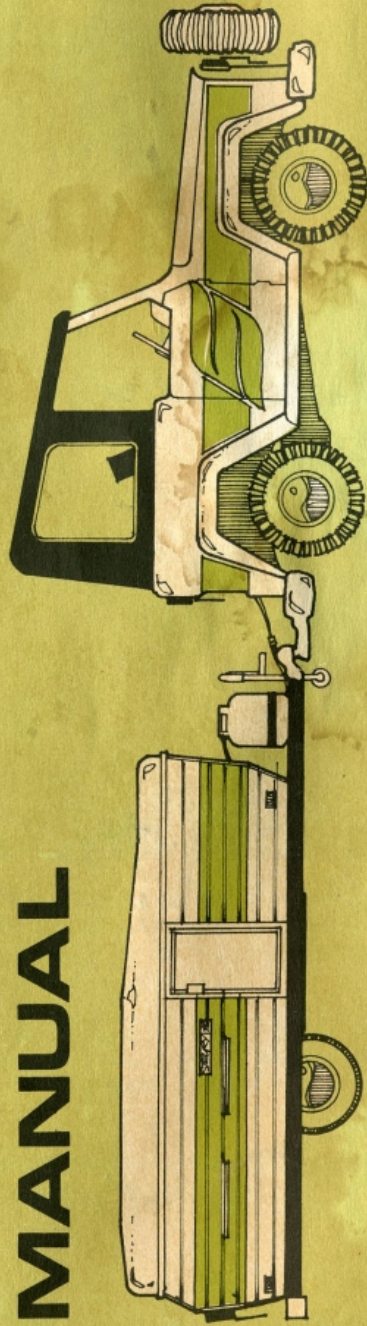




Buckle up for Safety

OWNER'S MANUAL



STEURY

"The great outdoors people"

**Steury Welcomes You As A New Family Member of
"THE GREAT OUTDOORS PEOPLE"**



Your Steury Tent Camper will give you years of carefree service and performance on the road. All Steury products are designed, constructed and finished with these three things in mind; your safety, convenience and comfort.

This manual has been put together as a guideline for your use. Please read it thoroughly and come to understand it before your first trip. The information it contains will insure you of the proper care and use of your camper.

If you follow its recommendations, you will have a lifetime of enjoyment as a family member of "The Great Outdoors People."

Keep this manual in your camper at all times

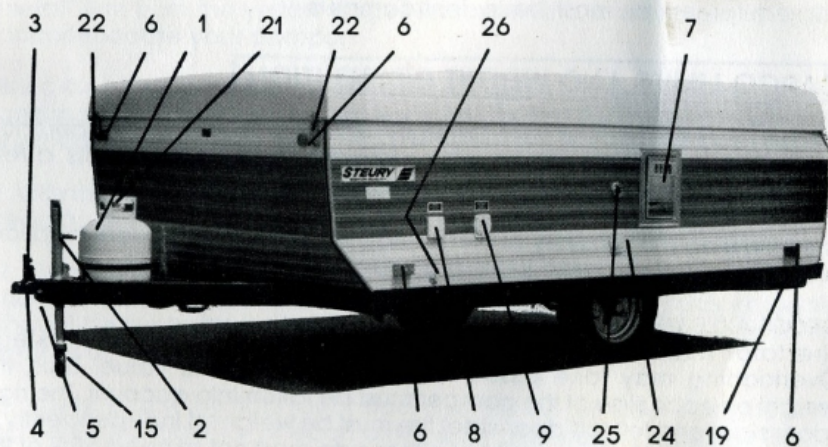
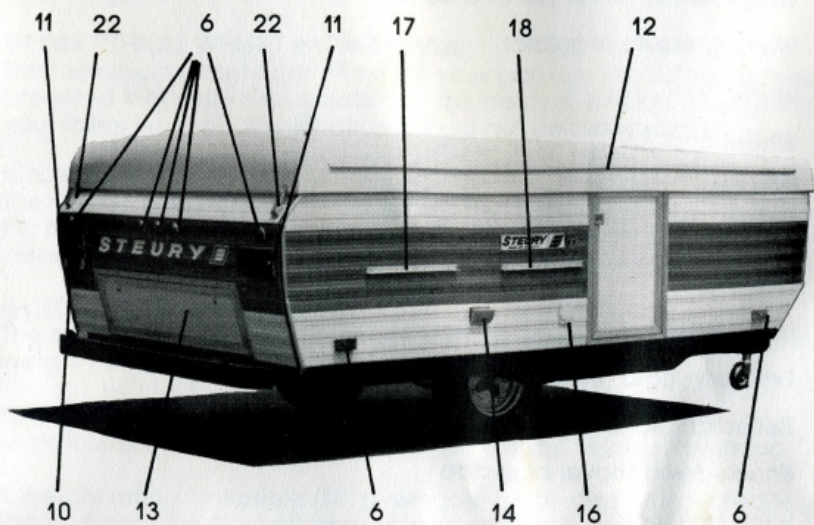


