

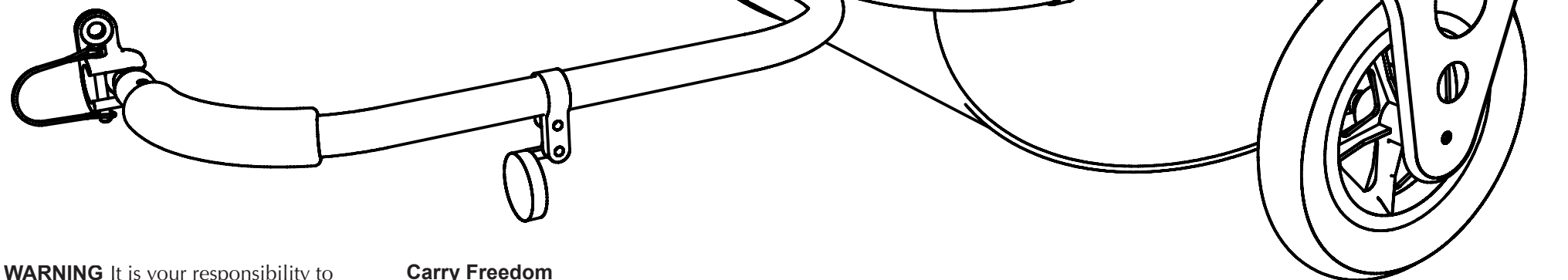
Welcome

Congratulations on purchasing an exceptional award winning trailer from a trail blazing company.

These instructions talk you through how to get the most out of your new City trailer. Read them carefully before using your new trailer.

If you need help or advice with this manual either:

Contact your dealer/distributor,
Visit www.CarryFreedom.com or
Email instructions@carryfreedom.com



WARNING It is your responsibility to understand these instructions. We do not accept responsibility for how you use, modify, ride, or load the trailer. You must decide whether what you are doing with the trailer is safe, within your ability, and within the law.

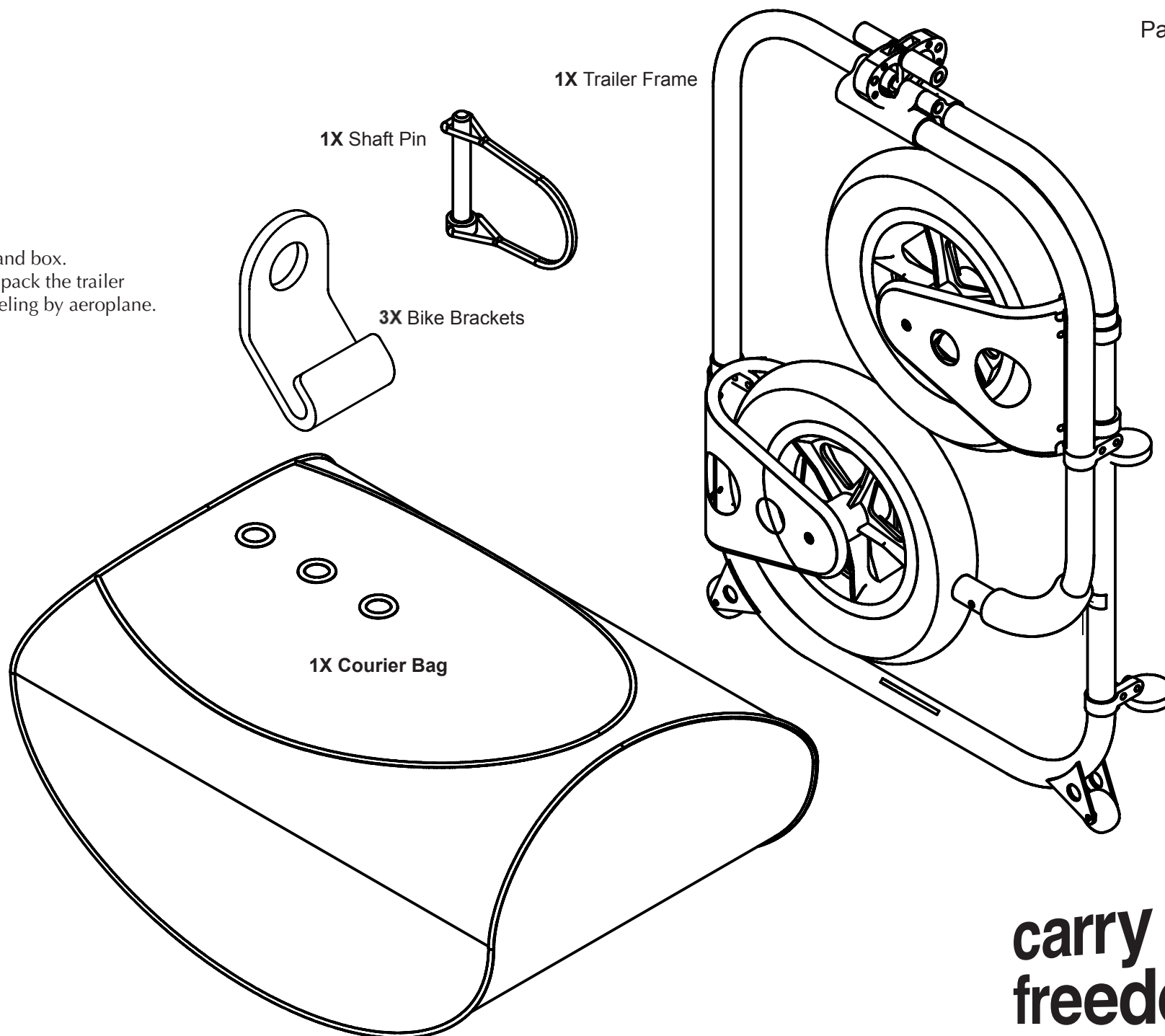
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Box Content

