

November 2017

Lloyd Stegemann

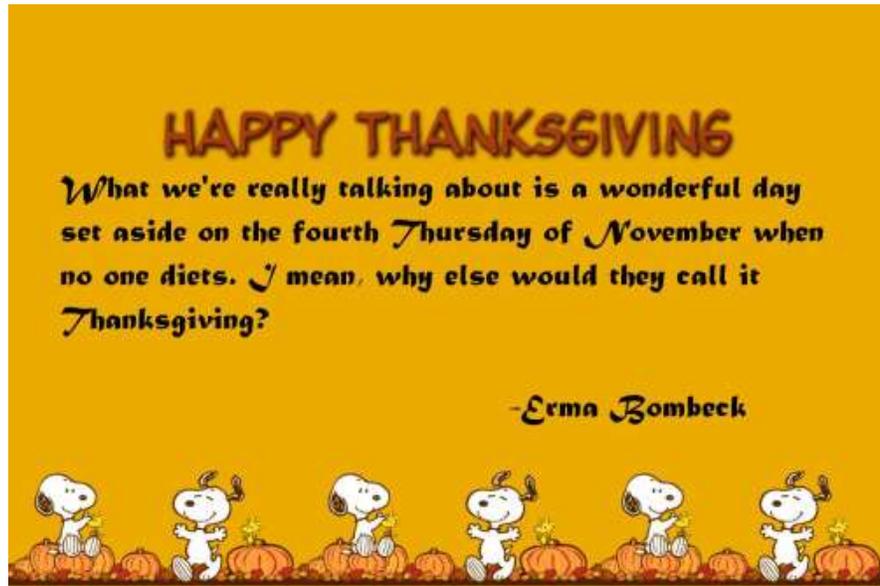


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# RV Q&A: Tire-to-Tire Gap

By **Jeff Johnston**

-

November 6, 2017



**I have a question regarding the safe distance (gap) between fifth-wheel RV tires.** I've looked at various tandem-axle trailers, and the distance between the tires varies. The distance between our fifth-wheel tires is about 1½ inches, and that seems to be too close together.

Our RV is a 2015 Redwood 38RL that we purchased in February 2016. It is a beautiful, spacious trailer that my wife and I enjoy very much. We had an issue last December when a bolt came out of the undercarriage, causing extensive damage that required the replacement of the rear axle, a portion of the frame and all four tires.

I don't recall how close together the tires were prior to the repairs, but now they seem too close. Should I be concerned?

**Robert Lorbeer | Prescott, Arizona**



"A miss is as good as a mile," Robert, and as long as your RV's tires don't show any evidence of contact-related damage, you're good. There are different tire-to-tire spacings because there are many different tire sizes and suspension configurations in use on different size and model trailers.

A trailer suspension primarily allows a tire to move vertically with the suspension travel, but there's also a small amount of fore-and-aft movement that takes place. However, there's not enough fore-and-aft movement to cause tires to rub when they're 1½ inches apart at rest.

If a suspension were so worn out that it allowed that much flopping around, it would need some serious repair, and it's likely the tires would be failing because they'd be seriously out of alignment.

Make sure the shackles and other components are in good shape, and your setup is probably fine.

## More Tire Clearance



I have a 34-foot Keystone Tailgator toy hauler with only 2 to 3 inches of clearance between the fifth-wheel's tires and the top of the fender well. The tires were rubbing the top, and the factory had left a screw above the rear tires on both sides. On the right side, the screw punctured the tire, and the tire shredded on a recent trip.

When I figured this out, I had my springs put on top of the axles instead of under them. This raised the trailer about 5½ inches. The sewer dump was also very low, and the front of the trailer was high when hooked to my truck. This fixed all of that.

What is your opinion on having this done? It cost me only \$432.

