

More fun per gallon.



Fold-Down
Camping
Trailers

The Camper's Camper

CAMPING TRAILER OWNERS MANUAL



**1980
MODELS**



THE COLEMAN COMPANY, INC.
CAMPING TRAILER DIVISION
SOMERSET, PA. 15501



THE CAMPER'S CAMPER

Welcome

to the wonderful new world of carefree easy living you'll be enjoying in your new Coleman Camping Trailer. Like all Coleman products, your Coleman Camping Trailer is the best in its class — loaded with all the quality and craftsmanship that have made Coleman world famous for over 78 years.

This manual shows you in easy-to-read language how to get the most out of your camper; the easy way. Plus tips on maintenance that will keep your camper rolling through the years — virtually trouble-free. A quick look at the Table of Contents will show you what we mean.

So, before you take off, take a little time and read the sections on Pre-Trip Preparations; Set-Up Instructions; Take-Down Instructions; Loading and Maintenance. It's easy reading. And it really does show you how to get the most out of your camper—the easy way. Have a good trip. After all, you're traveling first class in a Coleman!

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NOTE:

Federal Law requires your dealer to register the serial numbers of your trailer tires. Provisions for this purpose are included on your warranty registration form. Tire registration is in no manner a guarantee or warranty for either the tires or trailer.

Pre-Trip Preparations

Before you seek out those favorite recreational campsites with your new Coleman Camping Trailer, we suggest you first make these pre-trip preparations.

Read the information in this booklet very carefully. Please note that the text (for the set-up or take-down instructions) has not differentiated between models. When the text does not apply to your model continue on to the next applicable step.

Set up and take down the trailer, per the instructions, **several** times to familiarize yourself completely with the procedure.

After the trailer has been set up for practice, using a garden hose, wet the canvas. In spite of being pre-shrunk, quality canvas will shrink somewhat after the first several wettings. Allowances for shrinkage have been made so that the canvas will actually fit better after it has been wetted and dried. DO NOT touch the inside surface of the canvas while it is wet as this will temporarily break down the water repelling effect and allow leakage of water wherever the canvas has been touched. If the canvas must be stored wet, set it out to dry as soon as possible. Canvas should never be stored wet for extended periods of time since it may mildew. (See Maintenance)

Establish a tool kit for your trailer's maintenance needs and stow in the trunk of your tow vehicle. The following items should be included —

- | | |
|---------------------------------------|----------------------------------|
| 1. Standard slot screwdriver | 6. Crankshaft handle (furnished) |
| 2. Standard phillips screwdriver | 7. Tool case or pouch |
| 3. Hydraulic or scissor jack | 8. Garden hose |
| 4. 13/16" lug wrench | 9. (4) blocks of wood |
| 5. Stabilizer jack handle (furnished) | |

Final preparations should include the proper loading (See **LOADING**) and physical check of the trailer before the trip.

The trailer should be loaded with two basic rules in mind—

1. Keep your trailer as light as possible
2. Distribute the weight as evenly as possible

A physical check should also be made per this checklist—

1. Tires inflated to the recommended pressure as indicated on the vehicle ID plate — or tires. (See Maintenance).

2. Wheel lugs securely tightened (get into the habit of regularly checking the lug bolts on your wheels and tire pressure). (See Maintenance).
3. The tongue coupler is securely fastened to the ball hitch.
4. The safety chains are attached. (See page 2, fig. 1).
5. The electrical pigtail is connected.
6. Check to see that all lights on the trailer are functioning properly.
7. LP Gas Bottle valve closed.
8. Cooler and other items securely held in place.

We hope you read and follow the guides and instructions very closely. If you have, you will receive the maximum benefit from your Coleman Camping Trailer.

Set-Up Instructions

Prior to the initial camping trip, familiarize yourself completely with the operation, care and construction of your new Coleman Camping Trailer. Upon your first camp, we suggest that you set up your Coleman Camping Trailer slowly and per the set-up instructions to prevent unintentional damage to the equipment.

1. Select a level campsite, preferably not soft or sandy terrain.
2. Pull or back trailer to desired position for campsite

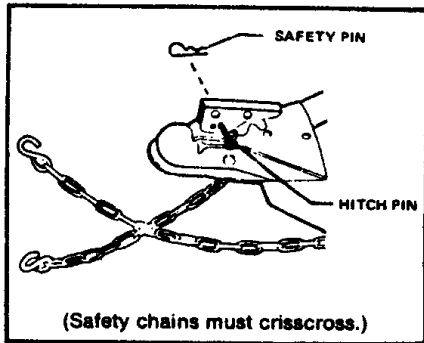
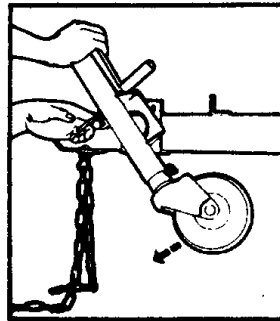


FIG. 1

3. Disconnect electrical pigtail, safety chain and release the coupler release handle (See Figure 1.)
4. Pull the release pin (located on the tongue jack) and let the tongue jack swing down into position. Allow the release pin to lock in place the tongue jack. (See Figure 2.)



WARNING:
Be certain the pin on the tongue jack fully engages in the bracket on the trailer tongue. Inadequate pin engagement could cause the tongue jack to collapse resulting in bodily injury or damage to the trailer.

FIG. 2

5. Pull the handle of the tongue jack up and rotate the handle in a clockwise motion to lift the trailer tongue up and off the ball hitch.
6. To prevent interference during the set up of the trailer, drive the vehicle from the trailer or move the trailer to the desired location for the campsite.
7. Adjust the tongue jack so that the trailer is level horizontally.

2

8. Release the four "Top" latches. (See Figure 3.)

CAUTION:
Do not position stabilizers before top is raised.

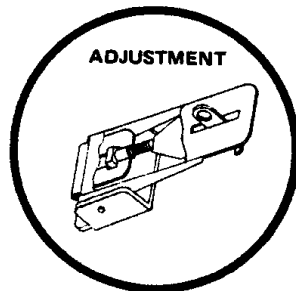


FIG. 3

9. From the right side of the trailer, insert key into the lock (located on the access door) and turn 90 deg. clockwise. The pushbutton and handle will pop out. Rotate the handle 90 deg. clockwise to open the access door. Pull out and down on the access door to provide an entrance. Step into the trailer.

NOTE:
Before lowering access door, insure that area, directly beneath the access door is free from obstacles to prevent damage to the exterior finish of the access door.

10. Remove the crankshaft handle from the recommended stowage location in the access door step and attach it to the crankshaft at the tongue end of the trailer.

11. Turn the posi-action control handle clockwise to the "open" position and rotate the crankshaft handle in a clockwise motion to raise the top. (See Figure 4 and 4a.)

WARNING:
Keep a constant inward pressure on the crankshaft handle to prevent the crankshaft handle from backing off the crankshaft. During the lifting of the top DO NOT RELEASE THE CRANKSHAFT HANDLE without engaging the crankshaft stop located adjacent to the center crankshaft or the posi-action control. Bodily injury could result if the handle is released and spins freely when raising or lowering the top.

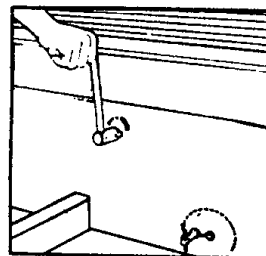
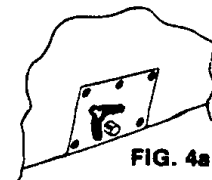


FIG. 4



NOTE: Detail of posi-action control for models so equipped.

