

Cunningham Campers, Inc.

5201 Highway 62
Jeffersonville, IN 47130

1-812-284-0276 Option 3



Welcome to our Used Jayco Owners' Group

We Know Jayco Parts!

As a group member you receive **10% OFF** any order for parts, not already on sale. Just call us **with your VIN #** and we will find what you need and ship it directly from Jayco to your front door.

Like Jayco, we are family owned and operated. Our courteous professionals are here to help make your shopping experience as pleasant as humanly possible.

1-812-284-0276

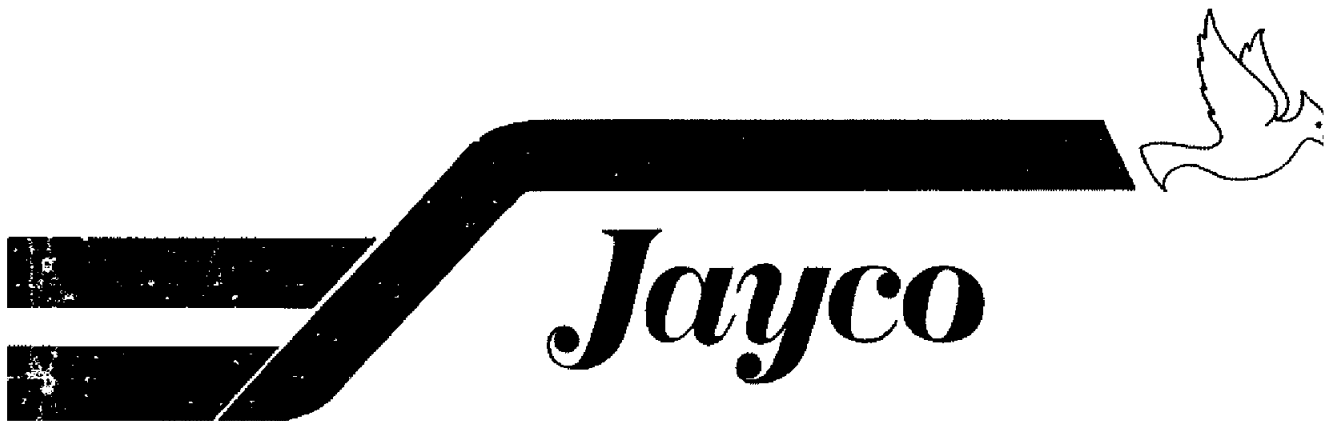
Use Option 3 For Parts

<http://parts.cunninghamcampers.com/jaycoclub>

Cunningham's – Selling & Servicing Jayco RV's for OVER 38 Years!

1975

OWNERS MANUAL



YOUR NEW JAYCO IS YOUR PASSPORT TO A WHOLE WORLD OF NEW FRIENDS,
CAMPING FUN AND TRAVEL ADVENTURE WHEN YOU JOIN THE THOUSANDS OF
JAYCO FAMILIES WHO MAKE UP THE . . .

JAYCO JAFARI INTERNATIONAL TRAVEL CLUB

You will find us enjoying the friendship and fellowship of JAFARI CAMPING as we join our
local area FLIGHTS at hundreds of weekend camp-outs all over North America each month . . .

WE'RE THE FAMILIES OF JAYCO!

There are special STATE, REGIONAL and INTERNATIONAL RALLIES where you can join
with your fellow JAFARIANS and their flights to enjoy a special kind of togetherness . . . fun,
games, and entertainment provide memories to last a lifetime.

And . . . how about the exotic surroundings of NEW ORLEANS, the sounds and color of
NASHVILLE and the GRAND OLE OPRY, the roar and rush of the INDIANAPOLIS 500, the
quiet surroundings of the CANADIAN ROCKIES, the color of the SMOKY MOUNTAINS in
the Fall. These and many other adventures can be yours when you join the. . .

JAYCO JAFARI INTERNATIONAL TRAVEL CLUB

Fill in the blanks on the reverse side, cut along dotted line and mail along with a check to:

JAYCO JAFARI INT'L TRAVEL CLUB

ATTN: Membership Coordinator

P.O. Box 192

Osceola, IN 46561-0192

Yes, it's for everyone with a JAYCO RV; young couples just starting out, families spending quality time together, the young at heart expanding their life experiences. Whether you belong to another camping club, have always traveled alone, or are just starting, don't miss out on one of the most priceless benefits of being an RV family . . . meet new friends and spend a bit of your camping life with some of the finest people you will ever have the opportunity to share a campfire or treasure a moment of golden living with a . . . FIFTH-WHEEL TRAVEL TRAILER. . .SPORT UTILITY TRAILER . . . CONVENTIONAL TRAVEL TRAILER . . . TYPE C MOTORHOME . . . FOLDING CAMPING TRAILER . . . it doesn't matter. If you are a JAYCO RV FAMILY, then you are eligible to become a Jayco Jafari Member.

YOU WILL NEVER BE SORRY YOU MADE THE DECISION!

Your membership entitles you to:

- Special international decals for your unit.
- The Hitch newsletter with schedules of upcoming events and activities.
- A membership roster - containing the names and addresses of current members of the club will be sent bi-yearly.
- Discount Cards for several national theme parks including Six Flags and Busch Corp. Parks.
- A special price is available on Wheeler's Campground Guides.
- Discounts with Hertz Rental Car.
- Discounts with Coach Net, an emergency roadside service.
- Farm & City Insurance has RV insurance available at discounted rates to current Jayco Jafari International Club members.
- All of this, plus the joy of meeting new friends and enjoy Jafari adventures around the country.

Start with the first phase of your camping life...just complete the following application and forward it to the Jayco Jafari International Travel Club office. Your membership application may also be completed online, by visiting our website at www.jaycorvclub.com. If you have further questions, contact the club office direct at the website or by calling 800-262-5178. Local calls can be made to 574-258-0571.



WELCOME TO THE JAFARI FAMILY!



TO: Membership Coordinator for the Jayco Jafari International Travel Club

Please enroll us as members in the Jayco Travel Club. We are ready to roll to where the “friends we just haven’t met yet” have the coffee on the fire and are waiting for us to arrive: We are ...

Name: _____ Spouse: _____

Address: _____ Phone: _____

City: _____ State: _____ Zip: _____

Email: _____

Ages of Children at Home: _____

Our JAYCO is a: _____ Our Dealer _____
(type & size)

Membership Dues:

One year	\$25.00	Amount enclosed. \$	_____
Two years:	\$45.00	Check #:	_____
Three years:	\$65.00		

(signature) (date)

TABLE OF CONTENTS

GENERAL

Introduction	5
Customer Relations	6
Insurance	7
Canadian	7
Mexican	7
Warranty	
New Coach Warranty	8
Warranty and Customer Delivery Form	8
Separately Warranted Products	8
How to Obtain Service and Parts	10

SAFETY CONSIDERATIONS

Using LP Gas	10
Electrical System	11
Emergency Stopping	11
Additional Considerations	11

WATER AND WASTE SYSTEMS

City Water Operation	12
Sanitizing the Water Distribution System	12
Water Drains	13
Use of Water While Self-Contained	13
Usage in Freezing Water	13
Physical Protection of Internal Water Lines	13
Winterization	14
Draining the Fresh Water System	14
Preparing Drainage System for Storage	15
Water Pump	15
Instructions for Filling the Water Supply Tank	15
Instruction for Sanitizing Potable Water System	16
Waste Drainage System	16
Toilet	16
Marine Toilet	16
Recirculating Toilet	17
Cold Weather Operation	18
Toilet Waste Holding Tank	18
Drain Outlet	19
Disposal of Holding Tank Waste	19

THE LP GAS SYSTEM

Checking for Leaks	20
LP Gas Regulating Setting	20
Using the Automatic Changeover Regulator (Dealer Option)	20
Filling LP Container	21
Consumption	22

Servicing the LP Gas System	
Gas Containers and Systems	22
GAS OPERATED HEAT PRODUCING APPLIANCES	
Water Heater	23
Lighting the Water Heater	23
Pilot Flame	24
Burner Flame	24
Oven and Stove	25
Eye Level Range	25
Furnace	25
Gravity Furnace	26
Forced Air Furnace	26
Lighting Procedure	26
Travel Trailer - Fold Downs - Truck Campers	26
Fifth Wheels	26
Refrigerator	27
Leveling	27
Storage	27
Important Travel Note	28
ELECTRICAL DISTRIBUTION SYSTEM	28
Changes, Modifications, and Additions	28
Connecting to the 120 VAC Source	28
Converter	31
Battery	31
Auxiliary Battery (Dealer Option) (Standard on Fifth Wheel)	31
Battery Isolator (Dealer Option)	31
Battery Charger	32
Twelve Volt Wiring Code	32
Charging the Twelve Volt Battery	32
Power Consumption Guide	33
Storage During Freezing Weather - General	33
Storage During Non-Freezing Weather	33
GENERAL STORAGE NOTES	33
ROOF SEAMS	34
HOW THE JAYCO RAISING SYSTEM WORKS	34
CANVAS	35
VINYL - FOLD DOWNS - JAYSPORTSTERS	35
OPENING YOUR JAYCO CAMPER	35
CLOSING YOUR JAYCO CAMPER	37
THE WINCH	37
TELESCOPIC POSTS	38
FIBERGLASS BATH MAINTENANCE	38
CENTER OF GRAVITY & WEIGHT - TRUCK CAMPER	38
Consumer Information	41
LOADING	
Travel Trailer - Fifth Wheel - Fold Down	41

EQUALIZER HITCHES (Dealer Option)	43
SWAY BARS - SWAY CONTROLS (Dealer Option)	44
SAFETY CHAINS	44
FIFTH WHEEL HITCH	44
Maintenance of Your Hitch	46
Installation	46
Pin Box	46
TOWING	
On Highway Use	46
Off Highway Use	48
STABILIZING JACKS	49
TIRES	50
WHEEL BEARINGS	50
BRAKES	
Electrical	51
Hydraulic	51
Backing Up	52
BREAK-AWAY	
Electrical	52
Hydraulic	52
BRAKE ADJUSTMENT	53
EXTERIOR ALUMINUM	53
INSIDE YOUR UNIT	
Tables	53
Leaf Table	53
Pedestal Table	53
Rail Table	53
Fabric Care	54
Curtains	54
Cushions	54
Carpet	54
Window Shades	54
Door and Window	54
Roof Vents	54
Escape Hatch	55
Television Antenna	55
Floor	55
Walk Paneling	55
Ceiling	55
AIR CONDITIONING	55
ROOF RACK AND DECK LADDER	56
MISCELLANEOUS	
Hot Weather Operation	56
Cold Weather Operation	57
Campground Courtesy	57
SPEC SHEET	58



"Hello, I'm Lloyd J. Bontrager, President of Jayco.

"I'd like to take a minute to thank you for purchasing a Jayco camper. We have carefully designed, engineered and manufactured your camper with the finest materials available. This is because I believe in quality. I refuse to degrade our units by using cheaper material to increase our profits.

"As a builder of recreational vehicles we depend on our customers' satisfaction to stay in business. That's why we stand behind all of our products with our warranty program, and that's why I will personally see that everything reasonable will be done to keep you satisfied should a problem arise.

"I hope you'll enjoy the outdoors as much as I do. Camping is a wonderful way to relax and travel with the entire family. Remember, dispose of your litter and trash when you break camp so others can enjoy the outdoors and landscape as much as you did. Please join in the fight for a cleaner world."

Sincerely,

A handwritten signature of Lloyd J. Bontrager in dark ink. The signature is written in a cursive style, with the first letters of the first and last names being capitalized and prominent.

Lloyd J. Bontrager

INTRODUCTION

Welcome to the world of recreational vehicle travel. Your purchase of a Jayco RV allows you to enter this unique world of camping and leisure in a grand style. Your RV has been designed and engineered to offer you many comforts of home that will make your camping experiences as enjoyable as possible.

This owner's manual was prepared to assist you in understanding the proper use and operation of various containment systems, servicing and maintenance of component parts, and explanation of your warranty protection. If you are a newcomer to RV travel, you will especially appreciate the many tips, suggestions and "shop talk" information to be found throughout this manual to help you learn to obtain the most pleasure from the use of your vehicle.

Your RV has been provided with quality time-tested materials and components, and if operated within recommended procedures, should provide you with many miles of virtually trouble-free travel. After the initial running-in period and usual minor adjustments to components and systems, only simple routine servicing is thereafter required.

We have made every effort to make this manual as accurate as possible in order to reflect information available at time of publication. Products are constantly being improved and we endeavor to upgrade our installations accordingly. If the equipment in your RV differs from some descriptions contained herein, disregard owner's manual instructions and follow the separate manufacturer's instructions contained in your owner's packet. You should carefully read and understand this owner's manual which is a supplement to various other instructions supplied by the manufacturers of separately warranted products, and is not intended to substitute for these publications. Again, in event of conflicting instructions, illustrations or other descriptions, the information furnished by the respective manufacturer's separate publications should be followed.

Keep this owner's manual in your recreational vehicle for handy reference. Get to know your new vehicle and how it operates. You should carefully read and understand these instructions and information supplied by manufacturers of separately warranted products, since they contain important operating, safety and maintenance instructions.

Your purchase of our product is a considerable investment. You can protect that investment and retain its value by a planned program of proper operation, routine periodic maintenance, and attention to safety inspections. When questions arise that are not adequately covered by this manual or the manufacturer's instructions, consult your authorized dealer for assistance. If he cannot satisfactorily answer your questions, he will refer you to our staff for assistance.

We appreciate your decision to purchase our product, which you will find is constructed of quality materials and of superior workmanship. Your RV warranty and

separate warranties provided by component manufacturers are your assurance that you have a quality product.

Every effort has been made to provide you with a safe, dependable product. Your vehicle complies with applicable requirements of Federal Motor Vehicle Safety Standards, State Regulations, Canadian Standards Associations (CSA) where applicable, and complies with requirements of ANSI Standard A119.2, the nationally recognized "Standard For Recreational Vehicles - Installation of Plumbing, Heating and Electrical Systems." The Recreational Vehicle Industry Association (RVIA) and Canadian Standards Association (CSA) whose seal you see affixed, periodically inspects our production line and assists us in maintaining strict compliance with installation and safety standards for those systems. Your follow-up with periodic safety inspections and a program of preventive maintenance is important for the continuation of safe and virtually trouble-free operation. Happy Camping!

CUSTOMER RELATIONS

We are particularly interested in maintaining only the best of customer relations. Only by having your complete confidence and satisfaction with our product and its service can we assure our continued success as manufacturers of recreational vehicles. We have found that continuing a pleasant and effective relationship through our dealers is equally as important as maintaining the technical excellence of our product. Your authorized dealer will cordially assist you in providing service, maintenance, selection of options, and instructions concerning the operation of your vehicle.

Most problems are from misunderstandings concerning warranty and service, and can usually be solved at the dealer level. In case you cannot find satisfaction at the dealer level for any reason, we invite you to contact our factory customer relations department, where we will make every effort possible to take actions that meet with your approval. Please understand that in most instances we will eventually refer back to the local dealer with our recommendations, where the matter will be resolved.

JAYCO, INC.
P.O. Box 460
Middlebury, IN 46540
Telephone: (219) 825-5861
Att'n: Customer Relations Dept.

You have made a sizeable investment in the purchase of our product and are entitled to all the benefits and services as contained in warranties for your RV and separately warranted products. With your help we intend to see that you fully receive those benefits and services. It is important that you become familiar with the proper procedures for obtaining service and parts, in and out of warranty. Your dealer is instructed to provide you with orientation in these matters at time of delivery, as a supplement to these instructions.

INSURANCE

As with your automobile, it is important that you protect yourself and others with insurance coverages for personal liability, theft, collision, property damage, etc. Your dealer will assist you in obtaining appropriate insurance for your protection.

There are numerous reliable insurance companies that specialize in providing insurance for recreational vehicles. It may pay you to check with the company that now provides your automobile insurance. Many times adequate recreational vehicle insurance may also be obtained as a rider to your automobile policy at a considerable savings. Don't put off insuring yourself for RV coverage. It's not all that expensive.

CANADIAN AND MEXICAN INSURANCE

Insurance for travel in Canada can usually be covered by your present U.S. policy for the recreational vehicle, often at no extra cost. Consult your individual insurance company for procedures and be sure of your coverage before entry.

For travel in Mexico, at the time of this writing, there are no United States insurance companies that can provide recognized Mexican coverage, with the exception of that for travel through a narrow strip of Mexican territory in and around ports of entry and U.S./Mexican border.

