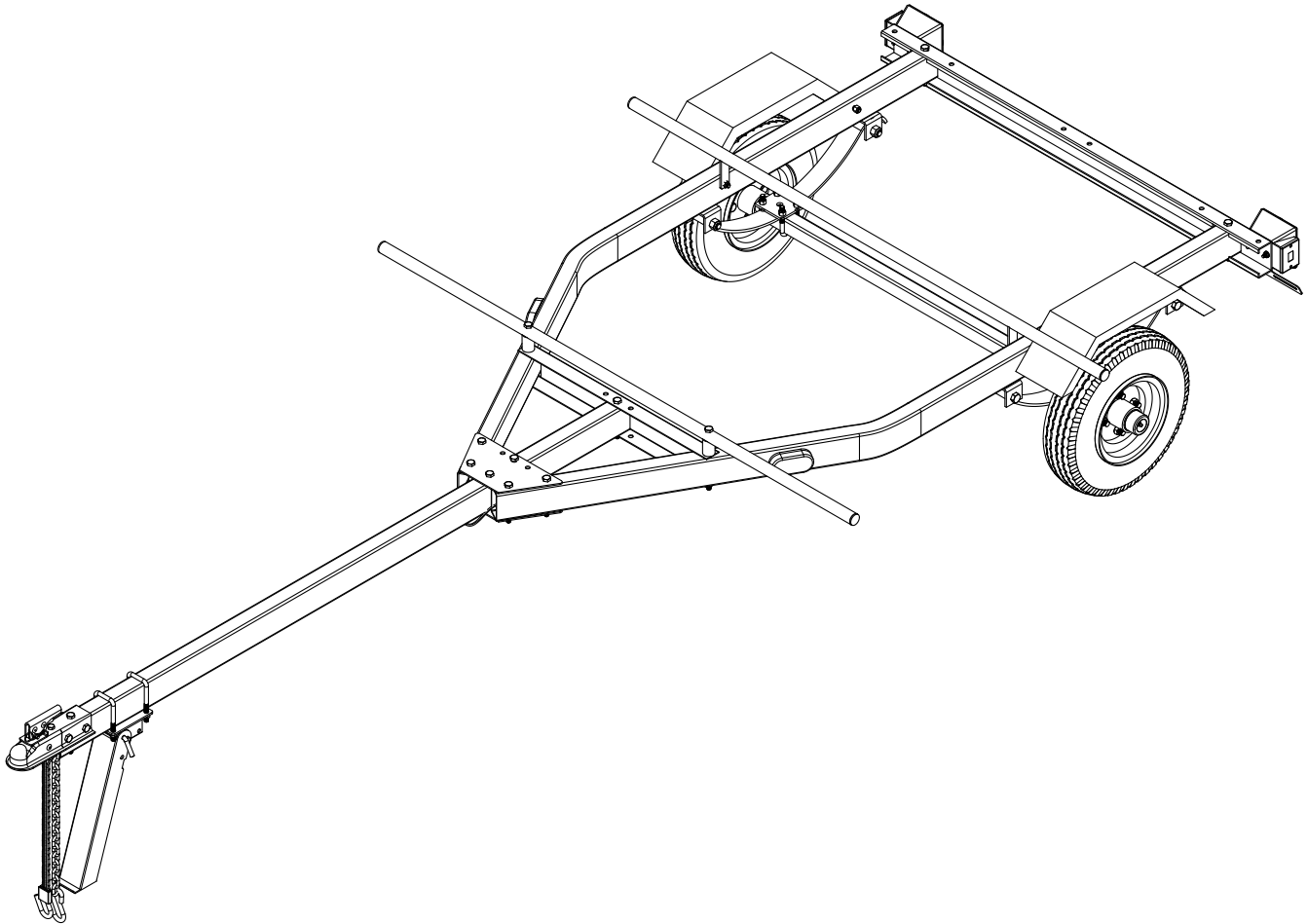





Multi-Sport Trailer

Revision: A1



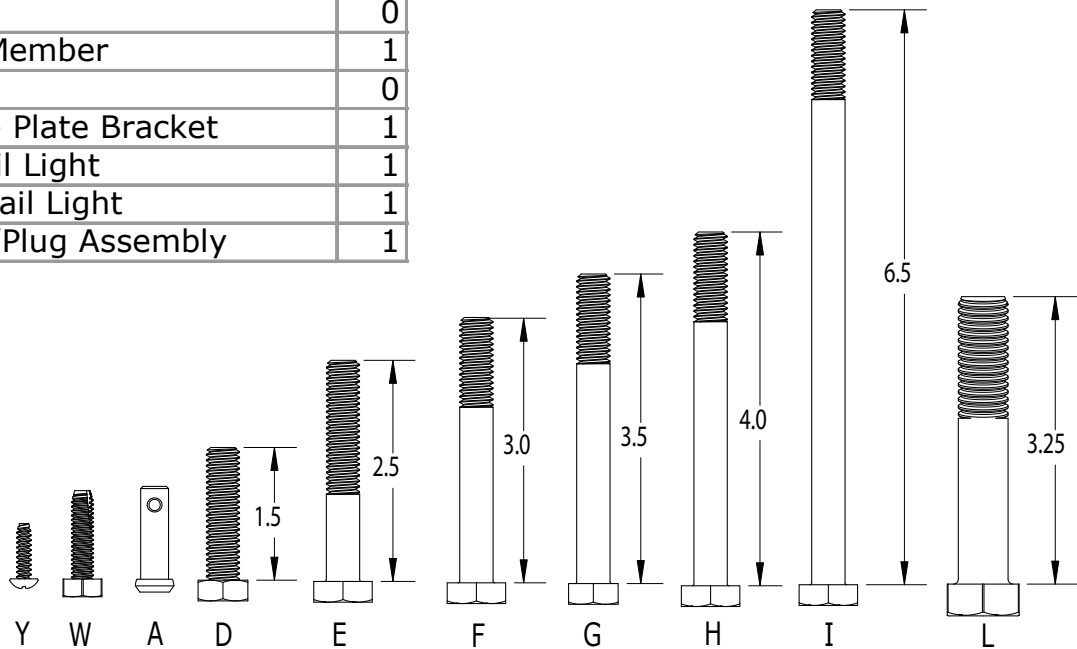
LCI-8792P Multi-Sport Trailer
Shipping Weight: 168 lbs
Max Load Capacity: 300 lbs
Coupler Capacity: Class I, 1-7/8" ball
Tires: 4.80-8(D) tubeless, 4PR

 Approximate Assembly Time
3 - 5 hours

Parts List & Assembly Instructions

Trailer Parts		
No.	Item	Qty
1	Coupler	1
2	Coupler Base	1
3	Chain	1
4	Towbar	1
5	Stand Base	1
6	Stand Leg	1
7	Cross Bar Rear	1
8	Cross Bar Front	1
9	Cross Bar Spacer	2
10	Right Side Rail	1
11	Left Side Rail	1
12	Connecting Plate	2
13	-	0
14	-	0
15	Connecting Rod	1
16	Side Running Light	2
17	Side Running Lens	2
18	Spring (single leaf)	2
19	Spring Plate	2
20	Axle	1
21	Hub Assembly	2
22	Tire/Rim Assembly	2
23	Fender	2
24	-	0
25	-	0
26	-	0
27	Cross Member	1
28	-	0
29	License Plate Bracket	1
30	Left Tail Light	1
31	Right Tail Light	1
32	Wiring/Plug Assembly	1

