

# PRO LOCKER

LOCKING DIFFERENTIALS

**prolocker**  
LOCKING DIFFERENTIALS BY **tjm**



**TJM**  
4X4 EQUIPPED





## ABOUT US

Back in the 70's when 4WD's were few and far between, three adventure seeking mates got their 'off road thrill' with customised FJ40s, F100s & Rovers. Each fitted with custom made bull bars, roll bars and sand tyres – they drew the attention of friends and bystanders. Before long, Lloyd Taylor, Cliff Jones and Steve Mollenhauer were making hand-made custom bars for a growing number of fans. As the demand continued to grow, they decided it was time to get serious.

In 1973, with little more than their combined initials, shared passion and appreciation for quality products – TJM was founded and the rest is history. They were pioneers and TJM became the first company in Australia to manufacture and distribute quality 4WD equipment.

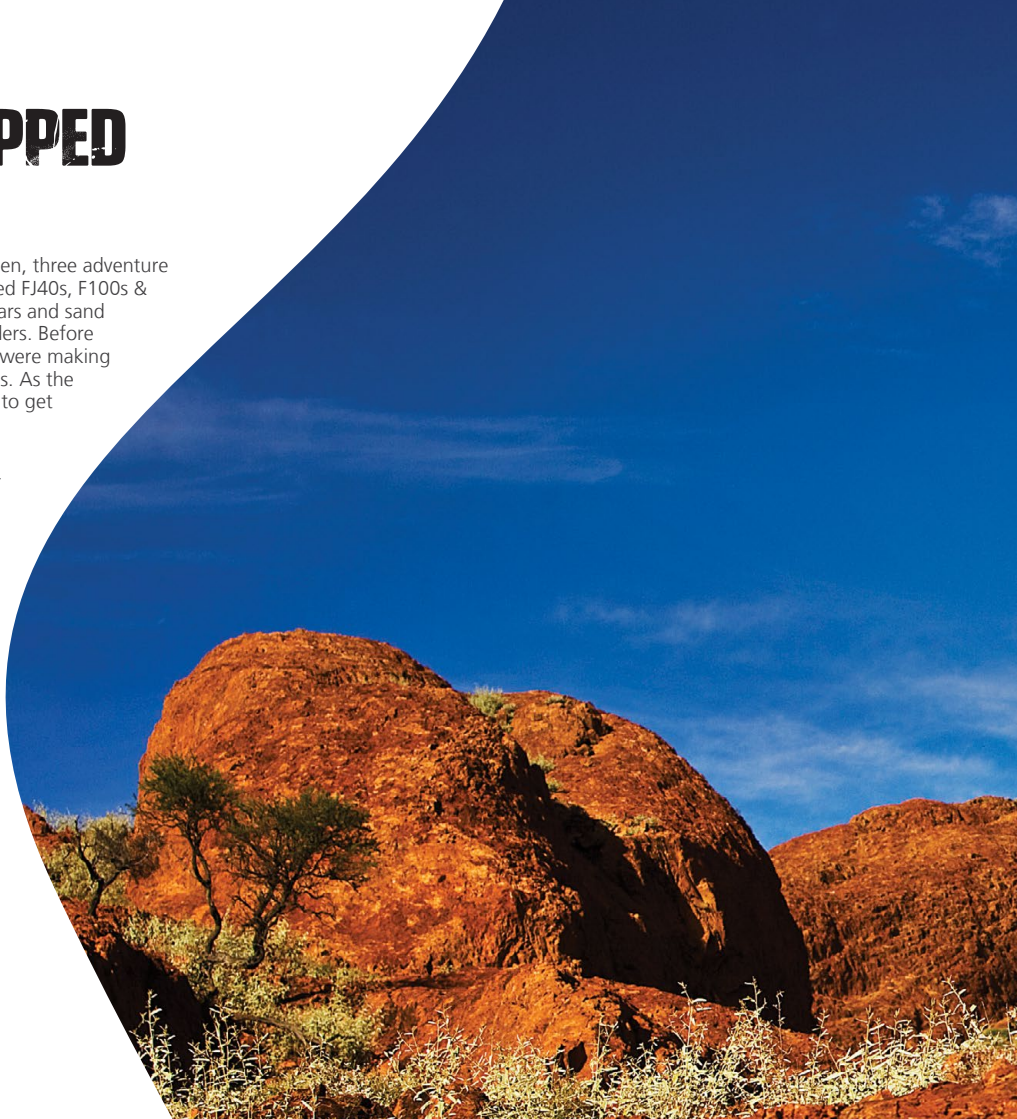
Our product range has extensively grown to include; steel and alloy bull bars, nudge bars, side and rear protection bars, side steps, trade racks, roof racks, TJM recovery equipment, TJM winches, TJM XGS suspension, Airtec snorkels, TJM Pro Lockers and TJM roof top tents & awnings.

