



THOROUGHBRED FLOATS

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Owner's Manual

Model: _____

Vin #: _____

Registration #: _____

Colour: _____

Year: _____

Manufactured by Thoroughbred Floats (NZ) Limited



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Congratulations for deciding to purchase New Zealand's leading horse float

THOROUGHBRED HORSE FLOATS excel in design, quality and appearance. We are dedicated craftsmen with more than two decades of experience building horse floats. High strength and lightweight construction are achieved by THOROUGHBRED'S unique design techniques, ensuring safety and comfort for your valuable blood stock. We also use our products so you can rest assured that our floats are designed with you and your horse in mind.

Each trailer is individually hand made by professional, experienced and qualified staff. Before being dispatch from the factory each trailer is subjected to a number of tests and checks to ensure it is in top working order.

Following the operating and maintenance guidelines set out below will ensure that you can enjoy your Thoroughbred float for many years to come. If you sell your trailer to a third party please ensure that you pass this manual on to them.

Warranty Conditions

Thoroughbred floats stand fully behind their design, construction and manufacturing of all of their trailers with quality guaranteed, providing that the trailer has only been used for it's intended purpose and that the maintenance guidelines set out below are observed and any repairs have been performed by a Thoroughbred recognised or approved workshop.

This warranty is void in the event of:

- Failure to observe the operating guidelines set out in this owner's manual
- Improper use of the trailer or lack of experience by the user
- Technical Modifications to the trailer
- Unauthorised attachments being added to the trailer
- Overloading
- Use of other than genuine replacement parts
- Use of the trailer for any other purpose than for which is was designed
- Failure to have the trailer serviced and maintained by authorised agents
- Failure to keep the trailer in a clean and tidy state.

MANUFACTURERS WARRENTY - if we have made an error in the manufacturing we will ensure this is rectified promptly

PAINT WARRENTY - there is a 5 year DuPont warranty on the paint surfaces of all Thoroughbred Floats. An independent CBIP - certified Coatings Inspector and ACA Certified Corrosion Technician regularly inspects our factory and we continually exceed the recommended standards.

TYRE WARRENTY - Firestone provide a FREE lifetime puncture repair service on all our floats running their tyres.

COMPONENT WARRANTY - All other componentry such as suspension, lights and brakes are covered via that manufactures warranty.

GALVANISING - All our frame work is SUPAGALV steel and our sheet steel is ELECTRO-GALV. All our steel is certified as AUSTRALASIAN steel which we use due to much lower percentages of recycled material within the steel - giving higher levels of strength and quality.

CAVITY WAX - this is blown into every open section within the float just to add extra protection.

Practical tips:

The steel used in your trailer is ALLGAL steel which is Galvanised inside and out, however Galvanising does not protect the steel from certain acids and chemicals. For example if you get salt water on your trailer you should wash this off immediately, any scratches or large stone chips can penetrate the galvanising also, you should treat and paint this immediately. This warranty does not cover the above situations. Nor does it cover damage due to natural wear and tear or horses chewing or scratching the paint work (including the use of hay nets)



During longer periods of in-operation you should secure your trailer with commercial wheel wedges without applying the parking brake, to eliminate the danger of the brake linings sticking.

Operating Instructions

Connecting your float

Tow ball:

Ensure you have the correct tow ball fitted to your vehicle

Light plug:

Plug your float plug into your vehicle connection. Turn your car lights on and your float side markers should come on, this is a good quick check that the plug is connected correctly.

Coupling for electric Brakes:

Lift the coupling handle and lock safety latch in the up position, then lower your jockey wheel onto the tow ball. Ensure the coupling has dropped right over the tow ball. Then lower the coupling handle and ensure the safety latch is locked in the down position with a lynch pin. This is always a 50mm tow ball.



Coupling in UP position
(ready for attaching onto the vehicle)



Coupling in Locked position
(ready for towing)

Hand/Park Brake:

Ensure that you release the manual hand/park brake.