TABLE OF CONTENTS

| | |
|--|----|
| Exterior Identification | 2 |
| Equipment List | 4 |
| Cargo Limits and Weight Distribution | 4 |
| Hitching | 6 |
| Towing | 7 |
| Parking and Braking | 8 |
| Raising and Unfolding | 8 |
| Lowering and Folding | 9 |
| General Construction | 12 |
| Running Gear | 12 |
| Exterior and Interior Care | 13 |
| L.P. Gas System | 14 |
| Electrical System | 15 |
| Water System | 17 |
| Portable Toilet | 18 |
| Appliances | 18 |
| Lubrication and Maintenance Chart | 20 |
| Important Serial Numbers | 20 |
| Service | 21 |
| Service and Operating Record | 21 |
| Camper's Check List and Buying Guide | 23 |

EXTERIOR IDENTIFICATION

1. Gas Tanks
2. Tongue jack
3. Locking level
4. Ball coupler
5. Electrical hook-up
6. Clearance lights
7. Furnace vent
8. Water supply valve
9. Power supply cord recept
10. License plate bracket
11. Stop, tail and directional signals
12. Awning rail
13. Trunk door
14. 110 volt recept
15. Dolly wheel
16. Outside range gas coupler
17. Outside table bracket
18. Outside range bracket
19. Crank entry position
20. Telescoping arms (see page 11)
21. Gas regulator
22. Front and rear lock down brackets
23. Door slots (not shown)
24. Sink drain
25. City water hook-up
26. Drain petcock



SUGGESTED EQUIPMENT LIST

For your convenience, keep the following safety equipment on hand:

Flashlight/lantern

Water supply hoses (25 and 50 feet)

Water pressure regulator

Water "Y"

Wheel chocks

Tool box

Tire gauge

First aid kit

Lug wrench

Extension cord (minimum 3-wire, 12-gauge)

Reflectors, flags or flares

Knock-down shovel or spade

Hitch ball lock

Water purifier kit

Large funnel

Additional stabilizing jacks

Safety chains, leveling jacks, and fire extinguishers are standard equipment on most Steury tent campers

CARGO LIMITS AND WEIGHT DISTRIBUTION

Please read this section very carefully. Take the time to understand how important this section is to your camping pleasures and its direct relationship to your family's safety if not heeded.

The following is a glossary of terms and their definitions that are applicable to calculating cargo limits and weight distribution.

GROSS AXLE WEIGHT (GAW)

The total maximum weight allowed to be carried by the axle(s). Overloading may take place without surpassing the value. Thus, the weight on each side of the camper must be taken into account. The right (door side) and left (off-door-side) tire must be weighed independently of each other. NOTE: (the weight of either side must not exceed 50% of the GAWR) (See your federal tag on camper)

GROSS AXLE WEIGHT RATING (GAWR)

The total maximum weight allowed to be carried by the axle(s). Overloading may take place without surpassing value. Thus, the weight

on each side of the camper must be taken into account. The right (door side) and left (off-door-side) tire must be weighted independently of each other.

GROSS VEHICLE WEIGHT (GVW)

Any weight of the camper lower than and not exceeding the maximum total weight. (GVWR)

GROSS VEHICLE WEIGHT RATING (GVWR)

The maximum weight permitted for your camper including options. It is preferred that you keep at least 200 lbs. below the rated classification of your camper. That classification should not be surpassed.

HITCH WEIGHT (HW)

The portion of the gross vehicle weight that is supported by the tongue to the hitch ball on the towing vehicle. For towing equalization at federally permitted speed limits 10% to 12% maximum is allowed in this section.

RATED CARGO LOAD (RCL)

The allowable increase in weight without surpassing the gross vehicle weight rating.

CALCULATING LOAD:

To calculate your load, you will require the following information:

A. Weight rating limitations (i.e. gvwr, gawr) provided on your Federal tag located near the front off door side of your camper.

