

SNYDER



TRAILERS

1971
1972

OWNER'S CARE AND USE MANUAL

Hi-Lo

100 ELM STREET
BUTLER, OHIO 44822

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I GENERAL INFORMATION

CONGRATULATIONS:

You've joined a growing group of travelers who own a trailer carrying the Hi-Lo mark of distinction. Your new Hi-Lo sets you apart as individuals who maximize their trailering comfort, excitement, and ease to enjoy outdoor life at its best.

With the many unique features found only in your new Hi-Lo trailer, you gain significant advantages over owners of conventional units. Your new Hi-Lo is safe and easy to tow -- over highway or wilderness trail. It's easy on your car, simple to park and more economical to tow.

BEFORE YOU HITCH UP...

...read this manual carefully. It's designed to provide the maintenance information, service instructions, and use tips that make your travel and camping carefree and trouble-free. We also recommend you keep this manual at hand during your trips for easy reference.

YOUR Hi-Lo IS GUARANTEED

The Snyder Trailer Company prides itself in each trailer's quality construction and excellent workmanship. When you buy your Hi-Lo trailer, your Dealer will fill out an OWNERS REGISTRATION CARD and mail it to The Snyder Trailer Company where it is kept on file.

Hi-Lo TRAILER WARRANTY

The Snyder Trailer Company warrants all Hi-Lo trailers for 90 days from date of purchase to be free from defective parts and workmanship. The Company will replace, free of charge, any defective part, f.o.b. the factory. The Company reserves the right to make changes or improvements on its products without incurring any obligation upon itself to install the same upon its previously manufactured products. All warranty claims, work, and shipments must be handled through an authorized Hi-Lo Dealer.

NOTE: Any product of The Snyder Trailer Company that has been altered in any way, or driven in its upright position, will not be covered by this warranty unless specifically authorized by the factory in writing.

APPLIANCE OPERATION, WARRANTY, AND SERVICE

Included in your Owner's Kit provided by your Hi-Lo Dealer is literature on the appliances purchased with your trailer. These products include range top, oven, refrigerator, water heater, and furnace, and are all quality built by nationally known and reputable manufacturers. These manufacturers also warrant their equipment against faulty material and workmanship, with

such warranties included in their literature. For appliance service, contact your appliance manufacturer's service center near you as listed in the product literature.

II PREPARING FOR TRAVEL

PACKING AND INSPECTING YOUR Hi-Lo TRAILER

Part of the fun of trailer travel and camping is the ability to take along recreational equipment such as boats, motors, fishing gear, and sports equipment. Comfort items such as awnings, folding tables, and chairs add to your camping pleasure. And, you will certainly want to include some of the foodstuffs from your own kitchen. Also, be sure to fill your water tank according to instructions on page 13.

While your Hi-Lo trailer is sturdily built with extra margins of safety, too much extra weight can damage the undercarriage and cause excessive tire wear. The maximum recommended extra load in camping equipment, supplies and leisure equipment is 500 pounds--with 150 pounds maximum weight for a boat.

Your Hi-Lo trailer is designed and balanced for easiest and safest towing so that just the right tongue weight rests on the car hitch. In packing extra equipment, it is important to maintain that balance as near as possible fore and aft. It is also recommended that the heaviest items be positioned as near as possible to directly over the wheels.

In stowing loose equipment, pack it in such a way as to avoid shifting during acceleration or braking. Pad heavy and sharp items to avoid damaging interiors and equipment. A little extra care and a few minutes spent in getting your trailer ready for travel assures a pleasant trip.

HOW TO HITCH UP YOUR Hi-Lo TRAILER

1. Move vehicle into place so ball on vehicle hitch is directly below the ball lock coupler.
2. If your Hi-Lo is equipped with electric brakes, place loop of brake away cable over hitch ball.
3. Lower ball lock coupler over hitch ball and secure.
4. Install the stabilizer bars, retract jack to its extent, and remove dolly wheel.
5. Plug in the electrical connections and check to see that the turn signals, brake, and trailer marker lights are working properly.
6. Hook up safety chains.
7. If your Hi-Lo trailer is equipped with optional surge brakes, hook up the break-away lever chain to towing vehicle. Be sure the break-away lever is all the way to the rear and there is enough chain to permit short turns but not enough to foul on rigging.

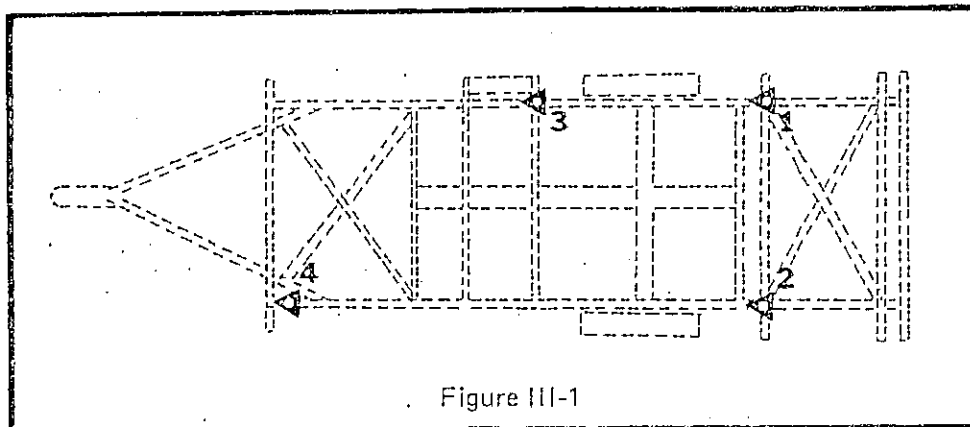
TO UNHITCH THE TRAILER, simply reverse the above steps.

BEFORE YOU GO...

...check inside to make sure all materials are stored securely. Then, check to make sure the trailer is in the fully lowered position -- NEVER TOW THE TRAILER IN THE UPRIGHT POSITION FOR ANY DISTANCE. When all is ready, close the doors firmly and lock the outer door. You're ready to get underway.

III PARKING AND SET UP

For maximum living comfort in your Hi-Lo, it's always advisable to position your trailer home perfectly level. Upon arrival at your campsite, take a few minutes to locate an area where your trailer will be level from side to side. When you're unhitched, use the leveling jack on your trailer hitch to level the trailer from front to rear.



PLACING THE LEVELING JACKS

To provide a good solid base for indoor activity, it is recommended that you use four leveling jacks with your Hi-Lo trailer. Position these jacks according to the diagram in Figure III-1 as follows:

- 1) Under the shackle hanger just to the rear of the right wheel.
- 2) Under the shackle hanger just to the rear of the left wheel.
- 3) Under the cross frame member at the rear of the side door..
- 4) Under the cross frame member at the left front of the trailer.

Adjust these jacks up to a point where they make a tight fit between the frame and the ground. While you may use them to make minor adjustments, do not raise them to the point where they take the trailer weight off the wheels.

NOTE: If your trailer is equipped with a gas-operated refrigerator, it is especially important that your trailer be level for most efficient operation.