While TJM has grown to be a sophisticated operation, we have never forgotten the key elements that resulted in the formation of the brand.

**Trust;** from the quality of manufacturing.

**Pride;** in our innovative designs.

**Adventure;** heading out from suburbia and experiencing the wonders of our unique and breathtaking country, Australia.



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TJM Pro Lockers are tested in the rugged Australian outback. We throw everything this diverse country landscape has at them and we do it over and over in the most extreme environments found.

What better testing ground to continuously research and improve Pro Locker's capability?

Today the TJM Pro Locker stands alone. With an innovative air operated differential locker that, at the flick of a cabin switch, allows you to send equal drive to both wheels and the unique piston style actuator eliminates the risk of oil entering the airline.

The Pro Locker's incredible strength comes from its unique one piece cross shaft (instead of the usual three), hardened thrust washers, 3/8 bolts which hold the hemisphere together and larger pinion gears.

The separate pneumatic system that has no internal 'o' rings or oil seals adds to its operational simplicity and low maintenance, whether you're a hard core competitor or a weekend wheeler. That is why...

**WE ARE SO CONFIDENT  
IN OUR LOCKERS THAT  
WE CAN OFFER  
SOMETHING NO OTHER  
COMPANY CAN.**



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Wheel not providing drive

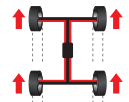


Wheel providing drive

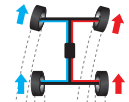


Transmission of torque

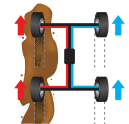
## How a standard differential works



4WD in a straight line



4WD cornering

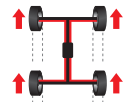


4WD on a slippery surface

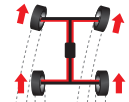
When a vehicle with four wheel drive engaged is driven in a straight line, the standard differentials in most vehicles allow equal transfer of engine torque to all four wheels. When the vehicle turns a corner, torque is delivered to the wheels that experience the least resistance. This principle ensures that the inside wheels will rotate freely and power is delivered to the outside wheel to prevent tyres from scuffing and wearing out prematurely.

Because the standard differentials transfer the torque to the wheels that encounter the least resistance, you will lose drive on loose/slippy ground or if one wheel is suspended in mid air. This becomes a problem as the wheel will spin and won't allow the wheel on firmer ground to drive the vehicle out of a situation.