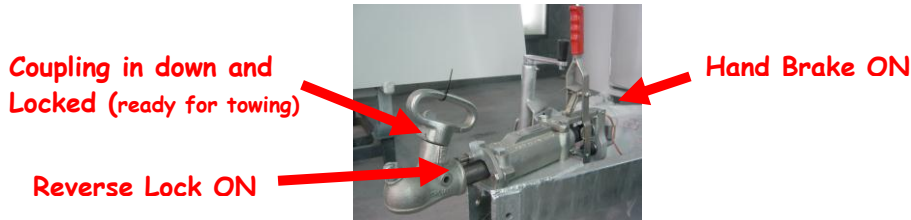
Hand Brake OFF

Hand Brake ON



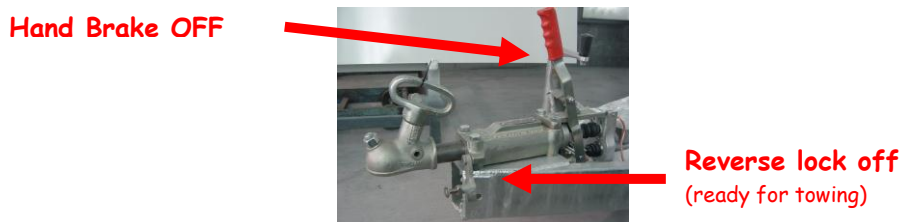
Coupling for hydraulic Brakes:

All floats fitted with hydraulic brakes will have a Trojan Duo-fit coupling which means that you can fit it to either a 50mm or a 1 7/8 tow ball simply by lifting and twisting the handle to the appropriate side (left is for 50mm). Lift the coupling handle and twist slightly to the side, then lower your jockey wheel onto the tow ball. Ensure the coupling has dropped right over the tow ball. Then twist the coupling handle back so that it drops over the locking system.



Hand/Park Brake:

Ensure that you release the manual hand/park brake.



Reversing Lock:

Ensure that you release the reversing lock so that you brakes will be working while you are travelling.

Jockey Wheel:

All Thoroughbred Horse floats come with a swing up jockey wheel. Pull the spring loaded lever and twist the jockey wheel and lock it in the travelling position.



Safety chains:

Straight load DLX and Select floats will have one safety chain. Ensure you always use the safety rated D-shackle that is supplied with your float and connect this straight to your towbar, not to another smaller D-shackle.

Angle load Premier and Luxury Liner floats will have two safety chains. Ensure you always use the safety rated D-shackle that is supplied with your float and connect this straight to your towbar, not to another smaller D-shackle. The safety chains should be crossed so that if your coupling should come off it will land on the crossed chains and not dig into the road.

Brake-Away System:

Three horse trailers will have a brake-away system. Ensure that your brake away cable is connected to your drawbar with your D-Shackle. Check the brake away battery is charging, the charge light should be on and check the power in the battery by pressing the test button. (for more details, see section "Brake away unit")

Electric brakes:

Ensure you check that your electric brake unit is set to the correct level of braking that is required for your current weight load. And check that they are working by applying the manual hand brake on your cab mounted controller and then try to move the vehicle forward, the brakes on the trailer should be holding the vehicle back when applying a little acceleration.

Technical Data

Dimensions and Weights:

Each trailer model is different and will be stamped on the Vehicle Identification Number plate which is attached to the left hand side panel of each trailer.

Tyre Inflation:

Each trailer will have the required tyre pressure stamped on the Vehicle Identification Number plate which is attached to the left side panel of each trailer. This should be between 40-45lbs.

Tow Ball:

All Thoroughbred floats with electric brakes will have 50mm tow couplings, therefore you will need to ensure you have a 50mm tow ball before collecting your float. There are two types of 50mm tow ball, one with a 2000kg rating and one with a 3500kg rating. Ensure you have the correct one for the size float you are purchasing. You can use either a 50mm or 1 7/8 ball for Thoroughbred floats with hydraulic brakes as they are fitted with a Trojan Duo-fit coupling.

Your floats braking system

Hydraulic Brakes:

All Thoroughbred straight load floats, and two horse angle loads upon request, come standard with top quality hydraulic disc brakes with copper brake lines and braided brake hoses with a top quality Trojan Duo-fit coupling. This braking system will last for many years, depending on the amount of use that your trailer has, but every year before the start of the season you should check the brake fluid level and have the brake pads checked for wear. If the coupling seems to be jerky when braking and accelerating then you may find that the dampner in the coupling needs replacing which will soften the braking motion again.

