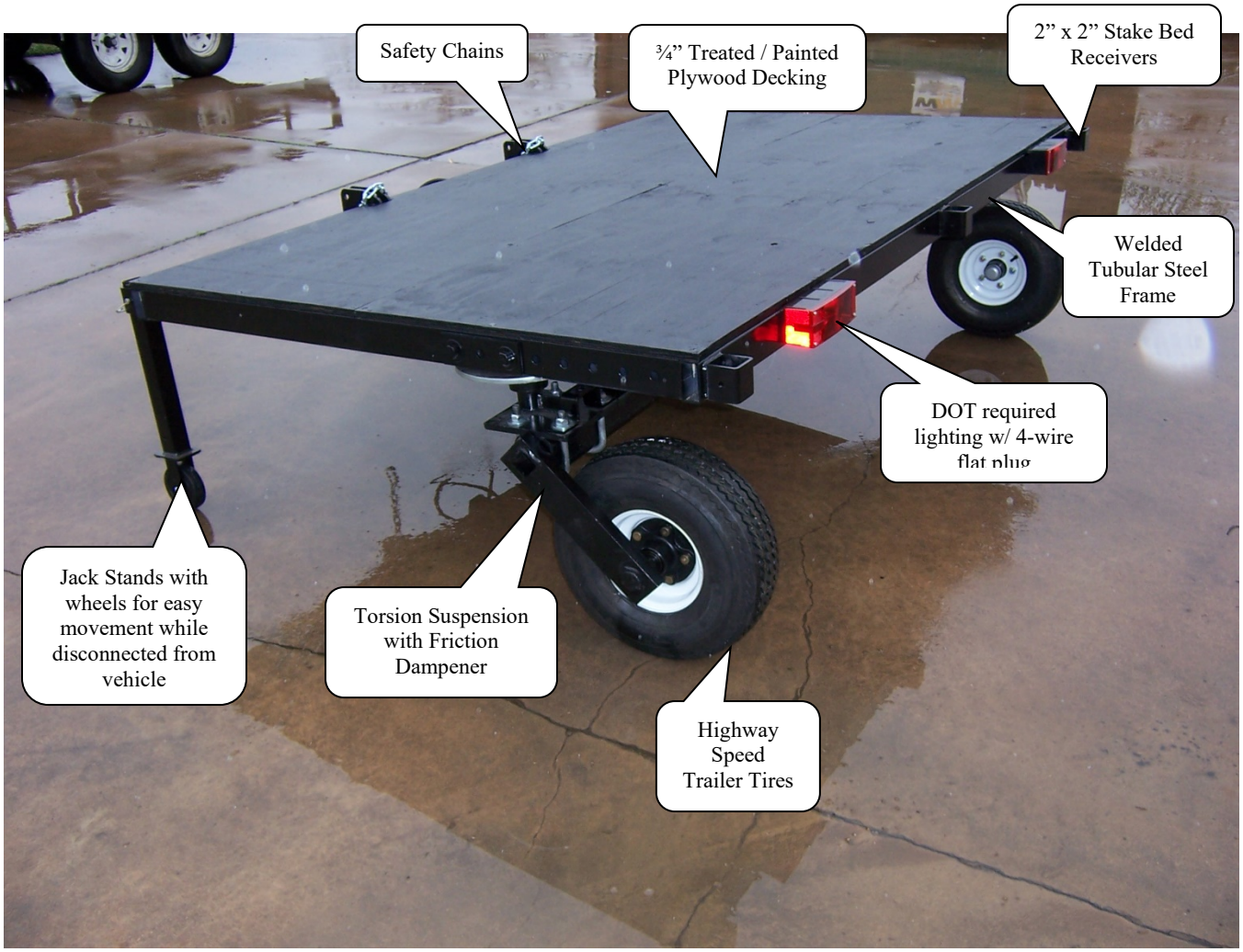
SWIVELWHEEL-58DW

OWNERS MANUAL /ASSEMBLY INSTRUCTIONS



Fast Master Products, Inc.
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Tel: (281) 391-6750 Fax: (281) 391-6760
Email: info@cruiserlift.com

SWIVELWHEEL-58DW COMPONENTS



CAUTIONS & DISCLAIMERS

1. SYSTEM MUST BE UNLOADED AT THE TIME OF CONNECTING TO AND DISCONNECTING FROM THE TOW VEHICLE.

2. **THE SWIVELWHEEL-58DW SYSTEM IS NOT INTENDED FOR SHORT-NARROW WHEEL BASE VEHICLES.** USE ONLY WITH FULL SIZE PICK-UPS, MID TO FULL SIZE SUV'S (EXPIDITION, TAHOE, ETC), CLASS-A AND CLASS-C MOTOR COACHES, AND FIFTH WHEEL TRAVEL TRAILERS.

3. WHEN LOADED, THE DECK SHOULD BE LEVEL OR SLIGHTLY LOWER IN THE FRONT. NEVER PULL THE SWIVELWHEEL-58DW SYSTEM WITH THE REAR DECK LOWER THAN THE FRONT, OR MORE WEIGHT TO THE REAR THAN THE FRONT. **ALWAYS LOAD AND UNLOAD THE SYSTEM WITH THE SWIVELWHEEL SYSTEM ON LEVEL GROUND**.

4. IF ATTACHING TO A FIFTH WHEEL TRAILER, YOU MUST INSTALL THE TWO SUPPLIED RECEIVERS TO THE REAR OF THE TRAILER. THE SWIVELWHEEL-58DW SYSTEM UTILIZES A DUAL RECEIVER CONNECTION

5. PAYLOAD MUST BE CONFINED TO WITHIN THE FRAME PERIMETER OF THE SYSTEM.

6. WHEN BACKING THE SYSTEM UP, BE AWARE OF CURBS, PARKING STOPS AND POT HOLES.

7. BEFORE DISCONNECTING THE SWIVELWHEEL FROM THE VEHICLE MAKE SURE SUSPENSIONS ARE IN THE DRIVE POSITION. TO PREVENT THE DECK FROM FLIPPING.

