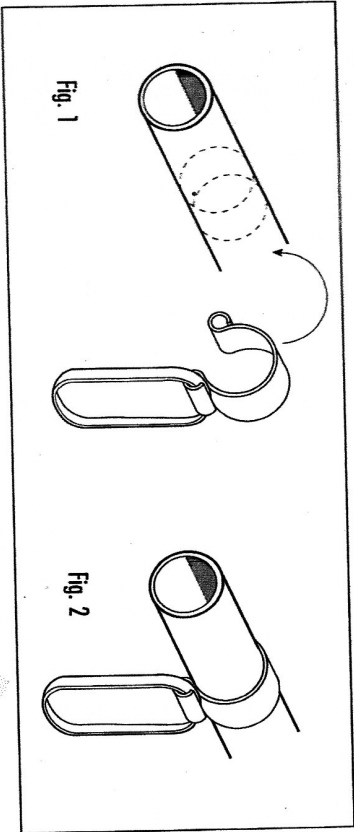




CONWAY

PITCHING



**INTERNAL**

When fitting inner tents, roof linings and toilet and wardrobe compartments it is important that the clips (metal or plastic) which suspend them are fitted over the frame, not under. If fitted incorrectly the end of these clips will be in contact with the canvas and damage will result. When fitted correctly only the smooth rounded face of the clip will be in contact with the outer canvas.

**FOLDING CAMPERS AND AWNINGS**

Most of the suggestions in the previous chapters are applicable to folding campers and awnings. However, it is essential that the 'step by step' instructions for your unit are followed closely.

**LEVELLING**

It is important to achieve an almost dead level unit, both side to side and end to end. Now that fridges are standard equipment in most units, this is essential if the fridge is to work correctly. (See suppliers instructions)

Whilst end to end levelling is relative easy to obtain using the jockey wheel, the level from side to side must be obtained using blocks or proprietary caravan levellers (available from Conway dealers), not the corner steadies.

**GUY POINTS**

**Hard Top Folding Campers**

Bright steel eye bolts are fitted at each corner of the roof. They are for storm guys, do not use for owning roof pole attachment.

**DOOR OPENING**

**Folding Campers**

Over excessive use of the corner steadies can flex the trailer body causing the door to bind. This can also happen to the door on hard top models when the optional awning is fitted, by inadvertently pulling the roof toward the door side when pegging the awning out. To counteract this the roof can be guyed out so that it remains vertical.

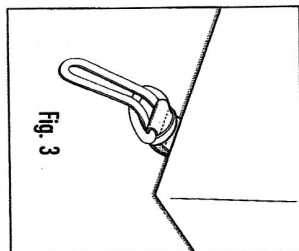
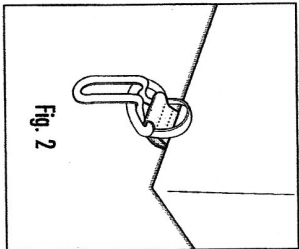
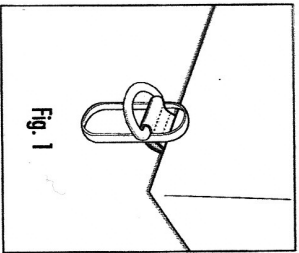
**NOTE**

**Do not attempt to lift or support the unit on the corner steadies alone, they are to steady the unit when level.**



PITCHING

CONWAY



**Conway Pegging Points:**

There are loops of tape sewn into the bottom edge of all the canvas walls, within each tape loop are both a rubber ring and a plastic 'D' shaped ring. It is important that only the pegging rubber, is used when pegging the canvas to the ground. It is both flexible and hard wearing in normal use but eventually you may have to replace a damaged pegging rubber.

The plastic 'D' ring is used only when a replacement pegging rubber is to be fitted. Do not use them for pegging. Replacement pegging rubbers (available from Conway dealers) are longer than normal pegging rubbers. After removing the damaged rubber this extra length allows you to:

- a. Fig. 1 - Place the new rubber over both the sewn in tape loop and the 'D' ring.
- b. Fig. 2 - Thread the bottom of the new rubber back through the centre of the 'D' ring.
- c. Fig. 3 - Pull tight and peg as normal.

Knock pegs in at approximately 45 degrees to the ground for the best possible hold against the pull of the canvas. Only place pegging rubber on the peg once it is knocked in or damage may occur to rubber or canvas. General purpose pegs are supplied with the trailer and your dealer will advise on the many other types available to suit all types of ground variations. Use the larger pegs supplied on all corners and guy lines and use smaller pegs on intermediate pegging points.

Peg out as per instruction diagram supplied with trailer.

Two types of guy lines are provided, short ones which fasten to the eyeleted triangular flaps fitted to the cabin walls around bedboard level and longer ones which fasten to the taped 'D' rings fitted at the roof corners.

The cabin wall guy points are not strengthened and therefore not intended to hold the tent in storm conditions and require only slight tensioning. Correctly tensioned they will prevent wet canvas from touching the inner tents and mattresses in wet and windy conditions.

The 'D' ring guy points are strong points, the tape which holds the 'D' ring continues through the seam to the inside of the canvas where it must be tied to the frame. This method ensures that both canvas and frame are held securely in storm conditions.

Guy points are not normally fitted where frame spikes protrude through epilets fitted in the canvas eg. extension fronts, kitchen extensions and sun canopies. It is intended that guy lines be fitted directly over the spike itself.

As when pegging the canvas, pegs for the guy lines should be knocked in first before fitting guy line to the peg and adjusting by use of the sliding tensioner.

In extreme conditions 'storm progs' and internal guy lines are recommended, your dealer can advise on the types available.



CONWAY

## LEAVING SITE

### ALL MODELS

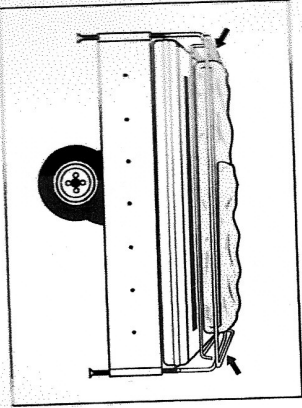
It is essential to follow the 'step by step' instructions for your model to avoid damage.

Wipe down the mudwall and base panel where necessary. Run through Section 3 'Preparing for the Road.'

Carry sturdy plastic bags for your groundsheet and pegs — they will both be soiled and the groundsheet possibly damp underneath. Excess soil on angle pegs should be scraped off now.

### TRAILER TENTS

If the canvas is wet, shake off the excess water. Wet or dry ensure the waterproof cover is between the canvas and hullboard (older models use the groundsheet or a plastic sheet) place folded extension canvas(s) on top with the extension frame(s) **across** the front. This helps to ensure the trailer is nose heavy. Check that **no** canvas is trapped in the cabin side frames (see arrows on diagram) or under the extension frames as this will cause chaffing in transit and is not covered under the warranty terms.



