

CEDUNA 13/15 RANGE OWNER'S HANDBOOK

All the info you need to know when using your
Ezytrail Ceduna Hybrid Offroad Caravan



www.ezytrail.com.au



Read owner's manual before using the equipment. Third party component manuals should be read in conjunction with this manual. Maintenance guidelines must be met or exceeded, failing to meet these guidelines may result in serious injury or death and property damage.

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INTRODUCTION



WARNING- Before using this product you should read this manual and those manuals supplied by component manufacturers applicable to this product.

This manual is supplied as a reference to required maintenance of your new Ezytrail offroad Caravan. Failure to use and maintain the product in accordance with what is outlined in this manual may affect your warranty.

Incorrect and/or insufficient maintenance may cause product failure resulting in property loss, damage or injury or death. Maintenance intervals are critical for normal use, extreme use may require shorter or additional maintenance intervals.

Manual content does not imply, express or other any warranty, the owner should read the limited warranty terms included in this booklet.

Before using this product, you should be certain your tow vehicle is suitably rated and equipped to tow the product safely and legally. The trailer and vehicle pairing must be within the safe "Maximum Towing Capacity", "Ball Weight Capacity" and "Gross Combination Mass" as stated by the vehicle manufacturer.

This caravan is fitted with electric brakes and a "Breakaway System". Requirements for breakaway systems can vary from state to state. It is mandatory to supply a maintenance charge to the breakaway battery source while driving. You MUST ensure this capability is fitted to your vehicle. The maintenance charge is supplied to the caravan via the Anderson plug on the drawbar.

WARNING: BALL LOADING (DOWNWARD LOAD ON TOW HITCH) MUST NOT EXCEED 300KG OR THE MAXIMUM ALLOWABLE LOAD BY THE VEHICLE MANUFACTURER OR TOW BAR RATING, WHICH EVER IS THE LOWEST. Exceeding these limits may result in an accident causing serious injury or death and/or property damage.

It is important to load your caravan correctly to distribute weight evenly and achieve a suitable ball weight load and prevent loading in a manner that can cause a camper to sway and/or roll excessively left and right. The optimum ball weight on a caravan is between 9 and 11% of the total camper weight.

TERMINOLOGY & ABBREVIATIONS

Ball Weight: The downward load exerted on the tow point of the vehicle by the trailer

Tare Weight: The total weight of the unoccupied, unladen trailer ready for use with all included fitments from the supplier. Empty water tanks.

ATM (Aggregate Trailer Mass): The total mass of the laden trailer when carrying the maximum load recommended by the manufacturer. This includes any mass imposed upon the drawing vehicle when the combination vehicle is resting on the horizontal supporting plane.

GTM (Gross Trailer Mass): The mass transmitted to the ground by the axle or axles of the trailer when coupled to a drawing vehicle and carrying its' maximum load approximately uniformly distributed over the load bearing area.

GCM (Gross Combination Mass): This is the total allowable combined mass of tow vehicle and trailer as determined by the tow vehicle manufacturer

Camber: Camber angle is the measure in degrees of the difference between the wheel's vertical alignment perpendicular to the surface. If a wheel is perfectly perpendicular to the surface, its camber would be 0 degrees. Camber is described as negative when the top of the tyre begins to tilt inward towards the chassis rail.

ABOUT YOUR HYBRID OFFROAD CARAVAN

✓ Standard
 ✗ Optional
 N/A Not Available

	CEDUNA MKII 13	CEDUNA MKII 15
Model	13 ES	15 Quad
Type	13ft Hybrid	15ft Hybrid
Tare	2380kg	2460kg
ATM	2900kg	3000kg
Ball Weight	120kg	190kg
Body Construction - Aluminum wall frames with composite exterior walls and GEL coated FRP interior walls	✓	✓
Customisable colours	✓	✓
EZY-RIDER Suspension System	✓	✓
ALKO Offroad Ball Hitch	✓	✓
External Kitchen	✓	✓
Internal Kitchen	✗	✓
Gas Plumbing - Single stage regulator with POL braided pigtail, 3/8" copper main line, flexible braided stainless kitchen supply	✓	✓
Water system - Fully Plumbed Hot/Cold Water - snake track with permanent water plumbing connected to kitchen via braided flexible hoses, John Guest Plumbing pipes and fittings	✓	✓
Water Tank - 1 x 120L front + 1 x 120L rear food grade poly water tanks	✓	✓
Front Fridge Slide Compartment: 1275 x 545 x 480mm	✓	✓
4 x Drop Down Adjustable Legs	✓	✓
Ark XO Jockey Wheel	✓	✓
2 x 20L Jerry Can Holders	✓	✓
2 x 9kg/4.5kg Gas Bottle Holder	✓	✓
Fully integrated stoneguard toolbox	✓	✓
17inch Alloy Wheel with Mud Terrain Tyres	✓	✓
12" Electric brakes with Hand Brake	✓	✓
Integrated 4 Speaker Entertainment System with CD/DVD/USB playback & Bluetooth Function with 24 inch HDTV	✓	✓
3x 100Ah Deep Cycle Batteries	✓	✓
12V and 240V Power Electric System	✓	✓
USB Outlets	✓	✓
Internal Bathroom - Thetford 402C-X cassette toilet with 15L flush tank, 19.3L waste tank and inbuilt pressure pump.	✓	✓
External Bathroom	N/A	N/A
Truma ultrarapid gas/electric 14L	✓	✓
Awning	✓	✓
Triple Density Foam Mattress	✓	✓
Triple Density Foam Mattress Bunks	N/A	✓
Air Conditioning	✓	✓
Grey Water Tank	✓	✓

BEARINGS AND SEALS

Inner bearing/cup	Outer bearing/cup	Seal	Grease cap
25590/20	25590/20	55x85x12	90mm

HOW TO HITCH YOUR COUPLING

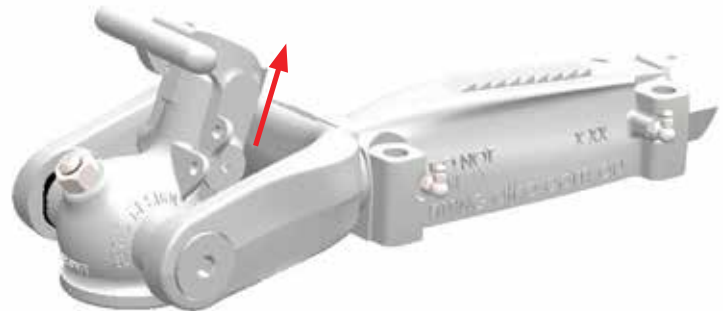
COUPLING

Here is a short guide on how to safely attach and unattach your coupling from your towball

1. Rotate latch handle upwards

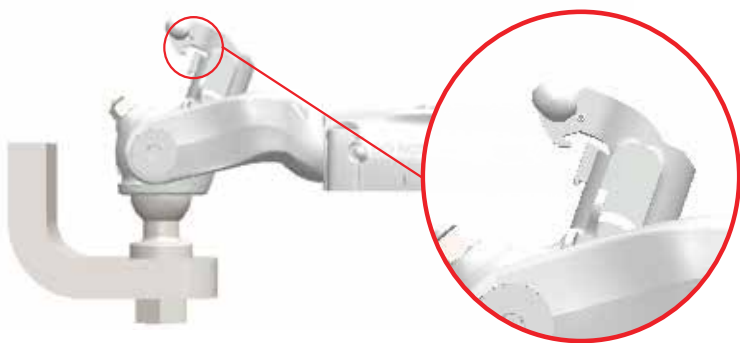


2. At the same time pull latch assembly up to lift tongue.



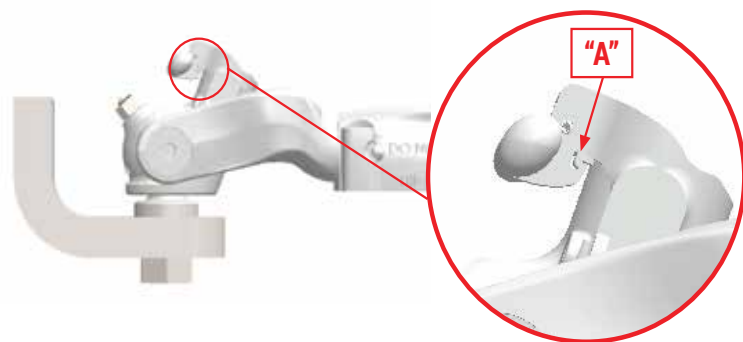
3. With latch assembly pulled back, lower the coupling onto towball

- Ensure that a 50mm towball is fitted to tow vehicle.
- No other size towball is safe to use with the coupling



4. Release latch assembly.

5. Check that the latch has released and is engaged in the coupling head indicated as "A" below.



6. Ensure that the ball is fully latched by attempting to lift the coupling vertically off the ball.

7. Connect all the cable connectors and safety chains

**SEE APPENDIX A1 and A2
for other optional Hitches**

UNCOUPLING

1. Disconnect all cable connectors and safety chains.
2. Use the jockey wheel to take the weight off the ball until head of the coupling is able to rotate.
3. Rotate latch handle upwards. As per step 1 in the attaching section
4. At the same time pull latch assembly upward to release towball. As per step 2 in the attaching section
5. Raise the coupling from the towball.
6. Release latch assembly.

SETTING UP YOUR CARAVAN

LOADING YOUR CARAVAN

When heading away on your next big adventure it is important to load your caravan correctly to distribute weight evenly and achieve a suitable ball weight load and prevent loading in a manner that can cause a caravan to sway and/or roll excessively left and right. The optimum ball weight on a caravan is between 9 and 11% of the total caravan weight.

WARNING: BALL LOADING (DOWNWARD LOAD ON TOW HITCH) MUST NOT EXCEED 300KG OR THE MAXIMUM ALLOWABLE LOAD BY THE VEHICLE MANUFACTURER OR TOW BAR RATING, WHICH EVER IS THE LOWEST.

Exceeding these limits may result in an accident causing serious injury or death and/or property damage.

- Always load both sides of the caravan evenly
- Load heavy items low and directly over the axle.
- Secure all items to prevent damage to the caravan during travel.
- Consider water tank levels and how they may affect the balance front and back and the percentage of ball weight.
- Overhead cupboards should only be used for lightweight items such as clothes, personal items, bedding etc.
- Never store heavy items in overhead cupboards.
- Heavy cooking equipment should be stored in lower cupboards.
- Tinned and bottled food for cooking etc should be stored in the pantry cupboard.
- Never load in a manner that causes the ball weight to exceed the limit of the tow vehicle.
- The diagram below illustrates best placements of items based on weight.

This caravan is fitted with electric brakes and a "Breakaway System". Requirements for breakaway systems can vary from state to state. It is mandatory to supply a maintenance charge to the breakaway battery source while driving. You **MUST** ensure this capability is fitted to your vehicle. The maintenance charge is supplied to the caravan via the Anderson plug on the drawbar.



SETTING UP YOUR CARAVAN

HITCH AND UNHITCH YOUR CARAVAN



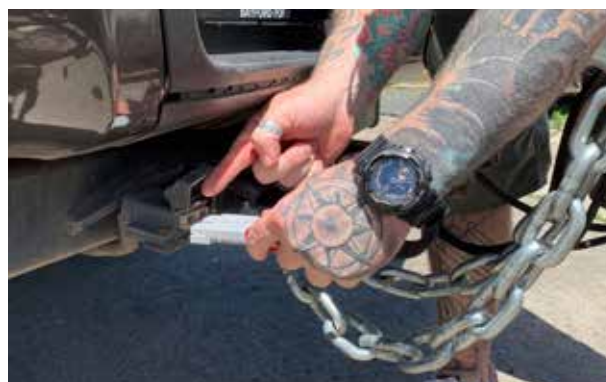
1. Use the Jockey Wheel to raise the Ceduna above your towing vehicles tow ball.



