1990
Owner's
Manual

TRIPLE E
Regency Class C
Motorhomes

CANADA LTD.

WARRANTY

Triple E Canada Ltd. warranties the specified new Motorhome free from defects in material and workmanship, under normal use and service. Obligation, under this warranty, shall be limited to 12 months or 20,000 km (whichever comes first) after the date of purchase by the original retail purchaser from an Authorized Dealer and shall be limited to making good, at our factory, any part or parts thereof upon return to the factory.

This warranty will not apply where a Motorhome has been altered outside our factory in any way so as, in our judgment, to affect its stability or reliability, or which has been subject to misuse, negligence, or accident. This warranty does not cover tires, refrigerator, stove, heaters, chassis, powertrain, or any other component which is under a separate guarantee from the manufacturer and can be obtained from their service facilities throughout Canada.

The warranty is expressly in lieu of all other warranties expressed or implied and all other obligations or liabilities on our part of any kind or character, including liabilities for alleged representation or negligence. We neither assume nor authorize any other person to assume for us any liability in connection with the sale of our Motorhome other than expressed in the above paragraph.

All correspondence should be directed to the Dealer from whom the Motorhome was purchased and must specify the serial number and date of purchase of the Motorhome in question.

This warranty is not valid unless the Warranty Registration has been completed at the time of purchase, and the warranty card must be presented at the time of any claim.

NOTE: Production improvement is a continuing process at Triple E Canada. Thus, we reserve the right to change specifications, operating instructions, standards and options on any and all products without prior notice. Errors and omissions excepted.

Printed in Canada

A WORD TO MOTORHOME OWNERS

Welcome to the growing number of discerning people who own and operate a Triple E Motorhome.

Our company takes great pride in the quality and excellence that the Triple E name represents. We have sought to anticipate your needs and desires with respect to safety, convenience, styling, and engineering.

We appreciate having you as our customer and have provided this manual to introduce you to the many features of your new Motorhome. Each person using the motorhome should take time to read this manual before operation. It will help you to better understand the many built–in operational features of this recreational vehicle.

We hope you will enjoy your new Motorhome, and we wish you many kilometres of pleasant and carefree driving.

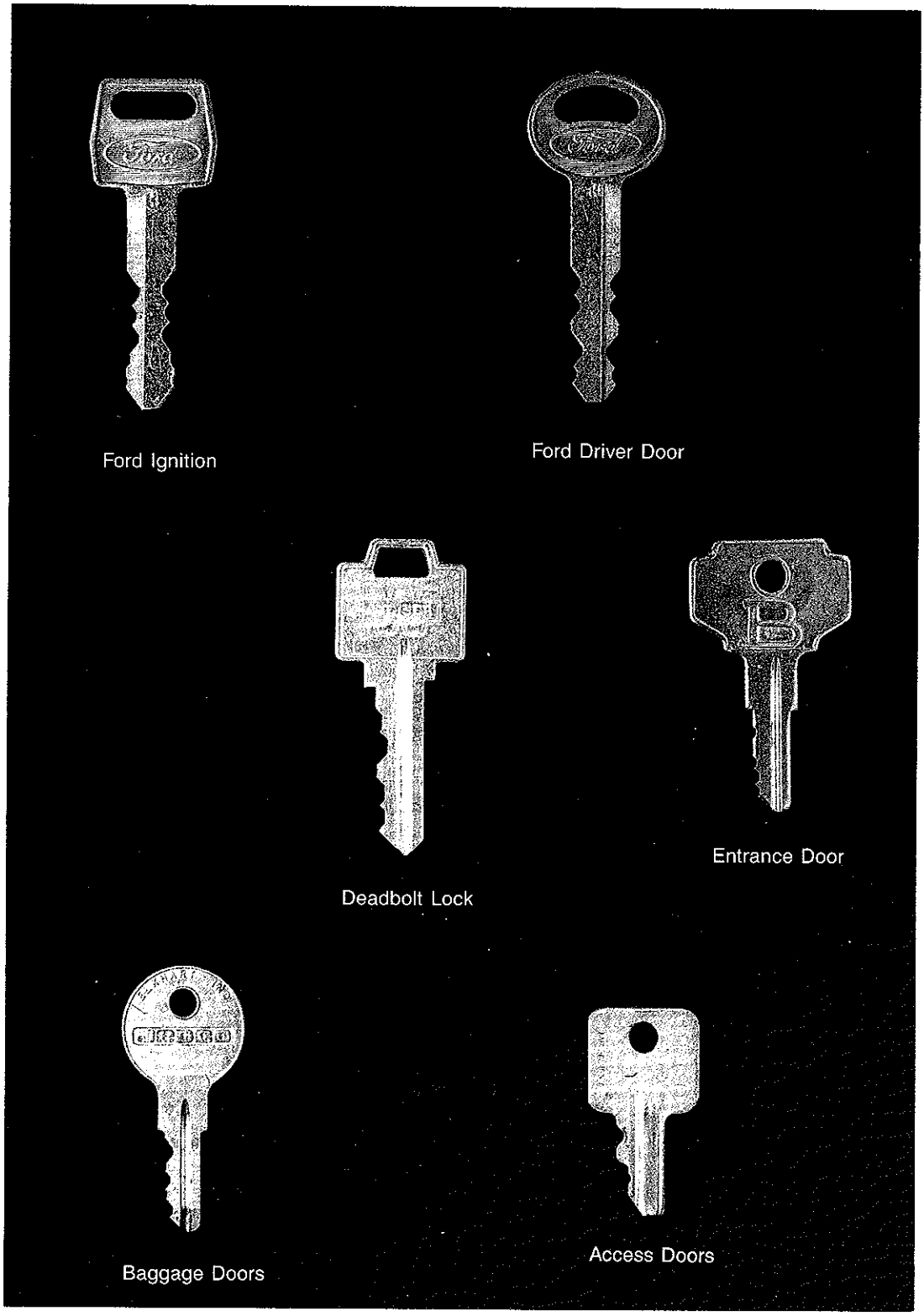
CONTENTS

THIS MANUAL APPLIES TO ALL 1990 TRIPLE E REGENCY CLASS C MOTORHOMES MANUFACTURED BY TRIPLE E CANADA FOR NORTH AMERICAN OWNERS.

BEFORE DRIVING

KEYS

It is a good idea to record key code numbers and keep them in a safe place (not your vehicle). If the original keys are lost, duplicates can be made using the key codes.



VEHICLE LOADING

The components of your vehicle are designed to provide satisfactory service if the vehicle is not loaded in excess of either the gross vehicle weight rating (GVWR) or the maximum front and rear gross axle weight ratings (GAWR's). These ratings are listed on the Transport Canada Sticker located on the driver door post.

The GVWR is the maximum the motorhome should weigh with all systems full and with passengers and supplies aboard. The GAWR is the maximum load bearing capacity of each axle.

To check that your motorhome is properly loaded, drive the fully loaded vehicle to a scale and weigh as follows:

1) Drive only the front wheels on the scale and obtain the front gross axle weight.
2) Next, place the entire vehicle (both axles) on the scale to obtain the gross vehicle weight.
3) Drive forward till only the rear wheels are on the scale and obtain the rear gross axle weight.

Compare the gross vehicle weight (#2) with the GVWR on the sticker. If the gross vehicle weight exceeds the GVWR, you will have to reduce the total vehicle load. If the gross vehicle weight (#2) is less than the GVWR on the sticker, check the front and rear gross axle weights against the front and rear GAWR's on the sticker. If either axle weight exceeds the GAWR for that axle, redistribute the load to ensure that loads on front and rear axles are within the required limit.

Heavier items should be loaded as centrally and as low as possible. Lighter items may be stored in cabinets, closets and drawers. Luggage or similar cargo inside your RV should be secured to prevent it from causing damage.

CHECKLIST

1. Be sure all equipment is serviced and ready for travel.
2. Inspect wheel lugs for tightness. Examine all tires for road damage. Ensure that all tires are inflated to proper pressure. (See Transport Canada sticker on driver door post.)
3. Check All Fluids: Engine/Crankcase oil
   Transmission Fluid
   Power Steering Fluid
   Radiator Recovery System Reservoir Level
   Master Cylinder Brake Fluid
   Battery Electrolyte Level
   Windshield Washer Reservoir
4. Check oil level in generator power plant (if installed). Refer to Instruction and Maintenance Manual provided by the generator manufacturer for other pre-use requirements.
5. Check to see that all lights are in working order.
6. Fill LP gas tank. Be careful not to overfill LP gas tank. An overfilled LP gas tank will cause the gas regulator to fail, and may result in problems with LPG components. Turn off LP gas valve on LP tank. Make sure all LP gas controls are turned off. (Furnace, Oven, Fridge) Check for LP gas leaks regularly using soapy water.
7. Sanitize and fill fresh water tank if required. Turn off the water pump. (Unless water is needed) The water pump should also be turned off when leaving the unit for any length of time.
8. Start the refrigerator a day ahead of time so it will be cold for your trip. Use only LP Gas or 120 VAC to avoid draining batteries.
9. Check that sewer connections are properly stored and all external compartments and filler openings are closed and/or locked.
10. Be sure all doors are closed and latched, and all loose objects secured (Including refrigerator contents).
11. Deodorize the waste holding tank by adding one gallon of water and a commercial holding tank deodorizer through the toilet.

DRIVING TIPS

The motorhome driver controls are automotive type and the steering and braking controls are power assisted to help make driving as comfortable as possible. However it must be remembered that the motorhome is much higher, wider, and heavier than a family automobile.

The motorhome power-to-weight ratio is lower than that of the average automobile. Therefore it is essential to compensate for less acceleration when moving into traffic or when passing another vehicle.

Because of the overhang behind the rear axle, use caution when turning, changing lanes or maneuvering in confined areas. When going underneath a bridge or similar overhang, you should have a minimum of 3.08 meters (10'1") clearance. (Measurement indicates height to top of T.V. antenna when retracted.)

SAFETY TIPS

—When backing the motorhome, have a person stand to the rear on the driver's side to guide you.
—Before departing on a trip, check your routes. Remember, some tunnels prohibit motorhomes with LP gas systems.
—While traveling, **make sure** all occupants use their seatbelts.
—While traveling, **make sure** all doors are closed and that cabinets, drawers, and loose objects are secure.
—Instruct your family on what to do in case of fire, and hold fire drills periodically.
—Maintain proper charge in the fire extinguisher.
—Gas and smoke detectors are available from your RV equipment dealer, and may be considered as safety accessories.
—Keep a well stocked first aid kit handy.
—Keep a tool box handy.
—Check tires often while traveling. Pay special attention to inside rear duals. Make it a habit to check tire pressures before each trip, and each time you refuel.

DASHBOARD

Please refer to chassis manufacturer's manual for diagram.

SYSTEMS

ENGINE OPERATION

See Chassis Manufacturer's starting instructions.

TRAILER TOWING

Towing a trailer could affect handling, durability, performance and economy. Do not attempt to tow any trailer over 3,000 pounds gross trailer weight no matter what trailer towing equipment is installed.

150 lbs.—Maximum hitch weight
3000 lbs.—Maximum trailer weight (Check label on hitch)
NOTE: These weights should not exceed the GCWR as specified in the chassis manufacturer's manual.

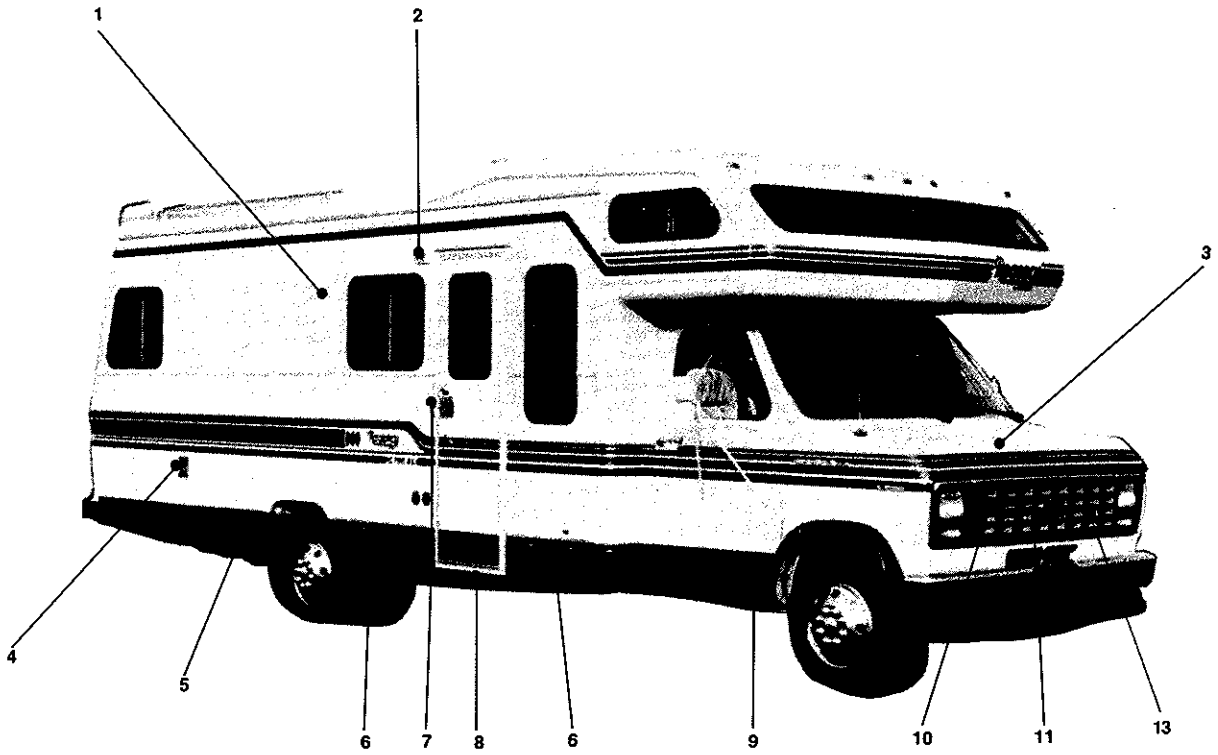
PARKING AND LEVELING

Most RV's require leveling and stabilizing for comfortable occupancy when parked. The unit must be level in order for the refrigerator and drainage system (which function by gravity) to operate properly.

Place a level in the freezer of the refrigerator or in a normally level location to determine proper level. Use leveling jacks or blocks under wheels to level side to side and front to back. Use wheel chocks for added stability.

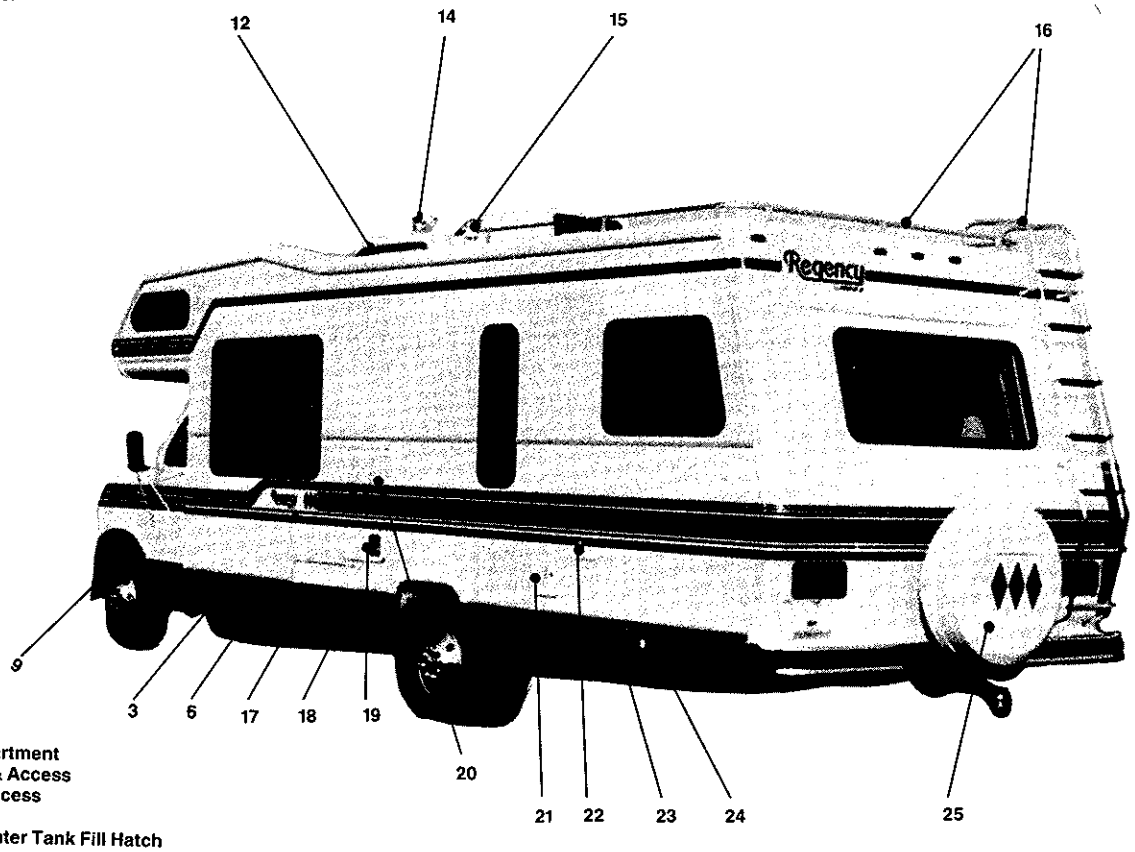
Your motorhome may be equipped with an electric or hydraulic park leveling system. Refer to your Owner Information Pouch for operating instructions.

