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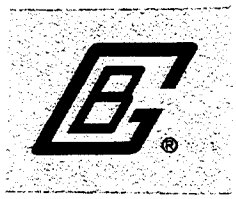
SWINGER

MOTOR HOME

OWNER'S MANUAL



SWINGER RECREATIONAL VEHICLES By . . .

GEORGIE BOY PROJECTS, INC.

POST OFFICE BOX 937 • ELKHART, INDIANA 46514 • 219—293-9523

1979

Welcome to the recreational-vehicle lifestyle! This manual describes the many features of your recreational vehicle and gives a few simple steps relating to use or maintenance. Use these suggestions to help assure your family of years of carefree, pleasant traveling, or vacationing.

Your dealer's Service or Sales Department will promptly handle any normal problem which might occur. Customer service is of utmost importance to your dealer and is just as important to the manufacturer.

If, for some unusual reason, a problem is not handled to your satisfaction, we make the following suggestions:

1. Discuss any warranty-related problems directly with the General Manager or the Owner of the dealership, giving him an opportunity to help his service department resolve the matter for you.

2. Should a problem arise that cannot be resolved to your satisfaction by your local dealer, contact the factory representative at Georgie Boy Projects, Inc.

3. The above steps are suggested because of our sincere belief that your dealer and the factory representative will satisfactorily handle any problem which might arise. Should you find their combined efforts have not done so, please send a letter describing the circumstances to Swinger, Division of Georgie Boy Projects, Inc., 29297 U.S. 33 West, Elkhart, Indiana 46514. Please include the model and serial number of your vehicle.

Thank you for choosing our product. Your Dealer and we, the Manufacturer, will continually strive to merit your confidence.

FOREWORD

This manual describes the various design features and operating procedures of your motor home to aid you in understanding its capabilities.

Like all fine equipment, your motor home will require care and regular maintenance in order to retain its maximum performance characteristics. This manual, along with the Chassis Operator's Manual and the information from other component manufacturers provided for your use, defines the important areas of maintenance you will want to follow. The few minutes spent reading and understanding these instructions will result in your having a good working knowledge of the unit. Knowing how to use your motor home and how to keep it properly maintained will help you enjoy thousands of miles of motoring pleasure.

Your motor home has been designed to conform with or exceed the American National Standards Institute Code A119.2 and/or State and Federal motor vehicle standards as applicable. These Standards establish the plumbing, heating, electrical, and other requirements for quality and safety. Compliance with this Standard is indicated by the seal installed just outside the entry door. This seal is the outward sign of internal quality.

Should you have any questions regarding operation, maintenance or service, please contact your DEALER immediately so he can be of assistance.

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LIMITED WARRANTY

SUMMARY OF WARRANTY

Georgie Boy Projects Inc., — P.O. BOX 937 — Elkhart, Indiana 46514 ("Warrantor"), warrants to the ORIGINAL CONSUMER PURCHASER for a period of ONE (1) YEAR from the date of purchase by the original purchaser, or for the first Twelve Thousand (12,000) miles of operation, whichever occurs first (Warranty Period), that this motor home shall be free of SUBSTANTIAL DEFECTS in materials and workmanship attributable to Warrantor in the BODY STRUCTURE ONLY. This Warranty only covers components and part of the body structure manufactured and assembled by Warrantor.

TYPES OF THINGS EXCLUDED FROM WARRANTY

By way of illustration, Warrantor is not responsible for claims relating to the following: (1) defacing: scratches, dents chips and defacing on any surface or fabric of this motor home, not caused by Warrantor; (2) routine maintenance: including recaulking the body of the motor home, tightening screws, adjusting doors, and maintaining the air conditioning; (3) the chassis and any mechanical parts of this motor home: including any parts of the engine, drive train, steering mechanism, brake system, wheel balance, mufflers, tires, tubes, batteries and gauges; (4) lighting: bulbs, fixtures, shades and lenses; (5) glass: mirrors, reflectors, window frames and window glass, and screens; (6) fire extinguishers; (7) cabinet and other knobs and pulls, switches, toggles; (8) fuses, converters and circuit breakers; (9) valves: city water check valve, dump valve; (10) hinges; (11) all appliances: including air conditioners, water heaters, ovens and ranges, refrigerators and furnaces; (12) all furniture and carpeting; (13) radios, tape decks and speakers; (14) compressors.

WARRANTOR'S OBLIGATIONS

Warrantor will remedy substantial defects in materials and workmanship caused by Warrantor in the BODY ONLY of this motor home. Warrantor shall elect to remedy the defect from among the following: repair, replacement or refund. Warrantor may not elect refund unless the purchaser agrees, or the Warrantor is unable to provide replacement and repair is not commercially practicable or cannot be timely made. Warranty performance can only be obtained at Warrantor's authorized dealers and service centers and from Warrantor. All costs incurred in transporting this motor home for warranty service shall be borne by purchaser. Warrantor shall remedy the defect within a reasonable time, not to exceed thirty (30) days after delivery by Purchaser. All Warrantor's expenses in remedying the defect shall be borne by Warrantor.

PURCHASER'S OBLIGATIONS

Purchaser must return the owner's registration card within ten (10) days of purchase to validate this Warranty. Purchaser shall deliver this motor home for warranty service within a reasonable time after discovery of the defect and in no event later than thirty (30) days after expiration of the ONE (1) YEAR warranty period. All expenses incurred by purchaser in obtaining warranty service shall be borne by Purchaser. Purchaser can obtain a list of persons authorized to perform warranty service by contacting Warrantor at the above address.

EVENTS DISCHARGING WARRANTOR FROM OBLIGATION UNDER THIS WARRANTY

Misuse or neglect, including failure to provide reasonable and necessary maintenance, unauthorized alteration, accident, and improper loading, shall discharge Warrantor from any obligation under this Warranty.

DISCLAIMER OF CONSEQUENTIAL AND INCIDENTAL DAMAGES

THE ORIGINAL PURCHASER OF THIS MOTOR HOME AND ANY PERSON TO WHOM THIS MOTOR HOME IS TRANSFERRED, AND ANY PERSON WHO IS AN INTENDED OR UNINTENDED USER OR BENEFICIARY OF THIS MOTOR HOME, SHALL NOT BE ENTITLED TO RECOVER FROM WARRANTOR ANY CONSEQUENTIAL OR INCIDENTAL DAMAGES RESULTING FROM ANY DEFECT IN THE MOTOR HOME.

SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATION OR EXCLUSION MAY NOT APPLY TO YOU.

LIMITATION AND DISCLAIMER OF IMPLIED WARRANTIES

WARRANTOR EXPRESSLY LIMITS WITH RESPECT TO THE MOTOR HOME THE DURATION OF ALL IMPLIED WARRANTIES OF MERCHANTIBILITY AND ALL IMPLIED WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE TO THE WARRANTY PERIOD OF ONE (1) YEAR. WARRANTOR EXPRESSLY DISCLAIMS WITH RESPECT TO THIS MOTOR HOME ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND ALL IMPLIED WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE AFTER EXPIRATION OF THE WARRANTY PERIOD. THERE IS NO WARRANTY OF ANY NATURE MADE BY WARRANTOR BEYOND THAT CONTAINED IN THIS WARRANTY. NO PERSON HAS AUTHORITY TO ENLARGE, AMEND OR MODIFY THIS WARRANTY.

SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU.

PARTS AND DESIGN CHANGES

Warrantor reserves the right to change the parts and design of its motor home from time to time without notice and with no obligation to maintain spare parts or to make corresponding changes in its products previously manufactured.

LEGAL REMEDIES OF PURCHASER

THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE. No action to enforce this Warranty shall be commenced later than six (6) months after expiration of the warranty period.

REGISTRATION CARD

Return of the registration card is required by Warrantor for Warranty coverage and performance. RETURN OF THE REGISTRATION CARD IS REQUIRED WITHIN TEN (10) DAYS OF PURCHASE OF THIS MOTOR HOME BY THE ORIGINAL CONSUMER PURCHASER, OR ELSE THIS WARRANTY IS VOID.

Dealer and Owner Responsibility

The dealer from whom you purchased your new SWINGER Motor Home is responsible for the proper servicing of the vehicle before delivery to you and he has an interest in your continued satisfaction. Therefore, inspection, warranty, and maintenance service (except chassis) should be performed by your SWINGER dealer. For appliance and equipment service, consult your appropriate operational manual for the nearest service center location. Transportation costs incurred in bringing the Motor Home to the dealer's location and/or factory are the responsibility of the owner.

To help you secure maximum satisfaction with your new SWINGER Motor Home, we recommend that you take a short week-end shake-down trip before leaving on an extended vacation. Even though your Motor Home has been checked at the factory and again at your dealer's, some minor difficulty could still develop. If this does happen, you will still be close enough to the dealer to return and have the problem corrected.

As a new SWINGER owner, you have the responsibility for regular and proper maintenance of your unit. This will help you avoid conditions which could arise from neglect and would not be covered by your warranty. Maintenance service should be performed in accordance with this Owner's Manual.

KEEP THIS MANUAL IN YOUR MOTOR HOME AT ALL TIMES.

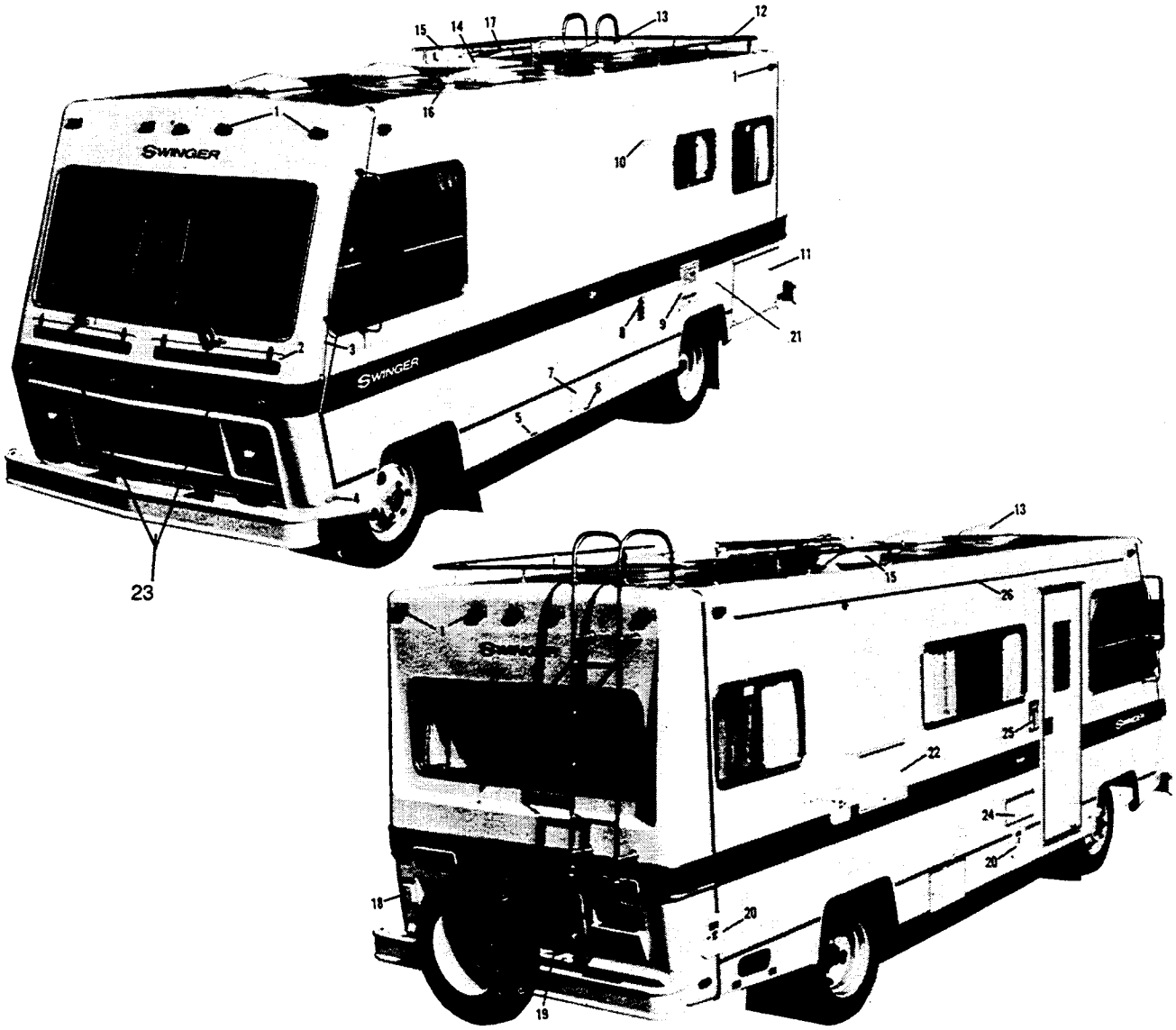
Specifications

Body Length	24–26 ft.	30 ft.	32 ft.
Chassis	Dodge	Dodge	Dodge
Model	M 400	M 500	M 600
Wheel Base	137 or 159 in.	178 in.	208 in.
Maximum Gross Vehicle Weight		14,000 lbs.	16,000 lbs.
Front–Max. GVW	4,910 lbs.	5,000 lbs.	6,000 lbs.
Rear–Max. GVW	7,280 lbs.	9,840 lbs.	12,680 lbs.
Engine Size and type	360 or 440 cu. in. V-8	440 cu. in. V-8	440 cu. in. V-8
Transmission	3-speed Automatic	3-speed Automatic	3-speed Automatic
Brakes	Hydraulic	Hydraulic	Hydraulic
Front	Disc	Disc	Disc
Rear	Drum–Self-Adjusting	Drum–Self-Adjusting	Drum–Self-Adjusting
Tires: Front	8.00 x 17.5D	8.00 x 19.5D	8.00 x 19.5E
Rear Duals	8.00 x 17.5C	8.00 x 19.5D	8.00 x 19.5E
Load Range	"D" & "C"	"D"	"E"
Tire Pressure: Front	60 psi	65 psi	65 psi
Rear	45 psi	55 psi	55 psi
Wheel Nuts (Torque)	450-500 ft.-lbs.	450-500 ft.-lbs.	450-500 ft.-lbs.
Fuel	Regular	Regular	Regular
Fuel Capacity (Approx)	81 gal.	90 gal.	90 gal.
Main Tank	36 gal.	45 gal.	45 gal.
Auxiliary Tank	45 gal.	45 gal.	45 gal.
Fresh Water Capacity (Approx)	46 gal.	46 gal.	46 gal.
Tank	40 gal.	40 gal.	40 gal.
Water Heater	6 gal.	6 gal.	6 gal.
L.P. Gas Capacity (Approx)	57 lbs. (23 ft.) 80 lbs. (25 ft.)	80 lbs.	80 lbs.

Holding Tank Capacity (Approx)	Septic Tank	Waste Water Tank
Sundowner	20 gal.	35 gal.
Executive Lounge	20 gal.	35 gal.
Oceanside	20 gal.	35 gal.
Sierri I	20 gal.	35 gal.
Sierri II	20 gal.	35 gal.
Limited Edition I	35 gal.	20 gal.
Limited Edition II	35 gal.	20 gal.
Luxury Liner	20 gal.	35 gal.

Due to constant updating, some specs may change. Available on written request.

Exterior Identification



ITEM NO.	DESCRIPTION	ITEM NO.	DESCRIPTION
1.	Clearance Lights	14.	Escape Hatch
2.	Exterior Engine Access Doors	15.	Refrigerator Vent
3.	Radio Antenna	16.	Plumbing Vents
4.	Reflector	17.	TV Antenna
5.	No. 2 Holding Tank Gate Valve	18.	Power Supply Cord Access
6.	No. 1 Holding Tank Gate Valve	19.	Trunk Door
7.	Sewer Hose Compartment	20.	Gas Fill Access Door
8.	Furnace Vent	21.	Water Fill Access Door
9.	Water Heater Access Door and Exhaust	22.	Refrigerator Access Door
10.	Canopy Vent	23.	Storage & Main Battery
11.	Generator Access Door	24.	Storage Compartment
12.	Roof Rack and Ladder	25.	Entrance Light and Grab Handle
13.	Alum-a-Dome	26.	Awning Rail

November 1975

INTRODUCTION

Congratulations on your purchase of a SWINGER Motor Home. You have just taken your first step toward many years of vacationing pleasure.

SWINGER has compiled this Owner's Manual to assist you in the operation and maintenance of all systems and components in your new Motor Home. Keep this manual in your Motor Home at all times for easy reference. If followed closely, this manual will assist you in obtaining the maximum enjoyment from your Motor Home.

Before taking your first trip in your SWINGER, acquaint yourself with its operations and capabilities. The best place to get acquainted is in the familiar surroundings of your own driveway. Have a "live-in." Make a test drive. Then visit your dealer so that he may further explain many of the features on your new SWINGER Motor Home.

SECTION II
INSTRUCTIONS AND OPERATION

TRAVELING

Driving your new SWINGER Motor Home requires a few basic techniques that are not common to driving the family car.

First, the Motor Home is heavier, longer, wider, and taller than your car. For example, you should avoid gas stations with low canopies over their pumps. (It might cost you more than a tank of gas.) It is also a "cab-over engine" vehicle with no hood. At first you may tend to drive too close to the center line of the road. You will have to accelerate and brake slower and more smoothly. Remember, you will have food in the refrigerator and dishes and glasses in the cupboards.

You must allow for slower pickup and greater distances when passing and returning to your proper lane. When you come to a hill, accelerate a bit more than usual, but don't be afraid to downshift. Under NO circumstances LUG the engine. If it takes low gear to climb a hill, go down the other side in low gear.

When turning corners, pull well into the intersection before making the turn. When being overtaken, passing, or meeting an on-coming bus or truck, you may encounter air turbulence, and your Motor Home will sway. When this occurs, a slight acceleration and/or slightly turning into the turbulence will help overcome the situation. CAUTION: Do not brake or decelerate. This will accentuate the sway and may cause loss of control.

LOADING

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

CAUTION: It is essential that you store the heavier items centrally and as low to the floor as possible. Do not store anything heavier than your bedding or clothing behind the rear axle. If you are pulling a boat or utility trailer, passengers should not congregate at the rear of the Motor Home. If pulling a trailer with a tongue weight of 400 to 650 pounds maximum, limit all passengers to the front two-thirds of the Motor Home while traveling.

LOADING CAPACITIES

All models of SWINGER Motor Homes have a minimum capacity of 1,000 pounds of cargo plus 6 passengers figured at a maximum of 150 pounds each. The following table lists the minimum "curb weight" * (no optional equipment) and the maximum "curb weight" * (all optional equipment).

* Curb weight: the weight of the Motor Home with full gas tanks, full LP Gas tank, full water tank, empty holding tanks and no passengers or cargo.

Model	Minimum Weight	Maximum Weight
Sundowner	9,930 lbs.	10,585 lbs.
Executive Lounge	10,755 lbs.	11,410 lbs.
Sierri I	11,335 lbs.	11,990 lbs.
Sierri II	11,100 lbs.	11,755 lbs.
Limited Edition I	11,235 lbs.	11,890 lbs.
Limited Edition II	11,340 lbs.	11,970 lbs.

