CHASSIS PREPARATION AND SUSPENSION ASSEMBLY GUIDE

2. GENERAL LAYOUT

3. WELD-ON COMPONENTS 170 C/F

4. WELD-ON COMPONENTS 200 C/F

5. SUSPENSION INSTALLATION

6. TORQUE SETTINGS

7. ALIGNMENT

8. KIT CONTENTS
NOTE FOR TANDEM AXLES
MAX ATM SPECIFIED @ 10% DRAWBAR WEIGHT
THIS IS A CLOSE COUPLED, NON-LOAD SHARING SUSPENSION ENSURE THAT THE LOAD ON THE AXLE GROUP DOES NOT EXCEED THE REQUIREMENTS OF THE NATIONAL CODE OF PRACTICE (VS8 1 - BUILDING SMALL TRAILERS)

LUBRICATION
GREASE BORE AND FLANGE OF POLYURETHANE BUSHES DURING INSTALLATION AND REGULARLY DURING SERVICE USING AUTOMOTIVE BEARING GREASE. INJECT THROUGH GREASE NIPPLE UNTIL GREASE STARTS COMING OUT BETWEEN HINGE AND BUSH.

CROSSMEMBER TO = WHEELBASE+10
CROSSMEMBER SPACING = WHEELBASE-50

FRONT >>>

TOP COIL & SHOCK MOUNT 257
FULL LENGTH CROSSMEMBER
FULL LENGTH CROSSMEMBER
100 MINIMUM CHASSIS HEIGHT

760 MAXIMUM TYRE DIAMETER
*680 MAXIMUM TYRE DIAMETER FOR 2T ATM SINGLE AXLE TO MAINTAIN BRAKING CAPACITY

MINIMUM WHEEL SPACING 75

RECOMMENDED STIFFNER BEAM FOR HINGE RHS 50X36X3 MINIMUM

CHASSIS TOTALE 170x5 OR 200x5

CM GT USER GUIDE

TITLE
33GT

DRAWING NUMBER

ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE STATED
DO NOT SCALE

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DATE: 20 APR 17
REV: 5
SHEET SIZE: A3
PAGE: 2 OF 8
WELD-ON COMPONENTS 170 C/F

ENSURE CHASSIS RAILS AND CROSSMEMBERS ARE PERPENDICULAR TO EACH OTHER TO ENSURE ACCURATE ADJUSTMENT

1. POSITION MOUNTS
ENSURE ALL REQUIRED CROSSMEMBERS AND BRACINGS ARE FITTED, POSITION HINGE AND SHOCK/COIL MOUNT ENSURE HINGES ARE SQUARE TO MAIN CHASSIS RAIL AND CROSSMEMBER

2. HINGES
WELD HINGES TO CROSSMEMBERS AS SPECIFIED

3. HINGE OUTER
COMPLETE WELD ON HINGE ENDS

4. SHOCK AND COIL MOUNT
ENSURE FLUSH FITMENT ON ALL INTERNAL SIDE AND BASE OF MAIN RAIL, FULL LENGTH WELDS AS SPECIFIED

OUTSIDE OF HINGE PLATE FLUSH WITH OUTSIDE OF CHASSIS

FULL WIDTH CROSSMEMBERS

RECOMMENDED STIFFENER BEAM FOR HINGE RHS 50x50x5 MINIMUM (MAXIMUM LENGTH 210 TO CLEAR HINGE)

DO NOT WELD ACROSS BOTTOM OF CHASSIS RAIL

CM GT USER GUIDE

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WELD-ON COMPONENTS 200 C/F

ENSURE CHASSIS RAILS AND CROSSMEMBERS ARE PERPENDICULAR TO EACH OTHER TO ENSURE ACCURATE ADJUSTMENT

1. POSITION MOUNTS
ENSURE ALL REQUIRED CROSSMEMBERS AND BRACINGS ARE FITTED, POSITION HINGES AND SHOCK/COIL MOUNTS. ENSURE HINGES ARE SQUARE TO MAIN CHASSIS RAIL AND CROSSMEMBER

