

## Caravan & Motorhome awnings



**Instruction Update**  
Updates and changes to the  
standard instructions



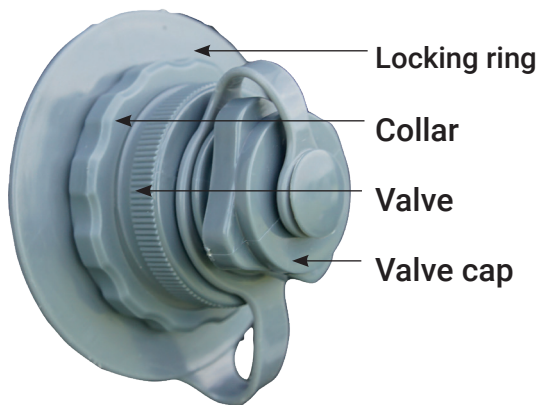
**These are only an instruction update. They do not replace your original instructions. These are to be kept with your original instructions and used in conjunction with them.**

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## Before first use - checking your valves

- Thank you for the purchase of this Westfield Outdoors by Quest air awning.
- This awning has been tested for defects and flaws at the production facility. The valves on the tubes have been loosened to allow for packing the awning away after testing.
- Before the first use of this awning, please ensure that all the valves and collars have been tightened on all the tubes. The collar on the valve can be turned either way around to make it easier for you to tighten if required. Please note that this is not just the valves on the outside of the awning, but the single inflation points that are located inside the awning (near the top of the air tubes).
- Extra Information: The valve cap shown below should always be put in place. There is an additional seal located in the valve cap to help ensure the tube does not leak.
- Failure to do any of the above could cause your air awning to deflate.

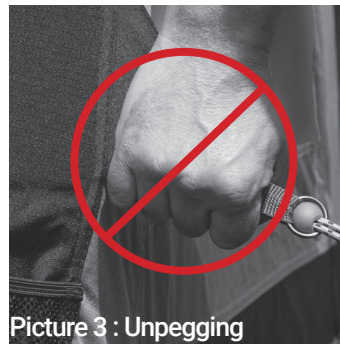


## Pitching the awning - Storm straps

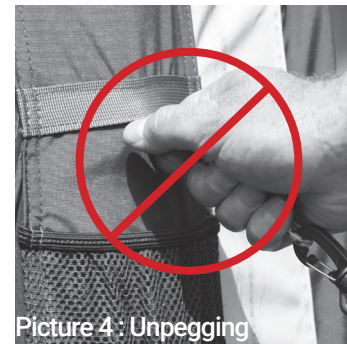
- When pitching your awning we always recommend you use the included storm straps or guy lines. You can never be 100% sure what the weather will do so it is always best to peg the awning fully.
- If you have storm straps then they should always be pegged using the provided elastics. This helps ensure that there is some give in the storm strap. If this is not done then it can lead to damage on your awning and in particular the storm strap mounting point.
- To use the elastics simply put them through the storm strap mount point as shown in the pictures 1 and 2 below. Then clip the storm strap to the bottom of the elastic (again as show in the pictures 1 and 2 below).



**Picture 1 : Attaching a storm strap    Picture 2 : Attaching a storm strap**



**Picture 3 : Unpegging**



**Picture 4 : Unpegging**

## Taking the awning down - Storm straps

- When you are taking the awning down, you should never pull the storm straps at the mounting point (as shown in pictures 3 and 4 above). You should always pull the pegs out from the ground (as shown in picture 5 to the right), at the peg.



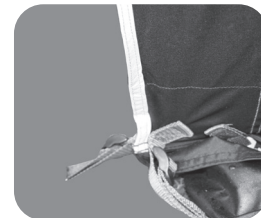
**Picture 5 : Unpegging**

## Pitching the awning - Rear Pegging

When erecting an awning it is vital to get the rear pegging done correctly from the start as this will help ensure the entire awning is tight and sealed against the side of your caravan.

### • **Part One : Initial pegging**

- First slide the awning into the rail on your caravan. When this is done and positioned correctly peg the two rear pegging points approximately 1 - 2 cm under the caravan. Please note that our awnings have an internal triangle at the rear of them which helps form a good seal against the caravan, these should not be used at this point as if they are pegged underneath the caravan it will pull the rear pad out of alignment and stop you getting a good seal against your caravan.
- When the rear point is pegged it should look like the image shown to the right.
- Then inflate your awning. At this point you can go inside the awning and finish pegging the rear of the awning. You can if you wish to, peg the rest starting with the two front corners, but we find it easier to do the rear first.



