

 **Adventurer**

2016 Motor Home Owner's Manual





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INTRODUCTION

Congratulations! We welcome you to the exciting world of motor home travel and camping. You will find it convenient and enjoyable to have all the comforts of home and still enjoy the great outdoors wherever you choose to go.

Your motor home has been carefully designed, engineered and manufactured to provide dependability as well as safety. Before sliding into the driver's seat, take a few minutes to become familiar with operations and features. This manual was prepared to aid you in the proper care and operation of the vehicle and equipment. We urge you to read it completely. In addition, spend some time with the dealer when you take delivery, you will want to learn all you can about your new motor home.

Your new motor home is covered by a factory warranty against defects in material and workmanship. This warranty should be validated at once and returned to the factory by your dealer.

Read and understand all instruction and precautions in this manual before operating your new motor home.

Throughout this manual, certain items are labeled NOTE, CAUTION and WARNING. These terms alert you to precautions that can involve risk to your vehicle or to your personal safety. Read and follow them carefully.

Information In This Manual

Products and components in Adventurer Camper's may change without notice. This manual is intended to be a guide only. Please refer to the individual component instructions and warranties in your information package.

Congratulations on the purchase of your new *Adventurer* motor home, which has been carefully designed, engineered and quality built by Adventurer Manufacturing Ltd.

About This Manual

Please read this operator's manual completely to understand how everything in your coach works before taking it on its "maiden voyage."

This manual is a guide to safe operation of the features, equipment and controls in this coach. Some equipment, such as the vehicle chassis and certain electronic systems or appliances, have their own comprehensive, manufacturer supplied manuals or information sheets which describe operation of these products in great detail..

This manual should be kept in the vehicle at all times for personal reference. The operator's manual chassis operating guides are to be considered permanent components of this vehicle. They should remain in the vehicle when sold to provide the next owner with important safety, operating and maintenance information.

NOTE: We reserve the right to change specifications or design without notice, and without incurring obligation to install the same on products previously manufactured.

Chassis Operating Guide

Throughout this manual, frequent reference is made to the vehicle chassis-operating guide. The chassis guide is the operator's manual provided by the manufacturer of the chassis on which this motor home is built (i.e., Chevrolet or Ford, etc.). Consult the chassis guide for operating safety and maintenance instructions pertaining to the chassis section of the motor home.

Owner's Info case

Your Owners Package contains information supplied by manufacturers of individual appliances and equipment installed in your motor home.

Consult this information regarding the operation and care of appliances, accessories and special equipment.

OPTIONS AND EQUIPMENT

This model is available in several sizes and floor plans, so accessories and components may differ slightly between models. Some equipment described in this manual may not apply to your coach.

Before Driving

Before sitting in the driver's seat, always check around your vehicle to be sure you have proper clearance for maneuvering. If necessary, have a passenger help guide you out of a difficult parking space.

Although your coach features automotive conveniences like power steering and power brakes, driving a motor home is different from driving a car. A motor home is larger and heavier than an automobile, so it requires more stopping and passing distance and more parking and maneuvering space than a car does.

Always be mindful of the size of your motor home. The added height of roof air conditioners, TV antennas or luggage boxes may cause clearance problems around some tunnels, canopies and hanging signs. Know the height of your unit so

you can observe posted clearance limits. Also, remember that some bridges, old ones in particular, may not support the weight of your motor home. Know the weight of your unit and observe any posted weight limits.

Remember: Always use your seat belt and be sure your passengers do so as well. We also advise making frequent rest stops while traveling to relieve stress on yourself, your passengers and your vehicle.

Service and Assistance

Your dealer will be glad to provide any additional information you need, as well as answer any questions you might have about operating the Equipment in your motor home. When it comes to service, remember that your dealer knows your vehicle best and is interested in your satisfaction. Your dealer will provide quality maintenance and any other assistance that you may require during your ownership of this vehicle.

If you need warranty repairs while traveling, you may take your motor home to any Adventurer dealership and they will assist you.

Warranty

Your new vehicle is covered by a factory warranty against defects in material and workmanship. This warranty should be validated immediately and returned to the factory by your dealer. For additional information, see your "New Vehicle Limited Warranty" included with this vehicle.

EXTERIOR FEATURE IDENTIFICATION – CLASS C MOTOR HOMES

Typical model shown for illustration purposes only.
Actual location of features depends on your model
and option combinations.



- | | |
|-------------------------|-------------------------------------|
| 1. Roof Access Ladder | 12. Underbed Storage Compartment |
| 2. Assist Handle | 13. Water Heater Access* |
| 3. TV Antenna | 14. Furnace Intake/Exhaust* |
| 4. Refrigerator Vent | 15. Range Hood Vent |
| 5. Roof Air Conditioner | 16. City Water Connection |
| 6. Porch Light | 17. Water Tank Fill Door |
| 7. LP Gas Tank Access | 18. Sewage Drain Hose Storage |
| 8. Storage Compartment* | 19. Sewage Drain Location |
| 9. 110-Volt Outlet | 20. Storage Compartment |
| 10. Refrigerator Access | 21. Auxiliary Generator |
| 11. Storage Compartment | 22. Cable TV hook-up on some models |

NOTE: Some equipment shown may be optional

***CAUTION: Be careful. These features may become HOT while water heater or furnace is in use.**

Coach battery compartment on some models*

SAFETY PRECAUTIONS

Read and understand all instructions and precautions in this manual before operating your new motor home. Throughout this manual, certain items are labeled NOTE, CAUTION and WARNING. These terms alert you to precautions that can involve risk to your vehicle or to your personal safety. Read and follow them carefully.

NOTE: *Indicate special points of information.*

Listed below are some safety precautions that must be adhered to. These precautions as well as others that involve damage to equipment are also listed in the appropriate areas in this manual.

General Warnings

Only seats equipped with seat belts are to be occupied while the vehicle is moving.

Make sure all passengers have seat belts fastened in a low and snug position so the force exerted by the belt in a collision will be spread across the strong hip area. Pregnant women should wear a lap-shoulder belt whenever possible, with the lap belt portion worn low and snug throughout the pregnancy.

Never let passengers stand or kneel on seats while the vehicle is moving.

Sleeping facilities are not to be utilized while vehicle is moving.

Inspect the fire extinguisher monthly for proper charge and operating condition. This should also be done before beginning a vacation or any extended trip.

Driving

Do not attempt to adjust the driver's seat while the vehicle is moving.

Do not adjust tilt steering in a moving vehicle.

Do not operate the cruise control on icy or extremely wet roads, winding roads, in heavy

traffic, or in any other traffic situation where a constant speed cannot be maintained.

Use care when accelerating or decelerating on a slippery surface. Abrupt speed changes can cause skidding and loss of control.

Driving through water deep enough to wet the brakes may affect stopping distance or cause the vehicle to pull to one side. Check brake operation in a safe area to be sure they have not been affected. Never operate any vehicle if a difference in braking efficiency is noticeable.

Adverse weather conditions and extremes in terrain may affect handling and/or performance of your vehicle. Refer to your chassis manual for related information.

FUEL & LP GAS

All pilot lights must be extinguished and appliances turned off while refilling the fuel tank or LP tank.

Never smoke while refilling vehicle fuel tank or LP gas tank.

Avoid inhaling exhaust gases produced by burned gasoline, diesel fuel or LP gas in items such as the range, chassis engine, generator engine, refrigerator, furnace and water heater. They contain carbon monoxide, which is an odorless, colourless and poisonous gas.

Do not bring or store LP gas containers, gasoline or other flammable liquids inside the vehicle because a fire or explosion may result. LP gas containers are equipped with safety valves that relieve excessive pressure by discharging gas to the atmosphere.

Do not fill LP gas container(s) above 80 percent of capacity. Overfilling the LP gas container can result in uncontrolled gas flow, which can cause fire or explosion. A properly filled container will contain approximately 80 percent of its volume as liquid LP gas.

Never use an open flame to test for LP gas leaks. Replace all protective covers and caps on LP

system after filling. Make sure valve is closed and door latched securely.

Never connect natural gas to the LP gas system.

When lighting range burners do not turn burner controls to "On" and allow gas to escape before lighting match or pressing igniter.

Portable fuel-burning equipment, including wood and charcoal grills and stoves, shall not be used inside the recreational vehicle. The use of this equipment inside the recreational vehicle may cause fires or asphyxiation.

LP gas regulators must always be installed with the diaphragm vent facing downward. Regulators are equipped with a protective cover. Make sure that the regulator vent faces downward and that the cover is kept in place to minimize vent blockage that could result in excessive gas pressure causing fire or explosion.

The following warning label is located in the cooking area to remind you to provide an adequate supply of fresh air for combustion.

Unlike large homes, the oxygen supply inside a recreational vehicle is limited due to its size. To avoid danger of asphyxiation, provide proper ventilation when using the gas range top or gas oven. It is especially important that the gas oven and range top not be used for comfort heating. Danger of asphyxiation is greater when these appliances are used for long periods of time.

LP Gas Leaks

The following label is located in the vehicle near the range area. If you smell gas within the vehicle, quickly and carefully perform the procedures listed.



If You Smell Gas

- Extinguish any open flames, pilot lights and all smoking materials.
- Do not touch electrical switches.

- Shut off the gas supply at the tank valve(s) or gas supply connection.
- Open doors and other ventilating openings.
- Leave the area until odor clears.
- Have the gas system checked and leakage source corrected before using again.

LP gas alarm

Your coach is equipped with an LP gas detector that sounds an alarm if an unsafe amount of LP gas is present inside the coach. Because LP gas is heavier than air, the detector is located on a cabinet face near the floor of the coach.

A green light on the face of the alarm shows when the unit is active. If the detector senses LP gas, the alarm will make a loud, pulsating sound and the red light will come on. Pressing the "MUTE" button will stop the alarm for 60 seconds. If there is no more detectable LP gas, the alarm will stay off. If the detector still senses the LP gas by the end of the 60-second mute mode, the alarm will sound again.

If The Alarm Sounds

If the alarm sounds, do not touch any electrical switches. Immediately turn off the main LP tank valve and all LP appliances, open all windows and roof vents, and leave the coach until the alarm stops sounding.

If the alarm keeps sounding at regular intervals, a leak may be present. Contact your dealer or an LP gas service center to have the problem corrected before using the LP system again.

If the coach batteries become extremely drained (8.5 volts or less), the amber Low Voltage/FAULT light on the face of the alarm will come on, and in some cases the LP alarm may begin to sound on its own. This condition is not likely to occur except during storage situations when coach battery charge is not being restored by the converter charger or solar charger.

Other Combustible Fumes or Vapors

This alarm is designed to detect the presence of LP gas, however there are other combustible fumes or vapors, which may be detected by the sensor. These include: alcohol, liquor, deodorants, colognes, perfumes, wine, adhesives, lacquer, kerosene, gasoline, glues, most all cleaning agents and the propellants of aerosol cans. Most are lighter than air in their vapor state and will only be detected when the area is closed up. Glues and adhesives may exhaust hydrocarbon vapors for months after they are applied. They are easily activated by high temperatures. If you close up an RV coach on a hot day, the chemicals used in its construction may be detected for months after the coach was manufactured.

WARNING

Never use an open flame to test for gas leaks. When testing for gas line leaks with a soapy water solution, DO NOT use a detergent containing ammonia or chlorine. These substances may generate a chemical reaction causing corrosion to gas lines, resulting in dangerous leak conditions.

Power Connection

The gas alarm is powered by the coach batteries. If the battery cable is disconnected from the batteries, auxiliary battery switch is shut off, or the circuit breaker is tripped, the alarm will not work. Because the LP gas alarm is connected directly to the auxiliary battery, it is always drawing a small amount of current. Even though this current draw is slight, it could drain the coach battery during storage periods of 30 days or longer. We recommend turning the auxiliary battery switch off or disconnecting the battery cables from the auxiliary battery during extended storage periods to avoid discharge.

Further Information

See the manufacturer's information entitled "Your LP Gas Detector" in the InfoCase for further

instructions on nuisance alarms and care and testing of the LP gas detector.

ELECTRICAL

Careless handling of electrical components can be fatal. Never touch or use electrical components or appliances while feet are bare, while hands are wet, or while standing in water or on wet ground.

Improper grounding of the vehicle can cause personal injury. Do not plug the utility power cord into an outlet that is not grounded and do not adapt the plug to connect to a receptacle for which it is not designed.

Do not attach an extension cord to the utility power cord.

Be sure that all electrical appliances to be used contain 3-prong plugs for proper grounding.

Avoid overloading electrical circuits. Replace fuses or circuit breakers with those of the same size and amperage rating only. Never use a higher rated fuse or breaker.

Use caution when handling or working near electrical storage batteries. Always remove jewelry and wear protective clothing and eye covering. Avoid creating sparks.

LOADING

Store or secure all loose items inside the motor home before traveling. Possible overlooked items such as canned goods or small appliances on the countertop, cooking pans on the range, or freestanding furniture items can become dangerous projectiles during a sudden stop.

Be aware of GVWR, GAWR and individual load limit on each tire or set of duals. (See "Loading the Vehicle" in Section 4.)

Never load the motor home in excess of the gross vehicle weight rating or the gross axle weight rating for either axle.

MAINTENANCE

Do not remove the radiator cap while engine and radiator are still hot. Always check coolant level visually at the see-through coolant reservoir.

Never get beneath a vehicle that is held up by a jack only.

Do not mix different construction types of tires on the vehicle such as radial, bias or belted tires, as vehicle handling may be affected. Replace tires with exact size, type and load range.

Do not attempt to start the vehicle by hot wiring.

The best protection against carbon monoxide entry into the vehicle body is a properly maintained engine exhaust and ventilation system. It is recommended that the exhaust system and body be inspected by a qualified motor home service centre.

Each time the vehicle is raised for an oil change. Whenever a change in the sound of the exhaust system is noticed.

Whenever the exhaust system, underbody or rear of the vehicle is damaged.

To allow proper operation of the vehicle's ventilation system, keep front ventilation inlet grill clear of snow, leaves or other obstructions at all times. **DO NOT OCCUPY A PARKED VEHICLE WITH ENGINE RUNNING FOR AN EXTENDED PERIOD.**

Do not run engine in confined areas, such as a garage, except to move vehicle in or out of area. When vehicle is stopped in an UNCONFINED area with the engine running for any more than a short period, adjust heating or cooling system to force outside air into the vehicle as follows:

1. Set fan to medium or high speed and vent control to air.
2. On vehicles equipped with air conditioning, set fan to medium or high speed and set control to obtain maximum vent air.

Rear windows should be closed while driving to avoid drawing dangerous exhaust gases into the vehicle.