Mexico insurance is controlled, and rates set by the Mexican Government. There are several reliable companies handling Mexican insurance with similar rates for coverages desired. The principal differences between them are the "fringe benefits" received in the form of informational travelogs and other helpful information, such as recommended dining places considered acceptable for sanitary conditions, gasoline stations to avoid because of long reported customer cheating, etc.

Some insurance services include detailed route maps with "where to stay" recommendations and "things to see" mile-by-mile (or kilometer-by-kilometer post). While the rates set by Mexico seem quite expensive at first glance, you usually end up not spending quite as much as expected because you can arrange to hold your stateside policy in abeyance during the same period you are in Mexico, thus, not having to pay for double coverage unnecessarily. In addition, you can obtain substantial refunds on the Mexican collision insurance after your return to the U.S. Be sure to obtain a certification from the park operator at each location in Mexico to certify the dates your RV was parked there. At the end of the trip and return to the U.S., apply to the offices of the Mexican Insurance Company, provide the signed park certificates, and you will be reimbursed for that portion of your policy term when you were in the parks. If your RV is parked for most of the time instead of constantly traveling, your refund may be a major portion of the original cost. This feature is referred to as the "in-storage" credit.

JAYCO, INC.
P.O. BOX 460
Middlebury, Indiana 46540
Telephone: (219) 825-5861

LIMITED WARRANTY

Jayco, Inc. warrants to the original purchaser of every Jayco unit that all parts of our manufacture are free from defects in material and workmanship for a period of one year from the date of purchase under normal use and service. However, this warranty does not apply to any defect in the aesthetics or physical appearance of the unit, nor to normal deterioration of soft-trim and appearance items due to wear and exposure, nor shall this warranty apply to any Jayco products, which is used for commercial purposes, rent or for hire, or subject to misuse, neglect, or accident.

Under the terms of this warranty any part of our manufactured product proven defective in material or workmanship during the one year warranty period will be repaired or replaced free of charge if such part is returned with transportation charges prepaid to an authorized Jayco dealer or Jayco, Inc. at the expense of the original purchaser. Return of the part to the original purchaser by Jayco shall also be at his or her expense. If a factory or authorized service center is not available in your area, call Jayco, Inc., Area Code 219-825-5861 in order to arrange prompt and proper repairs to your unit.

The repair or replacement of such defective parts under this warranty will be made by such dealer or Jayco, Inc. without charge for parts and if made at such dealer's place of business, without charge for labor.

Jayco assumes no responsibility or liability for defects in the workmanship or operation of separately warranted products. These products may be warranted by the individual manufacturers and a copy of their warranty, if available, has been included in your owner's packet. Separately warranted products will not be serviced, repaired, or replaced by Jayco, Inc. If service or parts are required for these products, refer to the furnished list of factory authorized service centers. If the list is not available for the particular product, write or call the manufacturer concerned to obtain the location of the nearest authorized service center.

Parts not "of our manufacture" to which we extend NO warranty include but are not limited to tires and tubes, ranges, ovens, furnaces, batteries, axles, hubs, bearings, refrigerators, burners, stoves, power converters, and trailer brake systems. These parts may or may not be warranted by their manufacturers and Jayco, Inc. however assumes no obligations with regard to them.

This warranty shall not apply to normal maintenance, such as, greasing wheel bearings, tightening lug nuts, etc. that the vehicle will require nor to any damages arising from the failure to have such maintenance performed. Fabric items such as canvas, canopies, window screenings, vinyl windows, cushion and mattress covers are not warranted against leakage, tears, punctures, shrinkage, fading or soiling but are warranted only as against defective workmanship and material.

Jayco shall not be liable for damages due to accident, negligent use, misuse or acts of God. The vehicle is not a cargo trailer and the customer is advised to observe the recommended gross weight limit. **THE USE OF THE VEHICLE FOR ANY COMMERCIAL OR RENTAL USE VOIDS THIS WARRANTY.**

Jayco does not assume responsibility for loss of use of your Jayco unit, loss of time, inconvenience, expense for gasoline, telephone, travel, lodging, loss or damage to personal property, loss of revenues, salaries, or commissions resulting from down time and these items are not covered by this warranty and Jayco, Inc. hereby disclaims any responsibility or liability for such.

This one year warranty is specifically in lieu of all other expressed warranties on the part of Jayco, Inc. and no person including any dealer, agent, or representative of Jayco, Inc. is authorized to make any representation or warranty concerning Jayco, Inc. on behalf of the company except to refer purchasers to this warranty and any implied warranties arising by operation of law are specifically limited to the one year duration of this written warranty.

Under the terms of this warranty any part of our manufactured product proven defective in material or workmanship during the warranty period will be replaced or repaired as described above unless such as impractical or impossible. If repeated efforts fail to correct the defect or malfunction, you may elect either a refund for or a replacement without charge of such products or part provided, however, said unit is free and clear of liens and other encumbrances and provided further said defect or malfunction was not in any way caused by owner or by unreasonable use including the failure of reasonable maintenance.

Jayco, Inc. reserves the right to make product changes, and improvements without imposing any obligation upon itself to install the same upon products theretofore manufactured.

A customer delivery form will be furnished with your new camper. Please be certain that this form is filled out and the last copy returned to Jayco. **RETAIN THE CUSTOMER COPY AND KEEP IT WITH THE UNIT.**

This warranty extends to the original owner only and is not transferable and Jayco, Inc. disclaims any responsibility or liability to any subsequent owner or purchaser of a Jayco, Inc. unit.

Effective July 1, 1975, supercedes all other expressed or implied warranty information.

If you use or allow to be used in your Jayco, Inc. unit equipment and or parts not made or supplied by Jayco, this warranty shall be void if said equipment and or parts are essential to the proper performance of your Jayco unit.

This warranty has been drafted to comply with the presently in force section of the new Federal Warranty Law applicable to products manufactured after July 4, 1975. It replaces the warranty which may be included elsewhere in the documents relative to your purchase of a Jayco, Inc. unit. This warranty in no manner reduces the coverage provided to you under the warranty it replaces.

Should a warranted defect occur within the one year warranty period, the original purchaser should immediately contact the dealer from whom the unit was purchased and should this be impossible or impractical, the nearest Jayco dealer or Jayco, Inc. itself should be contacted immediately to make arrangements for repair or replacement.

WARRANTY and CUSTOMER DELIVERY FORM



P. O. Box 460

Middlebury, Indiana 46540

Dealer _____

Address _____

City _____ State _____

— Your JAYCO unit carries a full year warranty from delivery date —

JAYCO OWNERS please retain your copy and present it to any authorized Jayco Dealer for needed warranty work if a problem should develop while traveling.

Name of Purchaser _____

Address _____

City _____ State _____ Zip _____

Model _____ Serial No. _____

Tire Serial Nos. (1) _____ (2) _____ (3) _____ (4) _____ (5) _____

Your Jayco camper or trailer will provide you with many happy days of safe and care-free living provided you understand the proper use and maintenance of its component parts.

The following safety-check list has been prepared to insure that you, as a Jayco owner, are fully familiar with the safe operation of your camping trailer.

1. L.P. Gas System: Like all volatile fuels, L.P. Gas is an explosive and certain safety precautions must be observed during its use.

A. Safety precautions explained to owner Yes ☐ No ☐

B. Location of L.P. Gas connections shown to owner and informed how to make periodic leakage checks by the use of soapy water. Yes ☐ No ☐

C. Owner shown how to light and/or operate following gas appliances where applicable.

MANUFACTURER

1. Cooking stove _____ Yes ☐ No ☐

2. Heater _____ Yes ☐ No ☐

3. Refrigerator _____ Yes ☐ No ☐

4. Hot water heater _____ Yes ☐ No ☐

2. Care and oper. of air cond. _____ Yes ☐ No ☐

3. Care and operation of toilet. _____ Yes ☐ No ☐

4. Operation of water system explained. _____ Yes ☐ No ☐

5. Operation of waste system explained. _____ Yes ☐ No ☐

6. Winterization of unit explained. _____ Yes ☐ No ☐

7. Operation of trailer brakes explained. _____ Yes ☐ No ☐

8. Owner shown how to hook up and unhook trailer from hitch; also, removal of dolly wheel for traveling. Yes ☐ No ☐

9. Tire lug bolts tightened and customer instructed to check periodically beginning at 200 miles. Yes ☐ No ☐

10. Tire pressure checked, also to be checked periodically. Yes ☐ No ☐

11. Proper parking and set-up procedures of unit in preparation for camping. This includes the use of stabilizer jacks, cranking up top (when applicable), positioning of beds, adjusting doors and hooking up water and electric services if applicable to unit. Yes ☐ No ☐

12. Packet of owner's manual, keys and parts given to owner. Yes ☐ No ☐

This is to verify that the foregoing statements have been thoroughly explained and I am aware of the proper care and maintenance and precautionary measures required for satisfactory operation of this unit.

Authorized Dealer's Signature _____

Name of person explaining the above _____

Signature of Purchaser _____

WHITE COPY CUSTOMER'S — PINK COPY DEALER'S — CARD RETURN TO JAYCO

FORM JD-378

placement of these items, the individual manufacturer's warranty cards must be submitted within ten (10) days of purchase.

If service or parts are required for these products, refer to the furnished list of factory authorized service centers. If the list is not available for the particular product, write or call the manufacturer concerned to obtain the location of the nearest authorized service center.

HOW TO OBTAIN SERVICE AND PARTS

Contact your nearest authorized Jayco dealer or service center for all repairs and service other than for the separately warranted products. Please keep all operator's and owner's manuals, service center lists, warranty stubs, parts lists and other related documents and papers concerning maintenance and service performed since time of purchase with the RV for handy reference.

For service and parts on separately warranted products, refer to the service center list provided by most manufacturers. These products are usually backed by a nationwide factory authorized service system. Use of other than factory authorized service agencies may void your warranty for their product. Some RV dealers may, at the time of need, be authorized service centers for certain manufacturers of separately warranted products, so it will pay you to check with the dealer first to reduce delays. If the dealer is not an authorized service center for the product in question, he will assist you in obtaining authorized services. ▲

SAFETY CONSIDERATIONS

SAFETY IN USING LP-GAS

You should check for leaks at the connections on the LP-gas system soon after purchase and initial filling of LP-tanks, and continued periodic checks of the system are recommended. Even though the manufacturer and dealer have already made tests for leakage, this check is advisable because of the vibration encountered during travel. Your vehicle was manufactured to provide you with full access to all gas line connections. Leaks can be found easily with a soapy water solution applied to the outside of the gas piping connections. Usually tightening of connections will close leaks. If not, ask your authorized dealer service to make the necessary repairs.

LP-gas is heavier than air. Leaking gas tends to flow to low places, much as will water. It will sometimes pocket in a low area. LP-gas can usually be detected by an identifiable odor similar to onions or garlic. Never light a match or allow any open flame in the presence of leaking gas.

Be sure to shut off the main LP-gas supply valve when the vehicle is not in use. This rule should also apply while the vehicle is moving to prevent any accidental ignition of

gasoline fumes while refueling by the pilot lights in the water heater, furnace or refrigerator.

Never allow gas containers to be filled above the liquid capacity indicated on the container. If a container is overfilled, liquid gas may flow through the regulator causing it to freeze and/or introduce a dangerous excessive gas pressure into the lines. In addition, an overfilled container placed in hot sunlight may expel excess gas through the relief valve and be susceptible to ignition by any nearby open flame.

ELECTRICAL SYSTEM SAFETY

As delivered, your coach has been engineered and checked for your complete safety. Circuit breakers and fuses are installed to protect electrical circuits from overloading. Do not make unauthorized changes to circuitry or add on fixed appliances yourself. If you wish changes, consult your dealer and he will assist you in obtaining a safe installation.

An approved power supply cord has been supplied with the vehicle. Always use this cord for hook-up to the 120 volt source. Note that the cord has a three pin plug, which provides proper grounding through the third (round) pin. Grounding is your personal protection from electrical shock. Do not use any adapter, cheater, or extension cord that will break the continuity of the grounding circuit connected to that third pin. NEVER remove the grounding pin for convenience of being able to connect to a non-grounded (only 2-prong) receptacle. Use a grounding adapter with two prongs plus a "pig-tail" conductor which should be externally grounded.

NEVER operate your RV with a "hot skin." If you can feel a shock - even a small one - from the RV while standing on the ground, you should immediately disconnect the RV and locate the trouble. The fault is usually from a break in the grounding circuit which should be continuous from the skin or frame to the distribution panel board to the third pin on the power supply cord and thence to the park receptacle and earth ground.

SAFETY WHEN EMERGENCY STOPPING

Always carry road flares and/or reflective triangular highway warning devices to be displayed when necessary. Pull off the roadway as far as possible when changing flats or for other emergency situations. Turn on your vehicular hazard warning flashers when parked alongside a roadway, if only for a minute or two. Get members of your family out of the RV and have them stand clear of the vehicle area when parked on the edge of a highway.

ADDITIONAL SAFETY CONSIDERATIONS

1. Sanitize the fresh water supply system periodically (see sanitizing instructions).
2. Try to keep water connection fittings from coming in contact with the ground or

drain hose to reduce chance of contamination.

3. Never attempt to fix gas or electrical appliances yourself. Enlist services of a qualified technician.

4. Always have a serviceable fire extinguisher placed in an easily accessible location. This extinguisher should have a rating of at least 2 BC units.

5. Don't overload your vehicle (See page 41 - loading).

6. Be careful not to cause an improper load distribution which can adversely affect roadability and/or towing safety.

7. Insure that tires are in good condition and properly inflated. Watch inflation especially close for tandem wheel models - under-inflated tires get hot. Hot tires are more apt to blow out or burn up.

8. Check and tighten wheel lugs regularly (every 50 miles when new until 200 miles are reached and then check lugs every 500 miles).

9. Check brakes in a safe area - not while traveling a busy highway.

10. Use seat belts (motor homes).

11. Disconnect television power cord and antenna lead-in during local thunderstorms and lightning activity.

12. Always solidly block trailer wheels before unhitching.

13. Before leaving a camp area with a trailer in tow, insure that the safety pin or locking lever is seated, breakaway wire is attached to tow vehicle, and the electrical cord and safety chains are connected.

14. Have wheel bearings cleaned and packed at regular intervals.

15. Check condition of trailer brake magnets and linings periodically.

16. Observe the warning labels attached to your vehicle concerning LP-gas, water, electricity and loading. ▲

WATER & WASTE SYSTEMS

CITY WATER SYSTEM OPERATION

Connect a flexible hose with 3/4" fittings to the city water service and the RV water filler fitting. Turn on the city water and you will receive pressure at all faucets, the toilet, and the water heater. Be sure to purge the system of trapped air before turning on the water heater.

CAUTION: Excessive pressures from water supply systems may be encountered in some parks, especially in mountain regions. Water pressure regulators are available to protect your system against such high pressure. A regulator of this type is recommended when supply pressures exceed 90 pounds.

SANITIZING THE WATER DISTRIBUTION SYSTEM

It is recommended that you completely sanitize the water system after delivery, after long periods of non-use, and after any suspected contamination. There are various commercial solutions approved for RV use available to assist you in sanitizing the system, or you can use the one recommended in the sanitizing instructions in this manual.

WATER DRAINS (Also see Winterizing Instructions below)

Water system drains are located under the RV (various locations for different models) so that water lines may be purged of water for sanitizing, storage, or winterization. The water heater has a separate drain built in (see manufacturer's instructions).

USE OF WATER WHILE SELF-CONTAINED

It's hard to realize just how much water we use every day in normal home use. Newcomers to self-contained RV's soon discover that the water supply doesn't last long unless procedures for consumption are adjusted. You can drastically reduce water consumption for showers by first wetting down and turning off the shower head, soaping yourself, then turning on the shower to rinse off. Once you get in the practice of this "Navy shower" routine, you'll find that a good shower only requires about a gallon or less. There is plenty of water to meet your actual needs once you adjust your water use habits.

USING THE WATER SYSTEM DURING FREEZING WEATHER

(All units except Fold Down Campers)

Please keep in mind that your vehicle was not designed for extended use during sub-freezing weather. However, with the addition of heat tapes on hoses, additional insulation, storm windows, and with observance of certain procedures and physical limitations of equipment and design, you may be able to operate satisfactorily if temperatures do not drop too low.

Water freezes at any temperature below 32°F., but the real problems of RV operation come at bitterly cold temperatures. Your interior water lines, water fixtures, water storage tank, and pump assembly are normally protected from moderate freezing temperatures as long as the furnace remains in operation. Drain lines exposed under the vehicle, however, may freeze quickly.