12. Raise the top until it is fully extended or the canvas becomes reasonably taut, whichever occurs first. The posi-action control will automatically keep the top locked in position.

CAUTION:
DO NOT crank the top to an extreme tautness, otherwise the cables can be stretched or broken.

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13. On models without posi-action, while holding the crankshaft handle in the position of the last turn, engage the crankshaft stop. Remove the crankshaft handle and stow.

14. Remove the stabilizer jack handle from the recommended stowage location provided in the access door step.

15. There are four stabilizer jacks, one under each corner of the trailer. To release from the locked traveling position, reach under the corner and firmly grasp the stabilizer jack, push it towards the center of the trailer (approximately 1/2") and pull down until the stabilizer jacks lock into place in the lowered position. (See Figure 5.)

WARNING:

Do not lie under trailer when putting stabilizers down or up. Should the trailer fall, serious bodily injury could result.

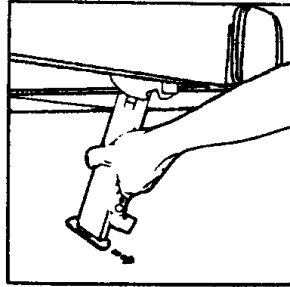


FIG. 5

NOTE:

When the trailer has been over rough terrain and the stabilizer jacks have collected road tar, mud or brush, it may be necessary to first jiggle the stabilizer jack back and forth to dislodge the foreign matter from stabilizer jacks before lowering into position.

16. Each stabilizer jack has an inner leg which must be extended to the ground. Because of certain terrain conditions, it may be advisable to locate flat blocks of wood or flat rocks under the base plates of the stabilizer jacks. (See Figure 6.)

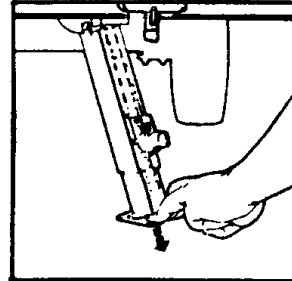


FIG. 6

17. Using the stabilizer jack handle, extend the inner legs of the stabilizer jacks to stabilize the trailer, making sure the handle is inserted through rear hole. (See Figure 7.) Remove jack handle and stow.

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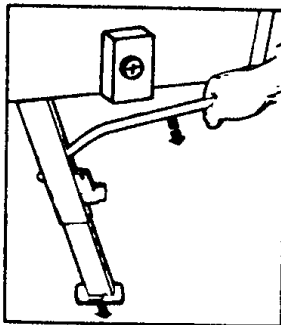


FIG. 7

18. Standing right of center at the tongue end of the trailer, place hands (approximately 2 1/2 feet apart) on the bed frame and pull until the bed hits the stops. This movement must be done slowly and evenly to prevent inadvertent jamming or wedging of the bed on the sliding tracks.

19. Kneel down beneath the right side of the fully extended bed and pull down the bed support tube from its travel position. Lift the bed slightly while placing the free end of the bed support tube over the support peg located on the tongue.

20. Repeat step 19 for the left side.

(On the queen size bed model, two additional supports are provided.)

CAUTION:

DO NOT put any weight on the beds while they are extended without first attaching the bed supports. If this is not done, damage to bed rails may result.

21. With bed fully extended, unfold canvas to the approximate shape of the bed.

22. Grasping the bed bow from the left side of the trailer pull it up into position so that it supports the canvas over the bed. Do not force the bed bow, free the canvas so as not to damage or bend bow. Pull the canvas with one hand and the bed bow with the other. Do not use bed bow to carry or position the complete weight of the canvas. (See Figure 8.)

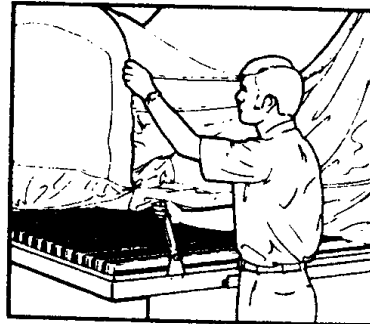


FIG. 8

23. Pull the canvas (at the bottom) over the bed edge and attach (at six points) the exposed stretch cords over the nearest hooks on the underside of the bed. (See Figure 9.)

5

NOTE:

On very tight canvas, set-up is much easier if the screen door seals are installed first. Rest each bed canvas on top of the beds, install the door seals, and then pull the canvas over the bed edges.

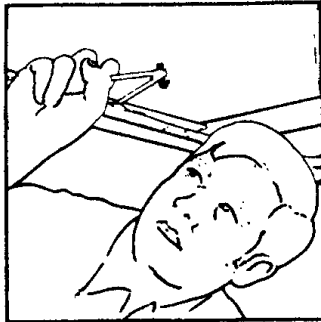


FIG. 9

24. Standing in the center at the rear of the trailer, place hands (approximately 2½ feet apart) on the bed frame and pull until the bed hits the stops. This movement must be done slowly and evenly to prevent inadvertent jamming or wedging of the bed on the sliding tracks.

25. Kneel down beneath the right side of the fully extended bed to release bed supports. Swing the entire assembly down from the travel position.

26. Guide the end of the support over the support stud located on the bumper cap. (See Figure 10.)

NOTE:

Insure bed support post is fully engaged on the stud otherwise any weight placed on the bed will cause damage to the bed's slide tracks. Bed supports are designed to swivel when in travel position, do not force into set up position.

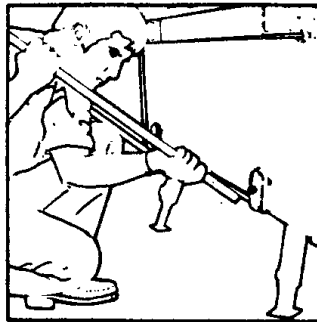


FIG. 10

27. Repeat steps 25 and 26 for the left side.

Trailers equipped with expandable beds should be set up as follows:

A. Pull rear bed out fully.

B. Drop rear bed support from storage position and lifting up slightly on bed, place base of support tube on studs on rear bumper cap.

C. Repeat Step B for other side of bed.

D. Grasp handle on expandable bed section and rotate section 180° toward center of trailer.

E. Place small mattress on expandable bed section.

F. Unfold large mattress and position on bed.

G. Proceed to Step 28 for canvas installation.

H. Repeat Steps A through G for front expandable bed.

28. With bed fully extended, unfold canvas to the approximate shape of the bed.

29. Grasping the bed bow from the left side of the trailer pull it up into position so that it supports the canvas over the bed. Do not force the bed bow. Free the canvas so as not to damage or bend bed bow. (Refer to Figure 8.)

30. Pull the canvas (at the bottom) over the bed edge and attach (at six points) the exposed stretch cords over the nearest hooks on the underside of the bed. (Refer to Figure 9.)

31. The cooler is contained at the access door location for your traveling convenience. Unfasten the straps and pull the cooler out of the trailer. (In trailers equipped with convertible cooler.)

32. Standing at the door threshold, reach up and grasp the bottom of the screen door with both hands. Raise and push the door toward the far side of the trailer to release it from its retaining bracket.

33. Hold the screen door up from the floor and move it toward the door opening. Grasping the door frame with both hands, one on either side, lower screen door into the door frame track at the base of the floor. Unlock the screen door latch and step inside. Fit the top door seal in position over the top of the door frame. (See Figure 12.) Step outside, slide brackets on the body rail into pockets (See Figure 11a.) on screen door to secure screen door to body.

