

COLEMAN

Camping Trailer

Jamestown^{T.M.}

Sun Valley^{T.M.}

Jamestown^{T.M.} *Ltd.*

Royale^{T.M.}

Columbia^{T.M.}

Shenandoah^{T.M.}

Colonial[®]

Sequoia^{T.M.}

Colonial[®] *X. L.*

Williamsburg^{T.M.}



1983 OWNERS MANUAL



Welcome

to the wonderful new world of carefree easy living you'll be enjoying in your new Coleman Camping Trailer. Like all Coleman products, your Coleman Camping Trailer is the best in its class — loaded with all the quality and craftsmanship that have made Coleman world famous for over 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 on maintenance that will keep your camper rolling through the years — virtually trouble-free. A quick look at the Table of Contents will show you what we mean.

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

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

Pre-Trip Preparations

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

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

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

After the trailer has been set up for practice, using a garden hose, wet the canvas. In spite of being pre-shrunk, quality canvas will shrink somewhat after the first several wettings. NOTE: See Williamsburg supplement for care of Evolution 3® Fabric. Allowances for shrinkage have been made so that the canvas will actually fit better after it has been wetted and dried. **DO NOT** touch the inside surface of the canvas while it is wet as this will temporarily break down the water repelling effect and allow leakage of water wherever the canvas has been touched. If the canvas must be stored wet, set it out to dry as soon as possible. Canvas should never be stored wet for extended periods of time since it may mildew.

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

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

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

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

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

A physical check should also be made per this checklist —

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

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

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

Set-Up Instructions

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

1. Select a level campsite, preferably not soft or sandy terrain.
2. Pull or back trailer to desired position for campsite.
3. Disconnect electrical pigtail, safety chain and release the coupler release handle.

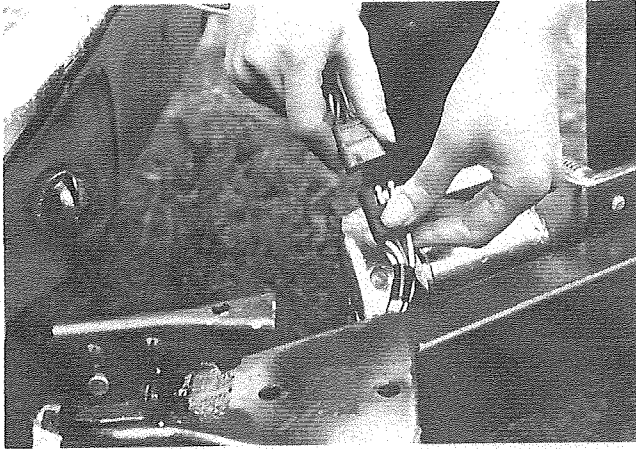


FIG. 1 - Electrical Pigtail Connection

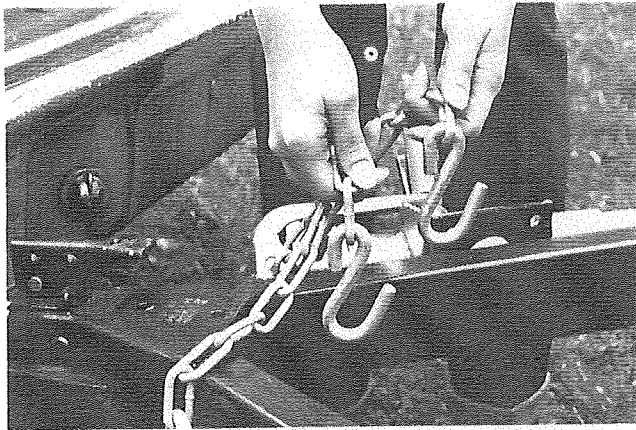


FIG. 2 - Safety Chains

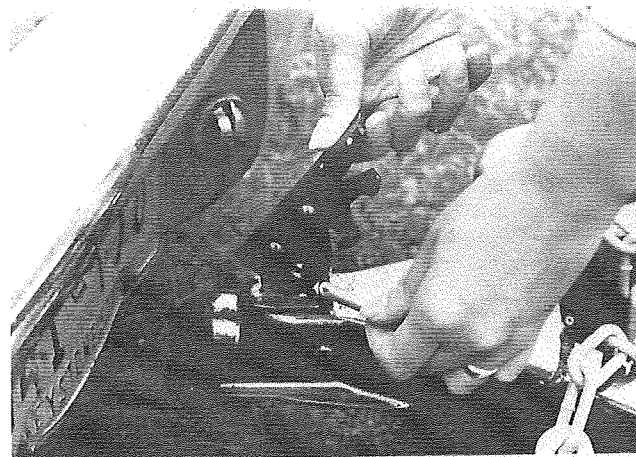


FIG. 3 - Coupler Release

4. Pull the release pin (located on the tongue jack) and let the tongue jack swing down into position. Allow the release pin to lock the tongue jack in place.

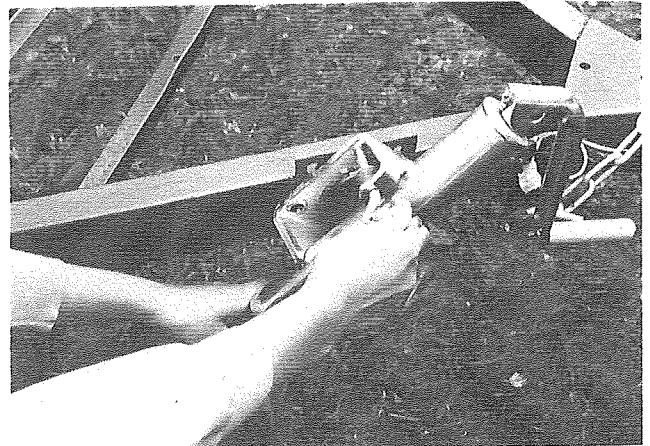


FIG. 4 - Tongue Jack Release Pin

WARNING:

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

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

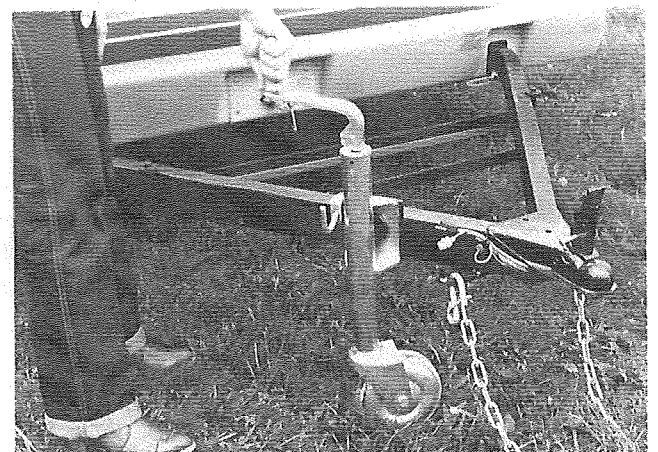


FIG. 5 - Tongue Jack Adjustment

8. Release the four "Top" latches.

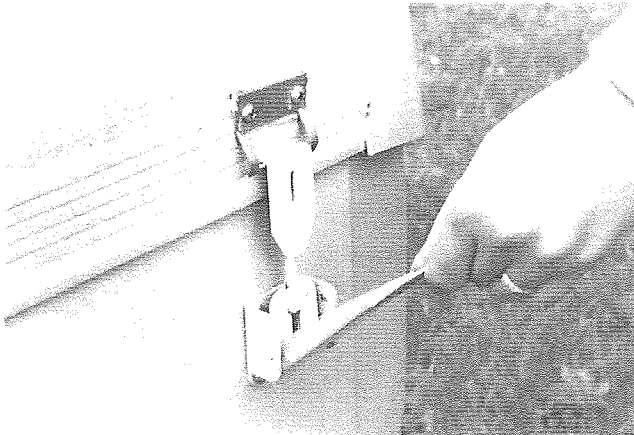


FIG. 6 - Top Latch Release

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

CAUTION:

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

NOTE:

The Columbia and Jamestown models are not equipped with the step door or tool storage features as illustrated in Figure 8. Insert key in lock and turn 90 deg. clockwise. The pushbutton and handle will pop out. Rotate the handle 90 deg. clockwise to open the access door. To retain door in the "open" position, snap the webbed strap to the top of the door and the trailer aluminum top rail with the snaps provided.

CAUTION:

Do not position stabilizers before top is raised.

