

LT15 Trailer

Safety, Operation, Maintenance & Parts Manual

LT15TR

Rev. A1.00 - B1.00



Safety is our #1 concern! Read and understand all safety information and instructions before operating, setting up or maintaining this machine.

April 2001

Form #1012

California
Proposition 65 Warning



WARNING: Breathing gas/diesel engine exhaust exposes you to chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

- Always start and operate the engine in a well-ventilated area.
- If in an enclosed area, vent the exhaust to the outside.
- Do not modify or tamper with the exhaust system.
- Do not idle the engine except as necessary.

For more information go to **www.P65warnings.ca.gov**.



WARNING: Drilling, sawing, sanding or machining wood products can expose you to wood dust, a substance known to the State of California to cause cancer. Avoid inhaling wood dust or use a dust mask or other safeguards for personal protection.

For more information go to **www.P65Warnings.ca.gov/wood**.

Active Patents assigned to Wood-Mizer, LLC

Wood-Mizer, LLC has received patents that protect our inventions which are a result of a dedication to research, innovation, development, and design. Learn more at: woodmizer.com/patents

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SECTION 1 TIRE SAFETY

1.1 Tire labeling

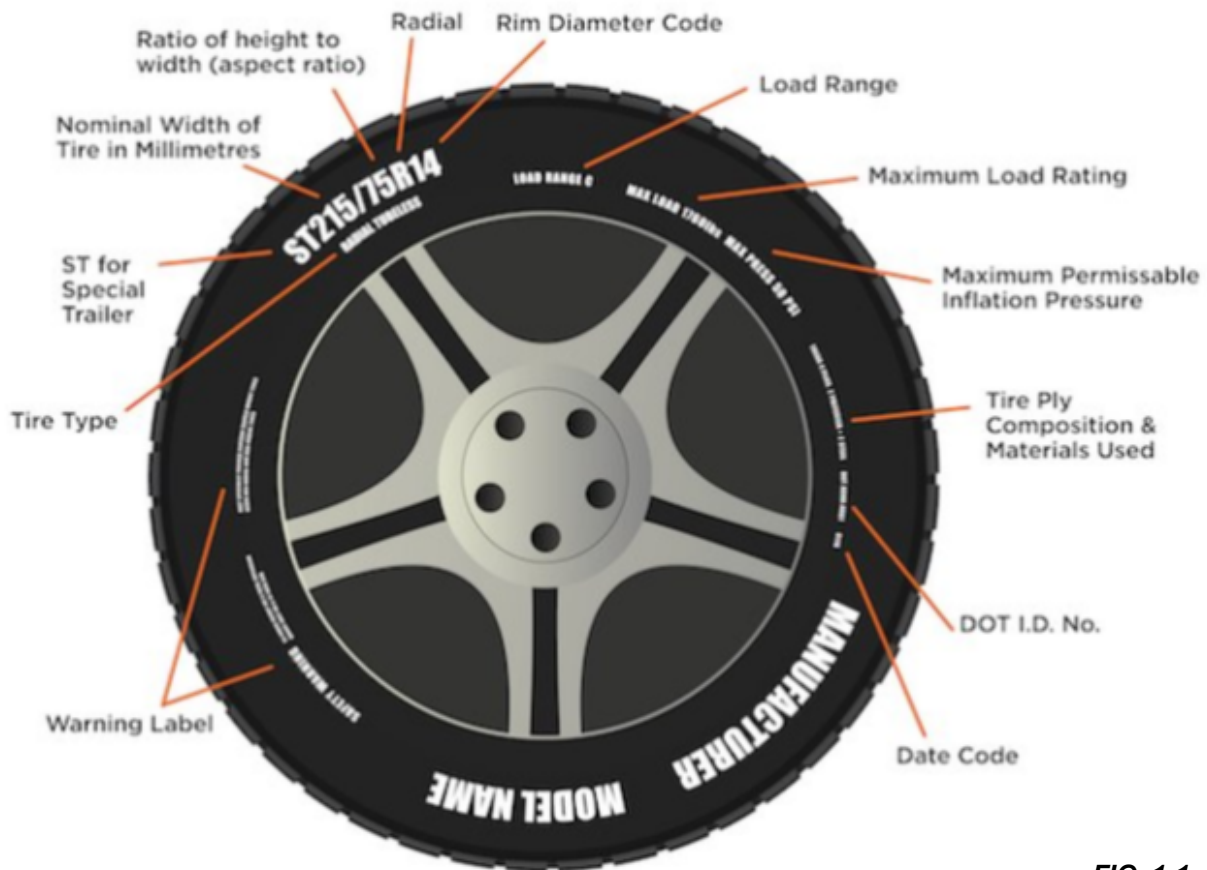


FIG. 1-1

Tire markings

TIRE CLASS AND SIZE: (Example: ST215/75R14)

- **ST** stands for Special Trailer tire. ST trailer tires are built to tow heavy loads, withstand excessive heat, and reduce sway.
- **215** is tire width in millimeters;
- **75** is the aspect ratio, or ratio of height to width;
- **R** is type of construction (radial, in the example)
- **14** is rim diameter in inches.

TIRE TYPE Below the tire size is either 'radial' or 'bias.' Radial tires (or 'radial-ply tires') are constructed with polyester and/or nylon plies that run across the tire perpendicularly, and sometimes include steel belts that run under the tread. Bias-ply tires Bias-ply cords layer in a criss-cross pattern from sidewall to sidewall, and they are also sometimes reinforced with a steel belt.

LOAD RANGE Load range indicates the type of load a tire is designed to support at a specific inflation pressure. Trailer tires typically have C, D, or E load ranges. A load range 'C' tire, for example, is at its peak load capacity—possibly 1600 pounds—when it's inflated to its maximum pressure of 50 PSI. A load range 'C' tire at 25 PSI might be able to support a load of 990 pounds, while at 40 PSI, that capacity could be 1300 pounds.

MAXIMUM LOAD RATING Load rating or load index indicates the weight a tire can safely carry at its maximum air pressure. In the example, at its maximum air pressure of 50 PSI (cold), a load range 'C' tire might have a load rating of 1760 pounds.

MAXIMUM PRESSURE Maximum pressure (when the tires are cold) needed for the tires to carry the maximum load; measured in PSI.

Identifying tires

Tires are required to have a Tire Identification Number (TIN) begin with the letters "DOT," followed by eight to thirteen characters that can be used to identify the manufacturing location, tire size, and manufacturer's specifications, along with the week and year the tire was manufactured. DOT Tire Identification Numbers are commonly but erroneously referred to as the tire's serial number, but it actually identifies production *batches*, not individual items.

Regulations also require the entire DOT Tire Identification Number to be branded on one sidewall, while only the letters "DOT" and the first digits of the Tire Identification Number must be branded onto the opposite sidewall. Therefore it is possible to see a Tire Identification Number that appears incomplete, yet simply requires looking at the tire's other sidewall to find the complete Tire Identification Number.

Tire Identification Number

DOT AND DATE CODES Department of Transportation identifier will include 10-12 numbers following 'DOT.' The first six to eight numbers indicate the manufacturer's code, where the tire was manufactured and the tire size.

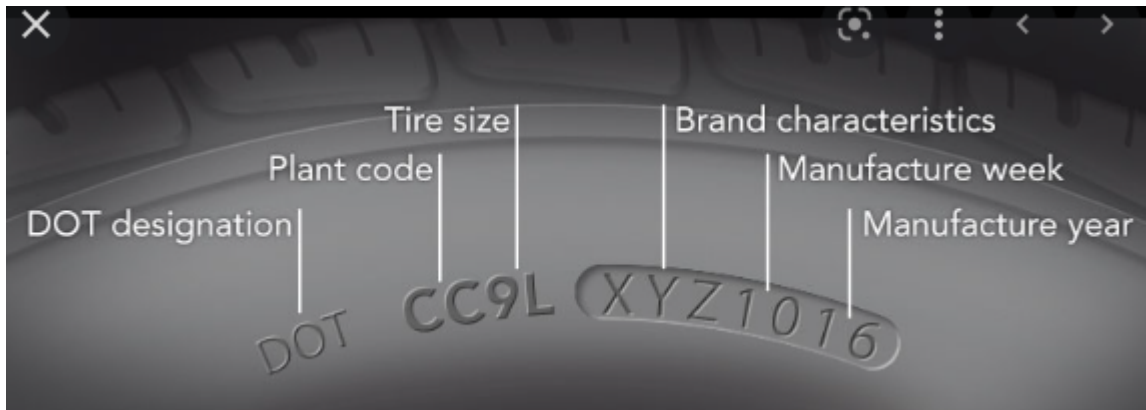


FIG. 1-2

1.2 Recommended tire inflation pressure

Recommended cold tire inflation pressure

The cold inflation pressure is the contained air pressure of a tire that would occur at an indexed temperature of 68°F or 20°C. This indexed temperature is based on the ideal ambient operating conditions for the tire.

TABLE 1-1 AMBIENT AIR TEMPERATURE PRESSURE ADJUSTMENT

Listed Pressure at 68°F (20°C)		10 psi	20 psi	30 psi	40 psi	50 psi	60 psi	70 psi	80 psi	90 psi	100 psi
104°F	40°C	11.7 psi	22.4 psi	33.1 psi	43.7 psi	54.4 psi	65.1 psi	75.8 psi	86.5 psi	97.1 psi	107.8 psi
86°F	30°C	10.8 psi	21.2 psi	31.5 psi	41.9 psi	52.2 psi	62.5 psi	72.9 psi	83.2 psi	93.6 psi	103.9 psi
68°F	20°C	10.0 psi	20.0 psi	30.0 psi	40.0 psi	50.0 psi	60.0 psi	70.0 psi	80.0 psi	90.0 psi	100.0 psi
50°F	10°C	9.2 psi	18.8 psi	28.5 psi	38.1 psi	47.8 psi	57.5 psi	67.1 psi	76.8 psi	86.4 psi	96.1 psi
32°F	0°C	8.3 psi	17.6 psi	26.9 psi	36.3 psi	45.6 psi	54.9 psi	64.2 psi	73.5 psi	82.9 psi	92.2 psi
14°F	-10°C	7.5 psi	16.4 psi	25.4 psi	34.4 psi	43.4 psi	52.4 psi	61.3 psi	70.3 psi	79.3 psi	88.3 psi
-4°F	-20°C	6.6 psi	15.3 psi	23.9 psi	32.5 psi	41.2 psi	49.8 psi	58.4 psi	67.1 psi	75.7 psi	84.3 psi
-22°F	-30°C	5.8 psi	14.1 psi	22.4 psi	30.7 psi	39.0 psi	47.3 psi	55.5 psi	63.8 psi	72.1 psi	80.4 psi
-40°F	-40°C	4.9 psi	12.9 psi	20.8 psi	28.8 psi	36.8 psi	44.7 psi	52.7 psi	60.6 psi	68.6 psi	76.5 psi

1 **Tire Safety**
The vehicle tire inflation pressure label and location

Listed Pressure at 68°F (20°C)		69 kPa	138 kPa	207 kPa	276 kPa	345 kPa	414 kPa	483 kPa	551 kPa	620 kPa	689 kPa
104°F	40°C	81 kPa	154 kPa	228 kPa	301 kPa	375 kPa	449 kPa	522 kPa	596 kPa	670 kPa	743 kPa
86°F	30°C	75 kPa	146 kPa	217 kPa	289 kPa	360 kPa	431 kPa	502 kPa	574 kPa	645 kPa	716 kPa
68°F	20°C	69 kPa	138 kPa	207 kPa	276 kPa	345 kPa	414 kPa	483 kPa	551 kPa	620 kPa	689 kPa
50°F	10°C	63 kPa	130 kPa	196 kPa	263 kPa	329 kPa	396 kPa	463 kPa	529 kPa	596 kPa	662 kPa
32°F	0°C	57 kPa	122 kPa	186 kPa	250 kPa	314 kPa	378 kPa	443 kPa	507 kPa	571 kPa	635 kPa
14°F	-10°C	52 kPa	113 kPa	175 kPa	237 kPa	299 kPa	361 kPa	423 kPa	485 kPa	546 kPa	608 kPa
-4°F	-20°C	46 kPa	105 kPa	165 kPa	224 kPa	284 kPa	343 kPa	403 kPa	462 kPa	522 kPa	581 kPa
-22°F	-30°C	40 kPa	97 kPa	154 kPa	211 kPa	269 kPa	326 kPa	383 kPa	440 kPa	497 kPa	554 kPa
-40°F	-40°C	34 kPa	89 kPa	144 kPa	199 kPa	253 kPa	308 kPa	363 kPa	418 kPa	473 kPa	527 kPa

The vehicle tire inflation pressure label and location

The generic bilingual tire pressure label appears as in FIG. 1-3. The label on the vehicle has information specific to the trailer filled in

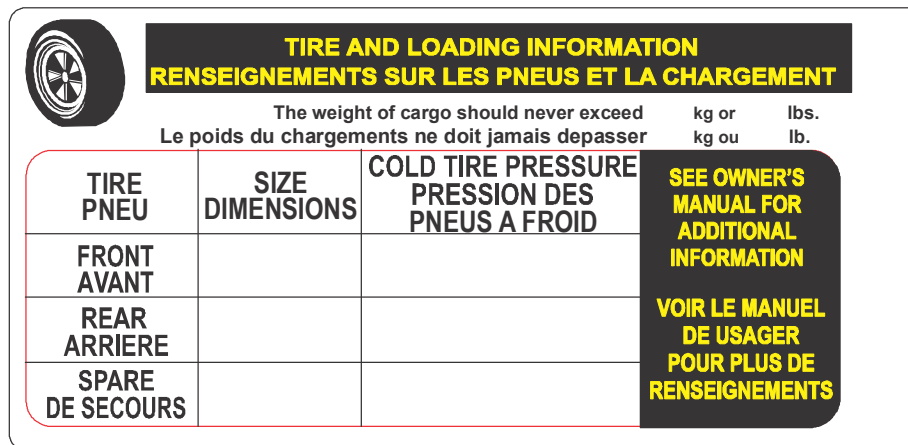


FIG. 1-3

The label is placed near the VIN placard, toward the **front left side** of the trailer.

General area of VIN placard and tire pressure label for Wood-Mizer mill trailers.



FIG. 1-4

Consequences of tire under-inflation

Underinflated tires and overloaded vehicles are a major cause of tire failure. Tire inflation effects a vehicle's

- steering,
- stopping,
- traction, and
- load-carrying capability.

To avoid flat tires and other types of tire failure, you should

- maintain proper tire pressure,
- observe tire and vehicle load limits,
- avoid road hazards, and
- regularly inspect your tires.

Proper inflation

CHECK TIRE PRESSURE

Use a tire pressure gauge, which you can be purchased at most service stations or auto parts stores. Check the pressure when the tires are **COLD**, as the friction from driving affects the pressure. If driven recently, wait at least three hours for the tires to cool down.



COMMON TIRE PRESSURE GAUGES

FIG. 1-5

1. Remove the cap from the air valve on the tire, and put it somewhere you won't lose it.
2. Press the tire gauge against the open valve stem momentarily.
3. Read the air pressure gauge.
4. Compare this number with the recommended tire pressure.

5. Inflate/release air as needed.
6. Replace the tire's air valve cap.
7. Repeat this process for each tire.

INFLATE YOUR TRAILER'S TIRES

1. Park close enough to the air compressor so you can reach all tires with the hose.
2. If the valve caps are still on, remove them.
3. Press the hose nozzle down on the valve stem.

NOTE: You should notice the tire inflating and feel air flowing through the hose. If not, check to ensure the hose is securely placed on the valve stem.

4. Remove the hose fitting.
5. Check the air pressure as described above.
6. Repeat steps 3- 5 as needed until the tire is inflated to the correct psi.
7. Repeats steps 2-5 for the vehicle's other tires.
8. Once the tires are inflated properly, replace the valve caps.

RELEASE AIR FROM TIRES

Overinflated tires can lead to poor handling, such as skidding and hydroplaning.

1. Briefly press the small dot or bead on the back of the tire pressure gauge into the center of the valve stem on the tire.

NOTE: You should hear the air escaping the tire.

2. Use the gauge to check the tire pressure.
3. Repeat these steps until you've released enough air to reach the correct psi.

WHEN TO CHECK TIRE PRESSURE

Use Table 1-1 to adjust the recommended cold tire pressure to the ambient temperature. Check tire pressure monthly.

- Most tires may naturally lose air over time.
- Tires can lose air suddenly if you drive over a pothole or other object or if you strike the curb when parking.
- With radial tires, it is usually not possible to determine underinflation by visual inspection.

1.3 Glossary

ALPHA CHARACTER A single alphabetical character from A to Z.

BEAD SEPARATION A breakdown of bond between components in the bead area.

BEAD That part of the tire made of steel wires, wrapped or reinforced by ply cords, that is shaped to fit the rim.

CARCASS PLY A ply that extends to the beads.

CARCASS The tire structure, except tread and sidewall rubber.

CHUNKING The breaking away of pieces of the tread or sidewall.

COLD TIRE PRESSURE The air pressure in a tire at ambient temperature, **not having been driven for the at least 3 hours.**

CORD SEPARATION Cord parting away from adjacent rubber compounds.

CORD The strands that form the plies in the tire.

CRACKING Any parting within the tread, sidewall, or innerliner of the tire extending to cord material.

CURB WEIGHT The weight of a motor vehicle with standard equipment including the maximum capacity of fuel, oil, and coolant, and, if so equipped, air conditioning and additional weight of optional engine.

DEEP TREAD RADIAL A deep tread radial tire is one having a minimum tread depth of 14.3 mm (18/32 inch or 0.5625 inch) or greater.

DOT SYMBOL The letters "DOT" are part of the DOT serial number. This is the manufacturer's certification that the tire or rim meets or exceeds the requirements of FMVSS Nos. 110 and 139.

DOT TIRE IDENTIFICATION NUMBER Number appearing on the sidewall of the tire near the rim required by 49 CFR Part 574.5 which identifies the manufacturer's identification mark, tire size, tire type code and date of manufacture. See Fig. 1-2.

EXTRA LOAD TIRE A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

FIELDS Any group of letters and numbers that have significance or meaning.

GAWR The Gross Axle Weight Rating (GAWR) means the value specified by the vehicle manufacturer as the load-carrying capacity of a single axle system, as measured at the tire-ground interfaces.

GROOVE The space between two adjacent tread ribs.

GVWR The Gross Vehicle Weight Rating (GVWR) means the value specified by the manufacturer as the loaded weight of a single vehicle.

INNERLINER SEPARATION The parting of the innerliner from cord material in the carcass.

INNERLINER The layer(s) forming the inside surface of a tubeless tire that contains the inflating medium within the tire.

INTENDED OUTBOARD SIDEWALL (1) The sidewall that contains a whitewall, bears white lettering or bears manufacturer, brand, and/or model name molding that is higher or deeper than the same molding on the other sidewall of the tire; or (2) The outward facing sidewall of an asymmetrical tire having a particular side that must always face outward when mounted on a vehicle.

LIGHT VEHICLE TIRE A new, pneumatic, radial tire intended for use on motor vehicles (other than motorcycles and low speed vehicles) that have a gross vehicle weight rating (GVWR) of 10,000 pounds or less and were manufactured after 1975.

