

DATE, 2012

TRACKER
MARINE GROUP**Recall Notice****Recall #TS-0026 : Brake Caliper Slider Pins****Condition: Brake caliper pins not tightened to correct torque specification****Models Affected: 2011-12 Z9 Trailers, 2012 Z8 Trailers manufactured between
July 12, 2011 and November 10, 2011****Labor Code & Time: B73 1.5 HR****Recall Information****DESCRIPTION OF CONCERN:**

It has been determined the caliper slider pins on the affected Nitro trailer models may not have been tightened to the correct torque specification in the assembly process. This condition, if not corrected, may result in the pins coming loose preventing proper operation of the brake system and can cause damage to the brake components.

We have sent this notification in the interest of consumer safety and continued satisfaction with our products and in accordance with Title 46 United States Code Chapter 43, Sec 4310.

VERIFICATION PROCESS:

See Corrective Action.

CORRECTIVE ACTION:

Corrective action for this condition is removal of the caliper pins to apply red threadlock and reinstall to the proper torque specification.

When filing your warranty claim for reimbursement, only include any parts and labor directly associated with this bulletin.

CONSUMER NOTIFICATION:

All warranty registered retail consumers that have purchased trailers with the affected production dates (have been/will be) notified of this recall by first class mail. If you are aware of any affected units that have been sold, please notify our warranty department to pursue corrective action.

Direct any questions to Tracker Marine Group Warranty Department at 866-378-2529.



Begin this process only after the following safety precautions have been followed.

- It is recommended to have the trailer on a smooth and level concrete or asphalt surface to perform the corrections.
- Jack up the trailer using a jack of adequate capacity to lift the package.
- Secure the trailer on jackstands of adequate capacity to support the package.
- When jacking and using jackstands, place them so as to clear wiring, brake lines, and suspension parts.

Detailed instructions to perform the necessary corrections have been provided by our supplier of the brake caliper assembly.

The following pages contain the affected serial number list by dealer number. Location "1" indicates dealer inventory. Location "2" indicates retail sold.



**11/18/11 Re-Installation Instructions for TDE Caliper Slider Pins
Prepared for Tracker Trailers**

IMPORTANT NOTICE

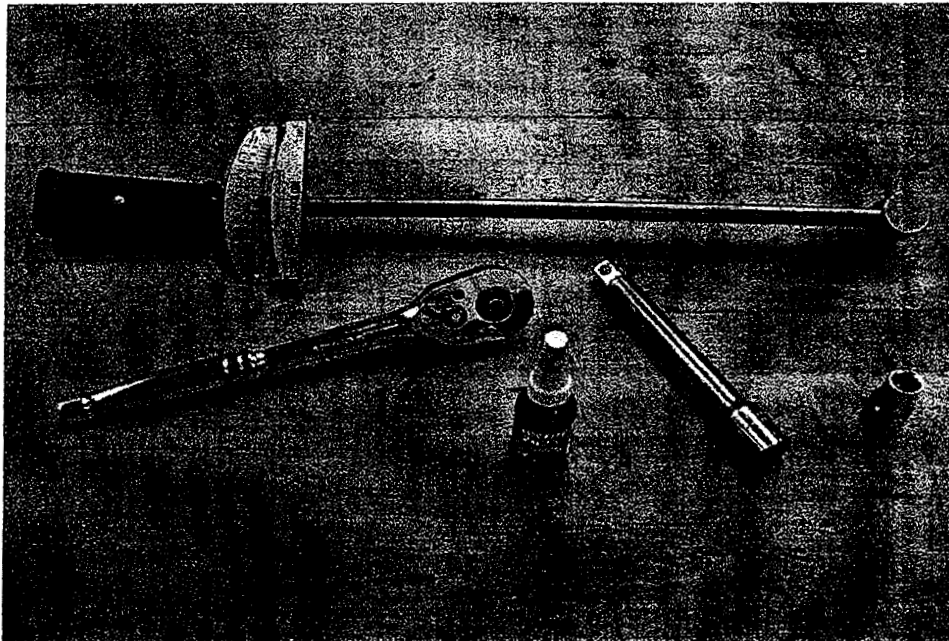
This Service Bulletin Is Limited Only to the Following Trailers:

Tracker Model Year 2011 Trailer N29

Tracker Model Year 2012 Trailer N28

Tracker Model Year 2012 Trailer N29

Photo 1 - Tools Needed for TDE Caliper Slider Pins Re-Installation: 1) 7/16" Socket, 2) Ratchet/Socket Drive, 3) Socket Extension, 4) Torque Wrench With Capacity of 50 Ft. Lbs. and 5) Loctite 262 or Equivalent.