Electric Brakes:

All Thoroughbred angle load floats come standard with electric brakes, the reason being they give you better control of the float making towing your precious horse safer and they give the horses a far superior ride, with no bumping and jerking as with traditional manual brake systems.

There are various drawbar mounted brake controllers that can be purchased to go on the two horse trailers, however we only recommend one type of controller, however they are not as easy to use as a cab mounted controller as you need to get out of the vehicle if you feel you need to wind up the amount of braking on the float. They need checking very regularly to see if they are working as there is no light telling you they are working. With a cab mounted controller there are several checks you can do every time you plug the float in that can put your mind at rest that your braking system is working. Three horse trailers will also need a charge wire from the vehicle battery to the auxiliary on the trailer plug to charge the breakaway battery.



Electric Brake Controller

This fits into the cab of the towing vehicle and gives variable control to the trailer brakes automatically. Includes a manual override control. This is the best set up as it means you can control the sensitivity of the brakes on your float from the driver's seat. You will need to get an auto electrician to fit this, however some people can do this themselves.



Electric Breakaway Switch

Fits onto the trailers draw bar and is for applying trailer brakes automatically should the trailer become detached from the tow vehicle. An additional 12V battery is required. These come standard on all three-horse floats and above. They are an optional extra on two horse models.

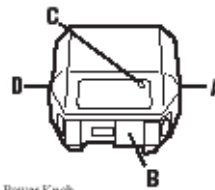
Cab mounted controllers



Thoroughbred Floats recommend the use of Voyager cab mounted brake controllers

Voyager® Features

- The unit is more attractive, easier to install, and makes better use of space.
- Recessed controls protect gain and level settings from accidental readjustment.
- Ergonomically designed control lever for easy, accurate gain and level settings.
- Traditional 4-wire hook up and under-dash U-bracket assure secure installation.
- System is compatible with virtually any 12-volt, negative ground tow vehicle.
- Broad control range makes setting quick and easy.
- The green LED display tells you that the unit is on and there is a complete circuit with the trailer brakes.
- As braking power is applied, the LED changes colour gradually from green to red, to indicate relative braking power.
- The advanced electronics in the Voyager minimizes false braking, to give you a smoother ride, even on the roughest roads.
- Voyager has a five-year limited warranty.



A. Power Knob
B. Manual Slide Knob
C. Bi-Colored Light
D. Level Knob

Operating Instructions:

Leveling the Sensor

After the brake control has been securely mounted the level adjustment must be set

NOTE:

1. **WARNING** This brake control is activated by inertia and requires the level to be set properly, or the braking response will be too harsh or ineffective
2. To properly level the sensor, the trailer and tow vehicle must be parked on a level surface and trailer must be connected to tow vehicle.

1. Connect trailer to the tow vehicle, Bi-coloured Light should glow GREEN.
2. Set power knob to maximum by fully rotating clockwise.
3. Depress tow vehicle's brake pedal and hold.
4. Rotate the Level Knob counter-clock-wise (towards the back of the control) until the Bi-Coloured Light starts to change colours from GREEN to RED
5. Carefully rotate the Level Knob clockwise (towards the front of the control) until a shade of ORANGE is visible.
6. Bi-Coloured Light should show:
 - DIM ORANGE for a typical setting
 - BRIGHT ORANGE for an aggressive setting
 - DIM RED for a more aggressive setting
7. Release brake pedal

Adjusting the power to the Trailer Brakes:

Once the control has been installed and properly leveled, it is necessary to set the power needed to stop the trailer during a braking event.