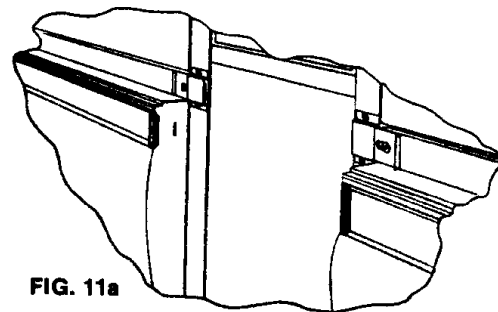
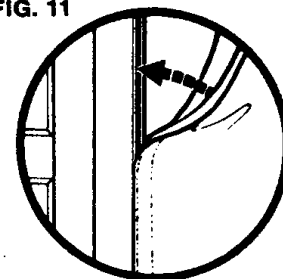


FIG. 11a

(See Note & Fig. 9)

Starting at base of the canvas material, press the canvas weatherseal on either side of the door-frame into the weatherseal groove on the doorframe. (See Figure 11.)

FIG. 11



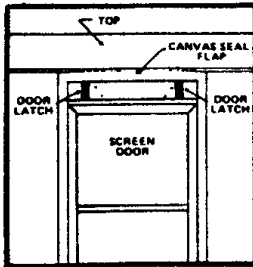


FIG. 12



FIG. 13

34. Enter the trailer. Grasp the towel rack of the galley units, lift up and rotate 180° to the outside of trailer. (See Figure 13.)

35. Lift the backrest off the dinette table and put into position by sliding the seat cushion inboard. Repeat this step for the other backrest. (See Figure 14.)

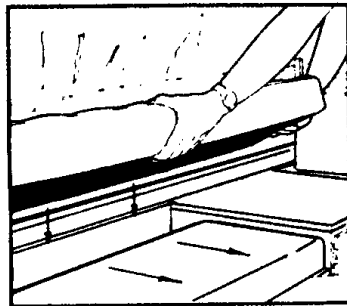


FIG. 14

36. Lift the dinette table off its rests between the two bench seats. Unfasten the elastic cord which holds the folding legs in place.

CAUTION: Bracket on rear wood panel is not a table support. Table should always be placed under the bracket, when in storage position.

37. Extend the legs completely so that both leg supports lock into position. Set table upright and check to insure dinette is stable. (See Figure 15.)

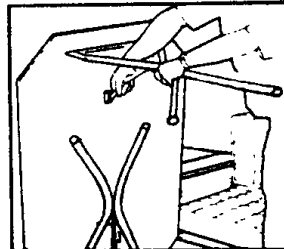


FIG. 15

38. To complete and to support the canvas enclosure over the bed (front and rear), attach the bed bow support by inserting the straight end into the bed bow. Insert the rounded end of the bed bow support into the roof retainer. (See Figure 16.)

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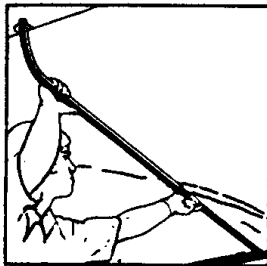


FIG. 16

39. Adjust bed bow support, as necessary to make the canvas enclosure over the bed taut, by the twisting and separation motion near the middle of the bed bow support. After the bed bow support has been adjusted, twist and lock the bed bow support adjustment.

40. Unfasten the catch securing the stove cover. Raise stove cover into position and lock the brace.

41. Hang wardrobe rack on brackets provided (in trailers so equipped).

42. Check to insure all burners on the stove unit are turned off. Open the valve on the LP gas bottle all the way by rotating the handle in a counterclockwise direction.

43. Turn on one LP burner on the stove unit and hold a lighted match near the LP burner.

NOTE:

Initially, it will take 20-40 seconds for the gas to flow from bottle to burner after which the LP burner will ignite.

WARNING:

When the trailer has been over rough terrain, test gas piping and appliances with soapy water for leakage. DO NOT test with a lighted match. DO NOT tamper with the gas bottle regulator, it is factory adjusted. Failure to adhere to this warning could lead to an undetected gas leak resulting in fire and/or explosion.

44. When the campsite provides a pressurized water system, remove the protective cap from the street side external pressure water connector. Attach a hose (not furnished) between the external trailer connection and the campsite furnished faucet.

NOTE: If city water is not connected, be sure to have cap plug tight for hand pump to function properly.

45. Connect the waste system hose (not supplied) to the outside fitting and to the park sanitary system.

46. When the campsite provides an electrical system, lift up cable hatch cover. Grasp the self-storing extension power cord plug and pull-out. Plug the power cord into the campsite-provided outlet. From inside the trailer at the power supply center, set the circuit breaker switch to the "ON" position.

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WARNING:

The electrical system is rated for a maximum 15 amperes, 115 Volt AC, 60 Hertz normal house-hold-type current. Be sure campsite-provided outlet does not exceed this rating, is properly grounded, and the polarity is correct, to avoid electrical shock.

CONVERTER:

The 12 Volt Converter changes the 115 Volt park supply to 12 Volt DC current for the interior lighting only.

The 12 Volt switch functions as follows:

BATTERY: Requires an external 12 Volt storage battery on tow vehicle connection (cigarette lighter, etc.) Do not use or store battery inside trailer.

TRANS: When 115 Volt service cord is connected to park electrical supply.

OFF: Traveling or storage and may be used to switch light.

No additional lighting or equipment should be added which would demand current beyond the rated capacity. An auto-type fuse is provided to protect against overload.

To use interior lights when not connected to 115 Volt Park supply, the 12 Volt auto extension is required. Plug the

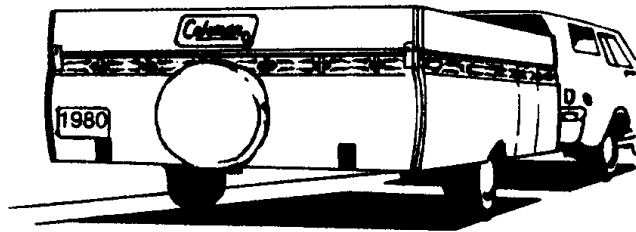
cigarette lighter end of the extension into the tow vehicle cigarette lighter, the other end is plugged into the wire harness on the trailer tongue or on the roadside body rail, (depending upon the particular model of the trailer.)

WARNING:

Be sure there is adequate ventilation when using propane burners. Do not attempt to use propane burners for heating purposes as this could result in carbon monoxide poisoning. If any portable fuel burning devices are used in the R.V., adequate ventilation must be provided to avoid potential health hazards. Warnings, cautions, and instructions provided with the appliance must be complied with in their entirety.

If no instructions are provided:

- a. Combustible materials must be kept more than two feet above and one foot from all sides.
- b. These appliances must be lighted outside the enclosure.



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Take-Down Instructions

1. From inside the trailer, flip the circuit breaker and converter switch to the "OFF" position.
2. Disconnect the plug from the campsite outlet and return the extension power cord and plug to its own storage location. Close the cable hatch.
3. Disconnect the hose from the campsite-provided faucet and the external trailer connection. Stow the hose.
4. Screw the protective cap onto the external pressure water connector to prevent foreign matter from entering the internal water system.
5. Close the valve on the LP Gas Bottle all the way by rotating the handle in a clockwise direction until the valve seats.
6. From inside the trailer, open and light an LP burner jet, allow to burn until flame extinguishes. This will safely and effectively bleed the system.
7. Turn LP burners to off. Pull the stove cover down and secure for travel with the catch.
8. Drain all water in the sink and tighten basket strainer.

9. Disconnect the waste system hose from the external trailer connection. Thoroughly rinse the hose and store. Replace drain cap.

10. Slide the drapes to the end of the drape slide track and raise up on the drape glide tabs removing the drape.

NOTE:

For quicker camp set-up at a later time, it may be desirable to leave the drapes up throughout the trailer. The drapes may wrinkle slightly but the wrinkles will fall out during the next camp set-up. If drapes are left hanging, be sure to unhook drapery ties.

