Fast master Products Inc.

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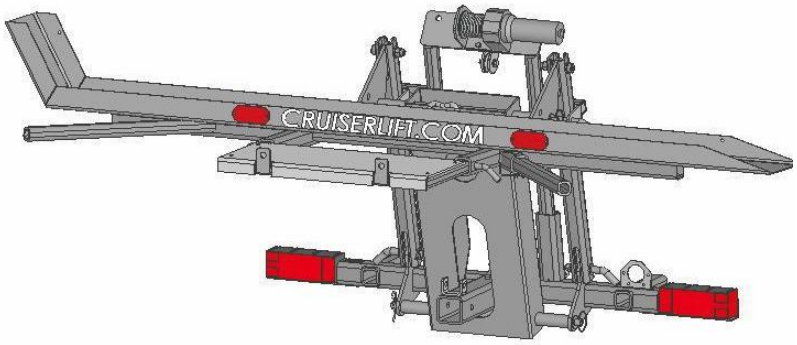

Memo

To: Prospective Cruiserlift Customer
From: Fast Master Products, Inc.

Date: 11/1/2005

Re: Cruiserlift System / Motor Coach Requirements

The following information is provided in order help you evaluate whether your motor coach will accept the Cruiserlift System.

The Cruiserlift System was not designed to install onto Fifth Wheel Travel Trailers. There are only a couple of fifth wheel trailers that will accommodate lifts as far as we are concerned without risking frame damage. Call for details.

The Cruiserlift system was not designed to install onto Class-B or Class-C motor coaches. The frames are usually not strong enough to handle the weights involved. Also, the rear axle gross weight rating-Rear (GAWR-Rear) may not be sufficient enough.

The system was designed to install onto either a Class-A Diesel, and selected Class-A Gas motor coaches. If you are not sure if the system will mount to your coach, the following information should help.

1. Does the original chassis frame run from the front of the coach to the rear of the coach without any welded on extensions? Welded on extensions will not hold the weight being loaded to the rear of the coach. A short extension (less than 2') may be reinforced.

2. If the original chassis frame extends to the rear of the coach, or close, use the attached "Added Weight Diagram" formula to determine the amount of weight that will be added to the rear axle of your coach. (Form is attached) (If downloading from the web site, also download the Added Weight Formula)

   - This formula will tell you how much weight you will be adding to the rear axle of the coach with the system, and bike loaded. The formula takes into consideration the amount of overhang from the rear axle to the rear of the coach. The longer the overhang, the greater the leverage, thus increasing the weight to the axles.

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3. **Check the manufacturers GAWR-Rear** (Gross Axle Weight Rating-Rear) rating for the rear axle. This information is usually in the coach manual, or on a sheet of paper taped on the inside door of one of the closets.

4. If you have not done so, you need to **weigh the coach** for a reference point. You should have a starting weight of your coach with all added supplies and equipment that you normally travel with. This will give you a base line to go by. Without a starting point weight, you will only be guessing at your available axle weight.

5. Once you have the **actual** rear axle weight (GAWR Rear) from the weigh slip, and the **manufacturer's** rear axle gross weight rating (GAWR Rear), subtract the actual axle weight from the manufacturer's specifications. This will give you the available weight you may add to the rear axle. Compare the available weight for your coach and the figure from the Added Weight Formula.

Example:

Manufacturers (GAWR-Rear) Gross Axle Weight Rating– Rear	**24,000 Pounds**
Actual (GAWR-Rear) Gross Axle Weight Rating– Rear (After weighing)	**19,500 Pounds**
Subtract Actual from Manufacturers (GAWR) (Available weight)	**4,500 Pounds**
Results from Added Weight Formula	**2,025 Pounds**

Since the available weight calculates to **4,500** pounds, and the results from the Added weight Formula is **2,052** pounds, there is enough room to add the Cruiserlift system

6. If there is enough room available, then the system may be able to be installed. Generally, with gas coaches - the longer the coach, the greater the rear overhang there will be from the rear axle. This relates to a significant leverage factor associated with adding weight to the rear of the coach. It could be that you might need to add air bags to compensate for the added weight to the rear of the coach and re-level the coach with the bike loaded.

7. If you are not able to install the Cruiserlift System, there is an alternative solution available. The Swivel Wheel System is now available for install onto all Class-A and Class-C motor coaches, fifth wheel travel trailers, full size pick-ups, and full size SUV's with a Class-III or Class IV receiver hitch. You can see the system by visiting either www.cruiserlift.com, or www.swivelwheel.com.

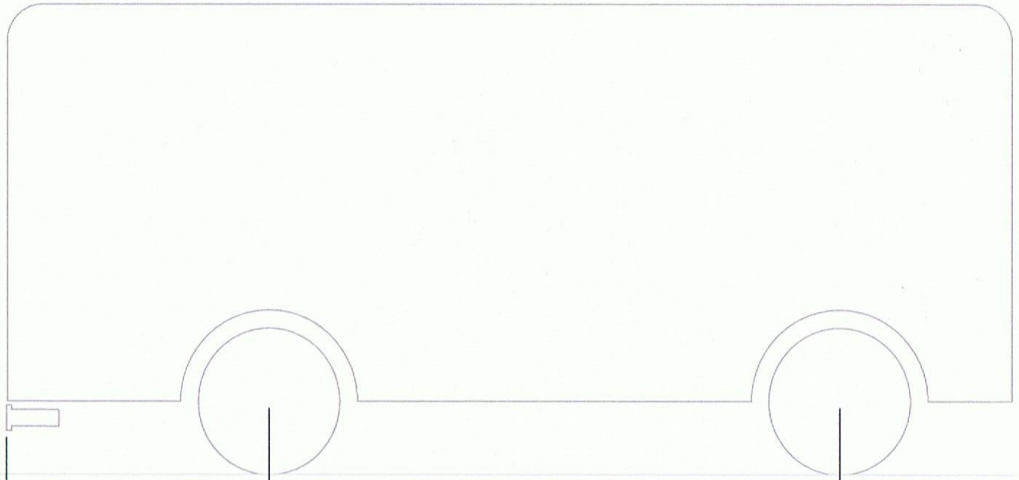
8. If towing a car, another alternative is the Tandem Tow Dolly. With this product, you can take your motorcycle, golf cart, or ATV along with your car. You can see the tow dolly at www.cruiserlift.com.

9. If you have any further questions, please contact us toll free at (866) 794-8357 or email us at info@cruiserlift.com

CRUISERLIFT HOUSTON, TX 281-391-6466

DIMENSIONS NEEDED TO DETERMINE ADDED WEIGHT ON REAR AXLE

DIRECTIONS: 1) FILL IN THREE BLANKS BELOW
2) PLUG NUMBERS INTO EQUATION AND SOLVE



① REAR AXLE TO EXISTING RECEIVER _____INCHES

② WHEELBASE _____INCHES

③ _____ WEIGHT OF MOTORCYCLE (LBS)

ADDED WEIGHT ON REAR AXLE = ***A x B ÷ C***

A TIMES **B** THEN DIVIDE **C**

A = Weight of motorcycle + 460 = _____

B = Wheelbase + Rear Axle to Existing Receiver + 23 = _____

c = Wheelbase = _____

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