

1994 OWEN'S MANUAL

**FOUR
SEASONS**
series

**cape cod
yosemite**

BY **FLEETWOOD®**



FLEETWOOD

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To Our Valued Customer:

It is our pleasure to welcome you to our Fleetwood owner's family. Your new Fleetwood folding trailer was designed by a team of specialists who are dedicated to making your camping experience one of the most memorable times of your life.

For over 40 years Fleetwood, as the world's largest manufacturer of R.V.s, has built a solid reputation of providing quality products with features that offer safety, comfort, convenience, and value. Today, as well as in the future, no matter where you travel you will find that Fleetwood and our Fleetwood dealer network will be there to serve your needs.

You will be glad you chose a folding trailer by Fleetwood - The Number One Brand Folding Trailer in the World! We thank you for the confidence you have placed in our company and our products, and we will do everything possible to continue to earn your confidence and your loyalty.

Our very best wishes for many years of safe and fulfilled camping pleasure and memories that will last a lifetime!

Patrick O. Scanlon
Division General Manager
Folding Trailer Division

Larry Marsh
Director of Sales and Marketing
Folding Trailer Division

WELCOME . . .

to the wonderful world of carefree living you'll be enjoying in your new Fleetwood folding trailer. Like all Fleetwood products, your Fleetwood folding trailer by Fleetwood is the best in its class - loaded with all the quality and craftsmanship that have made Fleetwood famous.

This manual shows you in easy-to-read language how to get the most out of your folding trailer the easy way, plus tips on maintenance that will keep your folding trailer 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 to read the sections on Pre-Trip Preparations, Set-Up Instructions, Take-Down Instructions, Systems and Special Features, and Maintenance. It's easy reading and it really does show you how to get the most out of your folding trailer - the easy way. Have a good trip - after all, you're traveling first class in a Fleetwood folding trailer!

TABLE OF CONTENTS

INTRODUCTION	1
IMPORTANT CONSUMER INFORMATION	2
PRE-TRIP PREPARATIONS	3-4
HINTS AND TIPS	5-6
Towing	5
Tips on Picking a Campsite	6
SET-UP INSTRUCTIONS	7-19
Getting Started	7-8
Operating Lift System	8-9
Stabilizer Jacks	10-11
Bed Set-up	11-12
Tent Enclosure Set-up	12-13
Cape Cod Hard Wall Set-up	13
Screen Door Set-up	14-15
Galley Set-up	16
Dinette Set-up	16-17
Bed Bow Support Set-up	17
Galley Stove Set-up	17-18
Electrical and Water Hook-ups	18-19
Converter	19
TAKE-DOWN INSTRUCTIONS	20-24
SYSTEMS AND SPECIAL FEATURES	25-52
Trailer L.P. Gas System	25-28
Trailer Electrical System	28-30
Water System	31-38
Tracking System	39-44
Lift System	44-45
Tent Enclosure	45-48
Outside Stove Set-up	48-51
Shade Operation	51
Hard Wall Sliding Window Operation	51-52
TRAILER LOAD WORK SHEET	53
MAINTENANCE	54-56
WARRANTY	57-59
REPORTING DEFECTS	60

INTRODUCTION

This manual contains important information regarding the safe operation and maintenance of your Fleetwood folding trailer. We urge you to read it carefully, understand all aspects of your trailer, and follow the recommendations to obtain the most trouble-free use of your recreational vehicle.

In this manual, statements preceded by the following words are of special significance:

"WARNING" means that there is a high possibility of serious personal injury to yourself and others if the warning is not complied with.

"CAUTION" means that there is the possibility of personal injury to yourself or others.

"IMPORTANT" means that there is a possibility of damage to the trailer if instructions are not followed.

"NOTE" indicates points of particular interest for more efficient and convenient operation.

We recommend that you take particular notice of these items when reading this manual.

NOTE:

The words "shall" or "must" indicate a requirement which is essential to satisfactory and safe product performance.

The words "should" or "may" indicate a recommendation or advice which is not essential and not required but which may be useful or helpful.

Please remember that when service is required, your Fleetwood folding trailer dealer knows your vehicle best. Consult him for any assistance you may require.

NOTE:

Federal law requires you to register the serial numbers of your trailer tires. For your protection, the original equipment tire serial numbers must be recorded on the warranty registration form received with your trailer. Your dealer will supply you with the necessary forms to register any additional tires (spares) you may purchase. Tire registration is not a guarantee or warranty for either the tires or the trailer.

NOTE:

Photographs and illustrations in this manual are representative of function and may or may not be specific in their depiction of actual equipment, fabrics, interior or exterior decor or design, options as installed on or in your trailer.

NOTE:

This product is designed for recreational use and short-term occupancy only. It is not designed nor intended to be used as permanent housing.

IMPORTANT CONSUMER INFORMATION

Installation and Instructions for Appliances. Operating instructions are provided for each appliance including air conditioning appliances (other than automotive type).

This recreational vehicle is equipped with listed fuel utilization equipment and an owner's manual which contains the following information:

WARNING: L.P. gas containers shall not be placed or stored inside the vehicle. L.P. gas containers are equipped with safety devices which relieve excessive pressure by discharging gas to the atmosphere.

WARNING: IT IS NOT SAFE TO USE COOKING APPLIANCES FOR COMFORT HEATING.

Cooking appliances need fresh air for safe operation. Before operation, open a window.

This warning label has been located in the cooking area to remind you to provide an adequate supply of fresh air for combustion. Unlike homes, the amount of oxygen supply is limited due to the size of the recreational vehicle, and proper ventilation when using the cooking appliance(s) will avoid dangers of asphyxiation. It is especially important that cooking appliances not be used for comfort heating as the danger of asphyxiation is greater when the appliance is used for long periods of time.

A warning label has been located near the L.P. gas container. This label reads:

DO NOT FILL CONTAINER(S) TO MORE THAN 80 PERCENT OF CAPACITY.

Overfilling the L.P. gas container can result in uncontrolled gas flow which can cause fire or explosion. A properly filled container will contain approximately 80 percent of its volume as liquid L.P. gas.

Do not use portable fuel-burning equipment including stoves inside the recreational vehicle. The use of this equipment inside the recreational vehicle may cause fires or asphyxiation.

Do not store L.P. gas containers, gasoline, or other flammable liquids inside the vehicle because a fire or explosion may result.

IF YOU SMELL GAS:

1. Extinguish any open flames, pilot lights, and all smoking materials.
2. Do not touch electrical wires.
3. Shut off the gas supply at the tank valve(s) or gas supply connection.
4. Open doors and other ventilating openings.
5. Leave the area until odor clears.
6. Have the gas system checked and leakage source corrected before using again.

L.P. gas regulators must always be installed with the diaphragm vent facing downward. Regulators that are not in compartments have been equipped with a protective cover. Make sure that regulator vent face downward and that cover is kept in place to minimize vent blockage which could result in excessive gas pressure causing fire or explosion.

PRE-TRIP PREPARATIONS

Before you seek out those favorite recreational campsites with your new Fleetwood folding 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 and take-down instructions does not differentiate 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.

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

1. Standard slot screwdriver
2. Standard phillips screwdriver
3. Hydraulic or scissor jack (1 1/2 ton)
4. 13/16" lug wrench
5. Stabilizer jack handle (furnished - store in access door)
6. Crankshaft handle (furnished - store in access door)
7. Four wheel chocks

Final preparations should include the proper loading and physical check of the trailer before the trip.

The trailer should be loaded with these basic rules in mind:

1. Keep your trailer as light as possible. Reducing weight will increase gas mileage.
2. Distribute the weight as evenly as possible.
3. **Be certain that a minimum of 10% of the overall trailer weight is on the ball hitch of the tow vehicle. Less than 10% will result in a negative tongue weight causing whipping or swaying while towing.**
4. Water tanks do not need filling unless primitive camping is planned; fill water tanks at campground to reduce towing weight.

Make your first trip close to home if possible. This will serve as a preparatory trip to see that everything works and what other items you will need to take.

A physical check should also be made per this checklist. Be certain that:

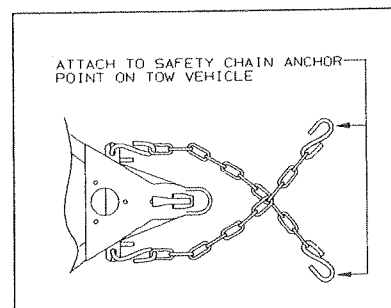
1. Tires are inflated to the recommended pressure as indicated on the tire sidewall.

NOTE: The three main causes for early tire wear and/or premature tire failure are.

1. Under inflation
2. Over loading (cargo)
3. Improper towing (see towing section)

Due to the relatively small tire sizes used on folding trailers always check the tire air pressure prior to each camping trip. Temperature changes can result in loss of tire air pressure. See Specification Chart located inside trailer for cargo capacities.

2. Wheel lug nuts/bolts are properly torqued: 8" wheels, 70-80 lbs; 10"/12" wheels, 80-90 lbs. Check torque before first trip. Retorque after first 25 miles. Retorque after first 75 miles. Retorque periodically thereafter and before each trip.
3. The tongue coupler is securely fastened to the ball hitch with safety pin in place.
4. The safety chains are attached (chains must crisscross).
5. The electrical pigtail is connected.
6. All lights on the trailer are functioning properly.
7. The L.P. gas bottle valve is closed.
8. The cooler and other items are securely held in place.



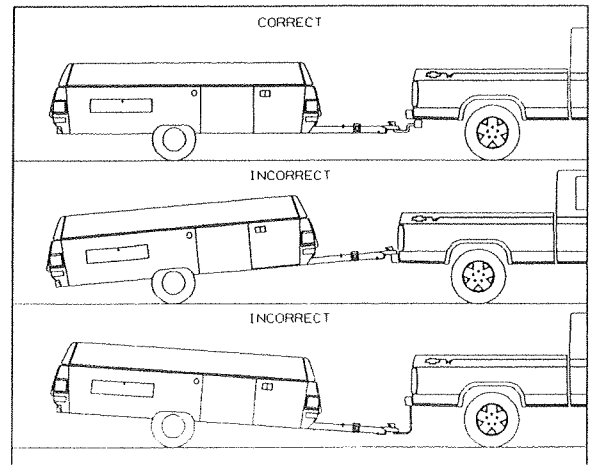
We hope you read and follow these instructions and helpful hints very closely. If you do, you will receive the maximum benefit from your Fleetwood folding trailer.

HINTS AND TIPS

A. Towing

It's of utmost importance to keep the trailer as level as possible when hooked to the tow vehicle's hitch. Towing a trailer with the tongue inclined will cause premature tire wear. This is also found to be true if the tongue area is angled downward. See adjacent figure for the correct method in which to tow a folding trailer.

Even if you've towed before, you'll want to get the feel of maneuvering any new outfit, so practice starts, stops, parking, braking, and turning. When driving around town, always check the traffic clearance before pulling out from the curb or shoulder into the main traffic flow.



For turns, pull past your turn or intersection sufficiently before turning so as not to run into the curb or obstructions. The longer your trailer, the wider you must swing for clearance. Most new owners are surprised at how well Fleetwood folding trailers track and how little additional maneuvering space is required, but don't let this cause you to forget it's behind you.

During parking or backing, remember that the rear of the folding trailer moves opposite to the rear of the towing vehicle. Start by simply placing your hand on the bottom of the steering wheel, then moving your hand left (wheel turning right) will move the trailer to the left and vice versa.

On the road, maintain a safe driving distance from other vehicles. A safe driving distance is the total length of your towing vehicle and folding trailer combined for each ten miles per hour of speed.

When approaching a downhill grade, downshift, letting the engine compression act as a brake. Should you need added braking, apply your brakes as required.

When approaching an uphill grade, the answer is the same - downshift. This keeps the engine from lugging down which may overheat from laboring in a higher gear.

Your towing equipment, its adjustments and how you load the trailer will have a great effect on trailer towing stability and handling.

- * Use a tow vehicle that is large enough for your trailer and has the needed power and appropriate towing equipment package.

Hitching up your trailer will become routine with experience. Make it a habit to examine all hitch components before hitching the trailer. If you have a conventional ball hitch, check for cracked or bent parts, cracked welds, and deformed or stripped bolts. Be sure the hitch ball is tight and well lubricated. Inspect the safety chains. If you find defects in any hitch component, correct it before towing the trailer.

When weighing your trailer always use a platform scale such as those used by trucking companies or highway weigh scales.

1. **Weigh the trailer by itself.** After driving the tow vehicle and trailer onto the scale, disconnect the trailer from the tow vehicle and move the tow vehicle off the scale. The measured weight of the loaded trailer must not exceed the GVWR of the trailer. Cargo or equipment items must be removed until the GVWR is not exceeded.
2. **Find the tongue weight.** When the total trailer weight is under the rated GVWR, you need to determine the trailer tongue/coupler weight.

For conventional trailers: Move the trailer until the tongue is off the scales. Relevel the trailer by adjusting the height of the tongue jack. Read the trailer weight on the axles alone. Subtract weight on the axle from the total weight. This weight difference will be the approximate tongue weight.

WARNING:

Do not exceed the rated load of the tow vehicle, the trailer, or the rated load of any axle.

WARNING:

Exceeding the GAWR or GVWR of your tow vehicle or trailer can cause undesirable handling characteristics and may create a safety hazard.

C. Tips on Picking a Campsite

DO . . .

Find a level spot that gets some breeze or wind. The breeze will improve ventilation in your trailer and keep bugs away.

Try to find a site with trees that will provide shade in the afternoon when the sun can get unpleasantly hot.

WARNING:

Camp on high ground, not in river or creek beds where flash floods can prove to be a danger.

Locate the trailer reasonably near water facilities, toilets, and electrical hookups.

DON'T . . .

Pick a site near a busy road or boat dock. Late-arriving campers and early-rising fishermen can cause you to lose sleep.

Pick a site near standing water or swampy area. These are obvious breeding grounds for mosquitoes.

Park near any tree that has large dead branches that may blow down on your trailer.

SET-UP INSTRUCTIONS

GETTING STARTED

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

This owner's manual contains information for both the Cape Cod model trailer as well as the Yosemite model trailer.

IMPORTANT: The Cape Cod model trailers have different operations for such items as the lifting system and stabilizers than those of the Yosemite model trailers. Operating instructions for both models of trailers are outlined in this manual. When reading this manual, follow the operating instructions that pertain to your particular model trailer.

1. Select a level campsite, preferably not on soft or sandy terrain.
2. Pull or back the folding trailer to desired position for campsite.
3. Disconnect electrical pigtail and safety chain, and release the coupler release handle. See Figure 1.
4. Pull the lock pin (located on the tongue jack) and let the tongue jack swing down into position. Allow the lock pin to lock the tongue jack in place in the top left hole in the brackets. See Figure 2.

CAUTION: Failure to engage the tongue jack lock pin could result in the trailer tongue falling resulting in injury to yourself or others.

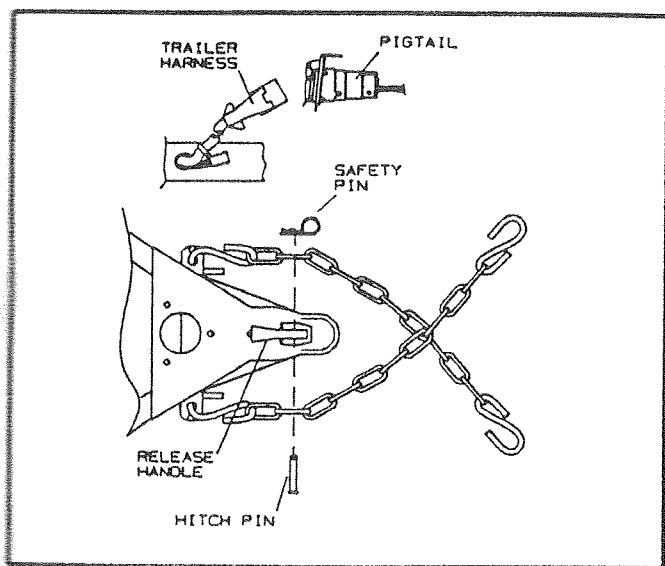


FIGURE 1

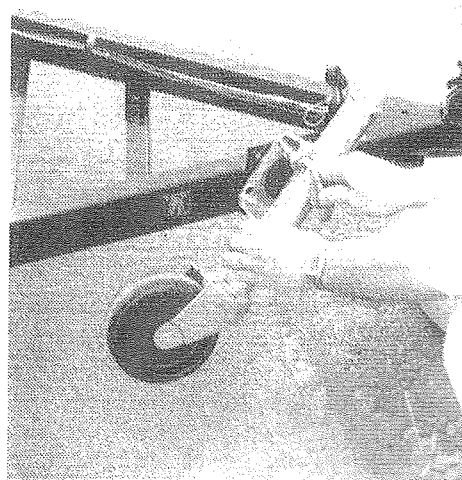


FIGURE 2

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 away from the trailer or move the trailer to the desired location for the campsite.
7. Adjust the tongue jack height so that the trailer is level horizontally.
8. Unlatch the four "top" latches. See Figure 3.
9. From the right side of the trailer, insert the key into the lock (located on the access door) and turn 90° clockwise. The push-button and handle will pop out. Rotate the handle 90° clockwise to open the access door. Pull out and down on the access door to provide an entrance.

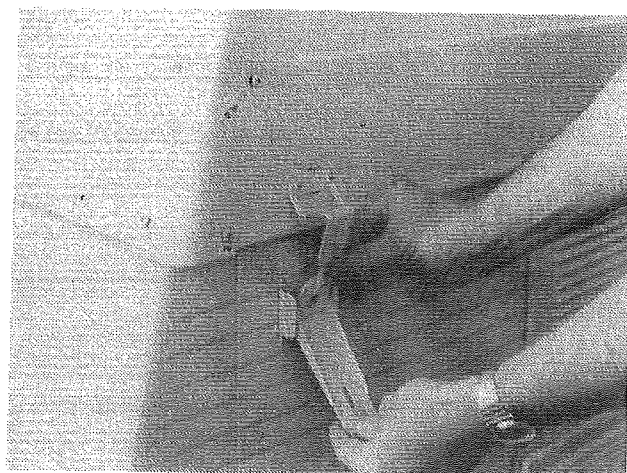


FIGURE 3

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

OPERATING LIFT SYSTEM

YOSEMITE MODEL

1. With the access door open, locate the power lift controls on the curbside cabinet. See Figure 4. Turn the release valve clockwise to the fully closed position. Ensure the gravity latch cable is pushed fully inward. See Figure 5.
2. Lift the toggle switch and hold in position to raise the top assembly. See Figure 6. Allow the top assembly to fully extend. See Figure 7. Release the toggle switch.