B. Exact scale weights which are broken down in the following manner: The camping equipment that you include on each trip cannot invariably be measured. You must establish common items that will be included on each trip and weigh your camper with all this equipment stowed in place. It is suggested that portable items should be stored in the same position of each trip to establish proper weight distribution. Contact a local "scrap metal" firm from the yellow pages for locating a scale large enough to accommodate your camper.

Bring the camper to level position with tongue jack (see diagram page 3) and maintain that position with each phase. Use this method in weighing your camper.

1. With the tongue jack and tires on the scale, take a weight reading. This reading is the Gross Vehicle Weight or GVW.

2. Remove the tongue jack from the scale, then weigh the camper with all the tires on the scale and take a weight reading. This second reading should be subtracted from the GVW. The remaining weight is your Hitch Weight or HW.

3. Lastly, place the right (door side) and the left (off-door-side) tire on the scale independently of each other and take weight readings for both sides.

NOTE: (The weight of the right door side or left off-door-side tire must not exceed 50% of the GAWR)

HITCHING

1. Raise hitch with jackstand on camper tongue until hitch clears hitch ball height (between 17½" and 18½" high)
2. Back-up tow vehicle to trailer. This basic technique is difficult and may require the assistance of another person.

Align the center of the tow vehicle and the center of the camper jackstand. Start backing up slowly, being careful to maintain center alignment. When you are about a foot away, stop the tow vehicle, get out, and determine how far you must move the tow vehicle to place the hitch ball directly under the camper hitch.

Get back into the tow vehicle and leave the door open. By looking at the ground near the driver's seat, you should be able to determine when you have backed the tow vehicle up to the camper hitch.

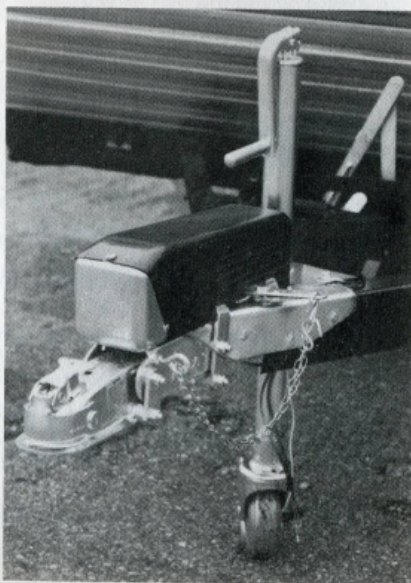
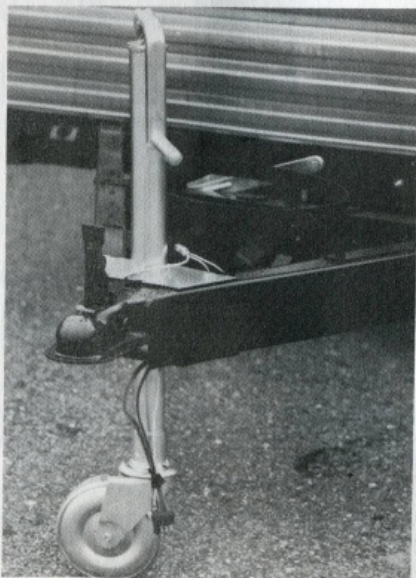
3. Lower the hitch onto the tow vehicles hitch ball and engage the hitch lock.
4. Check lock by lowering jack a few more inches. Both tow vehicle and camper tongue should be lifted.

NOTE: BEFORE LOWERING THE HITCH, BE SURE THAT THE HITCH BALL IS LUBRICATED. THIS MUST BE DONE BEFORE EVERY HOOK-UP.

5. Crank jackstand up and remove dolly wheel by twisting. Then continue to turn jack handle until the jackstand is fully retracted. Store dolly wheel in trunk of the camper or in the tow vehicle.

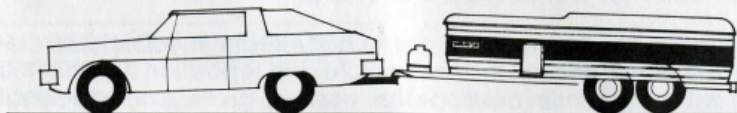
STANDARD HITCH

SURGE BRAKE HITCH

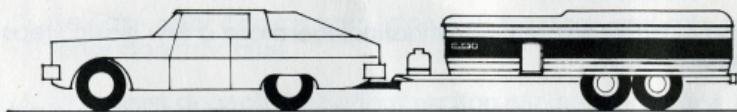


6. Hook-up the safety chain, electrical plug, and mirrors. Check all lights and adjust the mirrors for best possible vision.
7. Check the tire pressure on both the camper and the tow vehicle.