CLASS C (C.795 ILLUSTRATED)



1. Range Hood Vent
2. Patio Light
3. Battery Access
4. Water Heater Access Door
5. LPG Compartment
6. Luggage Compartment
7. Entry Assist Handle
8. Entry Step
9. Running Boards/Spoilers
10. Washer Fluid
11. Coolant Reservoir
12. Refrigerator Roof Vent
13. Engine/Crank Case Oil Filler
    Transmission Fluid
    Power Steering Fluid

NOTE: Some models are equipped with a full pass-through storage compartment.



14. TV Antennae
15. Plumbing Roof Vent
16. Roof Rack & Ladder
17. Electrical Cord Storage
18. Luggage/Generator Compartment
19. Hydroflame Furnace Vent & Access
20. Refrigerator Wall Vent & Access
21. Fuel Fill
22. Combination City Water/Water Tank Fill Hatch
23. Termination Valve Access
24. Sewer Hose Storage
25. Spare Tire Storage

Note: Location of Components will vary depending on Model.

MONITOR PANEL

The monitoring system in your motorhome covers the five basic systems of your motorhome.

Battery — indicates charge levels of battery.
Fresh Water — indicates amount of water remaining in water tanks.
Grey Water — indicates amount of water in grey water tank.
Black Water — indicates amount of waste in black water tank.
LP Gas — indicates amount of LP Gas in tank.

CAUTION: Never allow holding tanks to overfill or the overflow will back up through the toilet or bath tub/shower drain.

Also incorporated into the panel is the switch for the water pump and water heater.

To operate, simply push the button for the system you are checking and read the quantity or level. Calibration of the panel is done by using the recessed adjusting screw above the related function. When the tank is full, rotate the screw so that the L.E.D. indicates "full".

ELECTRICAL SYSTEM

LIVING AREA ELECTRICAL SYSTEM

The motorhome living area electrial system is designed for convenience. It is capable of supplying the vehicle with power from at least 2 sources (3, if equipped with a generator).

A 12 VDC auxiliary battery supplies power to the interior (except plug receptables and roof air conditioners) for short term use. This battery is automatically charged whenever the motorhome is running. Time required to charge the battery will depend on how low the battery is.

For long term power, your vehicle may be plugged into a 120 VAC external power source which will supply 120 VAC power throughout the interior, power all 12 VDC components through a power converter, and charge the auxiliary battery. Battery levels should be checked daily, since the converter's charging system functions continually and can overcharge the battery and cause it to malfunction.

The furnace, range and oven operate only on LPG (propane), and the refrigerator can operate on all three sources (propane, 12 VDC, 120 VAC). The range hood fan and light, furnace ignition and fan operate on 12 VDC.

Your unit is equipped with a 120 VAC/12 VDC power converter. Its function is to take a part of the 120 VAC current that is received when the unit is plugged into an external power source, or when the generator is running, and change it to 12 VDC which powers much of the motorhome. It will also charge the auxiliary battery anytime 120 VAC current is being received.

The converter (with 120 VAC circuit breakers and 12 VDC automotive fuses for the interior lights and furnace) is located under the dinette seat or sofa. Check the label on the converter panel for circuit breakers and fuse sizes. In Class C's, the fuses are located under the dashboard and also in the fuse panel directly behind the driver seat, behind a decorative panel. See diagrams p. 8 and 10.

The chassis battery is not tied into the coach living area system. In order to provide constant starting power for the chassis engine, an isolator allows both batteries to be charged when the engine is running, but does not allow the chassis battery to discharge when using the coach living area system. Auxiliary batteries will charge at a slower rate when using driving lights, chassis air, etc.

Your motorhome is prewired for a roof air conditioner and may be prewired for a power plant even if these options are not installed.

Please Note:
In the design and production of your motorhome, Triple E Canada has made allowance for the user to draw power from the auxiliary battery when not plugged into an external power source (i.e.: 120 VAC or Generator Set).

However, excessive use of batteries in this application may cause premature drain on battery power.

EXTERNAL POWER

A 6 meter 30 amp power supply cord is provided in the power cord compartment located on the left side of the coach.

To make an external power connection, remove the cord from the compartment and plug it into any adequate 120 VAC power source to activate all power circuits. The connector is rated for 30 amp capacity.

GENERATOR

The optional generator power plant allows operation of all 120 VAC appliances without an external power connection.

Before starting the generator the external power cord must be plugged into the generator receptacle located in the power cord compartment. Make sure the generator crankcase is full of oil.

The unit can be started from inside the motorhome by using the remote switch located on the lower galley cabinet face panel. The remote switch is a three position rocker switch. Press the top half of the switch to start the generator and hold until the unit is started, then release the switch. To stop the unit, depress the bottom half of the switch and hold until the generator has come to a full stop. The unit also has a start-stop switch on the right side of the generator.

CAUTION: In order to avoid high voltage surges to motorhome components during generator warmup, be sure all components remain switched OFF until the generator is running smoothly.

The generator's fuel is supplied from the vehicle's main fuel tank or auxiliary tank when installed in diesel powered units. A high fuel pick-up prevents the generator from draining the main fuel tank. Refer to generator operating manual for servicing requirements.

BATTERY DISCONNECT

POWER OFF BATTERY DISCONNECT

Some units are equipped with a battery disconnect switch, which provides a simple and safe means of disconnecting the coach and chassis battery(s). This panel is located on the passenger side of the cockpit/coach partition. The Battery Disconnect allows you to:

1. Prevent unwanted discharging of batteries during extended periods of storage;
2. Prevent shorts or fire hazards while working on the 12 VDC electrical system.

HOW AND WHEN TO USE BATTERY DISCONNECT:

To Use RV: Press the "USE/STORE" switches to the "USE" position momentarily. The indicator light for the battery will glow indicating the presence of 12 VDC on the system.

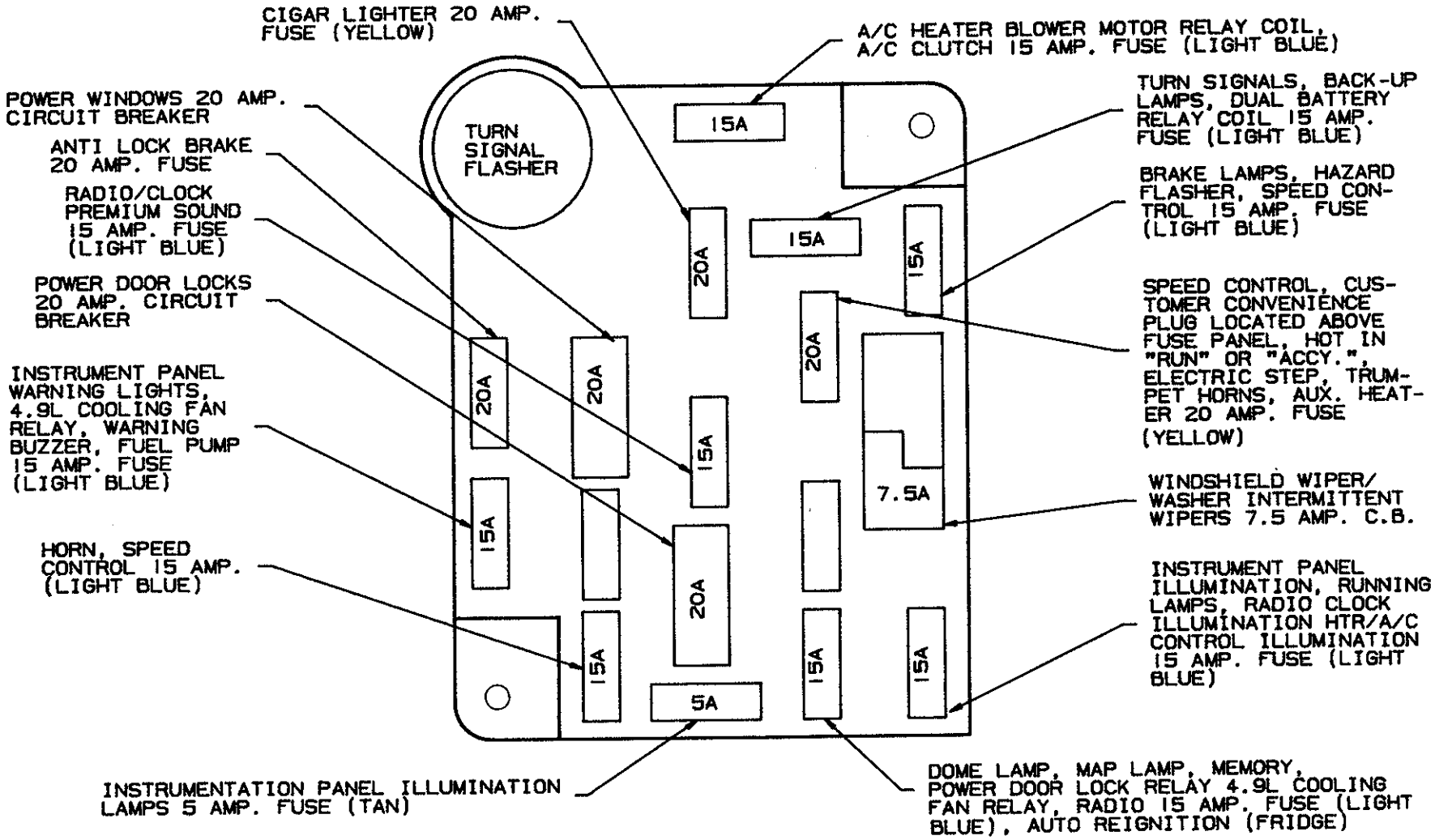
To Store RV: To prevent the discharge of your batteries, press the "STORE/USE" switches to the "STORE" position momentarily. If no external power (shore power or generator) is applied to the system, the indicator light(s) should be extinguished.

Extended Plug-In: (A week or more) — If you plan to leave your RV plugged into 120 VAC at your home or campsite, it is advisable to disconnect your batteries according to the procedures described under **"To Store RV".** This procedure prevents overcharging of the batteries.
Note: If you are plugged into any 120 VAC source, the "IN USE" indicator light remains lighted. (See BATTERY DISCONNECT OWNER'S MANUAL For More Information).

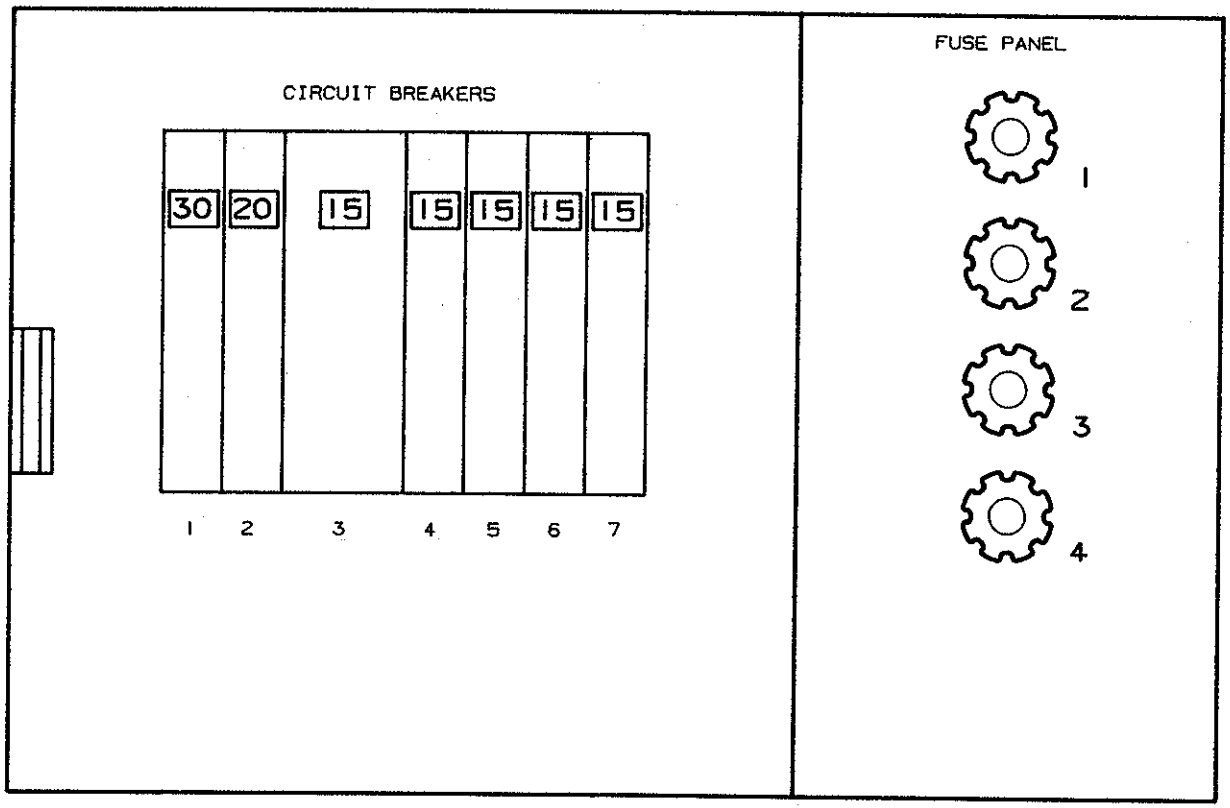
CAUTION: It is recommended that the battery cables be disconnected when parking for an extended period of time if your unit is NOT equipped with a Powered Battery Disconnect System.

CAUTION: With the Battery Disconnect in the off position and with the external power cord plugged into an electrical source, current may by–pass the Battery Disconnect and allow some motorhome components to operate at a reduced rate. In order to prevent component failures, we recommend that the Battery Disconnect switch for the coach be turned ON before operating components which could be damaged when operated at a reduced rate (i.e. suspension compressors, electric and hydraulic jacks, electric step, etc.)

