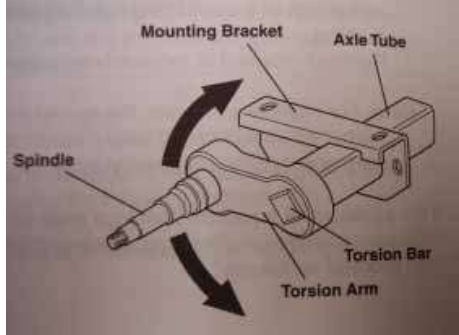


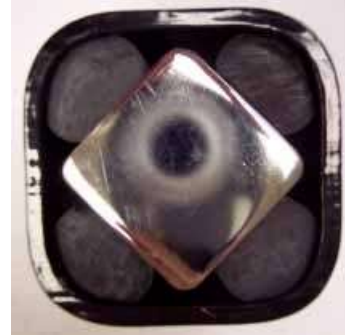
Most of you are veteran Airstreamers and are very knowledgeable about your Airstream and its features. For some of the newer owners who may not be, I would like to share some frequently asked questions about **trailer axles**. Here are a few of the most popular ones.

## What kind of axle is on my trailer; I don't see any leaf springs?

Airstream uses rubber torsion axles on all of its products. In the past we have used Henschen axles but are currently using Dexter axles on all towable products. The advantages, of this type of axle, are that there are no suspension parts to wear out (leaf springs, spring shackles, hangers, etc.). Rubber cushioning eliminates metal-to-metal contact.



Axle end view



Axle tube cross section showing rubber rods & torsion bar

Also, the axle capacity can be closely matched to the trailer requirements by the amount of rubber assembled in the axle. The independent suspension allows each wheel to travel totally independent from the others. A smoother ride, less sway and reduced noise is achieved with the rubber suspension.

## Why are my axles bent in the middle?

This upward bend in the axle is called “camber”. Dexter manufacturing explains camber as “the angular relationship of the wheel to the road surface in the vertical plane”. Axles are typically built with a pre-determined bend in the tube that compensates for the expected deflection under load.

**Never** attempt to jack up your trailer by placing the jack on the axle tubes. Doing this can bend the axle and change the axle alignment which can affect tire wear.

## Can you weld on rubber torsion axles or move the brackets?

No, this type of axle contains rubber cords to provide the suspension system and can be damaged by the heat generated from welding on the bracket or the tube.

## I can see clearly now

When was the last time you changed your wiper blade on your motorhome or tow vehicle?

Aged wipers can produce an uneven wipe, which prevents proper contact with the windshield surface. This will create streaky or unwiped areas, severely impairing your driving vision.

Windshield wipers should be replaced at least every 6 months, especially if your vehicle is continually parked outside or you live in a dusty, dirty environment. The wiper is usually the part of the system that will fail first and can be purchased for a truck from \$6-7 for a set of refills. Measure both wiper blades before you head to the store, both sides may not be the same length.



The wiper blade can also lose tension or become bent and cause your wipers to chatter as they go across the glass. Or the wiper rubber may not contact the glass completely across the length of the blade. If you are experiencing either of these symptoms it may be time to change the entire wiper blade, cost for a typical truck wiper blade is \$8-10 each. Rule of thumb on changing the complete wiper blade is, change every two years.

The cleaner you keep the wiper rubber the longer it will last, try to remember to clean the wiper every time you fill up with gas. Just take a moist cloth and wipe the entire length of the rubber insert to remove road film.

Here is one source of information for Wiper Systems: for TRICO 2005 automotive application guide or other TRICO products, please contact: Trico Products, 1900 Billy Mitchell Blvd., Brownsville, Texas 78521, phone: 800-388-7426 or visit our web site at [www.tricoproducts.com](http://www.tricoproducts.com).