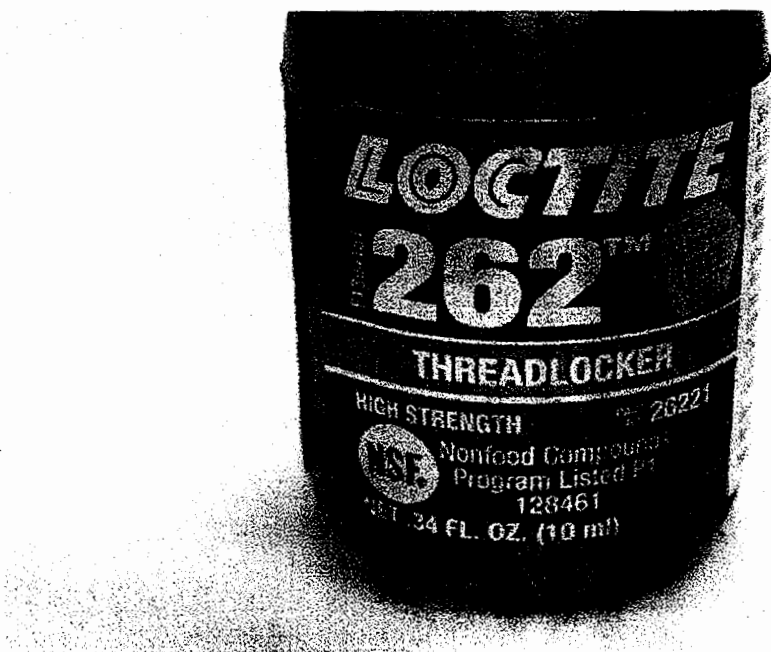


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Photo 2 - Liquid Loctite 262 "Red", High Strength, Thread Locker. This is the Product Recommended by TDE in this Application.



Photo 3 - Label Close-Up of Loctite 262.

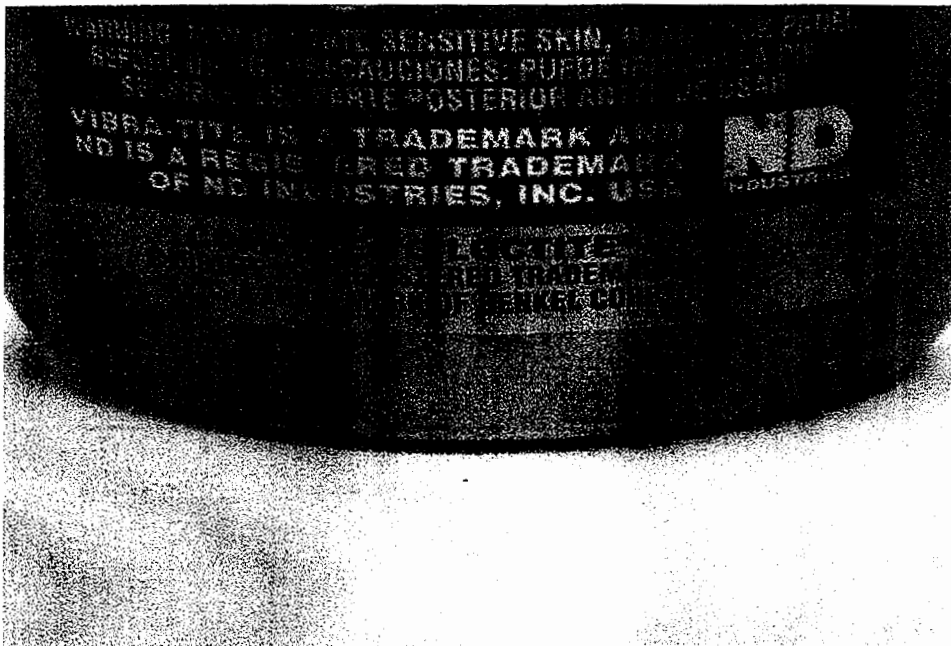


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Photo 4 - Alternative, High Strength Threadlocker Produced by ND Industries. This Substitute Product Is Also Approved by TDE In this Application.



Photo 5 - Label Close-Up of ND Industries "Vibra-Tite" No. 13150 Stating Comparable Properties to Loctite 262.



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Photo 6 - General View of TDE Caliper As Installed On a Typical Axle Similar to Tracker Trailers. Realize This and the Following Photos illustrate the Caliper Location in a Studio Setting without the Trailer Frame. Green Arrows Point to the "Slider Pins" That Will Be Removed and Re-Installed.