1. Connect trailer to tow vehicle
2. Set Power Knob to the 12 o'clock position
3. Drive tow vehicle and trailer on a dry level paved surface at 25mph and apply manual slide knob.
4. If trailer brakes lock up:
5. Turn power down using power knob. (Rotate power knob toward the 8 o'clock position, counter- clockwise)
6. If braking was not sufficient:
7. Turn power up using power knob. (Rotate power knob toward the 5 o'clock position, clockwise)
8. Repeat Step (3) until power has been set to a point just below wheel lock up or at a sufficient force as to achieve maximum braking power.
9. Using the brake pedal, make a few low speed stops to check the Power and Level adjustments. The automatic response (brake pedal) is initiated and terminated via the stoplight switch. When the brake pedal is released, trailer braking will cease.

Fine Tuning:

Now that the Power has been set, it is time to fine tune the level setting for the majority of the stopping that you will be doing.

1. Make several slow (25MPH) stops as if coming up to a stop sign and take notice of how the trailer brakes respond:
2. Brakes Grab Too Much
3. You have an Aggressive setting:
4. To correct this condition rotate the level knob clockwise, toward you.
5. Trailer tending to Push Tow Vehicle
6. You have Delayed setting:
7. To correct this condition rotate level knob counter-clockwise , away from you.
8. Repeat until desired trailer braking is achieved.

NOTE:

1. Always warm the trailers brakes before setting the power. Warm trailer brakes tend to be more responsive than cold brakes. To warm the trailer brakes, drive a short distance (1/4mile) at 45MPH with manual lever engaged enough to cause trailer braking at a low level.
2. **WARNING** The power should never be set high enough to cause trailer brakes to lock up. Skidding trailer wheels can cause loss of directional stability of trailer and tow vehicle.
3. The power may need to be adjusted for different load weights and road conditions

4. Not all trailer brakes will lock up due to various conditions. However, inability to lock up the brakes generally indicates the need for an inspection to determine the cause.
5. When the power is set correctly you should feel unified braking between the trailer and tow vehicle.
6. When in doubt of the proper setting procedures review the above steps starting at LEVELING THE SENSOR through FINE TUNING.

Fitting Instructions:

Must be fitted by a Auto Electrician

(for extensive instructions see manual supplied with controller)

Brake Away unit

Fits onto the trailers draw bar and is for applying trailer brakes automatically should the trailer become detached from the tow vehicle. An additional 12V battery is required. These come standard on all three-horse floats and above. They are an optional extra on two horse models.

Wiring

ALL THOROUGHbred FLOATS ARE SET UP AS 12 VOLT

DO NOT LET YOUR AUTO ELECTRICIAN CHANGE THE WIRING ON YOUR TRAILER

Electric Brakes

Your trailer is wired so that your trailer brakes' work off the power feed that gets sent to your taillights when you press your foot on the brake pedal. This signal still gets sent even if your car tail lights are broken or the battery for your water pump, or brake away switch is flat, so you will still have float brakes.

Water Pump - Standard (without battery)

You will need to turn your car park lights on in order to send the power feed back to the water pump for it to work so there is no extra wiring needed to your vehicle to run the water pump.

Water pump - with battery

The charge wire for your water pump battery (if fitted) needs to be 2.5m wire. It is suggested, but not required, that you put a relay onto your car battery so that the water pump battery does not discharge your car battery. This wire needs to be placed into the # 2 position of your 7 pin plug on your car.

7 PIN PLUG DIAGRAM

1	LEFT INDICATOR	YELLOW
2	AUXILARY BATTER SUPPLY- CHARGES BREAK AWAY UNIT	BLACK
3	EARTH RETURN	WHITE
4	RIGHT INDICATORS	GREEN
5	ELECTRIC BREAKS	BLUE
6	STOP LAMPS	RED
7	TAIL LAMPS	BROWN

Internal Lights

Internal lights have their own On/Off switches, however your lights work when your car lights are on (unless you have a kitchenette set up with separate battery supply, see kitchen section). Therefore we advise that you leave the internal light switches in the On position so that when ever your car lights come on the internal lights will come on for the horses.

Optional Extras

Water tank and pump - Standard (without battery)

You will need to turn your car park lights on in order to send the power feed back to the water pump for it to work so there is no extra wiring needed to your vehicle to run the water pump. Once you have turned the lights to use your pump flick the switch to the on position and the water pump will start, the system is not pressurized so ensure that the hose nozzle is open when you turn the pump on and switch the pump off when it is not required.

