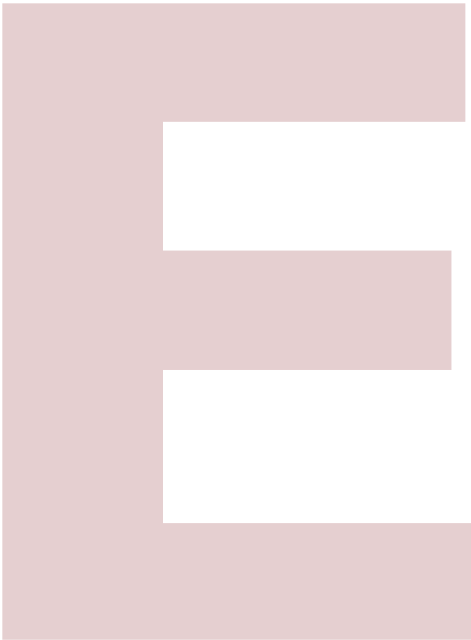


TIRES & WHEELS

- Trailer Tires
- Understanding Tire Markings
- Painted Trailer Wheels
- Galvanized Trailer Wheels
- Flat Face, Hub Piloted
- Agricultural Wheels
- Trailer Tire & Wheel Assemblies (Painted)
- Trailer Tire & Wheel Assemblies (Galvanized)

- Tire Tubes
- Valve Stems & Caps
- Hub Caps
- Wheel Chocks
- EZ Jack® Wheel Chocks
- E-Axle
- Spare Tire Carrier
- Spare Hub & Tire Carrier
- Eliminator Spindle/Tire Carrier



| |
|------------------------------|
| Information |
| Hubs & Axles |
| Brake Assemblies |
| Suspensions & Fasteners |
| Tires & Wheels |
| Couplers Jacks & Winches |
| Hitches & Towing Accessories |
| Body Components |
| Trailer Parts |
| Lights & Electrical |
| Locks & Cargo Control |
| Brake Actuating Systems |
| Switches |



info

Do you need to replace your Trailer Tires?

Did you know that your Trailer Tires may be worn out even though they still have plenty of tread left? This is because trailer tires have to carry a lot of weight all the time, even when not in use. It is actually better for the tire to be rolling down the road than to sit still. During use the tire releases lubricants that are beneficial to tire life. Using the Trailer Tires often also helps prevent flat spots from developing on the tire.

If one tire fails, the remaining tires will have to suddenly compensate by supporting the increased load the failed tire was carrying. This sudden increase of weight may overload the other tires causing a chain reaction blowout or other internal damage. If you have experienced a blowout, make sure you check the other tires for damage and/or take your tires to a local tire shop for evaluation by the experts.

The main cause of tire failure is underinflation. Check your tires at least once a month for proper inflation levels. Carlisle Tire and Wheel recommends adjusting the air pressure to the Maximum pounds per square inch (PSI) listed on the sidewall of the tire. If you inflate the tires to less than the maximum inflation level, you dramatically reduce the load carrying capacity of the tire.

Tires are not completely impervious to air loss; in fact tires can lose 1 to 3 PSI per month. This is because molecules of air under pressure weave their way from the inside of the tire through the rubber to the outside. A drop in air pressure could cause the tire to become overloaded, leading to excessive heat build up. If a Trailer Tire is under-inflated even for a short period of time, the tire could suffer internal damage. The Rubber Manufacturing Association (RMA) states that a tire run at less than 80% of the maximum inflation could cause damage to the tire. Again, if you feel that your tires have been run underinflated have them checked professionally at a local tire service center.

High speed towing in hot conditions degrades Trailer Tires significantly. As heat builds up during driving, the tire's internal structure starts to breakdown compromising the strength of the tire. It is recommended to not exceed 60 Miles per hour (MPH) while towing a trailer.

3 to 5 years is the average life expectancy of a Trailer Tire. After three years you should consider replacing your Trailer tires with new ones even if the tires have adequate tread depth left. After five years Trailer Tires are considered worn out and should be replaced.

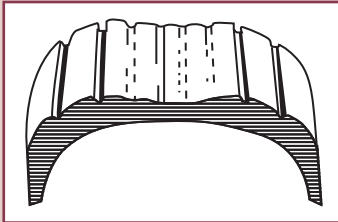
Imagine staying in the sunlight all day everyday with no sunscreen! This is what your tires have to endure daily. If you are storing your Trailer for an extended period, make sure that you store the tires in a cool dry place such as a garage or under a shade tree with tire covers to protect your Trailer Tires from the harsh effects of the sun. A thin piece of wood under the tires during storage will extend your Trailer Tires life.

- Summary Maintenance Tips -

- Keep your tires air pressure at the Maximum PSI recommended on the sidewall of the tire
- Keep a cap on your valve stem to prevent contamination of the internal rubber valve
- Always travel with a spare and check your spare tires air pressure along with the other tires
- If you experience a blowout, slowly move over to the right off the road to change your tire and check the other tires for possible damage
- Don't overload your Trailer Tires. The maximum load is listed on the sidewall of your Trailer Tires
- Give your Trailer Tires a visual check before each trip
- Keep your Trailer Tires in a cool dry place and out of direct sunlight during storage
- Replace your Trailer Tires every 3 to 5 years

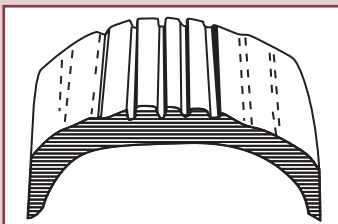
How To Read Tire Wear

The way your tires wear is a good indicator of other parts of your trailer. Abnormal wear patterns are often caused by the need for simple tire maintenance, or alignment. Tires should be inspected at every opportunity; once a week isn't too often. Learning to read the early warning signs of trouble can prevent wear that shortens tire life or indicates the need for having other parts of the trailer serviced. Tires should be inspected 3 ways. First, visually examine all tires; second, feel the tread by hand to detect wear such as feathering and third, check all tires with a pocket type pressure gauge.



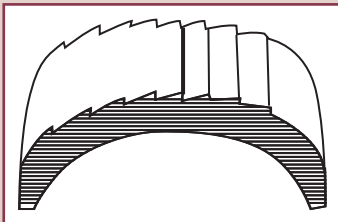
Over Inflation

Excessive wear at the center of the tread indicates that the air pressure in the tire is consistently too high. The tire is riding on the center of the tread and wearing it prematurely. Many times, the "eye-ball" method of inflation (pumping the tires up until there is no bulge at the bottom) is at fault; tire inflation pressure should always be checked with a reliable tire gauge. Occasionally, this wear pattern can result from outrageously wide tires on narrow rims. The cure for this is to replace either the tires or the wheels.