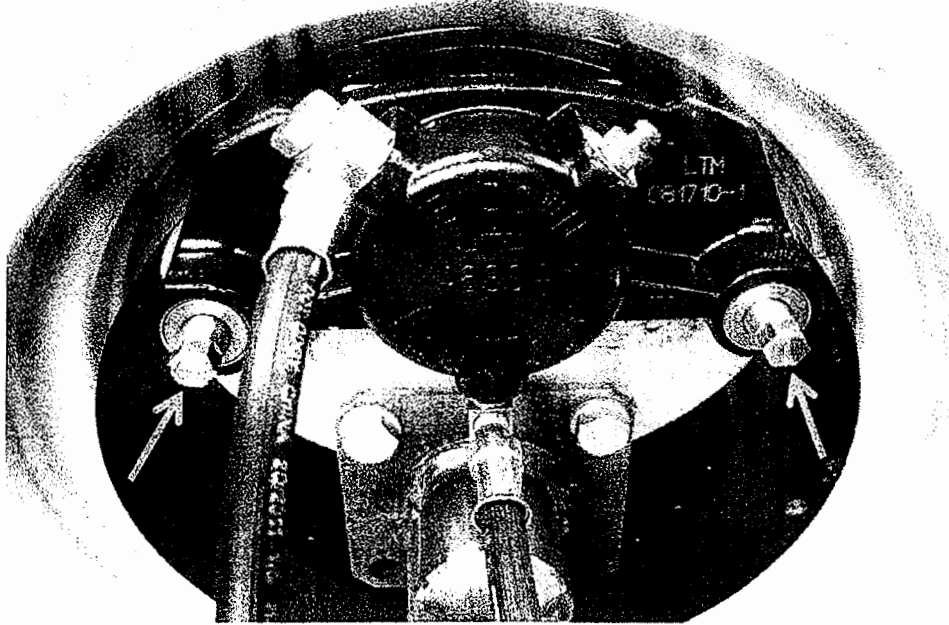
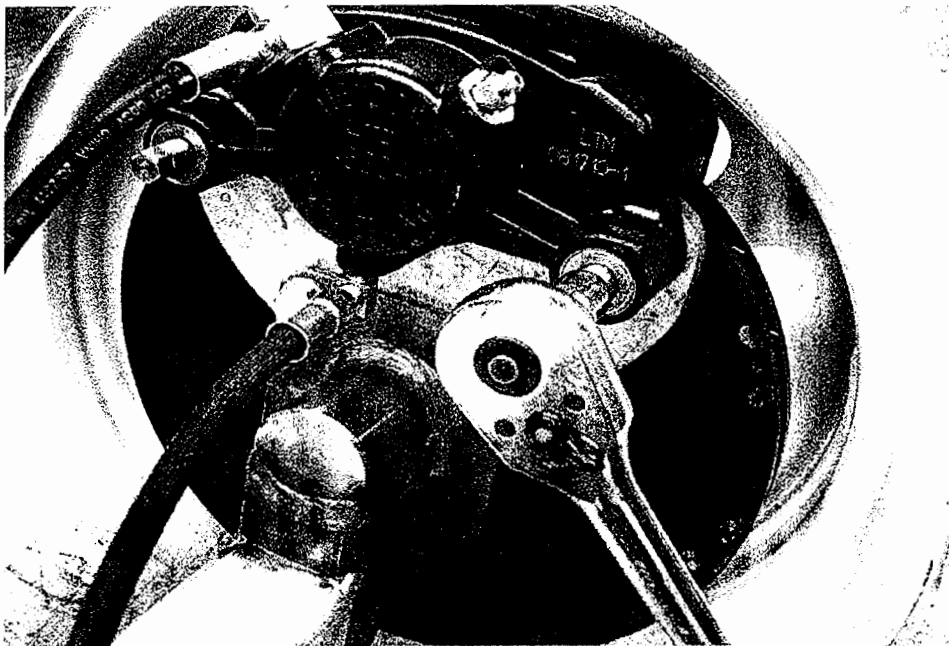


Photo 7 - Using the Socket/Ratchet Drive Loosen the First Slider Pin. You May Start With Either the Left or Right Slider Pin **But Only Remove One Slider Pin.**



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Photo 8 - Remove the Slider Pin Loosened In Photo 7.

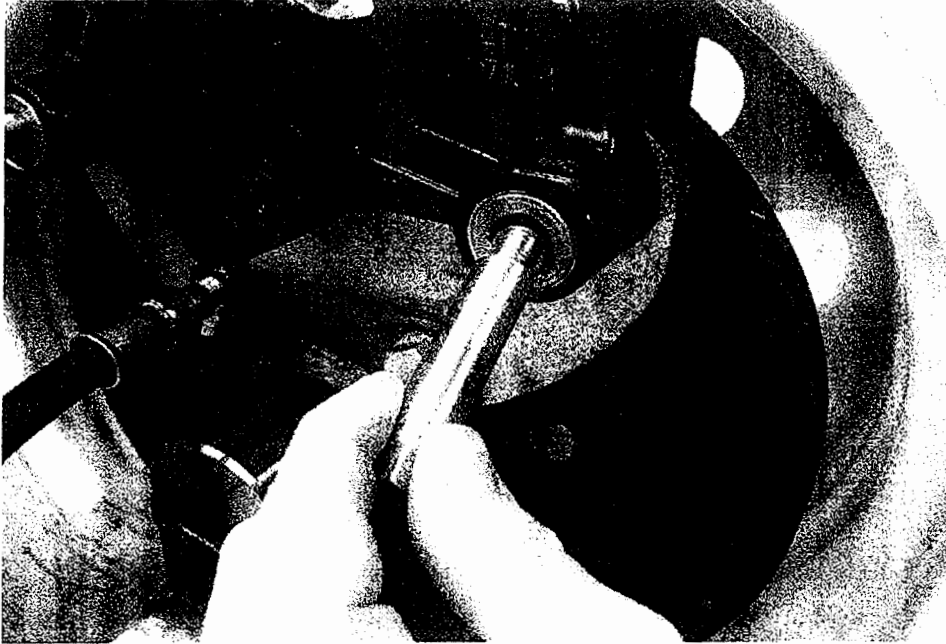
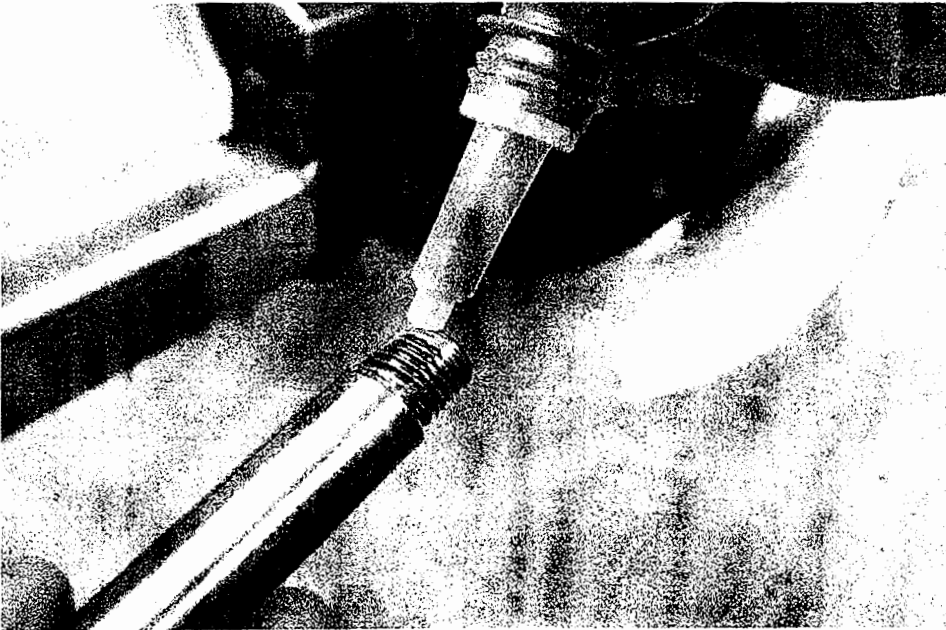


