

Owners Manual

for



Turbo+2™
Roadstar™
Quantum Sport™
Quantum “GL”™
Entourage™

Bushtec Products Corporation (“BPC”)
P.O. Box 459 * 180 Mt. Paran Rd.
Jacksboro, TN 37757
(423) 562-9900 * (423) 562-9911 Fax
www.bushtec.com

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1. Preamble

NO MOTORCYCLE MANUFACTURER HAS APPROVED OR ENDORSED BPC, ITS PRODUCTS, TRAILERS, OR HITCHES. USE OF A TRAILER OR TRAILER HITCH ON ANY MOTORCYCLE COULD VOID YOUR MOTORCYCLE WARRANTY AND MAY INCREASE YOUR CHANCES OF INJURY IN AN ACCIDENT SITUATION.

The following notations distinguish important information:

NOTE: PROVIDES KEY INFORMATION TO MAKE PROCEDURES EASIER OR CLEARER.

CAUTION: INDICATES SPECIAL PROCEDURES THAT MUST BE FOLLOWED TO AVOID DAMAGE TO THE MOTORCYCLE, TRAILER, OR ACCESSORIES.

WARNING: INDICATES SPECIAL PROCEDURES THAT MUST BE FOLLOWED TO AVOID INJURY TO A MOTORCYCLE OPERATOR OR OTHERS.

BPC reserves the right to make changes in design and specifications, and/or to make additions to or improvements in its products without imposing any obligations upon itself to install them on products previously manufactured. This Owner's Manual contains information applicable to newly constructed Bushtec Performance Sport Trailers™, procedures, hitches, parts and accessories pertaining thereto. It is designed as a tool for information, education, and reference. While every effort is made to make it as comprehensive as possible, it may not answer all your questions or not contain information pertaining to older trailers. If this manual does not address your questions or particulars regarding your trailer, please contact us by phone, fax, or e-mail. We thank you for your purchase of a Bushtec trailer and want to keep you satisfied for many miles. Remember this- we can fix anything but we can not fix it if we do not know it is broken.

2. REPORTING SAFETY DEFECTS

If you believe that your vehicle has a defect that could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Bushtec Products Corporation (“BPC”).

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or BPC.

To contact NHTSA, you may either call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153), or go to <http://www.safercar.gov>; or write to:

Administrator
NHTSA
1200 New Jersey Avenue S.E.
Washington, DC 20590

You can also obtain other information about motor vehicle safety from <http://www.safercar.gov>.

3. TIRE SAFETY INFORMATION

This portion of the Owner’s Manual contains tire safety information as required by 49 CFR 575.6. Section 2.1 contains “Steps for Determining Correct Load Limit - Trailer”. Section 2.2 contains “Steps for Determining Correct Load Limit – Tow Vehicle”. Section 2.3 contains a Glossary of Tire Terminology, including “cold inflation pressure”, “maximum inflation pressure”, “recommended inflation pressure”, and other non-technical terms. Section 2.4 contains information from the NHTSA brochure entitled “Tire Safety – Everything Rides On It”. This brochure, as well as the preceding subsections, describes the following items;

Tire labeling, including a description and explanation of each marking on the tires, and information about the DOT Tire Identification Number (TIN).

Recommended tire inflation pressure, including a description and explanation of:

- A. Cold inflation pressure.
- B. Vehicle Placard and location on the vehicle.
- C. Adverse safety consequences of under inflation (including tire failure).

D. Measuring and adjusting air pressure for proper inflation.

Tire Care, including maintenance and safety practices.

Vehicle load limits, including a description and explanation of the following items:

A. Locating and understanding the load limit information, total load capacity, and cargo capacity.

B. Calculating total and cargo capacities with varying seating configurations including quantitative examples showing / illustrating how the vehicles cargo and luggage capacity decreases as combined number and size of occupants' increases. This item is also discussed in Section 3.

C. Determining compatibility of tire and vehicle load capabilities.

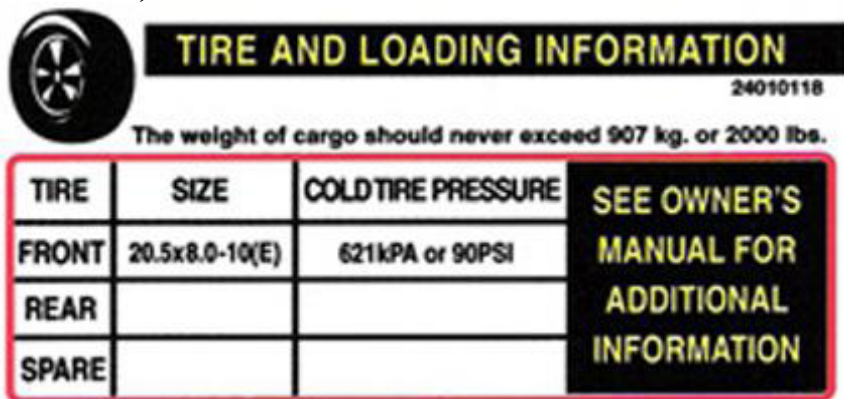
D. Adverse safety consequences of overloading on handling and stopping on tires.

3.1. STEPS FOR DETERMINING CORRECT LOAD LIMIT – TRAILER

Determining the load limits of a trailer includes more than understanding the load limits of the tires alone. On all trailers there is a Federal certification/VIN label that is located on the forward half of the left (road) side of the unit. This certification/VIN label will indicate the trailer's Gross Vehicle Weight Rating (GVWR). This is the most weight the fully loaded trailer can weigh. It will also provide the Gross Axle Weight Rating (GAWR). This is the most a particular axle can weigh. If there are multiple axles, the GAWR of each axle will be provided. If your trailer has a GVWR of 10,000 pounds or less, there is a vehicle placard located in the same location as the certification label described above. This placard provides tire and loading information. In addition, this placard will show a statement regarding maximum cargo capacity. Cargo can be added to the trailer, up to the maximum weight specified on the placard. The combined weight of the cargo is provided as a single number. In any case, remember: the total weight of a fully loaded trailer can not exceed the stated GVWR. For trailers with living quarters installed, the weight of water and propane also need to be considered. The weight of fully filled propane containers is considered part of the weight of the trailer before it is loaded with cargo, and is not considered part of the disposable cargo load. Water however, is a disposable cargo weight and is treated as such. If there is a fresh water storage tank of 100 gallons, this tank when filled would weigh about 800 pounds. If more cargo is being transported, water can be off-loaded to keep the total amount of cargo added to the vehicle within the limits of the GVWR so as not to overload the vehicle. Understanding this flexibility will allow you, the owner, to make choices that fit your travel needs. When loading your cargo, be sure it is distributed evenly to prevent overloading front to back and side to side. Heavy items should be placed low and as close to the axle positions as reasonable. Too many items on one side may overload a tire. The best way to know the

actual weight of the vehicle is to weigh it at a public scale. Talk to your dealer to discuss the weighing methods needed to capture the various weights related to the trailer. This would include the weight empty or unloaded, weights per axle, wheel, hitch or king-pin, and total weight. Excessive loads and/or underinflation cause tire overloading and, as a result, abnormal tire flexing occurs. This situation can generate an excessive amount of heat within the tire. Excessive heat may lead to tire failure. It is the air pressure that enables a tire to support the load, so proper inflation is critical. The proper air pressure may be found on the certification/VIN label and/or on the Tire Placard. This value should never exceed the maximum cold inflation pressure stamped on the tire.

3.1.1. TRAILERS 10,000 POUNDS GVWR OR LESS



Tire and Loading Information Placard – Figure 1-1

1. Locate the statement, “The weight of cargo should never exceed XXX kg or XXX lbs.,” on your vehicle’s placard. See figure 1-1.

2. This figure equals the available amount of cargo and luggage load capacity.

3. Determine the combined weight of luggage and cargo being loaded on the vehicle.

That weight may not safely exceed the available cargo and luggage load capacity.

The trailer’s placard refers to the Tire Information Placard attached adjacent to or near the trailer’s VIN (Certification) label at the left front of the trailer.

3.1.2. TRAILERS OVER 10,000 POUNDS GVWR (NOTE: THESE TRAILERS ARE NOT REQUIRED TO HAVE A TIRE INFORMATION PLACARD ON THE VEHICLE)

1. Determine the empty weight of your trailer by weighing the trailer using a public scale or other means. This step does not have to be repeated.

2. Locate the GVWR (Gross Vehicle Weight Rating) of the trailer on your trailer’s VIN (Certification) label.

3. Subtract the empty weight of your trailer from the GVWR stated on the VIN label. That weight is the maximum available cargo capacity of the trailer and may not be safely exceeded.

3.2. STEPS FOR DETERMINING CORRECT LOAD LIMIT – TOW VEHICLE

1. Locate the statement, “The combined weight of occupants and cargo should never exceed XXX lbs.,” on your vehicle’s placard.
2. Determine the combined weight of the driver and passengers who will be riding in your vehicle.
3. Subtract the combined weight of the driver and passengers from XXX kilograms or XXX pounds.
4. The resulting figure equals the available amount of cargo and luggage capacity. For example, if the “XXX” amount equals 1400 lbs. and there will be five 150 lb. passengers in your vehicle, the amount of available cargo and luggage capacity is 650 lbs. ($1400 - 750 (5 \times 150) = 650$ lbs.).
5. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage capacity calculated in Step # 4.
6. If your vehicle will be towing a trailer, load from your trailer will be transferred to your vehicle. Consult the tow vehicle’s manual to determine how this weight transfer reduces the available cargo and luggage capacity of your vehicle.

3.3. GLOSSARY OF TIRE TERMINOLOGY

Accessory weight

The combined weight (in excess of those standard items which may be replaced) of automatic transmission, power steering, power brakes, power windows, power seats, radio and heater, to the extent that these items are available as factory-installed equipment (whether installed or not).

Bead

The part of the tire that is made of steel wires, wrapped or reinforced by ply cords and that is shaped to fit the rim.

Bead separation

This is the breakdown of the bond between components in the bead.

Bias ply tire

A pneumatic tire in which the ply cords that extend to the beads are laid at alternate angles substantially less than 90 degrees to the centerline of the tread.

Carcass

The tire structure, except tread and sidewall rubber which, when inflated, bears the load.

Chunking

The breaking away of pieces of the tread or sidewall.