FORMALDEHYDE INFORMATION

WARNING

Some components in this vehicle contain formaldehyde-based adhesives that may release formaldehyde fumes into the air for an unknown period of time until total dissipation occurs. Individuals who are allergic to formaldehyde gas fumes may experience irritation to eyes, ears, nose and throat. Reaction in infants may be more severe. Although long range effects are not well understood, testing to date has not revealed any serious health effects in humans at the level of emission from these products.

NOTE: To aid in dissipation, ventilate the vehicle by opening all windows and circulating the air with a fan.

CARBON MONOXIDE WARNING

WARNING

Avoid inhaling exhaust gases, as they contain carbon monoxide, which is a colourless, odorless and poisonous gas.

If you suspect that exhaust fumes are entering the passenger compartment, have the cause determined and corrected as soon as possible. If you must drive under these conditions, drive only with **ALL WINDOWS FULLY OPENED.**

Carbon Monoxide Alarm

Your coach is equipped with a carbon monoxide (CO) alarm, it will be located on the ceiling in the bedroom area.

The CO alarm is powered by a 9-volt battery and contains a sensor that is designed to detect toxic carbon monoxide gas fumes resulting from incomplete combustion of fuel. It will detect CO gas from any combustion source such as the furnace, gas range/oven, water heater, refrigerator, chassis engine, and electric generator engine.

Monthly Testing

Press the TEST button on the face of the alarm periodically (at least monthly) to check the function of the alarm and condition of the battery. If the alarm begins to beep every few seconds, the battery may be weak and need replacement. (Press the TEST button to be sure before replacing the battery. If the alarm sounds, the battery may still be okay. If the alarm still beeps every few seconds, check the smoke detector also. The "low battery" warning beep is similar on many alarm devices, so the origin of this electronic sound can be deceiving.)

Further Information

Please read the manufacturer's guide. It includes information on precautions, operational testing, and battery/sensor replacement.

FIRE EXTINGUISHER

A dry chemical fire extinguisher is located near the floor by the side entrance door.

We recommend that you become thoroughly familiar with the operating instructions displayed on the side of the fire extinguisher or in the information supplied in your Package.

We also recommend that you inspect the fire extinguisher for proper charge at least once a month.

WARNING

Do not test the fire extinguisher by discharging it. Partial discharge can cause leakage of pressure or contents which would render the unit inoperative when needed. When using the fire extinguisher, aim the spray at the base of the fire.

SMOKE ALARM

Your motor home is equipped with a smoke alarm located on the ceiling in the galley. This alarm

meets CSA Standard for operation of smoke detection devices.

The smoke alarm should be tested for correct operation each time the vehicle is brought out of storage, before each trip, and at least once a week during motor home use. To test the electronics, firmly depress the button. To test that smoke reaches the sensor, blow smoke in a careful, fire-safe manner into your smoke alarm.

Your smoke alarm will not work without power. Never remove the battery to quiet the alarm. When your smoke alarm "beeps" about once a minute the battery is weak. Install a new battery immediately. Be sure to use only batteries specified in manual or on unit. Test unit after installing a new battery.

Clean and vacuum the openings on your smoke alarm once a month.

Do not open the smoke alarm or try to repair it. For replacement information see warranty in Owner's Manual.

Smoke alarms have technical limitations and may not respond in all situations. FIRE PREVENTION is your best safeguard.



Section 3

Driving Your Motorhome

(See also Safety Precautions, Section 1 of this manual.)

NOTE: See your Chevy or Ford chassis operator's guide for information on starting the engine, operating the transmission, steering column controls descriptions of instrument gauges and other chassis related information.

Some items described in this section may be optional or unavailable on your coach.

4. Check around your vehicle in all directions to assure that you have proper clearance.
5. Lower TV antenna.
6. Disconnect and store shoreline.

WARNING

Before driving your vehicle, be sure you have read the entire operator's manual and that you understand your vehicle's equipment completely and how to use the equipment safely.

BEFORE ENTERING YOUR VEHICLE

Before entering your vehicle, there are a few recommended procedures that will aid in your driving safety and equipment.

3. Be sure that the windows, mirrors and light lenses are clean and unobstructed.
4. Make sure all exterior lights operate properly.
5. Check tires for proper cold inflation pressures and inspect for any unusual wear.
6. Check wheel lug nuts for tightness.
7. Look beneath the vehicle for noticeable fluid leakage.
8. Check fluid levels and fill if necessary. This includes engine oil, transmission fluid, coolant, brake fluid, power steering fluid and windshield washer solvent.

WARNING

The transmission must be in P (Park) and park brake engaged while performing any checks or adjustments.

The engine should be shut off unless specifically required for a certain procedure.

1. Unhook and store sewer and water supply hoses.
2. Retract step.
3. Be sure that all of your cargo is secured in event of a sudden stop or an accident.

BEFORE DRIVING YOUR VEHICLE

Before preparing to drive your vehicle, here are a few recommended procedures that will add to your driving safety and enjoyment.

1. Be sure that you adjust the exterior rear view mirrors to your driving preference.
2. Adjust the driver's seat for proper distance from foot pedals and steering wheel to allow for safety and ease in controlling your vehicle.
3. Place front seats in the forward facing position.
4. Be sure to fasten all safety belts to fit you comfortably, but tight enough to obtain the full safety of the belts.
5. Make sure all doors are completely shut and locked. When the doors are shut and locked, there is less chance of the doors flying open in event of an accident. It also prevents unintentional opening of doors and keeps intruders out of your vehicle.
6. Check to see that all gauges are operating properly.
7. Check the fuel level in the vehicle.
8. Be certain that the fire extinguisher is fully charged and secure in its mounting bracket.

CAUTION

Be sure hood and all compartment doors are latched securely before driving vehicle.

CAUTION

Continuing to fill above this level may cause damage to the fuel/evaporative emission system.

KEYS

Your motor home is supplied with several sets of keys. In addition to the chassis manufacturer's ignition key, you receive keys for front doors, entrance door, and exterior compartment doors.

FUEL SELECTION

Refer to your chassis-operating guide for the manufacturer's recommendations on proper fuel selection.

WARNING

Modern fuel systems may build up pressure within the tank as the gasoline warms during use or in hot weather. Under certain conditions, sudden release of the pressure when removing the gasoline cap can spray gasoline from the fuel fill opening, causing a possible hazard.

Gasoline Fuel Fill

Removing The Fuel Cap

When removing the gasoline cap, slowly rotate it only far enough to allow pressure to release. After any "hissing" sounds stop, continue removing the cap.

Filling The Tank

Do not overfill the fuel tank. Allow gasoline to pump into the tank until the auto-shutoff valve in the fuel pump nozzle stops the flow of fuel, indicating a full tank. This provides a pre-determined vapor space at the top of the tank to allow for expansion of the gasoline.

Replacement Fuel Caps

To protect gasoline system from excessive pressure or vacuum, or from sudden pressure, replace lost caps with caps of the same design available from your dealer.

Starting and Stopping Engine

Refer to your chassis-operating guide for the manufacturer's recommendations on starting and stopping the engine.

Brake-Shift Interlock (Chevy and Ford Chassis)

Chevy and Ford chassis are equipped with a brake-shift interlock safety feature. The shift lever cannot be moved from the Park position unless the ignition is ON and the service brake pedal is pressed.

NOTE: On Ford chassis, if the brake light fuse is blown, the interlock feature will not work properly and an alternate method must be used. See your Ford Owners Guide for detailed instructions on what to do in this situation.

Fuel Pump Shut-Off Switch - (Ford Chassis Only)

Vehicles built on Ford chassis are equipped with an inertial type switch that shuts off the fuel pump in the event of collision. This switch must be manually reset to resume the fuel supply to the engine.

See your chassis operating guide for location and reset procedures for this switch.

NOTE: It is possible to accidentally trigger the fuel pump shut-off switch by abruptly striking an object such as a curb or parking block. If your vehicle exhibits symptoms of running out of fuel immediately after such an

occurrence, the fuel pump shut-off switch may need to be reset. Consult your Ford chassis operating guide for additional information.

PARKING BRAKE

Never drive your vehicle with the parking brake set. This will reduce parking brake effectiveness and cause excessive wear.

Consult your chassis-operating guide in your Motor Home Operations Manual for operating instructions.

HAZARD WARNING LIGHTS

See chassis operating guide for location of hazard flasher switch. See also Section 3 for further operating information.

DOOR LOCKS AND HANDLES

NOTE: Keys should always be removed when leaving the vehicle. Since doors can be locked without keys, make sure they have been removed from the ignition before locking the driver's compartment.

The entrance door may be opened from outside the vehicle by pulling the door handle outward. To open the door from inside, pull outward on the door handle. When the door is locked, neither the inside nor the outside door handle can be operated.

Entrance Door Lock and Handle

The entrance door may be opened from outside the vehicle by pulling the door handle outward. To open the door from inside, pull outward on the door handle. When the door is locked, neither the inside nor the outside door handle can be operated. It can be locked and unlocked from the outside of the vehicle by inserting the key into the lock and turning.

To lock the door from inside, rotate the lock levers as indicated. The deadbolt lock is for

added security and should be used as a security night lock.

Lubricate the locks periodically with graphite to maintain good working condition.

CAUTION

When releasing security night lock, be sure to retract bolt before opening door latch to prevent drag on bolt pin. Instruct all passengers in operation of this door catch system as well as emergency exit window.

Driver Compartment Door Lock

Consult your chassis-operating guide.

ENTRANCE STEPS

Manual Step

To extend the entrance step, lift up the front of the step and pull out until it drops into position. To retract, lift up on front of step and push back until step locks into travel position.

WARNING

Do not use step unless it is fully extended.

CAUTION

Always remember to retract the entrance steps before traveling or moving the vehicle.

SEATS

The driver and co-pilot seats may be independently adjusted to suit individual preference. To move the seat forward or backward, lift the slide release paddle, located on the side of the seat, and exert slight body pressure in the direction desired.

To recline the seats: Lift the reclining lever, lean back to desired incline and release the lever. To return to the upright position, lift the lever and lean body forward. Allow the seat to return to the desired position and release the lever.

WARNING

Do not adjust driver's seat while vehicle is in motion. After adjusting seat, always use body pressure to make sure slide and swivel locking mechanism have engaged.

Lap Belts

The lap belts must be worn as low as possible and fit snugly across the hip area. Always sit erect and well back into the seat. To gain full protection of the safety belt, never let more than one person use the same safety belt at any one time, and do not let the safety belts become damaged by pinching them in the doors or in the seat mechanism. After any serious accident, any seat belts, which were in use at the time, should be replaced.

Adjustment: To lengthen belt, turn tongue at a right angle to belt and pull to desired length. To shorten, pull loose end of belt.

To Fasten: Be sure belt is not twisted. Grasp each part of the belt assembly and push tongue into buckle. Adjust to a snug fit by pulling the loose end away from the tongue.

To Release: Press button in center of buckle and slide tongue out of buckle.

WARNING

To reduce the risk of an injury in an accident, position the lap belt tightly and as low as possible across the pelvic area. Pregnant women should be especially certain to wear the lap belt as low as possible across the pelvic area so there is no pressure on the abdomen.

Only seats equipped with seat belts are to be occupied while vehicle is in motion.

Lap-Shoulder Belts

Fastening: Hold the belt just behind the tongue using the hand nearest to the door. Next, bring the belt across the body and slide the tongue into the buckle until the latch engages.

Unfastening: Press the release button in the buckle. Hold onto the tongue when you release it from the buckle to keep it from retracting too rapidly.

When the lap-shoulder belt is in use, the lap portion must ride across the strong hip area and the shoulder portion must ride diagonally over the shoulder blade toward the buckle.

The shoulder belt is designed to lock only during a sudden stop, sudden body movement or a collision. At all other times it will move freely with the occupant.

WARNING

Never wear the shoulder belt in any position other than as stated above. Failure to do so could increase the chance or extent of injury in a collision.

Seat Belt Care and Cleaning

- Be careful not to damage the belt webbing and hardware. Take care not to pinch them in the seat or doors.
- Inspect the belts and hardware periodically. Check for cuts, frays, and loose parts. Damaged parts should be replaced. So not remove or modify the belt system.
- Keep belts clean and dry. If the belts need cleaning, use only a mild soap and water solution. Do not use hot water. Do not use abrasive cleaners or bleach. These products may weaken or damage the belts.
- Replace any belt assembly that was used during a severe impact. Replace the

complete assembly even if damage is not apparent.

CHILD RESTRAINTS

A properly installed and secured child restraint system can help reduce the chance or severity of personal injury to a child in an accident or during a sudden maneuver. Children may be injured in an accident if they are not seated in a child restraint, which is not properly secured.

A child restraint system is designed to be secured in a vehicle seat by a lap belt or the lap belt portion of a lap-shoulder belt. According to accident statistics, children are also safer when properly restrained in rear seating positions than in front seating positions.

When purchasing a child restraint system:

1. Look for the label certifying that it meets all applicable U.S. Federal Motor Vehicle Safety Standards (FMVSS) or, in Canada, requirements of the Children's car Seats and Harnesses Regulations (CCSHR).
2. Make sure that it will attach to your vehicle and restrain your child securely and conveniently so that you are able to install it correctly each time it is used.
3. Be certain that it is appropriate for the child's height, weight and development. The instructions and/or the regulation label attached to the restraint typically provide this information.
4. Review the instructions for installation and use of the restraint. Be sure that you understand them fully and can install the restraint properly and safely in your vehicle.

MIRRORS

Always adjust mirrors for maximum rear visibility before driving off. Make sure the seat is adjusted for proper vehicle control and that you are sitting back squarely into the seat. Tilt the surface of the mirror gently up or down, left or right, to obtain the best rear view.

WARNING

Do not operate the cruise control on icy or extremely wet roads, winding roads, in heavy traffic, or in any other traffic situation where a constant speed cannot be maintained.

Steering Column Controls

See your chassis operator guide for all controls located on the steering column or steering wheel.

COMFORT CONTROLS - AUTO AIR CONDITIONER/HEATER

See your chassis-operating guide for operating instructions for dash mounted automotive heater-air conditioner controls.

NOTE: The automotive air conditioner is not designed to cool the entire interior of the motor home, but is intended to cool the driver's compartment only.

RADIO/CD PLAYER

Most vehicle models are available with a standard or optional AM/FM radio/CD player that provides high quality stereo sound for your traveling and living enjoyment. Refer to your Operators Guide for operating and care instructions.

SLIDE OUT ROOM – OPTIONAL

The slide out room provides expanded living area at the push of a button. The slide out room is extended and retracted using a powered mechanism with an electronic control system. The slide out control switch is located just inside the main entrance door.

WARNING

Keep all persons clear of the slide out room and moving parts while extending or retracting. Do not occupy the slide out room while it is being extended or retracted.