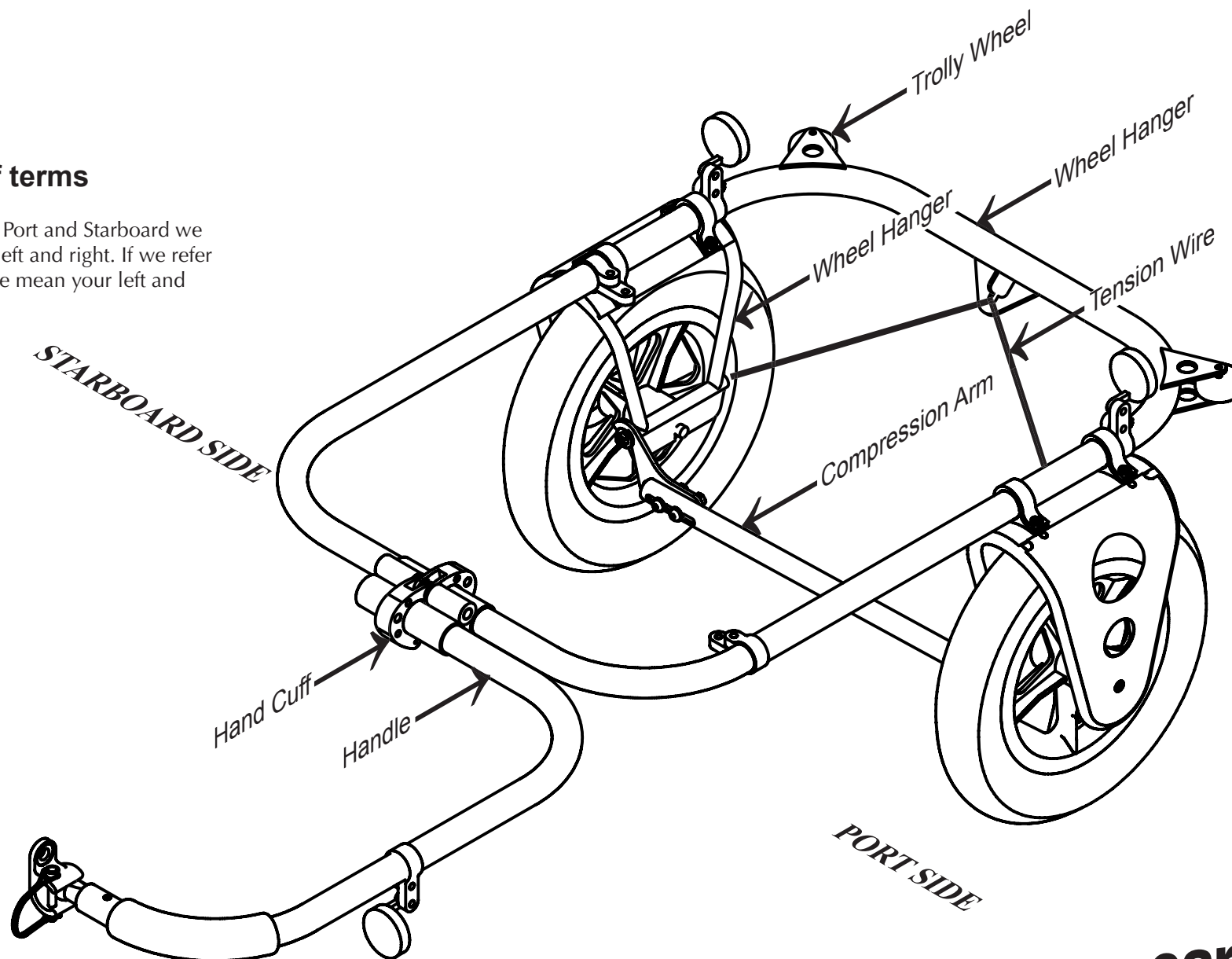
NB: Keep the Zip ties and box.
You can reuse these to pack the trailer
securely if you are traveling by aeroplane.

