

THOMSON caravan
OWNER'S GUIDE
1975



Thomsons (Carron) Limited, Carron, Falkirk, Scotland. FK2 8ED

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Dimensions and Weights

	Mini-Glen	Glen 2-Berth	Glen 4-Berth	Glendale 2-berth	Glennevis
Overall (shipping) Length (Including Drawbar)	12' 5" 3785 mm	14' 4265 mm	14' 4265 mm	16' 3" 4950 mm	16' 3" 4950 mm
Body Length	9' 7" 2920 mm	10' 9" 3275 mm	10' 9" 3275 mm	12' 8" 3860 mm	12' 8" 3860 mm
Body Width	6' 5" 1956 mm	6' 6" 1981 mm	6' 6" 1981 mm	6' 9" 2057 mm	6' 9" 2057 mm
Body Height	7' 7" 2310 mm	7' 8" 2340 mm	7' 8" 2340 mm	7' 10" 2390 mm	7' 10" 2390 mm
Delivered weight (Tolerances 3%)	9¼ cwt 470 kg	10½ cwt 530 kg	10¼ cwt 520 kg	12½ 635 kg	12½ 635 kg
Maximum Authorized Gross Weight	12 cwt 610 kg	13½ cwt 685 kg	13½ cwt 685 kg	16¼ 825 kg	16¼ 825 kg
Original Tyre Size	5.20 x 13	5.20 x 13	5.20 x 13	5.90 x 13	5.90 x 13

	Glenelg	Clansman 2 Berth	Glenalmond	Glenmore	Gleneagle
Overall (shipping) Length (Including Drawbar)	17' 3" 5260 mm	17' 3" 5260 mm	19' 5790 mm	19' 5790 mm	20' 9" 6325 mm
Body Length	13' 9" 4190 mm	13' 9" 4190 mm	15' 7" 4750 mm	15' 7" 4750 mm	17' 4" 5285 mm
Body Width	6' 9" 2057 mm	6' 9" 2057 mm	6' 9" 2057 mm	6' 9" 2057 mm	7' 3" 2210 mm
Body Height	7' 11" 2410 mm	7' 11" 2410 mm	8' 1" 2464 m	8' 1" 2464 m	8' 1" 2464 m
Delivered weight (Tolerances 3%)	12¾ cwt 650 kg	15½ cwt 780 kg	14¾ cwt 750 kg	14¾ cwt 750 kg	18 cwt 915 kg
Maximum Authorized Gross Weight	16¾ cwt 850 kg	20 cwt 1015 kg	20¼ cwt 1030 kg	20¼ cwt 1030 kg	23 cwt 1170 kg
Original Tyre Size	5.90 x 13	6.40 x 13 (6 ply)	6.40 x 15	6.40 x 15	6.40 x 15 (6 ply)

(The Dimensions of the 1975 Glenberrie are similar to the Glenelg.)

INTRODUCTION

A great deal of thought, effort and materials of excellent quality have gone into the construction of your T-Line caravan and it is hoped that the information contained in this booklet will assist you to obtain the best service and the greatest enjoyment from your investment. Thomson T-Line caravans have the benefit of over 60 years experience in their manufacture and although there is very little required by specialised maintenance it is thought that some hints will be useful. However you should not hesitate to contact the dealer from whom you purchased your caravan if additional service is required. He is your link with the manufacturers.

MANUFACTURERS' WARRANTY

The dealer from whom you purchased your T-Line caravan will draw your attention to the application card which is supplied with the caravan. He, or you, should complete this card and return it to the manufacturers within seven days of purchase so that your ownership can be registered. Please be sure that the correct serial number of your caravan is quoted on the card.

CARAVAN SERIAL NUMBER

The caravan serial number must be quoted in all correspondence with dealers or with the manufacturers. It appears stamped on a plate attached to the side of the chassis extension which forms the tow pole at the front of the caravan. On no account should this plate be removed. To comply with the requirements of B.S. 4626, 1970, to which specification your T-Line caravan is built, it is necessary to state the following. The model can be identified by the name strips attached to the body panels and by the serial numberplate attached to the extension of the chassis at the front of the caravan. The specification year is represented by the first two digits and the model name by the letters which follow, viz:

MG – Mini Glen; G4 – Glen; G2 – Glen 2 berth; GD – Glendale; GN – Glennevis; GG– Glenelg; GA – Glenalmond; GM – Glenmore; GE– Gleneagle; C– Clansman.

