

City instructions 11/2004

Thank you for choosing to buy a City bicycle trailer. These instructions will help you get the most from your new trailer. If you have any queries or questions please contact us on 0845 456 0928 or email instructions@carryfreedom.com

Content of the box

The City is flat packed for shipping and will need to be assembled before use, the box should contain:

1X Folded city frame

1X City courier bag

These instructions, including an illustrated folding guide

To assemble the trailer

1. Remove all protective packaging, and cut the zip ties holding the wheels for transit.
2. Read through the enclosed unfolding/folding instructions before beginning.
3. Unfold the trailer following the enclosed diagrams carefully. Specifically make sure the compression arm is the right way up, the wheels are as far back as they can go, and the wires are pulled through the wheel hangers as far as they can go.
4. To fold the trailer, reverse this procedure.

Fitting the hitch to your bike

The U shaped hitch bracket remains permanently fixed to your bike. The hitch attaches to this with a spring gated lynch pin. The hitch bracket fits to the left hand side of your bikes rear axle; it is universal and will fit either a conventionally threaded or quick releasing axle.

Quick release axles- If you have a Quick release axle remove this and place the bracket onto the quick release shaft. Replace the Quick release axle and secure as normal. Ensure the hitch cup hangs below the axle, and the axle is seated in the recess provided.

Nutted axle- For the hitch bracket to be fitted to a nutted axle at least 3mm of thread must protrude beyond the nut before you fit the hitch cup. If this is not the case you may be able to remove some washers from below the nut, only consider this if you are a competent mechanic and judge this to be safe. If you are unable to fix the hitch cup to the bike contact us at custom@carryfreedom.com and we will fabricate a suitable bracket.

Unscrew the nut on the left hand rear axle stub. Remove any washers and place the hitch cup so it sits next to the frame. Replace any washers you have removed and retighten the nut. The hitch cup should hang below the rear axle.

Adjusting the Hitch- Before tightening either the Quick release or nutted axle you will need to adjust the angle of the hitch bracket so that it fits with the trailer hitch. To do this offer the trailer hitch towards the hitch bracket as if you were hitching the trailer. Rotate the hitch bracket until the trailer hitch can fit easily inside its U. Once adjusted tighten the axle nut or Quick release so the wheel is secure.

A walk through of the City

Your City trailer is unique in its combination of abilities. It is worth talking you through some of the more important features of the design.

Frame Features

1. **Handle suspension, and height adjust.** The handle is fitted with an elastomer suspension unit where the handle meets the main frame. This cushions the load when you are cycling and makes the trailer seem smoother to cycle with. The angle of the handle can be adjusted relative to the frame; this allows bikes with different wheel sizes to fit the trailer while the frame remains level. To adjust unclip the handcuffs that stop the handle folding accidentally. Twist the handcuff/elastomer assembly clockwise to lower the handle and anti clockwise to raise it. We recommend that you adjust the suspension so that the frame is level, be aware it may sag slightly when the trailer is loaded.
2. **Reflective stickers.** The stickers fitted to the frame are retro reflective and greatly enhance your visibility at night, we recommend that you do not remove them.
3. **Roller wheels.** The roller wheels allow the trailer to wheel sideways when it is acting like a suitcase. This allows the trailer to be walked through narrow gaps and doorways. The handle can be folded so the trailer can be wheeled sideways under turnstiles. The folded frame may be rolled on these wheels instead of being carried.
4. **High frame** The high frame design of the trailer allows outsize and unusual loads to be fitted to the trailer without interfering with the wheels and while still allowing the normal bag to be carried

Bag features

1. **Reflective piping.** The bag is edged with reflective piping, helping to define its shape at night.
2. **Helmet net** The external helmet net gives an ideal place to put your helmet after you have completed the cycling part of any journey. It is also ideal for quick access storage when touring with the trailer.
3. **Internal pockets & Document wallet** The internal pockets and document wallet give a useful storage position for putting valuable or small items that need to be found easily. Padding can also be inserted into the document wallet when the bag is being used as a courier bag.
4. **Internal tie downs/tensioner** There are four loops with a cord connecting them in the base of the bag. These can be used to tie down luggage, and may also be used to pull the bag away from the wheels should they rub against it.
5. **Lift handles** The fabric loops that support the bag when it is hanging in the trailer frame can also be used to lift the bag from the frame.

The city as a trailer

The first ride you make with your trailer should be without any load, in an area where there is a smooth surface and no traffic.

1. While the bike is stable and vertical hold the trailer by its handle and bring the trailer hitch to meet the hitch bracket. When the corresponding holes meet slide the lynch pin through them and secure the spring gate.
2. Before you ride make sure that all components of the trailer are secure. Specifically pull at the wheels to make sure they are secure, check the lynch pin's in the hitch and handle are secure.
3. When you have completed the safety checks climb onto your bike and cycle. Notice how the trailer turns a slightly tighter corner than the bike, you will need to get used to turning corners slightly wider than normal to avoid the trailer hitting the edge of the road. Also notice how it bounces around when it has no load in it, this can be controlled by reducing the trailers tyre pressure.
4. When you feel comfortable with an empty trailer it is time to load it and use it properly.

