

LX25, LX50, LX55 Trailer

Safety, Operation & Maintenance

LX25, LX50, LX55 TRAILER rev.A1.00

(LX25 and LX55 sawmills are available
for the US market only)

Safety is our #1 concern!

Form #2599

Off-Road use only!



Scan QR code to watch the assembly video
for LX50 Start and LX50 Super.



**WARNING! Read and understand this
manual before using this machine.**

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 GENERAL INFORMATION

1.1 Safety Symbols

The following symbols and signal words call your attention to instructions concerning your personal safety. Observe and follow these instructions.

 **DANGER!** indicates an imminently hazardous situation which, if not avoided, will result in serious injury or death.

 **WARNING!** suggests a potentially hazardous situation which, if not avoided, could result in serious injury or death.

 **CAUTION!** refers to potentially hazardous situations which, if not avoided, may result in minor or moderate injury or damage to equipment.

NOTICE indicates vital information.

1.2 Safety Instructions

OWNER/OPERATOR'S RESPONSIBILITY

The procedures listed in this manual may not include all ANSI, OSHA, or locally required safety procedures. **It is the owner/operator's responsibility and not Wood-Mizer LLC to ensure all operators are properly trained and informed of all safety protocols.** Owner/Operators are responsible for following all safety procedures when operating and performing maintenance to the equipment.

Observe ALL Safety Instructions

NOTICE Read the entire Operator's Manual before operating this equipment.

Note all safety warnings throughout this manual and those posted on the equipment.

Be able to access this manual at all times while operating this equipment.

Read additional manufacturer's manuals and observe their applicable safety instructions.

Only persons who have read and understood the entire operator's manual should operate this equipment.

This equipment is not intended for use by or around children.

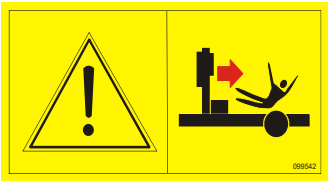

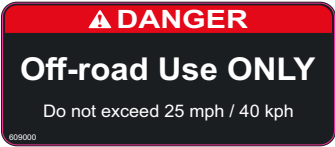
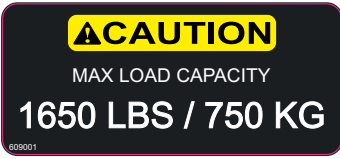
It is the owner/operator's responsibility to comply with all applicable federal, state, and local laws, rules, and regulations regarding the ownership, operation, and transporting your equipment.



Operators should become thoroughly familiar with and comply with these applicable laws for operating and transporting equipment.

See the table below for descriptions of the safety labels placed on the machine.

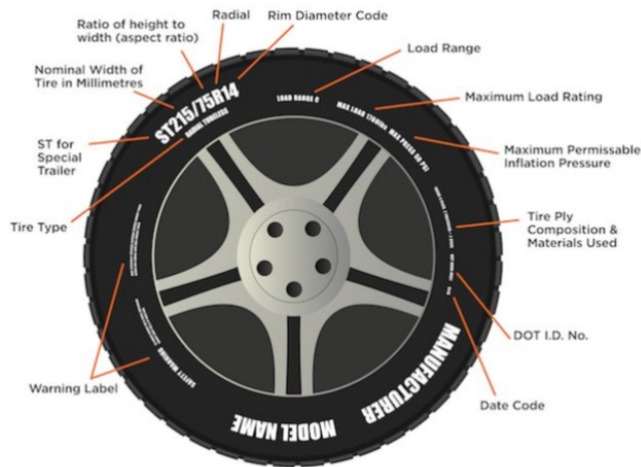
SAFETY PICTOGRAMS

Decal View	Decal No.	Description
	099542	CAUTION! Tripping hazard over a sticking out axle.
	553469	CAUTION! Do not lower the support legs with a pneumatic wrench. There is a risk of damage to the support legs.
	609000	DANGER! Off-road use only. Do not exceed 25 mph/kph.
	609001	CAUTION! Max load capacity 1650LBS/750KG

SECTION 2 TIRE SAFETY

2.1 Tire labeling

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

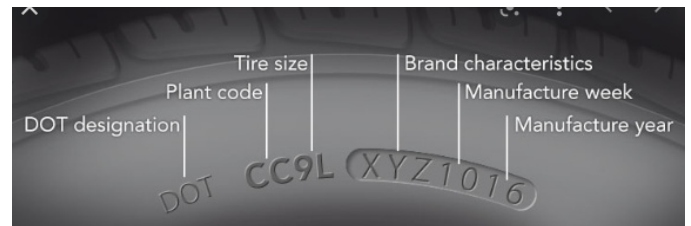
Tires are required to have a Tire Identification Number (TIN) begin with the letters "DOT," followed by eight to thirteen characters that can be used to identify the manufacturing location, tire size, and manufacturer's specifications,

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.



2.2 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.

Ambient air temperature pressure adjustment tables:

IMPERIAL MEASUREMENTS

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

METRIC MEASUREMENTS

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

The vehicle tire inflation pressure label and location

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

TIRE AND LOADING INFORMATION
RENSEIGNEMENTS SUR LES PNEUS ET LA CHARGEMENT

The weight of cargo should never exceed kg or lbs.
Le poids du chargement ne doit jamais dépasser kg ou lb.

TIRE PNEU	SIZE DIMENSIONS	COLD TIRE PRESSURE PRESSION DES PNEUS A FROID	SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION VOIR LE MANUEL DE USAGER POUR PLUS DE RENSEIGNEMENTS
FRONT AVANT			
REAR ARRIERE			
SPARE DE SECOURS			

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

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 3-1 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.

2.3 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. 3-1.

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.

2.4 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.

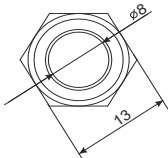
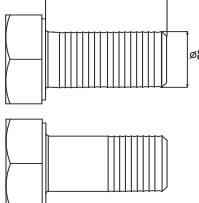
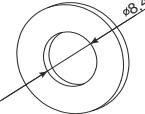
2.5 Vehicle load limits

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

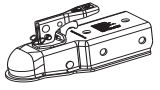
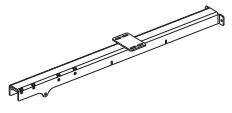
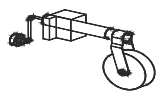
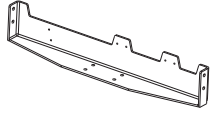
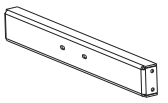
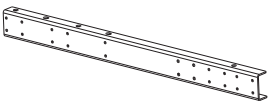
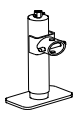


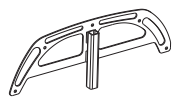
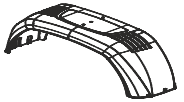
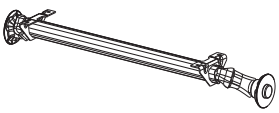
SECTION 3 TRAILER ASSEMBLY

3.1 Mounting Parts of Trailer



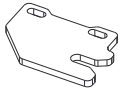

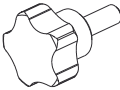

SPECIFICATIONS OF FASTENERS – LX50 TRAILER

Wood-Mizer No.	Description	QTY
Designations of fasteners:		
Nut, M8	Bolt, M8x20 20	Washer, 8.4
		
BOLTS		
F81053-1	BOLT, M6x30-8.8-Fe/Zn5 PN-85/M-82105	6
F81004-47	BOLT, M12x110-8.8-B-Fe/Zn5 PN-85/M8210	2
F81003-17	BOLT, M10X35 8.8 FE/ZN5 PN-85/M-82105	57
F81007-17	BOLT, M20x50-8.8-B-Fe/Zn5 PN-85/M-82105	11
F81004-24	BOLT, M12X35 8.8 FE/ZN5 PN-85/M-82105	4
F81002-4	BOLT, M8X20 8.8 FE/ZN5 PN-85/M-82105	10
F81003-125	BOLT, M10x85-8.8-Fe/Zn5 PN/M-82101	2
F81002-15	BOLT, M8X40-8.8 FE/ZN5 PN-85/M-82105	4
F81003-71	BOLT, M10X95-8.8-B- Fe/Zn5 PN-74/M-82101	2
NUTS		
F81031-2	NUT, M6-8-B-Fe/Zn5 PN-85/M-82175	6
F81034-2	NUT, M12-8 HEX NYLON ZINC LOCK	6
F81033-1	NUT, M10-8-B HEX NYLON ZINC LOCK	61
F81037-2	NUT, M20-8 HEX NYLON ZINC LOCK,	11
WASHERS		
F81053-1	WASHER, 6.4 FE/ZN5 PN-78/M-82005	12
F81056-1	WASHER, 13-Fe/Zn5 PN-78/M-82005	12
F81055-1	WASHER, 10,5 Fe/Zn5 PN-78/M-82005	122
F81059-2	WASHER, 21 FE/ZN5 PN-78/M-82005	22
F81054-1	WASHER, 8.4 FE/ZN5 PN-78/M-82005	20

PACKING LIST – LX50 TRAILER

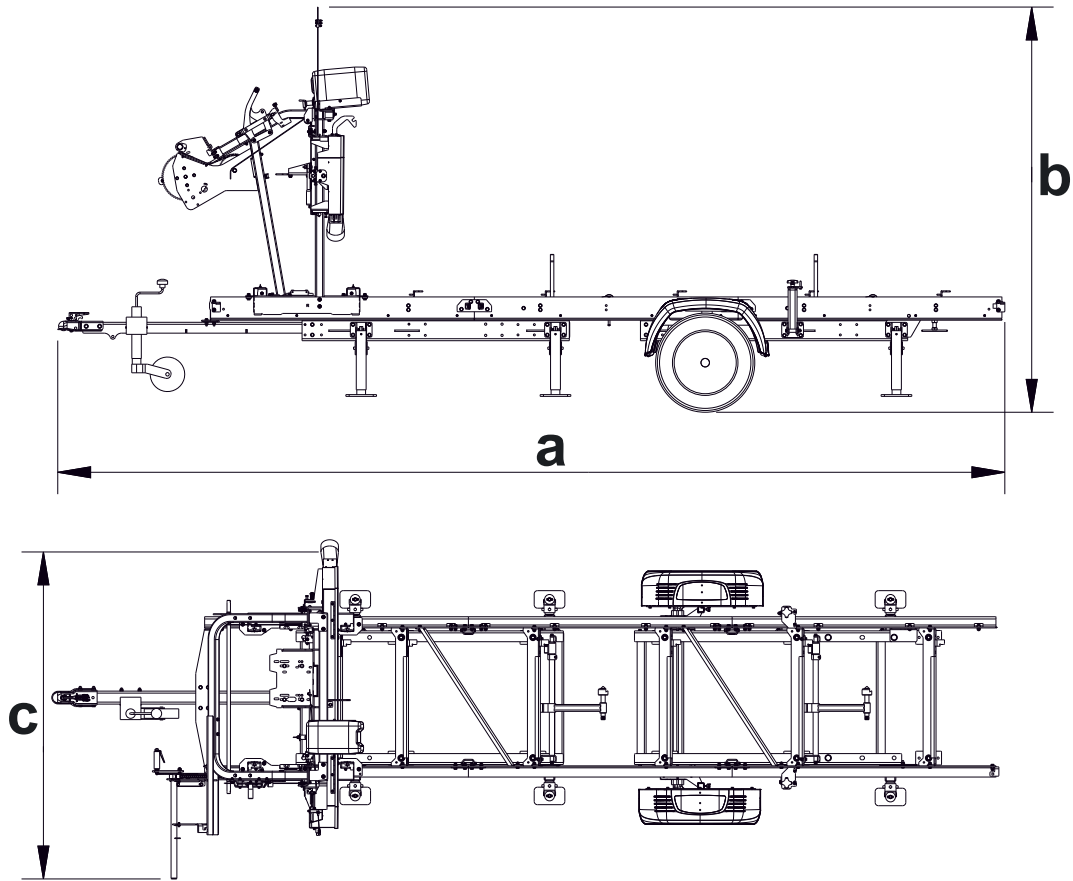
Fig.	Wood-Mizer No.	Description	QTY O1
	600028	BALL HITCH 2" ZK-CL2-M-00	1
	600070-1	DRAWBAR TUBE LX50	1
	538523	WHEEL, fi48 JOCK (TO 150KG)	1
	600007-1	TRAILING CROSS PLATE LX50	1
	600061-1	CROSSBEAM	4
	597862-1	TRAILER BEAM	4
	110403	LEG, SUP- PORT	6
	597878-1	LEG BASE	6
	501134	WHEEL, 155/80 R13 4X100 ET30 COM- PLETE	2
	600076-1	BRACKET, FENDER	2
	538909	FENDER, AL-KO EA200	2
	605772	AXLE 750KG	1