Water pump with battery

If you go for the water pump option that has a battery so that you can run your water pump when your float is not connected to your vehicle and so that you do not need to have your vehicle lights on in order to get power to your water pump in order to run it, you will need to have a charge wire run from your vehicle battery to your trailer plug, this can be done at the same time as installing your electric brake controller (if you have one), then while travelling, your car battery will be charging the water pump battery in the float. To use your pump flick the switch to the on position and the water pump will start, the system is not pressurized so ensure that the hose nozzle is open when you turn the pump on and switch the pump off when it is not required.

Filling your water tank:

Your water tank is underneath the float so that it doesn't affect the balance of your float, you can travel with the tank, full, empty or half full and it will not make a difference to your horse or the way your float tows. Attach the hose to the water pipe in your float and turn the tap on halfway, you will find the tank will fill faster than if it is on full as you will not get all the air bubbles in it. The tank has an overflow hole at the top on straight load models and under the floor on angle loads, which connects to an outlet pipe which will have water coming out of it when the tank is full.

Rear lift up doors

These doors are not designed to be open while travelling, they should be down and the handle closed at all times while travelling.

Swing out Tack boxes

- When traveling ensure that the tack box pin is securely in the hole in the floor of the float.
- The pin to hold the tack box secure in the floor of the float when traveling, also holds the tack box open when it swings out, ensure this pin is securely in position at all times.
- Ensure that your tack box door is either closed or the door locked open with the latch at all times.
- The saddle racks are removable if you wish to put buckets or something larger in the bottom of the tack box.

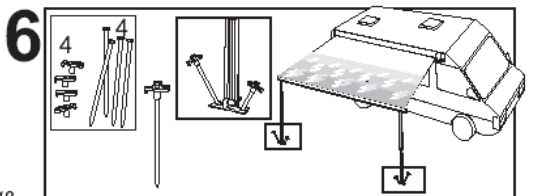
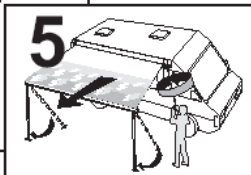
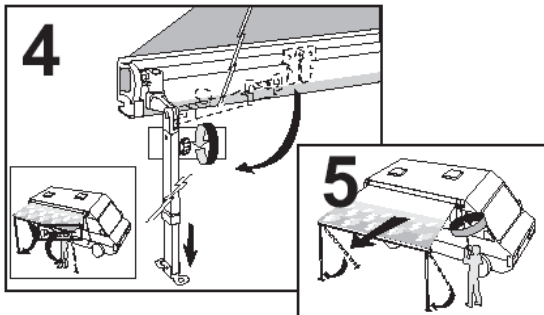
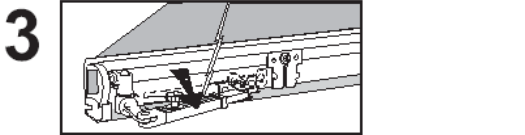
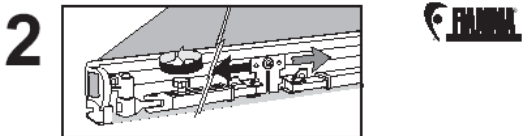
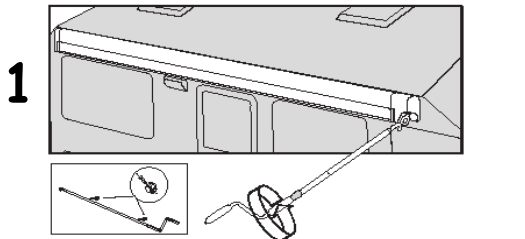
Batteries

The battery on your trailer is a deep cycle battery and can be charged as often as you like and does not need to be completely flat before charging again.

