

Operating instructions

WHAT THE BICYCLE TRAILER IS INTENDED FOR

Extrawheel trailer is intended for being hauled by any bicycle with a wheel diameter of 26, 27 or 28" and carrying loads with a total weight of up to 30 kg. (The bicycle may additionally be loaded in the traditional way).



PACKAGE CONTENTS:

(1) trailer frame with a mounted wheel, mudguard, fabric covering stretched on the mudguard and an elastic-secured mast with a signalling flag, (2) fastening (fork), (3) quick release hub lock and two nuts, (4) Allen wrench, (5) these operating instructions.

ADAPTING THE BICYCLE TO COUPLE WITH THE TRAILER

Nuts (or quick release hub lock) attaching the rear wheel to the bicycle should be replaced with the parts with ball-shaped endings enclosed in the package (15 mm box wrench). This needs to be done only once; subsequent trailer attaching and detaching will be quick. Care should be taken so that the wheel is securely attached to the bicycle.



PREPARING THE TRAILER

Widening of the fastening (fork) arms is adjusted to the width of the majority of standard bicycles available on the market. The adjustment should nonetheless be checked by suspending one arm of the fastening (fork) on one of the bicycle's joints and freely letting the other arm touch the inner surface of the bicycle's frame in such a way that securing it on the other joint should require stretching the resilient arms by some 3 cm ($\pm 0,5$) equalling the height of the joint nut.



If the widening of the fork arms does not correspond to the above, the blocking screws should be loosened with the enclosed Allen wrench and, following width readjustment, tightened up firmly, taking care not to overstrain the screws (threads should always be lubricated). It is advisable to clench the rings so that their possibly widest surfaces fit together tight, i.e. that they are arranged in a single plane.



For every bicycle this needs to be done only once; subsequent trailer attaching and detaching could take no more than just a second.

Next, the fastening (fork) is to be attached to the trailer, taking care not to scratch the articulated tow bar when stretching the resilient fork arms. Finally, the mast of the signalling flag is inserted into the mount fixed on the mudguard.



ATTACHING THE TRAILER TO THE BICYCLE

Having had some practice, you can do it in a split second. Standing on the left side of the trailer and holding with your right hand the ridge of its mudguard and with your left hand the left fastening (fork) arm, draw the trailer to the bicycle's rear wheel so that it is inserted between the fork arms. Then causing the trailer to lean to its left side - so that the left fork arm passes below the bicycle frame and wheel fastening - firstly secure the right fork arm on the ball-shaped joints and then, straightening the trailer, the left fork arm. Resilience resistance is overcome by placing your left hand thumb against the quick release hub lock lever or bicycle frame and pulling the fastening (fork) arm into its position.



SAFETY AND OPERATIONAL GUIDELINES

- The load, whenever possible, should be distributed evenly on both sides, pulling tight the cord of the net with the help of self-locking buckles in the way illustrated on the labels of the fabric cover.



- The best stability of the trailer is achieved by packing heavier loads first, i.e. lower than the others.
- It is dangerous to transport, in places frequented by other road users, loads having dimensions and shapes which might result in their falling out from the trailer, having sharp endings or exceeding the stated load capacity limit of 30kg.
- It is important to remember that - owing to your own and public safety - the trailer should be marked with the signalling flag. For this to be done, its mast is attached by an elastic which also prevents its loss.
- For trailer washing, water and traditional washing agents like soap or detergents may be used.
- With regard to safety it is important to keep the reflective labels and flag clean. The flag is to be hand-washed without removing the securing elastics.
- Under no condition is sitting on the mudguard allowed. This is likely to result in damage to the mudguard.
- When transporting hard loads, it should be remembered to keep them apart from the fabric cover, using pieces of clothing or other pads, especially where they get in contact with the trailer frame. This will allow you to avoid cover wear or its cutting.
- Extreme overloading of the trailer can cause friction of the lower edges of the cover against the wheel. This can be prevented by tautening the net-holding cord stronger.
- With empty or nearly empty nets the net-holding cord can have the tendency to loosen. One solution could be to eliminate the loop by grabbing the cord by the knot which connects it with the buckle and pulling the knot thus rethreading the cord through the buckle loop.



- The attached belt can be equally used for carrying the loaded trailer as well as securing an extra load.
- The ball-shaped surfaces of the joints which will not be used for a longer period of time should be protected against corrosion with the help of a lubricating oil or grease.
- To have access to the wheel (e.g. to remove it from or fix it to the frame) it is enough, overcoming the cover's resilient resistance, to draw its lower edges aside after slipping them out of the holding projections.



- In case of accident the safe fastening (fork) allows self-detaching of the trailer. The reason of UNWANTED detaching (apart from excess overloading) could be: **1.** Backing up with sharp joint bending and not leaning the bicycle to the inside; **2.** Locking joints which have not been cleared of sand or soil; **3.** Riding at an acute angle onto obstructions such as kerbs. Nonetheless, remembering these "Three Points" will allow you to avoid unwanted detaching of the trailer.