11. Detach both front and rear bed bow supports from the roof retainer and from the bed bow. Lay the bed bow supports on the bed.

NOTE:

Remove wardrobe rack, if trailer is equipped with one.

12. Lift the dinette table up on end. Apply pressure to the leg support locks and lower and secure legs by attaching the elastic cord over both dinette legs.

13. Secure the dinette table by locating it on the rests between the bench seats and under bracket on rear wood panel.

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14. Place the backrests, cushion side down, onto the dinette table top by sliding the seats back to the wall.

15. Step outside the trailer. Begin at the top of the door-frame and carefully pull the canvas weatherseal, on either side of the doorframe, from the weatherseal groove attached to the doorframe. Slide screen door brackets, on body rail, out of pockets.

16. Step inside the trailer and release the top door seal. Lock the screen door latch. Grasping the doorframe with both hands, one on each side, lift up and remove from the doorframe track and allow the door to tip inward.

17. Step outside the trailer and grasp the bottom of the door frame, lift up and push the top of the door toward the far side of the trailer. Allow the bottom of the door to swingback onto the retaining bracket mounted in the trailer top.

18. Grasp the towel bar of the galley units, lift up and rotate 180 degrees to the inside of the trailer and lower gently to the floor.

19. Step outside the trailer. Position the cooler in the doorway and attach the retaining straps on the cooler and screen door support plate on underside of threshold.

20. Step to the tongue end of the trailer, release the exposed stretch cords from the six hooks located under the extended bed.

21. Pull the canvas up and over the bed edge. Grasp the bed bow and push towards the center of the trailer until it lays flat on the bed. Unsnap and partially unzip the canvas on the front and rear to prevent tears.

22. Kneel down beneath the right side of the extended bed. With one hand raise the bed gently and with the other hand remove the bed support tube from over the support peg. Swing the support tube up and lock it into the travel position. (Queen size beds have additional supports.)

23. Repeat step 22 for the left side.

Trailers equipped with expandable beds should be taken down as follows:

A. Perform steps 20 through 23. (Note: Do not position cooler in travel position until later).

B. Grasp handle on expandable bed section and rotate 180° toward outer bed end.

C. Fold hinged end of mattress toward center of trailer and place small mattress adjacent to it on top of large mattress.

D. Continue with prescribed take down procedures for standard beds.

24. Insure the canvas is up away from the bed edge. Standing at the center, place hands on the bed frame and push until the bed hits the stops. This movement must be done slowly and evenly to prevent inadvertent jamming or wedging of the bed on the sliding tracks.

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25. Step to the rear of the trailer, release the exposed stretch cords from the six hooks located under extended bed.

26. Pull the canvas up and over the bed edge. Grasp the bed bow and push towards the center of the trailer until it lays flat on the bed.

27. Kneel down beneath the right side of the extended bed. With one hand raise the bed gently and with the other hand remove the support tube and lock into travel position.

28. Repeat Step 27 for the left side.

29. Insure the canvas is up away from the bed edge. Standing in the center at the rear of the trailer, place both hands on the bed frame and push until the bed hits the stops. This movement must be done evenly and slowly to prevent inadvertent jamming or wedging of the bed on the sliding tracks.

30. Remove the stabilizer jack handle from stowage location.

31. Place the stabilizer jack handle into the ratchet on the stabilizer jack and lift upward slowly. This releases the stabilizer jack and the corner of the trailer will drop somewhat. (See Figure 17.)

CAUTION: Do not lower top unless stabilizers are released.

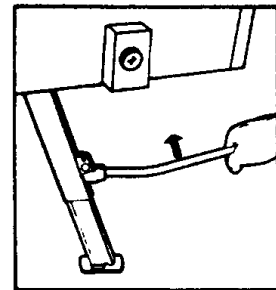


FIG. 17

WARNING:

Stand clear of the trailer when pressing on the quick-release lever for the trailer will drop when it is released. Do not lie under the trailer when releasing or lowering the stabilizers. Bodily injury could result due to the quick drop of the trailer, if these warnings are not followed.

32. With the quick-release lever in the disengaged position, slide the inner stabilizer leg up into the stabilizer jack until it locks in position.

33. Grasp the stabilizer jack, pull down and push up towards the center of the trailer into its horizontal travel position. Jiggle and pull back the stabilizer jack to insure it's up and locked into position.

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34. Perform Steps 31, 32, and 33 for the other three stabilizer jacks and then stow stabilizer jack handle.

35. Remove the crankshaft handle from stowage location and attach to the off-center crankshaft.

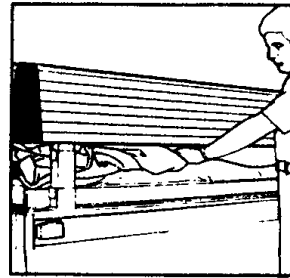
36. Rotate the crankshaft handle clockwise slightly to relieve the tension on the crankshaft stop. Disengage the crankshaft stop, or on ratchet-equipped models, turn the control handle counter-clockwise.

37. Rotate the crankshaft handle in a counterclockwise motion and lower the top to within one foot of the trailer. Engage the crankshaft stop or turn posi-action control handle clockwise to the open position to hold the top.

WARNING:

Keep a constant inward pressure on the crankshaft handle to prevent the handle from backing off the crankshaft. When lowering the top DO NOT RELEASE THE CRANKSHAFT HANDLE without engaging the posi-action control on the center crankshaft, or the crankshaft stop located adjacent to the center crankshaft. Bodily injury could result if the crankshaft handle is released or backs off the crankshaft when raising or lowering the top.

38. Tuck in any canvas which may have worked its way out between the rooftop and trailer. (See Figure 18.) This is important because if the canvas is pinched between the "Top" and the aluminum rail, it can become worn or discolored. Remove the stop or turn posi-action control counterclockwise and crank top down fully.



NOTE:

If the top will not seat properly onto the trailer, DO NOT force it. Raise the top to approximately one foot and recheck canvas distribution.

FIG. 18

39. Stow the crank handle, lock the door/step and then latch the four "Top" latches.

40. Adjust the tongue jack so that the trailer tongue is higher than the vehicle hitch ball.

41. Back the vehicle close to the trailer and set brake.

42. Using the tongue jack, lower the trailer tongue onto the ball hitch of the vehicle. Engage the coupler release handle by pressing down into the locked position. The coupler has a hole in it (for a safety clip or padlock to be inserted) for trailer theft protection.

43. Pull the release pin and swing up the tongue jack to the travel position. Bring the tongue jack handle up and over the tongue jack to store.

44. Attach the safety chains so they "criss-cross" under the ball.

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45. Connect the electrical pigtail to the mate.

46. Check to see that all lights on the trailer are functioning properly.

Maintenance

TIRÉS: (Balance Tires For Maximum Wear).

To provide the maximum towing ease, tire life and trailer safety, check the following items before each trip to and from the campsite —

1. Tires inflated to recommended pressure as indicated on the vehicle identification label on the left side body panel.
2. Wheel lugs securely tightened.
3. Make visual inspection of tire tread and walls for wear or cuts.

NOTE:

WHEEL BEARINGS SHOULD BE CHECKED BEFORE THE INITIAL CAMPING TRIP AND THEN EVERY 2,000 MILES OR TWICE A SEASON WHICHEVER OCCURS FIRST AND AT THE BEGINNING OF EACH CAMPING SEASON.

Tires may be easily changed in the following manner —

1. When possible, locate trailer on level terrain and remove from vehicle.
2. Block the tire opposite the one needing changing.
3. Using the tongue jack, lower tongue end down as far as the tongue jack will allow.
4. Using a standard screwdriver, remove the hub cap from tire you wish to change.

