



SIGHTSEER

TABLE OF CONTENTS

INTRODUCTION 1

About This Manual	1-1
Safety Messages Used In This Manual	1-1
Owner InfoCase	1-2
Chassis Operating Guide	1-2
Pre-Delivery Inspection	1-2
Front Axle Tire Alignment	1-2
Service and Assistance	1-2
Reporting Safety Defects	1-2
Vehicle Certification Label	1-3
Body and Chassis Specifications	1-4
Tank Capacities	1-5
Owner Information	1-6
Emergency Information	1-6
2006 New Vehicle Limited Warranty	1-7

SAFETY / PRECAUTIONS 2

General Warnings	2-1
Driving	2-1
Formaldehyde Information	2-1
LP Gas Leak Detector	2-1
Carbon Monoxide Warning	2-2
Carbon Monoxide Alarm	2-2
Smoke Alarm	2-3
Fire Extinguisher	2-3
Emergency Exits	2-4
Roadside Emergency	2-4
Jump Starting	2-5
Engine Overheat	2-6
Effects of Prolonged Occupancy	2-6

DRIVING YOUR MOTOR HOME 3

Seats	3-1
Seat Belts	3-2
Child Restraints	3-3
Keys	3-3
Rearview Monitor System	3-4
Mirrors-Exterior	3-4
Foot-Pedal Parking Brakes	3-4
Automatic Pull-Button Parking Brakes	3-5

Table Of Contents



Grade Brake	3-5
Over-drive Switch	3-5
Dome Light Switch	3-6
Hazard Warning Flasher	3-6
Battery Boost Switch	3-6
Auto Air Conditioner/ Heater	3-6
In-Dash Radio	3-7
CB Radio Wiring	3-8
Engine Access	3-8
Engine Cooling System	3-9
Tires	3-9
Suspension Alignment And Tire Balance	3-9
Front Air Springs	3-10
Lights	3-10
Automotive 12-Volt Fuses and Circuit Breakers	3-10
Loading the vehicle	3-10
Roof Loading	3-11
Weighing Your Loaded Vehicle	3-11
Car or Trailer Towing	3-13
Trailer Wiring Connector	3-13
Towing Guidelines	3-14
Mountain Driving	3-14
Tools & Ladder Storage	3-15
Storage Compartment Doors	3-16

APPLIANCES & SYSTEMS 4

Refrigerator	4-1
Refrigerator Service Access Compartment	4-1
Range and Oven	4-2
Microwave Oven	4-2
Range Hood	4-2
Systems Monitor Panel	4-3
Energy Management System (EMS)	4-4
LP Gas Furnace	4-4
Heat Pump	4-5
Ducted Roof Air Conditioning System	4-6
Rear Air Conditioner Power Selector Switch	4-6
Thermostat Operation	4-7
Gas/ Electric Water Heater	4-8
Pressure-Temperature Relief Valve	4-9
Water Heater By-Pass Valve	4-10
Manual Entrance Step	4-10
Electric Entrance Step	4-11
Windows	4-11

LP GAS 5

LP Gas Supply	5-1
Safe Use of the LP Gas System	5-2
LP Gas Warnings and Precautions	5-3
Pressure Regulator	5-4

ELECTRICAL 6

Electrical Cautions	6-1
110-Volt AC System	6-1
External Power Cord (Shoreline)	6-1
Power Center	6-2
110-Volt Circuit Breakers	6-3
110-Volt Receptacles (Outlets)	6-4
Ground Fault Circuit Interrupter	6-4
Auxiliary 110-Volt Generator	6-4
12-Volt DC System	6-6
Auxiliary Battery (AUX BATT) Switch	6-6
Battery Access	6-6
Battery Care	6-7
12-Volt House Fuses and Circuit Breakers	6-8

PLUMBING 7

Fresh Water System	7-1
Water Pump	7-2
Disinfecting Fresh Water Systems on RVs	7-3
Shower Hose Vacuum Breaker	7-3
Exterior Shower / Wash Station	7-4
Toilet	7-4
Waste Water System	7-4
Water Line and Tank Drain Valves	7-5
Winterizing Procedure	7-7
Water System Drain Valve Locations	7-11

ENTERTAINMENT 8

Video Control Center	8-1
Front TV Ignition Switch Interlock	8-1
DVD/ VCR Combination Player	8-1
Home Theater System	8-1
DC-AC Electrical Voltage Inverter - 300 Watt	8-1
TV Antenna	8-2
TV Signal Amplifier	8-2
Rear Bedroom 12-Volt TV Power Switch	8-3
Cable TV Hook Up	8-3
Digital Satellite Television System	8-3
Two-Way Radios	8-4

FURNITURE & SOFTGOODS 9

Swivel Glider Lounge Chair	9-1
Sleeping Facilities	9-1
Couch/Bed Conversion	9-2
Dinette/Bed Conversion	9-2
Day/ Nighter Pleated Blinds	9-3
Quartz Wall Clock	9-3
Wood Furniture and Cabinetry	9-3

SLIDEOUT / LEVELING 10

General Slideout / Leveling Warnings	10-1
Slideout Room Operation	10-1
Slideout Troubleshooting	10-3
Bedroom Slideout	10-5
General Slideout Care	10-5
Coach Leveling System	10-6

MAINTENANCE/STORAGE 11

Sealants	11-1
Roof	11-1
Underbody	11-1
Exterior Finish	11-1
Care of Stripes and Decals	11-2
Plastic Parts - Cleaning	11-2
Headlights and Exterior Lights	11-3
Interior Soft Goods	11-4
Care Of Ceiling Fabric	11-4
Cabinetry	11-5
Vinyl Wallboard	11-6
Tables and Countertops	11-6
Galley Sink	11-6
Range and Refrigerator	11-6
Bathroom	11-6
Doors and Windows	11-7
Day/ Nighter Pleated Blinds	11-7
Preparing Vehicle For Storage	11-7
Removal From Storage	11-8
Coach Maintenance Chart	11-10
Recommended Sealant Application	11-13



SECTION 1 INTRODUCTION

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

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

ABOUT THIS MANUAL

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

*NOTE: This manual describes many features of your motor home and includes instructions for its safe use. This manual, including photographs and illustrations, is of a general nature only. **Some equipment and features described or shown in this manual may be optional or unavailable on your model.** Because of Winnebago Industries' continuous program of product improvement, it is possible that recent product changes and information may not be included. The instructions included in this manual are intended as a guide, and in no way extend the responsibilities of Winnebago Industries beyond the standard written warranty as presented in this manual. The descriptions, illustrations, and specifications in this manual were correct at the time of printing. We reserve the right to change specifications or*

design without notice, and without incurring obligation to install the same on products previously manufactured.

SAFETY MESSAGES USED IN THIS MANUAL

Throughout this manual, certain items are labeled Danger, Warning, Caution or Note. These terms alert you to precautions that may involve damage to your vehicle or a risk to your personal safety. Read and follow them carefully.



DANGER

DANGER indicates a directly hazardous situation which, if not avoided, will result in death or serious personal injury.



WARNING

WARNING indicates a potentially hazardous situation which, if not avoided, could result in death or serious personal injury.



CAUTION

CAUTION indicates a potentially hazardous situation which, if not avoided, could result in damage mainly to equipment or property, but in some cases may also result in minor or moderate personal injury.

NOTE: A 'Note' is not necessarily safety related but indicates a recommendation or special point of information that could assist in understanding the use or care of a feature item.

OWNER INFOCASE

The materials in your Owner InfoCase contain warranty information and operating and maintenance instructions for the various appliances and components in your motor home.

NOTE: Many of the instruction sheets and manuals for the various appliances and components have been incorporated into the Operator Manual Supplement for your convenience. Throughout the Operator's manual when referred to the InfoCase keep in mind that much of this information will be found in the Operator Manual Supplement. Please read the FAQ in section 1 of the Operator Manual Supplement for more details.

CHASSIS OPERATING GUIDE

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

PRE-DELIVERY INSPECTION

This motor home has been thoroughly inspected before shipment. Your dealer is responsible for performing a complete pre-delivery inspection of the chassis and all motor home components.

As a part of the pre-delivery inspection procedure, the dealer is responsible for road testing the motor home; noting and correcting any problems before delivery.

FRONT AXLE TIRE ALIGNMENT

We recommend that you have the front suspension and steering alignment checked and adjusted after you have fully loaded the vehicle

according to your needs. Thereafter, have alignment inspected periodically to maintain vehicle steering performance and prevent uneven tire wear.

SERVICE AND ASSISTANCE

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

If you need warranty repairs while traveling you may take your motor home to any authorized Winnebago or Itasca dealership and request their assistance.

See the dealership directory in your Owner InfoCase.

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 Winnebago Industries, 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 Winnebago Industries.

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.

VEHICLE CERTIFICATION LABEL

This label contains vehicle identification and other important reference information. The label is affixed to the armrest panel or wall to the left of the driver seat.

MANUFACTURED BY		INCOMPLETE VEHICLE MANUFACTURED	
		BY <u>1</u>	<u>2</u>
GAWR: <u>3</u>		GVWR <u>4</u> LB	KG
FRT	LB <u>5</u> KG	SUITABLE TIRE AND RIM CHOICE	COLD INFLATION PRESSURE
RR	LB <u>5</u> KG	TIRE	RIM
		<u>6</u>	<u>7</u>
			<u>8</u> PSI
			KPA <u>SING</u>
			PSI <u>9</u> KPA <u>DUAL</u>
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.			
SERIAL NO.	<u>10</u>	VIN	<u>11</u>
TYPE	<u>12</u>	MODEL	<u>13</u>
		COLOR	<u>14</u>

Explanation of Data

1. Chassis manufacturer.
2. Chassis manufacture date.
3. Month and year of manufacture at Winnebago Industries.
4. Gross Vehicle Weight Rating: Total permissible weight of the vehicle, including driver, passengers, total cargo carried (including all liquids) and equipped with all options.
5. Gross Axle Weight Rating: Total permissible weight allowed for the front and rear axles (listed in pounds and kilograms).
6. Suitable Tire Choice: Tires recommended to meet handling and safety requirements. When replacing any of the tires on your vehicle, always replace with a tire that meets these specifications.
7. Suitable Rim Choice: Wheel rims recommended to meet handling and safety requirements. When replacing any of the rims on your vehicle, always replace with a rim that meets these specifications.
8. Cold Inflation Pressure: Inflation pressures at Gross Axle Weight Ratings recommended (while Cold) for the tires originally equipped on your vehicle. These pressure levels must be maintained to assure proper handling, safety and fuel economy.
9. Rear Axle Wheel Configuration: Single or Dual as it relates to the inflation.
10. Serial Number: This is the serial number assigned to the completed vehicle by Winnebago Industries.
11. Vehicle Identification Number (VIN): This number identifies the chassis on which the motor home is built. The 10th digit of the VIN designates the chassis model year. (5=2005, 6=2006, etc.). This information is useful when ordering chassis repair parts.
12. Type: States the NHTSA designated usage classification for your motor home. MPV signifies a Multi-purpose Passenger Vehicle.
13. Model: Lists the Winnebago product model number of your vehicle.
14. Color: Signifies the color code number of the decor used throughout the vehicle. This number is necessary for ordering replacement cushions, curtains, carpet, etc.

BODY AND CHASSIS SPECIFICATIONS

	26P	29R	30B	33T	34A	35N
Length (Bumper to Bumper)	27' 1"	29' 9"	30' 11"	33' 11"	34' 6"	35' 0"
Exterior Height (w/AC)	Ford	—	12' 1"	12' 3"	12' 4"	12' 3"
	Workhorse	12' 3"	12' 3"	12' 1"	12' 3"	12' 3"
Exterior Width	8' 5 1/2"	8' 5 1/2"	8' 5 1/2"	8' 5 1/2"	8' 5 1/2"	8' 5 1/2"
Exterior Storage (cu. ft.)	64.1	81.2	105.8	116.8	98.9	120.2
Interior Height	6' 8"	6' 8"	6' 8"	6' 8"	6' 8"	6' 8"
Interior Width	8' 1/2"	8' 1/2"	8' 1/2"	8' 1/2"	8' 1/2"	8' 1/2"
Ford						
GVWR (lbs.)	—	18,000	18,000	20,500	20,500	20,500
GAWR - Front (lbs.)	—	7,000	7,000	7,000	7,000	7,000
GAWR - Rear (lbs.)	—	11,000	11,000	13,500	13,500	13,500
GCWR (lbs.)	—	26,000	26,000	26,000	26,000	26,000
Workhorse P32 series chassis (w/ Independent Front Susp.)						
GVWR (lbs.)	—	18,000	18,000	—	—	—
GAWR - Front (lbs.)	—	6,000	6,000	—	—	—
GAWR - Rear (lbs.)	—	12,000	12,000	—	—	—
GCWR (lbs.)	—	22,000	22,000	—	—	—
Workhorse W-series chassis (w/ I-Beam Front Suspension)						
GVWR (lbs.)	16,000	18,000	18,000	18,000	20,700	20,700
GAWR - Front (lbs.)	6,500	7,000	7,000	7,000	7,500	7,500
GAWR - Rear (lbs.)	10,500	12,000	12,000	12,000	13,500	13,500
GCWR (lbs.)	22,000	22,000	22,000	22,000	26,000	26,000
Wheelbase	159"	190"	190"	208"	228"	228"

NOTE: The height of each model is based on the curb weight of a typically equipped unit and is measured to the highest standard feature on the roof. The actual height of a vehicle may vary by several inches depending on equipment variations. Refer to Section 3 for Towing Guidelines.

TANK CAPACITIES

Chassis Fuel Tank

Model 26P.....	60 gal
Model 29R	75 gal
Model 30B	75 gal
Model 33T.....	75 gal
Model 34A	75 gal
Model 35N	75 gal

LP Gas Tank

All Models	18 gal (*23 gal w.c.)
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Fresh Water Tank

Model 26P.....	61 gal
Model 29R	69 gal
Model 30B	61 gal
Model 33T.....	61 gal
Model 34A	66 gal
Model 35N	59 gal

Water Heater

All Models	6 gal
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HT1-Black Water Holding Tank

Model 26P (Toilet)	39 gal
Model 29R (Toilet)	37 gal
Model 30B (Toilet & Lavatory)	41 gal
Model 33T (Toilet)	41 gal
Model 34A (Toilet)	41 gal
Model 35N (Toilet)	43 gal

HT2-Gray Water Holding Tank

Model 26P (Galley, Shower & Lavatory).....	36 gal
Model 29R (Galley, Shower & Lavatory).....	41 gal
Model 30B (Galley & Shower).....	57 gal
Model 33T (Galley, Shower & Lavatory).....	45 gal
Model 34A (Galley, Shower & Lavatory)	57 gal
Model 35N (Galley, Shower & Lavatory)	42 gal

**LP Gas tank capacity shown is the usable “full” LP gas capacity, which is 80% of the tank manufacturer’s listed water capacity (w.c. shown in parenthesis). An LP tank must have at least 20% of tank volume free to allow for expansion and proper vaporization of the liquid fuel. The tank is also equipped with mandatory safety shut-off equipment that prevents filling above this level.*

NOTE: Capacities shown are approximate volumes based on computer design calculations. Usable capacities may vary according to fabrication and installation of tanks and compartments.

**SECTION 1
INTRODUCTION**



OWNER INFORMATION

Owner's Name _____

Street Address _____

City and State (or Province in Canada) _____

Motor Home Serial Number _____

Vehicle Chassis Identification No (VIN) _____

Vehicle Mileage at Time of Delivery _____

Selling Dealer Name and Address _____

EMERGENCY INFORMATION

YOUR WINNEBAGO INDUSTRIES DEALER

Name _____

Address _____

Contact Person _____

Phone _____

CHASSIS DEALER/SERVICE CENTER

Name _____

Address _____

Contact Person _____

Phone _____

INSURANCE POLICY

Company _____

Policy Number _____

Phone _____

2006 NEW VEHICLE LIMITED WARRANTY WINNEBAGO INDUSTRIES, INC.



WARRANTY COVERAGE TO OWNER

Winnebago Industries, Inc. of Forest City, Iowa warrants each new Winnebago Industries motor home to the owner for use in the U.S.A. and Canada as follows:

WARRANTY PERIOD

The Warranty Period for all coverages begins on the date the vehicle is delivered to the first retail purchaser or first placed in service as a demonstrator or company vehicle.

BASIC COVERAGE

The basic Warranty Period is 12 months or 15,000 miles (24,135 kilometers), on the odometer, whichever occurs first. This is the only warranty authorized by Winnebago. There are no other promises, representations or warranties concerning the matters set forth herein. Winnebago Industries does not authorize any person to create for it any other obligations or liability in connection with this vehicle. **ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE APPLICABLE TO THIS VEHICLE IS LIMITED IN DURATION TO THE DURATION OF THIS WRITTEN WARRANTY AS HEREINBEFORE OR HEREINAFTER PROVIDED. THE PERFORMANCE OF REPAIRS IS THE EXCLUSIVE REMEDY UNDER THIS WRITTEN WARRANTY OR ANY IMPLIED WARRANTY. WINNEBAGO INDUSTRIES SHALL NOT BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES FOR LOSS OF TIME, INCONVENIENCE, OR OTHER CONSEQUENTIAL DAMAGE INCLUDING EXPENSE FOR GASOLINE, TELEPHONE, TRAVEL, LODGING, LOSS OR DAMAGE TO PERSONAL PROPERTY, OR LOSS OF REVENUE RESULTING FROM BREACH OF THIS WRITTEN WARRANTY OR ANY IMPLIED WARRANTY.** Some states do not allow limitations on how long an implied warranty will last or the exclusion or limitation of incidental or consequential damages, so the above limitations or exclusions may not apply to you.

ITEMS NOT SUBJECT TO WARRANTY COVERAGE.

Chassis, Drivetrain and related components*
Wheels*
Tires*
Service Items, such as Windshield Wiper Blades, Lubricants, Fluids & Filters
Adjustments

*These items are covered under the manufacturer's individual warranty.

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

Also, this warranty shall not apply to failures, damage or malfunctions resulting from normal wear, misuse, abuse, negligence, alteration, accident, fire, improper repair of the vehicle or failure to follow recommended maintenance requirements.

36 MONTHS/36,000 MILE STRUCTURAL WARRANTY

At the expiration of the Basic Coverage and for the remainder of the period of 36 months or 36,000 miles (57,924 kilometers), on the odometer, whichever occurs first, Winnebago Industries warrants the following:

1. Structural defects of the subfloor, floor, and slide-out room assembly. Floor lamination failure and lamination failure of the subfloor panels and risers are covered by the structural warranty.
2. Body Thermo-Panel® Lamination of the sidewalls and backwall against delamination. Body Thermo-Panel® Lamination is the bonding of the exterior skin and the interior paneling to an insulating core material. Delamination (separation of layers)

caused by other factors such as physical damage or failure to properly maintain sealants is not covered by this warranty.

WINNEBAGO INDUSTRIES' RESPONSIBILITY

Any part of the vehicle subject to warranty which is found to be defective in material or workmanship, will be repaired or replaced at Winnebago Industries' option upon notice of the defect without charge to the customer for parts or labor. While any Winnebago Industries motor home dealer can perform warranty service, we recommend you return to the dealership that sold you your vehicle. If you are touring or have moved, contact any Winnebago Industries motor home dealer in the United States or Canada for warranty service.

CUSTOMER RESPONSIBILITY WHEN REPAIRS ARE NEEDED

If a part of the system covered by this warranty fails to function or requires service during the warranty period:

1. Promptly take the vehicle to the selling dealer for repair or inspection.
2. Written notice of defects must be given to the selling dealer or manufacturer no later than 10 days after the expiration of the warranty.
3. If the dealer is incapable of making the repairs, request that he contact Winnebago Industries, Inc.
4. If, after the above steps are completed and the repair is not made, the customer should contact Winnebago Industries, Inc., P.O. Box 152, Forest City, Iowa 50436, Attention: Owner Relations Department (800-537-1885) and furnish the following information:
 - The complete serial number of the vehicle
 - Date of retail purchase
 - Selling dealer's name
 - Nature of the service problem, and a brief explanation of the steps or service the dealer has performed, and the results obtained. The customer may be directed to another dealer or service center for repairs to be completed, if such a dealer or service center is better able to complete the repair.

Winnebago Industries may, at its option, request the vehicle be returned to Forest City, Iowa for repair. If the customer refuses to allow repairs to be performed at the Forest City, Iowa facility, the warranty on that repair will be voided.

5. If after the above steps are completed and the repairs are not satisfactory, the customer may contact the Service Administration Manager of Winnebago Industries, and request a customer relations board meeting to resolve the problem. This action, however, is not mandatory.
6. Certain components are covered beyond the 12 months/15,000 miles basic warranty coverage by the individual manufacturer's warranty. Please refer to the component's information supplied in the owner's information InfoCase for any additional warranty coverage after the basic warranty has expired.

DEALER'S REPRESENTATIONS EXCLUDED

Winnebago Industries, Inc. does not undertake the responsibility to any purchaser of its products for any undertaking, representation, or warranty made by dealers selling its product beyond those herein expressed.

INSTALLATION NOT COVERED

Winnebago Industries, Inc. cannot, however, and does not accept any responsibility in connection with any of its motor homes for additional equipment or accessories installed at any dealership or other place of business, or by any other party other than Winnebago Industries, Inc. Such installation of equipment or accessories by any other party will not be covered by the terms of this warranty.

