
EXTERIOR

The clear plasticcoat finish applied to the outer surfaces have been specifically formulated by Airstream to provide maximum protection for the shiny aluminum surface. The plasticcoat formula includes special plasticizers used to keep the coating flexible so that it can cope with aluminum's high coefficient of expansion. This flexibility, however, results in a surface coat which is of necessity somewhat softer than the automotive acrylic lacquer finishes.

CAUTION:

For this reason ABRASIVE POLISHES OR CLEANING SOLVENTS SUCH AS AUTOMATIC DISHWASHER DETERGENTS OR ACID ETCH CLEANERS ARE TOO STRONG AND SHOULD NEVER BE USED.

As a general rule of thumb we recommend the motorhome be washed about every four weeks and waxed in the spring and fall. To make sure your new unit is always protected you should wax it immediately or have your dealer wax it just prior to delivery. In industrial areas cleaning and waxing should be done on a more frequent schedule.

ALWAYS CLEAN YOUR MOTORHOME IN THE SHADE OR ON A CLOUDY DAY WHEN THE ALUMINUM SKIN IS COOL. Oil, grease, dust and dirt may be removed by washing with any mild non-abrasive soap or detergent. Cleaning should be followed by a thorough clean water rinse. Spots and streaks may be prevented by drying the unit with a chamois or a soft cloth. WHEN WASHING OR POLISHING YOUR MOTORHOME ALWAYS WIPE "WITH" THE GRAIN OF THE METAL.

After cleaning and drying a good grade of non-abrasive automotive paste or liquid wax will increase the life of the finish, especially in coastal areas where the finish is exposed to salt air or in polluted industrial areas. It will also protect the shell from minor scratches and make subsequent cleaning easier.

It is important to remove sap, gum, resin, asphalt, etc. as soon as possible after they appear by washing and rewaxing. Sunlight and time will bake-harden these materials making them almost impossible to remove with out heavy buffing. If asphalt remains on the motorhome after washing, use a small amount of kerosene on a rag and wipe the spots individually, being careful not to scratch the finish.

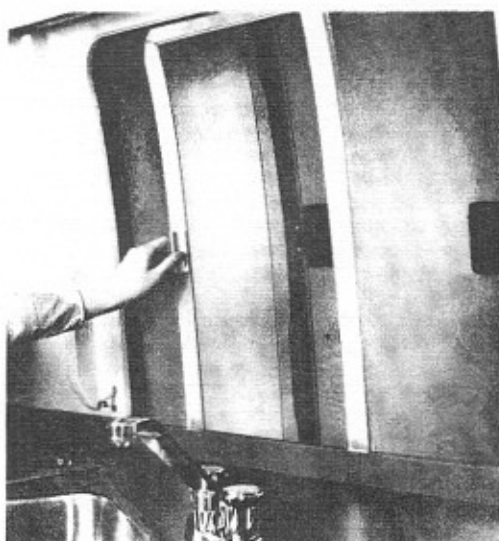
There is no painting process today that has an indefinite life. Plasticcoat is no exception to this rule. If the plasticcoat loses its flexibility it will tend to crack and peel and the resulting aluminum exposure is subject to oxidation. If cracking or peeling do occur, temporary repairs may be made by applying "Clean RV Acrylic" available in aerosol containers through the Wally Byam Store at your Airstream dealer. It is important that you protect the aluminum from oxidation to keep its original appearance.

It is recommended that the caulking and sealant used in external seams and joints such as end shell segments and around window frames, light bezels, beltline and rub rail molding, etc. be checked regularly. If this material has dried out and becomes cracked or checked, or if a portion has fallen out, it should be replaced with fresh material to prevent possible rain leaks. Caulking and sealing material is available from your Airstream dealer.