Hardware		
No.	Item	Qty
A	Safety Pin (coupler)	1
B	Hairpin Cotter (coupler)	2
C	Pin $\frac{3}{8}$ " (Stand)	1
D	Bolt $\frac{3}{8}$ " x 1- $\frac{1}{2}$ "	1
E	Bolt $\frac{3}{8}$ " x 2- $\frac{1}{2}$ "	4
F	Bolt $\frac{3}{8}$ " x 3"	2
G	Bolt $\frac{3}{8}$ " x 3- $\frac{1}{2}$ "	1
H	Bolt $\frac{3}{8}$ " x 4"	10
I	Bolt $\frac{3}{8}$ " x 6.5" (rollers)	2
J	Nut $\frac{3}{8}$ " (nylon lock)	32
K	Flat Washer $\frac{3}{8}$ " (chain)	1
L	Bolt $\frac{9}{16}$ " x 3- $\frac{1}{4}$ " (springs)	4
M	Nut $\frac{9}{16}$ " (nylon lock)	4
N	U-Bolt $\frac{3}{8}$ " x 2- $\frac{5}{8}$ " (springs)	4
O	U-Bolt $\frac{3}{8}$ " x 4" (stand)	2
P	Lug Nut $\frac{1}{2}$ " (hub)	8
Q	Castle Nut $\frac{3}{4}$ " (axle)	2
R	Flat Washer $\frac{3}{4}$ " (axle)	2
S	Cotter Pin (axle)	2
T	Bearing L44643 (hub)	2
U	Dust Cap (hub)	2
V	Grease Fitting (dust cap)	2
W	Self-tap Screw (ground wire)	1
X	Nut $\frac{1}{4}$ " (tail lights)	4
Y	Screw #8 (side running lights)	4



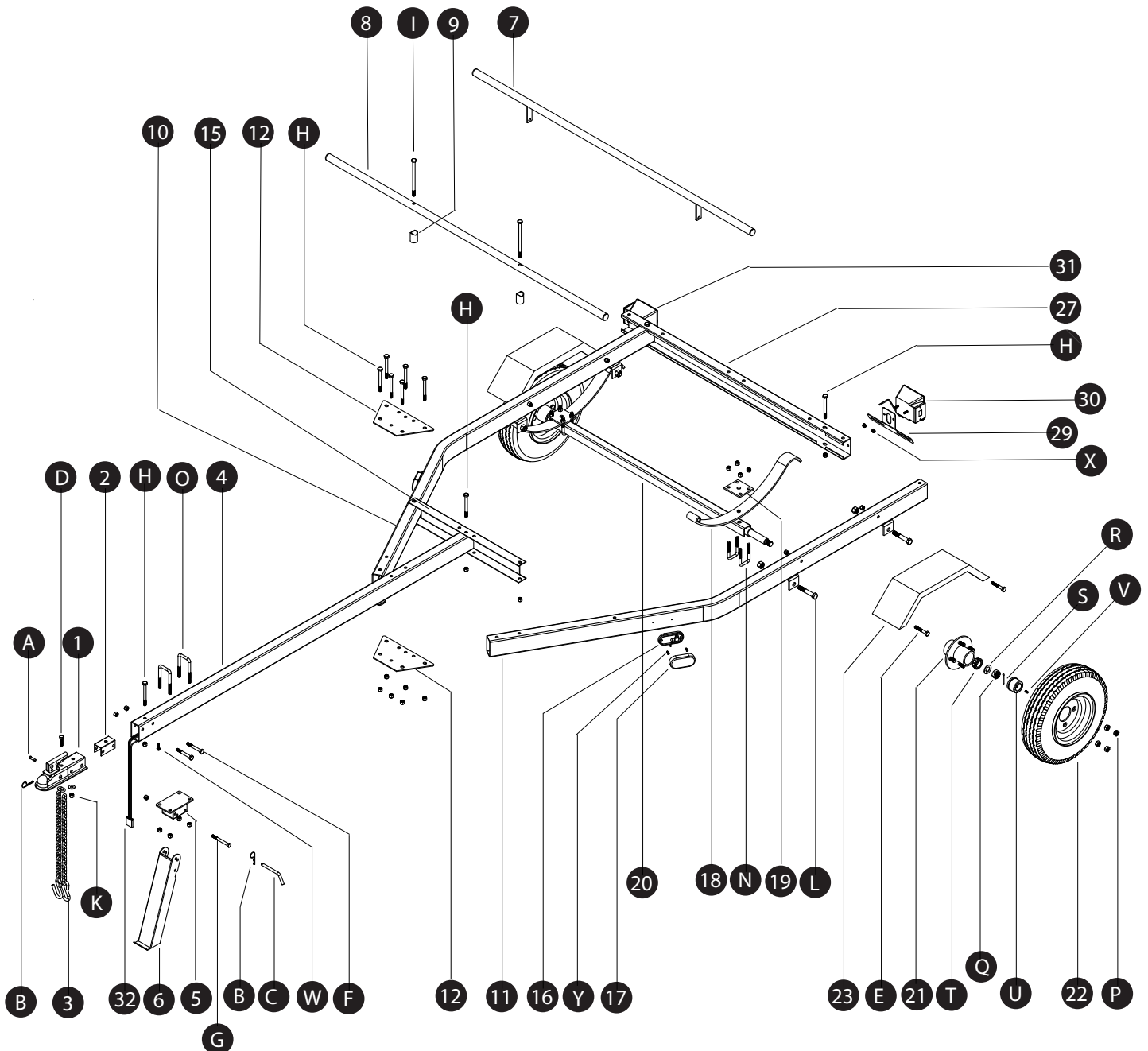
Bolts - (image not full scale)

Parts List

The tools you will need:

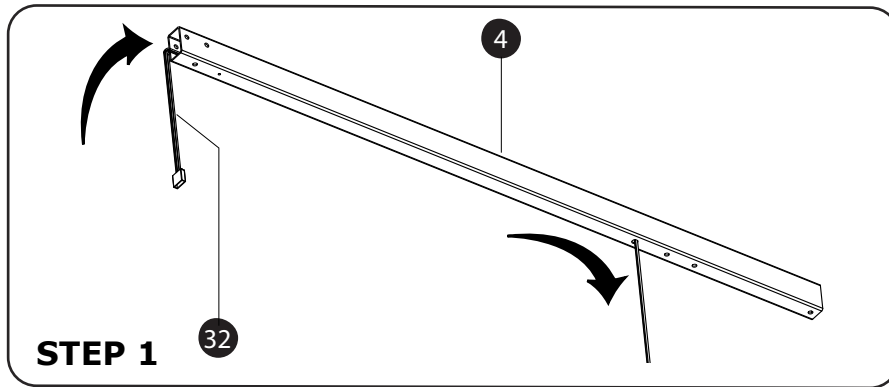
- phillips head screw driver
- pliers
- wire stripper/cutter
- tape measure
- plastic/rubber mallet
- knife
- box wrenches (7/16", 9/16", 3/4")
- sockets (9/16", 9/16" deep, 11/16", 3/4", 7/8")
- adjustable wrench or channel lock pliers
- torque wrench
- grease gun and grease
- electrical tape