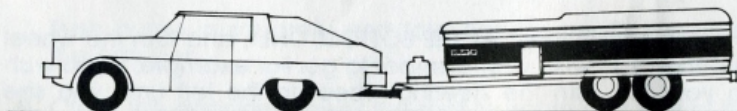
TOWING



IMPROPER LOAD EQUALIZATION



PROPER LOAD EQUALIZATION



IMPROPER LOAD EQUALIZATION

You are pulling additional weight, so give yourself extra braking and starting distance. Check in all directions, then accelerate slowly. REMEMBER TO RELY ON YOUR REAR VIEW MIRRORS AND CHECK THEM FREQUENTLY.

When passing, allow extra time and space for slower acceleration and additional length. You will need more room for pulling into the passing lane and returning to your lane. Always use your turn signals!

When climbing a hill, do not be afraid to downshift (even with an automatic transmission) and accelerate more than usual. You should avoid overloading the engine of your tow vehicle. And, if you find that you must downshift to climb a hill, descend the hill at the same speed in the same gear. Never go over 50 miles per hour downhill. **NEVER ATTEMPT TO PASS ANOTHER VEHICLE WHEN GOING DOWNHILL.**

When you are being passed by large vehicles, you will feel a slight pull to the right. This is caused by the air bubble or slipstream of the passing vehicle as it displaces the air around your camper. When you feel the pull to the right, accelerate slightly. DO NOT apply your tow vehicle brakes because braking will only increase the camper sway.

When turning, do not be afraid to pull well into the intersection before starting. Remember to swing wide for sharp right- or left-hand turns. When traveling on a slick or wet surface, maintain a slower speed.

When traveling in sand or mud, try not to accelerate. If you should become bogged down, unhitch the tow vehicle and reposition it so that the camper is in the jackknife position. This position gives you additional movement in acceleration before the tow vehicle must pull the weight of the camper.

PARKING AND BRAKING

Once you have arrived at your destination, there are a few basic steps that you should follow.

1. Get out of your tow vehicle and survey your selected camp sight. Check for natural obstructions like low-hanging limbs, large stones, or any other potentially dangerous conditions.
2. Try to position the tow vehicle and camper so that your campsite is on the left or the driver's side. Then forget about the tow vehicle and concentrate on the camper.
3. Grasp your steering wheel **AT THE BOTTOM ONLY**, and turn the wheel in the direction you wish your camper to go. For example, if you wish to go to your left, turn the steering wheel to the left until you see your camper moving into position. Then let up on the wheel and swing your towing vehicle into line with the trailer.

RAISING AND UNFOLDING

1. Remove adjustable latches from all four corners.
2. Insert crank handle in rear socket extrusion located at the rear on the off-door-side. Crank up the roof till the red cable (at the rear off-door-side) is taut.
3. Remove bed support poles, pull beds out with canvas strap and install support poles from frame mount to clip under bunks.
4. Install screen door in slot above door opening and drop into holes at each side of the door. Insert canvas into extrusion on exterior side of the door and affix on inside of the door.
5. Canvas bows above beds lock into position.

