



TRAILER TOWING (Continued)

MAINTENANCE

More frequent service is required when using your vehicle to pull a trailer.

Refer to the Maintenance Schedule for Automatic Transmission Fluid, Engine Oil, and Rear Axle Lubricant change requirements for trailering.

Frequently, check to be sure that all trailer hitch bolts and nuts are tight. Also, check the Maintenance Schedule in this manual for important instructions on belts, cooling system care, and brake adjustment.

BREAK-IN SCHEDULE

See the new vehicle break-in instructions in this manual (page 11). Also, we recommend you drive your new vehicle for 500 miles (800 kilometers) before trailer towing.

TRAILER TOWING CAUTIONS

Brakes – To avoid towing and/or driving problems due to poor braking action, observe these precautions:

Trailer brakes of adequate size are required on trailers over 1000 pounds (450 kilograms) loaded weight.

If you use trailer brakes with your REVCON, follow the installation and balance instructions of the trailer brake manufacturer.

Do not tap into the REVCON brake system if the trailer brake system uses more than 0.02 cubic inch (0.3 centimeters) of fluid from the vehicle's master cylinder. In this case, the REVCON's brake fluid capacity will not be enough to operate both the REVCON and the trailer brakes under all kinds of use.

All brake fluid parts must be able to stand 3000 psi (20 685 kPa). The brake fluid tap must be made to the master cylinder port supplying fluid to the rear brakes. Copper tubing is subject to fatigue failure and must not be used.

Hitches – To avoid towing and/or driving problems due to sway caused by such things as crosswinds, big trucks passing or road roughness, or due to separation of the trailer, observe these precautions:

Excessive tongue weight on the trailer hitch can change the weight distribution of the REVCON and the trailer combination as a whole as the REVCON is a front-wheel-drive vehicle. This can cause control problems. To avoid these problems, observe these recommendations:

Don't tow trailers in excess of 2000 pounds.

ENGINE EXHAUST GAS CAUTION (CARBON MONOXIDE)

Avoid breathing exhaust gas because it contains carbon monoxide, which by itself has no color or odor. It is a dangerous gas. Carbon monoxide can cause unconsciousness and can be lethal.

If at any time you think that exhaust fumes are entering the vehicle, have the cause determined and corrected as soon as possible. If you must drive under these conditions, drive only with ALL windows fully OPEN.

The best way to protect against carbon monoxide entry into the vehicle body is to keep the engine exhaust system, vehicle body, and body ventilation system properly maintained. We recommend that the exhaust system and body be inspected by a competent mechanic:

Each time the vehicle is raised for oil change.

Whenever a change is noticed in the sound of the exhaust system.

Whenever the exhaust system, underbody, or rear of the vehicle is damaged.

WARNING: Do not run the engine in confined areas such as garages any more than needed to move the vehicle in or out.

Special care should be taken to prevent the chance of carbon monoxide exposure if a change is made to the vehicle or other equipment is added for recreational or other usage. Also, some recreational vehicle appliances, such as lights, refrigerators, stoves, or heaters, may also give off carbon monoxide. These appliances should be used only if there is enough ventilation.

SITTING IN A PARKED VEHICLE WITH THE ENGINE RUNNING FOR A LONG TIME IS NOT RECOMMENDED.



Revcon Predelivery Customer Checkout

POWER TRAIN AND DRIVING

- Demonstrate "underhood" check for water, oil and transmission fluid levels
- Demonstrate checking brake and power steering fluid level
- Demonstrate filling of gas tank — water tank
- Demonstrate battery and main switch
- Demonstrate location of fuses and changing
- Demonstrate turn on lights and running lights
- Demonstrate operation of heater and air conditioner
- Demonstrate parking brake and tilt steering wheel
- Demonstrate windshield wiper and washer
- Demonstrate engine instruments and controls
- Demonstrate spare tire changing procedure
- Demonstrate rearview mirror adjustment
- Demonstrate main door lock
- Demonstrate swivel seat lock and seat belts
- Check and recommend tire operating pressures
- Demonstrate telescoping rear bumper

BUTANE SYSTEM

- Show location of components
- Explain turn on-off valve
- Explain regulator adjustment
- Explain filling procedure
- Explain danger of leaking butane

ELECTRICAL SYSTEM

- Demonstrate tape deck and radio
- Show location of switch panel and circuit breakers
- Explain 12-volt system and converter
- Explain switching of each component
- Explain battery charger operation of converter
- Demonstrate connecting and stowing of 110-volt power service cord
- Demonstrate switching from 110-volt power service cord to generator power
- Demonstrate location and operation of all switches in coach

FURNACE

- Show location of furnace
- Show lighting and turn off procedure
- Explain temperature control
- Show shut off valve and explain operation

HOLDING TANKS

- Explain dual system
- Show drains for each and valve operation
- Demonstrate connect and disconnect sewer hose and stowage

REFRIGERATOR

- Show location of refrigerator and outside inspection door
- Explain electric and gas operation
- Explain switching from electric to gas operation and lighting of gas
- Explain cleaning of gas combustion chamber
- Explain importance of leveling vehicle for better performance of refrigerator
- Explain when to use gas or electric operation

WATER SYSTEM

- Show operation of basin and kitchen sink
- Show operation of shower
- Show operation of toilet
- Show and explain pressure pump
- Warn against use of strong cleaning abrasives on tub and shower
- Show filling procedure
- Explain water heater operation
- Show heater gas turn on-off valve
- Demonstrate lighting of water heater
- Demonstrate draining of water heater
- Explain drain valves of water system
- Explain "winterizing" water system
- Demonstrate City Water hook-up

AUXILIARY POWER PLANT

- Show location and explain service requirements
- Show switch in and out procedure
- Demonstrate starting and stopping procedure
- Demonstrate basic adjustments
- Demonstrate oil changing procedure

AIR CONDITIONER

- Show location of components and explain function of each
- Explain turn on and off procedure
- Explain temperature control
- Explain dependence of system of 110-volt power or generator

STOVE AND OVEN

- Explain lighting of burners and oven
- Explain cleaning procedure
- Explain main shutoff valve and importance of caution in operation
- Explain bleeding of air from lines

Provide owner with Revcon Owner's Manual

Complete Manufacturer's registration card and mail

Have owner fill out registration section on back of this sheet and sign

Dealer Signature _____

Date _____

(OVER)



Revcon Customer Checkout And Acceptance

PRINT OR TYPE:

Name of Registered Owner _____

Address _____

Serial No. _____ Model _____

Date of Purchase _____

Name of Authorized Revcon Dealer _____

Address _____

I certify to Revcon, Inc. that I have been checked out on all items set forth on the checkout list printed on the reverse side hereof I have received my Owner's Manual; I have read the Revcon Warranty printed in the Owner's Manual; I have inspected and accept my new Revcon, serial number and model identification as set forth above; I request that the Revcon Warranty and owner's identification card be issued in my name as printed above.

(signature of purchaser)



REVCON, Incorporated, has prepared this Owner's Service and Maintenance Manual to ensure that you will derive the most efficient operation and trouble-free experience with your motor home. The manual includes descriptions and instructions on the use and operation of the various systems and appliances.

Should any questions arise regarding any function of your new motor home, please contact your REVCON dealer.

REVCON maintains a continuous product improvement program and reserves the right to modify specifications without notice or obligation.

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PARTS

REVCOR Engineered Elegance



1-800-521-3548 - R. HOLMAN

1-800-426-6745 - WESTFIELD, MI.

612-894-4877 - STEVE ROSSMAN

FRONT BELT - ALT, FAN, CRANK - 3482 - 15490 GATES # 7490

2ND BELT - POWERSTEERING AIR COND, FAN - 1559BY - ETN - GATES # 7590

3RD BELT - POWERSTEERING, CRANK - ~~ETN~~ 15410 - 1683



TABLE OF CONTENTS

SECTION 1 – GENERAL INFORMATION	5	SECTION 3 – SUSPENSION SYSTEM	97
Specifications: 27' REVCON	5	Suspension Diagnosis	100
Specifications: 30' REVCON	5	Steering Diagnosis	101
Specifications: 33' REVCON	6	Wheels & Tires	102
General Specifications	6	Tire Service Operations	103
Important Information on Vehicle Loading	8	Front Wheel Assembly Balancing Procedure	105
Before Driving Your Revcon	9	Rear Wheel/Tire Assembly Balancing Procedure	105
Trailer Towing	9	Tire/Wheel Load Inflation Pressure	106
Engine Exhaust Gas Caution	10	Tire Service Diagnosis	107
Starting and Operating	11	Repacking Front Wheel Bearings	108
Starting the Engine	11	Power Steering	109
Floor Controls	13	Power Steering Diagnosis	110
Instrument Panel and Controls	14	Brakes	117
Other Controls and Features	16	Hydro-Boost Trouble Shooting	118
Automotive Heating & Air Conditioning	17	Brakes On-Vehicle Service	119
In Case of Emergency	19	Stoplight Switch Adjustment	119
Engine Coolant	20	Hydro-Boost Diagnosis	120
Jacking Instructions	21	Pressure Bleeding Brake System	124
Towing Your Revcon	21	Brake Lines Replacement	124
Appearance Care	22		
General Service & Maintenance	22	SECTION 4 – WATER SYSTEMS	131
Revcon Maintenance Schedule	28	Water Storage & Distribution Systems	131
		City Water Hook-Up	131
SECTION 2 – ENGINE & DRIVING GEAR	35	Water Purification	131
Engine General Information	35	Water Heater	132
Engine Diagnosis	35	Draining & Sanitizing Water Tank	132
Engine Mechanical Diagnosis	40	Freeze-Proofing Water System	133
Engine & Driving Gear General Description	42	Water Disposal Systems	133
Engine Lubrication	45	Holding Tank Systems	133
Minor Engine Adjustments	45	Toilet	135
Engine Cooling General Description	47	Water Pump	137
Engine Cooling Diagnosis	49	Water Pump Diagnosis	137
Engine Carburetor	54	Auto Water Heat Exchanger System	137
Fuel Feed General Description	59		
Evaporative Control System	59	SECTION 5 – LP GAS SYSTEMS	139
Accelerator Controls	62	Storage Tanks	139
Generator Description	62	Leak Detector	139
Automatic Transmission	63	Maintenance of LP Gas Systems	141
Speedometer	66	Furnace	142
Engine Emission Controls	72	Furnace Burner Adjustment	142
A.I.R. Diagnosis	78	Furnace Fan Switch	142
Throttle Return Control System	79	Furnace Blower Assembly	143
Engine Sub-Frame Removal	81	Furnace Maintenance & Cleaning	143
Transfer Case Removal	90	Furnace Diagnosis	143
Differential Removal	92	Furnace Isolation Procedure	147
Axle Half-Shaft	95		