RAISING YOUR HI-LO

With your Hi-Lo positioned on your campsite and leveled, you are ready to raise the upper half into position. For units equipped with the electric/hydraulic raising system, follow these steps:

- 1) Fasten top section door all the way open with door holder provided.
 - 2) Hold bottom door section open at an angle of 90 degrees.
 - 3) *Lift up on the self-centering control switch and hold in this position until the top has reached its full height (at which time the hydraulic system will relieve itself with a loud squeal and the safety latch will engage automatically).
- *If equipped with a key switch, insert key and turn clockwise.

USING YOUR APPLIANCES

To prepare all appliances and facilities for use, be sure to refer to the proper manuals accompanying the equipment -- especially for lighting all pilot lights. Plug the extension cord into the entrance receptacle on the left top section of the trailer and into a 110-volt source to activate the 110 volt outlets inside the trailer.

NOTE: Depending on the model, your trailer may have an attached 110-volt cord, in which case just plug it into a 110-volt source.

If your Hi-Lo is equipped with a toilet, it is one of three types: marine, portable or recirculating. The instruction booklet accompanying these units should be reviewed carefully before use.

If your campsite is equipped with drain facilities, pull the flexible hose connection from its storage place in the rear bumper. After loosening the termination cap, install the drain hose on the termination fitting and place the other end in the drain facility. This will allow drainage of wastes from your sink and shower, bypassing the holding tank.

The holding tank on your Hi-Lo trailer holds waste from the toilet only. This holding tank should be emptied when full or at the end of your trip in an appropriate dumping station as follows: With the hose fastened securely to the termination fitting and the other end well into the dumping station fitting, pull out on the Slide-EZ valve lever. When the holding tank is drained completely, push the Slide-EZ valve lever in completely, and remove the flexible hose. Wash water through the flexible hose and then store it in the rear bumper.

The sink and shower drainage are completely independent from the holding tank. Be sure drain system is opened properly before allowing waste water from the shower and sink to drain.

CAUTION: All drain caps must be in place while in transit.

BEFORE YOU LOWER YOUR Hi-Lo

When you're ready to leave your campsite, follow these steps to assure proper lowering of your Hi-Lo trailer:

- 1) Check to be sure all counters are cleared, folding partitions are in place, and bunk racks are down.
- 2) Turn off oven pilot and shut off gas at the valve on the bottle.
- 3) Close and latch all windows.
- 4) Lower and secure front window sun shade.
- 5) Set doors in same position as for raising.
- 6) Release safety by pulling release located near control switch -- if necessary raise top section enough to accomplish this.
- 7) Make one last check for obstructions on counter tops, and make sure no one is close to or in contact with the trailer before lowering.
- 8) *Depress self-centering control switch lever and allow the top section to come all the way down.
*If equipped with key switch, insert key and turn counter clockwise.
- 9) Remove and store leveling jacks.
- 10) Put slide-out door step in "stow-away" position.
- 11) Close both doors tightly and lock the outer door.
- 12) Hitch up your trailer as described in hitching-up instructions.

IV SYSTEM AND COMPONENT SPECIFICATIONS

ELECTRICAL SYSTEM

The electrical circuits within your Hi-Lo trailer consist of a combination of 110/125-volt a-c and 12-volt d-c system. This is provided so that you may use campsite electrical service where available or operate independently off your car and trailer batteries. When using outside power, it is recommended that you first check to make certain the source provides service within the compatible voltage rating. A shoreline and inlet plug is provided with your trailer to make these connections. As a reminder of this circuit capacity, the instruction plate in Figure IV-1 is attached to your Hi-Lo trailer near the 110/125-volt inlet.

THIS CONNECTION IS FOR
110-125 VOLT AC,
60 HZ (CYCLES) SERVICE.
DO NOT CONNECT TO
HIGHER VOLTAGE.

IV-1

(2)

Tail lights, brake lights, turn signals, warning lights, hydraulic power lift and optional electric air compressor are all wired independently of the 110/125-volt a-c circuit and operate only on the 12-volt d-c current. Interior lighting is also wired on the 12-volt d-c circuit. The duplex receptacles located inside the trailer are wired for 110/125-volt a-c power. Optional appliances may operate on the 110/125-volt a-c circuit -- check the accompanying manual for instructions.

POWER CONVERTOR

If your Hi-Lo is equipped with a power convertor, be sure to read the instruction sheet furnished with your trailer. Your convertor converts 115 a-c voltage to 12-volt d-c. To operate from the battery, the rocker switch on the right hand side of the convertor must be depressed at the position designated 'battery'!

Whenever 115-volt a-c is available, simply push the switch to transformer and the coach will receive the necessary 12-volt power from the convertor. The battery will also be charged by the built in battery charger.

The 12-volt wiring throughout the trailer is color coded as follows: Red - tail lights and clearance lights; Black - right stop light and right turn signal; Yellow - left stop light and left turn signal; White - interior lighting. Ground for the system is through the hitch ball.

NOTE: For tow car hook-up, refer to Page 20.

Operating power for the 12-volt d-c system is provided by a 12-volt wet cell battery mounted adjacent to the pump and motor assembly as shown in Figure IV-4. This is a standard rated battery that may be replaced by any service station or battery dealer. It is connected in parallel to the electrical system of your towing vehicle so that your generator automatically recharges your trailer battery. The connection is normally made at the first terminal connector after the car battery on the positive side (+). It is recommended that you consult your car dealer for this hook-up.

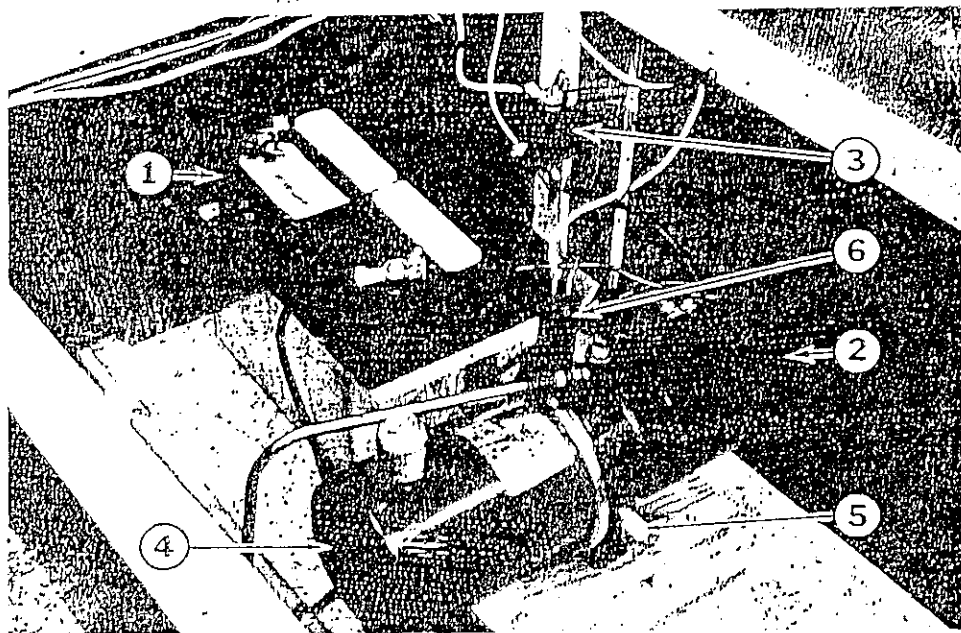
NOTE: The built-in charging system will not give your trailer battery a 100 per cent charge. To insure the longest possible battery life, it is recommended that this battery be recharged to full capacity at least twice a season on a slow-rated charging unit.