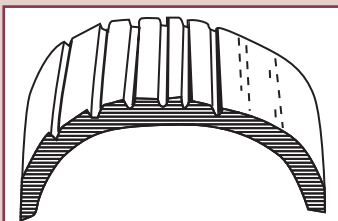
Under Inflation

This is the most common problem in trailers. This type of wear usually results from consistent under inflation. When a tire is under inflated, there is too much contact with the road by the outer treads, which wear prematurely. Tire pressure should be checked with a reliable pressure gauge.



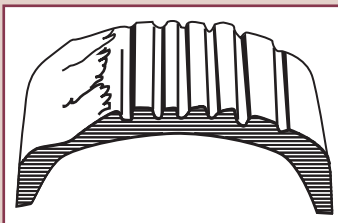
Feathering

Feathering is a condition when the edge of each tread rib develops a slightly rounded edge on one side and a sharp edge on the other. By running your hand over the tire, you can usually feel the sharper edges before you'll be able to see them. The most common cause of feathering is incorrect toe-in setting, which can be cured by having it set correctly.



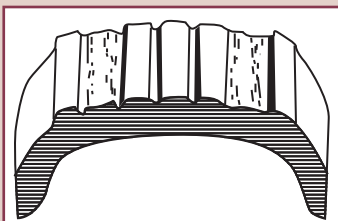
One Side Wear

When an inner or outer rib wears faster than the rest of the tire, the need for wheel alignment is indicated. There is excessive camber in the axle, causing the wheel to lean too much to the inside or outside and putting too much load on one side of the tire. The trailer may simply need the wheels aligned, but misalignment could be due to sagging springs, overloaded trailer or an unbalanced load on multi axle trailers. Because load has a great affect on alignment, be sure the trailer is loaded to balance the weight on the axle or axles. Trailer should be towed level, this is particularly important with independent suspension trailers using torsion axles.



Cupping

Cups or scalloped dips appearing around the edge of the tread on one side or the other, almost always indicate worn (sometimes bent) suspension parts. Adjustment of wheel alignment alone will seldom cure the problem. Any worn component that connects the wheel to the trailer (wheel bearings, springs, bushings, etc.) can cause this condition. Worn components should be adjusted or replaced with new ones. The worn tire should be balanced and possibly moved to a different location on the trailer. Occasionally, wheels that are out of balance will wear like this, but wheel imbalance usually shows up as bald spots between the outside edges and center of the tread.



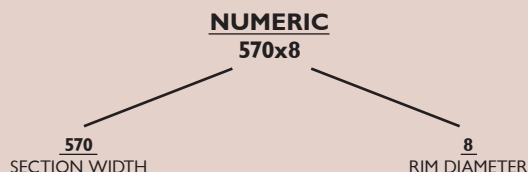
Second-rib Wear

Second-rib wear is normally found only in radial tires, and appears where the steel belts end in relation to the tread. Normally, it can be kept to a minimum by paying careful attention to tire pressure and frequently rotating the tires. Some tire manufacturers consider a slight amount of wear at the second rib of a radial tire normal, but that excessive amounts of wear indicate that the tires are too wide for the wheels. Be careful when having oversize tires installed on narrow wheels.

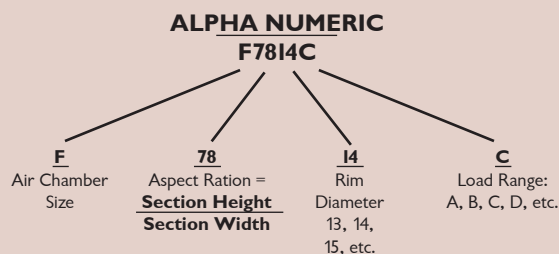
Trailer Tires

Trailer Tire requirements differ greatly from automotive tires. Automotive tires must maintain traction during all driving conditions: pulling, stopping, turning, or swerving. Because of this they must have more flexible sidewalls to maintain tread to road contact. Since trailers have no driving torque applied to their axles, the only time trailer tires must have traction is during the application of trailer brakes.

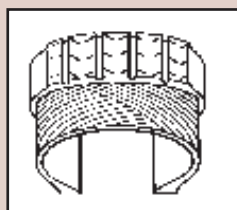
Trailers with heavy loads, high vertical sideloads (like camper trailers), or trailers with inadequate tongue weight can be affected by trailer sway problems. Automotive bias or radial tires with their more flexible sidewalls can accentuate trailer sway problems, whereas the stiffer sidewalls of the ST (special trailer) bias ply tires help to control and reduce sway problems. For this reason it is not recommended that (P) Passenger or (LT) Light Truck tires be used on trailers. Best trailer control will be achieved with (ST) Special Trailer tires.



B. Then in the 1960's tire manufacturers and D.O.T. changed most tires to alpha numeric identification to provide more information (B7813C, F7814C, H7815D, etc.)

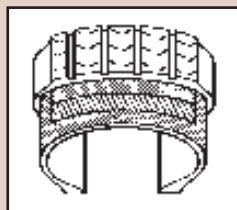


TYPES OF TIRE CONSTRUCTION



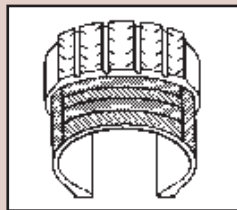
1. Bias Ply

Poly or Nylon cords crisscross the tire from bead to bead with the same number of ply at both tread and sidewalls, providing stiffer sidewalls and more resistance to sway.



2. Bias Belted

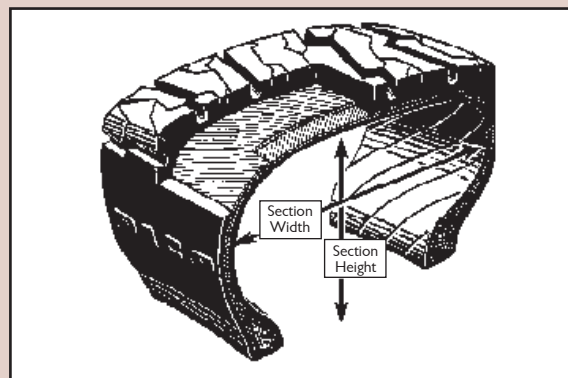
Standard Bias Ply crisscross, bead to bead construction, but with additional belts under the tread.



