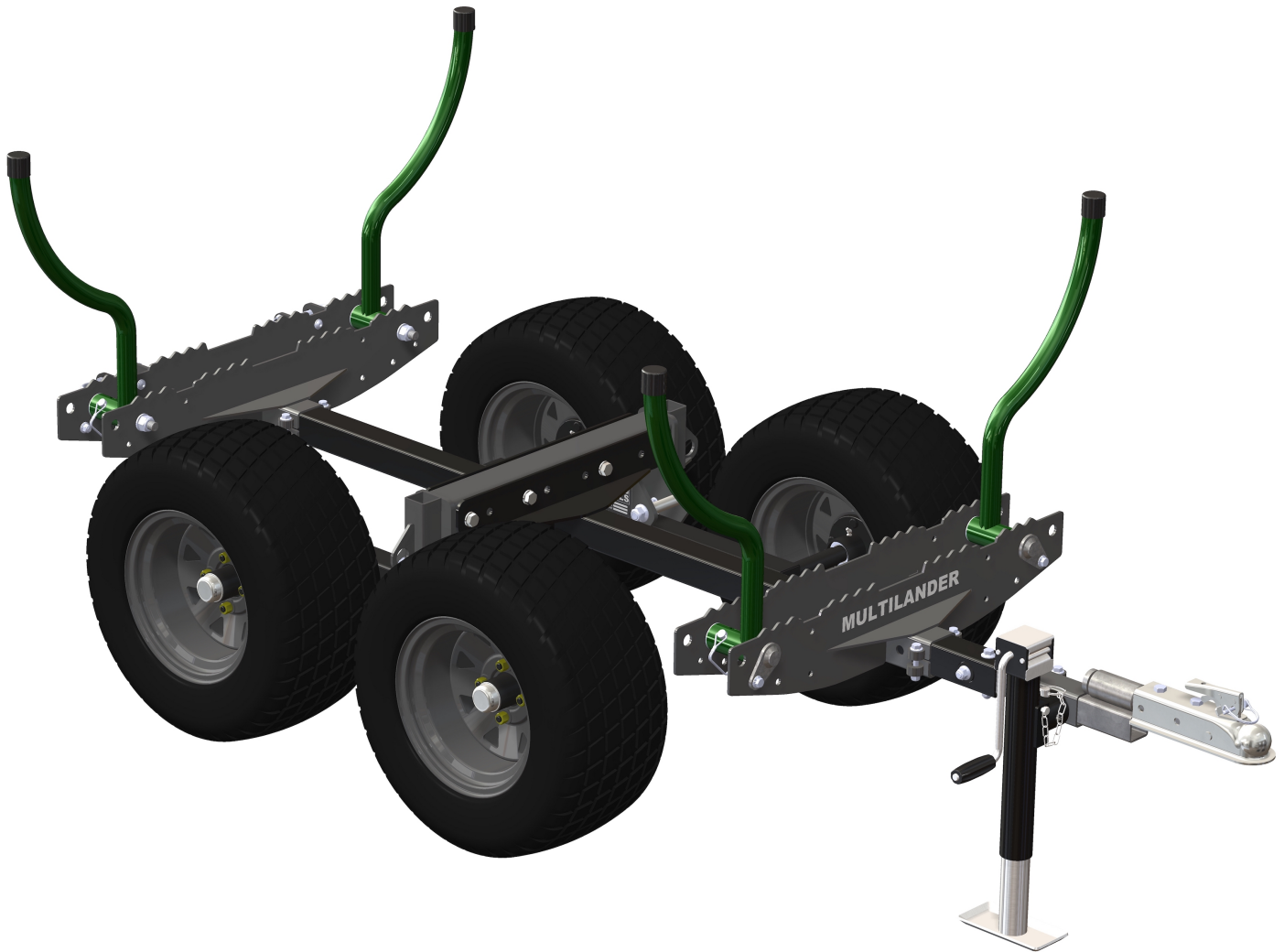
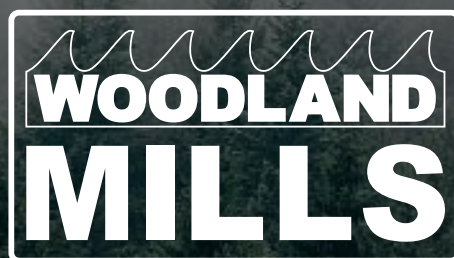


MULTILANDER™ TRAILER



OPERATOR'S MANUAL



Multilander™ is a trademark of Woodland Mills, Inc.

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INTRODUCTION

Congratulations on your purchase and welcome to Woodland Mills! This manual gives you the necessary information about your Multilander™ trailer so you will be able to use it properly. The entire manual must be read and understood prior to using the trailer. If any questions arise not covered by this manual, please contact Woodland Mills, Inc.

OWNER'S RECORD

Please take a moment to record the following information about your Multilander™ trailer. If you need to call for assistance, please be ready to provide your model and serial numbers. You will find this information located on the underside of the trailer chassis. This information will allow us to help you more quickly when you call.

MODEL NUMBER

SERIAL NUMBER

DATE OF PURCHASE

The Multilander™ is a utility trailer designed to be towed behind tractors, RTVs, and ATVs for off-road use.

The Multilander™ trailer is designed for certain off-road applications only. We strongly recommend the trailer not be modified and/or used for any application other than that for which it was designed. If you have any questions relative to a particular application, DO NOT use the trailer until you have first contacted Woodland Mills to determine if it can or should be performed using the product.

For technical questions and replacement parts, please contact Woodland Mills, Inc.



****SAVE THESE INSTRUCTIONS****

GENERAL SAFETY RULES



WARNING!

Read and understand all instructions. Failure to follow all instructions listed below may result serious injury.



WARNING!

The warnings, cautions, and instructions discussed in this instruction manual cannot cover all possible conditions or situations that could occur. It must be understood by the operator that common sense and caution are factors which cannot be built into this product but must be supplied by the operator.

INSPECTION/MAINTENANCE

- Check the tires before all trips. Make sure they are inflated to the pressure shown on the tire.
- Grease the axle bearings every 3 months or 1000 miles (1600 km), whichever comes first.
- Check the tow hitch ball coupler. Make sure it is not damaged.
- Check the wheel lug nuts before all trips. Make sure they are torqued properly.
- Inspect trailer before all trips for any damaged or loose parts.

CONFIGURATIONS & ACCESSORIES

The Multilander Logging Trailer is available in five (5) configurations shown below. Each configuration can be further customized with additional accessories such as a cant hook mount, a ball mount hitch kit, and a universal mounting kit. Contact Woodland Mills or visit [our website](#) for information and pricing.



1. LOGGING TRAILER



2. LOGGING TRAILER
WITH UTILITY BOX



3. LOGGING TRAILER
WITH UTILITY DUMP BOX



4. PRO LOGGING TRAILER



5. PRO LOGGING TRAILER
WITH UTILITY DUMP BOX

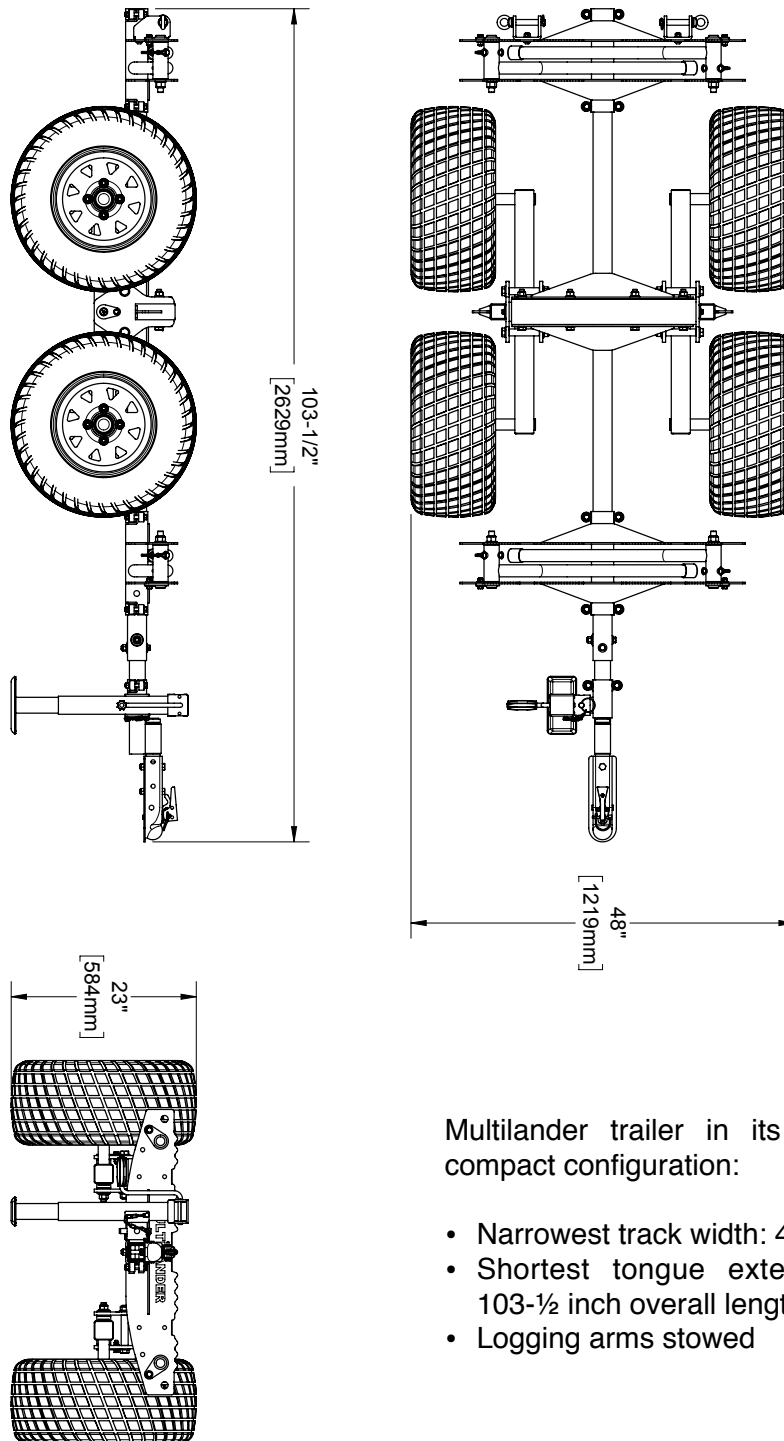


TECHNICAL SPECIFICATIONS

Item	Specification
Construction/Finish	Powder-Coated/Galvanized Tube & Plate Steel
Axle	Walking Beam
Wheels & Tires	4 Bolts @ 4" [101.6 mm] & 23x10.5-12 Tires
Tire Pressure	Refer to Tire
Wheel Nut Torque	80 ft•lb [110 N•m]
Trailer Ball Coupler	2 in [50 mm]
Hauling Capacity	2000 lb [907 kg]
Overall Length	103-½ in [2628 mm] MIN to 151-½ in [3844 mm] MAX
Overall Width	48 in [1219 mm] MIN to 60 in [1524 mm] MAX
Overall Height	23 in [584 mm] MIN to 41-⅝ in [1057 mm] MAX
Product Weight	452 lb [205 kg]
Shipping Weight	630 lb [286 kg]

BOLT TORQUE SPECIFICATIONS

Class 8.8 Bolt (Thread Size)	Torque
M5	54 in•lb [6 N•m]
M6	92 in•lb [11 N•m]
M8	225 in•lb [26 N•m]
M10	37 ft•lb [50 N•m]
M12	65 ft•lb [88 N•m]
M14	104 ft•lb [141 N•m]
M16	161 ft•lb [218 N•m]

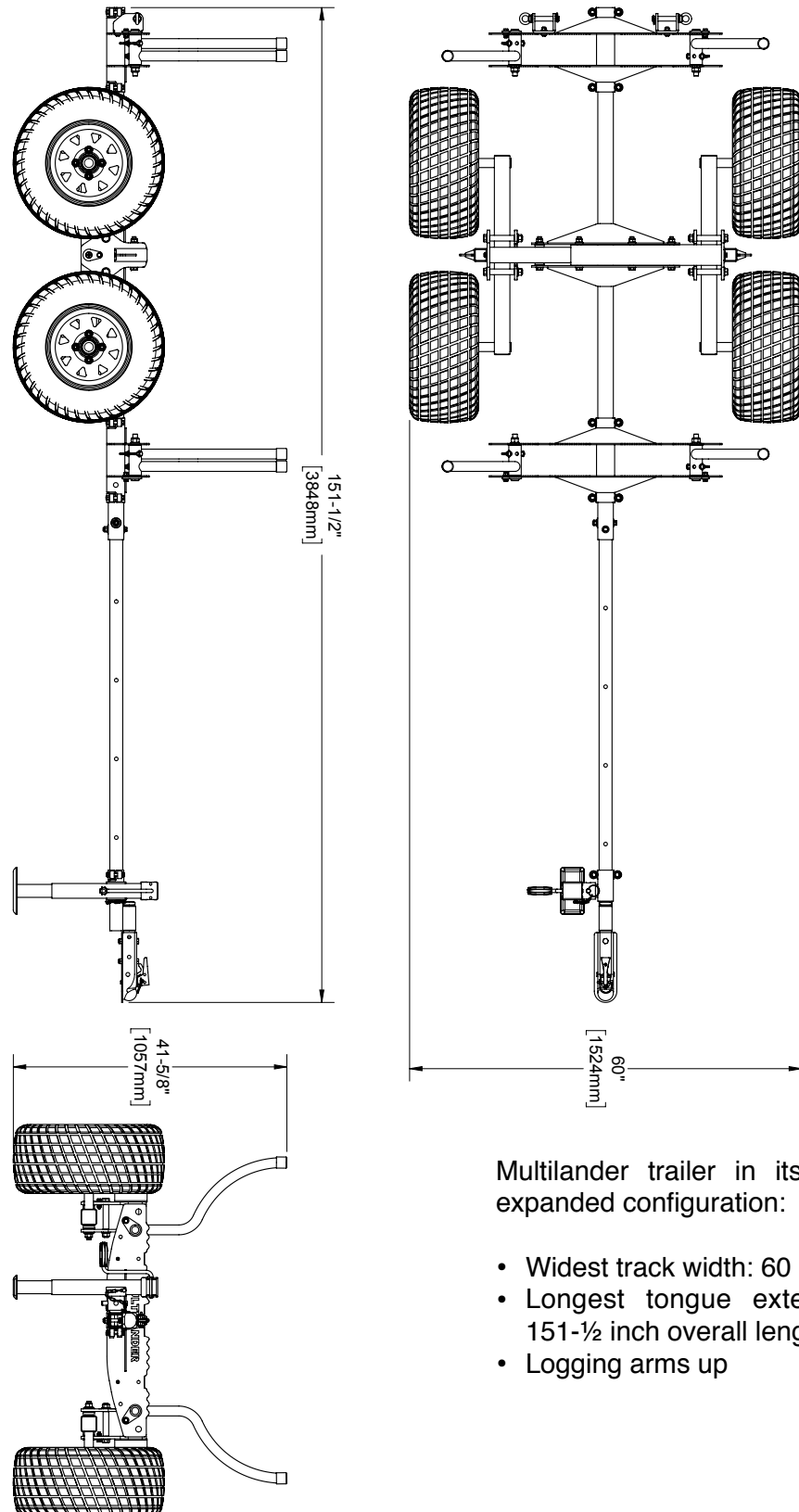
OVERALL DIMENSIONS—MIN

Multilander trailer in its most compact configuration:

- Narrowest track width: 48 in
- Shortest tongue extension: 103-1/2 inch overall length
- Logging arms stowed



OVERALL DIMENSIONS—MAX



Multilander trailer in its most expanded configuration:

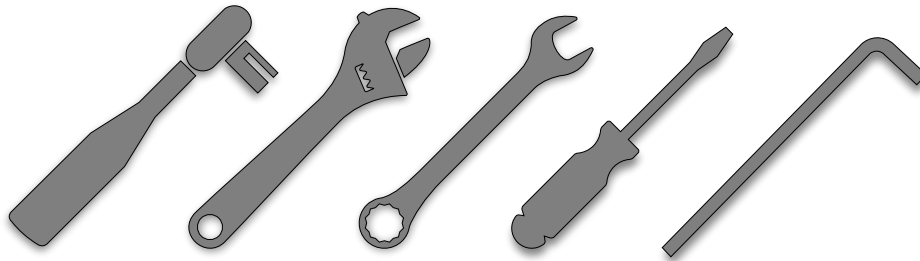
- Widest track width: 60 in
- Longest tongue extension: 151-1/2 inch overall length
- Logging arms up



TRAILER ASSEMBLY

1. TOOLS REQUIRED

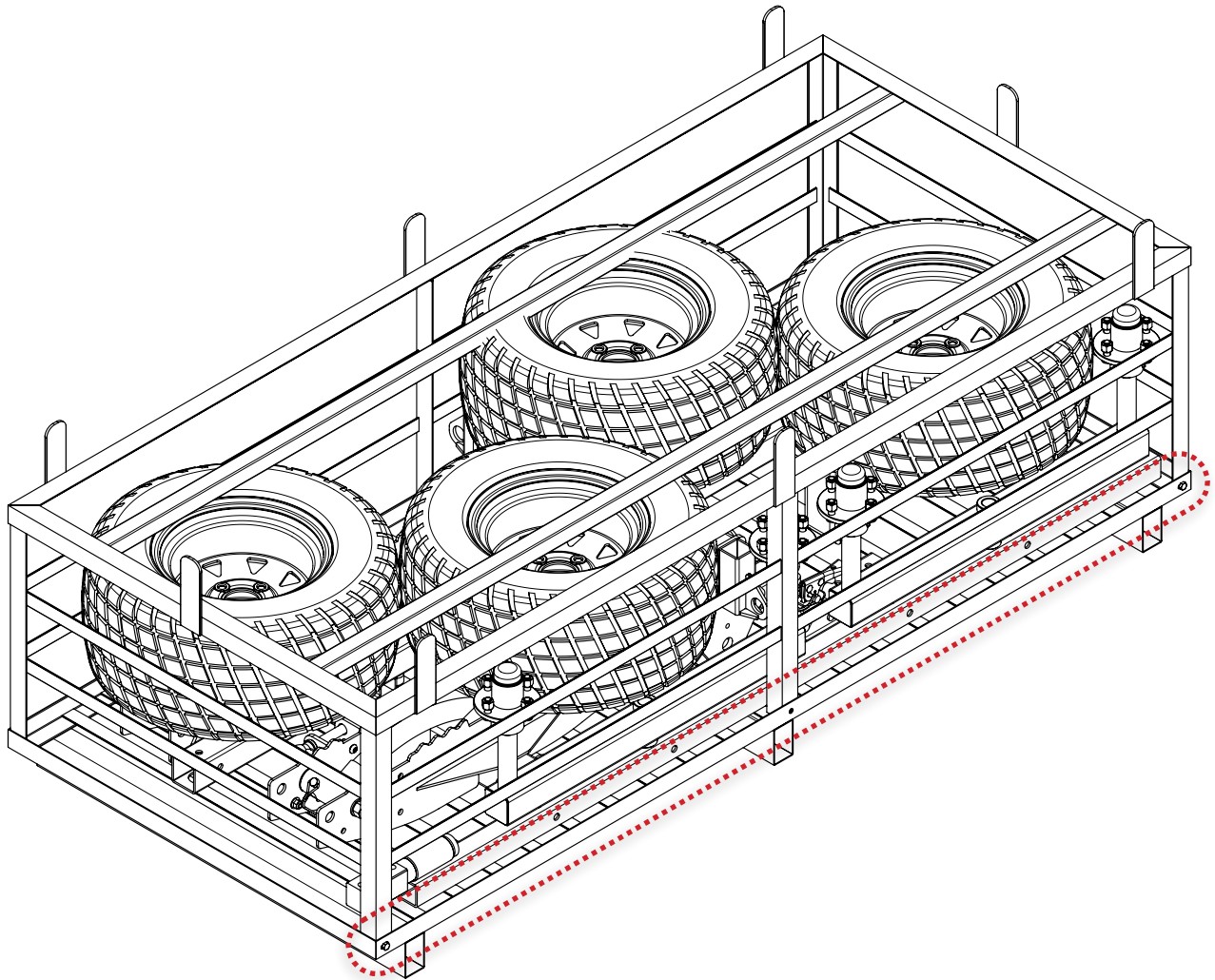
Tool	Specification
Wrench/Socket	8 mm
Wrench/Socket	9 mm
Wrench/Socket	10 mm
Wrench/Socket	13 mm
Wrench/Socket	14 mm
Wrench/Socket	15 mm
Wrench/Socket	18 mm
Adjustable Wrench	Variable
Torque Wrench	Capable of 161 ft•lb (218 N•m)





2. UNPACKING

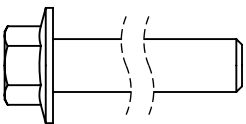
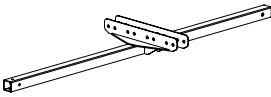
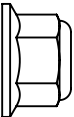
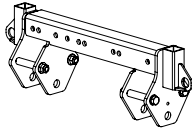
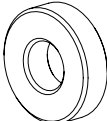
The Multilander trailer ships in a metal frame crate with a cardboard cover. Lift off the cover and remove all the fasteners along the bottom edge of the front/rear of the skid as indicated below.



