

OWNER'S HANDBOOK

STIRLING MK3 RANGE



All the info you need to know when using your Ezytrail Stirling range Offroad Camper Trailer



EZYTRAIL

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 camper. 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 camper 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 camper 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, WHICHEVER 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 camper 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 camper 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. (Includes ball weight)

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 towing vehicle when the combination vehicle is resting on the horizontal supporting plane. (Includes ball weight)

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

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



BRANCH LOCATIONS

VICTORIA

Kilsyth

Branch Office

Lot 1, 97-107 Canterbury Road

Kilsyth VIC 3137

P:03 9728 3147

Cambellfield

Branch Office

1924 Sydney Road
Campbellfield VIC 3061

P:03 9357 9603

Geelong

Branch Office

2 Sharon Court
North Geelong VIC 3215

P:03 5260 2900

NEW SOUTH WALES

Lansvale

Branch Office

152-154 Hume Hwy
Lansvale NSW 2166

P:02 9754 2176

Penrith

Branch Office

22 Lemko Place
Penrith NSW 2750

P:02 4701 5782

Newcastle

Branch Office

5 Archibald Place
Heatherbrae NSW 2324

P:02 9754 2176

Coffs Harbour

Branch Office

1 Keona Circuit
Coffs Harbour NSW 2450

P:02 6651 2960

QUEENSLAND

Brisbane

Branch Office

Unit 1, 48 Meadow Avenue
Coopers Plains QLD 4108

P:07 3277 8980

Sunshine Coast

Branch Office

55-57 Lear Jet Drive
Caboolture QLD 4510

P:07 5348 0240

Townsville

Branch Office

62 Punari Street
Currajong QLD 4812

P:07 4725 3806

SOUTH AUSTRALIA

Adelaide

Branch Office

283 North East Road
Hampstead Gardens SA 5086

P:08 8261 5865

WESTERN AUSTRALIA

Canning Vale

Branch Office

Unit 1, 196 Bannister Road
Canning Vale WA 6155

P:08 9455 1454

Wangara

Branch Office

Unit 1, 33 Dellamarta Road
Wangara WA 6065

P:08 9309 4000

ACT

Canberra

Branch Office

3 Whyalla Street
Fyshwick ACT 2609

P:1300 010 513



@EzytrailCampers



@ezytrail_campers

ABOUT YOUR OFFROAD CAMPER

Model	Stirling GT MK 3	Stirling LX MK3
Type	OFFROAD CAMPER	OFFROAD CAMPER
Tare	1700kg	1800kg
ATM	2250g (Upgradable)	2250g (Upgradable)
Ball Weight	180kg	190kg
Overall Dimensions	5720 x 2020 x 1905mm (L x W x H)	5720 x 2020 x 1905mm (L x W x H)
Body Construction	Galvanised steel tube frame, 1.2mm zinc sheet body panels, 12mm laminated plywood interior panels	Galvanised steel tube frame, 1.2mm zinc sheet body panels, 12mm laminated plywood interior panels
Colour	Customisable Colours	Customisable Colours
Chassis/Drawbar	Ezytrail F5 Fully welded RHS tube with rated rear recovery points	Ezytrail F5 Fully welded RHS tube with rated rear recovery points
Suspension	Adjustable Independent Trailing Arm Coil Suspension	Adjustable Independent Trailing Arm Coil Suspension
Hitch	3500Kg ALKO offroad ball hitch	3500Kg ALKO offroad ball hitch
Kitchen	Stainless Steel slide out kitchen with permanently plumbed cold mixer tap, brushed stainless steel sink with RH drainer, folding dish rack, 4 Burner High Output Stove, stainless steel splashback wind deflector, pull out prep bench, cutlery tray, under sink drawer and LED stalk light	Stainless Steel slide out kitchen with permanently plumbed hot/cold mixer tap, brushed stainless steel sink with RH drainer, folding dish rack, 4 Burner High Output Stove, stainless steel splashback wind deflector, pull out prep bench, cutlery tray, under sink drawer and LED stalk light
Gas Plumbing	Single stage regulator with POL braided pigtail, 3/8" copper main line, flexible braided stainless kitchen supply	Single stage regulator with POL braided pigtail, 3/8" copper main line, flexible braided stainless kitchen supply
Water System	Fully Plumbed water system- snake track with permanent water plumbing connected to kitchen via braided flexible hoses.	Fully Plumbed hot/cold water system- snake track with permanent water plumbing connected to kitchen via braided flexible hoses.
Water Tank	1 x 45L front + 1 x 120L rear food grade poly water tanks	1 x 45L front + 1 x 120L rear food grade poly water tanks
Fridge Slide	Front Fridge Slide Compartment: 980L x 595W x 515H	Front Fridge Slide Compartment: 980L x 595W x 515H
Stabilizer Legs	4 x Drop Down Heavy Duty Stabilizer Legs Fully Adjustable	4 x Drop Down Heavy Duty Stabilizer Legs Fully Adjustable
Jockey Wheel	ARK Heavy Duty jockey wheel	ARK Heavy Duty jockey wheel
Jerry Can Holder	2 x 20L Jerry Can Holders	2 x 20L Jerry Can Holders
Gas Bottle Holder	2 x 9kg/4.5kg	2 x 9kg/4.5kg
Stone Guard	Fully integrated stoneguard toolbox	Fully integrated stoneguard toolbox
Wheels	16" Alloy Wheels with 265/75R16 Mud terrain Tyres	16" Alloy Wheels with 265/75R16 Mud terrain Tyres
Brake System	12" Electric brakes with Hand Brake	12" Electric brakes with Hand Brake
Entertainment System	Integrated 4 Speaker Entertainment System with CD/DVD/USB playback + Bluetooth Function & 19 inch HDTV	Integrated 4 Speaker Entertainment System with CD/DVD/USB playback + Bluetooth Function & 19 inch HDTV
Battery	2x 100Ah Deep Cycle Batteries	2x 100Ah Deep Cycle Batteries
Electric System	12V and 240V Power throughout	12V and 240V Power throughout
12v Power Outlet	Yes	Yes
USB Outlet	Yes	Yes
Portable Toilet	10L Portable Toilet	10L Portable Toilet
TENT DETAILS		
Material	450gsm Canvas	450gsm Canvas
Tropical Roof	Included	Included
Kids Room	Optional	Optional
Fully Enclosed Annexe	Included	Included
Pole System	Corosion resistant Alloy Pole-Set with Quick Release Clamps	Corosion resistant Alloy Pole-Set with Quick Release Clamps
Ensuite	Included	Included
Mattress	Triple Density Foam Mattress	Triple Density Foam Mattress

BEARINGS AND SEALS

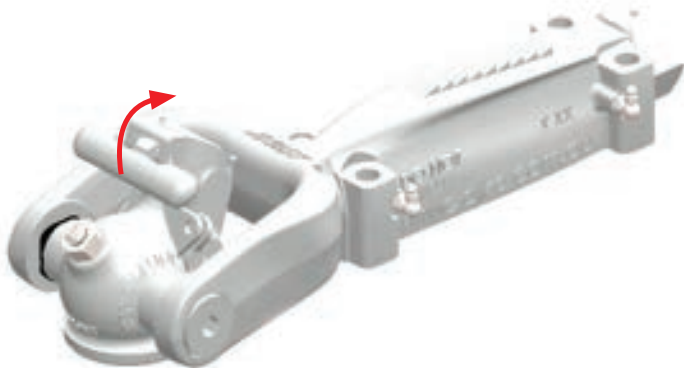
Inner bearing/cup	Outer bearing/cup	Seal	Grease cap
25580/20	15123/245	60mm axle - 412920	62.20mm

