PUMA PAUSE TRAILER

I.S. BRAKE WIRE REPAIR INSTRUCTIONS

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INTRODUCTION

The **Puma Pause** (20.2 & 20.3) Independent Suspension System has four (4) individual hubs/axles attached to four (4) independent swing-arms. The inspection interest can be found at the point where each electric brake wire exits from each swing-arm.

Kit Includes:

Item	Qty	Part
1	4	U-Bolts
2	8	Lock Nuts
3	1	3' length Brake Wire
4	2	Gel Cap Wire Splice Connector
5	2	Heat Shrink Waterproof Butt Splice Connectors (yellow)

Tools Required:

- (2) Floor Jacks
- (1) Jack Stand
- 3/4" Socket (Lug Nuts)
- 7/8" Socket (U-Bolts)
- Torque Wrench
- Wheel Chocks
- Wire Strippers and Crimping Tool(s)

INSTRUCTIONS

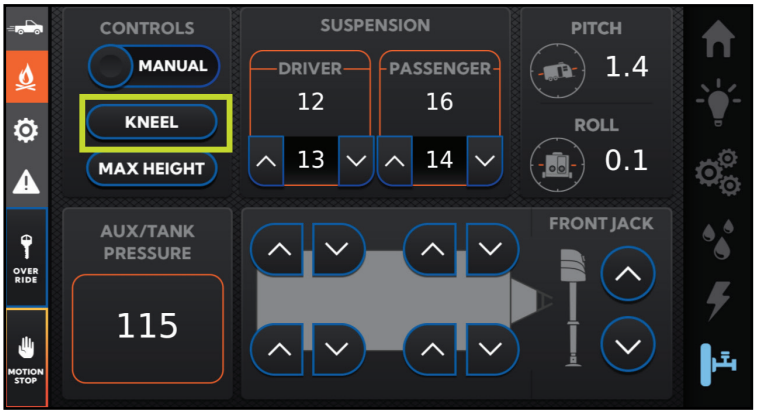
Step 1

Using the Garmin Tablet:

a. Select the suspension icon on the lower right corner of the tablet - highlighted blue in the picture.

b. Select the camping icon on the left side of the screen – highlighted orange in the picture.

c. Select the “KNEEL” option to lower the trailer.



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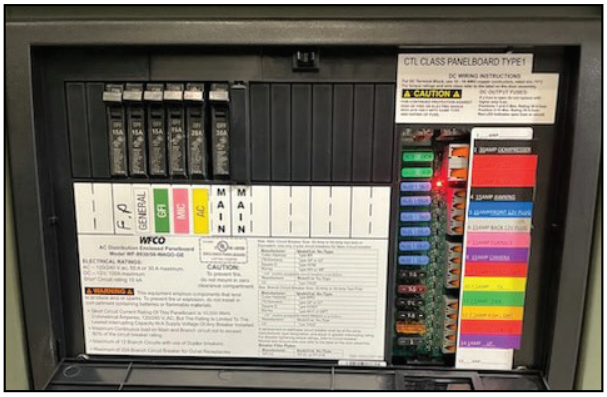
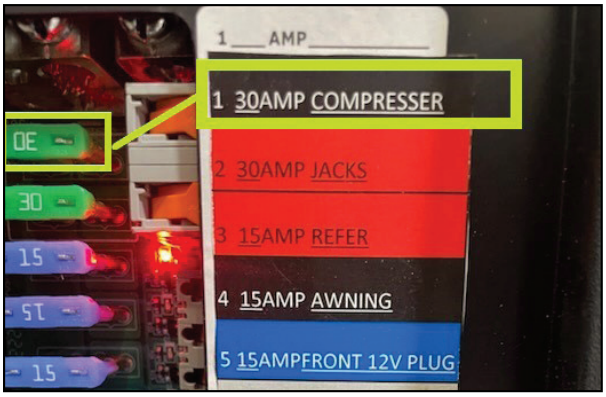
INSTRUCTIONS CONTINUED

Step 2

Once Kneeled, disable power/communication to the suspension system by removing the 30amp Compressor fuse.





