



1978

CONWAY TRAILERS

ERECTION INSTRUCTION IN PICTURES

GENERAL HINTS FOR CAMPING

CARE AND PROTECTION OF YOUR CANVAS

MAINTENANCE DETAILS

CONWAY CORSICA ERECTION INSTRUCTIONS

Conway Corsica Erection Procedure

1. Unhitch trailer from car. Position on as level ground as possible. Drop down the 4 Corner Jack Legs.
2. Remove Cover. See Fig 1.
3. Lift over 2 right hand frames, taking weight on central frame. See Fig 2.
4. Repeat for 2 left hand frames.
5. Extend 2 side roof frames and then repeat for 2 central frames.
6. Pull over first bed board and mattresses, repeat for lower board. See Fig 3.
7. Release elastic straps securing mattresses and inner tents and then attach inner tents to frame by means of bedroom clips provided. See Fig 4.

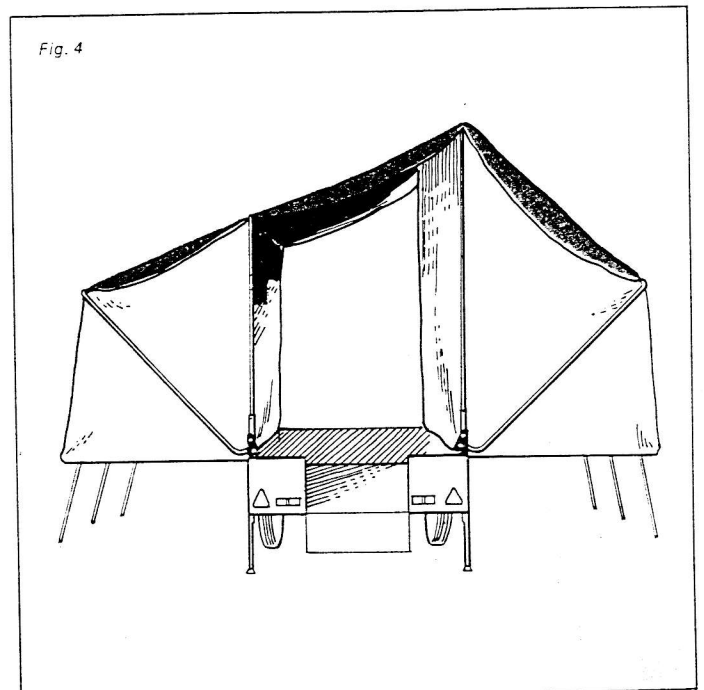
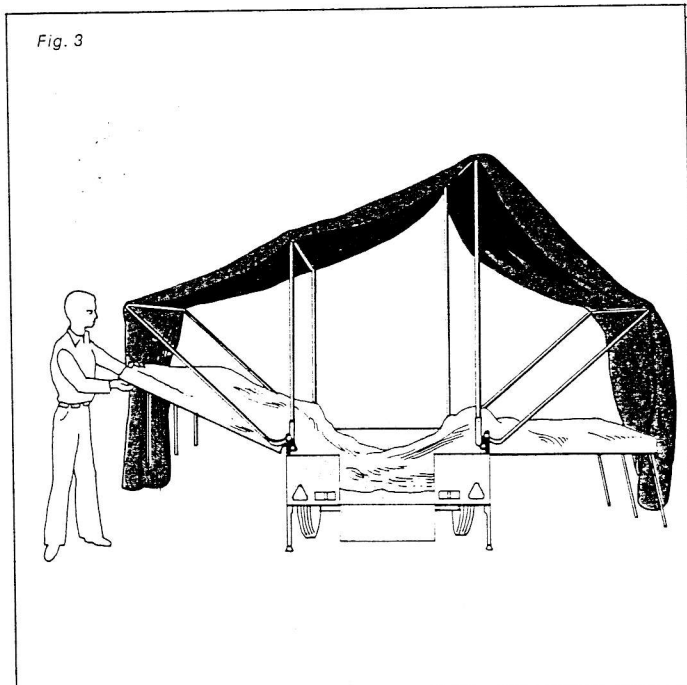
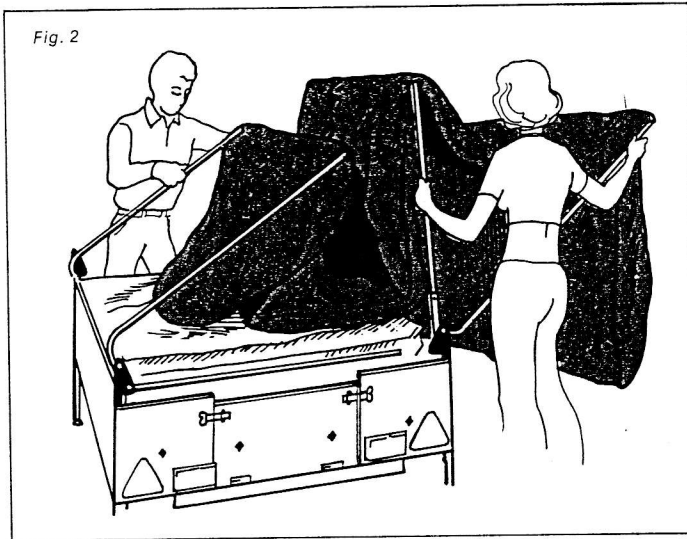
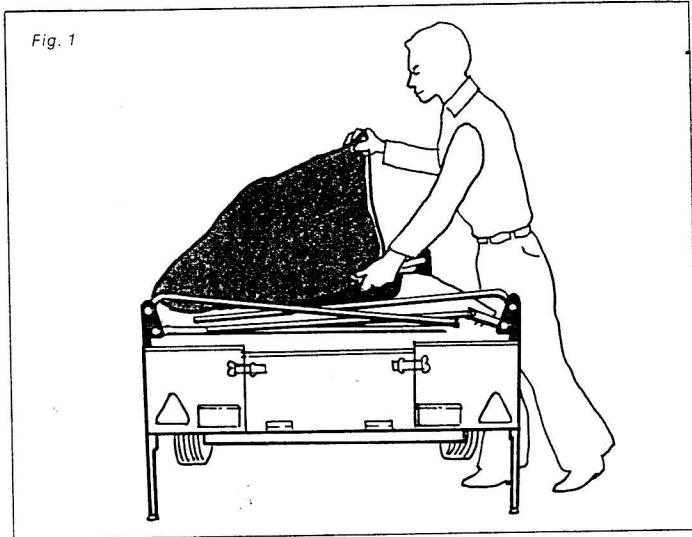
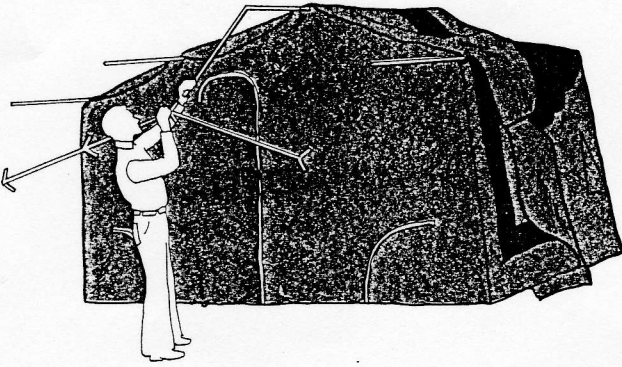
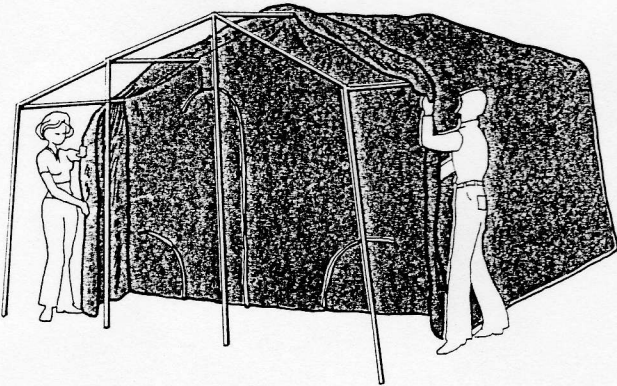


Fig. 5



8. Pull down front and rear walls of cabin.
9. Remove extension frame from bag.
10. Slide the 4 extension roof poles into the cabin roof poles leaving the centre poles broken making it easier to attach the 'A' frame. See Fig 5.