Cold inflation pressure

The pressure in the tire before you drive.

Cord

The strands forming the plies in the tire.

Cord separation

The parting of cords from adjacent rubber compounds.

Cracking

Any parting within the tread, sidewall, or inner liner of the tire extending to cord material.

CT

A pneumatic tire with an inverted flange tire and rim system in which the rim is designed with rim flanges pointed radially inward and the tire is designed to fit on the underside of the rim in a manner that encloses the rim flanges inside the air cavity of the tire.

Curb weight

The weight of a motor vehicle with standard equipment including the maximum capacity of fuel, oil, and coolant, and, if so equipped, air conditioning and additional weight optional engine.

Extra load tire

A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

Groove

The space between two adjacent tread ribs.

Gross Axle Weight Rating

The maximum weight that any axle can support, as published on the Certification / VIN label on the front left side of the trailer. Actual weight determined by weighing each axle on a public scale, with the trailer attached to the towing vehicle.

Gross Vehicle Weight Rating

The maximum weight of the fully loaded trailer, as published on the Certification / VIN label. Actual weight determined by weighing trailer on a public scale, without being attached to the towing vehicle.

Hitch Weight

The downward force exerted on the hitch ball by the trailer coupler.

Innerliner

The layer(s) forming the inside surface of a tubeless tire that contains the inflating medium within the tire.

Innerliner separation

The parting of the innerliner from cord material in the carcass.

Intended outboard sidewall

The sidewall that contains a white-wall, bears white lettering or bears manufacturer, brand, and/or model name molding that is higher or deeper than the same molding on the other sidewall of the tire or the outward facing sidewall of an asymmetrical tire that has a particular side that must always face outward when mounted on a vehicle.

Light truck (LT) tire

A tire designated by its manufacturer as primarily intended for use on lightweight trucks or multipurpose passenger vehicles.

Load rating

The maximum load that a tire is rated to carry for a given inflation pressure.

Maximum load rating

The load rating for a tire at the maximum permissible inflation pressure for that tire.

Maximum permissible inflation pressure

The maximum cold inflation pressure to which a tire may be inflated.

Maximum loaded vehicle weight

The sum of curb weight, accessory weight, vehicle capacity weight, and production options weight.

Measuring rim

The rim on which a tire is fitted for physical dimension requirements.

Pin Weight

The downward force applied to the 5th wheel or gooseneck ball, by the trailer kingpin or gooseneck coupler.

Non-pneumatic rim

A mechanical device which, when a non-pneumatic tire assembly incorporates a wheel, supports the tire, and attaches, either integrally or separably, to the wheel center member and upon which the tire is attached.

Non-pneumatic spare tire assembly

A non-pneumatic tire assembly intended for temporary use in place of one of the pneumatic tires and rims that are fitted to a passenger car in compliance with the requirements of this standard.

Non-pneumatic tire

A mechanical device which transmits, either directly or through a wheel or wheel center member, the vertical load and tractive forces from the roadway to the vehicle, generates the tractive forces that provide the directional control of the vehicle and does not rely on the containment of any gas or fluid for providing those functions.

Non-pneumatic tire assembly

A non-pneumatic tire, alone or in combination with a wheel or wheel center member, which can be mounted on a vehicle.

Normal occupant weight

This means 68 kilograms (150 lbs.) times the number of occupants specified in the second column of Table I of 49 CFR 571.110.

Occupant distribution

The distribution of occupants in a vehicle as specified in the third column of Table I of 49 CFR 571.110.

Open splice

Any parting at any junction of tread, sidewall, or innerliner that extends to cord material.

Outer diameter

The overall diameter of an inflated new tire.

Overall width

The linear distance between the exteriors of the sidewalls of an inflated tire, including elevations due to labeling, decorations, or protective bands or ribs.

Ply

A layer of rubber-coated parallel cords.

Ply separation

A parting of rubber compound between adjacent plies.

Pneumatic tire

A mechanical device made of rubber, chemicals, fabric and steel or other materials, that, when mounted on an automotive wheel, provides the traction and contains the gas or fluid that sustains the load.

Production options weight

The combined weight of those installed regular production options weighing over 2.3 kilograms (5 lbs.) in excess of those standard items which they replace, not previously considered in curb weight or accessory weight, including heavy duty brakes, ride levelers, roof rack, heavy duty battery, and special trim.

Radial ply tire

A pneumatic tire in which the ply cords that extend to the beads are laid at substantially 90 degrees to the centerline of the tread.

Recommended inflation pressure

This is the inflation pressure provided by the vehicle manufacturer on the Tire Information label and on the Certification / VIN tag.

Reinforced tire

A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

Rim

A metal support for a tire or a tire and tube assembly upon which the tire beads are seated.

Rim diameter

This means the nominal diameter of the bead seat.

Rim size designation

This means the rim diameter and width.

Rim type designation

This means the industry of manufacturer's designation for a rim by style or code.

Rim width

This means the nominal distance between rim flanges.

Section width

The linear distance between the exteriors of the sidewalls of an inflated tire, excluding elevations due to labeling, decoration, or protective bands.

Sidewall

That portion of a tire between the tread and bead.

Sidewall separation

The parting of the rubber compound from the cord material in the sidewall.

Special Trailer (ST) tire The "ST" is an indication the tire is for trailer use only.

Test rim

The rim on which a tire is fitted for testing, and may be any rim listed as appropriate for use with that tire.

Tread

That portion of a tire that comes into contact with the road.

Tread rib

A tread section running circumferentially around a tire.

Tread separation

Pulling away of the tread from the tire carcass.

Treadwear indicators (TWI)

The projections within the principal grooves designed to give a visual indication of the degrees of wear of the tread.

Vehicle capacity weight

The rated cargo and luggage load plus 68 kilograms (150 lbs.) times the vehicle's designated seating capacity.

Vehicle maximum load on the tire

The load on an individual tire that is determined by distributing to each axle its share of the maximum loaded vehicle weight and dividing by two.

Vehicle normal load on the tire

The load on an individual tire that is determined by distributing to each axle its share of the curb weight, accessory weight, and normal occupant weight (distributed in accordance with Table I of CRF 49 571.110) and dividing by 2.

Weather side

The surface area of the rim not covered by the inflated tire.

Wheel center member

In the case of a non-pneumatic tire assembly incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the non-pneumatic rim and provides the connection between the non-pneumatic rim and the vehicle; or, in the case of a non-pneumatic tire assembly not incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the non-pneumatic tire and provides the connection between tire and the vehicle.

Wheel-holding fixture

The fixture used to hold the wheel and tire assembly securely during testing.

3.4. TIRE SAFETY - EVERYTHING RIDES ON IT

The National Traffic Safety Administration (NHTSA) has published a brochure (DOT HS 809 361) that discusses all aspects of Tire Safety, as required by CFR 575.6. This brochure is reproduced in part below. It can be obtained and downloaded from NHTSA, free of charge, from the following web site:

http://www.nhtsa.dot.gov/cars/rules/TireSafety/ridesonit/tires_index.html

Studies of tire safety show that maintaining proper tire pressure, observing tire and vehicle load limits (not carrying more weight in your vehicle than your tires or vehicle can safely handle), avoiding road hazards, and inspecting tires for cuts, slashes, and other irregularities are the most important things you can do to avoid tire failure, such as tread separation or blowout and flat tires. These actions, along with other care and maintenance activities, can also:

Improve vehicle handling

Help protect you and others from avoidable breakdowns and accidents

Improve fuel economy

Increase the life of your tires.

This section presents a comprehensive overview of tire safety, including information on the following topics:

Basic tire maintenance

Uniform Tire Quality Grading System

Fundamental characteristics of tires

Tire safety tips.

Use this information to make tire safety a regular part of your vehicle maintenance routine. Recognize that the time you spend is minimal compared with the inconvenience and safety consequences of a flat tire or other tire failure.

3.5. SAFETY FIRST–BASIC TIRE MAINTENANCE

Properly maintained tires improve the steering, stopping, traction, and load-carrying capability of your vehicle. Underinflated tires and overloaded vehicles are a major cause of tire failure. Therefore, as mentioned above, to avoid flat tires and other types of tire failure, you should maintain proper tire pressure, observe tire and vehicle load limits, avoid road hazards, and regularly inspect your tires.

3.5.1. FINDING YOUR VEHICLE'S RECOMMENDED TIRE PRESSURE AND LOAD LIMITS

Tire information placards and vehicle certification labels contain information on tires and load limits. These labels indicate the vehicle manufacturer's information including:

Recommended tire size

Recommended tire inflation pressure

Vehicle capacity weight (VCW–the maximum occupant and cargo weight a vehicle is designed to carry)

Front and rear gross axle weight ratings (GAWR– the maximum weight the axle systems are designed to carry).

Both placards and certification labels are permanently attached to the trailer near the left front.

3.5.2. UNDERSTANDING TIRE PRESSURE AND LOAD LIMITS

Tire inflation pressure is the level of air in the tire that provides it with load-carrying capacity and affects the overall performance of the vehicle. The tire inflation pressure is a number that indicates the amount of air pressure– measured in pounds per square inch (psi)–a tire requires to be properly inflated. (You will also find this number on the vehicle information placard expressed in kilopascals (kpa), which is the metric measure used internationally.)

Manufacturers of passenger vehicles and light trucks determine this number based on the vehicle's design load limit, that is, the greatest amount of weight a vehicle can safely carry and the vehicle's tire size. The proper tire pressure for your vehicle is referred to as the "recommended cold inflation pressure." (As you will read below, it is difficult to obtain the recommended tire pressure if your tires are not cold.)

Because tires are designed to be used on more than one type of vehicle, tire manufacturers list the "maximum permissible inflation pressure" on the tire sidewall. This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

3.5.3. CHECKING TIRE PRESSURE

It is important to check your vehicle's tire pressure at least once a month for the following reasons:

Most tires may naturally lose air over time.

Tires can lose air suddenly if you drive over a pothole or other object or if you strike the curb when parking.

With radial tires, it is usually not possible to determine underinflation by visual inspection.

For convenience, purchase a tire pressure gauge to keep in your vehicle. Gauges can be purchased at tire dealerships, auto supply stores, and other retail outlets.