SECTION 1

INTRODUCTION



CARE AND MAINTENANCE

It is the owner's responsibility to perform the care, maintenance and proper load distribution described in the owner's manual which accompanies your motor home. Any damage which results to your vehicle as a result of your failure to perform such duties, is not covered.

Damage to appearance items such as fiberglass, metal, paint, fabrics and trim, may occur during manufacturing or transporting. Normally, any factory defect or damage is corrected at the factory. In addition, dealers are obligated to inspect each vehicle upon delivery to them and prior to delivery to you. You should also immediately inspect appearance items and advise your selling dealer of any discrepancies. Damage and normal deterioration due to use and exposure is not covered by this warranty.

CHANGES IN DESIGN

Winnebago Industries, Inc. reserves the right to make changes in design and changes or improvements upon its products without imposing any obligation upon itself to install the same upon its products theretofore manufactured.

NEW YORK:

If your motor home has been repaired three or more times for the same nonconformity, defect, or condition, or if your motor home has been out of service by reason of repair for twenty-one days, Section 198-a of the General Business Law of the State of New York requires you to provide written notice by certified mail, return receipt requested, to Winnebago Industries or its authorized dealer before making any claim under that section of the law. If you do have problems with your motor home, you should provide written notice to Winnebago Industries at the following address:

Winnebago Industries, Inc.
P.O. Box 152
Forest City, Iowa 50436
Atten: Owner Relations

CALIFORNIA:

Winnebago Industries participates in the Consumer Arbitration Program for Recreation Vehicles (CAP-RV). This third-party dispute resolution program is available, at no charge to you, to settle unresolved warranty disputes for recreational vehicles. This dispute resolution program reviews eligible product and service related complaints involving warranty covered components.

To find out more about the program, or to request an application/brochure, please call the Arbitration Administration office toll-free 800-279-5343.

The CAP-RV program operates as a certified mechanism under the review of the California Arbitration Certification Program. You must utilize the arbitration program before claiming rights conferred by 15 USC section 2310 (Uniform Commercial Code) or Civil Code section 1793.22(b) (Tanner Consumer Protection Act). You are not required to use the program if you choose to seek redress by pursuing rights and remedies not created by those laws.

SECTION 2 SAFETY / PRECAUTIONS

GENERAL WARNINGS

- Only seats equipped with seat belts are to be occupied while the vehicle is moving.
- Make sure all passengers have seat belts fastened in a low and snug position so the force exerted by the belt in a collision will be spread across the strong hip area. Pregnant women should wear a lap-shoulder belt whenever possible, with the lap belt portion worn low and snug throughout the pregnancy.
- All moveable or swiveling seats should be placed and locked in forward facing positions while the vehicle is moving.
- Never let passengers stand or kneel on seats while the vehicle is moving.
- Sleeping facilities are not to be utilized while vehicle is moving.
- Examine the escape window and be familiar with its operation.
- Inspect the fire extinguisher monthly for proper charge and operating condition. This should also be done before beginning a vacation or any extended trip.

DRIVING

- Do not attempt to adjust the driver's seat while the vehicle is moving.
- Do not adjust tilt steering in a moving vehicle.
- Do not operate the cruise control on icy or extremely wet roads, winding roads, in heavy traffic, or in any other traffic situation where a constant speed cannot be maintained.
- Use care when accelerating or decelerating on a slippery surface. Abrupt speed changes can cause skidding and loss of control.
- Driving through water deep enough to wet the brakes may affect stopping distance or cause the vehicle to pull to one side. Check brake operation in a safe area to be sure they have

not been affected. Never operate any vehicle if a difference in braking efficiency is noticeable.

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

FORMALDEHYDE INFORMATION

 **WARNING**

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

LP GAS LEAK DETECTOR

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



LP Gas Leak Detector

 **WARNING**

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

Power Connection

The LP gas leak detector is powered by the coach batteries. If the auxiliary battery switch is shut off or the battery cable is disconnected from the batteries, the alarm will not work. The LP gas leak detector fuse is located in the 12-volt house electrical load center.

Because the LP gas leak detector is connected to the auxiliary battery, it is always drawing a small amount of current. Even though this current draw is slight, it could drain the coach battery during storage periods when the house battery will not be charged regularly by the engine or shoreline. Turn the Aux. Batt switch OFF to avoid current drain during storage periods.

Further Information

See the manufacturer's information in your Owner InfoCase for further instructions on nuisance alarms and care and testing of the LP gas leak detector.

CARBON MONOXIDE WARNING

 **WARNING**

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

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

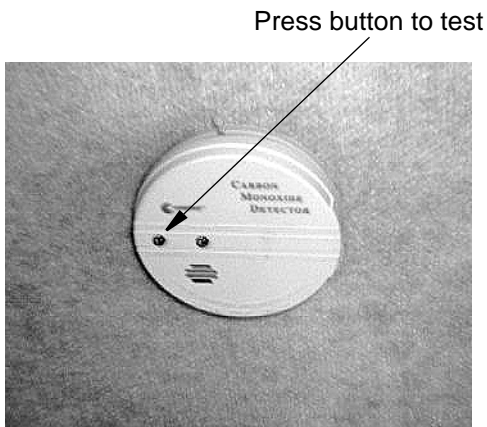
- Each time the vehicle is serviced for an oil change.
- Whenever a change in the sound of the exhaust system is noticed.
- Whenever the exhaust system, underbody or rear of the vehicle is damaged.

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

Do not run engine in confined areas, such as a garage, except to move vehicle into or out of the area.

CARBON MONOXIDE ALARM

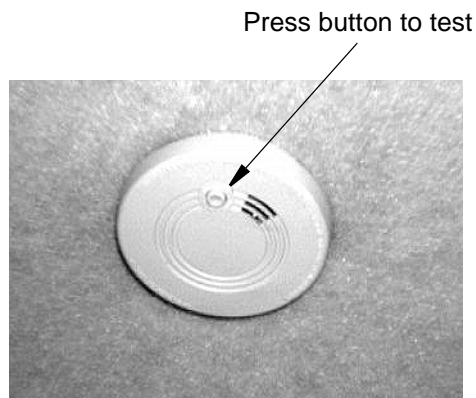
Your coach is equipped with a carbon monoxide (CO) alarm located on the ceiling in the bedroom area. The CO alarm is powered by a 9-volt battery and has a sensor that is designed to detect toxic carbon monoxide gas fumes resulting from incomplete combustion of fuel. It will detect CO gas from any combustion source such as the furnace, gas range/oven, water heater, refrigerator, chassis engine, and electric generator engine.



Carbon Monoxide Alarm

Further Information

Please read the information provided by the manufacturer, which is included in your Owner InfoCase. It includes information on precautions, operational testing, and battery replacement.



Smoke Alarm

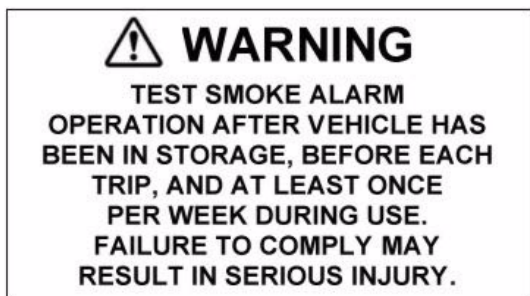
Further Information

See the manufacturer's information in your Owner InfoCase for further instructions on battery replacement and testing of the smoke alarm.

SMOKE ALARM

Your motor home is equipped with a smoke alarm located on the ceiling in the galley area. The smoke alarm is powered by a 9-volt battery and has a sensor that is designed to detect smoke. This alarm meets U.L. Standard 217 and NFPA Standard 74 for operation of smoke detection devices.

The following label is affixed either to the smoke alarm or on the ceiling near the smoke alarm.



FIRE EXTINGUISHER

A dry chemical fire extinguisher is located near the main entrance door.



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

We also recommend that you inspect the fire extinguisher for proper charge at least once a month in accordance with National Fire Protection Association (NFPA) recommendations as stated on the label.

If the charge is insufficient, the fire extinguisher must be replaced.

 **WARNING**

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

 **WARNING**

This window should be kept closed while driving to avoid drawing dangerous exhaust gases into the vehicle.

EMERGENCY EXITS

 **WARNING**

Use care when exiting emergency window, as broken glass may be present in the exit area.

Escape Window

The bedroom escape window is secured by two red safety latches at the bottom of the window.

To open, lift both latches up and toward the center of the window, then push outward near the bottom of the window.



Lift latch handles upward to open Escape Window.

Using Slider Windows As Emergency Exits

Most slider windows along the side of the motor home can also be used as emergency exits, should the need arise.

To use a slider window as an exit, first slide the window open, then slide the screen open or push the screen material out, depending on window type.

Coaches that are required to have a slider window as an alternate exit window will be marked EXIT and have a red handled latch.



Pull latch outward to slide window open

ROADSIDE EMERGENCY

Because of the size and weight of this vehicle and its tires, and the possible complications involved in tire changing, we strongly advise obtaining professional road service to change a flat tire whenever possible. However, if an emergency requires you to change the tire yourself, please exercise extreme caution and read all tire changing information in the chassis operating guide.

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

If You Get A Flat Tire

- DO NOT panic.
- Grip the steering wheel firmly and steer the vehicle as straight as possible. Avoid quick maneuvers. You may need to counter-steer to compensate for “pull” created by the failed tire.
- DO NOT stomp on the brake. This abruptly shifts the vehicle’s weight forward, making it nose-dive and pull toward the blown-out side.
- DO NOT jerk your foot off the accelerator. Just ease back on the accelerator slowly and gently to continue momentum. The deflated tire will slow the vehicle.
- If you must change lanes to get to a safe stopping place, use your signals to warn other motorists and change lanes smoothly and carefully after you are certain the lane is clear.
- Let the vehicle coast to a stop, gently steering to a safe stopping place off the traffic lanes of the road. Don’t worry about damaging the tire or wheel rim by driving on it. A tire or wheel replacement is cheaper than damaging the vehicle or injuring yourself.
- When you have come to a stop, activate your hazard flashers to warn other motorists, then exit the vehicle carefully.
- Set out flares or other warning devices.

Check your tires for proper inflation before each trip and at least once a month with an accurate tire gauge.

Recovery Towing


When calling a professional towing service, we recommend that you advise them of your coach length and approximate front axle weight listed on your Vehicle Certification Label. This will allow the towing operator to determine the proper towing equipment to use.

We recommend that you ask for an underlift (wheel lift or frame lift) type towing assembly for safe towing.

Winnebago Industries does not assume responsibility for damage incurred while towing this vehicle.


NOTE: Consult the chassis operating guide for any additional towing instructions or precautions provided by the chassis manufacturer.

 CAUTION
<p>Do not lift on bumper. Damage will result to front end body parts.</p>

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

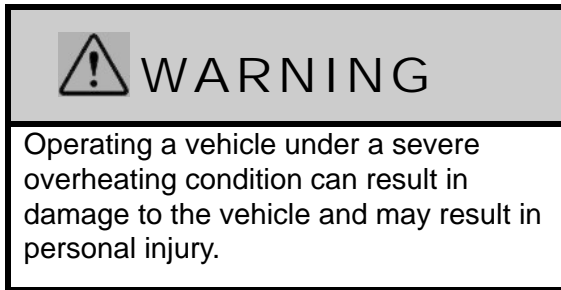
JUMP STARTING

If your coach will not start from the automotive batteries, try using the Battery Boost Switch to divert power from the coach batteries to the starter. (See Battery Boost Switch) If you wish to try jump starting the engine using another vehicle or booster system, see your chassis owner’s manual for connecting jumper cables to the automotive electrical system.

 WARNING
<p>Do not attempt to push-start this vehicle. Damage to the transmission or other parts of the vehicle will occur.</p>

ENGINE OVERHEAT

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



For information on what to do in case of overheating, consult your chassis operating guide.

EFFECTS OF PROLONGED OCCUPANCY

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

Humidity and Condensation

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

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

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

Ventilate with outside air:

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

Minimize moisture released inside the coach:

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

SECTION 3 DRIVING YOUR MOTOR HOME

The information in this section refers only to features installed or adapted to the dash and driver compartment area by Winnebago Industries.

See your chassis owner's manual for all original chassis related controls, instrumentation, switches and other features. This includes items such as cruise control, gauges, wipers, lights, etc.

SEATS

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

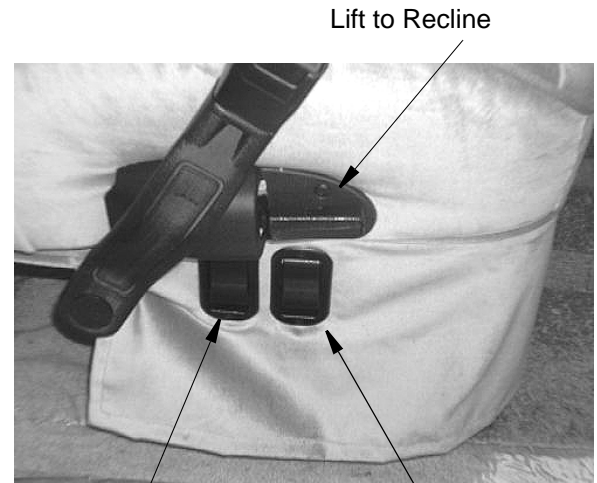
The seats may be swiveled to provide easy entrance and exit. The swivel feature also allows the seats on some models to be turned toward the living area for additional seating while the unit is parked.

To Swivel the Seats

Lift the release lever, located on the side of the seat, and rotate seat. The seats are designed to lock only when returned to the forward facing position.


To Recline the Seats

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

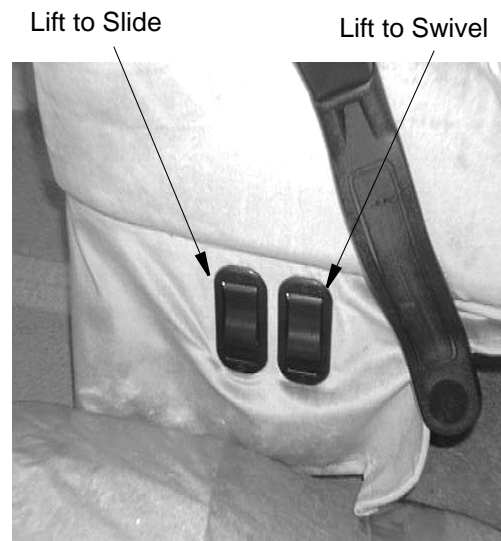


Lift to Swivel Lift to Slide

Driver Seat - Aisle Side


WARNING

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



Passenger Seat - Aisle Side
(Recline lever on opposite side)

Arm Rest Adjustment

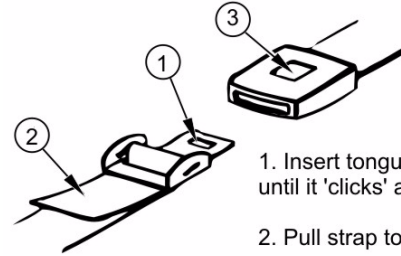
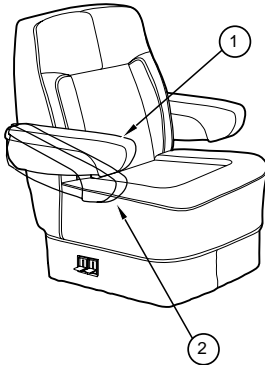
The driver and co-pilot seat armrests may be adjusted to rest at two different positions as shown.

Position 1

Raise armrest, push in toward seat, and lower into position. This position would generally be used when the seat is in the upright position.

Position 2

Raise armrest, pull outward from seat, and lower into position. You may wish to use this position when you recline the seat.



1. Insert tongue into buckle until it 'clicks' and is locked
2. Pull strap to tighten
3. Press button to release

Adjustment:

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

To Fasten:

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

To Release:

Press button in center of buckle and slide tongue out of buckle.

SEAT BELTS

Seats intended for occupancy while the vehicle is in motion are equipped with seat belts for the protection of the driver and passengers.

Lap Belts

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



WARNING

Snug and low belt positions are essential. This will ensure that the force exerted by the lap belt in a collision is spread over the strong hip area and not across the abdomen, which could result in serious injury.
Only seats equipped with seat belts are to be occupied while vehicle is in motion.

Lap-Shoulder Belts

Fastening:


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

Unfastening:

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

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

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



WARNING

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

Seat Belt Care and Cleaning

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

CHILD RESTRAINTS

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

A child restraint system is designed to be secured in a vehicle seat by a lap belt or the lap belt portion of a lap-shoulder belt. According to

accident statistics, children are also safer when properly restrained in rear seating positions than in front seating positions.

When purchasing a child restraint system:

1. Look for the label certifying that it meets all applicable safety standards.
2. Make sure that it will attach to your vehicle and restrain your child securely and conveniently so that you are able to install it correctly each time it is used.
3. Be certain that it is appropriate for the child's height, weight and development. The instructions and/or the regulation label attached to the restraint typically provides this information.
4. Review the instructions for installation and use of the restraint. Be sure that you understand them fully and can install the restraint properly and safely in your vehicle.

Tether Anchor Loop

If your coach has a dinette, a child seat tether anchor loop is located in the floor of the coach directly behind the forward facing dinette seat. The dinette table must be in the lowered position when a child seat is in use.



KEYS

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

Keys have an identification number, either a small metal tag or stamped into the key head. These numbers are recorded on the vehicle's

SECTION 3 DRIVING YOUR MOTOR HOME



component model/serial sheet which is included in your Owner InfoCase. In case keys are lost or stolen, your dealer or a locksmith can provide you with duplicate keys or modify the locks.

REARVIEW MONITOR SYSTEM –Optional



If your motor home is equipped with this optional system, refer to the Owner InfoCase for specific instructions provided by manufacturer.

MIRRORS-EXTERIOR

Always adjust mirrors for maximum rear visibility before driving off. Make sure the seat is adjusted for proper vehicle control and that you are sitting back squarely into the seat.

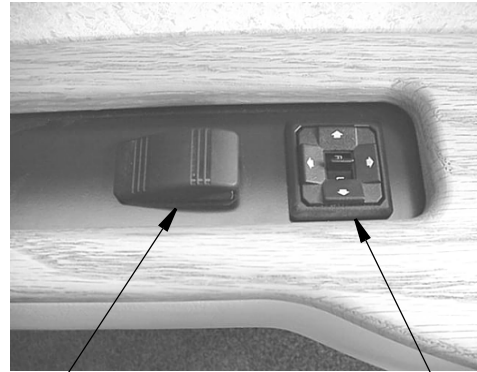
Power Electric Mirrors - Optional

The electric mirrors are adjusted using a multi-directional switch located on the armrest panel to the left of the steering column.

Select the mirror to be adjusted by pushing the switch in the middle of the control to the right or left. Then press the arrow buttons as necessary to obtain the best view.

When mirrors are adjusted to preference, place the selector switch back in the middle position to lock-out power to the buttons. This prevents accidental misadjustment of mirror settings.

The mirrors also contain heating elements to defog or de-ice the mirror glass during cold weather operation. An ON-OFF switch for the mirror heaters is located near the remote mirror controls.



Mirror Heat Switch

Mirror Adjustment
Switch

The power mirror control switch is intended for fine adjustment of the mirrors. If you cannot adjust the mirror properly using the control switch, the mirror may need a coarse adjustment by repositioning the mirror head. See the mirror manufacturer's instructions in your Owner InfoCase.

Further Information:

To read more about power mirrors, see the mirror manufacturer's information in your InfoCase.

FOOT-PEDAL PARKING BRAKES

16,000 & 20,700 lbs GVWR Workhorse Chassis-All Ford Chassis

The parking brake foot pedal and release lever are located beneath the left side of the dash.

Step the pedal down fully to apply and pull the brake release knob to disengage.

AUTOMATIC PULL-BUTTON PARKING BRAKES

18,000 Lbs GVWR Workhorse Chassis

These chassis are equipped with parking brakes that apply automatically when the transmission is shifted into Park.

The pull-button parking brake switch is located on the dash to the right of the steering column.



The pull-button knob can be used to apply the park brake when the coach is in any other gear than park. Pull to apply. Push to Release

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

GRADE BRAKE

Workhorse 20,700 GVWR chassis and greater only

This feature will enable the transmission to control the speed of the vehicle on long downhill grades to help avoid brake overheating and unnecessary brake wear.



To Activate the Grade Brake

- Press the Grade Brake switch on the left side of the dash to activate the feature.
- A green icon will appear on the instrument cluster when the grade brake system is active.



Grade Break Symbol

- Press and release the brake pedal once- the grade brake will downshift the transmission a gear to help control the vehicle speed.
- Press the accelerator to reset the transmission to shift normally until the next time you press the brake pedal.
- Turn the Grade Brake system off when not on steep or long downhill grades.

The grade brake has a built-in, self-protection feature that will not allow the transmission to downshift at high speeds with could damage the transmission or engine if downshifted.

OVER-DRIVE SWITCH

Workhorse 20,700 GVWR chassis and greater only

The Overdrive Switch allows you to deactivate the automatic overdrive feature of the transmission when necessary.

When this switch is ON, the transmission will automatically shift to the overdrive gear whenever possible for greatest fuel economy.

SECTION 3 DRIVING YOUR MOTOR HOME



Some driving situations, however, may require the transmission to be temporarily disabled from shifting into overdrive gear, such as when towing a car or trailer, driving in rolling hill country or driving into a strong headwind where the transmission will repeatedly shift up and down causing annoyance and reduced fuel economy.