### Inner Tents

Unclip them from the frame, fold neatly on the mattress and they can be folded in with the mattress and hullboard.

### FOLDING CAMPER

If the canvas is wet shake off the excess water. Turn the mattresses vinyl side up or fit the waterproof nylon cover provided (depending on model). Ensure that no canvas is trapped in the frame or bed runners.

### Inner Tents

Unclip them from the frame/brokers, fold neatly and they can be left on the mattress, if the canvas is dry.

### Important:

Don't forget to make one last check of the pitch before leaving the site.

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## PITCHING



CONWAY

### TROUBLE SHOOTING — All Models

#### Condensation

a. Location — Check under mattresses **daily**.

Remedy — Lift **daily** and air to prevent mildew forming, insulating mats will cut this drastically but check even so.

b. Location — Usually visible on framework and inside the outer canvas in wet weather — do not confuse with leaking canvas.  
Remedy — Extra ventilation.

#### Difficult zips

a. Location — Main doors and side roll up sections.

Remedy — cross peg rubbers at start of zip to relieve zip tension.  
run zip teeth lightly with hard wax candle to lubricate.  
Ensure zip ends are equally and fully home before pulling sliders (moulded zips).

#### Loose Canvas

Incorrect pegging or loose pegs / Frame setting incorrect.

a. Location — Check pegs and guy lines daily.

Remedy — Try a different type of peg(s).

— Change the angle of the peg(s) or relocate the peg(s).

— On hard ground — use an old screwdriver or pointed metal bar for the pillar for peg(s).

— Adjust poles to a higher position.



**CONWAY**

## **CANVAS CARE**



**CONWAY**

### **MILDEW**

This is the main enemy of your canvas, curtains, inner tents, roof linings and mattresses. This destructive parasitic fungus mould can spread from the smallest canvas section and quite quickly wreak havoc throughout your unit.

It is caused by only one thing — a failure to completely dry out, or at least expose to the air, damp or wet items within 48 hours. Don't overlook items subject to condensation.

#### **The first signs of mildew are:**

The distinct mouldy smell.

The appearance of purple spots which turn black, which in turn spread to black patches which disintegrate when touched.

If caught early enough they can be treated by either solutions of 'Milton' sterilising fluid or a solution of diluted bleach i.e. one desert spoon of bleach to a gallon of water or proprietary stain removal aids which are available from your Conway dealer or chemist.

The treated area would also require re-proofing when dry.

**NOTE** *Prevention is better than cure, and a cure may not always be possible!*

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### **SHRINKAGE**

This does occur with cotton materials, even the best materials do so especially in the early period of service. Fortunately the characteristics of good quality canvas are well known to experienced campers and are easily dealt with. Shrinkage is more noticeable in new canvases, and after soaking and drying it out a few times the fibres will stabilise and any variations will become negligible.

The greatest cause of shrinkage is wet cloth in a relaxed state and not under tension. To correct shrinkage erect the canvas, peg out tautly and thoroughly wet. Allow the canvas to dry out under tension, making sure all zips are closed.

### **WET PATCHES**

After a period of use it is possible to find wet patches appearing in an otherwise perfectly waterproof canvas. Do not immediately blame the proofing, there could be other causes.

A prime culprit is detergent such as washing up liquid or childrens blow bubble mixture contaminating the canvas which breaks down the proofing. Proofed cotton relies on surface tension to keep out the water and still allow the canvas to breathe. Detergents are 'wetting agents' designed to break down surface tension and as the advertisement says 'a little detergent will go a long way'.

### **SOILING**

Try not to camp under trees, sap from the leaves will cause the proofing to break down. Bird droppings or soiling by a dog or cat has the same effect.

In all cases wash the area with a warm, mild soapy solution using pure soap or soap flakes, then thoroughly rinse with water until you are satisfied it is clean, allow to dry. Re-proof the area with a silicone proofers, eg. Fosbil or similar, and allow to dry, ensuring the canvas is taut at all times. Repeat if necessary.

### **CLEANING AND RE-PROOFING**

Do not allow household aerosols, eg. fly spray, air fresheners, to come into contact with the canvas. To clean mud and marks from the canvas, handbrush when the canvas is dry.

Your canvas will eventually require re-proofing. A regularly proofed tent will resist fading and mildew. How often should you re-proof? It is hard to specify a time, it depends on usage, three weeks near the beach with sea air and bright sunlight can be as severe as three seasons normal use. Your dealer should be able to recommend when it is necessary and usually offer a reproofing service and a regular repair service.

### **INNER TENTS, LININGS, CURTAINS AND LOOSE COVERS**

Dry clean only — new clips are available from your Conway dealer for these items.



CONWAY

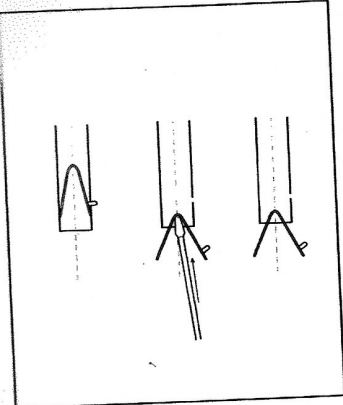
## FRAME CARE

### BUTTON CLIPS

Frame adjustment 'button clips' as they are known, consist of a 'V' shaped metal spring clip with a button fitted. The button is normally all that is visible and is the part you depress to adjust the cabin frame poles, extension frame legs and the bed support legs on most models.

If damaged or lost (sometimes inside the pole) they are easily replaceable. The 'V' spring clip is simply inserted into the end of the pole, closed and first. The open end of the spring clip with the button fitted is lined up with the location hole in the pole. Squeeze the spring clip and push fully into the pole, using a peg, screwdriver or similar thin bar, push the spring clip along until the 'button' pops through the location hole.

Button clips are available from, and can also be fitted by your Conway dealer.



### CABIN FRAME

#### HINGE MOUNTING POINTS

On older models, bolts with nylon nuts were used, later models use a metal pin secured by silver, domed caps of various sizes depending on location and model. The technical names for these caps are 'quickals' or star lock washers.