Please refer to section on winter use for further information.

PHYSICAL PROTECTION OF INTERIOR WATER LINES

It is only human nature for all of us to "pack along" more of everything than we actually need. Because of this, we tend to "stuff" things into almost every conceivable place and sometimes in places where we shouldn't. Be careful not to store heavy items such as canned goods, tools, etc., in areas where they may come in contact with water piping and electrical wires and cause damage due to road vibration and shifting of the load. Leave plenty of space around the pump to allow operation.

WINTERIZATION

Your recreational vehicle was not designed for use in severely cold weather. Special precautions must be taken if you wish to camp when temperatures are much below freezing. If the vehicle is to be stored in freezing conditions, then it must be protected in another manner. The many RV travelers utilizing a variety of types of RV's successfully in freezing conditions all have one thing in common. They understand the freezing weather capabilities of their particular vehicle and they effect planned procedures to cope with problems of winter operation, adding winterizing equipment as needed.

WARNING: NEVER USE THE RANGE OR OVEN FOR SUPPLEMENTARY COMFORT HEATING. All other gas appliances in an RV are vented to the outside and are safe to use continuously, but the cooking appliances should be used only while cooking and when in use one or more vents or windows should be open. **DON'T BE CAUGHT DEAD WITH YOUR GAS RANGE OR OVEN BURNING.**

DRAINING THE FRESH WATER SYSTEM

After leveling the RV, the fresh water system should be completely drained by opening all faucets and drain valves, including that on the water heater and water storage tank. The shower mixing valve and button valve on the shower telephone head should also be opened. The following procedure is recommended:

1. Open all faucets, valves and drains.
2. Leave drains open.
3. Block the toilet valve open (if of the mechanical-seal type). This may be done by blocking the seal in the bottom of the bowl. Open with some object of proper size being careful it does not fall through into the holding tank.
4. If a water filter is installed, remove the filter cartridge and drain lower portion of the housing.
5. Drain pump when one is provided. Because of the check valve mechanism built into the pump, blowing the lines will not remove the water from the pump and tank. Proceed as follows:
 - a. Drain the tank through the drain provided.
 - b. Remove the output hose at the pump. Turn the pump on. Running the pump will drive out the water remaining in the pump. Use a towel to catch the water which will be about a cup full.
 - c. Replace the hose.

Note: One of the new anti-freeze solutions made for recreational vehicle potable water systems under the manufacturer's directions can be used instead of the above.

6. As an added precaution, after water has quit draining, and the valves and faucets still open, you may wish to apply air pressure (service station air hose) to blow out any remaining water that may be trapped.

7. If an anti-freeze solution is now added to the water system for more positive protection, be sure it is of a type approved for potable water systems. Do not use automotive type anti-freeze. Use non-toxic anti-freeze only.

8. Leave all faucets and valves closed during storage. Before operating the RV again be sure to sanitize the water system in accordance with the instructions on page 12.

PREPARING DRAINAGE SYSTEM FOR STORAGE

The entire drainage system should be thoroughly drained and flushed with fresh water. The following procedures are recommended:

1. Completely drain holding tank(s) of waste material.
2. Flush sinks, shower, and lavatory with solution of hot water, water softener and soap. Rinse well and allow solution to drain into tanks. Flush with clean hot water.
3. Agitate water in tank by rocking vehicle or, for more thorough cleaning, drive vehicle for a few miles. Drain tanks again.
4. Alternate to Step No. 3 is to use a chemical deodorant - let mixture stand a few days and then drain.
5. Flush with fresh water and again drain.
6. Fill traps and partially fill tanks with an anti-freeze approved for use in plastic pipes. Normally a cupful of anti-freeze poured into each drain will fill the trap. **USE ONLY NON-TOXIC ANTI-FREEZE.**

WATER PUMP

The water pump used in your Jayco is a 12 volt demand pump. This pump has been prewired to offer immediate use. Connected to the electrical system of the pump, you will find a switch in the kitchen area. If this switch is in the "on" position, as soon as water is demanded from the water tank, the pump will begin to supply your water needs. If the switch is in the "off" position, the pump will remain idle. It is suggested that you turn your pump off when traveling and/or when using the city water hook-up.

NOTE: Pumps used in smaller units do not use manual switches. The handle at the sink contains the switch which is activated by lifting the handle until the pump engages.

INSTRUCTIONS FOR FILLING WATER SUPPLY TANK

1. Sanitize according to the sanitizing instructions below.
2. Close drain valve on hot water heater.
3. Close water supply tank drain valve.
4. **VERY IMPORTANT.** Open faucets in bathroom and kitchen. (This will permit the air in the water line to escape and allow water to enter freely.)
5. Use clean water hose or bucket to fill. Run water or pour water until tank is full.
6. After the water tank is full, turn the pump on, allow a few seconds for the pump to prime.
7. Wait for the water heater to fill then bleed all the air from the water line.
8. Refill the water supply tank to replenish the water used to fill the water heater.
9. Your automatic demand system is now ready for use.
10. Turn pump switch to OFF position when traveling or when vehicle is not in use.

INSTRUCTIONS FOR SANITIZING POTABLE WATER SYSTEMS OF RECREATIONAL VEHICLES

To assure complete sanitation of your potable water system, it is recommended that the following procedures be followed on a new system, one that has not been used for a period of time, or one that may have become contaminated:

1. Prepare a chlorine solution using one gallon of water and 1/4 cup of Chlorox or Purex household bleach (5% sodium hypochlorite solution). Pour one gallon of solution into tank for each 15 gallons of tank capacity.
2. Complete filling of tank with fresh water. Open each faucet and drain cock until all air has been released from the pipes and entire system is filled.
3. Allow to stand for three hours.
4. Drain and flush with potable fresh water.
5. To remove any excessive chlorine taste or odor which might remain, prepare a solution of one quart vinegar to five gallons water and allow this solution to agitate in tank for several days by vehicle motion.
6. Drain tank and again flush with potable water.

WASTE DRAINAGE SYSTEM

Your waste drainage system was designed to provide adequate and safe storage and/or discharge of waste materials. All materials used in fabrication of the system and appliances and fixtures connected thereto are tested and approved by a nationally recognized testing laboratory. Installation of these materials is accomplished by approved methods. The entire fabricated waste system is factory tested in accordance with the American National Standards Code "A119.2" and/or periodically inspected for compliance by our factory quality control inspectors, inspectors of the Recreational Vehicle Industry Association, and the Canadian Standards Association.

The drainage system basically uses properly sized ABS plastic piping and fittings connected to sinks, toilet, and holding tanks, and provides for their drainage to an outside termination. All fixtures incorporate the use of "P" traps or equivalent to provide a water seal against entry of sewer gases from outside connections. For fixed use, the RV should be reasonably level for best operation of the system.

TOILET

The toilet in your Jayco is either a marine toilet or a recirculating toilet. They are easy to operate and maintain.

MARINE TOILET

1. To add water to the bowl, step on the small pedal until the water reaches the desired level, then release the pedal. Some models have only one pedal. If this is the case, press pedal down half way to add water to the bowl. Pressing the pedal all the way

down flushes the toilet.

2. To flush your toilet, step on the large pedal which will cause the little pedal to operate, forcing the water to swirl around the bowl, washing away waste. When flushing is completed, release the pedal.

There is no routine maintenance required. If the bowl sealing blade does not operate freely after extended use, it may be restored to its original smooth operating condition by applying a light film of silicone spray to the blade.

To clean your toilet, use a high grade, non-abrasive cleaner. (An abrasive cleaner will scratch the glossy surface). Do not use highly concentrated or high acid content household cleaners because they could damage the rubber seals.

To winterize your toilet, follow one of the two methods described below:

1. By Draining:

Completely drain the toilet water supply line. Leave any water supply valves open. Depress foot pedal and insert a rough object such as a soft drink bottle into the outlet located at the bottom of the bowl. Release the foot pedal slowly until the blade holds the object in place. This will hold the water control valve open and prevent any residue from being trapped there when frozen.

2. Anti-Freeze:

Use an anti-freeze made especially for use in recreational vehicles. Be sure it is non-toxic and follow the manufacturer's instructions. Check also to be sure that the anti-freeze will not effect ABS plastic (this is a plastic that pipes and holding tanks are usually made of).

RECIRCULATING TOILET

Preparing the recirculating toilet sanitation system for use:

The recirculating toilet requires an initial charge of three gallons of water mixed with one package of recirculating toilet chemical (R.T.C.). When charged, the recirculating toilet will operate each time the flush button or pedal is depressed for an automatically timed cycle.

1. Three gallons of water are introduced directly into the bowl with a measured container.

2. Press the flush button, and slowly sprinkle the contents of one package of R.T.C. into the bowl while the recirculating toilet is flushing.

3. Flush several times in order to thoroughly dissolve the chemical.

Operating the recirculating toilet sanitation system:

Once the unit is charged, its remaining capacity will accommodate approximately 50 usages. The potency of R.T.C. is formulated for effective color and odor control for five continuous days - or a number of weekends. Less use over extended time periods

is possible, although some loss of potency may result. Supplementary instructions for the use of R.T.C. are included with each new recirculating toilet and with each box of chemical. Though it is not essential, it is recommended that the recirculating toilet be emptied and cleaned after each trip to assure optimum performance. On extended trips, the recirculating toilet should be charged about once a week. If allowed to operate to maximum capacity, the fluid level in the tank will rise to the point where it becomes visible at the bottom of the bowl.

COLD WEATHER OPERATION

In place of water, include the required amount of anti-freeze as a part of the initial 3-gallon charge. See anti-freeze container for complete instructions, then double the recommended quantity in the 3-gallon charge in order to protect the recirculating toilet's full capacity of 6 gallons; **CAUTION:** Use only ethylene-glycol base anti-freeze. Do not use alcohol products.

Emptying the recirculating toilet sanitation system: Continuous use (extended trips)

1. Attach 3-inch flexible drain hose to sewer outlet in trailer park or service station. (If recirculating toilet is installed over holding tank, contents will be discharged into tank rather than directly to sewer outlet.)

2. A built-in drain valve is located at the base of the recirculating toilet. Release drain valve lock clips and pull drain handle forward.

3. When waste has been discharged, introduce rinse water. (Whenever possible, insert a garden hose into the exit of the bowl using care not to disengage the plastic splash restrictor which is attached to the neck of the bowl by means of an elastic band.)

4. Where facilities are available, it is best to fill the recirculating toilet with 3 to 6 gallons of water and add 1/2 cup of cleaner (Vanish bowl cleaner and cold water detergents are best.) Flush several times to automatically clean all internal parts. This solution may remain for 30 minutes for effective cleaning.

5. Open and close valve as required to thoroughly rinse the recirculating toilet with clear water. Close drain valve and recharge with three gallons of water. Add R.T.C. just before using.

Occasional use (weekends):

If the recirculating toilet sanitation system is not quite ready for emptying, no service is necessary. For optimum performance, however, it is recommended that the general cleaning instructions be followed so that you can start your next trip with a clean unit and maximum capacity.

TOILET WASTE HOLDING TANK

This tank is located directly beneath the toilet. When using, prime the tank with a gallon of water containing a brand name toilet odor control chemical. Place the recommended amount of chemical in the toilet. Be careful not to spill chemical on your hands, clothing or rug, as it may cause an unremovable stain. Depress the toilet pedal

to allow mixing with toilet water. Continue to depress the pedal until approximately a gallon of water enters the waste tank. Release the pedal and the toilet waste tank is ready for use.

Vehicle movement helps liquify the solids for easier dumping of the tank. For this reason, when possible it's always better to dump soon after road travel rather than before road travel. To empty the tank, connect drain hose to the drain line termination fitting and the sewage receptor. Pull the slide valve in one slow continuous motion. After the tank empties, follow up with fresh water rinse. Close valve in one continuous motion and secure.

DRAIN OUTLET

The drain outlet is usually marked by a tag - "DRAIN OUTLET". It is engineered for quick-detachable type hook-up of either the dust cap with attached chain, or a drain hose adapter fitting. Always secure the cap when traveling to prevent any leakages (required by law in some states).

DISPOSAL OF HOLDING TANK WASTES

Many States and parks have strict laws and regulations to prohibit dumping of wastes of any kind into other than regular disposal facilities of sewer systems. The dumping of raw sewage from toilet waste tanks into other than authorized facilities is universally prohibited. Indiscriminate dumping of raw toilet wastes along roadsides by a minority of RV users has brought on a rash of new laws concerning RV dumping, not to mention the labeling of RV users as generally undesirable visitors in some areas. Be discriminate!

Almost all privately owned parks have either a central pump facility or offer a camp-site hook-up for sewage. By referring to Woodall's, Rand-McNally Camp Guide, Good Sam Camp Guide, and various other publications, you will find lists of many dump facilities throughout the U.S. Some major oil companies offer trailer dump facilities at their selected service stations. (Get their dump station list.) Plan ahead and you will have little inconvenience in proper disposal of wastes. ▲

THE LP-GAS SYSTEM

As with other systems in your RV, all components have been tested and approved for use in recreational vehicles by a nationally recognized testing laboratory. When properly handled, LP-gas will provide you with trouble-free operation of your heat producing appliances.

LP-gas (liquid petroleum) is a material composed of various hydro-carbons such as propane, propylene, butanes, butylenes, or a mixture of them. In its gaseous form (vaporized), it is colorless and carries an added garlic-like odor for detection. Besides being flammable, it is potentially lethal to inhale. LP-gas is compressed into liquid

form for storage and transportation. It is also known as bottle gas. Propane gas will vaporize during extreme cold (above 40°F. below Zero), while butane will not vaporize below 30°F. Most LP-gas fueling stations sell only propane for recreational vehicle use.

The LP-gas tank mounted on your vehicle contains LP-fuel in liquid form under high pressure. As fuel is used, vapor (LP-gas) passes from the top of the tank through a regulator which reduces the pressure to about 6-1/2 ounces per square inch. Vapor at the low pressure is then transferred through the gas distribution lines for appliance use.

CHECKING FOR LEAKS

Upon delivery and periodically thereafter, check your gas system for possible leaks. Although the entire distribution system and its attached appliances have undergone extensive factory testing for leaks, with normal use being subject to road vibrations, connections and fittings can develop leaks. Usually you can detect these leaks by the strong odor of garlic or onions. If you do encounter this odor, turn off all open flames immediately and commence a systematic search for leaks throughout the gas system. Use a bubble solution or soapy water - NEVER A MATCH - on connections and fittings. Bubbles will appear at the leaky points. When tightening connections, use two wrenches with opposing torque to prevent twisting of copper tubing. If the leak doesn't show up in the manifold or copper tubing distribution system, then check the appliances.

LP-GAS REGULATOR SETTING

Never attempt to reset the gas regulator yourself. Have an authorized service agency make any regulator adjustments. Even a little amount of pressure over the recommended 6-1/2 ounces per square inch can cause damage to appliance regulators.

USING THE AUTOMATIC CHANGEOVER REGULATOR - Dealer Option

A useful accessory is an automatic changeover regulator. This apparatus allows both gas bottles to be turned on simultaneously. The arrow on the regulator handle indicates which bottle is in service. When the indicated bottle in service becomes empty, changeover is automatically accomplished to commence drawing fuel from the other bottle. At this point, the plastic window will display a red signal or flag to indicate the condition, whereupon first notice you should then flip the lever over to indicate service on the other bottle. The first bottle which was depleted can then be turned off, uncoupled and taken to be refilled without disturbing the RV gas supply. After refilling, it can be remounted and again turned to the "On" position. When the other bottle is depleted, the LP-gas supply will again be automatically changed over.

FILLING LP-CONTAINERS

WARNING: YOUR VEHICLE HAS EXTERIOR COMBUSTION AIR INLETS. APPLIANCE PILOT LIGHTS SHOULD BE TURNED OFF DURING GASOLINE OR LP-GAS REFUELING ON THE UNIT. (Required by law in some States.)

LP-gas is available throughout the country. When one bottle is depleted, it is best to have it refilled without delay. Woodall's, Rand-McNally, and other publications have listing of LP-gas stations. Many travel parks have LP-gas available.

Local regulations sometimes require that I.C.C. removable cylinders be removed from the RV for filling. Caution the supplier not to overfill your tank. A 20% or 10% relief valve is incorporated on some tanks for safety. This valve is normally opened during filling and will indicate when the tank is filled to the proper limit by appearance of liquid replacing vapor. At all other times, the overfill valve should be tightly closed by hand only.