2. HINGES
WELD HINGES TO CROSSMEMBERS AS SPECIFIED

3. HINGE OUTER
COMPLETE WELD ON HINGE ENDS

4. SHOCK AND COIL MOUNT
ENSURE FLUSH FITMENT ON ALL INTERNAL SIDE AND BASE OF MAIN RAIL. FULL LENGTH WELDS AS SPECIFIED

RECOMMENDED STIFFENER BEAM FOR HINGE RHS 30x6x6 MINIMUM (MAXIMUM LENGTH 230 TO CLEAR HINGE)

LEGS ON INNER HINGE PLATE HELP LOCATE RELATIVE TO CROSSMEMBER. SQUARENESS TO CHASSIS RAIL SHOULD ALWAYS BE CONFIRMED PRIOR TO WELDING.

DO NOT WELD BOTTOM OF CHASSIS RAIL
ENSURE WELD CONTINUES UNDER CHASSIS CORNER

HINGE SPACED OUT 30mm FROM CHASSIS RAIL TO ENSURE CRUISEMASTER BRACE PLATE FITMENT

FULL WIDTH CROSSMEMBERS

CM GT USER GUIDE

33GT

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DATE: 20-Apr-07
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PAGE: 4 of 8

CRUISEMAMASTER™ IS THE REGISTERED TRADEMARK OF CRUISEMASTER AUSTRALIA PTY. LTD
1. **Fit Control Arm Bushes**
   - Grease and assemble bushings into control arm
   - Toe adjuster

2. **Install Arm**
   - Lightly grease the inside faces of the hinge plates and slide the control arm up into position

3. **Insert Hinge Spindle**
   - Insert the hinge spindle through the assembly from the outer hinge plate
   - Assemble toe adjuster, hinge locking bolt and hinge nut

4. **Fit Springs and Shocks**
   - Follow installation order
     1. Press bump stop on locater (see detail A)
     2. Install coil into arm then move into position
     3. Install shock absorber to contain assembly
     4. Tighten all bolts according to torque settings on page 6

5. **Grease and Check**
   - Use grease to fill hinge cavity (grease should squeeze from bushing)
   - Once hinge is fully assembled and torqued (see torque page)
   - Note orientation of spindle
   - Locking plate pointing towards axle
   - Use provided cable attachment points for routing cables

**CM GT User Guide**

**DRAWING NUMBER**

**33GT**

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**ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE STATED**

**DO NOT SCALE**

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**A:** 330 BILLEN ROAD, GEERONG, QLD 4054
RECOMMENDED TORQUE SETTINGS

- 190 Nm 3/4 UNF HINGE NUT
- 50 Nm M10 HINGE LOCK PLATE
- 90 Nm M12 UPPER SHOCK MOUNT
- 90 Nm M12 LOWER SHOCK MOUNT

USE SPECIFIED NYLOC INSERT NUTS ONLY (GRADE 5 OR CLASS 8)
APPLY TORQUE PAINT AFTER THE NUTS HAVE BEEN TORQUED
WHEEL ALIGNMENT PROCEDURE

1. Ensure the trailer is fully loaded and on a flat surface, move the trailer backwards and forwards to eliminate any twist in the wheels.

MEASUREMENT

2. Place a straight edge across the wheel, edge of rim or drum face then measure the distance from the straight edge to the chassis rail. (Wheels on a single or tandem front axle should be adjusted to have 2mm toe-in. Wheels on tandem rear axle should measure parallel from the chassis rail)

3. It is recommended to use a digital spirit level to measure across the wheel rim or drum face.

TOE ADJUSTMENT

4. Lift the vehicle to unload the suspension. Do not climb under a vehicle which is only supported by jacks, ensure proper vehicle stands are used.

5. Loosen the hinge nut.

6. When adjustment is completed, tighten and torque hinge nut. (See torques sheet)

7. Lower the vehicle to fully load the suspension and measure the alignment again to check adjustment is satisfactory.

8. If the necessary alignment has not be achieved, repeat from step 4

CAMBER ADJUSTMENT

9. GT Road suspension camber adjustment is achieved by using an offset bush, Part No 335-706 Contact vehicle components sales to order.