### • **Part Two : Internal pegging**

- Next ensure that the rear pad is in the correct position. The pad should be flat against the side of the caravan and the top of the pad (which is flat with no pad) should be behind the tube in the corner (with the exception of the Dorado model, which does not have an air beam in the corner). It should look like the image shown on the right hand side.
- Next you peg out the rear triangles as shown in the image on the right. These are pulled inside the caravan and run along the side of the caravan and peg in line with the side of the caravan. These triangle help ensure the rear pads are positioned correctly (i.e. flat against the side), and helps ensure the best seal against the caravan.
- Last (if you have them) put the rear poles in place. They go in a pocket at the top of the rear pad and extend down to the floor. Push the pole against the pad, so it pushes the pad against the side of the caravan. You can then use the velcro straps to hold the pole in position. You can also use one of your metal pegs through the hole in the pole foot to help keep it in place. Once done it should look like the image shown on the left.



## Pitching the awning - Aries Front Pegging

Care should be taken when pegging the front panel of the Aries as this can cause issues with the performance of the awning.

- When erecting the Aries awning the front panel of the awning must always be pegged in a flat, straight line. The centre beam does not come out further than the left and right beams, the front panel is a flat/straight panel.
- If the panel is not pegged straight this can cause the centre beam to be lower than it should and could lead to the performance of the roof to be degraded.
- When pitched correctly the middle beam of the Aries should be between 5 and 15 cm higher than that of the left and right hand tubes. This gives the roof maximum water run performance as it not only has back to front run off, but also centre to side run off ensuring no water can pool on the roof.

## Ongoing Maintenance - Bladder Replacement

If for any reason you have to replace a damaged or deflated tube, simply follow the process below. It can be done by yourself, but please take care to follow the instructions below as failure to do so could cause your awning to deflate, or even damage itself.

- On the outside of the awning, remove the valve, collar and locking ring from the tube simply by unscrewing the valve anti-clockwise, then the collar (also anti-clockwise) and then finally pulling the locking ring off.
- If you have an awning with the Advanced Air System (Performance range and Travel Smart Pro range) you will also have to remove the internal valves as well. Move inside the awning and repeat the process on the internal valves. These valves only have a valve and collar, there is no locking ring.
- Unzip the outer sleeve (the one sewn into the awning) and take the protective sleeve out. You may (depends upon model) find that the protective sleeve is velcroed to the awning, if it is simply detach the protective sleeve from the awning.
- Undo the velcro at the bottom of the protective sleeve and snip the cable tie holding the zip in place.
- Unzip the protective sleeve, please note that the zipper does not have a pull on by design.
- Starting at the top, you may find (depends upon model), that the top of the bladder is held in place by a webbing strap. If this is the case, carefully remove the bladder from around the webbing strap first. Then simply remove the bladder from the protective cover. Please note you may find it tight/difficult around the valves points.

The bladder is now removed and can be replaced with a new one. Always make sure the tube is not twisted at any point during the process.

- Place the new bladder inside the protective sleeve. It is best to start at the external valve point. Put the bladder into the protective sleeve and position the external valve (the one near the bottom) correctly through the cutout in the protective sleeve. Then place the rest of the bladder inside the protective sleeve. You will find that the bladder is longer than the protective sleeve. This is by design and the extra length is held in place by attaching the top of the bladder to the webbing strap simply by pushing underneath.
- If you have an awning with the Advanced Air System (Performance range and Travel Smart Pro range) you will also have to ensure that the internal valve(s) line up and are pushed through the respective cutouts in the protective cover.
- Zip the protective sleeve shut. You must cable tie the zip to the red webbing strap as this ensures the inner sleeve cannot come open during use. Failure to do so, could cause further issues and possible damage to your awning. Then close the protective Velcro covers over the top of the zip and cable tie.
- Place the protective sleeve back into the outer sleeve, starting at the bottom of the sleeve. First attach the velcro pad on the bottom of the sleeve to the one on the awning.
- Push the bottom valve through to the outside of the awning and attach the valves (done on the outside of the awning) This holds the inner sleeve in place whilst you finish.
- Finish by pushing the inner sleeve into the outer sleeve (ensuring it is not twisted at any point). This can be made easier by zipping the outer sleeve up as you go along.
- The inner sleeve should come out of the top of the outer sleeve once fully in place.

