

ARABIAN

TRAVEL TRAILER

AND

FIFTH WHEEL TRAILER

OWNER'S MANUAL

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INTRODUCTION

Welcome to the discriminating family of Arabian travel trailers and fifth wheel trailers.

Your new Arabian is the result of many years of experience in design, engineering, and manufacturing and complies with the nationally recognized "Standard for Recreational Vehicles ANSI Standard #A 119.2."

Follow the operation and maintenance procedures we have compiled for you in this owner's manual and you will experience many years of vacationing pleasure.

In the event of conflicting instructions and descriptions between this owner's manual and the instructions supplied by the equipment manufacturers in your Arabian, consult your Arabian authorized dealer.

If followed closely, this manual will assist you in obtaining the maximum enjoyment from your recreational vehicle. Before making your first trip, we recommend that you acquaint yourself with its features and operation. Take a test drive, practice smooth starting and stopping, turning, backing, and parking. An empty parking lot is good for this purpose. Try living in it in your own driveway. Then visit your dealer with any questions or problems. Even though your unit has been checked at the factory and at your dealer, some minor problems could develop.

**KEEP THIS MANUAL IN YOUR UNIT
AT ALL TIMES**



ARABIAN OWNERSHIP CERTIFICATE

MODEL AND NUMBER _____

SERIAL NUMBER _____

CHASSIS SERIAL NUMBER _____

DELIVERY DATE _____

OWNER'S NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

DEALER'S NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

EQUIPMENT	MANUFACTURER	MODEL NO.	SERIAL NO.
-----------	--------------	-----------	------------

CONVERTER	_____	_____	_____
-----------	-------	-------	-------

DOOR KEY	_____	_____	_____
----------	-------	-------	-------

FURNACE	_____	_____	_____
---------	-------	-------	-------

RANGE	_____	_____	_____
-------	-------	-------	-------

REFRIGERATOR	_____	_____	_____
--------------	-------	-------	-------

WATER HEATER	_____	_____	_____
--------------	-------	-------	-------

AIR COMPRESSOR	_____	_____	_____
----------------	-------	-------	-------

TIRES	_____	_____	_____
-------	-------	-------	-------

OPTIONS	_____	_____	_____
---------	-------	-------	-------

ELECTRICAL GENERATOR	_____	_____	_____
----------------------	-------	-------	-------

ROOF AIR CONDITIONER	_____	_____	_____
----------------------	-------	-------	-------

When writing to the factory or a component manufacturer be sure to include the pertinent model and serial numbers.



WEIGHT RATINGS

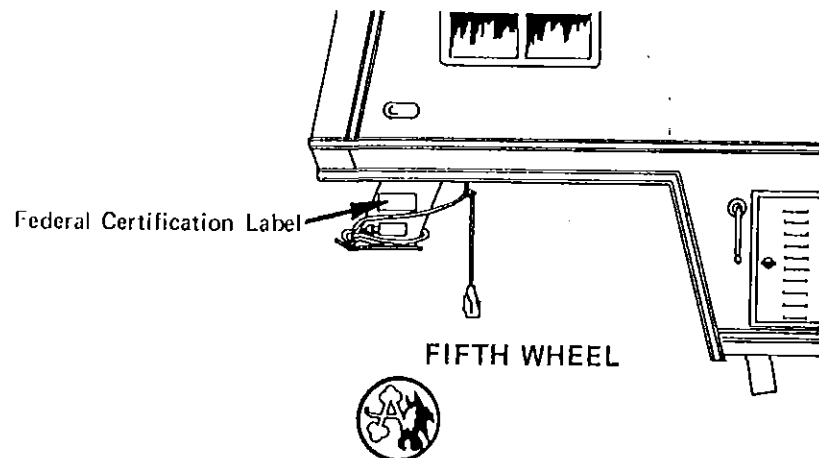
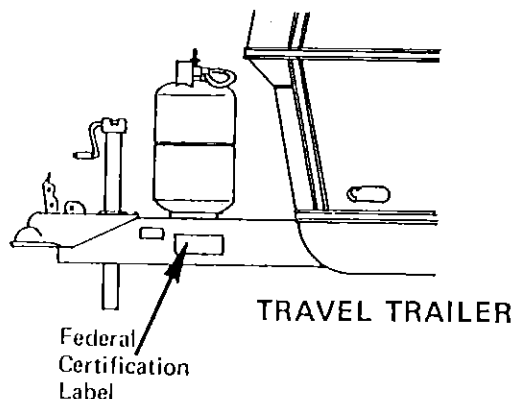
Located on the left side of the "A" frame just behind the hitch on trailers and on the left side of the pin column of fifth wheels is the Federal Certification Label which among other things, gives the maximum weight carrying capacities of your unit and each axle designated by the letters "GVWR" and "GAWR" respectively.

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

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

Under no circumstance should the respective loads ever exceed these ratings.

To determine whether you are within the ratings, drive your fully loaded unit onto a scale and separately weigh the load on the axles and weight on your trailer hitch jack or fifth wheel pin. If an equalizing hitch is used the load on the axles should also be weighed with the trailer hitched to the tow vehicle. The combined load on your axles should not exceed the combined front and rear GAWR. The total of the axle loads and hitch or pin load should not exceed the GVWR. If weight ratings are exceeded, move or remove items to bring all weights below the ratings.



WARRANTY

OWNER'S RESPONSIBILITY

You, as the new owner of a new Arabian recreational vehicle, have the responsibility of regular and proper maintenance of your vehicle to avoid conditions arising from neglect.

We are very interested in maintaining the best of relations with our customers. Only by having your confidence and satisfaction with our product and its service can we assure our continued success as a manufacturer.

We find that many problems concerning warranty and service are from misunderstandings and can usually be solved at the dealer level. If, for some reason, you cannot find satisfaction at the dealer level, we invite you to contact our Service Department. Please understand that in most instances we will eventually refer you back to the dealer with our recommendations.

You have made a sizable investment in the purchase of our product and you are entitled to all the benefits contained in your vehicle warranty and the warranties for the separately warranted products. With your help we intend to see that you fully receive these benefits.

Read all your warranties thoroughly so you become familiar with what they will or will not do. Learn the proper procedures for obtaining parts and service.