Identify and layout all bolts and fasteners before starting assembly

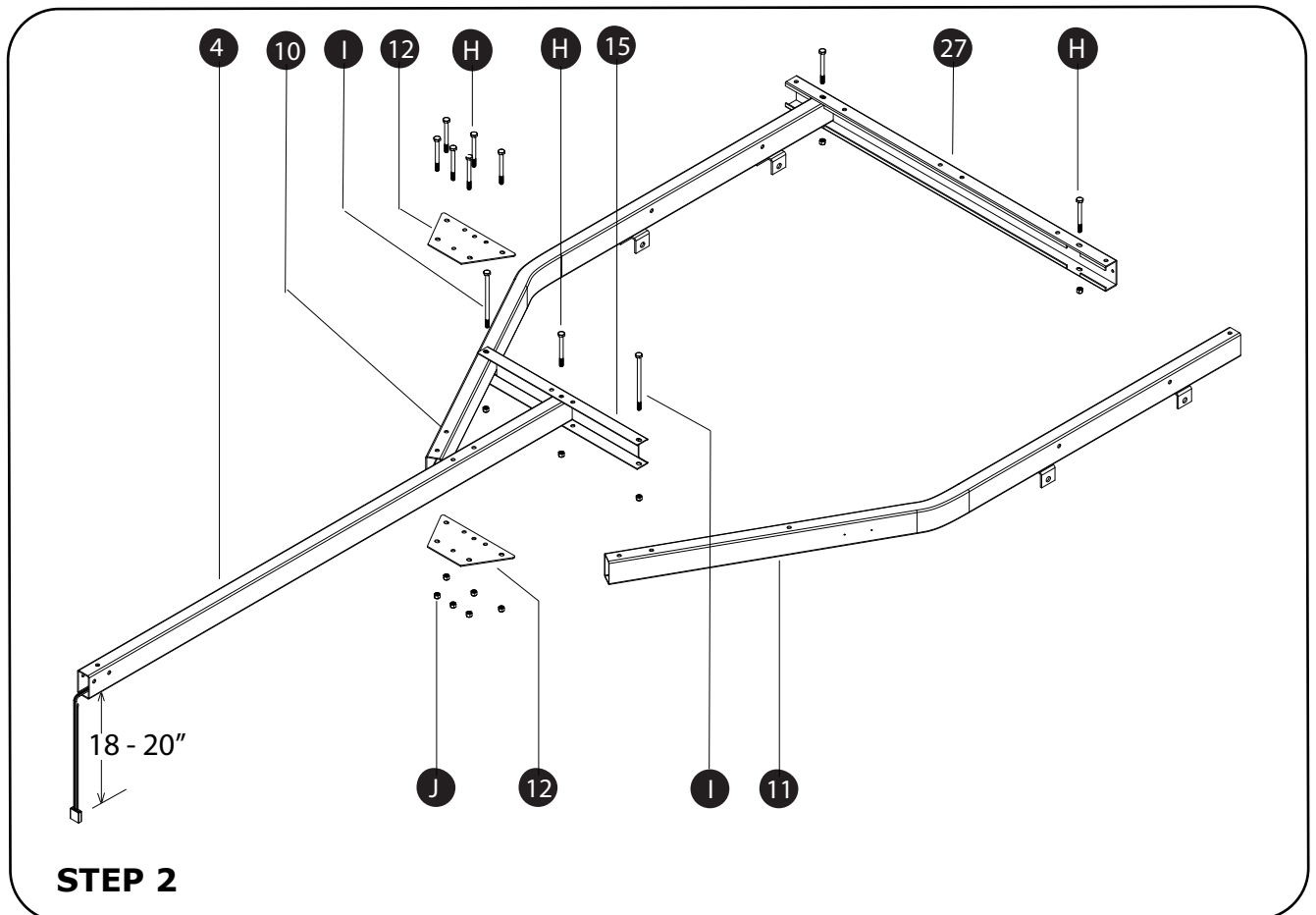


EXPLODED PARTS VIEW

STEP 0: Locate "CERTIFICATE OF ORIGIN" document located with Towbar (4) in 74"x4"x4" shipping carton.



STEP 1: Route tail end of Wire/Plug Assembly (32) into open hitch end of Towbar (4) and out the 9/16" hole in the bottom. Tip Towbar and use gravity to help snake the wires through. Alternately, to help feed/pull the wires through the Towbar, a wiring fish tape can be constructed from 3 wire coat hangers that are twisted together end to end. (Final wiring will be completed in subsequent steps; be careful not to damage wires during the assembly process)

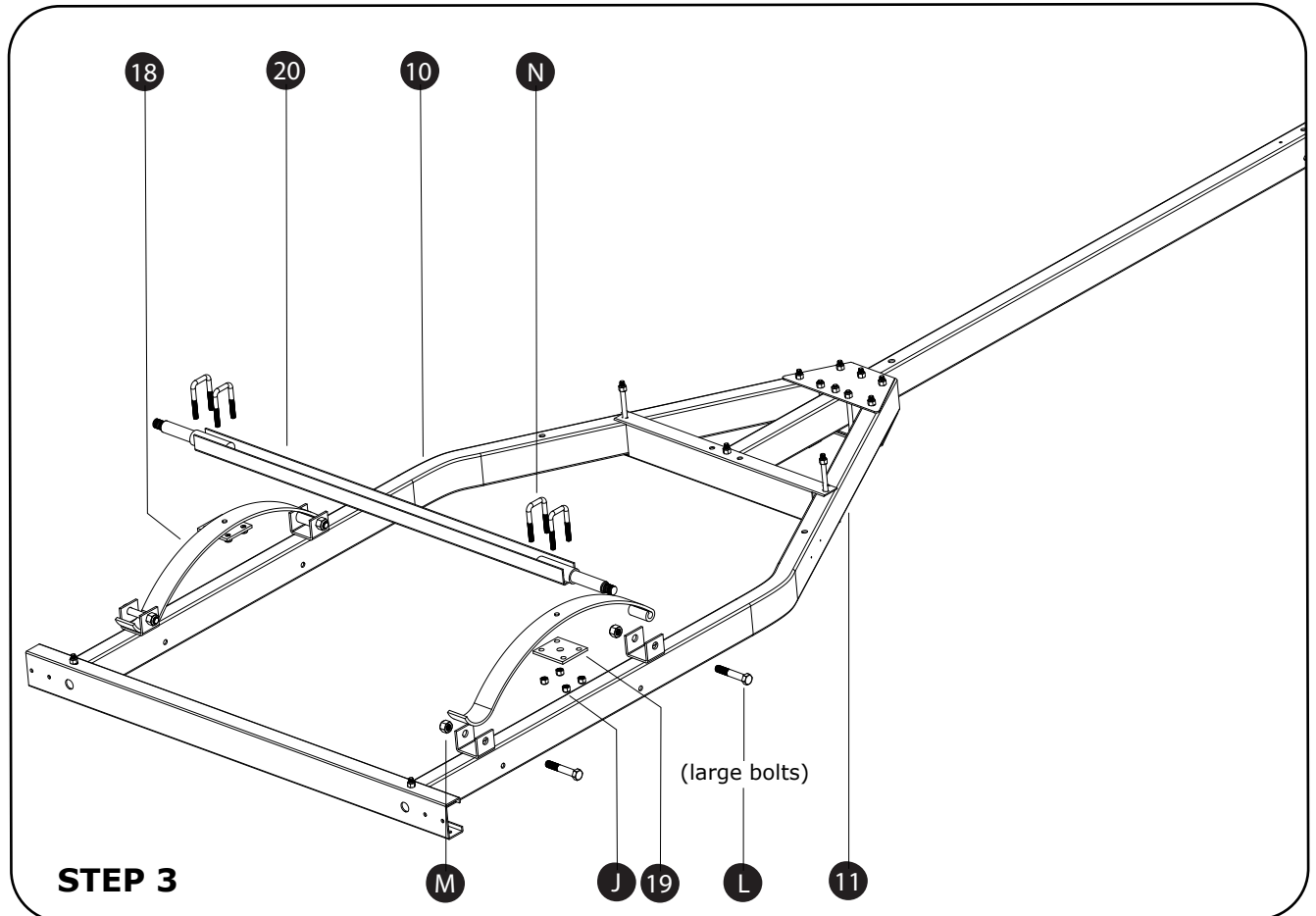


ASSEMBLY STEPS

STEP 2: Lay out Towbar (4), Right Side Rail (10), Left Side Rail (11), Connecting Plates (12), Connecting Rod (15), and Cross Member (27) as shown.

Assemble using $\frac{3}{8}$ " x 4" Bolt (H) quantity 9, $\frac{3}{8}$ " x 6.5" Bolt (I) quantity 2 and $\frac{3}{8}$ " Nut (J) - quantity 14. Do not fully tighten nuts until all the parts (4, 10, 11, 12, 15 & 27) are positioned. Leave the bolts (I) finger tight at this time.