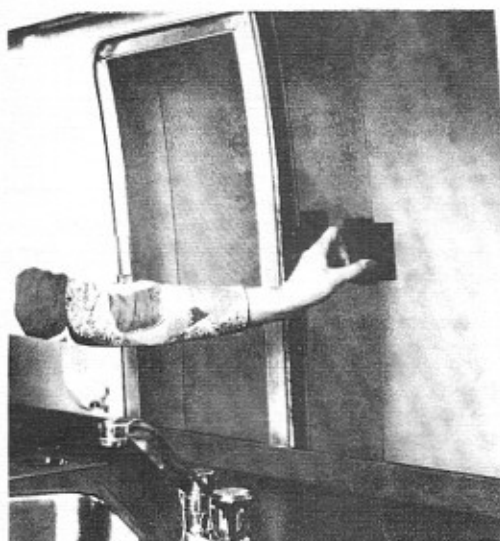
WINDOW OPERATION

To open the side windows depress the pivot bar to release the latch, then slide window away from latch side.

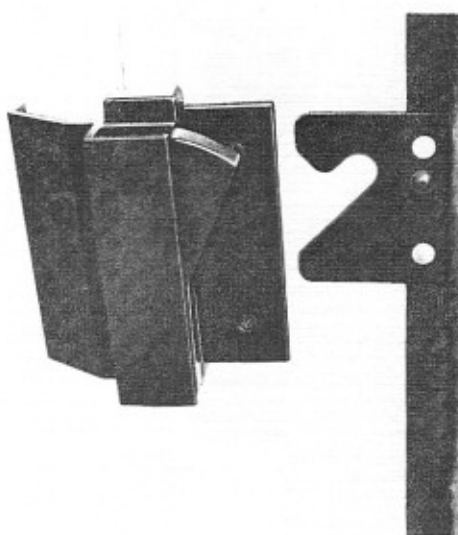
The front shape of the motorhome is a compound radius. For this reason it is normal for the cab sliding windows to fit tighter and tighter as they are slid further forward into the tighter radius. Since the cab windows are normally operated from a sitting position, some attention must be given (especially by shorter people) to make sure the window is being slid forward instead of being pushed upward. Pushing upward will "cock" the window in the opening so it won't slide at all.



Window Operation 1.



Window Operation 2.



Lock Mechanism Open



Lock Mechanism Closed (Lock Pillar Down)

Sliding Windows

The sliding windows in your motorhome are made of heat strengthened plate glass. For convenience and safety the windows will automatically latch when they are returned to the closed position. To lock, depress vertical slide bar.

These windows are cleaned in the same manner as ordinary windows. Clean the seals with a damp cloth or mild detergent every three to six months, taking care not to use strong solvents as they will damage the seals. For replacement of a damaged window contact an Airstream Service Center or the factory.

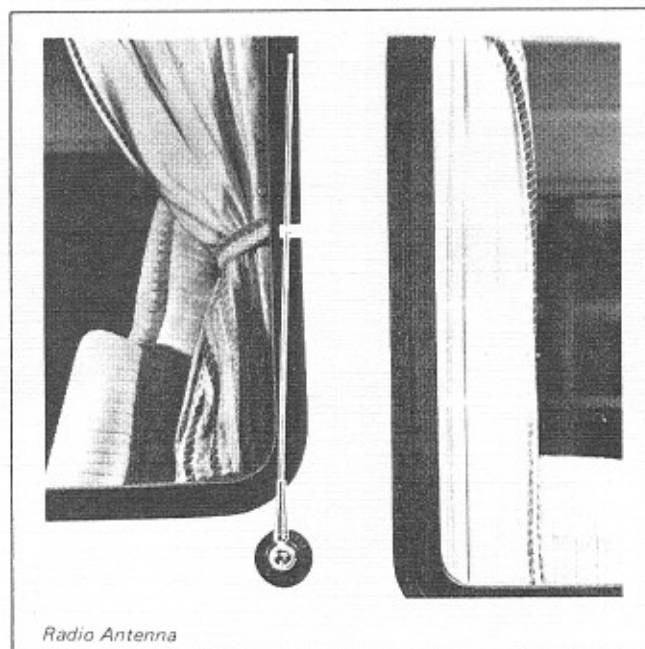
Screens

The screens are made of plastic for hard wear and easy maintenance. Clean with a damp cloth. **Note:** They will melt at the point of contact if touched by a cigarette.