Photo 9 - With the Pin Removed Apply Liquid Loctite 262 To the Threads As Shown In the Photo. Realize Some Factory Applied Threadlocker Residue May Remain In the Threads That Residue Does Not Need to be Removed. **If Too Much Liquid Is Applied Forming A "Drip" - Wipe that Drip Off Before Inserting the Slider Pin Into the Caliper.**



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Photo 10 - Re-Install Pin Through Caliper and Into the Bracket.

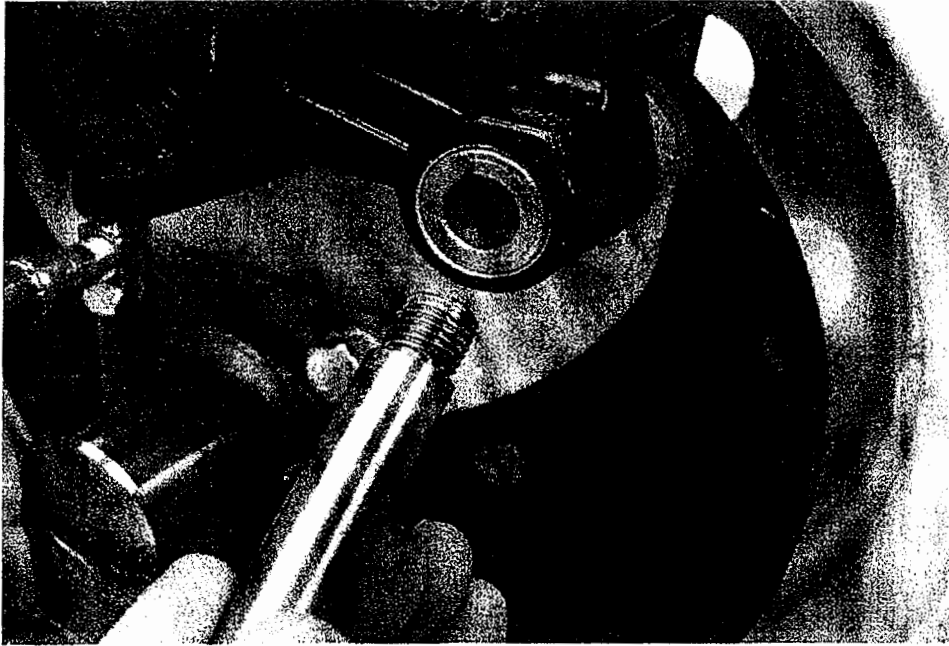


Photo 11 - To Align the Caliper Correctly with the Threaded Hole In the Mounting Bracket Lift the Caliper Slightly. You Will Feel The End of the Pin Align With That Threaded Hole.



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Photo 12 - Using the Socket/Ratchet Drive Tighten the Slider Pin.

