



CUSTOMER INFORMATION SHEET – NO. 02

CRUISEMASTER™ INDEPENDENT LEAF SUSPENSION

1 WHY INDEPENDENT SUSPENSIONS?

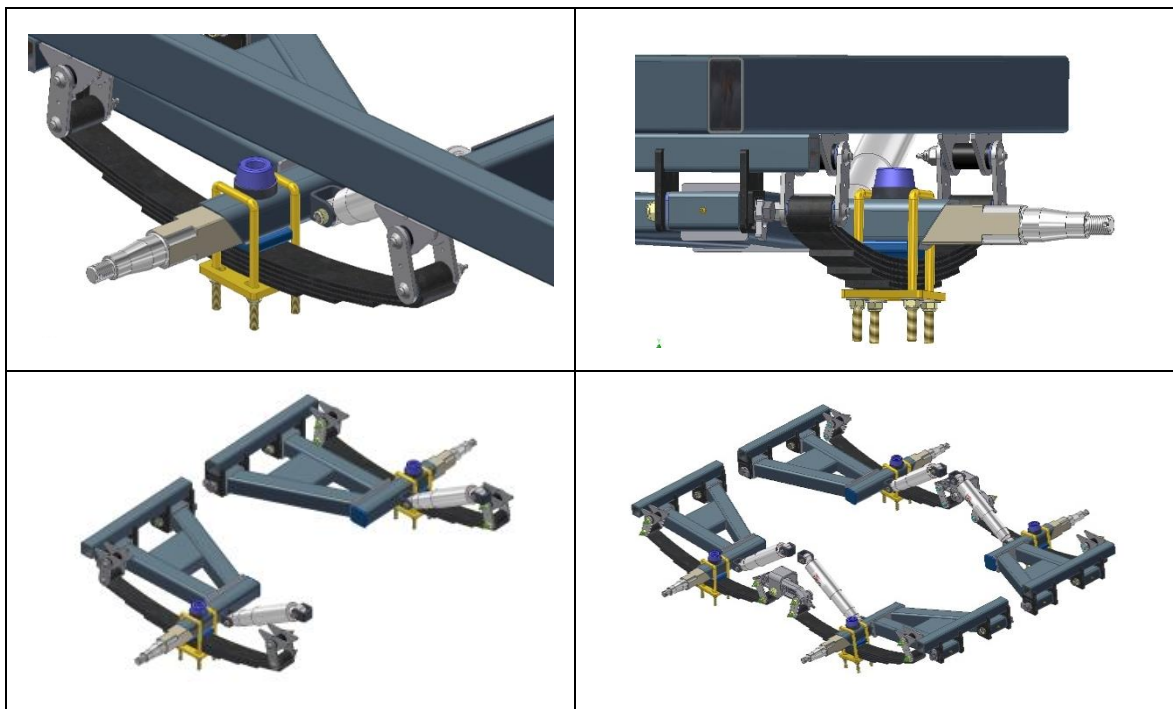
Beam axles have passed the test of time and are generally a good workhorse. However, you don't see them any more on cars. Why is this?

The first reason is geometry. That is the path the wheel takes as it moves up and down on the suspension. A traditional axle does not allow the wheel/tyre to travel in a manner that allows the tyre to follow the road surface. One side influences the other introducing problems such as bump steer. Handling, tyre wear and braking becomes compromised.

Secondly, the large unsprung weight of the axle has high inertia not allowing it to follow road undulations easily putting excessive loads into the chassis. The weight itself often reduces payload. Thirdly, the axle reduces ground clearance which can be a major problem when operating in off-road conditions.

The CRUISEMASTER™ double shackle independent suspension system was designed to withstand the toughest of conditions and still provide a luxury ride. Using the AT608 Leaf Spring System CRUISEMASTER™ in a high travel, high ground clearance suspension featuring easy fitment and a stable geometry developed using advanced 3D CAD/FEA design systems.

Load spread into chassis is one of the best on the market helping to prolong the life of your investment. Unlike standard suspensions, in the unlikely event of a spring failure the wheel remains supported and rides on it's own polyurethane bump stop and can still get you home.



- Low maintenance polyurethane bushes in all moving parts
- Fully greasable sa5 plated mount pins
- At608 softride springs taking vertical loading only
- Reduced unsprung weight
- Get you home bumpstop facility
- Single and load sharing tandem configurations
- Low stress loading into chassis
- Easy fitment with mounting hardware sa5 plated
- Optional 12in marinised electric brakes with 2.6t vt stub axles
- Optional sa5 finish control arms & hubs/drums to reduce corrosion
- Cam set toe-in adjustment for reduced tyre wear

2 INITIAL FITMENT

CRUISEMASTER™ suspensions must be fitted in accordance with Cruisemaster™ Engineering Design recommendations. These are usually in the form of installation drawings and will normally be supplied with any kit. Copies of these are available upon request.

3 MAINTENANCE AND OPERATION

Please refer to Customer Information Sheet No. 12 – General Maintenance

The suspension fitted has been selected according to the vehicle manufacturers recommended Aggregate Trailer Mass (ATM) which can be found on the vehicles compliance plate. It is important that these figures are not exceeded.