



**A GUIDE TO
HAPPY TRAILERING
IN YOUR AIRSTREAM**

**THIS
MANUAL
HAS BEEN
ESPECIALLY
ASSEMBLED FOR**



Clarence H. Kelley
Main Street
Apulia Station, New York

AIRSTREAM TRAILER SERIAL NUMBER: S-024410345

DELIVERED: 5-21-64

MODEL: 1964 TRADE WIND DOUBLE 24 FT.

DIMENSIONS:

OVERALL LENGTH _____ 24'8"

OVERALL WIDTH _____ 96"

OVERALL HEIGHT _____ 106"

WEIGHT: 3,480 LBS.

HITCH WEIGHT: 350 LBS.

SPECIFICATIONS SUBJECT TO CHANGE

If and when new materials and production techniques are developed which can improve the quality of its product, Airstream, Inc., reserves the right to make changes in the specifications printed herein.

SPECIFICATIONS:

BRAKES _____ 1 SET, KELSEY-HAYES, ELECTRIC

WHEELS _____ 2, 15" SPLIT RIM, TRUCK TYPE

TIRES _____ 2, 7:00 x 15, 8-PLY NYLON, WITH TUBES

BRAKE CONTROL _____ 1, 12-VOLT, KELSEY-HAYES

HITCH BALL _____ 1, 2" MARVEL

FLOOR PLAN:

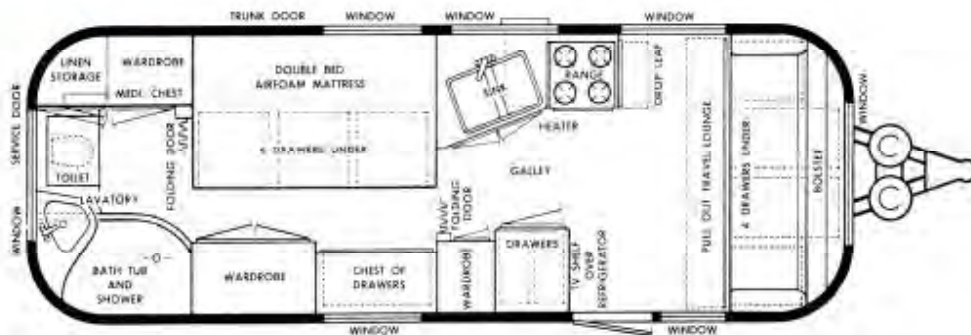


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Foreword

When you took delivery on your new Airstream, the dealer explained to you the operation of all of the appliances and systems in your trailer, and gave you some tips on getting more fun out of travel trailering. This Manual will serve two purposes: It has tips on travel trailering drawn from the experiences of tens of thousands of people like you . . . who have taken their Airstreams into every corner of the earth. In addition, it contains operating and maintenance instructions which you will want to refer to from time to time to supplement the instructions your dealer gave you.

When you bought your Airstream you not only received the finest travel trailer ever built, you entered a new way of life . . . a way of life filled with new friends and adventures to come. Those who travel the byways of the world in their Airstreams are called Caravanners and they never say "Goodbye," they simply say "We'll be seeing you on the road."

FACTORY SERVICE

Airstream's policy has always been to provide the highest degree of service for Airstream owners. To this end Airstream originated the lifetime guarantee in the travel trailer industry.

Your Airstream had a facsimile copy of the Airstream Lifetime Warranty posted in it when it left the factory. Upon your taking delivery the dealer should sign the return postcard in the place designated and mail it to the factory for proper registration of your warranty. The facsimile copy is for you to read so that you will understand the exact coverage of the warranty. As soon as the postcard is received, the permanent registered copy of the Warranty for your trailer will be sent to you.

If, and when, the occasion arises that you require service on your trailer, we suggest that you first contact your dealer. If the service is minor, or simply involves an adjustment, he will perform the service. Service and repair depots are listed under the various appliance sections of this catalog, which will provide service under their respective warranties.

If it is inconvenient for you to contact your franchised Airstream dealer, or if the service required is major, communicate directly with the Service Manager of the Airstream factory nearest you. If the service required is of an emergency nature, either Service Manager can be reached by telephone.

Service Manager

Airstream, Inc.

**12804 E. Firestone Boulevard
Santa Fe Springs, California 90670
213-868-1751**

or

Service Manager

Airstream, Inc.

**Jackson Center, Ohio 45334
513-596-7111**



Of course, each Airstream plant maintains a very complete Service Department to take care of your major service needs. But in order to service our customers most expeditiously, it is necessary that these service departments be operated on a scheduled appointment basis. Please communicate with either of the Service Managers when you intend to visit the factory for service and request an appointment. It is beneficial, also, to advise the Service Managers when you are unable to meet the appointment date.

WALLY BYAM CARAVANS AND CARAVAN CLUBS

You are now an Airstream owner. The magic doors to fun, friendship and adventure are wide open to you . . . and the rich rewards are endless. You are now eligible to take part in all Wally Byam Caravans and Airstream Rallies. There are two rallies held annually; one in the West and one in the East and folks look forward to them with eager anticipation year after year.

As an Airstream owner, you are also eligible to make application for membership into the Wally Byam Caravan Club, the largest and most influential travel trailer club in the world. There are WBCC units and chapters throughout the United States and Canada. All operate autonomously, electing their own officers and setting their own dues. All new members are required to join through a local unit or chapter. (Legislation was adopted in 1962 stating that members-at-large would no longer be accepted). At the time your application is made, National dues are paid along with the Unit dues. At present National dues are \$3.00 per year per trailer. No Unit dues at this time exceed \$3.00 and no Chapter dues exceed \$5.00.

Some units and chapters get together for monthly Rallies while some have weekly Dutch-treat dinners in addition to their regular Rallies. In areas where weather does not permit year-around Rallies, the dinner meetings are very popular. This gives members a wonderful opportunity to keep in touch and to plan Rallies for the more seasonable times of the year.

Officers, from International down to the Chapter level, are elected annually.

If you are interested in joining the Wally Byam Caravan Club (WBCC), get in touch with the secretary in your area. The name of each secretary is listed in the Headquarters Office (822 Niles Street, Bakersfield, California) and your letter will be forwarded.

The first Wally Byam Caravan was in 1951. Since then there have been 37 Caravans to most parts of the world. The annual Caravans to Canada and Mexico have become so popular, that in recent years we have conducted two Caravans each year to these neighboring countries.

Traveling with a Wally Byam Caravan teaches you how to travel in a foreign country as well as how to get the most enjoyment out of your Airstream. You travel with both, old and new Airstream owners; sharing experiences, learning from one another and enjoying a new kind of fellowship. On the Caravans and in the Club, you will make life-long friends — friends

who become closer and dearer to you than many you have known all your life. As Wally used to say: "You will never be alone or lonely."

Traveling with the Caravan offers many advantages; the security of group travel, recognition, and unusual opportunities to see special places and meet special people.

Many of these opportunities which would never be possible for individuals, are routine for the Caravan. The blue beret, the badge of Airstream ownership and identification for a Wally Byam Caravanner, is an open sesame to the handbox of excitement and adventure.

Several months before a Caravan rolls, it is announced in the CARAVANNER, our monthly publication. A registration coupon is printed for your convenience, and everyone who registers receives a detailed bulletin telling about that particular Caravan, what to bring along, and how to prepare for it. When going to Mexico and Central America, such matters as insurance, tourist cards and other details connected with border crossings are all handled for you by the WBCC. When you go on a high adventure Caravan, such as one to Europe or Africa, all details are also taken care of for you. About all you have to do is get your passport and take your shots. Those are two items we can't do for you — or we would!

On every Wally Byam Caravan, the route is carefully planned and arrangements are made for parking, entertainment, tours, etc., long before the Caravan ever leaves. A day-by-day itinerary is planned and a copy indicating the mail stops is given to all Caravanners in advance.

Although Airstream provides a Caravan team consisting of a leader, recreation director, scout and service representative, the Caravan is actually run by committees made up of the Caravan members themselves. The Wally Byam Caravans are a family affair. Everyone participates and becomes a part of the great Airstream family. Each is an unforgettable experience.

Only Wally Byam Caravanners and WBCC members are entitled to the official Caravan numbers, and to be listed in the annual directory. The Club members receive their number from the Headquarters Office. The Caravanners who are not Club members receive their numbers at the rendezvous point before the caravan leaves.

The annual directory lists all WBCC members and Wally Byam Caravanners including names of those who have parking space available at home for fellow Airstream owners. It's really wonderful to be able to pull into the yard of a friend (even if you have never met) rather than have to hunt for a trailer park. The directory also lists the rally schedule for the year, all WBCC officers, those with Citizen Band radios, the WBCC Amateur Radio Club (hams) and a list of all Wally Byam Caravans.

The annual WBCC International Rally is held toward the end of June and the first week of July every year. Wally's birthday was July 4, and the first Rally was in the form of a huge birthday party for him, patterned after the international Rallies in Europe which he loved to attend. Until 1956, when the first Wally Byam Caravan attended the rally in Perpignan, France, Wally and Stella had been the only Americans present. Everyone had such a good time at this first big get-together held in the beautiful Ozarks that the club decided to make it an annual affair. Since then International Rallies have grown tremendously in size and scope. The 1963 International Rally in Bemidji, Minnesota, brought together over 2,000 Airstreams and 6,000 people. The 1964 New York World's

Fair Rally is expecting 3,000 Airstreams and over 7,500 happy people.

In all our Caravan and Club activities, the program is planned for all ages — from babes in arms to those in their nineties — but you would never guess that anyone was in that 90-year bracket.

Within the WBCC are square dance clubs, past presidents clubs, Citizen Band radio clubs, the ARCs (hams), special study groups, hiking and bird-watching groups, avid fishermen and boating enthusiasts.

Along with the fun, our Airstream owners recognize the need for better legislation regarding travel trailers; more overnight parking places, more sanitary stations for emptying septic tanks, etc. They're also quite alert to bills adverse to travel trailers. In this field, the WBCC has a strong National Legislative Committee, and we are justly proud of their accomplishments.

When you bought your Airstream, you not only bought the prestige travel trailer in America, but truly a whole new way of life. Enjoy it! Many new friends are waiting to be made . . . new interests are waiting to be found . . . new adventures are waiting to be discovered. We're happy to welcome you into our Airstream family.



**TRAILERING
IN YOUR
AIRSTREAM**

GETTING ACQUAINTED WITH YOUR AIRSTREAM

The first thing you should do in order to get the most carefree fun from your Airstream is to get to know it thoroughly. Figures 1-A and 1-B show a 26-foot International model. Regardless of the particular model or size of your Airstream, most of the details shown on the photographs apply.

feature gives quick access to "hook-up" and service the self-contained utilities in your trailer. Details on each utility follow in Chapters 6 through 13.

There are as many accessories and appliances for your Airstream as there are for any home. Your Airstream dealer will be able to help you select those accessories you will need, depending on where you wish to travel and for how long.

Figure 1-C shows the "One-Stop Service Center." This

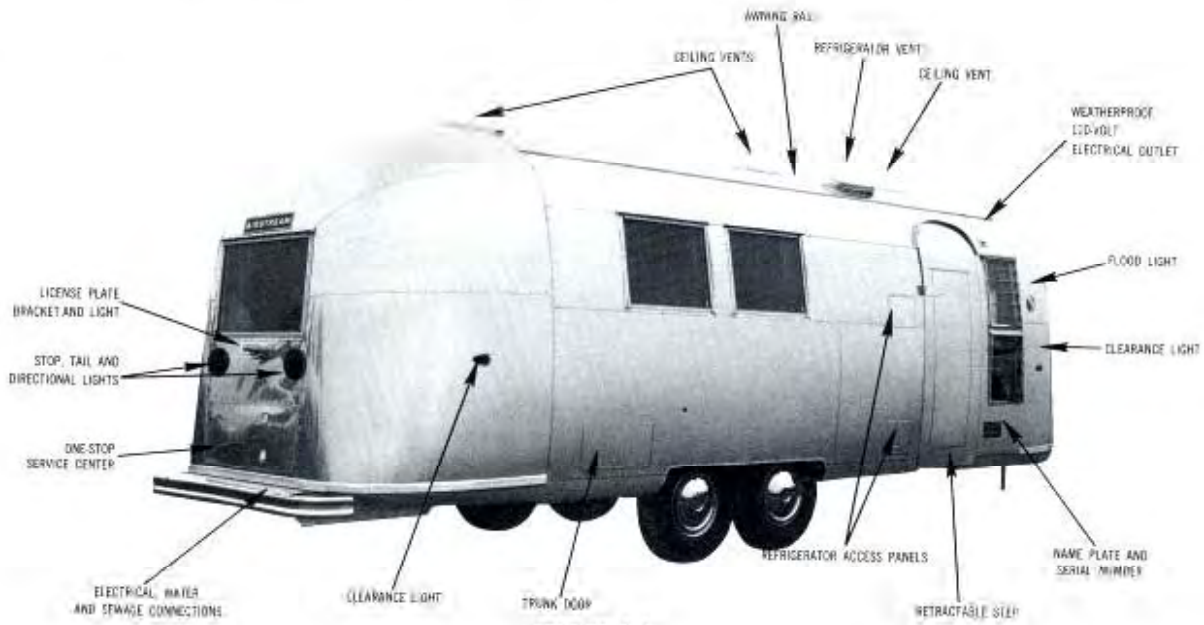
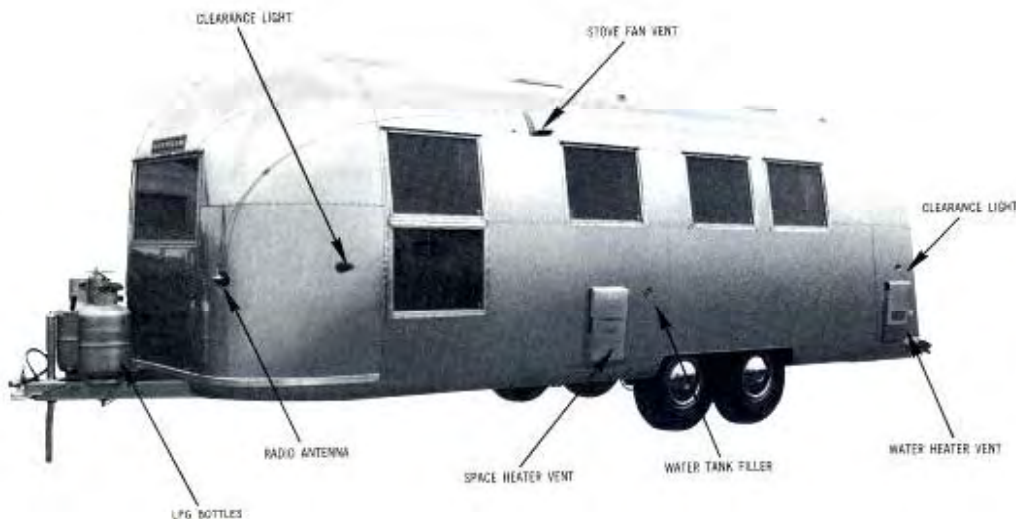


