

350 XL SERIES 2001 OWNERS MANUAL

INTRODUCTION

The Owners Manual for your new Airstream Motorhome is designed to respond to the most frequent inquiries regarding the operation, function and care of the many systems that make modern motor homing a joy.

Airstream realizes our customers possess varying degrees of expertise in the area of repairing and maintaining the appliances in their motorhome. For this reason, the service and trouble-shooting information found in this manual is directed toward those with average mechanical skills. We also realize you may be more familiar in one area than you are in another. Only you know your capabilities and limitations.

We want you to use this manual, and hope you will find the information contained in it useful, however, should you ever feel you may be "getting in over your head" please see your dealer to have the repairs made.

The operation and care of component parts such as chassis, refrigerator, furnace, water heater and others are explained in this manual. However, you will also find the manufacturer's information supplied in a packet included with this manual.

All information, illustrations and specifications contained in the literature are based on the latest product information available at the time of publication approval.

Throughout this manual **CAUTION** and **WARNING** notations are used. Failure to observe "caution" can damage equipment. "Warning" notes the possibility of personal injury if not observed.

Note: If and when new materials and production techniques are developed which can improve the quality of its product, or material substitutions are necessary due to availability, Airstream reserves the right to make such changes.

The next page of this manual is a table of contents. Point your cursor to the subject, [colored blue](#), you would like to research. Right click your mouse while it is on the subject title and you will be taken to that area of the manual.

To get back to table of contents, click on the back arrow in the tool bar at the top of the document. The arrow will be lighted.

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AIRSTREAM INC.

LIMITED WARRANTY

AIRSTREAM 350 SERIES XL MOTORHOME

WARRANTY COVERAGE

When you buy a new Airstream Motorhome from an authorized Airstream dealer, Airstream, Inc., warrants the motorhome from defects in material and workmanship as follows:

BASIC WARRANTY PERIOD

This warranty is for 30,000 miles (40,000 Kilometers) or two years, whichever comes first, beginning when the vehicle is delivered to the first retail customer or first placed into demonstrator service. This warranty must have started prior to the accumulation of 4,000 miles in order to be valid.

ITEMS COVERED

Any part of the motorhome or any component equipment installed by the factory is covered by the basic warranty *except* the following items, which are *not covered*:

- House Batteries
- Automotive Chassis
- Generator

The above items will be handled by their respective service points and according to their written policy. This limited warranty does not include failure caused by accident, abuse, normal wears, overload or any cause not attributable to a defect in original material or workmanship of the motorhome or component equipment as installed by the factory.

LIMITATION OF IMPLIED WARRANTIES

All warranties of merchantability and fitness for a particular purpose, whether written or oral, express or implied, shall extend only for a period of two years from the date of original purchase, or 30,000 miles, whichever comes first. There are no other warranties, which extend beyond those described on the face hereof and which expressly excludes conditions resulting, from normal wear, accident, abuse, exposure or overload. Some states do not allow limitation on how long an implied warranty lasts, so the above limitations may not apply to you.

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AIRSTREAM'S RESPONSIBILITY

The basic **Airstream Limited Warranty** applies for a period of two years from the date of original purchase or 30,000 miles, whichever comes first, and the application date of all warranties is that indicated on the owner's identification card. Defects in items covered under this Warranty will be corrected without cost upon the return, at the owner's expense, of the motorhome or defective part to an authorized Airstream dealer.

CARE AND MAINTENANCE

This warranty covers only defective material and/or workmanship; adjustments are made at the factory prior to shipment, and rechecked by the dealer prior to delivery to the customer. Adjustments thereafter become a customer responsibility.

The owner is also responsible for following all recommendations, instructions and precautions contained in the Airstream Motorhome Owner's Manual and the individual manuals furnished by the chassis, appliance and other manufacturers.

INSTALLATIONS NOT COVERED

Airstream, Inc., does not accept any responsibility in connection with any of its motorhomes for additional equipment or accessories installed at any dealership or other place of business, or by any other party. Such installation of equipment or accessories by any other party will not be covered by the terms of this warranty.

IF REPAIRS ARE NEEDED

If your motorhome needs repairs under the terms of the basic Airstream Limited Warranty, you should:

1. Take your motorhome to your selling dealer or other Authorized Airstream Dealer.
2. If the dealer is incapable of making the repair, request that he contact the Service Administration Department at Airstream, Inc., for technical assistance.
3. If repairs are still not made, the customer should contact:

AIRSTREAM, INC.
419 W. Pike Street - P.O. Box 629
Jackson Center, Ohio 45334-0629
Attention: Owner Relations Department

Furnish the following information:

- The complete serial number of the motorhome
 - Mileage
 - Date of original purchase
 - Selling dealer
 - Nature of service problem and steps or service, which have been performed. (The owner may be directed to another dealer at the owner's expense.)
4. If, after taking the above steps, repairs are still not complete, the Airstream owner may request the motorhome be allowed to be brought to the Factory Service Center at the owner's expense.

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DEALER REPRESENTATION EXCLUDED

The full extent of the basic **Airstream Limited Warranty** is set forth in detail in the folder, and in the explanation of the basic **Airstream Limited Warranty** covered in the Airstream Motorhome Owner's Manual. Airstream Inc. will not be responsible for additional representations or implied warranties made by any of its dealers to the extent those representations are not a part of, or are contrary to, the terms and conditions of the basic **Airstream Limited Warranty**.

CONSEQUENTIAL AND INCIDENTAL DAMAGES

Airstream, Inc., will not be responsible for any consequential or incidental expenses or damages resulting from a defect. Incidental expenses include, but are not limited to: travel expenses, gasoline, oil, lodging, meals, telephone tolls, and loss of work and loss of use of the motorhome. Some examples of consequential damages would be: stained curtains due to rain leaks or delaminated floor caused by a plumbing leak. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

WARRANTY TRANSFER

The basic **Airstream Limited Warranty** is transferable to subsequent owners for the duration of the warranty period. Warranty transfer application forms are available from your dealer or the Airstream Inc. Service Administration Department.

CHANGES IN DESIGN

Airstream Inc. reserves the right to make changes in design and improvements upon its product without imposing my obligation upon itself to install the same upon its products theretofore manufactured.

This warranty gives you specific legal rights, and you may also have other rights, which vary from state to state.

Thor Industries
Airstream Inc.
419 West Pike Street
Jackson Center, Ohio 45334
937-596-6111

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WARRANT EXPLANATION

Along with your new Airstream motorhome you have purchased the Airstream Limited Warranty. Read your Limited Warranty carefully. It contains the entire agreement with respect to Airstream's obligation on the Limited Warranty on your new vehicle. The terms of the Limited Warranty, and only those terms, will define Airstream's responsibility. When you receive your Limited Warranty file it for safekeeping.

Upon proof of purchase date to any Airstream Dealer Service Center, defects in materials or workmanship will be repaired or replaced without cost to the owner for a period of twenty four (24) months from the original purchase date, or 30,000 miles, whichever occurs first. Airstream will honor written warranties of some manufacturers of components of the motorhome for the duration on that manufacturer's warranty.

Items such as motorhome chassis, engine, tires, batteries and generator are serviced by their respective manufacturers and will be handled by their service centers according to the terms of their written policy. Any warranty forms from these manufacturers should be completed promptly, preferably at time of purchase.

Your motorhome chassis is pre-checked by its manufacturer before delivery to Airstream. The chassis manufacturer or its representatives, according to the manufacturer's warranty and service policies, must perform all service to the chassis. Literature is supplied by the chassis manufacturer and included with each Airstream motorhome, which gives important information concerning the chassis warranty coverage; however, the Airstream Limited Warranty covers the chassis heater, defrosters, windshield wiper blade, windshield wiper motor, wiper washer system, and LP gas bottle and LP gas regulator.

Paint and appearance items, which show imperfections, should be brought to the attention of your dealer at the time of delivery and during pre-delivery inspection. The Airstream Limited Warranty does not cover normal deterioration by use and exposure.

The Airstream Limited Warranty does not cover damage to enamel or porcelain surfaces resulting from abrasion collision, impact, and broken window glass.

The Airstream Limited Warranty Excludes:

Normal Wear:

Items such as water purifier packs, curtains, upholstery, floor coverings, window, door and vent seals may show wear within the one year Limited Warranty period depending upon the amount of usage, weather and atmospheric conditions.

Accident

Damage caused by accident is usually visible, and we strongly urge our dealers and customers to inspect the motorhome upon delivery for any damage caused by accident while being delivered to the dealer, or while it is on the dealer's lot. Damage of this nature becomes the dealer's or your responsibility upon acceptance of the motorhome. GLASS BREAKAGE, whether obviously struck or mysterious, is always accidental and covered by most insurance policies.

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Abuse

Lack of customer care and/or improper maintenance, including failure to comply with the terms of the Owner's Manual, or failure to heed proper vehicle operation shown by the dash instruments is not covered by warranty.

Exposure

Deterioration by sunlight is possible to such items as tires, curtains or upholstery. Steel or metal surfaces are subject to the elements, causing rust and corrosion, which is normal, and beyond the control and responsibility of Airstream.

Overload

Overload Damage due to loading beyond capacity or to cause improper balance is not covered by the Airstream Limited Warranty. The Airstream motorhome body is engineered to properly handle any normal load. There are limits to the amount of load that can be safely transported depending upon speed and road conditions. If these limits have been exceeded the Airstream Limited Warranty will not cover resulting damage. For additional information on the load capacity of your motorhome consult your Owner's Manual or gross vehicle weight rating plate. Each motorhome is aligned during the last quality inspection. These tolerances will only change if the motorhome is subjected to abuse, such as dropping off a sharp berm, striking a curb, or hitting a deep hole in the road. Such damage would be considered as resulting from an accident which risks are not covered under the warranty. Abnormal tire wear and/or wheel alignment resulting from such damage is not covered under the terms of the warranty.

SERVICE

The Airstream Silver Key Delivery Program is an exclusive Airstream program. Before leaving the factory each and every vital part of the motorhome is tested for performance. Each test is signed and certified by an inspector. After the motorhome arrives on your dealer's lot all of these vital parts and systems are again tested. When you take delivery of your new motorhome you will receive a complete checkout.

Please contact your dealer if you need service. Major service under your Airstream Limited Warranty is available through our nationwide network of Airstream Dealer Service Centers. An up-to-date list of Dealer Service Centers has been provided with your new motorhome. This list is current as of the date of publication.

Occasionally dealerships change, or new dealers are added who may not appear on this list. For this reason, it is suggested that you contact your local dealer from time to time and bring your list up to date. He can also provide you with additional copies if you need them.

ALL CENTERS OPERATE ON AN APPOINTMENT BASIS FOR THE UTMOST EFFICIENCY.

When you require service from the Airstream Factory Service Center, or a Certified Dealer Service Center, please contact the service manager for an appointment, and kindly inform him if you are unable to keep the appointment date or wish to change it.

Service may be arranged at the Factory Service Center by contacting the Service Coordinator at

Airstream Factory
Service Center
419 W. Pike Street P.O. Box 629
Jackson Center, Ohio 45334-0629
Phone: 937-596-6111
Fax: 937-596-6802

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You Should Also be Aware of the Following:

Airstream is not responsible for any consequential or incidental damages incurred as a result of any defect. Consequential damages include, but are not limited to, travel expenses, gasoline, oil, lodging, meals, telephone tolls, loss of work and loss of use of the motorhome.

In the event of a defect, the owner must take all reasonable corrective action to lessen the damages, which might result from such defect. Airstream will not be responsible for damages, which could have been avoided.

The Airstream Limited Warranty solely defines Airstream's responsibility. Airstream is not responsible for or bound by representations or warranties made by any of its dealers.

Your Airstream Limited Warranty is transferable to subsequent owners of the motorhome, but only for the duration of the warranty period. Warranty transfer application forms are available from your dealer or the Airstream factory.

REPORTING SAFETY DEFECTS

If you believe that your vehicle has a defect, which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Airstream, Inc.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Airstream, Inc.

To contact NHTSA you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, U.S. Department of Transportation, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

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MAINTENANCE SCHEDULE

WARNING: FAILURE TO MAINTAIN YOUR COACH CAN CAUSE PREMATURE AND UNEXPECTED PARTS BREAKAGE AND/OR ERRATIC OPERATION THAT MAY BE HAZARDOUS.

Note: See Freightliner and appliance manufacturer's literature for further information.

EVERY 1,000 MILES OR 60 DAYS

Escape Window	Check operation of latches and upper hinge.
Smoke Alarm	Test and replace battery as required.
CO, LPG and Smoke Alarm	Test and replace battery as required.
Tires	Check tire pressure (95 psi)
GFI Circuit Breaker	Test and record.

EVERY 5,000 MILES OR 90 DAYS

Exterior Door locks	Lubricate with dry graphite
Exterior Hinges	Lubricate with light household oil
LPG Regulator	Check bottom vent for obstructions
Main Door Striker Pocket	Coat with paraffin.
Wheel Lug Bolts	Torque to 140 ft. lbs.
Range Exhaust Hood	Clean fan blades and wash filter.
Roof Vent Elevator Screws	Lubricate with light household oil
Main Door Step	Check and lubricate moving parts.

EVERY 10, 000 MILES OR 6 MONTHS

Exterior	Clean and wax.
Hitch	Check bolts and welds. (90 ft. lbs.)

EVERY YEAR or 12,000 miles

Battery	Clean, neutralize and coat terminals with petroleum jelly.
LP Tank	Clean, neutralize and coat terminals with petroleum jelly.
Seams	Check and reseal exterior seams, windows, lights and vents if necessary. Reseal with Bostik urethane sealant or equivalent as needed.

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DRIVING

WIDE BODY LIMITATIONS

Vehicles with overall body width greater than 96" are known as "wide bodies. Wide body vehicles are restricted to use on main highways in certain states. A vast majority of states allow 102" body width on all highways, but wide body width is not allowed on all federal highways in the United States. Your dealer may be able to furnish more specific information. If you are concerned about vehicle width, we invite you to consider other fine Thor vehicles offered in the standard 96" width.

LOADING

Below is a sample of the weight information chart provided in all Airstream vehicles. This information can be found in your vehicle on the back of the first wardrobe door on the curbside of the vehicle about 60" up from the floor or in one of the galley overhead lockers.

MOTORHOME WEIGHT INFORMATION

VIN OR SERIAL NUMBER

GVWR (GROSS VEHICLE WEIGHT RATING) IS THE MAXIMUM PERMISSIBLE WEIGHT OF THIS FULLY LOADED MOTORHOME.

UVW (UNLOADED VEHICLE WEIGHT) IS THE WEIGHT OF THIS MOTORHOME AS MANUFACTURED AT THE FACTORY WITH FULL FUEL, ENGINE OIL AND COOLANTS.

SCWR (SLEEPING CAPACITY WEIGHT RATING) IS THE MANUFACTURER'S DESIGNATED NUMBER OF SLEEPING POSITIONS MULTIPLIED BY 154 POUNDS (70 KILOGRAMS).

CCC (CARGO CARRYING CAPACITY) IS EQUAL TO GVWR MINUS EACH OF THE FOLLOWING: UVW, FULL FRESH (POTABLE) WATER WEIGHT (INCLUDING WATER HEATER), FULL LP GAS WEIGHT AND SCWR.

CARGO CARRYING CAPACITY (CCC) COMPUTATION	POUNDS	KILOGRAMS
GVWR		
MINUS UVW.....		
MINUS FRESH WATER WEIGHT OF GALLONS @ 8.3 LB/GAL		
MINUS LP GAS WEIGHT OF GALLONS @ 4.5 LB/GAL		
MINUS SCWR OF PERSONS @ 154 LB/PERSON		
= CCC FOR THIS MOTORHOME*		

* DEALER INSTALLED EQUIPMENT AND TOWED VEHICLE TONGUE WEIGHT WILL REDUCE CCC

CONSULT OWNER MANUAL(S) FOR SPECIFIC WEIGHING INSTRUCTIONS AND TOWING GUIDELINES. CD-130

The GROSS COMBINATION WEIGHT RATING on the 350/355 XL motorhome is 26,000 pounds.

***WARNING - Do not exceed the hitch capacity of 550 lb. load and 5500 lb. tow.**

WARNING: Do not exceed the Gross Axle Weight Ratings or the Gross Vehicle Weight Rating when loading your vehicle.

WEIGHING

The UVW, unloading vehicle weight, given in the chart above is the weight of the motorhome with the options as ordered, and installed at the factory. To determine the actual weight of your vehicle with personal cargo, water and LP, it must be weighed on scales. The most common are those used by states to weigh trucks used along the highway. In rural areas grain elevators are a good source and another would be a gravel pit. If you have trouble locating scales, a call to your State Highway Patrol will usually find them very cooperative in assisting you.

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The motorhomes have large fluid tanks and lots of storage areas. It gives you great flexibility in loading. With flexibility comes responsibility. If you want to load down all the storage compartments the amount of fluids will have to be reduced. Distribute your additional cargo as evenly as possible with the heaviest objects located as low as possible.

Do you really want to carry 750 pounds of water to a RV park 1,000 miles away and then hook up to a city water supply? Even if you're going to the "boondocks" you can usually fill your water tank shortly before entering the area. Just reducing your load by 10 gallons of water lets you carry an awful lot of fishing and camping gear.

SAFETY CHECK LIST

Your Airstream motorhome should be given a thorough safety check before a trip. Regular use of the following list will provide safe operation of your motorhome and will help you spot any malfunctioning equipment and correct the problem as soon as possible. The list is to help you and may not be all-inclusive.

Failure to heed many of the following items may cause damage to the vehicle or personal injury.

EXTERIOR CHECK LIST (BEFORE ENTERING VEHICLE)

1. Check condition of tires for proper inflation.
2. Turn off LPG valve on LPG tank.
3. Check that sewer connection, all external compartments and filler openings are properly stowed or closed and/or locked.
4. Check that items stored on exterior of vehicle are securely tied down.
5. Would any items stored on exterior of vehicle present a clearance problem?
6. Lower and secure awnings/TV antenna.

INTERIOR CHECK LIST (BEFORE DRIVING OFF)

1. It is important that the main door and cab door be completely closed and locked during travel. As an added precaution we recommend the dead bolt also be locked on the main door.
2. Turn off living area water pump.
3. Check that refrigerator door is fastened.
4. Check that nothing heavy is stored in overhead or high cabinets that could fall out and cause injury. Heavy items should be stored in low cabinets.
5. Stow folding and pedestal tables.
6. Check that counter tops, range top, credenza tops and shelves are clear of even small items that could become projectiles in an accident.
7. Do not cook while under way. Hot food or liquid could scald due to a sudden stop or accident.
8. Check that any internal stowage is securely held in place
9. Check that lights and switches are set in positions safe for travel.
10. Adjust the driver's seat so that you can easily reach and operate all controls. Make sure seat is locked in position. Do not adjust driver's seat swivel or fore and aft mechanism while vehicle is moving. The seat could move unexpectedly causing loss of control.
11. Check that front passenger's seat is locked in position - both fore and aft adjustment and swivel mechanism.
12. Check rear view mirror adjustment.
13. Fasten lap belts.
14. Check that step light goes out and that electric step has retracted

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SAFETY SEAT BELTS

In the forward driver's area of the motorhome, safety seat belts are provided for the use of the driver and the right front passenger. Safety belts are available for other seats. It is strongly recommended that all occupants remain seated with their safety belts firmly attached while the motorhome is in motion. The driver should adjust his seat so that he is able to reach all controls easily with the belt on, especially able to use all the travel on the foot brake. The belt should be placed as low as possible around the hips to prevent sliding out from under them in case of accident. This places the load of the body on the strong hipbone structure instead of around the soft abdominal area. Two people should never try to use the same seat belt.

WARNING: Children must be secured in a Federally Approved Child Restraint Device. Failure to use proper restraints can result in severe or fatal injuries in case of accidents.

Child restraint devices are designed to be secured with lap or lap/shoulder belts. All instructions supplied by the restraint manufacturer must be followed. Statistics have shown children are safer when properly restrained in a rear seating position than in a front seating position.

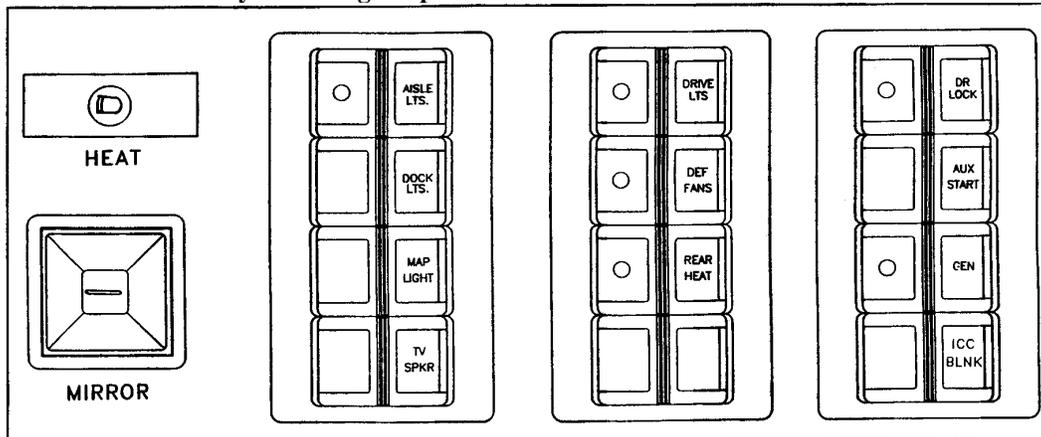
Often the children traveling in motorhomes are grandchildren. There are times when our love for grandchildren makes us hesitate to properly supervise their actions. Don't hesitate when it comes to their safety. Make sure they are properly restrained.

CHILDREN HAVE LOVED ONES TOO.

IF YOU WON'T BUCKLE UP FOR YOURSELF, BUCKLE UP FOR THEM.

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NOTE: Switches will vary according to options on vehicle.



AIRSTREAM DASH CONTROLS

Most automotive gauges and controls are standard instruments provided by the chassis manufacturer. Their function and use is described in your Drivers Manual. The exception on automotive controls is the heater/air conditioner. Operating instructions on these components can be found in the chassis section of this manual.

ARM REST SWITCHES:

- **Door Lock** - The main door can be locked or unlocked from the drivers seat. Remember to hide an extra door key on the exterior in case of unexpected battery failure,
- **Auxiliary Start** - The auxiliary start switch is intended to be used if the engine battery becomes too discharged to turn the engine over. To operate, hold the switch in the start position, and then use the ignition switch in a normal fashion. Operating the auxiliary start switch closes the points on a large solenoid, tying all three-vehicle batteries together for increased starting power.
- **Generator Switch** - The remote generator switch on the dash allows the driver to start or stop the generator without leaving the driver's seat. It should be noted a built-in time delay allows the generator to reach full operating speed before 120 volt current is provided to the coach.
- **Rear Heat** - This switch is two speed and controls the fan on the rear engine heater by the door. The heat source is from the radiator so heat will only be available when driving.
- **Aisle Lights** - The low aisle lights will allow passengers to converse without using overhead lights that could be bothersome to a driver at night.
- **Inverter (optional)** - This switch controls a relatively small inverter wired into the televisions and videocassette recorder. Turn this switch on when you want to use the televisions and you're not plugged into a 110 volt power source,
- **Docking Lights RS** - The docking lights illuminate the area at the side of the motorhome and are intended for use when parking in a campground at night.
- **Driving Lights** - To operate the driving lights the regular head lights must be turned on first.
- **Defrost Fans** - In cool, damp weather these fans really help to clear the large windshields. This switch turns them on and off and each fan has its own switch to operate the oscillating feature.
- **ICC Blink** - With this switch it is possible to blink the clearance lights on the motorhome. It's most commonly used as a -way of indicating your thanks for a courtesy shown to you by another driver.
- **TV Speaker** - This switches the audio output of the television to the front four speakers of the radio system.
- **Mirror** - Move center switch to R or L. The four perimeter switches will then move the right or left mirror in the direction indicated. The paddle type switch marked heat is for, defrosting the mirrors. (Hopefully you won't need this unless you're a skier).

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POWER SEAT CONTROLS

Besides the normal power seat switch there are two additional finger levers. One allows the seat to recline and the other will allow the seat to rotate.

WARNING: Never adjust drivers seat while vehicle is in motion.

CAUTION: Revolving the power seat completely around will pull the wiring apart. The seats should only be swiveled toward the center of the vehicle. If the wires are loosened following the color code can reconnect them: Red to red, green-to-green, etc. On some models the wires will be on a plug that can be reattached.

TRAILER TOWING AND DRIVING TIPS

Since this vehicle is designed and intended to be used primarily as a load-carrying vehicle, towing a trailer will affect handling, durability and economy. Maximum safety and satisfaction depends upon proper use of correct equipment and avoiding overloads and other abusive operation.

CAUTION:

The maximum loaded trailer weight that you can pull with your vehicle is 5,500 lbs. Vehicles should be properly equipped for towing trailers. Information on trailer hauling capabilities and special equipment required may be obtained from your Airstream dealer.

CAUTION: The Gross Combination Weight Rating is the total allowable weight of the motorhome combined with the weight of the vehicle or trailer being towed. Do not exceed this weight whenever you are towing behind your motorhome. 26, 000 lbs. is the GCWR.

To assist in attaining good handling of the vehicle/trailer combination it is important that the trailer tongue load be maintained at approximately 10% of the loaded trailer weight, but not to exceed 500 lbs. Tongue loads can be adjusted by proper distribution of the load in the trailer, and can be checked by weighing separately the loaded trailer and then the tongue.

When towing trailers, tires should be inflated to the highest pressures shown on the information plate attached to the driver's doorjamb or dash of your motorhome. The Cargo Carrying Capacity (CCC) of this vehicle is reduced by an amount equal to the trailer tongue load on the trailer hitch.

Trailer brakes are required on axles of trailers over 1,000 lbs. loaded weight,

CAUTION:

If your Ford chassis requires towing please refer to their manual for directions.

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CHASSIS

The Airstream motorhome is built on a Ford chassis. Operation of the engine and other related components are discussed in the Owners and Drivers Manual supplied with each coach.

If repairs are needed it can be difficult to determine which parts of the chassis are warranted by Ford, and which are Airstream's responsibility. The following list shows the major components of the chassis and the company responsible for their servicing.

FORD CLASS A MOTORHOME CHASSIS

Engine	Air Conditioner Compressor
Transmission	Air Conditioner Condenser
Brakes	Shocks
Steering Assembly	Automotive Fuse Panels
Front Spindle, Bearings	Parking Brake
Alternator	Fuel Tank
Turn Signals	Cruise Control
Drive Axle and Hubs	Wheels

AIRSTREAM

Auxiliary Heater	Windshield Wipers
Dash Air Conditioner/Heater	Isolator

The above list covers almost all of the chassis components. If you need further clarification or information your dealer should be contacted with the details.

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TIRE SUPPORT, LEVELING

Since motorhomes may sit for long periods of time it is important to properly support the tires if blocks are used for leveling.

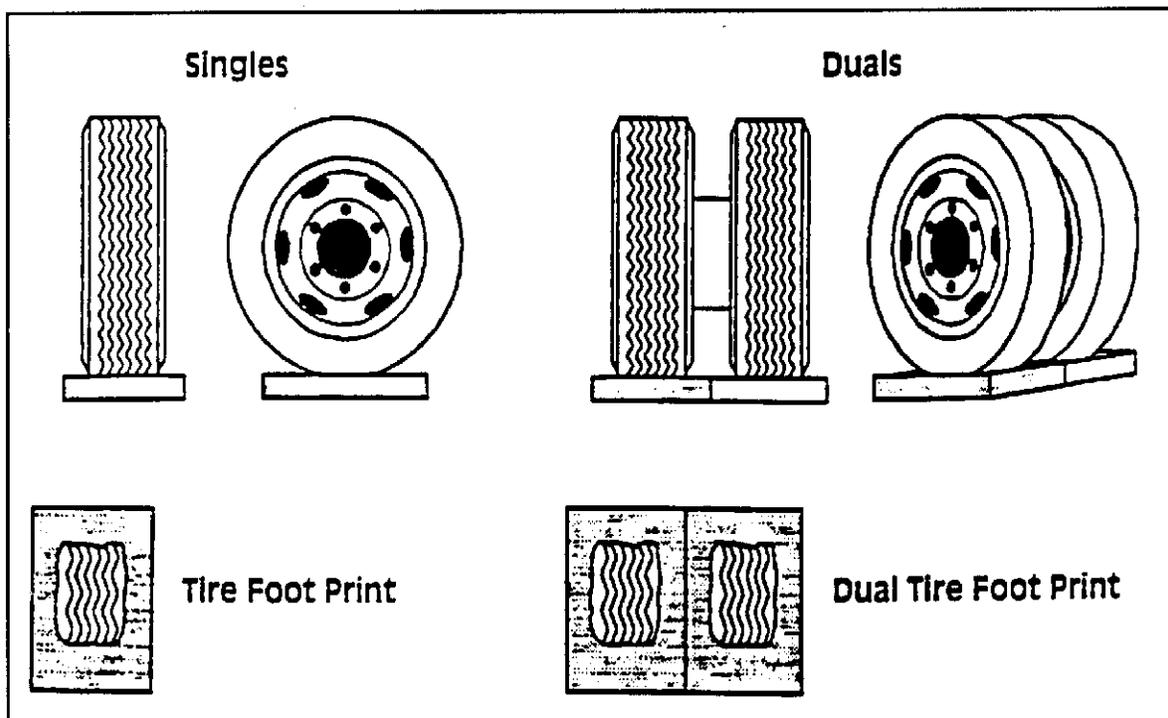
The Michelin Technical Group provides the following information.

Extreme caution must be taken to ensure that the tires are fully supported when using blocks to level motorhomes and/or RV's. The load on the tire should be evenly distributed on the block and in the case of duals, evenly distributed on blocks for both tires. If not properly done, the steel cables in the sidewall of the tires may be damaged and could lead to premature fatigue of the sidewall.

The **CORRECT** methods are shown in Figure 1. Please note that the blocks are wider than the tread and longer than the tire's footprint. This provides maximum support to the tires and assures that the load is evenly distributed throughout the tire's footprint area.

FIGURE I

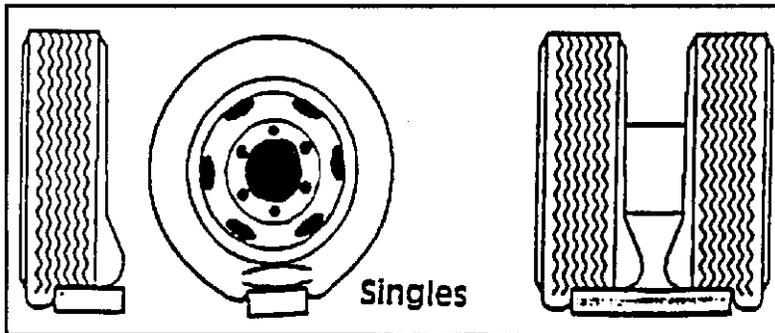
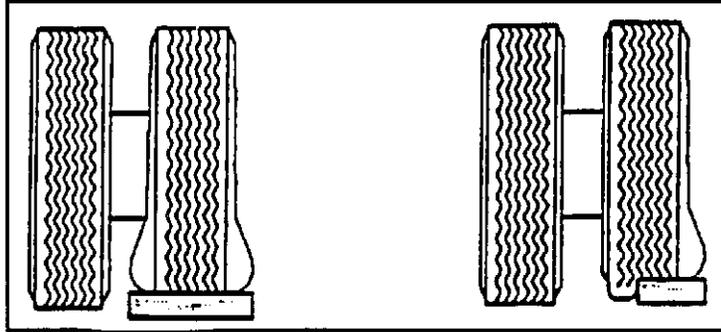
CORRECT



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INCORRECT

One tire or a portion of one tire is supporting the full load.



Portion of two tires are supporting the full load.

CAUTION: Tires incorrectly supported, as shown above, may be damaged which could lead to casing failure resulting in serious injury or property damage. If, on previous occasions, the tires have been incorrectly supported, a hidden damage may be present. Please contact your local Michelin dealer and request an inspection and a determination of possible damage.