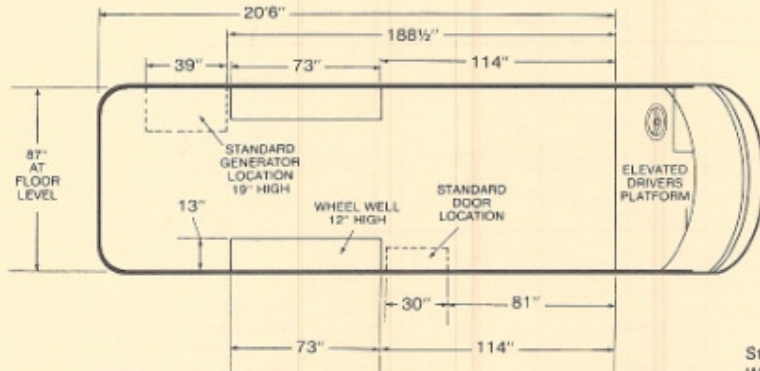
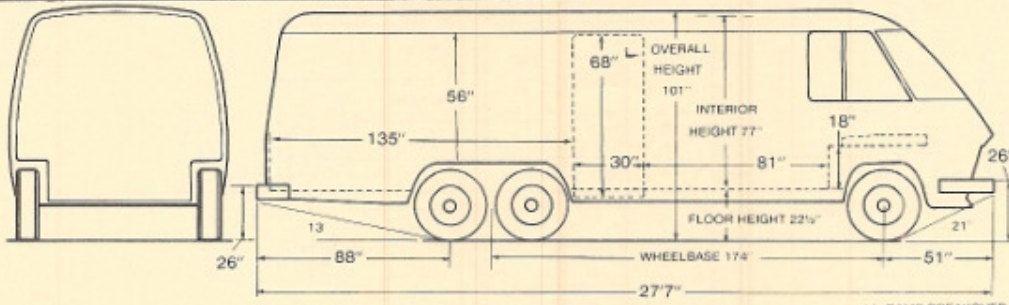


TABLE OF CONTENTS (Continued)

Refrigerator	149	Courtesy Light Wiring Schematic	166
How to Start and Use the Refrigerator.	149	Step Control Wiring Schematic.	167
Refrigerator Gas Equipment	150	Low Coolant Electrical Schematic	167
Refrigerator Electric Equipment.	150	Forward Lamp Wiring Schematic	168
Refrigerator Diagnosis	150	Instrument Panel Wiring Schematic.	170
SECTION 6 – ROOF AIR CONDITIONING	153	Engine Electrical Wiring Schematic	172
Selector Switch & Controls	153	Gauge Panel Wiring Schematic	174
Operation	153	Dash Air Conditioning Electrical Schematic	176
Roof Air Conditioning Maintenance	154	Low Oil Electrical Wiring Schematic	177
SECTION 7 – ELECTRICAL SYSTEMS	157	Motor Generator Set	178
Batteries	157	Auxiliary Generator Operation.	178
12-Volt Alternator.	157	Generator Set Maintenance	179
120-Volt Utility Service	158	Generator Set Maintenance Schedule.	181
Power Distribution System	159	Generator Adjustments.	184
Power Converter	159	Generator Diagnosis.	185
Fuses & Circuit Breakers.	159	SECTION 8 – INTERIOR FEATURES.	187
Ground Fault Interrupt	159	Galley	187
GFI Test Procedure	160	Dinette Seating	187
12-Volt Electrical System Schematic.	152	Convertible Sofa	187
Coach Battery System Schematic	158	Spirits Cabinet	187
12-Volt DC Distribution System Schematic	159	TV Antenna System.	187
Coach Central Control Panel Schematic	160	Central Vacuum	187
Generator Power Breaker Panel	161	Gaicho	187
Revcon Model 30' & 33' Rear Bath Receptacles	163	Shower	187
Revcon Model 27' Rear Bath Receptacles.	163	Switch Panel.	188
Revcon Model 33' Twin & 33' Family Room	164	Electronic Water Heater	188
Revcon Model 33' Double Only Receptacles.	164	Entry Step	188
Windshield Wiper Schematic - First Design	165	Floor Plans for Various Models	188
Windshield Wiper Schematic - Second Design	165		
Instrument Panel Electrical Wiring Schematic	166		



GENERAL INFORMATION



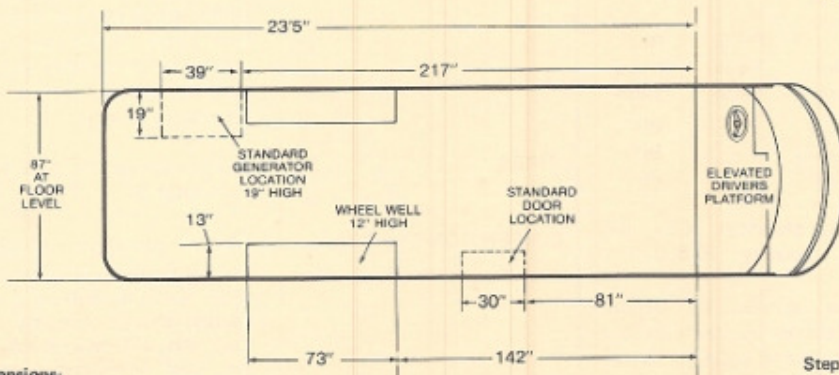
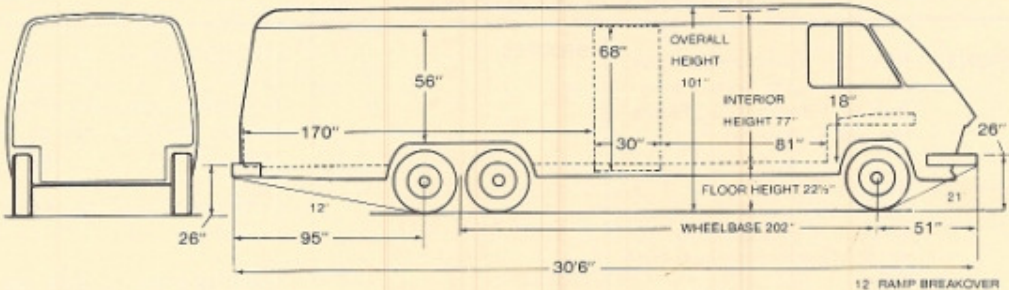
Dimensions:

Length Overall	27'7"
Width Overall	95"
Height Overall	101"

Interior Width	91"
Interior Height	77"
Floor Height (Loaded)	22"
First Step Height	12"

Step Riser	10"
Wheel Base	174"
Turning Radius	36'
RMC Vehicle Curb Weight	7600 lbs.*
Motorhome Vehicle Curb Weight	11,500 lbs.
Gross Vehicle Weight Rating	14,500 lbs.

Figure 1 – 27-ft. Motorhome



Dimensions:

Length Overall	30'6"
Width Overall	95"
Height Overall	101"

Interior Width	91"
Interior Height	77"
Floor Height (Loaded)	22"
First Step Height	12"

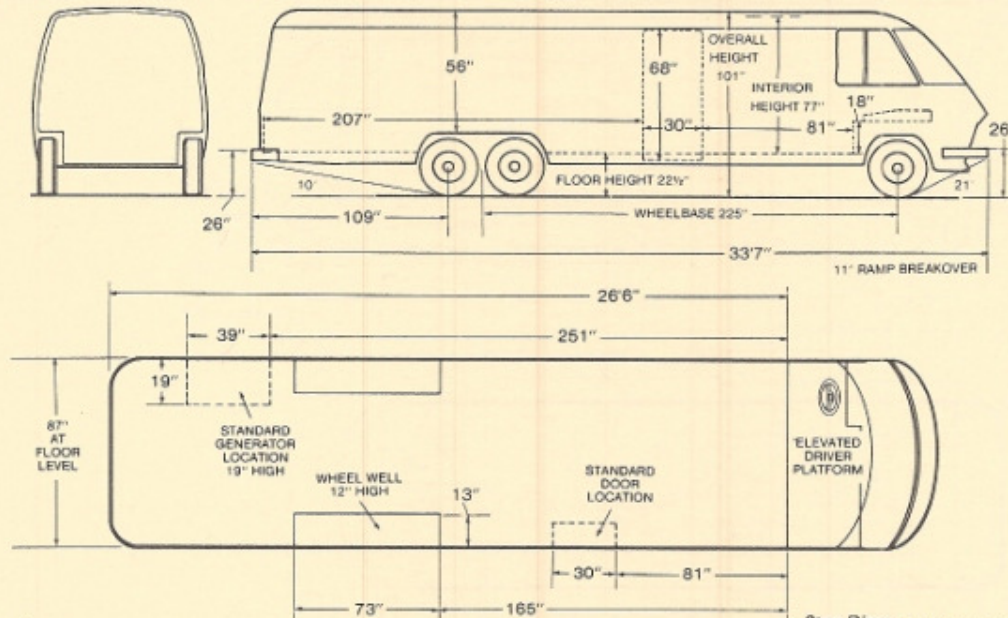
Step Riser	10"
Wheel Base	202"
Turning Radius	38'
RMC Vehicle Curb Weight	8000 lbs.*
Motorhome Vehicle Curb Weight	11,900 lbs.
Gross Vehicle Weight Rating	14,500 lbs.