AUTOMOTIVE FUSE PANEL



POWER CONVERTOR PANEL BOARD



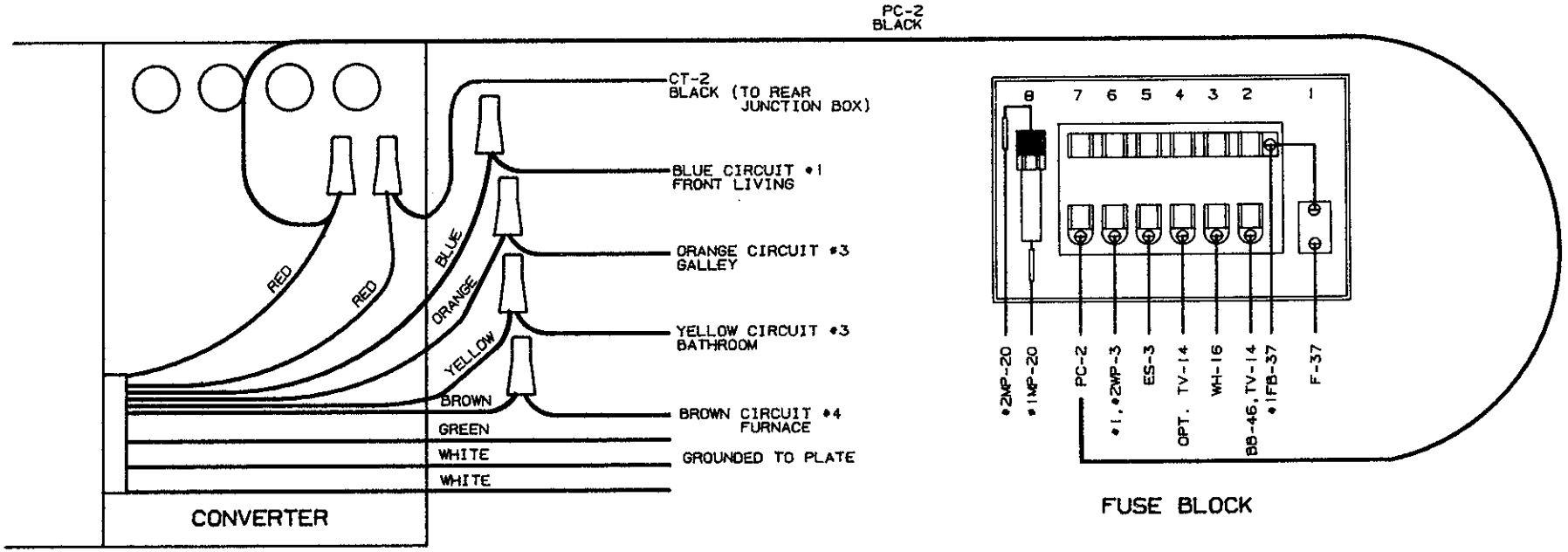
CIRCUIT BREAKERS

1.	Main	30A
2.	Front A/C	20A
3.	Converter	15A
4.	Galley	15A
5.	Microwave	15A
6.	Fridge	15A
7.	General	15A

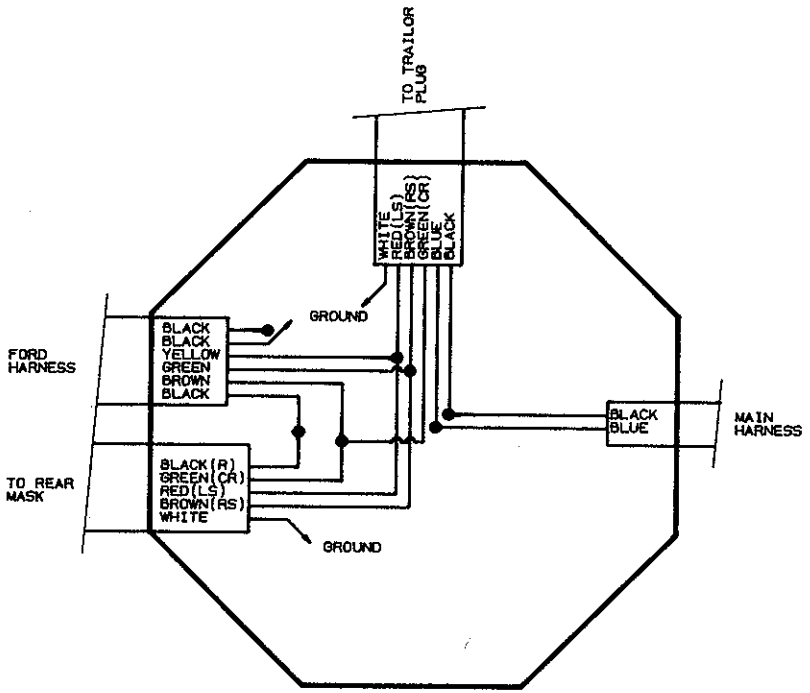
FUSE PANEL

1.	Front Living	15A
2.	Galley	15A
3.	Bathroom	15A
4.	Furnace	15A

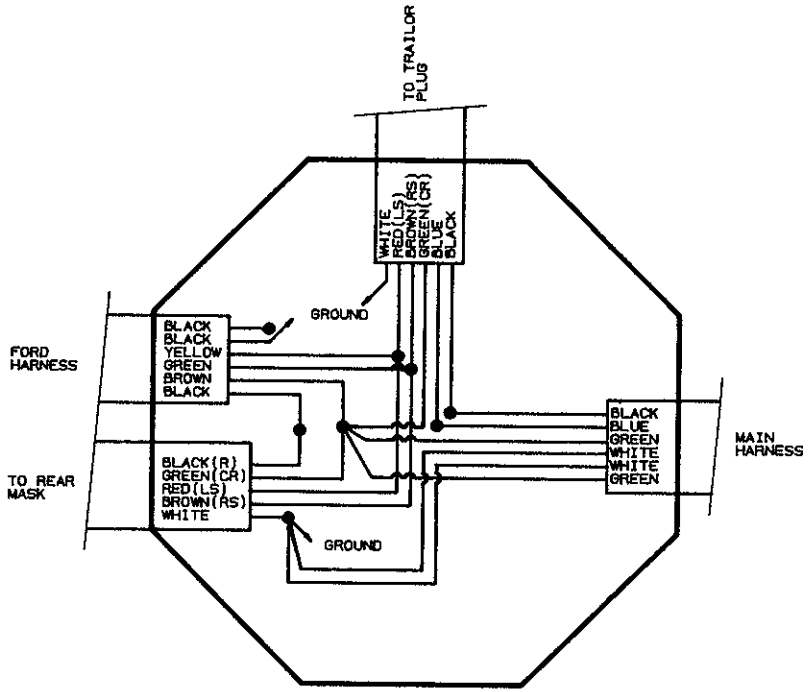
CONVERTER/CIRCUIT BOARD WIRING



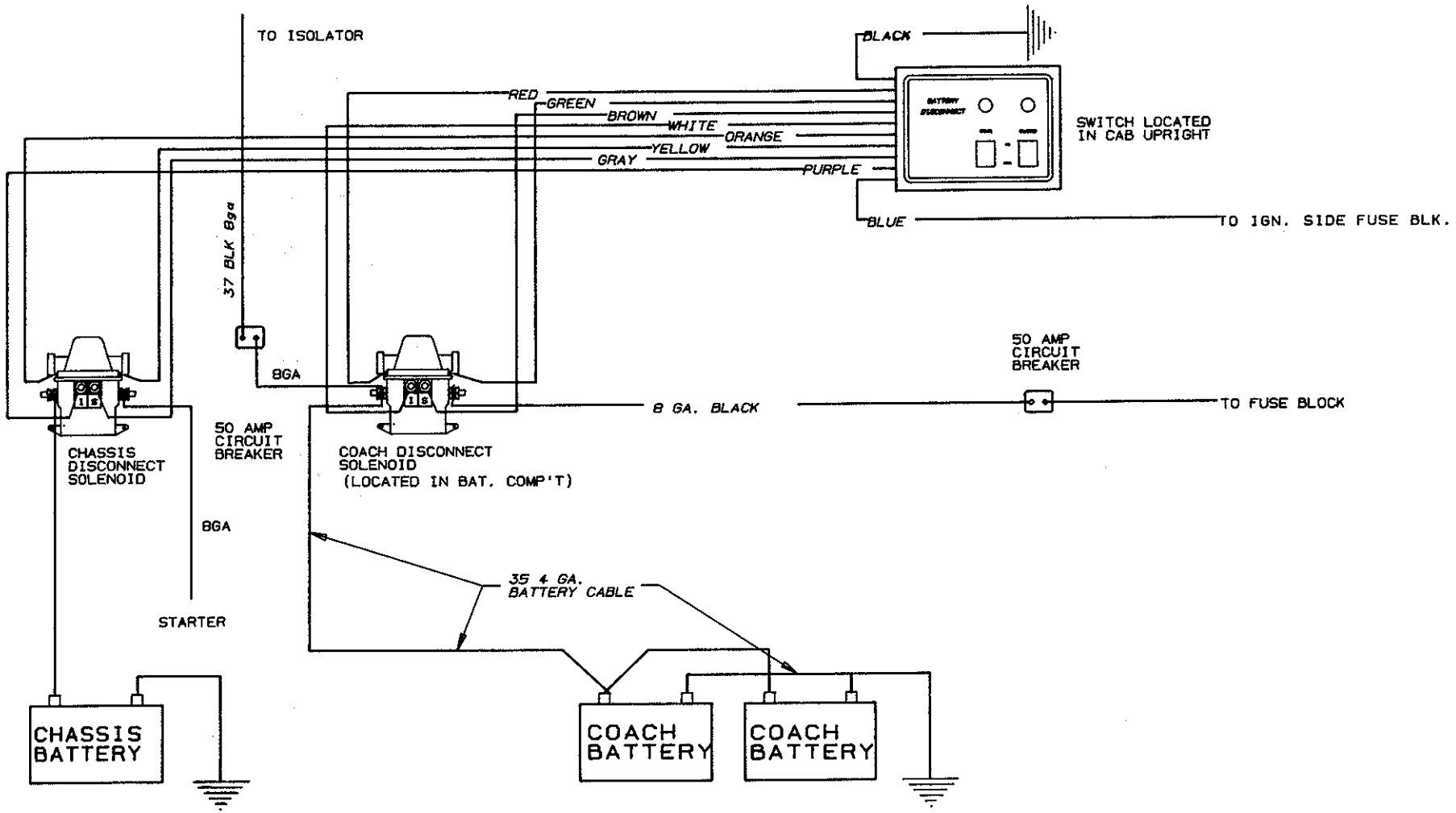
REAR JUNCTION BOX SCHEMATIC
(ALL MODELS EXCEPT C-94IXL)



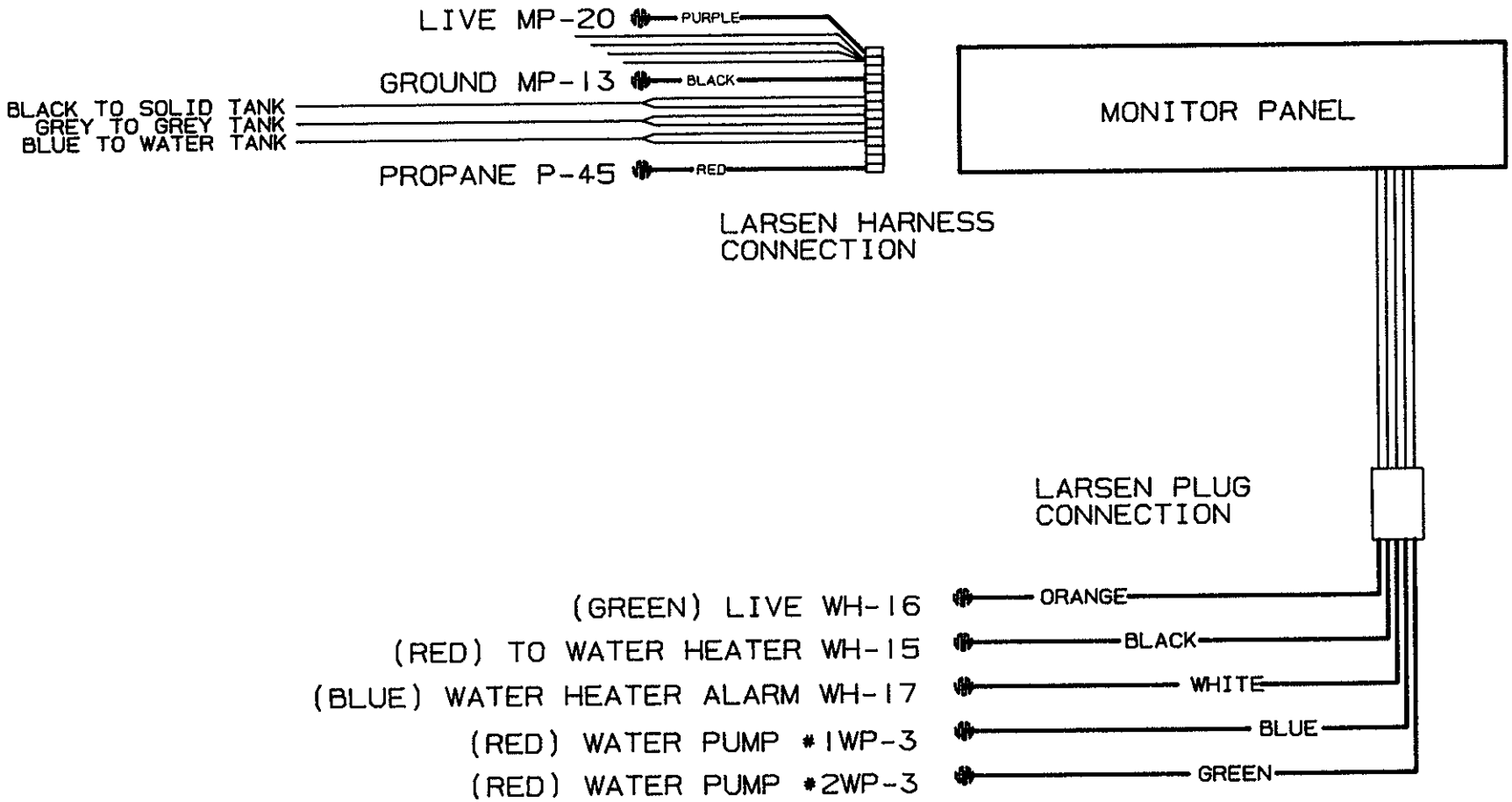
REAR JUNCTION BOX SCHEMATIC
(C-94IXL ONLY)



ISOLATOR/BATTERY DISCONNECT SWITCH WIRING



LARSON MONITOR PANEL

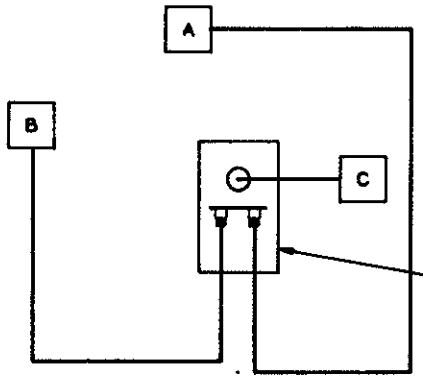


T.V. CO-AX CABLE HOOK-UP

LEGEND

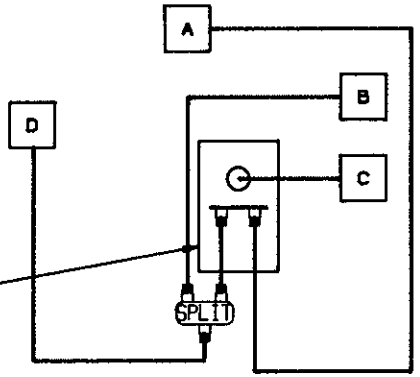
- A ANTENNA
- B VIDEO CONSOLE OR OTHER TV
- C CABOVER CONSOLE
- D O/H TV CABINET

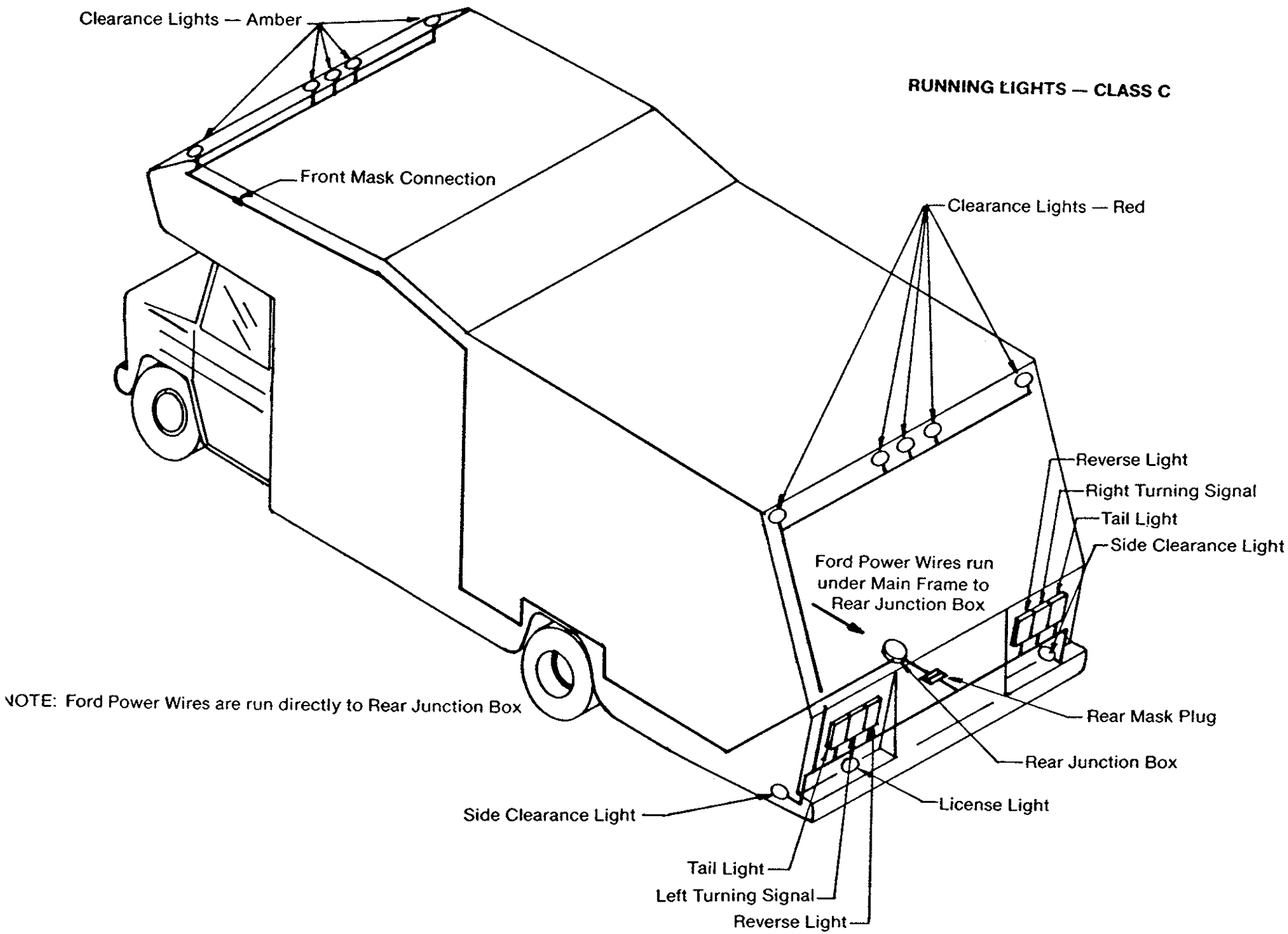
WITHOUT VIDEO CONSOLE



ANT. BOOSTER

WITH VIDEO CONSOLE




RUNNING LIGHTS — CLASS C
Clearance Lights — Amber
Front Mask Connection
Clearance Lights — Red
Reverse Light
Right Turning Signal
Tail Light
Side Clearance Light
Ford Power Wires run under Main Frame to Rear Junction Box
NOTE: Ford Power Wires are run directly to Rear Junction Box
Rear Mask Plug
Rear Junction Box
License Light
Side Clearance Light
Tail Light
Left Turning Signal
Reverse Light

FRESH WATER SYSTEM

The water system built into your motorhome provides full service similar to the system used in your home. A 12 VDC self-priming pump pressurizes water from the fresh water storage tank to all cold faucets and the water heater. An automatic pressure switch, located at the water pump maintains a positive line pressure between 20-30 psi.

