1300 494 494

CAMPER TRAILERS AND OFFROAD CARAVANS

www.marketdirect.com.au

Jackson FORWARD FOLD

User Manual and Guide

2017-2018 Model Shown

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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 the product. 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 guidance 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 we within the safe **"Maximum Towing Capacity", "Ball Weight Capacity" and "Gross Combination Mass"** as stated by the vehicle manufacturer.

Store Locations

QUEENSLAND			
Brisbane 3/711 Beaudesert Rd Rocklea QLD 4107	**Cairns** 395 Sheridan St Cairns North QLD 4870	**Townsville** 437 Bayswater Rd Garbutt QLD 4814	**Caboolture** 4 Boeing Street Caboolture Qld 4510
NEW SOUTH WALES			
Sydney 178-180 Hume Hwy Lansvale NSW 2166	**Newcastle** Unit 1, 2364 Pacific Hwy Heatherbrae NSW 2324		
VICTORIA			
Melbourne 126 Canterbury Rd Kilsyth South VIC 3137	**North Geelong** 1/129 Douro Street North Geelong VIC 3215		
WESTERN AUSTRALIA			
Wangara 63 Innovation Circuit Wangara WA 6065	**Kenwick** 1752 Albany Way Kenwick WA 6107		
SOUTH AUSTRALIA			
Adelaide 1246 South Rd Clovelly Park SA 5042			

Contact Details

NATIONAL TOLL FREE	WARRANTY HOTLINE	SPARE PARTS
1300 4X4 4X4 **1300 494 494**	**1300 MDC CARE** **1300 632 2273**	**1300 MDC PARTS** **1300 632 72787**

ABOUT YOUR CAMPER

Specifications

Specifications apply to:	2017-18 Model Only
Finish	Automotive 2-pk gloss finish - Black & Silver
Structure	100 x 50 x 3mm RHS Drawbar + 70mm x 50mm x 3mm RHS chassis and cross beams
Drawbar	2300mm Extended Draw Bar (Excluding Coupling) for Easy Corner Turning and Easy Reversing
Safety Chains	Dual (not single) drawbar safety chains
Suspension	Independent suspension with dual shock absorbers, trailing arm and coil spring
Brakes	12” electric brake drum system
Wheels & Tyres	3 Brand New 16" 6-Stud Landcruiser Pattern Off-Road Steel Wheels and Mud Terrain Tyres
Jockey Wheel	10" Swing-Up and Lockable
GTM	2,000kg (Please note that in Western Australia the Vehicle will have a GTM of 1700kg)
Jerry Can Holders	2 x 20ltr Jerry Can Holders
Gas Bottle Holders	2 x 4kg Gas Bottle Holders
Gas Strut System	Yes
Kitchen	Full Stainless Steel including European made 3 Burner SMEV Stove
Lights	LED Submersible Tail Lights and Number-Plate Light
Stabiliser Legs	4 x Heavy Duty Lockable and Adjustable Drop-Down

Bearings and Seals

Bearings are a consumable item should be removed, inspected and repacked with grease every 5,000km and replaced every 10,000km as best practice. See maintenance schedule for guidance.		
Bearing Number: Inner Bearing 25590 Cone: 25520	Outer Bearing: 25590 Cone: 25520	Seal: 55 x 85 x 12

Fridge Fitting Chart

Dometic/Waeco	Engel	Evakool	Bushman	Ironman	ARB	Kickass
CFX-28	MT35FP	RF60	35L	30L	Elements 60L	KA61
CFX-35	MT60FP*	RF85	45L		35L	
CFX-40	MT60FCP*	RF40			60L	
		RF47				
		TMX35				
		Glacier 30				

Hitch

Your camper is fitted with an ADR compliant Polyblock Off-Road hitch. It is important to maintain and inspect the hitch regularly as per the maintenance schedule. The hitch should be attached to the vehicle tow bar as pictured with the spring loaded “T” pin in place and the “R” clip inserted below. Always use the correct size tongue so that the Polyblock receiver cannot twist or rotate on the tongue.

Canvas Care

Seasoning the Canvas

The process of seasoning your canvas before use is an important one but fortunately an easy process. This process is best done on a warm sunny day with no rain expected.

- Set up your camper and annex with all doors and windows zipped up and closed
- 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.
- Repeat the process of wetting and allowing to try another 2 times.
- 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 MDC customer representative.

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 warranty issue.

Zipper Care

Few parts of your camper work as hard as zippers particularly if you have young children. To get the maximum service life from zippers there are precautions and maintenance you can do.
Never force a zipper. If it jams or becomes difficult back it up and start again ensuring the two rows are feeding evenly into the slide without one row having much greater weight of canvas than the other. Avoid having doors half zipped when the tent is in use. Leaving the slide in a poor position while the door canvas flaps around or people access the door pushing the canvas out of the way can loosen and damage the teeth. Always fully open or close the entry doors on your tent.
Dry lubricant spray is a great way to make zipping up your tent easier. Apply a light coating of dry lubricant along the length of the zipper as needed.

Protecting from Mould

Mould is very difficult to clean once a tent is affected. There are several ways you can prevent the occurrence of mould on your canvas.
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.
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. Bird droppings can damage your canvas due to the Ph level. Always clean off any animal dropping as soon as possible.
When storing your camper between camping trips it is recommended you pack a couple of moisture absorber packs into your camper. On soft floor campers these are best placed beside the mattress, on hard floor camper they should be packed inside the main body. Using these packs is critical in tropic regions due to the humidity as when the inside temperature of the camper drops overnight, the moist air can turn into condensation which in turn will cause mould.

Setting up your Camper

Choosing a Spot to Set Up

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 and leaves and sap can also taint the canvas. Ensure you are not camping in an area prone to flooding or with bad drainage in the event of rain. Even the slightest hollow in the ground can put you in a mini lake. In hot weather if possible, set your camper up so the sun's arc goes from front to back or back to front with the annex/awning in the general direction the sun is arcing across. Doing this will keep the bulk of the camper in shade and the inside cooler as it will be protected by the tropical roof and shaded by the awning.

Levelling Your Camper

The stabiliser legs on your camper/caravan are not designed for supporting 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". 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 as illustrated below. 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.