The recommended tire inflation pressure that vehicle manufacturers provide reflects the proper psi when a tire is cold. The term cold does not relate to the outside temperature. Rather, a cold tire is one that has not been driven on for at least three hours. When you drive, your tires get warmer, causing the air pressure within them to increase. Therefore, to get an accurate tire pressure reading, you must measure tire pressure when the tires are cold or compensate for the extra pressure in warm tires.

3.5.4. STEPS FOR MAINTAINING PROPER TIRE PRESSURE

Step 1: Locate the recommended tire pressure on the vehicle's tire information placard, certification label, or in the owner's manual.

Step 2: Record the tire pressure of all tires.

Step 3: If the tire pressure is too high in any of the tires, slowly release air by gently pressing on the tire valve stem with the edge of your tire gauge until you get to the correct pressure.

Step 4: If the tire pressure is too low, note the difference between the measured tire pressure and the correct tire pressure. These "missing" pounds of pressure are what you will need to add.

Step 5: At a service station, add the missing pounds of air pressure to each tire that is underinflated.

Step 6: Check all the tires to make sure they have the same air pressure (except in cases in which the front and rear tires are supposed to have different amounts of pressure).

If you have been driving your vehicle and think that a tire is underinflated, fill it to the recommended cold inflation pressure indicated on your vehicle's tire information placard or certification label. While your tire may still be slightly underinflated due to the extra pounds of pressure in the warm tire, it is safer to drive with air pressure that is slightly lower than the vehicle manufacturer's recommended cold inflation pressure than to drive with a significantly underinflated tire. Since this is a temporary fix, don't forget to recheck and adjust the tire's pressure when you can obtain a cold reading.

3.5.5. TIRE SIZE

To maintain tire safety, purchase new tires that are the same size as the vehicle's original tires or another size recommended by the manufacturer. Look at the tire information placard, the owner's manual, or the sidewall of the tire you are replacing to find this information. If you have any doubt about the correct size to choose, consult with the tire dealer.

3.5.6. TIRE TREAD

The tire tread provides the gripping action and traction that prevent your vehicle from slipping or sliding, especially when the road is wet or icy. In general, tires are not safe and should be replaced when the tread is worn down to 1/16 of an inch. Tires have built-in treadwear indicators that let you know when it is time to replace your tires. These indicators are raised sections spaced intermittently in the bottom of the tread grooves. When they appear "even" with the outside of the tread, it is time to replace your tires. Another method for checking tread depth is to place a penny in the tread with Lincoln's head upside down and facing you. If you can see the top of Lincoln's head, you are ready for new tires.

3.5.7. TIRE BALANCE AND WHEEL ALIGNMENT

To avoid vibration or shaking of the vehicle when a tire rotates, the tire must be properly balanced. This balance is achieved by positioning weights on the wheel to counterbalance heavy spots on the wheel-and-tire assembly. A wheel alignment adjusts the angles of the wheels so that they are positioned correctly relative to the vehicle's frame. This adjustment maximizes the life of your tires. These adjustments require special equipment and should be performed by a qualified technician.

3.5.8. TIRE REPAIR

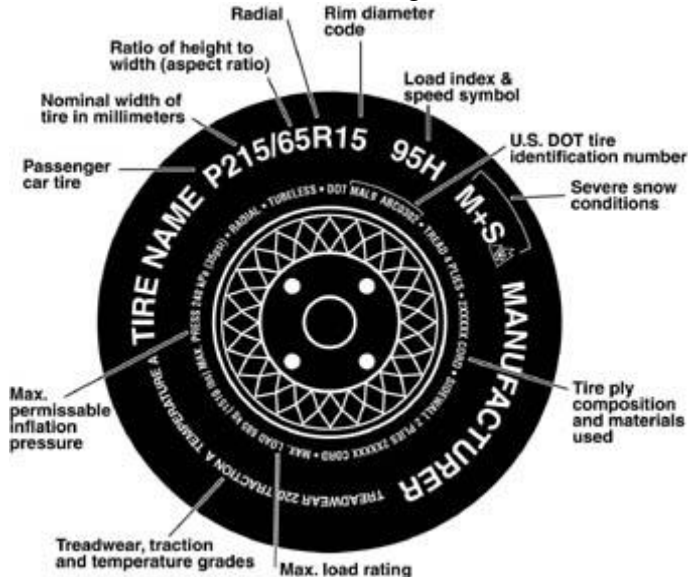
The proper repair of a punctured tire requires a plug for the hole and a patch for the area inside the tire that surrounds the puncture hole. Punctures through the tread can be repaired if they are not too large, but punctures to the sidewall should not be repaired. Tires must be removed from the rim to be properly inspected before being plugged and patched.

3.5.9. TIRE FUNDAMENTALS

Federal law requires tire manufacturers to place standardized information on the sidewall of all tires. This information identifies and describes the fundamental characteristics of the tire and also provides a tire identification number for safety standard certification and in case of a recall.

3.5.9.1. Information on Passenger Vehicle Tires

Please refer to the diagram below.



P The "P" indicates the tire is for passenger vehicles.

Next number This three-digit number gives the width in millimeters of the tire from sidewall edge to sidewall edge. In general, the larger the number, the wider the tire.

Next number This two-digit number, known as the aspect ratio, gives the tire's ratio of height to width. Numbers of 70 or lower indicate a short sidewall for improved steering response and better overall handling on dry pavement.

R The "R" stands for radial. Radial ply construction of tires has been the industry standard for the past 20 years.

Next number This two-digit number is the wheel or rim diameter in inches. If you change your wheel size, you will have to purchase new tires to match the new wheel diameter.

Next number This two- or three-digit number is the tire's load index. It is a measurement of how much weight each tire can support. You may find this information in your owner's manual. If not, contact a local tire dealer. Note: You may not find this information on all tires because it is not required by law.

M+S The "M+S" or "M/S" indicates that the tire has some mud and snow capability. Most radial tires have these markings; hence, they have some mud and snow capability.

Speed Rating The speed rating denotes the speed at which a tire is designed to be driven for extended periods of time. The ratings range from 99 miles per hour (mph) to 186 mph. These ratings are listed below.

NOTE: You may not find this information on all tires because it is not required by law.

Tire Safety Information

Letter Rating	Speed Rating
Q	99 mph
R	106 mph
S	112 mph
T	118 mph
U	124 mph
H	130 mph
V	149 mph
W	168* mph
Y	186* mph

* For tires with a maximum speed capability over 149 mph, tire manufacturers sometimes use the letters ZR. For those with a maximum speed capability over 186 mph, tire manufacturers always use the letters ZR.

U.S. DOT Tire Identification Number This begins with the letters "DOT" and indicates that the tire meets all federal standards. The next two numbers or letters are the plant code where it was manufactured, and the last four numbers represent the week and year the tire was built. For example, the numbers 3197 means the 31st week of 1997. The other numbers are marketing codes used at the manufacturer's discretion. This information is used to contact consumers if a tire defect requires a recall.

Tire Ply Composition and Materials Used The number of plies indicates the number of layers of rubber-coated fabric in the tire. In general, the greater the number of plies, the more weight a tire can support. Tire manufacturers also must indicate the materials in the tire, which include steel, nylon, polyester, and others.

Maximum Load Rating This number indicates the maximum load in kilograms and pounds that can be carried by the tire.

Maximum Permissible Inflation Pressure This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

Max. Load Single kg (lbs) at kPa (psi) Cold This information indicates the maximum load and tire pressure when the tire is used as a single.

Load Range This information identifies the tire's load-carrying capabilities and its inflation limits.

3.6. TIRE SAFETY TIPS

Preventing Tire Damage

Slow down if you have to go over a pothole or other object in the road.

Do not run over curbs or other foreign objects in the roadway, and try not to strike the curb when parking.

Tire Safety Checklist

Check tire pressure regularly (at least once a month), including the spare.

Inspect tires for uneven wear patterns on the tread, cracks, foreign objects, or other signs of wear or trauma.

Remove bits of glass and foreign objects wedged in the tread.

Make sure your tire valves have valve caps.

Check tire pressure before going on a long trip.

Do not overload your vehicle. Check the Tire Information and Loading Placard or User's Manual for the maximum recommended load for the vehicle.

4. SAFE TOWING GUIDELINES

All of the employees on Team BUSHTEC wish to thank you for your purchase of the finest touring cargo trailer made in the world. Please take a few moments to review the contents of this Owner's Manual to insure thousands of trouble-free miles of use. Remember, this is only a guide and should be a supplement to your own regard for safe operation.

CAUTION: FAILURE TO PERFORM WHEEL BEARING SERVICE AS DESCRIBED HEREIN MAY CAUSE THE TRAILER TO TRACK UNDESIRABLY AND WILL VOID WARRANTY!!!

WARNING: TOWING A TRAILER BEHIND A MOTORCYCLE INCREASES THE LIKELIHOOD OF INJURY OR DEATH TO BOTH OPERATOR AND PASSENGER DUE TO INCREASED RISK AND EXPOSURE. FAILURE TO OBSERVE AND FOLLOW;

- (A) ALL RULES OF THE ROAD AND LAWS OF THE LAND;
- (B) MAINTENANCE AND OPERATION INSTRUCTIONS ASSOCIATED WITH THIS TRAILER;
- (C) POSTED SPEED AND ROAD CONDITION WARNINGS; and
- (D) SAFE RIDING PRACTICES AND PROCEDURES;

WILL FURTHER INCREASE THE RISK OF INJURY OR DEATH TO OPERATOR AND PASSENGER.

We are not aware of any current state or federal guidelines for pulling a trailer with a motorcycle. We suggest when pulling and loading a trailer you do not exceed the manufacturers Gross Vehicle Weight limits.

When pulling a trailer with a motorcycle, extra distance must be allowed for stopping.

When cornering, use slower speeds and a wider angle of attack.

Use extra caution at all times, particularly if the road surface is wet or slippery.

Splitting lanes with a trailer is HIGHLY discouraged and is ILLEGAL in many states.

Behind most touring motorcycles, your mirrors are wider than your BUSHTEC trailer.

BPC supports the Motorcycle Safety Foundation. If you have never taken a course, BPC highly recommends it! Contact the MSF office nearest you.