LOAD RATING The maximum load a tire is rated to carry for a given inflation pressure.

MAXIMUM LOAD RATING The load rating at the maximum permissible inflation pressure for that tire.

MAXIMUM INFLATION PRESSURE The maximum cold inflation pressure needed for your tire to support the weight of its *maximum load-carrying capacity*.

MEASURING RIM The rim on which a tire is fitted for physical dimension requirements.

NHTSA/OVSC National Highway Traffic Safety Administration, Office of Vehicle Safety Compliance (Canada).

OPEN SPLICE Any parting at any junction of tread, sidewalls, or innerliner that extends to cord material.

OUTER DIAMETER The overall diameter of an inflated new tire.

OVERALL WIDTH The linear distance between the exteriors of the sidewalls of an inflated tire, including elevations due to marking, decorations, or protective bands or ribs.

PLY A layer of rubber-coated parallel cords.

PLY SEPARATION A parting or rubber compound between adjacent plies.

PNEUMATIC TIRE A mechanical device made of rubber, chemicals, fabric, steel, or other materials, which, when mounted on an automotive wheel, provides the traction and contains the gas or fluid that sustains the load.

RADIAL PLY TIRE A pneumatic tire in which the ply cords that extend to the beads are laid at substantially 90° to the centerline of the tread.

RECOMMENDED INFLATION PRESSURE The cold inflation pressure provided on the Tire Information label and on the VIN tag.

REINFORCED TIRE A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

RESPONSIVE TEST A special test initiated through a complaint, field inspection, failed standard test, or COTR discretion.
RIM A metal support for a tire or a tire and tube assembly upon which the tire beads are seated.

RIM DIAMETER Nominal diameter of the bead seat.

RIM SIZE DESIGNATION Rim diameter and width.

RIM TYPE DESIGNATION The industry or manufacturer's designation for a rim by style or code. **RIM WIDTH** Nominal distance between rim flanges.

SECTION WIDTH The linear distance between the exteriors of an inflated tire's sidewalls, excluding elevations due to marking, decoration, or protective bands.

SIDEWALL That portion of a tire between the tread and the bead.

SIDEWALL SEPARATION The parting of the rubber compound from the cord material in the sidewall.

SIZE FACTOR The sum of the section width and the outer diameter of a tire determined on the test rim.

SNOW TIRE A snow tire means a tire that attains a traction index equal to or greater than 110, compared to the ASTM E-1136 Standard Reference Test Tire, when using the snow traction test as described in ASTM F-1805-00, Standard Test Method for Single Wheel Driving Traction in a Straight Line on Snow- and Ice-Covered Surfaces, and which is marked with an Alpine Symbol specified in S5.5(i) of FMVSS No. 139 on at least one sidewall.

TREAD That portion of a tire that comes into contact with the road.

TREAD RIB A tread section running circumferentially around a tire.

TREAD SEPARATION Pulling away of the tread from the tire carcass.

TREADWEAR INDICATORS (TWI) Projections within the principal grooves designed to give a visual indication of the degree of wear of the tread.

UVW The Unloaded Vehicle Weight (UVW) is the weight of a vehicle with maximum capacity of all fluids necessary for vehicle operation, but without cargo, occupants, or accessories that are ordinarily removed from the vehicle when they are not in use.

VEHICLE NORMAL LOAD ON THE TIRE The vehicle normal load on the tire means that load on an individual tire that is determined by distributing to each axle its share of the curb weight, accessory weight, and normal occupant weight and dividing by 2.

1.4 Tire care, maintenance, and safety practices

1. Check your cold tire pressure at least once a month (See [Proper inflation](#))
2. Visually inspect your tires
 - 1). Check the tread at least once a month for excessive or uneven wear.
 - 2). Measure tread depth in three locations across the tire's tread: (1) outer edge, (2) center, and (3) inside edge.

NOTE: Accurate tread depth measurements are made with a simple tread depth gauge available at any parts store. --Or you can use the quarter (coin) method.
Insert a quarter into a tread groove with the top of Washington's head facing down.
If the top of his head is not visible, your tires have at least 4/32" of tread and are fine for continued use. If you can see above the top of Washington's head, replace the tire.

- 3). Inspect for over inflation: wear primarily in the center of the tread, with less wear at the tire's edges.
- 4). Inspect for under inflation: wear primarily on both edges of the tire tread, with less wear in the center.
- 5). Inspect for tread wear on one edge of the tire which occurs when the wheels are out of alignment.
- 6). Inspect for erratic tread wear, "cupping," caused by the wheel out of balance, or suspension components need to be replaced.

7). Inspect for raised portion of the tread or sidewall which may indicate that one of the belts in the tire carcass has separated from those next to it.

3. Have your alignment checked every year.
4. Check and correct your tire balance.

1.5 Vehicle load limits

NOTICE Wood-Mizer trailers are not intended to carry any occupants or cargo.

SECTION 2 TRAILER INSTALLATION

2.1 Installation (LT15TR Rev. B1.00+)

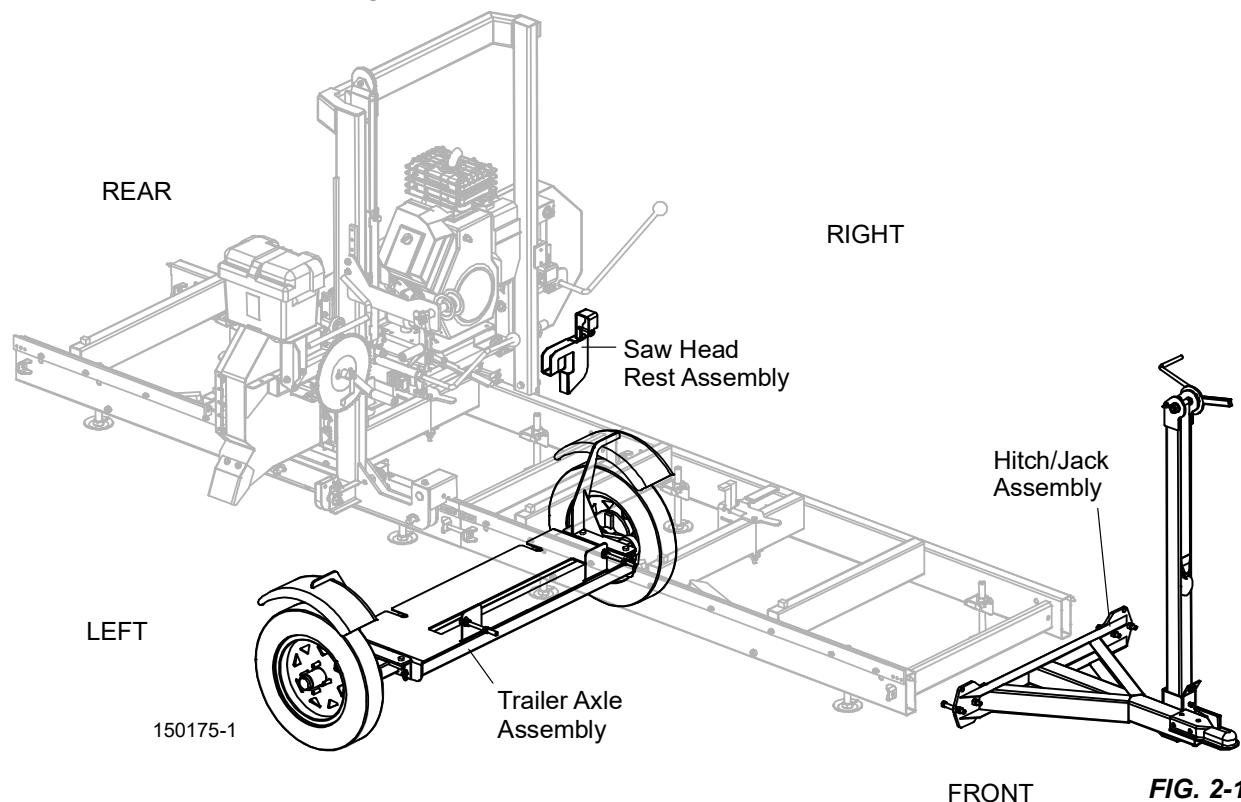
NOTICE The trailer option is intended for use with LT15 sawmills Rev. E4.00 (LT15BS bed section Rev. E.00) and newer with two bed sections.

The sawmill must be completely assembled and standing on a level surface.

Lay out the parts around the sawmill before installation. Note the orientation of the major components of the trailer option:

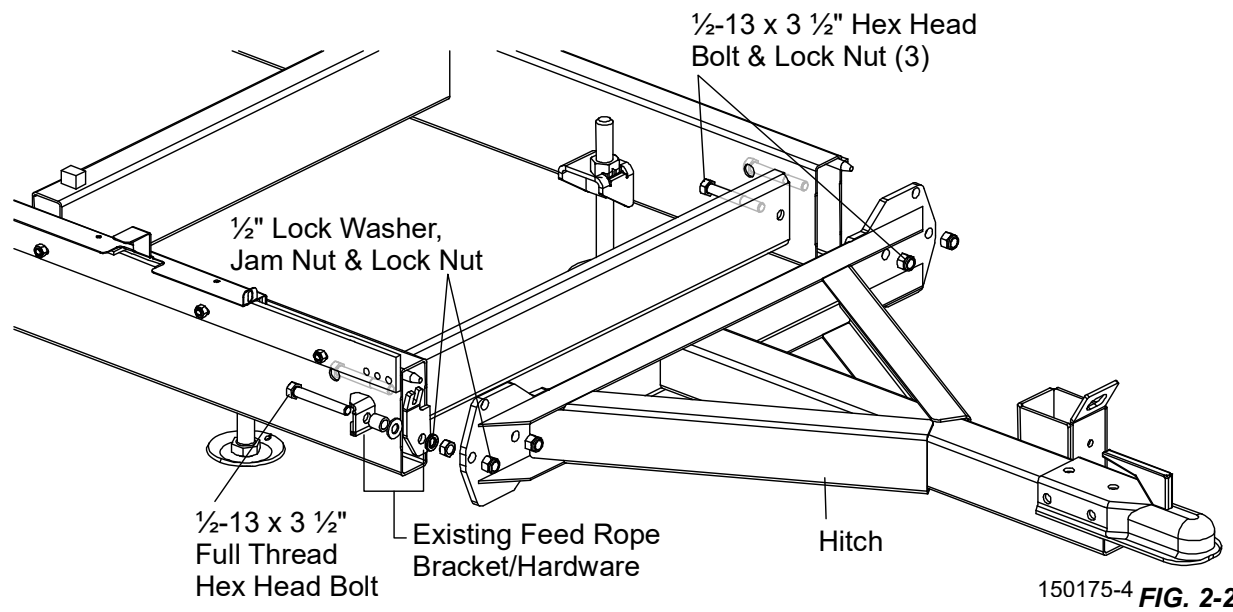
- The hitch is mounted to the FRONT end of the sawmill.
- The trailer axle is mounted at the front end of the REAR sawmill bed section.

The saw head rest is mounted to the RIGHT side of the sawmill frame.



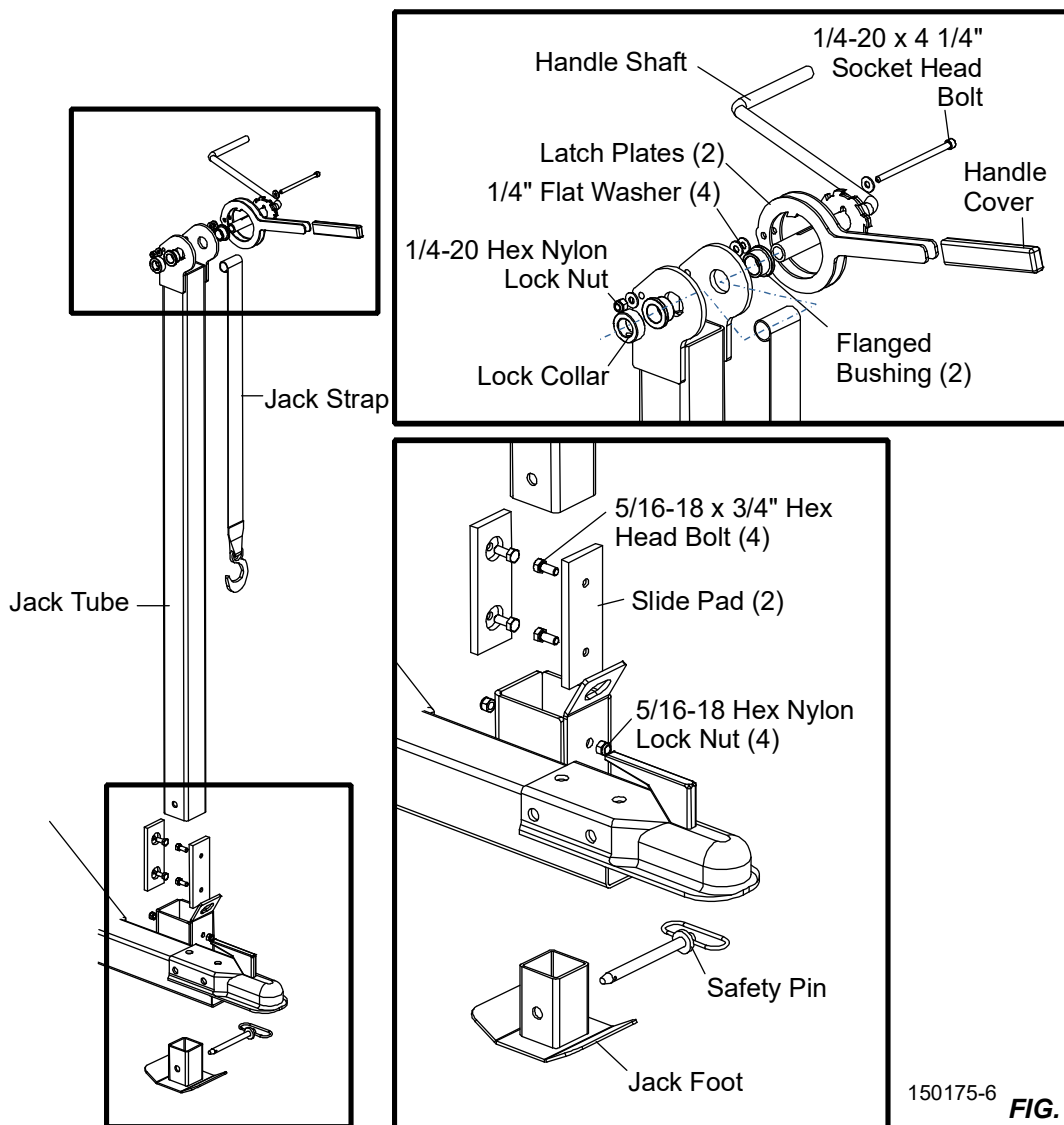
Hitch

1. Adjust the legs down to raise the bed as far as possible.
2. Move the saw head to the rear end of the bed.
3. Remove the front feed rope bracket from the end of the first bed section.
4. Use the three provided 1/2-13 x 3 1/2" hex head bolts, one 1/2-13 x 3 1/2" full thread hex head bolt, and lock nuts to install the hitch tongue assembly to the front bed section.
5. Install the full thread bolt at the location where the feed rope bracket mounts.
6. Reinstall the feed rope bracket using the existing hardware (varies according to bed revision) and the provided 1/2-13 jam nut and lock washer.



Jack

1. Install two slide pads to the jack receiver tube on the hitch with four 5/16-18 x 3/4" hex head bolts and lock nuts.
2. Place the jack tube in the receiver tube and attach the jack foot to the tube and secure with the provided safety pin.
3. At the top of the jack tube, install two flanged bushings to the holes on either side of the tube brackets.



150175-6 **FIG. 2-3**

4. Insert the handle shaft through the two latch plates, through one side of the jack tube.
5. Install the jack strap to the handle shaft and continue the shaft through the other side of the jack tube.
6. Secure with the lock collar.
7. Sandwich the two latch handle plates together and install the handle cover over the ends of the latch handle plates.
8. Place the latch handle in position around the handle shaft and align the mounting hole with the hole at the top of the jack tube, trapping two 1/4" flat washers between the plates and the jack tube.
9. Secure the latch plates with the 1/4-20 x 4 1/4" socket head bolt, two flat washers and lock nut.

NOTE: Do not overtighten. The latch plates should pivot freely on the socket head bolt.

Winch

1. Move the saw head to the rear of the sawmill bed.
2. Lift the latch plate handle and turn the crank handle counterclockwise to extend the jack strap until it reaches the lift bracket on the hitch.
3. Hook the strap to the bracket.

4. While lifting the latch plate handle, turn the crank handle clockwise to take-up the strap, lifting the hitch.

Axle

1. Remove the front outrigger legs and inner bed connecting bolts and associated hardware from the rear bed section.

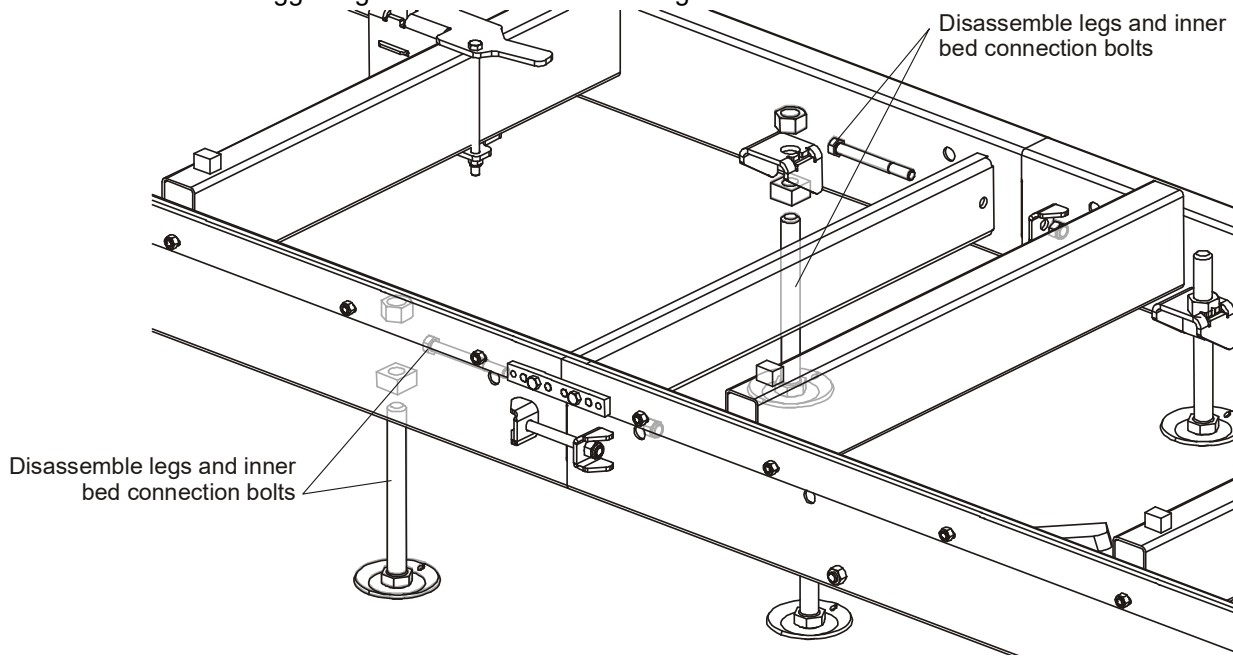


FIG. 2-4

2. Install the axle mount to the bed section.
3. Align the mounting holes of the mount to the bed connecting bracket holes.
4. Secure the mount to the bed by replacing the bed connecting bolts and hardware with the two provided 1/2-13 x 6" hex head bolts, flat washers, lock washers, hex nuts and lock nuts.
5. Secure the mount to the outrigger mount brackets by replacing the outrigger legs with the provided 7/8" flat washers, lock washers and hex nuts.
6. Secure the outrigger legs to the bed with the previously removed square and hex nuts.