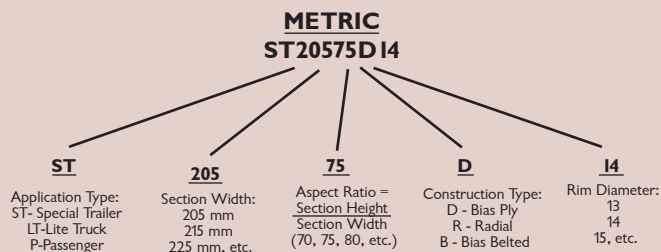
3. Radial

Radial Plies run at right angles straight across the tire from bead to bead with belts (usually steel wire) under the tread. This provides excellent traction holding tread to road during swerving or turning.

These are very important features for controlling a car or truck, but the flexible sidewalls of this type of tire may aggravate trailer sway problems when this type of tire is installed on a trailer.



C. Finally in the late 1970's and early 1980's, D.O.T. and domestic tire manufacturers converted the majority of tire production to the metric system again providing more information about the tire.



Tire Size Identification

A. Originally American tires were provided with numeric sizing (480x12, 600x13, etc.) This gave the section width (the widest point of the tire) and the diameter of the rim. Some smaller trailer tires today still retain that numeric identification (480x8, 570x8, 480x12, 570x12, etc.)

For trailer application, it is essential that you select the correct tires to match your application and capacity requirements. (ST) Special Trailer tires are normally more expensive than (P) Passenger car or (LT) Light Truck tires because they are built tougher with more material and are more bruise resistant. This is necessary because most trailer suspension systems are stiffer and less sophisticated than automotive suspension systems. Consequently the tires must be capable of withstanding more ABUSE.

CARLISLE

GOODYEAR

KENDA

LOADSTAR
by KENDA

H1885T

Trailer Tires

| Part # | Tire Size | LR | Rating | Capacity | Dimensions | Note |
|---------|----------------|------|--------|-----------|-----------------|-----------------|
| 10001 | 480 x 8 | B | 4 | 590 lbs | 16.6 OD - 4.8 W | - |
| 10005 | 570 x 8 | B | 4 | 715 lbs | 18.5 OD - 5.8 W | - |
| 10008 | 570 x 8 | C | 6 | 910 lbs | 18.5 OD - 5.8 W | - |
| *10017 | 18 x 8.5 x 8 | BNHS | 4 | 815 lbs | 17.7 OD - 8.4 W | GOLF CART |
| 10018 | 18.5 x 8.5 x 8 | B | 4 | 770 lbs | 18.2 OD - 8.4 W | - |
| 10024 | 20.5 x 8 x 10 | C | 6 | 1,105 lbs | 20.6 OD - 8.2 W | 205/65-10 |
| 10026 | 20.5 x 8 x 10 | E | 10 | 1,535 lbs | 20.6 OD - 8.2 W | 205/65-10 |
| 10031 | 480 x 12 | B | 4 | 780 lbs | 20.5 OD - 4.8 W | - |
| 10032 | 480 x 12 | C | 6 | 990 lbs | 20.5 OD - 4.8 W | - |
| 10033 | 530 x 12 | B | 4 | 840 lbs | 21.6 OD - 5.3 W | - |
| 10036 | 530 x 12 | C | 6 | 1,045 lbs | 21.6 OD - 5.3 W | - |
| 10034 | ST145R12 | E | 10 | 1,520 lbs | 21.5 OD - 5.5 W | Radial |
| 10054 | ST175/80D13 | B | 4 | 1,100 lbs | 24.0 OD - 6.9 W | B78 - 13B |
| 10056 | ST175/80D13 | C | 6 | 1,360 lbs | 24.0 OD - 7.1 W | B78 - 13C |
| 10053 | ST175/80R13 | C | 6 | 1,360 lbs | 24.1 OD - 6.7 W | Radial |
| 10058 | ST185/80D13 | C | 6 | 1,480 lbs | 24.5 OD - 6.6 W | - |
| 10062 | ST205/75D14 | C | 6 | 1,760 lbs | 26.1 OD - 8.0 W | F78 - 14C |
| 10065 | ST205/75D14 | C | 6 | 1,760 lbs | 26.9 OD - 8.1 W | USA Trail |
| 10064 | ST205/75R14 | C | 6 | 1,760 lbs | 26.1 OD - 8.0 W | Radial |
| 10064-G | ST205/75R14 | C | 6 | 1,760 lbs | 26.1 OD - 8.0 W | Radial-Goodyear |
| 10061 | ST215/75R14 | C | 6 | 1,870 lbs | 26.7 OD - 8.5 W | Radial |
| 10061-G | ST215/75R14 | C | 6 | 1,870 lbs | 26.7 OD - 8.5 W | Radial-Goodyear |
| 10069 | 8 x 14.5 | F | 12 | 2,790 lbs | 28.0 OD - 8.1 W | - |

Note: * GOLF CART TIRE, NOT FOR HIGHWAY USE
More Types and Sizes Available by Special Order

Continued On Next Page >>>



10021



10031



10070

Information

Hubs
& Axles

Brake
Assemblies

Suspensions
& Fasteners

Tires &
Wheels

Couplers
Jacks &
Winches

Hitches &
Towing
Accessories

Body
Components

Trailer Parts

Lights &
Electrical

Locks &
Cargo Control

Brake
Actuating
Systems

Switches

CARLISLE

GOODYEAR

KENDA

LOADSTAR
by KENDA

H1885T

Trailer Tires (Continued)

