

1985



ColoradoTM



Operation and Maintenance Manual

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INTRODUCTION

This manual contains important information regarding the operation and maintenance of your Coleman® camping 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 Coleman® camping 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, we advise our customers to register the trailer tires and the spare tire with the manufacturer. Your dealer will supply you with the necessary forms. Tire registration is not a guarantee or warranty for either the tires or the trailer.



WELCOME . . .

to the wonderful world of carefree living you'll be enjoying in your new Colorado™. Like all Coleman® products, your trailer is the best in its class - loaded with all the quality and craftsmanship that have made Coleman® world famous for over 80 years.

This manual shows you in easy-to-read language how to get the most out of your camper the easy way, plus tips that will keep your camper rolling through the years - virtually trouble-free.

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

PRE-TRIP PREPARATIONS

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

Read the information in this booklet very carefully. Following the instructions, set up and take down the trailer several times to familiarize yourself completely with the procedure.

After the trailer has been set up for practice, use a garden hose to wet the canvas. In spite of being preshrunk, quality canvas will shrink somewhat after the first several wettings. Allowances for shrinkage have been made so that the canvas will actually fit better after it has been wetted and dried.

DO NOT touch the inside surface of the canvas while it is wet as this will temporarily break down the water repelling effect and allow leakage of water wherever the canvas has been touched. If

the canvas must be stored wet, set it out to dry as soon as possible. Canvas should never be stored wet for extended periods of time since it will mildew.

Final preparations should include proper loading. The trailer should be loaded with two basic rules in mind:

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

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

1. Tires are inflated to the proper pressure (60 PSI).
2. Wheel lugs are securely tightened. Get into the habit of regularly checking the lug bolts on the wheels and the tire pressure. Check the lug bolts after the first 30 miles and thereafter at approximately 150 miles on your first trip.
3. The tongue coupler is securely fastened to the ball hitch.
4. The safety chains are attached.
5. All lights, turn signals, and brake lights are functioning.

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
4. 13/16" Lug wrench
5. Stabilizer jack handle (furnished)
6. Tool case or pouch
7. Four blocks of wood

SET-UP INSTRUCTIONS

Prior to the initial camping trip, familiarize yourself completely with the operation, care, and construction of your new Coleman® camping trailer. On your first camp, we suggest that you set up

your camping trailer slowly and per the set-up instructions to prevent unintentional damage to the equipment.

1. Select a level campsite, preferably not on soft or sandy ground.
2. Back the trailer into position.
3. Lower the front stabilizers:
 - a. Reach under and firmly grasp the stabilizer, push it away from you approximately 1/2" and then pull downward toward yourself until it locks in position. (See Figure 1.) Should the stabilizer become stuck, gentle tapping should free it.
 - b. Note each stabilizer has a telescopic leg within the outer leg. Pull the inner leg downward until it touches the ground.

NOTE: If you are camping on soft or sandy ground, you should use a flat stone or piece of wood under the stabilizers for additional support.

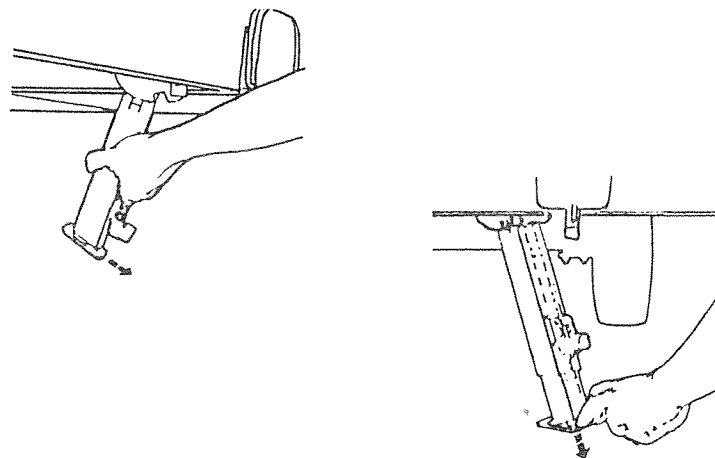


Figure 1

4. Disconnect the pigtail, unfasten the trailer hitch, and remove safety chains.
5. Remove stack jacks from trunk of car or trailer and insert top of one stack jack in the slotted groove on the trailer tongue and adjust until trailer body is level by turning handle clockwise. See Figure 2.