Your dealer can provide you with orientation in these matters at the time of delivery.

Even though your vehicle has been thoroughly inspected at the factory and by the dealer, for maximum satisfaction it is a good idea to take your vehicle on a short weekend "shake down" trip before leaving on an extended trip. Should a minor difficulty arise, you will be close enough to your Arabian dealer to have the difficulty taken care of.

Should you discover defects in your separately warranted products, contact the respective company's service representative. You can locate the proper representative from the Owner's Manuals or your dealer can assist you.

WARNING IMPORTANT WARRANTY NOTICE

The warranty of your new Arabian is NOT VALID UNTIL THE "Owner's Registration Card" is filled out and returned to the factory for registration.

DEALER'S RESPONSIBILITY

Dealer responsibilities include:

1. Perform a thorough pre-delivery inspection.
2. Provide adequate customer orientation in the general operation of the vehicle, use of its systems and components, and safety considerations.
3. Insure that the customer receives a complete owner's packet containing warranties; registrations; literature; operating, installation, and maintenance instructions for the vehicle and separately warranted products as required.
4. Carefully review all warranty entitlements with the customer and provide assistance in filling out the various registrations within the respective time limits.
5. Inform the customer of insurance considerations for his protection.
6. Instruct the customer on how to obtain local and out-of-area service and parts during in and out of warranty periods.

If you have any questions about your unit, do not hesitate to contact your dealer.

GENERAL INFORMATION

TOW VEHICLE

The tow vehicle should not weigh less than 3,000 lbs. nor have less than 175 H.P. to tow a trailer with a gross weight of more than 2,000 lbs.

When ordering a new car to tow your trailer, give the dealer the gross weight and the hitch weight of your trailer and he will recommend the proper size car and equipment.

The ratio of weight to horsepower should not exceed 40 lbs. to 1 H.P.

To find this ratio, add the weight of your car to the weight of your trailer and divide the sum by the horsepower of your car.

EXAMPLE

Carweight	3,850 lbs.
Trailerweight	4,400 lbs.
	<u>8,250 lbs.</u>

CAR HORSEPOWER -- 250

8,250 divided by 250 = 33 Well within the required ratio

This is a "Rule of Thumb" formula and will vary slightly with age and condition of car, engine speeds, axle ratios, etc.

TOW VEHICLE REQUIREMENTS

1. Load equalizing hitch.

It is bolted or welded to the tow vehicle frame and distributes the tongue weight of the trailer to the front and rear wheels of the car. The

trailer and tow vehicle can be made to ride level by adjusting the torsion bar, or spring on the hitch.

2. 2-5/16" hitch ball.
3. Side view mirrors.
4. Heavy duty shock absorbers.
5. Brake controller.
It is installed in your towing vehicle to operate the trailer brakes. It can be operated separately or automatically with your foot brake.
6. Electrical connector.
Required to operate the trailer brakes and lights with those on your tow vehicle.
7. Heavy duty flasher.
Required to operate the additional trailer turn signals.
8. Heavy duty springs.
9. Heavy duty cooling system.
10. Heavy duty electrical system.
11. Heavy duty tires.
12. Low rear axle gear ratio.

NOTE: Items 1 thru 12 for trailers
Items 3 thru 12 for 5th wheels

TRAILER AND 5TH WHEEL SPECIFICATIONS

TRAVEL TRAILERS WEIGHTS AND LENGTHS

Model	Approx Dry Wt.	Approx Hitch Wt.	GVWR	Overall Length
19'	3360#	300#	3960#	19' 8½"
22'	4060#	500#	4660#	22' 8½"
24'	4380#	510#	4980#	24' 8½"
26'	4740#	600#	5340#	26' 8½"
28'	5070#	600#	5670#	28' 8½"



FIFTH WHEELS WEIGHTS AND LENGTHS

Model	Approx. Dry Wt.	Approx. Hitch Wt.	GVWR	Overall Length
19'	3940#	900#	4540#	20' 4"
22'	4480#	800#	5080#	22'
26'	4920#	1100#	5520#	25' 10"
28'	6310#	1150#	6910#	28' 5½"
32'	6450#	1150#	7050#	32' 1"
35'	6850#	1150#	7450#	35' 1"

THE FOLLOWING SPECIFICATIONS ARE FOR ALL MODELS EXCEPT AS NOTED.

RUNNING GEAR

1. 7,000 lb. Tandem axle assembly except 19' fifth wheel
2. 10" brakes on all wheels
3. Heavy duty shock absorbers
4. 700 x 15 Load Range C White Sidewall Tires

HEATING, PLUMBING, AND ELECTRICAL SYSTEMS

1. 16,000 BTU heat on 19' and 22' Models
2. 22,000 BTU Ducted Heat on 24', 26' Models
3. 30,000 BTU Ducted Heat on 28', 32', and 35' Models
4. 30 Gal. Fresh Water except 19' model trailer and 19' and 22' fifth wheels (20 gal.)
5. 30 Amp Converter with battery charger
6. 25 Gal. gray water holding tank
7. 25 Gal. sewage holding tank
8. 6 Gal. gas water heater
9. Battery, case and fused connected wires
10. 25' 110 volt power supply cord with adapter
11. 7 way Bargman connector
12. (2) 20# LP Gas bottles
13. Thetford Aqua-magic dual pedal water saver marine toilet
14. All copper water supply line
15. Pre-wired for Air Conditioning

GENERAL CONSTRUCTION

1. 5" tubular steel frame except 19' trailer and 32' and 35' fifth wheels
2. 6" tubular steel frame 32' and 35' fifth wheels
3. 2-5/16 heavy duty coupler all model trailers
4. 2" Pin All Model fifth wheels
5. Floor construction 2 x 2 & 2 x 4 studs
6. 1½" fiberglass insulation in frame (R factor 7)
7. All weather board floor and roof
8. Roof construction 2 x 4 roof rafter 16" on center
9. 1½" fiberglass insulation in roof (R factor 7)
10. Sidewall construction 2" x 2" and 2" x 4" studs screwed and glued to 3/16 panel with 1½" fiberglass insulation (R factor 7)
11. 4" bumper w/sewer hose storage
12. Galvanized steel wheel well coated for dust proofing
13. 5/8" x 24" deck in center of roof for roof vents and air conditioner
14. Aluminum roof

RUNNING GEAR

TIRES AND WHEELS

The tires should last for many thousands of miles, given responsible care.