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DASH AIR CONDITIONER/HEATER

Acme Radiator Air Conditioning, Inc.
17103 St. Rd. 4E
Goshen, Indiana 46526
800-552-2263

OPERATION

The dash heater control is very similar to many automobiles

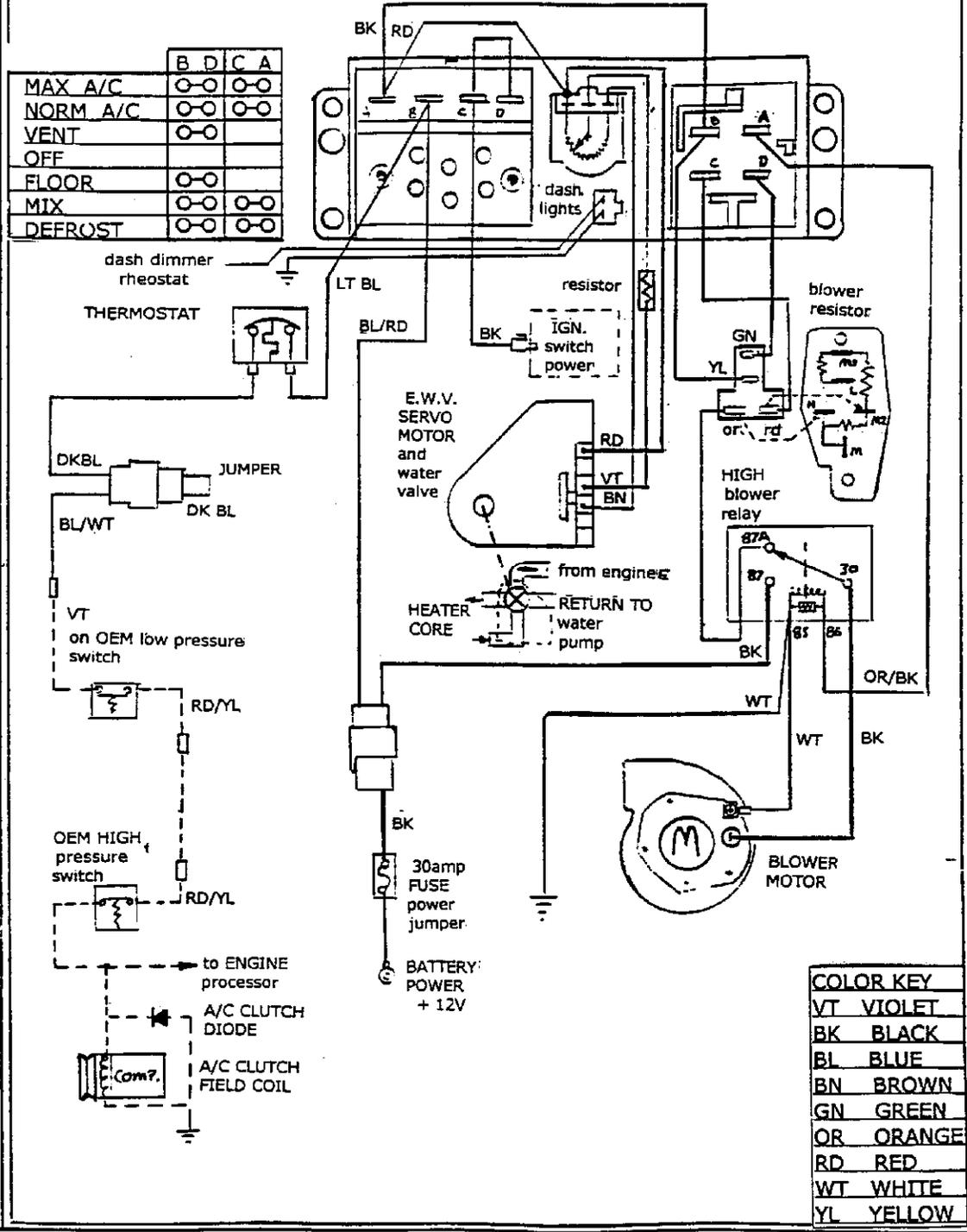
The center rotary switch marked "cold-hot" controls the amount of hot water flowing through the heater core. When the maximum air conditioner is engaged, inside air is circulated through the evaporator to obtain the utmost in cooling. The two positions marked vent and norm draw outside air through the evaporator.

SERVICE

Acme has requested you to call them on the 800 number listed above should you experience any service problems. They are usually able to help get any repairs needed at an air conditioner repair facility close to your location.

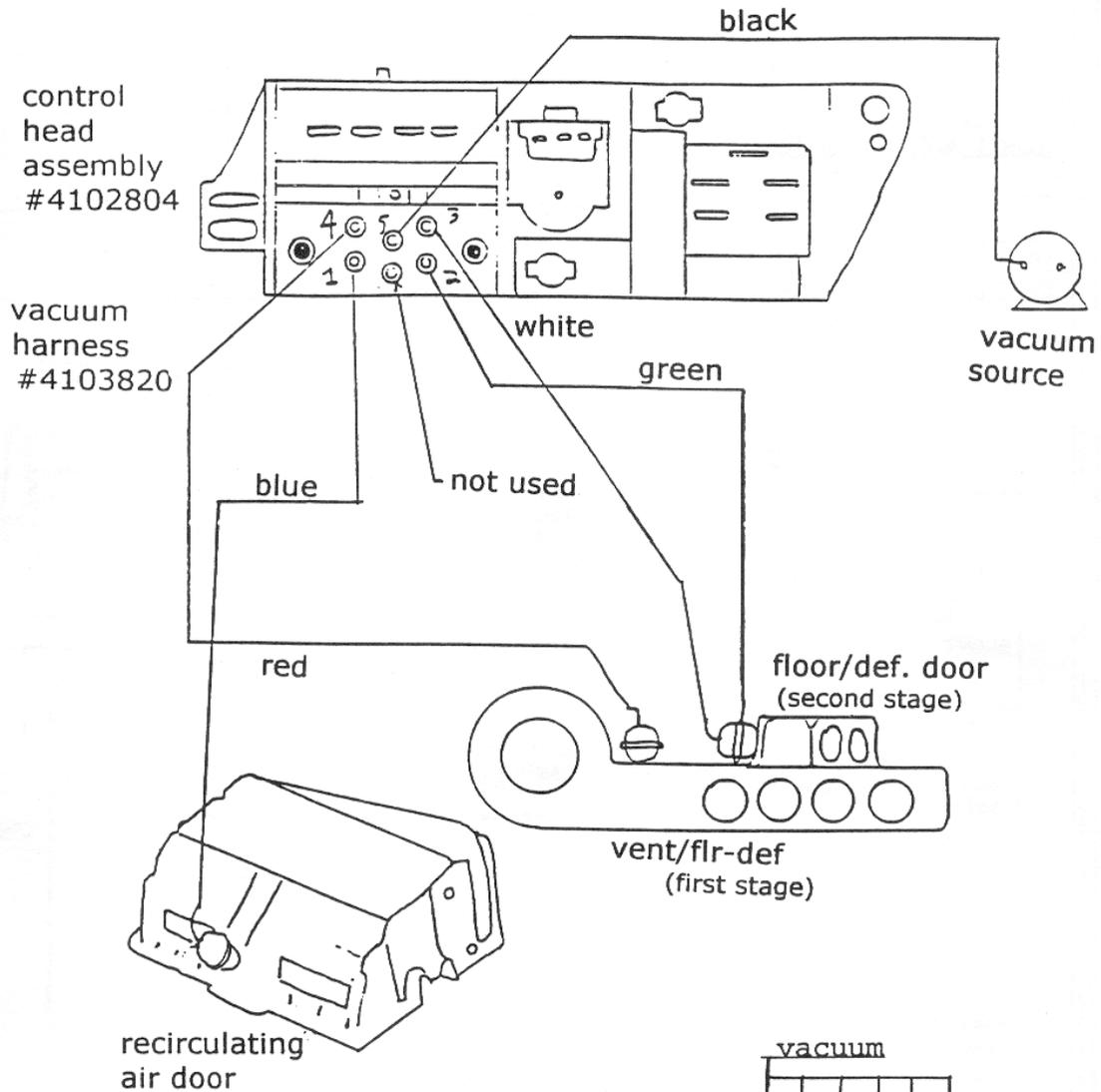
The following pages include wiring diagrams and vacuum line diagrams.

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ACME ROTARY CONTROL HEAD W/ELECTRIC WATER VALVE VACUUM DIAGRAM--MODE OPERATING CHART



	vacuum				
	1	2	3	4	5
max a/c	x	x	x	x	x
norm a/c		x	x	x	x
vent		x	x	x	x
off	x	x	x		x
floor		x	x		x
mix			x		x
def					x

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ELECTRIC STEP

Manufacturer:

Kwikkee Products Company
Division of Ashton Corporation
P.O. Box 638
Drain, Oregon 97435
Phone: 503-836-2126

The step is easy and convenient to operate. Just inside the main door is a wall switch for the step. When traveling, leave the switch in the "ON" position - the step will lower when the door is opened and retract when the door is closed.

When parked, open the door so the step is lowered, then shut the switch off. The step will remain in the lowered position and the "step" light on the dash will be extinguished. If left on it will run your engine battery down in about a week.

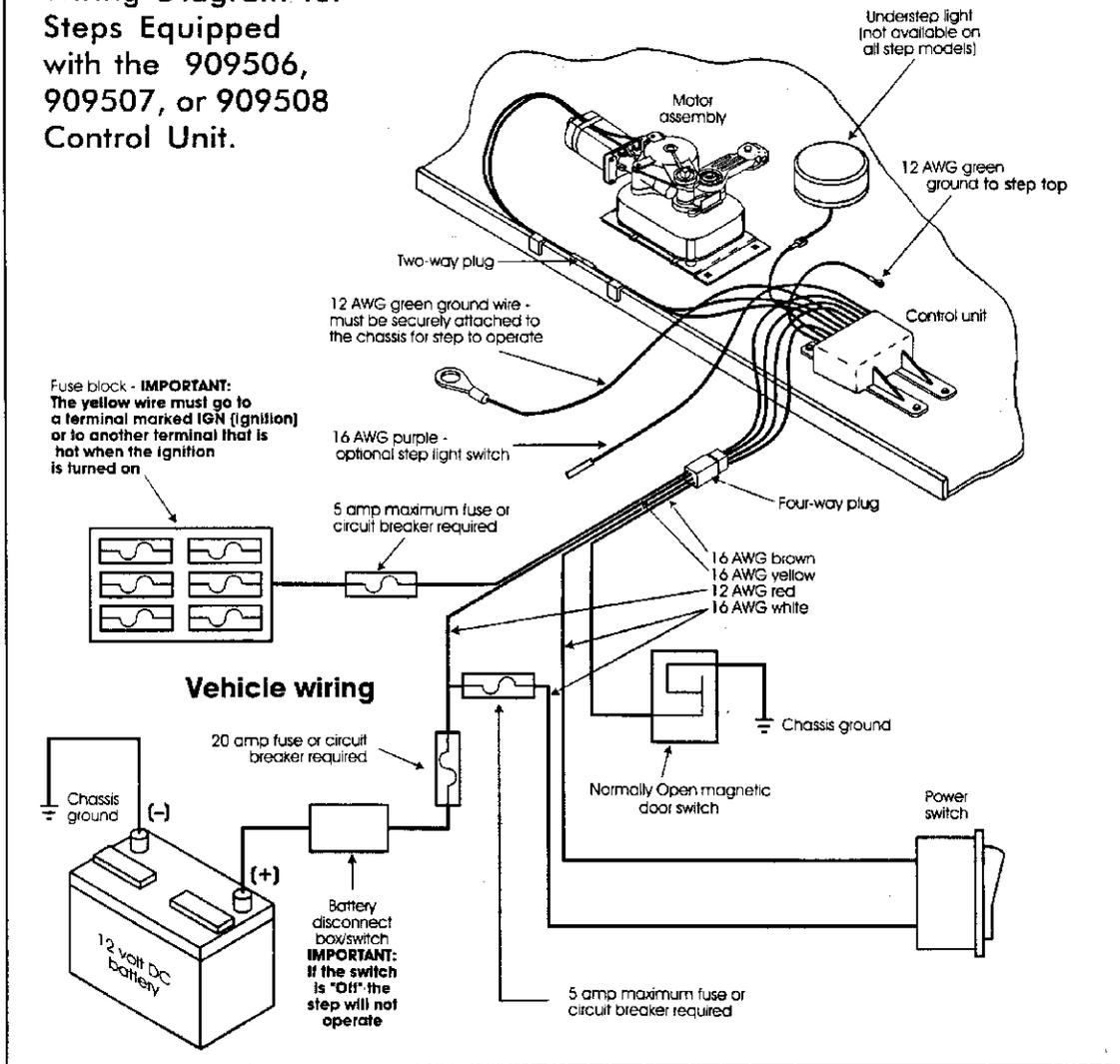
If you forget and leave the switch off as you leave - No Problem! When the ignition is "ON" the wall switch is by-passed and the step will retract when the door is closed.

WARNING: If the wall switch is turned off, and the step is in the retracted position when the ignition is turned off, the step will not lower when the door is opened. Keep your passengers informed.

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Wiring Diagram for Steps Equipped with the 909506, 909507, or 909508 Control Unit.

Step wiring



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OPERATING THE STEP

1. After the installation is complete and with the entrance door open, turn the power switch on,
2. Close the door. The step should retract and lock in the "up" position.
3. Open the door. The step should extend and lock in the "down" position with the understep light on.
NOTE: The under step light is not available on all step models.
4. Turn the power switch off. The step should remain in the extended position with the understep light off when the door is closed. Turning off the power with the step retracted will hold the step in a retracted position as well.

5. With the power switch off, the step extended, and the entrance door closed, turn on the vehicle ignition. The ignition override system will go into effect and the step will automatically retract. **NOTE - If the yellow wire from the four-way connector was not connected to an ignition power source during the installation procedure, the ignition safety system will be inoperative and the step will remain in the extended position. In this case, the power switch must be turned on for the step to retract.**

WARNING: If the vehicle is driven with the step in the extended position, there is the possibility of causing major damage to both the step and the vehicle.

6. Turn the vehicle ignition off and open the door. The step will extend and lock in the "down" position. This is the "Last Out" feature.

WARNING: If the door is opened and closed without allowing the step totally extend and lock in the "down" position, the step will retract and lock in the "up" position. When the door is reopened, the step will not extend. The power switch must be turned on for the step to extend.

7. The "Last Out" feature is only operative the first time the door is opened after the vehicle ignition is turned off. **NOTE: If the yellow wire from the four-way connector was not connected to the vehicle fuse block during installation, the "Last Out" feature will not operate.**

When the vehicle ignition is on, the step will always activate with the door movement, regardless of power switch position. **NOTE: This is not valid if the aforementioned yellow wire has not been connected.**

Be Safe-Look Before You Leap

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General Service Notes

If the power wire to the step is disconnected from its source and reconnected, a spark is common. This is caused by the momentary charging of the control unit and does not necessarily indicate the system is staying on, which would cause a drain on the battery. If battery drain is suspected, observe the understep light (if so equipped) while the step is extending. The power switch must be on for the understep light to operate. When the step locks into the down position, the understep light should become noticeably brighter. If it does not, the control may not be shutting off. Turn the power switch off and unplug the four-way plug between the control unit and the vehicle to prevent overheating the step motor.

To further determine that the control is not shutting off, remove the 2 screws from the connector on the step motor leads between the step motor and the control unit. Remove the seal assembly. (See Figure 6 in the Step Test Procedure). Place a voltmeter between the red and yellow motor leads than reconnect the four-way plug. Turn the power switch on. If any voltage registers on the meter, the control is not shutting off and may be defective. When doing this test, switch the voltmeter leads back and forth between the red and yellow motor leads to be sure no voltage registers. If any voltage does register, disconnect the four-way plug to keep the motor from overheating. If zero voltage is present, the control has shut off and is normal.

If the step does not work or operates erratically, such as extending part way and shutting off, the first item that should be checked is the vehicle's battery. The voltage supplied to the step should be at least 12.7 volts DC for well-charged batteries. A battery that registers below 12.7 volts DC may drop as low as 8 volts DC when a load is drawn, such as engaging the step motor. The control unit will shut off if the loaded voltage falls below 9.5 volts DC. The control unit will remember which function it was performing. It will wait between two and five seconds (time depends upon temperature) and will try again to complete the original function. If the supply voltage is still below 9.5 volts DC, the control will go into another delay state. If the supply voltage remains above 9.5 volts DC, the original function will be completed. Should the supply voltage again fall below 9.5 volts DC the system will go into another delay state. It could take a couple of minutes to complete the original function. Low supply voltage may cause erratic operation of the step. Poor ground connections may also cause erratic operation of the step.

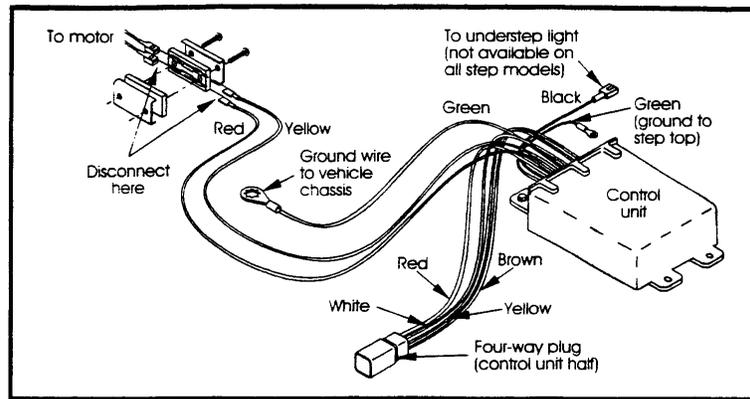
The step may also operate erratically if the step is being operated directly from a converter, and the output from the converter is not adequate or properly filtered for clean DC voltage. The converter must be capable of producing a minimum of 30 amps for proper step operation.

If the control unit is hooked up reverse polarity, the step will not operate. If the ground to the control unit is lost, either between the step control unit and the vehicle chassis (the long 10 ga. green ground wire) or between the vehicle battery and the ground (negative battery cable) the step will not function. Make sure the battery terminals and all wire connections are clean and tight. Be sure all wires are of proper gauges or heavier as specified in the wiring diagram.

These general service notes and the Step Test Procedure cover the most common problems associated with Kwikie electric steps. Due to the number of variable conditions available, you may experience symptoms other than those covered. Please feel free to contact the Customer Service Department at 1 (800) 736-9961 for further information or assistance.

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FIGURE 6



STEP TEST PROCEDURE

This Step Test Procedure has been provided as the easiest and quickest way to troubleshoot and test all of the Kwikiee automatic electric step functions. It is designed to initially check the step basic functions separately from the RV wiring, thereby determining whether or not the step is malfunctioning. From that initial determination, the procedure goes on to test the various components of the step until the source of the malfunction is located. Using this procedure will shorten and reduce the time spent troubleshooting.

Some portions of this test require additional equipment. This equipment includes: a voltmeter, a well charged 12 volt DC automotive battery, and a 4-way extended-wire pigtail (Part #909336, available from Kwikiee Products Company).

WARNING: 12-volt automotive batteries contain sulfuric acid that can cause severe burns. Avoid contact with the skin, eyes and clothing. 12 volt automotive batteries produce hydrogen gas which is explosive; keep cigarettes, open flames and sparks away from the battery at all times.

Reading this entire procedure prior to beginning the tests is recommended. Should you need assistance in the course of performing this test procedure, feel free to contact Kwikiee's toll free Service Line at 1 (800) 736-9961.

Testing the Step

NOTE: Prior to beginning the test procedure, check to be sure that all ground connections are securely fastened with good metal-to-metal contact. A good ground is required for proper step operation.

1. Inspect the step for visible damage that might restrict the step's extension.
2. Obtain a 4-way pigtail connector (part #909336) from Kwikiee.
3. Disconnect the 4-way plug on the underside of the step and connect the step-half of the plug with the extended-wire pigtail connector (see Wiring- Schematic).
4. Set a fully charged 12-volt DC automotive battery beside the step. **ATTENTION:** Do not allow battery terminals to come in contact with the step. Complete a ground for the step tests by connection a 10-gauge wire from the negative (-) post of the battery to the 10-gauge green ground wire from the control unit.
5. For the power supply, attach the red wire from the extended-wire pigtail to the battery's positive (+) post.

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6. With the power and ground connections complete, all functions of the control unit can be checked at the leads to the 4-way extended-wire pigtail. The brown wire is the door switch, the white wire is the power switch, and the yellow wire is the ignition override.

WARNING: Keep all fingers; arms and legs clear of the step mechanism while performing these tests.

7. While holding the white wire to the battery's positive (+) post, touch the brown wire to the battery's negative (-) post. The step should extend. Remove the brown wire and the step should retract.

8. As in Step 7 extend the step again. With the step extended, disconnect the white wire first and then disconnect the brown wire. The step should remain extended.

9. With the step still extended, touch the yellow wire to the battery's positive (+) post. The step should retract.

10. At this point, refer to the control unit. On step models with the numbers #909514, #909515 or #909591, all step functions have been tested. Proceed to step 11. On step models with the numbers #909513, #909516, #909590 or #909592, test the "Last Out" feature by disconnecting the yellow wire and then touching the brown wire to the battery's negative (-) post. The step should extend and remain extended.

11. If any of the step functions do not work, the source of the malfunction is either in the control unit and/or the motor. Proceed to testing the motor section. If all of the step functions do work, the malfunction is either in the door switch, the power switch or the vehicle wiring. Proceed to testing the 4-way plug - vehicle half section.

Testing the Motor

12. Steps equipped with the permanent magnet motor require disconnecting the motor leads from the control unit before applying power to the motor leads (see Figure 6). To disconnect the motor leads, disassemble the motor lead wire connector seal.

NOTE: Failure to disconnect the motor wire leads from the control unit prior to applying power to the motor leads will damage the control unit and void warranty.

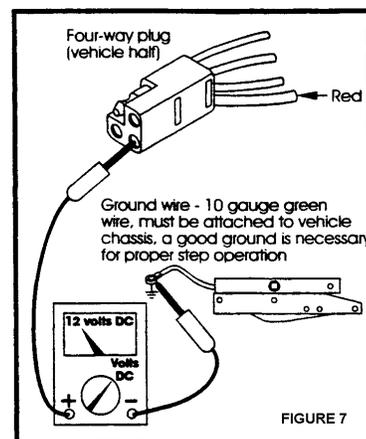
NOTE: Do not cut any motor or control unit wire leads. Any leads that have been cut will void the warranty.

After the motor leads have been disconnected, connecting the motor's red wire lead to the positive (+) post of the battery and the motor's yellow wire lead to the negative (-) post of the battery will extend the step. Reversing the lead connections will retract the step. If the step extends and retracts during this test, the condition of the step motor is good.

Testing the 4-way Plug - Vehicle Half

13. To check the main power source, connect the voltmeter between the red wire from the four-way plug (vehicle half) and the ground terminal at the end of the control unit's 10-gauge green ground wire (See Figure 7). The reading should be a minimum of 12 volts DC.

If the voltage reading is low, there may be a loose or corroded connection at the battery, or a low level on the battery itself. If the voltage reading is zero (0) volts, check the 25-amp fuse/circuit breaker, all connections, and the condition of the wiring between the battery and the plug.



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14. To check the power switch, connect the voltmeter between the white wire from the four-way plug (vehicle half) and the terminal at the end of the control unit's 10-gauge green ground wire (see Figure 8). The reading should be a minimum of 12 volts DC (The same as in Step 13) when the switch is on, and zero (0) volts when the switch is off.

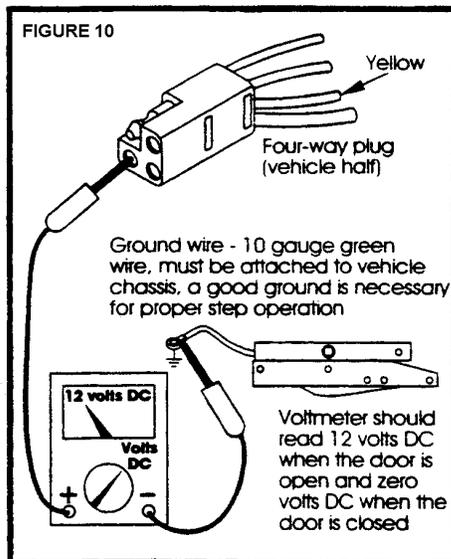
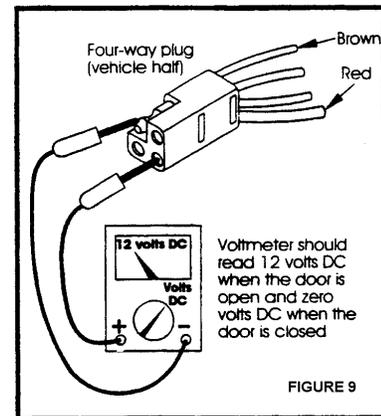
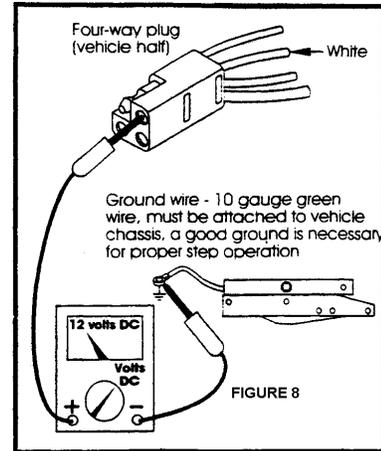
If the voltmeter reads zero (0) volts when the power switch is on, there is a problem in the power switch circuit.

Check the 5-amp in-line fuse, the Power Switch itself and the condition of the circuit's wiring and terminal connections.

15. To check the door switch, connect the voltmeter between the red wire from the four-way plug (vehicle half) and the brown wire in the same plug (see Figure 9). The voltage should be about 12 volts DC (the same as in step 13) when the door is open and zero (0) when the door is closed.

If the readings vary (either zero (0) volts when the door is opened or 12 volts continuously) there is a problem in the door switch. Check the door switch and the condition of the circuit's wiring and terminal connections.

16. To check the ignition override system, connect the voltmeter between the yellow wire from the four-way plug (vehicle half) and the ground terminal on the end of the control unit's 10 gauge green ground wire (see Figure 10). The voltage reading should be approximately 12 volts DC when the ignition is on and zero (0) volts when the ignition is off.



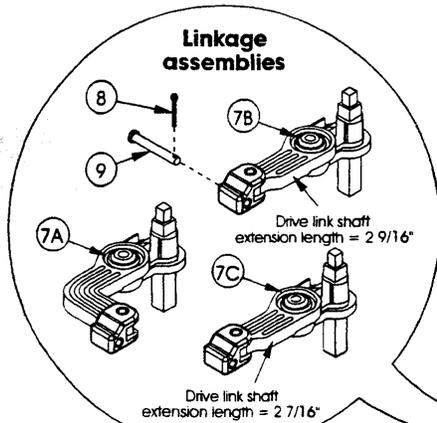
If the reading is zero when the ignition is on, check the terminal connections in the vehicle's fuse/circuit breaker and the condition of the circuit's wiring and terminal connections. **NOTE -The step wiring circuit must be independent. No other device (i.e. alarm systems, step well lights, etc.) can be connected to the step wiring circuit. Any device connected to the steps wiring can cause the step to malfunction and will void the warranty.**

This concludes the Step Test Procedure. At this point, the source of a steps malfunction should be known. If you have additional questions or need more assistance, contact Kwikie's Service Representative at 1 (800) 736-9961.

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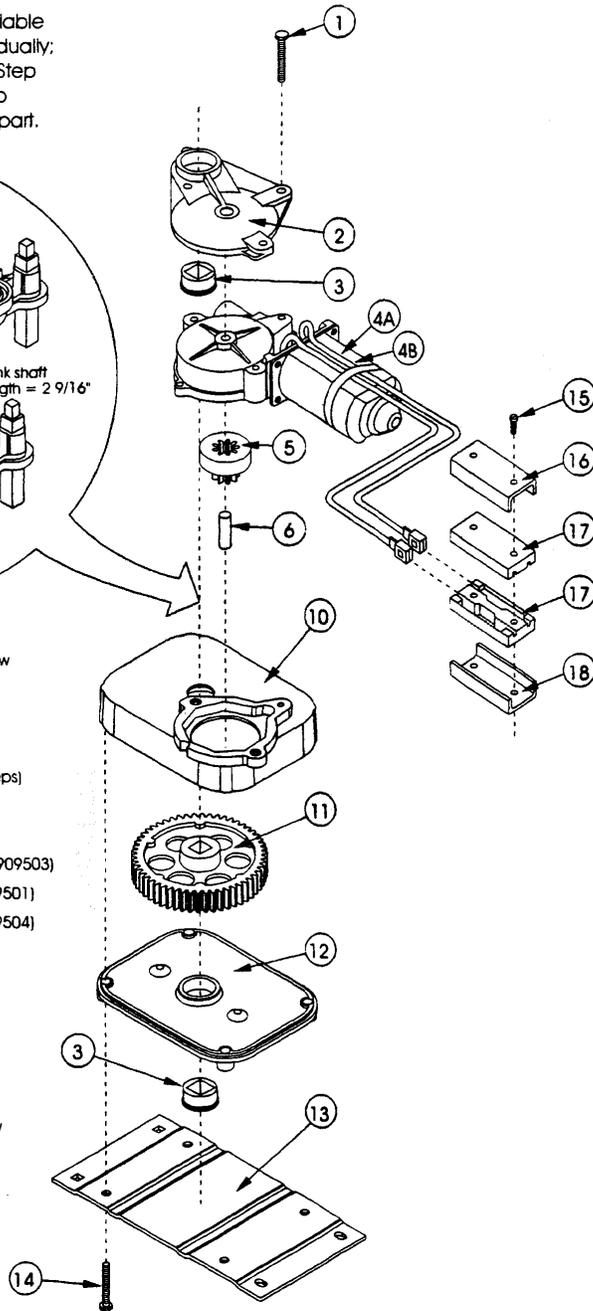
STEP MOTOR ASSEMBLY DIAGRAM

Parts shown in this illustration are only available in kit form and cannot be obtained individually; refer to the illustration below and use the Step Motor Parts Key on the preceding page to select the kit that contains the necessary part.



Part# Description

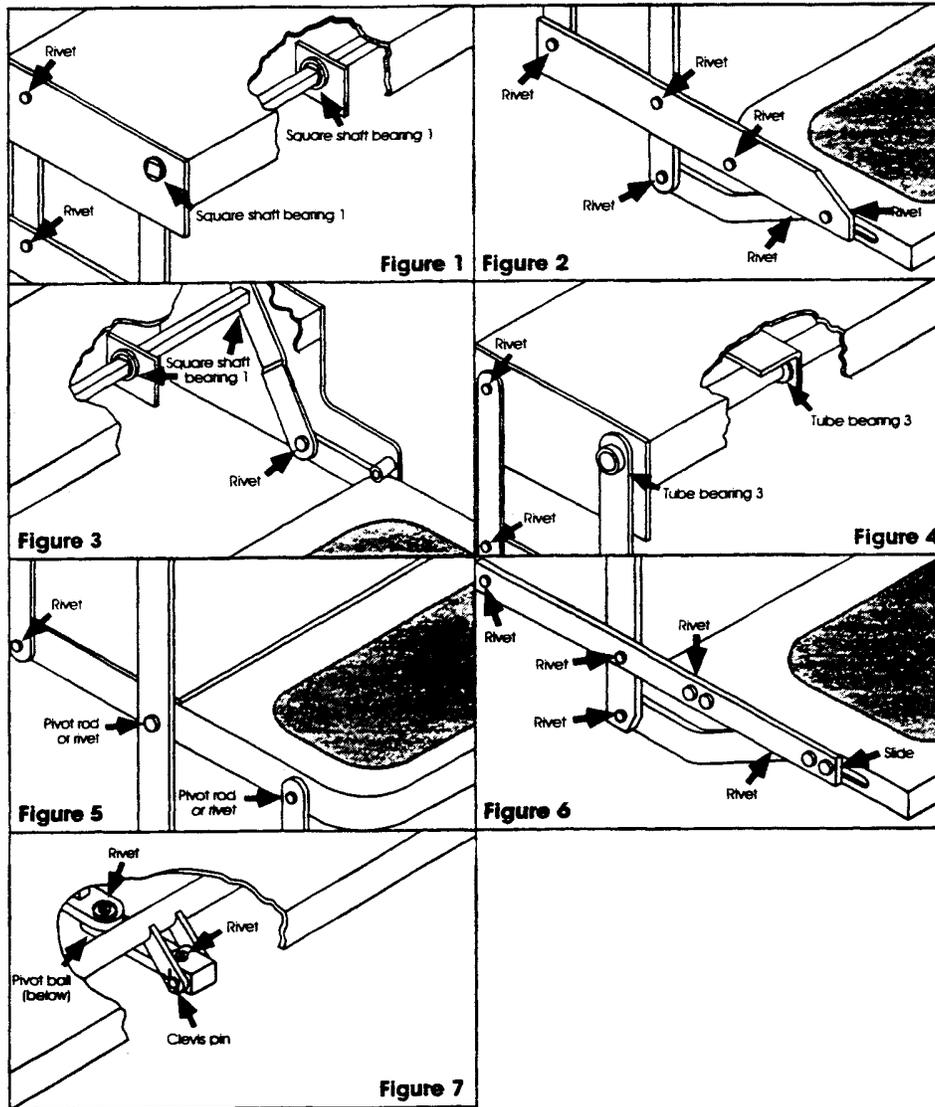
- 1 #10 x 1 3/4" self-tapping hex washer-head screw
- 2 Motor bearing bracket
- 3 Bearing
- 4A Motor
- 4B Motor (high torque - for use with 23 Series steps)
- 5 Adaptor gear
- 6 Adaptor gear shaft
- 7A Linkage assy. (for motor assys. #909502 & #909503)
- 7B Linkage assembly (for motor assembly #909501)
- 7C Linkage assembly (for motor assembly #909504)
- 8 Cotter pin
- 9 Clevis pin
- 10 Gear case
- 11 Gear
- 12 Gear case cover
- 13 Motor mounting plate
- 14 1/4-20 x 1 1/4" tri-lobal thread forming screw
- 15 #6 x 3/4" self-tapping washer-head screw
- 16 Motor lead weather seal - upper plate
- 17 Motor lead connector rubber seal
- 18 Motor lead weather seal - lower plate



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LUBRICATION AND MAINTENANCE SCHEDULE

Clean all mud, salt, and road grime from step before lubricating. Lubricate all moving parts (bearings, pivot points, slides, clevis pin, and drive linkage ball) every 30 days with a good quality moisture and heat resistant penetrating grease. Kwik-Lube Spray Grease is specially formulated to lubricate Kwik-ee Electric Steps and is recommended for lubricating all moving parts. Refer to the figures below for lubrication locations.



