

CAREFREE SUPER SPORT AWNING INSTALLATION INSTRUCTIONS

052969-002

USE THESE INSTRUCTIONS FOR THE INSTALL OF A SUPER SPORT AWNING.

THIS MANUAL CONTAINS SECTIONS FOR: SAFETY AND INSTALLATION

READ ENTIRE INSTRUCTIONS BEFORE STARTING INSTALLATION. FOLLOW ALL CAUTIONS, WARNINGS AND NOTES TO PREVENT INJURY OR DAMAGE TO AWNING OR VEHICLE.

SECTION I: SAFETY INFORMATION

CAUTION: MEANS A HAZARD THAT MAY CAUSE MINOR OR MODERATE INJURY IF THE WARNING IS IGNORED. IT ALSO MAY MEAN A HAZARD THAT WILL CAUSE DAMAGE TO PROPERTY.

CAUTION: AWNINGS MUST BE MOUNTED INTO THE FRAMEWORK OF THE VEHICLE. FIBERGLASS OR SHEET METAL SIDING IS NOT STRONG ENOUGH TO SUPPORT THE WEIGHT OF THE AWNING.

CAUTION: THE SPRINGS ARE PRE-WOUND WITH THE NUMBER OF TURNS FOR THE SIZE OF THE ROLLER ASSEMBLY. DO NOT REMOVE THE SAFETY PIN FROM THE REAR SPRING OR THE NYLON TIE STRAP FROM THE BRAKE LEVER AT THIS TIME. DAMAGE TO THE AWNING OR PERSONAL INJURY MAY RESULT.

CAUTION: SCREWS MUST BE SECURED INTO THE FRAME OF THE VEHICLE.

CAUTION: DO NOT USE CAUSTIC CLEANERS, MILDEW REMOVERS OR METAL CLEANERS ON FABRIC AS THEY CAN DESTROY COLORS AND WILL NOT BE COVERED BY WARRANTY.

WARNING: ALWAYS USE THE PULL STRAP FOR EXTENDING AND RETRACTING THE AWNING! NEVER RETRACT AWNING WHILE HOLDING ONTO THE AWNING ARM! IF HANDS OR FINGERS ARE CAUGHT BETWEEN THE AWNING ARM CHANNEL AND BRACE CHANNEL DURING AWNING RETRACTION, SERIOUS INJURY MAY RESULT!

SECTION II: INSTALLATION

TOOLS AND SUPPLIES REQUIRED

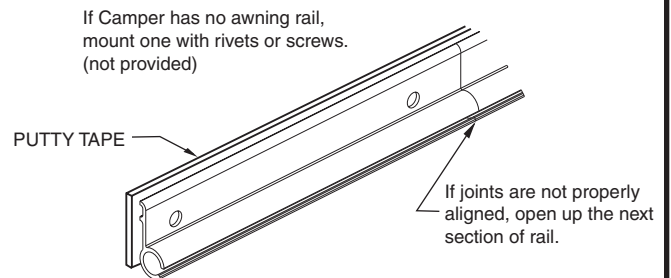
5/16" Socket/Nut Driver	Ratchet or Speed Handle
3/8" Socket/Nut Driver	#2 Phillips or Quadrex-Drive Screwdriver
1/4" Socket/Nut Driver	Utility Knife
7/16" Wrench	Putty Tape or Silicone Sealer
5/8" Wrench	
3/4" Wrench	

1. INSTALLATION PREPARATION:

- For the Super Sport to properly fit, the distance between the awning rail and the bottom of the frame should be 34" - 40", when the camper is closed.
- Check vehicle to see if the awning rail is installed. If not, mount one with rivets or screws. Seal the back of the rail with putty tape.

1. INSTALLATION PREPARATION: (cont.)

- Decide where the arms will fit and not interfere with lights, vents, mirrors, etc. **ROLLER ASSEMBLIES MEASURE EVERY 6" BETWEEN CENTER OF BRACKETS.**
- Cover any sharp projections with padding (rag or paper) and masking tape to avoid scratching holes in awning when threading canopy into awning rail channel.
- Straighten and smooth awning rail. Use a screwdriver to spread one end slightly to allow easy insertion. Silicone spray will aid insertion.