Check them regularly and keep them inflated to recommended pressures. Rotate your tires at least once every 5,000 miles. It is not necessary to remove the tires from the wheels. Just rotate the tires and wheels together.

WARNING

TORQUE ALL WHEEL STUDS TO 95-100 F.P. (FOOT POUNDS). RECHECK EVERY 50 MILES FOR THE FIRST 200 MILES AND BEFORE EVERY TRIP THEREAFTER.

All Arabian Travel Trailers and 5th Wheels are equipped with tubeless whitewall tires. They are designed for today's turnpike speeds and are rated to carry the weight of the trailer plus your family's personal needs for an extended vacation. If you should require an adjustment on a faulty or defective tire, secure the name of your nearest tire dealer or distributor and he will make an adjustment according to the conditions and terms of their warranty.



TIRE CHANGING

1. Use emergency flares when near a road or highway.
2. Block front and back of wheel opposite the one you are changing.
3. On soft ground, be sure to use a board or other hard material under the jack base so it will not slip.
4. After changing, stop at the next facility and check the torque on the wheel studs.

BRAKE ADJUSTMENT

The 10 inch electric brakes are of the drum and two shoe type and adjust the same as most automotive brakes. The adjusting screw is accessible through a hole at the bottom of the backing plate. Remove the hole plug and use a standard brake adjusting tool or a screwdriver. Turn the screw until the shoes contact the drum with enough force to make the wheel hard to turn by hand. Then back off the screw 6 to 8 clicks, or until the wheel turns freely.

WARNING

IF BRAKE FAILURE OCCURS, HAVE THEM REPAIRED IMMEDIATELY. CONTINUED DRIVING IS DANGEROUS.

BREAKAWAY SWITCH

This is a switch that automatically sets the trailer brakes if the trailer should break away from the tow vehicle. Unfortunately, this can happen (usually because of error in hooking up the two). Follow the hitching instructions closely and this should never happen. Check the hookup frequently, it only takes a minute and could save you trouble on the road.

HITCHING

HITCHING - TRAILER

Hooking up your trailer will become quite simple to you after a little practice and following these step by step instructions.

1. Put the jack foot on the jack that is mounted on the tongue of the trailer and crank it up until the hitch coupler is high enough to clear the hitch ball on your tow vehicle.
2. Back the tow vehicle to the trailer until the hitch ball is directly under the coupler on the trailer. This is the part that will take a little practice. If possible, ask another person to help guide you. Another good aid is a mirror that is sold by trailer supply dealers. It attaches to the trailer tongue magnetically and allows you to see the hitch coupler and ball from the driver's seat. When the ball is under the coupler, set the parking brakes, raise the locking latch on the coupler and crank it down on to the ball. Then move the locking latch down to lock it on the ball.

3. Engage the lock and retainer clip.

4. Raise the tongue by cranking the jack down. (The tow vehicle will come up with it if the hitch coupler is properly latched.) It also makes it easier to install the equalizing hitch bars. Adjust equalizer bars so that trailer and tow vehicle are level. (See equalizer hitch manufacturers instructions.)

5. Hook-up safety chains.

6. Plug in the electrical connector.

7. Hook-up the breakaway switch. Be sure that the breakaway switch cable is not attached to any part of the tow vehicle hitch assembly.

8. Crank the jack all the way up and store the jack foot.

9. Install and adjust your mirrors.

10. Check all lights on trailer and tow vehicle - running lights, stop and tail lights, turn signals and back-up lights.

11. Pull the trailer forward and apply the hand control for the trailer brakes to be sure they are operating properly.

12. Check inside of trailer and see that everything is stored away, vents closed, all doors and drawers closed, entrance door locked and steps retracted.

HITCHING - 5th WHEEL

1. Adjust trailer jacks until trailer is at level height for hooking to fifth wheel.

2. Place wheel chocks behind trailer wheels.

3. Lower tailgate on truck.

4. Release 5th wheel lock handle.

5. Line up truck so 5th wheel will accept trailer kingpin.

6. Close and latch tailgate.

7. Back truck slowly into trailer until kingpin engages in 5th wheel lock, automatically locking.

8. Make sure lock is closed.

9. Connect power line between truck and trailer.

10. Connect breakaway switch line.

11. Check 5th wheel lock, brakes and lights.

12. Completely raise trailer jacks.

13. Pick up and store wheel chocks.



EQUIPPING YOUR UNIT

The following items are recommended auxiliary equipment to be carried in your unit.

- | | |
|------------------------|--|
| *Flashlight | *Small shovel |
| *Road emergency flares | *Sewer hose and clamps |
| *Fire extinguisher | *Small level |
| *First aid kit | *Two 25 ft. heavy duty extension cords |
| *Tool box | *Plastic water bucket |
| *Tire gauge | *50 ft. water hose |
| *Lug wrench | *Water "Y" |
| *Hydraulic jack | *Spare bulbs and fuses |
| *Spare tire | *Hitch ball lock (trailer) |
| *Wheel chocks | *Levelling jacks (trailer) |

LOADING INSTRUCTIONS

Whether you start out for a weekend jaunt or a longer trip, the first thing you are going to do is load such items as food, clothing, bedding, and recreational equipment. As you become experienced in travel trailer living, you will learn what is necessary and what merely takes up storage space.

CAUTION

IT IS ESSENTIAL THAT YOU STORE THE HEAVIER ITEMS CENTRALLY AND AS LOW TO THE FLOOR AS POSSIBLE. SECURE LOOSE ITEMS TO PREVENT SHIFTING.

PRE-DEPARTURE CHECKLIST

1. Hitch trailer to tow vehicle.
2. Connect equalizing bars.
3. Hook-up safety chains.
4. Connect breakaway cable.
5. Plug in electrical connector.
6. Raise jack completely.
7. Install mirrors and adjust for personal preference.
8. Remove wheel blocks.
9. Check lug bolts.
10. Check tire pressure.
11. Check brakes.
12. Check running lights.