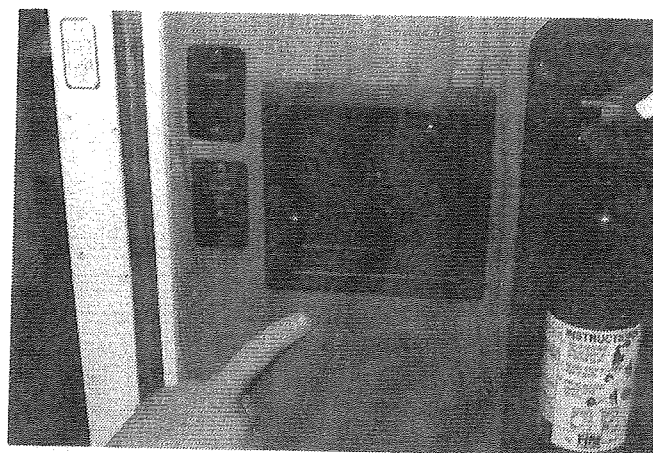


FIGURE 4

IMPORTANT: Ensure release valve is completely closed by turning clockwise until snug before utilizing the power lift. A partially open valve will not allow the top assembly to raise.

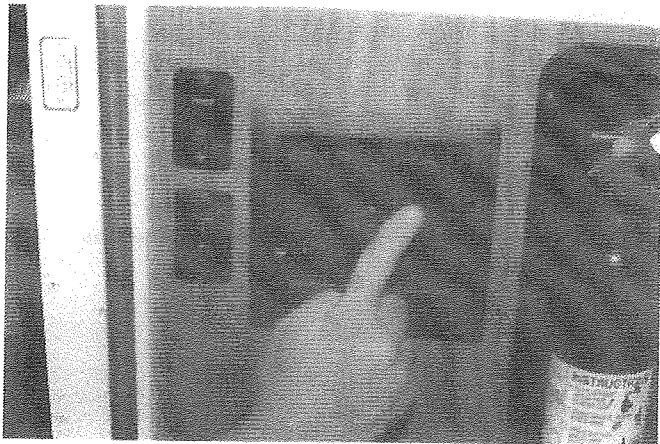


FIGURE 5

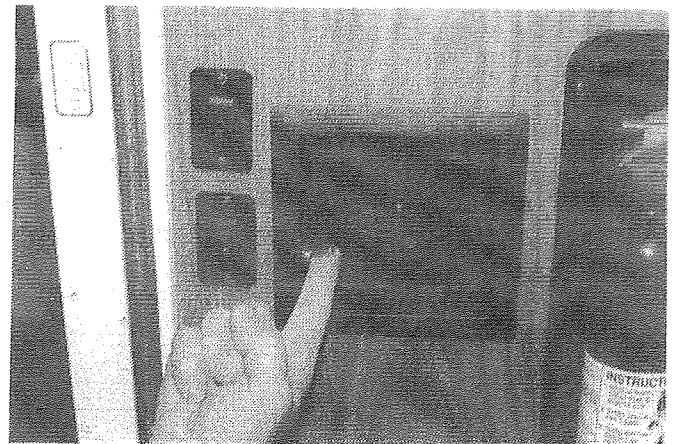


FIGURE 6

IMPORTANT: The power lift must be supplied with 12 volt DC from an auxiliary tongue mounted battery. The power lift is not powered by the trailers converter.

CAPE COD MODEL

1. Remove the crank handle from the recommended storage location in the access door step and attach it to the crankshaft located on the upper curbside area of the front body panel. See Figure 8.
2. Rotate the crank handle in a clockwise motion to raise the top until it is fully extended.



FIGURE 7

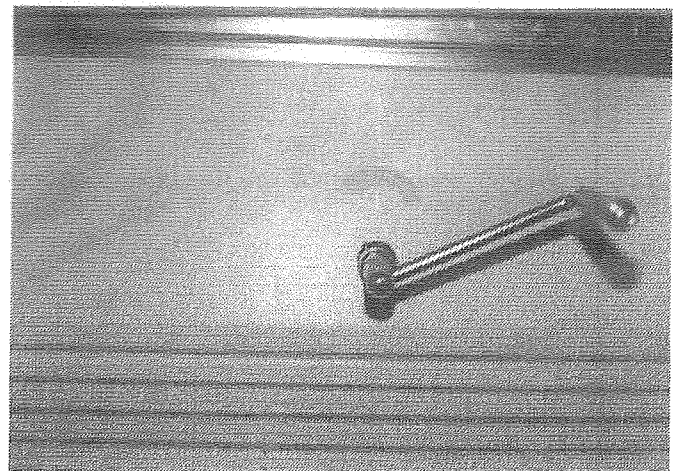


FIGURE 8

STABILIZER JACKS

CAUTION: Do not lower the stabilizer jacks prior to raising the trailer top as this can place an undue stress on the trailer frame and lift system resulting in premature wear. Do not use the stabilizer jacks to take the weight of the trailer off of the tires. The jacks are intended **ONLY TO "STABILIZE."**

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

YOSEMITE MODEL

All Yosemite models are equipped with four crank-down stabilizer jacks. One jack is located in each corner of the trailer.

1. Locate the stabilizer crank handle in the recommended storage location (access door).
2. Insert crank handle onto stabilizer shaft. See Figure 9.
3. Rotate crank handle clockwise to extend jack to downward position. See Figure 10. 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.
4. Repeat steps 2 and 3 for remaining stabilizers and return crank handle to storage location.

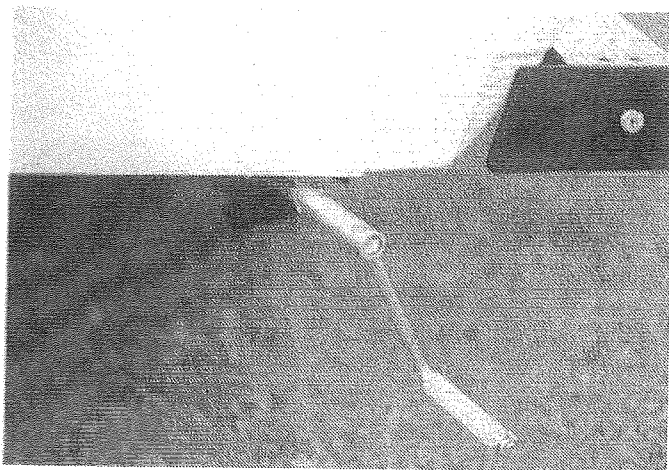


FIGURE 9

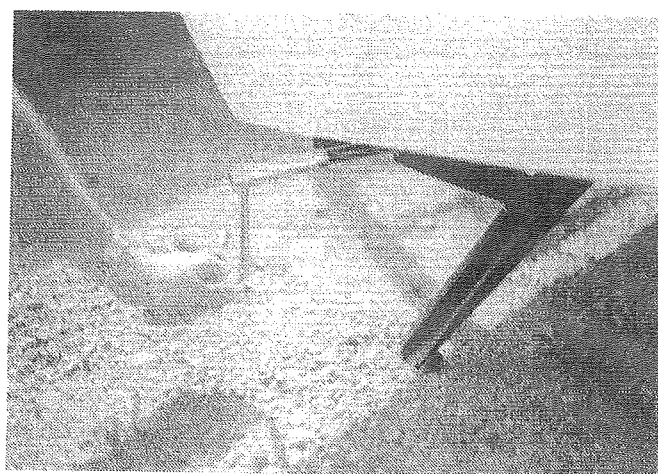


FIGURE 10

CAPE COD MODEL

All Cape Cod models are equipped with four stabilizer jacks. One jack is located in each corner of the trailer.

1. To release the stabilizer jacks from the locked travel position, reach under the corner of the trailer, firmly grasp the jack and push it toward the center of the trailer (approximately 1/2"), and swing down to lock the jack in the lowered position. See Figure 11.
2. 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.

3. Remove the stabilizer jack handle from the recommended storage location within the access door. Making sure the handle is inserted through the rear hole, apply downward pressure to extend the inner legs of the stabilizer jacks to stabilize the trailer. See Figure 12.
4. Repeat steps 1 through 3 for remaining stabilizers.

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 dislodge the foreign matter from the stabilizer jacks before lowering into position.

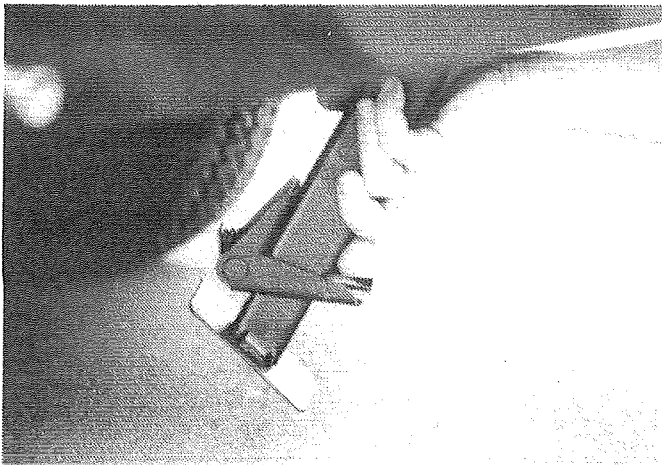


FIGURE 11

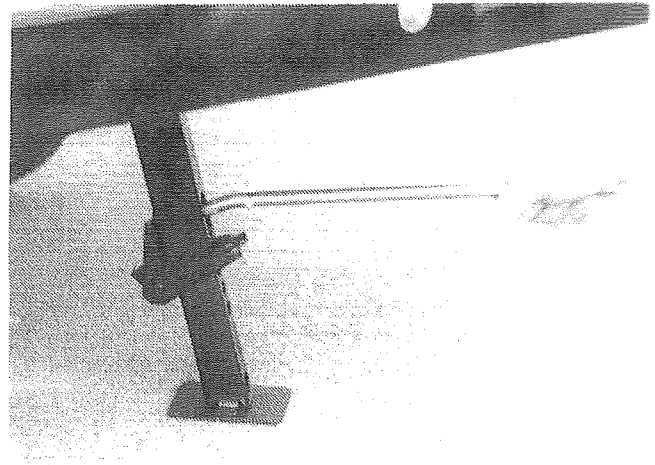


FIGURE 12

BED SET-UP

1. Standing right of center at the tongue end of the trailer, place hands (approximately 1 1/2 feet apart) on the bed frame and pull until the bed hits the stops. See Figure 13.

IMPORTANT: This movement must be done slowly and evenly to prevent inadvertent jamming or wedging of the bed on the sliding tracks.

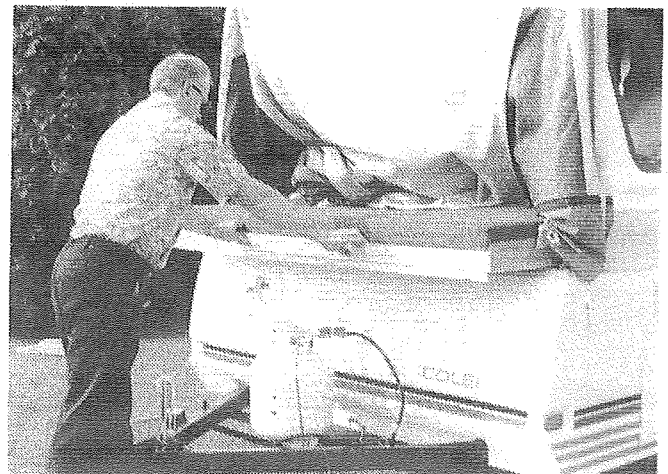
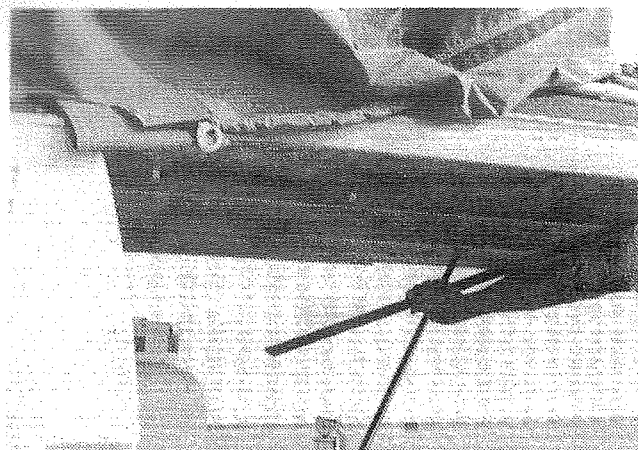


FIGURE 13

IMPORTANT: DO NOT put any weight on the beds while they are extended without first attaching the bed supports as damage to the bed rails may result. Any damage to the bed rails, resulting from weight being applied to the bed area without the bed supports in position, will not be considered a warranty item.

2. Kneel down beneath the side of the fully extended bed. Pull down and swivel the bed support tubes from their travel positions. Lift the bed slightly while placing the free end of the bed support tube over the support peg. Perform same procedure for the rear bed. See Figure 14.

FIGURE 14



IMPORTANT: Insure bed support post is fully engaged on the peg, otherwise any weight placed on the bed will cause damage to the bed's slide tracks. Bed supports are designed to swivel into travel or setup position; do not force the bed supports when setting up or taking down.

TENT ENCLOSURE SET-UP

1. With both beds fully extended and supported, grasp the bottom edge of either the front or rear tent enclosure with hands approximately 2 1/2 feet apart. Gently pull until the tent fabric is pulled out toward the end of the wing beds. See Figure 15. Standing at either side of the wing bed, reach in underneath the tent fabric and grasp the side of the canvas bow and rotate toward the end of the bed. See Figure 16.



FIGURE 15

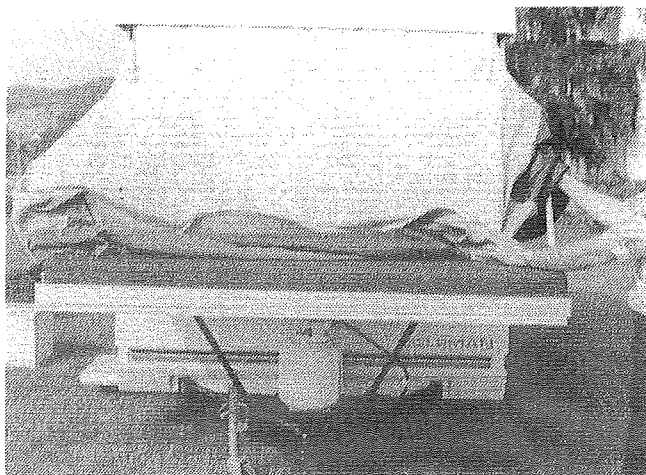


FIGURE 16

2. Pull the tent at the bottom over the bed edge and attach the exposed stretch cords to the nearest hooks on the underside of the bed. See Figures 17 and 18. Repeat for other bed end. Be certain to slide the stiffened tent fabric sections under the bed corners between the bed bottom and body rail top. These stiffened corners will prevent the entrance of insects drawn by the folding trailer interior lighting.

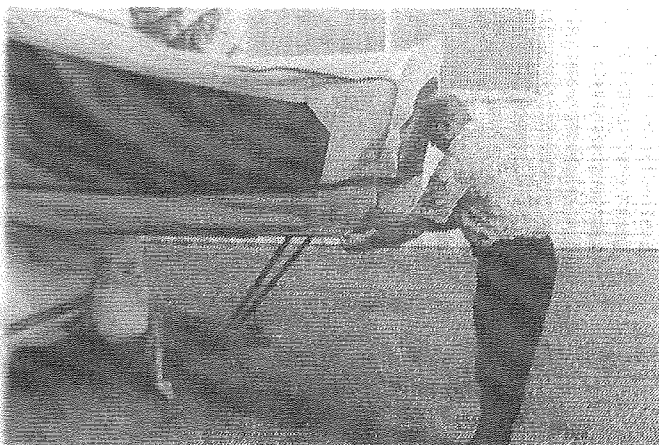


FIGURE 17

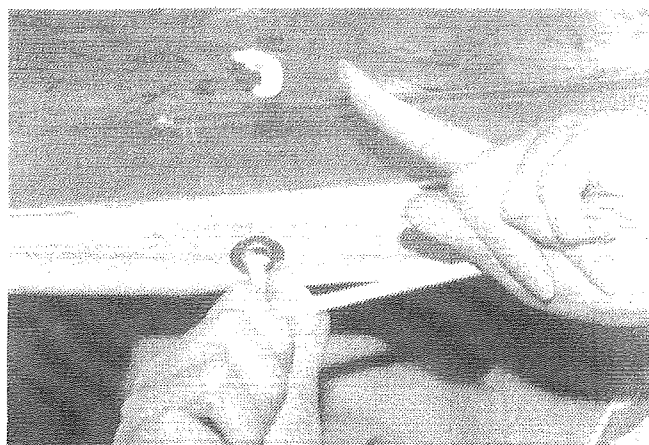


FIGURE 18

HARD WALL SET-UP

1. With both front and rear beds fully extended and set-up, enter the trailer. Raise the door side hard wall into full upright position against the side of the top assembly. See Figure 19. While holding the wall into position, rotate the center retaining knob 90 degrees to secure the wall section into place. See Figures 20 and 21. Once center retainer is locked into position, locate and lock the remaining retainers into position. Repeat procedure for the opposite or off-door side wall.

NOTE:

Ensure all retaining latches have made contact with the retaining bracket and are securely locked.

IMPORTANT:

When raising the hard walls, start at the center or middle retainer first to avoid binding or misalignment of remaining lock tabs.