NOTE: Figures are to be used as a general reference only. Some may not pertain to your particular step model. Views are typical to both ends of the steps.

1. Figures 1 & 3 - square shaft bearing - lubricate around outside and under head of bearing.
2. Figure 4 - on step models equipped with plastic cover, this cover will have to be removed to lubricate center bearings. Lubricate bearings under cover every 90 days.
3. Figure 4 - 1" O.D. tube bearing - lubricate around drive tube and between head of bearing and drive leg.

NOTE: We recommend that penetrating oils and silicone lubricants not be used on the step as they do not last.

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CAMPING

SAFETY

As always, safety should be one of your top priorities. Make sure you, and everyone traveling with you, can operate the main door and exit window rapidly without light.

WARNING: *The roadside rear window is designed as an escape window. To escape, pull in on the two red latches at the bottom. The complete window sash will swing out to allow easy exit. The pleated shade is opened by sliding straight up. The window operation should be checked each trip and explained to all traveling companions.*

WARNING: *At each campsite make sure you have not parked in such a manner as to block the operation of the escape window by being too close to trees, fences or other impediments. Scenic views are one reason for traveling, but don't park so the beautiful lake or steep cliff is just outside your escape window.*

WARNING: *Read the directions carefully on the fire extinguisher. If there is any doubt on the operation, you and your family should practice, then replace or recharge the extinguisher. You will find your local fire department will be happy to assist you and answer any questions.*

WARNING: ***DON'T SMOKE IN BED!**
KEEP MATCHES OUT OF REACH OF SMALL CHILDREN!
DON'T CLEAN WITH FLAMMABLE MATERIAL!
KEEP FLAMMABLE MATERIAL AWAY FROM OPEN FLAME!*

We have all heard these warnings many times, but they are still among the leading causes of fires.

Other safety information on the LPG system of your motorhome is located in the Plumbing Section of this manual.

SMOKE ALARM - FIREX MODEL B

IMPORTANT INFORMATION SMOKE ALARM SAFETY CHECKLIST

Before installing, using and maintaining your smoke alarm read the entire owners manual and warranty. Keep it in a convenient place for reference.

1. Test your smoke alarm every week. 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.
2. Your smoke alarm will not work without power. Never shut off its power or remove the battery to quiet the alarm.

FOR BATTERY-POWERED UNITS: When your smoke alarm "beeps" about once a minute, the battery is weak. Immediately install a new battery correctly. Be sure to use only batteries specified in Owner's Manual or on unit. Test unit after installing a new battery.

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3. Clean and vacuum the openings on your smoke alarm once a month.
4. Do not open the smoke alarm or try to repair it. For replacement information see the WARRANTY in the Owner's Manual.
5. Verify you have the proper number of smoke alarms in your home and the correct location for each one. A smoke alarm will not respond well in an incorrect location.
6. If your smoke alarm has one or more of these special features, please note:
 - FALSE ALARM CONTROL (Model C): Pushing test/hush button reduces sensitivity for up to 15 minutes, minimizing nuisance alarms,
 - FLASHING LIGHT (Model E): Pushing test button turns flashing safety light on. Very thick smoke may obscure light.
7. Smoke alarms have technical limitations and may not respond in all situations. **FIRE PREVENTION** is your best safeguard.
8. For a replacement Owner's Manual or Safety Checklist, please indicate your unit model, include a self-addressed stamped envelope and send to:

Maple Chase Company

2820 Thatcher Road

Downers Grove, Illinois 60515-4040

WEEKLY TESTING OF YOUR SMOKE ALARM

1. FOR A COMPLETE WEEKLY TEST OF THE ELECTRONICS AND THE SENSOR OPERATION, FIRMLY DEPRESS THE TEST BUTTON ON THE COVER OF THE SMOKE ALARM FOR A FEW SECONDS. The smoke LED (light emitting diode), which is the indicator light under the clear Push-to-Test button, will blink once per second while the button is being pushed and the alarm is sounding. The smoke alarm will stop sounding when you release the button.
2. If your smoke alarm has the False Alarm Control or Safety Light feature see "SPECIAL SMOKE ALARM FEATURES" for further testing information.
3. **IMPORTANT:** Always test your smoke alarm upon returning from vacation, or any other time when no one has been in your household or residence for several days.
4. If a smoke alarm is installed in a mobile home, test the smoke alarm after you remove the vehicle from storage and before each trip.

! WARNING: If your smoke alarm does not respond as described in any of the above tests, check that a good battery is properly installed. If a good battery is properly installed, promptly remove the unit, repack it and return it for repair or replacement.

TAKING CARE OF YOUR SMOKE ALARM

Your smoke alarm has been designed and manufactured to be as maintenance-free as possible. Here are a few simple steps you must perform, in addition to the weekly tests described in the section "WEEKLY TESTING OF YOUR SMOKE ALARM," to keep your unit in good working order.

- The smoke alarm should be vacuumed monthly or more often if there is dust, dirt or kitchen grease that can accumulate. Use a soft brush or wand attachment and vacuum all slots in the cover and side. FOR YOUR SAFETY, you must properly clean and maintain your smoke alarm, since a dirty or malfunctioning unit may fail to alarm or cause unwanted nuisance alarms.

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- If the unit is damaged or fails to operate properly, and you have checked that a good battery is installed correctly, follow the directions in the section "WHERE TO SEND YOUR SMOKE ALARM IF IT NEEDS SERVICE" for return. **FOR YOUR SAFETY, DO NOT OPEN THE SMOKE ALARM AND TRY TO REPAIR IT YOURSELF.** While smoke alarms are economical devices, they contain precision electronic components that are precisely calibrated. The manufacturer must do repairs.

REPLACING THE BATTERY

The smoke alarm will "beep" once a minute for at least 30 days when the battery is weak. The battery must **immediately** be replaced with a fresh one.

The battery should also be changed if it does not sound an alarm when tested. **TO REPLACE THE BATTERY:**

1. Check if the tamper resist locking pin is installed in the smoke alarm (see "USING THE TAMPER RESIST LOCKING MECHANISM" section). If so, pull the pin completely out of the smoke alarm using long-nose pliers.
2. Remove the smoke alarm from the mounting bracket by twisting counterclockwise
3. Replace old battery with a fresh one. If your smoke alarm has a safety light, the miniature lamp operates on two AA batteries. (See recommended batteries below.)
4. Check that battery connections are secure and the battery is secured in its compartment
5. Test smoke alarm for proper operation (see "WEEKLY TESTING OF YOUR SMOKE ALARM" section). The smoke alarm operates on a 9-volt battery. The normal battery operating life will be one (1) year. The life of some batteries may be less.
6. Firex smoke alarms sold with Ultralife long-life lithium batteries require replacement approximately every ten (10) years or when the low battery signal sounds.

! CAUTION: You should only use the batteries specified here or on the label of the unit.

For Models A, B, C, E and PB use: Eveready 216, 522 or 1222; Mallory MN1604; Duracell MN1604; or Ultralife U9VL-J.

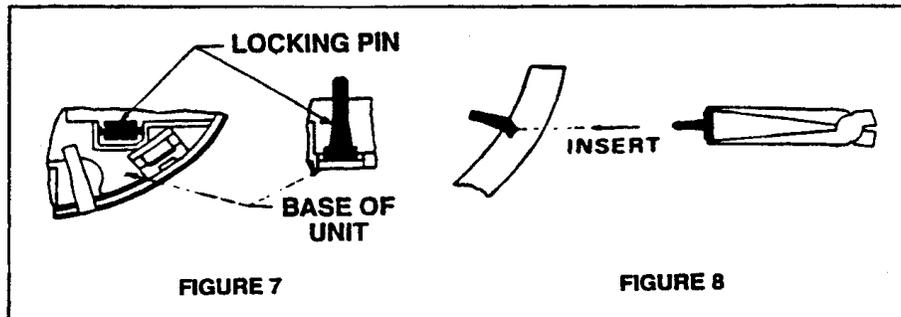
For Model E also use AA Heavy Duty for light power. The miniature lamp operates on two (2) AA batteries. For replacement, use heavy-duty or alkaline AA batteries: Eveready 1215, E91, or Duracell M15HD, MN1500.

! CAUTION: Do not use any type of rechargeable batteries.

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USING THE TAMPER RESIST LOCKING MECHANISM

To make the smoke alarm somewhat tamper resistant, a "locking pin" has been provided in the base of the unit. It will help deter a child or other individual from removing the smoke alarm from the bracket. See Figure 7. The following directions can install this.



1. Remove the break- away locking pin from the unit by rocking pin back and forth.
2. Put the smoke alarm back on the mounting bracket. (See section "HOW TO INSTALL YOUR SMOKE ALARM.")
3. Using long-nose pliers grab the head of the locking pin and insert into hole located on the side of the smoke alarm. See Figure 8.
4. The Tamper Resist feature is now installed and complete.

To Remove:

5. Using long-nose pliers grasp the head of the locking pin and pull the pin completely out of the smoke alarm.
6. The smoke alarm can now be removed from the mounting bracket with a counterclockwise twist.

SPECIAL SMOKE ALARM FEATURES

If your smoke alarm has one or more of these special features, read the following:

- **BLINKING LED LIGHT (Models B, C, E and PB):** The indicator light under the Push-to Test button blinks about once per minute to indicate the smoke alarm is receiving power.

! WARNING: Very thick smoke may obscure the light.

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CARBON MONOXIDE ALARM

The following information is highlights from the folder provided by the alarm manufacturer. The folder, with more detailed information, is contained in your Owners' Packet.

Test detector immediately following installation and weekly for proper operation by pushing the test button until the YELLOW L.E.D. lights and a short beep is heard (approximately three seconds). Release the button. The detector will then test itself for proper operation. At completion of the self-test, the alarm will sound and both L.E.D.s will light for 3/4 of a second. The detector then resumes normal operation.

NORMAL OPERATION

In normal operation the detector will flash the RED L.E.D. once every 30 seconds.

WARNING CONDITION

If the COSTAR senses a low level of CO The YELLOW L.E.D. will light and the detector will beep every three seconds warning that CO is present. The area should immediately be ventilated. A concentration of 60 PPM within 67 minutes will cause the warning condition. Pushing the test button will silence the warning signal but the YELLOW L.E.D. will stay on. After two hours the warning signal will sound again if the CO source has not been eliminated. If the condition persists there is a possibility that it may cause the unit to enter alarm condition (below). If this occurs pushing the reset button will silence the alarm for 30 minutes.

ALARM CONDITION

If the COSTAR senses unsafe levels of CO, the RED L.E.D. will light up and the alarm will sound. The alarm condition will be signified by a repetitive alarm-sounding pattern of approximately 4.5 seconds on 1.5 second off. **Immediate evacuation is required.** Pushing the test button will silence the alarm once for approximately 4 minutes.

After approximately 4 minutes the alarm will once again sound until the unsafe CO concentration is removed.

FAULT CONDITION

Periodically the detector's measurement circuit is tested. If an error is detected, the detector will sound twice and the YELLOW L.E.D. will flash twice every 30 seconds. This is an indication of circuit malfunction and that the detector requires immediate servicing.

MAINTENANCE

Battery Replacement:

If tamper resistant pin has been used, refer to "tamper resistant locking pin" for removal instructions.

To replace the battery remove the detector from the mounting plate by rotating the detector in the direction of the "OFF" arrow on the cover.

The **Model 9L-1 CO Detector** uses one (1) 9-volt battery. The **CO DETECTOR** is powered by a 9V alkaline battery. A fresh battery should last for one year under normal operating conditions. This detector has a low battery monitor circuit which will cause the detector to "chirp" and the red LED to flash approximately every 30-40 seconds for a minimum of seven (7) days when the battery gets low. Replace the battery when this condition occurs. **USE ONLY THE FOLLOWING 9 VOLT BATTERIES FOR CO DETECTOR REPLACEMENT.**

Alkaline type: EVEREADY522; DURACELL MN1604; GOLD PEAK 1604A

Lithium type: ULTRALIFE U9VL

NOTE: REGULAR TESTING IS RECOMMENDED.

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WARNING!! USE ONLY THE BATTERIES SPECIFIED. USE OF DIFFERENT BATTERIES MAY HAVE A DETRIMENTAL EFFECT ON THE CO DETECTOR.

CLEANING YOUR DETECTOR:

To clean your detector remove it from the mounting bracket as outlined in the beginning of this section. You can clean the interior of your detector by using your vacuum cleaner hose and vacuuming through the openings around the perimeter of the detector. The outside can be wiped with a damp cloth.

AFTER CLEANING, REINSTALL YOUR DETECTOR. TEST YOUR DETECTOR BY USING THE TEST BUTTON.

Test detector weekly for proper operation by pushing the test button until the YELLOW L.E.D. lights and a short beep is heard (approximately three seconds). Release the button. The detector will then test itself for proper operation. At completion of the self-test, the alarm will sound and both L.E.D.s will light for 3/4 of a second. The detector then resumes normal operation.

SERVICE AND WARRANTY

If after reviewing this manual you feel that your CO Detector is defective in any way, do not tamper with the unit. Return it for servicing to: **Quantum Group, Inc., 11211 Sorrento Valley Road, Suite Valley Road, Suite V. San Diego, CA 92121.**

Or call us toll free (800) 432-5599

E-mail address: mktsls@qginc.com

LP GAS DETECTOR

In the kitchen area of your unit, approximately six inches above the floor, is the LP gas detector. LP gas is a mixture of gases produced and sold commercially as a fuel for heating and cooking appliances. LP gas is highly flammable and, as a result, can be explosive if ignited under certain circumstances. LP gas is heavier than air and, if confined in a closed space, will accumulate close to the floor. When the LP gas concentration in your unit exceeds 2000 PPM the detector will provide a visual and audible alarm by sounding a buzzer and flashing the red LED two times per second.

WARNING:

Activation of this detector indicates the presence of LP gas, which can cause an explosion and/or fire. This normally indicates a leak in the LP gas installation or a LP gas appliance. Extinguish all open flames, open your windows and door and evacuate the unit immediately. Do not activate any electrical switch. Turn off the LP at your gas bottle(s). DO NOT RE-ENTER YOUR UNIT UNTIL A QUALIFIED REPAIR TECHNICIAN HAS CORRECTED THE PROBLEM.

OPERATION

Your LP gas detector is wired directly to your vehicle battery and incorporates a 1-amp in-line fuse. When the device is operating normally the green LED will be lit.

WARNING:

It is not recommended that the detector be disconnected from the battery during periods of storage. There is a small heater on the sensor of the device, which "burns" away impurities in the air during periods of normal use. During periods when power is interrupted, impurities can build up on the sensor. When power is returned to the detector the detector alarm may activate until the impurities are "burned" off. This could take a number of hours, during which time the alarm will be constantly "on".

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DETECTOR TEST

Press the test button for 5 to 6 seconds until the alarm sounds then release the test button. The red LED should flash and the alarm sound for approximately 4 minutes. This test should be performed at least once a week during normal vehicle operation, and after periods of storage, and before each trip.

LOW VOLTAGE

Below 10 VDC the detector will continue to operate but will blink alternately green and orange. Below 8 VDC the unit will behave erratically and will eventually shut off. To ensure proper operation, do not operate the unit below 10 VDC.

COMPONENT FAILURE

The failure of any circuit component will cause the detector to display a continuous orange LED fault light and a short beep indicating failure. If this occurs, immediately contact your dealer or Airstream Customer Service for the name of the nearest detector service center.

Please read the operating instructions for your detector, which have been supplied with the paper work of your unit.

WARNING: Have a professional check your system if you have any doubts.

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OVERNIGHT STOP

In time you will develop a knack for spotting wonderful little roadside locations by turning off the main highway and exploring. There are many modern recreational vehicle parks, including State, County and Federal parks with good facilities, where you may obtain hookups of electrical, water and sewer connections. Directories are published which describe in detail these parks and tell what is available in the way of services and hookups.

Overnight or Weekend Trips

On overnight or weekend trips, chances are you will not use up the capacity of the sewage holding tank, deplete the water supply, or run down the batteries which supply the living area 12 volt current.

Longer Trip

On a longer trip, when you have stayed where sewer connections and utility hookups were not available, it will be necessary for you to stop from time to time to dispose of the waste in the holding tank and replenish the water supply. Many gas stations (chain and individually owned) have installed sanitary dumping stations for just this purpose. Booklets are available which list these dumping stations.

When you stop for the night, your Airstream motorhome is built to be safely parked in any spot that is relatively level and where the ground is firm. Your facilities are with you. You are self-contained. Try to pick as level a parking spot as possible.

Hydraulic Leveling Jacks

Manufacturer: Power Gear
1-800-334-4712

Some models are equipped with hydraulic leveling jacks that can be deployed. Complete instructions are included with the Owners Packet. Be sure to read the directions completely prior to operating the jacks. The jacks will be able to level your unit in most modern campgrounds. However, their capabilities are limited, and in some situations you will have to use planks to level the coach.

WINTER TRAVELING

Traveling in your motorhome during the cold winter months can be a most exhilarating experience. There are, of course, certain precautions that must be taken as you would in your home in low temperatures.

WARNING: Always shut off the LP gas when gasoline is added to the fuel tank.

Some states do not allow LPG to be turned on while moving. While traveling in these states you must use your common sense. How cold is it? How long will it be before you can turn the heat back on? Is the temperature dropping or rising? Remember, the wind chill factor when driving 50 MPH will cause the interior of the motorhome to cool much faster than when it is parked.

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1. You must have a plentiful supply of propane gas.
2. If your stay is longer than overnight, you should endeavor to have 120-volt electricity available. The batteries, fully charged, will not last more than about 15 hours in freezing weather. Of course, you can run your generator to recharge the batteries, or even use the generator continually. Since the generator starts off the same battery as the engine, it is recommended to start the generator prior to shutting off the engine. This will prevent running the engine battery down should there be a difficulty in starting the generator in the cold temperatures.
3. Minimize use of electricity if 120-volt power source is not available.
4. Leave cabinet doors, bed doors and wardrobe doors slightly open at flight to allow circulation of air in and around all furniture components
5. Use propylene glycol type antifreeze in waste and drain water tanks to prevent freezing. Quantity of antifreeze needed will vary with ambient temperature and the amount of liquids in tank.
6. For extended stays in cold weather, insulate the water line outside the motorhome. You should remember that low temperatures in combination with high winds cause an equivalent chill temperature much below what your thermometer is reading. For instance, with an outside temperature of zero degrees, and the wind velocity of 10 miles per hour, the equivalent chill temperature is minus 20' F. The exterior water faucet has an in-line valve inside the motorhome. In below freezing temperatures, shut off the valve inside and open the exterior brass valve so it will drain.

Condensation

It is also important to guard against excessive humidity inside your motorhome during winter campouts. When windows and window frames fog up or "sweat," it means that there is too much moisture in the air. Moisture comes from water vapor and water vapor is the direct result of water evaporating.

Many things such as baths and showers, boiling foods, washing dishes, washing clothes, even breathing, contribute to evaporation. The inside air can only absorb so much of this moisture before it becomes saturated. At this point it can hold no more, and any additional water vapor condenses back to liquid water in the form of droplets on any available cool, solid surface. Temperature has a direct effect on the air's saturation point. Cold air holds less moisture than warm air. For this reason, the air immediately adjacent to cold outside walls and windows cools down and causes water vapor to condense and form moisture droplets, even though warmer inside surfaces are still dry.

The best way to keep condensation under control is to reduce moisture-producing activities. It is important to provide adequate ventilation and keep the air circulating as much as possible.

Use your exhaust fans to remove moisture before water vapor mixes with the air. Open windows slightly once in a while, while operating fans, to bring in drier outside air and aid in overall air circulation. In extremely cold weather, when outside ventilation is not practical, it may be necessary to use a small dehumidifier to aid in reducing condensation.

There is no substitute for common sense in cold weather.

Note: The Airstream motorhome is built as a recreational vehicle and is not intended as a permanent dwelling or for more than temporary use in sub-freezing temperatures.

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EXTENDED STAY

Making a long trip is not very different from making a weekend excursion. Since everything you need is right at hand, you are at home wherever you go. When packing for an extended trip, take everything you need, but only what you need. Some models are equipped with Hydraulic Leveling Jacks that can be deployed. Complete instructions are included with the Owners Packet. Be sure to read the directions completely prior to operating the jacks.

When you plan to stay in the same place for several days, weeks or months, you will want your motorhome to be as level as possible. Check the attitude with a small spirit level set on the inside work counter. If a correction is necessary, then you must first level from side to side. This can be done most easily by driving up a small ramp consisting of 2" x 6" boards tapered at both ends. **WE DO NOT RECOMMEND PLACING TIRES IN A HOLE FOR LEVELING.**

CAMPGROUND SETUP

Hook Up to Water by attaching a ½" minimum high-pressure water hose to the city water service, or the hose from the water reel if so equipped.

The **110-volt power cord** is an electrically operated cord reel in the first compartment located behind the roadside rear wheels. Turning the switch to "out" will extend the power cord so it can be plugged into City Power Service.

WARNING: If adapters are required make sure the polarity is correct and the "ground" function is not lost.

A **Cable TV Hookup** is located on the roadside rear corner of the motorhome. It is already wired into the existing system, so the exterior connection is all that is required.

To use the **Generator** you simply start it. All switching is done automatically. The generator can be started either from your interior monitor panel, dash switch or the switch on the generator itself.

It is easier on your generator and appliances if you'll allow the generator to reach its normal operating speed (about a minute) prior to applying heavy current loads.

Hook your **Waste Drain Hose into the Sewer Disposal Facility** and attach to the drain outlet in your motorhome. For details on this procedure see Drain and Waste System Section.

Turn on the **gas supply** and light the oven pilot. Lighting a top range burner to bleed any air from the system will make it easier to start other appliances.

The **range exhaust fan** has an exterior door that must be unlatched to be effective. You will see the two small twist latches if you look at the fan from outside the motor home. In most circumstances you can leave the door unlatched. During storage and adverse weather conditions, latching the door is recommended.

When you stay for extended periods where electric or water hookups are not available, you must make regular checks on the condition of your 12-volt battery and the contents of your water tank. Carry drinking water in a clean bucket to refill your tank. When your waste tank nears capacity, move your motorhome to a dumping location.

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CAUTION: To operate the SLIDE-OUT room you **MUST** first remove the interior travel locks. These are located on the top of the room on the interior of the coach and are out of your normal sight. There are two and they provide pressure between the exterior wall of the coach and the top facer board on the room. They have caming action and the tension is adjustable. The first time you remove them you'll probably need to stand on a stable step stool to see how the cam is released. After seeing their simple operation you may be able to operate them from the floor according to your height and strength. Also make sure the driver's seat is forward enough to clear the room.

CAUTION: Read and follow all warning labels in the coach and safety instructions in the Power Gear owner manual.

NOTE: Before the optional slide-out room can be deployed the ignition switch must be off. We also recommend leveling the coach prior to deploying the slide-out.

To operate the SLIDE OUT ROOM, push and hold the rocker switch located at the top of the control panel in the hallway. You'll easily be able to tell by the sound of the mechanism when the room is fully extended or retracted.

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NOTES

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EXTERIOR

The sidewalls and roof of your Airstream Land Yacht motorhome are laminated fiberglass. This means they aren't painted so small mars and scratches can be polished out. We recommend this be done professionally since excessive polishing can remove all the laminate.

There is no magic to caring for your motorhome. As a general rule of thumb, we recommend the motorhome be washed about every four weeks and waxed in the spring and fall. To make sure your new unit is always protected, you should wax it immediately or have your dealer wax it just prior to delivery. In industrial areas cleaning and waxing should be done on a more frequent schedule.

ALWAYS CLEAN YOUR MOTORHOME IN THE SHADE OR ON A CLOUDY DAY WHEN THE SKIN IS COOL. Oil, grease, dust and dirt may be removed by washing with any mild non-abrasive soap or detergent. Cleaning should be followed by a thorough clean water rinse. Drying the unit with a chamois or a soft cloth can prevent spots and streaks.

After cleaning and drying, a good grade of nonabrasive automotive paste or liquid wax will increase the life of the finish, especially in coastal areas where the finish is exposed to salt air, or in polluted industrial areas. It will also protect the shell from minor scratches and make subsequent cleaning easier.

It is important to remove sap, gum, resin, asphalt, etc., as soon as possible after they appear by washing and re-waxing. Sunlight and time will bake-harden these materials, making them almost impossible to remove without heavy buffing. If asphalt remains on the motorhome after washing, use a small amount of kerosene on a rag and wipe the spots individually, being careful not to scratch the finish.

It is recommended that the caulking and sealant used in external seams and joints such as window frames, light bezels, beltline and rub-rail molding, etc., be checked regularly. If this material has dried out and becomes cracked or checked, or if a portion has fallen out, it should be replaced with fresh material to prevent possible rain leaks. Caulking and sealing material is available from your motorhome dealer.

OPTIONAL GRAPHICS

The optional graphics are custom painted by Carrera Designs with an automotive finish. The painted areas can be cleaned as above. Ant scratches or mars should be repaired by a professional body shop.

Caution: Do not use high-pressure vehicle washes with harsh detergents or automatic truck washes.

Roof Ladder and Storage

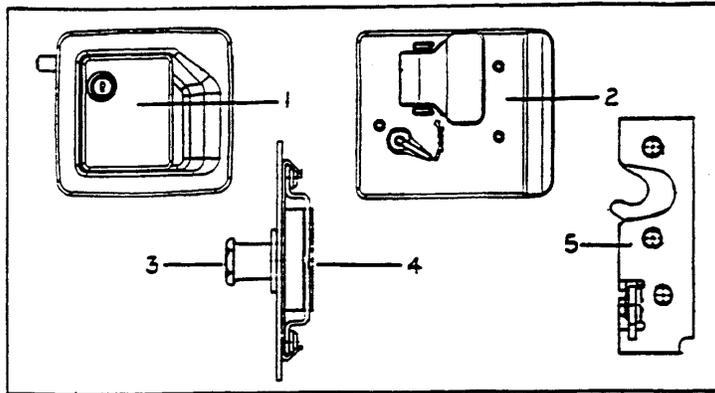
For traveling, the lower section of the ladder should be removed and stored in one of your lower compartments.

To remove, pull out the cross pins in the lower sockets then pull the bottom of the ladder out of the sockets. This will allow the top of the ladder to be unhooked freeing it for storage.

CAUTION. Roof storage is limited to 250 pounds evenly distributed.

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MAIN DOOR LOCK



LOCK ASSEMBLY, MAIN DOOR

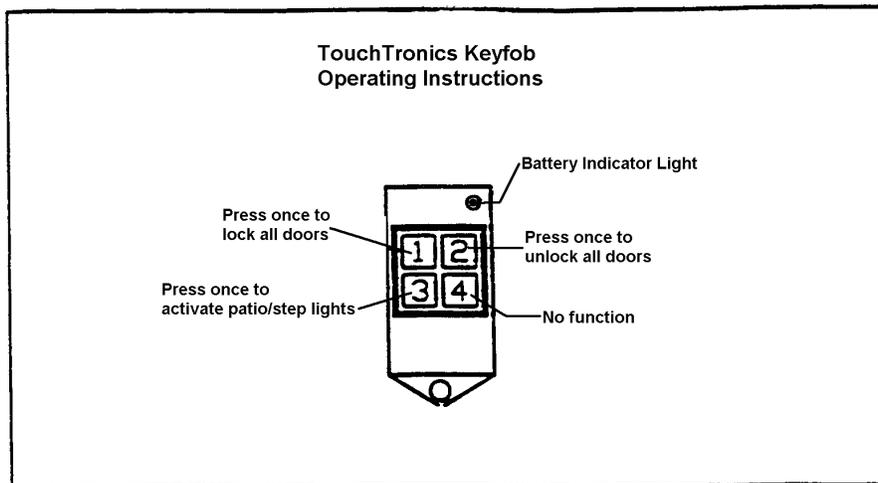
1. Outside housing assembly
2. Inside plate
3. Striker bolt
4. Caged nut
5. Rotary latch

KEYLESS DOOR LOCK

Operation

The dead bolt portion of your motorhome may be controlled by radio signals produced by the key fob shown below. One characteristic of this system is the one second delay after a pad has been depressed.

NOTE: When you use the keypad to turn the patio lights ON you must also use the keypad to turn them OFF. The same goes for the switch inside the door ... if you turn the lights on with this switch, you must use the same switch to turn them off. You cannot turn the lights on with the keypad and off with the switch.



SERVICE

There are four major components operating the door locks; control module/receiver, dash switch, relay, and drive motors. The control module is mounted on the inside wall just behind the main door. The relay operates in conjunction with the dash switch and is located up under the left hand side of the dash. The drive motors, located at each lock, are polarity sensitive. When testing you'll find the wires at the drive motors will switch from positive to negative and vice versus as the key fob or dash switch is being operated. When using the dash switch the relay under the dash performs the polarity switching functions and the control module/receiver serves the same function when the key fob is used.

A detailed wire layout is provided in the electrical section of this manual.

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INTERIOR

The luxurious interior of your Airstream motorhome has been designed for comfort, convenience, durability and appearance. An understanding of the operational procedures and maintenance techniques of the interior appointments will add to your pleasures, as well as to the long life of your motorhome.

Lounges

To convert the Deluxe Sofa into a bed, pull the armrest straight up and out of their bracket, grasp the front edge of the seat, raise and pull it toward the aisle of the motorhome. The backrest will slide down into place automatically.

Dinette

The standard dinette will make into a bed. Swing the table leg up against the bottom of the table, lift up the front of the table and it will unhook from the wall. Now pull out and the swinging hinge will let the back edge of the table down level with the supports attached to the front of the seat bases. Use the backrest to fill in the over the table.

Recliners

The recliners supplied with the motorhome have side levers that can swivel, lock, or recline the chair according to which chair was ordered with your coach.

CAUTION: Rotating the chair when it's slid back against the wall can damage the upholstery. Position the chair so it isn't chafing when in transit.

Fabric Cleaning

All material should be professionally dry cleaned to remove any overall soiled condition. These materials may be spot cleaned, however, using the cleanability code instructions as listed. Sample swatches are furnished to our dealers. The dealer will be able to give you the cleaning code and part number for the fabrics used in your particular motorhome.

The following are the cleanability code instructions for the various fabrics used in the Airstream motorhomes:

Cleanability Codes

CODE W-S

Fabric care. Spot clean this fabric either with a mild solvent or a water-based cleaning agent. When using a solvent or dry cleaning product, follow instructions carefully and clean only in a well-ventilated room. Avoid any product that contains highly toxic carbon tetrachloride. You may also use an upholstery shampoo product or the foam from a mild detergent. With either method, pretest a small area before proceeding. Use professional furniture cleaner when an overall soiled condition is reached.

CODE S

Fabric care. Spot clean, using a mild, water-free solvent or dry-cleaning product. Carefully follow instructions on such product. Clean only in a well-ventilated room. Avoid any product containing carbon tetrachloride, which is highly toxic. Pretest small area before proceeding. Use professional furniture cleaner when an overall soiled condition is reached.

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CODE W

Fabric care. Spot clean, using the foam only from a water-based cleaning agent, such as mild detergent or non-solvent upholstery shampoo product. Apply foam with a soft brush in a circular motion. Vacuum when dry. Pretest small area before proceeding. Use professional furniture cleaner when an overall soiled condition is reached. The manufacturer of the fabric designed the above code.

CAUTION:

Never remove cushion cover for separate cleaning or washing. Any tumble cleaning method can destroy the backing, shrink or otherwise damage upholstery.

SMOKING WARNING

Keep your furniture and family safe from fires caused by careless smoking. Do not smoke when drowsy. Remove immediately any flowing ash or a lighted cigarette that falls on furniture. Smoldering smoking material can cause upholstered furniture fires.

SHADES

The day/night shades are opened and closed by grasping both knobs and sliding the shade straight up and down. Your choice of blind density is instantly available by using the appropriate set of knobs.

CARPET

The carpet can be cleaned with any good commercial carpet cleaner, or with a detergent and water. **HOWEVER, BE CAREFUL NOT TO SOAK THE CARPET WITH WATER.**

Floor Tile

The tile is standard ceramic tile and grout and should be cleaned and cared for with products designed for tile floors.

COUNTER AREAS

The counter areas around the sink are of high-pressure laminates and can be cleaned with soap and water, or you can use a common solvent on tough spots. Be sure no abrasive cleaner is used, as there is the possibility it could scratch the surface. A protective pad should always be placed under hot utensils.