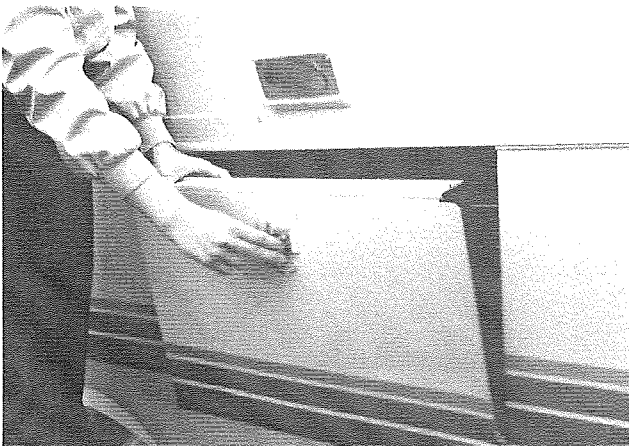


FIG. 7 - Access Door Lock

10. Remove the crankshaft handle from the recommended stowage location in the access door step (except Columbia and Jamestown) and attach it to the crankshaft at the tongue end of the trailer. (See Fig. 8 & 10)

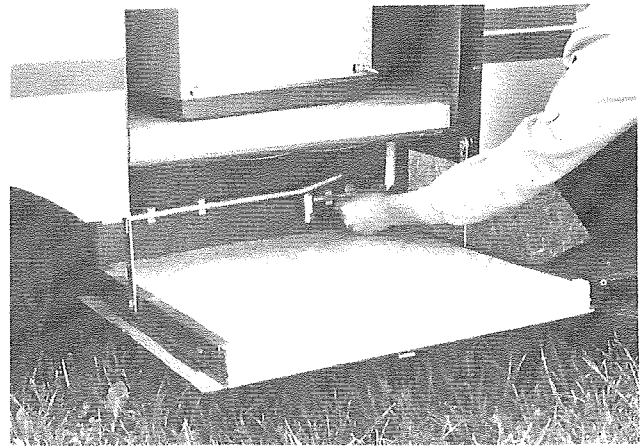


FIG. 8 - Tool Stowage

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

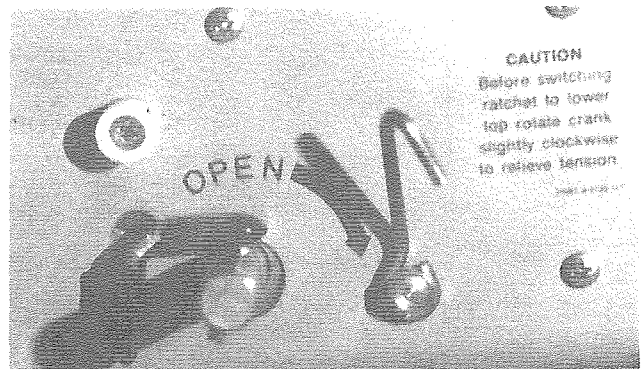


FIG. 9 - Posi-Action Control



FIG. 10 - Upper Crankshaft Position

WARNING:

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

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

CAUTION:

Be sure the posi-action control (on units so equipped) and the crankshaft stop are engaged. Failure to engage these safety mechanisms could result in the uncontrolled descent of the top assembly.

CAUTION:

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

NOTE:

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

13. There are four stabilizer jacks on all trailers with the exception of the Columbia and Jamestown models. One jack is located in each corner of the trailer. The Columbia and Jamestown trailers have two stabilizer jacks, one located in each rear corner. To release the jacks from the locked travel position, reach under the corner and firmly grasp the stabilizer jack, push it toward the center of the trailer (approximately 1/2"), and pull down until the stabilizer jack locks into place in the lowered position. (See Figure 11.)

NOTE:

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

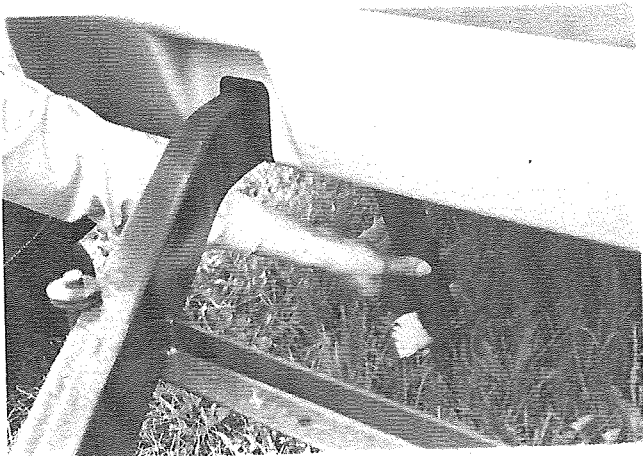


FIG. 11 - Stabilizer Jack Release

WARNING:

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

14. 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.

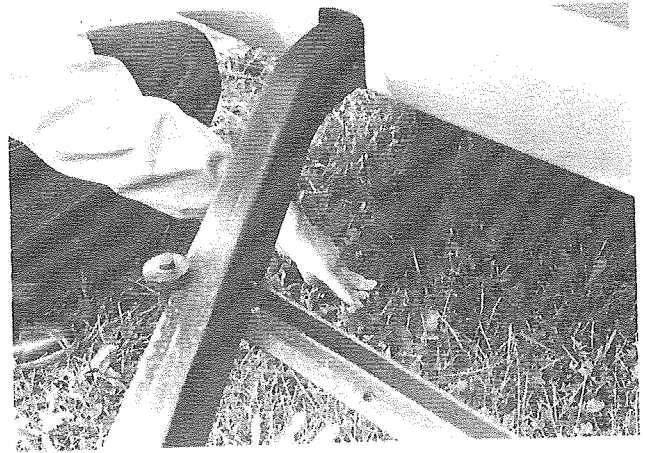


FIG. 12 - Stabilizer Inner Leg

15. Using the stabilizer jack handle, extend the inner legs of the stabilizer jacks to stabilize the trailer, making sure the handle is inserted through rear hole. Remove jack handle and stow.

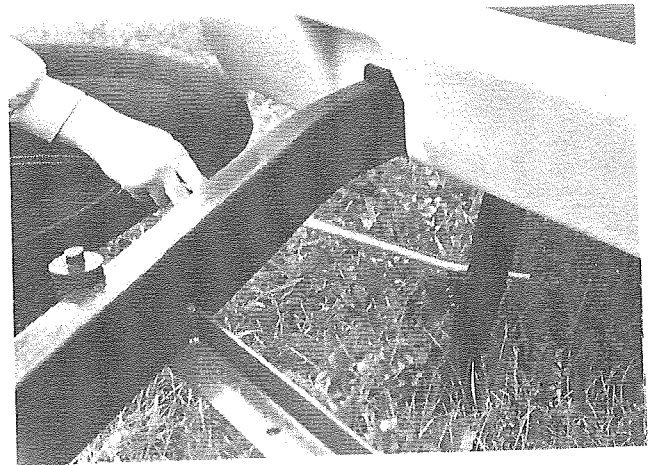


FIG. 13 - Extending Stabilizer Jack

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

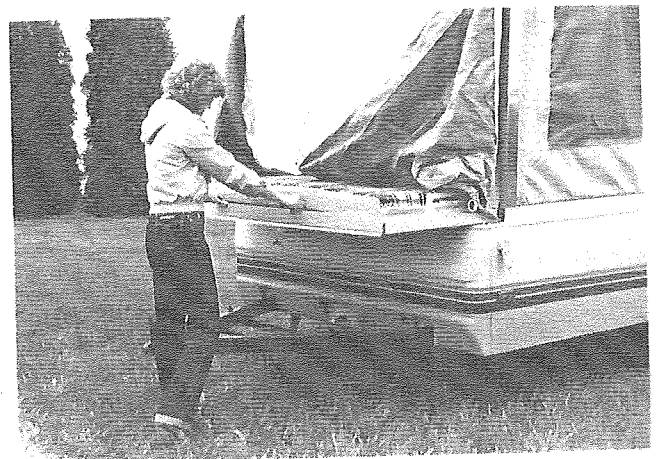


FIG. 14

CAUTION:

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

17. Kneel down beneath the side of the fully extended bed and pull down the bed support tubes from their travel position. Lift the bed slightly while placing the free end of the bed support tube over the support peg. (See Figs. 15, 16 & 17) Perform same procedure for rear bed.

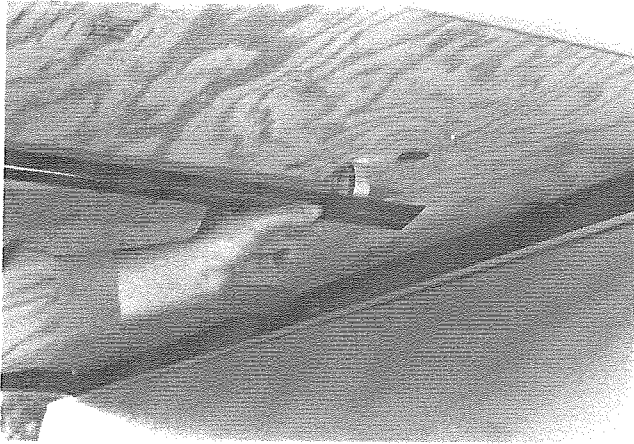


FIG. 15

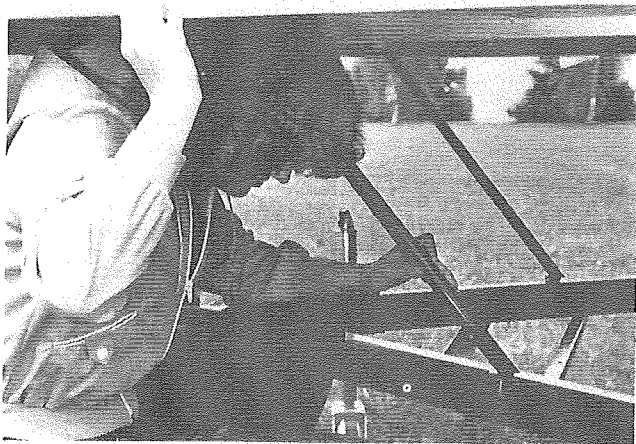


FIG. 16

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

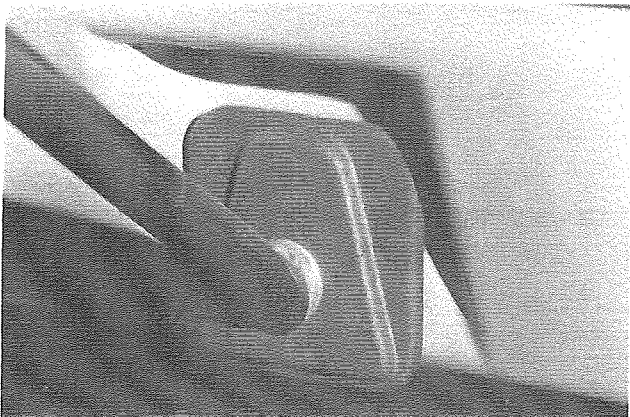


FIG. 17

NOTE:

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

18. To set up Expanda-bed® (Columbia^{T.M.} and Colonial® X.L. only), after pulling out rear bed and securely attaching the rear bed supports to the bumper caps proceed as follows:

A. Remove the Expanda-bed® mattress from the storage location (generally under the dinette table).

B. Place the mattress sections in position on the bed opening being sure to insert the locking flanges through the strikes on the bed frame.