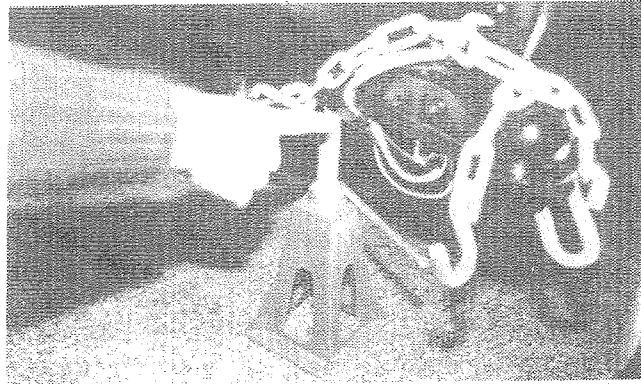


Figure 2

6. Place the other stack jack on the trailer rear frame member in the slot directly beneath the center of the entrance door and adjust to stabilize trailer.

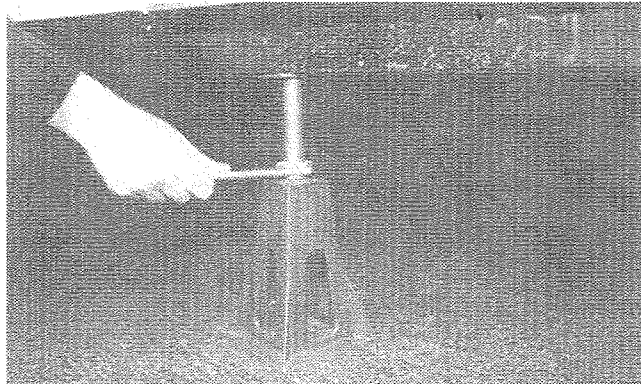


Figure 3

7. Release the tarp locks around the perimeter of the trailer by lifting them upward and loosen tarp. (See Figure 4.)

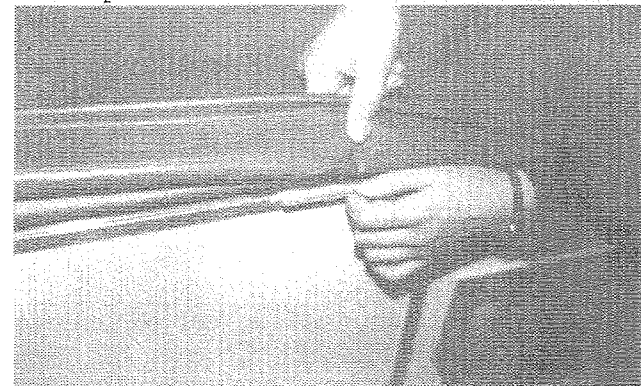


Figure 4

8. Fold rear section of tarp over once. (See Figure 5.)



Figure 5

9. Remove the tarp support rods by pushing towards the front of the trailer to release from retaining bracket. (See Figure 6.)

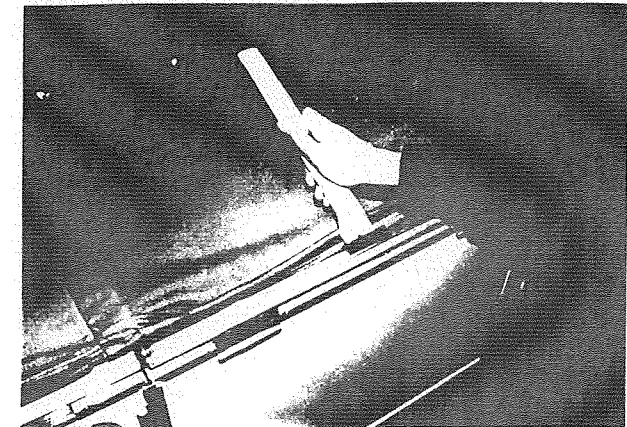


Figure 6

10. Fold tarp cover end for end towards front of trailer. Drape tarp over front panel and secure in place with the two straps and fasteners provided.