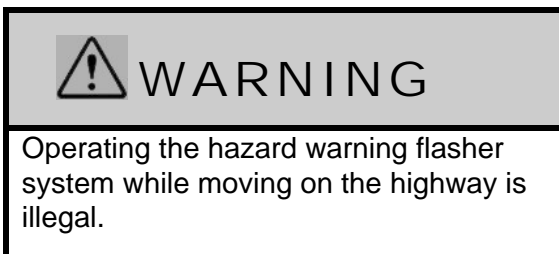
DOME LIGHT SWITCH

Turn the 'dome light' map light on using the Panel Dim thumbwheel. Roll it up to maximum position until you feel it click into the maplight 'on' position.



HAZARD WARNING FLASHER

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

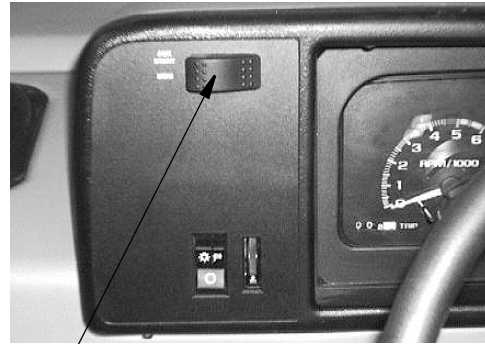


The front directional signals and the taillights will flash intermittently when the flashers are in operation. The hazard warning flashers will not operate when the service brake pedal is depressed. The turn signal will not operate when

the flashers are on. When it is necessary to leave the vehicle, the flasher system will continue to operate with the ignition key removed.

BATTERY BOOST SWITCH

This switch can be used to provide emergency starting power from the motor home auxiliary battery if the automotive battery is discharged.



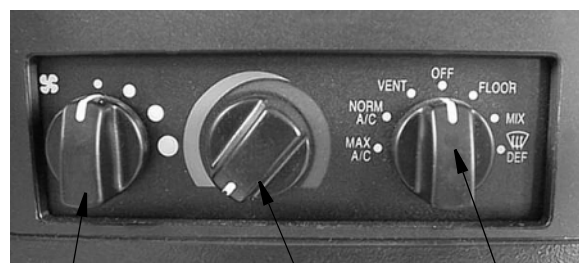
Aux. Start Switch

If engine battery is discharged, press and hold while turning ignition key for emergency starting power.

NOTE: The AUX BATT switch must be ON and house batteries sufficiently charged for this feature to work.

AUTO AIR CONDITIONER/ HEATER

Controls for the air conditioner, heater, defroster and vent are all combined into one control panel.



Fan Switch

Temp Control

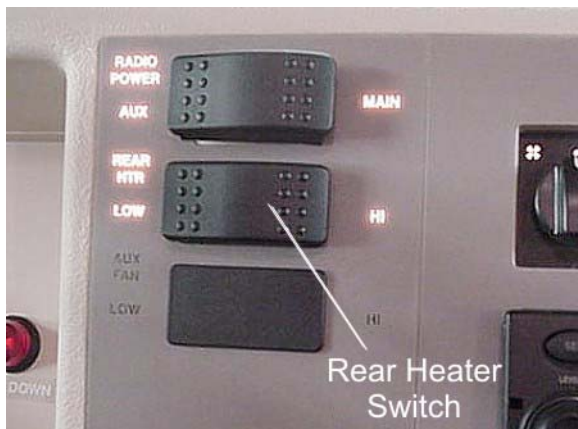
Mode Control

Please read the information provided by the manufacturer, which is included in your Owner InfoCase.

Rear Auto Heater

- Optional

To provide auxiliary heat to the rear of the vehicle, turn the rear heater fan switch to the desired speed. The switch has three positions: Hi, Low and the middle position is Off.



Aux Fan Switch

-Optional

The two-speed auxiliary fans are intended to assist the automotive windshield defroster system in clearing fog and frost in cold weather or humid conditions. The middle position on the switch is OFF.



IN-DASH RADIO

The radio in your coach can receive AM/FM stereo and Weather band stations. It also has a compact disc (CD) player for your listening enjoyment through quality high-output speakers located in several areas of the coach.



Please refer to the manufacturer's operating guide in your Owner InfoCase for detailed instructions on programming preset station buttons and using this full-featured radio/audio system.

Radio Power Switch

The radio power switch lets you connect the dash radio to the coach batteries with the ignition switch turned off for listening while parked. This prevents accidental draining of the chassis (starting) battery with prolonged use of the radio.



Satellite Radio

-Optional

Your coach may be equipped with a Sirius satellite radio receiver that plays through your radio.

See the receiver manufacturer's information in your Owner InfoCase for programming and operating instructions.

Radio Remote Controls

A steering wheel mounted remote control for the radio lets you change radio stations or CD selections without taking your eyes off the road

or hands off the wheel. See the radio owner's guide in your Owner InfoCase for remote control instructions.



Radio Remote Control
(typical)

An additional hand-held remote allows these same conveniences for the passenger. The hand-held radio remote is in your Owner InfoCase.

CB RADIO WIRING

Your coach is pre-wired for a power connection for your CB radio. The wires are located beneath the dash to the left of the steering wheel.

Look for a pair of wires, yellow (+) and white (-), with connectors and flag labels, suspended from the wiring harness.



CB Power Wires
(in plastic sheath)

ENGINE ACCESS

Hood

Insert the tamper-resistant hood key into the hood locks and turn them to the right (clockwise) to unlock the hood.

Swing the hood outward and down. Do not let hood drop.

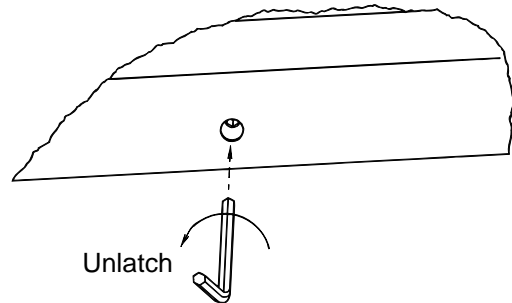
To close the hood, lift and swing inward. Turn key locks to the left (counterclockwise) to lock hood closed.

With the hood open, the engine oil dipstick, oil fill, radiator fill, power steering reservoir and windshield washer reservoir are accessible.

Some chassis also allow access to the engine air filter element.

Engine Cover

- Remove the beverage tray from the engine cover. Remove the drawer to expose the wing nut fasteners that hold the tray to the motor cover.
- Insert the supplied hex wrench into the hole in the rear top or edge of the engine cover.



- Turn the hex wrench to the left (counterclockwise) to unlatch.

NOTE: There may be a screw at each front lower corner.

- Lift the rear end of the cover upward and pull the cover from the opening.
- To reinstall the cover, position the front end of the cover first, then lower the rear end. It is important to be sure the front edge is pushed completely forward to the radiator cover to ensure an air-tight seal.

- Press the rear end of the cover down and turn the hex wrench to the right (clockwise) until the latch pulls the cover downward and stops.
- Refasten the beverage tray to the motor cover.

ENGINE COOLING SYSTEM


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

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

NOTE: Your chassis engine cooling system is filled with special extended-life coolant that is not the same as common anti-freeze available at retail outlets.

The coolant system MUST be refilled or topped up with the same type of coolant as equipped to maintain the special long-life properties.

Workhorse chassis use GM Dexcool LLC, which is a bright, pink/orange color. Ford chassis use Ford Premium Gold (GO 5), which is a golden color.




CAUTION

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

TIRES

Improper tire pressure can result in tire overloading and abnormal wear and also affects handling, ride characteristics and fuel economy.



WARNING

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

See the Vehicle Certification Label for tire information.

SUSPENSION ALIGNMENT AND TIRE BALANCE

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

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

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

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

See your chassis operating guide for further information.

FRONT AIR SPRINGS

- Workhorse P32 Chassis only

Workhorse chassis with coil springs are equipped with air bags inside the front suspension springs. See your Workhorse owner's manual for inspection instructions and air pressure specifications.

LIGHTS

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

Refer to your chassis operating guide for further information.

AUTOMOTIVE 12-VOLT FUSES AND CIRCUIT BREAKERS

The automotive fuses and breakers are conveniently located on a panel beneath the hinged instrument panel pod. Lift the pod upward as shown.

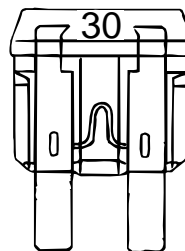
Always replace plug-in type fuses with those of the same amperage size.

Chassis supplied Fuse Panel

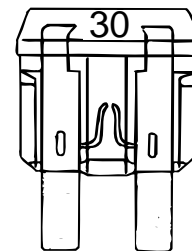
See Chassis Owner's Manual for Information



Automotive 12-Volt Fuse Block
(Under lift-up dash pod)



Good Fuse



Bad Fuse

LOADING THE VEHICLE

NOTE: Your motor home's load capacity is designated by weight, not by volume, so you cannot necessarily use all available space when loading your motor home.

- Store or secure all loose items inside the motor home before traveling. Possible overlooked items such as canned goods or small appliances on the countertop, cooking pans on the range, or free-standing furniture items can become dangerous projectiles during a sudden stop or evasive maneuver.
- Be aware of GVWR, GAWR and individual load limit on each tire or set of duals.

When loading the vehicle, distribute the cargo load so that you do not exceed either the Front or Rear Gross Axle Weight Rating (GAWR) or the Gross Vehicle Weight Rating (GVWR). The Gross Axle Weight Rating (GAWR) means the


weight value specified by the chassis manufacturer as the load carrying capacity of a single axle system as measured at the tire-to-ground interfaces. This is the total weight a given axle is capable of carrying. Each axle has its own rating.

Have your vehicle weighed to determine the proper load distribution for your vehicle. Also distribute cargo side-to-side so the weight on each tire or dual set does not exceed one half of the GAWR for either axle.

For example, if the Front GAWR is 6,000 lbs., there should be no more than 3,000 lbs. on each tire. (If the left side weighs 3,100 lbs. and the right side weighs 2,700 lbs., at least 100 lbs. of the load must be shifted from the left side to the right side.) The GVWR is listed on the Vehicle Certification Label. (See sample in Introduction Section).

The GCWR (Gross Combination Weight Rating) means the maximum allowable loaded weight of this motor home and any towed trailer or towed vehicle. If trailer towing is not recommended, the GCWR will equal the GVWR.

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


CAUTION

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

ROOF LOADING

The roof is capable of carrying up to 10 pounds per square foot to a maximum of 100 pounds while the vehicle is in motion.

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

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

WEIGHING YOUR LOADED VEHICLE

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

Loading

Load your vehicle completely as if you were going on a long trip, with everything you would carry, including food, clothing, bedding, lawn chairs, etc., a full fuel tank, full LP tank, and a partial tank of fresh water - but empty holding tanks.

Finding a Scale

In urban areas, the most common places to find a public access scale are commercial truck stops. In rural areas, most grain storage elevators have scales available. Most scales charge a nominal fee for weighing a vehicle.

Weighing

There is typically a scale operator to direct you but the basic routine is to take three separate weights - front axle, whole vehicle, and rear axle. You will first drive only your front wheels onto the scale pad, then drive ahead so that the whole vehicle is on the scale, then finally pull off until just the rear wheels are on the pad.



Front Axle Only



Both Front and Rear Axles



Rear Axle Only

You will receive a weight 'ticket' that states your current Front Axle Weight, Rear Axle Weight and Vehicle Weight. You can compare these weights to the weight ratings listed on your Vehicle Certification Label to use as a guideline for future loading limits and weight distribution.

The gross weight of the vehicle must not exceed the Gross Vehicle Weight Rating (GVWR) specified on the Vehicle Certification Label. The front and rear axle weight also must not exceed the corresponding Axle Weight Rating specified on the Vehicle Certification Label.

Corner Weighing (Side-to-Side)

Weighing each corner of the coach separately (single L/R front wheels or L/R rear dual sets) is an accurate method to determine how to distribute your cargo to avoid overloading, especially on tires.

To determine the weight distribution on each tire or dual set, you will need to find a scale capable of weighing side-to-side, or all four 'corners' of the vehicle, separately. A truck scale may be used if the ground is level with the scale surface and the scale has clearance to drive one side of the coach onto the scale as shown.

Drive the coach on the level area next to the scale and straddle the scale so that only one side of the coach will be on the scale pad. Pull only the front wheel onto the pad as shown.



Weighing Left Front 'Corner'

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires must be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

NOTE: The Hitch Load weight from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity. If you tow other than a light trailer or a vehicle by means of a tow bar, you should have your trailer coupled when weighing your motor home.

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the lighter the front end will feel at the steering wheel.

CAR OR TRAILER TOWING

Hitch pulling capacity: 5,000 lbs. max.

Tongue weight: 350 lbs. or 500 lbs max.

The factory installed towing hitch on this coach is capable of pulling 5,000 lbs. load (max.), however the vertical (tongue) weight may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. *See preceding items "Loading the Vehicle" and "Weighing Your Loaded Vehicle" for explanation of weight ratings.*


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

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.


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

NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it may need to be equipped with automatically activated brakes. Check your state laws.

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


WARNING

For safe towing and vehicle handling, maintain proper trailer weight distribution. The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. See table in Section 1 to obtain the Gross Combined Vehicle Weight rating for your chassis.

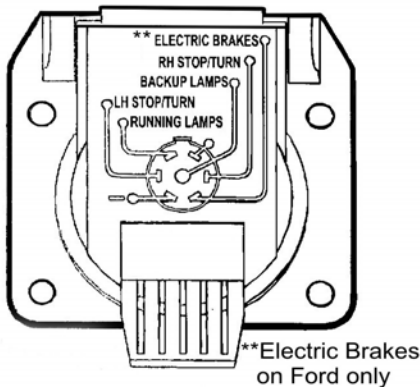

CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage. Do not install a frame equalizing type hitch on your vehicle.

TRAILER WIRING CONNECTOR

Your coach is pre-wired for trailer or car towing lights with a 7-pin socket. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram below shows proper connection of trailer or tow vehicle wiring to the coach light system. The 'pigtail' assembly with the (car/trailer end) connector plug should be wired by a qualified technician. Provision for an electric brake controller is located near the steering column.



TOWING GUIDELINES

Gross Vehicle Weight Rating (GVWR):

This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the Vehicle Certification Label.

Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the Vehicle Certification Label: front, rear, and tag, if applicable.

Gross Combination Weight Rating (GCWR):

This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR. The “trailer” can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

NOTE: If the “trailer” weighs 1,000 lbs. or more, state or provincial laws/regulations may require the “trailer” to

be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.

Hitch Ratings:

SAE Standard J684 defines

Class 1 trailers as “GVWR not to exceed 2,000 lbs.”;

Class 2 trailers as “GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR”;

Class 3 trailers as “GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR”;

Class 4 trailers as “GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR”.

Hitches are to be permanently marked with “Maximum trailer GVWR to be drawn” and “Maximum vertical tongue weight to be imposed...” The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford’s towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs.

The user must verify that the hitch equipment being used is adequate for the application.

MOUNTAIN DRIVING

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

Climbing A Hill

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

CAUTION

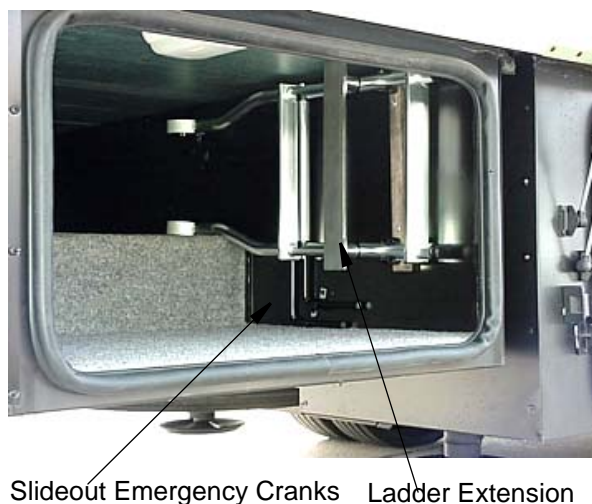
Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

Descending A Hill

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

TOOLS & LADDER STORAGE

The roof ladder extension and various supplied tools are stored in clips on the walls of one or two of the exterior storage compartments. Actual locations depend on storage compartment configuration of your model. The following photos show typical arrangements.



Ladder Extension

To use the ladder extension:

- Unfold the ladder support and pin into place as indicated in the photo.
- Hold the ladder extension horizontally with the bumper pad pointing downward.
- Slide the open ends of the C-shaped retainers over the lowest ladder rung as shown in the photo.
- Lower the extension into place and push downward while adjusting it slightly to 'seat' the retainers.
- The ladder is now ready to use.
- Reverse steps to remove and store.



STORAGE COMPARTMENT DOORS

The high-density gaskets used on the exterior storage compartments are designed to provide a more positive seal against dust and weather. Sometimes this seal firmness can inhibit complete latching of the compartment doors if they are simply ‘dropped shut’ or closing force is applied only to the center of the door.

To ensure that exterior storage compartment doors have latched properly, press firmly on the bottom edges of the doors with the palms of your hands. If the door is ajar you will hear and feel a loud ‘click’ when the latches engage properly.


SECTION 4 APPLIANCES & SYSTEMS

The appliances installed in your motor home are manufactured by reputable RV appliance makers and have been tested by independent laboratories to meet all applicable standards and codes set for RV appliances.

REFRIGERATOR

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

- 110-Volt AC electric
- LP gas


CAUTION

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

Leveling

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



Normal vehicle leveling to provide comfort for the occupants is satisfactory for refrigerator operation.

Further Information

For further information and operating cautions, see the refrigerator operating instructions included in your Owner InfoCase.

REFRIGERATOR SERVICE ACCESS COMPARTMENT

–Exterior

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



To Open:

1. Use a screwdriver or coin to turn the latch knobs to the vertical position as shown.
2. Remove the door from the opening.



Refrigerator Access Door Latches

To Close:

1. Replace the door into the opening.
2. Push the latch knobs in while turning to the horizontal position as shown.

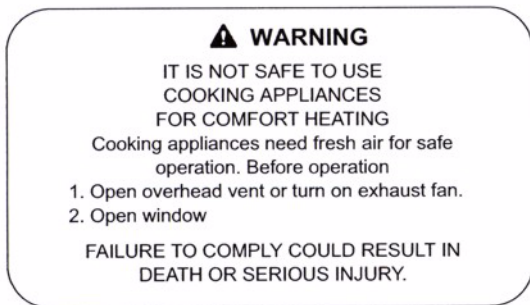
RANGE AND OVEN



The range in your motor home operates on LP gas.

Avoiding Asphyxiation

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



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

Further Information

For further information and operating cautions, see the operating instructions included in your Owner InfoCase.



WARNING

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

MICROWAVE OVEN

For complete operating instructions, refer to the manufacturer's information provided in your Owner InfoCase.

RANGE HOOD

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



Hood Fan and Light Switches

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

SYSTEMS MONITOR PANEL



The Systems Monitor Panel provides a convenient central location for checking the condition of all utility systems in your coach. At the touch of a button this panel can display the fresh water and holding tank levels, LP gas tank level, plus the coach battery condition. You can start the auxiliary generator or turn on the water pump or water heater. Indicator lights tell you if the water pump is on or if the water heater pilot light is out.

At the push of a button the monitor panel simultaneously displays the coach battery condition and levels of the water tank, holding tanks and LP tank.

Water And Holding Tank Levels

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

The approximate fluid levels are measured by electronic sensors on the sides of the tanks. There is generally more fluid in a tank than indicated on the monitor panel.

For example, if the fluid level is 1-2” below the FULL sensor, the monitor will show the level to be only 2/3 even though the tank is nearly full. If the fluid level is below the 1/3 sensor, the monitor will register an empty tank because the fluid is lower than the 1/3 sensors. There may actually be some fluid left in the tank. However, when the indicator reads FULL, the tank is actually full.



Tank Capacities

See “Tank Capacities” in Section 1 of this manual.

LP Gas Level

Press and hold the “Levels Test” switch to show approximate LP tank level.

The LP level is registered by a sending unit on the tank. The gauge mounted on the side of the tank will give a more accurate indication of actual tank level if needed.

Battery Charge Meter

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

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

To get an accurate reading;

1. Both the chassis engine and the auxiliary generator engine must be shut off and 110 Vac shoreline unplugged.

SECTION 4 APPLIANCES & SYSTEMS



- An interior light should be turned on to provide a small load which draws off the battery surface charge.

Water Pump Switch

When use of the self-contained water system is desired, turn the “Water Pump” switch on. The “Pump On” light will illuminate when the pump switch is on and the system is operable. Water will be available as soon as a faucet is opened. Refer to “Water Pump” for additional information on the water pump and initial start-up. (There is also a pump switch in the utility compartment on the outside of the coach).



ENERGY MANAGEMENT SYSTEM (EMS)

(models with 2 roof air units only)

The Energy Management System (EMS) monitors the electrical usage of the appliances and equipment in the coach and distributes the electrical loads to avoid nuisance tripping of the shoreline circuit breaker. This system works together with the energy efficient roof air conditioners to allow you to run both roof units at the same time on a 30-amp shoreline connection.