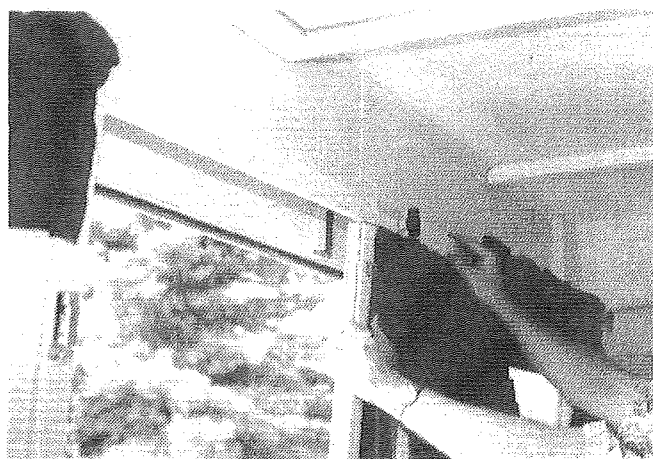


FIGURE 19

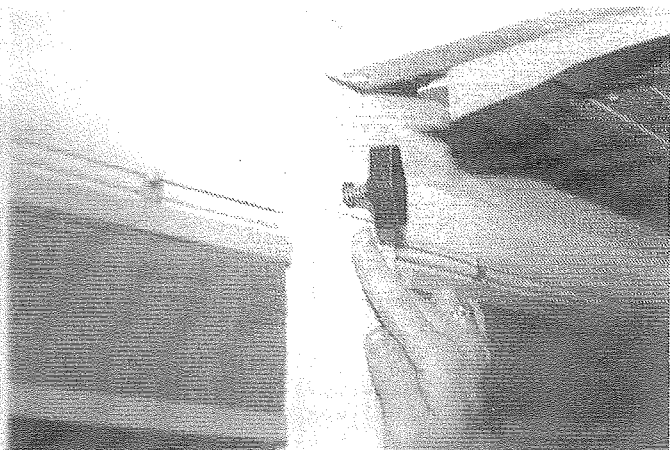


FIGURE 20

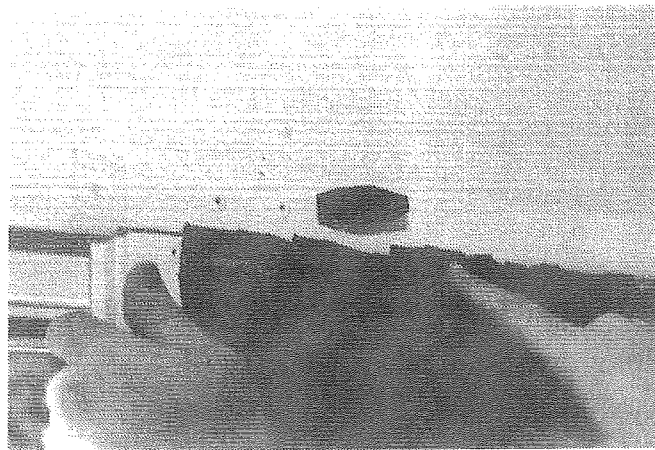


FIGURE 21

SCREEN DOOR SET-UP

1. Unfasten the two screen door web retaining straps. See Figure 22. This will allow the screen door to hang by its glide cables.
2. Standing at the door opening, pull down on the spring-loaded pin clip retaining the door frame and swivel clear of the engagement hole. See Figure 23. 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 brackets. See Figure 24.
3. Hold screen door up from the floor and move it toward the door opening.



FIGURE 22

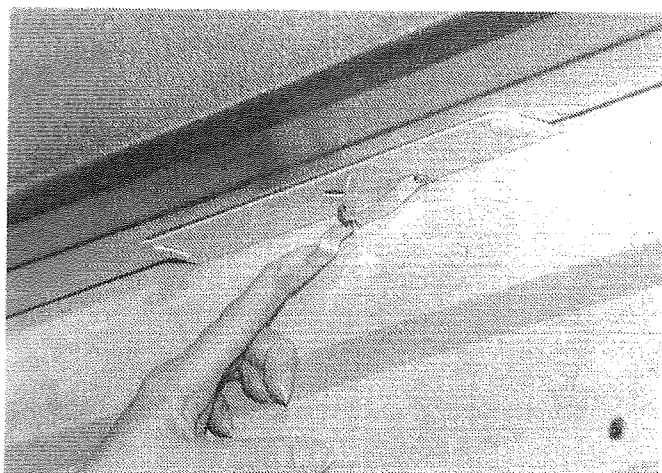


FIGURE 23



FIGURE 24

4. Step outside and grasp the door frame with both hands, one on either side, lower screen door into door threshold at base of doorway. See Figure 25. Unlock screen door latch and step inside.
5. Lock in place with the two screen door sash locks. See Figure 26.

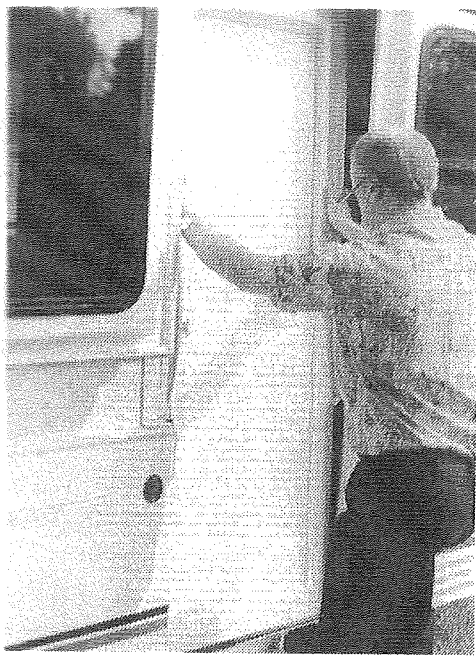


FIGURE 25

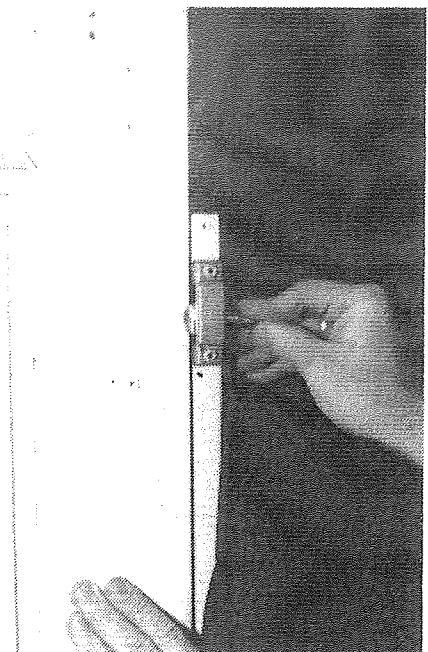


FIGURE 26

Step outside trailer, grasp the vinyl flap with both hands. See Figure 27. Starting at the base of the material, press the tent weather seal on either side of the door frame into the mating velcro on the hard wall. See Figure 28.

NOTE: The screen door has two removable window panes to allow a full length screen for additional ventilation.

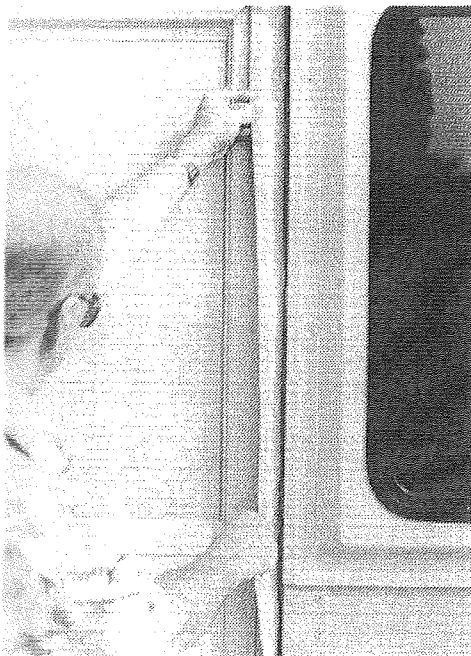


FIGURE 27

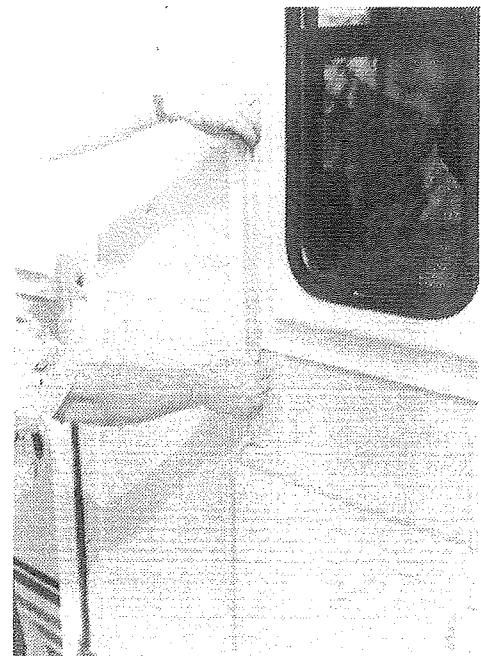
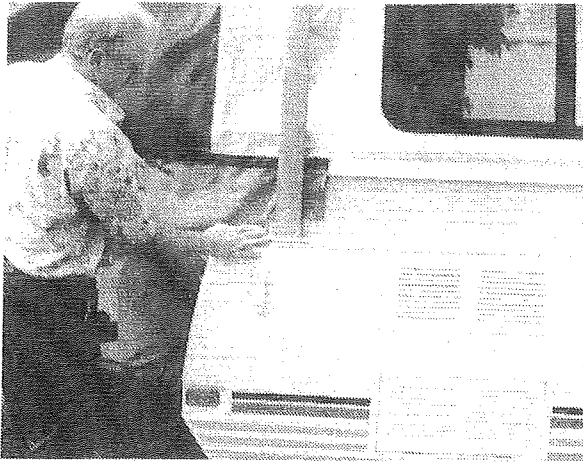


FIGURE 28

Once both hard walls have been locked into position and the screen door is set up, from the outside of the trailer, attach the mating tent sections onto the hard wall sides and attach snaps from bed end tent sections to mating snaps located on trailer side hard walls. See Figure 29.

NOTE: Ensure all bed end velcro patches have been attached to the mating velcro on the body rails as shown in Figure 29.

FIGURE 29



GALLEY SET-UP

Grasp the center of the tubular bar of the swing-level galley and raise until the bottom of the upper galley rests securely on the top of the lower galley compartment.

CAUTION: Be certain to grasp the swing-level galley tubular bar in the position indicated by the diagram (center). Failure to do so could lead to inadvertent pinching of the hand as galley rotates.

DINETTE SET-UP

1. Lift the backrest off the dinette table and slide the seat cushion inboard. Set the backrest in place against the side wall. Slide the seat cushion in place, making sure that the plastic stops are wedged firmly against the interior of the metal seat frame. See Figure 30.

NOTE: To lift dinette seat, be certain to push the seat cushion firmly toward the backrest wall before lifting in order to prevent inadvertent damage to the plastic stops.

NOTE: Where applicable a flip-up seat retainer is provided to hold the cushions upright to permit seat storage access.

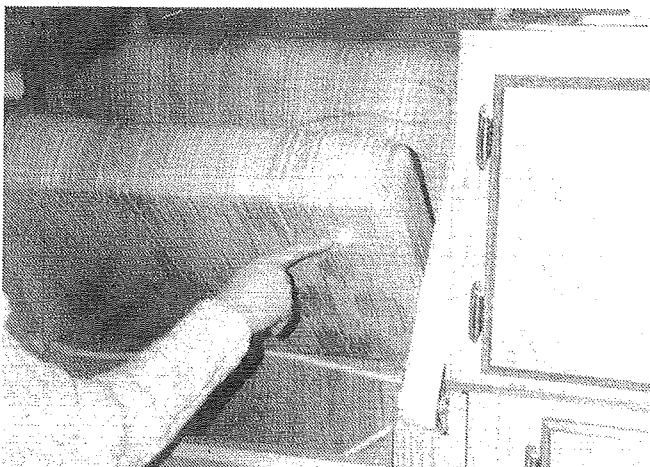


FIGURE 30

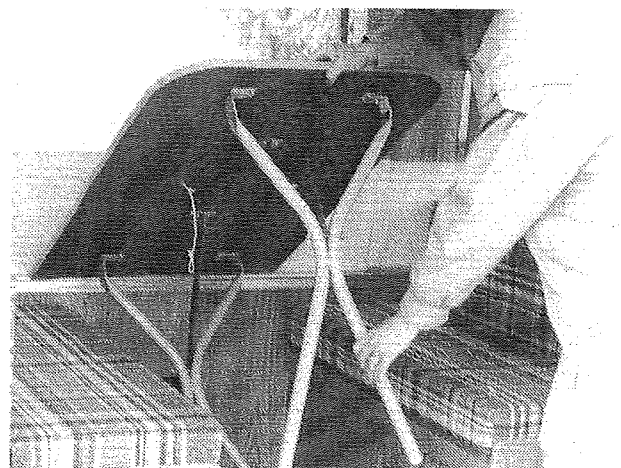


FIGURE 31

3. Extend the table legs completely so that both leg supports lock into position. Set table upright and check to insure it is stable. See Figure 31.

CAUTION: The table top could be damaged by exposure to rain or extended periods of sunlight.

BED BOW SUPPORT SET-UP

1. Adjust bed bow support as necessary to make the tent enclosure over the bed taut. This is done by pressing the release button on the pole and extending the rod to the next adjustable hole. See Figure 32.
2. To completely support the tent enclosure over the bed (front and rear), attach the bed bow support by inserting the straight end into the bed bow. Insert the opposite end of the bed bow support into the metal roof retainer. See Figures 33 and 34.

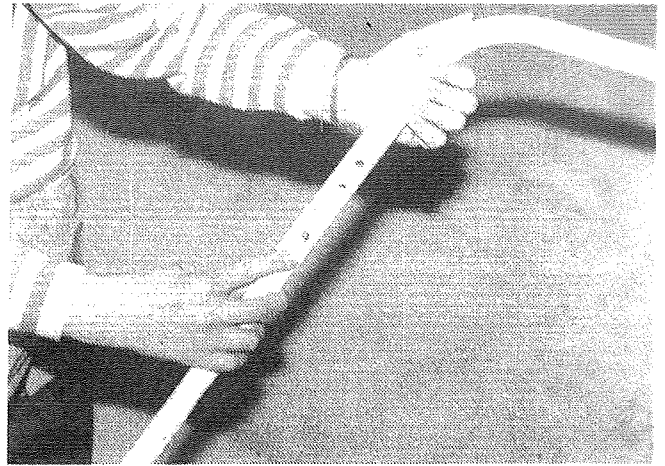


FIGURE 32

NOTE: These may be stored in a preadjusted state under each mattress.

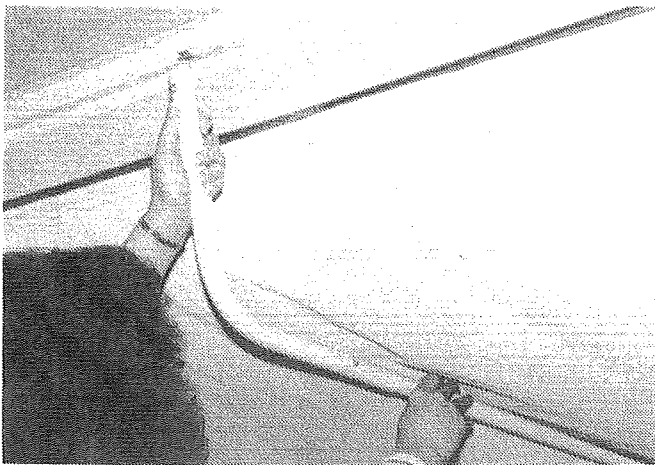


FIGURE 33

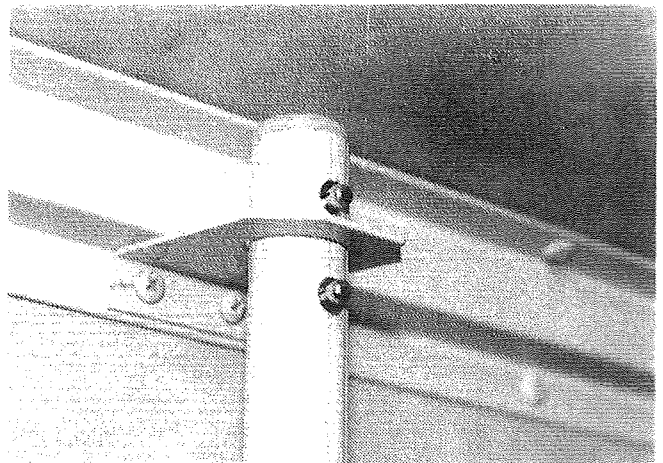


FIGURE 34

GALLEY STOVE SET-UP

1. Unfasten the catch securing the stove cover. Raise the stove cover into position. Rotate the splash guard toward side of stove and fasten to side of cook top with twist latch.

IMPORTANT: Do not place hot cooking utensils on cabinet tops or table top. Damage to surface could occur.

2. 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 handle in a counterclockwise direction.

WARNING: When 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.

3. 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 the bottle to the burner after which the LP burner will ignite.

ELECTRICAL AND WATER HOOK-UPS

1. When the campsite provides a pressurized water system: Remove the protective cap from the external pressure water connector (B). Attach a non-toxic garden hose (not furnished) between the external trailer connection and the campsite-furnished faucet. See Figure 35.

NOTE: Since water pressures at campgrounds vary, we recommend you install an in-line pressure regulator (not supplied with trailer) at the water supply faucet. This will protect both the trailer water system and your supply hose from excessively high water pressure.

A - WATER FILL SPOUT
B - PRESSURIZED WATER CONNECTION

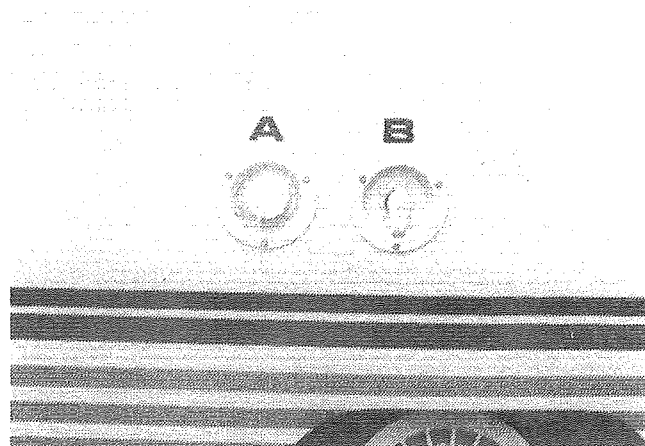
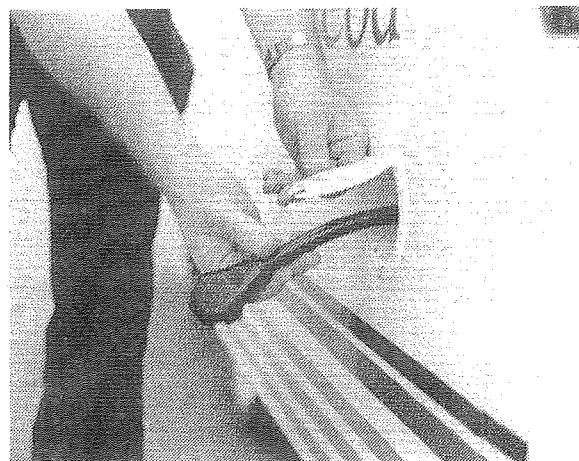


FIGURE 35

2. If the campsite does not provide a pressurized water system, it will be necessary to use the trailer internal water system. In order to fill the storage tank, open the fill spout (A) and slowly fill the tank using a non-toxic hose or appropriate container.