2. Undo the safety chain bolt and rescrew it on the towing vehicles D-shackles.
Note: Make sure it is tight.



3. Plug the 7 Pin Trailer Plug into its socket.



4. Plug the Anderson Plug into its socket.



5. Lower your jockey wheel so the Hitch is just above your tow ball.

6. Follow your respective Hitch coupling instructions and attach it to your tow ball.



7. Once you have hitched your caravan continue to raise the wheel of the jockey and store it in its travelling position.

CHOOSING A SPOT TO SET UP

When you arrive at your camp for the night it is important to choose a good spot to camp. One that will allow you to rest easy. When choosing a spot to set up your caravan, start with a flat area with no overhanging trees. Birds and bats occupying trees can leave droppings on your caravan that can damage paint, and leaves and sap can also stain the coating.

Ensure you are not camping in an area prone to flooding or with bad drainage in the event of rain.

Even the slightest hollow in the ground can put you in a mini lake. In hot weather if possible, set your caravan up so the sun's arc goes from front to back or back to front with the annex/awning in the general direction the sun is arcing across. Doing this will keep the bulk of the caravan in shade and the inside cooler as it will be shaded by the awning.

Please note that when choosing a set up spot you do have to consider you solar panels and the sun that charges them.

LEVELLING YOUR CARAVAN

Levelling front to back can be done by raising and lowering the jockey wheel prior to adjusting the stabiliser legs.

The stabiliser legs on your caravan are not designed for supporting the full weight of the trailer, they are there to stabilise it once it is level.

Getting the trailer level from left to right should be done with drive on stepped ramps as illustrated here.

Once levelled the legs can be lowered to keep the trailer stable. On soft ground you may want to use timber boards under the stabiliser feet.

Using your stabilisers as a lifting mechanism will void your warranty as will extending them with a rattle gun, impact wrench or electric drill/ drill driver .



AWNING

When extending the awning always support the front as it extends. Do not allow the awning to carry the full extended weight as this may damage the hinges. Support the end manually by hand or by using the extendable legs

See appendix A3 for instructions on how to set up your domestic awning.



SITE POWER

The onboard charger in your caravan is connected via the 15A exterior socket.

To use site power, you will require a 15A power lead connected to a 15A outlet, as shown. In the event a 15A outlet is unavailable you will need a conversion box that will step up from 10A to 15A with a safety switch. Never leave power leads coiled when in use, lay the lead out back and forward in a manner that won't be a trip hazard or risk damage to the lead.

SETTING UP YOUR CARAVAN

SETTING UP YOUR CARAVAN

Setting up your Ceduna Caravan is simple, once you have chosen your perfect spot follow these steps to set up your Ceduna Caravan



To drop the spare wheels at the back of the caravan
1. Pull the pin holding the spare wheels in place
2. Hold on to the wheel and (the wheels are gas strut assisted) gradually lower to the ground.



3. Undo the push clips holding the back panel
4. Lift the panel upwards



5. Once the back panel is high enough twist the middle handle to unlock the side panels.



6. Push both side panels until they are sitting under the back panel and holding it parallel to the ground.



7. Unclip the latch that holds the bed in its travel position



8. Pull the bed down into the stationary position.

SETTING UP YOUR CARAVAN



9. Grab the handles on the back window panel and raise it into the upright position



10. Once it is in the upright position, make sure to latch the slide bolts onto the side walls

11. Clip the over centre latches onto the back/top panel securing the back window panel in place.



12. The bed will be folded over in the middle- reach to the end of the bed and start pulling it towards you.



12. As you are pulling the bed into position you will need to push it backwards so it fits in the sleeping position



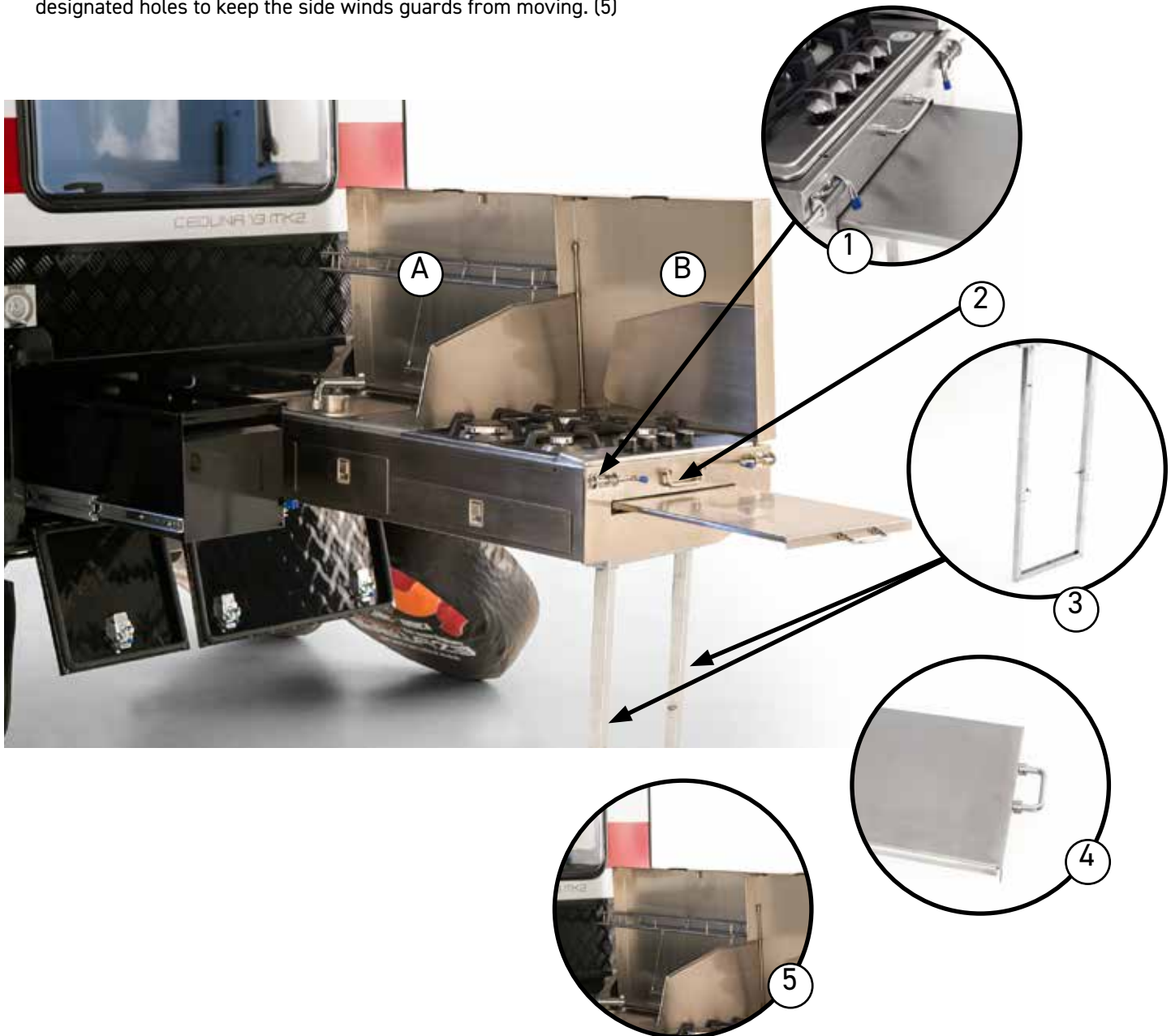
13. Make the bed

SETTING UP YOUR CARAVAN

KITCHEN

Your Ceduna caravan is equipped with a quality stainless steel kitchen complete with 4 burner cook top, sink and dryer rack. It is important to learn how to open and close your kitchen so it is secured when driving and fully supported when at camp.

- Before sliding out kitchen, release the two pad bolts (1)
- Slide the kitchen out by pulling on the fixed handle (2)
- When the kitchen is extended, fold down the support legs and adjust the height to suit (3)
- Once extended, pull the handle at the end to extend the kitchen prep space table (4)
- Push windguard A up and stop once the locking hinge clicks signalling it is in place (5)
- Push windguard B up making sure it is equal to windguard A, push clip at top left hand corner, once it has clicked the windguards will be locked together in place. (5)
- On windguard B lift side windguards up and pull out ends to reach their respective sides of the cooker, place into their designated holes to keep the side winds guards from moving. (5)



PACKING UP YOUR CARAVAN

PACKING UP YOUR CARAVAN

Setting up your Ceduna Caravan is simple



1. Unmake the bed



2. To fold the bed into travelling position, you will need to pick the ends up and move it towards you while raising the same end



3. Once raised fold the bed over and it is in travelling position



4. In the upright position, make sure to unclutch the slide bolts onto the side walls

5. Unclip the over centre latches onto the back/top panel securing the back window panel in place.



6. Holding on to the side handles lower the back window panel



7. Raise the bed, returning it back to its travelling position

PACKING UP YOUR CARAVAN



8. Once raised to its travelling position make sure to secure the latches, keeping the bed in place.



9. Push one side panel towards the middle of the bed
10. Make sure to hold on to the top panel so it doesn't hit your head
11. Repeat with the other side wall



12. Holding the back panel above your head, secure the side walls with the handle



13. Lower the back panel and secure using the external door latches. These will hold the door closed while travelling



14. Hold on to the wheel and (the wheels are gas strut assisted) gradually lift into travelling position.
15. Push the pin securing the spare wheels in place

PACKING UP YOUR CARAVAN

PACKING DOWN YOUR CARAVAN

When packing down your caravan check the following:

- Turn off all gas and electric appliances
- Gas is turned off at the gas bottle - appliance hoses are disconnected and stowed
- Pack away and secure all loose items so they can't move and damage themselves or the caravan
- Secure and lock all cabinet doors, and close all drawers
- Lower the roof, and ensure over centre latches are locked with safety pin engaged
- Remove and stow the site power lead
- Ensure doorstep is raised and secured
- Lower and secure all roof hatches
- Ensure all windows are closed and locked
- Close and lock the main door
- All dust covers in place and secure

EXTRAS

PREPARING FOR BAD WEATHER

During bad weather such as rain, wind, or cyclone, the following should be done:

- Close all roof vents and hatches to prevent water entering.
- Protect the awning from high winds by retracting or securing with guy ropes and pegs.
- Ensure your caravan is not parked in ground that will become boggy and prevent exiting the camp area
- Close all external doors and hatches to prevent water ingress and wind damage

STORAGE AND CARE

LONG TERM STORAGE

To maximise the life of your caravan you should consider additional protection from the elements. UV light and moisture can have an adverse effect on materials when left unprotected outside. This section outlines some of the things you can do as an owner to protect your investment.

INTERIOR

Moisture and your camper are not friends, in fact they are your enemy. Here are some tips to reduce moisture and avoid mould. High humidity and cooling temperatures can create condensation, additionally condensation can form under mattresses due to temperature differences between warm bodies on top and the bed base being cold from outside temperatures.

As a precaution you can do the following:

- Check under mattress for moisture before packing up. If moisture is found allow to thoroughly dry before closing your caravan.
- Store 1 or 2 moisture absorbing packs/dehumidifier packs in the caravan to draw away any residual water vapour.
- If packing up with damp or humid conditions, open and dry out the caravan at the first opportunity when returning home. Dry all canvas thoroughly and follow point 2.

EXTERIOR

Ensure all seals on the caravan have proper compression at 30-50%, are free of dirt and have nothing protruding past the seals. UV light and the elements can over time cause seals and fittings to perish and become brittle. The use of a camper cover or tarpaulin will extend the life of components and keep your investment looking better for longer.

STORAGE AND CARE

BATTERIES

When storing your caravan, ensure all power is turned off to ensure batteries aren't drained. Batteries should be maintenance charged at least monthly when stored.

If storing for a period longer than 1 month, consider a trickle charge setup, or a 24hours charge on 240V every few weeks. Do not leave the 240V charge on constantly, as the battery memory can be affected.

Allowing batteries to cycle below 12.5 volts regularly will shorten battery life and permanently damage them. Prior to storage batteries must be charged to 100% for 24hours.

PAINTWORK

The paint coatings on your caravan are no different to that of your car in that they need regular care and maintenance.