11. Take the tarp support rods apart and store the two small curved pieces inside the trailer. Connect the two straight rods together and use the adjusting button to lock in position. Set aside for use later in set-up.

12. Attach the hook of each guy rope to the attachment at the bottom corners of the rear frame member (see Figure 7) and pull

canopy support forward and tighten guy rope (see Figure 8).

NOTE: Canopy support should be pulled about 80% forward at this point. Do not put in full upright position.

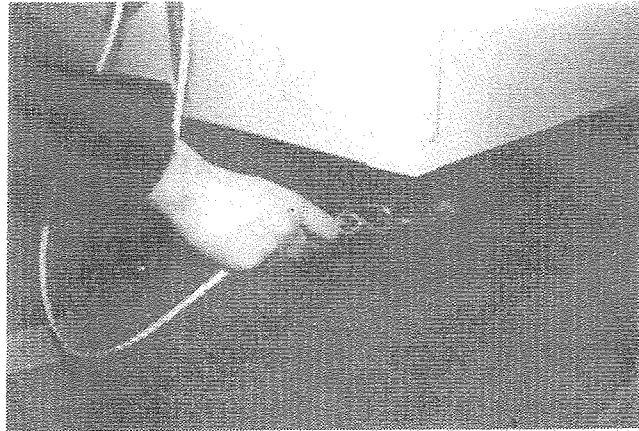


Figure 7



Figure 8

13. Be certain bed locks are engaged with body rail slots at rear of trailer. Pull bed out by straddling the trailer tongue and grasping the handle provided on the front of the bed. Once bed is out, be certain locks have reengaged in the slots located towards the front of the trailer. An audible "click" can be heard when the locks engage. See Figure 9.

NOTE: As a precaution to insure bed is locked in position, it should not be possible to slide the bed assembly in either direction.

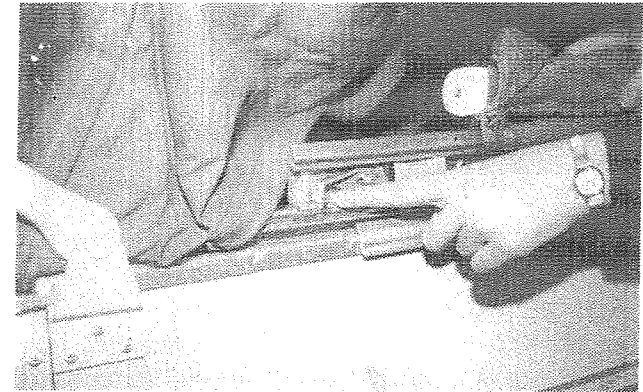


Figure 9

IMPORTANT:

DO NOT put any weight on the bed while it is extended without first attaching the bed supports as damage to the bed rails may result.

14. Kneel down beneath the side of the fully extended bed and 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 located on either side of safety chain bar.

15. Pull canopy support to full vertical position and tighten guy ropes. Clamp canvas to rail using retainers shown in Figure 10 beginning at left rear corner by rotating the canvas tubular seal 90° and inserting into continuous slot located on the body side rail directly above the tarp-canvas locks. Clamp canvas along both sides and rear.