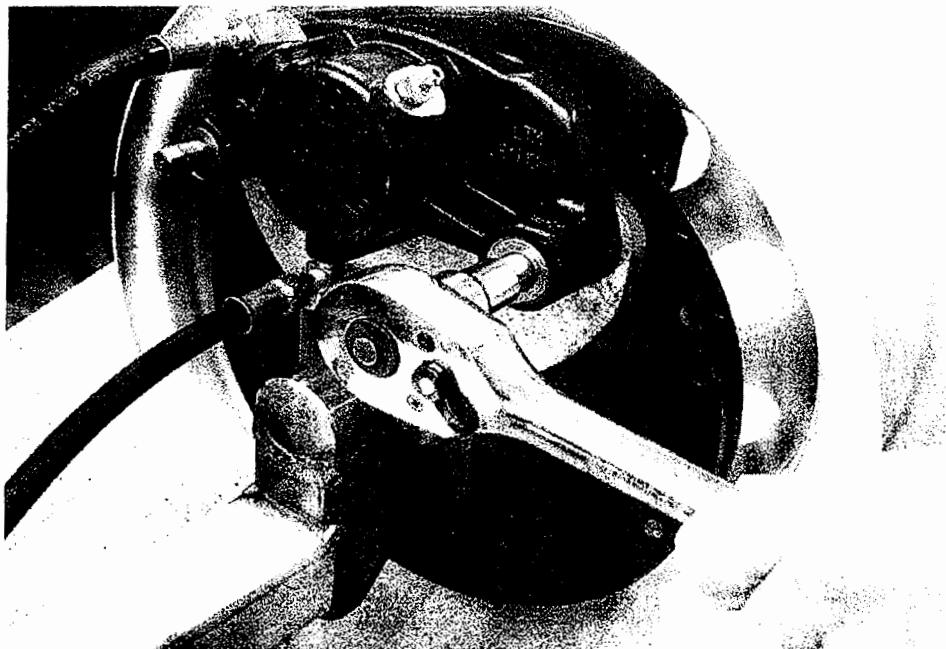
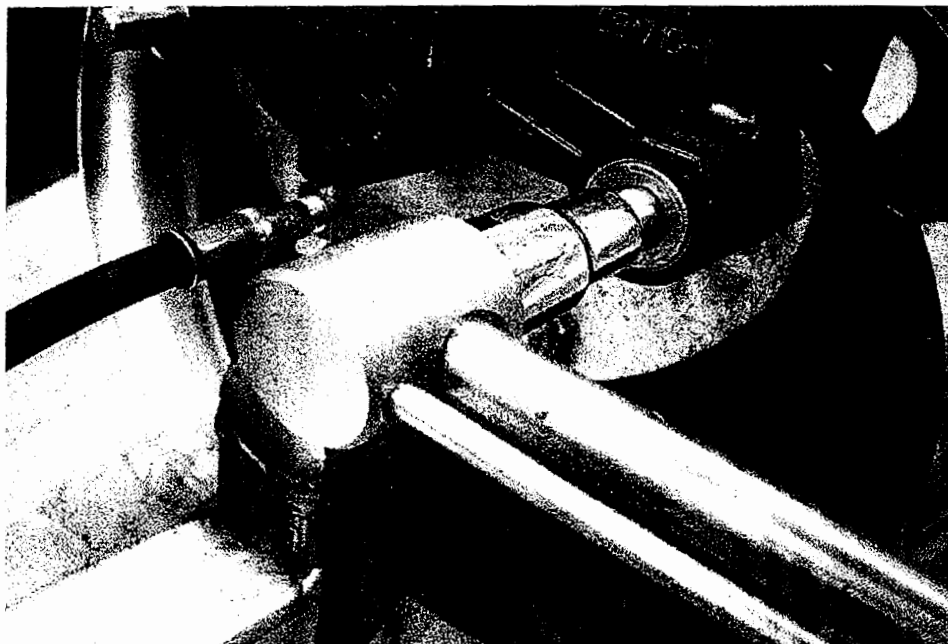


Photo 13 - With the Slider Pin Tight In the Mounting Bracket Now Switch the 7/16" Socket the Torque Wrench.



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Photo 14 - Torque the Slider Pin to 35 Ft. Lbs. You Are Now Finished Re-Installing the First Slider Pin.

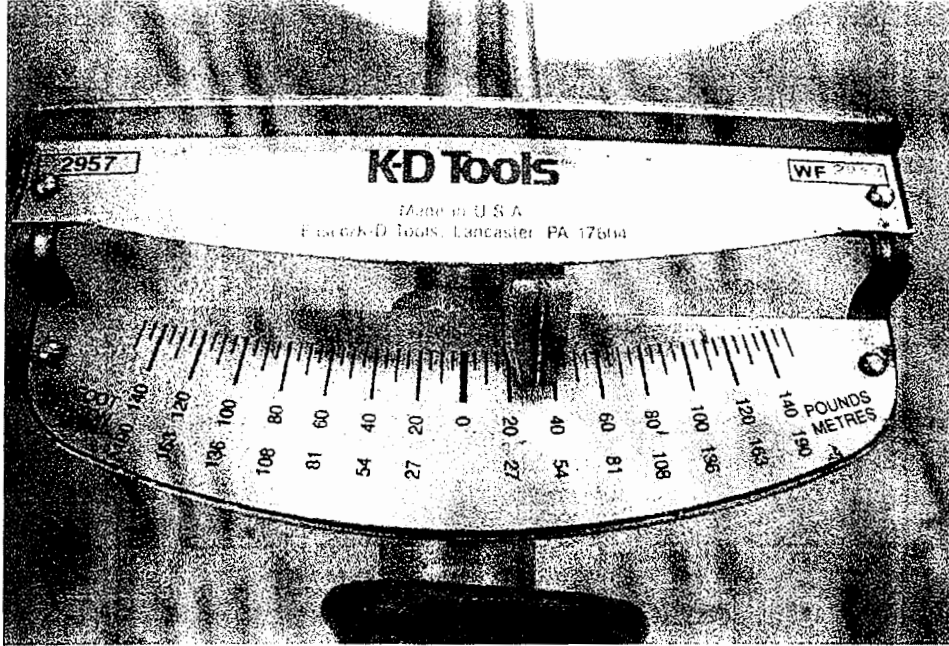
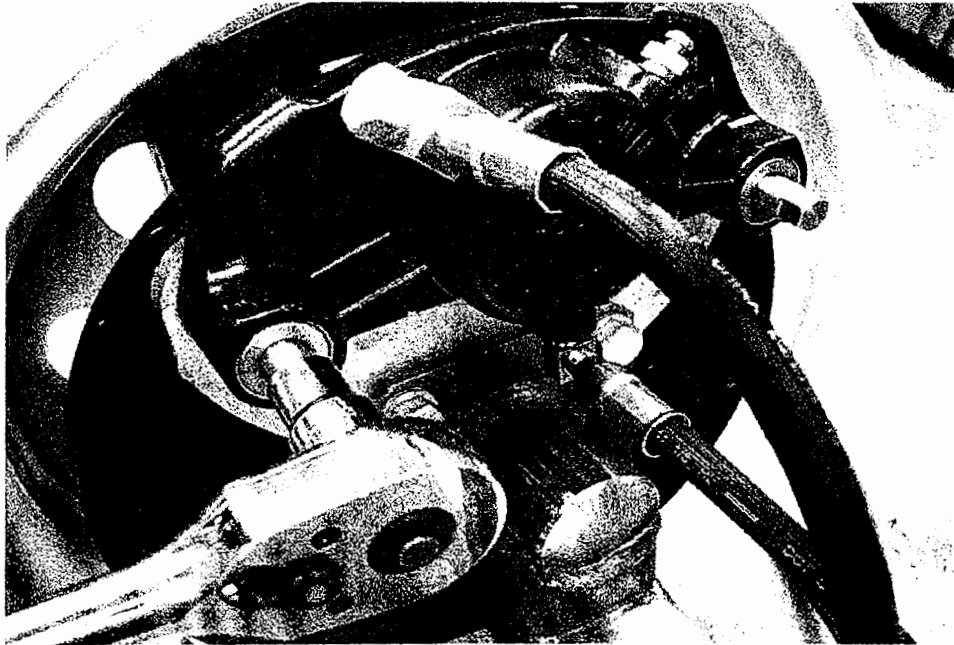