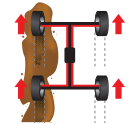
## How a TJM Pro Locker works



4WD in a straight line



4WD cornering



4WD on a slippery surface

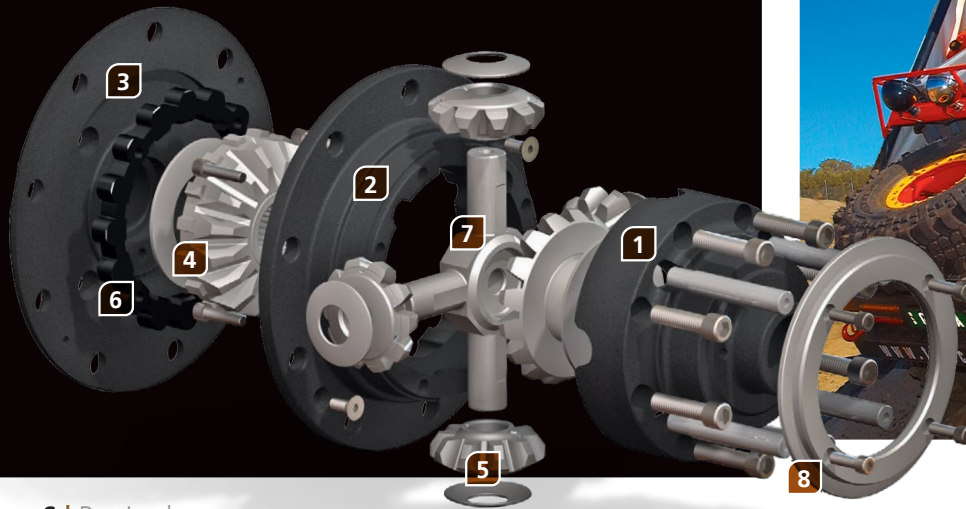
The operation of the Pro Locker differential is simple and straightforward. Utilising compressed air, the internal selector ring will engage the lock ring. Once the TJM Pro Locker is engaged it forms a solid link between the carrier and the side gears. The differential is now locked and will deliver equal drive to both axles. The vehicle that was once suspended in mid air can now have equal power delivered to the wheel on firmer ground and can be driven out of the situation.

Unlocking the differential involves the pressurised air being redirected through an exhaust port on the solenoid valve. The spring and the actuator pushes the selector ring back, which in turn pulls the locking ring back out of engagement with the side gear. The differential is now unlocked and the gears are free to differentiate as before.



## Advantages of a TJM Pro Locker

- › Unique air operated piston style actuator eliminates the possibility of oil being pumped up the airline
- › Hardened thrust washers and the size of the locking ring make Pro Locker extremely strong in operation
- › Contains stronger materials and a thicker carrier compared to most standard differentials
- › Larger pinion gears are used in comparison to most standard differentials
- › No carrier modification needed other than the drilling and tapping of a bulkhead fitting port
- › Large pre-tensioned 3/8" bolts hold the Pro Locker hemisphere together
- › Robust design equals less maintenance
- › Reinforced rubber external hose extension is supplied as standard to minimize the risk of the airline being damaged by debris while driving
- › Coloured L.E.D. cabin switches show clearly when TJM Pro Locker is on or off
- › Patented design that has been used and proven in the field for over 20 years



**In 2005, TJM combined a renowned patented design with extensive testing and further engineering. Combining this with TJM's established production facilities resulted in the birth of the TJM Pro Locker.**





### 1 Differential casing

High strength SG iron - these pieces hold the solid one piece cross shaft & 4 pinion gears together by 8 high grade bolts, making the TJM Pro Locker one of the strongest locking differentials on the market.



### 3 Flange cap assembly

TJM's extra thick flange cap features longer crown wheel bolts for extra strength. (where applicable).



### 4 Side locking gear

With extra large teeth & featuring a leading edge the TJM Pro Locker is one of the easiest to engage.



### 5 Pinion gears

Thicker than standard case hardened thrust washers that are perfectly shaped to the internal spider gears.



### 6 Lock ring

When activated the case hardened lock ring has a full 10mm of engagement over the side locking gear.



### 7 Hardened one piece cross shaft

This hardened one piece cross shaft is the key strength of the TJM Pro Locker.



### 8 Hardened selector ring

The all metal, hardened selector ring connects to the lock ring via 4 metal posts.



### Actuator

The uniquely designed actuator works like a motor piston. The fork sits on top of the selector ring guiding it across when engaging or disengaging.



### Heavy duty airline

This comes standard with the TJM Pro Locker. It will not pull out if hooked on rock or logs.



### Solenoid valve

Designed especially for TJM. Sealed against dust & moisture to IP65 standards. Machined & anodised from billet aluminium.



### Pro Locker switches

The brightly coloured switches clearly show when the locker is engaged or disengaged.



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TJM released the Pro Locker into the market for a select few models and over six years on the TJM Pro Locker has endured intensive testing which has taken the already proven Pro Locker design and made it even tougher. Based on comparative advantages, there is no doubt the TJM Pro Locker is superior to any other locker available today.

Be assured, the TJM Pro Lockers combination of simplistic design with components of exceptional strength and quality will leave you satisfied with your choice for years to come.