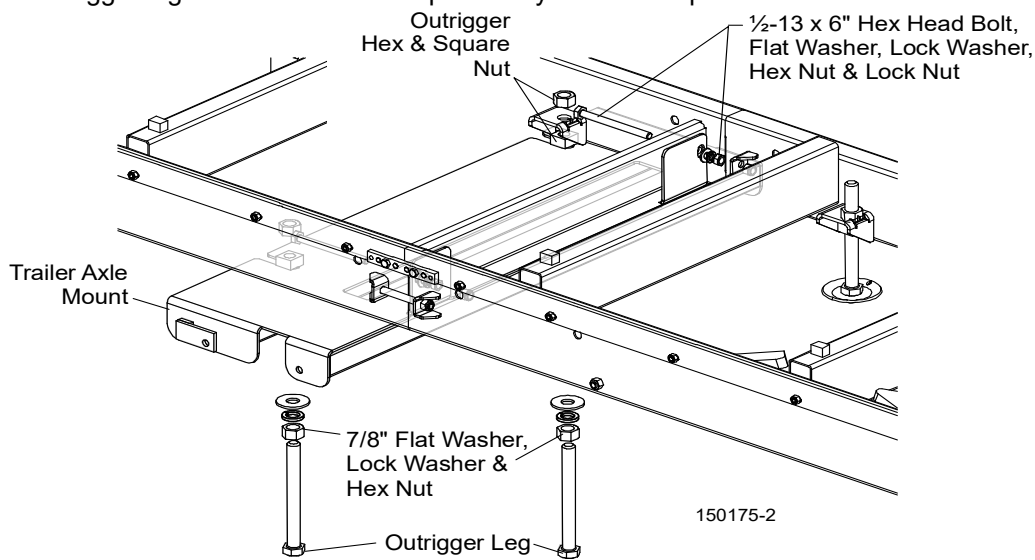


FIG. 2-5

2 Trailer Installation

Fenders

7. Install the axle to the axle mount and secure with two $\frac{1}{2}$ " x 2" and two $\frac{1}{2}$ " x 1 $\frac{1}{4}$ " retaining pins.
8. Use the longer 2" pins in the front hole locations.
9. Remove the lug nuts from each axle hub, install a wheel assembly to each hub and replace the lug nuts.

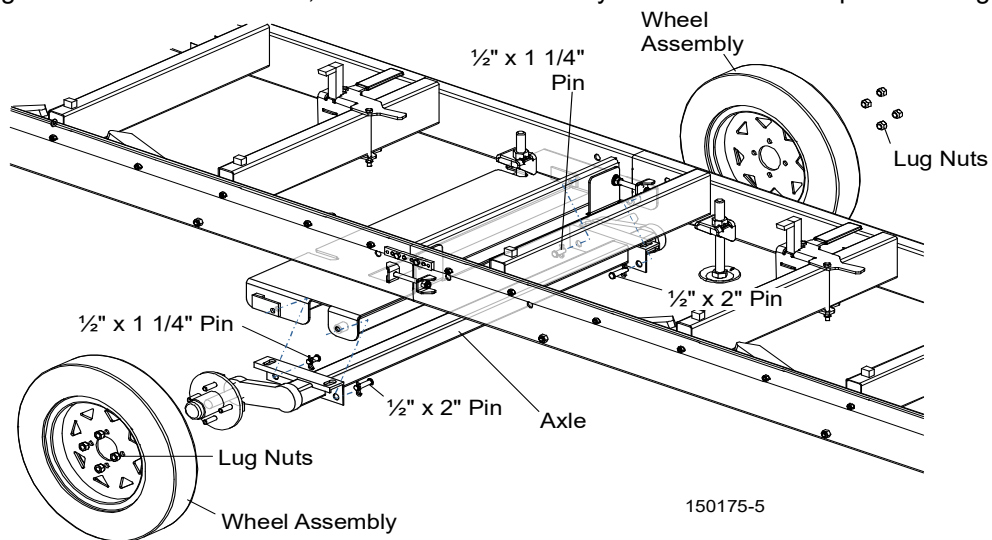


FIG. 2-6

Fenders

Install the right and left fenders over the appropriate wheel. Secure the fenders to the axle frame with four $\frac{1}{2}$ -13 x 1 $\frac{1}{4}$ " hex head bolts, flat washers and nylon lock nuts.

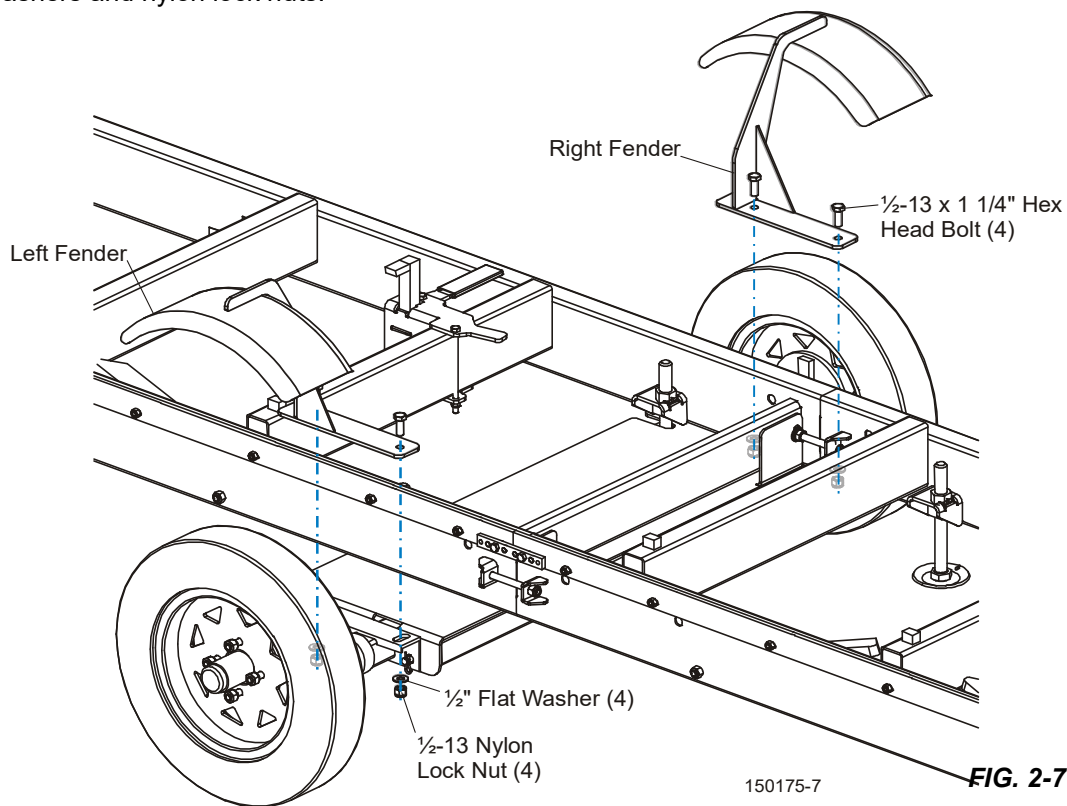
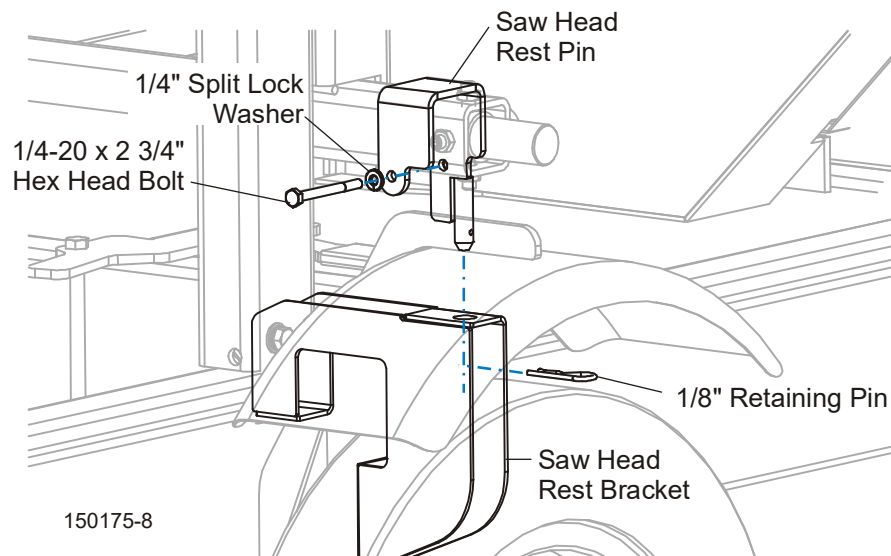


FIG. 2-7

Saw Head Hold-Down

Install the saw head rest pin to the blade guide arm guide bracket with the 1/4-20 x 2 3/4" hex head bolt and lock washer.



150175-8

FIG. 2-8

10. Set the saw head rest bracket on the frame, underneath the rest pin.
11. Lower the saw head until the pin bracket rests on the rest bracket and secure with the 1/8" retaining pin.

Taillights

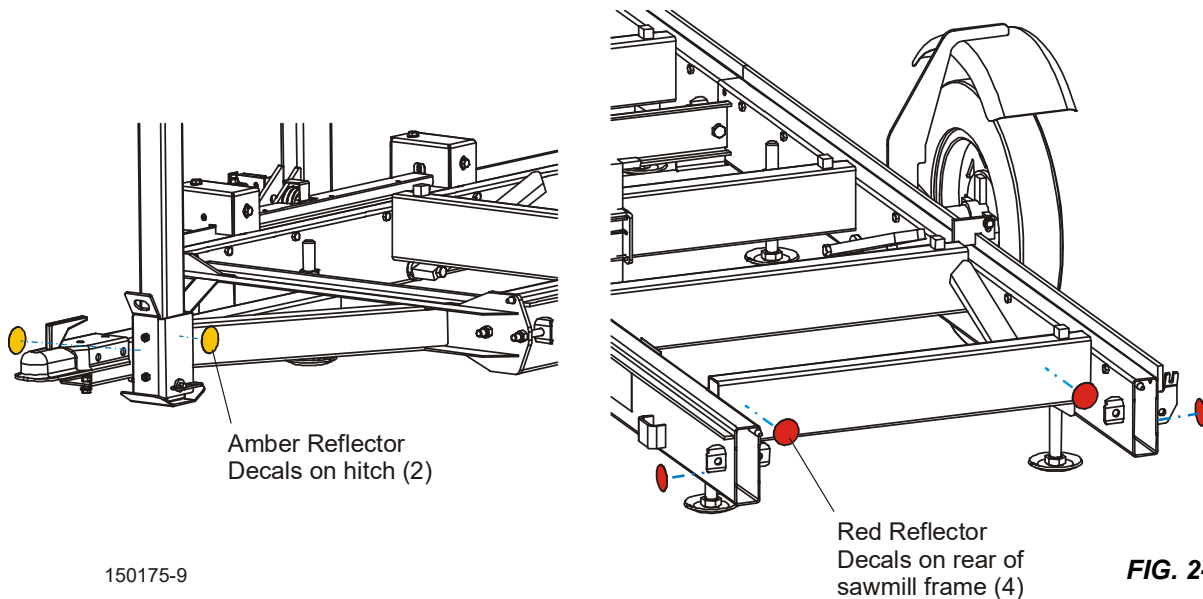
Place the magnetic light assemblies on the top surface of the rear bed rail so the lenses are oriented to the rear of the sawmill.

Route the light harness assembly to the hitch and secure slack in the harness to prevent it from falling to the ground.

Reflective Decals

1. Place a red decal on each side of the rear bed section, near the rear end of the bed tube and two red decals on the rear bed rail.

Place an amber decal on each side of the hitch tube.



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FIG. 2-9

2. Install the provided VIN labels to the sawmill.
3. Apply one label to the outer tube of the middle bed section.
4. Place the second label on the saw head, near the LT15 serial number label. Apply the third label to the trailer axle.

5. Apply a clear overlay decal over each of the three VIN labels.

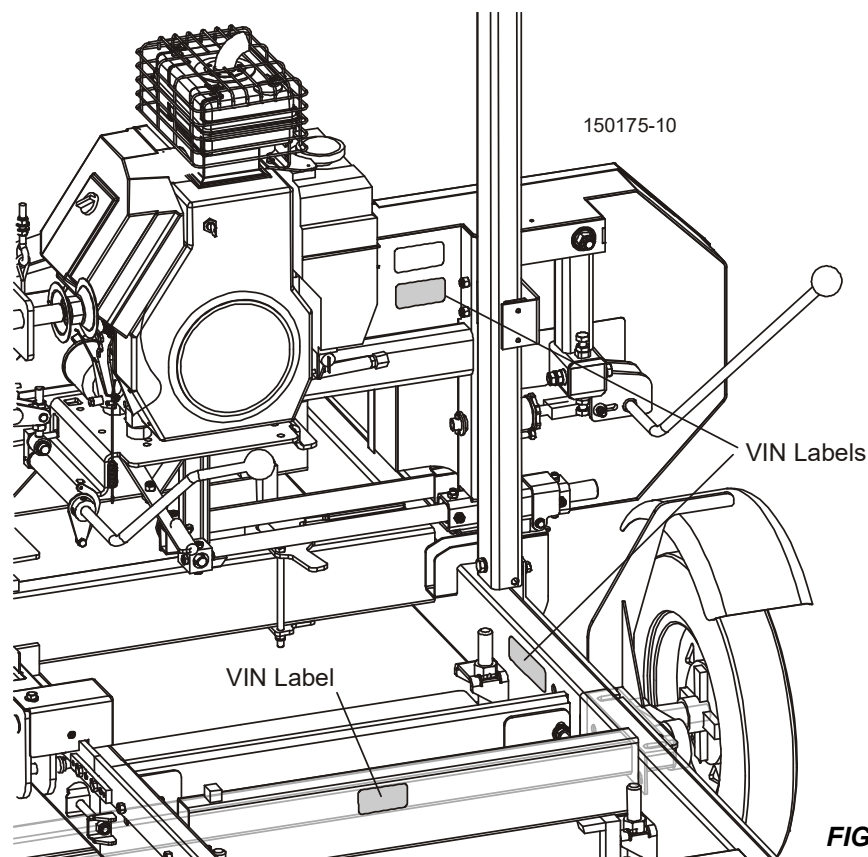


FIG. 2-10

- 2.2 The trailer option is now completely installed. [See Section 2.1](#) for towing instructions.

2.3 Installation (LT15TR Rev. A1.00 - A1.02)



IMPORTANT! Use of the trailer option requires three LT15 bed sections. The middle bed section must be the longer version supplied after LT15 revision D4.00 and have mounting holes that were removed when the trailer was discontinued with LT15 revision E6.03.

To assemble the trailer option to the LT15, the sawmill must be completely assembled and standing on a level surface.

Lay out the parts around the sawmill before installation. Note the orientation of the major components of the trailer option:

- The hitch is mounted to the FRONT end of the sawmill.
- The small axle tube mount is assembled on the LEFT side of the sawmill and the large axle tube mount on the RIGHT side of the sawmill.
- The axle tube is oriented so the angled portion of the brackets face toward the FRONT of the sawmill.
- The wheel mount with the attached bracket mounts to the RIGHT side of the sawmill. The wheel mount without bracket mounts to the LEFT side of the sawmill.
- The long axle is assembled at the LEFT side of the sawmill, the short axle to the RIGHT side of the sawmill.

- The taillight bar mounts to the REAR end of the sawmill.

REAR

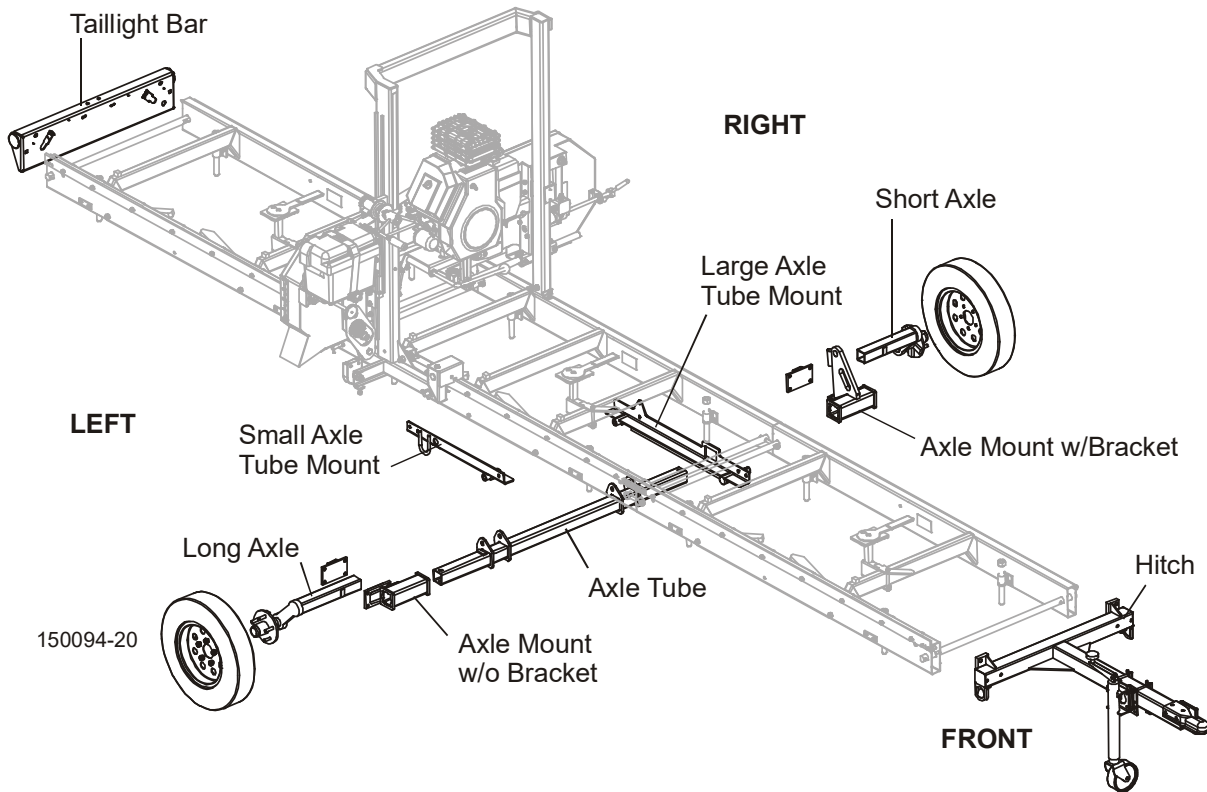


FIG. 2-11

Hitch

1. Adjust the legs down to raise the bed as far as possible. Move the saw head to either end of the bed.
2. Install the provided plug harness to the hitch tongue assembly. Lay the hitch tube with the bottom side up.
3. Layout the harness on the hitch as shown in FIG. 2-12.
4. Route the wires through the hole in the hitch tube plate until approximately 6 inches of the harness protrudes past the plate.
5. At the left light assembly, connect the brown harness wire to the black light wire using the quick connect terminals.
6. At the right light assembly, remove the ground screw.
7. Use the screw to secure the white harness wire and white light wire to the hitch tube.
8. Connect the brown harness wire to the black light wire using the quick connect terminals.
9. Secure the harness to the hitch tube with the provided tie wraps.
10. Route the electrical harness on the hitch tongue assembly into the bed tube.
11. Use a wire snake to pull the harness through to the end of the last bed section.