Figure 2 – 30-ft. Motorhome

* An RMC is a base vehicle with no interior appliances, cabinets, plumbing or electric systems.



GENERAL INFORMATION (Continued)



Dimensions:					
Length Overall	33'7"	Interior Width	91"	Step Riser	10"
Width Overall	95"	Interior Height	77"	Wheel Base	225"
Height Overall	101"	Floor Height (Loaded)	22"	Turning Radius	40'
		First Step Height	12"	RMC Vehicle Curb Weight	8400 lbs.*
				Motorhome Vehicle Curb Weight	12,300 lbs.
				Gross Vehicle Weight Rating	14,500 lbs.

Figure 3 - 33-ft. Motorhome

* An RMC is a base vehicle with no interior appliances, cabinets, plumbing or electric systems.

REVCON SPECIFICATIONS

CHASSIS SPECIFICATIONS	REVCON front wheel drive sub-frame with bolted interface to Revcon Main Frame (integral with body).	BRAKES:	REVCON front, disc type 12.25" dia. x 1.25" thick, total front swept area 257.76 sq. ins. BENDIX rear, drum type 12" dia. x 3" width.																								
CHASSIS: (Main Frame)	Built by REVCON, Inc. 3" x 6" tubular rails electrically welded to die-stamped 14-gauge crossmembers and outriggers.	WHEELS:	Budd 16.5 dia. x 8.25 rim width (all) 8 studs on 6.5 dia. bolt circle. Front and rear and spare tire/wheel are all interchangeable for easy tire rotation in service.																								
CHASSIS DATA	<table border="0"> <tr> <td></td> <td></td> <td style="text-align: center;">Front</td> <td style="text-align: center;">Rear</td> </tr> <tr> <td></td> <td style="text-align: center;">Wheel-Base</td> <td style="text-align: center;">Tread</td> <td style="text-align: center;">Tread</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Width</td> <td style="text-align: center;">Width</td> </tr> <tr> <td>27'</td> <td>174"</td> <td>76"</td> <td>80"</td> </tr> <tr> <td>30'</td> <td>202"</td> <td>76"</td> <td>80"</td> </tr> <tr> <td>33'</td> <td>225"</td> <td>76"</td> <td>80"</td> </tr> </table>			Front	Rear		Wheel-Base	Tread	Tread			Width	Width	27'	174"	76"	80"	30'	202"	76"	80"	33'	225"	76"	80"	TIRES:	Front and rear - 10.00 x 16.5 load range D.
		Front	Rear																								
	Wheel-Base	Tread	Tread																								
		Width	Width																								
27'	174"	76"	80"																								
30'	202"	76"	80"																								
33'	225"	76"	80"																								
AXLES:	Front capacity 5000 lbs. Rear capacity 10,000 lbs.	SUSPENSION SYSTEM:	Front: REVCON independent with heavy-duty control arms featuring anti-dive, low camber change geometry torsion bars, anti-sway stabilizer bar, and heavy-duty gas/oil shock absorbers.																								
BRAKE SYSTEM:	Power assisted by Bendix Hydraboost booster with dual (split) master cylinder to give separate front and rear systems and incorporating a proportioning valve for correct front/rear application.																										



GENERAL INFORMATION (Continued)

SUSPENSION SYSTEM:	Rear Suspension: Free rolling tandem axles. Walking Beam with Hendrickson suspension and heavy-duty shocks.
STEERING:	Heavy-duty integral power-assisted steering gear, through a bellcrank and idler arm via tie rods, to wheel ends. Tilt wheel on column.
ENGINE:	GM Chevrolet V8 454 cu. in. displacement, emissions certified for heavy-duty use in California and EPA. Horsepower — 215 @ 3,400 rpm Torque — 332 ft. lbs. @ 3,400 rpm.
DIESEL ENGINE:	Isuzu 6 cylinder turbocharged 353 cu. in. displacement. Horsepower — 160 @ 3200 rpm Torque — 289 ft. lbs. @ 2000 rpm.
TRANSMISSION:	3-speed turbo hydramatic with transmission oil cooler. Ratios: 1st gear 2.48 to 1 2nd gear 1.48 to 1 3rd gear 1.0 to 1 Reverse 2.08 to 1
TRANSFER CASE:	Morse Borg-Warner (Chevrolet with 1:1.11 ratio) Diesel 1:1 ratio.
FINAL DRIVE:	Dana Model 70 axle with 3.73:1 ratio. With engine and transmission in high gear, final ratio is 3.35 (Chevrolet); 3.73 (Diesel).
Note:	
FUEL TANK:	63 U.S. gallons capacity. Certified to CA Air Resources Board of Emissions Compliance.
RADIATOR:	Heavy-duty cross flow, with integral engine and transmission intercoolers.
ELECTRICAL SYSTEM:	12-volt negative ground systems. Wiring: Heavy-duty all wiring is modern vinyl-insulated stranded copper, run in loom or as cable to prevent chafing. Combination circuit breaker system and fuse system.
BATTERY:	500 cold cranking Amps maintenance free.

ALTERNATOR: 60 amp (as supplied with GM engine).

INSTRUMENTS: Non-glare reflective. Includes the following: 1. Speedometer 2. Tachometer. 3. Fuel Gauge. 4. Water Temperature Gauge. 5. Voltmeter. 6. Oil Pressure Gauge. 7. Vacuum Gauge. 8. Transmission Temperature Gauge.

WARNING SYSTEMS: Included: 1. Parking Brake Warning Light. 2. Brake Failure Sentinel Light. 3. Turn Signal Indicators. 4. High Beam Indicators. 5. Emergency Flashers.

BODY SPECIFICATIONS:

Body Shell — Monocoque riveted aircraft aluminum structure.

Frame & Stringers — Heat-treated, stretch-formed aluminum.

Exterior Skin — Heat-treated, high-tensile strength, load-bearing aircraft aluminum.

Floor — 3/4" exterior 5-ply fir, grade A-C. Sealed and waterproofed on the bottom and edges.

Heating System — Automotive-type, rated at 16,000 BTU's, with three-speed fan.

Bumpers — Front and rear wrap-around bumpers at 20-inch height.

Windshield — 1/4-inch laminated safety plate glass meet-
SAE standards.

Windshield Washers — Electric operated, with reserve reservoir.

Windshield Wipers — Two (2) heavy-duty electric-powered wipers.

Engine Service Access — There is a service hatch over the engine, next to the driver that is detachable for engine service, and a front engine access hood for checking fluid levels and minor service items.

Horn — Dual 12-volt, circuit-breaker protected.

Exterior Lighting — Includes headlights, clearance lights, taillights, stoplights, marker lights, back-up lights, emergency flashers, turn signal lights, and reflectors.

Mirrors — All mirrors meet federal and SAE specifications. A convex high-visibility mirror is provided for additional safety.



IMPORTANT INFORMATION ON VEHICLE LOADING

Overloading

CAUTION: the components of your vehicle are designed to provide satisfactory service if the vehicle is not loaded in excess of either the Gross Vehicle Weight Rating (GVWR) or the maximum front and rear Gross Axle Weight Ratings (GAWR's). These ratings are listed on the Vehicle Identification Number (VIN). This plate is located on the side panel next to the driver's seat.

Overloading can result in loss of vehicle control and personal injury either by causing component failures or by affecting vehicle handling. It can also shorten the service life of your vehicle.

Your dealer can advise you of the proper load conditions for your vehicle. The use of selected heavier suspension components for added durability purposes does not increase any of the weight ratings printed on the VIN Plate and/or Vehicle Certification Label.

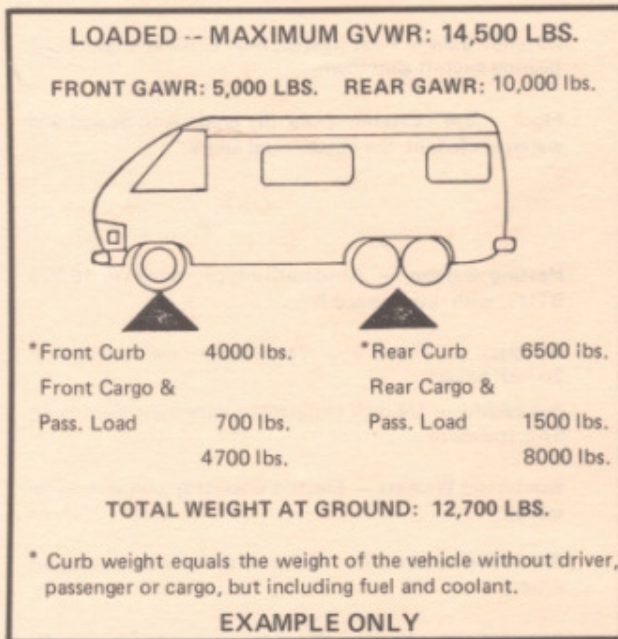


Figure 4 – Vehicle Weight Illustration

Maximum Front And Rear Axle Weights

The weight of the cargo load must be properly distributed over both the front and rear axles. The VIN Plate and/or Certification Label shows the maximum weight that the front axle (front GAWR) can carry. It also shows the maximum weight that the rear axle* (rear GAWR) can carry. The GVWR represents the maximum permissible loaded weight of the vehicle and takes into account the engine, transmission, frame, springs, brake, axle and tire capabilities. Actual loads at the front and the rear axles can only be determined by weighing the vehicle. This can be done at highway weigh stations or other such commercial places. Consult your dealer for assistance. The cargo load should

be distributed on both sides of the centerline as equally as possible.

