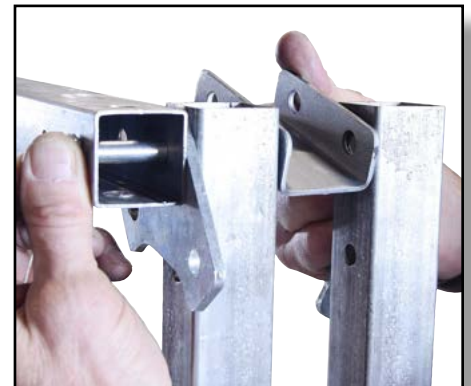
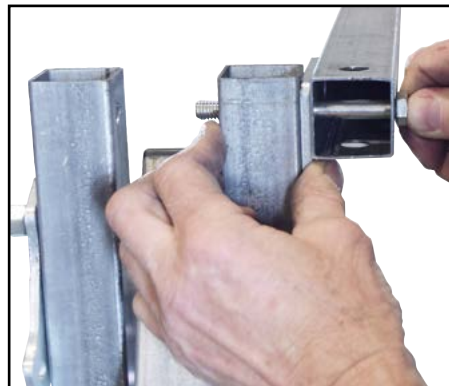
7. Slide the vertical support tubes (2) down in-between the bolts at the top of the brackets. The vertical tube will come to rest on the frame rail. Pass a bolt / nut through the center hole, at the bottom joining the brackets and support tube together.
8. Add the two bolts/nuts on either side at the bottom of the support tube and repeat these steps for the other support.



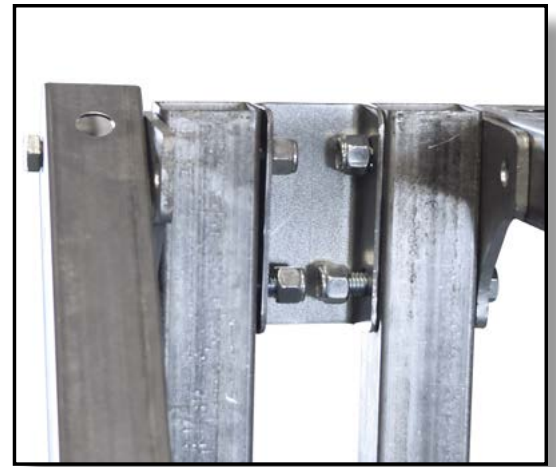
9. Join the angled mounting plate to the front diagonal support tube and install behind the frames front cross member using the long bolts and flat plates already in use.



10. Next, Align the top of front diagonal support with the top of the vertical supports. Insert the long 4.5" bolt through the bottom hole with a small mounting plate on each side. Add the nylock nut, hand tighten only. Add the end cap.
11. Rotate the small mounting plate upright, align the holes and install the top load bar as shown. Only add one bolt so we can rotate the load bar up to the rear vertical supports.
12. At the rear, slip a small mounting plate between the upright and load bar as shown. Placing the U-shaped spacer between the uprights, insert a bolt / nut to hold in place.



13. Add the other bolt / nut to the lower mounting plate hole preventing it from rotating. Add the other load bar to the other side again placing the small mounting plate between the upright and load bar. Hold in place with bolt / nut.



14. Rotate the load bar upwards and match it up to the front vertical supports. Add the remaining bolts / nuts to the them.

15. With the load bars in place, we'll back out the longer 4.5" bolt holding the front diagonal support and then re-install it slipping in the large washers between the diagonal and the vertical uprights.