NOTE:

There is a right and left side mattress section. The sections should be positioned so that the white nylon hook for the canvas attachment on the underside of each mattress section is located toward the outer edge of the bed.

19. With both beds fully extended and supported, grasp the bottom edge of either the front or rear canvas (Evolution 3® on Williamsburg) with hands approximately 2½ feet apart and gently pull until the canvas is supported as pictured below. (See Figs. 18, 19 & 20)

NOTE:

Before this procedure can be performed, the ties attached to the interior top corner of each canvas boot must be tied to the canvas support bow. For future set-ups, leave bows tied to canvas.

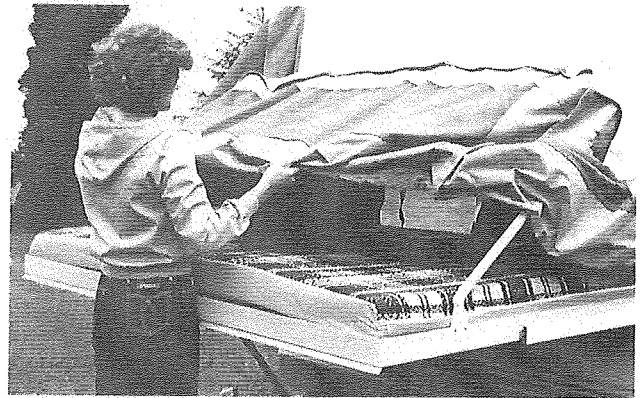


FIG. 18 - Canvas Support Bow Set-Up

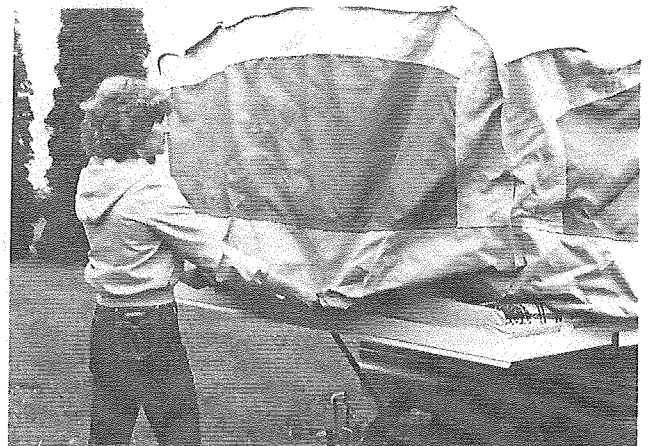


FIG. 19

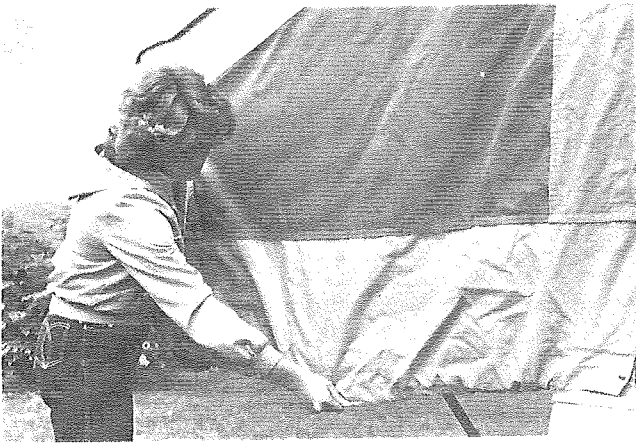


FIG. 20 - Canvas Bottom Fit

20. Pull the canvas (Evolution 3® on Williamsburg) at the bottom over the bed edge and attach the exposed stretch cords over the nearest hooks on the underside of the bed.

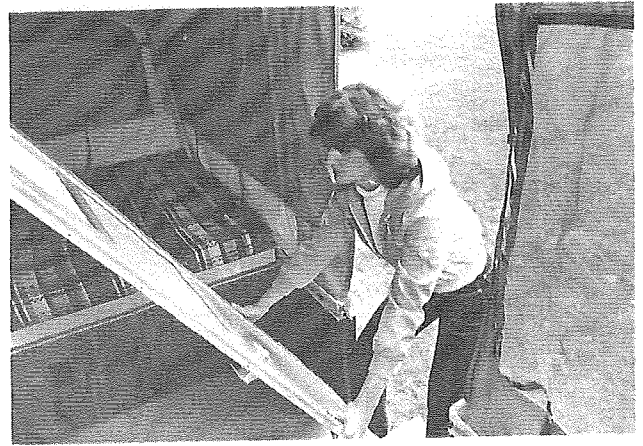


FIG. 23

23. Hold the screen door up from the floor and move it toward the door opening.



FIG. 21 - Door Retaining Straps

21. Unfasten the two screen door retaining straps which will allow the screen door to hang by its glide cables.

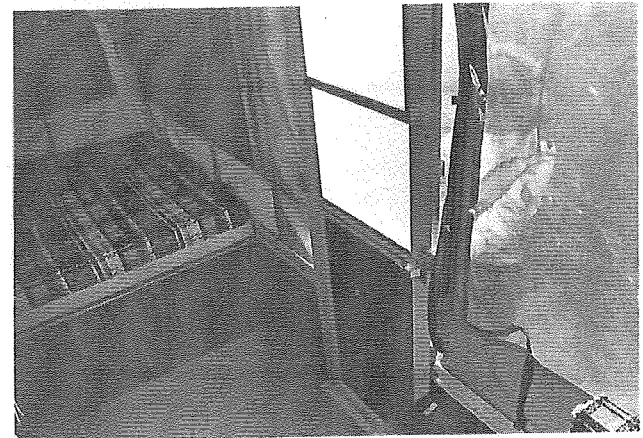


FIG. 24

24. Grasping the door frame with both hands, one on either side, lower screen door into the door frame track at the base of the floor. Unlock the screen door latch and step inside.

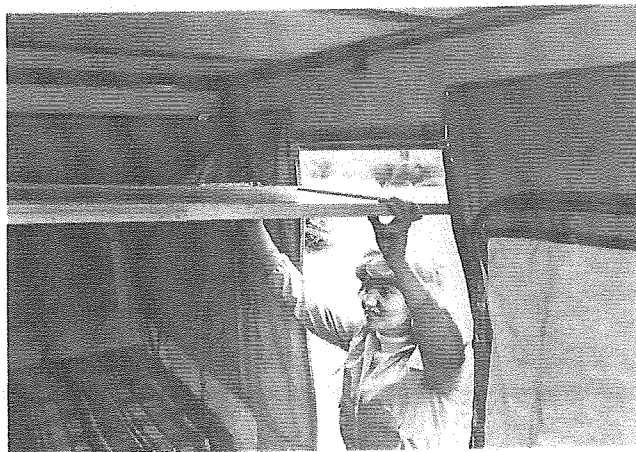


FIG. 22 - Screen Door Release

22. Standing at the door threshold, reach up and grasp the bottom of the screen door with both hands. Raise and push the door toward the far side of the trailer to release it from its retaining bracket. (See Fig. 22)



FIG. 25 - Top Door Retainer

25. Fit the top door retainer into position and engage the two retainer locks.

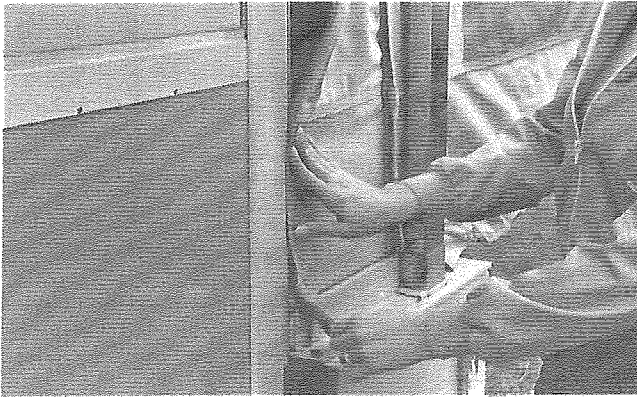


FIG. 26 - Screen Door Velcro Fasteners

26. Step outside the trailer and fasten the canvas retainer patches to the door jamb and body rail with the mating velcro. Starting at the base of the canvas material, press the canvas weatherseal on either side of the doorframe into the weatherseal groove on the doorframe.