WALL/CABINETS

The vinyl walls of the motorhome can be wiped with any mild household cleaner. The wood grain paneling also has a vinyl covering for easy care. The cabinet doors and framework are hardwood, so any good furniture polish can be used.

CAUTION: Do not use any abrasive material on the vinyl-covered walls.

DRAWERS

Drawer removal - pull drawer out to stop then raise front of drawer to clear rollers.

BATHROOM

CAUTION: The lavatory bowl and countertop in your bathroom should be cleaned with soap or detergent. NEVER USE SCOURING POWDER.

SHOWER STALL

To clean your ULTRA/GLAS shower stall unit, use warm water and one of the stronger liquid detergents. Do not use abrasive cleaners; they may scratch and dull the surface of your ULTRA/GLAS unit. Stubborn stains can be removed with solvents such as turpentine, paint thinner or acetone. Restore dulled areas by rubbing with an automotive-type liquid cleaner, and then put the soft glow back into your ULTRA/GLAS unit with a light application of liquid wax.

WARNING: Do not wax the floor of the stall without using a bath mat afterward to prevent a dangerous slippery floor condition.

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PLUMBING

LPG SYSTEM

Your motorhome is equipped with a permanently mounted tank for LPG (Liquid Petroleum Gas). LPG burns with a clean blue flame. There are two basic types of LPG in common usage: Butane and Propane. Butane is widely used where temperatures are normally above freezing the year round, and Propane is used where subfreezing temperatures are common, since Butane freezes at 32°F as compared to -40°F for Propane. **ALL OF THE ORIFICES IN THE LPG APPLIANCES ARE OF THE UNIVERSAL TYPE THAT WILL BURN EITHER FUEL.** How long a full tank of gas will last is dependent on usage. In cold weather, when you are using the furnace, large amounts of hot water, and cooking extensively, you will naturally use more than you will in warm weather, when you may do limited cooking. On the average, with normal cooking and other appliance use, you can probably count on one month of usage from the tank.

If you have allowed the tank to run out, air may have gotten into the lines. In this event the air must be forced out through the lines by gas pressure before you can light the pilots. Hold a match to the pilot of the appliance closest to the tanks until it lights and stays lit. Then move to the next closest, etc.

WARNING:

All pilot lights and appliances must be turned off during refueling of motorhome fuel tank and permanently mounted LPG tank. Gas lines should be checked periodically for leaks with ammonia free soapy water. Do not use open flame.

CAUTION:

Moisture in the LPG tank will cause a malfunction of the regulator in controlling proper pressure. This may result in the flame lifting off the burner, or the flame may go out frequently. Many refueling stations will add approximately 1/4 to 1/2 gallon of alcohol to lower the moisture temperature. Moisture will then pass through the regulator without the formation of ice crystals.

WARNING:

If gas can be smelled, appliance pilots fail to stay on, or any other abnormal situation occurs, shut off tank valve immediately and call on a qualified LPG service center or Airstream Service Center.

LPG Regulator

The LPG regulators used on Airstream motorhomes are designed for low-pressure service, with a normal outlet pressure setting of 11.5 water column. Only personnel trained in the proper procedures, codes, standards, etc., should service regulators.

Have the regulator inspected each time the tank is refilled. Make sure the regulator vent opening on both first and second stage regulators does not become plugged by mud, insects, snow, ice, paint, etc. Vents must remain open.

Replace any regulator that has had water in the spring case, or shows evidence of external corrosion, or corrosion inside the spring case. Closely examine regulators directly connected to the container valve by means of a solid POL adapter (horizontal mounting) for signs of corrosion. (An Airstream Service Center is recommended for this service.)

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BASIC RULES FOR SAFETY

WARNING: DO NOT store LP containers within vehicle. LP containers are equipped with safety devices that vent gas should the pressure become excessive.

WARNING: DO NOT use cooking appliances for comfort heating. Cooking appliances need fresh air for safe operation. Before operation open overhead vent or turn on exhaust fan and open window.

A warning label has been located in the cooking area to remind you to provide an adequate supply of fresh air for combustion. Unlike homes, the amount of oxygen supply is limited due to the size of the recreational vehicle, and proper ventilation when using the cooking appliances will avoid dangers of asphyxiation. It is especially important that cooking appliances not be used for comfort heating as the danger of asphyxiation is greater when the appliance is used for long periods of time.

WARNING: 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.

WARNING: A Warning Label has been located near the LP gas container. This label reads: DO NOT FILL CONTAINER (S) TO MORE THAN 80% PERCENT OF CAPACITY. Overfilling the LP gas container can result in uncontrolled gas flow that can cause fire or explosion. A properly filled container will contain approximately 80 percent of its volume as liquid LP gas.

WARNING: Do not bring or store LP gas containers, gasoline or other flammable liquids inside the vehicle because a fire or explosion may result.

WARNING:

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.

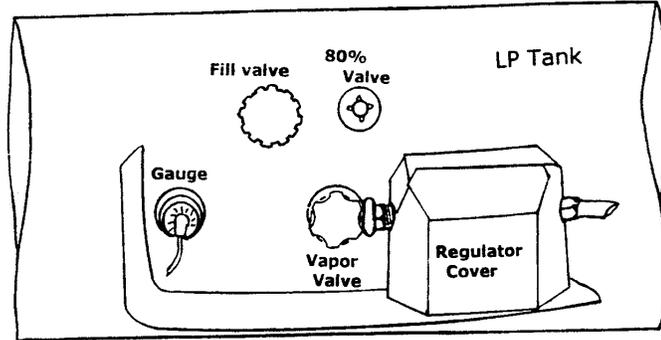
WARNING:

LP gas regulators must always be installed with the diaphragm vent facing downward. Regulators that are not in compartments have been equipped with a protective cover. Make sure that regulator vent faces downward and that cover is kept in place to minimize vent blockage that could result in excessive gas pressure causing fire or explosion.

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LP TANK INSTALLATION

The regulator at the L.P. tank is under a black plastic cover. The protective cover certainly helps to keep the vent on the regulator from getting clogged by wasps or ice, but should still be checked regularly to make sure the vent remains clear.



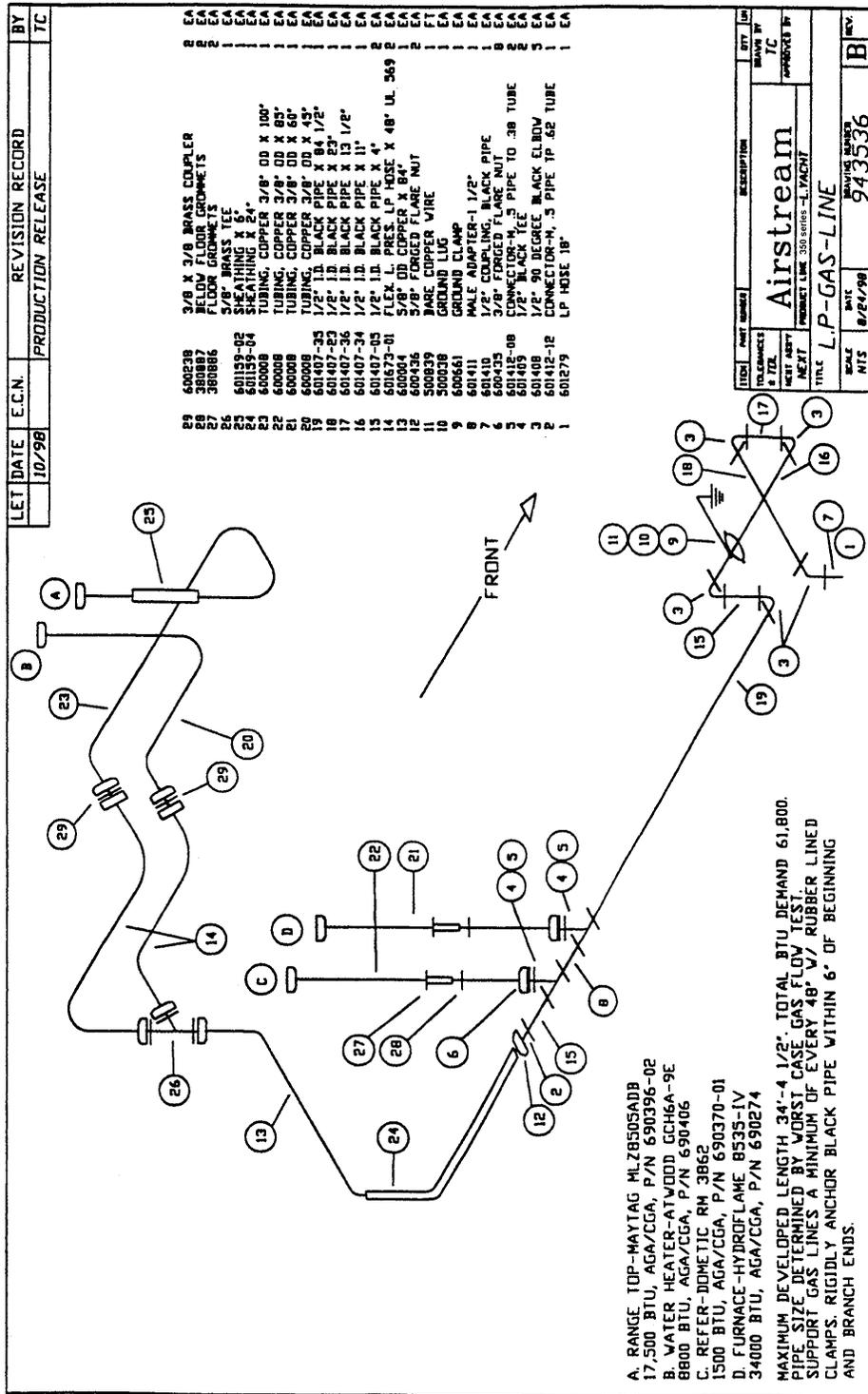
WARNING: Do not attempt to seal regulator cover.

WARNING: Check vent each time tank is filled to make sure it is clear of obstructions.

Gas Regulator Removal/Replacement

1. Shut off main gas supply at the tank.
2. Remove the plastic protective cover from the regulator assembly
3. Using two wrenches, one to hold the line fitting and one to turn the flare nut, disconnect the regulator from the flexible rubber line.
4. Disconnect the regulator from the tank fitting. Remove regulator.
5. To replace, reverse the removal procedures.

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WATER SYSTEM - SELF-CONTAINED

Most plumbing functions are accomplished in the plumbing utility compartment on the roadside of your motorhome. To fill your water tank, hook up a garden hose to the city water inlet then open the water tank fill valve in the upper right corner of the compartment.. The water level can be monitored on your control panel above the range or the tank can be filled until water is expelled out of the tank overflow and is seen running on the ground under the vehicle.

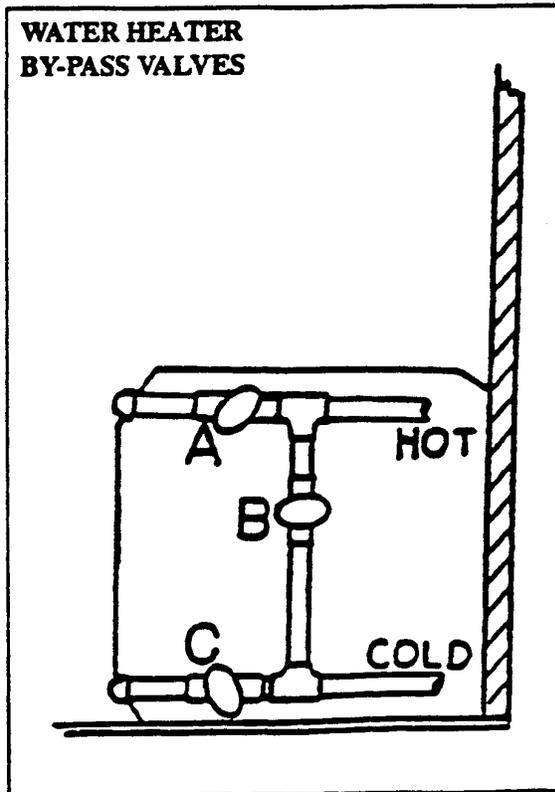
NOTE: Once the water level has reached the height of the overflow, water will continue to be expelled for a few minutes after the fill valve is closed.

If it is more convenient for you, a water fill is also located on the side of the vehicle. Open the small access door, unscrew the cap, pull the air plug, and insert water hose and fill. As noted above, water will be expelled from an overflow valve for a short time once the tank is full and the fill hose has been removed.

Turn water heater by-pass valves to normal flow. Access to the single lever valve is from inside, opening the cabinet door directly below the kitchen sink and reaching through the round access hole. If the valve handle is horizontal it is in the normal flow position.

Open the hot side of the galley or lavatory faucet and turn on the water pump switch located on the monitor panel. For some time the open faucet will only sputter. This is because the water heater is being filled and air is being pushed out through the lines. Once the water heater is full a steady stream of water will come from the faucet. Now open a cold faucet. It will sputter for a short time, but will soon expel a steady stream. All other faucets can now be opened until all air is expelled.

Once the system is filled with water and the faucets closed, the water pump will shut off. When a faucet is opened the pump will come back on automatically. If the faucet is just barely open it is normal for the pump to cycle on and off rapidly.



CAUTION: The water pump must be turned off when hooked up to city water supply and when you leave your Airstream unattended.

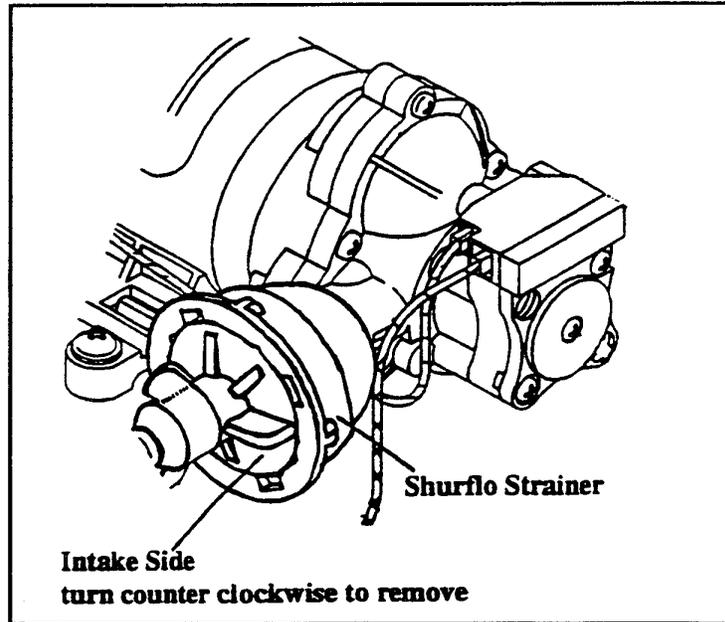
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WATER PUMP AND STRAINER

Water pump access is in the lower exterior compartment on the curbside just in front of the rear wheels. Once the exterior door is raised, the pump can be found behind the small access door in the upper right corner of the storage area.

To clean strainer screen, first remove inlet connection from pump side of strainer. This will allow the intake side of the strainer to be rotated about 1/8 turn counter clockwise and removed. The screen part of the strainer will now be accessible for cleaning.

When reassembling, only rotate the inlet side of the strainer until the stops are felt. The "O" ring performs sealing and too much pressure will only break the strainer.



Cleaning Water Storage Tank

1. Prepare sodium hypochlorite solution using potable water and household bleach (5 1/4 to 6%) in the ratio of 1/4-cup bleach to 1 gallon of water. (Common household bleaches are Purex and Chlorox.)
2. Pour 1 gallon of hypochlorite solution for each 15 gallons of capacity into the empty water tank.
3. Add enough potable water to completely fill the water system.
4. Allow closed system to stand for three hours.
5. Drain the hypochlorite solution from the system and refill with potable water.
6. Excessive hypochlorite taste or odor remaining in the water system is removed by rinsing the system with a vinegar solution mixed in the ratio of 1 quart of vinegar to 5 gallons of water.
7. Drain the system and flush with potable water.

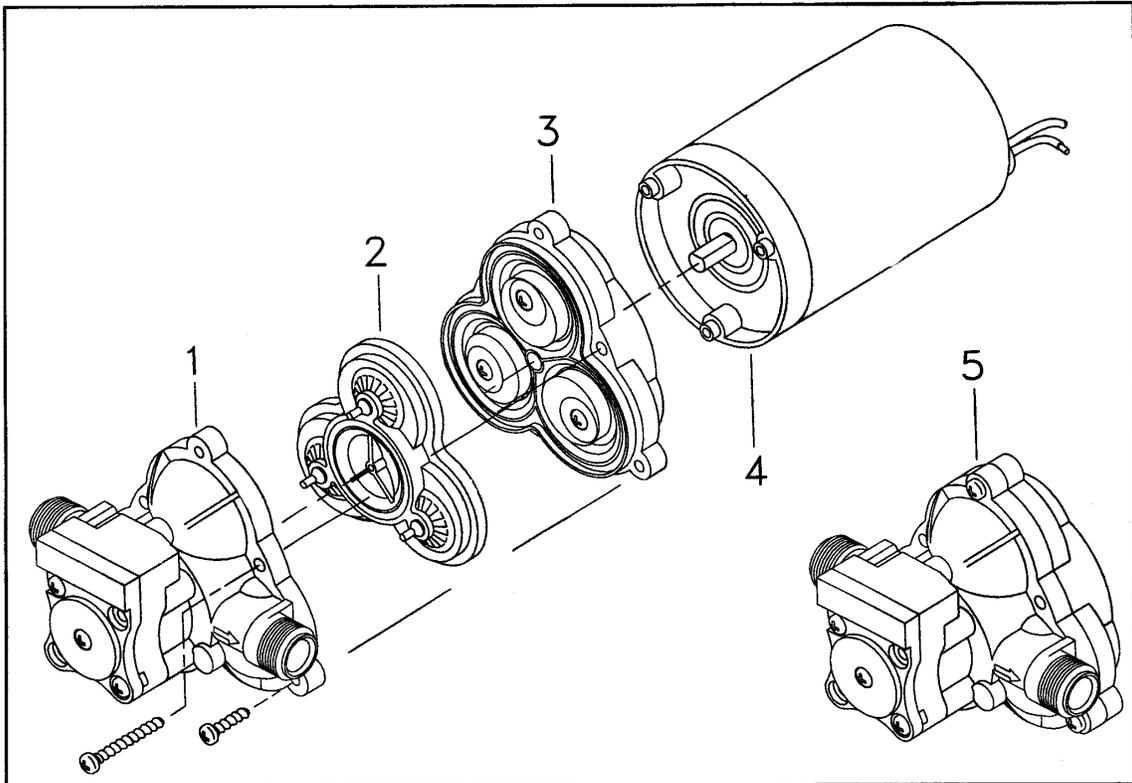
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WATER PUMP

Manufacturer:

Shur-Flo
1740 Markle Street
Elkhart, Indiana 46514
Phone: 219-294-7581

088-404-144 PUMP REPAIR KITS



1. Switch/check valve and upper housing kit (replaces all previous switch designs)
2. Valve plate assembly
3. Diaphragm/drive assembly
4. Motor
5. Complete Pump Head assembly (includes 1,2,3) (replaces all previous switch designs)

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Switch and Check Valve Repair

The check valve, hydraulic switch mechanism and micro switch are accessible by removing the switch cover.

CAUTION: Care should be taken in removing the switch cover screws. Within the mechanism is a spring under compression.

Replacement of Micro Switch

Occasionally the micro switch fails or an electrode is broken off. Proceed as follows: Remove the two screws holding the cap to the main body. Remember, this cap retains a spring under compression. With both screws out, allow the spring to extend fully. Then carefully lift off cap and spring. If only the micro switch is at fault, avoid disturbing the hydraulic elements remaining in the head. If examination of the hydraulic parts is required, remove them carefully by pulling. Be sure to note the order of removal.

To replace the micro switch, remove the spring and pull out the black retaining ring. This will allow the micro switch to fall free. Replace parts in the reverse sequence: Micro switch, black retainer, and the spring.

Reassemble cover to the main body. Switch cap may be pointed up or down as desired, providing wire has not been shorted.

After replacing the micro switch, carefully rewire correctly.

Note: If the positive wire from the battery is connected to the "B" terminal, the switch is bypassed and the pump cannot shut off, Pressure will build up until the motor stalls. If the proper fuse has been used, it will blow. If a larger fuse than recommended has been used the motor will stall and may burn out.

Check Valve Problems

Due to contamination from debris or lime build-up, the check valve may fail to properly seat. To correct, clean out the area and replace the check valve element. If checking the check valve with air, be certain to moisten the check valve to get an accurate check. The rubber seals more effectively when wet.

Properly installed, the Pump will:

PRIME: The pump will automatically prime itself.

AIR-LOCK- Pump will not airlock, as the compression stroke is powerful enough to pressurize the entrapped air and force the check valve open.

RUN DRY: Pump will run dry for extended periods without damage.

BATTERY DRAIN: At free flow, the pump draws a mere 7 to 7 1/2 amps.

CHECK VALVE: Built-in check valve prevents back flow and can protect the pump from the dangers of high city water pressure (up to 200 PSI).

FULLY AUTOMATIC: The pump will automatically come on when the faucet or valve is opened. It delivers a smooth, steady flow of water and shuts off automatically when the faucet is closed.

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Trouble Shooting

MOTOR DOES NOT OPERATE.

- Is battery discharged?
- Are any wires disconnected?
- Are terminals corroded?
- Is switch in "ON" position?
- Is fuse good?
- Is water frozen in pump head?

MOTOR RUNS BUT NO WATER FLOWS.

- Is water tank empty?
- Are there kinks in the inlet hose?
- Is air leaking into inlet hose fittings?
- Is inlet line or iii-line filter plugged?
- If using a filter, check the line just before the filter.
- Is outlet hose kinked?

MOTOR RUNS BUT WATER "SPUTTERS"

Check to be certain that air has been bled off the lines and water heater. Also check for air leaks in the input side of the pump.

PUMP CYCLES ON AND OFF WHEN ALL OUTLETS ARE CLOSED.

The pump will normally cycle (go on and off) when a faucet is partially opened. If, however, it cycles when all valves are closed, check for a leak in the lines. It may be a leaky toilet valve or a dripping faucet. Do not forget to check the outside city water entry valve. It may be leaking.

If no leak can be detected, shut pump off. Remove the output hose where it joins the system (not at the pump). Insert a plug in the hose and clamp it. (You can make a perfect plug from a barb fitting: ½ " size with a cap tightly screwed on the threads.) Turn the pump switch on. The pump should come on, run a few seconds, and then shut off. If it remains off, the problem is NOT the pump. The problem is in the system. If, however, the pump goes on and off, there may be a problem in the pump.

There may be an internal leak in the pump that allows water to escape from the high-pressure area back into the low-pressure area. Look for a pump valve held open or a crack in the plastic parts.

PUMP DOES NOT ACHIEVE SHUT OFF

The wall switch may be used for temporary control of the pump. A low battery charge may be the cause. Or the pump switch mechanism may be stuck. Try tapping the switch cap on the end of the pump with the handle of a screwdriver. If the pump appears in all other respects to run normally, but fails to shut off, you may have to replace the switch mechanism.

PUMP HEAD LEAKS

If the pump head leaks, first try to tighten the screws in the pump head assembly until they are snug.

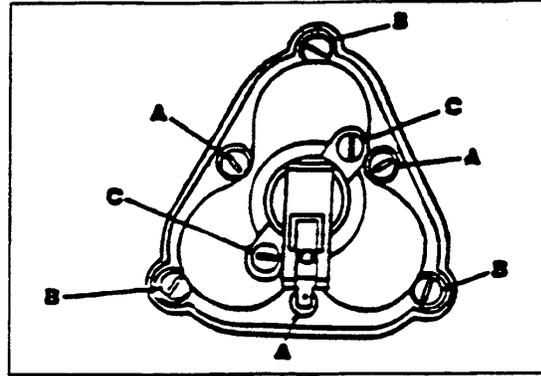
CAUTION: Do not over tighten. The leak may be from a crack in the pump head assembly. If so, then replace.

One cause of the pump head cracking may be water freezing inside the pump head. If the leaking water is escaping back near the motor, check for a leaking or broken piston.

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Pump Repair

- Screws (A) hold the entire pump head assembly to the motor.
- Screws (B) hold the pump head face to the pump head main body.
- Screws (C) hold the switch assembly to the front of the pump head.
- Screws (A) would be removed to correct a problem in the "drive train" between the motor and pump head.
- Screws (A) and (B) would be removed to correct a problem in the pump head valves or pumping chambers.
- Screws (C) would be removed to correct a problem in the automatic switch or check valve.



To replace a diaphragm follow the procedure used in removing the pistons. After removing the three pistons the diaphragm is loose and easily removed.

PUMP HEAD REPAIR

Motor and drive train.

Rarely does a problem occur in this area of the pump head. If a part does fail, it is quite easily replaced. Just be certain to follow closely the sequence of parts as shown in the figure. Also be careful to align the flat surface in the drive adapter with the flat surface on the motor shaft.

LUBRICATION

If the lubricant appears dried out it should be wiped off the bearing assemblies. A small amount of automotive wheel bearing grease should be applied to both sides of each bearing.

FAILURE TO PRIME

Failure to prime can be caused by the presence of some foreign matter lodged in the valve preventing it from seating. To correct, remove any such foreign bodies.

CAUTION: Do not remove the stainless steel screens. These filter screens should be cleaned without removing them from the plastic housing.

PUMP CHAMBER REPAIR

Replacement of broken piston.

To remove a piston, back out the screw holding the defective piston. Now lift the corner of the diaphragm and remove the broken piston. Insert the new piston through the diaphragm and slide the retaining ring on. Rotate the piston until it drops into place in the drive plate. Replace the screw and tighten until snug.

CAUTION: Do not attempt to re-use a piston once it has been removed. The plastic stem, if used a second time, may not hold securely. The second thread path removes additional material and there is then no real bite.

REPLACE A DIAPHRAGM

Screws (A) hold the piston.

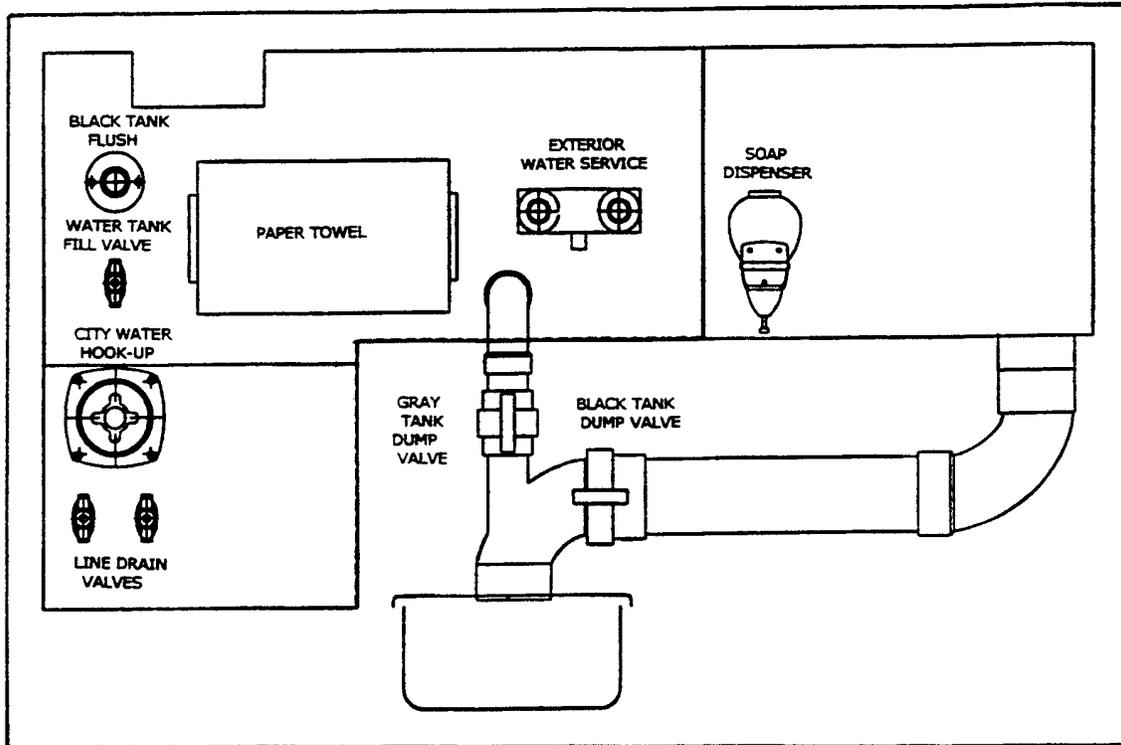
Screws (B) hold the drive mechanism and should not be removed when replacing piston.

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CITY WATER HOOKUP

In your utility compartment on the roadside of the motorhome are the city water hose connection and various other valves. They are clearly marked and your dealer should have explained the functions of each at time of purchase.

NOTE: When you use the "fresh water tank fill" valve and fill the tank it will expel any overflow under the coach. When you turn the fill valve off, the overflow will not cease immediately, but will slowly taper off.



Use a high-pressure hose of at least 1/2" diameter. It should be one that is tasteless, odorless and non-toxic designed for RV use. The city water inlet is a standard garden hose thread. We suggest you carry two lengths of hose. This way you have the ability to reach hookups further away than normal, plus you have a spare hose should one fail or become damaged unexpectedly. Turn the water heater bypass to the normal flow position as described under self-contained.

After hooking up the hose and turning on the city water valve provided in the park, slowly open a faucet. There will be a lot of spurts and sputtering until all the air is expelled from the motorhome system. If the water heater is empty it will take some time before all the air is expelled and you get a steady flow of water at the faucet. Once a steady flow is achieved at one faucet the others should be opened long enough to expel the air in the lines going to them.

During city water operation the water pump switch should be in the off Position. A check valve built into the pump protects it from city water pressure.

Your plumbing system has a built in pressure regulator to protect your lines and faucets from extremely high pressures on some city water systems.

Information on dump valve and black tank flush use can be found under DRAIN AND WASTE- SYSTEM further back in this section.

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GALLEY FAUCET, MOEN PURETOUCH CLASSIC
1-800-374-6542

WATER FILTRATION SAFEGUARDS

Your Moen PureTouch® Classic Filtering Faucet System integrates carbon block filtration technology designed by Culligan International into a faucet spout. This technology is fast and effective at reducing contaminants commonly found in water and is certified by NSF® International. The PureTouch Filtering Faucet System and installation must comply with State and Local laws and regulations. To ensure optimal operation of your new Moen faucet, please read the following safeguards carefully.

MicroTech™ Filter Cartridges

- MicroTech filter cartridges will reduce:
 - Chlorine, Taste and Odor (MicroTech 400, 600)
 - Lead (MicroTech 400,600)
 - Cysts (Cryptosporidium, Giardia) (MicroTech 600)*

*The contaminants removed or reduced by this filter are not necessarily in your water.
- Do not use with water that is microbiologically unsafe or of unknown quality without adequate disinfections before or after the system. Systems certified for cyst reduction may be used on disinfected waters that may contain filterable cysts.
- MicroTech filter cartridges are designed for replacement after dispensing 200 gallons of filtered water. Water conditions and usage may affect filter life and water taste.
- The electronic indicator will signal when filter replacement is necessary
- Use only MicroTech 400 or 600 filter cartridges with the PureTouch *Classic* Filtering Faucet System.
- Filter flow rate = .4-.5 gpm at rated pressure (20 psi min. – 125 psi max.).

Water Temperature

- Minimum/Maximum faucet operating temperature = 40 degrees – 150 degrees F
- **CAUTION: Do not filter water above 100degrees F.**

MicroTech Filter Flushing Instructions

- New MicroTech Filter Cartridge: Allow cold water to run through a new filter for 5 minutes to flush out any loose carbon particles. Once these small black specks are washed out the filter is ready for use.
- Daily Use: Allow cold water to run through the filter for 10-15 seconds prior to first use. If the filter has not been used for two days, run cold water through the filter for 60 seconds prior to use.