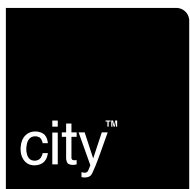


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Glossery of terms

When we refer to Port and Starboard we mean the trailers left and right. If we refer to left and right we mean your left and right.





Folding/Unfolding

With practice this is easy & fast.

Read and understand these instructions before acting.

Don't use excessive force.

Begin slow, you will get fast with practice.

Always exercise caution, and think ahead to avoid hurting yourself.

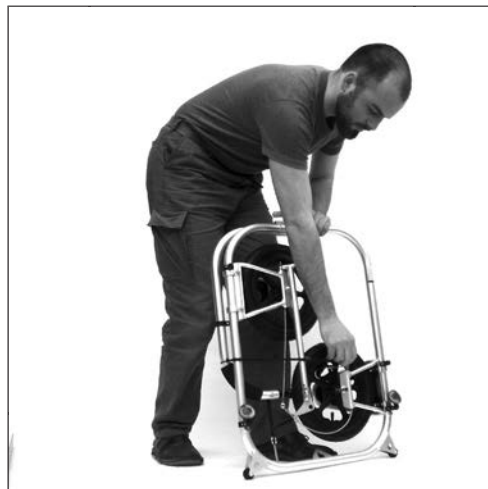
Specifically watch that the sliding/hinging components don't trap your fingers. Follow the picture sequence carefully, paying attention to how the user is standing.

When folding

20 is a supplementary instruction for when you are folding the trailer. For folding these instructions work in reverse.

When sliding the port wheel into its folded position it is useful to hold it in position with your right hand, while you use your left hand to unclip the handcuffs and fold the handle into position.

Once in position the plastic bracket on the handle stops the port wheel from sliding back down the frame.



1. Lean the trailer against you. Unclip the elastic

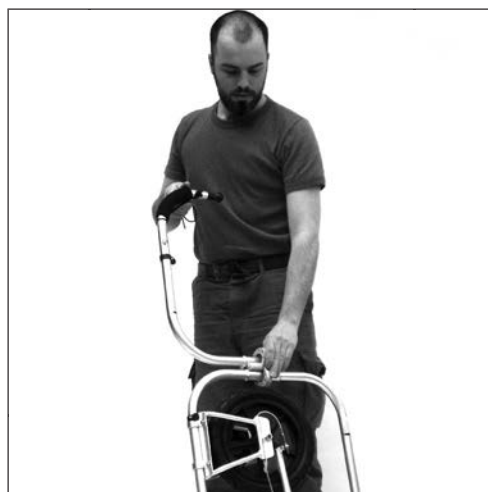


2. Unfold the handle



20. **WHEN FOLDING** hold the port wheel in position while you fold the handle.

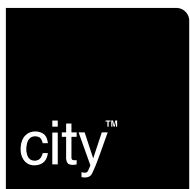
3. User closes the Hand Cuffs



4. Hand Cuff closeup



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Folding/Unfolding

Positioning the wheels



5. Shake the frame so the wheels hang down, and slide the port wheel back



6. Make sure the port wheel touches its back stop

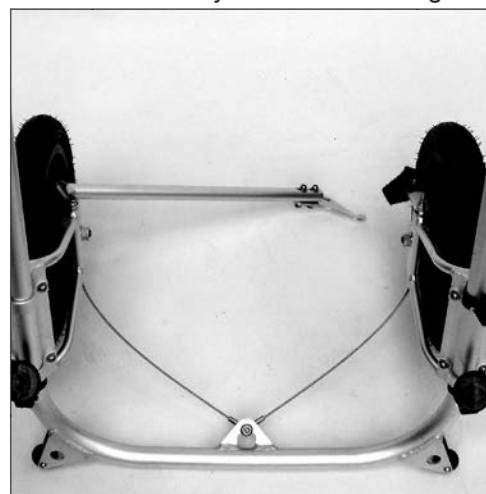


7. Attach the tension wire

8. Tension wire detail



9. Place the compression arm like this. The wires are fully in the wheel hangers



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Folding/Unfolding

Compression Arm

Make sure the comp arm is the correct way up.

NB Note how the user is pushing against the starboard wheel with their foot. This keeps the wire in tension and in place until the compression arm is fitted.