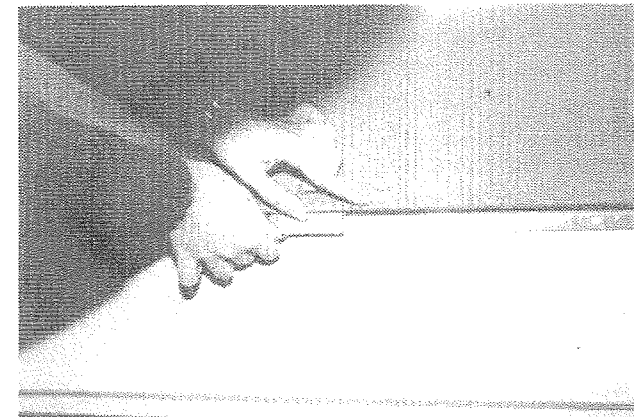


Figure 10

16. Lift the backrest cushions off of the dinette table and set out of the way.

NOTE: The backrest cushions and seat cushions can be differentiated by the white plastic stops located on the seat bottoms only.

Set the backrest board into its retaining slot against the rear storage cabinet (see Figure 11). Lift table off of its rests and set temporarily on the extended bed. Place one of the backrest cushions in an upright fashion against the backrest board. Slide seat cushion into place against the backrest cushion making sure the plastic stops are wedged firmly against the inside of the metal seat frame.

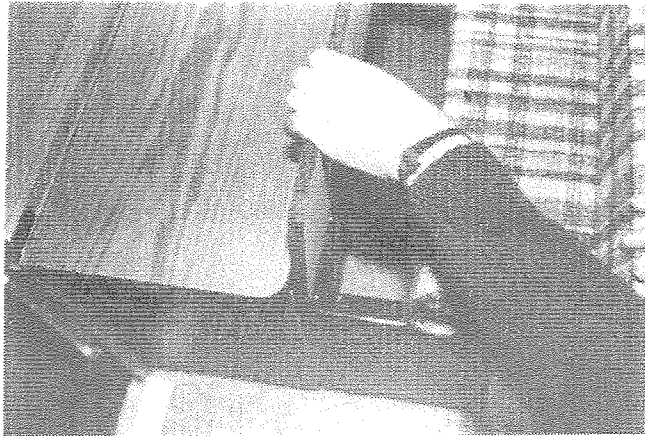


Figure 11

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

Repeat procedure for front seat.

17. To complete set-up and support the tent enclosure, place one end of the support rod assembled in Step 12 into the hole located in the center of the uppermost canvas bow and the other end in the hole located in the center of the rear bow located directly above the entrance way. See Figure 12. Adjust support rod as necessary to make the tent enclosure taut. This is done by pressing the release button on the pole and extending the rod to the next hole location.

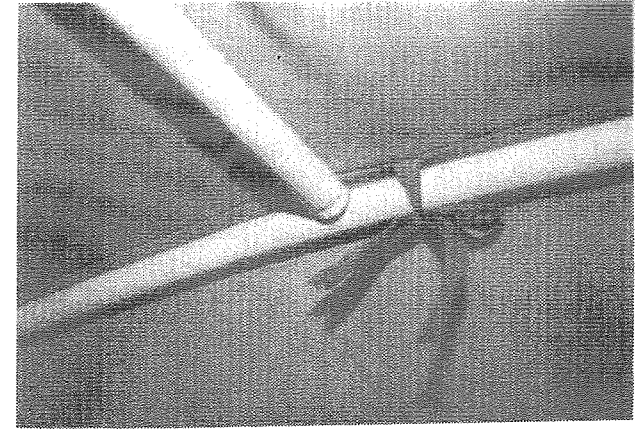


Figure 12

18. Set the dinette table in place by extending the legs completely so that both leg supports lock into position. Set table upright and check to insure it is stable. See Figure 13.

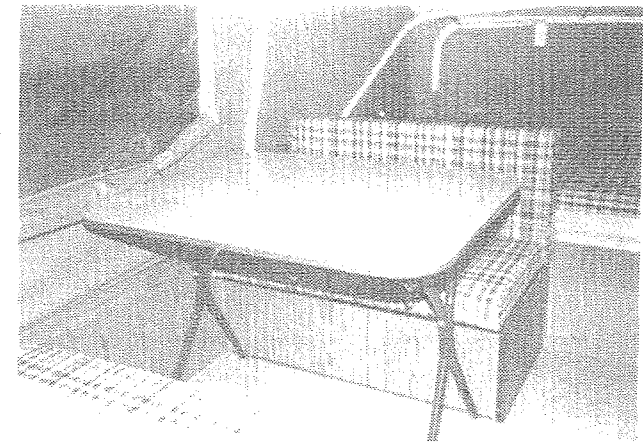


Figure 13

CAUTION:

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

Your Colorado™ trailer is now set up and ready to provide you with the enjoyment of camping.