FIGURE 1-A

FIGURE 1-B



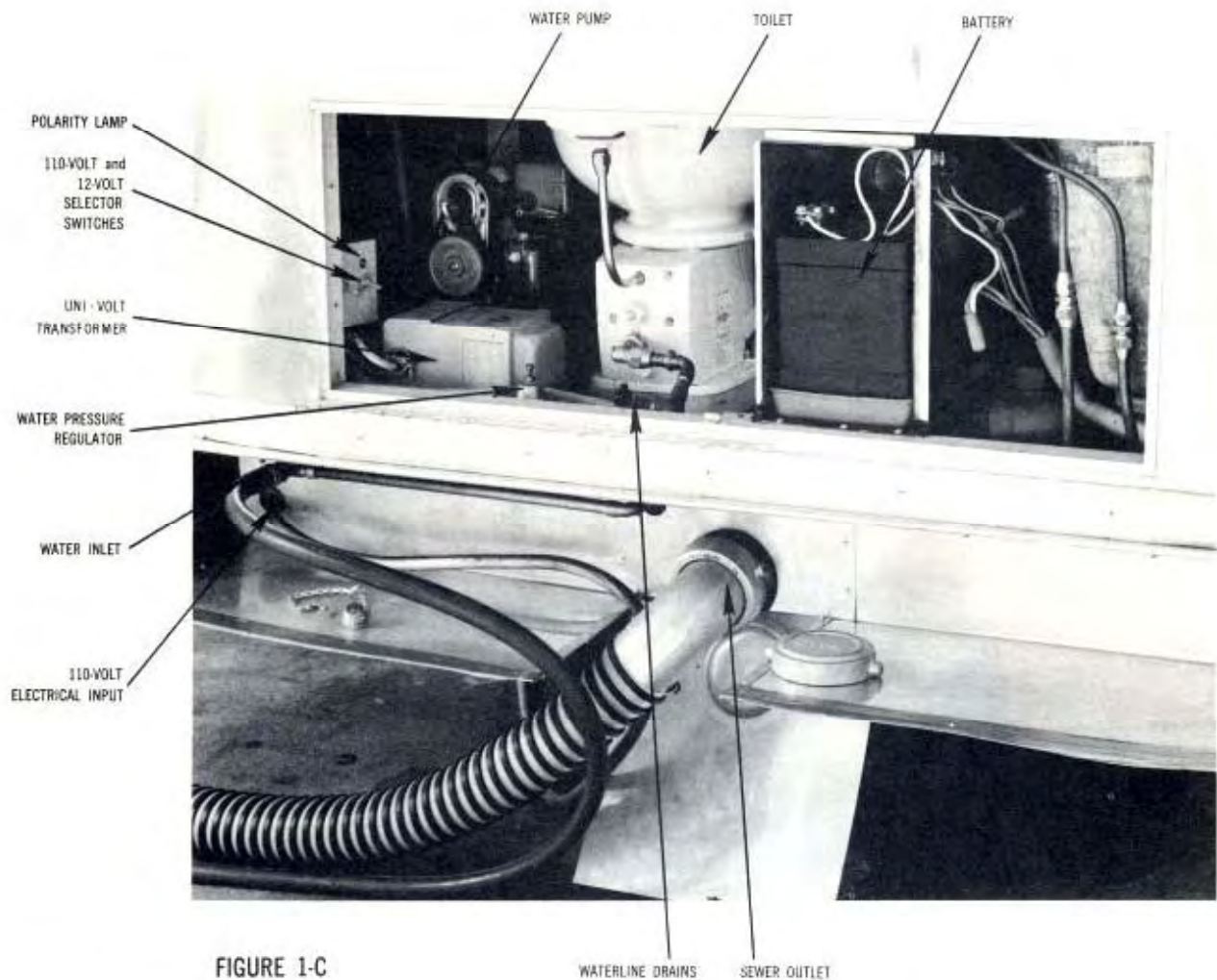


FIGURE 1-C

RADIO AND TELEVISION

Since the aircraft-type aluminum construction of your Airstream makes an almost perfect radio "shield" you will need outside antennas for good reception of either radio or television.

Your 1964 Airstream is wired for an exterior television antenna. To install the antenna it is recommended that you go to your Airstream dealer since it must be structurally mounted to the outside skin. The lead wires will be found curled inside the convenience outlet located on the door side of the front window. The exterior antenna should be mounted to the side of the window so that the leads can be connected at that point. The other end of the leads will be found under a blank plate located next to a convenience outlet in the living area of your trailer. This has been located in the most convenient spot for TV viewing in your particular model. Remove the blank plate and replace with a standard TV outlet plug. Your dealer will rec-

ommend the best folding type TV antenna for your trailer or see any Wally Byam Store.

A police-type whip radio antenna is recommended particularly for 12-volt transistor radio use. This should be installed on the front of your trailer and should have suitable clips for holding it against the body while traveling.

AIR CONDITIONING

The Airstream Bay Breeze air conditioner is specially designed to keep your trailer cool and comfortable in the hottest weather. Since the Bay Breeze requires certain modifications in your trailer, it should only be installed by one of the many Airstream dealers who are equipped for this type of service or at one of the two Airstream factories.

CHAPTER 2

GETTING READY FOR THE ROAD

YOUR CAR

Since your Airstream is designed and built for easy towing, almost any car has enough power and weight to tow it under level dry conditions. However, experience has proved that a heavier car is advisable for towing under difficult weather conditions and on hills. A heavier car will also help you maintain complete control on slippery downgrades.

WEIGHT-TO-HORSEPOWER RATIO

From the experience of thousands of trailer travellers, Airstream engineers have developed a "weight-to-horsepower" ratio to serve as a guide for matching tow cars to Airstreams. To obtain this ratio, add the weight of the trailer to the advertised weight of the automobile and divide by the advertised horsepower of the automobile.

Example: To determine the weight-to-horsepower ratio for a 250 horsepower Ford sedan weighing 3829 pounds and a 26-foot Airstream weighing 3950 pounds, the formula would read:

$$\frac{3950 + 3829}{250} = 31.12 \text{ pounds per horsepower}$$

Experience has shown that the practical upper limit for most road conditions is 60 pounds per horsepower. Anything in the range of 30-40 pounds per horsepower is very adequately powered with any lower ratio being a "hot rod."

Transmission can be manual or automatic as you prefer. For rugged country use, a manual shift may actually be easier to drive, but any automatic transmission is sufficient to tow your Airstream.

THE HITCH

The hitch is an all-important item. Your dealer will advise you on the best make for your particular car, but in all cases be certain that a frame mounted hitch is used. A leveling type hitch (there are several makes on the market) allows the weight of the trailer hitch to be evenly distributed over all four wheels of the car. It provides, in addition, a certain amount of anti-sway protection. Installation of the hitch is crucial and should be attempted only by a competent man who is thoroughly familiar with structural welding. Your dealer should either make the installation for you, or will supervise and inspect it. When installed, the top

of the hitch ball should be approximately 19" from the ground, with the car level and not attached to the trailer. If this dimension is maintained the car and trailer will be level.

THE ELECTRICAL CONNECTIONS

A seven-conductor auto cord wiring system is used to connect your Airstream to your car. Through a single, locking, polarized connector your trailer battery will be charged, its brakes will be operated and the running and signal lights will be activated simultaneously with those on your car. Figure 2-A is a diagram of the connector used on your trailer.

Your Airstream is equipped with Kelsey-Hayes two-shoe adjustable brakes . . . the finest trailer brakes available. To insure proper operation your car should be equipped with a genuine Kelsey-Hayes controller and resistor. Your Airstream dealer will either make the installation, or supervise and road test it for you. If you have any other controller already on your car have it removed and the Kelsey-Hayes controller which came with your Airstream installed.

ACCESSORIES FOR YOUR CAR

A truck or trailer type rear view mirror is required by law in most states. This is to allow you to see out past the trailer. Several good makes are available from your dealer.

If your car has an automatic transmission and you intend to travel through mountainous country, you may wish to have a transmission oil radiator such as the Hayden Trans-Cooler installed to help your engine and transmission to run cooler and prevent possible damage. This is available through your Airstream dealer.

OUTFITTING YOUR TRAILER

Outfitting your Airstream, that is converting the bare vehicle you bought from the dealer into a comfortable home, is very similar to outfitting any home or apartment. Your Airstream is completely furnished, but there are many little personal touches you will want to add. Since your Airstream will be subject to the vibration and bumps of the road, anything that is attached should be done so firmly. A small hand drill should be used to drill holes in the aluminum inner

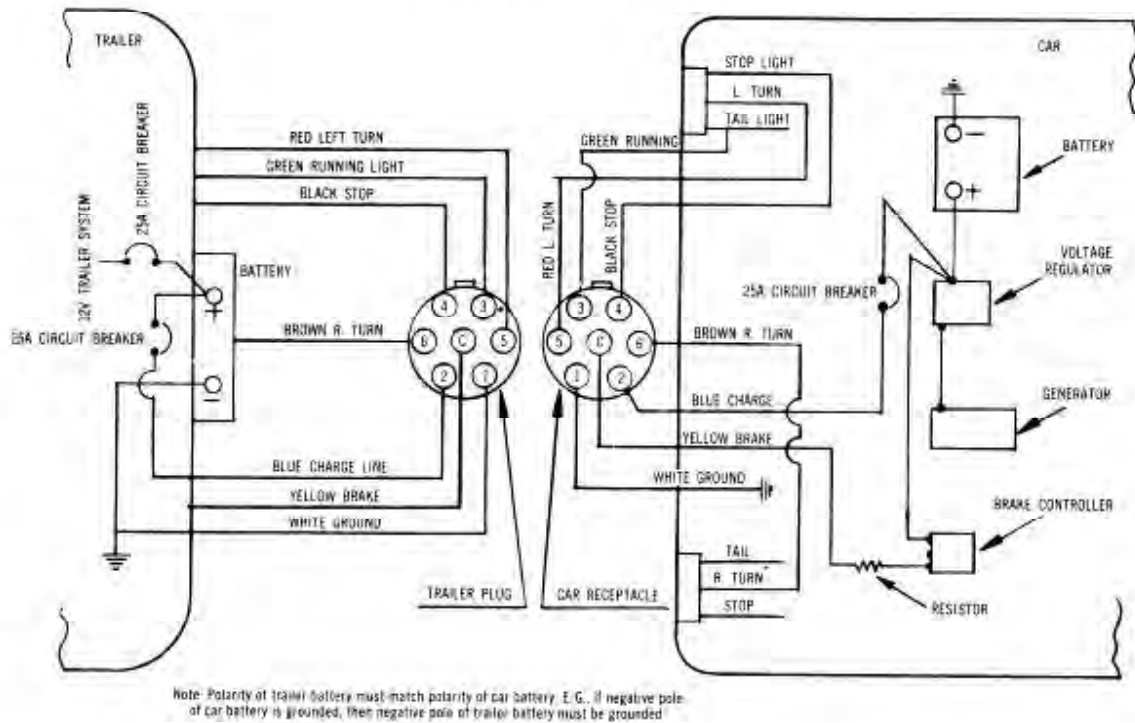


FIGURE 2-A

walls and one-half inch No. 8 sheet metal screws, with flat binder heads, used to attach such things as hooks for clothing, book shelves, extra towel racks . . . those little accessories you "can't do without." Note: Always check polarity light after drilling through skin to make certain you have not drilled into a wire and caused a short.

