



## Trailer Maintenance Guide

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The galvanising on the trailer is made up of 99.5% Zinc, and acts in the same way as an anode attached to your motor. This means that the galvanised coating is sacrificial to the steel it protects. The coating will slowly degenerate in the presence of an electrolyte such as saltwater.

This is why the galvanising will "dull off" after a short period of time. It is doing its job of protecting the steel chassis and components. If left unwashed the zinc coating would eventually disappear.

### Caring for Galvanising

To prevent premature corrosion of your trailer and components we strongly

recommend that at minimum you thoroughly wash the entire trailer with standard car wash and wax liquid mixed with warm water followed by rinsing with tap/fresh water.

When rinsing, ensure that you rinse the inside of the trailer frame and components by hosing into the rinse holes and drainage holes provided. Automotive polish if applied regularly (3 month intervals) will further enhance the life of the galvanised coating.

Wheel nuts and rims should be regularly treated with mineral oil based products or Lanolin/fish oil based products for ease of removal and maintenance. – To prevent coating tyres as well as brake discs and or pads (where fitted) we recommend that such treatments should be brushed on.

We recommend and sell **Salt-Away** products for effectiveness and ease of use on wide range of salt water related corrosion control applications. You will find information relating to these products within your information pack and on our website [www.voyagertrailers.co.nz](http://www.voyagertrailers.co.nz)

### Wheel Bearings

The wheel bearings are a very important part of your trailer maintenance and should be checked at least twice a year. To do this jack the trailer up and spin

wheels - check for noise, vibration and excessive end play.

Remove bearing caps or bearing buddies to check the condition of grease - for water contamination or overheating.

Always use a good quality wheel bearing grease; this can make all the difference. Do not use water-soluble grease.

Should water be found replace hub seals and/or wheel bearing caps. If using bearing buddies ensure they are kept pumped up with grease, they will allow water in if they are not frequently serviced. Do not over pressurise, otherwise seal damage may result.

### **Springs & Duratorques**

Leaf springs are always a problem to maintain on a boat trailer. Even if washed thoroughly when you get your rig home most of the damage has been done after the boat is launched and the trailer left in the sun while you are out boating.

One of the ways to slow down the rusting of springs is to use rust inhibitor. There are several on the market - eg. Fisholine or CRC Heavy Duty Rust Inhibitor.

Leaf springs can be cold sprayed with a 95% pure zinc compound (each leaf is done individually) this increases their life

dramatically, but is quite expensive.

Parabolic springs (single leaf springs) will last longer than multi leaf springs.

Duratorques do not require as much maintenance as leaf springs, but as we all know salt water is extremely hard on all trailer components. Each year the wheels should be removed and the rust cleaned off the duratorque and a good quality rust inhibitor applied. Rubber inserts in the duratorque should also be checked.

### **Hydraulic Brake Systems**

Hydraulic brakes require regular maintenance to ensure trouble free towing. Problems arise when moisture is trapped in behind the rubber boots on the calliper pistons and calliper slide pins. Also if water gets in behind the master cylinder boot it may corrode and seize the piston.

Brake checks need to be carried out at least once per year. Check pads, slide pins, (calliper must be able to be moved by hand), condition of rubber boots and seals, check, brake hoses for rust and perishing and change brake fluid. Grease and check over ride coupling.

Rust inhibitor should be applied to callipers, hubs (not brake disc surface) and ends of brake pipes etc.

### Service Operated Brakes (Cab controlled)

#### Air and Vacuum over hydraulic systems

Do not immerse the booster or breakaway valve in water at any time.  
Do not direct the hose at these units.  
Check hoses etc. for leaks or damage.

#### Electric over hydraulic system - Hydrastar

Do not immerse Hydrastar motor pump, reservoir unit or battery in water.  
Check for damage to wiring loom.

### Roller Systems

#### Adjustment

Ensure that there is even weight on all rollers, this will reduce the risk of hull and trailer rocker arm damage.

Check rollers for obvious damage (wobble rollers, keel rollers and centring roller). Ensure that keel and centring rollers turn freely and do not have excessive flats worn on them.

**NB:** - Most keel rollers have changed over the years. Originally they were either rubber or aluminium (One being too soft, the other being very hard) now we have Urethane, Poly nylon and high-density polyethylene, all being far superior to the early types.

### Winch

Lubricate bushes and gears with grease or a silicone based spray. Inox or CRC may also do this job.

Check for wire damage, rust and hook condition. If at all suspect, replace it.

### Coupling & Safety Chain

Both of these items are critical for safe trailer operation. Coupling play when fitted on vehicle should be checked, also make sure the correct size ball and coupling combination is being used.

Check securing bolts for rust and ensure they are tight, these bolts must be high tensile. The chain should be bolted to the trailer with a high tensile bolt (not welded) sufficient to hold the boat and trailer if it brakes away.



From  
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