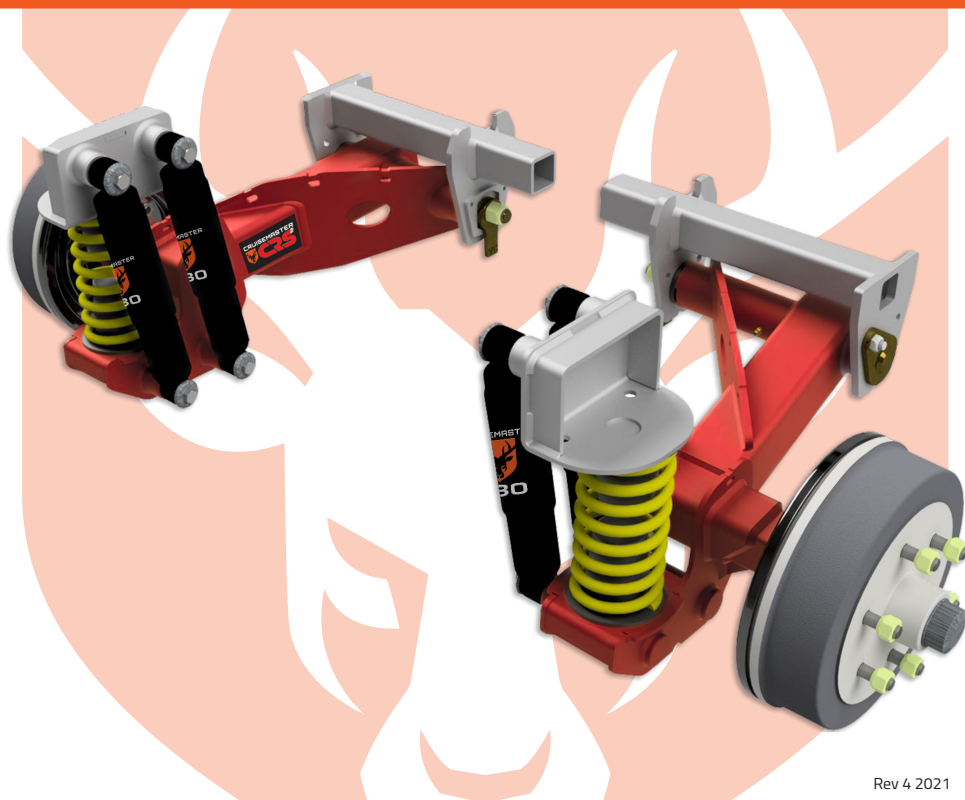




CRUISEMASTER™

CRS²

COUNTRY ROAD SUSPENSION SYSTEM



Rev 4 2021

MAINTENANCE • WARRANTY • SERVICING • ACCESSORIES

CRUISEMASTER.COM.AU

   @CRUISEMASTERCOUNTRY

A MESSAGE FROM CRUISEMASTER™

This suspension system has been designed, tested and manufactured in Australia by Cruisemaster™, Australia's leader in all-terrain towing technology.

Cruisemaster has been an industry icon for over 40 year's supplying quality suspension systems and couplings into the caravan, camper and trailer markets.

You are now the proud owner of a Cruisemaster™ CRS² suspension system. This system is perfect for transitioning between highways and the dirt back roads of Australia.

Enjoy the adventures ahead!



WARRANTY

Cruisemaster™ has a proud history of engineering and real world testing, this has made Cruisemaster™ the trusted leader in the industry when it comes to products being designed to last.

To support you in your adventures this product comes standard with a 3 year warranty. We also offer a complimentary 2 year warranty extension when registering your product online; giving you 5 years of cover.

To apply for the extended warranty and view our warranty documents in full visit www.cruisemaster.com.au/warranty-policy/.

Please Note: Brake components included with this suspension are limited to a 12 month warranty period as outlined in the Cruisemaster™ warranty document.

If something does go wrong, warranty claims and support can be lodged online or via our customer service centre.

When lodging a warranty claim you will be asked for the suspension "ID" number as presented on the Cruisemaster™ ID Plate supplied with every suspension system.