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5. Using a 13/16" lug wrench, break loose the four lug bolts.
6. Pull down rear stabilizer jacks, extend the stabilizer jack on the side which will be changed to near full extension. Extend the stabilizer jack on the side of the inflated tire just to the ground.
7. Rotate the tongue jack in a clockwise motion and raise tongue end up. Stop when tire, to be changed, is raised approximately 3/4" from the ground.
8. Take the lug bolts off using the lug wrench.
9. Slide the tire off by placing the hands at the 3 o'clock and 9 o'clock positions on tire and pulling.
10. Slide repaired, new or spare tire onto the axle by placing the hands at 3 o'clock and 9 o'clock positions on tire.
11. Start each lug bolt with the fingers and then use the lug wrench to draw the lug bolts reasonably tight.
12. Lower the tongue jack until tire is on the ground, using lug wrench draw the lug bolts tight (90-95 foot-pounds torque.)
13. Replace hub cap.
14. Release the stabilizer jacks.
15. Pull down and push up the stabilizer jacks into the travel position.
16. Hitch trailer to vehicle. Pull the release pin and swing up the tongue jack to the travel position.
17. Stow all tools.

CAUTION:

After you have driven a short distance (approximately 1 or 2 miles) stop and recheck the lug bolts to insure they are securely tightened.

PLEASE NOTE . . . The tires on the Coleman Camping Trailer are warranted separately by the tire manufacturer. While the warranties of the various tire manufacturers vary in language, they in general provide that tires installed as original equipment at the factory are warranted to the owner to be free from defects in material and workmanship for the life of the tire tread. There is no warranty coverage for damages resulting from road hazards, etc.

If a tire warranty adjustment is required, the trailer owner should contact the nearest authorized representative of the tire manufacturer and in the event there is no local representative the customer should follow the directions set forth in the tire warranty card packaged in each camping trailer. A Coleman Camping Trailer Dealer MAY be able to assist you in locating the tire manufacturer's local representative who can handle warranty adjustments. Requests for tire warranty adjustments should not be sent to the Coleman Company.

BRAKES:

Trailers equipped with electric brakes must be synchronized with the towing vehicle's brakes to insure maximum controlled braking. The synchronization requires adjustment of the trailer's brake shoes, the tow vehicle's automatic controller and selective resistor. We suggest that you secure the advise of your dealer as to the "Who and Where" this can be done in your area. Refer to the Brake manual supplied with the trailer.

The initial brake adjustment should be made after 40 or 50 normal braking stops. This adjustment should be limited to the brake shoes only.

Completing approximately 200 normal braking stops, a brake system adjustment should be made.

Foregoing the "wearing in" procedural adjustments, the electric brakes need to be checked and adjusted as required once a year.

BALL HITCH AND COUPLER:

Maintain a coat of light grease on the ball hitch of your vehicle. This will induce longer ball hitch life and towing ease.

The coupler should be adjusted, when required, to maintain the coupler-ball snugness. With the coupler attached to the ball and the coupler release handle down in the locked position, adjust the locknut (on the underside of the coupler) to compress spring within 1/32" of solid. (See Figure 19.)

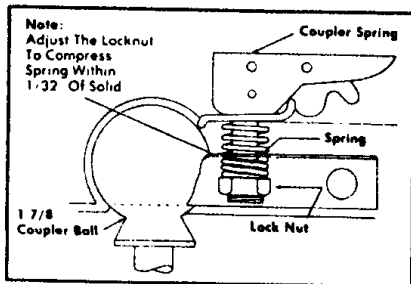


FIG. 19

Make a visual inspection of the safety chains for damaged links, repair or replace as required. Insure the ball hitch is securely attached to the vehicle and the ball head is securely tightened.

VEHICULAR ELECTRICAL CIRCUIT:

The 12-volt DC electrical circuit is dependent upon the tow vehicle battery. Frequent and regular checks of the vehicle battery should be made to insure electrical system stability. We suggest the following checks —

1. Battery terminals and posts free from corrosion.
2. Battery terminals securely fastened to the battery posts.
3. Battery water level.
4. Battery voltage at the level specified by vehicle manufacturer.

Before each trip make an operational check of all DC electrical functions of the trailer (turn, stop, side marker and tail lights). If a bulb does not light, remove the lens cover from over the bulb not functioning. Most often bulb replacement will cure the malfunction. However, should the malfunction persist, secure the aid of a voltohmmeter and Figure 20 and check the DC voltage and/or continuity of the circuit. Repair or replace as required.

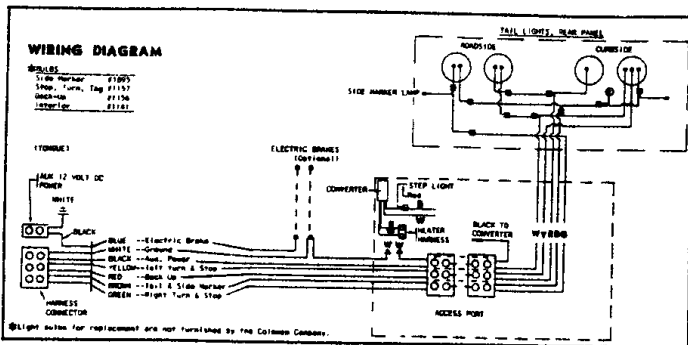


FIG. 20

STABILIZER JACKS:

Stabilizer jacks require lubrication (a light grease lubricant) twice a season. When a trailer has tracked muddy or watery terrain we suggest that, immediately upon return from the trip, the mud and other foreign matter be cleaned from the stabilizer jacks and then lubricated to insure the ease of set-up and take-down.

TONGUE JACK:

The tongue jack requires lubrication (a light grease lubricant) twice a season.

CANVAS:

Cleaning the canvas is very important. Foreign matter (such as tree sap or bird droppings, etc.) coming in contact with the exterior surface of the canvas can destroy the

water repellancy of the material and in some cases cause rotting or decay of the canvas. Rinse the canvas thoroughly with cool water and allow to dry completely.

OTHER METHODS:

1. Brush with a dry sponge or soft bristle brush while dry or after wetting and rinse with cool water.
2. A "Dry-Kleen" pad (available from your dealer) is a product developed to erase most types of marks and dirt off dry canvas.
3. Sprays are available for renewing the water repellancy of the canvas. However, your dealer should be consulted prior to their use.

CAUTION:

The canvas should never be stored wet (for extended periods of time) because it may mildew. If the canvas must be stored wet, set it out to dry as soon as possible. **Off Season Storage:** Remove canvas and store in cool dry place.

The vinyl, over the bed areas, can be cleaned in the same manner as the canvas. When necessary, automobile convertible-top cleaners can be used to remove stains.

NOTE:

Follow the manufacturer's instructions carefully for use of such cleaners.

Use paraffin to lubricate and weatherproof metal zippers. The use of paraffin on the zippers will enhance the ease of zipping up or down the windows and canvas.

PAINTED SURFACES:

These surfaces can be cleaned with a mild soap and water

solution and rinsed thoroughly. **DO NOT** use any abrasive material on the surfaces; this would damage the finish. A good nonabrasive liquid or paste wax will help preserve the finish. **DO NOT** wash or wax while the trailer exterior is hot from setting in the sun.

TOP SEALS:

Examine seals periodically and should any voids or irregularities appear, recaulk with a urethane caulking available through your dealer.