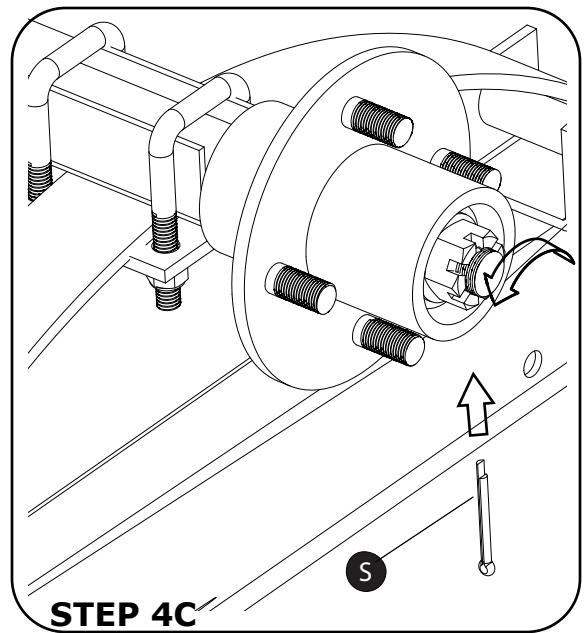
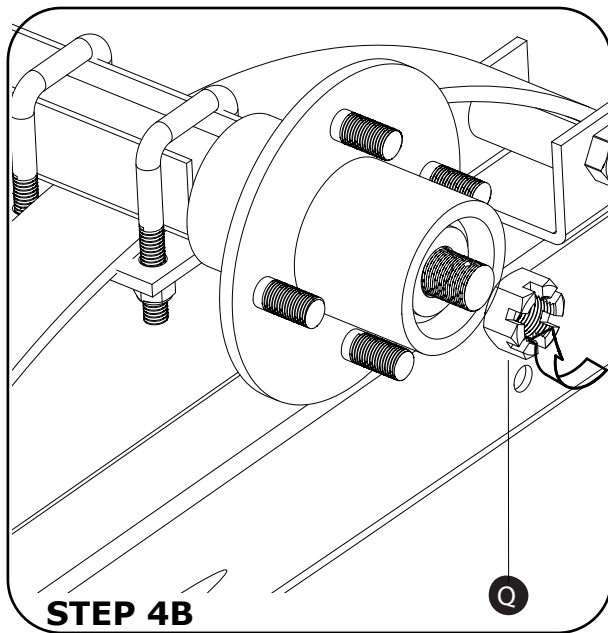
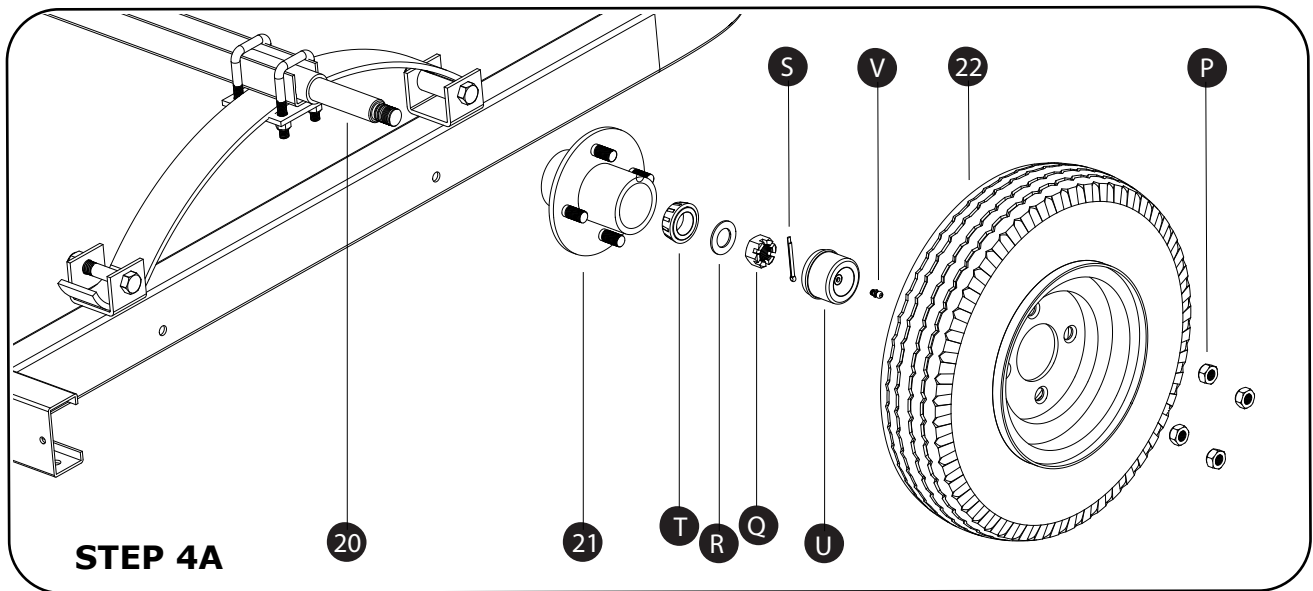
After Bolts (H) are tightened, turn frame upside down with the assistance of a helper. Use temporary blocking to stabilize frame and prevent damage while assembling.



STEP 3: Insert Spring (18) into U-brackets of Right Side Rail (10) with the eye of the spring forward as shown. Secure with two $\frac{9}{16}$ " Bolts (L) and $\frac{9}{16}$ " Nuts (M). Assemble Spring (18) into Left Side Rail (11) in same manner.

Place Axle (20) on top of Springs (18) so the hex heads of bolts through the springs engage into the locating holes in the Axle (20). Place Spring Plate (19) under Spring and pass two U-Bolts (N) through Axle and Spring Plate. Secure together using $\frac{3}{8}$ " Nuts (J). Be sure that center hole of Spring Plate is fit over the small locating bolt in the Spring. Assemble both sides in the same manner. Fully tighten all Nuts.

ASSEMBLY STEPS



STEP 4A: Clean Axle (20) bearing surfaces and apply extra grease on step surface where the inner seal rides. Carefully slide Hub Assembly (21) onto Axle spindle. Then assemble outer Bearing (T) and Flat Washer 3/4" (R) as shown. Repeat assembly on other side.

STEP 4B: Tighten Castle Nut (Q) snugly against Flat Washer (R) using a wrench.

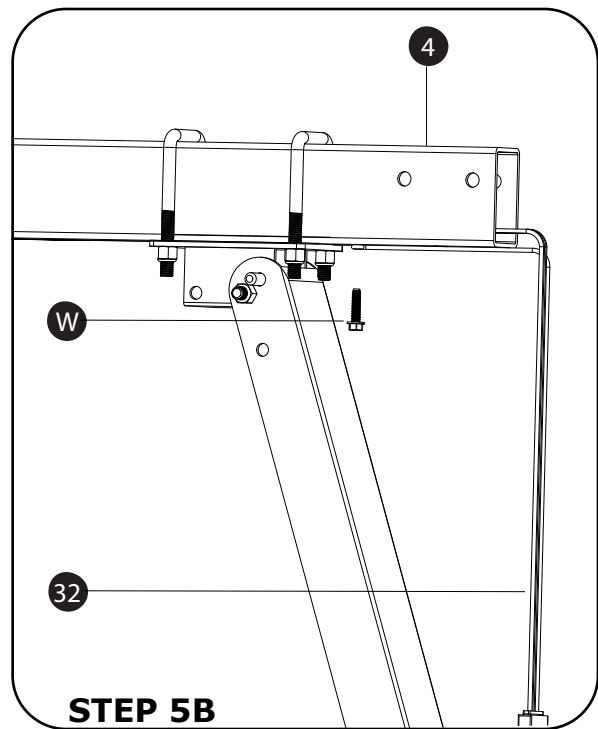
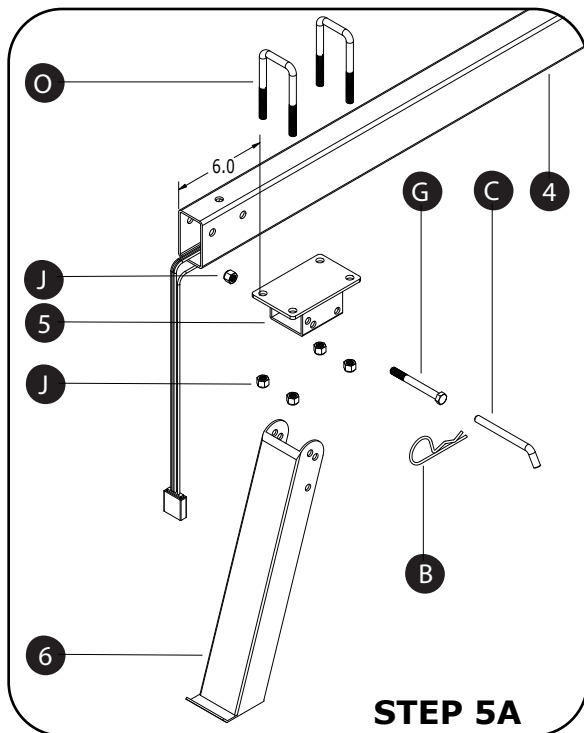
STEP 4C: Back off Castle Nut until Cotter Pin (S) can be inserted through slot in the Castle Nut (Q) and the hole in the Axle spindle. Insert Cotter Pin fully and bend over end of axle. Assembled Hub should rotate freely but there should be no axial play between the hub and axle. Repeat assembly on other side.