FIGURE 36



3. Connect the water system drain hose (not supplied) to the trailer outside fitting (as identified on the trailer by the "DRAIN" decal) to the park sanitary system or suitable waste container.

CAUTION: Do not interchange waste system hose and fresh water hose as contamination to the water supply could result.

CONVERTER

When the campsite provides an electrical system, lift up the cable hatch cover, grasp the self-storing power cord and pull it out. See Figure 36. Plug the power cord into the campsite-provided outlet. From inside the trailer at the power supply center, set the converter switch to the "CONVERT" position.

WARNING: The electrical system is rated for a maximum 20 amperes normal household-type current. Be sure not to exceed this rating. Excessive amperage draw could cause electrical system problems. Be sure any outlet the trailer is plugged into is grounded and has the correct polarity.

The converter changes the 110 volt park supply to 12 VDC for operation of the interior 12 volt lights and certain 12 volt appliances (i.e., furnace, factory-installed refrigerator). This 12 VDC is not a stable or "clean" voltage and may not be suitable for use with appliances such as television monitors. The receptacles inside the trailer carry the 110 volt current for operation of 110 volt appliances and the like. Set the converter switch in the "convert" position for this type operation.

When the converter is set to "BATT," the interior electrical lights must be serviced by an external 12 volt battery for the electrical supply. This external battery could be the tow vehicle battery or a tongue-mounted auxiliary battery.

NOTE: The converter contained within the Cape Cod/Yosemite model trailers WILL NOT recharge a tongue-mounted battery.

WARNING: Do not use or store a battery inside the trailer. Battery acid leakage or explosion could cause bodily injury or death.

On the tongue of the trailer are two 12 volt DC wiring harness connectors. One connector is a seven pin Bargman connector which connects to the tow vehicle for the operation of running lights, brake lights, and so forth. The other two-prong connector is for the operation of the 12 volt interior lighting system and optional furnace. In order to use the two-prong receptacle, it is necessary to purchase the 12 volt auto extension cord from your dealer. This cord may be plugged into the tow vehicle cigarette lighter to provide 12 volt power to the interior of your folding trailer. The trailer is equipped with a 12 VDC in-line kill switch. This switch is located on the lower galley top.

When the galley is raised to the upright position the switch will activate thus allowing power to be supplied to the interior top lights.

CAUTION: Ensure interior top lights are turned to the off position when closing the trailer in the travel position.

IMPORTANT: Never allow the 12 volt, two-prong receptacle to be plugged in while the trailer is in the closed position. Excessive heat build up in the interior lights could cause damage to the tent material of your folding trailer, in the unlikely event of 12 VDC "kill switch" failure.

TAKE-DOWN INSTRUCTIONS

1. From inside the trailer, flip the circuit breaker and converter switch to the "OFF" position.
2. Disconnect the power cord from the campsite outlet and return the cord and plug to their storage location.
3. Disconnect the non-toxic garden hose from the campsite-provided faucet and the external trailer connection. Stow the hose.
4. Attach the protective cap onto the external city water connector to prevent foreign matter from entering the internal water system.
5. Close the valve on the L.P. gas bottle all the way by rotating the handle in a clockwise direction until the valve seats.

CAUTION: Do not attempt to operate any propane appliance while the trailer is in tow.

6. From inside the trailer, open and light one L.P. burner and allow to burn until flame extinguishes. This will safely and effectively bleed the system.
7. Turn L.P. 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. On Yosemite model trailers, retract all mini-blinds and secure in the attached storage pouch.

NOTE: For quicker camp set-ups 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.

11. Detach both front and rear bed bow supports from the roof retainer and from the bed bow. Lay the bed bow supports under each mattress. See Figure 32.

NOTE: Remove any accessories that are mounted to the top assembly (i.e., wardrobe rack, camper caddy, etc.) if the trailer is so equipped.

12. Lift the dinette table up on end. Apply inward 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.
14. Remove the backrests from their positions. Slide the seat cushions outboard and place the backrests, cushion side down, on the stored dinette table.
15. Step outside the trailer. Begin at the top of the door frame and carefully pull the tent weather seal on either side of the door frame from the mating velcro attached to the hard walls. See Figures 27 and 28.

NOTE: Ensure removable window panes have been returned to their original position prior to storing screen door.

16. Step inside the trailer and release the top door retainers. Lock the screen door latch. Grasping the door frame with both hands, one on each side, lift up and remove from the door threshold and allow the door to tip inward. See Figure 26.
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. Place the bottom of the door onto the pins on the retaining bracket and lock spring-loaded pin clip into base of door frame (see Figure 23) and snap web retaining straps. Be certain door is securely engaged on all three pins.
18. To lower the swing-level galley, grasp the center of the tubular bar at designated location, rotate and lower to trailer floor.

NOTE: Be certain floor is clean and free of any grit or sand to prevent damage to the surface of the telescoping hole cover.

19. From outside the trailer, gently pull the vinyl tent attachment away from the mating velcro and unsnap the tent section from the hard walls. See Figure 29. Step inside the trailer while holding the hard wall in place. Starting on either side, turn the retaining locks 90 degrees to release the hard walls from the retaining brackets. See Figures 20 and 21. Slowly lower the wall inward. Repeat procedure for opposite wall.

NOTE: Unlock center retaining lock last on each wall to prevent binding.

IMPORTANT: Ensure all windows are closed and locked prior to closing the trailer for travel to prevent any inadvertent damage to the window or window screen.

20. Step to the tongue end of the trailer; release the exposed stretch cords from the hooks located under the extended bed. Pull the stiffened corners of the tent out from between the bed and body rail.
21. Pull the tent up and over the bed edge. Grasp the bed bow and push toward the center of the trailer until it lays flat on the bed. Insure that the tent material is evenly distributed over the bed to facilitate closing of the top assembly. See Figure 16.
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. Swivel each support tube up and lock into the travel position. See Figure 14.
23. Repeat steps 20 through 22 for the left side.
24. Insure the tent fabric 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. See Figure 13.

NOTE: Ensure bed end tent fabric is fully tucked in and equally distributed to allow the hard walls to fully fold inward. See Figure 7.

25. Perform steps 20 through 24 for the remaining extended bed.

NOTE: Due to the interior space needed for the hard walls to fold inside the trailer, it is not recommended that any items be left on top of the mattress assembly such as blankets, sleeping bags, etc. These types of items should be stored elsewhere within the trailer.

26. Set up the trailer tongue jack if it was previously retracted to the towing position.

CAUTION: Be sure the tongue jack is supporting the trailer tongue and is locked in position to prevent sudden collapse of trailer tongue.

IMPORTANT: Do not lower top unless the stabilizers are released.

27. YOSEMITE MODEL TRAILERS ONLY

- A. Remove the stabilizer crank handle from the storage location.
- B. Insert crank handle onto stabilizer shaft. See Figure 9.
- C. Rotate counterclockwise to raise stabilizer to travel position. See Figure 10.

WARNING: Do not lie under the trailer when raising or lowering the stabilizers. Should the trailer fall, bodily injury could result if these warnings are not followed.

- D. Repeat procedure for remaining stabilizers.
- E. Return crank handle to recommended storage location.

CAPE COD MODEL TRAILERS ONLY

- A. Remove the stabilizer jack handle from the storage location.
- B. Press on the quick-release lever of the stabilizer jack with the jack handle and push downward slowly. This releases the stabilizer jack and the corner of the trailer will drop somewhat. See Figure 37.

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.

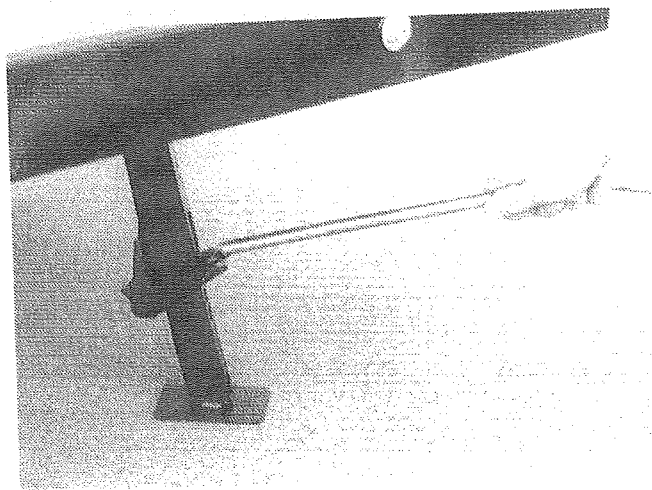


FIGURE 37

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

- D. Grasp the stabilizer jack, pull down and push up toward the center of the trailer into its horizontal travel position. Jiggle and pull back the stabilizer jack to insure it is up and locked into position.
- E. Repeat procedure for the remaining stabilizer jacks and then stow stabilizer jack handle.

28. YOSEMITE MODEL TRAILERS ONLY

- A. Locate the power lift controls on the curbside cabinet at access doorway. With the release valve in the fully closed position, lift up on the toggle switch momentarily to allow the lift cylinder to fully extend.
- B. Gently pull outward on the gravity latch cable to release the gravity latch and hold in outward position. See Figure 38.

IMPORTANT: The gravity latch must be released in order to lower the top assembly.

- C. Open the release valve completely by turning counterclockwise.
- D. Once the top begins to descend, the gravity latch cable can be pushed inward to its original position.
- E. Lower the top to within one foot of the trailer body. Close relief valve by turning completely clockwise.
- F. Tuck in any tent fabric which may have worked its way out between the rooftop and trailer. This is important because if the tent fabric is pinched between the top and the aluminum rail it can become worn or discolored. Open the relief valve and allow top to close down fully. Ensure the safety cable is pushed fully inward.



FIGURE 38

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

CAPE COD MODEL TRAILERS ONLY

- A. Remove the crank handle from storage location and attach to the crankshaft.
- B. Rotate the crank handle in a counterclockwise motion and lower the top to within one foot of the trailer. See Figure 8.
- C. Tuck in any tent fabric which may have worked its way out between the rooftop and trailer. This is important because if the tent fabric is pinched between the top and the aluminum rail it can become worn or discolored. Rotate the crank handle counterclockwise and crank the top down fully.

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

29. Return the crank handle to the recommended storage location in the access door, raise and lock the access door, and then latch the four top latches.
30. Adjust the tongue jack so that the trailer tongue is higher than the vehicle hitch ball.
31. Back the vehicle close to the trailer and set brake.
32. 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.
33. Retract the tongue jack wheel fully by turning the handle counterclockwise until it stops, pull the release pin and swing the tongue jack up to the travel position. Bring the tongue jack handle up and over the tongue jack to store.
34. Attach the safety chains so they "crisscross" under the ball.
35. Connect the electrical pigtail to the mate.
36. Check to see that all lights on the trailer are functioning properly.

SYSTEMS AND SPECIAL FEATURES

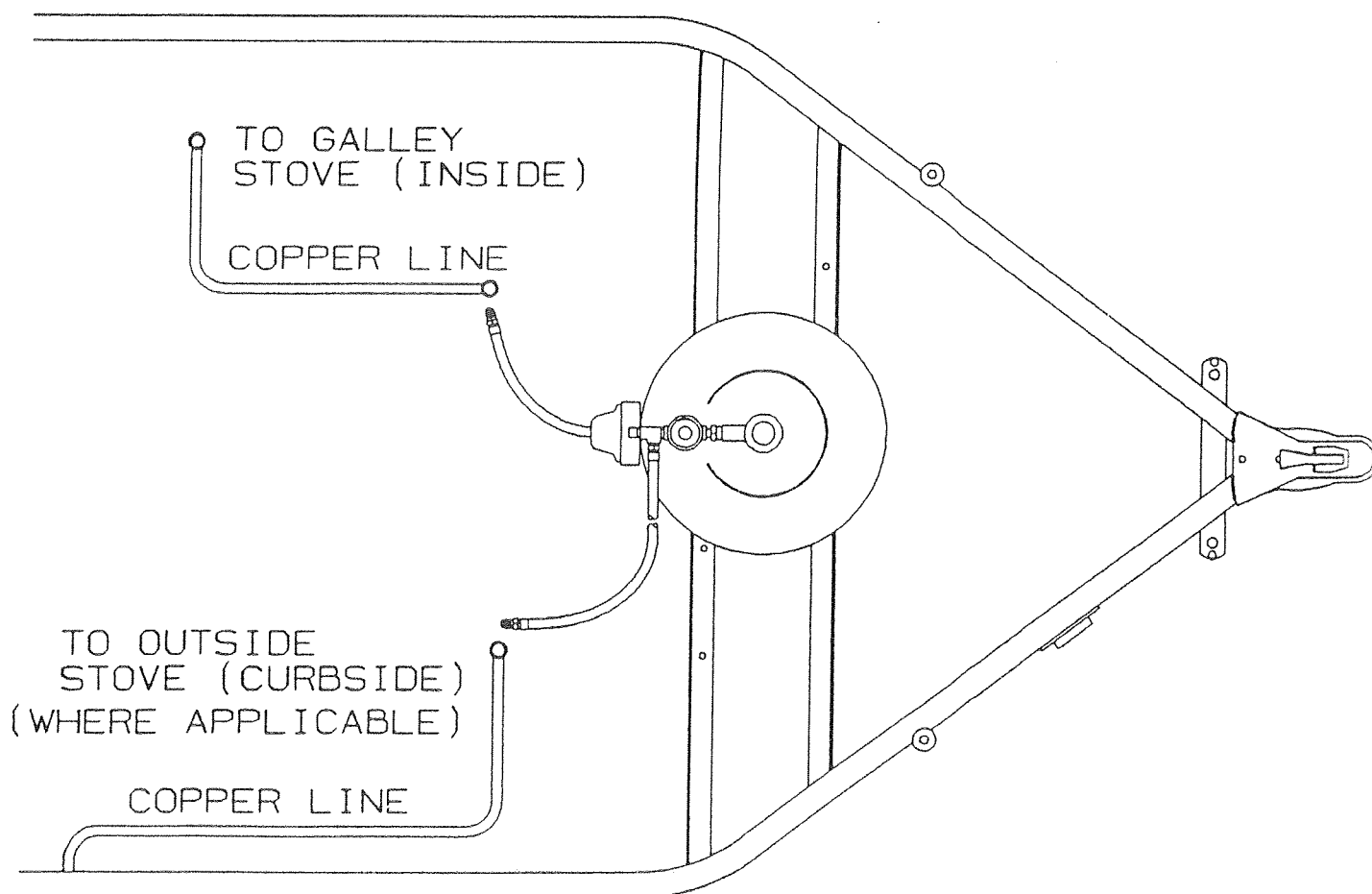
TRAILER L.P. GAS SYSTEM

Liquid propane gas is used in your trailer for three basic reasons: it is inexpensive, portable, and burns with intense heat. This system has been checked at our factory and by your dealer to insure its safety. Except for the simplest maintenance, this system should be checked by an authorized L.P. gas supplier should any problems develop. Due to the importance of this system and the safety precautions built into it, we feel it best to take a little time to describe it to you.

GAS BOTTLE

The L.P. gas is stored under pressure in the gas bottle located on the tongue of your trailer. This bottle should be kept free of rust at all times. If rust should develop on the bottle, the area should be cleaned completely of the rust, primed, and repainted white. Quite naturally, the service valve on top of the tank should always be closed when the tank is not in operational use, and especially when in transit.

TYPICAL GAS LINE ROUTING



In order to change an L.P. gas bottle, follow these eight steps:

WARNING: Do not smoke while changing the L.P. gas bottle and extinguish all surrounding open flames to avoid the possibility of fire and/or explosion.

NOTE: Position L.P. tank with safety valve pointing away from trailer. Additional fittings are required as appliances are added i.e., water heater, furnace, refrigerator.

1. Turn off the L.P. gas at all burners.
2. Close the valve on the L.P. gas bottle by turning it in a clockwise direction.
3. Disconnect the regulator to the L.P. gas bottle, using a suitable wrench.

NOTE: These are left-hand threads. Turn clockwise to loosen.

4. Loosen the wing nuts from the J-bolts and remove the empty gas bottle.
5. Carefully place the full L.P. gas bottle on the tongue support and secure with the J-bolts and wing nuts loosened in Step 4.
6. Using a suitable wrench, attach the regulator (with the vent facing down) to the L.P. gas bottle.

NOTE: Regulator threads are left hand threads. Turn counterclockwise to tighten.

7. Open the valve by turning it in a counterclockwise direction slowly.
8. Check for leaks by using a soap suds solution on all gas system fittings. We suggest that all gas system fittings in the trailer be checked for leaks with a soapy solution each time a gas bottle has been changed, every 30 days, or after the trailer has tracked over rough terrain. If the soapy solution is used and a leak is indicated by bubbles at a connection, tighten that particular connection sufficiently to stop the leak. If bubbles persist, close the L.P. gas bottle valve and contact your Fleetwood folding trailer dealer or L.P. gas supplier for assistance.

CAUTION: Do not check copper and brass plumbing lines and fittings for leaks using ammoniated or chlorinated household type detergents. These can cause cracks to form on the line and brass fittings.

If a leak is suspected in the trailer, you will notice that L.P. gas has a distinctive odor. Should this be encountered, follow these directions:

1. Open the door and exit the unit, leaving the door open.
2. Close the valve on the L.P. gas bottle.
3. Do not touch electrical switches.
4. Extinguish any open flame.
5. Allow the trailer to ventilate thoroughly.
6. Check all stove valves to insure they are in the "off" position.
7. Check all pilot lights to make certain they are burning.
8. Check system for leaks by following steps outlined in Item 8 above.

GAS BOTTLE REGULATOR

The gas bottle regulator is the heart of your L.P. gas system. It is an automatic device with working parts which move continuously. Consequently, it requires more care, protection, and attention than any

other part of the system. The basic function of the regulator is to take a high and varied inlet pressure from the gas cylinder and reduce it to a safe and consistent low outlet pressure to the gas appliances. Whatever the pressure is in the gas bottle, and it will vary due to atmospheric conditions, the regulator's job is to reduce it to 6.35 ounces or 11" water column outlet pressure, and supply fuel downstream at this pressure in whatever volume is required to efficiently operate each appliance as the demand is made.

The regulator is equipped with a vent because it is constantly "breathing." That is, the diaphragm of the regulator moves down and draws air into the bonnet or adjustment spring housing. When the diaphragm moves up, the air is expelled through the vent. In the event that excess pressure builds up in the lower housing or body of the regulator, a relief mechanism vents it to the atmosphere. It is imperative, therefore, to check the vent frequently to be sure it is clean and free of water, corrosion, or obstructions as clogging is the most common cause of regulator malfunction. If the vent does become clogged, it can easily be cleaned with a toothbrush. In addition, your regulator should be checked periodically by a competent L.P. serviceman to be sure that it is properly adjusted and in safe working condition. By following these simple precautions, your regulator will give you years of trouble-free service.