| Part # | Tire Size | LR | Rating | Capacity | Dimensions | Note |
|---------|---------------|----|--------|-----------|-------------------|-----------------|
| 10070 | ST205/75D15 | C | 6 | 1,820 lbs | 27.13 OD - 8.46 W | F78 - 15C |
| 10071 | ST205/75R15 | C | 6 | 1,820 lbs | 27.10 OD - 8.00 W | Radial |
| 10071-G | ST205/75R15 | C | 6 | 1,820 lbs | 27.20 OD - 8.00 W | Radial-Goodyear |
| 10072 | ST225/75D15 | C | 6 | 2,150 lbs | 28.31 OD - 9.33 W | H78 - 15C |
| 10074 | ST225/75R15 | C | 6 | 2,150 lbs | 28.30 OD - 8.80 W | Radial-Goodyear |
| 10076 | ST225/75D15 | D | 8 | 2,540 lbs | 28.31 OD - 9.33 W | H78 - 15D |
| 10077 | ST225/75D15 | D | 8 | 2,540 lbs | 28.60 OD - 9.00 W | USA Trail |
| 10075 | ST225/75R15 | D | 8 | 2,540 lbs | 28.30 OD - 8.80 W | Radial |
| 10075-G | ST225/75R15 | D | 8 | 2,540 lbs | 28.30 OD - 8.80 W | Radial-Goodyear |
| 10824 | ST225/75R15 | E | 10 | 2,830 lbs | 28.30 OD - 8.80 W | Radial |
| 10093 | ST225/90D16 | F | 12 | 3,100 lbs | 31.5 OD - 9.0 W | 750X16 |
| 10092 | ST235/85R16 | E | 10 | 3,640 lbs | 31.6 OD - 9.3 W | Radial |
| 10841 | ST235/80R16 | E | 10 | 3,520 lbs | 31.9 OD - 9.1 W | Radial |
| 10099 | ST235/85R16 | F | 12 | 3,960 lbs | 31.9 OD - 9.1 W | Radial |
| 10094 | 875 x 16.5 LT | E | 10 | 2,680 lbs | 29.7 OD - 8.7 W | - |
| 10818 | 215/75R17.5 | H | 16 | 4,805 lbs | 30.4 OD - 8.1 W | Radial |
| 10863 | 235/75R17.5 | H | 16 | 6,005 lbs | 31.6 OD - 8.9 W | Radial |



Understanding Tire Markings

Original Equipment Approval Code

All tires must have a DOT, Department of Transportation numbers which indicate that the tire has passed all minimum DOT standards.

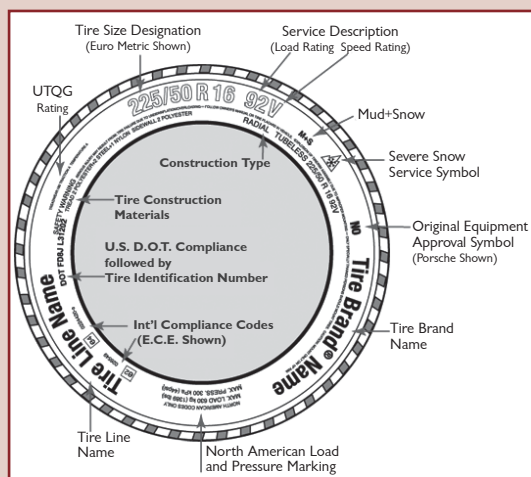
Uniform Tire Quality Grading (UTQG) Marking

The Department of Transportation requires each manufacturer to grade its tires under the Uniform Tire Quality Grade (UTQG) labeling system and establish ratings for treadwear, traction, and temperature resistance. These test are conducted independently by each manufacturer following government guidelines to assign values that represent a comparison between the tested tire and a control tire. While traction and temperature resistance ratings are specific performance levels, the treadwear ratings are assigned by manufacturers following field testing and are most accurate when comparing tires of the same brand.

Tire Size Markings

The tire size shown above is 225/50R16. The 225 represents its section width (tire width in mm). "50" is the tires "Aspect Ratio" (the ratio of the sidewall height to the tread width). The "R" represents tire construction, in this case radial, and the last item is the "16" which represents the rim/wheel size.

Below are the tire markings most commonly seen on tires sold in the US. All tires must have a US Department of Transportation (D.O.T.) approval.



info

Painted Trailer Wheels

| Part # | Wheel Size | Stud Size | Bolt Pattern | Center Hole | Wheel Capacity | Color | Offset | Style |
|--------|-------------|-----------|--------------|-------------|----------------|----------------|--------|-------|
| 10401 | 8 x 3.75 | ½" | 4 on 4" | 2.5 | 900 lbs | White | 0 | C |
| 10402 | 8 x 3.75 | ½" | 5 on 4½" | 2.82 | 900 lbs | White | 0 | C |
| 10415 | 8 x 5.375 | ½" | 4 on 4" | 2.8 | 900 lbs | White | - .75" | C |
| 10417 | 8 x 7 | ½" | 4 on 4" | 2.5 | 900 lbs | White | 0 | C |
| 10418 | 8 x 7 | ½" | 5 on 4½" | 2.82 | 900 lbs | White | 0 | C |
| 10419 | 9 x 4 | ½" | 4 on 4" | 2.5 | 1,120 lbs | White | 0 | C |
| 10420 | 9 x 4 | ½" | 5 on 4½" | 2.5 | 1,120 lbs | White | 0 | C |
| 10421 | 10 x 6 | ½" | 4 on 4" | 2.5 | 1,330 lbs | White | 0 | C |
| 10422 | 10 x 6 | ½" | 5 on 4½" | 2.82 | 1,535 lbs | White | 0 | C |
| 10424 | 10 x 6 | ½" | 5 on 5½" | 4 | 1,535 lbs | White | 0 | C |
| 10631 | 12 x 4 | ½" | 4 on 4" | 2.5 | 1,045 lbs | White | 0 | S |
| 10632 | 12 x 4 | ½" | 5 on 4½" | 2.82 | 1,045 lbs | White | 0 | S |
| 10651 | 13 x 4.5 | ½" | 4 on 4" | 2.5 | 1,065 lbs | White | 0 | S |
| 10652 | 13 x 4.5 | ½" | 5 on 4½" | 3.19 | 1,480 lbs | White | 0 | S |
| 10662 | 14 x 6 | ½" | 5 on 4½" | 3.19 | 1,870 lbs | White | 0 | S |
| 10469 | 14.5 x 6 | - | Demountable | N/A | 2,790 lbs | Black | - | - |
| 10466 | 14.5 x 6 | ½" | 6 on 5½" | 3.65 | 2,790 lbs | Black | - .62" | C |
| 10467 | 14.5 x 6 | ½" | 8 on 6½" | 4.88 | 2,790 lbs | White | - .62" | C |
| 10670 | 15 x 5 | ½" | 5 on 4½" | 3.19 | 1,710 lbs | White | 0 | S |
| 10672 | 15 x 6 | ½" | 5 on 4½" | 4.25 | 2,150 lbs | White | 0 | S |
| 10673 | 15 x 6 | ½" | 6 on 5½" | 4.25 | 2,600 lbs | White | 0 | S |
| 10473 | 15 x 6 | ½" | 6 on 5½" | 3.65 | 2,600 lbs | Grey | 0 | C |
| 10483 | 16 x 6 | ½" - ⅝" | 6 on 5½" | 3.62 | 3,040 lbs | Silver | 0 | C |
| 10484 | 16 x 6 | ½" - ⅝" | 8 on 6½" | 4.88 | 3,750 lbs | Silver OEM | + .50" | C |
| 10485 | 16 x 6 | ½" - ⅝" | 8 on 6½" | 4.89 | 3,750 lbs | Silver Modular | 0 | M |
| 10677 | 16 x 6 | ½" - ⅝" | 6 on 5½" | 4.25 | 3,500 lbs | White | 0 | S |
| 10676 | 16 x 6 | ½" - ⅝" | 8 on 6½" | 4.90 | 2,750 lbs | White | 0 | S |
| 10490 | 16.5 x 6.75 | ½" - ⅝" | 8 on 6½" | 4.89 | 3,530 lbs | Silver | + .50" | C |
| 117241 | 17.5 x 6.75 | ⅝" | 8 on 6½" | 4.77 | 6,005 lbs | Silver | + .19" | C |
| 117240 | 17.5 x 6.75 | ⅝" | 8 on 6½" | 4.77 | 6,000 lbs | Silver | - .31" | C |
| 117298 | 17.5 x 6.75 | ⅝" | 8 on 6½" | 4.77 | 6,005 lbs | Silver | - .50" | C |