***IMPORTANT NOTE:** The rear axle is a Tandem Axle pivoted in the center. The weight to the axles is distributed evenly over the front axle and rear axle of the tandem. The gross weight rating of the rear is the total capacity of all four rear wheels and the tandem assembly complete.

Effect on Warranty

Your New Vehicle Warranty does not apply to any part of your vehicle "which has been subject to misuse." Any part which fails because of overloading has been subject to misuse.

(VIN) Vehicle Identification Number Plate And/OR Certification Label

Your VIN Plate and the Certification Label shows the GVWR and the front and rear GAWR's for your vehicle.

Gross Vehicle Weight (GVW) is the weight of the originally equipped vehicle and all items added to it after it has left the factory. This would include bodies, winches, booms, etc.; the driver and all occupants; and the load the vehicle is carrying. The GVW must not exceed the GVWR. Also, the front and rear gross axle weights must not exceed the front and rear GAWR's.

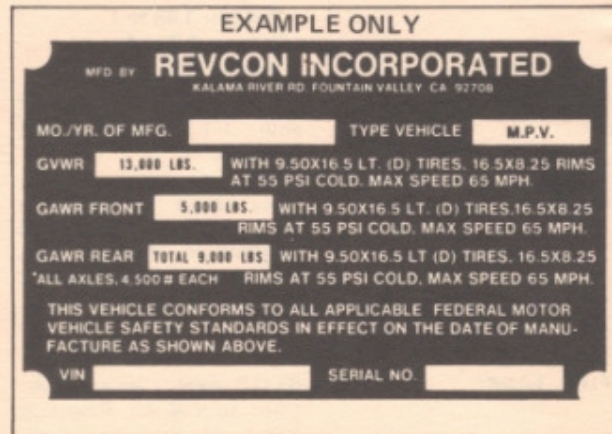


Figure 5 – Vehicle Identification Plate

CAUTION: Luggage or other cargo should be secured in place. This will help keep such things from being thrown about and injuring people in the vehicle in an accident.

Tires

The tires on your vehicle must be of the proper size and properly inflated for the load which you are carrying.

The Vehicle Certification Label shows the originally equipped tire size and recommended inflation pressures.



BEFORE DRIVING YOUR REVCON

DRIVER DAILY CHECKLIST

Before Entering Vehicle

Be sure you know your vehicle and its equipment and how to use it safely.

1. See that windows, mirrors, and lights are clean and unobstructed.
2. Check tires for proper pressure, and inspect for damage.
3. Check that all outside lights work.
4. Look for fluid leaks.
5. Be sure everything is properly stowed.
6. Check that area to rear is clear if about to back up.

Before Driving Off

1. Lock all doors.
2. Check that all windows and vents are in suitable position for travel.
See "Engine Exhaust Gas Caution (Carbon Monoxide)" on page 10.
3. Position seat.
4. Check adjustment of inside and outside mirrors.
5. Check that warning bulbs light when key is turned to "Start."
6. Check all gauges (including fuel, if so equipped).
7. Fasten seat belts.
8. With engine running, check that warning lights are now out.
9. Release parking brake.

See body or motor home manufacturer's information for additional items that may require checking.

Guard Against Theft

For tips on how to protect your vehicle and its contents, see the "Steering Column Controls" section of this manual.

KEYS

The key code is stamped on the "knock out" plug in the key head.

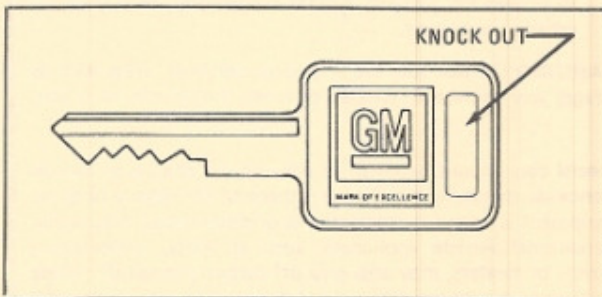


Figure 6 – REVCON keys

For Vehicle Security:

Record key code number; then knock plug out of key.

Keep the key code in a safe place such as your wallet, **NOT IN THE VEHICLE.**

If the key code plug has been removed or lost, the key code number can be supplied by your dealer. It has also been recorded at REVCON, Inc.

If the original key is lost, duplicates can be made using the key code. Contact any GM dealer or a locksmith.

If you park in an attended lot, separate and leave your square-headed ignition key only.

OUTSIDE REARVIEW MIRROR

Adjust the outside mirror so you can just see the side of your vehicle in the side of the mirror closest to the vehicle. This helps you determine your relation to objects seen in the mirror.

CONVEX MIRROR

Your vehicle may have an optional convex outside rear view mirror. (A convex mirror has a curved surface.) Adjust the convex mirror so you can just see the side of your vehicle in the portion of the mirror closest to the vehicle. This type of mirror is designed to give a much wider view to the rear, and especially of the lane next to your vehicle. However, cars and other objects seen in a convex mirror will *look* smaller and farther away than those seen in a flat mirror. Therefore, use care when judging the size or distance of a car or object seen in this convex mirror. Use your inside mirror to determine the size and distance of objects seen in the convex mirror.

TRAILER TOWING

Since this vehicle is designed and intended to be used mainly as a load carrying vehicle, towing a trailer will affect handling, durability and economy. Your safety and satisfaction depend upon proper use of correct equipment. Also, you should avoid overloads and other abusive use.

The maximum loaded trailer weight you can pull with your vehicle is 2000 lbs. (Class 1 hitch.)

CAUTION: Do not try to tow a trailer over 2000 pounds gross trailer weight no matter what trailer towing equipment is installed. This could seriously affect your vehicle's performance, durability, or handling, and could result in personal injury.

TIRES

When towing trailers on dead-weight hitches, inflate tires to the pressures shown on the Certificate Label affixed to this vehicle or, if applicable, on the "Tire Inflation Pressure" charts (see page 102).

It should be remembered that when a trailer is connected, the trailer tongue weight is part of the load being carried by the vehicle and, therefore, is included in the GVW of the vehicle.



TRAILER TOWING (Continued)

MAINTENANCE

More frequent service is required when using your vehicle to pull a trailer.

Refer to the Maintenance Schedule for Automatic Transmission Fluid, Engine Oil, and Rear Axle Lubricant change requirements for trailering.

Frequently, check to be sure that all trailer hitch bolts and nuts are tight. Also, check the Maintenance Schedule in this manual for important instructions on belts, cooling system care, and brake adjustment.

BREAK-IN SCHEDULE

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TRAILER TOWING CAUTIONS

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Trailer brakes of adequate size are required on trailers over 1000 pounds (450 kilograms) loaded weight.

If you use trailer brakes with your REVCON, follow the installation and balance instructions of the trailer brake manufacturer.

Do not tap into the REVCON brake system if the trailer brake system uses more than 0.02 cubic inch (0.3 centimeters) of fluid from the vehicle's master cylinder. In this case, the REVCON's brake fluid capacity will not be enough to operate both the REVCON and the trailer brakes under all kinds of use.

All brake fluid parts must be able to stand 3000 psi (20 685 kPa). The brake fluid tap must be made to the master cylinder port supplying fluid to the rear brakes. Copper tubing is subject to fatigue failure and must not be used.

Hitches – To avoid towing and/or driving problems due to sway caused by such things as crosswinds, big trucks passing or road roughness, or due to separation of the trailer, observe these precautions:

Excessive tongue weight on the trailer hitch can change the weight distribution of the REVCON and the trailer combination as a whole as the REVCON is a front-wheel-drive vehicle. This can cause control problems. To avoid these problems, observe these recommendations:

Don't tow trailers in excess of 2000 pounds.

ENGINE EXHAUST GAS CAUTION (CARBON MONOXIDE)

Avoid breathing exhaust gas because it contains carbon monoxide, which by itself has no color or odor. It is a dangerous gas. Carbon monoxide can cause unconsciousness and can be lethal.

If at any time you think that exhaust fumes are entering the vehicle, have the cause determined and corrected as soon as possible. If you must drive under these conditions, drive only with ALL windows fully OPEN.

The best way to protect against carbon monoxide entry into the vehicle body is to keep the engine exhaust system, vehicle body, and body ventilation system properly maintained. We recommend that the exhaust system and body be inspected by a competent mechanic:

Each time the vehicle is raised for oil change.

Whenever a change is noticed in the sound of the exhaust system.

Whenever the exhaust system, underbody, or rear of the vehicle is damaged.

WARNING: Do not run the engine in confined areas such as garages any more than needed to move the vehicle in or out.