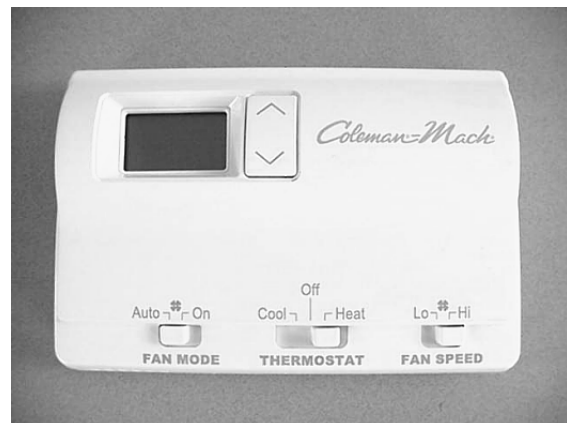
EMS Display on Monitor Panel

Please read your Energy Management System Owners Guide for important information on running both air conditioner units at the same time*. This guide will also explain how this system operates under several conditions, whether 20-amp, 30-amp or 50-amp connections.
**With 30 amp or optional 50-amp systems only.*

LP GAS FURNACE

To Start Up:

- Open the LP gas tank valve by turning fully counterclockwise.



- Move thermostat switch from OFF to HEAT and press the Temp Selector button (Up/Down arrows) until the desired temperature is shown on the display.
- Furnace fan will start to blow soon after setting thermostat.
- After about 30 seconds, the furnace burner will light.

- The furnace will now cycle off and on automatically as the thermostat demands just like a household furnace.

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

To Shut Down:

- Slide thermostat switch to OFF position.
- Close LP tank valve.

NOTE: Metal coatings used during manufacture of the furnace burner parts may smoke when the furnace is used for the first time, which may also set off your smoke alarm. If this happens, provide adequate ventilation to avoid a nuisance smoke alarm. We do not recommend removing the smoke alarm battery.

Further Information

Please see the furnace operating instructions provided in your Owner InfoCase for further information, including operating precautions, and periodic maintenance. See the Coach Maintenance Schedule in Section 11 for recommended intervals.

HEAT PUMP

–Optional

Your coach may be equipped with an air source heat pump built into the air conditioning system. Because the heat pump operates on electricity, it provides economical heat inside your coach and helps reduce the use of LP gas for heating in cooler weather.

A heat pump can be thought of as an air conditioner running in reverse. An air conditioner absorbs heat from the air on the inside of the coach and moves it to the outside. The heat pump does exactly the opposite. Even cold air contains some heat, so a heat pump will

extract heat from the outside air on a cold day and carry it to the inside of the coach to maintain a comfortable temperature.

The efficiency of a heat pump decreases as the outdoor air temperature drops, so supplementary heat is often needed when the outside temperature nears freezing. This system is set to automatically start the LP gas furnace to assist the heat pump if room temperature cools to 5 degrees or more below the thermostat set temperature. You may wish to manually switch to furnace heat to maintain a higher temperature when outside temperatures begin to reduce the efficiency of the heat pump. The heat pump will not operate when the outside temperature falls below 36 degrees F.

To operate the heat pump

For complete operating instructions, refer to the manufacturer's information provided in your Owner InfoCase.

If the furnace must assist the heat pump three times in a row, the thermostat will shut down the heat pump for two hours and the furnace will take over as the heat source. After two hours the heat pump will become active again and try to be the primary heat source.



Gas Heat = Gas Furnace
Electric Heat = Heat Pump
Cool = Roof Air Conditioner

Check your Air Filter

Closed or blocked vents and dirty air filter can hinder the efficiency of a heat pump.

- Be sure ceiling vents are open to distribute heat pump output air.

SECTION 4 APPLIANCES & SYSTEMS



- The filter washable foam should be checked monthly for dirt build-up and cleaned or replaced as needed. It is located in the ceiling mounted return AC grille in the lounge area, and bedroom if equipped with second AC unit.

The rear air conditioner will not operate if the switch is not in the proper position for the power source being used.

NOTE: The power cord must be plugged into the generator receptacle for generator operation.

DUCTED ROOF AIR CONDITIONING SYSTEM

NOTE: The ducted roof air conditioning system has ceiling registers that can be closed if necessary to force more cool air toward a specific area of the coach or to route cool air away from a specific area. If too many vents are closed, however, it can cause the air conditioner unit to shut down, particularly in high humidity conditions.

All cooling functions controlling to setpoint have a short cycle protection time delay of 3 minutes. There will be no delay if the cycle OFF time exceeds 3 minutes.

REAR AIR CONDITIONER POWER SELECTOR SWITCH

(models with 2 roof air units only)

If you want to run the rear AC unit, you must switch the Rear A/C Selector switch to the proper power source.



- If you are using the shoreline, the switch must be in POWERCORD position.
- If you are using the generator, the switch must be in GENERATOR position.

THERMOSTAT OPERATION

The following chart shows the system functions with the “Heat/Cool” thermostat. Disregard references to heat functions when using the “Cool Only” thermostat in the rear bedroom.

■ Switch position —■— Switch position does not matter or is inactive for this feature

FAN MODE SWITCH		THERMOSTAT SWITCH				FAN SPEED SWITCH		WHAT HAPPENS
Auto	On	Cool	Off	Gas*	Elec*	Lo	Hi	
			■					If the Thermostat Switch is Off, the whole heating and cooling system is off— nothing is happening.
Gas Furnace Heating:								
—■—	—■—			■		—■—	—■—	Furnace Blower runs along with the LP Gas Furnace which turns on and off as needed according to thermostat setting.
Heat Pump Heating:*								
■					■	—■—	—■—	A/C Fan runs at Low Speed along with the Heat Pump which turns on and off as needed according to thermostat setting.
	■				■	—■—	—■—	A/C Fan runs continuously at Low Speed while the Heat Pump turns on and off as needed according to thermostat setting.
A/C Cooling:								
■		■				■		A/C Fan runs at Low Speed along with the Air Conditioner which turns on and off as needed according to thermostat setting.
■		■					■	A/C Fan runs at High Speed along with the Air Conditioner which turns on and off as needed according to thermostat setting.
	■	■				■		A/C Fan runs continuously at Low Speed while the Air Conditioner turns on and off according to thermostat setting.
	■	■					■	A/C Fan runs continuously at High Speed while the Air Conditioner turns on and off according to thermostat setting.

***Note:** These instructions include the optional heat pump, which may not be equipped on your model. If you do not have a heat pump, the Thermostat Switch Gas position is the same as the Heat position on your thermostat— in this case, ignore the Elec Heat switch settings which apply to the heat pump only.

NOTE: These instructions include the optional heat pump, which may not be equipped on your model. If you do not have a heat pump, the Thermostat Switch Gas position is the same as the Heat position on your thermostat- in this case, ignore the Elec Heat switch settings with apply to the heat pump only.

The furnace thermostat also controls ducted roof air conditioner operation when the thermostat switch is placed in position.

NOTE: The thermostat is equipped with a replaceable 2 Amp fuse located on the back of the thermostat body.

**GAS/ ELECTRIC WATER
HEATER**

**–Optional (with Motor Aid water
heating system)**

The gas/electric water heater has a dual power feature. It can operate from LP gas or 110-volt house current; or it can use both at the same time for quicker recovery at times when you are using a lot of hot water.

Read the Gas Water Heater Operation Manual for complete Safety Warnings, Operating Instructions and Maintenance Information before operating the water heater.

Be sure the water heater is filled with water before starting either electric or LP operation.

To fill the water heater, turn the Water Pump switch on and open a hot water faucet anywhere in the coach. When water begins to flow steadily from the faucet, the water heater is full.

Motor Aid

–Optional

The motor aid uses heat from the chassis engine cooling system to heat water in the water heater while driving. Hoses are routed from the engine to a heat exchanger on the water heater tank.

Under normal conditions, the entire contents of the water heater can be heated to about 140°F in about two hours or 100 miles of driving. This means you can have hot water at the faucets immediately upon arriving at a site, or even while driving if needed.

The motor aid also increases the capacity of the engine cooling system, allowing the engine to run cooler under many conditions.

 **CAUTION**

Any leak in the heat exchanger or its supply or return lines could cause loss of coolant and subsequent engine failure. We recommend that you periodically inspect these connecting lines and the heater to insure that no leaks have developed.

Motor Aid Water Heater and Rear Auxiliary Heater Maintenance

Have your authorized dealer check all hose clamp connections on the rear automotive heater and the motor aid water heater at least every six months and tighten them if necessary.

For Electric Operation

Turn on the Water Heater electric element switch. The shoreline must be connected or the generator running for electric operation.



Electric Water Heater Switch
(Typical)

The energy management system (EMS) will shut down the electric water heater element while the microwave oven is being used to avoid an overload condition. It will turn it back on when the microwave shuts off.

This does not normally present a problem in providing hot water since microwave use is typically brief and the water heater is well insulated.

If this does present a problem for your water heating needs, you may wish to switch to LP operation to continue water heating function while the microwave is being used.

For LP Gas Operation

Press the Water Heater switch on the Monitor Panel. The “Pilot Out” light will glow for about 10-15 seconds, then it will go out. The “Heater On” indicator will remain lit. If the “Pilot Out” light comes on during LP operation, it means that the burner has gone into “lockout” mode and must be restarted. If this happens, turn the Water Heater switch off for about 5 minutes, then turn it back on. See the water heater user’s guide in your Owner InfoCase for further information.



For Quick Recovery Operation (Dual Heating)

Turn on both Water Heater switches; the gas one on the monitor panel and the electric one. This will help reheat the water heater tank more quickly than a single source would alone. Use this mode when you are using a larger than normal volume of hot water.

To Turn Water Heater Off

1. Turn switch on monitor panel to Off position.
2. Turn electric water heater switch off.
3. Turn off LP gas supply (if not to be used for extended period).
4. Drain water heater tank if the coach is to be stored or water heater will be Off during freezing temperatures. (See Draining and Storage Instructions in *Water Heater Operation Manual* in your Owner InfoCase.)

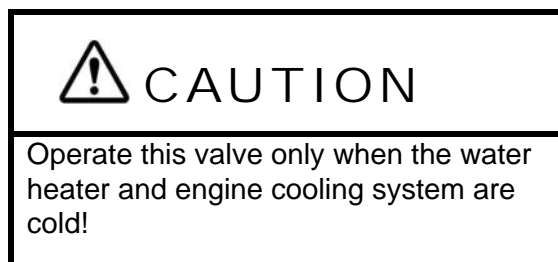
PRESSURE-TEMPERATURE RELIEF VALVE

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



Water Heater Exterior Service Access

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



To Replace the Air Gap:

1. Turn off the water heater switch and incoming water supply (city water and/or demand pump).
2. Open a faucet in the motor home to relieve water pressure.
3. Pull the handle of the P-T valve straight out and allow water to flow until it stops.



Lift handle straight out to open P-T valve

4. Let the handle of the P-T valve snap shut.
5. Close the faucet and turn on the water supply before switching the water heater on.

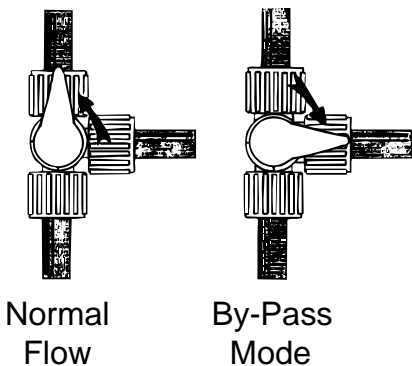
Manually operate the pressure temperature relief valve at least once a year.


*If your water heater is equipped with the optional Motor Aid system, it uses an extension from the engine cooling system to heat water in the water heater while driving. The engine cooling system must also be cold before opening the pressure-temperature relief valve. See “Motor Aid” for more information.

WATER HEATER BY-PASS VALVE

Your coach may be equipped with a water heater bypass valve for easier winterization of water lines using RV antifreeze.

Turn the handle as shown to either bypass or flow through the water heater.




 **CAUTION**

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

MANUAL ENTRANCE STEP

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



 **WARNING**

Do not use step unless it is fully extended.

 **CAUTION**

Always remember to store the entrance step before traveling or moving the vehicle.

Further Information

For additional information on the step, see the manufacturer’s operators manual included in your InfoCase.

ELECTRIC ENTRANCE STEP

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.



WARNING

Do not use step unless fully extended. Do Not Stand on step when vehicle's ignition switch is turned to either the "On" or "Start" position. The step will automatically retract, which may cause personal injury. Always remember to retract the step before moving the vehicle.

Automatic Mode – Entry Step Switch ON (Step Operates with Door)

With the Step switch in the ON position the step is in Automatic Mode. This means it will extend and retract automatically whenever the screen door is opened or closed.

Stationary Extended Mode – Step Switch OFF (Step Remains Extended)

With the Step power switch in the OFF position the step will extend when the screen door is opened and will stay extended whether the door is opened or closed.

This position is normally used to keep the step extended when parked at a campsite or whenever people will be entering and exiting the vehicle frequently.

Automatic Retraction Feature

The step is equipped with an automatic retraction feature that stores the step automatically when the Ignition Switch key is turned to the On or Start positions and the entrance door is closed.

The step will retract regardless if the Step power switch is ON or OFF.

This feature is intended to prevent injury or damage by an extended step while the vehicle is moving.

Further Information

For additional information on the step, see the manufacturer's operators manual included in your InfoCase.

WINDOWS

Crank-Out Side Windows

Turn the crank-out knob clockwise to open window; counterclockwise to close. Do not use excessive force on the knob to open or lock into closed position. This could cause permanent damage to the crank mechanism.

When closing the window, crank the window in snugly, then back off 1/4 turn to help avoid glass warping which can result in wind noise.



If the window will not open after three or more full turns of the knob, the glass may be stuck to the sealing gasket. Go to the outside of the coach and gently free the glass with your fingers. A periodic light dusting of talcum powder on the gasket should prevent this from recurring.

Slider Windows

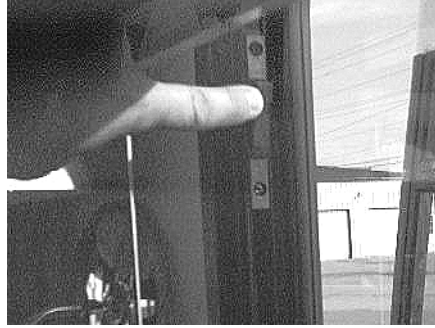
Horizontal Slider Windows

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



Vertical Slider Windows

Vertical slider windows have spring-loaded catches on both sides of the window that pop out to hold the window in its fully raised position. Press the catches outward toward the frames while lowering the window.



Vertical Window Catches

SECTION 5 LP GAS

LP GAS SUPPLY

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


How LP Gas Works

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

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

LP Tank System

The storage reservoir for the LP gas system is a horizontally mounted tank which is permanently attached to the vehicle frame. The tank is accessible only from the outside of the vehicle. The tank supply valve is located near the top center of the tank, next to the regulator.

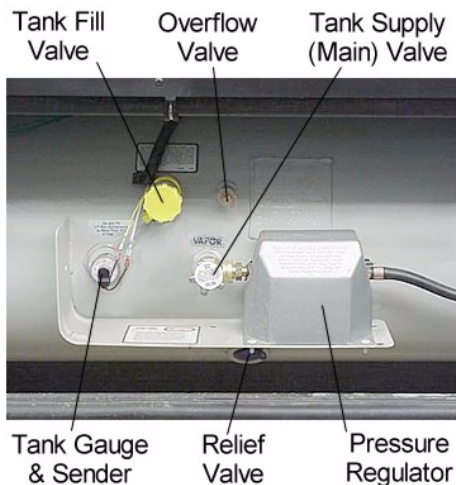

WARNING

Do not alter or remove LP tank gauge at any time.

Refilling LP Tank

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

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



 **DANGER**

DO NOT FILL CONTAINER TO MORE THAN 80 PERCENT OF CAPACITY. FAILURE TO COMPLY COULD RESULT IN A FIRE OR PERSONAL INJURY.

Make sure the motor home is level when filling. It is possible to accidentally overfill the tank if the vehicle is unlevel, with the fill valve on the uphill side. Overfilling the LP gas tank can result in uncontrolled gas flow, which can cause fire or explosion. A properly filled container will contain approximately 80 percent of its volume as liquid LP gas.

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

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

Never fill the LP tank with engine or generator running.

Before opening the supply valve, check to be sure all controls for gas appliances are in the "Off" or "Pilot Off" position. If this step is not performed, LP gas could accumulate inside the motor home creating a fire or explosion hazard.

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

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

Selecting LP Fuel Types

We recommend using straight propane in your LP tank. Propane gas is commonly available at all LP gas outlets in the U.S. (According to the National LP Gas Association, LP gas outlets in the United States do not offer any other type of liquefied petroleum gas than propane to the general public.) Check local phone directory yellow pages for locations of local LP gas refilling stations or bulk dealerships.

NOTE: If you travel outside the U.S. with your motor home, you may find butane or propane/butane mixtures available in

addition to propane. Because gas-burning RV appliances are designed to run on propane only, we recommend that you request straight propane only.

Butane burns about 30 percent hotter than propane and can overheat some appliances, particularly refrigerators, and cause permanent damage. Other appliances designed to operate on propane can become sooted and lose efficiency by using butane fuel.

Air In The LP Gas Tank

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

SAFE USE OF THE LP GAS SYSTEM

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

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

LP gas also contains an odor additive that you can smell if LP is present in the air.

Listed below are a few precautions to observe that will help you to use the LP gas system safely.

- Exercise caution at all times. Be familiar with the distinctive odor of LP gas. If a leak is suspected, turn off the supply valve immediately. Have the LP gas system checked by your dealer or other qualified LP gas service center.

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

LP GAS WARNINGS AND PRECAUTIONS

It is illegal for vehicles equipped with LP tanks to travel on certain roadways or through certain tunnels in the U.S. To avoid inconvenience, check state regulations concerning flammable gas transportation.

LP Gas Leaks

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

<p>▲ DANGER</p> <p>IF YOU SMELL GAS</p>
<ol style="list-style-type: none"> 1. EXTINGUISH ANY OPEN FLAME, 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 CONNECTIONS. 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.
<p>FAILURE TO COMPLY COULD RESULT IN EXPLOSION RESULTING IN DEATH OR SERIOUS INJURY.</p>

- All pilot lights must be extinguished and appliances turned off while refilling the fuel tank or LP tank.
- Never smoke while refilling vehicle fuel tank or LP gas tank.
- Avoid inhaling exhaust gases produced by burned gasoline, diesel fuel or LP gas in items such as the range, chassis engine, generator engine, refrigerator, furnace and water heater. They contain carbon monoxide, which is an odorless, colorless and poisonous gas.
- Do not bring or store LP gas containers, gasoline or other flammable liquids inside the vehicle because a fire or explosion may result. LP gas containers are equipped with safety valves which relieve excessive pressure by discharging gas to the atmosphere.
- Never use an open flame to test for LP gas leaks. Replace all protective covers and caps on LP system after filling. Make sure valve is closed and door latched securely.
- 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.
- Regulators are equipped with a protective cover. Make sure that the regulator vent faces downward and that the cover is kept in place to minimize vent blockage which could result in excessive gas pressure causing fire or explosion.

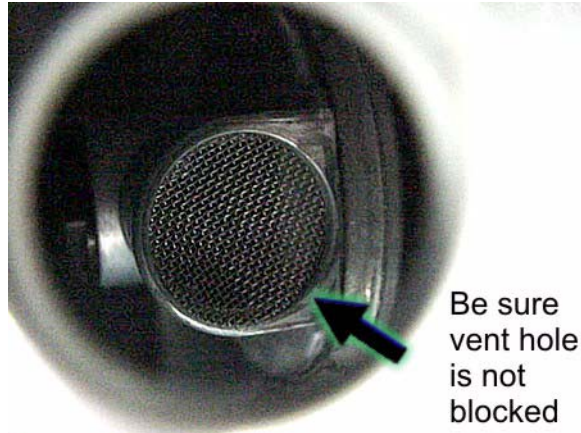
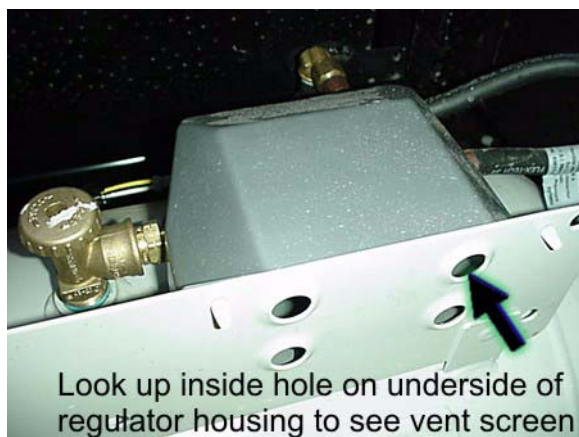
PRESSURE REGULATOR

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

WARNING

Visually inspect the pressure regulator vent periodically for blockage by accumulated debris or insect nests, etc. Vent obstruction could result in excessive pressure which could cause a fire or explosion.

If any obstruction is apparent, have the regulator serviced by your dealer or a qualified LP gas service center.



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

If regulator freeze-up should occur, you may attempt to thaw the regulator using a light bulb. **DO NOT USE AN OPEN FLAME OR HEAT LAMP.**

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

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

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

SECTION 6 ELECTRICAL

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

ELECTRICAL CAUTIONS

- Careless handling of electrical components can be fatal. Never touch or use electrical components or appliances while feet are bare, while hands are wet, or while standing in water or on wet ground.
- Improper grounding of the vehicle can cause personal injury. Do not plug the utility power cord into an outlet which is not grounded and do not adapt the plug to connect to a receptacle for which it is not designed.
- Do not attach an extension cord to the utility power cord.
- Be sure that all electrical appliances to be used contain 3-prong plugs for proper grounding.
- Avoid overloading electrical circuits. Replace fuses or circuit breakers with those of the same size and amperage rating only. Never use a higher rated fuse or breaker.
- Use caution when handling or working near electrical storage batteries. Always remove jewelry and wear protective clothing and eye covering. Avoid creating sparks.