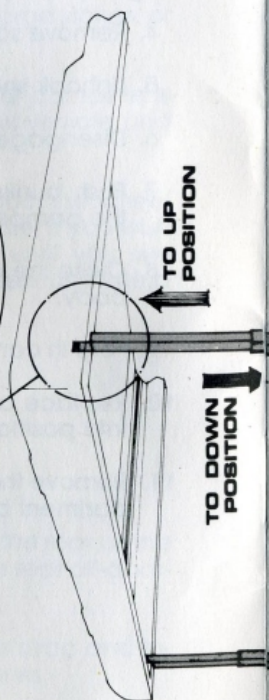
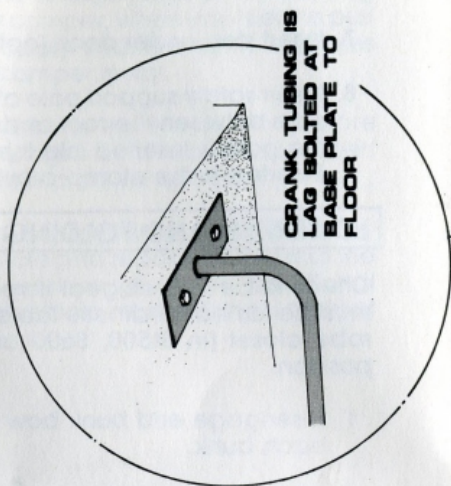
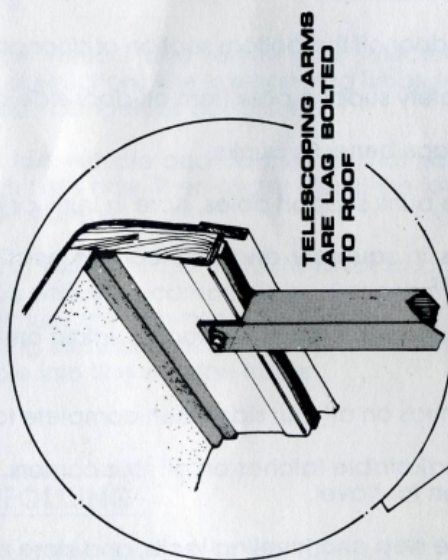
6. Canvas at side of beds snap to underneath portion of beds. Make certain that plastic insert lies on the inside surface of the bed.
7. Insert step under door. (optional)
8. Insert safety support pole at the center of the camper on the off-door-side between the roof and the camper body. The pin at one end of the pole is inserted into the roof and the crimped end of the pole is inserted in the clamp provided on the camper body.