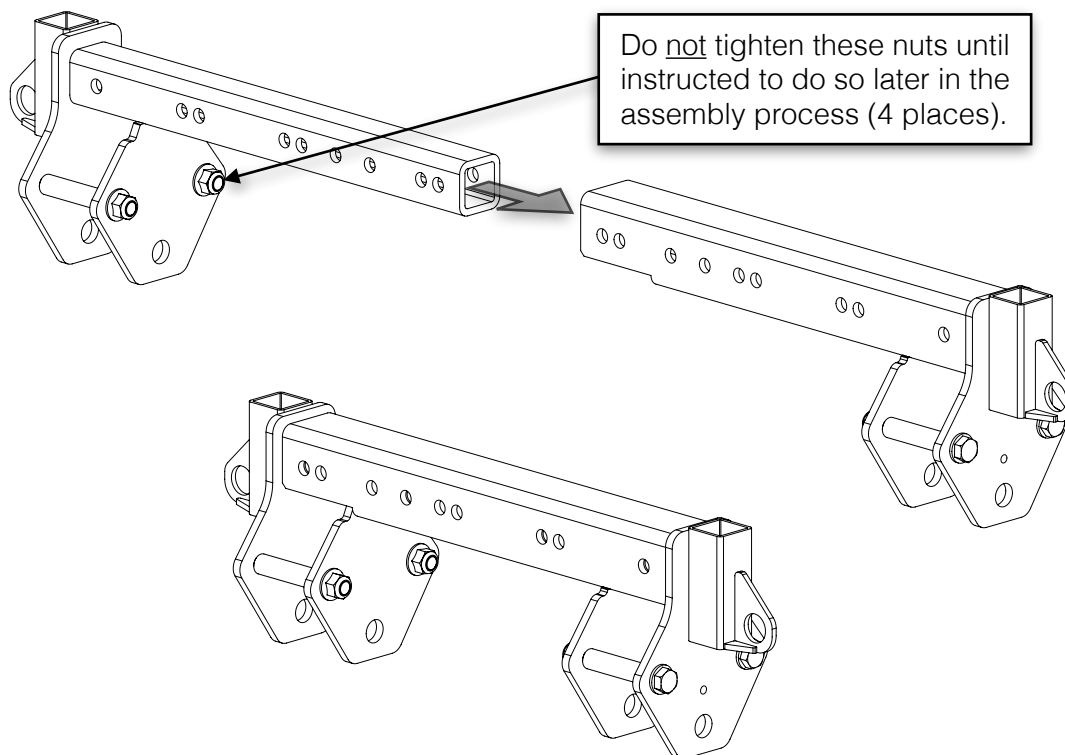
Lift the top crate frame off the bottom skid and remove all the components and boxes. Set the crate aside as it can be used as a support for several of the assembly steps.

3. CHASSIS & INDEX TUBES

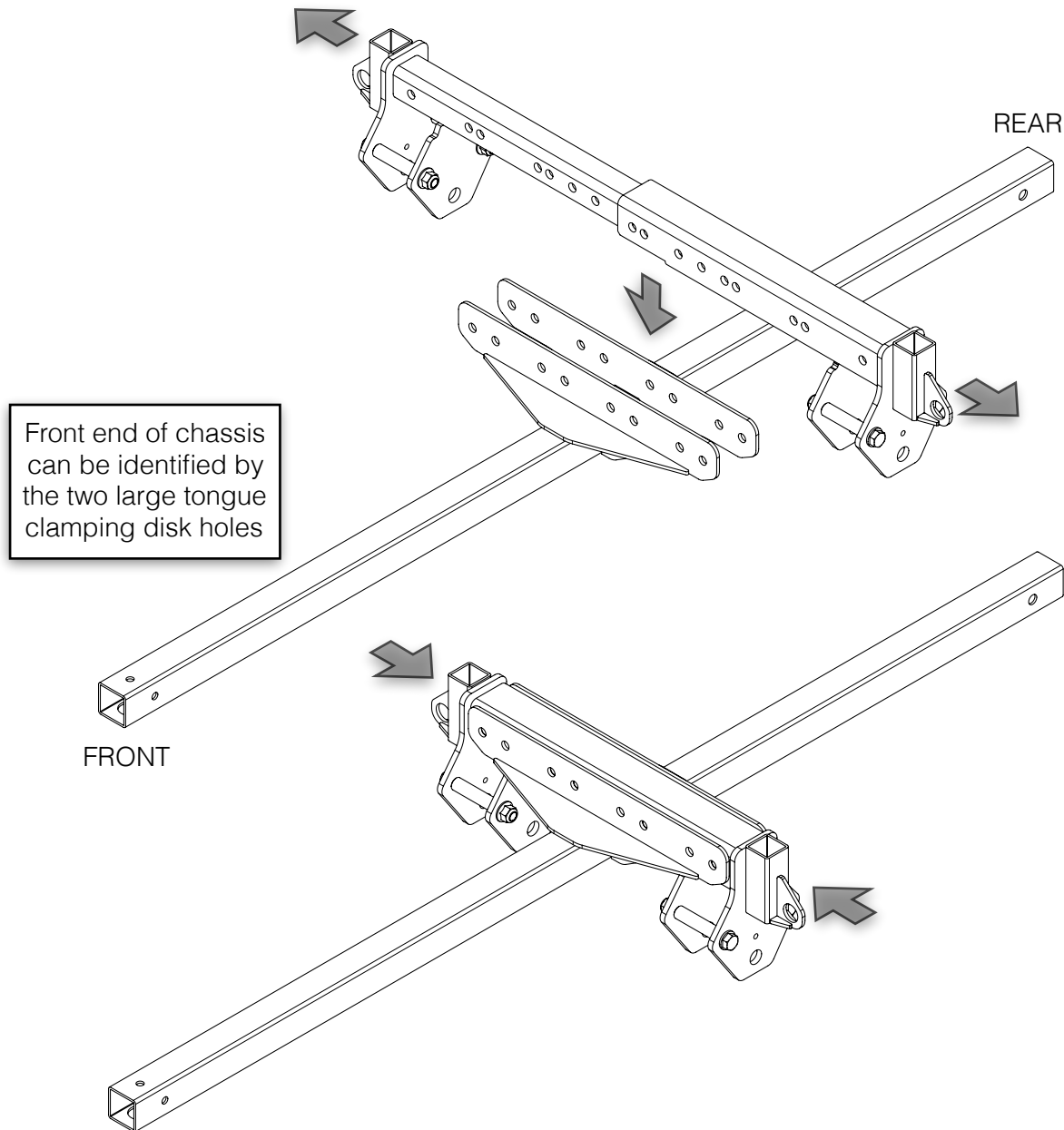
Using the hardware listed below, assemble the index tubes to the chassis. Torque all bolts per the table in section, **BOLT TORQUE SPECIFICATIONS**.

4x	M14 X 120 mm Flanged Hex Bolt		1x	Chassis	
4x	M14 Flanged Lock Nut		1x	Index Tube Assembly	
			2x	Chassis Spacer (56-60" widths)	

The *Index Tube Assembly* is comprised of an outer and inner sleeve that telescope together, each with a series of holes that allows the Multilander to be configured to one of four (4) predetermined track widths: 48, 56, 58, and 60 inches.

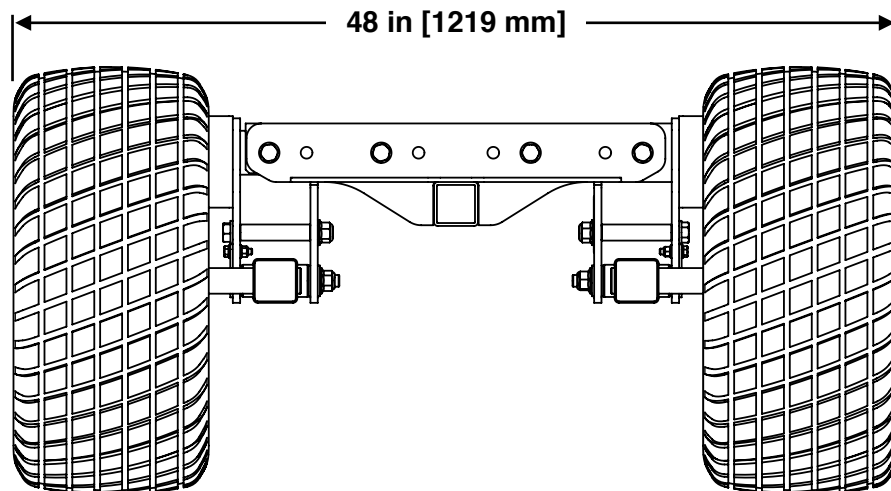


Pull the index tubes apart enough so they will clear the mounting brackets when nested down into the chassis and then push them back together:



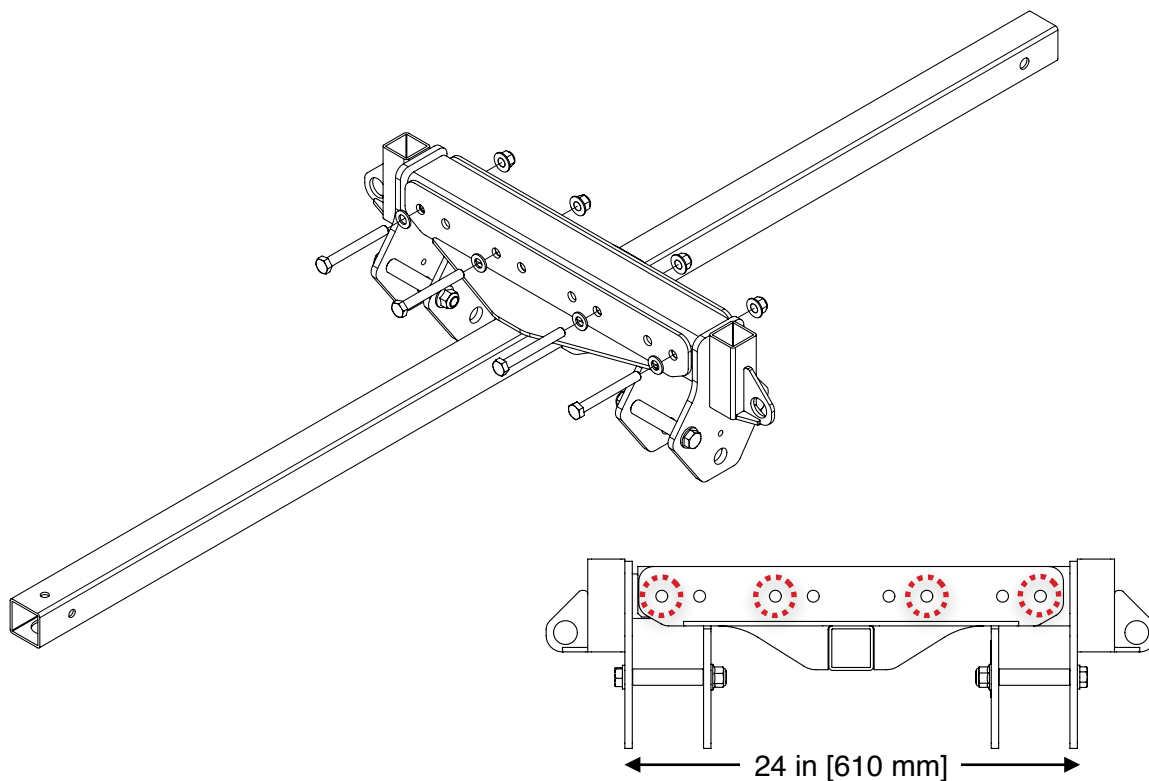
Next, select an appropriate track width from one of the next four (4) pages. Select a track width comparable to the track width of the primary towing vehicle and fasten the index tubes to the chassis.

48 INCH TRACK WIDTH

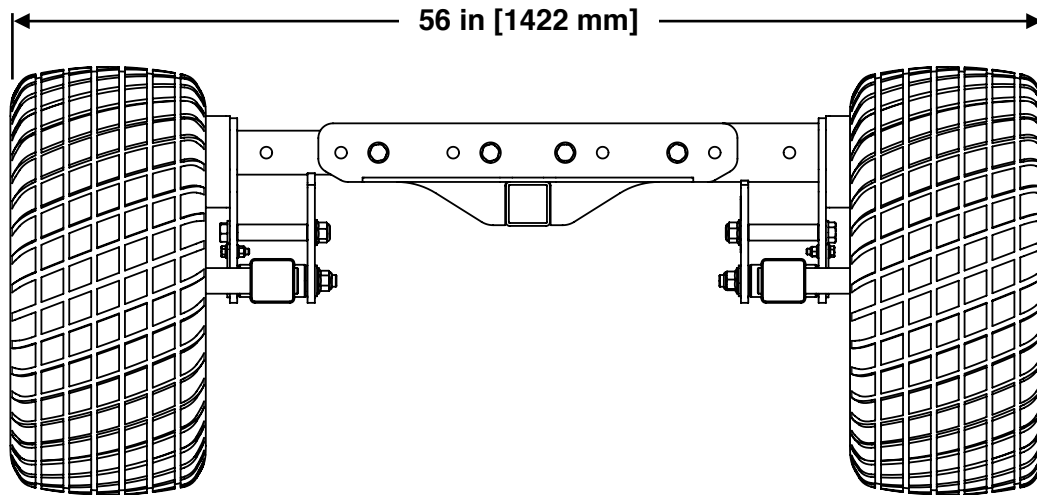


Note: Wheels and walking beam suspension are shown for clarity. They are installed in Sections 4 & 5.

Fasten the index tubes to the chassis using four (4) M14 X 120 mm flanged hex bolts and four (4) M14 flanged hex nuts. Use the holes indicated below. The two (2) chassis spacers are not required for the 48 Inch Track Width.

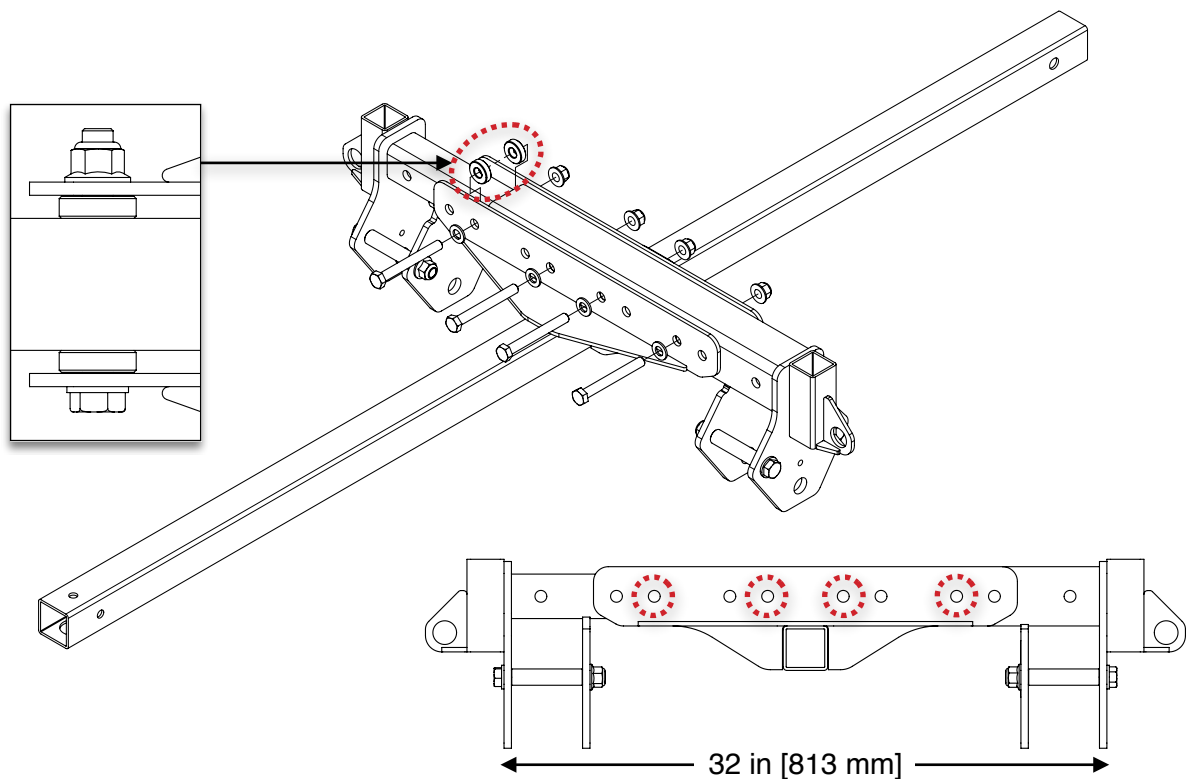


56 INCH TRACK WIDTH

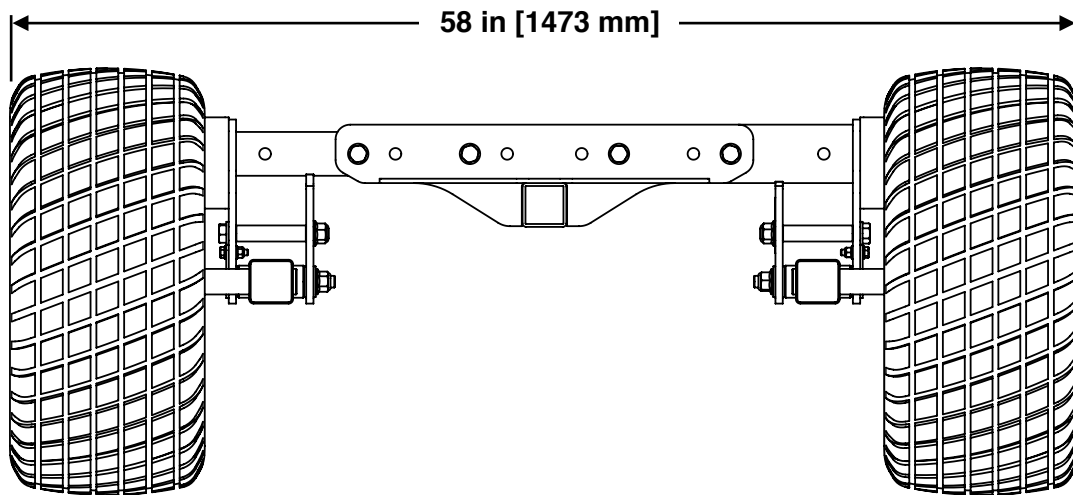


Note: Wheels and walking beam suspension are shown for clarity. They are installed in Sections 4 & 5.