PACKING LIST – LX50 TRAILER

	605819-1	HEAD MOUNT- ING BRACKET	2
	605818-1	HEAD SUP- PORT	2
	605812-1	SAW HEAD BRACKET	2
	605814	KNOB, SAW HEAD BRACKET	2
	541412	KNOB, FENDER LOCKING	2
	550467	NUT, LEG ADJUSTMENT	6

3.2 Trailer Dimensions

Below are the dimensions of the sawmills mounted on the trailer:



	a (length) [mm]	b (height) [mm]	c (width) [mm]
LX25	5475	2244	1823
LX50SA	4892	2350	2057
LX50SC	5494	2350	1967
LX55	5475	2275	1958

DIMENSIONS

3.3 LX25, LX50, LX55 Trailer Assembly

1. Unpack the trailer components.
2. **LX25 and LX55:** Use the M10x35 bolts, install the crossbeams (A) and leg bases (B) as shown in the figure below.

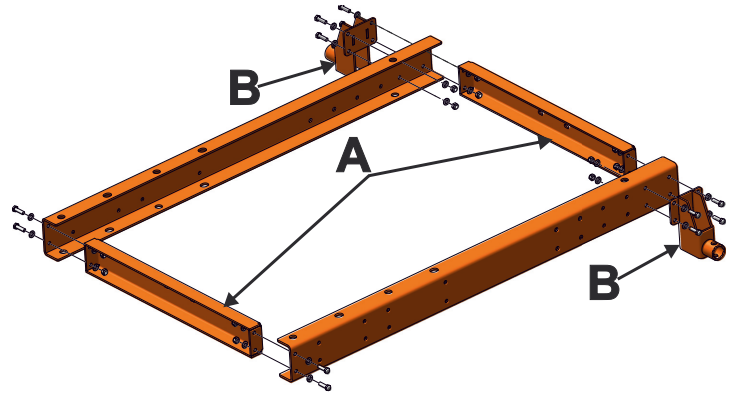


FIG. 3-1

2. **LX50SA (START):** Use the M10x35 bolts, install the crossbeams (A) and leg bases (B) as shown in the figure below.

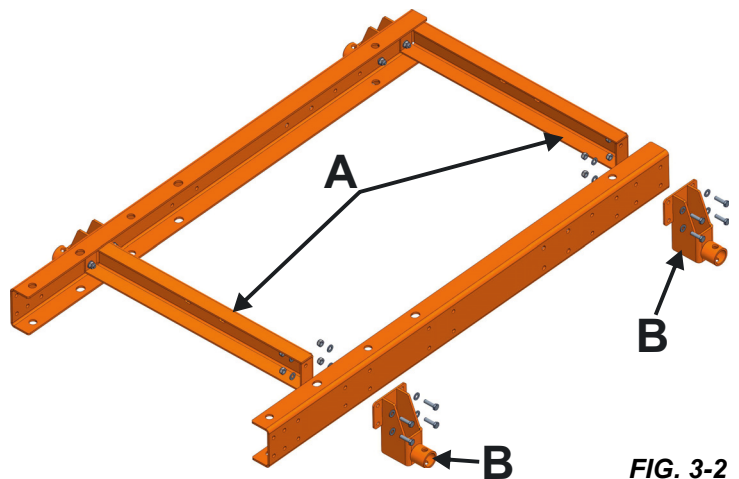


FIG. 3-2

2. **LX50SC (SUPER):** Use the M10x35 bolts, install the crossbeams (A) and leg bases (B) as shown in the figure below.

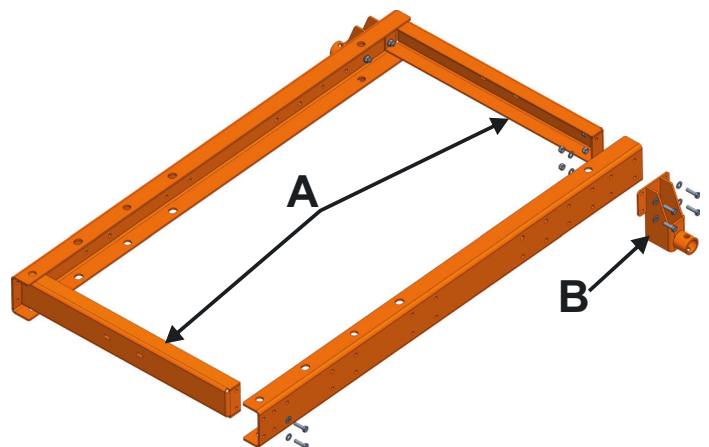


FIG. 3-3

3. Use 8 M10x35 bolts to install the other two leg bases.

NOTE: The assembly of the trailer segments can be simplified by elevating the segments, for example, with the help of sawhorses.

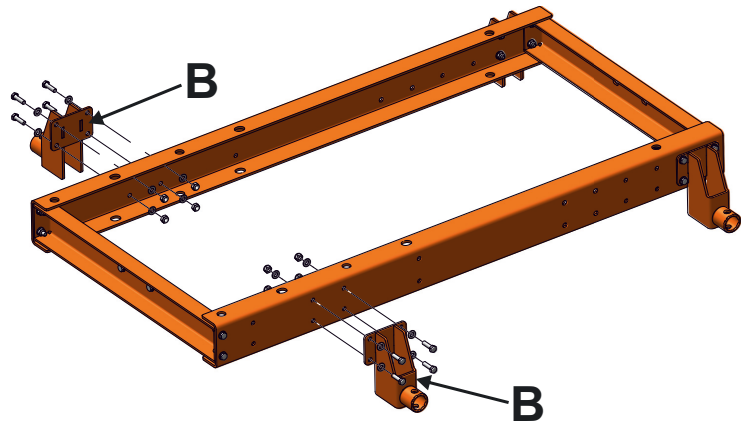


FIG. 3-4

4. Place the legs on the leg bases and then secure with a pin (C).

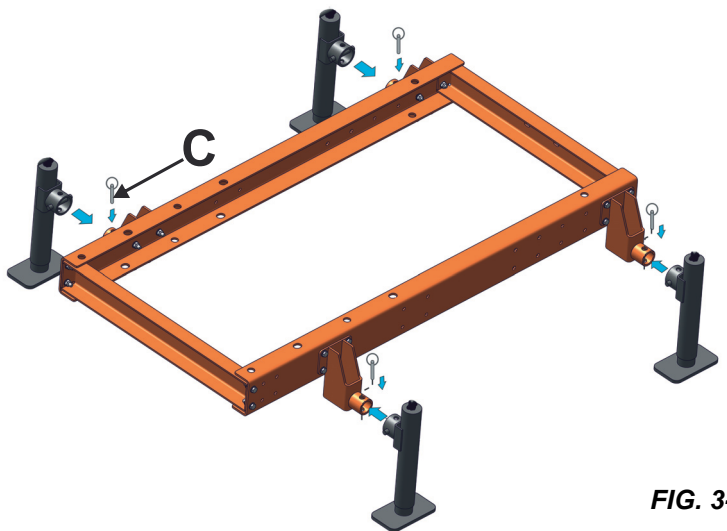


FIG. 3-5

5. Set the assembled section of the trailer aside and proceed to assemble the second section.

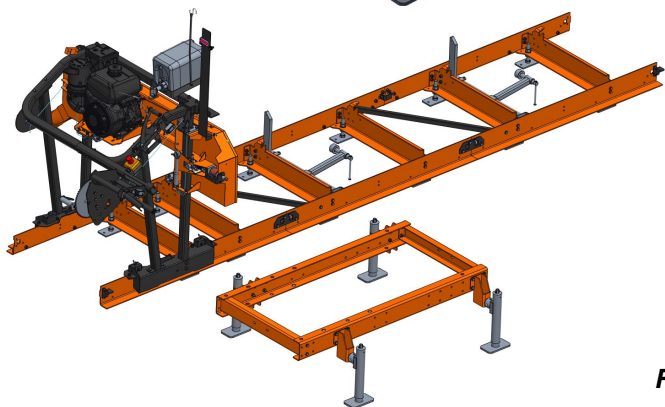


FIG. 3-6

3

TRAILER ASSEMBLY

LX25, LX50, LX55 Trailer Assembly

- Use 12 M10x35 bolts, install the crossbeams (A) and leg bases (B) as shown in the figure below.

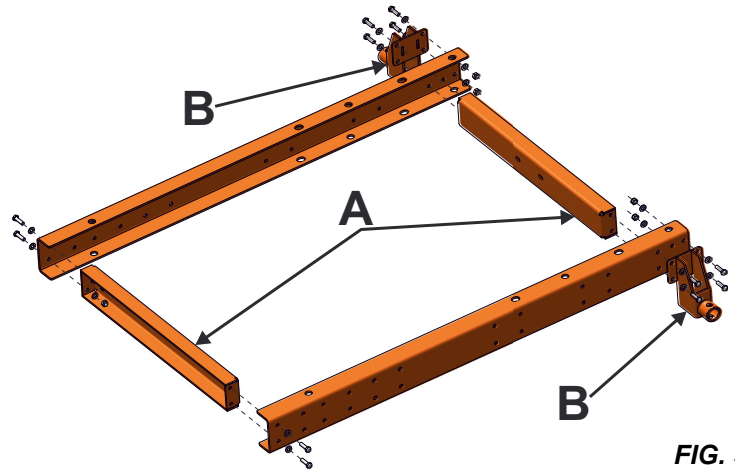


FIG. 3-7

- Use 16 M10x35 bolts, install the head mounting brackets (D) and the trailer beam mounting assembly (E).

