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**BUYING A TRAILER**

**Can I buy my trailer from the factory?**
Venture trailers are distributed and delivered exclusively through our dealer network.  WORD Boats is the only long term Venture dealer west of Ill.

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**How long will it take to receive my trailer once it is ordered?**
There are many variables in answering this question.  The type of trailer, time of year, and destination location all influence delivery times.  We stock the common sizes of tandems and triples: 6,000, 8,800, 10,625, 12,625 lb. boat weight capacities.

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**Is there any optional equipment available for my Venture trailer?**
There are few options because 7 Venture options are included standard by WORD Boats—Aluminum wheels, Disk brakes every axle [WA state law], stainless steel hardware, LED lights, poly bunk covers, load guides, and target bunks. Options Venture includes standard that some others skimp on--aluminum fenders, 2-speed winches with HD straps. We recommend a spare tire and spare tire carrier which includes a road hazard warranty for all the tires.

Other options depend on trailer model but may include any number of the following: electric brake actuator [EOH] for the trailer’s hydraulic brakes [vs. a surge actuator], keel rollers, horizontal side guides, and a shorter or longer tongue. Roller and or galvanized trailers are available but not recommended [call Sandy to hear why].

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**ROLLER OR BUNK**

**Why do I recommend bunk vs. roller?**
Bunk trailers with poly bunk covers slide as easy as rollers but require no maintenance, are easier to use and support the hull better for bumpy roads and long-term storage.

I only recommend Rollers for single axle trailers in conditions such as a nearly flat ramp where you can’t get the bunks under the water at the back.

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**TRAILER CAPACITY**

**How do I determine the correct capacity trailer for my boat?**
Begin the dry hull weight\*, weight of any outboard motor(s), fuel capacity, and water capacity.  Multiply fuel by 7 pounds per gallon and water by 8 pounds per gallon.  Add all of these items together and multiply the total by 1.1 for a 10% gear (batteries, electronics, coolers, tackle, etc.) allowance.  This number will determine the weight capacity of the trailer you need.  Always go to the next heavier available model.

*\* often the dry weights of the hull as published by boat manufacturers is a design weight or estimated weight which may be 20% or more below the actual weight. Sandy can help you get the right answer here with his experience fitting over 300 boats to trailers.*

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**TRAILER FINISH**

**What is hot dipped galvanization?**
Hot dipped galvanized parts are received at Load Rite as raw steel.  The steel is then bent, drilled, cut, or otherwise machined as needed.  It is then sent to a galvanizing facility and totally immersed in a molten zinc solution.  This coats the part completely, inside and out. Hot dipping imparts a thick, durable coating that is self-healing and far superior to painted surfaces.

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**What is the difference between hot dipped galvanized steel and aluminum?**
Both finishes offer corrosion protection in both salt and fresh water. But aluminum usually lasts longer in salt water and cannot be chipped off or rust at thinlt coated spots or welds.  Aluminum trailers offer 40% lighter trailer weight for a given load capacity and are thought to have a more custom appearance by some owners. Aluminum trailers are just as strong, but do flex more which cushions the ride for your boat.

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**Should I rinse my trailer after use?**
A fresh water rinse can prolong trailer life, but DO NOT PUT YOUR TRAILER AWAY WET. *Always air dry your trailer by towing behind your tow vehicle for a few miles*, even if it is wet from a fresh water rinse.

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**BEARINGS**

**What kind of grease does Venture use in their trailer wheel bearings?**
**Venture** uses a NLGI #2 EP lithium complex based high temperature waterproof wheel bearing grease as factory-fill on all wheel bearings.

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**Do I have to use the exact same wheel bearing grease that Load Rite uses?**
No.   The brand name is unimportant.  What is very important is the type and quality of the grease you choose.  **Venture** uses NLGI #2 EP lithium complex based high temperature wheel bearing grease.  It is compatible with most any lithium-complex based grease readily available on the market today.

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**Where can I purchase compatible grease?**

Most any marine, hardware, automotive, and even most convenience stores, offer a compatible NLGI #2 EP lithium complex based high temperature wheel bearing grease in tube form.

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**What is the correct greasing procedure recommended by Load Rite and 5 STARR?**

The answer depends on whether your trailer is equipped with Super Lube or Vortex hub systems.

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**I have a Super-Lube hub.  What is the correct way to add grease?**
The Super-Lube system is non-pressurized.  Lubricant can be added at any time without fear of over pressurizing the hub.  The system is identified by a one piece cap with an exposed grease fitting.  The cap is metal with a rubber dust cap and a metal grease fitting that is installed into a small tunnel in the axle.  Add grease using a standard pistol grip style grease gun.  Contaminated grease will be expelled out the front of the spindle.  Top off with five or six strokes of the grease gun lever.