EQUIPMENT YOU SHOULD CARRY

1. A first aid kit.
2. A tool box with an assortment of small hand tools such as screw drivers, hammer, pliers, wrenches, etc.
3. A tow rope. $\frac{3}{4}$ " to 1" nylon is sufficient. At least 35 feet is recommended.
4. A lug wrench to fit your trailer wheel lugs.
5. A hydraulic jack for your trailer axle.
6. A set of stabilizing jacks.
7. A spare tire for your trailer.
8. A fire extinguisher.
9. Plastic buckets for carrying water (at least two).
10. Wheel blocks. These should be 4 blocks of wood approximately 7" square and 4" thick, slanted at one end to fit against the tire, to block the wheels when parked.
11. A hundred feet of $\frac{5}{8}$ " water hose. (A "Y" connection is useful when you travel with others since it permits two trailers to be hooked together on one faucet.)
12. 1 short (4 ft.) and 1 long (10 ft.) sewer hose and a coupler.
13. A 75' 3-wire electric cord with a 30 amp capacity to connect your trailer to outside sources, with grounding type 3-prong plug and receptacle.
14. A small spirit level (two will be helpful).
15. A flashlight.
16. A short handle shovel (the Army surplus G.I. type is satisfactory).
17. A pick or pry bar.
18. Axe.
19. A five gallon gasoline can.
20. A large funnel.
21. A folding chair for each person.
22. Cleaning equipment. Broom, mop, dust pan, mop bucket, sponges, etc.
23. Road emergency flares.

In addition to the above, you will find many other accessories to make your trailering more enjoyable, available at Wally Byam Stores and your trailer dealer. As you travel you will develop your outfit to suit your particular trailering needs.

LOADING YOUR AIRSTREAM

When you took delivery of your Airstream, you received a trailer that was the result of millions of miles of road testing and towing in every clime and terrain. The center of gravity and the weight placed on your car's hitch has been precisely calculated to provide the easiest possible towing. You can maintain this easy-towing trim by following two basic rules.

1. Keep your trailer as light as possible.
2. Distribute the weight evenly.

The amount of baggage and personal gear that you take is determined by how you like to travel and where you will be traveling. However, every item that you take along is one more thing that you will have to stow before going on the road and will add just that much more weight which your car must pull. Regardless of what weight of personal belongings you take with you, always make certain that you maintain the perfect balance that has been built-in your Airstream. The loaded Airstream should have 12% to 15% of its total weight on the trailer hitch. A tongue that is too light can cause the front end to float and the trailer to weave at higher speeds. When it is too heavy it may prove too much for your car.

Your Airstream is designed with storage space arranged in such a way that if ordinary things are put in ordinary places the weight will come out about right. If you are carrying heavier items, place them

near, or just forward of, the wheels. Stow everything as low as possible to maintain your low center of gravity. Keep fragile things well forward of the axle as the front of the trailer is stabilized by the hitch, while the back will tend to bounce more.

Secure loose items left out in the open to prevent them from sliding around while you are towing your Airstream. Stack loose material such as chairs on the floor. Lash down smaller objects that are not put into a cabinet. Place heavy loose items such as can goods in drawers near the floor.

The extra care that you take while you are loading your trailer will pay off in reduced strain on your car's engine and springs. This may not be too important on super highways, but a few hundred miles of rutty country road will prove the wisdom of loading your trailer properly. As you become a more experienced trailer traveler, you will undoubtedly pick up tricks such as using aircraft shock cord to lash down radios and other objects that you don't want to put in cabinets; placing hooks in strategic places so that the shock cord can be quickly attached. When packing your cupboards remember that a partially empty cupboard will permit the contents to move about and become damaged; it is better to have one full roof locker and one empty one than two which are half-filled.

Never carry pierced containers of liquid in the refrigerator; always make certain that all containers are tightly sealed. Liquids such as milk and juices should always be transferred to plastic containers with tight fitting caps. If you must carry paper cartons, place a sheet of heavy cardboard between the carton and the wire shelf to prevent the wires from wearing through the carton.

You are now ready for travel adventure.

CHAPTER 3
TOWING YOUR AIRSTREAM

HITCHING UP

Hitching your Airstream to your car is something that will become almost second nature to you. You will develop your own technique with practice but there are a few tips, learned from experience, which will help you. The first thing to do is to jack up the trailer tongue until there is clearance for the hitch ball to slide under. Raise the locking lever on the hitch. The car now should be backed, straight back, to the hitch connection. This can be made easier by placing a strip of tape on the rear window of your car and another on the front window of your trailer. By sighting over these two strips of tape you will be able to line up the hitch with the hitch ball closely enough to make the hook-up by yourself. Of course, the job is much easier if you have the help of another person and use pre-arranged hand signals.

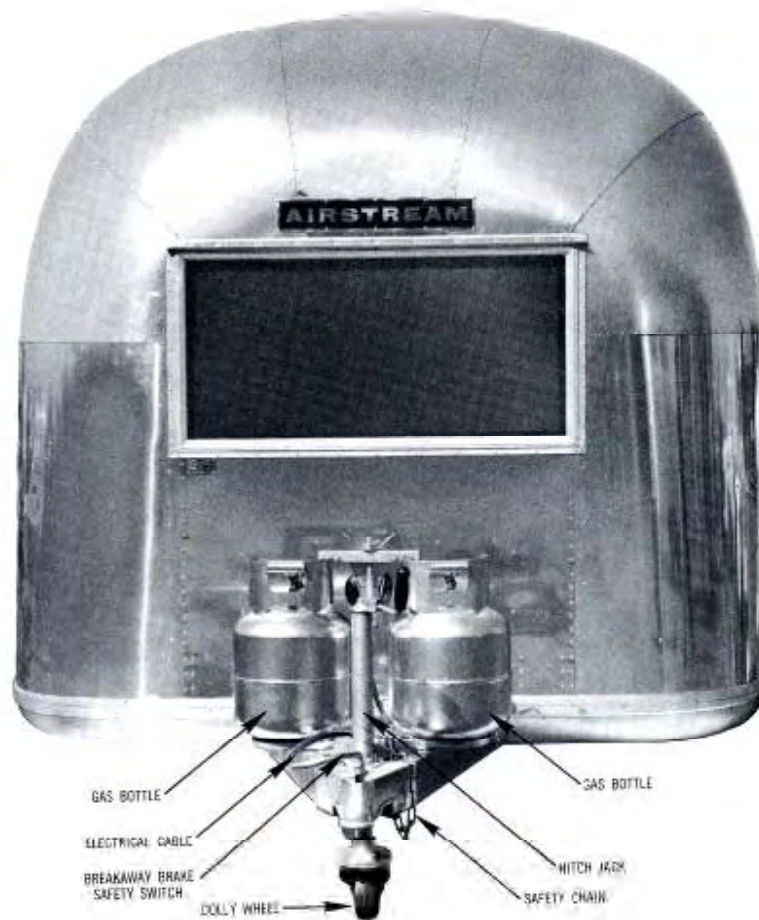
When you have lined up the ball under the hitch, screw the trailer jack down until the full weight of the trailer is on the ball. Drop the locking lever and place the safety bolt in the hole to prevent the lever from being accidentally lifted.

If you have a leveling type hitch on your car, jack up the trailer to the full height of the jack before pulling up the leveling bars. A little practice with your hitch will teach you how far to pull up the leveling bars to get the car and trailer level. *Always do this on level ground.*

Plug in the electrical light and brake connector. Check running, directional and stop lights.

Attach breakaway brake cable to car. Attach safety

FIGURE 3-A



chain to car. Note: In many states it is illegal to attach the safety chain to the hitch in front of the ball and for good reason. If there ever is an accident, the most logical failure would be at the ball. Always attach the safety chain to your car's frame or to the hitch at some other point.

Raise the hitch jack to its full height for maximum ground clearance. Remove the dolly wheel and stow it in your car's trunk or some other safe place. *Never tow your trailer with the jack down and the dolly wheel on.* The dolly wheel is not designed to be left on the jack and may fall off and become lost during travel.

Move the car ahead slowly and test the trailer brakes. Have someone verify the operation of your trailer's running and stop lights.

BACKING YOUR AIRSTREAM

Backing your Airstream is really quite simple. The important thing to remember is to do everything slowly and to correct immediately if the trailer starts turning in the wrong direction.

Concentrate on the rear of your trailer. The first thing to do is to aim it in the direction in which you wish to back.

Grasp the steering wheel of your car at the bottom and while backing as slowly as possible turn the wheel in the direction you want the rear of your trailer to go (see figure 3-B). Watch, either in your side rear view mirror or by sticking your head out the window, until the rear of your trailer is pointing in the right direction. Next, while backing slowly, turn the steering wheel slowly in the opposite direction. Your car is now following the trailer in an arc (figure 3-C). If the trailer starts to jackknife or is not turning quickly enough, slowly correct the direction with the steering wheel or stop completely, pull forward a few feet and start again. When you want to change directions while backing turn your front wheels more sharply (figure 3-D). As soon as the rear of the trailer has turned in the right direction slowly turn the steering wheel in the opposite direction (figure 3-E) and follow the rear of your trailer around the new arc (figure 3-F). To go straight back pull the trailer forward until car and trailer are in a straight line. Put the car in reverse and back slowly making small corrections with the steering wheel as necessary to keep in the straight line (figure 3-G). If the trailer gets out of line, stop, move forward a few feet and start over again.

A few hours practice in a large parking lot or on a deserted road will make you an expert in backing your Airstream.

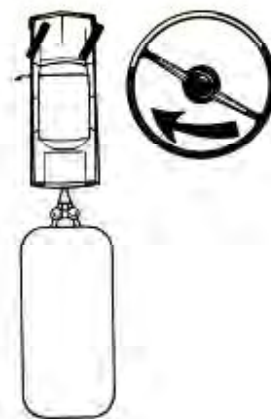


FIGURE 3-B

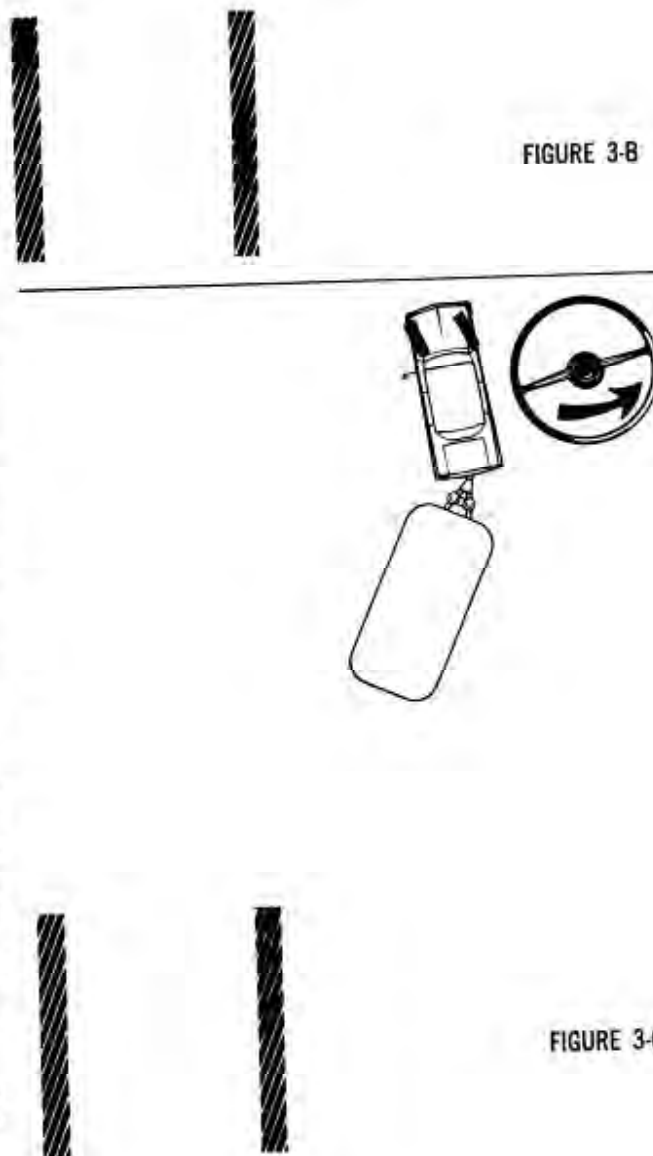


FIGURE 3-C

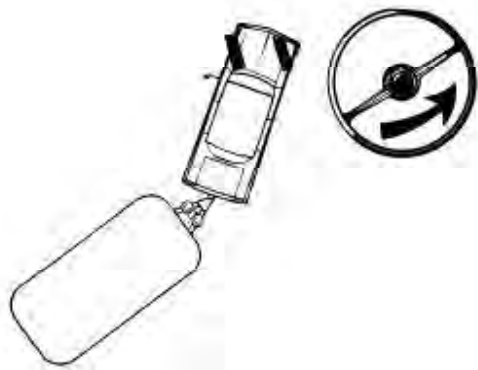


FIGURE 3-D



FIGURE 3-F

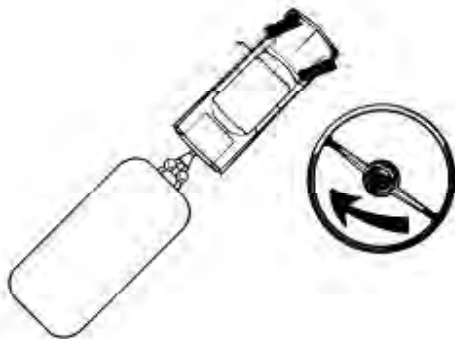


FIGURE 3-E

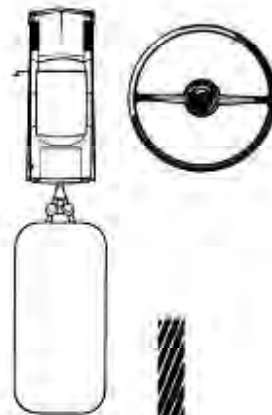


FIGURE 3-G

TIPS ON TOWING YOUR AIRSTREAM

Before you start out, always make it a practice to go through the following check-list:

1. Disconnect and stow the electrical hook-up cord.
2. Disconnect and stow sewer hook-up hose.
3. Disconnect and stow water hook-up hose.
4. Turn off gas line shut-off valve (under top of range).
5. Check clearance, tail and stop lights.
6. Remove and stow leveling jacks and wheel chocks.
7. Check hitch to make certain it is properly attached by cranking down the hitch jack until the rear bumper of the car is raised about a foot above normal.
8. Raise jack to full height, remove and stow dolly wheel.
9. Close windows and vents. Lock door.
10. Pull up the step.