Radio Antenna

The aluminum and steel construction of your motorhome creates a radio shield and you will need outside antennas for perfect reception.

The radio antenna installed provides signal not only to the AM-FM radio, but also incorporates a CB antenna lead. This lead can be found at the splitter located under the dash behind the entertainment center. CB radios should only be professionally installed since it is necessary to match the antenna to the transmitter, and this requires a Standing Wave Meter. To adjust for CB operation the antenna should be fully extended then the splitter adjusted with a non-metallic screwdriver. Additional adjustment is available by turning the tip of the antenna.



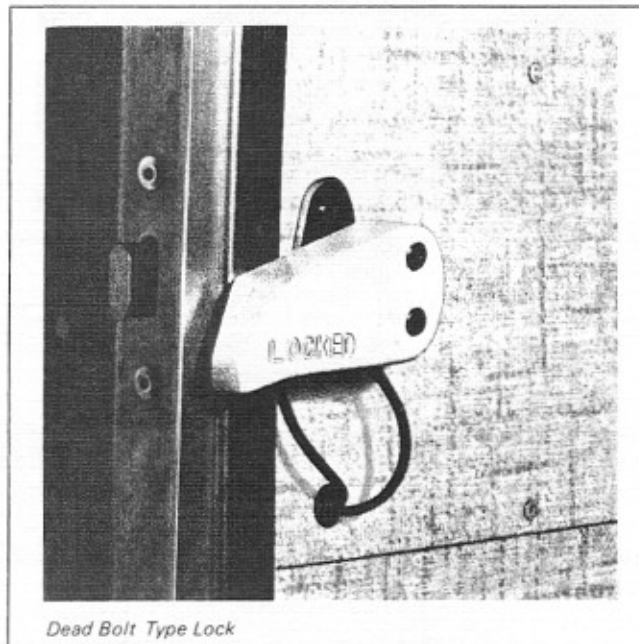
Main Door Latch

For your security the main door latch has been designed as a dead bolt. For this reason never try to shut the door when it is locked. The door is properly closed when the handle is firm. If the door is difficult to open, push in to release the latch.

Dead Bolt Lock

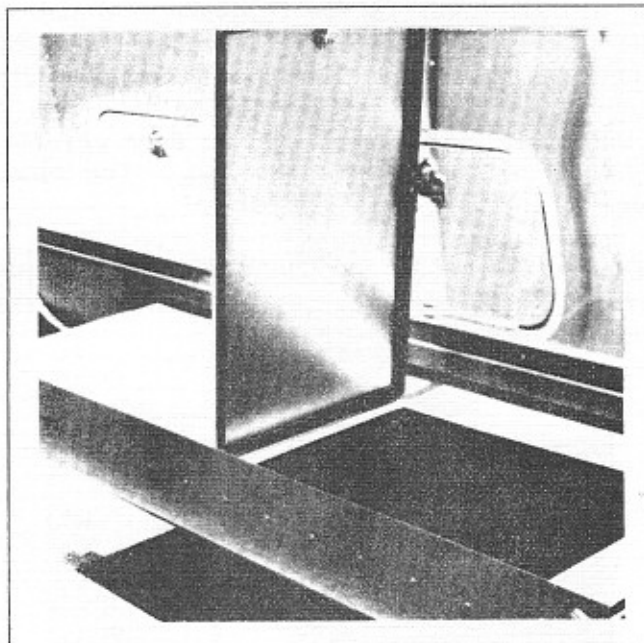
A separate dead bolt lock operates only from the inside of the vehicle for your additional security. It is equipped with a 12 volt switch in the handle which activates a warning light on the instrument panel when the lock is disengaged and the ignition is turned on. The lock is installed in the main door frame. To operate, simply turn the handle counter clockwise until the bolt is fully engaged in the door striker. The lock can also be operated electrically from the dash. Once engaged, the door cannot be opened. You should always engage this lock when traveling. The electrical section of this manual contains further service information.

