



# Set-Up Instructions

Ambassador • Classic • Sentry



## ASPEN CAMPERS

The following comments are in answer to a few “often asked” questions:

**Do I have to ‘seal’ the tent?** The camper’s tenting material is urethane-backed and ‘sealing tape’ is used in seams to assist in sealing the stitching/thread during the sewing process. However, new tents may require a good ‘soaking’ to assist in ‘swelling’ the stitching. It is suggested that before first use, your camper be set up, and with a garden hose, thoroughly soak all seams (do not ‘blast’ the seams). Do this twice, allowing the tent to dry thoroughly between soakings. Finally, if any points along the seam show any signs of persistent moisture, a seam sealer may be used at these points. If a sealer is used, it is suggested that the ‘Applicator’ type be used rather than a spray. Sealer is not required on the tenting fabric, but on needle seams only.

**What if I feel a ‘shake’ in the bike when I get my trailer up to speed?** Wheel balance is a subject that should be addressed. All tires are shipped to the trailer manufacturer ‘by-the-pallet-load’ – already mounted on the wheels and ready for delivery to the customer. An occasional check of proper balancing by the customer is a good practice for any vehicle traveling at highway speeds. Improper wheel balance is the first place to look if any ‘trailer chatter’ is observed or felt at the handle bars.

**Do I need or want electric brakes on my trailer? Do they work? Are they safe?** Electric brakes have been used on cycle trailers for many years, and more than 50% of our ‘camper’ customers ask for brakes to be installed. However, with the business climate being what it is today (legalities, etc.), it is important that we draw your attention to Product Bulletin #260 from Dexter Axle Company (see back page). This bulletin positions the customer as being the responsible party for proper control, adjustment and maintenance.

**How often should I pack the bearings?** Use only enough grease to fill each bearing. Filling the whole bearing compartment in the hub with grease will almost always blow past the seal and cause brake failure. Use marine trailer wheel bearing grease if possible... it is waterproof. Check the bearings annually.

**Does the camper have to be staked down with guidelines?** It is impossible to assure how a camper will always react in all storms. If there is concern about strong winds, additional stability can be given to your camper by running guidelines from the top of the camper – and staked to the ground.

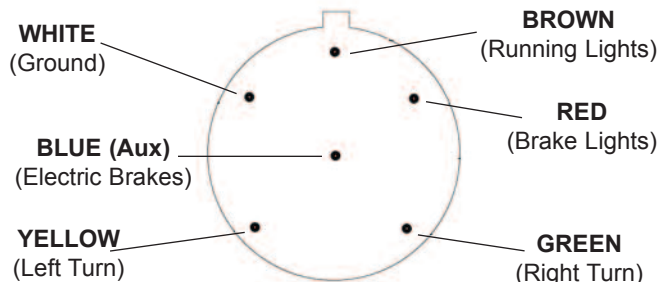
**What do I use to clean my camper?** The exterior finish of the Ambassador camper body and lid is sealed in a transparent film (called Korad) to protect the ABS material from UV rays. DO NOT use abrasive cleaners or any alkaline solvents on this surface. Treat the finish as you would any clear-coated paint or fiberglass finish. For best cleaning results, it is suggested that a spray of hot water be first applied to penetrate the dirt, grease and road grime, then followed with a strong concentrated soap solution (a hot soap solution will work best). For ‘rubbing’ during cleaning, use a sponge, soft rag, Teflon pad, etc. – DO NOT use steel wool or any abrasive wipe. DO NOT use any solvents on the tenting materials.

**IMPORTANT NOTICE about folding your camper:** Because it is possible to close your camper quickly, it is also possible to fold the unit TOO quickly! **VERY IMPORTANT...** immediately after folding-in the last (top) bedboard, be certain to cover the two leg hinges on the bedboard with any padding material. This will keep the aluminum bed support leg from rubbing against the tent roof and causing black marks. Then, after the camper has been folded and just before installing the final cover, take a few moments to walk around the camper and be certain that no fabric or screening is ‘pinched’ between any tubes or hardware. **Remember...** just a-bit of attention to the details in ‘folding’ will prevent abnormal fabric wear or pin holes from occurring due to improperly folded fabric under travel cover pressure and road vibration.