TAKE DOWN INSTRUCTIONS

1. Remove tent support rod and separate the two ends. Connect each curved section stored in Step 11 to each straight section. These rods now become the tarp support and will be installed in a later step.
2. Lift the dinette table up on end. Apply pressure to the leg support locks, lower and secure legs by attaching the elastic cord over both dinette legs.
3. Secure the dinette table by locating it on the rests between the bench seats.
4. Remove the backrests from their positions. Slide the seat cushions outboard and place the backrests, cushion side down, on the stored dinette table.
5. Store the backrest board in the stowage location against the rear interior roadside panel.
6. Step outside the trailer and disconnect both stack jacks by turning handle counterclockwise to loosen. Store jacks in the same location described in the previous step.
7. Unlatch all canvas by lifting each retainer located along both sides and rear of trailer. Be certain all canvas is free of a retainer.
8. Kneel down beneath either 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 the support tube up and lock it into the travel position. Repeat procedure for other support tube.
9. Raise bed locks (see Figure 9) and push the bed toward the rear of the trailer until the bed contacts the bed stops located on the side rail at the rear of the trailer.
10. Release canopy guy ropes and slowly collapse entire tent assembly until it is lying flat.
11. Install tarp supports assembled in Step 1 of take-down in-

structions in the top most canvas bow support.

12. Release tarp from front panel and unroll over entire trailer.
13. Secure tarp by installing its tubular seal in the continuous slot located on the body side directly above the tarp/canvas locks. Clamp tarp securely along both sides and rear by turning seal 90° and inserting into the continuous slot located on the body side rail directly above the tarp-canvas locks and clamping.
14. Connect coupler, safety chains, and wiring to tow vehicle. Be certain coupler is locked and safety chains are fastened in a criss-cross manner.
15. Place the stabilizer jack handle into the ratchet on the stabilizer jack and lift upward slowly. This releases the stabilizer jack. Slide the inner leg into the jack until it locks in position.
16. Grasp the stabilizer jack, pull down and push up towards the center of the trailer into its horizontal travel position. Jiggle and pull back the stabilizer jack to insure it is up and locked into position.
17. Check to see that all lights on the trailer are functioning properly before pulling away.

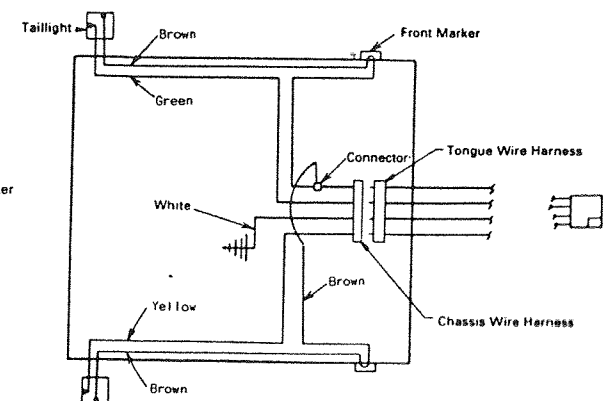
MAINTENANCE

I. Trailer Electrical System 12 Volt Vehicular Electrical Circuit

Trailer
Wiring Diagram

WIRING CODE
Brown - Tail, Tag; Side Marker
White - Ground
Yellow - Left Turn & Stop
Green - Right Turn & Stop

BULBS
Front Marker - #57
Tail & Stop - #1157
Rear Marker - #1893



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.

II. Running System

A. 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 vehicle identification label on the left side body panel or on the tires.
2. Wheel lugs securely tightened.
3. A visual inspection of tire tread and walls for wear or cuts.