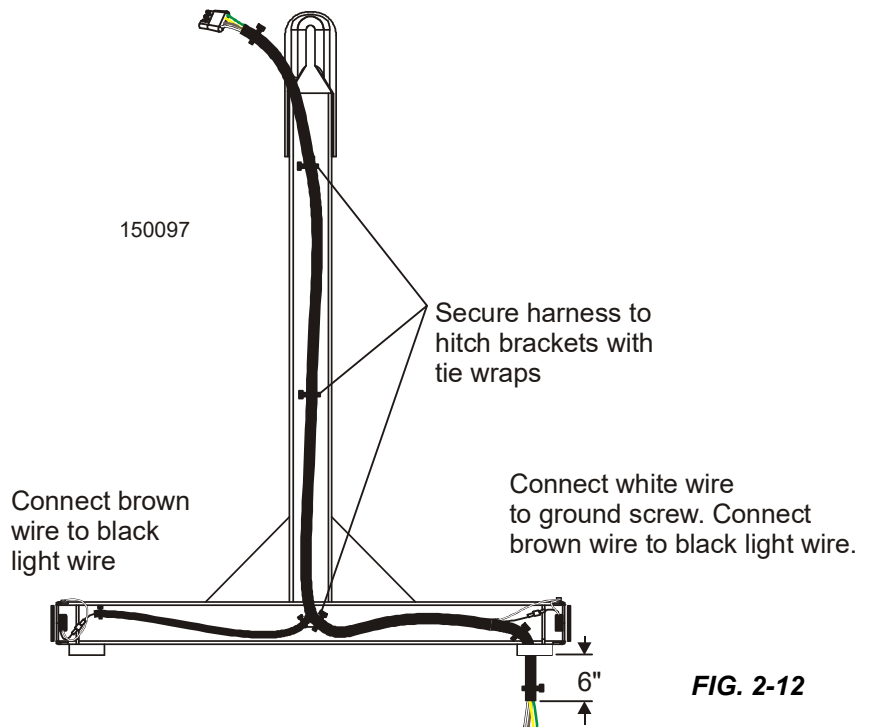


FIG. 2-12

NOTE: It may be necessary to break apart the bed sections to feed the wire harness through each section.

2 Trailer Installation

Axle

12. Remove the front feed rope bracket from the end of the first bed section.
13. Use the three provided 1/2-13 x 7" hex head bolts, one 1/2-13 x 7 1/2" full thread hex head bolt, and lock nuts to install the hitch tongue assembly to the bed section.
14. Install the full thread bolt at the location where the feed rope bracket mounts.
15. Reinstall the feed rope bracket using the existing flat washers and the provided 1/2-13 jam nut and lock washer.

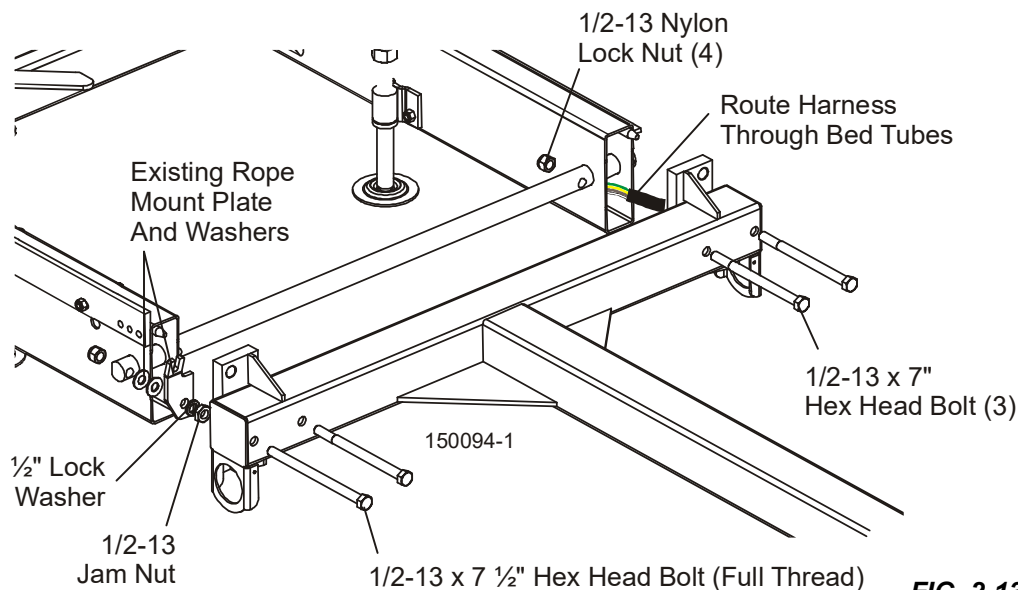


FIG. 2-13

Axle

1. Install the small axle tube mount to the bed tube three 3/8-16 x 3" hex head bolts provided.

LT15 Rev. A1.00 - E3.03 Only:

- 1). Remove the rear, inside leg of the middle bed section.
- 2). Reinstall the leg assembly with the axle mount hardware.
- 3). If the auxiliary bed rail is mounted at the pre-drilled location of the middle bed section, remove the lower bolt, washer and nut holding the optional auxiliary bed rail to the inside bed tube.

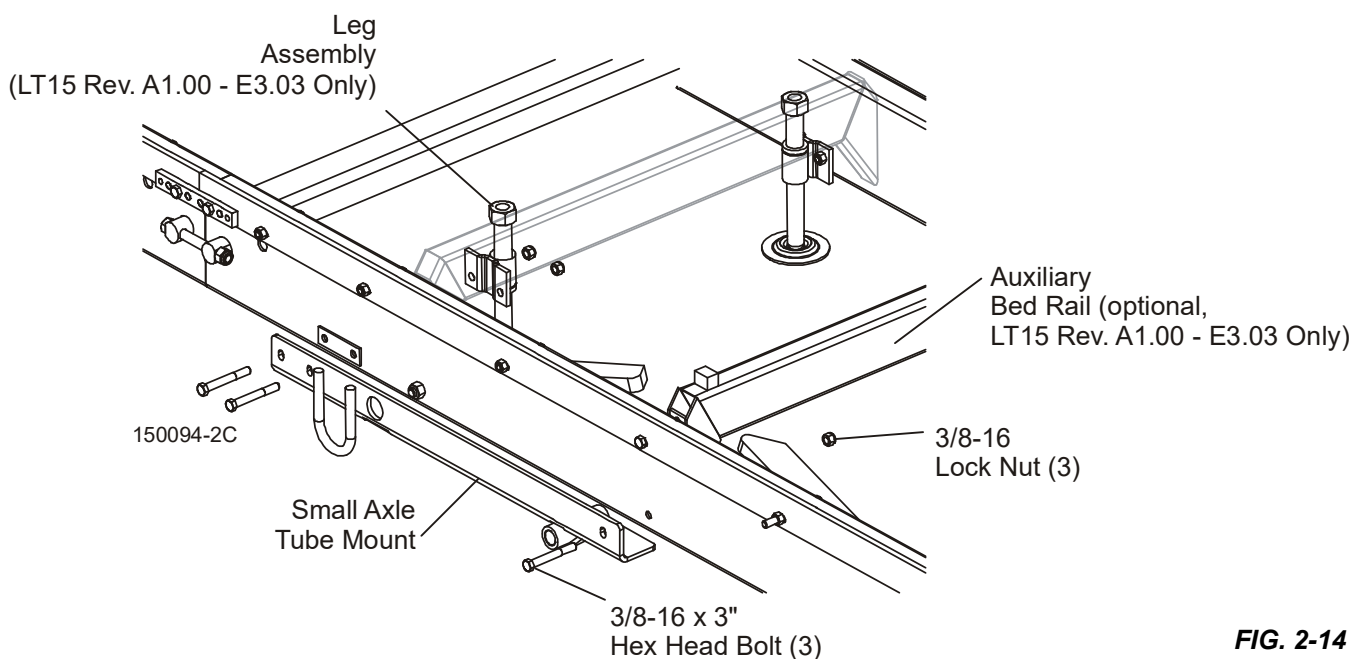


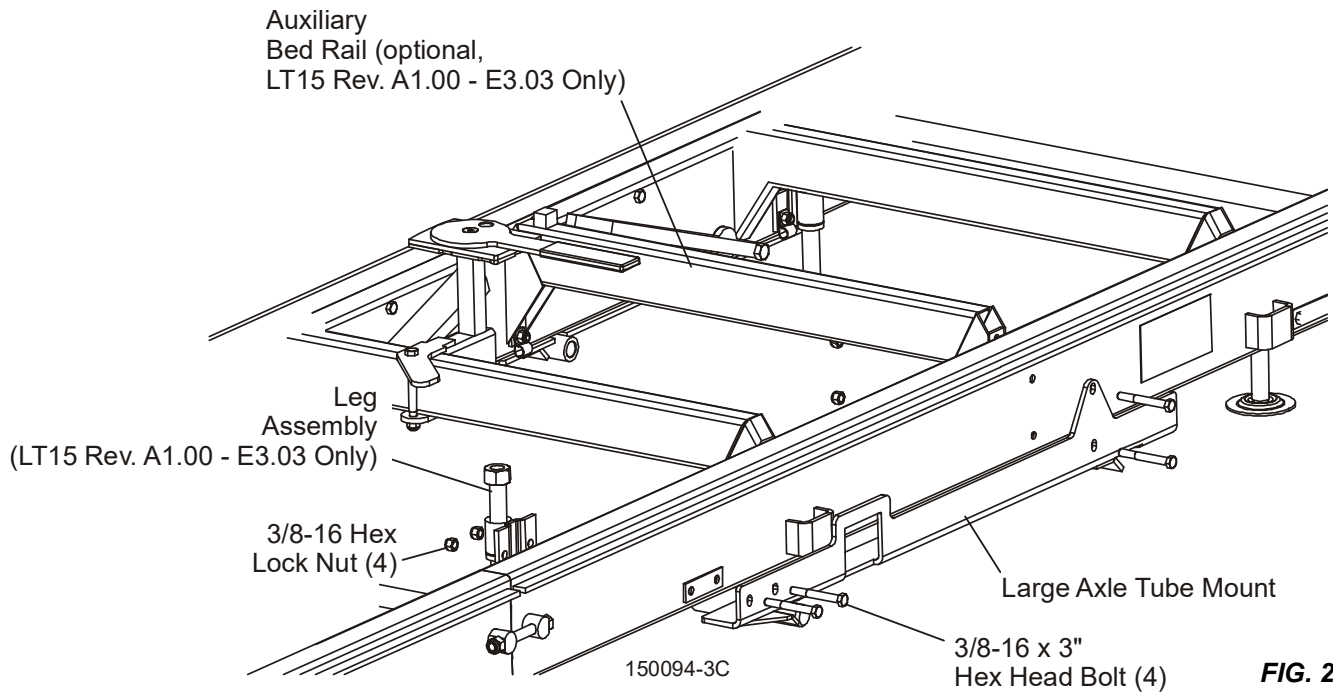
FIG. 2-14

2. Install the large axle tube mount with three provided 3/8-16 x 3" hex head bolts.

3. Reinstall the leg assembly and secure all four bolts with lock nuts.

LT15 Rev. A1.00 - E3.03 Only:

- 1). Remove the front, outside leg of the middle bed section.
- 2). If the auxiliary bed rail is mounted at the pre-drilled location of the middle bed section, remove both bolts, washers and nuts holding the auxiliary bed rail to the outside bed tube.



4. Install the axle tube to the axle mount pivot holes with two 3/4-10 x 6" hex head bolts and lock nuts provided.
5. Be sure the angled tube brackets are oriented as shown in FIG. 1-13.

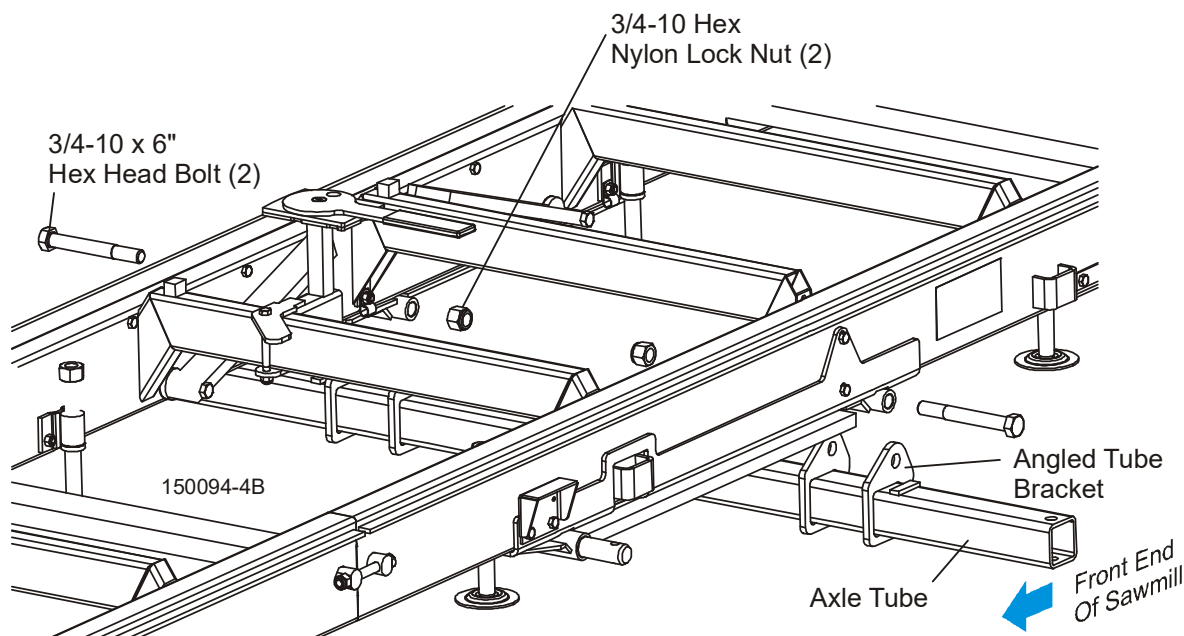


FIG. 2-16

Wheel Assemblies

1. Assemble the axle parts. Install the long axle to the wheel mount with the stop block oriented down¹.
2. Secure the axle in place with a fender mount plate, four 1/2-13 x 4" hex head bolts (replaces 3 1/2" bolts supplied prior to Rev. A.01) and nylon lock nuts.
3. Before tightening the bolts, make sure the axle stop block is positioned against the wheel mount plate.
4. Repeat the procedure for the short axle parts.

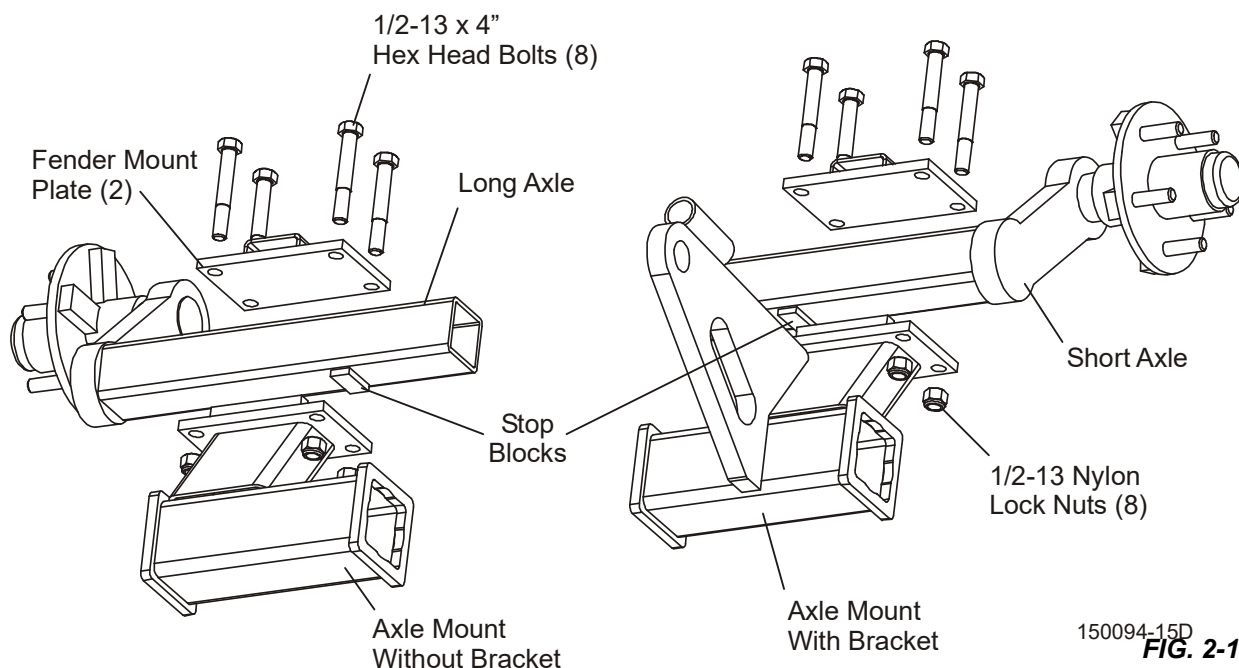


FIG. 2-17

¹Some early units are manufactured with the stop blocks on top of the axle tube. Assemble the axles as shown and position the stop blocks against the fender mount plates.

5. Pivot the axle tube up and install the inner (long) and outer (short) wheel mount assemblies to the axle tube.
6. The inner (long) wheel assembly mounts to the track rail side of the sawmill.
7. Be sure the mount plates face up as shown.
8. Secure the wheel mounts to the axle tube with two lock pins provided.
9. Install a wheel assembly (air tube out) to each axle using five lug nuts for each wheel.

Ratchet

1. Install the ratchet mount pin to the right wheel mount with the lock washer and nut provided with the pin.
2. Install a retaining pin to each ratchet mount pin, sliding the chain loop around the pin.
3. Assemble the ratchet assembly (trigger oriented up) to the mount pins.
4. Spin the ratchet handle to open or close the assembly so it fits both mounting pins.
5. Insert the retaining ring at each mounting pin to secure the ratchet assembly.