Questions

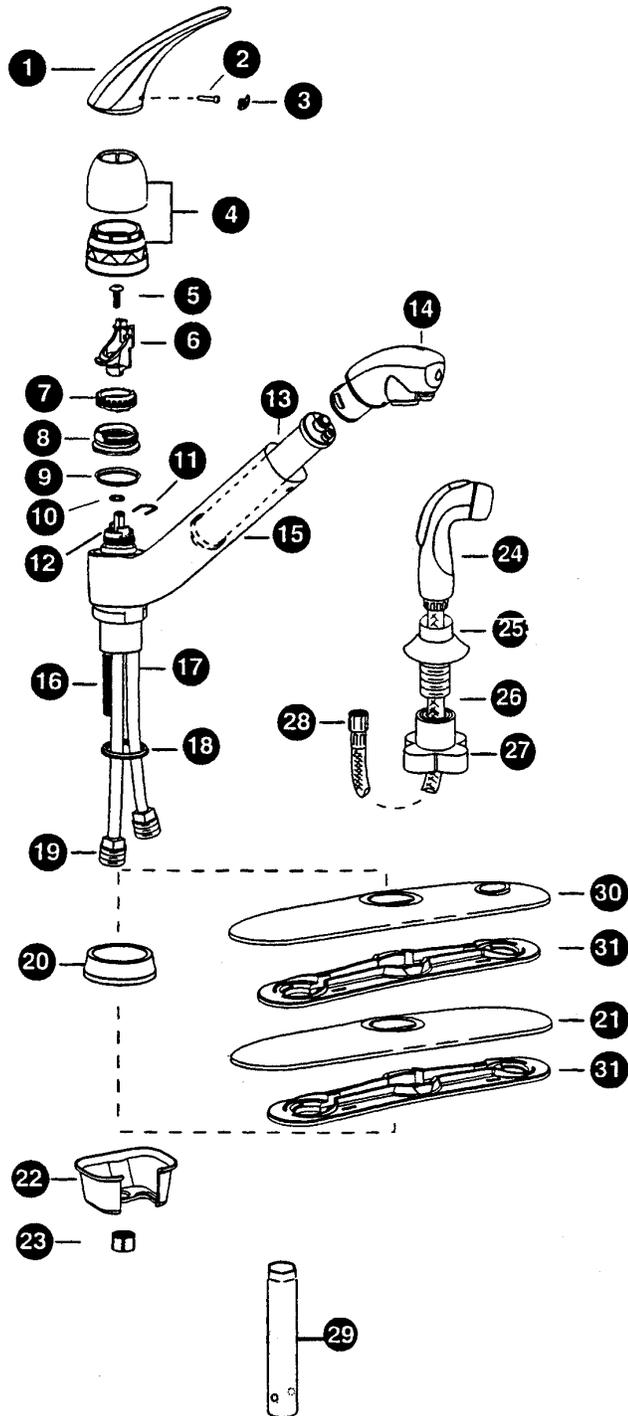
- If you have any questions please call our toll-free help lines:

1-877-DRINK-H2O
Monday through Friday 8:00 a.m. to 8:00 P.M.
1-877-374-6542
Saturday 8:00 a.m. to 6:30 p.m.

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PARTS DESCRIPTION

1. Solid Handle Body
2. Set Screw
3. Plug Button
4. Dome & Pivot Retainer Assembly
5. Cartridge Screw
6. Handle Adapter & Connector Assembly
7. Pivot Stop
8. Spout Retaining Nut
9. Bearing Washer
10. "D" Washer
11. Retainer Clip
12. 1225 Cartridge
13. Filter Cartridge
14. Filtering Appliance
15. Lower Spout Assembly
16. Threaded Shank
17. Supply Tubes (2)
18. Bottom Bearing Washer
19. 1/2" Threaded Fitting
20. Deck Ring with Gasket
21. Deck Plate
22. Mounting Bracket
23. Mounting Nut
24. Designer Spray Head (Spray Models)
25. Hose Guide with Gasket (Side Spray Models)
26. Spray Hose
27. Extended Locknut (Side Spray Models)
28. Swivel Nut (Spray Models)
29. Mounting Tool
30. Deck Plate (Spray in Deck Models)
31. Support Plate with Gasket



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MICROTECH™ FILTER INSTALLATION/REPLACEMENT

1. Install a new filter by wetting the outlet ports with water and then inserting into the round filter ports on the faucet head and pushing the filter and head together. Both outlet ports must be fully inserted into the filter ports.
2. Install the filter and faucet head assembly on to the spout by wetting the faucet head o-ring seal and then carefully sliding the free end of the filter into the spout. The head will need to be initially turned approximately 1/2 turn counter clockwise from its normal position to slip past the safety catch. Lock the head into place by simultaneously pushing and twisting the head clockwise. When properly installed the head will feel secure, and will be correctly oriented on the spout.
3. Reset the filter life indicator by pushing the filter button 3 times. Wait 10 seconds. You should not be running water while resetting the filter life indicator because the filter button will remain depressed, with the first push as it switches to filter mode. The filter life indicator has been correctly reset if a short series of rapidly flashing green light occurs, indicating that the new filter-flushing period has begun.
4. Flush the filter for 5 minutes before initial use.

Your new Moen faucet is now ready for normal use.

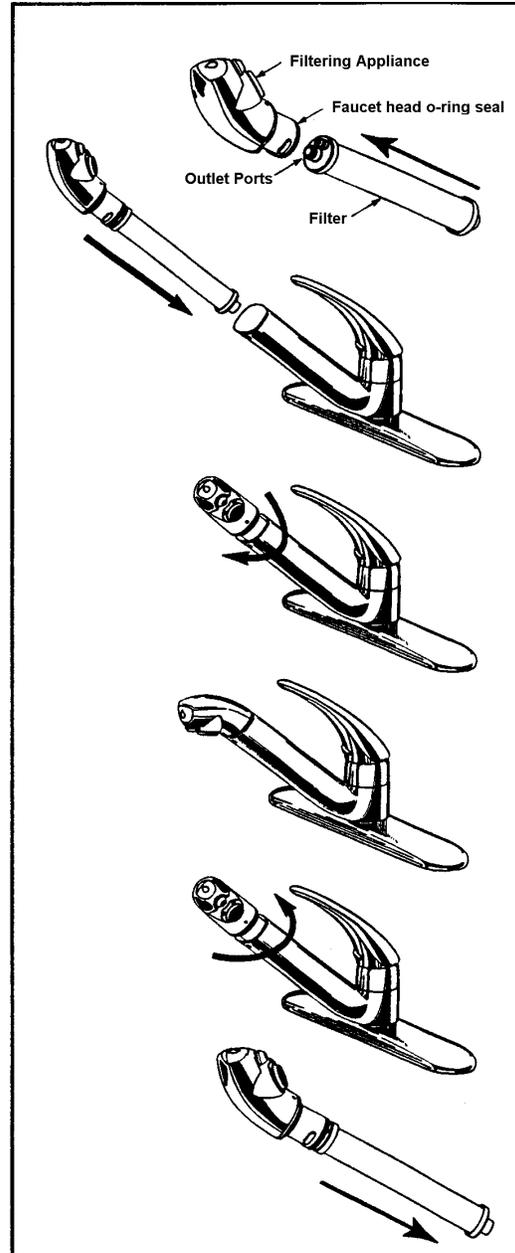
To replace filter:

1. Turn off the faucet. Remove the faucet head by twisting it approximately 1/4 turn counter clockwise to unlock it. Gently pull the faucet head away from the spout and twist it approximately another 1/4 turn to get the faucet head past the safety catch. The faucet head and depleted filter (if one is installed) can now be pulled completely out of the spout.

2. The filter is held to the faucet head by two outlet ports, which connect into the head. Remove the old filter by simply pulling it straight off. Discard the old filter and install a new MicroTech 400 or 600 filter.

Note: The faucet will function correctly in unfiltered stream mode with or without a filter installed. The faucet will not function correctly in filter mode without a filter. If a filter is not installed and the filter button is depressed, unfiltered water will flow from both the filtered water outlet and the stream outlet aerator, and the filter button will not automatically stay depressed.

Use only Microtech 400 or 600 filter cartridges with the PureTouch Classic Filtering Faucet system. The Microtech filters are high performance carbon block filters developed specifically for the PureTouch system.



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OPERATING INSTRUCTIONS

Controlling The Water

The PureTouch system has two options for water delivery, unfiltered stream and filtered water.

STREAM MODE: Unfiltered water in regular stream flow

When the water is turned on at the faucet, the spout will always begin operating in the regular stream mode.

FILTERED WATER MODE: Filtered water dispensed through the separate filtered water outlet.

Pressing the front filtered water button will divert water through the filter and dispense filtered water from a separate outlet. To exit the filter mode, shut off the faucet.

CAUTION: Only filter cold water. Do not filter water above 100 degrees F.

Electronic Indicator

The flashing light on the electronic filter life indicator provides information regarding the performance of the filter. The indicator provides you with information throughout the life of the filter to help communicate the level at which it is performing.

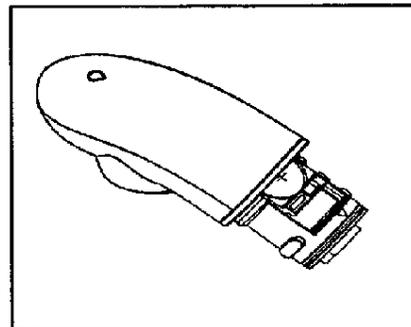
Indicate Color	Performance
Amber & Green	A new filter must be flushed with cold water for 5 minutes after it is installed. This procedure helps clean the filter of loose carbon particles.
Green	Filter performing at optimum efficiency.
Amber	Warning: Filter is ready for replacement. (Approximately 16 gallons left.)
Red	Warning: Filter life is deleted, discard old filter and replace with a new Microtech 400 or 600 filter.

*If fast red doesn't change to slow amber/green after memory has been reset, reset was not complete and needs to be redone. Follow step 3 on the previous page.

A standard replaceable 3V lithium watch battery (2032) designed to last several years powers the electronic indicator.

Battery Replacement

Follow filter replacement instructions to remove filter appliance. Locate battery compartment drawer, pull out and replace battery, positive side up.



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TROUBLESHOOTING

PROBLEM: Water flows from both outlets, filter and unfiltered, when the filter button is pushed.

SOLUTION: No filter is installed. Install a filter.

PROBLEM: After installing a new filter, the filter life indicator still flashes red.

SOLUTION: Filter life indicator was not reset, or the attempt to reset the indicator did not work. Perform reset sequence.

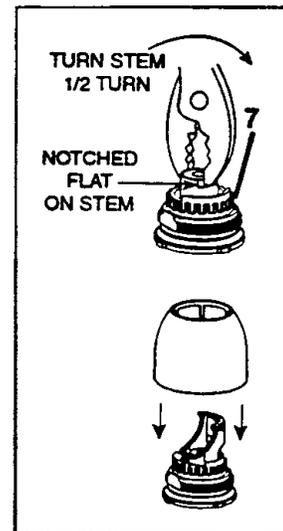
PROBLEM: Reversed Hot & Cold positions,

SOLUTION: HELPFUL HINTS: IT IS NOT NECESSARY TO SHUT OFF WATER SUPPLIES. HANDLE SCREW REQUIRES A 7/64" HEX KEY WRENCH.

1. Remove plug button (3) from the handle by prying the button upwards from the bottom center. If a tool is required, use something, which will not scratch the handle. Remove setscrew (2), handle body (1), dome and pivot retainer assembly (4), cartridge screw (5), handle adapter and handle connector assembly (6).

2. Turn cartridge stem around so that the notch is turned one half turn or 180 degrees.

3. Reinstall as follows: Be sure retainer clip (11) is present on cartridge stem and raised edge of pivot stop (7) faces front. Note orientation of handle adapter & connector assembly (6) in the exploded view. Completely tighten cartridge screw (5) to prevent unwanted closure of faucet. Thread on dome clockwise until hand tight. Reinstall handle body (1), set screw (2), and plug button (3).



PROBLEM: Faucet head is loose and water flows freely from between the head and spout.

SOLUTION: The head was not locked in place correctly. Reinstall the head and filter assembly.

PROBLEM: Slow or uneven water flow in filtered mode.

SOLUTION: Filter outlet may be clogged.

1. Remove filter outlet nut, flush out carbon particles.
2. Filter cartridge may be clogged with captured contaminants. Replace filter cartridge. If problem persists call Moen Help line at:

1-877-DRINK-H2O (1-877-374-6542)

PROBLEM: Electronic display doesn't function

SOLUTION: Replace battery.

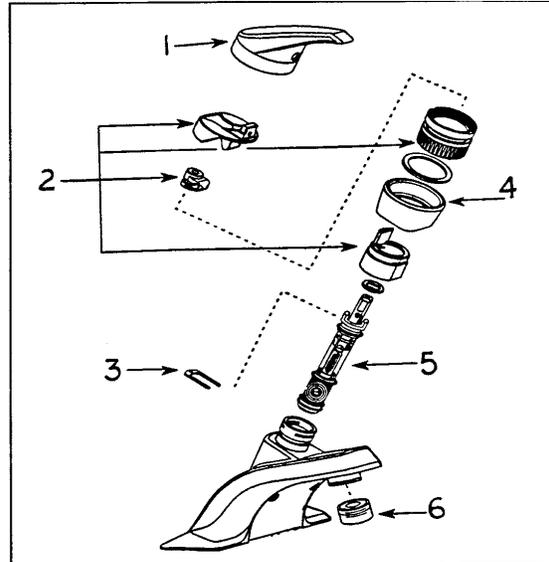
CARE AND MAINTENANCE

All that is needed to clean your faucet is a soft damp cloth. Moen does not recommend the use of scour pads, cleansers or chemicals. The abrasive nature of these substances could damage the faucet's finish. A non-abrasive car wax will help to protect the finish. **DO NOT SUBMERGE OR PLACE FAUCET HEAD IN DISHWASHER.**

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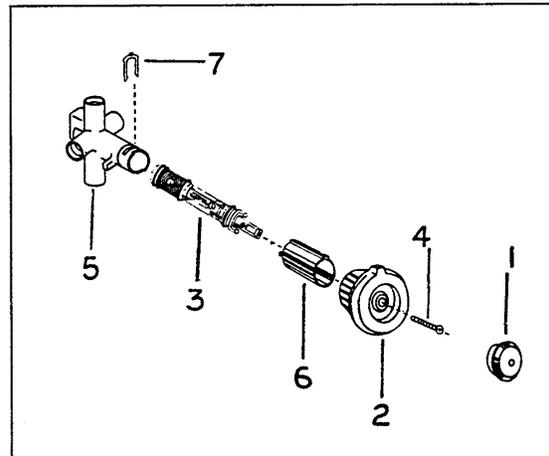
MOEN LAVATORY FAUCET

1. Handle
2. Lever mechanism
3. Retainer clip
4. Transition collar
5. Cartridge
6. Flo-control aerator



MOEN SHOWER MIXING VALVE ASSEMBLY

1. Handle Cover
2. Handle
3. Cartridge
4. Handle Screw
5. Valve Body
6. Stop Tube
7. Retainer Clip



LAVATORY FAUCET AND SHOWER MIXING VALVE CARTRIDGE REMOVAL

Shut off water pressure for entire system.

Disassemble: Remove handle cover. Take out handle screw and remove handle and stop tube, Lift out retaining clip and pull the cartridge out of the body by the stem.

CAUTION: Reinsert cartridge by pushing it all the way into the body and until the front of the ears on the cartridge shell are flush and aligned with the body. Replace the retainer clip so that the legs straddle the cartridge ears and slide down into the bottom slot in the body. This prevents the cartridge from rotating and locks it in the body. Reinstall stop tube and handle. Tighten handle screw securely, and replace the handle cover. The red flat on the stem must point UP when mounting the knob handle (down for lever handle).

If cold water is on left side and hot water is on right side (red flat pointed down), remove cartridge and reinstall 180°.

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STORAGE AND WINTERIZING

When storing your motorhome for a short or long period, use the same precautions as you would in your own home in regard to perishables, ventilation and rain protection. In addition, for prolonged storage periods flush out all the drain lines and the holding tanks. Also, drain the entire water system, including the water heater and the water storage tank. Instructions for draining the water system are explained in the following paragraphs on winterizing.

Twice a year, or after a long storage period, we suggest you take your unit into your Airstream dealer for a check-up and cleaning of the gas operated appliances

Living Area

The main consideration in winterizing is to guard against freezing damage to the hot and cold water systems, the waste drain system (including the traps), the waste holding tanks, the water heater and the batteries. To completely winterize your motorhome follow this procedure:

1. Level the motorhome from side to side and front to rear. Open all faucets.
2. Turn the water pump switch to the OFF position.
3. In your utility compartment remove the flexible shower hose and drain. Open the two low point drain valves and the exterior water service faucet. Remove plug or open the petcock on the exterior face of the water heater.
4. On the curbside of the coach in the lower compartment directly in front of the wheels are two more valves. Release the slide bolt and swing the door down. One valve drains the water and the other is the low point drain line for the curbside.
5. The toilet water valve should be left in open position while draining water.
6. While the water is draining from the system, depress hand spray thumb button on the telephone showerhead and drain all the water. Unscrew the head on spray unit and store.
7. After the water has stopped running from the drain lines, apply at least 60 lbs. of air pressure at the city water inlet. Be sure the toilet valve and all drain valves and faucets are open and pump outlet hose is disconnected. This can be accomplished at a service station and will force any remaining water from the water heater and remove any water which may be trapped in low areas.
8. Pour a cup of non-toxic antifreeze into the lavatory, sink, and tub drains to prevent freezing water in traps.
9. Be sure to open the waste holding tank drain valves, and drain and flush the tanks thoroughly. (This is very important, as the sewage in the tank, if frozen, could seriously damage the tank.)
10. Remove water filter canister and dump.
11. Remove the batteries from your motorhome and store in a cool dry place where there is no danger of freezing. It is very important for optimum life of your battery to check it periodically and to keep it fully charged. This is especially true in winter months, when the temperature may drop below freezing. If the period of storage is for 30 days or less, you may turn off the "kill" switch rather than remove the batteries,
12. Please refer to the battery section for more information on battery maintenance
13. Remove any items (food, cosmetics, etc.) from the interior that might be damaged by freezing, or might damage the motorhome if containers break.

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For additional winterizing protection, add non-toxic antifreeze (approved for drinking water systems) to your water lines using the following procedure:

1. Reconnect all lines except the hose to the pump inlet port. Close all drain valves (See Step 3)

*2. Turn bypass valves to bypass position

3. Attach a length of hose to the pump inlet port. This piece of hose should be long enough for the free end to be inserted into and reach the bottom of the antifreeze container.

4. Dilute the antifreeze solution in accordance with the manufacturer's instructions.

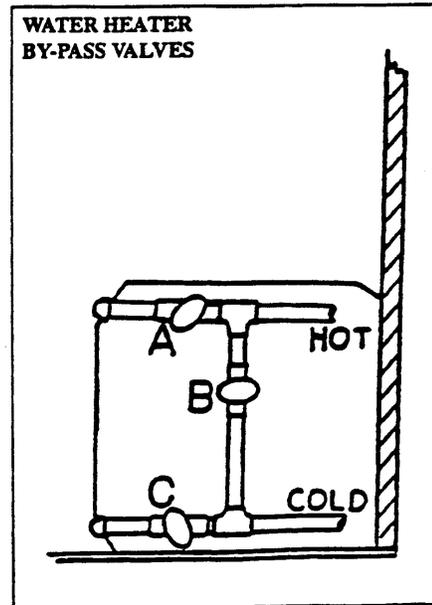
5. Open all water faucets.

6. Insert hose length into the antifreeze container, turn the pump switch on, and run the water pump until the antifreeze solution fills all water lines. Flush toilet. Work shower hand spray while holding down in tub.

7. Shut off the pump and close all faucets.

8. Disconnect the hose length from pump inlet fitting and reconnect water system inlet line.

*To by-pass the water heater for winterizing, close valves A and C and open valve B (See illustration).



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DRAIN AND WASTE SYSTEM

The drain and waste system of your motorhome includes waste holding tanks made from molded plastic. The MAIN HOLDING TANK enables you to use the toilet for several days away from disposal facilities. The wastewater from the sink, shower, and bath and lavatory drain into the AUXILIARY HOLDING TANK. Each tank has its own dump valve; however, both tanks drain through a common outlet. Therefore, you need to make only one connection when hooking up in a trailer park with sewer facilities.

Monitor Panel

Check your monitor panel frequently. When the MAIN HOLDING TANK is completely full, sewage cannot be emptied from the toilet bowl. If the AUXILIARY HOLDING TANK is overfilled, drain water will "backup" into the tub and cause an unpleasant cleaning job. Tank one on the monitor panel is the "black" tank and tank two is the auxiliary or "gray" tank. Never drain the tanks at any place other than an approved dumping station.

To empty both tanks, attach the sewer hose by pressing the bayonet fitting onto the outlet adapter and rotate clockwise until it feels solid and secure. Attach the outlet end of the hose to the sewage outlet, making sure that the hose is placed so that it will drain completely. The dump valves are located on the lower rear roadside corner of the motorhome. Pull the dump valve handle out as far as it will go and wait until the tank is drained. If the auxiliary tank is drained after the waste tank, the soapy water will help keep the sewer hose and outlet clean.

The main holding tank must be flushed out until all paper and waste material is removed. Close the dump valve and refill the tank with 5 to 10 gallons of clean water and repeat until clean.

When Parked and Connected to Sewer Outlet

When you are in a park and connected to a sewer outlet, keep the main holding tank dump valve closed and empty the tank every few days or whenever it becomes almost full. **ONLY BY SENDING A LARGE VOLUME OF LIQUID THROUGH THE MAIN HOLDING TANK AT A TIME WILL TOILET PAPER AND OTHER SOLIDS COMPLETELY WASH AWAY.**

This practice will avoid the accumulation of solids in the main holding tank, which could lead to an unpleasant cleaning job. Should solids accumulate, close the dump valve, fill the tank about half full with water, then drive the motorhome for a few miles. The turbulence and surging of the water will usually dissolve the solids into suspension so the tank can be drained. Keep the auxiliary tank valve open when connected to a sewer outlet.

Draining the tanks as described will protect them from freezing during storage. When traveling in sub-freezing temperatures, use a winterizing solution designed for RV use. Follow the directions on the container. As this is being written, heated tanks are being considered and may be on your motorhome.

CAUTION: Never put wet strength paper towels or tissues in your holding tank, since they won't dissolve and can "catch" in the mechanism of the dump valve. Colored toilet tissue is slower to dissolve than white. Most RV accessory stores offer tissue, designed for RVs that will completely dissolve.

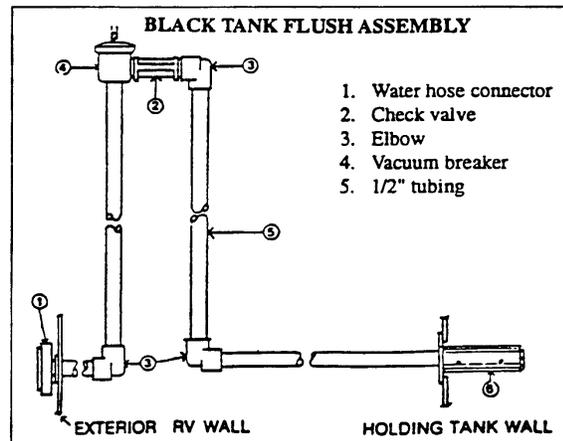
350 XL SERIES 2001 OWNERS MANUAL

BLACK TANK FLUSH

The main holding tank must be flushed out until all paper and waste material is removed. Close the dump valve and refill the tank with 5 to 10 gallons of clean water and repeat until clean.

In the utility compartment on the left side is a water hose connector marked "black tank flush." To use, hook-up hose and turn on full force. Within the tank a spray head with a multiple-holed head will spray the interior surface of the tank.

The gate valve should be closed for the first couple of minutes, and then opened to let the water out in a rush. Repeat as needed.



Drain Systems Cleaning

There are many deodorizers on the market in tablet, liquid, and powder form. These not only combat odor, but also, stimulate the bacteria that works to dissolve the solids in your tank. Picking a deodorizer with lubricating qualities will ease slide valve operation.

The only cleaning agents that can be used without causing harm to the system are household ammonia and tri-sodium phosphate in small quantities. Do not use any product that contains any portion of petroleum distillates. This attacks the rubber seals of your toilet and dump valve. Also, do not use any dish detergent or abrasive cleaners. All products should be marked approved for ABS drainage systems.

When winterizing drains use only recreational vehicle plumbing type antifreeze. These are sold through your dealer.

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TOILET

Manufacturer: Thetford Corporation
7101 Jackson Road
Ann Arbor, MI 48103
313-769-6000

The RV toilet in your Airstream is a design that has been used for many years. There are two pedals. The large pedal opens and closes the slide mechanism, and the smaller pedal opens and closes a water valve.

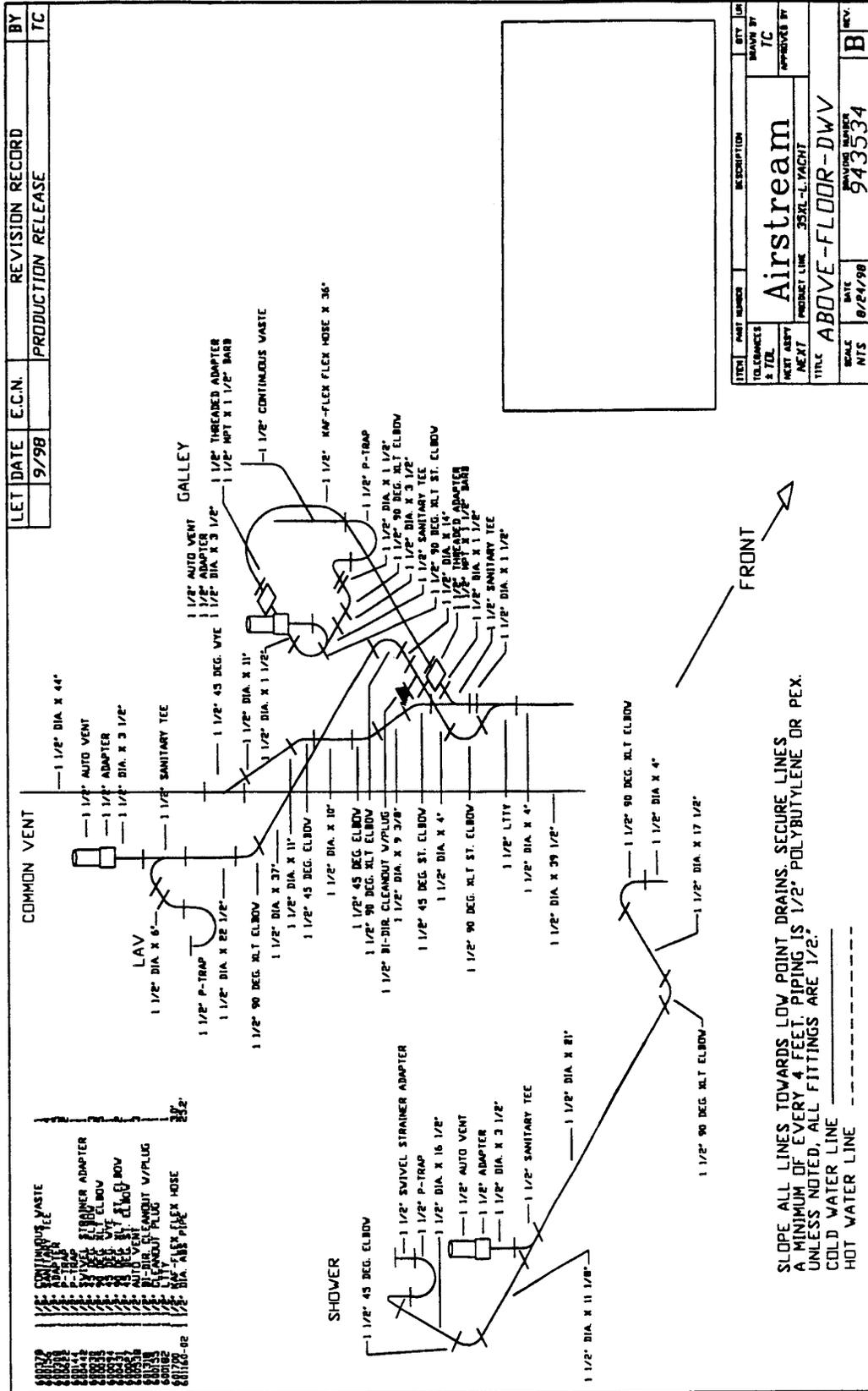
In normal use, when you are hooked up to city water, both pedals are depressed together. This dumps the sewage and fresh water and flushes down the side of the bowl. Water will continue to run into the bowl for a short time after the pedals are released.

When you wish to conserve water hold the hand-spray head over the bowl and hold down the thumb-operated lever. Now when you depress the pedal all the water is routed through the hand-spray.

CAUTION: When you dump the bowl of the toilet make sure all paper and solids have cleared the slide mechanism before you allow it to close. Failure to do so can cause the groove for the slide to become jammed and the slide will no longer close completely.

If the problem should occur a small nail or bent clothes hanger can be used to "pick" the material out of the groove.

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ITEM	PART NUMBER	DESCRIPTION	QTY	OR
1	Airstream			TC
2	350XL-L-TACHT			APPROVED BY
TITLE		ABOVE-FLOOR-DWV	DATE	
SCALE	NTS	0/24/98	REV.	B
DRAWING NUMBER		943534		

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NOTES

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ELECTRICAL SYSTEM

12-VOLT SYSTEM

BATTERIES

Your motorhome is equipped with three batteries. One battery will be for the engine and the other batteries for the interior 12-volt circuits.

Engine Battery

The engine battery is used for starting the engine and operating the headlights, taillights, running lights, instrument panel lighting, automotive air conditioning and other accessories. The engine battery is charged by the alternator while driving and is located under the front hood.

Coach Batteries

The coach batteries are used for interior lighting; exhaust fans, generator, water pump, central control panel, entertainment center and 12-volt convenience outlets. These batteries are charged by the engine's alternator when driving, or by the converter when plugged into 120-volt city power. The generator also charges them, when it is running, through the 120-volt city power system. They are located under the front hood.

Auxiliary Battery Switch

The switch marked [aux. batt.] on the galley end panel just inside the main door acts as a master switch. When turned off it opens the circuit between the coach batteries and the twelve-volt distribution panel. The component that actually makes and breaks the circuit is a large continuous duty rated solenoid located in the front compartment next to the batteries. The green light at the switch is illuminated when the switch in "on".

The switch is not intended for everyday use. But if you're going to be away from your coach for more than 3 or 4 days and it's not plugged into 110-volt current just flip the switch off on the way out and your assured of fresh batteries when you return.

Interior Lights

Many interior lights have been included in your motorhome to give you almost infinite variable light intensity.

Just inside the main door on the galley end panel are switches for the auxiliary battery step, patio light dimmer and forward ceiling lights. The forward ceiling lights must have their switches on before the remote switch on the galley end panel will control them. The dimmer switch controls the intensity of the dinette light. The battery switch is discussed in the paragraph above.

In the bathroom the water heater switch supplies power to the igniter and gas valve. When turned on, it will flash red until flame is sensed, then the red light will be extinguished.

In the bathroom you'll also see a 110-volt switch for the water heater. This provides power to the heating element. DO NOT use unless you are sure the water heater is full. (Open a faucet and see if there is a full stream of water on the hot side),

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The bulbs in the interior lights are all easily replaced if they burn out. Round, exposed bulbs, such as those around the bathroom mirror and reading lights, are replaced by depressing them into their base, then turning to the left about 1/4 turn. This will allow them to "pop" out part way, so they can be removed.

WARNING: If they are difficult to turn, use a folded rag to protect your hand when grasping the bulb in case it should unexpectedly shatter.

The ceiling and wardrobe light lenses are removed by squeezing the sides of the lens in until they clear the frame. In cold weather it is helpful to leave the light on for a while to soften the plastic and avoid cracking. Incandescent bulbs are removed by depressing and turning to the left about 1/4 turn. Fluorescent bulbs are removed by turning in either direction.

12-Volt Operation

The switch just inside the door marked "aux. batt. " or just "batt. " is the main 12-volt kill switch. Anytime you are using the coach, leave this switch "on".

The only thing you have to do is make sure the coach batteries don't run down. In normal usage there isn't any problem, since you would normally drive part of the day and be plugged into a campground at night. The alternator charges the batteries when you drive and when you're plugged into city power the converter charges the batteries and carries much of the load.

Some nights you may not find a place to plug into city power. No problem; the standard two battery system gives you about 210 amp-hours so you can comfortably run your lights and vents in a normal fashion without depleting the batteries.

If you are not plugged into city power and you're not driving, you'll want to conserve your batteries by using as few lights and appliances as possible. If you notice the lights becoming dim, it's much easier on the batteries if you go ahead and start the engine or generator before the batteries run down.

Your motorhome is equipped with a 5-watt solar panel. There is an indicator light to the left of the micro that is on when there is enough sunlight to have a charging condition.

There are two sets of 12-volt fuses and breakers in your motorhome. The main interior circuits are below the glove box behind the access panel. The brightly colored fuses pull straight out from the face of the panel. Replacement fuses are available at automotive stores and most service stations.

The second set of fuses is the ones provided by the chassis manufacturer. Ford fuses are located under the front hood under a black plastic cover.

Four in-line fuses are also used:

- Two are by the battery disconnect solenoid above the center of the exterior hood opening. One fuses the switch wire and the other protects the wiring to the indicator light.
- The fourth fuse is a 30-amp fuse at the left side of the steering column and is for the heater blower motor.

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Basic 12V Wiring

On the following sheet is a drawing of the 12-V wiring used in the XL motorhome.

The auxiliary battery switch at the main door is intended to be used for long-term storage. If you're not going to use your motorhome for a week or two, just leave the switch closed. If it's going to be more than a couple of weeks before using your coach, open the switch. This will assure your batteries will remain in the best condition possible. For long-term or winter storage, the batteries should be removed from the vehicle and stored where they can be recharged about every thirty days.