13. Fill LP bottles and turn off valves at tank.
14. Fill water tank.
15. Check battery water level.
16. Close gate valve and secure cap on outlet.
17. Close and lock all outside compartment doors.
18. Close all vents and windows.
19. Close all doors and drawers.
20. Check overhead bunks for locked position.
21. Lock refrigerator door (seal containers first).
22. Turn "OFF" all lights and appliances.
23. Crank down TV antenna.
24. Lock entrance door.
25. Retract entrance step.

WARNING

HOLD DOWN OR STORE ALL LOOSE, SHARP AND HARD OBJECTS. PUT HEAVY ITEMS LOW AND LIGHT ITEMS HIGH.

TRAVELING

TOWING

A good way to practice towing is to pick out a corner in a large supermarket, high school, or similar parking lot on a Sunday (where it is permissible), or a church parking lot on weekdays.

Easing to a stop and starting smoothly saves wear and tear on your car, saves gas, and prevents damage to the hitch and items stowed in the trailer. Your trailer is designed to be towable at any speed that is safe and smooth for your car alone. Remember, when towing the trailer, always maintain a space between you and the car in front of you of at least a car and a trailer length for every 10 miles of speed, giving you ample time to stop in an emergency.

Try to drive with an anticipation of problems that may occur way ahead and prepare for them, even though they may never happen. Anticipate dips, gutters, and depressions in the street, slowing down well in advance, as these are the hardest jolts of any kind on your car, your hitch, your trailer, and items stowed in your trailer. Take dips and bumps slowly and be certain that the trailer wheels have passed the point before accelerating. Cross railroad tracks slowly. Always release your brakes before crossing.

On long upgrades, shift into a lower gear (or lower range, if you have automatic transmission) before your engine labors.



CAUTION

UNDER NO CIRCUMSTANCES SHOULD THE ENGINE BE ALLOWED TO "LUG" OR PULL HARD FOR EXTENDED PERIODS OF TIME.

On downgrades use the same procedure, well in advance, and thus the compression of your car's engine will help to slow your whole rig safely. Avoid conditions that require excessive and prolonged use of your brakes. Apply and release brakes at short intervals to give them a chance to cool.

WARNING

WHEN BEING OVERTAKEN, PASSING OR MEETING AN ONCOMING BUS, TRUCK OR OTHER LARGE VEHICLE, AN AIR BUBBLE (OR AIR TURBULENCE) MAY BE ENCOUNTERED AND MAY CAUSE YOU TO FEEL THE TRAILER SWAY. WHEN THIS OCCURS A SLIGHT ACCELERATION AND/OR APPLYING THE TRAILER BRAKES ONLY WILL HELP OVERCOME THE SWAY SENSATION; HOWEVER, APPLICATION OF THE TOW VEHICLE BRAKES AT THE BEGINNING OF A SWAY SITUATION WILL ACCENTUATE THE SWAY AND MAY CAUSE YOU TO LOSE CONTROL OF YOUR VEHICLE.

STARTING OUT

Start the car slowly, check the traffic after signalling and be sure the road is clear. You are ready to pull into traffic. Accelerate slowly and evenly. Check the mirrors frequently to observe the traffic behind you and the action of your trailer. Then move carefully into the proper traffic lane, as you accelerate.

TURNING CORNERS

Here's where you find a first basic difference with a trailer. The trailer wheels do not follow the path of your car's wheels. The trailer will make a closer turn than the car. Compensating for this action when making turns, you will pull the car out further into the intersection than you would normally, so that the trailer will clear the curb or clear any parked vehicles along the curb.

Making a left turn requires technique similar to a right turn, with a wider than normal swing into the new lane of traffic to keep the trailer from edging into the opposing lane.

On sharply winding and narrow roads, keep well to the center of your lane, equally away from both the center line and pavement edge. This allows the trailer to clear the edge of the pavement without likelihood of

the wheels dropping off onto the shoulder, which could cause a dangerous trailer sway. Do not overcrowd or cross the center line. All sharp turns should be taken at low speeds. Professional drivers, when rounding turns, slow down well in advance of the turn, entering it at reduced speed, and then accelerate smoothly as they come out again onto the straightaway.

OVERTAKING AND PASSING

Remember when you pass another vehicle, that it takes longer to accelerate and you must allow for the length of the trailer to pass as well, before returning to your lane. Use your signals freely. On freeways and expressways, try to pick the lane in which you want to move, and stay in it, preferably the slow lane to the right.

You will usually notice that due to your slower speed, cars will be "trapped" behind you on a two-lane road. It is both courteous and practical to signal, pull onto the shoulder (when possible) and let them pass. It reduces passing hazards and saves tempers.

SLIPPERY PAVEMENT

On slippery and icy pavement, drive slowly, and if you feel you are skidding, gently apply the trailer brakes only.

MUD AND SAND

Let the momentum of your car and trailer carry you through. Apply power gently and stay in the tracks of the previous vehicles. If you do get stuck, tow the car and trailer out together without unhitching.

BACKING AND PARKING

After arriving at your destination, your next task is picking a good level parking space and backing into it. A recommended procedure for backing into a space is this:

1. Stop near the site, get out and look it over. (Check the site for low hanging tree limbs, posts, large rocks, etc.)
2. Always try to place the site to your left. This way you can see what the trailer is doing while you are backing. If the site is on your right, you will be backing into your blind side, which is more difficult.
3. With everything clear, maneuver the travel trailer into position for backing into the site.
4. Now grasp the steering wheel at the bottom (never at the top) and back up. Turn the steering wheel in the direction you wish the trailer to go. If the site is on your left, move your hand to the left and back slowly, watching the trailer. When the trailer starts into the turn, follow it by easing up on the steering wheel. The trailer will move into position.

CAMPING

Back into - or pull through into - the desired spot. If at an established trailer park, note the location of water, electric and sewer hookups and take them into account in picking the exact stopping place.



If the ground is uneven or slopes, it is necessary to first level the trailer from side-to-side. Use ramps beneath the wheel (or wheels) on the low side and pull forward to back onto them until level.

Remember that a refrigerator will probably not operate efficiently unless very nearly level - not over half a bubble off center on a bubble level. Put chocks in front and behind the trailer wheels to prevent rolling when disconnected from the tow car. Never use the trailer brakes for this purpose.