TYRE PRESSURES

The stability of your caravan can be seriously upset by incorrect pressures and it may be found advantageous to increase the pressure in the rear tyres of your car by about 2 – 4 lb/in² (0.14 – 0.28 kg/cm²) when towing.

Care should be taken to maintain the pressure as follows:

Model	Gross laden Weight		Tyre Pressure	
	Cwt	kg	l/in ²	Kg/cm ²
Mini 2	12	610	30	2.1
Glen 2	13½	685	30	2.1
Glen 4	13½	685	30	2.1
Glendale	16¼	825	30	2.1
Glennevis	16¼	825	30	2.1
Glenelg	16¾	850	30	2.1
Glenbervie	16¾	850	30	2.1
Clansman	20	1015	30	2.1
Glenalmond	20	1030	30	2.1
Glenmore	20	1030	30	2.1
Gleneagle	23	1170	36	2.5

WHEEL NUTS

Before any journey ensure that all wheel nuts are fully tight. This is especially important during the first 500 miles (800 km) of the life of the caravan.

TOWING COUPLING

Current T-Line caravans are fitted with B. & B. Couplings suitable for use with a 50 mm tow ball. Earlier models, however, were equipped with 2" couplings and the use of these with a 50 mm ball must be avoided. The modern tow ball is marked "50 mm" and the coupling has a similar mark cast into the casing. These couplings embody various safety devices and will give troublefree service with minimum attention. Greasing should be done in accordance with the chassis maintenance leaflet supplied with your caravan. Before setting out on a journey ensure that the coupling is correctly attached to the tow ball and that the safety lock on the coupling head is properly seated.

Lubrication

Current models are built on B. & B. chassis equipment which employs a divided axle system of coil springs with shock absorbers. Maintenance should be carried out in accordance with the instructions in the manufacturers leaflet.

Earlier T-Line caravans were equipped with Rubery Owen chassis equipment which featured a torsion bar suspension system. Lubrication of the torsion bars should be carried out at approximately 1,000 miles (1600 km) intervals through two grease nipples situated on the axle tube at each side facing downwards on the rear tube.

OILING

Attention to any other working parts with a light machine oil will improve performance and preserve their condition, e.g.:

- Road Springs (if fitted): A coating of penetrating oil at 1,000 (1600 km) miles.
- Corner Legs: Screw threads, joints, and bearing surfaces.
- Jockey Wheel: Shaft and brackets
- Door: Hinges and Locks.
- Parking Brake Handle: Pivots and pawl.
- Brake cable (if fitted): Turnbuckle and pulley.
- Brake Rod Linkage: All moving joints.

BRAKES

T-Line caravans are equipped with two types of brake – GIRLING or LOCKHEED – operated by cable or rod through the towing coupling. Adjusters for the Girling system are square-ended nuts located at the top of the back plates above the axle. In the Lockheed system the adjusters are inside the drum and are accessible through holes in the face of the drum. In both cases the method of adjustment is similar, viz:

1. Secure the opposite wheel by chocks.
2. Release the parking brake.
3. Raise wheel off ground.
4. Tighten adjuster in the clockwise direction until wheel is locked, then release adjuster until wheel revolves freely. A similar operation to the other wheel completes the adjustment.

NOTE: Due to 'bedding down' of linings and linkage this operation is recommended after the first 500 miles (800 km) travel.

ELECTRICAL CONNECTOR

Every T-Line caravan is equipped with full road lighting and numberplate and a suitable electrical socket should be fitted to the towing vehicle. The wiring of the connector to the car should be done in accordance with the diagram supplied with this equipment, thus full illumination by the side and tail, stop and direction indicator lights is available.