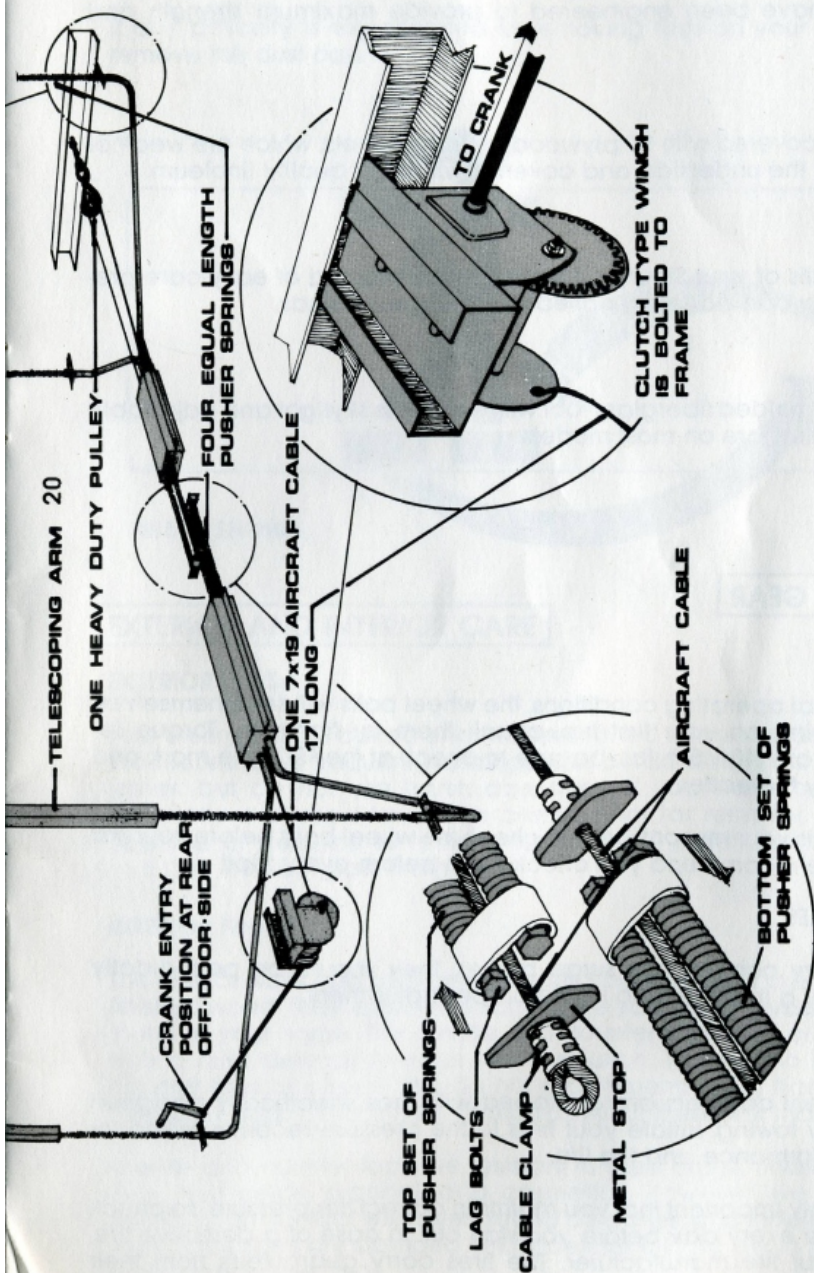
LOWERING AND FOLDING

Check to be sure all gear is secured for travel. All gas valves and lights must be turned off, dinette tables lowered to sleeping position and wardrobe closet (in S1500, S600 and M600C models) lowered into travel position.

1. Disengage end bunk bow supports located at the extreme ends of each bunk.
2. Release door canvas from interior of the door and also from the exterior door channel.
3. Lift screen door off the bottom section of door and place in camper.
4. Remove safety support pole from off-door-side and store in camper.
5. Unhook snaps beneath bunks.
6. Disengage bunk support poles, store in trunk or inner compartment.
7. Push bunks in squarely and fold canvas neatly towards center of the camper.
8. Close the door and lower the roof to within one foot of the camper body.
9. Fold in canvas on all four sides then complete lowering procedure.
10. Replace adjustable latches on all four corners. Top must be locked into position for travel.
11. Remove the step and leveling jacks, and store in trunk or inner compartment before connecting to towing vehicle.

STEURY'S PATENTED CRANK SYSTEM





GENERAL CONSTRUCTION

FRAME

The frames on most Steury tent campers are constructed of seamless, electrically welded 4" steel box perimeter framing and channel. Cross members have been engineered to provide maximum strength and rigidity.

FLOOR

The floor is covered with $\frac{5}{8}$ " plywood flooring panels, which are weather proofed on the underside and covered with high quality linoleum.

SIDEWALLS

The sidewalls of your Steury camper are constructed of easy-care pre-finished plywood paneling nailed to 2 x 4 spruce studs.

ROOF

One-piece molded fiberglass roof with seamless skylight and adjustable interior shutters are on most models.

RUNNING GEAR

AXLE

Under normal operating conditions, the wheel bolts will seat themselves. Before leaving on your first trip, check them for tightness. Torque requirements are 110-115 ft. lbs. be sure to check at the 100-mile mark and periodically thereafter.

CAUTION: It is your responsibility to check the wheel bolts before your first trip, and we recommend you check them before every trip!!

SURGE BRAKES

If your Steury camper has surge brakes, they should be periodically checked by a mechanic to insure proper adjustment.

TIRES

All Steury tent campers are equipped with tires specifically designed for highway towing. Inflate your tires to the pressure recommended for proper performance and tire life.

It is extremely important that you maintain correct tire pressure, so check tire pressure every day before you start out. In case of a defective tire, contact your tire manufacturer. The tires carry guarantees from their manufacturer and that manufacturer is responsible for replacing the defective tires.

TIRE CHANGING

Never use a bumper jack with your Steury camper! A scissor, hydraulic, or screw-type should be used for tire changes. Place jack under axle and raise camper. You may place a block under the hub or axle if it becomes necessary to leave your camper in this position.

If any difficulty is experienced in removing tires on your camper unit, remove the dust cap.



EXTERIOR AND INTERIOR CARE

EXTERIOR FINISH

Your Steury finish is baked enamel prefinished aluminum and fiberglass. We recommend frequent washings with a mild detergent in luke-warm water, but do not use harsh abrasives. If you want to remove accumulations of road tar, use a commercial tar remover. DO NOT use naphtha or gasoline to remove tar as it will soften the enamel finish and dull the fiberglass finish.

INTERIOR FINISH

The interior walls and cabinetry of your Steury camper are made of pre-finished wood. They require the same care you would give any fine wood found in your home. The dinette and counter tops may all be cleaned with a mild detergent/warm water solution. There is no need to wax counter tops or dinette. We do not recommend using harsh abrasives, scratcher pads, or any type of blades. All of these will mar the surface.

Dinette and counter tops are resistant to most drugs, household chemicals, fruit acids, alcohol, and cosmetics. However, we recommend avoiding all contact with dyes, strong bleaches, and indelible inks. Most food packages are stamped with indelible inks, so avoid placing them on damp counter tops.