Fasten the index tubes to the chassis using four (4) M14 X 120 mm flanged hex bolts and four (4) M14 flanged hex nuts. Use the holes indicated below. The two (2) chassis spacers are assembled between the inner index tube and chassis as shown.

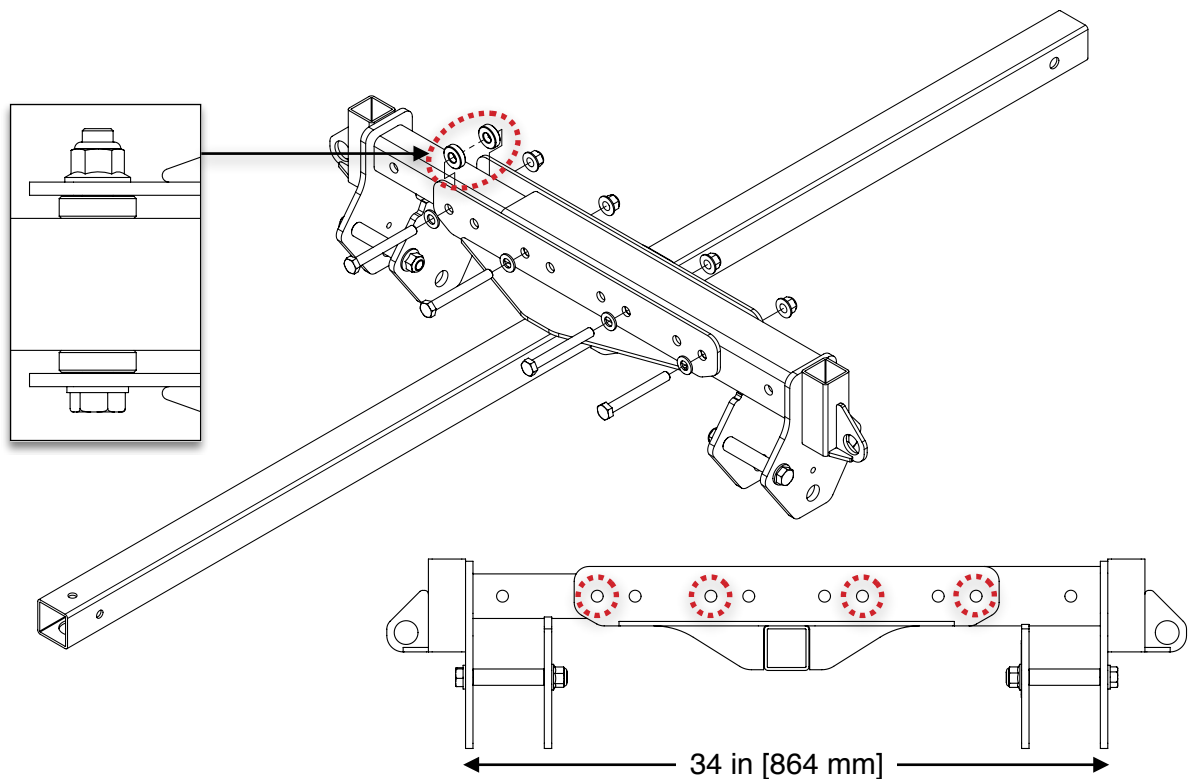


58 INCH TRACK WIDTH

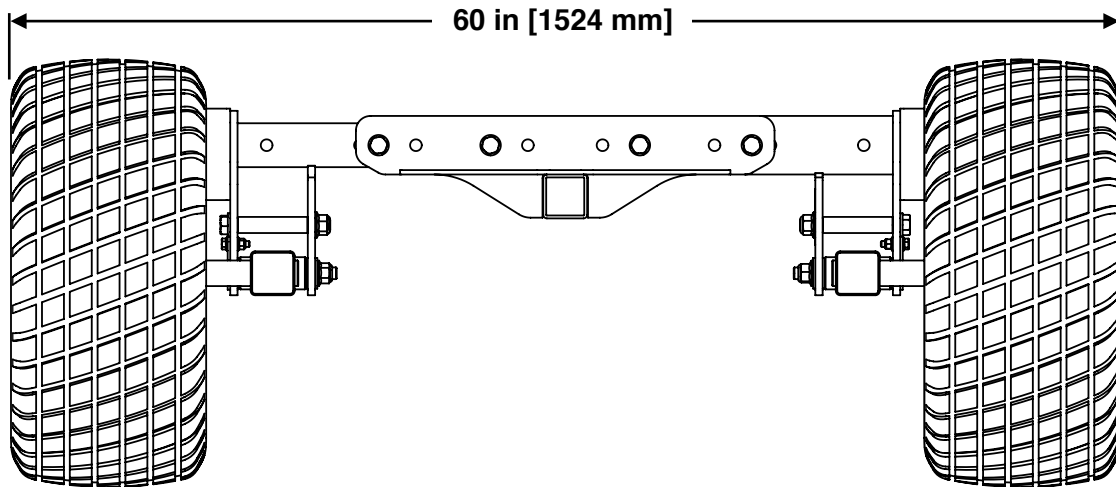


Note: Wheels and walking beam suspension are shown for clarity. They are installed in Sections 4 & 5.

Fasten the index tubes to the chassis using four (4) M14 X 120 mm flanged hex bolts and four (4) M14 flanged hex nuts. Use the holes indicated below. The two (2) chassis spacers are assembled between the inner index tube and chassis as shown.

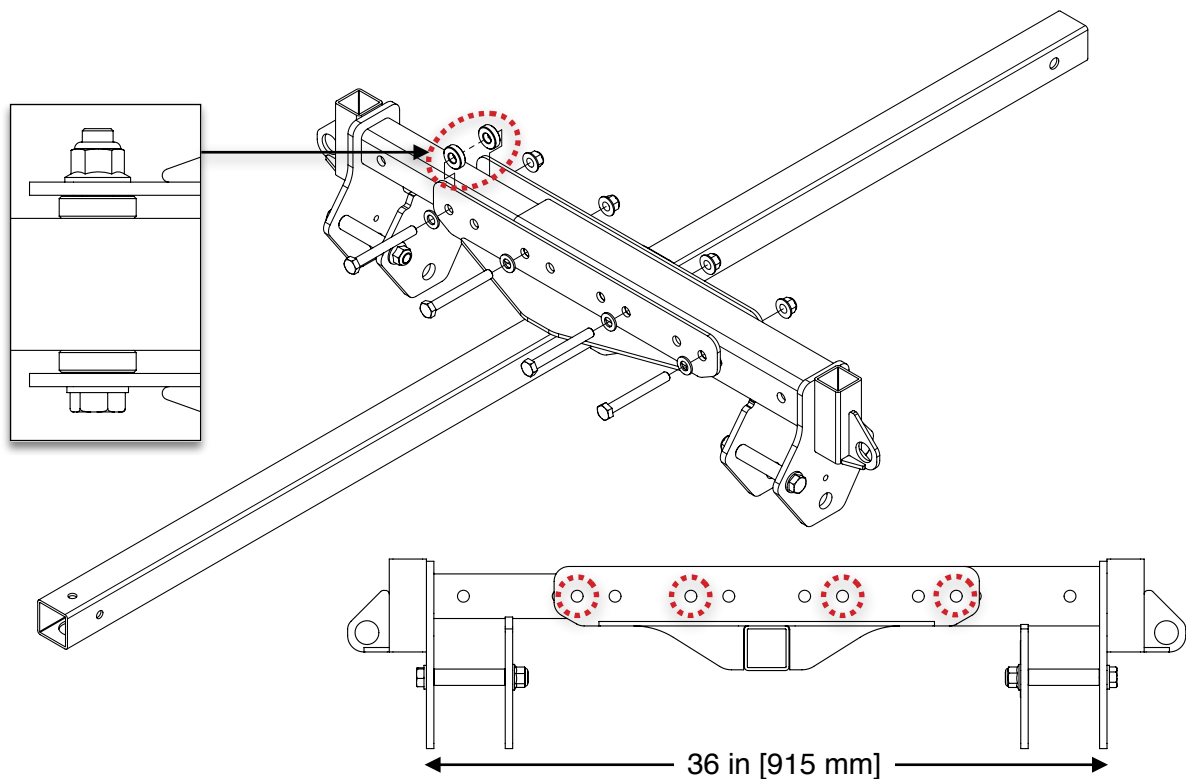


60 INCH TRACK WIDTH



Note: Wheels and walking beam suspension are shown for clarity. They are installed in Sections 4 & 5.

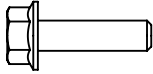
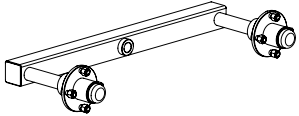

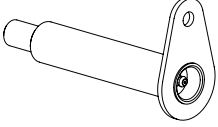
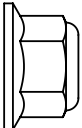
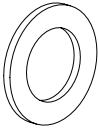
Fasten the index tubes to the chassis using four (4) M14 X 120 mm flanged hex bolts and four (4) M14 flanged hex nuts. Use the holes indicated below. The two (2) chassis spacers are assembled between the inner index tube and chassis as shown.



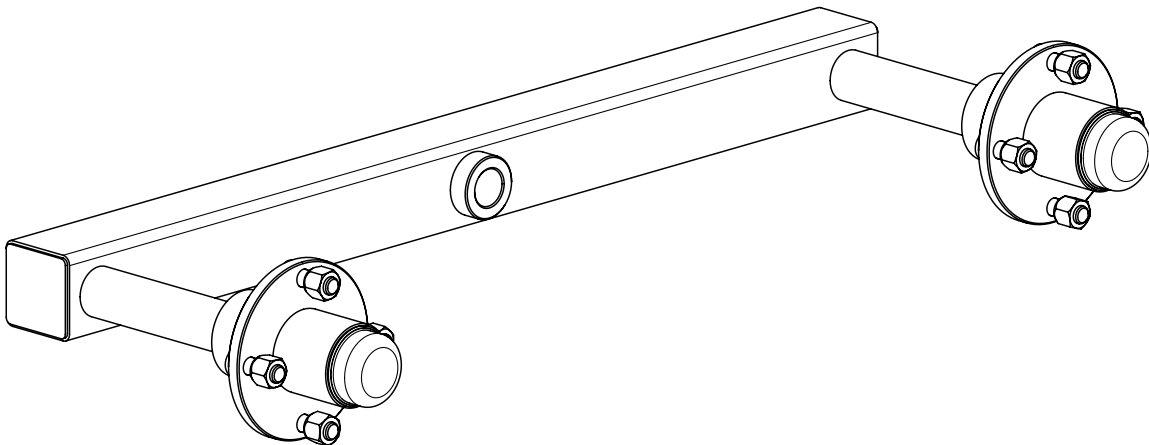


4. WALKING BEAMS

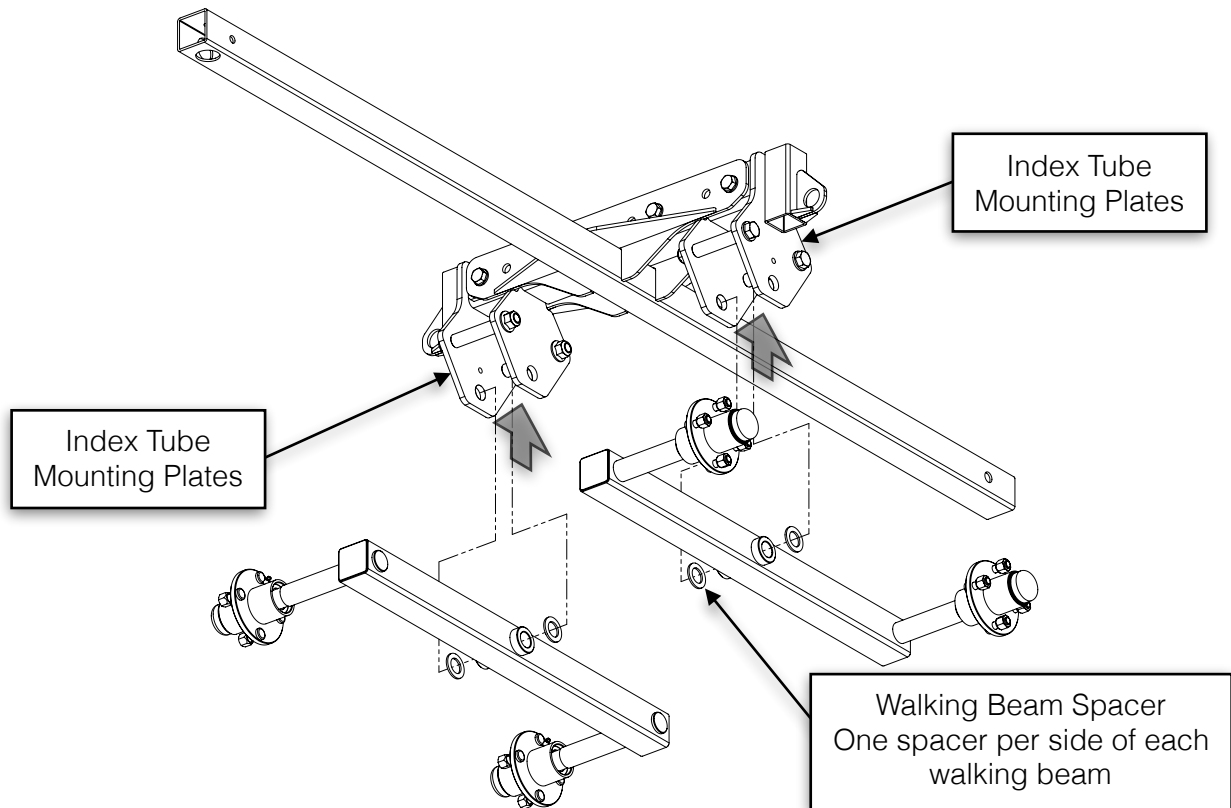
Using the hardware listed below, assemble the walking beams to the index tubes/chassis. Torque all bolts per the table in section, **BOLT TORQUE SPECIFICATIONS**.

2x	M8 X 30 mm Flanged Hex Bolt		2x	Walking Beam Assembly	
2x	M8 Flanged Lock Nut		2x	Walking Beam Swivel Pin	
2x	M16 Flanged Lock Nut		6x	Walking Beam Spacer	

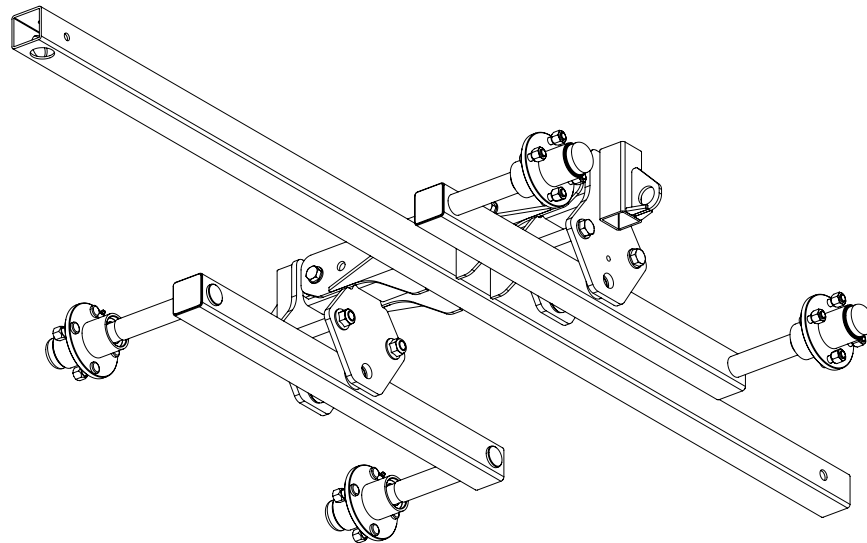
The walking beams are assembled between the two (2) mounting plates on each of the index tubes with a spacer between the inside of each mounting plate and both sides of the walking beam.