WARNING:

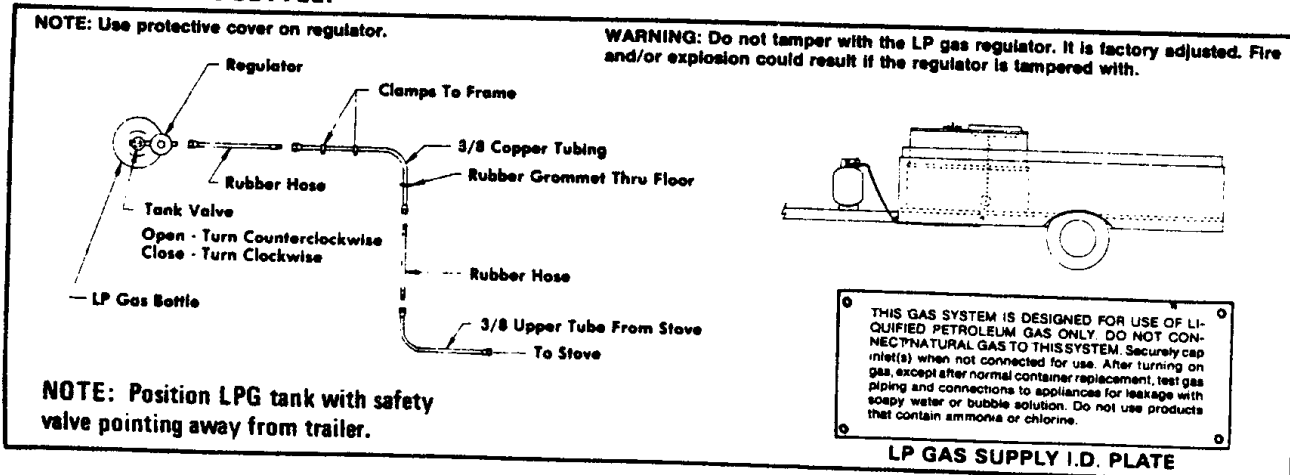
DO NOT smoke while changing the LP gas bottle and ex-

tinguish all surrounding open flames to avoid the possibility of fire and/or explosion.

When changing an empty LP gas bottle —

1. Turn off the LP gas at the burners (check all 3).
2. Close the valve on the LP gas bottle by turning it in a clockwise direction.
3. Disconnect the regulator from the LP gas bottle.
4. Loosen wing nuts and remove the empty gas bottle.
5. Carefully place the full LP gas bottle on the tongue support and secure.

FIG. 21 LP GAS BOTTLE:



6. Attach the regulator to the LP gas bottle.
7. Open the valve by turning it in a counterclockwise direction.
8. Check for leaks by using a soap suds solution on all fittings.

We suggest that a check for leaks in the LP gas system be performed whenever the trailer has tracked rough terrain.

WATER TANK SYSTEM:

NOTE:

Do not fill water tank with a garden hose. Nozzle will block overflow and may cause tank damage.

To insure complete sanitation of the potable water system, we suggest the following procedure be used on a new system, one that has not been used for a period of time or one that has become contaminated.

1. Prepare a chlorine solution using one gallon of water and 1/4 cup of Clorox or Purex household bleach (5% sodium hypochlorite solution).
2. Pour one gallon of solution into tank.
3. Complete filling of tank with fresh water.
4. Open the faucet until all air has been released from the pipes and entire system is filled. Pump water up to the sink.
5. Allow to stand for three hours.
6. Drain and flush with potable fresh water.
7. To remove any excessive chlorine taste or odor which may remain, prepare a solution of one quart vinegar to five gallons water and allow solution to agitate in tank for several days by vehicle motion.

8. Drain tank and again flush with potable water.

NOTE:

The built-in ten-gallon water tank is equipped with a screen filter which is located in the outlet fitting. The filter should be cleaned periodically to insure maximum pump efficiency.

INTERIOR:

The windows are soft clear vinyl plastic and can be wiped clean with a soft, damp, lint free cloth. **DO NOT** use an abrasive scouring powder or detergent containing bleach for hard to remove spots. A little hand soap and water on a soft cloth may be used sparingly instead.

The windows are fitted with zippers so they can be opened. Tie strings are provided to tie back and protect the lowered windows. We suggest folding the free edge of the window back to the attached edge and then folding in half again and again, using the tie strings to secure the window in place.

The seat cushions, mattresses and back rests are made of soft, sturdy foam covered with Olefin® fabric. Stains should be attended to immediately with absorbent cloth or paper towels. Most set in stains can be removed by the foam type upholstery cleaners. Follow the manufacturer's instructions.

Drapes are washable using a mild detergent soap. The vinyl floor covering can be cleaned with clear water and a mild detergent, when needed, to lift a stubborn stain. Occasional waxing will prolong the beauty of the floor covering.

The galley sink water pump stem needs an occasional

lubrication with mineral oil.

The galley stove requires the normal cleaning procedure for grease splatters, spills, etc. We suggest warm water and a mild detergent for the hard to remove grease splatters.

ELECTRIC WATER PUMP OPERATION (Models so equipped)

1. Initial start up on each camping trip will usually require the pump be primed before use.
 2. To prime pump, simply hand pump faucet until all air is out of the lines and a flow of water begins. Pump should take over at this time. After water flow has been shut off for a period of time, repriming may be necessary to activate the pump again.
 3. When using the city water supply, approximately one-quarter turn of the faucet knob will allow city water to flow freely without engaging the pump. Turning of the faucet knob too far when using city water may cause the pump to engage unnecessarily.
 4. The operation of one or more utilities while running the pump will result in decreased water pressure. To avoid overheating of electric pump, limit continuous operation to a maximum of ten minutes.
 5. To drain the system for winter storage, depress the valve in the city water fill which will drain the line from the faucet down to the city water fill.
- Draining the water tank completely will serve to sufficiently drain the rest of the lines and pump.

TOP ADJUSTMENT:

Height adjustment, if necessary, should be performed by your dealer. This service should be done at the main ball screw system.

Rough- or emergency adjustment can be performed at each main cable pulley bracket located at the main frame tube area as follows:

1. Crank top to approximately 12" high.
2. Block each corner.
3. Crank (down) a few turns to relax cables.
4. Remove Pulley Pin and relocate pulley to an alternate hole position. (Each hole should add about 1½ inches to that particular corner or a maximum of 3 inches adjustment available at each corner. Do not over-adjust or canvas and weatherseals may be damaged.)
5. Raise top to remove blocks.
6. Fine adjustment can only be performed at the main ball-screw area.

POSI-ACTION CONTROL:

Access to posi-action control can be gained by following these steps:

1. Remove plastic "grips" from control handle.
2. Turn handle counter-clockwise to align inner lug on handle with keyhole slot in control box (behind cover plate).
3. Pull Control handle out of panel.

NOTE: When properly aligned, handle can be removed with no resistance.

4. Remove control box cover plate on trailer body panel.

Loading

CAUTION—Important Notice: The handling characteristics of your trailer can be changed drastically if excessive weight is added behind the wheels of the trailer.

“Whipping” of “Sway” could result if tongue weight becomes less than 10% of the total loaded trailer (Re: loading instructions). Loss of proper control is possible. Do not load heavy items such as Motor Bikes or storage bins on the rear trailer bumper.

The extra care you take while loading your trailer will pay off in reduced strain on your vehicle's engine and springs. This may not be too important on super highways, but a few hundred miles on country roads or backwoods terrain will prove the wisdom of properly loading your trailer.

Maintain these two basic rules for easy towing—

1. Keep your trailer as light as possible.
2. Distribute the weight as evenly as possible.

The amount of extra baggage or supplies you take is determined by how you like to travel and where you are traveling. Most new trailerists carry considerably more items and supplies than necessary. After several trips you'll learn to trim the list down to only what is necessary in order to conserve weight and space.

The following information will aid you in understanding and determining the load specifications of your trailer.