Call 07 3624 3800

Email warranty@cruisemaster.com.au

www.cruisemaster.com.au/warranty-policy/



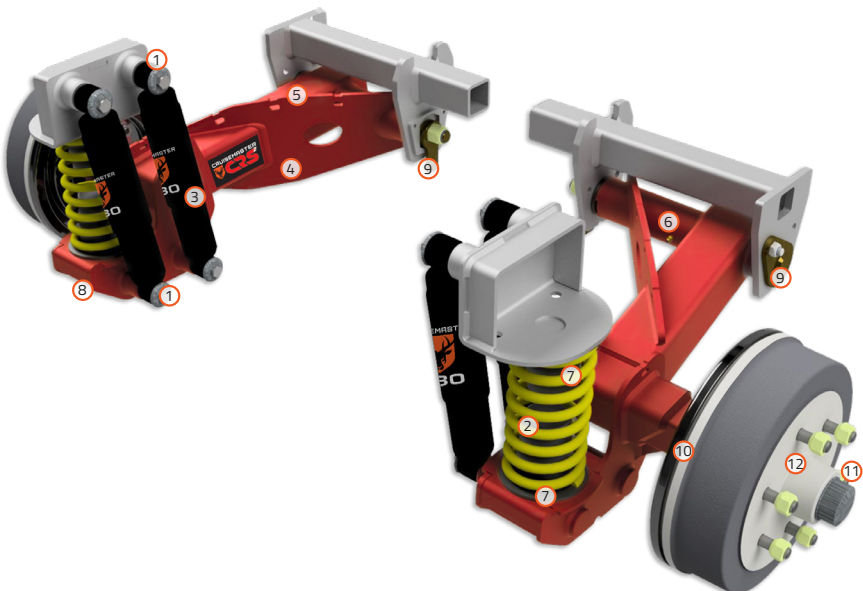
SUSPENSION FEATURES

Cruisemaster™ CRS² has been designed to optimise the towing experience for those transitioning between sealed roads, well maintained dirt roads and minor corrugations throughout their travels.

- * Given the number of system options available, the suspension system fitted to your caravan or trailer may differ from the image provided below.
- * Image used depicts a single axle configuration. For a tandem axle configuration the components as shown are duplicated.

LEGEND

1. Shock Absorber Mounts & Bolts
2. Coil Spring
3. Shock Absorbers (G30 Single or Dual)
4. Light Weight CRS² Arm
5. Cable Tray
6. Greasable Hinge & Bushes
7. Bump Stop
8. Jacking Point
9. Toe & Camber Adjusters
10. Electric Drum & Backing Plate (10" or 12")
11. Japanese Bearings and Automotive Grade Seals
12. Drum Spigot



QUICK GUIDE - SPARE / REPLACEMENT PARTS

QUICK GUIDE VISUAL REFERENCE TOOL (PRIMARY PARTS)

1. REPLACEMENT ARM (Single Arm)

Description: CRS² Base Frame Kit

Part Number (Start of Code Only): 33CRS2-SC...

2. DRUM (Single Unit)

Description: 10" SL Drum

(Stud Pattern & Spigot will vary)

Part Number (Start of Code Only): 03-10SL...

Description: 12" VT Drum

(Stud Pattern & Spigot will vary)

Part Number (Start of Code Only): 03-12VT...

3. SHOCK ABSORBER (Single Unit)

Description: G30 Shock Absorber (Black)

Part Number: 33J-2700-CRS2

4. SHOCK ABSORBER BOLT KIT (Per Arm)

Description: Single Shock Configuration (Type 9)

Part Number: 33C-029

5. BEARING KIT (Single Arm)

Description: SL Bearing suited to 10" Drums

(Incl. Bearings, Seals, Cap, Split Pin)

Part Number: 10-SL

Inner: 59.13 x 35 x 15.87 Outer: 45.24 x 22 x 15.49 Seal: 59.13 x 44.45 x 10.16

Dust Cap ID: 45mm Split Pin: 3.2 x 32

Description: VT Bearing suited to 12" Drums

(Incl. Bearings, Seals, Cap, Split Pin)

Part Number: 10-VT

Inner: 73.43 x 41.45 x 19.56 Outer: 59.13 x 35 x 15.87 Seal: 76.2 x 47.63 x 9.53

Dust Cap ID: 63mm Split Pin: 5 x 50

6. ELECTRIC BRAKE BACKING PLATE ASSEMBLY (Single: Left or Right)

Description: 10" Cruisemaster™ A/T full Backing Plate Assembly

Part Number: 05-3075-L (Left) / 05-3075-R (Right)