CAUTION

Be sure to allow adequate clearance (at least 3 feet) beside the vehicle to prevent damage when extending the slide out room. Be aware of items like cars, tree branches, etc., beside the vehicle.

To Extend Slide-Out Room:

- Level the coach.
- Set the Parking Brake.
- Do not let anyone sit or lie on the slide while extending the room.
- Press the Slide-out switch and hold until the room is fully extended then release the switch.

To Retract Slide-Out Room:

- Do not let anyone sit or lie on the slide while retracting.
- Press Slide-out switch and hold until room is fully retracted, then release the switch.

CAUTION

Although there is an awning over the roof of the slide-out room, there is a possibility of debris getting onto the roof. Because the slide-out roof is drawn into the interior of the coach when retracted, be sure there is no debris, such as excessive dirt, tree seeds, twigs, leaves, etc., on the roof before retracting.

If Slide-out Room Will Not Operate (Trouble-shooting)

- The chassis battery may be low on charge.
- The circuit breaker may be tripped. The circuit breaker is located on panel on the forward interior wall of the passenger side storage compartment just head of the rear wheels.
- If the batteries and breakers are okay, there may be a failure in the mechanism or electrical system. See "Emergency Crank-In Procedure" for help.

Slide-out Room Extension

Emergency Crank-In Procedure

(Use Only when room will not retract using Control Switch)

If a failure occurs in the slide-out electrical or mechanical systems, and the room will not retract using the control switch, you can manually retract the room using the emergency crank assembly described below.

Section 4

In Case Of Driving Emergency

HAZARD WARNING FLASHER

The hazard-warning flasher provides additional safety when the vehicle must be stopped on the side of the roadway and presents a possible hazard to other motorists. When the flasher is on, it serves as a warning to the other drivers to approach and overtake your vehicle with caution.

WARNING

Operating the hazard warning flasher system while moving on the highway is illegal.

The front directional signals and the taillights will flash intermittently when the flashers are in operation. The hazard warning flashers will not operate when the service brake pedal is depressed. The turn signal will not operate when the flashers are on. When it is necessary to leave the vehicle, the flasher system will continue to operate with the ignition key removed.

IF YOU GET A FLAT TIRE

In case of sudden tire failure, avoid heavy brake application. Gradually decrease speed. Hold steering wheel firmly and move slowly to a safe, off-road place. Park on a level spot, turn off the ignition, and turn on the hazard warning flasher system.

Spare Tire Storage

Models:

The spare tire is fastened to a carrier bracket on the rear back wall of the coach or under the rear of the unit in front of the rear bumper.

WARNING

Tire is heavy. You may need assistance to lower safely to ground.

- Remove the tire cover
- Remove the 2 nuts and retainer plate that holds the wheel to the bracket.
- Carefully remove wheel from bracket studs.

Note Some Models: The spare tire is fastened to a swing-down carrier beneath the rear of the coach.

WARNING

Do not lie beneath tire carrier while removing tire. The tire and carrier assembly is heavy.

- Support tire carrier with a jack or block while removing wire pin and wing nut from bolt at front of carrier.
- Carefully lower tire carrier to ground.
- Remove 2 bolts and retainer plate that hold wheel to carrier bracket.
- Lift or slide tire from carrier.
- Do not over-tighten wing nut when returning carrier to storage position.

Motor Home Jacking and Tire Changing Procedure

Follow the chassis manufacturer's recommendations for jacking and tire changing. These instructions are found in the chassis-operating guide in your Owner Info Case.

A jack is designed for use as a tool for changing tires only, not for use as a leveling device or as a support for service purposes.

Tire Changing Safety Precautions

Before attempting to change the front or rear tires, the following precautions should be heeded:

1. Park vehicle on level surface only.
2. Turn off engine and set parking brake.
3. Activate hazard-warning flasher.
4. Block both front and back of wheel opposite wheel to be removed.
5. On soft ground, use a board or other material under jack as a firm base to ensure that the jack will not shift.

WARNING

DO NOT crawl under the vehicle when it is supported by a jack.

NOTE: When installing the outboard rear dual wheel and tire assembly, rotate the outer dual wheel so valve stems are accessible but not touching one another. In some cases this means that the inner and outer valve stems should be in separate wheel cutout locations.

When installing or tightening dual wheels, both wheels on the same side must be off the ground (not resting on the inner dual). This minimizes the possibility of loose wheels after correct mounting torque is applied.

Wheel Nuts

To properly seat the wheel nuts and to eliminate the possibility of the wheel nuts becoming loosened while driving, they should be tightened at frequent intervals to the torque specified in your vehicle chassis manual. This is especially important during the first 100, 1,000 and 6,000 miles of operation after replacement of a wheel or wheel nuts.

WARNING

The operator is advised to obtain road service whenever possible and attempt tire changing under emergency conditions only and with close adherence to instructions. If it becomes necessary to change a wheel, that wheel should be checked after being properly torque and inspected by qualified service personnel, at 100 miles and every oil change thereafter.

Upon satisfactory completion of emergency tire change, it is highly recommended that the wheel nuts be properly torque and inspected by qualified service personnel as soon as possible.

RECOVERY TOWING

(See chassis operating guide for proper recovery towing procedures.)

Adventurer Manufacturing Ltd. does not assume responsibility for damage incurred while towing this vehicle.

WARNING

Stay out from beneath the motor home while the towing assembly suspends it unless the vehicle is adequately supported by safety stands. Do not allow passengers to occupy a towed vehicle.

JUMP STARTING

WARNING

Automotive batteries produce caustic acid, explosive gases, and electrical current that may cause burns. It is important that the instructions below are followed exactly, or personal injury (particularly to eyes) or property damage may result due to battery explosion, battery acid, or electrical (short circuit) burns.

- NEVER smoke near the battery or expose it to open flame or electrical sparks.
- Wear eye protection or shield your eyes while working near battery, in case an explosion does occur. NEVER lean over a battery.
- Do not allow battery fluid to contact eyes, skin, clothing, or painted surfaces. Immediately flush any contacted area with water. If eyes are affected, seek medical help after flushing.
- Remove all metal jewelry to lessen the risk of a short circuit occurring.

Connecting Jumper Cables

1. Make sure that the other vehicle has a 12-volt battery and negative ground compatible with your vehicle's electrical system.
2. Position the vehicle with the good battery so that the jumper cables will reach, but do not allow the vehicles to touch.
3. Turn off all electrical accessories, motors, and lights except those needed for safety or to light up the work area. Place automatic transmission in P (Park). Be sure parking brakes are engaged in both vehicles.
4. If the weak battery has filler caps, make sure the electrolyte is at proper level. Add distilled water if fluid is low. If electrolyte is not visible or appears to be frozen – do not **Attempt jump-starting!** A battery may rupture or explode if the electrolyte is frozen or not filled to the proper level.
5. Connect one end of the positive "+" (red) jumper cable to the positive "+" terminal of the weak battery. Connect the other end to the positive "+" terminal of the charged battery.
6. Connect one end of the negative "-" (black) jumper cable to the negative "-" terminal of the charged battery.
7. Finally, connect the remaining end of the negative "-" (black) cable to a solid, metal-grounded location on the engine of the vehicle with the weak battery, at a point at least 18 inches from the battery. Do not connect to any moving parts. **THE MAIN SAFETY PRECAUTION IS TO MAKE THE FINAL GROUND CONNECTION ON THE ENGINE AT A SAFE DISTANCE FROM THE BATTERY. THIS HELPS TO REDUCE THE CHANCE OF EXPLOSION DUE TO SPARKS.**

8. Start the engine of the vehicle with the charged battery, and allow it to run for a few minutes at moderate r.p.m. Then start the engine of the vehicle with the discharged battery.
9. Reverse the above sequence EXACTLY when removing the jumper cables. Start by removing the cable from the ground location on the engine first, and then continue in reverse sequence.

WARNING

Do not attempt to push-start this vehicle. Damage to the transmission or other parts of the vehicle could occur.

Connecting a Battery Charger

To connect a battery charger, first make sure the engine is switched off. Disconnect the positive (+) lead from the battery. Never disconnect the battery while the engine is running or alternator damage could result.

Connect the positive "+" (red) lead of the charger to the positive "+" terminal on the battery. Next, connect the negative "-" (black) lead of the charger to a suitable ground. Finally, plug in or switch on the charger.

To disconnect the charger after charging, unplug the charger from the electrical outlets, remove the charger leads from the vehicle, and reconnect the vehicle leads to the battery.

ENGINE OVERHEAT

If you see or hear steam escaping from the radiator or the engine compartment or have any other reason to suspect an extreme engine over-heating condition, pull the vehicle over to the roadside as soon as it is safe to do so, stop the engine and get out of the vehicle.

WARNING

Operating a vehicle under a severe overheating condition can result in damage to the vehicle and may result in personal injury.

An engine will overheat if the coolant is low or there is a loss of coolant because of one or more of the following:

- a leak in the cooling system
- a hose failure
- a drive belt breaking
- water pump failure

Also, be aware of the following situations, which can cause temporary engine overheating:

- climbing a long hill on a hot day
- idling while stopped in traffic for long periods of time
- towing a trailer or automobile
- stopping after a period of high speed driving

If the TEMP indicator on the instrument panel shows a rise in engine coolant temperature while driving, take the following steps to attempt to lower the overheating condition:

- If you are using the automotive air conditioner, turn it off.
- If you are stopped in traffic, shift the transmission into P (Park), and engage parking brake.

If the temperature does not drop within a minute or two:

- Pull the vehicle over to the roadside as soon as it is safe to do so.
- Place the transmission in P (Park) and press the accelerator to increase engine speed (r.p.m.'s) to twice that of normal idle speed, and hold it there for approximately two or three minutes.
- If engine temperature does not go down, turn the engine off and wait until the engine has cooled before attempting to open the hood.

When no trace of escaping steam is heard or seen, open the hood to check for the cause of the overheating. Check hose connections and tighten if necessary. Make sure there are no broken belts, pulleys or hoses before adding any coolant to the radiator.

For further information in case of overheating, consult your chassis-operating guide.

Section 5

Traveling With Your Motor Home

(See also SAFETY PRECAUTIONS, Section 1 of this manual.)

LOADING THE VEHICLE

When loading the vehicle, distribute the cargo load equally so that you do not exceed either the Front or Rear Gross Axle Weight Rating (GAWR) or the Gross Vehicle Weight Rating (GVWR). The Gross Axle Weight Rating (GAWR) means the weight value specified by the chassis manufacturer as the load carrying capacity of a single axle system as measured at the tire-to-ground interfaces. This is the total weight a given axle is capable of carrying. Each axle has its own rating.

Also distribute cargo side-to-side so the weight on each tire or dual set does not exceed one half of the GAWR for either axle.

For example, if the Front GAWR is 6,000 lbs., there should be no more than 3,000 lbs on each tire. (If the left side weighs 3,100 lbs. and the right side weighs 2,700 lbs., at least 100 lbs. of the load should be shifted from the left side to the right side.) Have your vehicle weighed to determine the proper load distribution for your vehicle. The GVWR is listed on the Vehicle Certification Label.

The total combined weight allowed for the vehicle, including trailer towing load weight is known as the Gross Combined Weight Rating (GCWR). If trailer towing is not recommended, the GCWR will equal the GVWR.

NOTE: See the Chevy trucks Recreational Towing Guide or Ford Recreation Vehicle and Towing Guide for maximum towing capacities and GCWRs. These guides are available from your local Chevrolet or Ford dealer or website.

Your cargo capacity will vary according to the options equipped on your vehicle, and your additional equipment and components not supplied with the vehicle. Do not exceed any of the recommended weight ratings.

NOTE: We recommend that you dump all holding tanks before traveling to avoid carrying unnecessary weight.

CAUTION

The weight of the loaded vehicle (including options, attachments, passengers, water, fuel, luggage and all other cargo) must not exceed the GVWR or GAWR of either axle.

FRONT AXLE TIRE ALIGNMENT

We recommend that you have the front suspension and steering alignment checked and adjusted after you have fully loaded the vehicle according to your needs. Thereafter, have alignment inspected periodically to maintain vehicle steering performance and prevent uneven tire wear.

WEIGHING YOUR LOADED VEHICLE

To check the weight of your fully loaded coach, locate a commercial weighing scale that is capable of weighing large trucks.

Drive the entire coach onto the scale. This weight should not exceed the Gross Vehicle Weight Rating (GVWR) specified on the Vehicle Certification Label near the driver seat.

To determine the weight on either the front or rear axle, drive that axle only onto the scale. Neither axle weight should exceed the corresponding maximum axle weight rating specified on the certification label.

MAXIMUM OCCUPANCY

The following label is placed in a visible location in the driver compartment.

Belted seating positions may exceed sleeping capacity of this vehicle. See owner's manual for occupancy and weight restrictions.

The number of belted seating positions in your motor home may exceed the number of people used to determine maximum coach occupancy, called the Net Carrying Capacity (NCC) in the U.S. or Cargo Carrying Capacity (CCC) in Canada.

To calculate the NCC or CCC, AMLRV uses vehicle-sleeping capacity, however your coach may be equipped with more belted seating positions than sleeping positions to give passengers a choice of seating arrangements. You may use all of the belted seated positions providing you stay within your vehicle's GVWR listed on the Vehicle Certification Label.

However you use or load your vehicle, it is your responsibility to keep the weight within its stated gross vehicle weight rating.

ROOF LOADING

The roof on most models is capable of carrying some lightweight articles while the vehicle is in motion. A roof-mounted luggage carrier designed for this purpose is available from your dealer. However, roof load while the vehicle is in motion is not to exceed 10 pounds per square foot or a maximum of 100 pounds.

When the vehicle is stationary, a cargo load of 100 pounds plus the weight of a 225-pound person to load the cargo or to conduct inspection and maintenance is permissible.

Weight added to both the roof and the trailer hitch contributes to the gross vehicle weight, which must not exceed the vehicle's GVWR.

CAR OR TRAILER TOWING

Your coach's towing and hitch ball capacity may be less due to the coach's loaded weight and/or the towed vehicle's weight and hitch ball weight. The combined weight of the coach and the towed vehicle should not exceed the coach's Gross Combined Weight Rating (GCWR). Also, the combined weight of the coach and the towed vehicle's hitch ball weight should not exceed the coach's Gross Vehicle Weight Rating (GVWR) or its rear Gross Axle Weight Rating (GAWR) listed on the Vehicle Certification Label.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See "Vehicle Certification Label" on page 0-3 for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. A hitch bar of appropriate steel and size should be selected to mate with the towing system.

Installation of a proper trailer brake system is recommended. Check regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent applications of brakes, which could cause overheating and brake failure.

WARNING

For safety towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.

CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

See also – Trailer wiring connector, page 6-8.