5. LOADING AND TONGUE WEIGHTS

Tongue weight is a much-discussed aspect of trailer use. Too much is bad, not enough is bad, so how do you determine the happy medium? Fact is, a trailer will wander if tongue weight is not sufficient to give the trailer “direction”. Without “direction”, all trailers will wander behind the tow vehicle and cause handling problems. Insufficient tongue weight will result in erratic trailer handling. Excessive tongue weight will cause coupler fatigue, hitch fatigue or failure and increased wear and tear on the tow vehicles mechanical components.

Trailer Industry standards suggest a ratio of 10% to 15% of the trailers gross vehicle weight (GVW- base weight of trailer and its cargo) be applied to the coupler as an ideal tongue weight. This weight is easily measured by using a bathroom scale or fish scale, weighing the applied load at the ball or coupler. This method of weighing must allow that the coupler is at the installed or operational height to determine the actual tongue weight during use.

Loading of cargo is a major determinant of tongue weight. Load placement and distribution must be executed carefully and thoughtfully, with added consideration given to additional weight in and on accessory items such as coolers and luggage racks. Adding or subtracting load must be accomplished with the same care and thought as the original loading was given, and tongue weight rechecked!

WARNING: ALWAYS LOAD CARGO SO THAT HEAVIEST ITEMS ARE LOWEST AND DISTRIBUTED FRONT TO REAR. NEVER PUT THE HEAVIEST ITEM AT THE REAR OF THE TRAILER, AS THIS WILL INCREASE THE TRAILERS TENDENCY TO SWAY. LOADING THE TRAILER IN EXCESS OF THE GVWR (gross vehicle weight rating) IS DANGEROUS AND COULD CAUSE SERIOUS PERSONAL INJURY OR DEATH.

WARNING: IF THE TRAILER FAILS TO HANDLE IN A SAFE AND PREDICTABLE MANNER, STOP! DO NOT OPERATE THE TRAILER UNTIL YOU HAVE DETERMINED AND CORRECTED THE CONDITION OR PROBLEM.

6. LID LATCH OPERATION, OPENING & CLOSURE

CAUTION: DO NOT SLAM THE LID ON ANY BUSHTEC TRAILER. ALL BUSHTEC TRAILERS FEATURE SOFT CLOSURE LID SYSTEMS. SLAMMING OF THE LID TO CLOSE THE TRAILER CAN RESULT IN DAMAGE OR BREAKAGE AND FAILURE OF OPERATION OF THE LATCH SYSTEM.

NOTE: It is possible to lock the keys inside of your Bushtec trailer. Check that keys are not inside the trailer prior to closing the lid.

TURBO+2™

To Open: Push downward on the recessed logo area of the lid **while** pushing the lock button in. While the lock button remains fully depressed, lift upward on the lid.

To Close: **DO NOT DROP OR SLAM.** Bring the lid down and allow to set on the latch. Push lock button in and push lid closed. Release push button allowing the latch to engage and lid should not be able to be lifted open.

To Lock: Insert key into keyhole and rotate. Press button and check.

NOTE: Lock must be unlocked in order to open the lid on Turbo+2™ model. It is possible to lock the keys in the trailer. Check that you have your keys before closing the lid.

ROADSTAR™

To Open: Push downward on the lid handle **while** pushing the lock button in. While the lock button remains fully depressed, lift upward on the lid.

To Close: **DO NOT DROP OR SLAM.** The latch features a two-stage rotary mechanism. Close the lid and push down gently. This will engage the first stage. Then push down firmly to engage the second stage, which will click. Pull up on handle to check lid is securely closed. When the latch is fully engaged, the lid should have no movement.

To Lock: Insert key into keyhole and rotate. Push button to check.

CAUTION: THE SECOND STAGE OF THE LATCH MUST BE ENGAGED TO KEEP THE LID SECURELY CLOSED.

QUANTUM SPORT™ or QUANTUM “GL”™

To Open: Push down on the back of the lid behind the third brake light or over either foot of the Aerowing if the trailer is equipped with the Aerowing. This is to remove spring tension on the latch. Pull out on the paddle handle until the latch releases, hold, and lift the lid.

NOTE: Due to spring tension generated by the seal, it may feel as though the paddle handle is fully extended but the lid will not open. Pull out further on the paddle handle and the latch will release.

To Close: **DO NOT DROP OR SLAM.** The latch features a two-stage rotary mechanism. Bring lid down and push gently to engage the first stage of the latch. Place your hand on the rear of the lid behind the third brake light if equipped with the standard lid. If the trailer is equipped with the Aerowing, place the palms of your hands over the feet of the wing, **NOT** the middle of the wing. Push down firmly until the second stage engages, which will click. The lid should have no movement and should not be able to be lifted open when the latch is properly closed

To Lock: Insert key into keyhole and rotate. Check paddle.

CAUTION: IF THE QUANTUM™ IS EQUIPPED WITH THE AEROWING OPTION, DO NOT PUSH DOWN ON THE CENTER OF THE WING. PUSH DOWN OVER THE FEET OF THE WING, AS MARKED. FAILURE TO DO SO COULD RESULT IN THE WING CRACKING.

ENTOURAGE™

To Open: Push the lock button in. While the lock button remains fully depressed, lift upward on the lid.

To Close: DO NOT DROP OR SLAM. Bring the lid down and allow to set on the latch. Push downward on lid to engage latch. Lid should not be able to be lifted open.

To Lock: Insert key into keyhole and rotate. Press button and check.

NOTE: Lock must be unlocked in order to open the lid on Entourage™ model. It is possible to lock the keys in the trailer. Check that you have your keys before closing the lid.

NOTE: All BUSHTEC Trailers have an extremely airtight seal. Opening and closing the lid requires pushing down on the lid to remove tension created by lid seal compression.

CAUTION: DO NOT ALLOW PLASTIC BAGS (E.G.- GROCERY BAGS) NEAR THE GAS LID PROPS. PLASTIC CAN WORK ITS WAY INTO THE SEALS AND CAUSE THEM TO LEAK.

7. ATTACHING TRAILER TO MOTORCYCLE

NOTE: When connecting the trailer to the motorcycle, be sure that the trailer is loaded, and that tongue weight and wheel alignment has been checked.

CAUTION: IF THE TRAILER IS EQUIPPED WITH A TONGUE STAND MAKE SURE IT IS IN THE UPRIGHT STOWED POSITION.

LOCKING HITCH PIN: (Smooth body, barrel style key)

Place the hole in captured ball of the heim joint over the hitch pin. Place the key into the lock, hold the lock and turn the key ¼ turn clockwise to unlock. Place the lock on top of the pin down against heim joint ball and turn the key ¼ turn counterclockwise to lock.

Remove the key. Lift up on the lock to insure lock is engaged on the pin. Cover keyhole with supplied rubber cap which is designed to keep the keyway free of debris.

After securing the trailer to the motorcycle, connect the wiring harness; preferably run the harness over the top of the chassis neck. Secure the safety chain to the safety chain mount. Check all connections for completeness.

NOTE: The heim joint must be approximately perpendicular to the hitch pin or the lock will not seat properly. If the lock does not seat, rotate the heim joint so that it is perpendicular to the pin.

CAUTION: FAILURE TO USE THE SUPPLIED RUBBER CAP WILL RESULT IN DIRT AND DEBRIS SETTLING INTO THE KEYHOLE. THIS MAY PREVENT YOU FROM BEING ABLE TO INSERT THE KEY AND REMOVE THE LOCK.

WARNING: IF THE TRAILER IS NOT SECURELY ATTACHED TO THE MOTORCYCLE, IT COULD UNCOUPLE FROM THE MOTORCYCE. THE KEY CAN BE REMOVED FROM THE LOCK REGARDLESS OF WHETHER OR NOT THE LOCK IS ENGAGED ON THE HITCH PIN.

CAUTION: WHEN THE TRAILER IS NOT IN USE, DO NOT LEAVE THE LOCK ON THE HITCH PIN. REMOVE IT AND STORE OFF OF THE HITCH PIN UNTIL ITS NEXT USE. LEAVING THE HITCH LOCK IN PLACE DURING OPERATION WITHOUT THE TRAILER ATTACHED COULD ALLOW DIRT AND MOISTURE TO ENTER THE LOCK THROUGH THE BOTTOM AND COULD LEAD TO PREMATURE HITCH LOCK FATIGUE AND/OR FAILURE.

8. MAINTENANCE

The following section is broken into subsections, BEFORE EACH USE, AFTER INITIAL 50 MILES, AFTER INITIAL 500-1000 MILES, AT 3000 MILES AND EVERY 3000 MILES, REMOVAL FROM STORAGE, and MISCELLANEOUS. Each operation will take a maximum of 10 minutes to perform and will aid in the longevity of your investment.

	BEFORE EACH USE	AFTER INITIAL 50 MILES	AFTER INITIAL 500- 1000 MILES	AT 3000 AND EVERY 3000 MILES	REMOVAL FROM STORAGE	MISC.
COUPLER CONDITION	X	X		X	X	
GENERAL HARDWARE INSPECTION			X	X	X	
LUBRICATE HEIM JOINT				X	X	
LUBRICATE 360 DEGREE SWIVEL				X	X	
LUBRICATE SUSPENSION COLLARS	X			X	X	
CHECK TIRE PRESSURE AND WEAR	X				X	X
TONGUE HARDWARE			X	X	X	
WHEEL SERVICE			X	X		

COUPLER CONDITION

Check that the captured ball in the front of the heim joint moves freely without binding, but does not have excessive play. Check that the 360-degree swivel has full movement with moderate resistance. There should be no fore and aft play in the swivel assembly. When the trailer is attached, check your hookup to insure that the coupler is secure, your lights are plugged in and that your safety chain is attached.

GENERAL HARDWARE INSPECTION

TOOLS REQUIRED

7/16, ½, 9/16 inch wrenches

Visually inspect all components for structural integrity, fitment, and completeness. Check all hardware and fittings for proper tension.

HEIM JOINT LUBRICATION

TOOLS REQUIRED

Cartridge Grease Gun

Lubricate the captured ball via the zerk fitting in the side of the heim joint using good quality grease designed for automobile use. Turn the captured ball while lubricating. Inspect the heim joint for wear, that the captured ball is free, and that the heim is not bent.

NOTE: The zerk fitting in the heim joint is NOT equipped with a check ball. Upon removal of the grease gun, grease may backflow out of the zerk fitting. Allow to purge and wipe off excess.

