

March 23, 2021



## Service Bulletin - Recall Pending NHTSA Approval

**Recall #TS-0037:** Trailer Tire Clearance - NZ18/19/20/21, ZV20/21

**Condition:** Inadequate tire clearance

**Models Affected:** All 2021 Fiberglass Fender Nitro Z18/19/20/21 and ZV20/21 trailers with 18" wheels manufactured before 3/8/21

**Time Allowed:** NZ Trailers: 1.5 hours  
ZV Trailers: 3.5 hours

## Bulletin Information

### DESCRIPTION OF CONCERN:

The affected trailers do not have adequate clearance. The potential exists for tires to make contact with the fenders. Due to the nature of this concern, arrangements need to be made to have the trailer transported to the location of repair via flatbed, or a technician be sent to the trailer location for repair.

### REQUIRED PART NUMBER:

NZ Trailers: 351445 - KIT,RECALL,TRLR,NZ21/20/19/18

ZV Trailers: 351446 - KIT,RECALL,TRLR,ZV21/20

TIRES/WHEELS vary between trailers. If tires are damaged refer to the parts portal.

### VERIFICATION PROCESS:

Check affected serial number list provided with this bulletin or enter the trailer serial number in the Service Bulletin Inquiry on the dealer portal

### CORRECTIVE ACTION:

NZ Trailers: Add 1/4" shims on starboard side per provided instructions.

ZV Trailers: Replace axles with proper beam length axles per the provided instructions.

Order the necessary parts on the dealer portal and file a claim for parts and labor once the repairs are complete.

*NOTE THAT INTERNET EXPLORER MUST BE USED TO ENABLE LINKS TO VIEW DOCUMENTS*

View the affected serial number list in PDF or Excel by clicking the format of choice below.

**Affected  
Units PDF**

**Affected  
Units Excel**

**Retail Customer  
Letter**

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# NZ18/19/20/21 Fender Shim Instructions

## Parts Needed

351445 - KIT,RECALL,TRLR,NZ21/20/19/18

## TOOLS NEEDED

IMPACT DRIVER

9/16" SOCKET

PHILLIPS HEAD SCREW DRIVER

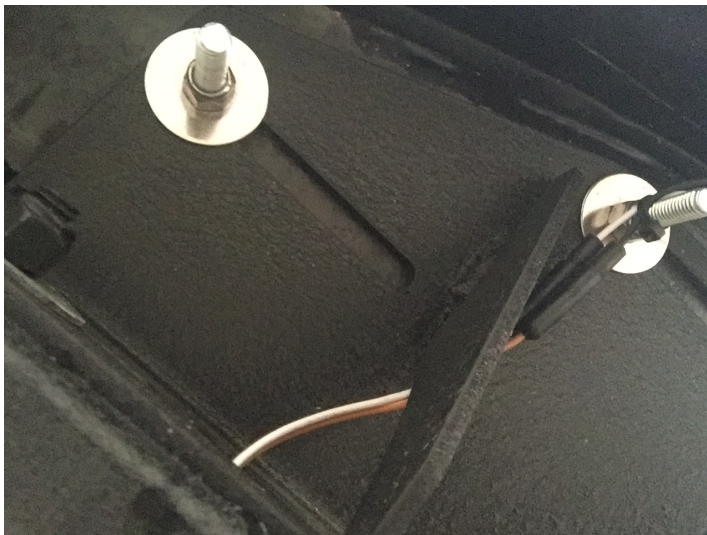
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1) Remove fender pads from Starboard side fender to allow access to bolts. This will destroy the mats.