HOW TO HITCH YOUR COUPLING

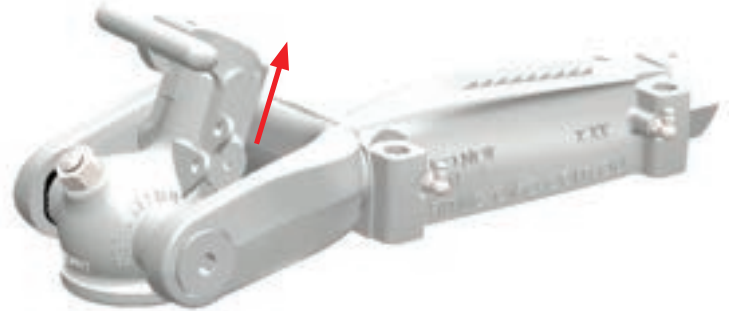
COUPLING

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

1. Rotate latch handle upwards

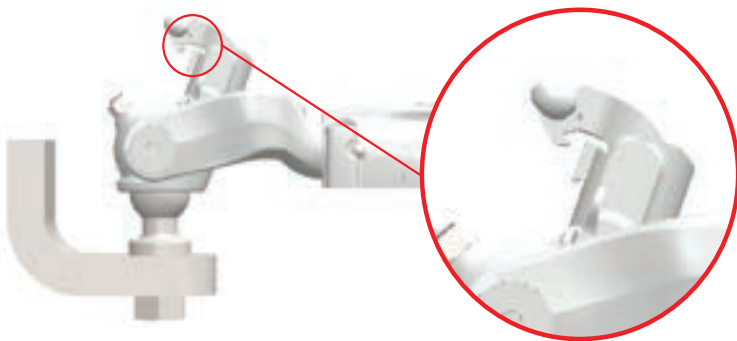


2. At the same time pull latch assembly up to lift tongue.



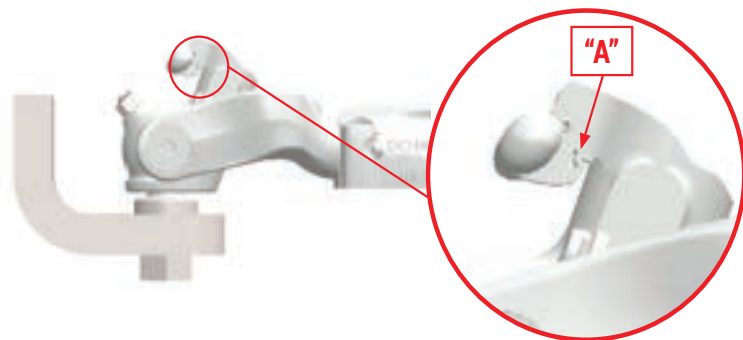
3. With latch assembly pulled back, lower the coupling onto towball

- 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

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.

SEASONING THE CANVAS

All campers must be set up prior to use and seasoned before your first outing. This gives you an opportunity to familiarise yourself with your tent set-up and make sure you have all necessary components.

At this time the camper should be hosed with water to allow seam take up, in a process called seasoning your canvas. You may find that in first wettings some leakage occurs through the seams and canvas. This is not a fault of the manufacturer, but a natural characteristic of the blend of canvas and synthetic fabrics. For this reason your canvas product must be erected and thoroughly saturated and then allowed to dry prior to its first use. This process (seasoning) should be followed a number of times – 3 times is the recommendation, allowing the fabric to shrink and help close up fibres and seams which may cause leakage. Follow these 4 simple steps to begin seasoning the canvas

1. Set up your camper and annex with all doors and windows zipped up and closed
2. Using your garden hose apply a light spray of water over all the external canvas areas. Wet out the canvas without allowing water to pool in any section then allow to dry thoroughly.
3. Repeat the process of wetting and allowing to dry another 2 times.
4. On the third wetting check for any leaks in the canvas particularly along the seams. If a seam is weeping water through, allow the canvas to thoroughly dry then apply a wax stick along the area of the seam. This is done by lightly rubbing the wax stick over the area. Once applied wet the canvas and check again. NOTE: It is not unusual for seams that aren't able to be seam sealed with tape to weep after seasoning. This is not a reflection of canvas or workmanship but simply a characteristic of canvas tents. If the leak persists, contact your Ezytrail customer representative.

*Note - Seasoning process should be repeated periodically once tent material stretches during normal use.

PROTECTING SEAMS AND SCREENS

Seams: When erecting any canvas tent, it is vitally important that you don't stress the canvas by overtightening when adjusting the poles. The most common cause of damage to canvas is over tensioning. Adjusting the tent should give the canvas good shape but the material should be relaxed. If you can see the stitching exposed in a seam, then the canvas is under strain and the pole should be backed off.

Screens: Fly mesh screens are vulnerable to damage by poles rubbing against it. When packing up your camper it is important to close windows with both inner and outer canvas zipped up thus protecting the mesh. Never leave door screens rolled up when packing your camper as this can cause harsh creases and damage the screen. Mesh damage by owner misuse is not a warrantable issue.

STITCH HOLES

Ezytrail ensure your tent is made using the finest water repellent fabric. However, canvas products are not permanent structures and in extreme conditions some water may penetrate. Seepage may occur in the seams through the needle holes created in the sewing process. This is normal and can be corrected with the application of seam sealing compound. It is suggested you purchase a wax stick to keep with your camping equipment in case of spot leakage.

WICKING

Your canvas product will not leak if you touch the canvas. However, if you rub your finger back and forth continuously on the canvas you may eventually draw water through (wicking). For this reason it is advisable not to have anything in direct contact with your canvas. Similarly, if water is left to pool on your canvas, water may seep through the fabric causing leakage. To avoid such occurrences, set your tent appropriately for the weather conditions.

CANVAS CARE

ZIPS

All zippers on your canvas product will give you years of service. However, care must be taken when using your zips. Never force a zipper - reduce tension so all zippers run smoothly without straining.

- Have zips closed when pegging out the tent.
- Have zips open slightly (to allow air into the tent) during erection.
- Before final tensioning of a tent close all zips.
- Always use two hands to operate zippers.
- Damaging your product from over tensioning may void your warranty.

Reducing the Risk of Jamming Fabric in the Zip:

- When using the zip, hold the pull-tab between your thumb and forefinger with your thumb facing you.
- As you are closing the zip, clear the way in front and under the zip slider using the back of your hand and cup the zip slider underneath with your remaining 3 fingers while using your other hand to support the tent material.
- Use this action for opening or closing. Keep the fabric clear of the zip slider - zip and unzip slowly.

What to do if the Zipper Gets Caught:

- Wriggle the fabric bit by bit out of the slider. Do not try and pull all the fabric in one go.
- Do not force the slider or the fabric.

If the Slider Does Not Close the Zipper Properly:

- With use the jaws of a zip slider can open slightly over time. This can be exaggerated quickly if fabric is caught in the zipper. When this occurs, the slider does not compress and interlock the zipper coil teeth tightly enough and the zip may burst open or fail to close.
- To fix this, simply undo the zip and with the slider at the end of the zip lightly crimp the jaws of the zip slider together with a pair of pliers.

CLEANING

Do not use a washing machine or any detergents as this may destroy your proofing. Remove dust, etc. with a soft brush and warm water. If it is necessary to use a mild detergent or canvas mildew remover, reproof the area with suitable waterproofing compound.

CARING FOR YOUR POLES, POLE JOINERS AND ZIPS

Make sure the poles and zips are always clean and dry before storage. When the poles and zips have been used in damp, dusty, sandy or salty conditions they must be cleaned/dried using a clean dry cloth. Please make sure you handle the poles carefully, especially when unpacking and packing away into the carry bag.