CAUTION: THE HEIM JOINT CAN BE BENT IF THE CAPTURED BALL IS FORCED TO TRAVEL BEYOND ITS ROTATIONAL LIMIT. APPROACH STEEP INCLINE CHANGES (DRIVEWAY TO STREET) AT AN ANGLE TO ALLOW THE SWIVEL PORTION OF THE COUPLER TO ENGAGE THE CHANGE RATHER THAN THE CAPTURED BALL.

360-DEGREE SWIVEL LUBRICATION

TOOLS REQUIRED

Cartridge Grease Gun

7/8 inch Wrench

Lubricate the grease fitting on the underside of the tongue forward of the safety chain, using a good quality grease designed for automobile use. While greasing the swivel, continuously turn the swivel using a 7/8-inch wrench placed on the heim joint to allow grease to penetrate the mechanism.

NOTE: YOU MUST ROTATE THE HEIM JOINT ASSEMBLY CONTINUOUSLY WHILE PUSHING GREASE INTO THE FITTING. FAILURE TO ROTATE WILL NOT ALLOW GREASE TO PENETRATE SWIVEL ASSEMBLY.

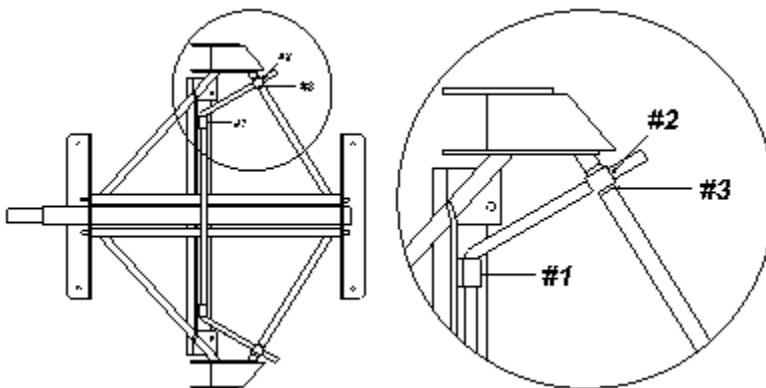
SUSPENSION LUBRICATION

TOOLS REQUIRED

Super Lube® or similar lubricant

Lubricate the six collars that attach the anti-sway bar to the A-arms and suspension stop plates on the underside of the chassis. Place 2-3 drops of a good quality Teflon®-based lubricant on each edge of each of the six points. The lubricant will be placed onto the anti-sway bar or A-arm at each end of each collar. Super Lube®, DuPont™ Multi-Use with Teflon® or Dri-Slide® are preferred lubricants. Super Lube® is available from BPC, and these products may also be found at Home Depot™ or Lowe's™ home improvement centers. Either dropper or aerosol dispenser may be used.

NOTE: DO NOT USE ANY TYPE OF WHEEL BEARING OR LITHIUM GREASE, CHAIN LUBE OR WD-40® FOR SUSPENSION LUBRICATION. THESE LUBRICANTS WILL ATTRACT DIRT AND, BECAUSE OF THEIR VISCOSITY, WILL NOT ALLOW THE SUSPENSION TO OPERATE PROPERLY.



TIRE PRESSURE

TOOLS REQUIRED

Calibrated Tire Gauge

Adjust 3.00x16 tires to 35 PSI cold, regardless of load. Improper inflation will increase rolling resistance and decrease fuel mileage, as well as increase tire wear. Spin-balance wheels annually or every 10,000 miles, whichever comes first. Failure to re-balance will shorten tire life and result in irregular wear.

CAUTION: LOW TIRE PRESSURE CAN CAUSE UNDESIRE HANDLING AND WILL SHORTEN TIRE LIFE.

TONGUE HARDWARE

TOOLS REQUIRED

7/16, ½, 9/16 inch wrenches.

Check the tension on the two bolts which secure the tongue to the main chassis tube. Check the two nuts on the third body support clamp at front of body and the two nuts securing the third body support plate to the body. This is especially important with the addition of the cooler package.

WHEEL SERVICE

TOOLS REQUIRED

15/16-inch wrench

Cartridge Grease Gun

Wire Brush

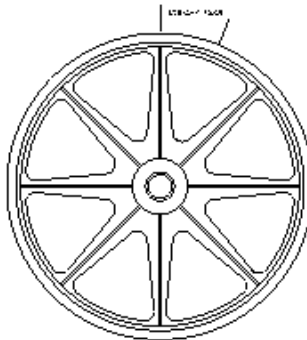
Medium Duty Threadlock (blue or green)

1. Refer to section regarding hub cover removal for instructions according to wheel type.
2. Remove the 5/8-inch nylock axle nut from the spindle using a 15/16-inch wrench.
3. Lift trailer and pull out on hub to remove wheel.
4. Inspect integrity of wheel bearings by placing one finger into each bearing, lift wheel and spin slowly. If any binding, grinding, or looseness is detected, the bearing needs to be replaced.
5. Clean the spindle threads with a wire brush to remove old Threadlock.
6. Place a light coat of good quality automotive grease on the unthreaded portion of the axle shaft for water displacement and corrosion resistance.

7. Reinstall the wheel onto the axle shaft, with the balanced side facing in. Place two to three (2-3) drops of medium duty (blue or green) Threadlock onto the axle threads. **NEVER USE RED THREADLOCK.**

CAUTION: DO NOT ALLOW THE THREADLOCK TO BOND THE WHEEL BEARING TO THE SPINDLE OR PENETRATE THE WHEEL BEARING. EXCESSIVE THREADLOCK CAN DAMAGE INTERNALS OF THE BEARING.

8. Install the axle nut and tighten with the wrench until it comes into contact with the wheel bearing. At this point the wrench will not want to turn any further with minimal force. Turn the wrench an additional 1/16 to 1/8 of a turn to place a preload on the wheel bearing. On the standard cast mag wheel, this is 1/2 to 1/4 the distance between two spokes.



9. Spin the wheel to insure that it spins freely and does not stop abruptly. If the wheel stops abruptly, the axle nut is too tight. Grab the top of the wheel and attempt to move it in and out, to check for lateral play. If the wheel exhibits lateral play, the axle nut is too loose.

WARNING: DO NOT APPLY EXCESS PRELOAD. EXCESS TORQUE WILL RESULT IN WHEEL BEARING FAILURE. THE WHEEL MUST NEVER HAVE ANY LATERAL MOVEMENT.

10. Reinstall hub covers. Refer to section regarding hub cover for installation instructions according to wheel type.

NOTE: BPC USES A SINGLE ROW, DUAL SEALED BEARING WHICH IS A 6203 SERIES. THIS BEARING HAS A 5/8 INCH (15.875 MM) ID. WHEN PURCHASING

REPLACEMENT BEARINGS FROM A SOURCE OTHER THAN BUSHTEC, SPECIFY THE ID TO ASSURE FITMENT.

CAST WHEEL HUB COVER, CHROME HEX STYLE

TOOLS REQUIRED

5/64" Allen wrench

Removal: Using 5/64" Allen wrench, loosen the three Allen head set screws two to three turns. Pull hub cover off of wheel hub.

Installation: Check that the setscrews do not protrude inside hub cover. Place hub cover over hub of wheel and push on until three internal stops make contact with the hub face. Using the 5/64" Allen wrench, tighten the three Allen head set screws in an alternating pattern until snug against the hub of the wheel.

CAUTION: DO NOT OVERTIGHTEN! MAKE SURE SETSCREWS ARE SNUG AGAINST HUB AND PULL ON COVER TO CHECK PROPER TENSIONING. SPIN THE WHEEL TO MAKE SURE THE HUB COVER IS ON STRAIGHT AND DOES NOT CONTACT ANY OTHER PARTS.

FORGED WHEEL HUB COVER

TOOLS REQUIRED

3/16" Allen wrench

Removal: Using 3/16" Allen wrench, loosen the single Allen head set screw until almost removed from hub cover. Pull hub cover off of wheel hub.

Installation: Check that the setscrew does not protrude inside hub cover. Place hub cover over hub of wheel and push on until fully seated against hub face. Using the 3/16" Allen wrench, tighten the single Allen head set screw until snug against the hub of the wheel.

CAUTION: DO NOT OVERTIGHTEN! MAKE SURE SETSCREW IS SNUG AGAINST HUB AND PULL ON COVER TO CHECK PROPER TENSIONING. SPIN THE WHEEL TO MAKE SURE THE HUB COVER IS ON STRAIGHT AND DOES NOT CONTACT ANY OTHER PARTS.

REMOVAL FROM STORAGE

Perform the designated services according to the chart.

MISCELLANEOUS

Tires should be checked for signs of weathering, checking, cracking, or irregular wear. If tires exhibit any of the above signs or have less than 1/8 inch of tread on the middle of the tread face, the tires should be replaced.

9. SUSPENSION OPERATION

The BUSHTEC air suspension must be inflated so as to maintain a constant vertical alignment of the wheel with the road surface, regardless of pressure. As your cargo loads change, it may be necessary to increase or decrease the suspension air pressure and roll the trailer to determine the correct wheel alignment.

Operation: Inflate the suspension to 50 PSI so that the wheels are in the “positive camber” position (wheels cambered out at top). Place cargo load inside trailer, establishing proper tongue weight. Roll the trailer and check the camber position of the wheel. If positive camber is evident, simultaneously release air while walking the trailer forward until the wheels are properly aligned. If negative camber is evident, add air to bring the wheels to a positive camber position and repeat previous step. On most Bushtec models, proper wheel alignment is achieved with a straight up wheel alignment, or neutral camber. On Entourage™ models equipped with fender skirts, it is difficult to determine the camber position of the wheel. BPC recommends aligning the A-arm between just below the centerpoint of the upper and lower suspension stops on the underside of the trailer. The upper suspension stop is the point at which the chassis is completely compressed with the A-arm bump stop against the body band, representing maximum negative camber. The lower suspension stop is an L-shaped bracket that limits the A-arm from traveling any further away from the body and represents maximum positive camber. On Turbo+2™ models equipped with the Aerowing aerodynamic lid wing, proper alignment is achieved when the wheels are **slightly** cambered out at the top to account for downforce generated by the Aerowing at speed (2-4 degrees).

Top pair shows positive camber.



Center pair shows correct neutral camber.



Bottom pair shows negative camber.