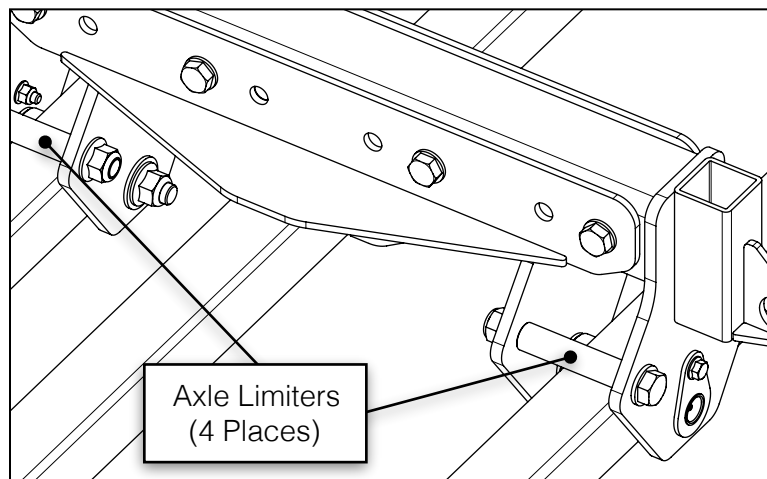
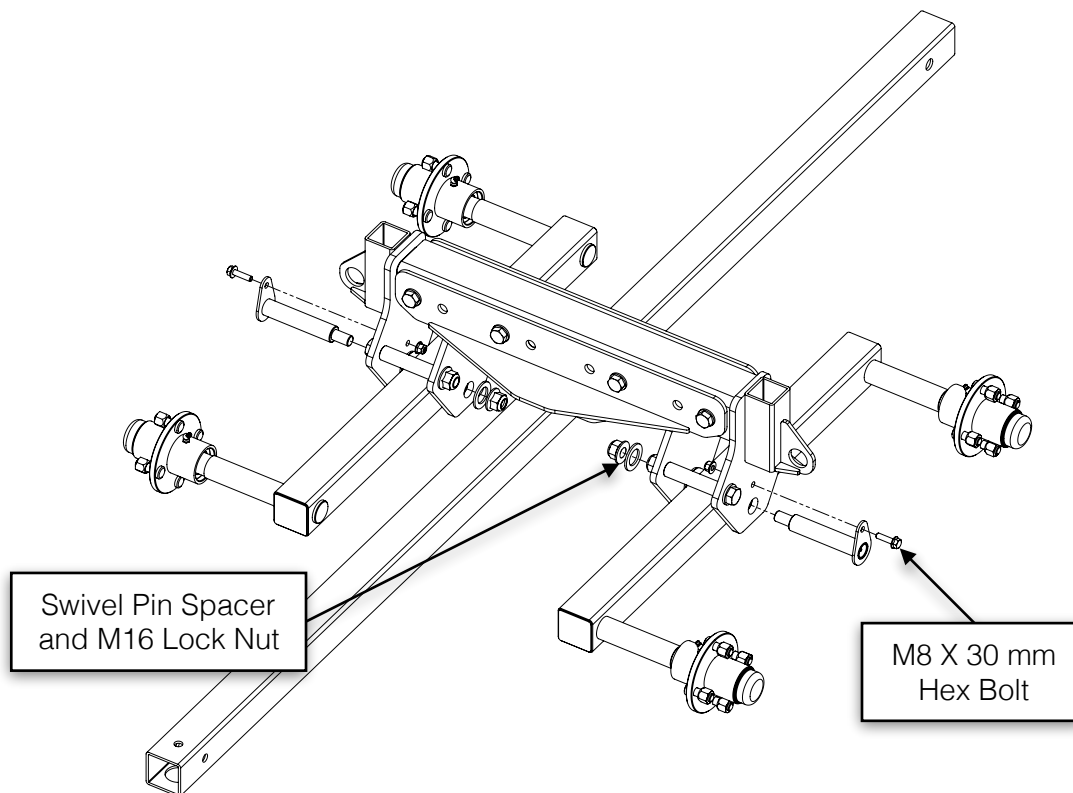
The walking beams are assembled between the two (2) mounting plates on each of the index tubes. There are two (2) spacers per walking beam—one (1) per each side of each beam.



Slide the walking beams between the index tube mounting plates with the spacers.



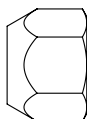

Align the holes in the mounting plate with the spacers and the hole in the walking beam and slide the swivel pin through. Secure the swivel pin with a spacer and M16 flanged lock nut on the inside and an M8 X 30 mm hex bolt and M8 lock nut on the outside.



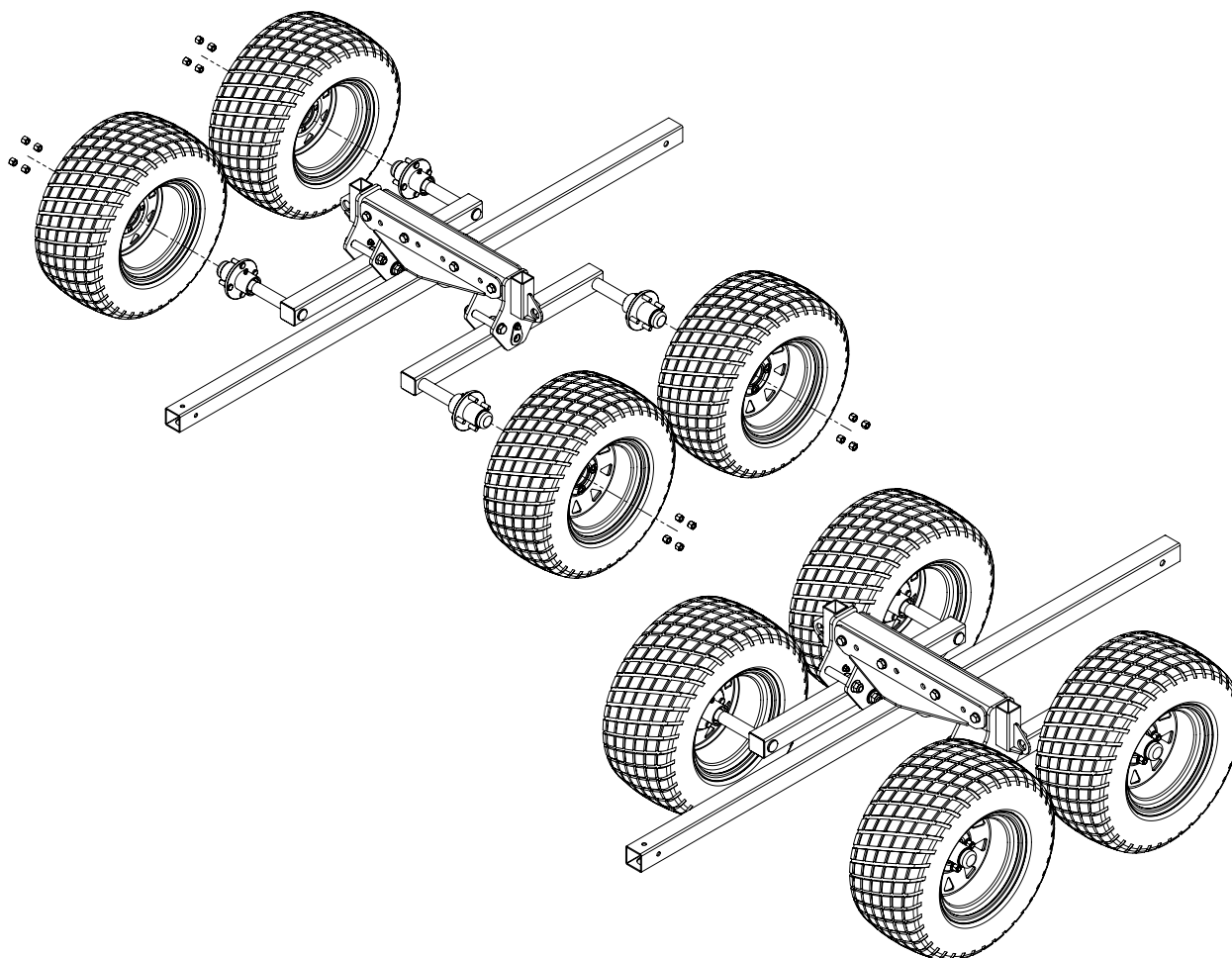
After the walking beams have been assembled, tighten the M16 hardware on all four (4) axle limiters. Ensure the M16 lock nuts on each swivel pin are still tight after tightening the limiters.

5. WHEELS

Using the hardware listed below, assemble the wheels to the walking beam hubs. Torque all bolts per the table in section, **BOLT TORQUE SPECIFICATIONS**.

16x	M12 Lug Nut		4x	23X10.5-12 Wheel	
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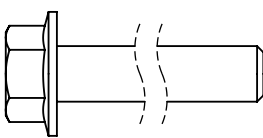
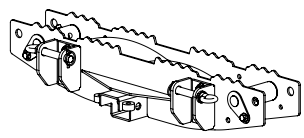
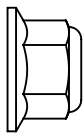
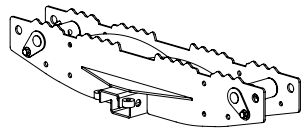
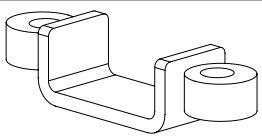
Because the M12 lug nuts come pre-assembled to the walking beam hubs, it is necessary to first remove them from each hub. Afterwards, assemble the four (4) wheels to the hubs and secure them using those sixteen (16) M12 lug nuts.



The tires are shipped without air. Inflate the tires to the manufacturer's recommended pressure located on the tire sidewall.

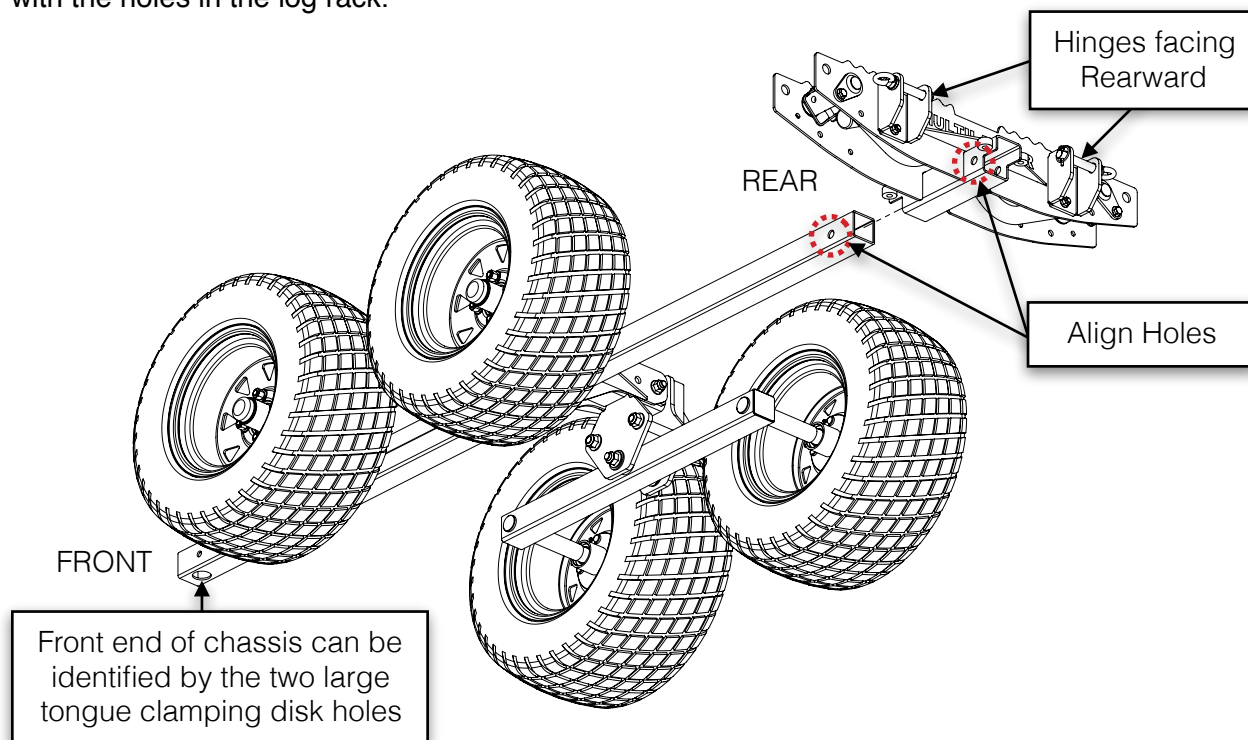
6. LOG RACKS

Using the hardware listed below, assemble the log rack sub-assemblies to the chassis. Torque all bolts per the table in section, ***BOLT TORQUE SPECIFICATIONS***.

8x	M10 X 60 mm Flanged Hex Bolt		1x	Log Rack (Rear)	
8x	M10 Flanged Lock Nut		1x	Log Rack (Front)	
			4x	Chassis Clamp (60 mm Wide)	

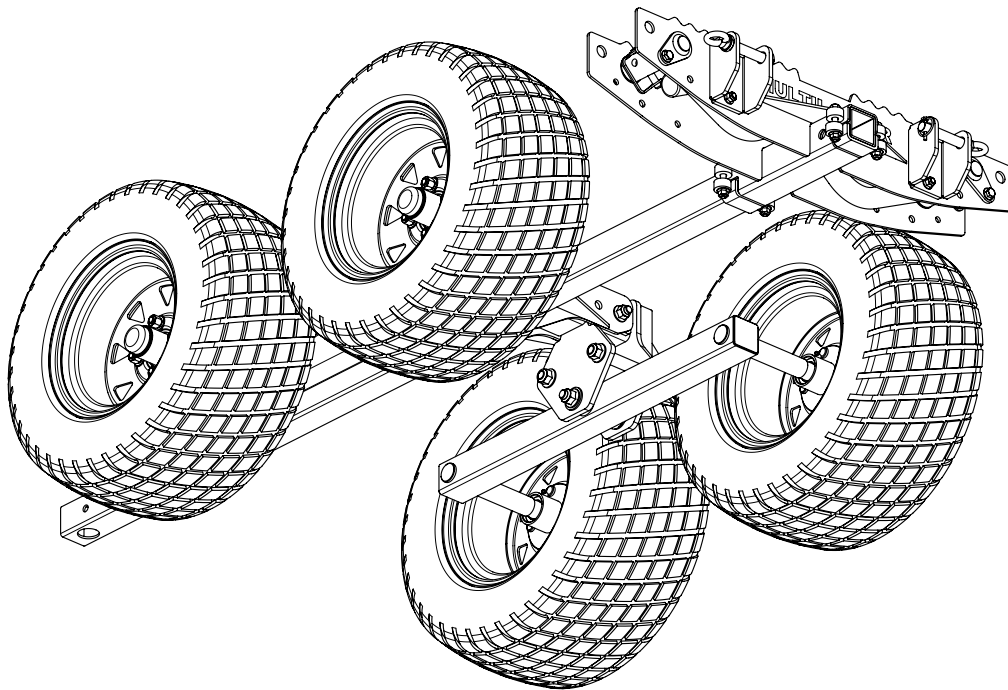
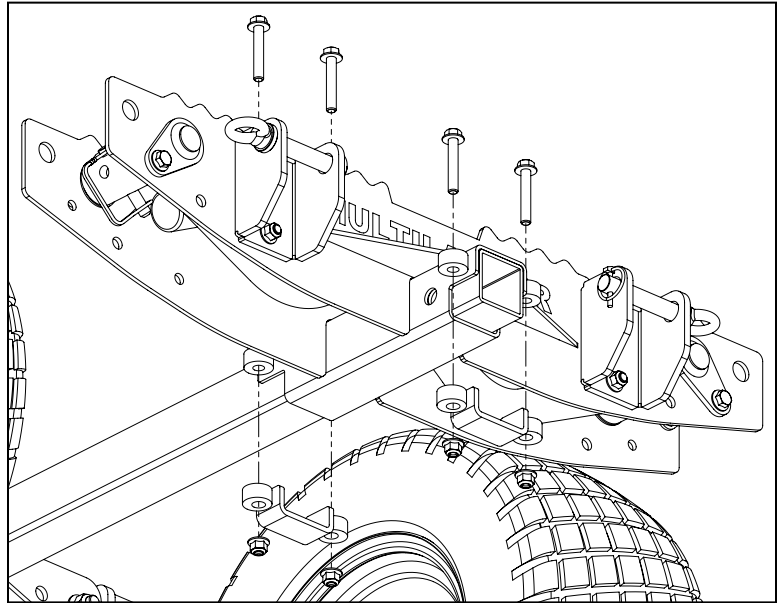
The log racks come pre-assembled from the factory. Note that the rear log rack has two (2) hinge mounts that must be installed facing rearward.

Slide the rear log rack assembly over the end of the chassis until the holes in the chassis align with the holes in the log rack.



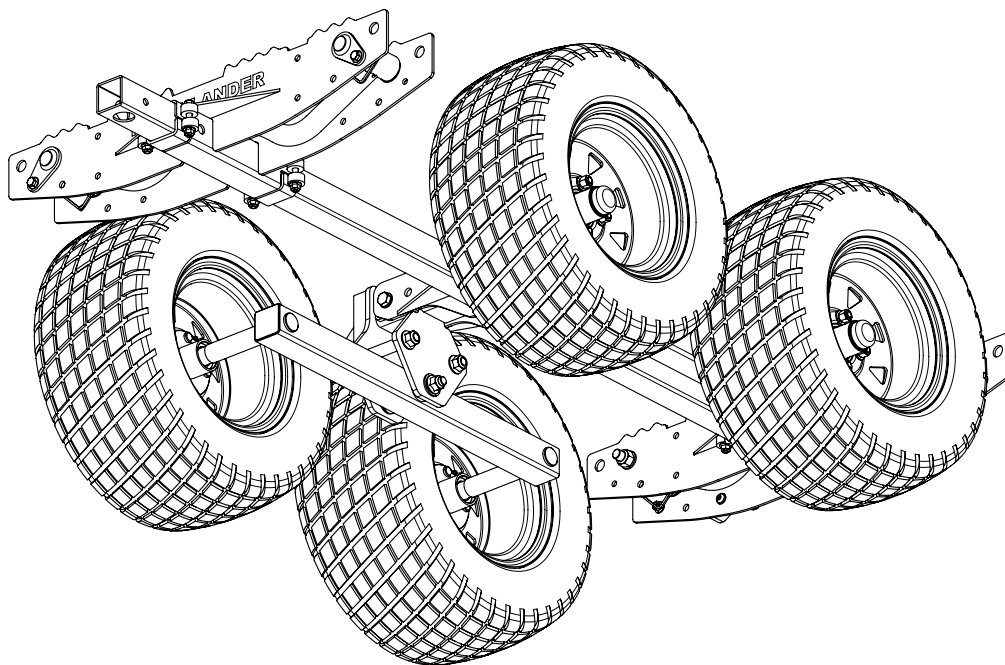
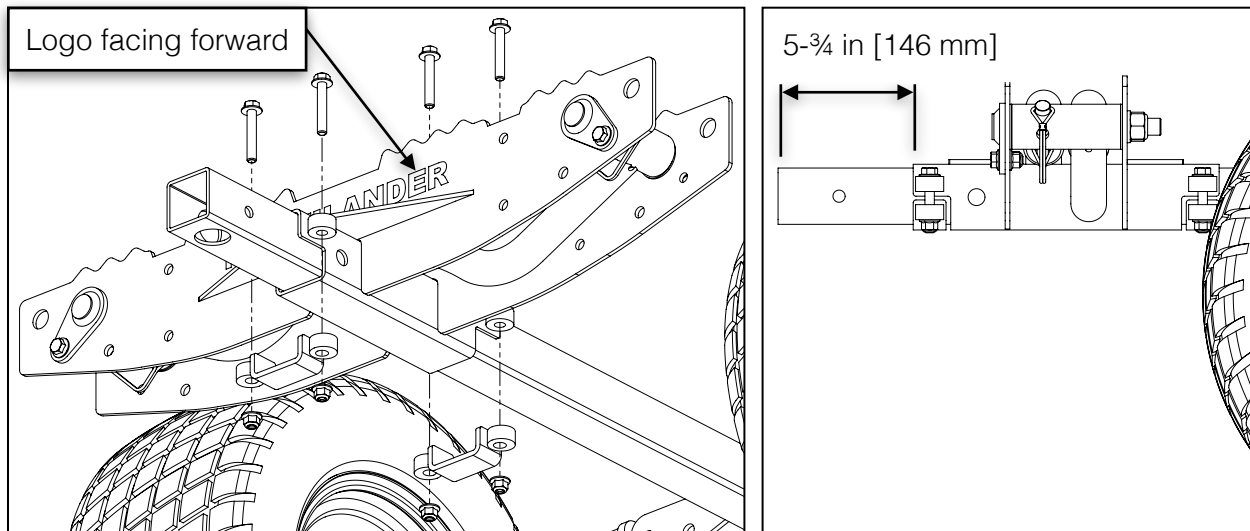
After the holes in the chassis are aligned with the holes in the log rack, use two (2) chassis clamps, four (4) M10 X 60 mm flanged hex bolts, and four (4) M10 flanged lock nuts to secure the log rack to the chassis.

