



Section XI

Equipment Options

Awnings

The awnings are standard equipment on your coach and designed for simplicity of operation and long-term use. To open the awning, refer to the figures below and proceed as follows:

Open Awning

1. Pull down on **Z** lock lever, as shown in **figure 11-1**, to permit awning to be unrolled.



Figure 11-1.

2. Completely unroll awning by first pulling the tab toward you with the hook and then grasping strap with hands as shown in **figure 11-2**. Fold or roll the strap so the Velcro strips meet and hold tab in place next to the roller. Now move beneath the awning and proceed with step 3.
3. Release the ratchet stud on the rafter arm. Swing the arm toward the case and engage the hook section of the claw in the rafter lock, **figure 11-3**. Lock the rafter arm by pressing down on main arm bar, making the fabric taut, until the ratchet stud engages.
4. Referring to **figure 11-4**, raise awning to desired height by releasing snap stud on main arm and pushing up and out on roller assembly. Lean, so that body weight — rather than arm strength — carries out this step.

Caution

Be sure to raise high enough to allow for clearance with the top of the door.



Figure 11-2.



Figure 11-3.



Figure 11-4.

5. Repeat steps 3 and 4 at other end of awning.

Close Awning

1. Lower awning to bottom position by releasing snap studs and dropping roller assembly.
2. Release ratchet stud on rafter arms and lift the claws out of the rafter locks.



3. Place arm claw casting end against protruding screw. To lock assembly, push rafter tube toward coach body until ratchet stud engages. Repeat at other end of awning.
4. Roll awning against coach using the pull tab to guide.
5. Lock the awning in place for travel by pushing up the Z lock lever.

Note

The tab must be spiraled around the roller to prevent a loose roll and the bunching-up of fabric.

6. Observe if the roll-up is even and in-line with clamps. If not, then unroll and give roller a slight push toward the direction required to line up the roller. If you wish to have the awning roll up more in either direction spiral the pull tab in that direction.

Fabric Care

The fabric of your awning is made of acrylic fibers which cannot rot or mildew. Your awning can be rolled up wet if necessary, but be sure to open it to dry as soon as possible.

The acrylic fabric of your awning is a synthetic and cannot support mildew or other plant growth. However, mildew can find a home on any pollen, grain dust, plant spores, or other airborne plant material that can accumulate on the awning. If mildew forms on any of these elements, it can leave a stain which can be unsightly and difficult to remove, even though it will not weaken the fabric itself. To minimize the chance of a stain, keep your awnings as clean and dry as possible by hosing it down frequently between seasonal washings.

Washing

On a monthly basis, loosen hardened dirt and dust with a dry, medium bristle brush, then thoroughly rinse both top and bottom with a hose. For more stubborn stains, use a mild solution of 1/2 cup bleach and 1/2 cup soap flakes diluted in one gallon of lukewarm water.

Wash both sides of the awning with the solution while scrubbing with a soft brush. Saturate the fabric and leave the solution on for 15-20 minutes. (Keep the fabric saturated by reapplying solution as needed.) Rinse **thoroughly**. Repeat if necessary until most of the stains disappear.

Caution

Never use a strong detergent (super spray) or stain remover on your awning. These can destroy the water repellency of the fabric.

Water Leaks

If leaking occurs after washing, it is usually the result of insufficient rinsing. If water drips through the needle holes in the stitching, you can use a commercial seam sealer available in canvas and trailer supply stores. You may also apply a paraffin wax to the top of the seams. However, as the awning **weathers**, these holes will normally seal themselves.

It is normal for slight leakage to occur through the fabric where water is allowed to accumulate or **pocket** on the fabric. See **Storm Precautions** for information on awning settings for proper water drainage. Sometimes soap or chemical residue, such as from active agents in insect fogs or sprays, can wet the fabric so that it appears unable to repel water. Rinse the fabric thoroughly and test for water repellency after it dries. If leakage continues, wash the fabric or contact the manufacturer for information on treating the fabric.

Storm Precautions

Because there is no warranty for damage caused by acts of God, steps should be taken to prevent damage from occurring due to wind, rain or storm.

If you are leaving or retiring for the night, close the awning. This takes only a few seconds (less time than closing your windows) and gives you the best protection. If for some reason you can't close the awning, lower both ends of it as far as you can without removing the spring arms. This will create a sufficient slope for water run-off. If you are remaining with the awning, you may lower one end only sufficiently to divert water.

Hardware and Mechanism Maintenance

Although your awning requires less maintenance than any other awning, a little care (about the same amount that you give to your coach) will keep the metal parts in top shape. The rafter arm assemblies, main arm tubes, and the awning case are bright-anodized aluminum; the castings are polished, high-strength aluminum alloys. To keep these parts new looking they should be cleaned once a year with a good quality chrome or aluminum polish.