ASSEMBLY STEPS

Step 4 Continued: Screw Grease Fitting (V) into Dust Cap (U). Fill Dust Cap $\frac{1}{4}$ full of grease and carefully tap it into the Hub Assembly using a plastic or rubber mallet. Repeat assembly on other side.

Slide Tire/Rim Assembly (22) onto Hub Assembly (21) with air valve facing outboard. Assemble Lug Nuts $\frac{1}{2}$ " (P) with chamfered edge inward toward Rim and tighten to 80-90 ft*lbs. Repeat assembly on other side. Retorque Lug Nuts after first 50 miles of use.

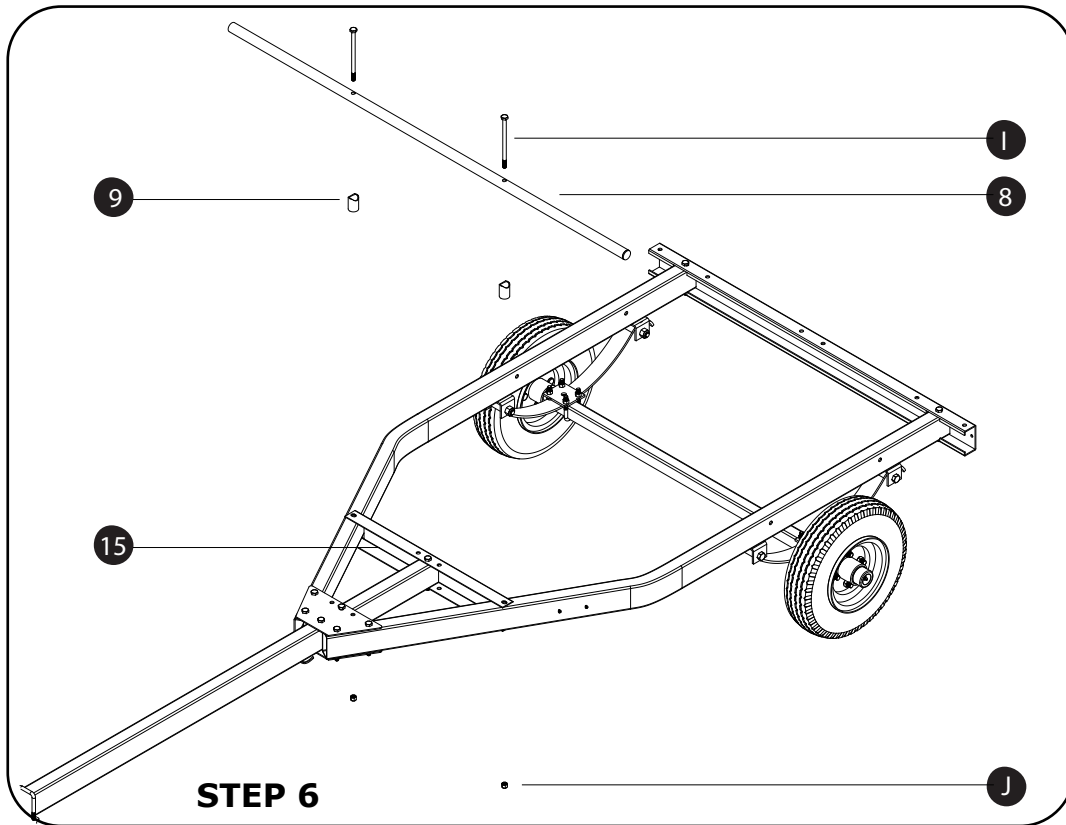
Turn frame rightside up with the assistance of a helper. The trailer will be sitting on its tires. Use temporary blocking to lift Towbar off the ground.



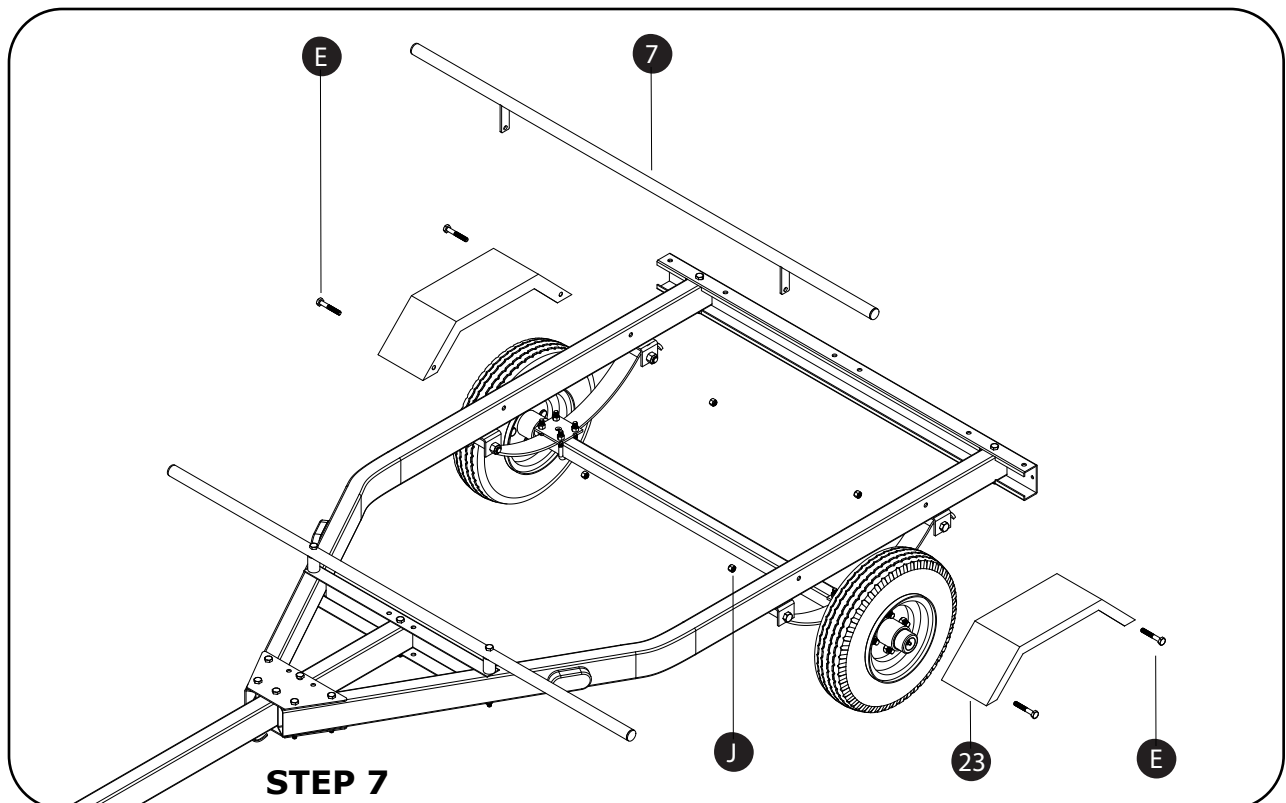
STEP 5A: Place the front edge of Stand Base (5) 6" from front edge of Towbar (4) and fasten together with U-Bolts (O) and $\frac{3}{8}$ " Nuts (J) as shown. Place Stand Leg (6) over Stand Base and fasten together with $\frac{3}{8}$ "x 3- $\frac{1}{2}$ " Bolt (G) and $\frac{3}{8}$ " Nut (J) as shown. Insert Pin (C) in top hole when Stand Leg is extended.

STEP 5B: Strip back approx. 1" of the insulation on the white ground wire of the Wiring/Plug Assembly (32). Wrap wire under head of Self-tap Screw (W) and screw into small hole on bottom of Towbar (4) as shown.