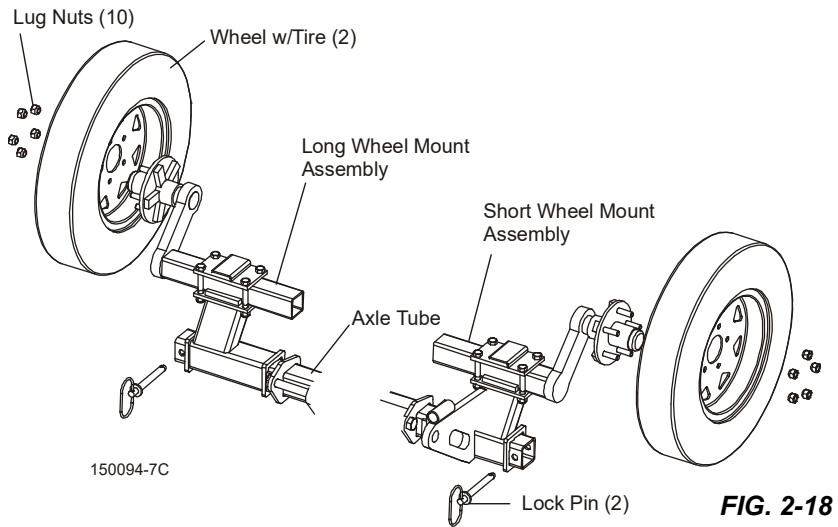


FIG. 2-18



CAUTION! Do not adjust the ratchet assembly to raise the sawmill onto the trailer wheels until the saw head is secured in the traveling position. Damage to the machine may result.

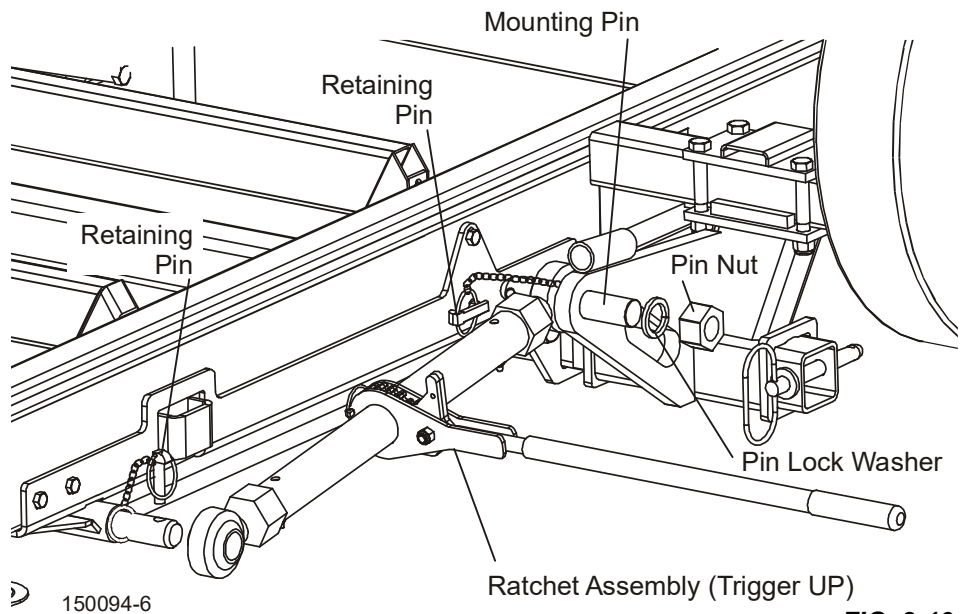
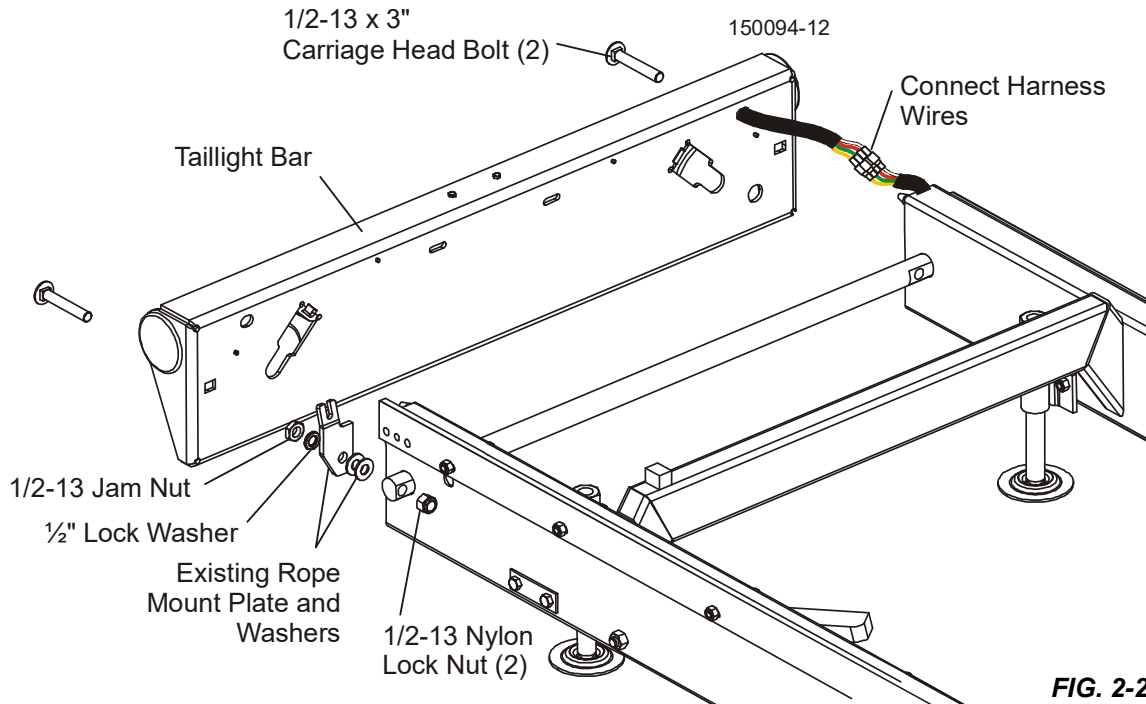


FIG. 2-19

Taillight Bar

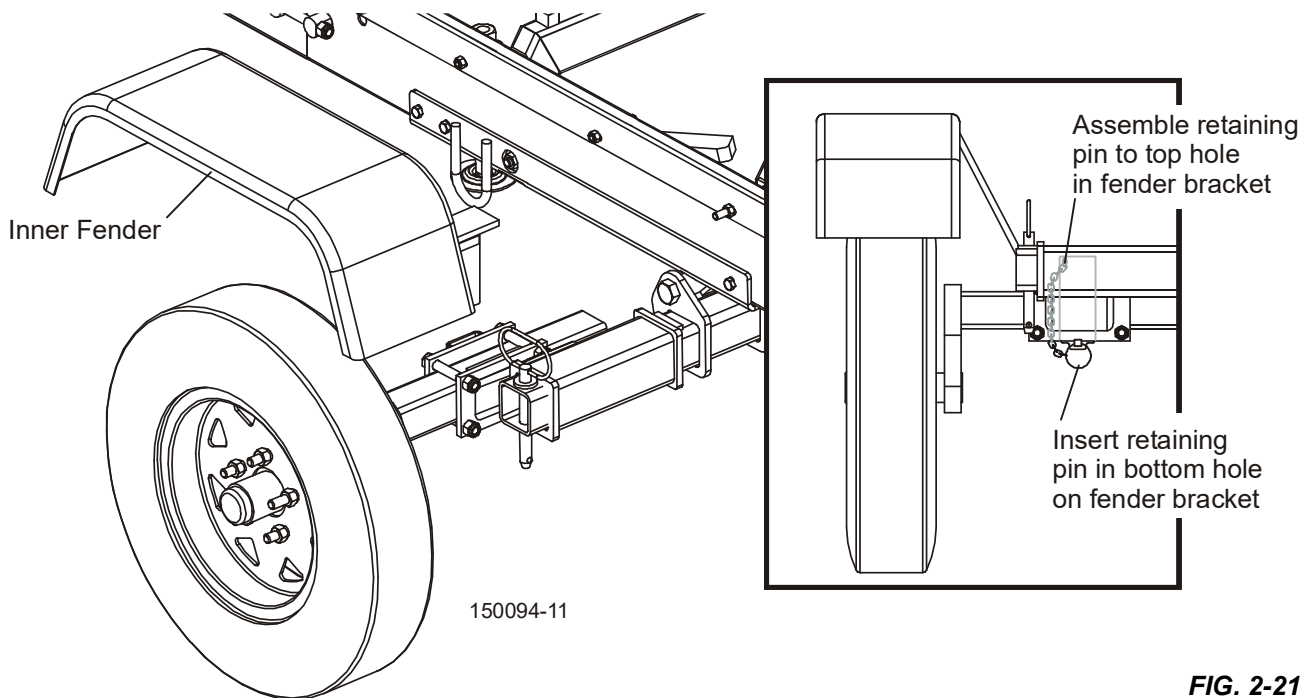
1. Connect the wires from the taillight bar to the harness from the hitch assembly, connecting the same color wires.
2. Feed the harness back into the bed tube and install the taillight bar to the rear bed section.
3. Remove the rear feed rope bracket and use the two provided 1/2-13 x 3" carriage head bolts and nylon lock nuts to install the taillight bar.

- Reinstall the rear feed rope bracket and flat washers to the new bolt with a provided 1/2-13 jam nut and lock washer.



Fenders

- Assemble a 3/16" retaining pin to each fender. Hook the chain loop to the hole in the top of the fender bracket.
- Insert the appropriate fenders into the slots located behind each wheel. Secure each fender with a retaining pin in the bottom hole of the fender bracket.



Saw Head Hold-Down

1. Install the saw head hold-down bracket to the blade guide arm guide bracket with the 1/4-20 x 2 3/4" hex head bolt and lock nut.
2. Remove the idle-side track guide plate and install the hold-down plate with the 3/8" flat washers, lock washers and wing bolts provided.
3. Install the plate in the uppermost position so the bottom lip is located under the bed track rail.

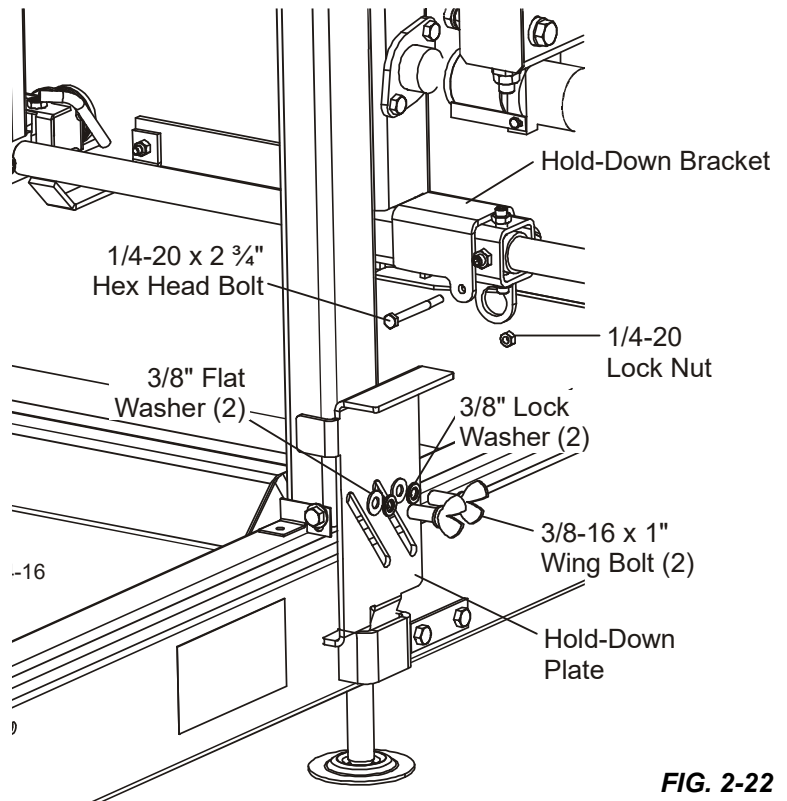
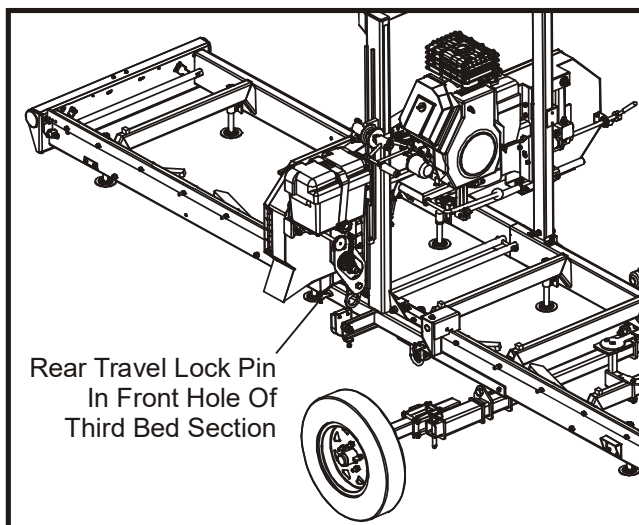


FIG. 2-22

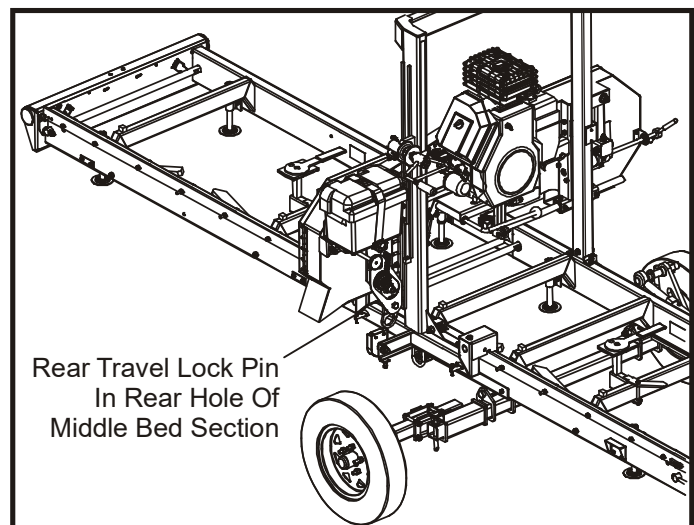


IMPORTANT! There are two positions for the saw head when using the optional trailer:

150094-13



Saw Head in Ratchet Position
For Raising/Lowering Trailer Axle



Saw Head in Travel Position
For Towing Sawmill

FIG. 2-23

- **Ratchet Position.** The saw head is secured with the rear travel lock pin engaged in the front hole of the third bed section. This ensures the saw head will not move while adjusting the trailer axle up or down and prevents interference of the saw head with the trailer axle.



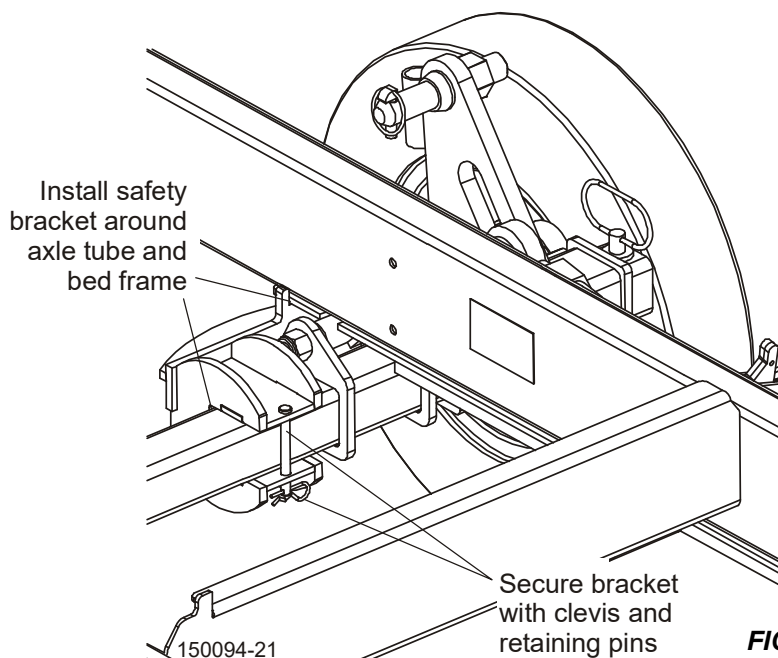
CAUTION! Secure the saw head in the ratchet position before adjusting the trailer axle up or down. Failure to do so may result in damage to the machine.

- **Travel Position.** The saw head is secured with the rear travel lock pin engaged in the rear hole of the middle bed section. This positions the saw head over the trailer axle and a ratchet strap is used to further secure the saw head to the bed.



CAUTION! Secure the saw head in the travel position before towing the sawmill. Failure to do so may result in damage to the machine.

4. Place the saw head in the ratchet position.
5. Move the saw head so the rear travel lock pin aligns with the hole at the front of the third bed section.
6. Rotate and release the pin so the pin engages the hole.
7. Use the ratchet handle to adjust the ratchet assembly to begin raising the sawmill onto the wheels.
8. Stop when the wheel mount plates are perpendicular to the ground.
9. Remove the ratchet handle and store it in the tube on the outer wheel mount.
10. Disengage the ratchet trigger and rotate until the pin hole is pointing upward.
11. Secure the trigger with the retaining pin chained to the ratchet assembly.
12. Once the sawmill is raised up on the trailer axle, install the safety catch bracket to the trailer axle.
13. Orient the bracket so the yoke is positioned under the bed frame.
14. Secure the bracket with the clevis and retaining pins.



NOTE: Trailers built prior to Rev. A1.02 should be retrofitted with the safety catch bracket (Part No. 036579).

15. Pull the rear travel lock pin out and move the saw head forward so the rear travel lock pin aligns with the hole at the rear of the middle bed section.
16. Release the pin so that it engages the hole.
17. Loosen the wing bolts on the hold-down plate and adjust the plate down until it seats in the bracket on the bed frame.
18. Retighten the wing bolts.
19. Lower the saw head until the hold-down bracket rests on the hold-down plate (approximately 3" on the scale).
20. Continue lowering the saw head 1/2". Engage the saw head up/down lock pin.
21. Connect the provided ratchet strap to the hold-down bracket.
22. Route the strap underneath the bed and connect to the loop on the inner axle mount bracket.