CONDENSATION

When warm moist air meets cooler air, condensation will occur on solid surfaces including the inside of the canvas. The camper trailer tent walls and roof form a barrier between the inside and outside conditions. The moisture inside the tent condenses on the canvas fabric and water droplets are formed. Sometimes these water droplets build up to appear that the fabric is leaking when in fact the cause is condensation. Condensation can be reduced if the camper trailer tent is well ventilated to reduce the build-up of warm moist air on the ceiling.

Condensation may also occur within the trailer and storage boxes when packed away. It is recommended to use moisture absorbent products when your camper is not used.

MOULD

Mould is very difficult to clean once a tent has been affected. There are several ways you can prevent the occurrence of mould on your canvas.

1. Never leave your camper packed away wet.

If you must leave a campsite with wet canvas be sure to open and dry out your tent 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.

2. Check for condensation

When packing up even a dry tent 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 with the exterior for moisture to form under it. If left unchecked this can cause mould when your camper is stored.

3. Remove any animal droppings

Bird/bat/insect droppings can damage your canvas due to the Ph level. Always clean off any animal dropping as soon as possible.

4. Buy moisture absorbers

When storing your camper between camping trips it is recommended that you use moisture absorbent packs in your camper. In soft floor campers these are best placed directly on top of the mattress and in canvas storage areas. In hard floor campers they should be placed on the floor in the dining area and in the canvas storage areas. Using these packs is critical in high humidity weather and where your camper is not stored in an enclosed garage.

SETTING UP YOUR CAMPER

LOADING YOUR CAMPER

It is important to load your camper correctly and distribute weight evenly to achieve a suitable ball load balance. Optimising ball weight between 9 and 11% will reduce sway. It is recommended to keep a ball weight scale with your camping accessories as load balance will change with useage.

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.

CHOOSING A SPOT TO SET UP



1. The first thing to do when you come to camp is to pick a nice piece of flat ground and unhitch your trailer.

When choosing a spot to set up your camper, start with a flat area with no overhanging trees. Birds and bats occupying trees can defecate leaving droppings on your camper that can damage paint and canvas. Trees sap and branches can also stain and damage the canvas. Ensure you are not camping in an area prone to flooding or with bad drainage. If camping off grid ensure you have 5 metres of clear space around your camp site.



Set the handbrake



Lower the jockey wheel to take the weight of the trailer



Disconnect your trailer plug & any other elec. connections to the trailer



Don't forget the safety chains



Place your wheel chocks in front of your wheels



Now remove your hitch from the ball and drive away slowly



Lower all legs into position & Use your winder tool to stabilise the trailer



The stabiliser legs on your camper are not designed to support the full weight of the trailer, they are there to stabilise it once it is level. Using your stabilisers as a lifting mechanism will void your warranty as will extending them with a "rattle gun" or "impact wrench" or "impact driver". Levelling front to back can be done by raising and lowering the jockey wheel prior to adjusting the stabiliser legs. Getting the trailer level from left to right should be done with drive on stepped ramps. Once levelled the legs can be lowered to keep the trailer stable. On soft ground you may want to use timber sole boards under the stabiliser feet.

SET UP YOUR STIRLING GT MK3

2. Unlatch the boat loader rack and with the help of a mate push it up and away from the trailer, it can lock either horizontally or vertically depending what you have attached to it and how much space you have at camp.



Unlock the locking pin



Release the over-centre latches



Remove the locking pin on the other side of the trailer



Push the rack up and away



The rack can be locked horizontally (Replace the bolts to lock in the rack)



Or it can be locked vertically (Replace the bolts to lock in the rack)

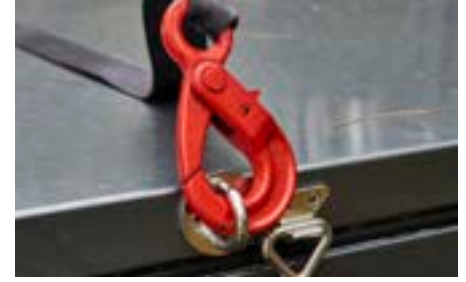
3. Next unwind both the forward and rear winches about 3.5-4m and attach to the anchor points



Raise and secure your winches



Unwind your winches



Attach hooks to the anchor points

4. Then unlatch all your catches and lift the lid by about 500mm, this is so when you start winching the lid lifts rather than pulls straight against the hinges

5. Using the front winch, wind until the trailer door goes just past 90 degrees, it will then start to fall before the rear winch catches it. Once it is supported by the rear winch, use that to lower the lid down onto the front of the trailer.



Release the over-centre catches



Lift the lid around 500mm or so before winching



Use the front winch to get the lid past 90 degrees

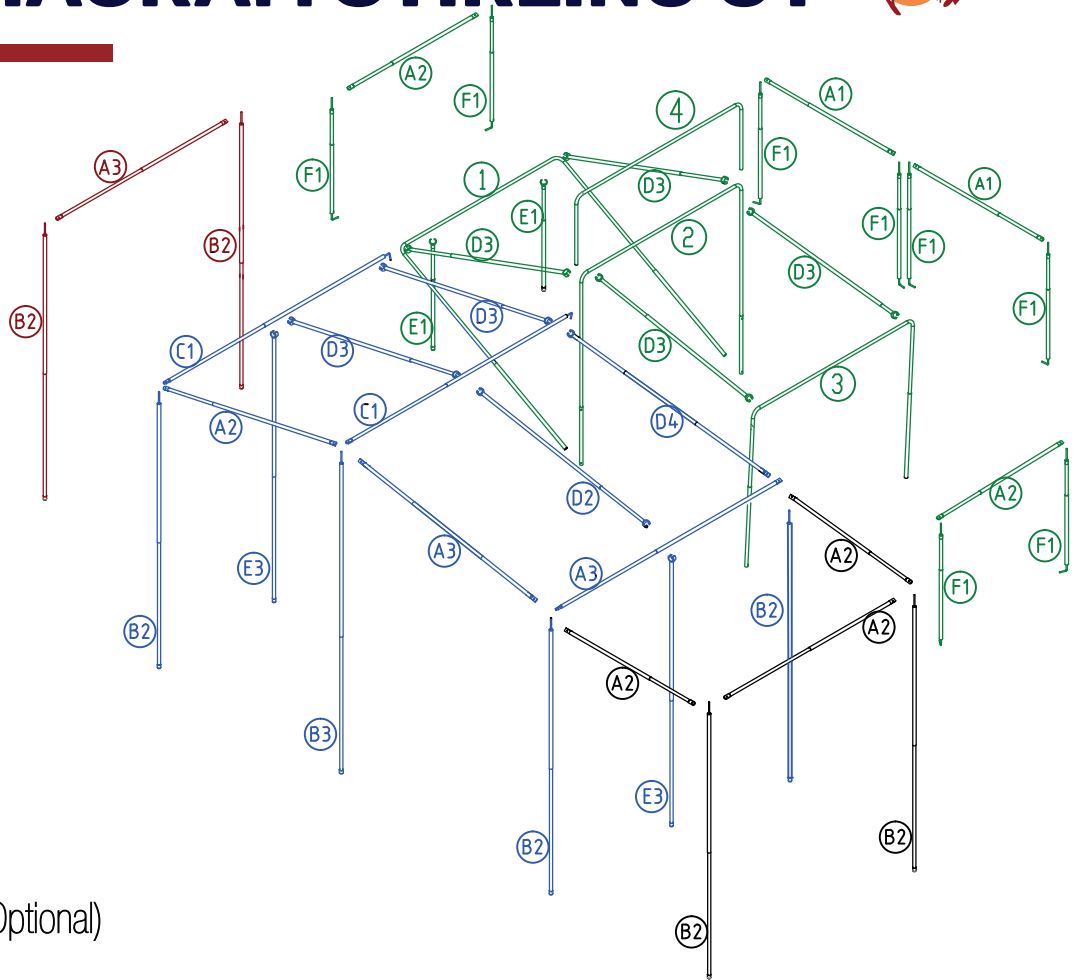


Then use the rear winch to safely lower the lid into position



The winch should lock into position like this

POLE DIAGRAM STIRLING GT



- Main Tent
- Annexe
- Ensuite
- Kids Room (Optional)