Please Note:

- a. The tires on the Coleman® camping 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 the life of the tire tread. There is no warranty coverage for damages resulting from road hazards, etc.
- b. If a tire warranty adjustment is required, the trailer owner should contact the nearest authorized representative of the Armstrong Rubber Company. In the event there is no local representative, the customer should follow the directions set forth in the tire warranty card packaged in each camping trailer

or call Armstrong toll-free at 800/251-9036. A Coleman® camping trailer dealer MAY be able to assist you in locating the tire manufacturer's local representative who can handle warranty adjustments. Requests for tire warranty adjustments should not be sent to The Coleman® Company.

III. How to Change a Flat Tire

Tires may be changed in the following manner:

1. When possible, locate the trailer on level terrain. Either leave hitched to tow vehicle or lower the stabilizer jacks.
2. Block the tire opposite the one needing changing.
3. Remove the hubcap (optional) from the tire you wish to change.
4. Using a 13/16" lug wrench, break loose the four lug bolts.
5. Place scissor or hydraulic jack (not provided) under frame members nearest flat tire and raise until tire is about 3/4" off the ground.
6. Take the lug bolts off using the lug wrench.
7. Slide the tire off by placing the hands at the 3 o'clock and 9 o'clock positions on tire and pulling.
8. Slide repaired, new, or spare tire onto the axle by placing the hands at 3 o'clock and 9 o'clock positions on the tire.
9. Start each lug bolt with the fingers and then use the lug wrench to draw the lug bolts reasonably tight.
10. Lower the jack until the tire is on the ground. Using a lug wrench, draw the lug bolts tight (85-95 footpounds torque).
11. Replace hubcap (if so equipped).
12. Stow lug wrench and jack.

CAUTION:

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

IV. 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.

1. Lubrication - Why?

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

- a. Reduce friction between moving parts.
- b. Carry away heat.
- c. 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, 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: Shell Darina EP2 or Sunoco Prestige 742EP.

2. Lubrication - When?

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

3. Lubrication - How?

The relubrication of wheel bearings is possibly the most important service performed to the running gear. The two most important phases of this operation 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, spindle nut, and washer. Jiggle the hub slightly to loosen the outer bearing. Usually the outer bearing will loosen up enough to be removed by hand. Pull the entire hub which contains the inner bearing and grease seal. Remove the inner bearing and grease seal by placing a brass drift or piece of wood through the small end of the hub and tapping gently until the bearing and seal is loose. Wipe all dirt and grease from the inside of the hub and the spindle.

Used bearings must be cleaned prior to relubrication. Various solvents are effective for degreasing. Successful processes employ kerosene, distillates, and

chlorinated hydro-carbons. The solvent action of kerosene is limited, but it has the advantage of leaving a rust-inhibitive film on the bearing. After cleaning, bearings should be allowed to drain free of solvent which might dilute lubricants. Do not immerse the grease seal in any solvents, but wipe clean with a cloth.

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. If either cup or cone is worn, replace the entire assembly. In other words, do not replace a bearing unless you also replace its mating cup.

If at all possible, use a bearing packer to repack the cones. If this is not available, the bearings can be lubricated by hand if the grease is pressed into and around each and every roller. Additional grease within the hub is not required. Install the inner bearing in the hub and replace grease seal by tapping gently with a wooden block, making sure the seal is installed as it was before disassembly. Replace hub on spindle, taking care not to damage threads or grease seal. Replace outer bearing, washer, and spindle nut. Slowly rotate the hub in one direction or the other while tightening the spindle nut (maximum 50 footpounds torque) or until there is a slight bind to be sure that all bearing surfaces are in contact.