When tightening the bolts, tighten the left and right sides of each chassis clamp incrementally until the clamp is fully seated. Ensure the clamps do not sit askew.



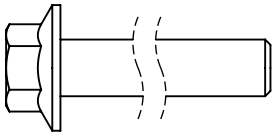
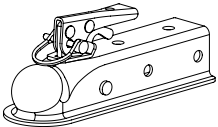
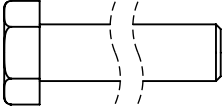
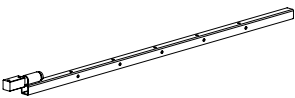
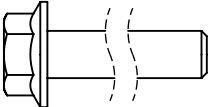
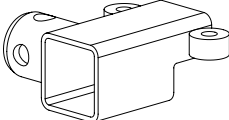
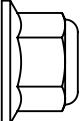
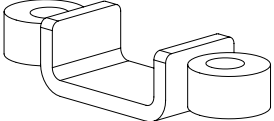
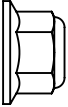
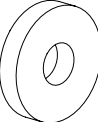
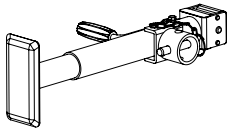
The process for installing the front log rack is similar to the rear log rack except there are no hinge mounts and there are no alignment holes in the chassis.

When sliding the log rack onto the chassis, ensure the “MULTILANDER” logo is facing forward (below-*left*) and that the log rack is 5- $\frac{3}{4}$ in [146 mm] from the front of the chassis (below-*right*). This will allow accessories (sold separately) to be assembled to the trailer without adjusting the position of the log rack later. With the log rack in the correct position, fully tighten the chassis clamps.

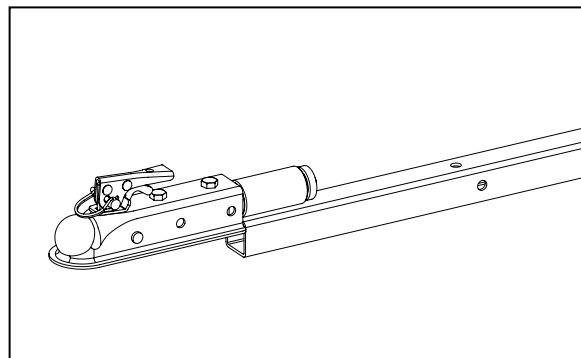
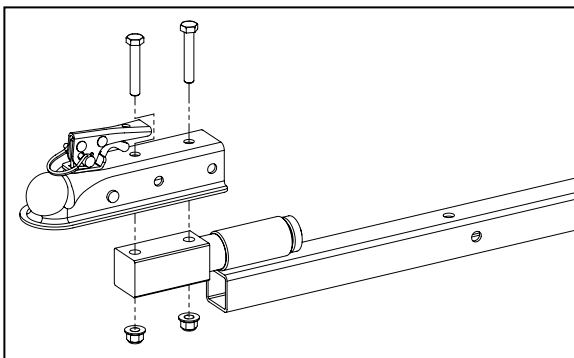


7. TONGUE

Using the hardware listed below, assemble the tongue. Torque all bolts per the table in section, **BOLT TORQUE SPECIFICATIONS**.

2x	M12 X 80 mm Flanged Hex Bolt		1x	Hitch Ball Coupler	
2x	M12 X 70 mm Hex Bolt		1x	Tongue	
2x	M10 X 60 mm Flanged Hex Bolt		1x	Jack Support	
4x	M12 Flanged Lock Nut		1x	Chassis Clamp (50 mm Wide)	
2x	M10 Flanged Lock Nut		2x	Clamping Disk	
			1x	Jack Stand	

First, use the two (2) M12 X 70 mm hex bolts and two (2) M12 flanged hex lock nuts to fasten the hitch ball coupler to the tongue.

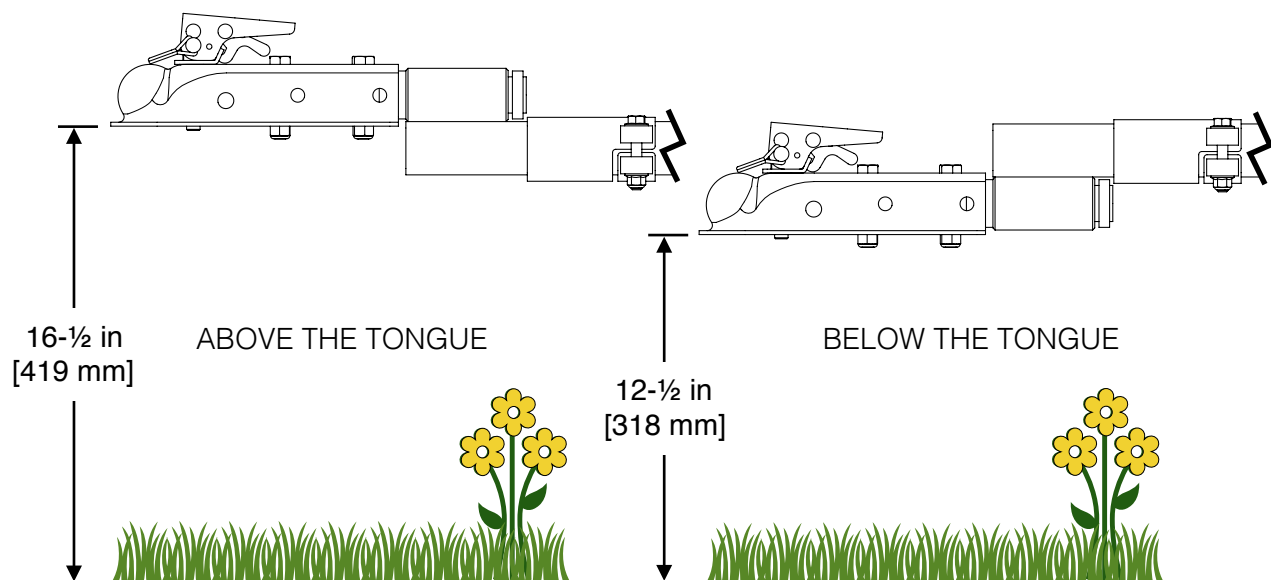
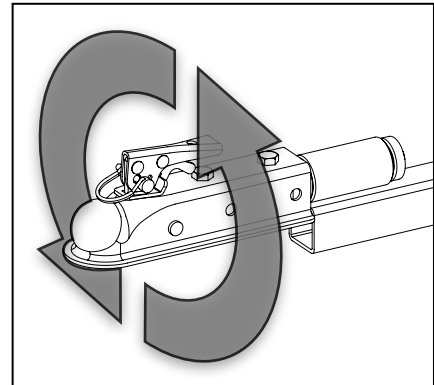


COUPLER MOUNTING

With the hitch ball coupler assembled to the tongue, it is now a 360° rotating ball hitch (see *right*).

The tongue can be used with the hitch ball coupler positioned above the tongue or below the tongue (see graphics below). This helps keep the trailer level based on the towing vehicle's ball height measured from the ground.

Prior to assembling the jack support to the tongue, first determine which coupler mounting style is best suited to the tow vehicle as shown in the graphics below.

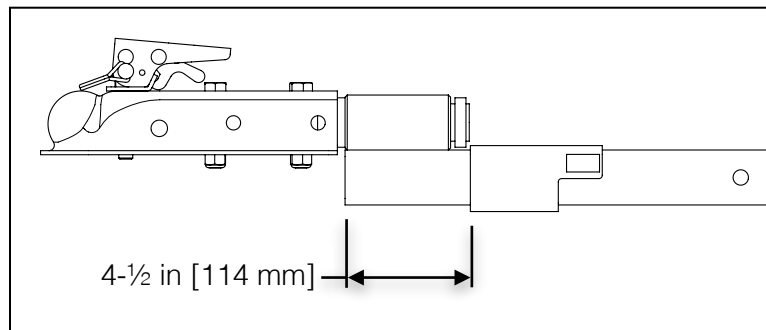
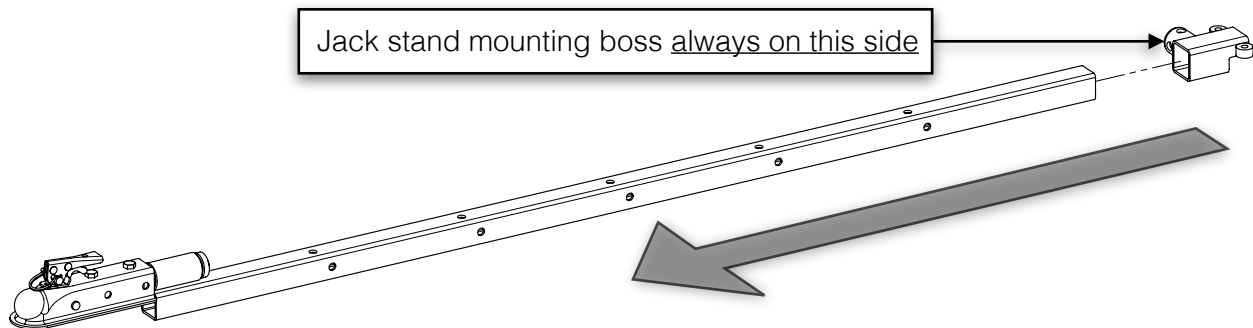


With the *Below the Tongue* style, the tongue is flipped 180° so that the rotating ball hitch is on the bottom.

Once the coupler mounting style is decided upon, the jack support can be assembled to the tongue. The current example will proceed with the *Above the Tongue* style.

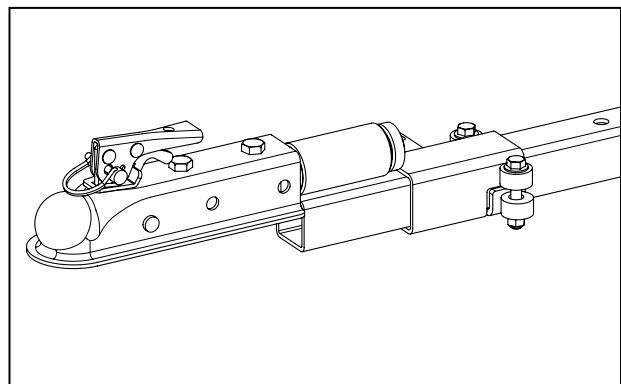
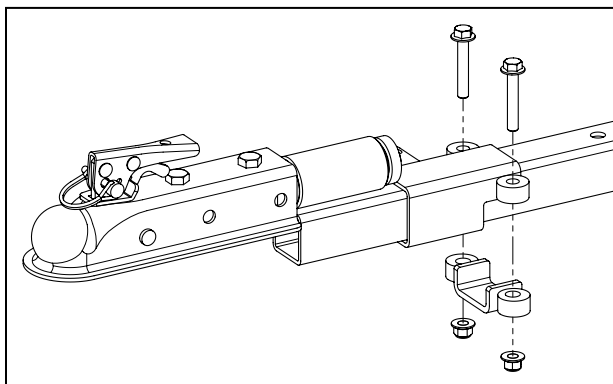
JACK SUPPORT

Slide the jack support over the tongue until it is 4-½ in [114 mm] from the front face of the tongue. This allows for accessories (sold separately) to be assembled to the trailer without having to adjust the position of the jack support later. The jack support is installed in the same orientation no matter if the coupler is *above* or *below* the tongue.



Secure the jack support to the tongue with the chassis clamp, two (2) M10 X 60 mm flanged hex bolts, and two (2) M10 flanged lock nuts.

When tightening the bolts, tighten the left and right sides of the chassis clamp incrementally until the clamp is fully seated. Ensure the clamp does not sit askew.



ACCESSORIES WITH TELESCOPING BOOM

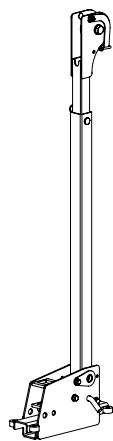


STOP! If an optional accessory utilizing the telescoping boom was purchased with the Multilander, READ THIS FIRST!

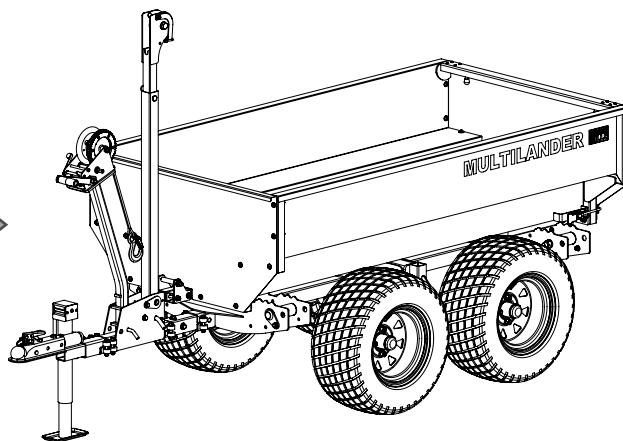
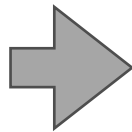
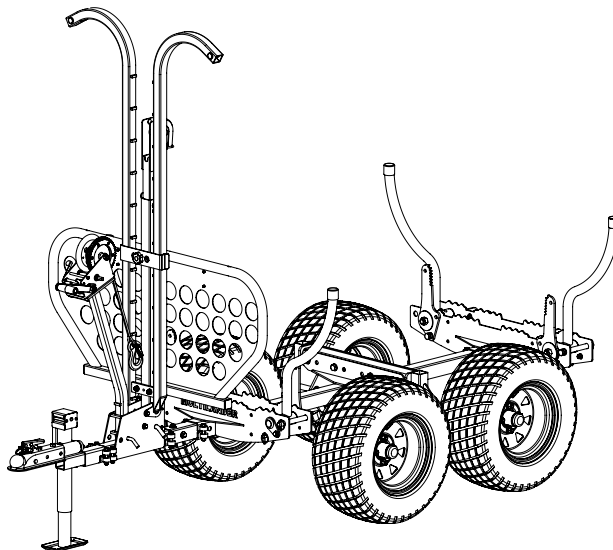


If this does not apply, proceed to section, *TONGUE EXTENSION CONFIGURATIONS*.

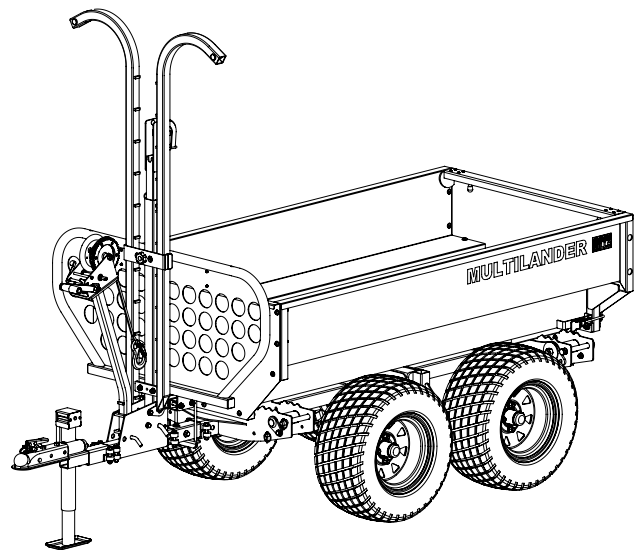
If one of the accessories shown below was purchased with the Multilander, the telescoping boom needs to be assembled to the tongue *before* inserting it into the trailer chassis.



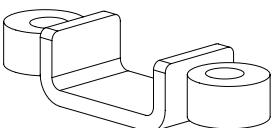
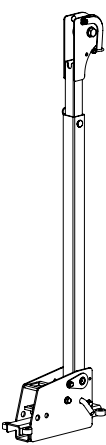
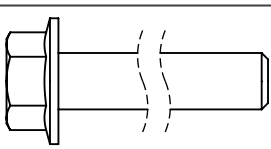

TELESCOPING BOOM

MULTILANDER LOGGING TRAILER WITH
UTILITY DUMP BOX

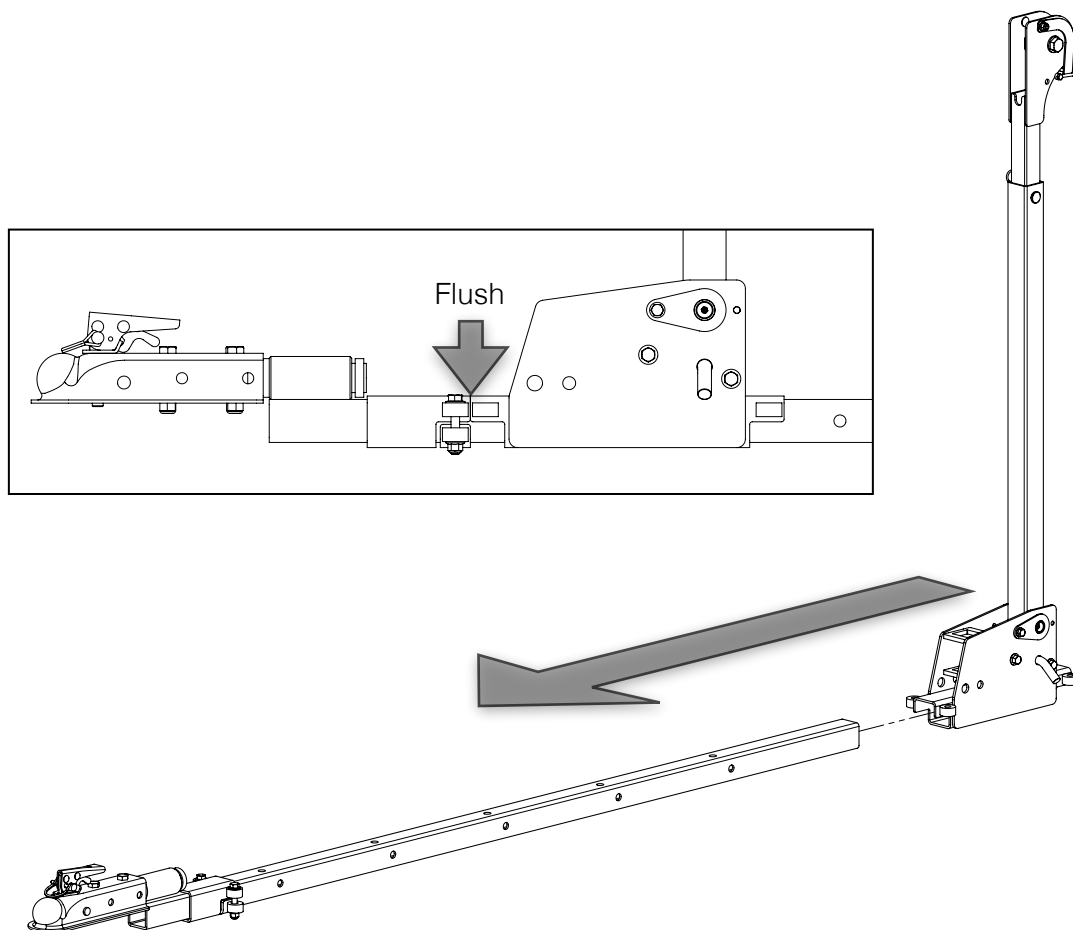
MULTILANDER PRO LOGGING TRAILER

MULTILANDER PRO LOGGING TRAILER
WITH UTILITY DUMP BOX

Use the hardware included with the boom listed below to assemble the boom to the tongue.