### ASPEN WIRING CHART

LOOKING HEAD ON AT TRAILER PLUG

- BLUE - A (Auxiliary)
- WHITE - GD (Ground)
- YELLOW - LT (Left Turn)
- GREEN - RT (Right Turn)
- RED - S (Brake Lights)
- BROWN - TM (Running Lights)



GROUND MUST BE CONNECTED FOR THIS TO WORK.



# Classic & Sentry (Set-Up Instructions)

**Take time to carefully review these instructions.** You will find it very helpful if you follow these instructions **SLOWLY** during the first few set-ups so that the proper sequence can be memorized. This sequence will only take a few minutes once you understand the procedure. These instructions are written for one (1) person to perform.

1. Lower the two front jackstands fully compressed. This allows the rear of the trailer to tilt higher so that the two rear jackstands can be lowered. Lower the two rear jackstands fully compressed. Go to the front of the trailer. Place your hand under the lip of the body and lift slightly upward until the trailer is visually leveled. Step on the jackstand pedal and the foot drops down holding the trailer level. Repeat on rear of trailer. *\*NOTE: You are NOT trying to lift the tires off the ground but simply leveling and stabilizing the trailer in preparation for opening the tent.*
2. Release the Bungee cord from the six (6) wind hooks and remove cover.
3. There is an elastic band attached at both ends of the trailer with snaps. This band is to keep the tenting and screening material up away from the lip of the trailer. Unsnap the band (one side at a time) from the trailer and set it aside.



4. Lower the floor panel to the ground. This will reveal the privacy panel/canopy. It is very easy to unzip, roll up and tie this panel. This will reveal the front screen door. Unzip, roll and tie this door. It will give you easy access to the internal telescopic poles later in set-up.



5. Lift the two front bows forward and hold straight up.

6. While holding the two front telescopic bows straight up, swing the rear bedboard down to the ground. Be certain that the telescopic 'bed-to-ground support' is fully extended. The leg will swing out on its own via a gas spring. You do not need to pull the leg up or out.



7. The trailer was delivered with vinyl pads covering the hinges and the bed support leg. It is suggested that you pad (cover) the two leg hinges on the bedboard with any padding material. The purpose is to keep the aluminum bed support leg from rubbing against the tent roof and causing black marks. This is also the perfect place to store a carpet if you carry one for the front room of the trailer.

8. Be sure to secure the bedboards with some type of locking device (the trailer is delivered with S-Hooks) before attempting to set-up. *The S-Hooks are meant to be a temporary method of securing the bedboards during delivery. Small padlocks should be used in place of the S-Hooks before you take your new trailer out on the road.*





9. Walk around to the front of the trailer and pull evenly on the front telescopic bow (above doorway), extending it out until both sides 'click' in place.

10. Step inside the front room of the trailer and raise up on the vinyl roofing material with one hand while pushing up on the telescopic bow with the other hand. Raise the telescopic bow straight up until it 'clicks' in place on both sides.



11. Remove the two aluminum roof struts from the cargo bay. (Note: the cargo bay is accessible through a door underneath the front mattress.)



12. With one of the roof struts, reach back and raise the rear 'spring-loaded' roof bow. Push back on the spring-loaded bow slightly until firmly in place.

13. Place the bed bow (laying loose on the mattress) into one end of the shorter roof strut, raise and push into place. The other end of the roof strut will slide onto the peak bow above your head. Snap the longer roof strut into the door bow and slide the other end onto the peak bow. Now push the top mattress to the rear bedboard.



To help protect the tent and screen panels, it is suggested that the hinge covers remain in place (as shown) - especially when folded down in the travel position.

*That's it! You're done!*

**Important note about entering the Classic or Sentry cargo bay while traveling ('on the road')...** When lifting the camper unit to gain access to the cargo bay, it is suggested that you lift all four (4) corners of the tonneau cover above the 'lip' of the cargo body. **Reason:** if the hemmed Bungee cord is not lifted above the two corners on the hinging side, the 'sawing action' against the Bungee may cut the cord.