Main Tent - Bow Poles not shown

- NO# 4 x1
- NO# D3 x4
- NO# E1 x2

Awning One

- NO# A2 x1
- NO# A3 x2
- NO# B2 x3
- NO# B3 x1
- NO# C1 x2
- NO# D2 x1
- NO# D3 x2
- NO# D4 x1
- NO# E3 x2

Ensuite

- NO# A2 x3
- NO# B2 x2

Kids Room (optional extra)

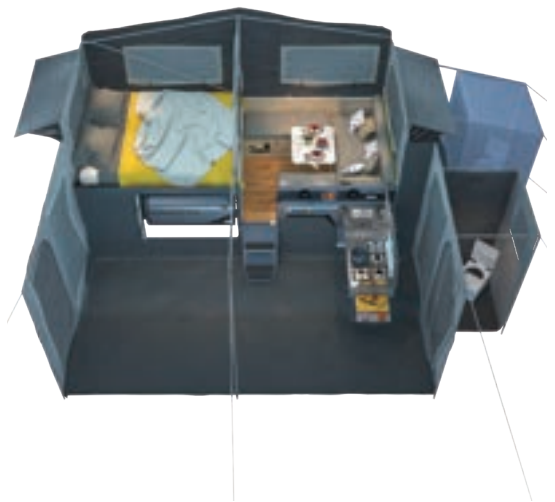
- NO# A3 x1
- NO# B2 x2

Window Cover (makes 2)

- NO# F1 x4
- NO# A2 x2

Window Cover type 1 (makes 2)

- NO# F1 x4
- NO# A1 x2



Ezy Hint

Prior to embarking on your first camping trip make sure you weather your canvas by wetting it down with a hose & letting it dry out at least 3 times.



Please note: Kids Room is not included in the standard package. It must be optioned in if required. Speak to your sales rep for pricing & availability.

INSIDE THE TENT FOR YOUR STIRLING GT MK3

Now it's time to setup your tent, this stage can take as little as 10 minutes once you become well practiced, but be prepared for your first time to take a little longer

1. **Locate your door key, and use this to open the door of the trailer, this is always the first thing you do before going into the trailer and the last thing you do before folding trailer back up when you pack up. Make sure you do this before you close up your camper otherwise the gas struts get in the way and may stop you from being able to close the door.**
2. **Before jumping inside, work your way around the trailer and make sure all the press studs are connected so the canvas holds in place.**
3. **Grab two c-clip spreader bars, one long one, and one short one. Then climb inside your trailer**
4. **If your trailer is brand new check that all bows are correctly attached to the canvas you do this by using the Velcro to hold them in place.**



Use the key provided to unlock the door



Use the Velcro to attach the roof bow to the roof



The middle bow with its Velcro sleeve correctly fastened

5. **Start by putting in two of your spreader bars between the living area bow and the centre bow then climb up onto the bed**
6. **Raise the bed bow and extend out until side walls are firm but not tight**
7. **Then put in your corner stays and the other 2 spreader bars, extend the corner stays and lock in place**



Attach the longer c-clip spreader bar



Take care to extend both sides of the bow evenly



Pop in your corner stays at the front of the trailer

8. **Work your way back extending all bows then spreader bars, but take care not to make it too tight it can open up seams and cause water to get in canvas shrinks as it weathers so your trailer may appear a little saggy when you first set it up but over time it will shrink and tighten up as the canvas becomes seasoned**



This is the most basic setup for those quick overnight stays where you don't need the extra undercover area that the annexe provides. If you are planning a longer stay however you'll want to set up the annexe.

The main tent is now set and ready for sleeping in. Note that there is still a little slackness in the canvas. This is the most basic setup for those quick overnight stays where you don't need the extra undercover area that the annexe provides. If you are planning a longer stay however you'll want to set up the annexe.

OUTSIDE THE TENT FOR YOUR STIRLING GT MK3



Annexe: Your annexe will take approximately 20-30 minutes to setup completely and is best done with at least 2 people.

1. The first step is to unfold your annexe canvas and lay it out on the ground, make sure its sitting the right way and you have a nice pile of all your annexe walls and shower room off to one side
2. Then lower your centre bow to make it easier to attach the annexe, this can be done without doing this but this is much easier
3. Here's a little trick for you, instead of trying to climb up and zip the annexe on, once you get the zip started use a window stay to help the zip along



Lay out your canvas



Two pairs of hands will make the job much easier



Use a window stay to help the zip along

4. Now lay out all the poles we need before starting, for the Stirling we need 3 x ridgepoles, 3 x flat end spreader bars, 3 x c clip spreader bars and 2 x c clip uprights
5. Start off by inserting the hooked end of the ridge poles through the canvas holes putting the hook through the loop inside the tent, this is easier to do with a friend helping
6. Once all your ridgepoles are in start at one end and put up the upright and add in the flat spreader poles, and then last of all put the canvas over the top with the upright spigot through the eyelet and use the elastic hook to secure. It's best to have your mate or partner help with this part, it's really a two-person job.



Lay out your poles



Insert the hooked end of the pole through the loops on each tent bow



Upright pole, followed by the ridge pole, then the flat end spreader bar.

7. Once all the perimeter uprights and spreader bars are up, it's time to put in the c clip uprights and spreader bars



C-clip spreader bars stop water from pooling in bad weather



All Ezytrail annexes are free standing, but we suggest that you always use guy ropes, especially if there is a chance of wind.



ANNEXE WALLS: Now if you want a bit more privacy from other campers or the weather looks like turning and you want to batten down the hatches, you'll want to attach your annexe walls. It's a fairly simple process and shouldn't take you more than 15 minutes to do.

1. The first step is to lay out your annexe walls, make sure that the side with the PVC flap is going to be on the inside of your trailer, this will make sure the d-ring is on the outside and you can peg your walls down
2. Once again with the help of a friend start the zippers and zip away. Make sure you don't forget to push down the velcro for a good seal
3. Peg out all your walls using the d-rings that are positioned around the perimeter



Lay out your walls to begin with



This job is much easier with the help of a friend



Pegging out the walls will help keep them quiet if it gets windy, as well as adding strength to the structure

4. If you are putting the PVC floor in, this is the time to do it, once it is all pegged out, this simply velcros on and thanks to that PVC flap there is no chance of water getting in



Getting a mate to put pressure on the outside while you fasten the Velcro will make the job much simpler

LOUNGE MODE



Your Stirling range has a leather lounge and table included as standard and not only is it a comfortable place to sit, it can also convert into a bed for the kids. Let's take a look at how to set it up.

1. Setting this up is pretty simple, the base pieces all have a velour finish on the bottom, these go around the edges.
2. The lounge backs are leather front and back, start with the two corner pieces and then the left and right pieces can be identified by the pole cutouts
3. The remaining cushions go in between, easy!
4. The table simply winds up to the height you want it at thanks to a handy winder built into the middle of the table



BED MODE

Your Stirling range has a leather lounge and table included as standard and not only is it a comfortable place to sit, it can also convert into a bed for the kids. Let's take a look at how to set it up.

1. Start by lowering the table and placing it in its travel position, find the supporting plank and place it parallel to the table making sure to place it on the supporting wood ledges on front of the seats.
2. Remove the back rests closest to the back of the camper either side and place on them top of the table/plank.

3. Make bed.



There you have a bed for the kids or their friends, making the Stirling range a genuine 6 berth trailer!