FILLING THE WATER TANK

1. Make sure water pump is switched to the "OFF" position. (Pump switch is on the monitor panel.) Unlock filler door and open.
2. Unthread water fill cap from filler opening and remove vent plug.
3. Insert hose or funnel into filler opening and fill tank, checking the monitor panel will allow you to see when the tank is full.
4. If pump has not been operated for some time, open kitchen faucet (Hot and Cold) to release line pressure. Turn on water pump switch. Open kitchen faucets until water flows, to clear air from lines and fill water heater.
5. If filling becomes a problem, check to make sure the water tank vent is not sagging. A sagging vent line may be "water logged" and prevent the air from escaping.
6. Install filler cap securely after filling tank to prevent contamination of water system.
7. Lock access door.

When the motorhome is in transit, it is a good idea to have the water pump switched "OFF".

> *CAUTION:* Pump damage may occur if water pump is run while dry.

EXTERNAL WATER CONNECTION

Connecting to a park or city water supply is easily accomplished. It is not necessary to drain your vehicle's water system. The external water source will supply your motorhome water system with water at city pressure when the water pump is switched off. Attach a garden hose to the city water connection. Then turn on the external water supply. Some parks have high water pressure which may result in water system problems. A gauge or pressure reducer is available to reduce water pressure.

A check valve is included in the system to prevent city water from being fed back through the pump into the water tank. In the same manner, another check valve prevents water in your tank from being pumped out through the city water connection.

WATER PUMP TROUBLESHOOTING

1. If pump will not prime
   —check to make sure there is water in the tank.
   —check to make sure battery is not run down.
   —check for kinks in the inlet hose.
   —check for air leaks at inlet fittings. If air is leaking into inlet fittings, tighten fittings or apply clamps as necessary.
   —check for clogged line.
2. If water pressure drops
   —check faucets and connections for leaks.
   —make sure faucet aerators are clean.
   —check to make sure there is water in tank.
   —check to make sure the battery is not run down.
3. If pump runs when there is no apparent demand for water
   —check all faucets and fixtures to make sure they are shut off and not leaking.
   —check line for leaks.
   —make sure there is water in the tank.

WATER HEATER

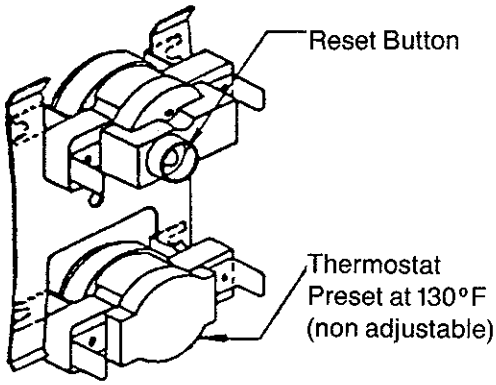
Your motorhome is equipped with a 6 gallon water heater. Refer to the instruction manual for lighting instructions. LP gas is automatically supplied (See section on LP Gas) to heat water to a desired temperature and then automatically shut off, leaving the pilot light burning. A regulated mixture of 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 is vented to the outside.

If gas supply to the water 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 relighting.

If your water heater is equipped with a motoraid heat exchanger, the water will be heated by the engine coolant circulating through the heat exchanger in the water heater. This will supply hot water when travelling and immediately upon arrival.

This water heater is equipped with a high temperature limit in the form of a cut–off device. If the temperature exceeds a certain degree, it will cause the manual reset button to trip, shutting down the burner.

To activate the water heater burner, the water temperature must be below 100°F. Push the reset button to re–activate burner. (See WATER HEATER INSTRUCTION MANUAL for further information).



Located under access cover on rear of water heater.

WATER PUMP FILTER

When water flows from the fresh water tank, it circulates through the water tank filter before entering the water lines.

The water tank filter, mounted on the suction end of the water pump, is transparent and can be replaced only by removing the waterline outlet from the tank. It should be checked periodically and cleaned annually.

To Check Fresh Water Tank Filter:

1. Drain fresh water tank by opening the manual valve located near the fresh water tank.
2. Turn water pump switch to "OFF."
3. Disconnect the water line at the water tank using a ¾" wrench.
4. Turn out the brass fitting from the fresh water tank.
5. Remove the filter and clean.
6. Replace the filter and fitting and attach the water line, making sure it does not leak.
7. Fill water tank and check for leaks.
8. Turn on water pump.
9. Open the cold water tap nearest to the water pump and flush out any foreign particles that may have entered.

SANITIZING FRESH WATER SYSTEM

To help assure complete sanitation of your fresh 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 chloride solution using one gallon of water and ¼ cup of household bleach (5% sodium hypochlorite solution). Pour one gallon of solution into water 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 (drinkable) fresh water.
5. To remove any excessive chlorine taste or odor which might remain, prepare a solution with one quart of vinegar to five gallons of 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 SYSTEMS

WASTE HOLDING TANK (BLACK WATER)

Before using your waste holding tank, deodorize it by adding one gallon water and a commercial holding tank deodorizer through the toilet.

> *NOTE:* If holding tank is allowed to overfill, the overflow may back up through the toilet drain.

Draining Waste Holding Tanks:

1. Be sure the holding tank valve is closed. Then remove the termination cap.
2. Join sewer hose to coupling on the main drain outlet.
3. Put end of sewer hose into sanitary dumping station opening. Make sure the hose does not sag and create a P–trap.
4. Open the termination valve on the holding tank. Open the solid waste first. Once empty, open grey waste valve. A garden hose may be left running into the toilet

with valve open to further rinse the tank and sewer hose.

5. Close termination valve and replace dust cap.

NOTE: The bathroom sink drain is plumbed into the black water waste tank. This aids in the prevention of solid build-up in the tank.

6. Deodorize empty tank by adding one gallon water and a commercial holding tank deodorizer through the toilet.

GREY WATER HOLDING TANK

The drainage from the kitchen sinks and shower pan is collected in a separate grey water holding tank. This tank has its own dump valve but ties into the same termination valve outlet as the waste holding tank.

NOTE: If grey water holding tank is allowed to over–fill, the overflow may back up through the bathtub/ shower drain.

Drain grey water holding tank in the same way after draining the waste holding tank. This will help flush solids out of the sewer hose.

NOTE: If you are using a sewer hook–up in an RV park, keep the valve closed until the holding tank is at least partially full and then drain. The large quan–tity of waste flow will provide more effective drainage and reduce tank stoppages.

DO'S AND DON'TS — HOLDING TANKS

DO	keep your holding tank clean using any cleaner approved for recreational vehicle sanitation systems.
DO	add a special deodorizer or chemical additive approved for recreational vehicle systems to sanitize and improve the tank action.
DO	make sure that the rear auxiliary heater switch is in the "ON" position and the rear temperature control is in the OPEN position while driving dur-ing the winter months. This will help to prevent holding tank freeze-up.
DO	keep your tank termination valve closed, per–mitting the tank to get as full as convenient before emptying.
DO	keep both the tank termination valve(s) and the drain cap tightly in place when traveling to permit use of the system when on the road.
DO	use any soft, single-ply, non-dyed, biodegrad-able toilet tissue.
DO	open the bath roof vent to keep bathroom fresh.
DON'T	put facial tissues, paper, permanent (automo-tive) anti-freeze, sanitary napkins, or house-hold toilet cleaners in your holding tank.
DON'T	put anything solid in your holding tank which can scratch or damage the plastic.

BATHROOM

TOILET

See Manufacturer's operating instructions.

Troubleshooting:

1. **Problem: Water keeps running into the bowl.**

Check to see that the levers return all the way to the left. Sticking may be caused by foreign material on the waste valve blade or blade seal at the bottom of the bowl. If problem persists, replace water valve.

2. **Problem: Toilet leaks, there is water on the floor.**

If the leak is in the back of the toilet, check the water supply line connection and refer to the installation instructions. If the leak is at the closet flange area, check the closet flange nuts for tightness. If leak con-tinues, remove the toilet and check the closet flange height. The height should be between ¼" and 7/16" above the floor. Adjust accordingly and replace the closet flange seat if damaged.

3. **Problem: Poor flush.**

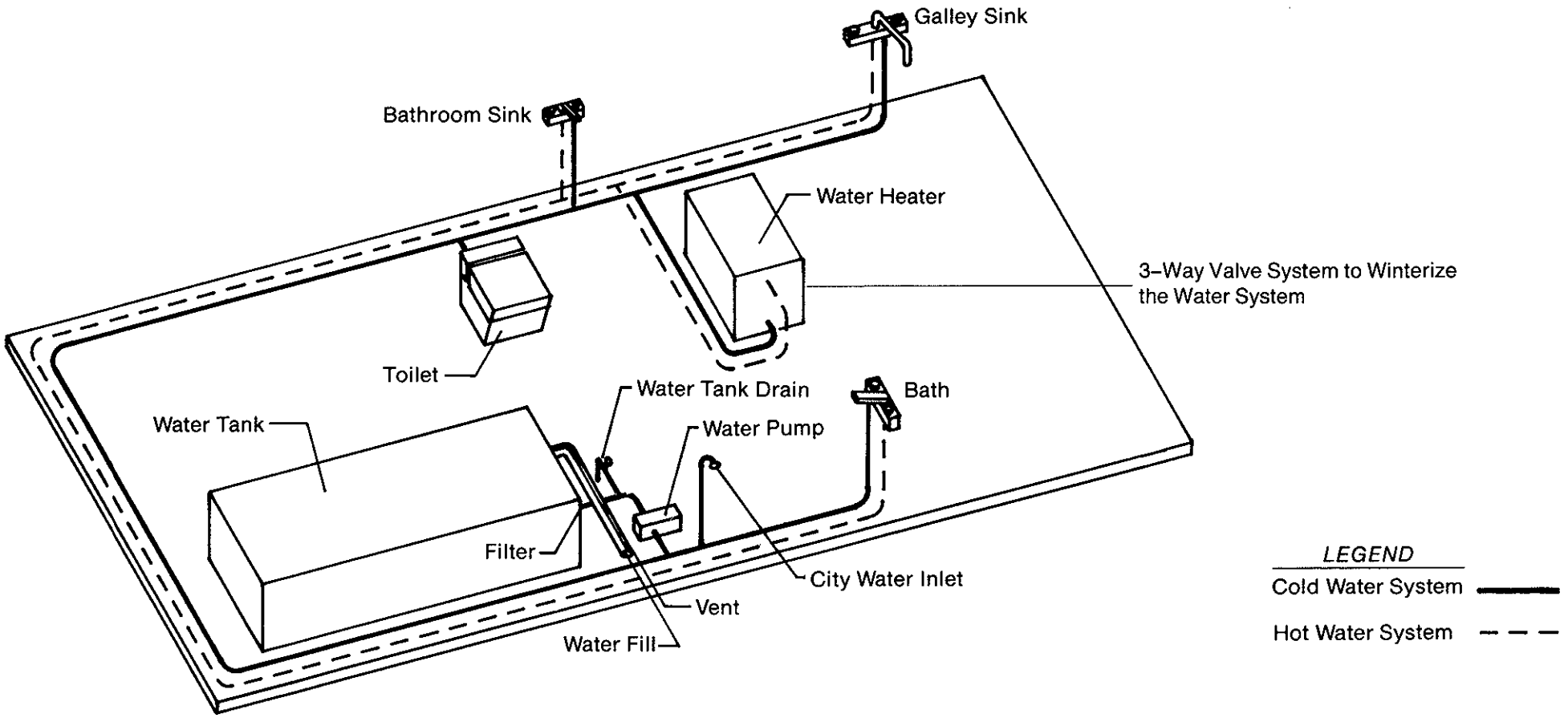
The levers must be held fully open during the flush. A good flush should be obtained within 2 to 3 seconds. If the problem persists, remove the water supply line and check the water supply. The water supply line flow rate should be at least 10 litres per minute to ensure an adequate flush.

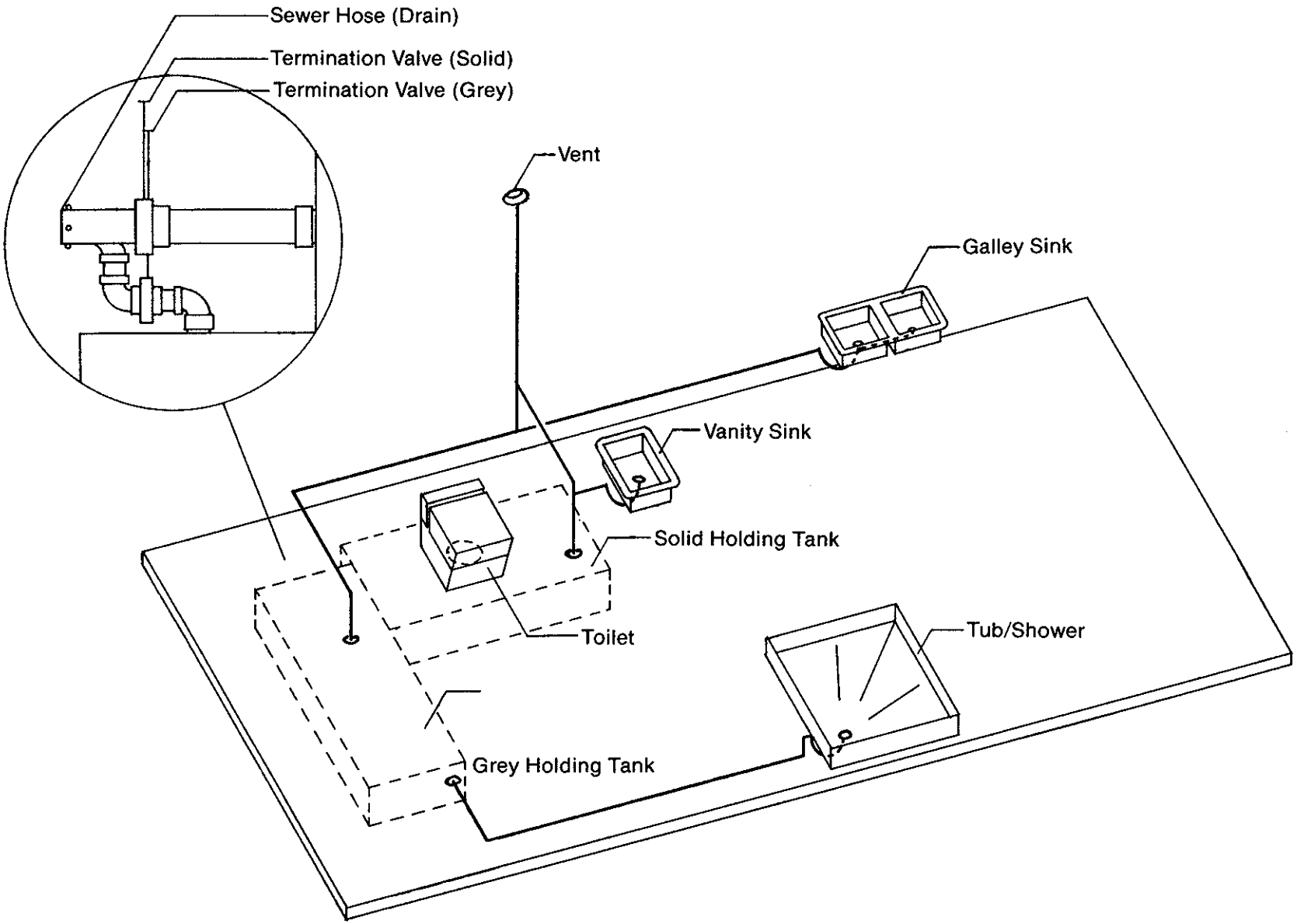
SHOWER

To protect the surface of your ABS plastic shower pan, it is recommended that a rubber shower mat be placed in the shower pan.

Use a non-abrasive cleaner to clean your shower com-partment. Do not use highly concentrated or high acid content household cleaners, as these may damage the shower compartment.

