

CONWAY CARE

THE HANDBOOK

TRAILER TENTS AND FOLDING CAMPERS



N O W W E ' R E R E A L L Y
G O I N G P L A C E S

INTRODUCTION

Dear Owner,

Thank you for buying Conway, and we trust the hints and information in this handbook will enhance your knowledge of the product, thereby giving you many happy years of enjoyable camping.

It has been designed to be a general guide to the use, care and maintenance of your trailer tent or folding camper.

ANY OTHER QUERIES YOU MAY HAVE, WHICH ARE NOT COVERED BY THIS HANDBOOK SHOULD BE ADDRESSED TO YOUR CONWAY APPOINTED DEALER.

Important

The serial number should be quoted in all correspondence with your dealer. The serial number can be found on a plate fixed to the chassis.

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PREPARING FOR THE ROAD

The following is a simple check list of essentials to be completed before you move off:-

(1) **Hitch weight and loading:-**

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.

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.

(2) **Things to check**

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

- a) Check the hitch is correctly engaged and the breakaway cable is in place.
- b) Connect the 7 pin plug and ensure your lights and indicators are working correctly.
- c) Check tyre pressures, it is important to have the correct minimum pressure.
- d) Check wheel nuts.
- e) Check that corner steadies and jack legs are up and secured properly.
- f) Ensure jockey wheel, if fitted, is up and locked.

- g) If brakes are fitted, ensure they are properly released.
- h) If a cover is fitted, make sure it is properly secured.
- i) Where a de-luxe kitchen is fitted, make sure the unit is secured and the 7 pin plug is connected for the road lights.
- j) 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 light closed.
- k) Check your wing mirrors.

HAVE A SAFE JOURNEY AND ENJOY CONWAY CAMPING

General Information Applicable to all Models

All trailers are inspected before leaving the factory, but you should inspect your unit, along with the dealer, on his premises. We regret Conway cannot be held responsible for any expense incurred by failure to inspect the unit or to weather the canvas before use.

Towing and the Law

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

- a) The maximum gross weight being towed does NOT EXCEED the vehicle manufacturers towing weight specified in the towing vehicle handbook.
- b) If brakes are NOT fitted to the trailer, the gross weight of the trailer should not exceed 750 kg and also that the towing vehicle kerb weight must be at least twice the gross weight of the trailer.
e.g. Car kerb weight 1400 kg —
Max. gross trailer weight 700 kg.
- c) If brakes are fitted to the trailer comments in point 'a' apply.
- d) The trailer must be fitted with a plate on the nearside permanently marked with the gross maximum trailer weight, as on our chassis plate.
- e) When towing on a motorway or dual carriageway you observe the maximum speed of 60 m.p.h. or less if a speed limit is in force.
- f) When towing on any other road you observe the speed limit enforced on that road.

Hints on towing

Towing a trailer tent should present no problems, it is only 4ft wide and 3ft 6ins high, so you can see round it and over it, just remember it is on the back of your car, allow extra time for braking and overtaking.

Your folding camper is higher, longer and wider, you may require to extend your wing mirrors.

Weathering

Your new trailer tent has a cotton canvas and can be expected to leak at the seams or let in a fine spray through the cotton, when subjected to heavy rain for the first time. The tent canvas has been specially woven and dyed, and during the processing has been impregnated with a proofing agent. However until the fibres have been swollen by water contact, enabling them to "knit" together, complete water proofing will not be achieved.

We strongly recommend you "weather" your canvas before use. Choose a calm day, preferably not a bright sunny day, and erect the whole unit in the garden or any convenient area and securely peg out the canvas. Now thoroughly soak the canvas, a rainy day if possible, but in the absence of rain use a hose with a fine spray. A couple of soakings with a slow drying out is all that is normally necessary. Make sure the cloth is thoroughly dry before packing away.

Packing a wet canvas

If on holiday and you have to pack up a wet canvas, don't worry, shake off excess water before folding. The Conway folding bed system will keep the canvas off the bedding. Make sure you erect the canvas within a couple of days to dry out, and peg out the canvas to avoid shrinkage.

Shrinkage

This can occur with cotton materials, even the best materials may suffer, especially in the early period of service. Fortunately the characteristics of a good quality cotton are well known to experienced campers and are easily dealt with. Shrinkages are more noticeable in new canvasses and after a few soakings and dryings out the fibres stabilise and variations become negligible. The greatest cause of shrinkage, as any good housewife will confirm, 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, children blowing bubbles or throwing away washing up water and the wind blows the bubbles onto the canvas and 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 breakdown surface tension and as the advertisement says “a little detergent will go a long way”.

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 in water until you are satisfied it is clean, allow to dry. Reproof the area with a silicone proofer, e.g. Fabsil or similar, and allow to dry. Repeat if necessary.