NOTE: S=Spoke C=Conventional (Solid Center) M=Modular



10401



10469



10632



10484



10490

Information

Hubs
& Axles

Brake
Assemblies

Suspensions
& Fasteners

Tires &
Wheels

Couplers
Jacks &
Winches

Hitches &
Towing
Accessories

Body
Components

Trailer Parts

Lights &
Electrical

Locks &
Cargo Control

Brake
Actuating
Systems

Switches

Galvanized Trailer Wheels



10501



10683



10684

| Part # | Wheel Size | Stud Size | Bolt Pattern | Center Hole | Wheel Capacity | Finish | Offset | Style |
|--------|------------|--------------|--------------|-------------|----------------|------------|--------|-------|
| 10501 | 8 x 3.75 | 1/2" | 4 on 4" | 2.50 | 910 lbs | Galvanized | 0 | C |
| 10502 | 8 x 3.75 | 1/2" | 5 on 4 1/2" | 2.82 | 910 lbs | Galvanized | 0 | C |
| 10521 | 10 x 6 | 1/2" | 4 on 4" | 2.50 | 1,105 lbs | Galvanized | 0 | C |
| 10522 | 10 x 6 | 1/2" | 5 on 4 1/2" | 2.82 | 1,330 lbs | Galvanized | 0 | C |
| 10645 | 12 x 4 | 1/2" | 4 on 4" | 2.82 | 1,045 lbs | Galvanized | 0 | S |
| 10646 | 12 x 4 | 1/2" | 5 on 4 1/2" | 2.95 | 1,045 lbs | Galvanized | 0 | S |
| 10645 | 13 x 4.5 | 1/2" | 4 on 4" | 2.82 | 1,065 lbs | Galvanized | 0 | S |
| 10646 | 13 x 4.5 | 1/2" | 5 on 4 1/2" | 3.19 | 1,480 lbs | Galvanized | 0 | S |
| 10684 | 14 x 6 | 1/2" | 5 on 4 1/2" | 3.19 | 1,870 lbs | Galvanized | 0 | S |
| 10685 | 15 x 6 | 1/2" | 5 on 4 1/2" | 3.19 | 2,150 lbs | Galvanized | 0 | S |
| 10686 | 15 x 6 | 1/2" | 6 on 5 1/2" | 4.25 | 2,600 lbs | Galvanized | 0 | S |
| 10687 | 16 x 6 | 1/2" - 9/16" | 6 on 5 1/2" | 4.25 | 3,040 lbs | Galvanized | 0 | S |
| 10688 | 16 x 6 | 1/2" - 9/16" | 8 on 6 1/2" | 4.90 | 3,750 lbs | Galvanized | 0 | S |

How to Determine Wheel Offset

Offset

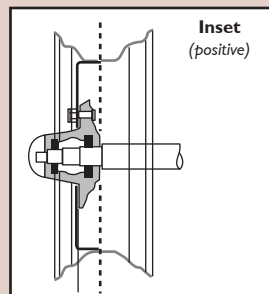
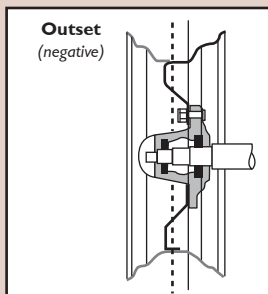
The distance between the mounting face of the disc and rim centerline.

Inset

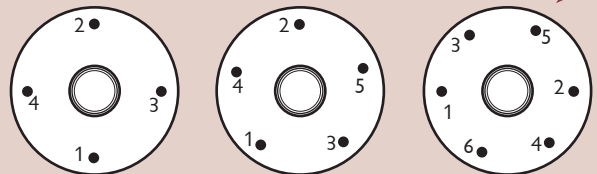
The distance when the mounting face is outboard of the rim centerline.

Outset

The distance when the mounting face is inboard of the rim centerline.

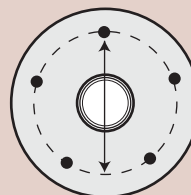


Wheels



Lug nuts (or bolts) are tightened as shown

| Wheel Torque Chart | Stud Size | lbs/ft |
|--------------------|------------|-----------|
| Standard Wheels | 1/2" - 20 | 70 - 90 |
| | 9/16" - 18 | 110 - 140 |
| | 5/8" - 18 | 125 - 140 |

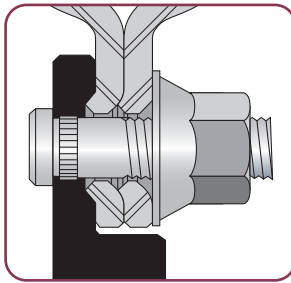


Bolt pattern is measured through center bolt circle.

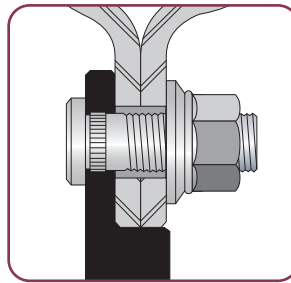
Pilot Mount

info

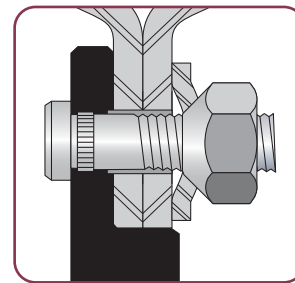
A mounting method where the weight of the load is transferred from the axle to the wheel via the pilot. Common in steel wheels 16" in diameter and larger where there is a flat faced surface at the point where the nut mates to the wheel and the wheel mates to the hub. Typically uses either a clamping ring with a 90 degree nut, requiring less torque, or a flanged nut .625" or larger in thread diameter. The clamping ring method provides a coined surface to retain nut torque which is similar in method to a stud mount wheel. A flanged nut retains torque via the compression of the large outer flange. The measurement of the wheel pilot and the hub pilot is very closely matched so that the weight is transferred via the pilots and not the studs.