CAUTION: THE BUSHTEC AIR SUSPENSION IS A HIGH PRESSURE/ LOW VOLUME SYSTEM AND SHOULD NEVER BE ADJUSTED WITH GAS STATION AIR SYSTEMS. THESE SYSTEMS TYPICALLY RUN UNREGULATED LINE PRESSURE, MAKING IT DIFFICULT TO CONTROL AIRFLOW. WE RECOMMEND THE USE OF THE PROGRESSIVE AIR PUMP WITH GAUGE, AVAILABLE FROM BUSHTEC.

NOTE: ALWAYS ROLL THE TRAILER AFTER INFLATION CHANGES TO DETERMINE THE MOTIVE POSITION OF THE WHEELS. PRESSURE IS AN IRRELEVANT MEASURE OF SUSPENSION INFLATION, AND SHOULD ONLY BE USED FOR A REFERENCE. THE SUSPENSION SYSTEM IS CAPABLE OF 150 PSI.

CAUTION: OPERATION OF THE TRAILER WITHOUT SUFFICIENT SUSPENSION AIR PRESSURE (NEGATIVE CAMBER) MAY CAUSE DAMAGE TO THE SUSPENSION COMPONENTS AND ROUGH HANDLING CHARACTERISTICS. OVERINFLATION WILL CAUSE JUMPY HANDLING AND TRACKING IN ADDITION TO THE DANGER OF AIR SHOCK SEAL FAILURE AND THE INABILITY TO MAINTAIN AIR PRESSURE IN THE SUSPENSION.

NOTE: SUSPENSION OPERATION WILL BE STIFF DURING THE FIRST 500 TO 1000 MILES MAKING ADJUSTMENT TOUCHY. STIFFNESS WILL SUBSIDE AFTER 500 TO 1000 MILES. ALWAYS ROLL TRAILER FORWARD BEFORE DETERMINING CAMBER POSITION.

10. MOUNTING AND OPERATION OF TONGUE STAND

TOOLS REQUIRED

½ inch Wrench

Mounting: The tongue stand should be mounted so that the end of the leg in the retracted position is no lower than the bottom bend in the chassis neck. The higher it can be mounted, the more clearance you will achieve, but it should not be so high that the trailer can be attached to the motorcycle while on the centerstand and the tongue stand down.

Operation: To stow the tongue stand, pull downward on the leg until the pin is clear of the notch and push backward until the pin engages the notch at the upper rear. To deploy

the stand, pull the leg toward the back of the trailer until the pin clears the rear notch and fold the leg downward until the pin engages the bottom notch.



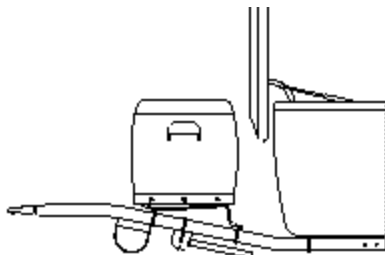
CAUTION: DO NOT ATTACH TRAILER TO MOTORCYCLE WITH TONGUE STAND DEPLOYED. THE TONGUE STAND IS NOT DESIGNED TO BE LEFT DOWN WHILE THE TRAILER BEING TOWED.

11. MOUNTING AND OPERATION OF COOLER PACKAGE

TOOLS REQUIRED

½ inch Wrench

Mounting: Mount the cooler rack with the stepped support towards the rear of the trailer. On Turbo+2™ trailers, Quantum™, Roadstar™ and Entourage™ models, the front clamp should fit around the neck just behind the skid hoop on the underside of the tongue. Place U-clamp around chassis neck from underside, place saddle over top of neck with clamp ends through holes. Next, set rack over clamp assembly with clamp ends through holes in rack and secure with nuts. Install clamp assembly in the same order as above for rear of rack. Level rack and tighten nuts evenly in an alternating pattern, until snug. Check that rack is secure. After installing the rack, place the cooler and cover on the rack and snap the cover down around the rack. Carefully open the trailer lid to insure that the trailer lid or luggage rack does not rub on the cooler cover. If the cooler is too close, loosen the cooler rack hardware and move it away from the front of the trailer body until proper clearance is achieved.



CAUTION: THE COOLER AND THE LID CANNOT BE OPENED AT THE SAME TIME ON SOME TURBO TRAILERS.

CAUTION: WHEN BACKING THE MOTORCYCLE WITH THE TRAILER ATTACHED, IT IS POSSIBLE TO “JACKKNIFE” AND CAUSE THE COOLER TO MAKE CONTACT WITH THE REAR END OF THE MOTORCYCLE. HAVE SOMEONE WATCH THE BACK OF THE MOTORCYCLE WHEN BACKING.

Cooler Operation: To open the cooler, lift the top skirt over the zipper. Grab the zipper by the tassel and unzip by pulling around front and to the opposite side rear. Fold back cover and open cooler lid by lifting on lid recess at front. To close, close cooler lid and fold cooler cover over top to cooler. Zip closed by pulling tassel on zipper and pull around the front and to the opposite side rear. Fold down skirt over zipper on top of cover.

CAUTION: FAILURE TO CLOSE COOLER COVER CAN RESULT IN DAMAGE TO FINISH BY COVER.

Drain Operation

To Remove: Lift the brass handle until it is straight up, and lift plug out.

To Install: Place plug in drain hole and fold handle over. This compresses the plug between the top and bottom plates and causes the plug to expand. You should not be able to pull the plug out of the hole easily with the handle folded over.

To Adjust: If the drain leaks, adjust as follows; with lever folded so that it points upward, hold the rubber body and metal plate at the bottom of the drain. Tighten handle by turning clockwise, like a bolt 1/8 to 1/4 of a turn at a time. If the handle cannot be folded down, the handle needs to be loosened by turning counterclockwise 1/8 to 1/4 turn at a time.

12. GARMENT BAG (TURBO+2™, QUANTUM SPORT™, and QUANTUM “GL”™) & ACCESSORY LID BAG (ALL MODELS)

GARMENT BAG

The garment bag is secured to the steel lid frame via snaps on the garment bag around its perimeter. All of the snaps except for the top center snap on the garment bag are standard snaps. The top center snap is a locking snap, identified by the writing “PULL THE DOT” on the face. The locking snap is installed bottom first and removed top first.

ACCESSORY LID BAG

The Accessory Lid Bag is secured to the steel lid frame via snaps on the lid bag around its perimeter. All of these snaps are standard snaps.

13. REMOVAL AND INSTALLATION OF STONE PROTECTOR BRA

TURBO+2™, ROADSTAR™, & ENTOURAGE™

These models each have 2 locking snaps, one on each side of the bra. The locking snap is identified by the writing “PULL THE DOT” on the face of each locking snap stud. On the Turbo+2™, Entourage™, and Roadstar™ with Standard fenders, the locking snap is removed bottom first and installed top first. On the Roadstar™ with the GT fenders, the locking snap is removed front first and installed rear first. The locking snap goes on and comes off over the snap stud at an angle.

The stone protector bra fits snugly on all models and is made more pliable by warming the bra prior to installation. This can be accomplished by laying the bra in the sun.

CAUTION: THE STONE PROTECTOR BRA SHOULD BE REMOVED WHEN WASHING THE TRAILER REGULARLY TO REMOVE DEBRIS AND GRIT FROM BETWEEN THE PAINT AND VINYL. FAILURE TO DO SO MAY RESULT IN ABRASION AND DAMAGE TO THE PAINTED FINISH.

14. LUGGAGE RACK

TURBO+2™, QUANTUM SPORT™ and QUANTUM “GL”™ MODELS

The luggage rack for the Turbo+2™, Quantum Sport™ and Quantum “GL”™ models consists of 4 rails. The luggage rack has a maximum weight rating of 75 pounds, spread evenly over the 4 rails. The four adjustable sliding tie downs can be loosened and slid to position for securing of cargo. Use bungee nets or cords to secure cargo.

ROADSTAR™

The luggage rack for the Roadstar™ consists of a chrome tubular steel rack. The luggage rack has a maximum weight rating of 25 pounds.

NOTE: Items secured to luggage rack must be counted toward gross weight. Do not place heavy items on rack to avoid affecting center of gravity.

15. INTERIOR LIGHT

The interior light is run via its own wire in the primary harness. During a typical installation, it is connected into the running lights on the motorcycle. Per this installation, if the light is left on but the ignition is turned off, the light will go off. The light can be hooked to the accessory terminal or directly to the battery, but must be fused and adds opportunity for battery drain if the light is left on.

CAUTION: THE INTERIOR LIGHT SHOULD BE TURNED OFF WHEN NOT IN USE TO AVOID UNNECESSARY BATTERY DISCHARGE.

CAUTION: IF LEFT ON FOR EXTENDED PERIODS, THE INTERIOR LIGHT LENS WILL BECOME EXTREMELY HOT. DO NOT TOUCH THE LENS AND DO NOT ALLOW ITEMS TO MAINTAIN CONTACT WITH THE LENS, AS THEY MAY MELT OR BE DAMAGED.

16. WIRE HARNESS COLOR CODES

Following are the primary wiring harness functions identified by color.

GREEN:	RUNNING & TAILLIGHTS
WHITE:	GROUND
BLUE:	BRAKE LIGHTS
YELLOW:	RIGHT TURN SIGNAL
BROWN:	LEFT TURN SIGNAL
BLACK:	INTERIOR LIGHT- SEE SECTION 12

NOTE: Bushtec recommends the use of an Electronic Relay Isolator package on most new motorcycle installations. The Electronic Relay Isolator package creates a separate electrical path for trailer lighting and helps avoid damage to the motorcycles harness by maintaining internal voltage levels. Trailer lighting is powered directly from the battery.

NOTE: Bushtec recommends using electrical or battery grounds as opposed to frame grounds.

17. SPECIFICATIONS

	ROADSTAR™	TURBO+2™	QUANTUM™ SPORT & “GL”	ENTOURAGE™
BASE WEIGHT (LBS)*	125	125	140	140
CARGO AREA DIMENSIONS (inches)**				
Height	18	16	16	15
Length	38.5	43	45	50
Width	22.5	22.5	22.5	22.5
MAXIMUM CARGO DIMENSIONS (inches)***				
Height	24	23	24	
Length	52	54	54	58
Width	40	38	38	41
VOLUME (Cubic Feet)	21	25	26	22
OVERALL LENGTH (inches)	87	87	89	92
LOAD CAPACITY (GVWR) (LBS.)	350	350	350	350

*-Approximate Weight

** -Dimensions at narrowest interior points.

*** -Dimensions at widest exterior points.

NOTE: Specifications are subject to change at any time without prior notice.

