

Information About This Manual

The Owner's Manual does not cover every aspect of all models manufactured by Four Wheel Campers, Inc. Each owner should read this manual thoroughly and heed the warnings given herein, as well as those warnings given in the component instruction manuals contained in the Owner's Information Package.

NOTE: Some equipment and features described or shown in this package may be optional or unavailable on some models. Due to the continuous product improvement program at Four Wheel Campers, Inc. it is possible that recent product changes may not be included in this manual.

Specifications may change without notice. The instructions included in this manual are intended to be a guide, and in no respect extend the responsibility of the manufacturer beyond the limited warranty as presented in this manual. Photographs or illustrations in this manual are representative of function and may not be specific in their depiction of actual equipment, fabrics, interior or exterior décor or design options as installed on or in your camper.

While Four Wheel Campers has provided basic instructions on how to use your camper, it is ultimately your responsibility to make sure you fully understand how to use the camper prior to operation. To fulfill this responsibility, in addition to the instructions received from the dealer, you must read all instructional material furnished with the camper. If you do not understand how to operate any appliance or equipment, please call our factory for further instructions.

Product changes

Not all models include all features. Product information and photography included is as accurate as possible at the time of publication. For the most current product information and changes please visit our website at <http://www.fourwheelcampers.com/index.php/customer-support/service-manuals-supplier-contact-info> or contact our factory. Subsequent modifications may be evident in the actual product. Specifications are subject to change without notice. All weights, fuel, liquid capacities and dimensions are approximate.



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Dear New Owner:

All of us here at Four Wheel Campers want to thank you for your decision to purchase our camper. This Owners Manual is provided to assist you in details regarding operation procedures, troubleshooting, and maintenance of your new camper. Manuals provided by appliance manufacturers are included with your camper to provide in depth operating instructions – please read them thoroughly.

Our goal here at Four Wheel Campers is to build the highest quality campers and provide the highest quality service. If at anytime you need further assistance, information, or service, please do not hesitate to call and speak with any of our factory representatives.

So, ***congratulations***, and welcome to the family. We hope you'll have the time to send us a note telling us about your travels and experiences with your camper, and give us any suggestions you may have about our product.

Sincerely,

Tom Hanagan - the sales, production, admin staff, & factory technicians at
Four Wheel Campers

RAISING & LOWERING THE ROOF

RAISING THE ROOF:

The first issue in raising the roof is to release the 6 roof latches located around the perimeter of the camper. The cam latches (roof latches) are released by pulling the latch handle downward, which releases the tension between the roof bracket and the latch connector. Pull down on the roof slightly and pull the latch connector off and away from the roof bracket. The latch connector will now be resting against the latch handle in a down position. After releasing all six latches the roof is now ready to be lifted from the inside of the camper.

A common error is that when the latch handle is released, the latch connector stays hooked to the roof bracket. When the owner attempts to raise the roof with a latch still connected, the roof frame can be bent, creased, or otherwise damaged as the roof is pushed upward. The roof is extremely difficult to repair, so:

Ensure that all 6 roof latches are fully released before raising the camper roof!

To raise the roof you must enter the camper and position yourself at the rear, facing the door. The door must be in the open position to allow the camper to fill with air as you raise the roof. You cannot raise the roof unless you allow air into the area that is being expanded. You always raise the roof from the rear due to the proximity of the rear door. This is the largest opening and will allow the most amount of air to be displaced while lifting the roof.

By pushing upward on the rear lift panel slightly, retract the barrel bolt that supports the end panel when the roof is down. Placing one hand on the ceiling support, located above your head, push the roof upwards, and gently push outward on the folding end panel with your other hand until the lift panels are extended vertically, and just past center. Be sure to use more pressure pushing up than out so as not to overstress the lift panels. Attach the panel strap around the knob on upper lift panel by wrapping the strap around the knob and snapping it into place. This will ensure the lift panel will remain in the extended position during strong winds.

Next, position yourself facing forward, at the front end of the camper (cabover bed area). Place a hand on the ceiling support and push upwards, and outward with the other hand grasping the push bar handle until the forward lift panels are extended and can be locked into place with the button strap wrapped over the end of the handle and snapped in to place. Again, be sure to use more pressure pushing up than out, as the lift handle can be bent if overstressed.

The roof is now secured and in the fully extended position.

Reminder: Make sure the camper door is open when you are trying to raise or lower the camper roof.

LOWERING THE ROOF:

To lower the roof, make sure the camper door is open so the air inside the camper can be released as the camper roof comes down, and also ensure there is nothing on the cabinets or bed that might interfere with the lowering of the roof. If it has been snowing since you first raised the roof, you will want to make sure that you remove any snow off the roof before lowering it. This is very important! Just a few inches of snow that has a high water content can be very heavy. The roof could come down very quickly and possibly damage to the roof framing. Be sure the stove cover is cool and placed in the down position. Attach both shock (bungee) cords between the interior window flaps (hook the bungee cords to the stainless steel D-rings) to assist the liner in folding inwards as you lower the roof. If you have a forward vent on your camper, ensure the vent is in the closed position prior to lowering the roof.