The main valve on the LP-gas container should be tightened by hand only using caution not to over-tighten. The valve is designed to satisfactorily close with only a reasonable amount of tightening. Continual over-tightening will eventually damage the valve and will require its replacement. If a valve is replaced, always replace it with the RV type that incorporates a check valve as some local regulations prohibit filling tanks that don't have one.

When LP-gas containers are filled to the proper level there is available space for safe expansion of the vaporized liquid. If your tank becomes overfilled and is not allowed to "bleed off" before installation with the RV system, it may gain pressure due to exposure to hot sun rays and will begin "blowing off" pressure from the relief valve. This can be detected by the strong odor around tanks and can be heard close up. Keep all open flames away from this area. It is best to remove the bottle, take it to a safe area, and bleed off the excess pressure by opening the valve and closing it when discharge has been sufficient.

Handle your LP-tanks with care. Note that when disconnecting, you must turn the wrench in a clockwise direction because the connection utilizes left hand threads. Similarly, when reconnecting, turn wrench counter clockwise. When tightening, only "snug up" - avoid over-tightening.

CAUTION: IF YOU HAVE DOUBLE BOTTLES ON YOUR RV, USE ONLY ONE AT A TIME. OTHERWISE THE GAS SUPPLY WILL BE DRAWN EQUALLY FROM BOTH BOTTLES UNTIL SUPPLY HAS BEEN TOTALLY EXHAUSTED. USING THE ONE BOTTLE UNTIL IT IS EMPTY, THEN USING THE SECOND BOTTLE WILL ALLOW YOU TO FILL THE EMPTY BOTTLE AT YOUR CONVENIENCE WITHOUT BEING TOTALLY OUT OF PROPANE.

LP-GAS CONSUMPTION

Most gas appliances are only intermittently operated. Unless there is heavy use of hot water, water heater consumption is not too great. Operating under wintery conditions, requiring heavy use of the furnace, or doing a lot of oven baking for hours at a time is what really consumes the gas rapidly. During freezing weather and high wind conditions, furnace consumption can be extremely heavy. Those who have need to use an RV during much freezing weather many times install storm windows to reduce the amount of heat required.

LP-gas consumption depends upon individual use of appliances and the length of time operated. Each gallon of LP-gas produces about 91,500 BTU's of heat energy. A typical seven gallon container will provide about 640,500 BTU's of heat energy. Following is a list of typical appliance consumption when turned full on for one hour of operation:

Appliance	Heavy BTU Consumption
Water Heater	8,500
Refrigerator	1,350
Furnace	30,000
Range Oven	10,000
Each Range Burner	5,000

Note: The above is an example of a typical system and may not represent the exact system in your particular unit.

SERVICING THE LP-GAS SYSTEM

GAS CONTAINERS AND SYSTEM

Containers should be handled with care, especially avoiding possible damage to valves while re-filling. Caution persons filling the tanks not to overfill for this can cause liquid LP-gas to flow through the regulator and develop excessive gas pressure in the lines as the liquid vaporizes in the lines instead of in the tank as it should. A prime cause of valve failure is the continual over-tightening of the valve. Never allow a wrench to be used in tightening hand-turn valves, and especially be careful to prevent use of pliers in tightening the relief valve. Periodic painting of tanks will reduce formation of rust spots.

If you travel alternately on wet roads and in freezing weather, be sure your LP-gas regulator is protected from road spray. If water enters the vent in the regulator it may freeze the pressure controlling diaphragm in the open position so that the container pressure is applied to the appliances - a hazardous condition.

When removing or replacing gas cylinders from the system for filling, remember that threading is "left hand" or opposite from normal. A clockwise force will loosen and counter clockwise will tighten. When tightening, only "snug up" the nut - don't over-tighten.

CAUTION: NEVER SMOKE DURING FILLING OF LP-TANKS. KEEP THE RV AWAY FROM IMMEDIATE FILLING AREA WHEN POSSIBLE OR EXTINGUISH ALL GAS PILOT LIGHTS.

Periodically inspect the entire gas distribution system for leaks using soapy water solution on the connections. This may be especially important after traveling over rough roads. When an LP tank gets low, sometimes there is a concentration of garlic-like odor which may be mistaken for a gas leak. After changeover to a full tank, the odor usually will soon disappear. Over-filled tanks will sometimes "blow off" excess pressure when exposed to direct sunlight or hot temperatures. If this becomes objectionable, remove the tank, take to a safe area, and open the supply line valve to allow excess pressure to escape. ▲

GAS OPERATED HEAT PRODUCING APPLIANCES

WATER HEATER OPERATION

If hot water is used with some discretion, there is always an ample supply for an entire family. With controls similar to those on your home water heater, LP-gas is automatically supplied to heat water to a desired temperature and then automatically shut off, leaving the pilot burning. A regulated mixture of gas and air is ignited by the pilot to provide a flame which is directed into the heating tube. The heating assembly is sealed off from the RV interior and vented to the outside atmosphere.

If gas supply to the heater is cut off for any reason or if the pilot is blown out, all gas supply is automatically cut off and controls will have to be reset to obtain pilot re-lighting.

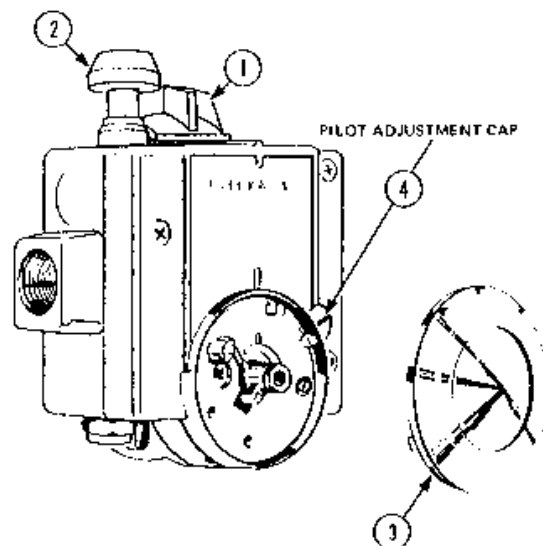
CAUTION: BEFORE LIGHTING THE WATER HEATER, INSURE THAT THE FRESH WATER SYSTEM IS FILLED WITH WATER AND THE AIR IS PURGED FROM THE WATER HEATER BY OPENING ALL FAUCETS UNTIL WATER FLOWS STEADILY FROM EACH.

LIGHTING THE WATER HEATER

1. Turn gas cock (1) to "Off" position.
2. Wait 5 minutes to allow gas which may have accumulated in the burner compartment to escape.
3. Turn gas cock dial (1) to pilot position.
4. Depress and hold reset button (2) while lighting pilot burner. Allow pilot to burn for about 30 seconds before releasing the reset button. If pilot does not remain

lit, repeat operation allowing longer period of time for releasing reset button.

5. Turn gas cock dial (1) to the "On" position.
6. Turn temperature dial (3) to desired position.



To turn the water heater off, simply turn the gas cock dial to the off position. This will cut the gas flow off to the pilot light. The water heater should be drained if you do not plan to use your unit for more than two weeks or as often as you change your drinking water. To accomplish the draining process, open the vent and locate the pit cock valve. Turn this in a counter clockwise position until a steady flow of water appears. Allow the tank to drain completely and then close the valve.

PILOT FLAME

If the pilot flame does not have a small yellow tip, the pilot is not receiving enough gas. A large yellow flame indicates too much gas supply. If necessary to adjust the pilot, follow these steps:

1. Remove pilot adjustment cap in lower right corner of control to reveal adjustment screw.
2. Turn screw clockwise to reduce gas flow (make flame bluer) and counter clockwise to increase flow (make flame yellower). Adjust pilot until a slight yellow tip appears on a 1/2 inch flame.
3. Replace pilot adjustment cap.

BURNER FLAME

If the main burner flame is yellow and causing soot deposits, consult water heater owner's manual for air mixture adjustments or have adjustment made by your RV dealer service center.

Make sure that the water heater service door is firmly secured. The vent in this door is necessary for proper combustion. Do not block the air flow through the vent with any form of windshield.

OVEN AND STOVE

The oven and stove combination in your new Jayco has been installed to help make each of your camping trips complete. Both appliances work on LP-gas and should never be hooked up to a natural gas source. To operate the stove, push in on a particular knob to a designated burner and turn. At the same time, hold a match next to the burner. If there is air in the gas line, it may take a few seconds. Each time you wish to light a burner you will have to light it with a match because there is no pilot. The oven has a pilot and it can be lit easily by following these steps:

1. Turn oven control from "pilot off" position to the normal "oven off" position.
2. Light the pilot on the under side of the broiler pan.
3. After the pilot is burning, turn oven dial to desired temperature setting.

The control should be in the "pilot off" position whenever you move your recreational vehicle. This will help conserve fuel. When it is in this position, you will notice the special locking feature which prevents any accidental turning of the dial to an operative position. Whenever the control dial is in the normal "off" position the pilot **MUST** be lighted.

CAUTION: Whenever operating stove, oven or other open air gas appliance, be sure the appliances get enough fresh air for ventilation.

EYE LEVEL RANGE - Optional, 5th Wheel only

If you have the optional eye level range, the burners on the stove have their own pilot and the main pilot light will have to be lit. After the main pilot has been lit, turn the burner knob to the left and the range burner will light automatically. The oven pilot operates the same way as the standard oven.

CAUTION: BE SURE ALL PILOTS ARE OFF WHEN TRAVELING.

FURNACE

The furnace in your new RV has been selected for use because of its dependability. The furnace utilizes a combustion system which is completely sealed off from the interior of the RV. Combustion air is drawn from the outside and combustion products are expelled outside through the vent. The system is very stable and even under the severest of wind conditions, it is almost impossible for the flame to be blown out.

Initially, the pilot may not light immediately due to air in the gas line. If this is the case, it may be necessary to hold the control in for a minute or more before the pilot lights.

New appliances sometimes emit some smoke when first used due to paint burning off the heating chamber. Do not mistake this smoke for an out-of-adjustment appliance which will emit an acrid odor and cause sooting of flue or vent. During initial running-in of the furnace, it is recommended that you open windows to exhaust smoke from the interior of the coach.

GRAVITY FURNACE

Most coaches in the Jayco family utilize a gravity furnace. This type of furnace has the gas burner located inside the heat chamber. As this chamber gets hot it radiates the heat throughout the coach.

The thermostat will be found in one of two places. Some coaches have the thermostat located on the wall and will be the same basic type as the one found in your home. The other location will be in the furnace itself next to the control dial. To set this thermostat for a warmer temperature, select one of the higher numbers on the dial.

FORCED AIR FURNACE

Fifth wheels and the larger travel trailers use the forced air furnace. These furnaces operate on the same basic principles as the gravity furnace except for the distribution of heat. The forced air furnace has a dual blower that will circulate the interior air while at the same time it will be furnishing air from the outside for combustion.

LIGHTING PROCEDURE

To light your furnace, follow one of the procedures below, or consult your furnace owner's manual.

TRAVEL TRAILERS-FOLD DOWNS-TRUCK CAMPERS

1. Turn dial to PILOT. Press dial in and light pilot through the pilot cover hold. Hold the dial in for 60 seconds and then release it.
 2. Turn dial counter-clockwise to the ON position.
 3. Set the thermostat for the desired room temperature.
 4. Press dial in and turn clockwise to the OFF position. This position should be used when complete shutdown is desired. (Use PILOT position for temporary shutdown)
- NOTE: When the valve is turned OFF, the dial on models equipped with Safety-Lock cannot be turned to PILOT for relighting until after three minutes. Do not attempt to force dial.

FIFTH WHEELS

1. Turn the manual valve to the OFF position and wait 5 minutes. Set the thermostat at its lowest setting. Open manual valve. Correct operating characteristics depend on this valve being positioned fully open. Never attempt to operate the furnace with

the valve partially closed.

2. Remove the lighter hold cover. Note: In some models the furnace front is not exposed, so the lighter hole must be reached by first removing or opening the cabinet and, secondly, lifting the furnace access door. After lifting the access door, then remove the lighter hole cover.

3. Press the reset button and hold it in. Insert a burning match through the opening so that the flame is near the pilot. When the pilot begins to burn, continue to hold the reset button in for about 30 seconds or until the pilot continues to burn when the reset button is released.

4. Replace the lighter hole cover.

5. Replace furnace panels.

6. Set the thermostat at the desired position.

REFRIGERATOR

The refrigerator in your Jayco has been designed by the manufacturer to work either on 115-volt electricity or LP-gas (propane, butane, or propane-butane mix). **NEVER** attempt to connect or operate the refrigerator on natural gas. Because of the complicated nature, we suggest that you follow the operating instructions supplied with the refrigerator.

LEVELING

If the refrigerator is not level, the cooling process will be partially or totally stopped. For best cooling, level the vehicle and this should level the refrigerator. Remember it's the refrigerator that must be leveled, so check the freezer shelf of the refrigerator with a bubble level. When the bubble is not in the center of the ring, the refrigerator is not level. Installation of small levels on the outside of the trailer make the leveling operation easier.

STORAGE

If you do not plan to use your refrigerator for some time, it should be defrosted and dried out. All foods should be removed, and place the dried ice trays and drip pan on the lower shelves. If your trailer won't be used, leave the refrigerator door open to ventilate the interior.

CAUTION: Do not alter the refrigerator ventilation system on the outside in any way that will restrict the flow of air. Such restriction would lower the efficiency of the refrigerator and keep it from cooling properly. Have your authorized dealer check for defects if the flame tends to go out easily. Check the top vent for obstruction by birds's nests if cooling is slow.

IMPORTANT TRAVEL NOTE

Always check the refrigerator before traveling to make sure that the refrigerator door travel lock (lock pin or lock lever) is secured. Failure to do this will probably result in the refrigerator contents falling on the floor. ▲

THE ELECTRICAL DISTRIBUTION SYSTEM

The electrical system is designed to provide power to your built-in appliances and lights from either a 120-volt outside source or a 12-volt battery installed in your RV and to charge this battery while your RV is connected to the 120-volt source. As with all other RV systems, the electrical equipment has been installed in an approved manner required by the American National Standard A119.2. Remember that the power from the battery is limited. Do not try to operate your RV for too long on the battery alone. You will find from experience just about how long the battery will last before it needs recharging.

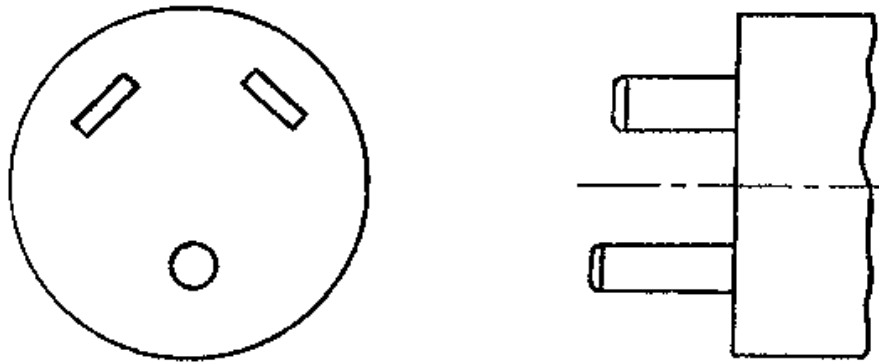
CHANGES, MODIFICATIONS AND ADDITIONS

Your electrical system of 120 volts AC and 12 volts DC has been designed and installed in accordance with the safety requirements of ANSI Standard A119.2, the National Electrical Code and CSA. Any changes, additions and/or modifications that you make after delivery may develop a hazardous condition. Be sure to consult your local authorized dealer for advice concerning changes or additions. Only qualified electrical technicians should attempt to make any changes or additions to your electrical system, and then, using only approved materials and components and employing approved methods of installation.

CONNECTING TO THE 120 VAC SOURCE

The "third pin" on electric plug caps has been with us for some time now, but many still do not understand its purpose or its importance in preventing death dealing electrical shock. Since electrical equipment, including the recreational vehicle, seems to work satisfactorily without it, some consider the third pin a nuisance and some even break it off of 15 amp plugs when they want to plug into obsolete receptacles which will not accommodate it.

Most RV's today are equipped with a 30 ampere power supply cord on the end of which is a 30 ampere plug cap having pins arranged as shown below.



Plug - ANSI C73.13 - 120V, 30 Amps, 2 Pole, 3 Wire Grounding Type

Many ask why the RV's are equipped with those big plugs that won't fit into any of the receptacles in the parks - and the answer is very simple - so that the RV owner won't plug them into those smaller 15 amp receptacles. He often does it anyway in one way or another but he may be asking for trouble in doing so.