Step 3

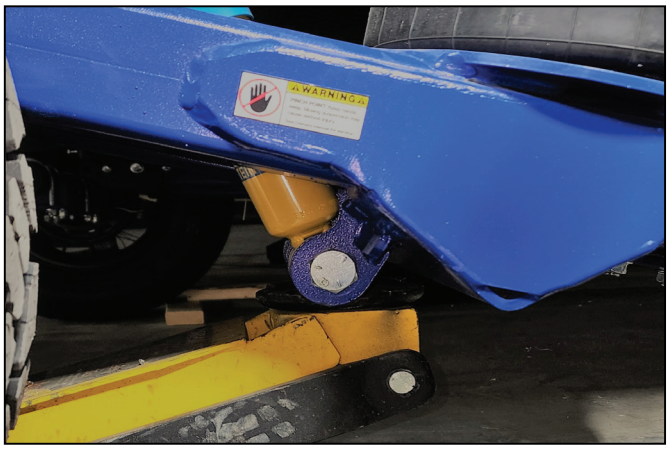
Ensure that the wheels on the non-affected side of the trailer have been chocked.

Step 4

On the affected side of the trailer, lift the frame slightly then support with a jack stand.

Step 5

Use a floor jack to support the swing-arm of the affected axle.



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INSTRUCTIONS CONTINUED

Step 6

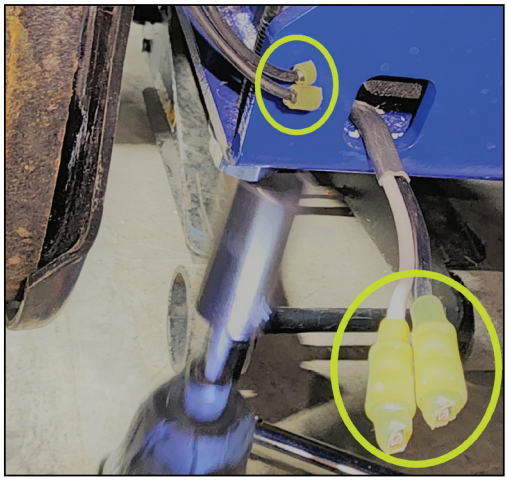
With the affected wheel off the ground, spin the tire, then engage the brake to determine whether or not the brake is functioning properly.

Step 7

Remove both forward and rear wheel from the affected side.

Step 8

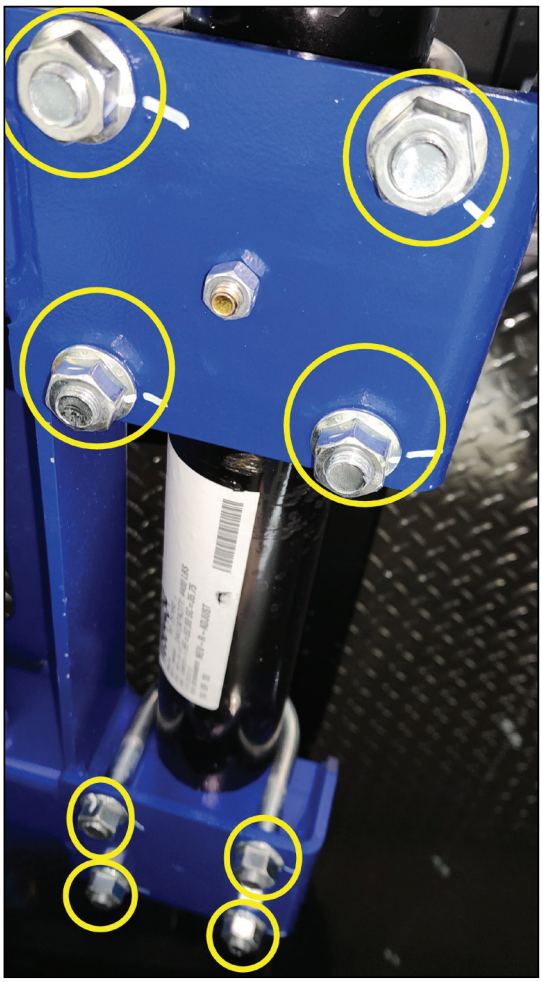
If in Step 6 the brake **IS** functioning properly, **DO NOT** cut/sever the brake wire yet. If the brake **IS NOT** functioning properly, cut/sever (at the butt connector) the affected brake wire.



Step 9

Remove affected axle from the swing-arm by removing 8 lock nuts and 4 U-Bolts that secure the axle.

If the brake **IS** functioning properly, lift the axle and inspect the wire. If there is no damage to the wire, proceed to Step 16 for reassembly. If the brake is **NOT** functioning properly, or upon inspection it is determined that the wire is damaged in any way, cut/sever (at the butt connector) the affected brake wire and proceed to Step 10.