Experienced trailer travelers make it a habit to move their rig ahead about 50 feet, stop, get out and walk back and check the ground where the trailer has been standing. This practice can save you countless dollars and annoyances from lost tools and other gear.

The key to towing any trailer is to do it smoothly. Starting and stopping slowly and smoothly saves gas, wear on your car and prevents damage to the gear stowed in your trailer. Your Airstream is designed to be towed at any legal speed that is safe for your car alone and you will find that your Airstream tows and follows your car so effortlessly you may soon forget it is behind you. Never permit yourself to do this. When you are towing the trailer you should always maintain an interval with the car in front of you of at least a car and trailer length for every 10 miles per hour of speed. This gives you ample time to stop in the event of an emergency and permits drivers behind you to pass and get back into your lane safely. Remember, when you pass another vehicle that you will require a little longer than usual to accelerate and that you must allow for the length of the trailer when returning to your lane. Try to pick the lane in which you want to travel and stay in it.

You will substantially increase your gas mileage if you can avoid unnecessary starting and stopping. Before you come to stop signals, slow down and time it so that you will not have to stop completely. Take a tip from professional drivers when rounding turns; instead

of staying at full speed and then putting on the brakes, slow down well in advance of the turn, enter it at reduced speed, then accelerate smoothly as you come out again onto the straight-away.

When going up a long grade, shift into a lower gear well in advance of when your engine labors. When going down a hill, use a lower gear, or a lower range if you have an automatic transmission, so that the compression of the car engine will help slow your whole rig.

When you are stopping on slippery pavement however, never use engine drag to help you slow down because the drag on the rear wheels may cause skidding and jackknifing. When stopping on slippery pavement, using your trailer brakes slightly in advance of your car's brakes will prevent any tendency to skid and jackknife. Chains don't do any good on trailers. When driving on icy roads take it slowly and if it feels that the car is skidding, gently apply the trailer brakes to keep the trailer and the car in a straight line.

When stopping on dry and normal pavement, applying your Airstream brakes simultaneously with your car's brakes will stop your entire rig in approximately the same distance that your car's brakes will stop your car alone. When stopping on a hill or slight grade, if leaving the car in gear is not sufficient to keep the outfit at a standstill safely, chock the wheels with a block of wood. Whenever you park your Airstream on a hill or slight grade and disconnect the car *always* block the wheels.

One of the hardest things on any trailer is the "thank you ma'am" — the sharp dip or depression in the highway such as you may encounter on cross streets where gutters continue through the intersection. This straight up-and-down thrust can very easily damage any item left loose in your trailer. Take dips and depressions slow and easy and be certain that the trailer as well as the car has passed them before resuming normal speed. If the rear end of the trailer drags bottom, it won't do any damage if you are traveling slowly.

To prevent overheating when driving in the mountains never let your car labor. Shift to a lower gear, or range if you have an automatic transmission, before it becomes absolutely necessary. Your car's ability to pull without becoming overheated is a function of the engine, your car's cooling system, the transmission, the weight of your trailer when loaded and the type of terrain over which you are traveling. A little practice will teach you your car's limits and it will pay you in time and money to stay within them to prevent the

heat damage to the engine and transmission.

When traveling through sand or mud always keep rolling; let your momentum carry the tow car and trailer through. Don't depend too much on the drive wheels. Stay in the rut of the car ahead, if possible, and keep your car in the highest possible gear. The easiest way to get a stuck outfit out of the sand or mud is by towing it out. Carry a length of rope or chain to attach to a passing car or truck for this purpose.

If you tow long distances over unimproved roads, the stones and gravel picked up by your tires and thrown

back can dent and scratch the beautiful aluminum finish of your Airstream. To prevent this, experienced trailer travelers use masking tape to secure heavy sheets of paper or plastic onto the lower front of their trailers.

Get into the habit of regularly checking the lug nuts on your tires and the tire pressure. Traveling over bumpy, rough roads can loosen lug nuts and if the wheel should come off it could cause severe damage to your Airstream. Experienced trailer travelers always check the condition of their tires, the tightness of the lug nuts and the tire pressure before "hitting the road."

STOPPING FOR THE NIGHT

When you bought your Airstream you freed yourself from the tyranny of the timetable and the necessity of making reservations wherever you go. There is no end to the number and variety of interesting and convenient places where you can park your Airstream overnight, or for several days. Your Airstream is built to be safely parked on practically any spot that is relatively level and where the ground is firm. You have everything with you, self-contained, that you could ask for. Airstream owners have parked virtually every place imaginable from filling stations, to farm lands, in driveways, etc. In time you will develop a knack for spotting wonderful little roadside locations by turning off the main highway and exploring.

The North American continent is generously dotted with thousands of modern, private trailer parks that have special facilities for trailers. These generally offer considerable privacy and easy utility hook-up facilities for electricity, water and sewage . . . all at modest rates. You will find many Federal, State and Civic trailer parks that are clean, inexpensive and are located in beautifully wooded areas with convenient access to utilities.

On overnight or weekend trips the chances are that you will not use up the capacity of your sewage holding tank, deplete your water supply or rundown the battery which supplies your 12-volt current. On a longer trip, when you have stayed where sewer connections and utility hook-ups are not available, it will be necessary for you to stop from time to time to dispose of the waste in your holding tank and replenish your water supply. Many gas stations (chains and individually owned) have installed sanitary dumping stations for just this purpose.

Many trailer travelers who prefer to make their overnight stops "off the beaten path" make it a practice to stop at trailer parks every few days to replenish their water supply and dump the waste from their holding tank. (Refer to Chapter 13 in Section II for details on the operation of the waste holding tank).

In stopping for the night, unless the car is needed for

transportation, it is not necessary to unhitch nor is it necessary to level your Airstream every time you park. But it should be somewhere near level for comfort, and closer than that for good gas refrigeration during a longer stay.

Try to pick as level a parking spot as possible. Stabilizing jacks or blocks probably won't be required for an overnight stay; putting the dolly wheel on the hitch jack and running the hitch jack down to take the weight off the car's springs should provide enough stability.

All you need to do to enjoy the self-contained luxury of your Airstream is to:

1. Check that the switches in the One Stop Service Center are turned to "Battery."
2. Light the water heater, refrigerator and furnace pilots if required.
3. Turn on the gas supply at the stove and light the stove and oven pilots.

Before moving on be sure to check your campsite, both for cleanliness and to be sure you haven't left anything behind; turn off the gas supply pet cock to the stove; make sure everything is properly stowed, your hitch is tight, your electrical connection is made, you are ready for travel adventure!

Note! Several directories of trailer parks are available. Check your dealer for his recommendations. These include:

- a. Woodall's Mobile Home and Travel Trailer Park Directory (Woodall Publishing Co., 740 N. Rush St., Chicago 6, Illinois) \$2.
- b. Travel Trailer Park Guide (Mobile Home Manufacturers Association, 20 N. Wacker Drive, Chicago 6, Illinois) \$1.
- c. California Mobilehome Park Directory (Western Mobilehome Association, 5768 Pico Blvd., Los Angeles 19, Calif.) \$1.
- d. Florida Trailerite Handbook (Trailer News Publishing Co., Coral Gables, Florida) \$.60.

PREPARING FOR AN EXTENDED STAY

Making a long trip in your Airstream is not very different from making a week-end excursion. Since everything you need is right at hand you are at home wherever you go. When packing for an extended trip take everything you need, but *only what you need*. Follow the tips in Chapter 2 on stowing your belongings.

When you plan to stay in the same place for several days, weeks or months, you will want your trailer to be as level and as steady as possible.

LEVELING

For comfort and for good refrigeration, it is very important to have your trailer as level as possible. To get it level use small spirit levels located as follows:

Two on the tongue; one in front and one in back; and one near the door (either mounted over the door or on the floor. Or . . . Two placed at a 90° right angle to each other, on the trailer floor.

Don't expect to get all bubbles in the exact center, just try to get close.

To level front-to-back:

Disconnect hitch, put dolly wheel on jack and screw down until you are level.

To level side-to-side:

Either dig a hole for the wheels on the high side and drive the wheels into it, or run the wheels on the low side up a small ramp consisting of a wedge about 3 feet long, tapered from 1" to 4-5".

Block the Wheels.

Use blocks or stabilizing jacks at all four corners to

eliminate the natural spring action of the axles and give you a stable floor.

Note: When using stabilizing jacks never put a great deal of pressure on them when they are placed on the rear bumper of the trailer. Whenever the trailer must be lifted with a jack, as when changing a tire or leveling on very rough terrain, always place the jack under the main frame member which is located 15" inboard from the outside edge of the trailer. Lifting the trailer by the bumper may cause "canning" of the roof or back end sheets.

Hook-up to the water by attaching a $\frac{3}{4}$ " water hose to the city water service and to the water inlet located to the left in the hose carrier compartment in front of your rear bumper. (See Chapter 12 for details on operation of the water system).

Plug the electrical hose, located in the same compartment, into the city power service. Be sure you have the wire grounded and have the proper polarity (See Chapter 11 for proper procedure).

Hook your waste drain hose into the sewer disposal facility and attach to the drain outlet in your trailer by removing the drain cap, pushing hose on and twisting until it feels secure. Open septic tank dump valve; drain and flush tank; close valve. (See Chapter 13 for details on operation of sewage system).

Turn on gas petcock under top of stove; light stove and oven pilots. Light water heater, refrigerator and furnace pilots (if out). See Chapters 6-10 for operation of LPG system and appliances.

Enjoy the good life!



**THE SELF-CONTAINED
UTILITIES
IN YOUR
AIRSTREAM**

SECTION II

**THE SELF-CONTAINED UTILITIES
IN YOUR AIRSTREAM**

There are four complete utilities systems built into your Airstream: Gas; Electricity; Water; and Sewage. These utilities permit you to cast loose the bonds of civilization and travel where you wish without sacrificing any comforts.

The next eight chapters of this Manual are devoted to instructions for operation and maintenance of the utility systems in your Airstream. If you require specialized service contact your Airstream dealer, the nearest Airstream factory or one of the factory service depots listed under the chapter on the individual appliance. The manufacturer's warranty for each appliance is in the special pocket in the front of this Manual.

