



## Trailer Care & Maintenance

Just like your vehicle needs regular servicing to keep everything in order, so does your Blue Tongue Camper.

### Some points to consider before each trip are:

#### Tyres:

- a. If you have not used your camper in a while check the tyre pressures which for bitumen 38psi is recommended and don't forget to also check the spare tyre.
- b. Check the condition of your tyres particularly on the inside wall where damage can be hidden from view.

#### Wheel nuts:

- a. Check that you can undo your wheel nuts and readjust using a wheel brace, not with a rattle gun or you may over tighten them.

#### Couplings:

- a. TREG & TRIGG-
  - i. There are two grease nipples which should be cleaned along with the main shaft then regreased.
  - ii. Use a grease gun to ensure that the coupling is properly greased.
- b. Standard quick release-
  - iii. Make sure the quick release mechanism is working free, it may need to be cleaned and oiled.
  - iv. Ensure the adjustment is correct, it will need adjustment as the coupling and tow ball wears over time.
  - v. Check the adjustment if you are attaching it to another vehicle as some tow balls can be severely worn.
  - vi. Apply some grease to the inside the coupling.

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### Axle/ Suspension:

- a. Remove the dust cap and visibly check the condition of the grease on the wheel bearings.
- b. If the bearings require more grease you should totally remove all of the existing grease before applying new grease especially if the grease you have is of a different brand than that already in the bearings.
- c. A high temperature marine grade grease such as Caltex RPM SRI-2 should be used.
- d. Bearings comprise of two parts, the cup which is pressed into the hub and the cone which is the part that contains the rollers of the bearing. The bearing on the inside of the hub flange, the side closest to the centre of the trailer is called the inner bearing, while the bearing on the outside is called the outer bearing.
- e. When inspecting the cone look for signs of wear, pits, chips or discolouration to the rollers which is usually a purple or blue colour.
- f. The cup should also be inspected for wear, damage or scoring marks. If any damage is found they should be replaced.
- g. Bearings should always be replaced in a set with cup and cone together.
- h. If you have any doubts about the condition of the bearings change them and keep the old ones for your spares.
- i. Trailers can work very hard and it is for this reason regular checking that the "U" bolt nuts are tight is necessary. This will eliminate the possibility of the axle moving and excessive wear and damage to the leaf springs.
- j. Look over the leafs themselves for any sign of wear or cracks

### Brakes:

- a. Mechanical:
  - vii. Adjustment of your trailer brakes will see the camper stopping in an emergency situation as it should. At times the drums can often be reduced to what resembles a sheet of corrugated iron all too quickly in our off road conditions of mud and dust. It is only a simple matter of having the drums machined smooth.
- b. Hydraulic:
  - viii. Check for leaks and the condition of the hydraulic lines if you have hydraulic overrider brakes and the tension on the mechanical handbrake & throw a bit of grease in the grease nipples of the overrider coupling & check the tension of the bolts.
- c. Electric
  - ix. Check the condition of the magnet as well as the correct adjustment & the handbrake if fitted.

Camper trailer brakes should be adjusted.....

1. after the first 500kms when the brake shoes and drums have 'bedded in'
2. at 5000km intervals,
3. or as use and performance requires.

#### Trailer Body/ Chassis:

- a. Flying rocks on dirt roads will see the paint on the underside of your camper severely chipped and quickly removed.
- b. Exposed steel gives rust the perfect opportunity to start and without attention can become a major job, especially if you enjoy camping on the beach.
- c. Give the underside a rub over with a wire brush. There are specific products like 'rust neutralisers' on the market which will stop the rust from further progress. A paint such as 'Killrust' can then be used which will provide excellent protection.
- d. Inspect the chassis for cracks & look for metal fatigue which could show up as flaking paint or radiating lines from the stress point.

#### Wiring/ Electrical

- a. Follow all 12 volt leads checking for cuts or abrasions as well as the trailer plug- check that the pins are straight and not squashed together.
- b. Check globes and trailer light lenses for cracks and replace if necessary.

#### Water Tank:

- a. It is a must to keep your drinking water in good condition.
- b. If using your camper every few weeks you could simply top it up.
- c. If you are using it once every couple of months, it may be a better option to drain it.
- d. If you want to clean the tank, do not use bleach as it can upset your stomach. You can use bi-carb at a cup per 10 litres, 'Milton' baby bottle sterilising solution or water tank sterilizing tablets from the camping shop. These can also be used to remove the plastic taint from the water. After adding the cleaning solution let it sit for a while and then the tank must be flushed a few times. To remove all the water it may be best to remove the inlet hose at the tank & raise the opposite side wheel.

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