Site Power

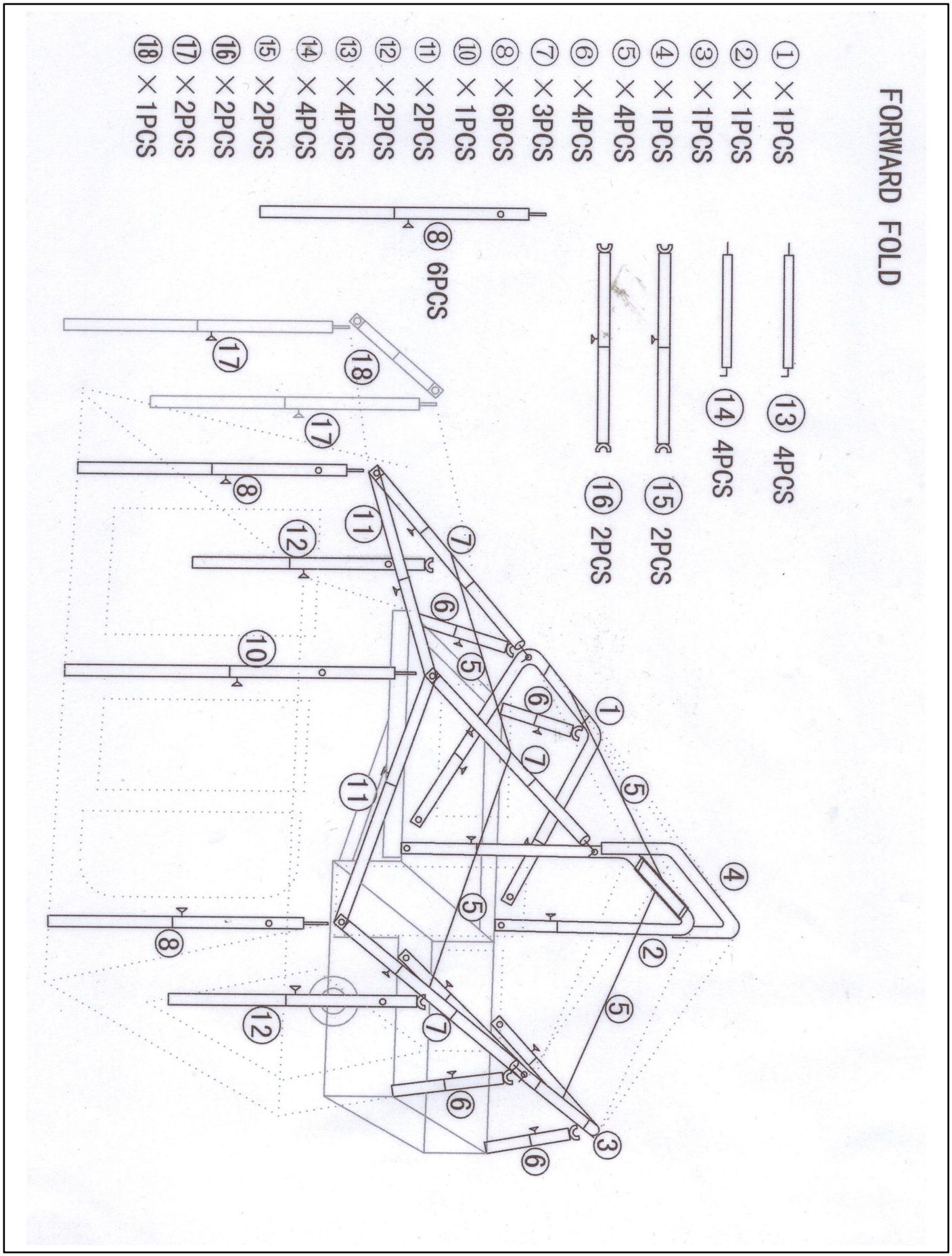
The Projecta charger in your camper requires a 10amp power source and can be connected via an extension lead to any 240v domestic power point. Never leave power leads coiled when in use, lay the lead out back and forward in a manner that won't be a trip hazard or risk damage to the lead. If the site power is not RCD protected it is recommended to use a portable RCD device.

Setup Guide

Follow link or scan code to view video set up tutorial

Link: https://www.youtube.com/watch?v=f312b1F7iI4

Pole Diagram



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 in 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. Additionally, in soft floor campers it is advisable to lower the back corner pole opposite the bed and furthest from the annex to ensure water can't pool on the main tent.

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.

Storage & Care

Long Term Storage

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

Interior

Moisture 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/caravan 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

Soft floor: The vinyl cover on the tent of your soft floor camper is designed as a travel cover not a storage cover. For storage at home it is recommended that you use a camper cover or tarpaulin to protect from UV and the elements.

Hard floor: 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.

Securing Your Camper

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

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.
- Always use dedicated jacking points
- 240volt appliances and wiring must only be serviced and repaired by a qualified tradesperson.
- Gas plumbing must only be serviced and repaired by a qualified gas fitter

Maintenance Schedule

Item	Details	First 50 & 100km	3 Months 500km	1000km	6 Months 5000km	12 Months 10,000km	18 Months 15,000km	24 Months 20,000km	Notes
Hitch	Inspect for damage, wear and lubricate. Check torque on bolts to 76Nm	X	X	X	X	X	X	X	Check every 1000km in offroad conditions
Handbrake	Check cables for damage and adjust when lever extends beyond 3/4.		X		X		X		Or as required
Jockey Wheel	Lubricate & check for stability and secure locking			X		X		X	
Hand winch & webbing	Lubricate & check webbing for damage			X	X	X	X	X	Inspect webbing each use
Suspension Pivots & Bushes	Lubricate and check for excess movement. Check torque on bolts. 190Nm			X	X	X	X	X	Lubricate every 500km when experiencing water crossings or flooding
Brakes & Linings	Remove drum and inspect lining thickness. Adjust Brakes	X	X		X	X	X	X	Every 2500km when using offroad
Wheel bearings & seals	Inspect, clean and relubricate			X	X	X	X	X	Inspect every 2500km when experiencing water crossings or flooding
Wheel Nuts	Check torque @ 125Nm (12mm studs) 140nm (14mm studs with alloy wheels 200nm (14mm studs) Steel Rims	X	X	X	X	X	X	X	Daily when travelling
Tyres	check pressure and inspect for damage	Each time you use your camper							Pre Every Use
Lights	Check all lights operating	Each time you use your camper							Pre Every Use
Batteries	Inspect terminals and test voltage & maintenance charge	Use maintenance charge or check & charge Monthly							Use maintenance charge or check & charge Monthly
Gas system	Leak test using gas fuse				X		X		
Body seals	Check condition and flexibility as well as compression when closed. Adjust locks if necessary	Each time you use your camper							Inspect for damage each pack up and adjust locks if necessary
General fixings	Check all nuts and bolts ensuring none are loose. See torque settings for structural bolts		X	X	X	X	X	X	Inspect every 2500km in offroad conditions

500KM FIRST SERVICE		CHECKED
Hitch	Check hitch bolts to 76Nm. Lubricate with high temp bearing grease	
Handbrake	Inspect and adjust handbrake	
Brakes	Inspect and adjust brakes	
Wheel nuts	Inspect condition and torque to 125Nm (12mm studs) (140Nm 14mm studs alloy rims) (200Nm 14mm studs steel rims)	
Tyres	Inspect for abnormal wear and damage	
General fixings	Ensure no loose fittings	
Date:	**Service Person:**	
Dealer Stamp:		