CHAPTER 6
**THE LPG (LIQUID PETROLEUM GAS)
SYSTEM**

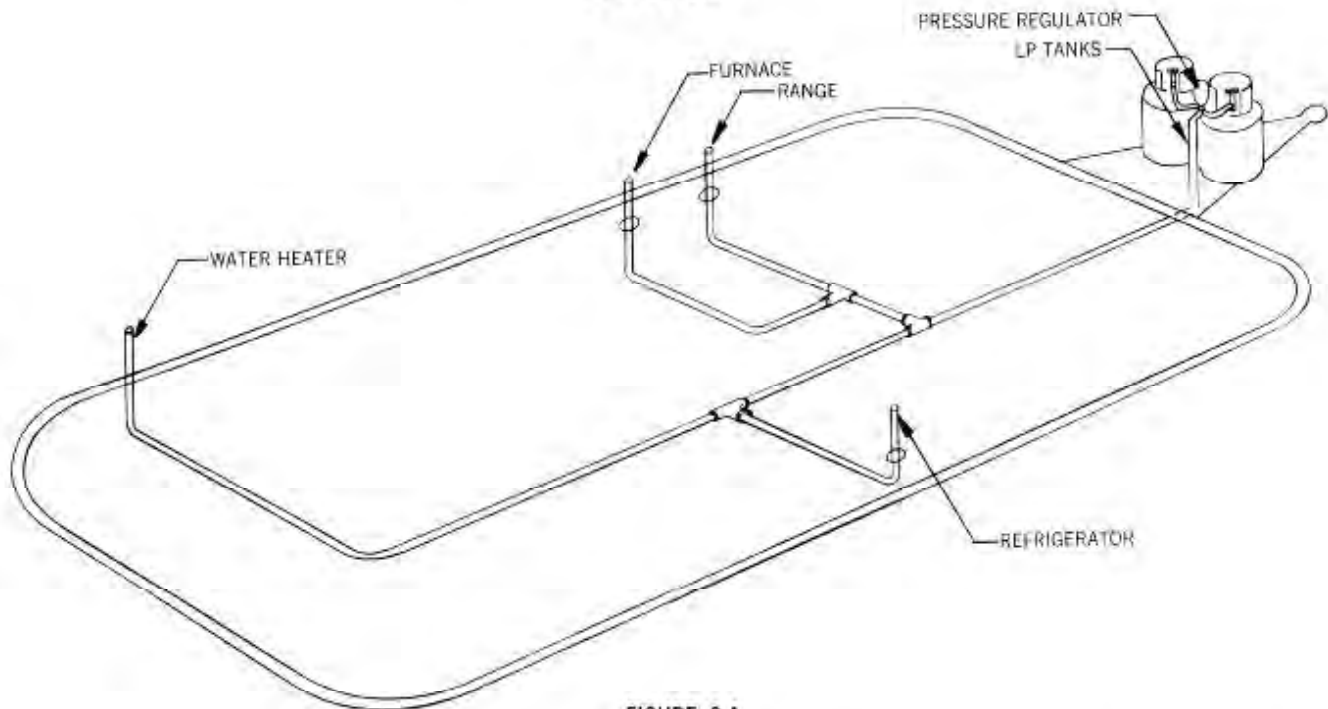


FIGURE 6-A

Your Airstream is equipped with two bottles for LPG (Liquid Petroleum Gas). LPG burns with a clean blue flame and produces much more heat than ordinary household gas. There are two basic types of LPG in common usage: Butane and Propane. Butane is widely used where temperatures are normally above freezing the year around and Propane is used where sub-freezing temperatures are common, since Butane freezes at 32°F as compared to 0°F for Propane. All of the orifices in your Airstream LPG appliances, except the furnace, are of the universal type which will burn either fuel. Check with your dealer to see if the furnace orifice is Butane or Propane. If you wish it changed to the other fuel contact your nearest International Service Point as listed in this Manual.

How long a full bottle of gas will last is of course dependent on usage. In cold weather when you are using the furnace extensively; large amounts of hot water; and are doing extensive cooking, you will naturally use more than you will in warm weather and when you do limited cooking. On the average, with normal cooking and other appliance use, you can probably count on three weeks service from each full bottle.

Every Airstream, except the Bambi II, has as standard equipment an Automatic Gas Regulator. Both

tanks are connected to the A.G.R. and are turned on. Gas is drawn from *only one* bottle at a time and when the bottle being used is depleted the A.G.R. automatically switches to the full tank. A red arrow on the A.G.R. points toward the tank being used to give you a visual reminder when one tank is empty. The empty tank can be removed for refilling without disturbing the tank being used. Simply disconnect it, have it filled and re-connect. When the tank being used is emptied, the A.G.R. will automatically switch over.

To remove the gas bottle, disconnect the tubing nut with a wrench and loosen the large wing nut which holds the bottle in place. The tubing nut has a *left hand thread* so be sure to always turn it *clockwise* to loosen and counter-clockwise to tighten. When replacing bottles, connect and tighten bottles before clamping them in place.

If you have allowed both bottles to run out, air may have gotten into the lines. In this event the air must be forced out through the lines by the gas pressure before you will be able to light your pilots. Hold a match to the pilot of the appliance closest to the tanks until it lights. Then move to the next closest, etc.

Figure 6-A is a diagram of the LPG system in your Airstream.

CHAPTER 7 THE RANGE AND OVEN

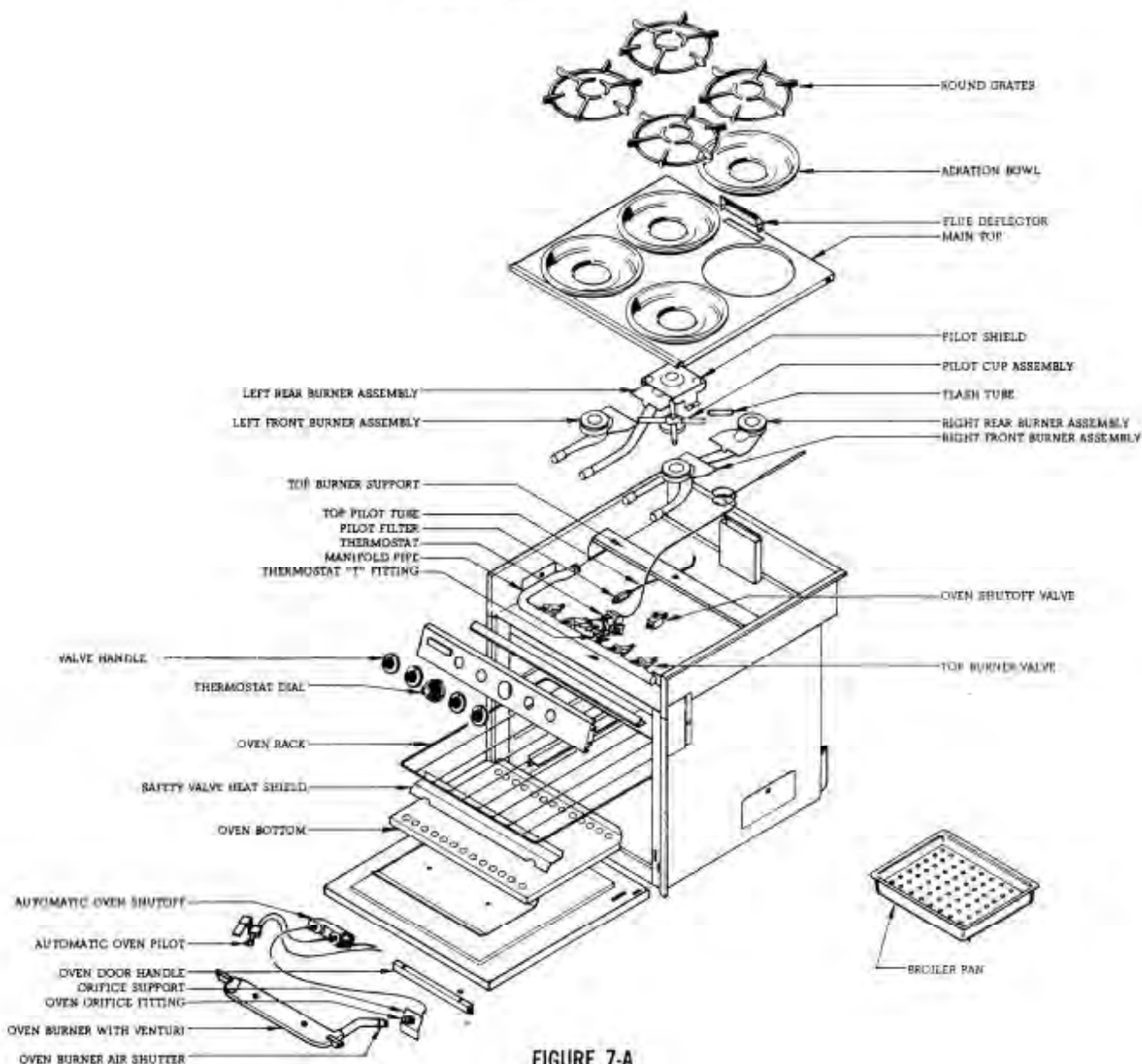


FIGURE 7-A

Your Airstream is equipped with a Magic Chef gas range. (Bambi II model has range top unit — Sovereign of the Road model has separate range top and oven). All other models have range top and oven in one unit).

RANGE TOP SECTION INSTRUCTIONS

1. Your range is equipped with coaxial orifices for use with LP gas. The flame will be approximately ½-inch long.
2. Air shutters on top burners are to be adjusted so that each cone of the flame is separate and distinct

and appears as illustrated in Figure 7-B. Air shutters set too far open will cause flame to lift away from burner head and will be difficult to light. If air shutters are closed too much the flame will look hazy and the distinct cones will be missing.

3. Top pilot (not on Bambi II models): Adjust top pilot so that tip of flame is just over the edge of the inner cone and the lighting of the top burners is within 4 seconds. See number 2 above if lighting is difficult.

TROUBLE SHOOTING

Trouble — Flames "Lift Off" Ports

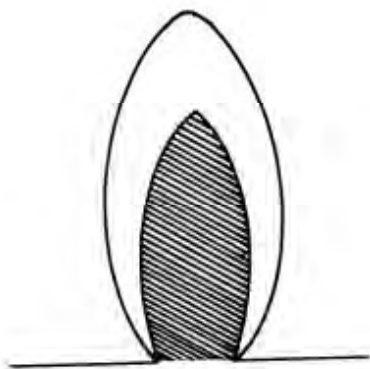


FIGURE 7-B

Cause: Too much air, gas, or both.

Remedies: Decrease air, gas, or both.

Trouble — Soot formations

Cause: Too much gas or not enough air.

Remedy: Decrease gas or increase air.

Trouble — Burner noisy when extinguished

Cause: Too much air.

Remedy: Readjust air shutter.

Trouble—Flame flashes back into air mixture chamber

Cause: Too much air in proportion to gas.

Remedy: Slightly increase gas or decrease air.

Trouble — Orange Flame

Cause: Small filings in new burners or dust in air.

Remedy: If trouble persists clean burners.

Trouble — Burner fails to light

Cause: Usually too much air.

Remedy: Decrease air.

OVEN SECTION

1. To adjust pilot:

The automatic oven burner pilot in your oven consists of two separate pilots, a small constant pilot and a larger heater pilot. The constant pilot, which should be burning at all times, ignites the heater pilot in the oven burner. To adjust the burner: Open pilot valve (A), light constant pilot (B) with match and adjust pilot valve (A) by reducing flame on constant pilot (B) until yellow tip disappears.

To adjust the heater pilot turn control knob (C) to 300° on the temperature setting on the control knob dial. This will permit gas to flow through the heater pilot tube (B) to the heater pilot (E) where gas is ignited by the constant pilot (B).

Remove control knob (C) and bezel (CC) and adjust heater pilot gas supply by turning green heater pilot adjusting screw (F) on front of control valve until

flame on heater pilot (E) yellows. Then close adjusting screw until yellow tip disappears. Replace bezel and control knob.

IMPORTANT: YOUR OVEN IS EQUIPPED WITH A SAFETY IGNITION THAT REQUIRES A MINIMUM OF 30 SECONDS TO OPERATE AFTER TURNING OVEN KNOB ON. THE OVEN PILOT MAY BE SLOW IN LIGHTING DUE TO AIR IN GAS LINES.

2. To adjust main burner:

Your oven is equipped with a coaxial orifice for use on LP gas. The main burner when adjusted to the proper rate will have a flame approximately $\frac{3}{8}$ -inch long. The air shutter on the main burners should be adjusted so the cone of each flame is separate and distinct. See figure 7-B.

IMPORTANT: The thermostat on your range **does not** have a by-pass setting. It will cycle off and on at all temperature settings. No by-pass adjustment is necessary.

CLEANING INSTRUCTIONS AFTER RANGE IS IN USE

1. To assist in cleaning the area around the top burners, the main top has been hinged from the back so that it can be raised. Care should be taken during the cleaning operation that you do not touch the hot pilot shield. Also, when the cleaning operation is completed, be sure that the flash tubes are back in place.

2. If top burner heads are cleaned with any cleaning compound, care should be taken to see that all ports are opened up with a toothpick to assure proper operation. It is especially important that the lighter ports on the side of the burner head are kept clear.

3. Spill overs or spotting in oven or broiler are more easily removed when done promptly after they occur. Never wash porcelain when warm. Never use cleaning powder containing grit or acid.

NOTE: If oven bottom is removed for cleaning or servicing, be sure that oven bottom is locked in place when it is put back in the range. The front return flange on the oven bottom must hook under the side support angles to prevent warpage.

NOTE: The range gas line shut off valve located under the top of the range **must** be turned off when towing the trailer, when changing the gas tanks or if the gas supply is turned off for any reason. Be absolutely sure oven pilot light has been relighted as soon as range valve is turned on. (Sovereign of the Road model which has separate oven does not require oven pilot to be lighted except when you want to use oven. Gas shut off valve in Sovereign of the Road ovens is the left-hand knob on the face of the oven).