The main arm bar and all fasteners and stress bearing shafts are stainless steel. These need only be cleaned occasionally to remove accumulated grime that might hinder their operation.

At the end of each season:

- Tighten any loose bolts or screws. (Replace missing parts only with factory authorized replacements.)
- Polish accessible hardware.
- Use a silicone lubricant only on the 1/2" round shafts that protrude from each end of the roller.
- Extend all telescoping arms as far as possible to wipe off accumulated sand and dirt that can clog and scratch the protective aluminum finish.

Ice-Maker

The ice-maker, figure 11-5, is designed to provide a continuous automatic supply of ice cubes. It will operate unattended providing that the water supply line is open and the ac power is applied to the unit. This may be supplied from shorepower, the power generator, or from the optional motor generator (Redi-Line).

Ice-Maker Operation

The power on-off switch is located on the front grillework. When the ice cube supply is full, the ice-making mechanism shuts off automatically. However, the refrigeration system continues to operate to prevent the prepared ice cubes from melting. When removing cubes, do not use a sharp instrument to separate the cubes that are frozen together or the interior may be damaged.

Note that the ice-maker may supply small cubes the first time that it is used. This is due to accumulated air in the water line and subsequent batches will be normal-sized.

If the machine is used only intermittently, empty the ice periodically (every week to 10 days) to ensure a fresh supply of cubes.

Do not clean the cabinet interior with solvent-type cleaners, abrasives, or other cleaners that might cause ice cubes to acquire a bad taste. The exterior should be cleaned with a furniture-type cleaner/polish. Clean condenser (behind grille) with a blower/vacuum at least 3 to 4 times each year, depending on usage.

Caution

The ice-maker grille must be free from all obstructions. Any interference with free air flow to the grille will cause faulty operation.

To shut down the ice-maker, set power switch to off, and remove all cubes. Leave the door slightly ajar for ventilation to avoid mold or odors.

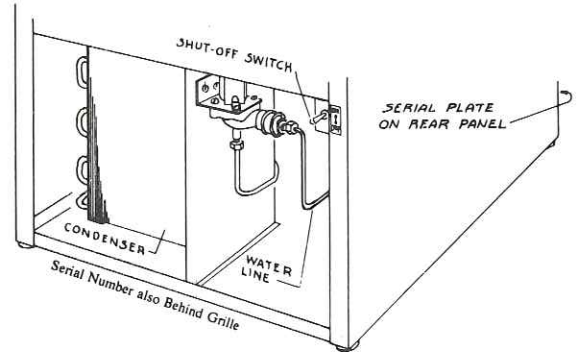


Figure 11-5 Ice-Maker Details.

Ice-Maker Maintenance

Other than periodic cleaning of grillework, condenser and interior, no other maintenance procedures are required. Remove the grille as follows: take out screw at top, put fingers in slots and lift up and out.

Winterizing

Follow procedure in Section V. To facilitate draining of water line, remove garden hose type fitting shown in figure 11-5

Kool-O-Matic Ventilation Fan

This 12 volt dc power ventilator has the capacity to move a large volume of air.

In many low humidity regions it will eliminate the need for operating air conditioning units.

Operation

Remove the magnetically attached fabric cover and open inlet dampers.

Be sure windows are open to provide proper air flow cooling and ventilation.

A heat-cool thermostat is located near the Kool-O-Matic fan. It also serves the area LPG furnace and chassis heater. In order to activate the fan, the selector switch (at the bottom) must be moved to **COOL** and the temperature lever set so the fan will operate. The fan will then start automatically whenever the temperature rises above the desired level.



Auxiliary Air Compressor

This unit provides a quick source of air so there is no need to wait for pressure to build up after starting engine; you just drive right off! It can be used to operate air tools and accessories without starting the coach engine. It also serves as a standby unit in the rare case of a malfunction in the engine driven air compressor system.

The compressor and starting relay are located in an outside compartment while the 12 volt switch to operate the relay is in an **ACCESSORY** position on the dash.

Operation

The compressor operates from 120 volt ac power so the coach must be plugged into shore power or the generator must be running. Press dash switch (in **ACCESSORY** position) ON.

For intermittent use, enough air will be supplied by the luggage compartment. If, however, it is to be used for an extended period, such as to power air tools, it is suggested that the luggage compartment door be opened.

Maintenance

No lubrication is required for the life of the unit.

The air inlet filters should be inspected once or twice a year. The black plastic air inlet covers can be removed by turning counter-clockwise. This will reveal the felt filters. If there is evidence of dirt on filters and covers they may be washed in a solvent and air dried.