8. DO NOT BACK UP AT A HIGH RATE OF SPEED.DAMAGE MAY OCCURE TO THE SYSTEM.

9. WHEN BACKING, SYSTEM DECK HEIGHT MAY LOWER SLIGHTLY.THIS IS NORMAL.

10. SYSTEM NOT INTENDED FOR PASSENGER USE.

11. MAKE SURE THAT LOADING RAMPS ARE LOCKED INTO POSITION AND SECURE PRIOR TO USE.

12. IF USING LOADING RAMPS, REMOVE PRIOR TO MOVING THE SYSTEM.

13. IF USING THE FAST MASTER LOADING RAMPS AS SIDE GUARDS, BE SURE THAT THE RAMPS ARE SECURELY LOCKED INTO PLACE PRIOR TO MOVING.

14. REPLACEMENT TIRES **MUST BE** A SIZE 5.70-8" 6 PLY "C" RATED, 910 LB, HIGHWAY SPEED TRAILER TIRE. CHECK TIRE PRESSURE FREQUENTLY. MOST TIRE FAILURES ARE DUE TO OVER OR UNDER INFLATION. (75 PSI COLD). CARLISLE SPECIFIES 75 PSI COLD FOR THIS TIRE. **NEVER REDUCE THE TIRE PRESSURE WITHIN A HOT TIRE**. **ALWAYS ALLOW THE TIRE TO COOL FULLY BEFORE REDUCING ANY TIRE PRESSURE.**

15. NEVER REPLACE THE SYSTEM TIRE ("C") WITH A LOWER RATED TIRE.

16. COMPLY WITH ALL STATE AND LOCAL LICENSING AND REGISTRATION LAWS WHERE APPLICABLE.

17. WHEN USING THE JACK STANDS, THE SYSTEM MUST BE UNLOADED. DO NOT LEAVE SYSTEM DETACHED FROM TOW VEHICLE IN THE LOADED CONFIGURATION.

18. **DO NOT EXCEED 65 MPH**. THE MANUFACTURER OF THE TIRE (TOWMASTER) STATES THAT THE MAXIMUM SPEED FOR A 5.70 X 8", C-RATED, 6-PLY TIRE IS 65 MPH. HIGHER SPEEDS COULD INCREASE THE HEAT GENERATED WITHIN THE TIRE AND COULD CAUSE TIRE FAILURE.

19. CHECK THE BEARING ASSEMBLY TO THE SWIVEL WHEEL ASSEMBLY ONCE A YEAR. CHECK AND TIGHTEN THE WHEEL LUG NUTS ON A ROUTINE BASIS. SERVICE THE WHEEL BEARINGS ONCE A YEAR OR EVERY 10,000 MILES.DO NOT DRIVE WITH THE SYSTEM IN THE FLIPPED UP POSITION.

20. MODIFICATIONS TO THE SWIVELWHEEL SYSTEM WITHOUT WRITTEN APPROVAL FROM FAST MASTER PRODUCTS WILL RELEASE FAST MASTER PRODUCTS FROM ALL LIABILITIES, AND WILL VOID ALL WARRANTIES.

21. IF PURCHASING THE DW-58 TANDEM TOW OR THE DW-58 TO CONVERT IT TO THE TANDEM TOW, IT CAN NOT BE USED BEHIND A FIFTHWHEEL. SINCE THE TOW BAR WOULD BE FOR TOWING IT WOULD MAKE IT TRIPPLE TOWING AT THAT POINT. THE DW-58 TANDEM TOW IS FOR MORTORHOME USE ONLY.

SYSTEM SPECIFICATIONS

TOW VEHICLE:
- ✓ CLASS "A" DIESEL MOTOR COACH
- ✓ CLASS "A" GAS MOTOR COACH
- ✓ CLASS "C" MOTOR COACH
- ✓ FIFTH WHEEL TRAVEL TRAILER
- ✓ FULL SIZE PICK-UP
- ✓ MID TO FULL SIZE SUV'S (EXPIDITION, TAHOE, SUBURBAN, ETC)

HITCH REQUIREMENTS:
- ✓ THE SWIVELWHEEL-58DW SYSTEM REQUIRES THE USE OF DUAL POINT RECEIVERS FOR OPTIMUM STABILITY. RECEIVERS ARE SPACED 30" APART CENTER TO CENTER.

SYSTEM LOAD / WEIGHT LIMITS:
- ✓ 1200 POUNDS

FRAME:
- ✓ RECTANGULAR TUBULAR STEEL FRAME

DECK DIMENSIONS:
- ✓ DECK WIDTH = 8'
- ✓ DECK LENGTH = 5'

DECK HEIGHT:
- ✓ 25¾" TRAILING POSITION (EMPTY / LEVEL DECK) with 8" wheel assy.

DECK CONSTRUCTION:
- ✓ ¾" TREATED & PAINTED PLYWOOD

AXLE:
- ✓ TWO TORSION, SWIVEL AXLE

WHEEL / TIRE:
- ✓ 5-SPOKE, WHITE MAG WHEEL (STANDARD)
- ✓ 5.70-8" "C" RATED, 6-PLY, HIGH SPEED HIGHWAY TRAILER TIRE @ 910 POUNDS RATING.

LIGHTING:
- ✓ RUNNING LIGHTS, RT & LT TURN, STOP LIGHTS, & LICENSE PLATE LIGHTING.
- ✓ 4-WIRE FLAT TRAILER PLUG (STANDARD)
- ✓ 6-WAY ROUND to 4-WIRE FLAT ADAPTER (OPTIONAL)
- ✓ 7-WAY ROUND to 4-WIRE FLAT ADAPTER (OPTIONAL)

TIE DOWN POINTS:
- ✓ VERTICAL POWDER COATED E-TRACK ON RIGHT AND LEFT DECK SURFACE
- ✓ A-TRACK TIE-OFF ADAPTERS. (OPTIONAL)

TOW-VEHICLE MOUNTING:
- ✓ ONE PERSON, ADJUSTABLE HEIGHT, PIVOTING MOUNTING HARDWARE.
- ✓ SYSTEM INCLUDES A DUAL RECEIVER / ROTATIONAL HITCH ASSEMBLY.
- ✓ TWO ADDITIONAL RECEIVERS INCLUDED FOR TOW VEHICLE MOUNTING.