**Roger Meacham | San Angelo, Texas**



That seems like a pretty good pricing deal, Roger, and the clearance-problem solution should work well. Doing a spring and axle flip is a solid, reliable way to raise the trailer a few inches. Some people express concern that this may make a trailer less stable, but in fact it would take a much greater lift to adversely affect handling. A few inches will raise the rig's center of gravity a bit, but not enough to cause any harm, unless you're in the habit of speeding around corners, for example.

## Is there a green way to tow?

You may do your part every day to watch your step on the environment and avoid leaving a carbon footprint. But some days, going green is harder than others. Sure, you may recycle your grocery bags, ride the bus to work and buy organic, but when green guilt starts foiling your vacation plans, who's to say where to draw the line?

After waiting all year to take your new boat out, it strikes you that towing it for the long trip will effectively drop an anvil on your hybrid car's sky-high MPG. Not only do you feel your wallet shrinking by the second, but your green conscience is now burdened with the guilt that your vacation will now sap up gas and release carbon emissions.

Should you shed that shiny new boat from your vacation plans? Or is there a greener way to tow short of going Flintstones-style and literally pulling our own weight? The heavier the load on a vehicle, the more power, and therefore fuel, it will need to move. Nevertheless, although

hybrid cars aren't known for their heavy towing capacities, you shouldn't necessarily feel pressured to forego the boat or the trailer for fear of green guilt.

In fact, as stellar gas mileage becomes more popular among consumers, companies seeking the green market are working to equip towing vehicles with higher MPGs. Ford, for example, promises about 20 MPG for its 2009 F-150 truck [source: Carty]. Likewise, companies seeking the blue-collar, boating and camping markets are working to equip hybrids with better towing capacities. For instance, GMC has come out with a 2009 Yukon Hybrid that can tow up to 6,000 pounds (2721.6 kilograms) [source: Edmunds]. These kinds of options are ideal for a person who wants one vehicle to drive to work on a daily basis and economically handle towing a trailer on the annual road trip.

There's no reason you should feel powerless in the plight to save gas with that boat in tow. By becoming a smarter consumer and a smarter driver, your towing vehicle can be an efficient green machine. We'll go over some of the most important tips for better towing gas mileage next.

Fortunately, there are ways you can indulge your love of the outdoors or boating without sacrificing green ideals. Consider these tips to conserve gas while towing.

First and foremost, experts recommend to get rid of any excess weight you may be carrying in your vehicle you probably won't need. Tow more weight, and you'll consume more fuel. So go Thoreau and "simplify, simplify."

If you haven't yet bought either the towing vehicle or the towed vehicle, you have the advantage of shopping with an eye toward fuel economy. When buying a camper, the lighter the better. Dealers now sell **ultra-light trailers** with aluminum frames, which can also expand your towing vehicle options [source: CampingEarth.com].

While shopping for a towing vehicle, the most important thing is to make sure you get one with the appropriate **towing capacity** -- the maximum weight a vehicle can tow. Getting more tons of towing capacity than you need will most likely be a waste of fuel and make for an uncomfortable ride.

On the other hand, if you need to handle a very heavy load like a fifth-wheel trailer, you might consider a diesel truck. In some circumstances, a diesel-powered vehicle could prove to be about 15 to 20 percent more fuel-efficient [source: Arrais].

Another aspect to consider when searching for a towing vehicle is the **axle ratio**. This refers to the number of revolutions the driveshaft makes in order to make a wheel revolve once [source: Jeep.com]. An economy axle ratio will be low (3:1 or lower), and a performance axle ratio will be high (4:1 or higher) [source: ConsumerGuide]. You'll want to look for a moderate

axle ratio that's neither very high nor very low as a compromise for both fuel economy and towing performance.

It'll also help to consider the most aerodynamic options. Even if you have a light load and a fuel-efficient vehicle, wind and air resistance can still do a number on your fuel economy. You can do things to minimize this effect as much as possible. For instance, if you're towing a boat or an open platform trailer, putting a cover on it will reduce aerodynamic drag.

