

The Ten-Thumbs Guide To building and using the Flying Scot® Trailer

Congratulations on buying about the finest trailer made anywhere! This set of instructions is NOT from the factory – but from a fellow trailer purchaser who just got his and put it together and thought he would share with you some things that could help you! I was going to title this something with the word “Idiot” in it like other books out there but decided that wasn’t really the correct description. You will be able to tell rather quickly that this is not written by a “techie” but by a “ten thumbs” type of guy – thus the references to such technical items as “gold colored thing” . But if you read this, it’s written in a simple “cook-book” style, and use the pictures they send, you can successfully finish your trailer **IN ONLY A COUPLE OF HOURS!** In fact, if truth be told it has taken me longer to write this paper than it took to build the whole trailer!! If you get all the parts out of the box and ready to go, and first read the step and then do it, getting the whole thing done in two hours should be easily done. Just get a nice big felt tip pen to cross them off as you go, and you’ll love seeing how fast it gets done!

When or if you see the names “Bill” or “Harry” those are the two great/patient guys I pestered with questions as I put my trailer together. “Bill” is “Mr. Trailex” and of course “Harry” is Mr. Flying Scot. I am writing this story as thanks to them with hopes that they can use it with others like me - so that their phones don’t need to ring with dumb questions! Do NOT blame them for any of the sarcasm or attempts at humor in this! If there is any words in a different font in the paper those are words Bill or Harry added to clarify and/or help even more.

At this point you’ve probably got two major items sitting at your place of deliver – an impressively large mostly assembled frame well wrapped in cardboard and nylon strapping tape and a big cardboard box so heavy it takes two fair sized gorillas to move it. Clearly you have opened that box and found this package of instructions. You have also clearly seen that there is tons of wadded up newspaper with goodies buried in it.– Not only do we end up with a new trailer, but we get to start with a treasure hunt! There are really only two parts to this task – unpacking the big box, and then 21 building steps using your wrenches to put it together.

UNPACKING THE BOX

Well lets start off this task by giving you a list of what you should find in the box, so you don’t have to keep digging too long. If you find all of the following, stop digging – that’s all there is in there!

This is what is in the box:

- 2 tires
- 1 axle
- 2 leaf springs (*see Note below*)
- 2 fenders with one mounting bolt in each one
- 1 cardboard box containing the lights
- 1 14” or so long little red strip with 3 little lights, with a brown wire out of one end
- 1 medium size plastic bag with two 5 hole plates and 4 big U bolts and 8 nuts
- 1 smaller plastic bag with two little U bolt-like things with slide nuts, plus 8 wheel nuts
- 1 winch assembly
- 1 bow brace thingy that attaches to the winch assembly

- 2 short aluminum squares, to mount at the rear of the long bunk
- 2 taller aluminum squares to mounting at the front of the long bunk
- 2 long bunks
- 2 short bunks, with 2 aluminum braces each already mounted on them
- 2 aluminum side steps
- 2 aluminum rear light holders

The below Note: The springs have a front and back configuration. The part that goes to the front is the end with the big single bolt, two plastic inserts, and a nut; the aluminum “Y” shaped part with two bolts (you take these out and use to mount it) that is connected to a gold colored thing that also has two bolts thru it (that you DO NOT touch but just make sure they are still tight), goes to the rear. They both fit in between the aluminum channels already mounted on the trailer frame.

Here is a key thing to know – in shipping there seems to be some vibration – so you may or may not have all of those nuts, bolts and plastic inserts still attached to the spring! On one of my springs the front bolt was there, and one of the two plastic inserts – the other insert and the nut had decided to take a small trip into the piles of paper. They were there, it was just a little treasure hunt to find them. So – DO NOT throw out any paper until you have gone thru the above list and made sure that all are there – bolts, lock washers and nuts, inserts, etc. If they are all there, the box makes a great place to store all the cardboard and tape you will now be taking off of the frame! Go unwrap your frame and do take off those two blocks of wood on each side. The blocks are there to protect the wires that will be used later for the sidelight, and you don’t need to keep them. Take a 10 minute break and stretch your back muscles a little now, as it is assembly time and you will need to use them!

ASSEMBLY – 21 SIMPLE STEPS!

1. Started by putting on the springs. Lift up the frame and block it up so you have some working space. Put the springs on and tighten them up – remember the big bolt goes to the front in the middle hole and the aluminum “Y” goes to the back using the front and back holes in the channel. Put in both springs.
2. Look at the springs – note that in the center of them there is a bolt and nut running thru the spring. You will use that to put the axle onto the trailer.
3. Get the axle and look at it and note there is on one “side” a small “bump” with a hole in it. That hole is what you will place over the bolt in the center of the spring. Now you can put the axle on top of the spring or the bottom – there is both a bolt head and nut that goes nicely into the little opening in the “bump”. But – if you want to build the trailer correctly you need to put the axle ON TOP of the spring.
4. Now open that medium sized plastic bag and take out all those goodies. The plate with 5 holes goes UNDER the spring – with the plate center hole over the other end of that bolt in the spring’s centerline. The big U bolts go from the top, over the axle and down thru the plate.
5. Checking out your back, you now lie down and start tightening those lock nuts onto the U bolts. It’s a slow but easy process. When you are done, the axle on top has been centered on the spring by the top of the bolt, and on the bottom by the plate being over the bottom of the bolt.
6. You have now completed one of the two toughest things about the assembly. The real fun one is yet to come – it’s not hard – but – well, we’ll get to that.
7. Next – stretch those back muscles a little again, and then lift the trailer frame up enough to put on both tires. The nuts for them are in that other smaller plastic bag.

