

Merediths' Manual



Driving

Meredith is an automatic diesel. The glow plug symbol () needs to go out before you turn the ignition.

Diesel fuel to the passenger side at the back of the vehicle. You need to flip the cap, handle to the right of the steering wheel about half way to the floor.

I have to pay some of the diesel cost in advance – so if you could please pay me 5.5 cent per km you drive.

Meredith does about 450km on a full tank. You will get about 11km per litre.

Do not forget petrol stations are often further apart in New Zealand and you normally get a discount voucher from the supermarket.

If you get an alarm – first check the hand break – it sometimes drops too low when you take it off. I have asked about getting it fixed but with no joy. Put the van sponge under it so it is off but not as low – you have to put up with a hazard light. Eventually it sorts itself out again!!!

Meredith has central locking from the drivers door.

I will have done an oil and washer bottle check before you borrow her.



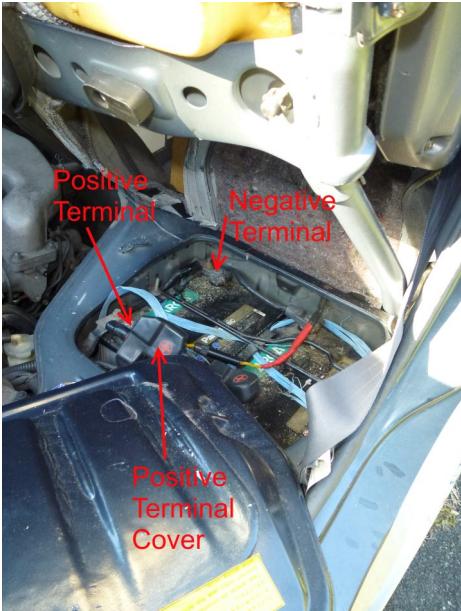
Her engine and van batteries are under the passenger seat – two clips to unfasten, check there is nothing behind the passenger seat and then lift. There is a clip to hold the seats up – near the passengers' seat belt.

The van batteries are under the carpet and then the cover, nearest the passenger door. If you leave the lights on or play the CD for four hours without the engine running the van batteries could go flat. Under the back seat there is a plastic box with both a jump starting battery and battery charger in.

To jump start take the keys out of the engine. Uncover the furthest batteries red connection point. Clip in the red then the black lead – do not let them touch. Go and start the van.



Seat Release Clip



Come around and unplug the jump starter battery (black then red) and close everything in the engine.

The jump starter should give you about 4 jump starts before it needs charging – lead in the plastic box.

If you drive for about 30 minutes you should then have enough charge to restart. It takes about 200miles in day-light driving to fully charge the vans batteries.

If you decide to recharge the van battery or jump starter this needs to be done out of the van. There are instructions with the charger. The jump starter has its own black power lead.

Being a diesel Meredith is not fast up hills – 50km per hours – this is normal.

Meredith's tyre pressure for standard driving should be about 3 bar. The jumpstart battery can pump them up for you.

There is a toolkit in the foot well of the side door.

Parking up

The power sockets in the van will not work unless you are plugged in.

The plug in lead, to connect to external power, is in the boot.

Plug in towards the back on the driver's side and into the post at the camp site.

Often you have to check the switch is on at the post.

The van has a house battery accessed from the boot in the wardrobe. If you do not plug in externally it will run the fridge for about four hours but then you will not get lights.

The van has solar panels on the roof and they will part recharge the house battery on a sunny day.



There are a range of switches to the right of the sink. They are not labelled but just try them. One is for the sink but will only draw power if the tap is on.

We tend to turn the fridge off over night and while driving as it is noisy. Ensure the fridge is locked before driving.