Not only what you drive, but the way you drive can also have a significant impact on your fuel economy. For instance, sudden stops and accelerated starts will always hurt your gas mileage. When towing heavy loads, it's wise not to put the pedal to the metal anyway. Sticking with moderate speeds will improve fuel economy and be safer all around, considering that towing will increase your stopping distance. Not only that, but if you need to brake hard in an emergency situation, you could cause your vehicle to skid and possibly jackknife. Depending on the make, your vehicle could have an overdrive gear -- shifting out of this into a lower gear over hills and rough terrain could improve fuel efficiency as well.

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## Polk's Top 7 Tips for Cold Weather RVing

By Mark Polk

If you're like me, you enjoy using your motorhome as much as possible throughout the year. Sometimes that includes RV trips during the colder winter months. In addition to enjoying the beautiful winter scenery, motorhomers can go hunting, snow skiing and snowmobiling. It's no wonder so many people enjoy using their motorhomes year-round.

When winter approaches each year, I get numerous e-mails requesting information about using motorhomes in cold temperatures. One reason I haven't written on this subject in the past is because it would require more than just a short article to thoroughly cover this topic.

Another reason for not writing about this in the past is that there are no guarantees that your RV can or will be 100 percent protected from the harsh winter elements by following written advice on the subject.

What I can do is offer you my top 7 tips to help protect your motorhome in the event you plan to use it during the cold winter months. I just can't guarantee that it will be 100 percent protected.

These suggestions and ideas are for short-term winter camping in your RV. If you plan to take extended RV trips in cold weather, there are many other precautions and measures that need to be considered, such as using insulated skirting around the bottom of the RV.

**Note:** What we will be concentrating on in this article is how to protect your motorhome during cold-weather camping. It is extremely important that you also understand how to protect yourself and other campers in cold temperatures.

**1.** One of the first considerations for cold-weather RVing is if you will be traveling in temperatures below freezing. If this is the case, and there is water in the RV water system, your plumbing lines or water heater tank could freeze, resulting in costly repair bills and ruining your wonderland RV trip. To avoid this from happening, when temperatures dip below freezing, I travel with the water system winterized. It is actually much easier to winterize a motorhome than most people think, and it doesn't cost much, either. I have winterized and de-winterized our motorhome as many as three times in one winter.

**2.** The good news is it is still possible to use the bathroom facilities when you are traveling with the RV winterized. We take 1-gallon jugs filled with water to use in the toilet. If your holding tanks are not heated, you can put some RV antifreeze in the holding tanks to prevent the contents from freezing. Add the RV antifreeze through the toilet for the black-water holding tank and down the shower or tub drain for the gray water tank. The antifreeze will also protect the shower or tub P-trap, which is usually located below floor level.

**Note:** The amount of RV antifreeze required for the holding tanks will be based on the size of the tanks, and how much is in the tanks. It will be necessary to add more RV antifreeze as waste water is added to the tanks to prevent the antifreeze from being too diluted. During cold-weather camping doesn't allow the holding tanks to fill completely before emptying them (unless the holding tanks are heated). This will reduce the chance of freezing, which can damage the holding tanks.

When the RV is winterized, take bottled water along for drinking and other needs like cooking and brushing your teeth. We have a 5-gallon jug that we take on trips, filled with tap water from our house for our pet's drinking water. This extra supply can also be used for washing up and other needs, and comes in handy when the RV is winterized.

**3.** When we arrive at our destination I try to select a site that will be exposed to the sun throughout the day, but also where there is some type of wind break available. Position the motorhome on the site so the front or rear will be facing the brunt of any wind, not the side of the RV. Normally, once at the campground, we use the water system on the RV. All of the water lines in our motorhome are in a heated space, so we don't need to be too concerned about the water system freezing as long as the RV has heat. We leave the water heater turned on whenever the water heater tank is full so there is no chance of it freezing. If we have an electric hookup, we operate the water heater on electricity, and if not we operate it on LP-gas.