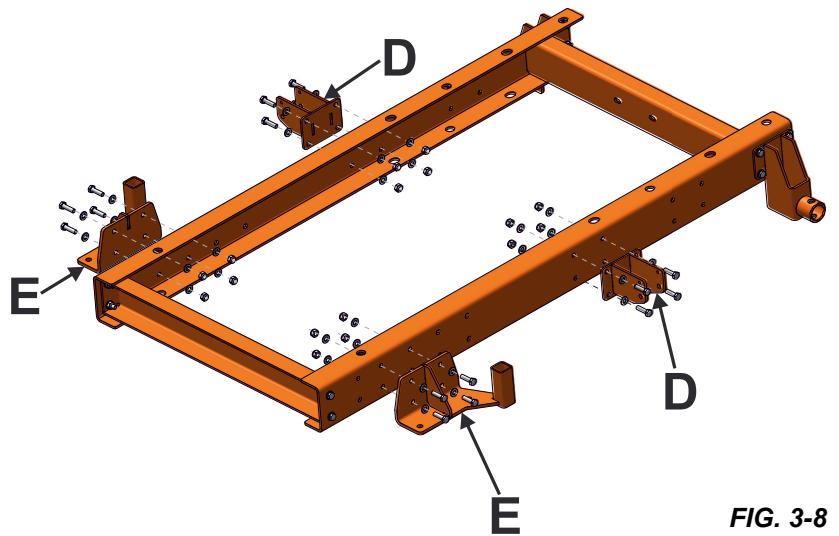


FIG. 3-8

- Place the legs on the leg bases and then secure with a pin (C).
- Use 4 M12x35 bolts (recommended torque to tighten the bolts is 58 ft-lbs (79Nm), mount the trailer axle.

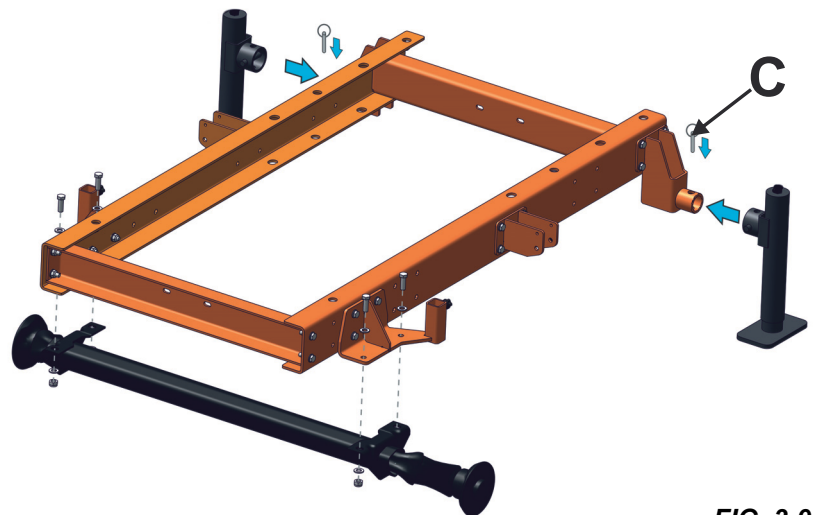


FIG. 3-9

10. Use the M12x25 bolts to install the wheels (torque recommended by manufacturer to tighten the wheels is 81ft-lbs (110 Nm)).

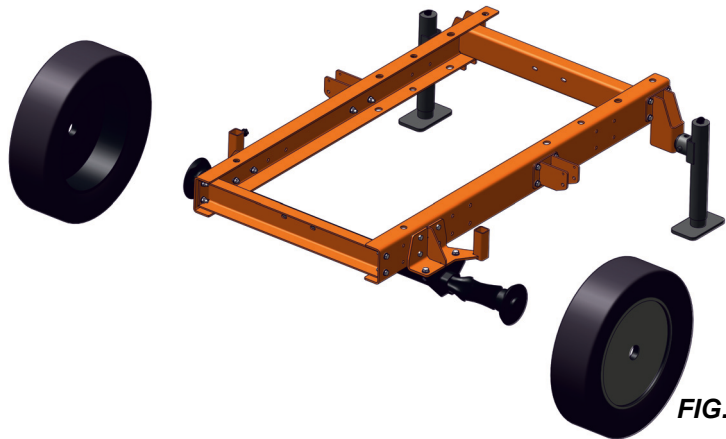


FIG. 3-10

11. Mount the sawmill head bracket (F) in the head mounting brackets (D).

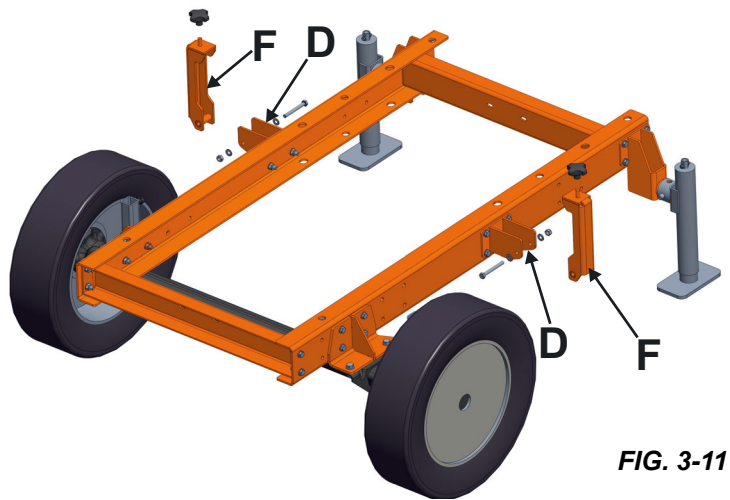


FIG. 3-11

12. Place the assembled trailer next to the sawmill.
13. Move sawhead to end of the sawbed and secure with a pin.
14. Use a forklift or overhead crane to lift the sawmill to a height that allows the trailer to slide under the bed of the sawmill.



WARNING! When lifting the sawmill, use extreme caution. Failure to do so may result in serious injury.

15. Remove sawmill legs after lifting the sawmill bed.

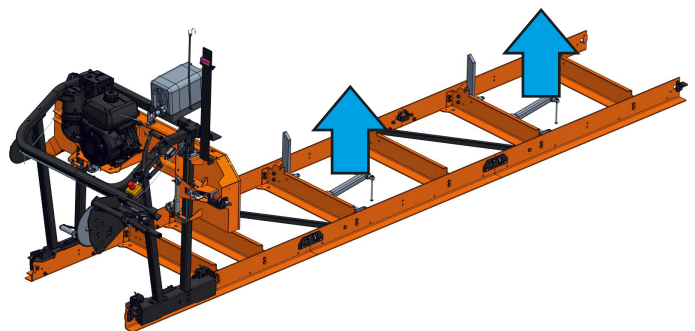


FIG. 3-12

3

TRAILER ASSEMBLY

LX25, LX50, LX55 Trailer Assembly

16. Place pallets under the sawmill bed to support.

17. Drive out with a forklift.

18. Place a trailer under the sawmill bed.

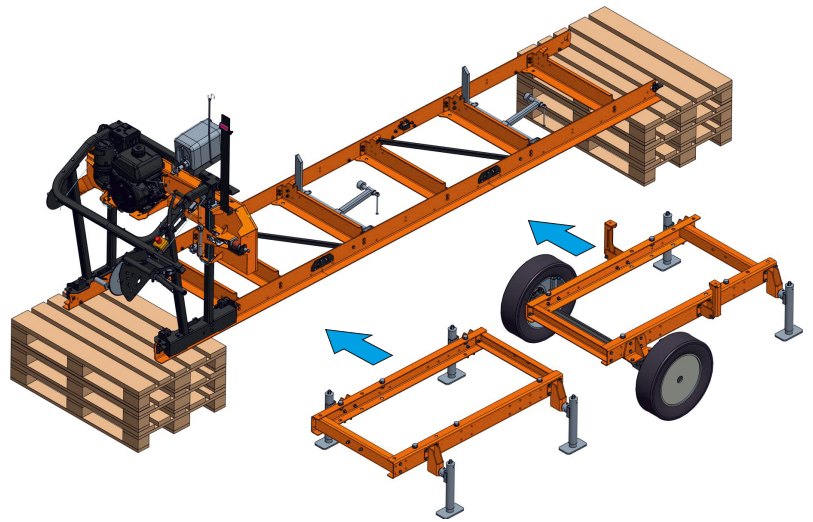


FIG. 3-13

19. Use 6 M20x50 bolts to mount the front part of the trailer to the sawmill frame.

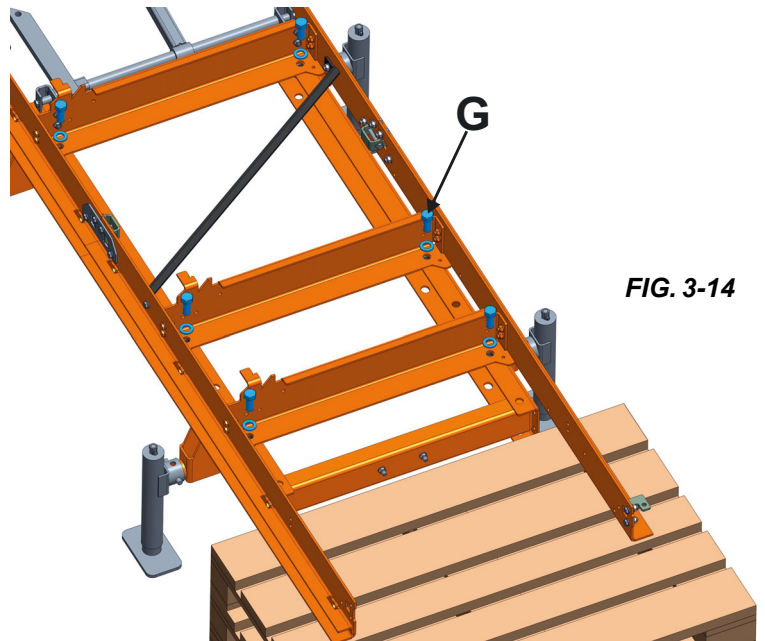
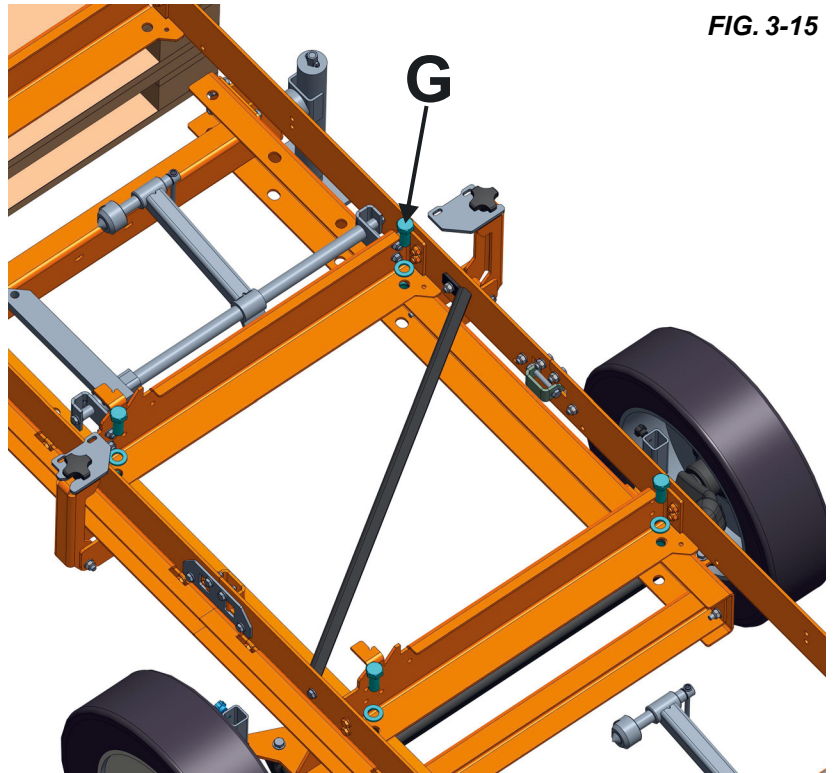


FIG. 3-14

20. Use 4 M20x50 bolts to mount the back of the trailer to the sawmill frame.

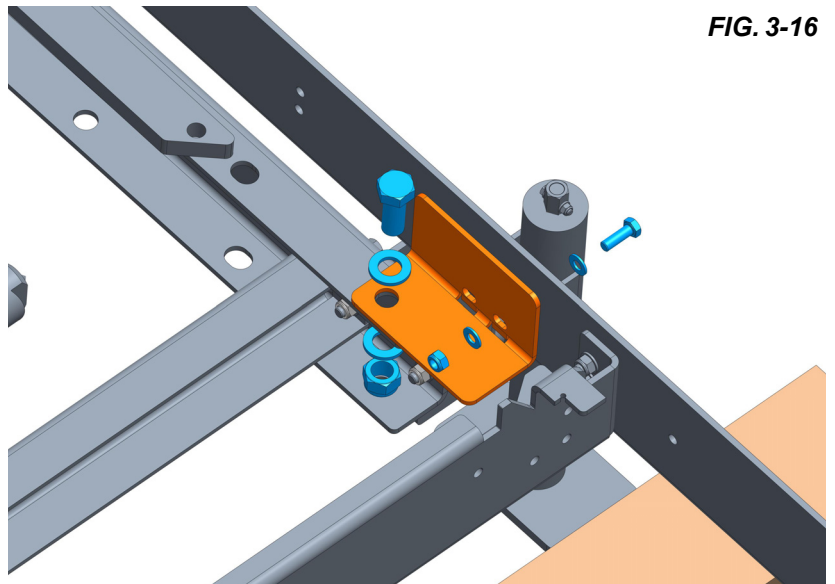
FIG. 3-15



NOTE: Steps 21 to 25 apply only to the LX25, LX50SC and LX55 sawmills.

