



ASPIRE AIR ERECTING INSTRUCTIONS. (V-1.4)

Check the contents of the box against the “Packing Check List” attached. This is a good time to familiarise yourself with the various component parts of your awning.

We recommend that the draught cloth and wheel arch cover are fitted first. This helps to avoid catching parts of the awning within the wheel arch or under the caravan. ***(NB. Grease, oil, tyre dressing etc. cannot be removed from the canvas.)***

Ensure that all air valves are **fully closed**. This can be achieved by pressing in the valve insert with your finger and turning it clockwise. The valves are fitted to the bottom of each main AiR Beam. ***(To test, push the insert down with your finger and it should spring back up.)***

Fit the valve dust covers except for the valve you propose inflating, which we recommend should be the centre valve (260) or either of the centre valves (390).

Thread the awning piping into the caravan channel. You will need assistance here, one feeding the channel, the other pulling the awning along the caravan. Most caravans are fitted with “feed in” points at the base or at head height of the channel.

Position the awning on the caravan taking care to avoid windows, doors and lockers. It is important to establish exactly where you want the awning footprint, as to change the position after erection requires a full dismantle and re-peg!

Fit pegging ladders to the two back corners of the awning on the clips provided and peg down, ensuring the side panels of the awning are both vertical and flush against the side of the caravan. **We advise pegging slightly under the caravan for a better fit.**

Make sure at this point that the side door zips are both fully closed.

At this point you may choose to peg the two front corners of the awning. This can be done now or later if preferred but before pegging you must **a)** ensure that the canvas footprint is square to the caravan and taut along the bottom of all three sides and, **b)** you peg on the same “ladder” position you used when pegging at the back next to the caravan.

There are 2 pump adapters supplied. The larger for the Electric Pump, the smaller for the foot pump. These should be fitted to each pump hose. You may have to remove any already fitted adapter from the hose ensuring you leave on, the fitting that connects to the pump. *(It is easier to simply cut off the unwanted fitting.)*

Screw the valve inflation adapter into the chosen valve ensuring that it is not cross threaded. *(This should only require between 0.5 and 1.0 clockwise turn to seal sufficiently.)*

If using the electric pump, set the dial located on the front of the pump body to “**35**”. This should deliver a final pressure of approx. **0.3Bar**, the working pressure. The pump will automatically stop at the pre-set pressure. Should the pump not automatically stop, it is likely that a valve has been left “locked open” (see paragraph 3) or the adapter is cross threaded. *(The pump is capable of delivering up to 1.0Bar which is **too high**, so please ensure the dial is set correctly)*

Attach the crocodile clips to the 12 volt power source, either on your caravan or car battery, ensuring correct polarity. Firmly press the button on the pump and the pump should start. ***(The switch is waterproofed and may require firm or repeated pressure until it starts up.)***

When using the foot operated pump, connect in the same way. *(5 ltrs. of air is delivered with each press and the pump is only capable of inflating to a maximum of 0.3Bar.)*

During the inflation procedure, you will need to assist the inflation beams by pulling the canvas from the centre and each front corner, with the storm strap fitments on the canvas. If using the electric pump you will notice a change in the sound of the pump when it changes from turbine to piston pumping and it is at this point you should assist the canvas.

Once fully inflated, check the awning’s position relative to the caravan. Peg the awning at both front corners and use the same “rung” of the pegging ladder as you used at the back. Make sure the awning is both square to the caravan and that the base of the awning along each side and across the front, are taut. *(If you chose to do this earlier check the fit and alignment and, if necessary, re-peg.)*

Should there be any diagonal creases within the Awning roof section, you should adjust the pegging at the front corners. This should see the diagonal creases disappear.

Once happy with the general fit of the awning, fit the remaining pegging ladders to the fitted clips and peg all round with the large grey plastic pegs. **We strongly recommend that you cross peg at each doorway** to reduce pressure on the zip and stop the sliders “riding up” and opening. *(Keep the pump attached for the moment in case it is necessary to partially deflate and re-inflate)*

Using the “mushroom” headed pegs, secure the mud-wall inside the awning, pushing the pegs through the eyelets within the mud-wall material.

Assemble the curtain rods by fitting the black plastic “rod ends” one to each tube. The rod ends have 2 internal diameters, the first for the thicker of the rods, the second for the thinner. Once pushed home (they are a tight fit), they will remain in place and there is no need to remove them after use.

Slide the correct size curtain onto one of the thicker rods (*one to each rod for the side panel windows*) then insert the thinner rod into it and fit the rod ends into the black loops found at the top corners of each window. “Tie Backs” are provided at the bottom of each window.

On the front windows, attach the elastic/toggle to the black loops at the bottom corner of each window. This will ensure that when the curtains are drawn they are held against the front panel of the awning.

Should there be the possibility of adverse weather conditions, we recommend that you use the “storm straps” fitted to the front of the awning. These simply click into the fitted buckles and are then pegged out at an appropriate angle and adjusted at the buckle. ***(Do not over-tension these as they may adversely affect the overall shape of the awning.)***

Assemble the two steel “back poles” and fit the flat end of the pole into the small black pocket on the “packer”, located down the side of the caravan. Should you find that the packer itself is not lying flat against the Caravan at the very top and is not behind the Air tube, let some air out of the frame, re-position the “packer” then re-inflate.