18. CERTIFICATION LABEL LOCATION

Every BPC trailer is assigned its own unique WMI compliant VIN number which is located on a Certification label on the trailer chassis. The VIN tag is located on the chassis neck under the nose of the body and can be viewed from the left side of the trailer. Besides containing the year, make, model, and VIN number, it also contains information on axle weight rating, gross vehicle weight rating, rim size, tire size and tire pressure information, and it indicates that the trailer meets all DOT requirements.

19. LIGHTING ACCESS & SERVICE

Each Bushtec model features unique and distinctive lighting styles which require different methods of accessing bulbs for replacement. On the Quantum Sport™ and Quantum “GL”™ models, the taillight recess cover must be removed to facilitate changing of taillight bulbs.

REMOVAL OF TAILLIGHT RECESS COVER

On the Quantum Sport™ and Quantum “GL”™ models the taillight housing recess is covered with a removable cover. The cover is held in place with two screw fasteners. The panel can be removed by supporting the panel and loosening and removing each fastener. Once the fasteners are removed, the panel will be loose. Note engagement hole placement and that the interior light, if so equipped, is mounted on this panel and plugged into the harness. If it is necessary to fully remove the cover and unplug the light, note the connection locations and color codes.

TAILLIGHT & TURNSIGNAL BULB REPLACEMENT

TURBO+2™

Taillight and turnsignal- From the outside of the trailer using a Phillips head screw driver, loosen and remove the screws that hold the corresponding lens in place to access the bulb.

ROADSTAR™

Taillight and turnsignal- From the outside of the trailer using a Phillips head screw driver, loosen and remove the screws that hold the corresponding lens in place to access the bulb.

QUANTUM SPORT™

Taillight and turnsignal- Open the trailer and remove the taillight recess cover as described above. The bulb base holders twist out of the back side of the housing.

QUANTUM “GL”™

Taillight and turnsignal- Open the trailer and remove the taillight recess cover as described above. Remove the three nuts from the studs in the light housing base and carefully remove the light housing from the recess. The bulb holders twist out of the back side of the housing. Reapply a sealant around threaded studs and wiring hole when reinstalling, pulling any excess harness back into the body, out of the recess.

ENTOURAGE™

Taillight and turnsignal- The taillight combination on the Entourage™ is LED. The taillight is held in place by nuts and lock washers inside the body, securing studs passing through the body from the bezel. The carpet must be pulled loose to access the backside of the taillight bucket for removal. The taillights on the Entourage™ use a module to send the appropriate signal to the taillight to differentiate between brake and turn

functions. This module is located in the bottom of the trailer at the left rear, inside the body.

LID MOUNTED THIRD BRAKE LIGHT

TURBO+2™, ROADSTAR™, QUANTUM SPORT™, & QUANTUM “GL”™

Use a small pointed probe to remove the red cap in each end of the lens covering the securing screw. Using a Phillips head screw driver, loosen and remove the two screws securing the lens in place. Before reinstallation, check that the insert is intact and properly positioned in the light backing box.

BODY SIDE MARKER LIGHT

On Turbo+2™, Roadstar™, Quantum Sport™ and Quantum “GL”™ models, the bodyside marker lights are held in place via a screw passing through the lens, light housing and body. Accessing the light for bulb replacement is best achieved by opening the lid and pulling down the carpet to expose the backside of the light. On the Roadstar™ model, the bulb base can be removed from the backside of the light body, inside the trailer. On all other models, the marker lights are LED and require replacement should they fail. Remove the screws, nuts and washers securing the lens and light to the body. On the Entourage™ model, the chrome bezel snaps over the light which is held in place with screws through the light and body. When reassembling, apply a latex sealant around any holes to assure a watertight installation. Reinstall carpet using a contact adhesive such as 3M Super 77 Spray Adhesive.

20. HEIM JOINT ADJUSTMENT/REPLACEMENT

TOOLS REQUIRED

15/16” wrench

7/8” wrench

Wire Brush

Medium Strength Threadlock (blue or green)

CAUTION: THIS ADJUSTMENT IS ONLY NECESSARY IF THE HEIM JOINT TURNS FREELY BY HAND OR EXHIBITS ANY FORE AND AFT PLAY. IF YOU DO NOT FULLY UNDERSTAND THE INSTRUCTIONS BELOW, CALL THE FACTORY.

NOTE: All references to direction are made from in front of the trailer, looking at the “tip” of the heim joint.

1. Using the 7/8-inch wrench, hold the heim joint in place while turning the jam nut with the 15/16-inch wrench (the nut between the heim joint and the tongue) clockwise until it stops rotation. Now turn the heim joint counterclockwise. Completely remove the heim joint from the threaded shaft.
2. Clean the exposed threads with a wire brush to remove Threadlock and debris.
3. Apply 2 to 3 drops of new Threadlock to the exposed threads and install the heim joint by hand. Turn clockwise until approximately 1 to 2 threads remain visible between the heim joint and the jam nut.
4. Turn the jam nut counterclockwise until it meets the heim joint and tighten against each other.
5. Check that there is no fore and aft play in the assembly and that it will rotate under moderate hand pressure.

NOTE: Several attempts may be required to achieve proper adjustment. Tension on the swivel is adjusted by varying the tightness of the jam nut against the end of the tongue.

21. GENERAL INFORMATION

LIGHTBAR BUMPER OR TUBULAR BUMPER (ALL MODELS)

These items are designed for cosmetic enhancement and/or additional lighting visibility. They are not designed as an impact bumper or as a lifting point.

CAUTION: DO NOT LIFT THE TRAILER BY THE BUMPER AS IT CAN CRACK THE FIBERGLASS BODY OF THE TRAILER.

ROADSTAR™ FENDER ASSEMBLY

The Roadstar™ is unique in that the fender is bolted onto the body. It is a cosmetic enhancement, not a structural lifting point. Do not lift the Roadstar™ trailer by the fender.

CAUTION: DO NOT LIFT THE ROADSTAR™ TRAILER BY THE FENDER AS IT CAN CRACK THE FENDER.

ENTOURAGE™ FENDER SKIRT OPTION ASSEMBLY

The Entourage™ Fender Skirt Option is held in place with a positive engagement bracket at the top of the fenderwell and secured at the bottom using ¼-20 Hex head bolts. The skirts must be removed to allow access to the wheel for service.

TO REMOVE: Loosen and remove the two hex head bolts on the underside of the body securing the skirt bracket to the body while supporting the fender skirt.

TO INSTALL: Align bracket on fender skirt with bracket in top of fenderwell and push up into place. Align holes on lower brackets with holes in bottom side of body. Insert Hex bolt and tighten to hold in place. Then tighten until snug to secure. Do not overtighten.

AEROWING (QUANTUM SPORT™, QUANTUM “GL”™, AND TURBO+2™) AND SPORT WING (ROADSTAR™)

The wing assembly is a cosmetic enhancement. On the Quantum Sport™ and Quantum “GL”™, do not push or lift on the middle of the wing. Push down over the feet of the wing. On the Turbo+2™ or Roadstar™, do not use the wing as a lifting or pushing point for opening and closure of the lid.

CAUTION: DO NOT LIFT OR PUSH ON THE WING ASSEMBLIES, EXCEPT AS NOTED. THIS WILL RESULT IN CRACKING OF THE FIBERGLASS.

22. GENERAL FINISH CARE

Proper care of your Bushtec’s finish will lead to many years trouble free service and keep it looking its best. There are a number of high quality care products for paint available. During the first 90 days of its life, the paint finish is still curing. It is recommended that no wax be used during this time. Automotive wash solutions are recommended at all times, not dishwashing liquids. Dishwashing liquids contain grease emulsifiers, which break down the oils in paints as well as most waxes. By using automotive specific products, you will eliminate this breakdown of the paint and waxes.

For painted finishes, Bushtec uses catalyzed urethane basecoat-clearcoat exclusively. The standard white gelcoat finish can be cared for in the same manner as a basecoat-clearcoat finish. Waxes and polishes designed for clearcoat finishes are the best choice for protecting the finish on your Bushtec. Be aware that many waxes have cleaners in them to remove dirt and other materials from the painted finish. This means that they will also break down the waxes already on the finish as well as being possible for them to remove clearcoat. Take the time to educate yourself about the products you are using.

The stone protector bra must be removed when washing the trailer to remove grit and debris between the stone protector bra and the painted finish.

Chrome surfaces can be cleaned with soap and water and nonabrasive chrome cleaners. Abrasive chrome cleaners should be avoided due to potential damage to chrome finish. Chrome surfaces should also be coated with wax for protection.

Vinyl materials should be washed both sides with soap and water and allowed to dry before reinstallation. Bushtec recommends the use of vinyl treatments sparingly. Keeping these materials clean and dry when possible is the best way to ensure long life and service.

23. WARRANTY

MANUFACTURER'S LIMITED WARRANTY

BUSHTEC PRODUCTS CORPORATION ("BPC"), here warrants that each Bushtec Performance Sport trailer operated by the original purchaser under normal use in the Continental United States or Canada will be free from defects in materials and workmanship for three years following the original purchase, subject to the requirements, exclusions and limitations stated below which will be strictly applied. If the trailer is rented or used for commercial hauling, this Limited Warranty is null and void. All warranties are limited to the trailer production bearing the WMI prefix of 1B9 as the first three VIN number digits.

YOU MUST SEND US THE WARRANTY REGISTRATION CARD WITH YOUR SIGNATURE

In order to validate this Limited Warranty, the warranty registration card, signed by the purchaser, must be postmarked and mailed to BPC no later than thirty (30) days following the purchase of your Bushtec Performance Sport Trailer. **IF THIS SIGNED WARRANTY CARD IS NOT POSTMARKED BY THE THIRTIETH DAY AFTER PURCHASE OF THE TRAILER, ALL EXPRESS WARRANTIES CONTAINED IN THIS LIMITED WARRANTY SHALL BE NULL AND VOID.**

If purchased from a BPC Dealer, the BPC Dealer that you purchased the trailer from shall be responsible for handling of associated warranty repairs or claims.