Turn off all interior lights, as the fixtures can become quite hot and burn the flexible (pop-up) liner. You can now unstrap the roof strap from the handle and prepare to lower the roof.

You will need to apply a small amount of upwards pressure on the ceiling support as you begin lowering the roof by pulling the front bar handle toward you. Allow the roof to lower slowly, so that the liner pulls inside and that the roof does not come down forcefully, possibly damaging the frame and lift panels. Next, grasp the liner and gently pull it inwards to eliminate having to tuck the material under the roof from the outside.

Go to the rear folding lift panel (near the back door) and undo the panel strap. With the same slight upward pressure to the roof support, pull the lift panel knob towards you, and squat down gently supporting the roof as it closes. Once again, grasp the liner and gently pull it inwards. Push up on the rear lift panel and align the barrel bolt to the lift panel. Slide the bolt into the lift panel support frame hole, and lock the bolt. Ensure the ceiling vents are closed, turn off the ceiling lights, and make sure your cabinets are all closed and ready for travel.

Be sure interior lights are off and the roof vents & windows are closed tightly!

As you exit the camper and begin securing the roof in the travel position, you'll need to ensure the liner will not be pinched when you attach the roof latches. Lift each corner of the camper and tuck the corner of the liner away from where the roof and camper body will meet. Next, attach the latch connector to the roof bracket and then push the latch handle upwards. After securing all 6 roof latches, the next step is to adjust the tension on each roof latch to ensure the proper tension is set at each location.

Pull down on the roof next to each roof latch so that the roof seats firmly against the body of the camper. Ensure that the latch connector will not release from the roof bracket when you pull down. If the roof latch releases easily without disengaging the latch handle, then you will need to adjust the latch tighter. If there is no movement at all, then you will need to loosen the latch somewhat to prevent creasing or bending the roof frame.

The tension needs to be adjusted periodically to assure there is not too much, or too little, pressure applied. It is also important that the soft pop-up fabric not be pinched between the roof and body of the camper.

ELECTRICAL SYSTEM

Depending on the options installed, the electrical system is very direct and easy to troubleshoot. You have 12 volt (battery power) and 120 volt (electricity) circuits. The 12 volt power inside your camper is usually supplied from an auxiliary battery (or batteries) installed in your camper, unless you did not order those. If you do not have a separate camper battery (or batteries), then the camper will most likely get 12 volt power from the truck battery in your engine compartment. The 12 volt power enters the camper at the front corner (exterior) through a three pronged marine trolling motor plug and is routed through the camper frame up to the 12 volt fuse panel located inside the camper (kitchen cabinets). The 120 volt electricity source power hook-up is located on the outside of the camper (30 amp marine connection), and this electricity supply is also routed directly to the 120 volt circuit breakers inside the camper (kitchen cabinets).

When “shore” power is available, that is, 120 volt power from an electricity source outside the camper, the 30amp IOTA power converter will automatically supply 12 volt power to the entire camper (lights, furnace, 12 volt receptacles, outside lights, ceiling fan, etc.) If the camper is not connected to a 120 volt supply, the appliances will operate on 12 volt power from the auxiliary camper battery(s), or the truck battery if your camper does not have its’ own 12v battery installed. The function of the battery separator (comes installed with the FWC aux. battery system option) is to disengage the truck power supply (i.e. the truck starting battery) when your truck is turned off, therefore keeping the truck battery fully charged. In each camper we usually install a Master 12 Volt Disconnect Switch (a small “red or silver” push/pull knob near the 12V fuse panel & circuit breakers) so that you can quickly & easily disengage the camper, from the camper battery, if you are not planning on using your camper. This will keep small items inside the camper (ex: propane/carbon monoxide sensor) from possibly draining the aux. camper battery over time when the camper is not in use.

Notes regarding the red or silver 12v master kill switch inside the camper:

- * The “IN” (pushed in) position means 12v power is NOT being allowed to power appliances.
- * The “OUT” (pulled out) position means 12v power IS being allowed to power appliances.

Regarding the recharging of the campers Auxiliary Battery:

- * When using the truck’s charging system or the solar panel (if equipped), the red or silver 12v master switch can be in the “IN” or “OUT” position to allow recharging of the auxiliary battery.
- * When the camper is plugged into 120v shore power or a generator (electricity), the red or silver 12v master switch can be “IN” or “OUT” to operate appliances. However, when these power sources are being used, the red 12v switch must be pulled “OUT” to allow for recharging of the auxiliary battery through the 30amp IOTA power converter.

If you are plugged into shore power (120V electricity) and would like your aux. camper battery to be getting recharged from the electricity source, please make sure that the red or silver push/pull 12v master switch is in the “ON” position (pulled out). This will allow the camper battery to get recharged from the power converter that is built into the camper (excludes shell models).