10" Magnet Only: 53-10-MAGNET-KIT

10" Shoes Only: 53-10-SHOE-LINING-KIT

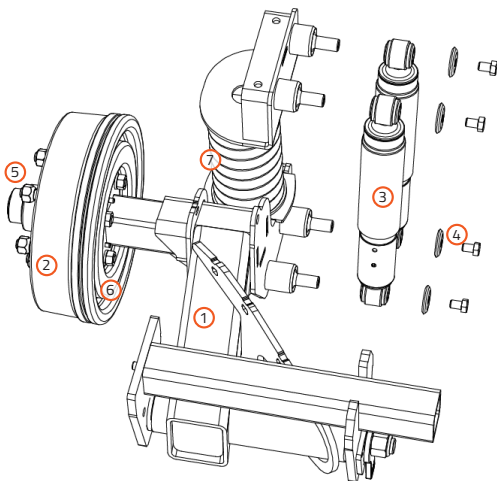
Description: 12" Cruisemaster™ A/T full Backing Plate Assembly

Part Number: 05-3076-L (Left) / 05-3076-R (Right)

12" Magnet Only: 53-12-MAGNET-KIT

12" Shoes Only: 53-12-SHOE-LINING-KIT

* Dexter & Ai-ko branded backing plates & spares also available.



7. COIL SPRING (Single Arm) / 6 SIZES (Refer Coil Spring for markings)

Description: Suited to 1600Kg ATM Single
Part Number: 33SC-425

Description: Suited to 2000Kg ATM Single
Part Number: 33SC-550

Description: Suited to 2500Kg ATM Single
Part Number: 33SC-650

Description: Suited to 2600Kg ATM Tandem
Part Number: 33SC-350

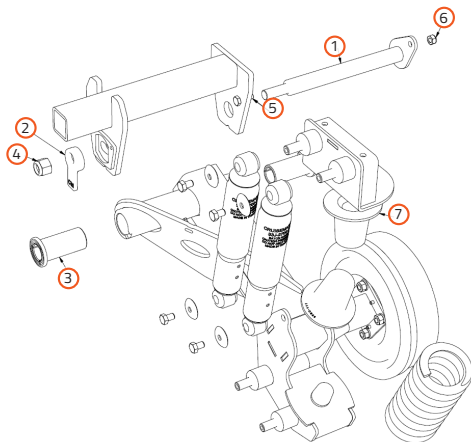
Description: Suited to 2900Kg ATM Tandem
Part Number: 33SC-400

Description: Suited to 3300Kg ATM Tandem
Part Number: 33SC-425

Description: Suited to 3500Kg ATM Tandem
Part Number: 33SC-450

QUICK GUIDE VISUAL REFERENCE TOOL (SMALL PARTS)

1. Description: WELDED SPINDLE
Part Number: 33N 2300
2. Description: HINGE TOE ADJUSTER
Part Number: 33S-7306
3. Description: HINGE LOCKING BUSH D
Part Number: 33S-705
4. Description: NUT 3/4 UNF NYLOC
Part Number: 60-N-3/4-UNF-NYL
5. Description: BOLT 8.8 M10X30 Z/P
Part Number: 60-B-M10X30-8.8
6. Description: NUT M10 NYLOC
Part Number: 60-N-M10NYL
7. Description: BUMP STOP COIL CRS BLACK
Part Number: 33SC 1111



UNIVERSAL TOE/CAMBER ADJUSTMENT TOOL (NOT SHOWN)

Description: Custom tool to assist with gripping Toe Adjusters
Part Number: 98-910

Additional spare and replacement parts are available on request. Please contact the Cruisemaster™ Customer Service Team for more information.

07 3624 3800
sales@cruisemaster.com.au

In our experience when travelling remote it is common practice to carry at a minimum;
"Bearing Kit"
"Shock Bolt Kit"

Cruisemaster™ also highly recommends carrying a torque wrench when travelling remote.
(Not available through Cruisemaster™)

MAINTENANCE SCHEDULE / SERVICING

This Cruisemaster™ suspension system has been designed to give a trouble free life with minimum maintenance. However, to ensure the safety and reliable operation of your suspension system the following routine maintenance must be carried out. The service periods recommended below are based on normal road usage. For off-road and abnormal conditions maintenance intervals will need to be more frequent and daily visual inspections are recommended. Maintenance should be carried out by a competent person.