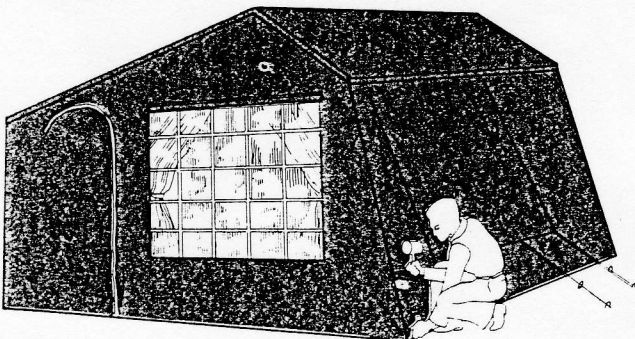
Fig. 6



11. Attach legs and pull over extension canvas from cabin roof. See Fig 6.
Fit 4 short canopy poles and locate into pockets; place eyelets over spikes.
12. Push out extension roof frame until canvas is taut then tighten the thumb screws.
13. With all zips closed peg out in the following sequence. See Fig 7.
 - (i) Rear corners, ensure towbar gusset is in right position.
 - (ii) Front corners.
 - (iii) Centre sides in line with inner wall.
 - (iv) All intermediate points.

To dismantle reverse the procedure.

Fig. 7



Corsica Annexe Erection Procedure

1. Remove the 4 short canopy poles from the extension.
2. Replace with the 4 annexe roof poles.
3. Attach front 'A' frame and legs.
4. Throw canvas over the frame and locate rear eyelets on spikes of extension.
5. Locate front eyelets on spikes of annexe frame and then extend roof supports to tighten roof canvas.
6. Peg out.

The front wall of the extension may then be zipped into the annexe to create a large lounge area, or the annexe may be used as a sun canopy and wind break.

INNER TENTS

In the diagrams and erection procedure these are shown as fitted. However to avoid soilage and damage the inner tents are packed separately in new trailers.

UNDER BED INNER TENT

This can be purchased as an extra for all trailers. It is simply pegged out beneath the bed board and then suspended from the board at each corner by means of bedroom clips.

DO NOT allow any canvas to be trapped between the side frames, as this will cut or chaff the canvas when towing, and we will not accept a warranty claim for damage to the canvas caused by neglect to observe this advice.

When pulling back the extension canvas on to the cabin roof, do it evenly and tidily. Try to lie the large plastic window flat and even.

DO NOT STORE YOUR TRAILER WITH THE TOWBAR TOUCHING THE GROUND. ALWAYS STORE SLIGHTLY TIPPED BACK.

Spare parts can be obtained from your dealer or Conway Trailers Ltd., but please remember to quote the correct part number and description as shown on the general assembly and parts list drawing.

On soft ground we recommend the use of 6" square plywood pads $\frac{3}{8}$ " thick under the jack legs and bed leg support.

The Cabin A Frame has 4 adjusting positions, thus allowing the levelling of the canvas to suit uneven ground.

The bed leg supports are also adjustable, enabling the correct levelling of the beds even when the ground is uneven.

You will notice that the bed boards and framework are completely independent of each other. This allows the adjustment of beds to a level position without altering the frame and tent position. This principle is unique in the U.K. and has been developed over the years by our own design staff.

If you cannot find level ground on which to pitch your trailer and you have to pitch on a slope, always point the tow bar uphill and level the trailer with ground level, not with a spirit level. Sleep with your head pointing uphill. If the slope is severe and you have levelled the trailer with a spirit level, you may find the canvas at the tow bar end too long and the canvas at the extension will be too short, even when adjusted. Side to side levelling can be done with the bed leg supports, this can be done with a spirit level.

Try to avoid touching the canvas when it is wet.

It is a good idea to go through the routine of erecting your trailer tent before going on holiday. This familiarises you with the procedure and also checks out the complete outfit. Do this within seven days of delivery and if anything is missing, report it to your dealer immediately.

Before using the trailer tent for holidays it is advisable to weather the tent a few times. This allows the canvas to close up, especially around the sewing.

DO NOT WORRY if you have to pack the tent when it is wet, but you must completely dry the tent out within 48 hours. When drying out do not let the canvas hang loose, **PEG OUT**, or shrinkage may occur.