WARNING: If the regulator vent becomes plugged, excessive pressure will cause the appliance to leak, making fire and/or explosion possible and causing subsequent damage to the appliance.

HOW SHOULD THE REGULATOR BE MOUNTED?

The regulator will function regardless of the position in which it is mounted; however, the recommended mounting position is with the vent vertically down or in a direct line opposite the inlet. If for any reason this is not possible, bear in mind that it is extremely important that the vent be pointed in a direction which results in the least likelihood of dirt, water, or other foreign materials getting into the regulator. It is also important to install the regulator in a position in which the cover cannot possibly become a receptacle for water or other foreign materials.

WHAT IS FREEZE-UP?

A regulator does not freeze, nor will L.P. gas; however, as the gas passes through the regulator, it expands and cools, and moisture in the gas or in the regulator will turn into ice. This ice can build up and totally or partially block the orifice and thus partially or totally block the fuel supply. There are a number of things you can do to prevent this type of freeze-up:

1. Before it is filled, Be sure the L.P. cylinder is totally free of moisture by drying any visible water around the valve area.
2. Be sure the cylinder is **not** overfilled. Insist that the bottle never be filled beyond 80% liquid level.
3. Keep the valves on an empty cylinder closed.
4. Have your L.P. dealer purge the cylinder if freeze-up occurs.
5. If necessary, have your L.P. dealer inject methyl alcohol in the cylinder.
6. Keep the cylinder in an upright position.

If a gas bottle is overfilled, a built-in pressure mechanism on the bottle will allow excess gas to escape. It is imperative, therefore, that once bottles have been filled that they always be stored outdoors in an upright position whereby complete ventilation is possible. As an example, if a bottle is filled during extremely low temperatures, an increase in temperature will allow the gas to expand and possibly trigger the release valve. The presence of this gas in a confined area could result in fire or explosion caused by exposure to an open flame.

WARNING: The water heater and furnace combustion air exhaust ports may be extremely hot during water heater and furnace operation. Do not touch these outlets or allow any material to come in contact with, or cover, either the air intakes or exhaust ports while operating the water heater and/or furnace.

NOTE: Preventative maintenance on all gas appliances should include periodically cleaning as needed to remove dust, lint, etc. from burner tubes and air passages. Burner tubes and orifices should also be inspected frequently for obstructions such as insects/spider webs or other foreign matter that may cause a burner malfunction.

For further details refer to respective appliance manual.

TRAILER ELECTRICAL SYSTEM

The electrical system of your folding trailer is broken down into two separate and distinct functions - the 12 volt direct current and 110 volt alternating current. The 110 VAC is used solely for the operation of interior 110 VAC receptacles. The 12 VDC is used for all other functions including running lights, interior lights, and the operation of 12 VDC appliances (i.e., furnace). By using the power converter, 110 VAC is converted to 12 VDC for the operation of interior lights and optional furnace.

12 VOLT VEHICULAR ELECTRICAL CIRCUIT

The 12 volt DC electrical circuit is dependent on the tow vehicle's battery or an extra battery. Frequent and regular checks of the vehicle battery should be made to assure 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 the vehicle manufacture.

Before each trip, make an operational check of all DC electrical functions of the trailer: turn, stop, side marker, and taillights. 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 voltmeter and the wiring diagram contained herein and check the DC voltage and/or continuity of the circuit. Repair or replace as required.

110 VOLT AC POWER SUPPLY

The 110 volt AC power cord can be plugged into a park supply power source for the operation of interior and exterior receptacles only. The converter will change the 110 volt AC park supply to 12 volt DC current for interior lighting and optional furnace operation. Please refer to "Setup Instructions - Electrical and Water Hookups" in this manual for additional operation and use of the power converter.

Both the Cape Cod and Yosemite model trailers are equipped with a 110 volt AC exterior outlet for your convenience. This outlet is wired in series with a Ground Fault Interrupter. This device is intended to protect you against the hazards of line to ground electric faults and electrical leakage shocks. Materials used to insulate appliances and devices can deteriorate over time or develop cracks or weak spots that could allow electric current to "leak" through the insulation. Should a circuit or appliance develop a potential shock hazard of this type, the GFI device is designed to disconnect the outlet (and other outlets on the same circuit), limiting your exposure time to the shock hazard caused by current leakage to ground.

The GFI device does not prevent electric shock, nor does it protect a person who comes into contact with both "hot" and neutral sides of the circuit. It does not protect against electrical circuit overloads.

Test the GFI at least once a month while operating on 110 volts AC. To test the GFI:

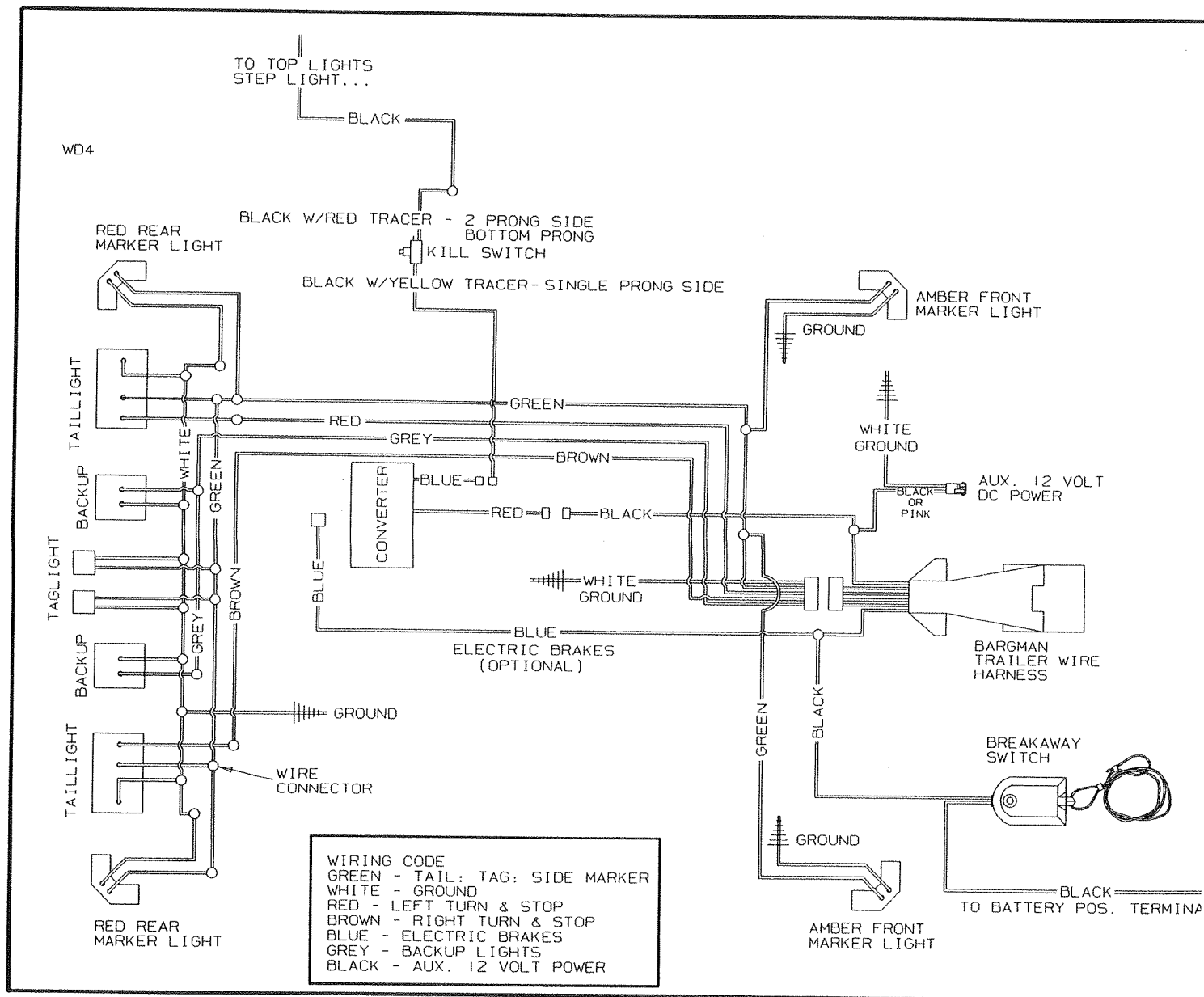
- * Push the "TEST" button. The "RESET" button should pop out, indicating that the protected circuit has been disconnected.



- * **IF THE "RESET" BUTTON DOES NOT POP OUT WHEN THE TEST BUTTON IS PUSHED, A LOSS OF GROUND FAULT PROTECTION IS INDICATED. DO NOT USE THE OUTLET OR OTHER OUTLETS ON THE SAME CIRCUIT. HAVE THE TRAILER ELECTRICAL SYSTEM CHECKED BY AN AUTHORIZED FLEETWOOD FOLDING TRAILER DEALER OR BY A QUALIFIED ELECTRICIAN. DO NOT USE THE SYSTEM UNTIL THE PROBLEM HAS BEEN CORRECTED.**
- * To restore power push the "RESET" button.

NOTE: If the exterior outlet doesn't work, check the GFI. Reset it if necessary. If the GFI continues to trip, have the trailer electrical system checked at an authorized Fleetwood Folding Trailer Dealer or by a qualified electrician.

CAPE COD AND YOSEMITE WIRING DIAGRAM



WATER SYSTEM

Fresh water may be supplied to your trailer sink (and tub and shower unit where applicable) from one of two sources - the water tank or the city water hookup. Fixtures for both of these are located beside each other on the roadside body panel and are marked accordingly. When the city water is turned on, it will bypass the internal water tank with the exception of the water heater only. In order to be sure the water heater is filled, it is wise to open the hot water faucet slightly to allow the escape of trapped air.

WATER TANK SYSTEM

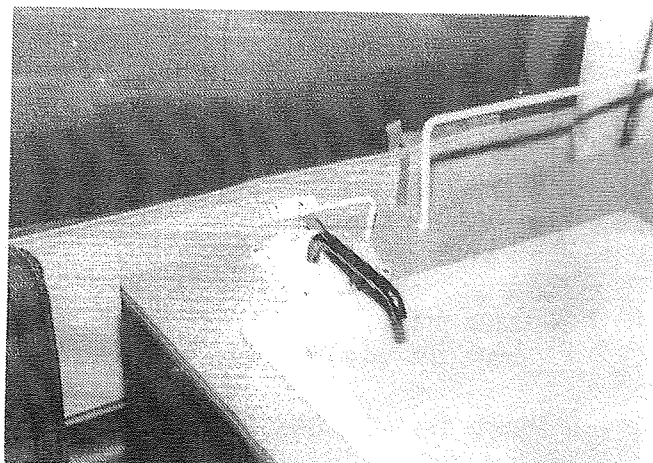
To insure complete sanitation of the potable water system, we suggest the following procedure be used on a new system, one that has not been used for a period of time, or one that has become contaminated.

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 the tank for several days by vehicle motion.
8. Drain tank and again flush with potable water.

NOTE: The built-in water tank is equipped with a screen filter which is located in the outlet fitting or at the pump. The filter should be cleaned periodically to insure maximum pump efficiency. Contact your dealer for the removal of this filter.

Once the internal water system has been cleaned, flushed, and refilled, water can be pumped by raising and lowering the pump handle. When using the city water supply, depress the pump handle which will allow city water to flow freely.

Continual city water flow can be obtained by rotating the hold-down rod over top of the pump handle as shown in adjacent figure. This will allow for both hands to be free for kitchen type chores such as washing dirty dishes.



SINK DRAIN

The outlet port for the sink drain is located on the same side of the trailer as the sink and the location is identified with a "drain" decal affixed to the body panel. The sink can be drained by simply removing the plastic protective cap from this fitting and allowing the water to flow freely from the sink. Please note that this fitting is threaded to allow the fastening of a rubber hose in order to drain the sink into a park-provided facility or waste container.

12 VOLT ELECTRIC DEMAND WATER PUMP (Yosemite model only)

The electric pump can be activated for use by pushing the rocker switch located on the lower galley top. Once the unit is activated, it will automatically switch on and off depending upon water use. Instructions for the specific care, use, and service of this component are enclosed with your trailer. This electric water pump is only to be used when a city water hook is not available and water must be drawn from the storage tank and water heater.

IMPORTANT: Do not allow the electric water pump to run when the water system is dry. Subsequent damage to the pump mechanism will result.

TROUBLE-SHOOTING THE WATER SYSTEM

Water system problems usually fall into two categories: mechanical system problems and problems caused by neglect. System problems are usually the result of road vibration and campsite water pressure variations. Problems of neglect usually stem from failure to clean filters, improper winterization, and poor maintenance. Most water system problems can be avoided by conscientious maintenance.

1. Leaks

Vibration, flexing, and twisting while traveling can work pipe fittings loose. If the water pump runs when a faucet is not open, suspect a leak. Be sure the tank drain valves are tightly closed. Leaks occur most often around threaded fittings. If necessary, tighten or clean and tighten the fittings. Do not over-tighten fittings. Connections at galley and lavatory fixtures should not be tightened with a wrench. They will normally seal with hand-tightening. If a leak persists at one of these fittings, disconnect it completely and check for mineral deposits or other foreign matter at the seating surfaces. Clean the surfaces thoroughly and reinstall the fitting.

2. Clogged Water Filter

Dirt, mineral scale, or organic matter are filtered out of the fresh water system by an in-line water filter on the inlet side of the water pump. If you suspect a clogged filter, it is easily removed and cleaned.

- A. Loosen the clamp at the inlet of the filter
- B. Pull the water line off the filter
- C. Unscrew the filter from the water pump
- D. Turn each end of the filter and pull apart
- E. Flush out and clean screen
- F. Reverse procedure to install
- G. Operate the water pump and check for leaks

3. Water Pump Trouble Shooting

The water pump in your trailer is a durable device that will operate for years with little attention. Most water pump problems can be solved by a common-sense approach. The following is a discussion of possible trouble spots and what to do.

4. Pump Motor Does Not Operate

Your trailer has two water pump switches - one master switch on the lower galley top and one in the pressure sensing assembly in the pump head. Be sure the "Water Pump" master switch is on. Even though the pump operates automatically when a faucet is opened, the pump master switch has to be on for that to happen.

Check the fuse. The water pump fuse is located in an in-line fuse holder near the pump. If it is blown, there is a reason for it. Check the pump wiring for shorts. Do not replace the pump fuse with a fuse rated for more than 7.5 amps.

Check for disconnected or corroded wires or terminals. Clean and reconnect if necessary. In cold weather, check for pump freeze up. If water is frozen in the pump, thaw it by placing a lighted bulb near the pump head. **Do not use a torch or other open flame.**

5. Pump Motor Runs but No Water Flows

- A. Be sure there is water in the fresh water tank.
- B. Check the filter. If it is clogged, remove it and try cleaning it as a temporary fix. If that doesn't work, it must be replaced.
- C. Check inlet and outlet hoses and fittings. Look for kinked or collapsed hoses or loose clamps that could be letting air into the system. Avoid storing anything in the water pump area. A heavy item could flatten a hose or damage the inlet or outlet hoses and fittings.

6. Pump runs but Water Sputters

- A. This is normal after an initial filling of the fresh water tank and lines. It should stop after a few seconds.
- B. If sputtering continues, the water tank may be almost empty. Add water if necessary.
- C. If sputtering continues, check for air leaks in the inlet side of the pump.

7. Pump Cycles On and Off When All Faucets Are Closed

- A. Check for leaks in the water lines.
- B. Be sure tank drain valves are tightly closed.
- C. The pump may have an internal leak.

8. Pump Does Not Shut Off

- A. Water tank may be empty.
- B. Check battery condition. A low battery will allow the pump to run but not develop enough pressure to shut off.
- C. The pump switch mechanism may be stuck. Gently tap the switch cap on the end of the pump with a screwdriver handle.

9. Pump Head Leaks

- A. Tighten screws in the pump head assembly. **Do not over-tighten.**
- B. The head may be cracked. This can be caused by stress failure, but is more likely caused by water freezing in the pump head.

10. Pump Does Not Prime

- A. Water tank may be empty.

- B. Filter may be clogged.
- C. Inlet hoses may be kinked or collapsed.
- D. Failure to prime may be caused by internal pump valve failure or foreign material lodged in a valve seat. These conditions require pump disassembly.

INSIDE SHOWER OPERATION (Yosemite model only)

1. Connect a garden hose (not supplied) to the tub drain located on the lower portion of the right front body panel and route to a park-supplied drainage receptacle or a suitable waste container.
2. Connect the shower head hose to the tub fitting and hand tighten.
3. Adjust the shower curtain to insure that the total area around the tub is sealed and the curtain bottom is inside the tub.
4. Adjust the water temperature.

WARNING: The hot water drawn at the shower is directly out of the water heater. The temperature of the water could be as high as 150°. Scalding could occur if the hot water is not diluted. DO NOT expose the body directly to the undiluted hot water.

On Yosemite model trailers, the bathtub may be converted to additional counter space by placing the shower curtain board on top of the bathtub.

NOTE: When your trailer is being stored for extended periods of time, it is recommended that the shower curtains be removed from the unit, folded, and stored indoors under fairly constant temperatures. Extremes of temperatures could have an adverse effect on the plastic material.

DRAINING AND WINTERIZING THE WATER SYSTEM

Your dealer can advise you concerning specific winterization procedures and products for your climate area or the areas through which you will be traveling. Your dealer may also provide winterization service for all appliances and systems in the trailer.

If you choose not to travel during the winter and will be storing your trailer during periods of freezing temperatures, follow a thorough winter storage procedure.

Protecting the plumbing systems in your trailer is the most important aspect of long-term winter storage. Extensive damage to the plumbing fixtures and components as well as other potential problems can be avoided by proper draining and antifreeze protection. The following is a procedure checklist you can follow if you prefer to winterize your vehicle yourself.

1. Drain the fresh water tank by opening the water tank drain valve. Leave valve open.
2. Turn the water pump on (12 volt DC power on). Open a cold water faucet. When the flow of water stops, turn the pump off.
3. After opening hot and cold water faucets, open the drain valves on HOT and COLD water pipes. These valves are located on the underside of the trailer directly in front of the axle. (Water line drain valves only applicable in trailers so equipped.)
4. Drain the water heater by opening the drain valve at the bottom of the heater and open the safety valve. Open the hot water faucets. Note water heater instructions for exact location of drain valve.

5. When each faucet has been opened, drained, and closed, close the water line drain valves and freshwater tank drain valve.
6. Disconnect the shower hose assembly.
7. Be sure ALL water from ALL plumbing fixtures has been drained.

