



1979

CONWAY TRAILERS

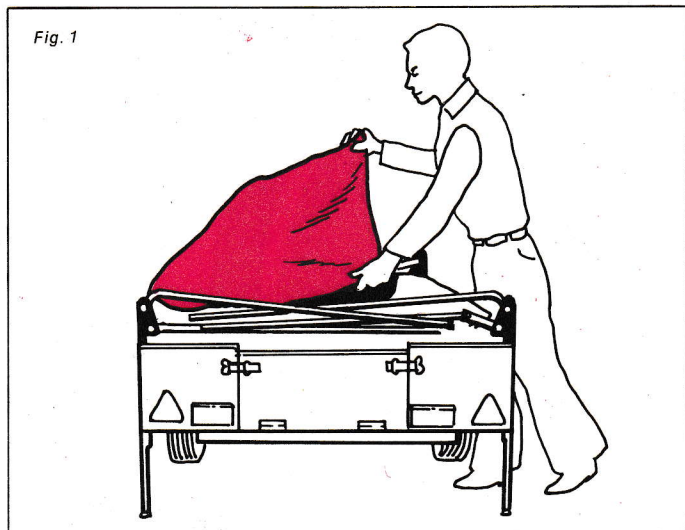
ERECTION INSTRUCTION IN PICTURES

GENERAL HINTS FOR CAMPING

CARE AND PROTECTION OF YOUR CANVAS

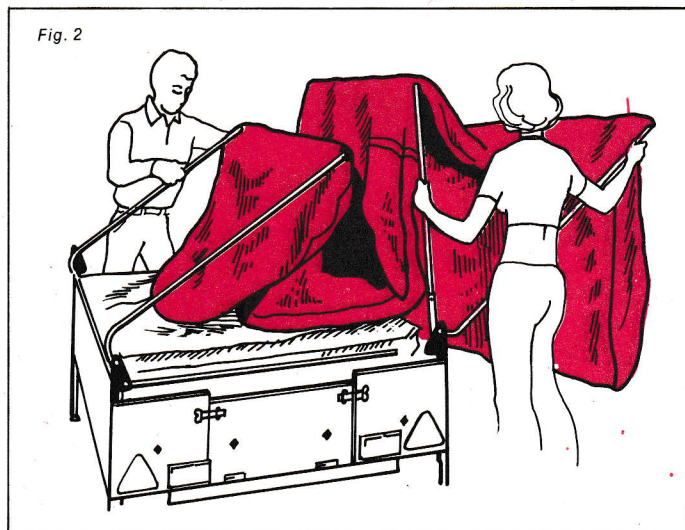
MAINTENANCE DETAILS

CONWAY CORSICA ERECTION INSTRUCTIONS



Conway Corsica Erection Instructions

1. Position trailer on as level ground as possible. Drop the 2 front jacks lifting the front slightly higher than the back. Lift the trailer at the back and drop the 2 jack legs on the trailer (not kitchen).
2. Remove cover. (See Figure 1.)
3. Remove kitchen. (See separate instructions.)



4. Pull over 2 right-hand frames. (See Figure 2.)
5. Repeat for 2 left-hand frames.
6. The 2 side roof frames should now be extended, followed by the 2 centre ones. Locate the button clip in the centre holes initially.

N.B. At this point the side frames may blow back in windy conditions, should this be a problem, tie a guy line to the side frame and temporarily peg to the floor.

7. Lift over top bed board and mattress, repeat for lower board. (See Figure 3.)
8. Release elastic strap holding mattress and inner tent to bed board. Attach inner tent to frame by means of bedroom clips provided. (See Figure 4.)