110-VOLT AC SYSTEM


The 110-volt system operates from the shoreline cord connected to an outside 110-volt utility service such as those at campgrounds, or from the 110-volt generator. When the shoreline cord is connected to an outside power source, or when the generator is in operation, the power converter automatically changes a portion of the

110-volt current to 12-volt DC current. All equipment in the motor home that is normally powered by the auxiliary batteries is then powered through the converter.

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

EXTERNAL POWER CORD (SHORELINE)

The external power cord (commonly referred to as a “shoreline”) is stored in the utility compartment on the left (driver’s) side of the coach.

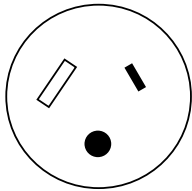
 **WARNING**

Do not connect the external power cord to any receptacle **until** you have contacted the owner and/or attendant of the premises to verify proper polarity and grounding. It is the responsibility of the owner of the electrical receptacle to ensure that the receptacle is properly wired and grounded. Reverse polarity and improper grounding of the vehicle can cause personal injury or death.

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

Connecting the Power Cord

To connect to an external source, remove the cord from the utility compartment and plug it into a suitable power outlet to provide external power to the coach and converter/charger system.



30 Amp Receptacle

A flip down hatch in the compartment floor lets you route the power cord through a passage in the bottom of the compartment so you can shut the compartment door while the power cord is connected.



1. Swivel the hatch retainers aside and lower the hatch.
2. Swivel the cord notch cover aside.
3. Route the cord through the notch and close the hatch.

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

Park Fuses or Breakers

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

After disconnecting the power cord, neatly replace it in the utility compartment.

POWER CENTER


(Converter)

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

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

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

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


CAUTION

Do not block the converter cover vents in any way. The converter generates heat while operating, and needs unrestricted air flow for proper cooling.

Further Information

See the manufacturer's operation, care and maintenance information in your Owner InfoCase.

Charging Section

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

If the coach batteries have been extremely discharged, they will accept charge at a relatively high amperage rate. If they are only slightly discharged, they will charge at a lower amperage rate. The rate of charge will decrease as the batteries reach "full charge", then will continue "trickle" charging at a very low amperage rate. If your battery does not charge as described above, it is possible the battery is defective.

Thermal Overload

A thermal overload will "break" the 110-volt AC power to the converter section of the Power Center if the power converter becomes

overheated. This can result from operating above its maximum limit for an extended period of time or by obstruction of ventilation to unit.

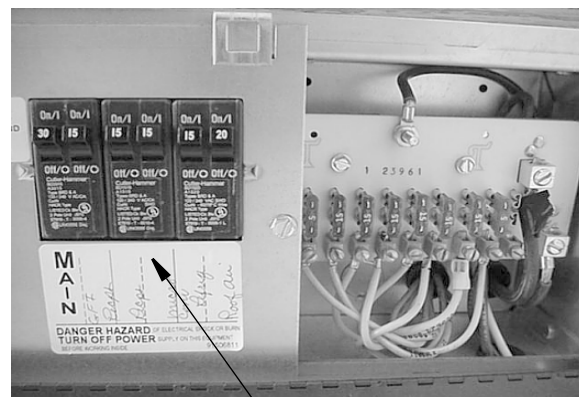
NOTE: The power converter section will automatically route 12-volt lights and motors to battery power in this event.

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

110-VOLT CIRCUIT BREAKERS

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

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



110-Volt Circuit Breakers
Shown for Models 26P, 29R, 30B



110-Volt Circuit Breakers
Shown for Models 33L, 34A, 35N

**Typical view of breaker panel. Breaker labels may vary according to appliance and equipment options. Fuses and breakers are labeled on panel.*



GFCI Outlet
(Ground Fault Protector)

Push to Reset circuit after monthly testing or ground fault tripping.

Push to Test at least monthly. Should break circuit. Press Reset button to reconnect.

110-VOLT RECEPTACLES (OUTLETS)

A number of standard AC electrical outlets are provided throughout the coach for connecting small appliances such as televisions, radios, toasters, etc. An outlet is also located on the outside of the coach near the entrance door.

GROUND FAULT CIRCUIT INTERRUPTER

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

If the GFCI keeps tripping, have the electrical system checked and repaired, if necessary, before using again.

WARNING

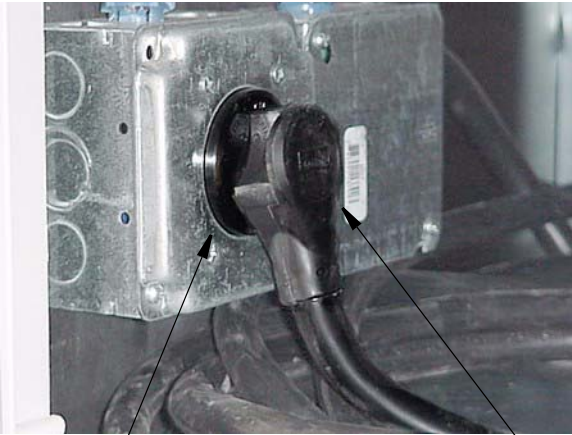
The GFCI will not completely eliminate electrical shock. Small children and persons with heart conditions or other disabilities which make them especially sensitive to electrical shock may still be injured by a 110-volt receptacles even though protected by a Ground Fault Circuit Interrupter.

AUXILIARY 110-VOLT GENERATOR

WARNING

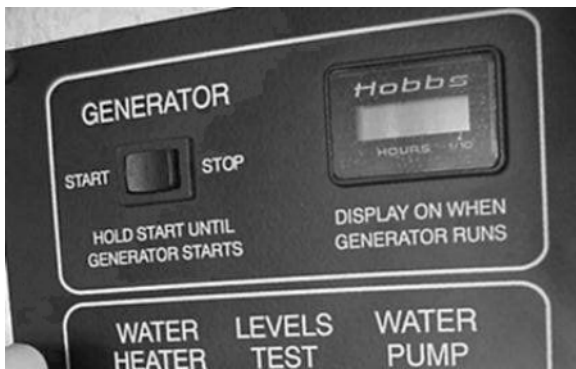
Careless handling of the generator and electrical components can be fatal. **Never** touch electrical leads or appliances when your hands are wet, or when standing in water or on wet ground. **Do not** attempt to repair the generator yourself. Service should be performed by an authorized service center. **Do not** plug the power cord into the generator receptacle while the generator is running.

To use the 110-volt generator, plug the power cord into the generator receptacle within the utility compartment before starting the generator.



Generator Receptacle

Power Cord




Generator Operation

Consult the information provided in your Owner InfoCase for instructions on operation, troubleshooting and maintenance.

Generator Hourmeter

This meter is located on the monitor panel. It registers the total number of hours that the generator has been operated. Refer to the hourmeter to determine when periodic maintenance is due and to record services which have been performed.


Operation Warnings and Cautions

 **WARNING**

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

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

Check auxiliary generator oil level frequently during periods of use. Refer to the generator manufacturer's information in your Owner InfoCase for specific recommendations.

 **WARNING**

Never check generator oil level while generator engine is running.

12-VOLT DC SYSTEM

The DC voltage system consists of the chassis battery and the 12-volt house auxiliary batteries.

Converter

See “Power Center” in this Section.

Chassis (Starting) Battery

The chassis battery is used to operate the engine starter and automotive accessories and controls found on the instrument panel. The leveling jack, slideout room systems and the electric step are also connected to the chassis battery.

The chassis battery is located in the engine compartment. See your chassis owner’s manual for instructions.

House (Aux.) Batteries

The house batteries supply current to 12-volt equipment located in the living area of the motor home. This includes interior lights, range exhaust fan, furnace fan, water pump, water level and holding tank gauges, 110-volt generator starting, refrigerator and bath roof vent fan. The house batteries may also be used to start the engine if the chassis battery is discharged. Refer to Battery Boost Switch in Section 3.

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

The house batteries are automatically charged by the engine alternator while the engine is running.

AUXILIARY BATTERY (AUX BATT) SWITCH

The AUX BATT switch disconnects the auxiliary (coach) batteries from the 12-volt system of your coach to avoid long-term battery

drain by electrical items that are hooked directly to the coach batteries, such as clock displays and radio memories, etc.

Always leave this switch ON except for periods when the vehicle is not in use.

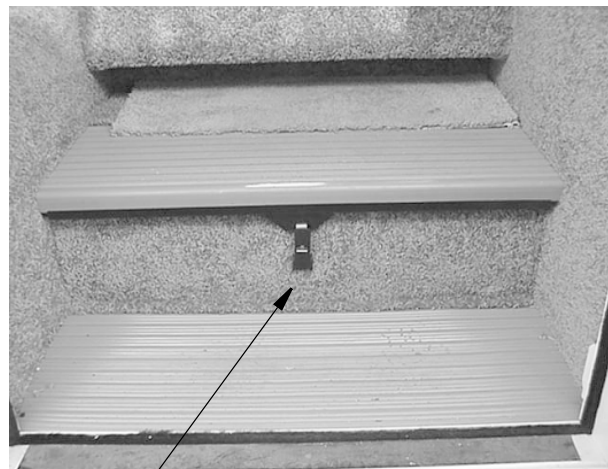
Some electronic displays and memory functions may need to be reset after power has been reconnected.



Aux. Batt. Switch
(Near entrance door)

BATTERY ACCESS

The batteries are located beneath the top inside entrance step.



Release latch and lift step to
access house and chassis batteries



BATTERY CARE

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

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

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

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

1. Turn off the AUX BATT switch to avoid parasitic discharge (the trickle discharge caused by directly connected components like LP gas leak detectors or digital clock displays, etc.).
2. Check the battery and recharge as necessary at least once a month during long storage periods. Turn the Aux. Batt. Switch off to avoid electrical arcing when attaching or detaching charger clamps.



WARNING

California Proposition 65 Warning:

Battery posts, terminals and related accessories contain lead and lead compounds, chemicals known to the state of California to cause cancer and reproductive harm. Wash hands after handling.

NOTE: We do not recommend leaving the shoreline plugged in continuously during storage periods because the batteries can lose electrolytic fluids and become damaged from continuous charging without periodic use or maintenance. We recommend following regular battery inspection and maintenance, especially in cold weather.

Further precautions are:

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

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

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

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

! WARNING

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

Be sure to replace the battery terminal boot onto the positive terminal after servicing. Care must be taken to avoid pinching the cable between any metal parts. Should the cable be damaged, a short circuit could result in personal injury or damage to equipment. Replace any damaged cables at once. Always remove jewelry and wear protective clothing and eye covering when checking or handling batteries.

! WARNING

To prevent wiring damage, it is essential when replacing the cables on the battery, or when using a “booster” battery, that the positive post and the positive cable be attached and the negative post and negative cable be attached. The posts are marked (+) plus and (-) minus.

If a “boost charger” is used while battery is in the motor home, disconnect both battery cables before connecting the charger to avoid damage to engine electronic components.

Never attempt to charge or boost a frozen battery.

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

12-VOLT HOUSE FUSES AND CIRCUIT BREAKERS

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



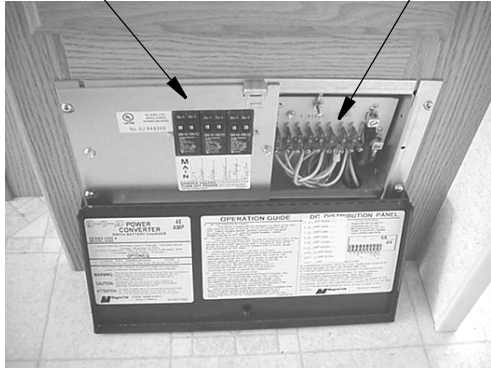
Chassis and House 12V Circuit Breakers behind cover panel in cargo compartment near entrance door

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

Fuse Panel

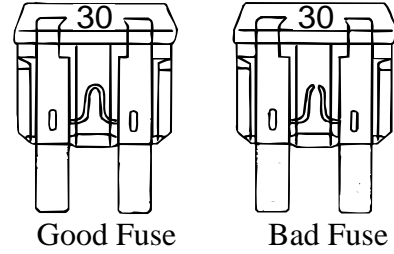
The fuse panel is mounted on the right-hand side of the power converter.

110-Volt
Circuit Breakers 12-Volt
House Fuses



Load Center

Shown for Models 26P, 29R, 30B



12-Volt Circuit Breakers



110-Volt Circuit Breakers

Shown for Models 33L, 34A, 35N

The fuse panel accepts only blade type plug-in fuses. Always replace fuses with those of the same amperage rating.

SECTION 7 PLUMBING

FRESH WATER SYSTEM

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

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



Water Service Center

Fresh Water Tank Filling Procedures:

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

The tank may be filled either by gravity fill or by pressure filling through the city water connection. A special diverter valve will route the water from the hose either directly to the water lines for city water hookup use, or to the fresh water tank for filling.

Gravity Fill

Insert hose into fill opening and turn water supply on. Tank is full when water flows from tank vent tube beneath coach.

The gravity fill tube is located behind a small, lockable door on the left (driver) sidewall toward the back of the coach.

Pressure Fill from City Water Connection

1. Attach hose to city water connector.



Fresh (City) Water Connection

2. Open the Gravity Fill door to provide adequate air venting and avoid pressure buildup.
3. Turn the Fresh Water Valve inside water service center to Tank Fill position



4. Turn city water supply on.
5. Tank is full when water flows from tank vent tube beneath coach.
6. Turn off city water supply and disconnect from city water connector.
7. Turn Fresh Water Valve to Normal position to use the water demand pump. The Tank Fill position is only for pressure filling the water tank from the city water hose connection.

City Water Use

Connect hose to city water connection as described in previous steps. Turn Fresh Water Valve to Normal position and turn demand water pump switches OFF.

NOTE: Always keep the tank fill valve in Normal position unless you are filling the tank. If this valve is left in the Tank Fill position while using the city water, water will keep flowing into the tank and out the tank vent tube onto the ground and the water pump will run without delivering water to faucets.

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

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

*A water pressure regulator may be obtained from any well stocked RV dealership retail center and some retail discount centers. These devices simply connect in-line between the supply hose and the city water input on the coach. We recommend a regulator that controls water pressure to **40 psi maximum**.*

To Disconnect from the City Water source:

1. Turn the city water source off.
2. Open a faucet inside the vehicle to relieve line pressure.

Disconnect the hose from the vehicle and replace the cap on the city water connection.

WATER PUMP

When your coach is not connected to a city water supply, water is supplied from the fresh water tank by a water system demand pump. A demand pump is designed to run only when you are using water. When you open a faucet, the water line pressure drops and the pump begins to run, and it will continue to run as long as the faucet is open. When you close the faucet, the line pressure backs up to the pump, and it shuts itself off.

The pump is self-priming and will run briefly to build up line pressure when the Water Pump Switch is first turned on. See “Initial Water Line Priming” for instructions on using the water system for the first time.

Pump Strainer

The pump is equipped with a cleanable strainer to capture any possible tank borne particles that could damage pump components.

NOTE: We recommend that you check and clean this strainer after each tankful of water during the first few uses of the water pump system. Thereafter, remember to check it at least yearly, such as during winterization procedures.

Unscrew bowl and remove to clean strainer



Water Pump Strainer

To Clean Pump Strainer

Be sure all water pump switches are OFF.

- Twist the inlet cap (bowl) counterclockwise to unscrew from the strainer assembly.
- Remove the bowl and pull the strainer screen out of the bowl to tap out any particles and rinse clean.
- Insert the strainer screen back into the bowl, then screw the bowl back onto the strainer assembly.

NOTE: You must also empty the strainer when winterizing your coach to avoid water freezing and cracking the strainer bowl.

Water Pump Switch

Water pump switches are located on the Systems Monitor Panel and in the utility compartment. While the switch is in the “ON” position, the pump will automatically supply water pressure as it is needed. It is recommended that the pump switch be turned off whenever you are away from the vehicle or not using the water system. A slow leak in a faucet could drain the water system and discharge the coach battery.

Initial Water Line Priming

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

DISINFECTING FRESH WATER SYSTEMS ON RVS

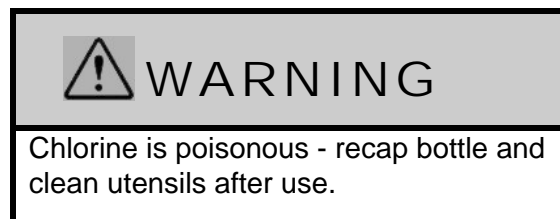
(As approved by the U.S. Public Health Service)

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

1. Prepare a chlorine solution using 1 gallon of water and 1/4 cup of household bleach (sodium hypochlorite solution). With tank empty, pour chlorine solution into the tank.

Use 1 gallon solution for each 15 gallons of tank capacity. This procedure will result in a residual chlorine concentration of 50 ppm in the water system. If a 100 ppm concentration is required as discussed in item 3, use 1/2 cup of household bleach with 1 gallon of water to prepare the chlorine solution. One gallon of the solution should be used for each 15 gallons of tank capacity.

2. Complete filling of tank with fresh water. Open each faucet and run the water until a distinct odor of chlorine can be detected in the water discharged. Do not forget the hot water taps.
3. Allow the system to stand at least 4 hours when disinfecting with 50 ppm residual chlorine. If a shorter time period is desired, then a 100 ppm chlorine concentration should be permitted to stand in the system for at least 1 hour.
4. Drain and flush with fresh water.



SHOWER HOSE VACUUM BREAKER

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

The International Association of Plumbing and Mechanical Officials Standard TSC 21-85 (PAR. 4.3) states:

“Shower heads which incorporate shutoff valves, shall have a minimum “drip rate” of one (1) quart in thirty (30) minutes.”



CAUTION

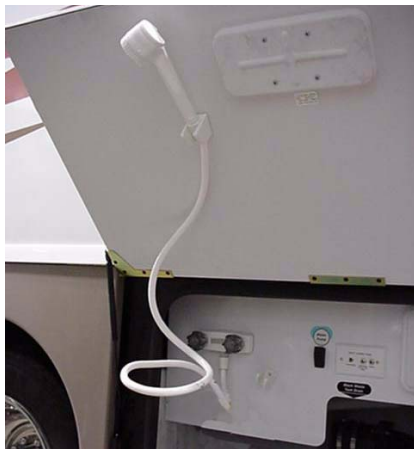
If items are placed into the shower tub before shower valve vacuum release is complete, they may become wet.

EXTERIOR SHOWER / WASH STATION

- Optional

The exterior wash station feature allows you to do things such as rinse off sand or salt after a swim, rinse off muddy boots, or bathe your pet outside the coach. A water pump switch is located near the shower faucet for your convenience.

- The wash station is located in the utility compartment (water center) on the left side of the coach.



Exterior Shower/Wash Station (Typical)

TOILET

The toilet in your motor home is very similar to the household type, except that it is designed to use only a small amount of water per flush. It uses a high velocity jet of water, producing a swirl effect, to efficiently cleanse the bowl.

Important “Don’ts”

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

See winterizing instructions to prepare the toilet for storage in freezing conditions.

Further Information

Refer to the manufacturer's information provided in your Owner InfoCase.

WASTE WATER SYSTEM (Holding Tanks)

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

The black water holding tank contains the sewage from the toilet and may include bathroom lavatory on some models. The gray water holding tank contains the waste water from the galley sink and shower, and may include bathroom lavatory. See “Tank Capacities” in Section 1 for your model.

Dumping Holding Tanks



1. Remove drain hose from exterior storage compartment.
2. Remove dust cap from drain and connect sewer hose. Be sure it is firmly attached.

NOTE: The dump valve drain outlet swivels downward when necessary to avoid bends in the drain hose which could trap solids while dumping or to provide more direct drainage while using on-site sewer hook-ups.

3. Place the outlet end of sewer hose into disposal opening.
4. Open the black water valve (black handle) with a quick pull and make sure there are no sags in the hose. Move the hose gently about to dislodge any waste and ensure complete drainage. Close black water valve as soon as tank is empty.

NOTE: Do not open the gray water valve until the black water tank is drained and dump valve closed to avoid sewage back-up into gray tank. Gray water also rinses any black water solids from the drain hose.

5. Open the gray water valve (gray handle). Be sure there are no sags in the hose to ensure complete drainage. Close gray water valve as soon as tank is empty.
6. Add an odor control chemical to the sewage holding tank. These chemicals are available at most R.V. stores.
7. Rinse sewer hose thoroughly with water and stow.

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

Using On-Site Sewer Hook-Ups

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



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

Holding Tank Level Indicators

See Systems Monitor Panel in Section 4 for further information on the monitor panel and checking tank levels.

WATER LINE AND TANK DRAIN VALVES

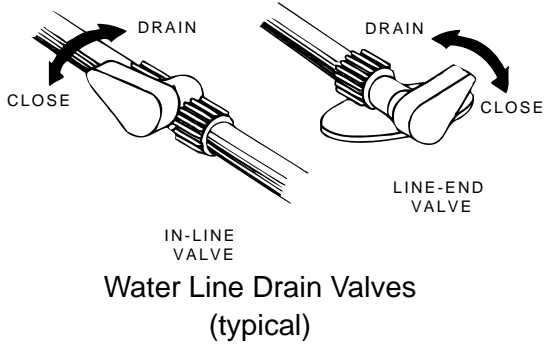
The water drain valves are used to drain water from the water tank and the water supply lines when preparing the motor home for storage or when sanitizing the water system.