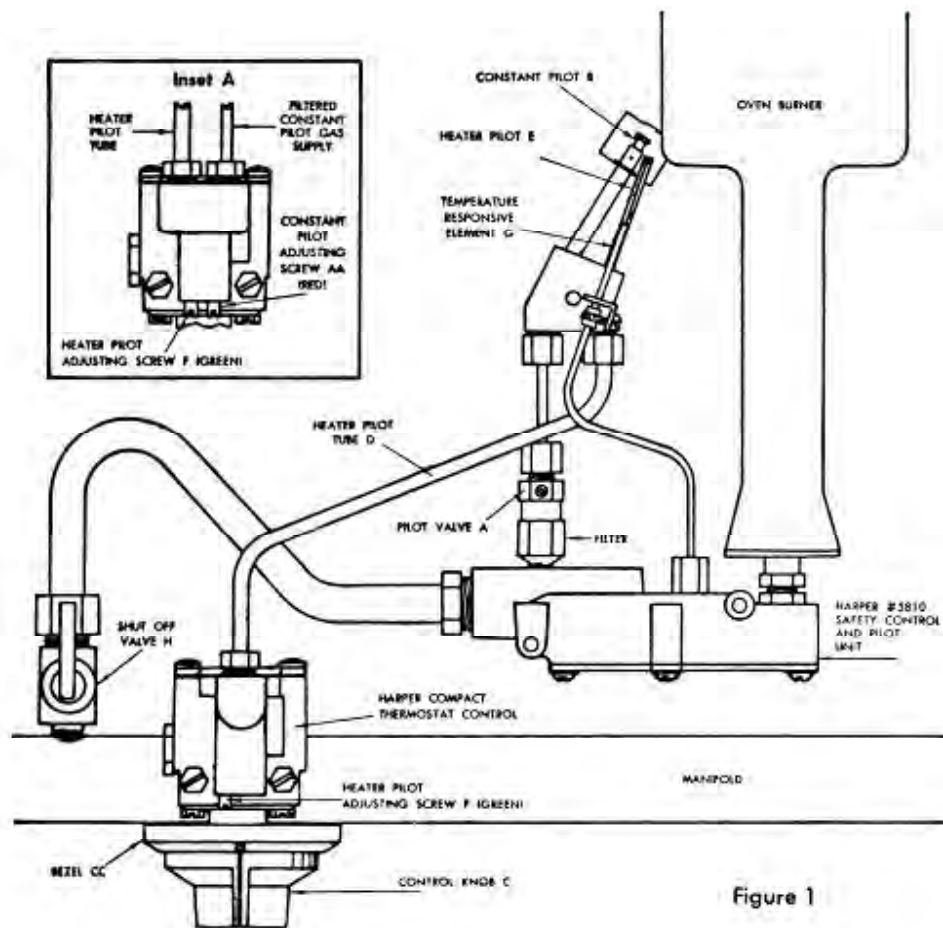


Figure 1

FIGURE 7-C

THE ELECTRICAL SYSTEM IN YOUR AIRSTREAM

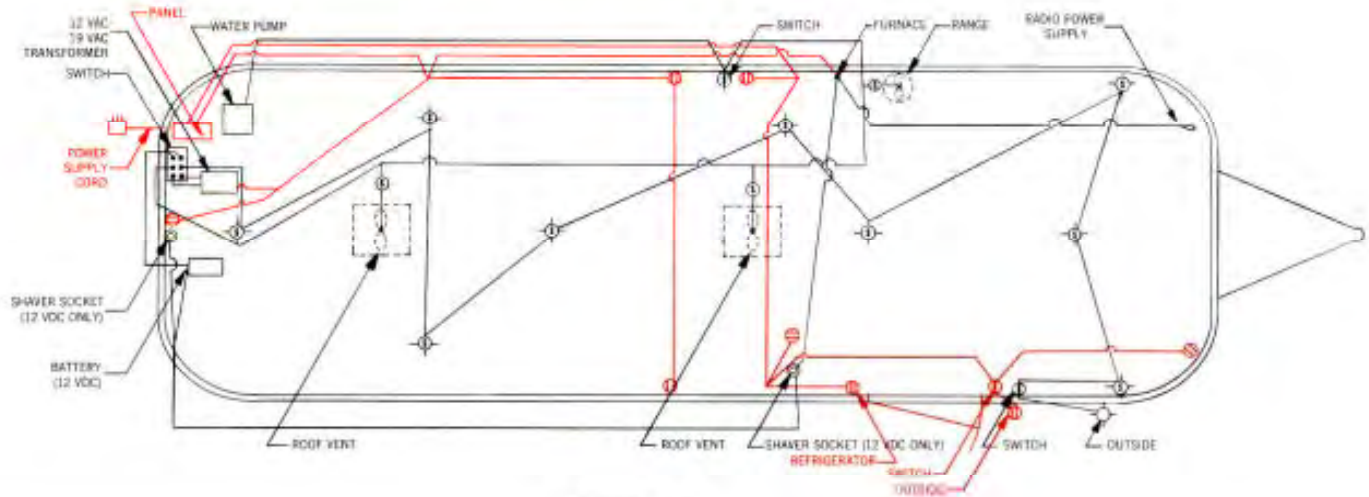


FIGURE 11-A

Your Airstream is equipped with the latest development in trailer electrical systems . . . the exclusive Airstream UNI-VOLT system. The lights and appliances . . . even the vent fan, range fan, and furnace air circulator operate from the self-contained battery power without outside hook-up. At a flick of the two master switches when you are hooked up to city power, everything operates automatically on the 110-115 volt AC current. The UNI-VOLT system is made possible through the use of new 12-volt marine light bulbs that give the same light you would expect from regular household bulbs, and a special 2-circuit transformer. Additional 110-115 volt AC convenience outlets are provided for operation of appliances such as TV, etc., when hooked up to city power. A wiring diagram of your Airstream is shown above.

The battery in your Airstream is a Delco which is warranted for 24 months. You will find the warranty in the pocket in the front of this manual. For service or replacement, go to any service station or dealer displaying the Delco sign or look in the classified section of your telephone directory.

As you drive, the battery in your trailer is under constant charge by your car's generator. The battery, your car's wiring and your Airstream's wiring are protected by a series of automatic circuit breakers which trip when a short or current surge occurs and go back into operation automatically when the trouble is corrected.

When you are operating your trailer on 110-115 volt city current, the wiring is protected by circuit breakers which are located in the cupboard under the medicine

chest in the bathroom. There are no fuses in either the 12 volt or the 110-115 volt circuits in your Airstream.

WHEN YOU ARE OPERATING YOUR AIRSTREAM SELF-CONTAINED

All that is necessary to operate the UNI-VOLT system on battery power is to:

1. Throw both switches in the one-stop service center (see Figure 3) to the "Battery Power" position.
2. Throw fan switch on furnace to "12 volt"

All 110-volt convenience outlets and the air conditioner, if you have this optional accessory, will now be inoperable.

TO OPERATE WITH CITY POWER

To operate the UNI-VOLT system in your Airstream trailer from 110-115 volt AC city power, the procedure to follow is:

1. Throw switches at the one stop service center compartment (see Figure 3) to the "City Power" position.
2. Throw fan switch on furnace to "110 volt" position.
3. Pull power supply cable out of the storage compartment and plug into city power.

NOTE: Be sure polarity indicator light (located on top of main panel) is off when power supply cable is plugged in.

As long as you are hooked into electrical service that

accepts the three-prong grounded plug, you should not have a problem with polarity. However, in older parks and many other locations you will not be able to tie into three wire grounded service. In this event follow this procedure:

- a. Attach the three-prong plug on your trailer power supply cable to a two-prong adapter. The third conductor line from the adapter has a ground lug. This is your ground line.
- b. Clamp ground line to junction box or other ground such as a water pipe, then insert two-prong plug into the receptacle.

- c. After cord has been connected look at the switch panel in the One Stop Service Center. If the neon light is glowing, pull out the plug, turn over and reinsert. The neon lamp will now be out and the polarity will be correct. Your Airstream electrical system is grounded.

It is necessary to ground the service coming into your Airstream to prevent a possible shock to anyone touching your trailer.

NOTE: Always make certain that the trailer park service is 110-115 volt, not 220V.