To lift the roof

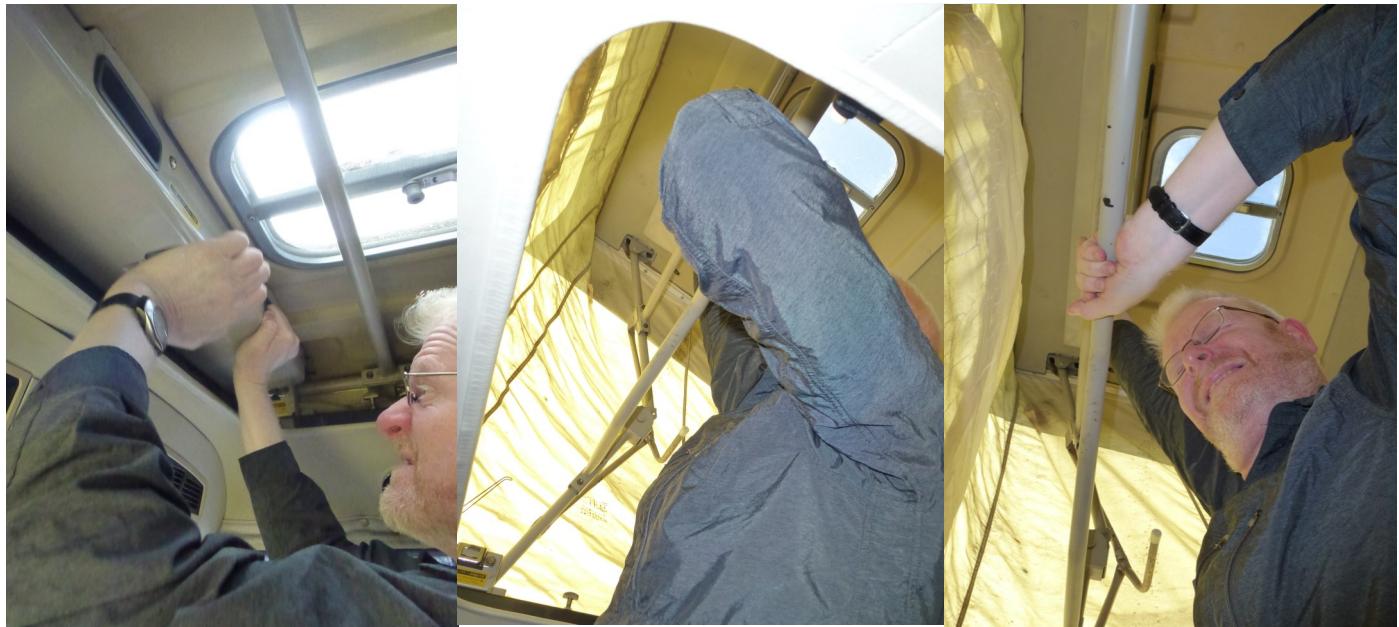
Derek does this – Steph does not think she would be strong enough.

Unclip the roof. Push gently to check that it is unclipped.

I kneel on one knee under the small roof skylight. My left knee on the floor and my right foot flat on the floor.

I grip the straight metal bar with my right hand and grip the sill where the roof clips down with my left hand.

I then effectively stand up, driving off the floor with my right leg and straightening my right arm and pulling down with my left hand. This is the only bit that requires any real strength.



At this point the roof is part raised, and I am at the point where I cannot reach any higher, the straight metal bar is the one that will be at the top. Its pretty easy to maintain the roof in the position, though you cannot let go as it will just fall down again. I normally have a bit of a breather after the lift at this point.

While holding the straight bar with my right hand to make sure the roof does not collapse I grip the kinked bar with my left hand and push the kinked bar towards the front of the van (away from my face) until it locks, its pretty obvious when its locked.



Right, now turn round and face the rear of the van, you are still standing up. Remove the table, and then fold the upper bed back, in half. This will give you much more room to move around and then replace the table and use the upper bed area for storage.

Dropping the roof

Steph has done this alone.

You need to open up the upper bed before the roof can be lowered.

Stand under the roof and face the rear of the van. Remove anything you have placed on the upper bed.

Unfold the bed, it does make the hole smaller but its still manageable. You can pop the table in the roof space, you might be able to store other very flat items up there but we've never tried.

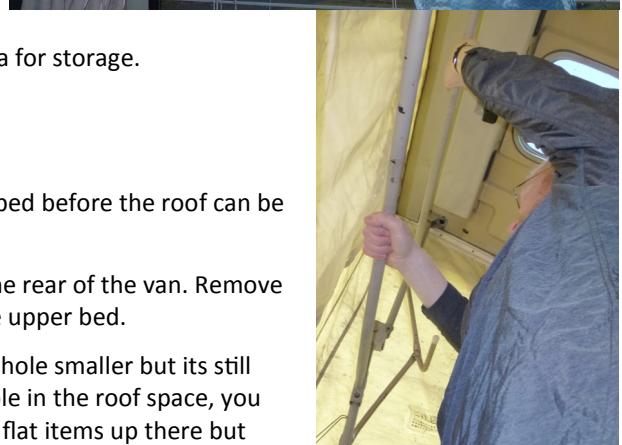
Turn to face the front of the van, you should still be standing.

