The Wheel Well Retrofit

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TRAILMANOR TRAILERS
WHEELWELL MODIFICATIONS TO LESSEN DAMAGE FROM BLOWOUTS
(FOR SINGLE AXLE TRAILERS WITH 14“ RIMS)

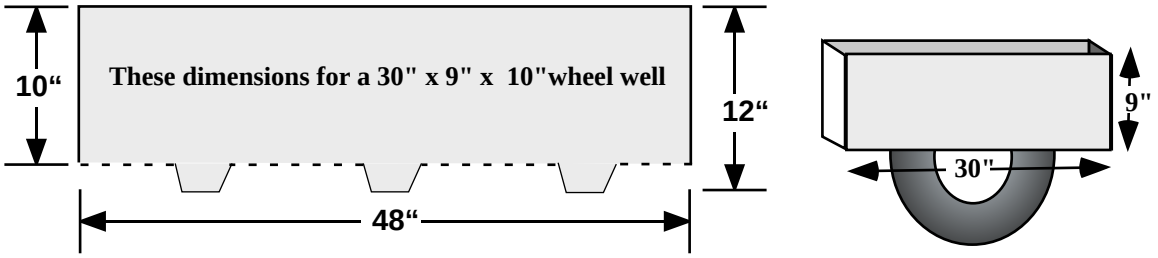
Recommended tools and materials:
Battery powered Drill 50- 3/16" pop rivets (1/8" to 1/4' Grip Range - (or screws)
Pop riveter 3 - cans of foam (one for each fender + 1 extra - save your receipt to return unused can
Drill bit (3/16" for pop rivets). 1- knee pad - rags garbage bags to cover tires & ground
Jack + wood softener- to raise body from frame member.
<Galvanized rolls of sheet-metal (flashing) 12 inches wide x 12 feet long are available at your big box lumber stores.> OR, sheets of galvanized flashing (3' x 4') are available at a savings of about 2/3 the cost of the roll of galvanized sheet metal.

Begin by removing the screws from the fender skirt. You should now be able to see the top of the tire in the wheel well.

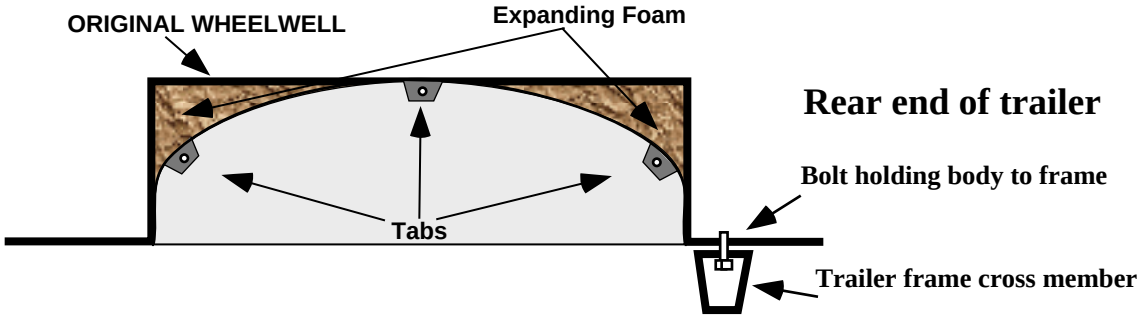
-Measure the length and height of your fender well.

Please note: The dimensions shown in the illustration below are for fender wells that are approximately 30" in length and 9" high. Being that the length of TrailManor fenders vary from trailer to trailer you should first measure the length and height of your fender well. Any length that is greater than the 30" should be added to the standard 48" as shown below. The amount of additional height (greater than 9") should be doubled and added to the length of the flashing. (Example, if your fender well measures 35" you should add 5 inches to the 48". If the height of your fender is 11", by doubling 2 you would add 4" to the 48".

Cut a piece of sheet-metal 12" X 48". (see directions for length as described in box above.) The 12" dimension is the depth of the wheel well plus 2") Make 3 triangular shaped tabs (2 inches deep, about 1-1/2 inches at the open end and about 3 inches at the base) by cutting 2" off one of the 48" sides. Make one tab at the center of the side. Make the other two about 12 inches from the ends. Bend the tabs to a 90-degree angle. (Note: You may make more tabs if you wish.)



The following procedure can be accomplished with or without removing the trailer tire and wheel. For more working space and more precise placement of the rivets or screws, you may wish to remove the wheel and tire.



At the back edge of the wheel well, remove the long lag-screw, which holds the trailer body to the frame. Carefully jack up the body just enough to slide one end of the sheet metal between the body and the frame. (Be sure the tabs are to the back of the wheel well and facing down. Position the sheet-metal so that 4 to 5 inches will be flat along the bottom of the trailer. Bend the sheet-metal up to arch in the wheel-well and bend the front end so that about 4 to 5 inches will be flat along the bottom of the trailer. Position the sheet-metal so that the top of the arch will be at the top center of the wheel-well. Fasten the center tab to the back wall of the wheel-well with a sheet-metal screw or a pop-rivet. Fasten the other two tabs in the same manner. Lower the jack and reinstall the lag-screw. (You may have to drill a pilot hole in the sheet-metal. Secure the front edge of the sheet-metal to the bottom of the trailer with several 8 X 1-1/4“ sheet-metal screws. Fill the triangular cavities with expanding foam. Put in a little foam at a time. Wait for it to cure. Then add some more. Repeat until the cavity is full. DO NOT LOWER ROOF UNTIL FOAM IS COMPLETELY DRY OR YOU MAY TRANSFER WET FOAM TO INTERIOR WALLS OF CABIN.