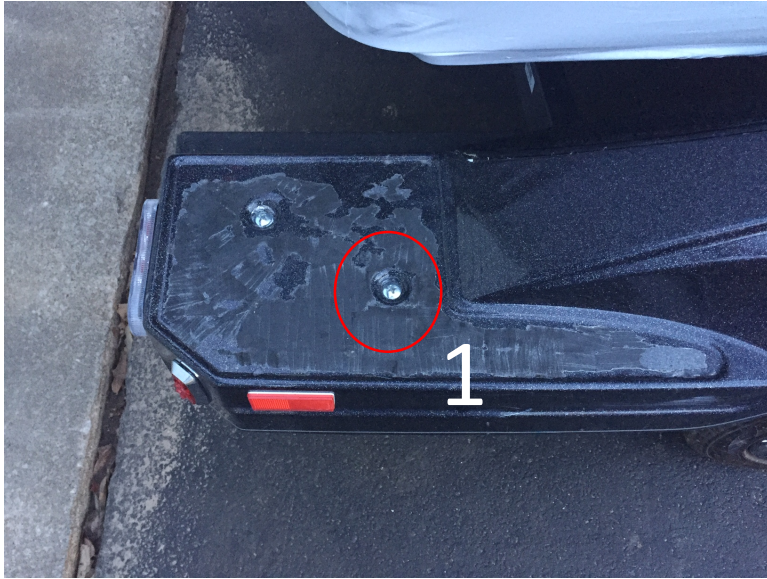


2) Remove nuts and washers from thru-bolts attaching the fender to the mounting bracket allowing bolts to be removed.

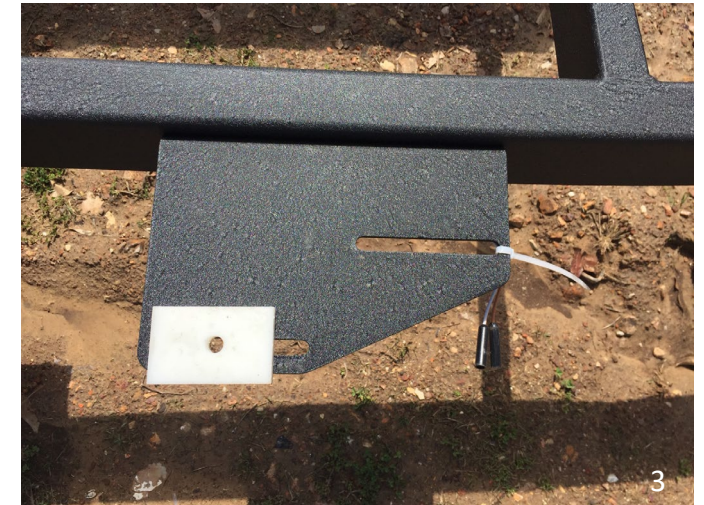


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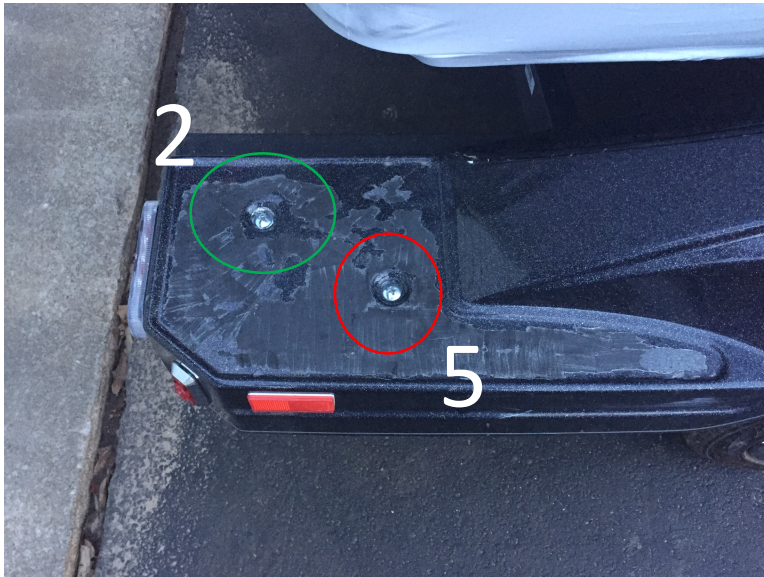
3) Remove circled bolts in image below. This will allow fender to be maneuvered to place ¼" shims.