6 MONTHS / 5,000KM SERVICE		CHECKED
Hitch	Check hitch bolts to 76Nm	
Handbrake	Check cable and adjust if necessary	
Hand winch	Check brake function and webbing	
Suspension	Lubricate and check bushes for excess movement. Torque bolts to 190Nm	
Brakes	Inspect and adjust. Check lining thickness and drum wear	
Wheel bearings	Remove, clean and re-lubricate. Inspect for wear and replace if necessary	
Wheel Nuts	Inspect condition and torque to 125Nm (12mm studs) (140Nm 14mm studs alloy rims), (200Nm 14mm studs steel rims)	
Tyres	Check for damage and pressure	
Lights	Check all lights are functioning	
Battery	Check terminals and voltage at full charge	
Seals	Check condition and correct latch/lock adjustment for correct 30-50% compression	
General fixings	Check all structural fixing are secure.	
Date:	**Service Person:**	
Dealer Stamp:		

12 MONTHS / 10,000KM SERVICE		CHECKED
Hitch	Inspect for damage and lubricate. Check bolt Torque to 76Nm	
Jockey Wheel	Inspect for condition and operation	
Hand winch	Check brake function and webbing	
Suspension	Lubricate and check bushes for excess movement. Torque bolts to 190Nm	
Brakes	Inspect and adjust. Check lining thickness and drum wear	
Wheel bearings	Replace bearings, seals and lubricate. Check stub axle condition and wear. Replace split pin.	
Wheel Nuts	Inspect condition and torque to 125Nm (12mm studs) (140Nm 14mm studs alloy rims) (200Nm 14mm studs steel rims)	
Tyres	Check for damage and pressure	
Lights	Check all lights are functioning	
Battery	Check terminals and voltage at full charge	
Seals	Check condition and correct latch/lock adjustment for correct 30-50% compression	
General fixings	Check all structural fixing are secure.	
Date:	**Service Person:**	
Dealer Stamp:		

18 MONTHS / 15,000KM SERVICE		CHECKED
Hitch	Inspect for damage and lubricate. Check bolt Torque to 76Nm	
Jockey Wheel	Inspect for condition and operation	
Hand winch	Check brake function and webbing	
Suspension	Lubricate and check bushes for excess movement. Torque bolts to 190Nm	
Brakes	Inspect and adjust. Check lining thickness and drum wear	
Wheel bearings	Replace bearings, seals and lubricate. Check stub axle condition and wear. Replace split pin.	
Wheel Nuts	Inspect condition and torque to 125Nm (12mm studs) (140Nm 14mm studs alloy rims) (200Nm 14mm studs steel rims)	
Tyres	Check for damage and pressure	
Lights	Check all lights are functioning	
Battery	Check terminals and voltage at full charge	
Seals	Check condition and correct latch/lock adjustment for correct 30-50% compression	
General fixings	Check all structural fixing are secure.	
Date:	**Service Person:**	
Dealer Stamp:		

24 MONTHS / 20,000KM SERVICE		CHECKED
Hitch	Inspect for damage and lubricate. Check bolt Torque to 76Nm	
Jockey Wheel	Inspect for condition and operation	
Hand winch	Check brake function and webbing	
Suspension	Lubricate and check bushes for excess movement. Torque bolts to 190Nm	
Brakes	Inspect and adjust. Check lining thickness and drum wear	
Wheel bearings	Replace bearings, seals and lubricate. Check stub axle condition and wear. Replace split pin.	
Wheel Nuts	Inspect condition and torque to 125Nm (12mm studs) (140Nm 14mm studs alloy rims) (200Nm 14mm studs steel rims)	
Tyres	Check for damage and pressure	
Lights	Check all lights are functioning	
Battery	Check terminals and voltage at full charge	
Seals	Check condition and correct latch/lock adjustment for correct 30-50% compression	
General fixings	Check all structural fixing are secure.	
Date:	**Service Person:**	
Dealer Stamp:		

30 MONTHS / 25,000KM SERVICE		CHECKED
Hitch	Inspect for damage and lubricate. Check bolt Torque to 76Nm	
Hand brake	Check cable and adjust if necessary	
Hand winch	Check brake function and webbing	
Suspension	Lubricate and check bushes for excess movement. Torque bolts to 190Nm	
Brakes	Inspect and adjust. Check lining thickness and drum wear	
Wheel bearings	Remove, clean and re-lubricate. Inspect for wear and replace if necessary	
Wheel Nuts	Inspect condition and torque to 125Nm (12mm studs) (140Nm 14mm studs alloy rims) (200Nm 14mm studs steel rims)	
Tyres	Check for damage and pressure	
Gas System	Leak, test, check stove operation and hose/coupling condition	
Battery	Check terminals and voltage at full charge	
Seals	Check condition and correct latch/lock adjustment for correct 30-50% compression	
General fixings	Check all structural fixing are secure.	
Date:	**Service Person:**	
Dealer Stamp:		

36 MONTHS / 30,000KM SERVICE		CHECKED
Hitch	Inspect for damage and lubricate. Check bolt Torque to 76Nm	
Jockey Wheel	Inspect for condition and operation	
Hand winch	Check brake function and webbing	
Suspension	Lubricate and check bushes for excess movement. Torque bolts to 190Nm	
Brakes	Inspect and adjust. Check lining thickness and drum wear	
Wheel bearings	Replace bearings, seals and lubricate. Check stub axle condition and wear. Replace split pin.	
Wheel Nuts	Inspect condition and torque to 125Nm (12mm studs) (140Nm 14mm studs alloy rims) (200Nm 14mm studs steel rims)	
Tyres	Check for damage and pressure	
Lights	Check all lights are functioning	
Battery	Check terminals and voltage at full charge	
Seals	Check condition and correct latch/lock adjustment for correct 30-50% compression	
General fixings	Check all structural fixing are secure.	
Date:	**Service Person:**	
Dealer Stamp:		

42 MONTHS / 35,000KM SERVICE		CHECKED
Hitch	Inspect for damage and lubricate. Check bolt Torque to 76Nm	
Hand brake	Check cable and adjust if necessary	
Hand winch	Check brake function and webbing	
Suspension	Lubricate and check bushes for excess movement. Torque bolts to 190Nm	
Brakes	Inspect and adjust. Check lining thickness and drum wear	
Wheel bearings	Remove, clean and re-lubricate. Inspect for wear and replace if necessary	
Wheel Nuts	Inspect condition and torque to 125Nm (12mm studs) (140Nm 14mm studs alloy rims) (200Nm 14mm studs steel rims)	
Tyres	Check for damage and pressure	
Gas System	Leak, test, check stove operation and hose/coupling condition	
Battery	Check terminals and voltage at full charge	
Seals	Check condition and correct latch/lock adjustment for correct 30-50% compression	
General fixings	Check all structural fixing are secure.	
Date:	**Service Person:**	
Dealer Stamp:		