Grip the kinked bar in your right hand, you will also need to grip the top straight bar in your other hand. Pull the kinked bar towards yourself. This will unlock the roof. You now need to kneel down on the floor while the roof collapses above you. I try to slow down the rate of falling just so it doesn't bang around too much but you don't need to lower it down super gently.

Now kneel on the floor on both knees, you can get comfortable and take your time, you don't need to support the roof.

Push the roof up a little, while kneeling and then pull any excess roof material inside the bodywork of the van, but outside the springy roof springs.

If you have second person they will go to both sides of the van and tuck the excess material in (use the awning pole—found on the right side of the front seat in the back of the van)—you can do this alone by pulling it from the inside. When you are happy drop the roof down from about 1 to 2 feet and it should lock down. Check this by trying to push up on the roof, before driving away.



What you are trying to avoid is material outside—but it is not critical to get all of it in.

Making the bed

Get the air mattress from under the back rear seat.

Store all your bedding in the roof.

Close the back curtains.

Get the extra bit of bed out of the boot – watch the feet they constantly fall off.

Clear out the boot so you can lower the rear seat – there is a hand to the right as you face the back of the van. Pull the handle and lower the back of the seat to natural.

The first seat in the back has a handle near the floor. Push the handle towards the door to turn the seat around. There is a bent handle that slides the first seat towards the rear seat to make the bed. Drop the back of the first seat.

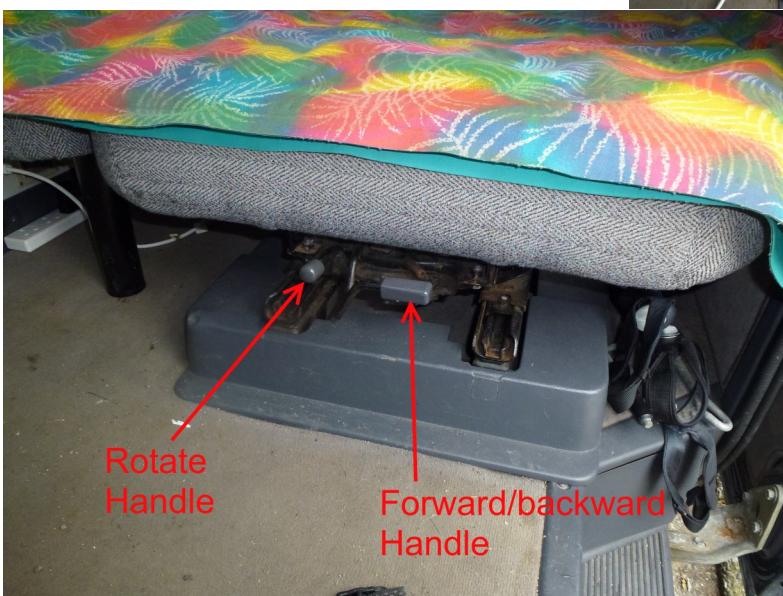
You will now have a gap for the extra bit of bed – the legs go nearest the side door.

You may want to push the seat belts through so they are not lumps in the bed. We find the seats a bit hard to sleep on without a mattress.



We tend to put the mattress on so the pillow it at our feet – by the side door. We find the integral pillow too big to use as a pillow. Pump up the air mattress – when one of you lies on the bed you need to not feel the bottom but it does need to give. You will have to push the mattress back to the back door as it slides down. Make your bed.

When it is just us we tend to leave the bed down all the time but if you need the seats you will need to take down the bed each morning.



The roof can be used as a bed to sleep two adults. We would recommend a mattress of some kind – a carry mat can be left in the roof when it is down – we just do not have one.



Storage

We store some stuff in Meredith as she is one of our earthquake emergency kits.
We tend to only have two sets of most things.

There is sun tan cream and the remote CD control in door bins.