**4.** It's important that you know where all of the plumbing on your motorhome is located. Some RVs have heat ducts going to the basement storage areas where the water system is exposed to outside temperatures, but many RVs do not. If portions of the RV water system are below floor level, in areas that are not heated, it is possible for it to freeze and damage the water lines. If you are hooked up to an external water supply, one option is to leave a faucet in the RV dripping. This can help keep the water moving and decrease the possibility of water lines freezing. Another option is to use heat tape to protect any exposed water lines. Heat tape can be purchased at most hardware or building supply stores. Make sure it is suitable for the types of water lines or water hoses in your RV.

**5.** If it is extremely cold outside and the possibility exists that the outside water supply could freeze, or if the campground water supply is shut off for the winter, I try to fill our fresh water holding tank and use it for all of our water requirements. Again, keep in mind where your fresh-water tank is located; ours is in a heated area. If the campgrounds shower facilities are still open, it's a good idea to use them to avoid the gray-water holding tank from filling so quickly. In this situation it might be in your best interest to keep the RV winterized and just use the campground's facilities.

**6.** The best source for heat is to use the RV's forced-air furnace. There are a couple of things you need to be aware of when you use the RV furnace. First of all, it will consume more LP-gas than any of the other LP-gas-fired appliances. The LP tank should be full before leaving on your trip, and you will need to monitor the LP-gas supply carefully during your stay. Second, if you are not plugged in to an electrical supply the furnace fan can quickly drain the auxiliary battery(ies). Batteries that are not fully charged in cold temperatures can freeze, rendering the RV furnace unusable. I recommend that you plan your stay where you have access to an electrical supply when camping in cold weather. When we are plugged into electricity, we set the forced-air furnace on a lower setting and supplement the heat with thermostatically

controlled ceramic heaters. These heaters work extremely well and you don't need to be concerned about a fire or carbon monoxide.

7. If you will be camping where you don't have access to an electrical hookup, one option is to use a generator. A generator can keep the RV batteries topped off and allow you to use the RV furnace. You will need to have a sufficient supply of fuel on hand for the generator. If it's a portable generator make sure the exhaust is directed away from the area where you are camping. Regardless of the type of generator, always make sure the exhaust system is in proper operating condition and the carbon monoxide detector is working properly.

**Caution:** Carbon monoxide is deadly. You cannot see it, taste it or smell it. Never use your range burners or oven as a source of heat. If your motorhome is not equipped with a carbon monoxide detector, you should purchase a battery-operated model designed for use in RVs. Always test the carbon monoxide detector for proper operation before each trip.

You also need to be aware of the symptoms of carbon monoxide poisoning:

- Dizziness
- Vomiting
- Nausea
- Muscular twitching
- Intense headache
- Throbbing in the temples
- Weakness and sleepiness
- Inability to think coherently

If you or anybody else experiences any of these symptoms, get to fresh air immediately. If the symptoms persist seek medical attention.

I know I'm already at No. 7, but here are a few more cold-weather RV tips, in no particular order:

- Do not store any water hoses with water in them. If you need to use it, it will probably be frozen. You can take it inside to thaw out if need be, or use a hair dryer.
- Covering the windows with curtains, drapes or almost anything will help to hold some of the heat in. It helps to cover overhead vent openings, too.
- Leave cabinets or drawers open where water lines are located to allow heat to circulate around plumbing.
- Try to avoid opening the entry door as much as possible.
- Oh, and don't forget the electric blanket. It can be a lifesaver at night.
- If you haven't purchased your motorhome yet and you know you will be using it in cold weather, see if the manufacturer offers an arctic package option. Some packages include higher R-factor insulation values, enclosed underbelly, heated holding tanks, dual pane windows and more.

- When you're winter camping trip is over and you head back home, don't forget to winterize the water system, if you expect freezing temperatures.

Happy Winter Camping.