Condensation

Does not usually occur in a canvas trailer tent, but one area it can be noticeable is under the mattresses, remember to air these daily and turn them regularly.

GENERAL CARE OF YOUR TRAILER TENT

All cabin poles, extension legs and bed legs are fully adjustable, allowing independent adjustment to give level pitching on uneven ground. Adjust the frame as you peg out and get as level a pitch as possible. If the ground is soft use the square wooden pads provided under the jack leg feet.

The inner tents are packed separately on delivery. Once fitted they can be unclipped from the frame and folded in the mattress and bedboard. This enables quick and simple erection and dismantling. Inner Tents, Roof Liners and Curtains — Dry Clean Only.

Two types of guy lines are provided, short ones which fasten to the triangular flaps on the sides of the canvas and can be used all the time, and longer ones which fasten to the ‘D’ rings at the corner of the roof, use them in windy and stormy weather conditions. The ‘D’ ring is a strong point and is held by tape which continues through the seam to the inside of the tent. It must be tied to the tent frame, this means the guy rope is then pulling directly onto the frame.

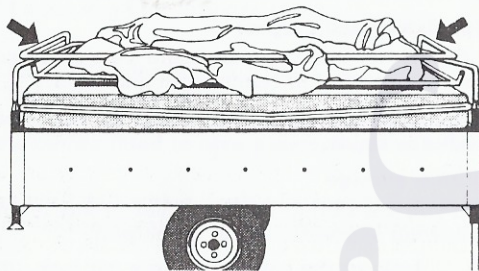
In extreme conditions storm poles and internal guys are recommended. The tent pegs supplied will be adequate for most ground conditions. Check what sort of ground you will be camping on, i.e. sand or rocky and purchase special extra pegs if required.

Remember it is made up of poles and canvas, not bricks and mortar and precautions should be taken in bad weather.

Dismantling

Keep all canvas as neat and flat as possible over the cabin frame. When completely folded prior to putting transit cover on, make sure NO canvas is trapped in the side frames (see arrows on diagram 1) as this can cause chafing or cutting in transit. Conway cannot accept any liability on warranty claims of this nature.

IF IN DOUBT consult your Dealer



Frame care

To provide strength and stability the tent frame is made of steel. It is zinc coated and should require very little maintenance. The frame parts are linked together with springs and located by button clips, through general usage these may break and need replacing. Your Dealer carries spares specially for this purpose.

To ensure easy movement of the cabin frame spray the sliding parts occasionally with a silicone based polish or waterproofer. Treat the whole framework in the same manner, if storing for along period, say for winter storage, this will help to prevent oxidisation. Should oxidisation occur it can normally be removed with a silicone spray and duster.

Canvas care

Your canvas on purchase is fully waterproof but requires "weathering" (see note). Do not allow aerosols (e.g. 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 reproofing. A regularly proofed tent will resist fading and mildew. How often should you reproof? 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 repair service.

Winter storage

The canvas, inner tents and mattresses should be removed and stored in a warm dry environment. Treat frame before fitting transit cover (see Frame care). If stored outside keep tow bar higher than tail to keep water out of kitchen unit.

Rain water, ice and snow, should not be allowed to accumulate on the trailer cover. This may lead to discolouration. If the trailer is going to stand for long periods (say 4 to 6 months) it is advisable to drop your jack legs, taking the weight of the suspension and tyres, thus avoiding damage especially to the tyre walls.

If paintwork is damaged or scratched, sand the affected areas down, prime with a good quality undercoat and finish with an exterior grade gloss paint.

Remember: The winter period is a quiet period for your Dealer. He will be pleased to attend to damage or defects. Don't leave everything until you're ready to start the season!

General care of your Folding Camper

The Camper exterior

The exterior of your folding camper is finished with acrylic painted aluminium and on certain models fibreglass panels to front and rear. All surfaces are very durable and are easy to keep clean due to the high gloss finish. To maintain a showroom finish, wash the camper regularly with a mild detergent in warm water, rinse and leather off as you would your car. Car wax can be applied, making cleaning even easier. **UNDER NO CIRCUMSTANCES** use any abrasive cleaning agents on the exterior of your camper.

The chassis is galvanised giving it excellent anti corrosion properties. Over a period, the chassis may in certain areas start to oxidise. This forms a whitish patch, which is NOT corrosion but, a natural reaction with the oxygen in the air and has no detrimental effect except visual.

Scratches penetrating the galvanising require treatment, wire brush, prime and paint over with a zinc based paint.

Polework and bed slides should be treated in the same manner as notes on trailer tent framework, i.e. silicone wax or proofer (see trailer tent notes).