48 MONTHS / 40,000KM SERVICE		CHECKED
Hitch	Inspect for damage and lubricate. Check bolt Torque to 76Nm	
Jockey Wheel	Inspect for condition and operation	
Hand winch	Check brake function and webbing	
Suspension	Lubricate and check bushes for excess movement. Torque bolts to 190Nm	
Brakes	Inspect and adjust. Check lining thickness and drum wear	
Wheel bearings	Replace bearings, seals and lubricate. Check stub axle condition and wear. Replace split pin.	
Wheel Nuts	Inspect condition and torque to 125Nm (12mm studs) (140Nm 14mm studs alloy rims) (200Nm 14mm studs steel rims)	
Tyres	Check for damage and pressure	
Lights	Check all lights are functioning	
Battery	Check terminals and voltage at full charge	
Seals	Check condition and correct latch/lock adjustment for correct 30-50% compression	
General fixings	Check all structural fixing are secure.	
Date:	**Service Person:**	
Dealer Stamp:		

54 MONTHS / 45,000KM SERVICE		CHECKED
Hitch	Inspect for damage and lubricate. Check bolt Torque to 76Nm	
Hand brake	Check cable and adjust if necessary	
Hand winch	Check brake function and webbing	
Suspension	Lubricate and check bushes for excess movement. Torque bolts to 190Nm	
Brakes	Inspect and adjust. Check lining thickness and drum wear	
Wheel bearings	Remove, clean and re-lubricate. Inspect for wear and replace if necessary	
Wheel Nuts	Inspect condition and torque to 125Nm (12mm studs) (140Nm 14mm studs alloy rims) (200Nm 14mm studs steel rims)	
Tyres	Check for damage and pressure	
Gas System	Leak, test, check stove operation and hose/coupling condition	
Battery	Check terminals and voltage at full charge	
Seals	Check condition and correct latch/lock adjustment for correct 30-50% compression	
General fixings	Check all structural fixing are secure.	
Date:	**Service Person:**	
Dealer Stamp:		

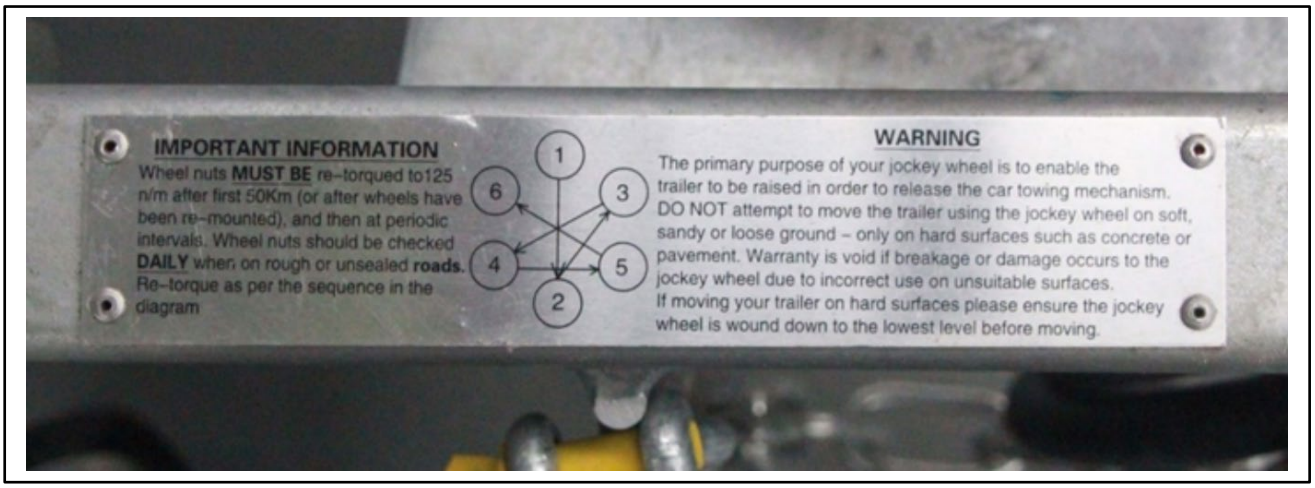
60 MONTHS / 50,000KM SERVICE		CHECKED
Hitch	Inspect for damage and lubricate. Check bolt Torque to 76Nm	
Jockey Wheel	Inspect for condition and operation	
Hand winch	Check brake function and webbing	
Suspension	Lubricate and check bushes for excess movement. Torque bolts to 190Nm	
Brakes	Inspect and adjust. Check lining thickness and drum wear	
Wheel bearings	Replace bearings, seals and lubricate. Check stub axle condition and wear. Replace split pin.	
Wheel Nuts	Inspect condition and torque to 125Nm (12mm studs) (140Nm 14mm studs alloy rims) (200Nm 14mm studs steel rims)	
Tyres	Check for damage and pressure	
Lights	Check all lights are functioning	
Battery	Check terminals and voltage at full charge	
Seals	Check condition and correct latch/lock adjustment for correct 30-50% compression	
General fixings	Check all structural fixing are secure.	
Date:	**Service Person:**	
Dealer Stamp:		

66 MONTHS / 55,000KM SERVICE		CHECKED
Hitch	Inspect for damage and lubricate. Check bolt Torque to 76Nm	
Hand brake	Check cable and adjust if necessary	
Hand winch	Check brake function and webbing	
Suspension	Lubricate and check bushes for excess movement. Torque bolts to 190Nm	
Brakes	Inspect and adjust. Check lining thickness and drum wear	
Wheel bearings	Remove, clean and re-lubricate. Inspect for wear and replace if necessary	
Wheel Nuts	Inspect condition and torque to 125Nm (12mm studs) (140Nm 14mm studs alloy rims) (200Nm 14mm studs steel rims)	
Tyres	Check for damage and pressure	
Gas System	Leak, test, check stove operation and hose/coupling condition	
Battery	Check terminals and voltage at full charge	
Seals	Check condition and correct latch/lock adjustment for correct 30-50% compression	
General fixings	Check all structural fixing are secure.	
Date:	**Service Person:**	
Dealer Stamp:		

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, 500km and 1000km and periodically thereafter. The correct torque setting of 125Nm for 12mm studs, 140nm for 14mm studs and alloy wheels and 200nm for 14mm studs with steel rims. Refer to the plate on your drawbar.



Hitch

The high tensile bolts securing your hitch should be tightened to 76Nm. These should be checked at 5000km intervals or 2500km in harsh off-road conditions.

Trailing Arm Pivot Bolts

The pivot bolts are a high tensile steel. The service interval for these bolts is 5000km under normal use and 2500km 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 - Electric

Features

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

1. Manual adjusted to provide the correct braking capability for varying road, off-road and load conditions.
2. They can be modulated to provide more or less 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.