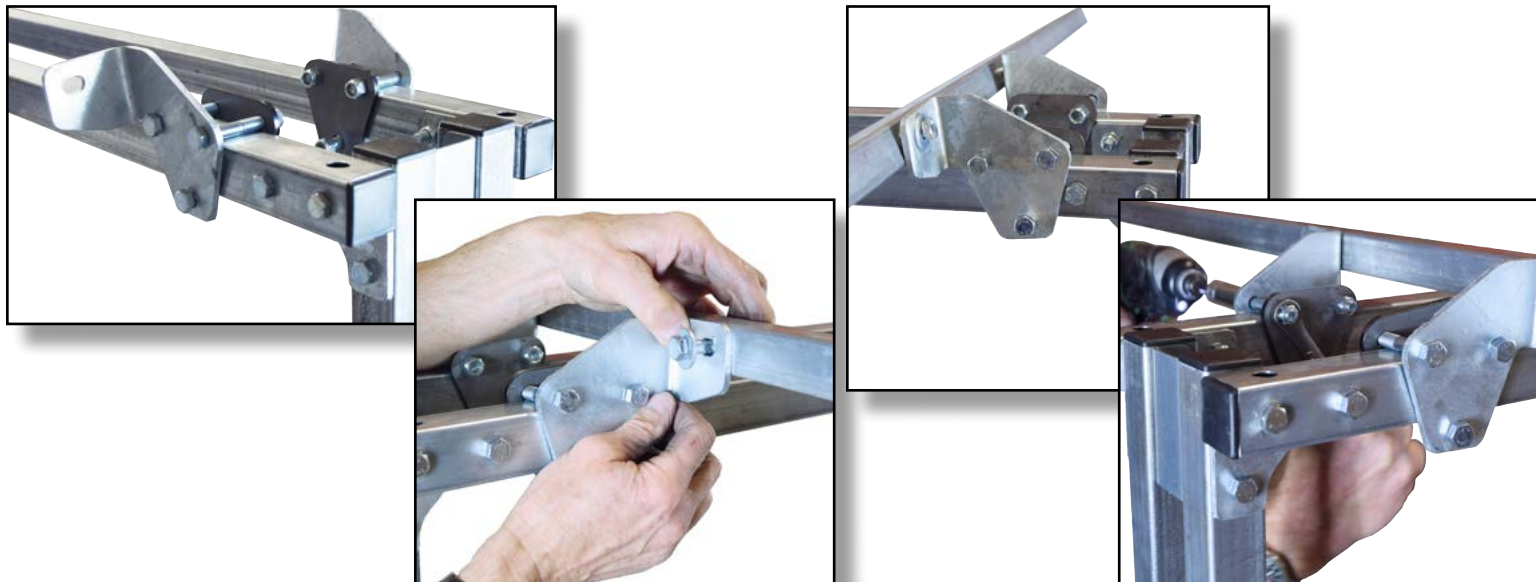
16. With all the hardware in place we can begin to fully tighten all the nuts. Working from the bottom up fully secure all the bolts / nuts on the vertical mounting plates and then the upper load bar assembly.



17. With all the hardware fully tightened add the end caps the ends of the vertical supports and the upper load bars.



18. Install the upper cross bar brackets to both the rear and front of the trailer as pictured. Finger tight only.
19. Add the upper cross bars to the brackets, use a washer for the slotted holes in the bracket behind the bolt head.
20. Measure the required distance between the upper cross bars and fully secure the brackets to the support tubes and the cross bars to the brackets.



21. Install the D-Rings to the ends of the load bars. Slide a nylon lock nut into the open end of the load bar and align with the hole. INSERT and hand tighten the bolt.



22. Slip a screwdriver under the nylon nut to hold it in place as you fully tighten the bolt with a 9/16 socket/wrench.



23. Add the end caps to your cross bars to complete your trailer.

PLEASE REFERENCE YOUR RED ENVELOPE

WHEN YOU RECEIVE YOUR TIRE LOADING DECAL, please apply as shown on the drivers side of the tongue. Be sure to clean the frame before applying the decal.



**Your MegaSport™ Trailer is now complete and ready to register and title !
Contact your local DMV office for specific procedures in your State.**



*Visit us at **maloneautoracks.com**
for more fine products and accessories.*

MALONE®

Trailer Checklist & Maintenance Manual



MPG525G XtraLight



MPG460G MicroSport



MPG535G MegaSport



MPG570G Sherpa

CHANGING THE WAY YOU GET THERE



Congratulations on your new Malone trailer!

Take a couple minutes to read through this manual for commonly asked questions and some basic trailer maintenance that will ensure your trailer is performing at its best.

And as always please free to contact us with any questions you may have.

Thank you for choosing Malone.

Basic Trailering Checklist:

Before hitting the road for your next trip be sure to check the following.