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**When is the best time to check and add grease?**
Generally, the hub is most prone to water infiltration when at operating temperature (warm to the touch) and immersed in ambient water while launching your boat.  This will most likely occur during launch after an over-the-road tow.  The ambient water will quickly cool the grease reservoir causing the hot grease to contract.  Water infiltration by siphon will ensue.  This is the best time to add grease to displace water

If towing long distance, monitor hub condition at each rest or gasoline stop.  Add grease as necessary.

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**Do I need to add grease again at the end of the day when retrieving my boat?**
Generally, no.  Most times the trailer has sat at the ramp and cooled to match ambient temperatures.  Very little, if any, water will intrude into the bearing cavity under these conditions.  However, if you must store your trailer several miles from the ramp while you are on the water, it may be advantageous for you to add grease again after retrieval.

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**What is the regularly scheduled maintenance interval for wheel bearings on a boat trailer?**
Boat trailer wheel bearings should be regularly maintained as per the above recommendations based on the particular system in question.  Also, at the end of each season, each hub on a trailer should be disassembled and examined for wear and contamination, regardless of trailer age.

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**What do I look for upon annual hub disassembly?**
After completely cleaning each hub and all bearing components, thoroughly examine each bearing cone and cup (race) for rust, bluing, or pitting.  Any of these signs are indications for immediate replacement.  Also clean and examine each spindle for bluing, pitting, or heat induced cracking.  ALWAYS replace the inner seal and outer locking clip at each hub removal.

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**Are these repairs covered under the Load Rite Two Year Coupler to Taillight warranty?**
Generally, no.  These are considered wear, or normal maintenance, items.  A boat trailer is one of the most highly stressed pieces of equipment you will ever employ.  When was the last time you regularly parked your tow vehicle in a deep puddle?

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**What size bearings are on my trailer?**
Ttrailers should have one of three bearing sizes:
1.06” x 1.38” All 5 bolt hubs on trailers with brakes or capacity over 2,700 pounds.
1.25” x 1.75” 6 bolt hubs

\_\_\_\_\_\_\_\_\_\_\_\_\_8 bolt hubs

See our online [**Parts Catalog**](http://www.loadrite.com/PartsCatalog.php) for bearing numbers and interchanges.

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**BRAKES**

**Do I need brakes on my trailer?**
WORD Boats recommends brakes on all axles where available as required in WA state.  However, laws vary by state.  Consult with your local DMV if you are unsure of the requirements of the state where your trailer will be registered.

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**What are surge brakes?**
Most hydraulic trailer brakes operate on the surge principle.  The coupler assembly is known as the actuator and contains a master brake cylinder similar to that in an automobile.  When the brakes are applied in the tow vehicle, the trailer “surges” against the tow ball forcing fluid through the trailer hydraulic system actuating the brakes.

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**Will my trailer be equipped with drum or disc brakes?**
WORD Boats trailers currently come standard with vented rotor disc brakes

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**How do I bleed my brakes?**
WORD Boats recommends having your auto or trailer professional bleed your brakes whenever pads are changed or if you suspect faulty brakes indicated by long stopping distances, hearing large ‘clunks’ when brakes are applied, or feeling cool brakes disks right after stopping with heavy or log brake applicattions.
In addition, if a new actuator is installed, it should be bench bled, or pre-bled, before attaching the hydraulic line at the rear.

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**How do I adjust my brakes?**
Disc brakes do not need adjustment as the claipers float free.

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**HITCHES**

**What is the correct height for my tow ball?**
Ideally the tow ball on your vehicle should be 20” to 23” off of the ground to the center line of the tow ball. It is indicated on the coupler and should make it so the trailer frame is parallel to the ground when loaded.

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**Is it OK to use a weight distributing hitch with my Load Rite or 5 STARR boat trailer?**
WORD Boats does not advocate the use of load distributing hitches on boat trailers, especially with surge actuators causing brake interference.  If improperly adjusted, brake performance could be degraded.

The basic premise with a weight-distributing hitch is to transfer load between the frame of the tow vehicle and the towed unit.  In effect, it can serve to lock the two frames together.  The wishbone design of a boat trailer, in conjunction with the use of a load distributing hitch, places a disproportionate amount of stress on the tongue member of the boat trailer frame.  The tongue, already the most highly stressed boat trailer frame member, may then be required to perform above its design parameters.
*\*These are the main reasons Load Rite advises against the use of load distributing hitches with boat trailers.*

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**TIRES**

What kind of tires are on my trailer?

All WORD Boats models are equipped with tires designed for trailer service.  They are identified by the letters ST on the sidewall in the tire size label.

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Is it OK to use a tire with a sidewall designation other than ST?

Never.  ST designated tires are designed specifically for towing applications.  The tire construction and tread pattern are designed to track a straight line behind a tow vehicle and to augment the trailer suspension.

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What is the proper level of inflation for my trailer tire?

In order to properly and safely perform, trailer tires designated ST are designed to be inflated cold to the full rated pressure on the tire sidewall.

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What is a safe speed at which to operate my trailer?