## Ongoing Maintenance - Protective Cover Replacement

If for any reason you have to replace a damaged protective cover, simply follow the process below. It can be done by yourself, but please take care to follow the instructions below as failure to do so could cause your awning to deflate, or even damage itself.

- On the outside of the awning, remove the valve, collar and locking ring from the tube simply by unscrewing the valve anti-clockwise, then the collar (also anti-clockwise) and then finally pulling the locking ring off.
- If you have an awning with the Advanced Air System (Performance range and Travel Smart Pro range) you will also have to remove the internal valves as well. Move inside the awning and repeat the process on the internal valves. These valves only have a valve and collar, there is no locking ring.
- Unzip the outer sleeve (the one sewn into the awning) and take the protective sleeve out. You may (depends upon model) find that the protective sleeve is velcroed to the awning, if it is simply detach the protective sleeve from the awning.
- Undo the velcro at the bottom of the protective sleeve and snip the cable tie holding the zip in place.
- Unzip the protective sleeve, please note that the zipper does not have a pull on by design.
- Starting at the top, you may find (depends upon model), that the top of the bladder is held in place by a webbing strap. If this is the case, carefully remove the bladder from around the webbing strap first. Then simply remove the bladder from the protective cover. Please note you may find it tight/difficult around the valves points.

The bladder is now removed and can be placed into the new protective cover. Always make sure the tube is not twisted at any point during the process.

- Place the existing bladder inside the new protective cover. It is best to start at the external valve point. Put the bladder into the protective sleeve and position the external valve (the one near the bottom) correctly through the cutout in the protective cover. Then place the rest of the bladder inside the protective cover. You will find that the bladder is longer than the protective cover. This is by design and the extra length is held in place by attaching the top of the bladder to the webbing strap simply by pushing underneath.
- If you have an awning with the Advanced Air System (Performance range and Travel Smart Pro range) you will also have to ensure that the internal valve(s) line up and are pushed through the respective cutouts in the protective cover.
- Zip the protective sleeve shut. You must cable tie the zip to the red webbing strap as this ensures the inner sleeve cannot come open during use. Failure to do so, could cause further issues and possible damage to your awning. Then close the protective Velcro covers over the top of the zip and cable tie.
- Place the protective sleeve back into the outer sleeve, starting at the bottom of the sleeve. First attach the velcro pad on the bottom of the sleeve to the one on the awning.
- Push the bottom valve through to the outside of the awning and attach the valves (done on the outside of the awning) This holds the inner sleeve in place whilst you finish.
- Finish by pushing the inner sleeve into the outer sleeve (ensuring it is not twisted at any point). This can be made easier by zipping the outer sleeve up as you go along.
- The inner sleeve should come out of the top of the outer sleeve once fully in place.



## Ongoing Maintenance - Tube Twist

When you get your awning all the tubes should be correct positioned without any twisted tubes or bladders. They are held in position with velcro, straps and a sleeve, but due to the nature of air tubes they do move. They can move when in use, when being inflated or deflated, when they are being dragged though the awning channel during pitching, or even more during transit. This is unavoidable and can happen at any time.

Whilst this should not affect the performance or running of the awning, it can sometimes cause your awning to look looser than it should. For example the single inflation tubes in the Aries, Carina and Gemini pro models should be horizontal across the roof, but due to twisting can sometime point slightly up or down. When this happens it can affect the tautness of the roof.

Whilst this may not affect the performance of the awning, you should always be aware of the tubes especially if they are twisted. Tubes can be untwisted by yourself at any time and should be done whenever you notice that they are twisted.

## Ongoing Maintenance - Valves

When you first get your awning the valves should all be tight and locked in place, but they can sometimes be loose (see page 2 for details), so you should always check them before first use.

Due to the nature of valves and air pressure any of the valves can become loose over time and should be checked each time you use your awning. If this is not done and a valve has worked loose your awning may deflate over time.