## FRAME CARE

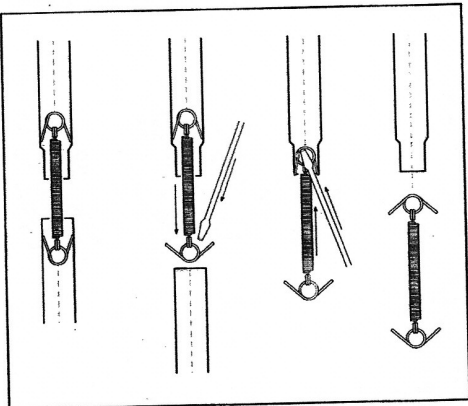


CONWAY

### FRAME MAINTENANCE

#### POLE CONNECTING SPRINGS

Are intended for the ease of assembly of a series of poles only. If stretched or damaged in use replacements can be obtained from your Conway dealer. Due to the risk of injury when removing a damaged spring it is advisable to ask your dealer to demonstrate the method of replacing pole connecting springs.



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To provide strength and stability the frame parts are made of steel and either zinc passivated or polyester epoxy resin powder coated to protect the outer surface.

Zinc passivated finished frame parts are used on frames which need to be extended. It is a long lasting, hard wearing finish under normal conditions and requires minimum care and maintenance. Wipe down after use and (protecting the canvas) apply any automotive wax finish to the frame only and buff lightly, **DO NOT** use canvas waterproofing liquid on frame parts. Restore the finish on old frames with zinc based metal paint.

Polyester epoxy resin powder coated frame parts are generally used where they are expected to be in permanent contact with totally enclosed outer canvas i.e. canvas which is not normally removed for winter storage. Treat as zinc passivated with automotive wax after use or winter storage, treat clips or scratches with zinc based metal paint.

Due to environmental considerations cyanide is no longer used in the Conway plating process and therefore oxidation (white rust) can be evident after a period of use. Remove the white powder with a cloth or wire wool and treat with automotive wax, as normal.





CONWAY

## WINTER STORAGE

### TRAILER TENTS

All Conway trailer tents have an easily removable cabin canvas for repairs or winter storage. They simply untear from the cabin frame. Whenever possible remove all canvases, inner tents, roof liners and mattresses and store in a warm, dry environment.

### FOLDING CAMPERS

Whilst the cabin canvas can be removed for easy repair situations it is not as simple as the trailer tents. We recommend that other items such as inner tents, roof liners and upholstery be stored where possible in a warm, dry environment.

**NOTE** When the canvases, inner tents, roof liners etc, are not removed from the trailer tent or folding camper we would recommend frequent checks are made, including opening and airing the unit to prevent damage from condensation and possible mildew.

### ALL MODELS

- Jack up the unit using a suitable vehicle jack, located under the axle beam until the wheels are clear of the ground. Do one side at a time with the handbrake on or with the wheels chocked.
- Place blocks of timber under the axle beam where it joins the chassis or use r/c stands to support the weight of the trailer. Lower the jacks/legs or corner steadies to steady the unit only.
- Release the handbrake, if fitted and leave it off, spin the wheels from time to time during the storage period to ensure the wheel bearings are coated in grease, preventing rust spots. Lubricate all brake linkages.
- Rain water, ice and snow should not be allowed to accumulate on the transit cover. This will lead to discolouration and deterioration of the cover.
- Trailer tents should be slightly rear end down to prevent rain water entering of the rear trailer door on standard models or the kitchen door on De Luxe models.
- Protect 7 pin plug(s) with a liberal application of petroleum jelly.

#### Remember:

The winter period is the ideal time for both you and your dealer if required, to attend to damage, defects or servicing of the unit before the season starts again.

## TRAILER CARE

### ALL MODELS

#### Important:

Keep all cleaners and detergents away from the canvases.

### TRAILER TENTS (and certain folding Camper Models)

#### Body Panels

**OUTSIDE** — wash with proprietary automotive cleaners which are non abrasive. For extra protection use automotive wax.

**INSIDE** — wipe down with a damp cloth and household cleaners on the pre-painted body panels, lockers and vinyl floor. Dry thoroughly before storing.

#### Chassis and Drawbar

Painted — clean as per outer body panels. Check for stone chips and touch in with a zinc based metal paint or 'Hammerite' where needed.

Galvanised — clean as per the outer body panels. Remove with a hard bristle brush any excess oxidation (white rust) and rinse with clean water. White rust is a natural reaction of galvanising and is no detriment except visually. Use zinc based metal paint on scratches penetrating the galvanised surface.

#### Up-hoistery and Carpets

These should be vacuumed regularly as in your own home, to remove grit and sand. A mild solution of warm soapy water can be used to remove dry to dry marks or stains.

### FOLDING CAMPERS

#### Body Panels

Are acrylic, pre-painted aluminium bonded sides and/or fibreglass (GRP), front and rear panels.

**OUTSIDE** — clean with proprietary automotive cleaners which are non abrasive and safe for acrylics.

**INSIDE** — the furniture and wall panels have an easy clean finish and only require a wipe down with warm soapy water or general household cleaner solution to maintain a clean smart finish.

#### Chassis and Drawbar

Galvanised — clean as per trailer tents.

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CONWAY



**UNDERFLOOR HEATER (Where Fitted).**

A complete separate instruction leaflet is enclosed giving full information on the operation of your heater.

**Important:**

These heaters when fitted to folding campers are perfectly safe to be used overnight. Ensure that they are not covered and all loose items are well clear. If fitted below the third bed, do not operate when bed is in use. They are never fitted to trailer tents. The exhaust gases would be lethal if confined within a totally enclosed outer canvas.

**Starting**

1. Make sure gas is turned on.
2. Remove dust shield, shield should never be replaced with heater in use.
3. Start as per instruction manual. On first lighting, the heater may smoke for a few minutes while burners settle down, this is **NORMAL**.

**In Use**

Stepping on the grill is permissible but keeping feet on grill will damage your shoes and impair the circulation in the camper.

**Packing up**

Always ensure the heater is turned off before closing the camper. Do not switch off the gas at the bottle first, this will burn off gas in the pipework which will fill with air resulting in difficulty in relighting the heater.

**MAINTENANCE AND USE OF THE STAINLESS STEEL HOT PLATE AND SINK BOWL/DRAINER.**

A separate user instructions leaflet is also enclosed.

1. A protective plastic coating covers the top of the stainless cooker and, in some instances, the sink unit also. **THIS MUST BE REMOVED BEFORE USING.** Under no circumstances should a burner be ignited before the plastic is removed. If removal of the plastic coating proves difficult it may be helpful to run warm water onto the problem areas.
2. Any spillages should be removed from the stainless top as soon as possible after use. This can be done with hot soapy water and a nylon scouring pad (steel scouring pads should not be used). Stubborn marks can be removed by using a mild type of proprietary cleansing powder or cream. Care should be exercised to see that the burners do not become choked with excess powder or cream as this will result in uneven burning and flame spread, permanent discolouration of the stainless steel and 'scoring' of the burners.