21. Bolt the support bracket to the trailer with an M20x50 bolt and to the sawmill bed with an M10x30 bolt.

FIG. 3-16



3

TRAILER ASSEMBLY

LX25, LX50, LX55 Trailer Assembly

22. Remove the pin and adjustable leg from the leg base.

23. Unbolt the leg base.

24. Mount the bracket to the sawmill bed with an M10x35 bolt.

25. Install the unbolted leg.

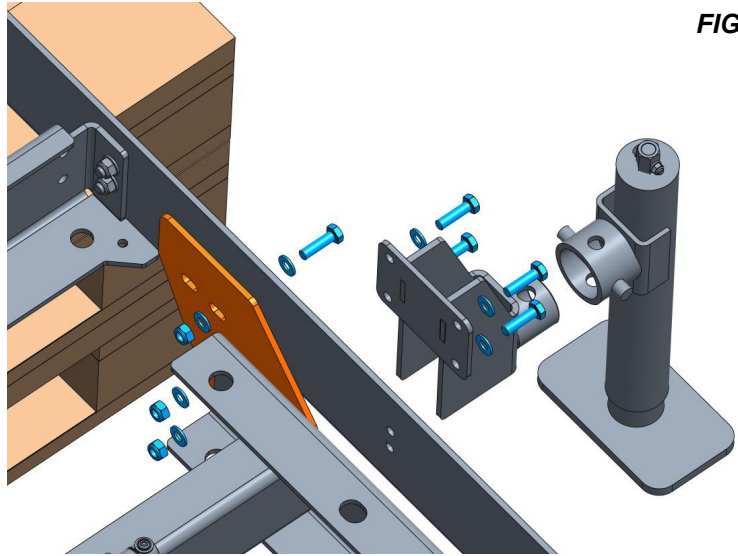


FIG. 3-17

26. Remove the pallets to rest the trailer on its legs.

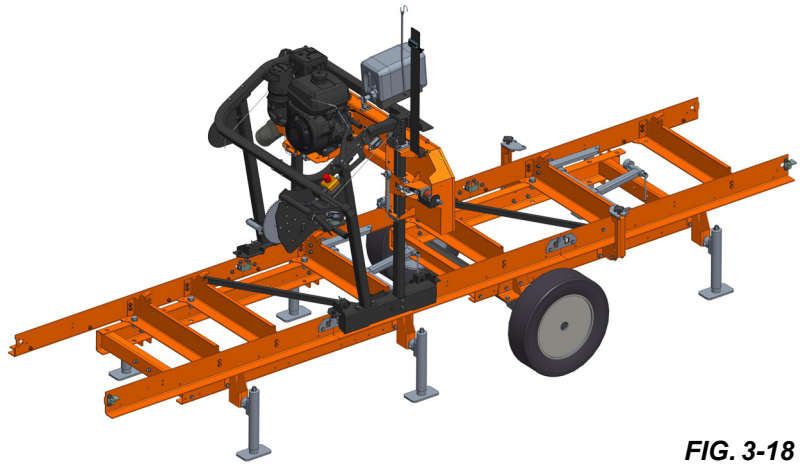


FIG. 3-18

27. Install the saw head locking bracket (H) with 4 M8x40 bolts (I).

28. Lock the saw head with the knob (J).

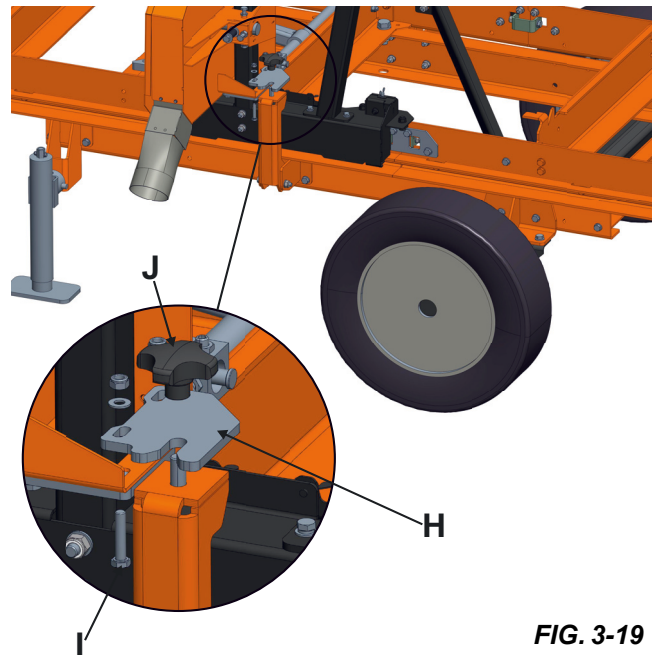


FIG. 3-19

29. Unbolt the bracket shown in the figure below.

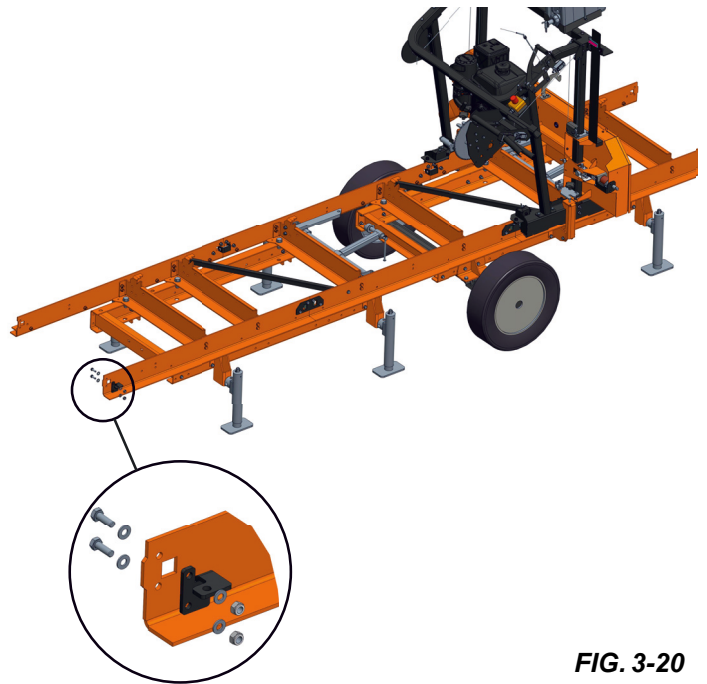


FIG. 3-20

30. Install the trailing cross plate (K) and bracket (L) removed in step 29 using 4 M10x35 bolts (M).

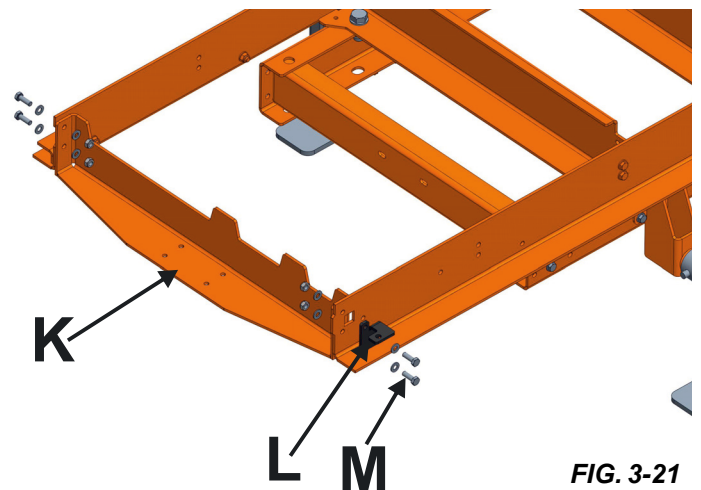


FIG. 3-21

31. Install the 2" ball hitch (N) with 2 M12x110 bolts (recommended torque to tighten the bolts is 58 ft-lbs (79 Nm), minding the bushings).