The foot of the “back pole” should be inserted into a pegging ladder at the base of the packer. At this point 2 ladder clips are fitted, one to peg to the ground with, the other for this pole. Apply a small amount of vertical tension to the pole from the ground upwards, to hold the packer against the caravan. ***(Too much tension here will damage the pocket into which the pole is fitted)*** Tie the pole in position with the ties provided.

On a new awning we would advise starting the pump again to ensure any movement caused by the bladder settling, has not dropped the pressure slightly. *(This pumping cycle may not even start or may last only a few seconds.)*

That’s it, enjoy!

When taking the awning down, open the dust covers and remove the pump from all valves. Deflate by pushing in the valve insert with your finger at the same time twisting the insert anti- clockwise, which will lock the valve open. We recommend that this is done with all the valves to ensure as much air as possible leaves the bladders for packing. Then simply reverse the order of the instructions.

When packing the awning away, lay the canvas, outside down, on the ground, fold the side panels into the roof but leave the front panels flat on the floor. Fold the roof and front lengthways into two (*into three for the 390*) and roll up the canvas from the roof end. As the valves are still open this will allow all air pockets to empty and reduce the size of the packed awning. *(Once rolled, it is good practice to unroll and re-roll the canvas to expel more air.)*

Some useful tips:

A new awning will require time to “weather”. As such you may experience some leaking through the sewn seams until such time as the thread within the stitch holes has had the opportunity to swell and fill out the stitch holes. There is no time limitations on when this is achieved but 3 or 4 good soakings should suffice. Light rain is ideal for this purpose but if subjected to very heavy rain when new, considerable leaking may be experienced!

On first inflation the air bladders within the awning, may need to adjust themselves to “comfort” fit. Should you see any areas where the inflation beams have a slightly twisted, misaligned or, “lumpy” appearance; it is advisable to deflate the beams and then re-inflate. Each time the awning is inflated any “lumpy” areas will eventually disappear once the bladder has settled within the confines of its carrier.

Please do not attempt to open any of the containment zips in the air beams at any time. There are no customer serviceable parts contained within those zips and opening them without an express written instruction from Bradcot will invalidate your guarantee. These zips are fitted with a “use once only” security tag and should not be removed.

Due to the position of the side doors you may experience some difficulty in closing them, especially if they have been left open for some time. This is due to either slight movement of the canvas in relation to its frame or, more likely, a change in pressure due to a change in the ambient temperature. Should this occur, simply partially deflate the tubes, close the doors and then re-pressurise.

The air beams adjacent to the caravan are not attached to the main canvas for a small distance. This is deliberate to allow a comfortable fit against the caravan. It may be necessary to align these on top of the “packer” for a better fit. Let some pressure out of the beams, re-align and then re-inflate.

The pressure within the beams is temperature sensitive. A 20 degree Celsius change in ambient temperature can be coped with by the beams. However, if you erected the awning on a hot day it is advisable to re-pressurise the beams once the ambient temperature has dropped. This will ensure the unit remains at working pressure when cold.

As with all Marine Grade (serviceable) valves some loss of air pressure and volume is inevitable through the valve. As such we recommend that the foot operated pump is available on hand with which to “top up”. If the beams are easily depressed with a hand grip you should top up from any one of the valves. A twice daily check is recommended.

A small emergency spanner is available to check the tightness of the valves. It is unlikely that you should ever need to do this as the valves are torqued to 25-27 Nm during production.



PACKING CHECK LIST (V-1.4)

The following is a list of contents that should be found within the **AWNING BOX**. The frame and fixing brackets will be found in a separate box. Please check this. (This is not applicable to "Air" products.)

- MAIN AWNING CANVAS PACK**
- CARRY BAG FOR FRAME**
- GROUND PEG PACK** (to include large and small pegs)
- GUY ROPE PACK** (to include Guy Lines/Runners/Instructions, not with AiR models)
- STORM STRAPS** (AiR 260 x 3, AiR 390 x 4 with plastic pegs) (Residencia x 3 with steel pegs)
- DRAUGHT CLOTH PACK** (includes Draught Cloth, Wheel Arch, Channel, Velcro)
- PEGGING LADDER PACK**
- SLIDING "LADDER CLIP" PACK** (not with Aspire, Mini, Midi, AiRs or Aspire Annexe)
- CURTAIN PACK**
- CURTAIN ROD PACK** (includes Rods, Rod End Plugs (1 size) and Instructions)
- INSTRUCTION PACK**
- FIXING BRACKETS** (found within the frame box, not with AiRs)
- INFLATION PUMP** (Manual only – AiRs 260 and 390 Base Units only)

ACCIDENTAL DAMAGE

If you wish to receive our **FREE** 12 months "**Accidental Damage Cover**", please register your new awning on-line at www.bradcot-awnings.co.uk to qualify you must register within 28 days of purchase.

In the unlikely event you have any component parts missing from your package, please contact us immediately with your order details.

Web: www.bradcot-awnings.co.uk **Tel:** 01274 306811