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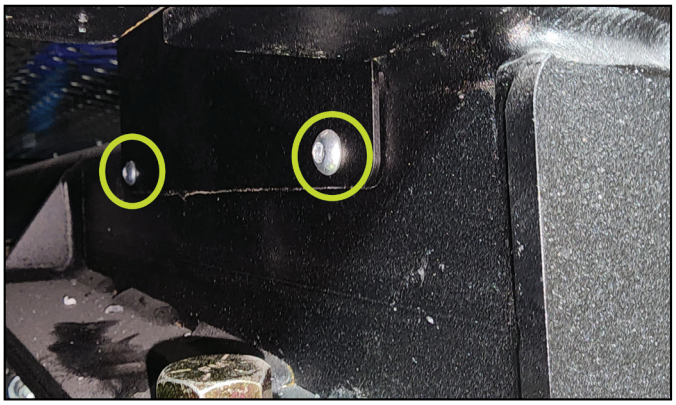
INSTRUCTIONS CONTINUED

Step 10

Locate and remove access cover located near the front of the swing-arm on the road-side of the coach.

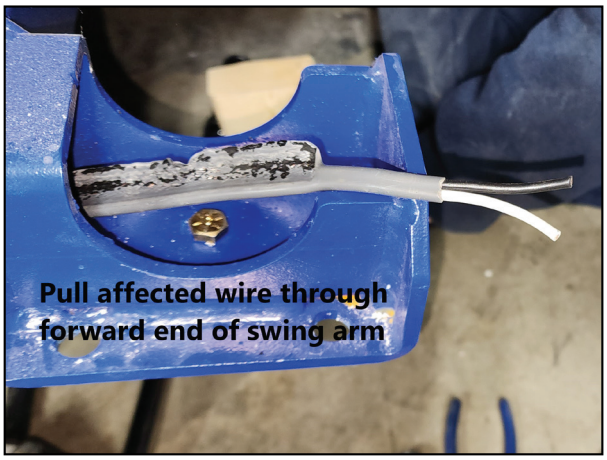


Step 11

Pull/free excess brake wire free of spray foam from the belly pan.

Step 12

Pull affected brake wire through/out of it's entrance point located at the front of the swing-arm.



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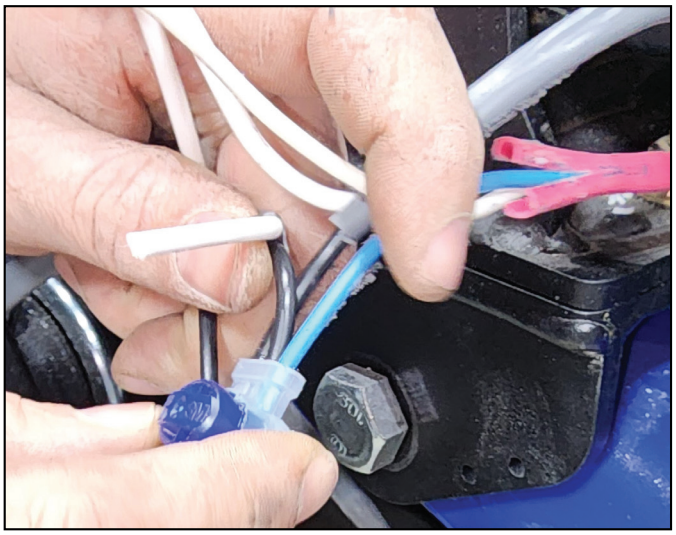
INSTRUCTIONS CONTINUED

Step 13
If you are replacing the wire on the curb-side of the trailer, you will need to use the damaged wire to pull the new wire through the crossmember to the wire access on the road-side of the coach. Then you can feed the wire through the grommet and the swing-arm. It is easier to feed the wire through the grommet with the grommet loose from the swing-arm, then once the wire is all the way through the swing-arm, use a screwdriver to insert the grommet into the hole in the swing-arm.

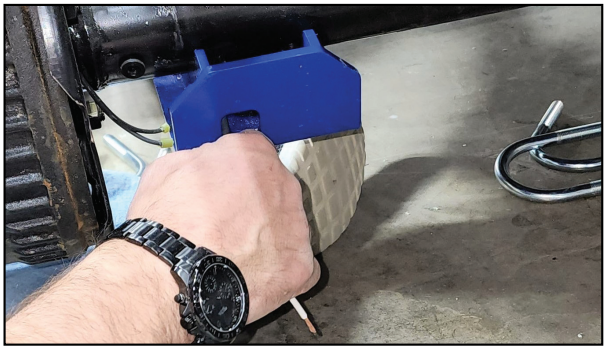
Step 14
Cut/sever affected brake wire at the gel cap connection and splice in new/replacement wire with the gel cap connectors supplied in the kit.