PRE-TRAVEL CHECK LIST

Before starting the engine to leave on a trip, be sure your motor home has been properly prepared and maintained. This will ensure an enjoyable trip and help avoid delays. Use this checklist as a guide.

- Fluid Levels – Check and fill if necessary:
- Engine oil
- Transmission
- Power steering
- Radiator
- Brake
- Battery
- Windshield washer
- Wheel Lug Nuts – Check for tightness
- Tires – Check for proper cold inflation pressures as specified on the Vehicle Certification Label.
- Drive Belts – Check for proper condition and tension (not cracked, frayed, or loose, etc.)
- 110-Volt Generator (Optional) – Check oil level in generator engine.

WARNING

Never check oil level in generator while engine is operating.

- Fire Extinguisher – Make sure it is fully charged and secured in mounting bracket.
- Lights – Make sure all exterior lights operate.
- Sewer and Water Supply Hose – Unhook and store.

- TV Antenna – Make certain the TV antenna is lowered and seated in its support cradle.
- Loose Items Inside the Motor Home – Store or secure items.
- Pilot Lights – Make sure all pilots are off.
- Fuel Tanks – Check level.
- Water Tank – Fill with fresh water.
- Exterior Door and Step – Make sure doors are closed, locked and step retracted.
- Seats – Adjusted for comfortable position and locked in place.
- Mirrors – Adjust for maximum visibility from driver's seat.

Travel Tips

As you travel around the country in your motor home, you will pick up useful advice from other motor home owners.

A number of suggestions can also be obtained by reading articles and regular columns in outdoor and camping magazines. Some magazines and publishing companies print an annual park and campground directory. These can be found at your local newsstand or RV supply dealer. Here are a few travel tips to begin with.

1. Always check for sufficient clearance. Know the height and width of your unit.
2. Always fill the fresh water tank at an approved potable water filling facility or a known purified drinking water source. Taste the water before filling the water tank in an unfamiliar location. The water in some areas may contain an undesirable taste. Do not use a new hose to fill the water tank. It can leave a distinct rubber or vinyl taste.
3. Showers can take a lot of water. Conserve water by taking a "Sea Shower". This is done by wetting down, turning off the water, soaping thoroughly and then rinsing.
4. Dump sewage only approved dumping stations.
5. Store liquids in plastic containers with tight fitting caps to prevent spills.
6. Keep an eye on the water and holding tank levels. It is a good idea to dump the holding tank at least every two days.
7. When traveling with children, it is helpful to plan their wardrobe for a week. Place each day's clothing in a plastic bag and label the bag with the child's name and day of week for use.
8. Use sleeping bags whenever possible. They save laundry and take up less storage space than bedding.
9. Make sure all compartment doors have been closed and the doorstep has been stowed in the correct position before moving the vehicle.
10. Before traveling, make sure the refrigerator door has been secured. Use care when opening the refrigerator door after the vehicle has been stopped. Any articles that have shifted may fall out when the door is opened.
11. During peak tourist season and holidays, it is best to phone ahead and make reservations
12. at the park where you plan to stop.
13. Some states or cities will not permit vehicles with LP gas containers to pass through highway tunnels. If your route includes a tunnel, check with the highway patrol or department of highways to avoid inconvenience.
14. Do not leave food or odor-causing material in your vehicle for extensive periods of time. Always allow damp clothing, swim wear, hunting gear, etc., to dry before stowing.

15. Become familiar with the fire extinguisher and make sure it is always fully charged. Remove and replace it and read instructions so you know the correct operating procedure before an emergency happens.
16. Make a list of all groceries, fresh meats, vegetables, newspapers, etc. that you may need and try to pick them up during your last fuel stop of the day. This will prevent leaving a good parking spot once you have arrived at your destination.
17. When you sit over the front wheels while driving, as in a motor home, you have a tendency to crowd the middle of the road. Check the side view mirror frequently to observe how close you are driving to the centerline.

Severe Weather Information

NOTE: We recommend that all motor home occupants become familiar with these safety precautions, and be alert to change in weather.

MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

Climbing a Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis-operating guide for more information.

CAUTION

Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

Descending A Hill

When going down a long grade, you may need to manually shift to a lower gear, rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, causing you to lose control of the vehicle. See your chassis-operating guide for more information.

CAMPSITE SET-UP

Try to pick as level a spot as possible on which to park your motor home.

Leveling

Leveling the motor home is very important, not only for your comfort, but for plumbing and appliances as well. Some refrigerators are extremely sensitive to being off level. The ammonia vapor cooling system used in most RV refrigerators can "lock up" and damage the refrigerator if it is not level. This is both inconvenient

and costly. Also, water and holding tank level indicators may give false readings because water level is greater at one side of the tank than the other.

Blocking

A motor home can be leveled using several methods, including sophisticated electronic-hydraulic systems. The most common and inexpensive method, however, is “blocking.”

This is done by stacking various lengths of planking (blocks) into a ramp-like formation in a low spot to drive the tire onto, thus leveling the coach.

Wedge a pair of wheel chocks or similar devices in front and back of a tire that is on the ground to keep the coach from rolling forward or backward off the leveling blocks.

When placing blocks beneath a set of rear dual wheels be sure the blocks support both tires so that the load weight is not resting on one tire, which could damage that tire.

To provide extra firmness, you can place inexpensive mechanical jacks, jack stands or hydraulic “bottle” jacks under the frame to keep the coach from moving on the suspension springs while walking around inside the coach. These devices are not intended to lift the coach; only to hold it rigid and steady.

NOTE: We do not recommend lifting any of the wheels off the ground for leveling. This could allow the coach to roll off the jacks, possibly resulting in damage to the vehicle.

EFFECTS OF PROLONGED OCCUPANCY

Your motor home was designed primarily for recreational use and short-term occupancy. If you expect to occupy your coach for an extended period, be prepared to deal with condensation and humid conditions that may be encountered.

Humidity and Condensation

Moisture condensing on the inside of windows is a visible indication that there is too much humidity inside the coach. Excessive moisture can cause water stains or mildew which can damage interior items such as upholstery and cabinets.

When you recognize the signs of excessive moisture and condensation in your coach, you should take immediate action to minimize their affects.

You can help reduce excessive moisture inside the motor home by taking the following steps:

Ventilate with outside air: Partially open one or more windows and a roof vent to circulate outside air through the coach. In cold weather, this ventilation may increase use of the furnace, but it will greatly reduce the condensation inside the coach.

Minimize moisture released inside the coach: Run the range hood fan while cooking, and open a bath vent while bathing or showering to carry water vapor out of the coach. Avoid making steam from boiling water excessively or letting hot water run. Avoid bringing extra moisture into the coach by way of soaked clothing or snow on shoes. Do not hang-dry wet overcoats or clothing inside the coach.

NOTE: Your coach is not designed or intended to be used as permanent housing. Using this product for long term occupancy or permanent housing may lead to premature deterioration of structure, interior finishes, fabrics, carpeting and drapes. Damage or deterioration due to long-term occupancy may not be considered normal and, under the terms of the warranty, may constitute misuse, abuse, or neglect, and may therefore reduce your warranty protection.

LP GAS SUPPLY

The LP gas system supplies fuel for the range, water heater, furnace and refrigerator (while in gas mode). When used and handled properly, this system is safe and economical and provides modern living conveniences wherever you travel.

SAFE USE OF THE LP GAS SYSTEM

The LP system is designed and built with strict adherence to both federal and recreational vehicle industry requirements for mobile LP gas equipment.

For your safety, there are many safety devices and backup systems installed, such as tank fill overflow valves, an interior LP gas detector/alarm, and an interior carbon monoxide (CO) detector/alarm.

LP gas also contains an odor additive that you can smell if LP is present in the air. Listed below are a few precautions to observe that will help you to use the LP gas system safely.

- Exercise caution at all times. Be familiar with the distinctive odor of LP gas. If a leak is suspected, turn off the supply valve immediately. Have the LP gas system checked by your dealer or a qualified LP gas service center.
- Do not tamper with the LP gas piping system, pressure regulator or gas appliances. Only your dealer or a qualified LP gas service center should perform service and maintenance of LP gas system components.
- Never attempt to connect natural gas to the LP gas system.
- Have the entire LP gas system inspected for possible leaks and missing or damaged parts at each tank filling. Also inspect before and after each trip, and any time trouble is suspected.
- Turn the LP supply valve off when not using the LP gas system.
- Never use a wrench to tighten the tank supply valve. It is designed to close leak-tight by hand. If a wrench is required to completely close the valve, it is defective and must be replaced.
- Never allow the tank to be filled above the 80 percent level indicated by the flow of liquid gas out of the overflow valve or by the automatic stop-fill device.
- Be sure appliance and outside vents are open and free from obstruction when using the LP gas system.
- Never attach a lock or any device requiring a key to the LP tank compartment door. According to standards set for recreation vehicles, the LP supply valve must be readily accessible in an emergency.
- Exercise caution when drilling holes or attaching objects to the walls. Gas lines and electrical wiring could be seriously damaged and present an extreme safety hazard.

HOW LP GAS WORKS

LP (Liquefied Petroleum) gas is a true gas compressed into liquid form for easy transportation and storage. LP gas is available in two types – propane and butane. It is also called tank gas, bottle gas, or simply LP.

LP is used by appliances in vapor form only, but is stored in the tank as a liquid under very high pressure. As the liquid gas is released, it reverts back to a vapor and expands to many times its compressed volume.

LP TANK SYSTEM

The storage reservoir for the LP gas system is a horizontally mounted tank, which is permanently attached to the vehicle frame. The tank is accessible only from the outside of the vehicle.

REFILLING LP TANK

There are many LP gas refueling stations located throughout the country. These stations are listed in the telephone directory Yellow Pages under "Gas – Liquefied Petroleum Bottled and Bulk."

Since the LP tank is permanently mounted to the frame, the motor home must be taken to an LP dealership for filling. Do not attempt to remove the LP tank from the vehicle. The tank is equipped with a fill adapter with both internal and external threads, which allows easy filling with any LP filling equipment. The tank is full when liquid LP gas appears at the overflow valve.

NOTE: The LP tank is equipped with an automatic 80% stop-fill device.

AIR IN THE LP GAS TANK

If your LP gas appliances do not stay lit or require frequent adjustment, even though you know the LP tank contains sufficient fuel, the problem may be air in the LP gas tank. Air in the tank mixes with the LP gas vapors causing them to burn poorly. This condition could linger for weeks if the air is not purged from the tank. Most LP gas dealers have equipment for purging air from LP gas tanks and will purge before refilling the tank.

TRAVEL WITH LP GAS

It is illegal for vehicle equipped with LP tanks to travel on certain roadways or through certain tunnels. To avoid inconvenience, check regulations concerning flammable gas transportation.

WARNING

DO NOT FILL CONTAINER TO MORE THAN 80 PERCENT OF CAPACITY. Make sure the motor home is level when filling. It is possible to accidentally overfill the tank if the vehicle is unlevelled, with the fill valve on the uphill side. Overfilling the LP gas tank can result in uncontrolled gas flow, which can cause fire or explosion. A properly filled container will contain approximately 80 percent of its volume as liquid LP gas.

All pilot lights must be extinguished and supply valve closed before refilling LP gas tanks or vehicle fuel tanks.

Do not smoke or expose an open flame while near an LP refueling area. LP gas is heavier-than-air and extremely flammable.

Never use an open flame to test for LP gas leaks.

Replace all protective covers and caps on LP system before filling.

Never fill the LP tank with engine or generator running.

REGULATOR

The pressure regulator is protected from the elements by a plastic cover that should be left in place at all times. Only your dealer or a qualified LP gas service should remove the regulator cover for adjustments.

WARNING

Inspect the pressure regulator vent hole periodically for blockage. If any obstruction is apparent, have the regulator serviced by your dealer or a qualified LP gas service center.

LP gas regulators are installed with the diaphragm vent facing downward. Make sure that the regulator vent always faces downward to minimize vent obstruction, which could result in excessive pressure, causing a fire or explosion.

Regulator freeze-ups are caused by the presence of moisture in fuel. This moisture will pass through the cylinder valve and into the regulator where it can freeze. Fuel producers, tank and bottle manufacturers and LP gas dealers take every precaution to reduce moisture, but sometimes only a fraction of an ounce entering the tank can cause problems. To help avoid the possibility of freeze-up, always keep tank control valve closed when not in use, even when tank is empty, to prevent moisture from collecting on the inside.

If regulator freeze-up should occur, you may attempt to thaw the regulator using a light bulb. **DO NOT USE An Open Flame Or Heat Lamp.**

If moisture begins to cause problems, have your LP gas dealer inject a small amount of dry methyl alcohol in your tank (approximately one ounce to 20 pounds or one pint to 100 gallons) to help guard against regulator freeze-ups.

In very cold weather when a large volume of gas is being used for heating, it is possible to experience a loss of gas pressure. At first, this problem may appear to be caused by a regulator freeze-up, but is actually caused by failure of the liquid gas to vaporize as fast as it is needed. As the temperature becomes colder, it is increasingly harder for the liquid LP gas to vaporize. At the same time, the demand for LP to produce heat increases to the point where the system cannot maintain production.

The only solution to this problem is to reduce the consumption of gas where possible. Adjusting the temperature on the gas/electric refrigerator may be a first step. Using less hot water will help as well.

LP GAS LEAKS

The following label has been placed in the vehicle near the range area. If you smell gas within the vehicle, quickly and carefully perform the procedures listed.

IF YOU SMELL GAS

1. Extinguish any open flames, pilot lights and all smoking materials.
2. Do not touch electrical switches.
3. Shut off the gas supply at the tank valve(s) or gas supply connection.
4. Open doors and other ventilating openings.
5. Leave the area until odor clears.
6. Have the gas system checked and leakage source corrected before using again.

WARNING

Never use an open flame to test for gas leaks. When testing for gas line leaks with a soapy water solution, DO NOT use a detergent containing ammonia or chlorine. These substances may generate a chemical reaction causing corrosion to gas lines, resulting in dangerous leak conditions.

WINTER USE OF LP GAS

Due to vaporization characteristics of LP gas, it is important that the winter camper knows how to most efficiently use the LP system. The vaporization rate of LP gas decreases in a direct relationship to a decrease in temperature. Propane will convert to a usable gas at temperatures down to -44° F. For this reason, propane is a popular heating fuel in cold climates.

The greater the amount of liquid gas in the tank (up to 80% level) the greater the amount of LP gas vapor generated. The following is an example of the number of BTU's available from an 84-pound tank at 0° F at three levels. As you can see, the number of BTU's decreases as the tank is emptied. Nearly twice as many BTU's are available from a full tank than one that is one-fourth full.

BTU's Available at 0° F.