Exterior door

All folding camper chassis are flexible and each site varies for slope and terrain, and the correct fit of the side door can be easily achieved on site by manipulating the screw corner jacks either up or down, until the correct gap is obtained.

Cooker and sink unit

All folding camper cooker and sink units are hinged, when setting up make sure the sink waste outlet is properly located with outlet in the locker unit.

IMPORTANT: Check outside flap cover is open, also ensure outlet pipe into waste container is clear of waste liquid and waste container is adequately vented, otherwise seepage between sink and locker top may occur.

Camper interior

The furniture and side panels are of an easy care finish and only require a wipe down with warm soapy water to maintain a clean smart finish.

NOTE: ENSURE DETERGENTS DO NOT COME INTO CONTACT WITH PROOFED CANVAS.

Upholstery and carpets

Upholstery and carpets should be vacuumed regularly as in your own home, to remove grit and sand.

A solution of warm soapy water can be used to remove marks or stains.

Winter storage

If you are storing for the winter or any length of time, the following suggestions will be helpful:-

- 1) Jack up the camper using a car jack, until the wheels are clear of the ground.
- 2) Place support beams or bricks under the axle, so that the full weight of the folding camper is NOT on the corner steadies.
- 3) Close all ventilators.
- 4) Open the camper periodically and give the unit an airing, this will prevent damage from condensation and possible mildewing.
- 5) Spin the wheels from time to time to prevent grease in bearing settling out and allowing possible rust spots to form on the bearing surfaces.
- 6) It pays to give your camper a good service and inspection before you go on the road.

Check tyres, tyre pressures, bearings, brakes, breakaway cable, gas pipes, water pipes, electric cables, lights and lenses. If unsure contact your dealer regarding a service but, allow time to do this before the "season" starts.

Hints on use and maintenance of gas appliances

Gas information

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

28 m.bars (11.2 ins w.g.) for Butane (L.P.)

37 m.bars (14.8 ins w.g.) for Propane (L.P.)

Trailer tents

Deluxe 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 circlip fitted to give a secure gas tight fit.

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 bottle gas. If the fridge is well frozen before starting your journey, the need to keep on freezing is not always necessary.

Starting the fridge

Before using your fridge for the first time it is advisable to wash the interior and its accessories. The gas bottle equipment 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.

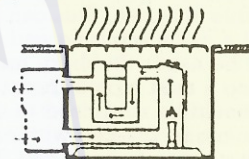
BEFORE STARTING YOUR FRIDGE ALWAYS CHECK that the alternative method of operation is OFF, two methods of operation CANNOT be used at the same time.

If the camper is to be stationary for a long period check that the fridge is level.

Service

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

Underfloor heater (where fitted)



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

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 the 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 the gas in the pipework which will fill with air resulting in difficulty in relighting the heater.

Maintenance and use of "Fellows" stainless hot plate and sink bowl/drain

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. Care should be exercised to see that the burners do not become choked with excess cream as this will result in uneven burning and flame spread, permanent discolouration of the stainless steel and 'sooting' of the burners.
3. The brilliance of the polished finish on both the cooker and 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 lustre can be given to the stainless steel by occasionally polishing with French chalk on a clean dry cloth.

Use

1. The hot-plate is designed to operate with BUTANE GAS at a pressure of 11.2 WG (28 m.bar).
The gas pressure regulator must be fitted at the outlet of the gas bottle to provide the correct working pressure.
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° past the vertical.

3. Adjustment — the mixture between gas and air to the burners is preset on assembly and should not require adjustment. However after continuous use if adjustment is required, remove by pulling the three cooker knobs, remove the two screws holding ON/OFF front plate, the adjustment nut can then be seen, check this nut is tightened, check that there is an equal gap between the jets and the burner inlets on the left and right burners.

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 boiling 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 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, e.g. 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 unburned gas.

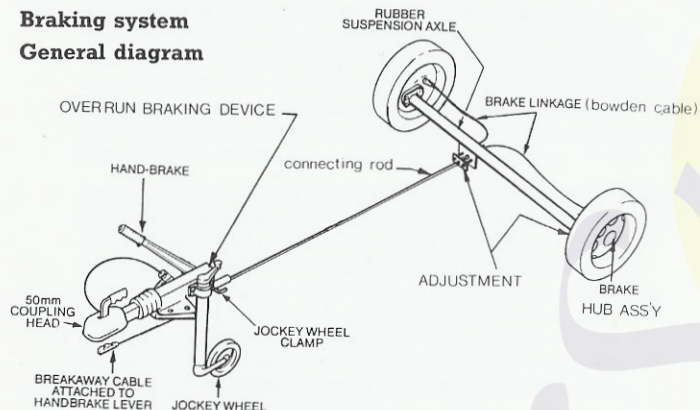
Gas system

- (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 concentrate at floor level.
- (d) A fire extinguisher is advisable and they are fitted as standard in a folding camper. 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.
- (g) In case of fire get everyone out of the unit, turn off the container valve where possible and STAY OUT.