You have been supplied operating manuals for the electrical appliances. Review the contents and operate these appliances according to the procedures provided in each

manual. Service issues with these appliances are best handled by an authorized service center rather than our factory, as their centers have specialized training in troubleshooting and repairs.

Electrical Trouble Shooting

If your camper does not seem to have any power getting to it, we usually recommend first checking the red or silver “Master 12V Kill Switch”. Make sure you have the master 12v switch in the “ON” position (pulled out). This switch is usually located inside or under the kitchen cabinets near the 12v fuse panel & the 120V electricity breaker fuses.

If you are just having problems with one certain item inside the camper not working properly, your first inspections should be to check the main 12v camper fuses to determine if one of them has failed and that the circuit breakers have not overloaded. If either of these has occurred, isolate the cause of the overloading or short circuit and rectify the problem before operating the camper electrical systems again.

If the first inspections have not solved your electrical issue, then check that the three prong marine trolling motor plug between the camper and the truck is still connected properly. If you find these areas in good condition, then the problem might be the battery source or could also be one of the in-line fuses connected to the aux. camper battery.

Next check the electrical connections on the aux. camper battery(s) to ensure they are tight. Then check the following connections ... the battery separator & wiring (usually located under the front camper seating near the aux. camper battery compartment), the thermal breaker fuse (usually located on the fire wall inside your trucks’ engine compartment), and the connections at your trucks’ starting battery. If you find all of these connections to be tight, and your automotive battery is good, then the problem might be that the auxiliary battery inside the camper needs to be recharged or replaced. Have your local automotive service facility check the condition of the battery before replacing.

PROPANE SYSTEM

Each new Four Wheel Camper comes equipped with a propane gas system including a regulator designed to provide regulated gas pressure for proper operation of the stove, furnace, refrigerator, and hot water heater (if equipped). The propane tank(s) are mounted in a sealed, vented cabinet on the outside of the camper and are easily removed for filling. **The propane tank(s) are empty when you first receive your camper, and must be “purged” from a propane dealer prior to filling the first time.** Always have your tank refilled before it becomes empty.

Before opening the valve on the propane tank, first make sure **ALL** propane appliances inside the camper are turned OFF. Once you are sure all propane appliances are turned off, then you can safely open the valve on the propane tank. Next, open the propane tank valve. Wait a few minutes before turning on any propane appliances inside or outside the camper. This will allow the pressure to build up in the propane hose, the safety check valve will open up, and your camper will then receive the full propane flow it needs to run the appliances. If you haven’t used the camper in awhile, and you open the propane tank valve and quickly hop inside the camper and try to use the propane, you might have restricted flow. It is best to open the propane tank, wait a few minutes, and then you can start using the propane appliances.

(See the last page attached to this Owner’s Manual. It describes how the “check valve” works in the propane system).

Prior to operating the refrigerator, forced air furnace or hot water furnace, you should purge air from the propane supply lines. The easiest & quickest way to purge air from the propane lines is to first raise the camper roof. Then go ahead and light the stove and operate it for about one (1) minute. This should remove most all of the air in the propane lines and will allow faster and easier lighting of the refrigerator, furnace, and the hot water furnace (if installed).

Before lowering the roof ensure the stove grates are cool and the stove cover is in the closed position. This will ensure that liner (pop-up up portion of the camper) is not damaged when you lower the roof. Last, but not least, ensure the stove valve is in the closed position. It is always safer to additionally close the valve located on the outside propane tank before traveling.

Another precaution that needs mention is in regards to cooking on the 2 burner stove. Always ensure the pans you use for cooking do not extend outward above the control valves. Either use smaller pans or place the pans on the back of the grates so that the flame does not overheat and damage the knobs.

Propane has a distinct smell added to warn the user of a possible leak. If you smell propane inside the camper, make sure the stove knobs are in the "Off" position, exit the unit immediately, turn off the propane tank valve outside the camper, and allow ventilation through the door and windows to exhaust the vapors. Wait until the scent of the propane is no longer present. Check for valves that might have been left open. A spray bottle with water with a small amount of dish soap added can be used to spray the fittings and propane lines to inspect for potential leaks. The soap will bubble if a leak is present.

The gas system is designed for use with liquefied petroleum gas only.

Do not connect natural gas to this system!

Additional Data Sheet Regarding The Propane Connector:

HOW IT WORKS / WHAT IT DOES

TYPE-1 (CGA 791) CONNECTION

This fitting contains an excess-flow check-valve. There are two functions performed by the excess flow check-valve that will be explained below. This check-valve is designed to close and allow only a small bypass flow (no more than ten cubic feet per hour) of gas any time there is a larger than expected flow through the system. An excess-flow condition can be due to a broken high-pressure gas supply line, and certain types of regulator failure. Also when the service valve is opened normally the excess-flow check-valve will close temporarily until the system is fully pressurized.