Washing: Only use mild detergents free of ammonia when washing your caravan. Always check the label to ensure the washing solution is nonabrasive, contains no ammonia or caustics.

Polishing: New caravans should only be polished with wax-based polishes that are nonabrasive. When removing scratches from paintwork use a fine finishing compound. Cutting pastes are too abrasive and will expose the base material.

Protection: Carnauba wax is an excellent protection against oxidation. The paint on your caravan should be waxed annually regardless of being kept under cover to protect the surfaces from oxidation.

INTERNAL SURFACES

Laminates and internal wall surfaces should be cleaned with a damp soft cloth. For stubborn marks use a mild detergent based cleaner.

****Do not use cleaners that contain ammonia or caustics****

ACRYLIC WINDOWS

Windows should be cleaned with a clean, soft, nonabrasive cloth to avoid scratches and soapy water.

****Do not use cleaners that contain ammonia or solvents****

MIRRORS

Do not use solvents or chemicals when cleaning mirrors. Warm water and a soft clean cloth is the best method. Cleaners and solvents may affect the reflective backing causing what's known as "creep" where the edges of the mirror discolour.

SHADE AND SCREEN CARE

- Do not close blinds while window is open. Air pressure can dislodge the blind material from its guide damaging it.
- Always open and close blinds and screens carefully and evenly with two hands ensuring screens and blind material feeds evenly through the guides.

TOILET CARE & MAINTENANCE: CHEMICALS

Always use water treatment and conditioning products recommended by the manufacturer.

Thetford

Waste Holding Tank: The recommended product for the waste holding tank on Thetford toilet systems is Aqua Kem Blue or Aqua Kem Green for better environmental performance.



Cleaning Cassette Tank: "Cassette Tank Cleaner" is the recommended product for this application.



Flush Water Tank: Only suitable for Ezytrail models that have a toilet flush tank. ***Do not add to main water tanks!*** Thetford recommend "Aqua Rinse"



Bowl Cleaning Products



SECURING YOUR CARAVAN


When parked and unhitched you should always use suitable wheel chocks to ensure the trailer can't move in the event of a handbrake failure. For security a wheel clamp or and hitch lock are highly recommended.

TORQUE SETTINGS

WHEEL NUTS

Wheel nuts should be tightened to correct torque using a torque wrench. Never trust a “rattle gun” as these may over or under tighten. A quality torque wrench will ensure nuts are tightened correctly. It's important to remember to check your wheel nuts at **50km, 100km, and 500km** and periodically thereafter.

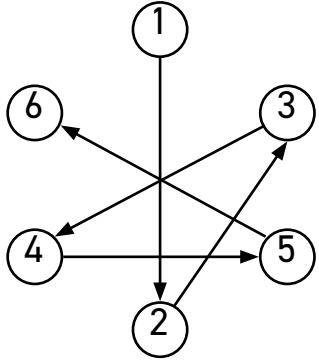
The correct torque settings are: **135Nm (100ft-lbs) for 1/2" studs or 190Nm (140 ft-lbs) for 9/16" stud.**



IMPORTANT INFORMATION

Wheel nuts must be re-torqued to **135Nm (100ft-lbs) for 1/2" studs or 190Nm (140 ft-lbs) for 9/16" stud.** after the first **50km 100km, and 500km**, or after the wheels have been re-mounted, and then at periodic intervals. Wheel nuts should be checked **DAILY** when on rough or unsealed roads.

Re-torque as per the diagram on the right:



HITCH

The high tensile bolts securing your hitch should be tightened to **180Nm**. These should be checked at 5,000km intervals.

TRAILING ARM PIVOT BOLTS

The pivot bolts are a high tensile steel. The service interval for these bolts is **1,000km** after delivery, **10,000km** under normal use and **5,000km** for harsh off-road conditions. During travel they should be inspected daily to ensure they have not rotated or become damaged. Correct torque is **190Nm**

BRAKES AND HANDBRAKE

BRAKE CONTROLLER*

Your trailer is fitted with electric brakes that require a brake controller that can be operated from the driver's seat.

1. Manually adjustable to provide the correct braking capability for varying road, off-road and load conditions.
2. They can be modulated to provide variable braking force, thus easing the brake load on the towing vehicle.
3. There is very little lag time between the moment the tow vehicle's brakes are actuated and the moment the trailer brakes are actuated.
4. They can provide some braking independent of the tow vehicle in the event of an emergency.

*The requirements can vary from state to state. It's important to check what is required in your state.

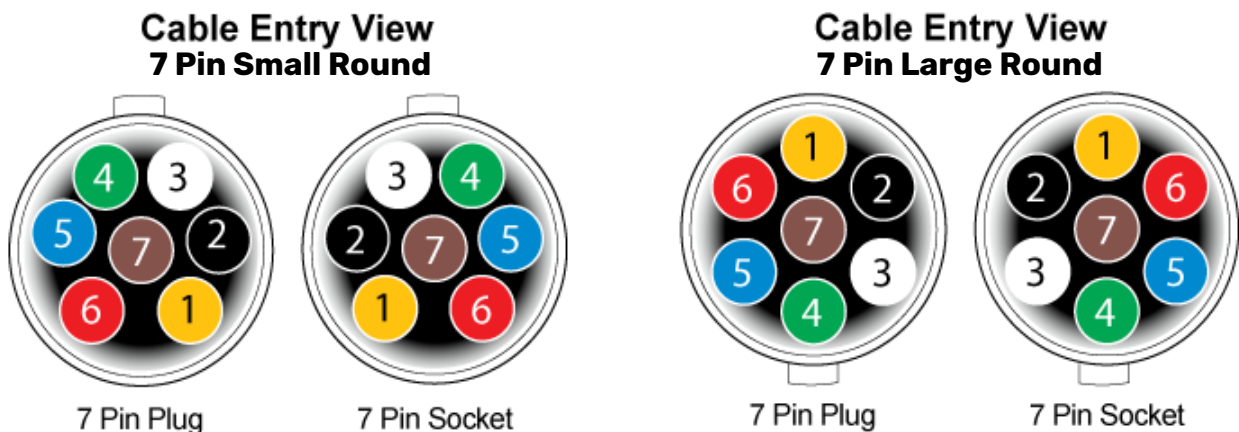
OPERATION

When electrical current is fed into the system by the controller, it activates the electromagnets in the brakes. These electromagnets are energized and are attracted to the rotating surface of the drums which moves the actuating levers in the direction that the drums are turning thus applying pressure from the brake linings to the drum surface.

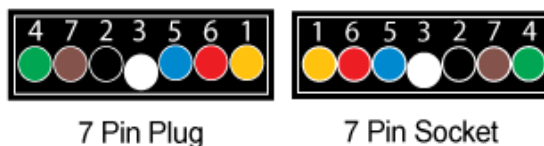
TRAILER PLUG WIRING

The following diagrams outline the correct wiring for flat and round 7 pin plugs:

Pin No.	Circuit	Colour
1	Left-Hand Turn	Yellow
2	Reversing Signal	Black
3	Earth Return	White
4	Right-Hand Turn	Green
5	Service Brakes	Blue
6	Stop Lamps	Red
7	Rear Lamps, Clearance & Side Marker Lamps	Brown



Cable Entry View



BRAKES AND HANDBRAKE

BREAKAWAY SWITCH

By law*, all trailers with a GTM of 2000kg or greater must have a "Breakaway System" to halt the trailer in the event it becomes detached from the tow vehicle whilst traveling. Your caravan is fitted with this system with the switch mounted on the drawbar with a steel wire lanyard to connect to your tow vehicle. In the event that the caravan becomes detached, the lanyard will pull the pin from the breakaway switch and the onboard batteries will activate the brake system. The lanyard must be attached to a solid part of the vehicle. It is a mandatory requirement that power be supplied by the tow vehicle to the breakaway power source while towing. This is done via the 50amp Anderson Plug on the drawbar. Consult a qualified auto electrician to ensure this is fitted to your tow vehicle.

In NSW there is an additional requirement that the breakaway power source be monitored from the driver position with a minimum of a "visual alarm" for low battery voltage. Consult a qualified auto electrician to ensure this is fitted to your vehicle.

*Each state can have different laws in regards to brakeaway systems.
It's important to check what is required in your state.



Breakaway Switch



Anderson Plug

CAUTION:



- DO NOT CONNECT THE BREAKAWAY LANYARD TO THE SAME POINT AS THE SAFETY CHAIN SHACKLES.
- DO NOT USE THE BREAKAWAY AS AN ALTERNATIVE TO THE HANDBRAKE AND DO NOT REMOVE THE PIN AS AN ALTERNATIVE SECURITY MEASURE. REMOVING THE PIN WILL RAPIDLY DISCHARGE THE BATTERIES.
- IT IS A MANDATORY REQUIREMENT THAT THE BREAKAWAY BATTERY SOURCE BE CHARGED DURING TOWING.
- NSW REQUIRES A BATTERY MONITOR VIEWABLE FROM THE DRIVERS POSITION WITH A MINIMUM OF A VISUAL ALARM FOR LOW BATTERY VOLTAGE

HAND BRAKE

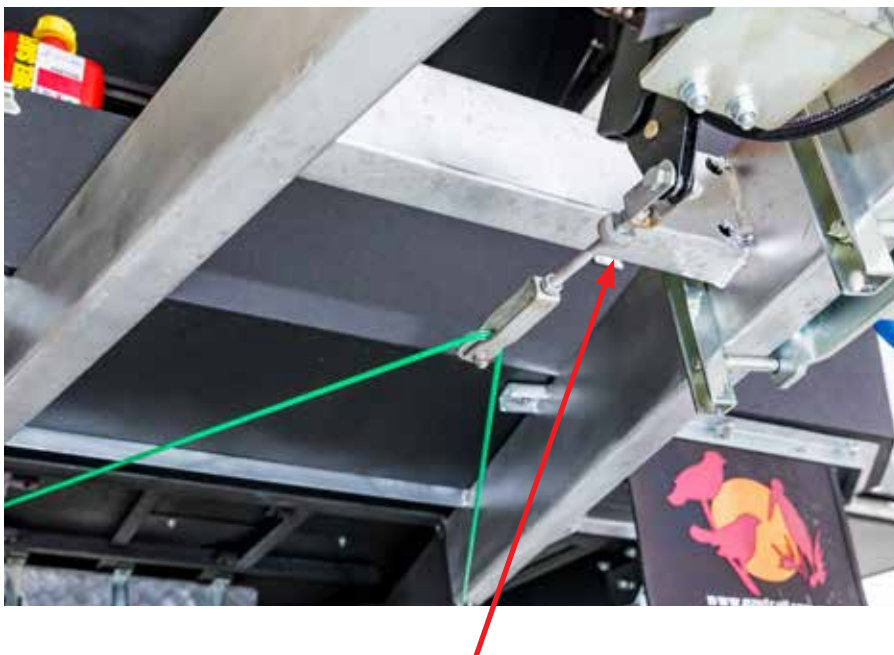
Parking brakes are mechanically operated by a cable.

Use the cable adjuster to give enough tension to be able to set the handbrake lever on the last two notches of the coupling or handbrake is 1/3 raised when unladen. This needs to be checked again when the trailer or caravan is loaded. If the cable is too tight, the brakes will be applied as the axle moves backward under spring deflection.



ADJUSTER

To adjust the handbrake cable tension release locknuts. To tighten the handbrake cable, turn the adjuster wheel in a clockwise direction. Once adjusted retighten lock nuts and test. Always ensure that wheels turn freely when handbrake is off. Overtightened cables can cause brakes to drag and damage the brake linings.



Adjuster Wheel

BRAKES AND HANDBRAKE

CORRECT USE OF YOUR ELECTRIC BRAKES

Your trailer brakes are designed to work in synchronisation with your tow vehicle brakes.

Never use your tow vehicle or trailer brakes alone to stop the combined load. Your trailer and tow vehicle will seldom have the correct amperage flow to the brake magnets to give you comfortable, safe braking unless you make proper brake system adjustments. Changing trailer load and driving conditions, as well as uneven alternator and battery output, can mean unstable current flow to your brake magnets.