4) Place ¼" shims between mounting bracket and fender so it aligns with bolt holes. (Referenced images below shows fender removed for clarity, however, fender does not need to be removed; This should align with holes 1,2,and 3 in images above)



5) Put bolts back through the three thru-holes removed from ensuring the bolt goes through the hole in the added ¼” shims.



6) Place washers and nuts back on bolts (nuts should not be tightened down yet)

7) Push fender fully against side rail then tighten the nuts in sequence (1-5) shown in above images ensuring fender is securely fastened.

8) Clean area where mats were removed to ensure flat surface for installation of new mats.

9) Wipe down area for new mats to be installed.

10) Peel backing off of mats and place in appropriate location.

11) Ensure pressure is applied to entire surface area of mat to ensure they stick properly to surface.

# ZV20/21 Trailer Axle Replacement

## TOOLS REQUIRED:

- IMPACT DRIVE
- 3/4" DEEP WELL SOCKET
- 5/8" SOCKET
- EXTENSION
- JACK STANDS
- JACK
- WIRE CUTTERS

## PARTS REQUIRED:

- P#351446 – KIT,RECALL,TRLR,ZV21/20

**PLEASE READ THE ENTIRE INSTRUCTION SET BEFORE PROCEEDING WITH ANY CORRECTIVE ACTION**

### Trailer Jacking Recommendations

Visually inspect the trailer prior to securing the trailer on a jackstand.

Begin this process only after the following safety precautions have been followed if jacking up the trailer is required.

- 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. Chock the opposite wheel fore and aft if only jacking up one side.
- Secure the trailer on a jackstand of adequate capacity to support the package.
- When jacking and using jackstands, place them to clear wiring, brake lines, and suspension parts.
- Lug nuts should be tightened to 90 ft lbs in a star pattern when reinstalling wheels.



It is recommended to jack one side at a time to perform the repair. Securely position the jack under the side rail as shown to prevent damage to the trailer.

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- 1) Once trailer is properly secured on jack stands; Remove wheels from axle you will be working on. You will need an impact driver and a  $\frac{3}{4}$ " deep wall socket. NOTE: Image below is for reference and may not be the wheel you actually remove.



- 2) The Zip Ties holding the brake line on the rear axle will need to be cut with wire cutters.

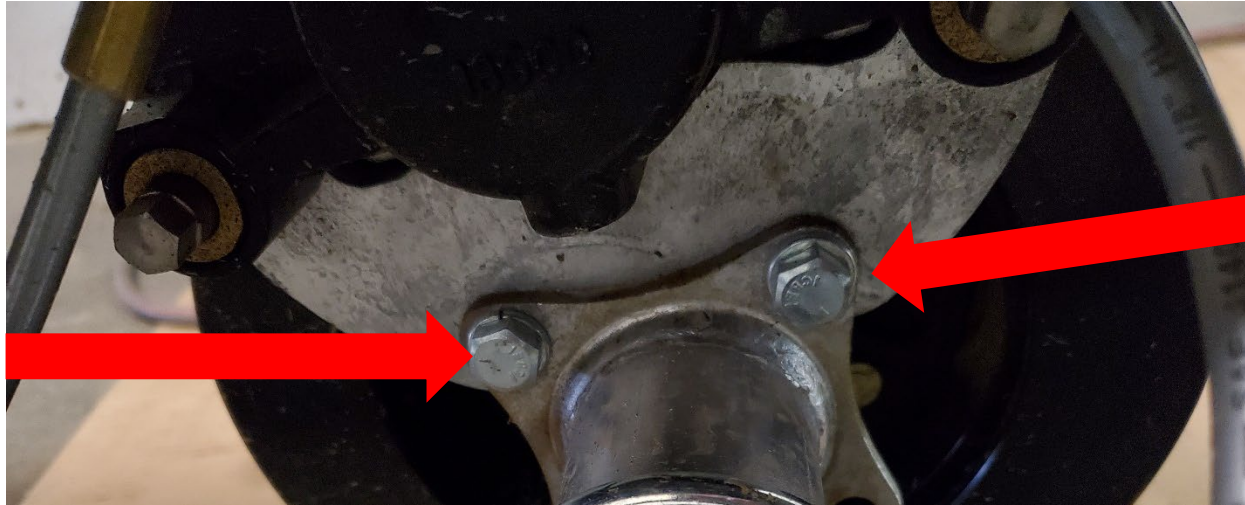




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3) Using a 5/8" socket with extension remove the 2 bolts holding the caliper mounting bracket to the brake flange.