YOUR Hi-Lo RAISING AND LOWERING SYSTEM

Years of service and a continuing improvement program have proved the Hi-Lo telescoping mechanism (shown in Figure IV-4) to be as trouble-free as any feature in your trailer. It requires no routine servicing, and, if operated properly, it should work smoothly throughout the lifetime of your trailer. The raising and lowering system is controlled by a spring return, either a center off toggle switch or key switch and a safety release cable located to the left of the entranceway.

Safety Feature - Your Hi-Lo trailer is equipped with a safety mechanism which locks the upper section in position when raised to full height. Release for this safety lock is located near the control switch.

Figure IV-4



The Electric/Hydraulic Power Unit is located under the left front seat and consists of the following elements as shown in Figure IV-4: (1) 12-volt battery; (2) d-c starter motor to power the hydraulic pump; (3) solenoid to engage the raising pump; (4) hydraulic pump to power the hydraulic cylinder; (5) pressure relief valve; and (6) solenoid to engage the lowering mechanism. This complete unit is factory adjusted and preset for smooth and efficient operation. It should require no further adjustment. However, for your information, here are some facts about the unit which may prove useful in the future.

Electric Motor- A standard d-c Prestolite Starter Motor operates the hydraulic pump. While it should never need servicing or replacement, any Ford dealership or automotive supply house can supply a replacement in an emergency.

Raising Solenoid - Engaged by raising control switch, the solenoid completes the circuit to supply power to the pump.

Hydraulic Pump- The hydraulic pump is close-coupled to the electric motor as shown in Figure IV-4. It is capable of producing pressure up to 3,000 psi; however, the raising mechanism of your Hi-Lo trailer requires much less for efficient operation. This unit includes a by-pass valve that operates when the hydraulic lifting cylinder has reached its maximum thrust. This by-pass is a built-in safety device to harness the power. A harmless squeal will be detected when it is activated to indicate the top section is fully raised into position.

Lowering Solenoid - Engaged by depressing control switch level to activate bleed-off valve and lower upper section.

Hydraulic Cylinder - The cylinder that raises your Hi-Lo is located in a transverse position and mounted in the center of the frame assembly. See page 21. This unit is readily accessible from the trailer underside. As the pump and other elements of the lifting system, it is rated beyond maximum requirements to insure dependable performance.

Cable Lifting Assembly - Aircraft type cables of two sizes operating from the hydraulic cylinder as shown on Page 21 perform the actual raising of the upper section.

Four 5/32-inch cables are attached to four locations on the upper section of the trailer. These cables go through sets of pulleys as shown on Page 21 and are attached to 1/4 inch cables which connect to the piston-rod yoke. As a result, the 16-inch thrust of the cylinder raises the trailer approximately 32 inches to provide an interior height of approximately six feet four inches. The system provides a total lifting capacity well beyond recommended requirements.

The upper section of your Hi-Lo is also equipped with four nylon glide assemblies and the bottom section with four matching trunnion guides to keep the upper and lower sections in perfect alignment at all times.

How It Works - Page 21 illustrates the cable arrangement for the raising and lowering system which works as follows: As the toggle control switch is lifted, it closes the circuit to the 12-volt solenoid switch. Power then flows from the battery to the electric motor which drives the hydraulic pump to force hydraulic fluid to the cylinder and extend the raising cables.

The battery is grounded to a trailer cross-member which is in turn grounded through the hitch ball. When the toggle control switch is depressed downward, the 12-volt solenoid is activated to open the lowering valve. The hydraulic fluid is bled off into the reservoir and the cylinder closes to pull the cables and lower the top section to the storage or traveling position.

FIGURE IV-7A

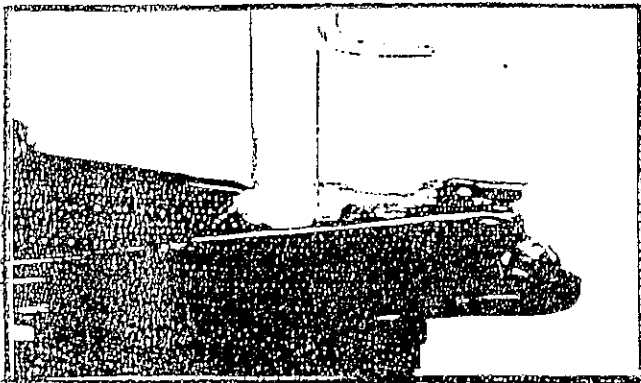
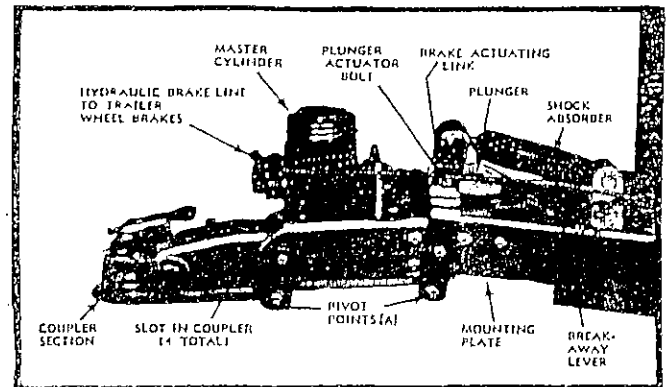


Figure IV-7-B



YOUR Hi-Lo TRAILER COUPLER

Your Hi-Lo Trailer comes equipped with one of two kinds of coupler. Figure IV-7A shows the coupler used with electric brakes. This coupler has a positive lock latch that automatically snaps in place over the hitch ball.

Figure IV-7B shows the brake activating coupler used with surge brakes. This coupler lifts up and back until hitch ball is in place; then you push forward and down to secure.