It is therefore imperative that you maintain and adjust your brakes as set forth in the controller manual, use a properly modulated brake controller and perform the synchronisation/adjustment procedure recommended by the brake controller supplier.



IMPORTANT SAFETY NOTICE

Proven and in some cases approved service methods and correct repair procedures are essential for the safe, reliable operation of the brakes, suspension and axles as well as the personal safety of the individual doing the work.

The numerous variations in procedures, techniques, tools and parts for servicing axles, as well as in the skill of the individual doing the work will determine outcomes. This manual cannot possibly anticipate all such variations nor provide advice or cautions as to each. Accordingly, anyone who departs from the instructions provided in this manual must first establish that they neither compromise their personal safety nor the vehicle integrity by their choice of methods, tool's or parts.

***IF AT ALL IN DOUBT PLEASE REFER ALL REPAIRS AND MAINTENANCE TO A SUITABLY QUALIFIED OR EXPERIENCED MECHANICAL REPAIRER.**

***EZYTRAIL CAMPERS ACCEPTS NO LIABILITY FOR PERSONAL INJURY, LOSS OR DAMAGE RESULTING FROM INCORRECT APPLICATIONS, METHODS AND FAILURE TO PERFORM MAINTENANCE SAFELY AND CORRECTLY.**

BRAKE ADJUSTMENT



Brakes should be adjusted:

1. after the first 1,000km of operation when the brake shoes and drums have "burnished"
2. at no more than 10,000km intervals.
3. or as use and performance requires.

Never crawl under your trailer unless it is resting on properly placed jack stands. Do not place supports on any part of the suspension system and use the designated jack point or under the spring base plate to jack trailer.

BRAKE CLEANING AND INSPECTION

Your trailer brakes must be inspected and serviced at 10,000km or more often as required by use and performance. Magnets and shoes must be changed when they become worn or scored to avoid inefficient vehicle braking.



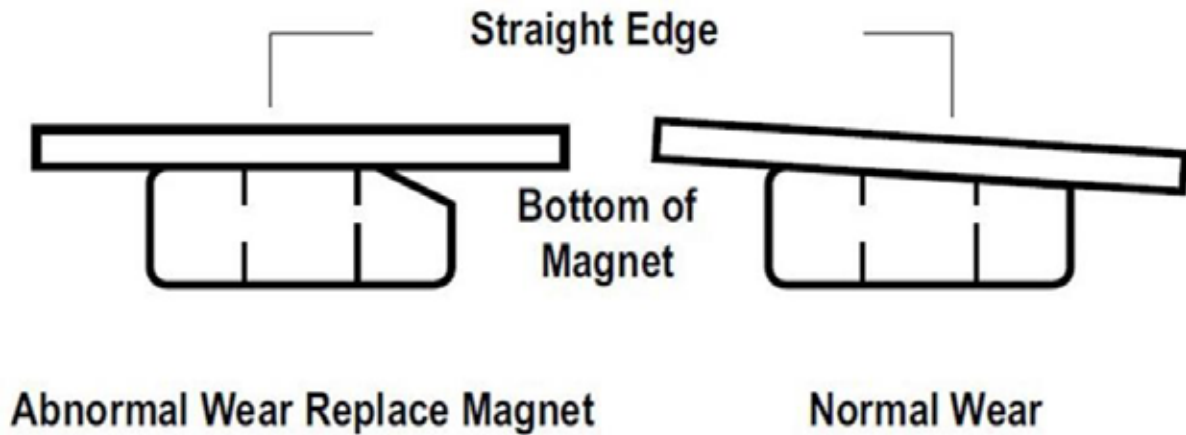
BRAKE LUBRICATION

This should only be done by qualified persons.

CAUTION - DO NOT GET GREASE OR OIL ON THE BRAKE LININGS, DRUMS OR MAGNETS.

MAGNETS

Your electric brakes are equipped with high quality electromagnets that are designed to provide the proper input force and friction characteristics. Your magnets should be inspected and replaced if worn unevenly or abnormally.



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 armature surface be refaced when replacing magnets.

- Magnets should also be replaced in pairs - both sides of the axle.
- Always use genuine OEM parts.

SHOES AND LININGS

A simple visual inspection of your brake linings will tell if they are useable.

Replacement is necessary if the lining is worn (to within 1.5mm or less), contaminated with grease or oil or abnormally scored or gouged. 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.

Be sure to replace your shoes only with genuine parts available from our outlets.

CORROSION PREVENTION

It's important to take steps to prevent corrosion of parts on your trailer to extend the service life. Many fittings are high tensile or zinc plated. Fittings such as this can benefit from additional protection. Some helpful products to prevent corrosion are "Lanotec", "WD40", "Inox" and similar products. These can be spray applied and do a very good job of protecting metal surfaces, particularly in corrosive and aggressive environments near the ocean and inland waterways.

Often, we take our campers and caravans to salt water or brackish environments. Driving through salt water is never recommended as the residual chloride ions accelerate corrosion greatly. If you are camping near or driving through these kinds of environments, we highly recommend that your trailer be thoroughly cleaned after use. Flushing the chassis and washing and rinsing your trailer is important. **Please note that caravan will need a hand wax treatment at least annually.**

WHEELS AND TYRES

HIGHWAY

Recommended Settings:

- Tyre pressure (up to 2000Kg ATM) - 36 psi. (sealed highways)
- Tyre pressure (2000kg to 2500Kg ATM) - 55 psi (sealed highways)
- Tyre pressure (over 2500Kg ATM) - 70 psi (sealed highways)
- It is recommended to reduce tyre pressures by 30% in offroad situations
- Wheel nuts - 135Nm (100ft-lbs) for 1/2" studs or 190Nm (140 ft-lbs) for 9/16" studs

OFF ROAD

Off road driving requires lower tyre pressures and lower speeds. When driving on rough and corrugated road, a reduction of speed and controlled deflation of tyres is required to protect the caravan and its suspension from damage. In extreme circumstances tyre pressures may be reduced significantly. When lowering from highway pressure, a rule of thumb is to reduce your speed by the same percentage as the lowering of tyre pressure. Because off road conditions can vary greatly, you must lower your pressures and reduce speed until vibration and shock through the suspension is at a moderate level to suit the conditions you are experiencing, and the loaded weight of your caravan.



WARNING: WHEN RETURNING TO THE HIGHWAY OR WHEN INCREASING SPEED, YOU MUST REINFLATE THE TYRES TO CORRECT HIGHWAY PRESSURES. FAILURE TO REINFLATE CAN CAUSE SEVERE HANDLING PROBLEMS RESULTING IN INJURY OR DEATH.



JACKING YOUR CARAVAN

Your Ezytrail caravan has bottle jack points located on each of the trailing arms on the suspension.

Never place any part of your body beneath the caravan when suspended by any kind of jack. Ensure the body of the caravan is protected from damage by the jack.

The jacking point on the trailing arm is designed for the head of a bottle jack to fit securely inside the metal ring. When using this point ensure the jack is on a solid base and the caravan cannot move.

ELECTRICAL SYSTEMS

CHARGERS

For detailed information on the appliances installed in your camper please refer to the manuals included in your camper handover.



CAUTION

ELECTRICAL DEVICES CAN BE DANGEROUS. UNDER NO CIRCUMSTANCES SHOULD REPAIRS AND MODIFICATIONS BE ATTEMPTED BY UNQUALIFIED OR UNTRAINED PERSONS. EZYTRAIL ACCEPTS NO LIABILITY FOR ANY PERSONAL INJURY, DAMAGES OR LOSS AS A RESULT OF UNQUALIFIED OR UNTRAINED PERSONS REPAIRING OR ALTERING THE ELECTRICAL SYSTEMS ON THIS PRODUCT. IF IN DOUBT CALL YOUR LOCAL EZYTRAIL BRANCH

BATTERY CARE

Your camper is fitted with 100Ah Deep Cycle Batteries, designed to allow you to stay off the grid longer. Maintaining these batteries will ensure a long service life. Storage type batteries require periodical maintenance to perform at their peak and extend their service life. The following is an outline on how to gain the best performance and lifecycle from the battery fitted in your camper:

- Give the batteries a maintenance charge at least once per month.
- When possible leave the battery connected to a smart charger that will cycle and maintain the battery during storage. If this isn't possible check and charge at regular intervals to prevent excessive discharge.
- IF purchasing an after market battery charger always use a quality charger that caters to the voltage requirements of a deep cycle battery.
- Never leave your battery stored at low volts. Before storing your camper ensure that battery/s is fully charged, and all power is disconnected/switched off.
- When in use try to keep your battery at or as close to maximum capacity as possible.
- Never use unregulated solar power direct to your batteries.
- **Allowing your battery voltage to drop below 12.05V can permanently damage its performance and reduce its service life.- change to batteries from before**



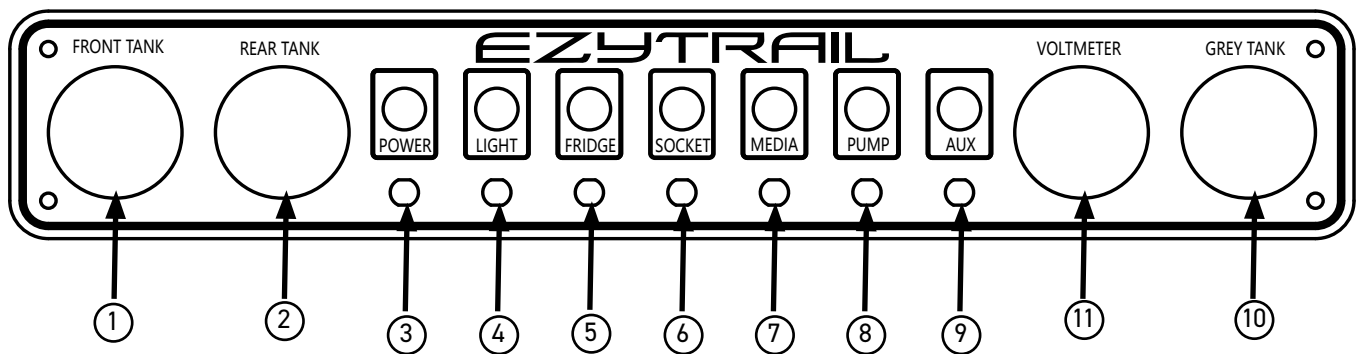
DEEP CYCLE BATTERY - STATE OF CHARGE

Level	Voltage
100%	13.00V
90%	12.85V
80%	12.7V
70%	12.6V
60%	12.45V
50%	12.35V
40%	12.25V
30%	12.1V
20%	11.95V
10%	11.75V
0%	10.50V

ELECTRICAL SYSTEMS

CONTROL PANEL

1. Front Water Tank gauge
2. Rear Water Tank gauge
3. Main Power (Master Switch)
4. Lights (Master Switch)
5. Fridge Power (Master Switch)
6. 12V Socket Power (Master Switch)
7. TV/DVD (Master Switch)
8. Water Pump 1 (Master Switch)
9. AUX Circuit (aftermarket accessories)
10. Grey Water Tank gauge (optional)
11. Battery Voltage Meter



* Voltmeter will indicate battery voltage when idle or charge voltage when charging

GAS & WATER SYSTEMS

HOT WATER SYSTEM

Your caravan is fitted with a Truma 240V/Gas 14L Water Heater .

Please read the manual provided with this system at the time of purchase.

For further information go to:

PLEASE SEE TRUMA HOT WATER SYSTEM OWNERS MANUAL FOR INSTRUCTIONS

- Supplied with your caravan

<https://www.truma.com/web/downloadcenter/files/truma-watersystems-ultrarapid-bga-installation-operating-aus-en.pdf>

NOTE: It can take up to a minute or so for the gas to purge the line and flow through the burners.



WARNING:

- DO NOT OPERATE WHILST TOWING.
- DO NOT OPERATE IN ENCLOSED SPACES.

WATER PUMPS

The pump when switched on is activated by the release of pressure at the tap and will pump water continuously until the tap is turned off and pressure restored.