The 30 amp plug on an RV indicates that it can be expected to draw up to 30 amperes of current when connected to a 120-volt power supply.

The small receptacle found in so many recreational vehicle parks is the same as commonly used in your home and is rated at only 15 amps. That "rating" means that if more than 15 amperes are drawn from it the contacts will get hot and eventually burn out - and so will the wire feeding it if it is also rated at 15 amps (#14 conductor).

We hope some day all the parks will provide the proper receptacles for RV's but the greater expense of wiring the parks for 30 amp receptacles seems to be holding back such progress. Aside from the nuisance of tripping the 15-amp park circuit breakers or fuses or burning out the receptacle contacts, the real problem arises from all the makeshift arrangements to connect the RV to the park receptacle which can result in death from shock.

What is the third pin for? Why is it so important? Very simply the third pin is a means of connecting the exposed metal parts of an appliance or recreational vehicle to earth ground so there can be no voltage difference between them to cause a shock.

The Standard for Recreational Vehicles, ANSI A119.2, is very explicit in its requirements to assure the connection of "all exposed noncurrent-carrying metal parts that may become energized" to the grounding conductor - which is thence connected to the "third pin". The receptacle for the third pin then must be connected to earth ground in accordance with the Standard for Recreational Vehicle parks, ANSI A119.4.

According to these standards:

1. The metal skin of an RV must be bonded to the metal frame.
2. The frame, water pipes, gas pipes and all other exposed metal parts must be connected to the grounding bus in the distribution panelboard.

3. The grounding bus is then connected through the green wire in the power supply cord to the THIRD PIN.
4. The THIRD PIN in the park receptacle is then connected to earth ground.

With everything connected properly in this grounding circuit the vehicle is shock safe - but it could become very unsafe if the continuity described above is not maintained. Let us examine several possibilities. First of all it should be explained that there is a difference between "RV wiring" and "house wiring" in that the "neutral" current carrying conductor in the house is grounded at the distribution panelboard. But not so in the RV and there is a good reason - and that reason is the high probability that the RV will be plugged into a park receptacle backwards, reversing the polarity of the "hot" and "neutral" current carrying conductors, thus making the RV skin hot and a real shock hazard.

There are several ways this could happen, all of which would have a 50% chance of making a real killer out of your RV. Perhaps the most common way is through the use of a two-conductor extension cord to connect the RV to the park receptacle. A second way would be by using a "cheater plug" from which the third pin had been removed and last, but probably not the only other way, would be from a 15 amp plug put on the RV power supply cord as a replacement for the 30 amp plug which was cut off (because it wouldn't fit any park receptacle).

Even though the neutral conductor is not grounded in a recreational vehicle when it is wired at the factory, it could inadvertently be grounded later on through some faulty appliance or through a puncture in the insulation. Or it may be the hot conductor

that shorts to some metal part of the RV. In either case, without the grounding circuit intact you may never know the difference until you have touched the outside of the vehicle while standing on the damp ground.

With the grounding circuit complete, with the third pin properly connected at the park receptacle, any accidental shorting of a hot circuit conductor in the RV will blow the fuse in the park circuit giving a warning that something is wrong. If the neutral circuit in the RV should short to the metal skin or frame accidentally nothing would happen and it would not be dangerous - unless the polarity was reversed in some manner as described earlier.

In either case, having the grounding circuit complete through the "third pin" to earth ground in the park wiring system would keep the RV safe from shock. When plugging into a receptacle with no provision for the third pin, use an adapter with a pigtail that can be connected to the receptacle box.

So if you find you must use a cheater adapter or an extension cord, or if you must make any changes in the power supply wiring, give special care to see that the third pin has a chance to make your recreational vehicle safe from shock.

CONVERTOR

Most lights and appliances in your Jayco operate from a 12-volt source. If 115-volt AC is available, the convertor will transform this current to 12-volt DC. In the travel trailers and fifth wheels, the convertor works automatically when connected to a 115-volt source. In the fold down units the convertor must be switched manually. The TRANS position is used when the 115-volt current needs to be transformed to 12-volt. The BATTERY position is used when all current is to be received from the battery. The OFF position is used for traveling or storage. NOTE: The convertors in the Jayco units will not change 12-volt to 115-volt.

BATTERY

All Jayco units are pre-wired so that all interior 12-volt appliances can be operated when the tow vehicle and coach are connected via the wiring harness. This is possible only if the dealer connects the black wire of the wire harness to a "hot" supply. Then if you are connected, your 12-volt appliances will receive their power from the tow vehicle. Naturally, good sense should be used in determining how long or how much of a load should be used between times when the tow vehicle will be running so it can recharge its battery. If good judgement is not used, the next morning when you prepare to leave, your tow vehicle battery could very well be dead.

AUXILIARY BATTERY - DEALER OPTION (STANDARD ON FIFTH WHEELS)

If you use your Jayco often without external power, you may want to purchase an auxiliary battery. This extra battery can be connected to nearly all of the Jayco units. The auxiliary battery is installed into a parallel circuit with the battery of the tow vehicle. Both batteries supply power to the trailer so it is important not to discharge the tow vehicle battery below the level of power that it is necessary to turn the engine over. To prevent this you can disconnect the wiring harness between the tow vehicle and the trailer or install a battery isolator. When the tow vehicle is operating with the trailer connected, the vehicle's charging system will charge both the vehicle battery and the auxiliary battery.

BATTERY ISOLATOR - DEALER OPTION

Due to the nature of parallel circuitry, power will be drawn evenly from both batteries until they are dead. The battery isolator prevents this from happening. With the isolator, as power is required, energy is absorbed from both batteries. However, before the vehicle battery discharges to the point that it will not turn your engine over, the isolator will engage and only absorb power from your trailer battery. Therefore, with the isolator, it is possible to run your trailer battery dead, but have plenty of power in the vehicle battery to start your engine. For further information, consult your dealer.

BATTERY CHARGER

In all fifth wheels and most travel trailers, the converter has a built-in battery charger. This battery charger will automatically charge the auxiliary battery whenever the coach is connected to a 110-volt source, without fear of overcharging. This feature will become appreciated with time when you realize that every time the converter is in operation, the battery is getting recharged.

If your unit does not have a built-in charger, you may have the optional trickle charger that can be used to recharge the battery every time you are connected to 115-volt sources.

12-VOLT WIRING CODE

The electrical wire color code that is used between your car and your trailer is often referred to as the Bargman color code. The following is the color code:

- White - Ground
- Blue - Brake
- Green - Tail and Running Lights
- Red - Stop and Left Turn
- Brown - Stop and Right Turn
- Black - Interior 12-Volt Light
- Yellow - Back-Up

As you use the connector between car and trailer, it is possible for corrosion to build up. Check your connections occasionally for corrosion buildup and scrape the corrosion off to insure a solid contact.

CHARGING THE 12-VOLT BATTERY(S)

When connected to an outside 120-volt source, the battery charger section of the power converter will automatically keep the battery charged to the proper level. When charging, the battery will produce hydrogen which is explosive when mixed with air. Do not disconnect the battery cables or produce a spark by any other means close to the battery while it is charging. Be sure to check the liquid level regularly and when adding water use distilled water to promote longer battery life.

WARNING: DON'T REPLACE CIRCUIT BREAKERS OR FUSES WITH THOSE OF HIGHER CURRENT RATING THAN THOSE INSTALLED WHEN UNIT WAS PURCHASED. "OVER-FUSING" MAY CAUSE THE CIRCUIT WIRES TO GET HOT AND START A FIRE.

POWER CONSUMPTION GUIDE

Appliance	Typical Load in Watts
Converter/Charger	700 - 1200
Large Coffee Maker	1100
Two Slice Toaster	1100
Electric Fry-Pan	1500
Portable Broiler Oven	1500
Roof Air Conditioner	1500 - 3000 (Depends on BTU Size)
Refrigerator	300 - 1000
Television - Black & White	100 - 300
Television - Color	300 - 600
Iron	700 - 1500

Note: Most home type electrical heaters or large electrical broilers are not suitable for RV use due to excessive power requirements.

STORAGE DURING FREEZING WEATHER - GENERAL

A battery that is not kept up to full charge must be given protection against freezing. A partially charged battery will freeze at low temperatures, so it must either be left connected to a trickle charger or removed from the recreational vehicle and stored in a warm location. A battery will normally discharge itself in a few weeks, so if it is to maintain a charged condition, it still must be charged from time to time even in warm storage. Add water as required.

Remove all items from the RV which may freeze, including canned foods, miscellaneous liquids, etc. Remove all contents of the refrigerator/freezer, clean the unit and leave doors ajar.

STORAGE DURING NON-FREEZING WEATHER - GENERAL

Battery protection should be the same as for freezing weather, as unused batteries will shortly discharge themselves. For prolonged storage, drain and flush out all systems. Leave ventilators open as much as possible without admitting rain. Remove perishables and empty refrigerator/freezer, leaving it clean, with doors ajar. Put a cap or screen over the roof vent of the refrigerator. Birds find this an attractive place to build nests. Be sure to remove the cap before using the refrigerator again. ▲

GENERAL STORAGE NOTES

Drawing drapes will reduce fading of rugs and upholstery. Leaving an air freshener agent will minimize odors from plastics and other materials. Slight opening of windows and vents will allow air circulation without worry of water entering. For prolonged storage, it is advisable to go over all roof seams and vent flashing seams with a good roof coating material. Spraying silicone on folding antenna mechanisms will minimize ef-

fects of corrosion. Spray "A" frame and hitch with a clear acrylic to minimize corrosion when stored in a salt water area. Covering wheels to eliminate direct rays of the sun on tires will reduce the sidewall cracking. ▲

ROOF SEAMS

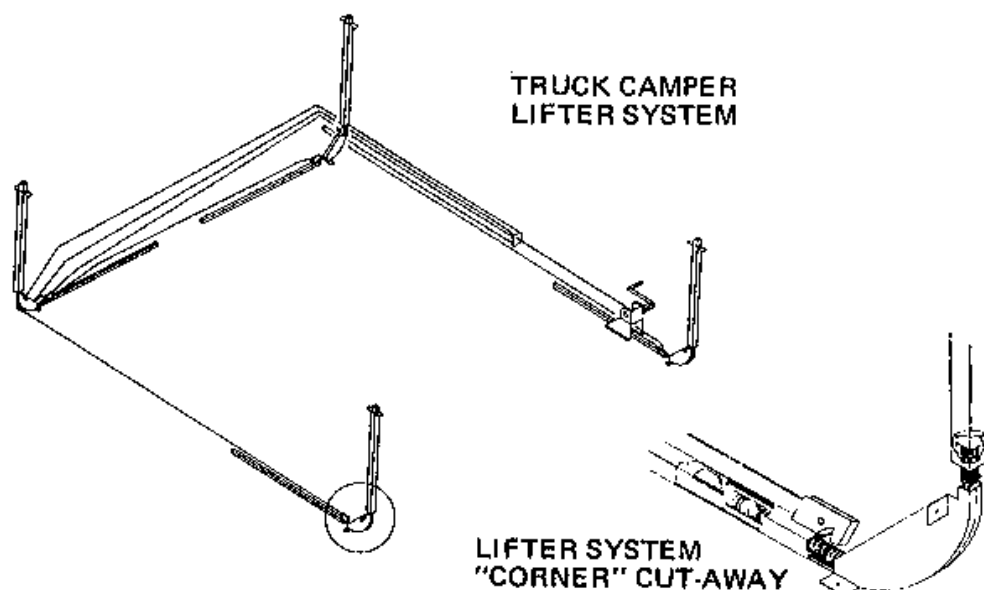
The top seams and side edges of every Jayco roof needs yearly maintenance to extend the life of your unit and keep the resale value up. Each top seam is pressed to insure its tightness. After the roof is installed, it is covered with an exterior coating that seals the seams. (The coating is a tarish like covering usually aluminum in color or white. This is to reflect sunlight.) After many miles, the hot sun expanding and contracting the metal roof and a lot of vibration, these seams can become slightly opened. If water works its way into the seam and nothing is done, the water will get inside UNNOTICED. When it is noticed, it is usually too late and your unit may get water in-between the walls which could create severe problems. To prevent this, resealing should be done yearly with periodic checks to be sure it does not need to be done sooner. A resealing covering can be purchased at most camping stores and/or discount stores that have good hardware departments.

NOTE: Cover top seams that will show with same material used on side edges.

Side edges are usually covered with extrusions with a putty sealant. These should be examined at the same intervals mentioned above. To reseal these edges, especially where it will show, a silicone sealant such as TEN-X will do fine to insure a neat job. ▲

HOW THE JAYCO RAISING SYSTEM WORKS

Jayco's unique raising system, which has been thoroughly tested and proven to be one of the best on the market is relatively simple in operation. The system is operated by a manual winch. As the winch turns, the main cable, which is connected to the four secondary cables from each corner, is shortened. As the main cable shortens, it pulls the secondary cables, forcing the flexible steel core to be pushed upward against the last tier of each telescopic arm. Because tremendous force can be achieved with little effort through a pulley system, the roof can be lifted easily. ▲



CANVAS

The canvas used on all Jayco camping trailers is made of 10-ounce army duct cotton. It has been treated to pass the FMVSS 302, a flame retardant standard.

The canvas should not be washed with a detergent. If it is, the detergent will remove the water-proof finish. If a dirty spot is to be cleaned, use a damp cloth or sponge with mild water.

If the canvas is properly taken care of, it should last indefinitely. The largest cause of ruined canvas is mildew, which is a result of storing your unit for long periods of time with damp canvas. Always make sure the canvas is completely dry before storing. ▲

VINYL - FOLD DOWNS - JAYSPORTSTERS

The white vinyl on your Jayco camper is similar to the material found on convertible car tops and can be washed likewise. The clear vinyl windows should be cleaned with a soft cloth and mild soap or detergent. Never use a brush or rough cloth because the vinyl is a soft material and you want to avoid scratching. ▲

OPENING YOUR JAYCO CAMPER

Your Jayco truck camper and fold down have been designed to close down, creating less wind resistance. Setting your camper up is simple and problem-free, providing you take your time and don't force anything.

Fold Down = FD Truck Camper = TC

TC-FD 1. Unfasten each corner latch.

CAUTION: NEVER try to crank up the roof until all four corner latches are unlocked. If you do you could break a cable or cause internal problems with the raising mechanism.

TC-FD 2. Insert the raising crank into position and crank in a clockwise direction to raise.

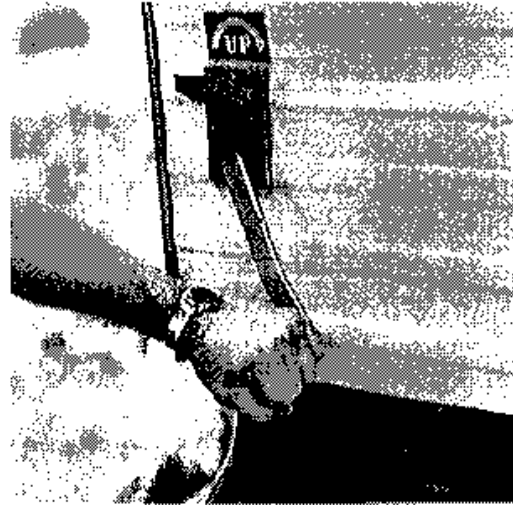
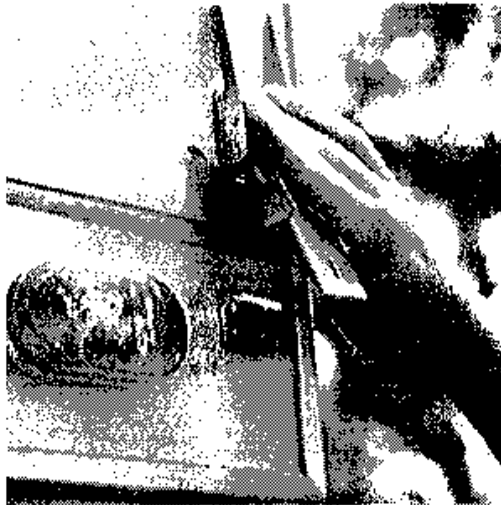
TC-FD 3. Continue cranking until the gauge cable is almost tight. The gauge cable is located in the right rear corner for Sportsters and in the right or left front corner for fold downs.

FD 4. Pull end bunks out until bunk hits the bed stops. Push in about 4 to 6 inches. Set up canvas support and pull canvas around bunk corners. Pull beds all the way out.