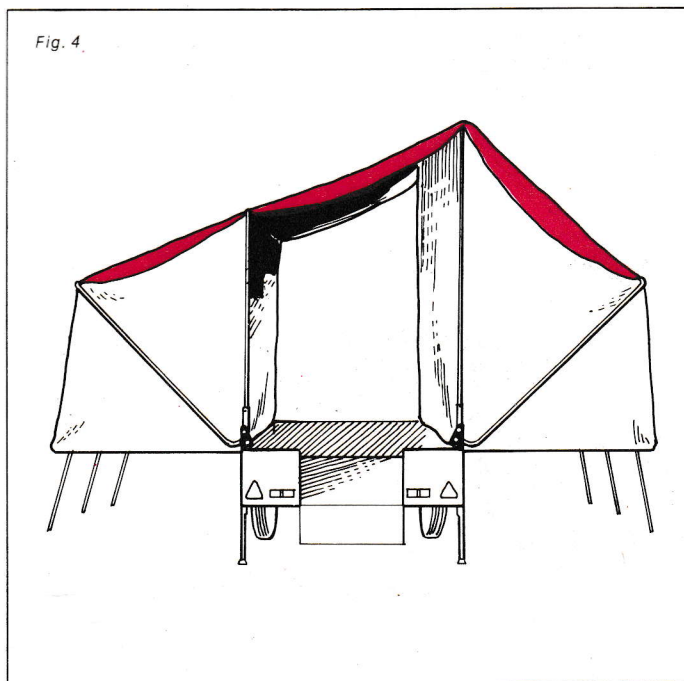
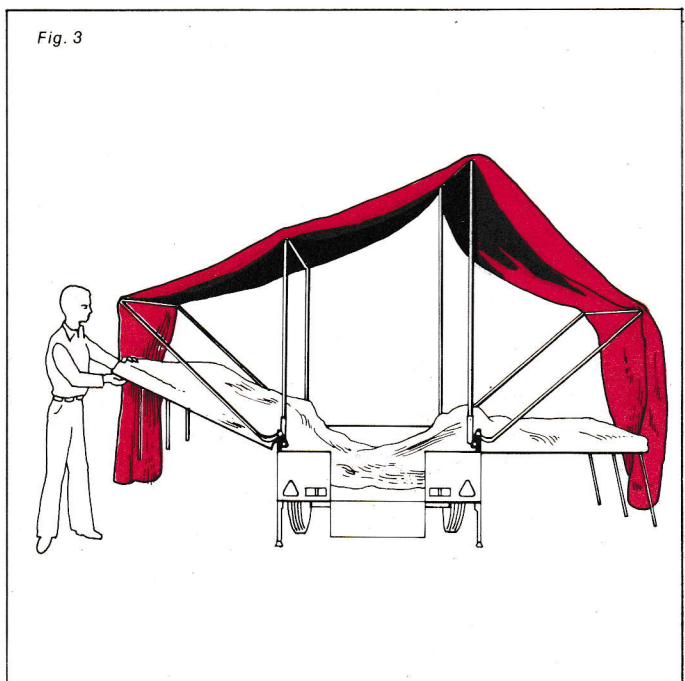