ASSEMBLY STEPS

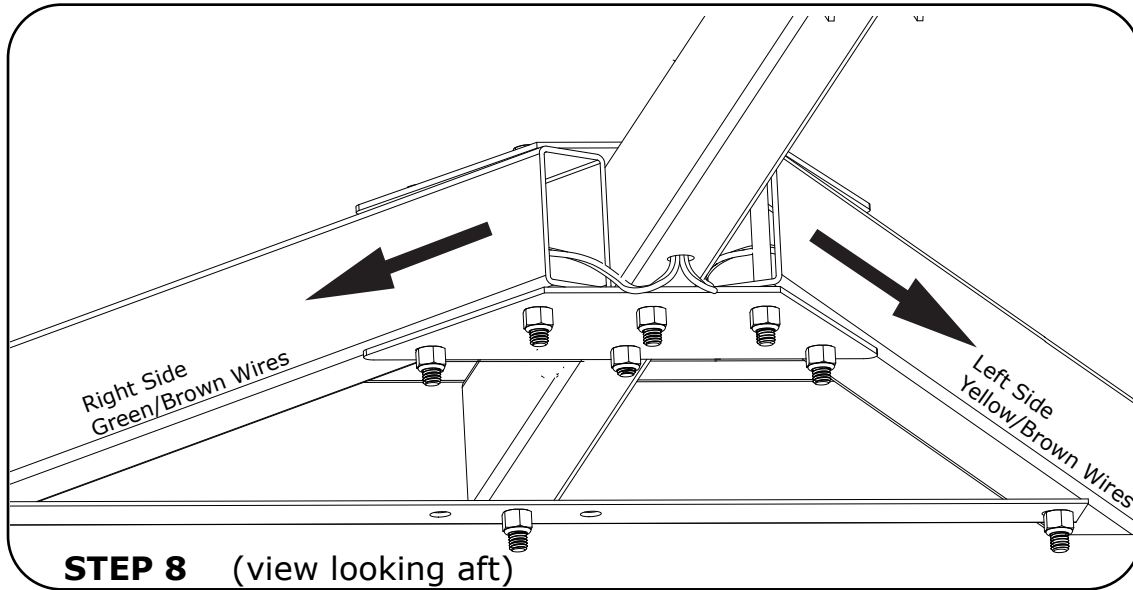


STEP 6: Loosen and remove the 2 Bolts (I) and $\frac{3}{8}$ " Nuts (J) that were temporarily assembled. Pass Bolts (I) through Cross Bar Front (8) and through Cross Tube Spacers (9). Assemble back onto trailer with Bolts (I) passing through Connecting Rod (15). Fully tighten $\frac{3}{8}$ " Nuts (J).

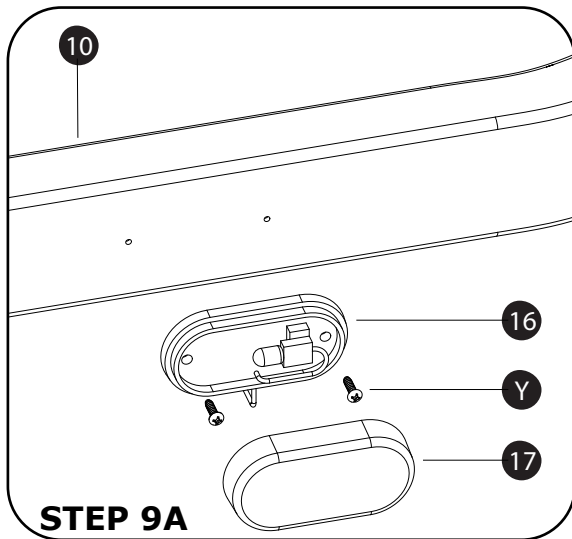


ASSEMBLY STEPS

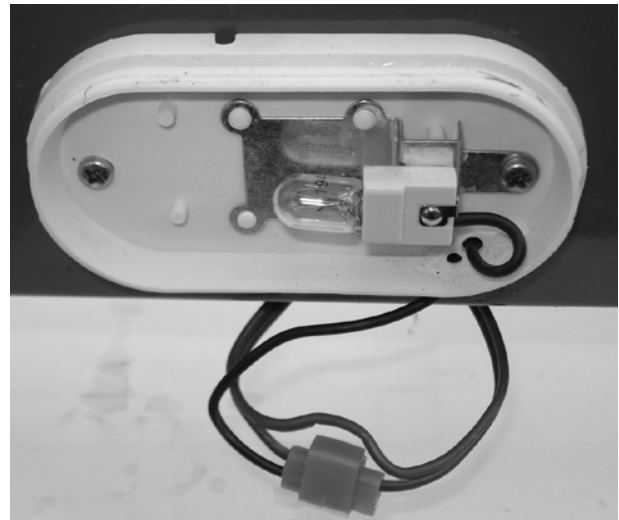
STEP 7: Fasten Fenders (23) to Side Rails using $\frac{3}{8}$ "x 2- $\frac{1}{2}$ " Bolts (E) and $\frac{3}{8}$ " Nuts (J). Capture the Cross Tube Rear (7) with the front bolts. Adjust Cross Tube Rear to stand vertically and fully tighten all nuts.



STEP 8: Route wires from hole in Towbar through Left and Right Side Rails and out the holes in the Cross Member. Green/Brown Wires pass through the Right Side Rail and Yellow/Brown Wires pass through the Left Side Rail. To help feed/pull the wires through the side rails, a wiring fish tape can be constructed from 3 wire coat hangers that are twisted together end to end. Adjust Wiring/Plug Assembly so the Plug is 18" to 20" from the end of the Towbar.



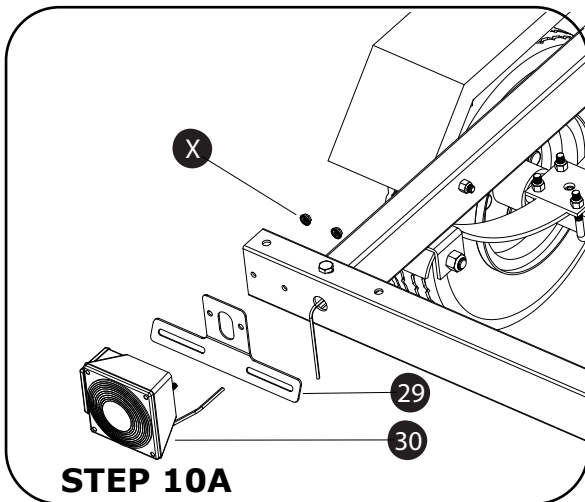
STEP 9A



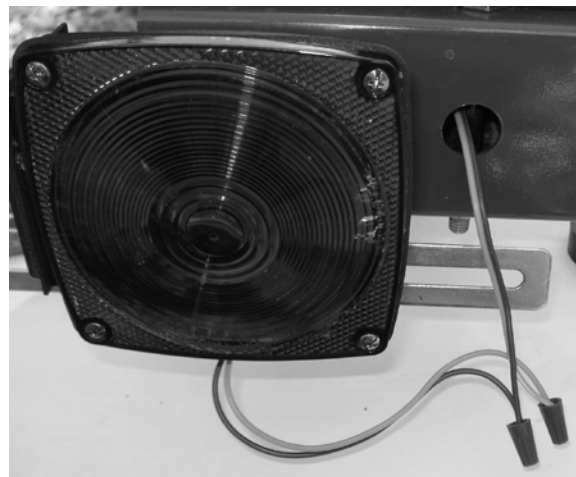
STEP 9B

STEP 9A: Route black wire out of the bottom of Side Running Light (16) and fasten light to Right Side Rail with #8 Screws (Y) as shown. Snap Side Running Lens (17) on to Side Running Light. Repeat procedure for left side.

STEP 9B: Pull a loop of the Green/Brown wire through the hole in the Right Side Rail located directly below the Side Running Light. Use a knife to carefully cut between the insulation and separate the wires for a length of approx. 1-1/2". The black wire of the Side Running Light will connect to the brown wire. Use a pliers to squeeze the connector closed and snap-over the connector latch. Wrap connection in electrical tape. Repeat procedure for left side attaching Side Running Light to the Brown wire.