If shrinkage does occur contact your Dealer or Conway.

The tent pegs supplied cater for most common ground conditions, but we recommend the owner to purchase different varieties for different conditions. Guy fixing and main corners of the tent should be pegged with strong type pegs. **ALWAYS BE PREPARED.** Your trailer tent is made of metal tubing and canvas, **NOT BRICKS AND MORTAR!**

In very adverse weather conditions fix double guy ropes to each fixing point. Guys can also be fitted inside the tent—simply loop the guy rope around the roof frame member opposite the existing outside guy, peg as normal.

The Guy Fixing has a continued tie tape on the inside of the tent. Ensure that this is tied around the frame. This makes the tent more stable, as the guy rope is pulling against something more solid than just canvas.

If you wish to use a ground sheet to make an integral unit, proceed as follows: Lie the mudwalling neatly inwards, place your groundsheet over the mudwalling, then pierce a small hole through the ground sheet and mudwall approximately 18" apart. Purchase enough brass eyelets complete with tool both for the mudwall and the ground sheet. The ground sheet can then be placed in the same position every time used, thus completely cutting out draughts.

Always check pegging regularly.

Opening windows should be rolled inwards from the bottom edge, otherwise water will lodge within the window when rolled up.

For emergency patch repairs use the special adhesive and patches obtainable from any good camping retailer. It is advisable to keep this in your emergency kit.

Internal connecting springs are small springs which connect the frame system together making erection much easier. In case of breakage they can be easily replaced by using a special repair kit obtainable from your dealer.

Do not place cookers too close to the wall of your tent. Do not use detergents for cleaning marks on the canvas, use a weak mixture of pure soap and water, lightly sponge the area but do not soak the canvas. Tar marks can be

removed by placing a piece of brown paper over the mark, place a book at the back for support and lightly press on the brown paper with a warm iron.

Do not allow any type of spray to come in contact with the canvas, i.e. fly spray, hair spray, air freshener.

If a dog or cat soils the canvas, treat it quickly by soaking the area with clean water.

Tents erected for long periods in industrial atmospheres will suffer from pollution. In dry spells soak the canvas with clean water.

Your tent will eventually require reproofing. A period of time cannot be given for this, as some people use their trailer tents more often than others. Also weather conditions may vary, very dry weather and sun deteriorates the fabric more quickly.

When reproofing does become necessary we suggest you have this done by your dealer who is equipped for this service. He will of course prefer to do this work in the winter months when he has time available. However, if you do undertake this service yourself proceed along the following lines:

Brush the canvas inside and outside with a stiff handbrush, removing stubborn marks and stains as previously mentioned. Soak the canvas thoroughly with clean water, allow to dry, and reproof with a reputable brand of proofing agent. Please follow the instructions supplied with the proofing agent.
IF IN DOUBT, ASK—IT WILL NOT COST ANYTHING!

Winter Storage

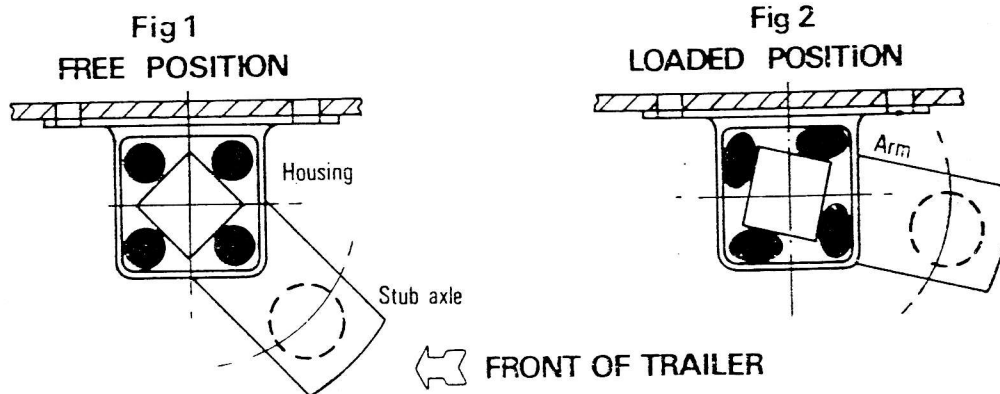
Remove the canvas from the frame and store in an airy but dry place. Ensure that the canvas is completely dry. Check and repair any defects. Clean canvas before storage.