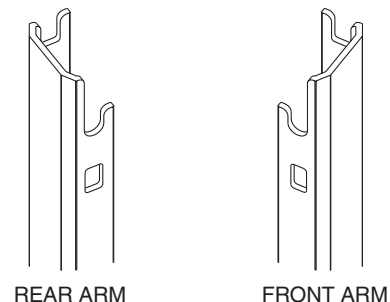


NOTE: THE DISTANCE BETWEEN THE CENTERS OF THE BOTTOM BRACKET MUST BE THE SAME AS BETWEEN THE CENTERS OF THE TOP BRACKETS, WITHIN 1/2"

CAUTION: AWNINGS MUST BE MOUNTED INTO THE FRAMEWORK OF THE VEHICLE. FIBERGLASS OR SHEET METAL SIDING IS NOT STRONG ENOUGH TO SUPPORT THE WEIGHT OF THE AWNING.

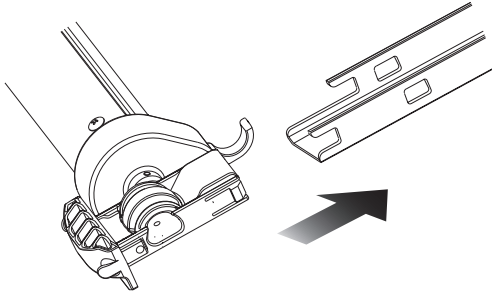
2. ROLLER AND ARM ASSEMBLY:

- Remove roller assembly from the tube and plastic bag. **NOTE: CARE MUST BE TAKEN NOT TO DAMAGE CANOPY WITH TOOLS USED TO CUT PLASTIC BAG. DAMAGE CAUSED BY INSTALLATION ERROR IS NOT COVERED BY WARRANTY.**
- Rest the roller assembly on an elevated surface. Do not remove tape from around canopy at this time.
- Remove arms and rafter assemblies from the tube and determine front from rear. The front arm has a slot for the roller bar shaft facing the rear (see fig. below)



The rear arm has a slot for the roller bar shaft facing the front.

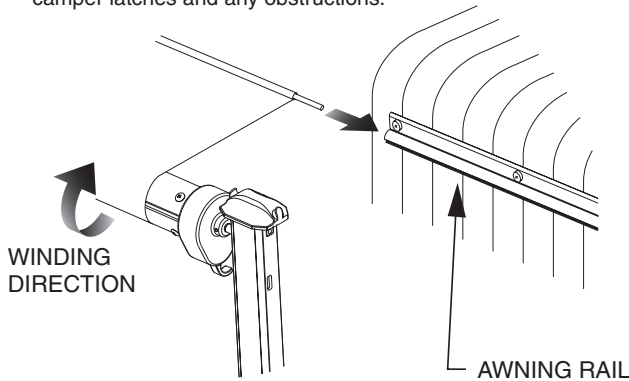
- D. Attach the rear arm first. Pull out the smallest extrusion from the end of the rear arm. Using the end cap attached to the non-locking end of the roll bar, slide the end cap straight in to the channel until both snaps have seated in the side holes of the channel (see fig. below).



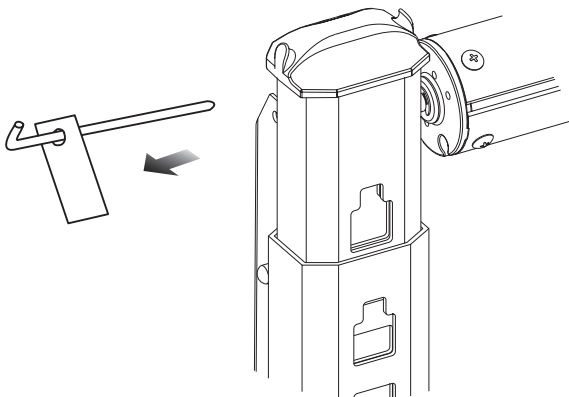
- E. **WITHOUT REMOVING THE STRAPPING TAPE FROM THE BRAKE LEVER**, repeat step 2D using the locking end of the roll bar with the front arm.