Photo 15 - Now Loosen the Second Slider Pin. Remember Only Work One Slider Pin At a Time. This Allows the Caliper to Remain Aligned with the Mounting Bracket.



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Photo 16 - Remove the Second Slider Pin.

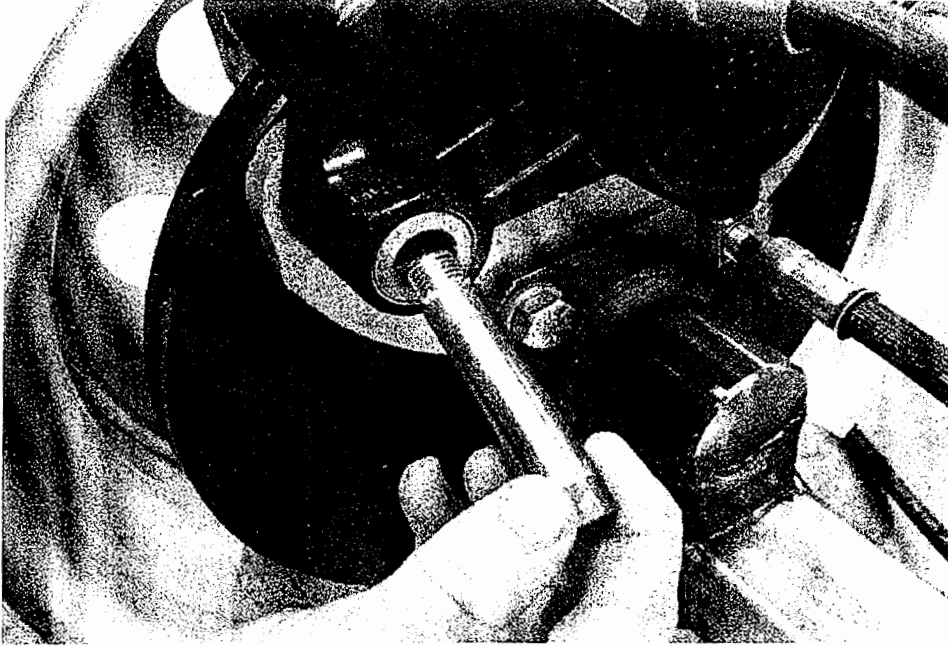
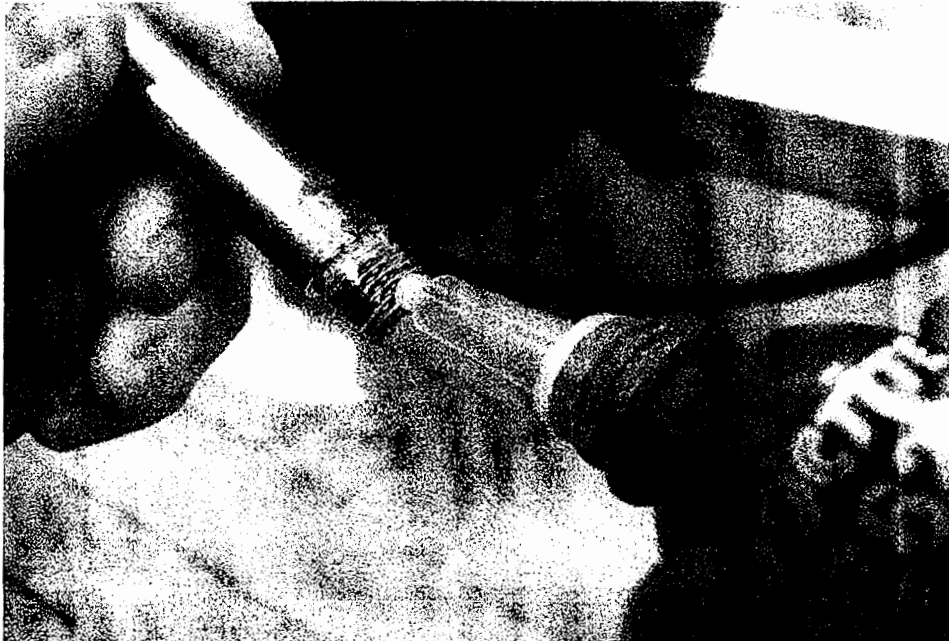


Photo 17 - Apply the Liquid Loctite 262 to the Threads of the Slider Pin As Shown.