If the frames feel sticky when extending, they probably require polishing. Use a silicone based polish, i.e. Mr. Sheen, not an abrasive polish. Keep this away from the canvas.

SUSPENSION UNITS

Construction: An outer steel square casing is attached to the underside of the trailer frame with six or eight bolts; through the centre of the square casing passes a high quality steel shaft, which is supported by four independent rubber cords, attached to the end of this shaft is an arm which carries the stub axle for the wheel hub. The centre shaft arm and stub axle are an all welded jig assembly, there being no keys, tapers or splines to wear or loosen.

Operation: When the suspension is in its free position, as in Fig. 1, the four cord rubbers in each corner of the outer housing are hardly compressed at all, and hold the square inner shaft in a 45° position to the main housing. When the load is applied the arm moves up into the position shown in Fig. 2 and as can be seen the four cord rubbers are rolled and compressed against the surface between the surface of the inner and outer housing. Because of the rolling compression action of the rubber a relatively large amount of movement of the arm is obtained for a very small volume of rubber, and because of the friction of the rubber on the inner and outer steel casings the arm does not readily return to its free position, thus giving a damper characteristic to the suspension and avoids bounce.



MAX. GROSS WEIGHT 400 kg (8 cwt)
Bearings are 1" Taper Roller Type
Wheels and Tyres are 16 x 4 (400 x 8)
Tyre Pressure 50 psi (3.8 kg/cm²)

The recommended speed for these tyres is 50 MPH (80 KMH). Travelling at higher speeds for long periods will cause the tyres to overheat.

TRAILER MAINTENANCE

Suspensions

These will require no maintenance as they are sealed for life. They have rubber rollers inside them and the ends are sealed with nylon bushes so they cannot be heated (as with welding) otherwise they will be damaged. Do not leave extra heavy loads on the trailer for long periods (such as boats for the winter) without jacking up the trailer onto blocks to relieve the load on the suspension. If there is squeaking from the suspension, this is caused by road dirt becoming trapped between the nylon bushes and the main shaft. It can be rectified by squirting brake fluid (so as not to damage the rubbers) onto both ends of the suspension and it will penetrate into the units.

Wheels and Bearings

Before using your trailer on the road always check that the hubs have been greased and that the nut and split pin has been inserted properly on the end of the stub axle. Wheel nuts should be checked for tightness and although these jobs should have been carried out at the works it is better to be sure in your own mind. To check the wheel bearings, remove the plastic or metal cap in the centre of the wheel by carefully prizing with a screwdriver or tapping with a block of wood, this should expose the nut and split pin covered in grease.

If you have to disturb the wheel bearing remember that the bearings are the taper roller type and the stub axle nut must **NOT** be tightened, as a very small amount of end float has to be allowed. Usually it is sufficient to tighten the nut up and then undo one half turn, make sure the split pin is inserted.

Emergency Spares and Service on the Suspension and Bearings

On a separate sheet enclosed are listed service centres throughout the U.K. where spares and in many cases repairs can be carried out on your trailer. It would be wise to telephone any of these firms first to ensure that they have the parts you require, or that they can do the work wanted. Many of these firms listed are small and a telephone call in the evening will often find them available.

IMPORTANT

The firms listed are in no way connected with Conway. In the event of any warranty or guarantee claim arising you should contact the selling dealer. Give him a concise report and be sure to quote your trailer serial number. In the event of emergency repairs or spares being obtained without the permission of Conway, then always obtain a receipt for monies paid and keep the broken or faulty parts concerned.

All Models can be stored on their sides by using special brackets on wheels, obtainable from your dealer. This allows the trailer to be stored in the minimum of space and both trailers can be wheeled through narrow passages.

The trailers can be stored on the back end with the tow bar pointing upwards. Use blocks of wood to protect the rear lights from being damaged.

The plywood floor and wheel boxes are undersealed, but we recommend the steelwork be undersealed with a bitumastic type of underseal. The Coupling is a standard 50mm Coupling, oil all moving parts.