23. Adjust the ratchet strap until tight.

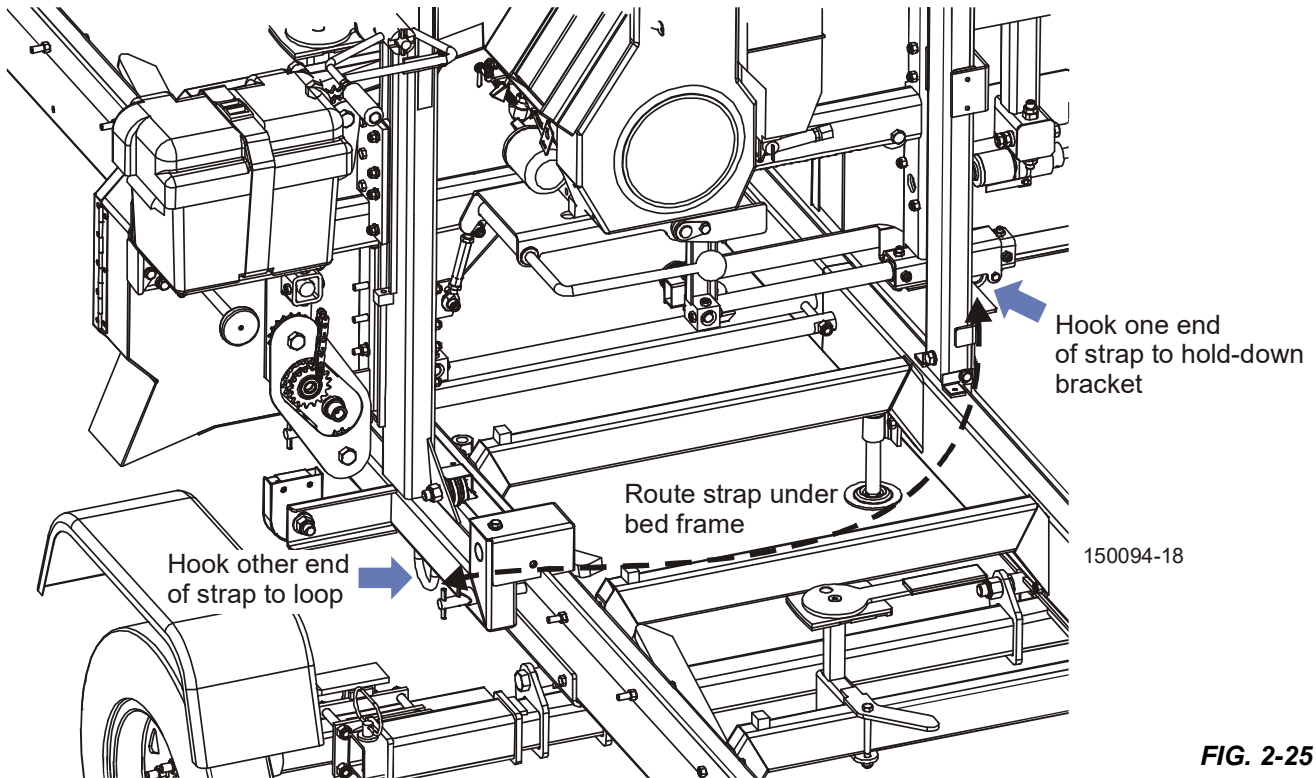


FIG. 2-25

Tongue Jack

1. Install the tongue jack to the hitch tube with the hardware provided with the jack.
2. Rotate the jack to its horizontal position for assembly.
3. After assembly, lift the hitch tongue up and rotate the jack until it locks in the vertical position.

Decals

1. Install the supplied reflective decals to the sawmill.
2. Place a red decal on each side of the third bed section, near the rear end of the bed tube and two red decal on the rear of the taillight bar.

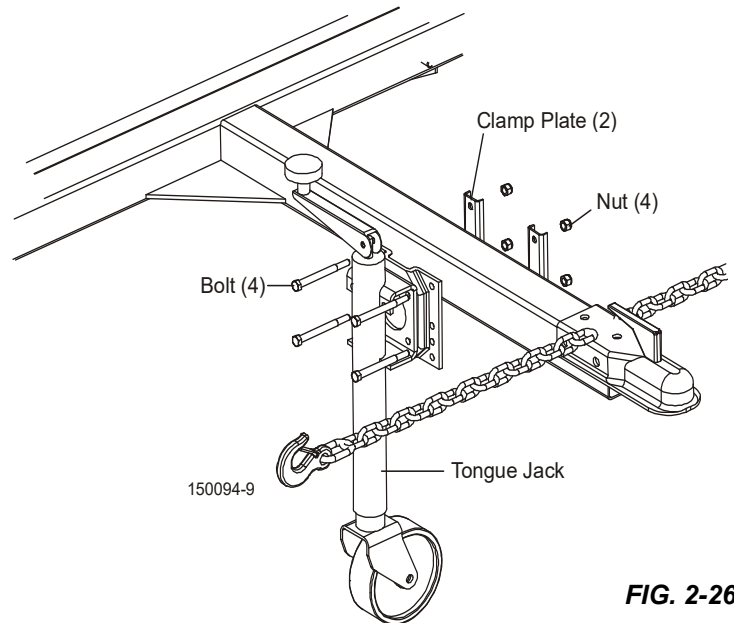


FIG. 2-26

2 Trailer Installation

Decals

3. Place an amber decal on each side of the hitch tube.
4. Install the provided VIN labels to the sawmill.
5. Apply one label to the outer tube of the middle bed section.
6. Place the remaining label on the saw head, near the LT15 serial number label.

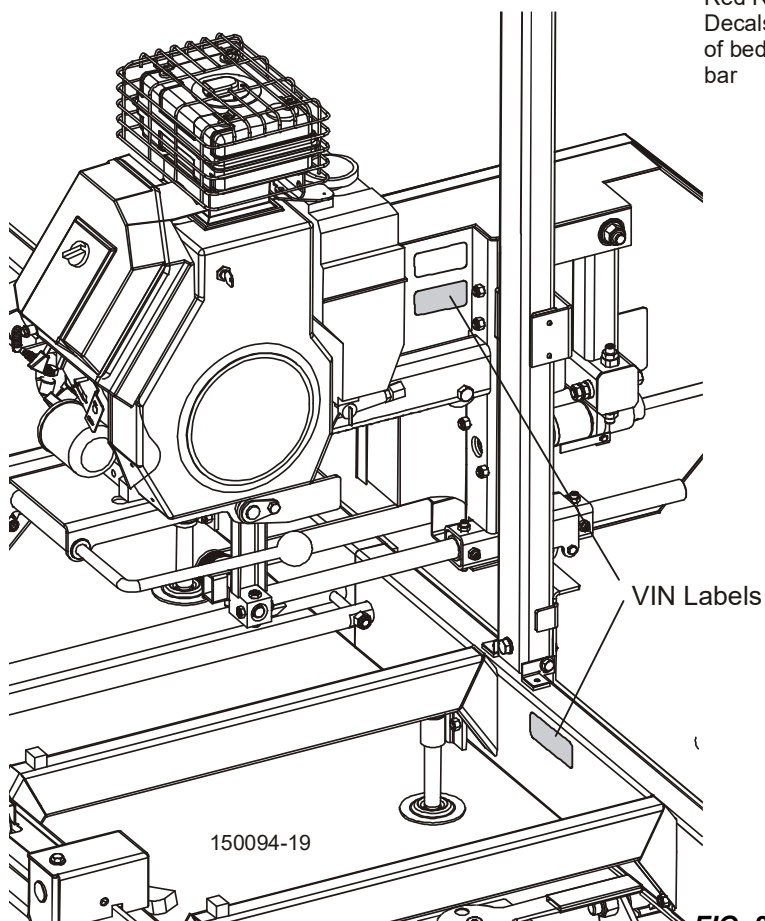


FIG. 2-28

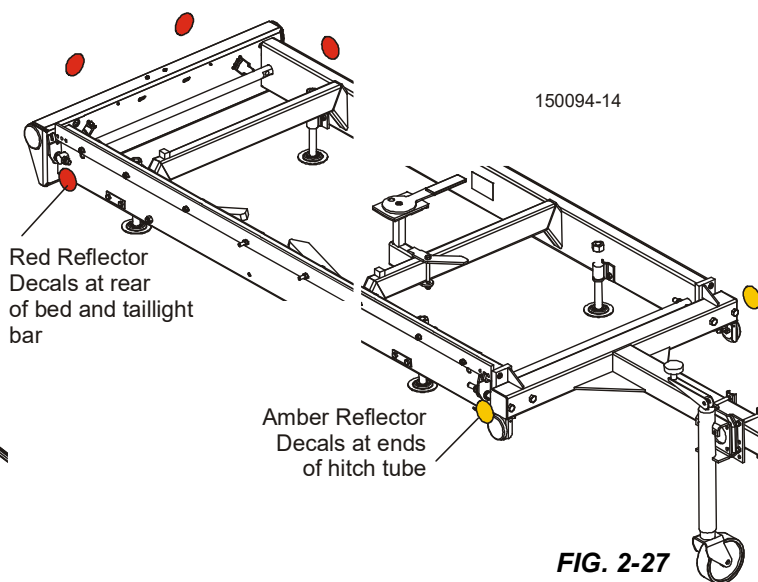


FIG. 2-27

The trailer option is now completely installed. [See Section 2.2](#) for towing instructions.

SECTION 2 TRAILER OPERATION

2.1 Preparing The Sawmill For Travel (LT15TR Rev. B1.00+)



IMPORTANT! Your vehicle should be equipped with a Class 2 hitch with a solid 2" ball (not two-piece) and rated for at least 3500 pounds (1588 kg). The hitch should be correctly mounted to the towing vehicle so that it will be able to pull this type of load.

1. Move the saw head to the rear of the saw head.
2. Install the jack tube to the hitch and install the jack foot to the tube ([See Page 2-2](#)).
3. Lift the jack latch handle and turn the crank handle counterclockwise to extend the jack strap until it reaches the lift bracket on the hitch.
4. Hook the strap to the bracket. While lifting the latch plate handle, turn the crank handle clockwise to take-up the strap.
5. Turn the crank handle to lift the front end of the sawmill just until the rear end of the sawmill touches the ground.



WARNING! Avoid entering the area between the sawmill frame and the ground. If the jack should fail or disengage, serious injury could result.

6. Remove the four pins from the axle assembly and place the axle in position under the axle mount.
7. Lower the jack tube until the pin holes in the axle mount align with the holes in the axle assembly.
8. Secure with the four pins ([See Page 2-5](#)).
9. Grasp the jack crank handle, lift the latch handle and turn the crank counterclockwise to lower the front end of the sawmill until the bed frame is level.
10. Move the saw head and secure in the travel position ([See Page 2-6](#)).
11. Place the saw head rest bracket on the bed frame, aligning the hole in the bracket with the saw head rest pin.
12. Lower the saw head to engage the pin in the hole and secure with the 1/8" retaining pin.



CAUTION! Secure the saw head in the travel position before towing the sawmill. Failure to do so may result in damage to the machine.

13. Pull the mill behind the towing vehicle and place the hitch over the ball coupling on your vehicle.
14. Adjust the coupler if necessary so it is as tight as possible on the ball and the locking lever can still be opened and closed.
15. Flip the locking handle downward, being sure the bracket underneath firmly clamps around the ball.
16. Secure the locking handle with the safety pin.



DANGER! Make sure hitch bracket is securely fastened around ball before towing the sawmill. Ball should be completely engaged by the hitch bracket and securely locked in place. Use the hitch only with the specified ball size. Failure to do so may result in serious personal injury and/or severe machine damage.

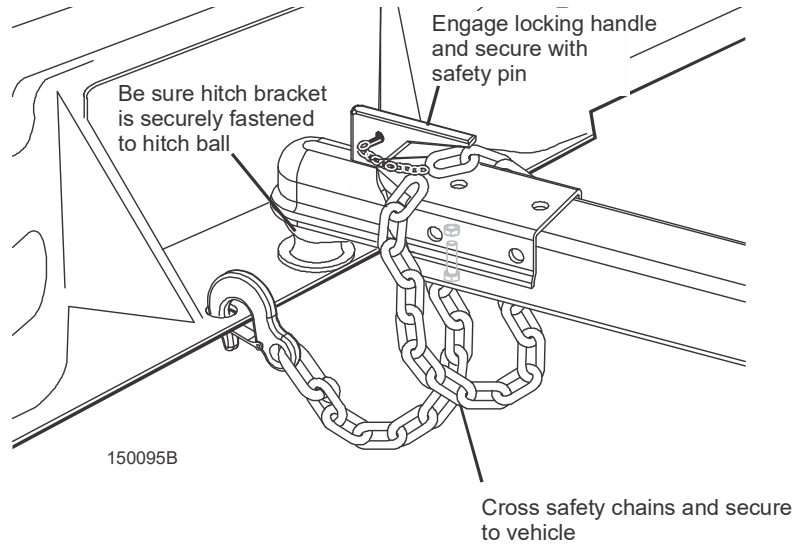


FIG. 2-1

17. Cross the safety chains underneath the hitch and hook to the vehicle.
18. Check that there is still slack in the chains when the vehicle is turned sharply in either direction.



DANGER! Make sure your hitch has adequate safety chain hookups. Do not use eyebolts for safety chain hook-up. Safety chains should be hooked to bumper of vehicle so that each chain would pull the trailer equally in the event the hitch became disengaged. Failure to do so may result in serious personal injury and/or severe machine damage.

19. Place the magnetic light assemblies on the top surface of the rear bed rail so the lenses are oriented to the rear of the sawmill.
20. Route the light harness assembly to the hitch and secure slack in the harness to prevent it from falling to the ground.
21. Connect the vehicle running lights to the sawmill pigtail.
22. Check signals and brake lights.
23. Remove the safety pin and jack foot from the jack tube.
24. Raise the jack tube until the hole at the bottom of the tube aligns with the safety pin hole.
25. Replace the jack foot and secure the foot and tube in position with the safety pin.
26. Recheck that all loose items are removed or secured (such as Shingle/Lapsiding Option, cant hooks, etc.).



DANGER! Be sure that the hitch and safety chains are secure before towing the sawmill.

DANGER! Make sure all light connections have been made and are working properly before towing the sawmill. Failure to do so may result in serious personal injury and/or severe machine damage. Make sure you have complied with all applicable Federal, State and Local motor vehicle safety laws.



WARNING! Always check trailer tires for proper inflation before towing sawmill.

2.2 Preparing The Sawmill For Travel (LT15TR Rev. A1.00 - A1.02)



IMPORTANT! Your vehicle should be equipped with a Class 2 hitch with a solid 2" ball (not two-piece) and rated for at least 3500 pounds (1588 kg). The hitch should be correctly mounted to the towing vehicle so that it will be able to pull this type of load.

1. Secure the saw head to the bed in the ratchet position ([See Page 1-24](#)).



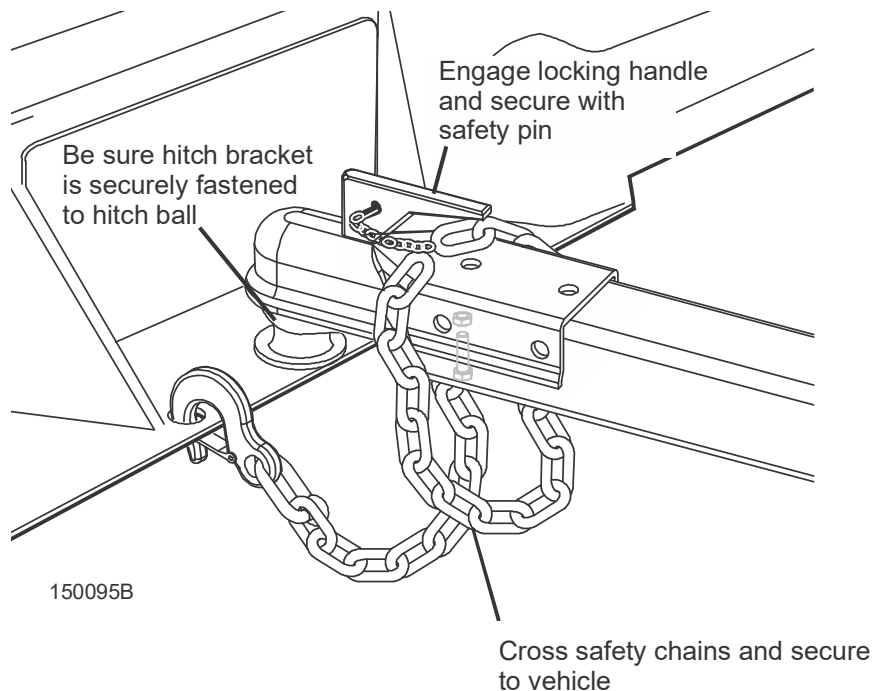
CAUTION! Secure the saw head in the ratchet position before adjusting the trailer axle up or down. Failure to do so may result in damage to the machine.

2. Remove the ratchet handle from its storage position on the outside wheel assembly.
3. Remove the retaining pin from the ratchet assembly trigger.
4. Flip the trigger up, attach the handle and adjust the ratchet to raise the sawmill onto the axle.
5. Stop when the wheel mount plates are vertical.
6. Remove the ratchet handle and return it to its storage location.
7. Rotate the ratchet trigger so the pin hole is on top and secure with the retaining pin.
8. Install the fenders and secure with the retaining pins.
9. Install the safety catch bracket to the trailer axle ([See Page 1-25](#)).
10. Move the saw head and secure in the travel position ([See Page 1-24](#)). Adjust the hold-down plate down until it seats in the bed frame bracket. Lower the saw head and secure with the ratchet strap ([See Page 1-26](#)).



CAUTION! Secure the saw head in the travel position before towing the sawmill. Failure to do so may result in damage to the machine.

11. Check the retaining pins on the wheel assemblies and ratchet mounting pins are secure.
12. Lift the front end of the sawmill and rotate the tongue jack to its vertical position.
13. Pull the mill behind the towing vehicle and place the hitch over the ball coupling on your vehicle.
14. Adjust the coupler if necessary so it is as tight as possible on the ball and the locking lever can still be opened and closed.
15. Flip the locking handle downward, being sure the bracket underneath firmly clamps around the ball. Secure the locking handle with the safety pin.



DANGER! Make sure hitch bracket is securely fastened around ball before towing the sawmill. Ball should be completely engaged by the hitch bracket and securely locked in place. Use the hitch only with the specified ball size. Failure to do so may result in serious personal injury and/or severe machine damage.

16. Cross the safety chains underneath the hitch and hook to the vehicle.

The chains should be connected so that there is still slack in the chains when the vehicle is turned sharply in either direction.



DANGER! Make sure your hitch has adequate safety chain hookups. Do not use eyebolts for safety chain hook-up. Safety chains should be hooked to bumper of vehicle so that each chain would pull the trailer equally in the event the hitch became disengaged. Failure to do so may result in serious personal injury and/or severe machine damage.

17. Connect the vehicle running lights to the sawmill pigtail.

18. Check signals and brake lights.

19. Rotate the tongue jack to its horizontal position.

20. Recheck that all loose items are removed or secured (such as Shingle/Lapsiding Option, cant hooks, etc.).



DANGER! Be sure that the hitch and safety chains are secure before towing the sawmill. Failure to do so may result in serious personal injury and/or severe machine damage.

DANGER! Make sure all light connections have been made and are working properly before towing the sawmill. Failure to do so may result in serious personal injury and/or severe machine damage. Make sure you have complied with all applicable Federal, State and Local motor vehicle safety laws.



WARNING! Always check trailer tires for proper inflation before towing sawmill. Failure to do so may lead to tire failure resulting in property damage and/or serious injury or death.