GAS SYSTEM

This is dealt with in a separate leaflet issued by the butane gas distributors which is obtainable from your dealer. If a leakage is suspected DO NOT seek it out with a naked flame. Turn off the cylinder valve and seek assistance from a qualified gas fitter. Any discolouration of the gas fittings or adjacent panelling can usually be attributed to an incorrect adjustment of the air control. Users therefore are recommended to have maximum air intake on all fittings consistent with an acceptable noise level.

ON THE MOVE

Remember that the law places a maximum speed restriction on even the best balanced outfit but in some continental countries much higher speeds are permitted and T-Line caravans are designed to take advantage of high speed touring conditions. Tyre pressures are dealt with elsewhere but at sustained high speeds the pressures may build up and care should be exercised to ensure that maximum pressure is not exceeded in particularly warm conditions. The balance of the caravan should always be heavy to the front and, as a general rule, the nose weight should be not less than $\frac{3}{4}$ cwt, (38 kg) for models up to 13' (3.9 m) nor less than 1 cwt. (50.8 kg) for larger models. When on the move, remember the increased length and width of your outfit – use wing mirrors on both sides of the car and allow following traffic to overtake whenever it is safe to do so.

ON THE SITE

Corner legs operated by the wheel brace are fitted to all T-Line caravans and these are designed to stabilise the caravan. They are **NOT** intended to lift the caravan and, if it is necessary to do so a separate jack should be used under the road spring, or drop arm, positioned close to and behind the axle.

Use the telescopic jockey wheel to lift the coupling clear of the tow ball and, thereafter, to level the caravan. Wind the corner legs down until they are in light contact with the ground, then a further full turn of the brace should give the required pressure. If the surface is loose or soft, a 2" – 3" (5 - 8 cm) thickness of hardwood below the feet legs will be useful. Before moving off – and remember it will be easier downhill, so park accordingly – ensure:

1. All loose equipment is securely stowed. (Remember the table and toilet).
2. All cupboard and locker doors are closed.
3. The heavy equipment is stowed over the axle. (see 'On the Move')
4. Gas cylinder control valve is 'OFF'
5. Roof ventilators are closed and locked in position. With scissors type stays the wing nut should be tightened.
6. All windows closed and outer door locked.
7. Raise all corner legs.
8. Raise nose of caravan with telescopic jockey wheel above level of tow ball and reverse car below coupling.
9. Couple up, ensure safety lock in position and retract jockey wheel in its bracket. Fit safety chain around the neck of the tow ball or some other rigid structure on the towing vehicle.
10. Release Parking Brake and check reversing lock 'off'
11. Connect Lights.
12. Anything left behind?

GENERAL MAINTENANCE

On models prior to the 1972 range the body work was finished with a synthetic hot lacquer. Since the 1972 range was introduced, the panelling is in pre-painted acrylic finish and it is essential that the metal work and roof be protected from the atmosphere. If any damage occurs to the paint surface, the metal then revealed should be coated as soon as possible and suitable material can be had on application to your dealer or to the manufacturers. The steel work of the chassis should be similarly treated and the life of the paint work will vary according to atmospheric conditions, but with reasonable care can be expected to be seven to ten years. The owner is therefore recommended occasionally to clean and polish the caravan. A very mild solution of a branded detergent (e.g. 'Teepol') in warm water is best for washing and fresh clean water should immediately be used to rinse off any dirt or solution that may remain. Harsh detergents or washing powders must not be used. Thereafter, a complete polish of the dried bodywork with a proprietary car polish will give a satisfactory result. T-Line caravans are equipped with windows having anodised aluminium frames and such frames carry an identification label when the caravan leaves the factory. Such window frames must not be cleaned with abrasives nor steel wool. Interior woodwork will respond to a domestic silicone base furniture polish and the interior walls and ceiling to a light wash with warm soapy water.

VENTILATION

Fixed ventilation has been arranged in accordance with B.S. Specification 4626; 1970, and should not be altered. This permanent facility can be augmented as required by using windows and roof ventilators but it is essential to ventilate freely when gas appliances are in use. Condensation may also occur under the mattresses or under drapes resting on or against a solid or relatively cold surface. However, it is not common to one caravan or another but is typical of the polyurethane foam interiors now almost universally installed in touring caravans, but affects of the condensation can be minimised by inserting corrugated paper or a blanket between the underside of the mattress and the surface on which it lies, it will also be useful for the mattress to be used with the plain side uppermost at night time so that in the day time any accumulated condensation will be dissipated into the atmosphere when the mattress resumes its function as a seat cushion.