SUGGESTED EQUIPMENT

- Sewer Hose (Sewage)
- Sewer Hose (Waste Water)
- Tool Box
- Jumper Cables
- Tow Chain
- Plastic Water Bucket
- Small Level
- Leveling Blocks
- Small Shovel
- Two 25 ft. heavy-duty extension cords
- Spare bulbs and Fuses
- Soft Water Hose
- Water "Y"

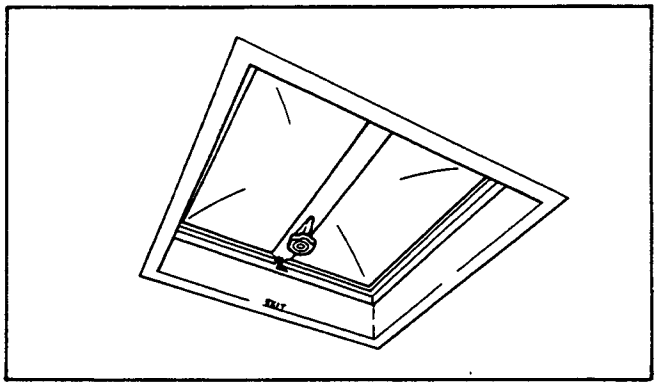
EQUIPMENT FOR EMERGENCIES

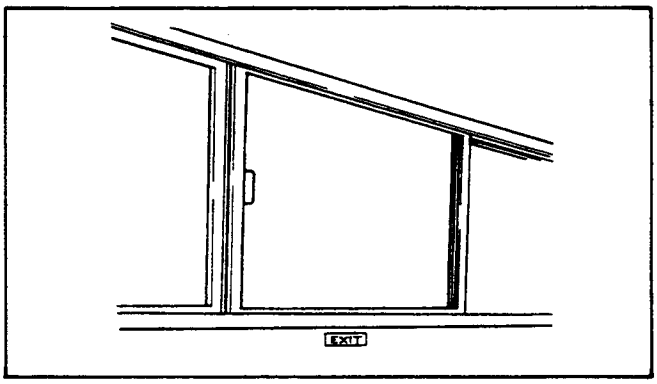
The following items may be purchased from your SWINGER dealer:

- First Aid Kit
- Flashlight
- Road Emergency Flares

ESCAPE VENT AND ESCAPE WINDOWS

NOTICE: In case of entrapment, your SWINGER Motor Home is equipped with either an escape hatch in the roof, or an escape window located on the driver's side over the dinette. Both are labeled "EXIT." To activate the escape hatch, simply depress the red lever and push up. The escape window is activated by releasing the window lock and sliding the window and screen to the right as far as it will open.





CAUTION: There are several warning tags placed on the exterior and interior of your Motor Home. These are required by law. Please follow their instructions.

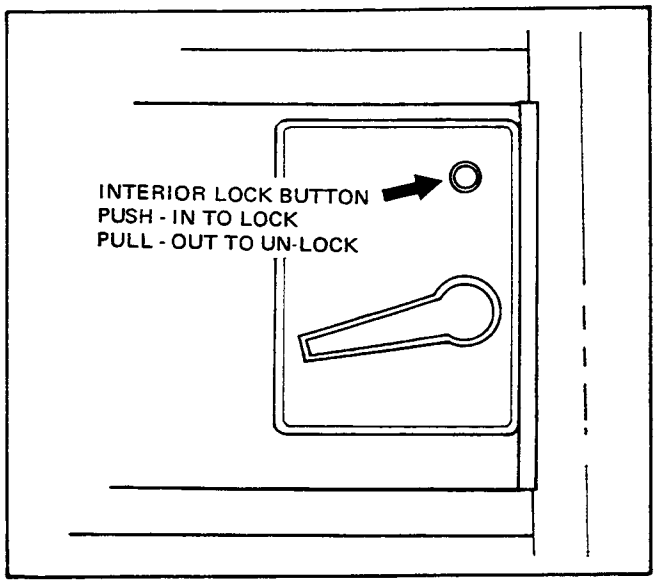
ENTRANCE DOOR

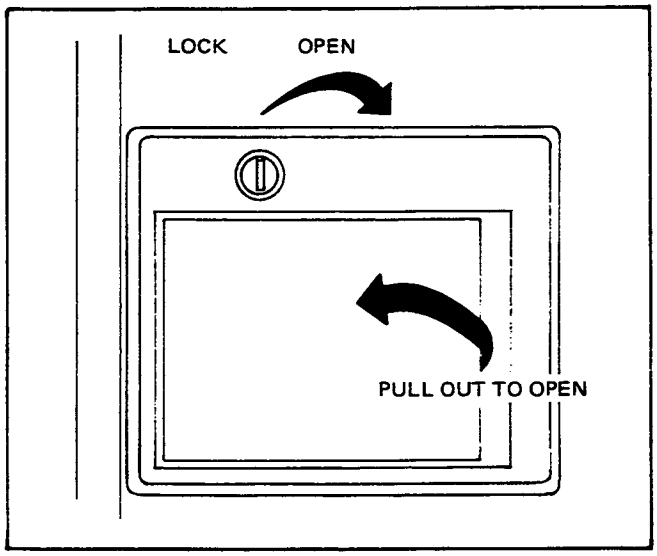
ENTRANCE DOOR— LOCKING OPERATION

The entrance door on your Motor Home is constructed of heavy-gauge materials and encompasses the latest motor vehicle safety standards. The door should always be fully closed and locked while traveling. When the door is locked the latch acts as a dead bolt and therefore, the door should not be slammed while in the locked position.

To lock the door from the inside, simply push in on the locking button. The door is locked from the outside by using the appropriate key.

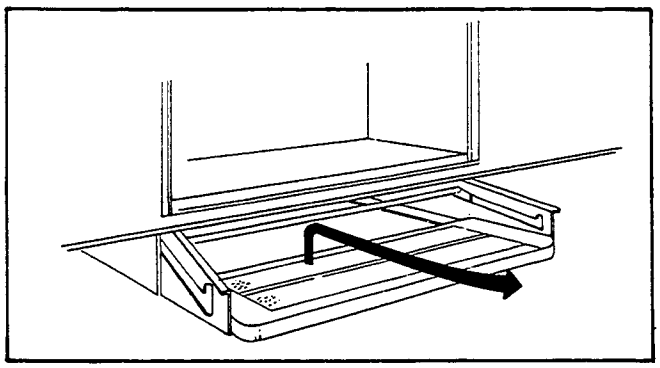
NOTE: An occasional application of a graphite lubricant will keep the lock in good working order.



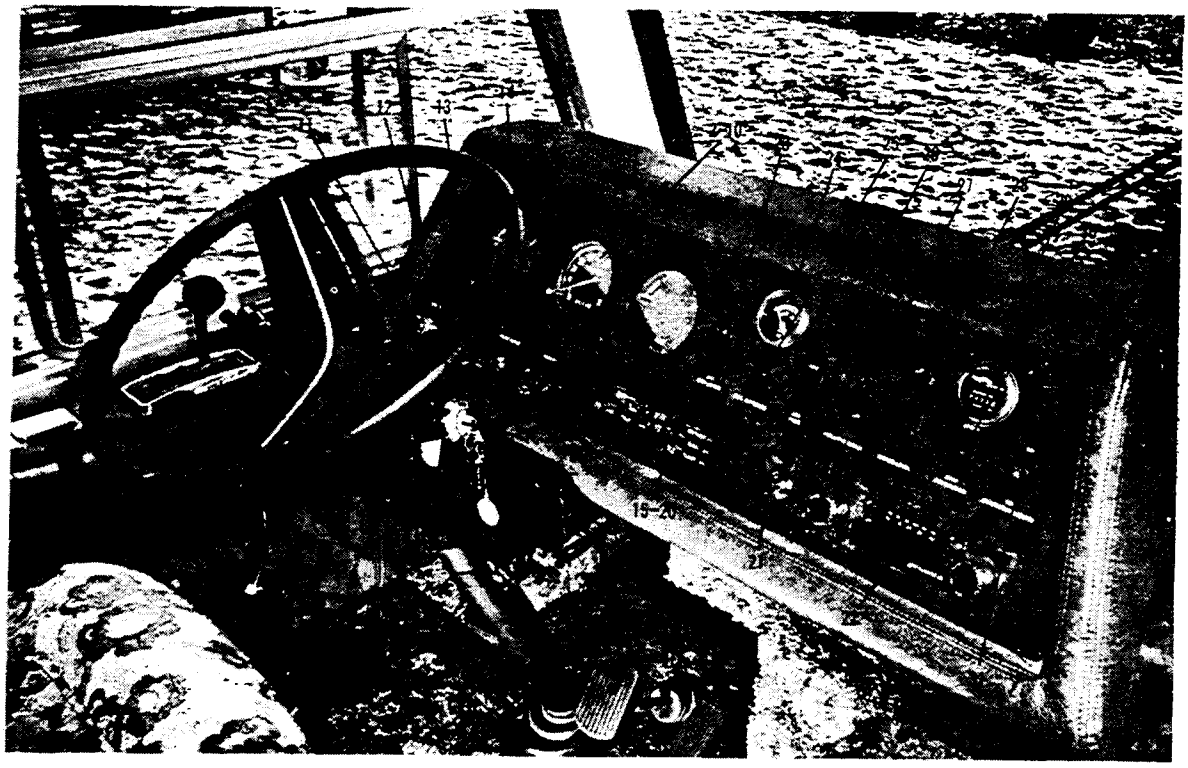


ENTRANCE DOOR STEP

The sliding step may be extended by grasping firmly, lifting and pulling all the way out. The runners on the edge of the step should be lubricated periodically. Be sure the step is fully retracted while in transit.



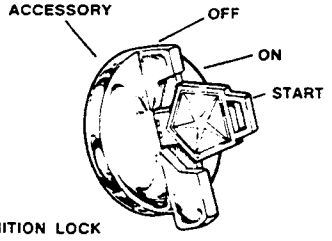
DRIVER'S COMPARTMENT



The driver's compartment is designed for command. From here the driver enjoys a panoramic view of his domain, with the road before him and instruments and equipment within easy reach.

INSTRUMENTS AND CONTROLS

1. **Ignition Switch** — Your SWINGER Motor Home is equipped with a column-mounted, four-position, key-operated ignition switch. Starting nearest the driver, the four positions are: (1) Accessory, (2) Off, (3) On, and (4) Start. Turn the key to the "On"position to activate the ignition system. To engage the starter, turn the key to the "Start" position. When the engine starts, release the key and it will return to the "On" position. To remove the key, turn to the "Off" position.



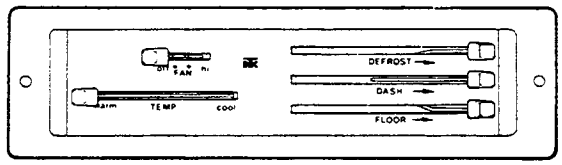
2. **Fuel Gauge** — With the ignition key in "On" position, the pointer will indicate the amount of fuel in the tank currently in use.
3. **Oil Pressure Gauge** — Indicates oil pressure, but not oil level. The pointer should always show some pressure when the engine is operating.
4. **Temperature Gauge** — Indicates engine coolant temperature. The pointer will normally stay near center, but may rise slightly in congested traffic or under heavy load.

CAUTION: If the pointer remains on H, stop and inspect for cause. Continued driving may cause engine damage.

5. **Alternator Indicator** — Indicates whether battery is being charged or discharged. The pointer will normally stay centered while driving when battery is fully charged and lights or accessories are not in use.
6. **Speedometer** — Located directly in front of driver for easy visibility. At night the speedometer is softly lighted and glareless.
7. **Odometer** — Located directly under the speedometer; indicates mileage traveled in tenths of a mile.
8. **Turn Signal Indicators** — Show which signal is activated by blinking left or right.
9. **High Beam Indicator** — Light glows when headlights are on high beam.
10. **Brake System Sentinel Light** — This light glowing red when you depress the brake pedal indicates a loss of pressure in the front or rear wheel hydraulic system, resulting in a partial brake failure. Since the light is connected to the ignition switch, check it by starting the engine. The light will go on when you turn the key to the "Start" position, and will go off as soon as the engine starts.

WARNING: If brake failure is indicated, immediate repair is necessary. Continued driving is dangerous.

11. **Light Switch** — For all outside lights. Pull the knob to its first position for parking lights; pull knob to second position for all outside lights. Interior courtesy light is controlled by turning the knob counterclockwise until it clicks into position.
12. **Left Wiper Switch** — Two-speed wiper control; turn clockwise to first stop for slow speed; second stop for high speed.
13. **Right Wiper Switch** — Two-speed wiper control; turn clockwise to first stop for slow speed; second stop for high speed.
14. **Windshield Washer** — The washer is operated by manually pumping the knob.



15. **Fan Control** — Controls the 3-speed fan that blows air into your Motor Home driver's compartment.
16. **Temperature Control** — Regulates the temperature of the air.
17. **Defrost Control** — Regulates air blowing on the windshield.
18. **Dash Control** — Regulates the air to the dash vents.
19. **Floor Control** — Regulates the air to the floor vents.
20. **Air Conditioning** — If your Motor Home is equipped with optional automotive air conditioning, these controls also regulate the temperature of the air entering the Motor Home.
21. **Cigarette Lighter** — Press in until engaged; knob will pop out when hot.
22. **Radio** — See page 44.
23. **Map Lights** — On-off switch.
24. **Battery Condition Switch** — Operates the meter which indicates charged or uncharged condition of the 12-volt storage batteries. When it indicates a low condition conserve power by switching off appliances and using as few lights as possible.
25. **Meter** — Battery condition.
26. **Fuel Switch** — Press the switch down for auxiliary tank operation and up for operation on the main fuel tank.
27. **Holding Tank Switch** — Press the switch to Holding Tank Number 1 or Holding Tank Number 2. The highest reading illuminated indicates the amount of fluid in the tank (Empty, ¼, ½, ¾, or Full).
28. **Water Level Switch** — Press the switch and the highest reading illuminated indicates the amount of water in the tank (Empty, ¼, ½, ¾, or Full).
29. **Hour Meter** — Indicates elapsed time of generator operation.
30. **Power Plant Switch** — This turns the generator on when you press the switch upward. Pressing down on it turns the generator off.
31. **Courtesy Lights** — On-off switch.
32. **Parking Brake** — Pull to engage, push to disengage.
33. **Emergency Flashing Hazard Warning Light** — This switch will activate simultaneous flashing of all directional signal lights.

STARTING AND OPERATING

CAUTION: Prior to starting the engine, have parking brake engaged or foot brake applied. In order to prolong the life of your battery, we recommend that you turn off lights, air conditioner, radio, and all other electrical accessories before starting the engine. Accessories should remain off until engine is warmed slightly and running smoothly.

Place transmission selector lever in Neutral (N) or Park (P) position. The engine will start in either of these positions. A safety device prevents the engine from starting in any drive position.

CAUTION: Should engine ever need starting while your Motor Home is moving, place transmission selector lever in Neutral (N) position ONLY, as shifting to Park (P) position will cause extreme damage to the vehicle's transmission.

Warm Engine Starting — Depress the accelerator pedal about halfway and hold while starting engine.

Cold Engine Starting — Depress the accelerator pedal fully to the floor and slowly release. Take your foot off the pedal and turn the ignition key to the "Start" position. When the engine starts, release the ignition key. If the engine starts but fails to run, repeat the above procedure. After the engine is running smoothly, the idle speed may be reduced by slightly depressing the accelerator pedal and then releasing it slowly.

Extreme Cold Weather Starting (Below 0) — If the weather is extremely cold, or your Motor Home has been standing idle for several days, use the following starting procedures: Fully depress the accelerator pedal two or three times before attempting to start the engine; with your foot off the accelerator pedal, turn the ignition key to "Start" position and release it when the engine starts.

If Engine Fails to Start — After first using the appropriate starting procedure outlined above, if the engine fails to start and continue running, fully depress and release the accelerator pedal several times. Remove your foot from the pedal and turn the ignition key to the "Start" position. If the engine still fails to start, press and hold the accelerator pedal to the floor, while holding the ignition key on "Start" position. A flooded engine may start to run, but without enough power to keep it running. If the engine is flooded, continue cranking with the accelerator fully depressed until the engine clears itself of excess fuel, starts, and then runs smoothly.

CAUTION: Battery can be severely drained of power if attempted starting is too prolonged. We recommend a maximum of one minute's cranking. If the engine fails to start, turn off the ignition key and wait several minutes before attempting to start again.

Emergency Starting — You cannot start the Motor Home engine by pushing the vehicle, If the batteries are fully discharged and the engine will not start, use one of the following methods:

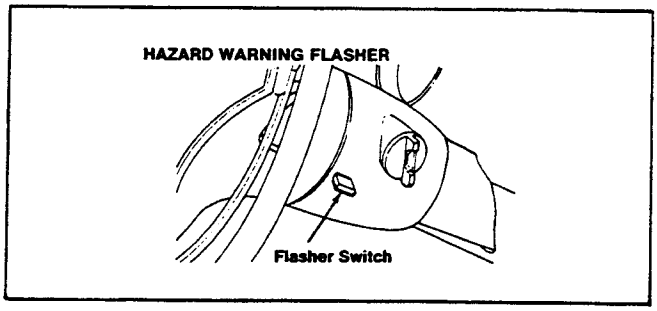
1. If jumper cables are available, a 12-volt car battery may be used for the required starting power.

CAUTION: When using the jumper cable method of starting your Motor Home, make certain that the positive terminal of one battery is connected to the positive terminal of the other battery. If you have difficulty determining which terminal is positive, remember that the positive terminal is always larger than the negative terminal.

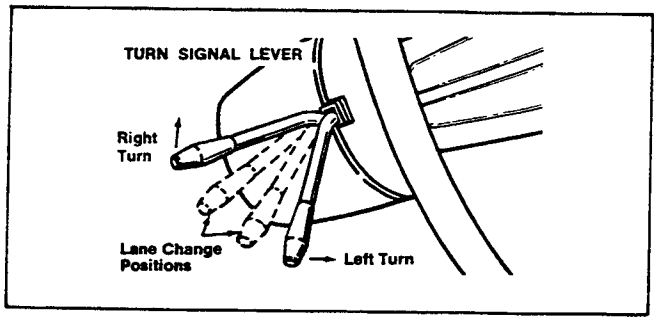
2. A jumper cable may be used from the storage battery to the automotive battery. A single cable (positive to positive) is all that is required.

TURN SIGNALS AND HAZARD WARNING SYSTEM

Hazard Warning System — The emergency warning flasher button is located on the right side of the steering column. To activate this system, place the flasher switch in the "On" position and the front directional signals and rear taillights will flash; the turn signal indicators on the instrument panel will flash simultaneously. The turn signal lever must be in the neutral position. Use this system when you leave your Motor Home to go for assistance or in the event your vehicle has become inoperative. The flasher system will continue to operate even with the ignition switch in the "Off" position. The emergency warning flasher system can be cancelled when not needed simply by pushing the black knob IN.