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.

MAINTENANCE SCHEDULE	INITIAL CHECKS, at			SERVICE INTERVALS, every		
	1 ST 100km	1 ST 300km	1 ST 1,000km	5,000km	10,000km	20,000km
WHEEL NUTS TIGHTENED	✓	✓	✓	✓		
TORQUE SUSPENSION & SHOCK MOUNTING BOLTS		✓	✓		✓	
GREASE HINGE BUSHES			✓		✓	
INSPECT BUSHES						✓
SHOCK ABSORBERS VISUAL INSPECTION					✓	
WHEEL BEARINGS CHECK			✓	✓		
WHEEL BEARING SERVICE					✓	
CHECK BRAKE MOUNTING BOLTS FOR TIGHTNESS			✓	✓	✓	✓
BRAKE ADJUSTMENT & CHECK		✓	✓	✓		
BRAKE SERVICE					✓	
WHEEL ALIGNMENT			✓		✓	

TORQUE REQUIREMENTS

**FOR WHEEL STUD TORQUES REFER TO DRUM/STUD SECTION*

BOLT / NUT SIZE	APPLICATION	TORQUE (N.m)
M10 BOLTS W/ LOCTITE	SHOCK ABSORBERS	50
M10 HINGE LOCK NUT	CAMBER SIDE HINGE	50
3/4UNF HINGE NUT	TOE ADJUSTER / HINGE NUT	190

MAINTENANCE CHECKLIST / INSTRUCTIONS

WHEEL NUTS

Refer to "Drums / Hubs - Wheel Mounting & Studs" section for maintenance instructions.

BRAKES

Refer to "Brakes" section for maintenance instructions.

SUSPENSION & SHOCK ABSORBER MOUNTING BOLTS

The torque figures quoted are applicable to fasteners in a clean and unlubricated condition, free from rust or corrosion. Correct pre-loading of the bolt resists the effects of fatigue. Providing that the bolt pre-load is greater than the applied load, the fatigue life of the bolt will be infinite. Refer to "Torque Requirements" for specifications. Always use a torque wrench.

IMPORTANT: Always remember that the best method for retaining a nut on a bolt is by proper tightening.

GREASE HINGE BOLTS

Using grease gun, pump grease through grease nipples until it comes out around the bushes.

INSPECTION OF SUSPENSION BUSHES

Remove bushes, bolts, pins and spindles and inspect. Any parts showing signs of wear should be replaced. Smear a small amount of grease on bushes and outside of pins and spindles prior to reassembly. Torque all bolts in accordance with "Torque Requirements", ensuring that new Nylon Insert nuts are fitted (where applicable).

SHOCK ABSORBERS

Visually inspect for leaks, if found leaking and within warranty period contact Cruisemaster™. If outside of warranty period replacement shocks are available online, over the counter or via a Cruisemaster™ NSN Member.

Check mounting bolts for tightness. Correct torque is critical for proper installation and trouble free service – Refer "Torque Requirements". When vehicle is rocked movement should stop within 3-4 applications.

Slight misting of oil on the exterior of the shock absorber is normal and does not indicate a fault. (as shown)



WHEEL BEARINGS

After first 1,000km: Check for excessive bearing play and adjust if necessary.
Every 6 months or 10,000km: Wheel bearings should be dismantled and inspected. Lubricate with Castrol LMX grease or equivalent and replace bearings if necessary.

Watch how to inspect & adjust wheel bearings on YouTube:  **CruisemasterClass - Ep 7**

WHEEL ALIGNMENT

Refer to "Wheel Alignment" section for maintenance instructions.

WHEEL ALIGNMENT

A wheel alignment should be conducted every 10,000 Km's, or if abnormal tyre wear is occurring. Visually inspect tyres for abnormal wear more regularly during off-road use.

Cruisemaster™ CRS² independent suspension toe adjustment can be made with the cam mechanisms provided. This suspension has a degree of positive camber built in to ensure the wheels are aligned correctly under load. Wheels are recommended to have 0° to 0.5° negative camber at rated load.

If additional positive camber is required, offset hinge bushes are available. Contact the Cruisemaster Customer Service Team to learn more.