On the following pages are 12-volt wiring diagrams. The first drawing will probably be the most useful. It shows how the power from the batteries reaches the main components.

12V WIRING DIAGRAMS

- 12-volt wiring main
- 12-volt wiring, engine cover panel
- 12-volt fuse panel, Airstream
- 12-volt calculations
- Harness, head lights
- Harness, taillights
- Harness, armrest, part A
- Harness, armrest, part B
- Harness, firewall
- Harness, chassis components
- Harness, body, chassis, part A
- Harness, body, chassis, part B
- Harness, body interior, part A
- Harness, body interior, part B
- Harness, body upper
- Harness, ceiling
- Harness, bedroom slide-out
- Harness, clearance light rear
- Wiring, power mirrors
- Wiring, coaxial cable
- Wiring, keyless entry

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952389	LET DATE 10/93	E.C.N.	REVISION RECORD PRODUCTION RELEASE	BY TC
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FUSE POSITION:

#1 SPARE
 #2 CIR. 7, 12 GA. ORANGE
 #3 CIR. 1, 12 GA. PURPLE
 #4 CIR. 2, 12 GA. YELLOW
 #5 CIR. 4, 12 GA. BROWN
 #6 CIR. 5, 12 GA. BLUE
 #7 CIR. 6, 12 GA. RED
 #8 CIR. 16, 12 GA. BLACK
 #9, CIR. 9, 12 GA. GREEN

PWR. IN 6 GA. RED

FOR INDIVIDUAL CIRCUIT DETAILS
SEE 12V. CALCULATION SHEETS.

TODD ENGINEERING
28706 HOLIDAY PLACE
ELKHART, IN 46517

VENDOR PART NUMBER BB-9-20

ITEM	PART NUMBER	DESCRIPTION	QTY	UN
TOLERANCES		Airstream		DRAWN BY T.C.
NEXT ASST		PRODUCT LINE ALL MOTORHOMES		APPROVED BY
TITLE 12V. FUSE PANEL				
SCALE NTS	DATE 10/21/93	DRAWING NUMBER 952389		REV. B

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35'LAND YACHT XL 12V CALCULATIONS

Circuit 1. 20 Amps. 12 Ga. Purple (Amps.)

Bedroom Fantastic Fan.....	3.00
(1) 2-Bulb Rear Wardrobe Light	1.44
Bedroom Fluor. Ceiling Light	1.33
Hallway Exhaust Fan.....	2.00
(2) 2-Bulb Wall Lamps.....	4.00
(2) Reading Lights.....	2.00
1 -Bulb Vanity Light	1.44
Rear A/C Feed Wire	<u>1.00</u>
Total	16.21

Circuit 2. 20 Amp, 12 Ga. Yellow (Amps.)

Bath Fluor. Light	1.33
Water Heater Electronic Ignition.....	1.00
1 -Bulb Shower Light	1.44
Bath Fan	2.00
Furnace	<u>9.80</u>
Total	15.57

Circuit 3. Not Used

Circuit 4. 20 Amps. 12 Ga. Brown (Amps.)

(3) Aisle Lights.....	1.20
Under hood Light	1.44
Radio	5.00
Generator Compartment Light.....	1.44
Plumbing Compartment Light.....	1.44
Speaker Amplifier	<u>5.00</u>
Total	15.52

Circuit 5. 20 Amps. 12 Ga. Blue (Amps.)

(2) 1-Bulb R.S. Front Locker Lights	1.44
1 -Bulb C. S. Front locker Light.....	1.44
2-Bulb R.S. Wall Lamp	2.00
3-Bulb Dinette Light.....	3.40
Fantastic Fan.....	3.00
12V. Booster.....	0.00
(2) 2-Bulb Wall Lamps.....	2.00
Front A/C Feed Wire	<u>1.00</u>
Total	15.72

Circuit 6. 20 Amps. 12 Ga. Red (Amps.)

(7) Compartment Lights	10.08
------------------------------	-------

Circuit 7, 20 Amps. 12 Ga. Orange(Amps.)

Refer Light.....	1.00
------------------	------

Circuit 8. Not Used

Circuit 9. 20 Amps. 12 Ga. Green

Oven Light	3.30
Water Pump	7.00
Galley Overhead Fluor. Light.....	<u>1.33</u>
Total	9.33

Circuit 16, 20 Amp. 12 Ga. Black

Step Light	1.00
Patio Light	1.00
(5) Ceiling Fluorescent Lts.	<u>6.65</u>
Total	8.65

Battery Charger 3.00 Amps

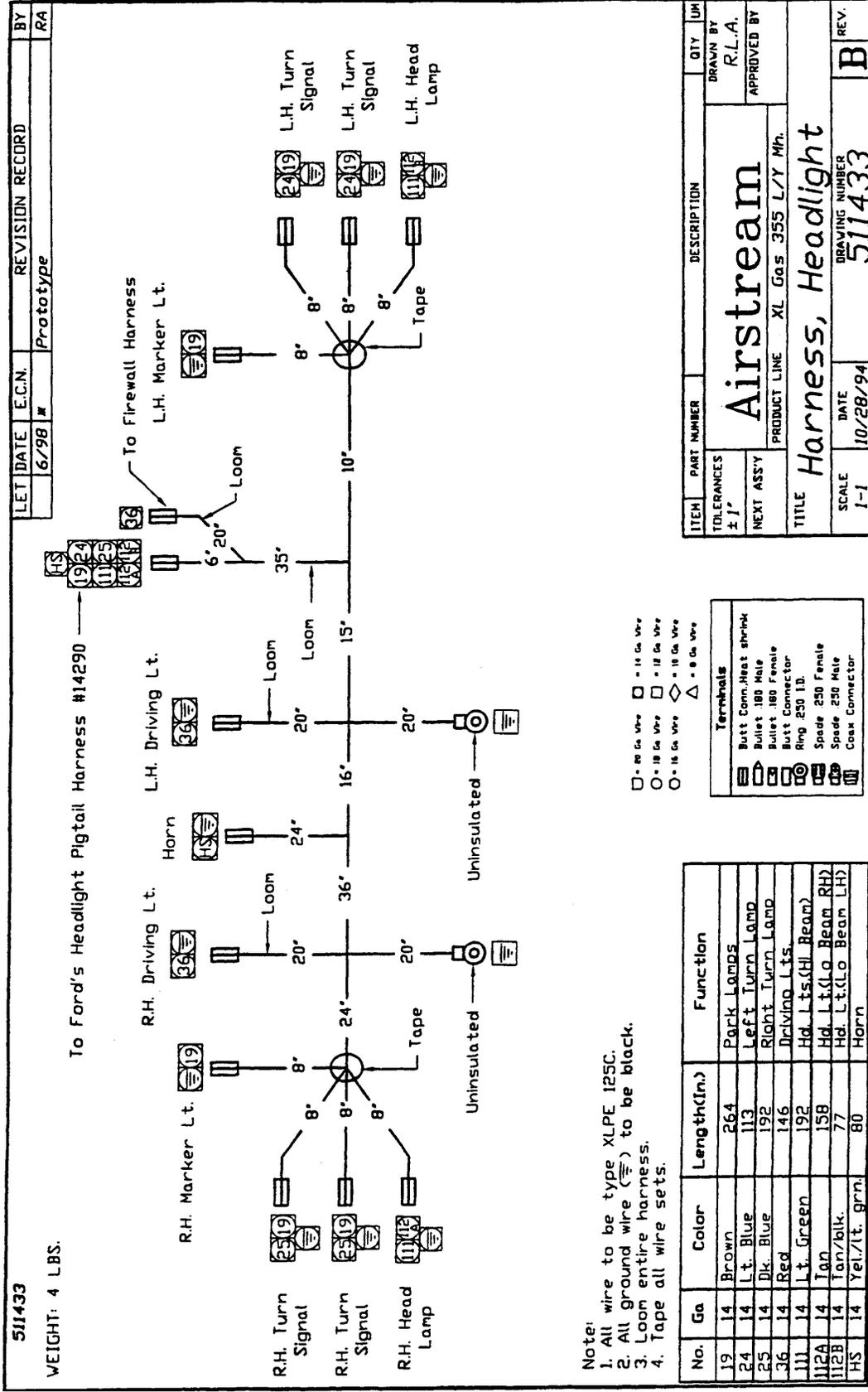
Total Amp. Draw 95.08 Amps

1st. 20 Amps. @ 100% = 20.00 Amps.
 2nd. 20 Amps. @ 50% = 10.00 Amps.
 53.64 Amps. @ 22% = 13.77 Amps.
 Total 43.77 Amps.

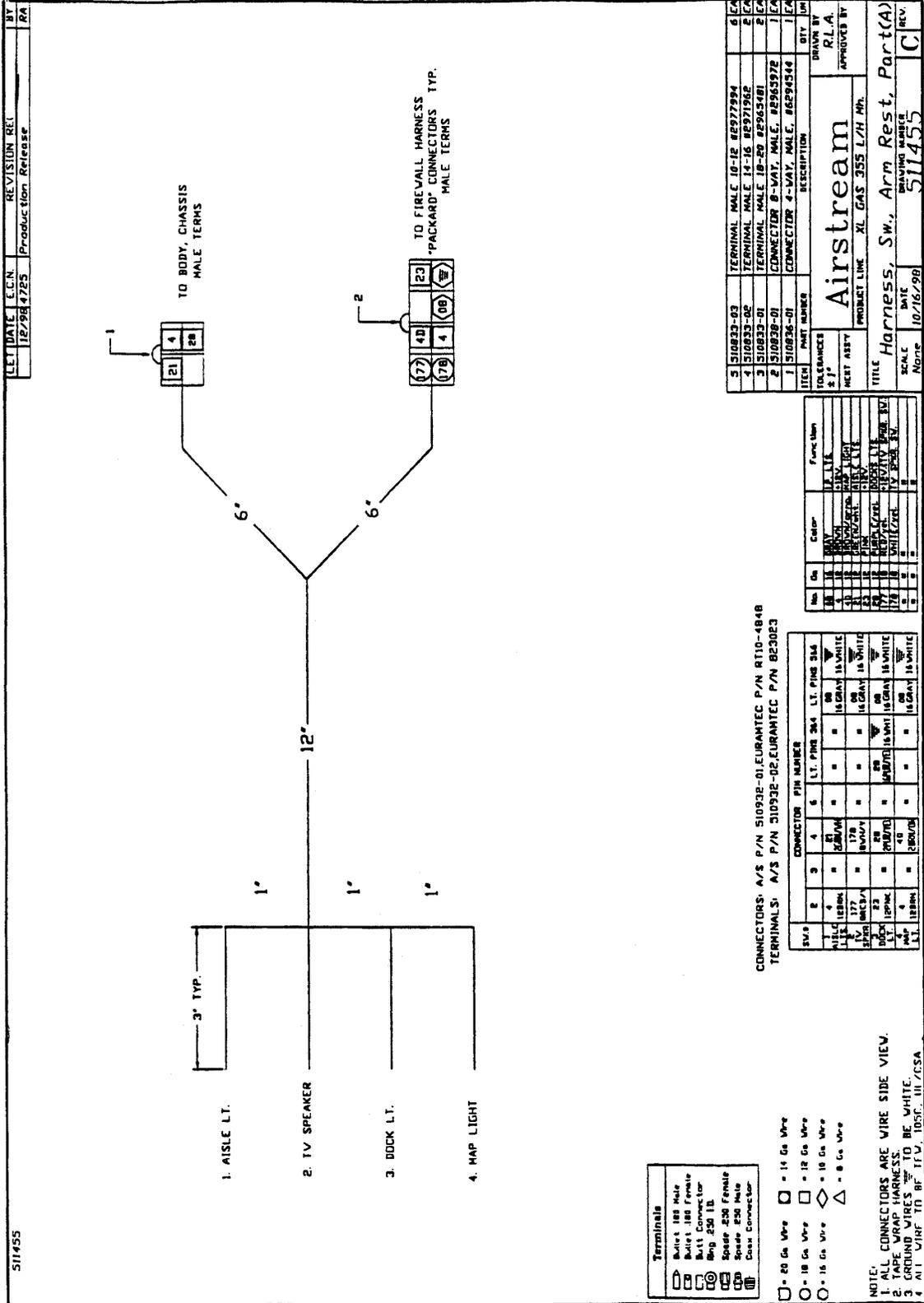
43.77 Power converter required by calculation,
 Magnetek 7455, 55 amp. Converter used.

All appliances are installed per the
 manufacturer's instructions per Nec 551-10 (e).
 3. All wire is stranded copper, type THHN or
 TEW, 600 V., 90 degree C., (105 Degree C.
 TEW), UL/CSA.

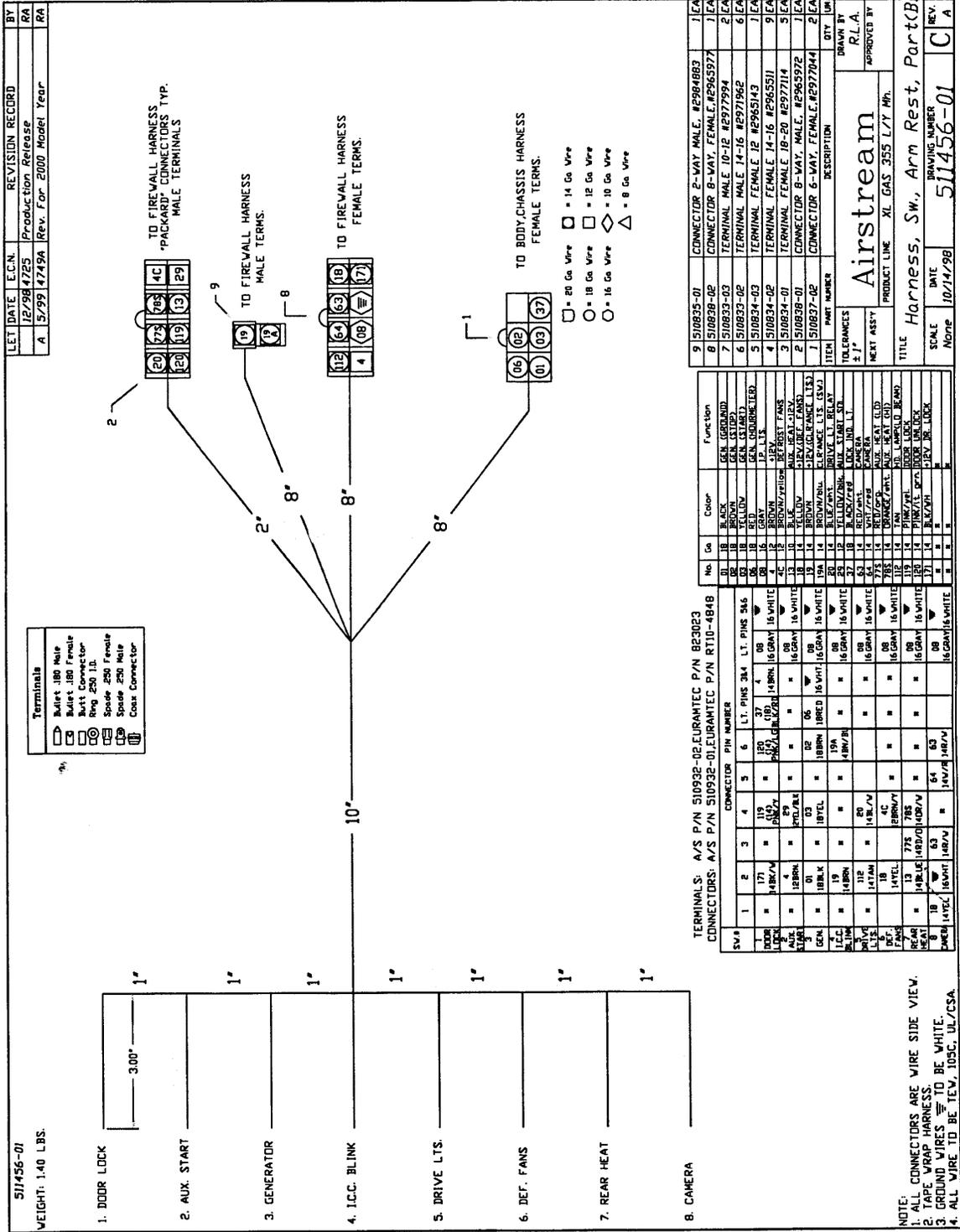
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511435-02

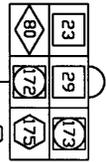
Weight: 2 Lbs.

To Firewall
Harness

Wire Gauge Chart

□ - 20 Ga Wire	□ - 14 Ga Wire
○ - 18 Ga Wire	□ - 12 Ga Wire
○ - 16 Ga Wire	◇ - 10 Ga Wire
△ - 8 Ga Wire	

'Packard Connector'
Male Terminals

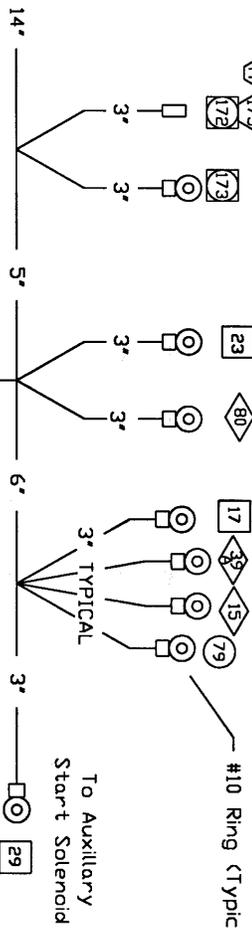


To Aux. Battery
Disconnect Solenoid

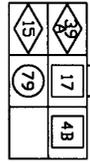
To Breaker
Buss Bar 'A'

To Breaker
Buss Bar 'B'

LET	DATE	E.C.N.	REVISION RECORD	BY
	12/98	4725	Production Release	RA
A	5/99	4749A	Rev. For 2000 Model Year	RA
B	8/99	4749B	Rev. To Add Cir. 4B	RA



'Packard Connector'
Female Terminals



To Breaker
Buss Bar 'A'

To Breaker
Buss Bar 'B'

Terminals

⊖	Bullet 180 Male
⊖	Bullet 180 Female
⊖	Ring 475
⊖	Ring 479
⊖	Socket 290 Female
⊖	Socket 290 Male
⊖	Cook Connector

- Note:
- All connectors are wire side view.
 - All wire to be SAE GXL 125C.
 - Tape wrap entire harness.
 - All terms. are insulated.

No.	Ga	Color	Function
4B	12	Brown/blk.	Sound System Amp
15	10	Red/Wht.	+12V. Pwr. Seats
17	12	Orange/blk.	+12V. Pwr. Mirrors
23	12	Pink	+12V. Dock Lts.
29	12	Yellow/blk.	Aux. Start Sol.
39A	10	Red	+12V. Step
79	18	Purple/wht.	+12V. LP Detect.
80	10	Black	+12V. S.D. Rm.
172	14	Orange	+12V. Aux Batt. Sol.
173	14	Orange/blk.	Aux. Batt. Disconnect Sol.
175	16	Drng/Dk. Blu.	Aux. Batt. Disconnect Sol. Lt.

ITEM	PART NUMBER	DESCRIPTION	QTY	UM
7	510834-04	TERMINAL FEMALE 10 #6288913	2	EA
6	510834-03	TERMINAL FEMALE 12 #2965143	2	EA
5	510834-01	TERMINAL FEMALE 18-20 #2972114	1	EA
4	510833-03	TERMINAL MALE 10-12 #2977994	3	EA
3	510833-02	TERMINAL MALE 14-16 #2971962	3	EA
2	510837-01	CONNECTOR 6-WAY, MALE, #2977042	1	EA
1	510837-02	CONNECTOR 6-WAY, FEMALE, #2977044	1	EA

TOLERANCES ±.1"

NEXT ASSY

PRODUCT LINE XL Gas 355 L/Y Mh.

TITLE
Harness, Chass. Elec. Components

SCALE 1=1

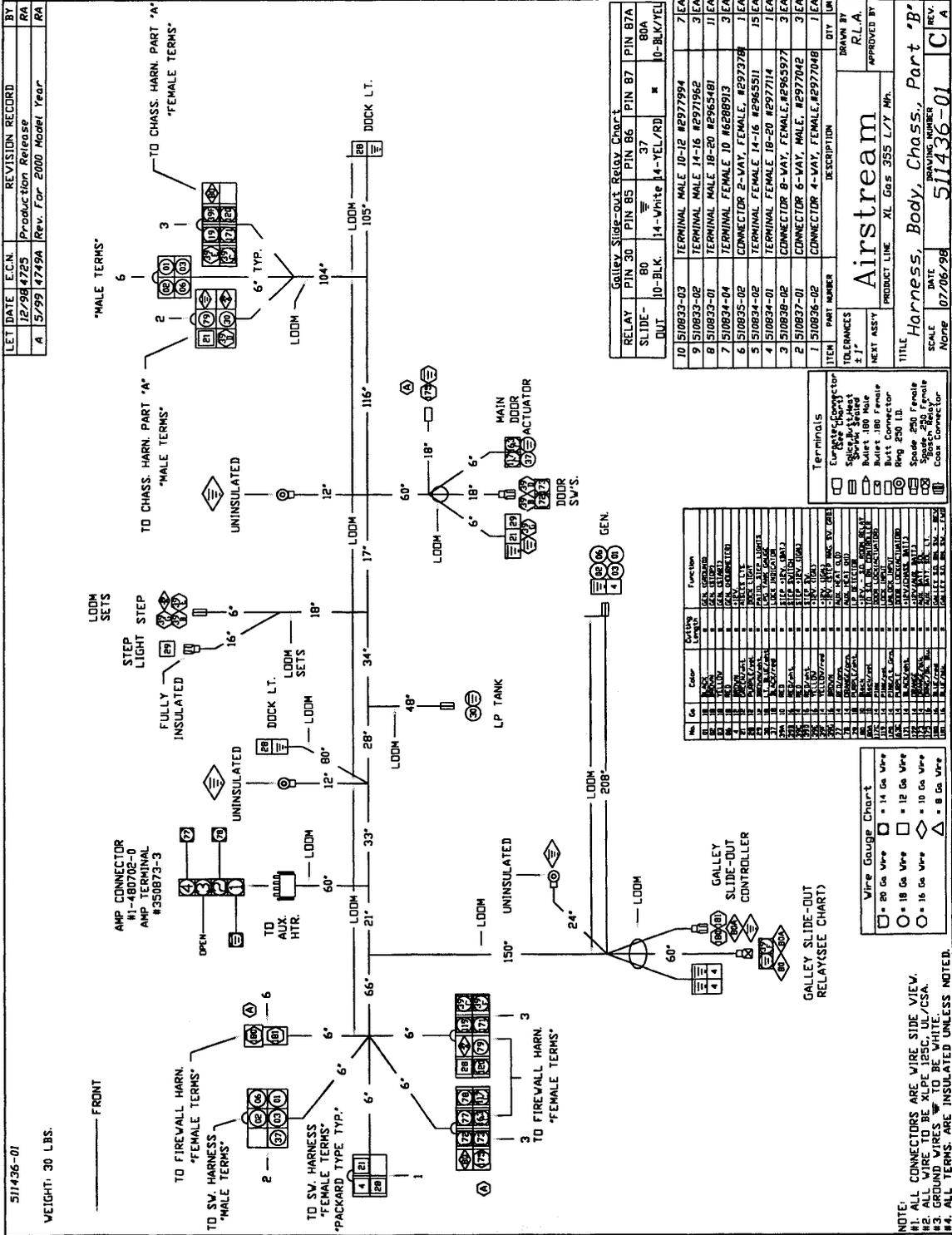
DATE 06/25/98

DRAWING NUMBER 511435-02

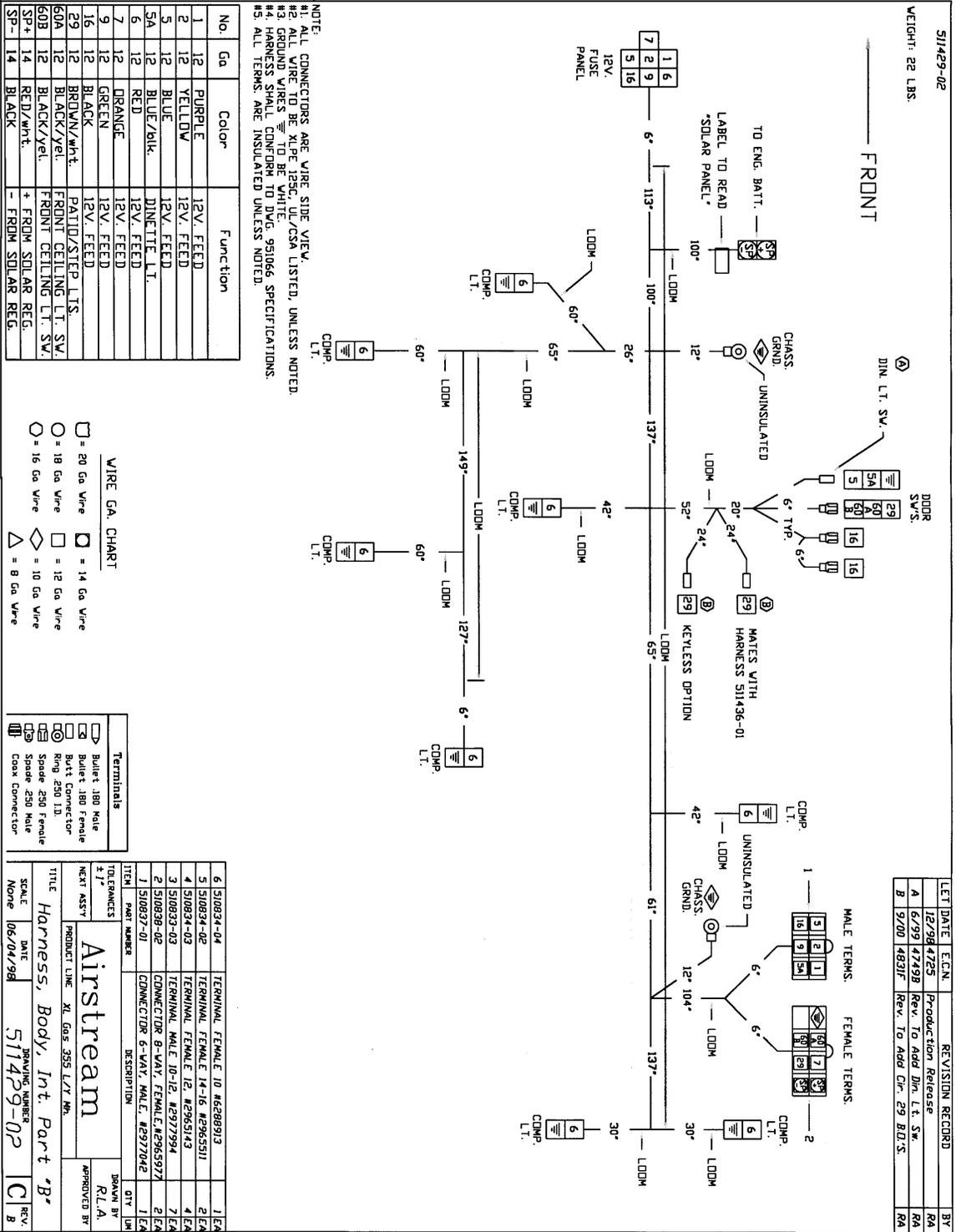
APPROVED BY R.L.A.

REV. B

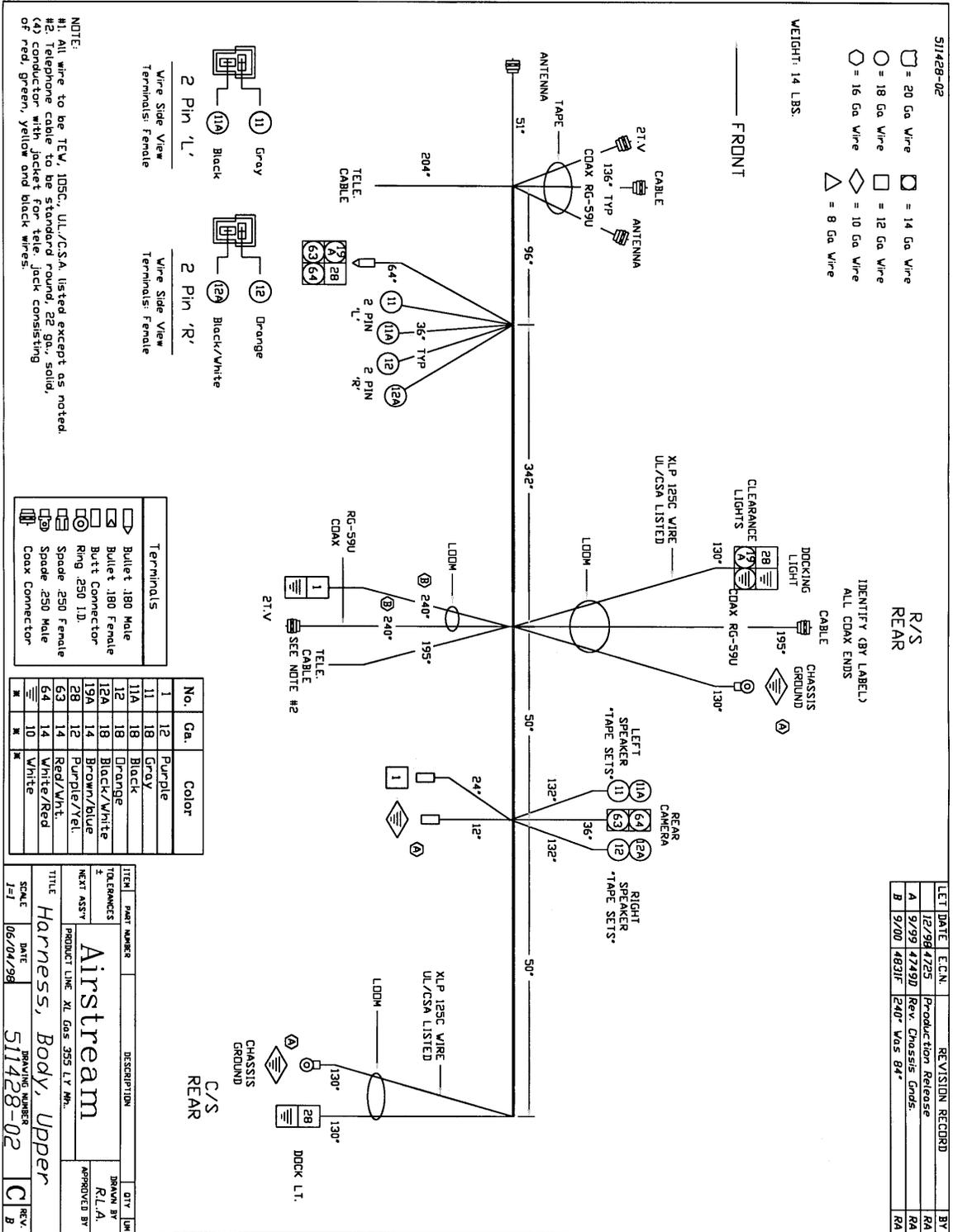
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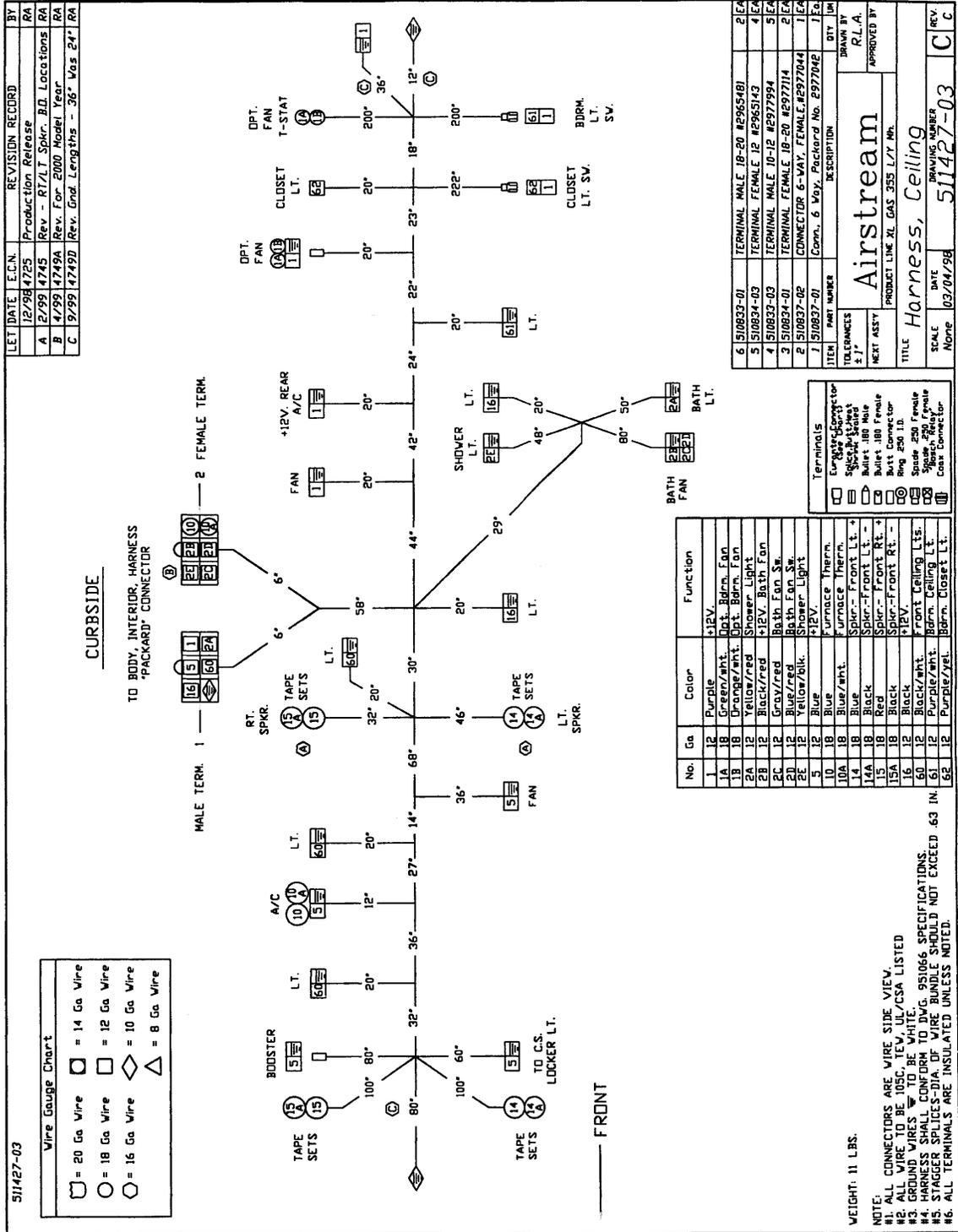
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350 XL SERIES 2001 OWNERS MANUAL