FUNCTION #1:

Checks your system for large leaks.

This function is performed each time you turn your gas system on. When you open the cylinder valve, there will be a larger flow of gas from the cylinder valve into the TYPE-1 connector than the system is expected to see. The excess-flow check-valve sees this large flow as a major leak in the system, and shuts down. As stated above it does not shut down completely, there is a small bypass flow. Assuming there are no leaks in the system

and there is nothing on, this small bypass flow will slowly charge up the down stream system pressure. Once all of the pressures all the way back to the excess-flow check valve have been satisfied, a small coil spring down stream of the excess-flow check-valve ball will push the excess-flow check-valve ball wide open. Once this happens your system is ready for use. If there is a leak in the system that is smaller than the bypass flow, then the time it takes to charge up the pressure in the down stream system will be extended. If the leak is larger than the bypass flow then the pressure in the down stream system will never charge up, and the excess-flow check-valve will stay in the shutdown position, and there will be restricted fuel supply downstream.

NOTE:

On some recreational vehicle systems that have one cylinder mounted next to the regulator and the other cylinder mounted on the opposite side of the coach, or systems that have long high pressure lines, you may have to wait an additional minute or more.

FUNCTION #2:

Reduces gas flow in a failed system.

The excess-flow check-valve is sensitive to the amount of gas that is flowing through it. If the flow through the check valve is greater than it is designed for then the check-valve will close. This excess-flow can be due to a broken high-pressure gas supply line or certain types of regulator failure.



TYPE-1 (CGA 791)

WATER SYSTEM

The water system usually consists of an inboard 20 gallon fresh water tank on most all of the newer Four Wheel Campers. The campers also contain a stainless steel sink, electric water pump, and faucet(s). The fresh water tank is filled through the lockable external fill door, easily accessed on the outside / driver's side of the camper.

The fresh water tank drain for most models is located on the rear wall of the camper / lower driver's side. There is no gray water storage. The water from the sink will drain outside once the external sink drain cap is removed. We suggest using a gray water storage bag, or bucket, to capture the waste water from the sink or inside shower.

ELECTRIC WATER PUMP / PRESSURIZED WATER SYSTEM:

The electric water pump is better known as an “on-demand water pump”. Once you have water in the 20 gallon fresh water tank, open your hot water knob, cold water knob, (or both) at the sink and then turn the water pump switch to the “ON” position (located on the small “water/battery monitor”) on the front of the kitchen cabinets. This will start to pump water through the lines and remove any air trapped in the lines. Run the water pump until you have a smooth, steady flow of water coming out both your cold & hot water valves. Note: If the hot water heater tank has not been filled it can take a few minutes for the 6 gallon hot water tank to completely fill up. This is normal. The pressurized system with the on-demand water pump can be left on all the time provided there is water in the fresh water tank and the water pump automatically turns off when your sink faucets are closed. The on-demand water pump should automatically shut off once it reaches a certain pressure. When traveling or when finished using the camper, it is always best to shut off the water pump switch.

IF YOU ARE GOING TO HOOK A HOSE UP TO THE CAMPER USING THE CITY WATER CONNECTION, YOU MUST USE A WATER PRESSURE REGULATOR TO AVOID POSSIBLE WATER LEAKS DUE TO OVER PRESSURING.

After the water pump switch is turned off, you can also gently open the hot and cold faucets at the sink to remove any excess water pressure from the system.

Sanitize the 20 gallon fresh water system by flushing the system with a mild bleach solution. Use a dilution ratio recommended by your local health department, or use a commercial sanitizing product following the appropriate directions. Usually no more than a tablespoon, or two, of bleach will be needed. After filling the water tank and adding a small amount of sanitizer, run the sink faucets for 10 or 20 seconds, and shower(s) (if equipped), then allow to stand for three hours. Drain the 20 gallon fresh water tank and flush your water system with clean, fresh water after you are finished. If excessive odor or taste from the sanitizing solution is still present in the water system, drain the fresh water tank one more time, flush out the tank and water lines by running the water pump and faucets inside the camper as needed, and fill once again with fresh water. Any excess sanitizer can be removed following instructions from your health authority, or following commercial preparation instructions. It is recommended that the system be sanitized prior to initial use, or after long periods of standing unused. If the camper will be stored in freezing conditions, be sure to drain the water system and winterize the camper to prevent damage from frozen water lines.

If your camper is equipped with the “Hot Water Heater” it is always best to drain the hot water tank before storing the camper for the winter. Inside the cabinets there is water bypass drain valve that you can open to allow any excess water stored in the hot water tank to drain down in to your fresh water tank. Atwood does NOT recommend that you remove the white plastic external drain plug from the hot water heater in order to drain it.

Winterizing the Hot Water / Exterior Shower / Interior Shower / Cassette Toilet:

To reduce the possibility of fractures and splits in the system's water tanks, lines, and water pumps in climates where the temperature is below freezing (32 degrees F; 0 degrees C), it is recommended that as much water as possible be drained from the system, or you can add a mixture of water and non-toxic antifreeze to the campers water system.