CURB WEIGHT—Weight of trailer unloaded, exclusive of

tongue weight (wheels on scale only).

TONGUE WEIGHT—Weight of tongue on the hitch.

GROSS AXLE WEIGHT RATING (GAWR)—Capability of the axle design. (See certification label.)

GROSS VEHICLE WEIGHT RATING (GVWR)—This figure represents the maximum loaded weight. (See certification label.)

CARGO WEIGHT—The GVWR minus the curb weight and less the total weight of full tanks and options.

Cargo weight or loading capacity can be computed, for your model of trailer, by securing the weight specifications from the trailer ID plate (located on the left body panel) and subtracting the curb weight from the GVWR. Example:

GVWR	1800 lbs.
Curb Wt. (Less Options)	<u>1080 lbs.</u>
Cargo Wt. (Less Options)	720 lbs.

This weight must be reduced further when a full LP gas bottle and a full water tank are aboard to determine actual baggage and food supply load weight, e.g.

(A) LP gas in bottle	20 lbs.
*10 gallons of water	+83 lbs. (approx.)
Dispersible Wt.	103 lbs.
(B) Cargo Wt. (Less Options)	720 lbs.
Dispersible Wt.	<u>-103 lbs.</u>
Available Cargo Load	617 lbs.*

The actual load weight, as computed, must be distributed evenly to maintain a good balance in your trailer.

NOTE:

Optional accessory weights must also be deducted!

*Water weighs 8.345 lbs. per gallon.

Specifications

NOTE: The Coleman Company reserves the right to change specifications at any time without notice.

	Road Height	Length Closed	Length Open	Floor Area x 6'2" wide	Curb Wt. Dry	Tongue Wt. Dry	GVWR-GAWR	LPG Tank (lbs.)	Water Tank (gallons)	Tire size @ listed GVWR	Tire Pressure	*Max cargo wt. (lbs.)
Ligonier	44	10'11"	17'06"	6'10"	890	100	1240	20	10	5.70 x 5.00-8	50	510
Rebel	44	10'11"	15'10"	6'10"	890	100	1180	20	5	4.80 x 8	60	290
Gettysburg®	47	12'06"	19'04"	8'06"	1120	100	1745	20	10	20.5 x 8.0 x 10	55	625
Valley Forge®	47	12'06"	19'04"	8'06"	1150	100	1745	20	10	20.5 x 8.0 x 10	35	595
Brandywine®	47	14'06"	21'04"	10'06"	1310	140	1745	20	10	20.5 x 8.0 x 10	35	435
Brandywine LTD	47	14'06"	23'04"	10'06"	1335	150	1745	20	10	20.5 x 8.0 x 10	35	475
Saratoga	47	14'06"	21'04"	10'06"	1300	150	1745	20	10	20.5 x 8.0 x 10	35	510
Saratoga LTD	47	14'06"	23'04"	10'06"	1325	160	1745	20	10	20.5 x 8.0 x 10	35	485
Ticonderoga	47	14'06"	21'04"	10'06"	1335	160	1745	20	10	20.5 x 8.0 x 10	35	475
Ticonderoga LTD	47	14'06"	23'04"	10'06"	1360	170	1745	20	10	20.5 x 8.0 x 10	35	450

Width-(all) 6'8"
 Interior Height-6'5"
 Tire Load Range: B
 *Less Fluids & Options
 Coupler Size—1½" (Max. Vertical Load 200 lbs., Class A, Type 1)
 Electrical System—115 VAC, 15 AMP, 60 HZ
 Bulb Replacement: Interior #1141 Side #1895
 Back Up #1158 Stop/Turn #1157

Coleman Camping Trailers protected by the following U.S. patent numbers: 3,488,082; 3,488,085; 211,167; 3,514,150; 3,-507,535, and other patents pending.

Safety Check List

PLUMBING:

- Sanitize water system with a chlorine solution of one gallon of water and ¼ cup of household bleach. Fill remainder of system with water and allow to stand for 3 hours. Flush thoroughly.
- Check for leaks in both water and drain lines.

LP-GAS SYSTEM:

- Leak-test all fittings on a regular basis with soapy water or bubble solution. With the gas turned on, apply a generous quantity of solution to each gas line fitting, starting with the connections at the LP-gas bottle.
- Check the security of LP-gas bottle mounting assembly.
- Check the gas range for proper functioning.

TIRES AND WHEELS:

- Check inflation pressure for the anticipated load to be carried.
- Check for uneven or excessive tread wear. Tires should be replaced if tread is less than 1/16 inch.
- Check for cuts, bulges or other damages.
- Tighten wheel lugs. If possible, follow manufacturers torque recommendations.
- Inspect or repack wheel bearings.

TRAILER/TOW VEHICLE ELECTRICAL CONNECTIONS:

- Clean and burnish electrical contacts on both plug and receptacle. Apply a light lubricating oil to same contacts.
- Check all running light operations: stop lamps, turn signals, emergency flashers, etc.
- Check trailer brake performance by towing at various speeds and braking only with the trailer's brakes.

SAFETY CHAINS:

- Check for worn chain links.
- Check to make sure each chain is of equal length between at-

tachment points, allowing sufficient slack for turning.

HITCH:

- Check welds or bolts of hitch attachment to tow vehicle.
- Check hitch ball and ball mount attachment making sure all locking devices and cotter pins are in place.
- Check attachment of hitch coupler to trailer A-frame, making sure all bolts are secure.
- Check ball socket locking mechanism and adjustment of lock shoe.

SAFETY RULES:

- **Never** allow your LP-gas bottle to be overfilled. Make certain the supplier uses the commonly-called "10 percent valve" or its equivalent to determine proper level.
- **Never** plug your power cord into a non-grounding outlet.
- **Never** use the range for comfort heating. While cooking, make certain a window or other ventilating means is open to the outside.
- **Always** unplug your power cord should you ever receive an electric shock. Located the cause before reconnecting power.
- Perform the LP-gas line leak test and the water system sanitizing procedures **often** —before every trip if possible.

LOADING:

- Have your RV weighed unloaded but with water, LP-gas and gasoline (if applicable) tanks full. — Note your RV's GVWR (gross vehicle weight rating). This is given on a permanent label attached to the vehicle. It is located on the left exterior wall. The GVWR is the maximum safe weight of your vehicle loaded for travel with supplies.
- Note your RV's GAWRs (gross axle weight ratings). This indicates the safe maximum weight on the axle.
- **Never** exceed load capacity. Your load capacity is the difference between the GVWR and the actual weight of the vehicle before it is loaded.
- Distribute supplies evenly on the axle.

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Accessories

DELUXE SELF STORING CANOPY:

Extended from the trailer, the canopy will provide a useful shaded area (front porch) and protected entry. Every canopy comes complete with Lock-O-Matic poles, rope and stakes for easy assembly.

CABANA:

The cabana provides an extra area for changing clothes, out of the weather storage or a portable toilet.

HEATER:

Powered by LP gas the 12,000 BTU/HR. input Coleman Forced Air (12V) will keep your trailer comfortably warm and the air fresh and pure.

PRIVACY CURTAINS & DRESSING ROOM CURTAIN:

Another way to put more privacy into camping. The color-coordinated curtains are treated for long lasting moisture and stain resistance.

VANITY BOARD, WARDROBE RACK:

Useful and convenient furnishings add a touch of home.

STONE GUARDS:

Made of durable high-impact ABS Plastic, they protect your trailer from pits, chips and scratches caused by rocks thrown up by your vehicle.

SLUMBER PAK:

Two in one sleeping bag and two matching pillows.

BUMPER:

The bumper is attached directly to the frame to help absorb shocks and bumps. Provides storage compartment for small items.