# Classic & Sentry (Closing)



1. Close all window flaps. Leave approximately a 6" opening at the top of the window flaps to allow air to escape when the tent is folded up.

2. Bring the rear mattress forward and stack on top of the front mattress.

3. Remove both roof struts and place them back in the cargo bay.

4. Lay the bed bow (2nd bow from rear) down on top of the stacked mattresses.



5. While inside the trailer, once again release the weight from the telescopic poles by pushing up on the vinyl roof with one hand. Release the 'snap-button' on each side of the peak bow, allowing the bow to compress (close) to its lowest position. Then step outside and release the 'snap-button' on each side of the door bow (inside the tent) and slide bow inward.



6. Walk to the back of the camper and close the rear roof bow. Note: because the vinyl roof applies much 'gripping pressure' to the two upper corners of this bow, care must be taken in seeing that this bow is **NOT** closed by 'pushing-in' on the center of the bow— otherwise this bow could bend. It is possible to easily lower this bow simply by grabbing the two outer corners of the vinyl roof and slowly pulling down while pushing inward on the bow to release it from the vinyl's grip. After the bow has released from the roof, push the bow down/closed until it 'snaps' into both side clamps on the inside of the bedboard. Be sure not to catch any of the tenting material in the clamps.



7. Release the two Velcro flaps that cover each side main hinge.

8. Raise and close the rear bedboard. Remember to place a padding or cover over the two leg hinges and the bed support on the bedboard. If you carry a throw rug for the floor of the front room of the camper, this is a good place to store it.

You will see that as the bedboard is being lowered, the window screening will have a tendency to fall in two directions... half will fall 'under' the bedboard and the other half will fall towards the 'outside' of the bedboard. **PULL OUT ALL OF THE TENTING AND SCREENING WHILE YOU ARE FOLDING UP THE BEDBOARD.**



9. Fold the two forward telescopic poles down and over the closed bedboard. You will note that the 'OPEN' door panel is now laying on top of the camper.



10. You do not want tent material to be 'pinched' by the telescopic poles, therefore, reach inside the open door panel (one side at a time) and smooth any 'bunched' material evenly and away from the poles. Be sure the hinge covers are in place.

Note how all of the tenting and screening material is **PULLED OUT** in the photo above.

Note: The hinge covers have a snap to hold them in place.





11. Zip the door and screen panels closed. Leave approximately a 6" opening at the bottom of the screen panel to allow air to escape when folding the tent.



12. After zipping the door and screen panels closed, while standing at the front (tongue) or rear (bumper) side of the camper, lift up on the velcro strip in front of you to form a 'pocket' and neatly **TUCK** all of the tenting and screening that you pulled out when folding in Step #8.



13. Grab the two outer corners of the floor and raise the floor up and over the closed bedboard to the back edge of the bedboard (not over the backside of the bedboard). Fold the remaining floor material up as far as it will go.



Walk around the camper for a visual check to be certain that all tenting is neatly folded and any unnecessary 'bundling' of material is avoided.

14. After tucking in all of the tenting and screening material, attach the elastic strap to the snaps on each end of the camper. This elastic strap is designed to hold the tenting and screening UP ABOVE the lip of the trailer when the tonneau cover is installed.



15. Install the tonneau cover. Before 'tightening' the cover (to avoid wear on tenting material), feel under the cover and push-up on any tenting material that may be hanging downward over the top of the fiberglass body. Be sure to pull the Bungee corded hem down below the lip of



the trailer all around. Reach under the hem and feel for the exposed area of the Bungee cord and attach it to the wind hooks (1 on each end and 2 on each side).

If you have a pocket in the cover, the zippered flap of the pocket should be positioned on the curb side of the trailer.

*Note: Be sure to raise all four (4) jackstands before leaving.*



# AMBASSADOR (Set-Up Instructions)

Take time to *carefully* review these instructions. You will find it very helpful if you follow these instructions **SLOWLY** during the first few set-ups so that the proper sequence can be memorized. This sequence will only take a few minutes once you understand the procedure. These instructions are written for one (1) person to perform. IF a second person is helping, then the lid can be lifted onto telescopic poles and poles can be elevated at the same time.