Tank Level	BTU's
80%	64,000
50%	50,400
20%	33,000

The following LP Gas Vaporization and Temperature Relationship chart typifies the LP gas loss with a decrease in temperature. The percentage figures are the increase or decrease of vapor that would be available at 0° F. These figures apply to any size LP gas tanks.

Percentage of BTU's

Temperature	Available at 0° F
20° F.	200%
10° F.	150%
0° F.	100%
-5° F.	75%
-10° F.	50%
-15° F.	25%
-20° F.	12 1/2 %
-44° F.	Propane will not vaporize

Section 7

Electrical Systems

Your motor home is equipped with an electrical system consisting of two separate voltages; a 12-volt DC system and a 110-volt AC system. The 12-volt system consists of two internal power sources, while the 110-volt system is operated from an outside power source or the optional 110-volt generator. All systems operate through a single power converter control center to provide electrical power to the motor home.

110-VOLT AC SYSTEM

The 110-volt system operates from an outside 110-volt utility service such as those at campgrounds, or from the optional 110-volt generator. When the power cord is connected to an outside power source, or when the generator is in operations, the power converter automatically changes a portion of the 110-volt current to 12-volt DC current. All equipment in the motor home that is normally powered by the auxiliary battery is then powered through the converter.

In addition, the following equipment is entirely dependent on 110-volt current: roof air conditioner, refrigerator (when placed in AC mode), microwave oven, and any 110-volt electrical equipment used at convenience outlets.

EXTERNAL POWER CORD (SHORELINE)

The external detachable 30amp utility power cord (commonly referred to as a "shoreline") is stored in the one of the exterior compartments in the coach.

WARNING

Do not connect the external power cord to any receptacle **until** you have contacted the owner and/or attendant of the premises to verify proper polarity and grounding.

It is the responsibility of the owner of the electrical receptacle to ensure that the receptacle is properly wired and grounded.

Reverse polarity and improper grounding of the vehicle can cause personal injury or death.

To connect to an external power source, remove the cord from the storage compartment and plug it into and secure it to the exterior connection on the motorhome and the other end to a suitable power receptacle.

The three-prong power cord is designed to ground the electrical system through the receptacle. It is also designed to carry the amperage output of most campground outlets. If the electrical receptacle to be used is designed to mate with the three prongs on the power cord plug, the electrical connection can be expected to carry rated load.

WARNING

Do not plug the power cord into an outlet that is not grounded, or adapt the plug to connect to a receptacle for which it is not designed.

Be sure that all three prongs of the supply cord are properly plugged into the receptacle.

Do not plug the power cord in while the generator is already running if so equipped.

Most campgrounds are equipped with a fuse or circuit breaker at the receptacle. This protects the park's wiring, as well as the power cord on your vehicle, from electrical damage. If electrical power fails, contact the park attendants and have them check the fuse or breaker for your supply receptacle.

After disconnecting the power cord, roll it up and neatly replace it in the storage compartment.

POWER CENTER

The power converter changes 110-volt AC current from the auxiliary generator or the shoreline into 12-volt DC current for use by 12-volt equipment in the motor home.

Certain circuits, however, remain unchanged for use by items, which require 110-volt current, such as the air conditioner(s), the refrigerator in AC mode, the microwave oven, etc.

Current drawn from the coach batteries passes through the power center unchanged, although it is routed through a series of protective fuses located on the power panel.

The power panel is located in a lower cabinet face in the galley or in the living area. The power panel contains the coach electrical system 110-volt circuit breakers and 12-volt fuses.



WARNING

Do not store anything around or on top of the converter, or in front of the cover. The converter generates heat while operating, and needs unrestricted air flow for proper cooling.

Converter Charger

The converter charges coach batteries while 110-volt external power is connected. The converter will automatically "sense" the condition of the RV battery. If it is below "full charge", the Charging Section will start charging the battery.

If the coach batteries have been extremely discharged, they will accept charge at a relatively high amperage rate. If they are only slightly discharged, they will charge at a lower amperage rate. The rate of charge will decrease as the batteries reach "full charge". Active charging will not resume until batteries again fall below "full charge". The converter will not overcharge the batteries. If your storage battery does not charge as described above, it is possible the battery is defective.

Thermal Breaker

A protective thermal breaker will "break" the 110-volt AC power to the converter section of Power Center if the power converter becomes overheated. This can result from operating above its maximum limit for an extended period of time or by obstruction of ventilation to unit.

NOTE: Power converter section will automatically route 12-volt lights and motors to battery power in this event.

The thermal breaker will reset itself after a period of time and the lights and motors will again resume operation from power converter section. If the breaker trips again shortly after reset, take immediate steps to correct cause of overheating. A portion of RV 12-volt load (lights or motors or both) should be turned off to reduce total load. Also, inspect power converter section to make sure ventilation is not obstructed.

NOTE: The converter will not change 12-volt DC current to 110-Volt AC.

If your coach is equipped with an inverter, the converter does not function while the inverter is being used.

110-VOLT CIRCUIT BREAKERS

The breaker panel protects all 110-volt components in the motor home from either an overload on the circuit or a short in the wiring or component itself. When an overload or short develops, the breaker will open preventing any further flow of electricity and, therefore, damage to the system.

Shut off the equipment (example: roof air conditioner) and allow a brief cooling period. Then reset the breaker by moving the switch to "Off" and back to "On". If the breaker is continually tripped and no overload is evident, have the system checked for a short in the wiring or the appliances.

Further Information

Refer to the converter manufacturer's information provided for additional information about your power converter system.

110-Volt Receptacles (Outlets)

A number of standard AC electrical outlets are provided throughout the coach for connecting small appliances such as televisions, radios, toasters, etc. Outlets are located also on the outside of the coach on some models.

GROUND FAULT CIRCUIT INTERRUPTER (GFCI)

Exterior, bath and galley outlets are connected to a GFCI (Ground Fault Circuit Interrupter), which is an extremely sensitive circuit breaker that will help to protect against severe electrical shock if a ground fault develops. If such a condition occurs, the GFCI will break the circuit by turning off the power to the protected outlets. Should this occur, unplug all the appliances on that circuit and press the reset button on the GFCI equipped outlet.

If the GFCI keeps tripping, have the electrical system checked and repaired if necessary before using again. The GFCI outlet is located in the bath, bedroom, and dinette area or on the exterior of the coach, depending on the model and floor plan of the vehicle.



WARNING

The GFCI will not completely eliminate electrical shock. Small children and persons with heart conditions or other disabilities, which make them especially sensitive to electrical shock, may still be injured by a 110-volt receptacle even though protected by a Ground Fault interrupter.

NOTE: In compliance with CSA electrical codes, the appliance outlet in Canadian equipped coaches is not connected to a GFCI protected circuit.

AUXILIARY 110-VOLT GENERATOR OPTIONAL

WARNING

Careless handling of the generator and electrical components can be fatal.

Never touch electrical leads or appliances when your hands are wet, or when standing in water or on wet ground.

Do not attempt to repair the generator yourself. Service should be performed by an authorized service center.

Do not plug the power cord in to a receptacle while the generator is running.

Starting and Stopping the Generator

The generator switch is located on the interior of the coach. The generator starter circuit does not rely on the automotive battery, so the switch will operate whether the ignition switch is on or off.

This coach may be equipped with one of several models of generators. Consult the generator owner's manual for specific instructions on starting and stopping your generator.

Basic Generator Operation (If Equipped)

Starting:

- See generator manufacturer's operating information for specific instructions.
- Reduce all electrical loads. (Shut off lights, fans, appliances, etc.)
- If the generator has not been run for two weeks or more, you may need to prime the fuel system before attempting to start.
- Press the generator starters switch on and hold until generator engine is running, then release.
- Let the generator engine stabilize and run smoothly before turning appliances or electrical equipment on.
- Refer to the output specifications of your generator in the generator manufacturer's manual.
- Do not overload generator by turning too many items on. See load chart for estimation of typical RV loads.

Stopping:

- Before shutting generator down, turn off electrical loads and let engine run at no-load for a few minutes to cool down.
- Press the generator switch Off and hold until the generator engine comes to a complete stop, then release.

CAUTION

Continuous generator overloading can cause high operating temperatures that can damage the generator windings. Keep the electrical loads within the generator wattage rating.

Approximate Power Requirements of Common Appliances

Appliance or Tool	Approximate Power Consumption (Watts/Amps)
Vacuum cleaner	200-500W/1.7-4.3A
Coffee Maker	550-700W/4.8-6.1A
Hair dryer	800-1500W/7.0-13A
Electric clothes iron	500-1200W/4.3-10.4A
Electric blanket	50-200W/0.4-1.7A
Television	80-100W/0.7A
Electric drill	250-750W/2.2-6.5A
Air conditioner	1400-2000W/13-19A
Converter	300-500W/2.6-4.3A
Microwave Oven	700-1500W/6.0-13.0A

Generator Hour meter (If Equipped)

NOTE: While the generator is running it is normal for the hour meter to make a periodic “ticking” sound.

Generator Operation Warnings and Caution

WARNING

The exhaust of all internal combustion engines contains carbon monoxide (CO). This poisonous gas is colorless, odorless, tasteless, and lighter than air. The exhaust systems of both your motor home engine and your generator engine have been installed with your safety in mind. However, certain precautions must be taken when using them to protect you from conditions beyond the control of the manufacturer.

18. Do not simultaneously operate the generator engine and a ventilator that could draw exhaust gases into the vehicle.
19. Do not open windows or ventilators on the end or side of the vehicle where exhaust pipe of the generator is located.
20. Park the vehicle so that the wind will carry the exhaust away from the vehicle. Also, note the position of other vehicles to be sure their exhaust will not enter your vehicle.
21. Do not operate the generator engine when parked if vegetation, buildings, vehicles, or any other object can deflect the exhaust under or into the vehicle.

Check auxiliary generator oil level frequently during periods of use. Refer to the generator manufacturer’s information in your “Info Case” for specific recommendations.

WARNING

Never check generator oil level while generator engine is running.

12-Volt DC System

The DC voltage system consists of the chassis battery and the 12-volt motor home auxiliary (house)

Automotive (Starting) Battery

The chassis battery is used solely to operate the engine starter and all automotive accessories and controls found on the instrument panel. This includes the horn, speed control, all exterior lights, radio, windshield wipers, etc.

House Batteries

The house batteries supply current to all 12-volt equipment located in the living area of the motor home. This includes interior lights, range exhaust fan, furnace fan, water pump, water level and holding tank gauges, 110-volt generator starting, refrigerator and the bath roof vent fan.

The house batteries are "deep-cycle" type batteries specially designed for recreational vehicle use. They will provide longer lasting power than standard automotive batteries, and will withstand the frequent drain-and-recharge cycles that occur under the demanding conditions of a camping outing.

The vehicles engine alternator automatically charges the house batteries while the engine is running.

12-VOLT HOUSE FUSES AND CIRCUIT BREAKERS

Either a fuse panel or breaker panel protects all 12-volt circuits and equipment in the coach area of the motor home. When a circuit is overloaded or a short develops in any part of the system, a fuse or breaker will open and shut down that circuit. If this happens, turns off all affected lights or appliances and reset the breaker or replace the fuse with a new one of equal amperage rating.

A label on the panel states the amperage rating and circuit protector for each fuse or breaker.

Fuse Panel

The fuse panel is mounted on the right-hand side of the power converter. The fuse panel accepts only blade type plug-in fuses. Always replace fuses with those of the same amperage rating.

NOTE: Never use a higher amp fuse as this may cause damage to your coach and/or cause a fire.

BATTERY INFORMATION

Chassis Battery Access

The chassis (starting) battery is located in the engine compartment.

Auxiliary (House) Battery Access

The auxiliary batteries are located in a battery storage compartment for convenient access for periodic inspection or maintenance, location differs from model to model. Your dealer should show where they are located on your specific model.

To service or remove the batteries, unfasten the retainer strap and disconnect battery cables.

WARNING

Refasten the retainer strap when returning the battery to the compartment.

Lead-acid type batteries are electro-chemical devices for storing and releasing electrical charge. As such, they are simply an electrical reservoir, not an electrical source. As soon as energy is removed from the battery, it should be replaced by the engine alternator or the RV converter system.

If a battery sits unused for 30 days or more, especially during warm weather, it can develop a deposit of sulfate crystals on the metal plates inside the battery. This condition is called sulfating, and prevents the battery from either releasing or accepting a charge. If this condition occurs, the battery must be replaced.

If a battery does not contain at least 80% charge during freezing temperatures, the electrolyte can freeze and crack the battery case.

The two best defenses against sulfating and insufficient charge are to:

1. Turn off the Auxiliary Battery switch to avoid parasitic discharge (the trickle discharge caused by directly connected components like LP gas detectors or digital clock displays, etc.), and
2. Check the battery and recharge as necessary at least once a month during long storage periods.

Further precautions are:

- Remove the battery from the coach.
- Store it in a cool place on a wooden or rubber pad to inhibit conductive transfer.
- Check the state of charge periodically to avoid discharge or sulfating.

To ensure that the battery will always accept and hold a charge, follow these simple maintenance practices.

- Make sure the batteries always remain securely clamped in the battery tray.
- Make sure battery cable clamps are tight on the terminal posts and are free of corrosion.
- Neutralize corrosion buildup or acid film on top of battery by washing with a baking soda/water solution. Rinse with clear water.

NOTE: Make sure vent caps are on securely to prevent baking soda solution from entering the battery and contaminating the electrolyte fluid.

WARNING

Before removing any battery cables or battery, make sure all 12-volt equipment in the motor home is off and the power cord has been disconnected.

Replace any damaged cables at once.

Always remove jewelry and wear protective clothing and eye covering when checking or handling batteries.

Refasten the retainer strap when returning the battery to the compartment.

- Clean and tighten battery terminals and have the specific gravity checked at least once a year.
- Every two months, or more often in hot weather, check the battery fluid level. Fill to approximately 3/8 inch above the plates. **DO NOT OVERFILL.** If fluid is added during freezing weather, the motor home should be driven several miles to mix water and electrolyte to prevent freezing.
- Fluid level check may be omitted if equipped with maintenance-free batteries.

WARNING

To prevent damage to batteries or wiring, always observe battery polarity. Always attach positive (+) cable to positive terminal and negative (-) cable to negative terminal. The battery terminals are marked (+) and negative (-).

Disconnect both battery cables before connecting a "booster" battery charge to a battery inside the battery compartment.

Never try to charge or boost a frozen battery. A battery explosion could result.

Battery Condition Meter

This meter allows you to check the level of charge in the house battery in your motor home. It is located on the monitor panel in the galley area.

To obtain an accurate reading:

1. Both the chassis engine and the auxiliary generator engine must be stopped.
2. An interior light should be turned on to provide a small load that draws off battery surface charge.