SECTION 7 PLUMBING



To open or close the drain valves, turn the handles in the directions indicated by the following illustration.

Drain valve locations are listed on the Water Drain Valve Location chart at the end of this section.



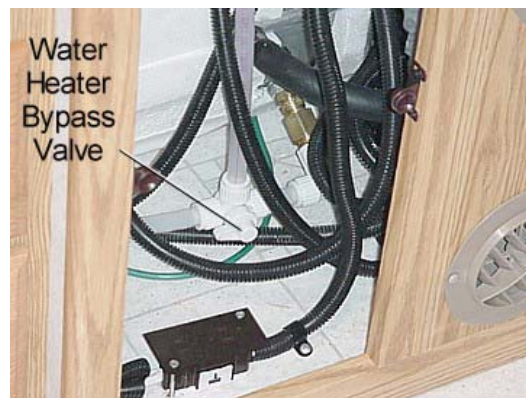
Water Heater By-Pass Valve (Typical)



Water Tank Drain Valve (Typical)



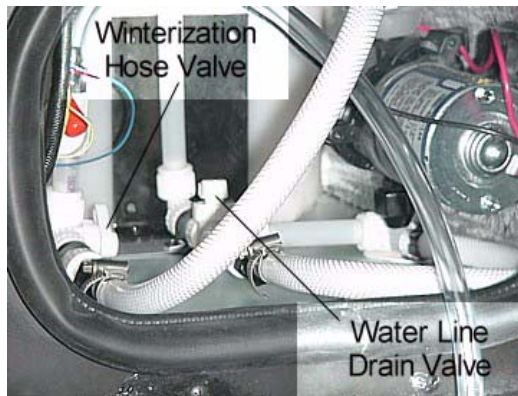
Model 35N shown



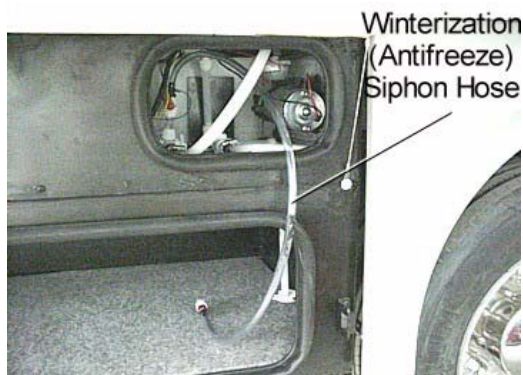
Model 35N shown



Model 35N shown



Models 29R/35N shown



Models 29R/35N shown



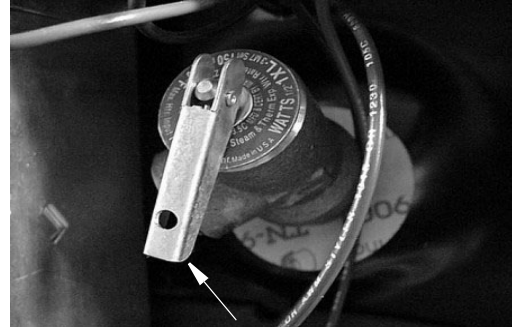
Winterization Valve
beneath rear bed
Models 30B & 33T shown

7 PLUMBING

WINTERIZING PROCEDURE

Blow Out Procedure

1. Level the motor home and drain the entire plumbing system as described in the following steps.
2. Open water line drain valves and drain fresh water tank. (See Water System Drain Valve Locations chart for locations of drain valves on your model.)
3. Open the Exterior Wash Station shower knobs and lay shower head on ground to drain any water left in the shower line. Also place the tip of your finger into the city water inlet and gently press the backflow valve "button" in the center of the inlet to drain any water trapped in the inlet line.



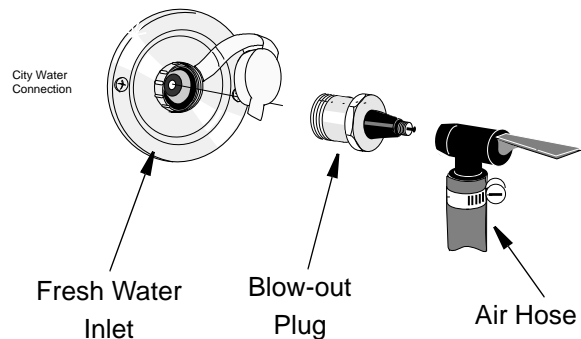
Lift handle only when water heater is cold

4. Turn on water pump and open all sink faucets and shower head knobs. Leave open after water stops flowing.
5. Press the toilet flush pedal and hold until water stops flowing in the toilet. Then turn water pump switch off.
6. Turn off the water heater power switch before draining the water heater tank to avoid damage to the heating element. Drain the water heater by removing the plug from the base of the water heater tank, accessible from the outside of the coach. (Requires socket and ratchet.)



Also open the Pressure-Temperature relief valve at the top right portion of the tank to prevent air locking in the tank while draining.

7. After water has stopped draining at all faucets and drain valves, leave faucets open and connect a “blow-out” plug to the city water connection on the coach. Then use a compressed air hose regulated to 30 psi or less to force air through the system. (A “blow-out” plug can be purchased at any Winnebago or Itasca dealer. P/N 701705-01-000.)



⚠ CAUTION

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

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

10. Now turn air pressure off and disconnect water purge adapters. Recap the city water

8. Let air flow for five minutes until water is completely drained out of faucets and drain valves. Then close faucets one at a time.
9. Operate and hold toilet flush pedal until water is completely drained from toilet. connection to avoid contamination by dirt or insects.


11. Follow Procedure listed in “Final Steps...”


Water System Antifreeze Procedure

NOTE: As an alternative to totally draining the plumbing system, you may winterize tanks and lines by pumping non-toxic RV antifreeze through the system. This product is available from your dealer and from most RV supply stores. Follow directions on the container to determine the correct amount to use for your coach.

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

The system features a diverter valve with suction tube to draw non-toxic RV water system antifreeze into the water lines. There is also a water heater bypass valve to avoid filling the water heater with antifreeze. This feature is located near the water pump in the water center or utility compartment.

 CAUTION
<p>Leave bypass valve handle in NORMAL FLOW position if draining water and blowing out water lines. Place in BYPASS position ONLY when using antifreeze solution in water lines.</p>

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

- Turn water heater by-pass valve to BY-PASS position.
- Remove and save the protective cap from the end of the antifreeze draw tube.

- Insert the end of the draw tube into a pail or other container with 2 to 3 gallons of non-toxic RV antifreeze solution.



Siphon Tube
(insert into container of RV water system antifreeze)

Winterizing Valve
(point toward siphon tube for winterizing)

Winterization Valve
(See Water Drain Valve Location chart for location on your coach)

- Turn the diverter valve handle so that it points toward the suction tube.
- Turn the water pump switch on.
- Open each hot and cold water faucet handle in the coach one at a time until antifreeze solution just begins to flow from the faucet, then close.

When Done Adding RV Antifreeze:

- Turn water pump switch off.
- Turn the diverter valve handle so it points toward the water line to the pump as shown in the photo. This will stop the flow from the suction tube and revert the tank line flow to the pump.
- Replace the protective cap onto the end of the suction tube to keep out insects and debris when not in use.

Dump and Clean Holding Tanks:

- Completely drain the sewage and waste water holding tanks at an approved waste disposal site. Drain the sewage tank first so the following waste water can rinse any waste solids from the dump outlet and sewer hose.
- Close dump valves and refit the dust cap onto the drain outlet.

**Final Steps for “Blow-out” or
“Water System Antifreeze”
Procedure**

1. Close all drain valves and faucets to avoid contamination by dirt or insects. Reinstall water heater drain plug and close P-T relief valve.
2. Pour about one cup of non-toxic RV antifreeze into the kitchen sink drain, bathroom sink drain and shower drain. This prevents any holding tank odors from entering the coach during storage.

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

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

3. Place a bucket beneath the sewage drain valve outlet and re-drain the sewage and waste holding tanks of any clean water that may have entered during the “blow-out” procedure.

Close dump valves to prevent valve shafts from rusting and to prevent entry by rodents and insects. Refit the dust cap onto the drain outlet.

4. Empty the water pump strainer filter bowl to avoid water freezing and cracking the filter bowl. Strainer is shown previously in this section.

Your drainage and fresh water systems are now totally winterized.

WATER SYSTEM DRAIN VALVE LOCATIONS

Model	System	Drain Valve Locations
30B & 33T	Water Lines	Open exterior shower faucet and lay shower head on ground. Also place the tip of your finger inside the city water connection and gently press the backflow valve (small “button” in center of connector) to drain any water left in the city water line.
	Water Tank	Large yellow-handled valve near the water tank under the bed. Raise the bedboard and mattress at the foot of the bed to access. See photo on previous pages.
	Water Heater	Drain plug on outside of coach, behind service door. Use socket to remove drain plug. See photo on previous pages.
	Water Heater By-Pass Valve	Valve near the water tank under the bed. Raise the bedboard and mattress at the foot of the bed to access. See photo on previous pages.
	Winterization (Antifreeze) Valve	The valve and suction tube are located near the water tank under the bed. Raise the bedboard and mattress at the foot of the bed to access. See photo and instructions on previous pages.
34A	Water Lines	Near water pump in passenger side cargo compartment just ahead of rear wheels.
	Water Tank	Large yellow-handled valve near water pump in passenger side cargo compartment just ahead of rear wheels. See photo on previous pages.
	Water Heater	Drain plug on outside of coach, behind service door. Use socket to remove drain plug.
	Water Heater By-Pass Valve	On floor beneath lavatory cabinet. Remove pull-off panel on right hand side of cabinet.
	Winterization (Antifreeze) Valve	Near water pump in passenger side cargo compartment just ahead of rear wheels.

WATER SYSTEM DRAIN VALVE LOCATIONS

Model	System	Drain Valve Locations
26P, 29R and 35N	Water Lines	Inside utility compartment in passenger side rear cargo compartment. See photo on previous pages.
	Water Tank	Large yellow-handled valve in utility compartment. See photo on previous pages.
	Water Heater	Drain plug on outside of coach, behind service door. Use socket to remove drain plug.
	Water Heater By-Pass Valve	<p>26P: Beneath galley cabinet - open cabinet door under galley sink to access.</p> <p>29R: Beneath galley cabinet - remove drawer on right-hand side to access.</p> <p>35N: On floor beneath refrigerator. Remove lower front panel to access. See photo on previous pages.</p>
	Winterization (Antifreeze) Valve	Inside utility compartment in passenger side rear cargo compartment. See photo and instructions on previous pages.

SECTION 8 ENTERTAINMENT



DVD/ VCR COMBINATION PLAYER

Please read the manufacturer's operating information in your Owner InfoCase for operating instructions.

HOME THEATER SYSTEM –Optional

The home theater system operates from 110-volt AC household current only, so you must have either the shoreline plugged in, or the generator running or the inverter turned on.

The sound from this system emits from the five surround sound cube speakers located in the ceiling of the coach and a subwoofer located in a cabinet. These speakers are not connected to the dash radio speakers. Refer to the manufacturer's operating guide for complete operation and troubleshooting information.

VIDEO CONTROL CENTER

The video control center allows you to switch the antenna, cable TV, satellite TV system or VCR/DVD signal to any TV set location in the coach.

This means one person can watch a program coming in on the roof antenna on the bedroom TV while another person watches a satellite or cable TV program or video on the front TV. Also, two people can watch different programs on the two TV's while taping a third program on the VCR.

For complete operating instructions, refer to the manufacturer's information provided in your Owner InfoCase.

FRONT TV IGNITION SWITCH INTERLOCK

If your coach is equipped with a front overhead TV, it is plugged into a special electrical outlet with a built-in ignition switch interlock. The device allows the front overhead TV to operate only when the ignition key is in the Off or Accessory positions.

DC-AC ELECTRICAL VOLTAGE INVERTER - 300 WATT –Optional

The voltage inverter changes 12 volt DC current into 110 volt AC current to operate your TV and DVD/VCR while traveling or when shoreline hookup is not available. It is also connected to the 110-Volt AC outlet for the bedroom TV.



- The inverter must be switched on to operate.

SECTION 8 ENTERTAINMENT



- Turn the inverter off when not in use to avoid draining the coach or automotive batteries.

TV ANTENNA

The TV antenna on your motor home can be easily raised, rotated a full 360° and lowered from inside the vehicle by simply turning a crank or directional handle. A built-in signal amplifier designed to strengthen signals, is controlled by a power switch built into the video control center.

The signal amplifier is housed inside the antenna with the circuit board connected directly to the antenna elements. Power to operate the amplifier (12-volt DC) is supplied through the downlead cable which also carries the TV signals to the TV set. The power supply separates the 12-volt DC from the TV signals and provides a place for attaching the TV set and the 12-volt power source.

Operation

Raising Antenna

Turn elevating crank clockwise in “UP” direction until some resistance to turning is noted. Antenna is now in operating position. Turn amplifier power switch “ON” to receive TV signal.



! WARNING

Never allow the antenna to touch electrical power lines or any other electrical wires.

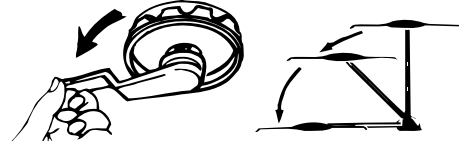
Rotating Antenna

Make sure antenna is in the “UP” position. Pull down on directional handle until it disengages ceiling plate and rotate for best picture and sound on TV set.



Lowering Antenna to Travel Position

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



Turn elevating crank (counterclockwise) in “DOWN” direction until resistance is noted. Antenna is now locked in travel position. Turn amplifier power switch “OFF”.

! CAUTION

Always align directional handle to “DOWN” position before lowering.

TV SIGNAL AMPLIFIER

To operate the amplifier, turn on the power switch.



TV jack plates are mounted in various locations throughout the coach. Some of these wall plates are not readily visible and may be in one of the following locations.

- In the front overhead TV cabinet, if equipped.
- In the flip-down entertainment tray on the outside of the coach.
- Bedroom

Checking Performance

The TV signals available to an RV are entirely dependent on its location in relation to the transmitter. Signals may vary from strong to no usable signal at all. We recommend that the TV system be checked out in an area known to have good TV reception.

To check the antenna amplifier, raise the antenna, select a TV channel and rotate the antenna for best picture. Then turn off the amplifier power switch. If the antenna amplifier is working properly, the TV picture will now be degraded (snowy). When you turn the switch back on, the picture should again be sharp.

REAR BEDROOM 12-VOLT TV POWER SWITCH

–Optional

The 12 volt TV power switch lets you turn off the TV “instant on” picture tube pre-heating circuit when not using the coach. This will help avoid house battery drain when the engine is not running or the vehicle is not connected to shoreline power.

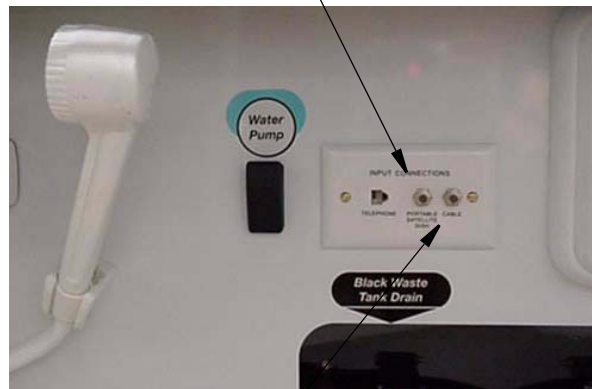
This switch must be in the ‘On’ (12 volt TV) position for the bedroom TV to operate.



CABLE TV HOOK UP

The cable television connector is located in the utility compartment.

Exterior Connection for Satellite Dishes and Cable TV (In Utility Compartment)



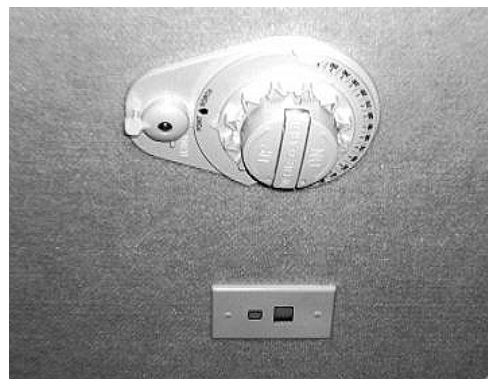
Cable TV Hook-Up in Utility Compartment

DIGITAL SATELLITE TELEVISION SYSTEM

–Optional

The Digital Satellite Television System allows you to receive TV programs directly from satellite to your coach. The programs are transmitted in digital format so the quality is equal to laser disc or CD.

See your RV Digital Satellite Antenna System Owner’s Manual for instructions about aiming the satellite antenna dish. The coach must be level before attempting to aim the antenna dish.



Digital Satellite Dish Control located on ceiling



We recommend that you read the satellite dish manual thoroughly to understand the system completely before attempting any setups or adjustments.

Press the SAT switch to connect the TV to the Satellite system. The satellite system is hooked through the SAT input of the video control center.

Satellite System Wiring

This coach is pre-wired for installation of a digital satellite system (DSS). Coaxial cable connections to hook up your satellite receiver are located in the right side overhead compartment. See your authorized Winnebago Industries dealer for proper installation and sealing of roof mounted components.



Interior Connection for Satellite Receiver
(in video center cabinet)

TWO-WAY RADIOS

-Optional

If your coach is equipped with the available two-way radios, the charger/docking bay is located on a cabinet end near the entrance door - for easy access as you head out the door.



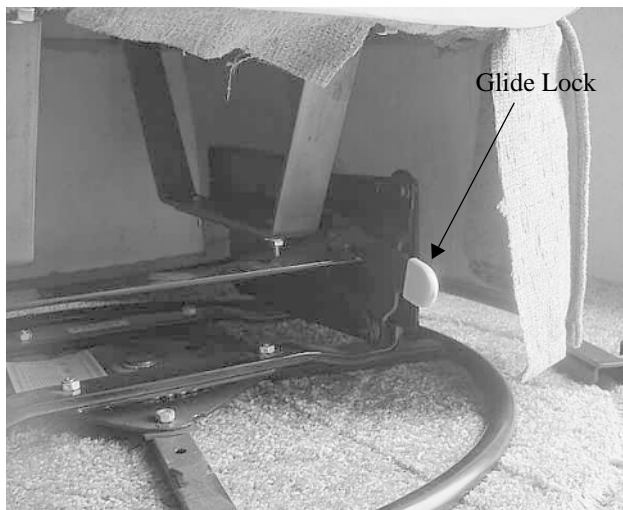
Further Information

Please read the manufacturer's operating information in your Owner InfoCase for details on charging and using the radios.

SECTION 9 FURNITURE & SOFTGOODS

SWIVEL GLIDER LOUNGE CHAIR

This chair is not equipped with a seat belt and is not intended for seating while the coach is in motion. The chair has a glide-lock mechanism to prevent chair movement while the coach is moving. The glide lock is located behind the seat skirt on the rear side of the seat base mechanism.

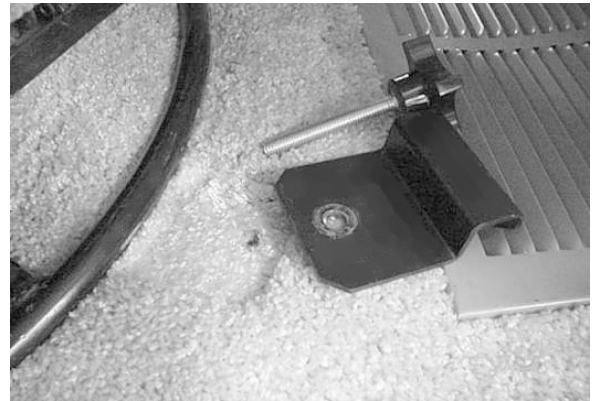


Chair Base

The hoop base of the lounge swivel-glider is mounted to the floor with a clamp as shown.



The clamp knob can be unscrewed and removed to allow you to position the chair as you desire in the living area of the coach.



 CAUTION

The chair must be clamped back into place and the glide mechanism locked before driving the coach.

SLEEPING FACILITIES

 WARNING

Do not use sleeping facilities while vehicle is moving.

COUCH/BED CONVERSION

Couch to Bed:

Pull the front edge of the couch seat upward and outward from the wall while gently pushing downward on the backrest until the cushions lie flat. The bed is now ready for use.

Bed to Couch:

Push the front edge of the seat toward the wall while lifting upward on the backrest until the couch is fully seated against the wall.

DINETTE/BED CONVERSION

Dinette to Bed:

1. Lift the seats and remove the seat support 'bumpers' to allow the seats to lie flush for use as a bed. Do not lose bumpers because you must refit them when reverting back to dinette seat configuration.



2. Release the catch on the table leg brace and fold the leg up against the bottom of the table.



3. Remove the table from the wall support bracket by lifting the end of the table. Then lower the table to rest on the cleats attached to each dinette bench.

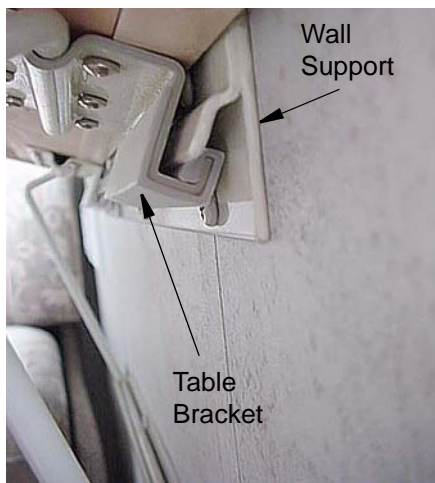


4. Arrange dinette cushions to cover bed area.



Bed to Dinette:

1. Reattach the table onto the wall support and lower the table leg.



2. Make sure that the table leg is secured into the floor support bracket and the leg brace is locked.



3. Refit the seat support 'bumpers' onto the seat frame.

DAY/ NIGHTER PLEATED BLINDS

Your coach may feature two-stage pleated window blinds that can be used for daytime or nighttime privacy.