Turn Signals — The turn signal lever on your SWINGER Motor Home is located on the left side of the steering wheel column. Always use the turn signals before making a turn, when changing lanes, or when pulling away from the curb. You may use the turn signal in two ways. The first position, up or down, may be used for changing lanes or when making a gradual turn. The lever must be held in the "Lane Change" position and will return to a neutral position whenever it is released. The fully engaged, or second position, up or down, is for use when making a normal turn. The signal will remain on until the normal turn is completed or until the signal is returned to neutral by hand. Use your right directional indicator to signal your intention to come in ahead of the vehicle you have just passed. Truckers will flash their head-lights when it is safe to pull in ahead of them. Extend this same courtesy to them, as well as to your fellow campers. If the flasher operates weakly or fails to flash, the probable cause is a burned-out bulb. Replace the bulb immediately, as it is essential to safe motoring.

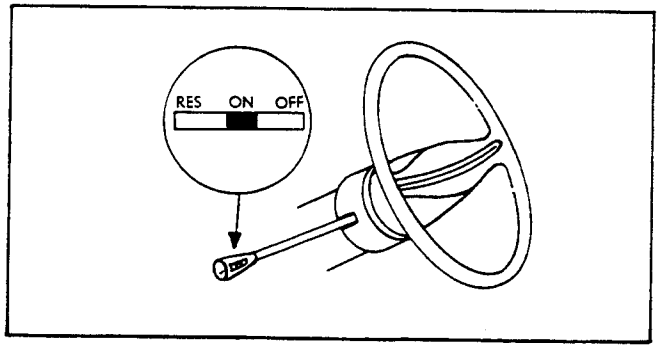


CRUISE CONTROL

Your vehicle may be equipped with a speed control. It has the "resume" feature.

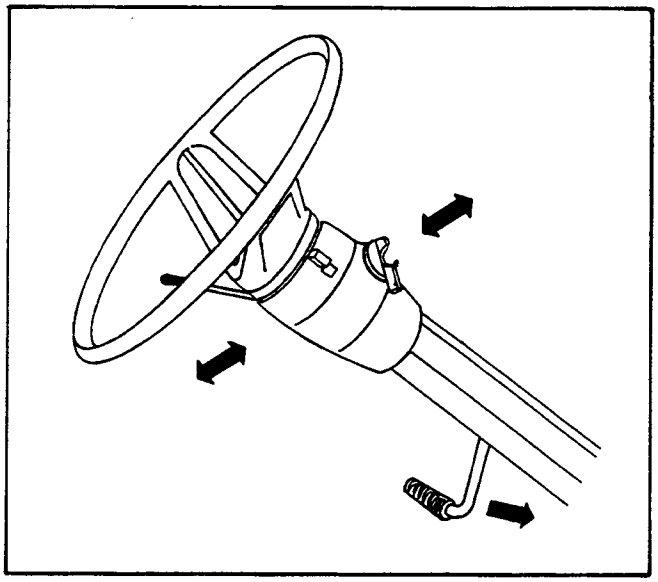
1. Activate the system with the slide switch on the turn signal lever.
2. Drive to the desired speed and press the button located on the end of the turn signal lever, then release. The system will engage and hold the speed on level road within approximately two miles per hour.
3. Tap the brake pedal to disengage speed control or move the slide switch to "Off" position.
4. Push the slide switch toward "Resume" to resume the previously set speed.

NOTE: This feature will not operate if the slide switch has been moved to "Off" to disengage or if the ignition switch has been turned off. The system will not function below 30 miles per hour.



TILT-AWAY STEERING COLUMN

To operate the tilt-away steering column, push down on the foot pedal located left of the column. With the pedal down, push or pull the steering column to the desired position and release the foot pedal to lock the column in place.



WINDSHIELD WASHER OPERATION

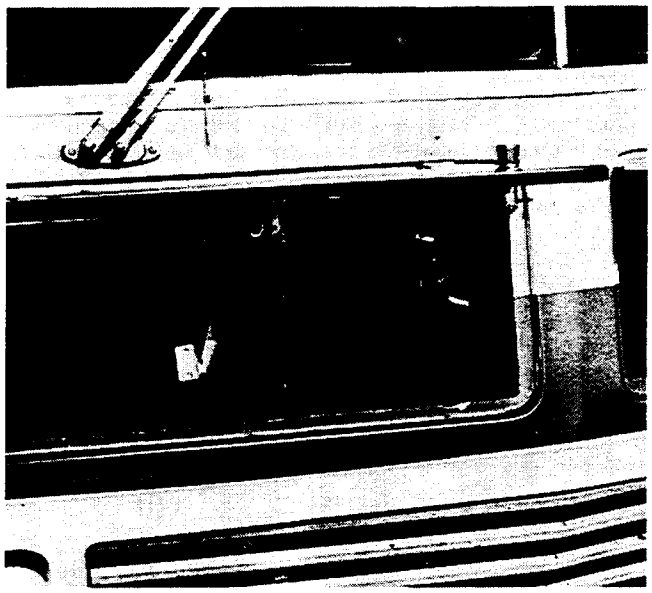
The windshield washer reservoir is located in the front of your Motor Home and access to it is gained through the driver's Exterior Engine Access Panel. This reservoir should be filled with a detergent-type anti-freeze liquid, mixed in the correct proportions with water, as directed on the container. Filling procedure is the same as that used in your automobile. Windshield washer solvent is available at your service station. It is recommended that you keep the windshield washer reservoir filled for use to cut road film and dirt effectively.

ACCESS PANELS

Interior Engine Access — The carpeted engine access cover located in the driver's compartment between the driver and passenger seats can be removed by releasing the clamps located near the floor and lifting up on the cover. Any normal maintenance procedure on the spark plugs, air cleaner, oil filter, transmission fluid, power steering fluid reservoir, etc., may be performed by gaining access through the interior engine access cover.

CAUTION: Carbon monoxide is a deadly colorless and odorless gas which is present in the exhaust fumes of all internal combustion engines. NEVER operate your Motor Home in a garage or other closed area. Avoid at all times inhaling exhaust emissions or carbon monoxide fumes. Check the exhaust system on a regular basis and have any worn parts replaced immediately. Make certain that the engine access compartment cover and engine hood are securely fastened at all times.

Exterior Engine Access — The exterior engine access panels are located on the front of your Motor Home. Gain access to the engine by turning the thumb latches and raising the panel. All routine engine checks can be made and serviced through this door including radiator water level, battery water, oil level, windshield washer water level, windshield wipers and hose connections.



SEATS

Since it is anticipated that you may be spending many hours in the driver's seat of your Motor Home, everything has been done to make you as comfortable as possible during that time. Both the driver and the co-pilot seats are bucket style for maximum comfort. The driver seat adjusts front, rear, and swivels. The co-pilot seat has the same adjustments.

Adjustment Procedure:

1. Front or Rear — Grasp the seat lock lever and pull forward. Move the seat to the desired position and release the seat lock lever. Make certain that the seat assembly is locked.
2. Swivel — Grasp the second lever located on the side of the pedestal and push forward. The seat is now in the unlocked position and can easily be swiveled.
3. Vertical — Loosen the knob, raise the seat to the desired height and tighten knob.

CAUTION: Do not attempt to change the position of the driver's seat in any way while the Motor Home is moving. The seat might move unexpectedly, causing loss of vehicle control.

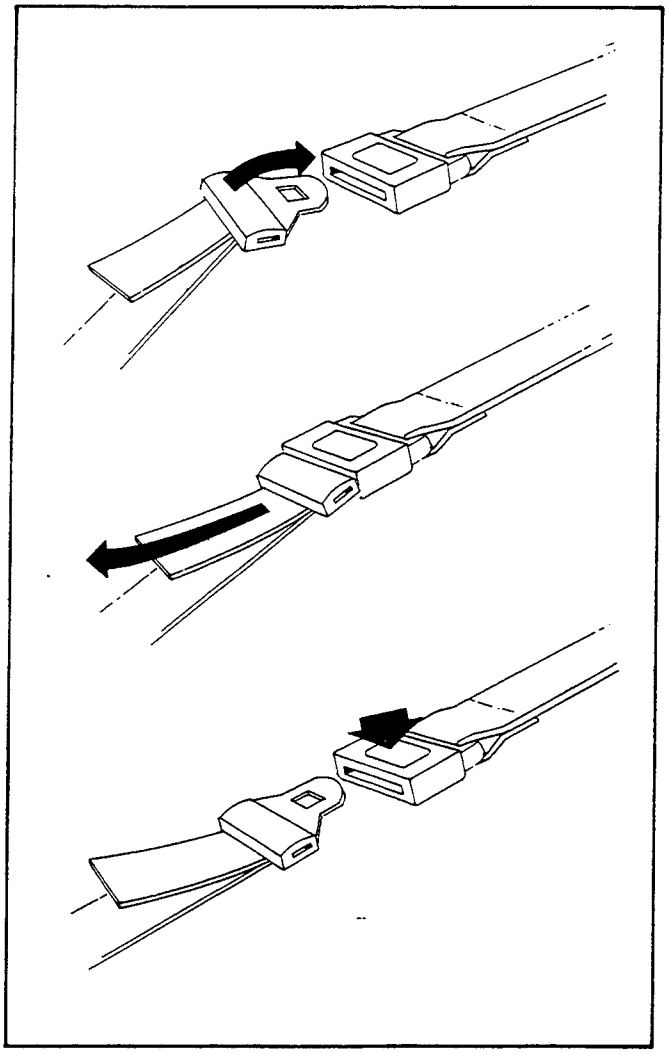
Arm Rest Operation — To raise the arm rests, lift to the horizontal position and push to the rear to lock in place. To lower an arm rest, reverse the above steps.

SEAT BELTS

The driver's seat and all designated passenger seats are equipped with seat belts. Seat belts are for your protection. Use them at all times while traveling.

Adjustment — Grasp each part of the seat belt assembly and position the belt across the lap as low on the hips as possible. Adjust for length in the following manner: Turn the buckle perpendicular to the belt and pull to desired length; to shorten, pull the loose end at the buckle in the opposite direction for lengthening; once the belt is adjusted for proper length, insert the metal tongue into the buckle until you hear a definite snap. Make sure the connection is securely locked in position and adjust to a snug fit by again pulling the loose end of the belt at the buckle. To release the belts, simply press the release button.

CAUTION: It is essential that the seat belts are fitted and used properly by keeping them snug and low on the hips. In this position, should a collision occur, any force exerted will spread over the strong hip bone and not across the soft abdominal area, thus avoiding a serious injury.



Seat Belt Care

1. Anchor mounting bolts should be checked periodically to make sure they are tight.
2. Keep seat belts clean and dry.
3. Seat belts, retractors, buckles and anchors should be inspected for any damage which would weaken the overall system. Replace any worn or questionable parts.
4. Do not bleach seat belts as this can severely weaken the webbed material.
5. Replace the entire seat belt if it is cut, frayed or subjected to extreme collision loads.

TIRES AND WHEELS

TIRES AND WHEELS

Tires and wheels should be given frequent inspections to keep them in good condition. To ensure longest possible tire life, proper balance of the wheels and tires and alignment of the front axle are essential. Pay particular attention to the condition of the tires. Given reasonably good care, the tires should last for many thousands of miles of trouble-free service. The tires may fail prematurely if abused or overloaded. Tires should be inspected at least once a month for abnormal tread wear; also remove all foreign objects lodged in the treads. Tire pressures should be checked regularly. Once a week is not too often. Keep tires inflated to pressures recommended on the accompanying Tire Pressure Chart. Always make sure the valve caps are tight.

Wheel Nuts — Wheel nuts should be inspected and tightened at frequent intervals to eliminate the possibility of wheel studs becoming elongated or sheared. This is particularly important during the first few hundred miles of operation to allow the wheel nuts to become properly set. All wheel nuts should be tightened to the recommended torque (see Specifications page) by using a wrench and tightening the nut opposite to the previously tightened nut.

Tire Rotation — Certain types of tire wear, as far as is known, can only be controlled by periodic rotation of the tires on your Motor Home.
When rotating the tires, just shift the complete tire wheel assembly to its new position. It is not necessary to remove the tire from the wheel. Include the spare tire in this rotation for the best results. Only tires of the same size should be rotated.

CAUTION: Do not change front to rear or rear to front unless tires are same rating.

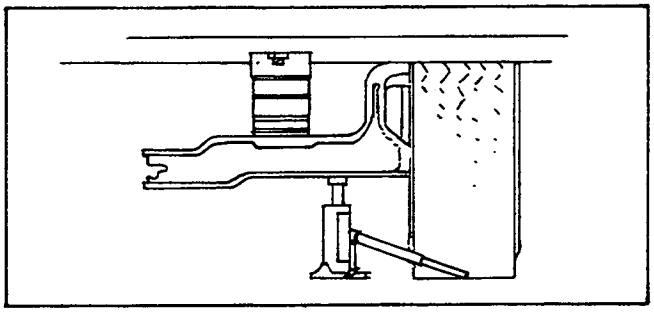
TIRE CHANGING AND JACKING PROCEDURE

Each SWINGER Motor Home is supplied with an axle jack. The jack is designed for use as a tool for changing tires only on your Motor Home.

WARNING: Your SWINGER Motor Home is made of heavy-duty materials; therefore, tire changing is best handled by service facilities which have the necessary heavy-duty equipment. Only attempt tire changing under emergency conditions with close adherence to the following instructions.

General Instructions:

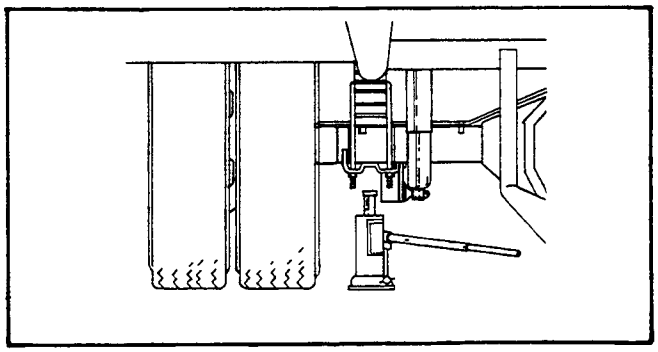
1. Turn off the engine and set the parking brake.
2. Block both the front and back of the wheel opposite the wheel to be removed.
3. On soft ground, use a board or other hard material under the jack as a firm base to ensure that the jack will not shift.
4. You should use emergency flares.

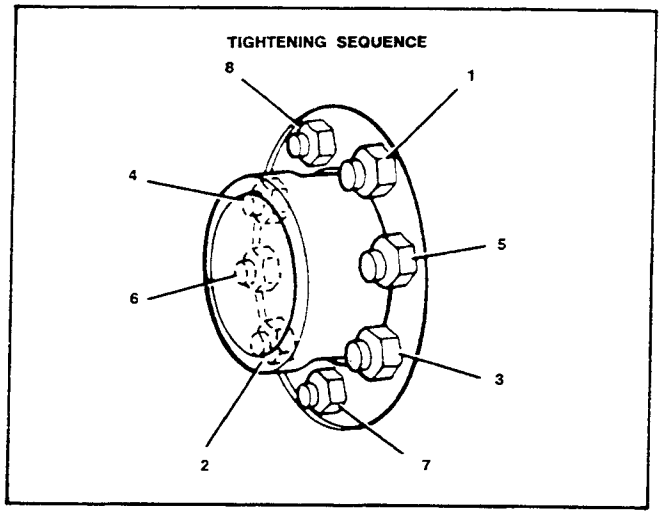


Front Tire Jacking Procedure:

1. Screw out the extension on the jack to approximate the ground-to-spring height.
2. Slide the jack under the front spring and jack on a point just in front of the front axle. The U-shaped saddle on the jack must cradle the front spring. Begin jacking, but do not lift the tire off the ground.
3. Slightly loosen the wheel nuts with a stud wrench.
4. Jacking can now be completed from directly in front of the vehicle, until the wheel spins free.
5. Remove the wheel nuts and wheel, and put the spare wheel in place.
6. Replace the wheel nuts and tighten them as much as possible with the wheel and tire off the ground.
7. Lower the jack and tire enough to prevent rotation and complete torquing per instructions in the Tightening Sequence.

CAUTION: Drive to the nearest service facility and check the torque on the wheel nuts.





Rear Tire Jacking Procedure:

1. Screw out the extension on the jack to approximate the ground-to-axle housing tube height.
2. Place the jack under the axle housing so that the jack saddle cradles the housing. Take care to center the jack on the housing to avoid having the vehicle slide off the jack. The jack should be placed far enough inboard on the axle housing so that when the handle is inserted jacking can be accomplished from the front or rear of the tire without being underneath the vehicle. Begin jacking, but do not lift the tire clear of the ground.
3. Slightly loosen the wheel nuts.
4. Complete jacking from a position to the front or the rear of the tire.
5. Remove the wheel nuts and wheel, and put the spare wheel in place.
6. Replace the wheel nuts and torque per recommended sequence.

NOTE: Full torque must be applied to the dual rear wheel nuts with both wheels off the ground.

CAUTION: Drive to the nearest service facility and check the torque on the wheel nuts.

We do not recommend that an owner or operator attempt to dismount a tire from a rim or remount it. This entire service should be performed by a tire service station.

It is imperative that the wheel stud nuts be kept torqued to specifications at all times. They should be checked after the first 100 miles and then each time the engine oil is changed.

If it becomes necessary to change a wheel, the wheel stud nuts on that wheel should be checked for torque at 100 miles and every oil change thereafter.

The tires used with dual wheel rear axles should be matched for wear to prevent overloading one tire in a set. Lay a straight edge across all four tires to check if tires are even. The straight edge should touch all the tires.

NOTE: Under-inflation wear can be prevented by maintaining recommended tire pressure.

TIRE AND WHEEL BALANCE

Due to probable high operating speeds, tire and wheel balance is a very important factor in the correct and safe performance of the vehicle. You should contact your servicing dealer at the first sign of abnormal vehicle handling or erratic wheel action so that the tire balance may be inspected and corrected if necessary.

TIRE INFLATION

To ensure proper inflation pressures for your particular requirements, see the Tire Load Capacity Chart.