Replace the jack foot and crank it down until all weight is removed from the tow car hitch ball. Disconnect the electrical connection between the tow car and the trailer. Remove the weight equalizing bars. Remove the hitch pin lock (or bolt). Remove the safety chain. Unhook breakaway switch cable from car. Lift the hitch cover latch by moving it up and rearward. (If this won't move readily, you may have cranked the hitch post too high - lower it slightly, and try again.)

Now, raise the hitch coupler (by further cranking) until the coupler is well clear of the hitch ball. When clear, drive the tow car forward a foot or so until well clear of the trailer.

Place a rag over the hitch ball to avoid getting grease on your clothes. A plastic cover is available at trailer supply stores and is convenient for this purpose. Also, a paper cup or tennis ball works fine.

Stow the weight equalizing bars beneath the trailer A-frame.

Now level the trailer front-to-back by raising or lowering the hitch post.

Stabilize the trailer with stabilizing jacks placed under the frame (and only under the frame - don't use the square sewer hose bumper or the lighter strength cross members except for the one at the extreme front of the trailer). The best procedure, when the bubble level tells you that the trailer is satisfactorily level, is to lower the front end by two complete turns of the hitch post jack. Then place the rear stabilizing jacks in position and snug them up.

Then raise the front by three complete turns of the hitch post jack. Place the front stabilizing jacks in position and snug them up. Now lower the front by one complete turn of the hitch post jack. Check to reassure yourself that the trailer is again level.

Connect to electrical, water, and sewer utility outlets, and you're ready for camping.

CAUTION

THERE ARE SEVERAL WARNING TAGS PLACED ON THE EXTERIOR AND INTERIOR OF YOUR TRAVEL TRAILER. THESE ARE REQUIRED BY LAW. PLEASE FOLLOW THEIR INSTRUCTIONS.

If you are going to drive away from your camping area, leaving the trailer behind, it is a worthy suggestion to utilize a "hitch ball lock" that prevents theft of the trailer. These special purpose locks are available at trailer



supply stores. A temporary solution is the use of an ordinary good-grade padlock slipped through the hitch-pin hole. This will prevent the hitch cover latch from being raised enough to fully engage with a hitch ball on a thief's tow vehicle. You might also want to repeat this action when your trailer is unhitched at home.

CONDENSATION

A little condensation is normal in a new unit. There is moisture in the construction materials which must work its way out.

You can take the following steps when camping to combat humidity and possibility of condensation forming.

Keep one or more windows or vents slightly open.

Open bathroom window or vent when using shower and do not close until bathroom is dry.

Use vent fan when cooking.

Storm windows also help to prevent condensation.

UTILITY SYSTEMS

ELECTRICAL SYSTEM

Your electrical system is a combination 12 volt and 110 volt system, every facet carefully engineered and installed to comply with the "American National Standard #A 119.2" and the "National Electric Code."

The combination system consists of:

1. 12 volt automotive system.
2. 12 volt auxiliary system.
3. 110 volt outside power source.
4. 110 volt internal generator (option).

CAUTION

NEVER REPLACE CIRCUIT BREAKERS OR FUSES OF HIGHER CURRENT RATING THAN THOSE ORIGINALLY INSTALLED. OVERFUSING MAY OVERHEAT THE WIRING AND START A FIRE.

12 VOLT AUTOMOTIVE SYSTEM

The 12 volt battery in the tow vehicle supplies this current to the trailer's electric brakes, clearance lights, turn signals, tail, stop and back-up lights through the electrical connector.



The electrical connector wiring color code is as follows:

No.	Color	Item	Wire Size
1	Yellow	Back-up lights	No. 14
2	Blue	Brakes	No. 14
3	Green	Clearance & Tail lights	No. 14
4	Black	Battery Charge	No. 10
5	Red	Left turn & stop lights	No. 14
6	Brown	Right turn & stop lights	No. 14
7	White	Ground	No. 10

12 VOLT AUXILIARY SYSTEM

This system supplies current to the interior lighting, air compressor, furnace blower, stereo, exterior entrance light, range canopy and ignition for the optional generator. The power for this system is supplied by either the trailer battery or the power converter when connected to a 110 volt outside source or by the optional generator through the power converter. The trailer battery is charged by the converter when connected to 110 volt or by the towing vehicle.

110 VOLT SYSTEM

This is supplied by plugging the power cord into an outside 110 volt receptacle. It furnishes current to 110 volt roof air conditioners, refrigerator and all internal 110 volt receptacles. It also supplies power for the 12 volt trailer system through the converter.

The 110 volt circuits are protected by circuit breakers and will handle up to 20 amps. The most common cause for a circuit breaker to open is an overloaded circuit. If this happens, reduce the load and reset the breaker.

Your bathroom and exterior receptacles are protected by a highly sensitive device known as a "Ground Fault Interrupter," which is designed to sense the slightest electrical "short" at those receptacles and instantly disconnect the current before a person can be injured.

Many campgrounds provide less than 30 amp service, so it is possible to blow their fuse or circuit breaker. If this happens use the same procedure, reduce the load and replace the fuse or reset the breaker.

Safety devices such as automobile brakes and fire extinguishers should be tested periodically to make sure they are ready to function when needed. Similarly, your electrical safety device, the GFI, should be tested once every month. The test is simple and takes only a moment to perform. See your GFI test instructions.

110 VOLT INTERNAL GENERATOR (option)

This is a gasoline driven power plant and provides 110 volt service in remote areas where an outside power source is not available. Read the operator's manual thoroughly before using.

POWER CONVERTER

The power converter transforms 110 volt A.C. to 12 volt D.C.

The 12 volt system is protected by fuses. Should a fuse blow because of an overload, reduce the load and replace the fuse.

NOTE: The converter does not change 12 volt D.C. to 110 volt A.C.

POWER SUPPLY CORD

The power cord is accessible from the outside. Open the cord hatch cover and pull it from the inside storage compartment. It will reach an outside power receptacle approximately 20 ft. away. If the power receptacle is further than 20 ft., use one or both of your 25 ft. heavy duty extension cords.

You may wonder what the third pin in the plug is for since the unit seems to operate without it. Very simply, the third pin is a means of connecting all the exposed metal parts and grounding them so there can be no voltage difference to cause a shock. Never, under any circumstances, remove or energize the unit without this pin. It may be a matter of life or death.