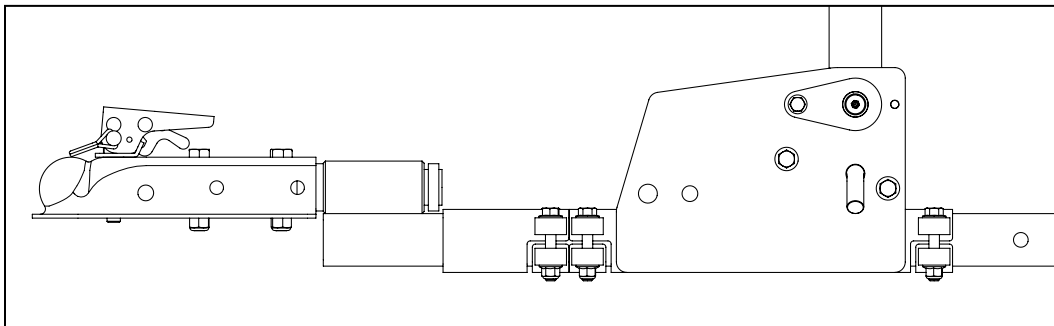
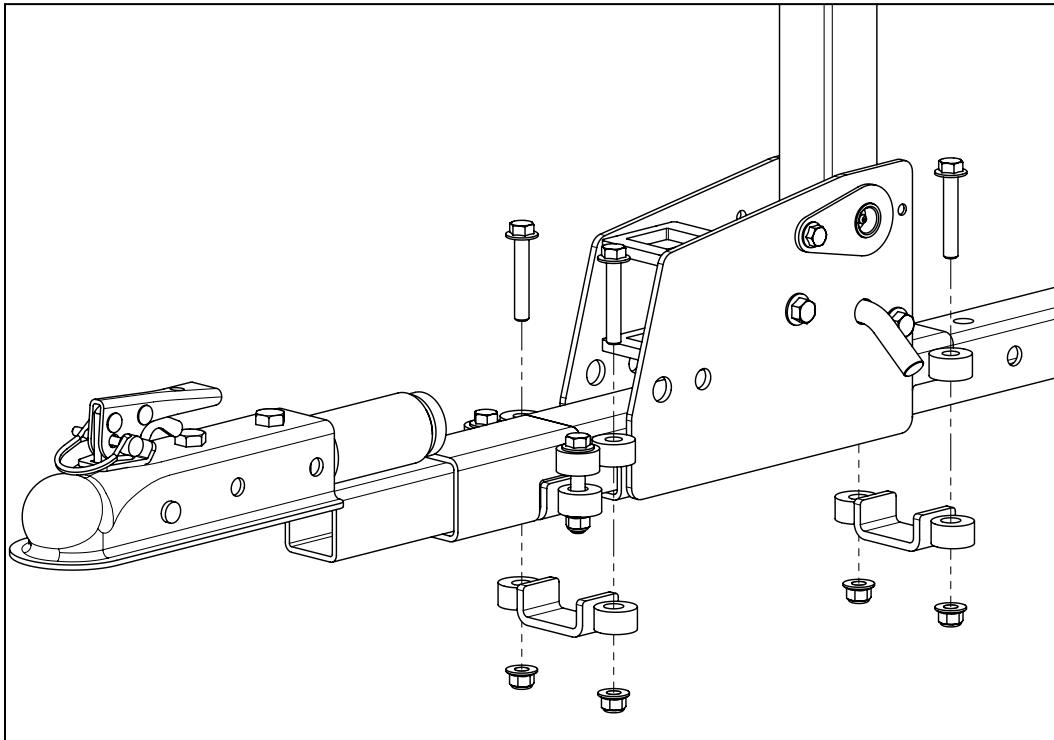
2x	Chassis Clamp (50 mm Wide)		1x	Telescoping Boom	
4x	M10 X 60 mm Flanged Hex Bolt				
4x	M10 Flanged Lock Nut				

Slide the boom over the tongue until it mates flush with the jack support.



Secure the boom to the tongue with the two (2) chassis clamps, four (4) M10 X 60 mm flanged hex bolts, and four (4) M10 flanged lock nuts.

When tightening the bolts, tighten the left and right sides of each chassis clamp incrementally until the clamps are fully seated. Ensure the clamps do not sit askew.

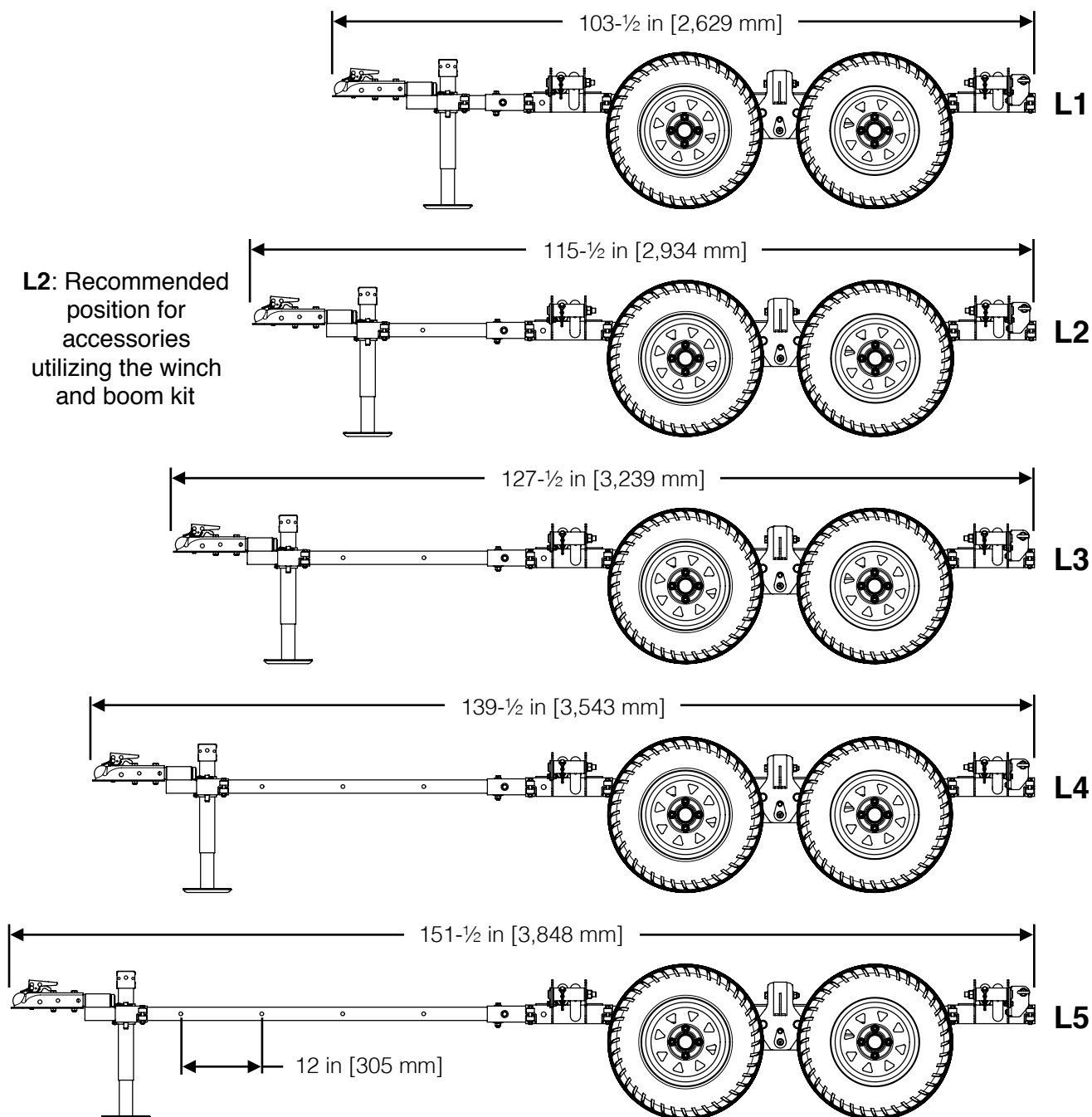


Once the boom is fully assembled to the tongue, continue with the trailer assembly on the ***next page***.

TONGUE EXTENSION CONFIGURATIONS

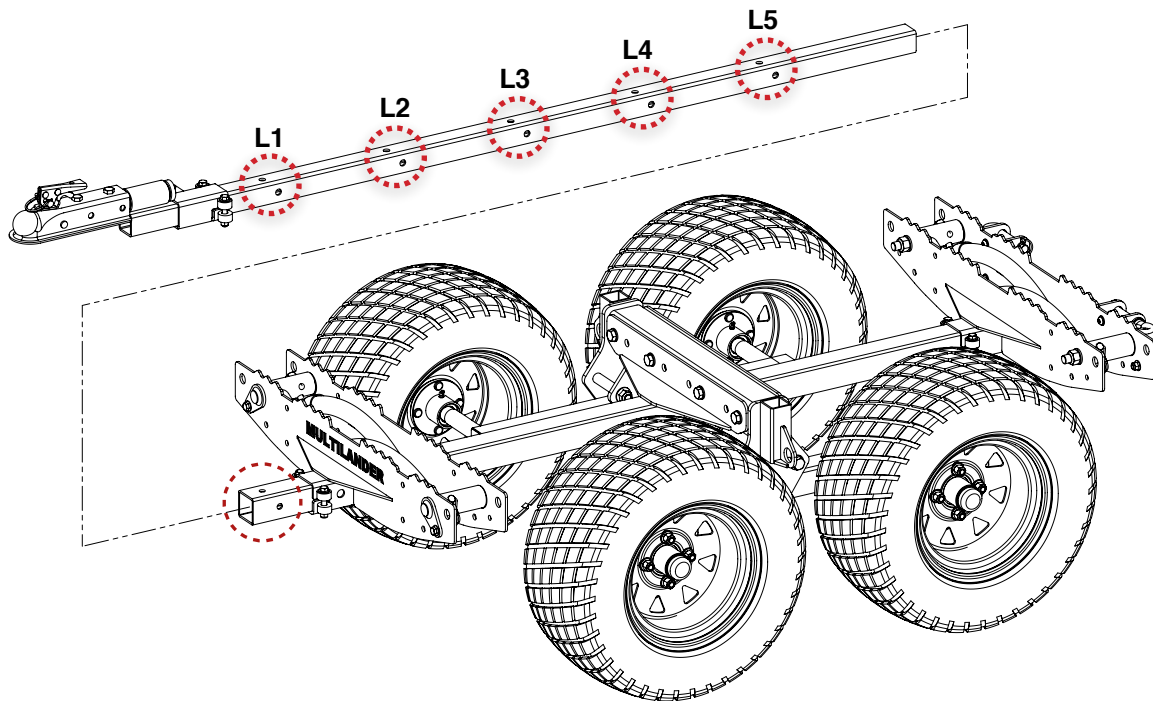
With the hitch ball coupler and jack support securely fastened to the tongue, select an appropriate tongue extension point based on the size of the product being towed. There are five (5) tongue extension points (**L1** thru **L5**) in increments of 12 in [305 mm] with 48 in [1,220 mm] of total extension available.

Note: the tongue extension point can be adjusted at any time via the removal of two bolts

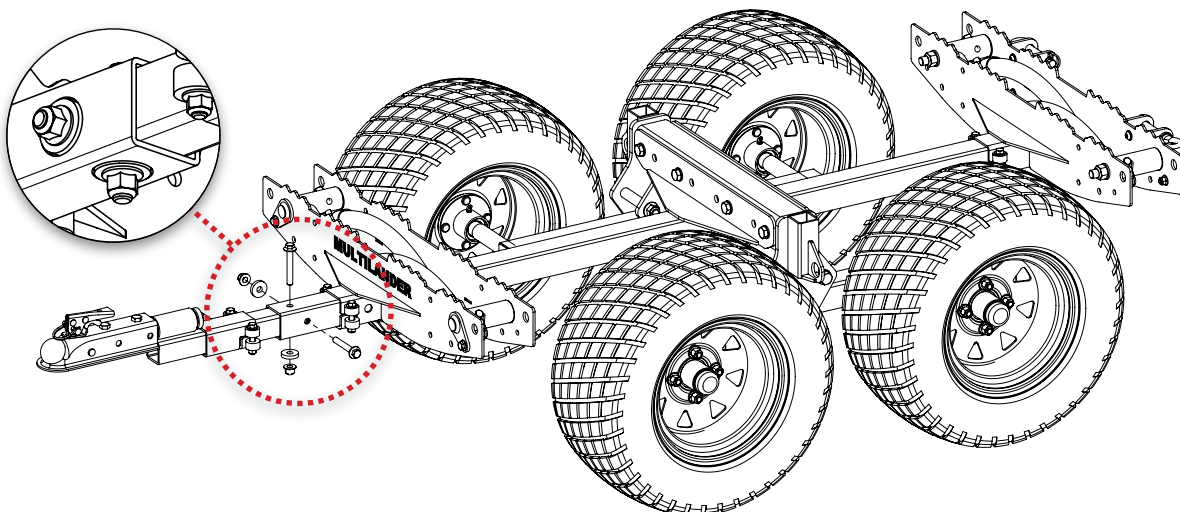


TONGUE-TO-CHASSIS

With the tongue assembly complete and with an appropriate tongue extension point selected, insert the tongue into the chassis up until the dual hole pattern in the tongue is aligned with the corresponding hole pattern at the front of the chassis.



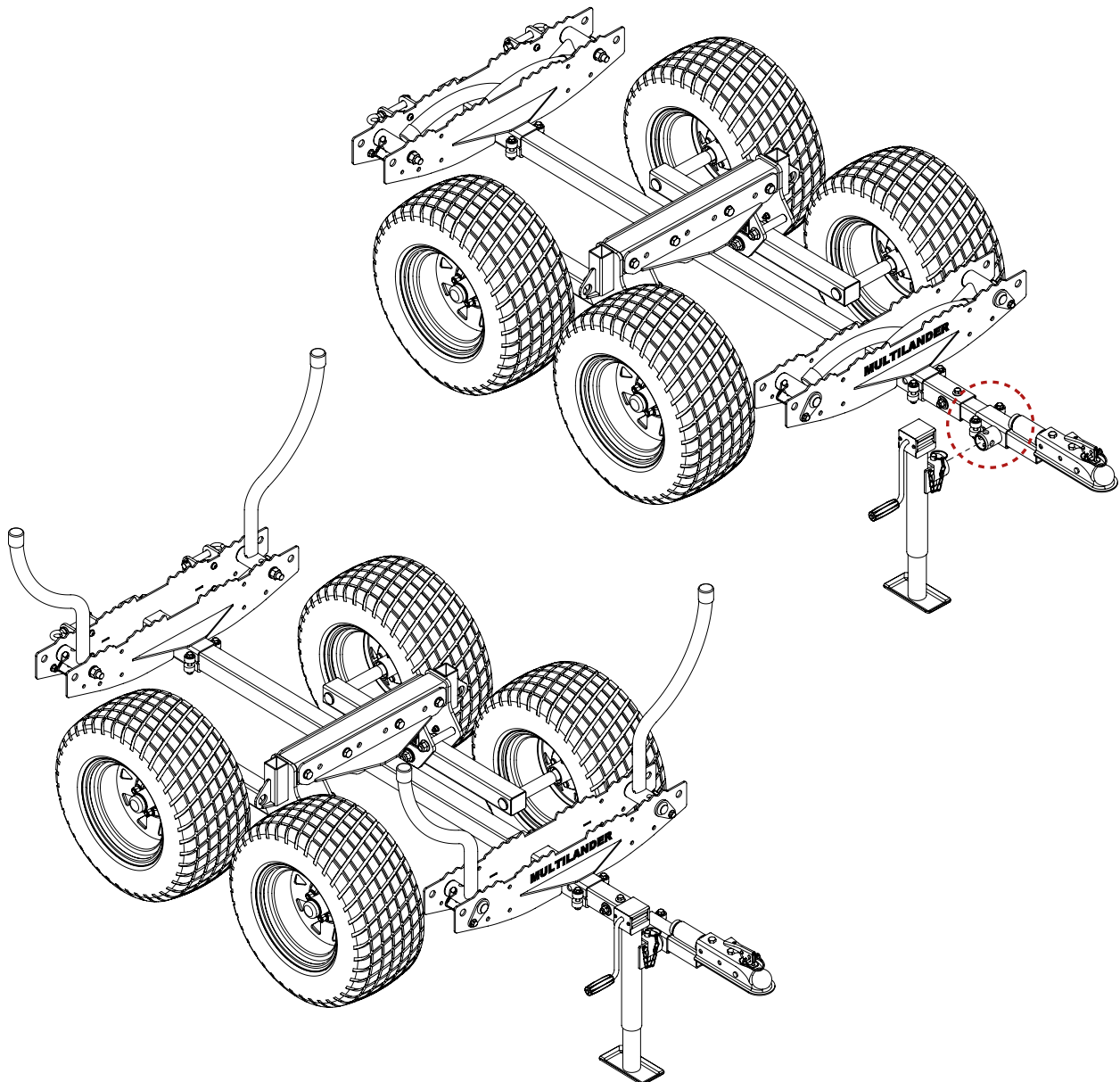
Using two (2) M12 X 80 mm flanged hex bolts, two (2) clamping disks, and two (2) M12 flanged lock nuts, securely fasten the tongue to the chassis. Ensure each clamping disk is centred in the large holes in the chassis *and* fully seated against the tongue when tight.



JACK STAND

The final step is assembling the jack stand shown in the table below.

Slide the jack stand over the boss on the jack stand mount. Slide the locking pin attached to the chain through the vertical hole in both the stand and mount until securely in place. Crank the handle on the jack stand until the trailer sits level.

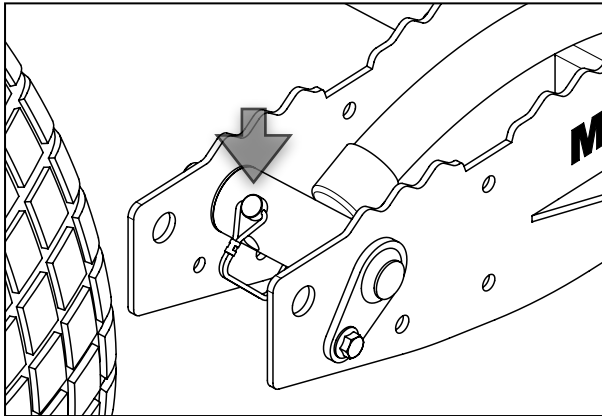


Your Multilander trailer is now ready to haul timber!