NOTE:

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

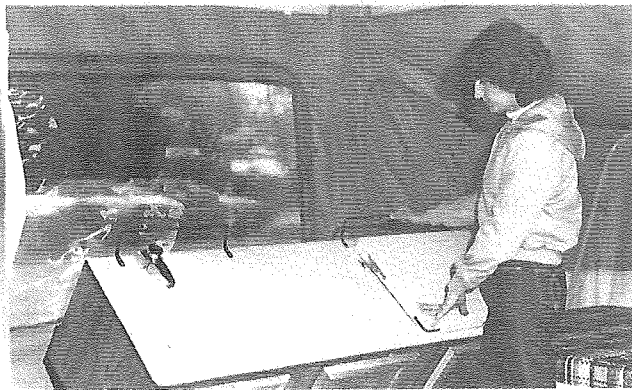


FIG. 27 - Galley Set-Up

27. Enter the trailer. Grasp the towel rack of the galley units, lift up and rotate 180° to the outside of trailer.

28. Lift the backrest off the dinette table and slide the seat cushion inboard. Raise the small backrest support bar (velcro attached) and place the backrest against the inboard side of the support, allowing the velcro to hold the backrest in place. Slide the seat cushion in place, making sure that the plastic stops are wedged firmly against the interior of the metal seat frame.
(See Figs. 28 & 29)

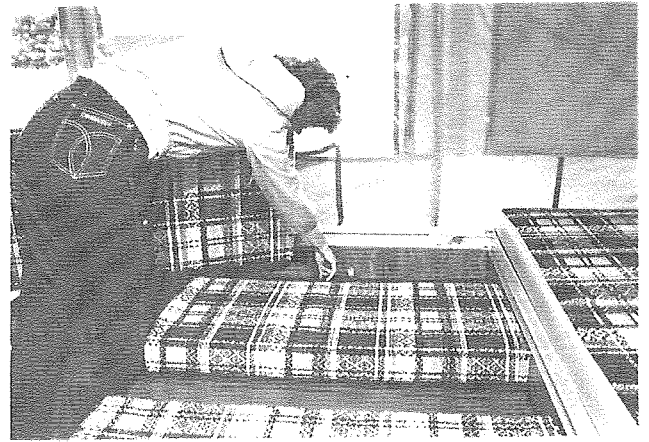


FIG. 28 - Seat & Backrest Set-Up

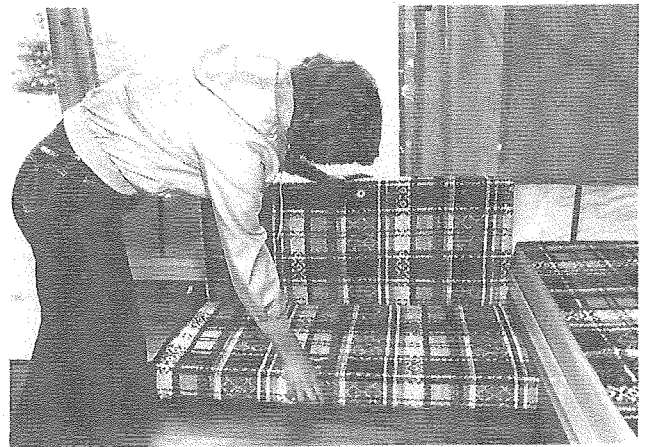


FIG. 29



FIG. 30 - Dinette Table Set-Up

29. Extend the table legs completely so that both leg supports lock into position. Set table upright and check to insure dinette is stable.

CAUTION:

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

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

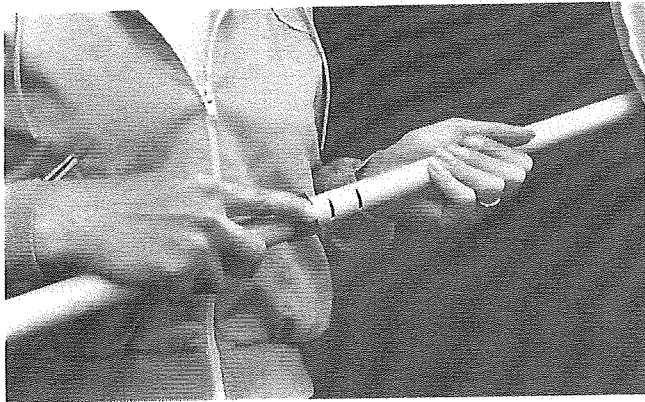


FIG. 31

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



FIG. 32 - Bed Bow Support

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

CAUTION:

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

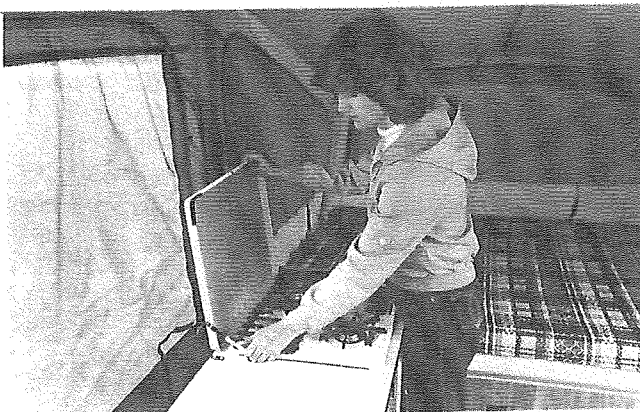


FIG. 33 - Stove Cover Set-Up

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

WARNING:

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

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

NOTE:

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

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

NOTE:

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

(See Pump Operation)

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

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

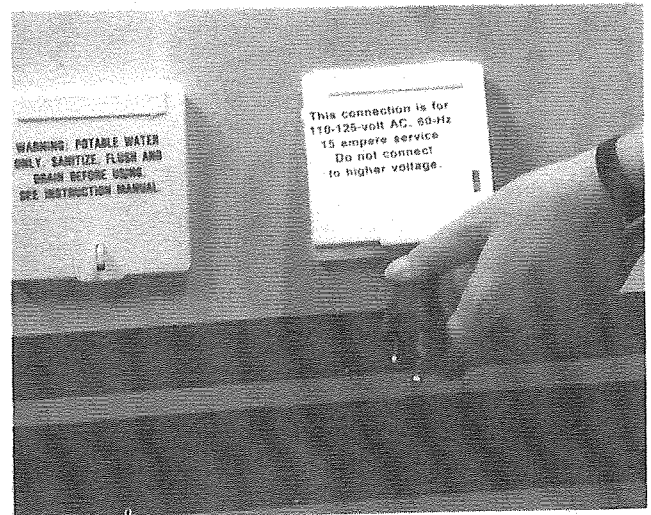


FIG. 34 - External Power Supply Cord

WARNING:

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

CONVERTER:

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

The 12 Volt switch functions as follows:

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

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

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

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

To use interior lights when not connected to 115 Volt Park supply, the 12 Volt auto extension is required. Plug the cigarette lighter end of the extension into the tow vehicle cigarette lighter, the other end is plugged into the wire harness on the trailer tongue or on the roadside body rail, (depending upon the particular model of the trailer.)

The porch light can be turned on, once the trailer 12 VDC or 115 VAC current has been connected, by turning the switch located inside the trailer adjacent to the top of the screen door.

WARNING:

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

If no instructions are provided:

a. Combustible materials must be kept more than two feet above and one foot from all sides.

b. These appliances must be lighted outside the enclosure.

Take-Down Instructions

1. From inside the trailer, flip the circuit breaker and converter switch to the "OFF" position.
2. Disconnect the plug from the campsite outlet and return the extension power cord and plug to its own storage location. Close the cable hatch. (See Fig. 34)
3. Disconnect the hose from the campsite-provided faucet and the external trailer connection. Stow the hose.
4. Screw the protective cap onto the external pressure water connector to prevent foreign matter from entering the internal water system.
5. Close the valve on the LP Gas Bottle all the way by rotating the handle in a clockwise direction until the valve seats.
6. From inside the trailer, open and light an LP burner jet, allow to burn until flame extinguishes. This will safely and effectively bleed the system.
7. Turn LP burners to off. Pull the stove cover down and secure for travel with the catch. (See Fig. 33)
8. Drain all water in the sink and tighten basket strainer.
9. Disconnect the waste system hose from the external trailer connection. Thoroughly rinse the hose and store. Replace drain cap.
10. Slide the drapes (on trailers so equipped) to the end of the drape slide track and remove tabs from track at location where track is spread open to allow tab removal.

NOTE:

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

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

NOTE:

Remove wardrobe rack if trailer is so equipped.

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

13. Secure the dinette table by locating it on the rests between the bench seats. (See Fig. 30)

14. Remove the backrests from their positions and turn the backrest support brackets down. Slide the seat cushions outboard and place the backrests, cushion side down, on the stored dinette table. (See Figs. 28 & 29)

15. Step outside the trailer. Begin at the top of the doorframe and carefully pull the canvas weatherseal, on either side of the doorframe, from the weatherseal groove attached to the doorframe. Unfasten canvas velcro patches from door jamb and body rail. (See Fig. 26)

16. Step inside the trailer and release the top door retainer. Lock the screen door latch. Grasping the doorframe with both hands, one on each side, lift up and remove from the doorframe track and allow the door to tip inward. (See Figs. 25 & 21)

17. Step outside the trailer and grasp the bottom of the doorframe, lift up and push the top of the door toward the far side of the trailer. Allow the bottom of the door to swing back onto the retaining bracket mounted in the trailer top (See Fig. 22), and snap retaining straps. (See Fig. 21)

18. Grasp the towel bar of the galley units, lift up and rotate 180 degrees to the inside of the trailer and lower gently to the floor. (See Fig. 27.)