On the Ceduna range the Water pumps will be located in different spots depending on the floorplan.



GAS & WATER SYSTEMS

CONNECTING THE GAS

Your caravan is fitted with plumbed gas with the regulator and gas bottle placement at the front of the trailer. Always ensure gas bottles are serviceable and within the 10-year service life. This information is stamped on the bottle base. Once you connect your gas bottle you can connect the kitchen gas hose to the bayonet connection provided. Once the bayonet is secure, ensure all controls on the stove are in the "Off" position and then turn on the gas bottle valve.

Connect the gas as shown:

(A). Both have click and twist connectors.

(B) To switch on the stove, simply turn the flame regulator counter-clockwise while pushing down; once the flame is activated continue holding down for a further 5 seconds.

(C). To replace the battery of the stove, you simply lift the stove out of its frame. The battery box contains 1x Type D battery

NOTE: It can take up to a minute or so for the gas to purge the line and flow through the burners.



PROTECTING FROM MOULD

Mould is very difficult to clean once a porous surface is affected. There are several ways you can prevent the occurrence of mould on your caravan:

- Never leave your caravan packed away with a wet interior.
- If you must leave a campsite with wet canvas or a damp interior, be sure to open and dry out your caravan thoroughly at the very first opportunity when you get home. Mould can develop in just a couple of days so don't take the risk.
- When packing up dry, it is important to check under the mattress that there is no build-up of condensation overnight. Body heat on a mattress can create enough temperature difference between the interior and exterior for moisture to form under it. If left unchecked this can cause mould when your caravan is stored.

You can also keep a moisture absorber product such as DampRid, Hippo, or other silica gel dessicants, in your Ceduna van while it is stored to help attract and absorb any potential moisture.

TRIP CHECKLIST

Working from a checklist will help avoid forgetting important tasks particularly in regard to safety. Individual camper set ups may differ depending on tow vehicle and any modifications made by the owner. The table below is for guidance only, space is left for you to add your own checklist points:

PRE HOOK UP			
Safety breakaway switch lanyard connected		Mains water input disconnected and capped	
Spare wheel carrier securely latched and locked		Grey water sullage pipe disconnected	
Windows latched and locked (caravans)		Roof latches and locking pins fitted/secure	
Handbrake lever released		Winch straps secured and tightened (campers)	
Power system shut down (except essential services)		Tent poles packed away	
Hot water system cover fitted and secure (Truma models)		Roof accessories lowered/stowed (caravans)	
240V input lead disconnected and cover latch secure		Canvas packed away correctly (not protruding past weather seals)	

USEFUL ACCESSORIES

LEVELLING BLOCKS

These are excellent for levelling your trailer on set up. Stabiliser legs are not meant for correcting the trailer angle, they are there to keep it stable when people are in it. Using levelling blocks will extend the service life of the stabiliser legs and make set up much safer and faster. See below images.



WHEEL CHOCKS

Wheel chocks are an important safety device when leaving your trailer parked on even the slightest incline. On level ground it is recommended to chock both sides of the wheel. On a hill you should chock the wheels on the downhill side ensuring the chocks are firmly pressed against the tyre.



COVERS

Hard floor campers and caravans will benefit greatly from a storage cover. Perishable fittings such as rubber seals and plastic will be protected from UV radiation. Paint and gelcoat finishes will oxidise less and this will extend the service life of these finishes.

STONE PROTECTION

There are proprietary devices available that assist in protecting your trailer from stones thrown up by the tow vehicle. Rock Tamer and Stone Stomper are two of the most commonly used.



TROUBLE SHOOTING

ELECTRICAL

PROBLEM	POSSIBLE CAUSE	SOLUTION
No 12V Power	Main Power Switch "OFF"	Turn on Main Power Switch
	Battery isolator switch off	Turn on
	Main circuit breaker tripped	Reset main circuit breaker
	Loose battery connections	Tighten terminals and connections
	Damaged wiring	Find damage and repair/replace
	Flat battery	Charge battery
Battery not charging	Charger turned off	Turn charger on
	No mains power	Indicated by charger not turning on. Check mains power, if charge still doesn't switch on, the charger may be faulty. Contact dealer for warranty or replacement.
	Tripped circuit breaker	Reset breaker
	Charger overheated	Rest for 30 minutes and try again. Ensure adequate ventilation around charger and allow to cool. Do not store items around electronics.
	Faulty charger	A charger fault will be indicated by fast flashing on the charger control panel. Contact dealer for warranty or replacement.
	Faulty battery	Have battery tested and replaced if faulty
Lights or plugs not working	Tripped circuit breaker 2	Reset breaker
	Poor connection 3	Find and rectify
	Circuit switch "OFF" 1	Check control panel and switch to "ON"
No power to fridge	Tripped circuit breaker	Reset breaker
	Poor connection	Find and rectify
	Circuit switch "OFF" 1	Check control panel and switch to "ON"
Indicators or park lights not working	Poor connections at trailer plug	Check and clean plug contacts. If pins are closed, use a knife or small screwdriver to separate the spit in pin slightly. This gap should be even along length of pin.
	Damaged Chassis wiring	Check and repair as required
Inverter not powering	Poor connection 2	Check 12V connections are tight
	Power switch is "OFF" 1	Turn on Main Power Switch
	Flat battery 4	Charge battery
	Inverter Fault Protection Indicator ON 3	Refer to User Manual
Circuit breaker tripping during use	Overloading	Check amperage draw from appliance
	Faulty appliance	Check appliance and rectify

TROUBLE SHOOTING

WATER

PROBLEM	POSSIBLE CAUSE	SOLUTION
Pump not working (no noise)	No power from control panel	Check circuit switch and circuit breaker
	Faulty pressure switch	Replace pump, Contact dealer for replacement
	Bad electrical connection	Check connections with multimeter or test light
	Flat Battery	Charge battery
Pump working but no water flow	Airlock in water lines	Turn on tap and hold finger over nozzle for 5 seconds and release. Repeat several times. If this fails, fill water tank and use mains pressure to pressurize tank
	Water tank is empty	Fill water tank
	Kinked hose	Check hoses ensuring none are fouled
	Damaged / worn pump diaphragm	Repair or replace pump

GAS

PROBLEM	POSSIBLE CAUSE	SOLUTION
Cooker not igniting	Gas will not ignite	Replace PIEZO Battery
	Gas bottle empty	Fill gas bottle
	Gas bottle not turned on	Turn on valve on gas bottle
	Gas hose on cooker not connected	Check bayonet is securely connected into receiver
	Stove dirty	Clean stove of grease/dirt buildup
	Kinked hose	Check hose is not twisted and kinked
	Regulator blocked -	Get professional diagnosis and help

* Remember that first use after connecting/reconnecting gas may take up to 2 minutes for the gas to purge the line to the cooktop. Once ignited hold the control knob down for up to 5 seconds.

HOT WATER

PROBLEM	POSSIBLE CAUSE	SOLUTION
No Hot Water	Gas will not ignite	Refer to owners manual
	240V not connected	Connect and turn on as required

BRAKES

PROBLEM	POSSIBLE CAUSE	SOLUTION
No brakes	Open Circuits	Find and correct
	Severe under adjustments	Adjust brakes
	Faulty controller	Test and correct/replace
	Short circuits	Find and correct
Weak Brakes	Grit or oil on linings or magnets	Clean or replace
	Corroded connection	Clean or replace connectors
	Worn lining or magnets	Replace
	Scored or grooved brake drums	Machine or replace
	Poor Synchronisation	Correct Controller setting
	Poor Brake adjustment	Adjust Brakes
	Glazed brake Linings	Re-burnish or replace linings
	Overloaded trailer	Correct loading. Check at weighbridge
Brakes Locking	Poor Synchronising with controller	Adjust controller
	Poor Adjustment	Adjust brakes as per instructions
	Faulty controller	Test and rectify or replace
	Loose, bent or broken components	Inspect and replace components
	Insufficient wheel load (dual Axle)	Correct trailer level to even load
Intermittent brakes	Faulty controller	Test and Correct
	Broken Wires	Repair or replace
	Loose connections	Find and repair

Diagnosis and repairs of Brakes should only be done by a professional

HANDY TIPS

PREPERATION TIME

Make sure you give yourself optimal amount of time to prepare for any trip. Start planning at least 2 weeks ahead to make sure your caravan is in prime condition to safely get you to and from any adventure you take.

KNOW YOUR MAINTENANCE SCHEDULE, Ensure you allow time for the initial service as well as maintenance and service at specified intervals.

DRIVING OFF ROAD

Towing your caravan off road adds many dimensions to the driver's responsibilities and factors to be considered. When travelling remote always carry enough spare parts and supplies to cater for a "worst case scenario."

Always perform preventative maintenance and daily checks. Minimum trailer spares would consist of:

- Wheel Bearings
- Seals
- Wheel studs and nuts

These spares are available from Ezytrail Campers

CORRUGATIONS & ROUGH ROAD

Corrugations are arguably the most taxing and damaging road conditions to vehicles. Constant vibration can loosen vehicle components and as a stress dynamic to vehicles and drivers well in excess of normal road driving. In these conditions take regular breaks to reduce driver fatigue and fatigue to vehicles.

Shock absorbers can become extremely hot on corrugated roads which can cause damage to seals resulting in shock absorber fade (reduction in damping effect) and in extreme cases failure of the seal completely.

On rough and corrugated roads, it's important to adjust tyre pressures on your car and trailer to soften the effect and extend the contact patch of the tyre on the road.

BULLDUST

This phenomenon is common on outback roads. Fine dust can settle in large holes obscuring them from unsuspecting drivers. It is important to reduce speed in these conditions and drive carefully to avoid the possibility of damage or an accident.

WILDLIFE

Australian outback roads are notorious for wandering stock and native wildlife which can be a serious danger to motorists. Due care must always be taken, and the possibility of an animal strike considered in regard to speed and time of day you are driving. Most animals in the outback are more active at night which greatly increases the likelihood of an animal strike between dusk and dawn. Towing a camper or caravan increases braking distance and has inherent risk associated with aggressive and defensive manoeuvring to avoid a collision.

SAND

When driving on sand it is important to lower tyre pressures on both the vehicle and trailer. By lowering the pressure you will effectively create a larger footprint for the tyre which will reduce how far it sinks in sand.

Sand shape and compaction will vary around the country so necessary reduction in tyre pressure will vary. Always keep in mind the lower the pressure the lower the speed you should travel.

When lowering pressures to 20psi or less you also increase the chance of rolling the bead of the tyre off the rim so sharp turns should be avoided. When driving these conditions, it is strongly advised you carry a tyre pressure gauge/deflator and a portable compressor to reinflate when back on the highway.

CAUSEWAYS

Outback roads often have causeways to control water runoff and prevent erosion of the road. When travelling at speed these causeways can be a danger to motorists and vehicles so due care should be taken to reduce speed when approaching them. In very remote areas these often won't have signposts so special care should be taken in these areas.

CREEK AND RIVER CROSSINGS

These crossings can be extremely dangerous even in low water levels and should never be attempted in times of even mild flooding. Towing a camper or caravan greatly elevates the risk in this situation and should never be attempted unless you are completely assured it is safe to do so.

If there is any doubt about access in flood prone areas, you should contact the local authorities to find out conditions and dangers before you proceed.

PROTECTING THE ENVIRONMENT

Remote areas and National Parks are sensitive areas and all precautions should be taken not to damage tracks, interfere with flora and fauna and not to contaminate the area. In sensitive areas it is advisable to use grey water tanks and contained toilets. If your camper or caravan isn't fitted with such, both toilets and grey water tanks are available as portable self-contained units.

Always store food, food scraps and rubbish in secure containers, native animals can be quite resourceful in scavenging for scraps. Dingos have been known to open locked eskies to get to food so don't chance it, always secure these items when travelling.

TRIP PLANNING

When planning remote trips always consider where you will resupply for fuel, food and water.

Some remote fuel stations may run out of fuel during busy periods or times when large fuel trucks are unable to access the area due to road conditions and closures or simply close outside of the season.