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 7 pin plug

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

7 Pin Plug

7 Pin Socket

*Cable entry view

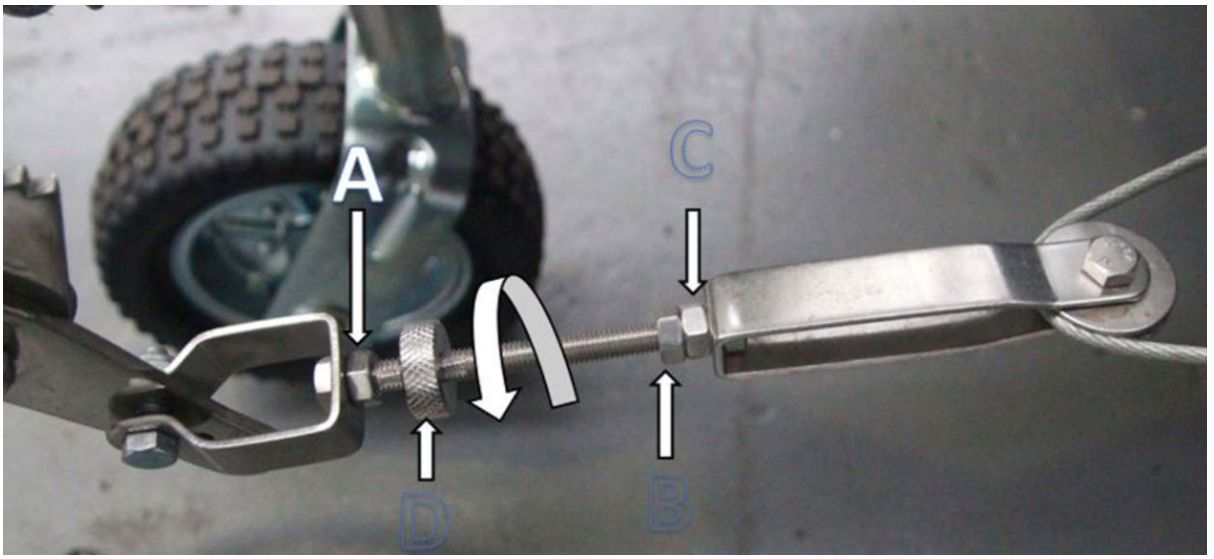
Hand Brake

Parking brakes are mechanically operated by cable means. The cable attachment occurs outside of the brake backing plate. Cable force applied to the parking lever creates a torque through the pivot pin and cam assembly. Torque transferred to the parking cam results in a spreading force between the primary and secondary shoes. The shoes in turn, move towards the drum until contact is made. Friction generated between the drum and lining contact surface results in parking brake capability.

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

Adjuster

To adjust the handbrake cable tension release locknuts A, B and C in the diagram Handbrake Adjuster 1 below. To tighten the handbrake cable turn the adjuster wheel D 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.



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. This manual intends to provide general directions for performing service and repair work with tested, effective techniques. By following these guidelines, it will help assure

reliability. 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.

*Market Direct 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 300 km's of operation when the brake shoes and drums have "seated," (2) at 5000 km's intervals, (3) or as use and performance requires. The brakes should be adjusted in the following manner:

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 5000km or more often as required by use and performance. Magnets and shoes must be changed when they become worn or scored to avoid inefficient vehicle braking.

Brake Lubrication

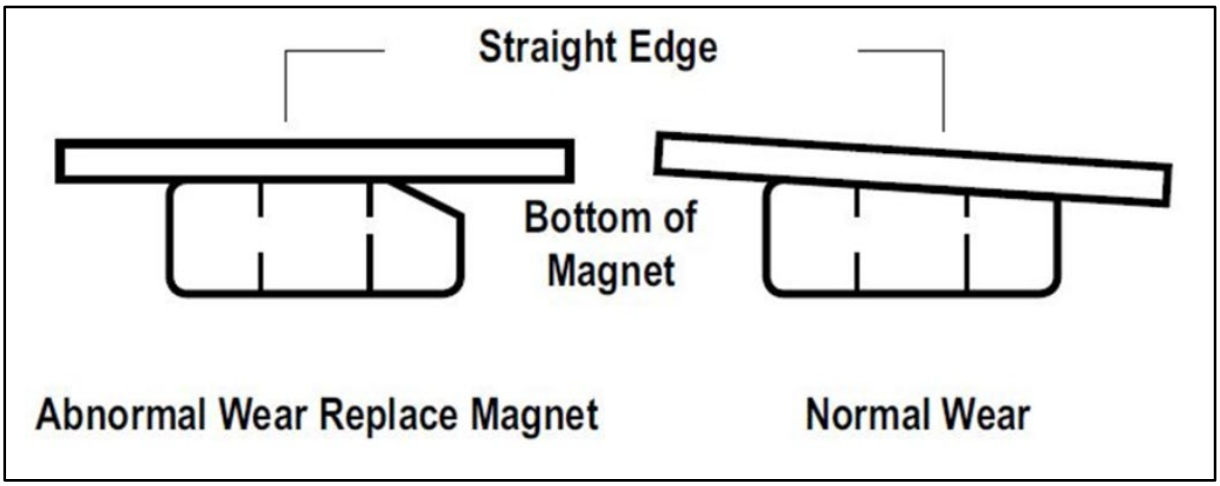
This should only be done by qualified persons.

Caution

Do not get grease or oil on the brake linings, drums or magnets.

Magnets

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



Even if wear is normal as indicated by your straightedge, the magnets should be replaced if any part of the magnet coil has become visible through the friction material facing of the magnet. It is also recommended that the drum armature surface be refaced when replacing magnets.

Magnets should also be replaced in pairs - both sides of the axle. Always use genuine MDC 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 MDC 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 and therefor zinc plated. Fittings such as this can benefit from additional protection. Some helpful products to prevent corrosion are “Lanotec”, “WD40”, “Inox” and similar products. These can be spray applied and do a very good job of protecting metal surfaces, particularly in corrosive and aggressive environments near the ocean and inland waterways.

Often, we take our campers and caravans to salt water 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.

Electrical Systems

Chargers & Inverters

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. MDC 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 MDC outlet or phone: 1300 831407