1. Lower the four corner jackstands and visually level the trailer. Open the cargo bay and remove the “L” pole supports and the four telescopic poles. ***(It is important that the smaller components be kept “bagged” during travel to reduce the risk of loss or misplacement).***

2. Be sure to secure the bedboards with some type of locking device (the trailer is delivered with S-Hooks) before attempting to set-up. ***The S-Hooks are meant to be a temporary method of securing the bedboards during delivery. Small padlocks should be used in place of the S-Hooks before you take your new trailer out on the road.***



3. Insert two “L” pole supports into the rear main frame to receive the telescopic poles.

4. Insert the two remaining telescopic poles into the sleeves on the front of the main frame.

5. Remove the locking *faspins* from the parts bag in the cooler basket.



6. Lift the lid “UP” and position the two molded cup sections onto the telescopic poles.



7. Insert the locking *faspins* into each top bracket hole. Be certain that each *faspin* travels through all 3 holes (front bracket hole, lid hole and rear bracket hole).



8. The rear “L” support brackets should be tapped in lightly (until the poles touch the lip/flange of the body) once the lid is positioned on top.







9. Release the top telescopic ‘snap-buttons’ and raise the rear of the lid into the next upper position. Then raise front of lid to same level position.



10. While the telescopic poles are in this position, remove the four (4) corner *hitch-pins* from the support stabilizers located just below the body lip at each corner. Swivel the stabilizers and lock them into position with the *hitch-pins* running through all corresponding holes. Do the same with all four corner stabilizers and *hitch-pins*.



11. Release the appropriate ‘snap-buttons’ to elevate the lid into the final raised position.



12. Fold out each bedboard (left side first). Pull the tenting material inside of each bedboard and make certain that each ‘U-shaped’ ground support is folded out a full 90° so that it properly reaches the ground. Ground stakes have been provided to help assure that these two bed supports remain in a vertical position.



13. After both bedboards are lowered, ‘snap and Velcro’ the tenting material to the full body perimeter. **DO NOT** elevate the interior spring-loaded tent bows until all tenting is secured (this will assure maximum tent tension).



14. After all tenting material is fastened to each bedboard, reach through the open doorway and release each spring-loaded tent bow which will ‘snap’ into position.

*Walk around the full perimeter of the trailer and inspect all adjustments. Lower interior mattresses from lid onto bedboards.*

# AMBASSADOR (Closing)



1. Release all four corners (snaps & velcro) and raise tent over the spring-loaded bows.
2. Release velcro and snaps all around. Fold in spring-loaded bows and lock into place on bedboards.



3. Fold in bedboards - right side first - moving material out of the way.



5. Lower the roof one position.

4. The trailer was delivered with vinyl pads covering the hinges and the bed support legs. It is suggested that you pad (cover) the two top 'hinging' points of the bedboard leg.

6. Remove the four corner hitch pins, fold back brackets and replace hitch pins in brackets. Lower telescopic poles to their lowest position.

7. Remove faspins from the top of each pole bracket.







8. Lower roof from top of telescopic poles.



9. Remove telescopic poles.



10. Tuck in tenting around all sides.



11. Place telescopic poles back in cargo bay.



12. Replace locks and fasten rubber straps on all four sides.

*Be sure to secure the bedboards with some type of locking device (the trailer is delivered with S-Hooks) before attempting to set-up. The S-Hooks are meant to be a temporary method of securing the bedboards during delivery. Small padlocks should be used in place of the S-Hooks before you take your new trailer out on the road.*