3. AWNING INSTALLATION:

- A. Move to the awning to the rear of the camper from which the awning is to be installed.
- B. Take one wrap of the canopy off the roller. Trim the polycord 1/2" from the edge. Align the polycord at the end of the canopy to the awning rail.
- C. Slide the canopy into the awning rail. With a helper, continue feeding the awning into the rail while the helper walks the arm forward. Center the awning, making sure the arms clear the camper latches and any obstructions.

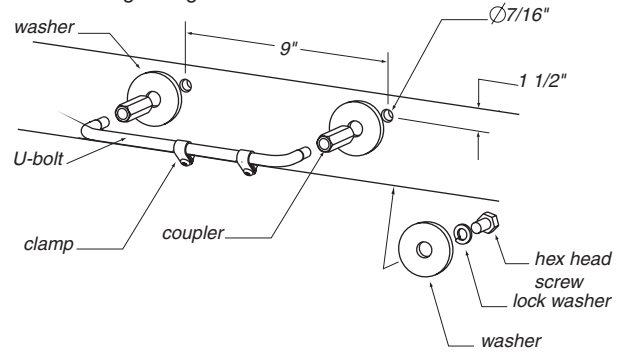


- D. Remove the strapping tape from the around the travel lock on the front end of the roll bar. And for Super Sports 10' and over, remove the lock pin from the side of the arm.

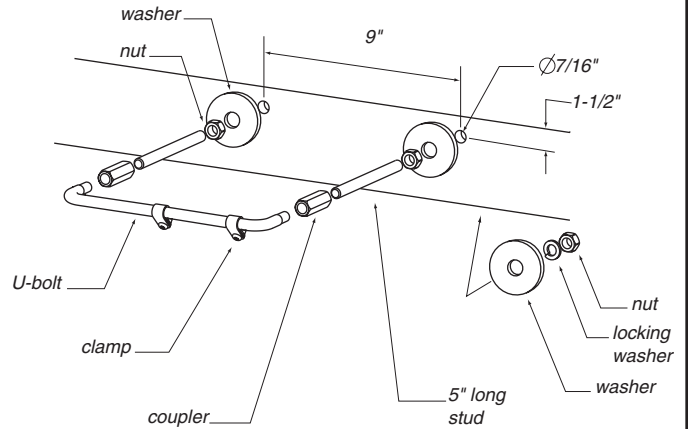


4. INSTALLING BOTTOM BRACKETS AND U-BOLTS:

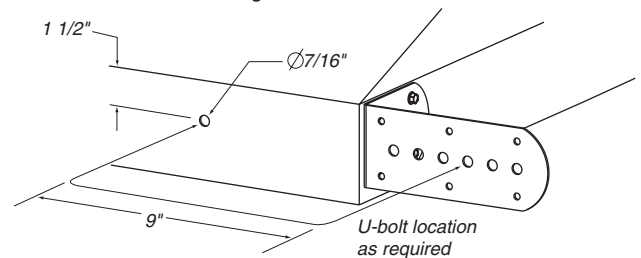
- A. The U-bolt may be installed in various configurations depending on the style of the camper. For each case, the U-bolt should be positioned so that the arm can snap onto the straight portion of the U-bolt. When the frame is flush to the side of the wall, use the following configuration:



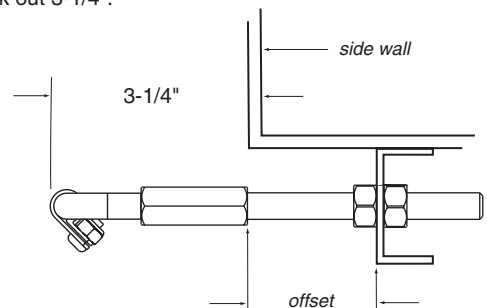
If the frame is offset from the side of the of the camper wall at any distance, then the 5" long threaded stud will be used as follows:



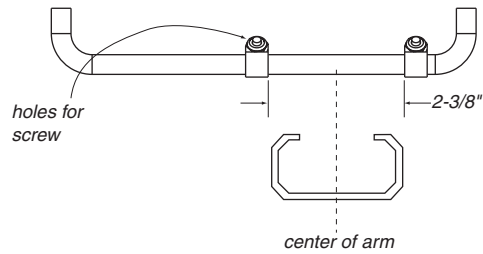
- B. Depending where the arms line up the "L" brackets may be required (not included). Use the "L" brackets to extend the mounting location for the U-bolt. The "L" bracket legs may be switched to the long or short side.



- C. When the frame is offset, the back of the coupler should be in line with the side wall. From the side wall the U-bolt should stick out 3-1/4".

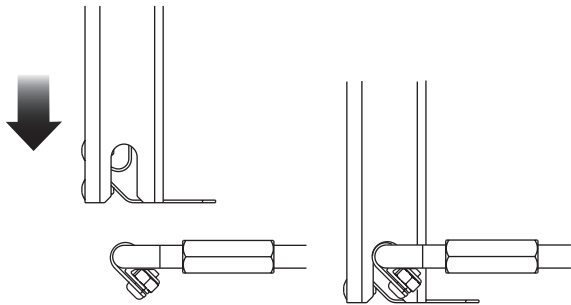


- D. The clamps should be positioned 2-3/8" apart and centered on the arm as shown. Note, the socket head cap screws should be positioned toward the camper.

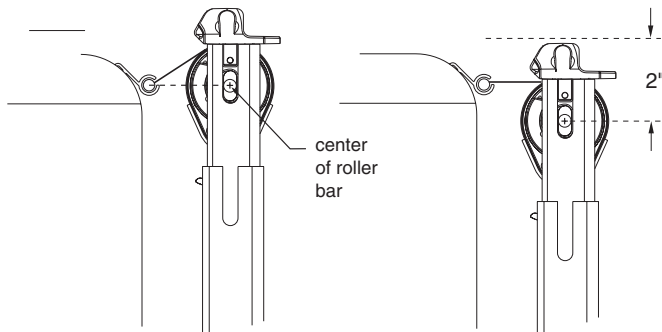


5. CARPORT FOOT INSTALLATION AND ARM ADJUSTMENT:

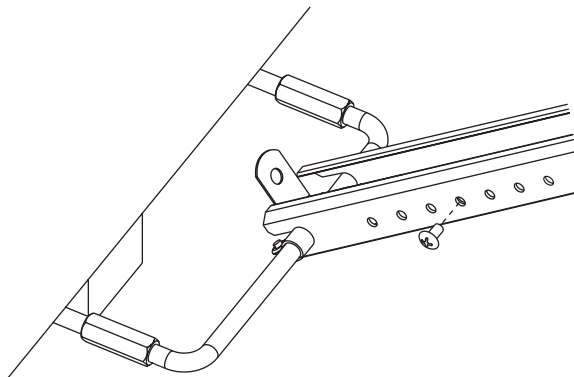
- A. Slip the arm onto the U-bolt between the clamps, allowing the carport foot to snap over the U-bolt.



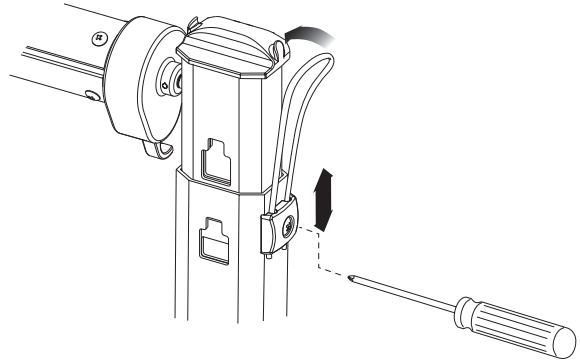
- B. Adjust the collapsed height of the arms using the stop bolt located at the bottom and rear facing side of each arm. The roll bar center line should be in line or slightly above or below the awning rail center line (see fig. below).