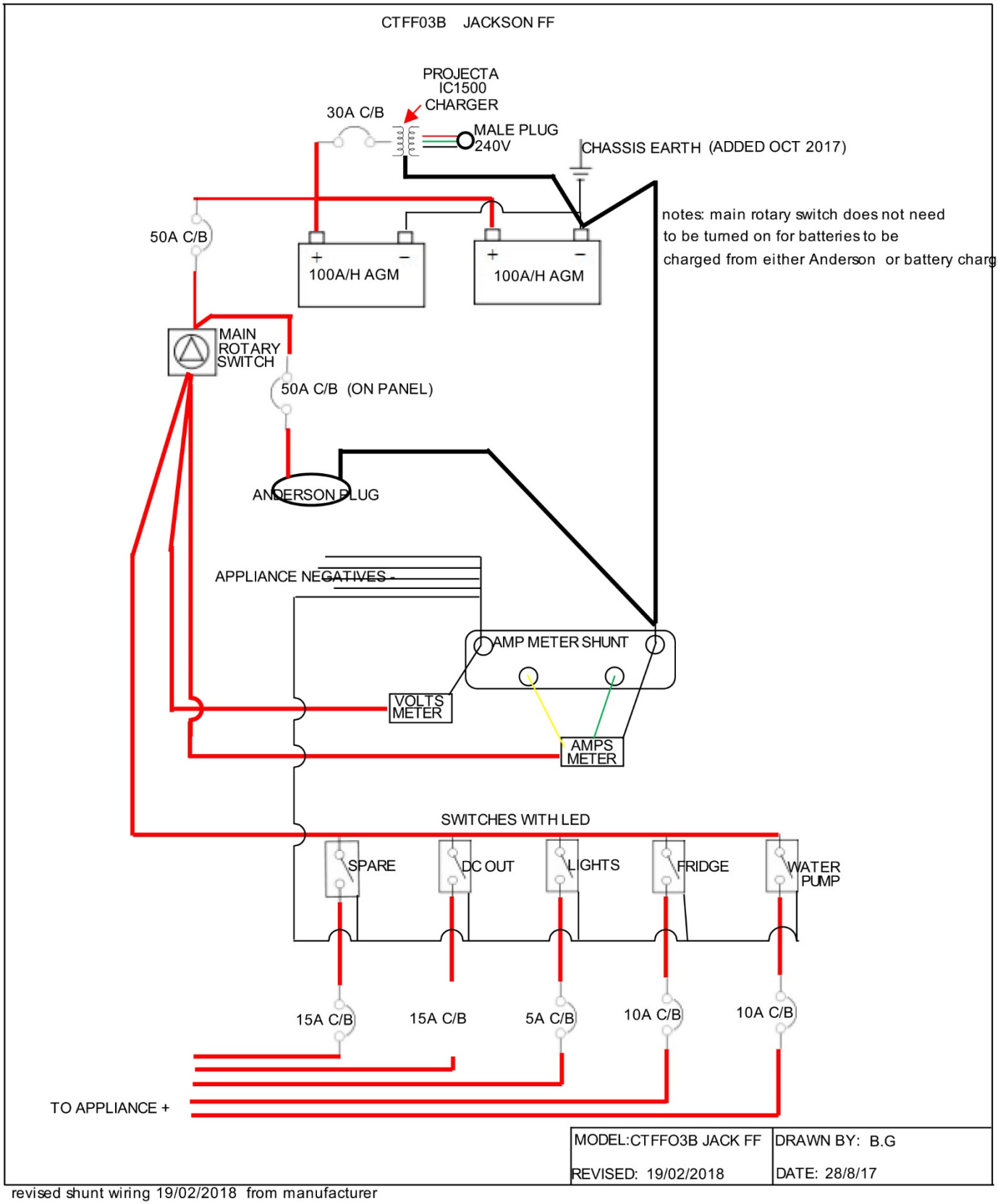
Battery Care

Your camper is fitted with 100Ah AGM Batteries. 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:

- Always use a quality charger that caters to the voltage requirements of an AGM battery. Absorption charging is from 14.6v to 14.8v, float charging is from 13.2v to 13.8v.
- 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 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.
- Never use unregulated solar power direct to your batteries.
- When in use try to keep your battery at or as close to maximum capacity as possible.
- Allowing your battery voltage to drop below 12.5v can permanently damage its performance and reduce its service life.

AGM BATTERY STATE OF CHARGE	
Level	Voltage
100%	13.00V
90%	12.75V
80%	12.50V
70%	12.30V
60%	12.15V
50%	12.05V
40%	11.95V
30%	11.81V
20%	11.66V
10%	11.51V
0%	10.50V

12 Volt Wiring Diagram



revised shunt wiring 19/02/2018 from manufacturer

Control Panel

Control panel with functions indicated.

1. Water Level Indicator
2. Main Isolation Switch
3. Automatic Circuit Breaker
4. LED Battery Voltage Indicator
5. LED Amp Meter
6. Auxiliary 12v lighter socket
7. Water pump switch
8. Fridge Socket Power Switch
9. Internal Camper Lights Main Switch
10. 12V DC Sockets Main Switch
11. Spare switch for additional 12v
12. Resettable Circuit Breakers for each Switch

*Volt Meter will indicate battery voltage when idle or charge voltage when charging

* Amp meter will show current being used not charge current

Gas & Water Systems

Hot Water System

If your camper came with a Country Comfort portable hot water system, please refer to the owner manual or their website for more information.

https://countrycomfortlpggas.com.au/

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. Should the pumps activate while the taps is turned off this could indicate a leak and require investigation and rectification.

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. If your kitchen stove is fitted with electric ignition, plug the connector into the 12v socket beside the kitchen and turn on the required burner whilst pressing the ignition button. When the burner ignites hold the button down for 5 seconds then release. **NOTE: It will take up to a minute or so for the gas to purge the line and flow through the burners.**

Pre-Trip Checklist

Working from a checklist will help avoid forgetting important tasks particularly nin 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.

Pre Hook Up			
Water Tanks full & locking cap secure		All latches and door locks secure	
Bearings checked and serviced at last service		All cables and plugs are in serviceable condition	
Hitch creased and checked		Tyres in serviceable condition and correct pressure	
Wheel nuts tight and torqued to correct tension		Bearing caps secure	
All external fittings secure		Stabiliser legs working & secure in travel position	
Gas bottles and jerry cans secured		Stabiliser leg handle in trailer	
Chains and shackles in serviceable condition			
Hooked Up To Vehicle			
Hitch secured to receiver all pins and locks engaged		Trailer lights plugged in	
Anderson plug connected		All cables clear of possible damage	
Safety chains and shackles connected to car		Chains are crossed and at correct length	
All lights working		Trailer brakes engaging when brakes applied	
		Trailer is sitting at correct level	
Jockey wheel is raised and locked		Do a walk around and check visually	

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

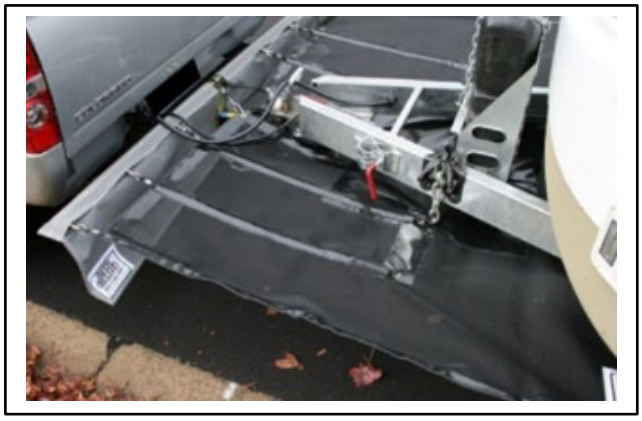
Wheel chocks are an important safety device when leaving your trailer parked on even the slightest incline. On level ground it is recommended to chock both sides of the wheel. On a hill you should chock the wheels on the downhill side ensuring the chocks