3. The brilliance of the polished finish on both the cooker and the sink unit can be maintained by wiping over with a soft cloth immersed in warm soapy water immediately after use. The surfaces should then be polished with a dry cloth. An extra layer can be given to the stainless steel by occasionally polishing with French chalk on a clean dry cloth. During use, it is normal for 'blowing' of the burners and gas support to take place. This discolouration will remain, despite cleaning, but will prove no detriment except visually.



**GAS INFORMATION**

Gas appliances fitted to Conway trailer tents and folding campers are of the LOW PRESSURE type and require a regulated gas feed. Liquid petroleum gas (LPG) should be used with a regulator giving the following pressures:

- 28m. bars (11.2 ins w.g.) for Butane (LPG)
- 37m. bars (14.8 ins w.g.) for Propane (LPG)

**NOTE** Propane (LPG) continues to operate at lower ambient temperatures than Butane (LPG).

**TRAILER TENTS**

De Luxe models (D/L) of trailer tents are fitted with a double burner and grill, the gas connector is situated under the cooker unit and requires a push on gas hose connection, the hose should have a hose clip fitted to give a secure gas tight fit.

Full operating instructions for your cooker are included with this Manual.

**FOLDING CAMPERS**

Folding campers are fitted with a double burner and grill, and can have an underfloor heater and a fridge as optional extras.

**FRIDGE (Where Fitted).**

A complete separate instruction leaflet is enclosed giving full information on the operation of your refrigerator.

**Towing with the Fridge**

When the camper is being towed it is recommended that the fridge is operated electrically, i.e. from the 12V battery of the towing vehicle and not by bottled gas. If the fridge is well frozen before starting your journey and your tow vehicle is fitted with a relay unit then the 12V power supply is adequate to keep the fridge 'topped up' only.

**Starting the Fridge**

Before using your fridge for the first time it is advisable to wash the interior and its accessories. The fridge gas system includes a Piezo lighting device, and when the button is pushed in creates a spark. No batteries or flints are required to operate this lighter.

**BEFORE STARTING YOUR FRIDGE ALWAYS CHECK** that the alternative method of operation is OFF, two methods of operation CANNOT be used at the same time.

If the camper fridge is to operate correctly ensure that the fridge is level.

**SERVICE**

Should you require help or service in connection with your fridge please consult your manufacturers handbook for a list of European Service agents.

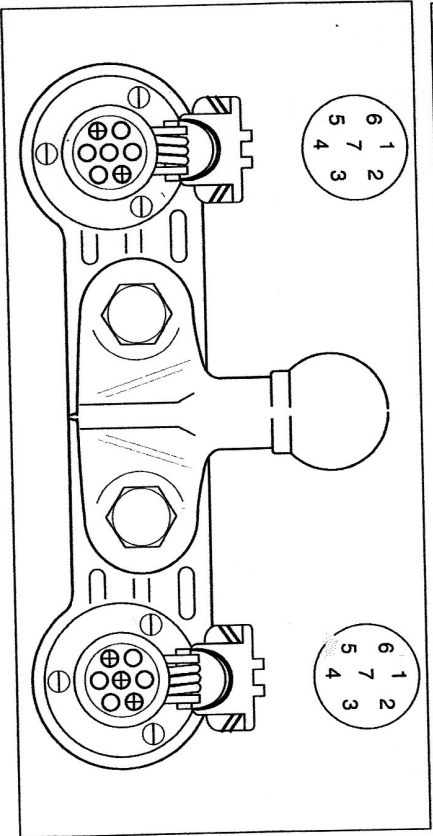
ALL YOU NEED TO KNOW ABOUT WIRING  
YOUR VEHICLE FOR TOWING

12S SOCKET

No.	Connection	Colour
1.	SPARE	-
2.	CHARGER	BLUE
3.	EARTH	WHITE
4.	CONSTANT LIVE	GREEN
5.	SPARE	-
6.	FRIDGE	RED
7.	SPARE	-

12N SOCKET

No.	Connection	Colour
1.	L.H. INDICATOR	YELLOW
2.	FOG LAMP	BLUE
3.	EARTH	WHITE
4.	R.H. INDICATOR	GREEN
5.	RT SIDE LT.	BROWN
6.	BRAKES	RED
7.	L.H. SIDE LT.	BLACK



When having a tow bar fitted ensure the flasher relay unit is of the heavy duty type and the system is fitted with an audible warning device or dashboard light which operates when the trailer indicator lights are functional. When 12V power is required from the towing vehicle to charge an auxiliary battery, (via 12S socket no 2) and/or run the fridge when towing (via 12S socket no 6) then a single or 'combi' relay must be fitted to the towing vehicle. This will supply the maximum voltage available and protect the vehicle battery from accidental discharge.

**Always check road lights prior to starting your journey.**

**Important:**  
The wiring on the grey 12S socket and the black 12N socket, whichever is applicable to your unit, is wired exactly as the above standards using the same colour coding and connection. For several years now since 1979, it became law for all trailers over 1.3 metres wide to require fog lights. The 12S socket was introduced for the accessories in the unit and the 12N was used solely for the road lights.

GAS APPLIANCES USE AND MAINTENANCE CONWAY

Use

1. The hot plate is designed to operate with either **BUTANE GAS** at a pressure of 11.2N/g. (28m.bar) or **PROPANE GAS** at a pressure of 14.8N/g. (37m.bar), or both.

The gas pressure regulator must be fitted at the outlet of the gas bottle to provide the correct working pressure. Check suppliers instruction sheet for type(s) of gas to be used.

2. The control taps are self locking in the OFF position and are all operated by depressing the knob and turning in an anti-clockwise direction. The **FULL ON** rate is obtained when the bar grip of the knob is vertical and a **SIMMER** rate when the knob is rotated to a positive stop 45 degrees past the vertical.
3. **ADJUSTMENT** – the mixture between gas and air to the burners is preset on assembly and should not require adjustment.

**NOTE** A small bright blue white flame could mean too much air in the gas/air mixture. A yellow topped flame and sooting occurring means too little air in the mixture. If in doubt please contact your dealer for advice.

4. Ensure at all times that the 'ports' around the burners are clean and free from obstructions from spillages or excess cleaning cream. A small wire brush will quickly clear any obstruction which may be present.

5. **SAFETY** – as with any gas appliance normal safety precautions should be observed at all times but particular care should be exercised when the appliance is used in a confined area.

**DO NOT** make any attempt to alter the injectors, taps, burners, or line pressure.

**DO NOT** use the hot plate as a space heater.

**PLEASE NOTE:** it is recommended that in normal use a window or vent should be opened to provide ventilation. It should always be recognised that with the burners on and without ventilation the air in the folding camper will rapidly become exhausted.

