

Bethany

BETHANY FELLOWSHIP, INC.
6820 AUTO CLUB RD.
MINNEAPOLIS, MINN. 55438
612/944-2121



Owner's Manual

BETHANY TRAVELER MODEL _____

Serial Number _____

Tire Numbers _____

Options: _____

Factory release date _____

REGISTERED FIRST OWNER:

Name _____

Address _____

City _____

State _____ Zip _____

Date purchased _____

FROM DEALER: _____

BETHANY TRAVELERS LIMITED WARRANTY

I. DURATION

This warranty is given to the original purchaser only for a period of 12 months from the date of delivery to the original purchaser, except that this warranty is limited to 30 days for any trailer used for commercial purposes.

Any implied warranties of merchantability and fitness for intended use are limited in duration to the 12-month period as stated above, unless applicable State law provides otherwise.

II. COVERAGE

Bethany Fellowship, Inc., hereinafter called "Bethany," warrants that each Bethany camper will be free from defects in materials and workmanship under normal use and maintenance.

Provided the procedures in Part IV are followed, Bethany will replace or repair, or cause to be replaced, or repaired, any parts found to be defective in material or workmanship at no cost for parts (or labor). Corrective action under this warranty will be effected within 60 days after any necessary parts are available.

The following items are warranted by their respective manufacturers and are, therefore, not separately warranted by Bethany: furnace, power convertors, axles, canvas, tires, refrigerators, stove and oven.

III. EXCLUSIONS

This warranty specifically does *NOT* cover:

- a. Installation and shipping costs for any part found to be defective
- b. Normal maintenance
- c. Any representations, warranty, or undertaking made by dealers or other third parties beyond the provisions herein expressed
- d. Damage caused by misuse, customer neglect, negligence, accident, failure to follow service and use instructions, normal wear, and unauthorized repairs
- e. The following consequential damages: loss of use of the vehicle, loss of time; inconvenience; expenses for travel, lodging, telephone, or gasoline; loss or damage to personal property or loss of revenues

IV. WARRANTY CLAIM PROCEDURES

All repairs must be effected either at Bethany's factory or at a prior authorized service center, and upon written authorization from Bethany.

Upon discovery of a defect or malfunction, the owner is to notify either in writing or by telephone (the nearest authorized Bethany camper dealer or) Bethany Fellowship, Inc., 6820 Auto Club Road, Minneapolis, MN 55438 (Tel. 612/944-2121) in order to obtain written authorization for the corrective action. Give name, address, description of the problem serial number and location of the unit.

V. REMEDIES (LEGAL)

In addition to the provisions of this warranty, the owner has available the legal remedies provided by the Magnuson-Moss Warranty and Federal Trade Commission Improvement Act, P.L. 93-637; 88 Stat. 2183ff; 15USC 230ff, and any applicable State statutes.

This warranty is designed and intended to fully comply with the requirements of the Magnuson-Moss Warranty Act and all the regulations issued by the Federal Trade Commission in connection therewith. It is not intended to violate any applicable State law or regulation containing more stringent requirements.

INTRODUCTION

Welcome to the family of Bethany campers! Congratulations on making a good investment! We have prepared this owner's manual to assist you in the proper use of your Bethany camper, hoping you will study it thoroughly at your first opportunity and keep it in your car for handy reference.

Your Bethany camper has been provided with quality, time-tested materials and components which are covered by your Bethany warranty and separate warranties provided by

component manufacturers. The instruction and information supplied by manufacturers of the separately warranted products should be read with care since they contain important operating, safety, and maintenance instructions.

You can protect your investment and retain its value by a planned program of proper operation, routine maintenance, and attention to safety inspections. If it is operated within recommended procedures, your Bethany camper will provide you with many miles of virtually trouble-free operation. If questions should arise which are not covered by this manual or the manufacturer's instructions, consult your authorized dealer for assistance.

Should you be a newcomer to Bethany campers, you will especially appreciate the many tips, suggestions, and shop-talk information to be found in this manual.

Happy camping!

CUSTOMER RELATIONS

Because loyal customers are our best salesmen, it is essential for us to maintain good customer relations. We need your complete confidence in and satisfaction with our product if we are to assure our continued success as manufacturers. Therefore, we have found that continuing a pleasant and effective relationship through our dealers is as important as maintaining the technical excellence of our product. Your authorized dealer will assist you in providing service, maintenance, selection of options, and instructions concerning the operation of your Bethany camper.

Some problems come from misunderstandings concerning warranty and service, and these can usually be solved at the dealer level. If for any reason you cannot find satisfaction at the dealer level, we invite you to contact our factory Customer Relations Department.

You have made a sizable investment in the purchase of our product and are entitled to receive all the benefits and services promised in the warranties. It is important that you become familiar with the proper procedures for obtaining service and parts, in and out of warranty. Your dealer is instructed to provide you with orientation in these matters at the time of delivery.

SEPARATELY WARRANTED PRODUCTS

This company assumes no responsibility or liability for defects in the workmanship or operation of separately warranted products. These products are warranted by the individual manufacturers, and a copy of their warranty has been included in your owner's packet. It must be understood that in order to obtain repairs or replacement of these items, the individual manufacturer's warranty cards must be submitted within ten (10) days of date of purchase.

If service or parts are required for these products, refer to the furnished list of factory authorized service centers or contact your Bethany dealer.

HOW TO OBTAIN SERVICE AND PARTS

Contact your nearest authorized Bethany camper dealer for all repairs and service. Please keep for handy reference all operator's and owner's manuals, service center lists, warranty stubs, parts lists, and other related documents and papers concerning maintenance and services performed since time of purchase.

Some Bethany dealers may be authorized service centers for certain manufacturers, so it will pay you to check with the dealer first to reduce delays. If his shop is not an authorized service center for the product in question, he will assist you in obtaining authorized services. If you are outside of your dealer area, you can telephone or write directly to Bethany for information.

INSURANCE

As necessary as it is with your car, it is important that you protect yourself and others with insurance coverage for your Bethany camper: personal liability, theft, collision, trailer damage, property damage, etc. Your dealer will assist you in obtaining appropriate insurance for your protection if you wish his assistance.

There are numerous reliable insurance companies that specialize in providing insurance

for your R.V. (recreational vehicle). It may pay you, however, to check with the company that now provides your automobile insurance. Many times adequate R.V. insurance may be obtained as a rider to your automobile policy at considerable savings.

DEALER RESPONSIBILITIES INCLUDE

1. Providing the customer with an adequate orientation in the general operation of the Bethany camper, use of its containment systems and components, and safety considerations in the use of those systems.
2. Insuring the customer's receipt of a complete owner's packet which contains warranty cards and various registrations for the Bethany camper, plus separately warranted products and accompanying literature, including all operating, installation, and maintenance instructions as required.
3. Carefully reviewing all warranty entitlements with the customer, pointing out the importance of mailing warranty cards and registrations to various manufacturers within ten days of taking delivery; assisting the customer in properly completing these forms (if the customer wishes him to help); requesting that the customer read all warranty information at his earliest convenience (at the moment of delivery if possible) that the dealer may clear up any provisions which are not understood.
4. Informing the customer on how to obtain local service and out-of-area service on the Bethany camper and its separately warranted products.