Special care should be taken to prevent the chance of carbon monoxide exposure if a change is made to the vehicle or other equipment is added for recreational or other usage. Also, some recreational vehicle appliances, such as lights, refrigerators, stoves, or heaters, may also give off carbon monoxide. These appliances should be used only if there is enough ventilation.

SITTING IN A PARKED VEHICLE WITH THE ENGINE RUNNING FOR A LONG TIME IS NOT RECOMMENDED.



TRAILER TOWING (Continued)

Keep the trailer tongue load at 10% of the loaded trailer weight for hitches. Tongue loads can be adjusted by proper distribution of the load in the trailer. This can be checked by weighing separately the loaded trailer and then the tongue.

Do not use axle mounted hitches. They can damage the axle housing, wheel bearings, wheels, or tires.

When you remove a trailer hitch, be sure to seal any mounting holes in the body. This will help prevent entry of exhaust fumes, dirt, or water.

OPERATION OF YOUR REVCON IN FOREIGN COUNTRIES. Your engine is designed to run on unleaded gasoline with an octane rating of about 91. If you plan to drive your vehicle outside the U.S. and its jurisdictions or Canada, there is a chance the gasolines available in some countries will not meet the needs of your engine. Low octane rated gasolines may cause engine knocking or serious engine damage for which REVCON is not responsible.

STARTING AND OPERATING

NEW VEHICLE "BREAK-IN" PERIOD

You can drive your new REVCON from its very first mile (kilometer) without a formal "break-in" schedule. However, there are things you can do during the first few hundred miles of driving that will add to the future performance and economy of your vehicle.

We recommend you limit your speed during the first 500 miles (800 kilometers) to a maximum of 55 mph (90 km/h); but do not drive for long periods at any one constant speed, either fast or slow. During this time, avoid full throttle starts and, if possible, avoid hard stops especially during the first 100 miles of driving.

Also, always drive at moderate speeds until the engine has completely warmed up.

If you plan to use your new vehicle for trailer towing, see additional information on page 9.

GUARD AGAINST THEFT

Your new REVCON has many features to help prevent theft of the vehicle itself, its equipment, and contents. But, these anti-theft features **depend upon you** to work.

The time to be most on guard is when leaving your REVCON.

- Park in a lighted spot when you can.
- Lock the ignition and take the keys. (If you must leave a key with the vehicle, leave the square-head key only. Take the other key with you. This will help prevent illegal entry into your vehicle at a later date.)
- Fully close all windows and lock all doors.
- Keep costly items out of sight. (Never leave things of value in plain sight on seat or floor.)

IGNITION SWITCH

The ignition switch is located on the steering column on the right hand side. The switch has four positions:

- ACC — For operating accessories only.
- OFF — Turns off engine and accessories.
- ON — For normal operation after engine has started.
- START — Used only when starting engine. When released, switch returns to "ON."

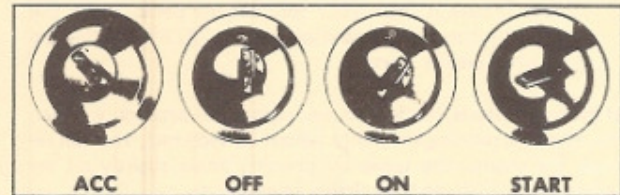


Figure 7 — Ignition Switch Positions

PARKING

When leaving your REVCON unattended:

- Firmly apply the parking brake first. (See "Parking Brake," page 13.) Do not use the transmission as a substitute for the parking brake.
- Place the automatic transmission shift lever in "PARK."
- Turn the ignition key to "OFF."
- Remove the key.
- Close all windows and secure all doors.

NOTE: If you do not apply the foot parking brake, a warning buzzer will sound when the gearshift lever is put into "PARK." This buzzer will not go off until the foot parking brake is applied, even if the ignition switch is in the "OFF" position.

TURN SIGNAL LEVER

The turn signal lever is on the left side of the steering column.

- **TURN SIGNAL** - Move the lever up to the second stop to signal a right turn. Move it down to the second stop to signal a left turn. When the turn is completed, the signal will cancel and the lever will return to horizontal.
- **LANE CHANGE SIGNAL** - In some turns, such as changing lanes, flash the signal. You can flash the turn signal by moving the lever part way (to the first stop) and holding it there. The lever will return to horizontal when you release it.

NOTE: A green light on the instrument panel flashes to tell you that the front and rear turn signal lights are working. If the light stays on, but does not flash, check for burned-out bulbs. If the green light does not light when the lever is moved, check the fuse and indicator bulb. The turn signal lever also contains the Cruise Control switch (see "Cruise Control," page 16, in this section).

STARTING THE ENGINE

1. Apply the parking brake. (Be sure to release the parking brake before driving off.)
2. Place the transmission shift lever in "PARK" or "N" ("PARK" preferred). A starter safety device is designed to prevent starter operation while the shift lever is in any



STARTING THE ENGINE (Continued)

drive position. (If you need to re-start the engine while the vehicle is moving, place the shift lever in "N.")

3. Start the engine as outlined below for different conditions.

NOTE: Do not keep the starter engaged for more than 15 seconds at a time. Wait 10 to 15 seconds before trying again.

- **Cold engine** - Press the accelerator pedal to the floor and slowly release it. With your foot off the pedal, crank the engine by turning the ignition key to "START." Release key when engine starts.

If the engine starts, but fails to run, repeat this procedure. When the engine is running smoothly (about 30 seconds), you can reduce the engine idle speed by pressing down slightly on the accelerator pedal and then slowly releasing it.

NOTE: Extended running of the engine (5 minutes or more) without pressing down the accelerator pedal could cause damage to the engine and exhaust system due to overheating. Do not leave your vehicle unattended with the engine running. If the engine should overheat you would not be there to react to the temperature warning gauge. This could result in costly damage to your vehicle and its contents.

- **Warm engine** - Do not press down the accelerator pedal. With your foot off the pedal, crank the engine by turning the ignition key to "START." If crank time exceeds three seconds, press down the accelerator pedal to 1/3 of its travel while cranking. Release key when engine starts.

- **Very cold weather (below 0°C) or after vehicle has been standing idle several days** - Before cranking the engine, fully depress and release the accelerator pedal one or two times more than for the "Cold engine" start. Then, with your foot off the accelerator pedal, crank the engine by turning the key to "START." Release key when engine starts.

IF ENGINE FAILS TO START

1. Fully depress and release the accelerator pedal several times; then remove foot from pedal and crank the engine by turning the key to "START."
2. If the engine still does not start, press the accelerator pedal to the floor and hold it there while cranking the engine. This should clear any flooding condition.
3. If the engine has been flooded with too much fuel (as will be apparent from step 2 above), it may start to run but not have enough power to keep running. If this is the case, continue cranking with the accelerator fully depressed until the engine clears itself of excess gasoline and runs smoothly.

AUTOMATIC TRANSMISSIONS

After starting the engine with the selector lever in N (Neutral) or P (Park) position, select the range desired (see table) and depress the accelerator. A gradual start with a steady increase in accelerator pressure will result in best possible fuel economy. Rapid acceleration for fast starts will result in greater fuel consumption.

Automatic transmission shift quadrants of all REVCON vehicles continue the uniform sequence of selector positions. This particularly benefits multi-vehicle families and those who occasionally drive other vehicles. Shift indicators are arranged with "Park" position at one end, followed in sequence by "Reverse," "Neutral," and the forward driving ranges. All automatic transmissions are equipped with a starter safety switch designed to permit starting the engine only when the transmission selector is in the "Park" or "Neutral" position. For additional engine braking effect, as sometimes needed in mountainous driving, place the transmission in an intermediate or low range.

AUTOMATIC TRANSMISSION	
P PARK	Use only when vehicle is stopped, after parking brake is set.
R REVERSE	For backing vehicle - from stop.
N NEUTRAL	For standing (brakes applied).
3 D DRIVE	For forward driving. Depress accelerator to floor for extra acceleration below 65 mph (100 km/h); depress accelerator half-way at speeds below 30 mph (50 km/h).
2 S SECOND GEAR	For driving in heavy traffic or on hilly terrain. Shift into S at any speed. The transmission will shift into second gear and remain in second until the vehicle speed or throttle are reduced to obtain first gear operation in the same manner as in D range. S range position prevents the transmission from shifting to 3rd gear.
1 L LOW	For hard pulling through sand, mud, and snow, and for climbing or descending steep grades. Shift into L at any vehicle speed. Depending on the axle ratio of the vehicle, the transmission will shift to second gear at any speed above approximately 40 mph (60 km/h) and will shift to 1st gear as speed is reduced below 40. L range position prevents the transmission from shifting out of 1st gear.

NOTE: The following practices could result in automatic transmission failure:

- Shifting between forward and reverse driving range while operating the engine at high speed or heavy throttle, such as when the driving wheels are on snow or ice - commonly called "rocking."
- Shifting to Reverse ("R") or any forward range while operating the engine at high speed in Neutral ("N"). Operating the transmission at or near "stall" condition for periods of more than 10 seconds. (Stall condition is when the engine is running at high speed while the transmission is in a driving range and the driving wheels aren't moving, such as when stuck in deep sand or when the vehicle is against a fixed barrier.)
- Holding vehicle on an upgrade with the throttle. (Use the regular brakes to hold vehicle on an uphill grade.)

NOTE: This vehicle is equipped with a clutch-type fan. An increase in noise level occurs when the clutch engages and may cause the sensation that the transmission is slipping.



GENERAL INFORMATION (Continued)

CAUTION: Before going down a steep or long grade, reduce speed and shift the transmission into a lower gear or lower range to control vehicle speed. Try not to hold the brake pedal down too long or too often. This could cause the brakes to get hot and not work as well.