## CAUTIONS, HELPFUL HINTS & SPECIAL MENTIONS

- **If your Aspen camper has been ordered with electric brakes**, the final wiring hook-up is to be completed by the customer to assure verification of the proper connection. Aspen is manufactured with a 6-wire system to provide for an auxiliary run of any options. The BLUE wire is usually provided for this purpose, and a common practice is to connect the electric brake controller to this lead. **But, because the manufacturer cannot be aware of final connections on every tow vehicle, final connection is left to the customer.**
- **Check lug nuts often**, especially with a new trailer. Coat the threads of the lug studs with anti seize. This will aid in the removal of lug nuts. Do not tighten lug nuts with an impact gun. Run tires at rated air pressure for ease of pulling and for long life.
- **Coat the inside of the hitch “coupler”** with grease or chain lube. Do not pull trailer with a dry hitch ball.
- **Tie safety chains** as close to hitch as possible while allowing enough slack to make sharp turns. Short chains won't drag. Long chains are dangerous.
- **Trailers need tongue weight** in order to pull properly. A good rule of thumb... 10% of total trailer weight on the tongue. If the trailer weaves back & forth, STOP! Re-load with more tongue weight.
- **Tow vehicle hitch:** The hitch ‘ball’ should be installed as close as possible to the tow vehicle’s rear axle in order to minimize any possibility of developing an effect similar to the ‘tail wagging the dog!’
- **The two (2) U-shaped stakes** that are included with your camper go over the bed support leg when the camper is set-up.
- **It is advised to wrap** any pointed objects when storing in the lower ‘basement level’ of the Aspen camper. Continual road vibrations could create body damage from unprotected sharp objects.
- **On the Aspen Ambassador, be certain** that all four (4) rubber draw-straps are gripping lid in closed position during travel.
- **After unhooking Aspen from tow vehicle**, you may find it easier at times to move trailer around by standing at rear of unit and ‘pushing’ with a downward pressure. This method of movement is often much easier than ‘lifting and pulling’ by trailer tongue.
- **The jackstands are spring-loaded.** For the front - grab the shaft of the stand and pull toward the rear of the trailer and lower. For the rear - grab the shaft of the stand and pull toward the center of the trailer.

When Aspen Campers decided to begin offering electric brakes on their lightweight campers, research into various braking systems led to Dexter Axle’s ‘Torflex - with electric brakes’.

Prior to November 2000, anyone from the general public could purchase stock Dexter brakes to install on any trailer. It is our understanding that the bulletin referenced below was generated after Dexter’s “stock” (lightest rated) electric braking system (1000# rating) was being installed by end-users (not factory installed) on small, lightweight cargo trailers. Problems developed due to the mismatch between light weight trailers and Dexter’s “stock/1000#” brakes. Consequently, Dexter Axle issued the following bulletin.

### **PRODUCT BULLETIN #260**

November 13, 2000

#### **Safety Alert**

#### **Subject: Use of brakes on trailers towed by motorcycles**

Dexter Axle does not recommend the use of brakes on small touring trailers designed to be pulled by motorcycles. It has come to our attention that some manufacturers are specifying Dexter’s light capacity #8 Torflex axles and brakes for use on this type of trailer. We strongly recommend that this practice be discontinued. Proper control of the brakes on these vehicles can be very difficult. Even a slight imbalance of the trailer brakes may cause the rider to lose control.

A secondary issue is spontaneous and unexpected actuation of the brakes. This can occur when a Torflex axle is not fully loaded. Under this condition, the torsion arm is not rotated to its normal position, which put the brake assembly out of level. If the axle is fitted with electric brakes, this out of level condition can result in unexpected brake actuation when the trailer encounters large bumps. The reason that this can occur is because the magnet inside the brake has sufficient mass to move the actuating lever during extreme bounce situations.

Dexter Axle will continue to be responsive to the needs of the trailer designers and manufacturers to ensure proper fit and function of all trailer components that make up the vehicle and to provide safe, roadworthy products to the marketplace.

LeRoy Crain  
Marketing Support Manager

**Dexter Axle Company • Elkhart, IN 46516**

This braking system has been in use on lightweight pop-ups for over 20 years. Aspen Campers has been offering electric brakes for their line of lightweight pop-ups since 1997. These brakes are matched to the weight of the campers. It has been our experience that as long as the proper brake adjustments are maintained by the customer (as illustrated in the Dexter Maintenance Service Manual), this system is a proper option to our Aspen trailers. This suspension system is purchased “with or without brakes” directly from Dexter Axle Co. Electric brake components are not separately installed by Aspen Campers.