IMPORTANT:

At this point the adjusting nut is backed off 1/6 to 1/4 turn or to the nearest locking hole or castellation. This will allow the wheel to rotate freely without excessive end play. The total amount of internal running clearance between the roller and the raceways of the bearings should be within 2/1000 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 a very slight end play. If the bearings are too tight or too loose, they

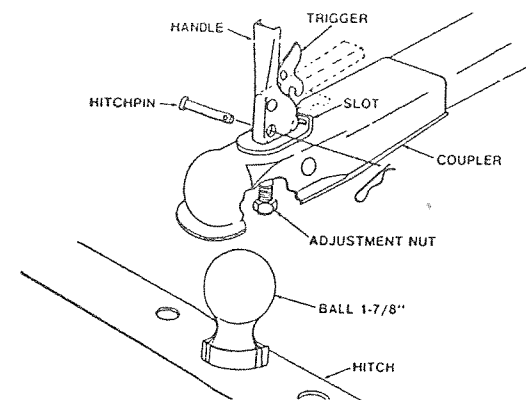
will fail prematurely. Install new cotter pin, bend to locked position, and drive on grease cap.

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

V. Ball Hitch and Coupler

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

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



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.

VI. Care and Repair of the Canvas Tent Material

The canvas on your new trailer is a high quality, ten-ounce duck canvas. Proper care should be given to this material in order to avoid rips, tears, grease, mildew, excessive dirt and soap. Cleaning the canvas is very important. Foreign matter such as tree sap, bird droppings, etc., coming in contact with the exterior surface of the canvas can destroy the water repellency of the material and, in some cases, cause rotting or decay of the canvas. The canvas should be rinsed thoroughly with cool water and allowed to dry completely once it has come in contact with the items mentioned above. In order to remove normal dirt from the canvas, it should be brushed with a dry sponge or soft-bristle brush while dry or after wetting, and following the brushing the canvas should be rinsed with cool water. A dry-clean pad, available from your dealer, is a product developed to erase most types of marks and dirt off of dry canvas. Sprays are also available for renewing the water repellency of the canvas; however, your dealer should be consulted prior to their use.

IMPORTANT:

The canvas should never be stored wet for extended periods of time because it may mildew and lose its strength. If the canvas must be stored wet, set it out to dry as soon as possible.

Should mildew develop on your canvas or vinyl enclosure due to the necessity of closing the unit wet, the mildew can be removed in the following manner:

Mildew Solvent:

A simple but effective solvent to remove mildew from tents or other canvas-like fabrics can be made using ordinary household items. In about eight ounces of water, dissolve two teaspoons of salt and two teaspoons of concentrated lemon juice. Wash the mildewed cloth with this solution, then rinse with fresh water. Let dry in open air before using.

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

IMPORTANT:

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

NOTE:

If slight fabric leaking exists at any seam, simply coat the affected area with a small amount of "seam sealer" such as K-Kote Seam Sealer 2 available through your Coleman® dealer.

LOADING AND 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 trailer hitch while in tow.

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

Example:

GVWR	1200 lbs.
Trailer weight (Dry - curb and hitch)	575 lbs.
Cargo weight	625 lbs.

NOTE: Weights listed are less options.

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

To insure proper towing characteristics, a minimum of 10% of the overall weight of the trailer must be on the tongue.

Colorado™ Specifications

Road Height	43"
Length Closed	10' 5 1/2"
Length Open	14' 8"
Interior Height	6' 7"
Canvas	10.1 oz army duck
Tire Size @ listed GVWR size	4.80 x 8"
Tire Pressure	60 PSI
Curb Weight Dry	515 lbs.
Height Weight Dry	60 lbs.
Gross Vehicle Weight Dry	575 lbs.
Cargo Capacity	625 lbs.
Gross Axle Weight Rating	1080 lbs.
Gross Hitch Weight Rating	120 lbs.
Gross Vehicle Weight Rating	1200 lbs.
Width	6' 3 1/2"
Coupler Size (Class A, Type 1)	1 7/8"
Exterior Lighting	12 VDC

Weights listed are subject to a 3% variation due to raw materials.