JACK STANDS:
- ✓ REMOVABLE, JACK STAND PEDESTALS WITH WHEELS
- ✓ MAY BE USED TO ROLL SYSTEM TO STORAGE LOCATION.

MISC. OPTIONAL ACCESSORIES:
- ✓ MOTORCYCLE FRONT WHEEL LOCKING WHEEL CHOCK (OPTIONAL)
- ✓ POWER RAMP
- ✓ 3 PC LOADING RAMP SET
- ✓ CRUISERRAMP MOTORCYCLE LOADER SYSTEM
- ✓ SPARE TIRE

ASSEMBLY

Remove the Swivelwheel-58DW system from the packaging and make sure that all components are present.

a) 1ea Frame & Deck
b) 2ea Torsion Suspension w/ Lug Nuts at top spindle and wheel hub
(Make sure that all lug bolts (10ea) have a nut attached)
c) 2ea Tire & Wheel Assembly
d) 2ea Jack Stand w/ Wheels & Lock Pins
e) 1ea Driver Side Light w/ quick connects
f) 1ea Passenger Side Light w/ quick connects
g) 2ea Safety Chains w/mounting bolts
h) 1ea Dual Receiver Rotating Hitch Assembly
i) 2ea Receiver Tubes (To be welded to tow vehicle)
j) 4ea 5/8" x 3" Hitch Pins w/ Hair Pin Cotter
k) 1ea Owner's Manual/Installation Instructions

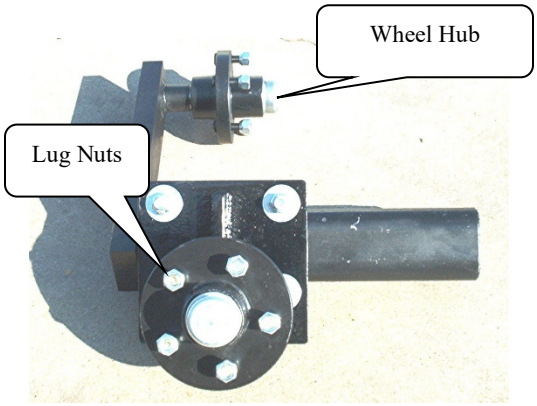
Note: The Manufacturers Certificate of Origin along with your receipt will be mailed to you the day the system leaves the factory. It is not sent in the packaging for security reasons.

If you have ordered any options, please make sure that the options such as Loading Ramps, Wheel Chocks, etc, are included in the packaging.

1. If available, set the deck on top of saw horses for ease of system assembly.

2. Remove the right and left rear corners of the decking from the system to access the right and left swivel boxes for Torsion Suspension mounting. An electric drill works well for this.

3. Remove the lug nuts from the upper swivel mount on the torsion suspension.



4. With another person helping. insert the swivel mount lug bolts from the bottom upward through the swivel box, and install the lug nuts.



Note: Make sure that the Torsion Tube is facing toward the center of the trailer as shown above.

5. Once one lug nut has been installed, the torsion will stay in position. Insert all remaining lug nuts and tighten. Torque 90-110 lbs.

6. Follow steps #4 & #5 and install the other torsion suspension to the other side of the deck.

7. Remove the lug nuts from the wheel hubs. Install the wheel assembly with the valve stem facing outward. Install the lug nuts and tighten. Final tightening may be done when the tires are on the ground. Torque 90-110 lbs.

LIGHTS

1. Install the driver side and passenger side lights to the rear of the deck using the supplied bolts, and plug the quick disconnects into the wiring harness by wire color. The driver side light has the clear lens on the bottom.

Driver side wires = **Brown**, **Yellow**, **White**
Passenger side light = **Brown**, **Green**, **White**

2. Replace the rear side decking to the system and tighten the screws.

JACK STAND LEGS

Install the Jack Stand Legs to the right and left front corners of the deck. Slide the leg upward through the receiver to line the holes up and install the supplied lock pins.

SAFETY CHAINS

Install the Safety Chains to the deck frame. The mounting holes are under the front decking behind the Front Support Mounting Brackets on the front of the frame. On the front to back cross member behind the mounts will be a hole to mount the safety chains.

Take the system off of the saw horses. With the system on the ground, tighten the lug nuts on the wheels. Always connect the safety chains to the tow vehicle.

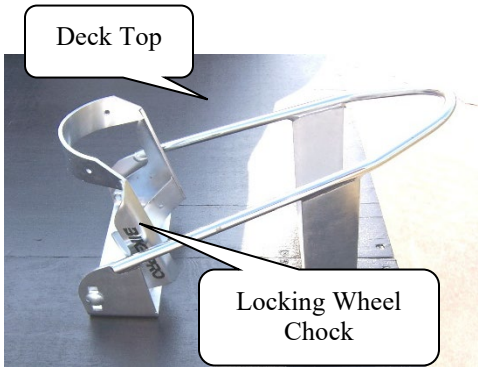
WHEEL CHOCK MOUNTING

If you ordered either the V-Style or Locking Wheel Chock, the mounting holes will already be in the deck. The holes will be on the driver side middle deck unless otherwise specified.

1. Set the wheel chock onto the deck over the mounting holes as shown below.

2. Insert the supplied mounting 5/16" X 4 ½" hex head bolts and flat washers from the top downward through the deck and frame.