19. Step outside the trailer. Position the cooler in the doorway. (See Fig. 8)

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

21. Pull the canvas up and over the bed edge. Grasp the bed bow and push towards the center of the trailer until it lays flat on the bed. Unsnap and partially unzip the canvas on the front and rear to prevent tears. (See Figs. 18, 19 & 20)

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 the support tube up and lock it into the travel position. (Queen size beds have additional supports.) (See Figs. 15 & 16)

23. Repeat step 22 for the left side.

The ColumbiaTM and Colonial[®] X.L. Expanda-bed[®] should be taken down in the following manner:

A. Be certain the two canvas stretch cords that are attached to the underside of the expandable bed mattress sections are released.

B. Return to the inside of the trailer and remove the expandable mattress sections from the bed and place on the floor under the secured dinette table.

24. Insure the canvas is up away from the bed edge. Standing at the center, place hands on the bed frame and push until the bed hits the stops. This movement must be done slowly and evenly to prevent inadvertent jamming or wedging of the bed on the sliding tracks. (See Fig. 14)

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

26. Remove the stabilizer jack handle from stowage location. (See Fig. 8)

27. Place the stabilizer jack handle into the ratchet on the stabilizer jack and lift upward slowly. This releases the stabilizer jack and the corner of the trailer will drop somewhat. (See Fig. 35)

CAUTION:

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

CAUTION:

Do not lower top unless stabilizers are released.

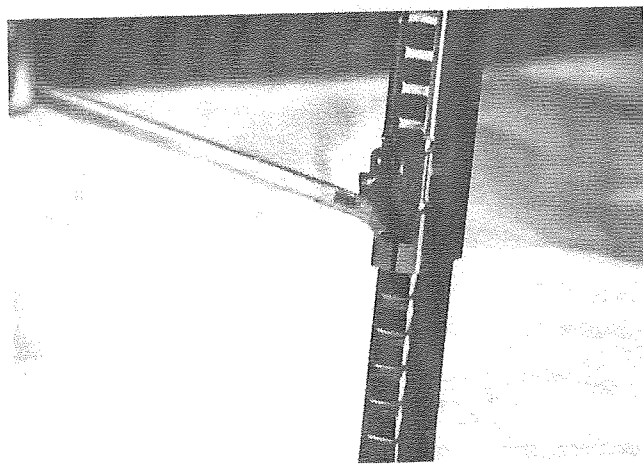


FIG. 35 - Stabilizer Jack Release

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.

28. With the quick-release lever in the disengaged position, slide the inner stabilizer leg up into the stabilizer jack until it locks in position. (See Fig. 12)

29. Grasp the stabilizer jack, pull down and push up towards the center of the trailer into its horizontal travel position. Jiggle and pull back the stabilizer jack to insure it's up and locked into position. (See Fig. 11)

30. Perform Steps 27, 28 and 29 for the other three stabilizer jacks and then stow stabilizer jack handle. (See Fig. 8)

31. Remove the crankshaft handle from stowage location and attach to the crankshaft. (See Fig. 9)

32. Rotate the crankshaft handle clockwise slightly to relieve the tension on the crankshaft stop. Disengage the crankshaft stop, or on ratchet-equipped models, turn the control handle counterclockwise. (See Fig. 9)

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

WARNING:

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

34. Tuck in any canvas (Evolution 3[®] on Williamsburg) which may have worked its way out between the rooftop and trailer. (See Fig. 18) This is important because if the canvas is pinched between the "Top" and the aluminum rail, it can become worn or discolored. Remove the stop or turn posi-action control counterclockwise and crank top down fully.

NOTE:

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

35. Stow the crank handle, lock the door/step and then latch the four "Top" latches. (See Fig. 6)

36. Adjust the tongue jack so that the trailer tongue is higher than the vehicle hitch ball. (See Fig. 5)

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

38. 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. (See Fig. 3)

39. Pull the release pin and swing up the tongue jack to the travel position. Bring the tongue jack handle up and over the tongue jack to store. (See Fig. 4)

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

41. Connect the electrical pigtail to the mate. (See Fig. 1)

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

Maintenance

TIRES:

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

1. Tires inflated to recommended pressure as indicated on the vehicle identification label on the left side body panel.

2. Wheel lugs securely tightened.
3. Make visual inspection of tire tread and walls for wear or cuts.

NOTE:

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

Tires may be easily changed in the following manner —

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

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

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

CAUTION:

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

BRAKES:

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

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

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

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

BALL HITCH AND COUPLER:

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

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

(See Fig. 36)

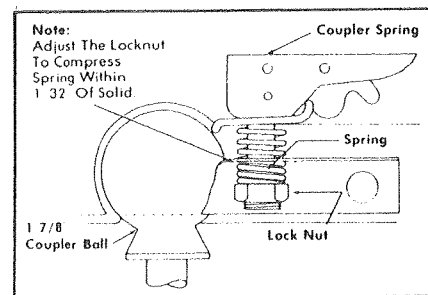


FIG. 36

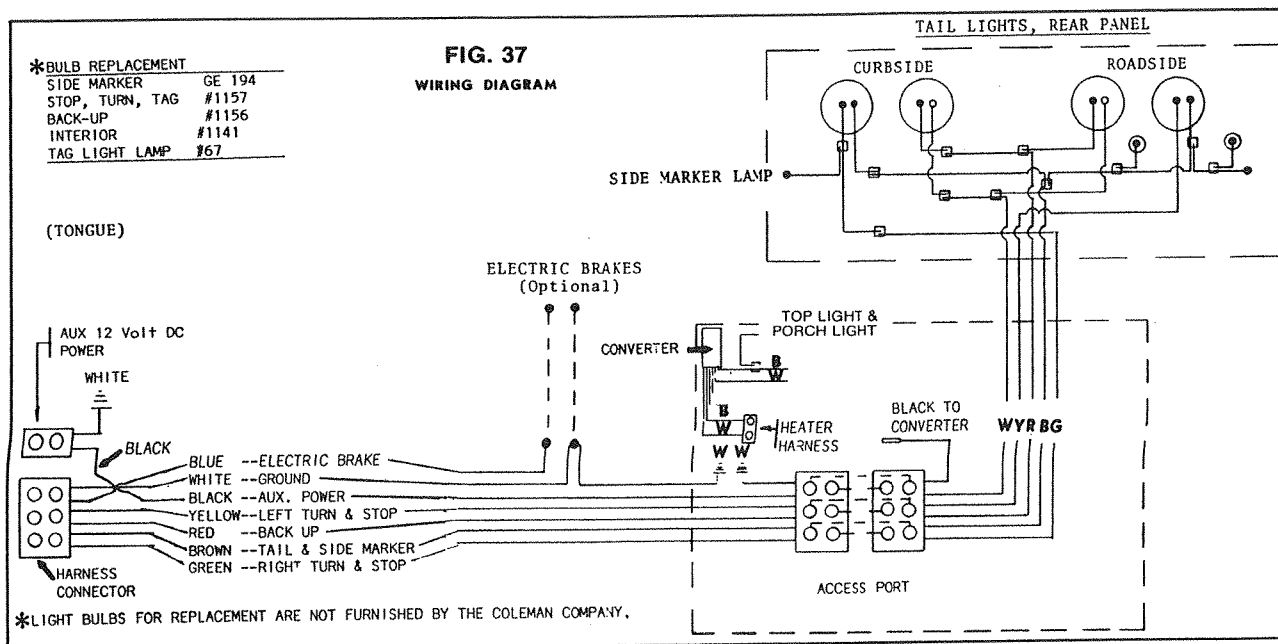
Make a visual inspection of the safety chains for damaged links, repair or replace as required. Insure the ball hitch is securely attached to the vehicle and the ball head is securely tightened.

VEHICULAR ELECTRICAL CIRCUIT:

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

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

Before each trip make an operational check of all DC electrical functions of the trailer (turn, stop, side marker and tail lights). If a bulb does not light, remove the lens cover from over the bulb not functioning. Most often bulb replacement will cure the malfunction. However, should the malfunction persist, secure the aid of a voltohmmeter and Figure 37 and check the DC voltage and/or continuity of the circuit. Repair or replace as required.



STABILIZER JACKS:

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

TONGUE JACK:

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

CANVAS: (Excluding Williamsburg^{T.M.} model)

Cleaning the canvas is very important. Foreign matter (such as tree sap or bird droppings, etc.) coming in contact with the exterior surface of the canvas can destroy the water repellancy of the material and in some cases cause rotting or decay of the canvas. Rinse the canvas thoroughly with cool water and allow to dry completely.

OTHER METHODS:

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

CAUTION:

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

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

NOTE:

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

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

PAINTED SURFACES:

These surfaces can be cleaned with a mild soap and water solution and rinsed thoroughly. DO NOT use any abrasive material on the surfaces; this would damage the finish. A good nonabrasive liquid or paste wax will help preserve the finish. DO NOT wash or wax while the trailer exterior is hot from setting in the sun.