TIRES USED AS SINGLES

TIRE SIZE		LOAD RANGE	MAX. CAP. (Lbs.)	TIRE LOAD CAPACITY AT VARIOUS COLD INFLATION PRESSURES (LBS. PER SQUARE INCH)											
				35	40	45	50	55	60	65	70	75	80	85	90
TUBE-LESS	8-17.5	C	2075	1790	1940	2075	—	—	—	—	—	—	—	—	—
	8-17.5	D	2455	1790	1940	2075	2205	2335	2455	—	—	—	—	—	—
	8-19.5	D	2800	—	—	—	2210	2270	2410	2540	2680	2800	—	—	—
	8-19.5	E	3170	—	—	—	—	—	—	—	2680	2800	2930	3060	3170

TIRES USED AS DUALS

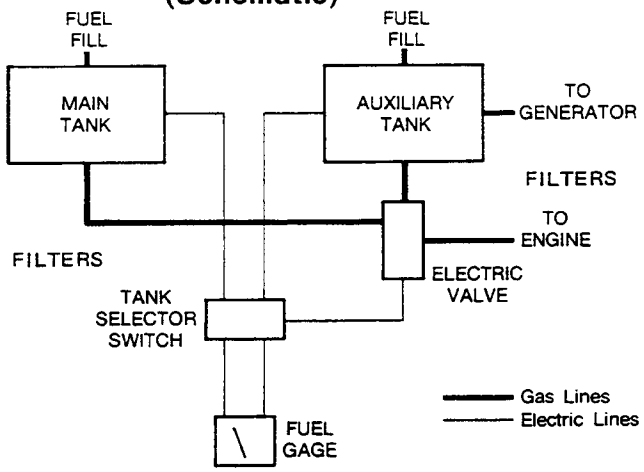
TUBE-LESS	8-17.5	C	1820	1575	1700	1820	—	—	—	—	—	—	—	—	—
	8-17.5	D	2155	1575	1700	1820	1935	2050	2155	—	—	—	—	—	—
	8-19.5	D	2460	—	1850	1990	2110	2230	2350	2460	—	—	—	—	—
	8-19.5	E	2780	—	—	—	—	—	2350	2460	2570	2680	2780	—	—

NOTE 1: For special operating conditions, cold inflation pressures may be increased up to 10 psi (not to exceed 85 psi) above those indicated in the table with no increase in loads.

NOTE 2: For sustained high speed driving over 60 mph, cold inflation pressures must be increased 10 psi above those specified by the table for the load being carried (but not to exceed 85 psi). Where the 10 psi pressure adjustment for sustained high speed is limited by the maximum of 85 psi, speed must be limited to 60 mph. *(Cold inflation pressures must never exceed 85 PSI).*

FUEL SYSTEM

FUEL SYSTEM (Schematic)



All SWINGER Motor Homes are designed to operate satisfactorily on regular gasoline. However, the engine in your Motor Home has also been designed to operate on 91 octane "Low-lead" or "low pollutant" gasolines. Complete and continuous use of lead-free or clear gasoline, which does not contain suitable lubricating additives such as lead or phosphorus, are not recommended. Continuous use of such fuels in normal driving could cause valve seat burning, resulting in excessive exhaust emissions, poor performance, and possible engine failure.

Due to variances in anti-knock qualities of various gasolines and due to such things as air temperature, altitude, and terrain affecting operating efficiency, engine knocking may occur even though you're using the proper fuel. If engine knocking should persist, consult an Authorized Chassis Dealer. Failure to consult your Chassis Dealer in cases of excessive or continuous engine knocking could result in severe engine damage, and constitutes misuse of your Motor Home for which the Chassis Manufacturer will not be responsible under terms set forth in the New Vehicle Warranty.

CAUTION: Gasoline is flammable and highly explosive under certain conditions. WHEN REFUELING, TURN OFF ALL PILOTS, SHUT OFF ENGINE, DO NOT SMOKE OR ALLOW SPARKS OR OPEN FLAMES NEAR THE VEHICLE WHEN REFUELING.

Both the main and auxiliary fuel tank sending units are wired to a selector switch on the instrument panel. The selector switch is wired to an electric valve and indicates the tank in use. The common fuel gauge will reflect the fuel level of the tank in use. Note that on the 23- and 25-foot models, the main tank is located behind the right front wheel. The optional power plant generator is fueled from the auxiliary fuel tank. The fuel tank is equipped with a "short" generator pick-up tube allowing six gallons of fuel to remain in the tank. This will prevent inadvertent consumption of the entire fuel supply.

NOTE: We recommend using the main fuel tank first to prevent the power plant from running out of fuel.

If you are planning a trip outside the United States, your SWINGER Dealer should be consulted concerning fuel octanes in the countries you plan to visit. In certain foreign countries, there is a possibility that even the best fuels are so low in anti-knock additives that excessive knocking and serious engine damage may result.

BRAKING SYSTEM

Your SWINGER Motor Home, like all other motor vehicles, is equipped with two brake systems, each one designed for a specific purpose and both of them essential to the safe operation of your vehicle. These are the service brake system and the parking brake system.

The service braking system is designed to effectively stop your Motor Home under all speeds and all load conditions. The braking system on your Motor Home is equipped with dual hydraulic brakes; therefore, should a hydraulic fluid leak occur in one half of the system, the other half will still effectively stop your vehicle. Self-adjusting brakes on the rear wheels eliminate the need for manual adjustments. A few brake pedal applications during reverse driving will maintain your brakes at the specified adjustment. Adjustment will continue in this manner until the brake lining is worn away. If this does occur, the Motor Home should be driven backward applying the brakes firmly. When this procedure is used and repeated several times, normal brake travel should be restored. If not, have your Authorized Chassis Dealer inspect your brake system immediately.

CAUTION: Excessive lining wear and damage to the brake system can result from "riding the brake." Do not rest your foot on the brake pedal when not intending to brake.

The brake system on your Motor Home is power-assisted for added ease of braking. The reduced braking effort provided by power brakes allows the driver to bring the vehicle to a fast, smooth stop. The power booster supplements manual operation and thus permits manual braking should power fail. Should you experience difficulty with the Brake Booster equipment, a regular procedure of testing must be followed to locate the source of this difficulty. The testing procedure should be performed by your Authorized Service Center.

NOTE: An indicator light is located on the dashboard and will light up in the event of hydraulic failure. The indicator light will read "Brake" when activated due to hydraulic failure in the braking system.

MASTER CYLINDER

Periodically check the master cylinder, which is located above the left front wheel, for brake fluid level. Only high quality, heavy-duty brake fluid must be used. We recommend that you always use Heavy Duty Hydraulic Brake Fluid conforming to DOT3 specifications. Hydraulic brake fluid in containers not clearly identified as meeting the rigid standards MUST NOT BE USED.

NOTE: All models are equipped with a dual reservoir-type master cylinder, both reservoirs of which must be kept full.

PARKING BRAKE

The parking brake or emergency brake lever is mounted to the left of the driver's seat. The brake is activated by pulling upward until engaged. Brake lever released and pushed downward de-activates this system. The parking brake should particularly be used when parked on steep hills or for added safety when stopped for prolonged periods on an upgrade. DO NOT use a driving gear to hold on an upgrade as this can cause the transmission and engine to overheat.

COOLING SYSTEM

Regular maintenance attention is required to keep the cooling system operating efficiently in your SWINGER Motor Home. The importance of cooling system operation in trouble-free driving cannot be overemphasized. Coolant circulates through the cooling system, impelled by the water pump, continuously carrying heat away from the water jacket built into the engine block and heads and out to the radiator where air circulating through the honeycomb structure of the radiator dissipates the heat.

Fan belt tension should be checked occasionally and, if necessary, should be adjusted so that it can be deflected about 3/8 inch with fingers midway between the pulleys. All hoses and connections should also be checked for leaks periodically.

To assure maximum efficiency of the cooling system the following procedures should be observed each fall: Drain, flush, and refill the cooling system. If the system contains a considerable amount of sediment, clean and flush with a reliable cooling system cleaner. Follow with a thorough rinsing to remove all deposits.

NOTE: Regular inspection of the coolant should be performed at six-month intervals. If the anti-freeze coolant concentration is below 45% (−20°F), add concentrated anti-freeze coolant to increase concentration to 50% (−34°F). This concentration is recommended for year-round service to provide corrosion and boiling protection as well as freezing protection. Higher concentrations are required if temperatures below −35°F are anticipated. Only anti-freeze coolants formulated to prevent corrosion of all cooling system metals should be used.

Have the cooling system anti-freeze solution tested frequently during freezing weather to avoid a freeze-up. Check the front of the radiator core occasionally for bugs, leaves, and other foreign objects which would restrict proper air circulation. Flush out any accumulation from the back side of the radiator with a water hose.

COOLANT RESERVE SYSTEM

The radiator is normally completely full on Motor Homes equipped with coolant reserve systems. At normal operating temperatures with engine idling, coolant level should be maintained at between one-and two-quart levels in the reserve tank. Coolant should be added through the reserve tank cap. Points to remember with this system:

a. Do not overfill.
b. Be sure that the reserve tank hose is always at the bottom of the tank under the coolant level.
c. Be sure the over-flow hose is not kinked or obstructed.
d. This system uses a special radiator pressure cap to ensure sealing. If replacement is necessary, use the proper pressure cap.
e. Check the anti-freeze point in the radiator (Under fill conditions, the reserve bottle must be protected against freezing).
f. To drain the system, open the radiator drain cock first. Remove the radiator pressure cap ONLY when the reserve tank is empty or coolant no longer flows from the container.
g. Cooling system leaks may prevent the reserve system from functioning properly. If the coolant level fails to change with vehicle operation or if frequent coolant additions are required, pressure test for leaks and repair.

THERMOSTATS

If it becomes necessary to replace the thermostat, make certain the same type heat range thermostat is installed. A 185° thermostat is recommended for use on all models of SWINGER Motor Homes. DO NOT use a 160° thermostat.

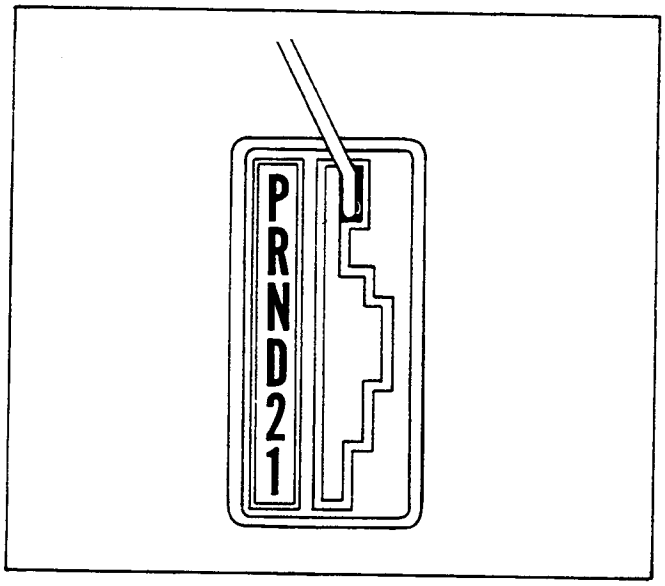
ENGINE OVERHEATING

Regardless of the cause, if severe overheating should occur, stop your Motor Home immediately to avoid any damage to the engine. Allow the system to cool down completely before attempting to do anything to solve the problem. UNDER NO CIRCUMSTANCES should you remove the radiator cap while the engine is severely overheated. NEVER add coolant of any kind while the engine is overheated. Failure to observe these precautions may not only cause damage to the vehicle, but may result in very serious personal injury due to scalding.

NOTE: Normal operating temperature is in the high side of the temperature gauge.

TRANSMISSION

Your SWINGER Motor Home is equipped with a three-speed, full automatic transmission, similar to those you're accustomed to seeing in your automobile. The transmission is operated by a gearshift control with a selector lever located to the left of the driver's seat. The transmission has six selector lever positions: P (Park), R (Reverse), N (Neutral), D (Drive), 2 (Second), and 1 (Low).



P (Park) — Transmission is locked when parking or while starting the engine. The selector lever is pulled toward you to select another position or release from Park.

CAUTION: Never place the selector lever in P (Park) position until the Motor Home has come to a complete stop. Otherwise, the transmission can be badly damaged internally.

R (Reverse) — This position is used for backing the vehicle. Come to a complete stop prior to shifting into Reverse.

N (Neutral) — Engine may be started here, in addition to Park. Neutral should be used for starting a stalled engine while moving or while standing for prolonged periods with the brakes applied to avoid over-heating the transmission.

D (Drive) — Use this position for most normal city and highway driving. By using Drive, the transmission will operate through its complete range of gear ratios.

2 (Second) — For slow driving in city traffic or in mountain driving where precise speed control is essential. Second should be used when climbing long, steep grades, and for slowing down when descending moderately steep grades. Do not exceed 55 mph in Second.

1 (Low) — Use primarily for driving up very steep inclines and when "engine braking" on steep downward grades at speeds less than 35 mph. In order to prevent excessive engine speed, 25 mph is recommended while using Low.

MOUNTAIN DRIVING

When driving in mountainous areas, particularly with heavy loads, the 2 (Second) or 1 (Low) position should be selected for grades which require heavy throttle application for a half-mile or more. This will reduce the possibility of overheating the engine, torque converter, and transmission when driving under these conditions. Manually selecting these transmission positions is recommended.

CAUTION: Under no circumstance should the engine be allowed to "lug" or pull hard for extended periods of time.

ROCKING THE VEHICLE

Occasionally you may find it necessary to rock your Motor Home free from snow, sand, or mud. The proper method for freeing the vehicle from these situations is to move the selector lever from D (Drive) to R (Reverse) in a repeat pattern while simultaneously applying moderate pressure to the accelerator pedal. Avoid at all times spinning the wheels and do not race the engine.

PASSING GEAR

Occasionally a quick surge of power may be required to pass another vehicle or to climb a steep grade. Your transmission can provide this power if you depress the accelerator pedal to the floor, generally when driving within the 35- to 65-mile per hour range.

BREAK-IN PERIOD

For the first 500 miles the road speed should not exceed 50 miles per hour. Work up to this speed gradually during the first 200 miles. Vary your speed periodically instead of driving at a steady speed for long periods. During the succeeding 2,000 miles of operation, the speeds may gradually be increased until the break-in process is completed.

POWER STEERING

Your SWINGER Motor Home is equipped with Power Steering, providing unexcelled ease of handling and maneuverability. The power assist is provided by a hydraulic pump which is powered by the engine. If the power steering pump driving belt breaks, or the vehicle engine is not running, your Motor Home can still be steered, but steering effort will be greatly increased.

CAUTION: Power steering systems are comparatively maintenance-free; however, you can easily add years of trouble-free operation to this system by following one simple rule: Never hold the steering wheel fully turned against a curb or the wheel stops any longer than necessary when making a full turn. This can overheat the hydraulic fluid and eventually damage the pump drive belt or cause internal pump damage.

CONSTRUCTION

GENERAL BODY CONSTRUCTION

Your Swinger Motor Home uses 2-inch tubular steel roll bar for extra strength and safety. The sidewall is 1" tubular steel and fire retardant styrofoam laminated construction. The roof is laminated with 1½" tubular steel fire retardant styrofoam, plywood and aluminum. The floor is constructed with 2" tubular steel galvanized steel foam core and 5/8 exterior grade plywood. The Motor Home fiberglass front and back is moulded with the finest quality resins available.

SLEEPING ACCOMMODATIONS

Side Dinette — Fold back dinette table leg, lower into position and arrange cushions.

Rear Dinette — Remove the table and table legs; replace the table top in the lower position and arrange the cushions.

Bunk Over Driver's Compartment — Fold up the visors; release the two latches and pull straight down.

DOOR AND DRAWER OPERATION

All doors have spring catches and may require an occasional adjustment. All drawers have safety catches. To operate, lift the drawer before opening.

STORAGE AREAS

Additional storage has been provided under all dinette seats. Remove the cushions and lift out the plywood panel.

ROOF VENTS

To operate the power roof vent, simply crank up the plastic dome and push the On/Off switch. Remove all roof vent screens regularly for cleaning with a brush and a mild detergent.

SECTION III
UTILITY SYSTEMS

ELECTRICAL SYSTEM

Only top quality electrical components and appliances have been installed in your SWINGER Motor Home. It is equipped with a unique 110-volt/12-volt combination electrical system. These separate systems can be used individually or together. Each system is actually two systems in one.

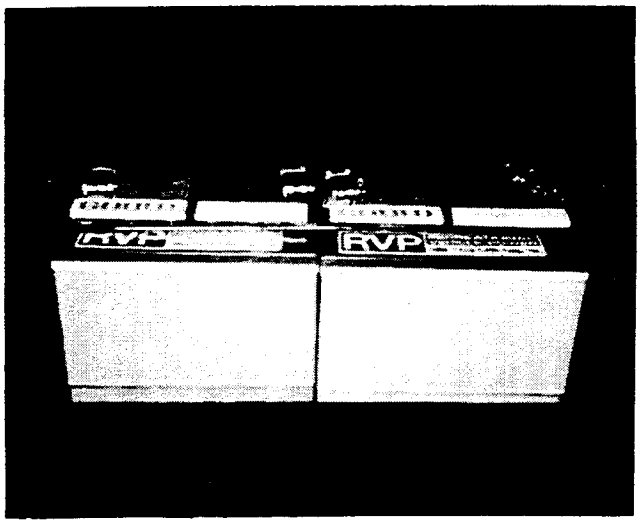
12-volt Automotive Electrical System
12-volt Auxiliary System
110-volt Outside Power Source
110-volt Internal Generator or Power Plant (Optional)

12-VOLT AUTOMOTIVE SYSTEM

This system is identical to the electrical system in your family automobile. The 12-volt automotive battery supplies current to the ignition system, running lights, and accessories. While traveling the battery is recharged by the vehicle's alternator. The following items are on the automotive battery's circuit:

Engine Ignition System
Speed Control (Optional)
Horns
Parking Lamps
Starter Motor
Windshield Wipers
Headlamps
Tail, Stop, Turn, and Back-up Lights
Instrument Lights
Clearance Lights
Turn Indicators
Cigarette Lighter (dash mount)
Automotive Air Conditioner (Optional)
Automotive Heater

The 12-volt automotive system is protected by the automotive fuse panel, mounted under the dash. Should a fuse blow, correct the trouble first and then replace the blown fuse with one of the same ampere rating. See Fuse Chart and Fuse Panel.



Located in front of Radiator

12-VOLT AUXILIARY SYSTEM

This 12-volt system operates the Motor Home's interior lighting, furnace blower, water pump, power roof vent(s), range canopy, monitoring panel, radio, exterior entrance light, optional recirculating toilet, and the power plant ignition system. The power source for this system is either the auxiliary Motor Home battery; or an external 110-volt source, through the power converter; or power plant, through the power converter. The auxiliary batteries are charged through the converter by an external power supply or by the power plant.

110-VOLT SYSTEM

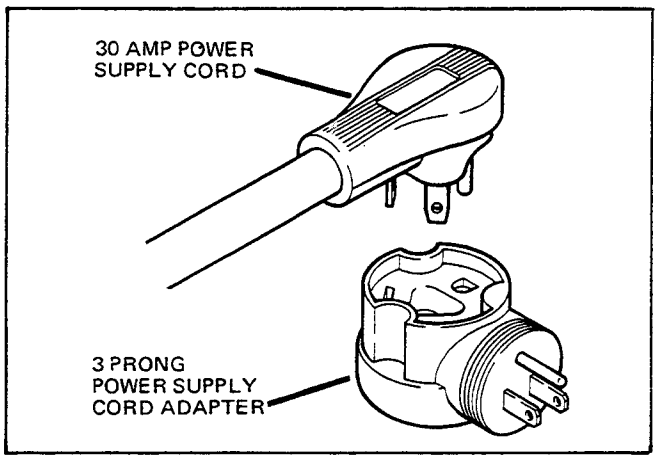
There are two basic sources of 110-volt power. The term outside power source refers to a 110-volt current transmitted through the power cord to the motor home's 110-volt system. The power cord is simply plugged into any external 110-volt receptacle. It supplies current to the front roof air conditioner, 110-volt receptacles and 110-volt refrigerator. It also supplies power through the converter for the 12-volt system. The 110-volt system is protected by circuit breakers. The most probable cause of an "open" circuit breaker would be an overloaded circuit.