DRIVING ON SLIPPERY SURFACES

Take care when on slippery surfaces, especially when speeding up or when shifting into lower gear. Sudden acceleration or engine braking action (due to shifting to a lower gear) could cause the front wheels to skid.

POWER STEERING

If the power steering system goes out because the engine has stalled or due to failure, the vehicle may still be steered. However, much greater effort is required, especially in sharp turns or at low speeds.

TILT STEERING WHEEL

The steering wheel can be tilted up above normal position to provide additional room for entrance and exit as well as many different selected driving positions. The tilt mechanism is located on the left side of the steering column just behind the directional signal. To operate, pull the lever towards you and move the steering wheel to your desired position; then release the lever. This permits individual selection for the most comfortable positions for all driving conditions. On longer trips, the steering wheel position may be changed to help minimize tension and fatigue.

HAZARD WARNING FLASHER

NOTE: Operation of the hazard warning flasher is covered on page 18.

HORN

The horn on your vehicle is actuated by firmly pressing on the pad in the center of the steering wheel. Use of the horn should be kept at a minimum. However, should it ever become necessary to give a warning to a pedestrian or another motorist, use it.

FLOOR CONTROLS

BRAKING SYSTEM

The regular braking system is designed for braking performance under a wide range of driving conditions even when the vehicle is loaded to its full rated vehicle load.

CAUTION: Driving through water deep enough to wet the brakes may cause the brakes not to work as well. As a result, the vehicle will not slow down at the usual rate, and it may pull to the right or left. After checking to the rear for other vehicles, apply the brakes lightly to check whether this has happened. To dry them quickly, lightly apply the brakes. At the same time, keep a safe forward speed, with plenty of clear space ahead, to the rear, and to the sides. Do this until the brakes return to normal.

POWER BRAKES

- If power assist is lost because of a stalled engine or other reasons, the brakes can normally still be applied with power assist at least two times using reserve power.
- The system is designed to bring the vehicle to a full stop on reserve power if the brake pedal is applied once and held down. However, the reserve power is partly used up each time the brake pedal is applied and released. Do not pump the brakes when brake power assist has been lost, except when needed to maintain steering control on slippery surfaces.
- Without power assist, the vehicle can still be stopped by pushing much harder on the brake pedal. However, the stopping distance may be longer, even though the brakes themselves remain fully operational.

ADJUSTING BRAKES

- The only brakes that need periodical adjustment are the rear on some models. These are not self-adjusting and should be adjusted at least every 6000 miles and sooner if heavy usage occurs. They should be adjusted only by a skilled service mechanic.
- The front disc brakes adjust themselves each time the brakes are used.
- If the brake pedal goes down farther than normal it may be due to a lack of adjustment, or loss of hydraulic fluid. Proceed with utmost care to the nearest service establishment and have the brakes adjusted and the hydraulic system checked for leaks and correct functioning. See page 114 for service and adjustment functions.

NOTE: "Riding the brake" by resting your foot on the brake pedal when not intending to brake can cause overheated brakes. This can wear out the brake linings faster and damage the brakes themselves, as well as waste fuel.

PARKING BRAKE

The parking brake control is on the left of the steering column, under the instrument panel and is foot operated. The release lever is just above the pedal. The pedal is connected to a warning light system and buzzer.

- To set the parking brake, push the pedal all the way down.
- For better holding power, first press down the regular brake pedal. Then hold it while setting the parking brake.
- To release the parking brake pull the release lever.
- Never drive the vehicle with the parking brake set as this may overheat the rear brakes, reducing their effectiveness and causing excessive wear or damage.

NOTE: The parking brake should be set first whenever leaving the driver's seat. If the vehicle is parked on a grade and the transmission selector lever is placed in "PARK" before the parking brake is set, the weight of the vehicle may exert so



FLOOR CONTROLS (Continued)

much force on the parking pawl in the transmission that it may be difficult to pull selector lever out of "PARK." This condition is called "torque lock." To prevent this, the parking brake should be applied BEFORE moving the selector lever to "PARK." When preparing to move the vehicle, the selector lever should be moved out of the "PARK" position BEFORE releasing the parking brake. It is good driving practice to set the parking brake first, then release the transmission from "PARK," even on level surfaces. If "torque lock" does occur, it may be necessary to have another vehicle nudge this vehicle uphill to take some of the pressure off the transmission while the driver pulls on the transmission selector lever.

BRAKE PEDAL TRAVEL

If your vehicle has the Hydro-Boost Brake System, brake pedal travel is slightly different from the brake pedal travel on other vehicles. You can bring the vehicle to a full stop by applying normal force to the brake pedal. Although there is no need to push the pedal beyond the point where it stops, by applying more force you can push it the rest of the way to the floor. A slight hissing noise may be heard when the pedal is pushed beyond the normal travel. This extra brake pedal travel and hissing noise are normal.

HEADLIGHT BEAM CHANGER

"High" and "Low" headlight beams are controlled by the turn signal lever. The blue indicator lamp will light up when the high beams are in use. To dip or "hi-beam" the headlights, pull the turn signal lever back toward the steering wheel and when you feel it "click", release it.

INSTRUMENT PANEL AND CONTROLS

INSTRUMENTS

The instruments, gauges and indicator lights conveniently grouped in the instrument cluster are designed to tell you at a glance many important things about the performance of your vehicle. The following information will enable you to quickly understand and properly interpret these instruments.

TACHOMETER

The tachometer is located to the left of the speedometer and is offered as a driving aid. It displays the R.P.M. of the engine (revolutions per minute). The peak performance of the 454-cubic-engine is at 3400 rpm. After this rpm has been obtained the horsepower and torque will drop down and the performance will decline. Do not exceed 4000 rpm except as an emergency measure. Prolonged running of the engine over 4000 rpm could cause severe damage. An adjustable pointer is sometimes fixed to the center of the tachometer dial. Set this pointer at 4000 rpm as a reminder to change gears when low or second gear is used for hill climbing.

Never change to a high gear when descending a steep hill in low or second gear unless it is safe to do so, regardless of rpm.

SPEEDOMETER

The speedometer indicates the miles per hour and the odometer in the top half of the speedometer indicates the accumulated mileage.

NOTE: It is a federal offense to disconnect a mileage odometer or change the accumulated mileage to read less miles than the vehicle has done.

BRAKE SYSTEM WARNING LIGHT

The regular brake is a dual system designed so that one part will provide some braking action if there is a loss of hydraulic pressure on the other part of the system. The system has a "Brake" light located in the instrument panel.

- To serve as a reminder, the "Brakes" light is designed to light while the parking brake is set and the ignition key is ON.
- The light is also designed to come on briefly during engine starting so you can check that the bulb is okay.
- Have the system repaired if the light does not come on during engine starting or when the parking brake is set.
- This warning light does not do away with the need for brake inspection and maintenance. The brake fluid level must be checked regularly.

If the light comes on and stays on when the ignition key is on, after the brake pedal has been firmly pushed down, it may mean that there is something wrong with one part of the brake system.

What to do:

1. Check that the parking brake has been released. If it has been released:
2. Pull off the road and stop carefully. And remember that:
 - Stopping distances may be longer.
 - You may have to push harder on the pedal.
 - The pedal may go down farther than normal.

Continued driving without getting it repaired could be very dangerous.

- There is also an "Apply Parking Brake" light next to the "Brakes" light on the dashboard. This light will come on and a buzzer will sound when the vehicle is put into "Park" gear until the Park Brake foot pedal is applied. Then the "Apply Parking Brake" light will go out and the "Brakes" light will come on. The "Brakes" light will go out when the ignition is turned off or to accessory. Failure of the switch to function correctly may also cause the "Brake" light to stay on.
3. Try out the brakes by starting and stopping on the road shoulder; then:
 - If you judge it to be safe, drive cautiously at a safe speed to the nearest dealer for repair or have vehicle towed to dealer for repair.



INSTRUMENT PANEL & CONTROLS (Continued)

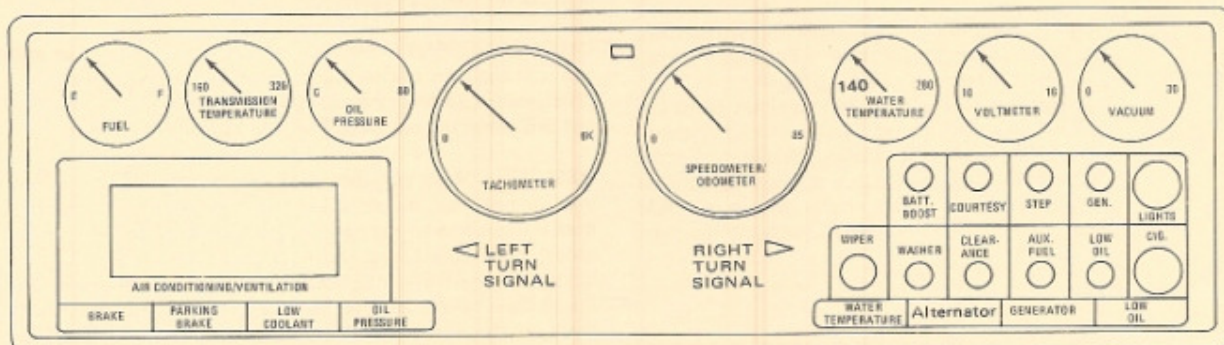


Figure 8 – Instrument Panel and Controls

VACUUM GAUGE

The vacuum gauge is offered not only as a tuning aid and diagnostic tool to your service mechanic, but also as a fuel economy driving aid. The higher the vacuum gauge reads the better your fuel economy during driving.