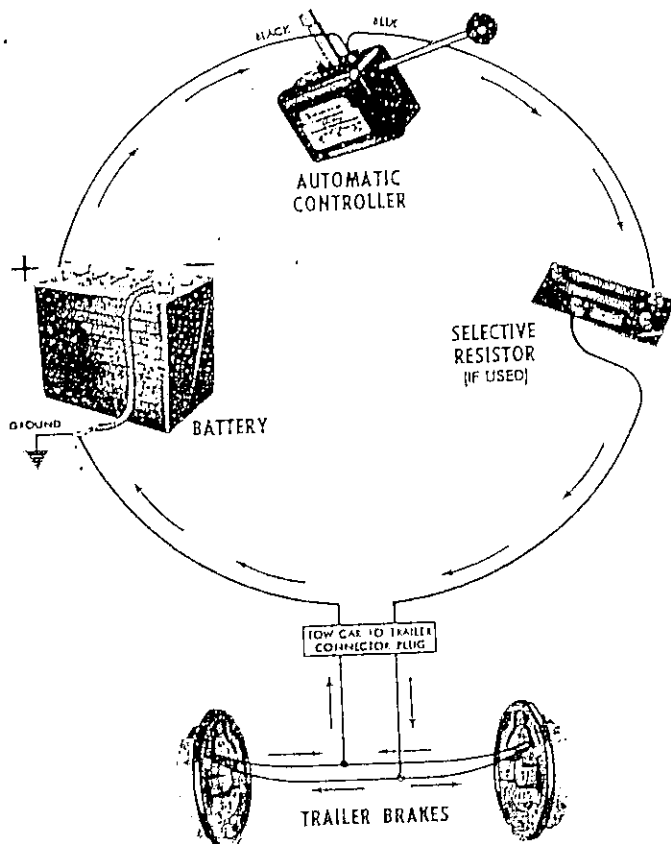
HOW THE SURGE BRAKE SYSTEM WORKS - As the towing vehicle brakes are applied, momentum causes the trailer and mounting plate to pivot forward relative to the coupler. This movement pushes the plunger into the master cylinder which causes oil flow under pressure to the hydraulic brakes on each trailer wheel. While this braking system is completely independent and self-contained relative to the towing vehicle braking system, the amount of braking force applied on the trailer is synchronized to be in direct proportion to the pressure applied to the brake pedal of the towing vehicle. To avoid chucking under any operation condition, a shock absorber is included as a compensating retard mechanism.

The hitch unit is also equipped with a breakaway chain which attaches to the hitch on the car and breakaway lever on the coupler. If for any reason the trailer becomes detached in transit, the chain and lever positively pushes the plunger on the master cylinder which applies full braking pressure on the trailer wheels. This safety device can also be hand operated

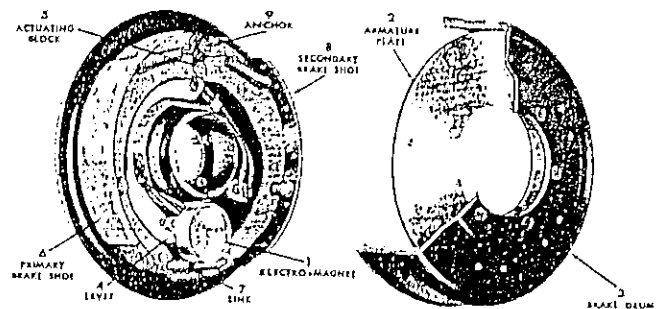
to act as a temporary parking brake. However, do not use it as such over an extended period of time -- especially when parked between trips or during winter storage.

HOW THE ELECTRIC BRAKE SYSTEM WORKS

The electric trailer brake system is basically an electric circuit. This means that it must be a complete, clean, tight conductor from beginning to end, and it begins and ends at the battery. Any break or poor connection will prevent or interfere with the flow of electrical energy which means loss of braking. See Figure IV-8A and IV-8B.



IV 8A



IV 8B

APPLIANCE OPERATION AND CARE

Gas/Electric Refrigerator - If your trailer includes a combination gas/electric refrigerator, you will find a booklet prepared by the manufacturer in your Owner's Kit which gives you complete operation and service information of this appliance. We recommend you read and follow the instructions for most efficient operation of this unit - note especially the importance of a level floor. While the manufacturer indicates that the refrigerator will operate in transit, TRAVELING WITH OPEN GAS LINES FROM STORAGE BOTTLES TO APPLIANCES IS UNSAFE PRACTICE.

We advise turning off all pilots and shut off of the gas supply at the bottle valves before getting underway. For electrical operation while parked, plug the unit's cord into the receptacle on the front end of the overhead cabinet. Be sure to disconnect this plug before using the unit on gas or lowering the trailer to the travel position.

In most travel situations, this will create no inconvenience or cause food to spoil. The refrigerator is well insulated and will hold its cold temperature over long periods of time. You can add further to its cold-holding capacity by doing the following:

- 1) Start your refrigerator at least two hours before you start your trip. Fill it with food at least one hour before you leave. This will insure both food and the compartment are cold when you start.
- 2) Avoid using the refrigerator while traveling. If necessary, make your door openings as infrequent and as short in duration as possible.
- 3) Include a plastic bag or container of ice cubes if space permits. These will help maintain the cold and will be handy to have when you reach your destination.
- 4) Turn on your refrigerator as soon as possible after arriving at your campsite.

An instruction plate for lighting and turning off your refrigerator is located near the pilot. Check the instruction book as well, and follow each step as indicated.

12V-110V DUAL VOLTAGE REFRIGERATOR

If your Hi-Lo is equipped with a dual voltage refrigerator, there will be an instruction booklet accompanying the trailer. We recommend you read and follow the instructions for the most efficient operation of this unit.

The refrigerator will work on 12-v or 110-v as long as it is turned on. The control is located inside the freezing compartment of the refrigerator.

To operate on 110-v, the cord from the refrigerator must be connected to the 110-v outlet and the cord on the outside of the trailer plugged into the 110-v by plugging in the A.C. power cord, the relay automatically switches the compressor over to A.C.

If the 110-v supply is disconnected, the built-in relay switches the refrigerator over to 12-v D.C. power and continues to operate.

NOTE: IF THE REFRIGERATOR IS ACCIDENTALLY LEFT TURNED ON WHEN NOT CONNECTED TO OUTSIDE 110-V POWER, IT MAY RESULT IN A DEAD BATTERY.

(3)

Oven/Range Combination - if your Hi-Lo includes an oven/range unit, you will find an operating guide book in your Owner's Kit. Be sure to read it carefully and follow directions step by step, and be sure the pilot is off during transit.

Automatic Gas Wall Heater - An instruction booklet for this unit will be included in your Owner's Kit if your trailer is so equipped. Follow the directions included therein and be sure the unit is turned off while in transit or when the trailer is in the lowered position.

Hot Water Heater - Units equipped with a hot water heater will include an instruction manual in the Owner's Kit. This unit should also be turned off while in transit or whenever the trailer is in the lowered position.

NOTE: An additional instruction plate concerning the Hi-Lo unit's gas piping is located on the tongue of the trailer adjacent to the mounting for the gas bottles. For your reference, it is reproduced in Figure IV-9.

THIS GAS PIPING SYSTEM IS DESIGNED
FOR USE OF
LIQUEFIED PETROLEUM GAS ONLY.
DO NOT CONNECT NATURAL GAS
TO THIS SYSTEM.

FIGURE IV 9

Securely cap inlets (s) when not connected for use.
After turning on gas except after normal container replacement, test gas piping and connections to appliances for leakage with soapy water or bubble solution.

Water Tank - A tank for your water supply is standard equipment on the Super Deluxe, Bon Voyage and Traveler models. This 20-gallon tank is located under the right front seat and is filled through a fitting on the outside wall on the front of the trailer. Two types are offered - non-pressure for units with a galley pump and pressurized for units with a 12-volt electric air compressor or foot pump.

Filling the water tank is accomplished by inserting a standard hose into the fill on the front trailer wall. Allow at least two inches of air space so that 40 pounds of pressure can be maintained.