TOP SEALS:

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

WARNING:

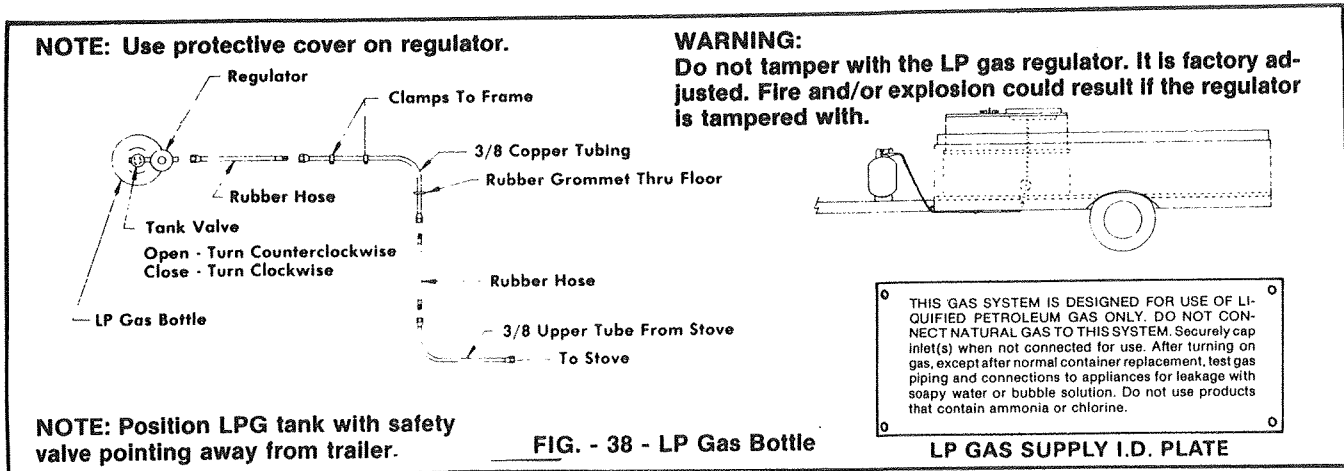
DO NOT smoke while changing the LP gas bottle and extinguish all surrounding open flames to avoid the possibility of fire and/or explosion.

When changing an empty LP gas bottle —

1. Turn off the LP gas at the burners (check all 3).
2. Close the valve on the LP gas bottle by turning it in a clockwise direction.
3. Disconnect the regulator from the LP gas bottle.
4. Loosen wing nuts and remove the empty gas bottle.
5. Carefully place the full LP gas bottle on the tongue support and secure.
6. Attach the regulator to the LP gas bottle.
7. Open the valve by turning it in a counterclockwise direction.
8. Check for leaks by using a soap suds solution on all fittings.

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





WATER TANK SYSTEM:

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 ¼ cup of Clorox or Purex household bleach (5% sodium hypochlorite solution).
2. Pour one gallon of solution into tank.
3. Complete filling of tank with fresh water.
4. Open the faucet until all air has been released from the pipes and entire system is filled. Pump water up to the sink.
5. Allow to stand for three hours.
6. Drain and flush with potable fresh water.
7. To remove any excessive chlorine taste or odor which may remain, prepare a solution of one quart vinegar to five gallons water and allow solution to agitate in tank for several days by vehicle motion.
8. Drain tank and again flush with potable water.

NOTE:

See Williamsburg^{T.M.} supplement in the back of this manual for additional water system information.

NOTE:

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

INTERIOR:

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

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

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

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

The galley sink water pump stem needs an occasional lubrication with mineral oil.

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

WATER PUMP OPERATION

1. When using internal water supply, turn pump handle counterclockwise fully, and draw water with a pumping action.
2. When using the city water supply, approximately one-quarter turn of the faucet knob will allow city water to flow freely without engaging the pump. Turning of the faucet knob too far when using city water may cause the pump to engage unnecessarily.
3. To drain the system for winter storage, depress the valve in the city water fill which will drain the line from the faucet down to the city water fill.

Draining the water tank completely will serve to sufficiently drain the rest of the lines. Operate the hand pump several times to drain any excess water.

TOP ADJUSTMENT:

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

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

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

POSI-ACTION CONTROL:

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

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

NOTE:

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

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

Safety Check List

PLUMBING:

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

LP-GAS SYSTEM:

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

TIRES AND WHEELS:

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

TRAILER/TOW VEHICLE ELECTRICAL CONNECTIONS:

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

SAFETY CHAINS:

- Check for worn chain links.
- Check to make sure each chain is of equal length between attachment points, allowing sufficient slack for turning.

HITCH:

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

SAFETY RULES:

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

LOADING:

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

RECOMMENDED PRACTICES FOR LUBRICATING AND ADJUSTING WHEEL BEARINGS

1. LUBRICATING — WHY?

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

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

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

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

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

SHELL DARINA EP2 OR SUNOCO PRESTIGE 742EP

2. LUBRICATION — WHEN?

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

3. LUBRICATION — HOW?

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

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

To begin 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.

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

If at all possible use a bearing packer to repack the cones. If this is not available the bearings can be lubricated by hand if the grease is pressed into and around each and every roller. Additional grease within the hub is not required. Install the inner bearing in the hub and replace grease seal by tapping gently with a wooden block making sure the seal is installed as it was before 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 (max. 50 ft. Lbs. torque) or until there is a slight bind to be sure that all bearing surfaces are in contact. At this point the adjusting nut is backed off 1/6 to 1/4 turn, or to the nearest locking hole or castellation. This will allow the wheel to rotate freely without excessive end play. The total amount of internal running clearance between the roller and the raceways of the bearings should be within 2 to 8 thousandths recommended limits. This can only be measured accurately with the use of special instruments, but by simply pushing inward and pulling outward on the hub several times a person should feel a very slight end play. If the bearings are too tight or too loose they will fail prematurely. Install cotter pin, bend to locked position and drive on grease cap.

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

WINTER STORAGE

1. Thoroughly wash exterior to remove road film, tree sap, etc.
2. Wax and polish all exterior and interior metal surfaces to inhibit rust, corrosion, and aluminum oxidation (particularly hinges and chromed areas).

3. Canvas should be removed and stored in a dry place for the winter months for added protection against mildew, rodents, etc. If the canvas is not removed, the trailer should be set up at least once a month to air out and to allow the canvas to dry and release the dampness that may have accumulated during the period of storage.

4. Deflate tires to approximately 20 pounds pressure to combat weather cracking, or park on blocks.

5. Remove and store drapes and privacy curtains.

6. Remove foodstuffs and clean interior to help prevent rodent entry and damage.

7. Apply light coat of mineral oil to working parts of water pump.

8. Drain and flush water system and insure all water is out of lines and pump. Drain for water tank is accessible from underside of trailer.

9. Insure cable hatch, drain holes, etc., are closed.

10. Apply light coat of lubricant to exposed cables, pulleys, and door hinges.

11. Disconnect LP bottle and cap gas line.

12. Check and caulk, if required, all top weather seals.

13. Adjust top latches for proper tension.

14. Elevate tongue to provide water run off on top.

15. Check top-to-body alignment to assure a good top seal.

16. If winter is here, can spring be far away?

Loading

CAUTION — Important Notice:

The handling characteristics of your trailer can be changed drastically if excessive weight is added behind the wheels of the trailer.

"Whipping" or "Sway" could result if tongue weight becomes less than 10% of the total loaded trailer (Re: loading instructions). Loss of proper control is possible. Do not load heavy items such as Motor Bikes or storage bins on the rear trailer bumper. A horizontal plane should be maintained between the tow vehicle hitch and the trailer tongue.

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

Maintain these two basic rules for easy towing —

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

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

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

CURB WEIGHT—Weight of trailer unloaded, exclusive of tongue weight (wheels on scale only).

HITCH WEIGHT—That portion of the camper weight supported by the tow vehicle ball hitch.

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 packed 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 1480 lbs.
 Trailer Weight (Dry - curb and hitch) 1000 lbs.
 Cargo Weight (Dry)* 480 lbs.

*No gas or water in tanks.

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

Example:

LP gas in bottle (1) 20 lbs.
 10 gallons water* 83 lbs.
 Full Tanks 103 lbs.
 Cargo weight dry 480 lbs.
 Less fluid weight 103 lbs.
 Actual cargo weight for transit 377 lbs.

*Water weighs 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.