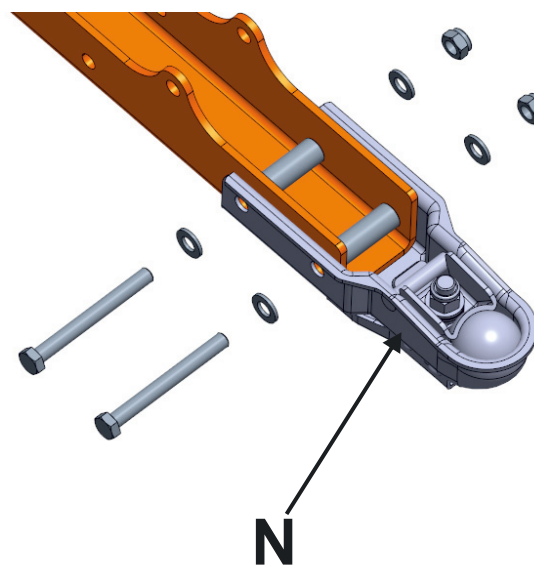


FIG. 3-22

3

TRAILER ASSEMBLY

LX25, LX50, LX55 Trailer Assembly

32. Install the drawbar tube (K) with 6 M10x35 bolts.

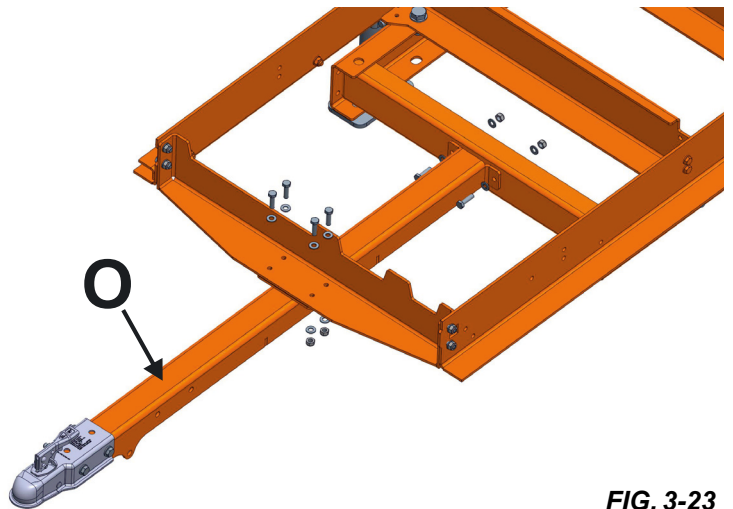


FIG. 3-23

33. Mount the wheel jack (P) with 2 M10x45 bolts, minding the bushings.

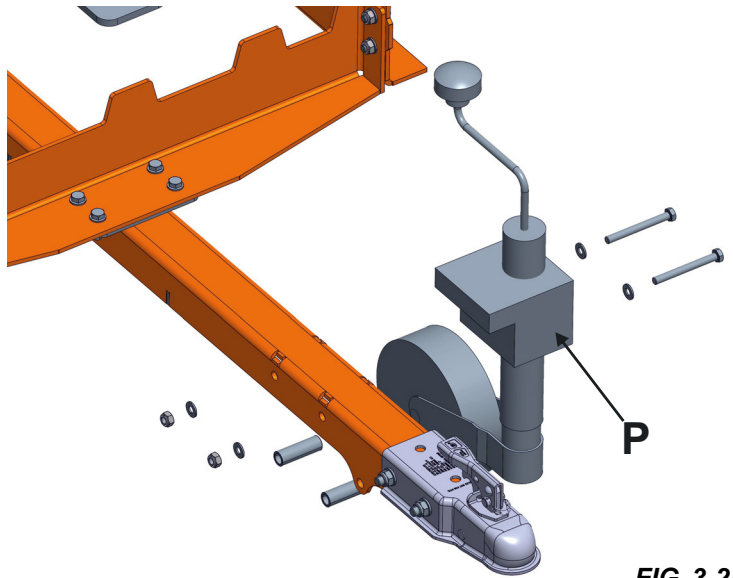


FIG. 3-24

34. Mount the fender bracket to the fender with 5 M8x20 bolts.

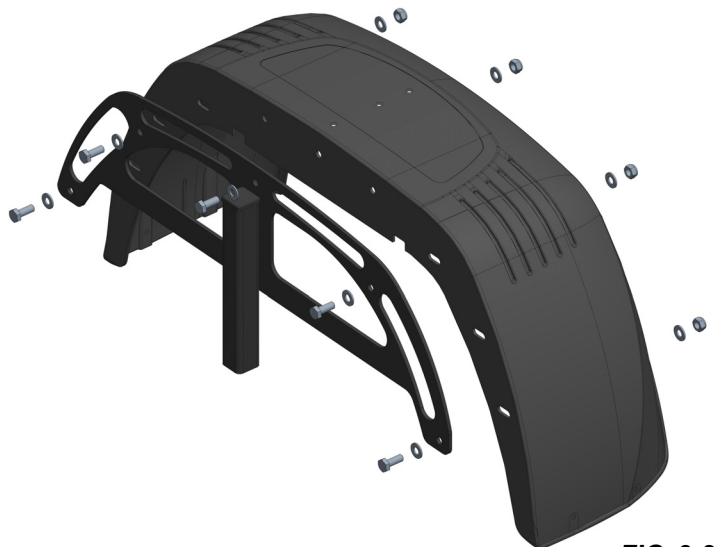
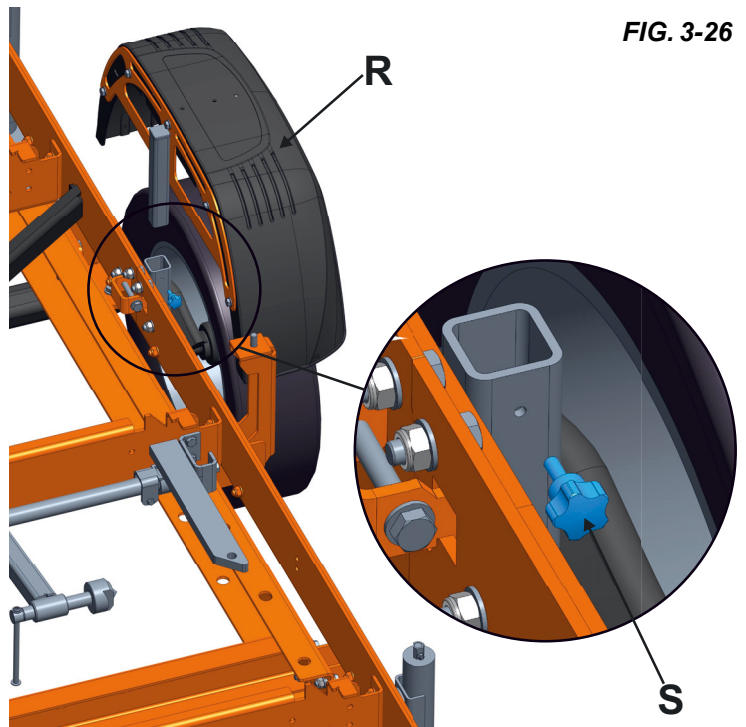