Chassis and running gear maintenance

Braking system

General diagram



General notes on maintenance

The basic principle of the independent rubber suspension axle is to enhance the inherent damping properties of rubber by careful design thereby eliminating the need for separate suspension hydraulic shock absorbers and the need for maintenance. (Only the hub bearings and wheel brakes will require attention).

1. Brake drum/hub assembly

Lubrication:- The wheel bearing hubs are packed with grease on assembly and should be repacked at approximately 5,000 miles or annually.

Note: It is as important not to overpack the hubs with grease as it is to not allow the bearings to run dry.

2. Wheel bearing adjustment

- After 200 miles and thereafter at intervals of 5,000 miles the wheel bearings should be checked for side play.
- To remove 'push in' decorative grease cap, tap lightly round the periphery.

c) Taper bearing

Remove split pin and tighten castle nut (right hand thread) until free rotation of drum is impaired. "Slacken off" for 1/12 of a turn (30°) until a slot is in line with the cross hole in the stub axle. Refit and retain split pin.

d) Parallel bearing

Tighten castle lock nut up to 30lbs/si.

Refit and retain the split pin.

Recheck that the rotation of the drum is free.

Note: Incorrect adjustment will result in bearing damage or excessive wear.

- Refit decorative 'push in' grease cap.

4. Couplings

- Clean and grease spherical seat bearing parts and pivot pins regularly.
- Thoroughly examine all moving parts and locking mechanism for wear and correct functioning.

5. Towing ball

The automatic towing ball should measure 50mm maximum and 49.5mm minimum (DIN 74058). If the ball is found to be worn it should be replaced immediately.

6. Overrunning device

The device housing is packed with grease on assembly but require periodic maintenance to ensure smooth operation of the braking system.

- Re-grease the shaft bearings via the grease nipples at 2,000 miles and before storage.
- Ensure correct functioning of all pivot pins and levers and oil regularly.

- c) Ensure correct functioning of handbrake ratchet and oil regularly.

7. **Brake linkage**

All moving parts should be lubricated periodically to ensure their satisfactory operation.

It is recommended that all brake linkage threads are liberally smeared with grease for protection and as an aid to future adjustment of the system.

8. **Corner steadies**

The screw nut and pivot pins should be lubricated periodically to ensure their satisfactory operation.

BRAKING SYSTEM (Braked models only)

(Al-Ko Automatic Reversing Brakes)

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 tendency for both shoes and expander to move with the forward rotation (4) against the solid abutment of the adjuster box (5) which ensures both shoes remain in the braking position.

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) which is attached to the adjuster box (5) 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.

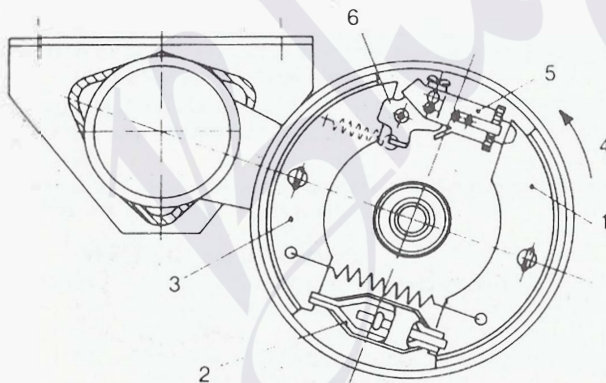
Parking — Handbrake Application. The Al-Ko automatic reversing brake system incorporates a patented device for added safety when parking on a reverse sloping site or a steep hill.

A spring cylinder has been added to the link between handbrake lever and centre brake rod. Full application of the handbrake lever compresses a coil spring inside a steel cylinder and should any movement of the camper occur following uncoupling the energy stored in the spring is immediately released to lock the wheel brakes.

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

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.



10 **Recommended adjustment
(Al-Ko auto-reversing brake
system)**

- 10:1 Jack up axle raising the road wheels clear of the ground.
- 10:2 Ensure overrunning device is fully extended (in the towing position) and the handbrake is in the "OFF" position (fully forward).
- 10:3 Adjust wheel brakes first and the linkage only if necessary.

Important: During wheel brake adjustment the drum must only be revolved in the direction of forward rotation. Do not use excessive force during adjustment.

- 10:4 Wheel brake adjustment is effected through a hole in the brake backplate. (See diagram).

With a screwdriver adjust the starwheel in the direction of the arrow until there is resistance to wheel movement.

De-adjust until the brake drum turns freely in the forward direction.