Coined



Flat



Flat w/Clamp Ring

Flat Face, Hub Piloted

| Part # | Fits | Wheel Size | Bolt Hole | Bolt Pattern | Center Hole | Wheel Capacity | Color |
|--------|--------|-------------|-----------|--------------|-------------|----------------|--------|
| 10497 | Hayes | 16 x 6 | .625" | 8 on 6½" | 4.88 | 3,200 lbs | Grey |
| 10498 | Hayes | 16.5 x 6.75 | .625" | 8 on 6½" | 4.88 | 3,100 lbs | Grey |
| 10587 | Dexter | 16 x 6 | .625" | 8 on 6½" | 4.75 | 3,200 lbs | Silver |
| 10588 | Dexter | 16.5 x 6.75 | .625" | 8 on 6½" | 4.75 | 3,100 lbs | Silver |
| 10590 | Dexter | 17.5 x 6.75 | ¾" | 10 on 8¾" | 6.50 | 4,710 lbs | Grey |



10493

Agricultural Wheels

| Part # | Rim Size | Bolt Pattern | Positive Offset | Negative Offset | Pilot Hole | Capacity |
|--------|----------|--------------|-----------------|-----------------|------------|-----------|
| 10195 | 15" x 6" | 5 on 5½" | - | ½" | 4" | 2,200 lbs |
| 10196 | 15" x 6" | 6 on 6" | 1.12" | - | 4.62" | 2,800 lbs |
| 10193 | 16" x 6" | 6 on 6" | 1.25" | - | 4.62" | 3,500 lbs |

NOTE: Other agricultural hub groups and wheels available on request



10193

Offset is measured from the wheel mounting surface to the centerline of the wheel.

Two types of offset: Positive and Negative.

Positive Offset: When the wheel mounting surface is outside of the wheel centerline.

Negative Offset: When the wheel mounting surface is inside of the wheel centerline.

info

CARLISLE

GOODYEAR

KENDA

LOADSTAR
by KENDA

H1885T

Trailer Tire & Wheel Assemblies - Painted



10101



10123



Demountable



White Spoke

| Part # | Tire Size | Load Range | Tire Capacity | Wheel Color | Bolt Pattern | Note |
|--------|-----------------|------------|---------------|-------------|--------------|--------|
| 10101 | 480 x 8 | B | 590 lbs | White | 4 on 4" | - |
| 10102 | 480 x 8 | B | 590 lbs | White | 5 on 4½" | - |
| 10105 | 570 x 8 | B | 715 lbs | White | 4 on 4" | - |
| 10106 | 570 x 8 | B | 715 lbs | White | 5 on 4½" | - |
| 10107 | 570 x 8 | C | 910 lbs | White | 4 on 4" | - |
| 10108 | 570 x 8 | C | 910 lbs | White | 5 on 4½" | - |
| 10116 | 18 x 8.5 x 8NHS | B | 770 lbs | White | 4 on 4" | - |
| 10119 | 18.5 x 8.5 x 8 | B | 770 lbs | White | 4 on 4" | - |
| 10118 | 18.5 x 8.5 x 8 | B | 770 lbs | White | 5 on 4½" | - |
| 10115 | 18.5 x 8.5 x 8 | C | 940 lbs | White | 4 on 4" | - |
| 10123 | 20.5 x 8 x 10 | C | 1,105 lbs | White | 4 on 4" | - |
| 10124 | 20.5 x 8 x 10 | C | 1,105 lbs | White | 5 on 4½" | - |
| 10126 | 20.5 x 8 x 10 | E | 1,535 lbs | White | 5 on 4½" | - |
| 10331 | 480 x 12 | B | 780 lbs | White | 4 on 4" | - |
| 10332 | 480 x 12 | B | 780 lbs | White | 5 on 4½" | - |
| 10333 | 530 x 12 | B | 840 lbs | White | 4 on 4" | - |
| 10334 | 530 x 12 | B | 840 lbs | White | 5 on 4½" | - |
| 10335 | 530 x 12 | C | 1,045 lbs | White | 4 on 4" | - |
| 10336 | 530 x 12 | C | 1,045 lbs | White | 5 on 4½" | - |
| 10353 | ST175/80D13 | B | 1,100 lbs | White | 4 on 4" | - |
| 10354 | ST175/80D13 | B | 1,100 lbs | White | 5 on 4½" | - |
| 10356 | ST175/80D13 | C | 1,360 lbs | White | 5 on 4½" | - |
| 10362 | ST205 x 75D14 | C | 1,760 lbs | White | 5 on 4½" | - |
| 10169 | 8 x 14.5LT | F | 2,790 lbs | Black | Demountable | - |
| 10370 | ST205 x 75D15 | C | 1,820 lbs | White | 5 on 4½" | - |
| 10371 | ST205/75R15 | C | 1,820 lbs | White | 5 on 4½" | Radial |
| 10372 | ST225 x 75D15 | D | 2,150 lbs | White | 5 on 4½" | - |
| 10376 | ST225 x 75D15 | D | 2,540 lbs | White | 6 on 5½" | - |
| 10393 | 750-16 | E | 2,780 lbs | White Spoke | 8 on 6½" | Bias |
| 10392 | ST235/85R16 | E | 3,042 lbs | White Spoke | 8 on 6½" | Radial |
| 10846 | ST235/80R16 | E | 3,520 lbs | White Spoke | 8 on 6½" | Radial |