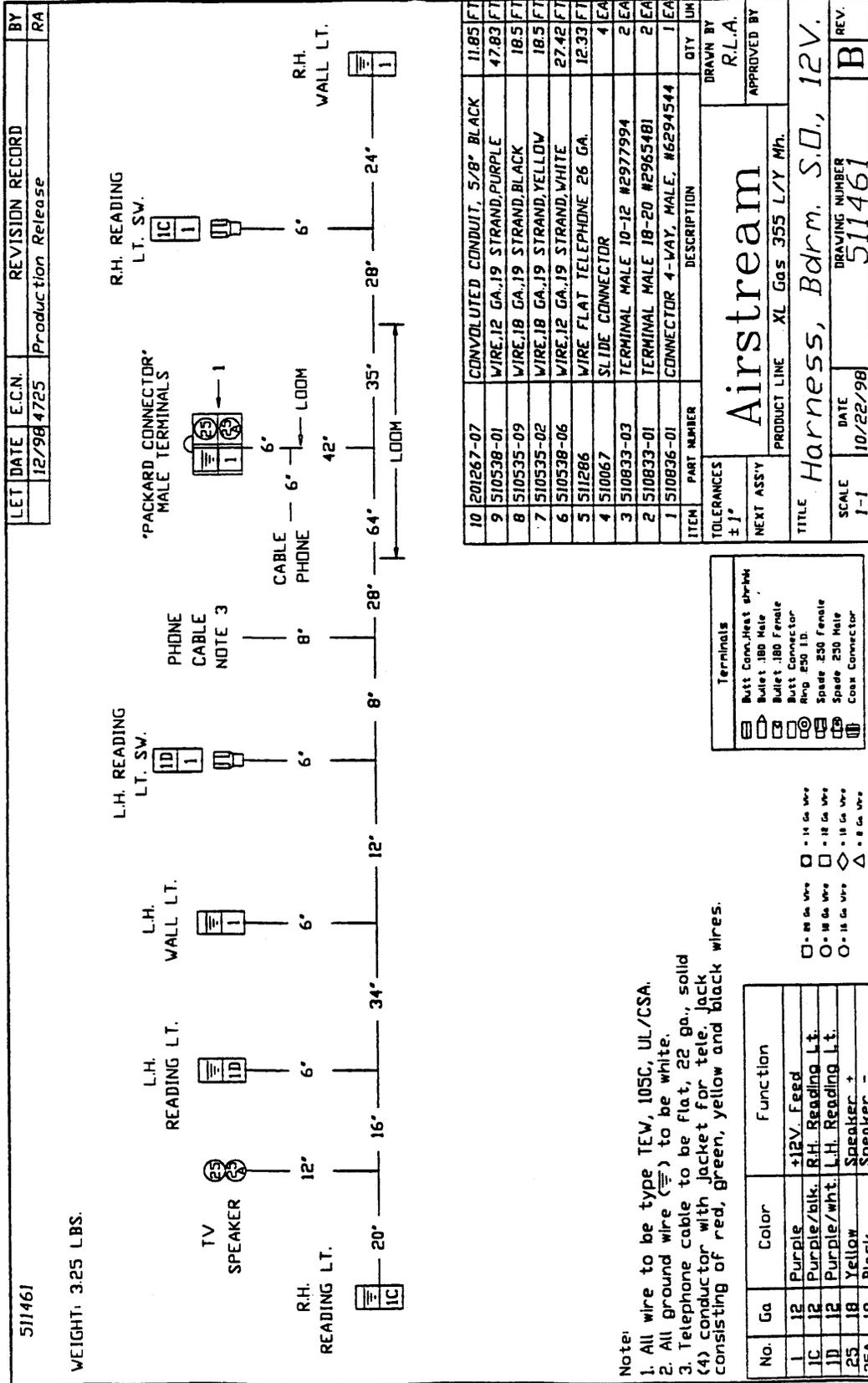


LET DATE	E.C.N.	REVISION RECORD	BY
12/98	4725	Production Release	RA
2/99	4745	Rev - RT/LT Spkr. B.D. Locations	RA
4/99	4749A	Rev. For 2000 Model Year	RA
9/99	4749D	Rev. Gnd. Lengths - 36" Was 24"	RA

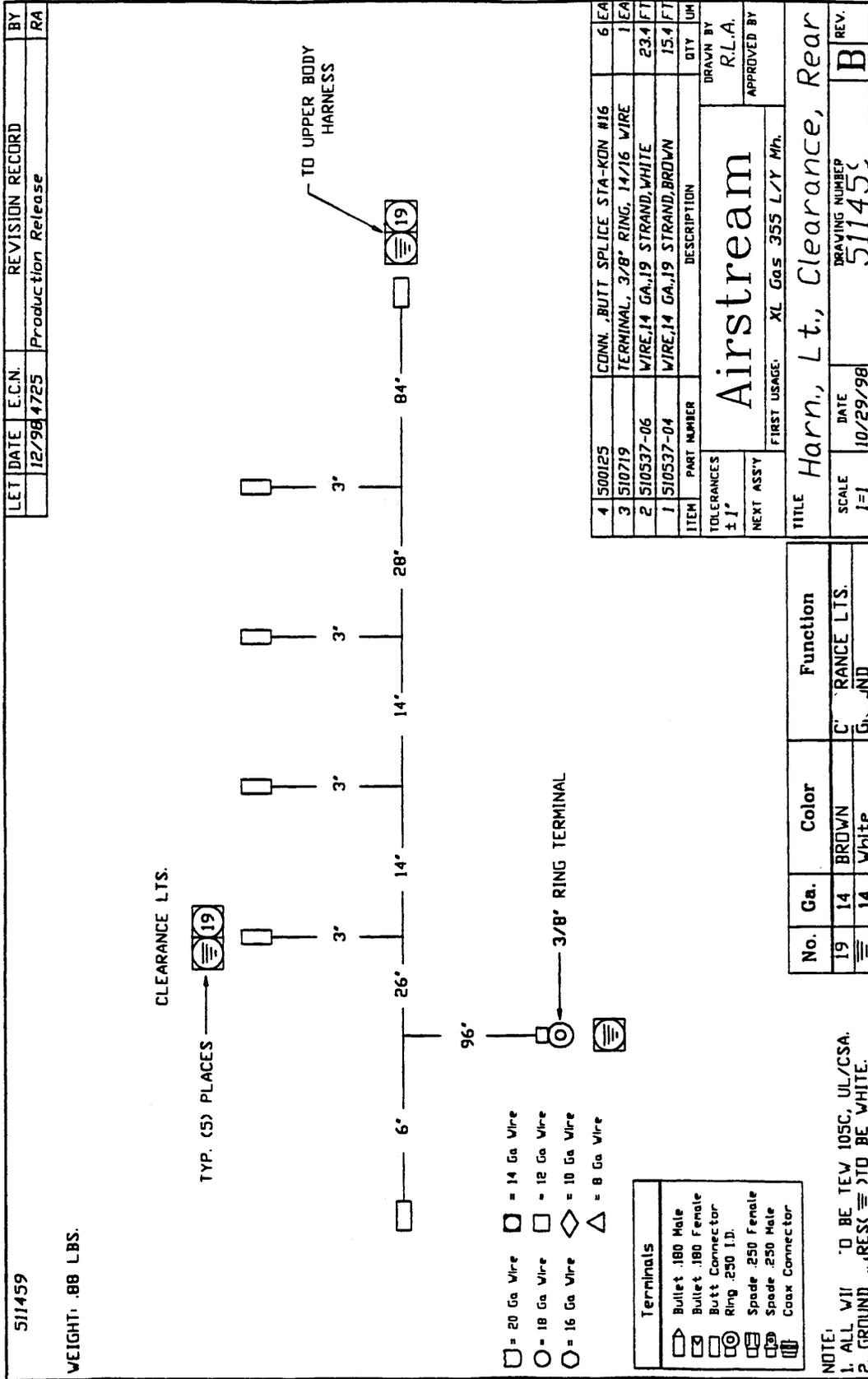
TOLERANCES	TERMINALS	DESCRIPTION	QTY	UM
± .1"	6	TERMINAL MALE 18-20 #2965481	2	EA
	5	TERMINAL FEMALE 12 #2965143	4	EA
	4	TERMINAL MALE 10-12 #2977994	5	EA
	2	TERMINAL FEMALE 18-20 #2977114	2	EA
	2	CONNECTOR 6-WAY, FEMALE #2977044	1	EA
	7	Conn. 6 Way, Packaged No. 2977002	1	EA

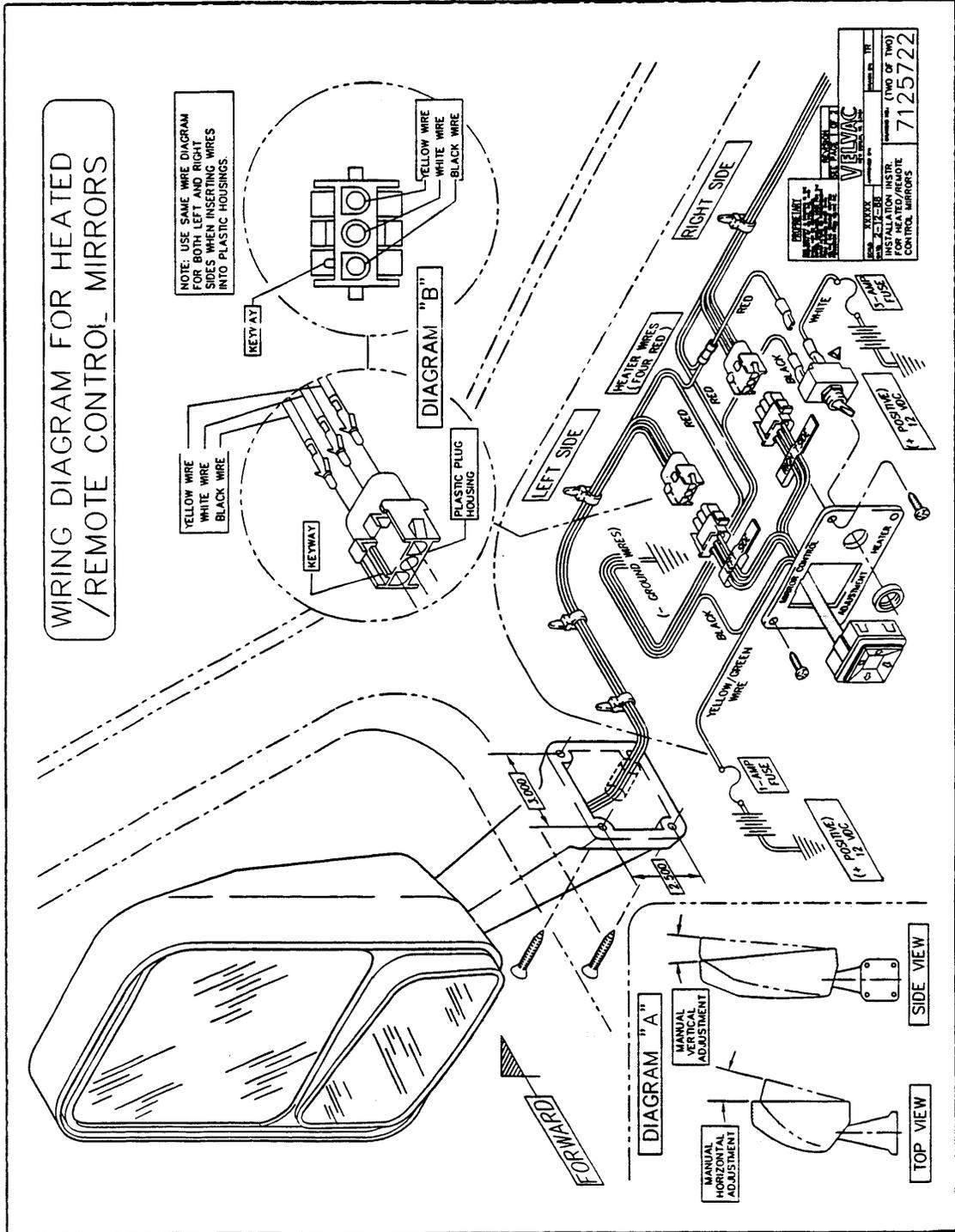
Airstream	
PRODUCT LINE XL GAS 353 L7Y M9.	
DRAWN BY	
APPROVED BY	
TITLE	
Harness, Ceiling	
SCALE	DATE
None	03/04/98
NOTE	DRAWING NUMBER
	511427-03
REV.	C

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350 XL SERIES 2001 OWNERS MANUAL





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TV, RADIO, AND CB ANTENNA

Not including the TV antenna, your motorhome may have as many as two other antennas.

The AM/FM radio antenna is a solid whip type with a flexible coil base. The coil base certainly helps extend the life of the antenna but hitting low branches and other objects at high speed can lead to severe damage.

The CB antenna lead-in wire is located up under the dash left of the steering column. It will be coiled along with ground and 12-volt positive wires for CB radio hook-up.

SATELLITE ANTENNA PREP

In order to facilitate the installation of either roof mount or portable satellite dish antennas Airstream has pre-wired your motorhome. On the drawing on the following page please note the two coaxial cables drawn with heavy double lines. One is labeled PREP WIRE, CEILING and the other is PREP WIRE, PORTABLE.

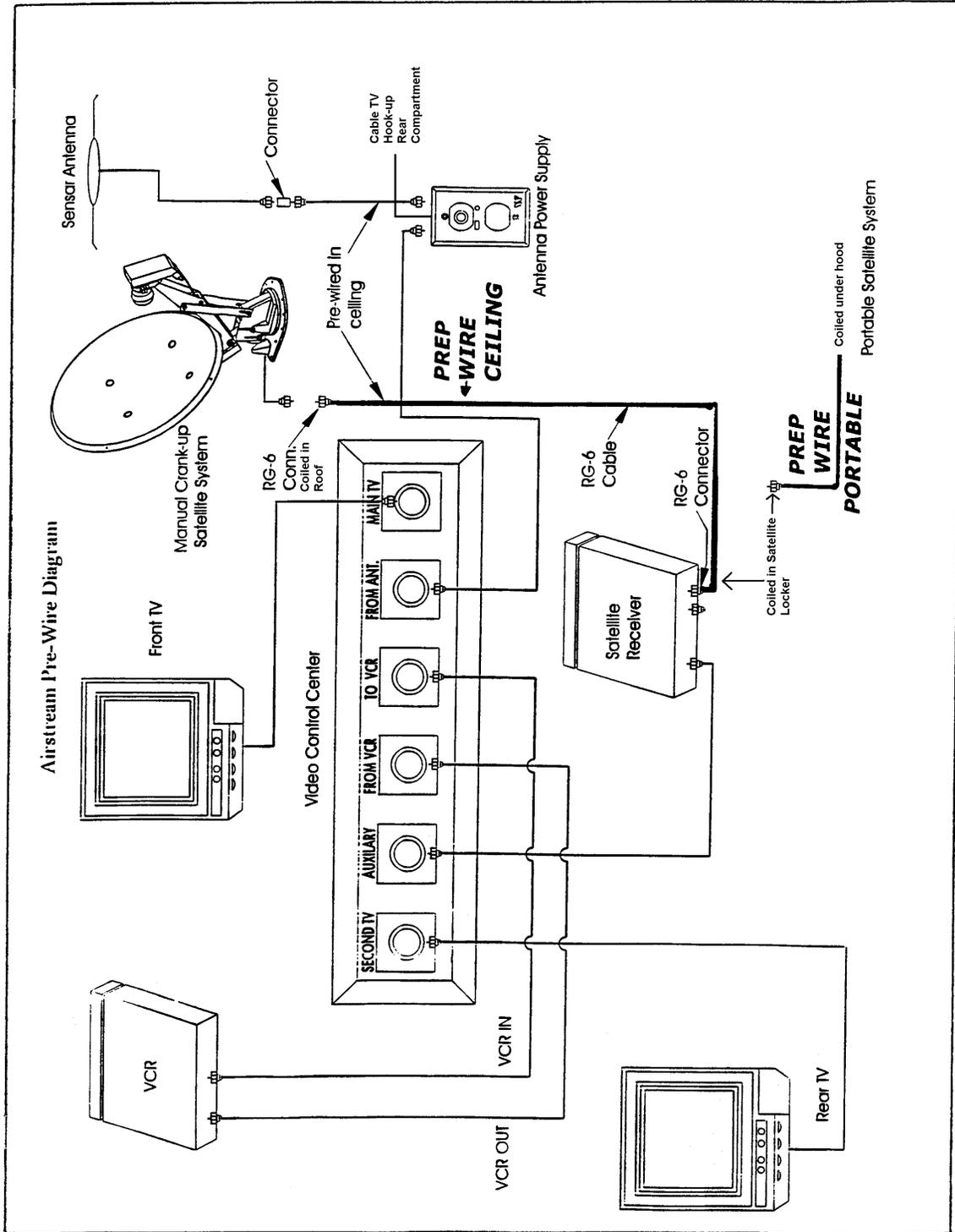
PREP WIRE, CEILING is used for roof mounted antenna. The end of the cable for the antenna is located in the roof, centered side to side and about four inches behind the front roof cross member. Under the outer roof sheet, in this same area, is a stiffener plate about a foot square to help support the antenna and it's attachments.

The other end of the cable is located in the roof locker next to the television and is labeled.

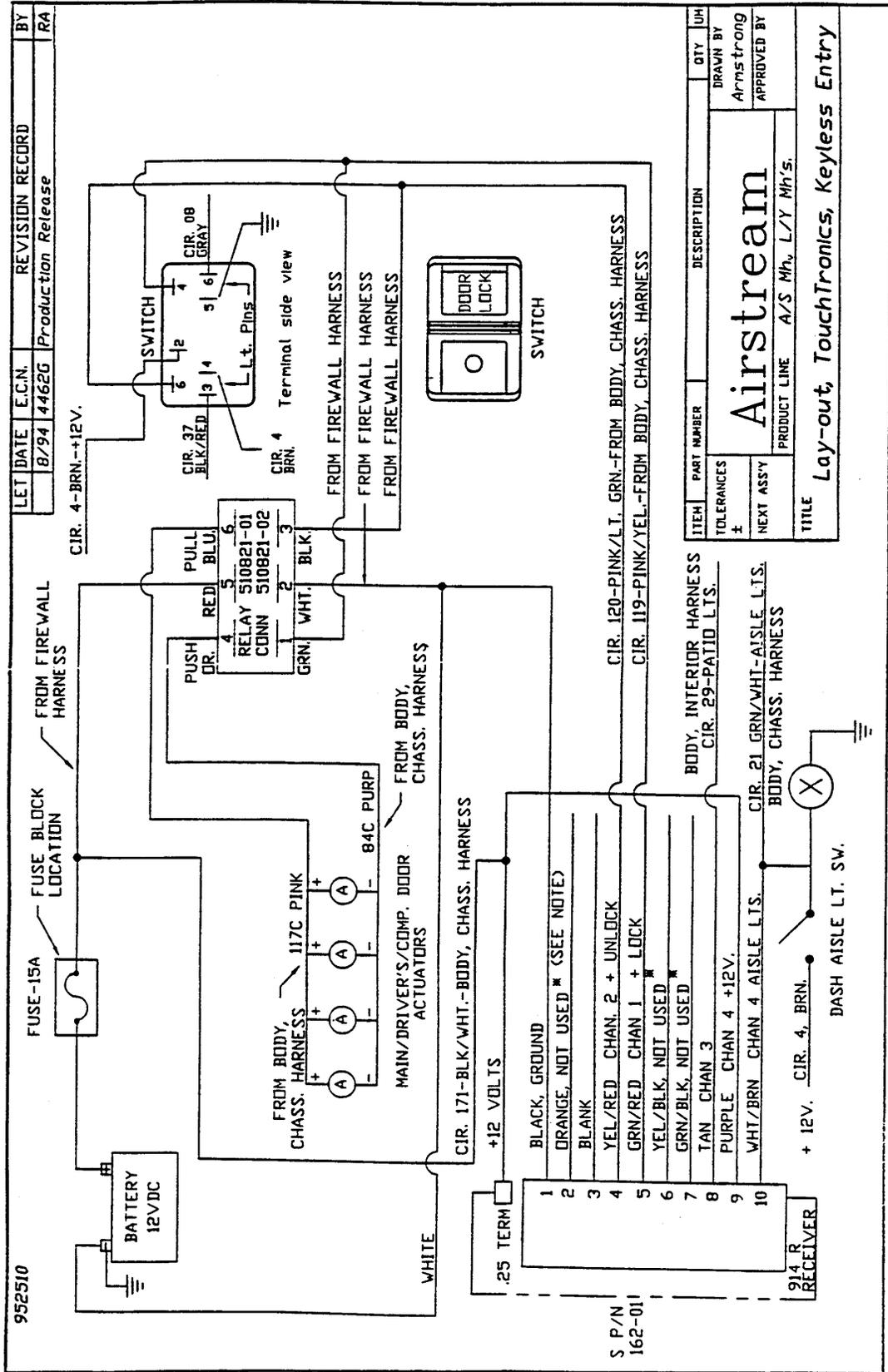
PREP WIRE, PORTABLE is used for the satellite dish antenna that is portable and set next to your vehicle when you pack. The end of the cable for the antenna connection is under the front hood on the curbside. You'll need to bend down and look up to see the coiled coax cable.

The other end of the cable is located in the roof locker next to the television and is labeled.

350 XL SERIES 2001 OWNERS MANUAL



350 XL SERIES 2001 OWNERS MANUAL



350 XL SERIES 2001 OWNERS MANUAL

TV ANTENNA

Manufacturer:

Winegard Company
3000 Kirkwood Street
Burlington, Iowa 52601
Phone: 800-843-4741

Raising Antenna to Operating Position

Turn elevating crank in "UP" direction until some resistance to turning is noted. Antenna is now in operating position. Check to make sure switch on front TV jack is on.

Rotating Antenna

Make sure antenna is in "UP" position. Pull down on directional handle with both hands until it disengages ceiling plate and rotate for best picture and sound on television set.

Lowering Antenna to Travel Position

Rotate antenna until pointer on directional handle aligns with pointer on ceiling plate.

WARNING: Antenna must be in "down" position while traveling to prevent damage.

Turn elevating crank in the "Down" direction until resistance is noted. Antenna is now locked in travel position.

Checking Operation

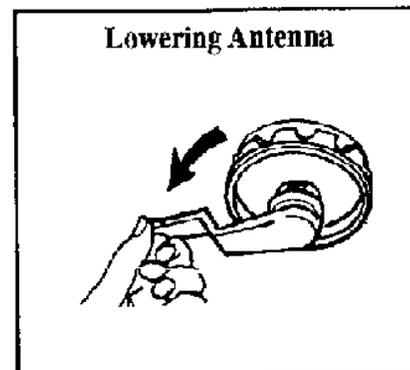
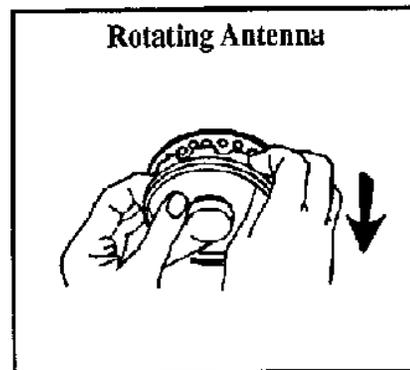
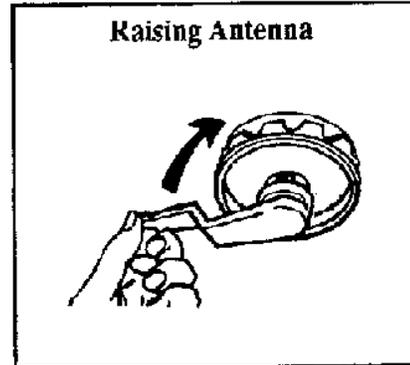
1. Tune TV receiver to nearest station and rotate antenna for best picture and sound.
2. Turn off switch on power supply. Picture on TV receiver should be considerably degraded with the power off.

DO'S

1. Do check parking location for obstructions before raising antenna.
2. Do carefully raise, lower and rotate - if difficult, check for cause.
3. Do rotate slowly when selecting station and check fine-tuning on TV set to make sure it is properly adjusted.
4. Do lower antenna before moving vehicle.

DON'TS

1. Don't force elevating crank up or down. Check for cause of trouble.
2. Don't rotate directional handle hard against stops.
3. Don't travel with lift in up position.
4. Don't leave lift part way up or down.
5. Don't apply sealing compound or paint over top of base plate or anywhere on lift.

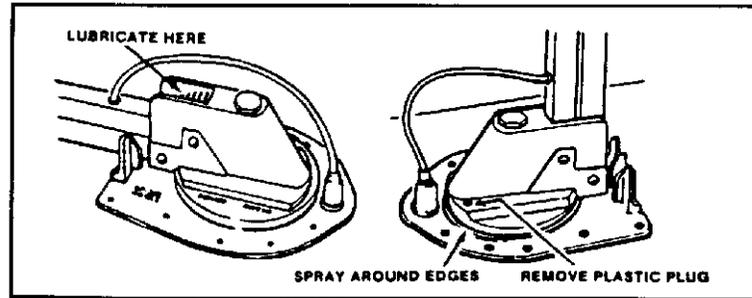


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Maintenance

Lubrication

To lubricate the elevating gear apply a liberal amount of silicone spray lubricant to the elevating gear with the lift in the down position, then run the lift up and down a few times to distribute lubricant over gears.



Lubricating Rotating Gear Housing

In the event that rotating the antenna becomes difficult, lubricating the bearing surface between the rotating gear housing and the base plate can restore normal operation. Any spray type silicone lubricant may be used.

Elevate antenna and remove setscrew from rotating gear housing as shown. Spray lubricant into hole and around edges of gear housing. Rotate gear housing until lubricant coats bearing surfaces and antenna rotates freely.

Elevating Shaft Worm Gear Assembly Replacement Procedure

NOTE: It is not necessary to remove the rotating gear housing (11) from the base plate (14) or remove the antenna from the roof to replace the shaft and gear assembly.

STEP 1: Lower antenna to travel position. Loosen set-screw on elevating crank (23); remove crank, spring (20), and directional handle (19).

STEP 2: Remove top retaining ring (5) from top pin (4) holding top elevating tube in rotating gear housing and remove pin.

STEP 3: Remove plug from top of rotating gear housing elevating gear (8) and remove elevating shaft assembly (10).

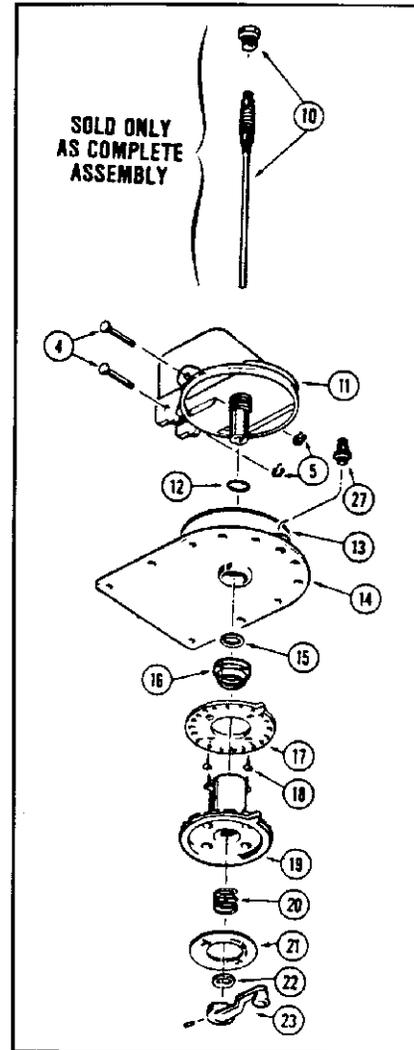
STEP 4: Cut new shaft to same length as one removed.

STEP 5: Lubricate worm gear on new elevating shaft assembly with spray silicone lubricant, make sure wave washer, flat washer and quad ring are on lower bearing and insert assembly in housing.

STEP 6: Install plastic plug in top of housing, re-engage elevating gear in worm gear, replace pin and retaining ring.

STEP 7: Replace directional handle, spring and elevating crank. Make sure setscrew contacts flat on shaft before tightening.

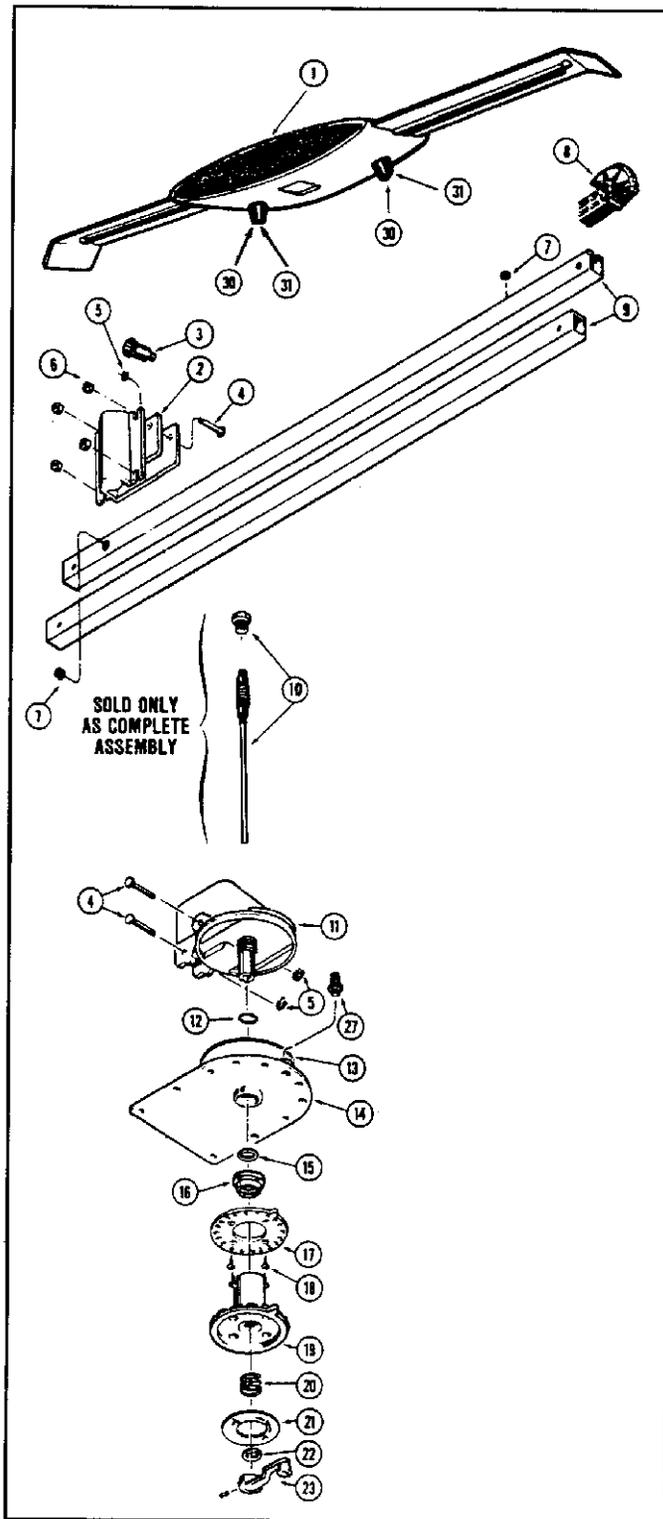
STEP 8: Replace directional handle, spring and elevating crank. Make sure setscrew contacts flat on shaft before tightening.