AFTER CONNECTING THE COUPLING TO THE CAR, CHECK THAT IT IS SECURED.

TO GIVE YOURSELF AN EASY MIND CHECK THE WHEEL NUTS BEFORE COMMENCING YOUR JOURNEY.

Keep Jack leg screws and hinges lightly oiled.

The plywood panels and cupboard units can be cleaned with a proprietary brand of furniture polish.

Loading the Trailer

The trailer tent is designed so that the towbar end is nose heavy, this prevents any possibility of snaking. Ensure that your equipment is loaded evenly so that the tow bar end remains nose heavy.

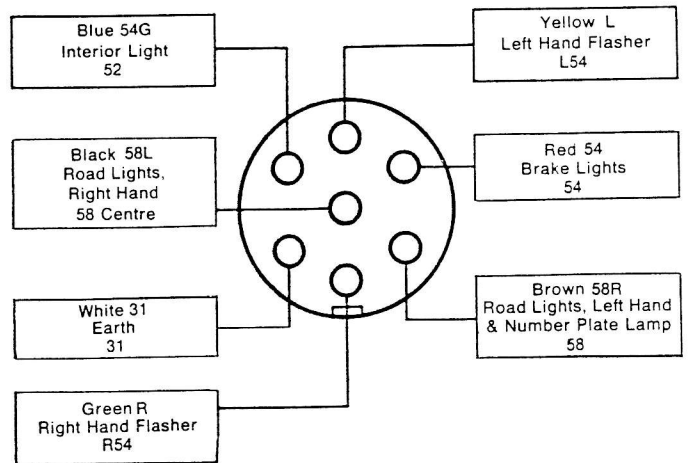
Electrics

Your trailer is wired to the International method.

NOTE:

This diagram shows the end view of the 7 pin plug.

INTERNATIONAL WIRING DIAGRAM			
Colour	Code	Description	Code
Black	58L	Road Lights, Right Hand	58 Centre
Brown	58R	Road Lights, Left Hand & Number Plate Lamp	58
Red	54	Brake Lights	54
Green	R	Right Hand Flasher	R54
Yellow	L	Left Hand Flasher	L54
White	31	Earth	31
Blue	54G	Interior Light	52

**Removing the Kitchen (Campa De-Luxe and Corsica)**

1. Level the trailer by dropping the 4 Jack legs.
2. Lower the 4 Jack legs of the kitchen to $\frac{1}{2}$ " from the floor.
3. Unfasten the two side clips and remove the 7 pin plug from underneath.
4. Slide out the kitchen and position to your required position.
5. Slide into the trailer the two kitchen support members.

STORAGE BRACKET (All Models)**Components**

- 1—Front corner bracket with wheels
- 1—Rear bracket with wheels

Fitting

1. Remove the Kitchen. (Kitchen Models only)
2. Face the Trailer from the side with the Towbar on your right.
3. Remove the Jack leg from the Front left corner frame tube, and slide up in place of the Jack leg the Front Corner Bracket (identified by the short length of Angle Iron at the top), and tighten the Jack leg screw to hold in position.
4. Remove the Jack leg from the rear of the same side of the Trailer, and ensure the Top opening of the corner tube is clear of the cover.
5. Slide up the Rear Bracket as far as it will go; this time letting it down until the short piece of square tubing locates into the corner tube at the top and tighten the Jack leg screw.
6. Two persons can then lift the Trailer up on to the Wheels and push into the Storage position.

BRAKED MODELS

Over-run Coupling. Oil all moving parts and grease the two grease nipples placed at the top of the coupling.

BRAKES

It is imperative that the hubs of your trailer fitted with brakes are not over greased otherwise the brake linings will be covered in grease. Since trailer brakes operate as the trailer starts to push the car (i.e. on the overrun principle) then the cables must at all times be kept clean and well greased or oiled.

Adjustment of the brakes is on the adjuster attached to the hand brake lever behind the overrun coupling, and by turning the adjuster to bring the lever closer to the operating shaft, of the coupling, will bring the brakes on sooner and visa-versa for easing off the brakes. Adjustment to the brake shoes themselves is by removing the wheels and with a screwdriver through a hole in the front of the brake drum. Turning the screw clockwise will bring the brakes on and anti-clockwise for easing off the brakes.