3. Install the flat washers, lock washers and nuts to the bolt ends and tighten.



DUAL RECEIVER MOUNTING TO THE TOW VEHICLE

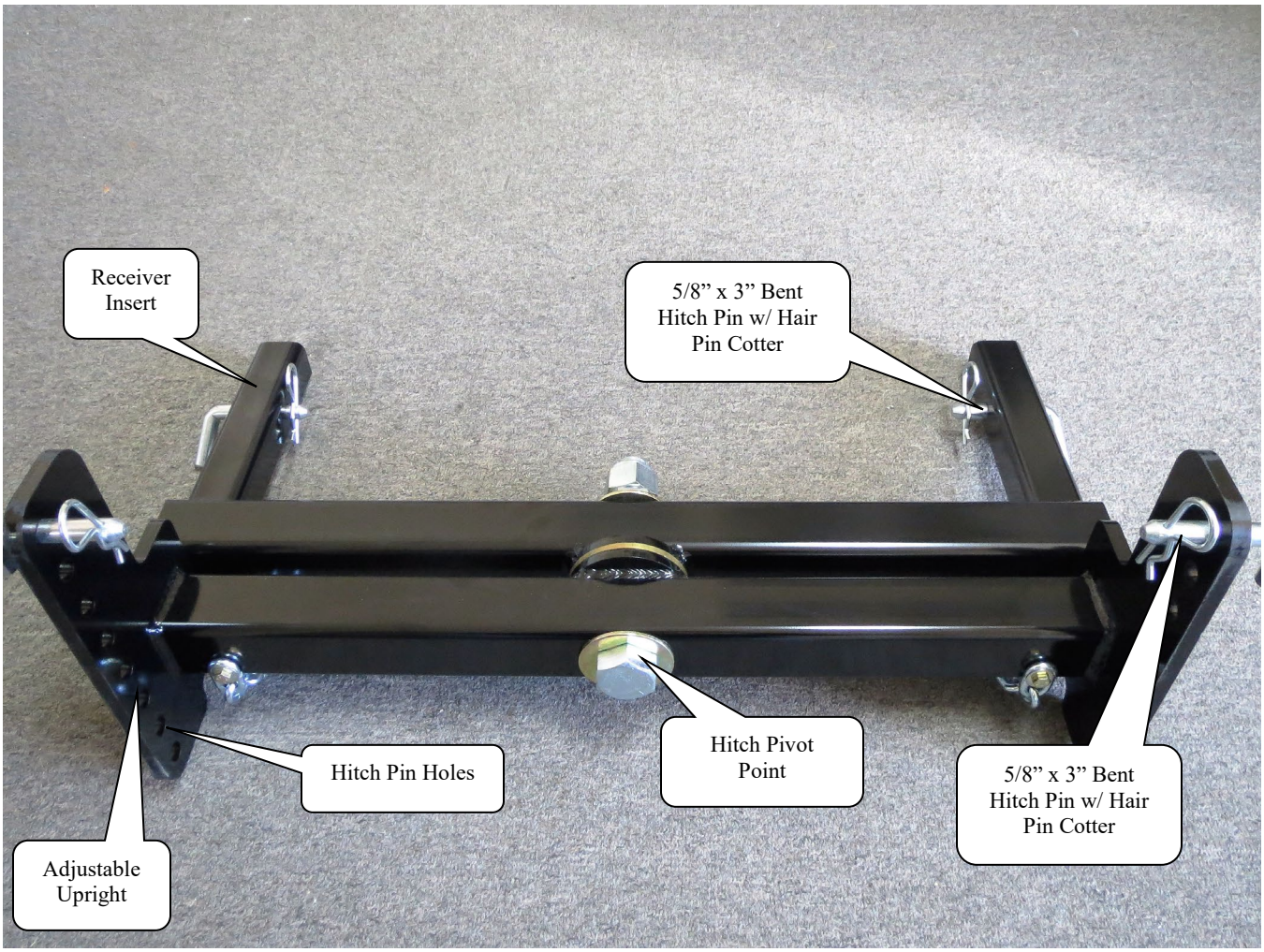
The Swivelwheel-58DW utilizes a Dual Mounting Rotating Hitch system. **This mount includes two additional 2" x 2" ID receivers to be installed onto the tow vehicle.** If attaching to a motor home, the Cruiserlift three receiver package may also be utilized. Both mounts require welding.

1. Install the additional receivers to the tow vehicle. The two receivers must be 30" apart, Center-to-Center.

2. The face of the two connection points must be either flush to the back of the vehicle or stick out no more than 4" from the back of the vehicle.

3. Slide the two inserts from the dual hitch assembly into the receivers installed onto the tow vehicle.

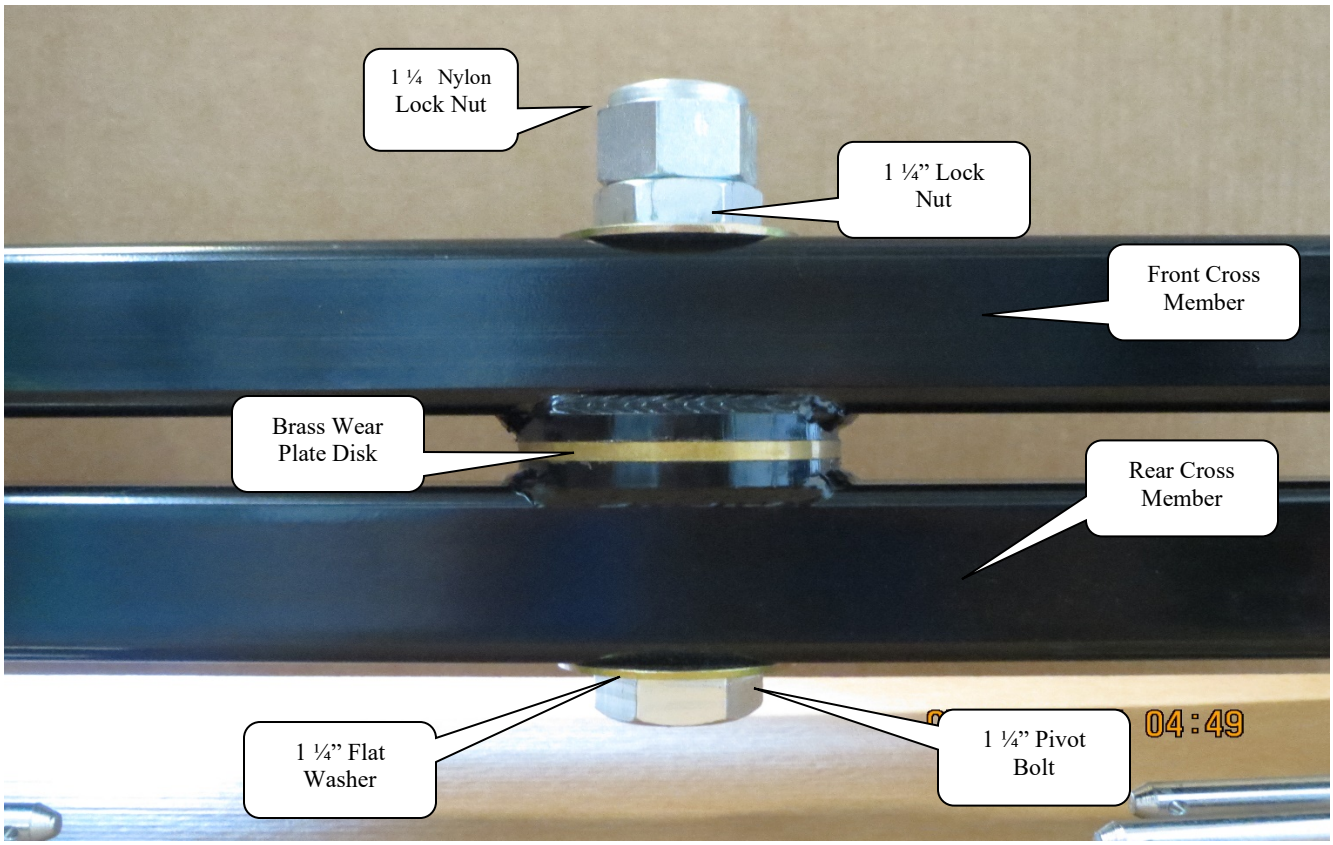
4. Line up the holes between the hitch and receivers. Install the two 5/8" x 3" bent hitch pins through the mounting holes and add the hairpin cotters to the ends of the hitch pins to lock them.