## Features

- › Ultra compact
- › Vehicle mounted
- › Powers up to two TJM Pro Lockers
- › Oil-less, non-lube piston & cylinder
- › Light-weight durable materials
- › Simplified wiring loom included
- › Built-in check valve
- › Balanced, for smooth, low vibration operation
- › Two-stage air filter assembly
- › Moisture and dust resistant
- › Permanently lubricated motor shaft & connecting rod bearings
- › 180° of rotation adjustment allowing fitment in confined spaces
- › Anodised air tank and piston cylinder

## Performance data

Voltage.....	12Volt DC
Current draw .....	11Amp Max
Flow rate .....	26LPM
Duty cycle .....	10% at 100psi
Pressure switch max .....	120psi
IP rating .....	IP54
Motor type .....	Permanent magnetic
Thermal cut out .....	Yes



**12** MONTH WARRANTY







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## TESTIMONIAL

We have run the +JM Pro Locker for the last 6 years on Barbie until one bad call on a track at tuff truck ended with three broken axles, one broken CV and two busted Pro Lockers. Having no spares we had no choice but to get help from other competitors with the other brand to keep competing.

With huge thanks to the team at +JM we were able to go back to where and what we started with way back in the beginning; two awesome lockers that have pretty much been to hell and back with us. Having competed not only at tuff truck for two years and with more than two years of tough tracks comprising of three rounds, two years of Superior All terrain Challenge, again another three series round and at least three years of Xtreme Winch Challenge Series and two XI Extreme International I believe that these lockers have proven to be not just reliable but tough...

It was great to know that while we were at the 2010 Cliffhanger, when I threw those switches on (sometimes even under pressure while moving) we knew that there would be no drama in the centre not locking, being that these are one of the simplest diffs to fit with far less moving parts to become an issue. Which I believe is a major benefit when having to rebuild or repair the diff out in the field... even if it is just to get home!

For any serious competition truck I would recommend nothing but the +JM Pro Locker. And knowing the strength and reliability that we have experienced over the years with the Pro Locker I would have no hesitation in recommending to any Weekend Wheeler.

team Barbie | Aaron and Lynda Ward

## Crysler/Jeep

Vehicle	Spline Count	RATIO	Comment	YEAR	APPLICATION	TJM PART #	Note #
CJ	27	3.73 & Up	Dana 30 - CJ 5, 6, 7 & 8	1970+	Front	168PL20	
XJ Cherokee	27	3.73 & Up	Dana 30 - XJ	1984-2001	Front	168PL20	
TJ Wrangler	27	3.73 & Up	Dana 30 - Wrangler TJ & YJ	1987-2006	Front	168PL20	
JK Wrangler	27	3.73 & Up	Dana 30 - Wrangler KJ (Non Rubicon Models)	2007+	Front	168PL20	
JK Wrangler	32	All	Dana 44 (Replaces E-Locker)	2007+	Front & Rear	168PL37	
TJ Wrangler	30	3.73 & Down	Dana 44 (TJ Only Models)	1997+	Rear	168PL11	
JK Wrangler	30	3.73 & Down	Dana 44 (Non Rubicon Models)	2007+	Rear	168PL15	
Dana 60	30	4.56 & Up	Dana 60	1964-2011	Front & Rear	168PL41	
Dana 60	35	4.1 & Down	Dana 60	1964-2011	Front & Rear	168PL36	
Dana 60	35	4.56 & Up	Dana 60	1974-1988	Rear	168PL33	
Dana 60	30	4.1 & Down	Dana 60	1974-1988	Rear	168PL34	

## Ford/Mazda

Vehicle	Spline Count	RATIO	Comment	YEAR	APPLICATION	TJM PART #	Note #
Factory	31	All	Ford 9 Inch	All	Front & Rear	168PL24	
All Aftermarket	35 30° PA	All	Ford 9 Inch	All	Front & Rear	168PL35	
Courier / Bravo	TBA	TBA		TBA	Front	TBA	
Courier / Bravo	30	All	4 Cylinder, Dana Banjo Style	All	Rear	TBA	
Ranger/ BT50	TBA	All		2006-2011	Front	TBA	
Ranger/ BT50	32	All		2006-2011	Rear	TBA	
Ranger/ BT50	TBA	All		2011+	Front	TBA	
Ranger/ BT50	TBA	All		2011+	Rear	TBA	