CARLISLE

GOODYEAR

KENDA

LOADSTAR
by KENDA

H188ST

Trailer Tire & Wheel Assemblies - Galvanized

| Part # | Tire Size | Load Range | Tire Capacity | Wheel Color | Bolt Pattern | Note |
|---------|---------------|------------|---------------|-------------|--------------|----------|
| 10201 | 480 x 8 | B | 590 lbs | Galv. | 4 on 4" | - |
| 10201-C | 480 x 8 | B | 590 lbs | Galv. | 4 on 4" | Carlisle |
| 10202 | 480 x 8 | B | 590 lbs | Galv. | 5 on 4½" | - |
| 10202-C | 480 x 8 | B | 590 lbs | Galv. | 5 on 4½" | Carlisle |
| 10205 | 570 x 8 | B | 715 lbs | Galv. | 4 on 4" | - |
| 10206 | 570 x 8 | B | 715 lbs | Galv. | 5 on 4½" | - |
| 10207 | 570 x 8 | C | 910 lbs | Galv. | 4 on 4" | - |
| 10208 | 570 x 8 | C | 910 lbs | Galv. | 5 on 4½" | - |
| 10223 | 20.5 x 8 x 10 | C | 1,105 lbs | Galv. | 4 on 4" | - |
| 10224 | 20.5 x 8 x 10 | C | 1,105 lbs | Galv. | 5 on 4½" | - |
| 10225 | 20.5 x 8 x 10 | D | 1,330 lbs | Galv. | 5 on 4½" | - |
| 10226 | 20.5 x 8 x 10 | E | 1,535 lbs | Galv. | 5 on 4½" | - |
| 10226-C | 20.5 x 8 x 10 | E | 1,535 lbs | Galv. | 5 on 4½" | Carlisle |
| 10345 | 480 x 12 | B | 780 lbs | Galv. Spoke | 4 on 4" | - |
| 10345-C | 480 x 12 | B | 780 lbs | Galv. Spoke | 4 on 4" | Carlisle |
| 10346 | 480 x 12 | B | 780 lbs | Galv. Spoke | 5 on 4½" | - |
| 10346-C | 480 x 12 | B | 780 lbs | Galv. Spoke | 5 on 4½" | Carlisle |
| 10347 | 530 x 12 | B | 840 lbs | Galv. Spoke | 4 on 4" | - |
| 10348 | 530 x 12 | B | 840 lbs | Galv. Spoke | 5 on 4½" | - |
| 10349 | 530 x 12 | C | 1,045 lbs | Galv. Spoke | 4 on 4" | - |
| 10350 | 530 x 12 | C | 1,045 lbs | Galv. Spoke | 5 on 4½" | - |
| 10381 | ST175/80D13 | B | 1,100 lbs | Galv. Spoke | 4 on 4" | - |
| 10382 | ST175/80D13 | B | 1,100 lbs | Galv. Spoke | 5 on 4½" | - |
| 10383 | ST175/80D13 | C | 1,360 lbs | Galv. Spoke | 5 on 4½" | - |
| 10383-C | ST175/80D13 | C | 1,360 lbs | Galv. Spoke | 5 on 4½" | Carlisle |
| 10384 | ST205 x 75D14 | C | 1,760 lbs | Galv. Spoke | 5 on 4½" | - |
| 10384-C | ST205 x 75D14 | C | 1,760 lbs | Galv. Spoke | 5 on 4½" | Carlisle |
| 10828 | ST215 x 75D14 | C | 1,865 lbs | Galv. Spoke | 5 on 4½" | - |
| 10386 | ST205 x 75D15 | C | 1,820 lbs | Galv. Spoke | 5 on 4½" | - |
| 10386-C | ST205 x 75D15 | C | 1,820 lbs | Galv. Spoke | 5 on 4½" | Carlisle |
| 10387 | ST225 x 75D15 | C | 2,150 lbs | Galv. Spoke | 5 on 4½" | - |
| 10388 | ST225 x 75D15 | D | 2,540 lbs | Galv. Spoke | 6 on 5½" | - |
| 10388-C | ST225 x 75D15 | D | 2,540 lbs | Galv. Spoke | 6 on 5½" | Carlisle |
| 10389 | ST225/75R15 | D | 2,540 lbs | Galv. Spoke | 6 on 5½" | Radial |
| 10858 | ST235/80R16 | E | 3,520 lbs | Galv. Spoke | 8 on 6½" | - |



10201



10223



10348



10388-C

Information

Hubs
& Axles

Brake
Assemblies

Suspensions
& Fasteners

Tires &
Wheels

Couplers
Jacks &
Winches

Hitches &
Towing
Accessories

Body
Components

Trailer Parts

Lights &
Electrical

Locks &
Cargo Control

Brake
Actuating
Systems

Switches



10080



10090



10091



10095



10079



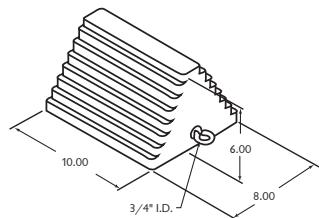
FREE Display



A10-0908



8020



Tire Tubes

| Part # | Tire Size |
|--------|---------------|
| 10080 | 480 x 8 |
| 10083 | 570 x 8 |
| 10081 | 20.5 x 8 x 10 |
| 10082 | 480 x 12 |
| 10085 | 78 x 13 |

Valve Stems & Caps

| Part # | Tire Size |
|----------|--------------------------------|
| 10090 | Valve Stem. Each; TR413 |
| 10090-10 | Valve Stem. Pack of Ten; TR413 |
| 10091 | Valve Stem. Each; TR415 |
| 10095 | Valve Cap. Each; VC100 |
| 10079 | Metal Valve Stem. Each; TR501 |

Wheel Chocks

| Part # | Tire Size |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------|
| A10-0908 | Prevents tires from rolling and sliding. Has grooved surface for better grip, and nylon cord to easily remove the chock when finished. |

Note: Free display with purchase of 42 #A10-0908

Wheel Chocks

| Part # | Tire Size |
|--------|----------------------------------------------------------------------------------------|
| 8020 | Heavy duty rubber wheel chock with chain eye. Reinforced rubber design (10 x 8 x 6) |

EZ Jack® Wheel Chock

| Part # | Tire Size |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| EZ-100 | Heavy-duty, cast aluminum. It is designed for rugged use, extreme weight and weather variations. Functional EZ Jack also functions as an excellent wheel chock when in the reversed position. It is designed to provide a firm hold on just about any surface. It is ideal for parking your trailer or chocking on inclines. |



Step 1



Step 2



Step 3



EZ-100



E-AXLE

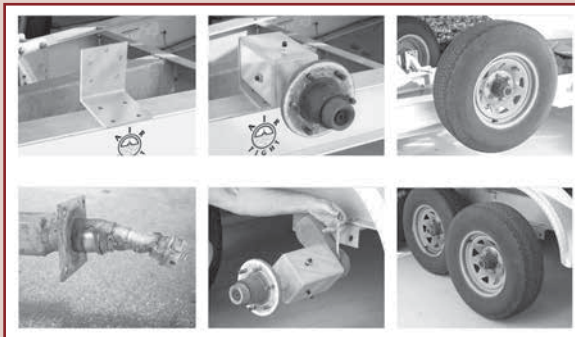
Extra Axle / Spare Tire Rack

The E-Axle is an innovative new product that doubles as a spare tire mount and a universal replacement spindle for your trailer.