On units not equipped with a water heater or tub and shower unit, the water system may be drained by simply turning the petcock located on the bottom of the water storage tank under the trailer and allowing all water to drain out.

CAUTION: Draining the water system alone will not provide adequate cold weather protection. If the trailer is to be unheated during freezing temperatures, consult your dealer for the best winterizing procedure for your climate. Your dealer can winterize your trailer for you or can supply you with one of the special antifreezes which are safe and approved for use in RV water systems. Follow the instructions furnished with the antifreeze.

WARNING: Do not use automotive or windshield washer antifreeze in the trailer water system. These could be harmful if swallowed.

8. Pour approximately two gallons of approved RV water system antifreeze into the fresh water tank. Be sure tank drain valve is closed.
9. Turn the water pump master switch ON.
10. Open each cold water faucet, run the water pump and let about a cup of antifreeze solution flow continuously through each faucet. Close each cold water faucet.
11. Check the antifreeze level in the water tank. Add antifreeze solution if necessary.
12. If your trailer is equipped with a water heater bypass:
 - A. Turn water pump switch OFF.
 - B. Completely drain water tank and water heater. Open water heater relief valve to drain water heater.
 - C. Pour approximately two gallons of non-toxic RV-approved antifreeze into fresh water tank.
 - D. Open all hot and cold water faucets to relieve pressure.
 - E. Close all faucets.
 - F. Engage water heater bypass connection. This can be achieved by disconnecting the two swivel elbow connections from the water heater, (hot & cold lines). Attach bypass line onto the two swivel connections. See Figure A.
 - G. Turn water pump ON.
 - H. Open hot water faucet farthest away from water tank. When antifreeze appears, let about one cup run down drain to winterize trap. Repeat this at all other hot and cold water faucets including the shower.

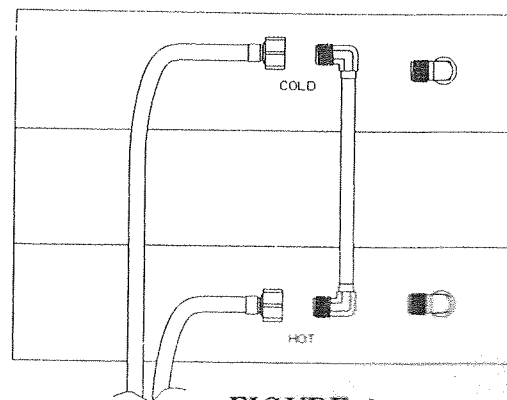


FIGURE A

I. Turn water pump OFF.

J. Open water faucet to relieve pressure then close.

Winterizing of the fresh water system is complete.

When filling the plumbing systems with antifreeze, be sure to open and operate all fixtures and valves allowing the antifreeze solution to flow freely.

Pour a cup of antifreeze solution down each sink and tub drain.

Install all protective caps: water tank fill; city water inlet cap

WATER SYSTEM VERSATILITY (Yosemite model with factory installed water heater only)

The hot water system in your trailer is a high-quality, versatile system. To acquaint you with the various methods of operation, a discussion of each follows:

1. City Water Supply

- A. Connect a garden hose (not furnished) to the campground-provided faucet and city fill fitting on the roadside panel of the trailer.
- B. Turn the city water supply "on" and allow the system including the hot water tank to fill.
- C. Light the water heater by following the instructions printed inside the vent cover.

IMPORTANT: Be certain that the water heater is filled prior to lighting to prevent appliance damage.

- D. Simply turn the sink or shower faucet knob approximately 1/4 turn to draw water.

2. Use of the water tank (Use when campground city water supply is not available.)

- A. Clean and fill the plastic water tank according to the instructions in the Systems and Special Features section marked "Water Tank Systems".
- B. Connect trailer exterior power cord to 110 VAC park supply and set the power converter to "convert."
- C. Engage the electrical demand pump by pressing the switch button located on the lower galley top. Once the hot water tank is filled and all faucets closed, the pump will automatically shut off.
- D. Light the water heater by following the instructions printed inside the vent cover.
- E. Simply turn the sink or shower faucet knob approximately 1/4 turn to draw water. The electric pump will automatically engage to provide needed water pressure.

NOTE: Continual running of the water pump once all water faucets have been closed and the water heater is full indicates a leak in the system. By following the instructions outlined in the electrical pump section of this manual, simple leak problems may be resolved. If the leak cannot be corrected, your authorized Fleetwood folding trailer dealer can assist you with any needed repairs.

3. When a 110 VAC power supply is not available, your water system may be used exactly as described in #2 by connecting the trailer 12 VDC power supply to a tongue-mounted battery or tow vehicle outlet i.e., cigarette lighter.

WARNING: The hot water drawn at the sink is directly out of the water heater. The temperature of the water could be as high as 150°. Scalding could occur if the hot water is not diluted. DO NOT expose the body directly to the undiluted hot water.

WARNING: Hydrogen gas can be produced in a hot water system served by this heater that has not been used for a long period of time (generally two weeks or more). Hydrogen gas is extremely flammable. To reduce the risk of injury under these conditions, it is recommended that the hot water faucet be opened for several minutes at the sink before using any electrical appliance connected to the hot water system or lighting any gas appliance. If hydrogen is present, there will probably be an unusual sound such as air escaping through the pipe as the water begins to flow. **THERE SHOULD BE NO SMOKING OR OPEN FLAME NEAR THE FAUCET AT THE TIME IT IS OPENED.**

IMPORTANT: Never attempt to light the hot water heater if it is not filled. Permanent damage to the heater unit could occur and such damage would void the warranty.

SHOWER CURTAIN BOARD INSTALLATION (Yosemite model only)

1. Remove the shower curtain board from the storage location on the tub by grasping the edge of the board and lifting.
2. Holding the board securely, insert back edge onto retaining brackets located in top assembly. See Figure B.

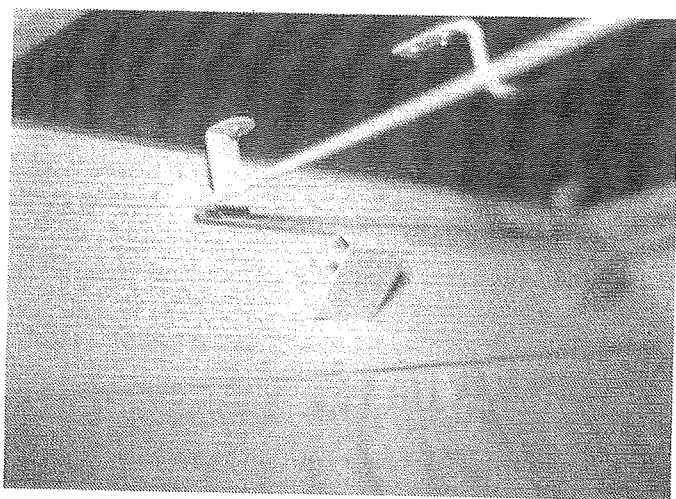


FIGURE B

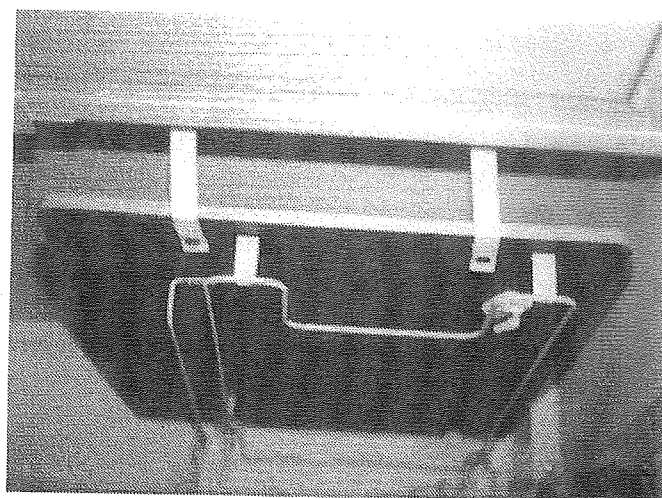


FIGURE C

3. Lift the free end of the shower curtain board towards the top assembly. While holding in position, snap the two retaining straps to hold the shower curtain board in the upright position. See Figure C.

CAUTION: Hold the shower curtain board firmly when placing in the top usage position. Accidental slippage may result in damage to the shower curtain board, tub, and/or personal injury.

SHOWER CURTAIN INSTALLATION

1. Attach the shower curtain hooks to the curtain rod as shown in Figure D.
2. Assemble the shower curtain to the hooks.

NOTE: When the shower is not in use, the curtain can be left attached and conveniently stored by lowering the shower curtain board to the travel position; however, the curtain should be dry before storing to prevent mildew.

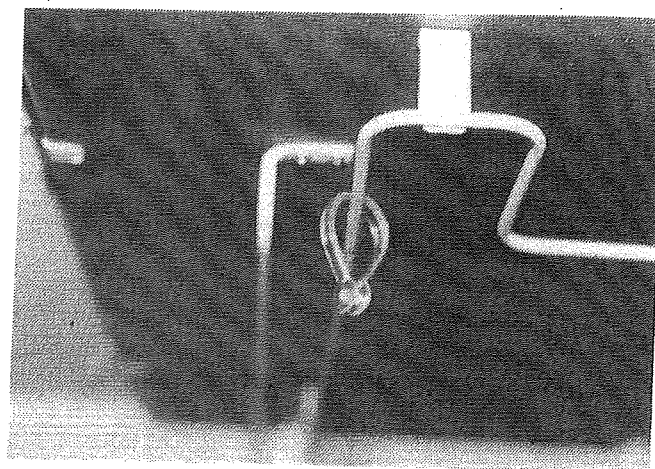


FIGURE D

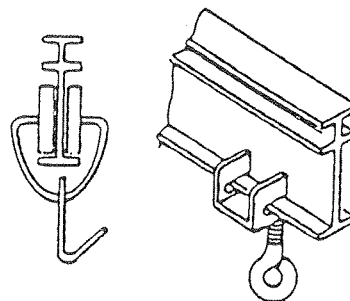
PORTABLE TOILET PRIVACY CURTAIN (where applicable)

The portable toilet privacy curtain can be installed in the tracks located in the top assembly by following this simple procedure:

1. Slide all carriers with the hooks onto the I-beam, making sure that all hooks face the same direction.
2. Assemble the curtain stop to I-beam by sliding stops onto the ends of I-beam, locate approximately 1/4" from each end of I-beam, and tighten thumb screw tight with your hand. See adjacent figure.

IMPORTANT: If pliers are used, care should be taken not to over-tighten.

3. Assemble curtain to track by placing carrier hooks on track through small eyelets in curtain. Hooks may be squeezed together with thumb and forefinger after the curtain is hung to secure it to the hook.



PORTABLE TOILET (where applicable)

The portable toilet in your new unit is a high-quality component serviced and warranted by its manufacturer. Please note the specific instructions enclosed with your portable toilet for its use and care. A list of service centers for this component is also provided in the unlikely event of needed service.

TRACKING SYSTEM

TIRES

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

1. Tires inflated to recommended pressure as indicated on the tire sidewall.
2. Wheel lugs securely tightened (70-80 foot pounds for 8" tires; 80-90 foot pounds for 10" tires).
3. A visual inspection of tire tread and walls for wear or cuts.
4. Trailer is being towed as level as possible with tow vehicle.

PLEASE NOTE:

The tires on the Fleetwood folding trailer are warranted separately by the 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 one year after the retail sale or 33% of the tread wear, whichever occurs first. There is no warranty coverage for damages resulting from road hazards, improper inflation pressures, driving more than the maximum speed limit, or overloading the trailer beyond the maximum load capacity.

If a tire warranty adjustment is required, the trailer owner should contact the nearest authorized Fleetwood folding trailer dealer. In the event there is no local dealer, the customer should follow the directions set forth in the tire warranty card packaged in each folding trailer or call DURO, 800-966-TIRE. A Fleetwood folding trailer dealer MAY be able to assist you in handling warranty adjustments.

NOTE: Not all Fleetwood folding trailers are capable of accepting different size tires. Prior to making any tire size changes, consult your dealer for tire size adaptability.

HOW TO CHANGE A FLAT TIRE

IMPORTANT: Utilizing the stabilizer jacks to change a flat tire on your folding trailer should only be done in an emergency situation. When possible, a scissor or hydraulic jack should be used in place of the stabilizers. The jack should be placed on the main frame bar and NOT on the axle beam.

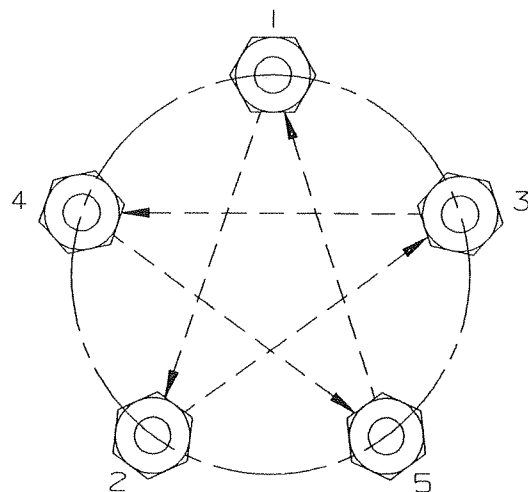
Tires **may** be changed using the following procedure if a scissor or hydraulic jack is not available.

1. When possible, locate the trailer on level terrain and remove from the tow vehicle.
2. Block both front and back sides of 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. Remove the hubcap from the tire you wish to change.
5. Using a 13/16" lug wrench, break loose the lug nuts.
6. Lower rear stabilizer jacks, extend the stabilizer jack to near full extension on the side which will be changed. Extend the stabilizer jack on the side of the inflated tire just to the ground.
7. Rotate the tongue jack handle in a clockwise motion and raise tongue end up. Stop when tire to be changed is raised approximately 3/4" off the ground.

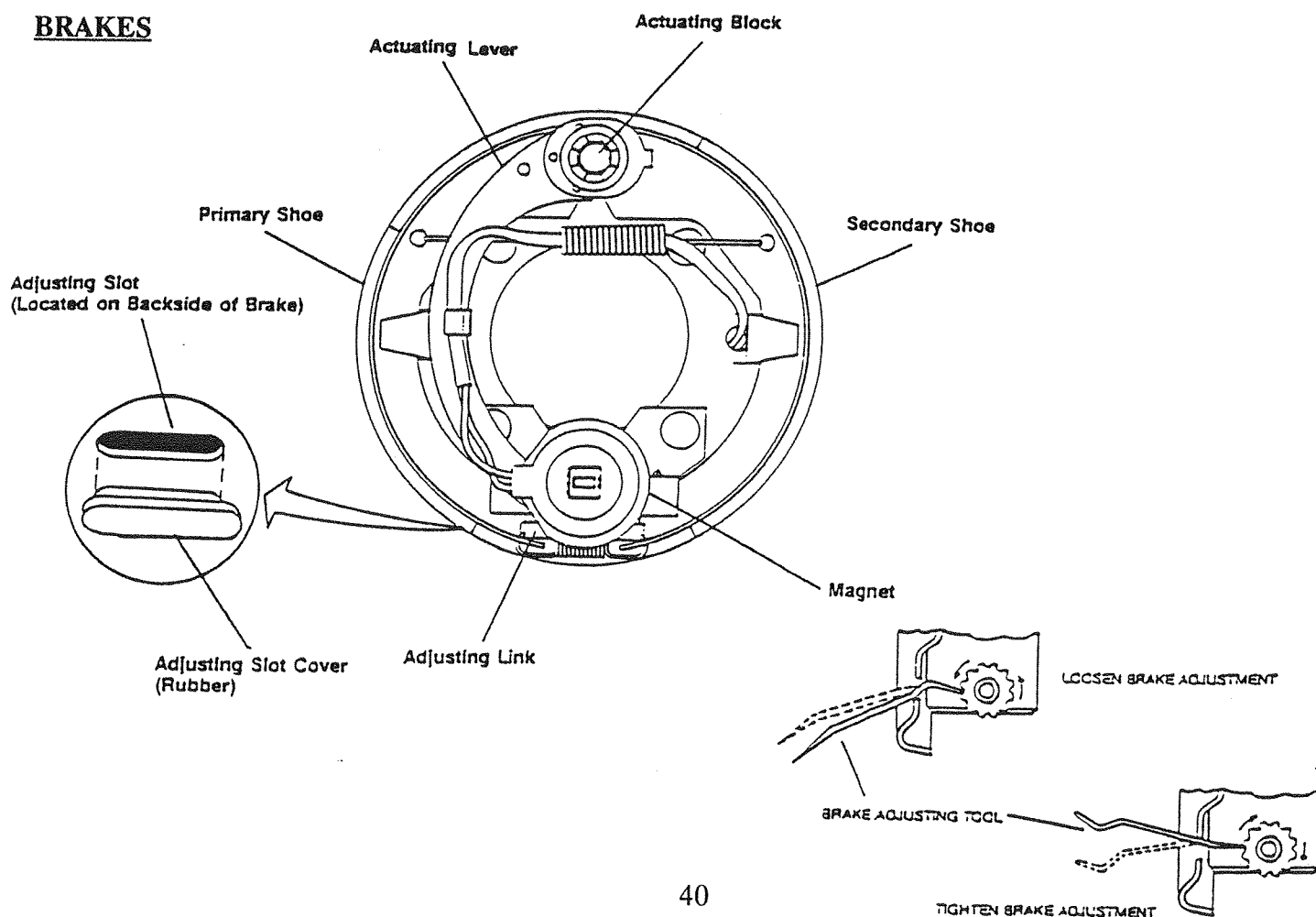
WARNING: Do not lie or reach under the trailer or wheel hubs with the stabilizer jacks down. Should trailer fall, serious bodily injury could result.

8. Take the lug nuts off using the lug wrench.
9. Slide the flat tire off and slide repaired, new, or spare tire onto the axle.
10. Start each lug nut by hand to avoid cross-threading and then use the lug wrench to draw the lug nuts reasonably tight.
11. Lower the tongue jack until the tire is on the ground. Using a lug wrench, draw the lug nuts tight (70-80 foot pounds for 8" tires; 80-90 foot pounds for 10" tires). See chart for proper sequence of torquing lug nuts.
12. Replace hubcap.
13. Raise the stabilizer jacks and return to travel position.
14. Hitch trailer to vehicle. Pull the release pin and swing up the tongue jack to the travel position.

CAUTION: After you have driven a short distance (approximately one or two miles), stop and recheck the lug nuts to insure they are securely tightened. Check again after 25 miles.