### UNDER DEVELOPMENT

**NOTES 1.** Bearings included **2.** P38A is most commonly found in traction control equipped vehicles. Identify P38A type diff by large 205mm [8.07"] flange diameter. **3.** Some 28 spline axles have the smaller 7.25" RG



## GM (General Motors)

Vehicle	Spline Count	RATIO	Comment	YEAR	APPLICATION	TJM PART #	Note #
1500, Tahoe, & Suburban	30	2.76 & Up	8.6" Diff	1999-2011	Rear	TBA	
GM Trucks	30	3.21 & Up	10.5" Diff 14 Bolt	1973-2011	Rear	TBA	
GM1500	28	2.76 & Up	8.5"	N/A		TBA	
Suburban 2500/3500 & H2	33	3.42 & Up	9.25" IFS	1988-2010	Front	TBA	

## Holden

Vehicle	Spline Count	RATIO	Comment	YEAR	APPLICATION	TJM PART #	Note #
Rodeo	17	All	(IFS)	1988+	Front	168PL30	
Rodeo	26	All		1993+	Rear	168PL31	
Colorado	17	All	(IFS)	2008-2012	Front	168PL30	
Colorado	26	All		2008-2012	Rear	168PL31	
Colorado	28	All	AAM 760, IFS	2012+	Front	168PL46	
Colorado	30	All	AAM 860, 8.6" RG	2012+	Rear	168PL47	
Jackaroo	17	All	(IFS)	1988-1997	Front	168PL30	
Jackaroo	26	All	(Will not fit 4cyl Petrol Between 1987-1991)	1987-1997	Rear	168PL31	

## Isuzu

Vehicle	Spline Count	RATIO	Comment	YEAR	APPLICATION	TJM PART #	Note #
D-Max	17	All	(IFS)	1988+	Front	168PL30	
D-Max	26	All		1993+	Rear	168PL31	

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UNDER DEVELOPMENT

## Land Rover

Vehicle	Spline Count	RATIO	Comment	YEAR	APPLICATION	TJM PART #	Note #
Range Rover	24	3.54	Rover Style	1993-1996	Front	168PL07	1
Range Rover	24	3.54	Rover Style	1993-1996	Rear	168PL07	1
Discovery 1	24	3.54	Rover Style	1993-1996	Front	168PL07	1, 2
Discovery 1	24	3.54	Rover Style	1993-1996	Rear	168PL07	1, 2
Discovery 2	24	3.54	Rover Style	All	Front	168PL07	1, 2
Discovery 2	24	3.54	Rover Style	2002+	Rear	168PL12	1
Discovery 2	24	3.54	Rover Style	1993-2002	Rear	168PL07	1, 2
Defender 110,130,County	24	3.54	Rover Style	1993+	Front	168PL07	1
Defender 110,130,County	24	3.54	Rover Style (Check if 12mm Bearing Cap Bolts PL07)	2002+	Rear	168PL07	1
Defender 110,130,County	24	3.54	Rover Style (Check if 16mm Bearing Cap Bolts PL12)	2002+	Rear	168PL12	1
Defender 90 & County	24	3.54	Rover Style (Check if 12mm Bearing Cap Bolts PL07)	1993+	Front	168PL07	1
Defender 90 & County	24	3.54	Rover Style (Check if 16mm Bearing Cap Bolts PL12)	2002+	Rear	168PL12	1
Range Rover	24	3.54	Rover	1994-2001	Front	168PL12	1
Range Rover	24	3.54	Rover	1994-2001	Rear	168PL12	1
Defender 110, 130, County	24	3.54	Salisbury (Diff cover ring provided)	1983-2002	Rear	168PL08	