ST designated trailer tires are safe up to highway speeds of 65 MPH.

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**LUG NUTS**

**How often should I check the lug nuts for tightness?**
Wheel lug nuts should be checked after first trailer load and before EACH season and long trip!  Using a torque wrench, make sure lugs are tightened to about 100 pound feet of torque, which is similar to what can be applied by an average man with a lug wrench.

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**Is there a pattern for tightening lug nuts?**
Yes.  Always criss-cross the wheel and tighten in a star pattern.

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**MAINTENANCE**

**What can I do to assure that my boat trailer is properly maintained?**
Load Rite recommends *regular* maintenance during the boating season as follows:

* Lights, wiring, coupler action, safety cables, winch cable, and lug nut torque should be checked before each use.
* Recommended lubricant, NLGI #2 EP lithium complex based high temperature wheel bearing grease, should be applied via the grease fitting on the hub bearing cover after each submersion in water of a warm hub, or monthly, whichever comes first.  The rapid cooling effect of the water could promote water permeation past the wheel seals.  Application of grease at this point is intended to displace any water drawn in upon cooling.
* All fasteners should be checked for proper tension.  All roller assemblies and winches should be checked for free movement and lubricated as necessary.
* Drum brakes should be adjusted.  With the wheel rotating in the forward direction of trailer travel, tighten the adjuster until the wheel stops and can’t be rotated by hand.  Then release the adjuster tension until friction shoe contact with the brake drum is barely audible.  Repeat the procedure for each wheel on the trailer equipped with drum brakes.  It is very important to adjust drum brakes "*regularly*".  Given varying amounts and types of use it is almost impossible to define "*regularly*" by a mileage or elapsed time designation.  Common sense and precaution are good rules of thumb in this instance.
* Disc brakes require no adjustment.

Recommended *annual*maintenance *is to include all of the above in addition to*the following:

* Annual maintenance should involve the disassembly, cleaning, inspection, and repacking of all wheel bearings with the recommended lubricant, NLGI #2 EP lithium complex based high temperature wheel bearing grease.  It is recommended the inner seal and retaining hardware be replaced any time the hub assembly is removed from the trailer.
* All moving parts within the brake drum and sliding points on the brake caliper should be inspected for wear and free movement, and lubricated as needed.  Brake shoes or pads should be inspected to assure they are clean, dry, free of any contaminants, and not worn below their serviceable limit.  Serviceable limit is commonly considered 3/32” from top of rivet to pad surface.
* Brake fluid should be thoroughly bled annually and replaced with fresh DOT 3 from a previously unopened container.
* All fasteners should be checked for proper tension.  All roller assemblies and winches should be checked for free movement and lubricated as necessary.  Bunk boards should be checked for internal integrity.

Frames and axles should be visually inspected for rust, damage, and fractures.  Load Rite recommends replacement of any structural member having been stressed beyond its range of intended service.

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**PARTS**

**Where can I purchase parts for my Load Rite or 5 STARR trailer?**
Parts are available from your dealer.  To assure order accuracy, please have your Model and  VIN number available for your trailer.  Visit the dealer locator at our website or e-mail city and Zip for a dealer referral and accurate pricing.

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**Why is it important that I supply both my model and VIN number when requesting parts?**
While model numbers may be identical, individual trailer components may vary by model year.  Tracing the VIN will yield an exact date the trailer was built.  With this knowledge it is more likely to accurately supply replacement parts.

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**Can I obtain a trailer schematic or parts listing for my Load Rite or 5 STARR trailer?**
Neither is available at present.  Contact your dealer or our Customer Service department at 800-562-3783 for parts application assistance.

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**VIN AND CERTIFICATE  OF ORIGIN INFORMATION**

**Where can I find the VIN on my trailer?**
The VIN is located on a foil sticker on the left frame of the trailer just behind the tongue to frame junction.

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**Is it possible to obtain a duplicate VIN sticker for my trailer?**
Duplicate VIN stickers are available to an individual or dealer who can produce a Certificate of Title or other proof of legal ownership.   There is a nominal fee for this service.  Call our office at 800-562-3783 for more details, or email trailers@loadrite.com.

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**What is a Certificate of Origin?**
A Certificate of Origin (C.O.) is similar to a Certificate of Title issued by your local DMV.  The vehicle manufacturer, in this case Load Rite, issues a C.O. to the original purchasing dealer.  The dealer endorses it to the new vehicle owner who then submits it to their local DMV upon vehicle registration.  Sometimes the dealer will handle this transaction at the time of the sale.  The local DMV then issues a Certificate of Title or some other ownership document to the new vehicle purchaser.

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**How can I obtain a duplicate Certificate of Origin?**
A duplicate Certificate of Origin (C.O.) can only be issued by the vehicle manufacturer to the original purchasing dealer.  This is rare and usually occurs only if the C.O. is in some way accidentally defaced during the transaction process.   There is a nominal fee for this service.

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