Bambi Owner's Manual

Utohomes

BAMBI OWNERS MANUAL

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SPECIFICATIONS

BAMBI

Based on the Bedford Rascal Chassis-Cab

EXTERNAL DIMENSIONS

Overall Length	3696mm	12'-1½"
Overall Width (Ex Mirrors)	1733mm	5'-8½"
Overall Height	2477mm	8'-1½"

INTERNAL DIMENSIONS

Height in kitchen area	1880mm	6'-2"
Height in dinette area (mean)	1626mm	5'-4"

BED SIZES

Lower single beds	(Van No.'s 1-275)	1828x 533	6'0"x1'9"
	(Van No.'s 276-)	1828x 558	6'0"x1'10"
Lower double Bed		1828x1588	6'0"x5'2½"

WEIGHTS

Gross Vehicle Weight	1410 Kgs	1.39 tons
Unladen Weight*	1080 Kgs	1.06 tons
Load Capacity	330 Kgs	0.33 tons

* Unladen weight includes full water and petrol tanks, spare wheel, tools and gas bottles.(2 Camping Gaz 907's)

WATER SYSTEM

50.5 litres (11.1 gallons) fresh water storage, electrical pump ~~with foot~~ operated on/off switch. Switch near sink

GAS SYSTEM

Underfloor compartment with external access for two camping Gaz 907 cylinders metric copper compression fittings and isolating taps, for hot plate and refrigerator.

OPTIONS

1. Electrical control panel with Battery Charger and second Battery (only available with option 2)
2. Mains electrical hook-up with earth leakage and overload circuit breakers
3. Safe blown air heater system
4. Waste water tank
5. Water heater
6. Bofors Caravan side windows with sliding panels, blinds and flyscreens
7. Childs overcab mattress
8. Single bed extension (near side only)
9. Roof rack and ladder
10. Corner steadies
11. Second childs bed
12. Forward facing seat(s)

SPECIFICATION OF MATERIAL TYPE AND COLOUR

This section will assist in the correct identification of material when replacement may be required.

Upholstery	- Armitage Rhodes "Rose"
Mattress	- Concord Fudge
Curtains	- Stoeckel and Grimmler Airline 575710
Floor Vinyl	- Quadko Flair No.64174
Wallboard	- Calico P2945
Furniture Board	- Alkor PVC 643/09 Light Oak
Worktop	- Tatami Ecru - Preformed
Roof Linning	- Panasom
Overcab Floor	- Flax FMC 223

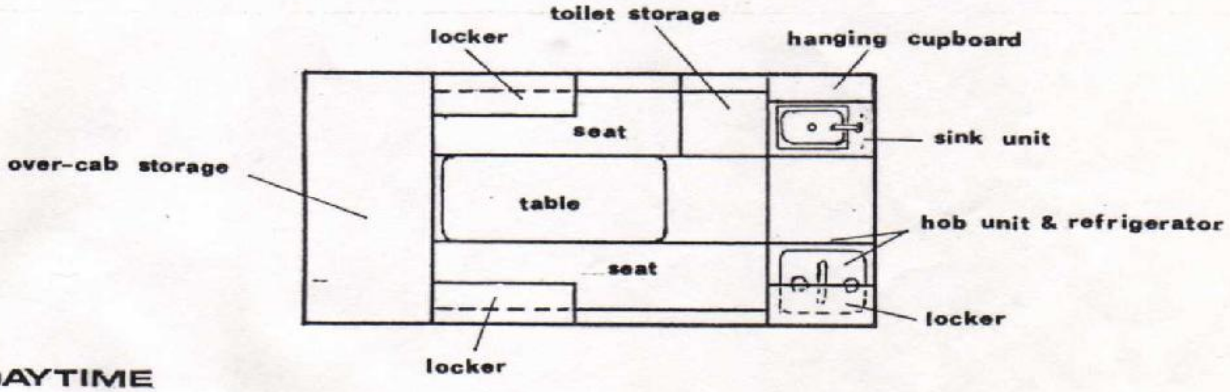
The policy of Autohomes (UK) Ltd is one of continuous improvement. We reserve the right to change prices, specification or equipment at any time without notice. All measurements and weights are approximate only.

INTRODUCTION

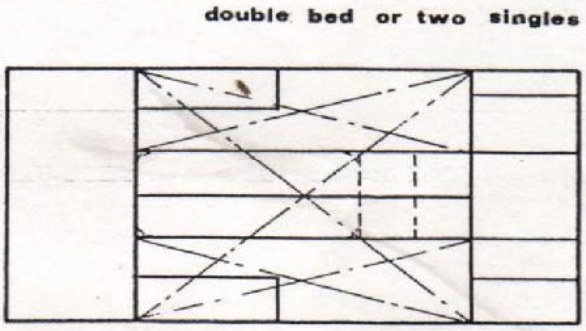
Congratulations on choosing a Bedford Bambi.

This owners Manual and Operating Guide gives all the necessary information to ensure that you get the most out of your Bambi. Further information can be obtained from any Autohomes (UK) Ltd Dealer who can provide information on Autohomes aftersales service.

Please consult your Bedford manual for information on the Bedford Rascal Model No 99180 Chassis-cab.



DAYTIME



NIGHT-TIME

2 INTERNAL LAYOUT

2.1 Cab

An extra feature added to the cab is the adaptation of the passenger seat back to double as a small table.

The passenger seat back is folded forward and the woodgrained panel attached to the seat back provides the table top.

2.2 Seating and Bed Area

Large inward facing seats provide ample seating for relaxing and dining with large storage compartments underneath accessable through hinged lids.

By removing the back cushions each seat can be used as a single bed. It will be beneficial to pull the seat cushions away from the van sides by one or two inches thereby widening the bed.

To make up the double bed the table top and the two bed boards are required. Position them between the dinette seats on the support cleats and lay the back cushions on top to complete the bed.

At the rear of the offside dinette seat is the storage compartment for the porta potti: Access is via a simple hinged cover with separate cushions for minimum disturbance, remove the seat and back cushions grasp the handle on the fromt panel and lift clear of the toilet and fold back to rest against the vehicle side.

The dinning table when required is supported on simple centre leg located into the boss let into the floor with the table located on the leg with a similar boss.

Two roof lockers are located at the front, they are fitted with top hinged doors and support stays, unlatch and lift the door to its full extent, the support stay will hold it open, to close, lift the door to disengage the stay and lower to the closed position. Both the windows have extra wide pelmets which provide additional storage for small articles.

2.3 Kitchen Area

The kitchen area with 6'2" headroom is equiped on the nearside with an enamalled sink and water faucet fitted above a large storage cupboard with a shelf and twin hinged doors for easy access. Behind the sink is the hanging cupboard with a single large access door with an external mirror. The hanging area extends into the lower cupboard to allow for longer garments.

A light is fitted above the mirror and on the floor ajacent to the lower cupboard on/off switch for the water pump near sink

The offside is fitted with a roof locker with a top hinged door and a two burner hob and grill unit, access to the grill is by a fold down flap. From Van No 189, a smaller hob is fitted and the cutlery container is located in the drawer under the hob unit, which is fitted to all models. Below the drawer is the refrigerator fitted with the latest electronic ignition. A light is also fitted over the hob unit.

Both of the kitchen units are fitted with folding worktop extensions. To bring either into use move the small back cushion, swing the flap to the horizontal and retain in positon with the support bracket provided.

Note, the waste pipe from the sink terminates below the floor therefore a container will be required for the waste water.

2.4 Ventilation

Ample ventilation facilities are available to suit all occasions. At the rear a stable door and roof light with built in ventilation. On both sides of the body large double glazed top hung windows can be opened to varying degrees and finally the cab wind down windows.

When traveling it is not advisable to open the top hung windows as they could be a hazard to other road users and could themselves become damaged due to wind buffeting. The use of the roof light, cab windows and cab air conditioning should look after all ventilation needs whilst traveling.

2.5 Spare Wheel Storage

The spare wheel is stowed underneath the floor with access through the external drop down flap on the vehicle near side.

To remove the wheel, gain access through the flap unscrew the retaining nut on the hanger bolt until the lower support can be released then withdraw the wheel.

When replacing the spare wheel ensure it is secured tightly to the underside of the floor and is clear of the secondary battery terminals if fitted.

The jack and operating bar are stowed under the passenger seat.

3 SYSTEMS

3.1 Water System

The fresh water storage tank is located underneath the vehicle floor with the in line electric pump mounted adjacent to the tank. From the pump the supply pipe runs aft to a non-return valve then up through the floor at the back of the body and on up to the sink.

The in line pump is controlled by the switch near sink.

The storage tank is fitted with a combined tank overflow/drain pipe/ contents gauge, this is accessible through the off-side external flap and consists of a length of clear plastic tube attached at its lowest level to the side of the tank and to the underside of the floor by pipe clips.

Any excess water will automatically drain, ie overfilling, the level of water in the pipe will indicate the level of water in the tank and to drain the tank the pipe can be removed from the clips and allowed to hang down below the level of the bottom of the tank. This will not completely drain all the water due to the position of the outlet on the tank.

Should it be necessary to remove the tank for cleaning etc proceed as follows:-

Gain access to the offside external storage compartment and remove the gas cylinders,(make sure you turn the gas off before removing the hose). Remove the feed pipe from the tank by slackening the pipe clip and pulling pipe off of the tank fitting. Release the overflow pipe from the underside of the floor. Slacken the pipe clip retaining the filler hose and remove from the tank filler spout.

Locate and remove the two nuts and bolts holding the angle bracket to the end of the support cradle. The tank can now be pulled out of the cradle and removed from the vehicle.

Replacing the tank is the reverse of above.

3.2 Electrical System

Power for the body electrics is taken from the vehicle battery which is located in the nearside external compartment.

The electrical system is basically three circuits, the 12 volt supply to the refrigerator, the water pump ,and the lighting.

Circuit fuses and refrigerator relay are located adjacent to the battery whilst the hella plug and socket for the refrigerator is located in the rear of the nearside dinette seat.

Lighting in the kitchen area is provided by transistorised fluorescent strip lights they are extremely economical using only 3/4 amps per hour. To change a fluorescent tube unscrew the nut retaining the switch, remove the end cap and slide off the cover.

The dinette area has two adjustable reading lights, these lights are fitted with standard 12 volt 10 watt car type bulbs.

See wiring diagram for full details of system.

3.3 Gas Systems

The gas cylinder compartment is external and is located behind an external drop down flap on the vehicles off side. The compartment will take two camping gaz Type 907 cylinders each holding 2.72 Kgs (6lbs) of Butane. A suitable regulator tap unit for 11" water gauge (28 MBAR) should be fitted together with a length of Neoprene hose 5/16" hose x 1/8"wall thickness to British Standard 3212 Part 1.

To locate the cylinders in position unlock the compartment flap, remove the cylinder retaining board from its locating brackets, position the cylinders with the spare to the rear and the one to be used, complete with the regulator and hose in the forward position. Connect the hose to the vehicle gas piping nozzle which will be found bracketed from the chassis.

From the cylinder the gas is piped underneath the vehicle floor to the rear end of the near side dinette seat up through the floor to the isolating valves, one for each unit and then on to the hob unit and the refrigerator.

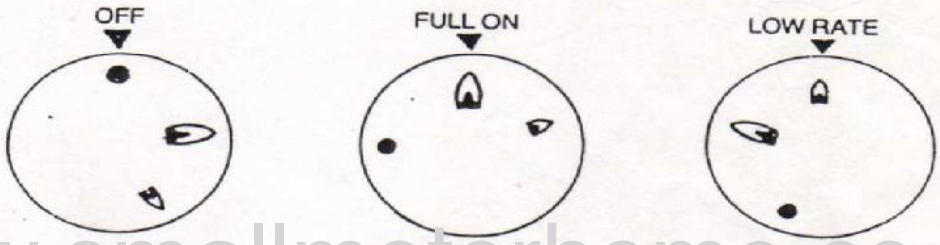
4 OPERATING INSTRUCTIONS

4.1 Hotplate

The taps are self locking in the OFF position.

When lighting a burner always make sure you apply a lighted match or taper before turning on the gas. With lighted match or taper in position push in tap and keeping it depressed turn it in an anti-clockwise direction to the FULL-ON position.

When turning a tap from the FULL-ON position to LOW RATE turn anti-clockwise until the tap will not turn any further. This indicates the bottom of the simmer range. By turning clockwise a larger flame can be obtained when required. To turn off turn clockwise to OFF position. When a stop will be reached, then release and the tap will spring out.



4.2 Refrigerator

4.2.1 Levelling

When the refrigerator is operating, liquid refrigerant trickles through the pipework of the cooling unit under the influence of gravity. To enable a satisfactory flow to take place, the unit must be reasonably level, from side to side and from front to back, otherwise refrigerant can accumulate in pockets instead of flowing back to the bottom, and the cooling process may be impaired or cease.

When mobile the usual rolling and pitching motion, even on long hill climbs, will not normally cause the operation of the cooling unit to be effected unduly, but when the motorcaravan is at rest for more than half an hour, a list of more than about 3° in any direction may interfere with the operation.

(Note- 3° corresponds to 50mm in 1 metre or 1½" in 30".)

Whenever the motorcaravan is to be at rest for a period with the refrigerator operating, the motorcaravan should be levelled, in both directions so that the refrigerator is level. This can be checked using a small spirit level. If it is not conveniant to level the vehicle and it is to stand out of level for more than half an hour, the refrigerator should be temporarily turned off.

4.2.2 Starting the Refrigerator

Before using your refrigerator for the first time, it is advisable to wash the interior and its accessories as described later under 'Cleaning'.

Before starting the refrigerator always check that the alternative method of operation is OFF as the refrigerator should not be operated by both means at the same time.

4.2.3 Lighting the Burner (see fig 2)

1. Turn on the valve of the gas bottle and open the isolating tap located in the dinette seat.

2. Turn the knob (4) of the gas control valve so that the indicator mark is opposite settin No.3 which is max.

3. Switch on the ignition switch(5) by pushing in the switch against the Symbol'1'. The neon light in the switch should start flashing indicating that sparking is taking place.

4. Push in fully the knob (4) of the gas control valve and keep it held in. When the burner lights, the neon in the switch will stop flashing. When this happens, keep the knob (4) held in for a further 15 seconds or so for the thermocouple over the burners to heat up, then release the knob. If the neon starts flashing again, it indicates that the flame has gone out, in which case repeat operation No.4.

5. After lighting the burner, leave the switch(5) in the ON position.

Note:- The Switch(5) is left switched ON so that in the event of the burner going out (due to a gust of wind for instance) the ignitor will automatically start sparking again and relight the burner - providing of course that gas is present. If the burner does no re-ignite within 30 to 60 seconds, the flame failure valve will close and automatically shut off the flow of gas to the burner. If this happens, sparking will continue to take place and the neon light in the switch will flash continuously to alert the user that something is wrong or that the gas bottle is empty and needs replacing.

4.2.4 Emergency Lighting Procedure

Although the refrigerator ignition system is primarily designed to operate from a 12 Volt car battery, it will, in practice, operate satisfactory on d.c. voltages considerably below this, if therefore the situation arises where the recommended battery supply fails, the burner can, in an emergency be lit by using a 9 volt dry cell (eg.type PP3 or PP7 9v Battery as used for radios etc.). If doing this it is essential that the correct "+" and "-" polarity is observed when connecting up otherwise the igniter will not operate.

4.2.5 12 Volt Electrical Operations

When motoring it is recomended that the refrigerator is operated electrically, ie from the 12 volt vehicle battery and not by means of bottled gas.

It is important to understand that 12 volt operation is intended only to be used whilst the engine is running and charging the battery, otherwise the battery may be discharged to a point where it will not restart the engine. To protect against this the 12 volt supply is automatically fed to the refridgerator via a relay, only when the ignition key is operated to start the engine. With the ignition key in the 'off' position or removed the 12 volt supply is switched to 'off'.

Should you wish to use the motorcaravan without the refrigerator operating on 12 volt the hella plug and socket in the rear of the nearside dinette must be disconnected. When the motorcaravan is to be at rest for more than a relatively short period, say about half an hour the refrigerator should be started up on gas.

12 volt operation is not thermostatically controlled therefore the cooling unit will operate all the time the refrigerator is connected to the 12 volt supply. (As 12 volt operation is intended for use only when the motorcaravan is on the move over cooling is unlikely because of the comparatively short time involved. If overcooling does occur during extended motoring periods, the refrigerator may be disconnected periodically as experience proves necessary this can be achieved using the hella plug and socket.
NOTE:- Before operating the refrigerator on 12 volt it should be pre-cooled together with its contents by running it on bottled gas for a few hours before changing over to 12 volt at the start of journey.

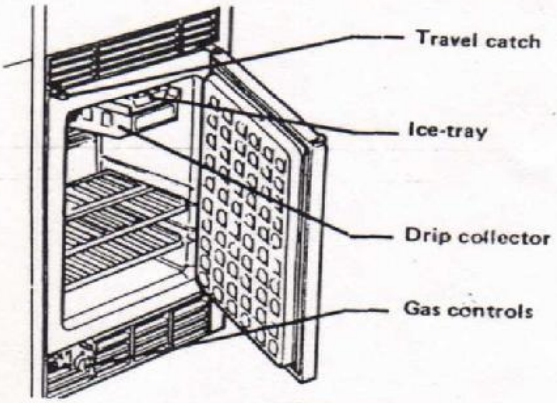


FIG. 1

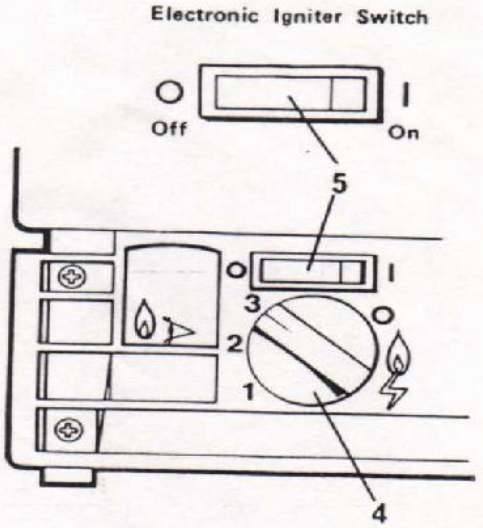


Fig. 2

4.2.6 Temperture Regulation (Gas only)

After starting the refrigerator it will take about an hour before the ice-tray shows signs of cooling.

The gas control knob (4 fig 2) has four positions marked 'OFF' and 3,2 and 1 representing three sizes of flame - Maximum, Medium and Minimum. The amount of cooling produced in the refrigerator will depend on the size of flame used.

It is prefered to start the refrigerator with the control knob set at the maximum flame position (No.3) After an hour or so it may be turned down to Medium (No.2) or Minimum (No.1) positons, to provide the cooling required under the preveiling conditions.

In warm weather or with a heavy food load, or frequent door openings, the Medium or Maximum positon will usually be needed, but in cold weather it may only be necessary to use the Minimum flame positon. Remember, to alter the setting as necessary if there is an appreciable change in the tempreture or conditions of use.

4.2.7 Consumption

The approximate gas consumptions at the various setting of the gas control knob are given below.

GAS CONTROL SETTING	1	2	3
Bottled Gas lb liquid/24 hours	0.33	0.42	0.5
kg per 24 hours	0.15	0.19	0.23

4.2.8 Storing Food in the Refrigerator

Four half depth shelves are provided. Two can be used together to form a full size shelf (with the rear one reversed so that its raised edge is at the back) or they can be used separately in the four locations in the lining to leave space for bottles at the front. To prevent drying out and the transfer of flavours from one food to another always store food in covered containers or plastic bags. When 'on the move' crumpled pieces of clean paper may be wedged (temporarily) between the various items to retain them.

Never put hot food into the refrigerator

Remember to engage the travel catch when preparing to move.

4.2.9 Ice Making

Fill the icetray with water to within 3/16" (5mm) from the top, and place it on its shelf inside the refrigerator. When ice has formed, the tray can be released from the shelf by lifting one corner.

When operating on gas ice can be made more quickly if the control knob (4 fig 2) is temporarily turned to the maximum flame position (No.3)

4.2.10 Defrosting

Frost will gradually form on and under the ice-tray shelf. It is a mistake to assume that an accumulation of frost gives a colder cabinet. For the most efficient operation, the refrigerator should be defrosted regularly, - usually about once a week or ten days, depending on the particular conditions of use.

To defrost, turn off the gas, empty the cabinet, remove the ice-tray and leave the cabinet door open. The frost will melt and run into the drip collector, (fig 1).

When defrosting is complete, remove the drip collector by carefully sliding it forward, and empty it of water. Wipe dry the ice tray shelf, replace the drip collector turn on the gas and relight the burner. Rinse out the ice tray, refill it with fresh water and replace it. NOTE:- Do not attempt to defrost more quickly by means of any form of heat as this may damage the plastic surfaces.

4.2.11 Cleaning

Clean the refrigerator thoroughly at intervals as necessary. Turn off the gas, empty the cabinet and defrost as described above.

The refrigerator and its accessories may then be cleaned with a soft cloth using a weak solution of bicarbonate of soda and warm water. Finally, wipe over with a cloth rinsed in warm water only and dry thoroughly. Do not wash over any plastic parts in water that is more than hand hot and do not expose them to any heat.

NEVER USE STRONG CHEMICALS, ABRASIVES, OR HIGHLY PERFUMED CLEANING MATERIALS ON ANY PART OF THE REFRIGERATOR

Replace the accessories and relight the burner.

4.2.12 When Not in Use

Whenever your refrigerator is to be out of use for a period, turn off the gas at the isolating valve and disconnect the 12 volt supply at the hella plug and socket. Empty the cabinet and defrost as described above. Clean and thoroughly dry the interior and accessories and leave the door open otherwise the air inside may grow stale giving rise to an unpleasant odour which could be difficult to remove at a later date.

5 OPTIONS

5.1 Electrical Control Panel with Battery Charger, 2nd Battery

The control Panel Provides switching for Mains 'ON/OFF', battery selection for powering the body electrics, and an 'ON/OFF' switch for the 12.volt supply. It also includes fuses for the various circuits and a battery monitor. Its operation is as follows:-

5.1.1 When Travelling

Whilst travelling the mains switch should be off and the control unit charging switch in the "Touring" position. Both the vehicle and the 2nd Battery will be charged by the vehicle alternator whilst the engine is running.

5.1.2 When Static

When parked with engine off the control unit charging switch should be switched to "on site" this will ensure that any 12 volts current used will only be drawn from the 2nd Battery. If for any reason the 2nd Battery will not operate the 12 volt equipment then it is possible to run the equipment from the vehicle battery by switching the charging switch to "Touring". Use of the vehicle battery in this condition should be restricted to avoid flattening the battery below the level for starting the engine.

5.1.3 Using the 12 Volt Equipment

Switch on the 12 volt supply at the Control Panel. The battery condition indicator will light either red or green depending on the state of the battery and the 12 volt equipment will be operative.

5.1.4 The Battery Condition Monitor

The purpose of the device is to warn that the 2nd Battery is becoming discharged. The red light will glow when the battery voltage is below 11 volts, above this voltage the green light will glow. No harm will come to the system or the battery if the accessories are used when the red light is on, and it will be found that possibly another few days reserve of current is available after the red light first appears. A true reading will only be given when all the 12 volt equipment is switched off and when neither charging system is in operation. The red light may come on when an appliance is switched on, this is normal - current surges cause momentary voltage drop. It is important to remember that the battery monitor is not a charging indicator. The fact that the green light is on does not mean that the battery is fully charged. Even with a flat battery the green light will glow if either charging system is operating, due to the high terminal voltage present at the battery, NB. When using current from the vehicle battery when the charging switch is in the "Touring" position the red light may glow. This is due to voltage drop between the batteries.

5.1.5 The Fuses

There are four fuses to the control unit. The mains fuse is fitted in the smaller of the four and is rated at 1 amp: it is a standard 20mm x 5mm glass quick blow fuse. To remove this fuse a screwdriver is required (to comply with electrical safety regulations).

The other three fuses protect the various accessories connected to the control panel, they are standard 1¼" glass quick blow fuses and can be removes by a ¼ turn of the retaining cap.

Warning: In the event of the fuse blowing there exists a fault in the circuit protected by that fuse, and the cause should be ascertained before replacing the fuse. It is important to remember that a fuse is fitted for the protection of a circuit and is a safeguard against fire and injury.

5.2 The 2ND Battery

This is fitted adjacent to the vehicle battery accessable through the nearside external flap.

2 x 35 amp fuses are fitted adjacent to the batteries as a protection against incorrect polarity, and replace the standard 25 amp fuse fitted with the single vehicle battery. Lights - mains

5.3 Mains Hook Up

This consists of a 16 amp rated appliance inlet located externally on the vehicle nearside, a consumer unit consisting of a R.C.C.B. (Residual current operated circuit breaker) providing automatic disconnection of the mains supply in fault conditions and two M.C.B.(Miniture Circuit breakers) one of 10 amp and one of 5 amp.

The control panel and battery charger are connected to the 5 amp M.C.B. (option 1 only) and the wall socket is connected to the 10 amp M.C.B.

The R.C.C.B. incorporates a test button which enables the unit to be periodically tested. With main power on press the test button, the R.C.C.B. should immediately disconnect by the switch going to the 'off' position, release the test button and return the switch to the 'on' position, should the R.C.C.B. fail to disconnect when tested, disconnect the mains from the motorcaravan and consult a qualified electrician.

M.C.B. are fuses that automatically switch off should circuit become overloaded, they can be reset by switching back to 'on' but only after the cause of the disconnect has been investigated and corrected.

The mains hook up option that is mandatory with the Control Panel and charger option provides the facility for charging the 2nd Battery when coupled to a source of 240 supply.

The control panel switches should be selected to Mains 240 volt 'ON', charging switch to 'ON SITE', charging will take place automatically as required.

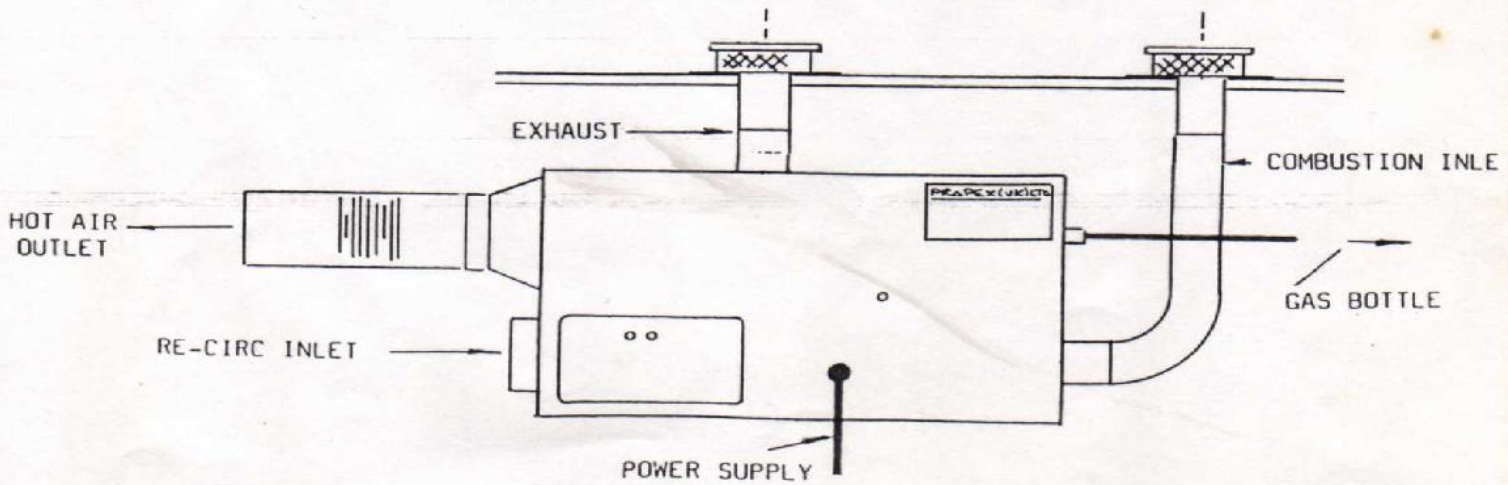
5.4 Blown Air Heater

5.4.1 The unit is of the sealed combustion type, exhausting all produces of combustion to the outside, this feature along with the electronic ignition and a flame failure protection system ensure complete safety of operation. The heater is located in the nearside dinette seat with both combustion inlet and exhaust ducted through the adjacent wall to the outside. The hot air outlet is ducted to the face of the dinette seat terminating in a grill.

The heater is fitted with a gas isolation tap, a 12 volt 'on'/'off' switch and thermostat.

To operate, turn on gas, turn thermostat to desired tempreture and switch unit on, the heater will light and continue to operate automatically on the thermostat. If it is the first time the unit has been operated or a gas cylinder has been changed, more than one cycle may be necessary to purge air from the pipework. To recycle heater simply turn heater 'off' then 'on' again.

A low voltage cut-out prevents the heater operating should the supply fall below a level detremental to the safe operation of the unit.



5.4.2 Maintenance

The heaters and their controls are designed to require no periodic servicing as such, however we so recommend that the safety checks listed are carried our regularly. At very least a Pre-season check should be carried out on the heater installation.

5.4.3 Safety

1. Use Butane (Calor) gas at 28M.bar or Propane at 37M.bar only. Other gases or pressures are NOT acceptable and may be hazardous. The use of adjustable type gas regulators is not permissible.

2. Especially where a heater is installed inside a vehicle check flexible exhaust combustion inlet pipes regularly for splits, crushing, corrosion or other damage. We strongly recommend replacement of these items at eighteen monthly intervals.

3. The gas supply line should be checked for security and all joints leak tested whilst under pressure using soapy water or a proprietry leak detecting solution at regular intervals.

4. Do not operate heater when vehicle battery voltage is known to be low.

5. Do not attempt to start heater with more than two ignition cycles in succession. If ignition does not occur wait 5 minutes before trying again.

6. If exhaust fumes are detected inside vehicle from heater turn off immediately. Do not use unit until cause has been determined.

5.5 Waste Water Tank

The tank is of four gallons (18 litres) fitted underneath the floor just behind the fresh water tank. It is equiped with a draincock, and a screwed access panel at the top for flushing and cleaning as required.

To remove the tank, gain access through the offside external panel, turn off gas and remove the cylinders, pull waste feed from tank. Release the two nuts and bolts retaining the support cradle hanger, remove hanger, the tank can now be pulled out of its cradle.

5.6 Water Heater

5.6.1 The unit is designed to produce 1½ gallons (6.8 litres) of hot water. Heat is provided from a very small gas flame protected by a flame failure safety device and with the combustion gases flued to outside the vehicle.

Water temperture is controlled by a thermostat set approximately at 57°C (131°F) and further protection is provided by a self re-setable overheat switch.

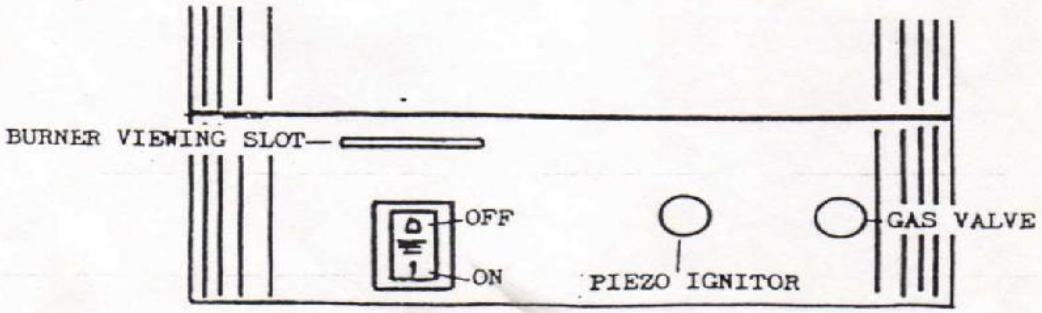
When cold water is pumped into the bottom of the water heater, hot water is pushed from the top of the tank to the tap.

To commision the heater it must first be filled with water. Ensuring there is adequate water in the storage tank, and with the cold water tap (marked blue) closed and the hot tap (marked red) open, operate the water pump by means of the foot switch until water comes out of mixer tap, release foot switch, turn off hot tap.

5.6.2 To Light The Burner

Check that the switch is at ON, and that the tank is full of water.

Push in and hold the chromium button on the front of the heater. After 3-5 seconds, push and release the piezo spark generator. A loud click will be heard and a spark will jump across the gas stream. Operate the piezo generator two or three times until the flame is alight on the burner. Continue to hold the chromium button PUSHED IN AS FAR AS IT WILL GO, for about 15 seconds. Release the button and check that the flame is alight. If not, repeat the above sequence.



NOTE

Under certain adverse conditions condensate drops may occur for a very short time when the flame is first lit. These drops are unavoidable and should not be mistaken for a leaking water tank.

If you are lighting the heater for the first time, there may be air in the gas supply lines, particularly if the gas has been disconnected at the bottle.

Since the heater's gas consumption is very small, it will take some considerable times to purge all the air out of the system.

Turning on another appliance eg. a hotplate burner will speed up the process considerably.

When the hotsprings is first lit and the burner is full on, the gas consumption is only approximately 40 grms per hour. Starting from cold it can take up to ¾ hour to provide a full tank of hot water, but of course, some is available in 15 minutes.

To get the best results from your hotsprings, it is recommended that it be left on permanently during your stay on site, since the gas consumption when the tank is fully heated is only 5-6 grms per hour.

5.6.3 SAFETY NOTE

At all times when the heater is lit it is recommended that the hot water tap should be left open for expansion of water whilst heating up.

5.6.4 To Turn The Heater Off

On the front of the heater is a small 'toggle' switch. If this switch is moved to OFF, the current from the thermocouple is shorted to earth and the gas valve closes, automatically cutting off the gas supply. The heater is now OFF and the switch can be immediately re-set to ON.

5.6.5 Winter Storage

It is essential that the water tank be drained to prevent freezing during the winter. This should be done each time the vehicle is laid up as a 'snap' frost could cause expensive damage to the water tank.

A drainage tap is provided and this can be operated from below the heater by turning the thumb piece of the tap (on the left of the heater) with a pair of long nosed pliers. Or alternatively it can be turned by the edges of a suitable open ended spanner.

Be very careful not to disturb the wiring or themocouple position when operating the drain tap.

5.7 Offside Single Bed Extension

This option consists of an additional cushion located over the top of the folded down passenger cab seat effectively extending the nearside single bed into the cab and increasing the bed length to 7'9" approx.

To set up the extension fold down the passenger cab seat back. Locate the metal support bar stowed behind the cab seats, and position it in the two support brackets on the forward face of the bulkhead. On the underside of the extension cushion extend the support leg, position the cushion with the leg resting on the cab seat back and the metal brackets on the support bar.

5.8 Roof Rack and Ladder

The rack is positioned in the centre of the roof just forward of the roof light. The ladder, when not required as access to the rack, is stored on brackets on the van rear and secured in place with a padlock. When required for use it is taken to either side of the van and the top of the ladder is hooked over the roof rack support frame with the bottom of the ladder resting against the van side. The ladder should always be returned to the storage position before the vehicle is driven.

5.9 Rear Corner Steadies

Located and operated at the rear of the vehicle. The steadies are wound down, using the wheel brace provided, until the feet are resting firmly on the ground. Where they will restrict most of the vehicle rocking due to movement inside the vehicle.

The steadies are not a substitute for the vehicles normal jacking system and should never be used for this purpose.

As a reminder that the steadies have been lowered the wheel brace should be left on the drivers seat.

5.10 2ND Childs Bed

This option provides a second childs bed ajacent to the overcab bed, and of a similar size. The supports are permenantly fitted to the van sides just to the rear of the front bulkhead. The bed base is located in the overcab area underneath the two mattresses.

To set up the bed, locate and unlock the two retaining shoot bolts, pull out the bed board and lower down onto the support rails, make sure the board is pushed foreward so that the front edge is located underneath the retaining blocks on the bulkhead, lock in position using the same two shoot bolts, place mattress in postiton.

5.11 Forward Facing Seats

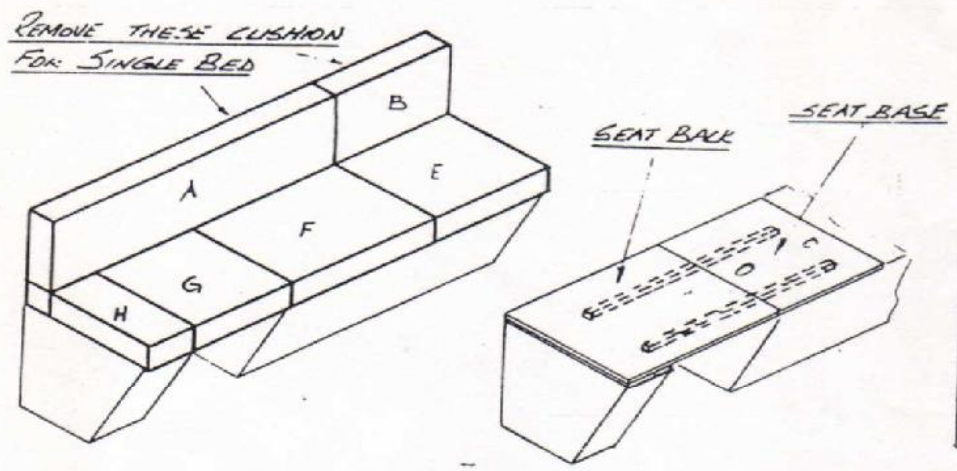
This option enables a dinette seat to be either inward facing, for eating or sleeping, or forward facing for travelling or lounging. The change is achieved by a rearrangement of some of the cushions and seat tops.

When fitted to the offside dinette the toilet storage is uneffected.

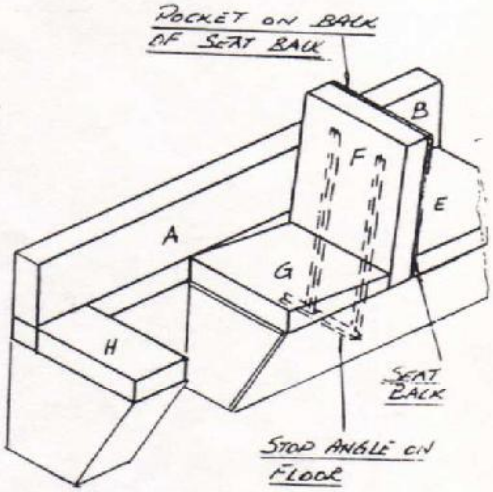
To convert from inward facing to forward facing (refering to diagram).

Remove cushions F,G,& H and seat base. Reposition the seat back so that the support irons, attached to the back are located behind the angle, on the floor of the seat space, and resting against the rear of the seat opening.

Replace the seat base on to the sloping support cleats each side of the seat opening. Fit cushion 'F' to the seat back by means of the 'pocket' on the cushion back, cushion 'G' is placed on the seat base. Return cushion 'H' to the small section of seat remaining at the front.



INWARD FACING DINETTE



FOREWARD FACING SEAT

6 MAINTENANCE

6.1 General

The working surfaces of the furniture should be cleaned with a damp cloth. The woodgrain surface should be cared for in the same way as household furniture and treated with furniture polish. Curtains should be dry cleaned rather than washed to minimise shrinkage.

Periodically check all hinges, catches and slide bolts for slack screws, tightening as required. A drop of oil on hinges and metal catches will help to keep your vehicle rattle free and in good working condition.

We do not recommend the fitting of any attachments that require the use of screws to the body sides, ends or roof. Self adhesive hooks for light loads are satisfactory.

The exterior paintwork should be protected with normal quality car polish. It will retain its lustre providing dirt is removed by adequate washing followed by leathering before polish is applied.

If the vehicle is stored unused in a hot climate the curtains or blinds should be drawn to protect the interior from excessive heat.

We strongly advise owners to study the chassis manufacturers hand book and to carry out service and maintenance procedures according to instructions.

6.2 Refrigerator Removal

Turn off gas at isolating tap located at the rear of the nearside dinette seat.

Remove the drawer, and the plastic grills at the top and bottom of the refrigerator, (two screws in each). At the top of the unit remove the two retaining brackets, one each side, (two screws in each). Underneath the unit, disconnect the gas pipe. Outside the vehicle, remove the flue cover, (four screws), and the flue pipe.

The refrigerator can now be withdrawn from the appeture and the 12 volt cable disconnected at the terminal block on top of the refrigerator. The refrigerator can now be removed from the vehicle.

6.3 Access To Engine

A removeable floor panel, between the dinette seats, is provided to give access to the rear of the engine.

The panel is retained by a budget lock operated with the 'T' key stored on the forward face of the bulkhead.

6.4 Repair of Styrene Foam Sandwich Panels

6.4.1 Light Damage

Dents, scratches and creases can be repaired by filling with a polyster filler.such as 'Cataloy' and then finishing with standard paint spraying techniques.

6.4.2 Extensive Exterior Panel Damage

In certain cases of extensive panel damage, such as long scratches or jagged scoring, it may prove easier to effect repairs by planting a complete new aluminium panel over a damaged one. In these circumstances the following procedure should be adopted -

(a) Remove peripheral trims and any fittings so that the new panel can be fitted over the whole area of the damaged panel, i.e. the new panel must be trapped under trims etc.

(b) Degrease and heavily scuff the paint surface of the damaged panel. If necessary, fill severely dented areas to achieve flatness.

(c) Degrease and lightly scuff the backing lacquer of the new panel.

(d) Apply with a serrated metal spreader, thixotropic Epoxy Pitch Adhesive No. 144/14GF. (This is especially formulated for this type of repair and is manufactured by Thos Ness Limited, Coal House, Lyon Road, Harrow, Middlesex HA1 2EX, England.)

(e) Place panel in positon and apply pressure to ensure contact between surfaces. If the application is on a vertical surface, then pins or clamps must be placed to prevent the panel slipping under its own weight. Initial cure takes place in approximately 1½ hours.

6.4 Severe Damage (Penetration of Body)

Damage too severe to be repaired by the preceding method can be carried out in the following manner (refer also to illustration) -

(a) Mark off the area to be replaced.

(b) Cut through the aluminium skin,(this can be done with a sharp wood chisel which leaves a slightly radiused edge for filling).

(c) Peel off damaged aluminium skin and remove the foam core down to the interior skin,(see hatched area on repair illustration).

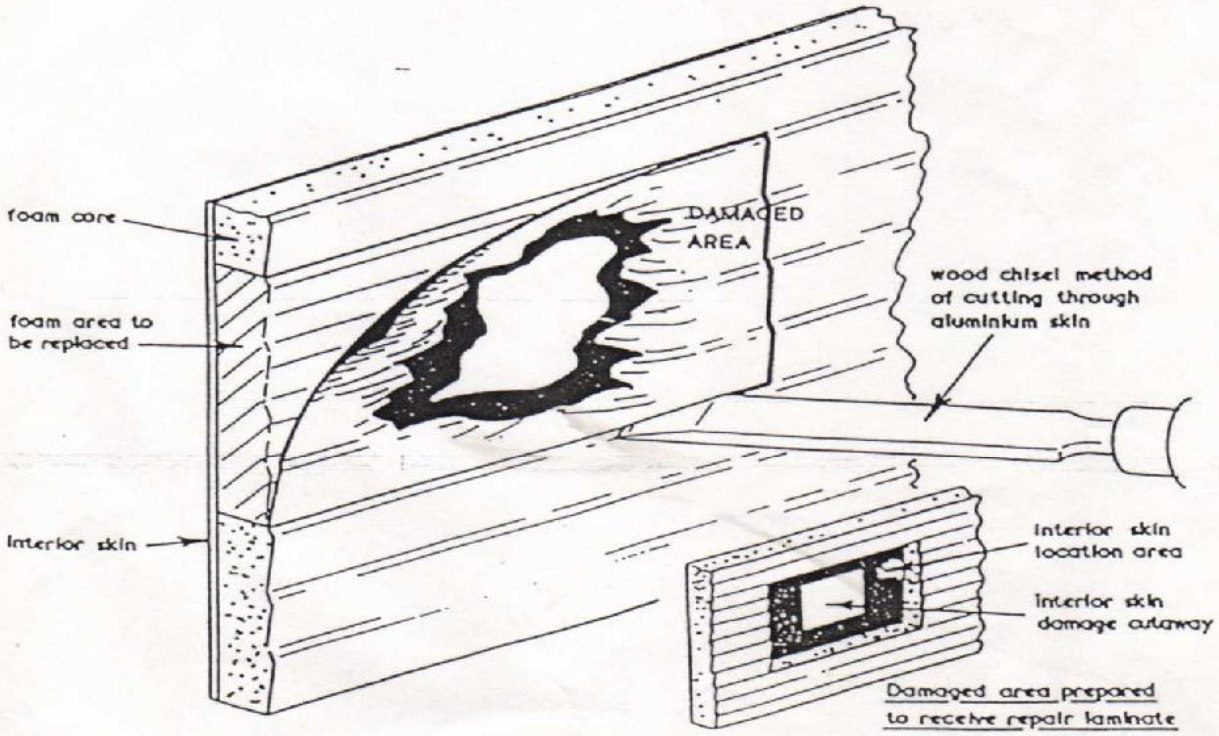
(d) Cut away damaged interior skin leaving as much area as possible for bonding and location for the replacement section.

(e) The replacement section can be made by bonding a slightly oversize aluminium panel to a slab of foam core with MORAD 325, or a suitable expoxy adhesive.

(f) After the adhesive has cured, trim the replacement section carefully to size, lightly dress the aluminium edge to produce a slight radius for filling and finishing purposes.

(g) Press the replacement section firmly into position against the locating interior panel surface. Fit the interior skin replacement section and fill all joining edges with Cataloy.

(h) Finish exterior by normal paint spraying techniques, and wallpaper the interior with a matching PVC cover.



N°	CODE N°	DESCRIPTION ~ CABLE	USED
1	RE/0001	CABLE: SINGLE BLACK .044	
2	RE/0002	" " RED .044	
3	RE/0004	" " BROWN 2.5mm²	
4	RE/0005	" " BLUE/WHITE 35mm²	
5	RE/0006	" " BLACK 16mm²	
6	RE/0007	" " RED 1.5mm²	
7	RE/0010	" TWIN & EARTH 2.5mm²	
8	RE/0011	" " FLAT 2.5mm²	✓
9	RE/0012	" 2-CORE WHITE FLEX .75mm²	✓
10	RE/0013	" 3-CORE " " 1.5mm²	
11	RE/0014	" SINGLE GREEN/YELLOW 2.5mm²	
12	RE/0018	" " GREEN/RED 1.5mm²	
13	RE/0150	" 3-CORE WHITE FLEX 16mm²	
14	RE/0151	" TWIN - BLACK/RED 10mm²	✓
15	RE/0135	" SINGLE GREEN 1.5mm²	✓
16	RE/0166	" " BLUE 1.5mm²	
17	RE/0167	" " GREY 1.5mm²	
18	RE/0169	" " YELLOW 1.5mm²	
19	RE/0163	" " YELLOW/GREEN 6mm²	
20			
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25			

N°	CODE N°	DESCRIPTION ~ TERMINALS	USED
26	RE/0023	TERMINAL SBC 3	6
27	RE/0025	" 3000 M.M.A.	5
28	RE/0046	JUNCTION BOX	
29	RE/0047	CONNECTOR SINGLE	3
30	RE/0048	" DOUBLE	
31	RE/0049	SCOTCH LOK	1
32	RE/0050	CONNECTOR STRIP 30 AMP	½
33	RE/0052	" " 15 AMP	⅓
34	RE/0058	TERMINAL - INSULATED	5
35	RE/0087	BATTERY TERMINAL SE. NEG.	
36	RE/0088	" " SE. POS.	
37	RE/0185	BURNT LINE 2.5A.	
38	RE/0126	" " 5/16"	4
39	RE/0127	BUSBAR BCC	
40			
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N°	CODE N°	DESCRIPTION ~ UNITS	USED
51	RE/0023	WATER PUMP = SU8"	
52	RE/0025	PRESSURE SWITCH.	
53	RE/0077	STOP SWITCH.	
54	RE/0089	BATTERY	
55	RE/0091	RELAY 20/12.	
56	RE/0095	DISTRIBUTOR & CONDENSER - ZIG.	
57	RE/0096	PUSH-SOCKET 12 VOLT	
58	RE/0102	METAL PLUG	
59	RE/0103	" SOCKET.	
60	RE/0104	SOCKET 2 VOLT 15 AMP	
61	RE/0105	PLUG 240 VOLT STAMP REG.	
62	RE/0106	SURFACE MOUNTING BOX.	
63	RE/0115	FLUORESCENT LIGHT DUP.	2
64	RE/0118	WARNING LIGHT	
65	RE/0120	SPOT LIGHT GLOBE 8/240	2
66	RE/0131	FUSE 15 AMP	
67	RE/0133	" 10 AMP	2
68	RE/0134	" 25 AMP	1
69	RE/0135	" 35 AMP LONG TYPE	
70	RE/0136	" HOLDERS.	3
71	RE/0138	WATER GAUGE	
72	RE/0148	" PROBE.	
73	RE/0161	COMPUTER.	
74	RE/0174	HEATER - PROPEX	
75	RE/0176	TELEVISION 12V B/W	

N°	CODE N°	DESCRIPTION ~ UNITS	USED
76	RE/0177	AERIAL EXTENSION CABLE	
77	RE/0178	AERIAL	
78	RE/0179	FLUORESCANT LIGHT 4FUB	
79	RE/0180	" " 6FU6	
80	RE/0182	SHURFLO PUMP	
81	RE/0183	EXTRACTOR FAN.	
82	RE/0184	MAINS INLET SOCKET. ENGLISH	
83	RE/0187	FLUORESCENT LIGHT 8U.8 W	
84	RE/0190	BATTERY	
85	RE/0191	CONSUMER UNIT. RCB: 8WAY	
86	RE/0194	WATER GAUGE PROBE	
87	RE/0195	FOOT SWITCH FLEXIBLE.	
88	RE/0196	IN-LINE PUMP	
89			
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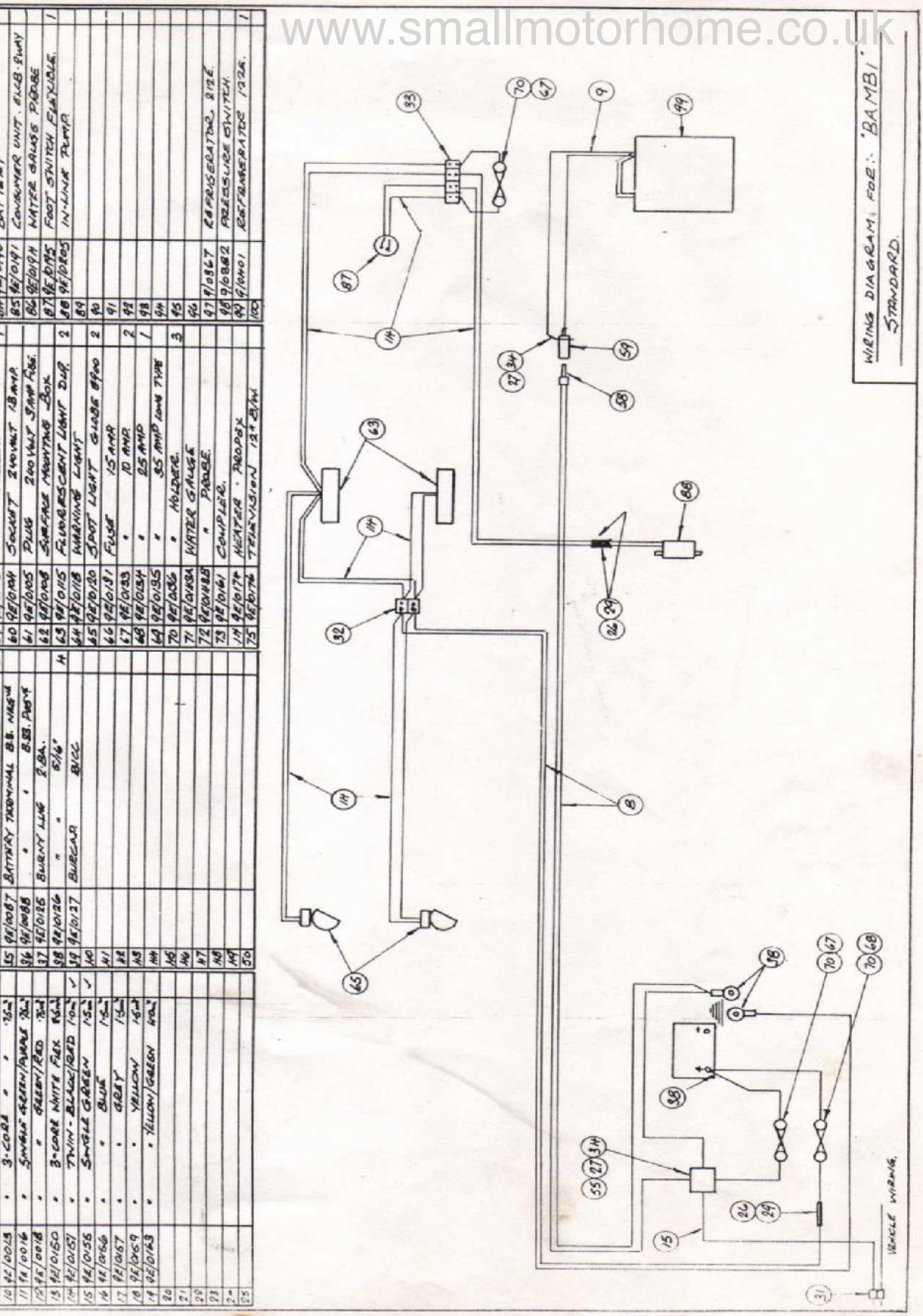
97	RE/0167	REFRIGERATOR 8 VOLT	
98	RE/0182	PRESSURE SWITCH.	
99	RE/0001	REFRIGERATOR 12VOLT.	
100			

WIRING DIAGRAM FOR :- 'BAMBI'
STANDARD.



Nº	Code Nº	Description ~ Cable	Used
1	9E/0001	CABLE. SINGLE BLACK ·07mm²	
2	9E/0002	" " RED ·07mm²	
3	9E/0004	" " BROWN 2·5mm²	
4	9E/0005	" " BLUE/WHITE 2·5mm²	
5	9E/0006	" " BLACK 2·5mm²	
6	9E/0007	" " RED 2·5mm²	
7	9E/0010	" TWIN & EARTH. 2·5mm²	
8	9E/0011	" " FLAT. 2·5mm²	✓
9	9E/0012	" 2-CORE WHITE FLEX ·75mm²	✓
10	9E/0013	" 3-CORE " " ·75mm²	
11	9E/0016	" SINGLE GREEN/PURPLE ·75mm²	
12	9E/0018	" " GREEN/RED ·75mm²	
13	9E/0150	" 3-CORE WHITE FLEX 2·5mm²	
14	9E/0151	" TWIN - BLACK/RED 1·0mm²	✓
15	9E/0156	" SINGLE GREEN 1·5mm²	✓
16	9E/0156	" " BLUE 1·5mm²	
17	9E/0157	" " GREY 1·5mm²	
18	9E/0159	" " YELLOW 1·5mm²	
19	9E/0163	" " YELLOW/GREEN 4·0mm²	
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23			
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25			

Nº	Code Nº	Description ~ Terminals	Used
26	9E/0023	TERMINAL 5SC 3	6
27	9E/0028	" 3000 H.19.A.	5
28	9E/0046	JUNCTION BOX	
29	9E/0047	CONNECTOR SINGLE	3
30	9E/0048	" DOUBLE	
31	9E/0049	SCOTCH LOK	1
32	9E/0050	CONNECTOR STRIP 30 AMP	1/6
33	9E/0052	" " 15 AMP	1/3
34	9E/0059	TERMINAL - INSULATOR	5
35	9E/0087	BATTERY TERMINAL B.S. NEG^{VE}	
36	9E/0088	" " B.S. POS^{VE}	
37	9E/0125	BURNY LUG 2·BA.	
38	9E/0126	" " 5/16"	4
39	9E/0127	BURCAR BICC	
40			
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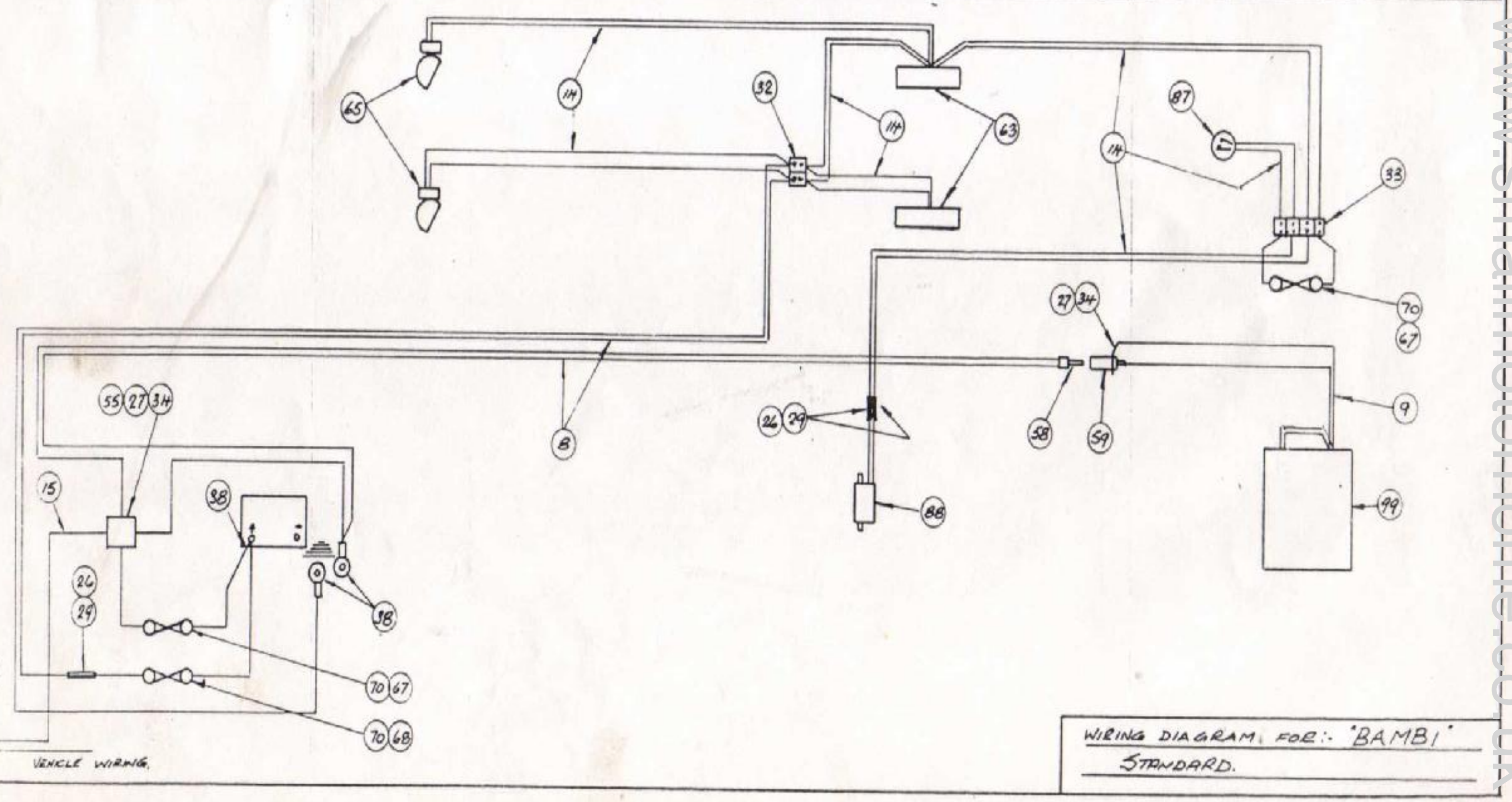
Nº	Code Nº	Description - Units	Used
51	9E/0063	WATER PUMP - SUB'	
52	9E/0075	ROCKER SWITCH.	
53	9E/0077	STEP SWITCH.	
54	9E/0089	BATTERY	
55	9E/0094	RELAY RM12.	1
56	9E/0095	DISTRIBUTION & CHARGER - Z16.	
57	9E/0096	PLUG & SOCKET 12 VOLT	
58	9E/0102	HELLA PLUG	1
59	9E/0103	" SOCKET.	1
60	9E/0104	SOCKET 240 VOLT 13 AMP.	
61	9E/0105	PLUG 240 VOLT 3 AMP FUSE.	
62	9E/0108	SURFACE MOUNTING BOX.	
63	9E/0115	FLUORESCENT LIGHT D.L.R.	2
64	9E/0118	WARNING LIGHT	
65	9E/0120	SPOT LIGHT GLOBE 8900	2
66	9E/0131	FUSE 15 AMP	
67	9E/0133	" 10 AMP.	2
68	9E/0134	" 25 AMP	1
69	9E/0135	" 35 AMP LONG TYPE	
70	9E/0136	" HOLDER.	3
71	9E/0148A	WATER GAUGE	
72	9E/0148B	" PROBE.	
73	9E/0161	COUPLER.	
74	9E/0174	HEATER - PROPEX	
75	9E/0176	TELEVISION 12" B/W.	

Nº	Code Nº	Description ~ Units	Used
76	9E/0177	AERIAL EXTENSION CABLE	
77	9E/0178	AERIAL	
78	9E/0179	FLUORESCENT LIGHT G18	
79	9E/0180	" " G116	
80	9E/0182	SHURFLO PUMP	
81	9E/0183	EXTRACTOR FAN.	
82	9E/0184	MAINS INLET SOCKET. 240 VOLTS	
83	9E/0187	FLUORESCENT LIGHT 8LBW	
84	9E/0190	BATTERY	
85	9E/0191	CONSUMER UNIT. ELCB. 2 WAY	
86	9E/0194	WATER GAUGE PROBE	
87	9E/0195	FOOT SWITCH FLEXIBLE.	1
88	9E/0205	IN-LINE PUMP	
89			
90			
91			
92			
93			
94			
95			
96			
97	9/0367	REFRIGERATOR. 212E.	
98	9/0882	PRESSURE SWITCH.	
99	9/0401	REFRIGERATOR 122E.	1
100			



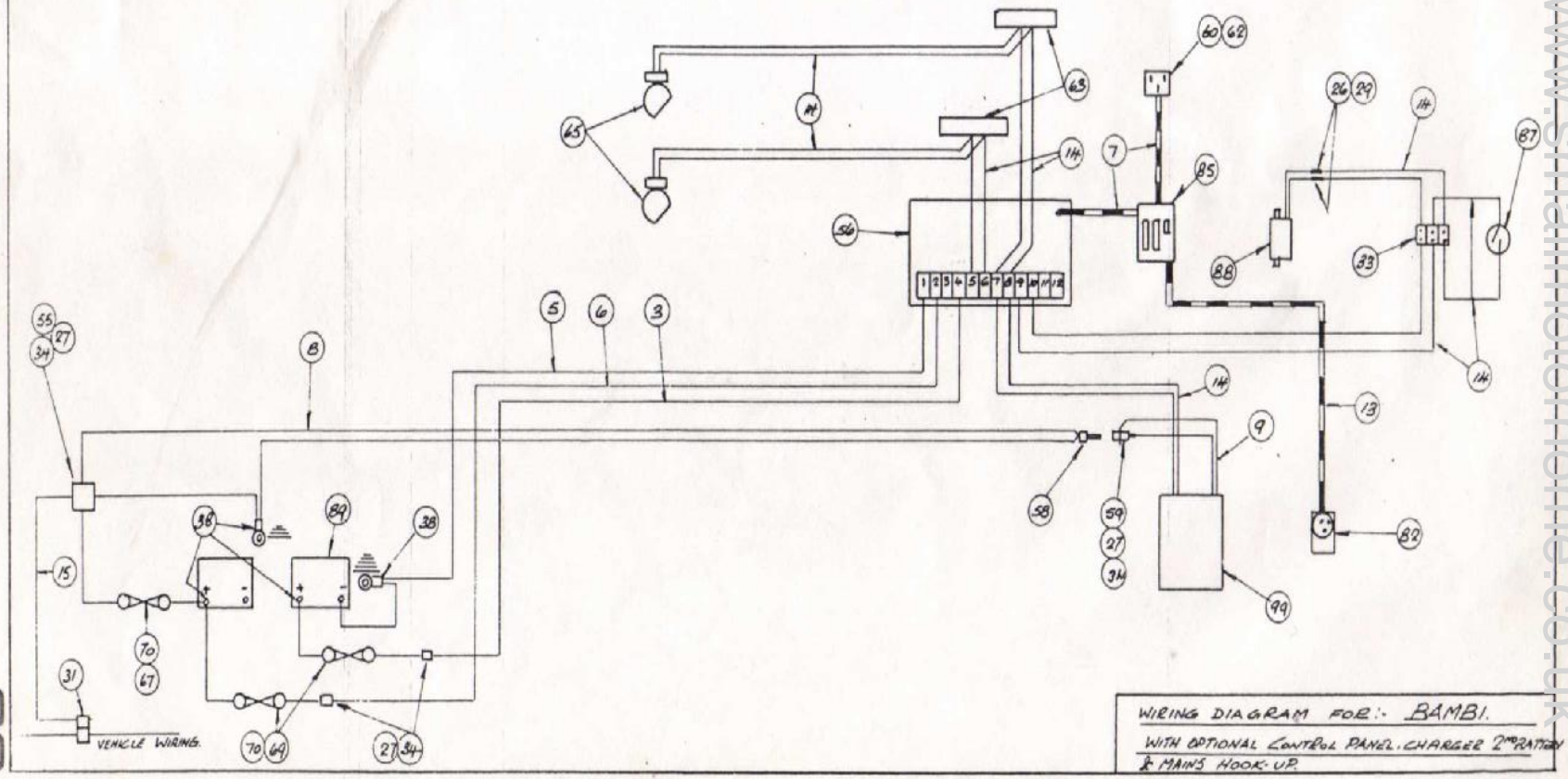
WIRING DIAGRAM. FOR:- 'BAMBI'
STANDARD.

N°	CODE N°	DESCRIPTION ~ CABLE		USED
1	9E/0001	CABLE. SINGLE BLACK	6/0.3mm²	
2	9E/0002	" " RED	6/0.3mm²	
3	9E/000H	" " BROWN	2.5mm²	✓
H	9E/0005	" " BLUE/WHITE	2.5mm²	
5	9E/0006	" " BLACK	2.5mm²	✓
6	9E/0007	" " RED	2.5mm²	✓
7	9E/0010	" TWIN & EARTH.	2.5mm²	✓
8	9E/0011	" " FLAT.	2.5mm²	✓
9	9E/0012	" 2-CORE WHITE FLEX	0.75mm²	✓
10	9E/0013	" 3-CORE " "	0.75mm²	
11	9E/0016	" SINGLE GREEN/PURPLE	0.75mm²	
12	9E/0018	" " GREEN/RED	0.75mm²	
13	9E/0150	" 3-CORE WHITE FLEX	0.5mm²	✓
1H	9E/0151	" TWIN - BLACK/RED	1.0mm²	
15	9E/0156	" SINGLE GREEN	1.5mm²	✓
16	9E/0166	" " BLUE	1.5mm²	
17	9E/0167	" " GREY	1.5mm²	
18	9E/0169	" " YELLOW	1.5mm²	
19	9E/0163	" " YELLOW/GREEN	4.0mm²	
20				
21				
22				
23				
24				
25				

N°	CODE N°	DESCRIPTION ~ TERMINALS	USED
26	9E/0028	TERMINAL SEC 3	4
27	9E/0025	" 3000 H.I.P.A.	7
28	9E/00H6	JUNCTION BOX	
29	9E/0047	CONNECTOR SINGLE	2
30	9E/00H8	" DOUBLE	
31	9E/00H9	SCOTCH LOK	1
32	9E/0050	CONNECTOR STRIP 30 AMP	
33	9E/0052	" " 15 AMP	1/4
3H	9E/0059	TERMINAL - INSULATOR	7
35	9E/0067	BATTERY TERMINAL B.B. NEG"	
36	9E/0088	" " B.B. POS"	
37	9E/0126	BURNY LUG 2 B.A.	
38	9E/0126	" " 5/16"	5
39	9E/0127	BURCAR BICC	
H0			
H1			
H2			
H3			
H4			
H5			
H6			
H7			
H8			
H9			
50			

N°	CODE N°	DESCRIPTION ~ UNITS	USED
51	9E/0063	WATER PUMP ~ SUB"	
52	9E/0075	ROCKER SWITCH.	
53	9E/0077	STOP SWITCH.	
5H	9E/0089	BATTERY	
55	9E/009H	RELAY RM12.	1
56	9E/0095	DISTRIBUTION & CHARGER - 216.	1
57	9E/0096	PLUG & SOCKET 12 VOLT	
58	9E/0102	NELLA PLUG.	1
59	9E/0103	" SOCKET.	1
60	9E/010H	SOCKET 240 VOLT 13 AMP.	1
61	9E/0105	PLUG 240 VOLT 3 AMP FUSE.	
62	9E/0108	SURFACE MOUNTING BOX.	1
63	9E/0115	FLUORESCENT LIGHT DLR.	2
64	9E/0118	WARNING LIGHT	
65	9E/0120	SPOT LIGHT GLOBE #900	2
66	9E/0131	FUSE 15 AMP	
67	9E/0133	" 10 AMP	1
68	9E/013H	" 25 AMP	
69	9E/0135	" 35 AMP LONG TYPE	2
70	9E/0136	" HOLDER.	3
71	9E/013H	WATER GAUGE	
72	9E/0148	" PROBE.	
73	9E/0161	COUPLER.	
1H	9E/017H	HEATER - PROPEX	
75	9E/0176	TELEVISION 12" B/W.	

N°	CODE N°	DESCRIPTION ~ UNITS	USED
76	9E/0177	AERIAL EXTENSION CABLE	
77	9E/017B	AERIAL	
78	9E/0179	FLUORESCENT LIGHT G4.8	
79	9E/0180	" " G5.16	
80	9E/0182	SHURFLO PUMP	
81	9E/0183	EXTRACTOR FAN.	
82	9E/018H	MAINS INLET SOCKET. 240VOLTS	1
83	9E/0187	FLUORESCENT LIGHT 8L8W	
8H	9E/0190	BATTERY	
85	9E/0191	CONSUMER UNIT. 8LCB-8WAY	1
86	9E/019H	WATER GAUGE PROBE	
87	9E/0195	FOOT SWITCH FLEXIBLE.	1
88	9E/0205	IN-LINE PUMP.	
89	9E/0090	BATTERY.	1
90			
91			
92			
93			
9H			
95			
96			
97	9/0867	REFRIGERATOR. 212E.	
98	9/0382	PRESSURE SWITCH.	
99	9/0H01	REFRIGERATOR 122R.	
100			



WIRING DIAGRAM FOR:- BAMBI.
WITH OPTIONAL CONTROL PANEL. CHARGER 2ND ALTERNATOR & MAINS HOOK-UP.

92

WARRANTY & SERVICE

You are now the owner of an Autohomes (UK) Limited motorcaravan and can join thousands of other proud owners who are enjoying the benefits of their Autohome. We hope that you will have many years of trouble free motorcaravanning but if you require any assistance the following is for your information.

1. Warranty

The total vehicle i.e., conversion and chassis cab will have different warranties.

The conversion has a 12 month warranty from the first date of purchase from Autohomes (UK) Limited

The base vehicle will have a warranty (usually 12 months or more) from the base vehicle manufacturers.

Warranty Repairs

Generally the base vehicle warranty repairs can be undertaken by the respective motor vehicle dealer i. e., VAG, Bedford.

Any repairs required to the conversion should be notified to your original selling dealer who will make arrangements for the repairs to be carried out at his premises, your nearest qualified repairer or at our Specialist Repair Workshop in Poole.

Please dicuss your needs with your original selling dealer who is there to assist. The blue warranty registration card will give you further information regarding the warranty procedure.

2. At Autohomes we prefer to see your motorcaravan being used and therefore offer the following service.

2.1 Replacement parts can be obtained from your Dealer or by contacting this office direct.

2.2 Repairs and refurbishment are always being undertaken in our separate workshop area on all makes of vehicle.

2.3 Accessories and a wide range of options can be fitted in our specialist workhshop.

If you require any assistance either contact your Autohomes Dealer or ourselves at:-

Autohomes (UK) Limited
59, Old Wareham Road
Poole
Dorset
BH17 7NJ

Tel No. (0202) 731711