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PARTS DESCRIPTION

1. Antenna Head
2. LM-300 Leveling Mount
3. Boot, Coax Cable
4. Pin, Headed/Grooved
5. Ring, Retaining Snap
6. Spacer, Plastic
7. Grommet, Plastic
8. EG-87 Elevating Gear
9. Tube, Square Elevator
10. Elevating Shaft Assy
11. Housing, Rotating Gear
12. Ring Quad Seal
13. Bearing, Nylon
14. Housing, Base Plate
15. Bearing, Nylon
17. Plate, Ceiling
18. Screw
19. Handle, Directional
20. Spring, Handle
21. Decal, Crank Cover
22. Bearing, Nylon
23. Elevating Crank/Set Screw
27. Boot, Gear Housing
30. Bumper, Rubber
31. Screw



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MONITOR PANEL

Ventline
P.O. Box 629
Bristol, Indiana 46507
Phone: 219-848-4491

Operation

To check tank capacities or battery condition, depress the switch marked "test." In order to obtain a true reading on the batteries, you must be unplugged from city power and disconnected from your tow vehicle. Tank 1 on the monitor panel is the "black" tank and tank 2 is the "gray" or drain water tank.

The range exhaust fan has an exterior door that must be unlatched to be effective. You'll see the two small twist latches if you look at the fan from outside the motorhome. In most circumstances you can leave the door unlatched. During storage or adverse weather conditions, latching the door is recommended.

Trouble Shooting Guide

Be sure the wiring to the panel is correct and that the house battery is well charged. All electrical connections must be correct.

NOTE: RV's are subjected to a lot of vibration from traveling on the highways, so always look for broken wires and loose or broken connections.

NOTE: If a RV has exposed holding tanks under the vehicle and the vehicle is operated in the rain, sleet or snow, the panel may show incorrect tank levels due to electrical conductivity on the outside of the tanks. Washing the tanks and sealing the connections on the outside of the well nuts with silicon sealer should correct this condition.

When troubleshooting a problem with a Ventline monitor system, always remember that there are four basic system components to consider.

- 1) The monitor panel assembly, which includes the circuit board, lights, and switching.
- 2) The wiring harness, which includes the wires and connectors that connect the monitor panel to 12-volt DC power, ground, tank resistor harnesses, LP sensors and switching.
- 3) The tank resistor harness, which includes the wires, connectors, and encapsulated electronic components.
- 4) The holding tank sensors and fresh water probes.

In many cases a malfunction of one of the above components will be reflected in another, which can result in misdiagnosis of the actual problem. Ventline recommends a consistent, methodical approach to troubleshooting in order to diagnose and correct the problem with the minimum investment in time and resources.

COMMON FIELD PROBLEMS

- Inaccurate Holding Tank Level Readings
- Some Or All Holding Tank Level Lights Not Coming On
- Some Or All Holding Tank Level Lights Continuously On - LP Gas Levels Not Reading Properly

INACCURATE HOLDING TANK LEVEL READINGS

The accuracy of two wire holding tank monitoring systems can be adversely affected by dirty tanks, unusual mineral content in the water, or improper holding tank probe location. These conditions can cause the monitoring system to have oversensitive (reads higher than actual level) or under sensitive (reads lower than actual level) readings.

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Oversensitive readings: Oversensitive readings can occur as a result of scum buildup on the tank walls, abnormally high mineral content in the water, or incorrectly located holding tank probes. In these situations, the monitoring system indicates higher levels than are actually present in the holding tank. Certain cleaning products and food by-products can build up on the inside walls of the holding tanks producing a layer of scum that can cause the monitoring system to read higher than the actual level. To correct this problem, the holding tanks should be cleaned periodically (consult dealer or tank manufacturer for cleaning instructions). If the problem persists after cleaning the holding tank, the ground probe can be moved farther away from the other tank probes. The increased distance between the ground probe and the other probes will decrease the sensitivity of the monitoring system.

Under sensitive readings: Under sensitive readings can occur if the mineral content of the water is abnormally low or if the holding tank probes are located incorrectly. In this case, the monitoring system indicates lower levels than are actually present in the holding tank. This problem can be corrected by moving the ground probe closer to the other probes. Moving the ground probe closer increases the sensitivity of the monitoring system.

The Ventline Adjustaboard™: In response to requests from the field for a means to adjust monitor sensitivity without relocating holding tank probes, Ventline has developed the Ventline Adjustaboard™ (patent pending). This adjustable circuit board allows for field adjustments to monitor sensitivity. As tank conditions or water mineral content changes, the monitor circuitry may be made more or less sensitive as required. Please see Appendix A for adjustment instructions.

SOME OR ALL HOLDING TANK LEVEL LIGHTS NOT COMING ON

Possible Cause	Corrective Action
No power	Verify 12 volt DC power is available from the battery or from the filtered side of the power converter. Verify 12 volt DC power is present at the circuit board.
Verify ground at panel and ground probe with a continuity tester.	Poor ground at monitor panel or at holding tank ground probe.
Wire to tank resistor harness disconnected or damaged.	Verify wire is connected and free of damage. Replace if necessary. With the tank resistor harness correctly installed and free from damage, a jumper wire containing a 47Kohm resistor placed between the holding tank ground probe and any tank level probe should cause the respective tank level lights to illuminate,
Short circuit on circuit board	If the above test fails to illuminate the level lights, repeat the test at the monitor panel. Refer to the wiring diagram for the correct wires to jump together. If lights illuminate, replace the wiring between the panel and the tank resistor harness. If lights do not illuminate, replace the circuit board.

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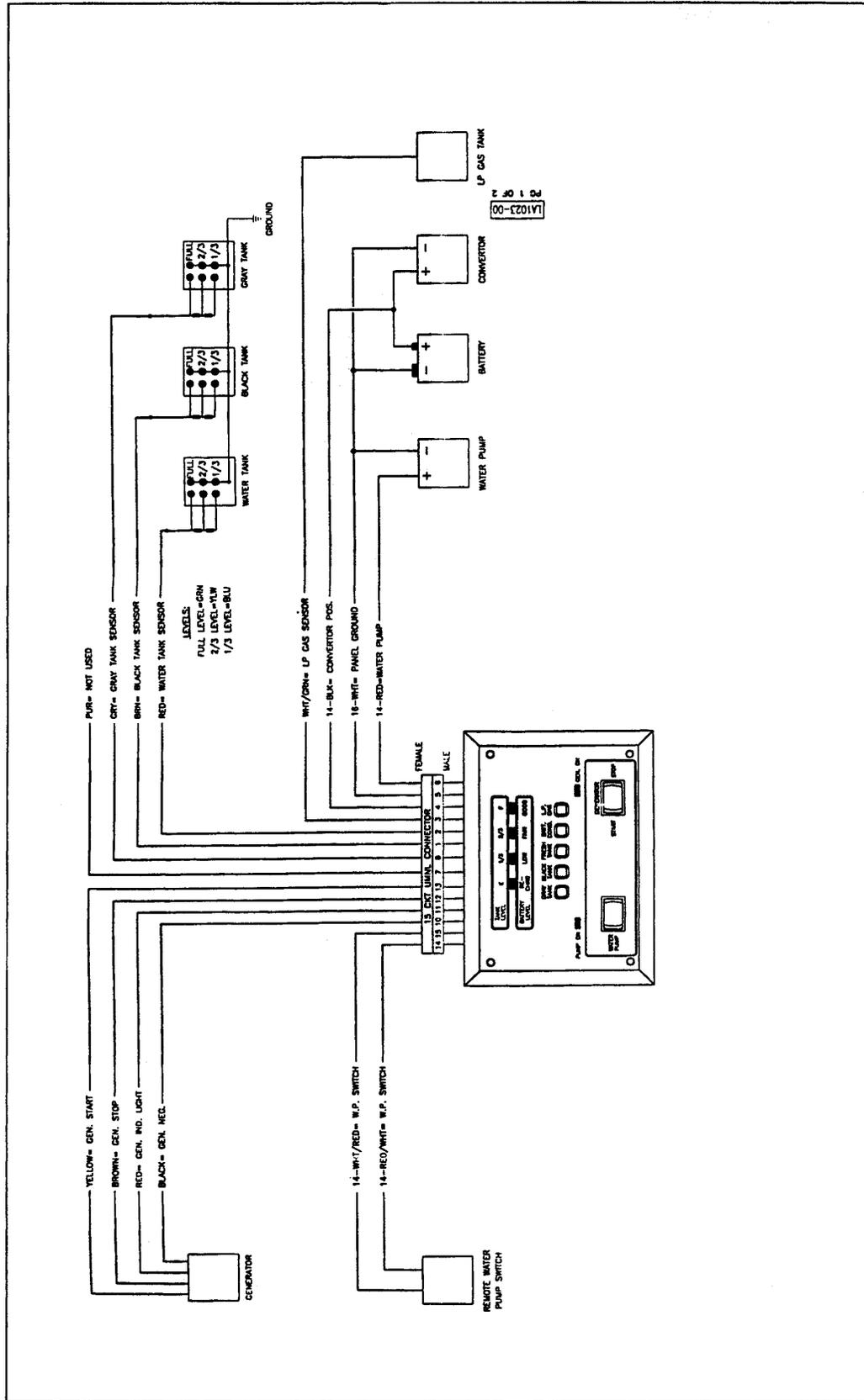
SOME OR ALL HOLDING TANK LEVEL LIGHTS ON CONTINUOUSLY

Possible Cause	Corrective Action
Foreign substances on interior of holding tank causing false readings	See inaccurate holding tank readings above. Clean holding tanks per manufacturers recommendations.
Tank sensor wire from panel to tank resistor harness shorted to ground.	Disconnect wire from panel and tank resistor harness. Verify wire is not shorted to ground with a continuity tester. Replace wire if shorted.
Tank resistor harness shorted internally	Disconnect the tank resistor harness from the tank sensors and from the wire connected to the monitor panel. Check resistance between tank sensor wires with an Ohmmeter. Typical resistance will be 68k ohm between Full and 2/3 levels, 68k ohm between 2/3 and 1/3 levels, and 136 k ohm between Full and 1/3 levels. Specific resistance will vary based on resistor harness model, but at no time should you detect a dead short or an open circuit. For resistor values specific to your application, please determine the model number of the resistor harness in question and contact Ventline for assistance. If a short or an open is detected, replace the tank resistor harness.
Short circuit on circuit board	If the above steps fail to pinpoint the specific problem, replace circuit board and re-test.

LP GAS LEVELS NOT READING ACCURATELY

Possible Cause	Corrective Action
Open circuit between panel and LP sensor causes tank to incorrectly read full. Short circuit between panel and LP sensor causes tank to incorrectly read empty.	Consult the RV manufacturer for information on troubleshooting the LP sensor. Replace the LP sensor and re-test. If the above steps fail to pinpoint the specific problem, replace circuit board and re-test.
Defective LP sensor provides incorrect signal to monitor panel causing incorrect readings.	
Short circuit in circuit board.	
Disconnect the wire running from the monitor panel to the LP sensor. Check the wire for damage and with continuity tester to verify the wire is OK. If OK, reconnect and check operation, if circuit is open or shorted replace the wire and re-test.	

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SOLAR POWER

The 5-watt solar power system primarily functions as a battery maintainer. Memory functions in radios, locks and many circuit boards each draw power in the milliamp range. If a charge source is not available, even these miniscule power drains will run batteries down in seven to twelve days unless the "kill" switch is turned off. Barring an unusual number of cloudy days the 5-watt system will prevent battery discharge even with the kill switch on.

110-VOLT POWER

The 110-volt system works very much like your home. The circuit breakers, located behind access door in the foot of the rear bed, supply the power to the receptacles and appliances.

If a circuit is over loaded or a short circuit occurs, the breakers will "kick" out. To reactivate the circuits, turn the breaker to off, reduce the load or correct the short, and tam the breaker back to on.

One of the breakers is a GFI (Ground Fault Interrupter) breaker. The intent of this breaker is to sense any loss of ground before a harmful shock could occur, and kick the breaker out. These sensitive breakers are installed in the circuit feeding the bathroom, outside receptacle, and galley area. These are the areas where the use of water or the wet ground could put a person in danger of shock. Since the GFI breaker is so sensitive, it is not unusual to have it kick out for no apparent reason.

GENERATOR

Using the generator is very much like plugging into an external power source. When you start the generator there is a built in delay of about 20-30 seconds before the circuits are switched and the generator is providing all the 110-volt power to your coach.

The electrical device that has the delay and switching feature is called the generator switch over relay. The time delay feature allows the generator to reach full operating speed before it takes the "load". The switching device has two sets of points. It is normally closed so city power coming in goes through the switch and on to the main circuit breakers. When the generator is started and the delay feature is satisfied the switching device goes to the second set of points. This cuts the contact between the city power and the breaker box and makes the contact between the generator and the breaker box.

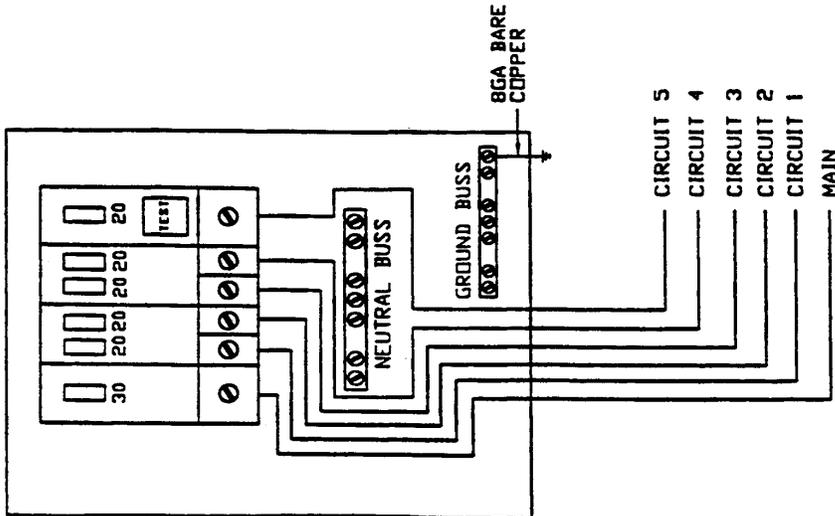
Service access: Directly above the generator is a shelf on which the 110-volt power cord is stored. This shelf is easily removed by taking out four bolts. This allows access to the generators rear spark plug.

NOTE: The generator manufacturer provides an operators manual that should be reviewed prior to use.

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LET	DATE	E.C.N.	REVISION RECORD	BY
	1/98		PRODUCTION RELEASE	T.C.

952619
 SQUARE D, QD3-5FM30TTS, TYPE 1 ENCLOSURE, SERIES Q2
 120 VAC, 1PH, 2W, 50/60HZ, UL/CSA.



MAIN

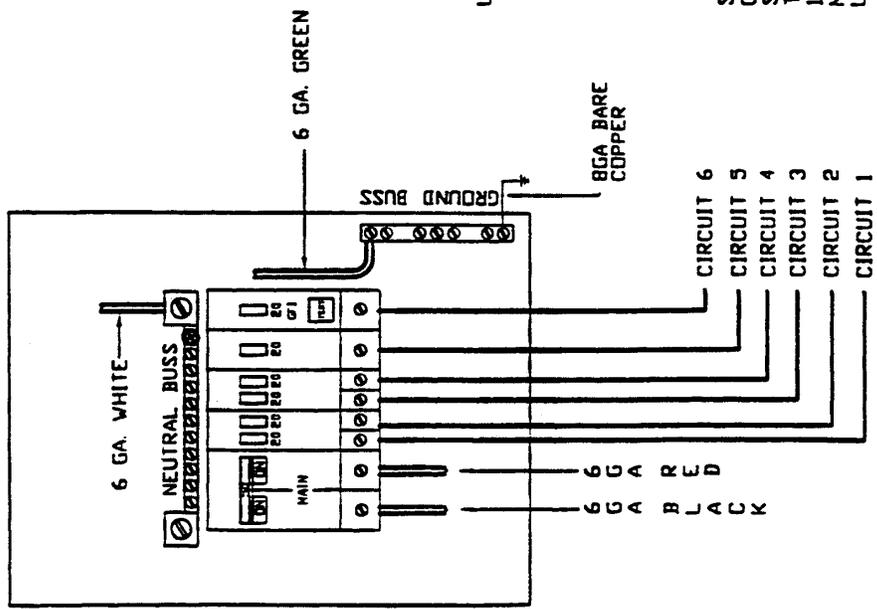
- CIRCUIT 1, 20 AMP HACR BREAKER, 12-2 ROMEX W/GROUND, AIR CONDITIONER.
- CIRCUIT 2, 20 AMP HACR BREAKER, 12-2 ROMEX W/GROUND, BEDROOM AND CONVERTER.
- CIRCUIT 3, 20 AMP HACR BREAKER, 12-2 ROMEX W/GROUND, MICROWAVE OVEN.
- CIRCUIT 4, 20 AMP HACR BREAKER, 12-2 ROMEX W/GROUND, WATER HEATER.
- CIRCUIT 5, 20 AMP GFI BREAKER, 12-2 ROMEX W/GROUND, GALLEY, BATH, OUTSIDE, DINETTE, AND LIVING AREA.

PANEL USED ON THE FOLLOWING AIRSTREAM CLASSIC TRAILERS: 25 SB, 28' SB, 30' SB, 31' SB, AND 34' SB.
 ALSO USED ON 30', 33' & 35' XL LAND YACHT MOTORHOMES.

ITEM	PART NUMBER	DESCRIPTION	QTY	IN
TOLERANCES		<i>Airstream</i>	DRAWN BY J.C.	
NEXT ASSY			APPROVED BY	
		PRODUCT LINE	SEE NOTE	
TITLE 30 AMP. 120V. PANEL				
SCALE	DATE	DRAWING NUMBER	REV.	
NONE	1/30/98	952619	B	

350 XL SERIES 2001 OWNERS MANUAL

LET	DATE	E.C.N.	REVISION RECORD	BY
	2/98		PRODUCTION RELEASE	T.C.



- CIRCUIT 1, 20 AMP HACR BREAKER, 12-2 ROMEX W/GROUND, LEG 1, FRONT A/C.
- CIRCUIT 2, 20 AMP HACR BREAKER, 12-2 ROMEX W/GROUND, LEG 1, BEDROOM, AND CONVERTER.
- CIRCUIT 3, 20 AMP HACR BREAKER, 12-2 ROMEX W/GROUND, LEG 2, REAR A/C.
- CIRCUIT 4, 20 AMP HACR BREAKER, 12-2 ROMEX W/GROUND, LEG 2, MICROWAVE.
- CIRCUIT 5, 20 AMP HACR BREAKER, 12-2 ROMEX W/GROUND, LEG 1, WATER HEATER.
- CIRCUIT 6, 20 AMP GFI BREAKER, 12-2 ROMEX W/GROUND, LEG 2, BATH, OUTSIDE, REFER, GALLEY AREA, VCR, FRONT TV, DINETTE, AND CREDENZA RECEP.TS.

USAGE: 30', 34', AND 34' SO CUTTER; 35' XL LAND YACHT GAS

SQUARE 'D' LOAD CENTER
 CATALOG NO. Q06-12L100T
 SERIES GI
 TYPE 1 ENCLOSURE
 120V. A.C. 1 PH. 3W.
 MAINS 100 MAX.
 UL/CSA CERTIFIED

ITEM	PART NUMBER	DESCRIPTION	QTY	UN
TOLERANCES		<i>Airstream</i>		
±			DRAWN BY <i>COLEMAN</i>	
NEXT ASSY		PRODUCT LINE	SEE NOTE	APPROVED BY
TITLE		110V. BRKR. PANEL-50 AMP		
SCALE	DATE	DRAWING NUMBER	REV.	
	2/2/98	952624	B	

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LOCATING SHORTS AND OPENS

The key in locating shorts and opens is isolation. The first step is to isolate the circuit with the short or open. The second step is to then isolate the section of the circuit with the fault. Once the section is identified, the specific problem can be located. The cause may be a loose or corroded connection, cut wire, worn insulation, defective component, etc. The following procedure is one method for isolating shorts and opens.

SHORTS

1. Isolate the circuit that has the short by noting which circuit breaker has tripped.
2. Disconnect the power inlet cord from the power source.
3. Using the 120V schematic as a reference, disconnect outlet boxes one at a time starting at the box furthest from the distribution panel. After disconnecting each box, check for continuity between the black wire and ground or common (white) wire on the distribution panel side of the circuit. When a continuity light or ohmmeter indicates no continuity, the short is either in the receptacle just removed or the section of Romex wire between this receptacle and the previous receptacle removed.

4. Examples of a short are:

- A) The black wire of the 120V system contacting the white wire, bare wire or grounded surface.
- B) An internal short in a 120V appliance.

Any damaged wire must be replaced. The National Electrical Code does not permit splicing 120V wiring outside an outlet box or junction box. Also, the wire must not be exposed to an area such as a sharp metal edge that may damage the wire.

OPENS

1. Check all receptacles and components for voltage on the circuit that has the open.
 2. If all receptacles and components of the circuit are without power, begin to look for open in the distribution panel.
 3. Inspect for loose or corroded connections and a faulty circuit breaker.
 4. Check for power on both ends of circuit breaker. If there is no power on the inlet side of the circuit breaker, the open is between the power cord's male connector and the distribution panel.
 5. The open can be isolated by noting the outlets which do not have power, Example: If the bath outlet in the rear bath model has power and the converter has no power, the open is between the bath outlet and converter outlet.
6. Examples of an open are:
- A) Loose or corroded connections.
 - B) A wire disconnected from a terminal.
 - C) Contacts in the circuit breaker that do not make contact.
 - D) A broken wire.

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APPLIANCES

AIR CONDITIONER

Manufacturer:

Dometic Sales Corporation
2320 Industrial Parkway
P.O. Box 490
Elkhart, IN 46515
Phone: 219-295-5228

Note: Review the air conditioning literature supplied in your Owner's Packet before proceeding.

The roof air conditioner used on Airstream motorhomes is one of the most popular on the market today. In your Owner's Packet is a set of literature covering all operating and maintenance instructions. If the literature is misplaced, please contact the air conditioner manufacturer or your Airstream dealer for replacement. A detailed service guide may be ordered from the manufacturer.

The voltage to the air conditioner is critical. We commonly refer to 110 or 120 volts, but a check with a voltmeter may find voltage much lower. Your air conditioner will probably not function if the current drops below 105 volts. Low voltage is usually associated with older or poorly maintained trailer parks, but many people have found their homes, built only twenty or thirty years ago, may not be capable of operating the air conditioner on some receptacles. Parking your motorhome so the power cord can be plugged into a receptacle close to the fuse or circuit breaker box can alleviate the problem. Avoid extension cords and adapters whenever possible. If an extension cord must be used, it should be as short and heavy as possible to provide the most current to the air conditioner.

If high temperatures are expected, you should make an effort to park in a shaded area. Starting the air conditioner early in the morning also helps. It is much easier to hold a comfortable temperature than it is to lower the temperature after the interior of the motorhome is already hot.

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FURNACE

Manufacturer:

Hydro Flame Corporation
1874 South Pioneer Road
Salt Lake City, UT 84104
Phone: 801-972-4621

The manufacturer of the furnace in your motorhome has been well known in the RV industry for many years. The furnace burns LP gas, and is powered by 12-volt current from the battery or power converter when plugged into city power. Operating instructions are located in your Owners Packet. If they should become misplaced new literature can be ordered direct from the manufacturer or your Airstream dealer. The manufacturer also offers a detailed service guide for your furnace.

WARNING: Carefully read all the manufacturer's instructions prior to operating. NEVER store flammable material next to the furnace.

If warranty service is required use only a service location recommended by the furnace manufacturer or your Airstream dealer.

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REFRIGERATOR

Manufacturer: Dometic Sales Corporation 2320
Industrial Parkway P.O. Box 490
Elkhart, Indiana 46514
Phone: 219-295-5228

Review all Dometic Literature supplied in your Owner's Packet or stored in the refrigerator prior to operating.

In the absorption refrigerant system, ammonia is liquefied in the finned condenser coil at the top rear of the refrigerator. The liquid ammonia then flows into the evaporator (inside the freezer section) and is exposed to a circulating flow of hydrogen gas, which causes the ammonia to evaporate, creating a cold condition in the freezer.

The tubing in the evaporator section is specifically sloped to provide a continuous movement of liquid ammonia, flowing downward by gravity, through this section. If the refrigerator is operated out-of-level when the vehicle is not moving, liquid ammonia will accumulate in portions of the evaporator tubing. This will slow the circulation of hydrogen and ammonia gas, or in severe cases, completely block it, resulting in a loss of cooling.

Any time the vehicle is parked for several hours with the refrigerator operating the vehicle should be leveled to prevent this loss of cooling. The vehicle needs to be leveled only so it is **comfortable to live in** (no noticeable sloping of floor or walls).

When the vehicle is moving the leveling is not critical, as the rolling and pitching movement of the vehicle will pass to either side of level, keeping the liquid ammonia from accumulating in the evaporator tubing.

OPERATION

The refrigerator requires 12-volt current to operate even if running on LP or 110 volt modes. The 12-volt is used to power the circuit board that directs the refrigerator functions. When running in a mode such as LP, it means the heat source, by far the largest power requirement; to evaporate the ammonia is being provided by an LP Gas burner.

WARNING: Most LP gas appliances used in recreational vehicles are vented to the outside of the vehicle. When parked close to a gasoline pump, it is possible that gasoline fumes could enter this type of appliance and ignite the burner flame, CAUSING A FIRE OR AN EXPLOSION.

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RANGE

Manufacturer: Magic Chef
28812 Phillips Street
Elkhart, Indiana 46514
219-264-9578

People using gas ranges in their home will find little difference in the operation of the range in the motorhome. Other customers, used to electric ranges may be a little apprehensive at first; but will quickly gain confidence. The basic operation of the gas ranges have been the same for many years, but please be sure to read all the directions furnished by the manufacturer and located in the Owner's Packet. Excellent service and parts manuals are available from the manufacturer.

WARNING: The operation manual for the range is titled "Maytag RV Cooking Appliances". If this has not been provided with your trailer, contact the manufacturer listed at the top of the page to obtain. Their manual contains specialized warnings and cautions that should be reviewed prior to operating the appliance.

MICROWAVE OVENS

Only federally certified technicians are permitted to service microwave ovens. For this reason the only service instructions contained in this manual are for removal of the complete oven. If you have a microwave problem please contact the appropriate manufacturer.

Dometic Sales Corporation
2320 Industrial Parkway
P.O. Box 490
Elkhart, IN 46515
219-295-5228

Sharp Electronics Corporation
10 Sharp Plaza
Paramus, New Jersey 07652
201-5112-0055

Airstream has used two different methods of holding the ovens in place. The most common is a setscrew configuration where two bolts apply downward pressure on top of the range. The bolts can be found in the cabinet directly above the oven, and out toward the front. Back them out a few turns and the front of the oven can be lifted up and out over the lower ledge.

The second method was to slide a piece of 3/4" pine board under the microwave in front of the rear supports. Once in place screws were run up through the bottom shelf into the 3/4" pine.

You will note neither method makes any holes in the microwave cabinet. The microwave is simply captured in its cabinet. Usually you will be able to move the microwave around in the cabinet, but it won't come out.

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WATER HEATER

Manufacturer: Atwood Mobile Products 4750
Hiawatha Drive P.O. Box 1205
Rockford, Illinois 61105
Phone: 815-877-7461

Note: Review the water heater literature supplied in your Owner's Packet before proceeding,

CAUTION: Hydrogen gas can be produced in a hot water system served by this heater that has not been used for a long period of time (generally two weeks or more). Hydrogen gas is extremely flammable. To reduce the risk of injury under these conditions, it is recommended that the hot water faucet be opened for several minutes at the kitchen sink before using any electrical appliance connected to the hot water system. If hydrogen is present there will probably be an unusual sound such as air escaping through the pipe as the water begins to flow. There should be no smoking or open flame near the faucet at the time it is open.

Electronic Ignition

The switch used to light your electronic ignition water heater is located in the bathroom above the lavatory top. When the switch is turned on, the red light will come on indicating the "try" mode is in effect. Normally the burner will ignite in just a few seconds, and the light will go out. If your LP system hasn't been used for some time, the system may go into safety lockout (about 20 seconds) before the air is all expelled from the lines. Turning the switch off for 30 seconds, then back on, reinstates the "try" mode.

110-Volt Operation

In the bathroom you'll see a 110-volt switch for the water heater. This provides power to the heating element. **DO NOT** use unless you are sure the water heater is full. (Open a faucet and see if there is a full stream of water on the hot side)

The 110-volt element may be operated at the same time as the gas burner. To operate the 110-volt by itself simply turn the electronic gas igniter switch off.

The heating element is 1500 watts so if breakers start to kick out when the air conditioner cycles you may want to turn the switch off to the heating element.

SAFETY

If your water system is full and cold and the water heater is ignited the system can see pressures as high as 120 psi before the relief valve starts to open. Since the water system normally operates in the 40-psi range the water expanding does put unusual stress on the system. This normally does not cause any problems, but the stress is easily alleviated. As the water is heating just open any faucet and run as little as a cup of water. Just removing this small amount of water reduces the pressure build up significantly.

For fun, watch the sequence of events your family goes through when you park the trailer **and ignite the water heater. More than likely someone will run water and relieve the pressure without even realizing it.**

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HIGH VOLUME ROOF VENT (OPTIONAL)

Manufacturer: FAN-TASTIC VENT CORP.
4349 S. Dort Hwy.
Burton, MI 48529
1-313-742-0330
1-800-521-0298

The optional high-volume roof vent system is designed to quickly exhaust stale, hot air and draw in fresh air. It's great to use when the outside temperature really doesn't call for air conditioning, but heat has built up in your coach.

OPERATING INSTRUCTIONS:

1. Rotate 3-speed switch to desired position, 0-off, 1, 2, and 3. The 3-speed switch must be set at 1, 2 or 3 to activate appliance.
2. Rotate thermostat knob toward 40° (cooler) until dome begins operating.
3. When equipped with reverse switch, there is a neutral (off) position. Fan motor will not operate when in/out switch is in its center "off" position. The dome will, however, operate up and down automatically as long as the 3-speed switch remains on.
4. To determine desired temperature setting:
 - a. Use the wall thermometer on furnace thermostat, or any interior temperature indicator.
 - b. Operate fan until interior comfort level is achieved. Rotate thermostat knob toward 110' symbol on label until dome begins closing. You now have the location for normal setting.

The thermostat sensor is calibrated approximately 4°. This minimizes rapid recycling of the unit, once desired temperature level is achieved.

5. The rain sensor built into your fan will prevent excessive rain from entering coach through the open dome. Maintain a setting above (to the right of) "rain override" zone and the dome will close when the sensor becomes wet.

WARNING: Do not leave coach unattended with thermostat knob set in the "rain override" zone.

6. A rain sensor override is built into this system so you can operate your fan during light to moderate rains. When sensor is wet, rotate fan thermostat knob to coolest position to override sensor. Dome will open and fan motor will start. When sensor has completely dried, rotate thermostat knob back to desired setting for automatic operation.
7. To close dome in extremely hot conditions, rotate thermostat knob right, past 110' symbol to off. Dome will come down.
8. Always allow dome to completely cycle up and down. If dome "hangs up" in partially open/close position, rotate thermostat knob to extreme right and then left position allowing complete cycles down and up. Now reset to original comfort level.
9. When vehicle is in storage, rotate thermostat knob to right (off), after dome closes, turn 3 speed switch to "O" (off).

CLEANING INSTRUCTIONS:

- 1) Turn fan motor OFF.
- 2) Remove 8 painted flathead Philips screws around perimeter of screen insert only.
- 3) Clean screen with soap & water solution and reinstall.

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SPECIFICATIONS

Airstream constantly strives to improve its product. All specifications are subject to change without notice. Note: all weights and measurements were made on prototype vehicles. Your production motorhome may vary slightly.

DIMENSIONS	350 Galley Slide	355 Galley & Bedroom Slide
Exterior Height with Air Conditioner	11' 8"	11'8"
Interior Head Room	78 ½"	78 ½"
Interior Width	95"	95"
Exterior Length	34' 9"	34'9"
Exterior Width	101"	101"

CAPACITIES

LPG Tank	105 Lbs.	105 Lbs.
Fresh Water Tank	79 Gal.	79 Gal.
Grey Water Holding Tank	57 Gal.	57 Gal.
Black Water Holding Tank	52 Gal.	52 Gal.
Ford Fuel Tank	75 Gal.	75 Gal.

CHASSIS COMPONENTS (Both Models)

Trailer hitch	5,500 lb. Tow	550 lb. tongue weight
*GCWR	26,000 lbs	26,000 lbs.

***GCWR** **GROSS COMBINATION WEIGHT RATING** means the value specified by the motorhome manufacturer as the maximum allowable loaded weight of this motorhome with its towed trailer or towed vehicle.