In the unfortunate event of a bearing failure, many spindles are damaged to the point where you cannot tow the trailer. But with the E-Axle you will be up and running again in as little as 15 minutes.

You simply slide the E-Axle over your damaged spindle, bolt it onto the brake flange plate and tighten 4 adjustment bolts. With the E-Axle in place, the tire runs outside the fender with the same camber and weight rating of the original spindle, allowing you to safely get to a repair shop.

No more stress waiting for an expensive tow or repairman!



- **Easy to Install... in just 15 minutes!**
- **Attaches overtop of a damaged spindle**
- **Universally Bolts into the brake flange plate on the axle**
- **Runs outside the fender with the same camber and weight rating of the original spindle**
- **“Safely gets you home!”**



E-Axle

Extra Axle / Spare Tire Rack

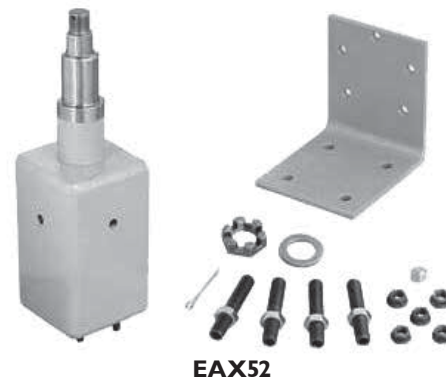
| Part # | Tire Size | Tire Size |
|--------|-------------------|-----------|
| EAX35 | 5 Lug Hub; 4 Bolt | 3,500 lbs |



E-Axle

Extra Axle / Spare Tire Rack

| Part # | Tire Size | Tire Size |
|--------|-----------------------|-----------|
| EAX52 | 6 & 8 Lug Hub; 5 Bolt | 5,200 lbs |



Information

Hubs
& Axles

Brake
Assemblies

Suspensions
& Fasteners

Tires &
Wheels

Couplers
Jacks &
Winches

Hitches &
Towing
Accessories

Body
Components

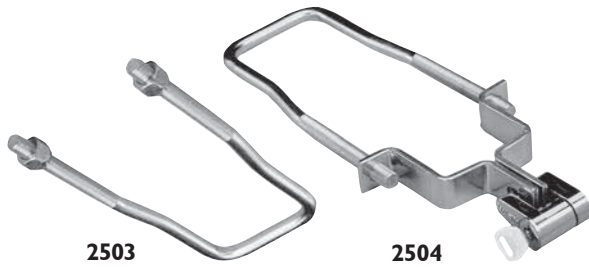
Trailer Parts

Lights &
Electrical

Locks &
Cargo Control

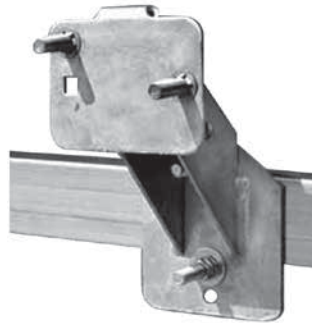
Brake
Actuating
Systems

Switches

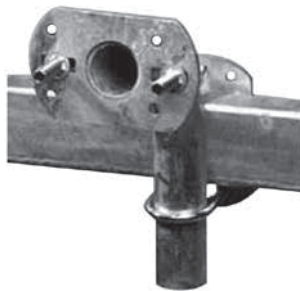


2503

2504



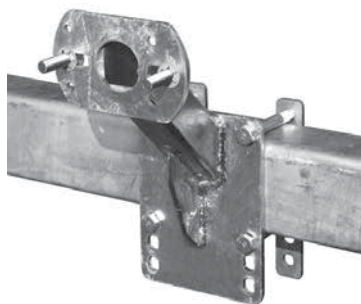
2511



2510



86064



86069



2500



48059-G

Spare Tire Carriers (U-Bolt Style)

| Part # | Description |
|--------|--------------------------------------------------------------------------------------------------------------|
| 2503 | ½" Zinc plated u-bolt with nuts, fits up to a 3" tongue for 4 or 5 hole rims will fit 8" through 15" wheels. |
| 2504 | SAME AS ABOVE except it comes with brackets and padlock for extra security. |
| 9170 | ½ - 20 x 3½ x 12" u-bolt. Fits 4, 5 and 8 bolt wheels. (Nuts sold separately) |

Spare Tire Carriers (Side Mount, Bolt-On)

| Part # | Tire Size |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2511 | Hot-dipped galvanized, side mount tire carrier fits up to 3 & 4" frame and gives a 4½" offset from frame ALL mounting hardware included. Fits 4 or 5 hole wheels. |

Spare Tire Carriers (Side Mount, Bolt-On)

| Part # | Tire Size |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2510 | Hot-dipped galvanized for lasting protection. Fits all trailer frames up to 3" wide by 4" high. Heavy-duty steel tubing. 4, 5 or 6 hole wheels. |

Spare Tire Carriers (Side Mount, Bolt-On)

| Part # | Description |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 86069 | Adjustable bolt circle fits 4, 5 and 6 lug wheels. Fits all trailer frames up to 6" high. Heavy duty welded steel construction. Hot Dipped Galvanized. |
| 86064 | Designed for use with most Aluminum I-beam Trailers. Heavy duty galvanized steel carrier mounts spare tire off and out on the side of the frame. Fits 4 lug and 5 lug wheels. Four ⅝" holes must be drilled into trailer frame. All hardware and 4 hole backing plate included. |

Spare Hub & Tire Carrier

| Part # | Tire Size |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2500 | Includes 5 stud pre-greased hub (w/bearings) Heavy-duty steel carrier mounts both spare hub & spare tire Fits all trailer frames up to 3" wide and 4" high Security holes for optional cable & lock. 5 - 4.5" bolt pattern. |

Eliminator Spare Spindle/Tire Carrier

| Part # | Description |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 86069 | Includes 5 bolt galvanized hub, spindle and galvanized bracket. Fits Tie Down 3,500 lbs Torsion Axles mounts to I-beam or C-Channel frames. 1,750 lbs capacity. (Mounting hardware NOT included) |
| 86064 | Includes 6 bolt galvanized hub, spindle and galvanized bracket. Fits Tie Down 5,200 - 6,000 lbs Torsion Axles mounts to I-beam or C-Channel frames. 3,000 lbs capacity. (Mounting hardware NOT included) |