Section 8

Plumbing Systems

FRESH WATER SYSTEM

The fresh water system provides water to the galley sink, shower, bathroom lavatory, toilet and water heater. Water may be supplied by either of two sources:

- a water tank located within the motor home, or
- any external water source to which the motor home may be connected, known as "city water".

FRESH WATER TANK FILLING PROCEDURES:

Always fill the fresh water tank at approved potable water filling facility or a known purified drinking water source.

The tank may be filled by inserting a hose into the tank fill opening. A built-in vent prevents the tank from becoming air-locked while filling.

When neither city water nor a faucet are available, a bucket and funnel may be used to fill the tank, but this can take a considerable amount of time.

Water Pump

Pressure for the water system is supplied by a water system on demand pump that is fully automatic after initial priming. When a faucet is opened, the pump begins operation to provide a constant flow from the tank. When the faucet is closed, the pump automatically shuts off as pressure build back up.



Water Pump Switch

The water pump switch is located on the interior of the coach in a central location, varies depending upon the model. While the switch is in the "ON" position, the pump will automatically supply water pressure as it is needed. It is recommended that the pump switch be turned off whenever you are way from the vehicle or not using the water system. A slow leak in a faucet could drain the water system and discharge the coach battery.

Initial Start-Up

1. Make sure that all water drain valves are closed, including water heater valve.
2. Turn water pump switch to the "OFF" position.
3. Fill water tank.
4. Open all faucets, hot and cold.
5. Turn on pump switch.
6. Close each faucet as it begins to deliver a steady stream of water (close cold water first). Leave hot water faucets on until they also deliver a steady stream of water. This will ensure that the water heater is filled with water.
7. Checks to be sure pump stops soon after all faucets have been closed.

8. Pump is now ready for automatic operation. Pump will start when a faucet is opened and stop when the faucet is closed.

Disinfecting Fresh Water Systems on Recreation Vehicles

To assure complete disinfecting of your fresh water system, it is recommended that the following procedure be followed on a new system, one that has not been used for a period of time, or one that may have become contaminated. This procedure is also recommended before long periods of storage such as over winter.

1. Prepare a chlorine solution using 1 gallon of water and ¼ cup of household bleach (sodium hypochlorite solution). With tank empty, pour chlorine solution into the tank. Use 1-gallon solution for each 15 gallons of tank capacity. This procedure will result in a residual chlorine concentration of 50-ppm in the water system. If a 100-ppm concentration is required as discussed in item 3, use ½ cup of household bleach with 1 gallon of water to prepare the chlorine solution. One gallon of the solution should be used for each 15 gallons of tank capacity.
2. Complete filling of tank with fresh water. Open each faucet and run the water until a distinct odor of chlorine can be detected in the water discharged. Do not forget the hot water taps.
3. Allow the system to stand at least 4 hours when disinfecting with 50-ppm residual chlorine. If a shorter time period is desired, then a 100ppm chlorine concentration should be permitted to stand in the system for at least 1 hour.
4. Drain and flush with fresh water.

WARNING

Chlorine is poisonous – recap bottle and clean utensils after use.

Never use automotive type antifreeze in your potable water system, as it is poisonous.

External Water Supply (“City Water”)

To connect to an external source:

1. Turn the demand pump switch to off.
2. Attach a hose from the external water source to the city water connection on the left side of your vehicle.
3. Turn on the external water source.

When connected to an outside source of water, the water bypasses the demand pump and storage tank and supplies pressure directly to individual faucets and toilet similar to your home. A check valve built into the pump prevents water from entering the pump and filling the storage tank.

NOTE: Because city water pressure varies from location, we recommend using an in-line water pressure regulator to prevent damage to any components, connections and seals in your fresh water system.

A water pressure regulator may be obtained from any well-stocked RV dealership retail center and some retail discount centers. These devices simply connect in-line between the supply hose and the city water input on the coach.

*We recommend a regulator that controls water pressure to **40 psi maximum**.*

City Water Hookup



To disconnect from the external source:

1. Turn the external source off.
2. Open a faucet inside the vehicle to relieve line pressure.
3. Disconnect the hose from the vehicle and replace the cap on the connection.

SHOWER VALVE PRESSURE BLEED-OFF

After using the shower, you may notice water dripping from the shower faucet assembly. The dripping results when vacuum in the shower hose (after closing the shower faucet) slowly releases and allows water remaining in the hose to drain down. This is a normal function of the shower valve assembly and is not a leak or defect.

CAUTION

If items are placed into the shower tub before shower valve vacuum release is complete, they may become wet.

WASTE WATER SYSTEM (HOLDING TANKS)

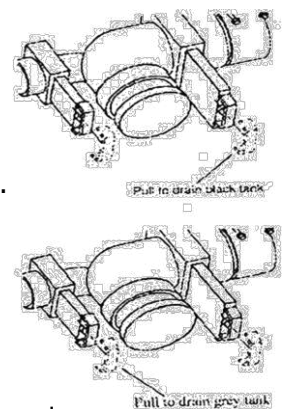
The drainage system is self-contained and uses two separate holding tanks to contain the waste water until it can be dumped at an appropriate waste water disposal site. This means you can use the toilet, sinks and shower even in areas where utility hookups are not available.

The main holding tank contains the sewage from the toilet, and is commonly called the black water tank. The second holding tank contains the waste water from the galley sink, bathroom lavatory and shower, and is commonly called the gray water tank.

The two holding tanks are both dumped through a common outlet located on the left side of the vehicle, near the rear wheels.

Dumping Holding Tanks

1. Remove drain hose from rear bumper or exterior storage compartment.
2. Remove dust cap from drain and connect drain hose. Be sure it is firmly attached.
3. Place the other end of sewer hose into disposal opening.
4. Open the (large) black water tank valve with a quick pull. **OPEN ONE VALVE AT A TIME.** Move hose gently about to dislodge any waste and to ensure complete drainage.
5. Close sewage valve and open (small) grey water valve with a quick pull. Make sure there are no sags in the hose during drainage. Close valve handle as soon as tank is empty.
6. After both tanks have been drained, run several gallons of water into the sewage tank through the toilet. Then open sewage dump valve and drain the black tank again. Close valve and replace dust cap securely. *Note: If equipped with black tank flush, connect fresh water hose to black tank flush connection open black tank valve, turn on water to black tank flush and this will automatically flush out your black tank. Shut off water, close black tank valve and disconnect fresh water hose and sewer hose and store be sure to replace dust cap.*



7. It is advisable to add an odor control chemical to the sewage holding tank. These chemicals are available at most R.V. stores.
8. Rinse sewer hose thoroughly with water and stow.

NOTE: We recommend that you dump all holding tanks before traveling to avoid carrying unnecessary weight.

Using On-Site Sewer Hook-Ups

The drain hose may remain attached to the dump outlet and be routed out the bottom of the compartment while the motor home is parked and connected to an on-site sewage hook-up.

When using a sewer hook-up, keep the dump valves closed until a tank becomes full or when preparing to leave the site. This keeps the solids in suspension, allowing them to be carried out with the liquids when the dump valve is opened. If the valve is left open, the liquids will drain off, leaving solids in the tank. Should this accidentally happen, disconnect the hose, fill the tank about half full with water, and drive a few miles to dislodge the solids. A few starts and stops will aid in the process. Then reconnect the hose and drain in the normal manner.

Holding Tank Level Indicators

The holding tanks may be monitored on the monitor center.
Press the "Levels Test" switch to check the level in each tank.

Water Line & Tank Drain Valves

The water drain valves are used to drain water from the water tank and the water supply lines when preparing the motor home for storage or when sanitizing the water system.

To open or close the drain valves, turn the handles to the open position to drain tanks and lines.
Drain valve locations are listed on the following pages.

WATER SYSTEM WINTERIZATION VALVE

Your coach is equipped with a manually operated water line winterization system for your convenience in winterizing fresh water lines.

The system features a diverter valve and suction tube in-line between the tank and water pump to draw non-toxic RV water system anti-freeze into the water lines. This feature is located near the water pump and drain valves.

To Fill Lines with RV Water Line Antifreeze

- Turn water heater by-pass valve to BY-PASS position.
- Put water inlet line into antifreeze container.
- Turn the water pump switch on.
- Open each cold water faucet handle in the coach one at a time until antifreeze solution just begins to flow from the faucet, and then close.
- Turn water pump switch off.
- Remove water inlet line from antifreeze container.

NOTE:

Leave by-pass valve handle in NORMAL FLOW position if draining water and blowing out water lines. Place in BYPASS position ONLY when using antifreeze solution in water lines.

NOTE: Because this manual covers several sizes and floor plans and tank capacities vary model to model. Note your tank capacities below for future reference, your dealer or sales person can help you with this.

Tank Capacities	
Fresh Water Holding Tank	Enter your tank size here
Black Water Holding Tank	Enter your tank size here
Grey Water Holding Tank	Enter your tank size here
Hot Water Tank	6 US Gal

Section 9 Appliances & Interior Features

(See also *Safety Precautions, Section 1 of this manual.*)

NOTE: Because this model is available in several sizes and floor plans, some items described may be optional or unavailable on your coach.

The appliance installed in your motor home are manufactured by reputable RV appliance makers and have been tested by independent laboratories to meet all applicable standards and codes set for RV appliances. These appliances are covered by each individual manufacturer's warranty. See your Info-Pack for details.

REFRIGERATOR

The refrigerator in your coach can be operated from either of two power sources available to the motor home:

- 110-Volt AC electric
- LP gas

Leveling

Before operating the refrigerator when the motor home is stationary, place a small level on the freezer plate and make certain the unit is level.

CAUTION

To prevent permanent damage to the refrigerator cooling unit, turn the refrigerator off if the vehicle will be parked on an incline of over 3 degrees side-to-side or 6 degrees front-to-rear (such as steep driveways or parking lots, etc.) for more than one hour.

Normal vehicle leveling to provide comfort for the occupants is satisfactory for refrigerator operation. This will be well within the operation limits of 3 degrees off-level side-to-side and 6 degrees off-level front-to-back.

OPERATING INSTRUCTIONS

Dometic Models with Electronic Auto Mode Control

Start-Up Instruction – Gas Mode

The control panel is located between the freezer compartment and fresh food compartment. It contains pressure sensitive touch switches and LED display. The AC, LP GAS, and AUTO LED's illuminate to indicate the refrigerator's operating mode.

The ON/OFF button turns the refrigerator On or Off. If the button is pressed, it will turn the refrigerator On and set the mode to AUTO. When the refrigerator is On, pressing this button for 2 seconds will turn the refrigerator Off.

Pressing and holding the MODE button allows the user to cycle through the three mode choices; one AUTO and two manual modes (AC, LP GAS). The refrigerator will not switch to the new operating mode until the mode button is released.

The TEMP SET (thermostat) button controls the refrigerator and freezer temperature during both gas and electric operation. Press and hold the TEMP SET button to select the desired temperature setting. The

temperature settings are shown in the form of LED's. The illuminated LED indicates the temperature setting, with COLD on the left and COLDEST on the right. The temperature LED turns off after 10 seconds. Quickly press and release any button to display the temperature setting.

Start-Up Instructions – Auto Mode

When the AUTO mode is selected, the operating control automatically selects the power source using the following priority scheme:

- When 120 volts AC is available to the refrigerator, the AUTO LED and the AC LED will illuminate, indicating the refrigerator is operating on AC electric. After 10 seconds, the AC LED will turn off and only the AUTO LED will remain illuminated. Press and quickly release any button to display the operating mode.
- If 120 volts AC is not available, the refrigerator will switch to the gas operation. The AUTO LED and the LP GAS LED will illuminate. After 10 seconds, the LP GAS LED will turn off and only the AUTO LED will remain illuminated. Press and quickly release any button to display the operating mode.

During operation in the AUTO mode, when a higher priority power source becomes available, the operating controls will cease using the current power source and will switch to the higher priority source. For example, if AC electric becomes available while the refrigerator is operating in the AUTO LP GAS mode, the refrigerator will switch to AUTO AC operation.

If an operating mode is not functional, its corresponding LED will flash and refrigerator will attempt to operate in a lower power priority source. If a lower power priority source is not available, the LED will continue to flash, and the refrigerator will cease operation until the energy source is corrected. Refer to the "Diagnostic" section of the Dometic Refrigerators Operator's Guide in your owner's manual packet.

Start-Up Instructions – Manual Mode

To operate the MANUAL mode, press and hold the MODE button until the AUTO LED disappears and the desired operating mode is displayed. If the power source is interrupted while operating in the MANUAL mode, the AUTO LED disappears and the desired operating mode is illuminated. Unlike AUTO mode, the operating mode LED remains illuminated until an alternate mode is selected. If the energy source is interrupted while in the MANUAL mode, the corresponding LED flashes, and the refrigerator ceases operation until an alternative energy source is selected or the problem is corrected. Refer to the "Diagnostics" section of the Dometic Operator's Guide in your blue binder for corrective actions.

AUTO and MANUAL Modes – Gas Operation Only

If the gas does not ignite within 30 seconds, which may occur on initial start-up, the refrigerator's gas valve will automatically close and the operating controls will select an alternate power source (AUTO Mode) or revert to a stand-by mode in which the LP GAS LED flashes. The LED continues to flash until the refrigerator is turned OFF and then ON. If the gas does not ignite after several attempts, check the input gas supply, or consult with your dealer or a Dometic authorized service center. A different mode of operation may be selected by pressing and holding the MODE button. The refrigerator will not switch to the new operating mode until the MODE button is released.

Backup Operating System ("BOS")

Your refrigerator features a Backup Operating System which keeps the refrigerator cool in the event of a failure of the refrigerator's operating controls. If a failure occurs, the TEMP SET LED flashes and refrigerator switches to the BOS mode. This mode provides refrigeration until the refrigerator is serviced. The fresh food

and freezer compartment temperatures should be monitored to prevent over-freezing or thawing of refrigerator contents when operating in the BOS mode. If the refrigerator temperature is too cold, adjust the thermostat to the left in single LED increments. If the refrigerator temperature is too warm, adjust the thermostat to the right in single LED increments. Let the refrigerator operate at the new setting for one hour before rechecking the freezer and fresh food compartment temperatures. (Frequent door opening prevents the temperatures from stabilizing.) Although the refrigerator can operate in this mode, Dometic recommends that you seek service to restore manual operation as soon as practical.

Humidity – Storage Switch

Turning this switch to HIGH HUMIDITY will keep the surface between the door openings dry during high humidity conditions. The switch should be left in the NORMAL OPERATION position unless moisture collects around the door.

When storing your RV for the winter, place this switch in the STORAGE (LIGHT OFF) position. This shuts off all DC power to the light and humidity heater and allows the refrigerator door to be left open for airing without draining the battery.