Always check conditions and availability of fuel before setting out to remote areas.

SHIRE COUNCILS

There are many resources available for planning your trip away. Every state has a tourism website as so regional councils which will give you extensive information on camping sites, things to do and see, events happening in the area and contact information for booking sites or activities.

NATIONAL PARKS

Each state's national parks organisation have a website to assist in finding campsites and provide specific information about each parks unique qualities. As a planning resource these are extremely good. All contact information will be available.

WIKICAMPS

This smartphone app is an excellent resource for finding all kinds of camping across Australia. If you are looking for free camping you won't find a better resource. There is an app add on that even assists in finding fuel stops with user updates on fuel prices.



WARRANTY STATEMENT

The following information relates to warranties offered by Ezytrail. Please read all the information carefully, and should you have any questions relating to any aspect of this section, then please contact Ezytrail. By purchasing an item from Ezytrail, you hereby agree to all terms and conditions of warranty as set out herein.

VALIDITY OF CLAIMS

- Warranties are only valid to the original purchaser of the item in question and are valid from the original date of purchase only.
- Warranties apply only to items sold as "new" and do not extend to any items sold via auction, or deemed to be "factory seconds", "ex-demonstration" or "damaged" unless specifically stated otherwise by Ezytrail in writing. (Please see further on this page for more information).
- Warranties are not transferable under any circumstances. Similarly, if an item is sold to a third party by the original purchaser, then all warranties become null and void, and the original purchaser shall make no claims or be eligible for any claims on behalf of the new owner.
- Warranties do not apply to products purchased from Ezytrail and then used in hire schemes or as rentals.
- Ezytrail does not cover damage due to unauthorised modifications, misuse, abuse, incorrect assembly, improper and irregular maintenance, or accident or collision.
- Any work performed under an authorised warranty claim approved by Ezytrail must be performed by Ezytrail, or an authorised representative of Ezytrail and only with the express written permission of Ezytrail.
- Any affiliates, representatives, associates, agents, suppliers, resellers or similar of Ezytrail shall have no authority to authorise or deny warranty claims on behalf of Ezytrail.

Ezytrail shall not be liable, (in part or whole) for any warranties, either express or implied, made by agents or resellers on behalf of Ezytrail without the knowledge or express written permission of Ezytrail. Such unauthorised claims shall be the responsibility of the agent or reseller only.

CARAVANS & CAMPER TRAILERS

The Ceduna range of caravans F5 Chassis and Drawbar are covered by a lifetime structural warranty.

Unless stated otherwise, caravans & trailers only are covered by a 12 month limited manufacturer's warranty from the original date of purchase.

Our goods come with guarantees that cannot be excluded under the Australian Consumer Law.

You are entitled to a replacement or refund for a major failure and for compensation for any other reasonably foreseeable loss or damage.

You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

ITEMS NOT COVERED UNDER WARRANTY INCLUDE:

- Rust
- Wheels and Tyres
- Paint
- Travel Covers and Straps
- General consumables (eg bearings, light bulbs etc)
- Zips and mesh or screens are not covered.

In addition to Ezytrail warranty, the consumer may also be covered by other rights and remedies of Consumer Law in relation to the goods and or services to which this warranty relates

LODGING A CLAIM

All warranty claims MUST BE LODGED through our website using our online Warranty Claim Form.

CONTACT

If you have any further questions relating to warranties, or are unsure about any aspect of this section, then please contact us:

Phone: 1300 399 875

Online: www.ezytrailcampertrailers.com.au/help-center

MAINTENANCE

Maintenance is essential to keep your caravan in a safe and usable condition. Caravans are no different to any other motor vehicle and require servicing at regular intervals which may vary according to use and the environment in which it is used. The service schedule outlines the service intervals for safe travelling and your owner obligations under our warranty policy. Servicing should always be carried out by a competent person with relevant experience.

WARNING:



- NEVER WORK BENEATH THE CARAVAN WHILE SUSPENDED ON A JACK. ALWAYS USE "JACK STANDS" WITH AN ADEQUATE SWL (SAFE WORKING LOAD).
- ALWAYS USE DEDICATED JACKING POINTS
- 240V APPLIANCES AND WIRING MUST ONLY BE SERVICED AND REPAIRED BY A QUALIFIED TRADESPERSON.
- GAS PLUMBING AND APPLIANCES MUST ONLY BE SERVICED AND REPAIRED BY A QUALIFIED GAS FITTER

MAINTENANCE SCHEDULE

A=Adjust C=Clean I=Inspect T=Test R=Replace
RCL=Remove/Clean/Lubricate

ITEM/COMPONENT	Daily In Use	CHECKED	3 Months/ 1,000Km		CHECKED
			ONROAD	OFFROAD	
BATTERY CONDITION	I		T	T	
HANDBRAKE CABLE	I		I/A	I/A	
BRAKE LININGS			A	A	
BREAKAWAY SYSTEM	I		I	I	
CHASSIS LUBE			I	I	
ELECTRIC WINCHES			I	I	
12V POWER SYSTEM			T	T	
HAND WINCHES			I	I	
HITCH	I		A	A	
240V POWER SYSTEM			T	T	
JOCKEY WHEEL	I		I/A	I/A	
LOCKS AND HINGES	I		I/A	I/A	
PANEL AND PAINT			I	I	
LPG SYSTEM	I		T	T	
PLUMBING SYSTEM	I		T	T	
SWIFT WATER HEATER			T	T	
TRUMA WATER HEATER	Refer to appliance manufacturers maintenance instructions for servicing and storage				
SEALS AND GROMMETS	I		I	I	
SIGNALLING LIGHTS	I/T		I/T	I/T	
STRUCTURAL FIXINGS	I		I/A	I/A	
SUSPENSION BUSHES			I	I	
SUSPENSION TORQUE			A	A	
TYRE PRESSURE	I		I/A	I/A	
VENT FILTERS			C	C	
WHEEL ALIGNMENT	I		I/A	I/A	
WHEEL BEARINGS			A	A	
WHEEL NUTS	I		I/A	I/A	

MAINTENANCE SCHEDULE

A=Adjust C=Clean I=Inspect T=Test R=Replace
RCL=Remove/Clean/Lubricate

ITEM/COMPONENT	2,500KM	CHECKED	6 Months/ 5,000KM		CHECKED
			ONROAD	OFFROAD	
BATTERY CONDITION	I		T	T	
HANDBRAKE CABLE	I		I/A	I/A	
BRAKE LININGS	I/A		A	I/C/A	
BREAKAWAY SYSTEM					
CHASSIS LUBE	L		I	L	
ELECTRIC WINCHES	I		I	I	
12V POWER SYSTEM	I		I	I	
HAND WINCHES	I		I/C	I/C	
HITCH	I		I	I/L/A	
240V POWER SYSTEM	I		I	I	
JOCKEY WHEEL	I		I	I	
LOCKS AND HINGES	I		I	I/C	
PANEL AND PAINT	I		I	I	
LPG SYSTEM	I		T	T	
PLUMBING SYSTEM	I/C		I/T	I/T	
TRUMA WATER HEATER	Refer to appliance manufacturers maintenance instructions for servicing and storage				
SEALS AND GROMMETS	I		I	I	
SIGNALLING LIGHTS	I/T		I/T	I/T	
STRUCTURAL FIXINGS	I		I	I/A	
SUSPENSION BUSHES	I		I	L	
SUSPENSION TORQUE	A		A	A	
TYRE PRESSURE	I/A		I/A	I/A	
VENT FILTERS	C		C	C	
WHEEL ALIGNMENT	I		I/A	I/A	
WHEEL BEARINGS	I		A	RCL	
WHEEL NUTS	I/A		I/A	I/A	

A=Adjust C=Clean I=Inspect T=Test R=Replace
RCL=Remove/Clean/Lubricate

ITEM/COMPONENT	7,500KM	CHECKED	12 Months/ 10,000KM		CHECKED
			ONROAD	OFFROAD	
BATTERY CONDITION	I		T	T	
HANDBRAKE CABLE	I		I/A	I/A/L	
BRAKE LININGS	A		I/A	I/C/A	
BREAKAWAY SYSTEM			I	I	
CHASSIS LUBE	I		L	L	
ELECTRIC WINCHES	I		I	I/L	
12V POWER SYSTEM	I		I/T	I/T	
HAND WINCHES	I		I/C	I/C	
HITCH	I		I/L/A	I/L/A	
240V POWER SYSTEM	I		I/T	I/T	
JOCKEY WHEEL	I		I/L/A	I/L/A	
LOCKS AND HINGES	I		I/L/A	I/L/A	
PANEL AND PAINT	I		I	I	
LPG SYSTEM	I		I/T	I/T	
PLUMBING SYSTEM	I/C		I/T	I/T	
TRUMA WATER HEATER	Refer to appliance manufacturers maintenance instructions for servicing and storage				
SEALS AND GROMMETS	I		I	I	
SIGNALLING LIGHTS	I/T		I/T	I/T	
STRUCTURAL FIXINGS	I		I/A	I/A	
SUSPENSION BUSHES	I		L	RCL	
SUSPENSION TORQUE	A		A	A	
TYRE PRESSURE	I/A		I/A	I/A	
VENT FILTERS	C		C	C	
WHEEL ALIGNMENT	I		I/A	I/A	
WHEEL BEARINGS	I		RCL	RCL	
WHEEL NUTS	I/A		I/A	I/A	

MAINTENANCE SCHEDULE

A=Adjust C=Clean I=Inspect T=Test R=Replace
RCL=Remove/Clean/Lubricate

ITEM/COMPONENT	12,500KM	CHECKED	18 Months/ 15,000KM		CHECKED
			ONROAD	OFFROAD	
BATTERY CONDITION	I		T	T	
HANDBRAKE CABLE	I		I/A	I/A	
BRAKE LININGS	A		A	I/C/A	
BREAKAWAY SYSTEM					
CHASSIS LUBE	I		I	L	
ELECTRIC WINCHES	I		I	I	
12V POWER SYSTEM	I		I	I	
HAND WINCHES	I		I/C	I/C	
HITCH	I		I	I/L/A	
240V POWER SYSTEM	I		I	I	
JOCKEY WHEEL	I		I	I	
LOCKS AND HINGES	I		I	I/C	
PANEL AND PAINT	I		I	I	
LPG SYSTEM	I		T	T	
PLUMBING SYSTEM	I/C		I/T	I/T	
TRUMA WATER HEATER	Refer to appliance manufacturers maintenance instructions for servicing and storage				
SEALS AND GROMMETS	I		I	I	
SIGNALLING LIGHTS	I/T		I/T	I/T	
STRUCTURAL FIXINGS	I		I	I/A	
SUSPENSION BUSHES	I		I	L	
SUSPENSION TORQUE	A		A	A	
TYRE PRESSURE	I/A		I/A	I/A	
VENT FILTERS	C		C	C	
WHEEL ALIGNMENT	I		I/A	I/A	
WHEEL BEARINGS	I		A	RCL	
WHEEL NUTS	I/A		I/A	I/A	

A=Adjust C=Clean I=Inspect T=Test R=Replace
RCL=Remove/Clean/Lubricate

ITEM/COMPONENT	17,500KM	CHECKED	24 Months/ 20,000KM		CHECKED
			ONROAD	OFFROAD	
BATTERY CONDITION	I		T	T	
HANDBRAKE CABLE	I		I/A/L	I/A/L	
BRAKE LININGS	A		I/C/A	I/C/A	
BREAKAWAY SYSTEM			I	I	
CHASSIS LUBE	I		L	L	
ELECTRIC WINCHES	I		I/L	I/L	
12V POWER SYSTEM	I		I/T	I/T	
HAND WINCHES	I		I/C	I/C	
HITCH	I		I/L/A	I/L/A	
240V POWER SYSTEM	I		I/T	I/T	
JOCKEY WHEEL	I		I/L/A	I/L/A	
LOCKS AND HINGES	I		I	I/L/A	
PANEL AND PAINT	I		I	I	
LPG SYSTEM	I		I/T	I/T	
PLUMBING SYSTEM	I/C		I/T	I/T	
TRUMA WATER HEATER	Refer to appliance manufacturers maintenance instructions for servicing and storage				
SEALS AND GROMMETS	I		I	I	
SIGNALLING LIGHTS	I/T		I/T	I/T	
STRUCTURAL FIXINGS	I		I/A	I/A	
SUSPENSION BUSHES	I		L	RCL	
SUSPENSION TORQUE	A		A	A	
TYRE PRESSURE	I/A		I/A	I/A	
VENT FILTERS	C		C	C	
WHEEL ALIGNMENT	I		I/A	I/A	
WHEEL BEARINGS	I		RCL	R	
WHEEL NUTS	I/A		I/A	I/A	