Driving Lights

The optional driving lights are mounted behind the front bumper in a retracted position. When the switch (item 6, figure 2-5) is energized the driving lights are lowered into position (if the suspension is at ride height). The driving lights do not come on unless the high beam light switch is energized and the driving lights are in the down position. The driving lights go out when the lights are switched to low beam or when the driving lights switch is turned off. When the driving lights switch is turned off the driving lights retract back to the stored position.

Skylight

A skylight with sliding covers, roof mounted, is offered in the first body section. To open the skylight for fresh air or light, slide covers to the left and right by applying pressure on the cover handles. To adjust cover for optimum sliding tension,

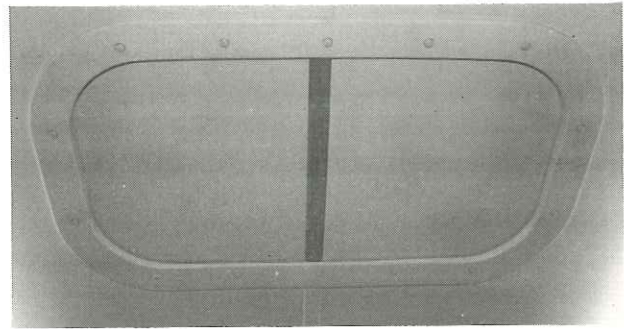


Figure 11-6. Skylight.

To Adjust Covers For Optimum Sliding Tension:

1. Remove caps over the screws which hold the white skylight trim in place. Using a pointed object with a blunt tip (Figure 11-6) and pry them off.
2. With a phillips screw driver turn the screws two turns maximum clockwise for more tension and counterclockwise for less tension.

Note

Do not adjust the two screws on each end for slide tension purposes.

Occasional glass adjustment may be required to maintain weatherproof integrity.

To Test Glass Adjustment:

1. Place sheet of typing paper between glass and seal at rear pivot corner and close.
2. Pull on paper. If there is a slight drag no adjustment is needed.

To Adjust For A Weather Proof Seal:

1. Open the skylight and push the two snap-link latches back toward handle. (See figure 11-7).
2. Lift snap-link arms off the hinge pins and tap the handle pivot pins out; this enables you to remove the handle from the glass so you can adjust the two tension studs under the handle. (See figure 11-7).
3. Adjust by turning tension studs clockwise and retry the paper test for weatherproofing.

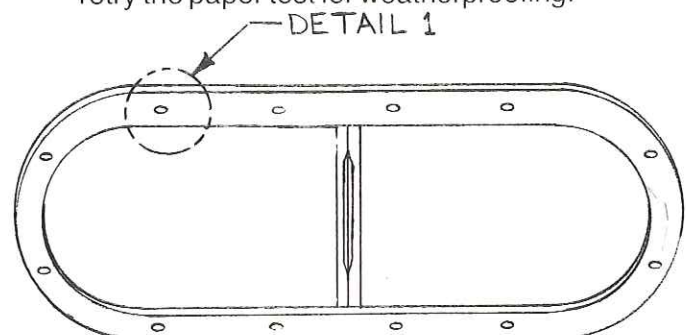


Figure 11-7. Glass Adjustment Detail



Caution

Improperly installed glass can lift while vehicle is in motion.

Inverter

A 1500 watt inverter is offered to provide auxiliary power to operate ice maker, front overhead television, one kitchen receptacle, and electric drapes while in transit from 12 volt source. The inverter is located in the right front compartment. See owner's manual for operating instructions.

Microphor Toilet

Toilet includes a vitreous china toilet, ultra-low flow water use, and electric assisted flush. Available on 38 foot and 40 foot models. See microphor owner's manual for operation.

Power Dump Valves

Air operated cylinders with a control panel located on left side of coach behind holding tank access door. Panel includes toggle switch for each tank and an air pressure gauge for the system. Manual operating tool is attached to control panel in case of low air pressure.

Quick Start Aid

An ether injection system is used to aid starting the engine in cold weather. The switch for the system is located in the accessory position on upper right hand dash panel. To activate valve depress switch for three seconds to fill valve then release switch to inject charge into engine. Allow three seconds before starting engine.

Caution

Use only for starting engine and inject prior to cranking.

Intercom System

The intercom system used in your motorhome, figure 11-8, is a master-to-master system so that any station can originate calls to any other station. Just lift the handset, push in the button corresponding to the called station, and carry on your conversation. Intercom stations are located on the floor to the left of the driver; in the bathroom (except walk through bath); and on the rear bedroom wall.



Figure 11-8. Intercom System

Heated Holding Tanks

Provides UL listed heaters and thermostats for both holding tanks to prevent freezing of liquids down to 0°F.