- ~ Coupler, hitch and hitch ball are all the same size
- ~ Coupler and safety chains are safely secured to hitch of tow vehicle
- ~ All fasteners are properly tightened
- ~ Boat is securely tied down to trailer (a winch line IS NOT a tie down)
- ~ Wheel Lug Nuts are properly tightened
- ~ Wheel bearing are properly adjusted and maintained
- ~ Load is within maximum load carrying capacity
- ~ Tires are properly inflated
- ~ All trailer lighting is working properly

Additional checks you can do.

Conduct routine maintenance by having a friend or family member occasionally stand behind your trailer and make sure the brake lights, taillights and turn signals are in good working order. As with your boat, a thorough freshwater wash down of your trailer after each use will extend the life of your hubs and lights. It's also a great boat maintenance idea to invest in a spare wheel, just in case.

Trailer hubs and lights can potentially get dunked twice every time you go boating. You need to pamper them as you would your boat - this is an essential element of boat trailer maintenance.

Do an occasional hub inspection by popping off the cap with a screwdriver. If the bearings are dry, add grease. It's simple. Lets jump to the next page for a detailed step by step.

Be sure to review the table on the next page for trailer FAQs' and specifications.

MALONE TRAILER SPECIFICATIONS

Revised: 8/2/18 By: MP

	Xtralight	MicroSport	MegaSport	Sherpa
WEIGHT (WITHOUT ACCESSORIES)	159 LBS	197 LBS (BASE "G") 230 LBS (XT) 260 LBS (LOWBED)	325 LBS 425 LBS (LOWBED)	375 lbs
LENGTH	11' 2"	13' 3"	14' 6"	14' 4"
WIDTH WITH CROSSBARS	58"	78"	86"	81"
WIDTH WITHOUT CROSSBARS	55"	55"	68"	72"
FRAME WIDTH ASSEMBLED	40"	40"	48"	48"
REQUIRED BALL SIZE	2"			
BALL HEIGHT FROM GROUND	15.5"	18" (BASE G & LOWBED) 15" (XT)	16"	16"
LOAD CAPICITY	400 LBS	800 LBS (DOUBLE LEAF SPRING)	1000 LBS (TRIPLE LEAF SPRING)	1600 LBS
RECOMMENDED TIRE PRESSURE	35-40 PSI, 65 PSI MAX 4.80-8"	40 PSI, 90 PSI MAX 4.80-12"	40 PSI, 90 PSI MAX 20.5x8.0x10"	40 PSI, 90 PSI MAX 20.5x8.0x10"
TIRE SPECIFICATIONS	LOAD RANGE B (590 LBS), 4 P.R. RATED TO 65MPH 8" WHEEL DIAMETER	LOAD RANGE C (990 LBS), 6 P.R. RATED TO 75MPH (I) 12" WHEEL DIAMETER	LOAD RANGE E (1520 LBS), 10 P.R. RATED TO 70MPH 10" WHEEL DIAMETER	LOAD RANGE E (1520 LBS), 10 P.R. RATED TO 70MPH 10" WHEEL DIAMETER
WHEEL + HUB SPECIFICATIONS	1.98" HUB I.D. 5-9/16" STUDDED FLANGE O.D. 5x4.5" BOLT PATTERN, 1/2"-20 STUD THREAD PITCH 1-1/16" AXLE SPINDLE DIAMETER			
TONGUE WEIGHT (UNLOADED)	23 LBS	25 LBS	63 LBS	70 LBS
CROSSBAR SPREAD	47" FIXED	44"-63"	68" FIXED 30" (BASE G & XT) 31"	71" FIXED
HEIGHT OF CROSSBARS FROM GROUND	24"	22" AND 58" (LOWBED)	25" AND 56" (LOWBED)	35"
FRAME & TONGUE MATERIAL	MARINE GRADE PRE-GALVANIZED 11 GAUGE STEEL			
FRAME CONSTRUCTION	C-CHANNEL 1.5" WIDE x 3.5" HIGH			
TONGUE CONSTRUCTION	2pc DESIGN, 2"x3"x96" 89" FROM FRONT OF FRAME TO BALL	2"x3"x90"	2"x3"x90"	2"x3"x90"
CROSSBAR CONSTRUCTION	1.25" SQUARE PRE-GALVANIZED 14 GAUGE STEEL			
LIGHTING	L.E.D. LIGHT KIT WITH CUSTOM PLUG & PLAY WIRING HARNESS			

Some trailers now have an integrated 'zerk' on the backside of the hub. For the customer it means they can do periodic grease "freshenings" without disassembly of the hubs.