NOTE: Whenever a circuit is overloaded, the circuit breaker will open and all equipment and appliances on that circuit will stop operating. Reduce the load and then reset the circuit breaker. Each of the circuits for your Motor Home can provide up to 20 amps of service, but most campgrounds cannot provide that much power to your receptacle and the fuse or circuit breaker in the campground will open and need to be replaced or reset if you overload the park service.

The other 110-volt power source is one of the optional gasoline driven generator. This option provides for use of 110-volt appliances in remote locations where an outside source is not available or while the motor home is running.

POWER SUPPLY CORD

A heavy duty 30-amp UL-approved power supply cord is used for the external power source. Access to the cord is gained through the exterior power cord hatch. Simply open the hatch and pull the cable from its interior power cord hatch. Simply open the hatch and pull the cable from its interior storage compartment. In most older camp sites, the external power source receptacles will not accommodate the 3-prong, 30-amp power cord plug. In such cases it will be necessary to use a power cord adaptor conforming to conventional 110-volt receptacle configuration. These adaptors are available from local electrical supply houses or from your SWINGER Dealer.



NOTE: Should it be necessary to use such an adaptor, prolonged use of any heavy-duty 110-volt appliances, such as a roof air conditioner, should be avoided. The male side of the adaptor could become overheated, causing the insulation to melt. When unplugging the power cord, it is recommended that you remove the cord plug from the adaptor first, then the adaptor from the conventional receptacle.

The power cord is 25 feet long with a usable length of approximately 20 feet outside the Motor Home. Twenty feet, generally, but not always, is adequate to reach the external power source receptacle. It is highly recommended that you carry at the minimum, two 25-foot heavy-duty 3-wire exterior extension cords.

POWER CONVERTER

The 40-amp power converter is the heart of your Motor Home's electrical system. The converter transforms 110-volt A.C. to 12-volt D.C.

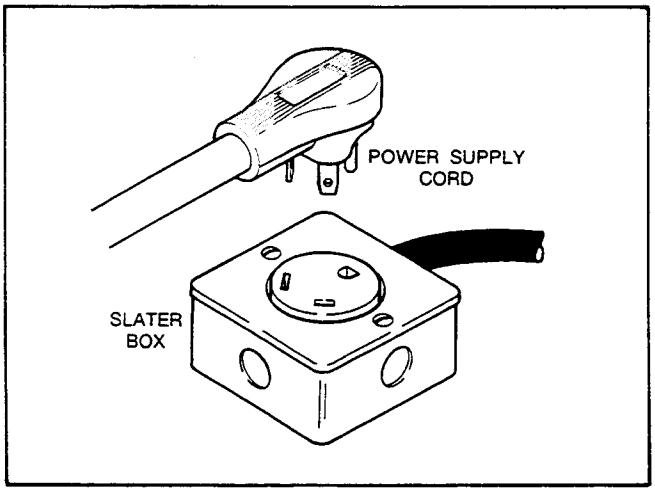
NOTE: The converter does not change 12-volt D. C. to 110-volt A. C.

The 12-volt system is protected by fuses mounted in a fuse block near the converter. The most probable cause of a "blown" fuse would be an overloaded circuit. The system is designed to have lights where you need them, but is not intended to have all the lights and motors operating at the same time. Too many appliances at one time can overload the system. Should a fuse blow due to an overload, first remove or turn off the item suspected of causing the overload and then replace the fuse. If an electrical short is suspected, consult your SWINGER Dealer for corrective action.

POWER PLANT (Option)

NOTE: Read the operator's manual thoroughly before running the power plant for the first time.

The power plant will do everything an outside power source will do. It is designed to run continuously and can be activated while the Motor Home is moving. Make certain all major 110-volt appliances are off. The power plant can be started by either the integral "start-stop" switch or the dash-mounted switch. The dash-mounted switch incorporates a power plant running light (indicating operation) and an hour meter.



NOTE: The rear roof air-conditioner (if so equipped) and the labeled 110-volt generator-powered receptacle are the only items operable from the power plant. To activate the entire electrical system through the generator, plug the power supply cord into the "Slater Box" after starting the generator.

Power Plant Operation:

Before Starting — Crankcase Oil: Be sure the crankcase has been filled with oil to the "FULL" mark on the oil level indicator. Refer to the Maintenance Section for the recommended oil changes and complete lubricating oil recommendations. Recommended Fuel: Use clean, fresh, regular grade, automotive gasoline. Do not use highly leaded premium types.

Electric Starting — The following procedure can be used with either the dashmount or integral switch:

Push the Start-Stop switch to its "START" position. Release the switch as soon as the engine starts. If the engine fails to start at first try, inhibitor oil used at the factory may have fouled the spark plugs. Remove the plugs, clean in a suitable solvent, dry thoroughly and install. Heavy exhaust smoke when the engine is first started is normal and is caused by the inhibitor oil.

Optional Manual Starting — If the battery charge condition is too low to crank the engine, some engines, equipped with a rope sheave, can be started manually. Move "Rope Start" button to "Hold" position. Pull the rope with a fast, steady pull to crank the engine. Do not jerk. After starting, release the "Hold" switch.

NOTE: Units not equipped with a rope sheave cannot be started manually.

Manual Starting — Set the control box switch to its manual start position. Pull the rope with a fast, steady pull to crank the engine. Do not jerk. After starting, return the control box switch to the electric start position to avoid discharging the battery.

Applying Load — If practical, allow set to warm up before connecting a heavy load. Continuous generator overloading may cause high operating temperatures that can damage the windings. Keep the load within nameplate rating.

Stopping:

1. Push Start-Stop switch to the "STOP" position.
2. Release the switch when the unit stops.

Break-in Procedure — Controlled break-in with the proper oil and a conscientiously applied maintenance program will help to assure satisfactory service from your Onan electric generating set. When operating the engine for the first time, use the following sequence using SE or SE/CC oil (former designation was MS or MS/DG):

1. One half hour at ½ load.
2. One half hour at ¾ load.
3. Full load.
4. Change crankcase oil after the first 50 hours of operation.

Battery Charging — The battery charge rate is automatically controlled by a solid-state voltage regulator. The high charge rate was set at the factory for average operating conditions.

Infrequent Service — If the set is used infrequently, extended shut-down periods can result in difficult starting. Run the unit at least 30 minutes every week to eliminate hard starting.

High Temperatures

1. See that nothing obstructs air flow to and from the set.
2. Keep the cooling fins clean. The air housing should be properly installed and undamaged.
3. Keep the ignition timing properly adjusted.

Low Temperatures

1. Use the correct SAE No. oil for temperature conditions. Change the oil only when the engine is warm. If an unexpected temperature drop causes an emergency, move the vehicle to a warm location.
2. Use fresh gasoline. Protect against moisture condensation. Below 0°F, adjust the carbuetor main jet for a slightly richer fuel mixture.
3. Keep the ignition system clean, properly adjusted and batteries in a well-charged condition.
4. Partially restrict cool air flow, but use care to avoid overheating.

Out-of-Service Protection — Protect a set that will be out of service for more than 30 days as follows:

1. Run that set until thoroughly warm.
2. Turn off the fuel supply and run until the engine stops.
3. Drain the oil from the oil base while still warm. Refill and attach a warning tag stating the oil viscosity used.
4. Remove each spark plug. Pour 1 ounce (two tablespoons) of rust inhibitor (or SAE #50 oil) into each cylinder. Crank the engine slowly (by hand) several times. Install spark plugs.
5. Service the air cleaner.
6. Clean the governor linkage and protect by wrapping with a clean cloth.
7. Plug the exhaust outlet to prevent entrance of moisture, dirt, bugs, etc.
8. Wipe the generator brushes, slip rings, etc. Do not apply lubricant or preservative.
9. Wipe entire unit. Coat the rustable parts with a light film of grease or oil.
10. If battery is used, disconnect and follow standard battery storage procedure.

Dust and Dirt

1. Keep set clean. Keep cooling surfaces clean.
2. Service the air cleaner as frequently as necessary.
3. Change the crankcase oil every 50 operating hours or sooner.
4. Keep oil and gasoline in dust-tight containers.
5. Keep the governor linkage clean.
6. Clean the generator brushes, slip rings and commutator. Do not remove normal (dark brown) film. Do not polish.

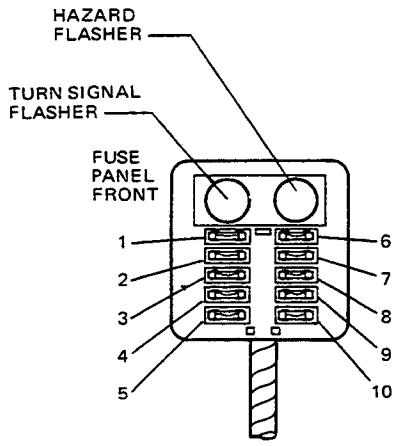
High Altitude — For operation at altitudes of 2,500 feet above sea level, close the carburetor main jet adjustment slightly to maintain proper air-to-fuel ratio (refer to the Adjustment Section). Maximum power will be reduced approximately 4% for each 1,000 feet above sea level, after the first 1,000 feet.

REPLACEMENT BULB CHART

Location	No.
Headlights	6014
Headlight Upper Beam Indicator	57
Parking	1157
Instruments	158
Speedometer	57
Brake Safety Sentinel	57
Automatic Transmission Selector	57
Clearance	57
Step	1895
Porch	1141
Stop and Turn	1157
Tail	1157
Back-up	1156
License	67
Overhead	1141
Reading	1141
Oven	12-volt, 15-watt rough service
Canopy Vent	12-volt, 25-watt

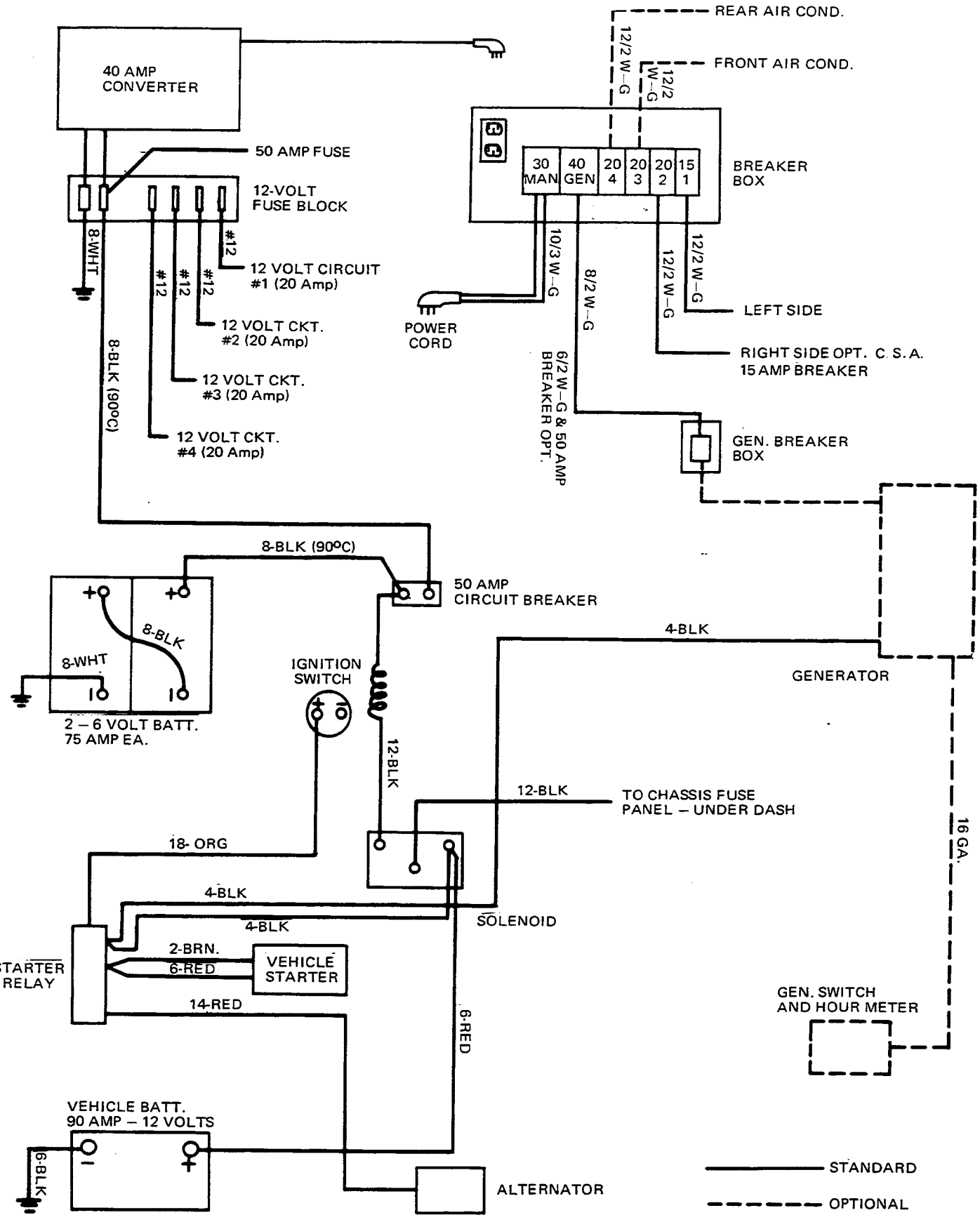
FUSE CHART

Instrument Fuse Panel



No.	Usage	Amps
1.	Open	
2.	Turn Signal, Brake Warning	20.0
3.	Heater	20.0
4.	Ignition, Accessory	20.0
5.	Horn, Back-up	20.0
6.	Instrument Lights	2.0
7.	Exterior Lights	20.0
8.	Interior Lights	20.0
9.	Battery Accessory	20.0
10.	Running Lights	20.0

GENERAL WIRING SCHEMATIC (All models)

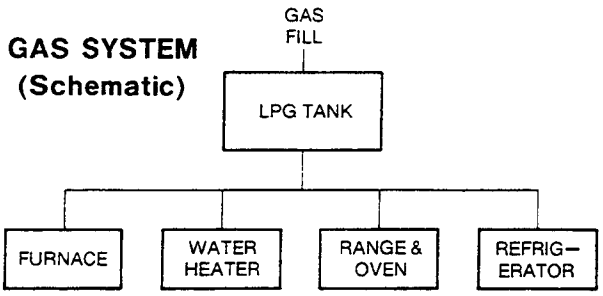


GAS SYSTEM (LPG)

GENERAL INFORMATION

The LPG (Liquid Petroleum Gas) System supplies you with the same utility service as in your home. The system supplies fuel to the range, oven, water heater, furnace, and also the refrigerator in your Motor Home. The LPG is stored in a horizontally mounted tank located on a heavy-duty bracket under the floor of your Motor Home.

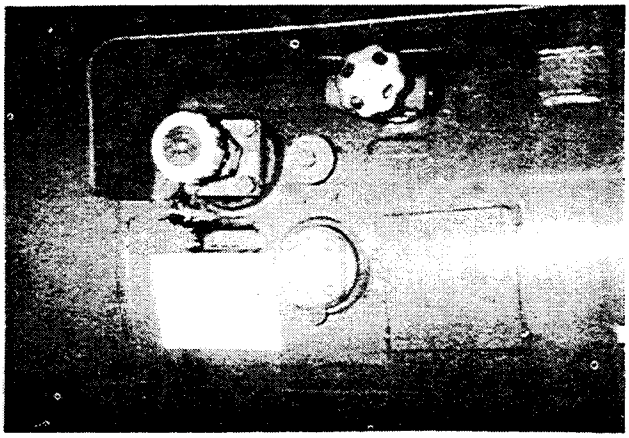
GAS SYSTEM (Schematic)



Liquid petroleum is a fuel made up of butane or propane, or a mixture of both. Under proper conditions and handling, the system is safe, economical and provides modern living conveniences wherever you go. Before the LP gas is used by your appliances it passes through a regulator which reduces it to less than one pound of pressure.

Stored gas, under pressure, is in liquid form. When the liquid gas passes through the regulator valve, it expands and vaporizes for combustion in your appliances as a gas. LP gas burns readily and yields a large amount of heat energy. A strong, unmistakable odor has been added to the gas for safety purposes so that should a leak develop in the LP gas system it can easily be detected.

Be sure to use the correct LP gas. Local dealers will generally have the type of LP gas that is applicable to the climate and area you are in. For example: butane burns hotter than propane, but does not develop into a useable gas vapor at temperatures lower than 31°F. On the other hand, propane does not develop into a useable gas vapor at temperatures lower than −44°F. For this reason, butane is more widely used in mild and warm climates, while propane is more popular in cold climates. If you are filling your LP gas tank in a warm climate, but are traveling into a cold climate where temperatures could plunge below 32°F, it is advisable to fill your LP tank with propane. If butane were used in this situation you may not be able to use your LP gas system because it is no longer vaporized in the tank.



FILLING LPG TANK

Sometimes off-level conditions may cause the capacity gauge to give varying readings. Check it daily when the weather is cool and your consumption of LPG is high. If the gauge sticks, tap it gently, or move the Motor Home slightly to level it. Find your nearest LP gas dealer in the Yellow Pages of any telephone book listed under "Gas — liquefied petroleum — bottled and bulk."

WARNING: LP GAS IS HIGHLY FLAMMABLE AND DANGEROUS. Use extreme caution, and see that others do when filling the gas tank. THERE SHOULD BE NO FIRE, FLAME, SPARK OR ANYTHING WHICH MIGHT INDUCE A SPARK WITHIN AT LEAST 25 FEET OF THE LP GAS TANK FILLING OPERATION. LP gas is not poisonous, but will induce drowsiness and may cause suffocation. Under normal circumstances, breathing a small amount will not be harmful.

When refilling the LPG tank, turn off all gas pilots. When the tank is full, liquid LPG will be emitted from the full indicator just to the left of the fill connection. Since there is always some leakage of LPG from the supply hose and the fill connection during hook-up and disconnect, it may be wise to move away from the LPG supply station before relighting your pilots.

REGULAR OPERATION

The automatically operated regulator is factory adjusted to deliver proper gas-line pressure to your appliances.

MAINTENANCE

If your LPG system becomes depleted, air may get into your gas lines. If this does happen, you will probably find it difficult to light the pilots on your appliances. By lighting the appliance closest to the LP gas, then the next closest, and so on, the gas will force the air out of the lines. If your LPG system freezes up regularly, this is due to moisture in the fuel. Manufacturers and dealers of LP gas take all precautions to eliminate the chance of water mixing with the fuel. Keep your tank valve closed when not in use (even if tank is empty) to prevent moisture from collecting on the inside of the tank.