10. Use your left knee to push the port wheel hanger and put its wire in tension

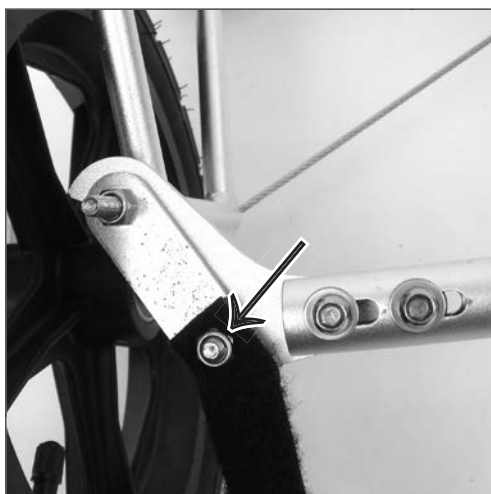


11. Place the hook between the washer and the safety clip, like this



12. Push the compression arm down until the hook is fully engaged

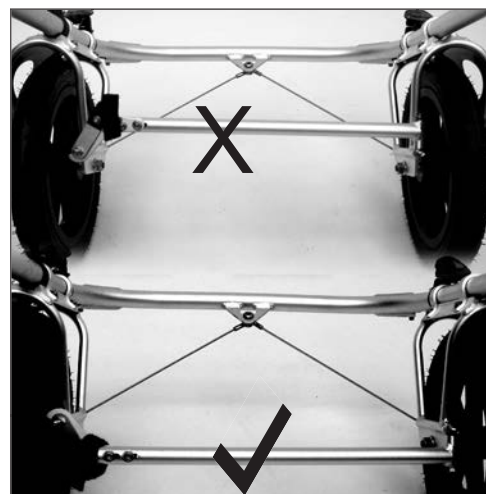
13. Move the safety bracket so the velcro nut sits in the hooks hole.

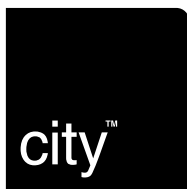


14. Wrap the velcro around the hook to secure the safety bracket



15. Wrong way up, right way up





Folding/Unfolding

Fitting the Bag

The bag hangs in the trailer frames like a hammock. It is supported by its straps which hang over the front, and back of the frame. These straps connect underneath the bag.

NB: The bag strap passes underneath the compression arm.

Folding the trailer

Folding the trailer is easier/smoothen than unfolding the trailer.

Simply reverse the sequence that is used to un-fold the trailer. We recommend the following changes to make things easier.

Keep the trailer as vertical as possible. This helps prevent the wheels swinging out of line with the frame.

When sliding the port wheel into its folded position it is useful to hold it in position with your right hand, while you use your left hand to unclip the handcuffs and fold the handle into position.

Once in position the plastic bracket on the handle stops the port wheel from sliding back down the frame.



16. Unfold the rear reflectors



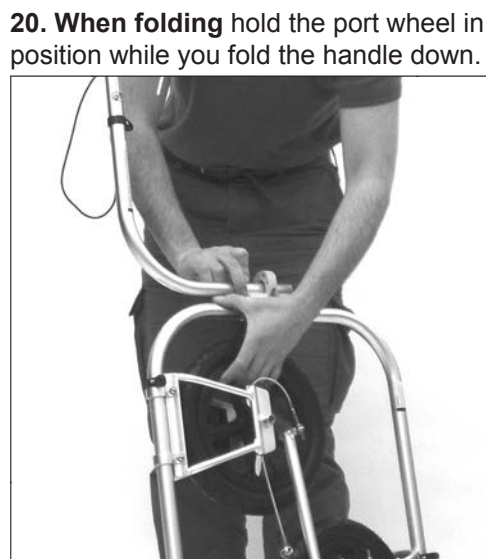
17. Hold the front strap and roll the back onto its back ready to meet the trailer



18. Hold the front strap against the trailer then roll the trailer over the back strap



19. Clip the front and back strap together



20. When folding hold the port wheel in position while you fold the handle down.

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Hitch

Your bike has a “Bike Bracket” permanently fixed to it. The trailer hooks to this, and is secured by a pin. The bike bracket will fit almost all axle types, both threaded and quick release.

The bike bracket uses your existing quick release skewer, or wheel axle. Try and avoid removing any existing washers/springs on the bikes axle assembly.

NB: Make sure there is enough thread on your QR skewer, or axle. You will need a spare 3mm of thread for your hitch.

Be careful that the hitch does not affect the function of the axle assembly.

After the 1st mile cycled with a trailer inspect the hitch to make sure the hitch has not twisted, and the bikes wheel has not moved.