IMPORTANT NOTE- In your driving habits, train yourself to keep a good watch on all your gauges and warning lights. Not only will it improve your driving awareness, it may save you costly repairs! Or even help prevent an accident.

TRANSMISSION OIL TEMPERATURE GAUGE

The transmission oil temperature gauge indicates the oil temperature in the transmission oil pan and aids in determining frequency of oil changes. Under normal driving conditions the gauge will read 170°F to 220°F. Climbing a long hill on a hot day or towing a trailer will cause a higher reading. Consistent higher readings above 220°F will require more frequent oil changes. Avoid exceeding 320°F for long periods of time as the transmission oil deteriorates rapidly at 400° - 500°F and the transmission may be damaged.

VOLTMETER

The voltmeter indicates the automotive electrical system voltage. With engine not running and ignition switch "ON", the gauge will show 11 to 12-volts. Running the engine at fast idle with no electrical load, will cause a voltage indication of approximately 14 volts. Turning on the headlights and air conditioning will cause the voltmeter reading to decrease. A reading continuously far to the left or right indicates an electrical system failure. The cause of failure should be corrected.

ELECTRONIC OIL DIPSTICK (Optional)

The engine oil level may be checked before starting the engine and without raising the engine cover. To check the oil level the engine must be cold and the ignition "ON." Press the "Check Oil" toggle switch and hold. The light will come on, and then go out. Continue to hold down for 20 seconds. If light starts flashing, add a quart; if light does not flash, engine oil level is correct. A standard metal dipstick should be used periodically to confirm the accuracy of the electronic oil dipstick.

THERE ARE SEVERAL SWITCHES ON THE RIGHT SIDE OF THE DASH:

Low Oil Switch. This enables the checking of the engine oil level without using the more standard method of using the oil dipstick at the engine.

Auxiliary Fuel Switch. Flipping this switch to "M" causes fuel to be drawn from the main fuel tank. Moving the switch to "A" or "Aux. Fuel" causes the fuel to be drawn from the auxiliary fuel tank. The switch also makes the fuel gauge read the fuel level in the desired tank.

Clearance Switch. Depressing the switch shuts off the running lights to signal other drivers on interstate highways. Releasing the switch brings the lights back on.

Windshield Wiper and Washer Switches. Depressing the washer switch sprays water onto the windshield. The wiper control or the switch controls the dual windshield wipers.

Indicator Lights. The indicator lights are designed to come on to provide the driver with additional information:

1. **Low Oil** – The light is used with the low oil switch to check the engine oil level before starting the engine.
2. **Generator** – The light comes on when the auxiliary powerplant (generator set) is operating.
3. **Alternator** – The light comes on when the ignition switch is in the "Run" position, but before the engine is started. After the engine starts, the light should go out and remain out. If the light remains on when the engine is running, have your authorized service center locate and correct the trouble.
4. **Water Temperature** – The light comes on to warn the driver that engine coolant has overheated and immediate action should be taken. See the "Engine Coolant" in "In Case of Emergency" paragraph on page 19.
5. **Oil Pressure** – The light will come on as the engine oil pressure drops below 6 psi. Occasionally, the light may flicker momentarily while the engine is running. The oil level should be checked and oil



INSTRUMENT PANEL & CONTROLS (Continued)

added if necessary. If light stays on continuously and gauge shows no pressure, stop engine immediately and determine cause and repair.

6. **Low Coolant** — The light will come on when the coolant level in the radiator coolant recovery bottle drops below the sensor probes in the bottle. The level in the bottle is lowest when the coolant is cold and rises as the engine warms up. Add water to the coolant recovery bottle if the light comes on.

LIGHT SWITCH

The three-position light switch controls the instrument lamps, headlamps, marker lamps, parking lamps, tail lamps, and interior lamp. Instrument light intensity can be varied by turning knob clockwise or counterclockwise. Full counterclockwise position turns on interior light in some models.

CRUISE CONTROL

The cruise control is also a part of the turn signal lever. To set the control, slide the finger control to the "on" position and at the desired cruising speed, push the button in the end of the lever. To change the speed higher, accelerate to the higher speed and push the button again. To lower the cruise speed, slide the control to "OFF" then "ON" and push the button to set at desired speed. The cruise control will automatically disconnect if the brakes are applied.

CRUISE CONTROL OPERATING INSTRUCTIONS

In the regulator box of your Speed Control is a safety switch which will not let the system operate until your vehicle is moving above a pre-selected low speed. At the factory this "low speed switch" is set to close between 27 and 33 mph; it should, however, be checked during the Road Test. The **Control Switch** is the switch you use to operate all features of the system described in the following paragraphs. It is installed where the turn signal lever is normally located and serves that purpose as well.

SET SPEED — On the control switch, move the slide button to the ON position and drive at any speed above 32 mph at which you want automatic control. Hold that speed with your foot while you press and release the SET/COAST button. One second after release, take your foot off the accelerator pedal. You can increase speed at any time with the accelerator pedal. When you release the pedal, you will return to the set speed.

ACCELERATION — Hold the slide button in the RESUME/ACCEL position and your vehicle will accelerate until you release it, then your vehicle will slow to your set speed and again control there. If you want to make the higher speed your new set speed, release the slide button when you reach the speed you want, and as you do, quickly press and release the SET/COAST button. Remember, you set speed as you release the button - not when you press it.

COAST — When you press and hold the SET/COAST button, you erase the set speed from the regulator's memory and allow the vehicle to coast. Just before you reach the lower speed you

want, release the button and it will control there, providing it is above the low speed setting.

DISENGAGEMENT — Depress the brake pedal about an inch and you again are in control of the vehicle speed. You can also disengage the Speed Control by pushing the slide button to OFF, but this erases the set speed from the regulator's memory.

RESUME — When you disengage the system with the brake, you do not erase the set speed from the regulator's memory, even if you come to a complete stop. To return to your chosen speed, drive to a speed above 32 mph, then move the slide button to the RESUME/ACCEL position and release it. The Speed Control will take you back to your set speed and control there. If the rate of acceleration is faster or slower than you like, drive with the accelerator to a speed close to the set speed, then slide the button to the RESUME/ACCEL position and release it.

UNUSUAL CONDITIONS — When the regulator is adjusted right, your selected speed should be held within plus or minus 4 mph so long as grades do not exceed 7% (most interstate highways). Since the Speed Control is vacuum operated, this speed range will widen as you drive at higher altitudes. Any opening of the throttle lowers the vacuum to some degree. A wide open throttle can drop the vacuum almost to zero. When you are pulling an extra heavy load, climbing a very steep hill, or bucking a severe head wind, a much wider than normal throttle opening is called for, but this drops the vacuum so low that the throttle is deprived of the strength it needs to hold speed. The way to handle these once-in-a-while problems is to bring the vehicle up to speed with the accelerator pedal - and then let the Speed Control take over again.

OTHER CONTROLS AND FEATURES

There are several switches on the right side of the dash:

- **The Generator Switch** will stop or start the auxiliary generator.
- **Battery Boost Switch.** If the automotive battery gets discharged to the point that it will not crank the engine, use the following procedure:
 1. Start the auxiliary generator (it is cranked by the "house" batteries).
 2. With the generator running depress the battery boost switch. (This will connect both the house and automotive batteries in parallel).
 3. Start the automotive engine in the normal way.
 4. Release the battery boost switch:
 - If the "house" battery will not start the generator and the automotive battery is able to start the engine. With the engine running, press the battery boost switch and then start the generator. When the generator is running, release the battery boost switch.



OTHER CONTROLS & FEATURES (Continued)

- If both batteries are discharged follow the "jump start" instructions in Section 3.
- **Step Switch** (where applicable). This switch will keep the electric entry step out or in and override the entry door switch.
- **Courtesy Light Switch.** This controls the courtesy lights installed by the entry door and under the dash.
- **Heater and Air Conditioner Controls.** The heater/air controls are located on the lower left side of the dash. Starting in 1983, these controls are to the right of the steering column.

AUTOMOTIVE HEATING & AIR CONDITIONING SYSTEM

The automotive heating and air conditioning system provides circulation of cool air during hot weather and warm air in cold weather. The system may be adjusted to dehumidify incoming air in cool, humid weather. Another feature of the system is that warm air may be directed at the driver and passenger side windows through the dashboard end outlets.

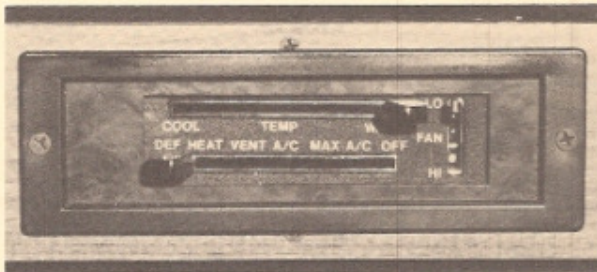


Figure 9 – Automotive Air Conditioner/Heater Controls

AIR OUTLETS – Air is directed through the two heater floor vents, the four dashboard vents and the defroster vents at the back of the windshield.

AIR CONDITIONING CONTROLS – The controls consist of a 3-speed fan switch, a sliding heater temperature lever, and a lever for selecting the type and source of air.

FOR COOLING: Move the bottom lever to either "MAX A/C" or "A/C." For maximum cooling or quick cool down, place this lever to "MAX A/C." This provides 100% recirculated air regardless of fan speed. Moving the lever to "A/C" provides 100% fresh air. The top temperature lever should be in "COOL" position for best cooling but may be moved to "WARM" for dehumidified warm air. This dehumidified warm air can be used to clear the driver's compartment windows in humid, rainy weather.