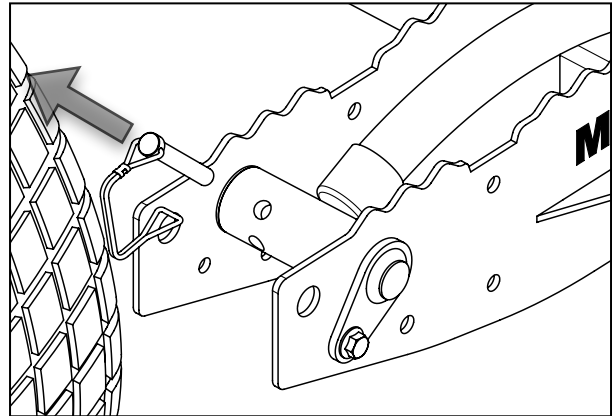
OPERATION

LOGGING ARMS

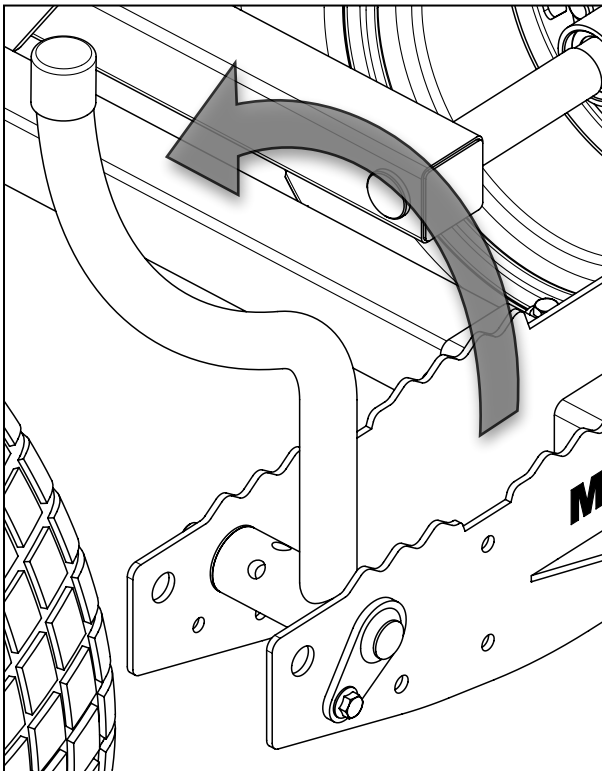
To prepare the Multilander to haul timber, raise the four (4) green logging arms following the steps below. Reverse the steps to stow them back inside the log racks.



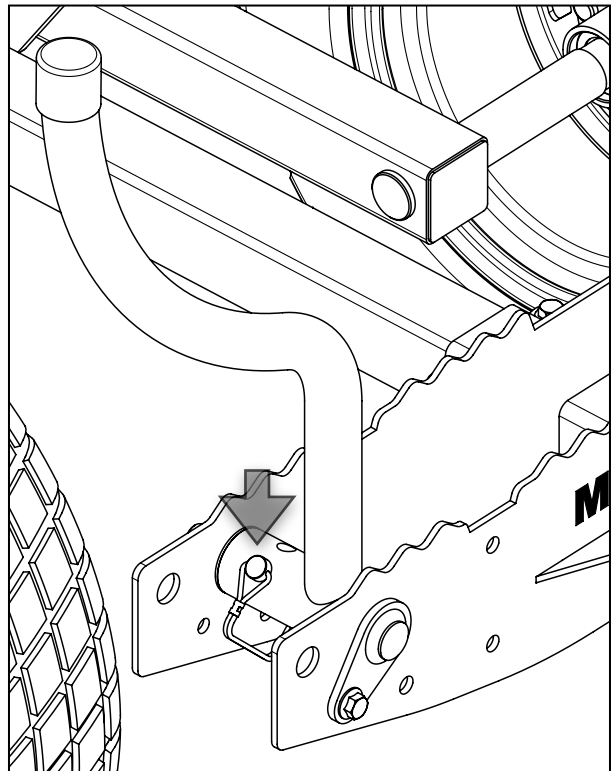
1. LOCATE LOGGING ARM LOCK PIN



2. REMOVE LOCK PIN



3. ROTATE LOGGING ARM UP

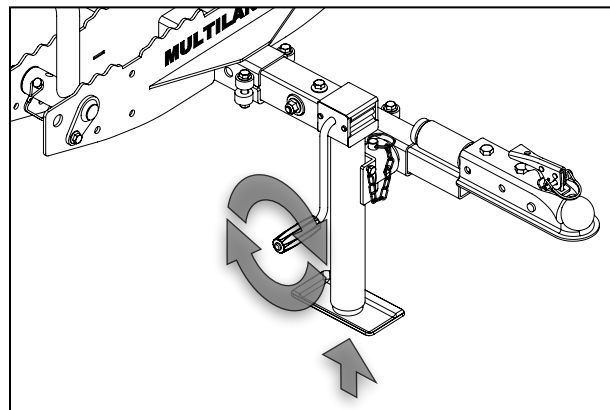
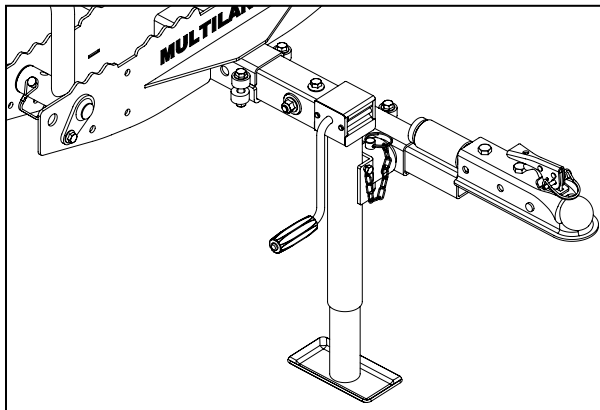


4. REINSTALL LOCK PIN

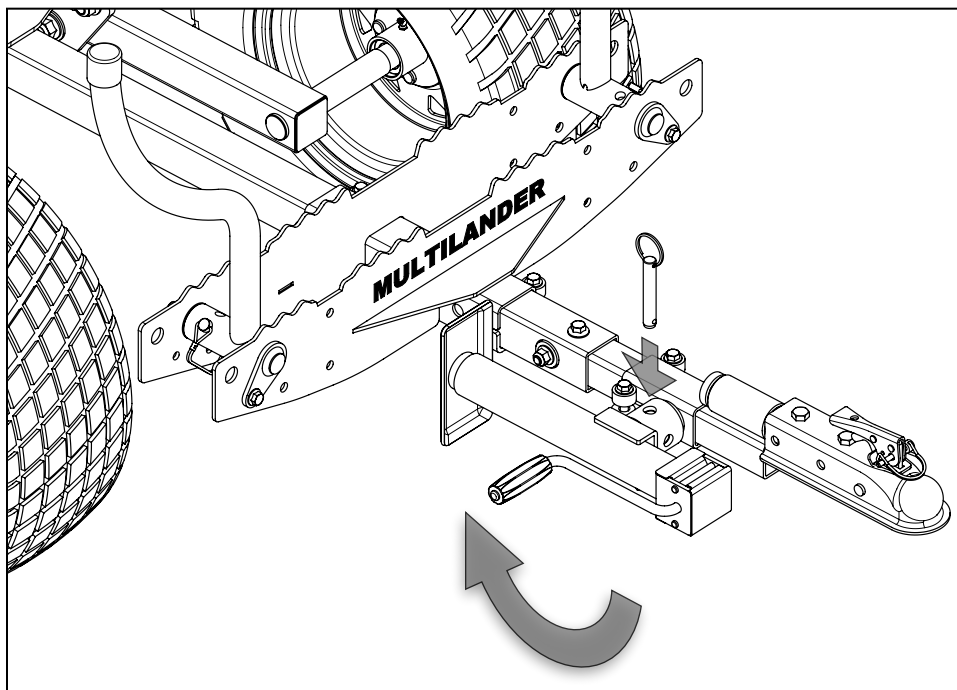
JACK STAND

After connecting the Multilander to a tow vehicle, the jack stand needs to be stowed. Remove the quick-release pin connected to the chain on the jack, rotate the jack 90° *towards* the trailer, and re-insert the pin.

Note: if the tongue is fully retracted (Extension “L1”—see section, **TONGUE EXTENSION CONFIGURATIONS**), it is necessary to crank the jack until it is in its most compact state. Otherwise, the jack will not clear the log rack when rotated into the stowed position.



“L1” TONGUE EXTENSION ONLY

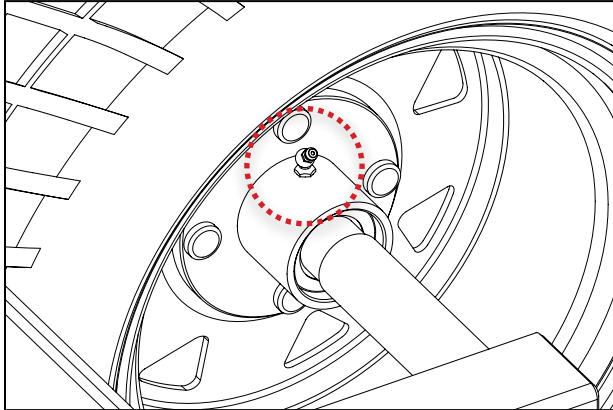


ROTATE JACK STAND 90° AND RE-INSERT QUICK-RELEASE PIN

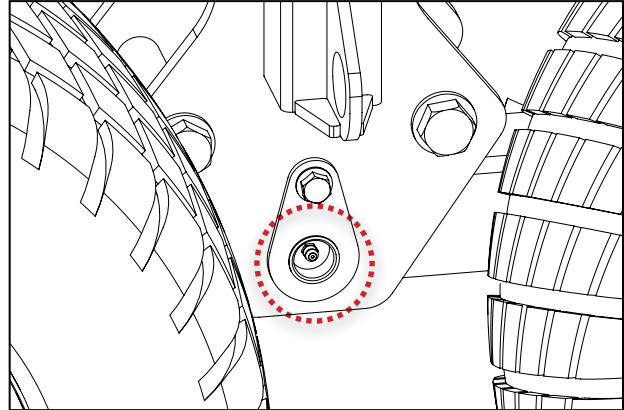
MAINTENANCE

GREASE POINTS

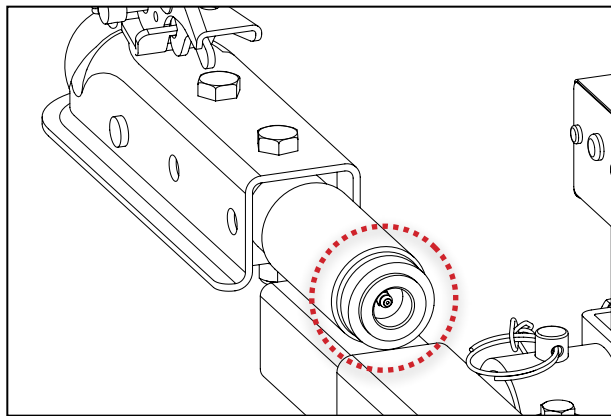
The Multilander trailer has seven (7) Zerk fitting grease points: four (4) wheel hubs (one per hub), two (2) walking beam swivel pins, and one (1) rotating hitch. Check each grease point prior to use and add grease as necessary.



WHEEL HUB (4 PLACES)



WALKING BEAM PIVOT PIN (2 PLACES)



ROTATING HITCH



PARTS LIST

Item	Qty	Part No.	Description
1	1	0002278	CHASSIS
2	1	0002279	OUTER INDEX TUBE
3	1	0002280	INNER INDEX TUBE
4	2	0002282	WALKING BEAM
5	4	0002283	WHEEL BEARING HUB, 4-BOLT, 4 in [101.6 mm] BC
6	4	0002284	ROTARY SHAFT SEAL, 32 mm SHAFT, 50.4 mm OD
7	4	0002285	WHEEL HUB DUST COVER, M12 X 1.75, 4-BOLT PATTERN
8	2	0002289	LOG RACK
9	4	0002290	CHASSIS CLAMP, 60 mm WIDE BEAM
10	4	0002291	LOGGING ARM
11	4	0002292	END CAP, ROUND, 43 mm DIA
12	4	0002293	SPACER, 48 OD X 28.5 ID X 2 mm THK
13	4	0002322	SPACER, 48 OD X 19 ID X 2 mm THK
14	4	0002294	SWIVEL PIN, LOGGING ARM
15	2	0002295	HINGE BRACKET
16	2	0002296	HINGE PIN, 18 DIA X 101 mm LG W/ M10 EYE BOLT
17	1	0002298	JACK SUPPORT
18	1	0002299	CHASSIS CLAMP, 50 mm WIDE BEAM
19	1	0001385	JACK STAND
20	1	0002300	TONGUE W/ ROTATING HITCH
21	1	0001381	HITCH BALL COUPLER, 2 in [50.8 mm] BALL
22	2	0002302	CLAMPING DISC, CHASIS / TONGUE
23	2	0002286	WALKING BEAM SWIVEL PIN
24	4	0002287	SPACER SLEEVE, AXLE ROTATION LIMITER
25	6	0002288	SPACER, 42 ID X 26 ID X 3 mm THK
26	2	0002323	SPACER, 15 ID X 35 OD X 10 mm LG
27	1	0002320	SERIAL NUMBER LABEL
28	4	23X10.5-12	WHEEL, 23X10.5-12
29	8	L44643	ROLLER BEARING, TAPERED, L44643, 1 in BORE, 1.98 in OD, 0.58 in WIDE
30	2	HDW	HEX BOLT, M12 X 1.75, 70 mm LG, 30 mm LG THD
31	2	HDW	HEX BOLT, FLANGED, M8 X 1.25, 30 mm LG
32	4	HDW	HEX BOLT, FLANGED, M10 X 1.5, 25 mm LG
33	10	HDW	HEX BOLT, FLANGED, M10 X 1.5, 60 mm LG, 26 mm LG THD
34	2	HDW	HEX BOLT, FLANGED, M12 X 1.75, 80 mm LG, 30 mm LG THD
35	4	HDW	HEX BOLT, FLANGED, M14 X 2, 120 mm LG, 34 mm LG THD
36	4	HDW	HEX BOLT, FLANGED, M16 X 2, 140 mm LG, 38 mm LG THD
37	4	HDW	BUTTON HEAD SCREW, M10 X 1.5, 30 mm LG
38	4	HDW	FLAT WASHER, M10

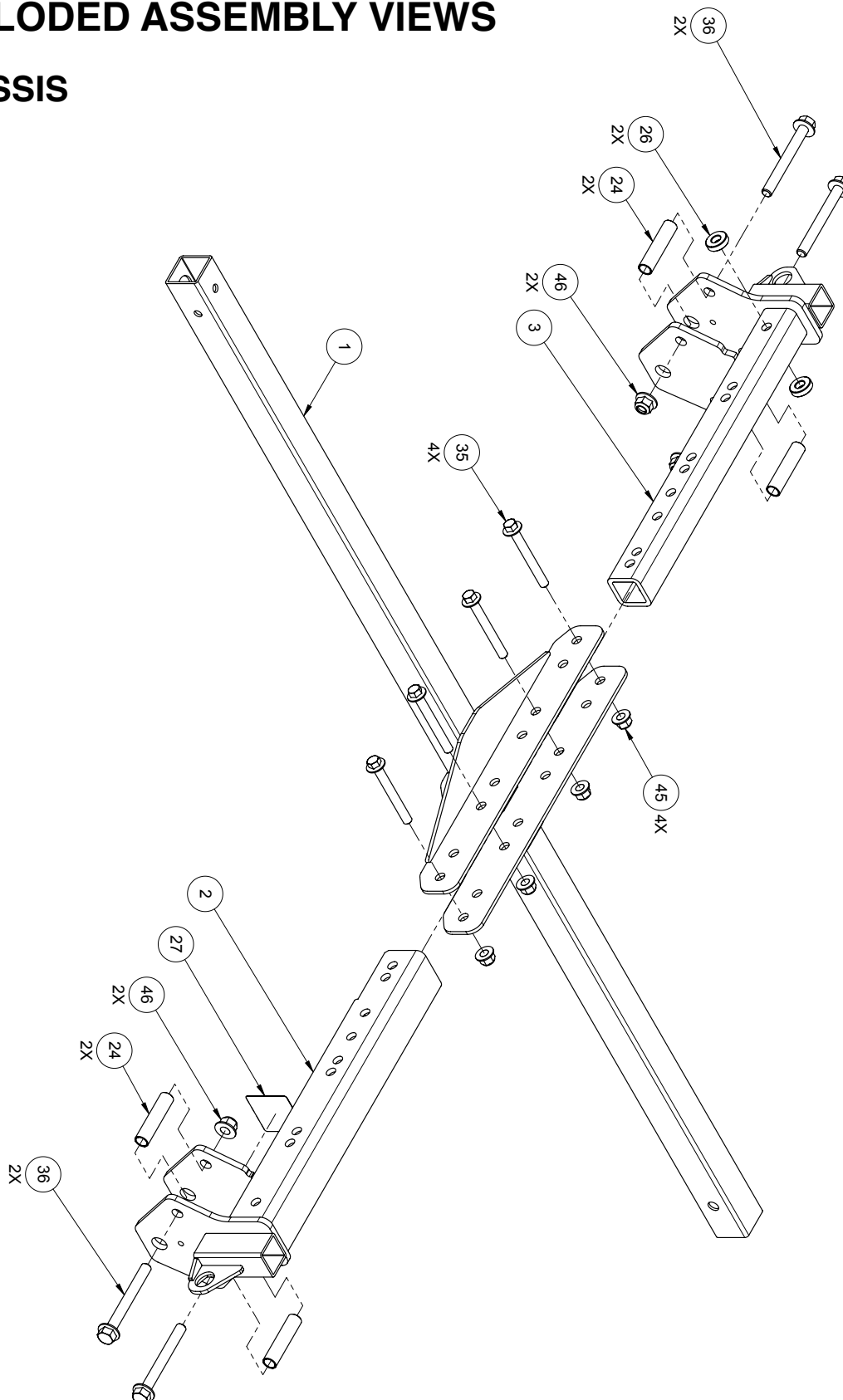


Item	Qty	Part No.	Description
39	4	HDW	FLAT WASHER, M18
40	4	HDW	FLAT WASHER, M24
41	4	HDW	LOCK NUT, M18 X 2.5
42	2	HDW	LOCK NUT, FLANGED, M8 X 1.25
43	18	HDW	LOCK NUT, FLANGED, M10 X 1.5
44	4	HDW	LOCK NUT, FLANGED, M12 X 1.75
45	4	HDW	LOCK NUT, FLANGED, M14 X 2
46	6	HDW	LOCK NUT, FLANGED, M16 X 2
47	4	HDW	LOCK NUT, SLOTTED, M24 X 1.5, 18 mm HGT
48	16	HDW	LUG NUT, M12 X 1.5
49	4	HDW	GREASE FITTING, 45° ELBOW, M6 X 1 TAPERED THD
50	3	HDW	GREASE FITTING, STRAIGHT, M6 X 1 TAPERED THD
51	4	HDW	LOCKING PIN, SQUARE, 12 mm DIA, 60 mm USEABLE LG
52	1	HDW	LOCKING PIN, ROUND, 1/4 in DIA, 1-3/8 in USEABLE LG
53	2	HDW	LINCH PIN, 3/16 in DIA, 1 in USEABLE LG
54	4	HDW	COTTER PIN, 4 mm DIA, 32 mm LG