2.3 Preparing The Sawmill For Operation (LT15TR Rev. B1.00+)



DANGER! Chock the mill to prevent movement before unhitching it from the towing vehicle.

1. Remove the jack tube safety pin and jack foot.
2. Lift the jack latch handle and turn the crank handle counterclockwise to lower the jack tube.
3. Once the tube clears the slide housing, replace the jack foot and secure with the safety pin.
4. Continue lowering the jack tube until the foot rests on the ground.
5. Unhook the safety chains and light harness from the vehicle and unhitch the sawmill.
6. Adjust the sawmill legs as desired.
7. Remove the saw head rest pin retaining pin and adjust the saw head up until the rest pin clears the rest bracket.
8. Move the saw head to the rear of the sawmill and remove the rest bracket from the sawmill bed frame.
9. While lifting the latch plate handle, turn the crank handle clockwise to take-up the strap.
10. Turn the crank handle to lift the front end of the sawmill just until the rear end of the sawmill touches the ground.



WARNING! Avoid entering the area between the sawmill frame and the ground. If the jack should fail or disengage, serious injury could result.

11. Remove the four pins from the axle assembly to the axle mount.

12. Roll the trailer axle toward the front of the sawmill until it clears the frame.

13. Return the pins to the axle assembly.
14. Grasp the jack crank handle, lift the latch handle and turn the crank counterclockwise to lower the front end of the sawmill until the sawmill legs rest on the ground.
15. Continue turning the jack crank handle until there is enough slack in the jack strap to unhook the strap from the hitch.
16. Remove the safety pin and jack foot from the jack tube and lift the jack tube from the hitch.
17. Remove the taillight assemblies and harness from the sawmill.
18. The sawmill is now ready for operation.

2.4 Preparing The Sawmill For Operation (LT15TR Rev. A1.00 - A1.02)



DANGER! Chock the mill to prevent movement before unhitching it from the towing vehicle. Failure to do so may result in serious injury or death.

1. Rotate the tongue jack to its vertical position.
2. Unhook the safety chains and light harness from the vehicle and unhitch the sawmill. Adjust the sawmill legs as desired.
3. When the sawmill is positioned as desired, hold the front end of the sawmill up and rotate the tongue jack to its horizontal position. Lower the front end of the sawmill until it rests on the ground.
4. Remove the ratchet strap holding the saw head to the bed frame and disengage the up/down lock pin.
5. Adjust the hold-down plate to its uppermost position.
6. Move the saw head and secure to the bed in the ratchet position ([See Page 1-24](#)).



CAUTION! Secure the saw head in the ratchet position before adjusting the trailer axle up or down. Failure to do so may result in damage to the machine.

7. Remove the safety catch bracket from the trailer axle.
8. Remove the ratchet trigger retaining pin. Remove the ratchet handle from the storage location and assemble to the ratchet assembly. Flip the ratchet trigger down and adjust the ratchet to lower the sawmill off the trailer axle. Stop when the sawmill is resting on the legs.
9. Remove the ratchet handle and return to its storage location. Rotate the ratchet trigger so the pin hole is up and secure with the retaining pin.
10. Remove the fender retaining pins and lift the fenders from their slots and set aside.
11. Remove the retaining pins from each wheel assembly and remove both wheels from the axle tube.

The sawmill is now ready for operation.

SECTION 3 MAINTENANCE

1. Clean and repack the trailer axle wheel bearings with lithium grease every 12 months or 12,000 miles (19,308 km), whichever comes first.
2. Make sure that the trailer tires are correctly inflated to the pressure shown on the tire.



CAUTION! Always check trailer tires for proper inflation before towing saw-mill. Failure to do so may result in machine damage.

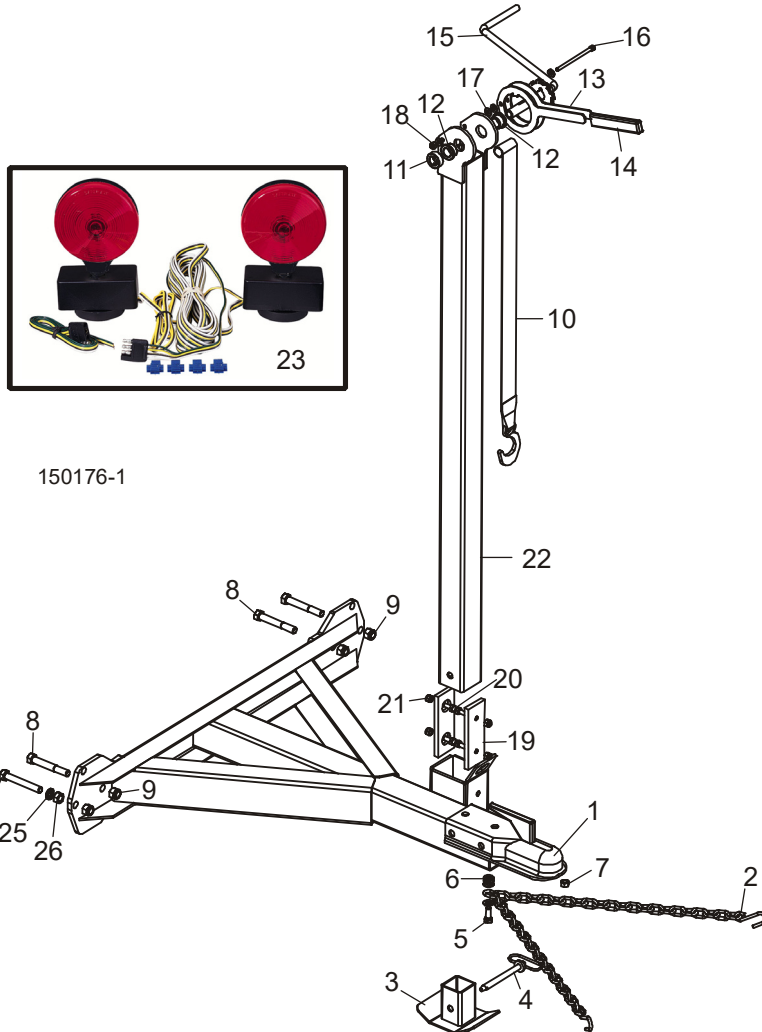
3. Check the adjustment of the trailer hitch coupler bracket frequently and adjust if necessary.
4. Replace any bent or otherwise damaged parts before using the hitch.
5. Use only parts provided by the hitch manufacturer for this hitch model.

SECTION 4 REPLACEMENT PARTS

4.1 Trailer Hitch & Jack

LT15TR

Rev. B1.00+



150176-1

REF	DESCRIPTION (◆ INDICATES PARTS AVAILABLE IN ASSEMBLIES ONLY)	PART #	QTY.
1	HITCH WELDMENT, LT15TR	059480	1
2	CHAIN, LT15TR SAFETY	059528	1
3	FOOT WELDMENT, LT15TR JACK	059488	1
4	PIN, 3/8" X 4" HITCH	059529	1
5	BOLT, 3/8-16 X 1" HEX HEAD GRADE 8	F05007-82	1
6	WASHER, 3/8" SAE FLAT	F05011-3	4
7	NUT, 3/8-16 HEX LOCK	F05010-25	1

4

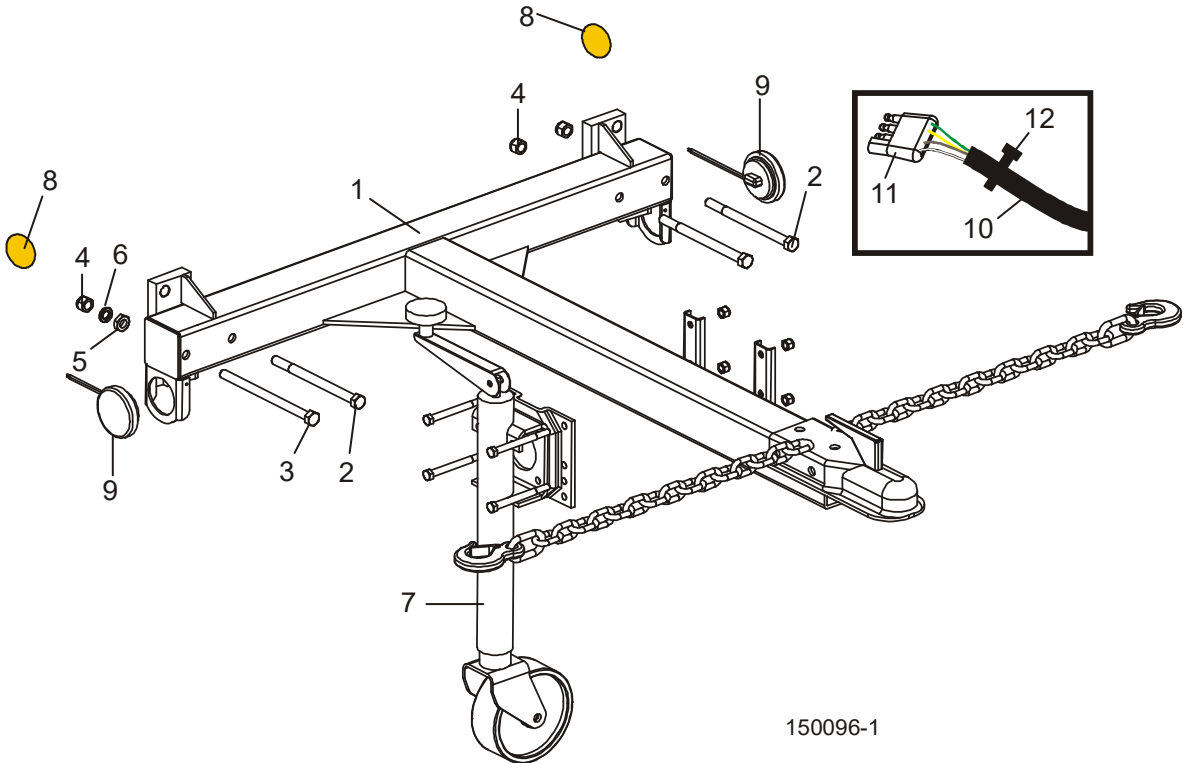
Replacement Parts*Trailer Hitch & Jack*

8	BOLT, 1/2-13 X 3 1/2" HEX HEAD GRADE 5	F05008-61	3	
9	NUT, 1/2-13 HEX NYLON LOCK	F05010-8	4	
10	STRAP, MODIFIED JACK	059523	1	
11	COLLAR, 3/4" ID LOCK	P04146	1	
12	BUSHING, 3/4" ID X 1" OD X 5/8" FLANGED	P786	2	
13	PLATE, LATCH	059457	2	
14	GRIP, 1/4" X 3/4" X 4 3/4" RECTANGULAR	059530	1	
15	HANDLE WELDMENT, LT15TR JACK	059484	1	
16	BOLT, 1/4-20 X 4 1/4" SOCKET HEAD	F05005-171	1	
17	WASHER, 1/4" SAE FLAT	F05011-11	4	
18	NUT, 1/4-20 HEX NYLON LOCK	F05010-69	1	
19	PAD, JACK SLIDE	059482	2	
20	BOLT, 5/16-18 X 3/4" HEX HEAD	F05006-5	4	
21	NUT, 5/16-18 HEX NYLON LOCK	F05010-58	4	
22	TUBE WELDMENT, LT15TR JACK	059483	1	
23	LIGHT KIT, LT15TR TRAILER	059537	1	
24	BOLT, 1/2-13 X 3 1/2" HEX HEAD FULL THREAD	F05008-11	1	
25	WASHER, 1/2" SPLIT LOCK	F05011-9	1	
26	NUT, 1/2-13 HEX	F05010-35	1	

4.2 Trailer Hitch & Tongue Jack

LT15TR

Rev. A1.00 - A1.02



150096-1

REF	DESCRIPTION (◆ INDICATES PARTS AVAILABLE IN ASSEMBLIES ONLY)	PART #	QTY.
1	HITCH ASSEMBLY, LT15 FRONT	017533	1
2	BOLT, 1/2-13 X 7" HEX HEAD GRADE 8	F05008-92	3
3	BOLT, 1/2-13 X 7 1/2" HEX HEAD FULL THREAD	F05008-87	1
4	NUT, 1/2-13 NYLON LOCK	F05010-8	4
5	NUT, 1/2-13 HEX JAM	F05010-31	1
6	WASHER, 1/2" SPLIT LOCK	F05011-9	1
7	JACK ASSEMBLY, HITCH	017606	1
8	DECAL, 2" DIA. REFLECTIVE AMBER	P07453	2
9	LIGHT, AMBER RECESSED RUNNING	P12914	2
10	HARNES ASSEMBLY, LT15 TRAILER LIGHT	050049	1
11	Plug, Trailer Light Harness	P04159	1
12	Wrap, 3/16" x 6" UV Black Tie	F05089-3	11

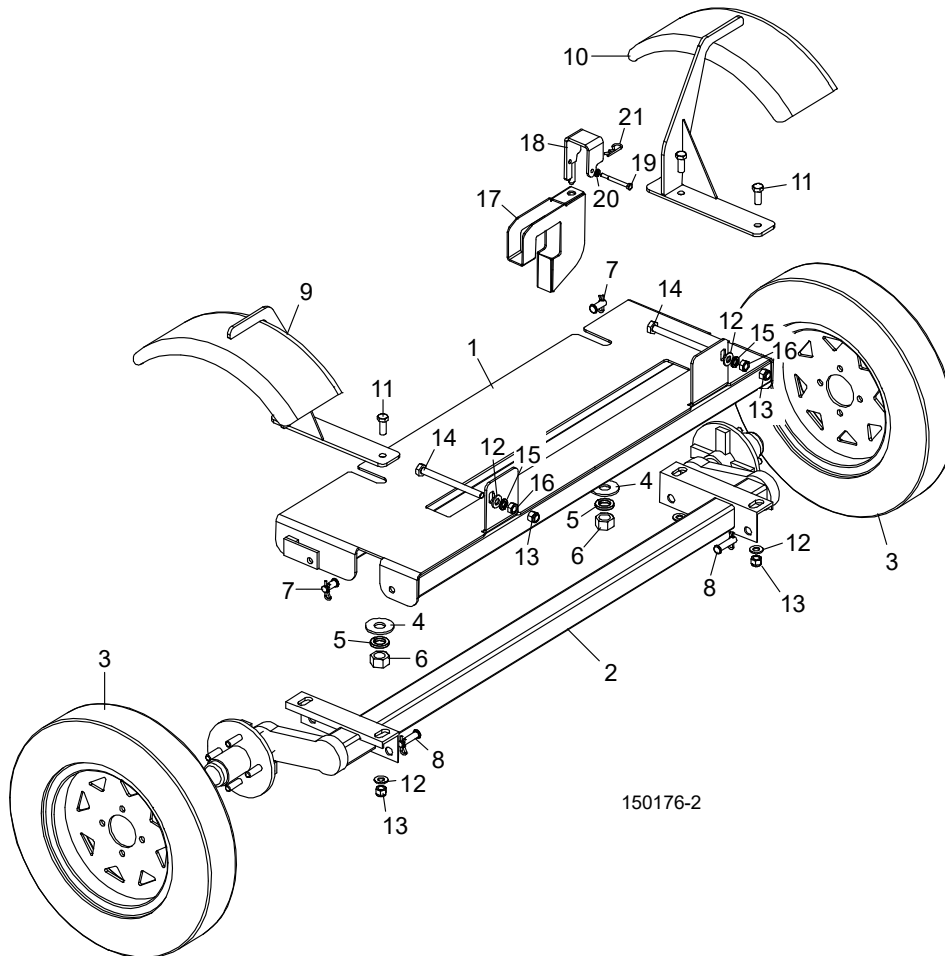
4 Replacement Parts

Trailer Axle

4.3 Trailer Axle

LT15TR

Rev. B1.00+



150176-2

REF	DESCRIPTION (◆ INDICATES PARTS AVAILABLE IN ASSEMBLIES ONLY)	PART #	QTY.
1	MOUNT WELDMENT, LT15TR AXLE MOUNT	059477	1
2	AXLE, 1000 LB LT15TR	059521	1
3	TIRE/WHEEL ASSEMBLY, 480-12	059522	2
4	WASHER, 7/8" SAE FLAT	F05011-73	2
5	WASHER, 7/8" SPLIT LOCK	F05011-46	2
6	NUT, 7/8-9 HEX	F05010-136	2
7	PIN, 1/2" X 1 1/4" CLEVIS	059531	2
8	PIN, 1/2" X 2" CLEVIS	059532	2
9	FENDER WELDMENT, LT15TR LEFT	059527	1
10	FENDER WELDMENT, LT15TR RIGHT	059524	1
11	BOLT, 1/2-13 X 1 1/4" HEX HEAD GRADE 5	F05008-37	4
12	WASHER, 1/2" SAE FLAT	F05011-2	6

13	NUT, 1/2-13 HEX NYLON LOCK	F05010-8	6	
14	BOLT, 1/2-13 X 6" HEX HEAD FULL THREAD GRADE 5	F05008-160	2	
15	WASHER, 1/2" SPLIT LOCK	F05011-9	2	
16	NUT, 1/2-13 HEX	F05010-35	2	
17	REST WELDMENT, LT15TR SAW HEAD	059471	1	
18	PIN WELDMENT, LT15TR SAW HEAD REST	059490	1	
19	BOLT, 1/4-20 X 2 3/4" HEX HEAD	F05005-18	1	
20	WASHER, 1/4" SPLIT LOCK	F05011-14	1	
21	PIN, 1/8" X 1 13/16" SAFETY	P05059	1	