As a suitcase

The city trailer behaves like any normal wheeled suitcase. Do not carry more than 25kg if you are going up or down stairs, this is very dangerous should the trailer slip.

Courier bag

For use as a courier bag the strap should be attached so it passes over the top of the bag. The bag should be worn as a single strap shoulder bag with the lid sitting against your back. Adjust the strap length for comfort, and do not carry more than 15kg while using the bag as a courier bag.

Folded

The trailer may be hung from a coat hook when folded, either from its frame, or from the handcuff acting as a hook.

Loading the City

The great strength of the City is its ability to be loaded in many ways; these can be split into two broad categories:

1. Using the courier bag.
Any load fitted into the courier bag will settle towards the centre and pull the bag away from the wheels. Load heavy stuff to the centre or back of the bag. Put lighter stuff towards the edges and delicate stuff to the front.
2. Strapping the load directly to the frame.
Using bungees or rope loads may be secured to the frame directly, this is especially useful when touring as your camping mat and tent can be strapped directly to the frame, making more space inside the bag.

Loading Rules

Irrespective of how you load the City you should follow the following guidelines for safe travel

1. Never exceed the loading limit as states on your trailers frame. Specifically carry no more than 45kg when using it as a trailer, 25kg as a suitcase and 15kg as a courier bag. If you exceed these limits you are as likely to damage yourself as you are the trailer.
2. Ensure the load is secure and cannot interfere with the wheels or drag on the ground. If the bag is being scuffed by the wheels use the internal strap to pull the sides away from the wheels.
3. Be very careful if the load you carry has a high centre of gravity, generally if the centre of gravity of a load is higher than the axles are wide then extreme caution is needed. If this is the case cycle very carefully and slowly, and avoid any rough ground or side slopes.
4. Do not use the City to transport live cargo.
5. Keep the main frame level by adjusting the handle elastomer. You may need to readjust when you have loaded the trailer.
6. Adjust the tyre pressure to match the load. The heavier the load the higher the pressure should be. For low rolling resistance the pressure should be as high as possible, while for smooth riding the pressure should be as low as possible. For any given load adjust the pressure until the load rides smoothly without causing undue drag. Always keep the tyre pressures within the recommended limits of the manufacturer, as stated on the tyre sidewall.

Trailer riding rules

For your safety and enjoyment follow this routine before every ride.

1. Check that the wheels hitch and handle are secure before every ride.
2. Make sure your brakes are well maintained, a loaded trailer can dramatically increase the time needed to stop.
3. Make sure the trailer is loaded as recommended in our loading guidelines. Make sure the load is secure; be aware of where the centre of gravity is and how this will affect handling.
4. Always ride within your and your bikes limits.
5. Have fun.

We will not accept responsibility for how you modify ride or load the trailer. It is your responsibility to decide whether what you are doing with the trailer is safe and within the law.

Maintenance

The City needs very little maintenance, however its reliability and length of service can be dramatically improved by following these simple guidelines:

1. Regularly check the tension of the cables. They should feel taught when waggled. If they are too tight you may damage the compression arm, and in extreme circumstances if they are too loose the wheel structure will collapse.
2. Occasionally clean the frame. This is a good opportunity to inspect the frame for any damage. If there does appear to be any damage consult with a competent person before you use the trailer again
3. NEVER oil or grease the hitch or the wheel sliding mechanism. This attracts grit and rapidly shortens their life spans.
4. Occasionally check the condition of the wheels, how worn are the tyres, is there any looseness in the wheel bearings. If you do not feel comfortable performing these checks consult your nearest bike dealer.
5. Ensure that both wheels are vertical and parallel. This is best done by looking at the trailer from the front, and judging it by eye.

If the wheels are out of true or the wires are slack/over tight then the wire tension mechanism will need adjusted. This should only be attempted by a competent mechanic. We would recommend that you consult with your nearest bike dealer. If you are going to attempt it yourself, the first step is to make sure the compression arm is the correct length. It is the correct length when both wheels are parallel. Next tension one wire whilst slackening the other to make the wheels vertical. and finally tension both wires until the wires are reasonably taught and the wheels vertical and parallel.

Owner registration

We like to keep track of individual trailers and who their owners are. This helps us improve the quality of the products we manufacture and the services we offer. We will not sell you to mailing list or bombard you with junk mail.

About you

Name:

Address:

Contact phone No.

Email:

Your trailer

Please circle which trailer you own:

Y-Frame

bArk

City

Small || Large || Custom Medium || Large || Custom

Extra questions

Where did you buy your trailer from?

Why did you buy a trailer?

Why did you buy one of ours?

Where did you first hear about us?

Return address

Registrations

Carry freedom

High clunch farm

Stewarton

Ayrshire

KA3 5JT