WHEEL ALIGNMENT PROCEDURE

1. Ensure the trailer is fully loaded and on a flat surface that will allow some tyre movement, move the trailer backwards and forwards to eliminate any twist in the wheels.

Do not climb under a vehicle which is only supported by jacks, ensure suitably rated vehicle stands are used.

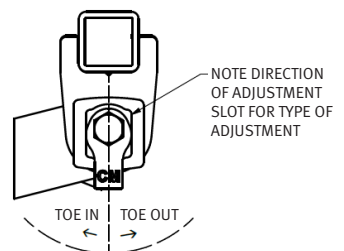
2. Place a straight edge across the tyre face or drum face (avoiding inconsistencies from bulging lettering etc) then measure the distance from the straight edge to the chassis rail. This is your toe measurement.

(Wheels on a single or tandem front axle should be adjusted to between 2mm toe-in and parallel. Wheels on tandem rear axle should measure parallel from the chassis rail.)

3. Toe is adjusted via the cam on the outside of the arm. Loosen the hinge nut and rotate the adjuster as required.

When adjustment is completed, tighten and torque hinge nut. (190 Nm)

If the necessary alignment has not been achieved, repeat procedure until satisfied.



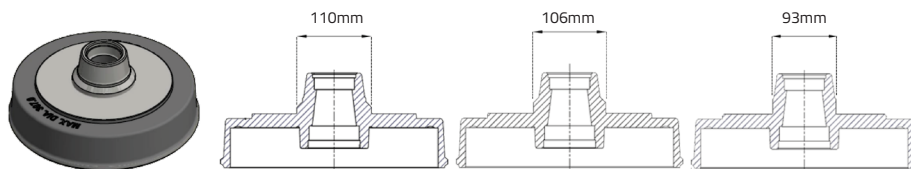
Watch how to complete a wheel alignment on YouTube: [CruisemasterClass - Ep 5](#)

DRUMS / HUBS - WHEEL MOUNTING & STUDS

DRUMS / HUBS

Cruisemaster™ offers a range of drum/hub options to suit most common wheel types. This not only includes a range of stud patterns but also the spigot size crucial to the correct mounting of wheels.

It is important to identify if the wheels and drums/hubs being used are designed for hub centric or stud centric mounting. This is vital in ensuring the wheel is correctly centred on the drum/hub. Failure to do so will result in excessive vibration which could potentially cause the wheel to become loose and/or studs to be sheared.



The spigot size is calculated at the point the spigot meets the drum face

Learn more about Wheel Mounting on YouTube: [▶ CruisemasterClass - Ep 9](#)

WHEEL STUDS

Please ensure if changing wheel nuts that they are suitable for the length of stud. When using close ended nuts we recommend running the nut down the length of the stud prior to fitting the wheel to ensure they do not bottom out on the available stud length.

When mounting the wheel ensure nuts are tightened in a criss-cross pattern first by hand then tightened to the vehicle manufacturer's torque specifications.

If a torque requirement has not been provided please refer to the table opposite for the **maximum** torque guidelines.

IMPORTANT:

- Torque settings will need to be reduced depending on wheel rim design and type. Please consult the trailer manufacturer, wheel manufacturer or supplier for recommended specifications to suit the wheels supplied with your trailer.
- Maximum torque is based on 80% of stud yield strength.
- Wheel nuts should be tightened in a diagonal (criss-cross) sequence.
- Wheel nuts should be torqued using a calibrated torque wrench and checked at regular intervals as recommended in the maintenance schedule.

Stud Size	Grade	Maximum Stud Torque (N.m)
7/16" UNF	SAE Grade 8	120
1/2" UNF	SAE Grade 8	200
9/16" UNF	SAE Grade 8	270
5/8" UNF	SAE Grade 8	375
M12x1.5	Class 10.9	155
M14x1.5	Class 10.9	245

Source: Cold Forged Products

BRAKE OPTIONS

Cruisemaster™ CRS² is available with either 10" or 12" electric drum brakes. The size of the brakes included on this system will be determined by the ATM rating / required braking capacity. In instances where braking capacity can be achieved with either 10" or 12" brakes, the size of brake is specified by the caravan / trailer manufacturer.