TYPICAL R.V. WATER SYSTEM

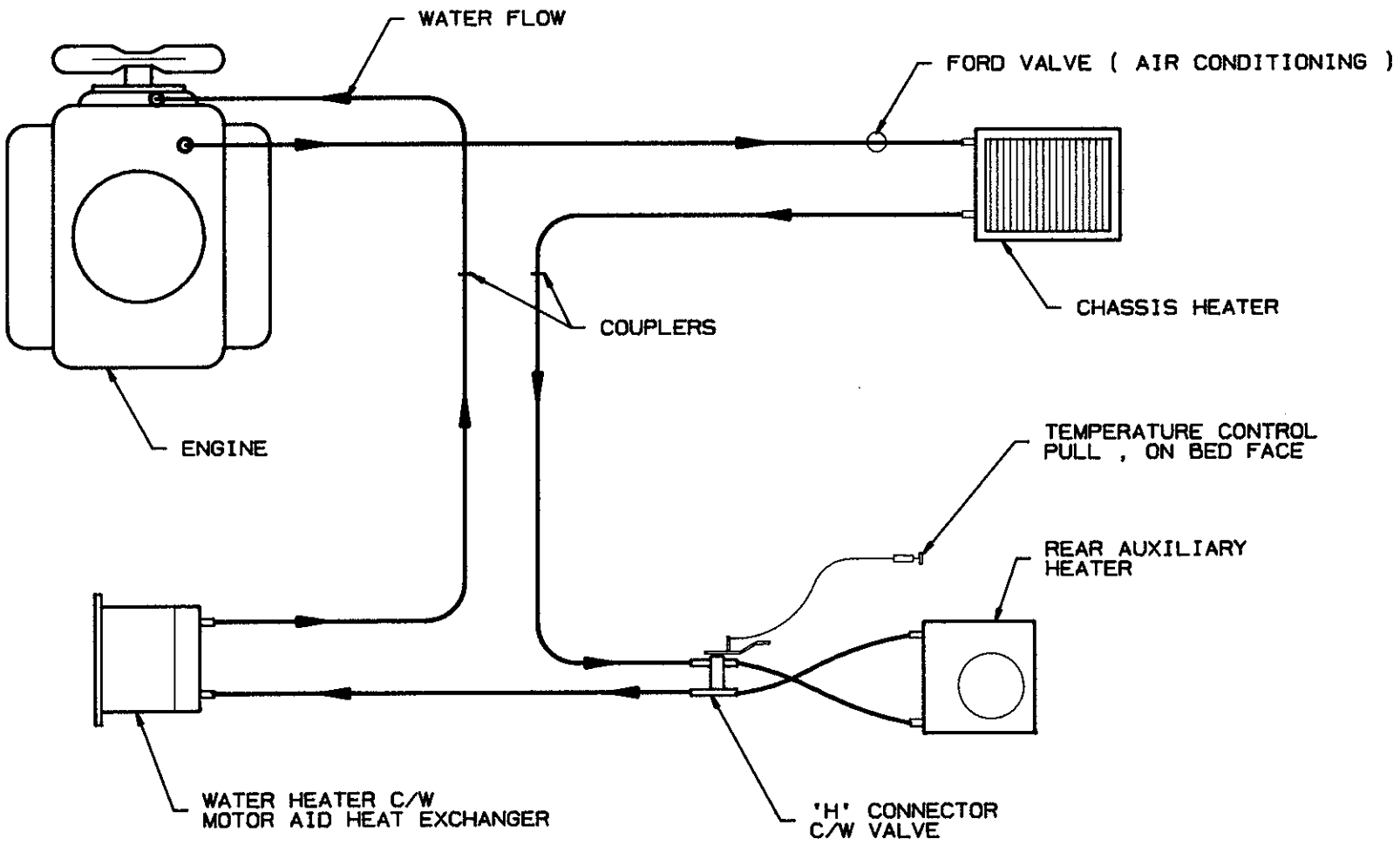




TYPICAL R.V. DRAINAGE SYSTEM

NOTE: Drainage Systems may vary depending on floorplan.

WATER HEATER/AUXILIARY HEATER HOSE LAYOUT



LP GAS SYSTEM

BASIC FACTS ABOUT LP GAS

	PROPANE	BUTANE
Pounds per gallon	4.24	4.81
Dew point in degrees F	-44°	32°
Vapor pressure at O°F	28	0
Vapor pressure at 70°F	120	16
Vapor pressure at 100°F	190	37
Vapor pressure at 110°F	220	46

AVERAGE LP GAS CAPACITIES (PROPANE)
Note: Allow 20% for vapor space.

	LBS. OF GAS	BTU's
1 - 5 gallon DOT tank	20	431,820
2 - 5 gallon DOT tanks	40	863,640
1 - 7 gallon DOT tanks	28	604,548
1 - 10 gallon DOT tank	40	863,640

11" OF WATER COLUMN
6¼ OZS. PER SQ. IN. PRESSURE

To find out how long your LP gas supply will last, simply total the BTU demand of all your gas appliances and the BTU capacity of your container at 80% full. Divide container BTU capacity by total appliance demand.

BTU AVAILABLE AT:

(65 LB. UNDER MTD. LP GAS TANK)

% FULL	*+20°*	0°	*-5°*	*-10°*	*-15°*
60%	95,600	47,800	36,000	23,900	12,100
50%	86,000	43,000	32,350	21,500	11,750
40%	77,000	38,500	29,250	19,625	9,625
30%	68,000	34,000	35,500	17,000	8,500
20%	58,000	29,000	21,750	14,500	7,250
10%	43,200	21,600	16,200	10,800	5,400

(20 LB. BOTTLE)

% FULL	*+20°*	0°	*-5°*	*-10°*	*-15°*
60%	36,000	18,000	12,750	8,500	4,250
50%	32,400	18,200	12,150	8,100	4,050
40%	28,800	14,400	11,400	7,600	3,800
30%	25,200	12,600	10,450	7,300	3,150
20%	21,600	10,800	8,100	5,400	2,700
10%	16,200	8,100	6,075	4,050	2,025

(30 lb. bottle, multiply by 1.40)

LP (Liquified Petroleum) gas is a colorless gas compressed into liquid form for easy transportation and storage. It is the energy source for your range, oven, furnace, water heater, and an alternate source for your refrigerator.

PROPER PURGING OF CONTAINERS

If the natural volume of atmosphere in the vessel is not removed before the first fill, these problems will result:

— Installations made in Spring and Summer will experience excessive and false container pressures. This will cause the safety relief valve to open, blowing off excessive pressure.

— The air mixture in the vapor space will be carried to the appliances. This may result in as many as five or more service calls from pilot light extinguishment.

— If a vapor return equalizing hose is not used, the contained air will be compressed above the liquid level, resulting in slow filling.

— If a vapor equalizing hose is used, the air, and any moisture it contains, will be transferred from the storage tank to the transport.

Additionally, if atmospheric air is properly purged from the storage tank:

— Transfer will be faster
— The pump will not stall
— Less energy will be required to fill the container.

PROPER NEUTRALIZING OF MOISTURE

Even if a careful inspection (using a pen flashlight) reveals no visible moisture, the container must still be neutralized, since dew may have formed on the walls. Additionally, the contained air may have relative humidity up to 100%.

A rule of thumb for neutralizing moisture in an ASME container calls for the introduction of at least one pint of genuine absolute anhydrous methanol (99.85% pure) for each 100 gallons of water capacity of the container. On this basis, the minimum volumes for a typical container would be as shown below:

Container Type	*Minimum Volume Methanol Required*
100 lb. ICC cylinder	1/8 pt. (2 fl. ozs.)

***IMPORTANT:** Avoid substitutions; they will NOT work. The secret of effectiveness of methanol over all other alcohols is its high affinity for water plus a boiling point lower than all other alcohols, and most importantly: a boiling point lower than water.

FILLING YOUR LP GAS CONTAINER

Caution! *Overfilling is hazardous!* Do not overfill your LP gas container. Stop filling when liquid appears at the fixed liquid gauge. Most LP gas containers are equipped with a fixed liquid level gauge (often called a 10% valve) which contacts the liquid level at 80% of container capacity allowing 20% for expansion. LP gas containers not equipped with a fixed liquid level gauge can only be filled by weight. Check after each filling by opening small outage valve and bleed gas in well-ventilated area until white liquid stops. Overfilling may cause damage to regulator and cause malfunction of LPG appliances.

Shut off all pilot lights and the control valve on the LPG tank when filling the tank and during travel. Always refill empty LP gas tank as soon as possible.

Check all tank and line connections periodically to be sure they are tight. When testing for leaks, use soapy water (never a match). LPG has a distinct garlic odor.

If gasoline or LPG fumes are noticed at any time, the cause should be determined and corrected without delay.

In winter, always have methanol added to your tank for winter operation to prevent freezeup.

The regulator is preset. Do not attempt to adjust it. This should only be done by an authorized service outlet. The regulator should not be exposed to the elements. If regulator fails: LP gas tank may have been over filled, or there may be impurities in the propane. Regulator failure could cause LPG components to malfunction.

Before opening the control valve, check that controls for all gas appliances are in the off position. If this is not done, LPG could accumulate inside the vehicle creating a fire or explosion hazard.

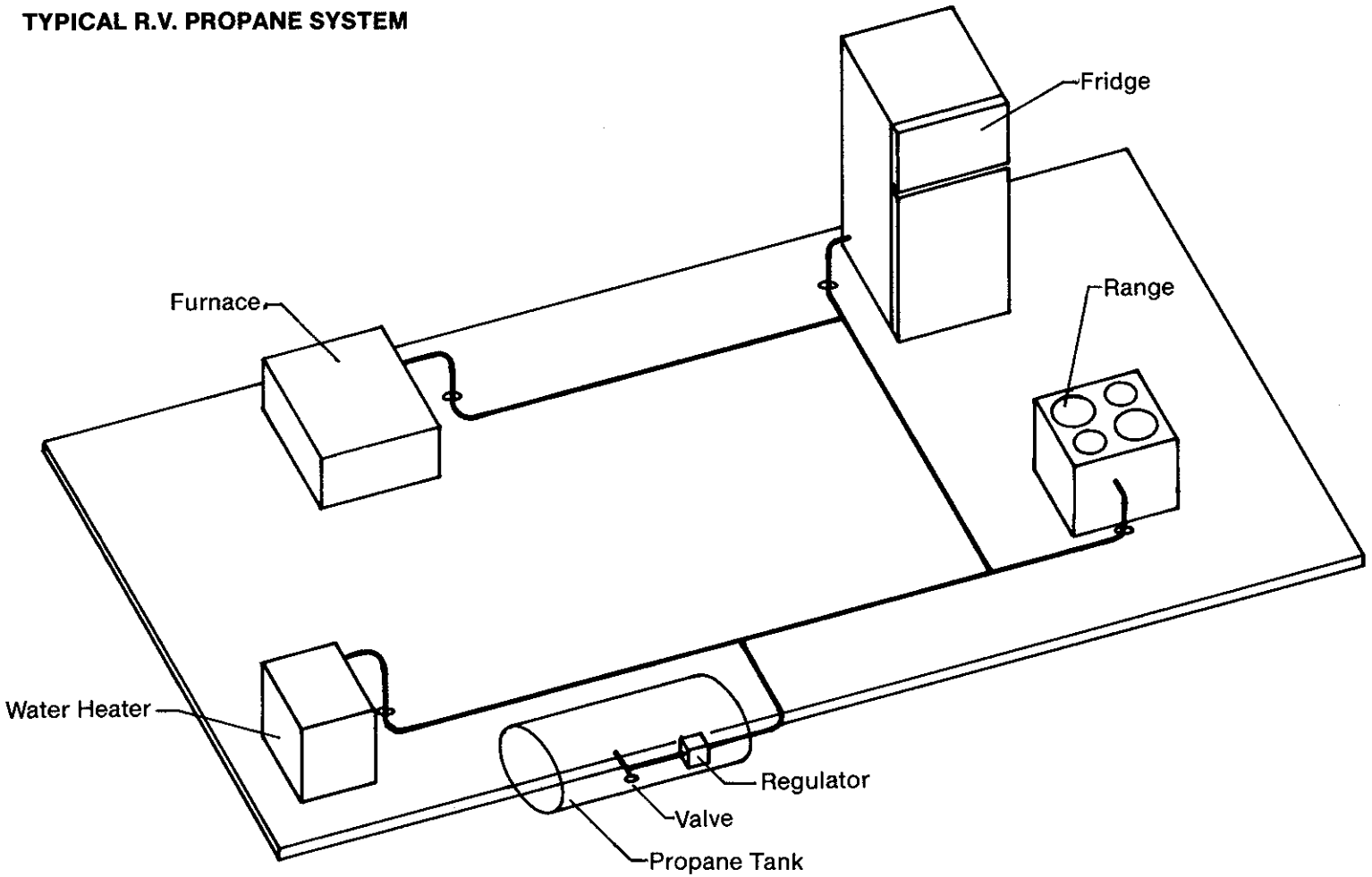
LPG is also potentially lethal if inhaled.

PROPANE DETECTOR

A standard propane detector has been installed in your unit. (Note: It is not equipped with an automatic propane shut-off valve.)

Please refer to manufacturer's manual for further instructions.

TYPICAL R.V. PROPANE SYSTEM



APPLIANCES

FURNACE — LP Gas

The furnace should not be operated when the vehicle is driving and the LP gas should be turned off at the LP tank.

The furnace has no pilot light but is ignited by a direct spark ignition system. No manual lighting is required.

Lighting Instructions — Refer to furnace manufacturer's manual.

REFRIGERATOR — 12 VDC/120 VAC/LP Gas

When your RV is stationary, it should be levelled. A bubble level should be placed on the freezer shelf to check refrigerator for levelness.

When the refrigerator is switched to electric operation, the ammonia/water mixture is heated by a heating element instead of the burner flame.

All refrigerators are designed for 3-way operation using LP gas, 120 VAC or 12 VDC power.

For LP gas operation, turn the selector to "gas" and follow the instructions on the fridge for lighting. Turn the thermostat to the highest temperature that will still provide adequate refrigeration. For 120 VAC operation, make sure the power cord is connected, and switch the refrigerator selector to electric. For 12 VDC operation, switch the selector to 12 VDC setting. Power is now furnished by the RV battery. However, 12 VDC power should not be used when the unit is parked in order to prevent battery drainage. The fridge 12 VDC system requires the engine to be running so that the alternator is producing 13 VDC or more.

RANGE/OVEN — LP Gas

Your range and oven operate on LP gas.

Lighting Instructions — Refer to manufacturer's operating instructions.

CAUTION:

1. Always wait 5 minutes before relighting range/oven to allow gas to dissipate.
2. The range/oven is not designed for and should never be used as a space heater.
3. Do not operate range/oven while traveling or while refueling your vehicle at a gasoline service station. The pilot lights or burners may ignite gasoline fumes.
4. Do not leave the top burners on without a utensil for any length of time. Overheating of the grates may cause the porcelain enamel to crack and chip.
5. Anytime the range/oven is in operation, the power range hood fan should be operating to help ensure proper ventilation.

RANGE HOOD — 12 VDC

Always turn the range hood fan on while cooking. This will aid in removing cooking odors, steam or other fumes. The power range hood filter should be cleaned regularly. Remove filter and wash in hot soapy water. Rinse thoroughly and let dry. Replace filter.

MICROWAVE OVEN — 120VAC

CAUTION:

1. Do not attempt to operate microwave oven with the door open since this can result in harmful exposure to microwave energy.
2. Do not defeat or tamper with the safety interlocks.
3. Do not place any object between the oven front face and the door or allow soil or cleaner residue to accumulate on sealing surfaces.
4. Do not operate the oven if it is damaged. Do not operate if the oven door does not close properly (bent) or there is damage to the hinges and latches (broken or loosened) or the door seals and sealing surfaces.
5. The oven door should not be adjusted or repaired by anyone except properly qualified service personnel.

Please read the manufacturer's instruction manual before operating your microwave oven.

MICROWAVE OVEN — OVERHEAD CABINET

Remove & Replace Procedure

1. Remove the eight screws holding trim kit to the cabinet face.
2. Remove range hood via the four screws which anchor the range hood to the underside of the overhead cabinet.
3. Remove the four screws holding the microwave from underneath the overhead cabinet.
4. Pull oven out and disconnect power supply.
5. To replace, repeat above steps in reverse.

CENTRAL VACUUM — 120 VAC

The vacuum system operates when the motorhome is connected to a 120 VAC power source and the inlet valve lid is lifted.

Avoid picking up water or spilled liquids with vacuum. The vacuum is designed for dry pick up only. Electric shock could occur if used on wet surfaces.

To clean, lift canister cover assembly under couch or rear dinette and carefully remove the full filter bag from the canister. Replace with a clean filter bag. See manufacturer's manual for further operating, maintenance and servicing instructions.

ROOF AIR CONDITIONER — 120 VAC

Refer to manufacturer's manual for operating instructions and maintenance information.

MAINTENANCE

We recommend that the filters be cleaned or changed at least every two weeks when the air conditioner is in operation. Do not operate your air conditioner without the filter installed.

CLEANING AND/OR CHANGING FILTERS

1. Remove the selector switch and thermostat knobs from ceiling assembly.
2. Remove the two screws that secure the ceiling assembly shroud to the ceiling assembly.
3. Lower the shroud and gently slide it off the control knob shafts.
4. Take filters out and clean them with warm soapy water or replace them.
5. Replace filters and reinstall ceiling shroud.

FURNITURE & ACCESSORIES

SEATS

To move the captain's chairs forward or backward, pull the level under the front left-hand side of the seat. Adjust the seat as desired, and then release the lever. To swivel the seat, use the larger lever at the front right-hand side of the seat.

Controls for the electronic captains chair (if installed) are located on the left side of the driver's pedestal, and on the right side of the passenger's seat.