Contact hitch@carryfreedom.com if the hitch does not fit your bike.



21. The Bike bracket attached to the left chain stay using the rear wheels axle.



22. With nutted axles the bracket sits between essential washers and the nut

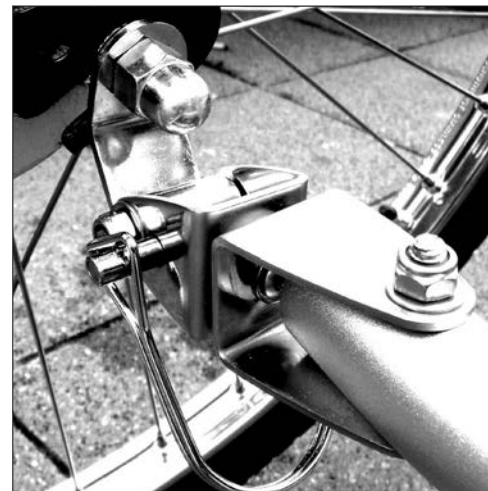


23. With QR Skewers the bracket fits between the skewer and frame

24. Slide the bar into the hook



25. Pin to secure, close the spring gate



Trailer

Loading

Do not carry more than 45kg of luggage when cycling. Keep Centre of gravity lower than 0.6m, and as far back as possible, though not behind the compression arm. Cycle slower as you carry more. Make sure your load is secure, and that nothing can catch in the wheels. Adjust tyre pressures to match the load, higher pressures for heavier loads. Your loads should be under 1.2m wide. Never use the trailer to carry live cargo.

Remember

It is easy to forget you are towing a trailer. A heavy trailer takes longer than normal to stop. Trailers turn tighter than the bike. Stop if you hear an unusual noise, or notice a sudden change in handling. Practice with an empty trailer away from traffic until you are comfortable using it.

Before every ride

Make sure the trailer is correctly hitched, loaded, and assembled. Check your brakes are in good working order. Once cycling check your braking distance, for trailer weight, and road conditions. Make sure your hitch is secure.

Trailer leveling

The trailer handle can be adjusted down or up so the trailer frame remains level, for different wheel sizes and trailer weights.



26. A trailer with a full bag



27. A suitcase strapped on top of a full bag. It can be big enough for a bike

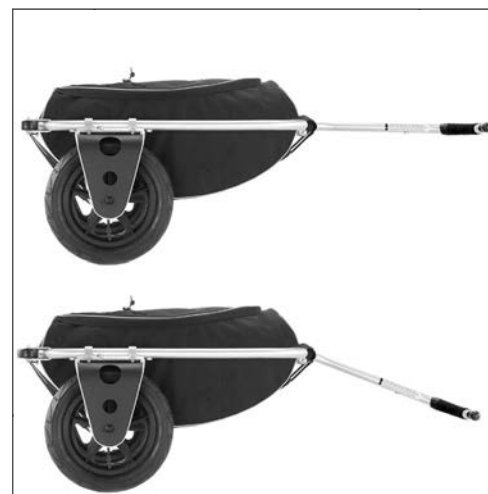


28. A box supported by an empty bag

29. Wind the handcuffs to change the handle angle relative to the frame



30. Handle up, and handle down.



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Suitcase

Even when loaded the trailer feels weightless when being walked.

Loading

Do not carry more than 25kg when using the trailer as a suitcase.

For convenience you can put your helmet in the external net when walking with the trailer.

You can strap a folded bike above the bag.

Stairs

When going up or down stairs always keep the trailer below you.

It is sometimes easier to go up kerbs and steps at a slight angle so one wheel at a time goes up.

Crowds

Uniquely the City can wheel sideways on its castors through thin gaps. This is particularly useful in crowds, through turnstiles, and through narrow doors.



31. The City is very easy to walk with when it is acting as a suitcase



32. When going up or down stairs always have the trailer below you



33. Some stairs are best tackled by wheeling the trailer at an angle to them

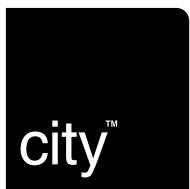
34. You can wheel the trailer sideways for doors turnstiles and crowds



35. The trailer can be stored compactly as a suitcase by folding its handle



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Folded

The folded trailer frame is easy to store and carry. You can carry the trailer frame in one hand with the courier bag over your shoulder. The folded trailer can be wheeled along the ground

The folded trailer can be zip tied to secure the handle and wheels for air travel. The two wheels are tied to the compression arm, and the handle is tied to the main frame. The handcuff should also be removed, and you may want to put the trailer in its original box for air travel.

Courier Bag

The courier bag is ideal for carrying small loads when a trailer is unnecessary. The two straps spread the weight well over your shoulder, and the bag shape sits securely against your back.