Procedure for hub with integrated zerk fitting:

- i. Prepare a disposable container for the old grease to fall into.
- ii. Remove the wheel and dust cap.
- iii. Attach grease gun to the grease fitting.
- iv. Pump fresh grease in until fresh clean grease is visible oozing out the front bearing. (about 1/3 of a tube)
 1. If the old grease is just dark the condition of the hub should be fine for another season.
 2. If there is any water or if the grease is a white milky color then the grease seal has likely failed.
 - a. The hub must be disassembled, the grease seal replaced, bearings likely will need to be replaced too.
 3. If there are shiny metal fragment in the old grease then the bearings are failing and must be replaced.
 4. Wipe excess from front and re-install the dust cap.

Integrated zerk fitting on
the backside of the hub



Procedure for hubs with-out a zerk fitting:

- i. Prepare a disposable container for the old grease to fall into.
- ii. Remove dust cap, cotter pin, crown nut, washer. Pull hub off spindle.
- iii. Inspect inside the hub where the cups seat and the spindle for scoring, pitting, bending, dents, thread or other damage.
- iv. With the hub removed, hand-pack fresh grease in until fresh clean grease is visible oozing out the front bearing. (about 1/3 of a tube)
 1. If the old grease is just dark the condition of the hub should be fine for another season.
 2. If there is any water or if the grease is a white milky color then the grease seal has likely failed.
 - a. The hub must be disassembled, the grease seal replaced, bearings likely will need to be replaced too.
 3. If there are shiny metal fragment in the old grease then the bearings are failing and must be replaced.
 4. Wipe excess from front and re-install the hub and dust cap.

Adding your own Zerk fitting to avoid the previous steps above:

- i. You can add your own zerk fitting to the front of your hub by adding a Bearing Buddy® Protector.
- ii. Look for Model# 1980A and follow the manufactures instructions for use.

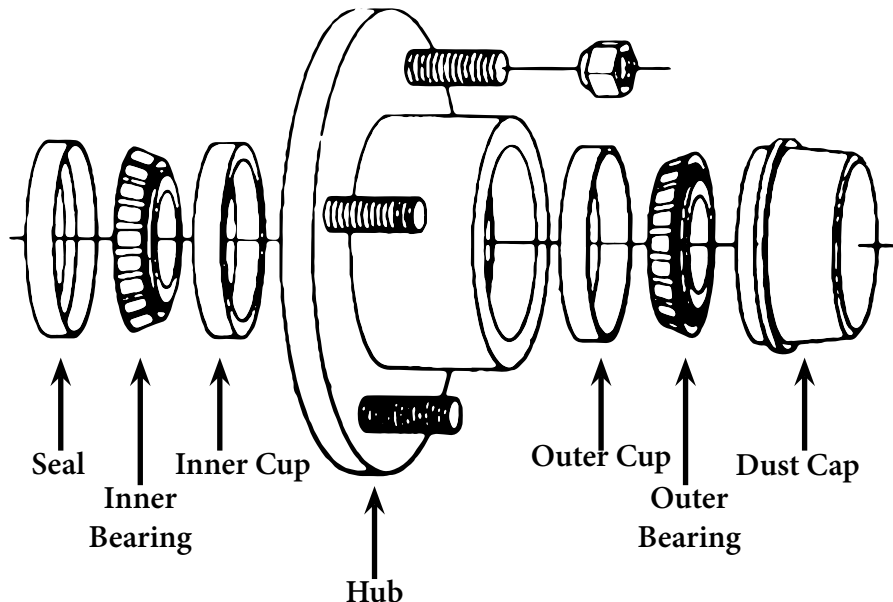
Type of grease to use:

Automotive bearing grease is OK in a pinch, marine wheel-bearing grease is better, and synthetic marine-wheel bearing grease is best. Best advice: Use a high-quality synthetic marine grease that's water resistant, and do the best job possible cleaning out the old grease when repacking. Don't mix old and new greases if possible, and record what grease you're using, so you know what to apply when your bearings need a shot of the slippery stuff.