SOFA

The front sofa converts into a bed measuring 48" × 76".
To convert to bed:

1. Move the driver seat forward as far as possible.
2. Remove all cushions and shams from the sofa.
3. Lift and pull the sofa out from the wall.
4. Pull up the seat of the sofa till you hear the second click, then lower the seat.
5. Flip top of mattress over to complete the bed.

To convert back to sofa:

1. Fold the mattress over to one side.
2. Lift seat of sofa till you hear one click, then lower the seat.
3. Lift and push the sofa back against the wall.
4. Replace all pillows and shams.

DINETTE

The dinette also can be converted into a bed.

1. Remove cushions.
2. Lift table and remove table legs.
3. Place table between seats so that the edge of the table rests on dinette seat faces.
4. Arrange cushions to form a bed, placing larger cushions in the centre.

To convert back to dinette, reverse above instructions.

ELECTRIC STEP

Normal Operation — Step switch in *ON* position (located on switch panel beside door entrance). Open the door. The step should descend and lock in extended position with the understep light on. Close the door. The step should retract and lock in up position.

Step Locked in DOWN Position — Open the door and allow step to descend. Flip switch to *OFF*. The step should remain in down position with the understep light off when the door is closed.

Step Locked in UP Position — Flip switch off while door is closed and step is up.

Ignition Safety System — When the ignition switch is turned on, step will activate with door movement, regardless of door switch position.

Periodic maintenance including lubrication and cleaning are necessary to keep the step functioning properly.

SCREEN WINDOWS

The screen windows have been designed so that the screen may be removed. To remove the screen, unlock and open the window. Unlock the screen and slide it open a few inches. Push the screen up and lift out the bottom. To replace the screen, reverse the above procedure.

OPTIONAL STORM WINDOWS

To remove storm windows, unlatch the slide catches, and lift the window out of position.

When reinstalling the storm windows, make sure that the foam tape weather seal is in place.

SAFETY

FIRE SAFETY

FIRE EXTINGUISHER

Remember:
— Fire extinguishers are designed to quickly put out fires in their initial stage, not after they are blazing out of control. If you cannot approach a fire within about 10 feet, it is probably too big for you to fight.
— Do not discharge to test your extinguisher. Once activated, even for a fraction of a second, the extinguisher will gradually lose pressure making it useless in a few hours.
— Check pressure indicator monthly or more often. The dry chemical powder in the extinguisher is discharged by air pressure. If it loses air pressure, it loses its ability to fight fires. Check pressure by pressing green pressure indicator stem. Be sure to record your inspection on the tag provided.

How to Operate

1. Keep safe at least 6 feet away from fire and near an exit. Powder stream will shoot over 10 foot distance. Stay low to avoid smoke and heated fumes.
2. Break seal. Grasp unit firmly. Hold upright.
3. Aim nozzle at base of fire (not at flames or smoke). To discharge powder, press white button.
4. Spray powder at base of entire burning area in quick, side to side sweeping motion to erase the flame. (If stream scatters the fire, move back.) After fire is out, keep careful watch for "flashback".
5. Discharge completely and replace after use.

FIRE SAFETY TIPS

1. Establish good housekeeping practices. Do not allow combustible materials to accumulate. Be sure that flammable liquids are stored in approved containers in a well ventilated space.
2. Provide readily accessible fire extinguishers.
3. Avoid the use of flammable solvents or products containing these solvents with the RV unit.
4. If not already installed, install smoke detectors following the smoke detector manufacturer's installation instructions. These detectors provide early warning in the event of a fire.
5. Do not smoke in bed. Do not overload electrical wiring. Do not leave food cooking unattended. Do not permit children to play with the controls of LP Gas or electrical appliances. Do not use matches or other open flame to check for LP Gas leaks.

If a fire does start, get all members of your party outside. If it is a small fire, use the fire extinguisher. If the fire cannot be extinguished quickly, get out of the RV. Close the LP Gas service valves on tanks, if possible. Call the fire department and stay a safe distance from the vehicle. Do not re-enter the RV until officials declare it safe to do so.

Your motorhome has been undercoated with a Polyurethane Foam Spray, which acts as an effective dust and road noise insulator. Polyurethane foam, while virtually flame-proof, should not be exposed to any constant source of radiant heat or open flame.

SMOKE DETECTOR

A standard smoke detector has been installed in your unit. This detector should be tested monthly to ensure optimum performance. (Please refer to manufacturer's instruction manual.)

EMERGENCY STARTING

Do not push or tow your RV to start it.

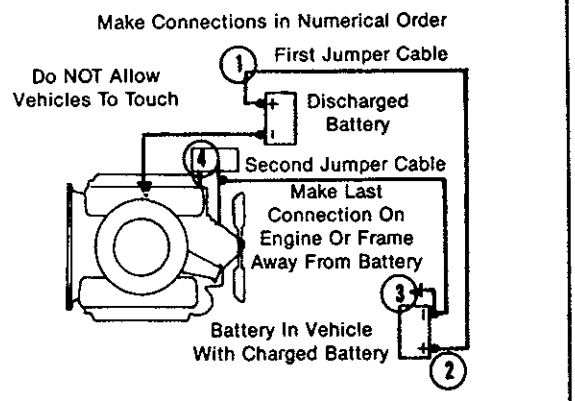
If the main battery is discharged, it can be boosted from the auxiliary battery by pressing the boost switch on the instrument panel if your unit is equipped with this option.

If all batteries on your vehicle are discharged, it can be started by jumpstarting from another vehicle.

JUMP STARTING INSTRUCTIONS

CAUTION: Batteries produce explosive gases, contain corrosive acid, and supply levels of electrical current high enough to cause burns. Therefore, to reduce the risk of personal injury when working near a battery:

- Always shield your eyes. Avoid leaning over the battery whenever possible.
- Do not expose the battery to open flame or sparks.
- Be sure any batteries that have filler caps are properly filled with fluid.
- Do not allow battery acid to contact eyes or skin. Flush any contacted area with water immediately and thoroughly. Get medical help.
- Follow each step in the jump starting instructions.



1. Position the vehicle with the good (charged) battery so that the booster (jumper) cables will reach. But never let the vehicles touch. Also, be sure booster cables to be used do not have loose or missing insulation.
2. In both vehicles:
   - Turn off the ignition and all lights and accessories except the hazard flasher or any lights needed for the work area.
   - Apply the parking brake firmly. Shift the automatic transmission to "P" (Park), or "N" (Neutral) if your vehicle does not have a Park position. Manual transmissions should be shifted to the "N" (Neutral) position.
3. Make sure the cable clamps do not touch any other metal parts. Clamp one end of the first booster cable to the positive (+) terminal on one battery. Never connect (+) to (−).
4. Clamp one end of the second cable to the negative (−) terminal of the good (charged) battery. Make the final connection to a heavy metal bracket (such as mounting bracket for the Delcotron generator or air conditioner compressor) on the engine about 450 millimeters (18 inches) from the discharged battery. Make sure the cables are not on or near pulleys, fans, or other parts that will move when the engine is started.
5. Start the engine of the vehicle with the good (charged) battery. Run the engine at a moderate speed for several minutes. Then, start the engine of the vehicle that has the discharged battery.
6. Remove the booster cables by reversing the above installation sequence exactly. While removing each clamp, take care it does not touch any other metal while the other end remains attached.

OVERHEATING

Please refer to chassis manual for specific instructions.

Your cooling system may overheat during severe operating conditions. This may occur when:

— climbing a long hill on a hot day.
— stopping after high speed driving.
— idling for long periods in traffic or
— towing a trailer.

If the hot light comes on or gauge indicates engine is hot:

— Turn your air conditioner off if it is on.
— Put the transmission in neutral if stopped in traffic.

If the light doesn't go off within a minute or two:

— Pull over to a safe place and move your shift control lever to "PARK" and put on your parking brake.
— DON'T TURN OFF THE ENGINE. INCREASE THE ENGINE IDLE SPEED to about twice as fast. Bring idle back to normal after two or three minutes.
— Check the level of the coolant by looking at the "see through" coolant recovery tank. (It is not necessary to remove the radiator cap to check coolant level, and it can be dangerous if engine is still hot.)

CAUTION: To help avoid the danger of being burned, do not remove the radiator cap while the engine and radiator are still hot. Scalding fluid and steam can be blown out under pressure if the cap is taken off too soon.

The proper coolant level when engine is operating is between the "Full" and "Add" marks on the tank.

If coolant level is low:

— Check for fluid leaks at hose connections or from radiator or water pump. Check to see that drive belts are intact, and that the fan is turning.
— Add coolant at the first opportunity. Coolant should be added only to the recovery tank.
— If you are losing coolant because of leaks, or a fan belt is broken or loose and/or the red light persists, stop the engine until the cause of overheating is corrected.

After the red light is out, resume driving at a reduced speed. If the light does not come back on in about ten minutes, return to normal driving.

TOWING

Proper equipment must be used to prevent damage to your motorhome during any towing. Your vehicle should always be towed from the front. It should be towed on all wheels if possible. When towing on all wheels, the vehicle should be towed at speeds less than 35 mph (56 km/h) for distances up to 50 miles (80 kilometres), provided the final drive, axle, transmission and steering system are normally operable. However, if the front of the vehicle must be raised before it can be towed, it is important that you follow this precautionary procedure:

When towing the motorhome, the driveshaft should be disconnected to prevent damage to the transmission.

If the front of the vehicle must be raised for towing, raising the front wheels four inches off the ground will leave about five inches ground clearance at rear (assuming the vehicle started at design ride height with proper loading). Use a cradle so that the weight is not bearing on the bumper.

Connect towing equipment to engine front crossmember. Do NOT attach to bumper or brackets. Remember also that power brakes and power steering will not work when engine is off.

If the vehicle is to be towed by a wrecker, use only equipment designed for this purpose. A safety chain system must be used.

IT IS NOT RECOMMENDED THAT VEHICLE BE TOWED WITH THE REAR LIFTED, AS THIS COULD RESULT IN FRONT SUSPENSION OR CROSSMEMBER DAMAGE.

JACKING/CHANGING A TIRE

Caution:
1. Use jack only when changing wheels.
2. Exercise extreme caution when raising vehicle with jack. (Use of jack stands as a precaution is recommended).
3. Do not start or run engine while vehicle is on jack.

The jack is located in the front baggage compartment on the passenger side.

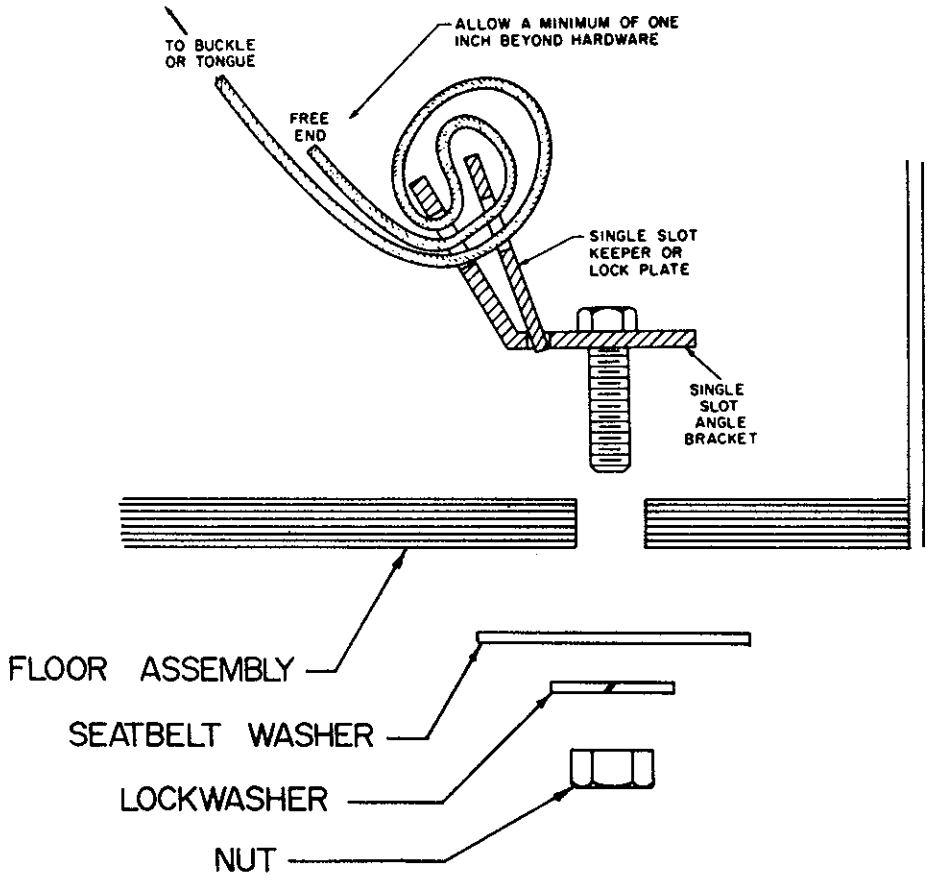
1. Park on level surface and set parking brake firmly.
2. Set automatic transmission in "PARK".
3. Activate hazard warning flasher.
4. Block both front and rear of the wheel diagonally opposite the jack position.
5. Loosen, but do not remove, wheel nuts by rotating wrench counterclockwise.
6. Place hydraulic jack under the axle.
7. Close valve at base of jack and insert jack handle.
8. Operate jack with slow, smooth motion. Raise vehicle so tire just clears surface.
9. Replace wheel and, using lug wrench provided, slightly tighten wheel nuts. Wheel must be seated on hub.
10. Open valve at base of jack to lower vehicle. Fully tighten wheel nuts, using lug wrench provided, by applying clockwise pressure near end of wrench. Be sure to tighten lug nuts in an alternate sequence.

REMEMBER: Always use your warning flashers to warn other drivers anytime you pull your vehicle to the side of the road, day or night.

CAUTION: As soon as possible after installing a wheel, AND at 500 miles (800 kilometres) after such installation, have a mechanic tighten wheel nuts with a torque wrench to 250 foot-pounds. IN ADDITION, when the motorhome, or wheel, or fasteners are new, have the torque set at the first 500 miles (800 km).

SEAT BELT INSPECTION

Twice a year check that belts, buckles, latch plates, retractors and anchorages work properly: look for loose parts or damage (without disassembly) that could keep the restraint system from doing its job. Have a belt assembly replaced if the webbing has been cut or otherwise damaged. Also, restraint systems should be replaced and anchorages properly repaired if they were in areas damaged by a collision, whether the belt was in use or not. If there is any question, replace the belt system. Damage whether visible or not, could result in serious personal injury in the event of an accident.



WINTERIZATION & STORAGE

WINTERIZATION

All Triple E motorhomes are built for year–round travel including:
— polyurethane undercoating
— insulated and heated holding tank compartment
— above–floor plumbing.

Although your motorhome is designed to withstand winter temperatures, **we cannot guarantee the vehicle not to freeze**. Certain precautions should be taken in preparing for sub-zero temperature traveling.

CHASSIS

Check coolant level and add anti-freeze, if required, to protect against lowest expected temperature. Change engine oil to the recommended viscosity to aid cold weather starting. See the manufacturer's manual for further recommendations.

LP GAS

When traveling in winter, propane is recommended as it will vaporize in extreme cold (Above −42°C). Butane is not recommended due to its high vaporization temperature (0°C). Use of butane in cold temperatures may block the system and cause components to malfunction. Add approximately .25 litre methanol to your LP gas tank to prevent freeze-up.

WASTE SYSTEM

To prevent winter freeze–up, add regular RV anti–freeze through the toilet and kitchen drains, directly into the holding tanks. Be sure to add sufficient amounts in order to protect the total volume of the holding tank.

Do not use alcohol–based anti–freeze or other petroleum products.

FRESH WATER SYSTEM

The fresh water system consists of the water tank, the pump and all lines. This entire system is contained inside the motorhome above the floor line. In cold weather, it is usually necessary to have the furnace operating. The heated air in the motorhome will circulate around the water tank, pump and water pipes and reduce the possibility of freezeup.

When winterizing the system:
1. Drain the fresh water tank and water heater.
2. Close the three valves on the back of the water heater. (In the C-941, these valves are accessible through the floor of the hall closet behind the clothes hamper.)
3. Pump enough anti-freeze through the water lines to fill the lines and P-traps.
4. Flush the toilet until anti-freeze is visible in the bowl.

CONDENSATION

Good building practices, including thicker styrofoam insulation and weather stripping, may result in water vapor being trapped in the motorhome.

Water vapor is not produced by the building components of the unit, but is generated by the occupants of the unit and their everyday living habits. For example, the simple act of breathing generates approximately one-half pint of water per hour per occupant.

There is no absolute preventive formula which can be applied with success in every case, since a direct relationship exists between individual living habits and the amount of moisture generated within the unit. This moisture is produced in the form of an invisible vapor. The vapor exerts pressure and as the volume builds up, it tends to move toward outside surfaces, including windows. The use of storm windows should reduce frost build-up on windows.

Water vapor must be reduced at its source. Ventilation is the simplest means of ridding the motorhome of excessive moisture. Periodic ventilation in winter is one of the most effective and yet most often neglected remedies. After showering, bathing or washing dishes, open a window slightly while allowing the appropriate fans (range hood fan or bath fan) to run. This will assist in reducing condensation build-up by allowing the moisture to escape outdoors. The regular use of the range hood fan is highly recommended to help reduce water vapor and cooking odors.