If you have any questions, feel free to give your local Ezytrail dealer a call. If you have a tip or hint that you would like to share with other Ezytrail owners jump onto the Ezytrail Facebook page and have your say! Don't forget to check out the Camping Tips segment on Youtube for some handy hints on things like correctly tying your guy ropes or how to setup your toilet and shower room

SET UP YOUR STIRLING LX MK3

2. Unlatch the boat loader rack and with the help of a mate push it up and away from the trailer, it can lock either horizontally or vertically depending what you have attached to it and how much space you have at camp.



Unlock the locking pin



Release the over-centre latches



Remove the locking pin on the other side of the trailer



Push the rack up and away



The rack can be locked horizontally
(Replace the bolts to lock in the rack)



Or it can be locked vertically
(Replace the bolts to lock in the rack)

3. Now undo the catch and lower the spare wheel carrier to the horizontal position.



Unlock the carrier



Lower it out of the way of the rear slide

4. Next unwind both the forward and rear winches about 3.5-4m and attach to the anchor points



Unwind your winches



Attach hooks to the anchor points

ANCHOR POINTS:
Front winch to rear middle anchor point
Rear winch to rear side anchor point

5. Then unlatch all your catches and lift the lid by about 500mm, this is so when you start winching the lid lifts rather than pulls straight against the hinges



Release the over-centre catches



Lift the lid around 500mm or so before winching

6. Using the front winch, wind until the trailer floor goes just past 90 degrees, it will then start to fall before the rear winch catches it. Once it is supported by the rear winch, use that to lower the lid down onto the front of the trailer.



Use the front winch to get the lid past 90 degrees



Then use the rear winch to safely lower the lid into position



The winch should lock into position like this

INSIDE THE TENT FOR YOUR STIRLING LX MK3

Now it's time to setup your tent, this stage can take as little as 10 minutes once you become well practiced, but be prepared for your first time to take a little longer

- 1. Locate your door key, and use this to open the door of the trailer, this is always the first thing you do before going into the trailer and the last thing you do before folding trailer back up when you pack up. Make sure you do this before you close up your camper otherwise the gas struts get in the way and may stop you from being able to close the door.**
- 2. Climb inside and unlatch the rear slide using the locating pin inside the seating area, then get back outside and slide it into position, its best to have a friend help with this, as the locating pin needs to be reinserted once the slide is at full extension.**



Unlock the the latches at the side of the camper



Slide your rear bed out after unlocking the latches and the pin inside



The locking pin needs to be released inside before sliding the bed out

- 3. Next, work your way around the trailer and make sure all the press studs are connected so the canvas holds in place**
- 4. Grab four c-clip spreader bars and two small corner stays and climb inside your trailer**
- 5. If your trailer is brand new check that all bows are correctly attached to the canvas you do this by using the Velcro to hold them in place**
- 6. Start by putting in two of your spreader bars between the living area bow and the centre bow then climb up onto the bed**
- 7. Raise the bed bow and extend out until side walls are from but not tight**



Use the Velcro to attach the roof bow to the roof



Attach the longer c-clip spreader bar



Pop in your corner stays at the front of the trailer

- 8. Then put in your corner stays and the other 2 spreader bars, extend the corner stays and lock in place**
- 9. Work your way back extending all bows then spreader bars, but take care not to make it too tight it can open up seams and cause water to get in. Canvas shrinks as it weathers so your trailer may appear a little saggy when you first set it up but over time it will shrink and tighten up.**



This is the most basic setup for those quick overnight stays where you don't need the extra undercover area that the annexe provides. If you are planning a longer stay however you'll want to set up the annexe.

OUTSIDE THE TENT ON THE STIRLING LX

Annexe: Your annexe will take approximately 20-30 minutes to setup completely and is best done with at least 2 people.

1. The first step is to unfold your annexe canvas and lay it out on the ground, make sure its sitting the right way and you have a nice pile of all your annexe walls and shower room off to one side
2. Now lay out all the poles we need before starting.
3. Start off by inserting the hooked end of the ridge poles through the canvas holes putting the hook through the loop inside the tent, this is easier to do with a friend helping



Lay out your canvas



Two pairs of hands will make the job much easier



Lay out your poles

4. Here's a little trick for you, instead of trying to climb up and zip the annexe on, once you get the zip started use a window stay to help the zip along
5. Then lower your centre bow to make it easier to attach the annexe, this can be done without doing this but this is much easier
6. Once all your ridgepoles are in & the annexe roof is attached, start at one end and put up the upright and add in the flat spreader poles, and then last of all put the canvas over the top with the upright spigot through the eyelet and use the plastic hook to secure. It's best to have your mate or partner help with this part, it's really a two-person job.



Use a window stay to help the zip along



Insert the hooked end of the pole through the loops on each tent bow



Upright pole, followed by the ridge pole, then the flat end spreader bar.

7. Once all the perimeter uprights and spreader bars are up, it's time to put in the c clip uprights and spreader bars



C-clip spreader bars stop water from pooling in bad weather



All Ezytrail annexes are free standing, but we suggest that you always use guy ropes, especially if there is a chance of wind.



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SITE POWER

To use site power, you will require a 15A power lead connected to a 15A inlet (figure 1). In the event a 15A inlet 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.