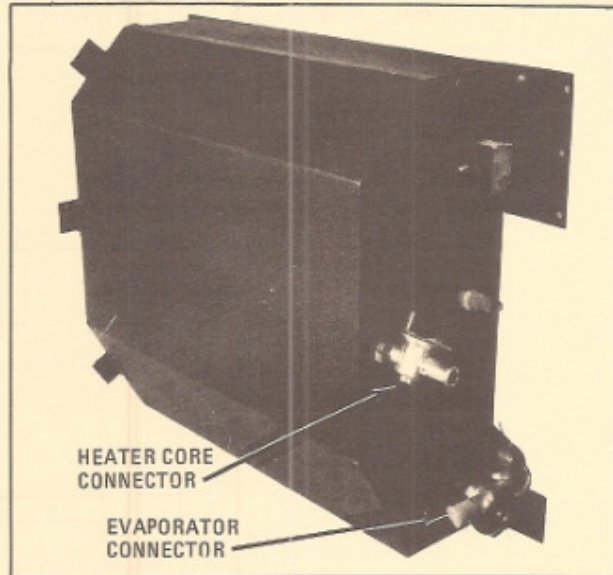


Figure 11 – Automotive Heater Core/Evaporator

FOR VENTILATING: With the bottom lever in "VENT" position, 100% fresh air enters the vehicle through the dashboard vents. Heat may be added to vent air by operating the top temperature lever. By redirecting the outboard vents to the side windows, these windows may be defogged with warm air.

FOR HEATING: Move the bottom lever to "HEAT" to bring heated air to the two heater floor vents. The top lever should be positioned for the desired air temperature and the fan switch moved for the proper air flow.

FOR DEFROSTING: Moving the bottom lever to "DEF" brings 100% fresh air to the defroster vents. Adjusting the top temperature lever and fan switch produces the desired temperature and air volume.

SERVICING HEAT/COOL UNIT – The blower assembly, heater core and evaporator may be individually removed from the case. These parts must be removed from forward of the firewall. Remove the sheet metal angle at the front top of the case. Take out the screws securing the front cover of the case (one screw is accessible from under the dashboard) and remove the cover. Disconnect the wires or hoses and slide out the defective part.

An adjustable A/C evaporator thermostat is mounted on the case in the passenger footwell. This control should be rotated fully clockwise.

The fresh air/recirculated air vacuum motor is also mounted on the heat/cool unit and is accessible from the front of the vehicle.

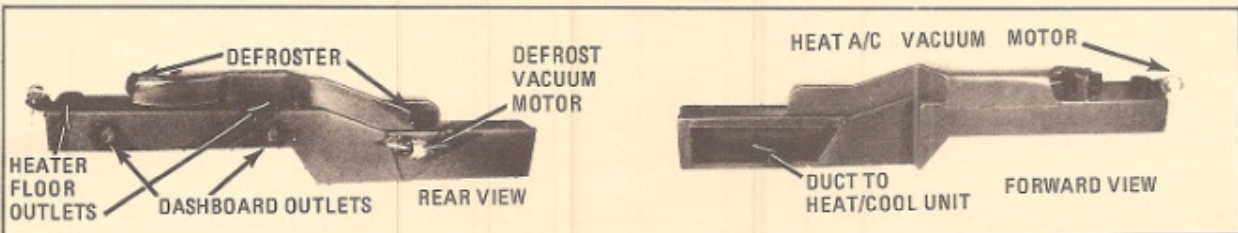


Figure 10 – Automotive Dash Air Conditioner Outlets



OTHER CONTROLS AND FEATURES (Continued)

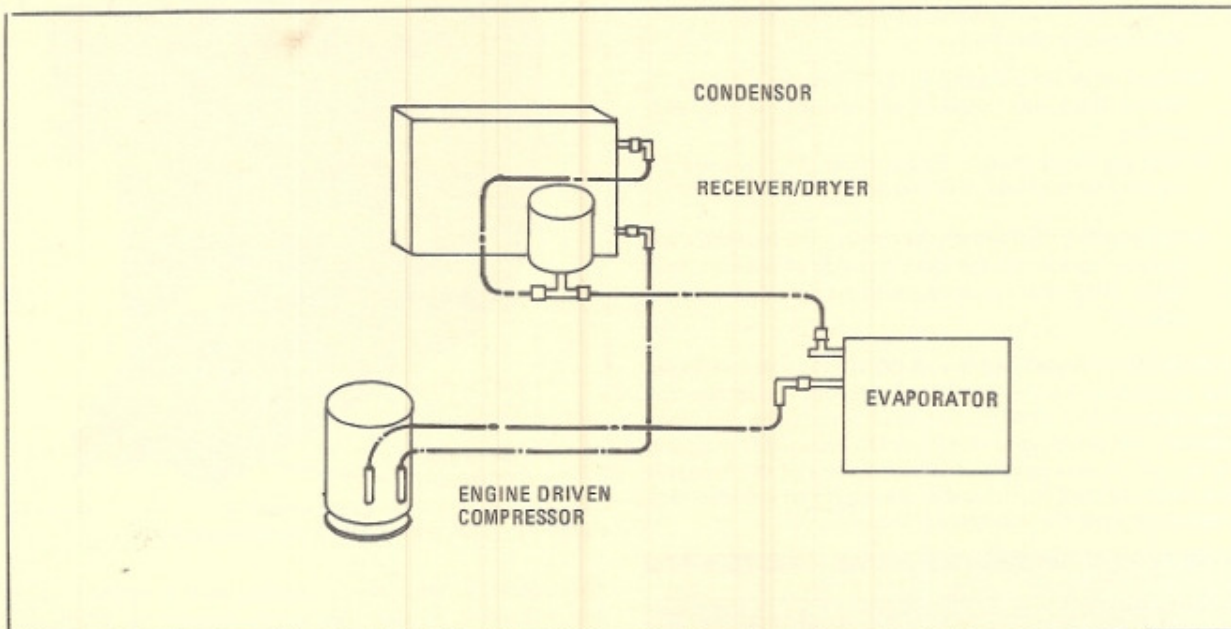


Figure 12 – Automotive Air Conditioning Hose Routing

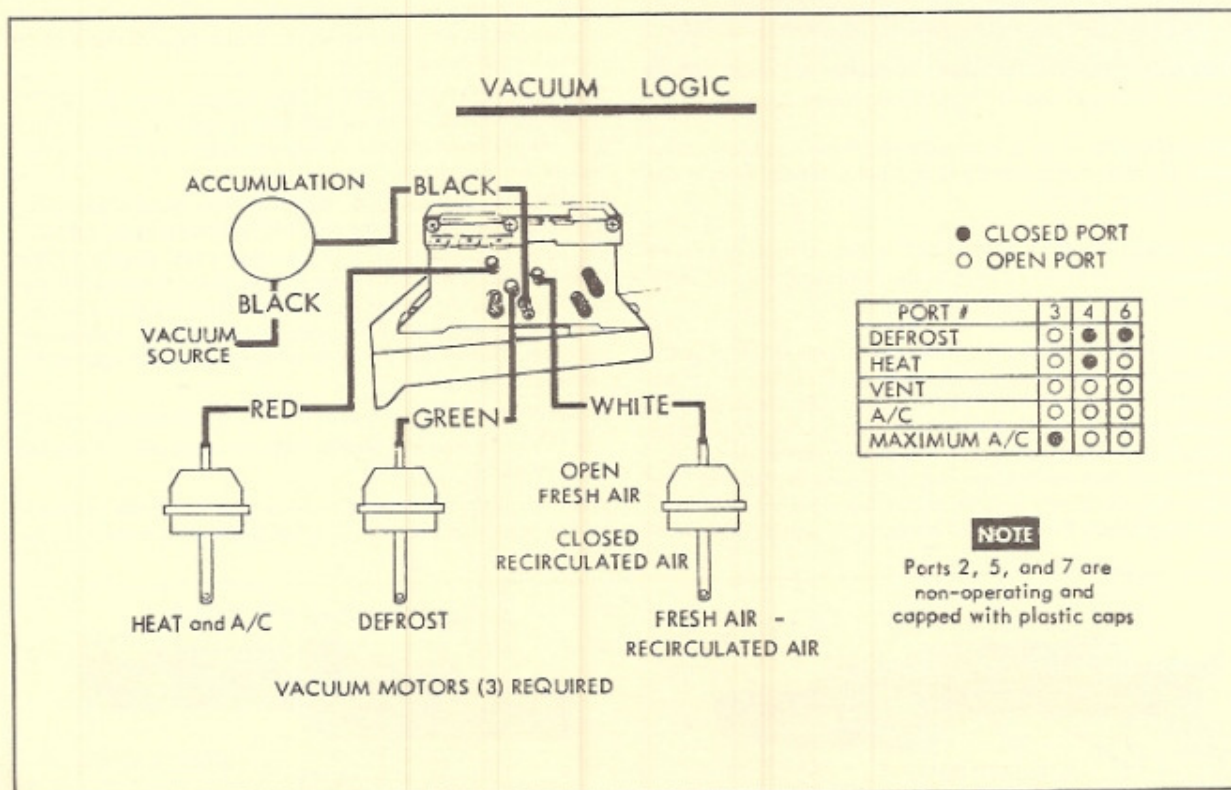


Figure 13 – Vacuum System Schematic for Automotive Air Conditioning/Heater System