PRE-CAMPING CHECK-OUT

Practice setting up your Bethany camper and taking it down several times to familiarize yourself completely with the raising mechanism.

Set up the camper and remove all mattresses. With a garden hose or sprinkler, soak the canvas for about fifteen minutes. Allow the canvas to dry, and then soak it down again. It may be necessary to repeat this two or three times to swell up the needle holes made when sewing the canvas.

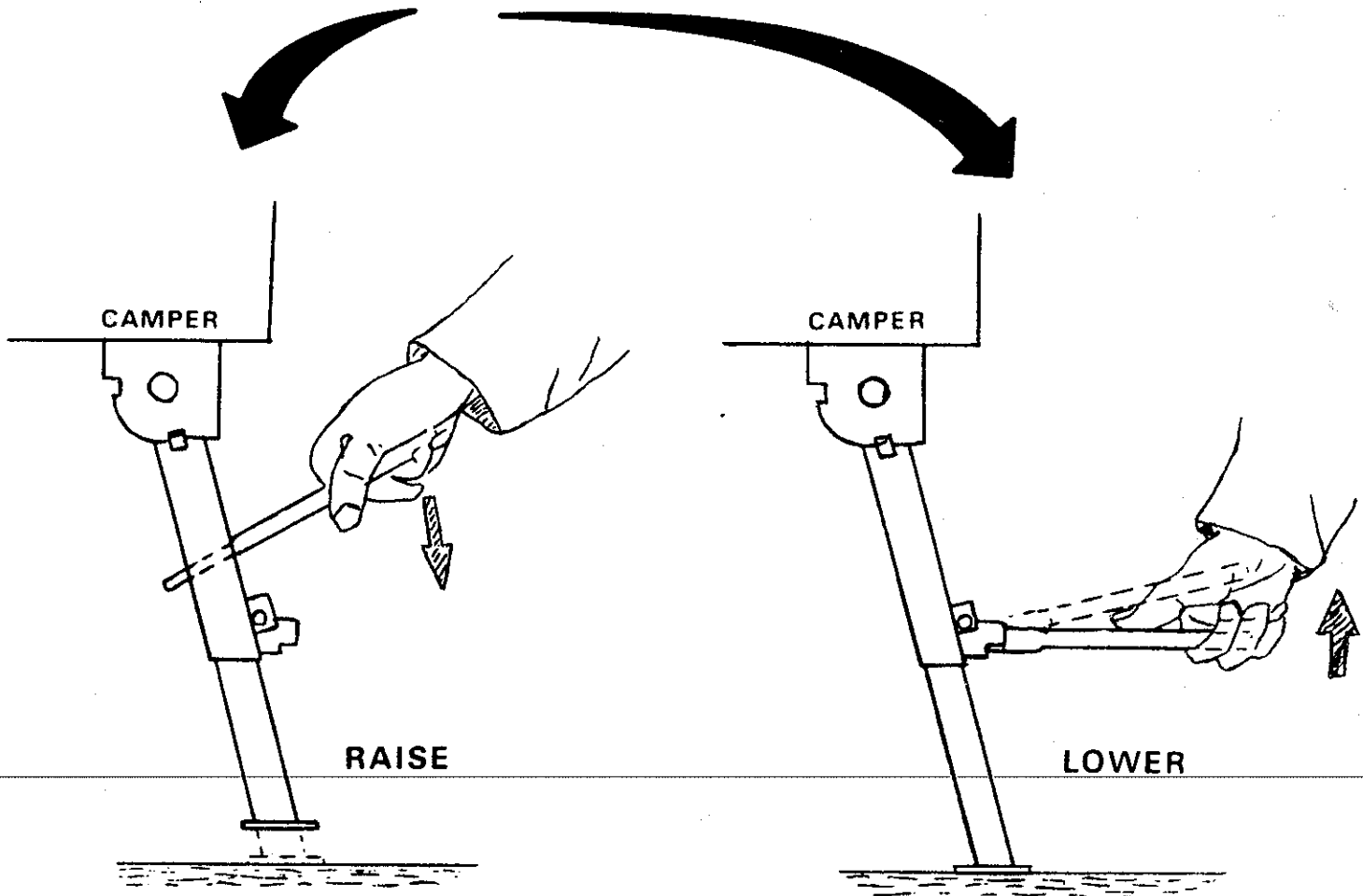
Read the section on Equipment Check and follow the recommended checks listed there.

SPECIAL NOTE

When setting up the camper, first level it with the front adjustable jack; then place the adjustable stabilizers at the corners of the camper. **CAUTION:** the function of the stabilizers is not to raise the trailer, but to stabilize it. Do not crank the front jack with the stabilizers in position.

Below are instructions on how to snug the rear stabilizers, which are standard equipment on the Citation 88 and 86 and optional on other models.

The 48XL, 46, 760, Compact 560, 540 and Teepee come equipped with four yellow stacker jacks.



IMPORTANCE OF THE SETUP

The livability of your camping equipment will be no better than the setup you perform at your destination. A poor setup will limit the efficiency of the appliances, will cause problems in maintenance and operation, will shorten the useful life of your camper, and will cost you dearly in unnecessary repairs.

Improper setup can result in:

- Misfit exterior doors
- Ripped or damaged canvas
- Uncomfortable sleeping
- Inefficient operation of appliances

Proper setup gives you the following protection:

- Places the camper on a rigid foundation
- Levels the floor
- Permits efficient operation of appliances and plumbing.

Because the setup is so important to you, we recommend that you pay particular attention to the enclosed instructions. Your dealer should instruct you on the proper setup procedures.

If you are not clear on the setup instructions, whether it be for overnight or for a long vacation trip, ask your dealer for his recommendations and follow his instructions.

The instructions included with this manual are for normal situations and are listed to help you avoid troubles not covered by your warranty. Trouble arising from improper setup is not covered by the warranty.

EQUIPMENT CHECK AND TRAVEL TIPS

AXLE

The DURA-FLEX axle on the Bethany camper is the finest made, and has been engineered to minimize the problems of load rock and sway. The gross axle weight is given under the heading "Loading" and should be precisely observed for the best service.

For the smoothest ride it is best to load the trailer and not to allow it to travel empty.