Fig. 5

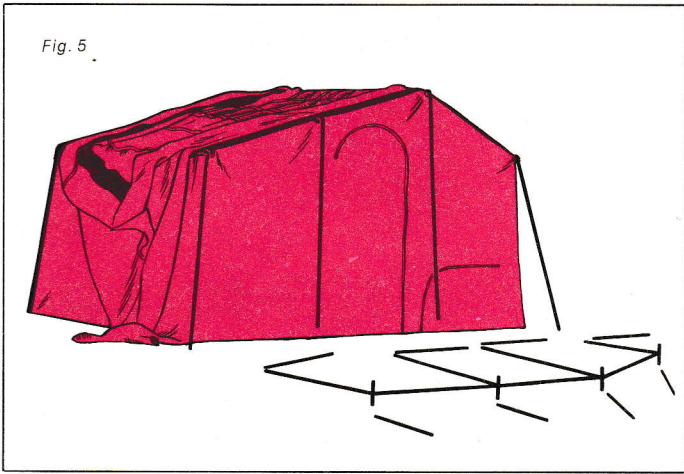


Fig. 6

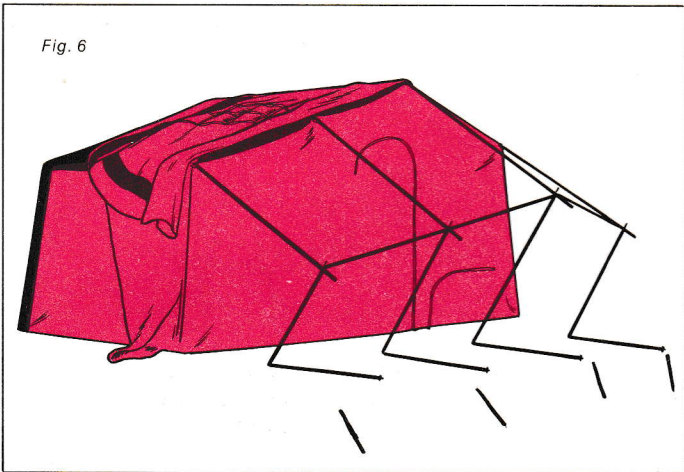


Fig. 7

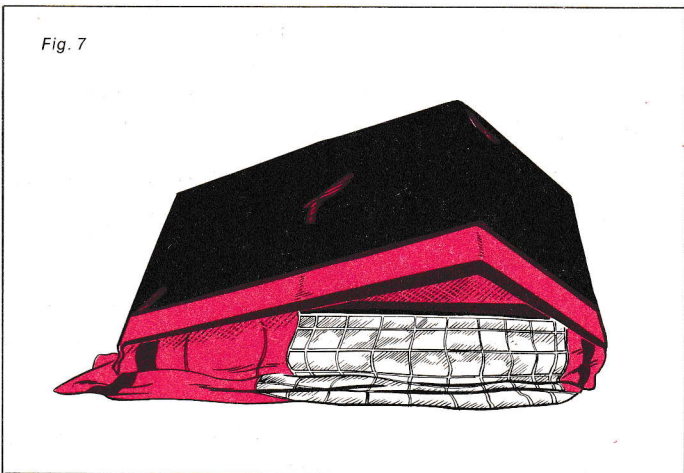
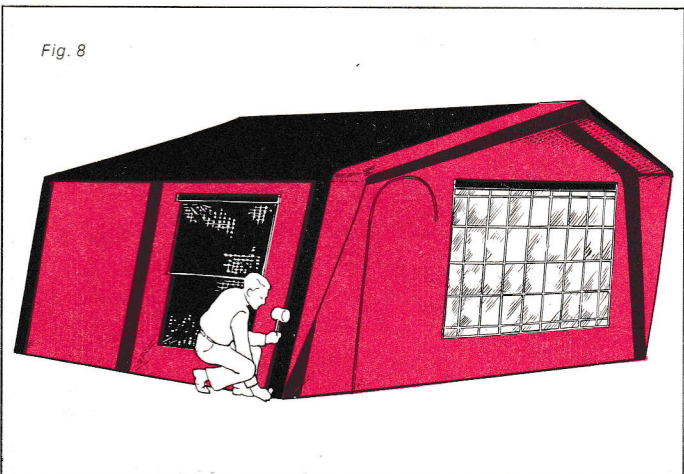


Fig. 8



9. Pull down front and rear walls of cabin. Leave extension canvas folded on roof.
10. Remove extension frame from bag.
11. Assemble front 'A' frame on the floor leaving the bottom section of each leg loose.
12. Extend 4 extension roof poles to approximately two-thirds of their length and locate spikes in position in cabin frame. (See Figure 5.)
13. Connect 4 extension poles to front 'A' Frame. (See Figure 6.)
14. With extension frame in lowered position, pull forward extension canvas from roof of trailer.
15. Locate front angles through gussets and spikes through to eyelets. Add, and tension 4 short canopy poles. (See Figure 7.)
16. Raise extension frame to its correct height and tension roof poles.
17. Close all zips and peg out in the following sequence:
 - (a) Back corners. Ensure towbar gusset is in correct position.
 - (b) Front corners.
 - (c) Centre sides, at attachment of inner wall.
 - (d) All intermediate points.

TO DISMANTLE REVERSE THE PROCEDURE.

REMOVING THE KITCHEN

1. Lower the 4 kitchen legs to $\frac{1}{2}$ " off the floor.
2. Unfasten the 2 side clips and remove 7-pin plug underneath.
3. Slide off the kitchen.
4. Slide the two support bars back underneath the trailer.
5. All the kitchen legs are fully independent of each other, and therefore the kitchen can be levelled on all terrain.

The stove used in the kitchen unit is a low pressure double burner and grill. A set of instructions is provided with this but if doubtful about anything ask your dealer or Conway. BE SAFE!