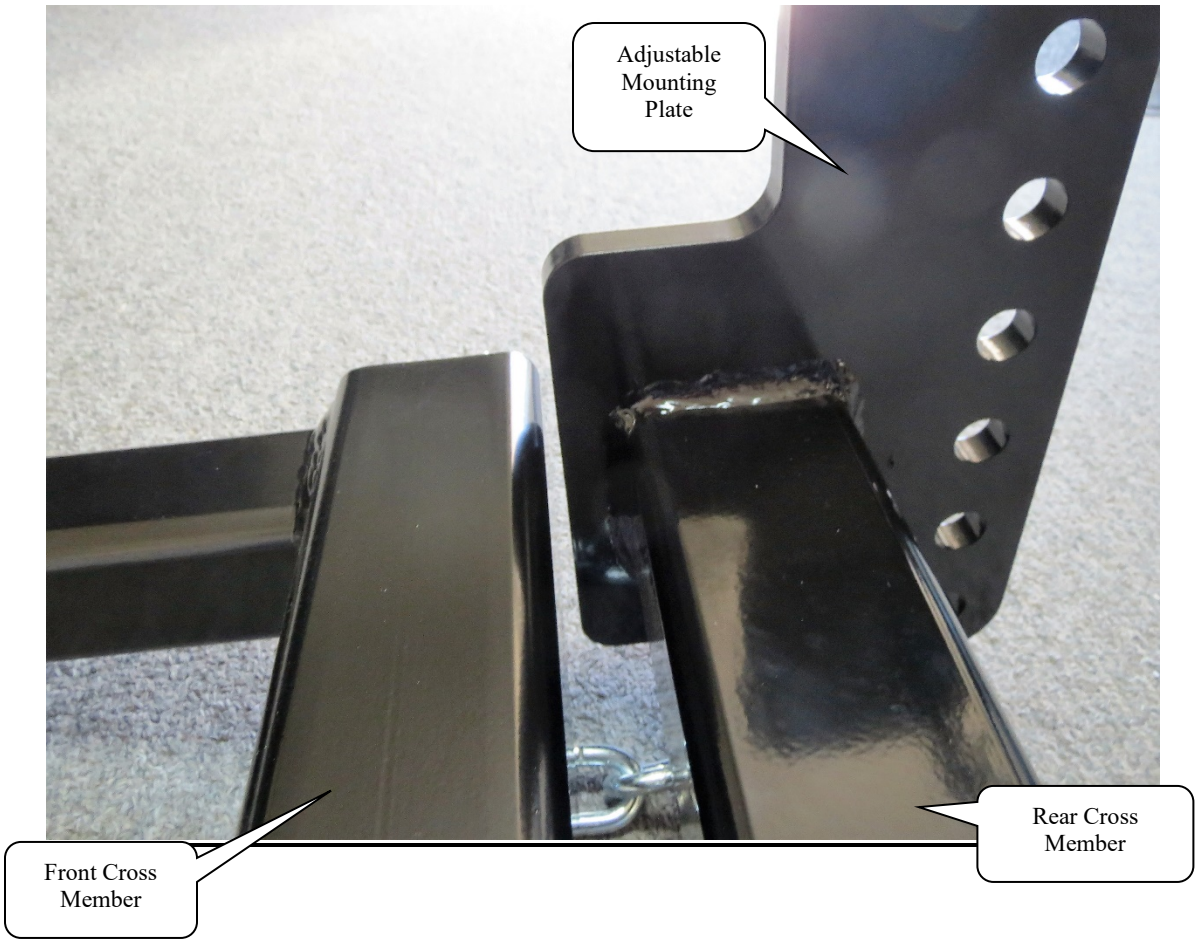
NOTICE

YOU MUST OCCASIONALLY CHECK THE HITCH ASSEMBLY FOR TIGHTNESS. MAKE SURE THAT THE 1 ¼” PIVOT BOLT IS TIGHT AND THAT THERE IS NO PLAY BETWEEN THE FRONT AND REAR CROSS MEMBERS.

The pivot in the Rotating Hitch assembly is being accomplished through a 1 ¼" bolt and Nylon nut. The nut is backed up with a lock nut. Between the front and rear hitch halves, there are three disks. Two are steel disks welded to the front and rear components. The third (center) disk is a brass wear plate.



Welded to the ends of the rear cross member there is a built in stop to the adjustable mounting plates as shown below. This stop restricts the movement of the rear cross member, while under a load, from allowing the rear cross member tube the ability to flex and touch the front tube. There should be between 1/8”-1/4” between the stop and front cross member as shown below.



ATTACHING THE SYSTEM TO ROT-HITCH BAR

1. Roll the swivelwheel-58DW system up to the hitch mount on the tow vehicle.

2. Line up the two Adjustable Mounting Plates with the center of the Front Support Brackets on the front of the Swivelwheel-58DW trailer.