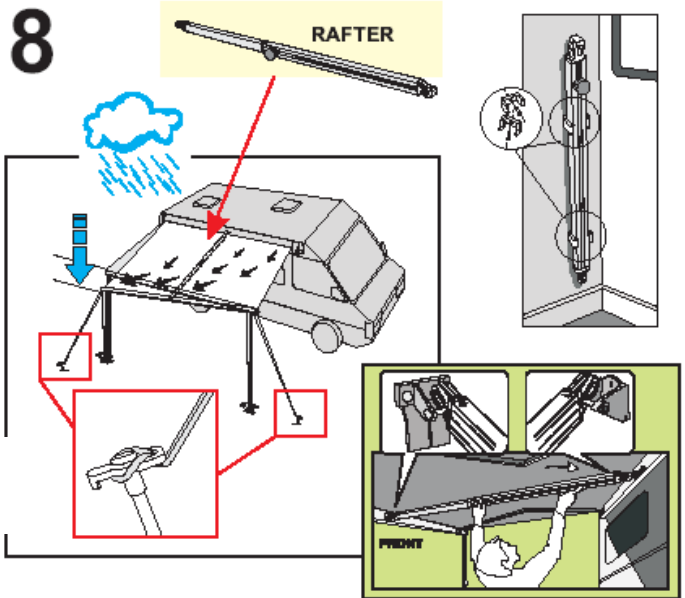
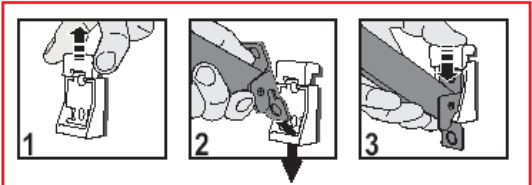
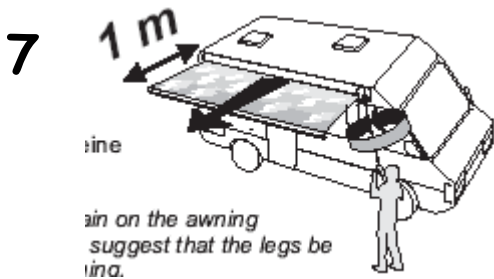
Awnings



- Fig. 1 :** In order to avoid unnecessary strain on the awning as well as on the vehicle side, we suggest that the legs be extended about 1m from the opening.
- Fig. 2 :** Unscrew the leg knob to slide the leg out of its seat.
- Fig. 3 :** Grasp the leg near its hinge-joint and pull it in a horizontal direction.
- Fig. 4 :** Lower the leg as shown in the figure.
- Fig. 5 :** After unrolling the awning completely, adjust the legs at the chosen height.
- Fig. 6 :** To avoid that the awning is lifted up by an unexpected gust of wind, it is necessary to secure the legs to the ground with the provided hooks. For greater safety, we strongly advise you also use some storm cords in the upper part of each support leg or anchor the awning with the Fiamma Tie-Down Kit strap.
- Fig. 7 :** If you want to fasten the support legs to the vehicle, put the terminals into the wall brackets. The brackets can be fixed only in reinforced points.
- Fig. 8 :** We remind you that the awning is a sun protection, so please roll up your awning in case of rain, wind or snow. Otherwise, please take the following precautions: Lower one side of your awning, so that water can flow away and assemble the tension rafter as shown in the figure (not included for all awning lengths).
- Fig. 9 :** Make sure that the awning perfectly rolls up: when it is, the red indicators on the front profile ends are no longer visible.
- A damaged fabric does not allow the awning to perfectly roll up.
 - Never use the awning with a damaged canopy.
 - Wash the canopy with Fiamma BRILL.



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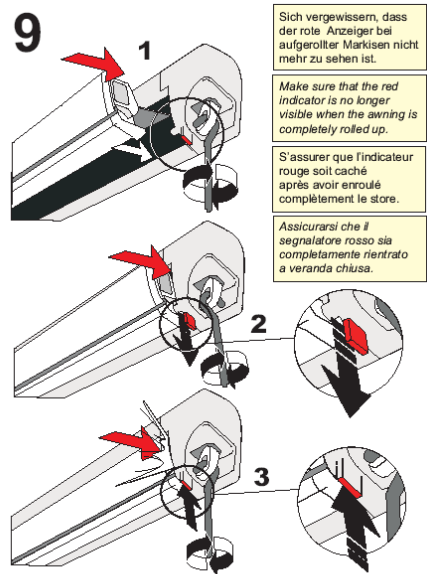


RAFTER PRO

03616-01-
OPTIONAL

- ⓘ ACHTUNG: Die Rafter Pro Spannstange wird nur für gelegentlichem Gebrauch empfohlen..
- ⓘ ATTENTION: we suggest that tension rafter PRO be used only temporarily.
- ⓘ ATTENTION: Nous conseillons d'utiliser le tendeur rafter PRO seulement temporairement.
- ⓘ ATTENZIONE: Il rafter PRO è consigliato solo per uso temporaneo.