GAS SYSTEM (LPG)

GENERAL INFORMATION

The liquid petroleum gas system supplies fuel to the range, oven, water heater, furnace and refrigerator. Liquid petroleum is a fuel made of butane or propane or both. Handled properly, the system is safe and economical. The pressure is regulated to less than one pound before it is used by your appliances.

Stored LP gas, under pressure, is in liquid form. When the liquid gas passes through the regulator valve, it expands and vaporizes to a gas. LP gas burns readily and is economical. A strong, unmistakable odor has been added to the gas for easy detection, should a leak develop.

Be sure to use the correct LP gas. Butane burns hotter than propane, but will not change into gas vapor at temperatures lower than 32 degrees F. Propane will change into gas vapor at temperatures as low as -44 degrees F. For this reason, if you are intending to travel into a climate that is less than 32 degrees F., it is advisable to fill your LP cylinders with propane.

All the components in your system have been tested and approved by nationally recognized laboratories. When properly handled, LP gas will provide safe trouble-free operation of your heat producing appliances.

REGULATOR OPERATION [MANUAL]

The manually operated regulator is factory adjusted to deliver proper line pressure for operating appliances. Use only one LP gas cylinder at a time with this regulator. When one cylinder is empty, open the valve on the other cylinder and remove empty for refilling without interrupting service to your appliances. If both cylinders were to be opened on this manual regulator system, the LP gas would flow simultaneously and you would have two empty cylinders.



REGULATOR OPERATION [AUTOMATIC]

The automatic regulator allows you to use your appliances with both cylinders open. The regulator will allow the use of all the LP gas in one cylinder and then automatically switch to the other. A red indicator will appear in a small window in the regulator when one cylinder is empty. An arrow on the cylinder selector will also be pointing to the empty cylinder. Rotate this arrow 180 degrees so it points to the full cylinder before removing the empty one for refilling. The automatic regulator allows you to do this without interrupting the gas service to your appliances.

The regulator has been reset by the manufacturer. Do not attempt to reset it yourself. If resetting is necessary, have an authorized service agency make the adjustment to prevent damage to your appliances.

The main shut-off valve should be hand tightened only. Continual over-tightening will eventually damage the valve and will require its replacement.

Although the system was checked for gas leaks prior to delivery, it is a good idea to periodically check all joints for possible leaks that may occur through vibrations. This is done by brushing a soapy water solution on all fittings. You will be able to detect a gas leak if the solution bubbles. No bubbles, no leaks.

Should any line ever break or rupture, never attempt splicing; always run a new line.

FILLING LP GAS CYLINDERS

1. Make sure that the arrow on the cylinder selector is pointing to the full cylinder.
2. Close the valve on the empty cylinder and remove the nut from the valve. (Note - left hand thread.)
3. Loosen the clamp that holds cylinder in place.
4. Take the cylinder out and have it refilled.
5. Slide the cylinder back in place and tighten clamp.
6. Connect the left-hand nut and tighten securely.

CAUTION

MAKE SURE THAT THE THREADS ARE STARTED STRAIGHT BEFORE TIGHTENING.



WARNING

LP GAS IS HIGHLY FLAMMABLE. USE EXTREME CAUTION WHEN FILLING THE GAS CYLINDERS. DO NOT ALLOW FIRE, FLAME, SPARK OR ANYTHING THAT COULD CAUSE A SPARK WITHIN AT LEAST 25 FT. OF THE FILLING OPERATION. LP GAS IS NOT POISONOUS, BUT WILL INDUCE DROWSINESS AND MAY CAUSE SUFFOCATION. UNDER NORMAL CIRCUMSTANCES, BREATHING A SMALL AMOUNT WILL NOT BE HARMFUL.

MAINTENANCE

If your LPG system becomes depleted, air may get into your gas lines. If this does happen, you will probably find it difficult to light the pilots on your appliances. By lighting the appliance closest to the LP gas, then the next closest, etc., the gas will force the air out of the lines.

If your LPG system freezes-up regularly, this is due to moisture in the fuel. Manufacturer and dealers of LP gas take all precautions to eliminate the chance of water mixing with the fuel. Keep your tank valve closed when not in use (even if tank is empty) to prevent moisture from collecting on the inside of the tank.

SAFETY AND TROUBLE-FREE USE

1. Be safe at all times. Know the odor of liquid petroleum gas. If a leak is found or suspected, turn off cylinder valves immediately. Use soapy water to locate the leak. Ask your LP gas dealer to check the system.
2. Do not alter or tamper with the LP gas piping system, pressure regulator or appliances. Be careful when drilling holes to attach objects onto wall. Electrical wiring and gas lines could be seriously damaged and would present an extreme safety hazard.
3. Make certain that appliance, plumbing and outside vents are free from obstructions.
4. Never lock or use a device requiring special knowledge to close your LP gas compartment door. In an emergency you may not be able to get to the shut-off valves quickly enough.
5. When your vehicle is not in service, shut off gas supply at the tanks.
6. Never install, store or transport any LP gas cylinder (full or empty) inside your trailer.
7. You can determine the liquid content of your LP gas cylinders by placing the palm of your hand at the base of the cylinders and note the coldest area. Move your hand upward until you reach a warm area indicating the upper level of liquid in that cylinder.



8. Find your nearest LP gas dealer in the Yellow Pages of any telephone book listed under "Gas-liquefied petroleum-bottled and bulk."

NOTE: It is recommended that you have your gas system checked once a year by your Arabian dealer.

WATER SUPPLY

The fresh water system is a pressure system made up of a filler assembly valve, water tank, air compressor, and all copper hot and cold supply lines.

FILLER ASSEMBLY

The filler assembly is located on the outside of the vehicle. It has a built-in pressure relief valve to protect the system from dangerously high pressures.

To fill the system first be sure the air compressor is off and all the pressure removed from the system. Remove the filler cap and pour water in from a container or attach a garden hose to the filler valve at the bottom. When using a hose, open the faucets so air can escape. When water flows from the faucets the system is full.

If you keep your hose connected to a park or city water service where the pressure is excessive, a pressure regulator should be connected to the hose.