Figure 1

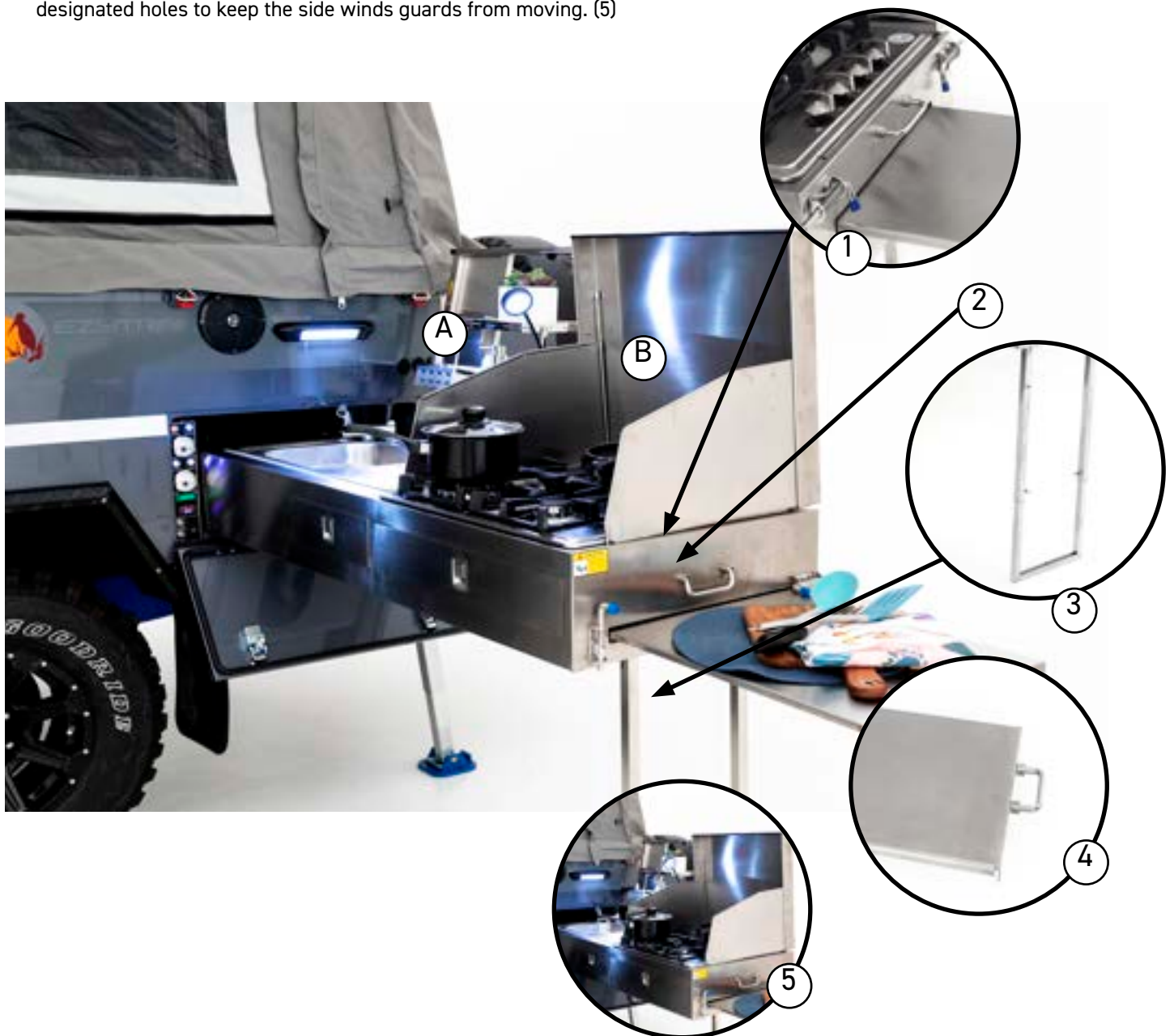


SETTING UP YOUR CAMPER

KITCHEN

Your Stirling range 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)



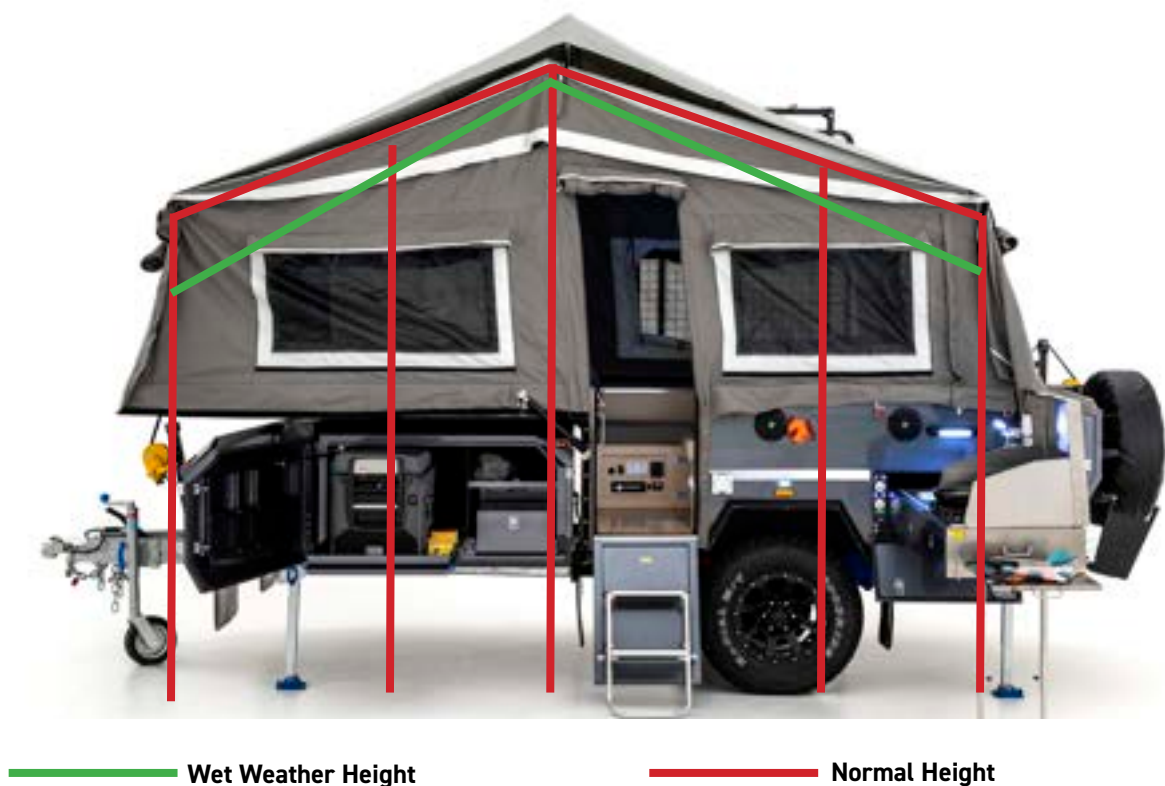
The Stirling range has a hot and cold water tap permanently plumbed to both water tanks. To drain the sink, there is a flexible expandable hose under the sink. This can be placed into a bucket to collect waste water. Please allow to cool considerably before draining to prevent home damage.

SETTING UP YOUR CAMPER

PREPARING FOR BAD WEATHER

Modern camper tents are designed with a roof height to accommodate taller people. The trade off with this kind of design is the pitch of the roof is not always steep enough for water to run off effectively during heavy rain. To better prepare for wet conditions it is advisable in most cases to increase the pitch of the awning/annex roof by lowering the corners furthest away from the main tent. This should be done to the degree that water cannot pool on the roof.

Canvas is not designed to store water. Water pooling can stretch and damage canvas and in extreme cases bend the supporting poles of the camper. This is considered storm damage and is not covered by your camper manufacturer under warranty. Lower the annex corner poles as seen in the diagram to increase the fall and evacuate water quickly. Ensure guide ropes are adjusted accordingly



STORAGE & CARE

LONG TERM STORAGE

To maximise the life of your camper/Camper 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 in the smallest amounts can cause 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 camper.
- Store 1 or 2 moisture absorbing packs/dehumidifier packs in the camper/Camper to draw away any residual water vapour.
- If packing up with damp canvas, open and dry out the camper at the first opportunity when returning home. Dry all canvas thoroughly and follow point 2.

EXTERIOR

Ensure all seals on the camper have proper compression at 30-50%, are free of dirt and have no canvas protruding past the seals. UV light and the elements can over time cause seals and fitting 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.

CARE OF PAINT & SURFACES

PAINTWORK

The paint coatings on your Camper 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 Camper. Always check the label to ensure the washing solution is nonabrasive, contains no ammonia or caustics.

Polishing: New Campers 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 Camper should be waxed annually regardless of being kept under cover to protect the surfaces from oxidation.

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****

TORQUE SETTINGS

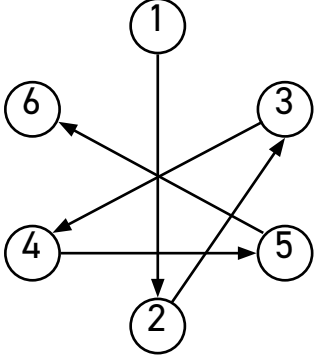
WHEEL NUTS

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.