**DO NOT** allow any combustible material eg. curtains, kitchen towels, to come into contact with the appliance during the cooking process.

**DO** turn off the gas supply at the cylinder if you detect any unburnt gas.

**GAS SYSTEM**

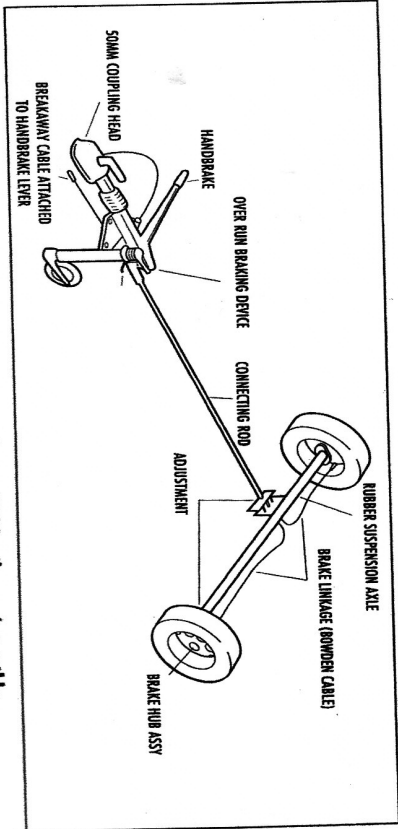
- a. Never look for a leak with a match. Always check for leaks on connections with a soap solution. If the leak is not obvious check with your dealer.
- b. Avoid naked lights when connecting or changing a cylinder.
- c. Gas is heavier than air therefore in the event of a leak gas will accumulate at floor level.
- d. A fire extinguisher is advisable and they are fitted as standard in certain models. The extinguisher should be of the dry powder type and should be kept in a readily accessible position. Extinguishers of the vapourising liquid type should **NOT BE USED**.
- e. In case of fire get everyone out of the unit, turn off the container valve if possible and **STAY OUT**.





**CONWAY**

## CHASSIS AND RUNNING GEAR MAINTENANCE



### SERVICING

#### Servicing Philosophy

The Conway lightweight chassis has been designed to be maintained at its optimum performance level with minimal servicing. Servicing philosophy embraces lubrication inspections and adjustments carried out in accordance with a schedule based on mileage. However, if the mileage is not attained, servicing should be carried out on a periodic basis.

#### Servicing Schedule

##### After first 20 miles

Check wheelbolt/nuts torque

##### After first 500 miles

Check wheel bearing adjustment

Check and adjust the brake shoes and the brake linkage

Check wheelbolts/nuts torque

##### Every 500 miles or 2 monthly

Inspect all wheels

Examine and lubricate the ball coupling

Inspect and lubricate the overrunning device

Lubricate the jockey wheel

Lubricate the brake linkage

Lubricate the corner steadies

##### Every 1500 miles or 6 monthly

Grease the overrun coupling

Check wheel bearing adjustment

Visually check the axle for damage

Check wheelbolt/nuts torque

##### Every 3000 miles or annually

Check wheel bearing adjustment

Measure the towing ball

Grease the overrunning device

Check and adjust the brake shoes and the brake linkage

##### Every 6000 miles or Biannually

Repack the wheel bearing hubs with grease

Adjust the axial play of the wheel hub bearings

Check the brake linings for wear or fatigue

Check and adjust the brake shoes and the brake linkage

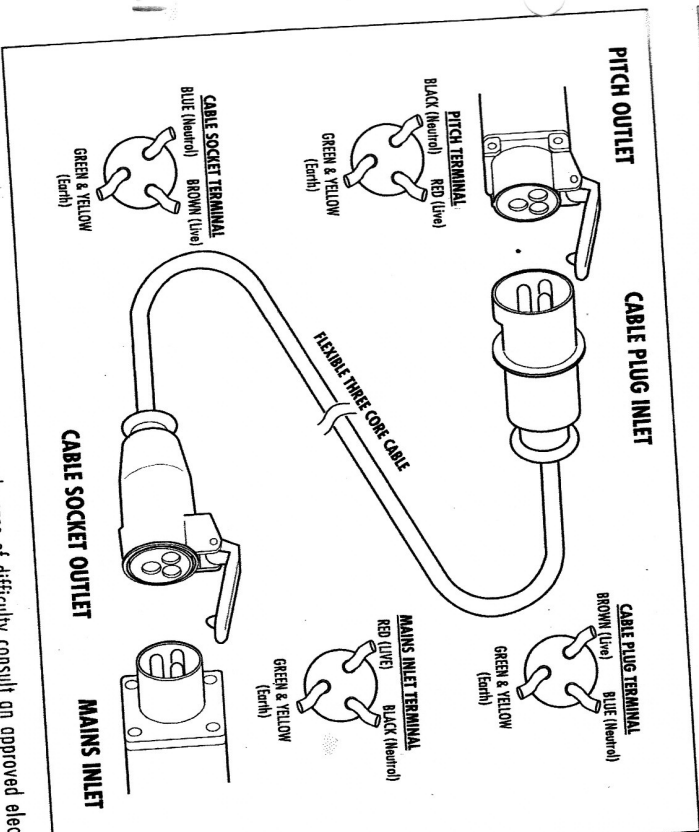
Lubricate the pivot pins of the running brake system

#### After use Servicing – Chassis

After journeys during winter, hose down to wash the salt off. After the trailer has been immersed in water, hose down to remove any corrosive substances which may attack the chassis.

## WIRING OF CONNECTING CABLE FOR MAINS INLET

**CONWAY**



### WARNING

Before connecting your unit to mains supply it is advisable to check with the site operator that the incoming mains polarity is correct. Where a mains connection is supplied the above diagram should be shown. It is essential that connections are made exactly as shown. If terminal markings are not in accordance with the above diagram consult a qualified electrician.