FD 5. Insert bunk supports. Be sure beds are all the way out. NEVER use your back to help get supports in place. If bunks are not out all the way, you could bend the bed slides.

TC-FD 6. Swing down the upper screen door and fasten it into place. If there is a gap between screen door and the top of the permanent door, drop the roof slightly to remove the gap.

TC-FD 7. Insert canvas into the door frame extrusion to secure canvas which finishes the raising procedure.





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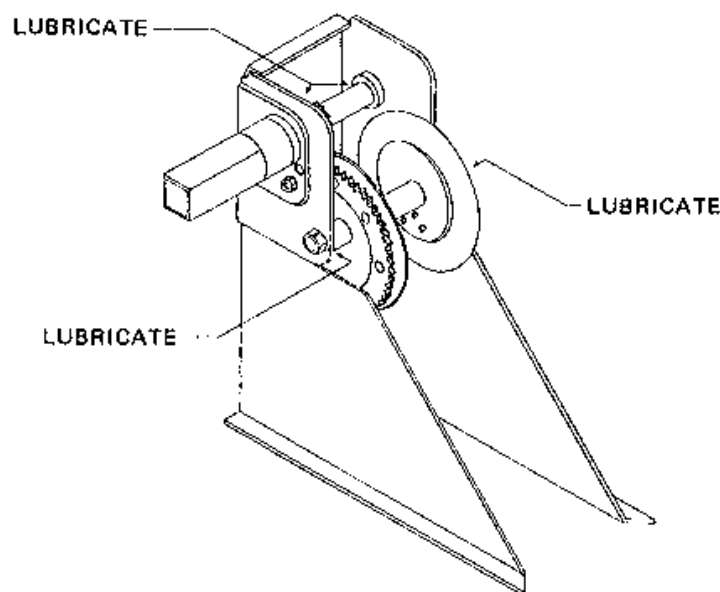
CLOSING YOUR JAYCO CAMPER

To close, simply reverse the above procedure. It is possible, due to an unlevel campsite, that one corner may "hang up" when you crank down your unit. This is not a serious problem and is due to binding of the lifter arms. To solve this problem, shake the camper gently to move the roof back and forth, allowing it to come down. Never force the hung up corner down by grabbing the roof and applying your weight. This could damage the lifter arm. If the roof is persistent in sticking, crank up again and start over. Jacks should always be up when roof is being cranked up or down. ▲

THE WINCH

The winch in your JaySportster and fold down units should be lubricated at least two times per season to keep it operating smoothly. Lubricate the winch according to the diagram. The pulleys used to give direction to the cables need not be greased or oiled. They are self lubricating.

In each corner, there is an opening in the raising system that will allow you to see the flexible push rod. This should be greased every other year to keep it working well. Should you feel the roof is not operating properly you may lubricate the system earlier than suggested.



▲

TELESCOPIC POSTS

The telescopic posts should be lubricated periodically to insure their best operation. To lubricate, spray them with a silicone spray. (Spray bed slides also at the same time.)

If the telescopic posts begin to rust, use a clear oil, 20 or 30 weight. Oil posts while unit is in its "up" position and apply a thin film only. Take care not to apply excess oil or it will soil the canvas or vinyl. ▲

FIBERGLAS BATH MAINTENANCE

To clean your fiberglass bath unit in your new Jayco, use warm water and one of the stronger liquid detergents on the market. Do not use abrasive cleaners because they tend to scratch and dull the surface. Stubborn stains can be removed with solvents such as turpentine, paint thinner, or acetone. These will cause the glossy finish to turn dull. However, the soft glow can be restored by rubbing these areas with an automotive type liquid cleaner followed by an application of liquid wax. ▲

CENTER OF GRAVITY AND WEIGHT - TRUCK CAMPER

To ensure the best handling of your Jayco truck camper and truck combination, a well balanced distribution of weight is suggested. Care should be taken not to overload your unit.

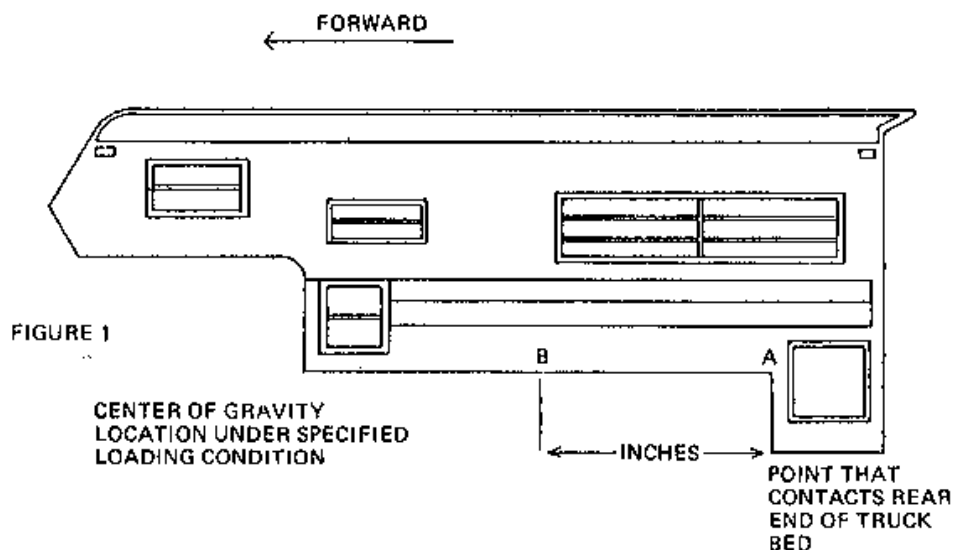
To estimate the truck load, add the weight of all passengers in the camper, the weight of supplies, tools and all other cargos, the weight of extra equipment and the manufacturer's camper weight. After this figure has been reached, select a truck that has a cargo weight rating that is equal to or greater than the total cargo load of the camper. Also, select a truck whose recommended cargo center of gravity will contain the campers center of gravity when it is installed.

Loading procedure should be to load the heaviest items first, near or on the floor where possible. Store only light items in the upper shelves. In loading, your object is to distribute your weight equally from side to side and front to back to maintain the camper's center of gravity within the truck's center of gravity as suggested by the truck manufacturers. Be sure all items are secure to prohibit weight shifts.

When the truck camper is loaded, drive to a scale and weigh on the front and on the rear wheels separately to determine axle loads. The load on an axle should not exceed its gross axle weight rating (GAWR). The total of the axle loads should not exceed the gross vehicle weight rating (GVWR). These weight ratings are given on the vehicle certification label that is located on the left side of the vehicle, normally the dash panel, hinge pillar, door latch post, or door edge next to the driver on trucks manufactured on or after January 1, 1972. If weight ratings are exceeded, move or remove items to bring all weights below the ratings.

To make sure your Truck/Camper combination is within proper center of gravity limits take the following steps:

1. Locate the center of gravity on your camper. Point B.
2. Locate the recommended center of gravity zone from your truck manufacturer's owner's manual. This zone is measured from the aft end of the cargo area. Below it is shown as the area from C to D.
3. In the properly matched unit, Point B (Camper Center of Gravity) falls within Points C and D (Truck Center of Gravity Zone).



MODEL	DISTANCE A TO B
8' JAYSPORTSTER	61.50
8' JAYQUAIL	63.75
8½' JAYDUCK	64.25
10' JAYPHEASANT	56.50

Your Camper's Center of Gravity Point (B) is _____ Forward from Point (A) or the Aft End of your Truck's Cargo Area.

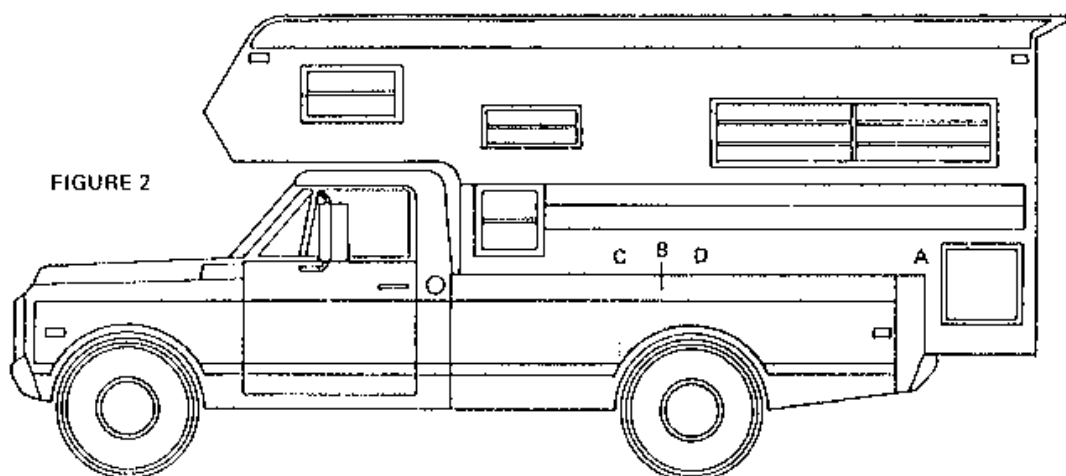


FIGURE 2

A -- AFT END OF TRUCK CARGO AREA
 B -- CAMPER CENTER OF GRAVITY
 C -- FORWARD LIMIT OF TRUCK CENTER OF GRAVITY ZONE
 D -- AFT LIMIT OF TRUCK CENTER OF GRAVITY ZONE

On the right side of your Jayco truck camper and to the rear is a label as shown below.

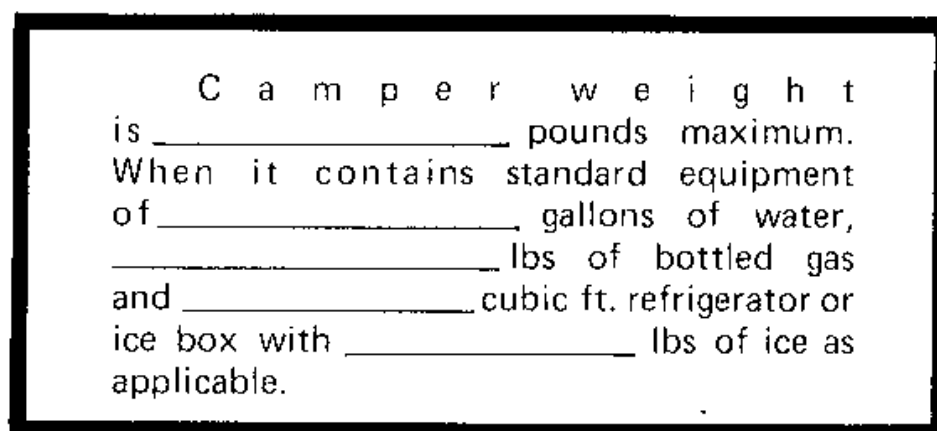


Figure 1 illustrated the location of the longitudinal center of gravity of the camper, within an accuracy of 2" under the loaded conditions specified in the paragraph below.

Figure 2 illustrates the proper match of the truck and Jayco camper.

MODEL	C.G.	STANDARD WEIGHT WITH	WATER	LP GAS	REF/ICE
8' JAYSPORTSTER	61.50	1363	15 gal.	20 lbs.	75 lbs.
8' JAYQUAIL	63.75	1410	10 gal.	20 lbs.	75 lbs.
8½' JAYDUCK	64.25	1520	15 gal.	20 lbs.	75 lbs.
10' JAYPHEASANT	56.50	2094	15 gal.	20 lbs.	3 cu. ft.

▲

CONSUMER INFORMATION

	WEIGHT OF ITEM	EXCHANGE WEIGHT
JAYSPORTSTER		
2 cu. ft. refer over 75# ice box	51#	36#
75# ice box	15#	STD
Heater	35#	35#
Jacks	100#	100#
JAYQUAIL - JAYDUCK		
3 burner range	16#	STD
75# ice box	15#	STD
Jacks	100#	100#
Heater	35#	35#
3 cu. ft. refer over 75# ice box	75#	60#
Oven	62#	46#
Extra gas bottle (full)	45#	45#
Roof deck & ladder	120#	120#
JAYPHEASANT		
3 cu. ft. refer	75#	STD
4 cu. ft. refer over 3 cu. ft.	98#	23#
Air conditioner	135#	135#
Extra gas bottle (full)	45#	45#
Roof deck & ladder	120#	120#
Bunk kit	65#	65#

If any optional equipment is added to the unit, the weight of any such item should be added to the weight of your R.V. as listed on the outside label. The weight to be added should be the exact weight which is the true weight of the added item. If the item replaces another item in the chart, the weights should be subtracted to get the true weight difference.

EXAMPLE: The basic weight of the unit is figured on standard equipment. Therefore, if you have a 3 cu. ft. refrigerator in place of the ice box, true weight would be 60 lbs.



LOADING - TRAVEL TRAILER, FIFTH WHEEL, FOLD DOWN

Loading camping gear in your Jayco recreational vehicle should be handled with some thought. All cargo, supplies and equipment that you load should be distributed evenly with the heaviest items being stored in the lower cupboards and shelves and only light weight items in the upper cupboards. Be sure that all heavy items are tightly secured to prevent weight shifts while traveling.

By distributing the weight evenly, your unit will handle better and tow better as a result.

Located on the left exterior wall of your trailer, near the front, is the Federal Certification Label which gives the maximum weight-carrying capacities of your trailer and each axle, designated by the letters "GVWR" and "GAWR", respectively.

The Gross Vehicle Weight Rating (GVWR) is the maximum your trailer should weigh with water and LP-gas tanks full, and with food, clothing and all other supplies aboard.

Each axle also has a maximum load-rating capacity referred to as the Gross Axle Weight Rating (GAWR).

EXAMPLE:

If your trailer is rated as follows:

GVWR = 5500

GAWR (Front) = 3000

GAWR (Rear) = 3000

Figure your RV here:

GVWR = _____

GAWR (Front) = _____

GAWR (Rear) = _____

The actual weight of your trailer with water and LP-gas tanks full is 4250 lbs. with standard equipment. Add 135 lbs. if your trailer is equipped with an air conditioner.

The load capacity is the difference between the GVWR and the actual weight. With standard equipment the load capacity is 5500 lbs. - 4250 lbs., which is 1250 lbs. This means the total weight of all food, clothing and other supplies must not exceed the 1250 lb load capacity.

MODEL	ACTUAL WEIGHT*
JAYCARDINAL	2165 w/Hyd
JAYKING	1805 w/Hyd
JAYSWIFT	1725 w/Hyd
JAYTHRUSH	1500
JAYEAGLE	1500
JAYDOVE	1541
JAYFINCH DLX.	1200
JAYFLIPPER	1025
JAYFLIGHT 6	995
JAYFLIGHT 8	1345
JAYRUNNER	1515 w/EI
JAYWREN RG	2165 w/EI
JAYWREN SG	2155 w/EI
JAYWREN SC	2290 w/EI
JAYWARBLER	3250 w/EI
JAYRAVEN	3720 w/EI
JAYQUEEN CB	4050 w/EI
JAYQUEEN RB	3980 w/EI
JAYSWAN	5060 w/EI
35	
JAYCRANE 1850	3240 w/EI
JAYCRANE 2500	3700 w/EI

JAYCRANE 2750	5060 w/EI
JAYCRANE 2950	5600 w/EI
JAYCRANE 3200	6420 w/EI

STD Equipment without brakes unless noted.

All units are in pounds.

***NOTE:** All weights may vary $\pm 5\%$. Actual weight is figured with water tank and gas bottles full.

OPTIONS

FOLD DOWNS

Brakes	(HYD) 50
	(EL) 25
Heater	35
2 cu. ft. Refer over	
75# Ice Box	36
Spare	30

TRAVEL TRAILERS

Air Cond.	135
Heater	35
3 cu. ft. Refer over	
75# Ice Box	60
Pwr. Hd. Vt.	8
Bunk Kit	10
Spare	35

FIFTH WHEELS

Air Cond.	135
Eye Level Over	20
Rf. Dck & Ldr.	150
Spare	50
Generator	285
8 cu. ft. Refer over	
6 cu. ft.	70

All units are in pounds.

NOTE: All weights may vary $\pm 5\%$. Above weights are exchange weights.

With the trailer fully loaded, drive to a scale, unhitch the trailer from the tow vehicle, and weigh separately the load on the hitch coupler and the load on the axles. The load on each axle should not exceed its GVWR. The total weight of the loaded trailer minus the hitch load should not exceed the GVWR. For best towing stability the load at the hitch coupler should be between 10% and 15% of the fully loaded trailer weight. If a weight-distributing hitch is employed, the load on the axles should also be weighed with the trailer hitched to the tow vehicle to make certain the load on each axle does not exceed its GAWR. If weight ratings are exceeded, move or remove items to bring all weights below the ratings.