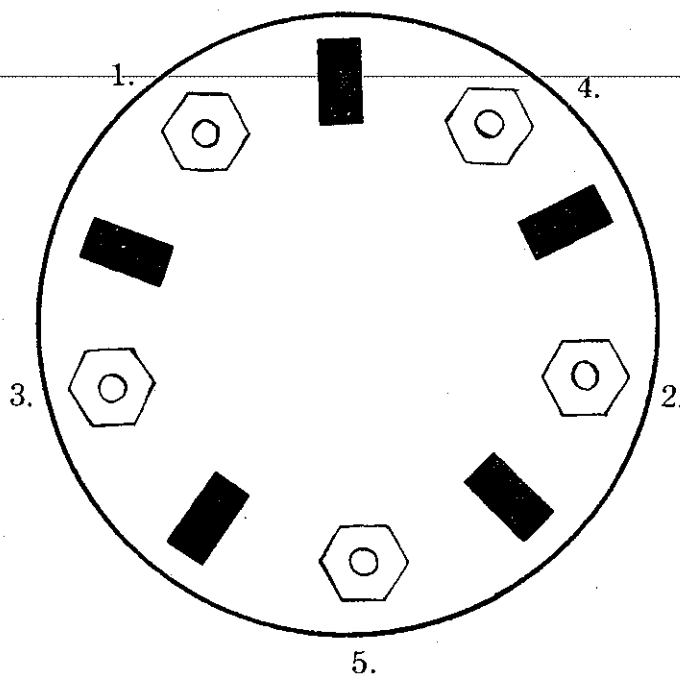
The DURA-FLEX axle requires no upkeep or maintenance; however, a bit of care will give you added years of happy camping. We suggest that when leaving the camper parked in one place for an extended period of time, you relieve part of the weight of the camper from the axle by using the stabilizer jacks.

WHEEL LUGS

Remember that wheel lugs must be checked for tightness. Tighten each bolt to 95-100 lbs. torque pressure. If the lugs are too loose, the wheel may fall off. If the lugs are too tight, it may damage either the wheel or the hob.

Recheck the tightness of the lugs after the first 25 miles, again after 100 miles, and for the first trip at every stop for fuel. Thereafter it should be necessary to check them only once per day under normal conditions. If you are traveling on gravel or over rough terrain, however, it is good to recheck for tightness periodically.

IMPORTANT: All new Bethany trailer wheels have a five-lug-nut series. It is important that these lug nuts are tightened in a sequence. The proper sequence is as follows:



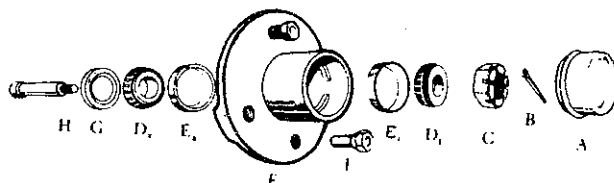
Continue to tighten in the sequence until the lug nuts are tight.

WHEEL BEARINGS

The tapered high-speed roller bearings in your camper come to you greased and ready for camping. The bearings should be regreased every 5000 miles or once every year, whichever comes first. It is important that the bearings be regreased in the fall before storing the trailer for the winter to prevent damage to the bearings from entrapped moisture. If operating in extremely wet weather, bearings should be regreased more frequently.

The bearings have been packed with Lubreplate Auto Lube "A," a lithium base grease. We recommend that this same grease be used when the bearings are repacked. If another high grade of grease is used, be sure to clean all parts thoroughly because certain greases are incompatible.

When greasing, check bearings and replace when necessary.



REPACKING BEARINGS

1. Remove grease cap (A). This is done by inserting a sharp tool, such as a chisel or hammer claw, between the cap and the edge of the hub (F) and wedging it off, or, by using large water pump plier and applying pressure.
2. Remove the cotter key (B).
3. Unscrew the castle nut (C). (On tapered spindle, remove special washer after castle nut.)
4. Pull off the hub assembly and take it apart.
5. Remove grease seal (G) by tapping bearing lightly from the other side with a piece of wood dowel. Do not strike it hard, since it might bend out of shape.
6. Clean all parts thoroughly with a grease solvent and thoroughly dry with a cloth or air. **DO NOT SPIN THE BEARINGS RAPIDLY IF DRIED BY FORCED AIR. THEY CAN FLY APART AND BE EXTREMELY DANGEROUS.**
7. The bearing race (E1, E2) does not have to be removed from the hub (F) for cleaning or inspection. If the race is pitted or defective, remove it by using a drive punch and hitting it from the back through the notch on the inside of the hub. (Usually if the race is pitted the bearings should be replaced also.)
8. Inspect all parts closely (with a magnifying glass if possible) to see that there are no pits or defects in the bearings, race, or any other moving parts in the assembly.
9. The hub (F) is filled with grease between the two races (E1, E2) so that the grease is **LEVEL** with the edge of the race all the way around the inside of the hub.
10. The bearings (D1, D2) are packed with grease by placing some grease in the palm of one hand with the cone in the opposite hand. Begin working the grease into the bearing, rotating the slanted outside edge of the cone in the grease until the grease begins to come out of the sides of the cone. Another method of greasing the cones is to use a bearing cone greaser. *Install a new seal every time you pack the bearings.*
11. Reassemble the parts in the order that they were taken out of the hub and replace on spindle.
12. Screw on the castle nut (C) with an 8" wrench until it is tight. Back the nut off to the notch where the cotter key (B) will fit through the hole **SO THE HUB WILL TURN FREELY**. If there is a slight drag to the hub, be sure to go to the next hole even though a slight looseness is felt. If the hub has the least bit of drag it will heat up and expand, melting all the grease and causing problems.
13. Put some grease in the grease cap (A) and replace tightly on the hub (F).

TIRES

Special nylon tires are provided to protect you during travel for free rolling at highway

speeds and to cushion heavy loads. Replacement of worn tires can be made by your Bethany dealer. Warranty adjustments on the tires must be done through your local tire dealer.

In general, the following chart applies to your trailer tires:

TIRE SIZE	MAXIMUM LOAD	INFLATION
5:30 x 12"	820 lbs. per tire	55 lbs.
6:50 x 13" — 6 ply rating	1315 lbs. per tire	50 lbs.

HITCHING AND TOWING

HITCHES

The first requirement for a happy camping trip is to have your trailer properly hitched to the car.

A frame-type hitch is recommended for towing your Bethany trailer. This hitch should be manufactured to fit your particular make and model of automobile. The use of bumper-clamp hitches, or universal types made to fit every car on the market, is not recommended for towing your Bethany trailer. Models 88, 86, 48XL, 46, 760 use a class II or class B hitch. Model 560 and Teepee use a class I or class A hitch.

The hitch ball is 2 inches. The front of the trailer should be no more than 1" to 1 ½" above or below the rear of the trailer. Some Bethany trailer models have an adjustable coupler to allow you to go up or down 2 inches from the center.

The ball must be tight on the hitch of the car. The trailer coupler must be tight on the hitch ball. The coupler can be tightened by adjusting the nut on the threaded stud underneath the coupler. The nut-locking channel must be installed with the lips down to prevent the nut from working loose. This channel must also be across the hitch—not parallel with the hitch.

BRAKE-CHECKING INSTRUCTIONS

If your Bethany trailer is equipped with brakes, they are manufactured by DICO and called DICO *Surg-o-matic*. This simply means that as you apply the brakes on the towing vehicle, the surge or push of the trailer towards the vehicle automatically applies the trailer brakes. As the trailer pushes against the car, the actuator telescopes together and applies force to the master cylinder, supplying hydraulic pressure to the brake shoes. An exclusive patented feature on DICO brakes permits the wheels to roll in reverse without resistance.