The recommended maximum loading capacity for the kitchen unit is 20 kg.

N.B. Please do not carry your gas bottle inside the trailer.

GENERAL ASSEMBLY POINTS

All cabin poles, extension legs and bed legs are fully adjustable, and as they are independent of each other, normally enable a level pitch on sloping ground. Adjustment to the frame should be made as the tent is pegged out. If the slope of the ground is too severe to overcome, then erect the tent with the towbar pointing uphill, and set-up the trailer parallel with the slope.

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

The inner tents in the erection diagrams are shown as folded with the mattresses and bed boards. The tent is designed this way to enable erection to be quick and simple. However, to avoid soilage and damage during transportation, the inner tents are initially packed separately.

N.B. We strongly recommend that you erect your Trailer Tent as soon as possible after purchase. This not only enables you to familiarise yourself with the erection procedure, but also checks out the complete outfit. Should you feel that any component is faulty or missing, notify your Conway Dealer IMMEDIATELY.

It is also advisable to weather the tent if possible before actually using it for a holiday, i.e. to wet the canvas either naturally in rain, or with a hosepipe. Do not be alarmed if, when in rain for the first time, a slight spray comes through the canvas or, if seepage occurs around the seams. After a soaking, the canvas will tighten up and stop this.

DISMANTLING

When dismantling the tent pull the extension canvas right back over the cabin inside out, i.e. until the front wall of the extension covers the back wall of the cabin. The two walls should then be folded simultaneously over the roof.

Try to keep all canvas as flat and neat as possible when folding.

Once the frame and tent is collapsed, ensure that no canvas is trapped between the side frames at the front and back of the trailer, otherwise cutting and chaffing of the tent may occur when towing. Conway will not accept any claim for warranty for damage to canvas caused by neglecting to observe this advice.

If you have to pack the tent wet do not worry, but you should erect the tent again within 48 hours. When drying-out a wet tent do not let the canvas hang loose—PEG IT OUT—or shrinkage may occur.

CARE AND MAINTENANCE OF YOUR TENT

At Conway we have taken care to select good quality materials, and therefore your Conway Trailer Tent should give you years of good service. It is however, worth remembering, that your tent is made up of metal tubing and canvas, not bricks and mortar, and precautions should be taken in bad weather.

Two types of guy line are provided for bad weather, short ones which fasten to the triangular flaps and pull the canvas away from the bed boards. The longer guy lines fasten to the 'D' rings at the corners of the roof. The 'D' ring is held by a tie rope which continues through the seam to the inside of the tent. When a guy is being used this tie tape MUST be fastened to the tent frame. At the front of the extension—where there is no 'D' ring—the corner guy should be fastened to the extension spike.

The tent pegs supplied will be adequate for most common ground conditions, however, it is advisable to check what sort of ground you will be camping on and purchase any extra pegs accordingly. Pegging should be checked regularly.

CANVAS CARE

Do not allow aerosol sprays (e.g. fly spray, hair spray, air freshener) to come into contact with the canvas.

To clean the tent use a stiff handbrush, for more stubborn stains, or marks, use a sponge and warm soapy water. NEVER use detergent, or rub vigorously as this will irreparably damage the proofing agent. It is better to leave a slight stain than to have a leaking tent.

If the tent is soiled by a dog or cat, treat it quickly by soaking with clean cold water.

Your tent will eventually require reproofing—it is impossible to give a fixed time for this, as people use them for various lengths of time in various conditions.

Your dealer will be glad to carry out this service for you, normally in the winter months—when he is quiet. If you wish to carry out the job yourself, clean the tent as instructed previously, and then treat with a reputable brand of proofing agent—please follow the instructions supplied with the proofer.

FRAME CARE

The frame itself is zinc coated, and should require very little maintenance.

Replacement connecting springs and button clips can be obtained from your dealer.

WINTER STORAGE

If the Trailer Tent is to be stored outside, or in an unheated garage, etc., we would recommend that you remove the canvas and store in a dry but airy place. If it is not possible for you to remove the canvas, ensure that the tent is periodically aired.