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

LIMITED WARRANTY 1985 Coleman® Colorado™ Camping Trailer

1. Your new Coleman® Colorado™ Trailer is warranted to the retail consumer for one year from the date of retail purchase to be free from defects in material and workmanship. This warranty is not transferrable.
2. Return within ten days of retail purchase of the Warranty Registration Form provided with the Camping Trailer is a requirement to obtain warranty performance. The Warranty and Tire Registration Form will also permit Coleman® to locate consumers in the unlikely event of a product safety recall. Coleman® will send the customer an owner's card that reflects the warranty data for his trailer.
3. During the specified times, any defective parts in this Coleman® Camping Trailer will, at Coleman®'s option, be either repaired or replaced on an exchange basis with new

or reconditioned parts. This Warranty does not cover the expense to take the Camping Trailer to the dealer for repair, nor the return expense. The consumer must pay all expenses incurred in obtaining warranty performance other than those specifically provided for in this Warranty.

4. The date of retail sale is established by the Warranty Registration. Replacement parts are warranted for the unexpired duration of the original warranty.
5. To obtain warranty performance:
 - 5.1 Consult the yellow pages of the telephone book under "Trailers - Camping and Travel" for the name, address, and telephone number of the nearest authorized Coleman® Camping Trailer Dealer; or call the Coleman® Company at 814/445-9661. (Collect calls will not be accepted.) Call the authorized Coleman® Camping Trailer Dealer, report the problem and schedule an appointment. Take the trailer at the scheduled time to the dealer along with the owner's card sent to you by Coleman®. Only authorized Coleman® Camping Trailer Dealers may perform warranty obligations.
 - 5.2 The authorized Coleman® Camping Trailer Dealer will advise when the warranty performance has been completed. All payments for warranty service for parts will be made by Coleman® to the dealer and not to the consumer.

EXCEPTIONS AND EXCLUSIONS

6. To the extent any or all of the following exclusions or provisions of this warranty are prohibited by any federal, state, or municipal law, which cannot be preempted, those exclusions or provisions shall not be applicable.
 - 6.1 THERE ARE NO OTHER EXPRESS WARRANTIES EXCEPT AS SET OUT ABOVE AND ANY IMPLIED WARRANTIES, INCLUDING THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ARE LIMITED IN DURATION TO THAT OF THE EXPRESS WARRANTY. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU.

- 6.2 THIS WARRANTY DOES NOT COVER CONSEQUENTIAL DAMAGES, INCIDENTAL DAMAGES, OR INCIDENTAL EXPENSES, INCLUDING DAMAGES TO PROPERTY. SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATION OR EXCLUSION MAY NOT APPLY TO YOU.
- 6.3 This warranty does not cover damage caused by failure to perform normal and routine maintenance as set out in the Camping Trailer Owner's Manual.
- 6.4 This warranty does not cover damage caused by mishandling, neglect, lightning, abuse, misuse, or corrosive atmospheres.
- 6.5 This warranty shall not apply if the name, serial number or I.D. tag is removed or defaced.
- 6.6 Canvas is not warranted against fading, discoloration, soiling, or problems resulting from misuse or abuse. Ripped or torn canvas will be repaired or replaced at Coleman®'s sole discretion through an authorized Coleman® Camping Trailer Dealer, provided rips or tears are noted prior to retail delivery.
- 6.7 The vinyl floor covering is warranted for gouges, cuts, or tears only if noted prior to retail delivery. Such damage noted prior to delivery shall be remedied by repair or replacement at Coleman®'s sole discretion.
- 6.8 The lightbulbs, tire valve cores, and other similar items are not covered by this warranty and are sold AS IS.
- 6.9 Tires are warranted by their respective manufacturers.
- 6.10 Trailers used for rental purposes are covered by this warranty for three (3) months from the date of purchase by the rental dealer; or if rented by an authorized Coleman® Camping Trailer Dealer, from the date of rental registration.
- 6.11 This warranty applies only to products sold at retail in the United States and Canada.
7. The Coleman® Company reserves the right to make changes in the design or material of its products without incurring any obligation to incorporate such changes in any product previously manufactured.
8. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.