Damaged Bearings? Replace them right away with Bearing Kit# 27111

Procedure:

1. Remove dust cap, cotter pin, crown nut, washer. Pull hub off spindle.
2. Use a hammer and a mild steel bar to drive out old inner cups.
3. Use a solvent such as kerosene to clean the hub, nut, washer and spindle. All dirt and old grease must be removed.
4. Inspect inside the hub where the cups seat and the spindle for scoring, pitting, bending, dents, thread or other damage. Pay close attention to the raised rear surface of the spindle where the grease seal grips. If it is scored or pitted the grease seal may leak.
5. File off nicks or burrs using a fine file or emory cloth, then wipe away any filings, then re-clean with solvent.
6. Coat the spindle and the inside of the hub lightly with grease.
7. Use the mild steel bar to drive the new cups in to the hub until they are solidly seated. Do not damage the cup surfaces.
8. Pack both bearings with grease forcing grease inside the cage in-between all the rollers starting at the large end until grease shows at the small end.
9. Install the packed rear bearing in the hub.



Cont. on next page

Damaged Bearings? Replace them right away. Continued

Procedure: Continued

10. Install the grease seal. Don't hammer directly on the seal. Use a block of wood. Take care to drive the seal in straight. Seal should be flush to the outside surface of the hub.
11. Fill the hub, in behind the seal, with grease then slide the hub over the spindle being careful not to damage the seal against the spindle. Pack the hub full of grease.
12. Install the packed outer bearing and cup then pack more grease into any voids and install the washer and nut.
13. While turning the hub, use a 12" wrench to tighten the nut until the hub begins to bind indicating that all the bearing parts are sealed properly.
14. Back off the nut about ¼ turn, as needed, until you have between .001" to .007" of end play.
15. Warning: Failure to back off the nut to allow end play may cause the bearings to over heat and fail creating a risk of serious bodily harm.
16. Lock the nut in place using a new cotter pin.
17. Re-check end play. Install the dust cap.

Notes

Towing Speeds/Tips:

The hubs on your trailer are already fully packed with a high-speed, high-temp grease, allowing you to **safely tow at any posted speed limit. Including highway speeds.**

You need to allow for extra time and room when switching lanes, stopping, and passing other vehicles when towing a trailer. You must also swing out wider when traveling around bends and corners as the trailer does not follow the exact path as the vehicle on turns.

Travel at moderate speeds to conserve fuel. Use a lower gear to ease stress on your transmission and engine when climbing long steep hills. Shifting out of overdrive and into a lower gear may also improve vehicle gas mileage.

Use extra caution around potholes and other large bumps. They can damage the tow vehicle, trailer hitch, and trailer. When pulling a trailer, ***take your time and be careful.***

If for some reason (a gust of wind, a downgrade, a pass by a larger vehicle, etc.) the trailer does begin to sway, the driver needs to assess the situation to determine the proper course of action. Here is a list of dos and don'ts to think about.

Good Towing Practice:

- Gradually reduce speed

- Steady the steering wheel - sudden turns can cause more sway

- Pull to side of roadway if needed

NOT Good Towing Practice:

- Do not slam on the brakes - jackknifing could occur

- Do not attempt to steer out of a sway situation

- Do not increase speed - trailer sway increases at faster speeds

- Do not tow a trailer that continues to sway

- Consider reloading the trailer or perhaps adding a sway control or a weight distribution system with sway control

An unbalanced load can also create trailer 'sway' when in tow. When loading gear keep in mind the tongue weight, downward pressure on the ball by the coupler, shouldn't exceed 10%-15% of the overall weight. If you experience any sway when towing, stop and adjust your payload forward or back as needed.

DON'T FORGET: When loading gear keep in mind the tongue weight, downward pressure on the ball by the coupler, shouldn't exceed 10%-15% of the overall weight. If you experience any sway when towing, stop and adjust your payload forward or back as needed.

Electrical/Lighting

Properly functioning trailer lights are a must for safety, so check your lights every time you use your trailer. Some problems, such as a burned-out bulb or a bad ground wire, can be a snap to fix—others can be a real pain to diagnose and repair.