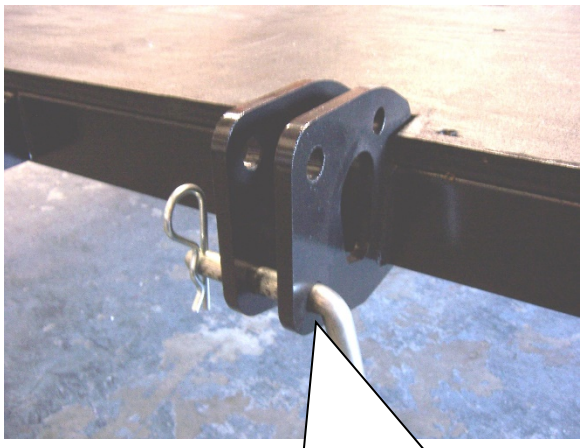
3. Slide the mounting brackets over the adjustable support uprights.

4. Raise one corner of the system to the closest upward hole position and insert the supplied 5/8" x 3" bent hitch pin through the mounting holes.

   NOTE: The front support bracket has two forward holes in the plate. One three inches below the other. Depending on the receiver height of the tow vehicle, utilize the appropriate mounting hole position to level the deck. The top rear hole is for the flip-up feature, not available with the Swivelwheel-58DW.

DO NOT – UNDER ANY CIRCUMSTANCES, INSTALL THE BENT HITCH PINS THROUGH BOTH THE TOP AND BOTTOM HOLES WHILE TRANSPORTING THE SYSTEM. THIS WILL NOT ALLOW THE SYSTEM TO PIVOT AT THE FRONT, AND MAY CAUSE DAMAGE TO THE SWIVELWHEEL SYSTEM OR TOW VEHICLE.





USE EITHER THE TOP MOUNTING HOLE
OR
THE BOTTOM MOUNTING HOLE ONLY.

DO NOT USE BOTH HOLES AT THE SAME TIME.

5. Repeat this procedure for the other side of the system.

6. Continue raising the deck sides until you achieve a deck position of slightly lower in the front than the back. In this position, when loading the deck, the platform will lower slightly to a level position for travel.

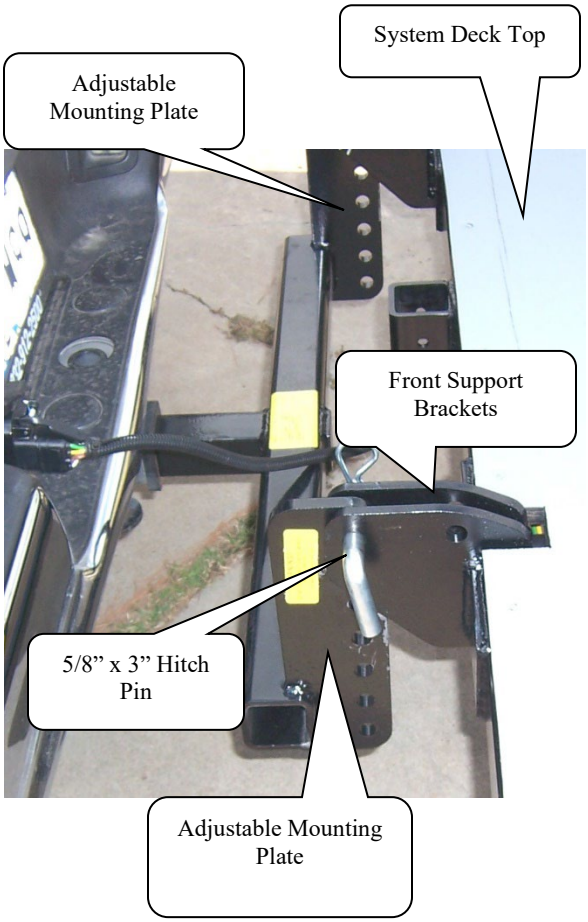
NOTE:

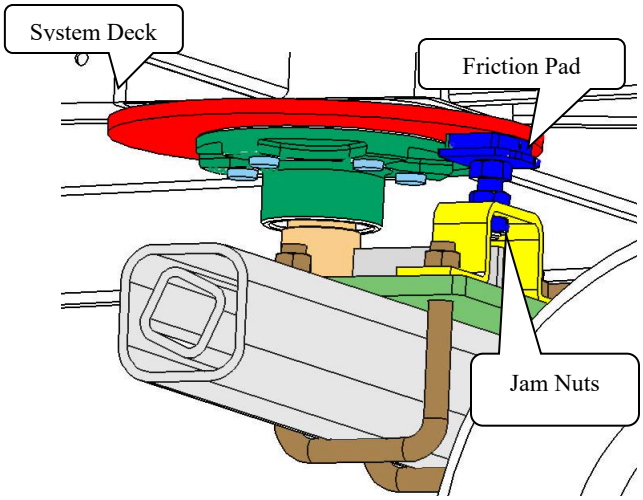
You may have to adjust the deck a couple of times to get the correct position. Never have the rear deck lower than the front while traveling. If you cannot achieve a level position, it is better to have a slightly lower front deck. Once you get the deck positioned properly for the load, you will know where to set it each time you haul that specific item.

7. You may raise the jack stand legs and pin them in the up position by utilizing the lower mounting holes.

8. If you wish to remove the jack stand legs for travel - as you are making the deck

9. Height adjustment, raise the deck slightly higher at the corner and slide the leg out of the stake bed receiver.





1. Adjust the friction pad so that it touches the friction plate. Adjust so that there is slight tension between the friction plate and friction pad.