## Mitsubishi

Vehicle	Spline Count	RATIO	Comment	YEAR	APPLICATION	TJM PART #	Note #
Pajero	31	All	NJ, NK, NL - 9.5" RG Live Axle	1993-2000	Rear	168PL27	
Pajero/ Triton	28	All	IFS, 8.00" RG	2000 on	Front	168PL16	3
Pajero	33	All	NM, NP, NS, NT, NW - 9.5" RG IRS	2000 on	Rear	168PL17	
Pajero/ Triton	28	All	IFS, 8.00" RG	1996 on	Front	168PL16	3
Triton	31	All	9.5" RG	2002 on	Rear	168PL27	
Triton	28	All	9.00" RG	All	Rear	TBA	
Triton	28	All	IFS 9.00" RG	6-15+	Front	168PL18	

UNDER DEVELOPMENT

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## Nissan

Vehicle	Spline Count	RATIO	Comment	YEAR	APPLICATION	TJM PART #	Note #
Patrol GU	31	All	H223B, Y61	1998+	Front	168PL05	1
Patrol GU	33	All	H233B, Small / Y61	1998+	Rear	168PL04	1
Patrol GQ	31	All	H223B, Y60	1988-1998	Front	168PL05	1
Patrol GQ	33	All	H233B, Small / Y60	1988-1998	Rear	168PL04	1
Patrol MQ/GQ/GU	37	All	H260 Large (Not Full Floater)	1979-1988	Rear	TBA	
Navara D22	31	All	H233B, (No Thrust Block) Banjo Style only	1986-2001	Rear	168PL05	1
Navara D22	31	All	C200	2002+	Rear	TBA	
Navara D40	27	3.69 & Up 3.54 & Down	R180A, 10 Bolt RG	2005+	Front	168PL28	
Navara D40	32	All	M226, 10 Bolt RG (Spanish)(US Titan 2004-2009)	2005+	Rear	168PL29	
Navara D40	32	All	M226, 12 Bolt RG (Thai)	2005+	Rear	TBA	
Pathfinder WD21, R50	27	All	R180A, 4 Cyl	1986-2005	Front	TBA	
Pathfinder WD21, R50	29	All	R200A, 6 Cyl	1986-2005	Front	TBA	
Pathfinder WD21, R50	31	All	H233B (6 Cyl Only)	1986-2005	Rear	168PL05	1
Pathfinder WD21, R50	33	All	H233B	1986-2005	Rear	TBA	
Pathfinder R51	27	TBA	R180A, 10 Bolt	2005+	Front	168PL28	
Pathfinder R51	33	TBA	R230 IRS	2005+	Rear	TBA	

## Toyota

Vehicle	Spline Count	RATIO	Comment	YEAR	APPLICATION	TJM PART #	Note #
L/Cruiser 40,42,43,45,47 Series	30	All	Swb, Cab Chassis, Troop Carrier / 12 Bolt Floating	1977+	Front	168PL01	1
L/Cruiser 40,42,43,45,47 Series	30	All	Swb, Cab Chassis, Troop Carrier / 12 Bolt Floating	1977+	Rear	168PL01	1
L/Cruiser 60,61,62	30	All	12 Bolt Floating	1984-12/1989	Front	168PL01	1
L/Cruiser 60,61,62	30	All	12 Bolt Floating	1984-12/1989	Rear	168PL01	1