Wiring Diagram For Trailer Lights

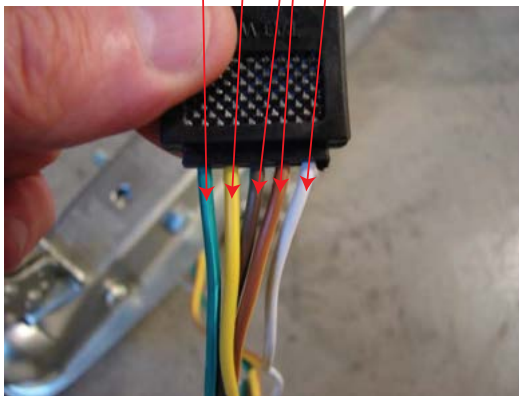
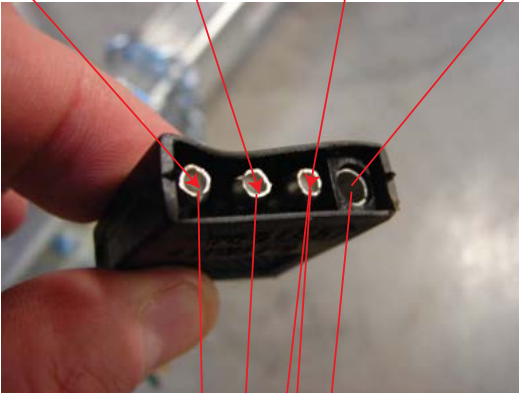
Note: Wiring colors are the same from incandescent lights and LED light kits.

Green (Passenger side turn signal)

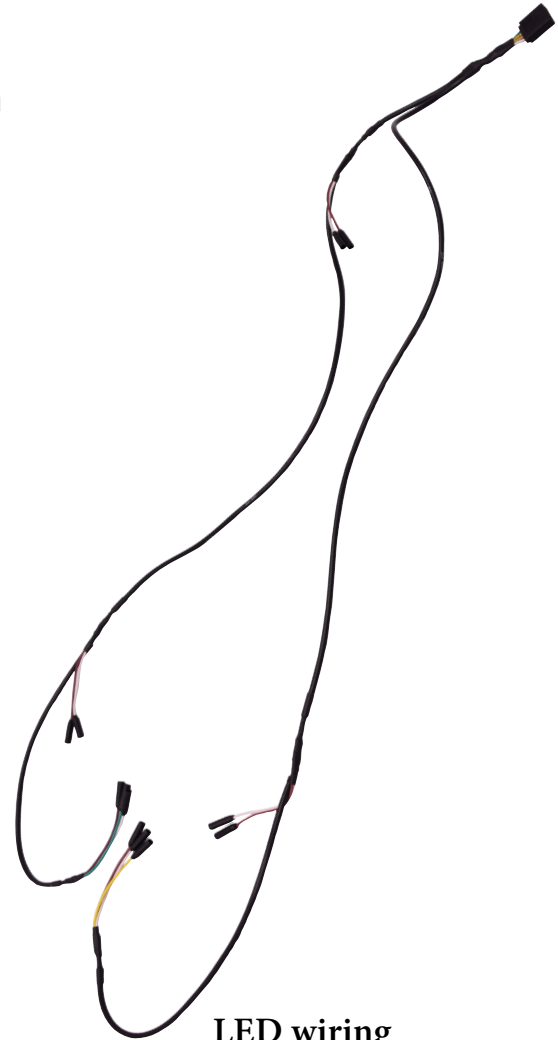
Yellow (driver's side turn signal)

Brown x 2 (running lights , both sides)

White (common ground)



Incandescent wiring



LED wiring

Our trailers use a standard flat four pin connection at the harness. Some larger vehicles are outfitted with a round 7 pin configuration. If this is the case on your vehicle you'll need to use an adapter like the one pictured.



Electrical/Lighting Continued

We can't cover every scenario in this manual but here's some trouble shooting we can do to help get your trailer back in top condition.

Having a helper standing behind the vehicle to see if the lights are working will make the process go a lot quicker..and save you from running back and forth.

1). Start at the Vehicle

If your lights seem dim or don't work at all, let's start with the harness at the vehicle. This will require an electrical tester that you can find at your local hardware store. This tester will tell you right away if you have a problem from your car or truck. If the tester shows a problem, check the operation of all your vehicle lights to make sure you don't have a blown fuse, a burned-out light or a bad flasher. Clean the connections and check again. Check for broken wires near the connector. If you still have problems, make an appointment to have the wiring checked.