A quick check before hooking the trailer to the car is to apply pressure against the actuator and see how far it goes back freely. To make this easy, take a pencil and mark at the back end of the sliding actuator. Push on the tongue and see how far you can push before it offers some resistance. If it goes back more than one-half to five-eighths of an inch freely, your trailer brake shoes need to be adjusted closer to the drums. To adjust these shoes, you must jack the trailer up on some substantial jacks, both sides preferred, but you can do one side at a time. DICO *Surg-o-matic* trailer brakes incorporate a patented back-up feature that makes it necessary to rotate the wheels in the direction of *forward rotation* only while making the adjustments.

To adjust the shoes on your Bethany trailer: You will find on the backing plate two oblong slots covered by a little shield which you simply take off with a screwdriver. Insert a small screwdriver in the slot, and turn the star wheel located on the inside. Tighten front shoe by engaging the star wheel until the lining drags slightly on the drum, then back off until the drum rotates freely. Repeat on the back shoe.

Before setting the trailer down on the ground, you should check the distance of the movement of the actuator before it engages again. This will probably be less than three-eighths of an inch. To check the effectiveness of the brakes, have someone help you in the next step.

Remove the cover that goes over the master cylinder (this is put on by two quarter-inch bolts), and you can now observe what is happening. One easy way to apply sufficient pressure to check out the brakes is to take your safety chains and couple them together taking the clasp on one and putting it into one of the links of the other chain, making it come out about the same length as the front of the coupler. Hold this looped chain about six or eight inches below the coupler, then place a two-by-four (about 3' long) in front of the coupler and behind

the chain, thereby making a lever to force the actuator back.

As you apply more pressure, have someone go to the wheel and try to turn it forward only. Do the same on the other side. If you move it backwards, it will automatically disengage the brake. It should lock the wheels solidly. You will also note that as you continue to apply more pressure on the coupler, the master cylinder will go back until it comes to a stopping point. This is done so you will not get any undue pressure on the master cylinder or on the slave cylinders in the wheel.

When you have the cover off, you should also check the brake fluid level. Be sure that it is full and the cap tight. While you are applying pressure on the front and there seems to be a spongy feeling as you are watching the actuator, it is possible that there is air in the system. You may need to bleed the brakes, which is described in a later paragraph. The quick check described at the beginning is also to see whether you have a tight system free of leaks. Should the actuator move right back with a little pressure to an inch and a quarter, you have no fluid in the system and you should determine where the leaks are and fix them. The easiest way to find the leaks is to put in some more brake fluid of the proper type and have someone else apply pressure. Observe where the leaks are coming from. If any repair is done on the fluid lines, it is necessary to bleed them again.

Another good way to check brakes is to go down the road and make three or four panic stops. Go back and check the brake drums on the trailer to see how warm they are. The drums should have become considerably warmer, depending on the outside temperature and how fast the stops were made. If one drum is cold and the other warm, you have no brakes on the cold side.

BLEEDING THE BRAKE SYSTEM

The first requisite for safe, sure hydraulic braking is the use of quality brake fluid. Use only SAE 70R1 or 70R3 heavy duty fluid.

If pressure bleeding equipment is available, follow the manufacturer's instructions in bleeding the system. If system must be bled manually, proceed as follows:

Fill the master cylinder with fluid. Install bleeder hose on wheel cylinder to be bled. Have loose end of hose submerged in brake fluid in glass container to observe bubbling.

By loosening the bleeder screw located in the wheel cylinder one turn, the system is open to the atmosphere through the passage drilled in the screw. Pump the actuator by the "safety chain and two-by-four" method described previously. With pressure applied, open bleeder valve until master cylinder comes to a stop. Close bleeder valve and then bring master cylinder all the way to the front again. Repeat until air stops coming at bleeder valve. The bleeding operation is completed when bubbles no longer rise to the surface of the fluid. Be sure to close bleeder screw securely.

Repeat bleeding operation at each wheel cylinder. During the bleeding process, replenish the brake fluid so the level does not fall below the one-half full level in the master cylinder reservoir. After bleeding is completed, make sure master cylinder reservoir is filled and filler cap is securely in place.

WARNING: We do not recommend that you use equalizer hitches on your car and trailer because if improperly applied, they will slow down or stop the action of the actuator, not so much in stopping, but in starting again. This could possibly leave the brakes on just a little bit and cause the lining to heat excessively, completely burn out, or wear out. Air shocks or air bags, in most cases, provide sufficient support for any Bethany trailer.

WARNING: When hooking to the car, your break-a-way chain is to be hooked to the car in the same place where your safety chains are hooked. If possible, your break-a-way chain should be slightly shorter than your safety chain. Do not wrap this chain around other chains or around the coupler in any fashion as this will hinder the brake action should the coupler break loose from the ball or any part of the hitch.

Should a break-away happen, the chain will pull this lever, applying the brakes on the trailer and keeping it directly behind the car, causing it to stay in the line of traffic. To disengage the lever, put a screwdriver or a coin under the catch and force down enough to release the handle.

SAFETY CHAINS

Various states have different safety chain requirements. As delivered by our dealer, your camper is equipped to meet the state requirements where manufactured. Always have safety chains attached when towing. Install them in a manner so they do not restrict sharp turns of the tow vehicle-and-camper combination but tight enough so they do not drag on the road. Some states require that the safety chains be crossed; so if hitch fails in some way, the chains will provide a cradle for the hitch to fall on, thereby preventing the hitch from digging into the ground and losing control of the trailer.

BREAK-AWAY BRAKE CHAIN

For trailers with brakes there is a lighter chain that is to be attached to the towing vehicle at the same level as the length or slightly shorter than the safety chains.

CAUTION: Be sure there is a direct pull from lever to tow vehicle by the brake chain. It must not be wrapped around the safety chains, tongue or wiring.

HITCH LOCKING DEVICES, SAFETY PINS

Make sure that locking devices and safety pins are in place before beginning to travel. Your first failure to secure hitch may be costly. If your hitch utilizes a pin for securing the safety latch, carry a spare one.

HITCHING

Before starting the hitching operation, remove the jacks from beneath your camper. Lower the coupler over the hitch ball, fasten the latching mechanism, and fasten the safety pin and other safety devices provided. Do not leave this until later, for you may forget. Crank the trailer hitch jack up to its highest position and last, remove chocks from before and behind the camper wheels. Before starting down the road, check all lights.

UNHITCHING

The site for parking your camper should be as level as possible so that less jacking will be necessary to level it. The ground should be firm enough so that the jacks will not sink. Boards under the jacks will give additional bearing base.

Before unhitching, your Bethany camper should be immobilized by use of wheel chocks placed both before and behind the wheels on both sides. This is important to keep it from moving downhill if the trailer site is not exactly level.