8. It's now bunk time – the key here is to put the spacers on the bunks FIRST – and then mount the bunks on the trailer - unless you like more time on your back and skinned knuckles – your choice. Also remember that the tall one goes to the front, and the short one to the back. Trust me it looks really stupid the other way. Not as stupid as mounting the axle UNDER the spring does – but that's another story!!
9. Mount the rear bunks – the triangle thingy brace goes to the center of the trailer. Now my intuitive guess was that when the boat sits on the trailer these bunks would be up under the stern supporting it – right? WRONG! In talking with Harry the purpose of the rear bunks is to protect the boat from banging into the rear cross bar when retrieving it. So – the correct position for these bunks is down flat against the frame, with no gap between the edge of them and the center line roller thus keeping the bow from hitting the frame! Those pretty aluminum braces that make you think you should adjust and set angles etc are NOT for that purpose, it's just what Bill includes in the kit. Put the rear bunks flat and snug to the center roller and you have done it correctly.
10. Mount the fenders. The one bolt in the fender goes to the top. There are two on the frame you use – and then there are the two with a rubber gasket. Tighten down the regular three and move the rubber gasket/washer ones out to the front and one to the back side of the fender, catching the fender edge under the rubber gasket, and then tighten it up.
11. Mount the side steps. To do this take the step in hand and loosen the nuts on the two side braces so they are NOT flush with the back of the step!
12. Get on your back again and look up under the side of the frame to see two nuts you need to take off of two bolts hanging down. Also take the two nuts off of the bolts sticking out of the side of the frame in that same general location.
13. Put the step up to the frame and put in the two bolts sticking down from the frame into the holes at the back of the step and tighten the nuts.
14. Now slide over the bolts on the side of frame to line up with the holes in those side braces that you have just pushed up to the frame. Tighten the nuts on the side of the frame bolts and then on the side braces for the step!
15. Now – remember that little plastic bag that had the nuts for the wheels in it – and some sort of little U bolt thing with sliding bolt mounts. Well you've used the wheel nuts but you still have that other thing. One of those goes into the slot on each side of the trailer, starting at the rear. These are for your tie down strap that you might use when going on the road, and can be adjusted for the exact position later.
16. One more thing to mount on each side – the holding bracket for the light. Slide it into the same slot as used in step 15 and tighten it all up.
17. OK – time to step back and look at what is left to do so you can map out the final steps. At this point you should have nothing left sitting there but the lights and the front winch and brace thing. Remember I told you there was one more “fun thing” to do – you're there – it's time to put the winch/brace complex on the front of the trailer.
18. Check the drawing that is included so you can see where the two key measurements are on the frame and put a small mark on the frame NOW. You really need it later. Go get a REALLY GOOD friend to provide you a second pair of hands, and remember to not say any of “those words” as you do this. It's NOT hard but I found I kept having things slide out of channels and fall off just as I thought I had them all lined up for tightening. Had we been videotaping this it might have been a winner on the America's Funniest Videos show! Put the WINCH part on first and then the brace goes over it. DO NOT tighten anything up until you check it and recheck it for those measurements using the small marks you made, and when sure, then put the wrench to the nuts.
19. Final step – putting on the lights – all three of them. They've done a great job for you in that all the wires are run ready for connection. Remember that 14” long red string of

lights that you wonder why/where that goes? Thanks to another call to Bill I found out! Go look at the back cross frame member about centerline and note the two screws already there – yep they are for hold that light on the back. Something about a wide trailer needing this light too kind of thing. Mount it and run the brown wire over to the side that is closest. The wire fits nicely in the channel under the cross frame piece.

20. For the tail lights -there are two wire color combinations – note which combination is on which side and that the two lights have those same combinations inside them. That tells you which lens goes on which side – and yes they are set for a specific side! Leave the “light” part in the red lens plastic case. Note the color of the wires inside that red plastic – then look at the wires coming out of the trailer frame. Match them up, mount the total item, and then take out the “light” part. Connect the like colored wires and screw them down to the posts on the light piece. Carefully slide them back into the red cases making sure the wires get inside it. It will “click” when fully in the red plastic case. Attach the white ground wire to either of the bolts hold the case to the frame
21. For the yellow side lights – each comes with 2 wires, one white and one some other color – it does not matter what that color is!! On the trailer there is a single wire coming out where you previously removed the wood blocks. They are different colors too and that too does NOT matter. The key is again the white wire is the ground and needs to be attached to the frame, and the other single wires connected to each other, and then the light mounted using the two screws provided in the light kit. That’s it – you are done with the basic trailer. If you have extras you wanted, like front wheel, spare tire holder, etc, I’ll let that to you to figure out, I didn’t get any of those.