SPARE TIRE:

The spare tire is mounted on the trailer rear and will save useful trunk space.

SPARE TIRE COVER:

The spare tire cover made of color-coordinated vinyl fits snugly over the spare tire.

BOAT— LUGGAGE RACK:

ELECTRIC BRAKES:

Easily installed on your original axle. (Complete, less tow vehicle control.)

BIKE RACK:

A handy attachment to the boat rack for carrying bicycles.

OUTDOOR COOK STOVE: (5410A700 LP Gas)

Eliminates need to set-up camper on short stops.

BRACKET KIT: (For Above)

Attaches to camper. Quick connections, hose, etc.

REFRIGERATOR (3/way Gas/Electric)

Factory installation only. Not available in some models.

SCREEN ROOM ENCLOSURE:

Attaches to the self-storing canopy. Not available for seven-foot models.

AIR-CONDITIONER INSTALLATION KIT:

Available for eleven-foot models only. Does not include air conditioner.

ATTACHED BICYCLE RACK

A handy accessory for permanent attachment of a rack capable of carrying two bicycles.

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RECOMMENDED PRACTICES FOR LUBRICATING AND ADJUSTING WHEEL BEARINGS

1. LUBRICATING — WHY?

Proper lubrication is essential to all types of bearing application. The kind of lubricant used is governed by the design and operating conditions. The function of lubricants act mainly to:

- a. Reduce friction between moving parts
- b. Carry away heat
- c. Protect bearing surfaces from corrosion
- d. Aid the seal in keeping lubricant in its place and keeping foreign matter out of the bearings.

Bearings will run the coolest and with the least friction when a minimum amount of the lightest-bodied lubricant that will keep bearing surfaces apart is used. Heat in bearings is due to a number of causes such as (a) too much lubricant, (b) too heavy lubricant, (c) too tight adjustment.

We probably will always have with us the man who says, "if a little is good, a lot is better." This is as great a fallacy in bearing lubrication as it is in medicine or anything else. If too much or too heavy a lubricant is used there is bound to be an increase in temperature when the wheel starts to rotate, usually followed by leakage. An attempt to stop this by tightening the adjusting nut will increase the friction, thus still aggravating the condition until in extreme cases the bearing fails.

We know that our bearings have to function under high temperatures due to the electric brake heat, so we have chosen lubricants of such a character that they will return to their original consistency when the bearing cools, with practically no oil separation. We use and recommend the following grease or its equivalent.

SHELL DARINA EP2 OR SUNOCO PRESTIGE 742EP

2. LUBRICATION — WHEN?

The manufacturing company recommends that wheel bearings be inspected and repacked every 2,000 miles or as required and at the start of every vacation season. A trailer sitting idle for a few months will collect some moisture in the hubs due to the atmospheric conditions and this is the reason for inspecting and repacking bearings at this time.

3. LUBRICATION — HOW?

The relubrication of wheel bearings is possibly the most important service performed to the running gear. The two most important phases of this operation is cleanliness and proper adjustment.

Before dis-assembly of the hub, check wheel play and freedom of rotation. Extreme or excess wheel play indicates too loose adjustment or a defective bearing. Too much drag in rotation of the hub could indicate tightness in bearing adjustment or a brake being adjusted too tight.

To begin dis-assembly, remove the dust cap. Next remove the cotter pin, spindle nut, and washer. Jiggle the hub slightly to loosen the outer bearing. Usually the outer bearing will loosen up enough to be removed by hand. Pull

the entire hub which contains the inner bearing and grease seal. Remove the inner bearing and grease seal by placing a brass drift or piece of wood through the small end of the hub and tapping gently until the bearing and seal is loose. Wipe all dirt and grease from the inside of the hub and the spindle.

Used bearings must be cleaned prior to relubrication. Various solvents are effective for degreasing; successful processes employ kerosene, distillates, and chlorinated hydro-carbons. The solvent action of kerosene is limited but it has the advantage of leaving a rust-inhibitive film on the bearing. After cleaning, bearings should be allowed to drain free of solvent which might dilute lubricants. Do not immerse the grease seal in any solvents, but wipe clean with a cloth.

Inspect carefully cups (races) and cones (bearings) for pitting, scratches, excessive wear, or other damage. If either cup or cone are worn, replace the entire assembly, in other words, do not replace a bearing unless you also replace its mating cup.

If at all possible use a bearing packer to repack the cones. If this is not available the bearings can be lubricated by hand if the grease is pressed into and around each and every roller. Additional grease within the hub is not required. Install the inner bearing in the hub and replace grease seal by tapping gently with a wooden block making sure the seal is installed as it was before dis-assembly. Replace hub on spindle taking care not to damage threads or grease seal. Replace outer bearing, washer, and spindle nut. Slowly rotate the hub in one direction or the other while tightening the spindle nut

(max. 50 ft. lbs. torque) or until there is a slight bind to be sure that all bearing surfaces are in contact. At this point the adjusting nut is backed off 1/6 to 1/4 turn, or to the nearest locking hole or castellation. This will allow the wheel to rotate freely without excessive end play. The total amount of internal running clearance between the roller and the raceways of the bearings should be within 2 to 8 thousandths recommended limits. This can only be measured accurately with the use of special instruments, but by simply pushing inward and pulling outward on the hub several times a person should feel a very slight end play. If the bearings are too tight or too loose they will fail prematurely. Install cotter pin, bend to locked position and drive on grease cap.

We wish to stress the point, that the bearings used in the hubs of the TRAVEL TRAILERS of today, are subjected to higher speeds and heavier loads than a few years ago. And for that reason, they must be **Lubricated And Adjusted** more accurately than before. We feel certain that maximum bearing life and performance will be consistently obtained, if the methods of lubrication and adjustment we have described are followed.

WINTER STORAGE

- 1. Thoroughly wash exterior to remove road film, tree sap, etc.
- 2. Wax and polish all exterior and interior metal surfaces to inhibit rust, corrosion, and aluminum oxidation (particularly hinges and chromed areas).
- 3. Canvas should be removed and stored in a dry place for the winter months for added protection against mildew, rodents, etc. If the canvas is not removed, the trailer should be set up at least once a month to air out and to allow the canvas to dry and release the dampness that may have accumulated during the period of storage.
- 4. Deflate tires to approximately 20 pounds pressure to combat weather cracking.
- 5. Remove and store drapes and privacy curtains.
- 6. Remove foodstuffs and clean interior to help prevent rodent entry and damage.

- 7. Apply light coat of mineral oil to working parts of water pump.
- 8. Drain and flush water system and insure all water is out of lines and pump. Drain for water tank is accessible from underside of trailer.
- 9. Insure cable hatch, drain holes, etc., are closed.
- 10. Apply light coat of lubricant to exposed cables, pulleys, and door hinges.
- 11. Disconnect LP bottle and cap gas line.
- 12. Check and caulk, if required, all top weather seals.
- 13. Adjust top latches for proper tension.
- 14. Elevate tongue to provide water run off on top.
- 15. Check top-to-body alignment to assure a good top seal.
- 16. If winter is here, can spring be far away?

Important Information

TRAILER SERIAL NUMBER: _____

DEALER: _____

PHONE: _____

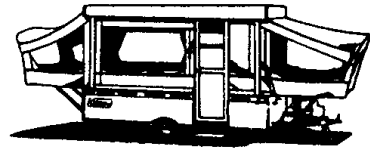


THE CAMPER'S CAMPER

SARATOGA



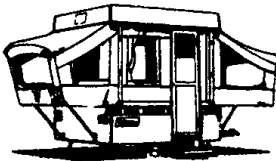
TICONDEROGA



BRANDYWINE



LICONIER



CLTYSBURG



VALLEY FORGE



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