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Photo 18 - After Application the Liquid Loctite the Will Look Like This On the Slider
Pin Threads.

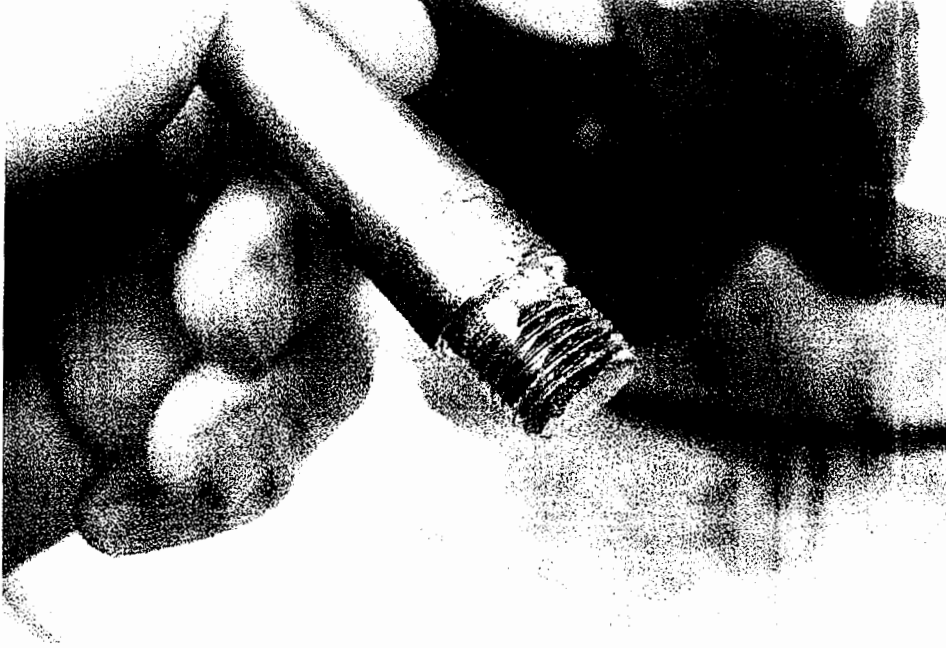
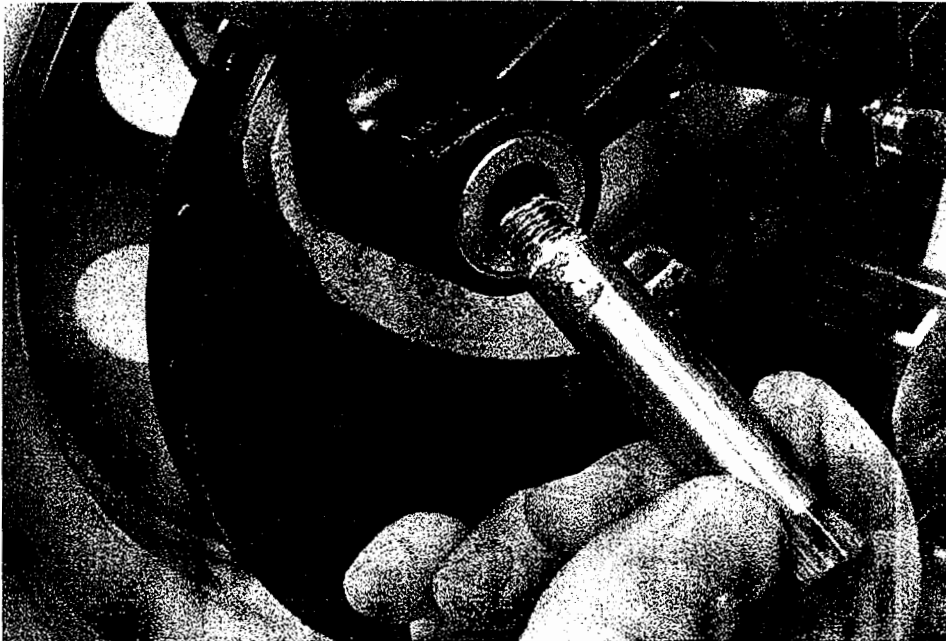


Photo 20 - Re-Install the Slider Pin Into The Caliper.



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Photo 21 - Lift the Caliper Slightly - You Will Feel The Slider Pin Line Up with the Thread Hole In the Mounting Bracket. Begin to Thread the Slider Pin Into the Mounting Bracket.