We trust that this information will assist the motorhome owner in reducing levels of condensation.

STORING YOUR RV

All systems, components and appliances should be inspected and repaired prior to storage.

CHECKLIST

1. Fill fuel tanks to reduce excessive build-up of moisture in the fuel tanks.
2. Check coolant level and add anti-freeze if required, to protect to the lowest expected temperature during storage.
3. Change engine oil to the recommended viscosity to aid cold weather starting.
4. Park motorhome as level as possible, end to end and side to side.
5. Disconnect auxiliary battery(s).
6. Wash motorhome. If exposed to road salts, the exterior and underside should be thoroughly washed and flushed.
7. Remove all perishables and anything which may freeze (canned goods, medicine, etc.). Leave the refrigerator door open. Be sure controls are turned off.
8. To ventilate living area, open drawers, cabinets, closets, etc.
9. Drain the holding tanks, toilet and living area water system. Deodorize and allow to dry. Turn off the water heater. Drain fresh water tank and water heater. Then add anti-freeze solution (5 gallons R.V. anti-freeze and 5 gallons water) to water tank. Close the valves in the water lines entering the water heater and open all faucets before turning on the water pump. When colored water comes out of the faucets, close faucets and turn off water pump.
10. Turn off LP gas tank valve.
11. Make sure furnace manual valve and thermostat are set at "OFF", range/oven burners at "OFF", oven at "PILOT OFF". Be sure gas on refrigerator is turned off at unit's control panel.
12. Add R.V. anti-freeze (½ cup each) to the kitchen, bathroom and shower drains.
13. Tape over drain openings (except toilet) to prevent evaporation if storage is lengthy (6 months or more).
14. Check engine transmission and power plant (if equipped) for evidence of oil leaks.
15. Tape over vents to prevent possible entry of snow. Be sure to remove tape before operating LP gas appliances.
16. Before moving, run engine at least two minutes with the transmission selector in "PARK" position.

BATTERY STORAGE

Caution: Batteries in storage may eventually self-destruct through a process called self-discharge.

In order to slow down this process, be sure to check battery charge level every 30 to 60 days. Store batteries in a cool place.

Maintenance free batteries should be checked every 60 to 90 days.

NOTE: Batteries should always be fully charged before storage.

GENERATOR STORAGE

If the generator will be out of service for more than 30 days, the following steps should be taken to protect the unit:

1. Run the unit until thoroughly warm.
2. Disconnect fuel supply and run until unit stops.
3. Drain oil from crankcase while still warm. Refill and attach a tag stating oil viscosity used.
4. Remove each spark plug. Pour one ounce of rust inhibitor (or SAE 50 oil) into each cylinder. Crank engine several times. Install spark plugs.
5. Service air cleaner.
6. Clean governor linkage and protect by wrapping with a clean cloth.
7. Plug exhaust outlet to prevent entrance of moisture, dirt, bugs, etc.
8. Wipe entire unit with a clean cloth. Coat rustable parts with a light film of grease or oil.

Refer to manufacturer's instructions for further details.

TOILET

Draining Method: Completely drain the toilet water supply line leaving the toilet water supply valve (white lever) open. The water valve may be kept open by blocking the water lever in the open position with a suitable object, such as a wad of paper.

Caution: When using air pressure to blow water from lines, toilet valve should be held in open position.

Anti-freeze Method: Use R.V. anti-freeze to winterize the fresh water plumbing system. Follow directions on anti-freeze container.

Caution: Never use automotive type anti-freeze in fresh water system. These are highly toxic.

NOTE: If water is inadvertently frozen in the toilet, do not attempt to flush until the ice is thawed. Otherwise damage to toilet could occur.

APPEARANCE CARE

EXTERIOR

BODY

The best way to preserve your motorhome's finish is to keep it clean by frequent washings. Wash with cold or lukewarm water and a mild soap.

Do not use hot water or wash in the direct rays of the sun. Do not use strong soap or chemical detergents. All cleaning agents should be promptly rinsed from the surface and not be allowed to dry on the finish.

Polishing is recommended to maintain your RV's original finish and durability. We recommend Formula Five Cleaning Glaze by Costa Chemicals.

Any stone chips, cracks or scratches should be repaired promptly to avoid further damage. See your dealer for body shop repairs.

Corrosive materials used for ice and snow removal and dust control accumulate on the underbody. If allowed to remain, these materials can result in accelerated rusting and deterioration of underbody components such as fuel lines, frame and floor pan and exhaust system.

At least once each year, preferably after a winter's exposure, these corrosive materials should be removed by flushing the underbody with plain water. Particular attention should be given to cleaning out those areas where mud and other foreign materials collect.

WEATHERSEALING

Twice a year (Spring and Fall) inspect the entire exterior of the motorhome for proper weathersealing around the frames of all windows, doors, compartments, vents, roof, wall vents and moldings. Missing, dried or damaged caulking should be replaced using commercial caulking.

VENTS, DOORS AND SCREENS

Replace damaged vents, vent pipes and bent or damaged compartment doors. Lubricate all hinges, locks, window mechanisms and springs periodically. Clean windows and window screens.

PLUMBING SYSTEM

Periodic inspections of plumbing vent pipes where they emerge through the roof of the unit should be made to insure that they are not damaged or blocked.

EXTERIOR LIGHTING

Before each trip, inspect all clearance lights, identification lights, marker lights, stop lights, turn signal lights and back-up lights. Replace burned-out bulbs immediately. Keep all light lenses clean with soap and water.

UNDERCARRIAGE

The all-steel frame of your motorhome has been treated for rust resistance and corrosion (extended frames — painted only). For added protection, the undersurface of the floor has been sprayed with polyurethane to prevent rust, dust, water leaks and road noise. This foam insulation gives your floor a superior "R" rating compared to automotive undercoating.

NOTE: Rust may still occur, depending on road and weather conditions.

INTERIOR

IMPORTANT:

All interiors conform to Section 302 of CMVSS/FMVSS flammability standards.

GENERAL CLEANING

Dust and loose dirt that accumulate on interior fabric should be removed regularly with a vacuum cleaner or soft brush.

Vinyl trim should be wiped regularly with a clean damp cloth.

The carpet should be vacuumed regularly, and cleaned with a quality carpet cleaner. Curtains and blinds should be kept closed to prevent sun rays from discoloring.

VELVETS

— Come with fire rating
— Cleaning Code "S"

CLEANING CODE "S"

Clean this fabric with pure solvents (Petroleum Distillate-based products). Professional dry-cleaning is recommended. Cushion covers should not be removed and dry cleaned.

CAUTION: Use of water-based and detergent-based solvent cleaners may cause excessive shrinking. Water stains may become permanent and unable to be removed with solvent cleaning agents.

DRAPERY

— Inherently flame retardant
— Machine washable
— Requires little ironing
— 100% Polyester

BEDROOM FABRICS

— Treated for flame retardancy
— Cleaning Code "S"

STAIN REMOVAL

Before trying to remove spots or stains, determine what kind and how old the stain is. Spots or stains should be removed as soon as possible.

Vinyl

Ordinary soilage can be removed from vinyl with warm water and a mild soap such as saddle soap or oil soap, or approved equivalent. Apply a small amount of soap solution and allow to soak for a few minutes to loosen dirt; then, rub briskly with a clean, damp cloth to remove dirt and traces of soap. (This operation may be repeated several times if necessary.) Soilage such as tars, asphalts, shoe polish, etc. will stain if allowed to remain on trim. They should be wiped off as quickly as possible and the area cleaned with a clean cloth dampened with vinyl cleaner (solvent type).

Fabric

Water Spots — A multi-purpose powdered cleaner is excellent for removing water spots from upholstery, as well as for sections where a minor ring may be left from spot cleaning.

Vacuum area thoroughly to remove excess loose dirt. ALWAYS clean a full trim assembly or complete section. Mask adjacent trim along stitch or welt lines. Mix multi-purpose powdered cleaner in strict accordance with directions on label of container. Mix proportionally for smaller quantities. Use suds only on a clean sponge or soft bristle brush. DO NOT wet fabric too much or rub harshly with brush. Immediately after cleaning, wipe off any excess cleaner residue with slightly damp abosrbent towel or cloth.

NOTE: Water stains can also be removed by using a vinegar and water solution.

IMPORTANT — Immediately after wiping, force-dry fabric with air hose, heat dryer or heat lamp. (Use caution with heat dryer or heat lamp to prevent damage to fabric.) When trim materials with a sheen or luster finish are dry, wipe fabric lightly with a soft, dry clean cloth to restore its sheen or luster.

Grease or Oil Stains — Includes grease, oil, butter, margarine, shoe polish, coffee with cream, chewing gum, cosmetic creams, vegetable oils, wax, crayon, tar and asphalts. Carefully scrape off excess stain; then clean with fabric cleaner (solvent type). Use very *little* cleaner, light pressure, and clean cloths (preferably cheese cloth). Cleaning action should be from outside of stain feathering towards centre of stain. Keep changing to a clean section of cloth. When stain is cleaned from fabric, immediately dry area with an air hose, heat dryer or heat lamp to help prevent a cleaning ring (use caution with heat dryer or heat lamp to prevent damage to fabric). If a ring forms, immediately repeat the cleaning operation over a slightly larger area with emphasis on feathering towards centre of area. If ring still persists, mark off surrounding trim sections and clean entire affected trim panel section with a multi-purpose powdered cleaner as previously described under waterspots. Shoe polish, wax crayons, tar and asphalts will stain if allowed to remain on trim; they should be removed as soon as possible — use caution as cleaner will dissolve them and may cause them to "bleed."

Non-Greasy Stains — Includes catsup, coffee (black), egg, fruit, fruit juice, milk, soft drinks, wine, vomit and blood. Carefully scrape off excess stain; then sponge stain with cool water. If stain remains, use multi-purpose powdered cleaner (foam type) as previously described. If odor persists after cleaning vomitus or urine, treat area with a water-baking soda solution — 1 tea-

spoon baking soda to 1 cup of warm water — finally, if necessary, clean lightly with fabric cleaner (solvent type).

Combination Stains — Includes candy, ice cream, mayonnaise, chili sauce and unknown stains. Carefully scrape off excess stain; then clean with cool water and allow to dry. If stain remains, clean with fabric cleaner (solvent type).

CAUTION: Many cleaners may be poisonous or flammable, and their improper use may cause personal injury or damage to the inside of the vehicle. Therefore, when cleaning the interior, do not use volatile cleaning solvents such as: acetone, lacquer thinners, enamel reducers, nail polish removers; or such cleaning materials as laundry soaps, bleaches or reducing agents. Never use carbon tetrachloride, gasoline or naphtha for any cleaning purpose. Always use solvent type cleaners in a well ventilated area.

KITCHEN SINK

The stainless steel sink should be cleaned with a liquid or finely ground powder. Scouring powder is not recommended for stainless steel and will ruin the finish. Stainless steel cannot be harmed by boiling water. However, salt, mustard, mayonnaise and catsup will cause pitting and should be cleaned off immediately.

REFRIGERATOR

The cabinet interior should be cleaned regularly. Remove shelves and wash the lining with lukewarm water to which a mild soap may be added. Dry thoroughly, especially around door frame and door gasket. Warm water only should be used to wash the cooling evaporator, ice trays and shelves. Never use strong chemicals or abrasive cleaning materials on any part of the cabinet.

PANELING/CEILING BOARD

To remove spots or stains from the walls or the ceiling, use a damp cloth with a mild detergent. Rub the area dry with a soft cloth. Avoid the use of abrasive cleaning agents.

TABLETOPS AND COUNTER SURFACES

The laminated table top and counter surfaces are impervious to stains and will retain their original lustre and appearance if you wipe them with a damp cloth after each use. DO NOT place hot pans, skillets or pots on them.

POWER RANGE HOOD

The filter on your power range hood should be removed, washed with detergent and hot water, rinsed and replaced after each trip. Before replacing the filter, wash the grease and collected dust from the inside hood surfaces, fan and light. Wipe the outside and top surface with a damp cloth.

RANGE/OVEN

General — Regular cleaning with a warm detergent solution and a soft cloth will keep your range looking bright and new. This should be done as soon as range cools.

Chrome — To keep the mirror bright finish, wipe with a damp cloth and dry thoroughly. Stubborn stains may be removed with lemon juice, vinegar, or chrome polish.

Broiler Pan — Remove the broiler pan from oven immediately after use. Drain fat. Sprinkle rack with detergent and cover with wet paper towels and let soak before washing in hot soapy water.

Oven Interior — Clean as soon as possible after use when the oven is cool. Grease spatters that are allowed to become hard and baked on become very difficult to remove. Care must be taken to avoid bending the thermal sensing element, which could cause a variation between the oven temperature and the dial setting. If oven cleaners are used, protect aluminum gas tubing, thermostat sensing element and electrical components from the cleaners. Thoroughly rinse oven with a solution of one tablespoon vinegar to one cup of water and wipe dry.

Top Burners — Top burners (caps and grates) may be cleaned with a detergent solution. If any burner port should become clogged, clean with a toothpick. Never use pins or other metal objects to clean the ports, as they may become enlarged. If the burner is washed in a sink, dry immediately by shaking off all excess water and lighting the burner until all water has evaporated.

NOTICE: Properly clip the top burner grates and oven rack after cleaning to help prevent them from rattling or becoming dislodged while the vehicle is underway.

MICROWAVE OVEN

Keep the door and inside of your microwave oven clean. No grease, soil or spatter should be allowed to build up. A build up of soil will absorb microwave energy, just the same as the food you are cooking and may increase the cooking time.

1. When food spatters or spilled liquids adhere to oven walls, wipe with a damp cloth. Mild detergents may be used if the oven gets very dirty. The use of harsh detergent or abrasives is not recommended.

2. The outside oven surface should be cleaned with soap and water, rinsed and dried with a soft cloth. To prevent damage to the operating parts inside the oven, water should not be allowed to seep into the ventilation openings.

3. If the control panel becomes wet, clean with a soft, dry cloth. Do not use harsh detergents or abrasives on control panel. When cleaning the control panel, leave the oven door open to prevent oven from accidentally turning on. After cleaning touch cancel pad to clear display window.

4. It is necessary to remove the glass tray for cleaning. Wash the tray in warm sudsy water or in a dishwasher.

5. The roller ring and oven cavity floor should be cleaned regularly to avoid excessive noise. Simply wipe the bottom surface of the oven with mild detergent water or window cleaner and dry. The roller ring may be washed in mild sudsy water or dishwasher. Cooking vapors collect during repeated use but in no way affect the bottom surface on roller ring wheels. When removing the roller ring from cavity floor for cleaning, be sure to replace it in the proper position.

MAINTENANCE

MAINTENANCE INFORMATION

The maintenance details for most components are included with their operating instructions in the Owner Information Pouch. Service Centre locations are also included. See index.

ENGINE ACCESS

Access to the engine is provided by an engine cover located between the driver and passenger seats. Access to parts of the engine is also possible at the front of your motorhome through the hood.

MAINTENANCE SCHEDULE

The chassis manufacturer has supplied a folder which provides a complete maintenance schedule. Please consult that manual for complete vehicle care, maintenance and information.

OWNER MAINTENANCE CHECKS

Listed below are vehicle checks that should be made periodically by either the owner or a qualified technician. Any problems and repairs should be handled immediately.

While Operating Your Vehicle

Automatic transmission shift indicator operation — Make sure the indicator points to gear chosen.

Brake system operation — Be alert to abnormal sounds, increased brake pedal travel or repeated pulling to one side when braking. Also, if a brake warning light goes on, something may be wrong with part of the brake system. Have it inspected and repaired at once. Please consult the chassis manufacturer's manual for details.

Exhaust system operation — Be alert to any changes in the sound of the system or any smell of fumes. These are signs the system may be leaking or overheating. Have it inspected and repaired at once.

Tire and wheel operation — Be alert to a vibration of the steering wheel or seat at normal highway speeds. This may mean a wheel balance is needed. Also, a pull right or left on a straight, level road may show the need for a tire pressure adjustment or wheel alignment.

Steering system operation — Be alert to changes in steering action. An inspection is needed when the steering wheel is harder to turn or has too much free play or if abnormal sounds are noted when turning or parking.

Headlight aim — Take note of the light pattern. If beam aim does not appear correct, headlights should be adjusted.

At Each Fuel Fill

Engine oil level check — Check engine oil level and add if necessary.

Engine coolant level and condition — Check engine coolant level in coolant reservoir tank and add if necessary. Replace if dirty or rusty.

Windshield washer fluid level check — Check washer fluid level in container and add if necessary.

At Least Monthly

Tire and wheel inspection and pressure check—Check tires for abnormal wear or damage. Also check for damaged wheels. Keep tires inflated to the recommended tire pressure (on tire placard on the driver's door). Be

sure to include the spare. Pressure should be checked when tires are "cold".

Light operation check — Check operation of licence plate light, side marker light, headlights including high beams, parking lights, tail lights, brake lights, turn signals, backup lights, instrument panel illumination and hazard warning flashers.

Fluid leak check — After the vehicle has been parked for a while, inspect the surface beneath the vehicle for water, oil, fuel or other fluids. Water dripping from the air conditioning system after use is normal. If you notice fuel leaks or fumes, the cause should be found and corrected at once.