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Sich vergewissern, dass der rote Anzeiger bei aufgerollter Markisen nicht mehr zu sehen ist.

Make sure that the red indicator is no longer visible when the awning is completely rolled up.

S'assurer que l'indicateur rouge soit caché après avoir enroulé complètement le store.

Assicurarsi che il segnalatore rosso sia completamente rientrato a veranda chiusa.



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Care and Maintenance of your Thoroughbred Float

To ensure that your Thoroughbred Float remains in good condition and operates properly for as long as possible, it is necessary for the trailer be checked and serviced by Thoroughbred floats or an approved service agent. If you live locally then you can bring it back to the factory and we can service it for you and you can be sure that nothing is overlooked. Even when used infrequently, the service work should be carried out once a year at which time your paint can be checked and any areas such as stone chips in need of attention pointed out.

Wheels nuts

Check the tightness of the wheel nuts after your first 50km of operation and retighten if required. If you need to change the wheels at any stage, check the tightness again after the first 50km. These should be checked regularly.

Brakes

Check the strength of the braking system after the first 100km of operation, as the brakes will "bed in" and may need adjusting.

Wheel Bearings

The wheel bearings are generally maintenance -free. However they should be checked regularly depending on the use of the trailer and ensure that there is enough grease packed in them.

Suspension

Your float has a special suspension system to give your horse the best possible ride which includes springs which may need lubrication from time to time. If the float is squeaking when going over bumps, then the springs need some lubrication.

Greasing and Lubrication

Lubricate all moving parts, there are grease holes in each area such as door and ramp hinges, door latches, jockey wheel, ramp latches etc. Check the safety latches for easy motion and keep well lubricated. For floats with hydraulic brakes there are also grease nipples on the coupling and you need to ensure that you keep plenty of grease on the coupling shaft. You would have been shown where these are when you collected your float, if you are unsure please just phone and ask. We recommend Wurth HHS2000

Cleaning

Your trailer should be washed inside and out each time you use it, to remove any horse manure, or nasal discharge over the front of the trailer where the horse stands whether inside or outside the float. If you have a shovel fitted to the door of your float ensure that all manure is removed from it and washed out. Sweat is salt so you need to ensure that you regularly wash the roof and top bars of the float to remove the sweat and salt.

Clean your float with commercial cleaning agents, we recommend XT88. Clean heavily soiled parts thoroughly. Use aluminium polish for care of the aluminium to keep the shine. Thoroughly clean damage to any of the galvanised steel resulting from stone chips or horses chewing etc and treat the steel and repaint. Avoid contact with acid and caustic agents, for example salt water and sand. Your fibreglass roof can also be polished to help keep it clean. Wet and forget is good to stop that mould growing.

Use of HAY NETS

If you need to hang hay in or on the outside of your trailer, ensure that it is a fully sealed bag not a net as the hay will damage your paint work. If the paintwork does get damaged ensure that it is touched up regularly. Any damage to paintwork due to the use of hay nets or hay bags will not be covered by warranty.

Paint Work

The warranty does not cover damage to paint work due to normal wear and tear such as stone chips, or horses chewing or scratching any paint work. Any damage should be touched up immediately. Any damage to the float such as dented panels will void any warranty to that area

Spare Parts

Spare parts are available for any Thoroughbred float. Simply email or phone us and quote your chassis number and we can organise what you need.

Maintenance Record

Your float should be serviced at least once per year and more regularly if used a lot or sitting outside.

Year	Date	Serviced by	Signature	Comments:
6months				
12months				
18months				
24months				
30months				
36months				