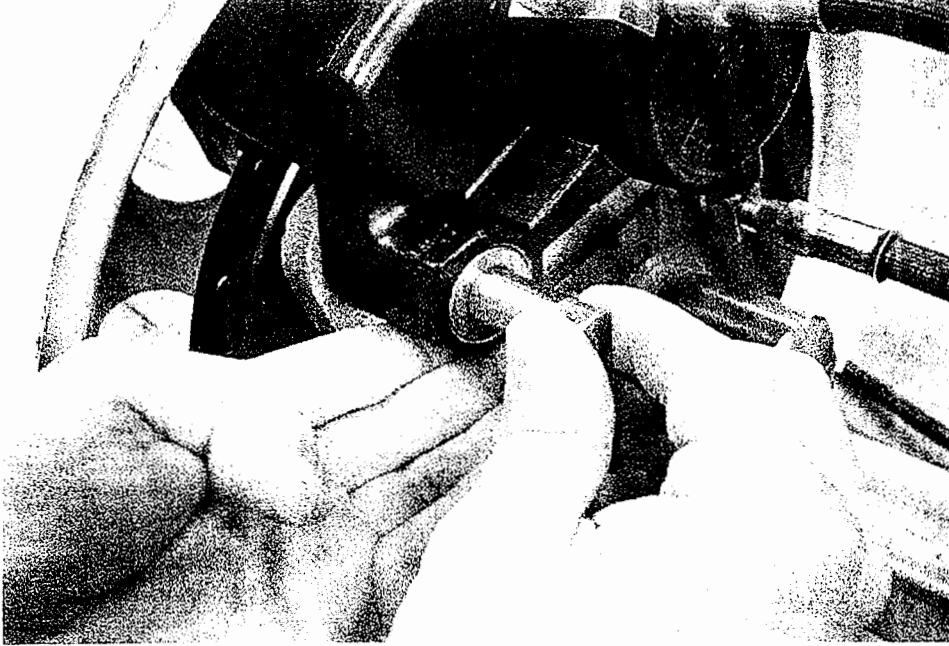
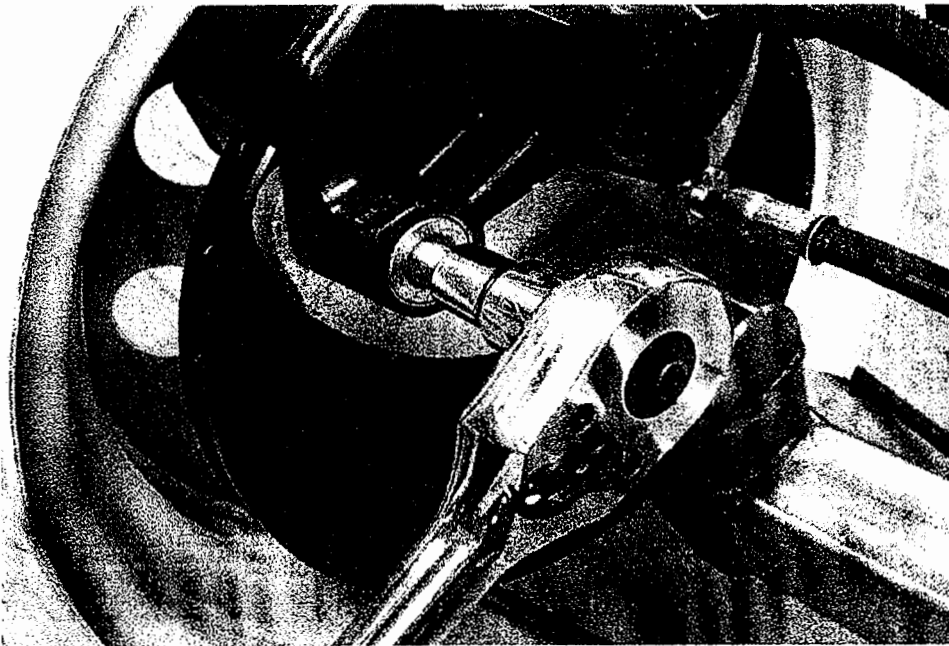


Photo 22 - Using the Socket/Ratchet Drive Tightened the Slider Pin.



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Photo 23 - Switch the 7/16" Socket to the Torque Wrench for Final Tightening.
Photo Shows the Use of a Socket Drive Extension. This Extension Will Be Necessary
In Field Installation Due to the Trailer Frame.

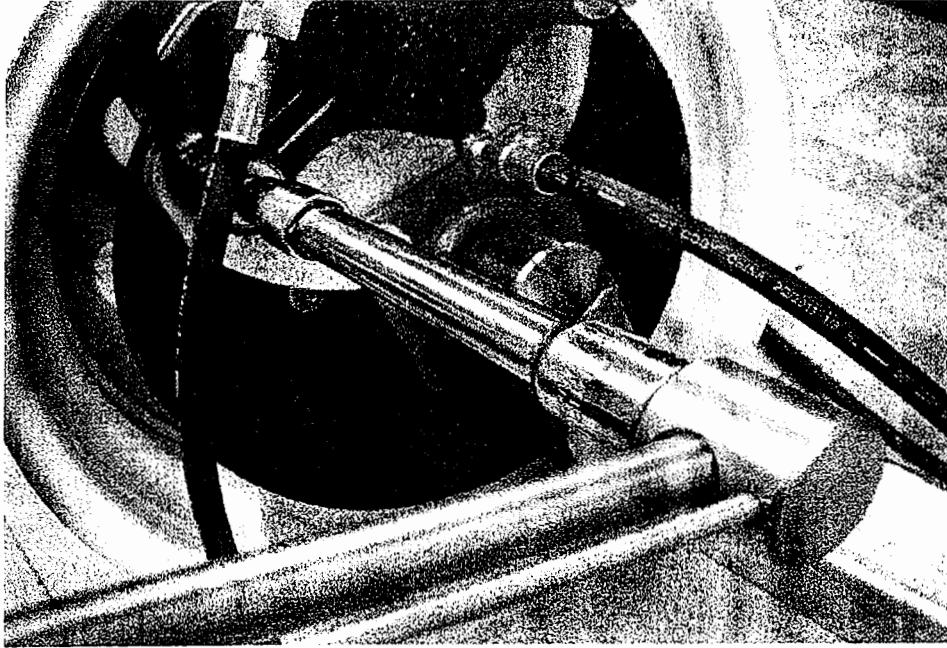


Photo 24 - Completed Re-installation of Slider Pins. Correct Threadlocker Applied,
Both Pins Torqued to 35 Foot Pounds.