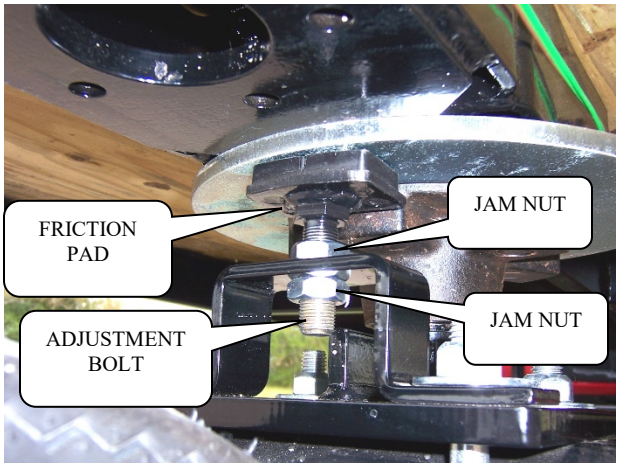
2. Once the correct amount of friction is applied, tighten the Jam nuts to hold the friction pad in place.

3. You will notice that some pressure at the rear of the Swivelwheel system is needed in order to turn the wheel while moving the system around. This is normal. When the system is being towed, the wheel assembly will turn as designed. If you notice that you cannot move the system around without really having to push hard, the friction pad may be too tight.

4. You may hear a slight squeaking noise when the wheel turns. This is normal due to the friction pad turning on the rotor plate.

ADJUSTING THE FRICTION ROTOR ASSEMBLY

ALL SWIVELWHEEL-58DW SYSTEMS ARE SHIPPED WITH A FRICTION ROTOR AND PAD ASSEMBLY FOR EACH TORSION SUSPENSION



The system should look like the photo below when finished.



OPTIONAL LOADING RAMPS

1. Lay the loading ramps out to the side or rear of the Swivelwheel-58DW system as shown below. The two side ramps have red fingers that extend over the deck edge. The center ramp has an aluminum plate that extends over the deck edge. **System shown below is the Swivelwheel-58 single wheel system. Loading is the same with the Swivelwheel-58DW**

2. All three ramps interlock for safety.

3. All ramp sets come with safety straps. Follow the inserted instructions with the straps to keep the ramps from moving while in use. **Always use the safety straps to keep the ramps from spinning out from under the bike wheel when loading.**

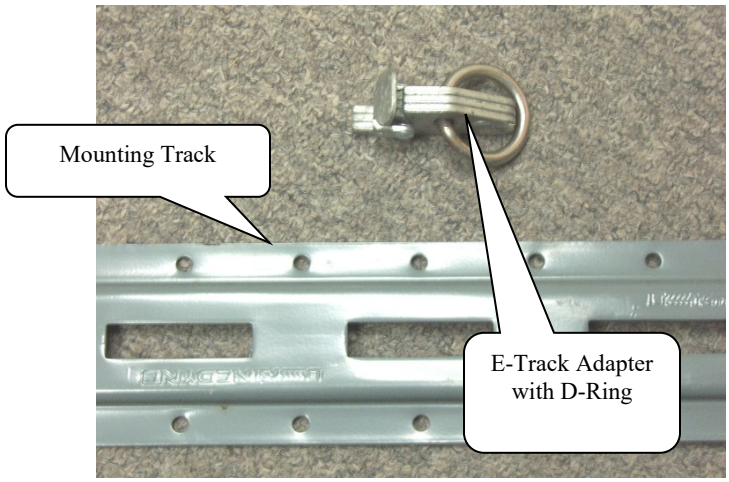
4. The two outside ramps have a load rating of 750 pounds. The center ramp has a load rating of 1500 pounds. This is sufficient for any full size motorcycle.

5. For transport, the ramps may be ratcheted to the top of the deck or attached as shown below if desired.



OPTIONAL E-TRACK MOUNTING

If you added the E-track option, you will have two 5-foot E-Track strips attached to the frame deck. These are usually attached to the right and left front sides of the system unless otherwise requested. When using the E-track mounts, the E-track adapters must be utilized. The tracks have multiple mounting slots the length of the track. These tracks have been screwed into the frame of the Swivelwheel system for strength.



These adapters may be purchased from a number of fastener companies. They all have a way to attach ratchet tie-downs.

LOADING THE PLATFORM

1. Always load and unload on level ground. A good starting point is to level the deck on the hitch bar, then drop it down one hole so that the deck is slightly lower in the front than the rear. As the deck is loaded, the deck will lower slightly. You want the deck as level as possible when fully loaded. If you cannot achieve a level deck, it is better to have the deck slightly lower in the front than the rear.

2. Make sure that the systems suspension and wheel are in the trailing position. This will reduce the amount of drop in the rear of the deck while loading. If the tire is turned around to the front of the system the deck will lower more due to the leverage applied to the rear of the system.

3. When using loading ramps, make sure that the ramps are secure to the Swivelwheel platform before loading. Do not use unneeded power when loading to keep the loading ramps from shooting out from under the wheels.

4. Ride onto the platform slowly in order to keep your balance especially with a motorcycle. Be aware of the opposite end of the platform. Do not ride off of the opposite end of the platform. If using a wheel chock for motorcycles, be sure that motorcycles front tire is lined up with the chock. Ride into the chock slowly.

TYING DOWN CARGO ONTO THE DECK

When tying any cargo onto the deck, always make sure that during transportation, the tie-down straps cannot loosen so that you loose your cargo. When tying down a motorcycle, the bikes suspension aids in the ride of the bike. You never compress the shocks fully. This could damage the shocks.

When tying the motorcycle (or any other cargo that can flex) down with the use of tie-downs, always insert the S-Hooks in a fashion where it is in the hardest position to remove if the tie-down were to loosen.

Check all tie-downs frequently.

If using the stake bed receivers on the Swivelwheel-58DW system:

- ✓ Do not hook the S-hook through the bottom of the stake bed receiver. If the bike starts to move from side to side due to road conditions, the strap on one side tightens while the other loosens. The loose side could possibly drop from the bottom of the receiver. This could start a chain reaction and you could loose the motorcycle. It may be better to insert the hook through the receiver, and hook it over the top of the receiver edge.

MAINTENANCE

BEARINGS: The Swivelwheel-58DW system's wheel hub assembly should be inspected from time to time to assure there is sufficient grease. These hubs have quality bearings installed. There should be no reason for the bearings to fail as long as the grease level is maintained. The Bearings should be repacked yearly or every 10,000 miles as most trailer hubs.

The upper swivel hub may be accessed by removing the rear side deck panels. By removing the screws, the deck panels may be removed. This allows for the swivel hub inspection. This hub turns very little. The only time the wheel spins 360 degrees is when you back up. Otherwise the wheel turns less than 15 degrees during travel and at a full turn.