SAFETY AND TROUBLE-FREE USE

1. Be safe at all times. Know the odor of liquid petroleum gas. If a leak is found or suspected, turn off the valve immediately. Use soapy water at all joints to locate the leak. Ask your LP gas dealer to check the system.
2. Do not alter or tamper with the LP gas piping system, pressure regulator or appliances. Be careful when drilling holes to attach objects to walls. Electrical wiring and gas lines could be seriously damaged and would present an extreme safety hazard.
3. Make certain that appliance, plumbing and outside vents are free from obstructions.
4. When your vehicle is not in service, shut off gas supply AT THE TANK.

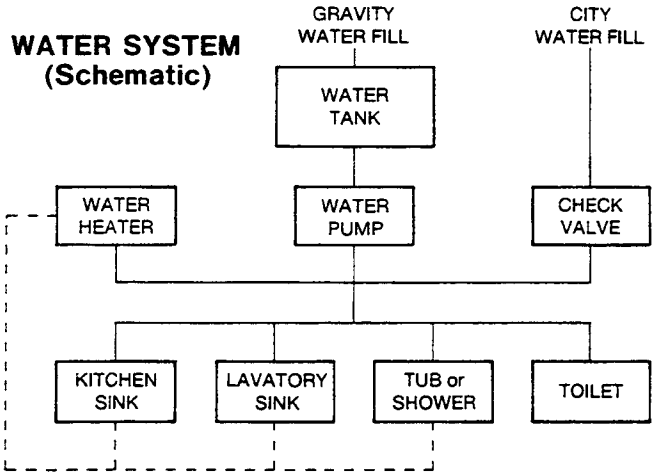
CAUTION: It is recommended that you have your L.P. gas system checked every 2,000 miles by your SWINGER Motor Home Dealer.

WATER SUPPLY SYSTEM

WATER SUPPLY SYSTEM

The water system in your SWINGER Motor Home will give you full service and functions similar to the system in your home. There are two basic sources of water for this system: city water when available, and a water storage tank for use when city water is not available. The water storage tank and pump components and water lines are all above floor level for easy maintenance. The water tank and pump are located under the Dinette. The water lines are also designed to give complete drainage when winterizing your Motor Home.

WATER SYSTEM (Schematic)



Pump Operation — The water pump is equipped with an on/off switch mounted on the kitchen cabinets. During normal use it is suggested that you leave the motor switch in the "On" position. During extended periods of non-use, place the pump switch in the "Off" position.

To prime pump initially:

1. Open all faucets, hot and cold.
2. Turn on power to pump.
3. Close each faucet when it starts to deliver a steady stream of water (close cold water first).
4. Pump should stop soon after all faucets are closed.
5. Pump is now ready for automatic operation. It will start when a faucet is opened and stop when the faucet is closed.

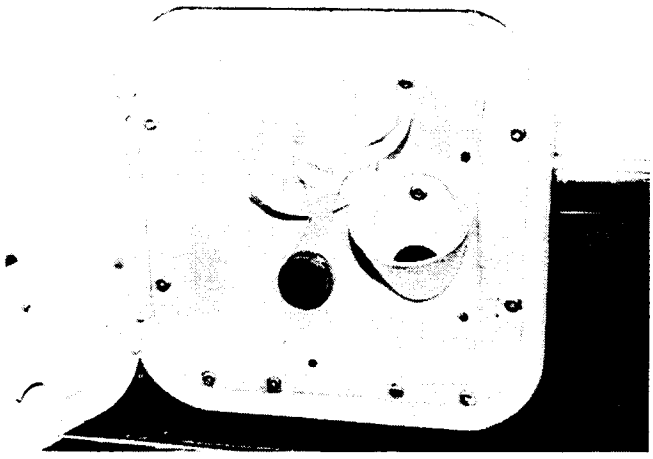
CAUTION: If water does not flow within 30 seconds, turn switch to "Off" and check for:

1. Water in tank.
2. Air leaks on intake side of pump.
3. Voltage to motor. Motor must have a full 12 volts D. C.

City Water — To use your water system with a city water supply, simply attach a standard hose to the city water connection located on the side of your Motor Home. With city water hookup you have a constant flow of water.

NOTE: The city water connection does not fill the tank but supplies water directly to the main supply lines. A check valve is located in the pump to prevent water from entering the storage tank.

Manual Filling — When city water hookup is not available, your water storage tank can be filled by bucket or hose through the gravity water fill. This filler has no hose connection but merely pops open to accept water.



Storage Tank — Switch on the water pump. When hooked to city water connection, pump operation is not necessary. The storage tank is made of strong and durable polyethylene material. There are no solvents, glues, or cements that will make a permanent repair. The only satisfactory repair is done with heat. If a leak should occur, follow the procedure outlined below for repair of tank.

1. Empty the tank and let it dry.
2. Using a heated spoon or similar instrument, run over the defective area until the material is transparent. Work the excess molten plastic into the hole. Add water to the molten area and allow to cool.
3. When patching the larger holes, use a propane torch directly. Heat with caution the defective area, adding material as you go along. Do not go beyond the transparent stage. Cool, allow time for the material to set up.
4. In the unlikely event of cracks (normally due to a stress on the tank), examine for the point of stress and eliminate the problem before re-installation (e.g.: uneven floor, straps too tight).

Water System Maintenance — Should the following problems arise, follow the prescribed solutions first. If the problem still exists, go to your SWINGER Dealer.

Problem	Causes
Pump operates but no water flows through faucet.	—Low water level in tank. —Water lines are clogged. —Kink in water hose. —Air leak in suction line. —Dirty or hard-to-open in-line check valve. —Defective pump valve.
Pump cycles on and off when faucets are closed.	—Water leak in plumbing. —Defective toilet flush valve. —Internal leak in valve. Pump check valve not sealing.

Pump operates roughly and has excessive noise and vibration.	—Intake line is restricted, kink in suction hose or fittings too small. —Deformed or ruptured pulsation dampener in pump. —Loosened screws at pulleys and connecting rod. —Worn connecting rod bearing.
Pump fails to start when faucet is opened.	—Clogged piping. —No voltage to pump. —Defective pressure switch.
Pump fails to stop when faucets are closed.	—Empty water tank. —Insufficient voltage to pump motor. —Defective pressure switch.

It is advisable to travel with the pump switch off. Uneven water levels, due to sloshing water in the tank, will sometimes make the pump run. This, of course, will use 12-volt current which would otherwise be used in keeping your battery charged.

NOTE: When filling the fresh water tank, remember that water must be drawn into the water heater for filling. Fill water tank, then open hot water faucet at the sink which will draw water into the water heater. Refill water tank and your water system will be filled to capacity.

Instructions for Sanitizing Potable Water Systems

To assure complete sanitization of your potable water system, we recommend that these procedures be followed on a new system, on one that has not been used for a period of time, or on one that may have become contaminated:

1. Prepare a chlorine solution using one gallon of water and ¼ cup of household bleach (5% sodium hypychlorous solution). Pour chlorine solution into the empty tank. Use one gallon of solution for each 15 gallons of tank capacity.
2. Complete filling the tank with fresh water. Open the bleeder valve to drain air from the system.
3. Allow the solution to stand for three hours.
4. Drain and flush with potable fresh water, let it soak for at least one hour, then refill the tank with fresh water.
5. Any excçessive chlorine taste or odor which might remain may be removed by filling the tank with a solution of one part vinegar to twenty parts water and allowing this solution to remain in the tank for several days.
6. Drain the tank and again flush with potable water.

WATER HEATER

For lighting and servicing of the water heater, gain access through a door panel on the side of the Motor Home. The water heater is gas-operated and includes an automatic shutoff valve, which will stop the gas supply if the pilot flame is extinguished or if water reaches too high a temperature. Water heater capacity is six gallons.

Lighting Procedure:

1. Make certain the water heater is filled. Open the hot water faucet at the sink and if water flows the heater is full.
2. Turn the GAS COCK DIAL to "Off" and set the TEMPERATURE INDICATOR to the lowest temperature setting.
3. Wait at least five minutes to allow gas which may have accumulated in the burner compartment to escape.
4. Turn the GAS COCK DIAL to the "Pilot" position.
5. Depress and hold RESET BUTTON while lighting the pilot burner. Allow the pilot to burn approximately one-half minute before releasing the RESET BUTTON.
6. Turn the GAS COCK DIAL to "On" position and turn the TEMPERATURE DIAL to the desired temperature position.

Pilot Flame Adjustment

The pilot flame should burn with a small yellow tip or it is not getting a sufficient supply of gas. A large yellow flame indicates an excessive amount of gas, which will shorten pilot life. Perform the following procedure to adjust the pilot:

1. Remove the pilot adjustment cap located in the lower right corner of the control unit to reveal the pilot adjustment screw.
2. Turn the pilot adjustment screw clockwise to reduce the flow of gas to the pilot (flame will be bluer). Turn the pilot adjustment screw counterclockwise to increase the flow of gas (flame will get more yellow). Adust until the flame is about ½ inch high and has a slight yellow tip.
3. Replace the pilot adjustment cap when adjustment is complete.

DRAINAGE SYSTEM

Your Motor Home's drainage system has been carefully developed to give years of satisfactory service. When traveling, the idea is to make the maximum use of holding tank space. This means using as little water as possible.

TOILET

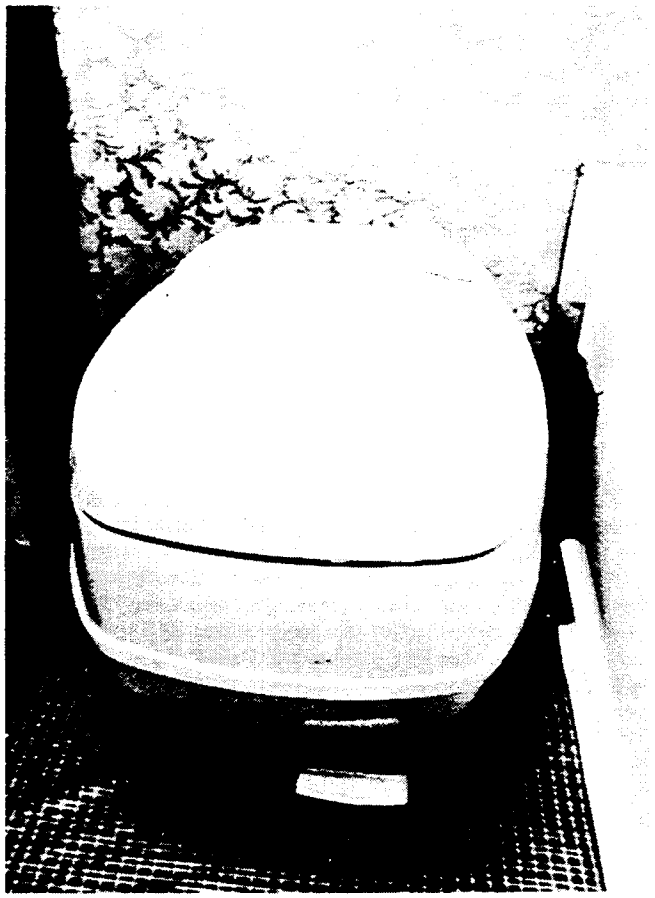
To flush, simply step on the pedal. This action opens the valve at the bottom of the bowl and activates the flushing mechanism.

Wet Bowl — This stool provides the comfort of a "wet bowl" the same as your household toilet. To add water to the bowl, step on the small pedal until water reaches the desired level, then release the pedal. To flush, step on the large pedal until the water swirls, then release the pedal.

NOTE: The amount of water used is in direct proportion to the length of time that the pedal is depressed.

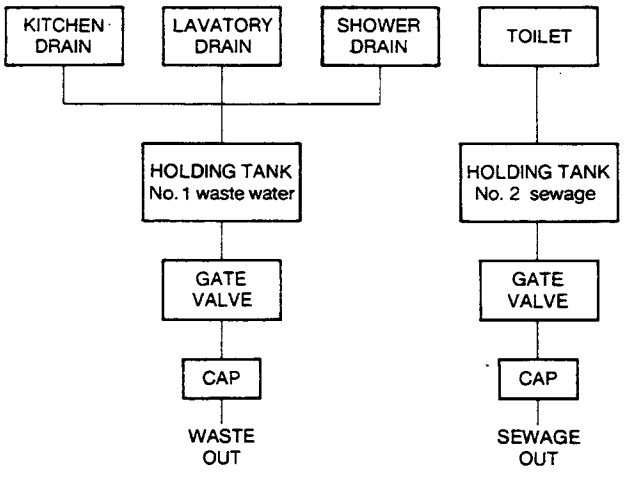
MAINTENANCE

If you have a clogged drain in the sink or lavatory, do not use a commercial drain cleaner. Use either a plunger or baking soda. If this does not clear it, remove and clean the applicable traps. No routine maintenance is required for the toilet. If the bowl sealing blade does not operate freely after extended use, it may be restored to smooth operating condition by applying a light film of silicone spray to the blade.

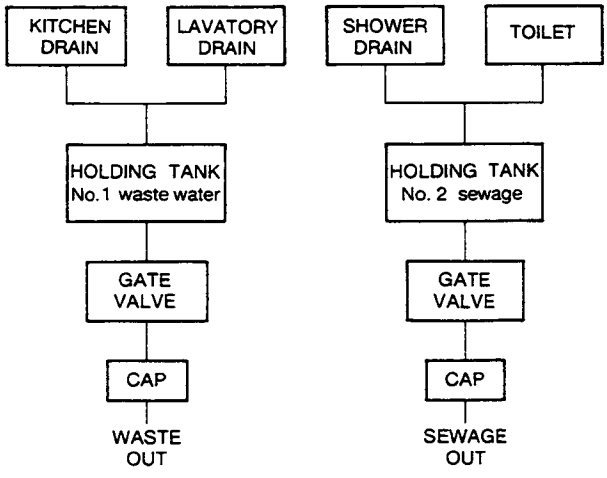


DRAINAGE SYSTEM (Schematic)

23 and 25 ft. Motor Homes Only



27, 29 and 31 ft. Motor Homes Only



DRAINING HOLDING TANKS

All SWINGER Motor Homes have two holding tanks; one for waste water, and one for sewage, as illustrated above.

You will have to purchase a sewer hose to adapt to the two 45° sewer hose connectors supplied with your Motor Home. Your SWINGER Dealer can supply you with the recommended size and length of sewer hose.

Operating Instructions

1. Ensure that the "gate valve" is in the "Closed" position.
2. Remove the cap on the holding tank to be drained.
3. Attach sewer hose to the bayonet-type connector and attach the connector to the fitting by twisting it clockwise until firm.
4. Place the other end of the sewer hose into the disposal connection.
5. Open the "gate valve" and allow the holding tank to drain completely.
6. Close the "gate valve" and run about two gallons of water into the holding tank through the appropriate drains.
7. Repeat Step 5.
8. Close the "gate valve," remove the sewer hose, and replace the cap.

USING SYSTEM WHEN CONNECTED TO A SEWER

1. Keep the holding tank "gate valve" closed at all times except when dumping the tank. Before dumping the tank be sure that the accumulation in the tank is mostly liquid and sufficient water has been added to provide a smooth flow of waste through the "gate valve" and sewer hose into the dump station or sewage connection. By having sufficient liquids, a swirling action will take place within the tank which assures you of removing all of the solid waste when dumping.

2. Avoid accumulation of solids in the tank. It is a very poor practice to leave the "gate valve" open or partially open when connected to a sewer. Unlike your toilet facilities at home a large volume of water is not used with each flushing in your trailer. By leaving the "gate valve" open, you will cause solids to accumulate in the bottom of the tank, which, in time, will result in an unpleasant cleaning job and, in many cases, costly repairs.

The best method of cleaning the holding tank is to follow the procedures stated below:

a. After the tank is completely drained and free of all waste, close the "gate valve" and pour approximately two gallons of water into each sink drain to completely flush the plumbing system.

b. Refasten the drain cap, close the "gate valve," and then pour a gallon of water into the holding tank along with a good quality liquid or powder chemical to purify the system.

You are then assured of a clean sewage system.

THINGS NOT TO PUT INTO THE TOILET, DRAINS, AND HOLDING TANKS

1. Facial and other similar tissues. Unlike toilet paper, nearly all of the facial tissues are impregnated and treated to give wet strength. This quality makes it almost impossible to dissolve them in the holding tank. Special "Holding Tank Tissue" will dissolve within a short period of time. However, facial and similar tissues do not, so never put them in the tank. Also, white toilet paper dissolves much faster than colored papers. Self-disintegrating toilet tissue is sold in most camping supply stores.

2. Do not use detergents and full-strength bleaches. Detergents remove lubricating oils and greases. We recommend that you use a sewage tank deodorizer which you can obtain from your dealer.

3. Do not use automotive antifreeze, ammonias, alcohols, or acetones in your tank.

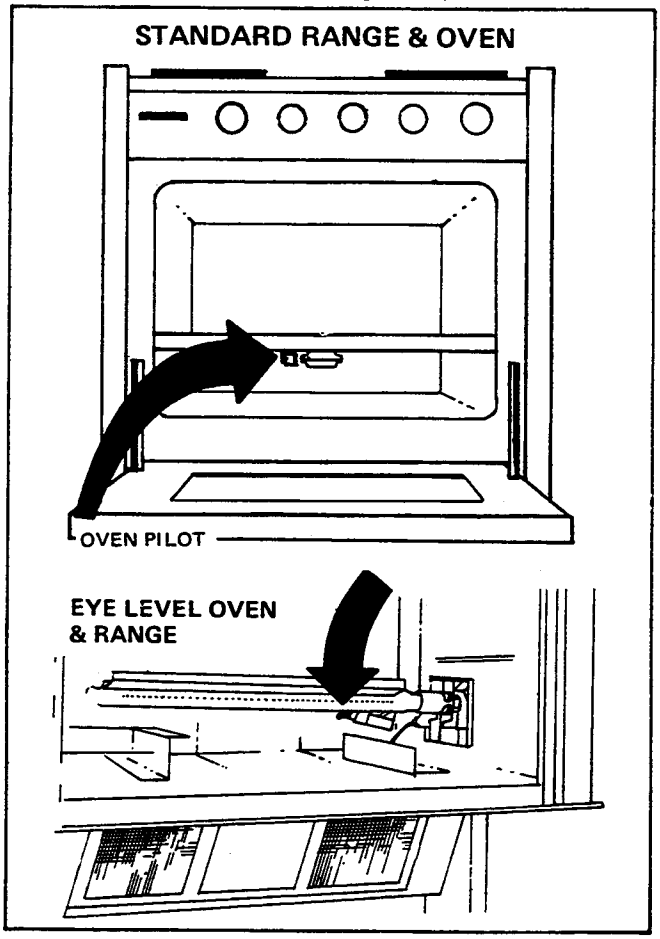
4. Table scraps or other solids (foods such as corn) which may become lodged in the "gate valve."