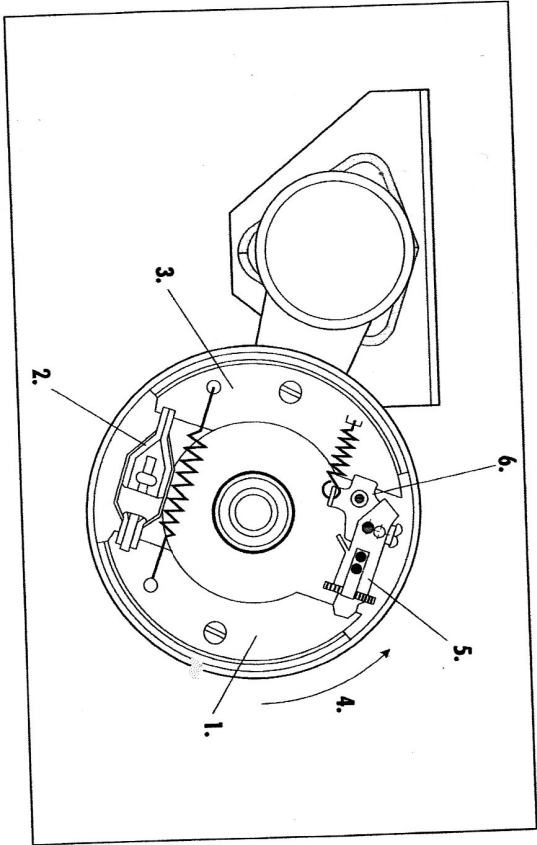
In case of difficulty consult an approved electrical installation contractor (who may be the local electricity board). It is dangerous to attempt modifications and additions yourself. lampholder, plugs (bayonet-cap adaptors) should not in any circumstances be used. Preferable not less than once a year, the electrical installation should be inspected and tested and a report on its condition obtained as prescribed in the Regulations for Electrical Installations, published by the Institute of Electrical Engineers.





CONWAY

## BRAKING SYSTEM (Braked models only)



### FORWARD BRAKING

In the free position, with the overrunning device extended, handbrake lever fully forward 'off-position' the wheel brake shoes are clear of the drum and there is no friction.

During braking, travel on the main shaft of the overrunning device is transmitted via the overrun lever, brake rod and bowden cables to the expander mechanism inside the wheel brake. The fully floating expander mechanism (2) forces the leading brake shoe (1) and by reaction the trailing brake shoe (3) into contact with the brake drum.

The friction between brake shoes and drum creates a resistance for both shoes and expander to move with the forward rotation (4) against the solid adjustment of the adjuster box (5) which ensures both shoes remain in the braking position.

### Very Important:

When parking it is vital that the handbrake handle is fully applied i.e. VERTICAL, to override the auto-reverse system.

### AUTO-REVERSING

During reversing the shaft of the overrunning device is subjected to its full travel which is transmitted in the normal manner to the expander mechanism inside the wheel brake.

The expander (2) forces both brake shoes (1 and 3) into contact with the drum as normal except with the backward rotation of the wheel the friction between brake shoes and drum is immediately relieved.

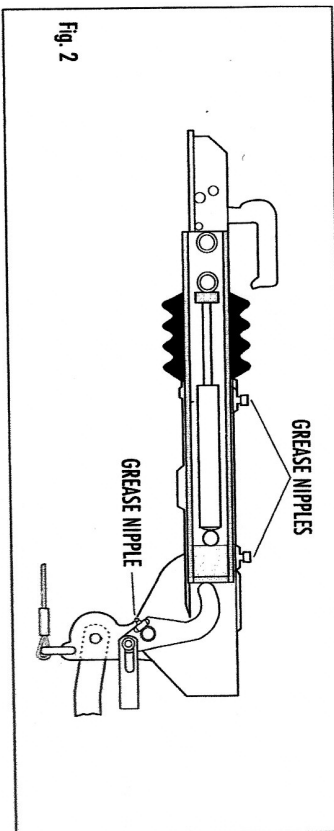
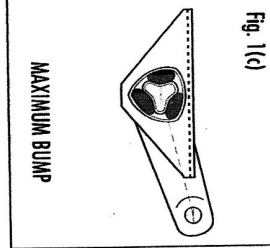
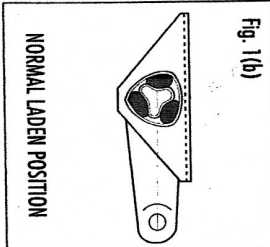
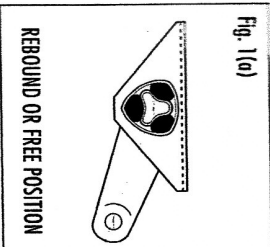
The friction between brake shoes and drum ensures that both shoes plus the expander mechanism show a definite tendency to move in the direction of rotation, i.e. reverse. The pressure generated by this action is applied to the spring loaded reverse lever (6) causing it to collapse.

The collapse of the reverse lever virtually eliminates the friction between brake shoes and drum thus allowing easy reversing.

With only slight forward movement, the reverse lever returns to its normal position by virtue of the coil spring attached and normal braking is immediately available.

## THE AXLE & COUPLING

CONWAY



### THE AXLE

The A/KO rubber suspension axle has been designed for new standards of spring comfort and is maintenance free. Three rubber elements are contained within a hexagonal axle tube. These provide suspension and have inherent damping characteristics.

Figures. 1(a), (b) and (c) show the deformation of the rubber elements at the extremes of suspension movement.

The axle is designed to ride with the suspension drop arm at, or slightly below, the horizontal position.

### THE COUPLING

The coupling is a standard 50mm. The cup of the coupling should be greased to prevent rattle and road noise. All other moving parts of the coupling should be lightly oiled occasionally. (Figure. 2) **Braked Coupling**

Examine all pivot pins and levers for correct operation and lubricate with oil.

### Braked Models Only

Check the handbrake ratchet for correct operation and lubricate with oil.

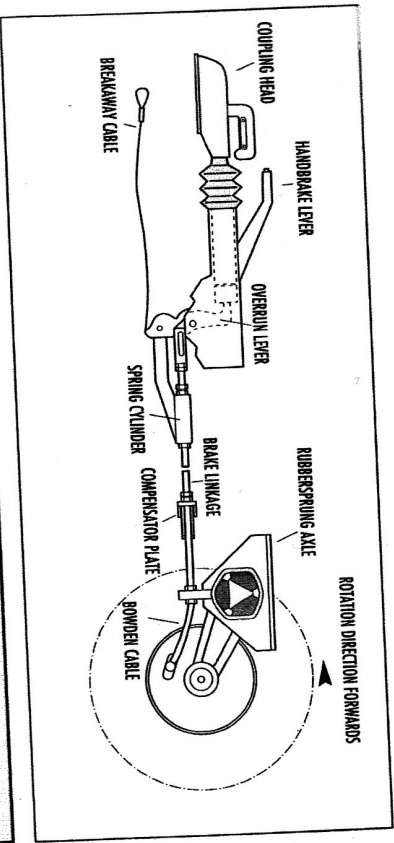
Grease the overrun shaft bearings via the grease nipples provided every 1500 miles or 6 monthly.