FIG. 3-25

35. Slide the fender (R) into the fender holder tube and tighten with the knob (S).

FIG. 3-26



3.4 Assembly of ramps and winch

1. Install the ramp brackets (A) with 8 M10 bolts (B).

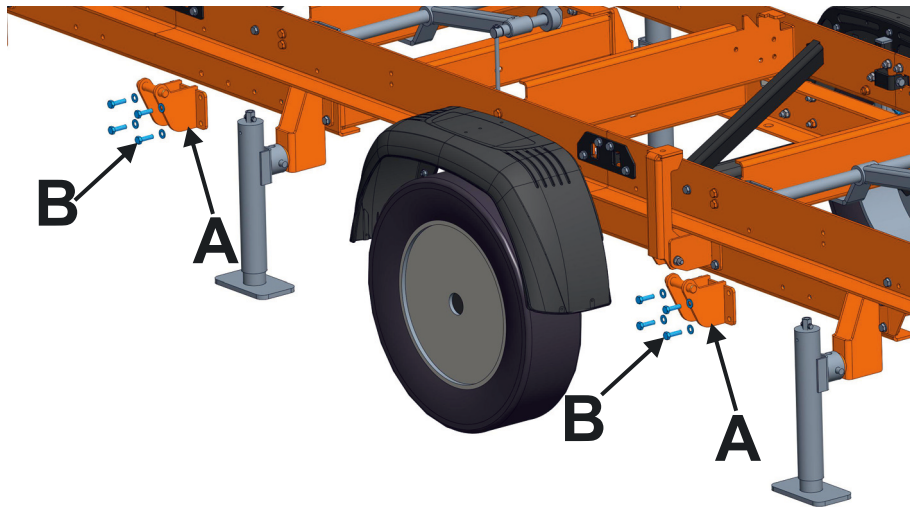


FIG. 3-27

2. Install the ramps (C) in the brackets.

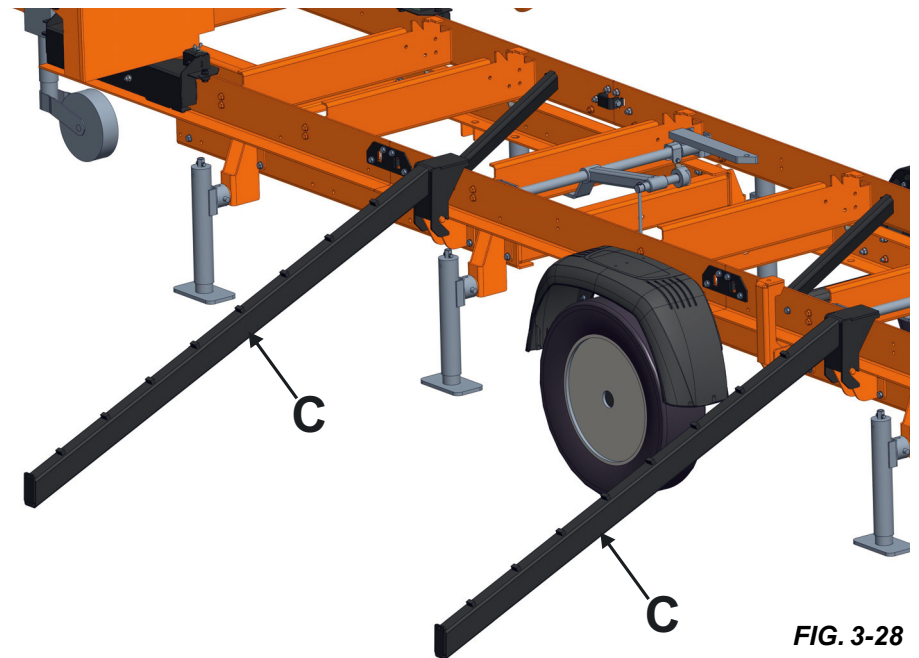


FIG. 3-28

3. Unbolt 2 M10x35 bolts (D).

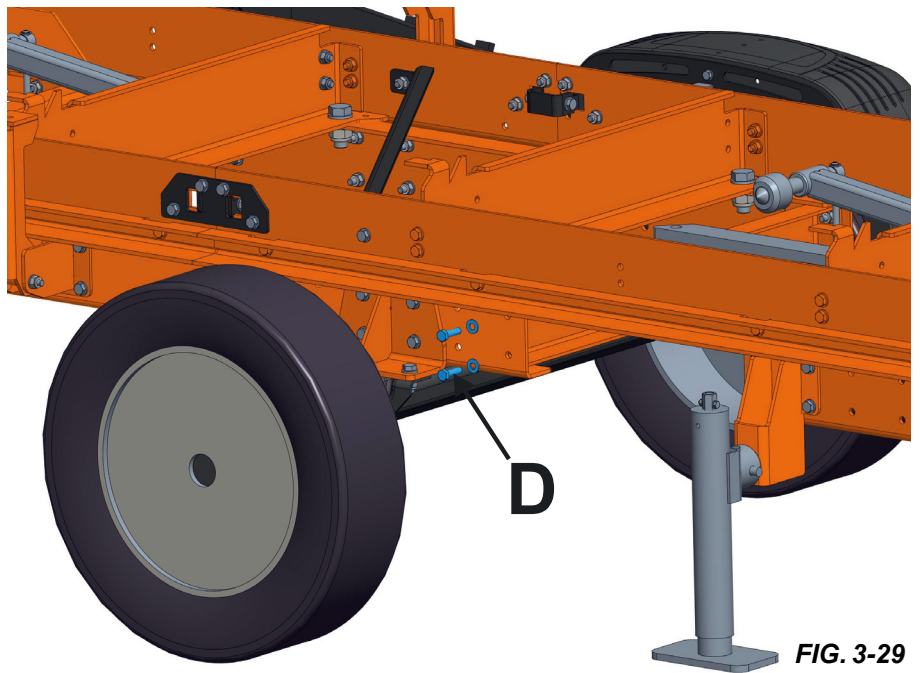


FIG. 3-29

4. Install the winch bracket (E) with 4 M10 bolts (F).

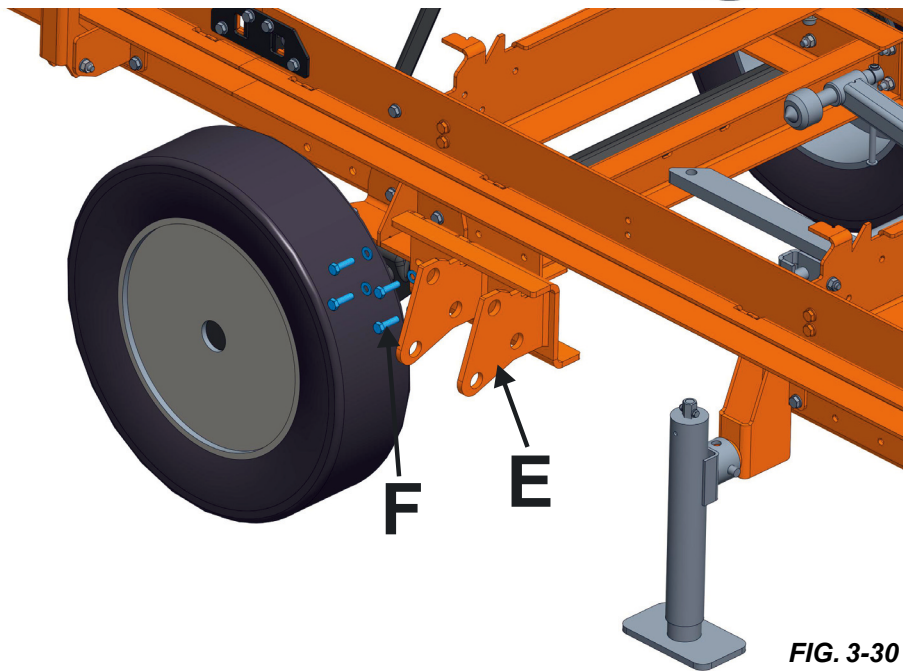


FIG. 3-30

3

TRAILER ASSEMBLY

Assembly of ramps and winch

5. Mount the winch arm (G) and secure it with two pins (H).

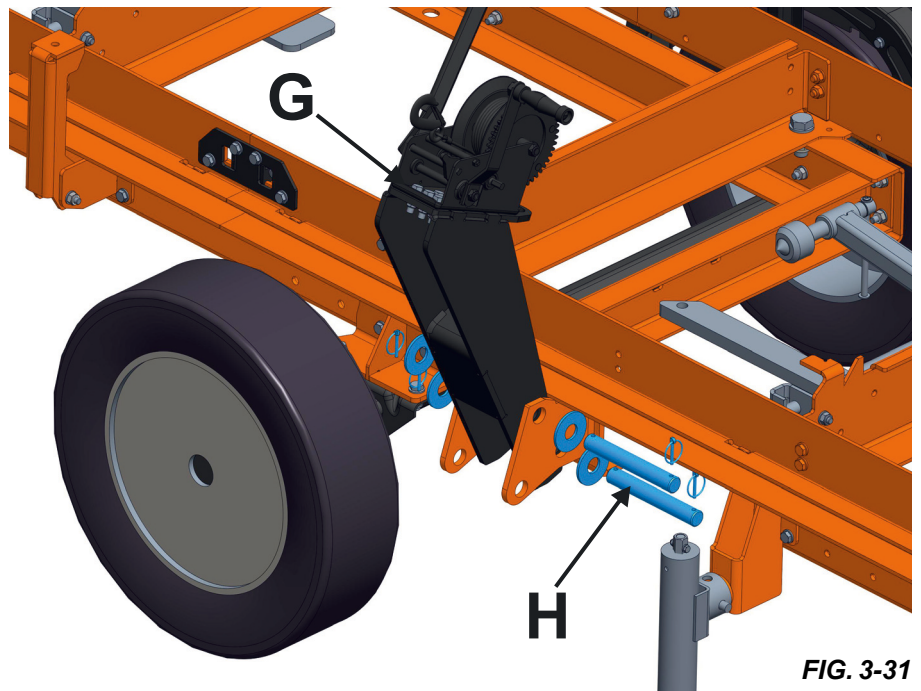


FIG. 3-31

3.5 Push bar assembly - LX25, LX50 and LX55 sawmills

PUSH BAR RETROFITS - FOR LX25 AND LX55 SAWMILLS

1. **FOR LX25 only:** Remove the previous handle, in its place install the new handle (#118438) with 8 bolts M8-1.25x2.

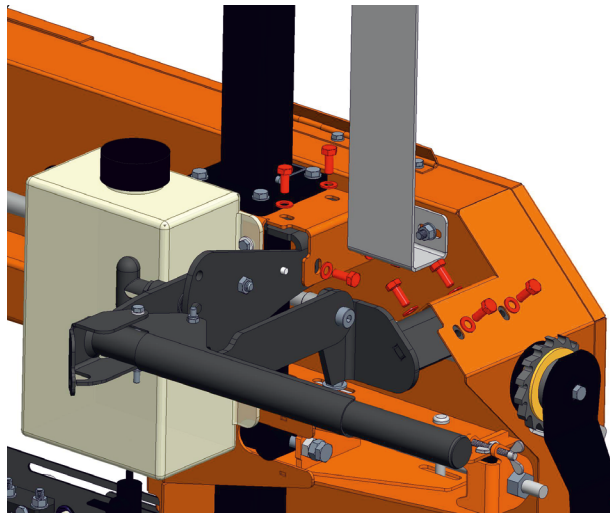


FIG. 3-32

1. **FOR LX55 only:** Remove the previous handle, in its place install the new handle (#140250) with 4 bolts M8-1.25x75 (A) and 2 M8-1.25x30 bolts.

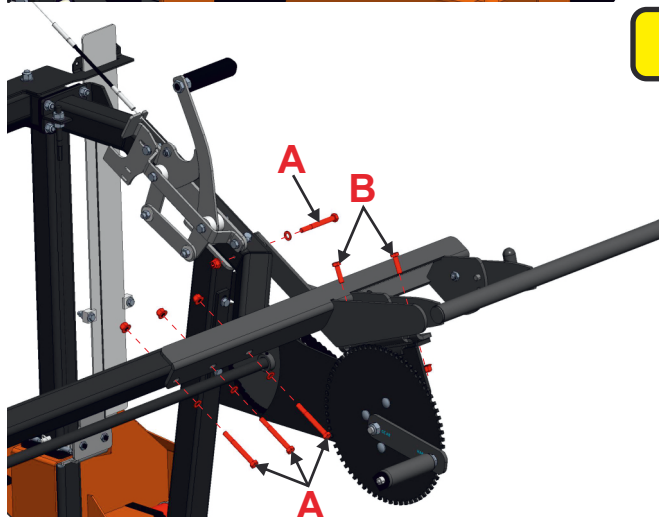


FIG. 3-33

**PUSH BAR RETROFITS - FOR LX50SA (START) AND LX50SC (SUPER)
MANUFACTURED BEFORE 05.08.2024**

- FOR LX50SA (START) only:** Mount new push bar kit (EU: #587174, USA: #140340) with 2 M8x25 bolts.



FIG. 3-34

- FOR LX50SC (SUPER) only:** Mount new push bar kit (EU: #587178, USA: #140336) with 2 M5X16 (A) and 2 M8x20 bolts (B).

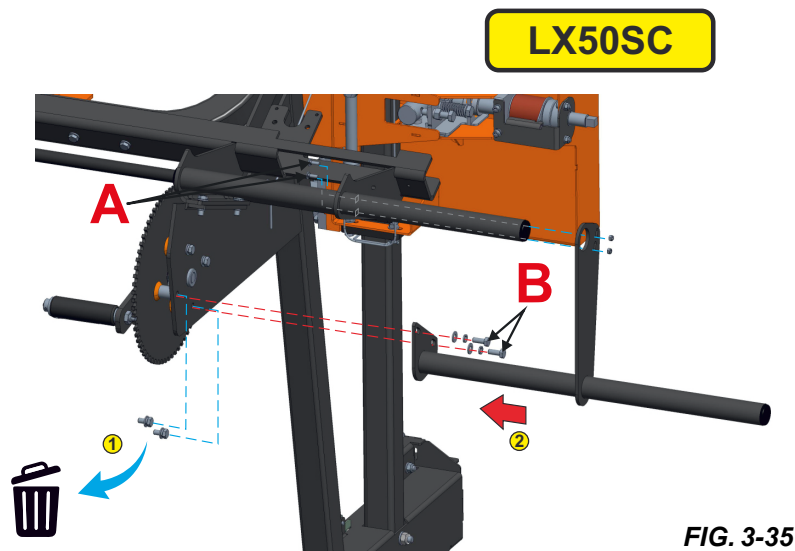


FIG. 3-35

**PUSH BAR - FOR LX50SA (START) AND LX50SC (SUPER)
MANUFACTURED AFTER 05.08.2024**

1. **FOR LX50SA (START) only:** Unfasten the chain link (A) and remove the chain.