ONE YEAR (1) YEAR WARRANTY

Subject to the requirements, exclusions and limitations stated below, Bushtec trailer hitches and trailer accessories are warranted to the original retail purchaser against defects in materials and workmanship by BPC arising from normal use for one (1) year from the date of purchase. Trailer accessories are items not necessary to the safe and legal operation of the trailer, including soft goods (carpet, edge trim, and vinyl products), luggage racks, bumpers, and other accessory items.

THREE (3) YEAR WARRANTY

Subject to the requirements, exclusions and limitations stated below, the hard parts of your Bushtec trailer are warranted to the original retail purchaser against defects in materials and workmanship by BPC arising from normal use for three (3) years from the date of purchase. The hard parts consist of the air shocks, gas

lid props, wheels, wheel bearings, fiberglass, paint, electrical harness, light housings, and non-soft trim items of the trailer.

LIMITED LIFETIME WARRANTY

Subject to the requirements, exclusions and limitations stated below, the chassis of your Bushtec trailer is warranted to the original retail purchaser against defects in materials and workmanship by BPC arising from normal use for the duration of ownership by the original retail purchaser and registered legal owner of the trailer, as recorded by the company and by the Department of Motor Vehicles in the owner's state of residence. The chassis is that portion of the trailer which includes the main frame, the A-arm assemblies, the sway bar, and the body mounts, excluding the wheel assemblies, air shocks, air lines, electrical harness and components, etc.

EXCLUSION OF COMPONENTS WARRANTED BY OTHER MANUFACTURERS

Tires and tubes are not warranted by BPC. Any such warranty shall be solely by the manufacturer of the tires and tubes.

NORMAL USE, NO REPAIRS OR ALTERATIONS

This Limited Warranty covers only defects in original components which arise from normal use and does not apply to acts of God or nature or if the trailer has been subjected to negligence, accident, abuse, misuse, neglect, or overload or has been repaired or altered without prior written consent of BPC. Normal wear items, including but not limited to struts, air shocks, lights, bearings, and tires, will not be replaced due to wear.

TRANSPORTATION COSTS EXCLUDED

Transportation of any trailer to and/or from your dealer or any approved repair facility shall be the responsibility of the trailer owner. BPC shall not be liable for any such costs.

PRIOR WRITTEN CONSENT REQUIRED AND RETURN OF DEFECTIVE PARTS REQUIRED

No reimbursement will be made to any dealer or owner for repairs made without the prior written consent of BPC. Any defective part(s) must be sent by prepaid freight to BPC, in order to qualify for replacement under this Limited Warranty.

OTHER PRODUCTS EXCLUDED

This Limited Warranty applies exclusively to Bushtec Performance Sport Trailers™ manufactured by BPC. Any other products manufactured by BPC are specifically excluded from this warranty. Authorized repairs do not extend the term of this Limited Warranty.

LIMITATIONS

THE SOLE RESPONSIBILITY OF BPC, UNDER THIS LIMITED WARRANTY SHALL BE TO REPAIR AND REPLACE PARTS AT THE BPC FACTORY AT THE SOLE AND EXCLUSIVE DISCRETION OF BPC. THE MAXIMUM LIABILITY OF BPC, ASSOCIATED WITH THE EXERCISE OF THIS WARRANTY SHALL NOT EXCEED THE TOTAL PURCHASE PRICE OF THE ORIGINAL RETAIL PURCHASER'S TRAILER AT THE DATE OF PURCHASE, LESS TAXES, FREIGHT, SHIPPING, REGISTRATION FEES, LABOR, AND NON-ATTACHED ACCESSORIES. ALL OTHER OBLIGATIONS OR LIABILITIES, INCLUDING INCIDENTAL OR CONSEQUENTIAL

DAMAGES OR CONTINGENT LIABILITIES ARISING OUT OF THE FAILURE OF ANY PARTS TO OPERATE PROPERLY, ARE HEREBY EXCLUDED, INCLUDING BUT NOT LIMITED TO ANY DAMAGE RESULTING FROM LOSS OF USE, INCONVENIENCE, LOSS OF TIME, COMMERCIAL LOSS OR ANY OTHER TYPE OF DAMAGES, GENERAL OR SPECIFIC, FOREEN, REGARDLESS OF NEGLIGENCE OR ALLEGED NEGLIGENCE, UNLESS APPLICABLE STATE LAW PROVIDES OTHERWISE.

EXCLUSIONS

The limited warranty covers all defects in materials and workmanship in the product for the period specified above, except in cases of;

1. Damage resulting from accident, misuse, abuse, neglect, or from other than normal and ordinary use of this product.
2. Damage resulting from failure to maintain, clean or use the product in accordance with the manufacturer's instructions.
3. Damage resulting from repair or attempted repair by anyone other than BPC, or an authorized repair facility.
4. Damage resulting from any modification to a Bushtec Performance Sport Trailer.
5. Damage resulting from any act or condition, which would be considered unsafe, hazardous, or otherwise beyond the limits of the company.
6. Acts of God or nature.

These warranties are valid only for the original retail purchaser of the trailer and are limited to the trailer production bearing the WMI prefix of 1B9 as the first three VIN number digits. No person, agent, dealer, or distributor may make commitments of behalf of the manufacturer with respect to warranty obligations.

DISCLAIMERS

THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER EXPRESS WARRANTIES AND REPRESENTATIONS. BPC, MAKES NO REPRESENTATION OR WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, WITH RESPECT TO BUSHTEC PERFORMANCE SPORT TRAILERS™ WHETHER AS TO MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE OR ANY OTHER MATTER. NO ONE, INCLUDING AN AUTHORIZED BPC, DEALER IS AUTHORIZED TO MAKE FURTHER OR ADDITIONAL WARRANTIES ON BEHALF OR BPC

ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR INTENDED USE ARE LIMITED TO WARRANTY PERIODS STATED ABOVE, UNLESS ANY APPLICABLE STATE LAW PROVIDES OTHERWISE.

IF THE WARRANTY CARD IS NOT SIGNED, POSTMARKED AND MAILED TO BPC, BY THE THIRTIETH DAY AFTER YOUR PURCHASE OF THE TRAILER, ALL EXPRESS WARRANTIES SHALL BE NULL AND VOID.

Required procedures for filing a claim under this Limited Warranty are listed below.

By signing the Warranty Registration card and checking the Limited Warranty Acknowledgement box, THE PURCHASER ACKNOWLEDGES THAT HE OR SHE HAS READ THE ABOVE AND WILL FOLLOW THE PROCEDURES AS SET FORTH BELOW.

REQUIRED WARRANTY CLAIM PROCEDURE

1. In order to validate this Limited Warranty, the Warranty Registration card must be postmarked to BPC, no later than thirty (30) days following the purchase of your Bushtec Performance Sport Trailer. **IF THIS SIGNED WARRANTY REGISTRATION CARD IS NOT SIGNED AND POSTMARKED BY THE THIRTIETH DAY AFTER PURCHASE OF THE TRAILER, ALL EXPRESS WARRANTIES SHALL BE NULL AND VOID.**
2. Within five (5) days after discovering a problem with your Bushtec Performance Sport Trailer;
 - a. If purchased from a BPC Dealer, return your trailer for inspection to your BPC Dealer where you bought your trailer. Dealers are responsible for fixing minor problems without charge to you or the factory.
 - b. If purchased from BPC, contact BPC, by phone, fax, or e-mail to report the issue.
3. All warranty claims must be registered in writing by registered letter or fax with BPC, during the applicable warranty periods. No claims considered without prior notice, or beyond the applicable warranty period.
4. BPC will acknowledge such receipt of a claim to the claimant.
5. Any defective part(s) must be sent by prepaid freight to BPC, in order to qualify the claimant for replacement under this Limited Warranty. You must, at your expense, deliver, mail, or ship the product, together with a copy of the original Bill of Sale, and this Limited Warranty Statement, as proof of warranty coverage, to the company's location. **ANY DEFECTIVE PARTS MUST BE RETURNED TO BPC, WITHIN 30 DAYS FROM DATE OF APPROVAL TO QUALIFY FOR REPLACEMENT.**
6. BPC will not reimburse any claimant for any adjustment or repair of a BPC, trailer without prior written approval by BPC
7. If you return your trailer for repair to the factory, we will warrant the repair or replacement parts for a year from the date of repair. If authorized repair is made outside of the factory, BPC will not warrant such repair work or replacement parts.
8. BPC, reserves the right to not pay unreasonable costs for replacement or repair of defects in BPC, trailers and may, at its discretion, establish a reasonable reimbursement for any authorized work performed under the terms of this Limited Warranty.

THE END USER OF THIS PRODUCT ASSUMES ALL LIABILITY AND RESPONSIBILITIES THAT MAY ARISE DUE TO BUT NOT LIMITED TO, NEGLIGENCE FROM IMPROPER INSTALLATION OR USE OF BUSHTEC PRODUCTS. THIS INCLUDES OVERLOADING, EXCEEDING THE RECOMMENDED LOAD LIMITS AND IMPROPER MAINTENANCE. BPC MAKES NO OTHER EXPRESS OR IMPLIED WARRANTIES AND THERE ARE NO OTHER WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE OF THIS LIMITED WARRANTY.

BUSHTEC, BUSHTEC PERFORMANCE SPORT TRAILERS™, BUSHTEC TURBO+2™, BUSHTEC ROADSTAR™, BUSHTEC QUANTUM SPORT™, BUSHTEC QUANTUM "GL"™ AND BUSHTEC ENTOURAGE™ ARE TRADEMARKS OR REGISTERED TRADEMARKS OF BPC ("BPC") IN THE UNITED STATES AND OTHER COUNTRIES. BPC AND OTHER PARTIES MAY ALSO HAVE TRADEMARK RIGHTS IN OTHER TERMS USED HEREIN. CERTAIN USE OF BPC TRADEMARKS ARE PERMITTED FOR BPC AUTHORIZED DEALERS, DISTRIBUTORS, SERVICE FACILITIES AND OTHER THIRD PARTIES. UNAUTHORIZED USE OF BPC MARKS OR OF MARKS THAT ARE CONFUSINGLY SIMILAR TO BPC TRADEMARKS MAY CONSTITUTE AN INFRINGEMENT OF BPC TRADEMARK RIGHTS AND SUBJECT THE USER TO LEGAL ACTION.