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CONWAY

## BRAKING SYSTEM



**Important:**  
Reversing will be difficult if either wheel brake or brake linkage is over-adjusted.

- Apply the handbrake two or three times to ensure that the brake shoes are centralised on the drum. Recheck shoe clearance of the wheel brake.
- Centre brake rod - check that there is full thread engagement in the fork end of the overrunning device. Secure the locking nut.
- At the axle, ensure that the compensator plate is parallel to the axle by adjusting the nuts on the bowden cables. Lock the nuts.
- Adjust the centre brake rod at the rear nut so that there is no clearance between the overrun lever and the drawshaft and plate. Secure the locknuts.
- Correct adjustment of the linkage is checked by operating the handbrake lever so that it engages the second tooth of the ratchet and confirming that a slight braking force is felt at the wheels.
- On completion, tighten the self locking nut to give 1mm clearance between the nut and the spring cylinder. (Ignore this instruction if gas strut type handbrake lever is fitted).

## BRAKING SYSTEM

CONWAY



### PARKING - HANDBRAKE APPLICATION

**Very Important:**  
When the handbrake is correctly applied it should be almost in a vertical position. Full application of the handbrake lever compresses a coil spring inside a steel cylinder and should any movement of the compen occur following uncoupling the energy stored in the spring is immediately released to lock the wheel brakes.

The AL-KO automatic reversing brake system incorporates a patented device for added safety when parking on a reverse sloping site or a steep hill.  
A spring cylinder has been added to the link between handbrake lever and centre brake rod.

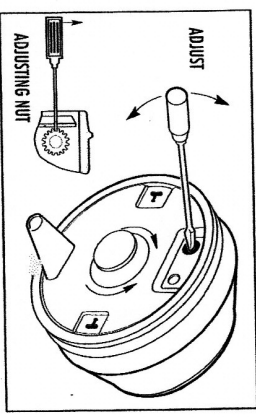
It should be noted that it is good common practice to chock the wheels of a camper when parking on steep slopes, or under adverse weather conditions such as loose or slippery surfaces.

### WHEEL BRAKE ADJUSTMENT

The AL-KO automatic reversing brake system and its linkage should be periodically adjusted to compensate for wear of the brake shoe lining and subsequent stretching of the bowden cables.

The trailer brake will be subject to greater wear when used on continuous mountain journeys.

The corner steadies should never be used to jack up the unit. When jacking becomes necessary, use a bottle screw or scissor type jack. (AL-KO Part NO. 356858 with axle shaped head is recommended.) Place the jack plate under the axle as near as possible to the main longitudinal member.



### Recommended Adjustment Procedure:

- Jack up the axle to raise the road wheel clear of the ground. Place a chock under the grounded wheel.
  - Ensure that the drawshaft is fully extended (in the towing position) and the handbrake is OFF (fully forward position). Confirm that there is some end float in the rod and spring cylinder.
- The brakes must be adjusted first and then, but only if necessary, the brake linkage. During wheel brake adjustment, the drum must only be turned in the direction of forward rotation. Do not use excessive force during adjustment.
- Remove the plastic bung of the rear of the brake back plate and insert a suitable screwdriver into the hole.
  - Adjust the strawsheel in the direction of the arrow until there is resistance to wheel movement.
  - Stacken until the brake drum turns freely in the forward direction.
  - Check for correct adjustment at the chassis end of the bowden cable. When pulled, the cable should extend between 5 and 8mm.
  - Check for uniform response by both wheel brakes when the handbrake is operated. Adjustment must be made on the wheel brake, not on the brake linkage.

Tyre size	Type	Circa	PSI Min Press(cold)	Bar
400 x 8	Crossply	Pre '88	45	3.1
400 x 8	Crossply	'91, '92, '93	33	2.3
400 x 8	Crossply	'94 On	55	3.8
440 x 10	Crossply	Pre '88	45	3.1
145 SR 10	Radial	'88 On	32	2.2
155 SR 13	4Ply Radial	'82 On	35	2.4
155 SR 13	Reinforced Radial	'94 On	39	2.7

**TYRES**

It is dangerous to drive with under inflated tyres. The pressure (cold) recommended by tyre manufacturers should be regarded as minimal.

Check the tyre size fitted to your trailer.

Pressure checks, including spare tyre should be made with the tyres cold, before each journey and at regular intervals during storage using an accurate pressure gauge.

**NOTE** 400x8 tyre pressures should be checked during fuel stops on long journeys

**TYRE WEAR AND DAMAGE**

The legal requirements for tread depth on motor vehicles apply also to trailer tyres and folding campers.

In order to equalise wear, it is suggested that wheels can be balanced and changed around from time to time.

It is dangerous to neglect tyre damage and should you detect a blister, rupture or cut exposing the casing or if it has suffered a violent impact (for example against a kerb) such that there is a risk of internal damage, it must be demounted and examined by a tyre specialist as soon as possible.

**WHEELS**

The condition of wheels should be checked regularly particularly for distortion of flanges and the wheel dish.

Wheels damaged or distorted, or having wheel bolt seatings cracked or deformed must not be repaired or used in service.

**Important:**

Wheel bolts should always be tightened using a spider or similar tool (not the corner steady brace) to our recommended torque setting:

Wheel bolts - 65lbs/ft (9.0kg/m)

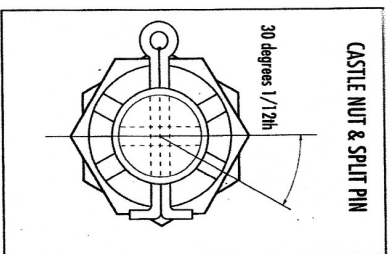
Wheel nuts - 62lbs/ft (8.0kg/m)

The torque setting should be re-checked after the first 20 miles of use then after the next 50 miles of use and then every 1500 miles or 6 months.

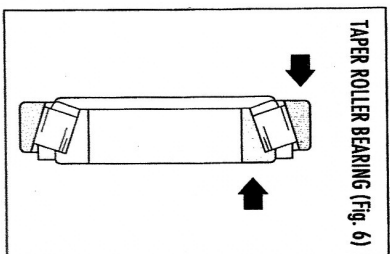
Many experienced campers check them at the start of every journey.

**NOTE** Both 155 13 Tyre types can be used

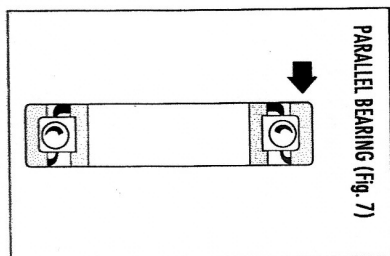
on same axle with min. tyre pressure of 35 PSI (2.4 Bar)



CASTLE NUT & SPLIT PIN



TAPER ROLLER BEARING (Fig. 6)



PARALLEL BEARING (Fig. 7)

**TAPER ROLLER BEARINGS 1982 on**

After the first 500 miles and at intervals of 1500 miles or 6 months thereafter, examine the wheel bearing hubs for side play.