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

Trailer Model	Road Height	Length Closed	Length Open	LPG Tank (lbs.)	Water Tank (gal.)	Tire Size	Tire Pressure	Curb Weight Dry**	Hitch Weight Dry**	Gross Vehicle Weight Dry	Cargo Capacity			Gross Axle Wt. Rating (GAWR)	Gross Hitch Wt. Rating (GHWR)	Gross Vehicle Wt. Rating (GVWR)
											Aft Door	Forward of Door	Total			
Jamestown ^{T.M.}	44"	11'03"	12'04"	—	—	4.80x8	60	685	90	775	495	60	555	1180	150	1330
Jamestown ^{T.M.} Ltd.	44"	11'03"	12'04"	20	5	4.80x8	60	765	105	870	415	55	470	1180	160	1340
Columbia ^{T.M.}	44"	11'03"	17'06"	20	5	4.80x8	60	860	100	960	320	50	370	1180	150	1330
Colonial®	45"	11'03"	15'10"	20	10	5.70x8	75	855	105	960	575	65	640	1430	170	1600
Colonial® X.L.	45"	11'03"	17'02"	20	10	5.70x8	75	875	100	975	555	70	625	1430	170	1600
Sun Valley ^{T.M.}	45"	12'11"	19'04"	20	10	5.70x8	75	895	100	995	535	70	605	1430	170	1600
Royale ^{T.M.}	45"	12'11"	19'04"	20	10	5.70x8	75	895	105	1000	535	65	600	1430	170	1600
Shenandoah ^{T.M.}	47"	14'11"	21'04"	20	10	20.5x10	35	1220	120	1340	590	65	655	1810	185	1995
Sequoia ^{T.M.}	47"	14'11"	23'04"	20	10	20.5x10	35	1220	120	1340	590	65	655	1810	185	1995
Williamsburg ^{T.M.}	47"	14'11"	23'04"	20	18	20.5x10	35	1340	120	1460	470	65	535	1810	185	1995

Width (all) - 6'8"

Interior Height (all) - 6'5"

Tire Load Range B - Columbia, Jamestown, Jamestown Ltd.,
 Shenandoah, Sequoia, Williamsburg

Tire Load Range C - Colonial, Sun Valley, Royale

Coupler Size - 1 1/4" (maximum vertical load 200 lbs., Class A, Type 1)

*Less fluids and options

Electrical System - 115 VAC, 15 AMP, 60 #2

(except Jamestown series - 12 VDC)

Bulb Replacement - Interior, # 1141

Side marker, 194

Backup, 1156

Stop/turn, 1157

Tag light, 67

Patio light, 1003

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

1983 WILLIAMSBURG OWNER'S MANUAL SUPPLEMENT

Dear Williamsburg Owner:

Congratulations on your purchase of the "top of the line" in a camping trailer. Your new Coleman Williamsburg is equipped with luxury features to enhance your camping pleasure and provide the basic "comforts of home." Like all Coleman products, your Williamsburg is the best in its class--loaded with all the quality and crafts-

manship that have made Coleman world famous for over 80 years.

Before you begin your trek to seek out those favorite camping spots, take a little time to read this supplement and your owner's manual thoroughly in order to acquaint yourself with your unit and its capabilities. We'll try to show you how to get the most out of your camper--the easy way.

SECTION I - WATER SYSTEM

In addition to those items mentioned on page 13 of your owner's manual, the following features in the Williamsburg model will greatly enhance your camping comfort.

A. FOUR-GALLON GAS WATER HEATER

Although specific instructions for the care and use of your water heater are enclosed with each trailer, we feel it necessary to briefly review several items:

1. Your hot water heater is conditionally warranted by its manufacturer. A copy of the operating instructions, limited warranty, and heater service centers is enclosed in the trailer for your convenience.
2. In order to achieve long trouble-free use from your water heater, the heater and entire water system must be thoroughly drained whenever the danger of freezing exists. The water heater and system may be drained in the following manner:
 - a. Be sure gas is shut off at the gas bottle and the electric pump is turned off.
 - b. Remove water heater exterior vent cover.
 - c. Using a 7/16" socket, remove the drain valve and allow the water to run out. Note water heater instructions for exact location of the drain.
 - d. Open the hot water faucet on both the sink and tub to expedite drainage.
 - e. Drain the system lines by pulling the metal ring on the in-line plastic drain plug located on the underside of the trailer directly in front of the axle.
 - f. Drain the water storage tank by opening the drain valve located directly under the tank.
 - g. The tub may be drained by removing the protective plastic drain cap located on the bottom of the right front body panel.
 - h. Once the system is drained, replace the heater drain valve and close the in-line drain, water tank drain, and tub drain.

NOTE:

In order to use a standard garden hose fitting on the tub drain, it will be necessary to connect the drain adapter from the parts package to the drain outlet located directly forward of the access door.

B. THE 12 VOLT ELECTRIC DEMAND WATER PUMP

in your unit is warranted solely by its manufacturer. The electric pump can be activated for use by pushing the switch button located on the roadside seat panel. Once the unit is activated, it will automatically switch on and off, depending upon water use. Instructions for the specific care, use, and service for this component are enclosed with your trailer.

C. WATER SYSTEM VERSATILITY

The water system in your Williamsburg 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.
 - d. Simply turn the sink or shower faucet knob approximately 1/4 turn to draw water.

2. Use of the 18 gallon water tank. (Use when campground city water supply is not available.)

- a. Clean and fill the plastic water tank according to the instructions on page 13 of this manual.
- b. Connect trailer exterior power cord to 115 VAC park supply and set power converter on "convert."
- c. Engage the electrical demand pump by pressing the switch button located on the roadside seat panel. 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. Should this occur, do not use the electric pump and attempt to locate the leak to prevent interior water damage. Your authorized Coleman camping trailer dealer can assist in any needed repairs should this condition develop.

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.

4. Manual hand pump operation.

When neither city water nor electrical hookups are available (110 VAC or 12 VDC), water can still be drawn from the storage tank by turning the cold water pump handle counterclockwise fully and drawing water with a pumping action.

NOTE: Use of the hot water system is not recommended when 110 VAC or 12 VDC electrical supply is not available for pump operation due to the distance the hot water must be drawn.

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 hot faucet water.

CAUTION: 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.

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 this 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.

D. WINTERIZING THE WATER SYSTEM

In addition to draining the water system as described in part A, additional precautions must be taken to insure against freezing. A drain trap is installed in your Williamsburg directly beneath the tub and shower unit. This drain trap is visible by opening the access door located at the front of the tub. Due to the design of this system, water will always remain in the trap. In order to prevent damage

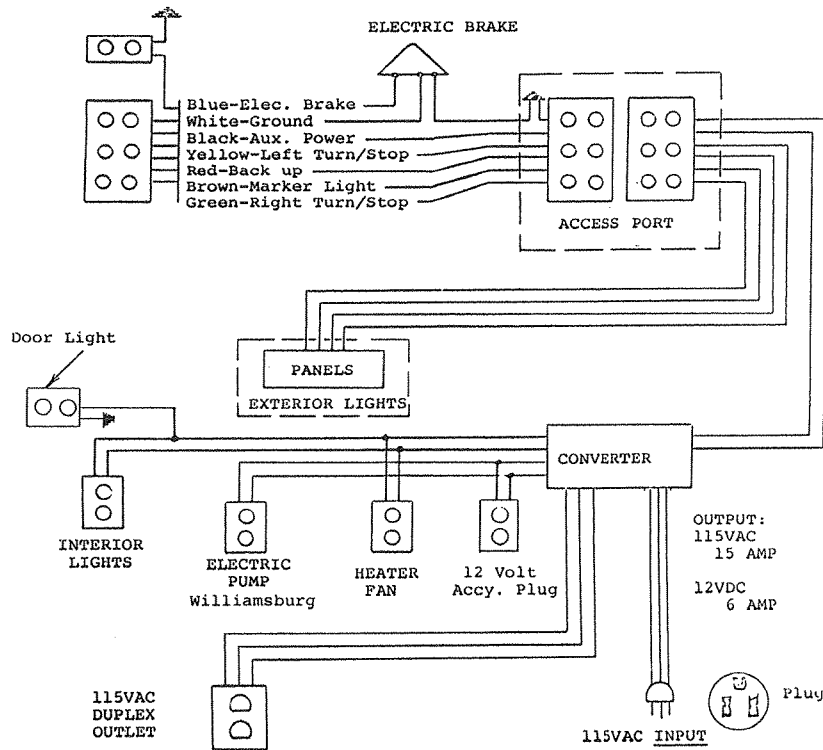
from freezing, you must fill the trap with antifreeze prior to winter storage. This can be accomplished by simply removing the tub stopper and pouring approximately

one-half pint of antifreeze into the tub drain. Your Coleman dealer can assist you with the type of antifreeze available for this application.

SECTION II - ELECTRICAL SYSTEM

A study of the below electrical diagram coupled with the explanation on pages 9 and 12 of your owner's manual will provide you with a basic understanding of this simple yet efficient 15 amp capacity system.

4 - 2 ELECTRICAL SYSTEM LAYOUT



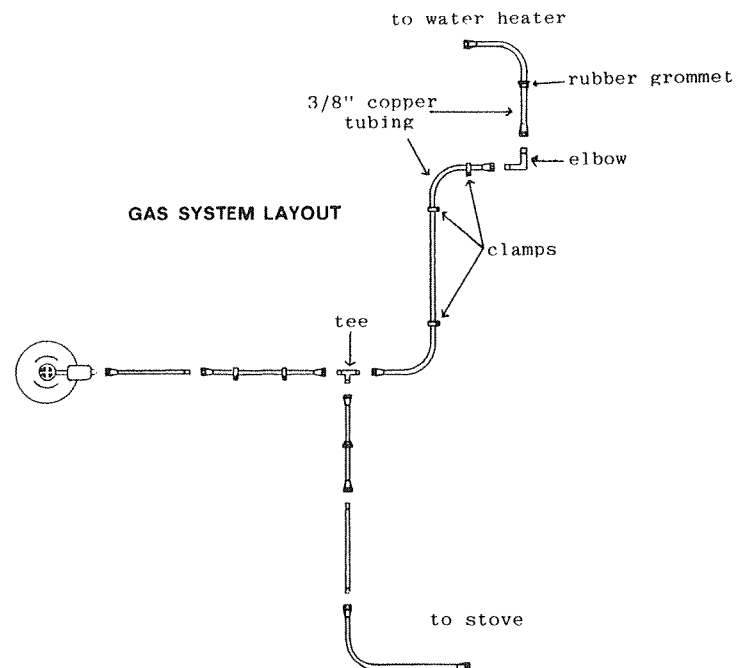
SECTION III - GAS SYSTEM

WARNING: DO NOT smoke while changing the LP gas bottle and extinguish all surrounding open flames to avoid the possibility of fire and/or explosion.