Covers

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

Stone Protection

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



Trouble Shooting

Electrical

Problem	Possible Cause	Remedy
No 12 volt power	Main Isolator in off Position	Turn on main isolator
	Flat battery	Charge battery
	Faulty battery	Replace
	Main circuit breaker tripped	Reset main circuit breaker
	Loose battery terminals	Tighten terminals
	Damaged wiring	Find and repair/replace
Battery not Charging	Faulty Battery	Have battery tested and replace if faulty
	No mains power	Indicated by charger not turned on. Check mains power, if charger still doesn't switch on the charger may be faulty and you should contact the dealer for warranty or replacement
	Faulty Charger	A charger fault will be indicated by fast flashing on the charger control panel (Projecta Intelli-Charge). Contact your dealer for warranty or replacement.
	Charger has overheated	Indicated by OTP on LCD screen and fast flashing. Ensure adequate ventilation around charger and allow to cool. Do not store items around the electronics. (Projecta Intelli-Charge)
Lights or plugs not working	Tripped circuit breaker	Reset breaker
	Poor connection	find and rectify
	Circuit switch off	Check control panel and switch on
No power to fridge		
Indicators or parking lights not working	Poor connection at trailer plug	Check and clean plug contacts. If pins are closed up use a knife to separate the split in the pins being sure not to widen too far. The gap should be even along the length of the pin.
Inverter not powering	Poor connection	Check 12v connections are tight
	Main 12v switch is off	Check main rotary switch on control panel
	Flat battery	Charge battery
	200A main circuit breaker	If no other 12v is available check the main 200A breaker with a multimeter or test light
	150A breaker to Inverter	check 150A breaker to inverter using a multimeter or test light
No Inverter Output	See Inverter trouble shooting page	
Circuit breaker tripping during use	Overloading	Check amperage draw from appliance
	Faulty Appliance	Check appliance and rectify
Battery not charging from anderson plug	Faulty Connection at plug	Check plug ensuring connections are firm
	50A circuit breaker tripping	Check there are no shorts and check circuit breaker with multimeter or test light
	BMS	Check BMS is correctly set and operating (see manual page)

Water

Problem	Possible Cause	Remedy
Pump not working (no noise)	No power from control panel	Check circuit breaker
	Flat Battery	Charge battery
	Faulty pressure switch	Replace pump, Contact dealer for replacement
	Bad electrical connection	Check connections with multimeter or test light
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	Remedy
Cooker not igniting	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
	Regulator blocked	Check regulator is not blocked with dirt, wasps nests etc
	Kinked hose	Check hose is not twisted and kinked
• Remember that first use after connecting gas will take a little while for the gas to purge the line to the cooktop. Hold the control knob down for up to 4 minutes		

Brakes

Problem	Possible Cause	Remedy
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	Great or oil on linings or magnets	Clean or replace
	Corroded connection	Clean or replace connectors
	Worn lining or magnets	Replace
	Scored or grooved brake drums	Machine or replace
	Poor Synchronisation	Correct Controller setting
	Poor Brake adjustment	Adjust Brakes
	Glazed brake Linings	Re-burnish or replace linings
	Overloaded trailer	Correct loading. Check at weighbridge
Brakes Locking	Poor Synchronising with controller	Adjust controller
	Poor Adjustment	Adjust brakes as per instructions
	Faulty controller	Test and rectify or replace
	Loose, bent or broken components	Inspect and replace components
	Out-of-round brake drums	Machine or replace
	Insufficient wheel load (dual Axle)	Correct trailer level to even load
Intermittent brakes	Faulty controller	Test and Correct
	Broken Wires	Repair or replace
	Loose connections	Find and repair
	Faulty ground	Find and repair

Handy Tips

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 sufficient spare parts and supplies to cater for a "worst case scenario."
Always perform suggested preventative maintenance and daily checks. Minimum trailer spares would consist of:

- Wheel Bearings
- Seals
- Wheel studs and nuts

These are available from Market Direct Campers

Wildlife

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

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.

Sand

When driving on sand it is important to lower tyre pressures on both the vehicle and trailer. By lowering the pressure you will effectively create a larger footprint for the tyre which will reduce how far it sinks in sand. Sand shape and compaction will vary around the country so necessary reduction in tyre pressure will vary. Always keep in mind the lower the pressure the lower the speed you should travel. When lowering pressures to 20psi or less you also increase the chance of rolling the bead of the tyre off the rim so sharp turns should be avoided. When driving these conditions, it is strongly advised you carry a tyre pressure gauge/deflator and a portable compressor to reinflate when back on the highway.

Causeways

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

Creek and River Crossings

These crossings can be extremely dangerous even in low water levels and should never be attempted in times of even mild flooding. Towing a camper or caravan greatly elevates the risk in this situation and should never be attempted unless you are completely assured it is safe to do so. If there is any doubt about access in flood prone areas, you should contact the local authorities to find out conditions and dangers before you proceed.

Protecting the environment

Remote areas and National Parks are sensitive areas and all precautions should be taken not to damage tracks, interfere with flora and fauna and not to contaminate the area. In sensitive areas it is advisable to use grey water tanks and contained toilets. If your camper or caravan isn't fitted with such, both toilets and grey water tanks are available as portable self-contained units. Always store food, food scraps and rubbish in secure containers, native animals can be quite resourceful in scavenging for scraps. Dingos have been known to open locked eskies to get to food so don't chance it, always secure these items when travelling.

Trip Planning

* When planning remote trips always consider where you will resupply for fuel, food and water. Some remote fuel stations may run out of fuel during busy periods or times when large fuel trucks are unable to access the area due to road conditions and closures or simply close outside of the season. Always check conditions and availability of fuel before setting out to remote areas.

Shire Councils

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

National Parks

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

Wikicamps

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

Facebook

These days there are numerous Facebook groups dedicated to travelling with campers and caravans and also groups dedicated to travel in specific areas. The area specific groups have many locals as members and are a great way to find out local track closures, conditions and research the area in general.

Warranty Statement

The following information relates to warranties offered by MDC. Please read all the information carefully, and should you have any questions relating to any aspect of this section, then please contact MDC. By purchasing an item from MDC, 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 MDC 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 MDC and then used in hire schemes or as rentals.
- MDC 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 MDC must be performed by MDC, or an authorised representative of MDC and only with the express written permission of MDC.
- Any affiliates, representatives, associates, agents, suppliers, resellers or similar of MDC shall have no authority to authorise or deny warranty claims on behalf of MDC.

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

Caravans & Camper Trailers

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

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

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

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

Items not covered under warranty include:

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

In addition to MDC 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 MDC and Wax Converters canvas components, poles and fittings. General wear and tear excepted.

Factory Seconds, Ex-Demonstration and Damaged Goods

From time to time, MDC may offer for sale items deemed to be "factory seconds", "ex-demonstration", or "damaged".

Any items sold as "factory seconds", "ex-demonstration" or "damaged" items are sold on an "as is" basis.