## Ongoing Maintenance - Leaking Valves

If for any reason you find that you have a leaking valve, check these instructions before calling your retailer. This is because leaking valves are extremely rare and in most cases are a simply loosening of the valves which can happen during use.

If you have an AES (Air Erect System) then you have no interconnected valves, so the only valve you need to check are the external valves used to inflate your awning. These valves are explained fully on page 3 (before first use - checking your valves). If you have an AAS (Advanced Air System) then you may have interconnected tubes in which case there is an extra step to check which is listed below.

- If you can locate the leaking valve then you only need to check that valve. If you cannot we recommend checking each valve as the leak could be extremely slow and not easy to locate.
- Unzip the protective cover to gain access to your interconnected tubes as shown in images 1 and 2 below. Undo the connected tubes by twisting anti-clockwise, you will hear air coming out but once released from it's connection this should stop. This should leave you with the end of the connected tube as shown in image 3.
- Locate the spanner tool that came with your awning as shown in image 4. It should be located in the peg bag of your awning.
- Insert the valve tool into the grooves as shown in image 5 and while holding the grey connection turn the handle clockwise. This should tighten the valve & stop any leaking air from escaping from the tube (please be careful not to overtighten the connection).
- Once the above has been done you can reconnect your tubes and your awning should now be ready to use.



Image 1



Image 2



Image 3



Image 4



Image 5

## Drive Away Awnings - Tunnel Fitting

Your drive away awning has a connection tunnel sewn onto it. This connection tunnel is used to connect your awning to your vehicle. There are multiple different methods available for fitting it to your vehicle. Each of these are listed below. You can use whichever method you prefer, or find easiest to attach to your vehicle.

- **Step One** : Connecting the tunnel to your vehicle

### 'Over the top' :

1. This is the oldest method of connecting the tunnel to your vehicle. You take one of the guy lines located at the end of the double beading on the tunnel and throw this over your vehicle.
2. Then peg this guy line in the ground as normal.
3. Repeat for the guy line at the opposite end of the tunnel.
4. Then adjust the guy lines so the tunnel sits just on ridge of the roof of your vehicle.

**TIP** : If you have a high vehicle you may have to attach a second guy line (not supplied) to the existing one in order to be the correct length. It can also be simpler and easier if you attach something like a tennis ball to the guy line as this makes it easier to throw over the roof of the vehicle.

### Using the beading

1. If your vehicle has a channel (like a Reimo rail or similar) on it, you can use the beading on the awnings tunnel. The tunnel has two different size beadings (4 and 6mm) on it, you should select the beading that is closest to the size of the channel on your vehicle as the tighter the fit the better and more weather resistant it is..
2. **NOTE**: If you are intending to drive away you will have to use a drive away kit at this point to ensure that you can disconnect from your vehicle without having to un-peg the awning. If you are not intending to drive away, you do not need to use a standard (not magnetic) drive away kit. Details on how to use a drive away kit are listed below.
3. Feed this into your channel and pull the tunnel until it is positioned where you want in the channel.

*Continued on next page*

**Step One** : Connecting the tunnel to your vehicle (continued)**Using a wind out canopy**

- **NOTE** : This method connects the awning to your canopy. Depending upon the make, model and instructions of your canopy you may have to inflate your awning before doing this. This allows you to take the weight of the tunnel of the canopy when it is wound back up. Please consult your canopy instructions before proceeding.
  1. All wind out canopies (such as Fiamma F45, Thule Omnistore, Prostor etc.) have a channel along the front of them. This channel can be used the same as the 'using the beading' example previously. If you intend to drive away, you will also have to use a standard (not magnetic) drive away kit at this point, the same as previously stated. Again the drive away kit details are listed below.
  2. Roll out your wind out canopy so the front of the canopy is at a manageable height.
  3. Slide the tunnel into the canopy and position where required. Again you should select the beading that is closest to the size of the channel in your canopy as the tighter the fit the better and more weather resistant it is.
  4. Once on the canopy, wind the canopy back into its cassette, so the tunnel is taken right up against the side of your vehicle.