LOUVRED WINDOWS

These windows give draught-free ventilation when properly adjusted. However, during the life of the caravan, further adjustment may be required and this can be done quite simply. The operating lever is located on the right of the window and this lever is mounted on a control block which is attached to the frame by two screws. When these screws are loosened the control block will move upwards and downwards and this movement will increase or decrease the tension on the glass slats. When the desired tension has been obtained, the control block screws should be retightened. Care must be taken to ensure that excessive tension is not applied to the slats and, therefore, only a very slight adjustment of the control block will normally be required.

LAYING-UP

It will be appreciated that your interest will be served if the caravan is stored under cover when not in service during the winter. Dry covered space with fresh air circulation is best but, if this is not possible, DO NOT COVER the body of the caravan with a sheet or envelope as dampness may be trapped inside. Avoid parking close to trees.

During storage you should remove the upholstery and furnishings and store these in a dry atmosphere. The sink and cooker should be thoroughly cleaned and all foodstuffs and perishables removed.

A light application of petroleum jelly or grease will preserve the bright metal work outside, and the coupling/jockey wheel assembly should be greased and covered to exclude dust and rain.

The tyres must be protected from direct sunlight and if it is not possible to take the weight of the caravan tyres, the pressures should be maintained as recommended. Leave the parking brake 'OFF'.

Every opportunity should be taken to ventilate the caravan interior in suitable weather.

GENERAL SAFETY PRECAUTIONS

1. Heating appliances are to be completely extinguished before the caravan is moved and are not to be used when the caravan is in motion. Portable heaters should not be used.
2. Extinguishers containing vaporising liquids should not be used by a person inside the caravan or from outside whilst other persons are in the caravan. Dry powder extinguishers will deal with fat or electrical fires. Water type extinguishers should not be used for this type of fire.
3. Additional safety precautions are noted on the instruction card provided by the Calor Gas Organisation which is supplied with your caravan.

ELECTRICITY SUPPLY

(If your caravan is equipped for mains electric supply)

- 1) Before connecting the caravan installation to the mains supply, consult the notice at the supply outlet and be satisfied:
 - (a) that the mains supply is suitable for your installation and the appliances, i.e. whether it is a.c. or d.c. and whether it is at the correct voltage, and
 - (b) that your installation will be properly earthed. Never accept a supply from a socket-outlet or plug having only two pins, or from a lighting outlet.
In case of doubt, consult the site owner or agent.
- 2) MAKE SURE THAT THE SWITCH AT THE SITE SUPPLY POINT IS OFF.
- 3) Remove any cover from the electricity inlet provided on the caravan, and insert the connector of the flexible cable obtained from the site owner.
- 4) Remove any cover from the socket-outlet provided at the site supply point, and connect the plug at the other end of the supply flexible cable to this. Switch on the main switch at the site supply point.

IN CASE OF DIFFICULTY CONSULT AN APPROVED ELECTRICAL INSTALLATION CONTRACTOR (WHO MAY BE THE LOCAL ELECTRICITY BOARD). IT IS DANGEROUS TO ATTEMPT MODIFICATIONS AND ADDITIONS YOURSELF. LAMPHOLDER-PLUGS (BAYONET-CAP ADAPTORS) SHOULD NOT IN ANY CIRCUMSTANCES BE USED.

On leaving caravan site.

- 5) Reverse the procedure described in paragraphs 3 and 4 above.

IT IS IMPORTANT THAT THE MAIN SWITCH AT THE SITE SUPPLY POINT SHOULD BE SWITCHED OFF. THE SUPPLY FLEXIBLE CABLE DISCONNECTED, AND ANY COVER REPLACED ON THE SOCKET-OUTLET AT THE SITE SUPPLY POINT. IT IS DANGEROUS TO LEAVE THE SUPPLY SOCKET OR SUPPLY FLEXIBLE CABLE LIVE.