When using the bag as a courier bag the lid sits against your back. The straps go over one shoulder, and passes under the opposing arm.

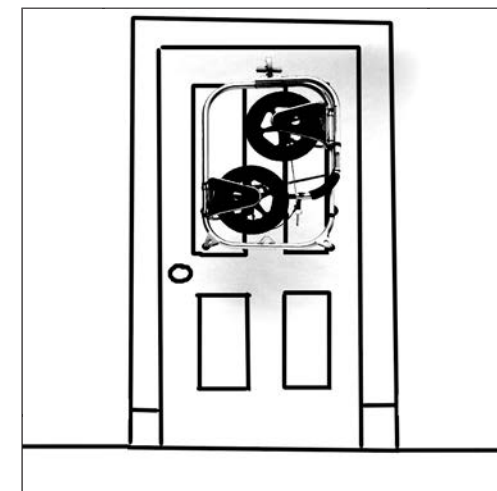
Do not carry more than 10kg in the courier bag. Adjust the strap so the bag is as tight against your back as possible



36. The City can be carried like this

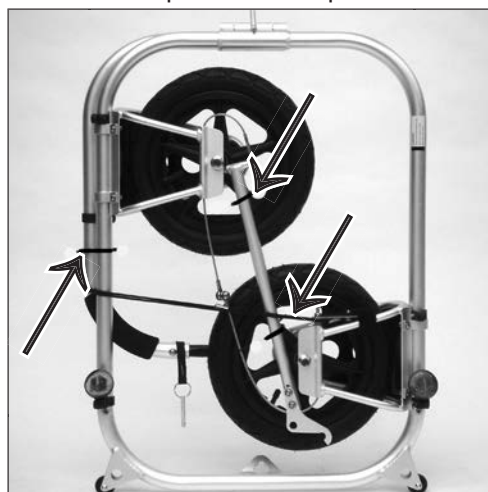


37. Or wheeled like this



38. The trailer can be stored on the back of doors or slid between cupboards

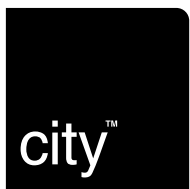
39. For air travel tie the trailer so. Note the compression arm position.



40. Cycling with a courier bag



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Travel Advice

The City makes it easier to travel with luggage, bike or no bike. These suggestions will help you make the most of the City during journeys. There are better ways of doing things, and we take no responsibility for the consequences of you following our advice.

Plane Travel

If cycling to and from the airport, the box/container that holds your bike may be strapped above the City's luggage bag.

When "checking in" it is best to fold the trailer frame and put it and the courier bag through separately. Follow these directions to secure the trailer frame for air transit.

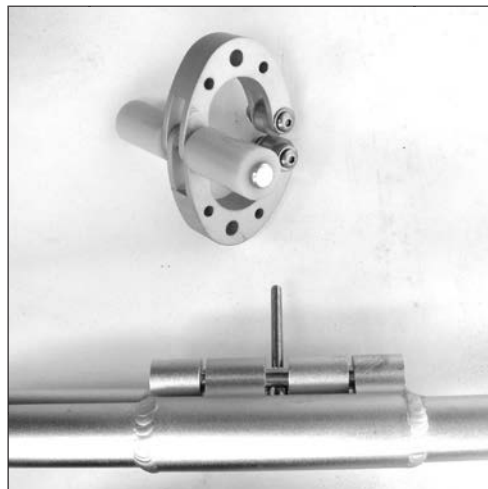
Separate the courier bag from the frame. Unscrew handcuff assembly and place in with your hold luggage.

Feed the wire through the port wheel hanger so the compression arm is loose.

Tie the handle to the frame, and the compression arm to each wheel. The zip ties supplied with the trailer are reusable, store them in one of the bags side pockets.

Wrap the Velcro around the wheel hanger to secure the handle elastic.

Attach an address tag to bag and frame.



41. Remove the Hand Cuff assembly



42. Zip tie the compression arm to the two wheels using one of their spokes

43. Wrap the velcro around the wheel hanger to secure the elastic



44. Tie the handle to the main frame with a zip tie



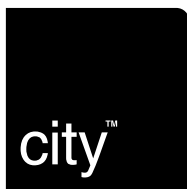
Baggage handlers

We have found that baggage handlers treat the trailer with the most respect when the frame is naked. The trailer is tough, but its delicate looks and awkward shape discourage mistreatment. You may feel more comfortable shipping the trailer in its original box, a strong plastic bag, or if space permits alongside your bike in its container. Pack carefully so trailer and bike cannot damage each other.