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UNDER DEVELOPMENT

## Toyota Continued

Vehicle	Spline Count	RATIO	Comment	YEAR	APPLICATION	TJM PART #	Note #
L/Cruiser 70.,73,74	30	All	12 Bolt Floating	1984-12/1989	Front	168PL01	1
L/Cruiser 70,73,74	30	All	12 Bolt Floating	1984-12/1989	Rear	168PL01	1
L/Cruiser 75 Series	30	All	12 Bolt Floating (HJ, FJ, BJ, & PZJ)	1984-12/1989	Front	168PL01	1
L/Cruiser 75 Series	30	All	12 Bolt Floating (HJ, FJ, BJ, & PZJ)	1984-12/1989	Rear	168PL01	1
L/Cruiser Bundera	30	All	10 Bolt (LJ70 & RJ70)OE Bearings Required	All	Front	168PL06	1
L/Cruiser Bundera	30	All	10 Bolt (LJ70 & RJ70) OE Bearings Pre 1985	All	Rear	168PL06	1
L/Cruiser 75 Series	30	All	10 Bolt Floating (HZJ & FZJ)	1990-1997	Front	168PL06	1
L/Cruiser 75 Series	30	All	12 Bolt Floating	1990-1997	Rear	168PL01	1
L/Cruiser 78-79 Series	30	All	10 Bolt Floating (Inc D/Cab) (Ex. Factory D/Lock Model)	1998+	Front	168PL06	1
L/Cruiser 78-79 Series	32	All	12 Bolt Floating (Inc D/Cab) (Ex. Factory D/Lock Model)	1998+	Rear	168PL02	1
L/Cruiser 80 Series	30	All	10 Bolt Floating	1990-1998	Front	168PL06	1
L/Cruiser 80 Series	30	All	12 Bolt Floating	1990-1998	Rear	168PL01	1
L/Cruiser 105 Series	30	All	10 Bolt Floating	1998+	Front	168PL06	1
L/Cruiser 100 Series	30	All	8" RG IFS	1998+	Front	168PL22	1
L/Cruiser 100 & 105 Series	32	All	12 Bolt Floating	1998+	Rear	168PL02	1
L/Cruiser 215 Series	34	All	IFS Clamshell	2007+	Front	TBA	
L/Cruiser 215 Series	32	All	12 Bolt Floating	2007+	Rear	168PL02	1
Prado 90	27	All	7.5" RG 10 Bolt	1996-2003	Front	168PL26	1
Prado 90	30	All	8" /10 Bolt	1996-2003	Rear	168PL06	1
Prado 120	30	All	8" IFS Clamshell	2003-2009	Front	TBA	
Prado 120	30	All	8" /10 Bolt	2003-2009	Rear	TBA	1
Prado 150	30	All	8" IFS Clamshell	2009+	Front	TBA	
Prado 150	30	All	8.25" 12 Bolt (Shimmed)	2009-2013	Rear	168PL23	1
Prado 150	30	All	8.25" 12 Bolt (Shimmed)	2013+	rear	168PL23	

## UNDER DEVELOPMENT

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## Toyota Continued

Vehicle	Spline Count	RATIO	Comment	YEAR	APPLICATION	TJM PART #	Note #
Hilux RN, LN, 3I Models	30	All	10 Bolt Live Axle (May require OE Bearings)	1988-10/1997	Front	168PL03	1
Hilux RN, LN, 3I Models	27	All	IFS 10 Bolt / 7.5" (SR5 & Forerunner)	1988-10/1997	Front	168PL26	1
Hilux RN, LN, 3I Models	30	All	10 Bolt Live Axle (May require OE Bearings)	1988-10/1997	Rear	168PL06	1
Hilux 1RZ, 3RZ, SL, 1KZ	27	All	IFS 10 Bolt / 7.5"	10/1997-3/2005	Front	168PL26	1
Hilux 1RZ, 3RZ, SL, 1KZ	30	All	10 Bolt Floating	10/1997-3/2005	Rear	168PL06	1
Hilux 1KD	30	All	8" dia. RG, IFS clamshell	3/2005+	Front	TBA	
Hilux 1KD	30	All	10 Bolt Floating	3/2005+	Rear	168PL06	1
Hilux ANI20 ANI30	32	All	8.9" RG 12 Bolt (Shimmed)	2015+	Rear	168PL49	1

## Spare Parts

Description	TJM Part #
PRO LOCKER AIR COMPRESSOR COMPACT AIR LOCKER ACTIVATION SYSTEM (wiring harness included)	167COMPCP
PRO LOCKER AIR COMPRESSOR COMPACT AIR LOCKER ACTIVATION SYSTEM (not including wiring kit)	167COMPLD
WIRING HARNESS TJM PRO LOCKER WITH 12V 60AMP RELAY & SWITCH TO SUIT PROLOCKER COMPRESSORS	168PLWHKIT
PRO LOCKER ACTUATOR SUITS PLO3/06/07/11/12/14/15/22/25	167PLACT01
PRO LOCKER ACTUATOR SUIT PLO1/02/04/05	167PLACT02
PRO LOCKER ACTIVATION SWITCH FRONT & REAR COVERS INC.	167PLACTSWCH
SWITCH TO SUIT COMPRESSOR FOR PRO LOCKER	167SWITCHCOMP
PRO LOCKER AIR LINE KIT	167PLAIRKIT
PRO LOCKER BULK HEAD FITTING	167PLBULKHFT
PRO LOCKER COMPRESSOR PRESSURE SWITCH 90-120 PSI	167PLPRESWCH
SOLENOID VALVE PRO LOCKER	92035
C SPANNER TO SUIT PRO LOCKER	167CSPANNER
CARRIER BEARING TO SUIT PLO6	167100802
CARRIER BEARINGS SUIT PRO LOCKER 01,02,03,04,05	16732010