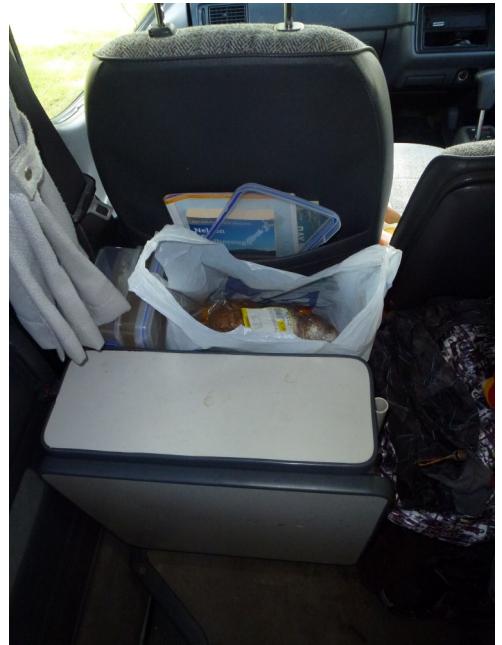
The small seat in the middle has a map/suntan storage door in the back. The control to fold that middle seat up and down is on drivers side – at the back of the seat.

There is a heater behind the drivers' seat – it can be left on all night, if you have external power.

We tend to store wine next to it!

We tend to store our bread and fruit behind the front passengers seat.

There is a table – with the most unreliable leg – behind the front passenger seat. Clothes washing fluid/ pegs/washing line/jams/jars of sauce/fire lighters and Insect repellent joss sticks are all under here. There is a little red plastic pot to put candles/joss sticks in (to protect from wind).



The thin cupboard nearest the drivers seat has toilet roll (very rarely need) plate, energy bars and water in. There is a small shelf accessible from the heater side – this has spices on it. We tend to hang the rubbish bag off this door.

Above the fridge is a draw – because it is over the fridge the glue sticking the bottom panel of the draw loses its stickiness and the draw bottom can need holding up to open the draw.

At present we have lost a cooker knob – just take to one off and transfer as needed – you have to hold the gas in when you light it to get it to stay in.

On the work surface to the left of the cooker is a mug and drinks box. Two cups are in the back as they fit in the holes provided – preventing them getting knocked over.

The cupboard under the sink contains the clean water container. Often if you unscrew the big lid you can fill with a hose. It is strapped in if you need to take it out to fill it. There is the gas cylinder – we never know how much we have left. We always turn it off when driving. There is a spanner in the door if you need to replace it – garages do a swap deal. Gas cylinders tighten in the reverse way to normal screw threads.

On top of the water we tend to store the air pump for the bed and the connector.

This cupboard goes back to the right and has quite a lot of food store space.

The door also has matches/glasses/tin opener/wind up torch and mosquito plug in with new tablets.



We tend to use tea towels to wrap around the pans a bowels stored in the sink.

There are two bins down the side and the bags come out if you want to fill them at home. There is a wardrobe that we tend to put dirty laundry in – it also houses two chairs.

We tend to store walking sticks and the awning handle to the right of the first rear seat.

There is lots of space under the bed to store things at night – but if it is just the two of us we tend to pile everything on the roof.

The folded table can be stored on the roof when it comes down but nothing deeper.

Unparking

DO NOT FORGET TO UNPLUG THE ELECTRIC LEAD BEFORE SETTING OFF

Open and tie back all the curtains.

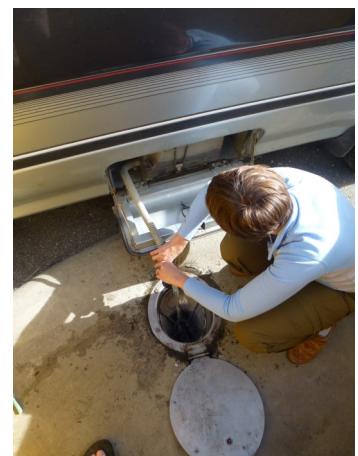
Emptying the grey waste

You need to be really close to the drop hole – found on most camp sites.

The grey waste is on the drivers' side to the van.

The ignition key opens it but then there is a really annoying clip that you have to push in – we use the keys.

There is a black tube and cap to the front left of the cabinet. Unclip this and empty it down the grey waste hole.



Putting up the awning

The pole to unwind the awning is stored to the right of the front seat in the back of the van. It is broken so does not lock out when unfolded—watch your hands when you are winding. Fix the pole to the right of the awning.

Unclip the awning with the handle in the middle.

Unwind the awning a short way.

The legs for the awning can now be accessed—pull them out of the front bar of the awning and set them to the correct height.

If you are alone unwind the awning a little and move the legs.

Do not unwind to its maximum as the roof tends to sag more.

The awning can be used as a washing line and there is string under the sink to make a longer washing line.

