

BOAT TRAILER

SUSPENSION

ANTI-RATTLE SLIPPER SPRINGS

Why not galvanised springs?

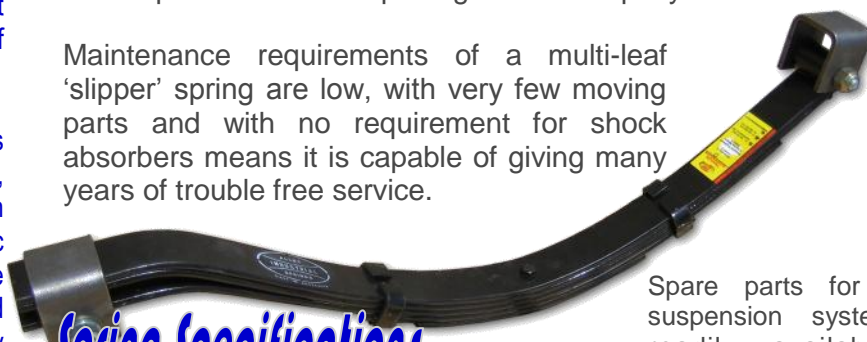
Hot dip galvanising can provide a high level of corrosion protection for leaf springs subjected to corrosive conditions, but it is the galvanising process itself that poses a risk to the reliability and safety of the spring.

Prior to galvanising the spring leaves undergo a series of surface preparations, one of these can involve being dipped in an acid bath, as a consequence atomic hydrogen may be absorbed into the structure of the spring. It is a recognised fact that absorbed hydrogen can seriously impair some of the required mechanical properties of the spring, which can then result in breakage. This effect, known as hydrogen embrittlement generally only applies to high strength steel components like springs. Mild steel or low carbon steel items like u-bolts, fish plates, etc. are generally safe to galvanise.

After reports of galvanised springs (not manufactured by us) failing we have taken the decision to not provide a range of galvanised trailer springs, instead recommending fresh water flushing after use and the periodic application of suitable rust inhibiting oil.

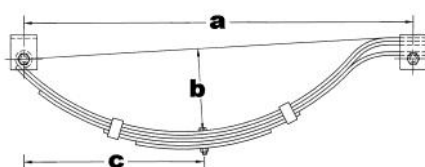
The suspension system of a boat trailer must perform its intended role well, be reliable, easy to maintain and if it finally succumbs to the harsh environment it is subjected to be relatively inexpensive and easy to replace. The tried and proven multi-leaf spring provides all this. Unlike other types of trailer suspension systems multi-leaf springs provide very good load carrying capacity and ride characteristics without the need for any kind of dampening mechanism like a shock absorber. The inherent friction between the leaves provides the dampening effect - simple yet effective.

Maintenance requirements of a multi-leaf 'slipper' spring are low, with very few moving parts and with no requirement for shock absorbers means it is capable of giving many years of trouble free service.



Spring Specifications

No. of leaves	Capacity (pair)
3	300 - 450 kgs
5	600 - 900 kgs
7	1000 - 1200 kgs
9	1300 - 1500 kgs
Material	45 x 6.5 mm



a = 726 | b = 152 (+6) | c = 333mm

Spare parts for all our suspension systems are readily available. We manufacture most of the components as well as the springs that go into our suspension systems. Most parts are available off the shelf.

We also supply trailer and towing accessories including couplings, jockey wheels, bearings, u-bolts, stabiliser towing kits and rust inhibiting sprays.

To view our range of trailer suspensions in more detail log onto our web site.



WHAT WE DO...

SPRINGS

- **Aurora Springs®**
(Automotive springs)
- **Belleville disc springs**
- **Coil springs**
(Agricultural, automotive, industrial, mining & railway)
- **Laminated springs**
(4WD, trailer, truck, repair & reset)
- **Volute springs**
- **Wire springs**
(Clips, compression, tension & torsion)

OTHER PRODUCTS

- **Anchors**
(Grapnel, stockless & admiralty)
- **Anti-roll bars**
- **Chisels, crowbars**
- **Shot peening**
- **Slasher blades**
- **Spring washers**
- **Towing stabiliser kits**
- **Trailer suspension assemblies / fittings**
- **Tynes**
- **Tyre levers**
- **U-bolts**

Our flexible manufacturing systems mean we can manufacture the one off replacement spring or part right up to large production runs. To see what we do in more detail please log on to our web site or alternatively contact one of our friendly staff with your enquiry.



WHO WE ARE...

Australia's largest privately owned spring manufacturer. Since 1935 we have been supplying the Australian and an expanding overseas market with high quality springs and related products.



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