

Hello , as the material supplier for your new dolly kit we do not provide instructions on how you should assemble your tow dolly . Only the purchaser when building his own dolly can assure he assembles one in a safe and roadworthy condition. Only you can control whether you maintain and operate your tow dolly in a safe and roadworthy condition . The parts supplier cannot assume responsibility for how you assemble, maintain or operate your tow dolly .

That being said, you can see from the photos on our site how we assembled ours. Here are some comments on how other customers assembled theirs.

Mad dog said , The kit is very self explanatory and goes together easily once you see it . It basically just consists of four parts that all pin together using the typical 2 " trailer receivers welded on, and sliding in the next part and locking it in place with the 5/8" pin and safety clip. First I slid the left axle assembly into the tire cradle , pinned both ends and attached safety clips supplied then I slid the right side in and pinned and clipped it. The only part left then is the tongue which slides into its own receiver and also gets pinned and safety clipped . I then bolted on the tires, already on rims, with the supplied lug nuts and thats it, basically assembled in twenty minutes and ready to roll down the road .

Loading the dolly the first time was intimidating but easy enough once Kevin explained to me how he loads his. He can always be phoned or emailed for that type of advise. With the dolly hitched up to my vehicle I place the loading ramp on the ground directly against the lower frame crossmember on the dolly right in line with the tire cradle. Then I back up onto the ramp but as Kev advised stop immediately on the flat spot on top of the ramp , place on ebrake and get out and take a look. If the tire is off to one side of the ramp , no big deal, just drag the dolly sideways till tire cradle lines up with tire on ramp and is pretty much parallel , then back off ramp into the

cradle tray, use caution as it rolls down in rather easy and smacks hard against cradle if not taking it very easy , going down ! At first I was unsure of how the self centering rails worked but had my Brother In Law back it on once and was amazed to see the tires roll right off the 45 degree part of the self centering rail and being directed right back into dead center of the tire cradle as he rolled on.

Studying the site photos and talking to Kev it became apparent the ratchet straps must be crisscrossed at the top of the tire to ensure the tire cant swivell out from under the straps on tight corners. The self centering side rails will always straighten the tire out if it tries to swivell but enough play is available to allow some swivelling within the properly crisscrossed ratchet straps

The yellow 4 inch wide safety strap must always be used as a safety through the rim and back to the tongue as in pictures off the website . I just looped one end through itself around the tongue than through the rim and back to other side of crossmember and around it clasping itself with clevis bolt provided. As in site pictures.

Be sure to tie steering wheel off when travelling. If you have factory seats you can use factory seatbelt through steering wheel ,as all tow truck drivers do, just slide seat forward to hook up, pulling seat belts all the way out to end , hook back through bottom rung of wheel , then slide seat back to take up slack . Or just use a 1 " ratchet strap wrapped through steering wheel then down to side entrance tube frames on either side of Slingshot . I never crank the ratchet strap too tight as i dont want to bend the steering wheel , just take up the slack and holding the wheel from turning much .

The paint is just Tremclad semi gloss black and a quart can be picked up at home depot , if you want to touch up paint job after assembly use the 4 " long 1 " diameter foam rollers, and roll entire surface as patches will show for a few weeks at first , Didnt take me thirty minutes to roll an entire top coat on .

I was warned by others to be careful towing the dolly empty , if I have to use it around town to go pick up my slingshot from dealer, I will reduce the tire pressure to about 10 lbs and not drive over city speed limits as any one pot hole on one tire may bounce an empty dolly excessively up on one side. Another forum member mentioned he always puts two sand bags in tire cradle for weight . I may experiment with this before deciding if I can tow the dolly empty.

The pics on atssmods.com show assembled views best.

I find it best to inflate my new 8'' wide tires to only 25 PSI verses the max rating of 35 PSI as the dolly only carries a third of the weight they are designed for so they can afford to be a little softer providing more sidewall suspension . I will monitor the tread wear to determine if this works best for me.

I went with the standard mag lights as i was leery of the transmitter plugged into the trailer wiring harness and speaking wirelessly to the battery powered tail lights , but I know Kev has used the wireless for many seasons and just changes the 4- AA batteries once a season . Coincidentally its a bit of a pain in the butt to have to drape the trailer wires all the way along the Slingshot then under the hood to where the mag lites stick onto the steel frame member , right in front of the control arms. I noticed Kev then zip ties his to the control arm in case they were to fall down when striking a big bump but he nor I have ever had that happen so far.

Sincerely, Mad dog.