PRESSURE TANK

The pressure tank is a one piece, hot dipped, galvanized steel tank that has been pressure tested at 300 P.S.I.

AIR COMPRESSOR

This 12 volt unit is mounted adjacent to the tank and is operated by a rocker switch. After filling the tank, before turning the compressor on, be sure the filler cap or hose connection and all faucets are closed.

The compressor is fully automatic and will activate itself when pressure drops to approximately 25 P.S.I. and shuts off at about 40 P.S.I.

Consult your complete instruction and trouble shooting manual included with your unit should any trouble arise. Some of the most common causes are: (1) air or water leak, (2) poor connection at the battery or compressor, (3) blown fuse.

DRAINING SYSTEM

The system should be drained when not in use. The drain plug is under the coach and the entire system will drain through this plug. To speed draining, open all faucets and drain water heater at the same time. Also, see draining instructions under "Winter Storage."



SANITIZING SYSTEM

To assure complete sanitation of your potable* water systems, 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.

*Something Drinkable

WASTE WATER SYSTEM

The main parts of the waste water system are the toilet stool, dual holding tanks, and dual tank dump valves. The system is designed to provide complete self-contained toilet facilities, while on the road or parked, without being connected to a sewage line. It may also be used in the stationary position while connected to a sewage hose.

Keep the dump valves closed with either method and empty the tanks when they are nearly full. The idea is to send a large volume of water through the tanks and hose at one time to float away solids.

Should you ever have a build-up of solids, close the valves, fill the tanks about 1/2 to 3/4 full with fresh water, drive a distance to agitate the solids, and drain the tanks.

HOLDING TANKS

The dual holding tanks are made of ABS plastic.

One tank is the liquid waste water holding tank and the other is the sewage waste tank that receives the toilet wastes.

Do not put alcohols, anti-freezes, ammonias, bleaches, harsh detergents, sanitary napkins, paper towels, or facial tissues into the tanks which may damage or clog your system.

DUMP VALVES

Both holding tanks are equipped with 3 inch, high volume, full-way valves with "Teflon" seals.

Solid particles stuck between the valve blade and seal can usually be



dislodged by giving the extension handle several vigorous thrusts while emptying the tank.

TOILET STOOL

The toilet requires little or no maintenance. An occasional spraying of the bowl sealing blade with silicone spray will retain the original smooth operating condition. Use an approved non-abrasive cleaner when cleaning the bowl.

Check the complete instruction, trouble shooting, and owner's manual provided with the unit.

USING THE SYSTEM WHEN CONNECTED TO A SEWER

Drain valves should not be left open when connected to an in-park sewer connection. Keep them closed during normal use and drain periodically. Before dumping the sewage tank, be sure that the accumulation in the tank is mostly liquid and sufficient water has been added to insure a smooth flow of waste through the drain valve and hose.

THINGS NOT TO PUT INTO TOILET OR DRAINS

1. Facial tissues (they do not dissolve like toilet paper).
2. Detergents or bleach. Use a sewage tank deodorizer, available from your dealer.
3. Automotive antifreeze, ammonia, alcohols or acetone.
4. Table scraps or other solids that may clog the drains.

"GOPHER HOLE"

Gopher holes are usually permitted in remote campgrounds where sewer outlets are not available.

1. Obtain a cover 24 inches in diameter with a 3 inch hole in the center.
2. Dig a hole about 18 inches in diameter and 36 inches deep.
3. Place the cover over the hole and cover around the edge with dirt.
4. Insert sewer hose in center hole and drain holding tank.
5. Fill the hole with dirt before leaving.

APPLIANCES AND EQUIPMENT

Refer to the individual manufacturer's owners manual for operating instructions on the following equipment.

Before operating any gas appliance, make sure the valve on the gas tank is open.

WATER HEATER

Used with some discretion, your water heater will supply an ample



amount of hot water for your needs. The controls are very similar to those on your home water heater. LP gas is automatically supplied and mixed with air, ignited by the pilot to provide a flame directed into the heating tube. Water is heated to a desired temperature which automatically shuts off the flame, leaving the pilot burning. The heater is equipped with an automatic shut-off safety system and a temperature and high pressure relief valve.

Before lighting the water heater, make sure that it is filled with water and all air purged from it.

Carefully read and explicitly follow the manufacturer's lighting and operating instructions supplied with the unit.

FURNACE

The furnace utilizes a sealed combustion system, which means the combustion chamber is completely sealed from the inner atmosphere of your vehicle. Combustion air is drawn from the outside and combustion products are expelled outside through a vent.

Thoroughly read and carefully follow the lighting and operating instructions from the furnace manual supplied with the unit.

New furnaces sometimes emit smoke and an odor when first used due to paint burning off the heating chamber. Do not mistake this for a malfunctioning furnace. You may want to open the windows during the initial break-in of the furnace.

Thermostat readings are not always a true indication of temperature throughout the living space. Use these readings as a guide to obtain the most comfortable level for you.

GAS/ELECTRIC REFRIGERATOR

The refrigerator must be level if the cooling system is to work efficiently. Use the small level supplied with the refrigerator to check the levelness. It is helpful to mount a small level on the front & side of your unit to level the unit and consequently the refrigerator.

Do not alter or restrict the outside ventilation system. Always check before traveling to make sure the door lock pin or lever is secured so the contents do not spill on the floor during transit.

For detailed information refer to the furnished manufacturer's instruction and warranty manual and operating instructions printed on the label located inside the refrigerator or on the control panel cover.

RANGE AND OVEN

Your range and oven will give you fast, dependable, and economical service using LP gas. The oven provides a complete range of heats and maintains accurate temperatures automatically for baking in all temperature ranges. The burner flame will vary during these settings.

Your range cleans easily with a warm detergent solution. Naturally, food spillage allowed to remain becomes hard to clean and may even clog



functional parts. Burner head ports can usually be cleaned with a toothpick.

Again, carefully consult the complete instruction manual provided with the range for detailed information.

WARNING

Never use range or oven for supplementary comfort heating. All the other gas appliances are vented to the outside and safe for continuous use, but the cooking appliances should be used only while cooking and then with one or more vents or windows open. Don't be caught dead with your gas range or oven burning!