## 10 Things I Wish I'd Known Before Fulltime RVing...

September 22, 2011 by libertatemamo

***Pre-Post Note/ May 2017.** Although this post was written in 2011 it's still my most popular post ever (!!), so I'm refreshing it as part of our 8th year on the road. See my updates in italics below the original text on each topic.*

One of the beautiful things about aging is you carry along the wisdom of years of experience (that, and your wine gets better of course). By many standards you could easily call me but a pup in the great dog-park of life, but as our multi-year journey in RVing progresses I have managed to glean a few gems of sagemess which I can happily pass along. In that spirit, here are 10 things I wish I'd known before we went full-timing:

### **1/ Bigger is Not Always Better**

I always imagined that you should try to buy the biggest RV you could afford. After all, who doesn't want lots of space? Our travels over the past years, and perhaps more specifically the *kind* of travel we like to do (camping in public campgrounds, forests, state parks, off-the-beaten-track spots) has taught me that bigger is not always better. Our "beastly" size is super-comfortable but requires me to do quite a bit of detailed planning to make sure we can fit into the kinds of spots we like to visit. In retrospect, I would have wished for a smaller RV. For those camping mostly in private parks this is not a consideration, but for our kinda camping it sure would be nice with a few less feet.

***2017 Update** – TOTALLY still agree with this. Although we've gotten used to our "beastly" size I still wish we were a tad smaller and we (still) dream about downsizing. 95% of our camping is on public land and if we were smaller and more nimble we'd have many more options open to us, especially for boondocking. 35-feet would be nice, 30-feet would be even sweeter, but hey we make do. Maybe one day....*

### **2/ Hard-Mounted Satellite Dishes are Mostly Useless**

When we first got the RV the thought of a hard-mounted, fully-automatic Satellite TV dish on our roof seemed just the ticket. Push a button and off you go....fabulous! However camping as we do in lots of spots with trees and obstacles we have line-of-sight perhaps only ~50% of

the time making our dish mostly useless. In retrospect a movable dish would totally be the way to go.

**2017 Update** – YES. *In fact we even disconnected Direct TV in 2014 and moved towards other electronic means of entertainment (Netflix, Redbox etc.), but for those of you wanting satellite I would definitely still recommend getting a movable dish.*

### **3/ Most Camping Clubs Are Not Worth It**

When we first started RVing we signed up to just about every camping club out there, Sam's Club, Escapees, Club USA etc. In retrospect (again because of where/how we like to camp) these were not worth it. The only camping club I currently consider is Passport America, mostly for short stops and I do like the Escapees Days End list, but even these have mostly been replaced by overnight "freebies" when we need them. The rest of the time we're out in nature/boonies where club memberships do not go. For some people clubs are great and they can certainly be cost saving *if you make use of them*, but for us they've simply not made the cut.

**2017 Update** – YES. *We still feel the same way. Clubs are only useful IF you make use of them. There are RV folks who love their club memberships (e.g. Thousand Trails members who do nothing but stay at Thousand Trails), but for our type of camping (mostly public land, lots of State Parks etc) they simply haven't made sense. The only membership clubs we currently have are Harvest Hosts, Escapees & Passport America. I always recommend that newbies wait on joining any camping clubs until they've spent some time on the road and figured out how they like to travel.*

### **4/ Beware Heavy Slides**

I love the slides in our motorhome because of the massive amount of space they give internally, but it seems some manufacturers go overboard. Our "beast" has a massive front drivers-side slide with refrigerator *in the slide*, something I now understand is an engineering no-no. The weight of the slide has been the cause of the only real issues on our home in 2 years. I love slides and will always want them, but in retrospect I would never buy another home with a fridge in a slide-out.

**2017 Update** – YES. *Our big slide issue is still the only major issue we've had (touch wood) in the RV since we started fulltiming.*

### **5/ Finding Great Public Campgrounds Can Be Easy**

The first year of RVing I struggled to find the kinds of campgrounds (natural, green, spacious) that we like to visit. It was a constant battle of going to one website, through a ton of clicks, then another website, then to a map, then to another spot and back again to try and figure out which one matched our route. Early this year I discovered [uscampgrounds.info](http://uscampgrounds.info) and my

planning life changed. If you like public camping there's simply no better resource out there and I use it as the base for all our travel planning now.