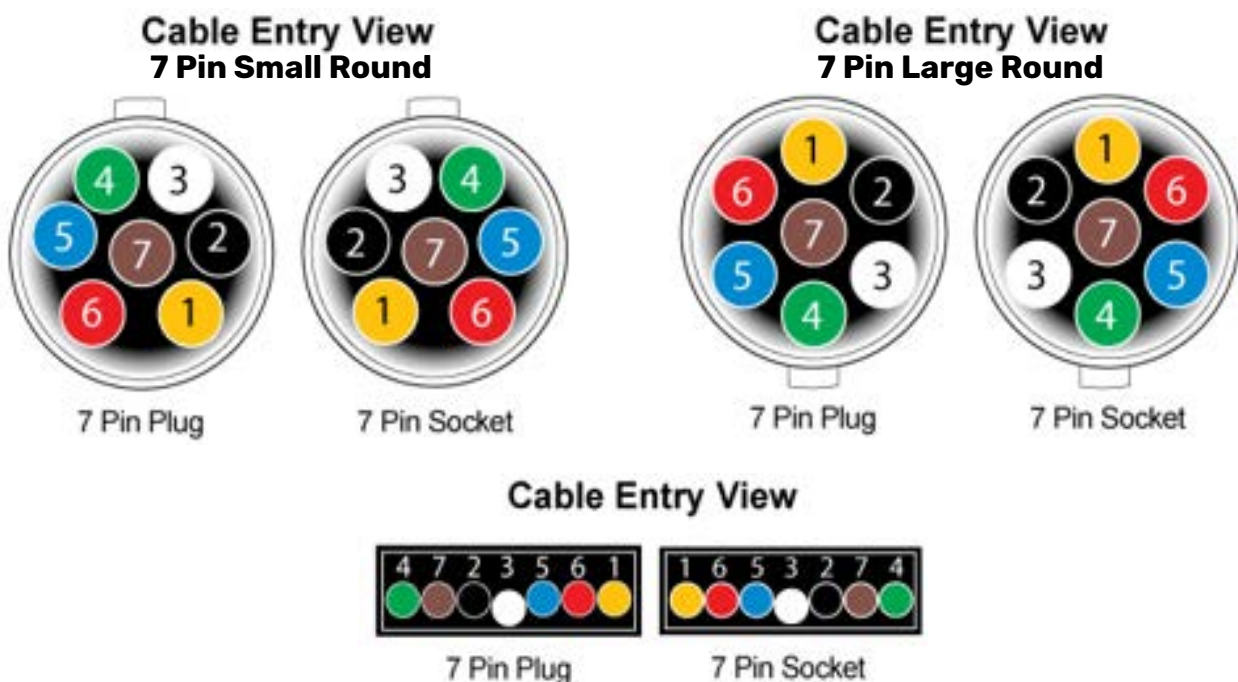
OPERATION

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



BRAKES AND HANDBRAKE

BREAKAWAY SWITCH

By law*, all trailers with an ATM 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 camper 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 camper 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.

*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.

BRAKES AND HANDBRAKE

HAND BRAKE

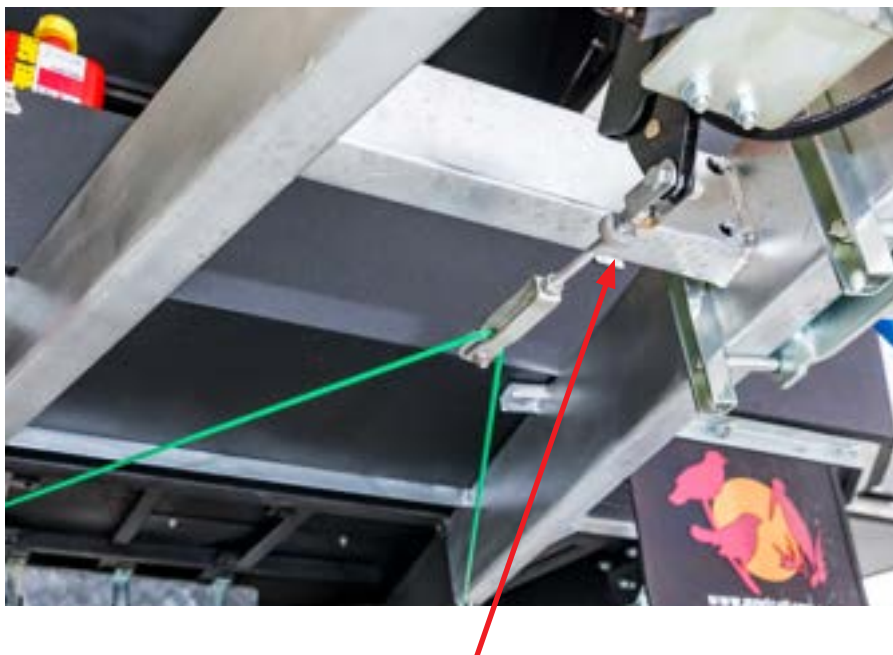
Parking brakes are mechanically operated by a cable.

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 Camper 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.

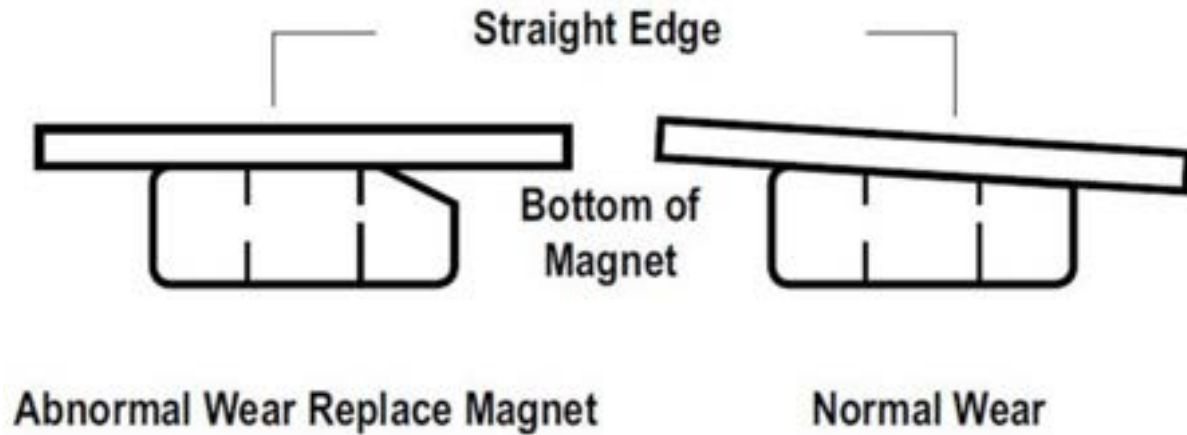


CAUTION - DO NOT GET GREASE OR OIL ON THE BRAKE LININGS, DRUMS OR MAGNETS.

BRAKES AND HANDBRAKE

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 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.

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 Camper 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 Camper.



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 CAMPER

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

Never place any part of your body beneath the Camper when suspended by any kind of jack. Ensure the body of the camper 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 Camper cannot move.

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**



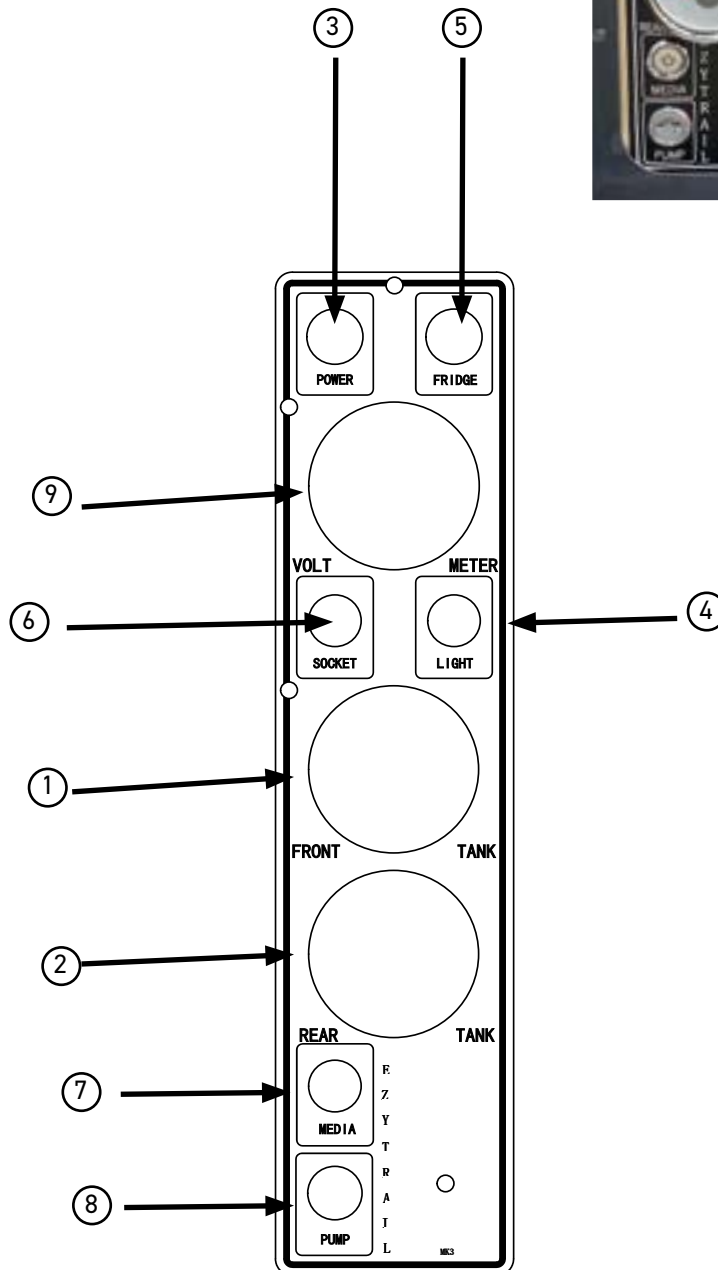
DEEP CYCLE BATTERY - STATE OF CHARGE	
Level	Voltage
100%	13.00V
90%	12.85V
80%	12.7V
70%	12.6V
60%	12.45V
50%	12.35V
40%	12.25V
30%	12.1V
20%	11.95V
10%	11.75V
0%	10.50V