- 10:5 Apply the handbrake two or three times to ensure brake shoes are centralised in the drum. Re-check the shoe clearance at the wheel brake.
- 10:6 Centre brake rod. Check full thread engagement in the fork end of the overrunning device. Secure locking nut.

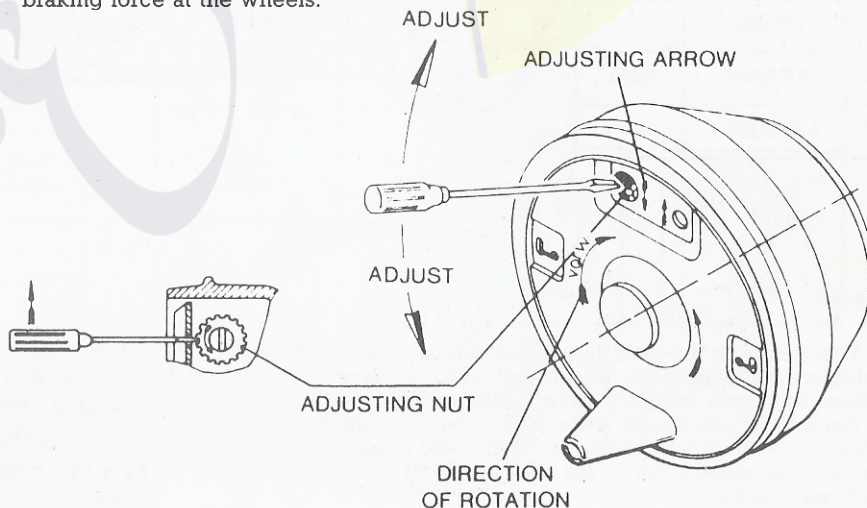
- 10:7 At the axle ensure compensator plate is parallel to the axle. Adjustment at the screw thread on the Bowden cables. Secure lock nuts.

- 10:8 Connect centre brake rod to the compensator plate by means of extension nut and locknut. Adjust centre brake rod so there is no clearance between the overrun lever and the friction surface at the overrunning device

- 10:9 Correct adjustment of the linkage can be checked by engaging handbrake lever on the second tooth of the ratchet segment. In this position you should feel a slight braking force at the wheels.

- 10:10 Screw the self locking nut to the spring cylinder only so far as is necessary to give a clearance of 1mm between nut and spring cylinder.

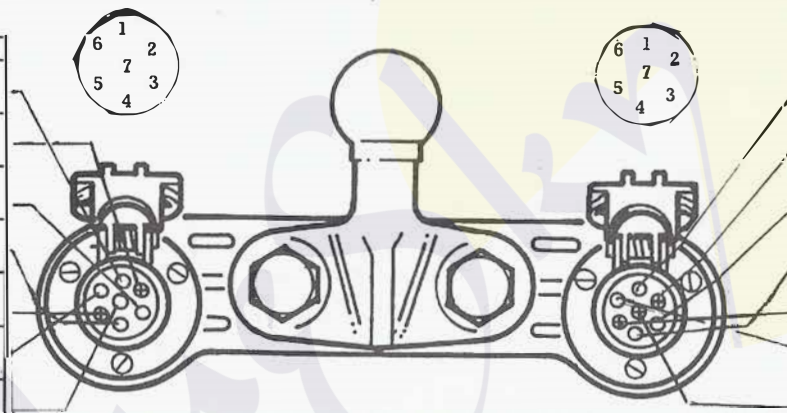
Note: Reversing will be difficult if either wheel brake linkage is too keen.



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

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

Note:-

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.

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.

ALWAYS CHECK ROAD LIGHTS PRIOR TO STARTING YOUR JOURNEY.

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 following diagram should be noted.

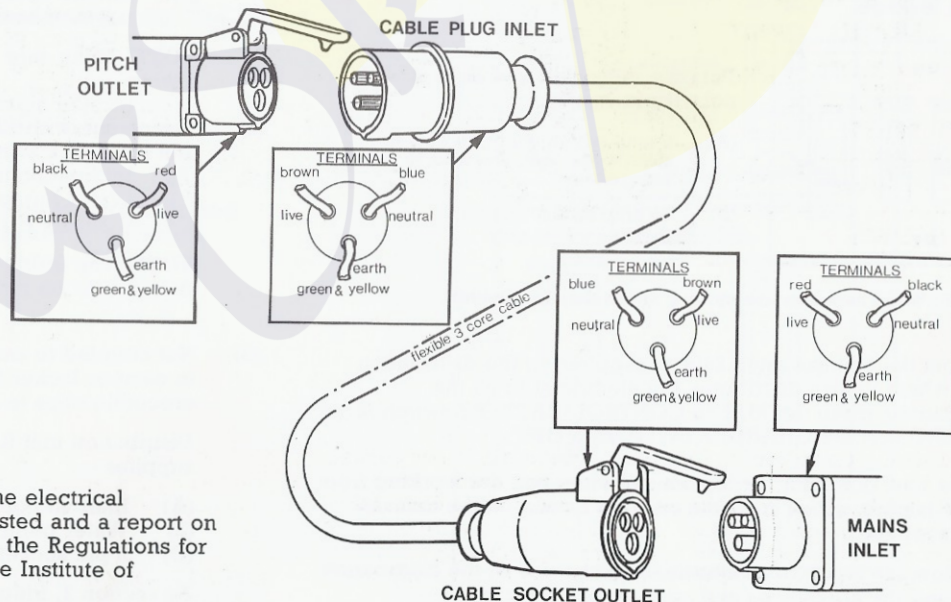
Wiring of connecting cable for Mains Inlet