**Adjustment (Fig. 6)**

- Remove the push-in grease cap. (It may be freed by tapping lightly around its edge.)
- Remove the split pin and tighten the castle nut (right hand thread) until free rotation of the drum is impeded.
- Slacken off the castle nut 1/12th of a turn (30 degrees) until one of its slots is aligned with cross hole in the middle of the stub axle.
- Using a new split pin, secure the castle nut.
- Ensure the drum is free to rotate.
- Refit the push-in grease cap.

**Recommended Lubricants**

Mobilgrease MP is recommended for all greasing routines. A good all-purpose oil recommended for general use.

**PARALLEL BALL BEARINGS 1982 - '89**

After the first 500 miles and at intervals of 1500 miles, or 6 months thereafter, examine the wheel bearings for side play.

**Adjustment (Fig. 7)**

- Remove the push-in grease cap. (It may be freed by tapping lightly around its edge.)
- Remove the split pin and tighten the castle nut, or nylock nut if fitted, by use of a torque wrench as follows:  
Tighten initially to 30lbs/ft.  
Back off and re-tighten to 15lbs/ft.
- If the castle nut is fitted - re-secure with a new split pin.
- Ensure that the drum is free to rotate.
- Refit the push-in grease cap.

**Important:**  
INCORRECT ADJUSTMENT WILL RESULT IN BEARING DAMAGE OR EXCESSIVE WEAR.

**NOTE** Double Row Ball Bearings fitted to some models from March 1994 - see info sheet or contact Conway for details.

## **TYRES AND ROADWHEELS**



### **PUNCTURES/WHEEL CHANGING**

In every case try to ensure, for safety's sake, as much clearance as possible between you and passing traffic.

Wherever possible leave the trailer connected to the tow vehicle. This will aid stability when on the jack. If this is not possible, lower the jockey wheel and chock this and the road wheels. If the trailer is braked, apply the handbrake fully.

Lower the jacks or wind-down corner steadies until they are touching the ground as a safety measure only. Do not use them to jack up the trailer. A scissors, bottle or screw type jack should be used.

Locate the jack beneath the axle beam or mounting plate only. Do not use the chassis as a jacking point.

Slacken the wheel bolts/nuts – maximum one turn only, using a suitable spider or wheel brace.

Slacken the bolts of the underslung spare wheel carrier (if fitted) and if space permits remove the spare from its carrier

Jack up the trailer, remove the wheel bolts/nuts and change the wheel, it is recommended that you examine the new wheel before fitting. Refit the wheel bolts/nuts and tighten gradually in a North, South, East, West sequence.

Raise the corner jacks or wind up the corner steadies and then lower the jack fully and remove.

Using the sequence above, fully tighten the wheel bolts/nuts, remember to check them after the first 20 miles preferable with a torque wrench where possible.

If the trailer is braked, remove the handbrake before moving off.



## TOWING AND THE LAW

### GENERAL INFORMATION FOR ALL MODELS

To comply with the law (UK) for towing up to the maximum speed of 60mph YOU MUST ENSURE THAT:

- The maximum gross weight being towed does NOT EXCEED the vehicle manufacturers towing weight specified in the towing vehicle handbook.
- If brakes are NOT fitted to the trailer, the gross weight of the trailer should not exceed 750kg and also that the towing vehicle kerb weight must be at least twice the gross weight of the trailer.
  - e.g. Car kerb weight – 1000kg
  - Maximum gross trailer weight – 500kg
- If brakes are fitted to the trailer comments in point 'd' apply.
- The trailer must be fitted with a plate on the nearside permanently marked with the gross maximum trailer weight, as on our chassis plate.
- When towing on a motorway or dual carriageway you observe the maximum speed of 60mph unless a lower speed limit is in force.
- When towing on any other road you observe the maximum speed limit of 50mph unless a lower limit is in force on that road.
- It is illegal to tow in the outside lane of a three or more lane motorway.

### HINTS ON TOWING

#### TOWING A TRAILER TENT OR FOLDING CAMPER SHOULD PRESENT NO PROBLEMS IF YOU:

- Allow yourself time to get used to the feel of the tow vehicles handling now that it is towing the extra weight of the trailer.
- Allow extra time and distance for braking and overtaking.
- Equip your tow vehicle with extending wing or door mirrors when towing the longer and wider folding camper models.
- Practice reversing the trailer, in some quiet 'off road' location – not on a camp site!

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## PREPARING FOR THE ROAD

#### THE FOLLOWING IS A SIMPLE CHECK LIST OF ESSENTIALS TO BE COMPLETED BEFORE YOU MOVE OFF:

### HITCH WEIGHT AND LOADING

Hitch weight or nose weight is the downward force your stationary trailer places on your tow vehicle tow-bar/tow-ball.

The trailer tent is designed so that the hitch end is nose heavy, thus preventing snaking, so ensure you pack your goods in the trailer and the kitchen unit to maintain a nose heavy condition, if your model is the De Luxe with the kitchen unit fitted, ensure you do not exceed the maximum weight shown on the kitchen unit. It is not recommended that the gas bottle be carried in the kitchen unit, unless your kitchen has been designed by Conway to have a specific gas bottle section, with a restraining strap and base plate.

The same rules apply to your folding camper, distribute the load evenly to achieve a nose weight of 100–120lbs. The nose weight can be reasonably checked on bathroom scales, with the trailer level. It is advisable to check your tow vehicles handbook for recommended maximum hitch weight.

### THINGS TO CHECK

Most of the things are straight forward, this list is just a reminder:

- BRAKED MODELS** – check the hitch is correctly engaged and the breakaway cable is connected to the towing vehicle.

**UN-BRAKED MODELS** – check the hitch is correctly engaged and the secondary coupling (safety cable), if fitted, is connected to the towing vehicle.

- Connect the 7 pin plug(s) and ensure your lights and indicators are working correctly.
- Check tyre pressures, it is important to have correct minimum pressure. (See Tyre Pressure table)
- Check wheel nuts/wheel bolts (see wheels section).
- Check that the corner steadies and jack legs are wound up fully and secured properly. A corner steady brace is supplied with each unit.
- Ensure the jockey wheel, if fitted, is wound up securely, then lifted up fully and securely damped.
- If brakes are fitted, ensure they are properly released, with the handbrake completely off.
- If a cover is fitted, make sure it is properly secured.
- Where a De Luxe kitchen is fitted, make sure the unit is secured and the 7 pin plug is connected for the road lights.
- With a folding camper, close all cupboards, secure gas cylinders and in the case of a solid roof, make sure the roof is properly secured and roof vent closed and internal lights switched off.
- Check your wing mirrors.

**HAVE A SAFE JOURNEY AND ENJOY**

**CONWAY CAMPING.**