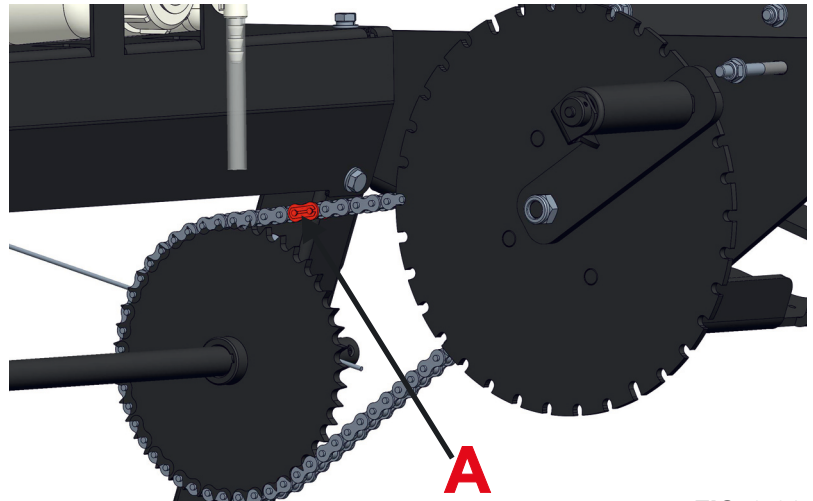


FIG. 3-36

2. Unscrew the screw and move the sprocket.

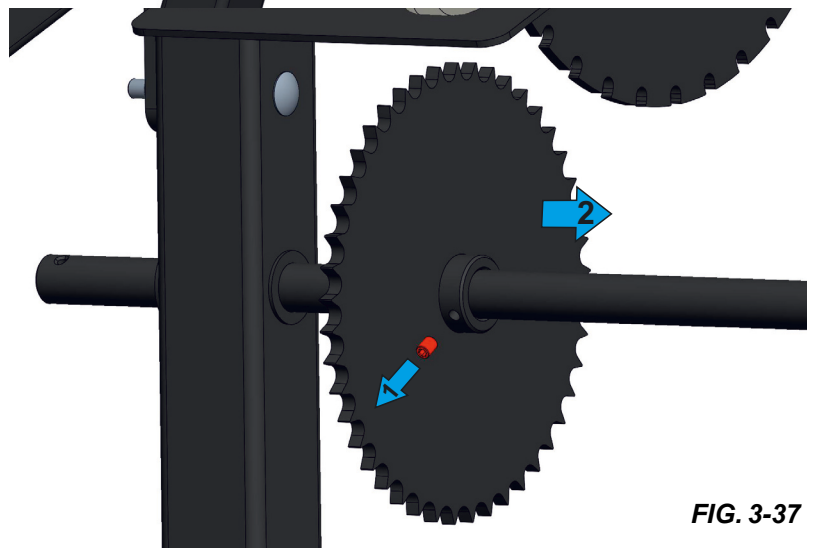


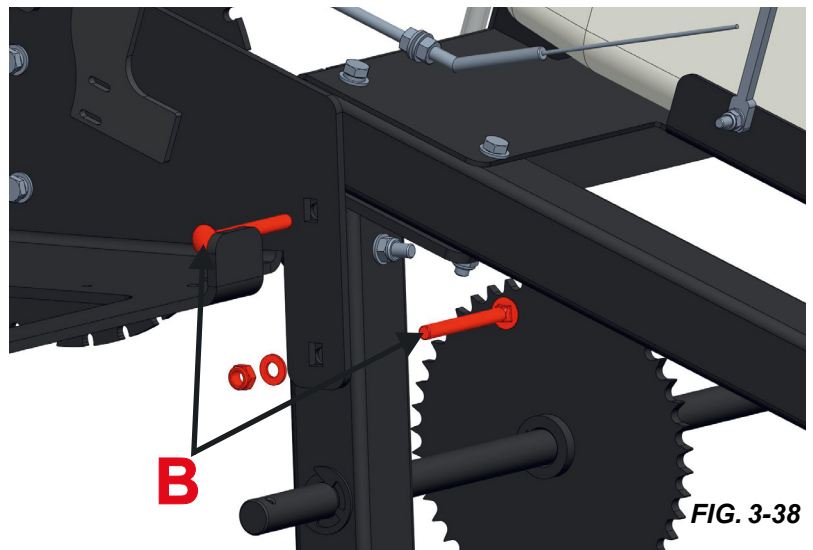
FIG. 3-37

3

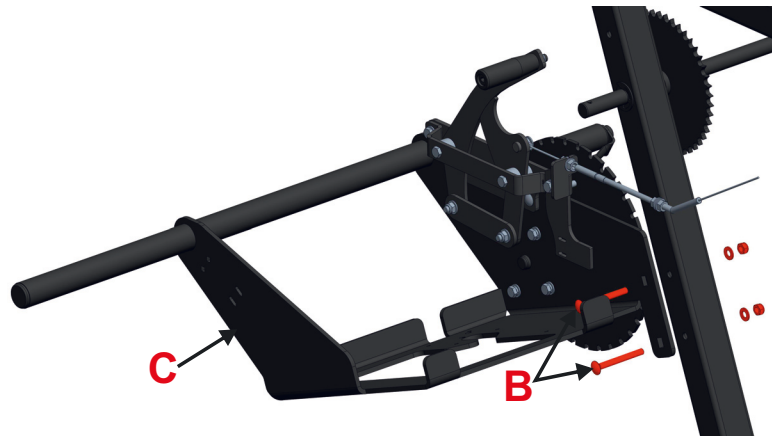
TRAILER ASSEMBLY

Push bar assembly - LX25, LX50 and LX55 sawmills

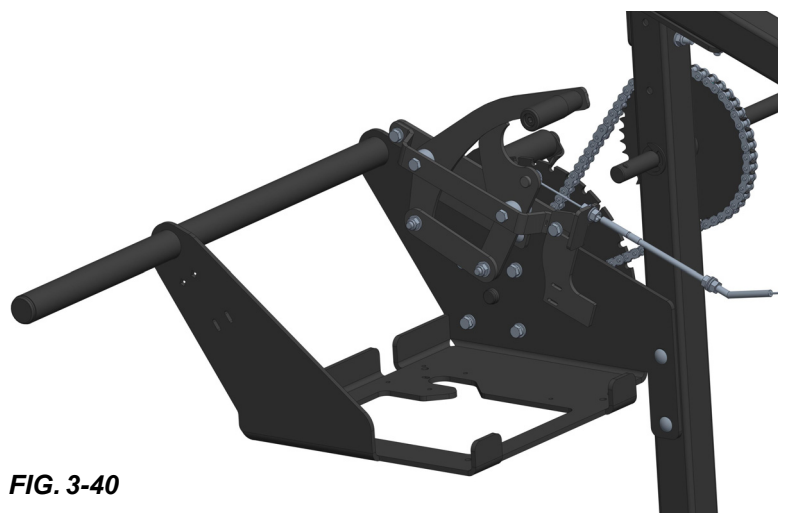
3. Unbolt the 2 M8x75 bolts (B).



4. Mount the feed handle (C) in the holes below with the bolts (B) removed in step 3.



5. Install the chain removed in step 1. The feed handle adapted to the trailer should look as shown in the figure 3-31.



1. **FOR LX50SC (SUPER) only:** Unbolt the two M6x20 bolts (A) and remove the handle.

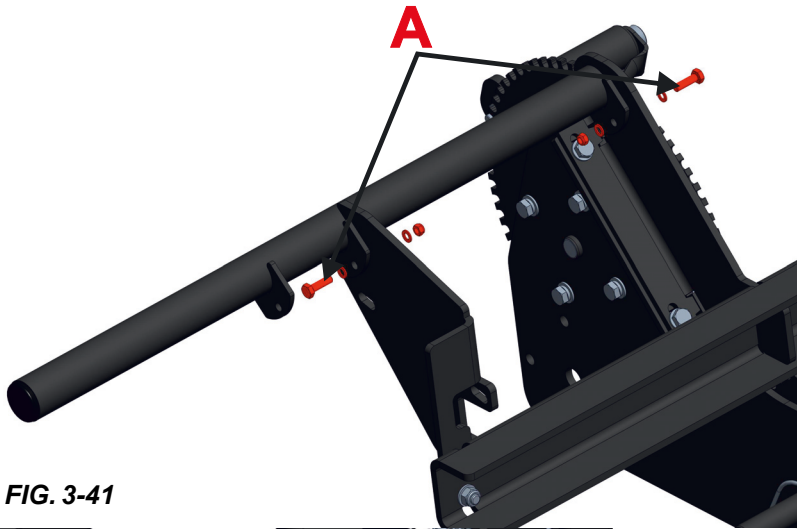


FIG. 3-41

2. Unbolt the two M8x25 bolts (B) and remove the bracket (C).

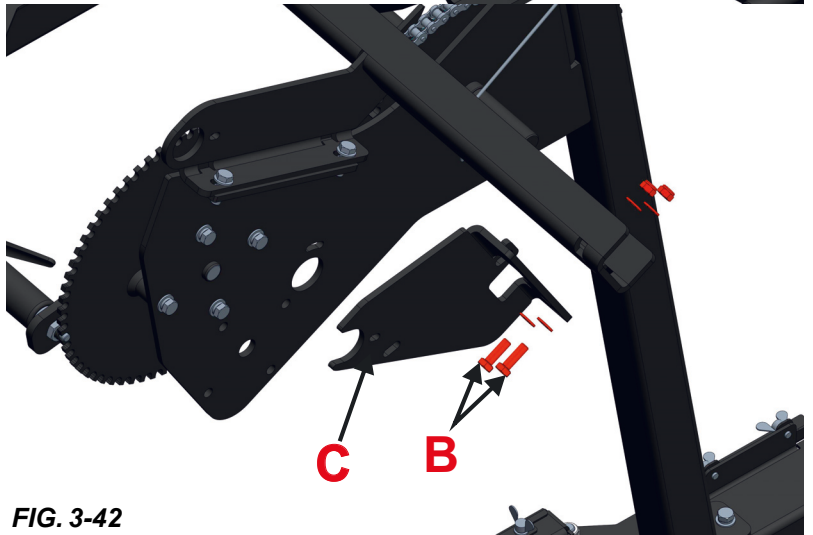


FIG. 3-42

3. Rotate the bracket 180 degrees and tighten with the bolts removed in step 7.

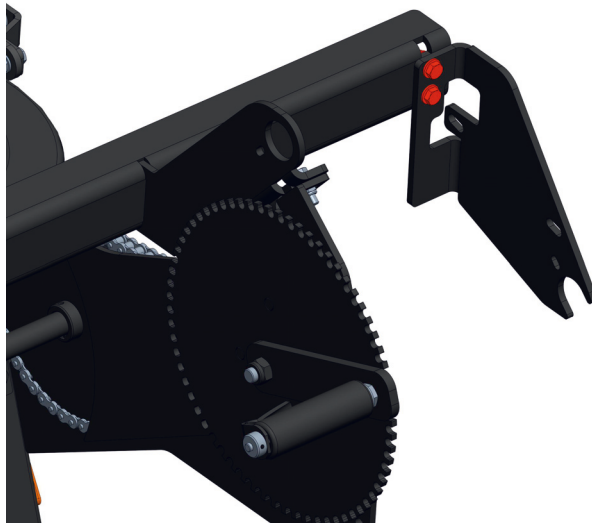


FIG. 3-43

3

TRAILER ASSEMBLY

Push bar assembly - LX25, LX50 and LX55 sawmills

- 4. Mount the handle with the bolts removed in step 1.

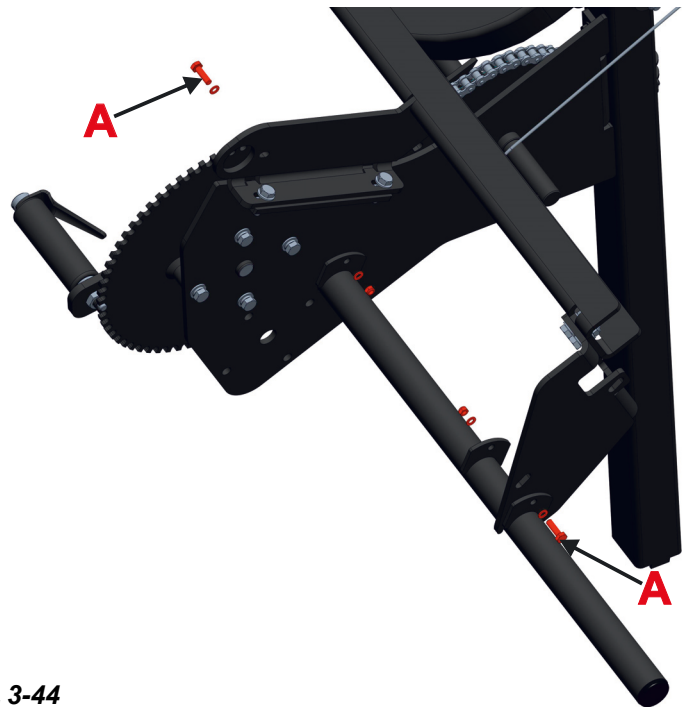


FIG. 3-44

- 5. The up/down feed crank (D) can also be lowered. To lower its position, unbolt the four M8x16 bolts (E) and install the crank assembly into the holes located lower down.

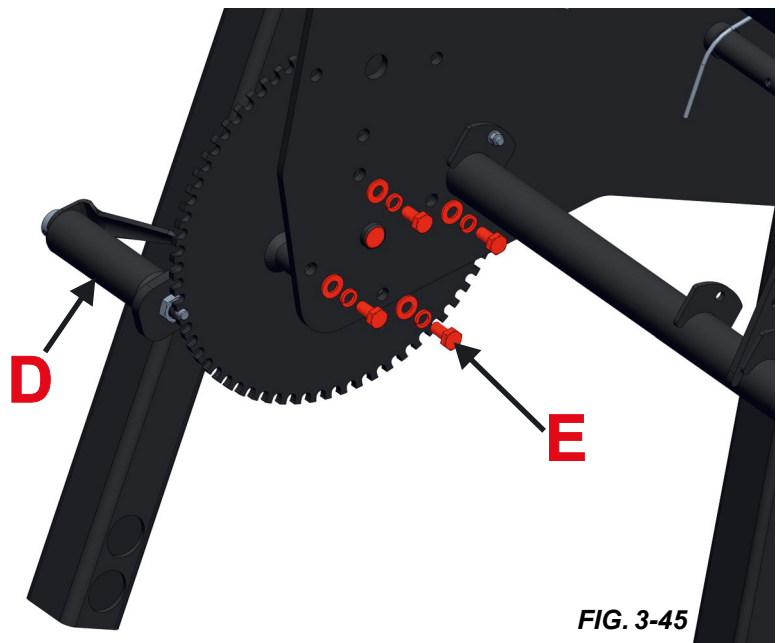


FIG. 3-45

SECTION 4 TRAILER OPERATION

4.1 Prepare For Travel

1. Align the head with the head rest bracket and lower the saw head, lock the saw head with knobs.



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

2. Mount the fenders in the brackets behind each wheel and secure with the knob.
3. *If the options are included*, place log loading ramps in the towing vehicle. Raise the winch to upright position.
4. Rotate all legs to the travel position and secure them with safety pins.
5. Align the mill behind the towing vehicle and place the hitch over the ball coupling on your vehicle.
6. 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.
7. Flip the locking handle downward.
8. Ensure bracket underneath firmly clamps around ball.
9. Secure the locking handle with the safety pin.