**2017 Update** – YES. Public Land is still our #1 camping choice. There are now many more options for finding these kinds of sites including [ultimatecampgrounds.com](http://ultimatecampgrounds.com) (which has overtaken [uscampgrounds](http://uscampgrounds.com) IMHO), Benchmark Maps (which are excellent paper maps for public lands), AllStays (which also offers an app) and other resources.

## **6/ You Don't Have to Sign Any Internet Contracts**

When we initially looked at internet solutions we knew we wanted a Verizon-based system since it was simply the best coverage out there (and our experience has proved that true). We ended up w/ a 2-year 5GB/mo contract which is a little tight for our needs. What we didn't know was that you can get a Verizon-based coverage using no-contract resale partners such as Millenicom. It's the same coverage, but simply without the contract! You can boost it just like any system out there too. Millenicom resells both Verizon and Sprint and they won't/can't tell you (directly) who they're using, but you can easily narrow it down via the device (the Verizon-based contract is currently offered on the 20GB/mo deal using the Novatel U760 Device).

**2017 Update** – TOTALLY. I still recommend a contract-free approach whenever possible. This gives you the flexibility to sign-up to the best plans (and offers) whenever they became available which has improved our own set-up and saved us many \$\$ over the years. The whole Mobile Internet landscape has changed dramatically since 2011 (e.g. Millenicom is now caput and gone), but there are still many contract-free options for mobile travelers.

## **7/ Take Your Time On the Road**

When we first started on the road we rushed like crazed animals on stampede to see as much and as far an area as we could possibly see within the timeframe given. It took several months before we realized none of this was necessary. In fact taking more time to enjoy our surroundings not only saved us money, but we've met more people, seen more local gems, created a sense of community and felt more in-tune with the journey. Our 2-month trip through New Mexico earlier this year was a great example of how this attitude has really made sense for us. We are progressing more and more into "sitters" (RVers that spend several weeks in one spot) rather than "movers". It may not be for everyone, but I sure recommend giving it a try.

**2017 Update** – TOTALLY. Since that original "crazy" year on the road we've enjoyed a much more relaxed pace of travel and it's made everything SO much better. For us this is a lifestyle, not a vacation and taking the time to enjoy each spot has made it a deeper, richer (and more enjoyable) experience for both of us.

## **8/ You Really Don't Need Much Stuff**

I spent months trying to figure out what to take on the road before we started out. I already knew (instinctively) that we wouldn't need much, but I wanted to try to cover all the bases. The truth is that we needed even less than that. I took ~10% of my then-wardrobe with me, and I currently use about 10% of that. We brought along tents and other equipment we never use. We ALSO ended up buying a bunch of nifty (so we thought) "RV stuff" before we'd really spent any time in the rig on the road, another thing I'd now consider a no-no. In retrospect spending some time on the road before loading up would have made a lot more sense. We're planning a major cleaning-out when we get back to our storage in San Diego this winter and will end up much lighter for it (no doubt). If we keep this up the storage might end up going too...

**2017 Update** – YES. *The more time we spend on the road the less we find we need. We end up donating half our clothes to charity almost every year and our outdoor stuff has been cut down to a select set of "glamping" basics. Plus we FINALLY got rid of our big storage unit (whoo hooo!). Paying \$\$\$ for storage all those years was one of our biggest regrets and something we (in retrospect) would not recommend if you can avoid it. It took 7 years for us to tackle ours, but we finally got it done!*

## **9/ Follow the Weather**

This kinda makes obvious sense, but when we first started out we really didn't pay too much attention to weather. In our first year we ended up travelling through the Mid-West in very hot and buggy conditions, not ideal for a natural-born bug magnet (such as myself) in a metal home. Since then we've paid closer attention and the beauty of being mobile is that you can do exactly that. I launched my flip-flop barometer early this year and we managed (mostly) to stay right on it. We're wintering in the SW this year and will be back to cool and gorgeous coast & mountains by next summer. Most definitely the flip-flop way to go!

