



CHANGING A FLAT TIRE



By Tim Huntington

While this may sound elementary for anyone who has ever changed a flat on their car, some things are a little different while many are the same. The first steps you want to follow are done before you even leave even home. Make sure you have these items and carry them with you all the time when towing:

SPARE TIRE

– make sure you have one. If you have it locked to the trailer make sure you have the key or the combination to unlock it.

AIR PRESSURE – check the air pressure in all tires including your spare before you leave. Incorrect pressure is the leading cause for trailer sway and tire blow outs. The trailer manufacturer will have a label somewhere on the unit that states the recommended pressure. Use the tire inflation molded onto the sidewall of the tire if you can't find the trailer manufacturer's label. Check for loose and missing lugs.

TIRE IRON – Make sure your lug wrench fits the camper's lug nuts as they are probably a different size than the tow vehicle's lug nuts.

JACK – Automotive bumper jacks won't work on your camper. Use a scissor-type or a hydraulic jack that is capable of lifting the camper high enough to slide a flat tire off and an

inflated tire on. You may need to place something like a board under the jack to raise it closer to the camper's frame.

CHOCKS – you should have four of these at the campground anyway.

EMERGENCY FLARES or traffic triangles to guide traffic around you.

If you can't find a safe place to pull over, use your cell phone to call the police who may be able to send someone to assist.

If you have a flat tire on the road don't panic or you may lose control. Slow your rig to a stop. Your flat tire is probably damaged beyond repair so don't worry about driving a little farther on it to find a safe spot to pull over. You may

even destroy the rim towing to a different location on a flat, but that is much better than placing you and your family in danger by stopping too close to traffic. Once off the roadway, use flares or triangles to alert oncoming traffic of your presence.

Now its time to get down to the nuts and bolts.

Assuming you are connected to the tow vehicle, make sure the tow vehicle is in "Park" or in gear and set the parking brake (some of you call it the emergency brake). Chock the good camper wheel – front and back. The object of these two steps is to secure the pop-up and make sure it does not shift while you are working on it.

Set the jack under the main frame rail, close to where the springs or camper's suspension attach to the main frame rail. *Do not jack under the axle or cross rails as they are not designed to carry the full weight of the trailer on a two-square-inch area and can easily be damaged this way.* Use any wood necessary to raise the jack.

Raise the jack until it applies pressure under the frame, but do not raise the tire off the ground at this point. Loosen all of the lug nuts on the tire to be changed. *If you raised the tire first, the tire will just spin when you attempt to do this.*

Now raise the jack so the flat tire is off the ground. Remember, you will need more clearance when you attempt to put the inflated spare on, so you will need to raise the jack higher than just to remove the flat. Remove flat tire and replace it with inflated spare tire. Install lug nuts

Check your Owners Manual for proper jack placement. Do it today!

and hand tighten

them. Lower the jack so the new tire touches the ground. Tighten lug nuts using the lug wrench. Remember, most of them are meant to be tightened to over 100 Ft Lbs. Lower and remove the jack.

Store everything away and continue on your way. Just remember, you should recheck the lug nuts shortly after changing a tire. Check your Owner's Manual for the distance, but 50 miles, then again at 100 miles works for me.

Remember, safety first! 🚚