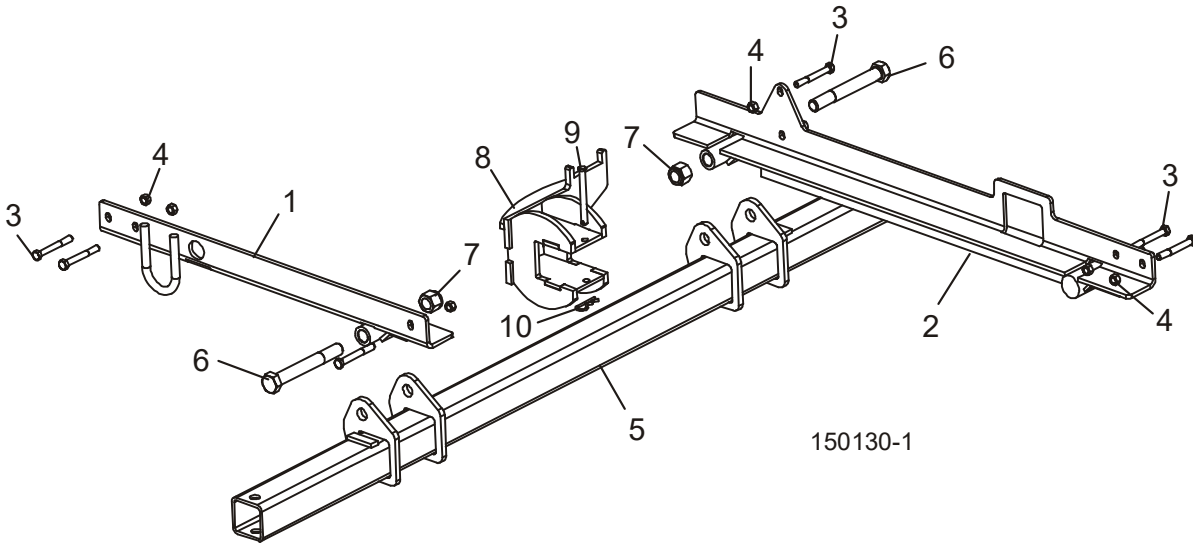
4 Replacement Parts

Trailer Axle Mount

4.4 Trailer Axle Mount

LT15TR

Rev. A1.00 - A1.02



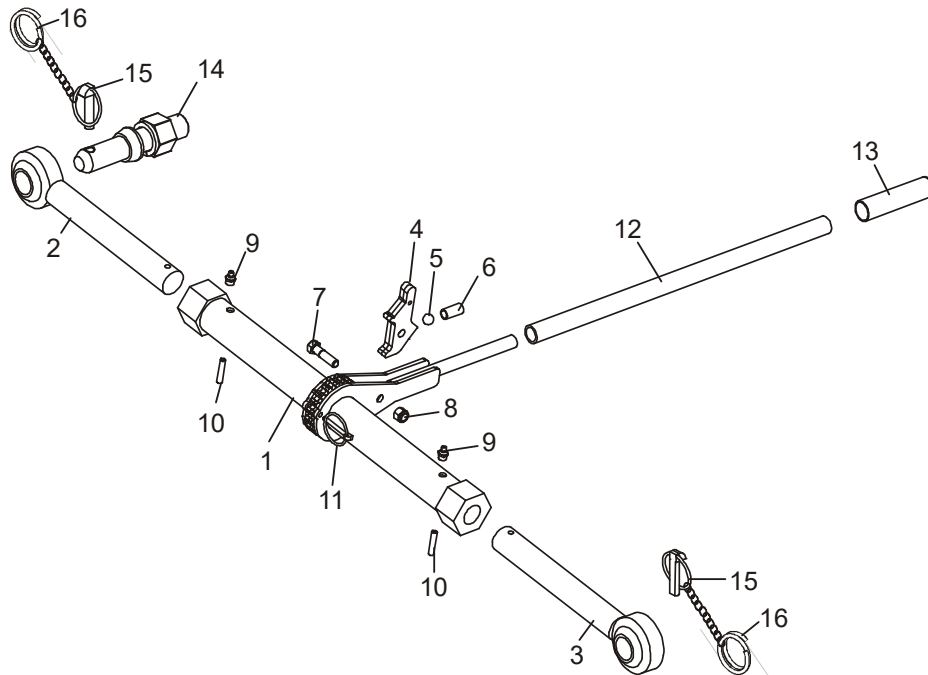
REF	DESCRIPTION (◆ INDICATES PARTS AVAILABLE IN ASSEMBLIES ONLY)	PART #	QTY.	
1	BRACKET WELDMENT, SMALL AXLE MOUNT	017550	1	
2	BRACKET WELDMENT, LARGE AXLE MOUNT	017551	1	
3	BOLT, 3/8-16 X 3" HEX HEAD	F05007-73	7	
4	NUT, 3/8-16 HEX LOCK	F05010-25	7	
5	TUBE WELDMENT, AXLE	017547	1	
6	BOLT, 3/4-10 X 6" HEX HEAD GRADE 5	F05013-7	2	
7	NUT, 3/4-10 NYLON LOCK	F05010-103	2	
8	BRACKET KIT, LT15TR SAFETY CATCH	036579 ¹	1	
9	Bracket Weldment, LT15TR Safety Catch	036424	1	◆
10	Pin, 3/8" x 3 3/4" Clevis	F05012-72	1	
11	Pin, 1/8" x 1 13/16" Safety	P05059	1	

¹ Safety Catch added to prevent sawmill from dropping in the event of part failure. Use kit 036579 to retrofit trailers supplied prior to 6/04.

4.5 Ratchet Assembly

LT15TR

Rev. A1.00 - A1.02



150096-3B

REF	DESCRIPTION (◆ INDICATES PARTS AVAILABLE IN ASSEMBLIES ONLY)	PART #	QTY.	
	RATCHET ASSEMBLY, LT15 TRAILER	017592	1	
1	Ratchet Weldment, LT15 Trailer	017589	1	
2	Rod Weldment, Acme Right Hand	017586	1	
3	Rod Weldment, Acme Left Hand	017587	1	
4	Trigger Weldment, Ratchet	017576	1	
5	Ball, 1/2" Hardened	P02720	1	
6	Spring, .480" x 1" x .046" Compression	P12494	1	
7	Bolt, 3/8-16 x 1 1/2" Hex Head Grade 5	F05007-78	1	
8	Nut, 3/8-16 Nylon Lock	F05010-10	1	
9	Fitting, 1/8" NPT Straight Grease	P108	2	
10	Pin, 1/4" x 1 1/4" Roll	F05012-12	2	
11	Pin, 3/16" Retaining w/Chain	017604	1	
	Handle Assembly, Ratchet	017593	1	
12	Handle, Ratchet	017568	1	◆
13	Grip, Ratchet Handle	P635	1	
14	PIN ASSEMBLY, RATCHET MOUNT W/NUT & WASHER	017603	1	
15	PIN, 7/16" RETAINING W/CHAIN	017605	2	
16	RING, 1 1/4" RETAINING	F04254-9 ¹	2	

¹ Added Rev. A.01. Rings no longer supplied with 017605 retaining pin.

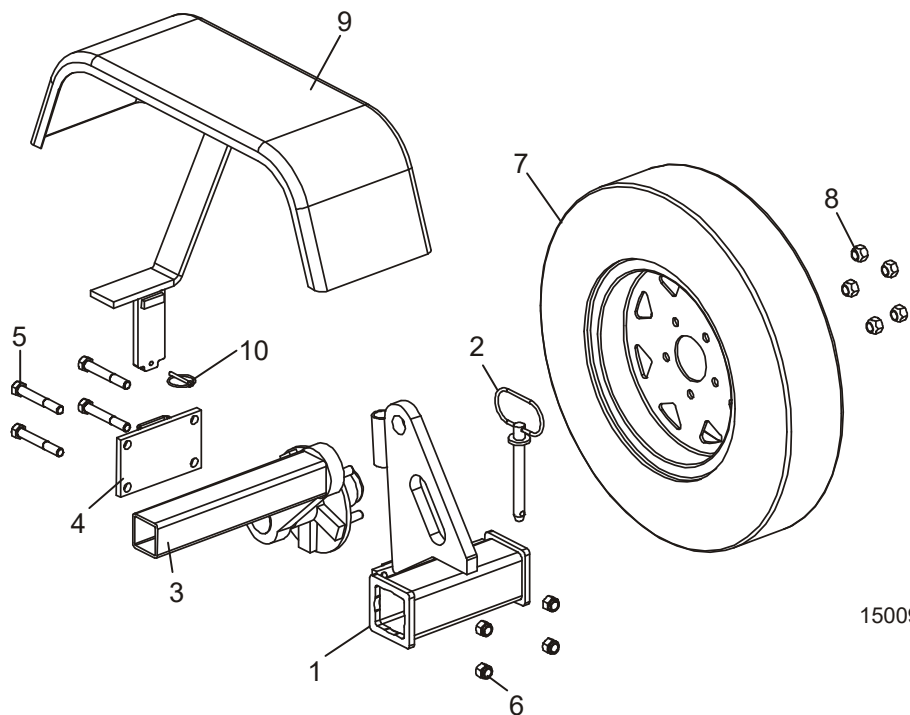
4 Replacement Parts

Short Axle Assembly

4.6 Short Axle Assembly

LT15TR

Rev. A1.00 - A1.02



150096-4

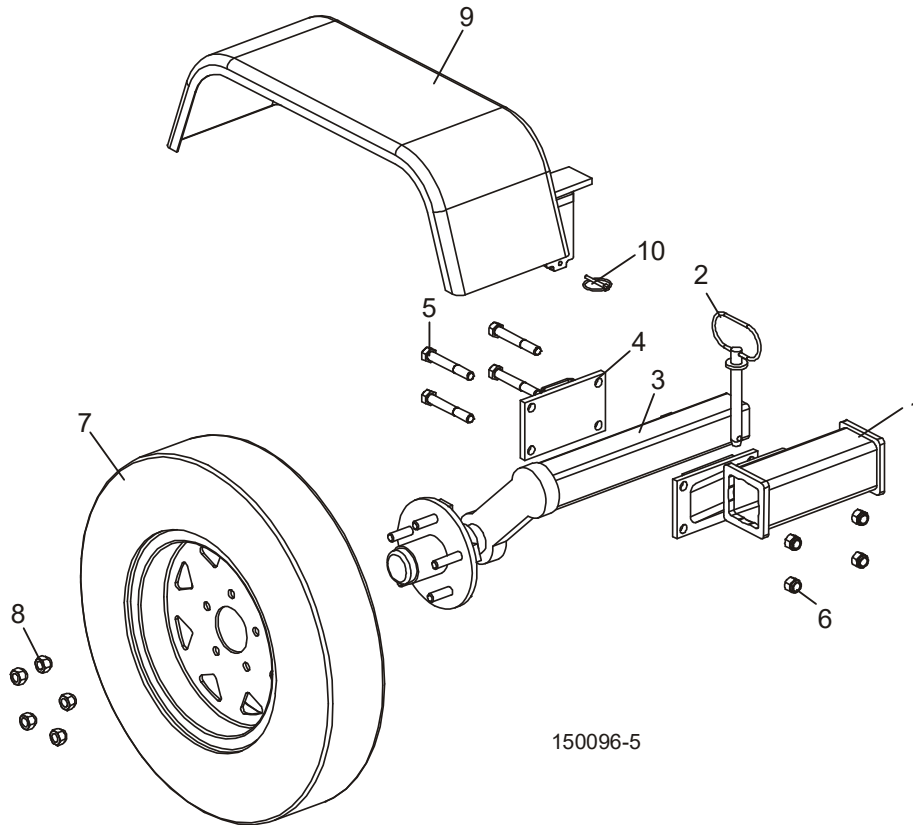
REF	DESCRIPTION (◆ INDICATES PARTS AVAILABLE IN ASSEMBLIES ONLY)	PART #	QTY.	
1	MOUNT WELDMENT, SHORT WHEEL	017570	1	
2	PIN, 5/8" X 4 1/4" RETAINING W/CHAIN	017572	1	
3	AXLE ASSEMBLY, SHORT WHEEL	017537	1	
4	BRACKET WELDMENT, FENDER MOUNT	017581	1	
5	BOLT, 1/2-13 X 4" HEX HEAD GRADE 5	F05008-78 ¹	4	
6	NUT, 1/2-13 NYLON LOCK	F05010-8	4	
7	WHEEL ASSEMBLY, 530-12 W/TIRE	017542	1	
8	NUT, 1/2-20 X 13/16" TAPERED LUG	P04646	5	
9	FENDER WELDMENT, OUTER WHEEL	017599	1	
10	PIN, 3/16" RETAINING W/CHAIN	017604	1	

¹ Replaces F05008-61 3 1/2" bolts supplied prior to Rev. A.01 to improve thread engagement of nut.

4.7 Long Axle Assembly

LT15TR

Rev. A1.00 - A1.02



150096-5

REF	DESCRIPTION (◆ INDICATES PARTS AVAILABLE IN ASSEMBLIES ONLY)	PART #	QTY.	
1	MOUNT WELDMENT, LONG WHEEL	017571	1	
2	PIN, 5/8" X 4 1/4" RETAINING W/CHAIN	017572	1	
3	AXLE ASSEMBLY, LONG WHEEL	017538	1	
4	BRACKET WELDMENT, FENDER MOUNT	017581	1	
5	BOLT, 1/2-13 X 4" HEX HEAD GRADE 5	F05008-78 ¹	4	
6	NUT, 1/2-13 NYLON LOCK	F05010-8	4	
7	WHEEL ASSEMBLY, 530-12 W/TIRE	017542	1	
8	NUT, 1/2-20 X 13/16" TAPERED LUG	P04646	5	
9	FENDER WELDMENT, INNER WHEEL	017597	1	
10	PIN, 3/16" RETAINING W/CHAIN	017604	1	

¹ Replaces F05008-61 3 1/2" bolts supplied prior to Rev. A.01 to improve thread engagement of nut.

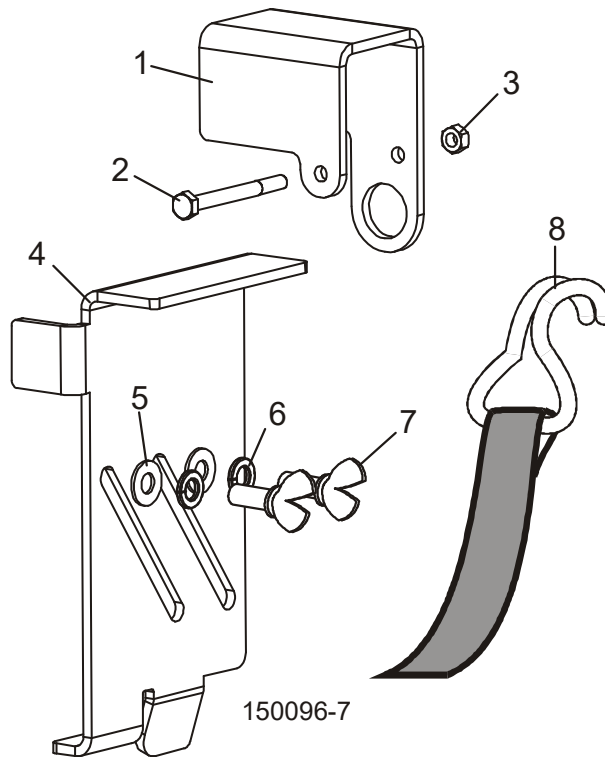
4 Replacement Parts

Hold-Down Strap & Brackets

4.8 Hold-Down Strap & Brackets

LT15TR

Rev. A1.00 - A1.02

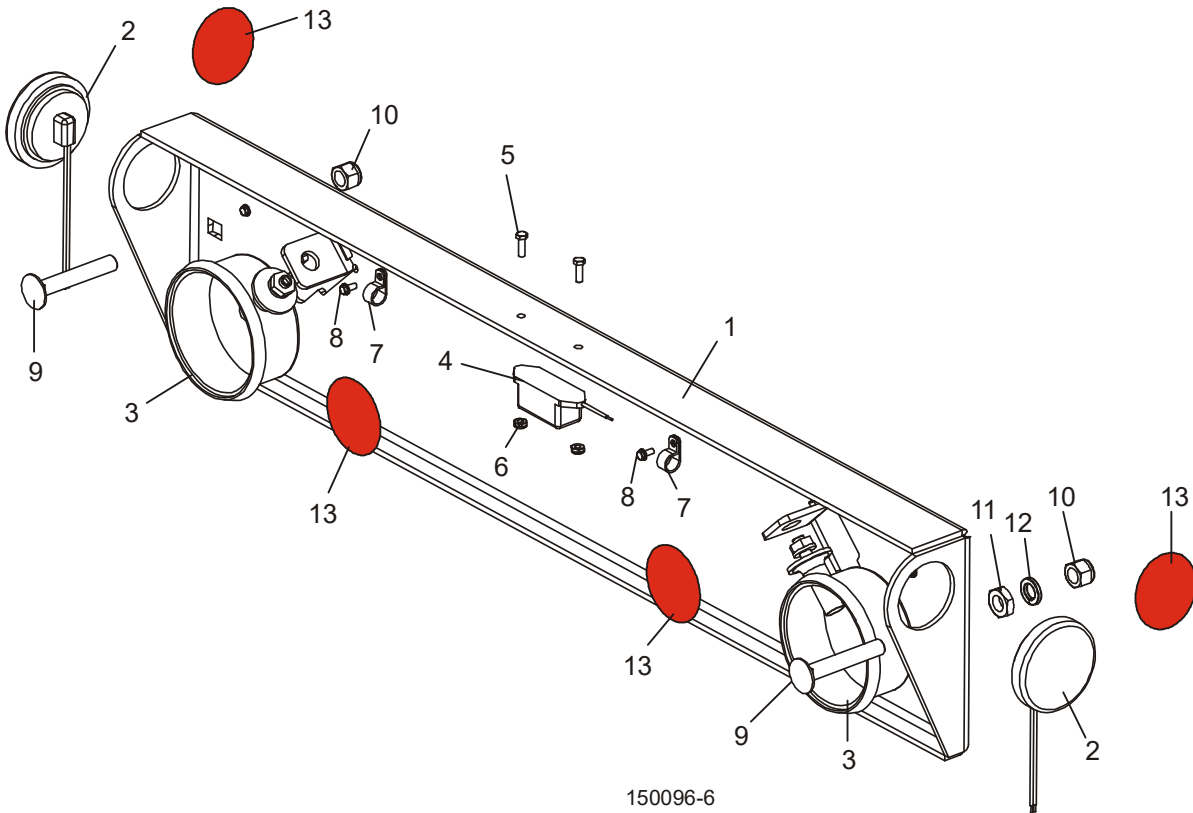


REF	DESCRIPTION (◆ INDICATES PARTS AVAILABLE IN ASSEMBLIES ONLY)	PART #	QTY.	
1	BRACKET, SAW HEAD HOLD-DOWN	017616	1	
2	BOLT, 1/4-20 X 2 3/4" HEX HEAD BOLT	F05005-18	1	
3	NUT, 1/4-20 HEX LOCK	F05010-21	1	
4	PLATE, SAW HEAD HOLD-DOWN	017618	1	
5	WASHER, 3/8" SAE FLAT	F05011-3	2	
6	WASHER, 3/8" SPLIT LOCK	F05011-4	2	
7	BOLT, 3/8-16 X 1" WING	F05007-173	2	
8	STRAP, 1" X 3' HOLD-DOWN RATCHET	017619	1	

4.9 Taillight Bar Assembly

LT15TR

Rev. A1.00 - A1.02



REF	DESCRIPTION (◆ INDICATES PARTS AVAILABLE IN ASSEMBLIES ONLY)	PART #	QTY.
	LIGHT ASSEMBLY, LT15 TRAILER REAR	017540	1
1	Bar, Rear Light	017565	1
2	Lamp, Running Red Recessed	P12913	2
3	Lamp, 4 1/2" Dia. Red	P04294	2
4	Lamp, License Plate Clear	017607	1
5	Bolt, #10-24 x 5/8" Hex Head	F05004-18	2
6	Nut, #10-24 Nylon Lock Jam	F05010-16	2
7	Clamp, 1/2" Plastic Wire	F05114-1	2
8	Screw, #8-32 x 3/8" Self-Tapping	F05015-8	2
9	BOLT, 1/2-13 X 3 1/2" CARRIAGE HEAD	F05008-94	2
10	NUT, 1/2-13 NYLON LOCK	F05010-8	2
11	NUT, 1/2-13 HEX JAM	F05010-31	1
12	WASHER, 1/2" SPLIT LOCK	F05011-9	1
13	DECAL, 2" DIA. REFLECTIVE RED	P07452	4