After disconnecting the safety chains, the break-away chain, and the electrical connection to the tow vehicle, place a block or caster under the hitch jack, and lower jack to rest firmly. The safety latch on the hitch couple should now be released and the hitch jacked up until it just clears the hitch ball. You can now move the tow car and continue to level the camper. An inexpensive level will aid you in giving proper perspective.

LOADING

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

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

The Gross Axle Weight Rating (GAWR) is the maximum load-bearing capacity of the axles on your Bethany camper, which are rated as follows:

- Citation 88—2500
- Citation 86—2500
- Citation 48XL—2000
- Citation 760—2000
- Citation 46—2000
- Citation 560—1500

Citation 540—1500

Teepee—1500

The trailer should be loaded with more weight in the front and equally from side to side. At least 60% of the total weight of trailer and load should be in front of the wheels. If the weight of the trailer and load is centered over or behind the wheels, the trailer may be subject to fishtailing at certain speeds.

FISHTAILING

The long overhanging body designs of modern automobiles places the camper hitch at a substantial distance from the rear axle. Thus the weight of the camper is effectively suspended at the end of a long lever arm; and if this weight is not controlled, it can shake the rear of the car.

Improper distribution of weight in the camper is the most frequent cause of fishtailing. Between ten and twenty percent of the total weight should be on the hitch. The camper should not be more than fifty pounds out of balance from side to side. These weights should be studied with gas and water tanks full and with a normal load.

Another cause of fishtailing may include improper wheel alignment and loose or damaged suspension components on the towing vehicle.

TOWING

Your Bethany camper has been designed to be pulled at the legal speed without sway or bumping if properly loaded. Remember that you are towing a camper. It takes longer to stop, so everything you do must be done on a slow motion basis. Start slowly, stop slowly. Anticipate stops, decelerate by downshifting and braking.

Be especially cautious about applying brakes heavily when you are in anything but a straight line position. Slow down on wet surfaces.

Familiarize yourself with pulling, turning, and backing before starting on a trip. You may need to practice backing up the car and camper combination. Remember to place your hand on the bottom of the steering wheel and turn the wheel in the direction you want the back end of the camper to go. When turning, the camper will cut inside the tow vehicle track. Remember to allow for this when making sharp turns around obstacles such as curbs, trees, and gas pumps.

When passing, remember that you have more than your car behind you: allow enough room to compensate for the extra length and slower maneuverability. Allow faster vehicles the right of way. Allow twice the normal following distance.

Put extension mirrors on both sides of the car for increased visibility and increased safety. A convex mirror requires caution until you become accustomed to the perspective it displays. When viewed through a convex mirror, vehicles appear to be a greater distance behind you than they really are.

HIGHWAY USE

Before traveling down the highway, double-check to see that everything is in order: First the hitch. Are the safety pins engaged, break-away chain connected, safety chains attached? Have you remembered to remove the rear stabilizers? Are the lights, turning signals, and brakes operating normally? Are your mirrors adjusted for best coverage? Do your tires look O.K.?

If you are going to be driving through any large cities via multiple lane highways, have you checked out the route in advance, using metropolitan blowups, so that you know which lane you should be in at critical points?

CAUTION: Never change lanes without first turning on direction indicators and looking to insure that you are going to be clear. Then proceed cautiously. If you miss a freeway exit because you are in a wrong lane, just miss it and get off at the next convenient one. If you continually challenge traffic and take chances in order to get the right-of-way, sooner or later you may needlessly involve you and your family in a serious accident. Plan ahead. Take it easy. Be courteous.

When driving over two-lane roads, take special care in passing. Be sure you have plenty of clear space for passing, and don't return to the right-hand lane until you are sure your camper has cleared the passed vehicle. Truck drivers often flash their headlights to indicate clearance for safe return to the right-hand lane. Many drivers return the favor.

Try to avoid any type of driving that will overheat your engine such as following a slow moving vehicle up a long grade. Rather draw to the shoulder and wait for a time. This can prevent serious damage to your car from extensive overheating.

SAFETY WHEN EMERGENCY STOPPING

Always carry road flares or reflective triangular highway warning devices to be displayed when necessary. Pull off the road as far as possible for changing flats or for other emergency situations. Turn on your vehicular hazard warning flashers when parked alongside a road, even if you are stopping for only a moment or two.

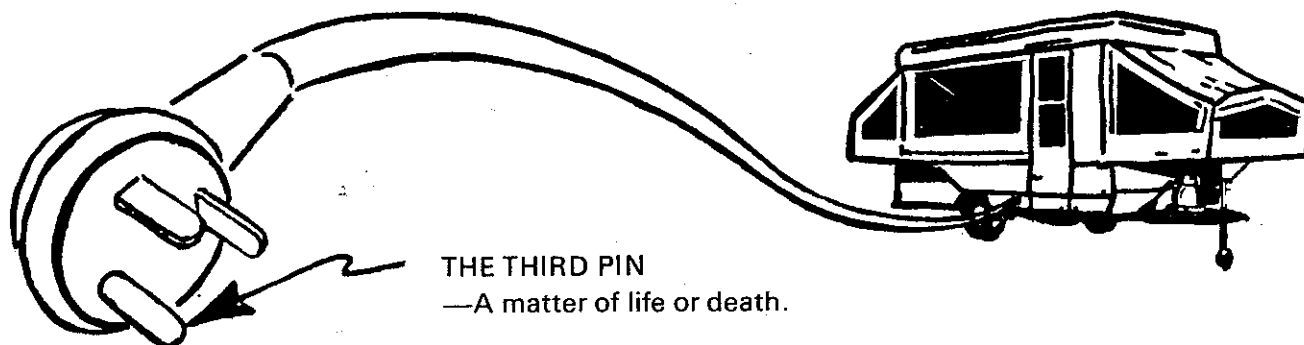
ELECTRICAL SYSTEM

THE ELECTRICAL DISTRIBUTION SYSTEM

As delivered, your camper has been engineered and checked for your complete safety. The electrical system is designed to provide power to your built-in appliances and lights from either a 120-volt outside source or a 12-volt battery (your car). Your electrical equipment has been installed in an approved manner required by the American National Standard A119.2. Circuit breakers and fuses are installed to protect electrical circuits from overloading. Any changes, additions or modifications that you make after delivery may develop a hazardous condition. Be sure to consult your local authorized dealer for advice concerning changes and additions. Only qualified electric technicians should attempt to make any changes or additions to your electrical system, and then, using only approved materials and components and employing approved methods of installation.

An approved power supply cord has been supplied with your Bethany camper. Always use this cord for hook-up to the 110-125 volt source. Note that the cord has a three-pin plug, which provides proper grounding through the third (round) pin. Grounding is your personal protection from electric shock. Do not use any adapter, cheater, or extension cord that will break the continuity of the grounding circuit connected to the third pin. NEVER remove the grounding pin for convenience of being able to connect a non-grounded (only 2 prong) receptacle. If you must use such a connection, use a grounding adapter with two prongs plus a "pigtail" conductor, which must be externally grounded.