CAUTION: It is important that the main door be completely closed and locked during travel. If it is not locked the constant vibration of travel may cause it to open. Damage may result.



Underbelly Storage Compartments

The underbelly storage compartments are opened by inserting the key and turning until the spring loaded "T" handle snaps out of its recess. The "T" handle is then rotated to release the door. Only articles that will not be adversely affected by exposure to the elements should be stored in these compartments. On the Drawer Type lower storage compartments the complete section is slid out once the "T" handles are released. Care must be taken to make sure the drawer is fully extended prior to raising the sealed lids to prevent the side of the vehicle from becoming marred.



Access Door Lock Cylinder Removal/Replacement

1. Remove lock assembly from door.
2. With a narrow bladed screwdriver, depress the spring loaded pawl which projects into one of the four small rectangular shaped channel openings in the back portion of the lock cylinder housing.
3. With the pawl depressed, push the lock cylinder assembly out of the front of the housing.
4. Remove the small die cast keeper directly in front of the spring loaded pawl. This keeper is loose and should fall out when the cylinder assembly is inverted.
5. Remove the inner "key" portion of the lock cylinder.

Main Door Lock

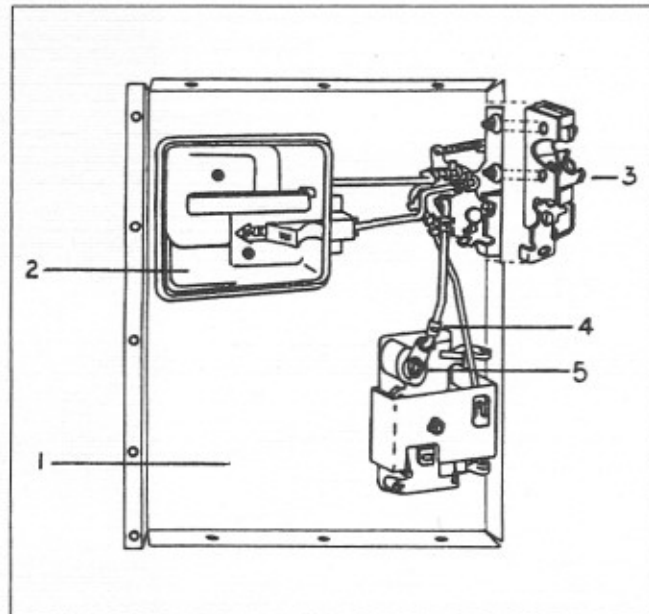
The door lock on your motorhome operates in the same manner as the locks used on most automobiles. Locking the latch actually disengages the linkage between the handles and the latch. This prevents forced entry by using large pliers on the lock handle.

We urge you to keep an extra set of keys for both the door lock and the ignition hidden somewhere on the exterior of the coach. We probably receive a dozen calls a year from people who have lost keys or locked them in the coach.

Occasionally you might find the latch catch, shown in the open position below, out of time. This simply means it has been bumped and has flipped to the closed position when the door is still open. To re-time, hold the door handle in open position, then pull out and down on the latch catch. It should flip to the open position as shown in the illustration.

1. Mounting Plate,
Door Lock
2. Lock Handle, Inside
3. Latch Catch
4. Keeper, Rod Linkage
5. "E" Ring, Tumbler
Installation

(Lock Assembly as Viewed
from Inside of Door with
Cover Plate Removed.)



Access to the linkage mechanism of the lock is gained by removing the two screws holding the lock handle and the center panel of the inside door skin. This will expose the door lock assembly as shown in the illustration.

Other than the tumbler, secured by an "E" ring, no other parts located within the door frame are replaceable. The spacing of the three major part groups are critical, and are only available premounted to the main plate. The main lock mounting plate is attached by pop rivets around the perimeter, and three screws going through the latch into the operating linkage assembly.

The tumbler is replaced by removing the inside lock handle and the center panel of the inside door skin so the lock assembly is exposed. Insert key into tumbler then remove the "E" ring (item #5 on Illus) being careful it is not lost.

NOTES