Each Time Oil Is Changed

Automatic transmission fluid level check — Check transmission fluid level and add as required.

Steering and suspension — Inspect front and rear suspensions and steering system for damaged, loose or missing parts, signs of wear or lack of lubrication. Inspect power steering lines and hoses for proper hook-up, binding, leaks, cracks, chafing, etc. Inspect final drive axle output shaft seals for leaking.

Air bag pressures — Motorhomes equipped with Air Assist/Ride Rite air suspension systems should maintain a minimum pressure of 20 lbs., and a maximum pressure of 90 lbs., depending on the load carried. (Refer to the Air Suspension Operating Instructions for specific information).

Brake systems inspection — For convenience the following should be done when wheels are removed for rotation: Inspect lines and hoses for proper hookup, binding, leaks, cracks, chafing, etc. Inspect disc brake pads for wear and rotors for surface condition. Also inspect drum brake linings for wear and cracks. Inspect other brake parts, including drums, wheel cylinders, parking brakes, etc. at the same time. Check parking brake adjustment. Inspect brakes more often if driving habits or conditions result in frequent braking.

Exhaust system inspection — Inspect complete system including catalytic converter. Inspect body near the exhaust system. Look for broken, damaged, missing or out-of-position parts, as well as open seams, holes, loose connections or other conditions which could cause a heat buildup in the floor pan or could let exhaust fumes seep into the passenger compartments.

Throttle linkage inspection — Inspect for interference, binding, damaged or missing parts. Replace parts as needed.

Engine drive belts inspection — Inspect all belts for cracks, fraying and wear. Adjust or replace as needed.

Standard differential — Check fluid level and add as needed at every oil change. In dusty areas, or trailer towing applications, drain fluid every oil change and refill.

At Least Twice A Year

Power steering pump level check — Check power steering pump fluid and add fluid if necessary.

Brake master cylinder reservoir fluid level check — Check fluid level and add fluid if necessary. A low fluid can indicate that worn disc brake pads may need to be serviced.

Battery — Check the battery and recharge if necessary. Check connections for tightness. Clean corrosion from terminals and top of battery. Check battery electrolyte level. Maintain battery charge at a proper level to prevent freezing in winter.

Springs, etc. — Check the spring leaves for being evenly stacked and the spring clips or U-bolts, rear spring front eye bolts and shackle bolts for being tight.

Key lock cylinder — Lubricate key lock cylinders with a lubricant. Lock de-icers which contain alcohol may wash away lubricants. It is recommended that you lubricate the lock cylinder after you have used a de-icer of this type.

Weatherstrip lubrication — Clean surface and then apply a thin film of silicone grease with a clean cloth.

At Least Once A Year

Transmission neutral operation

CAUTION: Before performing the following safety switch check, be sure to have enough room around the vehicle. Then, firmly apply both the parking brake and the regular brakes. Do not use the accelerator pedal. If the engine starts, be ready to turn off the ignition promptly. Take these precautions because the vehicle could move without warning and possibly cause personal injury or property damage.

Try to start the engine in each gear. The starter should crank only in "P" (PARK) or "N" (NEUTRAL).

Steering column lock operation—While parked, try to turn key to "Lock" position in each gear range. The key should turn to "Lock" only when gear is in "P" (PARK).

Parking brake and transmission "P" (PARK) mechanism operation

To check the parking brake with engine running and transmission shift lever in "N" (NEUTRAL), slowly remove foot pressure from the regular brake pedal until the vehicle is held by only the parking brake.

To check the automatic transmission "P" (PARK) mechanism holding ability, release all brakes after shifting the transmission to "P" (PARK).

CAUTION: Before checking the holding ability of the parking brake and automatic transmission "P" (PARK) mechanism, park on a fairly steep hill with enough room for movement in the downhill direction; to reduce the risk of personal injury or property damage, be prepared to apply the regular brakes promptly if the vehicle begins to move.

Lap and shoulder belt condition and operation — Inspect belt system, including: webbing, buckles, latch plates, retractors, guide loops and anchors.

Seatback latch and recliner operation on vehicles equipped with recliner seat — Be sure seatbacks latch on those vehicles with folding seats using mechanical latches. Make sure the recliner is holding by pushing and pulling on top of the seatback while it is reclined.

Spare tire and jack storage — Be alert to rattles in the rear of the vehicle. Make sure the spare tire, all jacking equipment, and any covers or doors are securely stowed at all times. Oil the jack ratchet or screw mechanism after each use.

Engine cooling system service — Inspect coolant and freeze protection. If dirty or rusty, drain, flush and refill with new coolant. Keep coolant at the proper mixture. This provides proper freeze protection, corrosion inhibitor level and engine operating temperature. Inspect hoses and replace if cracked, swollen or deteriorated. Tighten hose clamps. Clean outside of radiator and air conditioning condenser. Wash radiator filler cap and neck. To help ensure proper operation, a pressure test of both the cooling system and cap is also recommended.

Body Lubrication Service — Lubricate all body door hinges. Also lubricate the electric step, fuel door and compartment door hinges and latches including interior glove box and console doors, and any folding seat hardware.

Rotate tires — Every 10,000 miles (16,000 kilometers) or sooner if abnormal wear is experienced.

Body Inspection — Inspect body, windshield and seals for leaks or cracks.

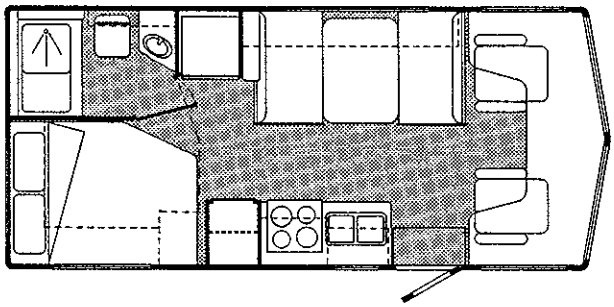
Water Pump Filter — Check and clean water tank filter.

As Required

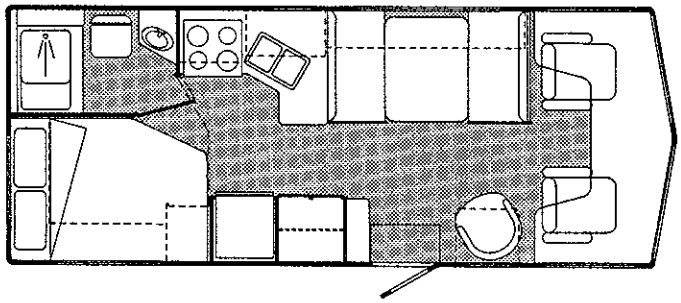
- Clean windshield wiper blades.
- When wiper blades do not clean windshield after wiper blades and glass have been properly cleaned, replace windshield wiper blades.
- At frequent intervals when operating off-highway or if front wheel shimmy is experienced, remove excessive mud build-up from wheels, undercarriage and steering linkage. Inspect for and replace any bent or damaged components.
- At frequent intervals when operating off-highway, check the driveshaft for damage or looseness.
- If excessive noise emanates from the engine compartment, inspect engine air induction system (including air duct, air cleaner, and air cleaner element) for loose fitting, damaged, or missing components and inspect the fan and fan shroud for damage.
- If you experience slow engine cranking, hard starting, headlights dimming at engine idle speed, early or repeat electrical component malfunction, check alternator and regulator output.

DATA & SPECIFICATIONS

1990 REGENCY CLASS C FLOOR PLANS



REGENCY C-675XL



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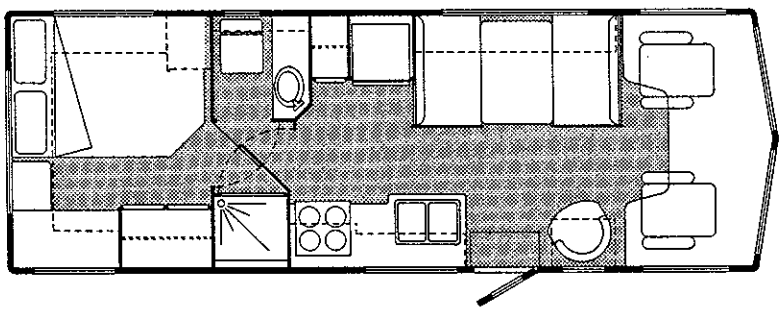

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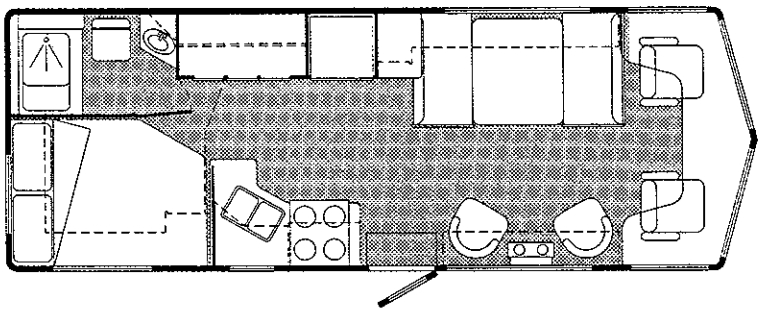

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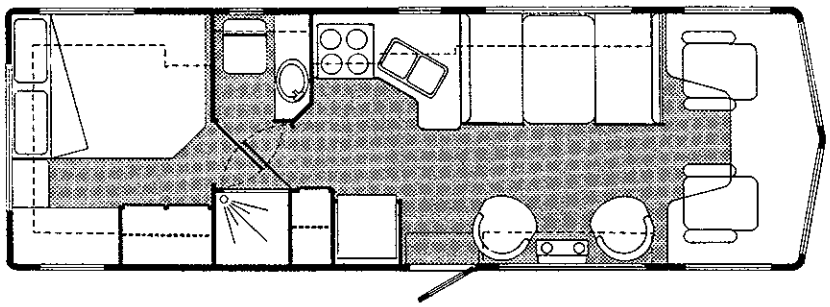

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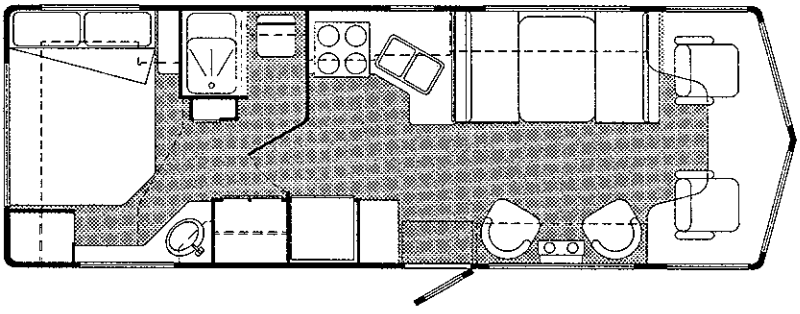

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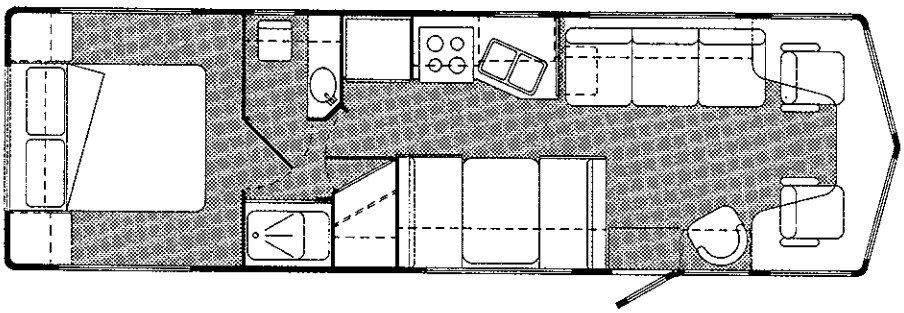

REGENCY C-941XL

Specifications

Model:		C-675XL	C-734XL	C-795XL	C-796XL	C-822XL	C-823XL	C-941XL
GVWR Ford	kg (lb)	4,649 (10,250)	4,985 (11,000)	4,985 (11,000)	4,985 (11,000)	4,985 (11,000)	4,985 (11,000)	6,364 (14,000)
Axle Ratio: 7.3L Diesel	Ford	4:10	4:10	4:10	4:10	4:10	4:10	4:10
7.5L E.F.I. Gasoline	Ford	4:10	4:10	4:10	4:10	4:10	4:10	4:10
Dry Weight (incl. options)	kg(lb)	3,584(7,900)	3,811(8,400)	4,133(9,110)	4,265(9,400)	4,310(9,500)	4,310(9,500)	5,512(12,150)
Tires Front		8.00×16.5	8.00×16.5	8.00×16.5	8.00×16.5	8.00×16.5	8.00×16.5	8.00×16.5
Tires Rear		8.00×16.5	8.00×16.5	8.00×16.5	8.00×16.5	8.00×16.5	8.00×16.5	8.00×16.5
Wheel Base Ford	mm(in)	3,505(138)	4,015(158)	4,470(176)	4,470(176)	4,470(176)	4,470(176)	4,470(176)+ 1,060(42)Tag
Overall Length (bpr. to bpr.)	mm(ft.in)	6,720(22′0″)	7,330(24′0″)	8,170(26′10″)	8,170(26′10″)	8,580(28′2″)	8,580(28′2″)	9,525(31′3″)
Overall Width	mm(ft.in)	2,515(8′3″)	2,515(8′3″)	2,515(8′3″)	2,515(8′3″)	2,515(8′3″)	2,515(8′3″)	2,515(8′3″)
Overall Height (incl. A/C)	mm(ft.in)	3,080(10′1″)	3,080(10′1″)	3,080(10′1″)	3,080(10′1″)	3,080(10′1″)	3,080(10′1″)	3,080(10′1″)
Water Tank Capacity (incl. W/H)	L(imp.gal)	141(31)	141(31)	141(31)	141(31)	141(31)	141(31)	141(31)
	(U.S.gal)	(37)	(37)	(37)	(37)	(37)	(37)	(37)
Holding Tank Capacity	L(imp.gal)	173(38)	173(38)	173(38)	173(38)	173(38)	173(38)	218(48)
	(U.S.gal)	(46)	(46)	(46)	(46)	(46)	(46)	(58)
Fuel Capacity Ford	L(imp.gal)	144(32)	144(32)	144(32)	144(32)	144(32)	144(32)	144(32)
	(U.S.gal)	(38)	(38)	(38)	(38)	(38)	(38)	(38)
Propane Tank Capacity	kg(lb)	22(48)	22(48)	22(48)	22(48)	22(48)	22(48)	36(80)
Fridge Standard — Norcold		8443	8453	8453	8453	8453	8453	8453
Fridge Optional — Norcold		8653	8663	8663	8663	8663	8663	8663
Awning	mm(ft)	3,350(11′)	3,350(11′)	4,880(16′)	4,270(14′)	4,880(16′)	4,880(16′)	4,880(16′)
Generator (Onan)	kW	N/A	4.0	4.0	4.0	4.0	4.0	4.0
Dinette Bed	mm (in)	1050×1930 (42×76)	1050×1930 (42×76)	1050×1930 (42×76)	1050×1930 (42×76)	1050×1930 (42×76)	1050×1930 (42×76)	1050×1930 (42×76)
Sofa Bed	mm (in)	1220×1930 (48×76)	1220×1930 (48×76)	1220×1930 (48×76)	1220×1930 (48×76)	1220×1930 (48×76)	1220×1930 (48×76)	1220×1930 (48×76)
Overhead Bunk	mm (in)	1470×2390 (58×94)	1470×2390 (58×94)	1470×2390 (58×94)	1470×2390 (58×94)	1470×2390 (58×94)	1470×2390 (58×94)	1470×2390 (58×94)
Double Bed	mm (in)	1370×1880 (54×74)	1370×1880 (54×74)	1370×1880 (54×74)	1370×1880 (54×74)	1370×1880 (54×74)	1370×1880 (54×74)	1524×1880 (60×74)
Twin Bunk	mm(in)	2-762×1930 (2-30×76)	N/A	N/A	N/A	N/A	N/A	N/A
Twin Bed	mm (in)	N/A	N/A	915×1880 (36×74)	N/A	915×1880 (36×74)	N/A	915×1880 (36×74)

ADDITIONAL INFORMATION

If you should require additional information, contact your nearest Triple E Dealer, or, contact Triple E Canada Ltd., 301 Roblin Blvd., Box 1230, Winkler, Manitoba, Canada R6W 4C4 (204) 325–4361.
Fax: (204) 325-5241
Winnipeg: (204) 453-4315

CHASSIS CUSTOMER SERVICE

GM — Canada: 1-800-263-3777
GM — U.S.A.: 1-313-696-4200
Ford — Canada: 1-800-387-7923

GENERAL DATA

The serial number plate is located on the dashboard.

The department of transport sticker can be found inside the door jamb.

NOTICE

Motorhomes designated for U.S. retail are built according to RVIA — U.S. Standards.

The following items may differ from that of Canadian-built product:

Plumbing System
Electrical System
Chassis Emission Controls

For further details, contact Triple E Canada Ltd. — Winkler at the above address.

The specificiation sheet is located in the wardrobe. Also located in the wardrobe, beneath the specification sheet are exterior color codes.