With everything connected properly in this grounding circuit, your Bethany is shock safe—but it could become very unsafe if the continuity described above is not maintained. Let us examine several possibilities. First of all, it should be explained that there is a difference between "RV Wiring" and "house wiring" in that the "neutral" current-carrying conductor in the house is grounded at the distribution panelboard.



But not so in your Bethany, and there is a good reason—that reason is the high probability that your Bethany could be plugged into a park receptacle backwards, reversing the polarity of the "hot" and "neutral" current-carrying conductors, thus making your Bethany skin hot and a real shock hazard.

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

Never operate your camper with a "hot skin." If you can feel a shock—even a small one—from the camper while standing on the ground, you should immediately disconnect the vehicle and locate the trouble.

The 110 V.A.C. electrical wiring in your camper is designed to safely carry only 15 amps. Therefore the system is provided with a circuit breaker. If the circuit breaker pops, it means that you are overloading the circuit, or that something you have connected to the circuit has a short in it.

Periodically inspect the power supply cord for cracks, chips or fraying; see that plug ends are solid and that the plug-in is free from corrosion.

PREVENTIVE MAINTENANCE

Only you can be the maintenance manager for your Bethany camper. Many carefree hours of leisure await you as the owner. Insure the carefree nature of this time by giving simple but regular attention to your camper.

Your purchase of a Bethany camper marks you as a person who understands quality and who wants the most for his money. Bethany and your dealer have done their part to make this possible, but it is your responsibility to provide the upkeep and attention that will protect its value and keep your camper operating throughout the many years of service built into it.

EXTERIOR CARE

Attention to the exterior portion of your camper will lengthen its useful life. Aluminum and canvas require only simple but regular care.

OUTSIDE PANELS

Aluminum panels cover the outside body of your new camper. To provide added endurance, these panels are finished with the finest acrylic automotive enamels. Because this modern finish is the same as that on your automobile, you should care for it in the same manner.

WASHING: Protect the finish of your camper from minor scratches and abrasions from grit and grime by cleaning it with a mild detergent. Rinse well after washing.

CAUTION: Do not use naphtha or gasoline to remove tar. Such solvents may tend to soften the finish. Use a special tar remover, available at most filling stations, which will not damage the finish. Rinse well with clean water.

WAXING: Wash before waxing. Use paste wax; it provides the best protection from abrasion and minor scratches because dirt and grime slide off well-waxed surfaces.

If you live near the seashore, wax your camper every month or two. If you intend to travel to the seashore, wax it before making the trip.

SCRATCHES: Colors tend to fade after long exposure to weather, so don't expect it to be easy to match the shade on your trailer. Spray cans of body enamel are available from your dealer for touch-up purposes.

SCREWS: Alternate changes of temperature from extremes of heat or cold can loosen screws; check periodically for tightness.

INTERIOR CARE

Your new Bethany camper is equipped with quality furnishings and a well-planned interior arrangement. Proper maintenance of the interior will keep it up-to-date.

FLOOR: Your new camper comes to you with one of the finest flooring materials available. It is the same as that found in many homes around the country and should be cared for in the same manner. Thorough cleaning after every trip will add greatly to its life. Linoleum

floors should be washed with warm water and a mild soap or detergent. Never use an excessive amount of water when washing. Usually just a swish of a damp cloth will remove the surface dirt.

Periodic maintenance will add luster and life to its surface and a degree of additional protection.

For best results, sweep frequently to remove soil, dirt and grit.

CAUTION: Hot pans or heaters should never be set directly on the floor; nor should cigarettes be dropped or stamped out on the floor of your trailer. The heat from these items may char the vinyl surface of the flooring. Hot pans or heaters should be set on insulating pads.

TABLES AND COUNTERS: The tables and counters in your Bethany camper should be cared for in the same manner as the counters in your kitchen at home. Hot pots and pans should be set on insulating pads.

DOORS AND DRAWERS: Interior doors and drawers may stick in damp weather. Use a paste or parafin wax on the bearing surface to combat sticking.

If your camper is "twisted" because of improper setup, your doors may not hang true. Before adjusting doors, check for proper setup.

Hardware on doors and drawers is designed for normal use. Just like hardware on any fine furniture, it will last the life of your camper if you give it normal care.

WOOD PANELING: The wood paneling on the interior of your Bethany camper has been selected to give you the maximum in both wear and beauty. If the paneling should get marred or scratched, the finish can be expertly renewed by using a furniture polish that contains a matching stain.

Black marks or dirt can be removed from the wood surface by using a combination furniture cleaner and polish. Never use abrasives or strong soap on any wood surface.

CUSHIONS: The cushions and covers in your Bethany camper have been selected for maximum beauty and comfort. Starting at 1975 models, cushion covers may be washed in cold or warm water. The material is 100% cotton with Scotch Guard protection. Wash or dry clean with care as shrinkage is 2%.

Care should be taken to insure that they are completely free from excess moisture whenever the camper is stored. They should be swept off every few days and completely vacuumed after every outing. Remember that dirt will rob you of years of wear in the upholstery fabric.

GAS SUPPLY SYSTEM: Your camper (with cooking equipment) is equipped with a 20-lb. propane gas tank and pressure regulator. The regulator must be attached to the end of the gas hose. Be sure to use L.P. Gas thread compound when attaching fittings, etc. Also check for leaks with the soap and water test.

Since a new gas bottle is filled with compressed air, this air must be released before attempting to fill the bottle. To do this we recommend that you see your local bottle gas dealer, since he will be best suited to take care of all your needs along this line.

After filling, replace the bottle in the rack and make certain that the bottle is securely fastened and that the regulator is tight.

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

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

CAUTION: AN OVERFILLED GAS BOTTLE CAN BE DANGEROUS

Liquid gas from an overfilled bottle can be forced through the gas bottle pressure regulator. Should this happen the liquid will immediately expand to a vapor creating a high pressure gas. This high pressure gas could destroy the gas seal in the gas control valve, causing a large amount of gas to escape into your living area. This could, of course, result in a fire or an explosion. To prevent this, please read and carefully adhere to the following:

All L.P.G. gases are put in bottles or cylinders under high pressure as a liquid. The top 10% of the interior area of the cylinder must be reserved for a gas vapor area. Each cylinder has a small round valve located either beside the main valve or on the side of that valve. This is called a 10% valve.

When the cylinder is being filled, this valve should be open. It can be opened by hand. DO NOT use pliers or wrenches to open or close this valve. When the cylinder is being filled, with the 10% valve open, you will hear high velocity gas escaping. When you see a white, frosty vapor coming out, the cylinder is overfilled. Shut main gas valve. Allow gas to discharge from 10% valve until it becomes invisible. Close the valve and the bottle is properly filled.