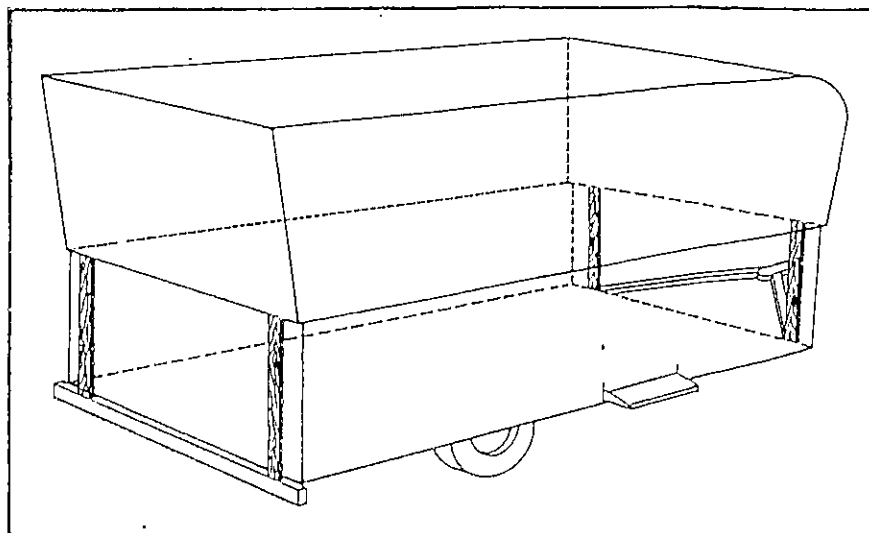
After each trip, it is recommended that the remaining water in the tank be run off at the faucet. For prolonged storage and during the winter months, this tank can be drained completely by unscrewing the plug in the tank bottom.

NOTE. The water system should be sanitized, flushed and drained before using.

INSTRUCTIONS FOR SANITIZING POTABLE WATER SYSTEMS

To assure complete sanitation of your potable water system, it is recommended that the following procedures be followed on a new system, one that has not been used for a period of time, or one that may have become contaminated:

1. Prepare a chlorine solution using one gallon of water and 1/4 cup of Chlorox or Purex household bleach (5% sodium hypochlorite solution). Pour one gallon of solution into tank for each 15 gallons of tank capacity.
2. Complete filling of tank with fresh water. Open each faucet and drain cock until all air has been released from the pipes and entire system is filled.
3. Allow to stand for three hours.
4. Drain and flush with potable fresh water.
5. To remove any excessive chlorine taste or odor which might remain, prepare a solution of one quart vinegar to five gallons water and allow this solution to agitate in tank for several days by vehicle motion.
6. Drain tank and again flush with potable water.



SERVICING THE HYDRAULIC LIFT FIGURE V-1

Here are a few helpful hints in the event you encounter a problem with your Hi-Lo trailer: (See Figure V-1)

- 1) If top section will not raise, first check the steps in the raising procedure (Page 5)
2. If the pump motor will not run, check the battery connections for tightness. Turn on trailer lights to see if you have power. If lights go out when you operate the toggle switch for the motor, the battery is low and in need of a charge. You may jump your car battery for temporary power until it is possible to recharge the trailer battery. Also, check to be sure the raising solenoid is operating properly. If the motor still does not run, it should be replaced.
- 3) If motor runs, but pump does not raise trailer, check the fluid level in the pump reservoir. Fluid level should be one inch from the top when trailer is in the "down" position. If low, add necessary amount. Use only Type A automatic transmission fluid or its equivalent. Be sure it is clean and avoid over filling. If fluid level is extremely low, check for leaks around the pump, at the lifting cylinder, and the connecting hoses. Also check the pressure relief valve for proper setting -- 1400 psi.
- 4) If the pump motor runs but there is a loud squeal and the top section will not raise, the pressure relief valve (Item 5 in Figure V-2) needs adjustment. Follow the five steps below for adjusting:
 - 1) Loosen the hex cap and remove from the adjusting screw. (5 in Fig. V-2)
 - 2) Loosen the hex lock nut.
 - 3) With a screwdriver, tighten the adjusting screw 1/4 turn at a time until the top section will raise by the control switch lever.
 - 4) With the top section all the way up, tighten the adjusting screw another 1/4 turn.
 - 5) Tighten the hex lock nut securely and replace the hex cap.

NOTE: As soon as possible, check this setting with a hydraulic pressure gauge.
If trailer top does not go all the way up, check for low fluid level in the pump reservoir. Also, check the pressure relief valve.

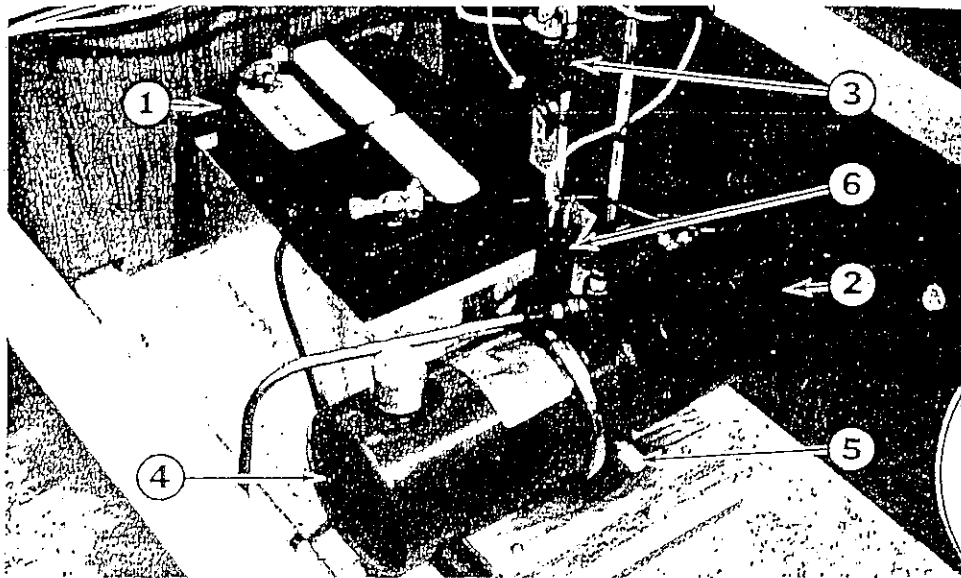
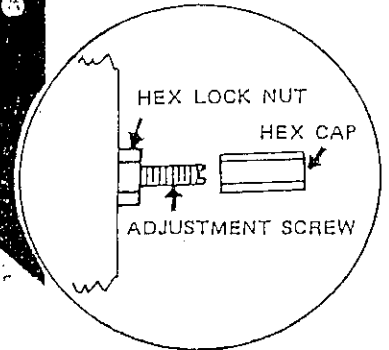


FIGURE V-2



- 5) If top section appears to be out of level when raised, check by measuring from the bottom edge of the top section to the bottom edge of the trailer body. Distance should be the same on all four corners. If it is uneven, it is probably due to normal stretch of the cables and should be corrected as follows:

Check the six leveling adjustment points shown on Page For simple front and back realignment, adjust the proper adjusting nut located on the underside of the trailer (Items 5 and 6). All front-to-back adjustments should be made with the trailer upper section supported so that tension is removed from the cables -- accomplished by lowering the upper section onto four 2" x 4" boards of the same length to brace between top section and frame member. (Figure V-1).