AIR CONDITIONER

If your unit is equipped with a roof mounted air conditioner, it is operated by a 110v A.C. power source through a separate circuit breaker. Keep in mind that our entire electrical system is designed to handle 30 amps and that the air conditioner takes a sizable portion of that when the compressor starts. Reduce other loads as much as possible when using air conditioning to reduce the chance of overload and possibly tripping the main breaker.

Be sure the air conditioner is turned off before plugging your vehicle into an external receptacle.

A complete instruction manual is provided with the unit.

CARE AND MAINTENANCE

EXTERIOR

1. The aluminum exterior has a baked on enamel finish similar to your automobile. Wash frequently with a mild soap solution. Waxing with a good paste wax two or three times a year will help preserve the finish.

CAUTION

NEVER USE LACQUER THINNER, STRONG SOLVENTS OR ABRASIVES. USE OF A SOFT CLOTH AND PASTE WAX WILL REMOVE MOST SPOTS AND STAINS.

2. Chrome: Bright chrome should be cleaned with commercial chrome cleaner.
3. Roof: Check the roof vents periodically for smooth operation and proper sealing. Replace the seal around any vents if it is cracked or damaged. Keep roof vents closed while travelling to avoid wind damage.



4. Frames and Bumpers: Inspect for rust periodically and repaint with rust-proof enamel when necessary.

5. Wash and wax more frequently in salt water areas. Touch up or repair scratches, scuffs, and punctures as they develop. If repair is required on the exterior, contact your Arabian dealer.

INTERIOR FINISH

The interior surfaces are vinyl covered plywood, high density particle board, or cellulose fiberboard and are easy to keep clean with mild soap and a damp cloth. Waxing is unnecessary. Stubborn stains may be removed with a spray cleaner.

Scratches beyond the protective vinyl covering in paneling and cabinetry can usually be touched up satisfactorily with a good quality commercial furniture scratch remover.

FLOOR COVERINGS

The cushioned vinyl floor covering is easily cared for with periodic washing and waxing which will keep it looking new for years.

The carpeting in your 5th wheel cabover is a tough, easily maintained 100% nylon. Vacuum regularly to remove abrasive grit. Water based spills and spots should be removed immediately with a damp cloth. Grease or oil based stains and spots should be spot cleaned with a good commercial spot cleaner made for this purpose. If complete shampooing is desired, it is best to have it done by a competent professional carpet cleaner. Never soak or water log your carpeting.

LAVATORY AND TUB OR SHOWER

Clean with soap and water or dishwasher detergents. Do not use cleansers containing solvents or abrasives.

COUNTERTOPS

Your countertops are made of high pressure plastic laminates and are highly resistant to normal spills and scuffs. Avoid regular use of abrasive pads and scouring powders which will dull the surface and make it more stain-prone.

Confine knife blades and slicing to a chopping block.

Although the laminate resists heat up to 275 degrees F., including boiling water, pots and pans straight from the oven or burner and iron should be placed on asbestos lined hot pads.

DRAPERIES AND UPHOLSTERY FABRICS

Draperies and upholstery fabrics should always be dry cleaned like any other fine fabric by a competent dry cleaning establishment. Spots and stains should be removed with a commercial spot remover made for this purpose.



CAUTION

DO NOT USE WATER-BASED OR DETERGENT-BASED SOLVENT CLEANERS. THEY MAY CAUSE SHRINKAGE OR PERMANENTLY STAIN THE FABRIC.

NEVER USE GASOLINE, NAPHTHA, LACQUER THINNER, LAUNDRY SOAP, BLEACH OR CARBON TETRACHLORIDE TO CLEAN UPHOLSTERING OR FABRICS.

APPLIANCES

Refer to the individual manufacturer's owners manuals for care and cleaning of your appliances.

MAINTENANCE GUIDE

STORAGE (after each use)

1. Clean inside and out.
2. Turn off the LP gas tank.
3. Drain the water tank, water heater and holding tanks.
4. Remove all perishables.
5. Ventilate.

SEASONAL

1. Air out the unit.
2. Check all windows, doors and vents for proper operation.
3. Fill the water tank, check for leaks and sanitize.
4. Check water faucets and replace washers if hardened.
5. Check the sealing valve in the toilet and lubricate with silicone.
6. Fill the holding tanks and check the dump valves.
7. Check the LP gas bottles and all appliances. Check all vents for obstructions. Check all connections for leaks (use soapy water).
8. Clean paneling
9. Check the electrical system. Replace burned out bulbs.
10. Light the refrigerator and check for cooling.
11. Light the water heater - be sure the jet is clean.
12. Check the unit for any leaks - check all the seams for hardening and cracking sealer. If there are any cracks, clean with a putty knife, wash with white gas and reseal with silicone. DO NOT USE LACQUER THINNER.

SUMMER

1. Check the wheels and tires frequently.
2. Check the unit for needed resealing.
3. Give it a thorough cleaning inside and out.

WINTER STORAGE

1. Level the unit - front to rear and side to side.
2. Remove bottled and canned goods and other items that could be damaged by freezing.
3. Close all faucets, valves, and drains and pressurize system.
4. Open all faucets, valves, and drains; including toilet stool valve, water heater valve, shower head valve, and line drains; until all water and air is out. Repeat process if necessary or use compressed air to blow out any remaining water that may be trapped.
5. Close all faucets, valves, and drains.
6. It is a good idea to use an anti-freeze solution for potable water for more positive protection. Do not use automotive type anti-freeze.
7. Before using vehicle again, be sure to sanitize the system as outlined previously.
8. Completely drain holding tanks.
9. Flush sink, shower-tub, lavatory, and stool with a solution of hot water and dishwasher soap. Allow to drain and flush with clean hot water.
10. If possible, agitate the water in the holding tanks by driving a few miles, then drain tanks again.
11. An alternate to step #10 is to use a chemical deodorant. Let mixture stand for a few days, then drain.
12. Flush with fresh water, drain, and, after tanks are dry, close dump valves and drain cap.
13. Fill traps with an anti-freeze approved for use in ABS plastic pipes. Normally, a cupful per trap is adequate. Do not use an anti-freeze solution with an alcohol base.
14. Turn the thermostat off.
15. Put graphite in all the locks and lubricate all door hinges.
16. Close all windows and roof vents.
17. Remove the battery and store it indoors.