**2017 Update** – YES. *We've become better & better at following the weather and it's a key part of our yearly travel planning process. The past few years we've spent winters in the beautiful SW desert and summers on the gorgeous PNW coast. Perfection!*

## **10/ RVing Costs Are Manageable**

We agonized over the cost of full-time RVing for a long time before we jumped in. The truth is costs are flexible and totally manageable and our experience has certainly proved that to be so. There are great options for saving money both on camping, gas, health insurance, taxes, car/RV registration and other areas. You can take your time and boondock, workamp along the way or run around and stay in pricey resorts. All can be great experiences, but the real beauty is that the choice is there.

**2017 Update** – *TOTALLY. In 8 years on the road our expenses have actually been flat to slightly down every year despite increasing health care costs. We keep camping expenses low by volunteering in summer and boondocking (= free camping) in winter, and we manage gas costs by how we travel. The point is there is lots of flexibility on the financial side, and my viewpoint on this hasn't changed.*

Well that wraps up my list...got any good ones of your own?

**2017 Update** – *Knowing what you know now, are there any additional things you wish you'd known???* Apart from the storage unit that I wish we'd never gotten (item #8) nothing at all. Our top 10 is still the exact same today as it was in 2011.

## Toy Hauler Must-Haves

Toy hauler is a type of recreational vehicle (RV) that never allows you to go away on a holiday without your motorcycle and other cargo. It gives you the chance to fully enjoy going with your family. However, you have to ensure that your fifth wheel has the so-called must-haves, which you can buy at a store that sells toy hauler parts and accessories in California:

Weight Distribution Hitch

*To improve the ride and safety when you are towing look into an [Air Hitch from Air Safe Hitches](#).*

Are you having a vacation? No worries. Now, you have the option to bring with you your dirt bike, motorcycle or other similar things because you have a toy hauler. However, you must have a weight distribution hitch or fifth wheel hitch to ensure a stable and therefore safe journey. As the weights of your loads are evenly spread, you are lowering the chance of getting into vehicular accident due to poor road conditions, wind problem and others.

Sway Control

It is a typical thing for your vehicle to maneuver from one side to another but you should try to avoid it to lower vehicular problems. Use sway control as it offers big help to RV because it may prevent your trailer from wiggling, which usually occurs when there is a strong wind or when you are driving at faster speed. Sway control is best combined with weight distribution hitch.

Fire Extinguisher

You shouldn't be amazed to see fire extinguisher in the listing of toy hauler must-haves. The fact is that you should have at least two in your toy hauler. Some, however, choose to be sure of their and their vehicle's safety that they locate one in the bedroom, one in the kitchen and

one in the door entrance. It is not sufficient, though, that you have them; you need to know how to use them. You should learn how to put out fire so as to avoid harm to your properties and more important, to those inside the trailer.

#### Trailer Brake Control

Most trailers (like the one you've got) include electric brakes. A trailer brake control is a system that can control them. Specifically, it helps you from stopping your toy hauler. It is easy to set up trailer brake control; you simply need to stick to the instruction written in the package. You may also ask the help of the shop that sells toy hauler parts and accessories in California. Trailer brake control comes in many styles and in numbers of brakes they can supply with power.

#### Tire Locking Chock

As the name indicates, tire locking chock is a tool that locks tandem tires to avoid the fifth wheel from transferring and to offer additional firmness. Most tire locking chocks are lightweight and simple to keep. Likewise, most tools include padlocks for added security.

You can purchase toy hauler parts and accessories in California from suppliers and manufacturers. You can also buy what you need online. Look for firms that sell these online. Before spending your money, however, ask relatives, friends and others for suggestions. They may know of particular brands that can be trusted. You may also think about reading customer reviews to acquire valuable information.

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