LACK OF ALCOHOL IN GAS BOTTLE

When a gas bottle is manufactured, the manufacturer is required by law to subject it to a Pressure Test. To do this, the bottle is usually filled with water and it is seldom that all the water is removed. The following often happens when the furnace is in operation: The gas in a propane cylinder is liquid; as it is drawn off, it becomes a vapor as does a small amount of the water. Then the gas vapor and water vapor proceed to the small orifice in the pressure regulator at 100 lbs. P.S.I. pressure or more. Passing through this orifice, the gas pressure is dropped to approximately eleven inches of water column, or six ounces pressure.

This extreme expansion is the basic principle of refrigeration. Propane is an excellent refrigerant; therefore, the interior of the regulator will be cooled below freezing temperature, and the water vapor will freeze and form tiny ice crystals around the outlet of the small gas orifice inside the gas pressure regulator. This will cut down on the amount of gas available to the main burner and rob the amount of gas available to the much smaller pilot orifice. The result is a pilot flame too small to properly heat the 100% safe thermocouple, which in turn will shut off all of the gas to the furnace, which is its proper function. While this is not hazardous, still it can certainly become an exasperating nuisance.

To keep this from happening, simply add ½ cup or more of alcohol to each gas bottle. This is done when the bottle is empty by opening main gas valve on the bottle and pouring it in. This need be done only one time to each bottle.

FUEL-LINE CHECKS

We recommend frequent checks on all lines, fittings and pressure regulators. Look for sharp bends or breaks in the tubing. Check for leaks (use soap and water solution; *do not use matches*). Have pressure checked at each appliance to make certain that each has 11" to 12" W.C. or 6 to 6 ½ ounces of pressure for proper operation on L.P.G. gas.

CAUTION: Never subject the appliances to more than 8 ounces air or gas pressure when testing fuel lines. More than this can blow the seal in the gas valve and cause a gas leak.

FUEL-LINE STOPPAGE

When a camper or trailer is not in use and fuel lines are disconnected, always plug or protect them from foreign material. Mud Daubers love to plug them. Many times the lines are partially plugged, but not completely blocked off, so appliances may run, but at a reduced rate.

SMALL TUBING

Use ¾" or larger tubing when installing Hydro Flame Furnaces. Smaller tubing can drop gas pressure and heat output.

BE SURE TO SHUT OFF THE MAIN GAS SUPPLY VALVE WHEN THE VEHICLE IS NOT IN USE. This rule should also apply while the vehicle is moving.

An almost empty gas tank frequently has an odor which can be detected in or around the trailer. Check to be sure that the odor is from a low tank and not a gas leak.

Because of road vibrations, gas connections should be checked regularly for leaks by applying soapy water at the joints. Bubbles will show a leak at the joint, which should then be tightened. **DO NOT USE A MATCH TO CHECK FOR LEAKS!** Remember that LP

gas is heavier than air and will sometimes pocket in a low area.

Tighten connections by using two wrenches with opposing torque to prevent twisting of copper tubing. Do not over-tighten. If the leak doesn't show up in the manifold or copper distribution system, then check the appliances.

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

STOVE: To light the burner, push the knob and turn and apply a lighted match to the burner. Remember that if the gas has been disconnected, there will be air in the line and therefore a delay in the burner lighting.

For service or adjustment on your stove take the stove to your Bethany dealer or to your local bottle gas supplier. If a problem appears, give the complete model and serial number along with a complete description of the problem to the service man.

Remember, how you use your stove or oven will affect its operation. When cooking, remember that the highest temperature that can be reached is the boiling point. When liquid reaches this point and starts to boil, decrease the flame size until you reach the point which will hold the boil. This saves gas, and prevents spill-overs.

HELPFUL HINTS

1. Yellow pilot flame tells you the oven is getting too much gas: red flame indicates too much air. If the flame is too high, soot will form on the bottom of the drop tray.
2. When oven pilot is too high, smoking will occur. Oven flame should extend not above $\frac{3}{4}$ inch.
3. Check your stove operating manual for lighting and adjusting instructions.

HEATER: The heater is thermostatically controlled and is safety vented for your family's protection. If for any reason the heater should go out, the gas will be shut off by the safety valve.

OPERATING INSTRUCTIONS:

This furnace has a direct spark ignition system conforming to ANSI Z 21.20 standards. There is no pilot to light.

TO PLACE FURNACE IN OPERATION:

1. Turn gas valve to "ON" position.
2. Set thermostat to lowest temperature setting, then to desired temperature. (If thermostat has an "OFF" switch, turn to "ON.")

NOTE: On initial lighting, the burner may not ignite due to air in the gas lines. Repeat this sequence as necessary until burner ignites.

FOR COMPLETE SHUT DOWN:

1. Turn gas valve knob to "OFF."
2. Set thermostat to lowest setting or "OFF."

PREVENTIVE MAINTENANCE:

1. Clean complete furnace and air tube passageways periodically as needed to remove dust, lint, etc.
2. Check gas system for leaks at least once a year.
3. Clean blower wheel annually.

WARNING: If coach is equipped with a dual AC/DC electrical system or a generator, make sure thermostat is turned to "OFF" before switching from one power source to another.

Complete instructions on the use and care of the heater are also contained in the manufac-

turer's instruction manual. Problems which may develop are discussed in the manual and service centers are listed.

You should check periodically to see if the fresh-air inlet has accumulated road dust, weed pollen or tar. If the inlet is clogged, clean it.

If for any reason the heater should fail to operate, please take it to the nearest listed Hydro Flame service center or to a local gas company. DO NOT return the heater to Bethany for service. You may call for information, if necessary.

WATER SYSTEM: CITY WATER: Connect a flexible garden hose to the city water service and the camper water filler fitting. Turn on the water and you will receive pressure at the faucets. Caution: Excessive pressures from water supply systems may be encountered in some parks, especially in mountain regions. This can damage pumps. An external pressure regulator mounted in present city water hook-up can remedy this.

To fill water storage tank, use the same garden hose. Watch that you don't overfill the tank.

SANITIZING POTABLE WATER SYSTEMS

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

1. Prepare a chlorine solution, using one gallon of water and a scant $\frac{1}{4}$ cup of Chlorox or Purex household bleach (5% sodium hypochlorite solution). Pour one gallon of solution into tank for each 13 gallons of tank capacity. For a 5-gallon tank, use $1 \frac{1}{3}$ T in a gallon of water.
2. Complete filling of tank with fresh water. Open each faucet until all air has been released from the pipes and entire system is filled.
3. Allow to stand for three hours.
4. Drain and flush with potable fresh water.
5. To remove excessive chlorine taste or odor which might remain, prepare a solution of one quart vinegar to five gallons water and allow this solution to agitate in tank for several days by vehicle motion.
6. Drain tank and again flush with potable water.

CANVAS

The canvas on your Bethany camper, if properly maintained, will give you many years of dependable service. The life of the canvas depends entirely on how you take care of it.

The greatest and most destructive enemy of canvas, whether it be vinyl coated or army duck, is mildew, along with mildew's necessary conditions—dirt and moisture. Most of the care and preparation of canvas is for one purpose, that of preventing mildew from getting a chance to move in. You should also guard against tears, rips and punctures; more importantly, you should repair them at once if they do occur.