For example, if the front section is lower than the rear, you will correct this condition as follows:

- 1) Lower the top section onto 2" x 4" boards as shown in Figure V-1.
2. Loosen the locking nut (See Page 21).
3. Turn the front adjusting nut until all slack in the cable is taken up.
- 4) Tighten the locking nut.
- 5) Raise trailer; remove 2" x 4" boards, and check for proper alignment.

If one corner of the trailer is low, it may be corrected as follows:

- 1) Lower the top section onto 2" x 4" boards.
- 2) Loosen the locking nut on turnbuckle.
- 3) Adjust turnbuckle to take up slack in cable.
- 4) Tighten locking nut on turnbuckle.
- 5) Raise trailer; remove 2" x 4" boards, and check for proper alignment.

SERVICING THE BRAKING SYSTEM

To keep your trailer's braking system in top notch condition, a few simple procedures should be followed:

Surge Brakes:

- 1) Periodically check the plunger to make sure it operates freely without binding by working the breakaway lever back and forth.
- 2) Keep plunger clean to avoid accumulation of dirt, grit, or foreign material which can cause binding.
- 3) Occasionally check the fluid level in the master cylinder reservoir. If low, set breakaway lever in extreme rear position and refill with SAE 70-R3 or another good grade brake fluid.
- 4) For proper brake operation, breakaway lever should move forward building up resistance as maximum pressure is reached. Check before starting each trip.

Electric Brakes

Electric brakes need no special care or service other than keeping connections and wiring free of dirt and other foreign matter.

Brake adjustment, relining and repair are similar to those on your car. Any qualified service station can do the job.

CAUTION: Do not pull breakaway pin for parking brake, as this will result in a constant drain on the battery and run it down.

WHEELBEARING LUBRICATION

To avoid potential problems, remember to repack the wheel bearings with a good grade of grease every 3,000 miles or before any major trip. Check tightness of wheel lugs every 1,000 miles.

GENERAL SPECIFICATIONS

Model	Tire Size	No. of Wheels	Maximum Recommended Tire Press	Carrying Capacity Per Tire	Total Weight	Hitch Weight	Maximum Under carriage Load
2371	8:25 x 14	4	32 lbs.	1620 lbs.	4150 lbs.	450 lbs.	6000
2071	6:50 x 13	4	32 lbs.	1150 lbs.	3250 lbs.	238 lbs.	4280
1971	9:00 x 15	2	32 lbs.	1900 lbs.	2900 lbs.	325 lbs.	3800
1971R	9:00 x 15	2	32 lbs.	1900 lbs.	3075 lbs.	325 lbs.	3800
1771	7:35 x 14	2	32 lbs.	1400 lbs.	2225 lbs.	170 lbs.	2800

VI GOOD HOUSEKEEPING HINTS

To keep the interior and exterior of your Hi-Lo trailer in like new condition, a few simple rules should be followed:

- 1) Counter tops and tables - The hard finish surfaces of your counter tops and tables are the same as those in your kitchen at home. While being highly resistant to heat, staining, and abrasion, the same good care will keep them like new for years to come. Simply wipe clean with a damp cloth or wash with warm soap and water.
- 2) Walls and cabinets - The paneling and woodwork in your Hi-Lo has an enduring plastic laminate finish that resists the build-up of dust and grime. To keep bright and clean, simply wipe dry with a warm, damp cloth. Occasionally wash with mild soap and water, then wipe dry to avoid spotting.
- 3) Ceiling - This is another easy care surface. It is painted wood that will keep its beauty and color indefinitely. Use same cleaning procedure as for home walls.
- 4) Floors - Same as your kitchen floor at home. Waxing before extended trips will make floor care easier enroute. A rubber or fiber mat placed outside the door will do wonders in keeping sand and dirt outside. For units equipped with carpet, use mild soap and water to clean spots and a regular vacuum cleaner to pick up sand and dirt.
- 5) Appliances - Same as your appliances at home.
- 6) Trailer exterior - Almost the entire outside surface of your Hi-Lo consists of prefinished aluminum that will keep its beautiful lustre indefinitely if given the proper care. Mild soap and water will help retain the natural gloss. Do top half first in lowered position, then raise and do the bottom half.

These helpful housekeeping hints will help you preserve the beauty, comfort, and value of your Hi-Lo trailer for years to come. They're well worth the small effort involved.

ACCESSORIES

To make your travel in your Hi-Lo as comfortable as possible, numerous accessories are offered as optional equipment. Undoubtedly, your trailer already includes several of these items. As you gain more experience with your Hi-Lo, you may want to add several more. Your local Hi-Lo dealer will be glad to arrange delivery and installation for you.

WARRANTY

Hi-Lo Trailer Warranty -- We warrant all Snyder Trailer Company's Hi-Lo telescoping custom campers for 90 days from date of purchase against defective parts and workmanship. We will replace, free of charge, any defective part, f.o.b. the factory. The Snyder Trailer Company reserves the right to make changes or improvements upon its product without imposing any obligation upon itself to install the same upon its products that have been previously manufactured. All warranty claims, work, shipments must be handled through an authorized Hi-Lo dealer. The appliances in a Hi-Lo trailer carry a separate warranty by the manufacturer. For appliance service, contact your local appliance dealer or manufacturer's service center.

NOTE: Any Snyder Trailer Company product that is used for rental, or has been altered in any way, or driven in its upright position, will not be covered by this warranty, unless specifically authorized by the factory in writing.

WARRANTY COVERAGE -- The factory assumes no responsibility until the warranty card, properly completed, has been received by the factory.

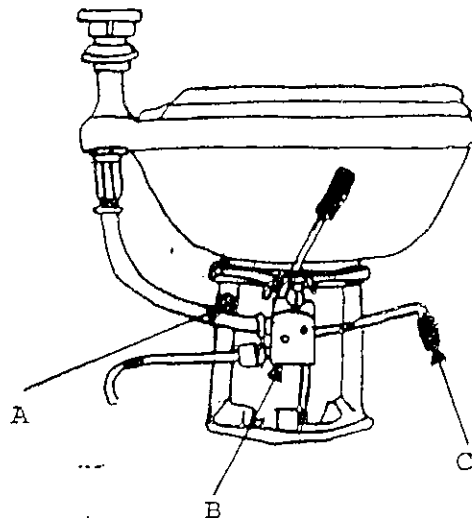
HOW TO WINTERIZE YOUR Hi-Lo WATER SYSTEM

1. DRAIN SUPPLY TANK BY REMOVING PLUG FROM BOTTOM OF TANK; ALSO REMOVE CAP ON CITY WATER CONNECTION, (LOCATED ON ROAD SIDE OF TRAILER).
2. OPEN ALL INTERIOR VALVES, SINK, SHOWER, ETC.
3. LOWER FRONT OF TRAILER BY CRANKING DOWN WITH JACK.
4. IF EQUIPPED WITH HOT WATER TANK, OPEN VALVE AT FRONT OF TANK. THIS IS LOCATED BACK OF COVER AT FRONT OF TRAILER; UNDER PILOT LIGHT.
5. TO DRAIN MARINE TYPE TOILET, MODEL 908:
 - A. REMOVE DRAIN PLUG AT REAR OF TOILET.
 - B. REMOVE DRAIN CAP ON BOTTOM OF VALVE.
 - C. DEPRESS FLUSH LEVER UNTIL ALL WATER DRAINS FROM SYSTEM.