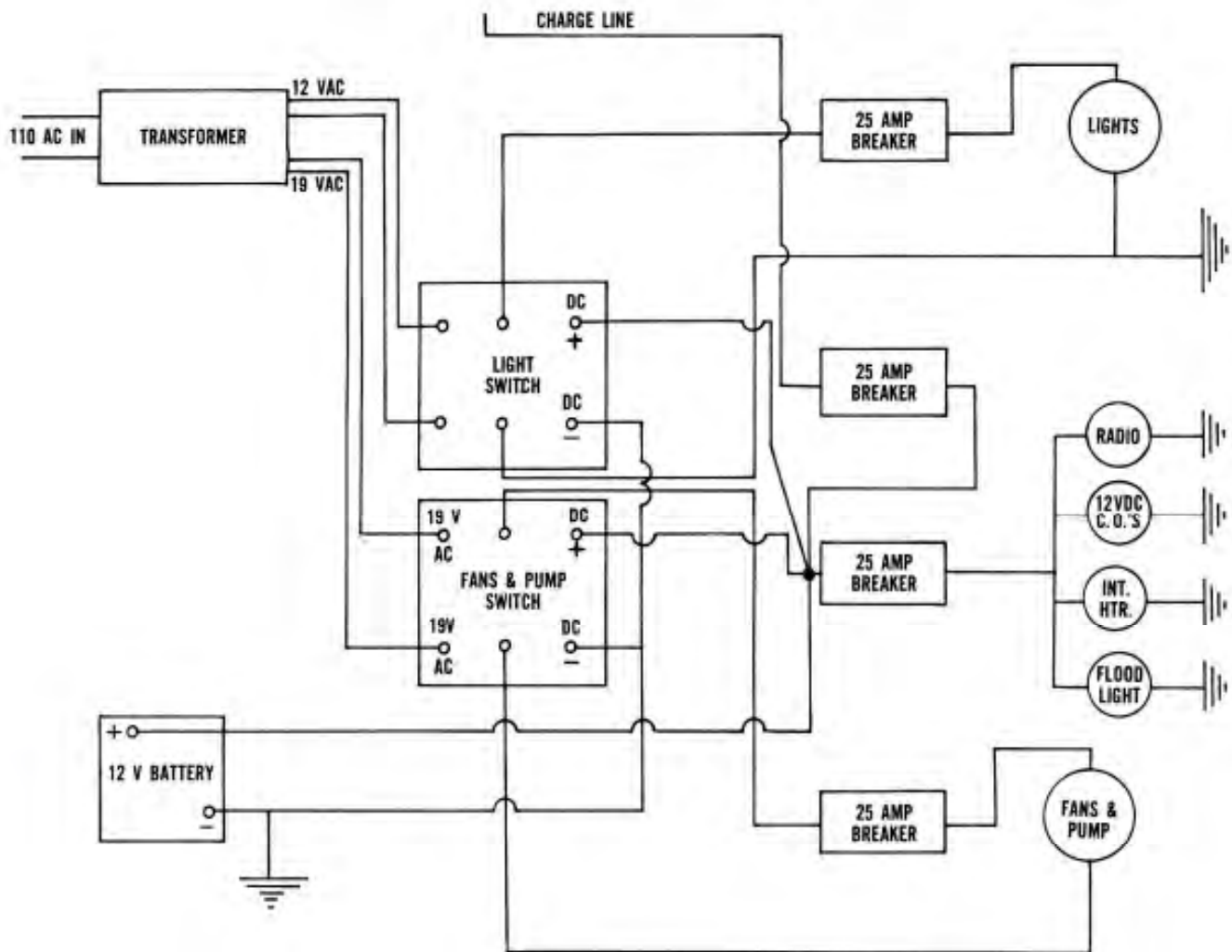


FIGURE 11-B

CHAPTER 12
THE WATER SYSTEM

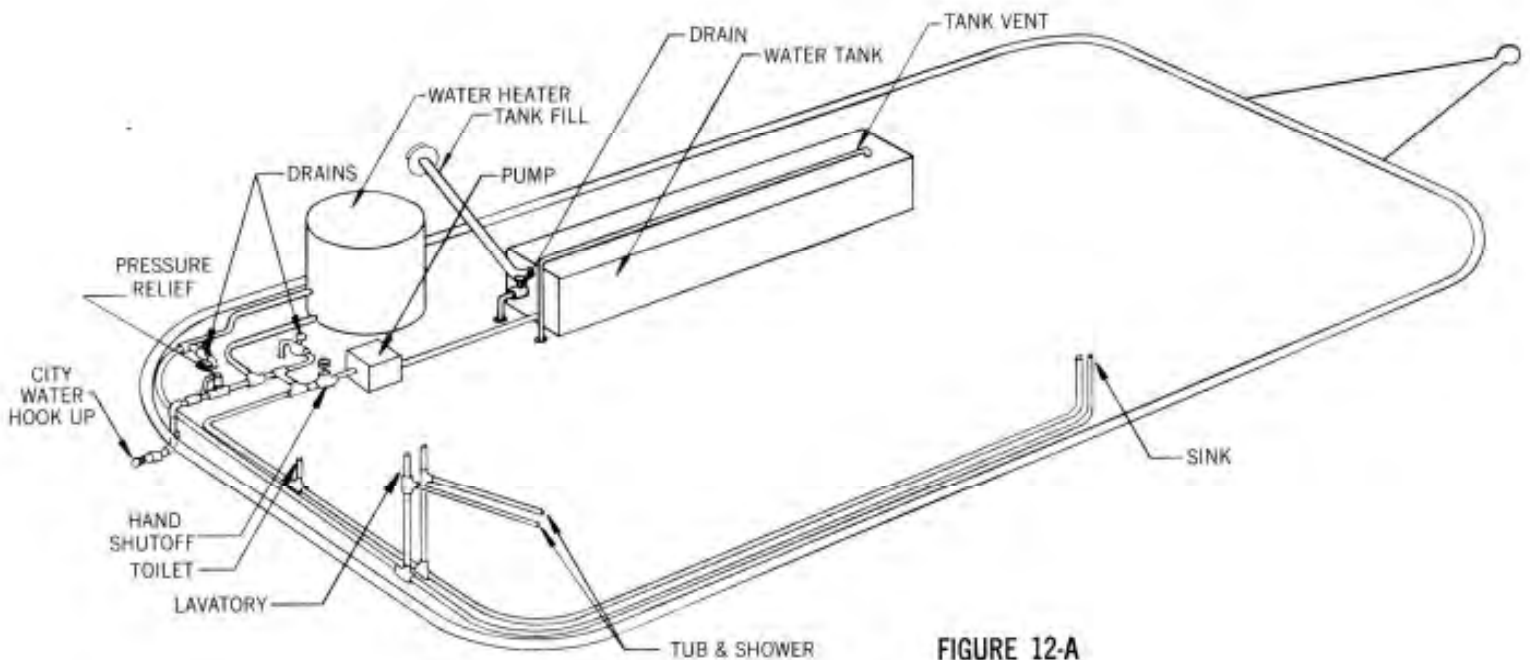


FIGURE 12-A

The water system in your Airstream trailer provides full service both when city water is available and when the trailer is operated completely self-contained.

When you are operating your water system from a city water service, connect a hose to the water entry fitting which is located at the far left side in the hose carrier compartment immediately under the One Stop Service Center. Since the system is completely automatic nothing else needs to be done before you utilize the entire water system, except to turn the switch on the water pump to the "Off" position.

If the water system has previously been drained it will be necessary for you to force the air from the water heater before lighting the water heater. Open a hot water faucet and allow all of the air to be forced through. If you plan to remain for some time where city water is available, drain the water storage tank and refill with fresh water before departing. Your system has check valves in the water lines to protect the water tank and, therefore *will not fill* while you are connected to city water.

If city water is not available, or will not be available at your destination, the Airstream self-contained water system may be used. The lightweight polyethylene water tank stores 30 gallons of tasteless, odorless, clean fresh water for all your needs (20 gallons in the Bambi II). The new Airstream pressure-demand water

pump runs whenever a faucet is open and shuts off almost immediately when the faucet is closed; silently delivering 2½ gallons per minute under constant pressure. To fill the water storage tank, remove the cap on the left side of the trailer and fill the tank with a water hose or bucket. The tank may be filled until the water entry pipe is overflowing. Replace the cap . . . the water system is now ready for use. Remember, if you have been hooked up to city water your tank *will not* have been filled so be sure to fill it before leaving. If the hot water tank was completely empty it must be refilled before lighting by opening a hot water faucet and waiting until water comes out the faucet.

The Airstream pressure-demand water pump is conveniently located in the One Stop Service Center (See figure 1-C). The only thing necessary to operate it is to turn the switch located at the top left part of the pump to the "ON" position and to turn the switch above the galley to the "ON" position. Note: before leaving your Airstream unattended for any length of time, it is advisable to turn off the water pump.

Due to iron and lime deposits which are found in various parts of the country, it is advisable to clean the tank occasionally. Pour some bicarbonate of soda into the filler pipe with several gallons of water and allow to stand for several hours. Flush out by opening the drain cock and running cold water through the tank.

Among the many fine accessories for an Airstream trailer is the Ogden Water Purifier at your galley sink. This remarkable unit is a complete water purification system that will provide crystal clear, good tasting and pure drinking and cooking water wherever you travel. It effectively removes all chlorine, organic odors, taste and harmful bacteria.

It will be necessary to change the pack in your Ogden water purifier periodically with a type "SM" replacement pack. These are available from your dealer, or accessory store. Instructions for changing the pack are in each box. It is a good idea to order packs two at a time so that you will always have a spare on hand.

Your Airstream is equipped with a water pressure regulator. This is an exclusive feature which protects the plumbing inside your Airstream from possibly excessive pressures which may be encountered in city water systems. The water pressure regulator insures that regardless of variations in the city water pressure, the water pressure at the faucets in your Airstream will always remain constant. If it should ever become necessary to adjust the water pressure regulator there is a screw adjustment located on the dome (see Figure 12-A). Turning this screw clockwise increases pressure — counter clockwise decreases pressure.

TROUBLE SHOOTING

Trouble — Pump does not prime

- a. Be sure there is water in the tank.
- b. Make certain battery power has not been exhausted.
- c. Check valve assemblies to make certain no foreign matter is between the valve and valve seat causing loss of suction. This is done as follows:
 1. Remove four slotted head screws (see Figure 12-B).
 2. Lift motor, drive, and diaphragm assembly off base.
 3. Lift valve assemblies from pockets and clean all foreign matter from valve and valve seat.
 4. Replace valve assemblies back in the same pockets, being sure rubber valve is in UP on INTAKE SIDE and DOWN on EXHAUST SIDE.
 5. Replace top assembly and bolt back together, being careful to tighten evenly.

Trouble — Pressure drops and pump kicks on periodically when water is not being drawn

- a. Check all connections and faucets for leaks.

One drop of water per minute will cause the pump to run every two hours.

Trouble — Pump operation is rough and makes excessive noise

- a. After several months of operation, under certain conditions, the flow of the pump may become rough. If this happens the flow may be smoothed out again as follows: turn pump off, close inlet, open outlet, and with an air pump force air into system through the snifter valve (located at the rear of the unit on the intake side) until air comes from the outlet. Recap snifter, open intake and restart unit. Periodic attention should be given to snifter valve to see that valve core works freely and the hole in cover is kept open.

Trouble — Excessive belt wear

- a. Adjust belt for proper tension. Belt has proper tension if it can be moved in and out on one side a total of $\frac{1}{4}$ " at a point half way between pulleys. To adjust belt: loosen nuts on end of motor and slide motor up or down until desired tension is attained, then retighten nuts.

Trouble — Pump runs frequently or constantly and there is no leak in the pressure side

- a. Check for an air leak on the suction side of the pump (between the tank and the pump). This will not damage the pump but will run the battery down.



FIGURE 12-B

THE SEWAGE AND WASTE DISPOSAL SYSTEM IN YOUR AIRSTREAM

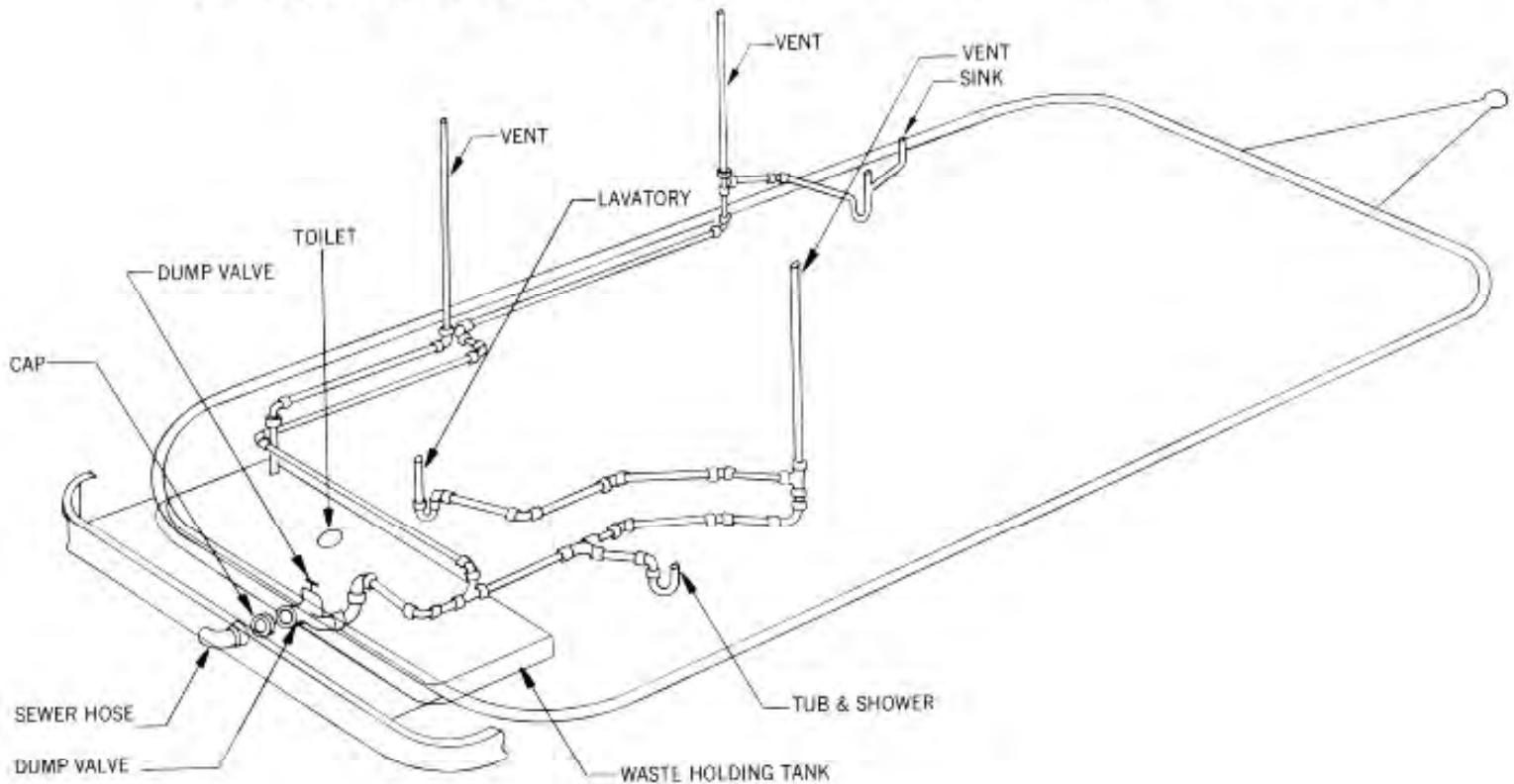


FIGURE 13-A

Your Airstream is equipped with a septic holding tank for sewage which permits use of the toilet for several days away from disposal facilities. The waste water from the sink, the shower, bath and lavatory all drain through the same outlet as the septic tank so you will need to make only one connection when hooking up in a trailer park. The diagram above shows the waste water disposal and septic tank in your Airstream.

The septic tank is made of seamless molded plastic, completely free from corrosion problems, with a specially designed dump valve for trouble-free operation. The best procedure for use of the septic tank when hooked-up to a sewer connection is to **keep the dump valve closed** and use plenty of water when flushing. This will prevent paper and waste material from building up at the valve causing the valve to not close properly and to leak.

When the toilet will no longer drain, the tank is full and must be emptied... watch this closely because when the tank is full the sewage cannot be emptied from the toilet bowl. To empty tank, attach sewer hose by pressing the fitting on the outlet and rotating until it feels solid and secure. Attach the outlet end of the hose to the sewage outlet making certain that the hose

is positioned so that it will drain completely. Pull the dump valve handle up as far as it will go and wait until the tank is drained. Refill the tank with 5-10 gallons of clean water and repeat the operation to insure that all paper and waste material has been flushed out. Close valve.

If you are moving on, place a small amount of clean water in your tank with some commercial cleaner such as TST so that it will slosh around and clean the tank while you are driving.

In an emergency you can empty waste water from the sink and lavatory into your septic tank instead of allowing it to run on to the ground (some state parks forbid letting sink and bath water run onto the ground although it is often done in the wilderness). Note: Bambi II models are not equipped for this. To empty waste water into the septic tank, open the dump valve while keeping the Sewage Line Drain Cap on. Waste water will automatically back up into the septic tank. Note: Water conservation must be practiced when allowing waste water to drain into septic tank since it will fill rapidly.