NOTE: On units using a stabilizer hitch, find the hitch weight of your loaded trailer. Take 40% of this weight and add it to the weight on the axles under loaded conditions. Together, these weights should not exceed the GVWR. ▲

EQUALIZER HITCHES - DEALER OPTIONS

In addition to pulling the weight of a trailer, a tow vehicle must also support about 10% to 15% of the actual weight of the trailer at the hitch point. With a 6,000 lb. trailer, this additional weight might be 700 or 800 lbs. This much weight added to your rear bumper area causes the car to become out of balance, and traction on the front wheels is lost. This will result in poor steering control, poor braking control, and can be potentially dangerous. Use of heavier spring helpers or stiffer tires will not correct the basic out-of-balance condition. The problems from this condition are com-

pounded when traveling over bumps and dips in the road. The balance problem is solved, however, by addition of a suitably matched "equalizer hitch," sometimes called a "weight distributing hitch." Without getting into a lengthy technical discussion, we can say that the effect of an equalizer hitch is to distribute the hitch load equally between the front and rear tow vehicle axles and the trailer axle(s). If the weight at the hitch was 600 lbs. then the effect of the equalizing hitch would be to distribute this weight in approximately equal portions to the three axles.

Instead of having the entire 600 lbs. sitting on the car's rear bumper, it is evenly distributed, and your tow vehicle can remain relatively level. This will not only give you better steering and brake control, but will keep your headlight beams down on the road where they belong.

Most hitch manufacturers offer equalizing hitches in three or four sizes, designed to handle trailers of various hitch-weight classes. Unless you pull only a little folding camp trailer or a small light hard-top travel trailer, don't kid yourself into the idea that you can get by without an equalizer hitch. You owe it to the safety of your family and the safety of those in other vehicles to maintain the best vehicle control, and a properly installed and adjusted equalizer hitch will help you do just that. Get the hitch size that is right for your requirements. Your dealer will help you select it on the basis of your trailer weight. ▲

SWAY BARS - SWAY CONTROLS - DEALER OPTIONS

Except for the very light folding tent campers and travel trailers, most trailers should employ some type of sway control device. There are several types of these devices available operating on different principles such as friction, cam action and computer operated braking of the trailer wheels. Each has some advantages over the others as their manufacturer's literature will tell you. They will all decrease the sway effects induced by passing trucks and strong side winds. They can make your towing safer when driving under adverse conditions. ▲

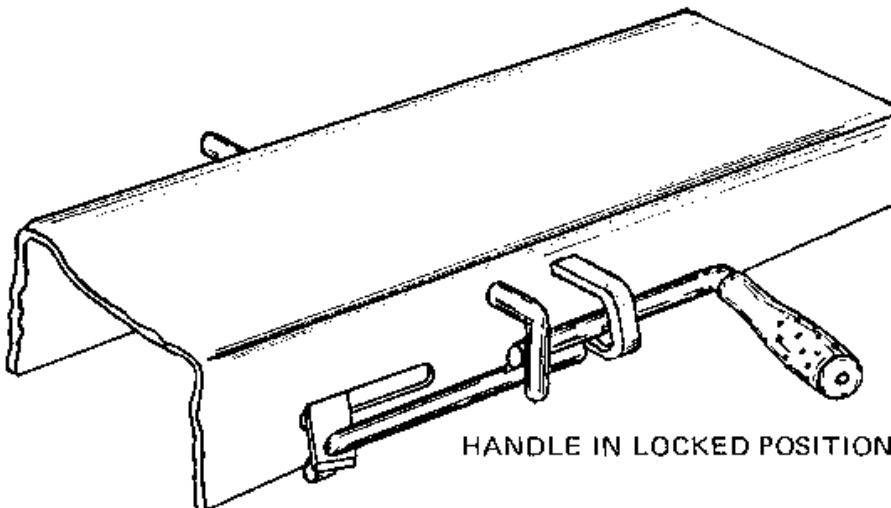
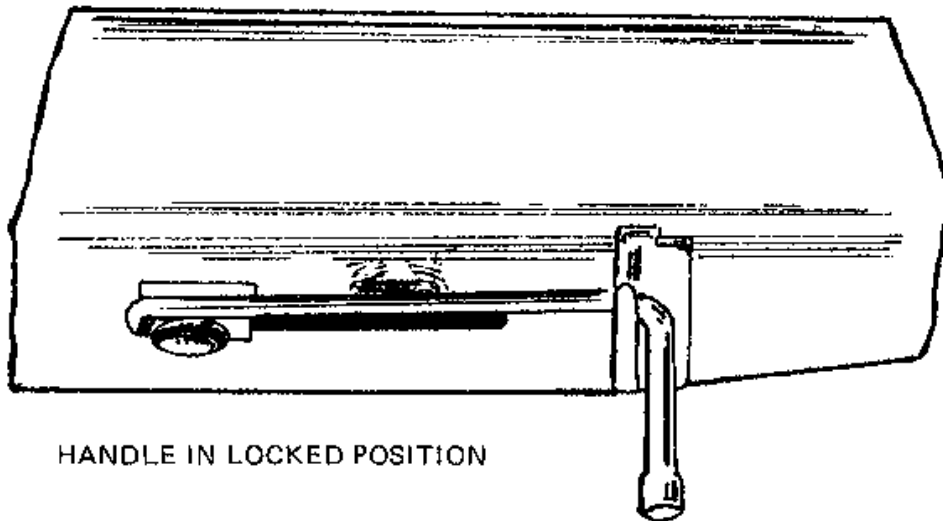
THE SAFETY CHAIN

There are different safety chain requirements by the various states. As delivered by our dealer, your vehicle is equipped to meet the state requirements where purchased. Heavier and/or additional chains with case hardened quick connect links may be desired. Always have the safety chain(s) attached when towing. Install them in a manner so they do not restrict sharp turns of the tow vehicle-trailer combination, but tight enough so they do not drag on the road. ▲

FIFTH WHEEL HITCH

Each Jayco fifth wheel recreational vehicle is equipped with a fifth wheel hitch which offers stability, dependability, and most of all simplicity. For coupling procedure, follow these steps:

1. Adjust the trailer jacks until the trailer is at the correct height for coupling to your fifth wheel. This is extremely important.
2. Place the wheel blocks behind each trailer wheel.
3. Lower the tailgate on your truck.
4. Line up your truck so the fifth wheel will accept the trailer king pin.
5. Back the vehicle slowly under the trailer until king pin engages in the fifth wheel. It will automatically lock if it's a Holland Hitch. Otherwise it has to be hitched manually for Classic Hitches.
6. Makes certain the locks are closed and the release handle is in position.
7. Connect wiring harness between the truck and your trailer.
8. Connect the break-away switch line.
9. Close your tailgate. Then check the locks on the fifth wheel, as well as the brakes and lights.
10. Completely raise the trailer jacks.
11. Pick up and store the wheel blocks.



Follow these steps for uncoupling procedure:

1. Lower the trailer jacks. If your trailer is on soft ground, then place supports (i.e. small piece of wood, flat rock, etc.) under the jack feet to prevent the trailer from settling. Be sure the supports you use are flat and will not cause the unit to become unstable.
2. Place wheel blocks in front of the trailer wheels.
3. Lower the tailgate on the truck.
4. Disconnect the break-away switch line. Pull the release handle to the open position and lift.
5. Drive your truck slowly away from the trailer.

MAINTENANCE OF YOUR HITCH

To ensure your hitch is working properly, you should periodically inspect all the joints and links for tightness. This hitch was designed in such a way that the nuts and bolts can be tight and it will still function properly. Each moving part should be lubricated and the top surface of the hitch should be greased to eliminate wear and provide easier turning. Also check the bracket bolts and nuts to be sure they are tightly secured. These items should be checked every 1000 miles to ensure maximum safety and operating efficiency.

INSTALLATION

The installation of your fifth wheel hitch should be done either by your Jayco dealer or by someone suggested by him. If you desire to check and see if your hitch has been properly installed, the center of the bracket (pivot point for hitch cross bar) should be approximately two inches in front of the axle center line. It also should be located far enough from the back of the cab to enable you to make a turn in any direction (including 90 degree turns) without hitting the trailer with the cab. If these things are done, you should have a properly installed hitch.

PIN BOX

The pin box on the Jayco fifth wheel is constructed in such a way that you can choose several different position heights to fit your needs. It is suggested that you choose the position that will allow your trailer to be in the most level position for towing. ▲

TOWING

ON HIGHWAY USE

Assuming your tow vehicle is reasonably adequate for the trailer to be used and that your hitch is suitable, towing is not much more difficult than driving the family car by itself unless adverse weather or traffic conditions are encountered.

Before traveling down the highway, double check your hitch to see that all is in order, safety pins engaged, break-away cable connected, safety chains attached, and lights and brakes operating normally. Adjust mirrors for best coverage. Your mirrors should extend out far enough to see around and slightly behind the trailer.

If you are going to be driving through any large cities via multiple lane highways, check out the route in advance and, using metropolitan blow-ups, determine the lanes you should be in at critical points. Remember that now you have another vehicle in tow and you cannot "jump" lanes at the last moment.

Never change lanes without first turning on indicators, looking to insure that you are going to be clear, and then cautiously proceed. If you miss a freeway exit because you are in the wrong lane, just miss it and get off at the next convenient one. If you continually "challenge" traffic and take chances in order to get the rightaway, sooner or later you may encounter someone just as stubborn as you and it may needlessly involve you and your family in a serious accident. Plan ahead, take it easy and be courteous.

When driving over two-lane roads, take special care in passing. Remember that your car-trailer combination cannot accelerate as fast as the car alone. Be sure you have plenty of clear space for passing and don't return to the right-hand lane until you are sure your trailer clears the passed vehicle. Truck drivers often flash their headlights to indicate clearance for safe return to the right-hand lane. Many trailerists return the favor.

Drive sensibly when it comes to speed. You will need more space to safely stop a trailer combination than your car by itself. Allow for this. Trailer brakes should be adjusted to set-in well ahead of tow vehicle brakes. Be especially cautious about applying brakes heavily when in anything but a straight line position. Slow down on wet surfaces.

When turning with trailer attached, the trailer will "cut inside" of the tow vehicle track. Remember to allow for this when making sharp turns around obstacles such as curbs, trees and gas pumps.

Make full use of a convex mirror at least on the right side. This will give you vision where the flat mirror may not. On viewing moving traffic in the convex mirror, be especially cautious until you become accustomed to the perspective it displays. Vehicles appear to be a greater distance behind you than they are when viewed through the convex mirror.

If your model trailer is a "wide track", take extra care when towing on narrow roads. Your car wheels could be well on the concrete while the trailer wheels are off and on the shoulder. In some areas, shoulders are extremely soft after heavy rains and you must make every effort to keep the trailer on hardtop. If the hardtop has a sharp edge

When navigating through camp areas, be aware of overhead obstacles which could cause extensive damage to roof mounted TV antennas in folded position, vents, air conditioners, etc. Trees that lean in towards the roadway at an angle can be deceiving and it is easy to misjudge clearance and badly scrape a top edge. If you have an expensive awning on that top edge, damage can be extensive. A good way to pass by obstacles is to position an observer where they can guide you by safely. If you have a side mounted TV antenna, watch out for clearances on that side.

If you intend to do much off highway travel, carry along an axe, small bucksaw, a shovel and a couple of three or four foot boards that can be used to aid you in getting unstuck. Also carry along a tow chain or cable.

You are going to be amazed at the size of RV's you'll find in the remote area campgrounds. The people operating them have probably had a lot of experience and really understand the full capabilities of their rigs. Take it easy until you get some experience. Luck can only carry you so far!

Loosen tension of sway bars when maneuvering in and out of camp areas to reduce stiffness in turning. In slick conditions of snow and ice, let up on sway bar adjustments. In extreme cases, two overtightened sway bars could possibly "steer" your tow vehicle into going straight instead of turning in the direction you turn it. ▲

STABILIZING JACKS

Proper set-up either at the vacation site or for winter storage can be done very easily. It is recommended that a portable stabilizer jack be used to stabilize the unit.

To begin, after disconnecting the trailer from the tow vehicle, crank the jack feet down so the unit sits unlevel to the front. Place two stabilizer jacks to the rear under the frame and crank the front back up to level. This will force the stabilizer to be tight under the rear and remove extra weight from the springs and tires prolonging the life of the undercarriage.

Fold down units have their stabilizer jacks built into the frame. To operate these units which are spring loaded, hold the jack and push to the center of your unit. This will allow the jack to move out of its traveling position and allow it to drop into place. Now extend the jack "foot" by pushing it to the ground. More tension can be placed on the jack feet by using the long jack handle supplied in each unit. Be sure that not too much force is applied to the jack handle; it will cause the holes in the jack legs to expand by breaking out the dividers. One or two notches should be sufficient.

To release these jacks, place the flat end into the "holding hatch" and lift. This will allow the jack feet and leg to withdraw. Then hold the jack, pull down to disengage the jack from its "jack position" and lift back up to the travel position. An extra tug on the jack will ensure that the jack is up and locked into place. If it is not, it could drag during travel and possibly damage it beyond repair. ▲

with a drop of several inches to the soft shoulder, don't try bringing the trailer back onto hardtop until you have reduced your speed. If a trailer is sharply returned at high speed, sometimes it will "catch" the concrete edge suddenly and swerve dangerously towards the other side of the highway before finally straightening out!

Avoid driving on ice-covered highways. Driving on packed dry snow is not advisable, but you can be reasonably safe under these conditions if you are used to them and use caution. Sometimes a highway is ice free but overpasses and bridges are frozen over. When crossing iced bridges, maintain constant speed in a straight line to avoid skidding.

TOWING - OFF HIGHWAY USE

When traveling off the hard surface road, remember that gravel, sand or dirt offer less traction to your wheels in both accelerating and stopping situations and especially in hill climbing. If you must take your trailer to the bottom of a steep hill, be sure the return route up to the top of the hill is straight enough that you can make a run for it. Loosening your equalizer bar chains or adding rocks or other weight to your car trunk might get you out of a tight spot if you stall, slipping your drive wheels on a very steep hill - if not, you may have to call for help from another tow vehicle. Roads causing this kind of problem are rare, but some of the most beautiful campgrounds might have just such an entrance.

A good rule to follow on deciding whether to go "down into" a camp area from a major road, is to stop on the main road and walk down first. Observe the size trailers already parked and what type tow vehicles brought them in. If yours is comparable, it's reasonable to assume you can get in and out also. Take a good look at where you can park and plan your approach to maneuver for parking. Take into consideration any sharp turns, low branches, large boulders on road's edge or any other obstacles on which to avoid contact. If you have a heavy trailer and all you see in camp is light-weights, you had better check and make a careful estimate on whether you can navigate the route through camp and also whether you can get out over any steep loose graveled grade. Remember that now you are dealing with the requirement for traction and unless you can get it, all the horsepower in that oversized engine won't help one bit. If you are careful not to compromise yourself into getting committed into a situation you cannot get yourself out of without help, then almost all regularly designated camp areas are open to you.

Some RV's have better clearances than others. If your model vehicle has an extra low holding tank and/or plumbing traps, etc., take that into consideration when traveling unsurfaced roads. Roads with a high center crown containing boulders can damage under chassis plumbing.

Extra long (27, 29 and 30 foot) RV's present somewhat of a problem when trying to navigate sharp dips. The tail end sometimes can drag coming out of a dip. Again, you have to use care in where you go - don't depend on skid bars to protect you on high center situations.

TIRES

The tires of all Jayco units are supplied by companies with the recreational vehicle in mind and are tested at turnpike speeds. They are made with nylon cord with five rib treads designed to offer strength and extra mileage in all kinds of weather.

The air pressure should be kept at its recommended pressure. Always check the tires when they are cool such as before traveling at the beginning of the day. DO NOT release air pressure as tires become hot. If you do, the tires will then be under inflated when they cool down. It is recommended that the tire pressure be checked often (beginning of each journey) to obtain the maximum life of the tires.