Sun Shade

The lower section is a translucent white shade that can be lowered for privacy without darkening the inside of the coach. It can also filter out harsh direct sunlight to help keep the inside of the coach cool in summer or to disperse light for houseplants.

Room Darkening/Privacy Shade

The upper section is an opaque, darkening shade for nighttime privacy and daytime room darkening purposes. Pull both sections down together or separately.

QUARTZ WALL CLOCK

To adjust the time or replace the battery, the clock must be removed from its mounting socket on the wall. The clock uses a standard "AA" battery.

Carefully remove the clock from the socket by rotating to the left (counterclockwise) about 1/4 turn as shown.



After replacing the battery, place the clock back into the socket with the 12 at the 9 o'clock position as shown, then rotate clockwise so it is upright.

WOOD FURNITURE AND CABINETRY

People are drawn to the natural beauty of wood. At Winnebago Industries, our craftsmen work with the art found in each piece of wood to create cabinets of superior quality, backed by the Winnebago Industries warranty.

- Oak is a strong, open-grained hardwood that ranges in color from white to pink and reddish tones. Streaks of green, yellow and even black may appear due to mineral deposits. Oak may also contain wormholes and wild, varying grain patterns. This distinct graining is

considered a desirable quality and has made oak one of the most popular woods used for cabinetry.

- Maple is a close-grained hardwood that is predominately white to creamy-white in color, with occasional reddish-brown tones. While maple typically features uniform graining as compared to other wood species, characteristic markings may include fine brown lines, wavy or curly graining, bird's eye dots and mineral streaks. These traits are natural and serve to enhance maple's natural beauty.
- Cherry is characterized by its red undertones, but may vary in color from white to a deep, rich brown. Cherry is a close-grained wood with fairly uniform texture, revealing pin knots and curly graining. All wood will age with time and the finish will darken. This is especially true for cherry. This is a sought-after quality in cherry cabinetry, and those who select it expect this evolution.

No matter which species you choose for your new Winnebago Industries motorhome cabinetry, please keep in mind that no two pieces of wood are exactly the same.

Stains are likely to exaggerate the difference between open and closed grains and other markings in wood. Grain variation and color change should be expected. As hardwood ages, it will darken when exposed to different types of light. Color differences or changes in wood can also be caused by exposure to harsh chemicals, extreme heat or other contributing external conditions.

Any color change that occurs in both the finish and the wood is considered part of the natural aging process and is not to be considered defect or damage.

Additionally, wood species exhibit other defining characteristics, such as mineral deposits/streaks, knots, sap runs, pin holes and wormholes. These markings make the wood unique and contribute to its enduring beauty.

Therefore, since wood is a product of nature and will have certain natural characteristics and variances they are not covered under the warranty.

SECTION 10 SLIDEOUT / LEVELING

GENERAL SLIDEOUT / LEVELING WARNINGS

- Do not use the coach leveling system as a lift for changing tires or working under the vehicle.
- Never check for hydraulic fluid leaks using your hands and/or any other body part. The leaking fluid is under pressure and is capable of cutting and penetrating your skin, resulting in severe injury.
- When extending the rear stabilizers, do not lift the wheels beyond ground contact. This overrides the braking effect of both the transmission's park and the parking brake. Without this braking, it is possible for the vehicle to roll unexpectedly forward (or backward) off the jacks. This could cause severe injury or death.
- Holding a control switch in the "extend" or "retract" position for a time period longer than necessary to fully extend or retract the hydraulic cylinders, can cause overheating and damage to the pump motor as well as the electrical components.
- Do not use the leveler as an emergency brake. They are not designed for any type of vehicle braking purpose.

Do not use the levelers on icy or slick surfaces on which the foot pads may slip.

In The Event Of Accidental Extension

1. Bring the vehicle to a safe and complete stop as soon as possible.
2. Turn the leveling systems power switch on and press the all up switch.
3. Visually inspect the vehicle undercarriage for any problems.

SLIDEOUT ROOM OPERATION

The slideout living room provides a spacious living area at the push of a button. The slideout room is extended and retracted using a motorized mechanism with an electronic control system.

The DigiSync slideout room system uses a digitally synchronized 12-Volt DC motorized room mechanism to insure smooth operation and positive weather seal.

The slideout control switch is located near the OnePlace monitor panel.

Note: We recommend that you KEEP THE ENGINE RUNNING WHILE EXTENDING OR RETRACTING SLIDEOUT ROOMS so the engine alternator can provide maximum power for proper operation of the slideout mechanisms.

Travel Strap

The travel strap **must be released before extending the room** or damage to the coach will result.

The travel strap is designed only to help keep the room extension secured against the coach sidewall to maintain an effective weather seal while the vehicle is in motion. It is not designed to withstand the force exerted by the room extension mechanism and will not prevent accidental extension of the room.

The travel latch is located near the floor at the front end of the slideout room.

To Release:


- Pull the strap buckle outward and up to release tension on strap.
- Pull a short length of the excess strap back through the buckle to provide sufficient slack.
- Unhook the strap end peg from the mooring bracket on the floor and wall edge. Store strap in location of your choice. (Under the couch is one choice.)



To Fasten Straps:

- Hook the strap end pegs into the mooring brackets.
- Flip buckle downward and press toward strap until it “snaps” snugly into place against the strap.
- If a strap is loose or too tight after closing the buckle, release the buckle and pull the loose end of the strap in or out to adjust tension as needed. Then reclose the buckle.

NOTE: If latch becomes loose and will not stay fastened, see your dealer for proper adjustment.


 WARNING
<p>Keep all persons clear of the slideout room and moving parts while extending or retracting. Do not occupy the slideout room while it is being extended or retracted.</p>

Extending Procedure

Before Extending the Slideout Room:

1. Level the coach and set the Parking Brake.
2. If your coach has a luggage compartment beneath the slideout room, make sure that the luggage compartment doors are closed so that they will not interfere with slideout operation.
3. Make sure that there are no people who could be harmed or obstacles that could cause damage due to room extension
4. Unfasten the safety travel straps inside the coach.

If the slideout room has a couch or other furniture, make sure no people or pets are seated on them until the room has been fully extended.

 CAUTION
<p>Release slideout room travel strap before attempting to extend slide-out room. Fasten travel strap before driving vehicle. See following instructions.</p>

To Extend Slideout Room:

See “Before Extending the Slideout Room” before proceeding.

- To extend the room, press and hold the “OUT” button.



Press to Retract

Press to Extend


- When the room has reached its full extension it will stop automatically.

- To stop the room during operation, release the button.

Retracting Procedure

Before Retracting the Slideout Room:

1. Be sure the coach is level and the Parking Brake is set.
2. Check the outside of the coach to make sure there are no people, pets or obstructions near the slideout room.
3. Make sure that there are no people who could be harmed or obstacles that could cause damage due to room extension
4. If the slideout room has a couch or other furniture, make sure no people or pets are seated on them until the room has been fully retracted.


CAUTION

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

To Retract the Slideout Room

See “Before Retracting the Slideout Room” before proceeding.

To retract the room, press and hold the “IN” button.



Press and hold IN button to retract

- To stop retracting the room during operation, release the button.
- When the room has retracted completely, it will stop automatically.
- After the room has been retracted, refasten the safety travel strap.

SLIDEOUT TROUBLESHOOTING

Problems Retracting the Room

Set the Park Brake if the red Park Brake light flashes while pressing the Retract button.

Green light will flash error code



Reset Button -push with toothpick or plastic rod

If an error is detected on your DigiSync Room Slide System, the green LED on the left side of the control panel will blink an error code. If an error code appears, see the Error Codes chart in your Owner InfoCase. The error code must be cleared prior to operating the room. To clear the

error, press the “RESET” button. Before operating the room after an error has been detected, check for obvious faults such as obstructions prior to trying to operate the room again. If the error code appears again, the room will need to be retracted using either the manual retraction method or the fully manual method.

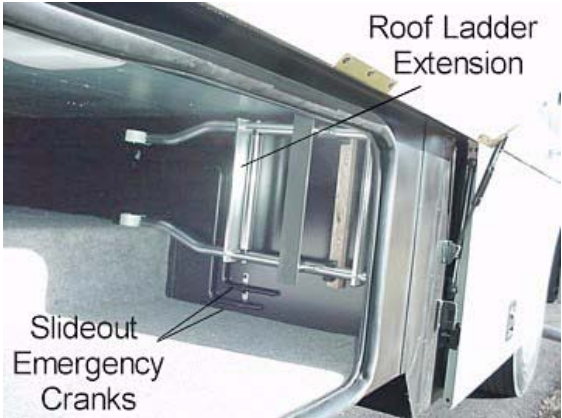
To retract the room after an error is detected, you override the synchronization programming and operate the room in the Manual Mode.

Further Information

See the DigiSync Slideout Room operating guide included in your Owner InfoCase for manual mode, crank-in mode, and error codes.


CAUTION

Never let one side get more than 2 inches (50 mm) ahead of the other while retracting.



Problems Extending the Room

Set the Park Brake if the red Park Brake light flashes while pressing the Extend button.

Green light will flash error code if system malfunctions



Dianostics Reset Button

Red light will flash if park brake not set.

If an error is detected, the green LED on the left side of the control panel will blink an error code. If an error code appears, see the Error Codes chart in your Owner InfoCase. The error code must be cleared prior to operating the room. To clear the error, press the “RESET” button with a small tool such as a toothpick. Before operating the room after an error has been detected, check for obvious faults such as obstructions before trying to operate the room again. If the error code appears again, the room will need to be extended using the crank method described in the previous section. The crank method is provided as a means to extend the room if there is a failure in the automatic system. If the room must be extended using the crank method, keep in mind it is likely that it must also be cranked in to retract. After the outing is completed and the room is retracted fully, take the coach to the nearest authorized service center for inspection.

Further Information

See the DigiSync Slideout Room operating guide included in your Owner InfoCase for further instructions, and troubleshooting information.

BEDROOM SLIDEOUT

Emergency Retraction Procedure
Models 26P, 29R, 34A & 35N

1. Locate the tools in the right front side storage compartment - a ratchet wrench, a hex-end shaft and an extension shaft. (The ratchet wrench may be packaged in the Owner InfoCase.)



2. Locate the small, round access hole in the bed base at the foot of the bed.



3. Attach the shaft extension to hex-end shaft and place the ratchet wrench onto the hex end shaft, then insert into the hole in the bed base as shown.



4. The slotted end of the tool must engage with the pin in the endshaft on the slideout gear assembly. See arrow in close-up detail.



5. Crank the ratchet wrench clockwise (to the right) to retract the room. The tool will extend nearly a foot out of the bed base at first, but will be drawn into the bed base as the room is retracted. This is a slow process that will take some time and quite a few turns of the wrench.
6. As the room retracts, the bed base will move away from the gear endshaft, which will eventually cause the tool to lose contact with the shaft. When this happens you must raise the bed, remove the access cover to access the gear endshaft, and continue using the wrench and hex shaft only as shown.



GENERAL SLIDEOUT CARE

- Wipe outer seals occasionally with talc or 303 brand protectant for smooth quiet operation.
- Clean the floors inside before retracting the room to avoid vinyl flooring scratches or carpet pile snags.

SECTION 10 SLIDEOUT / LEVELING



- Be sure there are no obstruction items at end of bed or behind the driver seat or in compartments. Some items could be crushed or cause damage to floor covering or cabinets when the room is retracted.

See your authorized dealer for regular maintenance and service of the mechanism.

COACH LEVELING SYSTEM

The hydraulic leveling system control pad is located on the lower left side of the dash.

The leveling system makes selecting a parking site easier and faster by reducing the effect of uneven ground. Hydraulic jacks raise the affected low corners of the coach to make leveling “set up” faster and easier for you.



See the Leveling System Operator Manual in your Owner InfoCase for complete operating instructions. It also contains additional precautions, technical information, and instructions for manual operation if automatic functions fail.



NOTE: When parking at an uneven site, always park the front of the motor home to the downhill side. This allows you to level by raising the front end rather than the rear.

Since only the rear wheels are locked while in PARK, raising either one or both of the rear wheels off the ground could allow the vehicle to roll off the jacks.

WARNING

Keep all people clear of the coach while the leveling system is operating. Do not use leveling jacks to support vehicle for service or tire changing.

CAUTION

Do not rely only upon the warning lights to indicate when jacks are up. It is the owner's responsibility to check that all jacks are up before moving the coach.

Jacks Down Light

The “Jacks Down” reminder is intended to warn you to retract your leveling jacks before moving the vehicle. The light will come on briefly and a chime will sound when the ignition key is turned to the On or Run positions if the jacks are down.



SECTION 11 MAINTENANCE/STORAGE

SEALANTS

Water is a recreational vehicle's worst enemy when it is allowed to enter where it's not intended. Sealants perform a very important function and should be inspected closely and maintained regularly. Winnebago Industries utilizes many different types of sealants.

Sealants, in general, do not have "set" lifetimes. Varying environmental factors affect the pliability and adhesiveness of sealants. You or your dealer must:

- Inspect all sealants, a minimum of every six months.
 - * Inspect the moldings, windows, clearance lights, compartment doors and all their attachments.
 - * Check for cracks, voids, gaps, breaks, adhesion, and any sign of physical deterioration.

NOTE: Proper sealant inspection includes not just visual observation but running a finger along sealant seams to verify proper adhesion to the surface. Any loosened areas must be replaced.

- Have the sealant replaced if you notice any of the above. Your local Winnebago Industries dealer has the correct and necessary parts and experience to help you maintain your sealants. See "Recommended Sealant Application" page at the end of this section.
- Always use the same type sealant that was removed.
- Immediately have dealership check moldings, windows and exterior attachments for leak source if you notice water inside of unit.



CAUTION

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

ROOF

The roof is made of Thermo-Panel materials like the walls and floor. It will support the weight of an average adult should it become necessary to repair the roof or roof mounted components. It is not recommended, however, that very large or heavy objects be carried on the roof while the vehicle is in motion. Always have damage to the roof area repaired immediately. Damaged or detached sealant around the vents, air conditioner, body-to-roof seams, etc., should also receive immediate attention. Delaying these repairs may allow water leakage and result in damage to interior ceiling and body panels, upholstery, etc., which is not covered by the limited warranty.

UNDERBODY

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

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

NOTE: Anytime an RV technician is beneath the coach or it is on a hoist for service, have the underbody and chassis checked for proper condition, clearance and routing of hydraulic hoses and wire harnesses to avoid kinks or leaks and pinched wires, etc.

EXTERIOR FINISH

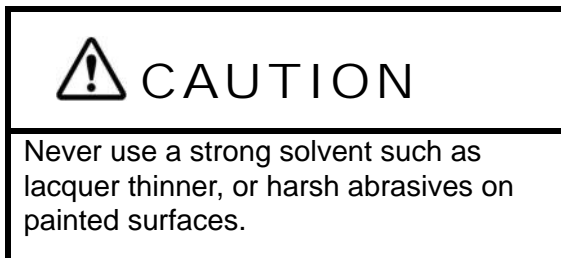
The exterior surface of your motor home has an automotive type finish. Frequent washing and thorough cleaning is recommended to prevent

damage to the vehicle finish after exposure to damaging salts, calcium chloride, road tar, tree sap, insects and other foreign material. Never wash the vehicle in direct sunlight or while the vehicle surface is hot.

Do not use strong soaps or detergents for washing the motor home. Always use a mild soap in warm water. Be careful when using pressure-type washers to avoid loosening exterior decals or sealants.

NOTE: Avoid aiming water flow from a hose or spray from high pressure washing equipment into any appliance intake because damage or difficulty in operating appliances may occur.

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



Waxing and Polishing

When water will not bead up and roll off the finish of your freshly washed vehicle, it's time to apply a new coat of wax to the finish. Wax not only improves the appearance of the vehicle, but protects the finish against oxidation and corrosive substances.

We recommend using a wax that is compatible with painted and gel-coated fiberglass finishes.

If the finish begins to look dull or discolored, it may need to be cleaned with a polishing or cleaning compound.

NOTE: If you use a polish or a cleaning compound that does not contain a wax preservative, we recommend reapplying a coat of hard wax after cleaning or polishing the finish.

CARE OF STRIPES AND DECALS

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

- Wash decals with plain soap and water or any retail car wash soap. Always rinse thoroughly.
- High pressure water spray may damage decals and paint.
- Test any cleaning solution on a small section of decal before using.
- Do Not use any aromatic solvents such as acetone, MEK, toluene, xylene, etc., on decals. Any solvent including alcohol may soften or smear colors.
- Do Not use lacquer thinner on paint or decals.
- Do Not overcoat decals with clear paint.
- Do Not let gasoline or other fuels drip and stay on decals for any length of time. Rinse immediately.

PLASTIC PARTS - CLEANING

Many parts in your motorhome, such as the dash, exterior light lenses, and certain exterior body panels, are made of high-impact plastic materials that can be damaged by wiping with solvents or improper cleaning products.

Always try cleaning plastic parts with the mildest cleaners first and work your way up to stronger cleaning products. Use the following cautionary lists as a guide when selecting cleaning products to use on plastic parts.



CAUTION

DO NOT use citrus based cleaners on polycarbonate finishes.

Citric compounds will damage the high-gloss surface causing it to appear dull or 'flat'.

Always test a cleaning product on a hidden area to be sure it will not cause damage to the appearance of the part.

Here is a list of mild cleaners that **may be used safely**:

- Car washing soap and water
- Glass cleaners *without ammonia*
- Mineral oil
- Multipurpose cleaners (such as Fantastik[®], Formula 409[®], etc.)

The following products, compounds or solvents must be **wiped off immediately** to avoid damage:

- Ammonia
- Brake fluid
- Bathroom basin, tub and tile cleaners
- Chlorine
- Ethyl alcohol
- Isopropyl (rubbing) alcohol
- Kerosene or gasoline
- Naptha
- 'Pine' type household cleaners

Do not use cleaners containing the following products, compounds or solvents. These products **will damage** the finish

- Acetic acid
- Acetone (nail polish remover)
- Aromatic solvents (lacquer thinners)
- Benzene
- Butyl alcohol

HEADLIGHTS AND EXTERIOR LIGHTS

Exterior Light Lenses

Most Winnebago Industries vehicles have polycarbonate lenses on exterior lamps, which are very sensitive to a variety of chemical solvents and cleaners.

- Use only soap and water to clean exterior lamp lenses- especially headlights!
- Contact with certain chemicals can cause etching, 'crazing' or cracking of the lens, which can significantly reduce the lens clarity and effectiveness of the lamp and may require replacement of the complete lamp housing.
- Some popular citric acid cleaners may cause bicarbonate lenses to become 'hazy' or 'foggy.'
- Do not use a pressure washer to clean headlights.
- Inspect and operate the lights regularly to confirm proper operation and mounting condition.

Headlight Moisture

Your coach is equipped with composite headlights which contain replaceable halogen 'bulb' elements, common to most current automobiles. This type of lamp assembly is not sealed from the atmosphere and is designed with a moisture venting system.

Because they are not sealed, under 'dew point' conditions the headlights may exhibit signs of humidity condensation on the reflector surface and lens, such as small droplets of water or 'fogging over'.

If this happens, drive with the headlights on so the moisture can evaporate and expel through the venting system designed into the headlamp assembly.

INTERIOR SOFT GOODS

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

Leather Upholstery

Driver / Passenger Seats - Optional

The optional leather seats are made of top quality cattle hide leather.

- We recommend using a mild soap with water applied gently to the solid areas. Buff dry immediately with a soft cloth to avoid water spotting. Avoid harsh and excessive rubbing while cleaning. Soft leather needs delicate care.
- Never use harmful substances (e.g. stain removers, solvents, saddle soap, shoe polish or other unsuitable fluids) on soft leather. Cleaning and touch-up kits are specifically formulated for leather upholstery are available from most furniture dealers.

Fabric Upholstery

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

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



WARNING

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

Vinyl Fabrics

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

Draperies, Curtains and Bedspreads

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

CARE OF CEILING FABRIC

While using your coach, your ceiling fabric may become soiled and require spot cleaning from time to time. The following information is provided as a guideline for care and cleaning of ceiling fabrics used in your coach. These materials are made from polypropylene or polyester synthetic fibers, so they clean very well with virtually no damage to the color or fabric itself.

Most commercially available carpet and upholstery cleaners will do an excellent job removing stains. From time to time, additional cleaning methods may need to be used to remove stubborn or difficult stains.

General Stains

As with any stain or contamination, the quick response is the best, especially when done in conjunction with the proper cleaner for the type of stain.