**Using the Pole**

- The drive away awning also has a pole and sleeve solution for connecting the tunnel to your vehicle. The pole is included in with your awning and you use it like this :
  1. Slide the pole into the sleeve that is located at the top of the tunnel, next to the dual beading.
  2. This can then be attached to your vehicle in any means you like (two examples are shown below)
  3. **Guttering Example** : You can then place this pole into a gutter (if you have one on your vehicle) and clamp it using G clamp (or similar) clamps (not supplied) at either end of the pole. This then secures the tunnel to this guttering.
  4. **Roof rack example** : If you have a roof rack on your vehicle you can clamp the pole to your roof rack the same as above.

*Continued on next page*

**Step One** : Connecting the tunnel to your vehicle (continued)**Magnetic Drive Away Kit**

- Another option to connect your tunnel to your vehicle is a magnetic drive away kit. These are optional and have to be purchased separately. They are used to connect a tunnel to your vehicle when you do not have any other method (such as a VW camper van). To use a magnetic drive away kit :
  1. Take the figure off eight connectors (there will be more than one section) from the magnetic drive away kit and slide them onto the appropriate beading on the tunnel. Again make sure you use the beading closest to the size of the figure of eight as the tighter the fit the better and more weather resistant it is.
  2. Then slide the magnetic drive away kit into the other side of the figure of eight.
  3. Then you can place the magnetic side of the drive away kit to the side of your vehicle.

**TIP:** Whilst the magnetic drive away kit will hold the tunnel to your vehicle, it will not support the tunnel in moderate to high winds (we have found this during testing of many different brands of magnetic drive away kits), so we also recommend that if you are using a magnetic drive away kit we still use the two guy lines at the ends of the tunnel (similar to the 'Over the top' solution above) to secure the tunnel to the vehicle, in conjunction with the magnetic drive away kit.

**Standard Drive away kit**

- A standard drive away kit is an optional piece of equipment (purchased separately) that allows you to disconnect a tunnel from a channel or roll out canopy without the need to un-peg your awning. Drive away kits come in two different sizes : 4 and 6mm. You choose the size closest to the size of the channel on your vehicle or roll out canopy. Please consult the instructions that came with your canopy/channel to find out which one you need. To use a drive away kit :
  1. Take the long double beaded webbing strap from your drive away kit out and slide this into your wind out canopy or channel.
  2. Then take the figure of eight section(s) from the kit and feed these onto the other side of the webbing strap.
  3. You can then feed the channel on the awning tunnel into the other side of the figure of eight sections which connects your awning tunnel to your vehicle.

**TIP :** Some drive away kits can be cut down to size, which can make it cleaner and easier to fit the drive away kit as they can be cut down to exactly the same size as you require, removing any excess which can get in the way. Please consult the instructions/details that came with your drive away kit to confirm this before cutting.

- **Step Two :** Pegging your drive away awning (if your height is towards the top end of the tunnel height)

After you have connected your tunnel to your vehicle you will peg the awning out. Due to the adjustable nature of the tunnels on motor home awnings the best way to peg them can be different depending upon the height of your vehicle. You can try either of the methods below and whichever one suits you best, stick with that. If you find a way that works better then again stick with that.

We find that inflating the awning first is the best way to erect the awning, but if you find it easier you can inflate the awning after you have pegged the 4 corners of your drive away awning.

1. Attach the top of the tunnel to the vehicle using the instructions on the previous page(s).
2. Then move the awning away from the vehicle until the roof of the tunnel becomes tight. This is the point where you start to pitch the rest of the awning.
3. Start with the pegging point at the back of the tunnel closest to the van. If your vehicle is lower than the max height of the tunnel you can peg the side of the tunnel at an angle to help take up some of the extra material. Do this on both sides of the tunnel.
4. Then move forward to the rear corner of the awning itself. The drive away awning has a fixed groundsheet, so it is pegged the same as a tent. You peg each corner one at a time ensuring you pull the groundsheet tight each time.
5. If you have not inflated your awning at this point, do so now.
6. Once all corners are pegged then go round pegging any other pegging points connected to the bottom of the awning. Please note, depending upon which model you have some of them have a second pegging point on the draft skirt / wall of the awning which is pegged after the ones connected to the bottom of the awning.
7. Once all these have been pegged move up the awning and place any storm poles, canopy poles etc. in place.
8. Once these have been done we recommend always pegging the storm straps as the weather can change very quickly at any time and the storm straps are there in case of adverse weather.
9. Next if your awning has the secondary pegging points on the draft skirt/wall of the awning then go around pegging these down now. These just give an extra bit of tension onto the fabric of the awning making it look better and giving it extra tautness in the sides and roof.
10. Finally you adjust the tunnel as best you can. The tunnel is adjustable, but as the material can only be cut once it only truly fits at one height (which is set to the maximum), all other heights are a compromise and will require adjusting the tunnel. To adjust the tunnel follow the procedure overleaf.