CAMPER TRAILER TIRES LOAD AND INFLATION DATA

Tire Size	Ply Rating	Load Range	Max. Load*	Inflation PSI*
570-8	6	C	910	75
16 x 6.50-8	6	C	790	70
18 x 8.50-8	4	B	760	35
530-12	6	C	1045	80
20.5 x 8.00 x 10	6		1105	50
7.00 x 15	6	C	1720	45
6.50 x 13ST	6	C	1340	60
7.75 x 14ST	4	B	1250	35
7.75 x 14ST	6	C	1630	55
7.00 x 15LT	8	D	2040	60
7.50 x 15LT	8	D	2060	60

*(Highway Speed)

WHEEL LUGS

When the wheels are installed on your Jayco, they are installed with a power wrench that supplies 85-95 foot lbs. of torque. Because of the possibilities that these wheel lugs could work loose, it is recommended that you check your wheel lugs at 50 and 200 miles. After your first trip, check the wheel lugs periodically for safety. The wheel lugs should then be checked after winter storage, before starting a trip or following extensive braking. ▲

WHEEL BEARINGS

The wheel bearings that come with your RV have been pre-greased and are ready to go. It is recommended that these bearings be regreased every 5-6,000 miles, and at the end of each camping season, to prepare them for the winter months ahead. If any water from the road or through condensation would lay in the hubs all winter, the bearings could be damaged.

When you regrease the wheels, make sure that only a high grade non-fibrous grease is used. The wheel bearings are tapered bearings and fibrous grease will cause the bearings to become marked or chipped. Be sure that you replace the bearings and race at the same time, should you find it necessary due to damage. Never let the bearings run dry. If you are concerned about the bearings during a trip each time you stop for gasoline, place your hand on the hubs. If they are extremely hot, have them examined at a service center for your safety and protection. ▲

BRAKES - (ELECTRICAL)

The brakes on your new units are electric and are integrated into your brake system of your truck or car in such a way that equal braking power is distributed to both trailer and towing vehicle. Explained below are several components that make up the brake system.

First of all, the battery of your truck or car is used as the primary source of power. No special source of power is required. From the battery, the power is taken to the controller which will be assembled under the dash board of your truck or car. This controller is a variable resistor and switch. In open positions, it breaks the electrical circuit, so no current reaches the brakes. When depressed by hand or by hydraulic pressure (foot pedal) the variable resistor controls the amount of current which in turn varies the braking of your trailer.

Although it is possible to operate the controller by hand, it is designed to operate automatically when the car's brakes are applied. A tube for hydraulic fluid from the controller to the master cylinder allows the accelerator bar and coil to make contact when the foot pedal is depressed which in turn sends the current to the brakes. To obtain equality between your car or truck and your Jayco trailer, a front mounted knob on the controller can be turned for more or less braking effort. This controller is also responsible for the stop lights on your trailer working properly.

The last item in the braking system is the brakes themselves. The brakes are wired in parallel, never in series. If the current first went through one brake and then the other as it would for series, each brake would get a different quality of power and braking would be uneven. Therefore, the brakes are wired to give you the assurance of safety and perfection.

BRAKES - HYDRAULIC

Fold down units and small travel trailer (option) may have hydraulic surge brakes. These brakes operate automatically as the tow vehicle's brakes are applied. As the car or tow vehicle begins to slow down, the trailer will push towards the car. The coupling mechanism at the hitch contains a brake "pressure plate". As the unit continues to press forward, the pressure plate becomes depressed, which activates the brakes.

BACKING UP (SEE CAUTION)

The surge brakes are self-energizing in forward direction only, producing the amount of braking needed for safe stopping, yet permitting easy back-up without the requirement for solenoid or manually operated block-out pin. This backing characteristic holds true whether backing up on level ground, up a hill or over an obstacle. If a large obstacle is to be backed over, it may be necessary to block the movement of the actuator. **CAUTION SHOULD BE TAKEN TO REMOVE BLOCKS BEFORE RESUMING NORMAL TOWING. ▲**

BREAK-AWAY - ELECTRICAL

(Required by law in several states)

The break-away switch is used on nearly every type of towed vehicle today. It is a safety precaution due to the fact that despite all efforts to prevent a vehicle breaking free - it is still possible. The chances are reduced by advanced testing and technology, but the chance does exist. This is the reason for the break-away switch.

A small 12-volt battery (option) that is located on the trailer is wired into the break-away system to supply power if ever needed. The switch is kept closed by a pin which is connected to the towing vehicle by a cable. If the trailer and the towing vehicle become separated, the pin will be pulled out of the switch, causing the break-away system to be activated, forcing the brakes on the trailer to work. This system will prevent the towed vehicle from running away and possibly causing additional damage.

Be sure to periodically check and/or recharge the battery in this system. It is an independent system and hopefully will not be in use. The battery could be dead when it is needed.

BREAK-AWAY - HYDRAULIC

The break-away chain is connected to the towing vehicle. If for any reason the trailer becomes detached in transit, this chain actuates the braking mechanism, thereby applying braking pressure on the trailer wheels. The break-away mechanism should not be used as a parking brake.

Connect the safety break-away chain solidly to the bumper of the towing vehicle. The chain must hang clear of the trailer tongue and be long enough to permit short radius turns without pulling the break-away lever or the actuator forward. **CAUTION: CHAIN MUST TRAVEL THROUGH EYELET ON FRONT OF ACTUATOR. ▲**

BRAKE ADJUSTMENT

To adjust the brakes: Please consult the individual brake owner's manual. Remember: If brakes are out of adjustment and warranty work is required, you will be held responsible. Make sure your brakes have been checked by the dealer. ▲

EXTERIOR ALUMINUM

The aluminum on the outside of your Jayco can be cleaned and washed the same as an automobile finish. It is suggested that a spray wax, or wash and wax combination, be used for waxing due to the texture of the aluminum. The textured aluminum siding will reduce excess scratching, which is very common to smooth surfaces. ▲

INSIDE YOUR UNIT

TABLES

The tables in Jayco RV's are sturdy, stable and easy to operate. The table in your unit is either a leaf table, pedestal type table or rail table.

Leaf Tables:

Operating this type of table is simple. Lift up the table front until the table is higher in front than the hinged height at the rear. Locate the leg(s) of the table and push this leg straight back toward the wall to disengage the leg from its holder. Now swing the leg down into the verticle position. After the table has been set up, unfasten the catch under the table, grab the table on both sides and pull. This will open the table to allow you to insert one or two leaves for more table area.

To close, just reverse the above procedure and fold the table down so it can lay flat against the wall. Then pull out the gauchó or studio couch to make a double bed.

Pedestal Tables:

The pedestal type table has a two inch chromed post that fits into a socket on the floor and the table. There are no catches, screws, or fasteners of any nature holding the table in place. To make a bed, hold the table on both sides and pull straight up. (A small twisting or screwing action can be used although twisting or screwing alone will not remove the table.) After the top has been removed, remove the pedestal post and store it in a cabinet or closet. Then lay the table top on the small rails in front of each seat to support the table. Now rearrange the cushions to make the bed.

To make the bed into a table, simply reverse the above procedure.

Rail Tables:

To set up the rail table, raise the front of the table and engage the rail on the table to the corresponding rail mounted on the wall. Grasp the table leg, pushing towards the

wall and swinging it down into position, making sure it locks into place. Lower the table and check to see that it is securely fastened.

Reverse the above procedure to take the table down.

FABRIC CARE

The fabrics used throughout your new Jayco add the final touches of decor. The following descriptions of care should be followed to maintain the rich beauty they offer.

Curtains:

The curtains should be dry cleaned only. If they are washed, the curtains will lose their sizing and crispness that gives them their new appearance.

Cushions:

DO NOT REMOVE COVERS FROM CUSHIONS. If the covers are removed, it will be extremely difficult to get the foam rubber to go back into the cover because of "settling" and shrinking. The cushions are to be cleaned with a fabric cleaner and sponge or cloth. **DO NOT DRY CLEAN.** If the cushions are dry cleaned, the vinyl on the reverse side of the cushions will shrink, become hard and crack. Also it will remove the Scotch Guarding that is used in treating the fabric so staining is kept at a minimum. After cleaning it is recommended that respraying a new coat of Scotch Guard to further protect your cushions and keep them looking new.

Carpet:

To completely clean your carpet, a commercial carpet shampoo can be used. Try to keep from soaking the carpet because of the possibility of shrinkage. Commercial spot remover can be used on stains - be sure to check a small hidden area for color fastness before using.

Window Shades:

Due to the composition of material used in the window shades, it is recommended that only lukewarm water on a soft sponge or cloth be used to wipe away dirt.

DOOR & WINDOWS

The windows and doors on your new unit should be periodically lubricated to ensure easy and free working. A graphite or silicone spray can be used to lubricate in this same way to keep the tumblers of the lock free and loose.

ROOF VENTS

The overhead vents, located on the ceiling of your new Jayco, are provided to add additional fresh air. If the unit becomes extremely warm, these vents let this warm air escape and help provide for continuous air flow while they are open. The rear vent in

most fifth wheels has been wired and equipped with a small 115-volt motor and fan to help draw the air out. This is operated by a small switch on the vent itself.

ESCAPE HATCHES

The front roof vent in the fifth wheel is also an escape exit. In the event of an emergency, simply grab the two handles and pull toward the front of the unit. This will unlatch the escape hatch and it will open for a quick exit.

TELEVISION ANTENNA

If your new fifth wheel has the optional television antenna, you will locate the raising crank on the inside of your unit. Turning this crank will raise or lower the antenna while pushing up on the crank will allow you to turn the antenna to the desired direction. **NOTE:** The wires for your television are inside the cabinet adjacent to crank handle.

FLOOR

To care for the decorative cushioned linoleum floor covering, wash and wax as you would your kitchen floor at home.

WALL PANELING

The wall paneling in your new Jayco is a vinyl veneer. It will resist scratches and will look newer longer. If deep scratches occur, they can be covered by using a thin film of shoe polish or stain, followed by a coating of furniture wax or any of the numerous panel waxes on the market.

To clean, use a mild solution of soap and lukewarm water with a soft sponge or cloth. Refrain from the use of abrasive cleaners; it could cause the vinyl to scratch and turn dull. Grease spots and stubborn dirt can be cleaned off with an all purpose spray cleaner such as "409" or "Fantastic."

CEILING

The ceiling material in your RV is a pebble board design which has been covered with vinyl. It can be cleaned with mild soap and lukewarm water or a leading spray cleaner. Do not use an abrasive cleaner because it could cause the vinyl to scratch and dull.

▲

AIR CONDITIONING

If your Jayco RV is equipped with an air conditioner you can enjoy comfortable living even in the hottest days and nights when ever you are connected to a 115-volt power source. To cool your Jayco unit, follow these simple steps.

1. Set the thermostat dial to the desired temperature on the air conditioner control panel.
2. Place the blower switch in the desired position - high-cool or low-cool - the other two positions (high fan or low fan) operate the fan only.
3. Adjust the air flow for the desired air distribution. This push-in and turn diverts air all to the front, all to the rear or divided equally between the front and rear.
4. Adjust the louvers on the air box for best air distribution.
5. After the temperature of your new unit is reduced to the desired temperature, you may wish to adjust the operation to low-cool or low fan or just alter the thermostat control until the temperature is as you desire.

To completely turn the unit off, place blower switch on the "off" position. **NOTE:** When unit is turned on, the fan will start immediately. In approximately two minutes the compressor will start. After the unit is turned off, it will not restart for approximately two minutes.

Your air conditioner is equipped with a permanent type filter which can be removed and washed in a solution of water and mild detergent. After you wash the filter, rinse it thoroughly and allow it to dry before replacing it in the air conditioner. Try to remove any lint that may have been left, so that the filter will seat itself properly. Should any problems arise, contact your dealer for assistance. ▲

ROOF RACK AND DECK LADDER

If you have the roof rack and deck ladder with the reinforced roof, you will gain extensive storage area as well as a sun deck for sun bathing or other use. However, keep in mind it is not an armored car or army tank. Maximum weight is 500 lbs. when the vehicle is set up; while traveling, weight is 250 lbs. The reason for this is if too much weight is placed on the roof, the center of gravity will shift upward causing the unit to become too top heavy and therefore be unstable.

Also, refrain from too many people on the roof at one time and never jump up and down. By following these few suggestions, your unit will stay nice and you will extend the life of your new Jayco fifth wheel. ▲

MISCELLANEOUS

HOT WEATHER OPERATION

When possible, always select a parking site where your RV will be shaded during the hottest part of the day. Awnings over each window, or especially those covering the full length of the RV, are especially helpful in keeping the inside temperature down.

Roof mounted air conditioners are very desirable for very hot climates. One precaution should be kept in mind for their operation, however. For proper operation of any motor, especially those in an air conditioner, it is important that the live voltage

not be too low. Low voltage causes motors to run hotter than they should and their life is therefore shortened. The live voltage in many campgrounds is unfortunately not as high as it should be, especially when there is a heavy load on it, such as many other air conditioners. The use of an extension cord to supply power to your RV should be avoided for it often causes a drop in your available voltage. Dim lights and a narrowing of your TV picture are indicators of low voltage. It is a good idea to keep a voltmeter plugged into your electrical system. Air conditioners are designed to operate properly between 110-volts and 120-volts. Running them at lower voltages will shorten their life.

COLD WEATHER OPERATION

Certainly the most important precaution in cold weather operation is to heed the warning: **DO NOT USE COOK STOVE OR OVEN FOR COMFORT HEATING!**

The furnace, water heater and gas refrigerator are all designed to seal the combustion area from the inside of the RV. This is for your safety to prevent asphyxiation from carbon monoxide or depletion of oxygen. If your furnace does not have sufficient capacity to heat your RV comfortably in the climate where you are using it, you should replace it with a larger capacity furnace. The use of the range or oven to provide supplementary heat is **VERY DANGEROUS** and often fatal.

If you find frost or condensation in the closets or cupboards during long periods of cold weather operation, it is a good idea to leave the doors to these areas standing open a little to provide air circulation to dispel the moisture. ▲

CAMPGROUND COURTESY

The "golden rule" should never be forgotten in the campground. Being considerate of your neighbors will help make friends. A few of the "do's and don'ts" for consideration are:

1. Good housekeeping - put all litter in proper receptacles and leave your site neat and clean.
2. Don't let your water line or sewer line leak.
3. Respect your neighbor's desire to retire early. Avoid loud noise and bright lights after dark.
4. Drive slowly through camp areas at any hour for the safety of pedestrians and to prevent making a lot of dust. ▲

SPECIFICATION SHEET

JAYCO MODEL	AWNING		HOLDING TANK		FRESH WATER TANK	*BALL HEIGHT
	Length	Note	Gray Water	Black Water		
Jaycardinal	14'	—	N/A	N/A	15 gal	13½"
Jayking	12'	—	N/A	N/A	15 gal	13½"
Jayswift	12'	—	N/A	N/A	15 gal	13½"
Jaythrush	10'	—	N/A	N/A	10 gal	13½"
Jayeagle	10'	—	N/A	N/A	10 gal	13½"
Jaydove	10'	—	N/A	N/A	10 gal	13½"
Jayfinch Deluxe	8'	—	N/A	N/A	10 gal	13½"
Jayflipper	N/A	—	N/A	N/A	5 gal	13½"
Jayflight 6	8'	—	N/A	N/A	N/A	13½"
Jayflight 8	10'	—	N/A	N/A	5 gal	13½"
Jayrunner	8'	1	N/A	N/A	10 gal	13½"
Jaywren RG	10'	2	N/A	N/A	15 gal	16½"
Jaywren SG	10'	2	N/A	N/A	15 gal	15½"
Jaywren SC	10'	2	N/A	N/A	15 gal	15½"
Jaywarbler	12'	3	28	15	20 gal	15½"
Jayraven	14'	3	24	24	25 gal	16½"
Jayqueen CB	17'	3	24	15	25 gal	15½"
Jayqueen RB	17'	3	24	24	25 gal	15½"
Jayswan	22'	3	28	24	35 gal	18½"
Jaycrane 1850	10'	3	24	26	25 gal	—
Jaycrane 2500	10'	3	24	26	30 gal	—
Jaycrane 2750	14'	3	24	26	30 gal	—
Jaycrane 2950	16'	3	24	40	30 gal	—
Jaycrane 3200	18'	3	24	40	42 gal	—
Jaysportster	N/A	—	N/A	N/A	15 gal	—
Jayquail	N/A	—	N/A	N/A	15 gal	—
Jayduck	N/A	—	N/A	N/A	15 gal	—
Jaypheasant	N/A	—	N/A	15	20 gal	—

NOTES:

1. Awning not available through Jayco.
2. Awning on Jaywrens cannot be interchanged with those used on fold down models due to the height of the doors.
3. Recommended size for a Roll-Up Awning. ▲

*Height measured from road surface to top of standard ball.

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