

Equipment Specification

For details on type of equipment fitted in your caravan, please refer to Fitted Equipment Lists on Page 61 & 62.

IMPORTANT

To maximise the use and life of all fitted equipment in your Swift Caravan it is essential that any accompanying manufacturers' literature is read fully. All recommended maintenance and preparation procedures should be followed. The information provided in this handbook is only intended as a guide. If in any doubt consult your Swift appointed dealer, particularly before attempting to install EXTRA EQUIPMENT.

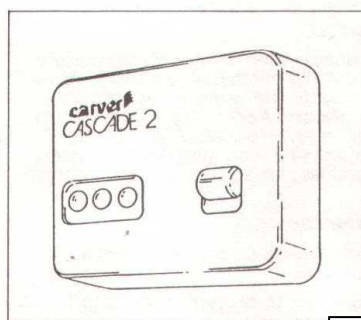
THE CARVER CRYSTAL FILTER

The Carver Crystal Filter is a high quality product designed to bring water to your caravan in a convenient and efficient manner. Spring and Winter Preparation of the filter unit is essential. Consult manufacturer's information.

WHALE WATER PUMP

The Whale Superline 99 pump is a non self priming intermittently rated centrifugal pump which draws approximately two amperes from a 12 volt car type battery and therefore maximum continuous operation should not exceed 15 minutes.

The pump should not be run without water and should not be used to pump water of a temperature above 60°C.



CASCADE 2 GE

OPERATING INSTRUCTIONS

The gas side of the Cascade 2 GE Water Heater is operated by this remote controller.

BEFORE SWITCHING ON the gas burner or the mains immersion heater make sure that water flows from the hot taps. This indicates that the water heater is full.

TO OPERATE THE HEATER ON GAS

1. CHECK that the gas and 12 volt D.C. electrical supplies have been connected and turned on.

2. SWITCH THE WATER HEATER ON at the wall switch. The green light will come on and remain on.

3. THE GREEN LIGHT indicates that the heater is operating satisfactorily and does not refer directly to the burner operation.

4. THE YELLOW AND GREEN LIGHTS on together indicate that the voltage of the power supply to the heater is too low. The heater is automatically switched off until the voltage is high enough.

5. THE RED AND GREEN LIGHTS on together show that the burner has failed to light in the 10 second ignition period. This is usually due to failure of the gas supply or, in the case of a new installation, air in the gas pipes. Switch off and on again, which resets the controller and initiates a new ignition sequence. To clear air from the gas lines, several repetitions may be required.

TO OPERATE THE HEATER ON MAINS ELECTRICITY

The immersion heater switch is located adjacent to the Cascade Water Heater.

With the caravan connected to site mains, electrical power may be used instead of gas to maintain a supply of hot water.

For quick warm-up both gas and electrical supplies may be used, but for maintenance use only one or the other.

The immersion heater takes approximately 3 amps when heating and this load must be taken into account if the site current supply is limited.

REFRIGERATOR

When the caravan is on tow, the refrigerator should be operated electrically, i.e. from the 12V battery in the towing vehicle, and not by means of bottled gas.

CONTROLS

The refrigerator can be run on either **240 V, 12 V or LP gas**. Changing between these modes of operation is carried out by means of the controls shown on the relevant control panel.

Caution!

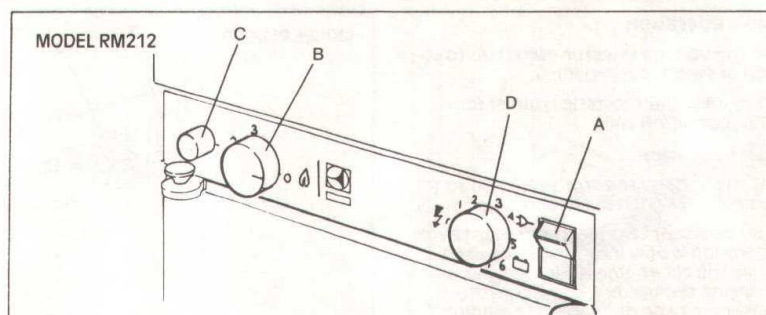
Only use one source of energy at a time.

MODEL RM212

The bottled gas equipment includes a Piezo crystal lighting device which creates a spark over the burner when the button (C) is pushed in fully. No batteries or flints are required to operate this lighter.

BOTTLED GAS OPERATION – Lighting the burner

1. Set the voltage selector switch (A) to '0', i.e. is in its centre position. Ensure that gas is available from the bottle and turn on any taps in the supply to the refrigerator.
2. Turn the gas control knob (B) so that '3' is opposite the indicator mark.



3. Push in fully the gas control knob (B) for about 5 seconds to allow air to clear from the pipe line. (When starting initially, or after changing a gas bottle, it may be necessary to push in the knob appreciably longer to clear all the air. Do not, however, allow too much gas to accumulate around the burner as an over-rich gas/air mixture may be difficult to ignite).
4. Still pressing in the knob (B), push in the button (C) which operates the Piezo igniter, several times in quick succession. (A click should be heard each time the button is pushed in). Continue to press in the gas control knob (B) for a further 15 seconds to allow time for the thermocouple tip (over the burner) to heat up.
5. Release the gas control knob then check that the burner is alight by looking directly through the flame viewer located inside the cabinet at the rear left-hand lower corner. If the burner has not lit, repeat the lighting procedure.

Note:- The refrigerator has a flame failure device which will automatically shut off the gas to the burner if the flame is blown out. While the knob (B) is being pressed in, this device is temporarily inoperative.

ELECTRIC OPERATION

Set the gas control knob (B) to the '0' position (off).

240 V Operation

Set the voltage selector switch (A) to ⚡ (top of switch pushed in).

Knob (D) is thermostatic control for 240V operation only

12 V Operation

Set the voltage selector switch (A) to 🔌 (bottom of switch pushed in).

It is important to understand that 12 volt operation is only intended to be used while the car engine is running and is charging the battery, otherwise the battery may be discharged to a point where it will not restart the engine. (The current drain at 12V is 8 amps minimum). When at rest for more than a short period, the caravan should be levelled and the refrigerator switched over to mains voltage, if available, or the 12V supply switched off and the refrigerator started up on bottled gas.

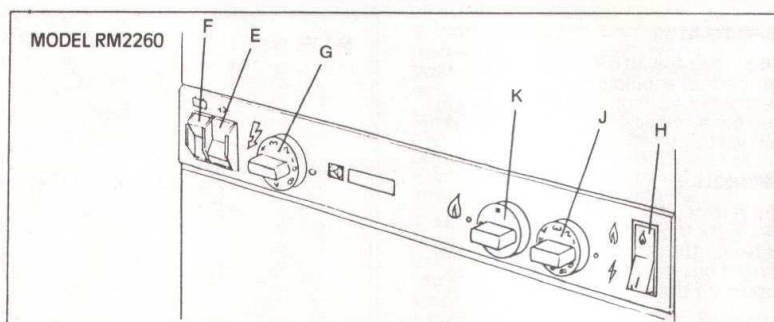
MODEL RM2260

OPERATING INSTRUCTIONS

Two rocker switches are used to select the electric power supply, one for 240 V (E) and one for 12 V (F).

Refrigerator temperature is controlled by a thermostat (G) when the refrigerator runs on 240 V.

The electric igniter (H) discharges sparks over the burner when the control is depressed.



Refrigerator temperature is controlled by a thermostat (J) when the refrigerator runs on LP gas. Please note that the thermostat has no off position.

The gas supply to the refrigerator should be shut off by means of a gas shut off valve close to the refrigerator.

The refrigerator is fitted with a combined gas cock/safety device (K) which automatically shuts off the supply of gas to the burner when the flame goes out.

An indicator lamp on the control panel flashes when the automatic igniter attempts to light the burner. Otherwise the lamp is normally off.

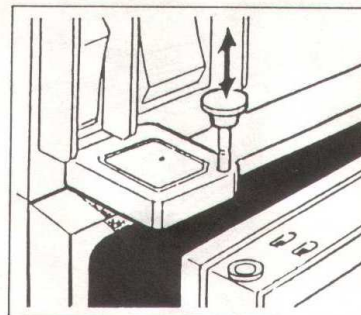
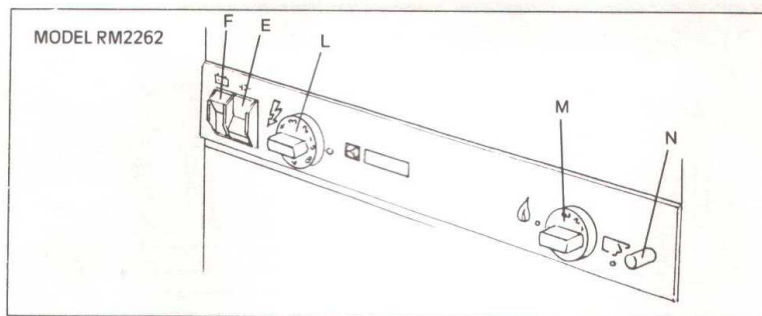
STARTING THE REFRIGERATOR

Choose ONE source of power and

follow the relevant operation details below.

LP GAS OPERATION

1. Make sure that the refrigerator electric power supply is switched off.
2. Make sure that all valves between the gas container and the refrigerator are open.
3. Turn on the gas control (J) to position 8.
4. Turn on the electric igniter (H). A ticking sound will be heard and the lamp (H) will start flashing.
5. Turn on the gas supply by pressing knob (K) and turning it to the '0' position.
6. When the lamp stops flashing the flame is alight.



7. Keep the flame failure monitor button depressed for a further 15-30 seconds.
8. To terminate gas operation or when changing to 240 V or 12 V operation turn knob (K) to the 'o' position.

240 V operation

1. Turn off the gas by means of the gas control.
2. Set the 240 V rocker switch (E) to 1 and the 12 V rocker switch (F) to 0.

12 V operation

1. Turn off the gas by means of the gas control.
2. Set the 240 V rocker switch (E) to 0 and the 12 V rocker switch (F) to 1.

MODEL RM2262

This model is fitted with a piezoelectric igniter and is operated in exactly the same manner as Model RM2260 except for GAS operating instructions 3 to 7 which are replaced by the following:

3. Depress and turn the gas control (L) to position 3.
4. Depress the safety device control (M) and hold it down whilst depressing the piezoelectric igniter button (N) several times in quick succession.
5. Check the flame viewer to see whether the flame is alight.
6. Keep the safety device control depressed for a further 15-30 seconds.
7. Release the safety device control and

again check to see that the flame is alight.

TRAVEL CATCH

All models are fitted with a travel catch to keep the refrigerator door securely closed when the vehicle is on the move. Remember always to push the catch down so that its lower end fully engages the plastic bush in the top of the door, before moving off.

FURTHER DETAILS

Consult the accompanying literature to obtain the full benefit of your Electrolux Refrigerator.

In the event of failure, contact Electrolux Service on 0582 491234. For dealer information.



MAXOL MONTE CARLO 2000

LIGHTING THE OVEN

To light the oven slightly depress the control knob and rotate to the Ignition position, depress fully, hold and light burner with a match. Keep the control knob depressed for 20 seconds, release the control knob, the required setting can now be achieved by rotating the control knob.

IMPORTANT:

If aluminium foil is used in the oven then it must not be allowed to block the oven flue or smother the burner. The flue outlet is situated in the centre of the oven compartment roof at the back.

Best results will be obtained by pre-heating the oven for about 15 minutes

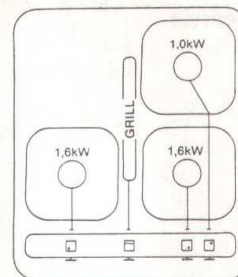
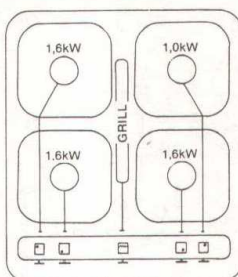
CRAMER HOB & GRILL USERS' INSTRUCTIONS.

(Note: all these units are available in left and right hand versions)

The appliance is provided with self locking taps.



To turn on gas, turn control knob to the position and apply a source of ignition.



Automatic Ignition

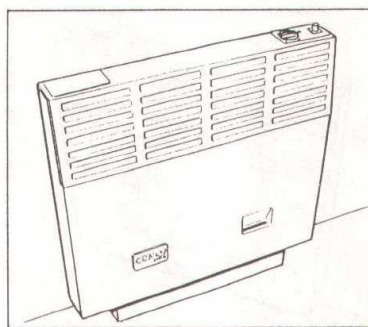
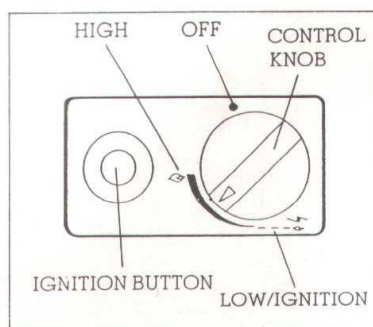
Turn the control knob of the required burner to the high position and press the spark ignition. Switch simultaneously. Hold the switch until the burner ignites.

When the burner flames are established any rate may be selected between

full and low .

To turn off the gas, turn the knob clockwise to the end position.

For information on how best to use the oven and hob refer to manufacturer's instructions.



HEATING

CARVER 1800

1. BEFORE LIGHTING THE HEATER

- 1.1 Ensure that the gas is turned on.

2. LIGHTING THE HEATER

- 2.1 Turn the gas control knob fully anti-clockwise and then press down. **Immediately** press the ignition button several times.
- 2.2 Check through the viewing window on the lower half of the case that the burner is alight.
- 2.3 After the burner has lit continue to hold the gas control knob down for 30 seconds. This is to operate the flame failure safety device within the gas control.

- 2.4 The control knob can now be adjusted to the required comfort setting between the ignition/low and the high positions.
- 2.5 If the burner fails to remain alight or if it is extinguished due to abnormal wind conditions the heater will shut down to a safe condition. After shut down always WAIT 3 MINUTES before attempting to relight the heater.

3. TURNING OFF THE HEATER

- 3.1 Turn the gas control knob fully clockwise to the "O" position.

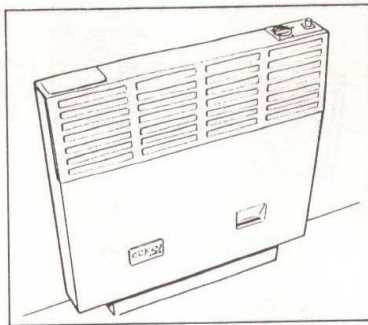
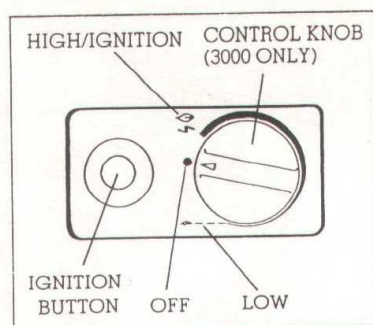
CARVER 3000

LIGHTING THE HEATER

Follow the procedure for lighting the 1800, then refer to relevant heater detail.

USER'S INSTRUCTIONS

The heater is controlled by a knob mounted on the top of the heater case which operates a thermostatic gas control valve. Ignition of the Carver 3000 is by a manually operated piezo spark generator and the Carver 3000 Auto is by an electronic reignition system powered by two AA size batteries and operated by a micro switch mounted on the thermostatic gas control.



TO ADJUST THE ROOM TEMPERATURE

Turn the Gas Control Knob to the setting that gives the required comfort level. The main burner will 'cycle' on and off automatically as required by the thermostat to maintain to the set temperature but the pilot flame will always remain alight.

CARVER 3000 AUTO & 5000

1. BEFORE LIGHTING THE HEATER

- (a) Ensure that the Gas Supply is turned on and that the batteries have been fitted into the igniter unit.

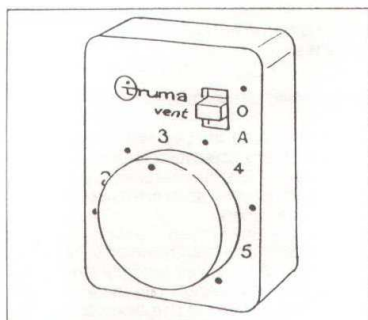
2. LIGHTING THE HEATER

- (a) Turn the Gas Control Knob fully anti-clockwise and then press down.
- (b) As the igniter operates a 'ticking' noise may be heard.

All other instructions are as for 1800.

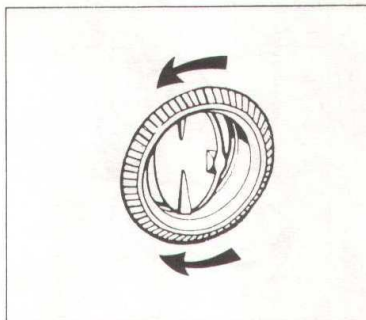
NOTE 1:- The igniter unit fitted to this heater is an automatic relight system so that if the pilot burner flame is extinguished the igniter unit will automatically attempt to relight it. After approximately 20 seconds the flame failure device will operate and close down the gas control to a safe condition. The igniter unit will continue to operate until it is manually turned off. When this occurs check the system and WAIT 3 MINUTES before attempting to relight.

NOTE 2:- To change the batteries ... Locate and remove the battery holder from the igniter unit mounted on the base of the appliance. Discard the old batteries and fit the new ones according to the polarity diagram inside the holder. Refit the holder into the igniter unit.



CENTRAL HEATING

Carver Central Heating provides warmth throughout the caravan by blowing warm air to where it is needed via outlets around the caravan. Please note, not all the components will be fitted to your caravan. When operating the system it is important to balance it. This is achieved by opening the outlets furthest away from the heater more than those nearest to it. The precise arrangement will vary from caravan to caravan and the optimum system will be achieved through experience.

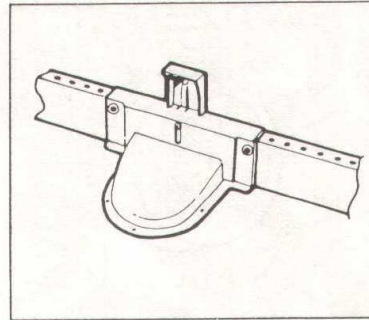


BLOWN AIR FAN

"•" gives manual fan speed control for cold air circulation. The fan speed is regulated by the knob. "O" is OFF. "A" is automatic speed control.

The fan speed is high when the heater is on maximum output and is progressively reduced as the heater thermostat reduces the heat output.

The maximum speed is controlled by the knob.

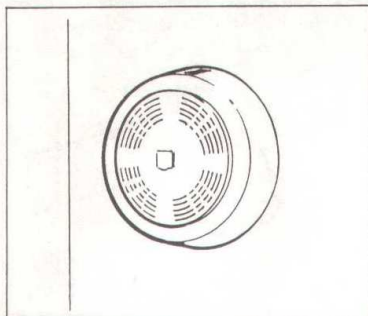


BUTTERFLY OUTLETS

The Butterfly plate may be opened or closed to control the quantity of air and may also be twisted around to control direction. For uniform distribution outlets nearest the heater should be closed more than those further away.

STRIP OUTLET

Lift the handle to open the strip.



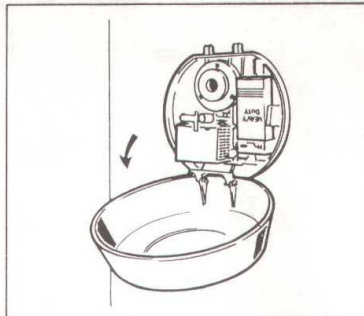
DICON SMOKE ALARM

This smoke alarm is approved for use in caravans and mobile homes.

The National Caravan Council (N.C.C.) requires that all new or used caravans sold by its members be fitted with a smoke alarm featuring an alarm silence facility.

TO ACTIVATE ALARM-PAUSE

Simply press the test button for a minimum of 5 seconds then release to activate the Alarm-Pause feature. In this mode, the unit should not respond to smoke (by sounding an alarm) for a period of approximately 10 minutes unless the level of smoke concentration becomes very heavy. During the



Alarm-Pause period, the smoke alarm should 'beep' approximately once every 60 seconds to alert the household that the smoke alarm is on Alarm-Pause.

HOW TO TEST

At least once a week, press the test button until the alarm sounds, then release. REMEMBER RELEASING THE TEST BUTTON AUTOMATICALLY ACTIVATES THE ALARMS-PAUSE FEATURE FOR APPROXIMATELY 10 MINUTES.

BATTERY REPLACEMENT

A low battery warning (intermittent beeping) will indicate the need for battery replacement, for up to 30 days. Refer to the label on the inside of the

smoke alarm lid for recommended batteries.

LIMITATIONS OF SMOKE ALARMS

Smoke alarms cannot work without power. Battery operated alarms will not work without proper batteries, with dead batteries or if batteries are not properly installed.

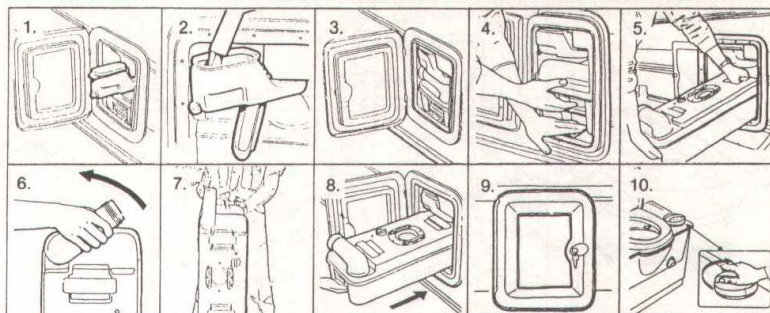
Smoke alarms are incapable of sounding the alarm until smoke reaches the sensing chamber. Anything preventing smoke from reaching the detector may delay or prevent an alarm.

Thetford Cassette Porta Potti

Preparing for use

1. Open access door on the side of the Caravan and swing out fresh water fill funnel.
2. Fill freshwater tank using a hose or jerrycan until water funnel level reaches neck. Tank capacity is 15 litres. Aqua Rinse may be added to improve cleaning of bowl and flushing of unit.
3. Replace cap. Swing water fill funnel inward until it touches side of water tank. **Note:** 150 ml of water will remain in fill bottle when fresh water tank is empty.
4. Next add Aqua Kem to Cassette for controlling odours. Depress retaining clip.
5. And remove Cassette by pulling straight out. When Cassette hits stop, tilt downward slightly and remove (stop for safety when Cassette is full).
6. Position tank vertical and swivel pour out spout upward.
7. Remove cap. Remove deodorant from storage compartment. Add 100 ml of Aqua Kem or 120 ml of Aqua Kem Bio through pour out spout. Add small amount of water through spout to cover tank bottom. Replace cap and return pour out spout to its original stored position.

Note: As an alternative deodorant can be added to Cassette through the valve blade opening.



Hotter weather or longer retention time may require addition of more Aqua Kem.

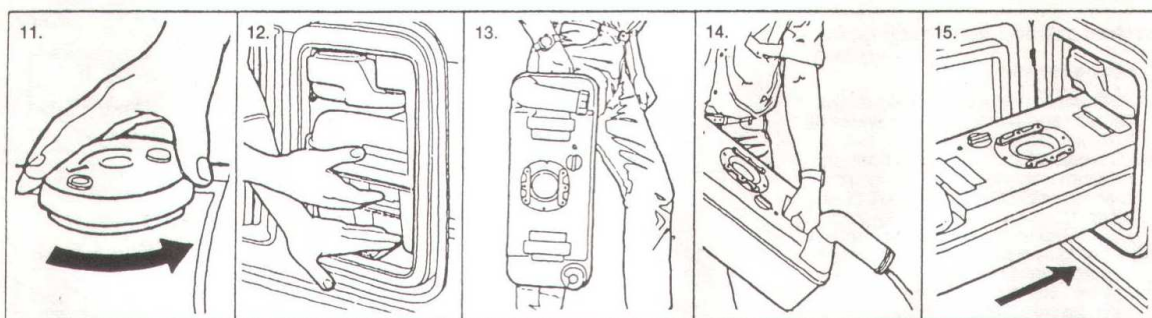
CAUTION: Do not add Aqua Kem Concentrate or Aqua Kem Bio directly into toilet bowl while Cassette Tank valve blade is closed. Pressure due to heat and altitude change can build up in the Cassette tank causing bowl contents to splash upward upon opening the valve blade, if opened too fast. Before each use, open and shut the Cassette valve blade to vent the tank, with the cover down.

8. Slide the Cassette, pour out spout facing outside into the Caravan through access door. Never force insertion or removal of the Cassette tank, damage to system can occur.

9. Make sure the Cassette is secured by the retaining clip. Close and lock access door.

Operation

10. Before using the toilet we advise adding some water to the bowl by turning the flush knob in clockwise direction. When flush knob is released it will turn automatically back.
11. To flush after use turn the valve knob in anti clockwise direction and turn the flush knob. This procedure results in the best bowl rinse and most efficient use of water.



Emptying the Cassette

The Cassette capacity is 20 litres and should be emptied when the waste level gauge indicator goes from green to full red.

The gauge does not begin to move from green to red until tank is over half full.

CAUTION: Do not allow Cassette to become overfilled, see trouble shooting section for emergency procedure.

To empty Cassette be sure that the valve blade is in the closed position.

12. Open the access door on side of Caravan. Depress the retainer clip, pull Cassette until stop, tilt and remove Cassette.
13. Carry Cassette using the lower

carrying handle, pour out spout up, to a normal household type toilet or other authorized disposal point. Set Cassette in vertical position on the ground and rotate pour out spout upward.

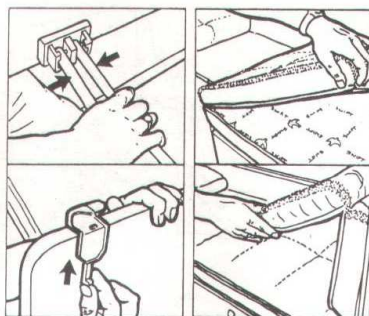
14. Remove spout cap. Grasp unit by upper carrying handle nearest to pour out spout. Place other hand on upper rear hand grip so that the air relief valve button can be depressed with thumb while emptying, to insure smooth outflow of tank contents. When empty, rinse tank and valve blade area with water.

NOTE: Depress air release valve button only when pour out spout is pointed downwards.

15. After preparing for use, slide the Cassette into the Caravan. Check to make sure that the retaining clip secures the tank in a locked position. The pour out spout end of the tank should be visible through the access door opening. Add water to the fresh water tank as outlined in "preparation for use" section. Close and lock access door.

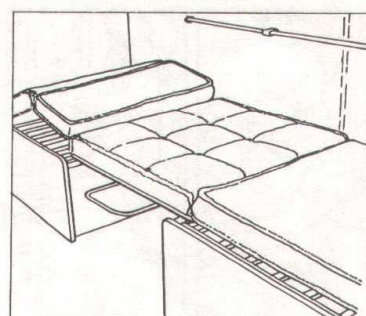
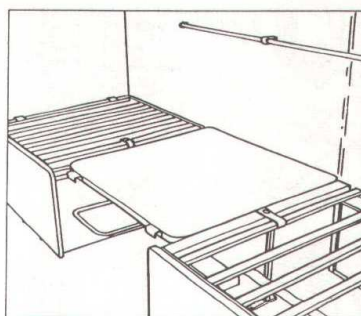
Cold weather use

To prevent freezing during cold weather use, add anti freeze to the fresh water tank. Use a non-toxic (propylene-glycol) type of anti-freeze. Refer to Chart on container to obtain level of protection.



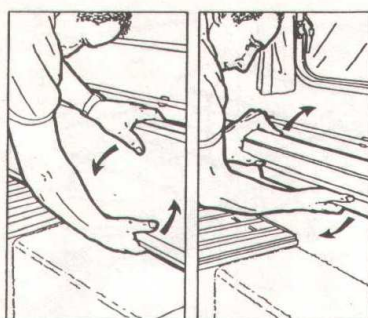
Bedding

Sleeping bags and continental quilts can be compressed into small spaces and can be ready to use in minutes.



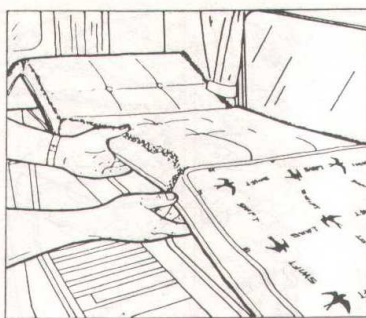
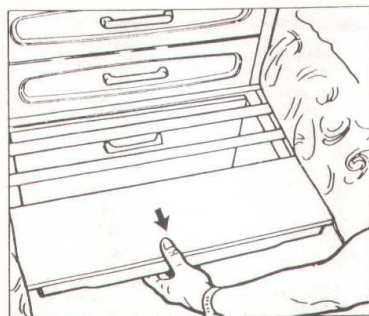
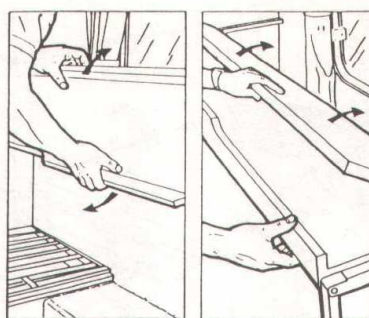
Lower Single Bed Assembly

1. Retract two locating clips under table top nearest the wall.
2. Lift edge of table nearest wall.
3. Manoeuvre table into convenient position.
4. Grasp table leg 3 to 4 inches from underside and pull two sections together, allowing the leg to fold parallel with the underside.
5. Remove seat cushions, rotate table top through 180° and locate in recess on both seats.
6. Arrange seat cushions as appropriate.



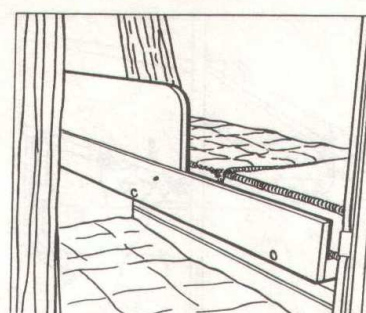
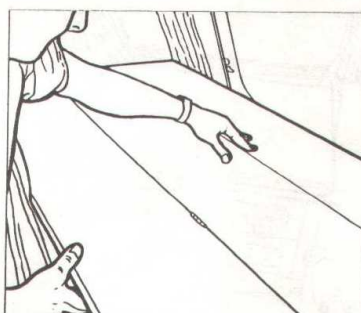
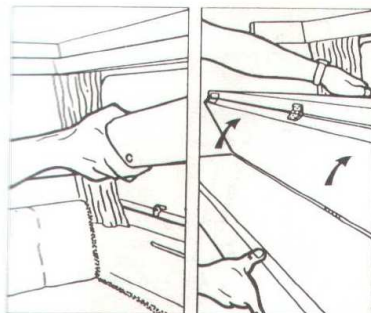
Bunks (Side)

1. Grasp bunk as shown and pull.
2. The bunk is designed to automatically move into the correct position.
3. Unfold and secure.
4. Arrange seat cushions appropriately.



Double Bed Assembly

1. Grip front of slatted bed and walk backwards until bed is fully extended.
2. Arrange seat cushions.



Bunks (Rear)

The bunks (if any) fitted to your caravan are guaranteed to a weight limit of 11 stones (70 kg).

1. Remove bunk from its stored position below lockers, taking care to draw out each side equally thus avoiding damage to the caravan walls.
2. Locate on cross members and unfold.
3. Locate safety board.
4. Arrange seat cushions to suit.

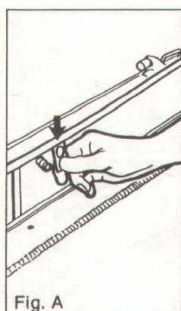


Fig. A

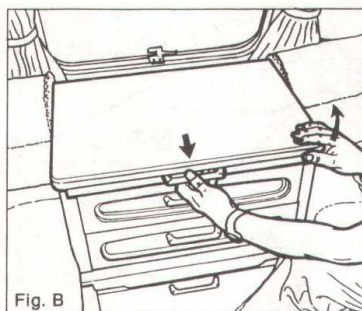
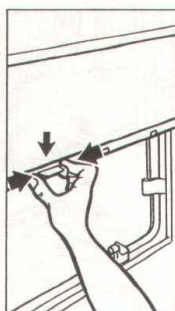


Fig. B

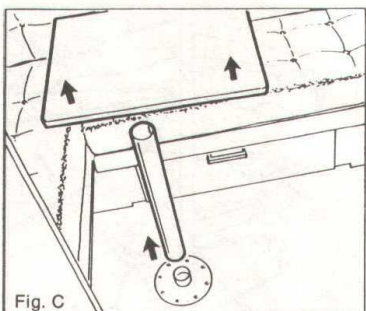


Fig. C

SYSTEM BLINDS (Fig. A) (Fitted to rear bunk, side windows)

The blind and flyscreen cassettes fitted to your caravan are recessed into the walls and are easily removed by releasing the screws around the beige frame. The unit will come away from the wall in one complete assembly for easy maintenance and replacement of parts.

The system blinds should remain reliable as long as they are treated with care. The following list do's and don'ts will help keep your blinds smooth-running and trouble-free.

- When separating the blind from the flyscreen, ALWAYS control them by hand. DO NOT let them spring back freely.

- Always pull a blind down by its centre catch. DO NOT pull down by one side of the blind, as this will cause snagging and uneven running.

SURFACE MOUNTED BLINDS

Each blind / flyscreen is operated individually from a cassette located on the window and locates onto a fastening clip just below the window.

Tables

Slide top of drawers out and fold back to form convenient table. (Fig. B)

The pedestal table can be swung round for easy access to the seating and then re-positioned afterwards. (Fig. C)

Note: Tables should NOT be stored in the toilet compartment whilst in transit. It is recommended that they be placed between the front beds.

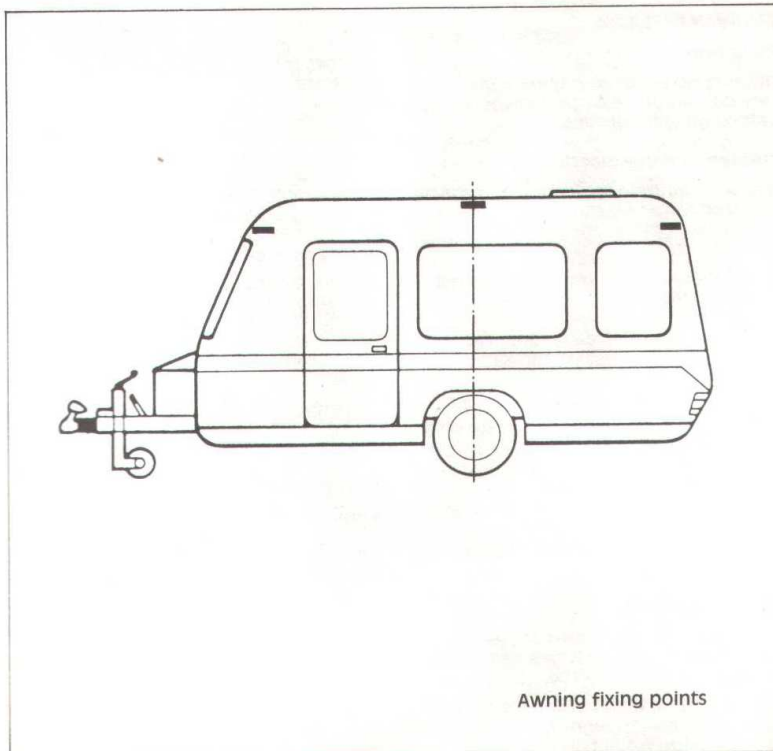
AWNING POINTS

Provision is made for fixing awning brackets to your caravan.

The centre fixing points are determined from the centre of the wheel arch and just below the awning rail.

The end fixing points are indicated in the illustration.

Care must be taken when fixing and it is recommended that Butyl tape (19mm x 2mm IDL303) or Gun applied Mastic (IDL 99) be used between the brackets and the caravan.



Awning fixing points

CARAVAN EXTERIOR

Paintwork

This is stove enamelled aluminium. It is very durable and easy to clean owing to its high gloss properties.

Glass reinforced plastic (GRP)

Is now in common use in modern caravan construction and if cared for properly will enhance the appearance of your caravan.

1. Wash the caravan regularly with mild detergent. Rinse with cold water and leather off.
2. To make washing easier a similar coloured good quality car wax may be applied.

NOTE: Under no circumstances use any abrasive cleaning agents on the exterior of the caravan.

Mouldings

All mouldings are anodised aluminium and will retain their lustre for a long period if no abrasive materials are used to clean them.

Acrylic Windows

The windows in your Swift are fully double glazed and with care will remain sparkling and scratch-free.

Cleaning: Wash down as you would your car. Do not use a sponge on dirty windows (you wouldn't on your car).

When all dirt has been removed, dry with a leather or 'Vyleda' type cloth, the catches and stays do not require lubricating.

Keeping your acrylic windows sparkling:

Small scratches: For small scratches it is possible to use a liquid metal polish such as 'Brasso' or a proprietary acrylic polish of a suitable grade dependent upon the severity of the scratches.

Condensation

As your caravan is double glazed you may occasionally get condensation inside the double glazing. This is particularly so in severe weather change (usually spring and autumn) and is easily cured in dry weather.

- i) Remove the plastic plugs from interior top of each window.
- ii) Leave unplugged for approximately 1-4 hours until condensation has cleared.

Removing Tar: Use 'Jove Tar Remover' on our double glazed windows, it is obtainable from most leading car accessory or Do-It-Yourself shops such as Halfords. Do not use petrol or other chemicals without approval.

CARAVAN INTERIOR

Side Walls, Roof Lining and Furniture

A simple wipe over with a damp cloth and a very mild detergent is all that is needed.

Soft Furnishings

Should be vacuumed occasionally to remove grit and sand and help to keep its smart appearance and ensure long life. The upholstery can be cleaned with a mild, reputable upholstery cleaner. It is recommended that the curtains are dry cleaned.

Work Surfaces

You should not stand very hot items on any of the work surfaces.

Cupboard Catches

It is advisable to lightly oil all cupboard catches, sliding bolts and hinges from time to time.

Vanity Unit

Your caravan is fitted with a vanity bowl. Do not pour very hot water into it. Always put the cold water in first. If the bowl is the tip-up type it should be removed from time to time to ensure the drain hole does not become blocked. It is retained by two studs (on which it swivels) and the vanity unit side should be slightly deformed to facilitate the bowl's removal.

Furniture

A simple wipe over with a damp cloth should be all that is required.

Polishing with a proprietary brand of wax polish enhances and maintains furniture in showroom condition.

Follow these guidelines to ensure your investment is receiving the very best attention.

1. Normal regular maintenance.

As detailed in this handbook.

2. Wheels/Tyres.

This applies wherever your caravan is stored particularly during the winter months.

Do not store in one position with partially deflated tyres.

The tyre walls will suffer and do present a real danger of blow-outs, especially when travelling at faster speeds than are allowed in the U.K.

The wheels should be turned every couple of weeks or even better, the wheels removed.

3. Jacking

Follow jacking procedure for changing a wheel.

Lower the caravan onto stout wooden blocks or axle stands.

4. General

All moving parts should be checked for free operation.

Lubrication should be carried out at the points illustrated.

It is recommended that the complete coupling and brake drums are covered with a plastic bag, tied at the end to prevent moisture entry.

Do not let water build up in roadlight fittings.

Charge up on board battery every 2 months.

Sterilize, then drain the water system – freezing weather could result in damaged components. Don't forget the shower head.

If possible remove upholstery before placing the caravan into winter storage.

Keep curtains closed, to minimise fading of furniture.

Leave doors and lockers open to allow air to circulate fully.

Leave refrigerator door open.

Before starting caravanning after a long lay-off check all gas appliances, points and electrics.

Note: Preferably not less than once a year, the electrical installation should be inspected and tested by a qualified electrician.

THIS IS PROBABLY AN OPPORTUNE MOMENT TO ARRANGE FOR THE CARAVAN TO HAVE ITS ANNUAL SERVICE AT YOUR SWIFT APPOINTED DEALER.

Other useful tips

1. Do not park near trees or larch lap tyre fences, due to possible wind damage.
2. Keep any grass around the floor of the caravan short, to maintain air flow and stop any possible damp getting into the caravan.

IMPORTANT: Always follow manufacturers' recommended procedures after use of fitted equipment in the caravan and before storing for any length of time.

ALKO RUNNING GEAR

Coupling Head

The ball couplings are entirely automatic in operation and designed for one hand operation to suit the 50mm international ball recommended by the British Standards Institution, National Caravan Council and the Society of Motor Manufacturers and Traders. Each type has provision for an anti-theft device (available as an extra) consisting of brass insert, complete with 2 keys. The locked button will prevent movement of the handle, therefore making it possible to lock the coupling either "on" or "off" the towing ball.

Operation:- Type AK10/2

Lift locking trigger, and lift handle upward and forward. Place the unlocked coupling onto the towing ball and with the slightest downward pressure it will lock onto the ball automatically. Ensure locking trigger returns to its free position before commencing to tow.

Operation:- Type AK 13/2

Lift handle upward and forward, this disengages the security tooth. Place the unlocked coupling onto the towing ball and with the slightest downward pressure it will lock onto the ball automatically. The security tooth should again be fully engaged.

Uncoupling

Having lowered the jockey wheel to the ground, operate the handle as previously

described. Lift the coupling clear of the towing ball either manually or by operating the telescopic jockey wheel.

IMPORTANT

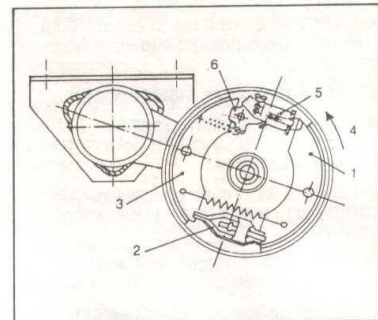
If the nose of the caravan is lifted manually the locking trigger must be engaged first and the handle lifted forward. Failure to do this will cause the nose-weight to be transmitted through the locking button and damage will occur.

Forward Braking

In the free position, with the drawshaft fully extended and the handbrake lever fully forward (off position) the wheel brake shoes are clear of the drum and there is no friction.

During braking travel on the main shaft of the overrunning device is transmitted via the overrun lever, brake rod and bowden cables to the expander mechanism inside the wheel brake. The fully floating expander mechanism (2) forces the leading brake shoe (1) and by reaction the trailing brake shoe (3) into contact with the brake drum.

The friction between brake shoes and drum creates a tendency for both shoes and expander to move with the forward rotation (4) against the solid abutment of the adjuster box (5) which ensures both shoes remain in the braking position.



Reversing

During reversing the shaft of the overrunning device is subjected to its full travel which is transmitted in the normal manner to the expander mechanism inside the wheel brake.

The expander (2) forces both brake shoes (1 and 3) into contact with the drum as normal except with the backward rotation of the wheel the friction between brake shoes and drum is relieved.

The initial friction between brake shoes and drum ensures that both shoes plus the expander mechanism show a definite tendency to move in the direction of rotation i.e. reverse. The pressure generated by this action is

applied to the spring loaded reverse lever (6) which is attached to the adjuster box (5) causing it to collapse.

The collapse of the reverse lever virtually eliminates the friction between brake shoes and drum thus allowing easy reversing. With only slight forward movement, the reverse lever returns to its normal position by virtue of the coil spring attached, and normal braking is immediately available.

Parking - Handbrake Application

The AL-KO automatic reversing brake system incorporates a patented device for added safety when parking on a reverse sloping site or a steep hill.

A spring cylinder has been added to the link between handbrake lever and centre brake rod.

Full application of the handbrake lever compresses a coil spring inside a steel cylinder and should any movement of the caravan occur following uncoupling the energy stored in the spring is immediately released to lock the wheel brakes.

It should be noted that it is good common practice to chock the wheels of a caravan when parking on steep slopes, or under adverse conditions such as loose or slippery surfaces.

Tyre Wear and Damage

The legal requirements for tread depth on motor vehicles apply also to caravans.

In order to equalise wear it is suggested that wheels be balanced and changed around from time to time.

It is dangerous to neglect tyre damage and should you detect a blister, rupture or cut exposing the casing, or if it has suffered a violent impact (for example against a kerb), such that there is a risk of internal damage, it is advisable to have it examined by a tyre specialist as soon as possible.

Wheels

The condition of wheels should be checked regularly particularly for distortion of flanges and the wheel dish. Wheels damaged or distorted, or having wheel bolt seatings cracked or deformed must not be repaired.

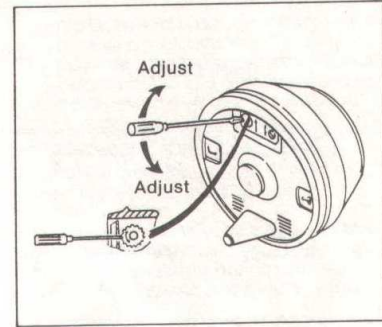
Recommended Adjustment Procedure

Jack up the axle raising the road wheels clear off the ground. Ensure drawshaft is fully extended (in the towing position) and the handbrake is in the "OFF" position (fully forward).

Check that there is some end float in the rod and spring cylinder.

Adjust brakes first and the linkage only if necessary.

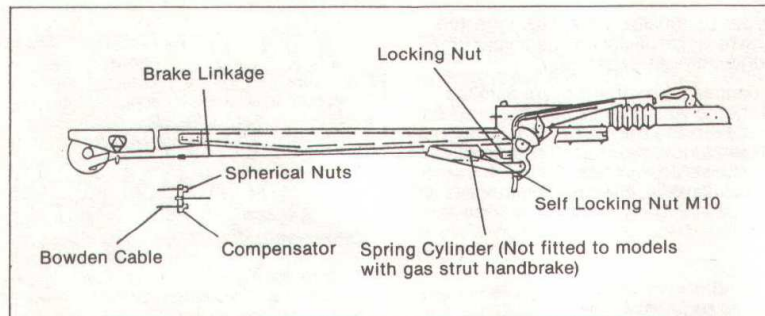
IMPORTANT: During Wheel brake adjustment the drum must only be revolved in the direction of FORWARD rotation. Do not use excessive force during adjustment.



Wheel brake adjustment is effected through a hole in the brake backplate (see diagram). With a screwdriver adjust the starwheel in the direction of the arrow until there is resistance to wheel movement. Slacken until the brake drum turns freely in the forward direction. A check for correct adjustment can be made at the chassis end of the bowden cable. When pulled the cable should extend between 5 and 8mm.

Apply the handbrake two or three times to ensure brake shoes are centralised in the drum. Re-check the shoe clearance at the wheel brake.

Centre brake rod. Check full thread engagement in the fork end of the overrunning device. Secure locking nut.



At the axle ensure compensator plate is parallel to the axle by setting the adjuster nuts on the bowden cables. Secure lock nuts.

Adjust centre brake rod at the rear nut so there is no clearance between the overrun lever and the drawshaft and plate. Secure lock nuts.

Correct adjustment of the linkage can be checked by engaging handbrake lever on the second tooth of the ratchet segment. In this position you should feel a slight braking force at the wheels.

Finally screw up the self locking nut to give 1mm clearance between the nut and the spring cylinder.

NOTE:- Reversing will be difficult if either

wheel brake or brake linkage is overadjusted.

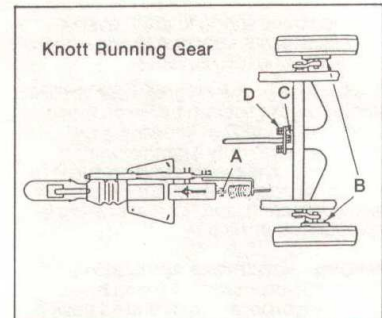
KNOTT RUNNING GEAR

In common with other modern chassis The Knott system has an automatic reverse which comes into operation with the backward motion of the wheels (MKE Backmat).

Brake Adjustment

1. Refer to drawing.
2. Lift both wheels from the ground by jacking up the caravan, and supporting the axle and A-Frame on axle stands.

N.B. Ensure the caravan is properly supported. Wheels should be fitted when making adjustments.



3. Release hand brake lever and bring the overrun device into release position by fully extending the hitch head.
4. Ensure that there is at least 15mm clearance between nuts "A" and the spring reservoir.
5. Expand brake shoes by turning set nuts "B" until the wheels are held solidly. Release set nuts approximately one quarter turn until wheels revolve freely. Note: wheels must only be turned in a forward direction for these checks, turning the wheels backward direction for these checks, turning the wheels backward would result in the automatic reverse mechanism operating.

6. Adjust set nuts "C" until the brake shoes begin to touch the drum, the wheels should still be able to rotate freely. If one wheel reacts before the other adjust set nuts "D" until both wheels react similarly.
7. Pull handbrake up to the second tooth on the ratchet and tighten set nuts "A" until wheels are held firmly. Upon releasing the handbrake both wheels should rotate freely and there should be approximately 7mm clearance between set nuts "A" and the spring reservoir.

For efficient braking the brakes must be adjusted correctly and regularly checked.

Coupling up to Towing Vehicle

1. Open the ball coupling by lifting the coupling handle, continue with an upwards and forwards motion and the coupling will lock in the open position.
2. Place the coupling on the 50mm ball pressing it slightly, it will close and secure automatically.
3. Fit safety chain, release handbrake, raise jockey wheel, connect road light plug.

To uncouple, as above in reverse order.

GENERAL NOTES ON MAINTENANCE

1. Brake Drum/Hub Assembly

Removal: Having removed the grease

cap, take out the split pin and unscrew the hub nut. The hub/drum can then be removed although a few taps with a mallet may be required. Ensure that handbrake is "off" before attempting to remove.

Lubrication: The wheel bearing hubs are packed with grease on assembly and should be repacked at approximately 6000 miles or biannually. Mobilgrease MP is recommended. NOTE: It is as important not to overpack the hubs with grease as it is to allow the bearings to run dry.

2(a) Knott Wheel Bearings

1. These bearings are maintenance-free, lubricated for life and have a high durability.
2. The bearings cannot or rather need not be readjusted.
3. Conventional ball-bearings and double row annular contact ball bearings are pressed into their correct position by means of a castellated nut, that is to say the bearing is adjusted without play.
4. Only a stop nut is needed to fit double row annular contact ball bearings into their correct position.
5. However, it is important to ensure that these stop nuts are tightened using a torque spanner:

at 28 mkp. (205 lbs. / ft.)

6. Because of the high durability and the maintenance-free condition of these special bearings, which incidentally are also found in cars,

replacement is not necessary under normal conditions.

7. However, please note the following points should the bearings need to be replaced due to a breakdown:

7.1 Take off the hub cap, remove the stop nut, take off the brake drum, remove the Seeger ring, press the bearing out of position.

7.2 When removing a bearing the inner parts will be damaged as removal can only be achieved by pressing out over the inner ring.

A new bearing must be fitted. The stop nut can only be used twice.

7.3 In order to avoid damage to the bearing while pressure is being applied, a strong disk or mandrel must be used to ensure that the pressing force is transferred equally on the inner and outer ring.

For wheel brake 200 x 50 diameter 63,5 mm.

For wheel brake 250 x 40 diameter 71,5 mm.

Please make sure that the bearing is placed or pressed precisely into a central position.

If it is not pressed in concentrically, it could lead to damage of the bearing or the drum.

- 7.4 Also make sure that the Seeger ring is placed exactly into the designated slot.
8. Because of the design characteristics of the bearing, the brakes or rather the wheels have a very slight axial play.
9. In case of replacement, please use FAG bearings.
 - 9.1 For wheel brake 200 x 50 Spr. B. 540 466 A.
 - 9.2 For wheel brake 250 x 40 Spr. B. 542 186.

2(b) Alko Wheel Bearings

1. After 500 miles and thereafter at intervals of 3000 miles or 1 year, the wheel bearings should be checked for side play.
2. To remove 'push in' grease cap, tap lightly around the periphery.
3. Remove slip pin and tighten castle nut (right hand thread) until free rotation of drum is impaired.
4. 'Slacken off' for $\frac{1}{2}$ of a turn (30°) until a slot is in line with the cross hole in the stub axle.
5. Use a new split pin. Secure the castle nut.
6. Recheck that the rotation of the drum is free.
7. Refit 'push in' grease cap.

3. Couplings

1. Clean and grease spherical seat, bearing parts and pivot pins regularly.

2. Thoroughly examine all moving parts for wear and correct functioning.
3. Couplings should never be drilled.

4. Towing Ball

The automobile towing ball should measure 50mm maximum and 49.5mm minimum (DIN 74058). If the ball is found to be worn it should be replaced immediately.

5. Overrunning Device

The device housing is packed with grease on assembly, but will require periodic maintenance to ensure smooth operation of the braking system.

1. Regrease the shaft bearings via the grease nipples provided at 3000 mile intervals, and before storage.
2. Ensure correct functioning of all pivot pins and levers and oil regularly.
3. Ensure correct functioning of handbrake ratchet and oil regularly.

6. Jockey Wheel

Lubricate wheel and screw thread periodically.

7. Brake Linkage

All moving parts should be lubricated periodically to ensure their satisfactory operation.

It is recommended that all brake linkage threads are liberally smeared with grease

for protection and as an aid to future adjustment of the system.

8. Corner Steadies

The screw and pivot pins should be lubricated periodically to ensure their satisfactory operation.

9. Braking System

At 500 miles then every 3000 miles or 1 year check and adjust brake linkage to compensate for any stretch of the bowden cables.

Check and adjust wheel brakes to compensate for wear.

IMPORTANT

When replacing the wheels you should tighten the nuts in rotation diagonally, taking care to tighten them equally.

The recommended torque is 65 lb/ft.

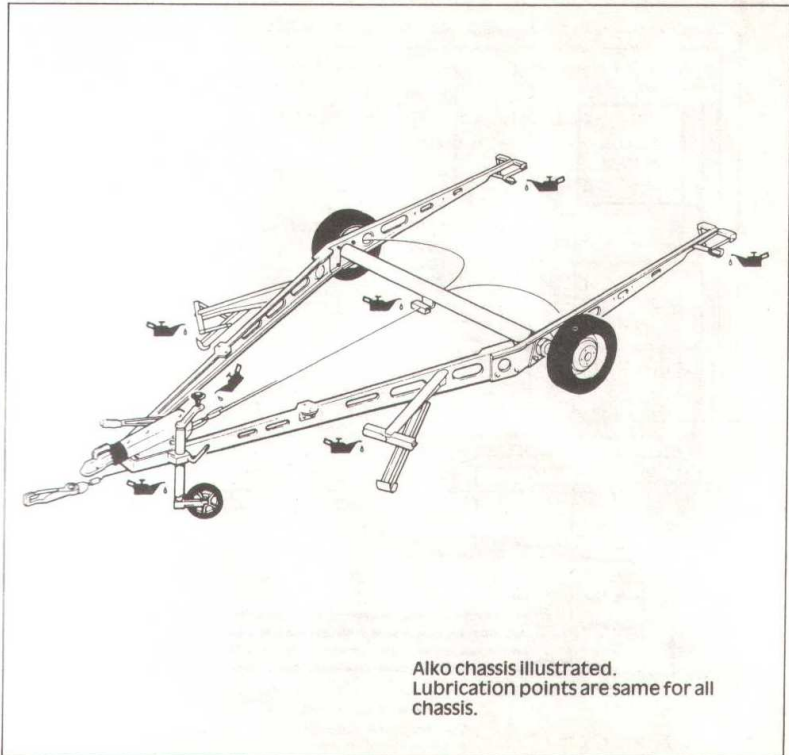
CHECK THE WHEEL NUTS BEFORE STARTING EVERY JOURNEY.

THE ALUMINIUM CHASSIS

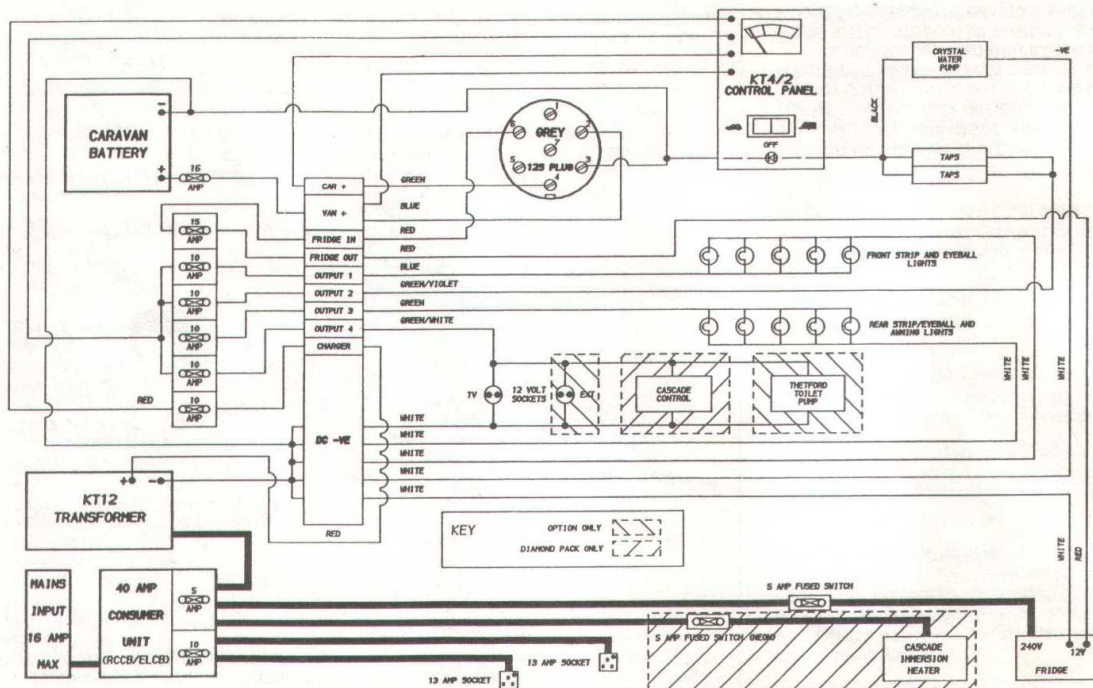
Aluminium has a high resistance to corrosion, due to the presence on the surface of a thin layer of natural oxide film, which has remarkably good self-healing properties.

In a great many environments, if dissimilar metals are placed in contact, one metal may corrode preferentially. This phenomenon is true of any pair of

metals, but it can be prevented by the simple expedient of separating the two metals with a non metallic insulator which may take several forms, including certain paints. It is our suggestion that should the customer require to fit an anti-snake device at a later date he should insulate the bracket from the 'A' frame.

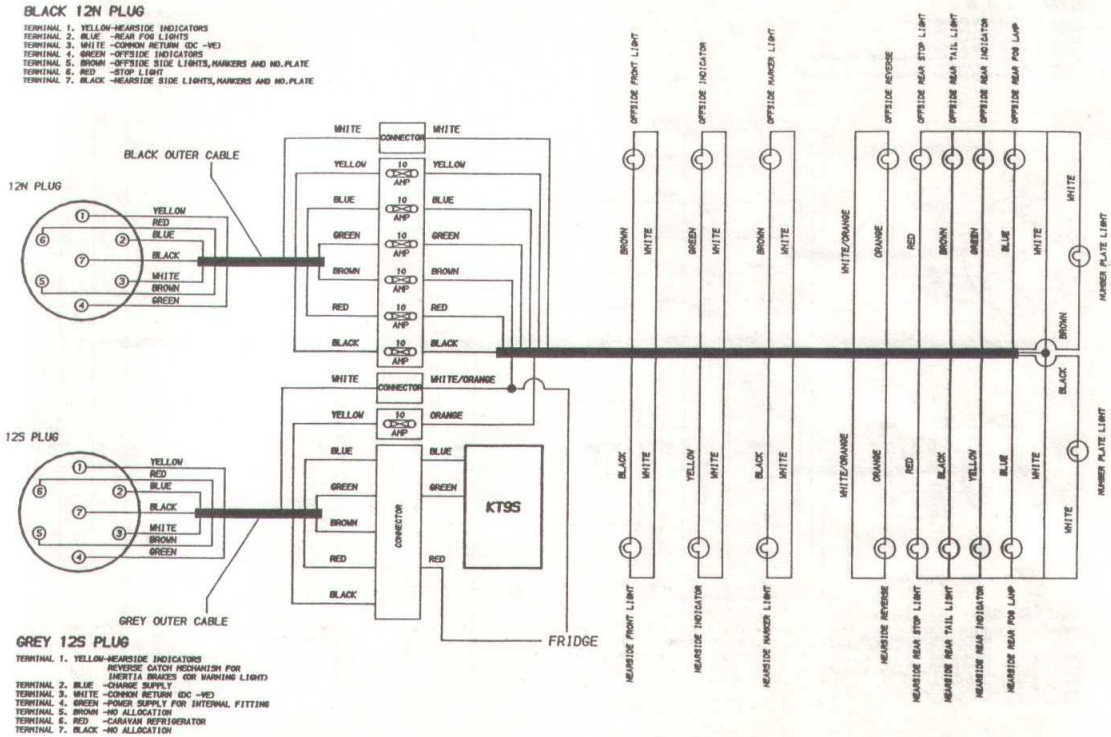


Alko chassis illustrated.
Lubrication points are same for all chassis.



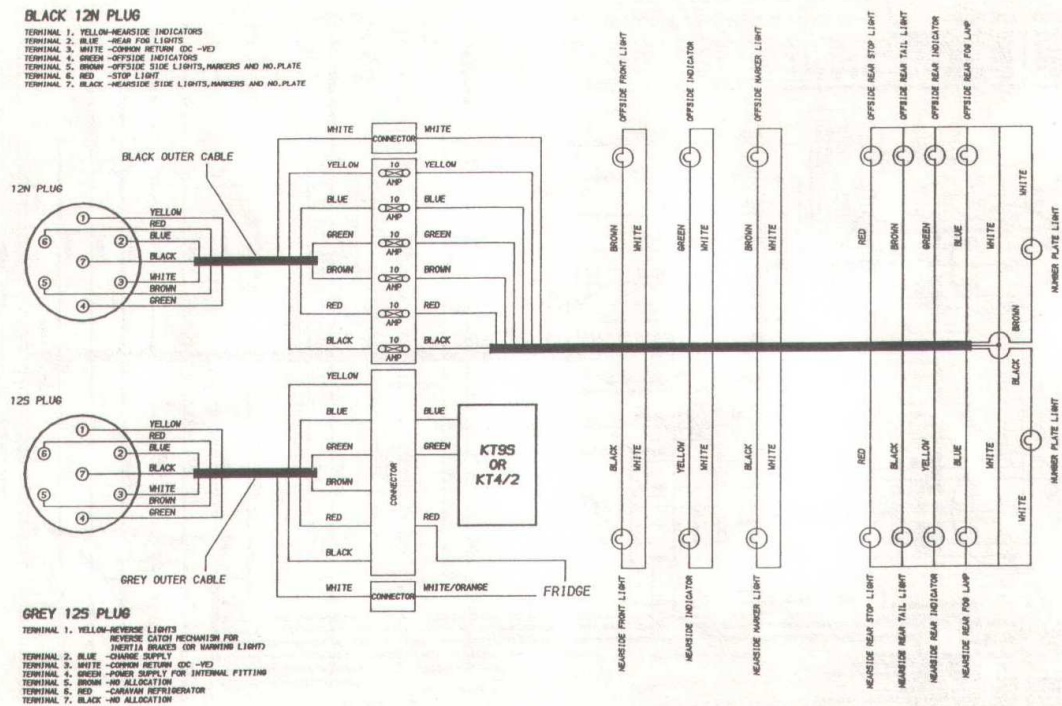
Roadlight Wiring Diagram — Corniche

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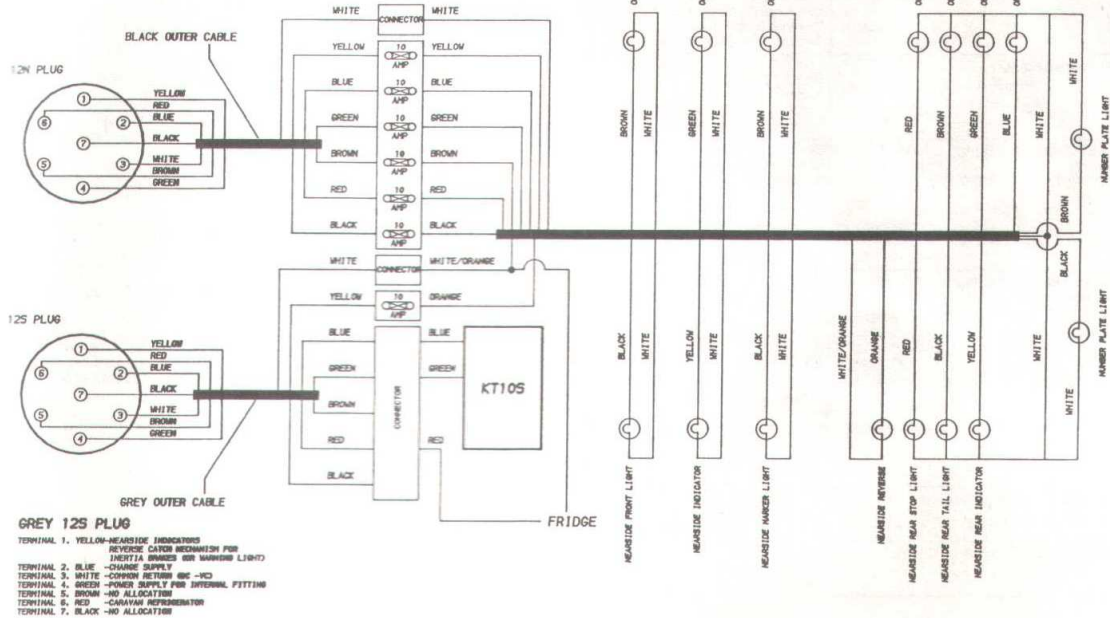
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Roadlight Wiring Diagram — Swift / Challenger



BLACK 12N PLUG

TERMINAL 1, YELLOW-NEARSIDE INDICATORS
TERMINAL 2, BLUE-REAR FOR LIGHTS
TERMINAL 3, WHITE-CORNER RETURN SW-VC
TERMINAL 4, GREEN-OFFSIDE INDICATORS
TERMINAL 5, BROWN-OFFSIDE SIDE LIGHTS, MARKERS AND NO. PLATE
TERMINAL 6, RED-STOP LIGHT
TERMINAL 7, BLACK-NEARSIDE SIDE LIGHTS, MARKERS AND NO. PLATE



Fault Finding Chart (WATER)

Problem	Possible Cause	Remedy
Water not flowing from any tap when operated but pump runs	Freshwater tank empty Pump wired in reverse Pump not primed Pipe inlet or outlet pipe disconnected Pump pipes restricted by kinking Blockage in pump inlet or outlet pipe Blocked in-line filter of pump filter Air leak in suction line to pump	Check Check wiring, refer to pump manufacturers instructions Refer to pump manufacturers instruction Check connections Check pipes run Check, starting inside freshwater tank Dismantle and clean Check for bubbles & secure with clip
Pump does not run	Pump or tap incorrectly wired Pump fuse blown Battery disconnected Pump seized or overheated Pressure pump sensing switch may have failed	Refer to pump/tap manufacturers instructions Check wiring connection and then replace with fuse of correct rating Check connections Refer to pump manufacturers servicing instructions Refer to pump manufacturers servicing instructions
Water flows from cold tap but not from hot	Feed pipe to water heater incorrectly connected to the heater outlet Blockage in hot pipeline Heater inlet or outlet pipes kinked preventing flow Hot tap not connected Hot tap failed or blocked Heater non-return valve jammed	Refer to installation instructions Disconnect pipes and inspect Check and re-route if necessary. Ensure that hose is Carver recommended type Refer to installation manual Disconnect and inspect Seek service attention
Water flows from hot tap but has reduced flow from cold	Cold water pipe kinked preventing flow Blockage in cold pipe line Cold tap not connected Cold tap failed or blocked If a Carver Crystal water service unit is fitted the cartridge is exhausted	Check and re-route if necessary Disconnect pipes after 1st Y connector and check up to tap Refer to installation instructions Disconnect and inspect Replace cartridge
Reduced flow from both hot and cold taps	Battery condition low causing pump to run slowly If new taps have been fitted they may be restricting flow Pump needs servicing Partially blocked pump filter or in-line filter, if fitted Pump outlet pipe kinked restricting flow Water leak	Check battery state of charge refer to electrical supply note Disconnect and check that they have at least 1/4" (6.3mm) bore Refer to pump servicing instructions Dismantle and clean if necessary Check and re-route if necessary Check all water connections
Reduced flow from either tap	'Y' connector(s) fitted incorrectly Pipe kinking restricting flow Bore size difference in taps	Refer to installation instructions Check and re-route if necessary Use taps of equal bore size
Warm water flow out of cold tap	Hot water back feeding into cold line, usually if mixer tap or single outlet hot and cold taps being used	Fit non-return valve in cold supply near tap

Problem	Possible Cause	Remedy
Hob does not light	No gas Air in pipe	Check level of gas in bottle Check gas bottle valve is on Check gas taps are on Purge system Refer to hob manufacturers instructions
Oven does not light	No gas Air in pipe	Check level of gas in bottle Check gas bottle valve is on Check gas taps are on Purge system Refer to oven manufacturers instructions
Space heater or central heating boiler does not light	No gas Over gassed Air in pipe	Check level of gas in bottle Check gas bottle valve is on Check gas taps are on Check exhaust outlet is clear Turn off appliance, wait 2 minutes and try again Purge system Refer to space heater or central heating boiler manufacturers instructions
Fridge does not light	No gas Air in pipe	Check level of gas in bottle Check gas bottle valve is on Check gas taps are on Purge system Refer to fridge manufacturers instructions
Water heater does not light	No gas Air in pipe	Check level of gas in bottle Check gas bottle valve is on Check gas taps are on Purge system Refer to water heater manufacturers instructions

SWIFT MODELS	Silhouette	Baronette	Corvette	Danette	Alouette
Internal Body Length at Bedbox Height	12ft 7ins 3.84m	14ft 6ins 4.43m	14ft 3ins 4.35m	14ft 7ins 4.45m	16ft 2ins 4.93m
Body Width (incl. extrusions)	7ft 0ins 2.13m	7ft 0ins 2.13m	7ft 0ins 2.13m	7ft 0ins 2.13m	7ft 0ins 2.13m
Shipping Length	18ft 0ins 5.48m	19ft 9ins 6.02m	19ft 6ins 5.95m	19ft 10ins 6.05m	21ft 4ins 6.51m
Maximum External Height	8ft 3ins 2.51m	8ft 3ins 2.51m	8ft 3ins 2.51m	8ft 3ins 2.51m	8ft 3ins 2.51m
Maximum Headroom	6ft 3ins 1.91m	6ft 3ins 1.91m	6ft 3ins 1.91m	6ft 3ins 1.91m	6ft 3ins 1.91m
Height to Centre of Tow Bar Ex Works ± 30mm	16.5ins 415mm	16.5ins 415mm	16.5ins 415mm	16.5ins 415mm	16.5ins 415mm
Berths	2	4	4	5	5
Delivered Weight ± 5% *	13.6 cwt 690 kg	15.4 cwt 780 kg	15.2 cwt 770 kg	15.5 cwt 785 kg	16.8 cwt 850 kg
Maximum Laden Weight	16.8 cwt 850 kg	20.9 cwt 1060 kg	18.8 cwt 950 kg	20.9 cwt 1060 kg	20.9 cwt 1060 kg
Tyre Size	155SR x 13 Radial	165SR x 13 Reinforced Radial	165SR x 13 Radial	165SR x 13 Reinforced Radial	165SR x 13 Reinforced Radial
Tyre Pressures	2.3 bar 33 p.s.i.	2.9 bar 42 p.s.i.	2.3 bar 33 p.s.i.	2.9 bar 42 p.s.i.	2.9 bar 42 p.s.i.
Bed Sizes	201 x 142cm 2 x 183 x 69cm	201 x 135cm 180 x 60cm 180 x 66cm	201 x 142cm or 2 x 183 x 69cm and 2 x 201 x 76cm	201 x 135cm or 183 x 69cm 183 x 116cm 201 x 61cm	201 x 142cm or 2 x 183 x 69cm 183 x 116cm 201 x 61cm
Ground to Ground Awning Channel Size	7.87m 25ft 10ins	8.38m 27ft 6ins	8.38m 27ft 6ins	8.47m 27ft 10ins	8.96m 29ft 5ins

* Note: for Diamond pack add 8kgs/0.16 cwt

Specification

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CHALLENGER	390/2	440/4	450/5	460/4	470/2	490/5	490/5L	510/4
Internal Body Length at Bedbox Height	13ft 10ins 4.22m	15ft 2ins 4.62m	14ft 7ins 4.45m	15ft 1ins 4.60m	15ft 3ins 4.65m	16ft 5ins 5.01m	16ft 5ins 5.01m	16ft 9ins 5.10m
Body Width (incl. extrusions)	7ft 0ins 2.13m	7ft 0ins 2.13m	7ft 0ins 2.13m	7ft 0ins 2.13m	7ft 0ins 2.13m	7ft 0ins 2.13m	7ft 0ins 2.13m	7ft 0ins 2.13m
Shipping Length	18ft 8ins 5.70m	20ft 0ins 6.10m	19ft 6ins 5.93m	19ft 11ins 6.08m	20ft 1ins 6.13m	21ft 4ins 6.49m	21ft 4ins 6.49m	21ft 7ins 6.58m
Maximum External Height	8ft 3ins 2.51m	8ft 3ins 2.51m	8ft 3ins 2.51m	8ft 3ins 2.51m	8ft 3ins 2.51m	8ft 3ins 2.51m	8ft 3ins 2.51m	8ft 3ins 2.51m
Maximum Headroom	6ft 3ins 1.91m	6ft 3ins 1.91m	6ft 3ins 1.91m	6ft 3ins 1.91m	6ft 3ins 1.91m	6ft 3ins 1.91m	6ft 3ins 1.91m	6ft 3ins 1.91m
Height to Centre of Tow Bar Ex Works \pm 30mm	16.5ins 415mm	16.5ins 415mm	16.5ins 415mm	16.5ins 415mm	16.5ins 415mm	16.5ins 415mm	16.5ins 415mm	16.5ins 415mm
Berths	2	4	5	4	2	5	5	4
Delivered Weight \pm 5% *	15.3 cwt 775 kg	15.9 cwt 805 kg	16.2 cwt 820 kg	17.2 cwt 870 kg	16.5 cwt 835 kg	17.7 cwt 895 kg	18.4 cwt 930 kg	18.4 cwt 930 kg
Maximum Laden Weight	19.8 cwt 1000 kg	20.9 cwt 1060 kg	20.9 cwt 1060 kg	22.7 cwt 1150 kg	22.7 cwt 1150 kg	22.7 cwt 1150 kg	22.7 cwt 1150 kg	22.7 cwt 1150 kg
Tyre Size	165SR x 13 Reinforced Radial	165SR x 13 Reinforced Radial	165SR x 13 Reinforced Radial	175SR x 13 Reinforced Radial	175SR x 13 Reinforced Radial	175SR x 13 Reinforced Radial	175SR x 13 Reinforced Radial	175SR x 13 Reinforced Radial
Tyre Pressures	2.9 bar 42 p.s.i.	2.9 bar 42 p.s.i.	2.9 bar 42 p.s.i.	2.9 bar 42 p.s.i.	2.9 bar 42 p.s.i.	2.9 bar 42 p.s.i.	2.9 bar 42 p.s.i.	2.9 bar 42 p.s.i.
Bed Sizes	197 x 191cm or 2 x 191 x 66cm	197 x 191cm or 2 x 191 x 66cm and 197 x 76cm 201 x 76cm	201 x 135cm 180 x 116cm 201 x 61cm	197 x 135cm 180 x 60cm	197 x 191cm or 2 x 191 x 66cm	197 x 191cm or 2 x 191 x 66cm and 116 x 197cm 201 x 61cm	197 x 191cm or 2 x 191 x 66cm and 180 x 115cm 201 x 61cm	197 x 191cm or 2 x 191 x 66cm and 180 x 60cm
Ground to Ground Awning Channel Size	8.23m 27ft 1ins	8.65m 28ft 5ins	8.47m 27ft 10ins	8.43m 27ft 8ins	8.58m 28ft 2ins	9.04m 29ft 8ins	9.04m 29ft 8ins	9.13m 30ft 0ins

* Note: for 'SE' pack add 50kgs/0.98 cwt

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Specification

CORNICHE	CORNICHE 12/2	CORNICHE 14/2	CORNICHE 14/2E	CORNICHE 14/4
Internal Body Length at Bedbox Height	12ft 5ins 3.78m	14ft 3ins 4.35m	14ft 3ins 4.35m	14ft 3ins 4.35m
Body Width (incl. extrusions)	7ft 0ins 2.13m	7ft 0ins 2.13m	7ft 0ins 2.13m	7ft 0ins 2.13m
Shipping Length	18ft 0ins 5.47m	19ft 10ins 6.05m	19ft 10ins 6.05m	19ft 10ins 6.05m
Maximum External Height	8ft 1ins 2.47m	8ft 1ins 2.47m	8ft 1ins 2.47m	8ft 1ins 2.47m
Maximum Headroom	6ft 3ins 1.92m	6ft 3ins 1.92m	6ft 3ins 1.92m	6ft 3ins 1.92m
Height to Centre of Tow Bar Ex Works \pm 30mm	16.5ins 415mm	16.5ins 415mm	16.5ins 415mm	16.5ins 415mm
Berths	2	2	2	4
Delivered Weight \pm 5% *	16.1 cwt 815 kg	17.4 cwt 880 kg	17.2 cwt 870 kg	17.5 cwt 885 kg
Maximum Laden Weight	19.8 cwt 1000 kg	20.9 cwt 1060 kg	20.9 cwt 1060 kg	20.9 cwt 1060 kg
Tyre Size	165SR x 13 Reinforced Radial	165SR x 13 Reinforced Radial	165SR x 13 Reinforced Radial	165SR x 13 Reinforced Radial
Tyre Pressures	2.9 bar 42 p.s.i.	2.9 bar 42 p.s.i.	2.9 bar 42 p.s.i.	2.9 bar 42 p.s.i.
Bed Sizes	197 x 142cm or 2 x 183 x 66cm	197 x 150cm or 2 x 191 x 66cm	197 x 150cm or 2 x 191 x 66cm	197 x 142cm or 2 x 183 x 66cm and 201 x 76cm 201 x 76cm
Ground to Ground Awning Channel Size	7.61m 25ft 0ins	8.14m 26ft 9ins	8.14m 26ft 9ins	8.14m 26ft 9ins

* Excludes spare wheel

CONQUEROR	520/5	560/4	600/5
Internal Body Length at Bedbox Height	17ft 2ins 5.23m	18ft 4ins 5.58m	19ft 9ins 6.03m
Body Width (incl. extrusions)	7ft 3ins 2.22m	7ft 3ins 2.22m	7ft 3ins 2.22m
Shipping Length	22ft 0ins 6.71m	23ft 2ins 7.06m	24ft 8ins 7.53m
Maximum External Height	8ft 5ins 2.57m	8ft 5ins 2.57m	8ft 5ins 2.57m
Maximum Headroom	6ft 3ins 1.91m	6ft 3ins 1.91m	6ft 3ins 1.91m
Height to Centre of Tow Bar Ex Works \pm 30mm	415mm 16.5ins	415mm 16.5ins	415mm 16.5ins
Berths	5	4	5
Delivered Weight \pm 5%	21.8 cwt 1105 kg	22.1 cwt 1120 kg	23.2 cwt 1175 kg
Maximum Laden Weight	29.6 cwt 1500 kg	29.6 cwt 1500 kg	29.6 cwt 1500 kg
Tyre Size	155SR \times 13 Radial	155SR \times 13 Radial	155SR \times 13 Radial
Tyre Pressures	2.3 bar 33 p.s.i.	2.3 bar 33 p.s.i.	2.3 bar 33 p.s.i.
Bed Sizes	206 \times 191cm or 2 \times 191 \times 66cm and 183 \times 116cm 210 \times 61cm	206 \times 191cm or 2 \times 191 \times 66cm and 2 \times 180 \times 60cm	206 \times 191cm 191 \times 66cm 210 \times 61cm 206 \times 116cm
Ground to Ground Awning Channel Size	9.20m 30ft 3ins	9.62m 31ft 7ins	10.06m 33ft 1ins

LIGHT REPLACEMENT TABLE

			SWIFT	CHALLENGER	CORNICHE	CONQUEROR
ROAD LIGHTS	TYPE	POWER				
Front Marker	239	12V 5W	■	■	■	■
Side Marker	239	12V 5W	■	■	■	■
Tail	245	12V 10W	■	■	■	■
Tail/Brake	380	12V 21/5W	■	■	■	■
Fog	382	12V 21W	■	■	■	■
Reversing	382	12V 21W	■	■	■	■
Brake	382	12V 21W	■	■	■	■
Rear Indicator	382	12V 21W	■	■	■	■
Side Indicator	239	12V 5W	■	■	■	■
Number Plate	245	12V 10W	■	■	■	■
Number Plate	239	12V 5W	■	■	■	■
INTERIOR / OTHER						
Awning	245		■	■	■	■
Eyeball reading	245		■	■	■	■
Spare wheel locker	239		■	■	■	■
Double & single roof			■	■	■	■
Vanity fittings	Fluorescent 300mm	12V 8W	■	■	■	■
Console unit	Fluorescent 530mm	12V 13W	■	■	■	■
Mains reading	Small screw fitting (round)	240V 25W	■	■	■	■
Mains reading	Large bayonet (candle)	240V 40W	■	■	■	■

SE ONLY

Fitted Equipment List (Not Challenger Range)

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EQUIPMENT	MANUFACTURER/MODEL	SWIFT	CORNICHE	CONQUEROR	CONQUEROR	CONQUEROR
		ALL MODELS	ALL MODELS	520/5	560/4	600/5
WATER PUMP	— CARVER CRYSTAL FILTER (TRENT)	▲				
	— CARVER CRYSTAL FILTER (THAMES)	◊	▲			
	— WHALE GP 8080B		▲	▲	▲	▲
	— WHALE GP 99		▲	▲	▲	▲
TAPS	— WHALE	◊	▲	▲	▲	▲
	— CENTEYUN	▲	▲	▲	▲	▲
WATER HEATER	— CARVER CASCADE 2GE	◊	▲	▲	▲	▲
SHOWER		◊	▲	▲	▲	▲
CASSETTE TOILET	— THETFORD PORTA POTTI	OPTIONAL	▲	▲	▲	▲
HEATING	— CARVER 1800	▲	▲	▲	▲	▲
	— CARVER 3000		▲	▲	▲	▲
	— CARVER 5000		▲	▲	▲	▲
	— BLOWN AIR CENTRAL HEATING		▲	▲	▲	▲
	— BLOWN AIR FAN CONTROL		▲	▲	▲	▲
REFRIGERATOR	— ELECTROLUX RM212	▲	▲	▲	▲	▲
	— RM2260		▲	▲	▲	▲
BATTERY CONDITION INDICATOR/DISTRIBUTION PANEL						
	— CONTROL PANEL KT4/2	▲				
	— CONTROL PANEL KT9S		▲			
	— OVERHEAD CONSOLE KT10S			▲	▲	▲
INTERNAL BATTERY BOX		▲				
EXTERNAL BATTERY BOX	KT8S		▲	▲	▲	▲
TRANSFORMER/CHARGING UNIT	KT12	▲	▲	▲	▲	▲
ELCB	— CEC 225	▲	▲	▲	▲	▲
SMOKE ALARM	— DICON	▲	▲	▲	▲	▲
HOB UNIT	— CRAMER 3 BURNER	▲	▲	▲	▲	▲
	— CRAMER 4 BURNER WITH ELECTRONIC IGNITION		▲	▲	▲	▲
OVEN	— MAXOL MONTE CARLO 2000	OPTIONAL		▲	▲	▲
	— MAXOL INTEGRATED OVEN & GRILL		▲	▲	▲	▲
CLOCK	— METAMEC	▲	▲	▲	▲	▲
TV POINT (12V)		▲	▲	▲	▲	▲
EXTERNAL T.V. AERIAL	— MAXAVIEW		▲	▲	▲	▲
OTHER EQUIPMENT: DECALS		◊		▲	▲	▲
	— BLINDS		▲	▲	▲	▲
	— FLYSCREENS		▲	▲	▲	▲
	— MAINS READING LIGHTS		▲	▲	▲	▲
	— SPARE WHEEL	OPTIONAL	▲	▲	▲	▲
	— SCISSOR JACK	OPTIONAL	▲	▲	▲	▲
RUNNING GEAR	— ALKO		▲	▲	▲	▲
	— KNOTT	▲				

◊ Denotes items supplied as part of the Diamond Pack

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Fitted Equipment List (Challenger Range)

EQUIPMENT	MANUFACTURER/MODEL	390/2	440/4	450/5	460/4	470/2	490/5	490/5L	510/4
WATER PUMP	— CARVER CRYSTAL FILTER (THAMES)	▲	▲	▲	▲	▲	▲	▲	▲
	— WHALE GP 8080B	▲	▲	▲	▲	▲	▲	▲	▲
TAPS	— WHALE	▲	▲	▲	▲	▲	▲	▲	▲
WATER HEATER	— CARVER CASCADE 2GE	▲	▲	▲	▲	▲	▲	▲	▲
SHOWER		▲	▲	▲	▲	▲	▲	▲	▲
CASSETTE TOILET	— THETFORD PORTA POTTI	▲	▲	▲	▲				
HEATING	— CARVER 1800	▲						▲	▲
	— CARVER 3000							▲	▲
	— BLOWN AIR CONTROL HEATING	SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY
	— BLOWN AIR FAN CONTROL	SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY
REFRIGERATOR	— ELECTROLUX RM2260	SE ONLY	SE ONLY	SE ONLY	SE ONLY	▲	SE ONLY	SE ONLY	SE ONLY
	— RM2262	▲		▲	▲		▲	▲	▲
BATTERY CONDITION INDICATOR/DISTRIBUTION PANEL									
	— CONTROL PANEL KT9S	▲	▲	▲	▲	▲	▲	▲	▲
EXTERNAL BATTERY BOX	KT8S	▲	▲	▲	▲	▲	▲	▲	▲
TRANSFORMER/CHARGING UNIT	KT12	▲	▲	▲	▲	▲	▲	▲	▲
ELCB	— CEC225	▲	▲	▲	▲	▲	▲	▲	▲
SMOKE ALARM	— DICON	▲	▲	▲	▲	▲	▲	▲	▲
HOB & UNIT	— CRAMER 3 BURNER	SE ONLY	SE ONLY						
	— CRAMER 4 BURNER WITH ELECTRONIC IGNITION	SE/OPTION	SE/OPTION						
OVEN	— MAXOL MONTE CARLO 2000			▲	▲	▲	▲	▲	▲
CLOCK	— METAMEC	▲	▲	▲	▲	▲	▲	▲	▲
TV POINT (12V)		▲	▲	▲	▲	▲	▲	▲	▲
OTHER EQUIPMENT: DECALS		SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY
	— BLINDS	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION
	— FLYSCREENS	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION
	— MAINS READING LIGHTS	SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY	SE ONLY
	— SPARE WHEEL	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION
	— SCISSOR JACK	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION	SE/OPTION
RUNNING GEAR	— ALKO	▲	▲	▲	▲	▲	▲	▲	▲
	— KNOTT								

Swift Owners Club

The Swift Owners Club is a completely independent organisation run for the benefit of Swift owners. They have numerous rallies during the year in various parts of the country and every second year Swift Caravans Ltd. sponsor a 'Works Rally' where owners have the opportunity to visit the factory. Apart from the friendliness and companionship the Club generates it is also actively engaged in charity work for those less fortunate than ourselves. The address of the Secretary of the Swift Owners Club can be obtained from Swift Caravans.

Swift Spares and After Sales

There are numerous items available from your dealer in the specially packaged 'Swift Spares', ranging from door catches through to spare wheels and touch-up paints. Please note that all after sales enquiries must be directed through your supplying dealer. The after sales service at the factory is geared to support our dealer network as is the service provided by appliance manufacturers.

NB Please remember to quote chassis number when ordering any items from either your dealer or Swift manufacturers.

Repair Facilities

Should you be unfortunate enough to suffer a major accident with your caravan it is comforting to know that Swift have a completely separate repair shop facility where their fully trained experts will undertake all types of major damage repair work.

Repairs of a minor nature should be referred first to your local dealer.

Servicing

A caravan requires regular servicing in order to maintain its performance and value. In particular the braking system, wheels and tyres, and the roadlighting need maintaining to check for road worthiness and safety.

It is recommended the owners have their caravans serviced every six months if it is used all year round. Otherwise at least once a year before winter storage is essential.

Your Swift dealer will have the facility to carry out servicing with the most up to date techniques for maintenance and repair.

Regular servicing of your caravan can prevent accidents and it is the responsibility of each owner to make sure this is carried out.

The enjoyment of caravanning can be greatly enhanced by membership or one or more of the various caravanning, motoring and holiday clubs. Here are some useful addresses:

The Caravan Club,
East Grinstead House,
East Grinstead,
West Sussex, RH19 1UA
(Tel: 0342 326944)

The Camping and Caravanning Club,
Ensign Business Centre,
Westwood Business Park,
Coventry,
West Midlands.
(Tel: 0203 694995)

Automobile Association (AA)
Farnum House,
Basingstoke,
Hants. RG1 2EA
(Tel: 0256 20123)

RAC Motoring Services
RAC House,
M1 Cross,
Brent Terrace,
London, NW2 1BX
(Tel: 01-45 8000).

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All the illustrations and descriptive matter in this handbook are intended to give a general idea of the Caravan. Changing market and supply situations may prevent us from maintaining the exact specifications details in this handbook and we therefore reserve the right to alter specifications as materials and conditions demand.

Dealers are not agents of Swift Caravans Limited and have absolutely no authority to bind Swift Caravans Limited by any express or implied undertaking or representation.

All Swift Caravans are guaranteed against faults which are a result of a manufacturing defect, for a period of 12 months from the date of purchase or hire purchase.

In the unlikely event of a fault arising you should immediately contact your supplying dealer with details of the problem, together with the chassis number of the Caravan.

The cost of transporting, towing or moving the Caravan by any means to or from the place of repair is the responsibility of the Owner.

The guarantee only applies to the first owner of the Caravan and is not transferable. The guarantee will be invalidated should the Caravan be found to have been neglected, misused, modified or used for hire or reward.

Items not covered by the guarantee include :- tyres, hubs, couplings, fluorescent tubes, bulbs and proprietary products such as refrigerators, cookers, heaters, etc., which are covered by the respective manufacturer's own guarantee.

The above conditions in no way affect your statutory rights in respect of the Caravan.



Swift Caravans Limited
Dunswell Road, Cottingham,
North Humberside HU16 4JS
Telephone 0482 847332
Fax 0482 843947