CLEANING: We have found that in many areas, a few minutes spent sweeping the canvas to remove dirt and twigs before folding the camper down to travel will add years to the life of the canvas. Another excellent idea is to vacuum the canvas completely after every camping trip; this will remove any dirt that has worked its way into the fabric. Particular attention should be given to seams and zippers for cleanliness and dryness. Dirt, soot, leaves, and twigs aid in the formation of mildew and can cause deterioration of the canvas. If necessary you can occasionally hose down the canvas, while brushing lightly with a cloth or soft brush.

In areas of atmospheric pollution (industrial fumes) rinse the canvas with a solution of warm water and baking soda. This soda will neutralize these airborne, canvas-decaying acids.

DO NOT DRY-CLEAN! DO NOT WASH WITH A DETERGENT! Both of these tend to remove the waterproofing from the canvas. Allow the canvas to thoroughly dry before folding the camper.

REPAIR: Never overlook or neglect small rips and tears. Any damage should be repaired immediately. If the canvas has been punctured or torn, it can be expertly repaired by gluing

a patch of canvas over the hole with fabric cement. A top patch looks better, but one on the underside is stronger. Many prefer to put a patch on both the top and the underside. Leave a one-inch overlap around small holes and three inches around larger ones. If the damage is extensive, take the canvas panel to a canvas shop or to your Bethany dealer for a correct and expert repair.

WATERPROOFING: If you feel that your army duck canvas is in need of additional waterproofing, this can easily be done. Waterproofing compound is available from your local hardware or awning supply places.

CAUTION: Never use an AEROSOL INSECTICIDE or HAIR SPRAY where it will come in contact with your canvas. The solvents in these products will often wash out the compounds that provide the resistance to water, mold and mildew.

STORAGE: Never store canvas when it is wet or damp. As mentioned before, mildew, canvas' greatest foe, is caused by dirt and dampness. Make certain the canvas is free from all loose dirt and is folded to keep it off the floor. The canvas should never be stored in anything but a completely dry condition. If you pack a wet canvas for any length of time, you run the risk of mildew. Pitching camp again each night will sufficiently ventilate the material, and because of the chemical treatment of the canvas manufacturer there should be no mildew problem. If the camper canvas is stored for an extended period of time, air it out occasionally to prevent the formation of mildew caused by atmospheric conditions.

ADDITIONAL HINTS FOR CAMPING: Keep the canvas away from any shrubbery or vines. The moisture in plants, when it comes in contact with canvas, can start the formation of mildew.

Do not park your camper under a tree with dead limbs or branches. A falling branch will not only damage the camper, but it also can endanger your life.

BEWARE OF OAK TREES! Their drippings will rot canvas and cause small holes to appear. Beware also of evergreen or pine trees; the pitch that drips from them can be messy.

Place your camper where it will get some of the sun during part of the day. This will aid in keeping the canvas dry.

Face your camper to the east if possible, since rain usually comes from the west.

ELECTRICAL HOOK-UP

To prevent confusion and problems in hooking up your 12-volt system, have your dealer make the installation at the time of purchase. This will save you hours of frustration. Before your trip, check the operation of the hook-up. Replace any burned out bulbs. Most of the problems in the wiring will be caused by a poor ground.

SAFETY CONSIDERATIONS

1. Sanitize the fresh water supply system periodically (see sanitizing instructions).
2. Try to keep water connection fittings from coming in contact with the ground or drain hose to reduce chance of contamination.
3. Never attempt to fix gas or electrical appliances yourself. Enlist services of a qualified technician.
4. Always have a serviceable fire extinguisher placed in an easily accessible location. This extinguisher should have a rating of at least 2 BC units.
5. Don't overload your vehicle. Watch distribution of weight.
6. Insure that tires are in good condition and properly inflated. Under-inflated tires get hot and tires are apt to blow out.
7. Check valve stems regularly. Tires last a long time on trailers. Valve stems can crack if neglected. Bend over sharply to check. If cracked, replace with a new one.
8. Check and tighten wheel lugs regularly.
9. When leaving, be sure camper is securely attached to towing vehicle, with chains connected, lock pin inserted and electrical cord connected between car and trailer.
10. Be sure gas tank valve is shut off while traveling.

WARNING

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

WARNING

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

STORAGE

Before putting away your camper for the winter months, here are a few ideas that will help you to extend its life:

1. Vacuum the canvas, making certain it is completely dry and free from dirt.
2. Check the canvas for any holes or tears and have them repaired.
3. Clean all storage compartments. Vacuum. Be sure they are completely dry.
4. Touch up any scratches in the cabinets or woodwork.
5. Wash and wax the cabinets, woodwork, and floor.
6. Clean and wax both the body and top of the trailer; this will protect the finish from the harmful effects of weathering.
7. Regrease the wheel bearings to prevent damage caused by condensed, entrapped moisture.
8. Set the camper up on blocks and remove the tires. This will prolong the life of the tires by protecting them from weathering. Also remove the spare tire. If you do not wish to do this, cover the wheels to eliminate direct rays of the sun. This will reduce sidewall cracking.
9. Touch up any chipped paint on the frame and bumper to prevent rust damage.
10. Spray "A" frame and hitch with clear acrylic to minimize corrosion when camper is stored in a salt water area.

CAMPGROUND COURTESY

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

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

ELECTRICAL WIRING

FIVE WIRE HARNESS:

White	Neutral or Ground	Goes to <i>all</i> lights and appliances
Black	Tail Lights Clearance Lights Markers	Goes to tail lights, clearance lights and markers
Green	Left Turn Signal	Goes to left turn signal only
Red	Right Turn Signal	Goes to right turn signal only
Yellow/Orange	Back-up Lights or Brakes on Foreign Cars and some American Cars	Goes to back-up lights or brake lights on all Foreign Cars and some American Cars

OTHER WIRES—UNITS *WITH* POWER CONVERTOR

Red	12 volts positive	Coming from car, going to convertor
Blue	12 volts positive	Coming from convertor, going to dome lights, furnace and thermostat (units with optional furnace)
Brown	12 volts positive	Coming from thermostat, going to furnace

OTHER WIRES—UNITS *WITHOUT* POWER CONVERTOR

Red	12 volts positive	Coming from car, going to dome lights, furnace and thermostat (units with optional furnace)
Brown	12 volts positive	Coming from thermostat, going to furnace

CAUTION: All foreign and some American cars have a separate bulb for the brake light. Your Bethany trailer comes to you with the reflective back-up light lens as standard. If trailer is used with foreign cars you need to remove the clear reflective lens and replace with a solid red lens. However, the red lenses do not have reflective qualities so you *must* add a reflector, which can be clearly seen from the rear, to the side of the light. Adding this reflector only applies to the Compact 560, Citation 760 and Teepee, as the marker lights on remaining models have reflectors in them.

CAUTION

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

WARNING

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