ELECTRIC DRUM BRAKES

Cruisemaster™ CRS² can be supplied with Cruisemaster A/T, Dexter or Al-ko electric brakes. A range of Cruisemaster™ A/T spares are available directly from Cruisemaster or a number of caravan specialists around the country.



Components

- | | | | |
|--------------------|----------------------|---------------------|--------------------|
| 1. Primary Shoe | 2. Secondary Shoe | 3. Magnet | 4. Adjuster |
| 5. Actuating Lever | 6. Hold Down Spring | 7. Retractor Spring | 8. Handbrake Lever |
| 9. Bowden Bracket | 10. Activation Wires | 11. Hand Indicator | 12. Backing Plate |

ELECTRIC DRUM BRAKES SET UP & MAINTENANCE

BRAKE MAINTENANCE SCHEDULE

	INITIAL CHECKS			SERVICE INTERVALS		
	1 st 100km	1 st 300km	1,000km	5,000km 3 Monthly	10,000km 6 Monthly	20,000km 12 Monthly
Brake Adjustment & Check	-	☑	☑	☑	☑	☑
Brake Service	-	-	-	-	☑	-

BRAKE BOLTS & TORQUE

BRAKE	PATTERN	BOLT	NUT	TORQUE
12x2" CRUISEMASTER™	5 HOLES 98.5 PCD UNEQUAL AS PICTURED	3/8" UNF x 3/4" GRADE 5 Z/P	3/8" CONELOCK GRADE C Z/P	33 N.m
10x2¼" CRUISEMASTER™	4 HOLES 101.6 PCD	--	7/16" CONELOCK GRADE C Z/P	53 N.m


BRAKE ADJUSTMENT / CHECK

Brakes should be adjusted at intervals as per the "Brake Maintenance Schedule" outlined in this section, when the brake shoes and drums have "seated", or as use and performance requires.

The brakes should be adjusted in the following manner:

1. Jack up trailer and secure on adequate capacity jack stands. This system contains a built in jacking point under the arm. Check that the wheel and drum rotate freely.
2. Remove the cover from the adjusting slot on the bottom of the brake backing plate.
3. With an adjusting tool, rotate the star wheel of the adjust assembly to expand the brake shoes. Adjust the brake shoes out until the pressure of the linings against the drum locks the wheel against movement by hand.
4. Rotate the star wheel in the opposite direction 7-10 turns until the wheel turns freely with a slight lining drag.
5. Replace the adjusting hole cover and lower the wheel to the ground.
6. Repeat the above procedure for all brakes.

IMPORTANT: *Never crawl under your trailer unless it is securely resting on properly placed jack stands.*

Watch how to adjust trailer brakes on YouTube:  **CruisemasterClass - Ep 1**

BEDDING THE BRAKES (NEW BRAKES)

Before any synchronization adjustments are made, your trailer brakes should be burnished in by applying the brakes 20-30 times with approximately a 30 km/h decrease in speed, e.g. 60 km/h to 30 km/h. Allow ample time for brakes to cool between applications.

This allows the brake shoes and magnets to "wear-in" to the drum surfaces.

During this time, maintain a mid-low setting on your controller to avoid any shoe damage by rapid bedding.

There should be no sensation of the trailer 'jerking' or 'pushing' the tow vehicle. The trailer should not be braking the towing vehicle, as overheating of the brakes and premature wear may occur.

Stable brake temperature and torque may not be achieved until 500 - 1,000 Km's.

IMPORTANT: *To ensure safe brake performance and synchronisation, read the brake controller manufacturer's instructions completely before attempting any synchronisation procedure.*

IMPORTANT: *Before road testing make sure this it is safe to do so.*

USING A BRAKE CONTROLLER

Your trailer brakes are designed to work in synchronization with your tow vehicle brakes. Never use your tow vehicle or trailer brakes alone to stop the combined load. Electric brake controllers provide a modulation function that varies the voltage to the electric brakes with the pressure on the brake pedal or amount of deceleration of the tow vehicle.

Proper synchronization of tow vehicle to trailer braking can only be accomplished by road testing.

POWER REQUIREMENTS

Each brake will operate with a current draw of 3 amps, remembering a single axle set will draw 6 amps during service and a tandem will draw 12 amps. Wiring should be sized accordingly to ensure minimal voltage drop along the length of the trailer.