After you have been emptying waste water into the septic tank in this manner, when you arrive at a waste disposal facility, close the septic tank dump valve,

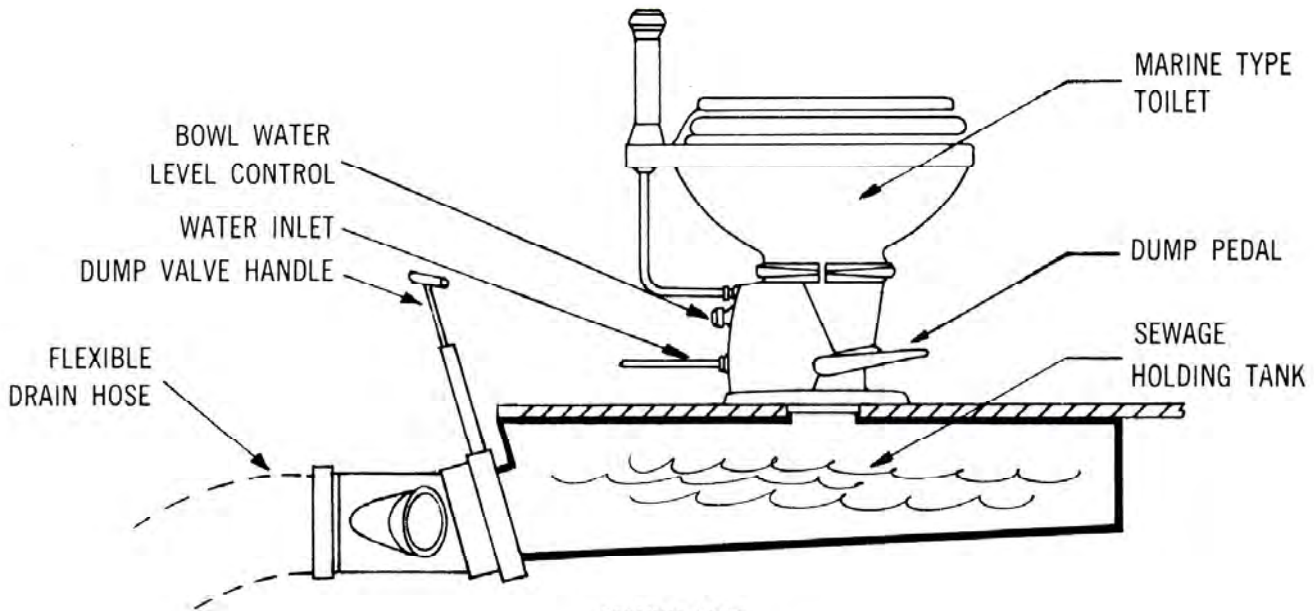


FIGURE 13-B

place a bucket under the tank outlet and remove the Sewage Drain Line Cover Cap in order to drain the section of pipe between the cap and the valve.

USING A "GOPHER HOLE"

When you are parking in areas where it is permissible to do so, you may dig a "gopher hole" to dispose of the contents of your septic tank. To dig a gopher hole:

Dig a deep hole keeping the dirt you dig out in a large carton or box under your trailer. After the hole is dug, back your trailer up so that the toilet drain hose will drop straight down into the hole and so that the hole will not be where anyone

could step into it by mistake. It is strongly recommended that you use an Airstream "gopher hole" cover... a plate which will cover the hole completely and that you can seal by piling some dirt around the edges (the hole in the plate will be just large enough to take the sealing ring you usually use to seal your sewer hose where it enters the trailer park sewage system.)

When you are ready to move, fill the hole carefully with the dirt in the box, stamp it down and smooth it over.

Before you "gopher hole" make absolutely certain you are not violating any local ordinance or state law.

INSTRUCTIONS FOR USE OF AIRSTREAM SEPTIC TANK

1964 Models

Our septic tank is really a holding tank which with a little conservation of water will allow use of the toilet away from sewer facilities for several days.

Its operation is quite simple:

When the use of the tank is anticipated, the gate valve on the back of the tank located in the rear bumper compartment should be pushed closed.

When emptying the tank, attach sewer hose to sewage outlet with outlet end of hose in sewer fitting and lying in such a way that it will drain, then pull open the valve.

When ready to leave park, close valve, flush 5 to 10 gallons of water through your toilet, open the gate valve to allow complete drainage, re-close the valve and store the sewer hose.

Remember, this tank holds only the discharge from the toilet, not from sinks or shower. Therefore, water running out of the drain does not indicate a leaking septic tank valve but probably just that the sink or shower is draining.

If the toilet will no longer drain, this is an indication that the tank is full and will require emptying... watch this closely for when the tank is full the sewage cannot be emptied from the toilet bowl.

We recommend Airstream's specially designed sewer hose for use with this tank. Ask your dealer for details.

Rev. 8-1-63
(Re-issued 9-12-62)

Airstream Service Tips
HOW TO CLEAN YOUR AIRSTREAM

All aluminum will oxidize, the rate of oxidation depending chiefly on the atmospheric conditions where the trailer is kept. This oxidation appears either visibly, as a white powder in very small granules, or by feel, as a roughness on the surface. This bulletin is designed to explain the procedures for cleaning your Airstream trailer after oxidation has taken place.

We have used and tested a great number of commercial cleaners and special preparations designed for cleaning aluminum and have reached the following conclusions:

Under no circumstances would we suggest or recommend that a customer attempt to use any acid etch cleaner that is available on the market as a trailer cleaner. This is very dangerous for an amateur to use and, unless carefully handled, can be harmful to both the user and the trailer.

There are several ready-made preparations designed for aluminum in the Aircraft Industry. These are Klad Polish, Never Dull and Met-All.

We have found to be most successful Met-All used with the following procedure:

- 1 First, wash your trailer well with a good detergent in moderately hot water. This is to remove all dirt, mud and as much of the road asphalt as possible. If asphalt remains on the trailer after washing, use a small amount of kerosene or coal oil on a rag and wipe the spots individually, being careful not to scratch the aluminum.
- 2 Following this, using a fairly large, soft cloth, spread some Met-All on the rag and rub lengthwise of the trailer or parallel with the grain of the sheet, which is evident if you look closely at the sheet. Do one complete sheet or section at a time.
- 3 Continue to rub the Met-All paste on the sheet after it has picked up a black color, which indicates that the oxidation is being removed. Do not allow the rag to be caked or hard. Either use a clean rag or keep turning the rag as long as it is usable. When a cake of oxidized aluminum and paste develops it is possible, with continued rubbing, to scratch the metal surface.
- 4 After completing the instructions under Paragraph 3, take a completely clean rag and buff off by hand the excess material that was left on the sheet. (For extremely tough jobs, it may be necessary to do the complete job twice, except on the second time around it is not necessary to wash the trailer with detergent.)
- 5 We DO NOT recommend the use of a buffer except in the hands of a thoroughly experienced person (if not expertly used the buffer will leave a pattern on the aluminum surface).

We have found Glass Wax (made by Johnson) very useful to remove the last marks made in rubbing off the oxidation. Also, it is well worthwhile to apply a good coat of wax and wash the trailer every few months. Especially if you have traveled over salty roads or have been in a highly industrialized area, it is wise to wash the trailer frequently and keep well coated with wax.

INSTRUCTIONS FOR PROPER ADJUSTMENT & CLEANING
FOR MODELS 880 - 720 - 707 - 701 - 700

TOP SECTION

1. When range is equipped with coaxial orifices, it is shipped from the factory for use on L. P. gas. On natural gas, the orifices are to be opened approximately $7/8$ of a turn counter clockwise to get the proper rate. The flame will be approximately $5/8$ inch long on natural gas and $1/2$ inch long on L. P.
2. Air shutters on top burners are to be adjusted so that each cone of the flame is separate and distinct and appears as illustrated in Fig. A. Air shutters set too far open will cause flame to lift away from burner head and will be difficult to light. If air shutters are closed too much the flame will look hazy and the distinct cones will be missing.
3. Top Pilot: Adjust top pilot so that the tip of the flame is just over the edge of the inner cone and the lighting of top burners is within 4 seconds. See No. 2 above if lighting is difficult.

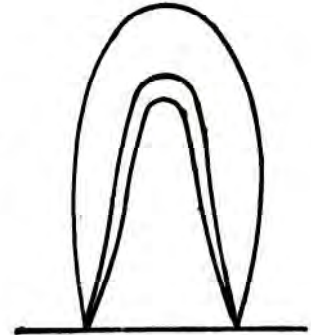


Fig. A.

OVEN SECTION

1. To adjust pilot: For adjustment of automatic pilot see separate lighting instructions furnished by manufacturer of pilot.
2. To adjust main burner: When oven is equipped with a coaxial orifice it is sent from the factory for use on L. P. gas. On natural gas the orifice is to be opened approximately $7/8$ of a turn counter clockwise to get the proper rate. The main burner when adjusted to the proper rate will have a flame approximately $1/2$ inch long on natural gas and $3/8$ inch long on L. P. The air shutter on the main burners is to be adjusted so that each cone of the flame is separate and distinct. See Fig. A.

IMPORTANT: The thermostat on this range does not have a by-pass setting. It will cycle off and on at all temperature settings. No by-pass adjustment is necessary.

CLEANING INSTRUCTIONS AFTER RANGE IS IN USE

1. To assist in cleaning the area under the top burners, the main top has been hinged from the back so it can be raised. Care should be taken during the cleaning operation that you do not touch the hot pilot shield. Also when the cleaning operation is completed be sure the flash tubes are all in place.
2. If top burner heads are cleaned with any cleaning compound, care should be taken to see that all ports are opened up with a tooth pick to insure proper operation. It is especially important that the lighter ports on the side of the burner head are kept clear.
3. Spill overs or spotting in oven or broiler are more easily removed if done promptly after they occur. Never wash porcelain while warm. Never use cleaning powder containing grit or acid.

NOTE

If oven bottom is removed for cleaning or servicing, be sure that oven bottom is locked in place when it is put back into the range. The front return flange on the oven bottom must hook under the side support angles to prevent warpage.

INSTRUCTIONS FOR USE OF THE AIRSTREAM WATER SYSTEM

1964 Models

The Airstream water system may be used in either one of two ways. If city water is available, simply connect a hose to the water entry fitting located at the left side of the waste tank dump valve in the hose carrier compartment. Before lighting the water heater, open a hot water faucet and allow the air to be forced from the water heater and the water to enter. This step will be necessary only if the water system has previously been drained. If you plan to remain for some time where city water is available, drain the water storage tank and refill with fresh water before departing. However, remember that the water tank is not under pressure and therefore will not fill when you are connected to city water. There is a hand shut-off valve located in the water line running from the water pump to the trailer distribution system which should be turned off when your trailer is connected to city water supply.

If city water is not available or will not be available at your destination, the Airstream self-contained water system may be used. To fill the water storage tank, simply remove the cap on the left side of the trailer and fill the tank with a water hose or a bucket if city water is not available. The tank may be filled until the water entry pipe is overflowing. Replace the cap and the water system is ready for use. If the hot water tank was completely empty it must be refilled before lighting. This may be done by opening a hot water faucet and turning on the water pump until water comes out the faucet. The water heater is now full. The new Airstream pressure demand water pump runs whenever a faucet is opened and shuts off almost immediately when the faucet is closed. If the pump cycles on and off, check for a leaky faucet. Before leaving your Airstream unattended for any length of time, it is advisable to turn the water pump off.

The water level of the Airstream water tank may be checked at any time by opening the pet-cock and allowing the water level in the sight gage to stabilize. After checking the water level be sure to close the pet-cock. Failure to close the pet-cock will cause the water pump to draw in air and cease pumping water. Should this happen, close the pet-cock and open a cold water faucet. Allow the pump to run until it "primes" itself and starts pumping water.

Due to iron and lime deposits in various parts of the country, it is advisable to clean the tank occasionally. Pour bicarbonate of soda into the filler pipe with several gallons of water and allow to stand for several hours. Flush out by opening the drain cock and running clear water through the tank.

Airstream Service Bulletin
WINTERIZING YOUR AIRSTREAM
1964 Models

Watch out for freezing damage in: The hot and cold water lines; the waste drain system, including traps; the septic tank; the water heater.

IN CASE THE TRAILER HAS HAD WATER PUT IN IT AFTER IT LEAVES THE PLANT:

- 1 Level the trailer from side to side and front to rear, open all the faucets inside, and remove the hand-fill cap.
- 2 Open all drain valves located under left bed or in left rear wardrobe (there are three in all models).
- 3 While water is draining from system, go inside and open and close the toilet flushing valve. There is great danger of damage from freezing if water remains in this valve.
- 4 Pour about a cup of kerosene into lavatory drain and sink drain to prevent freezing of water in traps of these appliances.
- 5 Pour about a cup of kerosene into the shower or tub drain trap (there is no effective way of draining it).
- 6 Be sure to open the septic tank drain valve in case the trailer is so equipped (this is very important as the sewage in the septic tank, if frozen, could seriously damage the tank).
- 7 Drop the front of the trailer as far as the jack will allow and see if water will continue to drain. Then crank the jack up as high as it will go and let any water drain.
- 8 Open all faucets inside the trailer.
- 9 Remove cover of water purifier, if the trailer is so equipped, and drain purifier.
- 10 Don't forget... If you have a battery on your trailer it will freeze if not up to charge.

This should completely winterize your trailer.

67-68 are
close

LOCATION OF AIR CONDITIONER WIRE

MODELS 1964 thru 1966

Measured from #1 Rib

1964 through 1966 AIRSTREAM TRAILERS

17' Caravel	60"
19'	71"
22' Twin and Double	95"
24' Twin and Double	121"
26' Twin and Double	124"
28' Twin and Double	137"
30' Twin and Double	140"

#1 rib