Periodically.

- 6) Preferably not less than once a year, the electrical installation should be inspected and tested and a report on its condition obtained as prescribed in the Regulations for the Electrical Equipment of Buildings, published by the Institution of Electrical Engineers.

IN CASE OF FIRE

1. Get everyone out of the caravan.
2. Raise the alarm and call the Fire Brigade.
3. Turn off the gas container valve.
4. Attack the fire.

Fire precautions.

Children should not be left alone in a caravan or any other dwelling.

Means of escape. Make sure you know the location and operation of the escape windows and hatches, keep all escape routes clear.

Combustible materials should be kept clear of all heating and cooking appliances.

Make yourself familiar with the fire precaution arrangements on the site.

T-LINE VINTAGE CHART

1936

Almond

1939-45

Production of caravans ceased during WWII

1946-47

17'6" Kelvin, 14'6" Endrick.

1948-49

17'6" Kelvin Star, 13' Avon , 8'6" Swift.

1950

18' Deveron, 13'6" Almond, 8'6" Dart.

1951-52

22' Braemar, 17'6" Clyde , 14' Almond, 10'6" Carron

1953

22' Solway, 17'6" Annan, 14' Almond, 10'6" Carron

1954-55

22' Solway, 14' Almond

1956

22' Solway, 16' Forth , 14'6" Almond V and VII, 11'6" Leven

1957-58

22' Solway, 22' Glendevon, 16' Gleneagle, 14'6" Glenalmond, 11'6" Glendale

1959

18'6" Glenrosa, 16'6" Gleneagle, Glenalmond III and IV, Glendale , Glen 10'

1960

30' Great Glen, Glenrosa, Gleneagle, Glenalmond III and IV, Glendale , Glen.

1961

30' Great Glen, Glenrosa, Gleneagle, Glenalmond, Glendale , Glen

1962

Glenrosa, Gleneagle, Glenalmond V and VII, Glendale 2 berth and 4 berth, Glen

1963

Glenrosa, Gleneagle, Glenalmond VIII, Glendale 2 berth and 4 berth, Glen.

1964

Gleneagle, Glenalmond, Glenelg, Glendale 2 berth and 4 berth, Glen.

1965

Gleneagle, Glenalmond, Glenelg, Glendale 2 berth and 4 berth, Glen.

1966

Gleneagle, Glenmore, Glenalmond, Glenelg, Glennevis, Glendale 2 berth, Glen.

1967

Gleneagle, Glenmore, Glenalmond, Glenelg, Glennevis, Glendale 2 berth, Glen.

1968

Gleneagle, Glenmore, Glenalmond, Glenelg, Glennevis, Glendale 2 berth, Glen, Glengarry and Mini Glen 2 berth and 4 berth.

1969

Mini Glen, Glen, Glendale , Glennevis, Glenelg, Glenalmond, (replacing Glengarry) Glenmore, Gleneagle.

1970

Mini Glen, Glen 2, Glen 4, Glendale , Glennevis, Glenelg, Glenalmond, Glenmore, Gleneagle.

1971

Mini Glen, Glen, Glendale , Glennevis, Glenelg, Glenalmond, Glenmore, Gleneagle, Glen2.

1972

Mini Glen, Glen, Glendale , Glennevis, Glenelg, Glenalmond, Glenmore, Gleneagle, Glen2.

1973

Mini Glen, Glen, Glendale , Glennevis, Glenelg, Glenalmond, Glenmore, Gleneagle, Glen2, Clansman.

1974

Mini Glen, Glen, Glendale , Glennevis, Glenelg, Glenalmond, Glenmore, Gleneagle, Glen2 , Clansman.

1975

Mini Glen, Glen, Glendale , Glennevis, Glenelg, Glenalmond, Glenmore, Gleneagle, Glen 2 berth plus Glennevis and Glenelg 'J' types and Glenbervie.

NOTES

In your own interest, please remember that the industry usually faces its busiest period immediately prior to the opening of the season, e.g. early MARCH. Any servicing should be arranged well in advance and preferably during the months of October – January.