BRAKE SERVICE - CLEANING AND INSPECTION

Your trailer brakes must be inspected and serviced at yearly intervals or more often as use and performance requires. Magnets and shoes must be changed when they become worn or scored thereby preventing adequate vehicle braking.

Clean the backing plate, magnet arm, magnet and brake shoes. Make certain that all the parts removed are replaced in the same brake and drum assembly.

Inspect the magnet arm for any loose or worn parts. Check shoe return springs, hold down springs, and adjuster springs for stretch or deformation and replace if required.

Before reassembling, apply a light film of Silver Grade Anti-Seize or similar grease, or anti-seize compound on the brake anchor pin, the actuating arm bushing and pin, and the areas on the backing plate that are in contact with the brake shoes and magnet lever arm. Apply a light film of grease on the actuating block mounted on the actuating arm.

IMPORTANT: *Do not grease or oil on the brake linings, drums or magnets.*

BRAKE SERVICE - MAGNETS AND DRUMS

Electric brakes are equipped with high quality electromagnets that are designed to provide the proper input force and friction characteristics. Magnets should be inspected and replaced if worn unevenly or abnormally. A straightedge should be used to check wear.

Even if wear is normal as indicated by your straightedge, the magnets should be replaced if any part of the magnet coil has become visible through the friction material facing of the magnet. It is also recommended that the drum surface be refaced when replacing magnets. Magnets should also be replaced in pairs – both sides of an axle. Use only genuine replacement parts when replacing your magnets.

We recommend the 10" drum internal diameter be no more than 256.3mm and the 12" drum be no more than 307.0mm. If the internal diameter exceeds this dimension in either case the brake drum should be changed immediately to ensure safe brake operation.

BRAKE SERVICE - SHOES AND LININGS

A simple visual inspection of your brake linings will tell if they are usable. Replacement is necessary if the lining is worn (to within 1.6mm or less), contaminated with grease or oil, or abnormally scored or gouged.

Hairline heat cracks are normal in bonded linings and should not be a cause for concern. It is important to replace both shoes on each brake and both brakes of the same axle. This is necessary to retain the "balance" of your brakes.

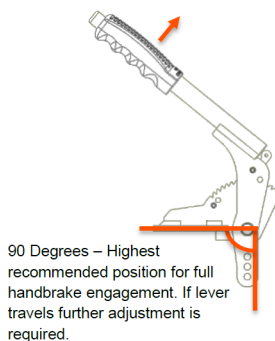
PARK BRAKE OPERATION

When using the park brake facility, a cable is attached to the designated lever arm on the outside of the backing plate then to the base of the handbrake so to operate the brakes without need for constant electricity supply.

PARK BRAKE CABLE ADJUSTMENT

The cable should be adjusted in such a way that when the handbrake is disengaged there is some slack in the cable to ensure the brakes will not be dragging during normal operation.

It is recommended to adjust this so that at the highest engaged position of the handbrake the attachment lever is vertical. A further check should be made with the suspension at both ends of its travel to ensure the brakes do not operate in the bump and rebound conditions.



USE OF PARK BRAKE

Operation of the handbrake is the same as a standard mechanical vehicle handbrake. Simply pull the handle until the cable is tight and the handbrake locks in to the ratchet. In order to release the handbrake, pull the lever slightly and depress the handbrake button to make sure the pawl is free from the ratchet plate then return the lever to its resting position.

The following factors affect handbrake efficiency and should be considered when configuring your handbrake system.

- Wheel and tyre diameter
- Handbrake cable routing
- Brake condition or 'bedding in'
- Road surface
- Selected hole position in lever
- Pull force exerted on handbrake lever
- Brake type and size
- Angle of surface

ELECTRIC BRAKES - TROUBLE SHOOTING GUIDE

The following is a listing of the most common issues with electrical brakes, the causes and repair procedure.

If you believe these tasks to be outside of your skill level we recommend taking your trailer to a recognised repairer. A full members listing of the Cruisemaster™ National Service Network is available online at www.cruisemaster.com.au.