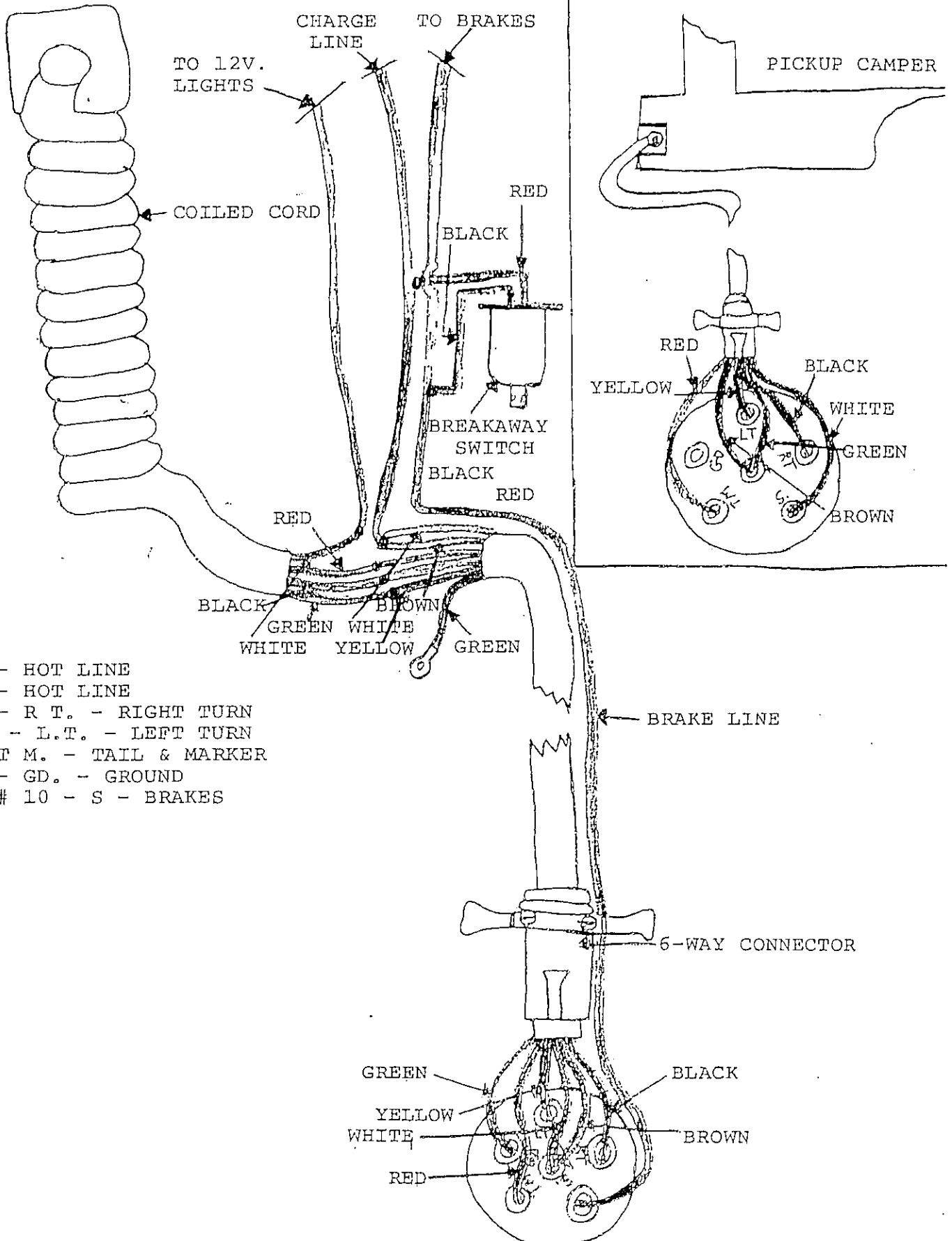
NO HOT TANK
WATER

FOR OTHER MODELS, CHECK MANUAL PROVIDED WITH UNIT.

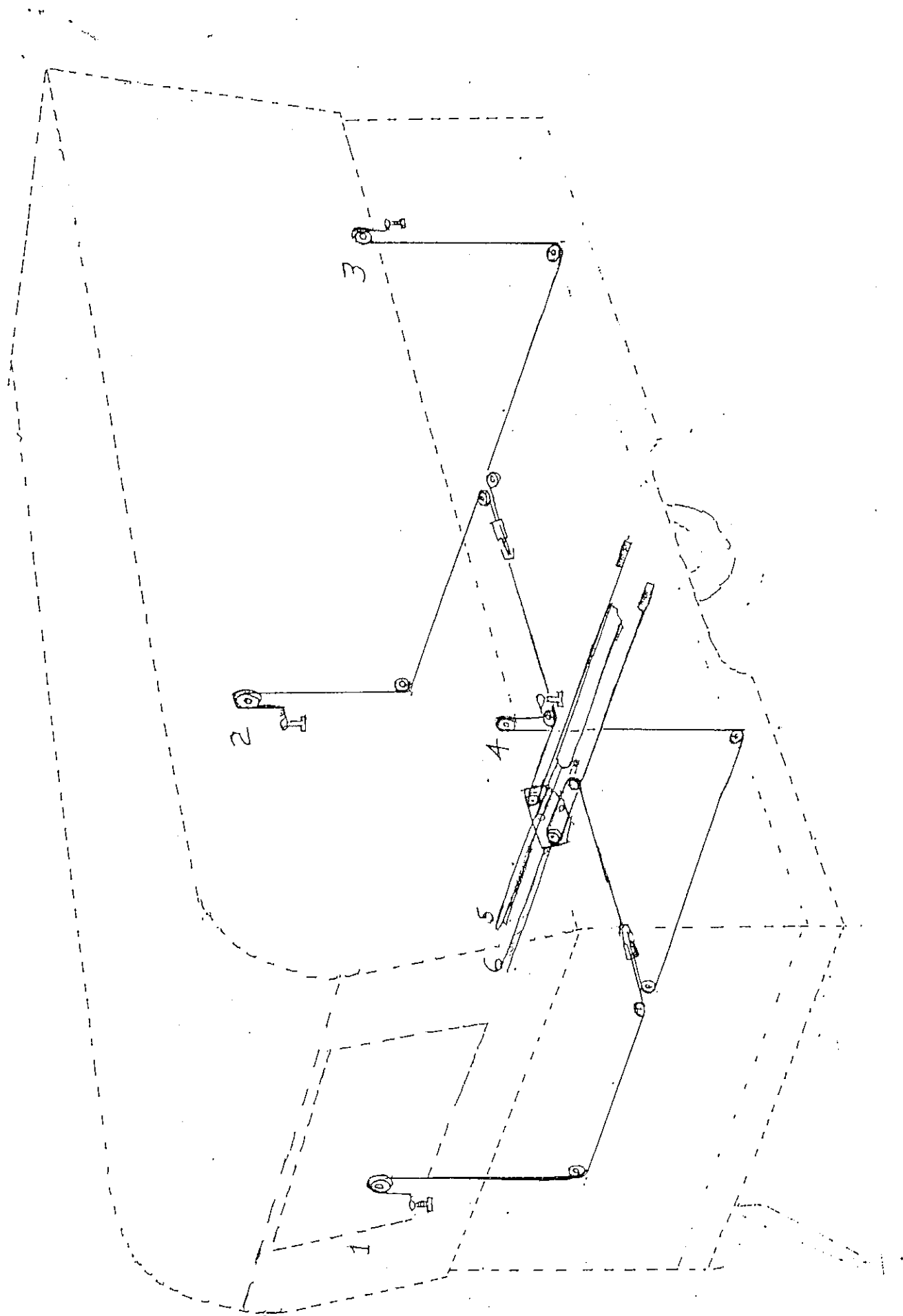
6. BLOW OUT ALL LINES WITH AIR, INCLUDING SINK TRAP. WE DO NOT RECOMMEND USING ANTI-FREEZE.
7. SLOWLY CRANK TRAILER BACK TO LEVEL POSITION, LEAVING ALL VALVES OPEN FOR WINTER.