The awning is set from the factory at the lowest position and should be adjusted as required.

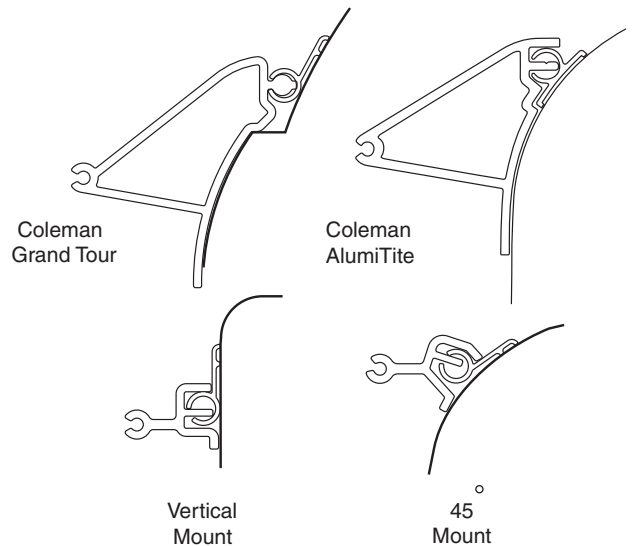


- C. Once the stop bolt and arm height are properly adjusted, the travel strap may be adjusted. Loosen the clamp on the side of the arm and pull the rubber cord so that it is short of reaching the ear of the arm end cap. Tighten the clamp and pull the rubber cord over the ear of the arm end cap. The cord should firmly hold the arms together. Pull the rubber cord off the ear and adjust the length of the cord as necessary. Once finished adjusting the rubber cord, cut off the excess cord leaving about 1/4" below the clamp.

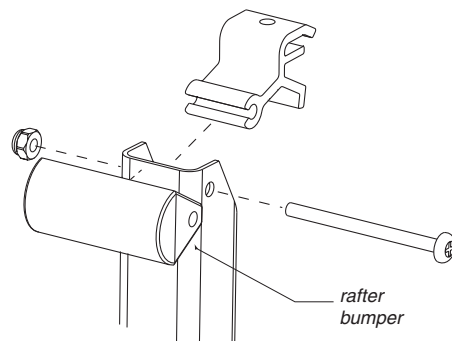


6. TOP BRACKET INSTALLATION:

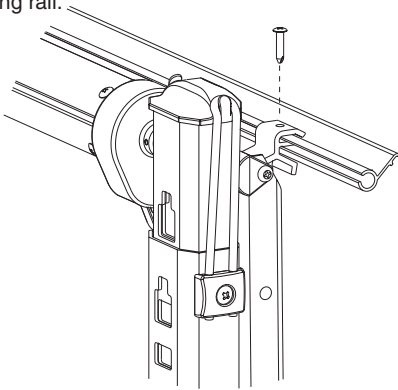
- A. Four different top brackets are supplied with the awning. There are two large curved brackets; one for the Coleman Grand Tour plastic roof series, and the other for the AlumiTite roof. The small "E" bracket is for awning rails mounted on a vertical surface. And the small angled "E" bracket is for awning rails mounted at a 45° angle.



Attach the appropriate bracket to the end of the rafter with the angled cut of the rafter facing the awning rail. Use the #8 pan head screw with the #8 nut, nylon insert, and be sure to place the rafter bumper on the end as shown.

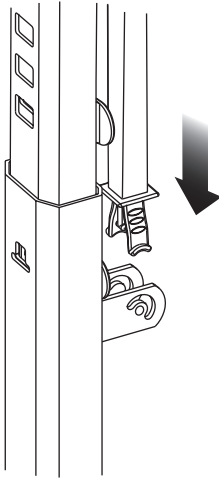


- B. For the vertical mount and 45° mount brackets only, slide the rafter and top bracket onto the end of the awning rail and centered behind the arm. Secure the bracket with a #8 self-drilling screw through the top of the bracket and through the awning rail.