		ISSUE	POSSIBLE CAUSE	REPAIR PROCEDURE
COLD BRAKES	NO BRAKES		Open circuit	Check for broken wires, loose connections. improper grounding, faulty connector plug, between car and trailer, etc.
			Improperly wired or inoperative controller	Rewire Controller, check controller operation.
			Poor brake adjustment	Adjust brakes.
			Selective resistor defective	Check resistor for loose connections.
			Worn or defective magnet	Replace Magnet(s).
			Short circuit	Check electrical circuit.
	INTERMITTENT OR SURGING BRAKES		Out of round drums	Turn or replace drums.
			Inadequate trailer ground	Check for proper grounding. (Note: a ground through the trailer hitch is adequate).
			Broken magnet lead wires	Bench check magnets and replace if necessary.
			Loose wheel bearings	Check and adjust bearings.
	WEAK BRAKES		Loose connections	Check that all connections are clean and tight.
			Inadequate trailer ground	Check for proper grounding.
			Short circuit	Check electrical circuit.
			Selective resistor setting incorrect	Check for proper setting to avoid too much resistance.
			Worn or defective magnets	Replace magnets (magnet power gets better with wear).
			Poor brake adjustment	Adjust brakes.
			Bent Backing plate	Check backing plate flange. Correct if necessary.
			Contaminated lining	Check and replace badly contaminated linings.
			Excessive load on trailer	Check to be sure trailer is not under braked. Also be sure to have brakes on every axle.
			Using trailer brakes only	Use of trailer brakes can cause early fade or loss of friction due to excessive heat.
			Inadequate gauge of wire	See wiring recommendations.
HOT BRAKES	GRABBING OR LOCKING BRAKES		Flanges improperly installed	Check flange location. Refer to axle manufacturer.
			Contaminated lining	Check and replace badly contaminated linings. Disconnect red wire on Controller.
			Controller not modulating	Disconnect red wire on Controller. Road test for braking modulation. If modulation is OK check the red wire. Bench test Controller and replace if necessary.
			No selective resistor	A selective resistor is required when brakes have greater power than is necessary for the weight on the axle. Install selective resistor when necessary
			Weak or broken springs	Check for weak or broken springs, and replace is necessary.
	DRAGGING BRAKES		Brakes incorrectly adjusted	Check brake adjustment.
			Electrical defect in controller	Insufficient gap between controller contractor strip and coil may cause brakes to drag.
			Hydraulic defect in controller	Excessive residual pressure in tow car hydraulic system or a 'gummed up' controller cylinder may cause the controller to be help on slightly.
			Flanges improperly installed	Check flange location. Refer to axle manufacturer.
			Badly corroded brake assembly	Check brake assemblies for corrosion. Check to be sure magnet levers operate freely. Clean and lubricate brake assemblies.
			Weak or broken springs	Check for weak or broken springs, and replace is necessary.
	NOISY BRAKES		Lining excessively worn	Check and replace if necessary.
			Weak or broken springs	Check for weak or broken springs, replace if necessary.
			Range improperly located, bent backing plates	Check and repair if necessary.
			Contaminated lining	Check and replace badly contaminated linings.
			Improper bearing adjustment	Check and adjust bearings. Check for worn or damaged bearings, replace if necessary.
			Brakes incorrectly adjusted	Check brake adjustment.

SERVICE LOG BOOK

Initial Service	500 - 1,000km
1st Service	5,000km
2nd Service	10,000km
Ongoing servicing	10,000km intervals

NOTE: If your suspension is going off-road, or is experiencing rough terrain we strongly recommend that your suspension be serviced at intervals of 5,000km as a minimum.

Failure to properly maintain your suspension may void any manufacturer’s warranty.

Where possible we recommend bringing your caravan or trailer to the Cruisemaster™ Towing Performance Centre in Brisbane for servicing and repairs.
07 3624 3822 www.cruisemastertpc.com.au

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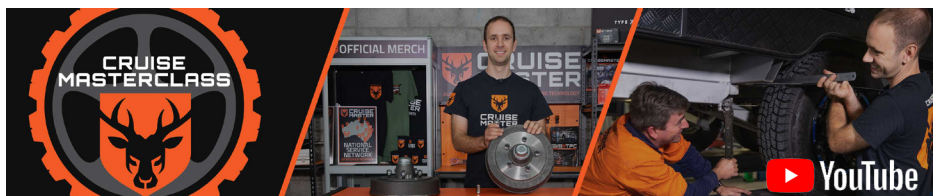


Need to find a quality service agent near you?
Check out our CruiseMaster™ National Service
Network Online.

www.cruisemaster.com.au/national-service-netowrk/

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FULL WEIGHT ASSESSMENTS

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