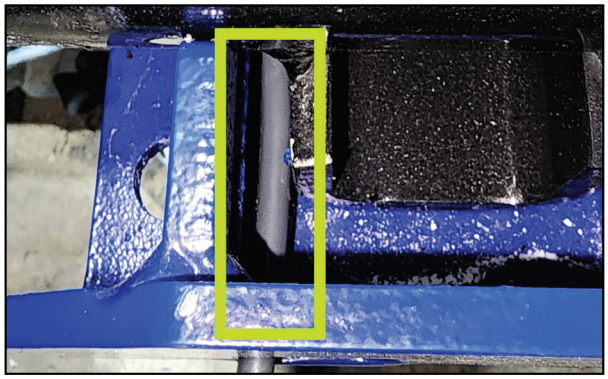


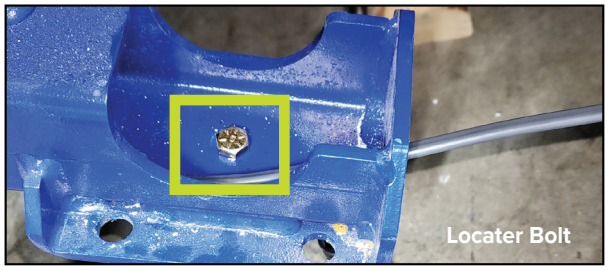
Step 15
Replace access cover.

Step 16
Prior to re-seating axle, ensure that the brake wire rests against the swing-arm tube wall out of the way/free of the axle locator.

Step 17
Ensuring that the replacement brake wire is free of the axle locator, position the axle back into the swing-arm – ensuring that the locator is appropriately seated on/around the locator bolt.







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INSTRUCTIONS CONTINUED

Step 18
Using four (4) U-Bolts and eight (8) Lock Nuts provided in the kit, secure the axle to the swing-arm and torque lock nuts to **80ft lbs, consistent with the diagram provided at the end of this instruction.**

NOTE: As U-Bolts are being tightened, ensure that the brake wire remains clear of the axle locator/seat.

Step 19
Ensure that the new brake wire has free fore-aft movement in the swing-arm.

Step 20
Using the supplied butt connectors, splice connect the brake wires to the hub – once crimped, apply heat to the connectors to activate the heat-shrink.

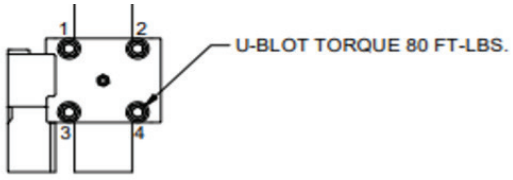
Step 21
Reattach the wheels on affected side and tighten (not torque) the lug nuts.

Step 22
Remove jacks/support from each swing-arm.

Step 23
Remove jack/support from frame, then torque lug nuts to **100ft lbs, consistent with the diagram provided below at the end of this instruction.**

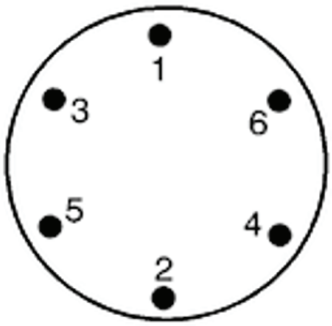
Step 24
Restore power to suspension system by reinserting fuse.

Step 25
Test brakes.



TIGHTEN #1 THEN #4 TO PARTIAL TORQUE
THEN PARTIAL TORQUE #2 AND #3.

USING THE SAME SEQUENCE FULLY TORQUE U-BOLT NUTS TO 80 FT-LBS.



A 6 Lug Nut Torque pattern

At MORryde, we have a passion for solving problems. Whether we're fabricating custom solutions, modifying a commercial chassis, or creating our innovative products, we answer to a wide range of markets and deliver on a variety of needs. At MORryde, it's simply about doing MORE for our customers, and it doesn't stop at the sale. We stand behind our products, believing in quality first, service always. No matter the issue, we'll be the first to respond and the last to be satisfied. In short, we build better — together.

Questions?

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