FRAME: From time to time scratches will develop on the frame. These scratches may be touched up with a good Rust-Oleum Black Semi-Gloss spray paint. Most of these are fast drying paints. If you get the enamel paints, expect to wait 24 hours to fully dry.

DECK: The top deck is painted with Black Premium Outdoor Gloss paint. The plywood used on the deck of the Swivelwheel-46 system is pressure treated. The bottom of the deck is not painted because it does not need to be. If you want to paint the bottom of the plywood you may do so. Some have the deck sprayed with a bed liner.

TIRE: The tire is a 5.70 x 8", C-Rated, 6-Ply, Highway Speed Trailer Tire. The load rating with this tire is 910 pounds @ 75 psi cold inflation. This tire will never see 910 pounds with a 600 pound deck load. Never replace this tire with a lower rated tire. This tire was chosen to fit the torsion Suspension being utilized. A larger tire will not fit this system. **Always check tire pressures prior to using, and always when the tire is cold.** Maintain a 75 psi **"cold"** inflation pressure in this tire.

This tire is highway speed rated for 65 mph. I know what you're thinking! I drive at 70 and 75 mph when I travel. I know that some highways have speed limits of 75 mph, but the trailer tire manufacturers have told us that the majority of the trailer tires on the market today have a speed rating of 65 mph. Some fifth wheel trailers use a light truck tire (LT235/75R16) that will withstand higher speeds and have an 80 psi cold inflation pressure.
The fact is …… tire ratings are specified by the tire manufacturers. All I can say is that what you choose to do with that information is up to you. The arrow points to the Swivelwheel tire.





TORSION SUSPENSION: There is no maintenance required for this suspension assembly other than occasionally inspecting the U-Bolts for tightness.

POLICY / RETURNS

IT IS THE POLICY OF FAST MASTER PRODUCTS TO OFFER THE HIGHEST QUALITY PRODUCT AT THE BEST POSSIBLE PRICE.

ALL FAST MASTER PRODUCTS ARE FULLY ASSEMBLED AND TESTED PRIOR TO SHIPPING. THIS REDUCES THE POSSIBILITY OF THE UNFORTUNATE SURPRISE FACTOR OF NOT RECEIVING A PART, OR OF HAVING A MALFUNCTION OUT OF THE BOX. UNFORTUNATELY, MURPHY COULD STILL RAISE HIS UGLY HEAD.

WE ARE PROUD OF OUR QUALITY CONTROLS AND CUSTOMER SERVICE. IF AN ISSUE DOES ARISE WITH ONE OF OUR PRODUCTS, SUCH AS FREIGHT DAMAGE, MISSING PARTS, ETC, PLEASE CONTACT US AS SOON AS POSSIBLE TOLL FREE AT (866) 794-8357.
FREIGHT DAMAGES MUST BE REPORTED WITHIN 24-48 HOURS IN ORDER FOR US TO FILE FREIGHT CLAIMS WITH THE CARRIER. (SEE RETURNS BELOW)

ALL OF THE PRODUCTS MANUFACTURED BY FAST MASTER PRODUCTS, INC. HAVE BEEN TESTED UNDER ADVERSE CONDITIONS. USE OF THESE PRODUCTS BEYOND THE RELM OF THEIR TESTING MAY CAUSE DAMAGE TO THE SYSTEM, OR PERSONAL INJURY. PLEASE READ AND FOLLOW THE GUIDELINES WITHIN THE CAUTIONS AND DISCLAIMERS SECTION WITHIN THE SUPPLIED OWNERS MANUAL.

- Modifications or changes made in any product manufactured by Fast Master Products, Inc, without written consent from Fast Master Products, Inc. will void the warranty and product liability insurance associated with that product.

The Swivelwheel system was not designed or tested for towing from another towed vehicle behind a motor coach (Triple Towing behind a motor coach). The weight and mass of the Swivelwheel trailer in conjunction with a towed vehicle behind a motor coach may cause the combination to become unstable and uncontrollable. Fast Master Products, Inc. will not be held responsible for damage or injury from such a combination use.

- The swivel wheel and suspension components are a not sellable component off of the system. These components are a proprietary part of the Swivelwheel system. Suspension parts are available to customers of the Swivelwheel system only.

RETURNS:

Fast Master Products, Inc. sells all Swivelwheel products as a titled product. Since it is a titled product there is no return or refund once the title has been issued to the customer. With that being said:

- Please Note: If there is any freight damage noted upon delivery, note the damage on the freight bill and contact Fast Master Products, Inc. right away with the information. Fax a copy of the freight bill to us at (281) 391-6760. This must be done within 24-48 hours to allow us to file a freight claim with the carrier. If available, take pictures and email them to info@cruiserlift.com. If this procedure is not followed, we must assume that the damage occurred after the delivery date.

DEALERS:

All dealer sells are final and nonrefundable.

- If a customer has any questions or concerns about installation please call Fast Master Products, Inc. at 1-866-794-8357

WARRANTY POLICY: All systems (Swivelwheel, Cruiserlift, CruiserRamp) have a one year warranty from the date of the original invoice. NOTE: Removing the VIN sticker from our systems will void all warranty and return possibilities. In addition, Warranty is not transferable from the original owner of the system.

- Modifications or changes made in any product manufactured by Fast Master Products, Inc, without written consent from Fast Master Products, Inc. will void the warranty and product liability insurance associated with that product
- **WARRANTY REPLACEMENT PARTS:**

In the event of warranty replacement parts, we will bill you for the part being sent to you unless otherwise directed by Fast Master Products, Inc. management. Once the defective part has been returned to Fast Master Products, Inc, and found that it was a warranty issue, you will be credited for the charge.

The defective component must be returned within 15 days, or credit cannot be issued. This policy has had to be implemented due to the following reason.

- As other manufacturers, some of our components are purchased from outside vendors. These vendors also have a warranty return policy. When we send a part out under warranty, and do not receive the defective component, we cannot file a warranty claim with that specific vendor for repair or replacement under their policy deadlines.

MODEL No: **SWIVELWHEEL-58DW**

VIN No: