OWNER'S HANDBOOK AND GUIDE Issue 3/92

SUNTREKKER

UNIT DETAILS

CONSTRUCTION NO STD 9025

CHASSIS NO .....

MOD STATE .....

We thank you for becoming the owner of an **ISLAND PLASTICS** leisure product. This guide has been prepared so that you may enjoy it's maximum safe use and be aware of the advantages or limitations of the various accessories and parts. It is important to read and understand the contents of the guide thoroughly and, where applicable, any manufacturers instructions which have been included for particular items of equipment.

Please also consult the manual for instructions and information on the base vehicle.

Company policy is one of continual change or improvement and we reserve the right to alter specifications or designs. If some detail contained herein is not in exact accordance with your unit an amendment will be appended to these instructions.

If you need help or advice, do not hesitate to telephone us. You must always quote your unit's construction number (see above) in any conversation with us.

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CONTENTS

STD

SPECIFICATIONS

THE **D E M O U N T A B L E S U N T R E K K E R** has been developed for use with most 1 ton pick-up trucks such as Bedford Brava, Dacia, Ford, LWB Land Rover, Mazda, Mitsubishi, Nissan, Peugeot, Toyota or VW Taro.

Dimensions vary according to your base vehicle. You should refer to the vehicle handbook for variation on specification and detail.

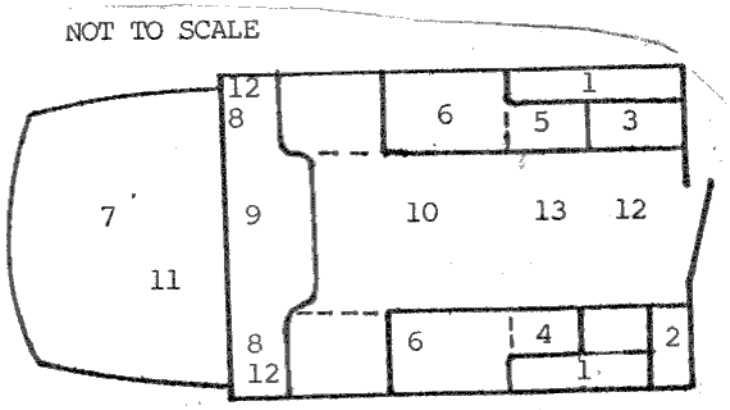
FORD P100 VERSION DIMENSIONS

OVERALL LENGTH:	5.08 metres
OVERALL HEIGHT:	2.7 metres
OVERALL WIDTH:	1.765 metres
GROSS VEHICLE WEIGHT:	2440kg
UNLADEN WEIGHT:*	1930kg
LOAD CAPACITY:	510kg
BASE VEHICLE:	See vehicle handbook
ACCOMMODATION:	Two adults + two children

*Unladen weights vary according to the specification and are an approximate guide only. The weight quoted does not include water, gaz or personal belongings. In accordance with SMMT Code of Practice you should allow 90kg per person to inclusive of possesions, bedding etc.

If you have a different base vehicle you should adjust the figures above in accordance with the vehicle handbook.

NOT TO SCALE



1. High level lockers
2. Mid level cupboard or wardrobe (AV. 270 x 700 x 380mm) with cupboards or optional fridge below.
3. Hob and grill with cupboard below
4. Hinged sink and drainer
5. Hinged work surface
6. Two single bunks/forward or side facing seats with storage or large double low level bunk
7. Double overhead childs berth or optional pull-out double adults berth
8. Storage lockers
9. Dedicated toilet space
10. Table
11. Optional roof locker/wardrobe
12. Lights
13. Roof vent

STD

STANDARD EQUIPMENT: Double glazed side opening windows, insulated lining, rear stable door, twin hob/grill, sink and drainer with bowl, electric water pump and integral tank, skylight with roller blind and flyscreen, striplight and twin berthlights, cushions and curtains in co-ordinated colours, demounting legs, exterior gas locker. Two single or one large double lower berth, high level double childs berth. Dedicated space for chemical toilet.

OPTIONAL EQUIPMENT: Electrolux dual gas/12 volt or 3 way gas/12 volt/240 volt refrigerator, fire extinguisher, blown air heating, mains electric inlet with transformer/battery charger and earth leakage trip/circuit breaker, 13 amp and 12 volt sockets, secondary battery, extra skylight/roof vent, upholstery options, double high level adult berth in lieu of childs berth, roof locker.

Some models (e.g.) Ford have side skirt mouldings and a cab ring to enhance the blending of the Suntrekker to the base vehicle.

INTERNAL SIZES: Mean height in galley 1.83 metres

Mean height in dinette	1.7 metres
Lower Level bunk size: Two singles	1.81 x 0.53 mtrs each
or one double	1.81 x 1.51 metres
High level double childs berth	1.60 x 1.17 (av/mtrs)
or double adult berth	1.60 x 1.90 (av/mtrs)

FRESH WATER SYSTEM:

Tank capacity 16 litres (nominal)
Electric pump and faucet with fitted on/off switch.

GAS SYSTEM: The unit is fitted for use with a Camping Gaz 907 cylinder at 28Mbar, 2.72kg (6lb) capacity.

WEIGHT DISTRIBUTION:

It is recommended that heavy items are stored so that their weight is distributed over both axles. You should avoid excessive weights behind the rear axle. This includes the galley storage compartment.

If you have to site a heavy load in a particular position, you should equalize the situation by having a compensating load elsewhere, such that the weight distribution remains even and you remain below the limits quoted for each axle. The maximum load for each axle is quoted in the vehicle handbook.

OPERATING INSTRUCTIONS

Your 2 + 2 berth **SUNTREKKER** has been designed to give as much freedom of choice as possible.

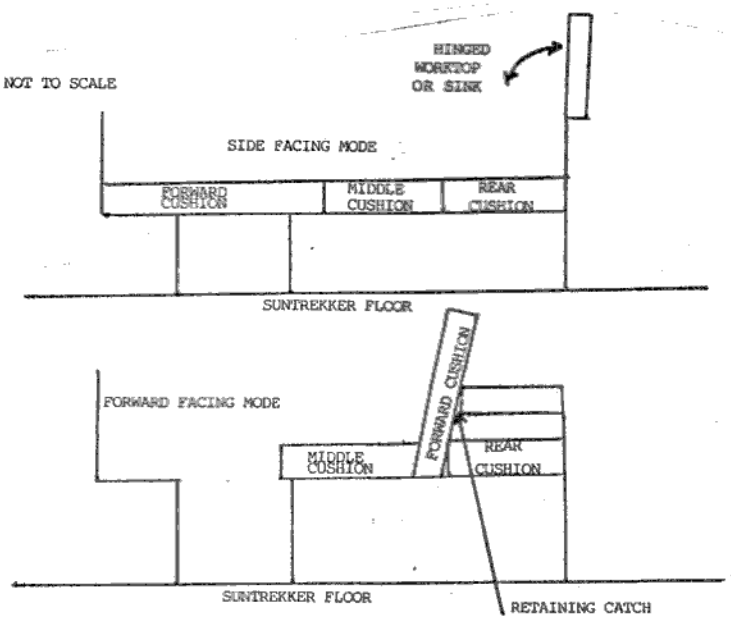
In the **ACCOMMODATION UNIT** the two inward facing bench seats provide ample seating for relaxing or dining and have storage compartments underneath. One of these compartments contains your fresh water tank. Other lockers contain, where supplied, your ducted warm air heating system and mains electricity supply unit, secondary battery, chemical toilet etc.

The **SUNTREKKER** accommodation unit has been designed for comfortable and convenient use by two people.

You have the choice of using these two seats separately, as **SINGLE BUNKS** in their side facing mode, or by removing the back cushions as two wider bunks. By using the table and false floor moulding as supports across the gap between the recesses and moving the seat bases towards the middle, the seat backs may be fitted into the remaining gaps providing a **LARGE DOUBLE BED.**

Furthermore, you have the additional facility of pulling part together and leaving the rest apart creating a "semi-double bed".

If you carry passengers in your Suntrekker it is recommended that the two bench seats be moved into their "forward" mode. This is achieved by having the hinged work surface and sink in a horizontal position. The forward cushion of the set of three is positioned in a near vertical position and held using the turn catch provided, against the sink or work surface. The middle cushion moves forward slightly (it is held in place with Velcro) and completes the seats.



The **DINING TABLE** when not required may be stowed in the Luton area.

The **LUTON,** (over cab area), may be used for large or bulky items but you should avoid excessive weight which could make your unit top heavy.

The **PELMET SHELVES** above the side windows may be used for storage of a variety of small light weight items.

The **HOB AND GRILL** (see appendix for instructions)is partially separated from the accommodation area by a fold-down **WORKTOP** giving extra working area to the galley but should only be used in a horizontal mode when the supporting catch is in position. It is also intended to act as a **"SPLASH GUARD"** for times when both the galley and accommodation area are in use. In their upright position the worktop amd sink are held by catches which you should make sure are securely locked in position when driving.

The water feed into the **SINK** is by electric **WATER PUMP** activated by the **FAUCET** which contains an on/off switch. You should avoid putting boiling water or excessively hot pans in the sink. See page on water system for further information.

The **WASTE OUTLET** is located under the rear nearside corner of the outside of your Suntrekker. It is sealed with a removable plug and drained by attaching the short hose (supplied) and running into a waste water container or approved drain.

The **LOCKER** (noted 2 on page 1) may be used for clothing (approx dimension 700mm high, 380 deep, 270 wide) or as a cupboard. The optional overhead locker (II) may also be used as a wardrobe approx dimensions 620 x 840 x 120mm.

The **GAS STORAGE LOCKER** is located at the rear of the Suntrekker It must always be well ventilated and you must avoid blocking the vents. See gas system for further information.

The 12 volt **FLOURESCENT LIGHT** is activated, (depending on which type you have), either by the switch on the face or the end push/pull part of the light fitting itself. The two 12 volt **BERTH LIGHTS** have their own independent on/off switches.

It is recommended that you **VENTILATE** your unit as much as you are able. On no account should any of the fitted vents be obstructed, particularly those involving installed equipment or the gas storage compartment.. Your safety may well depend upon this. The roof vent/s provide useful ventilation. Ventilation may be further increased by slightly opening the two side windows. Top hung **WINDOWS** have just two "just open" positions, one with the security locks in the first notch and the second with the window in a free position but with the locks resting in the outside of the retainers. Wider openings are effected by tightening the locking devices on the window stays at the desired position. (They should be loosened before re-adjusting and not forced). However, you must ALWAYS ensure that the side windows are firmly and fully closed and that the roof vent/s are not excessively open, (no more that say 2 inches), whilst driving. Ventilation is particularly important whilst cooking or whilst the unit is in use. It is surprising how much moisture the human body gives out, even at night time. Without ventilation in a confined space, condensation can become a real problem.

A **CHEMICAL TOILET**, (recommended Porta Potti type 235) may be positioned in the dedicated space.

For owners wishing to use their Suntrekker for prolonged periods in ambient temperatures below 10°c, in particular temperatures below 0°, it is recommended that an approved heating system such as the **PROPEX WARM AIR SYSTEM** be fitted. Any heater must be of room sealed type, maximum output 1.6kw, and installed by a qualified fitter in accordance with the manufacturers instructions and the requirements of ISO 8377-2.

Your **SUNTREKKER** is fitted with **DEMOUNTING LEGS.** Before you drive off - make sure you have raised them - a safety idea is to leave the jacking handle across the vehicle clutch/accelerator until you are ready to drive off.. Do not lower them to the extent that the unit is raised off the ground. If you have the optional **MAINS HOOK UP** connected you must have the offside rear leg down as it acts as the **EARTH** for the circuit. The legs, when not in use, are stored under a hatch in the forward end of the Suntrekker.

The **REAR DOOR LOCK** is used:

From outside	TO LOCK -	insert key and turn (this requires pressure)
	TO OPEN -	reverse procedure
From inside	TO LOCK -	push handle upwards
	TO OPEN -	return to intermediate position, push lever down.

To help avoid **FROZEN LOCKS** in the winter, you should insert a small amount of glycerine or antifreeze. We remind you to take, and keep separate, a note of all key numbers.

Care should be taken when **DRIVING** your motorhome in high winds or on motorways. As a high sided vehicle, the performance is different from a car. In **HIGH WINDS**, particularly driving from a protected area into a gust, (e.g. past an opening in a hedge), a strong sidewind can dangerously interrupt your passage and you should therefore moderate your speed accordingly. On motorways or other high speed roads, the **PRESSURE WAVES** from the fast moving lorries or coaches can give you a real buffeting. Keep clear where possible and adjust your speed accordingly.

DEMOUNTING YOUR SUNTREKKER

The Suntrekker should be **PARKED ON LEVEL FIRM GROUND,** with sufficient space to drive the pick-up out from underneath.

The demounting legs will be found stored under the false floor towards the front of the interior accommodation.

There are 3 x demounting legs, one small steadying leg, wheel brace and 17mm spanner.

The three **LONG DEMOUNTING LEGS** (each one is marked for position) should be slotted into the fittings on the exterior of the Suntrekker unit, which are located on either side at the front of the body, and one at the rear to the right of the door.

Each leg is held in position with a metal pin which is attached to each leg.

The **SMALL STEADYING LEG** is fitted in the same fashion, at the rear, to the left of the door but is not used in the demounting operation. It is a support leg to enable you to use the demounted Suntrekker once it has been lowered to the ground.

Release the **MOUNTING BRACKETS,** along either side, some models have three brackets, others have two each side. The 17mm spanner provided is for this purpose.

Disconnect the grey 12S, plug from the socket on the pick-up.

The Suntrekker is now ready to demount.

With the wheel brace provided, each leg of the three long legs can now be lowered until they touch the ground.

As evenly as possible, wind the two front legs to raise the Suntrekker by approximately one inch (25mm) clear of the vehicle cab. Wind the leg at the rear to take the Suntrekker one inch (25mm) above the bed of the pick-up.

Check the front of the Suntrekker is still 1" clear of the vehicle cab.

The pick-up can now be driven out and away.

IMPORTANT

Do not enter the Suntrekker while it is at this height and unsupported by the truck.

The Suntrekker should be lowered as evenly as possible, until the small steadying leg, makes ground contact giving the Suntrekker a height of approximately 8" (200mm) above the ground.

The Suntrekker should be perfectly steady and can now be used.

To re-mount the Suntrekker the above operation should be carried out in reverse.

SUMMARY

We have summarised the stages briefly in order in which they should be performed.

1. Park on level firm ground.
2. Fit the three long demounting legs and small steadying leg.
3. Release and remove the mounting brackets.
4. Unplug 12S electrical connection.
5. Wind down the three long legs to raise the Suntrekker approximately 1" (25mm).
6. Drive the pick-up out from under the Suntrekker.
7. Lower the Suntrekker down to the height of the small steadying leg.

It is a good idea to stow the jacking handle over your accelerator to remind you to remove the legs before you drive off!

IMPORTANT ADVICE

VENTILATORS

Especially those for the gas locker must not be obstructed. Your safety depends upon them.

IN CASE OF FIRE

Get everyone out then:

1. Switch off engine.
2. Switch off fuel/gas/electricity.
3. Raise the alarm and call the Fire Brigade.
4. Tackle the fire if it is safe to do so.

FIRE PRECAUTIONS

1. Children should not be left alone.
2. Make sure you know the location and operation of escape doors and windows. Keep them clear.
3. Keep combustible materials clear of all heating and cooking appliances.
4. Provide a 1kg fire extinguisher to ISO7165 or BS5423 near the main exit door and a fire blanket next to the cooker.
   Know how to use them.

BEFORE MOVING OFF

1. Turn off gas supply and all appliances.
2. Raise corner steadies/legs.
3. Lower roof lights/vents.
4. Secure all loose items.
5. If in use, switch fridge to 12V.
6. Disconnect mains hook-up.
7. Stow away any waste water facility.
8. Ensure all doors and windows are properly closed.
9. Ensure cab seats are locked in proper position.
10. For HYLO, lower roof and lock in down position, (see instructions).

DRINKING WATER

Water left in a fresh water tank for extended periods may become unsuitable for drinking or washing purposes.

IMPORTANT

Switch off all appliances and lamps before disconnecting the battery.

GAS CYLINDERS should be stored in an upright position. Use only Butane Gas at 28MB or Propane Gas at 37MB - see appliance instructions.

WATER SYSTEM

The **FRESH WATER** storage tank is located within one of the lockers. The lockable filler is located on the nearside of the Suntrekker. To open, turn key anticlockwise and then firmly turn the filler cap anticlockwise. To close, reverse procedure. The lockable filler is in a exposed position when driving and you should keep it well oiled. The tank is of clear polythene, enabling you to judge the amount of water it contains and a breather pipe is fitted. As the **ACCESS HATCH** is not watertight, you should not overfill - leave around 40mm empty.

It is important to ensure the **ACCESS HATCH** is watertight by closing it firmly on the rubber seal by turning it clockwise. It is a good idea to leave the tank empty by 40mm.

Water left in the tank for extended periods may become unsuitable for drinking or washing and you should therefore change it as frequently as is practical. The tank is fitted with an **ACCESS HATCH** to enable you to clean it. Please bear in mind that any cleaning liquid you may use may taint the water.

The water is fed from the tank via an **ELECTRIC PUMP** which is activated by the **FAUCET** which contains and on/off electrical switch. The pump is self priming but if you have any problems with **AIR LOCKS**, they may be released by a "bumping motion" (similar to heart resuscitation) on the upper face of the tank with the faucet in the "ON" position.

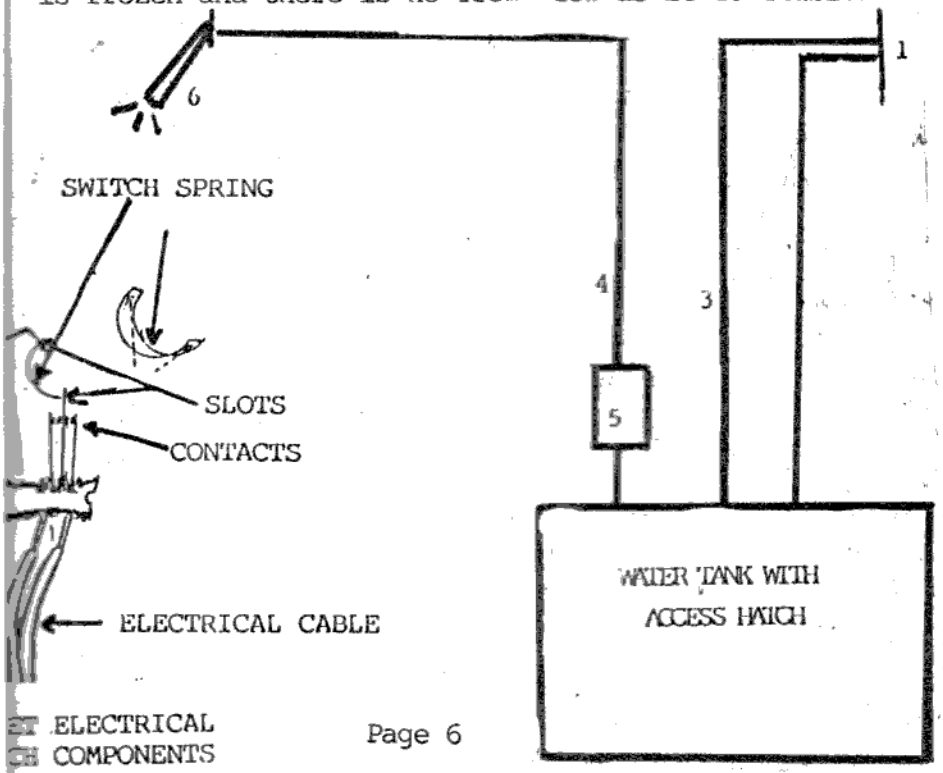
You must avoid activating the water pump when the tank is empty as **RUNNING THE PUMP DRY** may cause damage. The pump manufacturers recommend a maximum running period of 10 minutes followed by a minimum of 2 minutes off.

A hose or portable **SHOWERHEAD** may be attached to the faucet if you so require.

Underneath the rear nearside corner you will find the **WASTE OUTLET** for the sink. To **DRAIN**, you should remove the black plastic plug and using the short length of hose pipe supplied, attach it to the outlet and drain into a bucket or other suitable receptacle if you are not adjacent to an approved drainage system.

Most of the **HOSE JOINTS** within your system are secured using worm drive hose clips and you should ensure that these are always securely fastened and kept greased to prevent corrosion.

It is advisable to **DRAIN** the water tank during periods when your SUNTREKKER is not in use, particularly during winter periods. The water pump should not be used if water is frozen and there is no free flow as it is liable to burn out.



1.LOCKABLE FILLER CAP
2.FILLER PIPE
3.BREATHER PIPE
4.WATER SUPPLY PIPE
5.WATER PUMP
6.FAUCET (see also wiring diagram pages 9A or 11B)

GAS SYSTEM

Your **SUNTREKKER** has been designed for use with Butane **CAMPING GAZ** and recommended bottle size 907 (2.72kg - 6lb). The **GAS STORAGE COMPARTMENT** is sited at the rear of the nearside of your **SUNTREKKER** with external access.

You must make sure that the **VENTILATION** to this locker is never obstructed.

Your unit comes complete with the recommended regulator for **BUTANE** at 28 MBar. You should never use an adjustable type regulator. Most of the equipment has been designed for use with either **BUTANE** at 28 Mbar or **PROPANE** at 37 Mbar. However, in it's supplied mode it should be used with **BUTANE** only and you should check with an approved LP Gaz Dealer if you wish to make any changes to the system, either to the equipment or to the type of gas. Details of working pressures, suitablilty etc., are included in the instructions, (where fitted), for your **FLAVEL COOKER, ELECTROLUX REFRIGERATOR,** and your **PROPEX HEATER.**

Instructions on the use, (where fitted), of your **FLAVEL COOKER, ELECTROLUX REFRIGERATOR** and **PROPEX HEATER** are contained in their own leaflet, see appendix.

Never change a gas bottle or disconnect a supply hose near a naked flame or any electrical item likely to cause a spark.

The gas bottle is connected to your vehicle with a **RUBBER HOSE** (see note below) and thence to a flexible metal cased tube. This latter must not, as far as is practical, be disturbed or flexed in manner which would cause damage and create a gas leak.

The bottle may be changed by gently lifting it out of the locker, placing on the ground and unscrewing from the regulator, reversing the procedure with the new one.

Gas bottles in use must only be stored in their **UPRIGHT POSITION** and **NEVER** on their side. SMMT code of practice for construction and use of Motor Caravans also recommends that spare bottles are stored in a upright position. The main supply bottle is retained in place with an elastic strap. Make sure it is always held in place.

The **REGULATOR** should always be screwed firmly into position. Never allowed to become loose and never over-tightened.

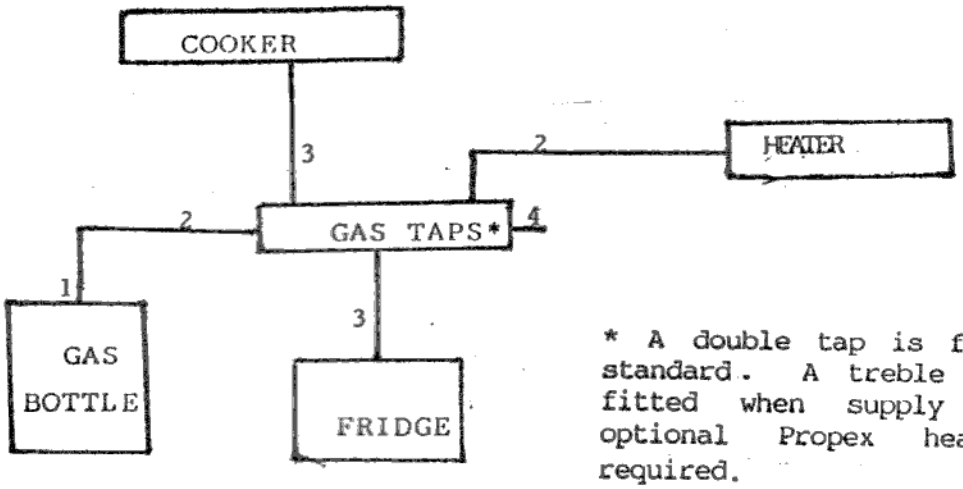
WHEN TRAVELLING, you should always ensure that the gas supply has been turned off at both the supply taps inside your SUNTREKKER and at the gas bottle itself. If you are involved in an accident, leaking gas can be a major hazard.

You should always regularly check, or have checked, your gas system for leaks. It is in a moving vehicle and movement or damage may occur over a period of time. **RUBBER HOSES** may be affected by the corrosive nature of the gas and should be replaced every two years.

(Referrals to equipment instructions only apply to those units where that equipment has been fitted.)

The gas supply circuit, shown below, passes from the gas bottle through the 5/16" supply to the distributor taps.

The **GAS SUPPLY TAPS** are located in the locker below the sink. One tap is for the Flavel cooker the second for the Electrolux refrigerator and the third, if fitted, for the Propex heater. The taps for any optional extras which have not been fitted should not be turned on at anytime. For safety reasons taps should be turned off when an appliance is not in use.



* A double tap is fitted as standard. A treble tap is fitted when supply to the optional Propex heater is required.

1. Regulator
2. 5/16" supply pipe
3. ¼" supply pipe
4. Blanked Outlet or ¼" supply to skirting tap.

ELECTRICAL SYSTEM

As optional extras are available, (secondary battery and mains electric hook-up), you should refer only to those parts of these instructions that apply to your unit and it's specification.

We used internationally recognised systems, e.g. white as "earth", return. If you wish to know more about wiring systems, you should refer to an approved automotive electrical handbook.

EARTHING

The terminology of "earth" in the automotive industry for your 12 volt system is actually for the negative return. The returns all run to a number of "earthing points" and then, (in accordance with common practice), back through the metal body to the power source. The cooker, and sink/drainer (if metal) are earthed when you have a mains hook-up.

IMPORTANT If you have **MAINS HOOK-UP** that requires earthing in the same way as power at your home. As your vehicle has rubber tyres preventing earthing, we have connected the earth to the offside rear jacking leg. If you connect your unit to a mains supply on sites which do not conform to internationally recognised wiring standards and not having their own earth, you must ensure you wind the leg down to create an earth.

On models not having jacking legs or corner steadies, we have provided an earthpole connected to the green earth cable. All earthing should be effected before power is connected.

We have provided for your further security an RCD (earth leakage trip), see later notes.

The following codes have been used in the wiring diagrams:-

1.	3mm red cable	2.	1mm red cable
3.	2mm yellow cable	4.	1.5mm white cable
5.	1.5mm brown cable	6.	1mm black cable (twin)
7.	1mm yellow cable	8.	2mm white cable
9.	1.5mm red cable	10.	2mm red cable
11.	1mm white cable	12.	2mm brown cable
13.	5 amp fuse	14.	16 amp fuse
15.	3mm white cable	16.	3 core .75mm cable
17.	16 amp in line fuse	18.	3 core 2.5mm flat twin and earth mains cable.
19.	2½mm green earth cable	20.	3mm blue cable
21.	3mm black cable	22.	25 amp in line fuse
23.	1mm brown cable	24.	1mm green cable
25.	5 amp in line fuse	26.	3 core 1 mm cable
27.	10 amp fuse	28.	Relay
29.	2mm black cable	30.	2mm red/yellow cable

TYPICAL POWER CONSUMPTION REQUIREMENTS

The power available from your vehicle will depend upon which vehicle you have. You should refer to the vehicle handbook or the local dealer for this information.

Typical power availabilities are:

Bedford Pick-up	30 amph
Citroen C15D Petrol	29 amph
Citroen C15D Diesel	42 amph

but these should be verified on your own vehicle.

	CONSUMPTION	
	12 Volt supply	220/240 volt supply
Water pump	2.0 amp	--
2 x 8 watt fluorescent	1.33 amp	--
10 watt berth light	0.83 amp	--
85W refrigerator	7.1 amp	0.37 amp
2000 watt kettle or fire	--	8.7 amp
1300 watt toaster	--	5.6 amp
1000 watt microwave	--	4.3 amp
100 watt black/white TV	8.0 amp	0.45 amp

(the above are approximate only-please obtain advice if in doubt)

You can estimate how many hours capacity your battery will provide by adding the amperage of the equipment in use and dividing into the battery amperage. Batteries are usually quoted as the available amperage over a 20 hour discharging period. Discharging faster than this will reduce the amperage available.

e.g.

40 AMP/HR Battery at 20 hour rate.			50 AMP/HR Battery at 20 hour rate.		
Discharge (Amps)	Discharge (Hours)	Capacity (Amp/hrs)	Discharge (Amps)	Discharge (Hours)	Capacity (Amp/hrs)
1	40	40	1	60	60
2	20	40	2.5	20	50
3	12.5	37.5	3	16.5	49.5
4	8.5	34	5	8.7	47.5
8	3.75	30	10	3.8	38.0

e.g. 10 watt berth light at 0.83 amp plus fridge at 7.1 amp = 7.93 amp. With a battery of 40 amp the maximum time would be 3.75 hours. However this is not in practice the actual position as voltage falls as a battery becomes discharged and this will increase the consumption (amperage). You should therefore always err on the side of caution.

Campsites generally offer one of two mains hook-up capacity limited to either 10 amp or 16 amp. You must therefore bear this in mind when considering your total mains power requirement.

If you wish to fit a transformer to run your 12 volt appliances from a higher voltage, you should only use an approved type. The extra low voltage at the terminals of the supply unit should be maintained between $\pm$ 1 volt of 12V with applied loads varying from 0.5 amp to the maximum load of the supply unit. A.C. ripple should not exceed 10%.

If you have the factory fitted optional main hook-up, which includes the LOGIC transformer/charger you can charge your battery at approximately 6 amp/hr and this should be taken into account when making your calculations.

12 VOLT ELECTRICAL SYSTEM - SUNTREKKER.

...ntable Suntrekker has been produced for many years, during which there have been a number of improvements and design changes. ... refer to current models. Owners having earlier models may still follow the general principals detailed but some of the ...ion could vary as regards locations, colours etc.

...ntable Suntrekkers 12 volt power supply (if you have no secondary battery or mains hook up) is drawn from the Base Vehicle's ... As the motorhome body is demountable, the power supply has to be capable of being disconnected.

...y, the power is drawn using the internationally recognised 12S system.

... the "supplementary" 12 volt power circuit and supplies your Suntrekker via the grey 7 core cable through the grey 12S plug and ... at the rear of your truck.

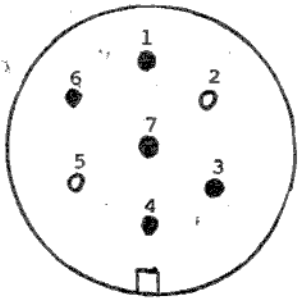
...portant to use only those cables which are dedicated for specific purposes.

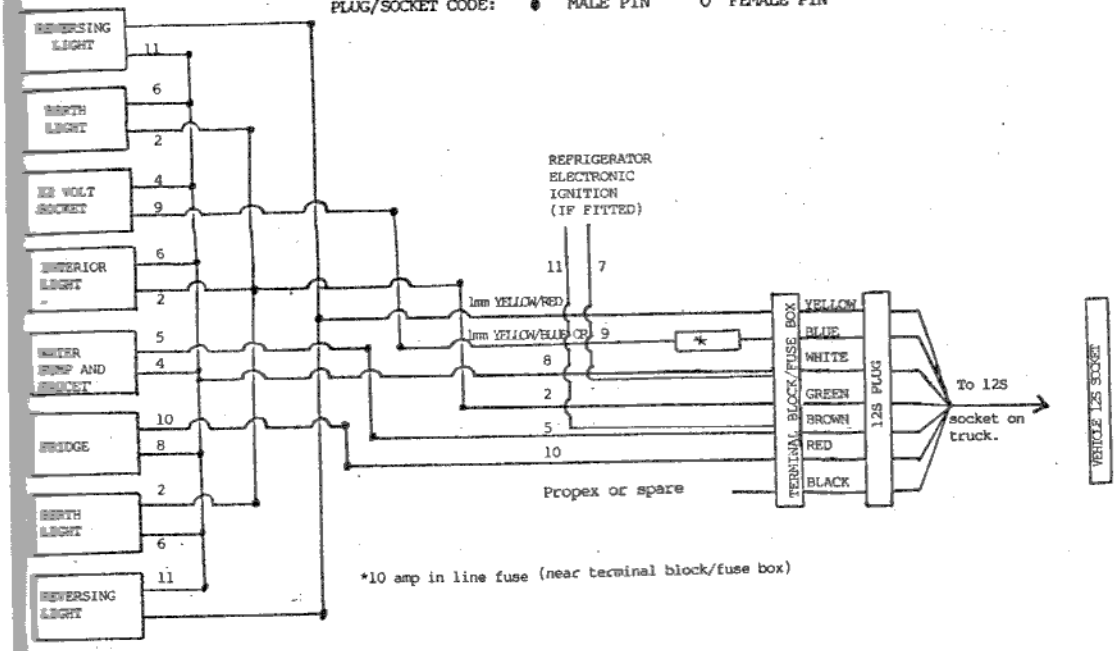
12S WIRING DIAGRAM ISO standard

Grey 7 core cable to be used.

Colour	Pin	Application
Yellow 1½mm	1	Reversing light
Blue 1½mm	2	Optional cigar socket, battery charging or spare
White 2mm	3	Earth
Green 1½mm	4	Auxilliaries (internal lights etc)
Brown 1½mm	5	Water pump/faucet
Red 2mm	6	Refrigerator (wired through ignition controlled relay)
Black 1½mm	7	Optional Propex or spare

PLUG/SOCKET CODE: ● MALE PIN O FEMALE PIN





*10 amp in line fuse (near terminal block/fuse box)

...s with no secondary battery the power cables (except for the refrigerator supply) in the 12S socket are taken to the base ...'s main fuse box. On units with a secondary battery, pins 2,4 and 5 are looped together and the power is drawn through a 2mm ...le from the secondary battery.

...er supply for the refrigerator passes though a 2mm red cable to a **DEDICATED SWITCH** and thence to a **RELAY** (electronic switch) ...e sited under the bonnet and is activated by the vehicle ignition when the engine is running. This is to prevent battery ...ge as power consumption to the refrigerator is in excess of 7 amp. The dedicated switch is sited in the drivers cab.

...rators having **ELECTRONIC IGNITION** have the 1mm yellow power supply cable connected to the water pump power supply.

...box may be found on the rear bulkhead in the nearside locker.

1. Reversing light fused 8 amp.
2. 12 volt socket fused 8 amp. In line 10 amp fuse shown in drawing not fitted.
3. Water pump/fridge ignitor fused 8 amp.
4. Interior lights fused 8 amp.
5. Refrigerator fused 16 amp.
6. Earth return for foglight.

...nting or demounting your Suntrekker body you must **ALWAYS** remember to connect/disconnect the 12S power system.

...ould always carry spare fuses for your vehicle and Suntrekker.

USING 12 VOLT SUPPLY FROM SECONDARY BATTERY

The wiring for these units is basically the same as those that have no secondary battery.

The wiring diagram on page 9 is correct excepting that there is a RELAY fitted into your system so that both the primary and secondary batteries are charged when your engine is running. The RELAY ensures that power cannot be drawn to the Romahome from the primary battery and also that when the batteries are being charged, the primary battery has priority. On some of the later units, the Romahome fuse box will be sited adjacent to the secondary battery.

There is an "in line" 16 amp fuse fitted between the secondary battery and the Relay.

THE BATTERY is stored in a battery box inside one of your bunk units. It is strongly recommended that ventilation to this locker is not obstructed.

You must ensure that all power is switched off, before you disconnect the battery terminals.

You should avoid allowing your batteries to suffer temperatures below freezing point.

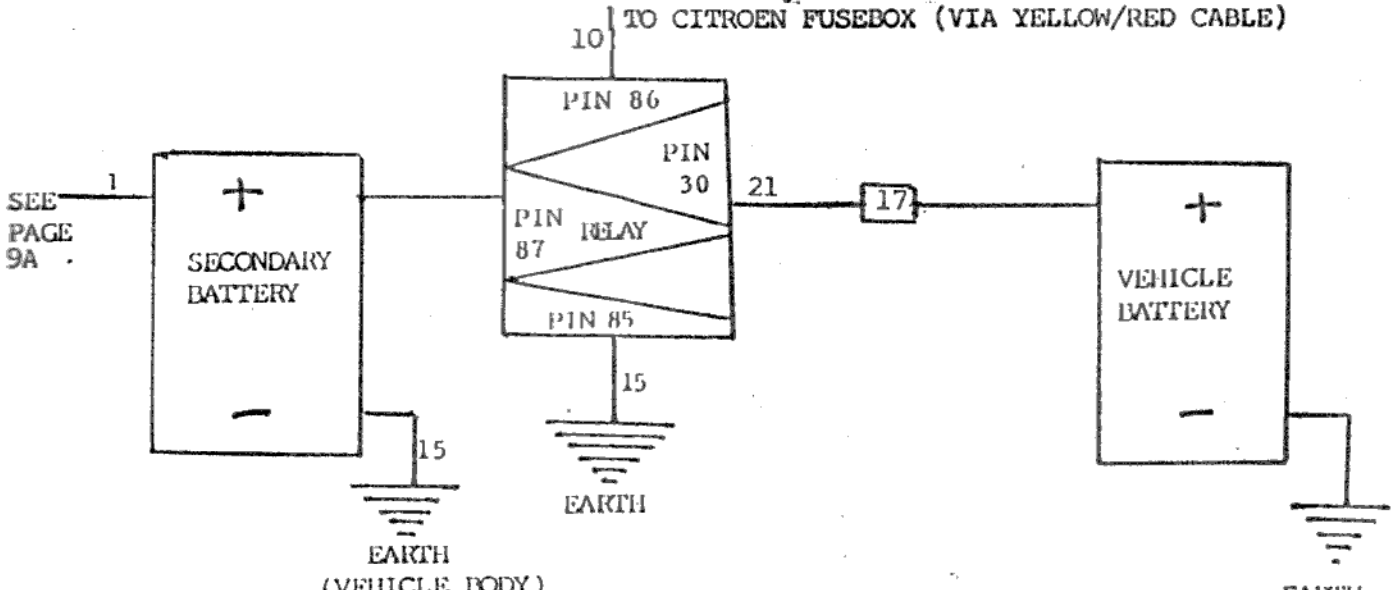
The battery should be maintained in a charged mode and regular checks should be made on it's condition.

For units having a secondary battery but NO mains hook-up, charging is effected from the vehicle alternator via the "split charging relay".

For units having both secondary battery and mains hook-up, charging is either from the alternator or the LOGIC transformer/charger (see separate notes).

If you are drawing power from your secondary battery, you must allow ample time for re-charging. If charging is from your vehicle and you are only making short journeys, it is doubtful you will sufficiently re-charge it and alternative arrangements should be made.

The power and size of a secondary battery is limited to it's compatability with the vehicle battery.



* SOME RELAYS ARE FUSED, IN WHICH CASE 17 WOULD BE OMITTED.

UNITS HAVING MAINS ELECTRIC HOOK-UP OPTION

In connecting your unit to a camping site **MAINS ELECTRIC** hook-up, either in the U.K. or elsewhere, you must make sure the connecting cable you use is to an approved design and standard. As there are a number of different site connections, depending upon which country you are in, you will require not only the main connecting cable (recommended 25 metres) but short approved adaptor cables.

The polarity of a mains supply (particularly on the continent) can be opposite to the recognised British standards. If this is the case, you should either temporarily swap the live and neutral wires over in the site connecting cable or, better still, have a polarity changeover switch fitted inside your unit. Incorrect polarity may damage some of your electrical equipment and will certainly render your RCD ineffective.

We strongly recommend that you seek specialist advise on your requirements, thus ensuring your safety.

Units built subsequent to 1989 have a **RESIDUAL CURRENT DEVICE** and **MINIATURE CIRCUIT BREAKERS** in the system.

A Residual Current Device (RCD), sometimes called an Earth Leakage Trip, is to protect you from electric shock and earthing faults, immediately cutting off the power supply. After correction of the fault, the RCD (main switch) should be switched on again. If it won't stay on, you still have a fault. The RCD should itself be frequently tested by pushing the black test button, see appendix.

The Miniature Circuit Breakers (MCB) 5 amp and 10 amp act in a similar manner as a fuse, cutting supply in the event of an OVERLOAD situation. After correction of the fault, they may be switched on again.

Mains electric power is taken from the **MAINS INLET** to the **CEC225 MAINS UNIT** which incorporates the RCD and MCB.

Mains electric power is taken from the 10 AMP MCB to the **13 AMP SWITCHED SOCKET** on the face of the nearside bunk, providing mains power for your use.
A further supply is taken from the 5 AMP MCB to the **CD51P LOGIC CHARGING AND DISTRIBUTION UNIT.** This dual purpose equipment acts as a **BATTERY CHARGER** for both the vehicle battery and if you have one, the secondary battery. It will not charge both at the same time but you may select which one, using the panel changeover switch - UP for vehicle battery and DOWN for secondary battery. Centre position is OFF and isolates both batteries from the charger. To have the benefit of smooth battery power rather than drawing it direct it is recommended that you do <u>not</u> have the switch in the OFF position when using 12 volt equipment.

In normal operation, when the vehicle is stationary, the changeover switch should be in the down position eg: AUX. This allows the secondary battery to be re-charged if connected to mains and all 12 volt power to be used from the secondary battery, thus protecting the vehicle battery against being discharged and failing to start the vehicle engine.

When the engine is running and the switch is in the UP position (VEH) this allows the alternator/vehicle battery to (a) supply 12 volt power to the lights etc., and (b) allows the alternator to re-charge the secondary battery, although it must be realised that the charge from the alternator can be very small depending on a number of different factors and should not be considered as a major alternative battery charging facility.

When travelling with the changeover switch in the AUX position, any 12 volt usage will be taken from the secondary battery and will not be re-charged in any way.

The LOGIC CD15P also acts as a **TRANSFORMER** providing 12 volt power to the Suntrekkers circuit enabling you to run the built in lights, water pump etc. It will not, however, supply 12 volt power to your refrigerator which has a high amperage requirement.

We also supply for your possible use a **12 VOLT POWER SOCKET.** With a mains hook-up you can therefore have both 12 volt and 220/240 volt power at the same time. You must ensure that only 12 volt appliances are used with this socket and that any 220/240 volt appliances are restricted to their own supply. In both cases you must remain below the amperage available for the circuit.

In conclusion ....

When travelling, the changeover switch should be in the UP vehicle position.

When stationary, the changeover switch should be in the DOWN secondary position.

When connected to the mains supply, put changeover switch in the down position AUX to charge the secondary battery.

When connected to a mains supply, put changeover switch in the UP position VEH to charge the VEH battery.

If you do not have a secondary battery, you may ignore that part of these instructions.

When the power pack is connected to the mains supply, it is capable of charging a battery at up to 6 amps continuously and will automatically reduce it's charging rate to zero as the battery condition improves. The unit will also provide enough power to enable equipment to be used at the same time as the battery is being charged.

The light on the panel will glow green if the battery is in a charged state but will glow red if voltage drops to 11 volts or below. This light will sometimes glow red momentarily if power is drawn in a surge. However the green light will glow if the battery is being charged, even though it is not in a fully charged state.

TO OPERATE THE CD5IP, connect the unit to a domestic mains supply via the caravan mains input socket and CEC 255. Switch ON the mains ON/OFF switch and then the 12 volt switch to the ON position. The CD5IP will now automatically adjust it's output to the demand from the battery and/or equipment.

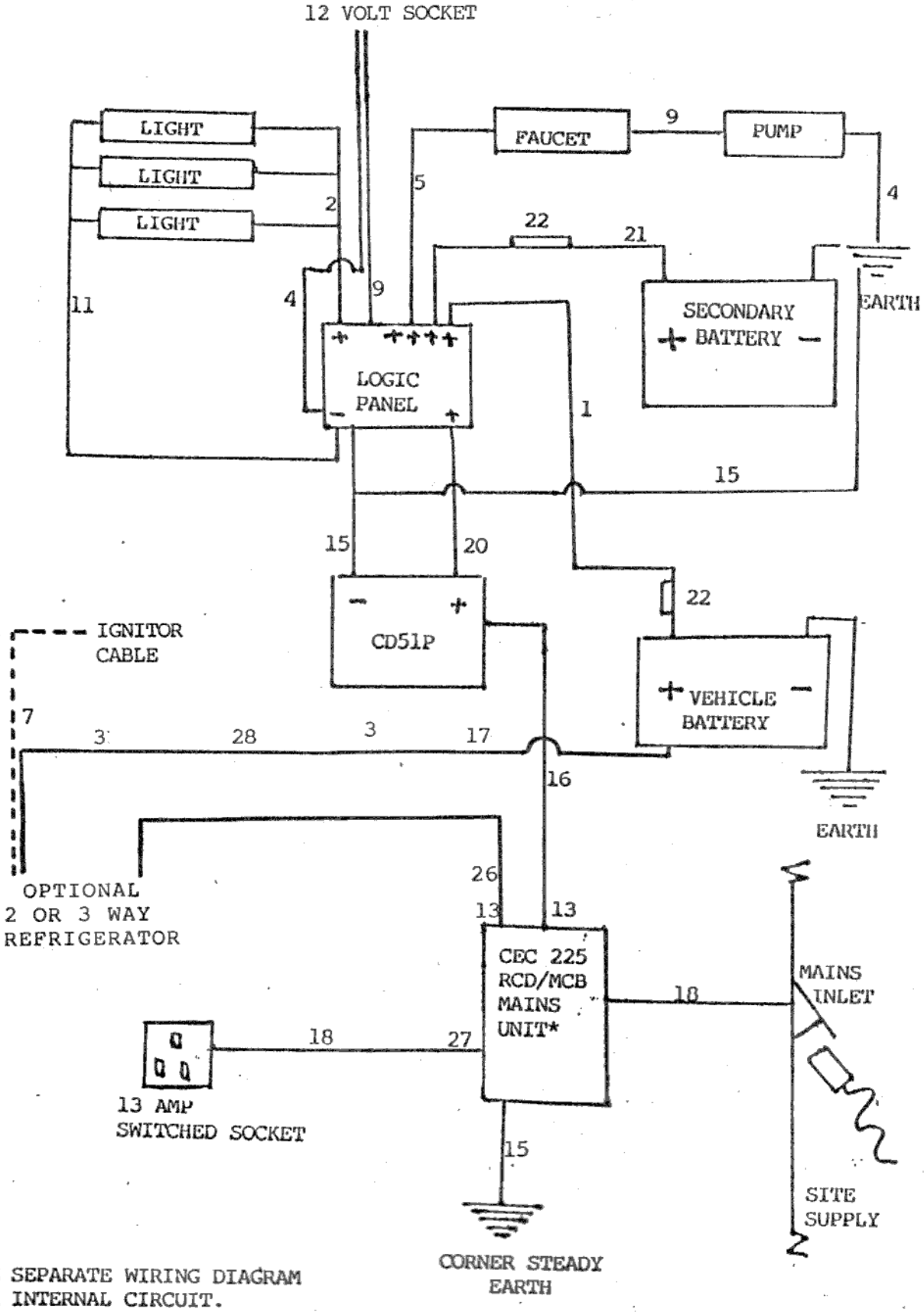
12 volt power for both the 2 way and 3 way refrigerators is drawn direct from the vehicle battery through a 16 amp in line fuse and a relay. The relay wiring is the same as page 9A but read "battery" in lieu of "fusebox. The ignitor wire for fridges with electronic ignition is 1mm yellow cable and is scotch locked into the 1mm green/mauve cable within the passenger dash locker.

For vehicles fitted with an optional 3 way refrigerator, preference should be given to running the appliance with 220/240 voltage whenever this is available.

Power for the 12 volt circuit is drawn from the Logic panel as follows:-

Faucet/water pump through 5 amp fuse
Lights through 5 amp fuse
12 volt power socket through 10 amp fuse

SUNTREKKER MAINS WIRING DIAGRAM



*SEE SEPARATE WIRING DIAGRAM FOR INTERNAL CIRCUIT.

REFRIGERATOR

Units not having the optional refrigerator fitted, may add one at a later date. The dedicated space in the locker below the cooker measures approximately 381W, 590H, 381mmD. The standard recommended types are Electrolux gas/12 volt type RM122F or gas/12 volt/240 volt RM123F.

To fit one of the recommended refrigerators, the electrical power should be in accordance with both the Electrolux installation instructions and the wiring diagrams depicted in this manual. A gas supply pipe has already been fitted by Island Plastics and may be located by carefully drilling a 3" diameter hole (or removing the access hatch provided on some models) in the bottom face of the cupboard interior. You will need to remove the cupboard doors and open the aperture sufficiently to take the refrigerator.

Please follow the instructions laid out in the Electrolux guide with regard to operation and maintenance and appended to this manual for operation of the **REFRIGERATOR.**

The 12 volt power supply to the REFRIGERATOR is connected through the vehicle ignition and a manual switch is fitted in the dashboard of your vehicle.

To operate the refrigerator from the 12 volt power supply, switch on the dedicated switch. When the ignition is turned on and the engine is running the refrigerator will operate without discharging your battery.

You should try whenever possible; when stationary, to operate the refrigerator:-

1. On mains electric (if you have that option) to conserve gas.
2. Gaz.
3. 12 volt for short periods only (as this means running your vehicle engine).

The refrigerator is normally only operated on 12 volt whilst driving and this will not reduce the temperature to the same extent as when in the gas or 240 volt modes.

At least every year you should ensure that all refrigerator ventilators are clear of debris and dust. You may have to remove the refrigerator to accomplish this.

If you need to remove the refrigerator, the following procedure should be adopted:-

1. Turn off gas at isolating tap.
2. Remove cooker by taking off the top removable parts, exposing(when looking from above) two screws holding down the base. Release these two screws and lift the cooker to one side. There is no need to disconnect the flexible gas supply pipe.
3. Undo the screws holding the refrigerator holding brackets.
4. Ease the refrigerator from it's position by tilting the top of the refrigerator backwards and pulling the bottom edge of the refrigerator out, thus clearing the exhaust vent and obviating the need to move it. If removal is for maintenance purposes only, there is no need to disconnect the power or gas supplies.

To replace the refrigerator, slide it into the casing (in the reverse way that you removed it) and making sure that the exhaust pipe engages in the aperture of the outside exhaust vent cover.

Take care not to damage or trap electric wires or kink the gas supply pipe. Fasten holding brackets in place and replace cooker unit.
TEST.

Units having the optional 3 way 240 volt/12 volt/gas refrigerator should note that the 240 volt power is drawn from the CEC 225 RCD/MCB mains unit through the 5 amp MCB. Due to the high amperage requirement it is not practical to run on 12 volt other than from the vehicle's own battery when the engine is running. This 12 volt power and the power for the electronic ignition is drawn using the system for units prior to C1591480 (see page 9 and 9A).

FLAVEL HOB AND GRILL

Please follow the instructions laid out in the Flavel guide with regard to operation and maintenance and appended to this manual.

PROPEX WARM AIR SYSTEM

Factory fitted warm air systems are installed in one of the rear side lockers. Installation should be carried out in accordance with manufacturers instructions and by a qualified fitter to the requirements of BS5482 part 2. The heater should, for safety, be of the "room sealed" type with a maximum thermostatically controlled heat output of 1.6kw. We recommend Propex model 1600WX1.

Gas may be drawn from one of the unused ports on your gas distribution tap.

If there is no vacant port with a spare valve available, you must fit a separate approved "in line" gas supply tap between the main tap and the heater.

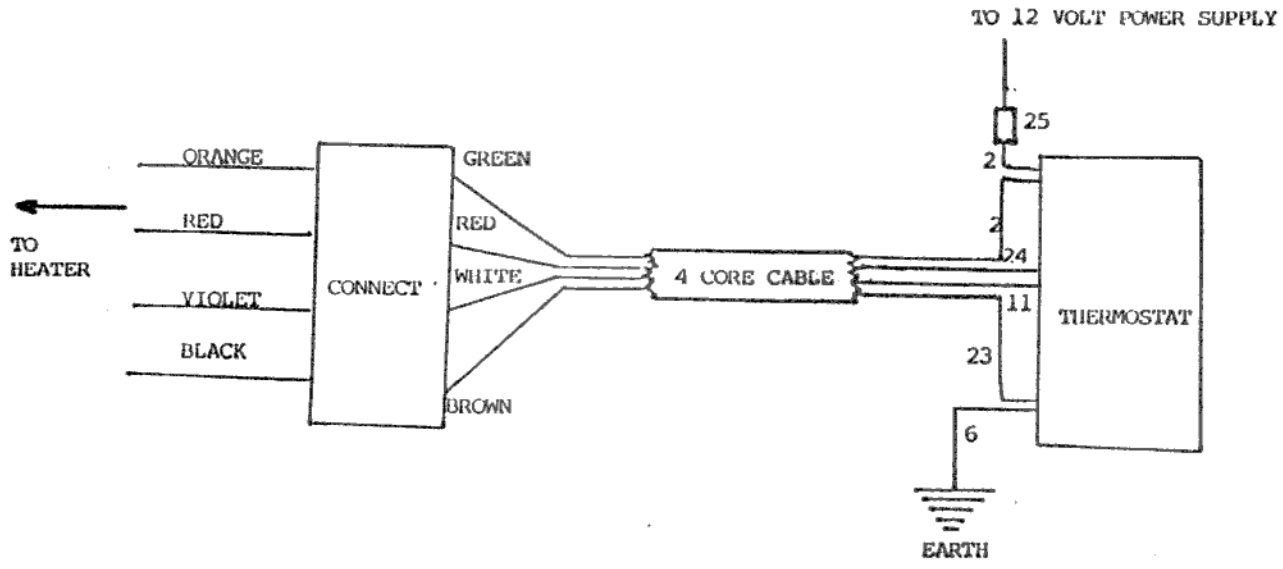
Please follow the instructions laid out in the Propex guide with regard to operation and maintenance and appended to this manual.

You must ensure that the thermostat, air inlet and outlet and the exhaust outlets are kept clear of obstruction.

The Propex Heater is of the sealed combustion type, exhausting all fumes to the outside. It has electronic ignition and flame failure protection ensuring your safety whilst in operation. If the voltage to the heater falls below the required level, it will automatically cut out.

12 volt power for the PROPEX HEATER will be drawn from the secondary battery, if you have one fitted, or direct from the vehicle battery.

Power consumption is 1.5 amp and either battery will provide power for any reasonable duration but please note advice on page 3A.



IMPORTANT: Never use portable heating equipment, other than electric heaters that are not of the direct radiant type, there may be a fire or asphyxiation hazard.

MAINTENANCE OF YOUR UNIT

Although your **SUNTREKKER** has been built from approved materials and the main body from Lloyds Approved Marine Grade Resins and Fibreglass, able to withstand rigorous use, you are strongly recommended to give it the care and attention which it deserves and so prolong it's life and give you the benefits and enjoyment you will obviously appreciate.

The **MAIN BODY** should be kept clean by regular washing with warm, soapy water and a soft cloth. If the gloss has been lost, you can soon bring it back using a mild abrasive car polishing compound followed by a good quality car wax. **SCRATCHES** may be removed by careful rubbing with "Wet and Dry" abrasive paper (used wet) and using as fine a grade as possible (depending upon the scratch severity) and finishing with polishing compound and polish. Structural damage to the body itself may require an "Isopon Repair Kit" or reference to a body repair shop. Please do not hesitate to contact us for advice.

The body and other moulded fibreglass surfaces should be protected with a good quality car body wax and polish.

The **WINDOWS** of your SUNTREKKER are made from double glazed acrylic sheeting. They should be looked after and road dirt washed away at regular intervals using a soft clean cloth. Gloss may be brought back using "Wet and Dry", 400 or 600 grit, used wet, followed by 1000 grit and then a mild car body abrasive/polish.

The luxury insulated **LINING** may be kept clean by wiping with a damp cloth using a weak detergent solution.

The **INTERIOR FIBREGLASS** mouldings should be treated in the same way as the main body.

UPHOLSTERY should be brushed, vacuum cleaned or treated in the same way as household furnishings.

You must remember that all **MOVING METAL PARTS** (hinges, locks, threads etc.) require a frequent application of light lubricating oil or grease, particularly those parts which are exposed to the elements. We particularly draw your attention to the corner steadies, jacking legs and water filler cap.

Exposed **ELECTRICAL PARTS** including any 12N or 12S system, should be kept clean and protected. We recommend a liberal application of Vaseline. Battery terminals should be kept clean and protected with Vaseline.

You should personally check that all screws, nuts and bolts etc., are firmly in place, not only for safety but to minimise any rattles.

If you are using or storing your Motorhome on a **HOT SUNNY CLIMATE**, it is a good idea to draw the curtains and protect it from excessive heat.

Avoid putting **HOT PANS** on fibreglass surfaces.

The **RUBBER HOSE** connecting your gas bottle must be replaced at least every two years.

You should **NEVER** allow your **GAS OR ELECTRICAL SYSTEMS** to be tampered with or altered other than by a qualified tradesman.

WARRANTY/SERVICE

As an owner of an ISLAND PLASTICS leisure product it is important that you can enjoy the benefits of your Motorhome to the full and have many years of trouble free travels.

The Base Vehicle and Motorhome conversions have different warranties.

The **BASE VEHICLE WARRANTY** details are included in the manufacturer's handbook/information pack and you should refer to that for the terms and any extra benefits that may be available.

The **MOTORHOME CONVERSION** has a 12 month warranty (see next page) and you should refer to the terms and conditions therein. Remember that Island Plastics are here to help you enjoy your Motorhome so if you ever have occasion to discuss your unit with us please have your unit **CONSTRUCTION NUMBER** available so that we may quickly identify your needs.

Some of the fitted **EQUIPMENT** e.g. cookers, refrigerators etc. have their own Warranty and a network of local approved **SERVICE CENTRES.**

If you have any difficulty obtaining **SPARES OR REPLACEMENT PARTS,** our "After Sales" team are pleased to assist where possible.

The Island Plastics policy is one of continual improvement. You may well find in years to come you wish to up-date your unit by incorporating some of the latest improvements. Please do not hesitate to contact us in this respect and we will obviously help you, if it is both possible and practical to do so.

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