Customs officials

If customs officials ask what the City is, we have found it easiest either to describe it as a suitcase, or a suitcase that can tow behind a bike. They normally X-Ray the frame, especially if its in a box.

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Travel Advice

Train travel

If space is limited on a train the trailer can be folded and slid between seats, with the courier bag placed on the overhead shelves. It is simpler to leave the courier bag in place and fold the handle until it hits the trailers wheels. The trailer can then be sat discreetly in a corner, remember that you can use the trolley wheels to slide it sideways into gaps.

Shopping

Most journeys people make with the trailer are to shops. It is easiest to park your bike centrally and walk to five or six nearby shops. It may be easier to take a bus or car to the shops, but still take the City as a suitcase. The trailer can be used as a suitcase inside shops.

With supermarkets fold the trailer and hook it to the back of your trolley, or lay it under the trolley basket. Place the courier bag in the trolley with its lid folded back; fill this with your shopping. This ensures you don't buy more than fits in the bag.

As your shopping is checked through the till, assemble the trailer frame and put the empty bag in, let the trailer sit like a suitcase. Load heavy/strong things at the bottom/back of the bag, and light/delicate things at the front/top of the bag. Zip the lid closed gradually as you fill the bag.

Cycle touring

Fly to a destination, find a local bike, tour, sell/abandon the bike when you go home. The City allows you to carry significant luggage on cheap bikes, but bear in mind that their brakes should work well, and they should be roadworthy.

The City's bag is water resistant, persistent rain will penetrate. Use plastic bags to protect things that need to stay dry. Strap bulky/waterproof items to the frame, such as your sleeping mat and tent. Store today's lunch in the helmet net. Keep your maps in the document pocket.

Store easily lost items in the side pockets; work out a system so a pocket always has the same thing or group of objects in it. E.g. Keys in this pocket, tools in this pocket, and so on.

If stopping at a café secure the bike and take the trailer with you. The City can be left in most left luggage lockers. If the locker is small secure the City frame to your bike and leave the bag in a locker.

Walking

The City makes it much easier to carry a lot of luggage effortlessly when walking. This allows you to walk further than you might with a conventional suitcase, and gives you another useful travel option.

Maintenance

Monthly maintenance

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

Keep the frame clean. While cleaning 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.

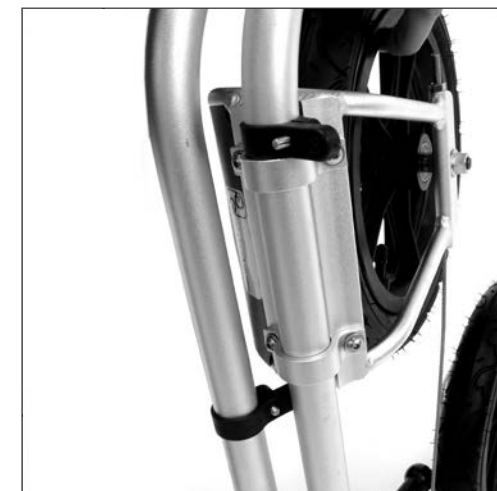
NEVER oil or grease the hitch or the wheel sliding mechanism. This attracts grit and rapidly shortens their life spans. If you want to lubricate these use graphite powder.

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.

Check to see that the wheels are aligned, use the following wheel alignment section. Misaligned wheels waste energy.

Check cable tension, using the following wheel alignment section.

Make sure the bump stops that catch the wheels are in the correct position. The four frame stops should be vertical, while the handle stop points in and down.



45. Note the bump stop position on the handle and the port side of the frame

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Wheel alignment

Misaligned wheels can cause inefficiency and excess tyre wear. A telltale sign is tyres squeaking when the trailer is being walked over a smooth floor.

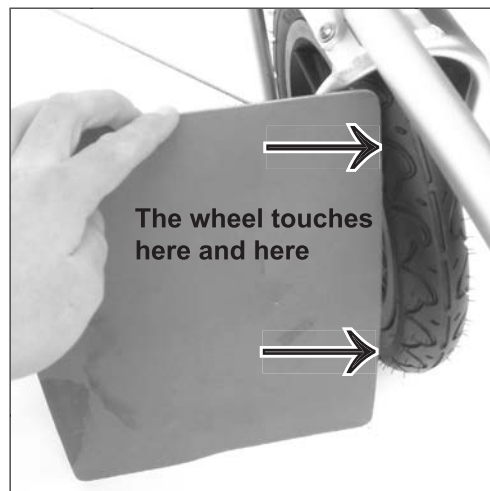
Checking wheel alignment

Find a large flat surface such as a table. Sit the assembled trailer, with its bag removed, on the surface so its two wheels and hitch touch the table. Use a table mat, tray or some other rectangular object to act as a set square. If the wheel is vertical the tray will touch its top and bottom.