Operating Tips

- The refrigerator should already be cold before lacing items in it.
- Food and beverages should also be cold before placing in RV refrigerator. Never put warm or hot items in a cold refrigerator.
- Do not pack the refrigerator too full. The refrigerator needs room for cold air to circulate.
- Use smaller containers for each item. (e.g. a half gallon container of milk instead of a half-full gallon jug)
- Always put foods, especially liquids, in tightly sealed containers.
- Use crumpled paper between loose items to reduce rattling or “clinking” noises.

Further Information

For further information and operating cautions, see the Dometic refrigerator operating instructions included either inside the refrigerator or in your Motor Home Operations Manual binder.

REFRIGERATOR COMPARTMENT (EXTERIOR)

The exterior refrigerator compartment allows access to the rear of the refrigerator for inspection, maintenance and service.

To Open:

1. Use a coin to turn the latch knobs to the unlocked position.
2. Remove the door from the opening.

To Close:

1. Replace the door into the opening.
2. Push the latch knobs in while turning to the locked position. (Note: if not secured properly your door may blow off while traveling)

RANGE AND OVEN

The range and oven in your motor home are operated on LP gas and will provide nearly all of the functions that the range in your home does.

The range has a "Pilot Off" position on the oven control which allows the oven pilot to be turned off when traveling or refilling the LP tank.

The following warning label has been located in the cooking area to remind you to provide an adequate supply of fresh air for combustion.

Unlike large homes, the oxygen supply inside a recreational vehicle is limited due to its size. To avoid danger of asphyxiation, provide proper ventilation when using the gas range top or gas oven. It is especially important not to use the gas oven and range top for comfort heating. Danger of asphyxiation is greater when these appliances are used for long periods of time.

WARNING

Portable fuel-burning equipment including wood and charcoal grills and stoves should not be used inside the recreational vehicle. The use of this equipment inside the recreational vehicle may cause fires or asphyxiation.

Use of Top Burners

1. Turn the burner control knob to the "LITE" position).
2. Turn the igniter knob (or button) until burner lights.
3. When the burner lights, adjust the flame height by turning the knob back to the desired setting.

WARNING

Do not turn burner control knob to "On" and allow gas to escape before lighting match.

Lighting Oven Pilot

NOTE: If range has not been operated for a long period of time, a longer waiting period for ignition of the pilot may be necessary due to air in the gas line.

Operating Oven Control

Push in and turn the oven control knob (counterclockwise) to the desired temperature setting. There is a delay of about 45 seconds before the main burner ignites. This is normal and there is no gas escaping during this delay. It is also normal for the oven burner flame to cycle off and on at all temperatures except broil (BR).

Shut Down Instructions

When oven cooking is finished, turn the oven control knob to the "PILOT ON" position, the oven standby pilot will remain lit.

When the recreational vehicle is not in use or while traveling, turn the oven control knob to "OFF" position and turn off main gas supply; this will turn off the oven pilot.

MICROWAVE OVEN

For complete operating instructions, refer to the manufacturer's information provided with the oven.

RANGE HOOD

The range hood vent draws cooking odors and airborne grease particles into the filtration grid and recirculates the air or vents it to the outside of the coach depending on model. A light on the underside of the hood provides better illumination for food preparation. See the manufacturer's information for instructions on replacement of light bulbs and grease filter elements.

Hood Fan and Light Switches

To turn on the range hood light, simply press the switch labeled "Hood Light". To operate the range hood fan, press the "Hood Fan" switch.

WALL MOUNTED MONITOR PANEL

At the push of a single button this monitor panel simultaneously displays the coach battery condition and levels of the water tank, holding tanks and LP tank. It also contains the water pump power switch and an indicator light to show when the pump switch is on.

Water and Holding Tank Levels

Press and hold the "Levels Test" switch to show approximate level on the monitor lights.

These approximate water levels are measured by electronic probes in the sides of the tanks, so the water must be touching a probe to register at that level. There is generally more water in a tank than indicated on the monitor panel.

For example, if the water level of 1-2" below the FULL probe, the monitor will show the level to be only 2/3 even though the tank is nearly full. If the water level is below the 1/3 probe, the monitor will register an empty tank because the water is no longer touching the 1/3 probe. There may actually be some water left in the tank. However, when the indicator reads FULL, the tank is actually full.

Water Pump Switch

When use of the self-contained water system is desired, turn the "Water Pump" switch on. The "Pump On" light will illuminate when the pump switch is on and the system is operable. Water will be available as soon as a faucet is opened. Refer to "Fresh Water System" for additional information on the water pump and initial start-up.

Battery Condition Meter

Push the "Levels Test" button to check the level of charge (voltage) in the 12-volt coach battery. The colored segments (red, yellow and green) will light from the bottom up to the amount of charge the battery contains.

- Green – good or adequate charge.
- Yellow – marginal charge.
- Red – battery needs charging before use.

Water Heater Switch

Be sure the water heater is filled with water before pressing this switch. To fill the water heater, turn the water pump switch on and open a hot water faucet until water begins to flow.

On electronic ignition models, the "W.H. Pilot" light will glow for about 10-15 seconds after the water heater switch is turned on, then it will go off. If the light comes on during normal operation, it means that the burner has gone into "lockout" mode. Turn the switch off for about 5 minutes, and then turn back on. See "Water Heater" elsewhere in this section for further information.

Water Heater

Water Heater Capacity 6 gal.

Direct Ignition Models (DSI)

1. Place Water Heater switch in the "On" position. The switch and "WH Pilot" light are located on the lower face area of the galley cabinet.
2. If "W>H> Pilot" light stays on longer than 15 seconds, place switch in "Off" position and wait 5 minutes.
3. Repeat step one.
4. If heater fails to operate due to high water temperature, the heater will go into a lockout condition ("W.H. Pilot" light on). When water cools, reset by placing switch in "Off" position for at least 30 seconds, then return to "On" position.
5. If a lockout condition persists: contact your dealer, an Atwood Service Station or Atwood Service Department (Phone: 815-877-5700).
6. For complete shut-down before servicing:
 - a. Place Water Heater switch in "Off" position.
 - b. Remove red wire from left-hand terminal of ECO switch (ECO to valve).

CAUTION

The temperature knob or lever is factory adjusted to its lowest setting. We recommend the mid-point position between warm and hot, as noted above. This will provide for energy efficient operation and sufficiently hot water. Setting at a higher position will produce a higher temperature and increase the risk of being scalded.

WATER HEATER PRESSURE-TEMPERATURE RELIEF VALVE

On occasion, water may be seen seeping from the water heater pressure temperature relief valve. This is no cause for concern, repair or replacement of the valve.

Normally there is an air gap at the top of the water heater tank, which acts as a pressure buffer. In time, however, heated water may expand and fill this air gap, causing a slight increase in water pressure. This may cause the P-T valve to "weep" until the air gap is manually replaced.

To Replace the Air Gap:

1. Turn off the water heater switch and incoming water supply (city water and/or demand pump).
2. Open a faucet in the motor home to relieve water pressure.

3. Pull the handle of the P-T valve straight out and allow water to flow until it stops.
4. Let the handle of the P-T valve snap shut.
5. Close the faucet and turn on the water supply before switching the water heater on.

Manually operate the pressure temperature relief valve at least once a year. OPERATE THIS VALVE ONLY WHEN THE WATER HEATER AND COOLING SYSTEM ARE COLD!

WATER HEATER BY-PASS VALVE

Your coach may be equipped with a water heater by-pass valve for easier winterization of water lines using RV antifreeze. The valve is located inside the coach near the water heater.

Line up the arrow on the handle with the appropriate arrow on the valve plate to either bypass or flow through the water heater.

CAUTION

Leave by-pass valve handle in NORMAL FLOW position if draining water and blowing out water lines. Place in BYPASS position ONLY when using antifreeze solution in water lines.

LP GAS FURNACE

Start Up:

1. Open the LP gas tank valve by turning fully counterclockwise.
2. Move the thermostat temperature selector from OFF position and place to desired temperature.
3. Furnace fan will start to blow immediately after setting thermostat.
4. After about 30 seconds, the furnace burner will light.
5. The furnace will now cycle off and on automatically as the thermostat demands just like a household furnace.

To Shut Down:

1. Slide SYSTEM switch to "OFF" position.
2. Close LP tank valve.

NOTE: If heat does not come out of the heat ducts after a minute or so the burner is not lit. Turn thermostat off for 3-5 minutes, check to be sure tank valve is open and tank is not out of fuel, then try steps 2-4 again. If it still will not light after three attempts, go to Shut Down steps and contact your dealer or a local RV service center.

TV ANTENNA - OPTIONAL

The RV antenna on your motor is an internal mounted concealed digital antenna which requires no adjustment or setup. A built-in signal amplifier designed to strengthen signals is controlled by a power switch built into the TV antenna.

CABLE TV-HOOK-UP

Some models are equipped with external connections for cable television. The connector is located on the driver's side near the detachable 30amp power cord.

NOTE: For coaches without the video control center option, be sure the TV antenna amplifier switch is turned OFF while connected to cable. The antenna amplifier will make the cable TV signal snowy.

FRESH WATER TOILET

The fresh water toilet in your motor home is very similar to the household type, except that it is designed to use only a small amount of water per flush. It uses a high velocity jet of water, producing a swirl effect, to efficiently cleanse the bowl. And since each flush uses fresh water, no special chemicals are required other than a deodorizing agent, deposited directly into the black tank, if necessary.

Flushing the Toilet

1. To add water to the bowl before using, press the foot flush lever gently, hold lever until desired level of water is reached. Release lever slowly – do not allow it to snap back. Generally, more water is required only when flushing solids.
2. To flush the toilet, press the foot flush lever. Hold lever until bowl is clean.
3. Release lever slowly. A small amount of water should remain in the bowl.

Please refer to the manufacturer's information supplied with the toilet for further operating and maintenance instructions.

Important "Don'ts"

- Don't use facial tissue or regular toilet tissue in the RV toilet. These will not disintegrate sufficiently and will often cling to the sides of the holding tank. Toilet tissue made specifically for use in RV toilets and holding tanks is available at most RV supply centers.
- Don't dispose of sanitary napkins or other non-dissolving items in the toilet.
- Don't put automotive antifreeze or caustic chemicals, such as laundry bleach or heavy detergents into the toilet or holding tank. These products may damage plastic or rubber parts in the system.

Cleaning the Toilet

The toilet should be cleaned regularly for maximum sanitation and operating efficiency. If an odor is apparent from the toilet:

1. Clean the toilet bowl with a mild bathroom cleaner. Do not allow cleaners to set in the bowl for long periods of time to avoid damaging the seals. Do not use caustic or abrasive cleaners because it may damage the plastic surfaces.
2. Dump and rinse holding tank.
3. Add odor control chemical in amount specified after cleaning and every few days during use.
4. Remove the water line from the base of the toilet and clean the screen.
5. If the flush valve becomes stiff after extended use, it may be lubricated with a silicone spray. Turn the water pump off and operate flush pedal to drain water from the toilet bowl. Spray silicone lubricant into flush valve inside bowl and operate flush pedal a few times to ensure free operation.

See instruction in Section 10 to prepare the toilet for storage in freezing conditions.

POWER ROOF VENT – BATH AREA

Some models are optionally equipped with a powered roof vent in the bath area. A push button switch for the vent fan is located up on the vent. The vent dome can be raised and lowered using the crank handle.

SLIDER WINDOWS

Lift the latch handle straight out from the window. Grasp the sliding window edge frame and slide the window to the side. Be sure the latch is raised before trying to slide the window closed.

FRAMELESS TORQ WINDOWS

Torq style windows have a knob at the bottom of the window that you turn to open and close the windows. When closing be sure to snug the knob tightly to ensure your window stays closed.

NIGHT PLEATED WINDOW SHADES

Tension Adjustment:

The tension of the pleated shades can be adjusted if they become loose and will not stay up when raised, or they are too tight and are difficult to raise and lower.

To tighten the tension, simply wrap the lower end of the guide cords (on each side of the shade) a few turns around the spools at the lower corners of the shades.

To loosen the tension, unwrap the guide cords from the spools one turn at a time until desired tension is achieved.

Preserving Shape:

The pleated shades are made using high quality materials that are designed and woven to retain their shape throughout their useful life. They may lose their crisp shape, however, if left in a lowered position for an extended period of time without being raised periodically. If this happens, the pleats can be restored using this simple method.

- With the shade fully lowered, dampen the entire area of the shade with a good quality laundry sizing spray.
- Raise the shade fully while still damp and let it remain in the raised position for about 24 hours, until the sizing has dried and "set".
- Reapply sizing periodically (every few months) as needed.

We recommend that you fully raise pleated shades when they are not needed, especially in warm environments, to prevent them from losing their shape.

CAUTION

Sealants must be inspected every 6 months and resealed if necessary.

Roof

The roof is made of a Truss System. It will support the weight of an average adult should it become necessary to repair the roof or roof mounted components. It is not recommended, however, that very large or heavy objects be carried on the roof while the vehicle is in motion. (See page 31 for roof loading specifications.) Always have damage to the roof area repaired immediately. Damaged or detached sealant around the vents, air conditioner, body-to-roof seams, etc., should also receive immediate attention. Delaying these repairs may allow water leakage and result in damage to interior ceiling and body panels, upholstery, etc.

Underbody

Buildup of mud and dirt under the body can cause damaging rust on steel parts and can add needless weight to the vehicle. This, in effect, reduces the amount of cargo you can carry and remain with GVWR and GAWR limits.

Corrosive materials, such as those used for ice and snow removal and dust control, also accumulate on the underside of a vehicle. These materials should be removed by flushing the underbody regularly with water, especially areas where mud and other foreign materials collect.

Exterior

The exterior surface of your motor home has an automotive finish. Frequent washing and thorough cleaning is recommended to prevent damage to the vehicle finish after exposure to damaging salts, calcium chloride, road tar, tree sap, insects and other foreign material. Never wash the vehicle in direct sunlight, while the vehicle surface is hot.

Do not use strong soaps or detergents for washing the motor home. Always use a mild soap in warm water, a commercially prepared product for cleaning automotive finishes or your local car wash. Be careful when using pressure-type washers to avoid loosening exterior decals or sealants, etc.

After washing the motor home, carefully inspect caulking around window frames and vents and any other joints that may have separated. Re-caulking, if necessary, is quite simple. Appropriate compounds are sold at Adventurer dealers, and the materials are quickly and easily applied. Also, inspect weather seals around door, etc., and if necessary have a dealer replace them immediately.

CAUTION

Never use a strong solvent such as lacquer thinner or harsh abrasives on painted surfaces.

Care of Stripes and Decals

The pressure-sensitive decals on your coach require very little maintenance. They should be treated like any painted surface on your vehicle. Here are a few helpful hints on caring for decals:

- Wash decals with plain soap and water or any retail car wash soap. Always rinse thoroughly.