4) Move the caliper to where it no longer sits on the axle and it will not be damaged.



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5) Remove the rotor from the hub and set to the side.



6) With a 5/8" socket, remove the nylock nuts from the u-bolts allowing the axle to separate from the springs.



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7) Remove u-bolts from axle beam and remove axle from off springs.



8) After removing the axle this is what you will see.



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9) Bring replacement axle over to trailer. Orientation of axle must be identified to properly install new axle. There will be a dot or some type of marking on the bottom side of the axle. This mark needs to be on the curb side of the trailer (i.e. starboard side of boat).



10) Place new axle back in place. Ensure the nub of the spring seats into the hole on the spring seat. This prevents the axle from moving while in tow.



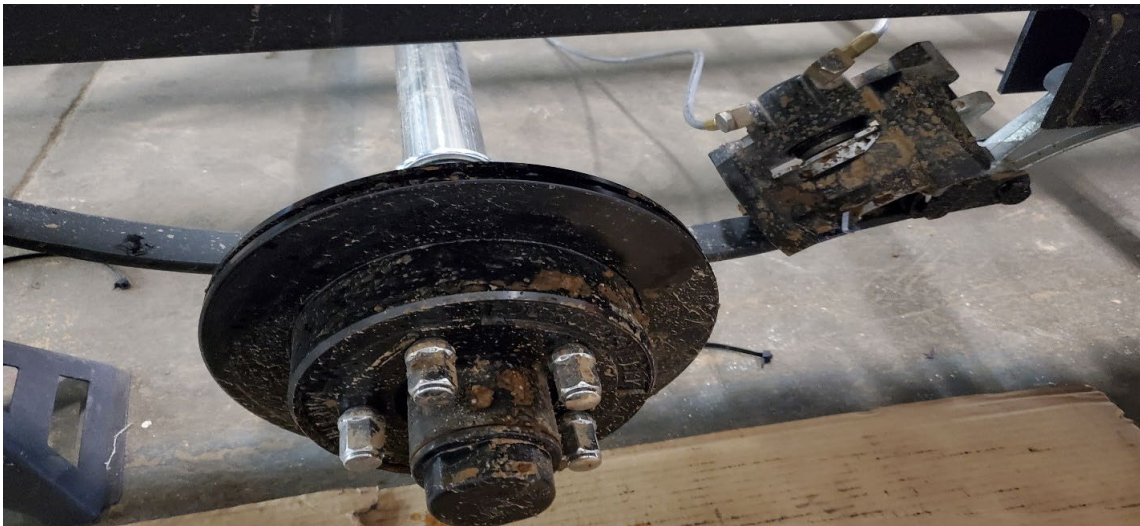
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11) Once axle is located, place u-bolts over axle beam and put through the tie plate sandwiching the spring and beam together. Place washer and the nylock nut on u-bolts. Torque nuts to 45 ft-lbs. Try to ensure thread penetration is equal across all u-bolt threads as seen. This will need to be done for both sides of the trailer.



12) Place rotor back on the hub.



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13) Seat caliper over rotor and align caliper mounting bracket holes with the brake flange holes as seen. Place Loc-Tite on threads of bolts and thread bolts with lock washers into threaded holes on the caliper mounting bracket. Torque to 40 ft-lbs. This will be done for both sides of the axle.



14) Zip tie brake line back onto axle ensure the brake line is secured to the top side of the axle. This will require 6 evenly spaced zip ties. Snip off the excess to the zip tie when fully tightened.



15) Place original wheels back on hubs and thread lug nuts onto studs. Tighten to 90 ft lbs in a star pattern.



16) Repeat this process for the front axle noting that no zip ties will have to be removed as only the rear axle has brake line going across it.