SECTION IV
APPLIANCES AND EQUIPMENT

RANGE AND OVEN

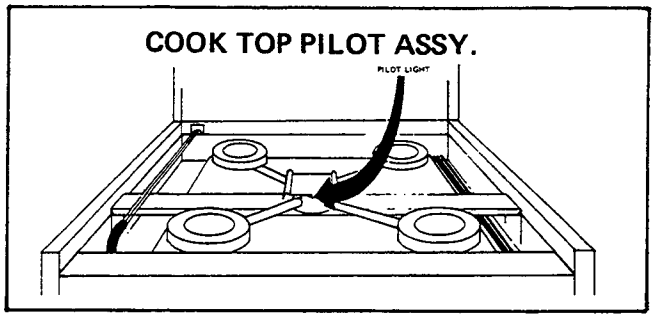
OVEN OPERATION, STANDARD AND EYE LEVEL

1. Turn the temperature control knob from the "Pilots Off" position to the "Off" position.
2. Wait a few seconds, then light the pilot in the oven.



3. After the pilot is lit, turn the oven temperature control knob to the desired temperature.
4. When you are finished using the oven, turn the temperature control knob to "Off." The pilot will remain lit, and the oven can be reused by repeating Step 3 above.
5. When you want all gas shut off to the oven, turn the temperature control knob to "Pilots Off." We recommend that you turn the oven completely off while traveling or when not using it for long periods of time.

NOTE: The oven pilot must be lit whenever the burners are in use or the burner pilot is lit (burner pilot models only).



RANGE OPERATION (with eye-level only)

1. Light the pilot. It is not necessary to lift the range top to light the pilot. Turn the thermostat-control knob to "Off" positions and light any two top burners.
2. The outside knobs control the two front burners, while the inside knobs control the rear burners. Do not attempt to alter or adjust the flow of gas to the burners as they are pre-set at the factory and cannot be adjusted.

GRATE HOLD-DOWN CLIPS

Spring steel clips are provided to hold the grates of your stove in position while traveling. They will not interfere with range operation and should be kept in place (except for cleaning) to prevent the grates from marring the cook top.

MAINTENANCE

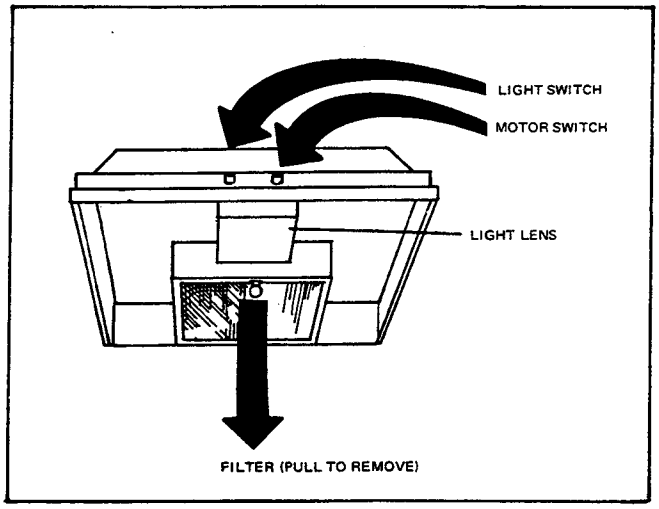
If the range and/or oven will not go on when lit, check the gas supply. If the oven gas goes on but a range burner does not, check for a dirty burner. Use toothpicks to open clogged ports. Wipe up spills in the oven promptly. Do not, however, wash the oven while it is still warm; allow it to cool.

RANGE EXHAUST HOOD

The range in your Motor Home comes equipped with a vented exhaust hood to eliminate cooking odors. The standard range hood has two switches on the top front portion of the hood. One switch controls the on-off operation of the hood while the other switch controls the range hood light.

On the optional eye-level oven the range hood has one switch only which controls the on-off operation. The eye-level oven range hood is also equipped with a heat sensing device which will automatically activate the blower motor at a temperature of 175°F.

The lighting for the eye-level cook top is located on the range just beneath the oven compartment. The light switch is located on the left side of the manifold panel.



A filter is located on the underside of either range hood and is easily removed for cleaning. The filter protects the fan and should be cleaned regularly with warm water and detergent.

REFRIGERATOR

Your SWINGER Motor Home is equipped with a gas/electric absorption principle refrigerator powered either by the LP gas system or 115-volt electric system.

All controls are mounted on a panel at the base for easy access without the necessity of opening the refrigerator door. A Gas Thermostat is used to control temperatures during gas operation and a separate electric thermostat is used for electric operation. These thermostats can control temperatures ranging from "defrost" to very cold. The coldest setting may be useful for faster ice-making and for starting up of the refrigerator.

LEVELING

When your Motor Home is parked, care should be taken that the refrigerator is properly leveled. It is standard procedure to check in the freezer compartment using a small level for this purpose. Whenever possible, the Motor Home should be parked so that the refrigerator side will be away from the afternoon sun.

GAS OPERATION

1. Turn on gas at tank.
2. Before relighting, turn valve knob to "Off" and wait five minutes.
3. Turn gas knob to "Gas On" position.
4. Turn gas control knob to "Coldest" position.
5. Holding the red ignition button in, push in the ignition lever for ignition of the burner.
6. Release button in about twenty seconds.
7. If the cabinet gets too cold, turn gas control knob to a warmer setting.

NOTE: As air may be present in the gas lines when first starting up, it may be necessary to repeat ignition procedure.

ELECTRIC OPERATION

1. Plug in the power cord to the 115-volt supply receptacle.
2. Turn gas knob to "Gas Off" position.
3. Flip the electric on-off switch to "on."
4. Turn the electric thermostat knob to "Coldest" setting.
5. If the cabinet temperature is too cold, turn the electric thermostat control knob to a warmer setting.

OPERATION CHANGE

A. From Electricity to Gas
   1. Follow the starting up instructions of "gas operation." Be sure to set the electric on-off snap switch to "Electric Off" position.
   2. When the burner is lit, turn the gas temperature control knob to the desired setting.

B. From Gas to Electricity
   1. Follow the starting up instructions of "electric operation."
   2. Turn the electric temperature control knob to a desired setting.

Although this refrigerator is designed to provide maximum safety and good performance under all operating conditions, the owner should follow a simple maintenance program to keep his refrigerator in good condition: Inspect the refrigerator periodically, before reuse and after shut-down.

1. Check all fuel lines and gas connections for leaks using a solution of soap and water. Do not use a lighted match.
2. Inspect the flame for color: It should be a sharp blue — no yellow. Check for a high and low flame. This can only be observed after refrigerator is cold.
3. Check the interior of the flue extension tube, and lift out together with baffle. Clean inside of flue tube with a wire brush and reassemble parts.

DEFROSTING

Frost will gradually form on the evaporator. Since excessive frost accumulation may reduce cooling efficiency, it is recommended that you defrost at regular intervals, depending on frost build-up. When operating on gas, turn the temperature control knob to "defrost" position. To defrost when operating on electricity, turn the electric thermostat knob left to the "Off" position. Empty the ice trays and fill with hot water to hasten the defrost time. An additional panful of hot water is also desirable. This will melt the frost sooner and help prevent the food compartment from warming up. As soon as the frost build-up has completely disappeared, wipe the interior of the cabinet so it is dry before turning the unit on.

NOTE: When adjusting the temperature, be sure to turn the right control knob; either the gas knob or the electric knob.

CLEANING

It is a good practice to clean the cabinet interior and other parts at regular intervals, preferably when defrosting. Remove all stored foods. Clean the shelves and wash the lining with lukewarm water to which a little detergent has been added. Wash the ice cube trays, shelves, and vegetable bin. Also, clean around the evaporator, door frame, and door gasket. Rinsing with a solution of baking soda and water is recommended. Finish wiping with a soft dry cloth. Do not use abrasives or steel wool.

HEATING INSTALLATION

The furnace in your SWINGER Motor Home utilizes a sealed combustion system with a dual blower, one of which circulates room air while the other furnishes outside air for combustion.

OPERATING INSTRUCTIONS

1. To light the furnace, turn the manual valve to the "off" position and wait 5 minutes. Set the thermostat at its lowest setting. Open manual valve. Correct operating characteristics depend on this valve being positioned fully open. Never attempt to operate with valve partially closed.
2. Set thermostat on desired temperature.
3. Allow 15 seconds for main burner to light.
4. If burner does not light set thermostat on "off" wait 15 seconds and try again for ignition.
5. If after 3 trys and no ignition go to shut down and determine cause.

TO SHUT DOWN

1. Turn main gas valve off.
2. Set thermostat on off.

MAINTENANCE AND CLEANING

The furnace in your Motor Home does not require any routine maintenance or cleaning.

If for any reason the main burner has been allowed to operate with a high yellow flame, a soot formation is sometimes deposited inside the combustion chamber. The carbon deposit may be of such quantity that cleaning will be necessary. To clean the combustion chamber, there is an access hole on the front of each radiation chamber. A vacuum cleaner is ideal to clean out any carbon deposit.

The furnace is equipped with an oiled, sealed motor and requires no oiling.

Combustion Chamber Removal

The combustion chamber must be removed from the front.

1. Disconnect gas and power supply.
2. Disconnect gas manifold from piping at union fitting.
3. Remove cabinet front.
4. Remove shipping screw securing chamber shield to cabinet.
5. Remove the vent cap screws (outside) to free exhaust tube.
6. Pull chamber forward until junction box can be reached. Remove voltage wire and thermostat wires from junction box. Chamber can then be pulled completely out.

NOTE: Refer to furnace owner's manual for service hints and trouble shooting guide.

TYPICAL ROOF AIR CONDITIONER (option)

The roof-mounted (10,000 BTU to 13,500 BTU) air conditioner operates on either 110-volt city power or a power plant, if your Motor Home is so equipped. On Motor Homes equipped with two roof air conditioners, the rear unit is only operable from the power plant or a separate 110-volt supply line. The front air conditioner is wired to circuit 2 on the Breaker Box.

OPERATION GUIDE

Your unit is operated totally from the control panel on the inside ceiling assembly. There are two controls on the control panel. The temperature control regulates the "on" and "off" temperature setting at which the compressor (or heater, if you have the optional Elect-A-Heat model) will operate. The second control, called a selector switch, regulates the volume of air that your air conditioning unit will be handling during the fan only, cooling (or heating, if you have the Elect-A-Heat model) cycle.

Your Coleman RV air conditioning unit incorporates a unique return air damper control which regulates the volume of air being circulated in the RV. This means you have an infinite control measure on the air and are not required to operate on positive speed control (high, low, medium, etc.) as are most air conditioners.

Your air conditioner does several things related to your personal comfort. First, the blower recirculates air throughout the RV to keep you comfortable. In addition, the air being circulated is completely filtered by non-allergic natural fiber filters while the unit is in operation. Second, it conditions the air to the temperature that is most comfortable for you if the unit has been sized correctly to your RV and the locale. Third, the unique advantage of the Coleman RV air conditioner with its mechanical return damper arrangement is that it can be operated completely as a dehumidifier.

To Operate For Heating
(Elect-A-Heat Model Only)

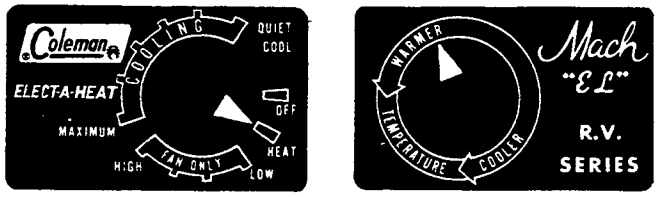
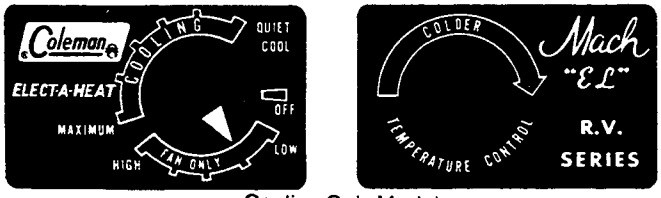


FIGURE 1

1. Set the selector switch to the "Heat" position. Figure 1. The fan will automatically start circulating air continuously at a low volume.
2. Set the temperature control to the temperature level that is the most comfortable for you. The heater will automatically turn on when the temperature of the air entering the air conditioner drops below this setting a few degrees and automatically turns off when the temperature of the air entering the air conditioner rises a few degrees above the temperature setting you have selected. The air conditioner will keep cycling the heat on and off in this fashion until you change the selector switch to another mode of operation.

To Operate for Air Recirculation Only



Cooling Only Models
FIGURE 2A

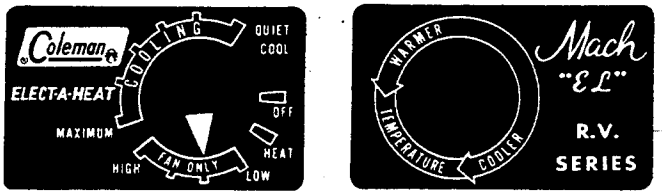


FIGURE 2B Elect-A-Heat Models

1. Set the selector switch to the "Fan Only" positions on the dial. Figure 2. The fan will run continuously and filter the air without either cooling or heating the air. To obtain a lower or higher volume of circulating air, simply turn the selector switch to a lower or higher setting in the "Fan Only" positions on the dial. This will close or open the damper in the air conditioning unit to give you almost unlimited control over the volume of air being recirculated in your RV.

To Operate for Cooling

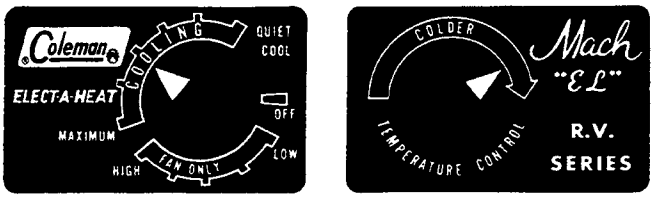


FIGURE 3A Cooling Only Models

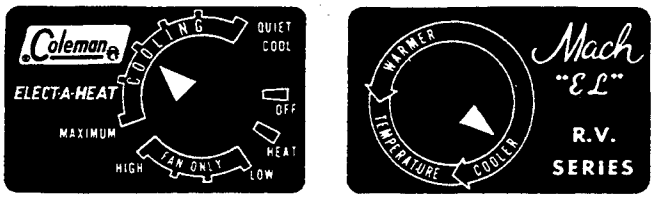


FIGURE 3B Elect-A-Heat Models

1. Set the selector switch to the "Cooling" position of the dial, Figure 3. The fan will run continuously and filter the air while keeping the air circulating throughout the RV. Setting the selector switch at "Maximum" will give you the greatest volume of air circulation, while setting it at "Quiet Cool" will give you a lower volume of air flow. Setting the switch any place between "Maximum" and "Quiet Cool" can give you almost an unlimited control over the volume of cooling air flowing from the air conditioner.

2. Set the temperature control to the temperature level that is the most comfortable for you. The compressor will automatically turn on when the temperature of the air entering the air conditioner rises a few degrees above the setting you have selected and automatically turns off the compressor when the temperature of the air entering the air conditioner drops a few degrees below this setting. The air conditioner will keep cycling the compressor ON and OFF in this fashion until you change the selector switch to another mode of operation.

To Operate As a Dehumidifier

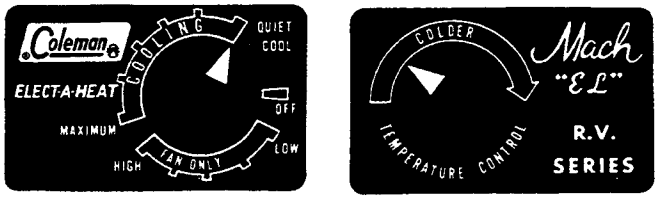


FIGURE 4A Cooling Only Models

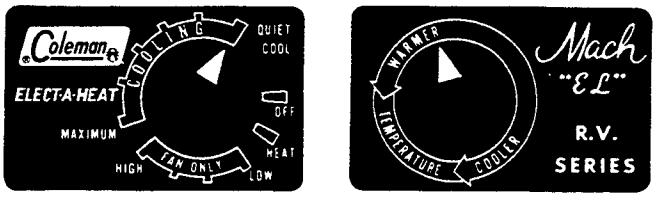


FIGURE 4B Elect-A-Heat Models

1. In some areas of the nation where high relative humidities are experienced, it is desirable to operate your unit primarily for humidity control. To operate your Coleman RV air conditioner as a dehumidifier, set the selector switch to "Quiet Cool," Figure 4.

In this position, the air flow will be at a minimum volume.

2. Set the temperature control to the warmest position at which the compressor will cycle on and off for cooling. When operated in this position, your Coleman RV air conditioner will remove high quantities of moisture from the air in your RV without cooling the RV.

At any time the unit is operated on either full cooling or as a humidity control appliance, the excess moisture removed from the air stream in your RV will be diverted onto the roof of your vehicle. Do not be alarmed as this excess moisture is allowed to escape from the area of the air conditioner to the ground.

You should carefully read your product warranty in the air conditioner owner's manual.

NOTE: Refer to air conditioner owner's manual for maintenance instructions.

DUO-THERM

Operating Instructions

1. Set thermostat dial to desired temperature.
2. Place the blower switch in desired position.
   - Hi-Fan .....High Speed Fan Only
   - Med. Fan ..... Med. Speed Fan Only
   - Low-Fan ..... Low Speed Fan Only
   - Hi-Cool .....High Speed Fan with Cooling
   - Med. Cool ..... Med. Speed Fan with Cooling
   - Low-Cool ..... Low Speed Fan with Cooling
3. Adjust air flow for the desired air distribution.
4. Adjust louvers on air box for the best air distribution.
5. To completely shut down unit, place blower switch in the "Off" position.

Models with a delayed start kit installed: When unit is turned on, the fan will start, and in approximately 2 minutes the compressor will start. After shut down, unit will not restart for approximately 2 minutes.

Models without delayed start kits installed: When unit is turned on, the fan and compressor start at the same time. After shut down, wait 4 to 5 minutes before restarting unit.

MAINTENANCE

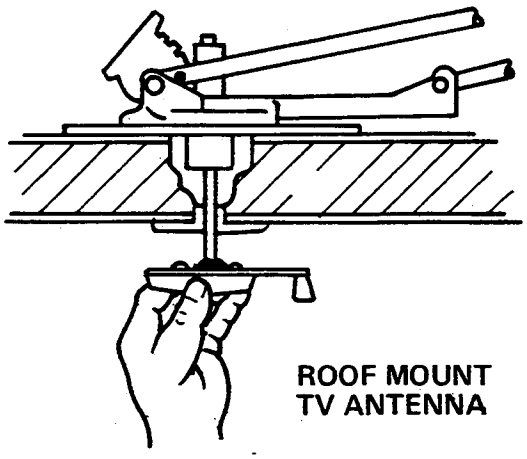
The air filter should be cleaned or replaced periodically. Filter may be washed in warm suds water, let dry and reinstall. Replacement filters are available from nearest dealer, distributor or direct from factory. For service work refer to the service directory supplied with unit.