- **Step Two :** Pegging your drive away awning (if your height is towards the lower end of the tunnel height)

After you have connected your tunnel to your vehicle you will peg the awning out. Due to the adjustable nature of the tunnels on motor home awnings the best way to peg them can be different depending upon the height of your vehicle. You can try either of the methods below and whichever one suits you best, stick with that. If you find a way that works better then again stick with that.

We find that inflating the awning first is the best way to erect the awning, but if you find it easier you can inflate the awning after you have pegged the 4 corners of your drive away awning.

1. Attach the top of the tunnel to the vehicle using the instructions on the previous page(s).
2. Next peg the bottom point at the back of the tunnel closest to the van. If your vehicle is lower than the max height of the tunnel you can peg the side of the tunnel at an angle to help take up some of the extra material. Do this on both sides of the tunnel.
3. Then move the awning away from the vehicle until the side of the tunnel becomes tight. This is the point where you start to pitch the rest of the awning.
4. The drive away awning has a fixed groundsheet, so it is pegged the same as a tent. You peg each corner one at a time ensuring you pull the groundsheet tight each time.
5. If you have not inflated your awning at this point, do so now.
6. Once all corners are pegged then go round pegging any other pegging points connected to the bottom of the awning. Please note, depending upon which model you have some of them have a second pegging point on the draft skirt / wall of the awning which is pegged after the ones connected to the bottom of the awning.
7. Once all these have been pegged move up the awning and place any storm poles, canopy poles etc. in place.
8. Once these have been done we recommend always pegging the storm straps as the weather can change very quickly at any time and the storm straps are there in case of adverse weather.
9. Next if your awning has the secondary pegging points on the draft skirt/wall of the awning then go around pegging these down now. These just give an extra bit of tension onto the fabric of the awning making it look better and giving it extra tautness in the sides and roof.
10. Finally you adjust the tunnel as best you can. The tunnel is adjustable, but as the material can only be cut once it only truly fits at one height (which is set to the maximum), all other heights are a compromise and will require adjusting the tunnel. To adjust the tunnel follow the procedure overleaf.

- **Step Three** : Adjusting your tunnel

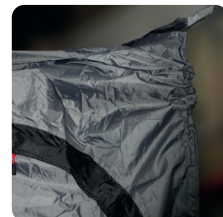
Depending upon the height of your vehicle you may or may not have to adjust your tunnel. The amount you have to adjust your tunnel will again depend upon the height of your vehicle and the version of the drive away awning you have. The closer you are to the lowest setting on the tunnel, the more adjustment you will have to make. The closer you are to the maximum height of the tunnel the less adjustment you will have to make.

You can make the adjustment anyway you wish, but we recommend using the following method :

- First detach the webbing strap located inside the tunnel, that goes from the top corner of the tunnel down to the bottom of the tunnel.
- Then pull the white elastic cord located at the bottom of the tunnel tight using the pull cord. This will 'ruffle' the tunnel material up until you have no slack material in the side of the tunnel.
- Once this is done push the 'ruffled' material up to the top of the tunnel so it resides in the area above the side door. If your van is very low (lower than 200cm) then you may find that it does not all go above the top of the door. It should look like the photo to the right.
- Now reconnect the webbing strap inside the tunnel you detached earlier.
- Pull this webbing strap tight until it just holds the ruffled material in place. **Please note** that this strap is there just to hold the ruffled material in place. If you over tension this strap it will cause the side of the tunnel to misshape and create gaps between your tunnel and your vehicle.
- Once this is complete your tunnel should look similar to the one shown to the right. This tunnel has been pegged at the lowest setting (180cm).

### Optional

- On the Aquila model, the seal against the vehicle can be improved further by the use of the optional (purchased separately) rear pad and pole kit.





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