Spin the wheel and check again, ensure the tyre is sitting badly on its rim. Repeat for the other wheel.

If the tray only touched the wheel in one place and this is not because the tyre is badly seated, you will need to adjust the length of the tension wire until the wheel touches in two places.

Align each wheel individually, and then adjust the compression arm length to maintain the correct wire tension.



46. A trailers wheel alignment being checked.

Wire tension

Slack/tight cables risk damaging the trailer. Regularly check the tension of the cables.

Checking the tension

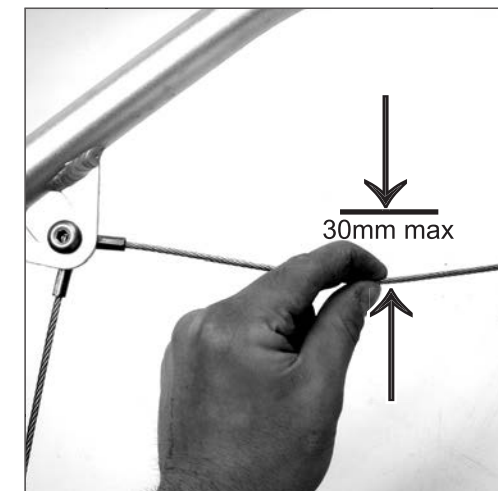
If held in the middle you should be able to waggle them from side to side about 20-30mm. If they are too tight you may damage the compression arm, and in extreme circumstances if they are too loose the wheel structure may collapse.

Setting the tension

If the wheels are aligned then the wires will be the correct length. The compression arm must be lengthened or shortened to adjust the wire tension.

Loosen the adjuster nuts on the compression arm so the hook can slide.

Connect the arm to the wheel hanger assembly as you would normally. Try to make the compression arm as long as you can, and tighten one adjuster nut. Check the wire tension. If its OK tighten the remaining adjuster nut. Adjust until the wires can waggle about 20-30mm at their centre.



47. Checking wire tension

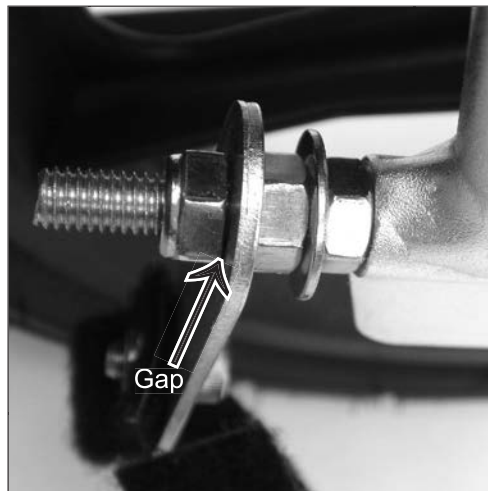
Adjusting wheel angle

The following should only be attempted by a competent mechanic. If you are unsure consult your nearest bike dealer, bring these instructions. You will need two 10mm spanners and a 6mm allen key.

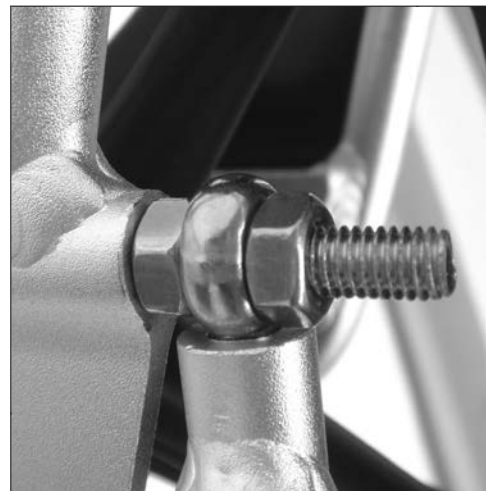
Each tension wires length is set by the nut that sits against the wheel hanger. This "set nut" is held in position by a 2nd nut tightened against it. On the port side there is an eye bolt between these two nuts, and on the starboard side there is a washer.

Remove everything from the wires except the two set nuts, and sit the trailer in the position you originally used to check its wheel alignment. Either you or a helper will need to pull the wheels apart to maintain tension on the wires. Make sure the wheel hangers are seated against their back stops. Adjust the nuts one side at a time. Check regularly with the set square to see when the wheels are correctly aligned. Repeat for the 2nd wheel.

Re-assemble the assemblies on the two wires threaded ends.



48. Starboard nut assembly. There should be a small gap between the lock nut and safety clip



49. Port nut assembly.

50. Set nut



51. Adjusting the set nut while holding the wheels apart