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. Battery Voltage Meter

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



GAS & WATER SYSTEMS

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.



CONNECTING THE GAS

Your Camper 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.

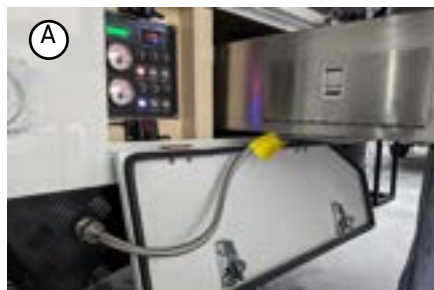
Connect the gas as shown:

(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.



GAS & WATER SYSTEMS

HOT WATER

The Stirling LX MK3 camper is fitted standard with a TRUMA Ultrarapid 14L gas/electric hot water system. The included manual will assist with operation, maintenance and trouble shooting. Do not attempt repairs, modifications or servicing unless qualified.

Please be mindful of hot water around children



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			
Internal main tent items- ensure secure		Electrics – check cables and plugs all in good repair	
Canvas packed away correctly (not protruding past weather seals)		Chains – all in good order – shackles good and reach to tow vehicle	
Roof accessories lowered/stowed		Nose weight- Check on level ground & adjust as required	
Winch straps secured and tightened		Security locks- remove all	
All latches and door locks secure		Wheel nut torque and tire pressures- check	
Gas Cylinder/s- Check taps are closed at cylinder and strapped down		Spare wheel carrier securely latched and locked	
Jerry cans – check done up securely and strapped down		Toolbox/Lockers – check all stowed and then lock the doors	
Jockey wheel- raises and lowers – pivots out of the way as required		Stabiliser legs – ensure they are locked up out of the way	
Hitch unit- check for smooth movement and grease if needed		Water Tanks full & locking cap secure	

On The Move			
Hitch secured to tow ball and locks are engaged		Raise and stow jockey wheel	
Anderson plug connected		Road lights- check all are working	
7 pin plug connected		Trailer brakes engaging when brakes applied	
Safety breakaway switch lanyard connected		Check trailer is at correct pitch before departing.	
Chains are crossed and at correct length		Do a final walk around before driving off	
Handbrake lever released			

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 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
	Low battery voltage	Charge for 24hrs and retest
	Poor connection	Tighten battery terminals and check power connections
	Damaged wiring	Find damage and repair/replace
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.
	Battery isolator switch off	Turn on
	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
	Poor connection	Tighten battery terminals and check power connections
Lights, plugs or fridge not working	Main Power Switch "OFF"	Turn on Main Power Switch
	Circuit switch "OFF"	Check control panel and switch to "ON"
	Tripped circuit breaker	Reset breaker
	Poor connection	Tighten battery terminals and check power connections
	Battery isolator switch off	Turn on
	Damaged wiring	Find damage and repair/replace
Indicators or park lights not working	Trailer Plug not connected	Connect trailer plug
	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
	Supply vehicle fault	Inspect and rectify
Circuit breaker tripping during use	Overloading	Check amperage draw from appliances, reset and check appliances individually
	Faulty appliance	Check appliances individually and rectify
	Faulty circuit breaker	Test and replace

TROUBLE SHOOTING

WATER

PROBLEM	POSSIBLE CAUSE	SOLUTION
Pump not working (no noise)	Main Power Switch "OFF"	Turn on Main Power Switch
	Battery isolator switch off	Turn on
	Main circuit breaker tripped	Reset main circuit breaker
	Low battery voltage	Charge for 24hrs and retest
	Poor connection	Tighten battery terminals and check power connections
	Damaged wiring	Find damage and repair/replace
	Faulty pressure switch	Bypass pressure switch to test, replace if required
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 appliance manufacturers 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
	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
	Poor 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 camper 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 camper 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 camper 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 camper 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 camper 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.

CAMPER TRAILERS

The Stirling range range of campers F5 Chassis and Drawbar are covered by a lifetime structural warranty.

Unless stated otherwise, campers & 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

TENTS

Tents are guaranteed to be in new merchantable condition at the time of purchase.

A limited manufacturer's warranty period of 12 Months applies to Ezytrail canvas components, poles and fittings. General wear and tear excepted.

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 camper in a safe and usable condition. Campers 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 CAMPER 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	
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	

MAINTENANCE SCHEDULE



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	

MAINTENANCE SCHEDULE



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	

MAINTENANCE SCHEDULE



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	

MAINTENANCE SCHEDULE



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	

MAINTENANCE SCHEDULE



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	



VICTORIA

**Kilsyth
Branch Office**
Lot 1, 97-107 Canterbury
Road
Kilsyth VIC 3137
P:03 9728 3147

**Cambellfield
Branch Office**
1924 Sydney Road
Campbellfield VIC 3061
P:03 9357 9603

**Geelong
Branch Office**
2 Sharon Court
North Geelong VIC 3215
P:03 5260 2900

NEW SOUTH WALES

**Lansvale
Branch Office**
152-154 Hume Hwy
Lansvale NSW 2166
P:02 9754 2176

**Penrith
Branch Office**
22 Lemko Place
Penrith NSW 2750
P:02 4701 5782

**Newcastle
Branch Office**
5 Archibald Place
Heatherbrae NSW 2324
P:02 9754 2176

**Coffs Harbour
COFFS CANVAS &
CamperS**
1 Keona Court
Coffs Harbour NSW 2450
P:02 6651 2960

QUEENSLAND

**Brisbane
Branch Office**
Unit 1, 48 Meadow Avenue
Coopers Plains QLD 4108
P:07 3277 8980

**Sunshine Coast
Branch Office**
55-57 Lear Jet Drive
Caboolture QLD 4510
P:07 5348 0240

**Townsville
Branch Office**
62 Punari Street
Currajong QLD 4812
P:07 4725 3806

SOUTH AUSTRALIA

**Adelaide
Branch Office**
283 North East Road
Hampstead Gardens SA 5086
P:08 8261 5865

WESTERN AUSTRALIA

**Canning Vale
Branch Office**
Unit 1, 196 Bannister Road
Canning Vale WA 6155
P:08 9455 1454

**Wangara
Branch Office**
Unit 1, 33 Dellamarta Road
Wangara WA 6065
P:08 9309 4000

ACT

**Canberra
TRAILER Camper
AUSTRALIA**
3 Whyalla Street
Fyshwick NSW 2609
P:1300 010 513