1. Drain the 20 Gallon Freshwater Tank and Drain Line:

The 20 Gallon Freshwater Reservoir is usually located under the camper's front seat area, and the exterior drain valve is located on the rear / exterior wall near the camper entry door. To drain the 20 gallon fresh water tank, make sure your truck is parked level, or better yet parked on a slight incline. This will help to ensure gravity to completely drain the water out the fresh water tank. Next, open the exterior drain valve on the rear wall of the camper and leave it open until the 20 gallon fresh water tank is drained and water stops coming out.

2. Open the low water valve inside the kitchen cabinets:

Open the low point water value inside your kitchen cabinets (if your camper is equipped with it). Leave it open for the moment.

3. Drain the Hot Water Tank:

First, turn off your electric water pump. Open up the hot & cold water valves on your kitchen sink. Hook up your outside shower hose (if equipped) and open the hot water valve for the outside shower. Drain the Hot Water Heater (6 Gallon Hot Water Tank) by opening the low point water valve inside your kitchen cabinets so the hot water heater can drain out & down in to your 20 gallon fresh water tank. Atwood does NOT recommend that you remove the white plastic external drain plug from the hot water heater in order to drain it.

4. Drain the Shower Head and Hose:

First, turn off your electric water pump. Make sure the low point water drain value inside the camper is "open". Then open the door to the exterior hot water shower compartment. Insert & connect the shower head & hose. Extend the hose until it is straight. With the hose straightened, position the shower head so that it is lower than where the hose is attached to the shower compartment. Open both the cold and hot water valves for a brief time to allow any trapped water to exit.

5. Drain the Water Pump:

Run the electric Water Pump for approximately 15 to 20 seconds, or as long as water is flowing out from the sink faucet, with both the hot and cold water valves opened to drain as much remaining water from the system as possible. Turn the electric water pump off, and leave both the hot & cold faucets on the sink "OPEN" so that any excess water that might freeze will have room for expansion (instead of cracking a water line).

6. Add Non-Toxic Antifreeze (optional)

If you are going to add Non-toxic RV Antifreeze to your camper water system for possible freezing wainter temperatures, you will need to add the correct amount of properly prepared "non-toxic" RV Antifreeze and water solution to back into your 20 gallon fresh water tank by pouring it into the fresh water filler port located on the outside of the camper. See antifreeze manufacturer's Water / Antifreeze mixture recommendations.

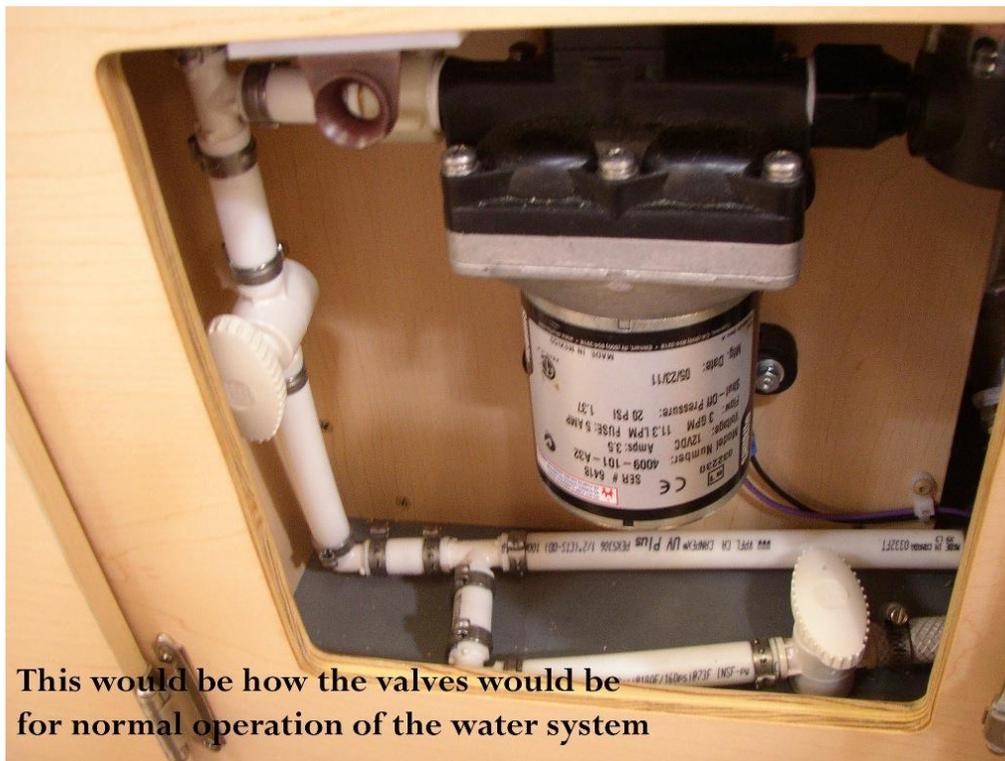
Once you have 3 - 4 gallons of properly mixed water/anti-freeze in the fresh water holding tank, turn on your electric water pump. Open both the hot & cold water valves at your sink faucet and run until you can see some of the antifreeze/water mixture flow from the sink faucets. Close the sink faucets. Next, go outside of the camper & do the same with the outside shower (if equipped). Hook up the shower wand, turn on the electric water pump, open both the hot & cold water valves, and run for a few moments until you can see some of the anti-freeze mixture come out. Close both shower water valves and disconnect the shower wand. Once disconnected, drain the shower wand & shower hose before storing it away.

Drain the kitchen sink (if needed) and replace the cap on the sink's gray water spout (exterior of camper).

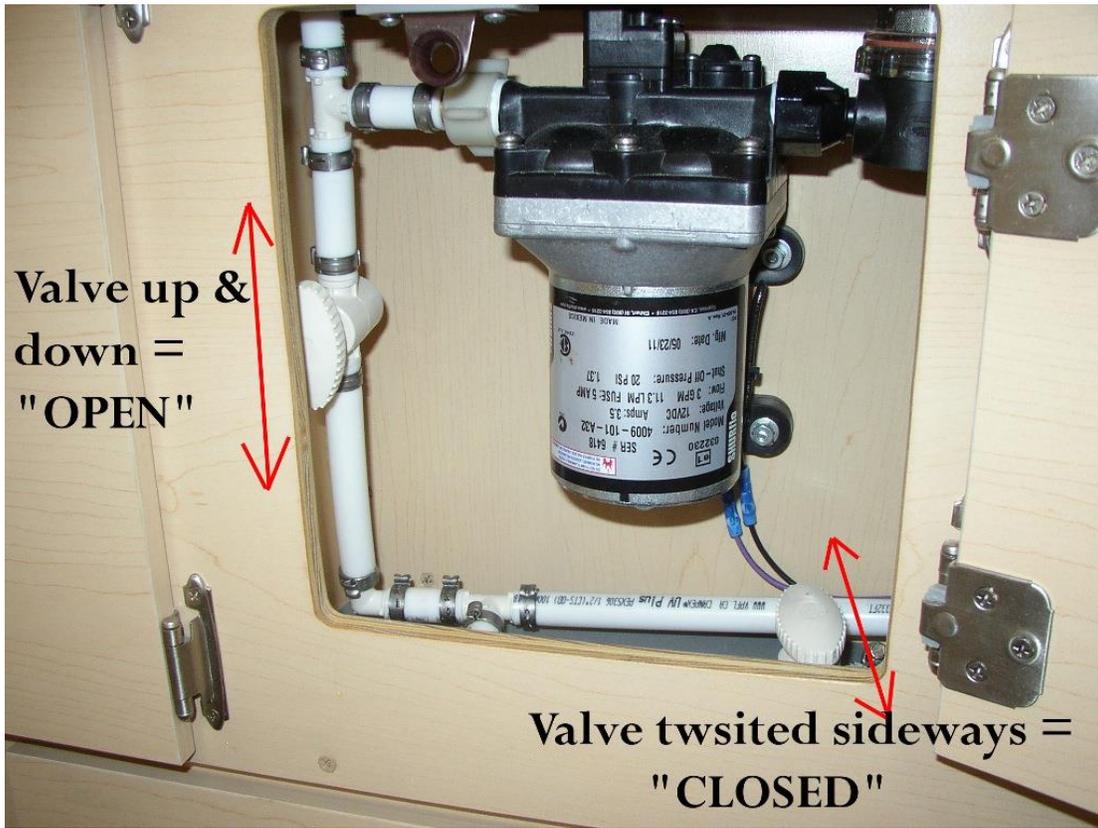
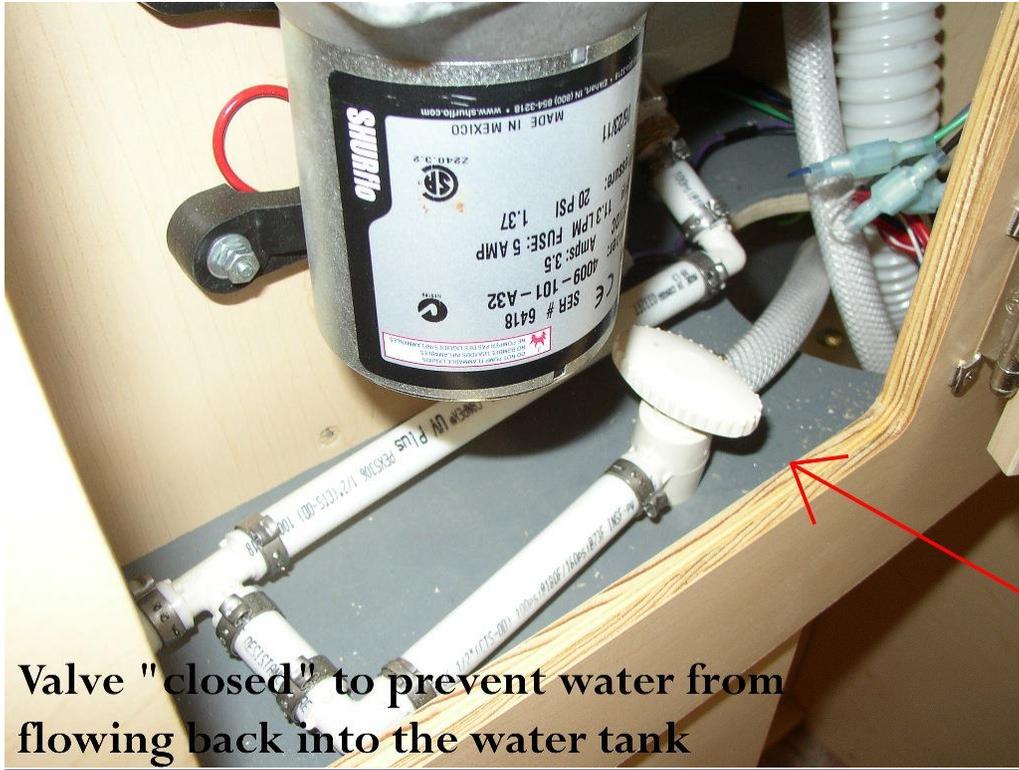
Getting ready to use the camper again for your next trip:

Before refilling the 20 Gallon fresh water tank inside the camper for your next trip or for the Spring, you will want to drain the anti-freeze mixture out of the camper water system (if you took this step) and also drain the hot water heater (if equipped). Follow the directions above for proper procedures on draining the water system & hot water heater. Next, add fresh (potable water) to the 20 gallon fresh water holding tank. Turn on the electric water pump, open the sink & shower faucets, and thoroughly flush the entire system with the water pump running to remove the antifreeze. Flush the entire water system inside the camper once, or twice, as desired with fresh potable water.

Here are what the water lines and valves should look like during the normal operation of your camper and water system:



This would be how the valves would be for normal operation of the water system



Winterizing the Standard (Basic) Camper Water System:

To reduce the possibility of fractures and splits in the system's water tank, lines, and water pump in climates where the temperature is below freezing (32 degrees F; 0 degrees C), it is recommended that as much water as possible be drained from the system, and that a mixture of water and non-toxic antifreeze be added.

1. Drain the 20 Gallon Freshwater Tank and Drain Line:

The 20 Gallon Freshwater Reservoir is usually located under the camper's front seat area, and the exterior drain valve is located on the rear / exterior wall near the camper entry door. To drain the 20 gallon fresh water tank, make sure your truck is parked level, or better yet parked on a slight incline. This will help to ensure gravity to completely drain the water out the fresh water tank. Next, open the exterior drain valve on the rear wall of the camper and leave it open until the 20 gallon fresh water tank is drained and water stops coming out.

2. Drain the Water Pump:

Run the electric Water Pump for approximately 15 to 20 seconds, or as long as water is flowing out from the sink faucet, with both the hot and cold water valves opened to drain as much remaining water from the system as possible. Turn the electric water pump off, and leave both the hot & cold faucets on the sink "OPEN" so that any excess water that might freeze will have room for expansion (instead of cracking a water line).

3. Add Non-Toxic Antifreeze (optional)

If you are going to add Non-toxic RV Antifreeze to your camper water system for possible freezing winter temperatures, you will need to add the correct amount of properly prepared "non-toxic" RV Antifreeze and water solution to back into your 20 gallon fresh water tank by pouring it into the fresh water filler port located on the outside of the camper. See antifreeze manufacturer's Water / Antifreeze mixture recommendations.

Once you have 3 - 4 gallons of properly mixed water/anti-freeze in the fresh water holding tank, turn on your electric water pump. Open both the hot & cold water valves at your sink faucet and run until you can see some of the antifreeze/water mixture flow from the sink faucets. Close the sink faucets.

Drain the kitchen sink (if needed) and replace the cap on the sink's gray water spout (exterior of camper).

Getting ready to use the camper again for your next trip:

Before refilling the 20 Gallon fresh water tank inside the camper for your next trip or for the Spring, you will want to drain the anti-freeze mixture out of the camper water system (if you took this step). Follow the directions above for proper procedures on draining the water system. Next, add fresh (potable water) to the 20 gallon fresh water holding tank. Turn on the electric water pump and thoroughly flush the entire system with the water pump running to remove the antifreeze. Flush the entire water system inside the camper once, or twice, as desired with fresh potable water.

TURNBUCKLE SECURING PROCEDURES

Your camper is secured to the bed of your truck with a system of forged eyebolts, or Toyota Tacoma bed bars (2005 – 2013 Tacoma trucks), and turnbuckles. Access panels (port holes) located in four locations, inside the camper, allows access to each turnbuckle inside the truck bed / wheel well area.

Each turnbuckle must be checked periodically to ensure the proper tension is applied. There are two front turnbuckles, and two rear. The driver's side access panels (port holes) are visible beneath the kitchen galley, or under the front dinette seating area (depending on the camper floorplan). The passenger side access port holes are located beneath the couch seat cushions or the lower passenger side floor areas. Twist/Turn the aluminum turnbuckles to either tighten or loosen the connection between the eyebolts on the camper, and the eyebolts in the bed of your truck.

Each turnbuckle needs to be tightened hand tight first, and then a half turn to a full turn tighter using a lever, such as a screwdriver. The first few times you travel with your camper, and especially on the first trip, the turnbuckles will loosen. After about the first 25 - 50 miles, check the tension on all four turnbuckles, then check again frequently as needed. If you find they are loose, tighten them up as needed.

If you find a turnbuckle loose, check to ensure the camper is still square on the bed of your truck. Once the camper is square, tighten the front turnbuckles first, and then tighten the rear set.

Soon, everything will season, and you will notice that while performing the checks, the turnbuckles are still usually tight. **BUT**, occasionally check the tension, especially when driving on curvy mountain roads, or rough / bumpy roads. It is always better to be safe than sorry by checking them more often than not at all.

GENERAL MAINTENANCE PROCEDURES

Exterior of the Camper:

Your new camper has aluminum siding and a one-piece aluminum roof as standard equipment, with a very durable baked enamel paint finish. Some of the newer Four Wheel Campers will have the optional smooth fiberglass siding on the exterior. We suggest maintaining the finish of either exterior siding by washing with a solution of mild detergent (liquid dish soap works well) and water. The best product we have found for keeping the outside of the camper clean and shiny is called "Protect All" (www.ProtectAll.com). It can be purchased on-line from their website, or you can usually find it at most RV supply stores and places like Wal-Mart. An application of this product also aids in washing of insects and road soils from the front surfaces of the camper. We typically only use "Protect-All" for cleaning the hard sides (the body) of the camper. We recommend another cleaner for the pop-up (soft sides) of the campers.

When storing the camper, ensure the camper is clean, dry, and condensation has been allowed to evaporate before the roof is lowered for an extended period of time. Before storage, leave the camper in the open position for a period, when possible, and allow ventilation to circulate through the interior. The lower access panels (port holes) may provide dry air to ventilate the interior. Open the roof vent, also, just enough to allow air to pass into the camper.

The key to the maintenance of your vinyl liner is to keep it dry and clean. Be sure the liner is dried thoroughly before storing for any extended period of time.

We suggest that at the beginning of the camping season you clean the liner thoroughly inside and out. A mixture of warm water and mild detergent can be used to clean the liner and all the vinyl window panels. When cleaning the clear plastic windows on the “pop-up” portion of the camper, it is best to use only warm water and a soft cloth. **DO NOT** use any chemical cleaners on the clear plastic windows. Water and a soft cloth will work the best.

A protective conditioner, such as the “303” product (www.303products.com), or also better known as “Aerospace 303 Protectant”, may be applied to the vinyl surface (soft sides pop-up material), both on the inside, and outside of the soft pop-up liner. **Do Not** use any water exclusion products, such as “Armor-all”. These oil-based products can damage the soft pop-up vinyl material. Product 303 (Aerospace 303 Protectant) also works well with all the rubber seals for the doors, vents, and windows. Product 303 Aerospace Protectant be purchased on-line, or from most auto parts and marine supply shops.

Interior of the Camper:

Always remove the upper bed cushions of the camper after each trip to allow any possible condensation to dry. Either put the bed cushions upright on the camper floor, or remove them to a well ventilated area. If you leave the bed cushions stored up in the cab-over bed area of the camper, and the roof is down, any accumulated moisture will cause mold and mildew.

All of the bed cushions and curtains are hand washable or dry cleanable. We do not suggest you wash them in a washing machine. This will damage the zippers, and possibly the sewn seam of the cushions.

Interior Clear Plastic Windows:

It is best to use warm water and a soft cloth to clean the clear plastic windows on the “pop-up” portion of the camper.

It is **NOT** recommended to use any window cleaning solutions like Windex.

Warm water and a soft cloth will work fine.

Porta Potti Option:

If you have questions on operation and maintenance of the basic porta potti (optional), please read through the operating instructions that came with it. The only thing not covered with the instructions that come with it, is being prepared for extreme elevation changes. If your porta potti is full and is being stored in the “Closed / Air Tight” position, you might want to occasionally & gently open the waste valve to release any built up pressure from quick elevation changes before you use it. If you are starting from a low elevation and ending up high in the mountains, the porta potti can build up some pressure during your travels. This pressure should be occasionally released to avoid spilling or spray of any waste that might be inside.