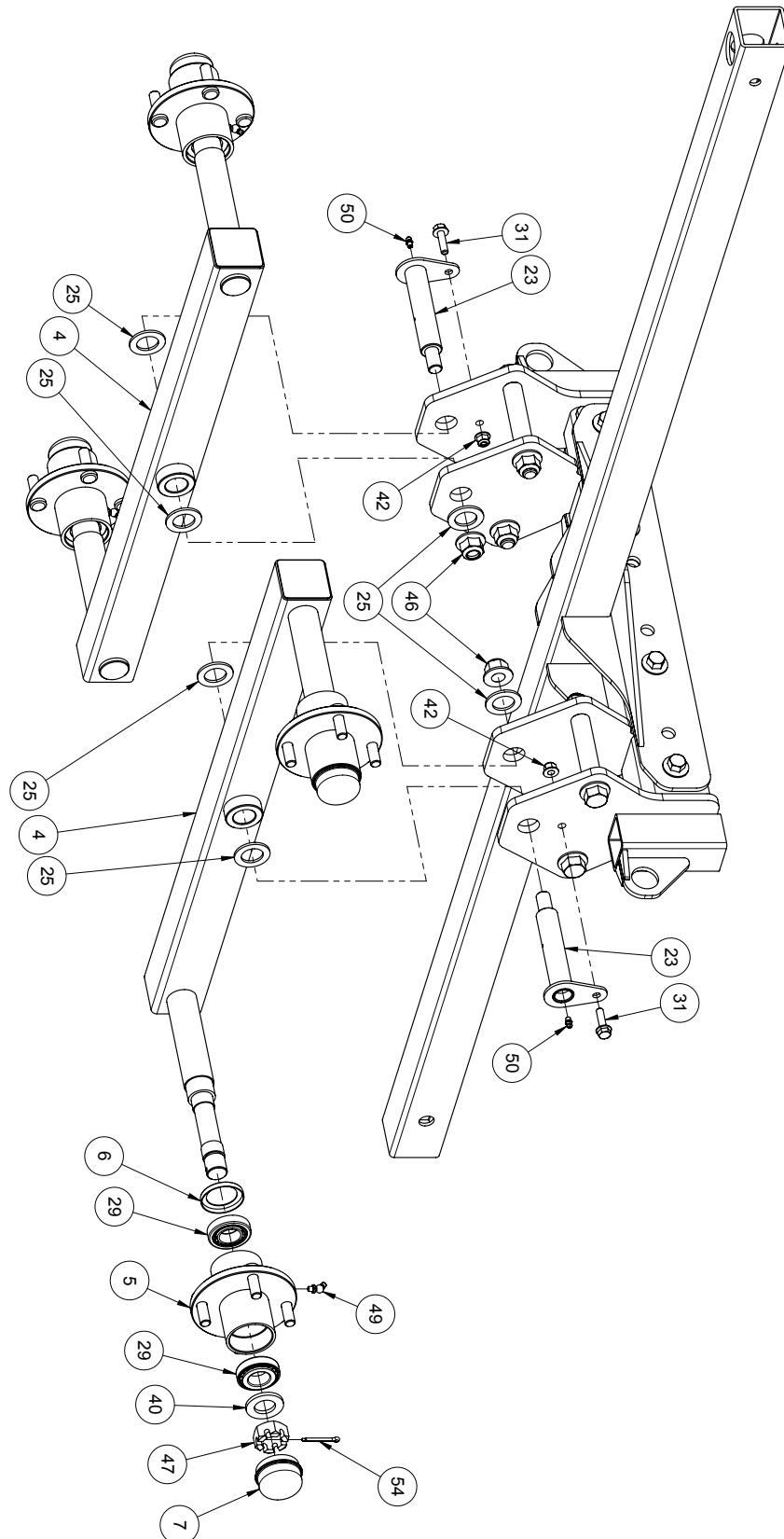
EXPLODED ASSEMBLY VIEWS

CHASSIS



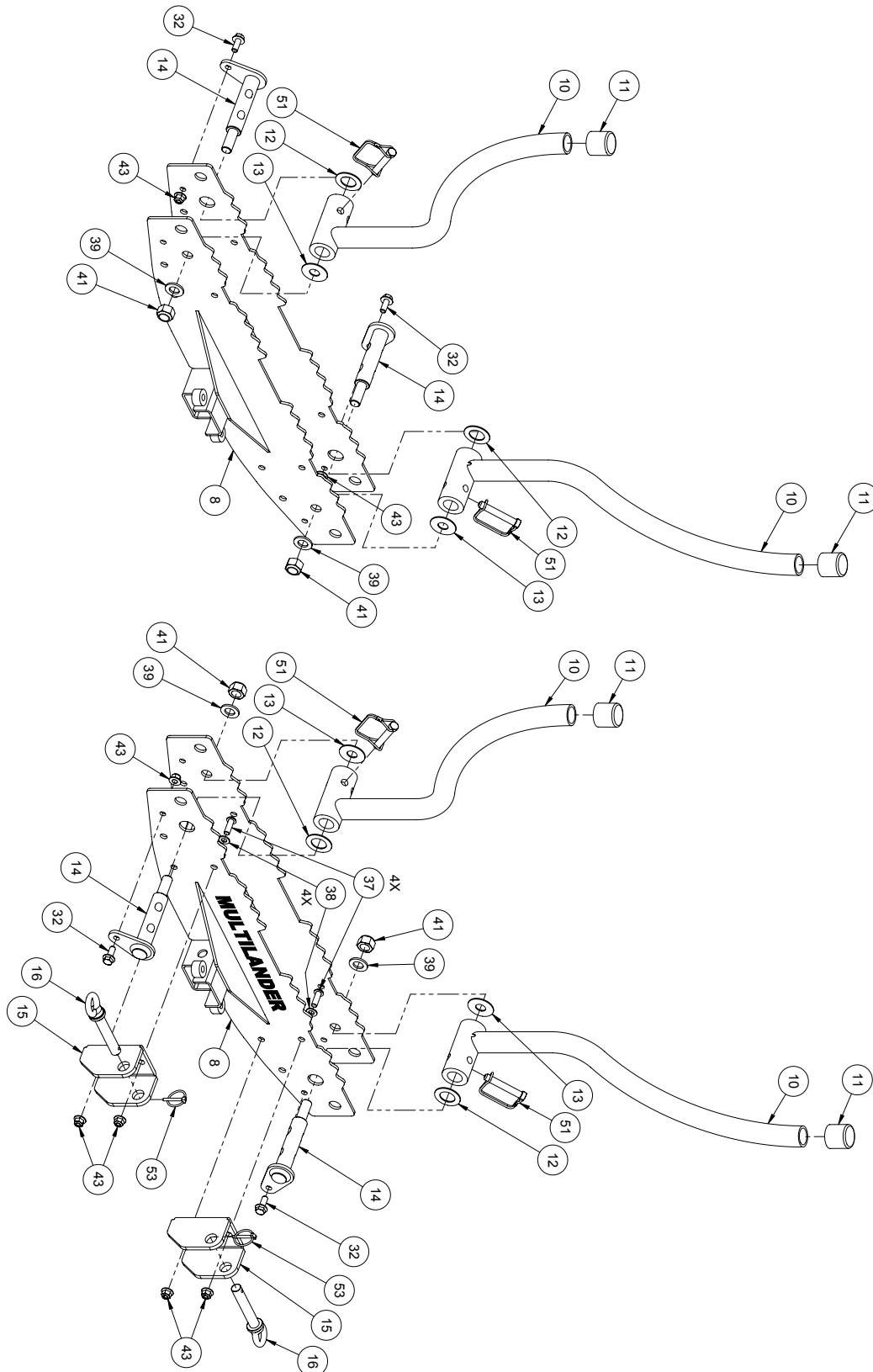


WALKING BEAMS



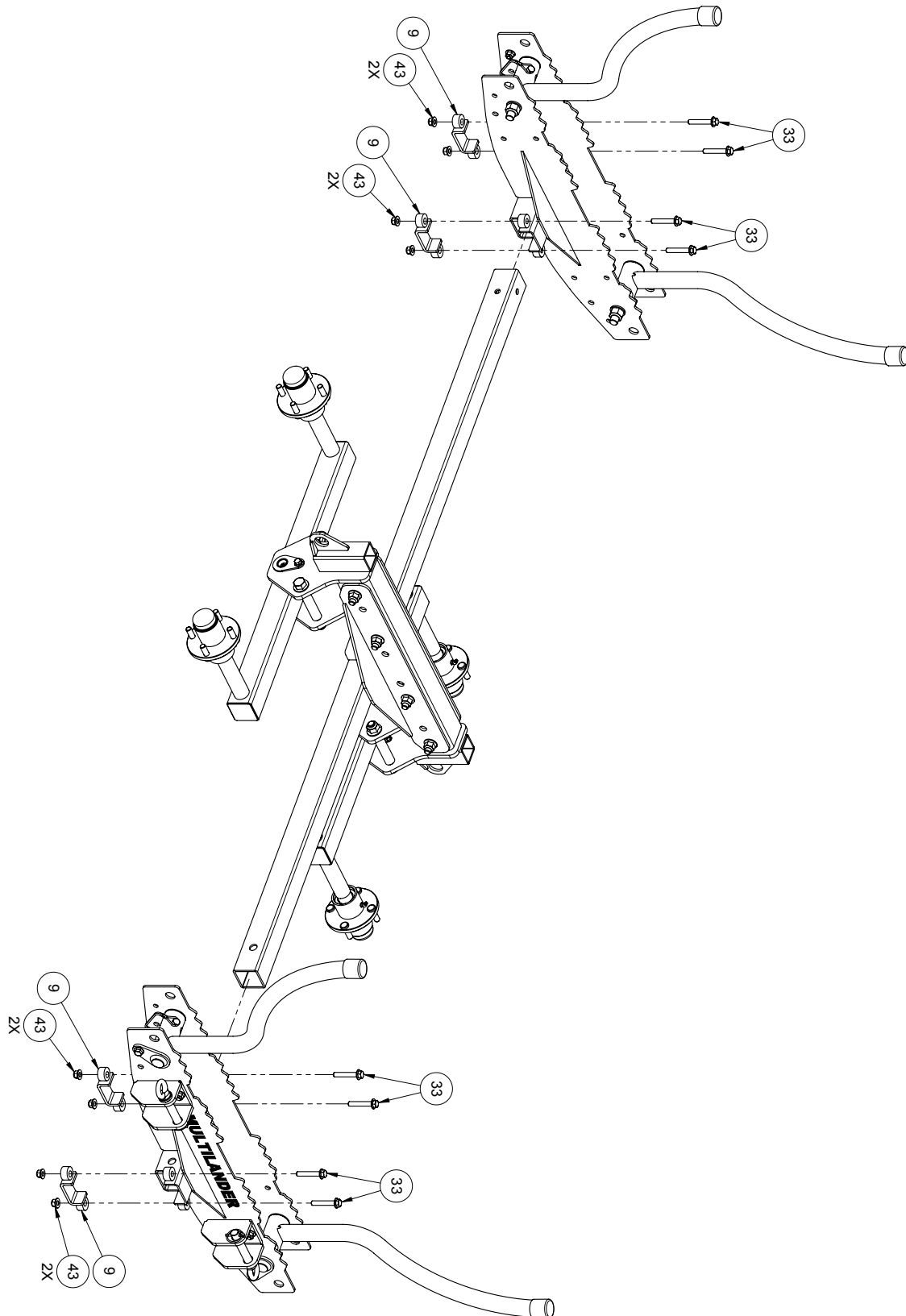


LOG RACKS

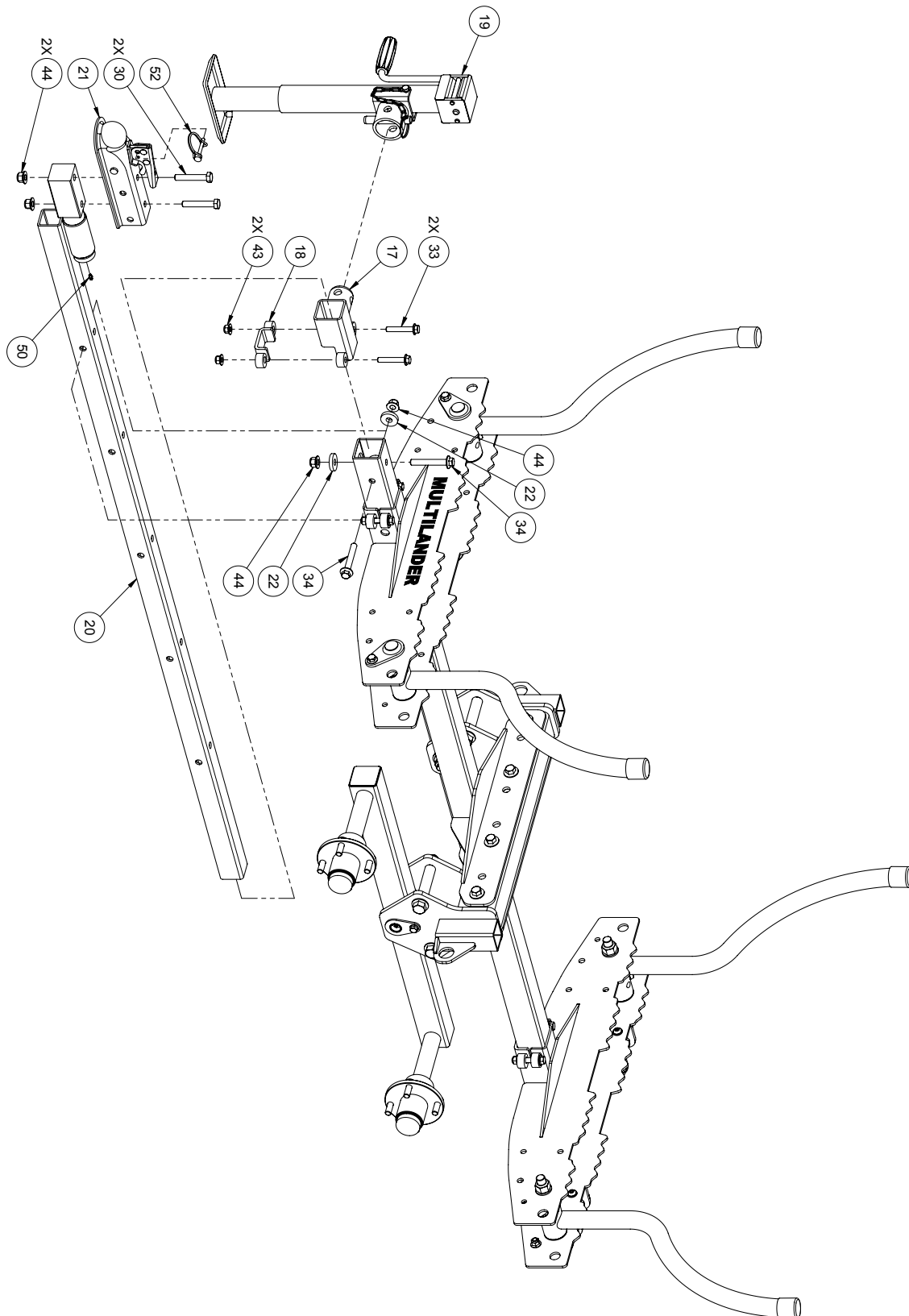




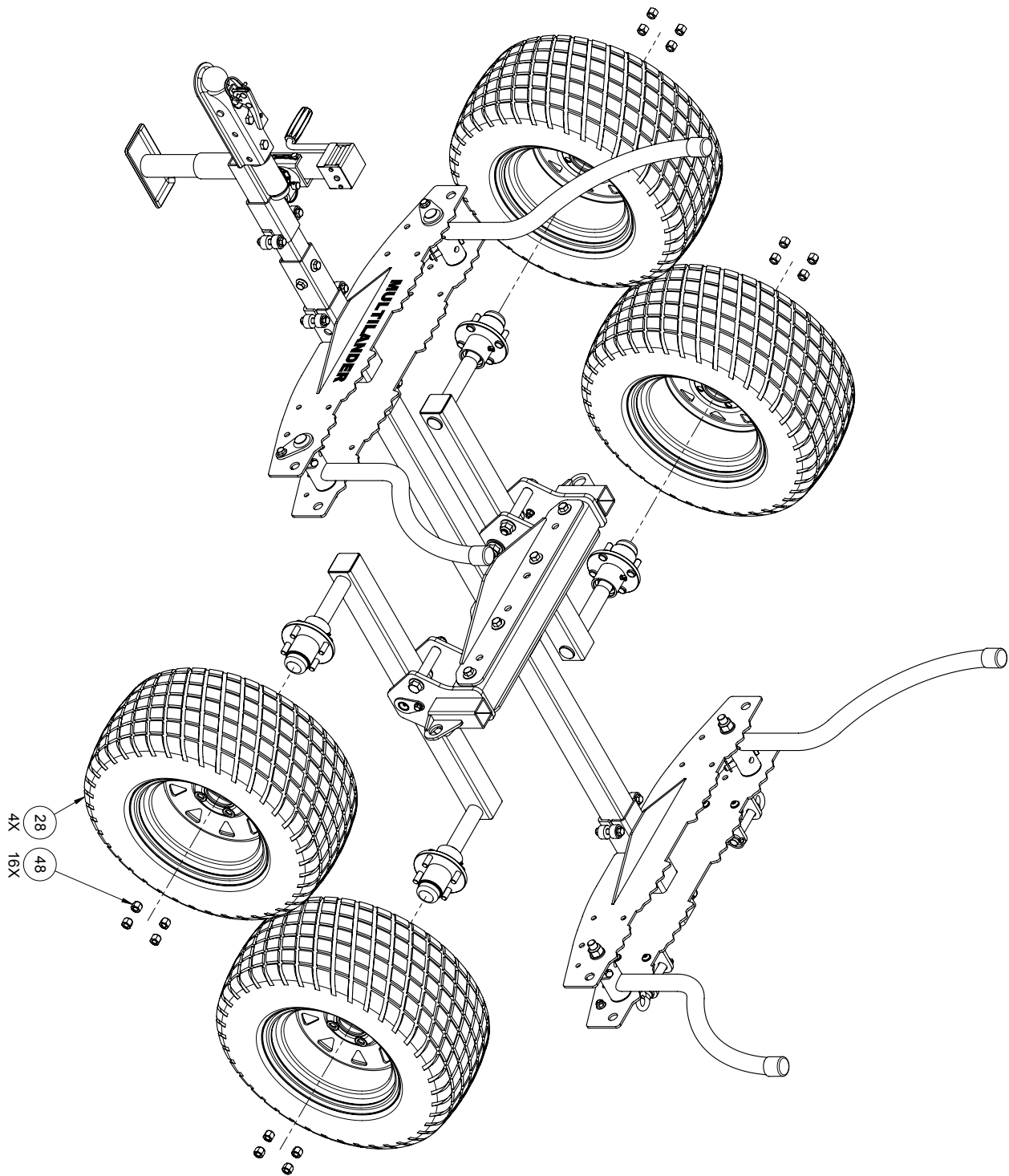
LOG RACKS—INSTALLED



TONGUE & JACK STAND



WHEELS



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