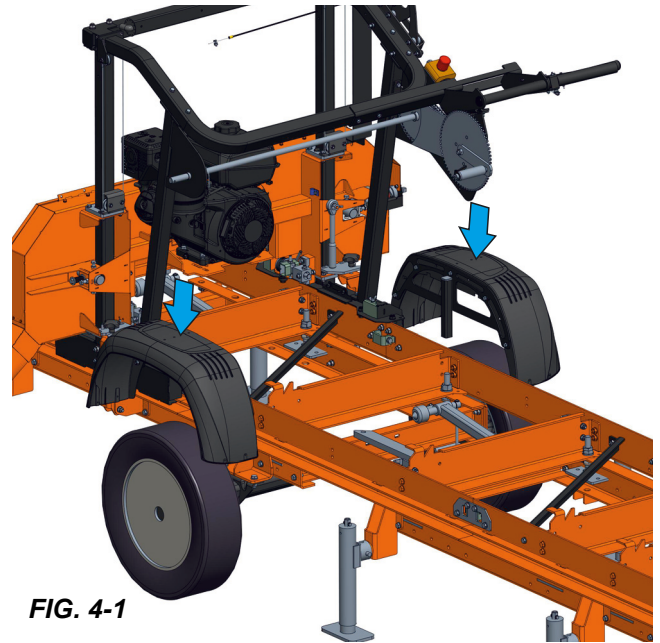


FIG. 4-1



WARNING! Ensure 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.

10. Recheck that all loose items are removed or secured (such as cant hooks, etc.).
11. Make sure all connections are secure.



DANGER! Ensure that the hitch is secured before towing the sawmill. Failure to do so may result in serious personal injury and/or severe machine damage.

12. Check tires for proper inflation.



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.

4.2 Prepare For Operation



WARNING! Do not set up the mill on ground with more than a 10 degree incline. Setting up the mill on an incline could cause it to tip over resulting in serious personal injury.

If setup on an incline is necessary put blocks under one side of the mill or dig out areas for jacks to keep mill level.

Chock the trailer wheels to prevent movement before unhitching it from the towing vehicle.

Ensure the trailer is supporting the sawmill frame when operating a sawmill with jacks. The jacks are intended to support the saw frame with assistance from the trailer.

1. Position the sawmill in an area that is suitable for sawing.
2. Chock the trailer wheels to prevent movement while unhitching the trailer.
3. Unhitch the sawmill.
4. Rotate all legs to the operating position and secure them with safety pins.
5. Put the winch in operating position and release the winch cable (optional).
6. Release the saw head from the rest bracket.
7. Use the wrench to adjust the legs and level the sawmill.
8. Remove the fenders from the trailer and set aside.
9. Place the log loading ramps (optional) in the brackets provided on the side of the sawmill bed.

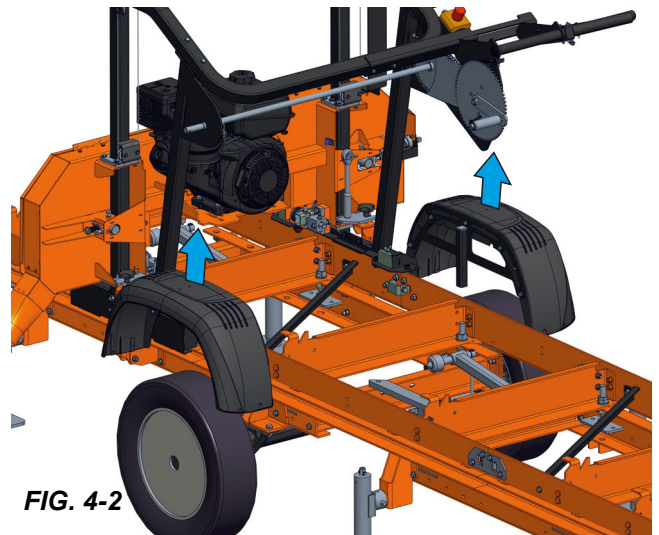


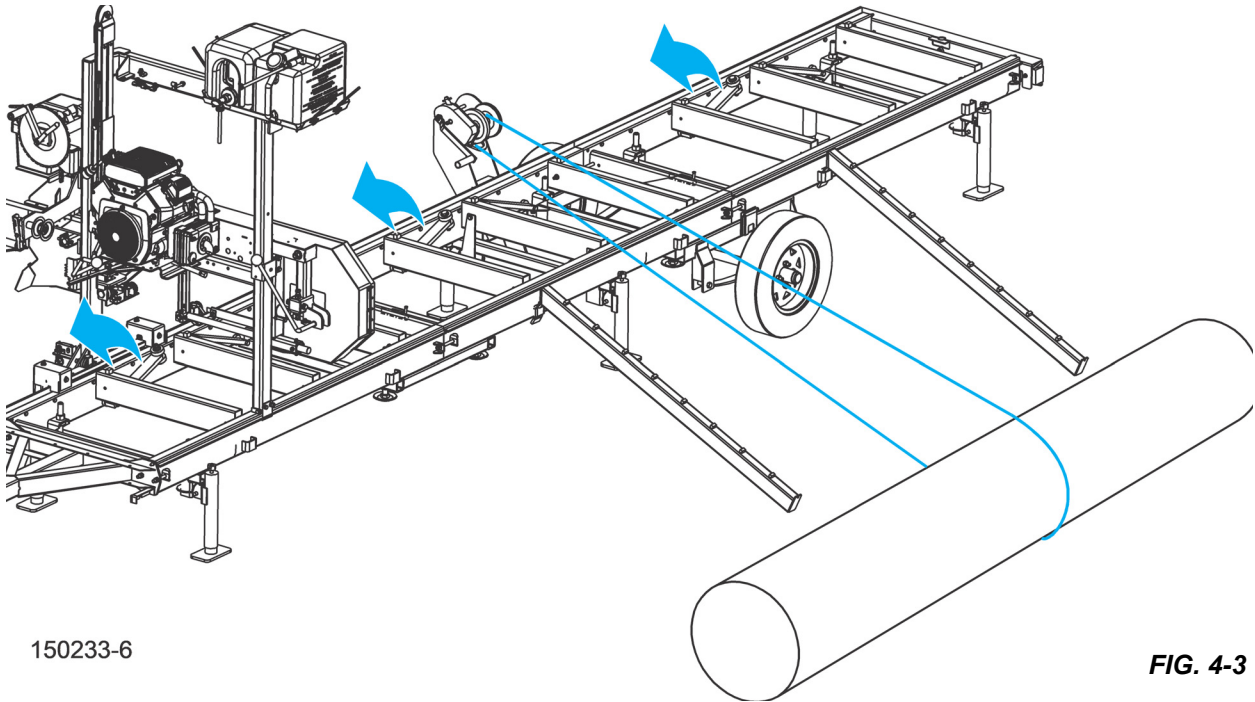
FIG. 4-2

4.3 Loading a Log using Optional Ramps and Winch



DANGER! Keep all persons out of the path of moving equipment and logs when operating sawmill or loading and turning logs. Failure to do so will result in serious injury.

1. Position the log at the ends of the loading ramps centering the length of the log with the winch.
2. Raise the side supports to vertical to prevent the log from falling off the side of the sawmill.
3. Route the winch cable around the top of the log and back to the winch bracket. Attach the cable hook to the winch bracket.



WINCH OPERATION

1. Inspect the winch mechanism and cable for proper operation before each use. The main components of the winch are: A - low speed gear, B - high speed gear and C - brake.
2. Check the cable for damage and replace, if necessary.
3. Select the winch speed by placing the crank handle on the correct winding shaft.

A. The top winding shaft provides a slow, but stronger, winding action for use when handling larger logs.

B. The lower winding shaft will provide a faster winding action for use when handling small to medium size logs.

4. Make sure the handle clip engages with groove in drive shaft.
5. Winch brake has three positions: top - allows only to wind the cable, middle - idle (allows to loosen and wind the cable), lower - allows only to unwind the cable.
6. Wind line on winch reel by turning winch handle in clockwise direction.
7. If under load, make sure that the brake is fully engaged in top position.
8. To unwind or reel out line, put the brake in lower position, securely grip the winch handle and apply force in counterclockwise direction.
9. Do not lose control.



WARNING! Maintain a firm grip on the winch handle at all times. Do not release handle when ratchet lever is in unlocked position with a load on the winch. The handle will spin violently, which could cause personal injury.

10. After reeling out line, lock the load in position by reengaging brake.
11. Once the log is loaded disconnect the winch cable and wind the cable up.
12. Adjust the side supports to clear the blade for the first few cuts.
13. If handle is attached to high speed shaft, operate winch as described above, reversing clockwise and counterclockwise.

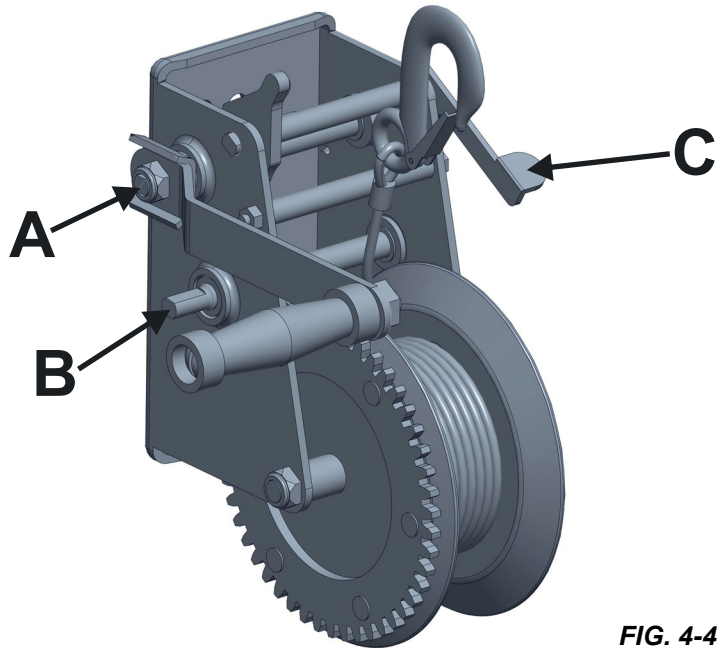


FIG. 4-4

SECTION 5 MAINTENANCE

1. Grease the trailer axle wheel bearings with lithium grease every 3 months or 1000 miles (1609 km) whichever comes first.
2. Ensure that the trailer tires are correctly inflated to the pressure shown on the tire.



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

WARNING! Use only parts provided by the hitch manufacturer for this hitch model.