MAINTENANCE SCHEDULE

A=Adjust C=Clean I=Inspect T=Test R=Replace
RCL=Remove/Clean/Lubricate

ITEM/COMPONENT	22,500KM	CHECKED	30 Months/ 25,000KM		CHECKED
			ONROAD	OFFROAD	
BATTERY CONDITION	I		T	T	
HANDBRAKE CABLE	I		I/A	I/A	
BRAKE LININGS	A		A	I/C/A	
BREAKAWAY SYSTEM					
CHASSIS LUBE	I		I	L	
ELECTRIC WINCHES	I		I	I	
12V POWER SYSTEM	I		I	I	
HAND WINCHES	I		I/C	I/C	
HITCH	I		I	I/L/A	
240V POWER SYSTEM	I		I	I	
JOCKEY WHEEL	I		I	I	
LOCKS AND HINGES	I		I	I/C	
PANEL AND PAINT	I		I	I	
LPG SYSTEM	I		T	T	
PLUMBING SYSTEM	I/C		I/T	I/T	
TRUMA WATER HEATER	Refer to appliance manufacturers maintenance instructions for servicing and storage				
SEALS AND GROMMETS	I		I	I	
SIGNALLING LIGHTS	I/T		I/T	I/T	
STRUCTURAL FIXINGS	I		I	I/A	
SUSPENSION BUSHES	I		I	L	
SUSPENSION TORQUE	A		A	A	
TYRE PRESSURE	I/A		I/A	I/A	
VENT FILTERS	C		C	C	
WHEEL ALIGNMENT	I		I/A	I/A	
WHEEL BEARINGS	I		A	RCL	
WHEEL NUTS	I/A		I/A	I/A	

A=Adjust C=Clean I=Inspect T=Test R=Replace
RCL=Remove/Clean/Lubricate

ITEM/COMPONENT	27,500KM	CHECKED	36 Months/ 30,000KM		CHECKED
			ONROAD	OFFROAD	
BATTERY CONDITION	I		T	T	
HANDBRAKE CABLE	I		I/A/L	I/A/L	
BRAKE LININGS	A		I/C/A	I/C/A	
BREAKAWAY SYSTEM			I	I	
CHASSIS LUBE	I		L	L	
ELECTRIC WINCHES	I		I/L	I/L	
12V POWER SYSTEM	I		I/T	I/T	
HAND WINCHES	I		I/C	I/C	
HITCH	I		I/L/A	I/L/A	
240V POWER SYSTEM	I		I/T	I/T	
JOCKEY WHEEL	I		I/L/A	I/L/A	
LOCKS AND HINGES	I		I	I/L/A	
PANEL AND PAINT	I		I	I	
LPG SYSTEM	I		I/T	I/T	
PLUMBING SYSTEM	I/C		I/T	I/T	
TRUMA WATER HEATER	Refer to appliance manufacturers maintenance instructions for servicing and storage				
SEALS AND GROMMETS	I		I	I	
SIGNALLING LIGHTS	I/T		I/T	I/T	
STRUCTURAL FIXINGS	I		I/A	I/A	
SUSPENSION BUSHES	I		L	RCL	
SUSPENSION TORQUE	A		A	A	
TYRE PRESSURE	I/A		I/A	I/A	
VENT FILTERS	C		C	C	
WHEEL ALIGNMENT	I		I/A	I/A	
WHEEL BEARINGS	I		RCL	R	
WHEEL NUTS	I/A		I/A	I/A	

MAINTENANCE SCHEDULE

A=Adjust C=Clean I=Inspect T=Test R=Replace
RCL=Remove/Clean/Lubricate

ITEM/COMPONENT	32,500KM	CHECKED	42 Months/ 35,000KM		CHECKED
			ONROAD	OFFROAD	
BATTERY CONDITION	I		T	T	
HANDBRAKE CABLE	I		I/A	I/A	
BRAKE LININGS	A		A	I/C/A	
BREAKAWAY SYSTEM					
CHASSIS LUBE	I		I	L	
ELECTRIC WINCHES	I		I	I	
12V POWER SYSTEM	I		I	I	
HAND WINCHES	I		I/C	I/C	
HITCH	I		I	I/L/A	
240V POWER SYSTEM	I		I	I	
JOCKEY WHEEL	I		I	I	
LOCKS AND HINGES	I		I	I/C	
PANEL AND PAINT	I		I	I	
LPG SYSTEM	I		T	T	
PLUMBING SYSTEM	I/C		I/T	I/T	
TRUMA WATER HEATER	Refer to appliance manufacturers maintenance instructions for servicing and storage				
SEALS AND GROMMETS	I		I	I	
SIGNALLING LIGHTS	I/T		I/T	I/T	
STRUCTURAL FIXINGS	I		I	I/A	
SUSPENSION BUSHES	I		I	L	
SUSPENSION TORQUE	A		A	A	
TYRE PRESSURE	I/A		I/A	I/A	
VENT FILTERS	C		C	C	
WHEEL ALIGNMENT	I		I/A	I/A	
WHEEL BEARINGS	I		A	RCL	
WHEEL NUTS	I/A		I/A	I/A	

A=Adjust C=Clean I=Inspect T=Test R=Replace
RCL=Remove/Clean/Lubricate

ITEM/COMPONENT	37,500KM	CHECKED	48 Months/ 40,000KM		CHECKED
			ONROAD	OFFROAD	
BATTERY CONDITION	I		T	T	
HANDBRAKE CABLE	I		I/A/L	I/A/L	
BRAKE LININGS	A		I/C/A	I/C/A	
BREAKAWAY SYSTEM			I	I	
CHASSIS LUBE	I		L	L	
ELECTRIC WINCHES	I		I/L	I/L	
12V POWER SYSTEM	I		I/T	I/T	
HAND WINCHES	I		I/C	I/C	
HITCH	I		I/L/A	I/L/A	
240V POWER SYSTEM	I		I/T	I/T	
JOCKEY WHEEL	I		I/L/A	I/L/A	
LOCKS AND HINGES	I		I	I/L/A	
PANEL AND PAINT	I		I	I	
LPG SYSTEM	I		I/T	I/T	
PLUMBING SYSTEM	I/C		I/T	I/T	
TRUMA WATER HEATER	Refer to appliance manufacturers maintenance instructions for servicing and storage				
SEALS AND GROMMETS	I		I	I	
SIGNALLING LIGHTS	I/T		I/T	I/T	
STRUCTURAL FIXINGS	I		I/A	I/A	
SUSPENSION BUSHES	I		L	RCL	
SUSPENSION TORQUE	A		A	A	
TYRE PRESSURE	I/A		I/A	I/A	
VENT FILTERS	C		C	C	
WHEEL ALIGNMENT	I		I/A	I/A	
WHEEL BEARINGS	I		RCL	R	
WHEEL NUTS	I/A		I/A	I/A	

MAINTENANCE SCHEDULE

A=Adjust C=Clean I=Inspect T=Test R=Replace
RCL=Remove/Clean/Lubricate

ITEM/COMPONENT	42,500KM	CHECKED	54 Months/ 45,000KM		CHECKED
			ONROAD	OFFROAD	
BATTERY CONDITION	I		T	T	
HANDBRAKE CABLE	I		I/A	I/A	
BRAKE LININGS	A		A	I/C/A	
BREAKAWAY SYSTEM					
CHASSIS LUBE	I		I	L	
ELECTRIC WINCHES	I		I	I	
12V POWER SYSTEM	I		I	I	
HAND WINCHES	I		I/C	I/C	
HITCH	I		I	I/L/A	
240V POWER SYSTEM	I		I	I	
JOCKEY WHEEL	I		I	I	
LOCKS AND HINGES	I		I	I/C	
PANEL AND PAINT	I		I	I	
LPG SYSTEM	I		T	T	
PLUMBING SYSTEM	I/C		I/T	I/T	
TRUMA WATER HEATER	Refer to appliance manufacturers maintenance instructions for servicing and storage				
SEALS AND GROMMETS	I		I	I	
SIGNALLING LIGHTS	I/T		I/T	I/T	
STRUCTURAL FIXINGS	I		I	I/A	
SUSPENSION BUSHES	I		L	L	
SUSPENSION TORQUE	A		A	A	
TYRE PRESSURE	I/A		I/A	I/A	
VENT FILTERS	C		C	C	
WHEEL ALIGNMENT	I		I/A	I/A	
WHEEL BEARINGS	I		A	RCL	
WHEEL NUTS	I/A		I/A	I/A	

A=Adjust C=Clean I=Inspect T=Test R=Replace
RCL=Remove/Clean/Lubricate

ITEM/COMPONENT	47,500KM	CHECKED	60 Months/ 50,000KM		CHECKED
			ONROAD	OFFROAD	
BATTERY CONDITION	I		T	T	
HANDBRAKE CABLE	I		I/A	I/A/L	
BRAKE LININGS	A		I/A	I/C/A	
BREAKAWAY SYSTEM			I	I	
CHASSIS LUBE	I		L	L	
ELECTRIC WINCHES	I		I/L	I/L	
12V POWER SYSTEM	I		I/T	I/T	
HAND WINCHES	I		I/C	I/C	
HITCH	I		I/L/A	I/L/A	
240V POWER SYSTEM	I		I/T	I/T	
JOCKEY WHEEL	I		I/L/A	I/L/A	
LOCKS AND HINGES	I		I	I/L/A	
PANEL AND PAINT	I		I	I	
LPG SYSTEM	I		I/T	I/T	
PLUMBING SYSTEM	I/C		I/T	I/T	
TRUMA WATER HEATER	Refer to appliance manufacturers maintenance instructions for servicing and storage				
SEALS AND GROMMETS	I		I	I	
SIGNALLING LIGHTS	I/T		I/T	I/T	
STRUCTURAL FIXINGS	I		I/A	I/A	
SUSPENSION BUSHES	I		L	RCL	
SUSPENSION TORQUE	A		A	A	
TYRE PRESSURE	I/A		I/A	I/A	
VENT FILTERS	C		C	C	
WHEEL ALIGNMENT	I		I/A	I/A	
WHEEL BEARINGS	I		RCL	RCL	
WHEEL NUTS	I/A		I/A	I/A	

APPENDIX

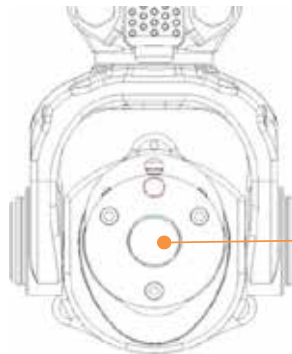
A1

CRUISEMASTER™ D035 – DROP-ON COUPLING

How to hitch your D035:

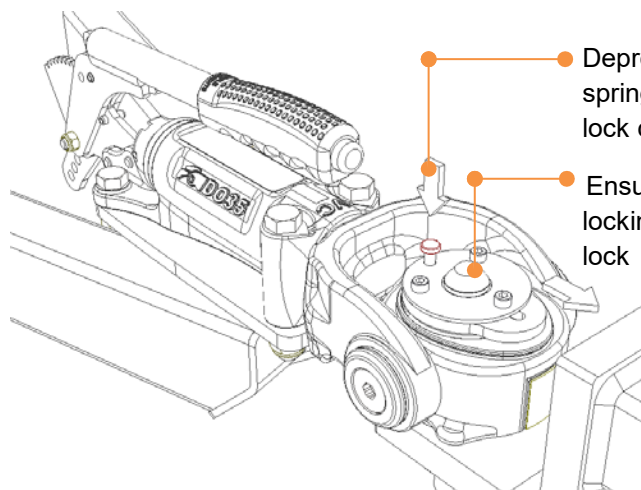
For coupling the D035 to your vehicle, we recommend the following:

1. Ensure Tow Pin Cover is removed from Tow Pin.
2. Make sure Tow Pin and Universal is free of sand, dirt and foreign objects, and is lightly lubricated.
3. Raise height of trailer coupling above vehicle Tow Pin by adjusting Jockey Wheel or Stand.
4. Push and hold Lock Button down, push the Lock Plate to full open position until the Lock Button is able to spring back



Coupling unlocked position, tow pin hole must be clear

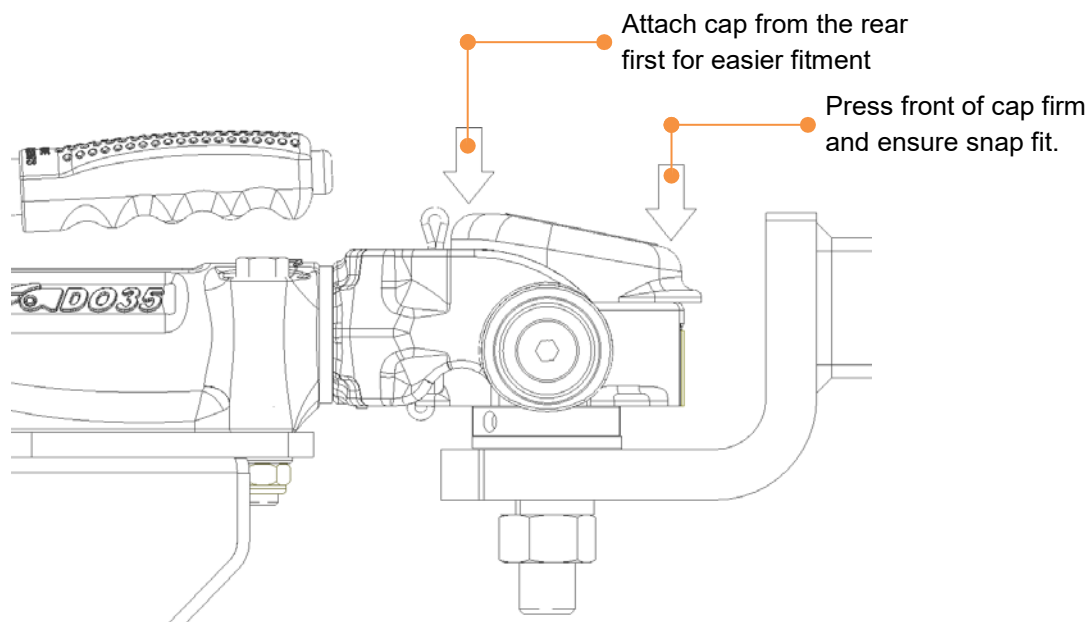
5. Align Coupling over Tow Pin by moving either vehicle or trailer, and lower Coupling onto Tow Pin. Ensure that Universal is fully seated on Tow Pin; Ensure Tow Pin protrudes through locking plate.
6. Push the Lock Button to release the plate into the locked position.



Depress red button for spring loaded slide to lock coupling to vehicle

Ensure tow pin protrudes through locking mechanism before attempting to lock

7. Assemble the Checklock cap by snapping in the back edge of the cap first and then pushing down on the front. The cap will emit an audible snap when assembled correctly.

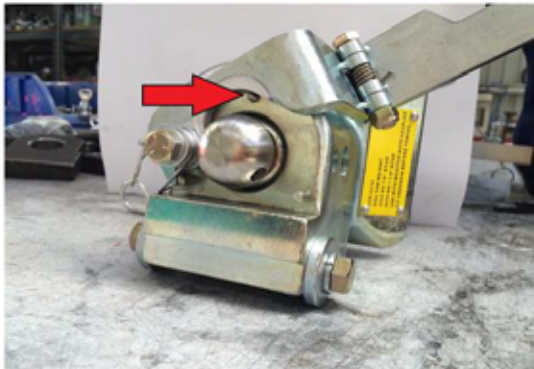


A2

MCHITCH UNIGLIDE AUEF35K AUTOMATIC COUPLING - 3.5T

WARNING

The Interlock assembly (see arrow) retains the handle in the raised position when unhitching.



If you mistakenly raise the handle while hitched, do not try to force the handle down if the coupling is engaged and the handle is in the raised position. Either uncouple the trailer by driving away or release the retaining pin with a pin punch or your finger by pressing it inwards.

LUBRICATION

At McHitch Couplings, the only lubricant we apply to the tapered pin and receiver is CRC "Dry Glide with PTFE".

It is a dry film lubricant containing Teflon (PTFE) that penetrates and bonds to metal to form a non-staining micro dry film (not a wet type lubricant that attracts debris).

Dry Glide prevents sticking, reducing all types of wear and corrosion.

Available from most Automotive parts outlets and hardware stores.



DO NOT JACK KNIFE

After Installation, check for clearance between A-Frame and WDH head on tight turns.

Ask a person to check for clash when slowly turning at maximum angle.

make sure your caravan service centre is properly equipped with a McHitch receiver or they mount your WDH unit or tow tongue to their caravan mover, make sure they do not jack-knife the coupling!

Jack-Knifing usually occurs when reversing!

HITCHING and UN-HITCHING

To hitch up the Auto Coupler, you need to make the tapered shaft on the coupling level with the receiver. Once you have established this, mark the height on the jockey wheel shaft with a red marker. Use this mark to hitch and un-hitch on level ground.

When using a reversing camera, place yellow magnetic marker on the top of the universal to make the coupling more visible.

THE RECEIVER HANDLE SHOULD BE IN THE DOWN POSITION WHEN HITCHING UP

Reverse the tow vehicle slowly so that the tapered shaft enters the receiver and engages the latch handle. Make sure you fit the hitch pin through the receiver body and fit the R clip to secure it before towing. The lock body supplied can now be fitted to the hitch pin.

UN-HITCHING on uneven ground.



Lift jockey wheel until you can see the top gap in tow bar receiver close slightly.

This is the point where the caravan no longer has its weight on the tow vehicle.

Cross pin can now be removed and handle raised, ready to disconnect.

McHitch Auto Receiver side tabs.

'Australian Standard' 3 inch wide tongues:



Figure 1

This is meant for the Australian standard fitting of 3 inch wide tow tongues. McHitch WDH adaptor plates are also 3 inch.

The receiver is fitted out of the box with the side tabs in a fixed 3 inch wide configuration.

The hex head bolts (A) either side may have to be loosened off to allow the receiver to sit flat on the tongue and then tightened back up.

Some 3 inch tongues are slightly undersize. If tabs are not a snug fit, invert side tabs as described in figure 2 below.

'American Standard' 2.5 inch wide tongues:

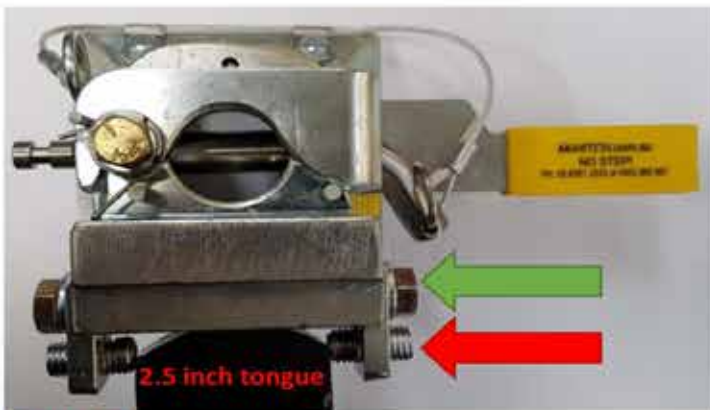


Figure 2

This is meant for the American standard fitting of (narrower than Australian) 2.5 inch wide tow tongues.

The receiver needs to have the bolts (A) undone and then the side tabs inverted then the bolts done back up.

Now the grub screws (B) can be tightened up against the side of the narrower tow tongue.

It is extremely important that the receiver does not rotate on the tongue.

If these tabs are not tight against the tongue invert the side tabs and adjust grub screws as required. (Use Figure 2)

If ever you need to adjust the nose on the tapered shaft, the grub screw can be loosened with a 4mm allen key and the nose rotated with a round bar (a Phillip's head screw driver is ideal). Some localized heat may be needed on the nose and grub screw as it has been fitted with thread locker.

McHitch Automatic Trailer Coupler Installation and Operating Instructions

- 1.** Remove tow ball from tongue or weight distributing head. Ensure tongue is flat. On 2, 3.5 and 4.5 tonne models screw the 7/8" stepped threaded shaft into the base of receiver so that the shoulder of the 1-1/4" diameter thread is one thread inside the base of the receiver. Tighten grub screw with allen key provided. The 1-1/4" shank is also recommended for the 4.5 tonne model in heavy duty applications. On 6 tonne models, screw 1-1/4" parallel threaded shaft into base of receiver and tighten grub screw with allen key.
Fit receiver to tow tongue and install split washer and nut on threaded shaft and tighten to 220ft/lb for 7/8" and 420ft/lb for 1-1/4" shaft. Tongue must be flat in the area where the receiver contacts the tongue. Dress with a grinder if it is not flat, or fit new tongue. Ensure bolts holding locating tabs on sides of receiver are tight.
- 2.** For WDH systems on caravans see detailed instruction sheet
- 3.** Before fitting coupling to trailer/van, slide coupling into receiver and check fitment and ease of release. Stainless steel nose on tapered shaft is adjustable to remove any forward/rearward play. If play develops over time, loosen grub screw and adjust nose slightly by turning using a round bar in hole provided.
- 4.** Remove old coupling from the trailer/van and disconnect handbrake cable if fitted.
For 2 and 3.5 tonne models, drop the coupling over the bolts if they are welded in place or fit bolts and new nyloc nuts (available separately) and tighten to 60ft/lbs.
For 4.5 models use the 9/16" bolts provided. Existing mount holes may need slight burring to accommodate the slightly larger bolts. Tighten to 80ft/lbs.
For 6 tonne models place new coupling on mounting plate, mark out hole positions and burr holes out to 16mm diameter. Hole pattern is 180mm by 54mm centres. Install 16mm diameter grade 8 bolts washers and nylon nuts (available separately) and tighten to 90 ft/lbs. All models install handbrake if required under rear bolts. Connect handbrake cable and adjust on all models.
- 5.** To hitch up the auto coupler you need to ensure that the tapered shaft on the coupling is the same height as the receiver. Once you establish this, mark the height on your jockey wheel shaft with a marker. We recommend that you use a reversing camera to make hitching up a one person process. When using a reversing camera, place the yellow magnetic marker on the top of the universal to make the coupling position more visible during the hitching process.

Simply reverse the tow vehicle slowly so that the tapered shaft enters the receiver and engages the latch handle. Make sure you fit the hitch pin through the receiver body and fit the R-clip to secure it before towing. The lock body supplied can now be fitted to the hitch pin. Install safety chains and wiring plug.

WHEN HITCHING UP, THE RECEIVER HANDLE SHOULD BE IN THE DOWN POSITION.

- 6.** The universal used in 2, 3.5 and 4.5 tonne models is part no. RUJ 2041 (as fitted to all Toyota Landcruisers), whilst the 6 tonne model uses part no. K5GB22R, and are readily available at most bearing parts outlets. (The part number is embossed into the rear "U" underside). It is greaseable (depending on use, every 6-12 months intervals) and can be replaced by removing the screwed plugs (RH thread) with a 1/2" breaker bar. Some localised heat may be required on loctited threaded plug to loosen.

Please Ring Joe McGinnes on (02) 6351 2533 or 0402 863 867 for technical support.



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