Type of Stain	Cleaning Agent	How to Remove
Mustard	Dry-Clean Solvent	Scrub-Soak-Blot Dry
Ketchup*	High Strength Detergent	Scrub-Soak-Blot Dry
Coffee*	High Strength Detergent	Scrub-Soak-Blot Dry
Chocolate*	Detergent	Scrub-Soak-Blot Dry
Tea	High Strength Detergent	Scrub-Soak-Blot Dry
Chewing Gum	Dry-Clean Solvent	Scrub-Soak-Blot Dry
Oil	High Strength Detergent	Scrub-Soak-Blot Dry
Grease	High Strength Detergent/Degreaser	Scrub-Soak-Blot Dry
Tar/Asphalt	K-1 Kerosene/Thinner	Scrub-Soak-Blot Dry
Wax	Detergent	Hot Iron on Detergent-Soaked Towel or cloth
Rust	Rust Remover	Scrub-Soak-Blot Dry
Dirt*	Detergent	Scrub-Soak-Blot Dry
Lipstick	Dry-Clean Solvent	Soak-Blot Dry
Nail Polish	Dry-Clean Solvent	Soak-Blot Dry
Shoe Polish	Dry-Clean Solvent	Soak-Blot Dry
Crayon	High Strength Detergent	Scrub-Soak-Blot Dry
Marker (indelible)	Detergent	Scrub-Soak-Blot Dry
Ink (Ballpoint Pen)	Dry-Clean Solvent	Soak-Blot Dry
Pencil Lead (Graphite)	Detergent	Scrub-Rinse-Blot Dry
Vomit*	High Strength Detergent	Scrub-Rinse-Blot Dry-Deodorize w/Vinegar
Urine*	High Strength Detergent	Scrub-Rinse-Blot Dry-Deodorize w/Vinegar
Blood*	High Strength Detergent	Scrub-Rinse-Blot Dry
Excrement*	High Strength Detergent	Scrub-Rinse-Blot Dry-Deodorize w/Vinegar

NOTE: In many cases listed above, repeated steps may be required to fully extract contaminant from material. Items listed above with () may also be removed through steam extraction method by a professional cleaner or service.*

NOTE: Always check to see that the cleaner used will not cause damage to the material or fabric by testing on an area out of sight.

Water Stains

Water stains should be cleaned with a mixture of 1/4 cup of white powdered or clear liquid laundry detergent (no coloring) in a bucket of warm water. Working with a clean sponge or white cloth, start from the outside of the stain and work your way to the center. This method will

keep the stain from spreading. Do not over saturate as this may cause de-lamination. No need to scrub, simply rub lightly or dab the stain.

You may have to repeat this procedure more than once to achieve desired results. Finish up with clean water, using the same method, and blot dry. **REMEMBER**, this is polypropylene, basic plastic, so do not be afraid to clean it.

Steam cleaning is also an option. Again, take care not to over-saturate the material.

CABINETRY

Wooden items may be cleaned with a soft cloth and a good quality wood finish cleaning product.

Vinyl simulated wood panels may be cleaned with a mild, water based cleaner and a soft cloth. Do not use solvents on vinyl wood panels.

NOTE: Many cabinetry and furniture items throughout this motor home are constructed either partially or completely of real hardwoods. Because of natural variations in woodgrain density, slight differences in stain hue may exist between one item and another. This is the distinctive character and beauty of real wood.

VINYL WALLBOARD

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

TABLES AND COUNTERTOPS

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

GALLEY SINK

Care and Cleaning Instructions

The galley sink has been designed and engineered to resist scratches and should not stain under normal household use if used properly.

To keep this product looking its best, we recommend that you take a few easy precautions.



General Cleaning. Rinse all food and beverage residue from the sink as soon as possible. Some food & beverage residues, if left to sit in the sink, may require the use of detergent or an abrasive cleaner.

Hard-to-Remove Food and Beverage Residue. Abrasive cleaners such as Ajax, Comet, Bon Ami or Bar Keeper's Friend, may be used to remove mild stains and for routine cleaning. The use of an abrasive pad such as "Scotch-Brite" will remove most of the tougher stains. For the most stubborn stains, fill the sink about one quarter full with a 50/50 solution of bleach and water. After 10 or 15 minutes of soaking drain solution from the sink as you rinse both sides and bottom. Note: Do not use steel wool or metal scouring pads.

Mineral Based Stains. Cleaners designed to remove iron or rust should not harm the sink, nor will solvents such as denatured alcohol, mineral spirits or acetone.

Marks or Discoloration. White automotive rubbing compound may be used to remove stubborn marks or discoloration. Use of these products will not damage the solid surface. Always follow label directions.

NOTE: Improper use may damage this product and void the warranty.

RANGE AND REFRIGERATOR

For care and appearance maintenance of the range and refrigerator, refer to the operation and maintenance manual for each of the individual appliances included in your Owner InfoCase.

BATHROOM

The tub and shower walls in the bathroom should be cleaned with a mild soap and water solution. Do not use an abrasive cleaner on the shower walls and tub.

The lavatory sink is made of the same composite material as the galley sink. Do not use abrasive cleaners, harsh detergents or solvents. Refer to the Galley Sink - Care and Cleaning Instructions.

For instructions on the care of your toilet, refer to the information in your Owner InfoCase.

DOORS AND WINDOWS

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

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

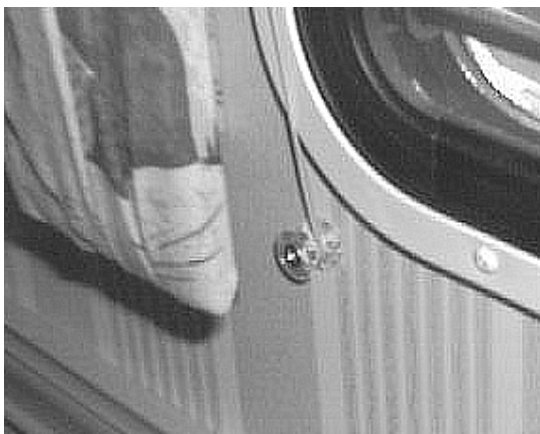
DAY/ NIGHTER PLEATED BLINDS

Tension Adjustment:

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

To tighten the tension

Wrap the lower end of the guide cords (on each side of the shade) a few turns around the spools at the lower corners of the blinds.



To loosen the tension

Unwrap the guide cords from the spools one turn at a time until desired tension is achieved.

Preserving Shape:

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

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

PREPARING VEHICLE FOR STORAGE

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

Clean and Prep Coach for Storage

1. Turn off the LP gas tank.
2. Turn the furnace thermostat switch OFF.
3. **Remove all foods and items that may cause odors from cabinets and refrigerator.**
4. Clean and defrost the refrigerator. Prop the door open slightly to allow any odors to dissipate. Place an open box of baking soda inside the refrigerator to help absorb odors.
5. **Fully charge the batteries. Batteries must have at least 80% charge to survive freezing temperatures and long period of non-use.** We recommend that you connect a battery charger or plug in the shoreline once a month during long-term storage periods to maintain battery charge and to avoid sulfating. If connecting a charger directly to

batteries, turn the Aux. Battery switch off to avoid electrical arcing when attaching and detaching charge clamps.

NOTE: We do not recommend leaving the shoreline plugged in continuously during storage periods because the batteries can lose electrolytic fluids and become damaged from continuous charging without periodic use. We recommend following regular battery inspection and maintenance especially in cold weather. See “Battery Storage and Maintenance”.

6. After charging batteries, turn the Aux. Battery Switch off to disconnect the batteries and avoid parasitic* drain. The inverter/charger must be shut off at the control panel to avoid draining the house batteries when the Aux. Battery switch is turned off. The inverter/charger is directly powered and is not affected by the Aux Battery Switch.

** Parasitic battery drain is the gradual drain by items connected directly to battery power such as clocks, radio memory and the engine computer.*

7. Have the vehicle chassis completely serviced and lubricated. Be sure radiator antifreeze protection level is sufficient for the lowest anticipated temperatures.
8. Wash and wax the coach.
9. Inspect all seams and seals around doors, windows, vents, and any other joints. Replace or repair any that are damaged. Sealing materials and compounds can be purchased from your dealer. Badly damaged weather seals may need to be replaced by your dealer.
10. Close all windows and roof vents. Protect all appliance vent openings from contamination by animals or insects (e.g. bird nest, wasp nests, etc.)
11. Lubricate all door hinges and locks.
12. Clean the interior of the coach. Dirt and stains are more easily removed when fresh.

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

REMOVAL FROM STORAGE

1. Completely air out the motor home.
2. Have the entire LP gas system checked for leaks.
3. Check window operation.
4. Check cabinet and door hinges. Lubricate with penetrating oil, if necessary.
5. Close all faucets and drain valves that are open.
6. Add a few gallons of water to the fresh water tank and turn on the water pump to check for leaks especially at fittings.
7. Open all faucets in turn to release trapped air and check be sure faucet washers have not hardened during storage.
8. Sanitize the water system as outlined under “Disinfecting the Fresh Water System” in the Plumbing Section.
9. After disinfecting and flushing the water lines thoroughly with fresh water, remove the water filter diverter plug and install a new water filter cartridge. Store the diverter for future use. The diverter plug is intended for winterization only.
10. Check the toilet for proper operation.
11. Add water to the holding tank using the toilet flush pedal and galley sink faucet. Check to be sure dump valves seal tightly.
12. Check around all appliances for obstructions and ensure that all vent openings are clear.
13. Start refrigerator and check for proper cooling.
14. Clean paneling and counter surfaces.
15. Replace batteries if necessary and check out electrical system to make sure all lights and electrical components operate.
16. Check tires for proper cold inflation pressure. See Vehicle Certification Label.

17. After washing accumulated winter grime from the vehicle, it is important to carefully inspect the seams and sealants for separation or cracks that may have appeared around the window frames, vents and any other joints.

See “Sealants” at the beginning of this section.

Re-sealing is quite simple and the material is quickly and easily applied. Appropriate compounds are available from your dealer.

See “Recommended Sealant Application” page at the end of this section.

Also inspect weather seals around doors, etc., and if necessary, have a dealer replace immediately.

**SECTION 11
MAINTENANCE/STORAGE**



COACH MAINTENANCE CHART

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
LP System							
Have LP system checked for leaks.						◆	◆
Pressure regulator - inspect and adjust if needed						◆	
Check LP tank condition, mounting and fittings						◆	
Electrical System							
Check Battery Condition Meter	◆						
Check battery fluid level & connections			◆				
Check 12V fuses & 120V breakers							◆
Check GFCI Receptacles			◆				
Generator							
Visually inspect Generator and Compartment	◆						
See generator manufacturer's maintenance guide							◆
Plumbing System							
Sanitize plumbing system							◆
Winterize plumbing system							◆
Clean water pump strainer filter						◆	◆
Slide-Out & Leveling System							
Check Hydraulic Oil Level			◆				◆
Check Hydraulic Lines (routing, leaks, etc.)						◆	
Check & inspect room seals (bulb seals)					◆		◆
Exterior							
Clean roof				◆			◆
Clean sidewalls			◆				◆
Clean windows							◆
Flush underside of vehicle				◆			◆

COACH MAINTENANCE CHART

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
Safety Equipment							
Check operation of the following items							
Headlights, Taillights and Marker Lights	◆		◆				
Turn Signals	◆		◆				
Horn	◆		◆				
Hazard Warning Flashers	◆		◆				
Windshield Wipers & Washers	◆		◆				
Fire Extinguisher - check charge indicator	◆		◆				
Smoke Alarm - test operation *	◆		◆				
Carbon Monoxide Alarm - test operation *	◆		◆				
LP Gas Leak Detector - test operation	◆		◆				
(*replace battery if needed)							
Appliances							
Water Heater							
See water heater manufacturer's maintenance guide							◆
Inspect & clean exterior vent	◆						◆
Refrigerator							
Refrigerator maintenance guide							◆
Inspect and clean exterior vent & drip tray drain tube	◆						◆
Furnace							
See furnace manufacturer's maintenance guide							◆
Inspect & clean exterior vent	◆						◆
Air Conditioner							
See A/C manufacturer's maintenance guide							◆
Inspect for exterior damage				◆			◆
Check/Replace Filter			◆				
Range/Oven							
See range manufacturer's maintenance guide							◆
Inspect & clean/replace range hood grease filter							◆

**SECTION 11
MAINTENANCE/STORAGE**

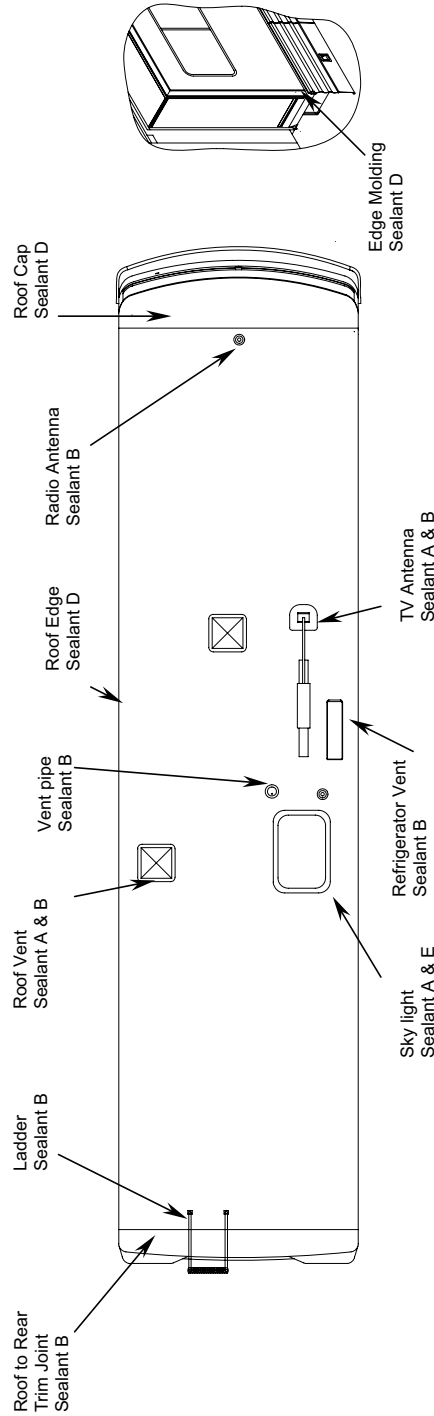
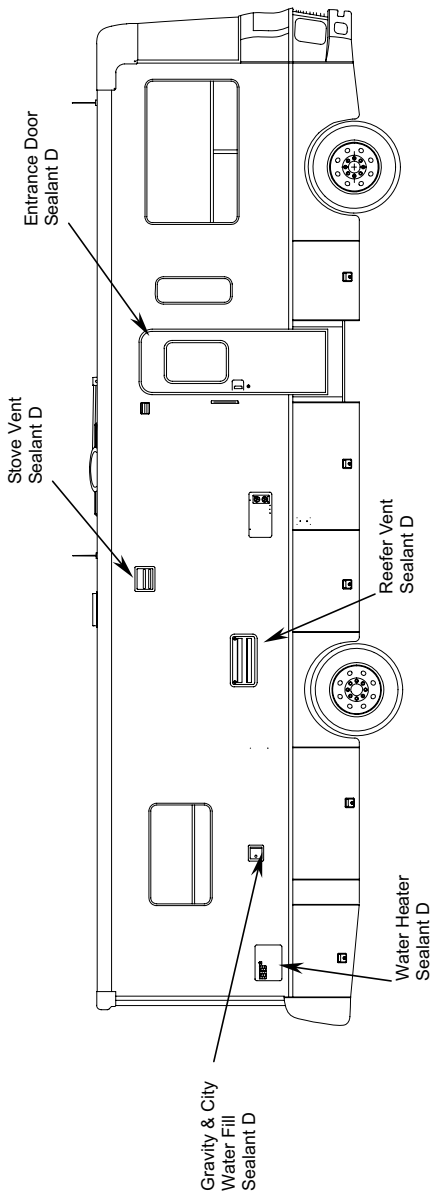


COACH MAINTENANCE CHART

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
Sealants							
Inspect					◆		◆
Replace							◆
Frame & Chassis							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Operating Guide)							◆
Inspect Hitch Receiver (if towing)	◆						
Tires							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
Miscellaneous							
Lubricate locks, hinges, latches						◆	◆

RECOMMENDED SEALANT APPLICATION



Sealants may be purchased from your Winnnebago or Itasca Dealer

Sealant	Winnnebago Part #
A	131264-01-02A
B	131264-03-01A
D	072889-10-000
E	131264-04-01A

This is only a graphic representation for sealants and does not represent actual component position.

Rev A



Index

110-Volt AC System	6-1	Dome Light Switch	3-6
110-Volt Circuit Breakers	6-3	Doors and Windows	11-7
110-Volt Receptacles (Outlets)	6-4	Driving	2-1
12-Volt DC System	6-6	Ducted Roof Air Conditioning System	4-6
12-Volt House Fuses and Circuit Breakers ..	6-8	DVD/ VCR Combination Player	8-1
2006 New Vehicle Limited Warranty	1-7	Effects of Prolonged Occupancy	2-6
About This Manual	1-1	Electric Entrance Step	4-11
Auto Air Conditioner/ Heater	3-6	Electrical Cautions	6-1
Automatic Pull-Button Parking Brakes	3-5	Emergency Exits	2-4
Automotive 12-Volt Fuses and Circuit Breakers	3-10	Emergency Information	1-6
Auxiliary 110-Volt Generator	6-4	Energy Management System (EMS)	4-4
Auxiliary Battery (AUX BATT) Switch	6-6	Engine Access	3-8
Bathroom	11-6	Engine Cooling System	3-9
Battery Access	6-6	Engine Overheat	2-6
Battery Boost Switch	3-6	Exterior Finish	11-1
Battery Care	6-7	Exterior Shower / Wash Station	7-4
Bedroom Slideout	10-5	External Power Cord (Shoreline)	6-1
Body and Chassis Specifications	1-4	Fire Extinguisher	2-3
Cabinetry	11-5	Foot-Pedal Parking Brakes	3-4
Cable TV Hook Up	8-3	Formaldehyde Information	2-1
Car or Trailer Towing	3-13	Fresh Water System	7-1
Carbon Monoxide Alarm	2-2	Front Air Springs	3-10
Carbon Monoxide Warning	2-2	Front Axle Tire Alignment	1-2
Care Of Ceiling Fabric	11-4	Front TV Ignition Switch Interlock	8-1
Care of Stripes and Decals	11-2	Galley Sink	11-6
CB Radio Wiring	3-8	Gas/ Electric Water Heater	4-8
Chassis Operating Guide	1-2	General Slideout / Leveling Warnings	10-1
Child Restraints	3-3	General Slideout Care	10-5
Coach Leveling System	10-6	General Warnings	2-1
Coach Maintenance Chart	11-10	Grade Brake	3-5
Couch/Bed Conversion	9-2	Ground Fault Circuit Interrupter	6-4
Day/ Nighter Pleated Blinds	11-7	Hazard Warning Flasher	3-6
Day/ Nighter Pleated Blinds	9-3	Headlights and Exterior Lights	11-3
DC-AC Electrical Voltage Inverter - 300 Watt	8-1	Heat Pump	4-5
Digital Satellite Television System	8-3	Home Theater System	8-1
Dinette/Bed Conversion	9-2	In-Dash Radio	3-7
Disinfecting Fresh Water Systems on RVs ..	7-3	Interior Soft Goods	11-4
		Jump Starting	2-5
		Keys	3-3

Lights	3-10	Slideout Room Operation	10-1
Loading the vehicle	3-10	Slideout Troubleshooting	10-3
LP Gas Furnace	4-4	Smoke Alarm	2-3
LP Gas Leak Detector	2-1	Storage Compartment Doors	3-16
LP Gas Supply	5-1	Suspension Alignment And Tire Balance	3-9
LP Gas Warnings and Precautions	5-3	Swivel Glider Lounge Chair	9-1
Manual Entrance Step	4-10	Systems Monitor Panel	4-3
Microwave Oven	4-2	Tables and Countertops	11-6
Mirrors-Exterior	3-4	Tank Capacities	1-5
Mountain Driving	3-14	Thermostat Operation	4-7
Over-drive Switch	3-5	Tires	3-9
Owner InfoCase	1-2	Toilet	7-4
Owner Information	1-6	Tools & Ladder Storage	3-15
Plastic Parts - Cleaning	11-2	Towing Guidelines	3-14
Power Center	6-2	Trailer Wiring Connector	3-13
Pre-Delivery Inspection	1-2	TV Antenna	8-2
Preparing Vehicle For Storage	11-7	TV Signal Amplifier	8-2
Pressure Regulator	5-4	Two-Way Radios	8-4
Pressure-Temperature Relief Valve	4-9	Underbody	11-1
Quartz Wall Clock	9-3	Vehicle Certification Label	1-3
Range and Oven	4-2	Video Control Center	8-1
Range and Refrigerator	11-6	Vinyl Wallboard	11-6
Range Hood	4-2	Waste Water System	7-4
Rear Air Conditioner Power Selector Switch	4-6	Water Heater By-Pass Valve	4-10
Rear Bedroom 12-Volt TV Power Switch ...	8-3	Water Line and Tank Drain Valves	7-5
Rearview Monitor System	3-4	Water Pump	7-2
Recommended Sealant Application	11-13	Water System Drain Valve Locations	7-11
Refrigerator	4-1	Weighing Your Loaded Vehicle	3-11
Refrigerator Service Access Compartment ..	4-1	Windows	4-11
Removal From Storage	11-8	Winterizing Procedure	7-7
Reporting Safety Defects	1-2	Wood Furniture and Cabinetry	9-3
Roadside Emergency	2-4		
Roof	11-1		
Roof Loading	3-11		
Safe Use of the LP Gas System	5-2		
Safety Messages Used In This Manual	1-1		
Sealants	11-1		
Seat Belts	3-2		
Seats	3-1		
Service and Assistance	1-2		
Shower Hose Vacuum Breaker	7-3		
Sleeping Facilities	9-1		