Warning

IT IS ESSENTIAL THAT CONNECTIONS ARE MADE EXACTLY AS SHOWN. IF TERMINAL MARKINGS ARE NOT IN ACCORDANCE WITH THE ABOVE DIAGRAM THEY MUST BE IGNORED. IF IN DOUBT 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.

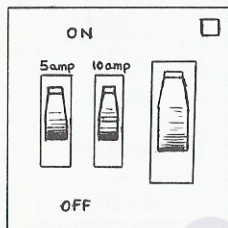
Preferably not less than once a year, the electrical installation should be inspected and tested and a report on its condition obtained as prescribed in the Regulations for Electrical Installations, published by the Institute of Electrical Engineers.



Folding camper mains and 12 volt supply unit (if fitted)

Electricity units when fitted by Conway at the factory consist of an earth leakage circuit breaker (E.L.C.B.) and a distribution unit.

When a connection is made to the mains electricity either at home or on site, 240 volt is fed to the E.L.C.B. unit. This unit as its name suggests is a re-settable fuse box, and should the fuses at any time be overloaded they will trip out and require re-setting, constant tripping out suggests faulty wiring or an earth leakage.



NOTE: When switches are up they are in the ON position.

From the 5 amp switch 240v is supplied to the distribution unit which in turn distributes 12v electricity to all the appliances when the MAINS CONTROL/BATTERY switch is set to ZERO and the CHARGER SWITCH to ON.

The next condition to consider is when you are working from a 12v battery, either from the car or a battery in the caravan (not supplied).

Below are the various situations for the use of the distribution unit and the appliances and sockets being supplied:-

(1) When the 12S grey plug is fitted to the car ready for towing, distribution unit BATTERY switch is set to CAR, this supplies:-

- (A) Refrigerator (fridge switch on 12v) it is recommended that the fridge is stocked and frozen down prior to starting your journey, the car battery is only needed then to "Top Up".
- (B) Trickle charge battery in camper if fitted (battery not supplied).

NOTE: Make sure camper lights are switched off prior to towing.

(2) Use on site with 12S plug connected to car, distribution unit BATTERY switch set to CAR, this supplies:-

- (A) Internal lights
- (B) Water pump
- (C) 2 pin socket.

NOTE: The fridge is NOT usable on 12v supply but should now be run from the gas supply.

(3) Not coupled to car but using 12v battery (not supplied) in camper locker (NOTE: Leads are in situ and require crocodile clips to attach to auxiliary battery).

Distribution unit BATTERY switch to CARAVAN this supplies:-

- (A) Internal lights
- (B) Water pump
- (C) 2 pin socket

As section 2, fridge to run from gas supply.

- (4) With 240v mains supply connected, ensure E.L.C.B. unit switches are all in the ON position.

Distribution unit BATTERY switch set to ZERO and CHARGER UNIT in ON position, this supplies:-

- (A) Internal lights 12v
- (B) Water pump 12v
- (C) 2 pin socket 12v
- (D) 2-13 amp socket 240v
- (E) Fridge (240v switch ON)
- (F) To trickle charge battery in locker (if fitted)
— Set battery switch to caravan

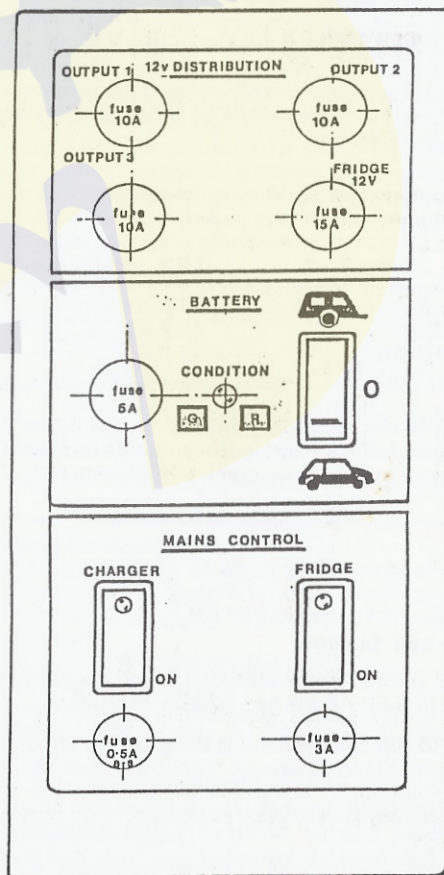
NOTE:

Ensure your 12s socket is wired correctly on the car. The 12s plug has the following connections:-

- 3 WHITE — Earth
- 4 GREEN — Direct line to distribution unit
- 6 RED — Through car ignition to refrigerator
- 2 BLUE — Charging wire

With the 12s plug connected and the car ignition switched OFF, no supplies of electricity can be made to the fridge.

DISTRIBUTION BOX PANEL



Tyres and roadwheels

Tyres and roadwheels

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

Check the tyre size fitted to your trailer.

TYRE SIZE	MIN. PRESSURE
400 x 8 XPLY	45 P.S.I.
440 x 10 XPLY	45 P.S.I.
145 x 10 RADIAL	32 P.S.I.
155 SR13 RADIAL	32/35 P.S.I.

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.

Tyre wear and damage

The legal requirements for tread depth on motor vehicles apply also to trailer tents 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 of 9.0 Kg/m (65 lbs/ft).

TRAILER TENT INSURANCE PLAN

Conway owners have the opportunity to take advantage of an exclusive insurance plan especially designed for trailer tents and ancillary camping equipment all year round. In addition, the scheme gives you the added protection of extra cover on your luggage and personal effects when you go camping.

In your Conway Care Handbook you will find an insurance proposal form. Complete and return it to Fennell Turner & Taylor Ltd.

PLEASE READ CAREFULLY:

1 The Policy covers loss of or damage to Trailer Tents and/or Folding Caravans all the year round and in addition ancillary Camping Equipment used in connection therewith and Personal Luggage and Effects whilst the insured person is away from his normal residence for the purpose of a camping holiday. (You should, therefore, be sure that the amount of cover you select is sufficient for all of your ancillary camping equipment as well as luggage and personal effects).

2 Indemnity in respect of all sums (including law costs) up to a limit of £100,000 any one accident which the Insured shall become legally liable to pay in respect of injury to a member of the public or damage to property of a member of the public arising out of accidents in connection with the trailer tent and/or folding caravan. This cover does not apply whilst the trailer and/or caravan is attached to any vehicle for the purpose of being towed.

3 Please note that the value to be insured must represent the total value of your camping equipment, as well as the personal luggage you take on a camping trip. Should the sum insured under a policy not represent the total value, the amount of any claim can be reduced.

4 Breakage of fragile articles (excluding Camping Equipment) is only covered if caused by fire or an accident to the means of conveyance and no single article of jewellery, watches, silver or gold, radios, glasses or optical instruments, cameras or furs, will be covered for more than £50.

5 The Policy will apply whilst the property is being used by the insured person in or travelling to or from the United Kingdom and Europe for a period up to 90 days in any 12 months period. Any additional period required will be arranged on application.

6 Premium

Sum Insured	Annual Premium
up to £500	£12.00
up to £750	£12.00
up to £1000	£15.00
up to £1500	£18.00
up to £2000	£27.00
up to £3000	£40.00

7 Principal Exclusions

- (a) The first £15.00 of each and every claim.
- (b) Wear and tear, depreciation or deterioration, any process of cleaning, repairing or restoring, mildew staining.
- (c) Detention or confiscation by Customs.
- (d) Consequential loss.
- (e) Contact lenses, dentures, cash, notes, Postal or Money Orders, tickets, stamps or documents of any kind.
- (f) Radio-active contamination and war risks.