BRAKES



BRAKE ADJUSTMENT

Brakes should be adjusted after the first 200 miles and at 3,000 mile intervals, or as use and performance requires. The brakes should be adjusted in the following manner:

1. Jack up one wheel and check that it rotates freely.
2. Remove the adjusting hole cover from the adjusting slot on the bottom of the backing plate.
3. With a screwdriver or a standard adjusting tool, rotate the star-wheel of the adjusting link by moving tool "down" to expand and tighten the brake shoes. Adjust shoes out until the pressure of the linings against the drum makes the wheel very difficult to turn.
4. Now, rotate the star-wheel in the opposite direction by moving tool up until wheel turns freely.
5. Replace adjusting hole cover and lower the wheel to the ground.
6. Repeat the above procedure for the other brakes.

CAUTION: Never crawl under the trailer while it is resting on trailer jacks.

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

NOTE: Periodic brake adjustment is the consumer's responsibility.

BREAKAWAY SWITCH (where applicable)

The breakaway switch is located on the trailer tongue. It has a steel cable (lanyard) fastened to it which will reach to the frame of the tow vehicle. This device is one of the most vital components on your trailer's braking system. It automatically applies the trailer brakes if the tow vehicle and trailer become uncoupled while in motion. The breakaway switch operates when a pull pin linked by the cable to the tow vehicle is separated from the switch. When the switch closes, power for brake application is transferred to the on board trailer battery. The steel lanyard must be anchored to the tow vehicle when the trailer is hitched up. Secure this cable loop to the permanent frame of the tow vehicle or a part of the hitch that is non-removable. **Do not fasten the breakaway switch lanyard to the hitch ball or any other removable part of the hitch.** Remove the pull pin every three months and lubricate it with light oil. Before reinserting the pin, spray the inside of the switch with an electrical contact cleaner to prevent corrosion.

Test the breakaway switch operation before each trip as follows:

1. Hitch the trailer to the tow vehicle.
2. Pull out the breakaway switch actuating pin.
3. Test brakes by attempting to drive away. The breakaway switch is functioning properly if the trailer brakes are activated.
4. If the brakes are not activated, check that the trailer battery is connected and fully charged and the trailer brakes are properly adjusted.
5. Obtain service repair if the trailer brakes do not operate after making these checks.
6. Reinsert the breakaway switch actuating pin before towing the trailer.

WARNING: Do not tow a trailer with a malfunctioning breakaway switch.

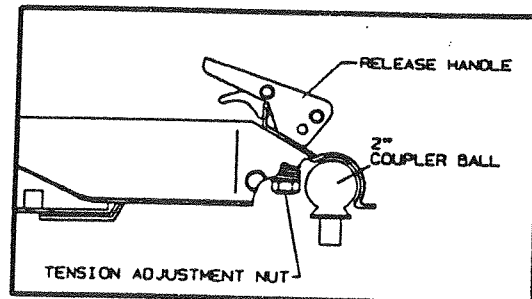
WARNING: Do not leave the pull pin out of the breakaway switch for more than a few minutes or the battery will be drained. Do not use the breakaway switch as a parking brake.

BALL HITCH AND COUPLER

Cape Cod and Yosemite trailers are equipped with a 2" ball 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 lock nut (on the underside of the coupler) to compress spring to within 1/32" of solid. See adjacent figure.



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

RECOMMENDED PRACTICES FOR LUBRICATING AND ADJUSTING WHEEL BEARINGS

IMPORTANT: 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.

LUBRICATION

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 is mainly to reduce friction between moving parts, carry away heat, and aid the seal in keeping lubricant in its place and keeping foreign matter out of the bearing.

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 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: Wolf's Head High Temperature Wheel Bearing Grease.

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 atmospheric conditions and this is the reason for inspecting and repacking the bearings at this time.

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

Before disassembly of the hub, check wheel play and freedom of rotation. Extreme or excess play indicates a 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 disassembly, remove the dust cap. Next, remove the cotter pin and spindle nut. 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.

WARNING: Do not use above-described cleaning solvents near or around open flames as fire or explosion could occur resulting in serious bodily injury.

Carefully inspect cups (races) and cones (bearings) for pitting, scratches, excessive wear, or other damage. 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. See Figure E. 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 (see Figure F), making sure the seal is installed as it was before disassembly. Replace hub on spindle, taking care not to damage threads or grease seal. Replace outer bearing and spindle nut. Slowly rotate the hub in one direction or the other while tightening the spindle nut (maximum 50 foot pounds torque) or until there is a slight bind to be sure that all bearing surfaces are in contact.

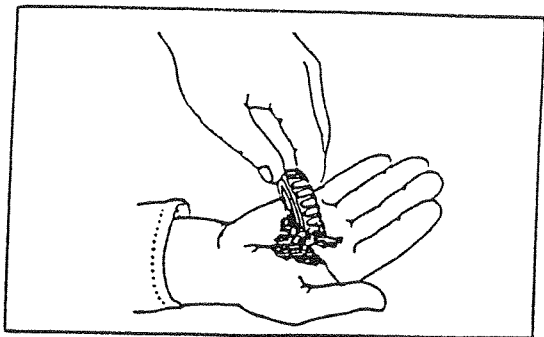


FIGURE E

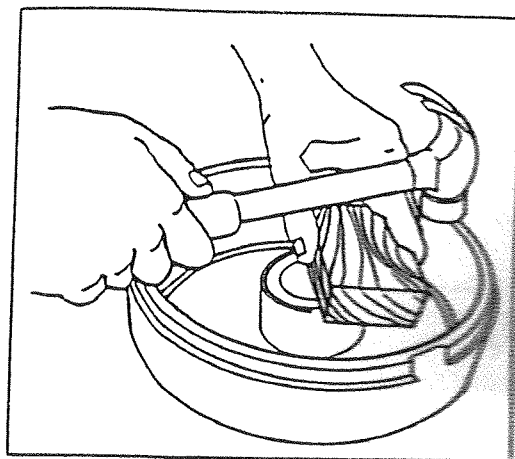


FIGURE F

IMPORTANT: At this point the adjusting nut is backed off $1/6$ to $1/4$ turn or to the nearest lock hole or castellation. This will allow the wheel to rotate freely without excessive play. The total amount of internal running clearance between the roller and the raceways of the bearings should be within $2/1000$ to $8/1000$ 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 very slight end play. If the bearings are too tight or too loose, they will fail prematurely. Install new 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 folding trailers are subjected to high speeds and heavy loads. For that reason, they must be maintained more frequently 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.

LIFT SYSTEM

The lift system in your new Fleetwood folding trailer is a well designed, virtually trouble-free system used properly and within the guidelines set forth in this owner's manual. Twenty years of engineering design and improvements have gone into this system. Although this system has remained basically the same since we have been manufacturing folding trailers, we have improved the design, efficiency, and material quality. For example, the four lift assemblies on your folding trailer are manufactured from high quality stainless steel. The four long cable assemblies extending from the main screw shaft to each lift are stainless steel in order to offset the severe road conditions of salt, chemicals, dirt, and so forth. The pulleys used in the lift system are all steel pulleys with steel needle-bearing inserts for long life and dependability. Contained within this section, therefore, are some hints and tips relative to the proper care of your lift system.

Never crank the trailer up with weight on the roof except for a dealer-installed air conditioning unit. Additional weight placed on the top assembly while the unit is being cranked up can result in an unnecessary strain on the lift system causing cables to be stretched and the loss of proper height adjustment. Never raise or lower the roof with the stabilizer jacks set. This action can cause a bind on the trailer frame resulting in excessive pressure being placed on the four lift assemblies.

1. Maintenance

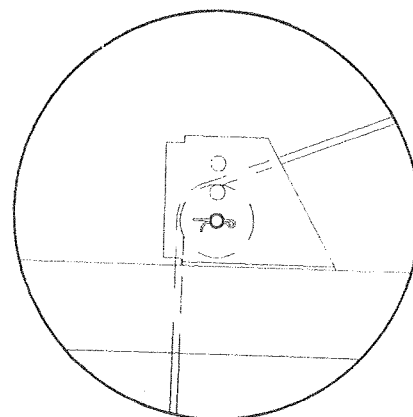
The only maintenance that will be necessary to perform to your lift system is an occasional lubrication of the pulleys contained within the lifts. This lubrication should be only a silicone spray and used very sparingly.

NOTE: Excessive lubrication on the pulleys and lift arms can result in unsightly stains to the tent enclosure.

2. Top Adjustment (Cape Cod models)

Height adjustment, if necessary, can be performed at each main cable adjustable pulley bracket. One bracket is located in each corner of the main frame tube area. Adjustments should be made as follows:

- A. Crank top to approximately 12" high.
- B. Extend front and rear bed assemblies approximately one foot past body rails.



- C. Lower top down on extended beds until crank stops to relax cables.
- D. Remove pulley pin and relocate pulley to an alternate hole position. (Each hole should add about 1 1/2" to that particular corner or a maximum of 3" adjustment available at each corner. Do not over-adjust or canvas and weatherseals may be damaged.)
- E. Raise top and return beds to travel position.

NOTE: Fine adjustments can only be performed at the main drive train area. This adjustment should be performed by an authorized Fleetwood folding trailer dealer.

NOTE: Top height adjustment on the Yosemite model power lift must be performed at the hydraulic cylinder. These adjustments should be done by an authorized Fleetwood folding trailer dealer.

IMPORTANT: We emphasize that any customer repairs to the lift system should only be done as a temporary measure. Your dealer should be consulted prior to performing any lift system service to prevent inadvertent damage to the system.

TENT ENCLOSURE

EVOLUTION 3 FABRIC

Evolution 3 fabric can get dirty and or dusty and some contaminants can affect the fabric's natural water resistance. Either condition can be taken care of by properly cleaning the fabric.

NOTE: A loss of water resistance can be detected by hosing the suspected area with water. If the fabric easily absorbs the water or if water droplets appear on the other side, the fabric may be contaminated and is in need of cleaning.

Evolution 3 fabric is hand or machine washable following the guidelines listed below. Hand cleaning is recommended for small isolated areas. Machine washing is a convenient method to clean an entire tent section.

1. Hand Cleaning

- A. In a clean bucket, mix a solution of 2 gallons of warm water with 12 ounces (1 1/2 cups) of Fantastik All Purpose Cleaner. The cleaning solution may be cut back as follows: 1 gallon water/6 ounces cleaner, 1/2 gallons of water/3 ounces cleaner, 1 quart water/1/2 ounce cleaner.
- B. With a clean, soft brush, apply the solution to the contaminated area only (to minimize rinsing/drying time, try not to get the solution on the surrounding fabric). Gently work the solution into the contaminated area.
- C. Slowly rinse the area from top to bottom in a back and forth motion. Be sure to rinse thoroughly until all the cleaning solution is removed.
- D. Leave the fabric to air dry on the trailer or tent section may be removed and suspended from a clothesline for drying.
- E. If the fabric easily absorbs water as a result of residual soap, repeat rinsing. A second alternative is to treat the fabric with a water repellent such as Scotchgard Fabric Protector.

2. Machine Cleaning

- A. Place the tent section in a large automatic washer without an agitator. These machines are found in most laundromats. Do not use a household washing machine since these are typically not large enough to provide adequate cleaning and rinsing.
- B. Use 2 cups of Fantastik cleaner with an extra rinse cycle to ensure that all the cleaner is removed.
- C. Air dry the tent section. Do not use an automatic dryer. This could damage the fabric at high temperatures.

3. Rinse Cleaning

A simple cleaning method to remove light dust is to rinse off the tent enclosure while on the trailer.

NOTE: All washing of tent enclosure material is the consumer's responsibility and is not covered under normal warranty procedure. If the above procedures do not correct the leak, contact your nearest authorized Fleetwood folding trailer dealer for assistance.

If slight fabric leaking persists due to presence of cleaning agent residue, the area may be treated with a water repellent such as 3M Scotchgard Fabric Protector. If slight fabric leaking exists at any seam, simply coat the affected seam with a small amount of K Kote seam sealer, available at your local K Mart or hardware store.

Accidental rips and tears in Evolution 3 tent fabric can be easily repaired by sewing or by stitch-patching with Evolution 3 fabric. When stitch-repairing, treat all stitching with a seam sealer such as K Kote Seam Sealer. Also recommended as an added treatment for stitching repairs are Shoe Goo and Kiwi Shoe Repair (available at K Mart, department, hardware, and sporting goods stores).

NOTE: Heat applied patches should not be used on Evolution 3 material. Concentrated excessive heat such as that produced by a clothes iron will damage the Evolution fabric.

MILDEW REMOVAL FROM VINYL AREAS OF TENT ENCLOSURES

1. Open the folding trailer to full height.
2. Extend both bed assemblies and place bed supports onto the appropriate bed pins.
3. Place the canvas support poles into the top assembly tent support brackets and bed bows. Extend support poles until canvas is tight.
4. Secure Evolution 3 around perimeter of bed assemblies with the shock cord.
5. Remove mattress assemblies from unit.
6. Spray X-14 mildew stain remover on a sponge or cloth and apply to interior contaminated areas of bed vinyl material. Allow to air dry. (Mildew will start to fade as the X-14 dries.)

CAUTION: X-14 is a caustic liquid which can discolor some fabrics and cause deterioration of natural fabrics. Follow directions and cautions on container prior to use. Spray X-14 on sponge or cloth outside the folding trailer. Surfactant within cause Evolution material to leak. Use X-14 in a well ventilated area.

7. Rinse area with a sponge and clean water. Allow to air dry.

8. Apply a generous coating of mildew disinfectant to bed vinyl material to inhibit the return growth of mildew contaminants.

The problem in treating mildew is it varies in degrees of strength. The longer the fungus spreads without treatment, the more impregnated the stains become within the vinyl material. Eventually, without treatment the stains will not clean out, requiring replacement. Therefore, it is imperative that treatment be administered quickly to minimize contamination.

SUNBRELLA FABRIC

1. Cleaning

Acrylic fabric is made from 100 % solution dyed acrylic fiber. When acrylic fabric is stored, it should be cleaned, allowed to air dry and stored in a dry, well ventilated area.

Acrylic fabric should be cleaned regularly before substances such as dirt are allowed to accumulate on and become embedded in the fabric. The fabric can be cleaned without being removed from the installation.

- A. Simply brush off any loose dirt.
- B. Hose down and clean with a mild solution of natural soap such as Lux or Ivory in lukewarm water (no more than 100 degrees F).
- C. Rinse thoroughly to remove soap.

NOTE: DO NOT USE DETERGENTS.

For more stubborn cases: Soak the fabric for approximately twenty minutes in a solution of no more than 1/2 cup (4 oz.) Clorox and 1/4 cup (2 oz.) Ivory or Lux soap per gallon of water at approximately 100 degrees F. Rinse thoroughly in cold water to remove all of the soap.

NOTE: Excessive soaking in Clorox can deteriorate sewing threads. This method of cleaning may remove part of the water repellency and the fabric should receive an application of an air-curing fluorocarbon water repellent treatment, if water repellency is a factor.

2. Mildew Removal

Solution-dyed acrylic does not promote mildew growth. However, mildew may grow on dirt and other foreign substances that are not removed from the fabric. To clean mildew stains, prepare a mild solution of one cup Clorox, plus two cap-fulls of Ivory Liquid or Joy per gallon of water. Spray on entire area and allow to soak in. If necessary, scrub vigorously with a sponge or clean rag. Sponge thoroughly with clean water and air dry.

CONDENSATION PREVENTIVE MAINTENANCE

The relatively small volume and compact construction of a modern recreational vehicle mean that the normal living activities of even a few occupants will lead to rapid moisture saturation of the air contained in the trailer and the appearance of visible moisture, especially in cold weather.

The air inside a recreational vehicle can contain a surprisingly large amount of water vapor. Estimates indicate that a family of four can vaporize up to three gallons of water daily through breathing, cooking, bathing, and washing. Unless this water vapor is carried outside by ventilation, it will condense on the inside of the tent enclosure as moisture.

If you know the signs of excessive moisture and condensation, you can minimize their effects during cold weather by the following:

1. Ventilate with outside air. Partially open one or more windows to provide controlled circulation of outside air into the interior. While this ventilation will increase furnace heating load, it will greatly reduce or eliminate water condensation.
2. Provide more ventilation while cooking is being done inside the camper.
3. Insure adequate ventilation in areas where condensation problems are experienced.
4. The use of an electric circulating fan or a small dehumidifier inside the camper will noticeably reduce condensation.

NOTE: Even when it is raining or snowing, ventilation air from outside will be far drier than interior air and will effectively reduce condensation.

VINYL BED END COVERS

The vinyl over the bed areas can be cleaned by using cool water and a soft bristle brush or cloth. Rinse thoroughly with cool water and allow to dry. When necessary, automobile convertible top cleaners can be used to remove stains. Care should be taken not to allow the vinyl cleaner to come in contact with the Evolution/Sunbrella material. Cleaning agent residue left on Evolution material can cause leakage.

IMPORTANT: Follow the manufacturer's instructions carefully for use of such cleaners or damage to the vinyl surface could occur.

CAUTION: The use of insect repellents, hair sprays, and deodorants inside the folding trailer when sprayed on the tent surfaces will cause a breakdown of the water repellency of the fabric. We suggest, therefore, the very limited use of such sprays inside the unit during camping as damage to the tent enclosure could result.

The zippers on your tent can be lubricated by using a paraffin wax. The use of paraffin on the zippers will enhance their ease of operation around the tent sections and windows.

OUTSIDE STOVE SET-UP

The Cape Cod and Yosemite model trailers are equipped with an outside stove.

Access to the outside stove on Cape Cod model trailers can be achieved with the trailer in the travel or closed position.

Access to the outside stove on the Yosemite model trailers can be achieved ONLY with the trailer in the full set-up position.

In order to utilize the outside stove, follow these steps:

1. Locate the outside stove in the designated location and remove from trailer.

NOTE: Cape Cod outside stoves are located in the curbside front cabinet.

NOTE: Yosemite outside stoves are located in the lower galley.

2. Remove counter extension from stove bottom as shown in Figure G and set aside.
3. Swing stove support leg away from stove bottom. See Figure H.
4. Using both hands, attach the stove assembly onto the mounting bracket located on the curbside rear body panel. See Figure I.
5. Gently pull outward on the counter top extension support rod until fully extended. See Figure J.
6. Place counter top extension onto support rod with retaining clips positioned as shown in Figure K.