STEP 10A

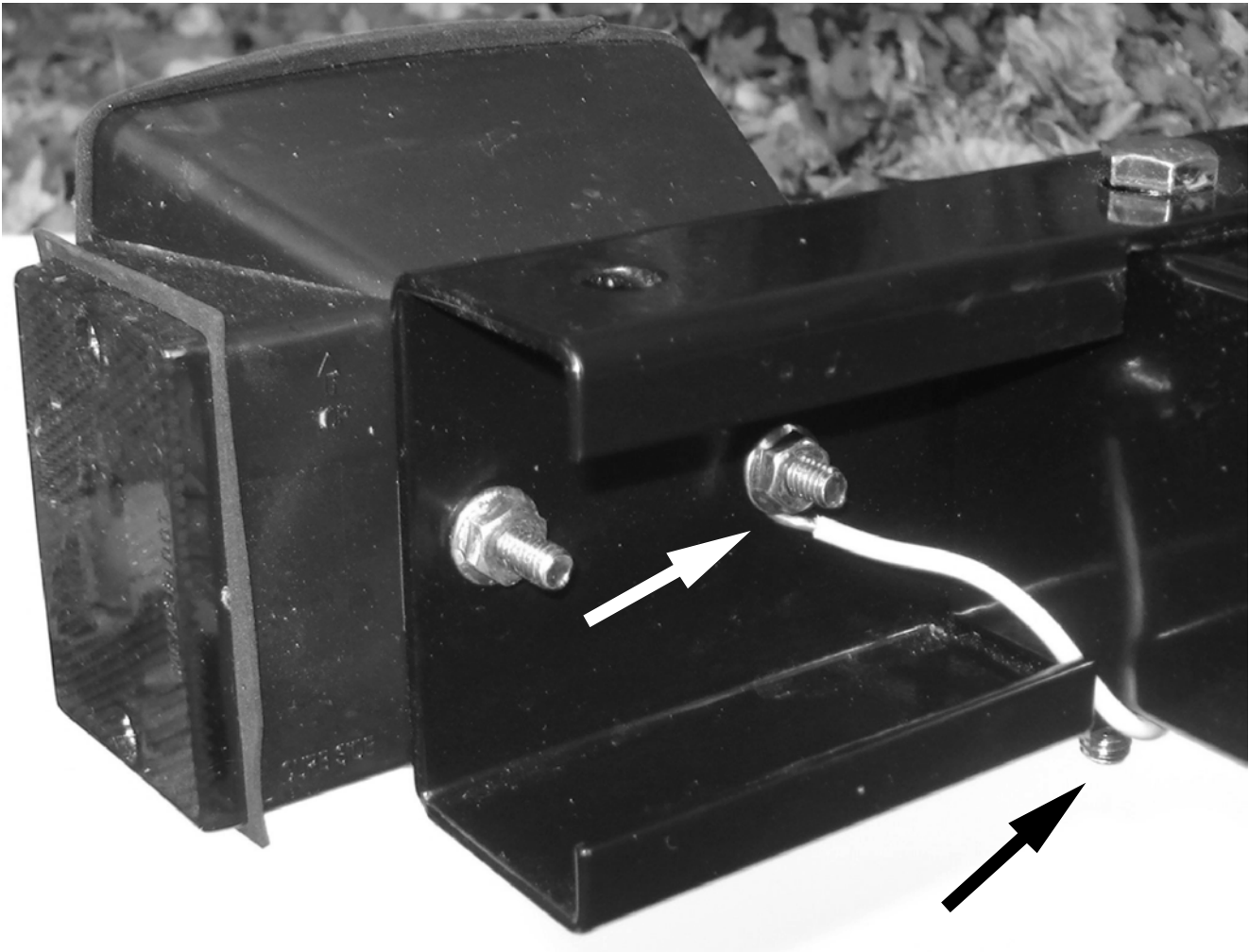


STEP 10B

ASSEMBLY STEPS

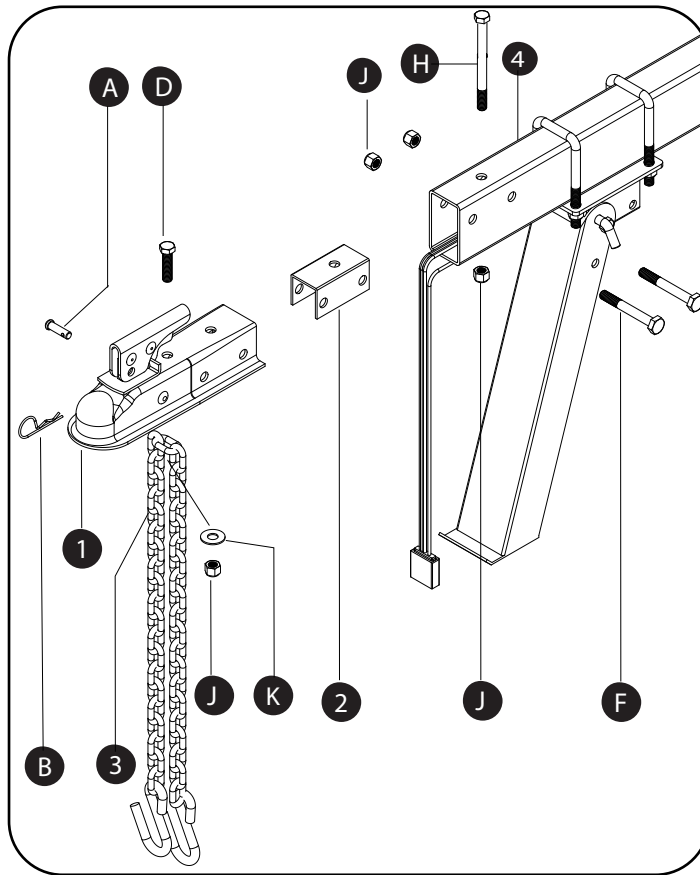
STEP 10A: Assemble Left Tail Light (30) and License Plate Bracket (29) with ¼" Nuts (X) as shown. Assemble Right Tail Light (31) with ¼" Nuts (X) hand tight.

STEP 10B: Cut wires to length. Extra wire can be stuffed back into frame. Strip all wire back ¾ - ½" and connect using wire nuts. Soldering wire connections is also a good alternative. Match wire colors: left side will be yellow and brown-right side will be green and brown. Wrap connections in electrical tape.



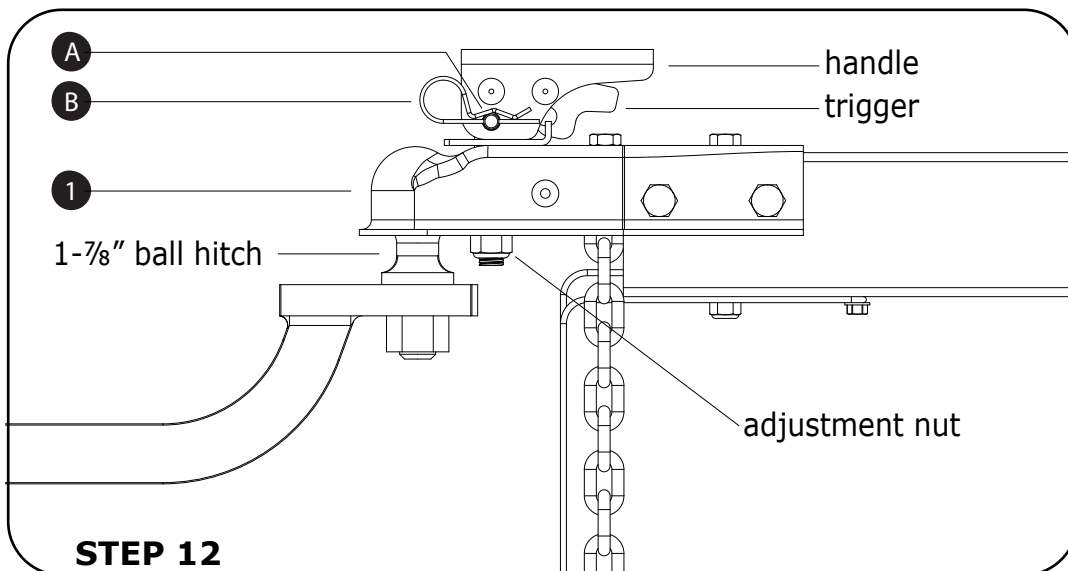
STEP 10C: Grounding of the Tail Lights is improved by running a jumper wire between one ¼" Nut (X) and the ¾" Side Rail mounting bolt (H). Complete for both Tail Lights and tighten ¼" Nuts (X). Note: Pre-cut jumper wires are not included with the trailer at this time. 6-8 inches of wire can be obtained from shortening the Wiring/Plug Assembly (32).