For both of the Coleman brackets, clean the surfaces for the double sided tape using the alcohol pad provided. Slide the rafter and top bracket onto the end of the awning rail being careful not to touch the surface with the double sided tape until the rafter is centered behind the arm. Press the tape and bracket firmly against the camper. Only for the Grand Tour Coleman Bracket with the plastic top and awning rail, **Do not use the self-drilling screw.** For the Colman Alumitite roof, use the #8 self drilling screw.

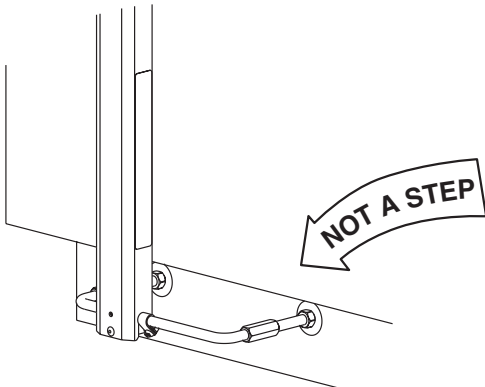
- C. Engage the rafter connector at the end of the rafter into the arm bracket nest location.



WARNING: Not engaging the rafter connect fully into the the bottom bracket nest location may result in damage to the awning.

7. IMPORTANT!:

Place the "Not a Step" label above each U-bolt.



8. SECURING CANOPY:

- A. Extend awning several times (see Operating Instructions) to be sure that it rolls smoothly and that the canopy rolls straight. It may be necessary to slide the canopy in the awning rail toward one end to allow the canopy to roll straight.
- B. To prevent the awning from moving in the rail, drill two 3/32" holes through the awning rail, polyrod and canopy approximately 2" from each end of the canopy. Secure the canopy using #6 x 3/8" hex head screws in each hole.

9. Super Sport Awning Spring Tension

For Super Sport awnings that are 10' (measured from center of arm to center of arm) and over there are two springs, one on the travel lock side (front or right), and one on the non-travel lock side (rear or left). If the Super Sport awning is under 10', then it will only have one spring on the travel lock side. Skip to Step 2 if the awning is under 10'.

A. If the Super Sport has lost spring tension, then it is impossible to know which side has lost the tension; therefore, you must treat both sides as if they are under spring tension to prevent injury. While the camper top is still down, roll down the awning 4 revolutions (about half way down). Release the rear arm from the bottom bracket U-bolt by lifting up on the carport foot. Remember this arm may or may not be under spring tension so it will work best if someone holds the roll bar while the arm is tested for spring tension. If there is spring tension, replace the arm and move to Step 2. If there is no spring tension, then rotate the arm 8 winds in a clock-wise direction while facing the rear of the awning. Now replace the arm in the U-bolt, and roll up the awning by holding the pull strap and pulling up on the lock lever. Skip Step 2 if there is enough spring tension on the awning, other wise complete Step 2 if there is not enough spring tension on the awning.

2. While the camper top is still down, roll down the awning 4 turns (about half way down). Release the front arm from the bottom bracket U-bolt by lifting up on the carport foot. Remember this arm may or may not be under spring tension so it will work best if someone holds the roll bar while the arm is tested for spring tension. To test for spring tension, release the travel lock lever by pulling up on the lever. If there is spring tension, push down on the lock lever to re-engage the lock and replace the arm. If there is no spring tension, push down on the lock lever to re-engage the lock, and then rotate the arm 8 winds (6' to 9'-6" SS's) or 14 winds (10' to 12' SS's) in a counter-clock wise direction while facing the front of the awning. Now replace the arm in the U-bolt, and roll up the awning by holding the pull strap and pulling up on the lock lever.