Before packing away check that the tent is thoroughly dry—especially where the canvas is double, e.g. on the seams or pegging points, where moisture may be held. The inner tents and mattresses should also be thoroughly aired, as they tend to absorb perspiration from the body. It is also a good idea to air the bottom of the inners and mattresses whilst camping every 3–4 days.

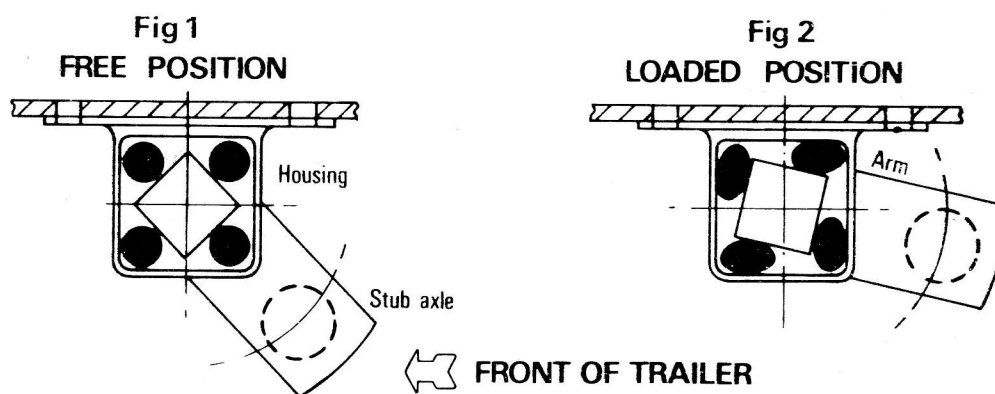
Any faults or defects should be attended to in the autumn. If you leave them until spring, your dealer may be too busy.

Always store the Trailer with the towbar slightly higher than the tail, which prevents water running down inside the trailer.

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 400kg (8 cwt)
Bearings are 1" Taper Roller Type
Wheels and Tyres are 16 × 4 (400 × 8)
Tyre Pressure 45 psi (3.0 kg/cm²)

The recommended speed for these tyres is 62 mph (100 kph). Travelling at higher speeds for long periods will cause the tyres to overheat.

N.B. See separate note on "The Law on Brakes and Towing".

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.

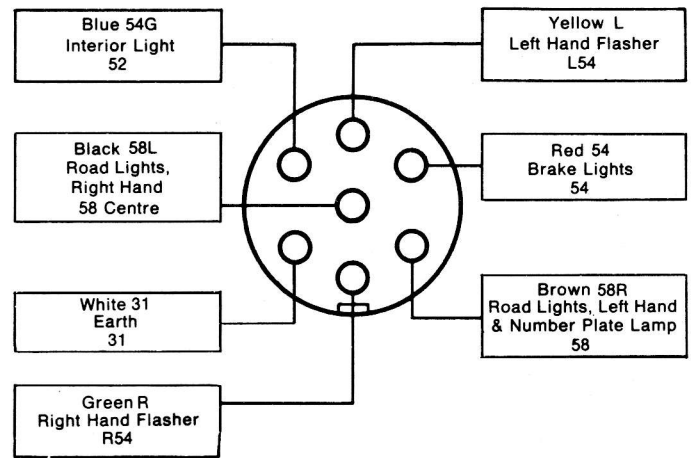
Electrics

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

**THE LAW ON BRAKES AND TOWING**

All Conway Trailer tents have been tested by the Department of Transport, and approved to E.E.C. standards for unbraked units. Our type approval number is 571, and a certificate of conformity can be provided on request.

The maximum towing speed on British roads is 50 mph. To be able to tow at this speed however certain conditions must be met.

- (1) The max. gross weight of an unbraked trailer must not exceed 60% of the Kerbside weight of the towing vehicle.
- (2) The gross weight of the trailer must be displayed. This is already shown by Conway on the chassis plate.
- (3) The Kerbside weight of the towing vehicle must be displayed on the nearside of the vehicle in a visible position. (Suggested near the towbar.)
- (4) A "50" (mph) sticker must be displayed on the rear of the trailer.

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.

Staff at CONWAY are always prepared to answer any queries you may have, but it is important for us, to give the correct information, to quote the Model and Serial No. of your trailer shown on the plate next to the towbar, and to state when and where purchased.