- Keep high-pressure wash nozzles at least 1 ½ feet from edge of decals. High-pressure water spray may cause edge lifting of decals.
- Test any cleaning solution on a small section of decal before using.
- Do Not use any aromatic solvents such as acetone, MEK, toluene, xylene, etc., on decals. Any solvent including alcohol may soften or smear colors.
- Do Not use lacquer thinner on paint or decals. Do Not overcoat decals with clear paint.
- Do Not let gasoline or other fuels drip and stay on decals for any length of time. Rinse immediately.

INTERIOR

Upholstery, Carpeting and Draperies

We recommend a weekly routine of vacuuming all fabrics and carpet throughout the motor home to prevent an accumulation of dirt which can detract from the appearance and shorten the life of carpet and fabrics.

Carpet Care & Cleaning

See the carpet manufacturer's Carpet Care Guide in your Motor Home Operations manual binder. It includes detailed information on cleaning soils and removing stains from the fine carpet in your coach.

Upholstery

Some fabrics used in this motor home may contain fire retardant and light fastness additives, which can be damaged by use of improper cleaning products. Some water-base household cleaning products are not formulated for use on fabrics and may cause excessive shrinkage or fading. Always test any cleaning product on a hidden area of fabric before using on visible areas. For best results, fabric cleaning should be referred to a professional carpet and upholstery cleaner.

NOTE: To minimize fading of upholstery, carpets and other interior fabrics caused by excessive sunlight, the rapes, blinds or shades should be closed when the motor home is parked for an extended period of time.

WARNING

When cleaning upholstery and fabric, do not use lacquer thinner, nail polish remover, laundry soaps, or bleach. Never use carbon tetrachloride, gasoline, or naphtha for any cleaning purpose. These materials may cause damage to the material being cleaned and most are highly flammable.

Spots and Stains

Spots or stains should be treated as soon as possible before they "set in" to avoid permanent damage. Always start from the outside of a spot or stain and work inward to avoid spreading it. Use a clean cloth or sponge and turn frequently to an unused area of the cloth or sponge as you clean.

Some stains or soils, such as lipstick, ink, grease or mustard, are extremely difficult or impossible to remove completely and should receive immediate attention. Consult a professional carpet and upholstery cleaner for assistance.

Vinyl Fabrics

Vinyl should be cleaned with a soft, damp cloth, and a mild detergent only. Do not use solvents. Solvents may damage the surface of the vinyl.

Draperies, Curtains and Bedspreads

These items may be woven from a variety of fabrics. We recommend that these be professionally dry cleaned only, a Five- percent shrinkage may occur when you have these items dry cleaned.

VINYL WALLBOARD

Decorative vinyl covered wallboards may be cleaned with a mild solution of water and isopropyl (rubbing) alcohol or a mild soap solution. Do not use solvents or abrasive cleaning products.

TABLES AND COUNTERTOPS

Work surfaces are covered with a plastic laminate that resists solvents, stains and abrasions. A coat of furniture wax applied to these surfaces on the counter and table will help preserve their beauty and make cleaning easier. Always clean the surface before applying wax.

Sinks

Sinks can be cleaned with soap or detergent. Rinse thoroughly with warm water and wipe dry to avoid streaks. Do not use abrasive cleaners as this may cause damage to your sink

WARNING

Salts, mustard and mayonnaise may cause pitting. If spilled, clean immediately.

RANGE AND REFRIGERATOR

For care and appearance maintenance of the range and refrigerator, refer to the operation and maintenance manual for each of the individual appliances included in your Motor Home Operation Manual binder.

BATHROOM

The tub and shower walls in the bathroom should be cleaned with a mild soap and water solution, or (to obtain maximum luster) use a good quality wax cleaner. Do not use an abrasive cleaner on the shower walls and tub. If the shower has a glass door, it is extremely important that abrasives not be used. Use only a good quality glass cleaner or mild detergent and water solution with a soft cloth to clean glass surface.

The bathroom lavatory is also a molded plastic material and should be cleaned with a mild soap and water solution. Abrasive cleaners or harsh detergents should not be used.

For instructions on the care of your fresh water toilet, refer to the information in your Motor Home Operation Manual binder.

DOORS AND WINDOWS

Windows may be periodically cleaned with a good quality glass cleaner or mild soap solution using a soft cloth. Use care when removing ice or frost from the windows. Always use a plastic ice scraper, never one made of metal. Use care when removing ice from the mirrors to protect the reflective surfaces.

Door locks and hinges should be lubricated periodically with powdered graphite to ensure trouble-free operation and to protect against freeze-up.

VEHICLE MAINTENANCE

(See also Safety Precautions, Section 1 of this manual).

Chassis Service & Maintenance

Consult the appropriate sections in your chassis-operating guide for specific information regarding operating safety, service recommendations and maintenance schedules for the chassis section of your motor home.

ENGINE ACCESS

Refer to your chassis-operating guide.

Engine Cooling System

Refer to your chassis-operating guide for information and precautions on filling, servicing and checking the fluid level.

CAUTION

When refilling the coolant system of a vehicle equipped with a rear auxiliary automotive heater and motor aid water heater, be sure to allow for additional coolant capacity of the heater and its supply and return hoses.

TIRES

Low air pressure results in tire overloading and abnormal wear and also affects handling and fuel economy. Obtain proper inflation pressures from your chassis operating guide or tire manufacturer.

WARNING

Make sure all replacement tires are of the same size and ply rating as those installed as original equipment.

SUSPENSION ALIGNMENT AND TIRE BALANCE

The front suspension and steering system of this vehicle was factory aligned using highly accurate equipment prior to delivery to the dealership. However, we recommend that alignment be checked and adjusted, if necessary, after you have fully loaded the motor home according to your personal needs. Thereafter, the alignment should be periodically inspected to help prevent uneven tire wear.

Any excessive or abnormal tire wear may indicate worn or misaligned suspension or steering, unbalanced tire or other tire/suspension problem.

Alignment can be affected by worn steering/suspension parts or by incidents, which happen during driving, such as hitting a curb, pothole or railroad track, etc. Improper alignment can cause tires to roll at an angle and wear unevenly. It may also cause the vehicle to “pull” to the right or left. Have your dealer inspect your vehicle’s suspension and steering components periodically for misalignment or wear.

Out-of-balance tires will not roll smoothly and can lead to annoying vibrations and uneven tread wear such as cupping and flat spots. Tires may need to be balanced if uneven wear is detected or if ride comfort decreases noticeably.

See your chassis-operating guide for further information.

WINDSHIELD WASHERS AND WIPERS

See your chassis-operating guide for recommendations and precautions regarding washers and wipers.

LIGHTS

All exterior lights should be checked for proper operations each time the vehicle is prepared for a trip. Any bulbs that fail to light should be checked and replaced, when necessary, with a new bulb of the same size. A failure of more than one light, such as both taillights not operating, may indicate a burned out fuse. Check fuse and replace with one of the same rating when necessary. If a fuse is not the cause of the problem, the wiring system should be checked immediately by an authorized service center.

The headlight circuit is protected by a circuit breaker. An overload on the breaker will cause the lights to flicker on and off. Headlight wiring should be checked immediately anytime this condition is apparent. Refer to your chassis-operating guide for further information.

AUTOMOTIVE 12-VOLT FUSES AND CIRCUIT BREAKERS

The automotive fuses and breaker are protected from short circuit and overload conditions by a fuse block. On most models, this is located beneath the dash to the left side of the steering column. See your chassis-operating guide for additional fuse replacement information.

AWNING INSTALLATION

Note: See your Adventurer dealer for installation of awnings. Your dealer’s service department has information showing locations of awning bracket supports in the sidewall of the coach.

CAUTION

Improper awning installation may result in damage to the coach.

SECTION 11

STORING YOUR MOTOR HOME

PREPARING VEHICLE FOR STORAGE

Properly preparing your vehicle for storage will lessen the possibility of damage to your vehicle. Prepare the motor home for vacancy just as you would if you were leaving your house for an extended period:

- Remove all perishables from cabinets and refrigerator
- Prop refrigerator door open.
- Turn off LP gas tank.
- Drain water heater, water tank and holding tank.
- Close shades to protect upholstery from sunlight.

When storing your vehicle through the winter, or in cold climates, extra preparations need to be made to protect systems that can be damaged by freezing temperatures.

COLD WEATHER STORAGE PROCEDURE (WINTERIZING)

1. Clean and dump holding tanks by following steps A, B, and C
 - a. Add water to the sewage holding tank by holding the toilet flush lever open with the water pump running. Add water to the wastewater holding tanks by opening the kitchen, shower and lavatory faucets. Tanks should be about $\frac{1}{4}$ to $\frac{1}{3}$ full to rinse properly. Driving to a disposal site will normally loosen and rinse any waste material from the sides of the tank.
 - b. Completely drain the sewage and wastewater holding tanks at an approved waste disposal site. Drain the sewage tank first so the following wastewater can rinse any waste solids from the dump outlet and sewer hose.
 - c. Closes dump valves and refit the dust cap onto the drain outlet.
2. Level the motor home and drain the entire plumbing system as described in the following steps.
3. Open all drain valves. (See the water system drain valve chart on page 7-5 for locations on your model.)
4. Turn the Water Pump switch ON to allow it to operate until you are done draining all faucets and toilet.
5. Open all faucets and showerhead valves, including exterior shower.
6. Operate the toilet flush lever and hold until water stops flowing in the toilet. Then turn water pump switch OFF.
7. Turn off the water heater power switch before draining the water heater tank to avoid damage to the heating element.
8. Drain the water heater by removing the plug from the base of the water heater tank, accessible from the outside of the coach. (Requires socket and ratchet.) Also open the Pressure-Temperature relief valve at the top right portion of the tank to prevent air locking in the tank while draining.
9. After water has stopped draining at all faucets and drain valves, connect a "blow-out" plug to the city water connection on the coach. Then use a compressed air hose regulated to 30 psi or less to force air through the system.

CAUTION

Limit air pressure to 30 psi to avoid damage to pump or water lines.

NOTE: DO NOT burst air into the system. This can damage the water pump. It is better to let air in slowly.

10. Let air flow for five minutes until water is completely drained out of faucets and drain valves. Then close faucets one at a time.
11. Operate and hold toilet flush lever until water is completely drained from toilet.
12. Now turn air pressure off and disconnect water purge adapters. Recap the city water connection to avoid contamination by dirt or insects.
13. Close all drain valves and faucets to avoid contamination by dirt or insects. Reinstall water heater drain plug and close P-T relief valve.
14. Pour about one cup of non-toxic RV anti-freeze into the kitchen sink drain, bathroom sink drain and shower drain. This prevents any holding tank odors from entering the coach during storage.

WARNING

NEVER use automotive antifreeze/coolant in your RV water system. Auto antifreeze contains ethylene glycol which, if ingested, can cause blindness and can be fatal.

It is not necessary to add antifreeze to the toilet since the flush valve will be closed.

Do not add automotive antifreeze or caustic chemicals such as bleach or laundry detergents into the toilet bowl or holding tanks. Although these products may have a deodorizing effect, they may damage plastic and rubber parts in the system.

NOTE: As an alternative to totally draining the plumbing system, you may winterize tanks and lines by pumping nontoxic RV antifreeze through the system. This product is available from your dealer and from most RV supply stores. Follow directions on the container to determine the correct amount to use for your coach. See "Water System Winterization Valve" on page 7-4 for instructions on filling water lines with RV antifreeze.

15. Place a bucket beneath the sewage drain valve outlet and re-drain the sewage and waste holding tanks of any clean water that entered during "blow-out" procedure.
Close dump valves to prevent valve shafts from rusting and to prevent entry by rodents and insects.
Refit the dust cap onto the drain outlet.

Your drainage and fresh water systems are now totally winterized.

16. Have the vehicle chassis completely serviced and lubricated. Be sure radiator antifreeze protection level is sufficient for the lowest anticipated temperatures.
17. Wash and wax the coach.
18. Inspect all seams and seals around doors, windows, vents, and any other joints. Replace or repair any that are damaged. Sealing materials and compounds can be purchased from your dealer. Badly damaged weather seals may need to be replaced by your dealer.
19. Close all windows and roof vents. Protect all appliance vent openings from contamination by animals or insects (e.g. bird nests, wasp nests, etc.)
20. Lubricate all door hinges and locks.

21. Clean the interior of the coach. Dirt and stains are more easily removed when fresh.
22. Remove all foods and items that may cause odors.
23. Clean and defrost the refrigerator. Leave the door slightly ajar to allow any odors to dissipate. Place an open box of baking soda inside the refrigerator to help absorb odors.
24. Turn the furnace thermostat switch on the bottom of the thermostat to OFF.
25. Turn auxiliary battery (Aux Batt) switch off. If your coach does not have an Aux Batt switch, disconnect all chassis and auxiliary battery cables.
26. Fully charge batteries.
27. Batteries must be kept to at least 80% charge to keep from freezing or sulfating. We recommend that you connect a battery charger and fully charge batteries at least once a month during long-term storage periods to maintain charge at 80% or greater. Turn Aux. Batt. Switch off to avoid electrical arcing when attaching and detaching charger clamps.

NOTE: We do not recommend leaving the shoreline plugged in continuously during storage periods because the batteries can lose electrolytic fluids and become damaged from continuous charging without periodic use.

We recommend following regular battery inspection and maintenance especially in cold weather.

REMOVAL FROM STORAGE

1. Completely air out the motor home.
2. Have the entire LP gas system checked for leaks.
3. Check window operation.
4. Check cabinet and door hinges. Lubricate with penetrating oil, if necessary.
5. Close all faucets and drain valves that are open. If necessary, reconnect toilet water line and close flush valve.
6. Add a few gallons of water to the fresh water tank and check for leaks especially at junctions. Also make sure all hangers and supports are securely in place. Sanitize the water system as outlined under "Disinfecting the Fresh Water System" in Section 7.
7. Check operation of all faucets to be sure faucet washers have not hardened during storage.
8. Check sealing valve in the toilet for proper operation and lubricate with silicone spray.
9. Add water to the holding tank using the toilet flush pedal. Checks to be sure dump valve seals tightly.
10. Check around all appliances for obstructions and ensure that all vent openings are clear.
11. Start refrigerator and check for proper cooling.
12. Clean paneling and counter surfaces and apply a thin coat of wax.
13. Replace batteries if necessary and check out electrical system to make sure all lights and electrical components operate.
14. Check tires for proper cold inflation pressure.
15. After washing accumulated winter grime from the vehicle, it is important to carefully inspect the seams and sealants for separation or cracks that may have appeared around the window frames, vents and any other joints. Re-sealing is quite simple and the material is quickly and easily applied. Appropriate