There are no warranties, refunds, credits, exchanges or similar associated with such items. In the sale of such items, Market Direct Campers will attempt to provide all relevant information regarding the item, including faults, defects, or similar, however, there may be instances where minor defects or imperfections have been overlooked. This is PURELY UNINTENTIONAL and in no way alters the nature of the sale.

Due to the nature of such items, i.e being "ex-demonstration", "factory seconds" or "damaged", it is reasonable to expect that some imperfections or flaws may exist even where it is not initially apparent. By purchasing such an item, you agree to this statement in full and accept that there are no warranties implied or expressed.

Goods Bought At Auction

From time to time, MDC, may, at its discretion, offer items for auction, either independently or via a third party. Whilst every effort will be made to provide all relevant information regarding the item on auction, as per Australian law, any and all goods bought at auction subsequently do not carry any statutory warranty. Unless specifically stated in writing, and goods sold at auction by, or on behalf of MDC shall carry no warranty.

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 865 397

MASTERCLASS #2

HOW TO SERVICE STABILIZER LEGS

Servicing the stabilizer legs on your camper or caravan is a very simple task and should be done twice a year.

Step 1 – Remove the dust cover to expose the bevel gears

Step 2 – If they are older and well used its advisable to degrease the gears to remove any metal or other grit build up.

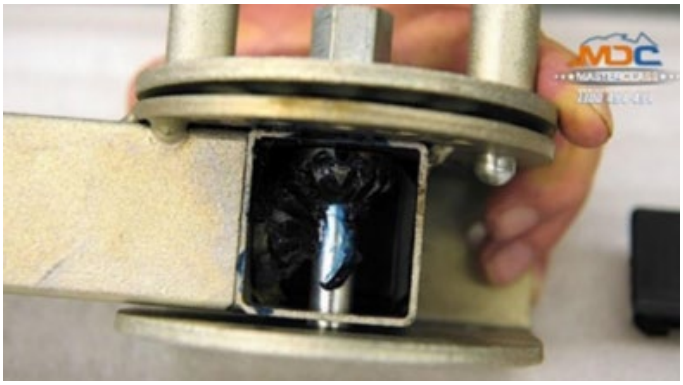
Step 3 – Apply a generous coating of grease to the gears being sure to work it into the grooves of the teeth.

Step 4 – Replace dust cover.

It's important to remember that telescopic stabilizer are purely for keeping your trailer steady. You should never use them to raise the caravan or camper off the ground as the roll pins that fasten the gears on the shafts could break. Never use a rattle gun to raise or lower them, the impact style of driving will damage the gears and pins very quickly. A cordless drill may be used but its important to use once with a clutch setting that can be set to not over power the gears.

When setting the legs at an angle you should be careful not to overload them which can lead to bending the locating pins on the release handle

Use quality grease



Work well into the gears

Don't overload when on an angle

facebook

YouTube

MASTERCLASS #3

HOW TO PREVENT MOISTURE IN CAMPERS

There are many ways moisture can appear in campers and caravans with condensation being the most common. Condensation happens when moisture laden air cools and condenses into water. This can be because of something as simple s packing your camper up on a warm humid day or condensation forming because of a dew point under your camper mattress.

We can't prevent this, but we can implement ways to control it with the most effective being moisture absorbing products. These canisters and sachets do a fantastic job of removing moisture, so it doesn't form on textile surfaces like canvas.

Simply place a sachet or two under your mattress and a couple of canisters in the camper or caravan and they will absorb much of the moisture in the air. Between using these and ensuring good seal compression on your camper and not allowing any canvas to protrude through the seals, it will give you the best possible prevention against mould.

Moisture absorbers can be purchased from hardware stores and most supermarkets and are cheap insurance against mould and mildew.

Moisture absorbers are great to prevent condensation

Place one or two canisters in the camper

Place a satchel under the mattress when packing up

facebook

YouTube

MASTERCLASS #5

USING A CORDLESS DRILL FOR STABILIZERS

Winding stabilizer legs up and down can be a time-consuming job and not a fun one on a hit day. To make the job faster and easier why not use a cordless drill?

When doing this it is advisable to use a cordless drill with an adjustable clutch for two reasons:

1. It will prevent you over tightening the stabilizer and damaging the gears r breaking the shear pins inside.
2. A clutch will make it safer as the drill will be less likely to spin in your hands when the stabilizer hits the ground

Cordless drill takes the hard work out of stabilizer legs

To transform your drill, you will need an adapter to 3/8 or ½" drive depending on your socket, you'll also need a 19mm socket to attach to the stabilizer drive.

Always remember not to over tighten stabilizers to avoid damage to the gears or roll pins.

For caravans that have a more recessed stabilizer you may need a further socket extension to each the hex drive on the stabilizer as caravans being wider extend beyond the chassis mount for the legs.

.

You'll need a cordless drill with clutch & 19mm sockets

An extended square drive to suit your socket is ideal

facebook

YouTube

MASTERCLASS #9

USING THE POLYBLOCK HITCH

the MDC Polyblock hitch is an easy to use off-road coupling. Requiring little maintenance and being very reliable had made it popular with users everywhere. Just a few simple steps and you'll be hitched up and towing in no time.

1. Reverse the vehicle to the hitch and adjust the camper jockey wheels to the correct height.
2. Slide the polyblock into the receiver and line up the holes for the pin
3. Insert T pin through centre of the hitch receiver and polyblock
4. Insert R clip through bottom of T pin
5. Connect safety chains and electrics
6. Wind up and store the jockey wheel

Note: Your MDC camper is fitted with electric brakes so always have a shaft toggle set down on the shaft as pictured. This feature is only used for "override" brakes.

If you are travelling off-road it's a good idea to secure the R clip with some ties to prevent it from being pushed out should you drag your towbar through dirt or mud.

Maintenance:

Regularly grease the two grease nipples on the hitch to ensure the hitch articulates well. Also lightly grease the T pin and spray the polyblock with some silicone spray to stop squeaking.

Line up the coupling and insert T pin

Insert R clip through the bottom of the pin

Always have the reversing toggle closed as pictured

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MASTERCLASS #11

LOCK AND SEAL MAINTENANCE

regular maintenance on the locks and seals on your camper or caravan is important to keep dust and water ingress to minimum. Making these adjustments is easy if you follow these steps.

Tools: You will need a 10mm spanner

To tighten a lock and get more seal compression:

1. Undo the lock nut(fig1)
2. Screw the bolt counter clockwise to lengthen it (fig 2)
3. Close the door and check the compression (fig 3 & 4)
4. Tighten lock nut

The compression on the seal should be between 30 and 50%, this will ensure there is good surface contact and it will minimise water and dust getting by the seal. Check seals on doors make good contact around the entire edge of the doors and haven't worked their way out of the corners leaving a gap.

When you're satisfied the seals are making good contact wipe them down with a rubber protectant to keep them soft and pliable. (fig 5)

Any rubbers that are town or perished should be replaced.

Fig 1 & 2

Fig 3 & 4

Fig 5

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