FIGURE G

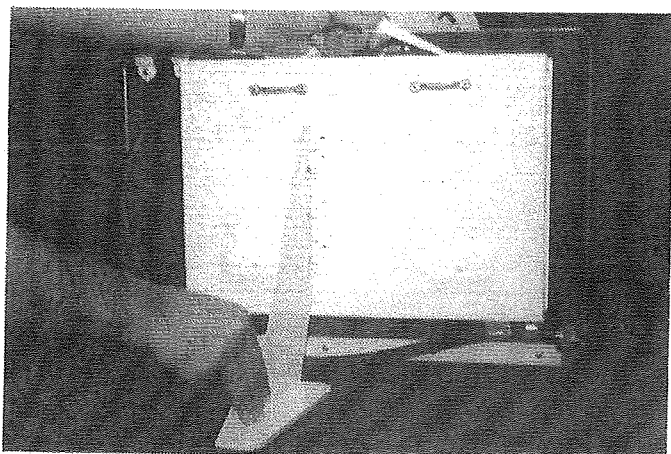


FIGURE H

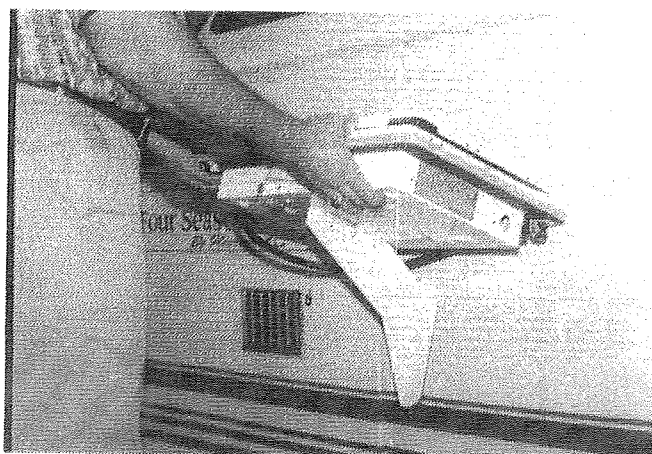


FIGURE I

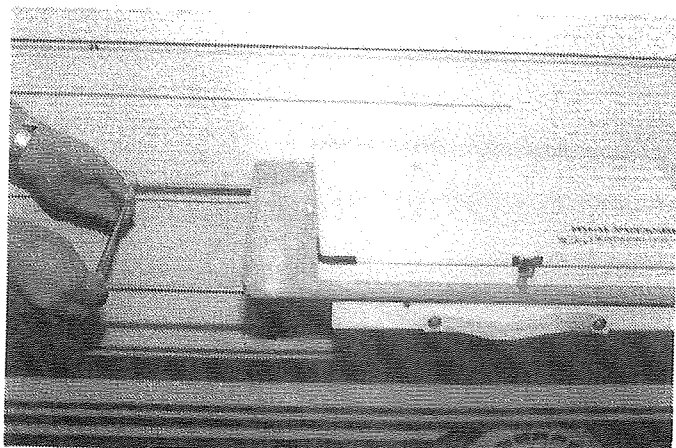


FIGURE J

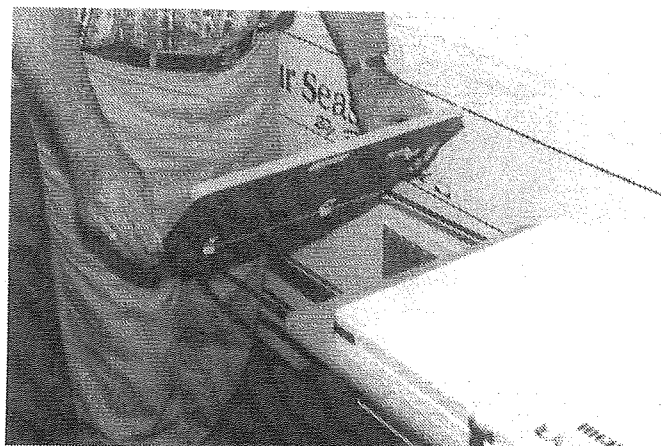


FIGURE K

7. Lower counter top extension onto support rod. Slide counter top towards trailer to engage rear retaining bracket onto support rod. See Figure L.

NOTE: The counter top extension is designed for cooking utensils and other lightweight items. Heavy items should not be placed on this counter top or damage could result.

8. Attach gas line from stove to connection located at the bottom flange of curbside rear panel. See Figures M and N.

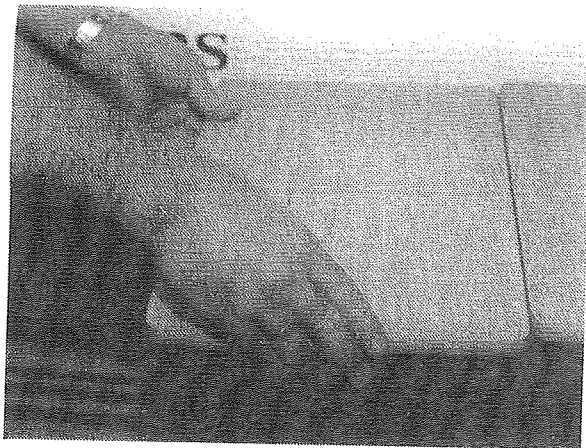


FIGURE L

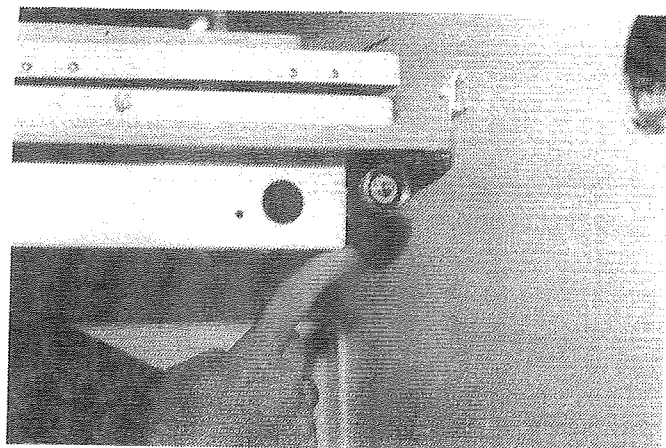


FIGURE M

CAUTION: This stove connection should NOT be attached directly to any other unregulated L.P. gas source.

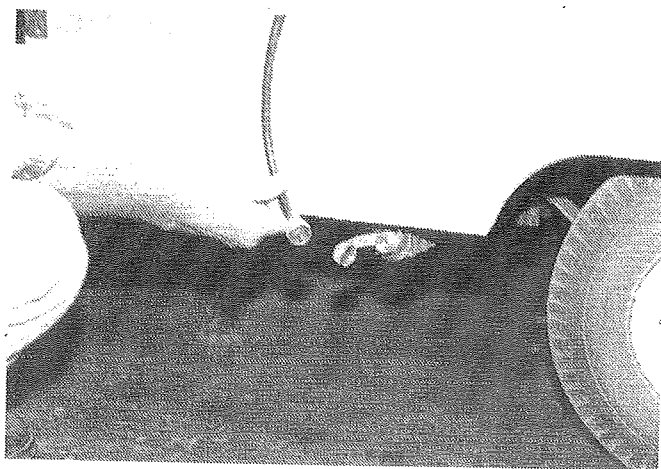


FIGURE N

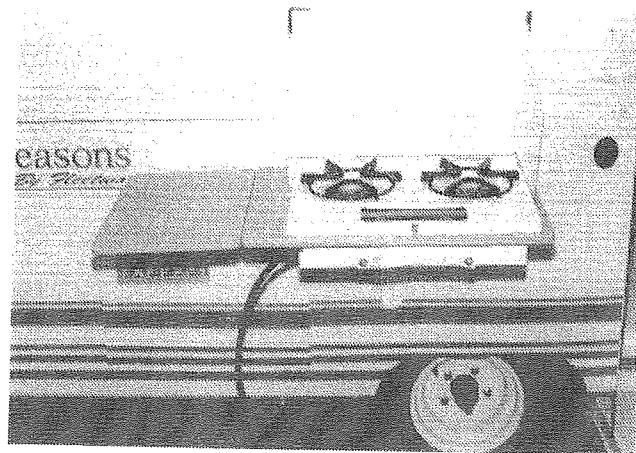


FIGURE O

9. Open stove cover and secure the splash guards. The stove is now ready for use. See Figure O.

CAUTION: Turn on L.P. gas and check for leaks with soapy water solution. Never check with an open flame as fire or explosion will occur.

CAUTION: Do not check copper and brass plumbing lines and fittings for leaks using ammoniated or chlorinated household type detergents. These can cause cracks to form on the line and brass fittings.

To store the outside stove, follow outside stove set up instructions in reverse order.

CAUTION: Do not store "hot" stove; allow to cool.

CAUTION: Do not use stove when trailer is not level or with unreasonable weight of cooking utensils and contents which may cause utensil to slide off stove burner surface.

CAUTION: Do not use stove in tightly closed area. Any combustion process consumes oxygen. Your propane stove must be used with adequate ventilation. Failure to comply may cause asphyxiation. The outside stove is intended for outside use only.

SHADE OPERATION (Yosemite models only)

1. To Lower Shade: Pull straight down on the shade slowly to desired height as shown in Figure P.
2. To Raise Shade: Gently lift shade upward. The shade will refold as upward pressure is applied.

NOTE: Raise shades when closing trailer to travel position. This will prevent any damage to the pleats on the shades.
3. To Install Valance: Attach velcro, sewn onto back of valance, to the velcro strip applied to the shade. See Figure Q.

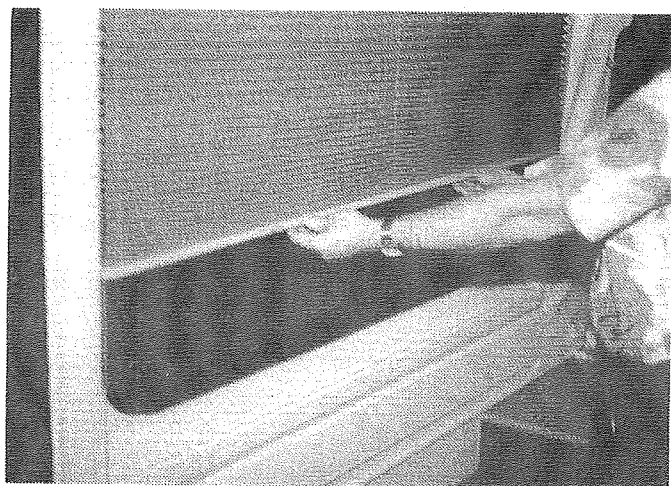


FIGURE P



FIGURE Q

HARD WALL SLIDING WINDOW OPERATION

1. Unlock the sliding window panels by releasing lock tab. See Figure R.
2. Slide the window panel to allow fresh air to enter through the screen. See Figures S and T.

IMPORTANT: Ensure all windows are closed and locked prior to closing the trailer for travel to prevent any inadvertent damage to the window or window screen.

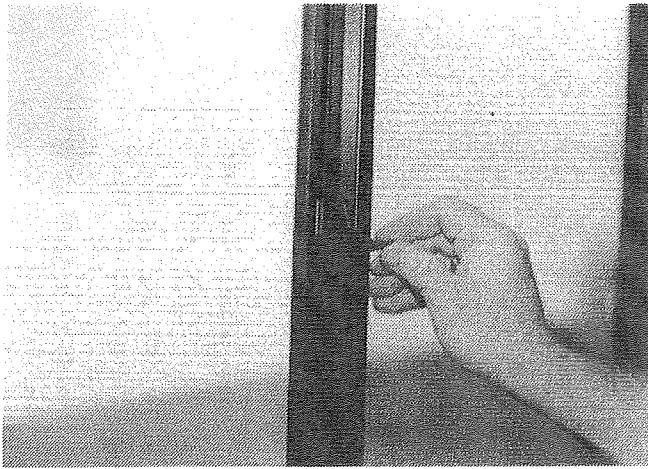


FIGURE R

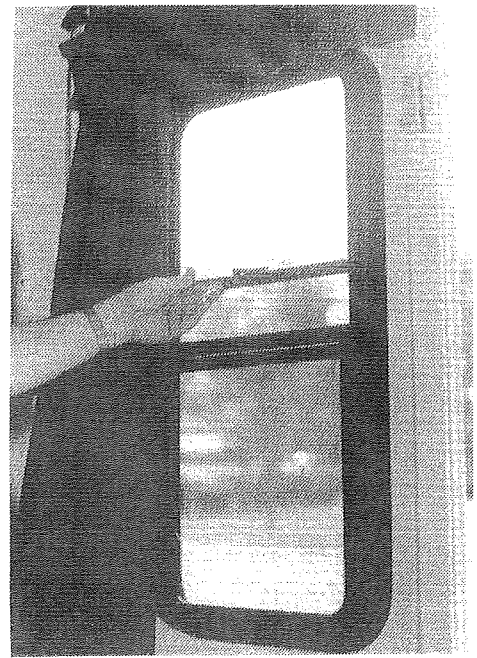


FIGURE T

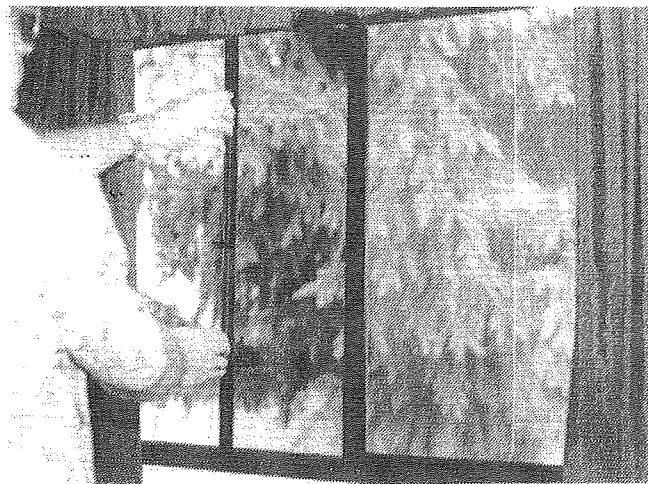


FIGURE S

SPECIFICATIONS

Gross Axle Weight Rating (GAWR) - Weight carrying capacity of the axle while the trailer is in tow. (See certification label.)

Gross Vehicle Weight Rating (GVWR) - The maximum loaded weight the trailer can safely accommodate while in tow. (See certification label).

Cargo Weight - The weight of all additional goods placed in the camping trailer and placed on the trailer hitch while in tow.

Cargo weight or loading capacity can be computed for your model year trailer by securing the weight specification from the trailer certification label (located on the left body panel).

To calculate the cargo weight with FULL LP gas bottle and a FULL water tank, these weights must be deducted from the dry cargo weight.

Example:

GVWR	1,480 lbs.
Trailer Weight (Dry	<u>1,000 lbs.</u>
(curb and hitch)	
Cargo Weight (Dry)	480 lbs.
(no gas/water in tanks)	

Example:

LP gas in bottle (1)	20 lbs.
10 Gallons water*	<u>83 lbs.</u>
Full tanks	103 lbs.
Cargo weight dry	480 lbs.
Less fluid weight	<u>103 lbs.</u>
Actual cargo weight for transit	377 lbs.

* Water weights 8.345 lbs. per gallon.

To insure proper towing characteristics, cargo weight distribution should be as follows: 10% forward and 90% aft of the access door (not to exceed available cargo capacity) distributed evenly throughout the camper.

NOTE:

Optional accessories added to the trailer must also be deducted from available cargo capacity.

For weight specifications and loading instructions for each specific model, refer to the specification label located within the trailer.

Width (all) - 6'8"

Interior Height (all) - 7'1"

Coupler Size - 2" (maximum vertical load 350 lbs., Class 2)

Electrical System - 110 VAC, 30 AMP

Weights listed are subject to a 5% variation due to raw materials.

Fleetwood Folding Trailers, Inc. reserves the right to change specifications at any time without notice or obligation.

MAINTENANCE

COMPONENT	STANDARD CARE	FREQUENCY
Appliances		
Stove	Appropriate household cleaners	As needed
Sink	Appropriate household cleaners	As needed
Countertops	Clean with warm, soapy water	As needed
Axle	U-bolts torqued to 15 - 17 footpounds	Once/season
Backrest and Cushion covers	Vacuum; foam-type cleaners	As needed
Bathtub	Appropriate cleaners	As needed
Bearings	Lubrication See "Tracking System" section	Every 2,000 and before each season
Bed Slides	Use only silicone lubricant	As needed
Brakes	Linings and adjustment See brake manual	Before each season and as needed
Canopy	Vinyl cleaner	As needed
City Water Fill	Cover when not in use	Always
Converter	Use of proper fuses as noted on converter	
Cooler	Clean with mild soap and water	As needed
Coupler	Wheel bearing grease on release lever and socket, proper adjust- ment; See "Tracking System" section	Once per year
Dome Light	Re-lamp only with bulb noted on fixture base	As needed
Drain (Sink)	Winterize on units with swing-level galley	As needed
Drain (Tub)	Winterize with proper antifreeze	As needed
Drapes	Dry Clean only	As needed

MAINTENANCE

COMPONENT	STANDARD CARE	FREQUENCY
Evolution 3	See "Tent Enclosure" section	
Exterior Finish Metal Panel	Wash with water and apply quality auto wax	As needed
ABS Panel	Mild soapy water and wax	As needed
Fire Extinguisher	Check for charge prior to each camping trip; note directions on extinguisher	
Floor Covering	Clean with water and mild soap	As needed
Frame	Rinse with water after salt or chemical contact; touch up bare spots	As needed
Furnace	See furnace manual	
Gas Bottle	See "Gas System" section	
Gas Hose	See "Gas System" section	
Gas Line	See "Gas System" section	
Lift Assemblies	See "Lift System" section	
Lug Nuts 13/16"	Check torque 70 Footpounds for 8" 80-90 Footpounds for 10"/12"	Before each trip
Mattress Covers	Vacuum; foam-type cleaners	As needed
Outside stove	Warm soapy solution for cleaning; do not leave open without brace in position; do not leave unattended	
Pigtail	Inspect for cuts, breaks, or dirt	Prior to each use
Pulleys	See "Lift System" section	
Pump (Electric)	See separate manual with trailer and "Water System" section	
Pump (Hand)	Lubricate pump lever with mineral oil	Once a year
Screen Door	Wash with water and apply quality auto wax	As needed

MAINTENANCE

COMPONENT	STANDARD CARE	FREQUENCY
Stabilizer	Keep free of dirt; lubricate with silicone	As needed
Swing-level Galley	Silicone lubricate and proper adjustment	As needed
Sunbrella Fabric	See "Tent Enclosure" section	
Table	Clean with damp cloth	As needed
Tires	See "Tracking System" section	
Tongue Jack	Position handle properly while traveling; lubricate with light oil	Once a year
Top Assembly Exterior	Wash as needed; inspect for voids in caulking	Check caulking once per season
Interior	Clean with water and mild soap solution	As needed
Windows	Warm water and mild detergent	As needed
Water Heater	See "Water System" section	
Water Tank	See "Water System" section	