When changing an empty LP gas bottle:

1. Turn off the LP gas at the burners (check all 3) and the hot water tank.
2. Close the valve on the LP gas bottle by turning it in a clockwise direction.
3. Disconnect the regulator from the LP gas bottle.
4. Loosen wing nuts and remove the empty gas bottle.
5. Carefully place the full LP gas bottle on the tongue support and secure.
6. Attach the regulator to the LP gas bottle.
7. Open the valve by turning it in a counterclockwise direction.
8. Check for leaks by using a soap suds solution on all fittings.

We suggest that a check for leaks in the LP gas system be performed whenever the trailer has tracked rough terrain and at the beginning of every camping season.



SECTION IV - THE CARE AND REPAIR OF EVOLUTION 3® TENT FABRIC

The material enclosure on your Williamsburg is EVOLUTION 3® fabric. This newly designed material is a strong, three-layer polypropylene laminate which will resist common stains, soil, mildew and rot. When soiling does occur, the problem can usually be corrected by the following procedure:

Light brushing with a soft cloth will remove most dirt. For persistent soils:

1. Wet soiled fabric with water.
2. Wash with non-detergent Ivory soap; work into a lather, and with a sponge, lightly work the lather into the soiled area.
3. Rinse thoroughly with copious amounts of water to remove all soap residue. Soap residue can cause fabric leakage.
4. Air dry completely.

If slight fabric leaking persists due to presence of soap residue, the area may be treated with a water repellent such as 3M Scotch Guard Fabric Protector.

The above procedure may also be used to correct spot fabric leaking caused by accidental contact with insect repellents and sprays.*

Accidental rips and tears in EVOLUTION 3® tent fabric can be easily repaired by either sewing or the use of a repair tape such as Ripstop supplied by Kenyon Consumer Products, 200 Main Street, Kenyon, Rhode Island, 02836. Larger holes may be repaired by stitch patching with EVOLUTION 3® fabric. When stitch repairing, treat all stitching with a seam sealer such as K+ Kote Seam Sealer, Kenyon Industries, Kenyon, Rhode Island, 02836.

*Products containing surfactants e.g., insect repellents, suntan oils, can cause a loss of water repellency. This can easily be corrected by following the washing instructions outlined above.

SECTION V - MISCELLANEOUS STANDARD FEATURES

A. PORTA-POTTI

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

B. THE PORTA-POTTI PRIVACY CURTAIN AND PLASTIC SHOWER 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. (See Figure A.)

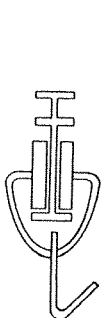


Fig. A

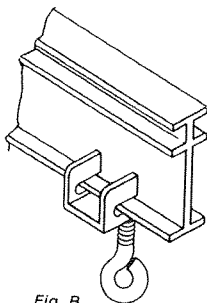


Fig. B

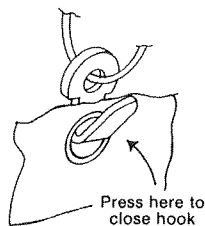


Fig. C

2. Assemble curtain stop to I-beam by sliding stops onto the ends of the I-beam, locate approximately 1/4" from each end of I-beam and tighten thumb screw tight with your hand.

CAUTION: If pliers are used, care should be taken not to overtighten. (See Figure B.)

3. Assemble curtains to track by placing carrier hooks on track through small eyelets in curtain. Hooks may be squeezed together with thumb and forefinger after curtain is hung to secure curtain to hook. (See Figure C.)
4. When the shower curtain is not in use, it may be conveniently stored in the trailer; however, curtains must be dry before storing.

- a. Slide curtain to the curbside of the tub unit.
- b. Roll or fold shower curtain from the bottom up and fasten to the interior side of the top assembly with the two straps provided.
- c. The shower curtain may be left in its stowage position for travel.

NOTE: When your trailer is being stored for an extended period 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.

C. THE WOVEN WOOD SHADES in your unit are installed by hanging them on the ceiling hooks provided in front of the tub unit and directly to the right edge of the galley.

The shades may also be "rolled up" out of the way by simply rolling from the bottom and fastening at the top with the attached velcro.

CAUTION: Before closing your Williamsburg for travel, it is recommended that both the dressing room curtain and woven wood shades be removed from their hanging positions and stored under one of the galley seats. Possible damage or unsightly creases could occur if they are not stored properly.

SECTION V - TUB AND SHOWER UNIT

Before easing into your shower after a "long day on the trail," take a few moments to read these helpful hints to further enhance your enjoyment of the ultimate in camping pleasure - a hot shower!

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 and enjoy "roughing it."





**LIMITED ONE-YEAR WARRANTY
COLEMAN CAMPING TRAILERS**

- 1. Your Coleman Camping Trailer is warranted to the retail consumer for One Year from the date of retail purchase against defects in material and workmanship. The warranty is not transferrable.
- 2. The trailer lift system used to raise and lower the roof is warranted to the original retail consumer for two years against defects in material and workmanship. Normal adjustments to the lift system such as periodic top height adjustment to compensate for natural stretch in the cables is only covered during the first year of the warranty and does not fall under this two-year provision. This warranty is not transferrable.
- 3. Return of the Warranty and Tire Registration Form provided with the Camping Trailer is a requirement to obtain warranty performance. The Warranty and Tire Registration Form is also included to permit Coleman to locate consumers in the unlikely event of a product recall.
- 4. Any defective parts in your Coleman Camping Trailer will be repaired or replaced at Coleman's option on an exchange basis. The Warranty includes labor but does not cover the expense to take the Camping Trailer to the dealer for repair, nor the return expense. The consumer must also pay all other expenses incurred in obtaining warranty performance.
- 5. The date of retail sale is established by the Warranty Registration. Replacement parts are warranted for the unexpired duration of the original warranty.
- 6. To obtain warranty performance:
 - 6.1 Consult the yellow pages of the telephone book under "Trailers - Camping & Travel" for the name, address, and telephone number of the nearest Authorized Coleman Camping Trailer Dealer; or call the dealer from whom you purchased your Camping Trailer; or call the Coleman Company at 814/445-9661 (collect calls will not be accepted). Call the Authorized Coleman Camping Trailer Dealer and report the problem, then take the trailer to the dealer along with your warranty registration card supplied by Coleman. Only Authorized Coleman Camping Trailer Dealers may perform warranty obligations.
 - 6.2 The Authorized Coleman Camping Trailer Dealer will advise the consumer when the warranty performance has been completed. All payments for warranty service will be made to the dealer and not to the consumer.

EXCEPTIONS AND EXCLUSIONS

- 7. To the extent any or all of the following exclusions or any other provisions of this warranty are prohibited by any federal, state, or municipal law, and cannot be preempted, they shall not be applicable.
 - 7.1 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.

- 7.2 THIS WARRANTY DOES NOT COVER CONSEQUENTIAL DAMAGES, INCIDENTAL DAMAGES, OR INCIDENTAL EXPENSES, INCLUDING DAMAGE 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.
- 7.3 This warranty does not cover damages caused by failure to perform normal and routine maintenance as set out in the Camping Trailer Owner's Manual.
- 7.4 This warranty does not cover damage caused by mishandling, neglect, abuse, misuse, lightning, or corrosive atmospheres.
- 7.5 This warranty shall not apply if the name plate is removed or defaced.
- 7.6 Canvas is not warranted against fading, discoloration, or soiling, or problems resulting from misuse or abuse. Rips or tears, zipper problems, vinyl cracking and/or screen tears will be repaired or replaced at Coleman's sole discretion through an Authorized Coleman Camping Trailer Dealer.
- 7.7 Top assemblies are warranted only for functional defects such as leaks. Any nonfunctional or cosmetic problems that are not noted prior to retail delivery are not covered by this warranty.
- 7.8 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 repaired or replaced at Coleman's sole discretion.
- 7.9 The light bulbs, fuses, tire valve cores, and other similar items are not covered by this warranty and are sold AS IS.
- 7.10 The tires, hot water heater, electric water pump, porta-potti, and refrigerator in trailers so equipped are warranted by their respective manufacturers. A copy of the warranty for each of these components is included with the Camping Trailer.
- 7.11 Trailers used for rental purposes are covered by this warranty for three (3) months from date of purchase by dealer; or if rented by an Authorized Coleman Camping Trailer Dealer, from date of rental registration.
- 7.12 This warranty applies only to products sold at retail in the United States and Canada.
- 8. 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.
- 9. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

**THE COLEMAN COMPANY, INC., Camping Trailer Division
Post Office Box 111, Somerset, Pennsylvania 15501-0111**