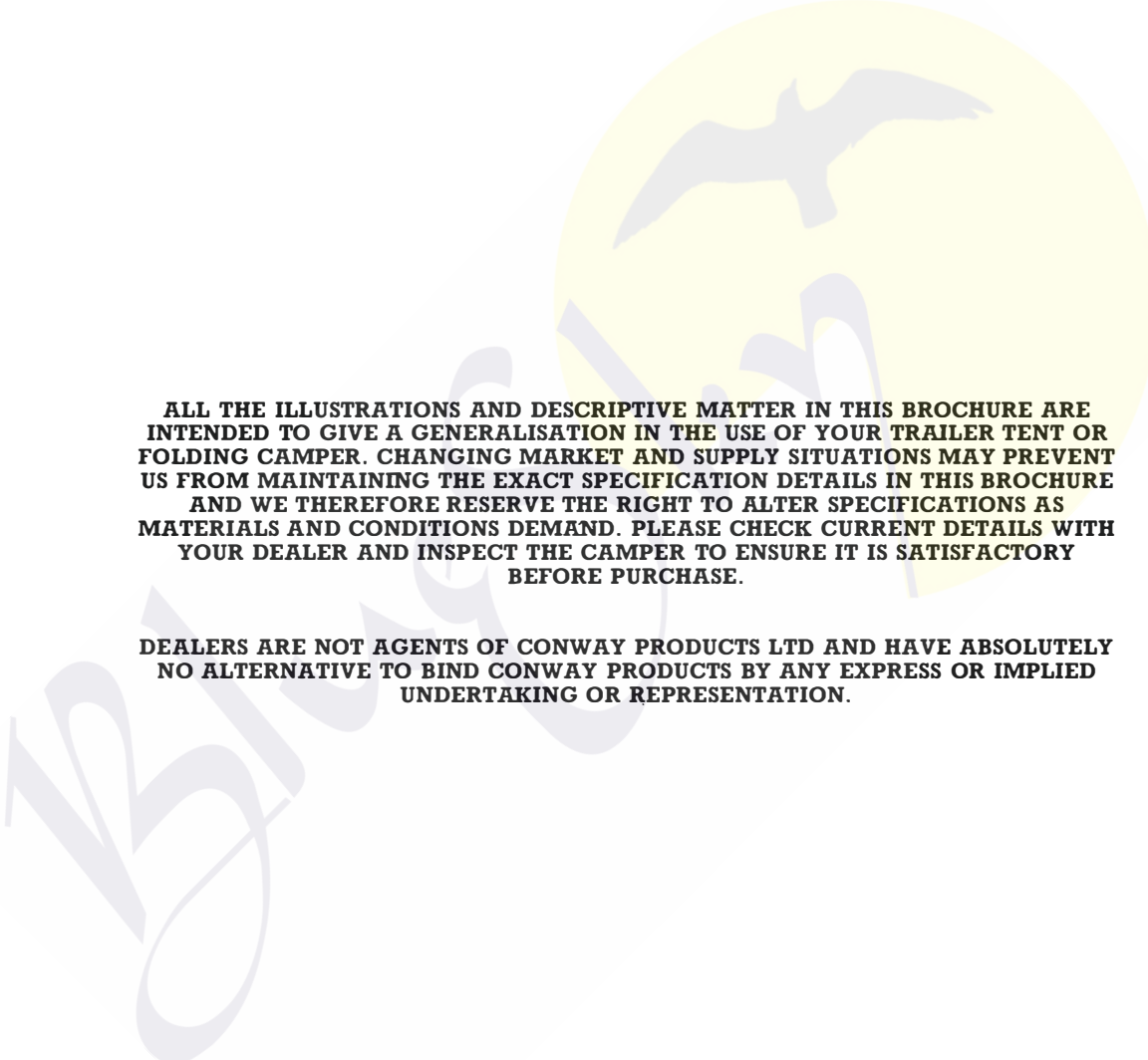
8 Specimen Policy containing all terms and conditions may be obtained from

**FENNELL, TURNER AND TAYLOR LIMITED, SOUTHWAY HOUSE,
SOUTH WAY, CIRENCESTER, GLOUCESTERSHIRE GL7 1HL.
Tel. 0285 69685.**



NOTES

BlueSky



ALL THE ILLUSTRATIONS AND DESCRIPTIVE MATTER IN THIS BROCHURE ARE INTENDED TO GIVE A GENERALISATION IN THE USE OF YOUR TRAILER TENT OR FOLDING CAMPER. CHANGING MARKET AND SUPPLY SITUATIONS MAY PREVENT US FROM MAINTAINING THE EXACT SPECIFICATION DETAILS IN THIS BROCHURE AND WE THEREFORE RESERVE THE RIGHT TO ALTER SPECIFICATIONS AS MATERIALS AND CONDITIONS DEMAND. PLEASE CHECK CURRENT DETAILS WITH YOUR DEALER AND INSPECT THE CAMPER TO ENSURE IT IS SATISFACTORY BEFORE PURCHASE.

DEALERS ARE NOT AGENTS OF CONWAY PRODUCTS LTD AND HAVE ABSOLUTELY NO ALTERNATIVE TO BIND CONWAY PRODUCTS BY ANY EXPRESS OR IMPLIED UNDERTAKING OR REPRESENTATION.



CONWAY

**TRAILER TENTS
& FOLDING CAMPERS**

**Conway Products Ltd.,
Skull House Lane, Appley Bridge, Wigan WN6 9DW.
Tel: Appley Bridge 4535**

Due to a process of ever-continuing product improvement, some details contained in this brochure may change. However, the information is correct at the time of going to press.

www.foldingcampers.net