If the lights on the tester function properly, the problem is the trailer lights or harness.

2). Clean Every Connector

If we've determined the vehicle is okay and lights still aren't working properly, clean all the contact pins with a good quality electrical contact cleaner and a fine wire brush.

3). Check the Ground

Most problems occur because of a bad ground. If your using incandescent lights, they should be grounded at the front of the trailer along the metal frame (should be a white wire).

Double check and clean all connections with sandpaper. If the ground screw is corroded it should be replaced.

LED lights on the hand use the vehicle as the ground. SO if theres a grounding issue it's back at the vehicles plug or wiring.

4). Replace Bad Bulbs & Clean Corroded Sockets

If you have just a single light out chances are you just need to replace the bulb. Remove the lens cover, replace the bulb(s). Test it and if ti works your on your way.

If the light still fails to work, we need to check and clean all the sockets of any corrosion. Some simple sandpaper around a wooden dowel works great.

5). Testing the Continuity

Bad, or broken wiring can also lead to failures. Check the trailer wiring with a continuity tester available at your local automotive shop. Follow manufactures instructions for use and testing procedure.

6). Replace the Wiring

If you're finding badly corroded parts and all else fails, you can buy a new wire harness for about \$30-\$60. A new harness should include the wiring connector, lights and lenses, and complete instructions. In most cases, it can be installed in about two hours or less.

MALONE

CHANGING THE WAY YOU GET THERE

Limited Five Year Warranty

The Malone Auto Racks (Malone) Limited Five Year Warranty covers certain Malone-brand products that have been specifically identified for inclusion in the program and is effective for five years from the date of purchase for the original retail purchaser. This warranty is terminated after five years from the date of purchase, or, when the original retail purchaser sells or otherwise transfers the product to any other person or entity during the five year warranty period.

Subject to the limitations and exclusions described in this warranty, Malone will remedy defects in materials and/or workmanship by repairing or replacing, at its option, a defective product without charge for parts or labor. Malone may elect, at its option, not to repair or replace a defective product but rather issue to the original retail purchaser a refund equal to the purchase price paid for the product, or credit to be used toward the purchase of a replacement Malone product.

This warranty does not cover, and no warranty is given for defects or problems caused by normal wear and tear which includes but is not limited to surface (aesthetic) metal corrosion, scratches, dents, deformities, accidents, unlawful vehicle operation, or any modification of a product not performed or authorized in writing by Malone.

In addition, this warranty does not cover problems resulting from conditions beyond Malone's control including, but not limited to, theft, misuse, overloading, or failure to assemble, mount or use the product in accordance with Malone's written instructions or guidelines included with the product available to the original retail purchaser.

No warranty is given for Malone products purchased outside of the United States, Canada and Mexico.

If the product is believed to be defective, the original retail purchaser should contact the Malone dealer from whom it was purchased, who will give the original retail purchaser instructions on how to proceed. If the original retail purchaser is unable to contact the Malone dealer, or the dealer is not able to remedy the defect, the original retail purchaser should contact Malone by email at technical@maloneautoracks.com.

In the event that the product must be returned to Malone, a technician at the email address above will provide the original purchaser with return shipping instructions. The original purchaser will be responsible for the cost of mailing the product to Malone. In order to receive any remedy under this warranty, a copy of the original purchase receipt, a description of the defect and a return address must be provided.

Disclaimer of Liability

Repair or replacement of a defective product, or the issue of a refund or credit (as determined by Malone) is the original retail purchaser's exclusive remedy under this warranty. Damage to original purchaser's vehicle, cargo, or property, and/or to any other person or property is not covered by this warranty.

This warranty is expressly made in lieu of any and all other warranties, express or implied, including the warranties of merchantability and fitness for a particular purpose.

Malone's sole liability is limited to the remedy set forth above. In no event will Malone be liable for any direct, indirect, consequential, incidental, special, exemplary, or punitive damages, or, for any other damages of any kind or nature (including but not limited to, lost profits, lost income or lost sales).

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitations may not be applicable. This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

In addition, all vehicular transports are potentially hazardous. Any person using MALONE products are personally responsible for following the given directions for use, installation and accepts full responsibility for any and all damages or injury of any kind including death, which may result from their use.