ASSEMBLY STEPS



STEP 11: Insert Coupler Base (2) onto Towbar (4) as shown. Assemble Coupler (1) onto Coupler Base and Towbar using $\frac{3}{8}$ "x 3" Bolts (F) and $\frac{3}{8}$ " Nuts (J) through the Coupler side. Insert a $\frac{3}{8}$ "x 4" Bolt (H) through the top hole and fasten through the Towbar with a $\frac{3}{8}$ " Nut (J).

Assemble Chain (3) to Coupler (1) using $\frac{3}{8}$ "x 1- $\frac{1}{2}$ " Bolt (D), Flat Washer $\frac{3}{8}$ " (K), and $\frac{3}{8}$ " Nut (J). Find the center link so that Chain is the same length on each side as shown. Fully tighten.



STEP 12

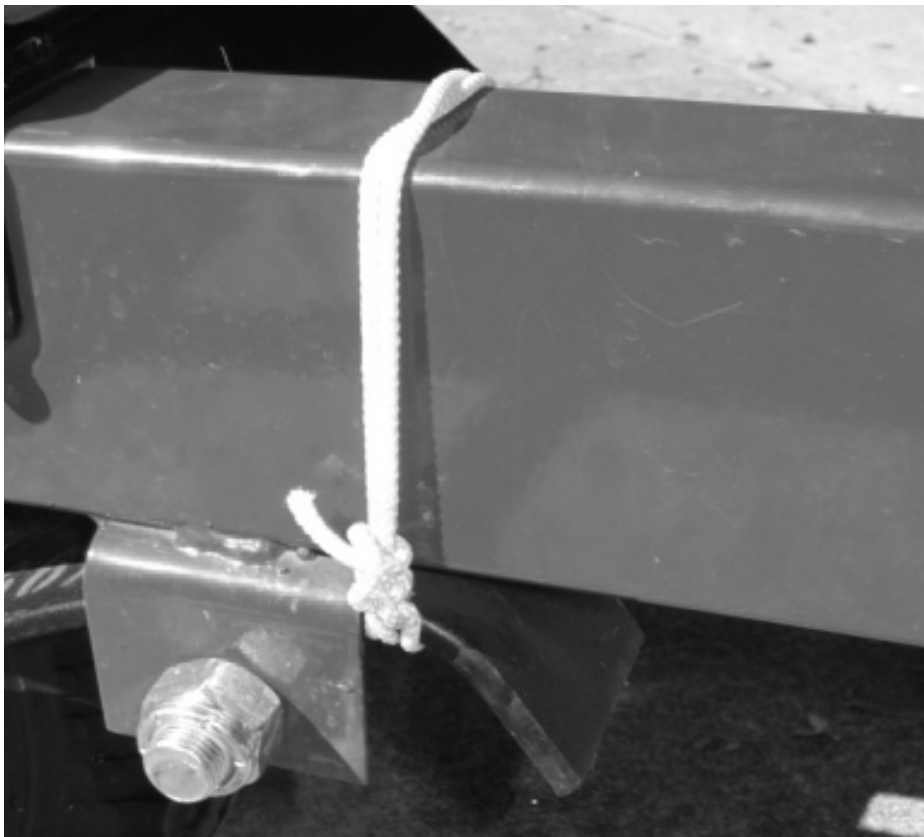
ASSEMBLY STEPS

STEP 12: Coupler (1) can only be used with a 1-7/8" ball hitch and must be adjusted before first use. Remove Hairpin Cotter (B), Safety Pin (A), release coupler handle, and hitch to vehicle. Latch handle down until trigger lock engages. Pull up and down on the coupler to see if the ball is captured snugly in the coupler. There should be no play between the ball and coupler. If there is play, tighten the adjustment nut until no play is present. If the nut is too tight, the handle will not lock.

Note: Grease can be used to reduce friction between the ball and hitch.

OPTIONAL ASSEMBLY STEP

STEP 13: When an unloaded Right-On Trailer is towed, the Leaf Springs (18) will rattle in the Side Rail supports as the trailer passes over bumps. This rattling noise is not a maintenance or safety issue. However, this rattle can be quieted by lashing the Leaf Spring (18) against the Side Rails (10,11) as shown below. Lashing will not affect the performance of the trailer when it is loaded or unloaded.



STEP 13

SAFE USE AND OPERATION OF THE LCI-8792P MULTI-SPORT TRAILER

1. Double Check Assembly Steps:
 - Recheck that the instructions were followed and all fasteners are tightened.
 - Confirm that all lights are working.
 - Confirm that coupler is adjusted properly and fits snugly to 1-7/8" ball hitch.
 - Confirm tire pressure of 30-60 PSI

2. Trailer Licensing:
 - Consult your State Department of Motor Vehicles for information on proper licensing.
 - Prior to assembling your trailer take out "CERTIFICATE OF ORIGIN FOR A VEHICLE" from the packaging which will be needed for the application. This document is shipped with the Towbar (4) in the 74"x4"x4" carton.

3. Towing Vehicle:
 - Make sure vehicle is capable of towing the load.
 - Excessive speed increases chances of a car-trailer accident. Recommended maximum speed is 60 M.P.H.
 - Know how to properly control your towing vehicle-trailer combination under all conditions. Remember the loaded weight of the trailer will increase braking and stopping distances.

4. Safety Chains:
 - Be sure to use Safety Chains. Do not allow chains to drag on ground.
 - Check that both Safety Chains are the same length and are not damaged.

5. Loading:
 - Never overload the trailer. The maximum load for the trailer is 300lbs.
 - Never carry a passenger on the trailer.
 - Check that load is properly strapped-down to the trailer.

6. Lights:

- Check that lights are working before every use and periodically during trips.
- Replace and broken lenses, reflectors, or bulbs.
 - Bulbs used in Tail Lights are No. 1157 - Stop and Tail.
 - Bulbs used in Running Lights are No. 1895

7. Tires:

- Check tires for wear and proper inflation before every use and periodically during trips.
- Tire pressure should be kept at 30-60PSI
- Check and tighten Lug Nuts. Torque 80-90 ft*lbs. (Retorque after first 50 miles)

8. Maintenance:

- Inspect hitch and ball for damage before every use.
- Disassemble, inspect, and repack wheel bearings with automotive grease yearly or every 4000 miles. This dolly trailer should never need to be submerged in the water during use.
- If you are unable to repack wheel bearings, take trailer to service garage for advice and service.

Reporting safety defects

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Long Chih Industrial Company Limited.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Long Chih Industrial Company Limited.

To contact NHTSA, you may call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153); go to <http://www.safercar.gov> ; or write to: Administrator, NHTSA, 1200 New Jersey Avenue SE., Washington, DC 20590. You can also obtain other information about motor vehicle safety from <http://www.safercar.gov>.

Long Chih USA Customer Service Center: Toll Free: 800-576-7888 for advice and service.

LCI-8792P Multi-Sport Trailer

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www.rightontrailer.com

Manufactured for Right-On Trailer Co. by
Long Chih Industrial, LTD
P.O. Box 22793
Taipei, Taiwan



The crossbars are designed to work with roof rack pads, Yakima®, and Thule® roof rack accessories (all sold separately).



Bike and kayak stacker accessories



Crossbar pads



Loaded trailer



13' Boat Loaded



6 bikes Loaded



Cargo box and bikes

More information at www.rightontrailer.com

Loading Applications