TRAILER



BROWN - HOT LINE
 WHITE - HOT LINE
 BLACK - R T. - RIGHT TURN
 YELLOW - L.T. - LEFT TURN
 RED - T M. - TAIL & MARKER
 GREEN - GD. - GROUND
 WHITE # 10 - S - BRAKES



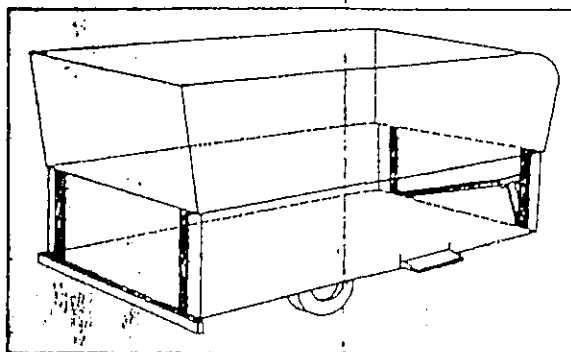


Figure V-1

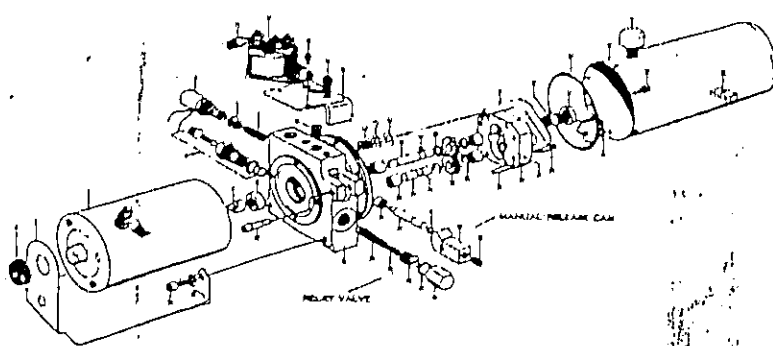
SERVICING THE HYDRAULIC LIFT

Here are a few helpful hints in the event you encounter a problem with your HI-LQ trailer: (see Figure V-1)

- 1) If top section will not raise, first check the steps in the raising procedure (page 4)
- 2) If the pump motor will not run, check the battery connection for tightness. (Be sure there is a good ground to motor mechanism) Turn on trailer lights to see if you have power. If lights go out when you operate the toggle switch for the motor, the battery is low and in need of a charge. You may jump your car battery for temporary power until it is possible to recharge the trailer battery. Also, check to be sure the raising solenoid is operating properly. If the motor still does not run, it should be replaced.
- 3) If motor runs, but pump does not raise trailer, check the fluid level in the pump reservoir. Fluid level should be one inch from the top when trailer is in the "Down" position. If low, add necessary amount. Use only Type A automatic transmission fluid or its equivalent. Be sure it is clean and avoid over filling. If fluid level is extremely low, check for leaks around the pump, at the lifting cylinder, and the connecting hoses. Also check the pressure relief valve for proper setting -- 1500 psi.
- 4) If the pump motor runs but there is a loud squeal and the top section will not raise, the pressure valve (Item 1 in Figure V-2) needs adjustment. Follow the four steps below for adjusting.

- 1) Remove Hex Cap & Washer. (46 & 47 in Fig. V-2)
- 2) With a screwdriver, tighten the adjusting screw 1/4 turn at a time until the top section will raise by the control switch.
- 3) With the top section all the way up, tighten the adjusting screw another 1/4 turn.
- 4) Replace Hex Cap & Washer.

NOTE: As soon as possible, check this setting with a hydraulic pressure gauge. If trailer top does not go all the way up, check for low fluid level in the pump reservoir. Also, check the pressure relief valve.



- 5) If top section appears to be out of level when raised, check by measuring from the bottom edge of the top, section to the bottom edge of the trailer body. Distance should be the same on all four corners. If it is uneven, it is probably due to normal stretch of the cables and should be corrected as follows:

Check the leveling adjustment points. For simple front and back realignment, adjust the proper adjusting nut located on the underside of the trailer (Items 5, 6, 7 and 8). All front-to-back adjustments should be made with the trailer upper section supported so that tension is removed from the cables -- accomplished by lowering the upper section onto four 2" x 4" boards of the same length to brace between top section and frame member, (Figure V-1).

For example, if the front section is lower than the rear, you will correct this condition as follows:

- 1) Lower the top section onto 2" x 4" boards as shown in Figure V-1.
- 2) Loosen the locking nut (See Page 18).
- 3) Turn the front adjusting nut until all slack in the cable is taken up.
- 4) Tighten the locking nut.
- 5) Raise trailer; remove 2" x 4" boards, and check for proper alignment.

If one corner of the trailer is low, it may be corrected as follows:

- 1) Lower the top section onto 2" x 4" boards.
- 2) Loosen the locking nut on appropriate cable.
- 3) Adjust nut to take up slack in cable.
- 4) Tighten locking nut on cable.
- 5) Raise trailer; remove 2" x 4" boards, and check for proper alignment.

SERVICING THE BRAKING SYSTEM

To keep your trailer's braking system in top notch condition, a few simple procedures should be followed:

Surge Brakes:

- 1) Periodically check the plunger to make sure it operates freely without binding by working the breakaway lever back and forth.
- 2) Keep plunger clean to avoid accumulation of dirt, grit, or foreign material which can cause binding.
- 3) Occasionally check the fluid level in the master cylinder reservoir. If low, set breakaway lever in extreme rear position and refill with grade DOT 3 Hydraulic Brake Fluid