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**UNDER DEVELOPMENT**

## TJM IS WHERE YOUR JOURNEY BEGINS WITH OVER 80 STORES AUSTRALIA WIDE, STOCKING THE LARGEST RANGE OF THE BEST BRANDS

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### NSW

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 Penrith (02) 4721 1355

#### REGIONAL

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 Coffs Harbour (02) 6652 4899  
 Dubbo (02) 6885 3777  
 Forbes (02) 6852 2411  
 Goulburn (02) 4822 4455  
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 Inverell (02) 6721 1115  
 Lismore (02) 6621 7000  
 Macarthur (02) 4648 2085  
 Narooma (02) 4476 2576  
 Newcastle (02) 4951 1184  
 Orange (02) 6361 7999  
 Port Macquarie (02) 5525 1888

Tamworth (02) 6763 1500  
 Tweed Heads (07) 5524 8218  
 Wagga Wagga (02) 6925 4770  
 Wollongong (02) 4227 4888

### NT

Alice Springs (08) 8952 2388  
 Darwin (08) 8995 8800

### QLD

#### BRISBANE METRO

Brendale (07) 3490 6900  
 Caboolture (07) 5499 1400  
 Cleveland (07) 3286 9646  
 Coopers Plains (07) 3277 8255  
 Hendra (07) 3103 8484  
 Underwood (07) 3209 3448

#### REGIONAL

Bundaberg (07) 4152 0144  
 Cairns (07) 4047 8900  
 Gold Coast (07) 5596 3472  
 Goondiwindi (07) 4671 7300  
 Gympie (07) 5482 3900  
 Hervey Bay (07) 4124 1855  
 Mackay (07) 4841 8100  
 Maroochydore (07) 5451 1155  
 Maryborough (07) 4121 2288  
 Mt Isa (07) 4749 6100  
 Rockhampton (07) 4927 6844  
 Toowoomba (07) 4634 6096  
 Townsville (07) 4758 0995

### SA

#### ADELAIDE METRO

Clovelly Park (08) 8276 4400  
 Nailsworth (08) 8344 6444

#### REGIONAL

Mount Gambier (08) 8723 3231  
 Murray Bridge (08) 8531 1550  
 Nuriootpa (08) 8562 2772  
 Port Lincoln (08) 8683 0209  
 Waikerie (08) 8541 2099

### TAS

Burnie (03) 6431 3222  
 Hobart (03) 6231 5121  
 Launceston (03) 6344 9744

### VIC

#### MELBOURNE METRO

Airport West (03) 9354 1116  
 Burwood (03) 9808 8966  
 Carrum Downs (03) 9017 5574  
 Dandenong (03) 9792 1116  
 Kilsyth (03) 9728 6300

#### REGIONAL

Bairnsdale (03) 5152 3431  
 Ballarat (03) 5331 2116  
 Bendigo (03) 5441 7225  
 Geelong (03) 5277 1444  
 Horsham (03) 5382 2675  
 Mansfield (03) 5779 1902

Mildura (03) 5023 4466  
 Pakenham (03) 5941 6588  
 Sale (03) 5143 0555  
 Seymour (03) 5792 2777  
 Shepparton (03) 5823 5285  
 Swan Hill (03) 5032 1448  
 Traralgon (03) 5176 6666  
 Warrnambool (03) 5561 8760

### WA

#### PERTH METRO

Kewdale (08) 6454 2200  
 Mandurah (08) 9581 6184  
 O'Connor (08) 9331 2788

#### REGIONAL

Albany (08) 9841 2000  
 Broome (08) 9193 6006  
 Esperance (08) 9071 5407  
 Geraldton (08) 9964 8008  
 Karratha (08) 9144 4331

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