TV ANTENNA (Option)

The all-channel recreational vehicle antenna is for crystal clear reception on black and white TV, color TV, and FM frequencies. With only occasional maintenance, the antenna will provide many years of trouble-free service.

OPERATION

Raise the antenna by pulling the crank downwards and then rotating it counterclockwise by using the knob. When the stop is reached, turn the handle in the opposite direction at least a half-turn and then grasp the body of the crank and push upwards with a slight clockwise motion, engaging the rotation pin. With the crank still pushed upwards, rotate the antenna fully counterclockwise until the rotation stops. The antenna may be rotated in this manner until the best reception is achieved. To lower the antenna, turn the crank fully clockwise to the stop and pull down on the crank handle assembly to disengage the rotation pin. Using the knob, rotate the crank clockwise until the antenna is heard contacting the travel support in the "lower stop."



ROOF MOUNT TV ANTENNA

NOTE: FORCE IS NOT REQUIRED to operate a properly installed antenna unit. DO NOT FORCE OPERATION of antenna at any time.

MAINTENANCE

The antenna is fully lubricated during manufacture, but the occasional use of silicone spray is recommended on moving parts and joints. OIL AND GREASE ARE NOT RECOMMENDED due to grit and dirt retention. Particular attention should be given to the bearing surfaces on the rotating base and the fixed base plate.

POOR RECEPTION

It is important to remember that, due to the various locations used by your Motor Home, reception will not be as consistent as if it were in a fixed location. This is due largely to the variation in the terrain encountered throughout the country. In general, TV and FM signals (particularly UHF) travel roughly in a straight line and hills or mountains between your Motor Home and the transmitting station can severely reduce the signal strength.

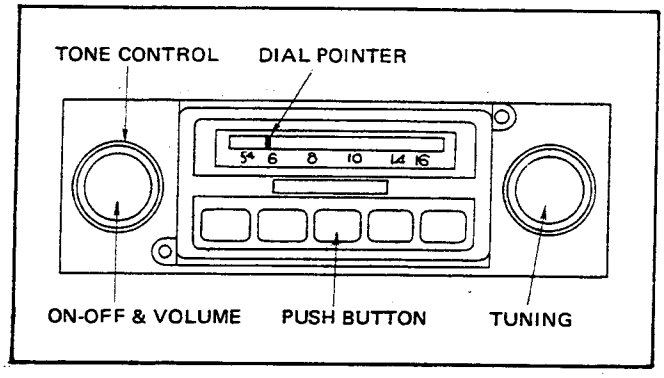
Make certain that the thumb screws on lead wires are tight and in place. Also check that lead wire has not been damaged by any sharp edges at the point where it enters the roof of your Motor Home. To insure the best possible reception, check to be sure no wires are touching each other. Make sure the antenna connections are correctly made to your TV set. If more than one TV antenna outlet is installed, a reduction of picture quality is likely unless some form of "splitter" device is used between the two outlets.

CAUTION: Make sure to lower antenna fully before moving your Motor Home even a few feet. Unseen tree branches and overhangs or bridges and tunnels can severely damage the antenna.

AUDIO SYSTEM (option)

AM RADIO OPERATION

The AM radio, if your Motor Home is so equipped, has push-button tuning.



Operating Instructions

The on-off switch is combined with the volume control, both of which are operated with the left-hand knob. Turn this knob clockwise until a click indicates that the receiver is on. Turn the volume up until the desired position is reached. Turn the right-hand knob clockwise until the desired station is received. The numbers on the dial scale indicate the frequency range of the receiver. Tune carefully until you are exactly on the desired station. Tuning to either side of the station will result in poor tone quality and excessive noise. Turning the left-hand knob counter-clockwise until a click is heard, indicates that the receiver is off. The "base and treble" tone control is located behind the volume control.

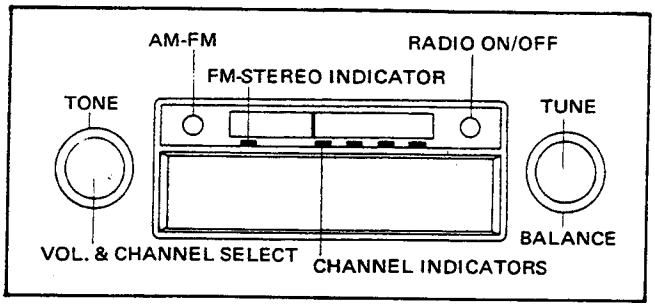
Setting Pushbuttons

1. Carefully tune in the desired station with the MANUAL TUNING control (right-hand knob). Tune exactly to the station.
2. Pull out the first pushbutton to be set, to unlock the button for station set-up, and then lock this button to the station which you have tune in by firmly pushing the button in.
3. Follow the above procedure for the remaining four buttons.

AM/FM RADIO WITH 8-TRACK STEREO TAPE PLAYER OPERATION

Tape Player Operation

To operate the tape player, simply insert an 8-track tape, label side up, until the tape is firmly in place. The unit will turn on automatically when the tape is inserted. The left-hand "inner" knob controls volume and also combines as the channel selector for manual change to desired channel. At the end of each program the unit will automatically switch to the next channel. Volume is controlled by turning the left-hand "inner" knob. Tone is controlled by turning the left-hand "outer" knob in either direction until desired tone is reached. Four small channel indicator lights are located on the face of the unit to show which channel is playing. This stereo unit is designed as a two-speaker system and balance between the two speakers is controlled by turning the right-hand "outer" knob in either direction.



AM Radio Operation

To activate the radio for AM frequencies, push the Radio Button located on the upper right-hand portion of the unit to the "On" position. Release the AM/FM button on the upper left-hand portion of the unit for the AM position. Manually select the desired AM station by turning the right-hand "inner" tuning knob in either direction.

FM Radio Operation

Push the radio button, as outlined in AM Radio section, to the "On" position. Press the AM/FM selection knob for FM operation. Turn the right-hand "inner" tuning knob to the desired FM station. When the Stereo Indicator Light (FM-ST) is on, located on the same row with the channel indicator lights, it signals reception of an FM stereo station. Tone and balance adjustments are accomplished as described above.

CAUTION: When listening to the radio, never leave an 8-track tape cartridge fully inserted in the tape compartment.

MAINTENANCE

The tape player is equipped with an automatic head cleaner that will keep the head clean without additional care. To insure peak performance from the unit, however, periodic cleaning and lubrication are strongly advised. If maintenance is performed as outlined below, your unit will give you many hours of trouble-free operation.

1. Remove the unit from the Motor Home and take off the top cover by removing the screws.
2. Use a small dust brush to remove any tape oxide or dust which may have accumulated inside the unit.
3. The playback head and the capstan drive shaft should be cleaned with a small cotton swab moistened in denatured alcohol.

SECTION V
CARE AND MAINTENANCE

CARE FOR YOUR MOTOR HOME

INTERIOR MAINTENANCE

Because of the heavy use and traffic on interior materials, they have been carefully chosen for strength and lasting durability. Most interior materials require only occasional cleaning to keep them looking fresh and new.

1. **Walls and Woodwork:** All woodwork and panelings are covered with a vinyl laminate for long life and to prevent stains and marring. Periodic cleaning with a mild cleaner and wax will remove surface grease and grime.

> CAUTION: Do not use any abrasive material, lighter fluids or kerosene to clean these surfaces, as they will harm the finish and dull the luster.

The ceiling material is also easily cleaned with a mild soapy solution. Do not scrub ceiling surface with abrasives of any kind.

2. **Vinyl and Upholstered Fabrics:** Upholstered items should be cleaned with pure solvents (petroleum distillate-based products, Energine, Carbona, Renuzit, or similar products may be used) in a well-ventilated room. Cleaning by a professional furniture cleaning service only is recommended.

> CAUTION: Use of water-based or detergent-based solvent cleaners may cause excessive shrinking. Water stains may become permanent and unable to be removed with solvent cleaning agents. Avoid products containing carbon tetrachloride, as it is highly toxic.

To prevent overall soil, frequent vacuuming or light brushing to remove dust and grime is recommended. Periodic airing is recommended to eliminate soil and odors from the cushions. Upholstery fabrics are 49% rayon and 51% acetate. The backing is 100% nylon.

Vinyl trim on all seats, dash board, and elsewhere, can best be cleaned with a damp cloth and a mild soap solution. When cleaning any stains, use minimum amounts of water and cleaner and always use a clean cloth.

> CAUTION: Never use lacquer thinner, bleach, laundry soap, gasoline, naphtha, or carbon tetrachloride when cleaning carpet, upholstery, or fabrics as the chemicals can cause permament damage to the material being cleaned.

Periodic dry cleaning is the best method for keeping upholstery and fabrics their cleanest.

3. **Draperies:** Drapery fabrics have been carefully selected to afford maximum privacy and to add beauty and a stylish appearance to your SWINGER Motor Home. Periodic dry cleaning will add years of life to your drapes and keep them looking new and fresh. Do not machine wash. Drapery fabrics are 64% rayon and 36% acetate.

4. **Kitchen Sink, Stainless Steel and Brightwork:** Stainless steel sinks and brightwork on faucets accumulate several types of dirt, scale, and film, which can be difficult to remove if not cleaned regularly. Soap and water generally will clean most stains from sinks and faucets; however, a mild abrasive may be used for stubborn stains and grime. After each cleaning, wipe dry with a clean cloth to avoid streaking.

5. **Molded Bath Unit:** Your bath and shower unit is molded from fiberglas for strength and beauty. To clean your bath unit, use warm water and one of the stronger liquid detergents. Never use abrasive cleaners as they will scratch and dull the surface of your bath unit. Stubborn stains can be removed with solvents such as turpentine, acetone, or paint thinner. Restore dulled areas by rubbing with an automotive type liquid cleaner, then put the soft glow back into your bath unit with a light application of liquid wax.

6. **Work Surfaces:** All counter tops and work surfaces are of plastic laminate for strength and long-lasting beauty. All work surfaces are impervious to solvents, scratching, acid, alcohol, fruit stains, household alkali, and temperatures up to 275°F. The counter and table tops in your Motor Home are probably much like you have at home and should be given the same care. A thorough cleaning and waxing will help preserve the original luster on these surfaces.

> CAUTION: Avoid abnormal use of these surfaces, such as for cutting or slicing, or for resting cigarettes, matches, or items with extremely hot surface temperatures.

7. Your Motor Home has hard-wearing nylon carpet installed and requires only regular vacuuming to keep it clean. A good rug shampoo should be used periodically for maximum long-lasting beauty.

8. **Appliances:** Included with this Owner's Guide are manufacturer's manuals on your appliances. Spend ample time reading these manuals for instructions on cleaning and upkeep of all appliances in your Motor Home. The following are basic instructions for cleaning appliances in your Motor Home:

A. **Range** — After the range has cooled down, clean with warm, soapy water. You may remove the broiler pan, oven rack, and oven bottom for easier washing in the sink. For extremely stubborn spots or stains, use a small amount of baking soda on a dampened cloth. Use a dry cloth if the surface is still hot.

B. **Refrigerator** — Your refrigerator can be kept clean and odor-free by periodically washing the interior liner of the cabinet with a very mild, lukewarm soda solution. The ice trays, shelves, and evaporator are to be cleaned with warm water only. Clean the refrigerator often and leave the door ajar when storing the vehicle.

CAUTION: Never use abrasives or strong chemicals to clean any part of the refrigerator liner or exterior because you can cause permanent damage to the unit. To remove stubborn, excessive odors, place an open box of baking soda in the refrigerator on the back of the middle shelf. The baking soda will absorb odors.

EXTERIOR MAINTENANCE

1. The aluminum exterior on your SWINGER Motor Home uses a baked-on enamel finish. Like your automobile, your Motor Home should receive periodic cleaning in order to maintain the rich luster of its finish. Frequent washing with a mild soap solution is recommended. An application of a good-quality paste wax two or three times yearly will help preserve the finish on your Motor Home.

CAUTION: Never use abrasives or strong solvents such as lacquer thinners to remove stubborn stains, bugs, or road tar, as they will damage the exterior surface. Hand buffing with a soft cloth and paste wax should remove most stains or marks on your SWINGER Motor Home.

2. **Chrome** — Bright chrome finishes can be maintained by hand buffing with a commercial chrome cleaner which will remove dirt, grime, tar, and corrosion.

3. **Roof** — Periodic inspections should be made of the roof of your Motor Home and all dirt and debris should be removed. Check the roof vents periodically for smooth operation and proper sealing. Replace the seal around any vents if it is cracked or damaged. In order to prevent breakage or wind damage, keep roof vents closed while traveling.

4. **Frames and bumpers** — Inspect periodically and repaint with a rustproof enamel when necessary to prevent rust.

If repair is required for the exterior of your Motor Home, contact your SWINGER Dealer.

PRE-DEPARTURE CHECKLIST

The enjoyment and trouble-free operation you experience with your SWINGER Motor Home depends greatly on the care and preparation you give your Motor Home before each departure. The following checklist should be posted in a prominent place within your Motor Home to serve as a handy reminder for pre-departure procedures.

1. Check lights, directional signals and emergency flasher.
2. Check tires for proper inflation and any damage.
3. Check torque on all wheel nuts.
4. Close all outside compartment doors.
5. Make sure that outside step is up and out of the way.
6. Check gas (LPG) supply.
7. Check battery water, engine oil, water, and anti-freeze.
8. Check windshield washer fluid supply.
9. Check transmission and power steering fluid levels.
10. Check generator oil level and air cleaner.
11. Check that all gate valves are closed and caps are on.
12. Check foot and emergency brakes.
13. Check fresh water supply.
14. Check overhead bunks for locked position.
15. Close all inside compartment doors.
16. Check all seats for locked position.
17. Put away and secure all water hoses and electrical connections.
18. Check all rear view mirrors and adjust them for personal preference.
19. Lock refrigerator door (seal containers first).
20. Hold down or store all loose, sharp and hard objects. Put heavy items low and light items high.
21. TV antenna down.
22. Lock entrance doors.
23. Pull curtains back.

TIPS FOR TROUBLE-FREE TRAVEL

- Check the wheel lugs and radiator water level every day before you start out.
- Keep en eye on the water tank level and the holding tank level. It is a good idea to dump the holding tank at least every two days unless you have the waste destruction option.
- Conduct an outside tour of your vehicle before you leave. Be sure all compartment doors are closed and locked, the step is up.
- Have the oil checked every time you fill with gas.
- Conduct an inside tour. It is a good idea to secure the medicine cabinet sliding mirrors. Vibration will work the mirrors open and objects falling may mar the finish on the sink or damage the floor. Close all cabinet doors and see that the refrigerator door is tightly secured. Check objects on the dinette table, sink area — an unexpected stop can send objects flying.
- When you sit over the front wheels you may have a tendency to crowd to the middle of the road. Check your rear view mirror frequently to check yourself on how close you are driving toward the center line.

MAINTENANCE GUIDE

STORAGE (after each use)

1. Clean inside and out.
2. Turn off the gas.
3. Drain the water tank.
4. Drain the water heater.
5. Drain the holding tank.
6. Ventilate.
7. Remove perishables.

SEASONAL – SPRING:

- Air out the Motor Home.
- Fill the water tank, check for leaks and sanitize the system.
- Check the window operation.
- Check the cabinets and door hinges (lubricate if necessary).
- Check the water faucet washers (replace if hardened).
- Fill the holding tank and check the dump valve.
- Check the sealing valve in the toilet and lubricate with silicone.
- Check the paneling and apply a thin coat of wax.
- Check the LP gas bottles and all gas appliances. Be sure to check all vent openings for any obstructions. Check all gas connections for leaks. Use soapy water.
- Check the electrical system; replace burned-out bulbs.
- Light the refrigerator and check the cooling operation.
- Check the water heater, and light it. Make sure the jet is clean.
- Check the Motor Home for any leaks and check all seams. If there are any cracks, clean with a putty knife, wash with white gas and use silicone to reseal. DO NOT USE LACQUER THINNER.

SUMMER:

- Check wheels and tires frequently during the summer. Extreme heat and friction cause tread wear.
- Check your Motor Home for needed resealing.
- Check the entire Motor Home inside and out around mid-summer. Provide regular maintenance for best operating results.

WINTER STORAGE:

- Level the Motor Home (front to rear, side to side).
- Open all the faucets.
- Open all the water line drain valves.
- Open the outside valve on the water heater.
- Drain and thoroughly flush the holding tanks.
- Remove the lower section of the optional water purifier.
- After the water has stopped draining, force air back through the faucets. Use a hand pump or the pressure pump at a gas station.
- Pour Dealer-recommended freeze-proof solution into the bathroom sink drain, shower drain, and both kitchen sink drains.
- Turn the thermostat off.
- Lubricate the chassis.
- Put graphite in all the locks and apply a lubricant to the door hinges.
- Be sure all windows are closed and sealed.
- Close and seal all roof vents.
- Check the battery weekly. A normal battery will discharge by itself in 30 to 45 days and a dead battery will freeze. A battery charged with a specific gravity reading of 1.225 or better will not freeze. Therefore, it is necessary to use extreme caution to protect your electrical power system while in winter storage. During extreme cold, it is advisable to remove the batteries and take them indoors.

WINTERIZING THE WATER SYSTEM

If the Motor Home is to be stored in temperatures below freezing, the fresh water and waste systems should both be winterized as follows:

1. Drain fresh water tank by opening water tank drain spigot mounted through the floor.
2. Open the drain faucets on HOT and COLD water pipes. (These are located under the floor in the galley area. On "P" and "R" rear-bath models, the faucets are located above the floor in the lavy cabinet and drain through the floor.) After all water has been drained from the water pipes, close faucets.
3. Turn pump ON. Open a cold water faucet. When flow of water has stopped, turn pump OFF.
4. Drain water heater by opening drain plug at bottom of heater and safety valve. Also, open the hot water faucets.
5. Drain waste water system by following normal procedure for emptying holding tank (refer to paragraph on Waste Water Draining).
6. Place a minimum of 1-1/2 gallons of approved non-toxic antifreeze solution for plastic piping, drains, and traps in water tank. Open all cold water faucets, turn water pump ON, and operate until the tank has emptied solution into the system.
7. Pour one-half cup of this solution into each drain to ensure that traps are protected.

Have automotive radiator solution tested to ensure that vehicle is well protected to any anticipated freezing level, as recommended in Chassis Operator's Manual.

The above is a basic procedure designed to be performed by the Motor Home Owner. In areas of extreme cold, extra freeze protection can be obtained by scheduling a motor home dealer to perform this winterization for you. He has specialized equipment that will enable him to blow the water and drain lines clear.

WINTER MOTOR HOME USE IN BELOW FREEZING TEMPERATURES

1. Georgie Boy Projects Inc. will not be responsible for winter freeze up.
2. If you intend to use motor home in winter time, contact your dealer on proper car to prevent water systems from freezing.
3. If dealer is not familiar with cold weather use, contact service manager at Georgie Boy Projects Inc. for instructions.